

ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

Transportation Infrastructure Program

PROJECT DESCRIPTION & BACKGROUND

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

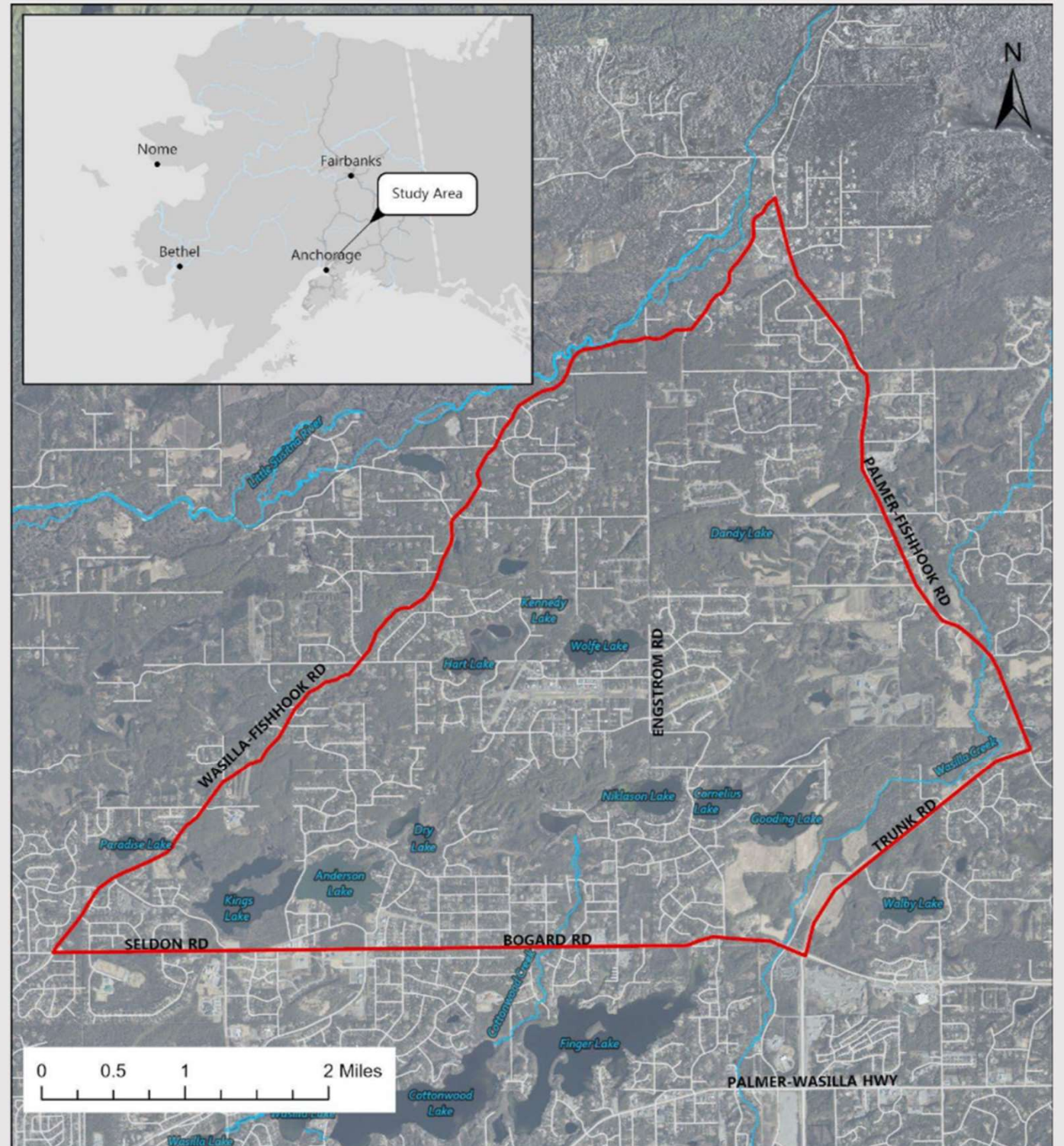
- *Identified in the Official Streets and Highways Plan*
- *Included in the Long-Range Transportation Plan 2035*
- *Part of the Transportation Infrastructure Program 2021 (TIP21)*
- *Reconnaissance Engineering Report completed in 2023*
- *Route Selection Report draft completed in 2025*

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

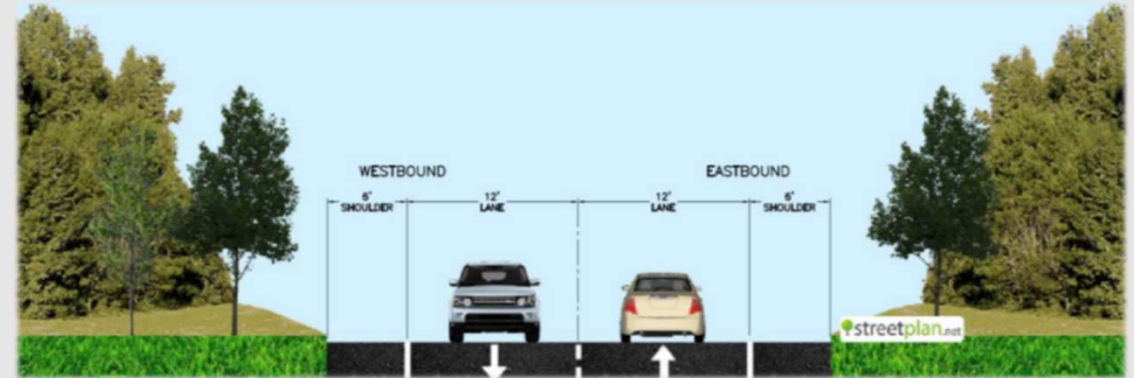
Purpose

- 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.

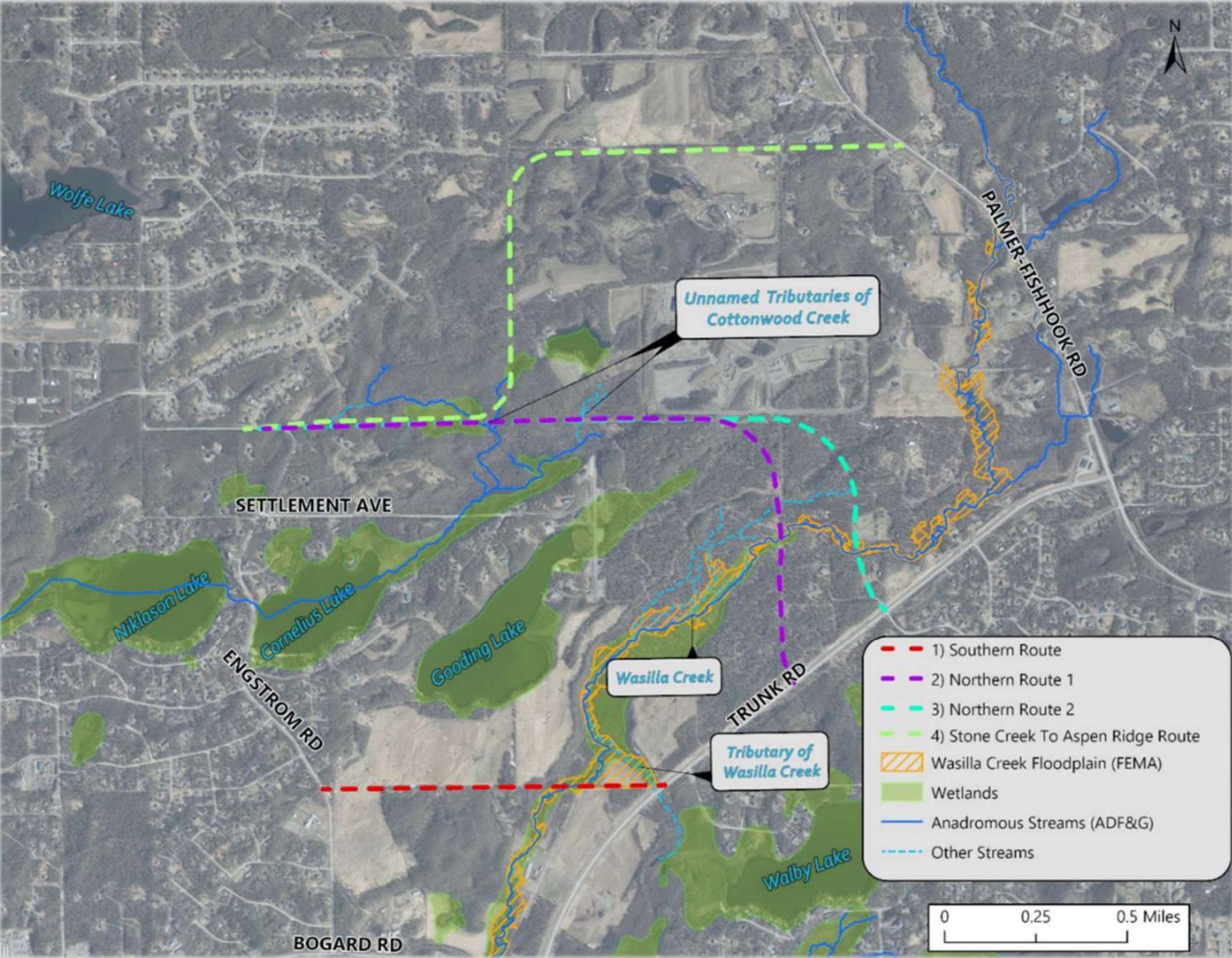
PROPOSED IMPROVEMENTS



The project may include:

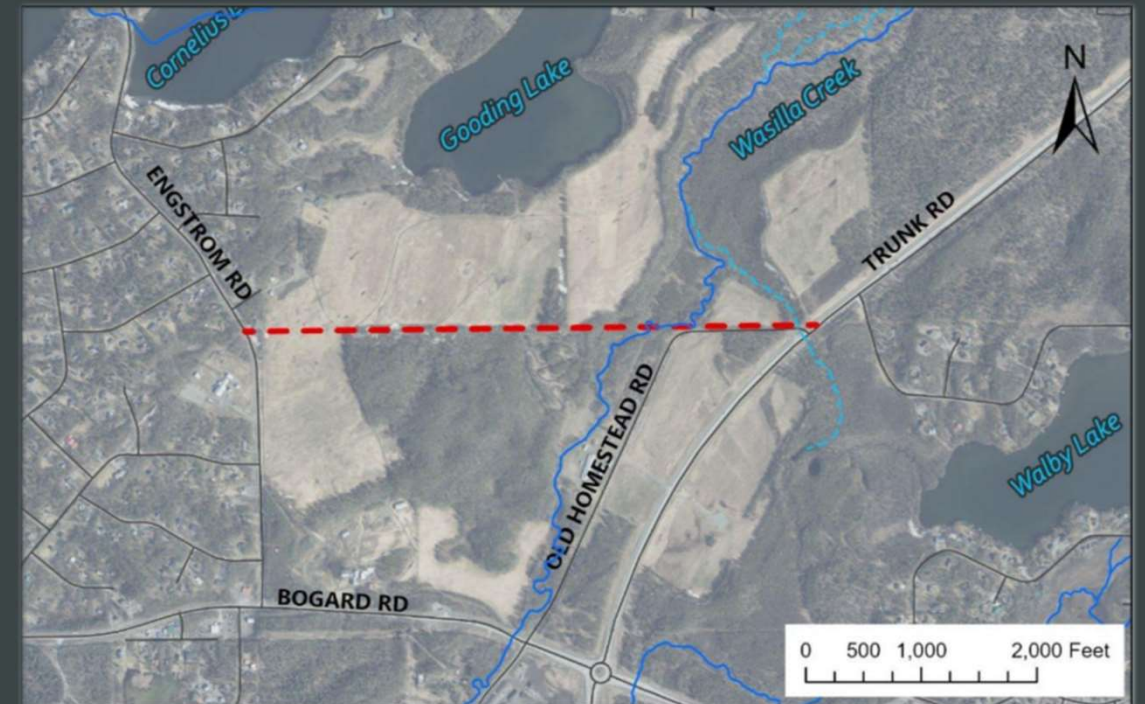
- Construction of a new major collector roadway
- Drainage improvements and creek crossings
- Right-of-way acquisition
- Utility work
- Lighting and signage
- Potential multi-use pathway

ROUTES



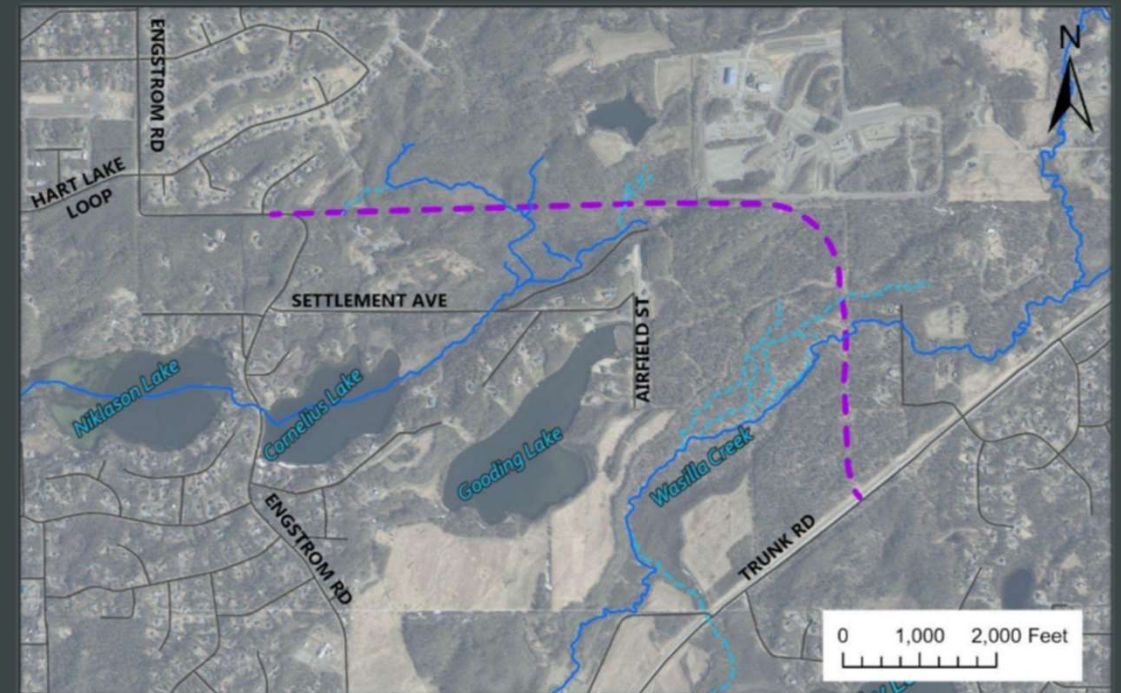
SOUTHERN ROUTE

- 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



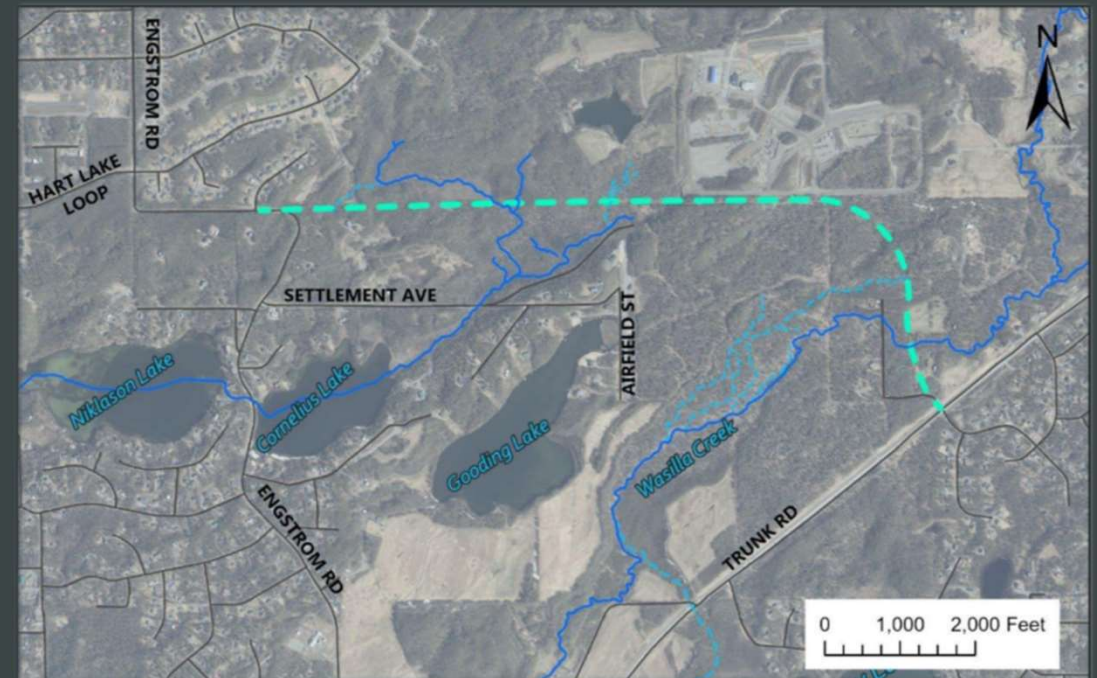
NORTHERN ROUTE 1

- 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

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

EVALUATION CRITERIA

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

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

NEXT STEPS

THANK
YOU

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