

Juneau – Egan Drive & Yandukin Intersection Improvement Project

Project No. SFHWY00079
www.dot.alaska.gov/sereg/projects/egan-yandukin/



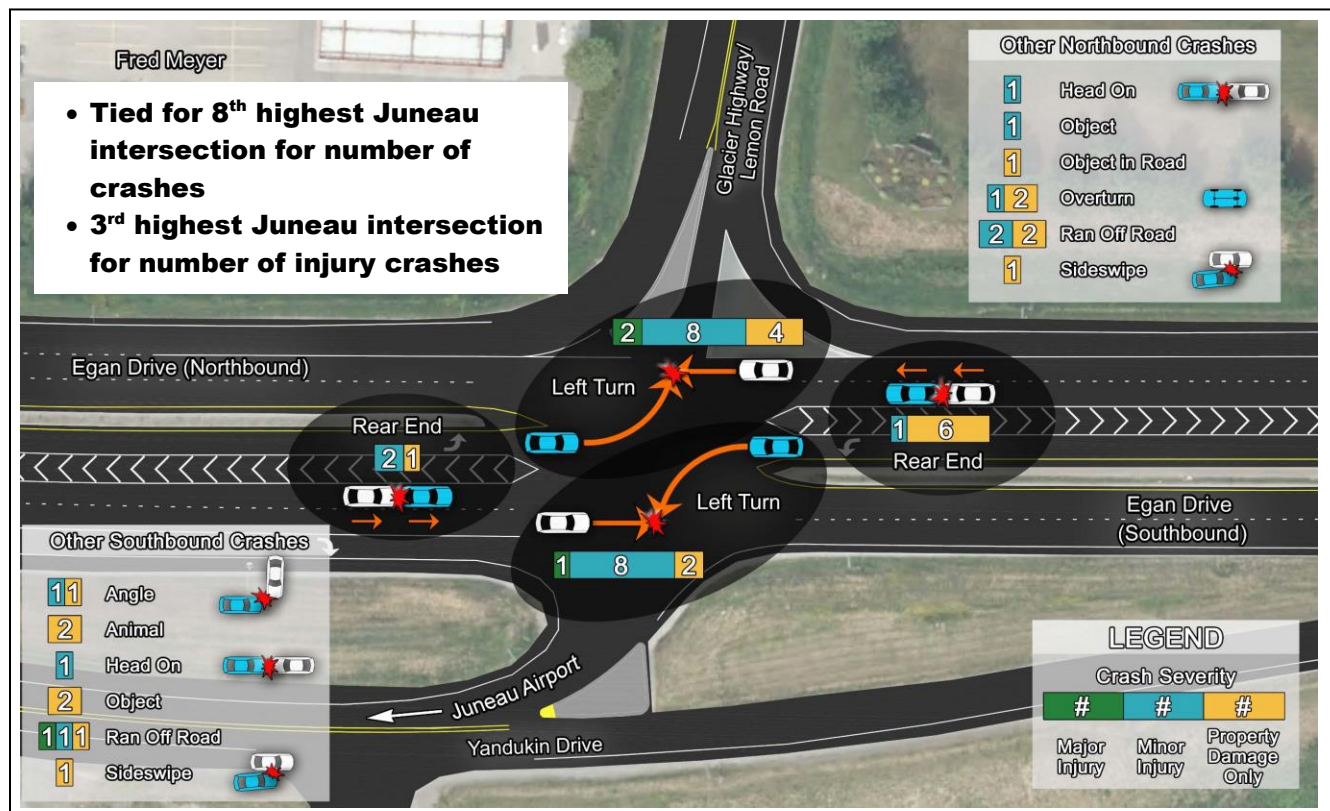
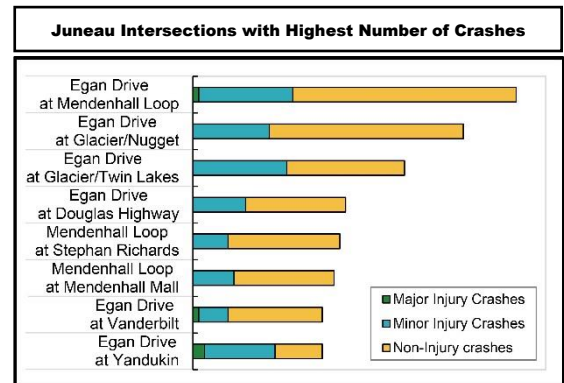
Purpose and Need

The purpose of this study is to evaluate traffic flow and crash data at the Fred Meyer intersection at Egan Drive and Yandukin Drive and assess ways to potentially improve safety and efficiency through the intersection. This intersection has a high rate of crashes resulting in injury and generates a large amount of public attention.

Crash History at the Fred Meyer intersection of Egan Drive at Yandukin Drive (2005 to 2014)

The West Egan Drive Corridor (WEDCOR) Study (July 2003) identified a sight distance constraint for vehicles traveling southbound on Egan Drive and making a left turn towards the Fred Meyer shopping complex. In 2012, DOT&PF completed construction that offset both left turn lanes on Egan Drive for southbound and northbound. Despite this improvement, accidents continue at elevated rates.

As the graphic below shows, left turn crashes are the greatest concern at this intersection, with a higher than expected likelihood of left turn crashes resulting in injury.



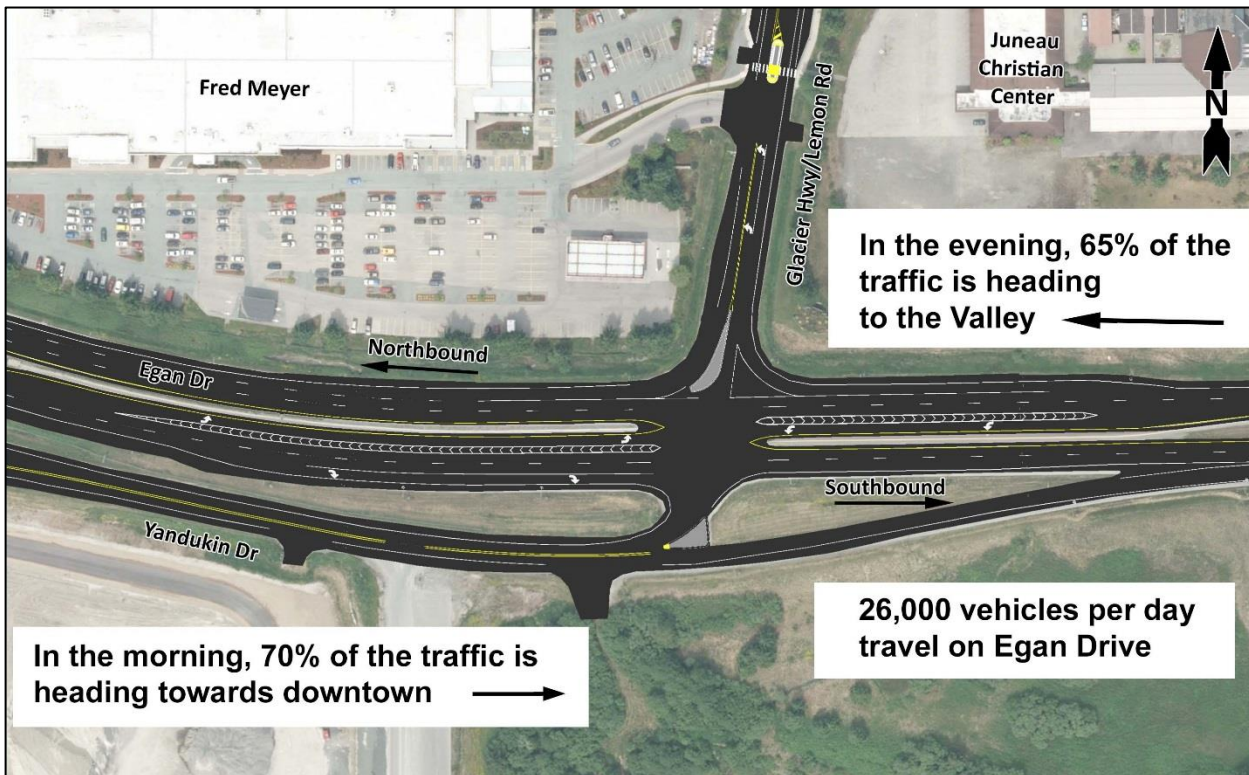
Vehicle Speeds

Vehicle speeds were measured on Egan Drive in September and October 2017. Most drivers are traveling at 60 mph or less.

Road Segment	Speed Limit (mph)	85th Percentile (mph)	Pace* (mph)	Maximum Recorded Speed (mph)
Egan Drive NB	55	61	51 to 60	99
Egan Drive SB	55	62	52 to 61	93

* The “pace” is the 10 mph speed range that more vehicles fall into than any other 10 mph range.

Traffic Volumes



Study Schedule

Data Gathering Preliminary Concepts Preparation	September through November 2017
Open House	December 12, 2017
DRAFT Report	February 2018
FINAL Report	March 2018