Frequently Asked Questions (FAQ)

Egan-Vanderbilt Continuous Green T (CGT) Intersection

1. What is being proposed at this intersection?

DOT&PF is planning to convert the current signalized T-intersection into a **Continuous Green T (CGT)**. This will allow **Egan Drive southbound traffic to flow without stopping**, while other turning movements remain under full signal control. The change is designed to reduce crashes and improve traffic efficiency.

2. Why is this project necessary?

The current intersection has a documented **history of rear-end, angle, and sideswipe crashes**. The CGT design significantly reduces these risks by eliminating conflict points. Safety — not convenience — is the primary driver for this project.

3. What is a CGT intersection, and how will traffic flow?

A CGT enables free-flow movement for the main road (southbound Egan). Left turns from Vanderbilt Hill merge into traffic using a **dedicated acceleration lane**, supported by a raised median and visual cues. Northbound traffic on Egan and left turns from both directions remain signal-controlled.

4. How can I better understand how a CGT works?

Many people have never seen a CGT, so we've shared a **video and website from the Virginia DOT** on our project page. These resources help demonstrate the traffic flow and safety benefits in action.

5. Why not install a roundabout instead?

The geometry and traffic volume here make a roundabout **impractical**. A roundabout would **force all traffic, even Egan Drive through-traffic, to slow significantly**, which goes against our safety and efficiency goals.

6. Why is money being spent here instead of at the Fred Meyer (Yandukin) intersection?

This project is funded through the **federal Highway Safety Improvement Program (HSIP)**. These funds are **restricted for safety-specific improvements**. This intersection was ranked and awarded funding based on **crash history and safety impact**. HSIP money **cannot** be reallocated to other projects like the Egan/Yandukin location.

7. What is being done at the Fred Meyer/Yandukin intersection?

The Egan/Yandukin project near Fred Meyer is **separately funded and already in design**. It will address safety and congestion, with construction expected to begin in **late 2026**.

8. Why was this project selected?

Each year, intersections across Alaska are evaluated for safety improvements. This site had a **notably high crash rate**, and the proposed CGT design was ranked favorably in the **statewide HSIP review process**. That's why it received funding.

9. Will this project worsen traffic or make the intersection harder to navigate?

No. The design should **improve travel times** by eliminating stops for southbound Egan traffic. The layout includes **a painted median buffer** and raised curbs to make merging safer and more intuitive.

10. Some drivers are unfamiliar with CGT designs — how will they adapt?

We plan to use **signage, pavement markings, and public outreach** to prepare drivers. In other states, similar transitions were successful after short learning periods.

11. How can I stay updated?

Visit our project website for the latest updates, design visuals, and educational resources. You can also reach out via the contact form to ask new questions or request more information.