

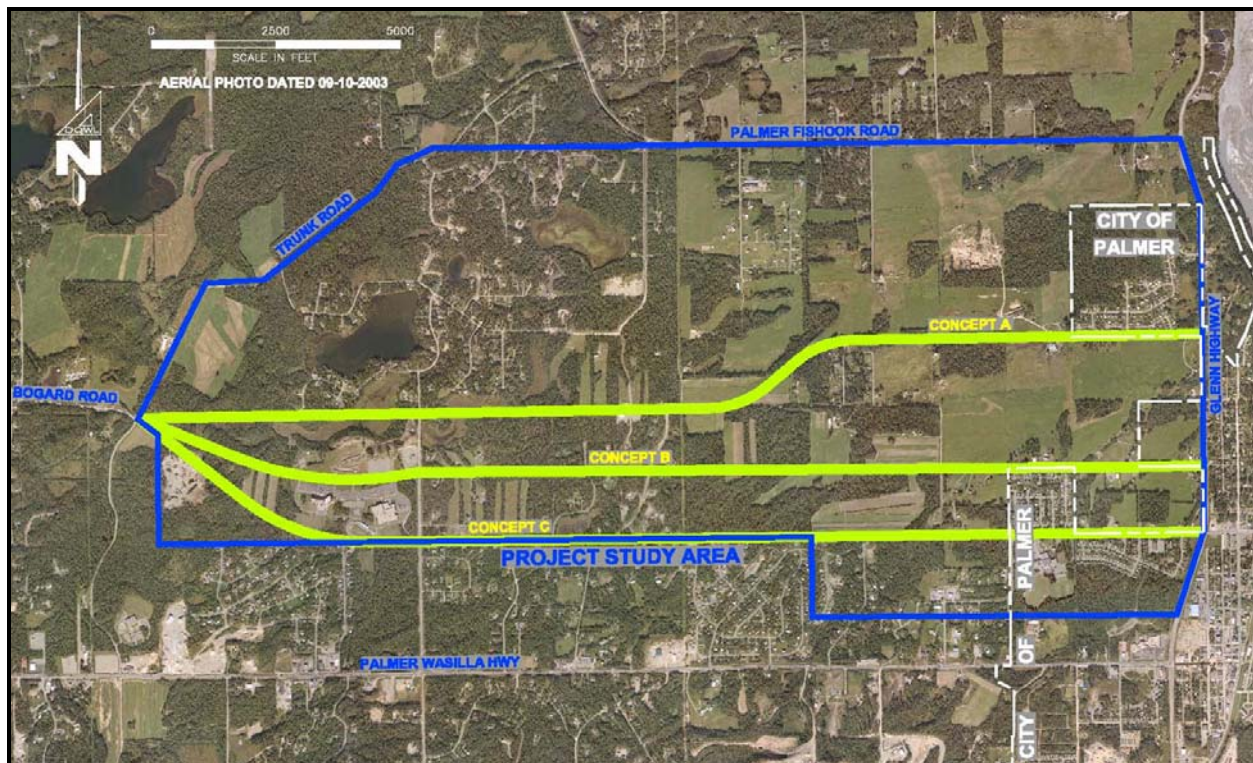
## BOGARD ROAD EXTENSION EAST FREQUENTLY ASKED QUESTIONS

### WHAT IS THIS PROJECT AND WHAT PURPOSE DOES IT SERVE?

The Matanuska-Susitna Borough (MSB) is proposing to extend Bogard Road from near Trunk Road to the Glenn Highway. The purpose of this arterial road project is to provide an additional east-west corridor to facilitate travel across the core area of the Borough. This project is also identified in the MSB Long-Range Transportation Plan (LRTP) and is considered a high priority project by the MSB.

### WHAT IS THE PROPOSED ROUTE FOR THIS PROJECT?

The project team has not yet identified a final route. At the October 23, 2006 public meeting, three conceptual road alignments were presented for discussion purposes. The final route alignment may be a combination of various concepts. It is unlikely that the final alignment will be exactly like any of the concepts shown. The purpose of starting with very general concepts was to generate information from the public and agencies on concerns and benefits of various routes. The comments we've heard from you regarding these proposed routes will help the team develop more defined route alternatives for consideration.



**CONCEPTUAL ROUTES FOR DISCUSSION**

### WHY DON'T YOU SHOW A MAP WITH MORE DETAIL?

The alignments shown are simply lines drawn from one point to another point to demonstrate concepts for discussion purposes. The lines shown on the map are not intended to be detailed depictions of any alignment. Once the scoping process and survey work is complete, one or more detailed alignments will be presented for further review.

### WILL THE PROJECT TAKE PRIVATE PROPERTY TO COMPLETE THE ROAD?

As mentioned, no specific route has been selected, so it is unknown which or how much property may be affected. The project team is working to minimize impacts wherever possible. However, regardless of which route is chosen, it is likely that private property will be affected. If private property is affected, the project team will contact the owner directly to discuss options.

### WHY NOT JUST IMPROVE THE ROADS YOU HAVE?

This project is identified in the MSB LRTP as a needed infrastructure project. Without traffic relief, in the next 20 years traffic numbers are expected to more than double on the Palmer/Wasilla Highway and Palmer-Fishhook Road. Upgrading the existing roads will not provide sufficient capacity to keep up with the projected traffic demand.

### HOW IS THIS PROJECT BEING FUNDED?

The State Legislature has allocated \$13 million in General Funds for this project.

### WHO WILL BUILD AND MAINTAIN THIS ROADWAY?

The MSB will be responsible for building the project using State funds. The MSB will likely be responsible for maintenance and operation of the completed road.

### WILL THERE BE DRIVEWAY ACCESS ALONG THE BOGARD ROAD EXTENSION?

Since the purpose of this arterial road is to move traffic through the core area, it is best to limit access points on the road. The project team will strive to have as few private driveways directly accessing the road as possible. The ideal design would have collector roads intersecting with Bogard Road at half-mile or quarter-mile spacing to provide local access. In some areas, where there is existing infrastructure and easements, more frequent spacing may be necessary.

### IF THE ROAD IS BUILT NEAR THE SCHOOLS, HOW WILL SAFETY BE ADDRESSED?

If a route is chosen that passes adjacent to the schools, the project will evaluate the school driveways to determine if there are capacity or safety modifications that need to be made to ease traffic circulation and to improve the safety for pedestrians and bicyclists. Mitigation measures such as school zones, improved signage and striping, improved sight distance, pedestrian overpass/underpass crossings, and driveway channelization will be considered.

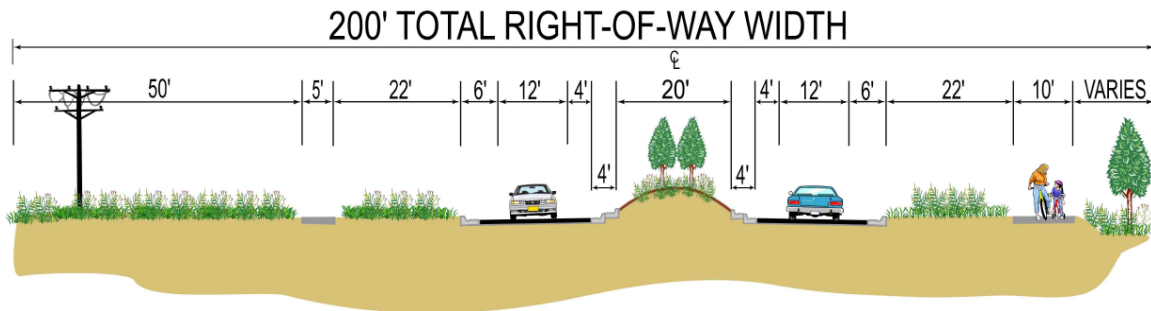
### WHY IS THE MSB SECURING 200 FEET OF RIGHT-OF-WAY (ROW)?

Currently, the 200 feet would include one travel lane in each direction, space for the median, sidewalk and multi-purpose trail, utilities, space reserved for future upgrades/expansions, and snow storage. The MSB is planning for the future so that it will not require more expensive and disruptive land acquisition when traffic levels require it.

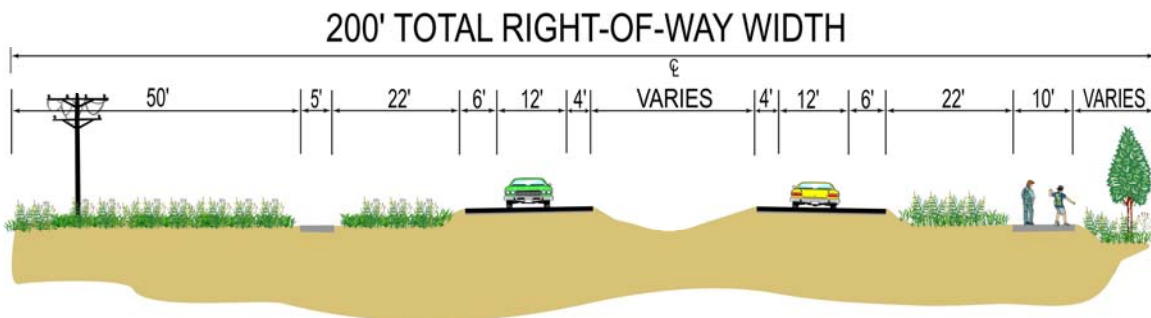
## WHAT WILL THIS ROAD LOOK LIKE?

While the design is not final, expected features include a two-lane paved highway with minimum 12-foot travel lanes, 8-foot paved shoulders, turning lanes, pedestrian facilities on both sides of the street, a separated pathway, lighting, intersection improvements, and drainage structures. It is envisioned that one side of the road features a 5-foot concrete sidewalk and the other side be designed with a 10-foot multi-use asphalt pathway. The road cross-section will vary to be consistent with the adjacent land use and access. Two cross-sections under consideration are shown below.

Divided, urban section:



Divided, rural section:



## WHAT WILL THE SPEED LIMIT BE ALONG THE NEW SECTION OF BOGARD ROAD?

Depending on final alignment of the road and design features, it will most likely be posted at 40 to 50 miles per hour.

## WILL THERE BE STREET LIGHTS ALONG THE NEW ROAD?

The current plan is to install street lights near signalized intersections and where the number of turning movements necessitate more lighting.

## WHEN WILL CONSTRUCTION BEGIN?

Construction is currently scheduled to begin in 2009.

## HOW CAN I STAY INFORMED?

The [www.bogardroad.com](http://www.bogardroad.com) website will contain all studies, fact sheets, presentations and other materials as the project progresses. You can also sign up for e-mail updates about the project. Public meetings will be advertised in the local paper and listed on the project website.

#### HOW DO I SHARE MY OPINION WITH THE PROJECT TEAM REGARDING THE ROAD PROJECT?

The official scoping period for this project ended on December 1, 2006. However, the project team will continue to accept and consider comments throughout the duration of the project. Comments can be submitted through the project website at [www.bogardroad.com](http://www.bogardroad.com), via e-mail at [bogard@dowl.com](mailto:bogard@dowl.com), or by calling Kristi Stuller at DOWL Engineers at 907-746-7600.

#### WHAT TYPE OF COMMENTS ARE MOST USEFUL?

We want to hear about issues which are important to you. Your comments will be used to help shape the development and outcome of the project. Each comment received is reviewed by project team members and becomes part of the project's official public record. For your comment to be of value to the project team, please be sure it contains ideas, suggestions, recommendations, or experiences that relate to the outcome of this project. Your comment is not a ballot. The project team is not soliciting comments as a means to measure the degree of support for the project.