



North Lakes Community Council

3060 Lazy Eight Ct #2 PMB 449
Wasilla, AK 99654

November 30, 2025

Kelsey Means, HDL Alaska (via email)

Re: Draft Engstrom Road to Trunk Road Corridor Route Selection Report

Thank you for the opportunity to review the subject report. We appreciate the public outreach. The North Lakes Community Council (NLCC) submits the following comments and we look forward to further discussion with your team and with the Borough Public Works and Planning folks as they prepare a recommendation to the Borough Assembly for a final decision on the route selection.

To cut to the chase, the NLCC still strongly believes that the “Southern Route” offers the best value (cost, schedule, quality) road and traffic safety infrastructure solution to Borough residents and taxpayers.

The Southern Route is the most cost effective by far and could be implemented in a much shorter time frame than any of the Northern Route options. Implementation of the Southern Route connection will significantly improve the traffic congestion problems in the Fishhook Triangle, particularly in combination with these other Borough and DOT projects already underway:

- North Engstrom to Tex Al Connection project (MSB)
- Tex Al to Tex Al Extension project (MSB)
- Bogard / Engstrom / Green Forest Roundabout project (DOT).

The Southern Route connector would also offer significant traffic safety improvements along the most heavily trafficked section of Bogard Road between Engstrom and Trunk. The Southern Route connector would replace Bogard Road as the primary access point for trucking associated with the large Central Gravel Products operation in this area.

The State DOT and the Mat-Su Borough, with significant input from the community, invested heavily to study the dangerous Bogard - Seldon Corridor and recently adopted a Corridor Access Management Plan (CAMP) outlining many principles and strategies to improve traffic safety. A Southern Route connector would be entirely consistent with the vision described in the approved CAMP.

We believe that the HDL Route Selection work must move forward quickly to finalize the analysis and provide Borough decision makers the information they need to make a timely “best value” decision. Such a decision weighs cost, schedule, and quality. We offer the following recommendations in each category as you finalize your analysis:

1. Cost Analysis: More accurately describe and characterize cost comparisons between the options. Consider these facts:
 - a. The Southern Route is less than ½ the overall length of the northern route.
 - b. The Kircher family has indicated a willingness to sell necessary ROW.
 - c. The Central Gravel Products property owner has offered to sell ROW from his property to the MSB and to have the ROW totally on his side of his northern property boundary, thereby eliminating the need for any ROW purchase from the Havemeister family.
 - d. The Central Gravel Products property owner has offered to construct the new road bed from Engstrom to Trunk, less the work associated with the final D1, paving, and any bridge construction.
 - e. The Lohmann-Olson family (property owner significantly impacted by the Northern Route options) has clearly indicated to the Borough that they have no interest in selling ROW across their undeveloped property.
 - f. There are other property owners who strongly object to ROW across their properties being used for residential and agricultural / livestock grazing along the Northern Route.
 - g. The environmental characteristics and challenging topography of the Northern Route options will significantly drive up construction costs as compared to the Southern Route conditions.
 - h. With multiple stream crossings and fish habitat along the Northern Route, the cost of environmental mitigation measures should be described.
2. Schedule Analysis: More accurately describe the timelines associated with a Southern Route versus Northern Route decision. The community deserves the safety improvements this project delivers in the most timely manner possible. The final Route Selection Report should outline schedule comparisons considering the following:
 - a. The engineering for the Southern Route will be significantly less involved than the engineering for any of the Northern Route options. Explain this difference in the report.
 - b. As described above, the complexity of ROW acquisition for any Northern Route option will drive significant schedule impacts when compared to the Southern Route option. The report should describe and quantify this schedule impact.
 - c. The construction phase of the project will be significantly shorter for the Southern Route option. In large part this is because of the willingness of the Central Gravel Products owner to construct the road base. The construction of the Southern Route can be accomplished in a single season. Given the nature of the environment and topography, the Northern Route options would likely take over two seasons.

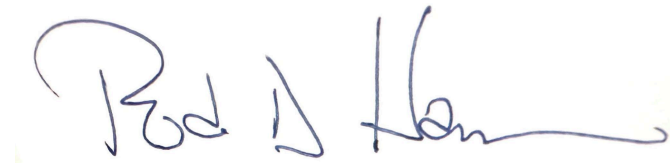
3. Quality Analysis: In this context, a “quality” decision must consider the degree to which a route option meets the desired outcomes and actually solves traffic congestion problems now, and into the future. The final Route Selection Report should offer comparisons that consider the following:
- a. Traffic Analysis, Modeling, & Engineering - there are excellent tools available for predicting traffic levels and driver behaviors, but it is still a “prediction” and not an exact science. While it may seem logical that selecting one of the Northern Routes would offer better traffic flows, we believe it would be wise to construct the Southern Route, and the other projects described above, and then step back and evaluate whether and when a future Northern Route connector is warranted after traffic flows and driver behaviors can be observed.
 - b. Only the Southern Route directly addresses Bogard Corridor risk mitigation with a serious reduction in gravel truck traffic. Removing gravel truck traffic from the most congested section of Bogard Road and moving it to a new Southern Route Connector (designed with left turn lanes for Central Gravel Products access), is a significant reduction in risks to the community.
 - c. Future development / tax revenue benefits: a decision to construct the Southern Route alternative results in excellent transportation infrastructure in an area that will very likely see growth in commercial property and residential property development. We would expect the demand for commercial property and/or multi-family residential property in the vicinity of the Bogard / Trunk roundabout will grow much more quickly than on any of the Northern Route options as those properties support agricultural production and owners have expressed significant opposition to further development.

The NLCC is aware of mixed public input on route selection. We acknowledge there are some residents along Engstrom Road who favor a North Route Connection. Our organization and membership have been studying this project for some time and our broader community based recommendations have been vetted with our membership more than once. We believe that public support will swing significantly away from any Northern Route alternative once the project schedule is more fully communicated and once the impact to the taxpayers due to project costs are more transparent. Approval of this letter at our November, 2025 NLCC Meeting was by a 91% vote.

Thank you again for the opportunity to provide suggestions. By addressing these issues more thoroughly in the final report, we believe the decision makers will have the information they need. We hope you find the NLCC input helpful.

Please feel free to reach out to us if you have any questions.

Regards,

A handwritten signature in blue ink, appearing to read "Rod D. Hanson". The signature is fluid and cursive, with the first name "Rod" being the most prominent.

Rod D. Hanson
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cc via email: Tom Adams, MSB Public Works
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