



CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

PHONE: (907) 373-9050

FAX: (907) 373-0788

COUNCIL MEMORANDUM NO. 92-117

From: Deputy Administrator
Date: October 15, 1992
Subject: Peck Street Upgrade

The purpose of this memorandum is to provide a review of activities regarding improvements to Peck Street and to obtain clear Council direction for future construction.

In February and March, 1991 we conducted a formal survey to form a Local Improvement District (L.I.D.) to pave GVC Subdivision and Peck Street from Bogard Road to Goldendale Avenue. The total of "yes" and "no response" votes would have authorized proceeding with the project. However, several residents of the proposed L.I.D. objected to the project citing costs, fears of increased traffic, fears of increased speed, requesting drainage improvements prior to paving and requesting that sidewalks or bike paths be included in the project..

Council voted to not proceed with the L.I.D. In July, 1991, the City received a \$48,000 legislative grant for improvements to Peck Street and subdivision roads. At that time the consensus seemed to be to plan to upgrade Peck Street to arterial width, provide for drainage and pedestrians and to construct the north section to Wasilla-Fishhook Road. This would be a major project requiring right-of-way acquisition, surveying and engineering to obtain estimated costs for construction. This project was included and approved in the 1992 comprehensive plan (Figure 28, P. 6-8 and 6-11).

To date, Alaska Rim Engineering has performed nearly \$10,000 of survey and design work. They have discovered some significant right-of-way problems. Jack Felton is prepared to brief Council on project concept to date, significant problem areas and estimated costs to get the project ready to bid for construction.

Upon completion of his presentation and response to your questions, we ask that Council review and provide a majority consensus on the future of this project.

- (a) Should we continue to pursue engineering design and obtaining right-of-way to extend Peck Street through to Wasilla-Fishhook as the first priority of this project?
- (b) Should we continue to plan for a major reconstruction of Peck Street expanding to 28' driving surface, moving road surface to the east and provide curb and sidewalk or a separate bike path on the west side?
- (c) Should we authorize the additional engineer/survey/design funding to prepare plans for (a) and (b) above?

(d) Should we strip pave a portion of the existing Peck Street with the remaining grant funds?

Administration recommends (a), (b) and (c) above.



Robert E. Harris
Deputy Administrator

APPROVED A,B+C
DATE: 10/26/92 Council Action
BY: R Harris

Available Funding:

MG 8/92-050	\$48,000	
Less Expenses	(10,000)	
Available		\$38,000

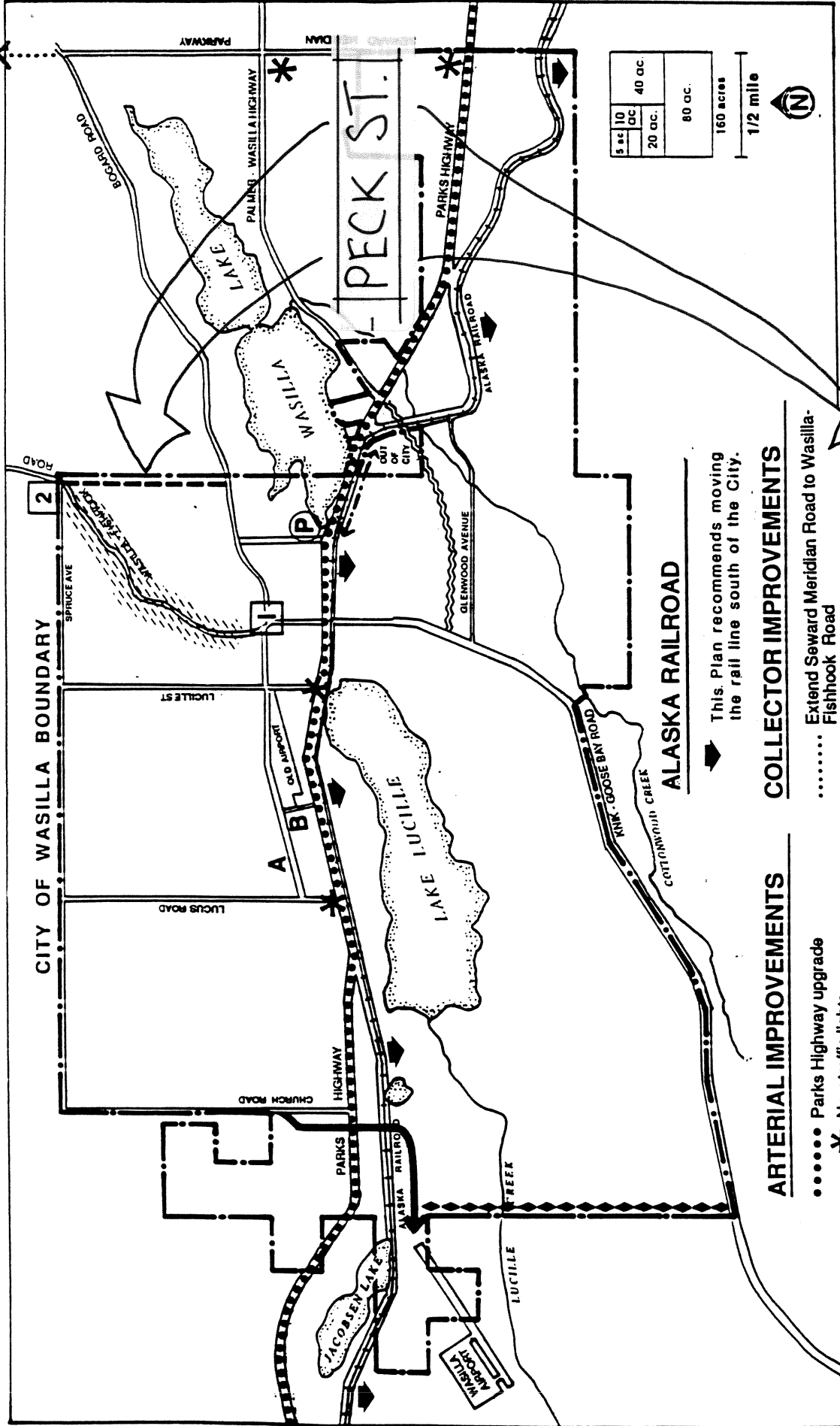
Potential Funding

Mat-Su Borough Jurisdiction to East	FY94 CIP Request
Local Improvement District	Does Not Apply - Arterial Street
Future Legislative Grant	FY94 CIP Request
City General Fund (Sales Tax)	

Budget Estimates

Preliminary Engineering	Est. \$15 - 20,000
Land Acquisition	To Be Provided
Road Extension	To Be Provided
Paving	To Be Provided
Bike Trail/Sidewalk	<u>To Be Provided</u>
Total	To Be Provided

10-15-92



CITY OF WASILLA COMPREHENSIVE PLAN

Prepared by: B & B Environmental, Inc.
Community Planning
Matanuska-Susitna Borough
1992

5 ac	10 ac	20 ac	40 ac	80 ac
160 acres				
1/2 mile				

COLLECTOR IMPROVEMENTS

- Extend Seward Meridian Road to Wasilla-Fishhook Road
- A Pavé Nelson Ave
- B Extend Weber Drive to Nelson Ave
- Extend Peck Street to Wasilla-Fishhook Road
- [2] Realign intersection at Peck St./Wasilla-Fishhook Rd.
- ← Realign and extend Church Rd providing direct access to the airport
- ◆ Extend Mack Road to airport

ARTERIAL IMPROVEMENTS

- Parks Highway upgrade
- * New traffic lights
- (P) Upgrade parking/access to Wasilla Lake Park
- ~ Connect Knik-Goose Bay Road with Palmer-Wasilla Highway
- [1] Upgrade Intersection of Main Street/Bogard Road/Nelson Ave.
- ////// Realign Wasilla-Fishhook Rd./eliminate dangerous curves

➔ This Plan recommends moving the rail line south of the City.



Figure 28 RECOMMENDED TRANSPORTATION PLAN

corridor through Richmond View and Bayview Garden Subdivisions.

- ◆ Extending Seward Meridian Parkway north and west to intercept traffic from the Wasilla-Fishhook Road. This project has been on the Borough's capital improvement program for several years. Implementation of this road project would reduce the need for commuters to transit the downtown area, and reduce the need to upgrade Main Street.

PECK ST.

- ◆ Extending Peck Street northward to the Wasilla-Fishhook Road. This project would also reduce the need to upgrade Main Street. Traffic could then reach the Parks Highway either via Crusey Street or Seward Meridian Parkway.

- ◆ Improve the intersection of Bogard Road and Main Street. The plans supports DOT&PF's proposal to redesign this intersection into a modern, four-way junction which would include Nelson Avenue.
- ◆ Redesigning Wasilla-Fishhook Road north of Bogard Road to eliminate dangerous curves and driving conditions. Redesigning the intersection of Spruce Street and Peck Street with the Wasilla-Fishhook Road. Consider providing access to Woodside Estates from Spruce Street instead of the Wasilla-Fishhook Road. This would eliminate one of several intersections on the Wasilla-Fishhook Road with limited sight distance and poor geometry.
- ◆ Paving Nelson Road as a major collector street linking Bogard Road with Lucille Street and Lucus Road. This would also enhance proposed development of the old airport site.
- ◆ Extending Weber Drive north to Nelson Road. This would provide complete circulation around the old airport site.
- ◆ Providing direct access to the new airport by extending Church Road across the Parks Highway and the railroad

tracks. Currently, access to Wasilla's new airport is four miles west of town at Rocky Ridge Road. Traffic must negotiate a potentially hazardous left turn from the Parks Highway.

- ◆ The airport lacks road access from Knik-Goose Bay Road. The plan supports extending Mack Road northward to connect with the Church Road airport link. This would also provide direct access to the area east of the airport recommended for light industrial use.
- ◆ Constructing a new frontage road south of the railroad tracks would help promote commercial development. This road would connect Railroad/Susitna Avenue to Old Matanuska Road.

Local Road Improvements. The City should continue its ongoing program of local road improvements. Paving of local roads, for example, should be pursued in coordination with the comprehensive plan and a local capital improvements program. During 1992, for example, the City intends to:

- ◆ pave the first 1,100' of Nelson Road;
- ◆ pave streets in Shadowood subdivision (together with a local improvement district);
- ◆ pave Glenwood Avenue west of Knik-Goose Bay Road;
- ◆ rebuilt Naomi Avenue; and
- ◆ conduct engineering and right-of-way studies regarding the northerly extension of Peck Street.

Proposed Trail System

The City of Wasilla, like most communities, lacks an integrated system of trails, walkways and paths. Trail systems should no longer be considered a luxury, but rather should be viewed as an important part of public safety.

RECEIVED

JUL 29 1991

Dept. of Administration
Administrative Services

**STANDARD AGREEMENT FORM
FOR MUNICIPAL GRANTS**

This agreement is executed between the State of Alaska, Department of Administration (Hereinafter called the "State"), and the City of Wasilla (Hereinafter called the "Grantee");

WITNESSETH that:

Whereas, the Grantee is willing to undertake the performance of this grant under the terms of this agreement;

Whereas, the Grantee has the authority under the State law or local charter to provide the services for which funds were appropriated;

Whereas, the State has the authority to enter into this agreement by AS 37.05.315;

Whereas, unexpended funding for this grant lapses on the five year anniversary date of July 1, 1996 if the project is not substantially underway or upon completion of the project if work is completed prior to the five year anniversary date or if substantial, ongoing work stops after the five year date is reached;

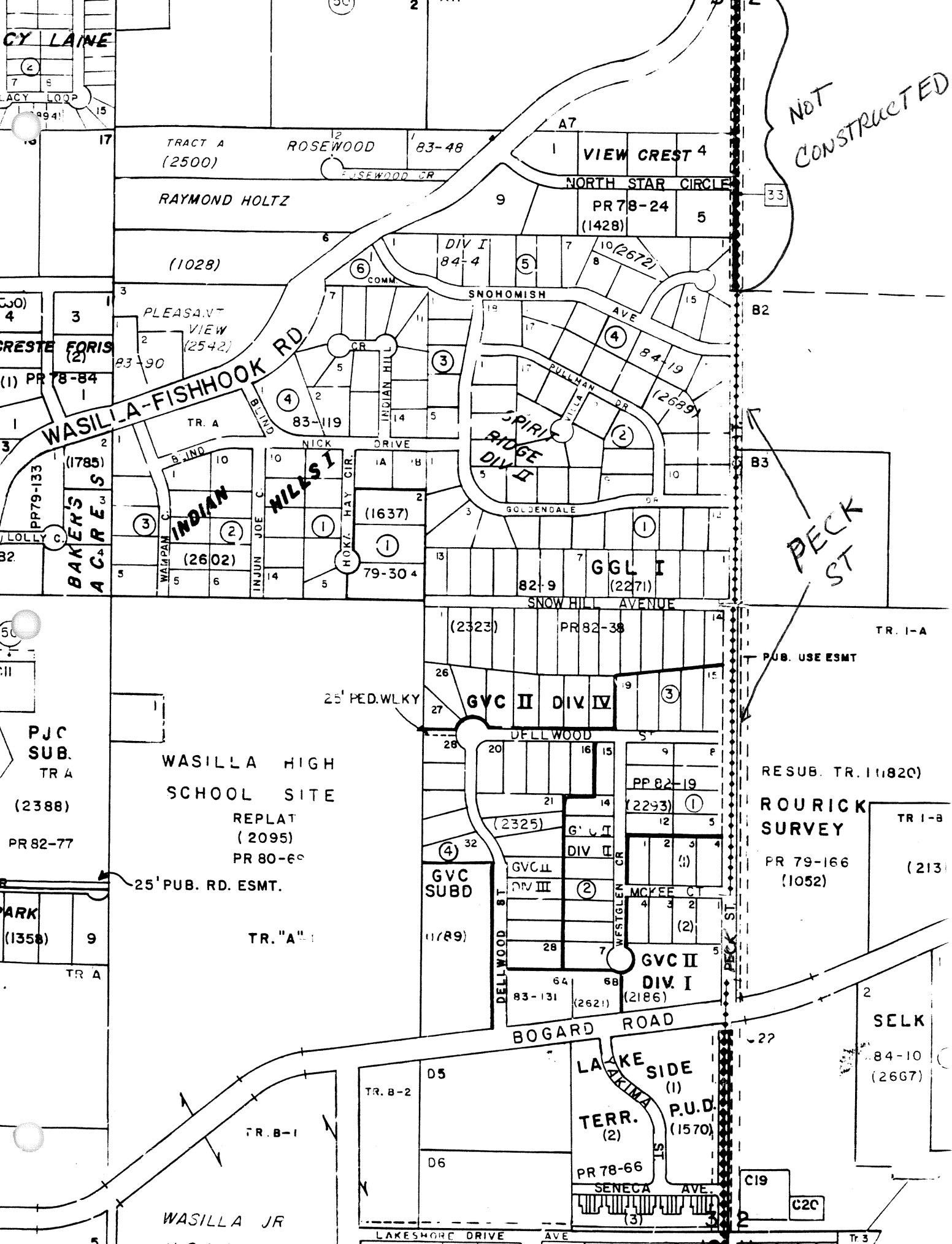
Whereas, the grant number is; 8/92-050

Whereas, the grant amount is; \$48,000.00

Whereas, the grant purpose is; Peck Street and Subdivision Feeder Roads Paving

Whereas, the Grantee intends to use these funds as explained below;

These funds are to be applied toward improvement to subdivision feeder/collector roads.



NOT CONSTRUCTED

PECK ST

CY LAINE

TRACT A ROSEWOOD 83-48

VIEW CREST 4

RAYMOND HOLTZ

NORTH STAR CIRCLE

PR 78-24 (1428)

(1028)

DIV I 84-4

(2672)

CRESTE FORIS (2)

PLEASANT VIEW (2542)

SNOHOMISH AVE

WASILLA-FISHHOOK RD

SPIRIT RIDGE DIV II

BAKER'S ACRES (1785)

INDIAN HILLS 1 (2602)

GGL I (2271)

PJC SUB. TR A (2388)

WASILLA HIGH SCHOOL SITE

GVC II DIV IV

REPLAT (2095) PR 80-60

GVC SUBD (1789)

RESUB. TR. I (1820)

ROURICK SURVEY

PR 79-166 (1052)

25' PUB. RD. ESMT.

TR. "A"

GVC II DIV I (2186)

SELK 84-10 (2667)

PARK (1350)

LAKE SIDE TERR. (2) P.U.D. (1570)

WASILLA JR

PR 78-66

LAKE SHORE DRIVE AVE

SENECA AVE.

C19

C20

Tr 3