

# ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

**Transportation Infrastructure Program**

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# PROJECT DESCRIPTION & BACKGROUND

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## Description

*The project aims to reduce congestion on Engstrom Road by providing an alternate route to Trunk Road, increasing roadway capacity in the Fishhook area and easing traffic at the Engstrom–Bogard intersection.*

## History

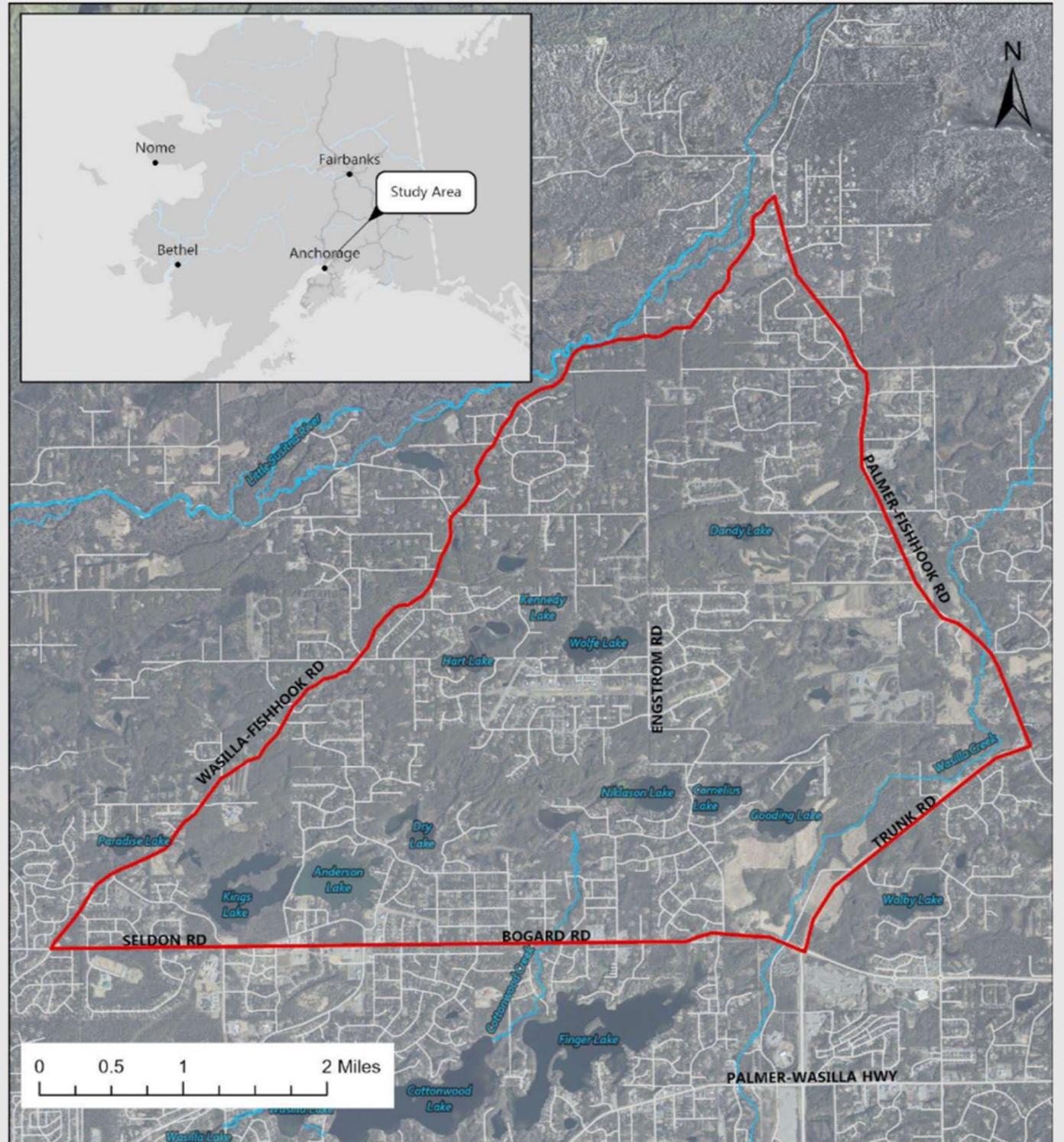
- *Identified in the Official Streets and Highways Plan*
- *Included in the Long-Range Transportation Plan 2035*
- *Part of the Transportation Infrastructure Program 2021 (TIP21)*
- *Reconnaissance Engineering Report completed in 2023*
- *Route Selection Report draft completed in 2025*

# PROJECT LOCATION

The Fishhook Triangle Area

## Why This Matters

- Rapid residential growth increasing traffic demand
- The existing roadway network lacks east-west connectivity
- The project supports long range transportation planning



# PURPOSE AND NEED

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## Purpose

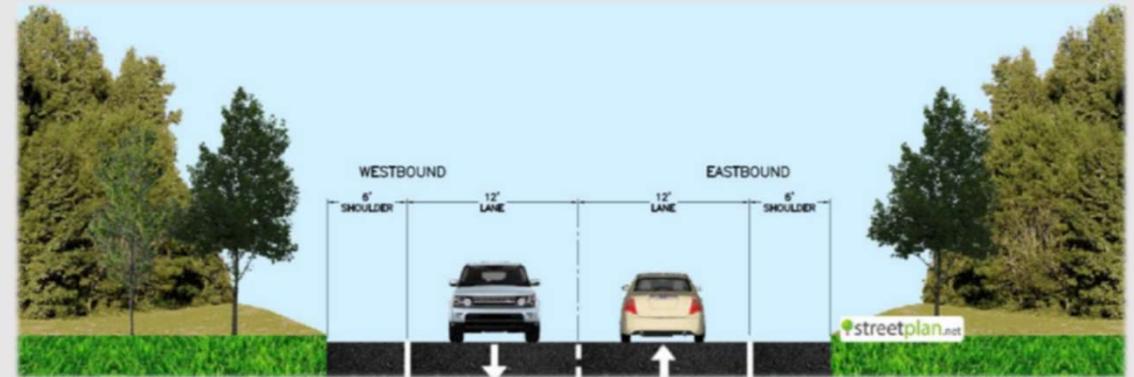
- Provide congestion relief
- Improve safety and emergency response
- Support future development
- Create alternative travel routes

## Need

- No direct connection between Engstrom Road and Trunk Road.
- Increasing traffic delays expected with future growth.
- High congestion and crash concerns at Engstrom/Bogard intersection.

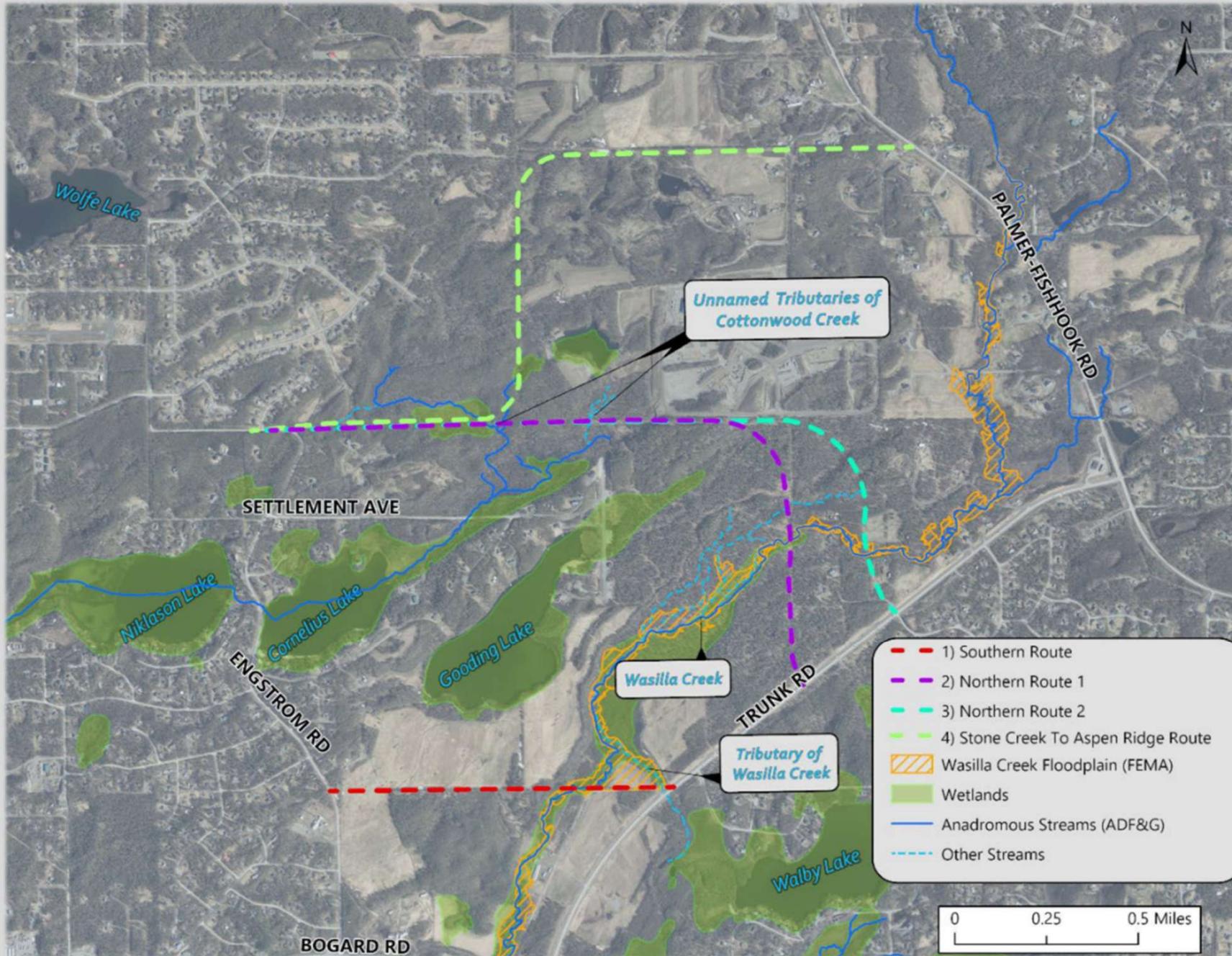
# PROPOSED IMPROVEMENTS

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## The project may include:

- Construction of a new major collector roadway
- Drainage improvements and creek crossings
- Right-of-way acquisition
- Utility work
- Lighting and signage
- Potential multi-use pathway



# ROUTES

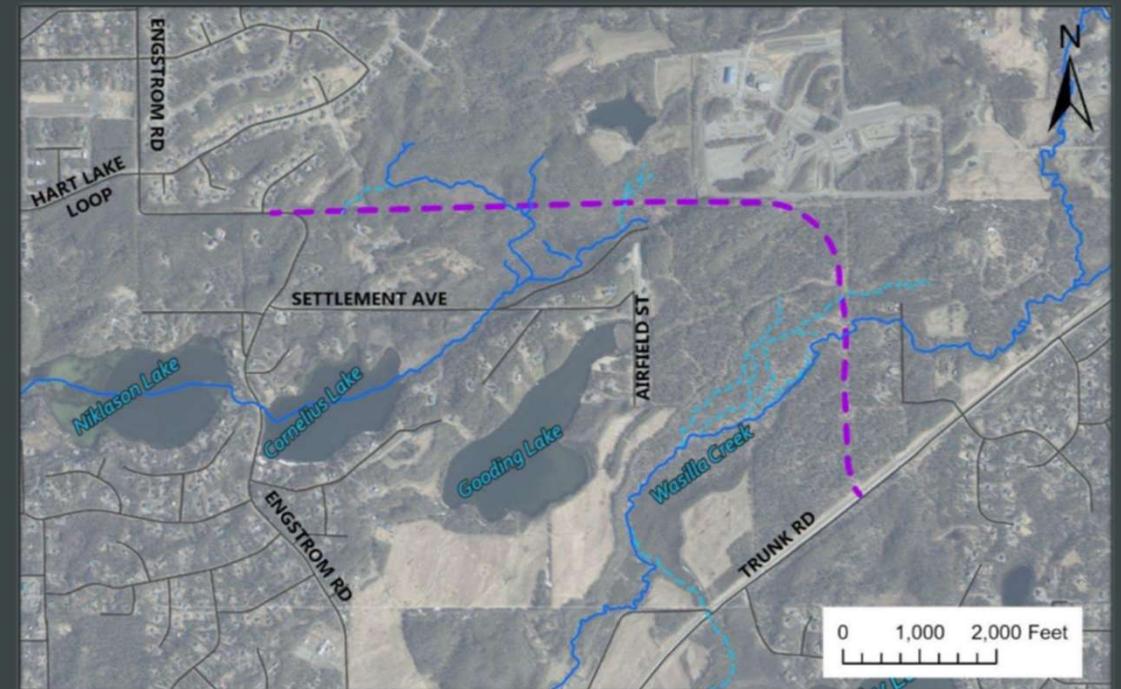
# SOUTHERN ROUTE

- Less than 1 mile long
- Uses existing approach at Trunk Road
- Anadromous stream crossing of Wasilla Creek
- Less than 0.5-mile separation from Bogard Road
- Up to 7 parcels impacted
- Aligns with road network spacing for a minor collector corridor
- Estimate Rough Order of Magnitude Cost \$10,000,000



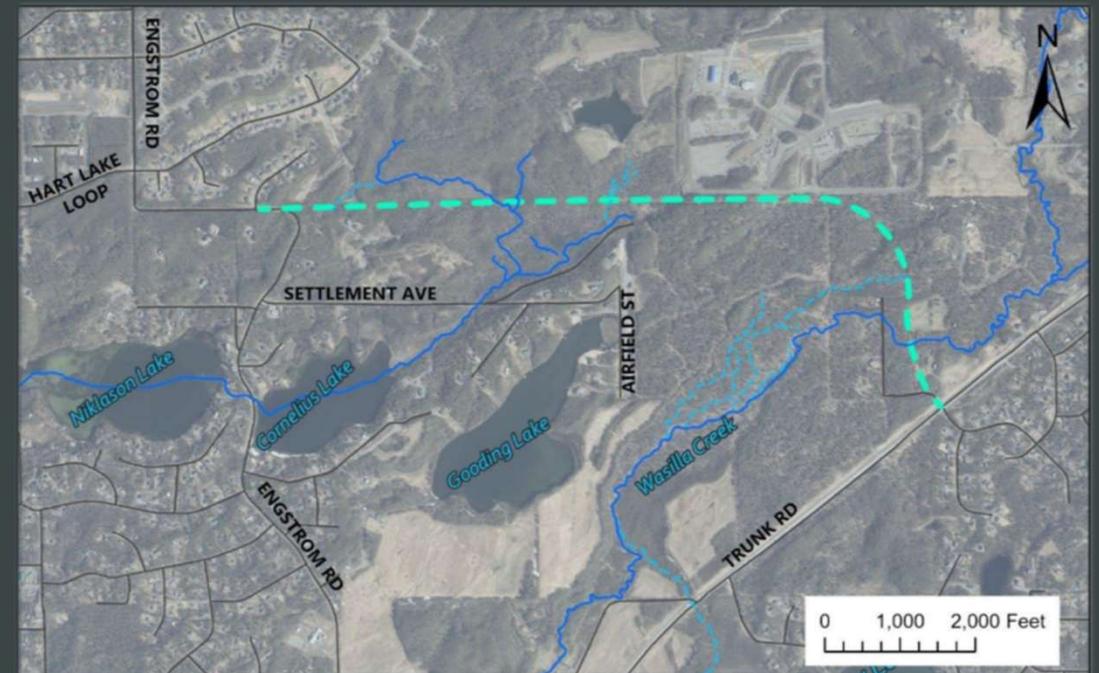
# NORTHERN ROUTE 1

- Approximately 2 miles long
- Proposed intersection aligns with future collector road
- Anadromous stream crossing of Wasilla & Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road
- Up to 12 parcels impacted
- Aligns with road network spacing for a major collector corridor
- Reduces traffic volume increase from future developments
- Estimate Rough Order of Magnitude Cost \$20,000,000



# NORTHERN ROUTE 2

- Approximately 2 miles long
- Proposed intersection with Trunk is an existing 4-way
- Anadromous stream crossing of Wasilla & Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road
- Up to 17 parcels impacted
- Aligns with road network spacing for a major collector corridor
- Reduces traffic volume increase from future developments
- Estimate Rough Order of Magnitude Cost \$20,000,000



# STONE CREEK TO ASPEN RIDGE ROUTE

- Approximately 2.5 miles long
- Proposed connection with Palmer-Fishhook Road
- Anadromous stream crossing Cottonwood Creek tributaries
- Greater than 1.5-mile separation from Bogard Road
- Up to 19 parcels impacted
- Aligns with road network spacing for a minor collector corridor
- Reduces traffic volume increase from future developments



# NO-BUILD ALTERNATIVE

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- Maintains Current Roadway System
- No improvements
- Serves as baseline comparison

# EVALUATION CRITERIA

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## **Connectivity & Access**

- Ability to improve network circulation.
- Access to neighborhoods and development areas.
- Emergency response reliability.

## **Mobility & Use**

- Congestion relief potential.
- Future traffic capacity.
- Intersection performance and level of service.

## **Environmental**

- Wetland and waterway impacts.
- Wildlife and natural resource protection.
- Historical resources.

## **Engineering & Constructability**

- Terrain and grading challenges.
- Cost and construction feasibility.

# PUBLIC & STAKEHOLDER INPUT

## Public Engagement Included

- Project Website
- Public open house
  - 114 members of the public signed in
- Mat-Su Transportation Fair
- Community Survey
- Stakeholder Coordination
- Community Council meetings
- Transportation Advisory Board (TAB)

## Key Themes Identified

- Strong support for improved connectivity.
- Desire for safer intersections and reduced congestion.
- Interest in pedestrian and bike accommodations.
- Concerns regarding environmental impacts and neighborhood compatibility.

# RECOMMENDED ROUTE

Northern Route identified as the preferred alternative.

## Key Benefits

- Creates secondary Major Collector access to Trunk Road
- Reduces congestion at Engstrom/Bogard intersection
- Supports planned residential growth
- Improved emergency response and redundancy during closures

Criteria	No Build	South	North 1	North 2	SC to AR
<b>Transportation Planning Goals and Objectives</b>					
Does the route meet the purpose and need of the project? (Yes/No)	Red	Yellow	Green	Green	Yellow
Is the route consistent with adopted plans and policies (OSH & LRTP)? (Yes/No)	Red	Green	Green	Green	Green
<b>Connectivity and Access</b>					
Does the route increase network resilience by providing alternate access?	Red	Yellow	Green	Green	Green
Does the route integrate with surrounding streets?	Red	Green	Green	Green	Green
Does the route meet major collector roadway spacing recommendations?	Red	Yellow	Green	Green	Yellow
<b>Mobility and Safety</b>					
Will the route improve LOS at Engstrom-Bogard?	Red	Green	Green	Green	Yellow
Will the route be utilized by traffic in the area?	Red	Yellow	Green	Green	Red
<b>Environmental</b>					
Will the route minimize or mitigate impacts on historic resources?	Green	Yellow	Red	Red	Red
Degree of wetland impacts	Green	Yellow	Red	Red	Red
Degree of floodplain impacts	Green	Red	Yellow	Yellow	Green
Fish Habitat & stream crossings	Green	Yellow	Red	Red	Yellow
<b>Engineering/Constructability</b>					
What is the Structure/Bridge requirements?	Green	Red	Yellow	Yellow	Yellow
What is the overall route cost?	-	-	-	-	-
Construction	Green	Yellow	Red	Red	Red
Maintenance	Red	Green	Yellow	Yellow	Red
ROW	Green	Yellow	Yellow	Yellow	Red
<b>Other Considerations</b>					
Utilities	Green	Yellow	Yellow	Yellow	Red
<b>Color Rankings: Red=poor, Yellow=fair, Green=good</b>					

- Finalize the Route Selection Report
- Authorize progression into design and environmental phases as funding allows.

# NEXT STEPS

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THANK  
YOU

[engstromtrunkcorridor.com](http://engstromtrunkcorridor.com)

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