

## ***Nelson Road Extension***

This alternative  will  will not solve the connectivity for the community.  
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It is in the interest of one large developer. (Reference comment 2)

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That turn is bad enough without adding another reason to turn there. It's too close to that beautiful farm & (Bed & Breakfast.) (Reference comment 3)

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I really like the Nelson Road Extension into Fairview Loop. It only impacts four property owners and two of those are for the project. I appreciate that the road has been moved to accommodate homeowners that live off Linlu, making a cul-de-sac instead of Fairview Loop continuing over tracks is good too! (Reference comment 6)

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Bike/pedestrian trails need to be considered on all new roadways. (Reference comment 7)

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In favor of. Let's move forward. (Reference comment 9)

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However, this is long-term. This should be Phase III – AFTER the Seward-Meridian to Fairview is complete. (Reference comment 10)

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My Suggestion:

Phase I – Nelson East at-Grade

Phase II – Trunk Road

Phase III – Nelson extension to Seward-Meridian

This gives three access points to the area. Can be done over 5 years. (Reference comment 10)

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Again, I want to go on record that I strongly oppose shifting the existing Fairview Loop Road to the north onto our property from the intersection of Fairview Loop Road and Linlu Lane. It makes no sense to acquire right-of-way alongside of an existing right-of-way. It makes the project more expensive, the layout of the highway more gnarled, and the impact on the environment more severe (I do not wish to see trees needlessly destroyed). Also, it has a huge impact on diminishing the size of our property—especially when you consider that the Seward-Meridian extension will require a large slice of our property. (I have been told that the airstrip to the west cannot be encroached upon, moving the right-of-way to the east onto our property). So, please consider this objection in your planning. Thank you. (Reference comment 11)

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This would provide a traffic flow to and from the Ranch and the new school. However, this places the access point at the western boundary of the new school. With that in mind at best maybe 1 bus would use it. All others would likely access from the east (Trunk Rd. south). Or they would have to travel from Trunk Road or Hyrer Rd. all the way to Linlu. (Reference comment 12)

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Creates a more dangerous intersection in an already dangerous area. Significant impact on existing homeowners. (Reference comment 13)

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Fairview Loop Corner Connection [Nelson Road Extension]. This option is supported and a preferred option at or near Linlu Lane. It eliminates the need for the Abby Boulevard railroad crossing, while crating no new at-grade railroad crossings. Combined with a south Seward Meridian extension, this option also provides a more continuous collector system which then allows for the future removal of the Fairview Loop Road railroad crossing. This option reduces the risk of train collisions and appears to be the most cost-effective investment in the long term.

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I believe this would put more of a burden on Linlu Lane property owners. (Reference comment 15)

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Thank you for sending me the flyer regarding the proposed southern extension of Trunk Road. I assume that this also includes the Nelson Road Extension to the west from the new elementary school that will open its doors in 2009. As you know there is much heated debate concerning the extension of this road and, to assuage those residents who are perhaps impacted the most, the road is now projected to run along and inside the southern boundary of the approximately 39 acres which is owned by a trust set up in my name and my wife's name. The legal description for this trust according to Borough tax records is "TOWNSHIP 17N, RANGE 1E, SECTION 18, LOT C1, @ 4059 E. FAIRVIEW LOOP". It should be noted that this projected extension runs parallel to the existing Fairview Loop highway. I would adamantly object to relinquishing land to satisfy other folk's objection to this road extension (just so the road would be farther away from their property) when there is an existing road already there. I will reiterate here what I have sent to Bill Klebesadel in response to an assembly meeting that I attended in early December. I quote:

It seems "our property is absorbing the full impact of this project as it relates to its location next to our land, and therefore, the amount of area that it requires. (That does not seem fair--as I recall from the Assembly Meeting, it was stated that since we do not live on this land, well, then we should bear the preponderance of the impact that this project has on the neighborhood). Well, at this point, I am going to state that this biased reasoning is not fair at all. We are willing to cooperate as much as possible, but we have owned this land since 1970 and have been paying a heavy burden of taxes all these years. Therefore our position should be considered too."

Our position ought to be considered, especially in the light that Fairview Road already exists, so you already have the right-of-way that you need. If Fairview Loop needs to be widened, then we would be willing to accommodate you in that regard for the portion that applies to us. Again, I reiterate what I stated earlier in a missive to Bill Klebesadel:

"It seems logical that the Nelson Road Project road extension should and could very nicely dovetail into the Fairview Loop/Linlu Lane intersection with a minimum impact on our acreage and without hardly any impact at all on Gislason's and Ellen Kane's property, and with no impact on Randy Diller's property at all".

Again thank you very much for inviting us to submit our input into this proposed project. Indeed, I do plan to attend the meeting to be held on January 22nd at Evangelo's to discuss ideas and alternatives to this project. Maybe we will have a chance to meet then. (Reference comment 18)

## ***Nelson Road Extension***

Certainly conforms to overall concept. (Reference comment 22)

- 1) The first item that I would like to address is the corrections necessary to accurately reflect the negative (CONS) aspects of the Nelson Road Extension, (Alternative # 8).

The following items need to be added.

- Potential wetland impacts. (The area impacted is considered to be a Discharge Slope Ecosystem).
- Increased permitting timeframe. (If an EIS study is deemed necessary).
- Lengthy ROW acquisition process anticipated.
- Not supported by property owners on either side of Linlu Lane.
- Creates traffic flow congestion at the future Seward Meridian, Fairview/Nelson intersection.
- Is not consistent with Long Range Transportation Plan, as Fairview Loop is not a suitable corridor for increased East/West traffic volumes.
- Creates a short-term safety hazard by increasing traffic volume over a R/R crossing located right at a poorly designed intersection at Fairview Loop and the Old Mat Road. This condition would exist until Seward Meridian is extended to Fairview Loop in the future. (Reference comment 28)

This will not solve the problem because it adds to the already overloaded congestion problem that Fairview Loop is now experiencing. (Reference comment 31)

Major opposition from property owners. Should be a direct road off Fairview Loop, not this one intersection of existing Gravel Pit Road to new subdivision. It caves in at Linlu. (Reference comment 32)

How can you justify increasing traffic on Fairview Loop? The road is dangerous now. Nelson Road extension would feed more traffic into a road already dangerous. (Reference comment 34)

I am a concerned homeowner and want to get on public record opposing the Nelson Road extension through my property. I understand that there has been talk of extending Nelson Road through my property in order to connect to East Linlu Lane and tie into Linlu Lane. I am not interested in any land trade or monies to be relocated in order to accommodate this road route; and especially, when better alternative routes exist.

I purchased this home with a plan for retirement and to have my elderly mom live with me, rather than the alternative of a retirement home. We selected this home and its location because it was NOT near a major road. We have always preferred country living. I love my home because of its location, view and seclusion. My home is a great place where my grandchildren can play without fear of any road hazards.

In summary, there will be no negotiations with respect to my property what-so-ever. There exist alternative routes that will NOT impact homeowners in the area. Therefore, eminent domain impact will not be justifiable in this case nor even in a legal sense of the matter. If the Mat-Su Borough approaches me, they will get a rude awakening! All rights, as a homeowner, are on my side in this case. (Reference comment 35)

## ***Nelson Road Extension***

### *Response to Comment 35:*

Thanks for the contact. Were you able to make it to the public meeting the Borough held at Evangelo's on January 22nd? All the alignments being considered were presented and discussed there.

Attached is a graphic of all the alignments. Two have been since removed (Abby and Brome) as they were deemed to have more impacts than benefits.

You may notice that there is a gray dashed line labeled as "LRTP Needed Improvement" that is shown through your property. It is basically a fairly straight line connecting the two extreme endpoints of the project. It cuts across the railroad and through many existing properties. If it was built as shown, it would be so inefficient and costly to be ludicrous.

This is NOT an alignment being considered by the project team. We are doing our absolute best to avoid "improved properties" in order to eliminate impacts to existing residents and minimize project cost. This conceptual line violates many of our objectives with this project.

I had a discussion with two local residents in the Lobby of the Borough Building the night of February 17th as they were lamenting perceived impacts from the new project and drainage concerns from the existing Linlu Lane. We were brainstorming ideas. One of those possibilities would be to connect Linlu eastward to one of the new alignments. While that proposition would cut through your property, it is about as remote as the LRTP alignment I mentioned earlier. Nothing from that casual discussion would rise to the level of official project activity or design. Even if one of these ideas "gained traction", you would receive correspondence far in advance of any consideration of intent to purchase your property.

In short, there are no planned alignments which would affect your house or property. I apologize if any misrepresentation or interpretation of the project's scope has caused you concern. Please feel free to visit the Borough building to meet with any of us if you have any questions.

Bill Klebesadel, P.E.  
MSB Public Works, PM&E Division Manager

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