



# ENGSTROM ROAD TO TRUNK ROAD CORRIDOR: PUBLIC OPEN HOUSE NO. 1

MARCH 26, 2025

---

**MEETING LOCATION:** Mat-Su Central School  
2055 Stringfield Road, Palmer, Alaska 99645  
5:30 p.m. – 7:30 p.m.

**PROJECT TEAM  
IN ATTENDANCE:** Matanuska-Susitna Borough: Cole Branham, Andrew Strahler  
HDL Engineering Consultants, LLC: Shawn Hull, Matthew Coburn, Heather  
Campfield, Kelsey Means

**PUBLIC ATTENDANCE:** 114 members of the public signed in

---

On Wednesday, March 26, 2025, the Matanuska-Susitna Borough (MSB) held the first public open house for the proposed Engstrom Road to Trunk Road Corridor project. The MSB proposes to construct a new corridor between Engstrom Road and Trunk Road that will:

- Enhance connectivity
- Reduce congestion
- Increase safety
- Provide an alternate route between Engstrom Road and Trunk Road

The purpose of the public open house was to introduce the project to the public, summarize the project's history and why it is needed and outline the MSB's initial route considerations for an east-west connection between Engstrom Road and Trunk Road.

This summary outlines the MSB's efforts to garner public interest in the project, describes the meeting proceedings that took place at the public open house, and documents the comments received following the open house.

## PUBLIC OUTREACH

**Newspaper Outreach:** The public meeting was advertised in the Anchorage Daily News (ADN) on March 19<sup>th</sup>, 2025, and in the Frontiersman on March 21<sup>st</sup>, 2025.

**Project Website:** A project website was created to provide the public with up-to-date project information, provide a way for the public to sign-up for project updates, and encourage public comments (<https://engstromtotrunkcorridor.com/>). An announcement about the public open house

Engstrom Road to Trunk Road Corridor  
Public Open House No. 1  
March 26, 2025

location, date, and time was posted to the project website in advance of the meeting taking place. Following the public open house, all materials presented at the meeting were made available on the project website.

**Email Notification:** On March 20, 2025, the MSB distributed an electronic postcard to project stakeholders, providing details of the public meeting's date, location, and time.

**Social Media:** On March 20, 2025, the MSB published a Facebook post to its account, providing details of the public meeting's date, location, and time.

**U.S. Postal Service:** HDL coordinated mailing of meeting announcement postcards to be sent to 4,231 property owners, stakeholders, and other interested parties on March 7, 2025. A second meeting announcement postcard was sent on March 18, 2025. The names and addresses were sourced from MSB Borough parcel data.

Outreach materials are included in Attachment A.

## OPEN HOUSE

Four stations were set up at the public open house. Each station had two versions of a large roll plot displayed on tables; one version depicted the project corridor with the proposed northern and southern routes shown, and the other showed the same area without the routes. The intent of the second version of the roll plot was to encourage members of the public to sketch in their own suggestions for a route connecting Engstrom Road to Trunk Road. Comment sheets were made available throughout the meeting space; participants were encouraged to provide input by placing sticky notes on the roll plots or by submitting a comment sheet. Project staff were available to discuss the project and answer questions.

Several posters were displayed during the meeting:

- A map of the project area showing the northern and southern routes, additional transportation projects in the vicinity of the proposed project and planned future development within the Fishhook Triangle.
- A timeline of the project's history and development, highlighting key milestones such as voter funding approval and the initiation of a Traffic Study.
- An illustrated list of project goals including increased roadway capacity and enhanced safety and connectivity.
- A representation of the rapid growth in the project area utilizing aerial imagery from 2011 compared to imagery from 2024 and a population growth chart.

## PRESENTATION

Cole Branham, MSB Project Manager, gave two separate PowerPoint presentations throughout the public open house. Each presentation described project context, history and development, and purpose/need, and included preliminary traffic projection data, possible typical sections, environmental considerations, and a discussion of potential bike/pedestrian facilities. Fact sheets with a QR code

linking to the project website were also distributed. All presented and distributed materials are included in Attachment B.

## PUBLIC COMMENT

The MSB encouraged the public to submit comments at any time throughout the project. There was a 30-day comment period associated with public Open House No. 1, which closed on April 24, 2025. Comments received during the public open house (including any made on the roll plots provided) and throughout the 30-day comment period can be found in Attachment C.

Throughout the Open House, members of the public provided comments to the project team. Consistent questions and discussion themes and responses (in italicized text) from the project team are summarized below:

- **Need for the project:** Several meeting attendees questioned the validity of the project considering the many other nearby projects which are planned or ongoing. Other attendees emphasized that the proposed corridor was needed in combination with the planned Tex-Al Drive and Engstrom North Extension projects to alleviate traffic congestion.
  - *The project was first identified in the MSB's Long Range Transportation Plan as a necessary expansion of the local connector system. Other nearby projects do not address increased traffic volumes on Engstrom Road, or the lack of a secondary connection from the Stone Creek area to Trunk Road.*
- **Engstrom Safety Concerns:** Meeting attendees discussed increased traffic on Engstrom Road, including concerns about increased truck traffic from the future gravel extraction site. Some also described dangerous vehicle speeds on Engstrom Road, stating that it is no longer safe to bike or walk, and requested a traffic calming study. Many commenters brought up the issue of disaster evacuation from Stone Creek and other adjacent neighborhoods, emphasizing that there are no direct routes out of the subdivisions when snow drifts from Niklason and Cornelius Lakes make Engstrom Road impassable.
  - *Traffic volumes and speeds along with truck volumes will be examined as a part of the ongoing Traffic and Safety Analysis. A variety of pedestrian/bike facilities will be considered for the corridor based on public feedback. Evacuation routes will be considered as a part of the decision-making process established in the Route Selection Report that the MSB will complete as part of this project.*
- **Southern Route:** Several members of the public support the Southern Route. Attendees stated that it is already supported by landowners in the area, and that the owner of the adjacent gravel extraction site has pledged to provide affordable materials and possible construction assistance; conversely, property owners within the proposed corridor for the Northern Route are not willing sellers of their property. Supporters of the Southern Route also cited its lower cost and assumed shorter timeline to construct. Some felt that it is the only route that should be considered and cited that it was the only option shown on the initial ballot for the 2021 Transportation Improvement Plan (TIP21).

- *Advantages and disadvantages of the Southern Route will be analyzed further in the Route Selection Report. Results of the report will be used in addition to public input to assist in the selection of a preferred alternative.*
- **Northern Route:** Overall, the Northern Route received more support from meeting attendees. Supporters felt that unlike the Southern Route, it addressed the issues of limited connectivity for residents in the Stone Creek area and provided a solution to the disaster evacuation problem. Commenters emphasized that while the Southern Route is less costly to construct, it would not address these issues. They also mentioned that the MSB has already purchased some of the right-of-way (ROW) along the Northern Route. Some appreciated the improvement of the sharp curves along Engstrom Road which are considered a hazard. Supporters' only significant concern regarding the Northern Route was the timeline to construct. Some alternative alignments for the Northern Route were suggested, including extension east to Palmer-Fishhook Road and along the South and East property lines of Stone Creek Tract 6.
  - *Advantages and disadvantages of the Northern Route will be analyzed further in the Route Selection Report. Results of the report will be used in addition to public input to assist in the selection of a preferred alternative.*
- **Timeline:** Several attendees asked about the project timeline and next steps and referenced the delay to the Department of Transportation and Public Facilities (DOT&PF) Bogard Roundabout project. They asked who will select the final route, and whether the public will be allowed to provide input.
  - *The timeline is dependent on funding; the next steps in the process are to assess public input and complete the Route Selection Report and Traffic and Safety Analysis. The MSB will use these factors to determine a preferred alternative.*
- **Property Impacts and Cost to Construct:** Attendees asked how many properties were affected by each route, how much ROW has been purchased, and the total cost to construct each route.
  - *ROW assessment is ongoing; ROW for a collector level road has been acquired by the MSB as part of the development process of the Stone Creek subdivision expansion along the subdivision's southern edge. The current estimated costs are \$8 million for the Southern Route, and \$15 million for the Northern Route.*
- **Environmental:** Attendees stated that fish have been observed in the headwaters of Cottonwood Creek and asked about the new Waters of the U.S. laws and Army Corps of Engineers permitting process.
  - *Environmental factors, including impacts to fish habitat and Waters of the U.S., will be analyzed further once a preferred route is chosen.*

Attachments to this summary include:

- Attachment A – Outreach Materials
- Attachment B – Meeting Materials
- Attachment C – Comment/Response Summary

## **Attachment A: Outreach Materials**

**Notice of  
Public Open House**  
Matanuska-Susitna Borough

**Engstrom Road to Trunk Road Corridor**

**Wednesday, March 26, 2025  
5:30 p.m. – 7:30 p.m.  
Mat-Su Central School  
2055 N. Stringfield Road  
Palmer, Alaska**

The Matanuska-Susitna Borough (MSB) is proposing the construction of a new corridor between Engstrom Road and Trunk Road. The addition of the new corridor in this area will enhance connectivity, reduce congestion, increase safety, and provide an alternate route between Engstrom Road and Trunk Road.

**Have questions or comments about the project? You can join us in person at the public meeting or visit the project website at <https://engstromtotrunkcorridor.com>. You can also contact one of the following team members: MSB Project Manager, Cole Branham, (907) 861-7711, [Cole.Branham@matsugov.us](mailto:Cole.Branham@matsugov.us); Public Involvement Coordinator, Kelsey Means, (907) 564-2124, [KMeans@HDLAlaska.com](mailto:KMeans@HDLAlaska.com).**

*The MSB complies with Title II of the Americans with Disabilities Act of 1990. It is the policy of the MSB that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the project funding source.*

*Government agencies sometimes need to acquire additional property rights for public projects. The U.S. Constitution promises private citizens the right to just compensation for property rights required for public use. The Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act (49 CFR Part 24) is used to assure equitable treatment to property owners and that just compensation is provided for any additional property rights. The MSB Right of Way (ROW) section will reach out directly to any property owners whose property is necessary for the construction of the project. The ROW Acquisitions Brochure explains the rights and benefits of property owners whose real property is to be acquired.*

# Frontiersman

*Growing with the Valley since 1947.*

5751 E. MAYFLOWER CT.  
Wasilla, AK 99654

(907) 352-2250 ph  
(907) 352-2277 fax

## AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY  
PERSONALLY APPEARED BEFORE **BENJAMIN BORG** WHO, BEING  
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT HE IS THE  
LEGAL AD CLERK OF THE **FRONTIERSMAN**  
PUBLISHED AT WASILLA AND CIRCULATED THROUGH OUT MATANUSKA  
SUSITNA BOROUGH, IN SAID DIVISION THREE AND STATE OF ALASKA  
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE  
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

03/21/2025

AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF  
THE RATE CHARGED PRIVATE INDIVIDUALS.

  
SUBSCRIBED AND SWORN TO BEFORE ME  
THIS 3rd DAY OF April, 2025.

  
NOTARY PUBLIC FOR STATE OF ALASKA

HDL ENGINEERING CONSULTANTS  
PUBLIC OPEN HOUSE NOTICE  
ACCOUNT NUMBER 405998

CHRISTY PINKERTON  
Notary Public  
State of Alaska  
My Commission Expires  
October 09, 2027

# Notice of Public Open House

Matanuska-Susitna Borough

## Engstrom Road to Trunk Road Corridor

Wednesday, March 26, 2025

5:30 p.m. – 7:30 p.m.

Mat-Su Central School  
2055 N. Stringfield Road  
Palmer, Alaska

The Matanuska-Susitna Borough (MSB) is proposing the construction of a new corridor between Engstrom Road and Trunk Road. The addition of the new corridor in this area will enhance connectivity, reduce congestion, increase safety, and provide an alternate route between Engstrom Road and Trunk Road.

**Have questions or comments about the project? You can join us in person at the public meeting or visit the project website at <https://engstromtotrunkcorridor.com>. You can also contact one of the following team members: MSB Project Manager, Cole Branham, (907) 861-7711, [Cole.Branham@matsugov.us](mailto:Cole.Branham@matsugov.us); Public Involvement Coordinator, Kelsey Means, (907) 564-2124, [KMeans@HDLAlaska.com](mailto:KMeans@HDLAlaska.com).**

The MSB complies with Title II of the Americans with Disabilities Act of 1990. It is the policy of the MSB that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the project funding source.

*Government agencies sometimes need to acquire additional property rights for public projects. The U.S. Constitution promises private citizens the right to just compensation for property rights required for public use. The Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act (49 CFR Part 24) is used to assure equitable treatment to property owners and that just compensation is provided for any additional property rights. The MSB Right of Way (ROW) section will reach out directly to any property owners whose property is necessary for the construction of the project. The ROW Acquisitions Brochure explains the rights and benefits of property owners whose real property is to be acquired.*

# ANCHORAGE DAILY NEWS

## AFFIDAVIT OF PUBLICATION

Account #: 102401 HDL ENGINEERING CONSULTANTS  
3335 Arctic Blvd, Suite 100, anchorage, ak 99503

Order #: W0051476

Cost: \$246.39

STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

03/19/2025

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

*Lisi Misa*

Signed \_\_\_\_\_

Subscribed and sworn to before me

2025-03-21

*Jada L. Nowling*

Notary Public in and for  
The State of Alaska.  
Third Division  
Anchorage, Alaska

MY COMMISSION EXPIRES

2028-07-14

**Notice of  
Public Open House  
Matanuska-Susitna Borough**

**Engstrom Road to Trunk Road Corridor**

**Wednesday, March 26, 2025  
5:30 p.m. – 7:30 p.m.  
Mat-Su Central School  
2055 N. Stringfield Road  
Palmer, Alaska**

The Matanuska-Susitna Borough (MSB) is proposing the construction of a new corridor between Engstrom Road and Trunk Road. The addition of the new corridor in this area will enhance connectivity, reduce congestion, increase safety, and provide an alternate route between Engstrom Road and Trunk Road.

**Have questions or comments about the project? You can join us in person at the public meeting or visit the project website at <https://engstromtotrunkcorridor.com>. You can also contact one of the following team members: MSB Project Manager, Cole Branham, (907) 861-7711, [Cole.Branham@matsugov.us](mailto:Cole.Branham@matsugov.us); Public Involvement Coordinator, Kelsey Means, (907) 564-2124, [KMeans@HDLAlaska.com](mailto:KMeans@HDLAlaska.com).**

*The MSB complies with Title II of the Americans with Disabilities Act of 1990. It is the policy of the MSB that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the project funding source.*

*Government agencies sometimes need to acquire additional property rights for public projects. The U.S. Constitution promises private citizens the right to just compensation for property rights required for public use. The Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act (49 CFR Part 24) is used to assure equitable treatment to property owners and that just compensation is provided for any additional property rights. The MSB Right of Way (ROW) section will reach out directly to any property owners whose property is necessary for the construction of the project. The ROW Acquisitions Brochure explains the rights and benefits of property owners whose real property is to be acquired.*

*Pub: Mar. 19, 2025*

Jada Nowling  
ELECTRONIC NOTARY PUBLIC  
STATE OF ALASKA  
MY COMMISSION EXPIRES 07/14/2028

## Heather A. Campfield

---

**From:** Heather A. Campfield  
**Sent:** Friday, March 21, 2025 9:08 AM  
**To:** Heather A. Campfield  
**Cc:** Shawn M. Hull; Matthew Coburn; Kelsey M. Means; Tom Adams; Cole Branham; Chad.Fry@matsugov.us  
**Subject:** Engstrom Road to Trunk Road Corridor – Public Open House

Dear Project Stakeholder,

You are receiving this email regarding the Matanuska-Susitna Borough's proposed Engstrom Road to Trunk Road Corridor project because you have been identified as a project stakeholder or you have requested to receive project updates via the project website at <https://engstromtotrunkconnector.com/>.

Please join us at the upcoming public open house, which is scheduled to take place at the **[NEW Mat-Su Central School, 2055 N Stringfield Road, in Palmer.](#)**

The graphic features a blue and white color scheme. At the top left is the Matanuska-Susitna Borough logo. The main title 'ENGSTROM ROAD TO TRUNK ROAD CORRIDOR' is in large blue letters. A megaphone icon is on the right. A black banner on the left says 'JOIN US! PUBLIC OPEN HOUSE'. A yellow 'NOTE' box with a red arrow points to the location information. A blue box on the right contains the event details. A blue speech bubble at the bottom left says 'There will be a presentation about the project at 6 PM'. The background shows a road winding through trees.

**ENGSTROM ROAD TO TRUNK ROAD CORRIDOR**

**JOIN US!  
PUBLIC OPEN HOUSE**

**WHEN:**  
Wednesday, March 26, from 5:30 - 7:30 PM

**WHERE:**  
Mat-Su Central School  
2055 N Stringfield Rd, Palmer, AK 99645

**NOTE**  
Please note this is the location of the NEW Mat-Su Central School.

The Matanuska-Susitna Borough proposes the construction of a new corridor between Engstrom Road and Trunk Road. The addition of a new corridor in this area will:

- Enhance connectivity
- Reduce congestion
- Increase safety
- Provide an alternate route between Engstrom Road and Trunk Road

There will be a presentation about the project at 6 PM

If you no longer wish to receive emails about this project please let us know and we will remove you from the project stakeholder list.

We hope to see you at the public open house!

---

**HEATHER CAMPFIELD, IAP<sup>2</sup>**  
Environmental Services Manager  
d: 907.761.1205  
o: 907.746.5230  
c: 907.229.5646  
[www.HDLalaska.com](http://www.HDLalaska.com)





## ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

5:30 - 7:30 PM  
Wednesday, March 26, 2025  
Mat-Su Central School

**JOIN US!**

### **PUBLIC OPEN HOUSE**



The Matanuska-Susitna Borough proposes the construction of a new corridor between Engstrom Road and Trunk Road. The addition of a new corridor in this area will:

- Enhance connectivity
- Reduce congestion
- Increase safety
- Provide an alternate route between Engstrom Road and Trunk Road

*Approved by Mat-Su voters as a part of the 2021 Transportation Improvement Plan (TIP21)*

## OPEN HOUSE

Wednesday, March 26, 2025  
5:30 - 7:30 PM  
Mat-Su Central School  
600 E Railroad Ave.  
Wasilla AK 99654

*Project Vicinity and  
Initial Alignment Alternatives*



## QUESTIONS?

### COLE BRANHAM

Projects Division Manager Matanuska-Susitna Borough  
Public Works Department Project Management Division  
1-907-861-7711  
Cole.Branham@matsugov.us

### KELSEY MEANS

Public Involvement Coordinator  
HDL Engineering Consultants, LLC  
1-907-564-2124  
kmeans@HDLalaska.com



*Visit the project  
website for more  
information*

[engstromtotrunkcorridor.com](http://engstromtotrunkcorridor.com)



# ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

5:30 - 7:30 PM

Wednesday, March 26, 2025

**2055 N Stringfield Rd, Palmer**

*JOIN US!*

## PUBLIC OPEN HOUSE

**LOCATION  
CORRECTION**

The meeting will be held closer to home at the newly opened Mat-Su Central School, located at 2055 N Stringfield Rd in Palmer.

The Matanuska-Susitna Borough proposes the construction of a new corridor between Engstrom Road and Trunk Road. The addition of a new corridor in this area will:

- Enhance connectivity
- Reduce congestion
- Increase safety
- Provide an alternate route between Engstrom Road and Trunk Road

There will be a presentation about the project at 6 PM

*Approved by Mat-Su voters as a part of the 2021 Transportation Improvement Plan (TIP21)*

## OPEN HOUSE

Wednesday, March 26, 2025  
5:30 - 7:30 PM  
Mat-Su Central School  
**2055 N Stringfield Rd**  
**Palmer**

*Project Vicinity and  
Initial Alignment Alternatives*



## QUESTIONS?

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

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



*Visit the project  
website for more  
information*

engstromtrunkcorridor.com

## **Attachment B: Meeting Materials**



# MAT-SU BOROUGH

## Engstrom Road to Trunk Road Corridor

Public Open House No. 1: March 26, 2025, from 5:30 to 7:30 p.m.

*Presentation begins in:*

**30:00**

---

# ABOUT OUR TEAM

---

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



---

## PRESENTATION GOALS

---

1. Review the history and purpose of the project
2. Share information about analyses of potential route connections between Engstrom and Trunk
3. Gather public input on additional routes for consideration

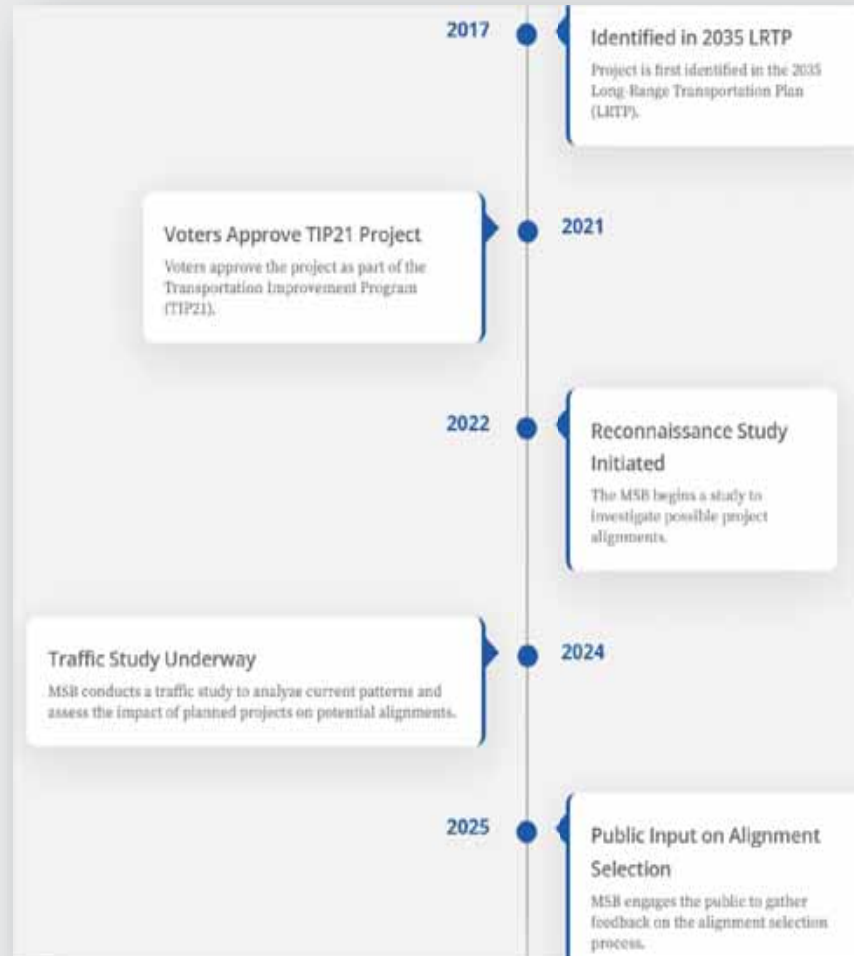


---

# PROJECT HISTORY

---

- Originally adopted by voters in the TIP21 in **2021**
- Reconnaissance Study conducted in **2022-2023**
- Traffic Study begins in **2024**
- Public outreach effort to solicit input on route selection begins in **2025**



---

# 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.
-

# MAT-SU BOROUGH POPULATION GROWTH

- The MSB has experienced sustained rapid growth in the last several decades.



Engstrom and Bogard - 1949

# MAT-SU BOROUGH POPULATION GROWTH

- The explosion in housing development has increased traffic pressure on the limited roadway system.
- New planned housing developments have been permitted and are in progress in the project area.



Engstrom and Bogard - 2024

# MAT-SU BOROUGH POPULATION GROWTH

- Multiple roadway projects are underway in the area to improve connectivity and reduce congestion.



MSB Proposed Roadway Projects Near Engstrom Road - 2024

## Engstrom Road At Bogard Road: Intersection Queue (AM Peak)

2025 Current Conditions



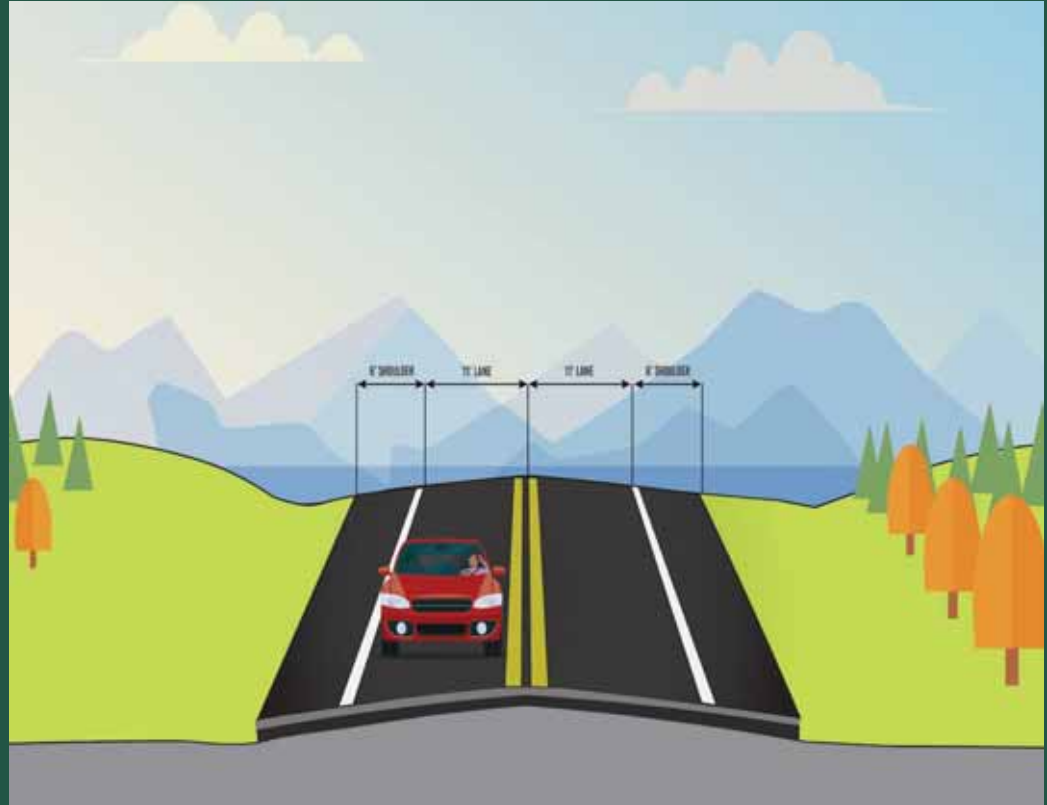
2045 Future No-Build Conditions



## DESIGN CRITERIA

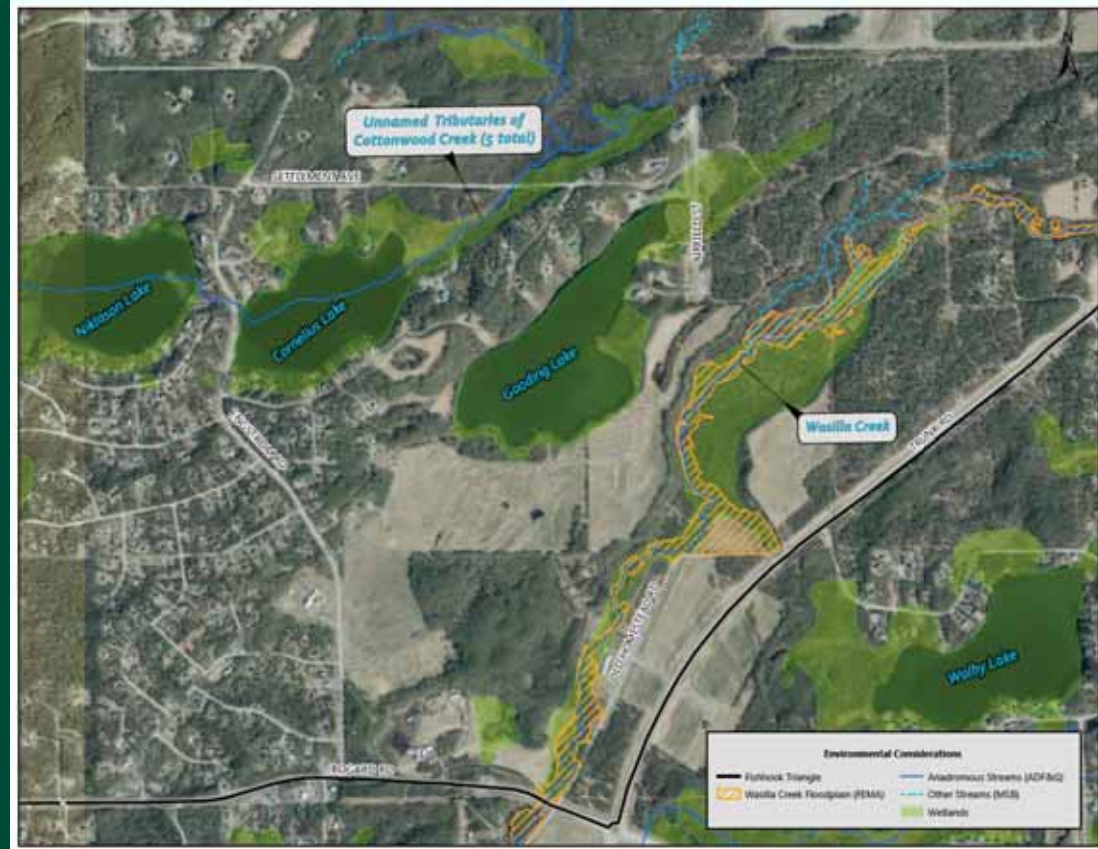
### Major Collector Road

- Two 11' lanes with 6' shoulders
- Speed limit to be determined
- Bike/Pedestrian accommodations will be considered, in accordance with the MSB's 2023 Bike and Pedestrian Plan and public input.



# ENVIRONMENTAL CONSIDERATIONS

- Avoid/minimize wetland impacts
- Fish Habitat: Wasilla Creek, Cottonwood Creek, numerous unnamed streams
- Eagle Nests
- Floodplains of Wasilla Creek
- Historic Properties and Cultural Resources



## INITIAL ROUTES

- MSB is currently examining two primary routes for safety, performance, effectiveness, and viability based on a variety of engineering criteria and constraints.
- Other routes may be considered.



---

---

## NEXT STEPS

---

---

- Evaluate public feedback and incorporate into the design where feasible
- Complete the Traffic and Safety Analysis
- Complete a Route Selection Report and select a preferred route
- Begin design and field studies in summer/fall 2025



# PROJECT CONTACTS

---

## COLE BRANHAM, MANAGER

Project Management Division  
Matanuska-Susitna Borough  
Public Works Department  
907.861.7711  
[Cole.Branham@matsugov.us](mailto:Cole.Branham@matsugov.us)

---

---

## KELSEY MEANS

Public Involvement Coordinator  
HDL Engineering Consultants, LLC  
907.564.2124  
[KMeans@HDLAlaska.com](mailto:KMeans@HDLAlaska.com)

---

---

## PROJECT WEBSITE



[EngstromtoTrunkcorridor.com](http://EngstromtoTrunkcorridor.com)

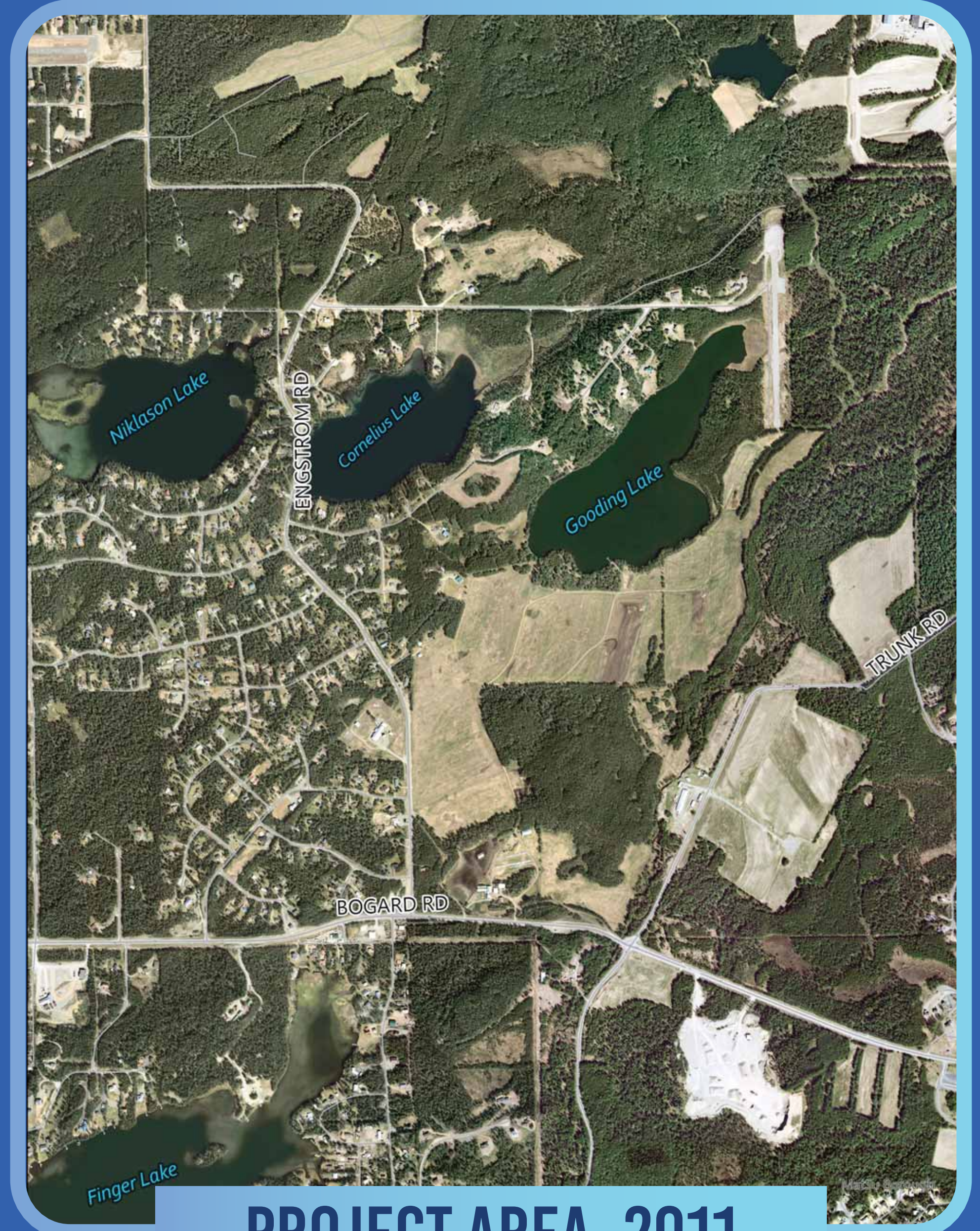


# ENGSTROM ROAD TO TRUNK ROAD CORRIDOR: GROWTH HISTORY

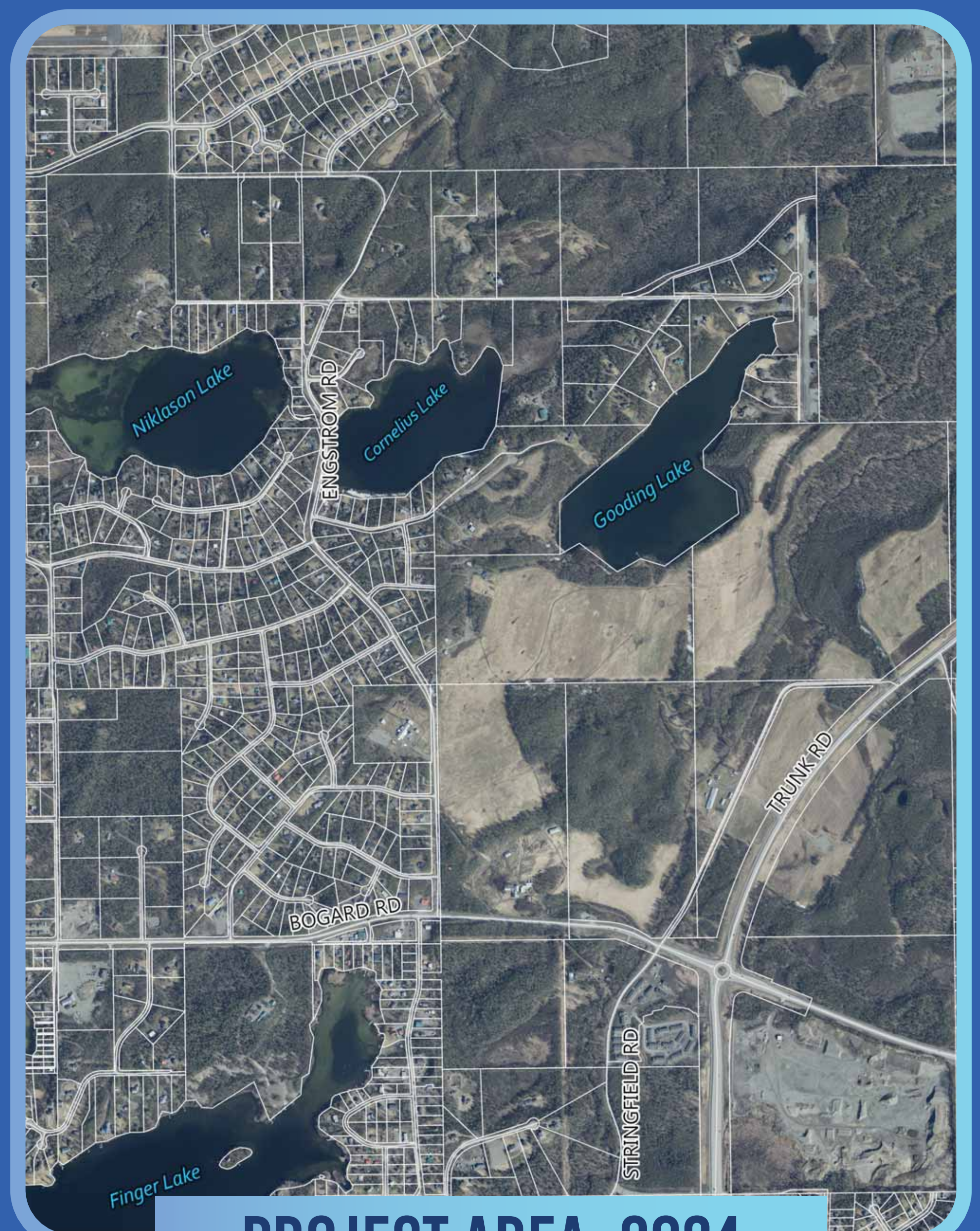
The Matanuska-Susitna Borough (MSB) has grown steadily over the years, leading to:

- 1 → More traffic on the roads
- 2 → Increased congestion
- 3 → Safety concerns

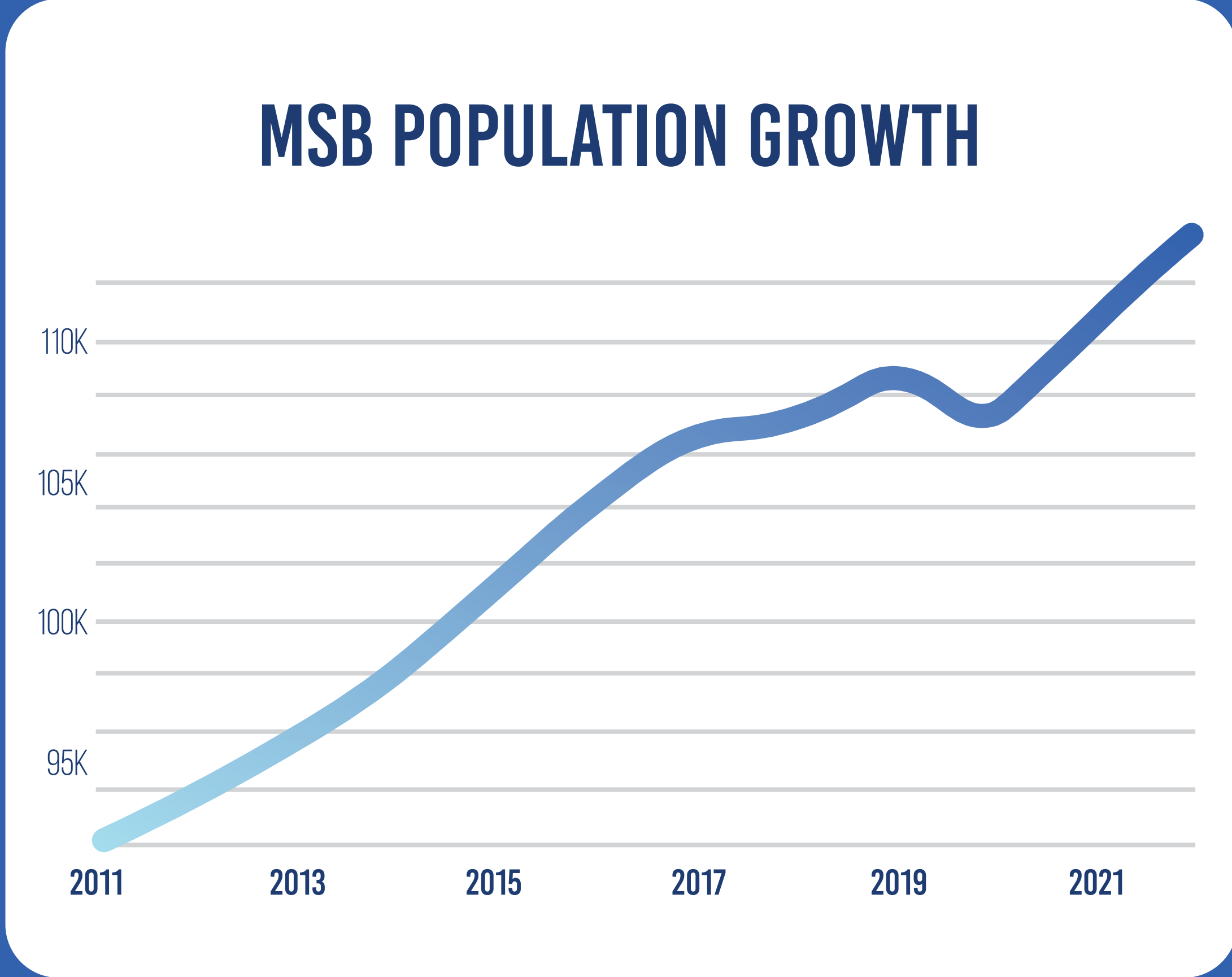
Rapid development in the Core Area, especially along Engstrom Road, has made these challenges even more noticeable. To help ease congestion and improve travel, this project aims to create a better connection and provide an alternative route between Engstrom Road and Trunk Road.



**PROJECT AREA, 2011**



**PROJECT AREA, 2024**





# ENGSTROM ROAD TO TRUNK ROAD CORRIDOR: PROJECT GOALS

## ENHANCE SAFETY AND CONNECTIVITY

Improve overall roadway safety by providing an alternate route that reduces congestion and enhances connectivity between Engstrom Road and Trunk Road.



## INCREASE ROADWAY CAPACITY

Expand the local road network's capacity to accommodate current and future traffic volumes, improving transportation flow in the growing Fishhook Triangle area.

## ENSURE LONG TERM INFRASTRUCTURE SUSTAINABILITY

Develop a roadway with a minimum 20-year design life that supports continued population growth and regional development.



## EXPAND NON-MOTORIZED INFRASTRUCTURE

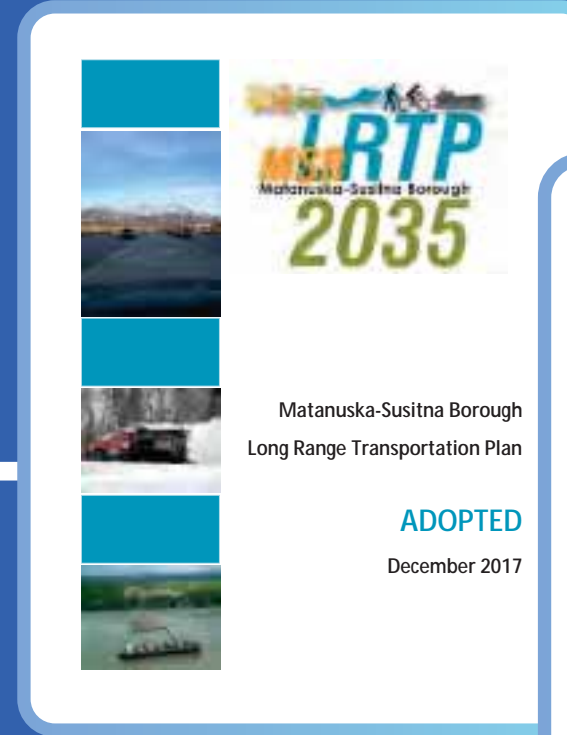
Expand the MSB's non-motorized infrastructure, in accordance with the 2023 Bike and Pedestrian plan and public input.





# ENGSTROM ROAD TO TRUNK ROAD CORRIDOR: PROJECT HISTORY

## 2017: IDENTIFIED IN 2035 LRTP

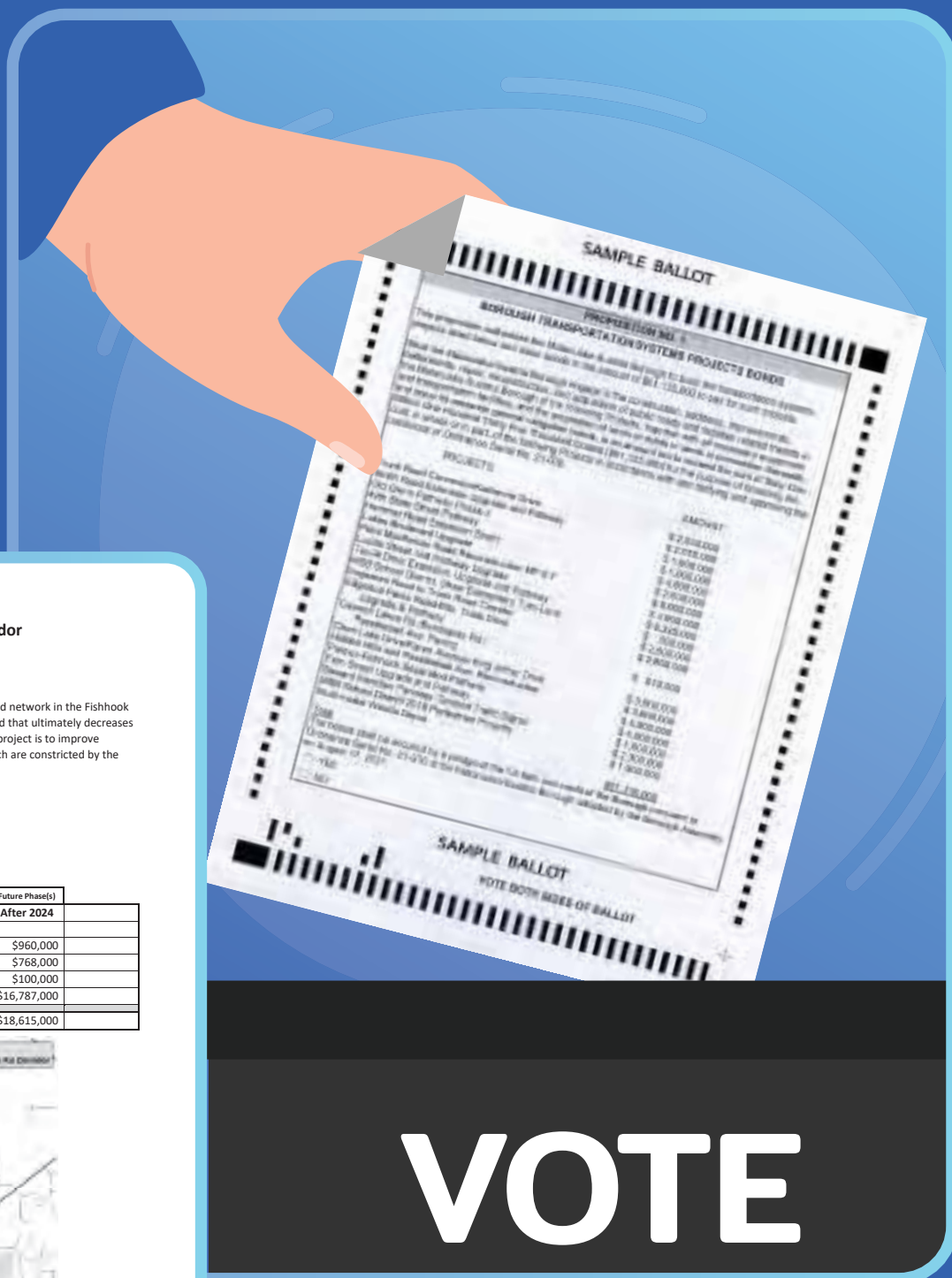


Item	Description	Project	Estimated Cost (Millions)	Responsible Agency
10	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
11	South Trunk Road Extension Phase 2: Parks Highway to Green Road	Capital	\$5.0	MSB, State
12	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
13	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
14	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
15	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
16	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
17	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
18	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
19	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
20	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
21	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
22	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
23	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
24	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
25	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
26	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
27	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
28	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
29	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
30	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
31	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
32	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
33	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
34	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
35	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
36	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
37	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
38	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
39	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
40	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
41	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
42	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
43	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
44	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
45	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
46	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
47	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
48	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
49	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB
50	Green Highway MP 142 Rehabilitation	Asset Management	\$2.12	MSB

This project was first identified in the 2035 Long-Range Transportation Plan (LRTP).

## 2021: VOTERS APPROVE TIP21 PROJECT

Voters approve the project as part of the Transportation Improvement Program (TIP21).



# VOTE

**Engstrom Road to Trunk Road Corridor**

Project No. 19212-0011

Assembly District 6

Assembly District 6

Description: The purpose of this project is to increase the capacity of the road network in the Fishhook area by providing an alternative route between Engstrom Road and Trunk Road that allows for reversible traffic on the Engstrom Road and Trunk Road intersection. The goal of the project is to improve connectivity and congestion in the Fishhook area and reduce traffic volumes, which are constrained by the Fishhook area's limited collector level road network.

Length: 2.7 miles

Designer: HDL Engineering Consultants, LLC

Contractor: TBD

TIP21 Estimate: \$568,000

Future Phasing Estimate: \$18,815,000

Estimated Total Cost: \$19,383,000

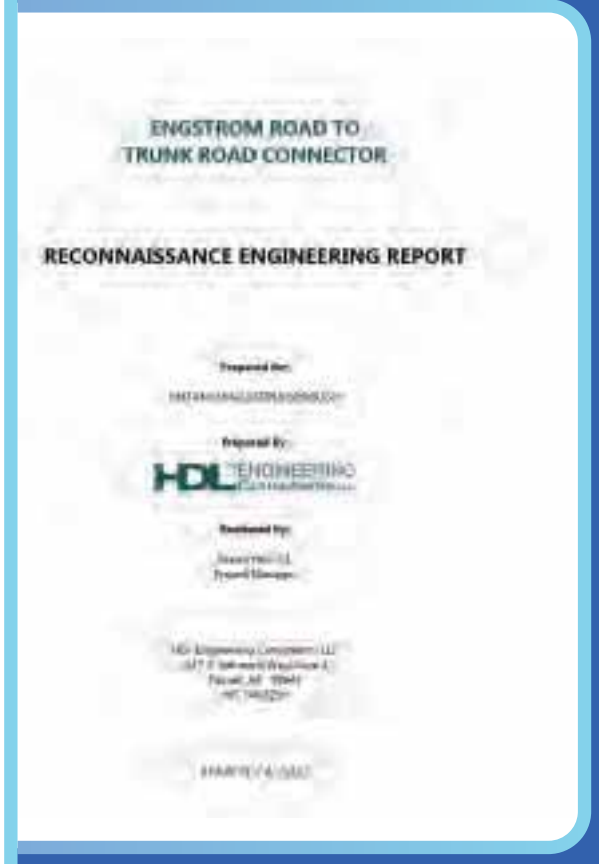
Phase	2021	2022	2023	After 2024
Preparatory Engineering	\$68,000	\$500,000	\$500,000	
Design			\$160,000	
Right-of-Way			\$178,000	
Construction			\$110,000	
Year Totals	\$68,000	\$500,000	\$1,148,000	

Page 15 of 25

'17

'21

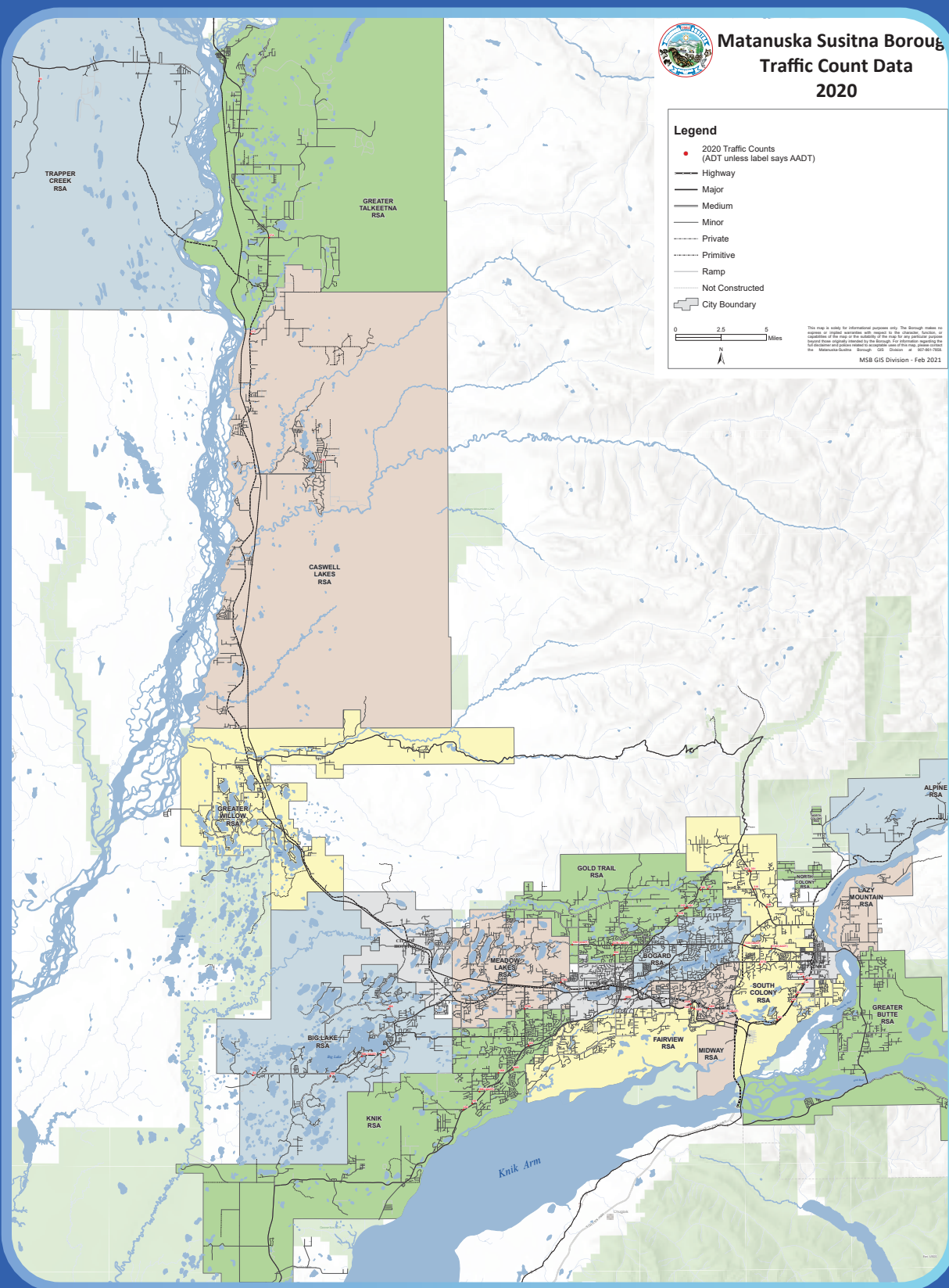
## 2022: RECONNAISSANCE STUDY BEGINS



The MSB initiates a study to investigate possible project routes.

'22

## 2024: TRAFFIC STUDY UNDERWAY



The MSB conducts a traffic study to analyze current patterns and assess the impact of planned projects on potential routes.

'24

## 2025: PROJECT PLANNING & DESIGN



The MSB engages the public to gather feedback on the route selection process.



'25

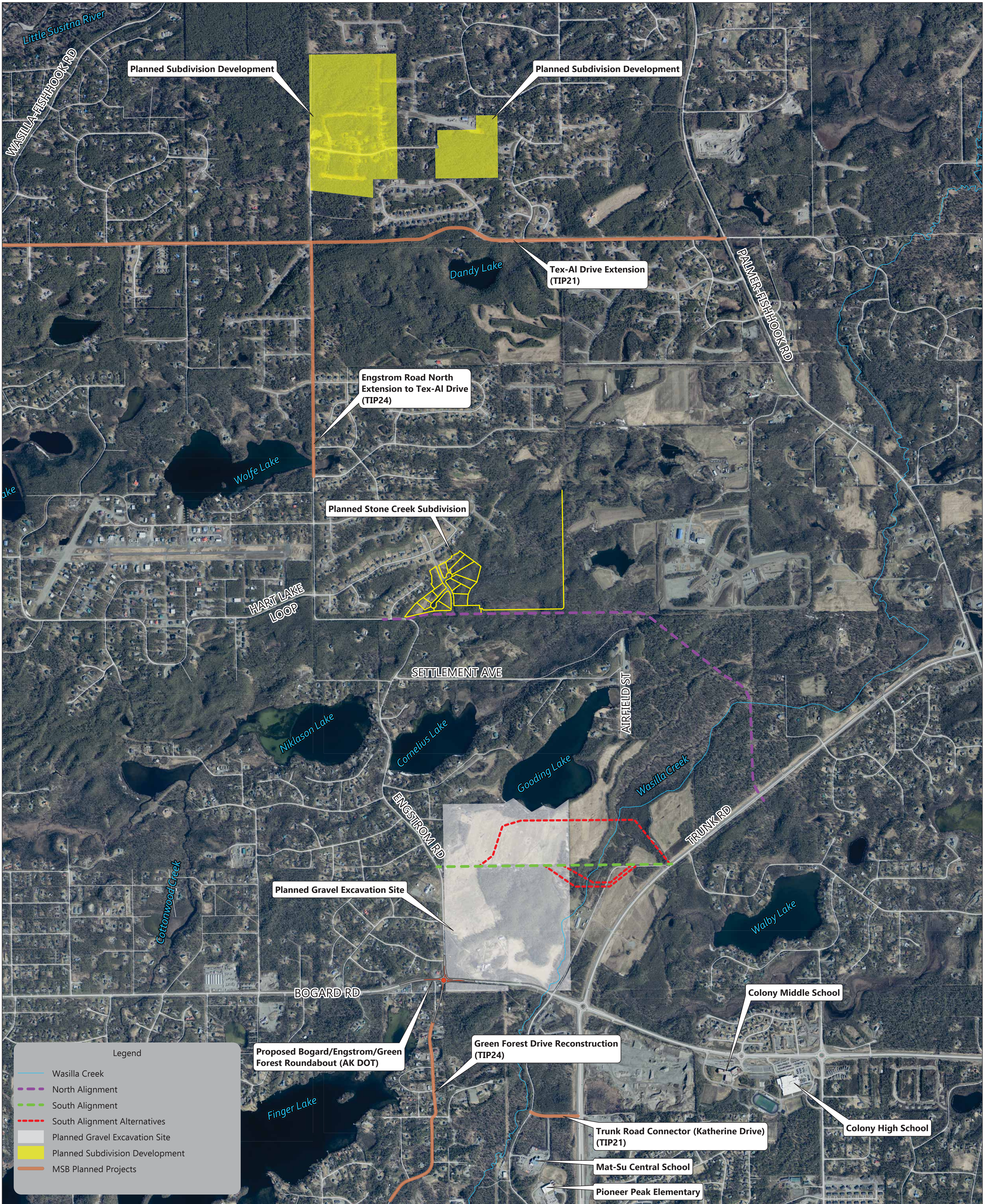
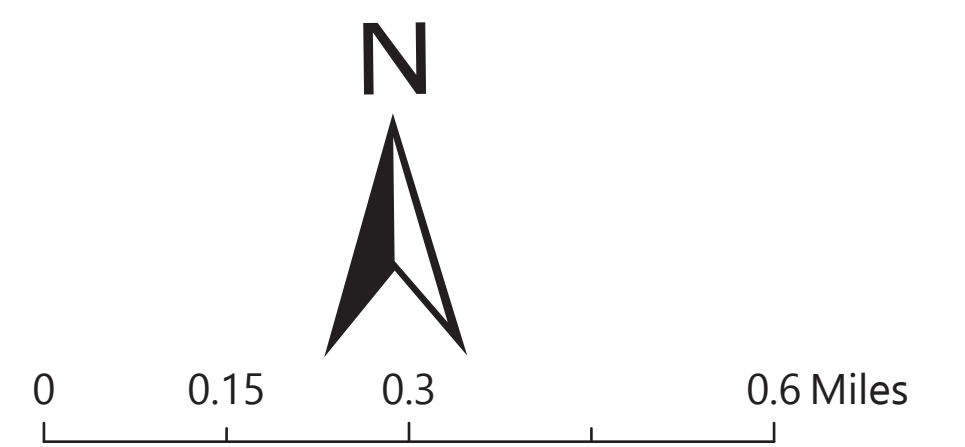
## WHAT'S NEXT?

- Complete a Traffic and Safety Analysis
- Conduct field investigations
- Share what we learn through additional stakeholder coordination & public open houses
- Complete an environmental impact evaluation
- Develop a Route Selection Report based on stakeholder & public feedback



# Engstrom Road to Trunk Road Corridor: Project Alternatives and Related Development

Matanuska-Susitna Borough Public Works Department  
Project No. 35472-1811



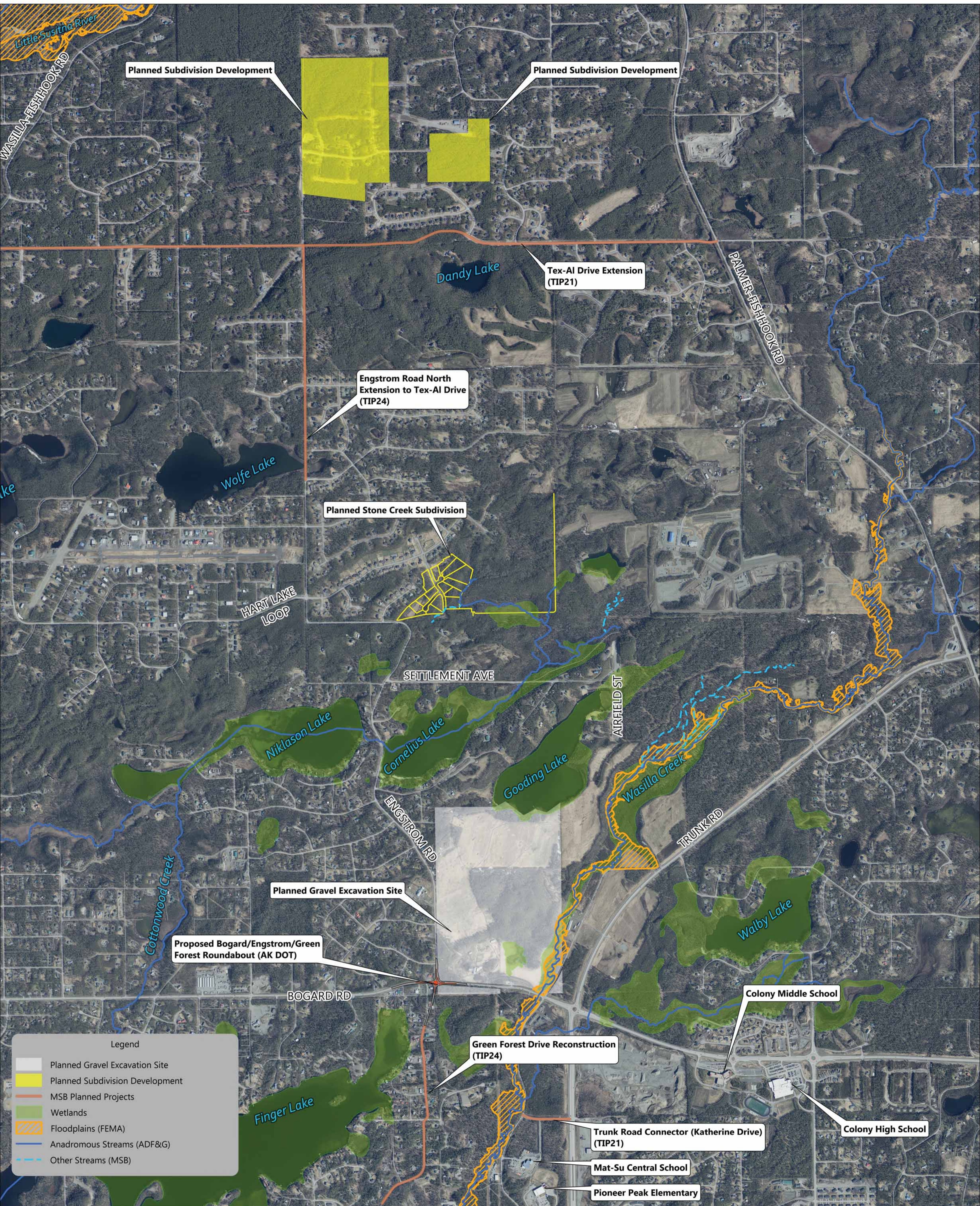
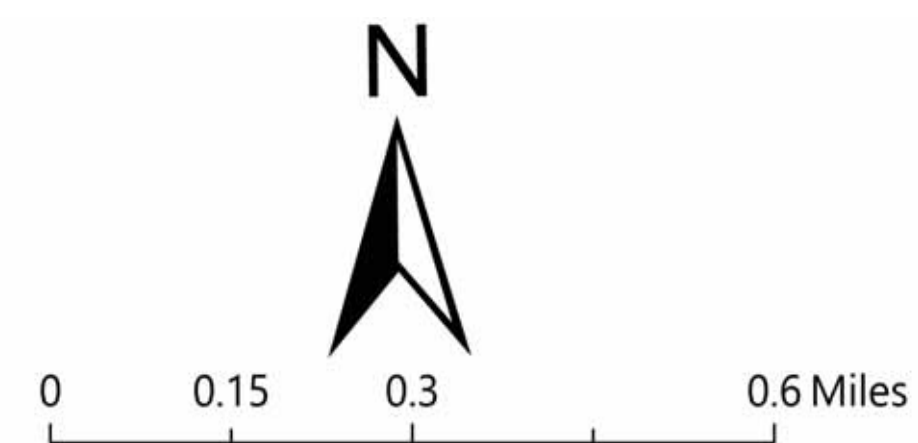
**Legend**

- Wasilla Creek
- North Alignment
- South Alignment
- South Alignment Alternatives
- Planned Gravel Excavation Site
- Planned Subdivision Development
- MSB Planned Projects



# Engstrom Road to Trunk Road Corridor: Project Area and Related Development

Matanuska-Susitna Borough Public Works Department  
Project No. 35472-1811



Planned Subdivision Development

Planned Subdivision Development

Tex-Al Drive Extension (TIP21)

Engstrom Road North Extension to Tex-Al Drive (TIP24)

Planned Stone Creek Subdivision

Planned Gravel Excavation Site

Proposed Bogard/Engstrom/Green Forest Roundabout (AK DOT)

Green Forest Drive Reconstruction (TIP24)

Trunk Road Connector (Katherine Drive) (TIP21)

Mat-Su Central School

Pioneer Peak Elementary

Colony Middle School

Colony High School

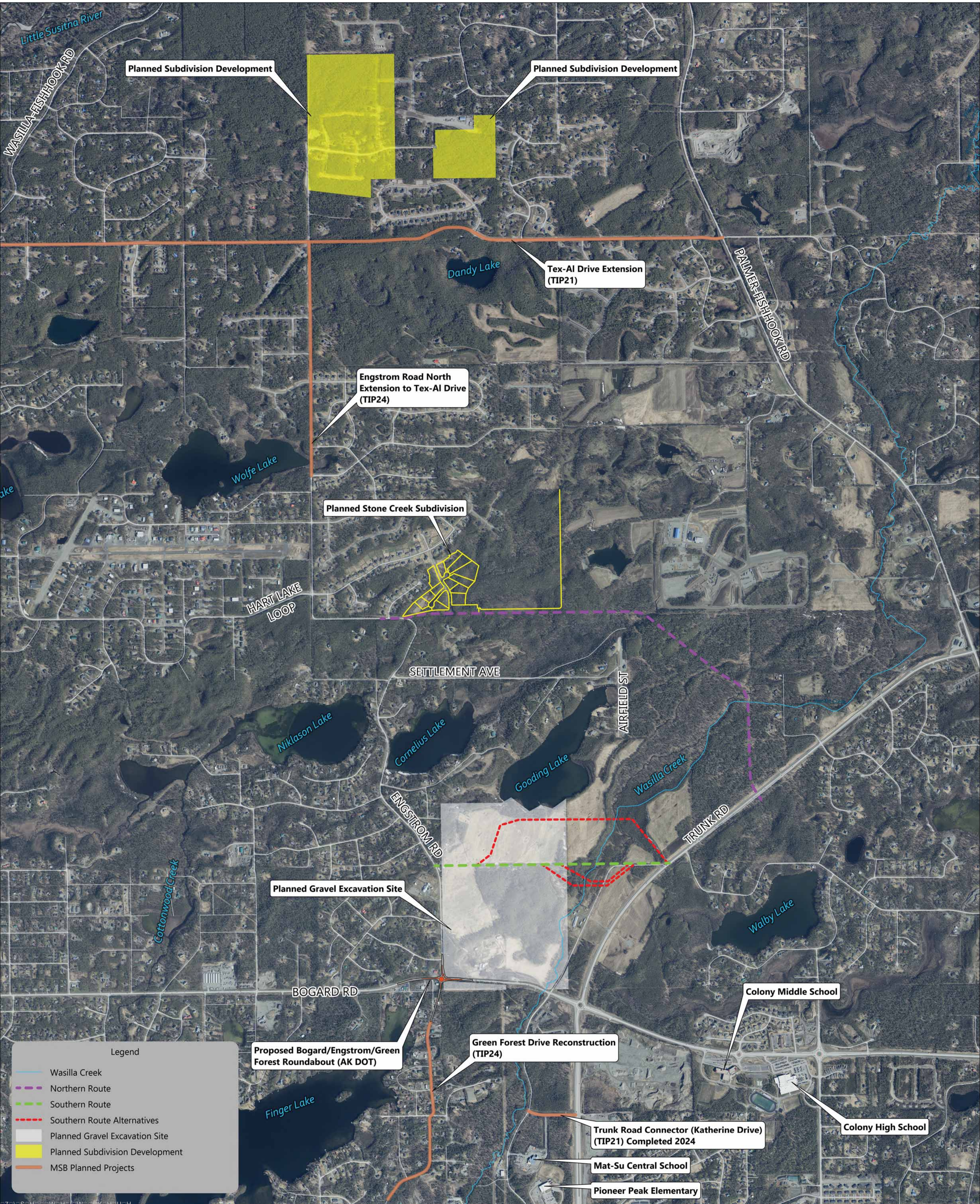
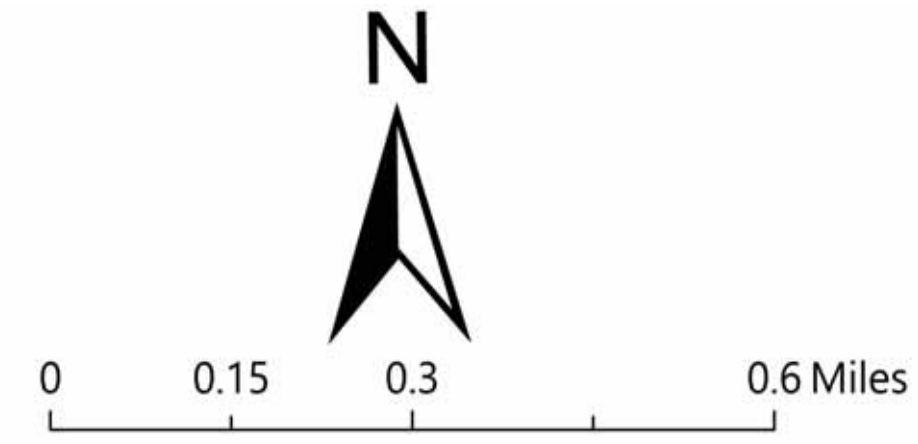
**Legend**

- Planned Gravel Excavation Site
- Planned Subdivision Development
- MSB Planned Projects
- Wetlands
- Floodplains (FEMA)
- Anadromous Streams (ADF&G)
- Other Streams (MSB)



# Engstrom Road to Trunk Road Corridor: Project Alternatives and Related Development

Matanuska-Susitna Borough Public Works Department  
Project No. 354742-1811



**Legend**

- Wasilla Creek
- Northern Route
- Southern Route
- Southern Route Alternatives
- Planned Gravel Excavation Site
- Planned Subdivision Development
- MSB Planned Projects



# Engstrom Road to Trunk Road Corridor

## PROJECT SCOPE

This project will provide an alternate route between Engstrom Road and Trunk Road north of the Trunk-Bogard roundabout, reducing traffic congestion on Engstrom Road.

**BENEFITS:** A connection between Engstrom Road and Trunk Road north of the Trunk-Bogard roundabout will improve safety, reduce neighborhood cut-through traffic and congestion, and improve connectivity and capacity to meet demand on Engstrom Road and Bogard Road.

**PROJECT STATUS:** The MSB completed a reconnaissance engineering study to assess the feasibility of a connection between Engstrom Road and Trunk Road. The MSB is seeking public input on their initial findings and preliminary routes.

**WHAT'S NEXT?:** Following Public Open House #1, the project team will evaluate public feedback and develop a Route Selection Report to quantify assets and liabilities of route alternatives. The MSB will then select and present the preferred route to the public.

**SCHEDULE:** The project is currently in the planning phase.

## PROJECT VICINITY:



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

**KELSEY MEANS, EIT**  
Public Involvement Coordinator  
HDL Engineering Consultants, LLC  
1-907-564-2124  
kmeans@HDLalaska.com

**QUESTIONS?** →







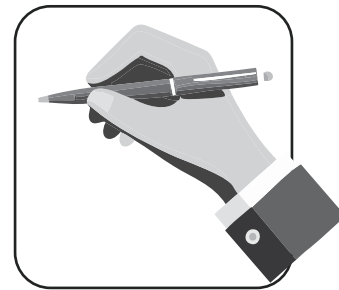
# Engstrom Road to Trunk Road Corridor

## Comment on the Project!

- ▶ Submit comments electronically via the project website at [EngstromtoTrunkcorridor.com](http://EngstromtoTrunkcorridor.com)



- ▶ Fill out a comment sheet and hand it into a project team member



### QUESTIONS?

**COLE BRANHAM**, Manager  
Project Management Division  
Matanuska-Susitna Borough  
Public Works Department  
1-907-861-7711  
[Cole.Branham@matsugov.us](mailto:Cole.Branham@matsugov.us)

**KELSEY MEANS**  
Public Involvement Coordinator  
HDL Engineering Consultants, LLC  
1-907-564-2124  
[kmeans@HDLalaska.com](mailto:kmeans@HDLalaska.com)

**Attachment C: Comment/Response Summary and  
Roll Plots with Public Markups**



## Matanuska-Susitna Borough Public Comments Received

PROJECT NAME: ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

No.	Format	Date	Comment	Response	Preferred Route
1	Comment submitted through website	3/20/2025	My main comment on this project (and has been before at meetings & in writing to the borough planning commission): Why are the actual projects approved by voters several years ago not being implemented here? Which are Aspen Ridge Road to Fishhook and Glade Court to Trunk Road?? I do not see why the new North Alternative is even being studied or presented? The Glade Court option is the shortest and the new gravel contractor even agreed to speed that along by helping build that route and giving right of way. Aspen Ridge is voter approved and easily goes along section lines and existing roads for the most part. The northern alternative is NOT voter approved and cuts across large corner of private property, why? I will not be in town the next week for the meeting but please add my email to your list for updates.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Southern Route
2	Comment submitted through website	3/22/2025	Are you doing 2 or 3 routes, or only one of the 3 shown? I think we need at least two	Thank you for your interest in this project and for taking the time to send us your thoughts. At this time, the project will evaluate multiple routes in order to select one that best satisfies the projects purpose and need. However, only one route will be constructed. The alignment selected for construction will be based on technical evaluation, public input, and available funding. We recognize the interest in additional connections and will document that feedback for future planning efforts.	No preference indicated
3	Comment submitted through website	3/22/2025	1.4 Purpose and need cites 'past decades growth', but does not address future growth or decline in population density. Has that been studied? Thank you.	Thank you for your interest in this project. The project's purpose and need statement is to: 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 in order to increase road connectivity to reduce congestion and accommodate current and future traffic volumes. The project will be looking at future growth and population density in the area, as it relates to traffic volumes. According to the Mat-Su Borough's Forces and Trends Report, produced in January 2024, the population in the Mat-Su Borough is only expected to rise. Therefore, the project team will be assessing how future growth in this area will impact the existing road network and how planned future connections will allow for better traffic flow.	No preference indicated
4	phone call	3/25/2025	Ms. Alverado prefers a route north of Cornelius lake. She explained that for Stone Creek residents, snow drifts make Engstrom impassable. It is difficult and sometimes impossible to get out of the subdivision. She noted that this is a major safety concern, especially for emergency vehicles.	HDL (Kelsey Means) encouraged Ms. Alverado to attend the upcoming 03/26/2025 public meeting and share her concerns with the project team.	Northern Route
5	phone call	3/25/2025	Mr. Burgerr asked about the location of the meeting, and then discussed the traffic issues while waiting to turn from Engstrom onto Bogard. He stated he has waited for over 20 minutes to turn left during peak traffic times.	HDL (Kelsey Means) encouraged Mr. Burgerr to attend the upcoming 03/26/2025 public meeting and share her concerns with the project team.	No preference indicated
6	Comment sheet submitted at PMOH1	3/26/2025	Engstrom to Trunk southern route doesn't solve problems! Northern route would give a route to Trunk for Anchorage commuters with clear shot to the Parks/Glenn. It also routes around the constant snow drift area on south Engstrom. Recommend using northern route to remedy the 90 degree turn on Engstrom near the planned Stone Creek Subdivision. The Engstrom corridor doesn't have enough direct routes with more homes & subdivisions being built, it doesn't allow for safety considerations like police, EMS, fire or quick residential evacuation. The Engstrom roundabout needs to be priority and fast tracked. There is a current dangerous situation, during rush hours, and school commutes at the Colony Schools. Include the bike/pedestrian path on the Northern connector to link with Trunk Road. This brings up property values for quality of life! If northern route is approved and it becomes the right of way route, please rename the section of Engstrom to not right of way! "Bogard" is so disjointed on naming as it snakes through the Mat-Su. Northern connector at Trunk needs a traffic light or roundabout from opening to avoid future backups like Engstrom/Bogard is currently experiencing.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
7	Comment sheet submitted at PMOH1	3/26/2025	I would prefer to see the northern route to keep traffic from the end of Engstrom. Makes no sense to do southern (gravel pit) route. By the time the cars get there they may just continue onto Bogard. [Noted: from Shorewood Subdivision/Spring Wood Drive	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
8	Comment sheet submitted at PMOH1	3/26/2025	Our concern is increased traffic on upper two lane (Dark) Trunk Road. Traffic is already too heavy and speeds are excessive for flow.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	No preference indicated
9	Comment sheet submitted at PMOH1	3/26/2025	The borough bonded the E. Farm Meadows Ave. in 2018. Bonded Tex-Al and Engstrom extension in 2021. Engstrom roundabout will help traffic even if it was funded as a safety project. Also, look at Engstrom widening/upgrade. Build the above first, and do an actual traffic study. Use section lines that is what they are for and were reserved for originally. Aneson's north of Settlement and Olson-Lomann Trust have no intent in ever developing. 100+ years of ownership in the family for the 1 mile + or - that it passes through their property. The 1/2 mile of Aneson property is on the 3rd generation of ownership also. This is 300 acres that has been leased/used for grazing livestock in recent years and no intention to change use. Northern route was not on the 2021 road bond; the southern route was. Southern is cheaper, shorter, and approved by the voters; not hatched in a meeting. JRK LLC owns the new development pigeon holed at the hairpin Engstrom corner. Also owns the Alpine Ridge subdivision adjacent to the NE abutting Palmer-Fishhook that E Fern Rd Meadows Rd received ROW dedication for when plotted. There is a section line from N Bear St up to E. Sun Crest and Hart Lake Lp. This is where most of the available land is to develop. Has this been considered as another route for traffic from Wolf Lake area? North Exponential Drive will likely be punched through the last 1/4 mile over dry land generally. This is also off Hart Lake Lp. Why did the borough buy ROW/made agreement with JRK LLC for ROW along northern route in August 2024 when Soney Creek was replatted?	Thank you for sharing your thoughts, we appreciate your engagement and the perspective you've provided. This project is part of a broader effort to improve long-term connectivity and resiliency in the Fishhook Triangle, alongside projects like Tex-Al Drive, the Engstrom North Extension, and Shaw Elementary Access.  The current scope focuses on evaluating alternatives to connect Engstrom Road to Trunk Road, based on project need, feasibility, cost, and public input. While section line routes such as the one north of Bear Street may have future potential, they fall outside the current study area. Your suggestion will be shared with Planning for future consideration. This corridor is also identified in the Official Streets and Highways Plan (OS&HP).  The Borough's right-of-way acquisition was a proactive step to preserve options and avoid development related constraints. Regardless of the chosen alignment, a connection will be needed to serve future growth. Though the southern route was shown in the 2021 bond, the evaluation process for this project includes revisiting all viable alignments to ensure the selected alternative best meets current and future transportation needs. Taking the time to do proper due diligence ensures that the public infrastructure investments provide long-term benefit and align with both current needs and future development patterns.	Southern Route (?)
10	Comment sheet submitted at PMOH1	3/26/2025	The traffic is impossible and having the road further north would really make a difference in traffic.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
11	Comment sheet submitted at PMOH1	3/26/2025	My understanding is there is a road east farmers meadows that could be use as an exit. The gravel pit option drivers will still have to turn left traffic will just be backing higher up Engstrom. I no longer walk my dog or jog from my house because cars have almost hit me, cars have come around the corner so fast that they have flipped, skidded off rd, into my driveway. I would prefer the purple, houses are limited impact. Contractors need to build according to the road in an emergency no one is getting out of Engstrom with the amount of people who live on it. Mat-Su Borough needs to be smarter about these road decisions!	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
12	Comment sheet submitted at PMOH1	3/26/2025	The southern route makes the most \$\$ sense. Listening to the comments around the tables there is a lot of concern about the safety of pulling in and out of driveways especially with all the curves on Engstrom. Addressing the curves, corners, widening Engstrom, etc. would alleviate this fear of increased traffic on an already dangerous road.  DOT already has regulations when a development will be increase traffic to the point of requiring a traffic light. The problem lies in that Engstrom is a MSB road (connector) and it has been used as an arterial road which was never designed for. All the subdivisions should have required a traffic control plan (collectively) before approval. To pull out on Bogard from Engstrom is extremely dangerous and to allow a gravel pit to operate before the roads are safe is like putting the cart before the horse. we can do better!	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Southern Route



## Matanuska-Susitna Borough Public Comments Received

PROJECT NAME: ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

No.	Format	Date	Comment	Response	Preferred Route
13	Comment sheet submitted at PMOH1	3/26/2025	<p>I favor the Southern Route to Engstrom to Trunk Ext.</p> <ol style="list-style-type: none"> <li>1. Shorter &amp; basically through a field.</li> <li>2. Complete sooner by years.</li> <li>3. Less expensive.</li> <li>4. Before the field where the Engstrom Rd. drifts over in the winter.</li> <li>5. Provides an alternate route when construction starts on round-a-bo on Bogard Rd.</li> <li>6. A northern extension is still necessary do to the growth in this core area.</li> <li>7. Right of ways by land owner are acceptable.</li> <li>8. Gravel pit owner will build the road to the creek &amp; give gravel trucks better access to the gravel pit.</li> <li>9. A majority of residence approve of the southern Engstrom route.</li> </ol>	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Southern Route
14	Comment sheet submitted at PMOH1	3/26/2025	I hope to see the "northern route" be developed vs. the southern route as it makes more sense to funnel the majority of people from the newer subdivisions sooner rather than have them progress down Engstrom. This will keep traffic more manageable and quieter for the folks already living on Engstrom. Thank you!	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
15	Comment sheet submitted at PMOH1	3/26/2025	Because of all the snowdrifts on Engstrom between Settlement and Bogard and sharp curves, I believe the borough should build the Northern Route. This would also keep traffic farther away from the planned gravel excavation site.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
16	Comment sheet submitted at PMOH1	3/26/2025	<ol style="list-style-type: none"> <li>1.) Increase through speed design on 10 mph corner just south of Hart Lake Loop - Engstrom.</li> <li>2.) Recommend north route so intersection with Trunk Road will be closer to the mid point between Bogard and Palmer Fishhook.</li> </ol>	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
17	Comment sheet submitted at PMOH1	3/26/2025	<p>Thank you for your recent presentation. I live on Wolf Lake Airport and experience firsthand the safety and congestion and lack of connectivity with traffic going on Engstrom and Bogard roads. In regard to route selection it seems the northern route is a much more effective solution in that much of the growth feeding congestion is north of that route. Also it would join Trunk in a more convenient place in terms of traffic on Trunk resulting in a better flow of traffic. The southern route is practically to the Bogard Road intersection (eventually roundabout), is located smack dab where wind forms impassable drifts and enters Trunk closer to Bogard. While the length and cost are doable it would be a better solution to reducing congestion.</p> <p>My second comment is that a pedestrian/bike path is a must to connect the existing path along Trunk, included in the Tax AI plan, making them accessible to a sizable number of families that would have no safe route to using these paths. It's not just roads that connect neighborhoods.</p> <p>Thank you again for your public outreach presentation.</p>	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
18	Comment sheet submitted at PMOH1	3/26/2025	Northern route to Trunk Road. Do not use Dania Way as it is only 6/10th from Bogard. People scream down Engstrom speed around the corner south from Cornelios lake there are 3 blind driveways that front onto Engstrom - do not use Dania Way!! People will speed down Engstrom to catch Dania Way - our houses are on the east side of the road with driveways onto Engstrom.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
19	Comment submitted through website	3/26/2025	We would prefer the N alignment. However, whichever is chosen get it done! Neither alignment is getting any cheaper. The studies have been done, pick an alignment and DO IT!	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
20	Comment sheet submitted at PMOH1	3/26/2025	Please include pedestrian and bicycle infrastructure in the final plan in order to make the neighborhood more livable. Consider a plan that keeps motorized traffic speed down for noise abatement as well as safety. Traffic circles are far better and safer than stop signs and stop lights.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	No preference indicated
21	Comment sheet submitted at PMOH1	3/26/2025	<p>We would prefer the northern route because:</p> <p>Northern route divides traffic into 3 roadways to get to Trunk Rd (and Bogard)</p> <ol style="list-style-type: none"> <li>1. Tex-Al on the north</li> <li>2. Northern route in the center</li> <li>3. Bogard to the south</li> </ol>	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
22	Comment sheet submitted at PMOH1	3/26/2025	I live at Wolf Lake Airport and also manage that airport. I also own Steppers Construction so this project has my full support. First, thank you! Second, I think the Northern Route being proposed is the best option for overall safety and future development. I would use it on a daily basis and that would limit the current Engstrom traffic to that area already heavily populated.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
23	Comment sheet submitted at PMOH1	3/26/2025	Can the Borough share the email list?	Thank you for attending the public open house. The MSB is not able to share personal information from those who signed into the public open house.	N/A
24	Comment submitted through website	3/27/2025	The northern route seems like a better way to mitigate traffic for the proposed developments. Also, the southern route seems so close to Bogard as it is that I don't see what the advantage would be.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
25	Comment submitted through website	3/27/2025	My vote would be for the road off the Stone Creek Subdivision indicated by the purple dotted line. It is my understanding when I looked at the permitting plans for the gravel pit they had no plans or requirements to address snow drifting to Engstrom, in fact, it was addressed and if I remember correctly it was deemed not an issue. Residents will still be left with potential snow drifting on the lakes Nickolas / Cornelius and then again at the gravel pit area. The Stone Creek option will give residents a way out that will skirt the drift potential entirely and allow us to not have to deal with the loaders the gravel pit will have passing through at the Engstrom / Bogard daily at the projected 15 min intervals.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route



## Matanuska-Susitna Borough Public Comments Received

PROJECT NAME: ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

No.	Format	Date	Comment	Response	Preferred Route
26	Comment submitted through website	3/27/2025	I attended the meeting last night. I would voice strong support for the proposed northern route. The increased traffic and housing to the north means that MOST people traveling up Engstrom from Bogard would benefit from the northern route. The proposed southern route is so close to Bogard that it would just create a pileup on the connector road with traffic coming from Trunk competing with traffic from Bogard. The northern route is worth the money, especially with the growth on that part of Engstrom, compared to the existing house and traffic closer to Bogard. Thanks!	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
27	Comment submitted through website	3/28/2025	FYI - I attended the road info meeting and present the following comments all in favor of the southern route: 1. This is the route presented to voters when the bond package was approved. 2. If the primary concern is the amount of traffic at the bogard intersection, the southern route will be more effective as it would encourage use by the neighborhoods south of the northern option take-off 3. Southern route is shorter and simpler to build, making it less expensive and should fit under the approved bond amount. The north route is more expensive and is not fully funded. 4. The south route goes through an area already designated for disturbance for a new gravel pit and would provide more options for relieving traffic concerns from the new operations.	Thank you for attending the public open house and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Southern Route
28	Comment submitted through website	3/28/2025	I vote for the northern route, because I think Engstrom will be congested on the southern route between the roundabout and the gravel pit. I could never have imagined the traffic on Engstrom when I moved here 30 years ago. I'm old so I know change happens.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
29	phone call	4/1/2025	Mr. Vaughn left a voice mail for HDL (Kelsey Means) and expressed his preference for the Southern route, stating that traffic has increased significantly in the past few decades, and he feels that the Southern route will best alleviate it in the shortest timeframe.	HDL returned Mr. Vaughn's call, and left him a voicemail thanking him for his input, and stating that his comment would be recorded and added to the comment log for Public Meeting 1.	Southern Route
30	phone call	4/1/2025	Mr. Hazel stated that he had attended the recent public meeting. He then expressed that he felt the design for the proposed roundabout at Engstrom and Bogard should be larger, and not include any center landscaping in order to improve the view of oncoming traffic.	HDL (Kelsey Means) thanked Mr. Hazel for his comment, and stated that it would be recorded. HDL also clarified that the Engstrom to Trunk project does not involve any intersection improvements, and that the proposed roundabout is a State project.	
31	Comment submitted through website	4/10/2025	Strongly prefer the Northern Route and strongly encourage the inclusion of bike and walking trails.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
32	Comment submitted through website	4/14/2025	I support the northern route as I believe, in the long run, it has the greater capacity to improve safety and relieve congestion than the southern route. If possible, I would like to see the southern route released so that the new gravel pit might pursue that route as egress from the new pit instead of emptying onto Engstrom.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
33	Comment submitted through website	4/17/2025	The northern route is really the only one that makes sense. Putting a route in down by Glade is just taking your Engstrom traffic problem and moving it 20 seconds up the road. Combined with the gravel pit traffic, this will be a nightmare and does not take into account the needs of the ever-expanding neighborhoods farther up Engstrom. Please give us the northern connector so we have easy bypass and don't simply stack existing and future traffic from Bogard/Engstrom a few block up the road. Thanks.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
34	Comment submitted through website	4/22/2025	We definitely believe the Northern route is the best option.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route
35	Comment emailed to Cole Branham	4/25/2025	I am writing to voice my strong support for the south Engstrom to Trunk road connector. A quicker built road to provide relief at the Bogard/Engstrom intersection would be incredible!!! Please!! I have had more near misses there than I care to keep reliving. Once again please and thank you.	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Southern Route
36	Comment emailed to Cole Branham	4/25/2025	I would like to express my support for the northern route option for Engstrom. This route seems to provide better future access as the area around it develops. Adding this road route would help to reduce the load on the east portion of the Tex-Al Drive extension. Although there are environmental concerns, I believe that with proper planning and oversight by the Borough, the project can be completed with minimal long-term impacts. It's great to see funds being allocated to projects like this one, as the area needs more traffic capacity to continue to grow. Building the north route before the area is developed allows developers to plan around the route's design, maximizing land use rather than disrupting the established neighborhood along the south route. I also hope that a connection to the Tex-Al Drive extension can be made, as it would improve the Borough's traffic-triangle dead zone (Wasilla-Fishhook-Palmer).	Thank you for your interest in this project and for taking the time to send us your thoughts. Your comment has been logged with the project team.	Northern Route