



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99654-7091
PHONE: (907) 373-9050
FAX: (907) 373-0788

COUNCIL MEMORANDUM NO. 92-19

FROM: Mayor Stein

DATE: February 5, 1992

RE: Environmental Assessment
Knik-Main Street-Fishhook Federal Highway Project

You have been provided a copy of the environmental assessment document produced by the State DOT/PF. The administration intends to write a letter strongly supporting Alternative A and to sign a revised Memo of Agreement regarding the Dorothy Page Museum that has been approved by the Wasilla-Knik-Willow Creek Historical Society (copy attached).

An afternoon walk-in workshop is scheduled for Tuesday, March 3 from 3:00 p.m. to 7:30 p.m. at Wasilla City Hall.

Public comments on the assessment document will be received until 4:00 p.m., March 17, 1992.

the administration requests your support of the proposed project and endorsement of Alternative A.

John C. Stein, Mayor

Attachment: Revised Memo of Agreement
Public Notice (Newspaper)

cc: Marcy Martin, MSB Planning Department

*approved with concerns
of concrete medians on
Knik Road 2/10/92*

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration, U.S. Department of Transportation, proposes to approve funding for the reconstruction of the Wasilla-Fishhook Road from Glenwood Drive to Schrock Road, Wasilla, Alaska [Federal Project No. RS-0525(9)]; and,

WHEREAS, it has been determined that this undertaking as proposed will have an adverse effect upon the Wasilla Community Hall/Museum (ANC-135), included in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320), the Federal Highway Administration, U.S. Department of Transportation, has requested the comments of the State Historic Preservation Officer; and,

WHEREAS, pursuant to the Procedures of the Advisory Council on Historic Preservation (36 CFR Part 800), representatives of the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, Alaska Department of Transportation and Public Facilities, and the Federal Highway Administration have consulted and reviewed the undertaking to consider measures to satisfactorily mitigate the adverse effects; and,

WHEREAS, the Matanuska-Susitna Borough, City of Wasilla, and Wasilla-Knik-Willow Creek Historical Society were invited and participated in the consultation process; now,

THEREFORE:

It is mutually agreed that implementation of the undertaking, in accordance with the following stipulations, will satisfactorily mitigate any adverse effects on the above-mentioned property.

Stipulations

The Federal Highway Administration will ensure that the following measures will be carried out;

1. The project will mitigate the impacts to the museum by: 1) constructing an approximately 2.5 foot high x 62 foot long retaining wall adjacent to the curb and gutter, 2) placing an approximately 42 inch high x 60 foot long railing on top of the retaining wall, 3) providing an approximately 5 foot wide x 75 foot long pathway between the railing and the museum's porch, and 4) providing handicap access to the porch (Figure 4).

The retaining wall will be faced with local stone. The pathway will be decorative aggregate or a pattern acceptable to all consulting parties. The railing will be constructed of smooth finished wood suitable for holding.

2. A minimum 16 inch layer of topsoil will be placed in the 3 foot area between the pathway and the museum porch. Shrub plantings will be provided to the Wasilla-Knik-Willow Creek Historical Society for placement in the 3 foot area.
3. Two signs will be placed at the museums property edge requesting bicyclists walk their bicycles on the pathway in front of the museum.

4. Overhead street lights will be spaced so that no light standard will be placed between the museum lot and the new roadway.
5. The roadway surface between curbs will be no greater than 64 feet in width to maximize the space available for landscaping in front of the museum.
6. The existing Page Museum Visitors Center sign will be relocated to a position acceptable to all consulting parties.
7. The existing museum's flagpole will be removed and reinstalled within the Historical Park and a new flagpole installed on a cement pad of suitable size and at a location acceptable to all consulting parties.

Execution of this Memorandum of Agreement by the Federal Highway Administration and the Alaska State Historic Preservation Officer, its subsequent acceptance by the Advisory Council, and implementation of its terms, evidences that the Federal Highway Administration has afforded the Advisory Council on Historic Preservation the opportunity to comment on the proposed improvements to the Wasilla-Fishhook Road, Glenwood Drive to Schrock Road, Wasilla, Alaska, and its effect on the Wasilla Museum (ANC-135) and that the Federal Highway Administration has taken into account the effects of the project upon historic properties.

Federal Highway Administration

By: _____ Date: _____
 (name and title)

Alaska State Historic Preservation Officer

By: _____ Date: _____
 (name and title)

Accepted for the Advisory Council on Historic Preservation

By: _____ Date: _____
 (name and title)

Concur

City of Wasilla

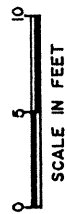
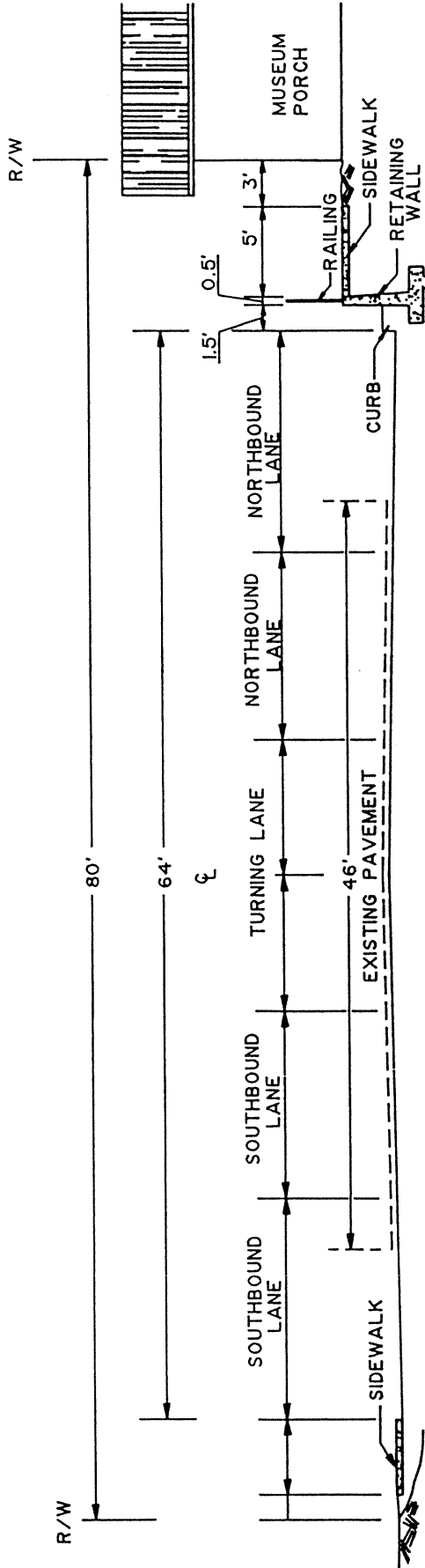
By: _____ Date: _____
 (name and title)

Matanuska-Susitna Borough

By: _____ Date: _____
 (name and title)

Wasilla-Knik-Willow Creek Historical Society

By: _____ Date: _____
 (name and title)



WASILLA-FISHHOOK ROAD
Glenwood Drive to Shrock Road

ROADWAY CORRIDOR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
NOTICE OF PUBLIC HEARING
WASILLA-FISHHOOK ROAD, GLENWOOD DRIVE
TO SCHROCK ROAD
Project No. RS-0525(9)/53150

The Alaska Department of Transportation and Public Facilities will conduct a location and design public hearing for the proposed reconstruction of the Wasilla-Fishhook Road from Glenwood Drive to Schrock Road on March 3, 1992, at the Wasilla City Hall, 290 Herning Avenue in Wasilla. This hearing will follow an open house format. ADOT&PF staff will be available from 3:00 p.m. to 7:30 p.m. to present the project to the public and to take public testimony.

The project proposes to upgrade approximately four miles of roadway. A multilane facility is proposed from the beginning of the project (Glenwood Drive) to the Iditarod Elementary School. From the school to the end of the project (Schrock Road) the existing two-lane road would be upgraded by the addition of shoulders and improved geometrics. Two build alternatives were evaluated. Alternative B would duplicate Alternative A except for the approximately one-half mile section between Aspen Lane and Rosewood Drive. Alternative B would construct a new alignment northwest of the existing alignment. Comments received will be utilized in the Department's final determination and selection of an alternative.

Copies of the Environmental Assessment/Draft Section 4 (f) Evaluation are available for public inspection at the City of Palmer and the City of Wasilla Libraries or may be requested from Susan Wick, Environmental Team Leader at 266-1507.

Persons wishing to submit written statements for the record may deliver them to the hearing or mail them to the following address. Comments must be received by 4:00 p.m. March 17, 1992.

Hank Wilson, P.E.
Alaska Department of Transportation & Public Facilities
Preliminary Design & Environmental
P.O. Box 196900
Anchorage, AK 99519-6900

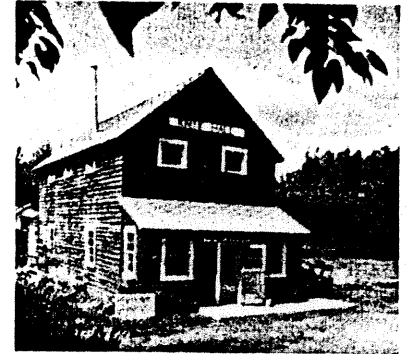
Publish: January 31 & February 4 & 26, 1992

Wasilla-Knik-Willow Creek

Historical Society

323 Main Street
Wasilla, Alaska 99687
376-2005

Preserving Yesterday's
Culture for Tomorrow



2/5/92

Ms Susan Wick, Environmental Analyst
State of Alaska
Department of Transportation
Division of Design & Construction
P.O. Box 196900
Anchorage, Alaska 99519-6900

Dear Susan,

I very much appreciate your Departments response to the memo I wrote to Mayor John Stein on 1/27/92 regarding both the Historical Societys concerns and requests regarding the proposed "Memorandum of Agreement for mitigation of adverse effects on Wasilla Community Hall/Museum (ANC-135)". To receive a largely favorable response by the 30th was very gratifying and surprising at the same time. However, as you well know by now I feel I missed a major point of concern in my memo to Mayor Stein.

When the amended "Memorandum" was received I reviewed it with my assistant who pointed out that the length of the handicapped access ramp, as projected on the Northwest side, appeared to close off the major access point to the Museum and Historical Parks only formal parking area. I freely admit my error in that the ramp extension represents a major program impact that I should have seen and reflected in my memo to Mayor Stein on the 27th. However, what I did or did not see at that point is not the issue. The issue here is for us to obtain a document that reflects true "mitigation of adverse effects" on this Historical Societys operation.

As you know I have spoken with both Mayor John Stein and his Deputy Administrator Bob Harris about how to deal with the problem. At the time the consensus was that the ramp could be curved 90 degrees to the west, with no change in gradient, in order to maintain handicapped access and to guarantee parking for all museum visitors. Bob Harris also pointed out that steps could be placed at the bend in the ramp to allow for

sidewalk continuity along the original alignment.

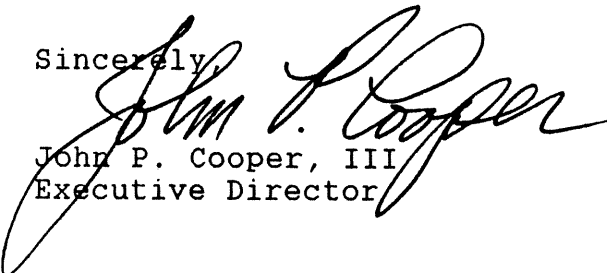
That is what we propose should be done and consultation with my Historical Society President and other Board Members clearly indicates they need this additional point reflected in any "Memorandum of Agreement for mitigation of adverse effects on Wasilla Community Hall/Museum (ANC-135)" that they sign. With the "Memorandum" as a primary contract our feeling is that "subsidiary notification" in the "record" could over time be lost or ignored. This "Memorandum" will always be the main point of reference as this project proceeds.

Among the points we covered in our conversation this morning you mentioned that the State was responsible for providing alternative parking should existing access be compromised. In talking with my staff I have since learned that at least one other D.O.T. official has stated that it is D.O.T.'s function to see the road improvements get built and that parking issues are the problem of the property owners. Obviously this causes uncertainty as to whom to believe and makes the issue of a fair and comprehensive "Memorandum" much more important.

It will be good if the meeting to review this issue with your superior can be arranged before your vacation and that we can resolve this matter before you go. Hopefully, as I understood you, this one small request won't "delay the project for a few years" or require an extensive "redesign".

Thank you very much for your time and attention. I look forward to hearing from you.

Sincerely,



John P. Cooper, III
Executive Director

P.S. I enjoyed the frankness of our conversation and I hope that in your official capacity you can accept that this museum and historical park are where they are because it has been a long standing community priority, put in place by no small

amount of personal efforts and expense. If we seem to be in the way of someone else's concept of a better idea, regarding creating a more scientific traffic flow, (ie: via relocation of the museum and historical park to the old airport site) perhaps it is time for this official planning energy to put its shoulder to the wheel and, instead of opposing accomplished fact, work out a plan to make the existing site work more effectively. We would be happy to rally all of our community resources in support of such a project.

cc: Mayor John Stein, WKWCHS President V. Louise Kellogg

*Dorothy G. Page
Museum &
Visitors Center
Wasilla, Alaska*

