



Welcome!

Wasilla Main Street Rehabilitation Project



Public Open House
Wednesday, April 4, 2012
6 to 8 p.m.
Fire Station #61



Project Team

Federal Highway Administration	Alaska Department of Transportation & Public Facilities	Consultant Team
<p>Christopher Riley</p>	<p>Kelly Petersen, P.E., Project Manager</p> <p>Environmental</p> <ul style="list-style-type: none"> •Brian Elliott <p>Engineering:</p> <ul style="list-style-type: none"> •Ryan Hammel •Alvin Talbert <p>Right of Way</p> <ul style="list-style-type: none"> •Karen Michaelson 	<p>Murph O'Brien, HDR Project Manager</p> <p>Environmental</p> <ul style="list-style-type: none"> •Linda Smith, HDR <p>Public Involvement</p> <ul style="list-style-type: none"> •Rosetta Alcantra, HDR •RaeShaun Schmidt, HDR <p>Traffic Analysis - Kinney Engineering</p> <ul style="list-style-type: none"> •Randy Kinney, P.E. •Jeanne Bowie, P.E. •Ron Martindale



Meeting Purpose

- Introduce the project
- Review project history and current status
- Outline next steps
- Answer questions
- Listen to you



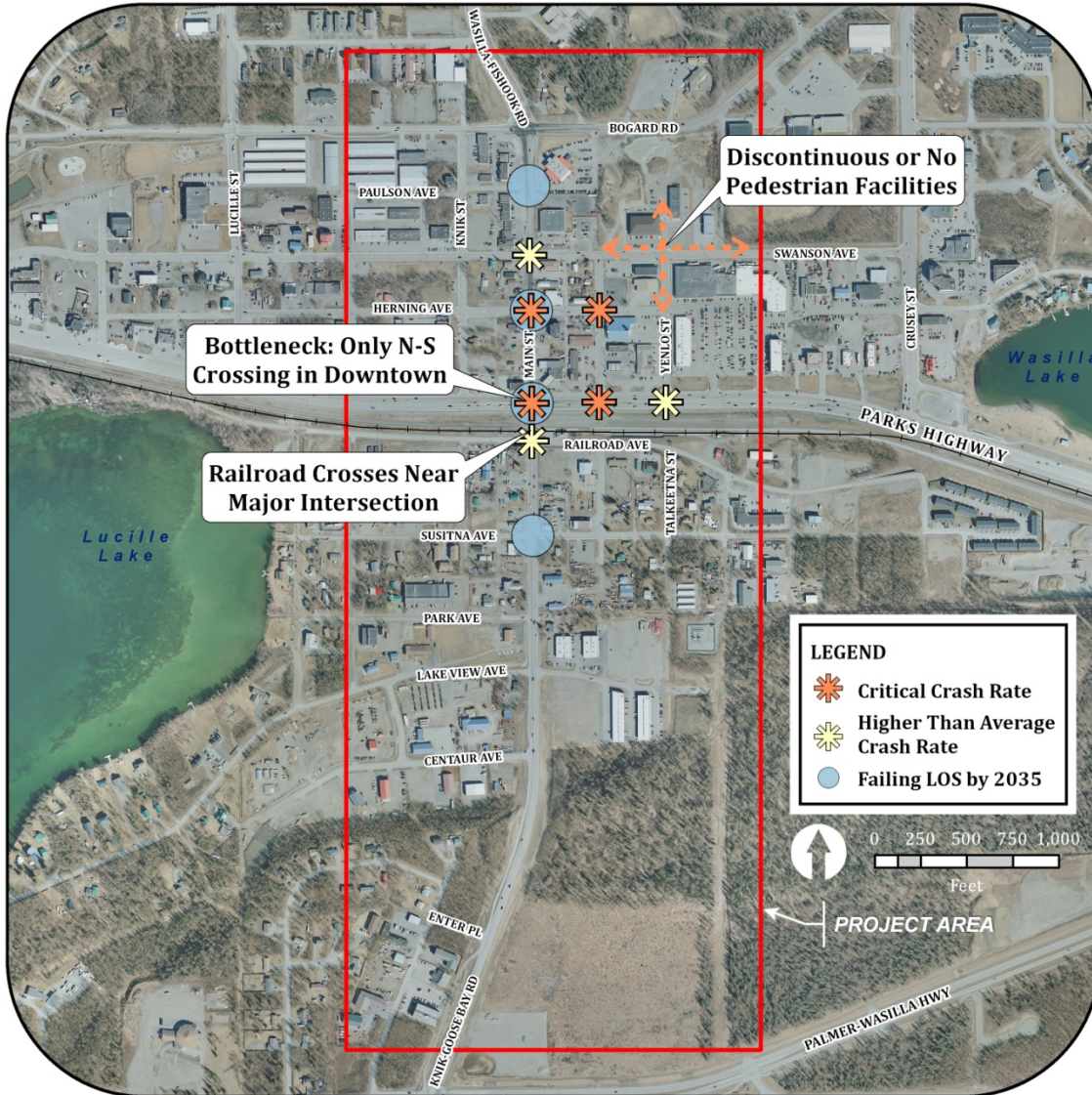
Project Purpose & Need

Improving local mobility for people and freight

- Travel Efficiency – increase traffic circulation, decrease delays, increase north-south corridor connectivity
- Congestion – reduce intersection delay
- Safety – reduce crash rates, minimize railroad conflicts, separate pedestrians and bicyclists from traffic stream



Project Study Area





Project Area Needs

- Congestion
- High accident rates
- Low level of service
- Need to increase capacity
- Incomplete connectivity of pedestrian facilities
- Business access
- Need for North-South connections
- Lack of conformity to construction design standards
- Issues with driveway corner clearance
- Driveway landings
- Maintenance of “Downtown” core area
- Accommodate existing and future traffic needs



Project History

1980s

- 1983: Preliminary Studies started

1990s

- 1992: Knik-Main Couplet proposed
- 1993: Environmental Assessment (EA) for Wasilla-Fishhook Rd (Glenwood-Schrock) completed. Knik-Main Couplet the preferred alternative.

2000s

- 2001: City raises concerns about Knik-Main Couplet impacts
- 2001: 3-lane Main St proposed as interim measure while studies continue
- 2003: EA re-evaluated
- 2004-2006: Traffic Study supports new Main-Yenlo Couplet alternative
City Council concurs
- 2008: New suggested alternative requires new EA

2010s

- 2011: Traffic Study updated to check 2006 projections and conclusions
- 2012: DOT&PF and FHWA move forward with EA



2006 Traffic Study

Purpose

- Determine necessary improvements for Main Street and core downtown area to address existing and future traffic needs.

Need

- Wasilla's Downtown congestion impacts local mobility and travel efficiency.

Methods

- Extensive traffic analysis and public process
- Examined wide range of alternatives



No Build Alternative

Components of No Build:

- Existing road system remains

Why dismissed?

- Does not meet the Purpose & Need (P&N) for the project
- Traffic progressively worsens
- Does not address mobility, capacity, safety, congestion or travel efficiency issues





Alternative A

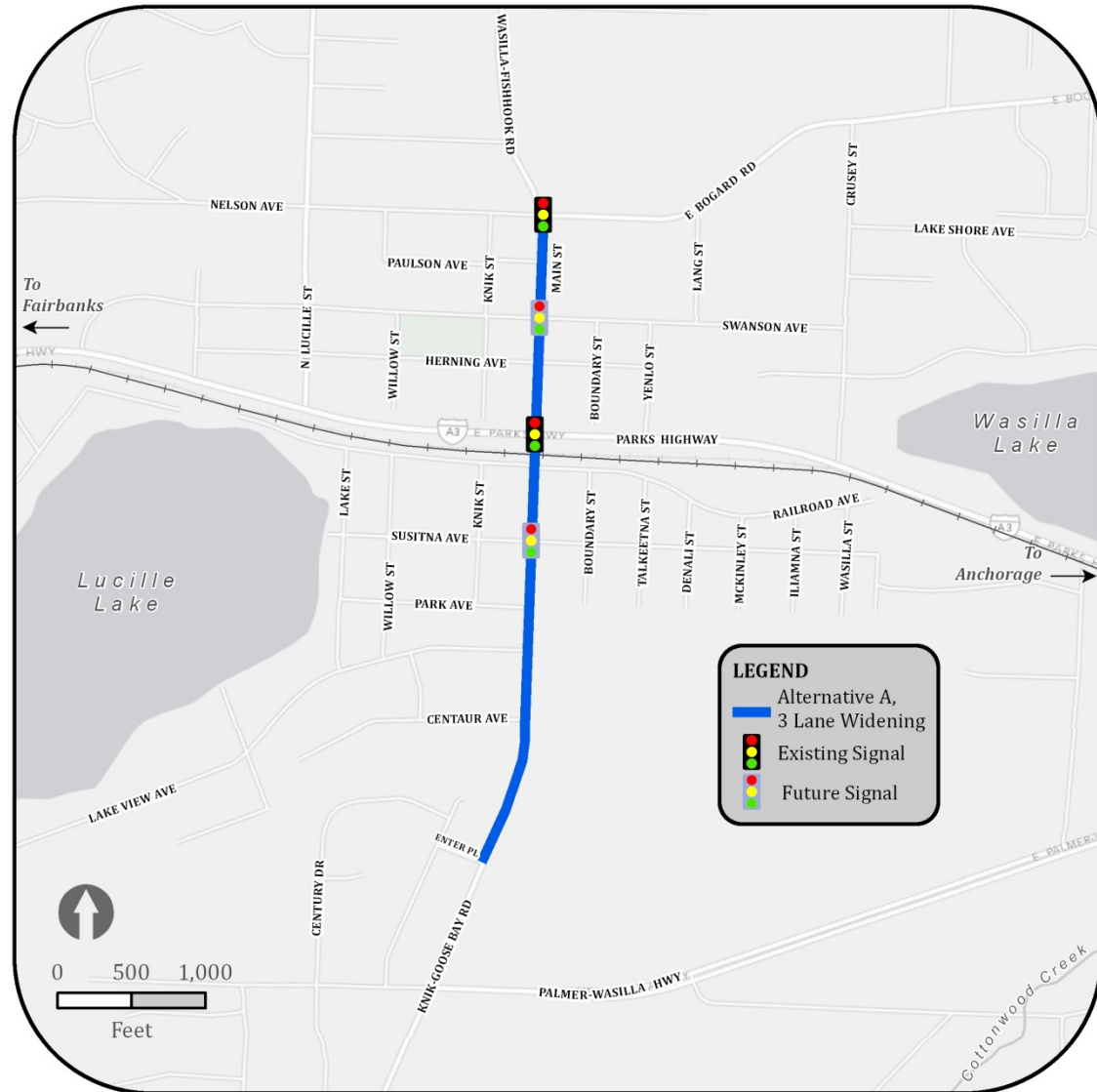
Components of Alternative A:

- One travel lane in each direction with a center two-way left turn lane
- 3 Lane Main Street/KGB

Why dismissed?

- Does not meet the P&N
- Will not provide acceptable level of service (LOS D is minimum) under any scenario

(Was restriped north of Parks Highway as an interim fix)





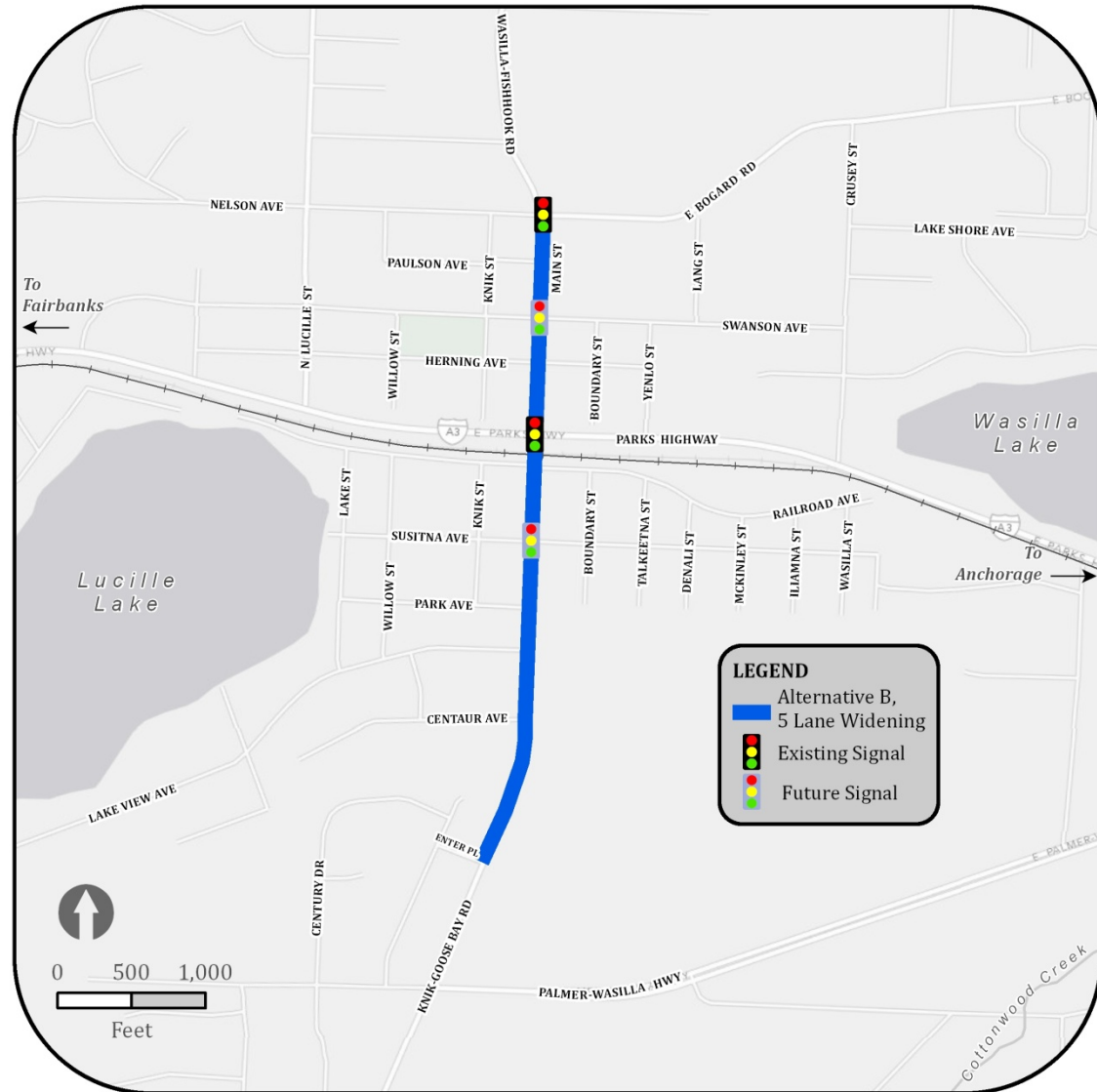
Alternative B

Components of Alternative B:

- 5-Lane Main Street/KGB
- Two travel lanes in each direction with a center 2-way left turn lane

Why dismissed?

- Does not meet P&N
- Public opposition over large ROW takes
- Only meets acceptable LOS D if Parks Bypass is constructed
- Fails before any new roads would be in place





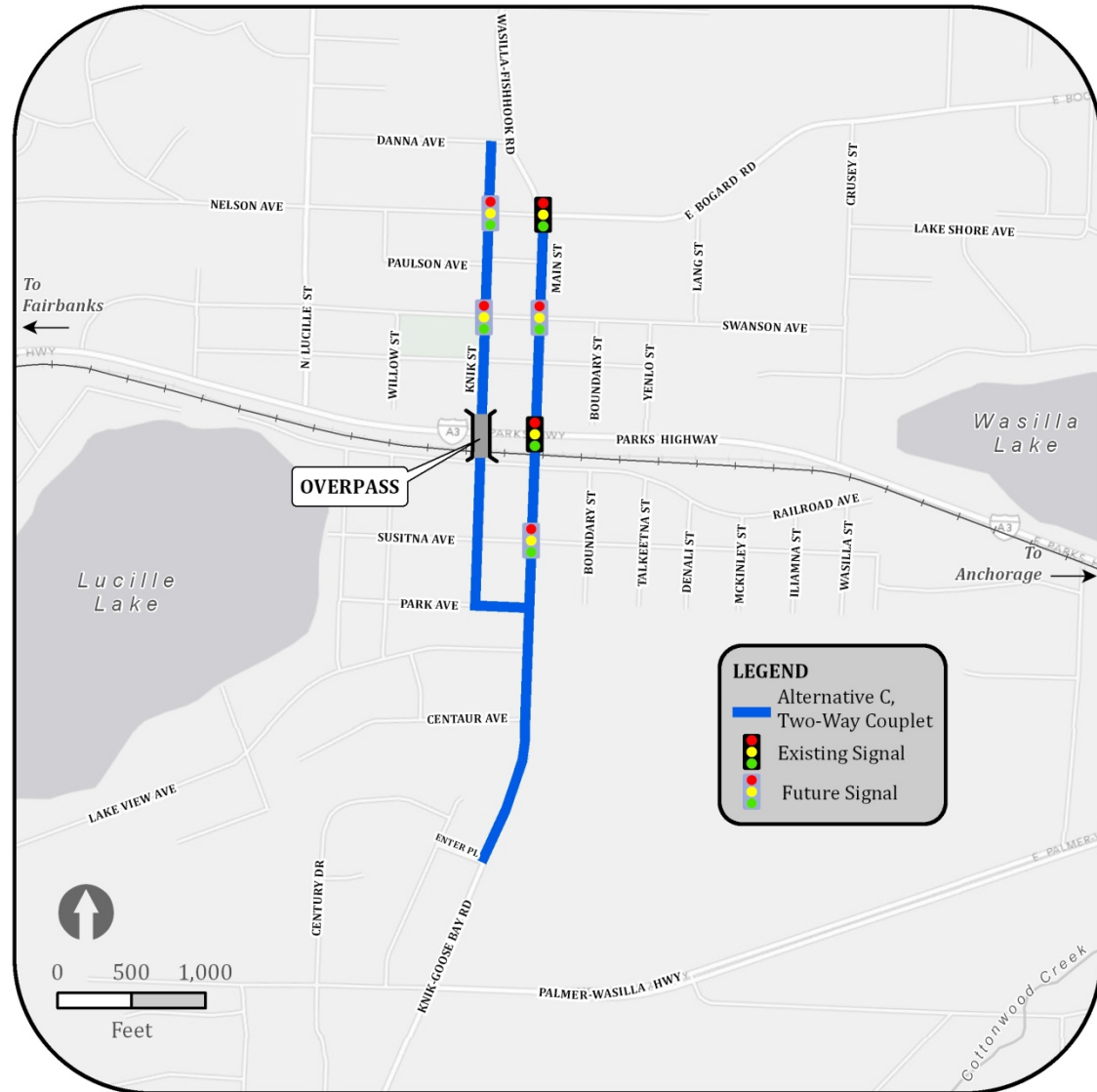
Alternative C

Components of Alternative C:

- Knik-Main Street two-way Couplet
- Knik Street bridge over the Parks Highway and railroad
- New connection from Nelson/Knik Street intersection north to Wasilla-Fishhook road
- Realign the Knik Street intersection with Park Avenue
- Does move needed traffic volume

Why dismissed?

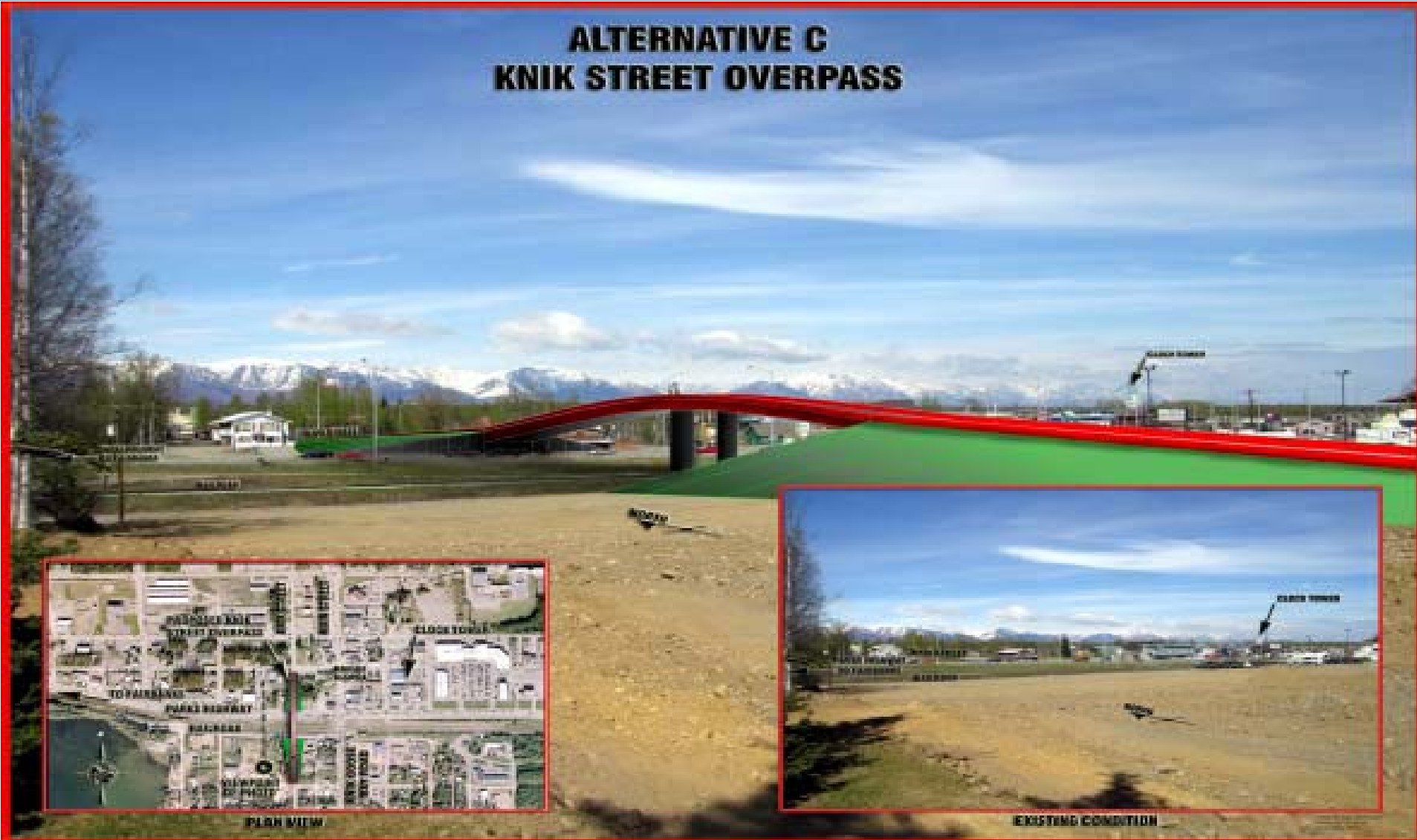
- Extensive right-of-way requirements
- Local concern with high level of community impacts





Alternative C Rendering

ALTERNATIVE C KNIK STREET OVERPASS





Alternative D

Components of Alternative D:

- Main-Yenlo One-Way Couplet
- Extend and connect Yenlo and Talkeetna Streets to provide the northbound corridor
- Change Main Street and a segment of Knik-Goose Bay Road into a southbound corridor

Alternative D:

- Meets P&N
- Does address mobility, capacity, safety, congestion or travel efficiency issues.
- Has support of City of Wasilla





Where are we now?

- 2006 Traffic Study recommendations to move the Main-Yenlo couplet forward (modified to terminate at Bogard Road)
 - Supported by City Council in 2006
- Funding available to address project
 - FHWA transportation improvements funding
 - City of Wasilla State Grant to acquire ROW pending completion of updated environmental assessment
- DOT&PF moved forward to re-evaluate the findings of the 2006 traffic study



2011 Traffic Study

Findings of the update:

- Reevaluated all the alternatives using:
 - Updated traffic volumes and turning-motions
 - Extended traffic forecasts to 2035 (design year)
 - Included most recent crash rates (1999-2009)
- Confirmed 2006 Traffic Study conclusions



NEPA Process

- National Environmental Policy Act (NEPA) requires a decision document to consider all reasonable alternatives and assess environmental consequences
- New document required:
 - Long time period since last evaluation
 - 1993 EA and 2003 Re-evaluation did not consider the Main-Yenlo Couplet



NEPA Process

ENVIRONMENTAL REVIEW PROCESS

SCOPING

- Notify public and stakeholders of the project
- **Invite interested agencies and persons to attend meetings and submit comments in writing regarding scope of study***
- Develop range of practicable alternatives, including a No Action alternative

DRAFT EA

- Analyze environmental effects of alternatives
- Develop preliminary mitigation, if needed
- Complete Draft EA document
- Notify public of Draft EA, distribute document, and **solicit comments***
- **Hold public hearing, if needed***

***Important public input opportunities**

FINAL EA

- Provide/resolve responses to Draft EA comments
- Prepare Final EA document

DECISION

- FHWA may sign a Finding of No Significant Impact (FONSI)
- DOT&PF can proceed with project construction only with the issuance of a FONSI





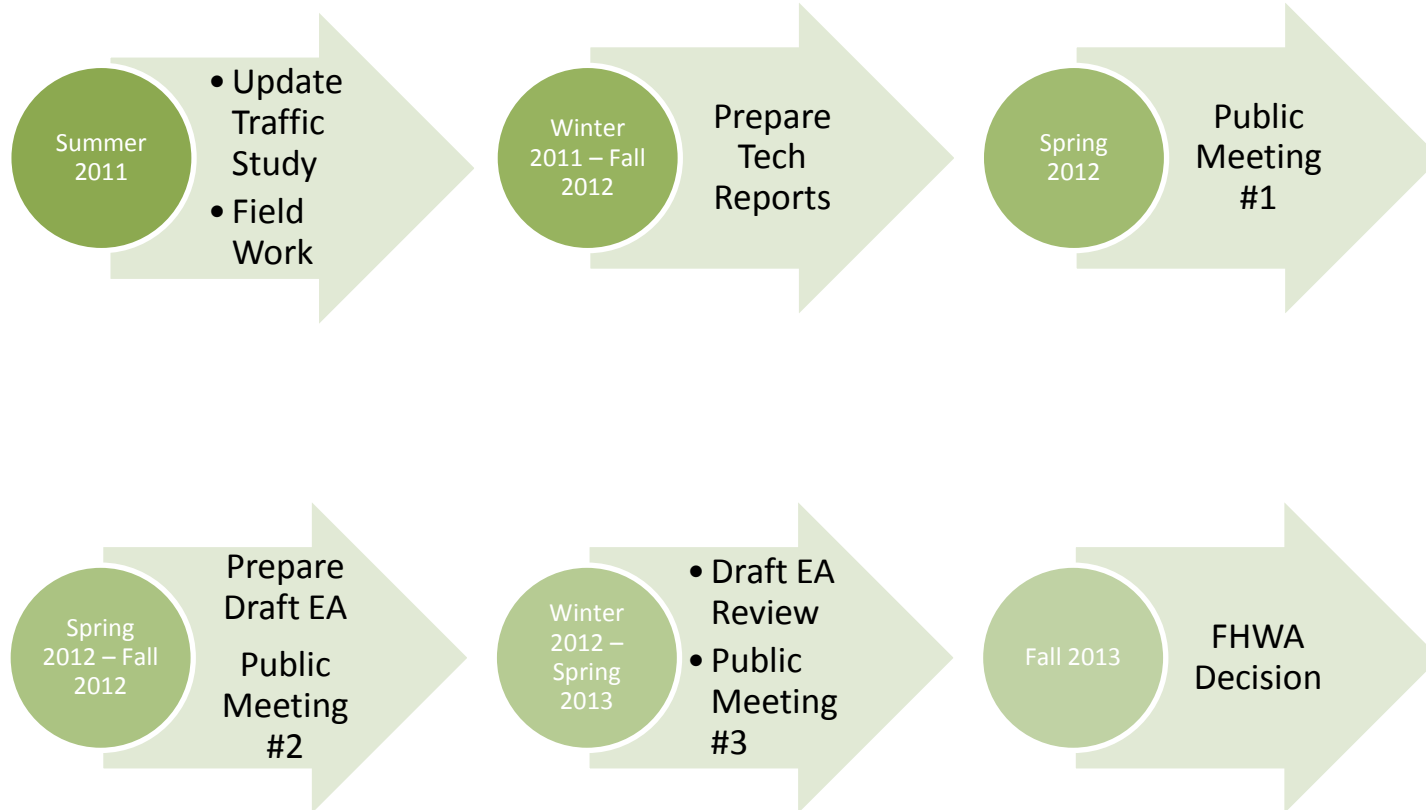
Environmental Assessment Studies

- Traffic Analysis
- Engineering Design
- Right of Way Issues
- Noise Analysis
- Cultural Resources
- Phase I Environmental (hazardous materials)
- Public Process





Schedule





Your Input is Important

**Comments must be received by
May 4, 2012 at 5 PM**

- Provide verbal comments at this meeting
- Submit a comment form in the box
- Fax to: (907) 745-4139
- Email: rosetta.alcantra@hdrinc.com
- Mail: Rosetta Alcantra, Public Involvement Lead
HDR Alaska, Inc.
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