

HANDOUT

NORTH LAKES COMMUNITY COUNCIL RESOLUTION NLCC-26-003
&
FISHHOOK COMMUNITY COUNCIL RESOLUTION FHCC-026-04

TO THE MSB PLANNING COMMISSION

DATED JULY 24, 2026

**SUPPORTING THE ENGSTROM ROAD TO TRUNK ROAD CORRIDOR PROJECT
AND RECOMMENDING THE SOUTHERN ROUTE AS THE PREFERRED
ALIGNMENT AT THIS TIME.**

WHEREAS, the North Lakes Community Council (NLCC) and the Fishhook Community Council (FHCC) together represent approximately 15,000 to 20,000 residents within our respective boundaries (including the "Fishhook Triangle"), and continue to advocate for timely and cost effective improvements to the transportation infrastructure to improve road & traffic safety in our communities; and,

WHEREAS, in November of 2021, MSB residents voted and approved the TIP21 road bond package, including \$2,500,000 for an Engstrom Road to Trunk Road Corridor. The Information Memo supporting the TIP21 package approved by the Assembly stated the "*Project would provide connection from Engstrom to Trunk Road connecting to a segment of Homestead Road north of the Trunk-Bogard roundabout reducing heavy traffic on Engstrom Road*". This statement describes what is now referred to as the "Southern Route"; and,

WHEREAS, the Assembly-adopted 2022 Official Streets & Highways Plan (OSHP) calls for both the Southern (minor collector) and a Northern Route (major collector) connections as necessary to serve the long-term needs for transportation infrastructure; and,

WHEREAS, the OSHP also calls for major collector connections from Tex-Al to Tex-Al and from Engstrom to Engstrom North, both directly serving the Northern portion of the Fishhook Triangle, and both of which are currently underway; and,

WHEREAS, upon completion, the Tex-Al and Engstrom North connections will provide substantial congestion relief, improved safety, and alternative access for emergency response vehicles to the northern part of the Fishhook Triangle; and,

WHEREAS, in August, 2025, the MSB adopted the Bogard-Seldon Corridor Access Management Plan (CAMP). Section 3.2 of the CAMP outlines key strategies, including: "main goal ... is to reduce the number of conflict points ..." and "The use of frontage and backage roads will effectively consolidate access points ... reducing conflict points and improving safety." A new Southern Route would, by definition, provide a backage road consistent with the Bogard-Seldon CAMP; and,

WHEREAS, In July, 2026, MSB Public Works completed a Final Route Selection Report (RSR), exploring multiple options for locating a connector road, and with the stated project objective to "provide congestion relief, safety improvements, and alternative access along Engstrom Road." (reference: RSR Section 1.1); and,

WHEREAS, a very significant transportation infrastructure concern of our respective Community Councils is the safety along the Bogard from Trunk Road to Seldon and, in particular, the most heavily trafficked section between Trunk Road and Engstrom Road (2025 ADT 13,100), which is almost as high as Palmer-Wasilla Highway (2025 ADT 15,000); and,

WHEREAS, Central Gravel Products (CGP), operating to the North-East of the Engstrom Bogard intersection over the next 30 years, uses Bogard Road (right turn only) and Engstrom Road (left or right turn) for driveway access, and all trucks (except those heading north on Engstrom) will pass through the Engstrom-Bogard intersection; and,

WHEREAS, construction of the Southern Route connector between Trunk Road and Engstrom would provide an alternative primary access to CGP, remove the vast majority of CGP truck traffic from using the section of Bogard Road between Trunk and Engstrom, and from using the Engstrom-Bogard intersection, thereby addressing the primary safety-related concern of our respective Community Councils, and;

WHEREAS, a decision to move forward with the Southern Route at this time would still meet project objectives by providing additional congestion relief, safety improvements, and alternative access to Engstrom Road (2025 ADT 4,440); and,

WHEREAS, there are several other sound government policy reasons why the Southern Route connector be chosen for advancement at this time, including:

- Reducing the tax burden for Borough residents. As reflected in the Final RSR, the estimated cost of the Southern Route is \$9,100,000. The same report shows the estimated cost of the Northern Route at \$21,575,000. A more recent standardized estimate developed for the Northern Route as part of the MPO / MTP shows \$31,450,000. The Southern Route is therefore estimated at

29% to 42% the cost of the Northern Route - even before factoring in the potential cost savings associated with ROW procurement and road construction in collaboration with the owner of CGP, who has offered such cooperation and savings.

- Respecting the rights of existing property owners: Major property owners along the Northern Route have expressed (directly and publicly) very strong opposition to negotiating ROW for a major road along and through their undeveloped and historical homestead properties. In contrast, the primary property owner impacted by the Southern Route has gone on record expressing his willingness to provide ROW. In addition to respecting property owner rights, this could drive the cost premium of a Northern Route even higher and add significant schedule delays involved with condemnation / eminent domain proceedings.
- Basing the final decision on unbiased technical information: The NLCC and FHCC believe the Final Route Selection Report (RSR) narrative is unfairly biased toward a Northern Route recommendation. Examples include:
 - Intersection Spacing: Language in Section 4.1 Southern Route describes minimum intersection spacing standards of ½ mile for major collectors and suggests that ¼ mile spacing is problematic. This seems to imply that the Southern Route is too close to the Bogard / Trunk intersection. This is not the case. The distance from the Bogard / Trunk intersection to the proposed Southern Route is 3,517-ft (0.65 miles). All potential routes exceed the ½ mile design criteria.
 - Engstrom Traffic Volumes: As described in Section 8.2 of the Traffic Analysis Report, "*Traffic volumes on Engstrom Road and Bogard Road are most significantly decreased by selection of the Southern Route.*"
 - Route Traffic Volumes: The Traffic Analysis Report, Section 8.2 also describes how a new Northern Route would attract a higher volume of traffic overall than the Southern Route. This metric shouldn't be a factor in deciding on a route, because the new connector road (Northern or Southern) will be designed for the anticipated traffic levels. Regardless, the difference is less than 3% between the Northern and Southern Routes. It is not an important criteria.

- o Intersection Level of Service: Section 2.3 and Table 1 provide a good explanation of the Level of Service (LOS) for major intersections and how grades (A through F) are established based on expected traffic delays. It indicates that the current LOS for the Bogard-Engstrom Intersection is poorly graded as E to F LOS and will degrade further to LOS F by 2050. Section 2.4.7 indicates that the LOS is expected to improve to D in the AM peak hours and to C in the PM peak hours after the new roundabout is completed. In Section 3.2 there is a discussion about the Southern Route, its proximity to Bogard Road, and *"limited added benefit in reducing congestion, i.e., improving LOS and increasing connectivity."* There is however no similar statement about how the Northern Route options would also have limited benefit in improving LOS. Associating limited benefit only to the Southern Route is misleading. In fact, the detailed Traffic Analysis in Appendix A, Table 3 shows no difference in LOS grades at the Bogard-Engstrom intersection and, in fact, shows an increase in expected delay time for all Northern Routes when compared to the Southern Route. In Section 8.1 of the Traffic Analysis, the last sentence concludes with *"... the Southern Route provides the greatest reduction in traffic delay overall for this intersection."* Similarly, in Section 8.3 the discussion points out that the Southern Route actually reduces queue length at the Engstrom-Trunk intersection when compared to the Northern Route; and,

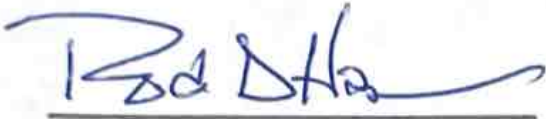
WHEREAS, in summary, a decision to move forward with the Southern Route at this time would meet project objectives; address a very significant safety related concern of both the NLCC and FHCC regarding gravel truck operations on the busiest section of Bogard Road; minimize the financial impacts to Borough taxpayers; honor the rights of property owners; and represent an unbiased and sound government policy decision.

NOW, THEREFORE, BE IT RESOLVED, that the NORTH LAKES COMMUNITY COUNCIL and the FISHHOOK COMMUNITY COUNCIL hereby recommend the MSB PLANNING COMMISSION endorse final design and construction of the Southern Route at this time for the Engstrom to Trunk Connection project in their Resolution to the MSB Assembly, reserving the possibility that Northern Route #1 may also be an appropriate connection in the years to come.

END

We the undersigned President & Attesting Board Member of the NORTH LAKES COMMUNITY COUNCIL do, in accordance with our bylaws, certify this resolution is hereby approved.

Signed this 24th day of July, 2026.



Rod Hanson
NLCC President

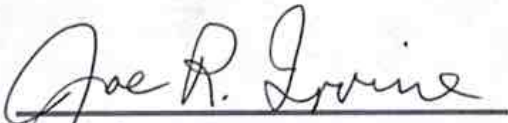


David Crawford
NLCC Board Member

&

The undersigned President of the FISHHOOK COMMUNITY COUNCIL, in accordance with FHCC bylaws, certifies this resolution is hereby approved.

Signed this 24th day of July, 2026.



Joe Irvine
FHCC President

July 27, 2026

Lohmann – Olson Family, LLLP
Patricia Sindt, General Partner
13379 560th Ave.
Story City, IA 50248

Via email: msb.planning.commission@matsugov.us

Matanuska Susitna Borough Planning Commission

RE: Engstrom Road to Trunk Road Connector
August 3, 2026 Planning Commission Public Hearing
Resolution No. 26-13

Dear Planning Commission Members:

This letter is a request to replace Resolution No. 26-13. **We request that the recommended route for Engstrom Road to Trunk Road Connector be revised from North Route 1 to the South Route.** The Transportation Advisory Board (TAB), at the suggestion of Borough staff, reached a conclusion regarding route selection prior to completion of the route selection evaluation report. The TAB drafted a Resolution recommending the North Route 1 at the February 13 meeting without detailed consideration. The Borough staff presentation at the February 13 TAB meeting was biased and did not accurately present the significant public comments on the draft route selection report.

I notified the Planning Commission of our concerns regarding the TAB Resolution in a March 4 letter to the Planning Commission and Assembly members.

Our family owns property that will be significantly impacted by the North Route. My grandfather homesteaded this property in 1915 and we have maintained family ownership of this property. The proposed North Route is indicated on the attached map of current and proposed road improvement projects. We own the property along the North Route 1 from Airfield Street all the way east and south to Trunk Road. The construction of the connector road across our property will destroy the natural beauty of this land and render significant portions of the property unusable for our long-term planned agricultural land use.

We first became aware of this project when the Borough formally requested Right of Entry to our property for conducting an environmental site assessment and preliminary geotechnical evaluation. We expressed our concerns and objections regarding the North Route concept to Borough Public Works staff, Mayor, and Manager at an August 19, 2024 meeting, soon after we became aware of the potential road and taking of our property. At that meeting we discussed potential alternative routes that would not impact our land.

The Borough and its consultant then conducted an evaluation of alternative routes and issued a draft Route Selection Report in October 2025. My November 29, 2025 letter to Borough staff and

consultant HDL Engineering Consultants regarding the draft Route Selection Report is attached for your reference. The Borough staff responded to my comments in an April 24, 2026 letter.

The following is a brief summary of the technical errors in the Route Selection Report. Most of these errors were brought to the Borough staff and consultant's attention in my November 29, 2025 but were not adequately addressed in the Borough staff April 24 letter.

1. Lack of Consideration of Impacts on Property Owners

The significant impacts of the North Route on our property and on the property owners on Heaton Road were not considered in the report. The Borough staff April 26 response to my question was simply "Right-of-way considerations were evaluated at the corridor planning level based on the number of affected parcels and anticipated acquisition complexity rather than individual property owner negotiations". The South Route has minimal impact on property owners and the gravel pit property owner indicated he will cooperate with right-of-way acquisition.

2. Biased Statements Regarding Public Preference for the North Route

The Route Selection Report includes a discussion of "public involvement" on page 19. The report states that "over 100 members of the public attended the [March 26, 2025] public meeting". Only seventeen comments forms were submitted at the public meeting. Additional comments (number not specified) were received via the project website. The report states that approximately 80% of the comments received "supported the selection of the Northern Route as the preferred option". Note that the public comments received at public meeting and via the project website were received PRIOR TO THE OCTOBER 2025 DRAFT ROUTE SELECTION REPORT. Therefore, the public had very little information regarding the alternative routes, other than the presentation by the Borough staff at the public meeting. They reached conclusions prior to knowing the details of the alternative routes.

The North Lakes Community Council (NLCC) and Fishhook Community Council (FHCC), which represent approximately 20,000 residents, conducted a detailed review of the route selection issue. Both the NLCC and FHCC memberships favor the South Route. The Route Selection Report fails to discuss this most important public input from the two Community Councils.

The Route Selection Report at page 20 states "interested parties that support the project generally favor the development of a Northern Route over the Southern Route". The Report at Page 22 states "based on public comments received during the Public Open House (March 26, 2025) and public survey (issued July 23, 2025), there is **overwhelming support** for a Northern Route". These statements are biased at best as they apparently do not consider the public input from the two Community Councils. Only 17 comments at a preliminary project public meeting held prior to the draft Route Selection Report hardly constitute overwhelming support for the North Route.

3. Failure to Consider Aesthetic Impacts

The North Route 1 will cut across a wide path of property developed for agricultural use and destroy the scenic beauty of our property and our neighbors' properties. The South Route area is already impacted by the gravel pit operations and the South Route will have little, if any aesthetic impacts.

The April 24 Borough staff response to this concern was "while aesthetic impacts were not included as a stand alone criterion in the evaluation matrix, environmental and community considerations include qualitative discussion of land character and land use". The Route Selection Report does not include adequate consideration of the fact that the South Route will have no impact on aesthetics as compared with the significant impacts of the North Route.

4. Failure to Consider Impacts on Land Use

Our land is being used for agriculture and wildlife habitat. The Route Selection Report fails to consider the value of land use, including impacts on wildlife habitat. The North Route will impede the free range movement of moose along Wasilla Creek. The Borough staff April 24 responses to this concern were:

"Right-of-way considerations were evaluated at the corridor planning level based on number of affected parcels and anticipated complexity, rather than individual owner negotiation positions."; and

"Agricultural land use and proximity impacts are legitimate considerations and would be evaluated in greater detail during environmental documentation and preliminary design should a northern alignment advance."

These impacts on land use should be evaluated as an important component of the route selection process now, rather than a cursory review after the route is selected.

5. Inaccurate Representation of Traffic Analysis (Appendix A to the Route Selection Report)

The Route Selection Report at page 16, part 4.2 includes a brief discussion of the Traffic Analysis.

The Traffic Analysis includes forecasted traffic volumes in the design year (2050) in Table 5 (see Table 5 below). Note the forecast average annual daily traffic volume on Engstrom Road for the South Route scenario is 4,952 vehicles per day, **less than** the 5,058 vehicles per day for the North Route. **Therefore, the South Route provides greater reduction in projected design year 2050 Engstrom Road traffic volume than the North Route.**

Table 5: 2050 Critical Roadway Segments: Forecasted Volumes Comparison (AADT)

ROADWAY SEGMENT	2050 NO BUILD	2050 SOUTHERN ROUTE	2050 NORTHERN ROUTE 1	2050 NORTHERN ROUTE 2	2050 STONE CREEK TO ASPEN RIDGE ROUTE
Engstrom Rd	5,780	4,952	5,058	5,058	5,664
Bogard Rd: Engstrom Rd to Trunk Rd	23,097	22,314	22,414	22,414	22,988
Trunk Rd: Bogard Rd to Palmer-Fishhook Rd	8,601	9,333	9,240	9,240	9,777
Proposed Connector Route	—	738	1,307	1,307	766

Table 6 of the Traffic Analysis includes queue lengths at the Engstrom / Bogard intersection at the projected Design Year (2050) traffic volumes (see Traffic Analysis text and Table 6 below). Note the queue lengths for the Southern Route are less than or equal to the queue lengths for the Northern Route 1 for east, west, north and south bound traffic in both the morning and afternoon. **Therefore, the South Route provides better reduction in delays at the future Engstrom / Bogard Roundabout than the Northern Route 1.**

Intersection queue lengths at Engstrom Road and Bogard Road are a substantial source of traffic delays and contribute to driver frustration. Table 6 compares queue lengths generated by each proposed route at the future roundabout against the No Build option, for the Design Year (2050).

Table 6: 95th-Percentile Queue Lengths at Engstrom/Bogard Roundabout (Vehicles)

YEAR/ROUTE	AM PEAK				PM PEAK			
	EB	WB	NB	SB	EB	WB	NB	SB
2050 No Build	86	14	1	23	39	58	1	20
2050 Southern Route	78	16	1	16	34	58	1	15
2050 Northern Route 1	79	16	1	17	34	58	1	16
2050 Northern Route 2	79	16	1	17	34	58	1	16
2050 Stone Creek to Aspen Ridge Route	78	16	1	16	34	58	1	15

Table 7 of the Traffic Analysis is a summary of “Scoring Results” for the proposed routes (see Traffic Analysis text and Table 7 below). A score of 1 indicates the best score. Note that the **South Route scored better than the North Route** in “Level of Service” and “Engstrom Traffic Volume Reduction”. The North Route scored better than the South Route in “Route Traffic Volumes”, but connector road route traffic volumes are not relevant to the Engstrom Road traffic volume.

Based on the information provided in the Traffic Analysis Table 7, the conclusion should have been **the South Route is preferred with respect to traffic volume on Engstrom Road and traffic delay times at the future Engstrom / Bogard roundabout.**

This analysis evaluates future traffic data (2050) for the four proposed connector routes between Engstrom Road and Trunk Road or Palmer-Fishhook Road and compares these routes against the future No Build option. For each proposed route option, the LOS and delay times at the future Engstrom Road/Bogard Road roundabout are considered in addition to forecasted traffic volumes on the connector route itself, and the potential reduction of traffic volumes on Engstrom Road provided by the selection of that route.

Using these criteria, each route is scored on a scale of 1-5, with one representing the most desirable results in a given category. Table 7 summarizes the scoring results for each proposed route.

Table 7: Scoring Results for Proposed Routes

ROUTE	LOS AND DELAY	ROUTE TRAFFIC VOLUMES	ENGSTROM TRAFFIC VOLUME REDUCTION
2050 No Build	5	N/A	5
Southern Route	1	4	1
Northern Route 1	2	1	2
Northern Route 2	2	1	2
Stone Creek to Aspen Ridge Route	4	3	4

The Route Selection Report Section 4.2 on page 16 briefly mentions the Traffic Analysis and projected annual average daily traffic data, but does not include a statement that the Southern Route has better performance with respect to “Level of Service” and “Engstrom Traffic Volume Reduction” than the Northern Route 1. This is a significant omission. **Based on the Traffic Analysis data, the construction of the South Route will result in the same traffic volume on Engstrom and traffic delays at Bogard as the more costly North Route.**

July 27, 2026

Page 6

Suggested Alternate Approach

We, and others, have recommended a two-phase approach. Phase I is the construction of the South Route. The South Route would provide more immediate relief from congestion in the new gravel pit area. The gravel pit owner has indicated cooperation with right-of-way acquisition and construction of the roadbed. **The property owners on the North Route are not willing right-of-way sellers and will delay the project.**

Phase II is evaluation of the impacts of the South Route connector, Bogard roundabout, Tex-Al Drive extension, and Engstrom Road north extension to Tex-Al Drive on the Engstrom traffic issues. See the attached map of current and proposed road improvement projects. It appears that the Tex – Al Drive Extension and Engstrom Road North Extension to Tex-Al Drive will significantly reduce the projected traffic volume on the south end of Engstrom Road. The need for an additional connector road located further north would then be considered after evaluation of the South Route connector road and significant other road improvement project impacts.

We think this is a very practical and economically efficient approach that must be seriously considered by the Planning Commission, Assembly, Borough staff and its consultants.

Please contact me with discussion and questions.

Sincerely,

LOHMANN-OLSON FAMILY LLLP



Patricia Sindt

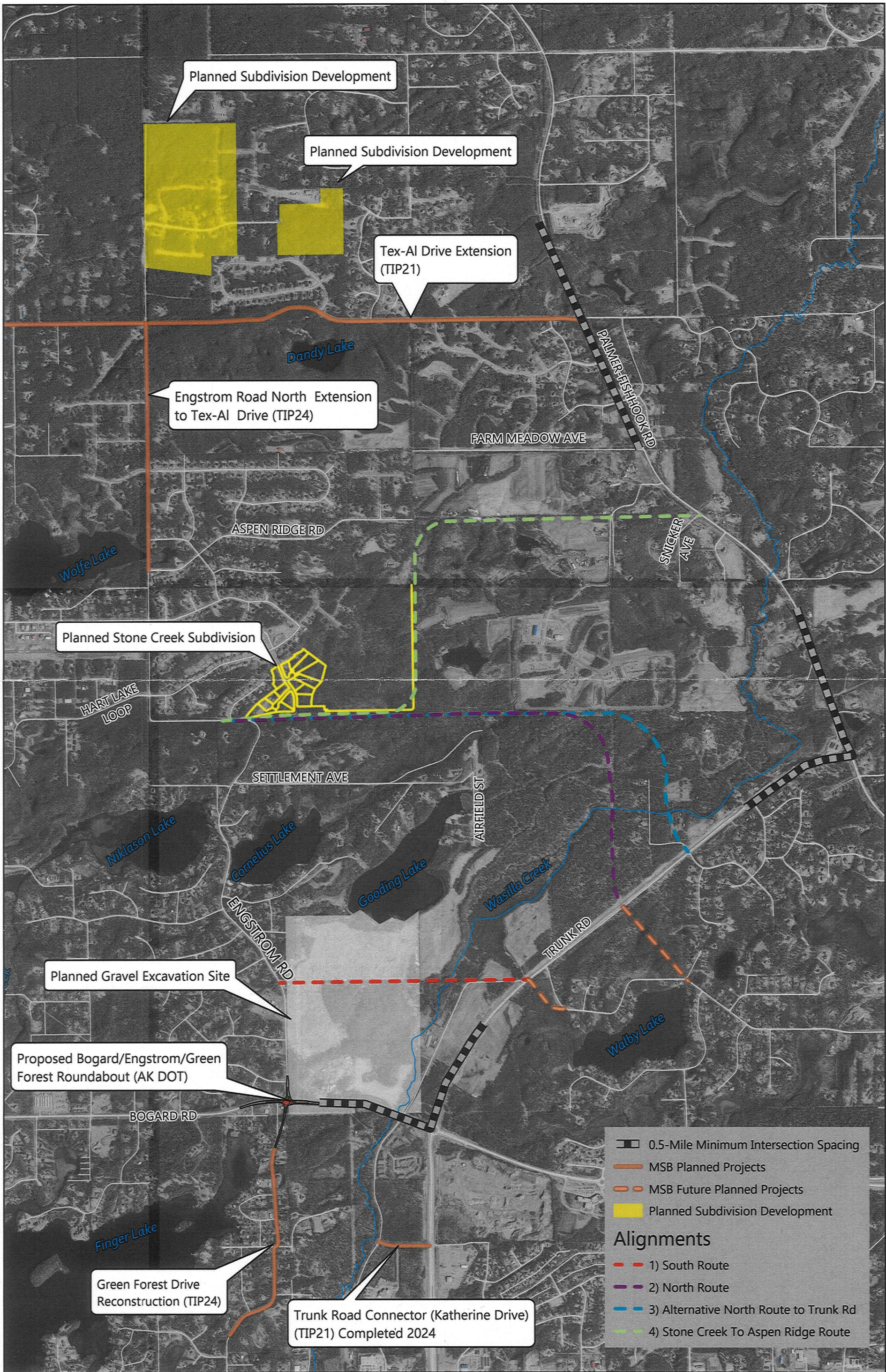
General Partner

515-290-0274 (Greg Sindt mobile phone)

Encl.: Road Improvement Project Map

November 29, 2025 letter to Borough staff and HDL Engineering Consultants

6/23/2025



November 29, 2025

Lohmann – Olson Family, LLLP
Patricia Sindt, General Partner
13379 560th Ave.
Story City, IA 50248

Via email: kmeans@hdlalaska.com

Kelsey Means
HDL Engineering Consultants LLC
1617 S. Industrial Way, Suite 3
Palmer, AK 99645

Mayor Edna DeVries
Tom Adams, Public Works
Cole Branham, Public Works
Matanuska-Susitna Borough
350 East Dahlia Avenue
Palmer, AK 99645-6488

RE: Draft Engstrom Road to Trunk Road Corridor Route Selection Report
Review Comments

Dear Kelsey, Mayor DeVries, Tom, and Cole:

This letter is a summary of our review of the October 2025 draft Engstrom Road to Trunk Road Corridor Route Selection Report prepared by HDL Engineering Consultants LLC. We previously met and corresponded with Borough staff and expressed our concerns regarding the proposed North Route and impacts on our property.

Our family (Lohmann-Olson Family LLLP) owns 245 acres of agricultural use property located along significant portions of the North Route. This land has been in our family for three generations, since my pioneer grandfather, Arthur Olson, homesteaded in 1915. It is our intent to maintain the land for agricultural use and wildlife habitat.

As indicated to the Borough staff and Mayor, our preference is the South Route.

The following are our draft report review comments and suggestions:

1. Project Cost

The draft report does not include quantitative project cost comparisons of the three alternatives. The North Route will have significantly greater cost than the South Route due to several factors, including:

- a. Longer North Route road (1.9 miles vs. less than one mile for South Route)

- b. Significantly greater earthwork costs for North Route due to very steep terrain
- c. Significant greater cost of right-of-way acquisition for the North Route (The gravel pit owner on the South Route alignment is a willing right-of-way seller. We and other land owners along portions of the North Route are not willing sellers.) The Route Evaluation Matrix – Table 2 indicates “fair” ROW cost for both the North and South Routes. We think this is an error. We suggest the ROW cost be classified as “poor” for the North Route and “good” for the South Route.

We suggest that the report include a detailed project cost opinion for each alternative route including construction, right-of-way, and environmental impact costs.

2. Impacts on Existing Property Owners

The draft report does not include detailed discussion of the impacts on existing property owners along the alternative routes. The North Route will adversely impact the property and homeowners along Heaton Road. These property owners selected the location for quiet enjoyment of the serene, undeveloped, and agricultural use area. On the other hand, the property owners along the South Route have sold their property for gravel pit operations. We expect that the Borough would offer significant compensation to the homeowners along the North Route for the impacts on their properties. The impact of the South Route on the property owners will be minimal. The report includes discussion of the benefits for future residential development, but fails to discuss the impacts on current residents and landowners adjacent to the proposed routes.

We suggest that the report be expanded with details of impacts on property owners and include a section in Table 2 – Route Evaluation Matrix that considers the impacts on the current residents and property owners adjacent to the routes.

3. Gravel Pit Traffic and Cooperation of Gravel Pit Owner

The draft report does not adequately discuss the traffic situation at the new gravel pit area. This is a serious shortcoming because it appears that South Route provides significant benefits for traffic at the gravel pit. The South Route can be constructed much sooner than the North Route and thereby provide improvements in the gravel pit access soon. We understand that the gravel pit operator requested the South Route due to gravel pit access considerations. We also understand that the gravel pit owner has offered to work with the Borough on reasonable right-of-way purchase and assistance with roadbed earthwork construction. This cooperative relationship between the gravel pit owner and the Borough is not adequately discussed and considered in the draft report.

We suggest that the report be expanded with more detailed discussion and consideration of the gravel pit operations including:

- Impacts of South Route on traffic safety and convenience at the gravel pit
- Desire of the gravel pit operations for the South Route
- Potential significant reduction in South Route project cost due to cooperation of the gravel pit owner in right-of-way acquisition and roadbed construction by the gravel pit owner

- Shorter implementation schedule for the South Route than the North Routes with significant improvements in traffic safety and gravel pit access in shorter time period than the North Routes.

4. Environmental and Wildlife Impacts

The discussion of the Northern Routes mentions anadromous stream crossings of “Wasilla Creek and tributary to Cottonwood Creek.” It fails to mention the recent (2025) anadromous designation of the tributary to Wasilla Creek located along the Northern Route 1, north of Wasilla Creek. The draft report fails to discuss the details of the tributary to Cottonwood Creek. The Northern Route passes through the natural spring that is the headwater of this tributary. The impacts of the road construction on this spring and shallow aquifer should be evaluated.

The draft report does not include a discussion of the impacts on wildlife. There are fewer and fewer large contiguous tracts of wildlife habitat in the valley. The North Route will probably disrupt current wildlife movement, including moose. We expect that there will be significant issues with moose crossing along the North Route and subsequent impact on the moose population on our adjacent properties. The South Route has already been disturbed by the gravel pit operations and the impact of the South Route construction on wildlife would be minimal in comparison with the impact of the North Routes.

It appears the environmental impact of the North Route is significantly greater than the South Route impact. We agree with the “poor” rankings of the Table 2 – Route Evaluation Matrix for the North Route environmental factors, but the extent of environmental impacts is not adequately discussed or considered.

We suggest that the report be expanded with more detailed discussion of environmental impacts of each alternative including:

- Impact the North Routes on the headwaters of Cottonwood Creek including groundwater hydrology of the natural spring water source
- Impact of the North Route on the tributary to Wasilla Creek, a recently designated anadromous stream
- Impact of the North Route on wildlife habitat and movement including moose
- Potential for increased moose – vehicle collisions with the North Route

5. Aesthetic Impacts

The draft report does not mention the impacts on the natural beauty of the area. The scenic beauty of the Havemeister farm along the South Route has already been impacted with the gravel pit operation. The construction of the South Route will have minor impacts on the scenic beauty of this area. The North Route is an undisturbed area. The grading of the roadway though the rugged terrain would destroy the natural beauty of this property.

We suggest the report be expanded to include the impacts and consideration of aesthetic impacts including:

- Assessment of impacts on the natural beauty of the area
- Review of Borough Comprehensive Plan and policies regarding maintaining natural beauty along roadways

6. Phased Improvements and Evaluation

Completion of the Tex-Al Drive Extension, Engstrom Road North Extension to Tex-Al Drive and the Bogard / Engstrom Green Forest Roundabout should provide significant improvement to the Engstrom Road traffic issues. We believe more prudent approach to the immediate implementation of North Route project approach is:

- Complete construction of these projects currently in the planning process now
- Complete construction of the South Route now – this will provide significant improvement to the gravel pit access issue and can be completed much sooner than the North Route.
- Evaluate the traffic situation after these projects are completed and determine the need for another connector route located further north.

The following table is a summary comparison of the South Route advantages and North Route disadvantages.

	South Route Advantages	North Route Disadvantages
Cost	Shorter length, greater construction and ROW costs, potential for gravel pit owner assistance with construction	Nearly twice length, greater construction cost due to terrain, higher ROW costs due to unwilling sellers
Schedule	Shorter implementation time due to less complex design, ROW acquisition, and shorter length	Longer implementation time due to potential ROW acquisition issues and difficult terrain
Gravel Pit Access	Significant improvement in gravel pit access and traffic safety with much shorter implementation time	Minimal impact on gravel pit access and traffic safety at gravel pit entrance
ROW Acquisition	Willing seller	Multiple unwilling sellers
Impact on Residents	Minimal impact as area already altered by gravel pit operation, residents sold land for gravel pit operations	Significant impact on residents and agricultural land use
Environmental Impacts	Area already disturbed by gravel pit operations	Greater risk to multiple anadromous streams and Cottonwood Creek headwater spring and aquifer
Wildlife Impacts	Minimal additional impacts to already disturbed area	Disrupts wildlife migration and habitat, increases risk of moose – vehicle collisions
Aesthetic Impacts	Scenic value is already impacted by the gravel pit operations	Significant impact on scenic value
Project Phasing	Can be implemented as a first phase of improvements, evaluated after improvements are made before selecting location for additional connector road, if needed	Eliminates opportunity for expediting improvements for gravel pit access and traffic safety. Eliminates opportunity for review of impacts of Engstrom extension to Tex-Al Drive and the Tex-Al Drive extension prior to connector road route selection.

The route selection is a very important decision that will impact current residents and future generations. This draft report was the first opportunity for the public to review and comment based on project concept technical details.

We suggest that the Borough staff and HDL Engineering Consultants review and consider these suggestions, revise the draft report, and distribute the draft report for public review and comment. We think the responses to the public comments should be reviewed with the public prior to Borough staff making recommendations to the Assembly.

Thank you for considering these suggestions regarding the Engstrom Road issues and connector route selection.

Please contact me with discussion and questions.

Sincerely,
LOHMANN-OLSON FAMILY LLLP

A handwritten signature in blue ink that reads "Patricia Sindt". The signature is written in a cursive, flowing style.

Patricia Sindt
General Partner
515-290-0274 (Greg Sindt mobile phone)

Simon Gilliland
4658 N Heaton Rd
Palmer, AK 99645

July 28, 2026

Matanuska-Susitna Borough Assembly and Planning Commission
350 East Dahlia Avenue
Palmer, Alaska

Re: Engstrom Road to Trunk Road Connector

Mat-Su Borough Assembly and Planning Commission,

My name is Simon Gilliland, and I make my living as both a Civil Engineer and Land Surveyor; I hold professional licenses in both fields. I am writing as a neighbor to the northern route alignments in the HDL Report (my property lies between the two routes where they split on the easterly end before connecting to Trunk Road) and not as a landowner whose land would be crossed by any of the road routes as far as I am aware.

I support the route presented in the TIP 21 package, a route for a Trunk to Engstrom Connector route which the voters of the Borough also approved financing. This is the southern route listed in the Report and described in Planning Staff Information Memo 21-155 and the 2021 Transportation Infrastructure package Amended by the Assembly on August 17th, 2021. It not only follows parcel lines which will be least obtrusive to private property but is also half the length and less challenging topography and faster construction timeline than any other construction options considered which is benefit to the public and the taxpayer. This is the fiscally prudent and voter approved project which should be constructed and supported by this Assembly.

Examining the HDL Reports we need to discuss the Traffic Analysis Report which was only provided to the Transportation Advisory Board after I requested it be added to the packet before the May 29, 2026, meeting. On page 23 of their report is Table 5. (see attached excerpt from the Planning Commission Packet) The origination traffic volumes for an analysis must be the same throughout the table or it skews the results and implies data that may and likely is not accurate. In the case of Table 5 the origination traffic ADT (Average Daily Traffic) is 585 vehicles higher under the Northern routes than the no build

option and 675 higher than the southern route. This leads to the table showing the traffic on the northern routes would be nearly double the southern route but where did this additional originating traffic appeared from that only the northern route will ever carry is a mystery. This question requires further questions and analysis. We requested the TAB look into this Traffic Analysis Table and the odd variations in the originating traffic volume as there are Civil Engineer and Construction Managers on the Board who work in transportation design and construction, but they stated it was not their responsibility to look at the technical aspects of the projects before them. This sounds like a rubber stamp board if that is their mindset and approach to projects presented to them. (We will not even broach the subject here of potential conflicts of interest from board members ownership and/or management positions within companies that have significant MSB Public Works Consulting contracts.)

It appears from my perspective that this added traffic volume that would only use the northern route would come from land that could only be developed if the northern route roads were constructed, which significantly skews the results and artificially prejudices the traffic volumes as higher on these northern alignment, when drivers traveling down Engstrom would never actually change routes and utilize a northern alignment. I point specifically to the ADT totals of Engstrom and the proposed northern connector both individually being higher than Engstrom and the southern route. Mathematically this does not make sense for BOTH the Engstrom and Northern Connector traffic volumes to increase with a northern route.

If you look at Table 6 further down the same page, it shows there is minimal to no difference in the queue lengths at the future location of the Bogard-Engstrom Roundabout between the northern and southern alignments. The reason the northern routes have a slightly longer queue on the southbound column of the tables is because as seen in Table 5 there is a higher traffic level on Engstrom with a northern route alignment was used for the Table 6 calculations.

The error stemming from the originating traffic flow totals not being consistent across the different analyzed routes truly effected the recommended outcome if you are basing a report on objective analysis from reviewed traffic flow data calculations and not entering with a predisposition to a certain desired outcome.

My fear is there was a certain desired outcome of a northern Trunk to Engstrom Route being constructed. Why else would the borough in July of 2024 have told landowners that the northern route would cross that the borough was going to acquire a 125-to-225-foot ROW along the southern portion of the Stone Creek Subdivision replacing the long radius

curved PUE that existed in previous phases of the subdivision plats. (I have **attached the plat for your reference.**)

Not mentioned in the Report is that there are two locations where existing easements and ROW connect roads over to Palmer-Fishhook from the densely populated area to the east of Wolf Lake at the northern end of Engstrom. (See attached map) In relation to where the Stone Creek to Aspen Ridge Rd alignment intersects Palmer-Fishhook in HDL's Report these are a 1/4 mile north at Farm Meadows Ave, a voter approved TIP 18 project, and 1/4 mile south via a 66 ft section line easement over to Cunningham Rd which connects to Palmer-Fishhook. Why are these existing ROW and easements which were reserved for precisely the purpose of providing access and connectivity to the area ignored in favor of the Stone Creek to Aspen Ridge which does not have existing easements and would cut through private property? Simply because it is a straight line, and road would not have bends? Instead of using these existing routes available to the borough why are we pushing a road through private property?

The section line easement location over to Cunningham meets the desired mile spacing from Tex-Al for a major collector if it was punched all the way out to Palmer-Fishhook, which was a reason listed for the Stone Creek to Aspen Ridge route not being desirable per the Report. There are easements east of Cunningham continuing toward Palmer-Fishhook, but a full 66 ft section line easement no longer exists due to platting easement vacations.

For ADT and traffic origination location reference, just the northern half of this square mile densely populated region at the north end of Engstrom east of Wolf Lake using the lot count method the platting process uses for road classifications would generate an ADT of 1,000. If it is assumed that 50% of the 100 lots in these 320 acres that Aspen Ridge Rd passes through have an end destination of Palmer, or Trunk Rd/Anchorage and the remaining half have a Wasilla destination that is 500 ADT heading east towards Palmer-Fishhook. When we start looking outward from this Aspen Ridge Road corridor these numbers would likely increase the use of this road for egress to the east out to Palmer-Fishhook Road.

This Stone Creek to Aspen Ridge route in the Report also assumes it would have to take off from the same location as the northern routes, but this is not the closest constructed road location in the network that could be connected to or where a large segment of the traffic originates which is the Aspen Ridge Road corridor itself. Therefore, the same project start point as the northern alignments is not the most cost-effective place to route traffic out of the densely populated area east of Wolf Lake. **This routing with what appears a predetermined start point is very suspect that this project is being built specifically to provide better access to a specific location on Engstrom Road that is currently being developed and not with the intent of reducing overall traffic congestion in the greater**

Engstrom corridor. Per the MSB Subdivision Construction Manual developers are required to upgrade roads to meet the road standards equal to the volume of traffic the road would now be expected to see.

The added distance and related costs a road utilizing the route shown for Stone Creek to Aspen Ridge in the Report further detracts from the actual advantages of any northern route potentially considered. If the eastern end of Aspen Ridge Road was connected to Palmer-Fishhook it would be 1.2 miles of new or improved dirt road along Farm Meadows, and 1.1 miles of new road and possibly a 1/2 mile of upgrades to the paved Cunningham alignment. These existing easements and previously voter bond approved routes are not even mentioned in the HDL Report. Instead, a route that would require nearly 2.5 miles of roadway including over a mile through areas that do not have existing easements for construction.

The Report looks at a no build option but never an Engstrom upgrade option to increase road capacity. If ability of a road to carry the required traffic volume was a driving factor for the project, why was it not considered? Even from a cost perspective it would have been a valuable piece of information. Not even a sentence indicating it was considered beyond the introduction paragraph than mentions that “improvement might include existing road upgrades.” Public works has an Estimated project cost of \$19.2 million. The MPO project cost estimate from their project list is \$31.45 million (see excerpt attached from page 132 of the Aug 3 Planning Commission Packet, MPO project ID #16, MPO Draft Project List, Table 3 page 9,). A comparable cost is the proposed Engstrom Rd Reconstruction & Pathway at \$32.18 million (MPO Project ID #3 on page 132 also). By the traffic analysis completed by the HDL Route Selection report, a connector route to Trunk via the northern route would be utilized by only 25% of the ADT compared to what Engstrom would continue to see. (see previously referenced Table 5 attached)

As a final note the Northern Route 1 location the borough is pushing is routed through the middle of portions of a 175-acre fenced pasture within a 225-acre parcel and is twice as long as the southern route. This route will result in required eminent domain takings which will further slow the process of completing a route that will already be significantly more challenging to design and construct thus lengthening the timeline for completion. The borough's refusal to consider fully following the parcel boundaries on either of these two northern routes but instead insisting that the road must cut through the parcels and pastures; bisecting the large 175 acre fenced pasture into four separate usable areas is disgusting. The fact they proposed a second northern route that cuts through the middle of three other 20 acre parcels with its meandering radiuses and did not follow these parcel lines either proves **flagrant disregard for private property and the detrimental effect**

these random road locations have on private property values and private owners ability to use their property as they desire and have for the past 48 to 100+ years it has been in their respective families.

Simon Gilliland, PE. PLS.

More historical information regarding the project including maps and referenced reports can be gained by visiting the project website at <https://engstromtrunkcorridor.com/>

Cc via email: Mayor Edna DeVries – Mat-Su Borough
Lonnie McKechnie - MSB Clerk (for distribution to Assembly)

Table 5: 2050 Critical Roadway Segments: Forecasted Volumes Comparison (AADT)

ROADWAY SEGMENT	2050 NO BUILD	2050 SOUTHERN ROUTE	2050 NORTHERN ROUTE 1	2050 NORTHERN ROUTE 2	2050 STONE CREEK TO ASPEN RIDGE ROUTE
Engstrom Rd	5,780	4,952	5,058	5,058	5,664
Bogard Rd: Engstrom Rd to Trunk Rd	23,097	22,314	22,414	22,414	22,988
Trunk Rd: Bogard Rd to Palmer-Fishhook Rd	8,601	9,333	9,240	9,240	9,777
Proposed Connector Route	–	738	1,307	1,307	766

Traffic volumes on Trunk Road will increase in the design year under all conditions as nearby residential developments expand. All four of the proposed routes will additionally increase traffic volumes on Trunk Road by redirecting traffic from adjacent roadways. Traffic volumes on Engstrom Road and Bogard Road are most significantly decreased by the selection of the Southern Route. The Southern Route also has the lowest traffic volumes on the new connector itself; this is due to its proximity to Bogard Road. Traffic allocated to the new Southern Route is redirected almost exclusively from Engstrom Road and Bogard Road. A new connection in this location does not provide alternative travel routes for residents of the neighborhoods north of Cornelius and Niklason Lakes. Similarly, the Stone Creek to Aspen Ridge Route connects to Palmer-Fishhook Road at a location far enough north of the local neighborhoods to disincentivize most residents from selecting it as an alternative travel route.

Both the Northern Routes connect to Engstrom Road and Trunk Road at locations that make them viable alternative travel routes for a large portion of residents in the area, and therefore, their connector route volumes are the highest. While they do not pull as many vehicles directly from the adjacent Engstrom and Bogard roadways, they attract more vehicles from a broader area than either of the Southern or Stone Creek to Aspen Ridge Routes.

8.3 Intersection Queue Length Comparison

Intersection queue lengths at Engstrom Road and Bogard Road are a substantial source of traffic delays and contribute to driver frustration. Table 6 compares queue lengths generated by each proposed route at the future roundabout against the No Build option, for the Design Year (2050).

Table 6: 95th-Percentile Queue Lengths at Engstrom/Bogard Roundabout (Vehicles)

YEAR/ROUTE	AM PEAK				PM PEAK			
	EB	WB	NB	SB	EB	WB	NB	SB
2050 No Build	86	14	1	23	39	58	1	20
2050 Southern Route	78	16	1	16	34	58	1	15
2050 Northern Route 1	79	16	1	17	34	58	1	16
2050 Northern Route 2	79	16	1	17	34	58	1	16
2050 Stone Creek to Aspen Ridge Route	78	16	1	16	34	58	1	15

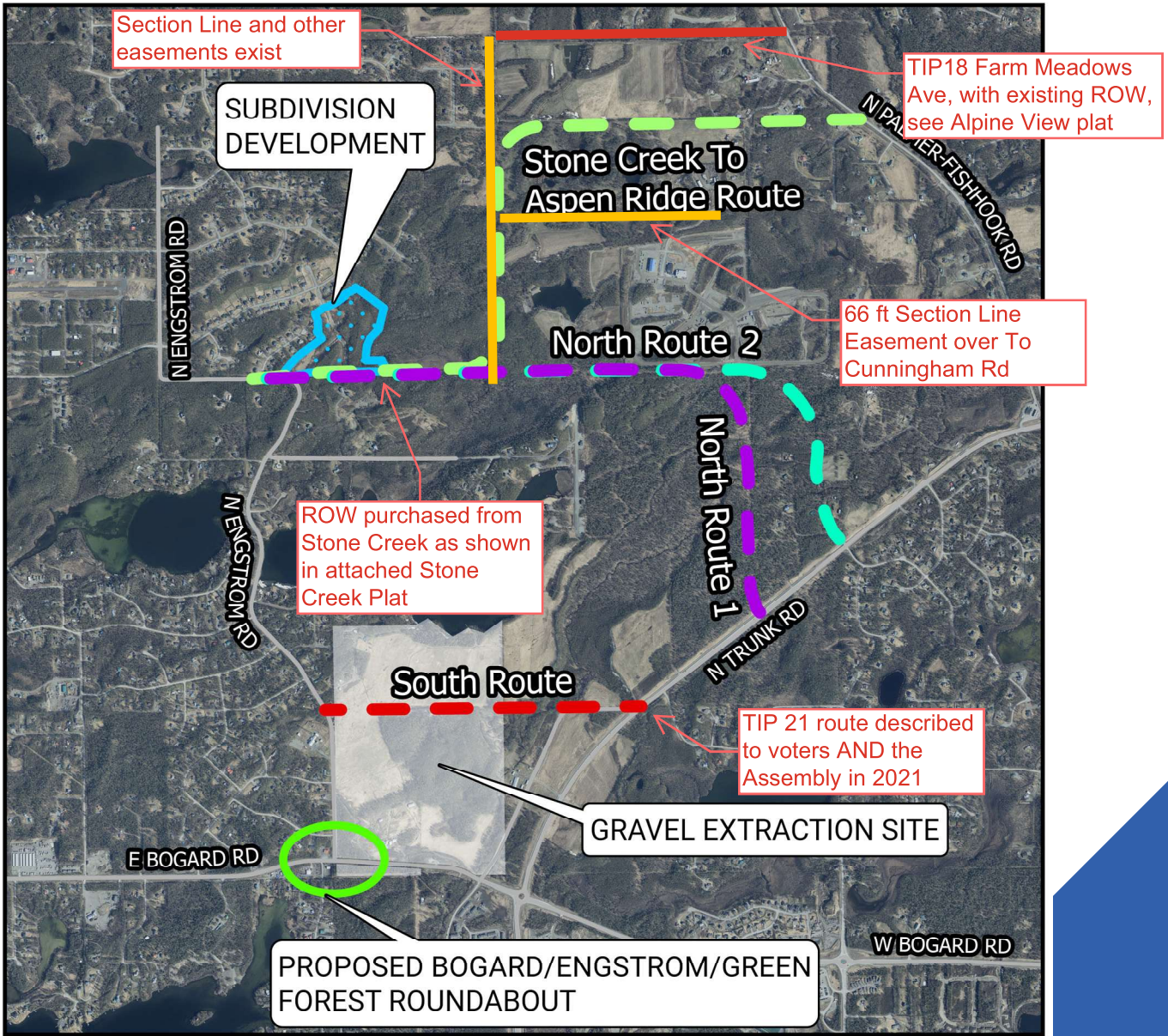
Extracted page from MPO Report

Table 3: Illustrative Capital and Sponsor Submitted Planning Projects

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
2	MSB	MVP Active Transportation	Larson Elementary School/Alcantra Sports Complex	\$ 16,030,000.00	\$ 1,450,000.00
3	MSB	MVP Roadway	Engstrom Road Reconstruction & Pathway	\$ 32,180,000.00	\$ 2,910,000.00
12	MSB	MVP Roadway	Seward Meridian Parkway Pavement Preservation, Bogard Road to Seldon Road	\$ 5,640,000.00	\$ 510,000.00
13	MSB	MVP Active Transportation	Tanaina Elementary Paths and Crossings	\$ 10,470,000.00	\$ 950,000.00
15	MSB	MVP Roadway	Seldon Road Reconstruction	\$ 27,580,000.00	\$ 2,490,000.00
16	MSB	MVP Roadway	Engstrom Road Congestion Relief (Engstrom Road to Trunk Road Corridor)	\$ 31,450,000.00	\$ 2,840,000.00
20	MSB	MVP Roadway	Engstrom Extension North	\$ 11,100,000.00	\$ 1,000,000.00

Engstrom Road to Trunk Road Corridor

Route Alternatives Under Consideration



Questions?

COLE BRANHAM, MANAGER
Project Management Division
Matanuska-Susitna Borough
Public Works Department
1-907-861-7711
Cole.Branham@matsugov.us

KELSEY MEANS, IAP2
Public Involvement Coordinator
HDL Engineering Consultants, LLC
1-907-564-2124
KMeans@HDLalaska.com

Visit the project
website for more info



engstromtotrunkcorridor.com

This project is currently in the planning phase.

CERTIFICATE OF OWNERSHIP & DEDICATION

I CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED IN THIS PLAN AND THAT I ADOPT THIS PLAN OF SUBDIVISION BY MY FREE CONSENT, DEDICATE ALL RIGHTS-OF-WAY TO THE MATANUSKA-SUSITNA BOROUGH AND GRANT ALL EASEMENTS TO THE USE SHOWN.

Jess Hall 08/08/2025
SIGNATURE DATE

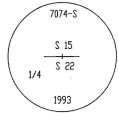
JESS HALL / MANAGING PARTNER

JRK GROUP, LLC
P.O. BOX 1987
PALMER, ALASKA 99645

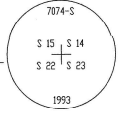
NOTARY ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS 8th
DAY OF August 2025
FOR Jess Hall

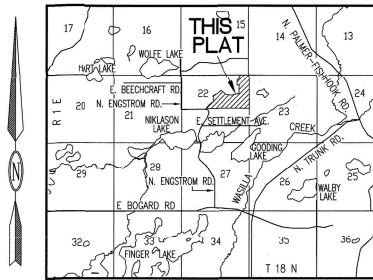
NOTARY FOR THE STATE OF ALASKA
MY COMMISSION EXPIRES 2/24/27



FOUND 2 1/2" ALUMINUM CAP MONUMENT
FLUSH WITH GROUND



FOUND 2 1/2" ALUMINUM
CAP MONUMENT
FLUSH WITH GROUND



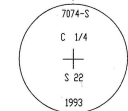
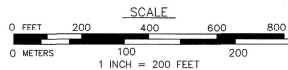
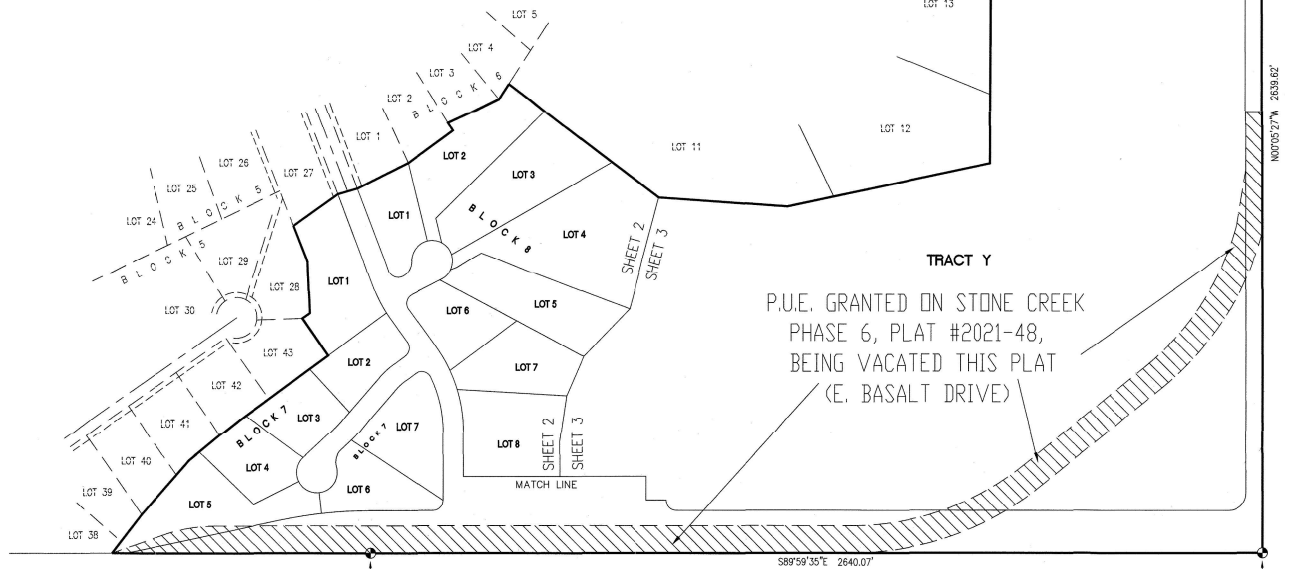
VICINITY MAP
SCALE 1" = 1 MILE

NOTES

- THERE MAY BE FEDERAL, STATE OR LOCAL REQUIREMENTS GOVERNING LAND USE. THE INDIVIDUAL PARCEL OWNER SHALL OBTAIN A DETERMINATION WHETHER THESE REQUIREMENTS APPLY TO THE DEVELOPMENT OF PARCELS SHOWN ON THE PLAT TO BE RECORDED.
- BASIS OF BEARING FROM G.P.S. OBSERVATION TAKEN AT THE S.E. CORNER LOT 8, BLOCK 7 ASPEN RIDGE ESTATES PHASE 3, PLAT #2008-62.
- NO INDIVIDUAL WATER SUPPLY SYSTEM OR SEWAGE DISPOSAL SYSTEM SHALL BE PERMITTED ON ANY LOT UNLESS SUCH SYSTEM IS LOCATED, CONSTRUCTED AND EQUIPPED IN ACCORDANCE WITH THE REQUIREMENTS, STANDARDS AND RECOMMENDATIONS OF THE STATE OF ALASKA, DEPARTMENT OF ENVIRONMENTAL CONSERVATION, WHICH GOVERN THOSE SYSTEMS.
- COVENANTS, CONDITIONS AND RESTRICTIONS WERE RECORDED FEBRUARY 14, 2022 AT SERIAL #2022-003575-0, PALMER RECORDING DISTRICT.
- EASEMENTS OF RECORD NO PLOTTED HEREON:
a) ENSTAR EASEMENT RECORDED AUGUST 6, 2024 AS INSTRUMENT NO. 2024-013695-0
b) MTA EASEMENT RECORDED OCTOBER 1, 2024 AS INSTRUMENT NO. 2024-017499-0
c) MEA EASEMENT RECORDED NOVEMBER 15, 2024 AS INSTRUMENT NO. 2024-020814-0

LEGEND

- FOUND ALUMINUM CAP MONUMENT - AS SHOWN AND DESCRIBED
- FOUND 5/8" REBAR
- FOUND 5/8" WITH PLASTIC CAP MARKED LS-7330
- SET WITNESS CORNER - 5/8" x 30" REBAR WITH SELF-IDENTIFYING CAP
- W.D. = WITNESS DISTANCE
- (T) = TOTAL
- SET 5/8" x 30" REBAR WITH 1-1/4" SELF-IDENTIFYING PLASTIC CAP



FOUND 2 1/2" ALUMINUM CAP MONUMENT
FLUSH WITH GROUND



FOUND 2 1/2" ALUMINUM
CAP MONUMENT
6.1' ABOVE GROUND

PLANNING & LAND USE DIRECTOR'S CERTIFICATE

I CERTIFY THAT THIS SUBDIVISION PLAN HAS BEEN FOUND TO COMPLY WITH THE LAND SUBDIVISION REGULATIONS OF THE MATANUSKA-SUSITNA BOROUGH, AND THAT THE PLAT HAS BEEN APPROVED BY THE PLATTING AUTHORITY BY PLAT RESOLUTION NO. 6015-010 DATED August 6, 2025 AND THAT THIS PLAT HAS BEEN APPROVED FOR RECORDING IN THE PALMER RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA, IN WHICH THE PLAT IS LOCATED.

August 14, 2025
DATE PLANNING & LAND USE DIRECTOR

ATTEST: [Signature]
PLATTING CLERK



CERTIFICATION OF PAYMENT OF TAXES

I HEREBY CERTIFY THAT ALL CURRENT TAXES AND SPECIAL ASSESSMENTS, THROUGH December 31, 2025, AGAINST THE PROPERTY, INCLUDED IN THE SUBDIVISION OR RESUBDIVISION, HEREON HAVE BEEN PAID.

8/14/25
DATE BOROUGH TAX COLLECTION OFFICIAL



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF ALASKA AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THE MONUMENTS SHOWN ON THE PLAT ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONAL AND OTHER DETAILS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.
7330-S GARY LORUSSO
REGISTERED LAND SURVEYOR

07/13/25
DATE

A PLAT OF

STONE CREEK PHASE 7

A SUBDIVISION OF
TRACT Z STONE CREEK PHASE 6, PLAT #2021-48
WITHIN THE N1/2 SECTION 22
TOWNSHIP 18 NORTH, RANGE 01 EAST
SEWARD MERIDIAN, ALASKA
PALMER RECORDING DISTRICT
THIRD JUDICIAL DISTRICT
STATE OF ALASKA
CONTAINING 106.17 ACRES, MORE OR LESS

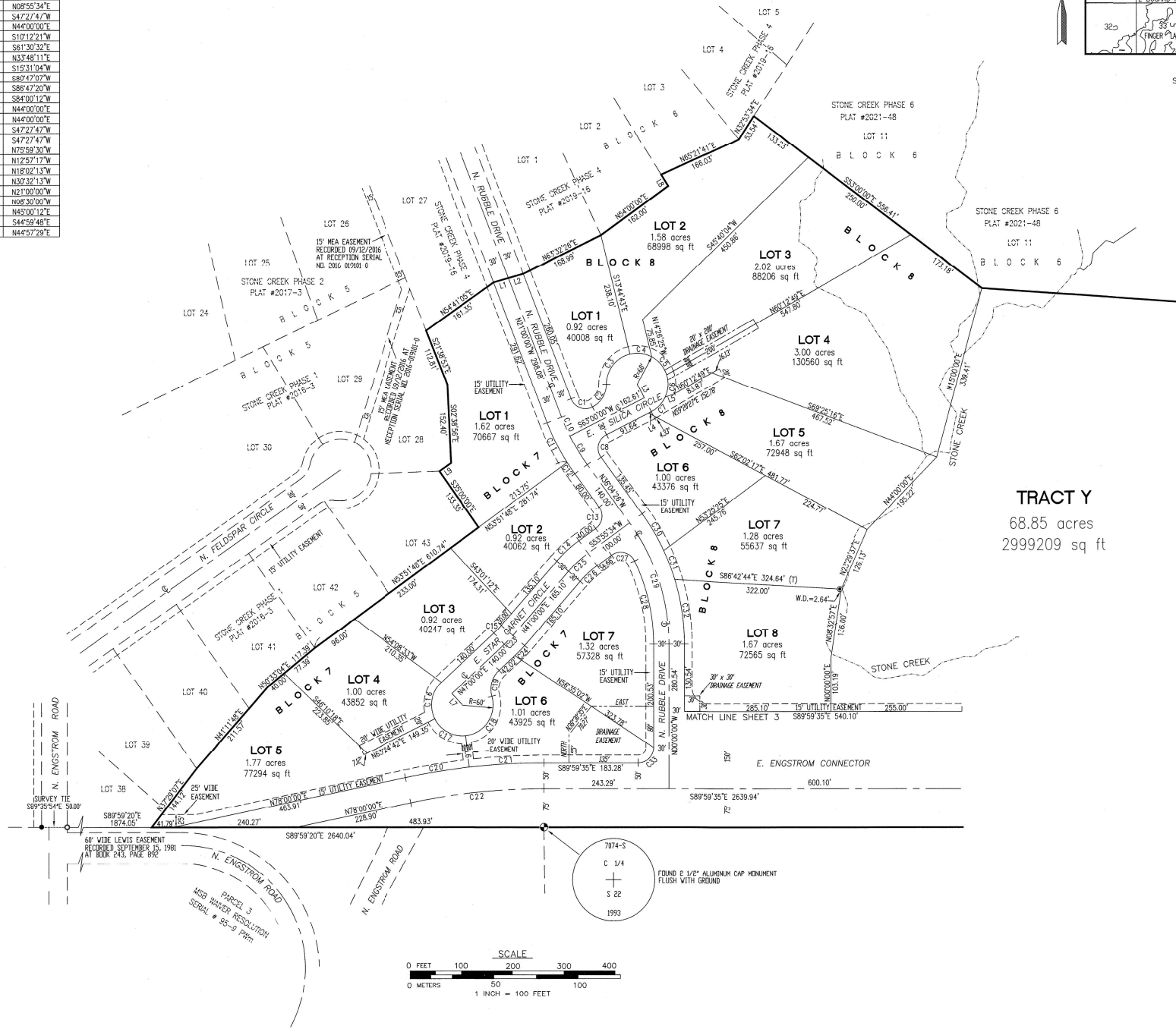
KEYSTONE SURVEYING & MAPPING

GARY LORUSSO, PROFESSIONAL LAND SURVEYOR
ALASKA BUSINESS LICENSE #134615
MAILING ADDRESS: P.O. BOX 2216 • PALMER, ALASKA 99645
PHYSICAL ADDRESS: 3635 N. VISTA CIRCLE • PALMER, ALASKA 99645
PHONE: (907) 376-7811

DRAWN BY ICAD/K.L.J.	DATE 7/10/25	DRAWING: 2024-8/StoneCreek7
CHECKED BY GLO	SCALE 1 INCH = 200 FEET	SHEET 1 OF 3

CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHORD	CHORD BEARING
C1	50.27	30.00	33.32	86°00'00"	44.59	S89°00'00"E
C2	54.85	50.00	30.62	62°57'52"	52.22	N81°31'04"E
C3	79.82	60.00	47.06	76°13'08"	74.06	S38°06'43"W
C4	45.03	60.00	23.63	43°00'00"	43.98	N82°14'43"W
C5	45.03	60.00	23.63	43°00'00"	43.98	N38°14'43"E
C6	45.03	60.00	23.63	43°00'00"	43.98	N42°45'17"E
C7	39.53	60.00	20.51	37°44'43"	38.82	N44°07'39"E
C8	51.87	30.00	35.17	89°04'28"	45.85	S182°27'47"W
C9	65.24	400.00	32.69	09°20'40"	65.16	S31°24'06"E
C10	40.00	400.00	20.02	09°43'46"	39.98	S23°51'53"E
C11	86.58	430.00	43.44	11°32'11"	86.43	S48°46'06"E
C12	28.55	430.00	13.28	03°32'15"	28.54	S34°18'19"E
C13	47.12	30.00	30.00	90°00'00"	42.43	N08°55'34"E
C14	58.66	260.00	29.45	12°55'34"	58.53	S47°27'47"W
C15	20.94	200.00	10.48	06°00'00"	20.93	N44°00'00"E
C16	77.06	80.00	44.88	73°35'18"	71.87	S107°12'21"W
C17	73.14	80.00	41.89	69°50'28"	68.69	S81°30'32"E
C18	104.23	60.00	70.92	99°32'06"	91.61	N33°48'11"E
C19	54.95	50.00	30.62	62°57'52"	52.22	S19°31'04"W
C20	126.30	1300.00	63.26	08°34'14"	126.34	S80°47'07"W
C21	146.03	1300.00	73.09	08°26'10"	145.99	S86°47'20"W
C22	281.95	1250.00	131.46	12°00'25"	281.47	S84°00'12"W
C23	24.09	230.00	12.05	06°00'00"	24.07	N44°00'00"E
C24	27.23	260.00	13.63	06°00'00"	27.21	N44°00'00"E
C25	51.89	230.00	26.06	12°55'34"	51.78	S47°27'47"W
C26	45.12	200.00	22.66	12°55'34"	45.03	S47°27'47"W
C27	52.45	30.00	35.89	100°09'51"	46.02	N75°59'30"W
C28	167.32	370.00	85.11	29°54'34"	165.89	N12°57'17"W
C29	251.84	400.00	130.25	36°04'28"	247.70	N18°02'13"W
C30	83.11	430.00	41.68	11°04'26"	82.98	N30°32'13"W
C31	60.04	430.00	30.07	08°00'00"	59.99	N21°00'00"W
C32	127.36	430.00	64.26	17°00'00"	127.12	N08°30'00"W
C33	47.12	30.00	30.00	90°00'00"	42.43	N45°00'12"E
C34	47.12	30.00	30.00	89°59'39"	42.42	S44°59'48"E
C35	78.62	50.00	50.09	90°05'51"	70.77	N44°57'29"E

LINE TABLE		
LINE	LENGTH	BEARING
L1	30.11	N73°50'31"E
L2	30.11	N73°50'31"E
L3	30.00	S27°00'00"E
L4	6.00	N63°00'00"E
L5	18.45	N70°00'00"E
L6	61.75	S06°25'46"E
L7	30.00	S43°00'00"E
L8	27.68	S55°00'00"W
L9	27.68	S55°00'00"W



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7330-S GARY LORUSSO
REGISTERED LAND SURVEYOR

DATE 07/10/25

A PLAT OF

STONE CREEK PHASE 7

A SUBDIVISION OF

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WITHIN THE N1/2 SECTION 22

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PALMER RECORDING DISTRICT

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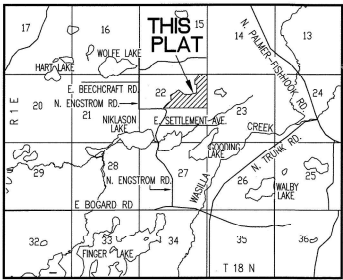
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PHYSICAL ADDRESS: 3635 N. VISTA CIRCLE • PALMER, ALASKA 99645

PHONE: (907) 376-7811

DRAWN BY	DATE	DRAWING:
ICAD/K.L.Y.	7/10/25	2024-B/StoneCreek7
CHECKED BY	SCALE	SHEET 2 OF 3
GLO	1 INCH = 100 FEET	

Palmer Recording District, PL 2495-102



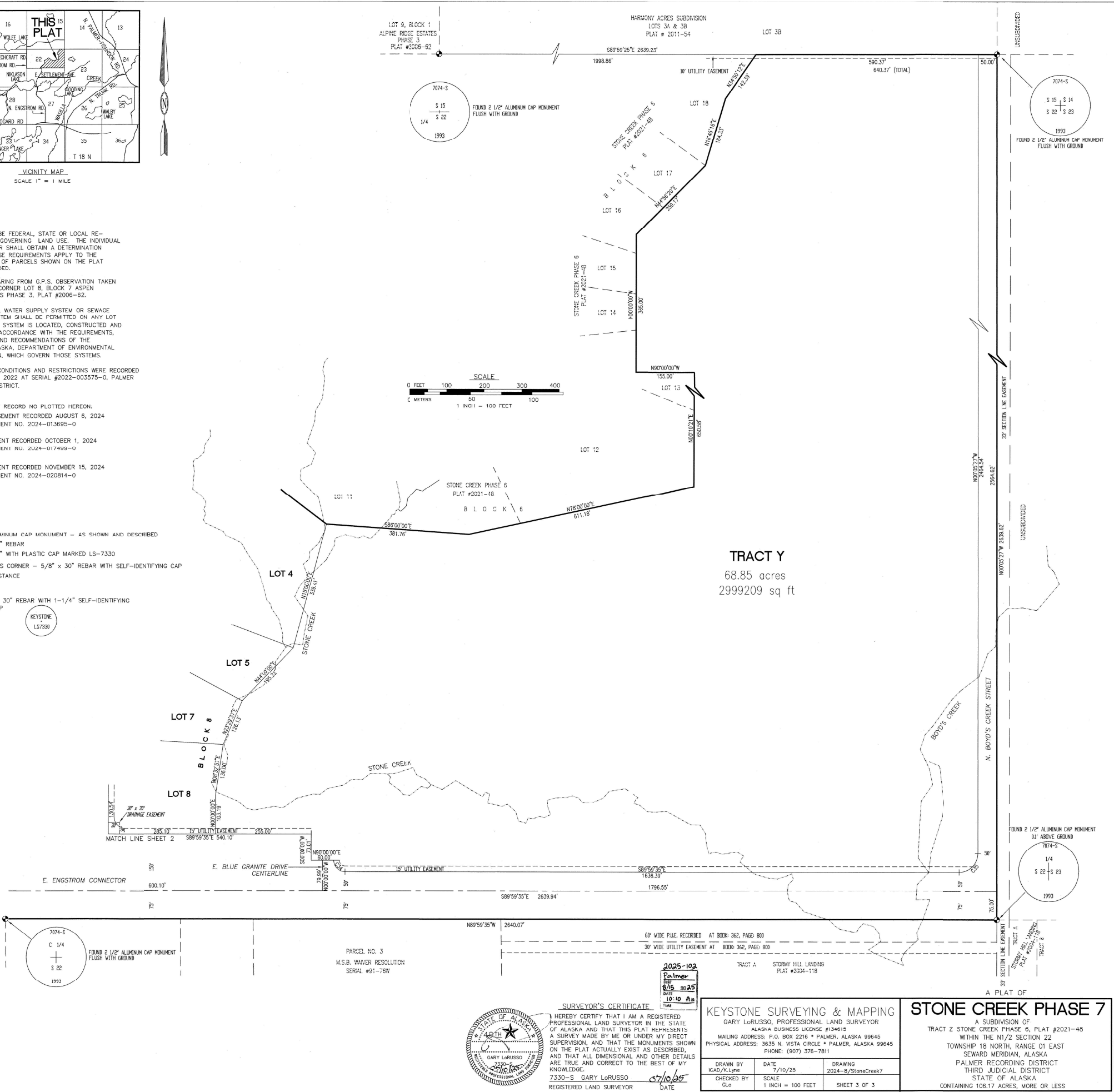
VICINITY MAP
SCALE 1" = 1 MILE

NOTES

1. THERE MAY BE FEDERAL, STATE OR LOCAL REQUIREMENTS GOVERNING LAND USE. THE INDIVIDUAL PARCEL OWNER SHALL OBTAIN A DETERMINATION WHETHER THESE REQUIREMENTS APPLY TO THE DEVELOPMENT OF PARCELS SHOWN ON THE PLAT TO BE RECORDED.
2. BASIS OF BEARING FROM G.P.S. OBSERVATION TAKEN AT THE S.E. CORNER LOT 8, BLOCK 7 ASPEN RIDGE ESTATES PHASE 3, PLAT #2006-62.
3. NO INDIVIDUAL WATER SUPPLY SYSTEM OR SEWAGE DISPOSAL SYSTEM SHALL BE PERMITTED ON ANY LOT UNLESS SUCH SYSTEM IS LOCATED, CONSTRUCTED AND EQUIPPED IN ACCORDANCE WITH THE REQUIREMENTS, STANDARDS AND RECOMMENDATIONS OF THE STATE OF ALASKA, DEPARTMENT OF ENVIRONMENTAL CONSERVATION, WHICH GOVERN THOSE SYSTEMS.
4. COVENANTS, CONDITIONS AND RESTRICTIONS WERE RECORDED FEBRUARY 14, 2022 AT SERIAL #2022-003575-0, PALMER RECORDING DISTRICT.
5. EASEMENTS OF RECORD NOT PLOTTED HEREON:
 - a) ENSTAR EASEMENT RECORDED AUGUST 6, 2024 AS INSTRUMENT NO. 2024-013695-0
 - b) MTA EASEMENT RECORDED OCTOBER 1, 2024 AS INSTRUMENT NO. 2024-017499-0
 - c) MEA EASEMENT RECORDED NOVEMBER 15, 2024 AS INSTRUMENT NO. 2024-020814-0

LEGEND

- FOUND ALUMINUM CAP MONUMENT - AS SHOWN AND DESCRIBED
- FOUND 5/8" REBAR
- FOUND 5/8" WITH PLASTIC CAP MARKED LS-7330
- SET WITNESS CORNER - 5/8" x 30" REBAR WITH SELF-IDENTIFYING CAP
- WD. = WITNESS DISTANCE
- (T) = TOTAL
- SET 5/8" x 30" REBAR WITH 1-1/4" SELF-IDENTIFYING PLASTIC CAP



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF ALASKA AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THE MONUMENTS SHOWN ON THE PLAT ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONAL AND OTHER DETAILS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

7330-S GARY LORUSSO
REGISTERED LAND SURVEYOR
DATE 07/10/25

KEYSTONE SURVEYING & MAPPING			
GARY LORUSSO, PROFESSIONAL LAND SURVEYOR			
ALASKA BUSINESS LICENSE #134015			
MAILING ADDRESS: P.O. BOX 2216 • PALMER, ALASKA 99645			
PHYSICAL ADDRESS: 3635 N. VISTA CIRCLE • PALMER, ALASKA 99645			
PHONE: (907) 376-7811			
DRAWN BY	DATE	DRAWING	
ICAD/K-Lym	7/10/25	2024-B/StoneCreek7	
CHECKED BY	SCALE	SHEET	
GLO	1 INCH = 100 FEET	3 OF 3	

STONE CREEK PHASE 7

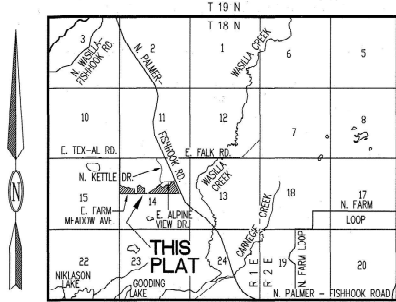
A SUBDIVISION OF
TRACT Z STONE CREEK PHASE 6, PLAT #2021-45
WITHIN THE N1/2 SECTION 22
TOWNSHIP 18 NORTH, RANGE 01 EAST
SEWARD MERIDIAN, ALASKA
PALMER RECORDING DISTRICT
THIRD JUDICIAL DISTRICT
STATE OF ALASKA
CONTAINING 106.17 ACRES, MORE OR LESS

NOTES

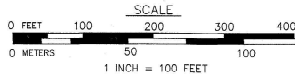
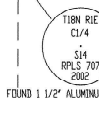
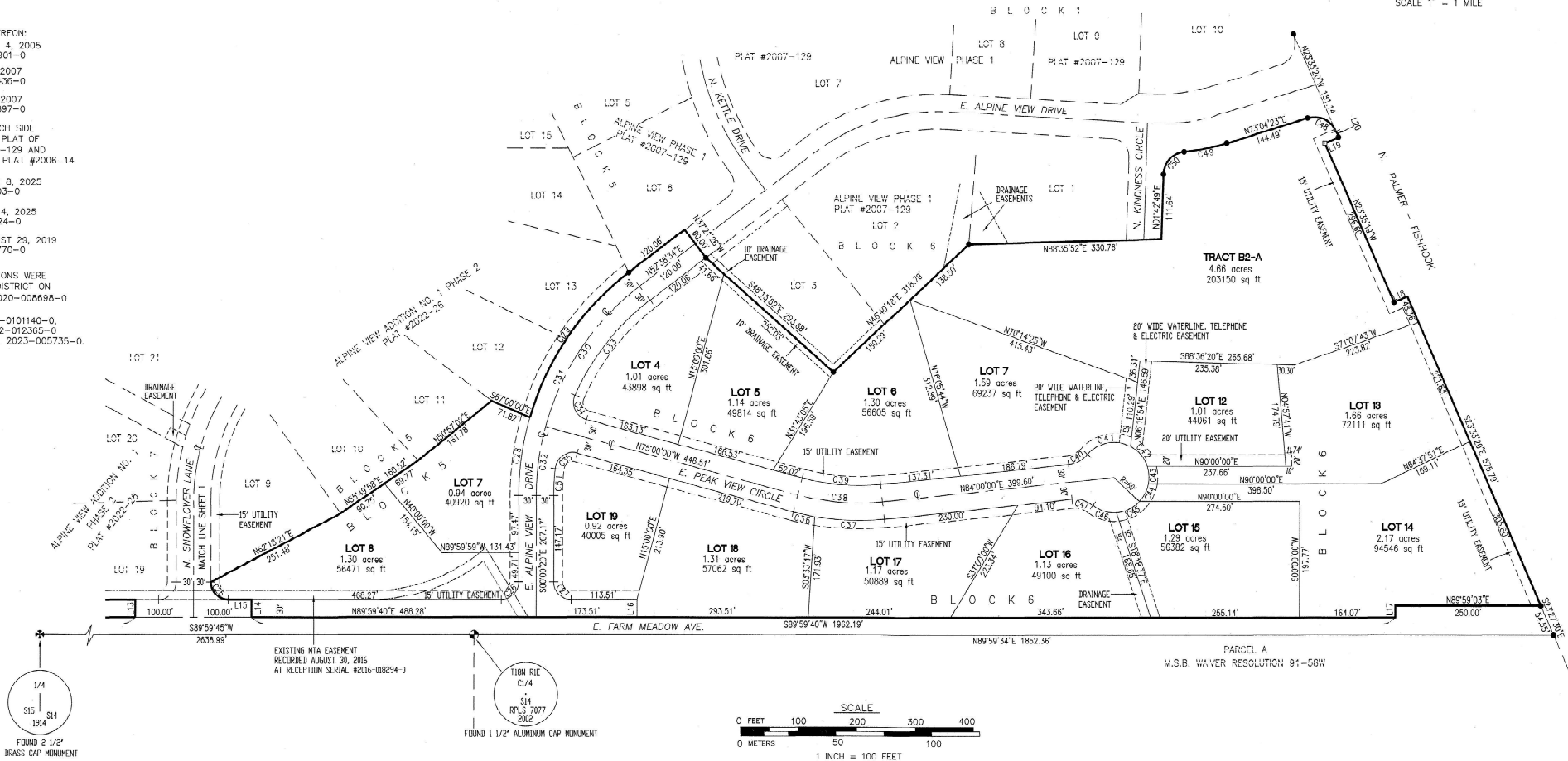
1. THERE MAY BE FEDERAL, STATE AND LOCAL REQUIREMENTS GOVERNING LAND USE. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL PARCEL OWNER TO OBTAIN A DETERMINATION WHETHER SUCH REQUIREMENTS APPLY TO THE DEVELOPMENT OF PARCELS SHOWN HEREON.
2. NO INDIVIDUAL WATER SUPPLY SYSTEM OR SEWAGE DISPOSAL SYSTEM SHALL BE PERMITTED ON ANY LOT UNLESS SUCH SYSTEM IS LOCATED, CONSTRUCTED AND EQUIPPED IN ACCORDANCE WITH THE REQUIREMENTS, STANDARDS AND RECOMMENDATIONS OF THE STATE OF ALASKA, DEPARTMENT OF ENVIRONMENTAL CONSERVATION, WHICH GOVERN THOSE SYSTEMS.
3. BASIS OF BEARING FROM G.P.S. OBSERVATION TAKEN AT SURVEY CONTROL POINT SHOWN HEREON.
4. 5/8" x 30" REBAR WITH 1-1/4" SELF-IDENTIFYING PLASTIC CAP SET AT ALL LOT CORNERS, P.C.'S, P.T.'S AND P.R.C.'S UNLESS NOTED.
5. EASEMENTS OF RECORD NOT SHOWN HEREON:
 - a) MEA EASEMENT RECORDED OCTOBER 4, 2005 AT RECEPTION SERIAL #2005-027901-0
 - b) MEA EASEMENT RECORDED JUNE 1, 2007 AT RECEPTION SERIAL #2007-013436-0
 - c) MTA EASEMENT RECORDED JUNE 6, 2007 AT RECEPTION SERIAL #2007-013897-0
 - d) 30' WIDE UTILITY EASEMENT (15' EACH SIDE OF EXISTING OVERHEAD LINE) PER PLAT OF ALPINE VIEW PHASE 1 PLAT #2007-129 AND MOUNTAIN VIEW GRANDE PHASE 1, PLAT #2006-14
 - e) MEA EASEMENT RECORDED OCTOBER 8, 2025 AT RECEPTION SERIAL #2025-019103-0
 - f) ENSTAR EASEMENT RECORDED JULY 4, 2025 AT RECEPTION SERIAL #2025-012024-0
 - g) ENSTAR EASEMENT RECORDED AUGUST 29, 2019 AT RECEPTION SERIAL #2019-018770-0
6. COVENANTS, CONDITIONS AND RESTRICTIONS WERE RECORDED IN THE PALMER RECORDING DISTRICT ON APRIL 28, 2020, AS INSTRUMENT NO. 2020-008698-0 WITH AMENDMENTS THERETO RECORDED: MAY 4, 2022 AS INSTRUMENT NO. 2022-0101140-0, MAY 27, 2022 AS INSTRUMENT NO. 2022-012365-0 AND APRIL 7, 2023 AS INSTRUMENT NO. 2023-005735-0.

LEGEND

- FOUND GENERAL LAND OFFICE BRASS CAP MONUMENT AS SHOWN AND DESCRIBED
- FOUND 1-1/2" ALUMINUM CAP MONUMENT AS SHOWN AND DESCRIBED
- FOUND 5/8" REBAR
- SET 5/8" x 30" REBAR WITH 1-1/4" SELF-IDENTIFYING PLASTIC CAP



VICINITY MAP
SCALE 1" = 1 MILE



CURVE TABLE

CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHORD	CHORD BEARING
C1	47.12'	30.00'	30.00'	88°59'41"	42.42'	N44°59'50"E
C2	45.76'	30.00'	28.67'	87°23'53"	41.45'	N43°41'56"W
C3	51.72'	280.00'	23.85'	11°23'54"	51.64'	S81°41'56"E
C4	37.82'	50.00'	19.87'	43°20'30"	36.93'	S82°18'45"W
C5	30.73'	60.00'	15.71'	28°20'30"	30.38'	N75°19'45"E
C6	73.30'	60.00'	42.01'	70°00'00"	68.83'	S55°00'00"E
C7	54.45'	60.00'	29.26'	52°00'00"	52.60'	S06°00'00"W
C8	32.48'	60.00'	16.84'	31°00'00"	32.07'	S47°30'00"W
C9	88.32'	60.00'	54.35'	84°20'30"	80.56'	N74°49'45"W
C10	37.82'	50.00'	19.87'	43°20'30"	36.93'	S54°19'45"E
C11	45.75'	230.00'	22.80'	11°23'53"	45.68'	S81°41'56"E
C12	39.79'	200.00'	19.96'	11°23'53"	39.72'	S81°41'56"E
C13	43.20'	30.00'	26.31'	82°30'19"	39.56'	N51°20'58"E
C14	149.37'	430.00'	75.45'	19°54'12"	148.62'	S20°02'54"W
C15	191.27'	400.00'	97.50'	27°23'53"	189.46'	S18°18'04"W
C16	18.17'	400.00'	9.08'	02°36'07"	18.16'	S01°18'04"W
C17	85.39'	370.00'	42.88'	13°13'21"	85.20'	S23°23'53"E
C18	108.34'	370.00'	54.56'	16°46'39"	107.96'	S08°23'20"W
C19	47.13'	30.00'	30.00'	90°00'20"	42.43'	S45°00'10"E
C20	47.12'	30.00'	30.00'	89°59'41"	42.42'	S44°59'40"E
C21	45.35'	60.00'	24.80'	45°18'18"	44.28'	S21°30'09"W
C22	75.08'	60.00'	43.45'	77°41'42"	70.28'	S79°09'09"W
C23	48.17'	60.00'	25.47'	46°00'00"	46.89'	N47°00'00"E
C24	19.90'	60.00'	10.04'	19°00'00"	19.81'	N09°30'00"W
C25	47.12'	30.00'	30.00'	90°00'00"	42.43'	S44°59'40"E
C26	47.12'	30.00'	30.00'	90°00'00"	42.43'	N44°59'40"E
C27	47.12'	30.00'	30.00'	90°00'00"	42.43'	S45°00'20"E
C28	130.45'	400.00'	60.10'	10°10'06"	130.00'	S08°04'43"W
C29	308.02'	480.00'	158.19'	36°08'46"	300.48'	S34°24'10"W
C30	294.46'	450.00'	150.72'	37°29'32"	289.24'	S33°53'48"W
C31	413.50'	450.00'	222.64'	52°38'54"	399.10'	S26°10'07"W
C32	119.04'	450.00'	59.87'	15°09'22"	118.69'	S07°34'21"W
C33	209.77'	420.00'	107.12'	28°37'02"	207.60'	S38°20'03"W
C34	51.85'	30.00'	35.14'	99°01'39"	45.63'	S25°29'12"E
C35	51.66'	30.00'	34.92'	98°40'27"	45.61'	S25°30'42"E
C36	37.82'	430.00'	18.77'	03°00'00"	37.81'	S77°30'00"E
C37	120.08'	430.00'	60.43'	18°00'00"	119.68'	S88°00'00"E
C38	148.61'	400.00'	74.14'	21°00'00"	145.79'	S85°30'00"E
C39	135.61'	370.00'	68.98'	21°00'00"	134.85'	S85°30'00"E
C40	57.82'	50.00'	19.87'	43°20'30"	36.93'	N62°19'45"E
C41	80.99'	50.00'	48.02'	77°24'39"	74.98'	S72°18'45"W
C42	43.78'	60.00'	24.07'	43°30'02"	44.68'	N40°08'29"W
C43	30.38'	60.00'	15.53'	29°01'09"	30.07'	N03°46'23"W
C44	34.14'	60.00'	17.50'	32°36'03"	33.68'	N27°02'13"E
C45	45.03'	60.00'	23.63'	43°00'00"	43.98'	N64°50'14"E
C46	42.84'	60.00'	22.44'	41°00'16"	42.03'	S73°09'38"E
C47	37.82'	50.00'	19.87'	43°20'30"	36.93'	N74°19'45"W
C48	58.20'	40.00'	37.80'	83°28'38"	53.27'	N61°18'09"W
C49	74.58'	400.00'	37.40'	10°40'59"	74.47'	N78°32'12"E
C50	57.35'	40.00'	34.88'	82°09'00"	52.58'	S42°46'13"W
C51	46.41'	420.00'	23.23'	06°19'53"	46.39'	S03°09'36"W

LINE TABLE

LINE	LENGTH	BEARING
L1	30.00'	N00°01'05"W
L2	30.00'	N00°00'00"W
L3	40.00'	N89°59'40"E
L4	16.72'	S87°23'53"E
L5	18.43'	S87°23'53"E
L6	60.01'	N00°01'05"W
L7	58.99'	S00°01'05"E
L8	63.00'	N89°58'26"E
L9	30.00'	S00°00'00"E
L10	30.00'	S00°00'00"E
L11	37.43'	N14°00'00"E
L12	30.29'	N89°59'40"E
L13	30.00'	N00°00'00"W
L14	30.00'	N00°00'04"E
L15	40.00'	S89°59'40"W
L16	30.00'	N00°00'20"W
L17	20.00'	N00°12'25"E
L18	25.07'	S66°22'49"W
L19	25.24'	N66°22'50"E
L20	11.05'	N25°53'20"W

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF ALASKA AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THE MONUMENTS SHOWN ON THE PLAT ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONAL AND OTHER DETAILS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

7/3/2026 - S. GARY LORUSSO
REGISTERED LAND SURVEYOR DATE



A PLAT OF

ALPINE VIEW ADDITION NO. 1 PHASE 4

TRACT B2-A, LOTS 7 & 8, BLOCK 5, LOTS 4-7, BLOCK 6, LOTS 12-19, BLOCK 6, LOTS 9-18, BLOCK 7 AND LOTS 5-10, BLOCK 8

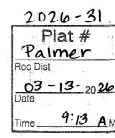
A SUBDIVISION OF
TRACT B-2, ALPINE VIEW ADDITION NO. 1 PHASE 2, PLAT #2022-26
AND RE-RECORDED AS PLAT #2027-93
TRACT B-3 ALPINE VIEW ADDITION NO. 1 PHASE 3, PLAT #2023-34
AND RE-RECORDED AS PLAT #2023-91

LOCATED WITHIN THE
N1/2 SECTION 14, T. 18 N., R. 01 E.
SEWARD MERIDIAN, ALASKA
PALMER RECORDING DISTRICT
THIRD JUDICIAL DISTRICT
STATE OF ALASKA
CONTAINING 10.8 ACRES, MORE OR LESS

KEYSTONE SURVEYING & MAPPING

GARY LORUSSO, PROFESSIONAL LAND SURVEYOR
ALASKA BUSINESS LICENSE #134610
MAILING ADDRESS: P.O. BOX 2216 • PALMER, ALASKA 99645
PHYSICAL ADDRESS: 3635 N. VISTA CIRCLE • PALMER, ALASKA 99645
PHONE: (907) 378-7811

DRAWN BY KAD/K/LYN	DATE 2/24/25	DRAWING 2024-24/AlpineViewAdd1.dwg
CHECKED BY GLO	SCALE 1 INCH = 100 FEET	SHEET 2 OF 2



Simon Gilliland
4658 N Heaton Rd
Palmer, AK 99645

July 28, 2026

Matanuska-Susitna Borough Assembly and Planning Commission
350 East Dahlia Avenue
Palmer, Alaska

Re: Resolution 26-014

Mat-Su Borough Assembly and Planning Commission,

While I understand and appreciate the premise of this Resolution and see it's need and worth but I have serious reservations about the borough purchasing ROW for roads to be constructed at an undetermined future date. As evidenced by the Engstrom to Trunk Connector route the Planning Department asked for moneys in TIP 18 that would have connected eastward from the Engstrom Corridor to Palmer-Fishhook and again in TIP 21 for a Connector Route to Trunk. Neither of these previously taxpayer approved road fundings are they now interested in constructing and in this month want to get approval to build a connector route at a more northern location roughly midway between the previously approved projects.

If this is how we are going to plan should we really be buying ROW?

How about in this planning stage we procure detailed easements with defined location. These do not require platting action to either create or vacate when a plan changes as needs by the community shift through the years and decades.

However, we should NOT support or use BLANKET EASEMENTS. Blanket easements should be explicitly prohibited to be procured or possessed by the borough as it is an affront to private property rights, ownership, and ability to use your property as you desire. Not to mention could encumber a parcel, reducing it's value during a sale to another private party at a later date.

The stated purpose is to implement adopted transportation plans also has issues. The transportation plans are a line on a map and as stated by Public Works are just general

routes not defined locations for roads. This was their justification for moving the Engstrom Connector 1 MILE north to a different location and saying that it was the “same road”. It is most certainly not the same road.

The Official Streets and Highways Plan (OSHP) already requires a landowner give the borough basically whatever ROW they want during a subdivision process if one of these planned roads has a route line drawn over your parcel. This should be of concern to anyone who cares about private property rights. So basically you can’t chop your parcel in half to leave it to your two children without first giving the borough their chunk for a road that might be 50 years in the making. This is not how the citizens of this borough or anywhere should be treated.

Another item this resolution should include is that the final procurement of routes goes before the Assembly so there is a public process with transparency and not just an Administrative state forcing these easements, hopefully vs proposed ROW’s, through wherever one of their planning documents currently calls for a future road.

Thank you,

Simon Gilliland, PE. PLS.



MAT-SU BOROUGH

Engstrom Road to Trunk Road Corridor

FINAL ROUTE SELECTION REPORT

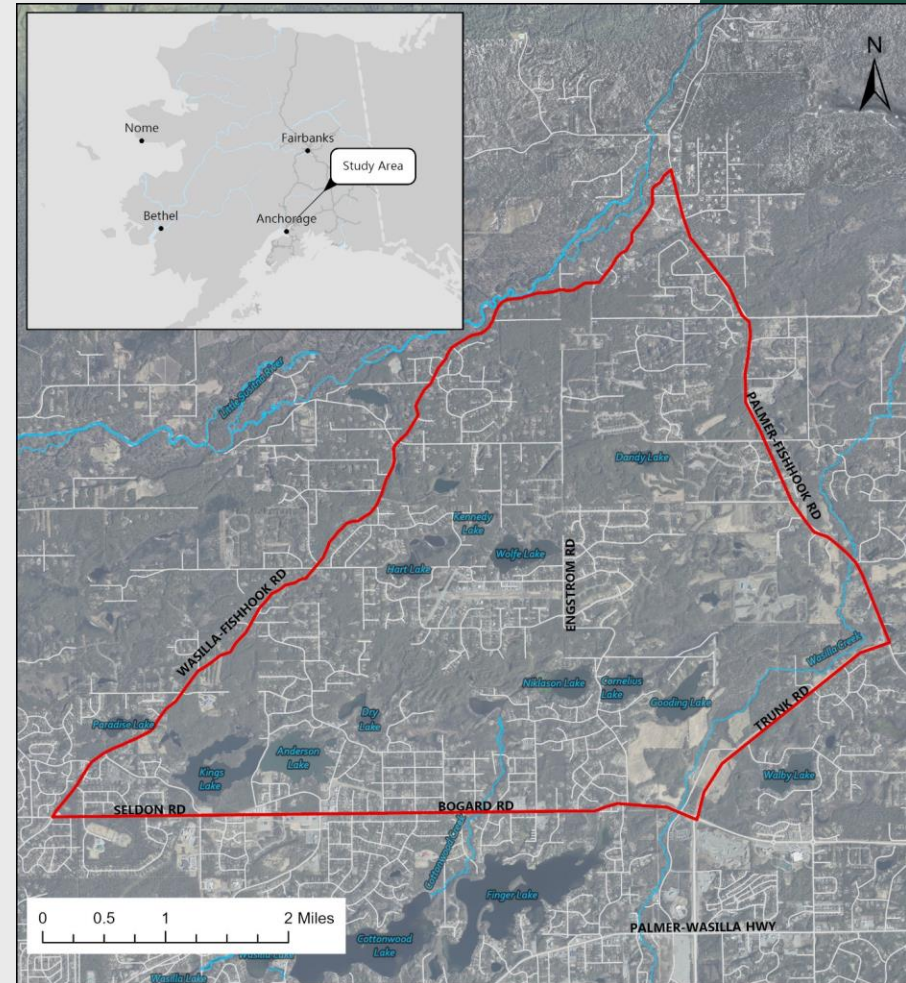
ABOUT OUR TEAM

The Mat-Su Borough is managing the project with assistance from HDL Engineering Consultants, LLC.



ROUTE SELECTION REPORT (RSR) PRESENTATION GOALS

1. Discuss the history, purpose, and scope of the project
2. Review the preliminary engineering analysis and public input that led to the development of the four evaluated route options
3. Share details of the decision-making criteria used to identify a preferred alternative
4. Recommend the preferred alternative for further design development

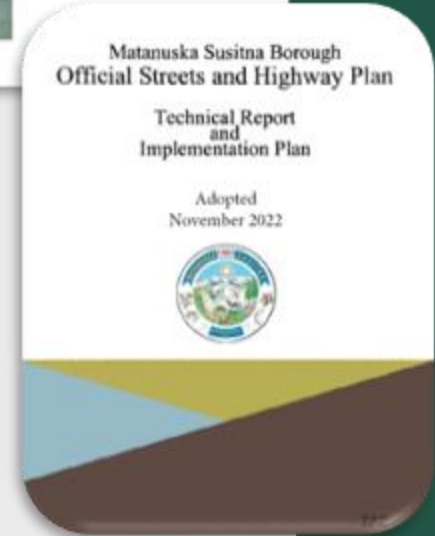


PROJECT PURPOSE AND NEED

- **PURPOSE:** Improve safety and increase the capacity of the road network in the Fishhook area by providing an alternate route between Engstrom Road and Trunk Road.
 - **NEED:** Increase road connectivity to reduce congestion and accommodate current and future traffic volumes.
-

PROJECT HISTORY & GUIDING DOCUMENTS

- Identified as a conceptual corridor for a **Major Collector** roadway in the 2035 MSB Long Range Transportation Plan (LRTP)
- Outlined as a planned Major Collector connection between Engstrom Road and Trunk Road in the MSB's 2022 Official Streets and Highways Plan (OSHP)
- Originally adopted by voters in the TIP21 in **2021**, with the Southern Route shown as a conceptual alignment



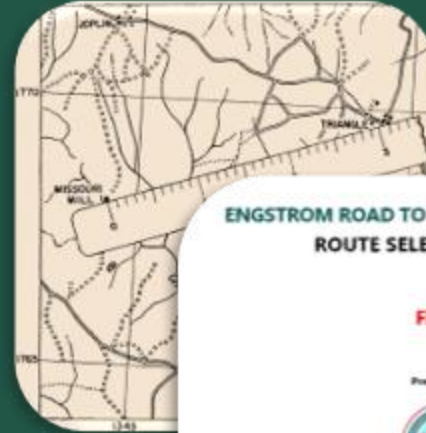
DESIGN DEVELOPMENT & PUBLIC ENGAGEMENT

- Reconnaissance Study conducted in **2022-2023**; early planning and engineering analysis identified the Northern Route 1 as a viable alignment in addition to the Southern Route presented in the TIP21
- First Public Meeting conducted in **March 2025**; attendees provided feedback that led to the development of two additional route options
- Comments from the Public Meeting 1 response period (**March – June 2025**) indicated a preference for the Northern Routes (80% of respondents)
- Public survey sent in **July 2025**; results indicated a majority of respondents prioritize “Access and Connectivity” for the corridor
- Traffic Study completed in **October 2025**
- Route Selection Report completed in **July 2026**



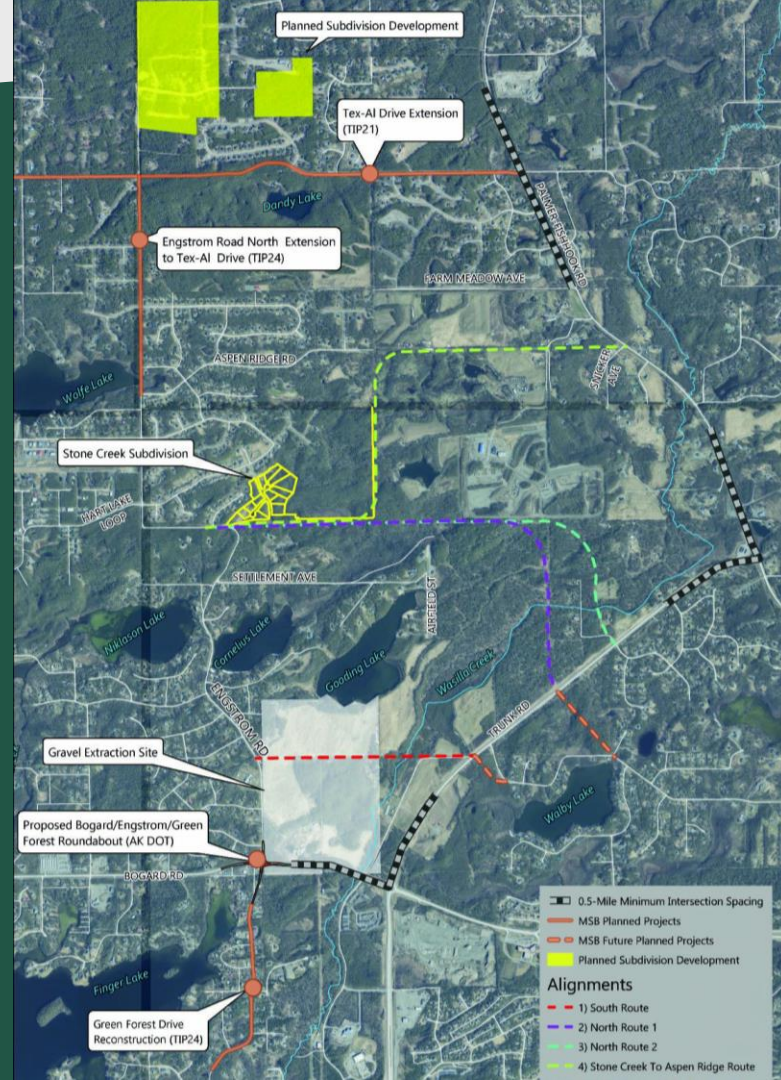
ROUTE SELECTION REPORT: OVERVIEW

- Establishes criteria to evaluate and compare the four route options
- Identifies a preferred route option based on the combined evaluation of all criteria rather than any single factor
- Recommends the preferred route for further design development



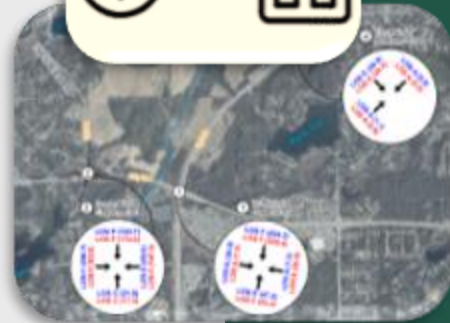
EVALUATED ROUTE OPTIONS

- **Southern Route**
- **Northern Route 1**
- **Northern Route 2**
- **Stone Creek to Aspen Ridge Route**



ROUTE SELECTION REPORT: SELECTION CRITERIA

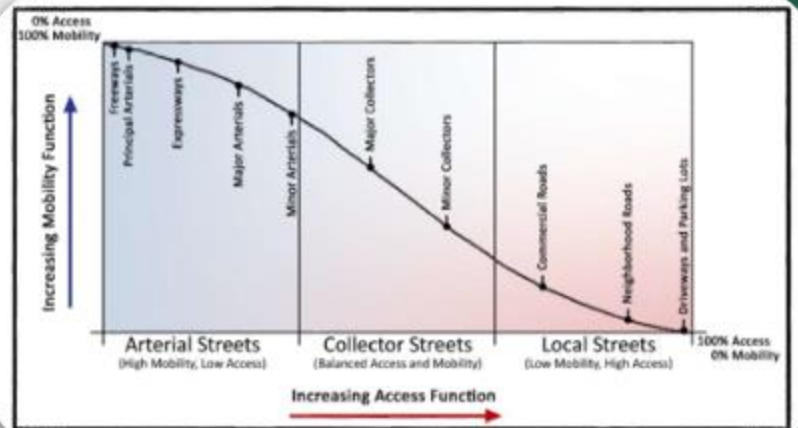
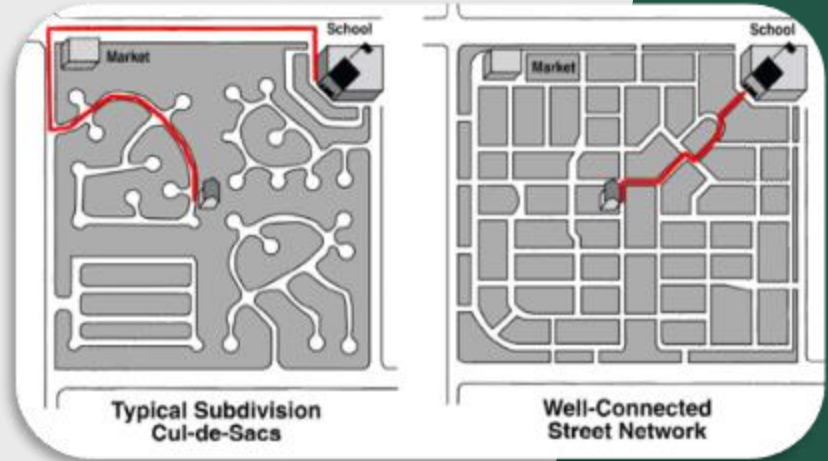
- **CONNECTIVITY & ACCESS:** *does the route improve overall network connectivity?*
- **MOBILITY & USE:** *does the route effectively reduce congestion and motivate drivers to use it?*
- **ENVIRONMENTAL:** *does the route require significant environmental impacts?*
- **COMMUNITY IMPACTS:** *does the route meet the purpose and need of the project, align with the MSB's plans and policies, and have support from the local community?*
- **ENGINEERING/CONSTRUCTABILITY:** *does the route require complicated or costly construction elements such as water crossings, geotechnical constraints, or substantial Right-Of-Way (ROW) acquisition?*
- **OTHER CONSIDERATIONS:** *does the route require significant utility impacts?*



SELECTION CRITERIA:

CONNECTIVITY & ACCESS + MOBILITY & USE

- Criteria based on MSB's transportation plans and policies and the results of the project Traffic Study
- A PREFERRED ROUTE OPTION SHOULD:**
 - ✓ redistribute traffic away from adjacent congested roadways
 - ✓ provide alternate egress for local neighborhoods
 - ✓ meet engineering standards for a Major Collector



CONGESTION RELIEF & TRAFFIC VOLUMES

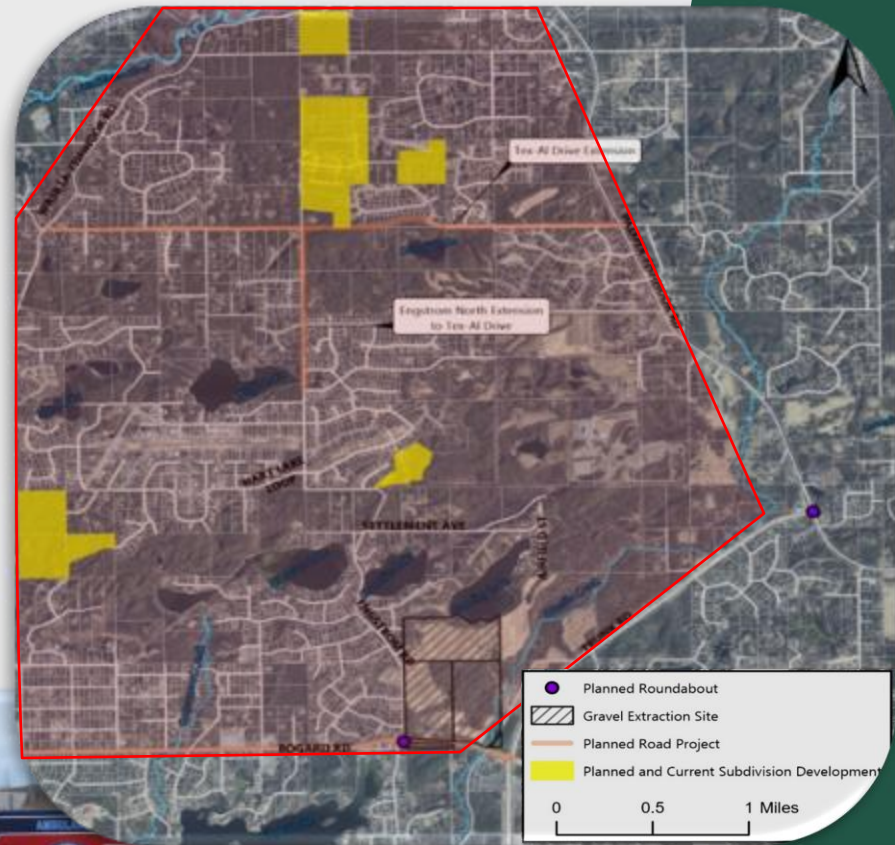
- Traffic congestion feels like long vehicle queues and wait times (delays) at intersections
- Congestion is measured for traffic analysis and engineering purposes as “Level of Service” (LOS)
- A preferred route option should reduce future traffic volumes and delays on Engstrom Road and at the Engstrom/Bogard intersection
- Higher predicted traffic volumes on a proposed connector route indicate it will pull more vehicles from adjacent roadways, relieving current and future congestion

LEVEL OF SERVICE	DESCRIPTION	DELAY (Two-Way Stop-Controlled or Roundabout Intersection):	DELAY (Signalized Intersection)
A	Cars move freely. Delays are less than 10 seconds. There's almost no stopping or waiting.	0-10	≤ 10
B	Traffic is light. Some cars might have to stop, but not for long.	> 10-15	> 10-20
C	Things slow down a bit. Some cars might need to wait, but most people are still moving.	> 15-25	> 20-35
D	Traffic is getting busy. Cars wait longer or need to stop more often, but things still move.	> 25-35	> 35-55
E	The intersection is close to being overloaded, lots of cars are waiting. Traffic may feel jammed.	> 35-50	> 55-80
F	Traffic hardly moves. Delays are long and it feels like the intersection isn't working at all.	> 50	> 80



ALTERNATE EGRESS & EMERGENCY ACCESS

- Many current and potential future neighborhoods within the Fishhook Triangle do not have direct access to commuter routes and must use Enstrom Road, increasing traffic congestion
- In emergency conditions, first responders may lose valuable time providing service or may be unable to access some areas entirely

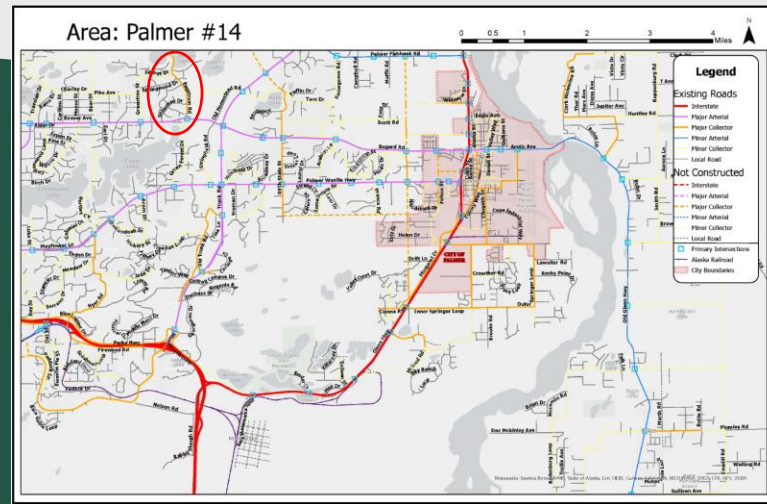


ROADWAY CLASSIFICATION

MSB'S OSHP provides classification maps for current and future roadways, defining a future Engstrom to Trunk connection as a Major Collector

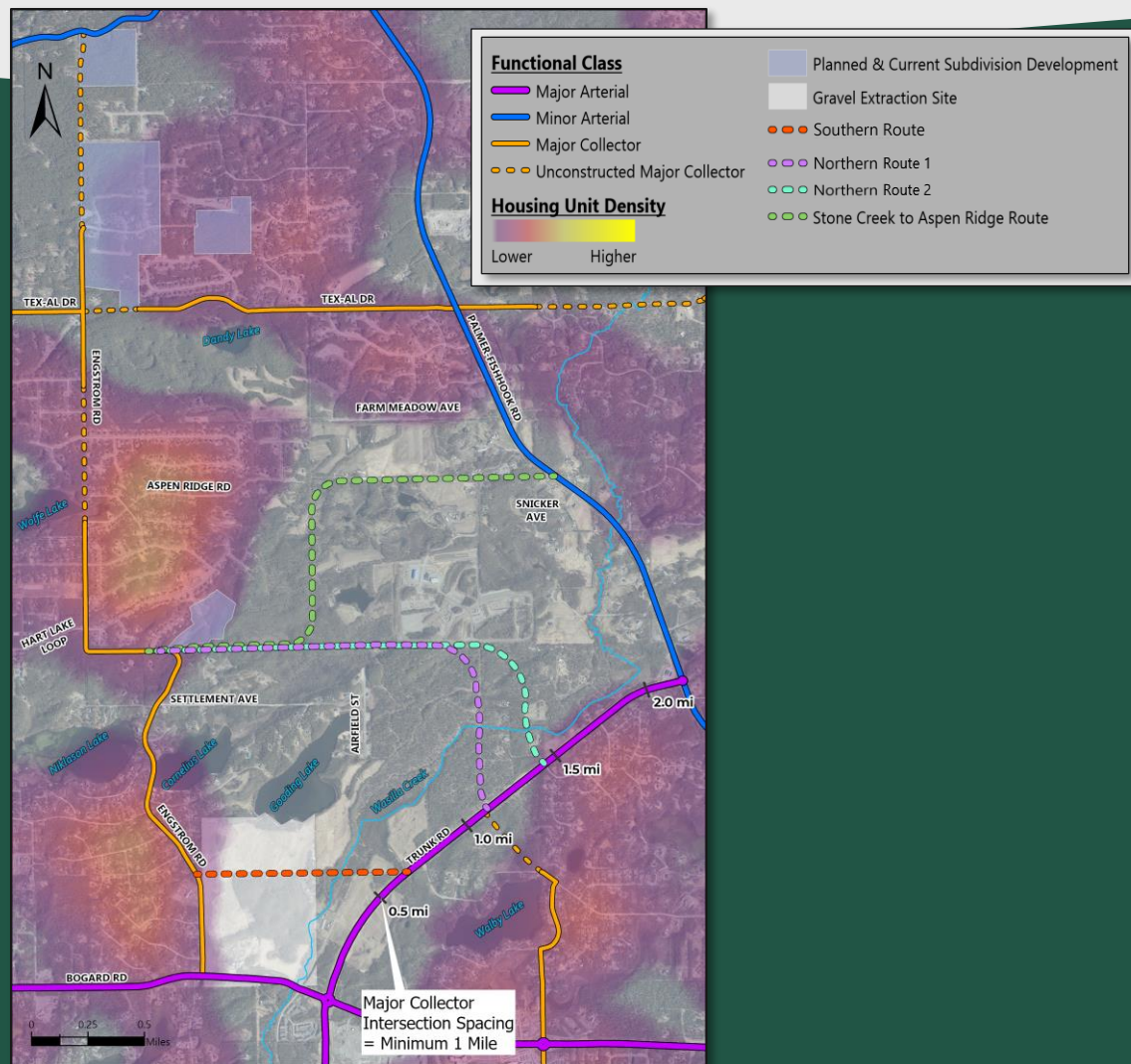
What is a **Major Collector** in the MSB?

- ✓ Balances traffic mobility with limited property access
- ✓ Provides key emergency access and community connectivity
- ✓ Serves medium and high-density residential areas
- ✓ Designed speeds of 35-60 MPH, with typical ROW = 100'
- ✓ Intersection spacing with roadways of equal or higher classification = minimum of 1 mile
- ✓ Begin and end at roadways with similar or higher classifications, to avoid channeling large volumes of fast-moving traffic directly into neighborhoods



WHERE DOES A MAJOR COLLECTOR MAKE SENSE?

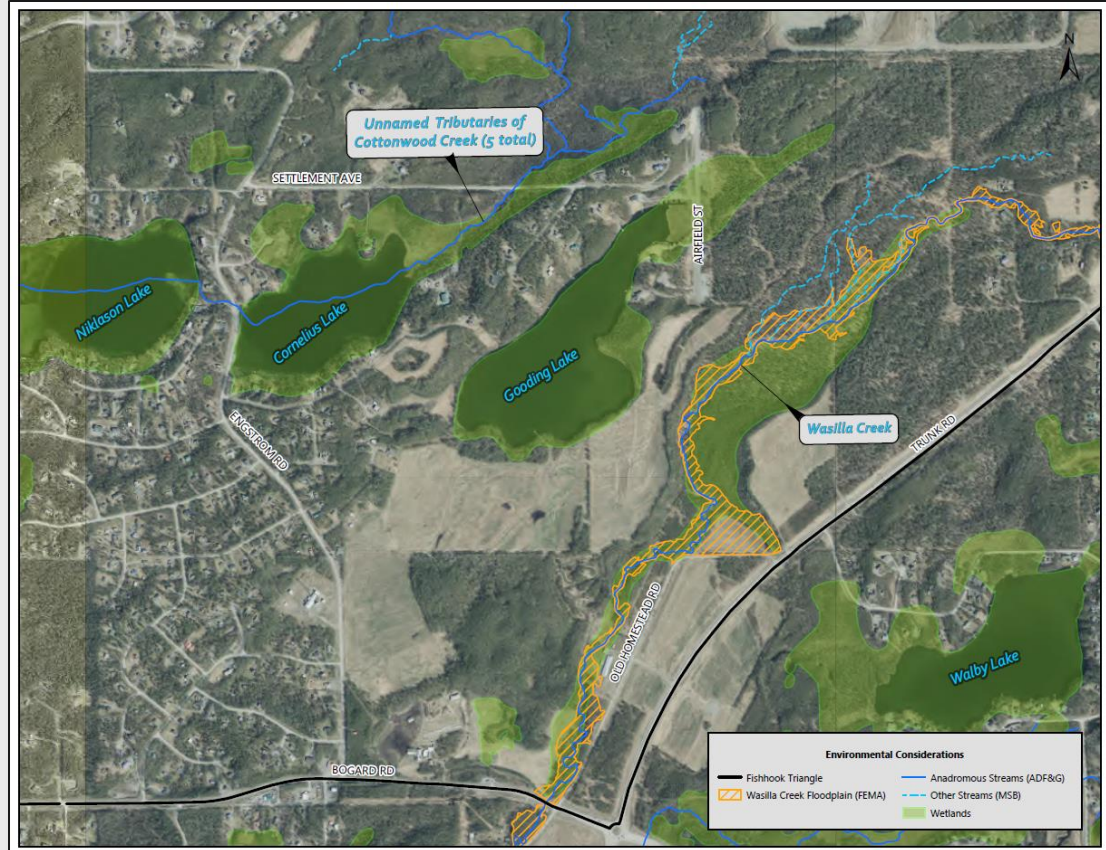
- Should provide congestion relief by providing new access to dense residential areas
- Should serve as alternate egress for neighborhoods with limited access
- Should meet Major Collector design standards, including intersection spacing
- Should begin and end at intersections with roadways of similar or greater classification



SELECTION CRITERIA: ENVIRONMENTAL

Examines each route's potential impact on:

- ✓ Historic Resources
- ✓ Wetlands & Flood Plains
- ✓ Fish habitat
- ✓ Stream Crossings



SELECTION CRITERIA: COMMUNITY IMPACTS

- Evaluates public input to determine which route option has the most support and best fits the needs of the community based on:
 - ✓ Comments submitted
 - ✓ Feedback from public meetings
 - ✓ Survey results

The image displays three overlapping visual elements related to the Engstrom Road to Trunk Road Corridor project:

- Top Left:** A "COMMENT FORM" for the "Engstrom Road to Trunk Road Corridor" project. It includes fields for Name, Address, City, State, Zip, and Email & Phone. It also has a section for "Comments" and a note: "Please use this form to provide written comments on the project."
- Top Right:** A project poster titled "Engstrom Road to Trunk Road Corridor" and "Comment on the Project!". It features a QR code and two instructions: "Submit comments electronically via the project website at EngstromTrunkCorridor.com" and "Fill out a comment sheet and hand it into a project team member".
- Bottom:** A screenshot of the "MATANUSKA-SUSITNA BOROUGH" website. It shows a "Name" and "Email" field, a "Share your thoughts on the project by typing in the box below." section, and a "Submit" button. The footer includes contact information for Cole Brashers, project manager, and links for "JOIN US" and "FOLLOW US".

SELECTION CRITERIA:

ENGINEERING/CONSTUCTABILITY + OTHER CONSIDERATIONS

- Quantifies anticipated engineering challenges such as bridges and large culverts
- Provides rough, planning-level cost comparison between route options for:
 - ✓ Design
 - ✓ ROW
 - ✓ Construction
 - ✓ Utilities



ESTIMATED COSTS FOR:	SOUTHERN ROUTE	NORTHERN ROUTE 1	NORTHERN ROUTE 2	STONE CREEK-ASPEN RIDGE ROUTE
Design	\$660,000	\$1,610,000	\$1,860,000	\$2,370,000
ROW	\$750,000	\$1,350,000	\$2,900,000	\$2,650,000
Utilities	\$100,000	\$100,000	\$100,000	\$200,000
Construction	\$7,590,000	\$18,515,000	\$21,390,000	\$27,255,000
TOTAL COST:	\$9,100,000	\$21,575,000	\$26,250,000	\$32,575,000



SELECTION CRITERIA: RESULTS

Route options receive scores of **poor**, **fair**, or **good** based on how well the route meets requirements of each selection criteria.

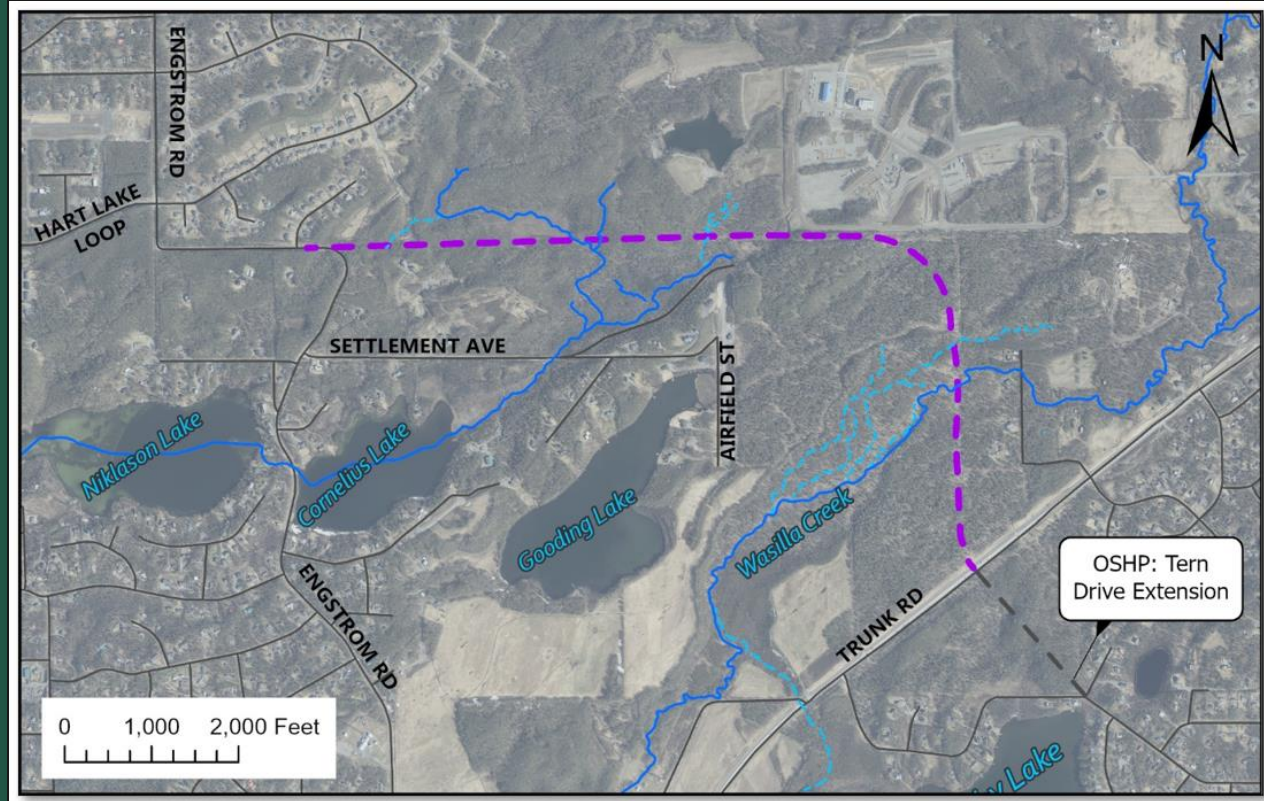
Route suitability is based on the combined evaluation of all selection criteria, rather than any single factor.

Criteria	No Build	South	North 1	North 2	SC to AR
Transportation Planning Goals and Objectives					
Does the route meet the purpose and need of the project? (Yes/No)	Red	Yellow	Green	Green	Yellow
Is the route consistent with adopted plans and policies (OSHP & LRTP)? (Yes/No)	Red	Green	Green	Green	Green
Connectivity and Access					
Does the route increase network resilience by providing alternate access?	Red	Yellow	Green	Green	Green
Does the route integrate with surrounding streets?	Red	Green	Green	Green	Green
Does the route meet major collector roadway spacing recommendations?	Red	Yellow	Green	Green	Yellow
Mobility and Safety					
Will the route improve LOS at Engstrom-Bogard?	Red	Green	Green	Green	Yellow
Will the route be utilized by traffic in the area?	Red	Yellow	Green	Green	Red
Environmental					
Will the route minimize or mitigate impacts on historic resources?	Green	Yellow	Red	Red	Red
Degree of wetland impacts	Green	Yellow	Red	Red	Red
Degree of floodplain impacts	Green	Red	Yellow	Yellow	Green
Fish Habitat & stream crossings	Green	Yellow	Red	Red	Yellow
Engineering/Constructability					
What is the Structure/Bridge requirements?	Green	Red	Yellow	Yellow	Yellow
What is the overall route cost?	—	—	—	—	—
Construction	Green	Yellow	Red	Red	Red
Maintenance	Red	Green	Yellow	Yellow	Red
ROW	Green	Yellow	Yellow	Yellow	Red
Other Considerations					
Utilities	Green	Yellow	Yellow	Yellow	Red
Color Rankings: Red=poor; Yellow=fair; Green=good					

PREFERRED ROUTE RECOMMENDATION

The Route Selection Report recommends **Northern Route 1** for further design development as a Major Collector connection between Engstrom Road and Trunk Road.

This recommendation is based on the results of the selection criteria evaluation, the majority of public input received, and the adherence of the route to the desired functionality and connectivity improvements outlined in the MSB's planning documents.



Questions?

PROJECT CONTACTS

COLEBRANHAM, MANAGER

Project Management Division
Matanuska-Susitna Borough
Public Works Department

907.861.7711

Cole.Branham@matsugov.us

KELSEY MEANS

Public Involvement Coordinator
HDL Engineering Consultants, LLC

907.564.2124

KMeans@HDLAlaska.com

PROJECT WEBSITE



EngstromtoTrunkcorridor.com



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Natural Resources

Division of Agriculture
Agricultural Development

1801 S. Margaret Dr. Suite 12
Palmer, Alaska 99645
Main: 907-745-7200

July 31, 2026

Mat Su Planning Commission

Dear Commission members,

I am writing to express my support for fixing the Engstrom Road traffic overcrowding issues and give my voice to the best route.

Mr. Greg Sindt, trustee of the Lohmann-Olson Family Trust, owner of MSB parcel # 84319 and 528121 located near considered areas where proposed routes to relieve the traffic congestion on Engstrom Road have suggested several routes to alleviate traffic. His route options are on the attachment.

I have spoken to him several times over the past 3 years about traffic movement and how his parcels would be affected. He lost 30 acres to right of way when Trunk Road was widened and straightened several years ago. These two parcels have been used and are currently being used as grazing for livestock.

Our agriculture industry in Alaska needs every square foot of productive land to grow food and increase production. Whenever producing lands are taken out of production, less food is produced. The result is more food is imported to replace the loss, and more value leaves the state. Our economy and especially our agriculture economy is reduced. This is not good for food security for our state.

May I remind you that Alaska imports 95% of the food consumed here valued at over \$2,000,000,000. Think our strong our economy could be if this value stayed in Alaska, rather than leave like empty Conex's going back for more.

I invite you to consider the proposed (on attached map) northern routes #1 and #2 for a traffic fix. Route #2 impacts fewer landowners and less agriculture land than any other proposal. On the eastern side of that proposed route, it is along a section line where an established road easement should be in place anyway. The mid-section line on the north end of his property impacts few (Hall homes and 302 Operating Engineers on the north) and I know Greg is willing to work with the MSB on route location based on mutual benefit.

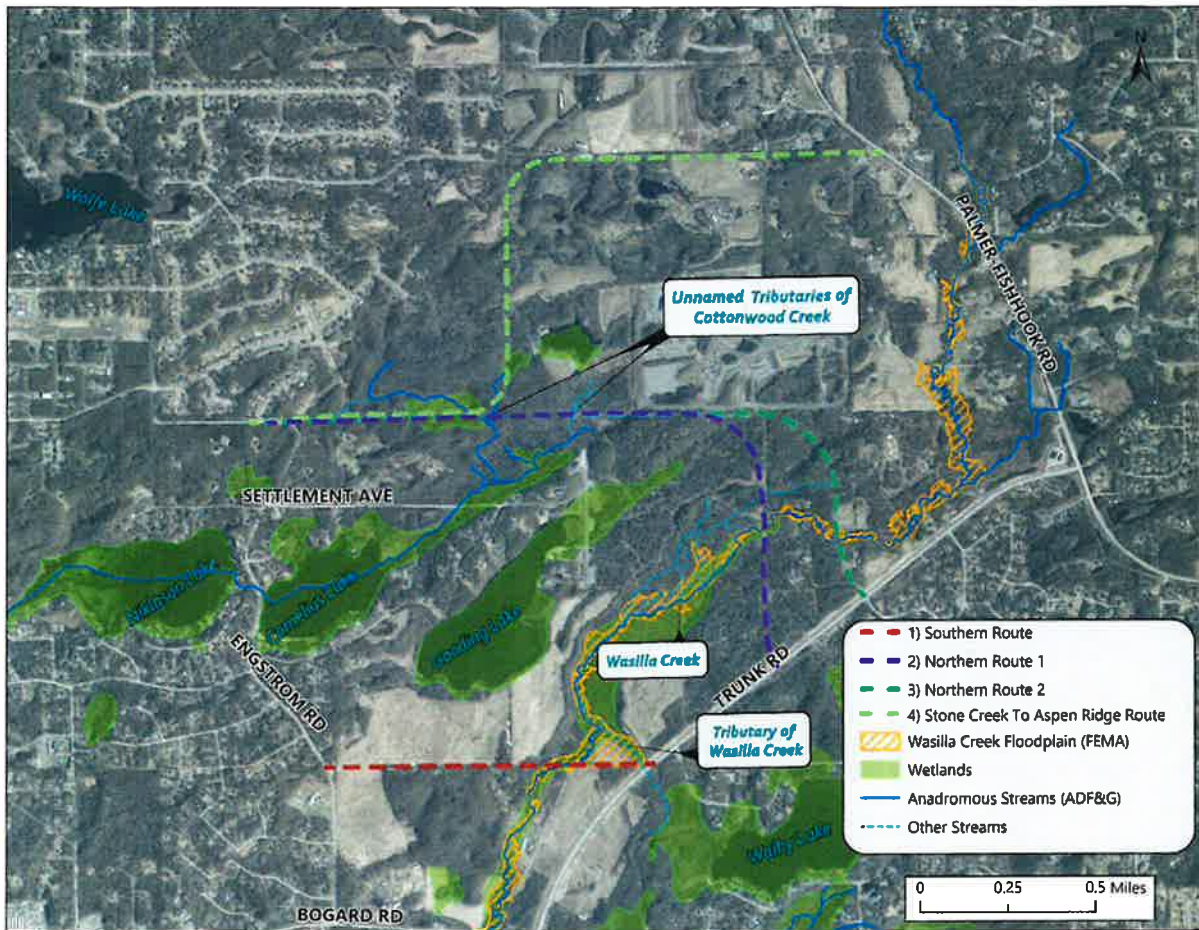
I personally live within a mile of these proposals on Fishhook Road. When I look at this draft of route options, the suggested Northern routes #1 and #2 make the most sense to me. The Southern route makes a lot of sense also but does not fix alone the difficulties on Engstrom road

as it goes between Cornelius and Niklason lakes. The southern route would definelty take pressure off of the N. Engstrom Road/E. Bogard Road intersection. With housing in that area between the lakes and the road, I wish you the best in trying to figure a fix. Engstrom road and the intersection needs serious attention regardless of which alternate route is eventually selected.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan J. Scoresby". The signature is fluid and cursive, with the first name "Bryan" and last name "Scoresby" clearly distinguishable.

Bryan J. Scoresby
Director, Alaska Division of Agriculture



ROUTE OPTIONS

DRAFT ROUTE SELECTION REPORT