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| | Presented |
| Comment: | 4/14/08 |
| Verified by: | <i>Romixi</i> |

WASILLA CITY COUNCIL INFORMATION MEMORANDUM

IM No. 08-12

TITLE: REPORT ON E. SUN MOUNTAIN AVENUE AND MANEY DRIVE.

Agenda of: April 14, 2008

Date: April 8, 2008

Originator: Public Works Director

| Route to: | Department | Signature/Date |
|-----------|---|----------------------------|
| | Police Chief Youth Court, Dispatch, Code Compliance | |
| | Culture and Recreation Services Director Library, Museum, Sports Complex | |
| | Public Works & Recreation Facility Maintenance Director | <i>[Signature]</i> 4/8/08 |
| | Finance, Risk Management & MIS Director Purchasing | |
| X | Deputy Administrator Planning, Economic Development, Human Resources | <i>Mayor Dianne Keller</i> |
| X | City Clerk | <i>Romixi</i> |

REVIEWED BY MAYOR DIANNE M. KELLER: _____

FISCAL IMPACT: yes\$ or no Funds Available yes no
 Account name/number:
 Attachments: DOT letters 11/2/06 and 10/5/07, and Traffic Signal Drawing

Status of Traffic Signal Installation

A traffic mitigation agreement has not been executed between Meritage Development Group, LLC and DOT (see attached correspondence).

Status of Re-Paving E. Sun Mt. Ave.

DOT confirmed on March 27th, that E. Sun Mountain will need to be re-paved within 30 days after asphalt plants open this year, since no progress has been made finalizing intersection agreement with Meritage for future signal at Maney/Foundry and Parks Hwy. The area in question for re-paving is between Windbreak Cafe and Sportsman's Warehouse where water and sewer utilities were installed last year. Asphalt plants are expected to open between May 15 and May 30.

Moderate potholes were observed in the RAP (recycled asphalt pavement) in 2 locations on March 25th: 1) at the intersection of Maney and; 2) near Windbreak Cafe. These potholes are a result of breakup and snow runoff draining across road surface. Once the ground thaws more and runoff subsides, these areas will be graded.

Theory on Traffic Signal Installations

City Engineer (Archie Giddings): Traffic signals are considered a last resort for DOT as they are contrary to the goal of moving traffic. Traffic signals cause accidents. Traffic signals are only allowed when traffic statistics show fewer or less severe accidents will result with the installation of a new signal. As traffic counts increase at an intersection, more and more vehicles merge into moving traffic causing more severe accidents to occur when no signal is in place. Therefore, DOT relies on engineering criteria to determine when a traffic signal should be installed.

Regarding the proposed signal at Parks Highway and Maney Drive/Foundry, DOT has determined that the location is adequate (not perfect) for a new signal if and when there is sufficient traffic to yield fewer or less severe accidents with a signal than without. Regarding the trucker's concerns, DOT maintenance (sanding) is needed for any intersection to function properly when conditions are icy. DOT provides excellent winter maintenance of the Parks Highway in my opinion. In addition, DOT is in the process of timing the traffic signals along Parks Hwy and truckers passing through will have a high probability of passing through signals when traveling the speed limit if and when this signal is installed and the signals are timed.

DOT Traffic Engineer (Scott Thomas): Signals create gaps in traffic when needed and help with safety for getting on and off a busy road when it is really busy. Signals stop mainline traffic and result in crashes such as rear-end collisions. We make the trade between angle collisions and rear end collisions, higher severity for lower severity, when we use national signal warrants. If a signal goes in where gaps are good, or where warrants are not met, then we unnecessarily can reduce capacity and increase some crash types for the public, not to mention the expense of the signal with so many needs on the roads.

I checked the grades on the Parks. It is an impact on trucks no doubt. I agree it is not ideal. But I did not find this insurmountable when comparing with what we have built. Maney/Foundry is at the crest in an uphill grade heading east – 3.5% uphill from downtown Wasilla towards the Glenn Hwy. 0.5% heading west from the Glenn Highway into Wasilla. AASHTO shows trucks can accelerate on a grade of 3.5%. Because the grade flattens out immediately east of the signal, truck acceleration on less than 2% is only 100 feet from the signal after starting. The key will be to sand our main roads, plow our main roads, and we have the benefit of wind and winter thaws which tends to keep this area fairly free from ice.

Steeper grades exist at Tudor and Baxter/Beaver- a major truck route rebuilt with 4% in each direction, which used to be 6%. Palmer-Wasilla Hwy and Roberts Street for example. Tudor at Lake Otis on the west leg approaches 3%, and any locations where trucks queue in Anchorage back from signals, such as coming out of the Port, ends up putting trucks in the queue at 3.5% in locations, starting from a stop.

Our future plan is to interconnect these signals in the long term, create signal progression, and minimize through truck stopping when driving through on this route.

Meritage letter of acceptance of the TIA attached. Signal warrants met only within the development brackets in the letter >40% site development. I believe they are at 10%.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
CENTRAL REGION - TRAFFIC, SAFETY AND UTILITIES

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November 2, 2006

Mr. Dave Grenier, P.E.
Triad Engineering
P.O. Box 110890
Anchorage, AK 99511

RE: Creekside Town Center (Formerly Pioneer Square)
Second Draft Traffic Impact Analysis Review

Dear Mr. Grenier,

Thank you for the work by Thiel Engineering and yourself on behalf of Meritage Group LLC. Our Department accepts the basic conclusions of this Traffic Impact Analysis:

- a) a new traffic signal is warranted on the Parks Highway at Foundry Avenue. At this location, the grade of the Parks Highway is most favorable for downhill and uphill approaches to a signal, in combination with traffic from both sides of the highway,
- b) internal circulation routes planned are valuable for internal trip capture,
- c) long term planning for Hermon Road and frontage roads are necessary per the City of Wasilla OS&HP,

Our acceptance of the TIA is conditioned upon this letter and our attached comments.

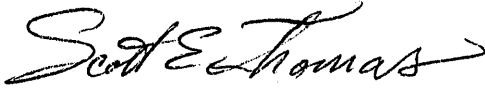
In the first TIA draft, we only had an estimate of future retail site hoped to be developed. Now we have confirmation of national retailers which will become significant traffic generators, just as they are visibly noted in Anchorage. At nearly 400,000 square feet of planned development, this will be the equivalent of two Walmart Supercenters, or nearly one quadrant of the Dimond Mall area.

The next step is for us to draft a Memorandum of Agreement. This agreement will be patterned after other large development agreements to date, and will outline access permitting requirements, the TIA mitigation improvements schedule, who is to perform the Design, Construction, Maintenance, and what the costs will be. After both parties reach agreement, then Design Plans will need to be prepared and reviewed, followed by Construction and Final Inspection. A permit will be issued for public use once Final Inspection is complete.

A Memorandum of Agreement is being prepared by us and will be transmitted to Triad Engineering and Meritage Group LLC in December.

If you have any questions, feel free to call me at 269-0639,

Sincerely,

A handwritten signature in cursive script that reads "Scott E. Thomas".

Scott E. Thomas, P.E.
Regional Traffic Engineer

Attachments:

Second Draft TIA Comments
Letter to City of Wasilla on Frontage Road Relinquishment

Cc:

Gordon Keith, P.E., Regional Director, Central Region DOT/PF
Steve Horn, P.E., Director, Construction and Operations, DOT/PF
John Tolley, Chief, Planning and Administrative Services, DOT/PF
Rob Campbell, P.E., Regional Preconstruction Engineer DOT/PF
Judy Dougherty, P.E., Chief, Highway Design Section, DOT/PF
Mike Hartman, Chief, Right of Way Section, DOT/PF
Al Burton, Right of Way Agent, ROW Section, DOT/PF
Rich Sewell, Mat-Su Planner, Planning Section, DOT/PF

Murph O'Brien, Chief of Planning, Mat-Su Borough
Sandra Garley, Chief of Planning, City of Wasilla

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October 5, 2007

Re: DOT E-Permit No. 17850
Project No. 59883
Creekside Traffic Mitigation
Agreement

Mr. Jack Barrett
Meritage Development Group, LLC
P.O. Box 876041
Wasilla, Alaska 99687

Dear Mr. Barrett:

I wanted to take this opportunity to review with you the current status of the traffic mitigation related to your Creekside Town Square development project. This is in response to a recent email from the Mr. Dave Grenier of Lantech asking if there is any more information needed by the Department.

I would like to clarify the Department's position regarding the potential right-of-way exchange involving portions of Sun Mountain Avenue. We remain open to considering a proposal consistent with the June 30, 2006 letter from Gordon Keith, DOT/PF Regional Director, to Mayor Keller, City of Wasilla. However, it is only prudent that the Department will not be reviewing any further material or requests related to the proposed exchange of portions of Sun Mountain Avenue until such time as a proposal is brought to us by the City of Wasilla. This proposal should be endorsed by all the local government entities, including the Wasilla City Council and the Matanuska-Susitna Borough. Our Department will work with these agencies to accomplish their goals consistent with our letter of direction.

As you know, the Department has conditionally accepted the Traffic Impact Analysis prepared by Triad Engineering (see letter dated November 2, 2006 attached). The Department has agreed that a traffic signal will be necessary at the intersection of Parks Highway and Foundry Avenue/Maney Drive when there is sufficient development to warrant one. We have prepared and transmitted a separate document, the Traffic Mitigation Agreement, which sets forth the details of the design, funding, construction, and maintenance of the signal and related