

Subject	Mat-Su/DOT&PF/KABATA Meeting	Sheet	1	of	2
Project Number	Knik Arm Bridge				
Meeting Date	June 21, 2005	Meeting Location	Assembly Room Mat-Su Borough Office, Palmer		
Notes by	Henry Springer	Office	Palmer		
Attendees:	See List Below				
Topics Discussed	Termini Mat-Su Side, Transportation Infrastructure				

Attendees:

<i>First</i>	<i>Last Name</i>	<i>Organization</i>
John	Duffy	Matanuska-Susitna Borough (MSB) Manager
Murph	O'Brien	Matanuska-Susitna Borough (MSB) Planning Director
Gordon	Keith	Central Region DOT&PF Regional Director
John	Tolley	Central Region DOT&PF Director of Planning
Henry	Springer	KABATA Executive Director
Darryl	Jordan	KABATA Deputy Executive Director

The purpose of the meeting was to discuss termini of the KABATA project, impact of connection with existing transportation infrastructure, authority and obligation of future traffic projections and capital improvement projects, timing, roles of organizations represented here.

John Duffy expressed concern about the capability of the existing road network, primarily Goose Bay Road and McKenzie Road to carry the projected traffic as a result of the bridge and increased settlement patterns. The Mat-Su Borough has limited funding level and this project would shift burden forward to Wasilla/McKenzie side of the Borough. Also Burma Road is presently an unimproved gravel road with very minimal capacity.

KABATA argued that the project obligations end at a point where a public system is able to accommodate traffic generated by the project.

Gordon Keith acknowledged that DOT&PF has regional transportation oversight, especially for projects and road of statewide significance. Ultimately this route will be part of the NHS system.

A length discussion about future plans and impacts evolved. It was agreed that practically two plans had to be addressed: The situation at 2010 and then to 2030. The following was agreed on:

- 1) Termini: For this project: intersection of paved portion of McKenzie Road (E-W part) with gravel portion of McKenzie Road (N-S portion) (T).

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- 2) DOT&PF would coordinate upgrade programming of Burma Road with Borough and include in stipulation.
- 3) DOT&PF would propose upgrade of Goose Bay Road when traffic projection demand such, in coordination with Borough.
- 4) KABATA would pave gravel portion and change geometrics and standards to 55mph. Speed. Borough would participate with allocated 6(4) Million Dollars.

Henry Springer
