

Mat-Su: Trunk Road**FY2005 Request: \$2,500,000****Reference No: AMD 39371****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Mat-Su Areawide**Contact:** John MacKinnon**House District:** Matsu Areawide (HD 13-16)**Contact Phone:** (907)465-6973**Estimated Project Dates:** 07/01/2004 - 06/30/2009**Appropriation:** Surface Transportation Program**Brief Summary and Statement of Need:**

Reconstruct Trunk Road between the Parks Highway and Palmer Fishhook Road to include realignment, widening, paved shoulders, standardized roadway geometrics, separated pedestrian and bicycle pathway for a portion of the project, upgraded drainage, and signalization and illumination at major intersections.

Funding:	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	Total
Fed Rcpts	\$2,500,000						\$2,500,000
Total:	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
9% = Minimum State Match % Required		<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

None.

Project Description/Justification:

The existing Trunk Road, a paved road with two 12 foot lanes with a posted speed of 45 mph, provides local and commuter access between the towns of Palmer and Wasilla. Congestion during peak commuting hours is a demonstration of the road's importance to area travelers. Both the Matanuska-Susitna Borough 2015 Transportation Plan and the "Core Area Comprehensive Plan" recommend that Trunk Road be designed as an "arterial." The purpose of the project is to enhance the safety of motorists, bicyclists, pedestrians, and other road users. There are currently many low-speed curves throughout its length and no shoulders or accomodation for pedestrians. The reconstruction of Trunk Road would upgrade it to current standards and increase its capacity for the 20 year design life.