

Matanuska-Susitna Borough

Public Works Department

Transportation Infrastructure Program 2024 (TIP24)



MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION INFRASTRUCTURE PROGRAM 2024
(TIP24)

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Executive Summary

Transportation Infrastructure Program 2024

The Matanuska-Susitna Borough (MSB) has experienced substantial and sustained growth for the last decade resulting in increased traffic volumes, congestion, and safety issues on the existing road network.

The MSB's Transportation Infrastructure Program 2024 (TIP24) is a package of projects that aims to reduce traffic congestion, support economic development, improve connectivity, enhance pedestrian and vehicle safety, increase reliability, and provide transportation choices for residents. Many of these projects are identified in the MSB's Long Range Transportation Plan (LRTP), Official Highway and Streets Plan (OSHP), and Safe Routes to Schools Program (SRTS).

Nomination Process

In choosing roads to nominate for TIP24, roadways that serve as major corridors and/or provide connections between high functional classification roadways or important facilities were prioritized. A few large-scale projects were chosen based on identifying key missing roadway links mentioned in the LRTP and OSHP that will serve to improve overall transportation network in the MSB.

In addition to the large-scale projects mentioned above, many nominations for TIP24 came from projects approved by the voters and the assembly in TIP21 and TIP23. Many of these projects have designs and preliminary engineering completed to 100%. These projects are short on funding due to increased materials cost, increased fuel costs, and the TIP23 projects requiring a 50% match from sources other than the MSB.

To complete the TIP 24 package, some much needed pavement preservation projects were also nominated. The nominated pavement preservation projects consist of roadways with failed pavement that are currently carrying high levels of traffic.

Review and Approval Process

Following project nominations, an approval process took place. The proposed projects were reviewed by the Borough Manager (Mike Brown), Public Works Director (Tom Adams), Finance Director (Cheyenne Heindel), Planning Director (Alex Strawn), and the Law Department. Some considerations discussed were whether a project was also eligible for other funding sources such as ADOT&PF's Community Transportation Program, ADOT&PF's Highway Safety Improvement Program, federal funding, or other grant sources. The Pre-Design & Engineering Division of the Public Works Department (PD&E) revised the TIP24 list of projects based on these recommendations and compiled a final list of TIP24 projects to be presented to the MSB Assembly and MSB residents.

Project Programming

TIP24 comprises projects divided into phases, scheduled according to the time estimated to accomplish each phase and the funding needed. Each project is broken into five (5) phases as follows:

1. Preliminary Engineering
2. Design

3. Right-of-Way
4. Utilities
5. Construction

Preliminary Engineering, Phase 1 – This phase includes all engineering and support work necessary for the design phase. The Preliminary Engineering tasks may include the following:

- Identify the problem or deficiency to be solved (Purpose and Need Statement)
- Research and acquire existing data
- Identify and develop alternatives
- Prepare schematic plans as necessary to convey information to support groups, agencies, and the public
- Identify environmental issues
- Prepare cost estimates
- Public Involvement
- Permitting

Design, Phase 2 - The design phase outlines a project and through increasingly detailed steps, refines the project to develop highly specific project plans that construction contractors use to guide their work.

Right-of-Way, Phase 3 – During the design phase, right-of-way (ROW) staff review plans, appraise the fair market value of land needed, negotiate property acquisitions, relocate displaced persons or businesses, and certify the MSB's ownership or land interest.

Utilities, Phase 4 – During the utilities phase, adjustments and relocations necessary to avoid utility conflict with the project (which may warrant revising design) are determined. If relocation is required, each utility is responsible for the design of changes to their facilities, preparation of plans and cost estimates that support their relocation agreement. Relocations are typically performed by the utility company or by a contractor managed by the utility.

Construction, Phase 5 - The construction phase includes all activities involved in building or altering an existing road, path, or structure including clearing land, demolition, excavation, moving material to establish curve and grade, drainage, fill, pavement, erection of bridges, guardrails, traffic signals, lighting, culverts, traffic control, and other related construction activities. Depending on the project and location, it may include temporary detours, steps to prevent or mitigate environmental problems, and landscaping. Construction may take anywhere from a few days or weeks to several years to complete.

The length of each phase will vary from project to project. Some projects require all phases, while others may need only the design and construction phases. If a project is complex, it may consist of several intermediate steps. The life of a project, from identification to completion, may take a few months to many years.

Purpose of this Document

The purpose of this document is to describe the projects, provide the estimated costs, and detail the anticipated schedule for TIP24 projects. See Appendix A for the Cost Summary Table.

Johnsons Road Upgrade

Assembly District: 5

Road Service Area: No. 27

Description: Reconstruction of Johnson Road from Hollywood Road to the Parks Highway. Project includes grading, drainage, signing, paving, shoulder widening, structural section replacement.

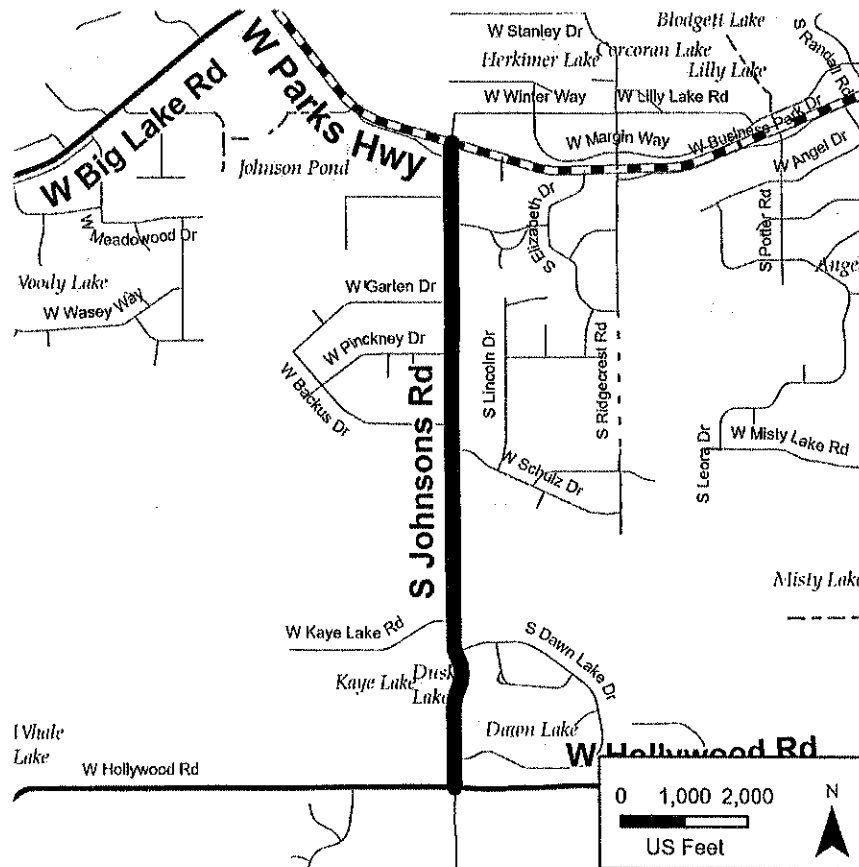
Purpose: Improve connectivity, enhance pedestrian and vehicle safety, increase reliability of transportation system

Length: 1.92 miles

OSHP 2022 Classification: Major Collector

Estimated Total Cost: \$3,300,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering	\$165,000				
Design	\$330,000				
Right-of-Way		\$750,000			
Utilities		\$165,000			
Construction		\$1,890,000			
Year Totals:	\$495,000	\$2,805,000			



Settlers Bay Drive Pavement Preservation

Assembly District: 3

Road Service Area: No. 17

Description: Resurface Settlers Bay Drive from Knik Goose Bay Road to Turner Drive including pavement planing, paving, drainage improvements, guardrail, signing, and striping.

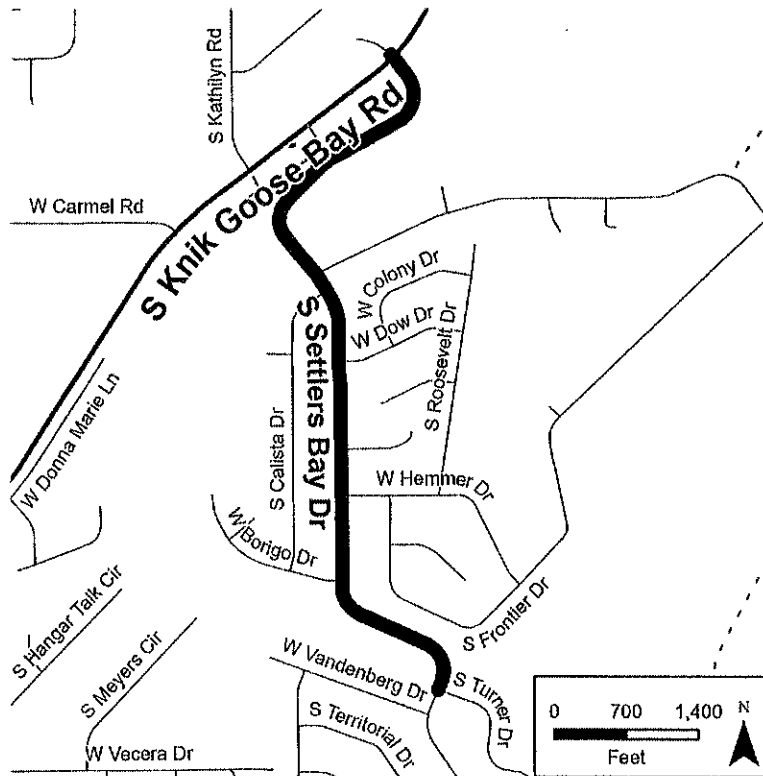
Purpose: Enhance pedestrian and vehicle safety, increase reliability of transportation system

Length: 1.44 miles

OSHP 2022 Classification: Major Collector

Estimated Total Cost: \$2,700,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering	\$135,000				
Design	\$270,000				
Right-of-Way					
Utilities	\$135,000				
Construction		\$2,160,000			
Year Totals:	\$540,000	\$2,160,000			



Lakeview Road Pavement Preservation

Assembly District: 6

Road Service Area: No. 25

Description: Resurface Lakeview Road from Wasilla Fishhook Road to Seldon Road including pavement planing, paving, drainage improvements, guardrail, signing, and striping. This corridor is heavily used by traffic to move between Wasilla Fishhook Road and Seldon Road.

Length: 1.08 miles

OSHP 2022 Classification: Minor Collector

Estimated Total Cost: \$920,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering	\$46,000				
Design	\$92,000				
Right-of-Way					
Utilities	\$46,000				
Construction		\$736,000			
Year Totals:	\$184,000	\$736,000			



Green Forest Drive Reconstruction

Assembly District: 4

Road Service Area: No. 25

Description: Reconstruct Green Forest Drive including grading, drainage, signing, paving, and structural section replacement. This corridor is heavily used by traffic to move between Bogard Road and Palmer-Wasilla Highway. The road was originally constructed as a local residential road, not designed for the current traffic load. The proposed improvements will upgrade the road to collector standards.

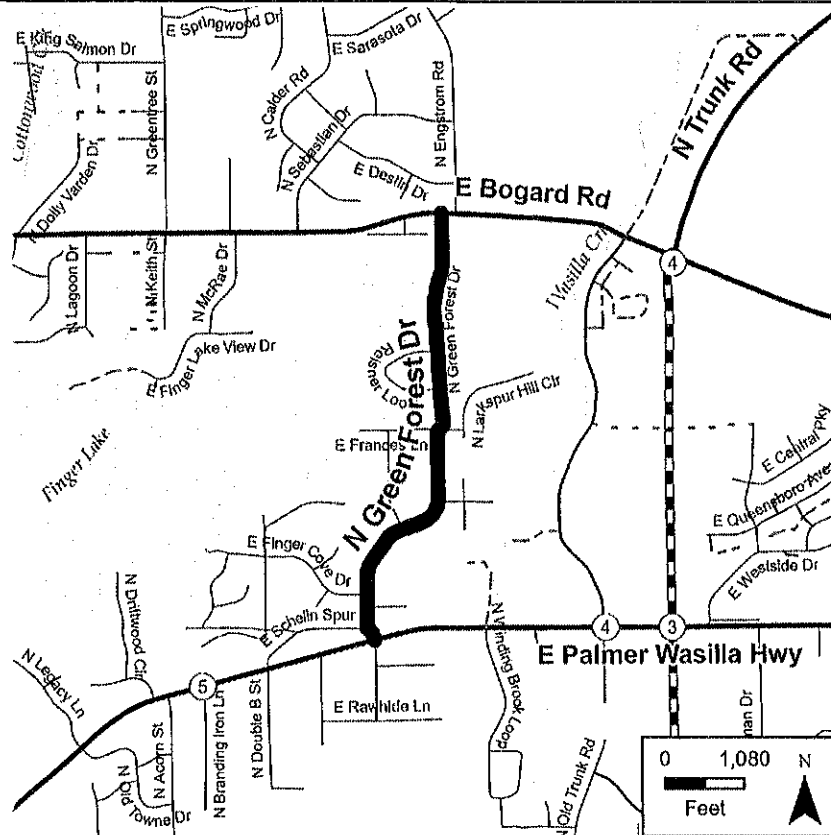
Purpose: Reduce traffic congestion, improve connectivity, enhance pedestrian and vehicle safety, increase reliability of transportation system

Length: 1.2 miles

OSHP 2022 Classification: Minor Collector

Estimated Total Cost: \$6,200,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering	\$310,000				
Design	\$620,000				
Right-of-Way		\$500,000			
Utilities		\$310,000			
Construction		\$2,000,000	\$2,460,000		
Year Totals:	\$930,000	\$2,810,000	\$2,460,000		



Construct Skeetawk Bus Access Road

Assembly District: 1

Road Service Area: None

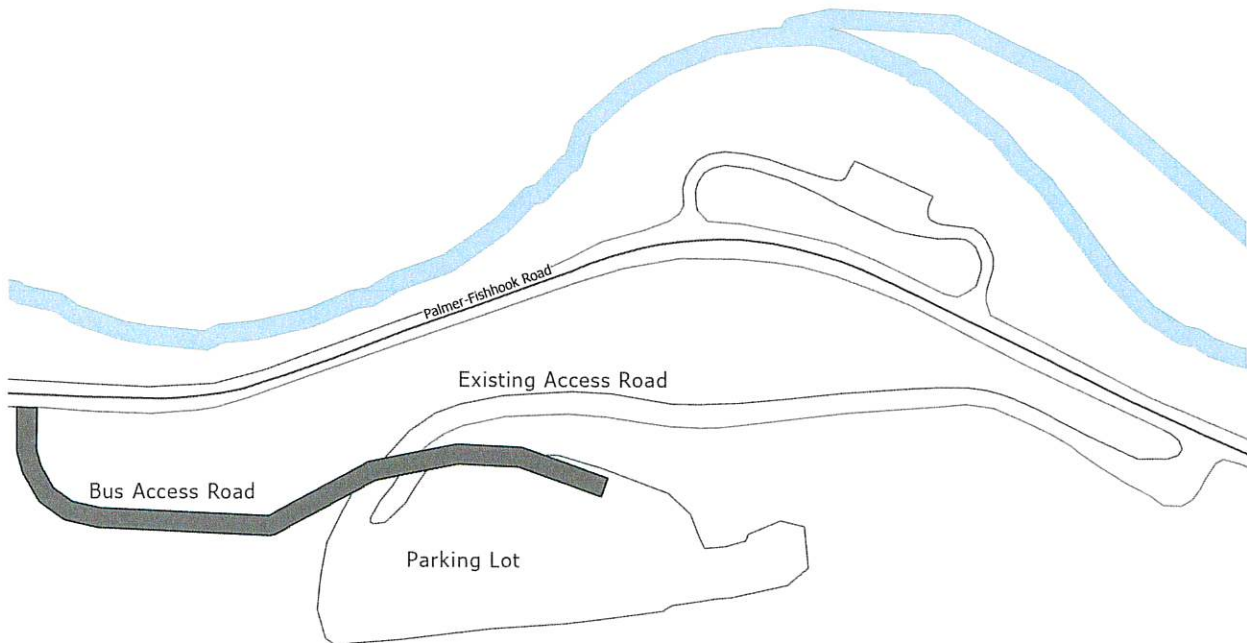
Description: Construct Skeetawk Bus Access Road to allow for bus accessibility to improve access.

Purpose: Expand offerings for recreation to include education and youth competition programs, increased operating hours, improved availability, and decongesting the weekend traffic.

Length: 0.2 miles

Estimated Total Cost: \$500,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering					
Design					
Right-of-Way					
Utilities					
Construction	\$500,000				
Year Totals:	\$500,000				



King Arthur Drive Reconstruction

Assembly District: 7

Road Service Area: City of Houston

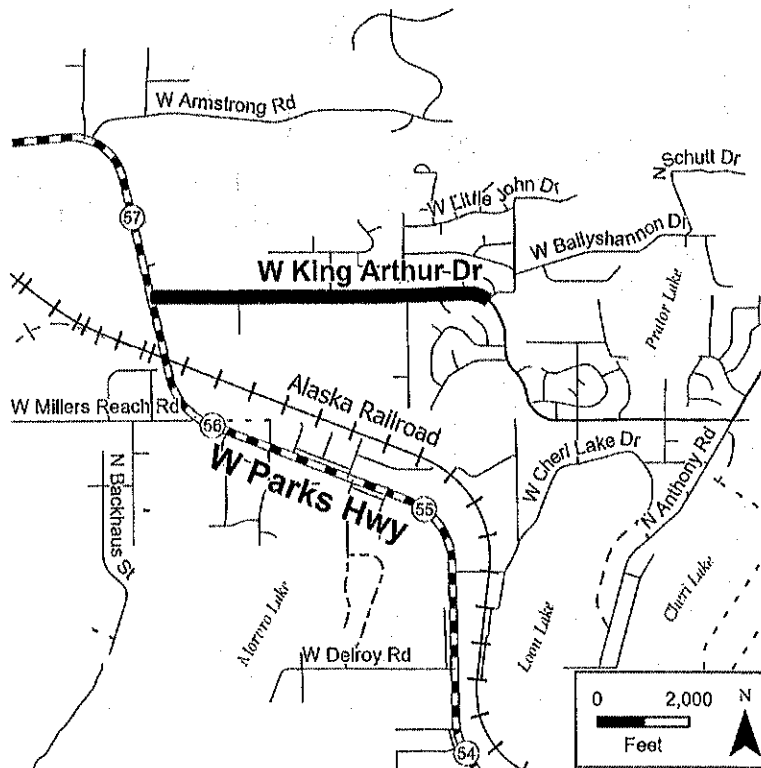
Description: Reconstruct King Arthur Drive from Parks Highway to No Name Hill Drive including grading, drainage, signing, paving, shoulder widening, and structural section replacement. This corridor is a major east-west link between the Parks Highway and Meadow Lakes, an area experiencing significant growth. King Arthur Drive experienced substantial flooding in 2022 causing significant roadway damage. FEMA will be providing funding to help cover reconstruction of the flood damaged segment.

Purpose: Enhance pedestrian and vehicle safety, increase reliability of transportation system.

OSHP 2022 Classification: Major/Minor Collector

Estimated Total Cost: \$2,100,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering	\$105,000				
Design	\$210,000				
Right-of-Way					
Utilities	\$105,000				
Construction		\$1,680,000			
Year Totals:	\$420,000	\$1,680,000			



Burma Road Safety Improvements

Assembly District: 5

Road Service Area: No. 17, 21

Description: Improve Burma Road at focused areas between Carpenter Lake and Moore Road based on engineering assessment to widen, improve drainage, improve sight distance, improve the embankment and add signing.

Length: 2.2 miles

OSHP 2022 Classification: Minor Arterial

Estimated Total Cost: \$950,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering	\$95,000				
Design	\$95,000				
Right-of-Way	\$100,000				
Utilities		25,000			
Construction		635,000			
Year Totals:	\$290,000	\$660,000			



Echo Lake Drive Improvements

Assembly District: 5

Road Service Area: No. 21

Description: Reconstruct Echo Lake Drive to local road design standards including grading, drainage, signing, paving, and structural section replacement.

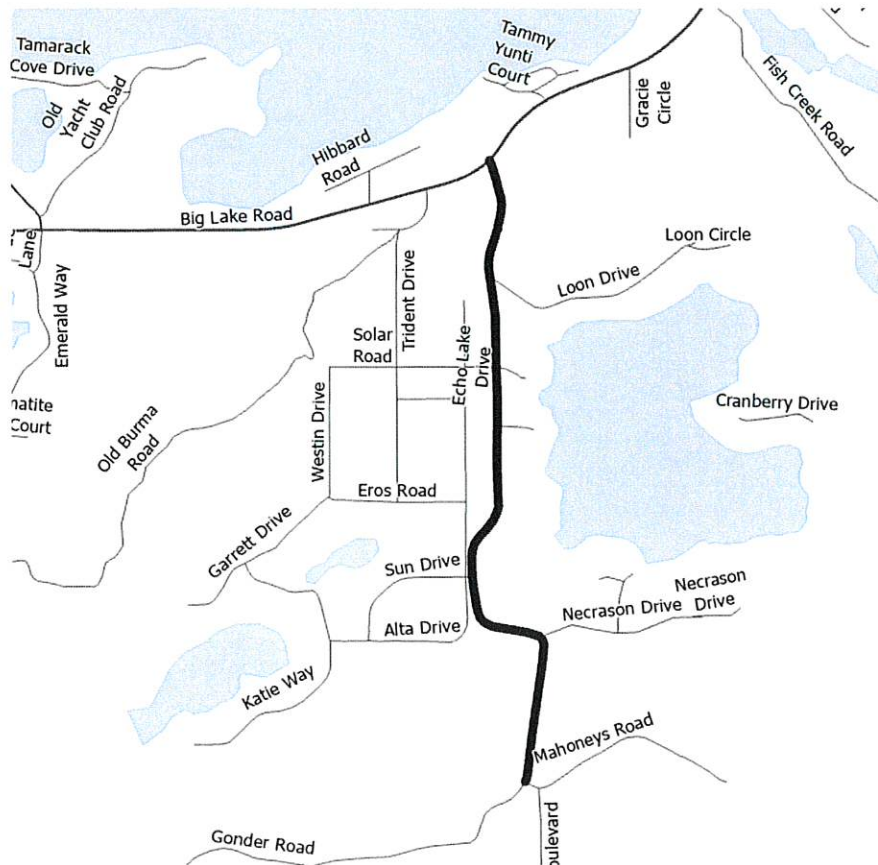
Purpose: Enhance vehicle safety, increase reliability of transportation system

Length: 1.2 miles

OSHP 2022 Classification: Major Collector

Estimated Total Cost: \$1,620,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering					
Design	\$15,000				
Right-of-Way					
Utilities		\$150,000			
Construction		\$1,455,000			
Year Totals:	\$15,000	\$1,605,000			



Hemmer Road Extension South

Project No.: 35472-1805

Assembly District: 2

Road Service Area: No. 16

Description: Construct a new road from Valley Pathways at the end of France Road to intersect with the signalized intersection at the Palmer-Wasilla Highway and Hemmer Road.

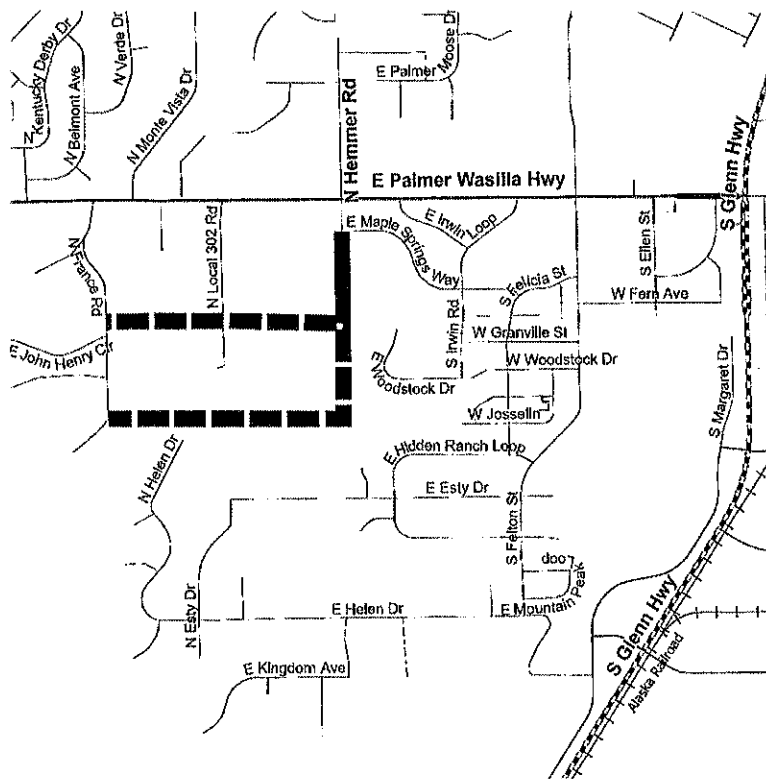
Purpose: Reduce traffic congestion, improve connectivity, enhance pedestrian and vehicle safety, increase reliability of transportation system and provide transportation choices for residents.

Length: 1.0 mile

OSHP 2022 Classification: Major Collector

Estimated Total Cost: \$6,500,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering					
Design					
Right-of-Way					
Utilities					
Construction		\$3,500,000	\$3,000,000		
Year Totals:		\$3,500,000	\$3,000,000		



Fern Street Reconstruction

Project No.: 35472-1817

Assembly District: 3 & 4

Road Service Area: Fairview No. 14, City of Wasilla, & State of Alaska

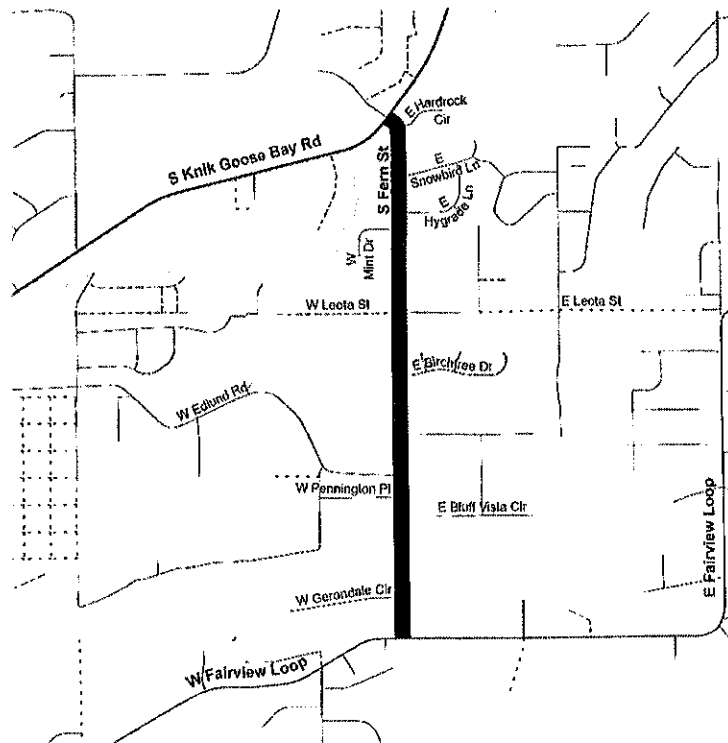
Description: Upgrade Fern Street between Knik-Goose Bay Road and Fairview Loop Road, creating an upgraded north-south collector route and pedestrian pathway.

Purpose: Reduce traffic congestion, improve connectivity, enhance pedestrian and vehicle safety, increase reliability of transportation system and provide transportation choices for residents.

Length: 1.7 miles

Estimated Total Cost: \$4,000,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering					
Design					
Right-of-Way					
Utilities					
Construction	\$2,000,000	\$2,000,000			
Year Totals:	\$2,000,000	\$2,000,000			



Lucille Street Reconstruction

Project No.: 35472-1808

Assembly District: 6

Road Service Area: Gold Trail No. 28

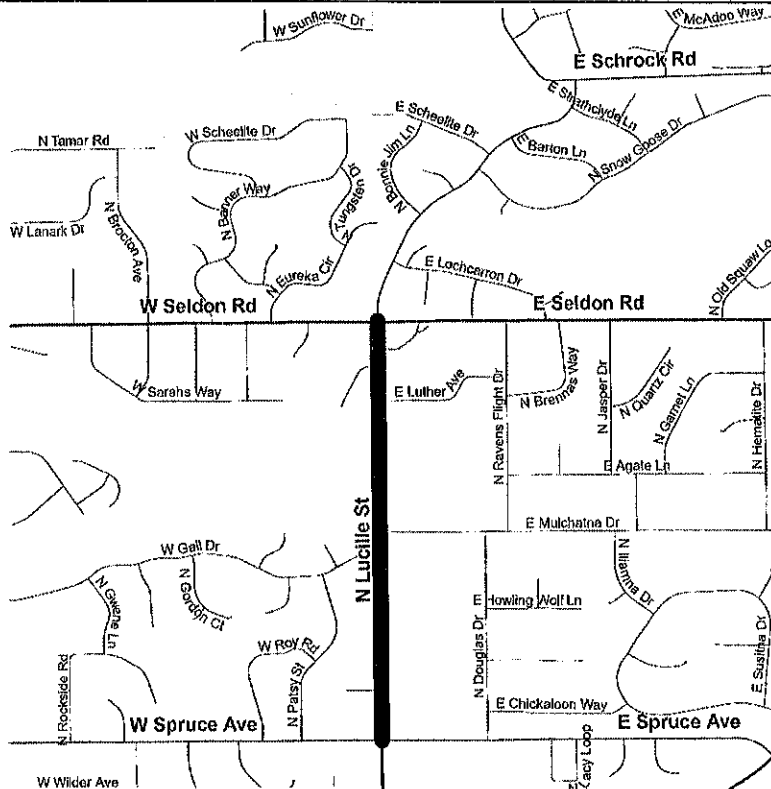
Description: Improve Lucille Street and the pathway from Spruce Street to Seldon Road and provide a turn lane for Tanaina Elementary School.

Purpose: Reduce traffic congestion, enhance pedestrian and vehicle safety, increase reliability of transportation system and provide transportation choices for residents.

Length: 0.9 mile

Estimated Total Cost: \$4,000,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering					
Design					
Right-of-Way					
Utilities					
Construction		\$2,000,000	\$2,000,000		
Year Totals:		\$2,000,000	\$2,000,000		



Tex Al Drive Extension

Project No.: 35472-1809

Assembly District: 1

Road Service Area: South Colony No. 16 & Gold Trail No. 28

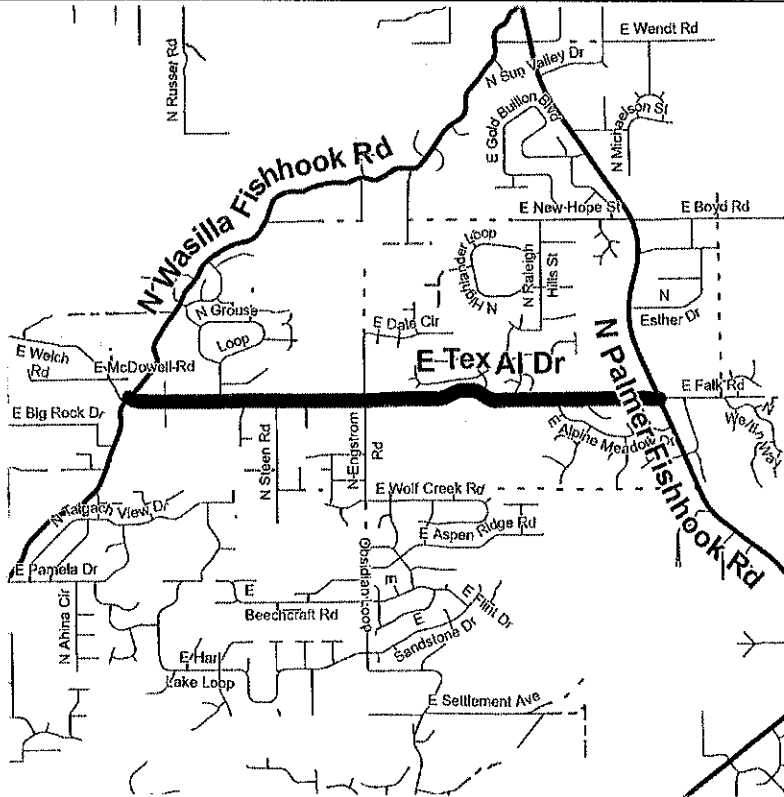
Description: Construct an upgraded two-lane major collector from Wasilla Fishhook Road to its existing terminus. Extend Tex Al Drive east to Palmer Fishhook Road.

Purpose: Reduce traffic congestion, improve connectivity, enhance pedestrian and vehicle safety, increase reliability of transportation system and provide transportation choices for residents.

Length: 3.0 miles

Estimated Total Cost: \$4,000,000

Phase	2025	2026	2027	2028	2029
Preliminary Engineering					
Design					
Right-of-Way					
Utilities					
Construction			\$2,000,000	\$2,000,000	
Year Totals:			\$2,000,000	\$2,000,000	



Appendix A: Cost Summary Table