**Statewide - National Highway System Passing Lanes** **FY2013 Request: $10,000,000**
**Reference No: 54344**

**AP/AL:** Allocation
**Project Type:** Construction
**Category:** Transportation
**Location:** Statewide
**House District:** Statewide (HD 1-40)
**Impact House District:** Statewide (HD 1-40)
**Contact:** Pat Kemp
**Estimated Project Dates:** 07/01/2012 - 06/30/2019
**Contact Phone:** (907)465-3900
**Appropriation:** Surface Transportation Program

**Brief Summary and Statement of Need:**
Establish a program to design and construct passing lanes on the National Highway System (NHS) where they will provide the most passing opportunities and crash reduction.

| **Funding:** | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2018 | Total |
|---|---|---|---|---|---|---|---|
| Fed Rcpts | $10,000,000 | | | | | | $10,000,000 |
| Total: | $10,000,000 | $0 | $0 | $0 | $0 | $0 | $10,000,000 |

☐ State Match Required ☐ One-Time Project ☑ Phased - new ☐ Phased - underway ☐ On-Going
0% = Minimum State Match % Required ☐ Amendment ☐ Mental Health Bill

**Operating & Maintenance Costs:**

| | Amount | Staff |
|---|---|---|
| Project Development: | 0 | 0 |
| Ongoing Operating: | 0 | 0 |
| One-Time Startup: | 0 | |
| Totals: | 0 | 0 |

**Additional Information / Prior Funding History:**
None.

**Project Description/Justification:**
Nationally, passing lanes reduce total crashes by 25 percent for a downstream effect of up to 8 miles of roadway. From Bird Point to Girdwood in Alaska, total crashes were reduced by 40 percent over 6 miles. Since the 1990's many passing lanes have been built in Alaska, greatly increasing passing opportunities on busier two lane highways, reducing crashes, and improving the overall driving conditions. But the passing lane sytems are incomplete on busy stretches of highway. An incomplete system leads to motorist risk taking and crashes in transition areas where passing lanes end and many miles of older road lay ahead.

Based on the experience of other states, FHWA recommends passing lane opportunities every 10 miles, and every 5 miles on busier highway segments. In times when budgets are unavailable to make every main highway four lanes, it is more cost-effective to build ten "one mile" passing lane opportunities than it is to build one 10 mile paving project. In effect this improves the level of service and safety of up to 100 miles of mainline instead of 10 miles. Passing lane projects have a lower overall impact because they only have to be constructed to the right side of the existing pavement as a minimum, and the entire roadway does not require reconstruction at a full width. This greatly reduces the cost and impact to the public during construction.

Three hundred miles of incomplete segments have gaps in passing lanes and could be improved to the 5 or 10 mile spacing goals based upon traffic volumes. 15 miles are underway with 4 lane

projects and were not recommended below. Most of the 300 miles remain to be treated. Excluding projects already underway, there is the potential for up to 60 passing lanes, or 30 in each direction remaining to be addressed. The areas of the greatest potential benefit to traffic volume and crashes should be considered as highlighted in bold below. Target segments include the following:

Seward Highway
- MP 18-37 Snow River to Sterling Highway
- **MP 43-48 Summit Lakes Area**
- **MP 75-90 Ingram Creek to Girdwood**
- **MP 96-117 Bird to Potters Marsh**

Sterling Highway
- **MP 45-80 Kenai Lake to Sterling**
- **MP 83-93 Sterling to Soldotna**
- **MP 97-134 Soldotna to Ninilchik**
- MP 138-156 Ninilchik to Anchor Point
- **MP 158-168 Anchor Point to Homer**

Parks Highway
- MP 83- 163 Kashwitna River to Central Region Boundary

Glenn Highway
- MP 51-54 Fishhook Road to Moose Creek
- MP 67-91 Kings River to Hicks Creek

Knik-Goose Bay Road
- MP 6-17 Vine Road to Point MacKenzie Road

This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.