

**Alaska Department of  
Transportation & Public Facilities**

**Hermon Rd Extension and Upgrade:  
Parks Hwy to Palmer-Wasilla Hwy  
PUBLIC OPEN HOUSE NO. 1**

*Tuesday, February 21, 2023*

Our mission is to *Keep Alaska Moving* through service and infrastructure.

**SCRIPT:**

Welcome to the first public open house for the Hermon Road Extension and Upgrade: Parks Highway to Palmer-Wasilla Highway project.

# Project Team

<p><b>Chris Bentz, PE</b> Project Manager</p>	<p><b>Eric Schaal, PE</b> Public Works Director</p>	<p><b>Michael Campfield, PE</b> Public Works</p>	<p><b>Sean Holland, PE</b> Project Manager</p> <p><b>Renee Whitesell</b> Public Involvement Lead</p> <p><b>Morgan McCammon</b> Public Involvement Support</p>

**SCRIPT:**

This is a federally funded project led by the Alaska Department of Transportation and Public Facilities (or DOT&PF) in partnership with the City of Wasilla, the Mat-Su Borough, and the Federal Highway Administration (or FHWA).

The consultant team is led by DOWL.

## Agenda

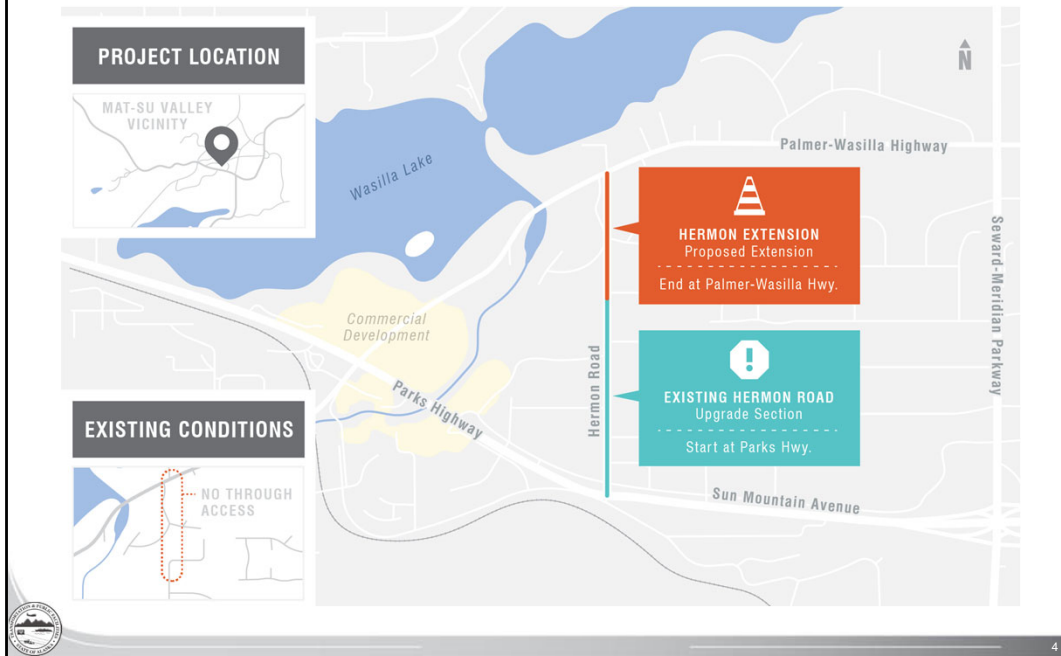
- Project introduction
- Project area
- Preliminary schedule
- Identified concerns
- Preliminary design
- Questions and comments



### SCRIPT:

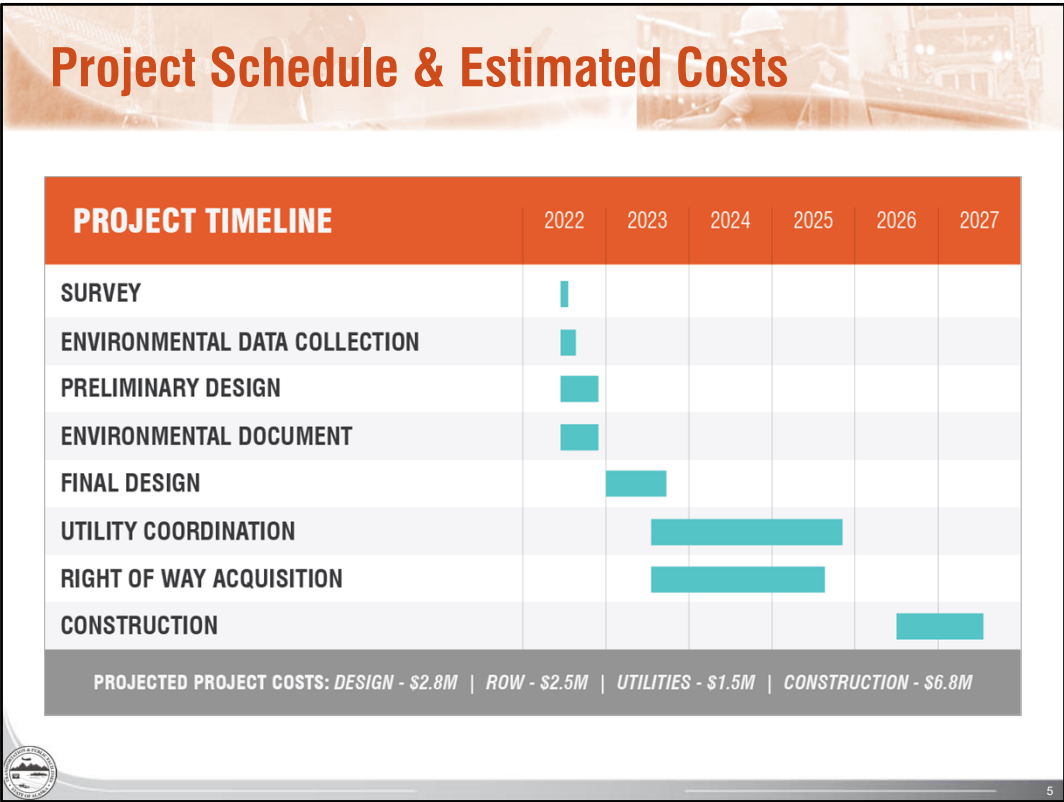
This presentation includes an introduction to the project and project area, review of the preliminary schedule, identified concerns, and proposed improvements.

## Project Area and Description



### SCRIPT:

The DOT&PF, in partnership with the City of Wasilla, the Mat-Su Borough, and the FHWA plan to design and construct the Hermon Road Extension and Upgrade between the Parks Highway and Palmer-Wasilla Highway. The project is in one of the most congested areas of the Mat-Su Borough highway network and is within the fastest growing region in the community.



**SCRIPT:**

The project kicked off in summer 2022 with survey and environmental data collection.

The purpose of this first round of outreach is to inform stakeholders about the project and gather input so the project team has the information they need for preliminary design and the environmental document.

Later in 2023 the project team will move toward final design, utility coordination, and the beginning of right-of-way acquisition.

The project team anticipates construction will begin in 2026 and conclude in 2027 pending the availability of funding and successful completion of ROW and utility agreements.

Design of this project is estimated to cost 2.8 million dollars, with right-of-way acquisitions estimated at 2.5 million dollars. Utility relocations are expected to cost 1.5 million dollars and construction costs are estimated at 6.8 million dollars. The project is funded with a combination of FHWA and Mat-Su Borough bond monies.

## Project Purpose

- Reduce congestion
- Support access to planned land uses and development
- Reduce trip times
- Improve traffic efficiency and safety in the region
- Multi-modal transportation
- Meet Americans with Disabilities Act (ADA) connectivity requirements



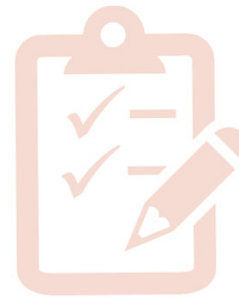
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### SCRIPT:

The project would provide for increased network connectivity and help alleviate congestion on and around the Parks Highway, which currently operates at capacity in this area and is a critical interstate route. Commercial areas adjacent to the project continue to be built, increasing traffic volumes on Hermon Road and degrading intersection function at the Parks Highway.

## Proposed Improvements

- Upgrade Hermon Road from Sun Mountain Avenue to Whispering Woods Drive
- Extend Hermon Road from Whispering Woods Drive to the Palmer-Wasilla Highway
- Add pedestrian and bicycle facilities
- Improve drainage
- Add safety features
- Relocate utilities
- Improve intersections at new Hermon Road and Palmer-Wasilla Highway



### SCRIPT:

The project will upgrade the existing portion of Hermon Road as well as extend Hermon Road north to the Palmer-Wasilla Highway. Improvements will include added travel and turn lanes, shoulders, pedestrian and bicycle facilities, drainage and safety improvements, and roadside hardware features. If warranted, the project will include a traffic signal at the intersection of Hermon Road and the Palmer-Wasilla Highway and modifications to adjacent approaches near the intersection.

## Concerns Identified: Parks Hwy & Palmer-Wasilla Hwy Intersection



Source: DOT&PF - Parks Hwy and Palmer-Wasilla Hwy intersection, October 25, 2022, peak afternoon hours



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### SCRIPT:

The next five slides cover areas of concern that have been identified by agencies and stakeholders.

The Palmer-Wasilla Highway and Parks Highway intersection is one of the most congested intersections in the Mat-Su Borough. Extending Hermon Road will create another north-south connection, relieving pressure on the Palmer-Wasilla Highway and Parks Highway intersection.

## Concerns Identified: Road Maintenance



Source: DOWL - Hermon Road



### SCRIPT:

Road ownership and maintenance is an important element to consider when upgrading a facility.

The existing Hermon Road and extension will be jointly owned and maintained by the City of Wasilla and Mat-Su Borough.

## Concerns Identified: Utilities



Source: DOWL - Overhead electric utility lines




### SCRIPT:

Utility relocation can be expensive and challenging. The existing utilities will need to be accommodated to avoid costly relocation as much as practical. Some utility relocation will be required.

## Concerns Identified: Residential & Right-of-Way (ROW)

- The project will extend through an established neighborhood
- The project will need to acquire right-of-way along the corridor


**Acquiring Real Property for Federal and Federal-Aid Programs and Projects**



Source: DOT&PF, Right-of-Way: <https://dot.alaska.gov/stwddes/dcsrow/>

U.S. Department of Transportation  
Federal Highway Administration

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended. Modified specifically for Alaska. Revised June 2005



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### SCRIPT:

The alignment of this project will extend through an established neighborhood, and residential properties along the corridor may experience increased traffic.

Relatively significant right-of-way acquisition will be required along the entire project corridor. Information on this process is contained in the DOT&PF Right of Way Brochure and is available on the DOT&PF website at [dot.Alaska.gov](http://dot.Alaska.gov)

## Concerns Identified: North Side of Palmer-Wasilla Hwy

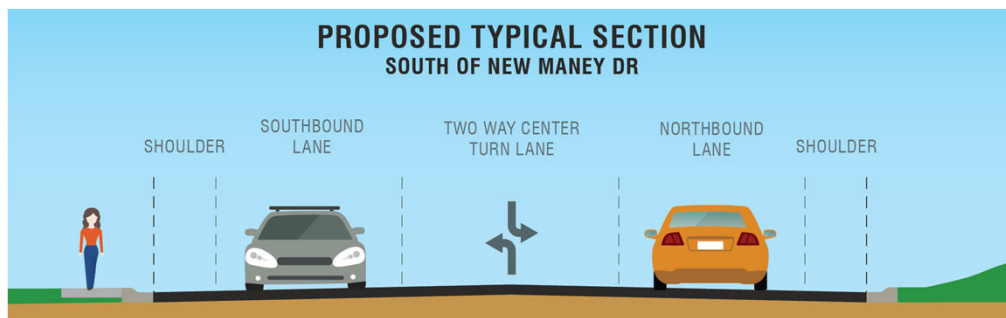


Source: Google – Palmer-Wasilla Hwy, intersections with Trent Circle and N Betts Street

### SCRIPT:

At the northern end of the project area, the Palmer-Wasilla Highway intersects with Trent Circle to the south and North Betts Street to the north, as well as several business driveways. Project limits should include the north side of the Palmer-Wasilla Highway to evaluate whether a 4-legged intersection with a traffic signal is warranted.

## Preliminary Design – Typical Section



### Key Features:

- Attached 10-foot pathway will limit impacts to existing commercial facilities
- Two 12-foot lanes with 4-foot paved shoulders
- Center 14-foot two-way left turn lane for improved traffic flow and safety



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### SCRIPT:

The key features of the Urban section preliminary design – south of Whispering Woods Drive are:

- An attached 10-foot pathway to limit impacts to existing commercial facilities
- Two 12-foot lanes with 4-foot paved shoulders, and
- A center 14-foot two-way left turn lane for improved traffic flow and safety for left turning vehicles

## Preliminary Design – Typical Section



### Key Features:

- 10-foot separated multi-use pathway to allow for snow storage
- Two 12-foot lanes with 4-foot paved shoulders
- Posted speed 35 mph



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### SCRIPT:

Key features of the rural section preliminary design - north of Whispering Woods Drive include:

- A 10-foot separated multi-use pathway to allow for snow storage
- Two 12-foot lanes with 4-foot paved shoulders, and
- A posted speed of 35 miles per hour

# What's next? We want your feedback!

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**SCRIPT:**

This concludes our presentation. Now it's time for you to tell us what you think. What's important? What's missing? Your feedback will be considered as the project team moves forward with design and development. Comments and questions will be accepted throughout the project.

Stay informed by visiting [www.HermonRoadExtension.com](http://www.HermonRoadExtension.com). Scan this QR Code with your smartphone to view the website.

Submit questions and comments any time to [HermonRoadExtension@dowl.com](mailto:HermonRoadExtension@dowl.com). Thank you.