



MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region-Division of Design and Engineering Services
Traffic, Safety, & Utilities Section

To: John Linnell, P.E. *SL*
Regional Preconstruction Engineer

Date: June 12, 2019

Thru: *CF* Cynthia Ferguson, P.E., Chief
Traffic, Safety and Utilities

Phone No.: 269-0639

From: Scott Thomas, P.E. *ST*
Regional Traffic Safety Engineer

Subject: Revised CR 2019 HSIP
Unsignalized Intersections

Attached is the revised Central Region 2019 HSIP Unsignalized Intersections Monitoring List with an updated crash history. It is a planning level indicator of unsignalized safety and capacity. Crash history (2012-2016), fatal crashes through 2018, and average daily traffic volumes are used.

Many intersections are already underway in planning, design, construction or recent completion. Some are candidates for median restrictions, all-way stops, traffic signals, or roundabouts. This depends upon other projects in the area, signal progression needs, more detailed analysis as needed, and funding priorities. Further screening of potential HSIP candidates will be considered through the HSIP Handbook process.

Basic performance is sorted using key indicators, including:

- One fatal or two major injury crashes in a five year period (*state criteria*)
- Five or more angle/turning crashes in a 12 month period (*national criteria*)
- 1700 vehicles per day on sidestreets (*using national criteria*)
- > 5600 vehicles per day on mainline roads (*national criteria*)

Results:

- Up to \$43,000,000 could go into potential intersection improvements.
- Up to \$2,000,000 could go to intersection studies to establish options.
- Up to \$16,650,000 in potential HSIP projects to be evaluated in the HSIP program.
Up to \$61,650,000 in potential intersection work, excluding projects underway.

Sarah Riopelle reviewed and updated the crash information that Brittany Barkshire, interns, and traffic staff produced in updating the status of unsignalized intersections to today's numbers. Contact Sarah at 269-0648 with any questions.

Cc: Wolfgang Junge, P.E., Regional Director
Diana Rotkis, P.E., Director, Design & Construction
Shannon McCarthy, Admin Ops Manager
Jim Amundsen, P.E., Chief, Highway Design
Luke Bowland, P.E., Chief, Aviation Design
Joel St. Aubin, P.E., Chief, Construction
Tony Sprague, P.E., Chief, Highway Construction
Eric Miyashiro, P.E., Chief, Preliminary Design & Environmental
Charles Wagner, P.E., Chief, Maintenance & Operations
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Orion LeCroy, P.E., HSIP Coordinator, Traffic, Safety, & Utilities
Todd Vanhove, P.E., Chief, Planning & Administrative Services
Dave Post, Planning Manager, Planning & Administrative Services

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							12			3	5	7	11	2					10	1	9							4	6	8		13										
14	Old Glenn Hwy & Plumley Rd /Bodenburg Lp	Old Glenn Hwy	Plumley Rd / Bodenburg Lp	R	55	< 10,000	3298	806	4104	NO	NO	NO		YES	0	1	3	4	8	1.068	No	13.35	1.1	1.1	3628	887	4514	NO	NO	NO	YES	4.1	NO	No		NO CHANGES	Rehabilitated OH Beacon, turn lanes 2009					
15	Glenn Hwy SB & North Eagle River Access Rd	Glenn Hwy SB	North Eagle River Access Rd	R	45	> 10,000	4267	2604	6871	NO	NO	NO		YES	0	1	6	8	15	1.196	No	7.97	1.1	1	4694	2604	7298	NO	NO	NO		1.6	Partly	No	Glenn ICM Study 2019	ROUNDAABOUT	TIA for Eklutna Powder Reserve > 10 years old. New TIA required. Next round of Residential growth will warrant project. Roundabouts provide resiliency in detours, contra-flow.	\$	2,500,000			
16	Tudor Rd & MacInnes St	Tudor Rd	MacInnes St	R	45	> 10,000	37536	1410	38946	NO	NO	NO		YES	0	1	9	5	15	0.211	No	1.41	1.1	1	41290	1410	42700	NO	NO	NO		26.6	NO	Yes		UNDETERMINED	MOA Signal Warrant review underway, not warranted. Put existing preempt into use. Future Tudor PEL study of corridor in consideration at DOTPF.					
17	Huffman Rd & Elmore Rd	Huffman Rd	Elmore Rd	R	45	>10,000	4669	1319	5988	NO	NO	NO		YES	0	0	6	7	13	1.190	No	0.00	1.1	1	5136	1319	6455	NO	NO	NO	YES	3.5	NO	No	51964 S. Anch Study Huffman Rd Rehab	OH BEACON	HSIP OH Beacon built 2014. Reconn study done 2015 - potential roundabout.					
18	Church Rd & Seldon Rd	Church Rd	Seldon Rd	R	40	< 10,000	3017	2666	5683	NO	NO	NO		YES	0	0	6	2	8	0.771	No	0.00	1	1	3017	2666	5683	NO	NO	NO	NO	1.1	YES	No		ROUNDAABOUT	Tabled for warrant analysis. Update counts to review.					
19	Seldon (Bogard) Rd & Engstrom Rd / Green Forest Dr	Seldon (Bogard) Rd	Engstrom Rd / Green Forest Dr	R	50	<10,000	9057	3561	12618	YES	YES	YES		NO	0	0	4	1	5	0.217	No	0.00	1.1	1	9963	3561	13524	YES	YES	YES		2.5	NO	Yes	HSIP Roundabout	ROUNDAABOUT	HSIP Project in Design					
20	Pioneer Ave & Lake St (AWSC)	Pioneer Ave	Lake St	U	25	< 10,000	8008	5247	13255	YES	NO	NO		NO	0	0	0	2	2	0.083	No	0.00	1.3	1.3	10410	6821	17231	YES	YES	YES		1.5	YES	Yes	Pioneer Ave Rehab FFY14; 52461 Lake St Rehab FFY 14	COUPLET STUDY	2005 Homer Intersections Study - signal/roundabout options. Future Project Study for potential couplet or intersection options coordinated with Heath St, or Kachemak Way		\$	250,000		
21	Bogard Rd & Seldon Rd	E Bogard Rd	E Seldon Rd / Grumman Cir	R	50	< 10,000	6784	5450	12234	YES	NO	YES		NO	0	1	0	3	4	0.179	No	4.48	1	1	6784	5450	12234	YES	NO	YES	YES	1.2	YES	Yes		LARGER UPGRADES	Mini-roundabout built in 2017 with YIELD. Changed conditions					
22	Chief Eddie Hoffman Dr & Ridgecrest Dr (AWSC)	Chief Eddie Hoffman	Ridgecrest Dr	R	35	< 10,000	7852	6340	14192	YES	NO	YES		NO	0	0	1	2	3	0.116	No	0.00	1	1	7852	6340	14192	YES	NO	YES		1.2	YES	No	52452 Ridgecrest Dr Rehab	NO CHANGES	Akakeek-Plarmigan Rehab in Design 2014. Equal Volumes. AWSC, ROUNDAABOUT options. L RTP edits for complete streets goals 2018.		\$	150,000		
23	Wasilla-Fishhook Rd & Spruce Ave /Peck St	Wasilla-Fishhook Rd	Spruce Ave / Peck St	R	45	<10,000	6310	4292	10602	YES	NO	NO		NO	0	0	7	3	10	0.517	No	0.00	1.1	1.1	6940	4721	11662	YES	NO	YES		1.5	YES	YES		ROUNDAABOUT	HSIP Review in 2019			\$	2,500,000	
24	Raspberry Rd & Sand Lake Rd / South Airpark PI	Raspberry Rd	Sand Lake / South Airpark PI	R	45	> 10,000	6310	5248	11558	YES	NO	NO		NO	0	0	1	3	4	0.190	No	0.00	1.1	1.1	6940	5773	12713	YES	NO	YES		1.2	YES	No		ROUNDAABOUT	TIA for Airport projects identify need in 2015 or later as phases buildout, eliminates free right to a RT bypass.	\$	2,500,000			
25	Old Seward Hwy & Seward SB Exit	Old Seward Hwy	Seward Hwy SB Exit	U	45	> 10,000	5742	3356	9098	YES	NO	NO		NO	0	0	1	2	3	0.181	No	0.00	1.1	1.1	6316	3692	10008	YES	NO	NO		1.7	NO	No	51964 S. Anch	UNDETERMINED	GF Intx Study Reconn in 2014.Queues nearing freeway in PM.					
26	Ridgecrest Dr & Akakeek St	Ridgecrest Dr	Akakeek St	R	25	< 10000	5644	4262	9906	YES	NO	NO		NO	0	0	1	0	1	0.055	No	0.00	1	1	5644	4262	9906	YES	NO	NO		1.3	YES	Yes	52452 Ridgecrest Dr Rehab	AWSC	Rehab in Design 2014. HSIP AWSC in construction 2019.					

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53	Church St & Spruce Ave	Church St	Spruce Ave	R	45	>10,000	3854	1285	5139	NO	NO	NO		NO	0	1	1	3	5	0.533	No	10.66	1.1	1.1	4239	1414	5653	NO	NO	NO		3.0	NO	Yes		OH BEACON	HSIP Planning in consideration 2019			\$ 150,000		
54	Hollywood Rd & Vine Rd	Hollywood Rd	Vine Rd	R	<40	< 10,000	4875	2729	7604	NO	NO	NO		NO	0	1	5	1	7	0.504	No	7.21	1.1	1.1	5362	3002	8364	NO	NO	NO		1.8	NO	No	CFHWY00463 HSIP: Hollywood Vine Intx Improvements	ROUNDAABOUT	In Design for roundabout, 2022 Construction					
55	Pioneer Ave & Svedlund St (Homer Senior Center)	Pioneer Ave	Svedlund St	U	25	< 10,000	7184	500	7684	NO	NO	NO		NO	0	1	1	3	5	0.357	No	7.13	1.3	1.3	9339	650	9989	NO	NO	NO		14.4	NO	No		NO CHANGES						
56	Sterling Hwy & Jim Dahler Rd /Forest Lane Rd	Sterling Hwy	Jim Dahler Rd /Forest Lane Rd	R	55	< 10,000	11414	589	12003	NO	NO	NO		NO	0	1	0	0	1	0.046	No	4.57	1.4	1	15980	589	16569	NO	NO	NO		19.4	NO	Yes	57088 HSIP LT Lanes CFHWY00130 TSC Improvements	4R IN DESIGN	HSIP LT lane completed in 2017. Changed conditions.					
57	Old Glenn Hwy & Coronado Rd	Old Glenn Hwy	Coronado Rd	U	35	> 10,000	12511	1162	13673	NO	NO	NO		NO	0	1	5	6	12	0.481	No	4.01	1	1	12511	1162	13673	NO	NO	NO		10.8	NO	Yes		UNDETERMINED	MOA Business Blvd Options Reconn in 2014. CBD Study completed. Needs corresponding on Bus Blvd Solution		\$ 150,000			
58	Bridge Access Rd & Beaver Loop Rd	Bridge Access Rd	Beaver Loop Rd	R	45	< 10,000	12465	1433	13898	NO	NO	NO		NO	0	1	2	1	4	0.158	No	3.94	1.1	1.1	13711	1576	15287	NO	NO	NO		8.7	NO	No	53456 Beaver Lp 3R	FUTURE SIGNAL	Evaluated in 1R. Not warranted. CTP consideration for opposing left turn lanes, realignment to Kenai Port, trucking access management, right turn lane storage to port entrance.	\$ 5,000,000				
59	Palmer-Wasilla Hwy & Glenwood Ave (2006 traffic counts)	Palmer-Wasilla Hwy	Glenwood Ave	R	45	> 10,000	15711	1214	16925	NO	NO	NO		NO	0	1	0	5	6	0.194	No	3.24	1.1	1	17282	1214	18496	NO	NO	NO		12.9	NO	No	Southcentral Foundation ongoing expansion, site work	FUTURE SIGNAL						
60	Rabbit Creek Rd & Goldenview Rd	Rabbit Creek Rd	Goldenview Rd	R	45	> 10,000	4763	2384	7147	NO	NO	NO		NO	0	0	3	5	8	0.613	No	0.00	1.1	1	5239	2384	7623	NO	NO	NO	YES	2.0	NO	Yes	55753 MOA Goldenview Study	UNDETERMINED	HSIP OH Beacon built 2014. MOA Previous Study. Intx Study Reconn DOT 2014.					
61	DeArmoun Rd & Elmore Rd	DeArmoun Rd	Elmore Rd	R	45	> 10,000	4196	1303	5499	NO	NO	NO		NO	0	0	1	4	5	0.498	No	0.00	1	1	4196	1303	5499	NO	NO	NO		3.2	NO	No		UNDETERMINED	SAHS Study Recommended. Intx Study in Reconn 2014.OH Beacon built 2014					
62	Alyeska Hwy & Hightower Rd	Alyeska Hwy	Hightower Rd	R	30	< 10,000	2862	500	3362	NO	NO	NO	NO	NO	0	0	0	3	3	0.489	No	0.00	2	2	5724	1000	6724	NO	NO	NO	NO	5.7	NO	No		NO CHANGES	Hightower Ped Beacon project by Local Agreement GBOS/MOA in 2017 provided under permit thru DOT					
63	Fairview Loop Rd & Old Matanuska Rd	Fairview Loop Rd	Old Matanuska Rd	R	50	> 10,000	2652	1197	3849	NO	NO	NO		NO	0	0	0	3	3	0.427	No	0.00	1.1	1.1	2917	1317	4234	NO	NO	NO		2.2	NO	Yes	Z560200000 Fairview Loop Rd Safety Improvements	NO CHANGES	Potential 2022 intersection improvements. Review LRTP potential for SM Extension south, would revise demand at this location and change solutions					
64	Glenn Hwy & Jonesville Rd	Glenn Hwy	Jonesville Rd	R	55	< 10,000	2302	344	2646	NO	NO	NO		NO	0	0	2	0	2	0.414	No	0.00	1.5	1	3453	344	3797	NO	NO	NO		6.7	NO	No		NO CHANGES						
65	Huffman Rd & Pintail/Cange St (Winter Seasonal School)	Huffman Rd	Pintail / Cange St	R	45	> 10,000	6332	1000	7332	NO	NO	NO	PEAK	NO	0	0	3	2	5	0.374	No	0.00	1.1	1	6965	1000	7965	NO	NO	NO		6.3	NO	No		UNDETERMINED	Intx Study Reconn in 2014. Requires local govt concurrence, Church school concurrence with intersection changes, M&O costs. Off peak traffic light. Recheck peak warrants		\$ 150,000			

				CENTRAL REGION DOT&PF																				6/12/2019																					
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	Safety Corridor Intersections			Sorted by CRASHES then VOLUME criteria																				(Not a complete inventory of unsignalized intersections)																					
	6/12/2019			FUNCTION			TRAFFIC VOLUMES 2017			2009 MUTCD CRITERIA using AADT as indicators				SEVERE CRASHES 2012-2016 CARE data plus 2017-2018 FARS								TRAFFIC VOLUMES 2017 - Seasonal Estimate					SUMMER SEASON ADT 2009 MUTCD CRITERIA			2009 MUTCD BEACON WARRANTS			RECOMMENDATIONS				FUNDING ESTIMATES for POTENTIAL IMPROVEMENT PROJECTS								
										Adjusted for 6.25% of ADT = 8th highest hour				Crashes susceptible to correction by a signal: Angle/Left Turn Crashes (31); Ped/Bike angle crashes (20,03)																															
Line Number	Location	Main Line	Side Street	Rural, Urban	Mainline Speed Limit	Local Population	Mainline Volume AADT	Side Street Volume AADT (GREATEST LEG ONLY): Red Estimated	Sum of Approach Volumes	Condition A: Minimum Vehicle Volume	Condition B: Interrupt Continuous Traffic	Combination A & B Warrants	Other Warrants	MUTCD Angle Crashes = 5 in 12 months?	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	PDO Crashes	Multivehicle Susceptible Crashes	Multivehicle Susceptible Crash Rate per MEV	1 F OR 2 SI in 5 years?	F+MI Rate per 100 MEV	Seasonal Mainline Factor	Seasonal Side Street Factor	Seasonal Mainline Volume	Seasonal Side Street Volume	Sum of Approach Volumes	Condition A: Minimum Vehicle Volume	Condition B: Interrupt Continuous Traffic	Combination A & B Warrants	Consider OH R/V BEACON due to Crash Rates, Types, Work in Area	Ratio of Main to Side Street Volume	2B.07 Consider AVSC or Other Treatment - IF traffic ratio <1.5. Similar thru traffic character/expectations? Similar lanes/approaches?	ROW Needed for LT widening or upgrade?	Project in Area	Recommendations	Comments	Intersection Needs for Project. No further study	Intersection Study. Further counts, options.	HSIP REVIEW OR NOMINATION					
							12			3	5	7	11	2						10	1	9							4	6	8		13												
66	Church Rd & Pittman Rd	Church Rd	Pittman Rd	R	45	< 10,000	2197	937	3134	NO	NO	NO		NO	0	0	1	1	2	0.350	No	0.00	1.1	1.1	2417	1031	3447	NO	NO	NO		2.3	YES	No		UNDETERMINED									
67	Sterling Hwy & North Fork Rd (North End)	Sterling Hwy	North Fork Rd (North End)	R	55	< 10,000	3493	1323	4816	NO	NO	NO		NO	0	0	0	2	2	0.228	No	0.00	1.5	2	5240	2646	7886	NO	NO	NO	YES	2.6	NO	No		OH BEACON	HSIP built 2014.								
68	Sterling Hwy & Swanson River Rd/Scout Lake Loop Rd	Sterling Hwy	Swanson River Rd / Scout Lake Loop Rd	R	45	< 10,000	6558	1010	7568	NO	NO	NO		NO	0	0	1	2	3	0.217	No	0.00	1.7	1.3	11149	1313	12462	NO	NO	NO		6.5	NO	No	CFHWY00130 Sterling Hwy Safety Corridor	FUTURE SIGNAL	In Design 2019								
69	Abbott Rd & Birch Rd	Abbott Rd	Birch Rd	R	45	< 10,000	7163	2681	9844	NO	NO	NO		NO	0	0	2	1	3	0.167	No	0.00	1.1	1	7879	2681	10560	NO	NO	NO		2.7	NO	No	53942 Abbott 3R	NO CHANGES	Intx Study in Reconn 2014. EB RT Lane incorporated built in 2017-2018								
70	Glenn Hwy & Soapstone Rd	Glenn Hwy	Soapstone Rd	R	55	< 10,000	2965	500	3465	NO	NO	NO		NO	0	0	0	1	1	0.158	No	0.00	1.1	1.1	3262	550	3812	NO	NO	NO		5.9	NO	No		UNDETERMINED	HSIP Planning check 2019								
71	Boniface Pkwy & 40th Ave	Boniface Pkwy	40th Ave	U	45	> 10,000	20922	1000	21922	NO	NO	NO		NO	0	0	1	5	6	0.150	No	0.00	1	1	20922	1000	21922	NO	NO	NO		20.9	NO	No		NO CHANGES	Alt Routes internally to RT on Tudor or LT at Emmanuel Dr Signal								
72	Fairview Loop Rd & Abby Blvd	Fairview Loop Rd	Abby Blvd	R	50	> 10,000	2652	2085	4737	NO	NO	NO		NO	0	0	0	1	1	0.116	No	0.00	1.1	1	2917	2085	5002	NO	NO	NO		1.3	NO	Yes		UNDETERMINED	MSB planning ongoing with DOTPF to consider alternative routes								
73	Seldon (Bogard) Rd & Earl Dr	Seldon (Bogard) Rd	Earl Dr	R	50	> 10,000	8781	750	9531	NO	NO	NO		NO	0	0	1	1	2	0.115	No	0.00	1.1	1	9659	750	10409	NO	NO	NO		11.7	NO	Yes		3R PROJECT	Older alignment corridor project solves overall segment								
74	Pittman Rd & Beverly Lake Rd (2007 traffic counts)	Pittman Rd	Beverly Lake Rd	R	50	< 10,000	2695	2100	4795	NO	NO	NO		NO	0	0	0	1	1	0.114	No	0.00	1.1	1.1	2965	2310	5275	NO	NO	NO		1.3	NO	No		NO CHANGES									
75	Kenai Spur Hwy & Dogwood Rd/Togiak St	Kenai Spur Hwy	Dogwood Rd/ Togiak St	R	35	< 10,000	9975	1000	10975	NO	NO	NO		NO	0	0	2	0	2	0.100	No	0.00	1.1	1	10973	1000	11973	NO	NO	NO		10.0	NO	No		UNDETERMINED	Dependent upon adjacent intersection solutions.								
76	Abbott Rd & Corbin Dr/ East Dimond Blvd (minus free right)	Abbott Rd	Corbin Dr/ East Dimond Blvd	U	40	> 10,000	31580	1500	33080	NO	NO	NO		NO	0	0	2	4	6	0.099	No	0.00	1.1	1	34738	1500	36238	NO	NO	NO		21.1	NO	No		UNDETERMINED									
77	Old Glenn Hwy & Valley Way	Old Glenn Hwy	Valley Way	U	35	< 10,000	10381	1290	11671	NO	NO	NO		NO	0	0	0	2	2	0.094	No	0.00	1.1	1	11419	1290	12709	NO	NO	NO		8.0	NO	No	City of Palmer Pedestrian Study	PED REFUGE	Ped Xing Study, in review 2019								
78	Abbott & Service High School west HS entrance. Winter seasonal (Incl Trailside)	Abbott Rd	Service High School West Entrance	R	45	> 10,000	10558	1500	12058	NO	NO	NO	PEAK	NO	0	0	0	2	2	0.091	No	0.00	1.1	1	11614	1500	13114	NO	NO	NO		7.0	NO	No	53942 Abbott 3R	FUTURE SIGNAL	Requires local govt concurrence, Church school concurrence with intersection changes, M&O costs. Off peak traffic light.	\$	250,000						

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		Safety Corridor Intersections		Sorted by CRASHES then VOLUME criteria																				(Not a complete inventory of unsignalized intersections)																		
	6/12/2019			FUNCTION			TRAFFIC VOLUMES 2017			2009 MUTCD CRITERIA using ADT as indicators				SEVERE CRASHES 2012-2016 CARE data plus 2017-2018 FARS								TRAFFIC VOLUMES 2017 - Seasonal Estimate					SUMMER SEASON ADT 2009 MUTCD CRITERIA			2009 MUTCD BEACON WARRANTS			RECOMMENDATIONS				FUNDING ESTIMATES for POTENTIAL IMPROVEMENT PROJECTS					
										Adjusted for 6.25% of ADT = 8th highest hour				Crashes susceptible to correction by a signal: Angle/Left Turn Crashes (31); Ped/Bike angle crashes (20.03)																												
Line Number	Location	Main Line	Side Street	Rural, Urban	Mainline Speed Limit	Local Population	Mainline Volume AADT	Side Street Volume AADT (GREATEST LEG ONLY): Red Estimated	Sum of Approach Volumes	Condition A: Minimum Vehicle Volume	Condition B: Interrupt Continuous Traffic	Combination A & B Warrants	Other Warrants	MUTCD Angle Crashes = 5 in 12 months?	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	PDO Crashes	Multivehicle Susceptible Crashes	Multivehicle Susceptible Crash Rate per MEV	1 F OR 2 SI in 5 years?	F+MI Rate per 100 MEV	Seasonal Mainline Factor	Seasonal Side Street Factor	Seasonal Mainline Volume	Seasonal Side Street Volume	Sum of Approach Volumes	Condition A: Minimum Vehicle Volume	Condition B: Interrupt Continuous Traffic	Combination A & B Warrants	Consider OH R/Y BEACON due to Crash Rates, Types, Work in Area	Ratio of Main to Side Street Volume	2B.07 Consider AWSC or Other Treatment: IF traffic ratio <1.5, Similar thru traffic character/expectations? Similar lanes/approaches?	ROW Needed for LT widening or upgrade?	Project in Area	Recommendations	Comments	Intersection Needs for Project. No further study	Intersection Study. Further counts, options.	HSIP REVIEW OR NOMINATION		
							12			3	5	7	11	2						10	1	9							4	6	8		13									
79	Old Glenn Hwy & Smith Rd	Old Glenn Hwy	Smith Rd	R	55	< 10,000	5314	997	6311	NO	NO	NO		NO	0	0	1	0	1	0.087	No	0.00	1.1	1.1	5845	1097	6942	NO	NO	NO		5.3	NO	No		NO CHANGES	Left turn lane added 2009					
80	Kalifornsky Beach Rd & College Rd	Kalifornsky Beach Rd	College Rd	R	45	< 10,000	12549	738	13287	NO	NO	NO		NO	0	0	2	0	2	0.082	No	0.00	1.1	1	13803	738	14541	NO	NO	NO		17.0	NO	No		FUTURE SIGNAL	Need hourly counts to determine warrants. Consider access to Gaswell					
81	Parks Hwy & Johnson Rd	Parks Hwy	Johnson Rd	R	55	< 10,000	13354	1160	14514	NO	NO	NO		NO	0	0	2	0	2	0.076	No	0.00	1.1	1	14689	1160	15849	NO	NO	NO		11.5	NO	Yes	54373 Parks 48-52 Reconstr	FUTURE SIGNAL	Signal w/ road extension South in Design					
82	Parks Hwy & King Arthur Dr	Parks Hwy	King Arthur Dr	R	55	< 10,000	6863	700	7563	NO	NO	NO		NO	0	0	0	1	1	0.072	No	0.00	1.1	1	7549	700	8249	NO	NO	NO		9.8	NO	No		NO CHANGES	Parks Hwy ADP in progress w/MSB					
83	Sterling Hwy & Mackey Lake Rd	Sterling Hwy	Mackey Lake Rd	R	55	< 10,000	15419	1547	16966	NO	NO	NO		NO	0	0	0	2	2	0.065	No	0.00	1.7	1	26211	1547	27758	NO	NO	NO		10.0	NO	No	CFHWY00130 Sterling Hwy Safety Corridor	ACCEL/ADD LANE	In Pre-Design 2019					
84	Raspberry Rd & Arlene St	Raspberry Rd	Arlene St	U	45	>10,000	15618	1500	17118	NO	NO	NO		NO	0	0	0	2	2	0.064	No	0.00	1	1	15618	1500	17118	NO	NO	NO		10.4	NO	No		NO CHANGES						
85	East End Rd & East Hill Rd	East End Rd	East Hill Rd	R	45	< 10,000	7185	1942	9127	NO	NO	NO	PEAK	NO	0	0	0	1	1	0.060	No	0.00	1.1	1.3	7903	2525	10428	NO	NO	NO		3.7	NO	Yes		FUTURE SIGNAL	School ped/veh access, realignment to 4 legs	\$ 5,000,000				
86	Old Glenn Hwy & Clark Wolverine Rd	Old Glenn Hwy	Clark Wolverine Rd	R	55	< 10,000	7005	2212	9217	NO	NO	NO		NO	0	0	1	0	1	0.059	No	0.00	1.1	1.1	7705	2433	10138	NO	NO	NO		3.2	NO	No		UNDETERMINED						
87	Eagle River Loop Rd & Glenn Hwy SB	Eagle River Loop Rd	Glenn Hwy SB	R	45	>10,000	9100	820	9920	NO	NO	NO		NO	0	0	0	1	1	0.055	No	0.00	1.1	1	10010	820	10830	NO	NO	NO		11.1	NO	No	Glenn ICM Study 2019	FUTURE SIGNAL	Loop ramp, Signal/Dual LT/2 lane ramp, or improved parallel merge.	\$ 10,000,000				
88	Kenai Spur Hwy & Strawberry Rd	Kenai Spur Hwy	Strawberry Rd	R	55	< 10,000	9975	895	10870	NO	NO	NO		NO	0	0	1	0	1	0.050	No	0.00	1.1	1	10973	895	11868	NO	NO	NO		11.1	NO	No	CFHWY00253	UNDETERMINED	5 lane widening planned					
89	Seward Meridian Rd & Whispering Woods Dr	Seward Meridian Rd	Whispering Woods Dr	U	45	> 10,000	10620	550	11170	NO	NO	NO		NO	0	0	0	1	1	0.049	No	0.00	1.1	1.1	11682	605	12287	NO	NO	NO		19.3	NO	Yes		UNDETERMINED						
90	Elmore Rd & Coventry Dr / Ballfields (2011 Side Street Vols)	Elmore Rd	Coventry Dr / Ballfields	R	45	> 10,000	11119	500	11619	NO	NO	NO		NO	0	0	1	0	1	0.047	No	0.00	1.1	1	12231	500	12731	NO	NO	NO		22.2	NO	No		NO CHANGES	Intx Study Recon in 2014. 84th Ave recommended as alt route for 1/2 mile progression, Connect Anchorage					
91	Kenai Spur Hwy & Sports Lake Rd	Kenai Spur Hwy	Sports Lake Rd	R	55	< 10,000	11160	594	11754	NO	NO	NO		NO	0	0	0	1	1	0.047	No	0.00	1.1	1	12275	594	12869	NO	NO	NO		18.8	NO	No	CFHWY00253	NO CHANGES	Has LT Lane 5 lane widening planned					

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