

April 10, 2026
NLCC TESTIMONY
TRANSPORTATION ADVISORY BOARD
Rod Hanson

Good morning, my name is Rod Hanson, President of the North Lakes Community Council.

I'm here today encouraging you to reconsider your recent Resolution 26-01 supporting a Northern Route on the Engstrom to Trunk Connector project.

Our council membership has a long history of providing thoughtful input to this project. We all recognize the need for this important connection and it simply can't happen fast enough. However, we strongly believe, and will continue to advocate, that the Southern Route is the best decision for our residents, and for the Borough taxpayers at large.

We were very disappointed that Public Works did not let us know they would be presenting the DRAFT route selection report to you in February. We subsequently missed the opportunity to provide input (or to encourage other public input) to you all before you decided on your resolution.

The presentation you received, and the draft language provided for your Resolution, failed to represent the true nature of public input the Borough has received on this project. There are problems with the DRAFT Route Selection Report. There are opportunities for improved road safety and significant cost and schedule savings with the Southern Route not yet reflected in the report.

The Assembly is scheduled to make a decision in late June on the route selection. We know you are not scheduled to meet again until the end of July. We sent each of you an email about this project on February 26th. We provided a link to our website. The website has a HOT TOPICS section that includes a timeline of our involvement in this project, links to detailed feedback on the report, and copies of our testimony to the Assembly. I encourage you to explore this information when deciding your course of action. At this stage, it appears there are three options for your Board to consider:

1. Do Nothing: Allow Resolution 26-01, recommending a Northern Route, to stand without consideration of any public input or perspective. Let the Assembly do the hard work of balancing public safety, eminent domain, extended timelines, and significantly higher costs.
2. Retract Resolution 26-01: Take some time to review the history on this project and the public perspective. Recognize the incomplete nature of the DRAFT Route Selection Report. Pull your uninformed support for the Northern Route.
3. Retract and Replace Resolution 26-01: Schedule an off-cycle meeting of the Transportation Advisory Board to gather public input and then take a position on the Route you support. We believe that you would look at this project differently and provide a more meaningful set of recommendations to the Assembly.

Please add this subject to your New Business section of today's agenda so that a deliberate decision can be made on the path forward.

Thank you for your time today.



Rod Hanson <rod@nlakes.cc>

Transportation Advisory Board - Resolution (Engstrom to Trunk)

1 message

Rod Hanson <rod@nlakes.cc>

Thu, Feb 26, 2026 at 11:18 AM

To: jesse.petersen@hdrinc.com

Cc: talley@tbcak.com, "randydurham@aircraftspruce.com" <randydurham@aircraftspruce.com>, terry.gorlich@gmail.com, kristina.whitman@matsuk12.us, pierceschwalv@gmail.com, "North Lakes Community Council (board@nlakes.cc)" <board@nlakes.cc>, Planning <msb.planning@matsugov.us>

Transportation Advisory Board Members,

My name is Rod Hanson, representing the North Lakes Community Council (NLCC).

At your February 13, 2026 meeting, Public Works presented the Engstrom to Bogard Corridor project and recommended selecting a Northern Route. The NLCC regrets that it was not in attendance to testify at your meeting. Public Works did not inform us of this upcoming presentation beforehand.

We have since reviewed the Public Works presentation, listened to the audio recording of your meeting, and reviewed a copy of your resolution supporting the Northern Route.

The NLCC represents approximately 10,000 residents and has a long history of reviewing and commenting on this important project. We have provided public testimony at several MSB meetings and have also submitted written comments. On behalf of our area residents and through the nearly unanimous votes of our membership, we strongly advocate for a Southern Route decision. The presentation you reviewed did not represent the full context of our engagement and public input as a community council. The presentation also failed to accurately characterize ROW acquisition opportunities along the Southern Route. We are concerned you were unaware of the extent and nature of overall community input.

A summary of our involvement (including links to important documentation) is under the "HOT TOPICS" section of our website ([click here](#)). These documents include formal resolutions, official letters, and detailed feedback to the draft Route Selection Report.

Our HOT TOPICS summary also provides a link to an email from the owner of Central Gravel Products offering to provide ROW across his property and to construct the road base. Only 3 parcels and 2 owners (not seven, as presented) would be impacted. These owners are willing to negotiate fair ROW sales along this route. In contrast, multiple property owners along the Northern Route(s) strongly oppose the plan.

We will prepare an NLCC Resolution supporting the Southern Route and submit it to the Assembly and the Planning Commission in advance of their scheduled March 10th joint meeting. We will also attend the meeting to provide verbal testimony.

I'm not familiar with your Board's policies on "reconsideration" of your recent Resolution. We believe your Board should consider additional public input and wait for a final Route Selection Report to be completed before supporting any particular route.

Regardless of your position on the project, we will continue to keep you informed and will provide you a copy of our Resolution as soon as it is completed.

Sincerely,

Rod Hanson
President, North Lakes Community Council
907-841-8735



Coming up ...

April 30, 2026 - Membership Meeting
Omega Building (Old Boys & Girls Club)
3700 Bogard Road & Zoom - 7pm

Agenda - DRAFT
Correspondence & Activity Report (pending)

Upcoming Public Meetings - April

Subscribe:
Enter your email address to stay informed.
We respect your privacy.

Last Update: March 27, 2026

North Lakes Community Council Website
Latest Update: 3/27/26

<https://www.nlakes.cc>

Email Address

SIGN UP

Engstrom to Trunk Connector Road

3/27/26: Assembly public hearing and decision on route is planned for the second Assembly meeting in June.

3/19/26: The NLCC testified at the March 10th Joint meeting. No decisions were made. Public Works will now finalize the Route Selection Report and come back to the Assembly for a decision.

3/10/26: Joint Assembly / Planning Commission Meeting tonight. NLCC Testimony ([CLICK HERE](#)).

3/4/26: The NLCC submitted a letter ([CLICK HERE](#)) to Assembly members and Planning Commissioners in preparation for their March 10th Joint Meeting.

2/26/26: The NLCC learned that a presentation by Public Works was made to the Transportation Advisory Board (TAB) on 2/13. The presentation ([CLICK HERE](#)) was of the DRAFT report and recommended the Northern Route. The TAB prepared a resolution ([CLICK HERE](#)) of support for the Northern Route selection. We are reaching out to see if they are open to reconsideration. We also informed the Assembly on 2/17 that we will be submitting a resolution in support of the Southern Route at their March 10th Joint Assembly / Planning Commission meeting. More info forthcoming.

1/21/26: Central Gravel Products sent an email ([CLICK HERE](#)) to the Borough indicating their willingness to provide ROW and build the road base.

1/20/26: The NLCC included this project in a Resolution 2026-001 ([CLICK HERE](#)) asking it to be included as a priority for federal funding through the MPO / MVP organization.

12/18/25: Update from MSB. They have our comments and are still reviewing. Expecting to update Route Selection Report in early 2026 and then to Assembly for decision. Report will likely still recommend a Northern Route.

11/30/25: After discussion and review of a draft letter at our 11/20/25 NLCC meeting, the NLCC Submitted this letter ([CLICK HERE](#)) in response to the draft route selection report.

10/30/25: The MSB Project Manager presented the current status of the Route Selection Report and provided an overview of the project at the October 30 NLCC meeting. NLCC membership agreed to have the Board prepare a letter regarding this project. The draft will be reviewed at the November 20 NLCC Meeting.

7/31/25: The NLCC met last week with the MSB Public Works and Planning Department Directors and the Project Manager. We continue to advocate for the Southern Route selection based on Bogard Road Safety and the ability to get the project completed sooner and at lower cost to taxpayers.

2017 - 2025 Background ([CLICK HERE](#))

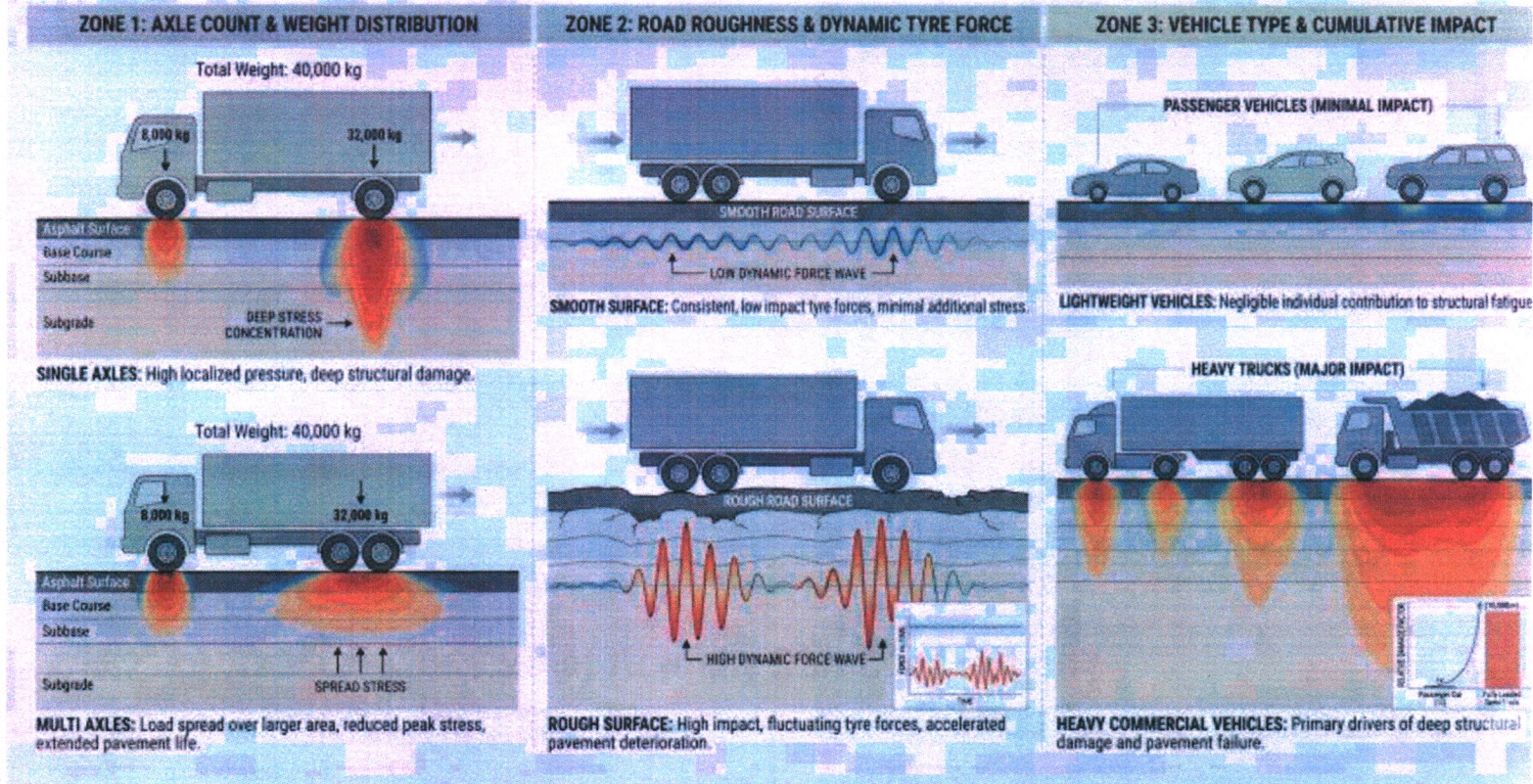
North Lakes Community Council Website

Latest Update: 3/27/26

<https://www.nlakes.cc>

Support Data regarding damage to MatSu roads during winter Road restrictions under proposed OR26-020 prepared by Terry Gorlick Resident RSA 21

What Actually Damages Roads

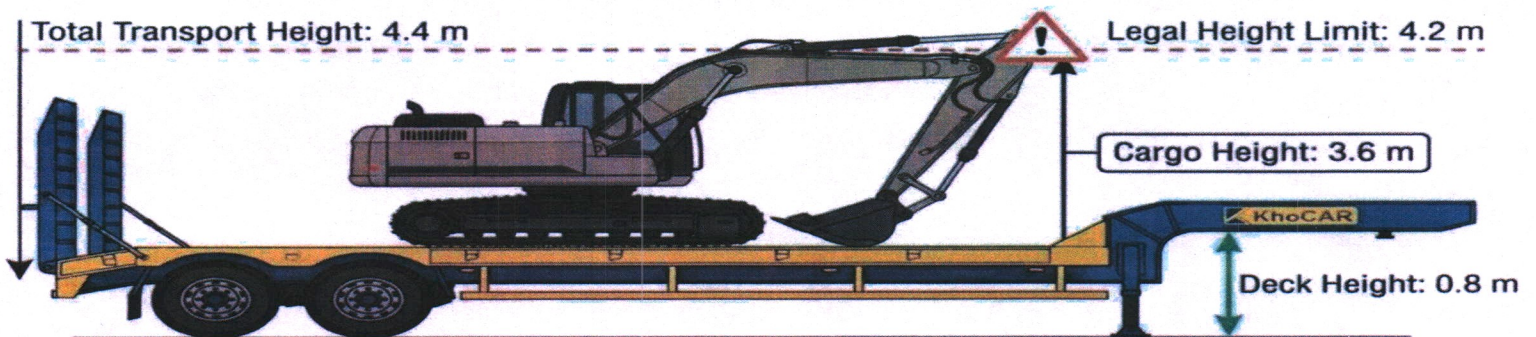


Vehicles must adhere to 10,000 lbs. GVW restrictions with exception to Emergency and Public service trucks, trailers and school/municipal buses, local home heating oil/propane delivery, and sewage pumper trucks when reduced axle weight, typically 50%, 75%, or 85% of legal maximums is applied

UAF RESEARCH CENTER UNIVERSITY OF ALASKA FAIRBANKS and AKDOT in conjunction with Ak Truckers Assoc are working together to prevent the loss of pavement strength during spring thaw, that could result in excessive road damage directly applied traffic loads. Damage assessment associated with the critical thaw period is essential to evaluate current load restriction policies. The Alaska Department of Transportation and Public Facilities (AKDOT&PF) proposed a plan which will provide an engineering analysis of field conditions with 100% loads on the Parks Highway for winter driving avoidance. AKDOT in an effort to monitor pavement damage during the spring determines the loss of pavement strength. These data is used in back calculation of pavement layer moduli, fatigue strength of the asphalt concrete surface, and corresponding damage factors resulting from spring-thaw weakening. Field data were used to analyze the damage effects on the Parks Highways and Matanuska-Susitna Road systems. These included: analysis and comparison of traffic data; determination of overweight axle loads and vehicles; comparison of north- and southbound traffic and its effect on pavement damage; analysis of ground temperature for thaw initiation and propagation; and simulation of the pavement's remaining life, with and without load restrictions, using mechanistic methods. The data is located in numerous studies and documents used to determine when is the correct time and weight and configuration so to not damage the roads.



Excavator on lowboy trailer is 23 metric tons or 50,700lbs



- Legal 100% Maximum:
 - 1 Axle: 20,000 lbs
 - 2 Axles: 38,000 lbs
 - 3 Axles: 42,000 lbs
 - 4 Axles: 50,000 lbs
- 85% Restriction:
 - 1 Axle: 17,000 lbs
 - 2 Axles: 32,300 lbs
 - 3 Axles: 35,700 lbs
 - 4 Axles: 42,500 lbs
- 75% Restriction:
 - 1 Axle: 15,000 lbs
 - 2 Axles: 28,500 lbs
 - 3 Axles: 31,500 lbs
 - 4 Axles: 37,500 lbs
- 50% Restriction:
 - 1 Axle: 10,000 lbs
 - 2 Axles: 19,000 lbs
 - 3 Axles: 21,000 lbs
 - 4 Axles: 25,000 lbs

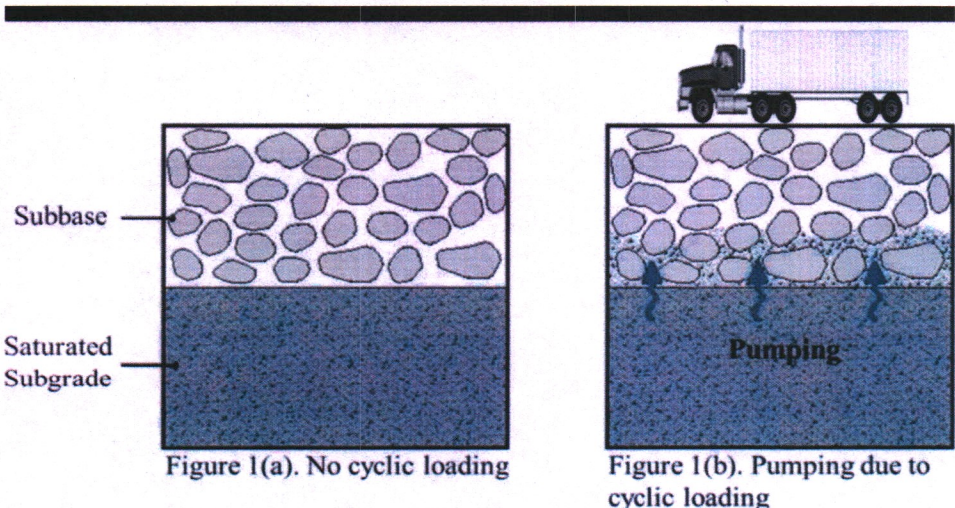
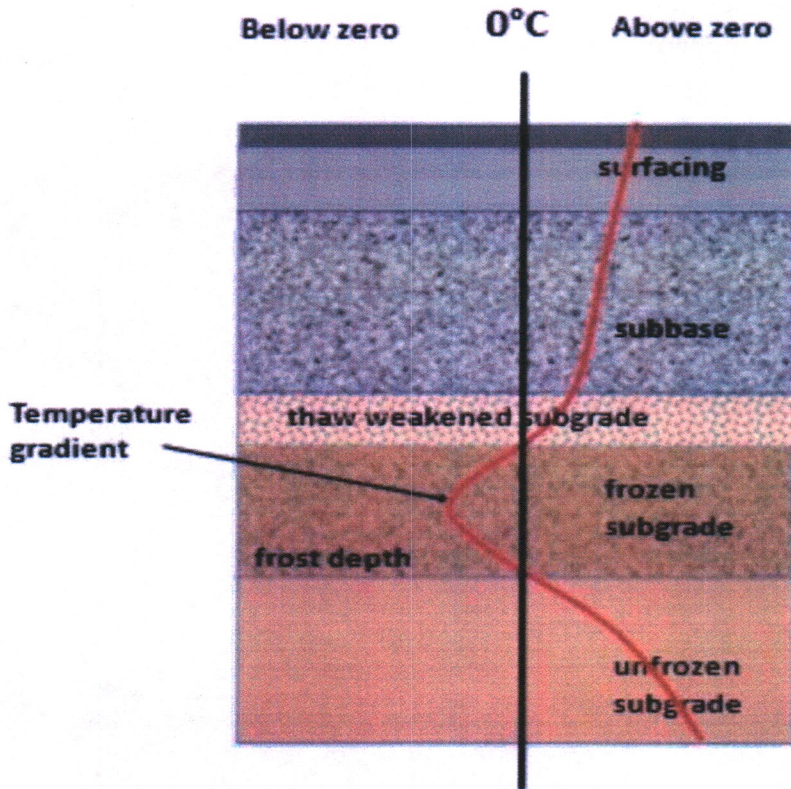


Figure 1(a). No cyclic loading

Figure 1(b). Pumping due to cyclic loading



Stage 5 – Final Thaw
 After multiple freeze thaws, the temperature rises for the pavement. The thawed and saturated subgrade is now further weakened by dilation during freeze cycles. The pavement is now highly susceptible to damage from traffic loads in its thaw weakened state.

Sub-zero air temperatures

Surfacing

Aggregate Subbase

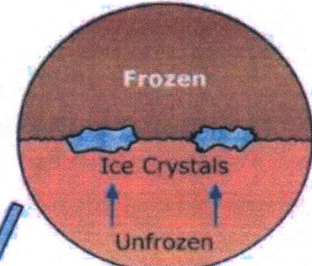
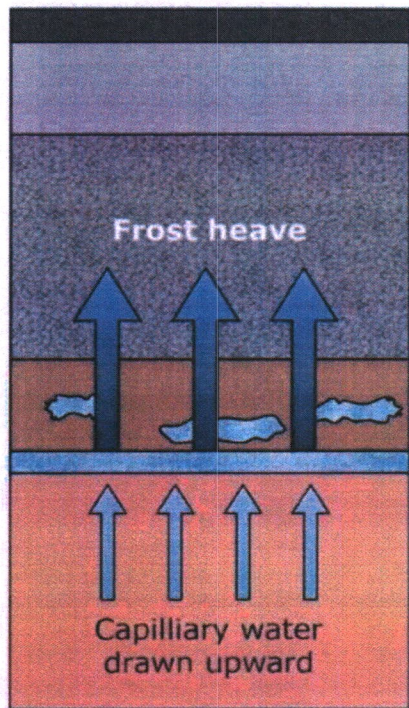
Frost heave

Frozen Subgrade

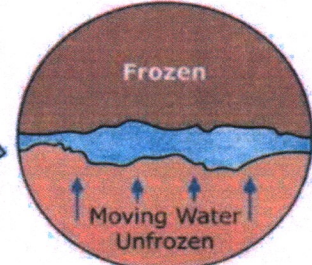
Developing Ice Lens at frozen front

Unfrozen Subgrade

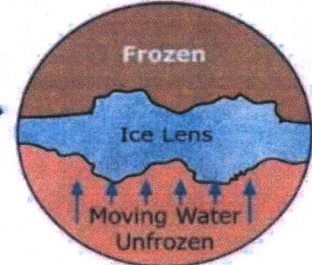
Capillary water drawn upward



Water in larger voids along the freezing front forms ice crystals



Water is drawn from adjacent voids and freezes on contact to enlarge the crystals to form ice lenses



Water is drawn up from the unfrozen subgrade. The ice lenses grow larger exerting pressure relieved by upward movement and surface heave

MATANUSKA-SUSITNA BOROUGH

TRANSPORTATION ADVISORY BOARD

RESOLUTION SERIAL NO. TAB 26-03

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING CHANGES TO MSB 11.08 CLOSURES AS ADOPTED ON MARCH 17, 2026.

WHEREAS, the Matanuska-Susitna Borough Transportation Advisory Board advises the Assembly on transportation-related issues; and

WHEREAS, the Manager is authorized to restrict use of or close any road, street, or other public way maintained by the borough, including those maintained through service areas, whenever the Manager considers such closures or restriction of use necessary for the protection of the public, or for the protection of the roadway from damage during storms, floods, thawing conditions or during construction or maintenance operations; and

WHEREAS, our current road design and infrastructure is not built to accommodate full commercial axle loading during thawing conditions and therefore it substantially reduces the structural capacity of roads due to saturated and weakened subgrade soils; and

WHEREAS, heavy vehicle loading during these periods significantly accelerates pavement degradation, increases maintenance and reconstruction costs, and shortens the service life of transportation infrastructure; and

WHEREAS, protecting the local road system is essential to maintaining safe, reliable access for residents, emergency services, and commerce; and

WHEREAS, engineering best practices demonstrate that weight limits are among the most effective tools for preventing damage during seasonal thawing events; and

WHEREAS, broad or loosely defined exemptions undermine the effectiveness of weight restrictions and can lead to inconsistent enforcement, inequitable treatment of users, and increased infrastructure damage; and

WHEREAS, in many cases there are alternative transportation methods, routing, timing, or load configurations that exist can reduce or avoid the need for overweight vehicle travel during restricted periods; and

WHEREAS, exemptions should be narrowly tailored, clearly defined, and limited to essential or emergency services where no reasonable alternative exists; and

NOW, THEREFORE, BE IT RESOLVED, the Transportation Advisory Board recommends that the Assembly further amend MSB 11.08 to enhance protection of borough road infrastructure during weight restriction periods, including but not limited to the following provisions:

Eligibility for Exemptions:

- Weight exemption permits should be issued only in the case of an emergency or when an essential function requires movement of an overweight load, and not for convenience or expediency.
- Conditions constituting an emergency and essential functions justifying an exemption should be clearly defined in code.

Permit Conditions and Oversight:

- The permitting process should require route approval by the appropriate MSB road authority.
- The permitting process should include inspection of the proposed route prior to approval and following completion of the permitted travel.
- Permit applications should require applicants to document how vehicle weight will be reduced to the minimum safe operating weight.
- Whereas the permitting process and route approval by inspection prior to permitting specific routes, and inspection thereafter permitted travel has taken place, the cost per special permit is \$500 to cover these non-standard borough inspections and processes between departments.
- Whereas the following emergency essential functions are pre-approved, they are exempt from permitting cost and road damage:
 - All police and fire-related functions.
 - ~~Delivery of fuel and propane by pre-approved companies.~~
 - ~~Garbage waste removal by pre-approved companies.~~
 - ~~Water well drilling companies, recovery of existing wells only.~~
 - Borough or borough-approved companies for emergency or required road repairs.
 - State of Alaska DOT required functions.
 - ~~Approved contractors during emergency declared situations.~~
 - ~~Sewage waste disposal from septic tanks.~~

Enforcement and Cost Recovery:

- Violations of weight restrictions should be subject to substantial penalties.
- Violators should be required to reimburse the Borough for the actual cost of repairing road damage caused by overweight travel.
- Violators of weight restrictions will be subject to a \$1,000 fine and penalties for inspection, repair, documentation, and reporting as determined by various Borough departments.
- It is thereafter resolved that documentation can be submitted by anyone with time and date-related photos and details on the Borough website reporting program.
- To be considered valid, individually supplied data must include required contact information, photos or documentation must include offender license number, date and time of suspected infraction, and location.

BE IT FURTHER RESOLVED, that the Transportation Advisory Board supports the revisions to MSB 11.08 as proposed in Ordinance 26-045 as a positive step toward limiting exemptions to essential purposes and improving protection of borough roads.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 10th day of APRIL, 2026.

Jesse Peterson, Chair Date

ATTEST:

Julie Spackman, Staff Member Date