

Mat-Su: Wasilla Fishhook Rehabilitation**FY2006 Request: \$10,500,000****Reference No: 36131****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:** 07/01/2005 - 06/30/2010**Appropriation:** Surface Transportation Program**Brief Summary and Statement of Need:**

Rehabilitate and resurface Wasilla Fishhook Road beginning on Knik Goose Bay at Glennwood Avenue (south of the Parks Highway), continuing north along Main Street and Wasilla Fishhook Road to Schrock Road (3.7 miles). This project will include selective widening, realignment, curb, gutter, drainage improvements and pedestrian facilities. It will be developed in two phases: Bogard to Schrock, and Glennwood to Bogard. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Fed Rcpts	\$10,500,000						\$10,500,000
Total:	\$10,500,000	\$0	\$0	\$0	\$0	\$0	\$10,500,000

<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 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:

FY2004 - \$2,000,000; FY2003 - \$7,650,000.

Project Description/Justification:

Current conditions of this road include an alignment with many S-curves, traffic lanes with minimal shoulders, the lack of turn lanes, and steep shoulders. These conditions cause a decrease in traffic flow, reduced capacity, poor site distance, and limited recovery time should a vehicle stray to the right of the traffic lane. The urban portion of the project lacks shoulders, curbs, and proper drainage leading to poor separation between pedestrians and vehicles as well as early pavement failure, icing and the frequent need for maintenance year round. From 1980 through 1990, 268 reported accidents including four fatalities, occurred between Glennwood Avenue and Schrock Road. The number of vehicles per traffic accident has increased, indicating growing congestion and a need to upgrade the roadway.