

Municipality of Anchorage

Official Streets and Highways Plan

Maps, Policies and Standards

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Municipality of Anchorage
Community Planning and Development
Transportation Planning Division

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TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 PLAN DEVELOPMENT	2
2.1 Process	2
2.2 System Classification	2
3.0 PLAN ELEMENTS.....	3
3.1 Street and Highway Characteristics -- Guidelines	3
A. Freeways.....	3
B. Expressways.....	4
C. Arterial Streets and Highways	4
D. Collector Streets.....	6
E. Local Streets	7
F. Country Lanes	7
3.2 Functional Classification Standards	8
3.3 Right-of-way Requirements.....	11
3.4 Study Areas.....	12
A. Sand Lake Study Area	12
B. Seward/Glenn Connection.....	13
C. East Anchorage Transportation/Circulation	13
D. 40th Avenue/Midtown Park	13
E. South Fork Access	13
F. Driftwood Bay Drive	13
G. North Peters Creek.....	13
H. Mirror Lake Interchange	14
I. Chugiak-Eagle River Mixed Use Area	14
3.5 Official Streets and Highways Plan Maps	15
4.0 IMPLEMENTATION	20
4.1 Adoption of an Official Streets and Highways Plan	20
4.2 Adoption and Enforcement of Subdivision Standards.....	20
4.3 Adoption and Enforcement of Zoning Requirements	20
4.4 Financing of Improvements.....	20
5.0 PLAN UPDATING	21
6.0 CONCLUSION.....	21

TABLES

1 Spacing and Lane Requirements	9
2 Right-of-Way Standards	12

FIGURES

1 Anchorage Bowl	16
2 Anchorage Downtown Area	17
3 Eagle River-Chugiak	18
4 Girdwood.....	19

APPENDICES

A Listing of Roadways in the Anchorage Bowl: Freeways, Expressways, Arterials, Collectors and Country Lanes	22
B Listing of Roadways in the Chugiak/Eagle River Area: Freeways, Arterials and Collectors	27

INTRODUCTION

The Official Streets and Highways Plan (OS&HP) provides a means for the community to prepare for future development. It does this by establishing the location, classification and minimum right-of-ways of those streets and highways required to accommodate the highway transportation needs of the community in years to come. The OS&HP complements the Municipality of Anchorage's Comprehensive Plan by contributing to the achievement of the community goals expressed by that plan. Streets and highways are closely linked with community development. Planning for land use and the highway system should be integrated as much as is practicable.

The Official Streets and Highways Plan for the Municipality of Anchorage consists of two parts. The first establishes the policies and standards that will guide the community in creating the necessary highway transportation system. The second part consists of maps that graphically depict the hierarchy of streets and highways, both existing and planned, that will form the highway transportation system. The OS&HP maps are based on the policies and standards set forth in this document; however, where maps conflict with the policies and standards the maps shall govern.

The OS&HP prescribes the location and classification of present and future primary roads within the Municipality of Anchorage. It governs decisions on right-of-way widths and major right-of-way alignments for proposed subdivisions reviewed by the Platting Board. In addition, the OS&HP guides the Planning and Zoning Commission in its review of conditional uses, site plans, and zoning actions. The OS&HP supplements Title 21 of the Municipal Code in regard to the major highway system serving Anchorage.

In a developing community such as Anchorage, the location of major and minor arterials and collector streets must be established in advance of land subdivision activity, in order to avoid the need to acquire the necessary right-of-ways for planned highways and streets at a higher cost in later years. However, final alignments may vary somewhat from those shown on the OS&HP maps. Most freeway, expressway, and major and minor arterial alignments are finally determined after environmental impact review. Collector and local road alignments are often determined during the process of design and platting of new subdivisions.

The development of the Official Streets and Highway Plan is closely related to the development of an updated Long-Range Transportation Plan for the Municipality by the Anchorage Metropolitan Area Transportation Study (AMATS) process. Information acquired during the update of the Long-Range Transportation Plan is relied upon heavily for the necessary data required in determining highway and street patterns and locations shown in the OS&HP. A considerable amount of analyses of new demographic and transportation data is completed before extensive computer modeling techniques are used to determine future highway transportation system needs.

Although the AMATS Long-Range Transportation Plan is subject to annual review and possible revision, the major highway facilities that are identified are considered to be essential for the effective development of Anchorage's highway system. The Long-Range Transportation Plan forms much of the basis for the recommendations contained in the OS&HP. The OS&HP, in fact, becomes the implementing instrument for the long range transportation plan by officially identifying, by ordinance, the locations, classifications, and minimum right-of-way requirements of the street and

highway system needed to meet long range transportation goals over the next 25-year period.

2.0 PLAN DEVELOPMENT

2.1 Process

Development of the OS&HP involves the identification of problem areas within the present system of streets and highways and a projection of highway needs in the future. Service level deficiencies are principally used to identify the extent of existing and future traffic problems.

The Long-Range Transportation Plan, developed through the AMATS planning process, is used to identify current and future system deficiencies. Following identification of these system deficiencies, alternative street and highway networks are incrementally developed to determine specific highway improvements necessary to achieve an acceptable highway system which will adequately accommodate demands placed upon it. The development of this OS&HP relied upon the findings drawn from these alternative network analyses. Subarea studies were completed which provided additional information and identified local needs.

A Citizens' Forum on the OS&HP Update provided an important contribution to the process. This panel was composed of representatives of each of the community councils within the Anchorage Bowl. With technical staff, the Citizens' Forum reviewed and recommended changes to the 1985 OS&HP which formed the basis of this Plan.

The Chugiak/Eagle River Area map was updated during the development and adoption of the Chugiak/Eagle River Transportation Plan. A citizens review

committee was instrumental in this update process, as well.

2.2 System Classification

The Official Streets and Highways Plan recommends and identifies a system of streets and highways. Based upon the function of a given street or highway, a roadway is classified to best reflect its primary use, both current and projected. The first step in developing a street classification is to group all streets by present function. A good classification plan calls for a network of streets that integrates commercial and industrial development, schools, parks, residential areas, and highways. It should support land use objectives and at the same time provide for improved traffic circulation.

Some of the factors involved in designating streets for an appropriate system are the travel desires of automobile, truck, and transit users; the access needs of adjacent land development; the network pattern of existing streets; and existing and proposed land uses.

A street classification plan reflects the location of traffic generators, the amount and location of through traffic movement, and the access needs of abutting property. In evaluating these factors, present and future traffic requirements as well as land use patterns of the area, must be considered.

Information used in classifying streets into systems is obtained from origin-destination data, traffic volume counts, and street inventories. Other information, such as land use data and prospective commercial, industrial, and residential development, will indicate requirements for access. Preservation of neighborhoods by diverting through traffic should also be a basic objective. Collection and distribution of local traffic within a neighborhood, as well as access to abutting property, should be provided by a

separate street system which interconnects to the through traffic street system.

The Official Streets and Highways Plan identifies and recommends a system of roads and streets, including freeways, expressways, major and minor arterials, and collector streets required to meet the Municipality's future traffic needs. The plan shows a basic grid system somewhat modified by topography, present land uses, and the existing street system. These street systems were developed following extensive analyses performed during the long-range planning process, and also reflect the findings of several sub-area studies performed, including the Chugiak/Eagle River/Eklutna, Sand Lake and Goose Lake areas.

The system of freeways, expressways, major and minor arterials, and collector streets recommended in the OS&HP, reflect the goals and objectives of the Long-Range Transportation Plan which seeks to provide a transportation system that enhances the social and economic aspects of the region by minimizing neighborhood traffic, displacement of residential and employment opportunities, the impact on aesthetic qualities, and environmental impacts. It also seeks to provide safe and economical mobility to all people by maximizing the safety of the highway system and by minimizing costs. Finally, the OS&HP supports the long range goal of providing a system that can move people and goods in the most efficient and cost effective manner.

3.0 PLAN ELEMENTS

3.1 Street and Highway Characteristics -- Guidelines

The purpose of a highway system reflects whether efficient through movement or direct access to property is the main service requirement. Movement or access should be obtained with maximum safety. The quality

of service that a street system provides depends on how well each street is performing in relation to its primary purposes and in relation to its operational characteristics.

A. Freeways

The term "freeway" means a limited access, high-speed road with grade-separated interchanges. The freeway has only one function: to carry traffic. Because it is specialized with controlled access, no parking, and no at-grade intersections, it is a highly efficient transporter of goods and people. The freeway is a major barrier separating land uses on one side from those on the other. The cost of building freeways is very high, principally because of the cost of taking developed urban lands for right-of-ways, but also because of the special construction requirements of the Anchorage area. Because of its economic cost, as well as social and environmental impacts, the need for new, additional freeway facilities must be carefully evaluated.

The following general guidelines should be followed in planning for and phasing freeway construction in the Municipality:

- Freeways should either connect or provide easy access to major traffic generators throughout the urban area. They should also be designed to handle through traffic. The latter should be a secondary consideration given the small percentage of total trips that are classified as through trips within the urban area.
- The freeway should be located so it will not bisect communities, neighborhoods or other areas whose function would be impaired by such construction, nor erect a barrier between populated areas and recreation areas. Where such an area is bisected, provision should be made for access across the freeway, particularly at those locations where fairly extensive

pedestrian movement can be expected in the future.

- Construction of freeways should only be considered when the arterial system cannot meet the demand placed upon it. Traffic volumes must be well in excess of the design capacity of major arterials before freeway construction is considered. The total cost of freeway construction, including Socio-Economic costs must be determined to insure the best route is selected. Satisfactory provision for landscaping, in order to provide a buffer, improve aesthetics, and serve as major entrances to and through the community should also be included.

B. Expressways

An expressway is commonly defined as a divided arterial highway for through traffic with full or partial control of access, with intersections either at grade or grade separated. It is distinguished from a freeway by the latter's full control of access.

Partial access entails the control of access to give preference to through traffic but with provision for selected, limited crossings at grade. Expressways may be further distinguished by their somewhat slower design speeds and reduced design requirements for vertical and horizontal alignments. Because access can be provided through normal intersectional design rather than through interchanges and because design requirements are somewhat less stringent than for freeways, expressways can be considerably less expensive. In effect, expressways perform many of the functions of, and are designed similar to major arterials. They differ from arterials in that the control of access is considerably more stringent, and is normally limited to major/minor arterial connections.

In order to ensure that expressways effectively perform their through traffic function and are designed to limit at-grade access connections, the following guidelines in expressway location and development should be followed:

- Expressways should function as through traffic roadways, connecting major employment and activity centers with residential areas or serving as bypass routes for areawide through trips.
- Expressways should be designed for either full or partial access control. Residential and collector streets, or private driveway connections, should not access onto expressways. Subdivisions should be developed with reverse-lot design to prevent direct access from residential lots or small clusters of such lots.
- Expressways should be located so they will not bisect neighborhoods, communities, or other areas whose function would be impaired by the construction and operation of these facilities. Provision for safe pedestrian crossing should be provided in activity areas. Satisfactory provision for landscaping, in order to buffer the effect of vehicular operation upon adjacent areas, improve aesthetics, and serve as major entrances to and through the community should also be included.

C. Arterial Streets and Highways

The first and most important function of arterials is to move large volumes of vehicles and goods. Usually they accommodate longer trips, as from one part of the community to another. Access to adjacent lands should be a secondary consideration for an arterial.

Major and minor arterials, in addition to serving the functions of moving large volumes of traffic, also serve as routes for utilities and as a means of providing access to open space. However, arterials should be

primarily designed for the movement of traffic, with compromises only as necessary to service adjoining properties. These facilities should be landscaped and include provision for the control of driveway and curb access. The intent of this plan is to provide for the minimization of uncontrolled access, in order to both reduce conflicting vehicular movements and increase their traffic carrying capacity. The differences between major and minor arterials stem from their intended access and traffic carrying functions. The following definitions generally identify the principal distinctions between the two types of facilities.

1. **Major Arterial** -- A major facility for moving large volumes of inter-area traffic and for moving traffic to and from the freeway/expressway system. The major arterial is designed to rapidly move large volumes of traffic. It interconnects major traffic generators within a city and links important inter-city routes, thereby forming an integrated system within the community. It also performs a secondary land service function. Because of its traffic carrying function, access to the arterial should be carefully controlled.
2. **Minor Arterial** -- Although these streets are primarily intended to move through traffic, they also provide an important land access function. However, such access should be at block intervals wherever possible. They carry traffic parallel to or connecting with major arterials, supplementing the flow on the major system. Minor arterials have the following characteristics: 1) they serve less concentrated traffic generating areas, such as neighborhood shopping areas and schools; 2) they distribute traffic from neighborhood collector streets to major arterials, as well as between major arterials; and 3) they should not be developed to penetrate identifiable neighborhoods. Direct access is controlled

to a lesser degree on minor arterials than on major arterials.

In order to best perform their function with the least amount of disruption to the community, the following guidelines in the development and location of arterials should be followed:

1. **Major Arterials:**

- Major arterials should provide direct linkage between major employment and activity centers and connect these centers with large residential areas. They should provide little or no direct land access function.
- Major arterials should serve as a primary distribution system to and from freeways and expressways. In addition, they should provide major parallel traffic routes to the freeway system. Future subdivisions along major arterials should be designed to prevent direct access from residential lots or smaller clusters of such lots. Commercial and industrial access to major arterials should be carefully controlled.
- Major arterials should not bisect the community in such a way that large residential areas are isolated or cut off from major service facilities such as parks and schools. Pedestrian access to these facilities should be safely provided for. Satisfactory provision for landscaping in order to buffer the areas and improve aesthetics should also be included.

2. **Minor Arterials:**

- Minor arterials should serve as the distribution link between major arterials and streets of lesser importance, such as collector or residential streets.
- Minor arterials should serve to connect smaller residential areas, such as residential neighborhoods. In addition, it should connect residential areas with those facilities which serve one or more neighborhoods, such as community

schools, neighborhood business areas, and recreational facilities. Satisfactory provision for landscaping in order to buffer areas and improve aesthetics should also be included.

- Minor arterials should not divide identifiable neighborhood areas. Where necessary, neighborhood areas should be connected with safe pedestrian facilities.
- Minor arterials should have a significant degree of access control with access preferably at not less than block intervals. Direct access to minor arterials from individual lots should be discouraged.

D. Collector Streets

A collector street collects traffic from local streets and then conducts it to arterials or to local traffic generators such as shopping centers, schools, community centers, or park and recreational facilities. It may supply abutting property with some degree of land service but this should be avoided as much as possible. Collector streets are designed to give priority over local streets in traffic control locations. In commercial areas, traffic volumes are often too high to permit the utilization of collectors. In these areas, local streets are designed to connect directly with an arterial. In large industrial areas where traffic volumes are lower, collector streets are more often needed.

The main function of a residential collector street is to conduct traffic from local residential areas to arterials. Land access should be a secondary function of the residential collector, and both curb and driveway access should be discouraged except at those locations where traffic movement patterns may be effectively controlled. A collector may also function as an easement for utilities. Collectors may also be designed to provide access functions for commercial and industrial development, interconnecting such areas with adjoining

residential districts. Such facilities should also be designed to minimize curb and driveway access except at those locations where traffic movement patterns may be effectively controlled. Parking along collectors should be discouraged.

The location of residential collectors is influenced by their function as well as by the density of urban development and topography.

The following guidelines should be followed in planning for new collector streets:

- Collector streets should serve to collect traffic from local streets of all types and transmit this traffic to the arterial street system or to important trip generating activities within small residential areas.
- The collector street system should be designed so that through traffic is discouraged between larger residential areas or between larger residential areas and major activity areas. In residential areas, collector streets should be planned to not exceed one-half mile in length if possible, and to discourage continuous links between arterials.
- Collector streets should be designed to provide priority to through traffic movement, as compared to the access function of local streets. They should provide some degree of access control, in order to maximize safety and minimize traffic maneuvering problems, and they should provide a limited land service function to abutting property. New subdivisions should be designed to not allow direct driveway access to collectors. In areas of low density residential development, limited direct driveway access to collectors may be allowed but only if the collector street will not become a major link in the future to more densely developed areas. Reverse lot design should be used in subdivisions, in order to minimize driveway access onto collector streets.

- Collector streets should provide access to local neighborhood schools and neighborhood recreation areas. Pedestrian facilities should be provided along collectors to allow for safe access between these activity centers.
- Residential collectors should be designed to provide only two travel lanes, with limited widths on shoulder areas for emergency parking.
- On-street parking is not appropriate on collector roads. Designs should be developed to discourage curb parking.

E. Local Streets

The primary function of a local street is to provide access to abutting properties. In addition, local streets provide space for on street parking and for utilities.

The following guideline should be followed in planning for local streets:

- Local streets should be created at the time of original land subdivision, in accordance with the subdivision regulations.

F. Country Lanes

Country Lanes would generally be a special type of local or collector street having unique scenic attributes. Generally speaking, Country Lanes would be of two basic types:

- Narrow, gravel roads having very light traffic volumes.
- Two-lane, paved roads with relatively light traffic volumes.

In designating Country Lanes, the following guidelines shall be used:

- The character of the surrounding area should be aesthetically pleasing, containing natural settings or landscaping.
- In rural settings, the development along the road should be predominately residential and should include no industrial, commercial or resource

extraction land uses.

- In urban settings, the roadside development should be institutional or residential and should include vistas of natural features.
- Roadways should conform to the natural topography.
- Scenic vistas may be a very strong factor in designating a Country Lane where these conditions predominate. Easements may be acquired to protect areas crucial to the maintenance or enhancement of visual quality.

It should be noted that the Official Streets and Highways Map for Chugiak-Eagle River does not contain Country Lane designations. Instead, the determination as to what local roads and collectors will be considered for Country Lane design standards will be made on a case by case basis by the Chugiak/Birchwood/Eagle River Rural Road Service Area Board. This determination will be made prior to upgrades or improvements of local or collector roads and shall be based on the above guidelines.

In maintaining, upgrading, or improving Country Lanes, the following standards shall be adhered to:

Utility Lines

- Every attempt shall be made to minimize conflicts and duplications of effort when installing water, natural gas, and electric lines.
- After underground installation of any utility lines, landscaping shall be used to restore the area as quickly as possible to a natural condition.

Lighting

- Streets designated as Country Lanes should be equipped (when lights are deemed necessary) with low-profile, low-density illumination lamps of a design

that is compatible with the surrounding natural environment.

Construction and Maintenance

- Clearing should be done within the right-of-way only as necessary to assure adequate snow storage and roadway associated drainage. Areas cleared for construction, but not needed for snow storage and roadway associated drainage, must be restored as quickly as possible to a natural appearing condition. Care shall be taken to retain scenic views and protect or enhance the visual quality of the roadway.
- Ditches, where necessary, shall be no wider or deeper than required for drainage of the roadway and adjacent development.
- Easements may be acquired to protect areas crucial to the maintenance or enhancements of visual quality.

Subdivision and Development Review

- Subdivision and development review shall take place to assure conformity of street designs to Country Lane Standards.
- Consideration shall be given to preserve natural vegetation and enhancement of visual qualities as part of the subdivision or development design when adjoining Country Lanes.

Duplicate Designation of Country Lanes

- Where a road carries a duplicate designation such as Collector and Country Lane, for the purposes of site plan review

and construction design, extra attention should be given to enhancing the scenic quality of the road. Inclusion of necessary facilities, such as turn outs, are to be provided. This is not to preclude the construction of walkways, etc., but to address how they are constructed.

3.2 Functional Classification Standards

Various standards can be applied to the street and highway system to help determine the location, spacing and the number of lanes required to adequately accommodate the existing and anticipated volume of traffic the facility will be serving. These criteria can vary based upon the character of the surrounding land uses and the area’s anticipated growth. Table 1 summarizes these standards.

The figures for traffic volume (average daily traffic) listed in Table 1 should be considered as an indication of the usual traffic volumes experienced by a particular type of facility and not as fixed amounts. Laneage requirements should also be viewed as flexible, with the actual number of lanes being determined in project design studies.

In order for the various street classes to function adequately, basic design criteria should be met. Standards have been formulated for geometric design of roadways. The Municipality should develop typical designs for street classification using these standards as a guide.

**TABLE 1
SPACING AND LANE REQUIREMENTS**

Facility Types	Area Types	Spacing ³	AADT ⁵	# of Lanes
Freeway	All	2 miles	Over 40,000	Variable
Expressway	All	2 miles	Over 20,000	4 - 6
Major Arterials	Central Business District	1/4-mile	Over 20,000	4 - 6
	Commercial/Industrial Districts	1/4-mile	Over 20,000	4 - 6
	Residential (high density) ¹	1 mile	Over 20,000	4 - 6
	Residential (low density) ²	1 mile	Over 20,000	4 - 6
Minor Arterials	Central Business District	1/8-mile	0 - 20,000	2 - 4
	Commercial/Industrial Districts	1/4-mile	0 - 20,000	2 - 4
	Residential (high density) ¹	1/2-mile	0 - 20,000	2 - 4
	Residential (low density) ²	1 mile	0 - 20,000	2 - 4
Collectors	Central Business District	1/8-mile	2,000 - 10,000	2 - 4
	Commercial/Industrial Districts	1/8-mile	2,000 - 10,000	2 - 4
	Residential (high density) ¹	1/4-mile	2,000 - 10,000	2
	Residential (low density) ²	1/2-mile	2,000 - 10,000	2
Local ⁴	All	Variable	Less than 2,000	2

Footnotes:

- 1 High density residential = 5 dwelling units or more per acre.
- 2 Low density residential = 4 dwelling units or less per acre.
- 3 Spacing values are to be considered minimums. Standard may vary to conform to geographical constraints.
- 4 Includes Country Lanes. See also Title 21, Subdivision Standards.
- 5 Annual Average Daily Traffic.

The functional requirements of the classes of streets listed in Table 1 are summarized as follows:

Freeways: These streets will be serving over 40,000 trips a day. They should be built to freeway design standards with full grade separations of intersecting streets. Careful attention should be given to all details related to their design and the surrounding land. In cities of moderate size, spacing of freeways does not become a critical issue. However, an average minimum spacing of two miles should be followed where possible.

Expressways: Typically serving over 20,000 trips per day these streets are

distinguished by their higher speeds, heavy traffic and the allowance of a limited number of at-

grade intersections. Spacing between expressways should be limited to a minimum average of 2 miles. Lower design standards than for freeways are typically followed.

Major Arterials: Since the volumes on these streets will be over 20,000 trips a day, there should be at least four moving lanes, paved shoulders (for emergency parking), and a divider wherever possible. Access should be controlled very carefully. Residential development should be served from side streets, and a detailed traffic analysis should

be made to determine how best to serve commercial property-whether from service roads, special entrances, or side streets.

The spacing of arterial streets is largely a function of density. In the older, more urban parts of the community, a spacing of at least one quarter mile is allowable, while at suburban densities, one-mile spacing or more should be followed. This arterial distribution permits an even dispersion of traffic and tends to minimize distribution problems produced by localized overloading of smaller facilities.

Minor Arterials: These streets carry between 10,000 to 20,000 vehicles per day. They should have two to four moving lanes and paved shoulders (for emergency parking). Residential development should be discouraged from abutting directly onto these streets. Direct access to commercial property must be carefully controlled to limit the number of permitted driveways. Where possible, driveway access should be shared with abutting property owners.

Collectors: Traffic volumes on collector streets vary greatly. Residential collectors in low density areas may carry less than 2,000 vehicles per day. In higher density areas more than 2,000 vehicles per day may be more typical. Non-residential collectors may carry up to 10,000 vehicles per day. There should be two moving lanes with paved shoulders for emergency parking. Direct driveway access to a collector in residential developments should be discouraged. Reverse lot design within subdivisions should be required in order to minimize driveway access. At a typical pattern of residential development, a minimum spacing interval of one-eighth to one-half mile is normally followed. It is not desirable for residential collectors to form a continuous system since there is then a tendency for traffic to use the

collector in an arterial through-movement capacity.

Special design considerations apply to collectors in the Chugiak/Eagle River area. Existing streets which are designated as collectors in Chugiak/Eagle River are not expected to change substantially in character. Improvements to these streets, if they occur, will generally be limited to sidewalk improvements and upgrades from strip paved and/or gravel roadways to Municipal standards. The right-of-way and speed limits will remain the same (generally 60 feet and 25 miles per hour respectively) and no attempt will be made to increase the capacity of the roadway by adding additional lanes. The exception to this rule may be collectors which are included as major roadway improvements in the adopted Chugiak/ Eagle River Transportation Plan, including: Hiland Road, Business Blvd., South Birch-wood Loop Road, and Eklutna Lake Road.

Local Streets: In design, local streets exhibit the greatest amount of variation. This results from the type of development being served and the physical characteristics of the land. A local street can have a sixty-foot right-of-way and a pavement width in excess of forty-four feet if it serves a business area or it may have a fifty-foot right-of-way and twenty-four feet of pavement if it serves an outlying residential area. On hillsides and other areas of sensitive terrain, consideration must be given to achieving a balance between providing local access and designing a road that will least harm the environment.

Country Lanes: Standards for Country Lanes can be expected to vary with the terrain, vegetation and surrounding land uses. Right-of-way widths and pavement widths can vary considerably, in some cases being less than required for local streets. Discretion shall be used in determining right-of-way and driving surface widths. Clearing widths shall be

consistent with the goal of minimizing scarring.

Further design details related to street sections and intersections are not included as part of the Official Streets and Highways Plan. The design aspects of roadway development are controlled by standard specifications and guidelines adopted by the Municipality and by Alaska Department of Transportation and Public Facilities (ADOT&PF), which should be consistent with the Official Streets and Highways Plan. These procedures are to be followed in the design of typical roadway cross-sections, vertical profiles, and intersectional configurations.

3.3 Right-of-Way Requirements

A primary purpose of the Official Streets and Highways Plan is to identify the right-of-way requirements of the highway transportation system. Minimum right-of-way widths are presented for each street class in Table 2. These minimum right-of-way widths are based upon typical cross-sections that have been developed in this and other areas of the country for particular types of streets. The widths are intended to serve as the basis for reserving a minimum amount of right-of-ways for future road development. Additional rights-of-way may be required in order to accommodate separated trails, pathways, landscaping, buffering and utilities.

In areas of new subdivision activity, roadways designed to serve the subdivision as collectors will require additional rights-of-way if direct driveway access is provided to individual lots. This additional right-of-way will increase the current minimum of sixty feet of right-of-way by ten feet to a minimum right-of-way of seventy feet where driveway access is provided.

**TABLE 2
RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	# of Lanes	Minimum ROW Width	Average Daily Traffic (a)
FREEWAY	V	Variable	150' (b)	Over 40,000
EXPRESSWAY	IV	4 - 6	130'	Over 20,000
MAJOR ARTERIAL				
Divided (c)	III	4	100'	Over 20,000
	IIIA	4-6	130'	Over 20,000
Undivided	IIIB	4	100'	Over 20,000
	IIIC(d)	4	60'	Over 20,000
MINOR ARTERIAL	II	2 - 4	80'	10,000 - 20,000
	IIA(d)	2 - 4	60'	10,000 - 20,000
COLLECTOR				
Residential	I	2	80'	2,000 - 10,000
Industrial/Commercial	IA	2 - 4	80'	2,000 - 10,000
Neighborhood	IB(e)	2	70'	2,000 - 10,000
Neighborhood	IC(d)	2	60'	2,000 - 10,000
Local (f)	-	2	50' - 60'	Less than 2,000

Footnotes:

- (a) Average number of vehicle trips per day.
- (b) Does not include right-of-ways required for frontage roads or interchanges.
- (c) Width of divider strip may vary.
- (d) Classification applicable only in area bounded by and including 'L' Street, 3rd Avenue, Karluk Street, and 15th Avenue.
- (e) Minimum 70' right-of-ways required if direct driveway access is permitted.
- (f) Includes Country Lanes. See also Title 21, Subdivision Street Standards.

3.4 Study Areas

In some cases, not enough information is available to make a reasonable prediction of the future collector and arterial needs of an area. These areas will require additional study prior to identifying any functional designations. A total of nine such study areas have been designated in the Anchorage Bowl and Chugiak-Eagle River areas.

Anchorage Bowl Study Areas

A. Sand Lake Area

This area comprises a complex terrain, including the Sand Lake Gravel Pits. Actual patterns and densities associated with the development of this area are uncertain and cannot be identified at this time. The area is intended to be developed through Master Development Plan. A Roadway Circulation Plan, identifying the type and general alignment of collectors shall be prepared at

the time of Master Development and/or subdivision plat review. When the plan is reviewed and approved by staff, an amendment to the OS&HP shall be prepared and forwarded to the Assembly for adoption.

B. Seward/Glenn Connection

The Long-Range Transportation Plan for the Anchorage Bowl (AMATS LRTP, 1991) recommends that a sub-area analysis be performed to “determine if there is a need for a freeway type connection from the Glenn Highway to Seward Highway, and then, if needed, to determine the proper alignment for such a connection.” Whether or not to build such a connection, and the route of a potential connection, would be determined as part of the Comprehensive Plan update.

C. East Anchorage Transportation/Circulation

The boundary of the study area would approximate that defined in the East Anchorage Transportation Improvement Study *. The study will define the transportation needs for east Anchorage, alternatives and, if appropriate, the functional classifications of any roadway requirements in the area. Whether to construct any additional roadways and the routes of such roadways would be determined as part of the Comprehensive Plan update.

[Editor’s note: The parameters of this study area approximate Glenn Hwy to DeArmoun Road and Seward Hwy to Boniface Parkway.]

D. 40th Avenue/Midtown Park

The 40th Avenue Study Area designates an area where the Municipality has reserved the opportunity to construct a collector roadway connection between ‘A’/‘C’ Streets and the intersection of Denali Street/40th Avenue. A study will determine the need for 40th, based on surrounding land uses, circulation (auto, pedestrian, bicycle) and park needs.

Chugiak/Eagle River Study Areas

E. South Fork Access

A study is needed to investigate alternative locations for a new Hiland Road alignment. The new alignment is needed to improve a particularly steep and narrow section of the road as well as provide access to undeveloped land adjacent to Eagle River. The study will evaluate the feasibility of routes between River View Estates and Eagle River Loop Road.

F. Driftwood Bay Drive

Driftwood Bay Drive, which serves the Parkview Terrace East Subdivision in Eagle River, was designated as a collector street in the 1985 OS&HP. It currently deadends just past the new Alpenglow Elementary School. As the R-3SL lands to the east of Parkview Terrace develop with a maximum density of 3.5 dwelling units per acre, Driftwood Bay Drive should be extended (as a collector) to serve the area. There may also be a need to provide a secondary access to these newly developing areas from Eagle River Road. However, it is not clear where such a secondary access road should be located. A study is needed in conjunction with future subdivision submittals, to determine the feasibility of routes between River View Estates and Eagle River Loop Road.

G. North Peters Creek

The feasibility of extending Oberg Road to Reese Road extended should be examined when the preliminary plat for NorthWood Subdivision is submitted. Oberg Road currently ends at NorthWood Subdivision. It is not clear if it is feasible for Oberg Road to be extended to Reese Road (extended) due to the existence of deep ravines in the area. Nevertheless, this possibility should not be discarded without further examination. Such a connection would greatly improve access to

the new Middle School to be located just north of Reese Road.

H. Mirror Lake Interchange

Thousands of acres of undeveloped land, owned by Eklutna, Incorporated, lie between the New Glenn Highway, and Knik Arm east of the Mirror Lake Interchange. Although it is unclear exactly how this area will develop (designated as Mixed Use in the Chugiak/Eagle River Comprehensive Plan), it will no doubt generate a substantial amount of traffic. Most of this traffic will end up on the New Glenn Hwy. Thus, it is important that there is an adequate access to the Highway from the undeveloped land. Two existing interchanges could serve this property: the North Peters Creek Interchange and the Mirror Lake Interchange. The Peters Creek Interchange is probably best suited to serve the southern portion of the undeveloped lands, but should not be required to handle the full load. In order to reduce the distance to the freeway interchange and avoid over-burdening existing residential roads, the Mirror Lake Interchange will need to be utilized as the primary freeway access to this property. Use of this interchange will require the construction of an access road (collector or greater) through Edmonds Lake Regional Park.

Prior to the subdivision of the undeveloped Eklutna land, a study should be conducted as a part of the Traffic Impact Analysis to determine the advisability of using the Mirror Lake Interchange as the primary access to the development and to determine the best route through the park in order to minimize its impact.

I. Chugiak/Eagle River Mixed Use Areas

The Chugiak/Eagle River Comprehensive Plan designated three large undeveloped tracts owned by Eklutna as mixed use areas including: Eklutna 770, bounded by the Old and New Glenn Highway and North and

South Birchwood Loop Road; the Powder Reserve, located west of the New Glenn Highway near the North Eagle River Access Road Interchange; and the Eklutna lands between the New Glenn Highway and Knik Arm west of the Mirror Lake Interchange.

The mixed use classification allows a wide range of residential, commercial, institutional, open space or light industrial uses and densities. As a result, future land use patterns and densities can not be accurately predicted. Neither is it possible to make reasonable recommendations regarding a system of collectors and arterials prior to the actual subdivision or zoning submittal.

The circulation system for these large undeveloped parcels of land can best be planned through the Planned Community (PC) Master Plan process which requires a description of the principal circulation elements. This procedure worked well in the rezoning for Tract A, Powder Reserve, and is supported by policies contained in the Chugiak/Eagle River Comprehensive Plan which state that the mixed use areas be implemented through a Planned Community District or through an alternative zoning package. By avoiding piecemeal development, it is hoped that an integrated network of local, collector, and arterial streets can be established for these undeveloped areas.

3.5 Official Streets and Highway Plan Maps

Official Streets and Highway Plan Maps identify both the classification and the location of the highway transportation system. While based primarily on the criteria stated in Sections 3.1 and 3.2, the Plan Maps also reflect other planning considerations. Where the maps conflict with the above criteria in 3.1 or 3.2, the maps shall govern. Where street and highway alignments on the Plan Maps correspond to existing streets, the planned alignment shall conform substantially to the existing alignment. Where street and highway alignments on the Plan Maps do not correspond to existing streets, the alignment on the Plan Maps is approximate. Such alignments are finally determined by the acceptance of right-of-way dedications on subdivision plats or during the design phase for the construction of a planned facility.

Figure 1 illustrates the transportation system for the Anchorage Bowl. Figure 2 highlights the Anchorage downtown area. Figures 3 and 4, respectively, show the highway systems for the Eagle River-Chugiak-Eklutna areas and the Girdwood area.

[Editor's note: Chapter 9 of the Chugiak/Eagle River Transportation Plan can be used to further refine the Official Streets and Highways Plan Map for the Chugiak/ Eagle River Area.]

[Anchorage Bowl OS&HP Map](#)

Figure 1

CBD OS&HP Map
Figure 2

Eagle River OS&HP Map

Figure 3

[Girdwood OS&SP Map](#)

Figure 4

16

4.0 IMPLEMENTATION

The Official Streets and Highways Plan implements the recommendations contained in the community's Long-Range Transportation Plan and the Comprehensive Development Plan. In turn, the Official Streets and Highways Plan is implemented as described below. Implementation depends upon the type of facility in question. With freeways, for example, the possibility of requiring additional rights-of-way through use of the subdivision ordinance is practically non-existent.

4.1 Adoption of an Official Streets and Highways Plan

The adoption of the Official Streets and Highways Plan sets the policy of the Municipality as to the present and future classification of streets; establishes the location of these streets; and indicates the intended function and traffic usage on the major street system. Streets functionally classified in the OS&HP are shown on Figures 1, 2, 3 and 4.

4.2 Adoption and Enforcement of Subdivision Standards

Subdivision dedication requirements are the primary tool to establish the local and collector street system and a secondary means to establish the arterial, expressway and freeway system. The requirements for subdivision right-of-way design and dedication are in Anchorage Municipal Code Chapter 21.80. That chapter requires that:

- All street rights-of-way with limited exceptions, shall be dedicated to the public.
- Subdivision street rights-of-way shall conform to the Official Streets and Highways Plan.

In addition to these requirements, Chapter 21.80 also establishes minimum design standards for street alignment, grade, cul-de-sacs, and intersections.

The requirements for subdivision street construction are in Anchorage Municipal Code, Chapter 21.85. Subdivision street construction also is governed by the standard construction specifications of the Department of Public Works.

4.3 Adoption and Enforcement of Zoning Requirements

Anchorage Municipal Code 21.45.140 establishes building setback requirements to preserve alignments designated by the OS&HP for future street and highway construction, and to aid landowners in coordinating their development plans with the street and highway system projected by the OS&HP.

4.4 Financing of Improvements

Several financing programs implement the construction of streets and highways designated on the OS&HP. Government financing programs are administered both by the Municipality, through the Capital Improvement Program, and through the Alaska Department of Transportation and Public Facilities through the Statewide Transportation Improvement Program. That portion of the statewide program that pertains to Anchorage is developed on a joint basis between the Municipality and the State Department of Transportation and Public Facilities (ADOT&PF) through the cooperative planning process, AMATS. Private financing of streets on the Official Streets and Highways Plan is provided for in Chapter 21.87 of the Anchorage Municipal Code.

5.0 PLAN UPDATING

The Official Streets and Highways Plan, as with any other planning effort, must be subject to periodic updating. This is to insure that the community's system of streets and highways is consistent with the rate and pattern of urban growth. Even though this plan is based on the most reliable data and projections currently available, it can be expected that significant changes in land use patterns and travel habits will occur over the next 25-30 years. For this reason, the Official Streets and Highways Plan must be reevaluated and revised at periodic intervals, and should occur after the revision of the AMATS Long-Range Transportation Plan. The Planning and Zoning Commission will review and hold public hearings on both documents at the appropriate time.

Several major transportation studies remain which, upon completion, may result in the need to amend the AMATS Long-Range Transportation Plan. These studies include the East Anchorage Transportation / Circulation Study and Glenn/Seward Highway Corridors. Where necessary to preserve existing right-of-ways, these study areas have been noted on Figure 1. The Official Streets and Highways Plan may be amended to include additional rights-of-way necessary to implement the recommendations of these studies.

The right-of-way widths and alignments designated in this Plan shall remain in effect until the Plan is amended in accordance with Title 21 of the Anchorage Municipal Code.

6.0 CONCLUSION

The Official Streets and Highways Plan is largely based upon the recommended street and highway networks of the AMATS Long-Range Transportation Plan for the Anchorage Bowl and the Chugiak/Eagle River Transportation Plan, and the recommendations of the Citizens' Forum on the Update of the OS&HP. These transportation system recommendations are intended to complement the Municipality's Comprehensive Development Plan, and satisfy projected traffic demands. The function of the Official Streets and Highways Plan is to identify the function and location of the existing and proposed street system, in order to reserve sufficient rights-of-way for future construction needs. It is the framework upon which the development of a basic, integrated transportation network of roads and streets can be developed to serve Anchorage's future urban development and travel demands.

Official Streets and Highways Plan

Appendix 'A'

Listing of Roadways in the Anchorage Bowl:
Freeways, Expressways, Arterials, Collectors, Country Lanes

CLASSIFICATION LISTING OF ROADWAYS IN THE ANCHORAGE BOWL

Roadway Name	Beginning Point	Terminus	Facility Type	Class
'A' Street	3rd Ave	10th Ave	Major Arterial (undivided)	IIIC
'A' Street	10th Ave	Tudor Rd	Major Arterial (undivided)	IIIB
Abbott Loop Road	Dowling Rd (extended)	Abbott Rd	Residential Collector	I
Abbott Loop / Bragaw	Abbott Rd	O'Malley Rd	Residential Collector	I
Abbott Road	Hartzell Rd	Lake Otis Pkwy	Major Arterial (divided)	III
Abbott Road	Lake Otis Pkwy	Hillside Dr	Minor Arterial	II
Aero Avenue	Northern Lights Blvd	Lakeshore Dr	Neighborhood Collector	IC
Aircraft Drive	Northern Lights Blvd	DeHavilland Ave	Comm'1/Industrial Collector	IA
Airport Heights Road	Glenn Hwy	DeBarr Rd	Major Arterial (divided)	III
Arctic Boulevard	17th Ave	Fireweed Lane	Neighborhood Collector	IC
Arctic Boulevard	Fireweed Lane	Northern Lights Blvd	Minor Arterial	II
Arctic Boulevard	Northern Lights Blvd	Dowling Rd	Major Arterial (divided)	III
Arctic Boulevard	Dowling Rd	Dimond Blvd	Minor Arterial	II
Arctic Boulevard	Dimond Blvd	100th Ave	Residential Collector	I
Basher Drive	Campbell Airstrip Rd	east terminus	Country Lane	
Baxter Road	20th Ave	Tudor Rd	Neighborhood Collector	IC
Bettor Drive	100th Ave	south terminus	Neighborhood Collector	IB
Beaver Place	DeBarr Rd	20th Ave	Neighborhood Collector	IC
Benson Blvd	Lois Drive	LaTouche Street	Major Arterial (undivided)	IIIB
Birch Road	Abbott Rd	Huffman Rd	Residential Collector	I
Birch Road	Huffman Rd	DeArmoun Rd	Neighborhood Collector	IC
Blackberry Street	Strawberry Rd	Dimond Blvd	Neighborhood Collector	IC
Boniface Pkwy	Elmendorf AFB entrance	Glenn Hwy	Minor Arterial	II
Boniface Pkwy	Glenn Hwy	Tudor Rd	Major Arterial (divided)	III
Boniface Pkwy	Tudor Rd	48th Ave	Comm'1/Industrial Collector	IA
Bootlegger Cove	11th Ave	'U' Street	Country Lane	
Boundary Street	Turpin	Muldoon Rd	Residential Collector	I
Bragaw Street	McPhee Ave	Mt View Dr	Neighborhood Collector	IB
Bragaw Street	Mt View Dr	Glenn Hwy	Neighborhood Collector	IB
Bragaw Street	Glenn Hwy	Northern Lights Blvd	Major Arterial (undivided)	IIIB
Bragaw Street	Providence Dr	48th Ave	Minor Arterial	II
Bragaw Street	48th Ave	Dowling Rd	Study Area	
Bragaw Street	Abbott Rd	O'Malley Rd	Residential Collector	I
Bragaw Street	O'Malley Rd	DeArmoun Rd	Residential Collector	I
Brandon Street	Cross Rd	Old Seward Hwy	Neighborhood Collector	IC
Buddy Werner Drive	Schuss Dr	Slalom Dr	Country Lane	
'C' Street (North)	Ocean Dock / Whitney Rd	1st Ave	Comm'1/Industrial Collector	IA
'C' Street	3rd Ave	15th Ave	Major Arterial	IIIC
'C' Street	15th Ave	Tudor Rd	Major Arterial (undivided)	IIIB
'C' Street	Tudor Rd	O'Malley Rd	Major Arterial	IIIA
'C' Street	O'Malley Rd	Klatt Rd	Minor Arterial	II
Calais Drive	'A' Street	Denali Street	Comm'1/Industrial Collector	IA
Campbell Airstrip Rd	Northern Lights Blvd	Baxter Rd	Country Lane	
Campbell Airstrip Rd	Tudor Rd	Basher Dr	Country Lane	

Roadway Name	Beginning Point	Terminus	Facility Type	Class
Canyon Road	Upper DeArmoun Rd	east terminus	Neighborhood Collector	IC
Caravelle Dr	Raspberry Rd	Jewel Lake Rd	Neighborhood Collector	IC
Chandalar Dr	20th Ave	Patterson St	Neighborhood Collector	IC
Christensen Drive	1st Ave	3rd Ave	Neighborhood Collector	IC
Clark's Road	Rabbit Creek Rd	east terminus	Neighborhood Collector	IC
Cobra Ave	Longhorn St	Shebanof Ave	Country Lane	
Collins Way	Jewel Lake	64th Ave	Neighborhood Collector	IC
Commercial Drive	Post Rd	Mountain View Dr	Minor Arterial	II
Cordova Street	3rd Ave	15th Ave	Neighborhood Collector	IC
Cordova Street	Tudor Rd	Internat'l Airport Rd	Residential Collector	I
Cox Drive	Rabbit Creek Rd	Messina St	Country Lane	
Cranberry Street	64th Ave	Raspberry Rd	Neighborhood Collector	IC
Cross Road	Oceanview Dr	Brandon St	Neighborhood Collector	IC
DeArmoun Road	Old Seward Hwy	140th Ave	Minor Arterial	II
DeBarr Road	Lake Otis Pkwy	Muldoon Rd	Major Arterial (divided)	III
DeHavilland Avenue	Postmark Dr	Aircraft Dr	Comm'l/Industrial Collector	IA
Denali Street	Fireweed Lane	Tudor Rd	Minor Arterial	II
Dimond Blvd	Jodphur St	Sand Lake Rd	Residential Collector	I
Dimond Blvd	Sand Lake Rd	Jewel Lake Rd	Minor Arterial	II
Dimond Blvd	Jewel Lake Rd	New Seward Hwy	Major Arterial (divided)	IIIA
Dimond Blvd	New Seward Hwy	Hartzell Rd	Major Arterial (divided)	III
Doggie Avenue	Shebanof Dr	Klatt Rd	Country Lane	
Dowling Road	Arctic Blvd	Lake Otis Pkwy	Major Arterial (divided)	III
Dowling Road	Lake Otis Pkwy	Spruce St	Minor Arterial	II
Dowling Rd (extended)	Spruce St	Abbott Loop Rd	Residential Collector	I
Downhill Circle	Nordic St	Buddy Werner Dr	Country Lane	
'E' Street	2nd Ave	17th Ave	Neighborhood Collector	IC
Elmore Street	DeArmoun Rd	Rabbit Creek Rd	Neighborhood Collector	IC
Endicott Street	80th Ave	84th Ave	Neighborhood Collector	IC
Ensign Drive	Bayshore Dr	Southport Pkwy	Neighborhood Collector	IB
Fireweed Lane	Spenard Rd	New Seward Hwy	Minor Arterial	II
Fireweed Lane	New Seward Hwy	LaTouche St	Neighborhood Collector	IC
'G' Street	3rd Ave	9th Ave	Neighborhood Collector	IC
Gambell Street	3rd Ave	15th Ave	Major Arterial (undivided)	IIIC
Ginami Street	Ginami Circle	Huffman Rd	Country Lane	
Glenn Alps Rd	Toilsome Hill Rd	east terminus	Residential Collector	I
Glenn Hwy	6th Ave	Airport Hts / Mt View Dr	Major Arterial (undivided)	IIIB
Glenn Hwy	Airport Hts / Mt View Dr	Bragaw St	Major Arterial (divided)	III
Glenn Hwy	Bragaw St	North MOA Boundary	Freeway	V
Goldenview Drive	142nd Ave	Rabbit Creek Rd	Neighborhood Collector	IC
Goldenview Drive	Rabbit Creek Rd	Bulgaria Dr	Residential Collector	I
Hartzell Road	Dimond Blvd	Abbott Rd	Major Arterial	III
Hartzell Road	Dimond Blvd	Lore Road	Residential Collector	I
Hideway Trail	Upper O'Malley Rd	Klatt Rd	Country Lane	

Roadway Name	Beginning Point	Terminus	Facility Type	Class
Highview Drive	Johns Rd	Oceanview Dr	Neighborhood Collector	IC
Hillcrest Drive	Forest Park Dr	Spenard Rd	Neighborhood Collector	IC
Hillside Drive	Abbott Rd	DeArmoun Rd	Residential Collector	I
Huffman Road	Old Seward Hwy	Elmore St	Minor Arterial	II
Huffman Road	Elmore St	Hillside Dr	Neighborhood Collector	IC
'I' Street	3rd Ave	15th Ave	Major Arterial (undivided)	IIIC
Independence Drive	Abbott Rd	O'Malley Rd	Neighborhood Collector	IC
Ingra Street	3rd Ave	15th Ave	Major Arterial (undivided)	IIIC
Internat'l Airport Road	west terminus	Minnesota Dr	Expressway	IV
Internat'l Airport Road	Minnesota Dr	Old Seward Hwy	Major Arterial (undivided)	IIIB
Internat'l Airport Road	Old Seward Hwy	New Seward Hwy	Residential Collector	I
Jade Street	84th Ave	Dimond Blvd	Neighborhood Collector	IC
Jarvi Drive	Gwenn Dr	Old Seward Hwy	Country Lane	
Jeanne Road	Upper Huffman Rd	Upper DeArrnoun Rd	Country Lane	
Jewel Lake Road	Internat'l Airport Rd	Dimond Blvd	Major Arterial (divided)	III
Jewel Lake Road	Dimond Blvd	North Point Drive	Neighborhood Collector	IC
Johns Road	Klatt Rd	High View Dr	Residential Collector	I
Karluk Street	5th Ave	15th Ave	Residential Collector	I
King Street	76th Ave	100th Ave	Comm'l/Industrial Collector	IA
Kincaid Road	Jodphur St	Sand Lake Rd	Neighborhood Collector	IB
Klatt Road North	Southport Dr	'C' Street	Minor Arterial	II
Klatt Road	'C' Street	Old Seward Hwy	Minor Arterial	II
Klatt Road South	Southport Dr	Timberlane Dr	Residential Collector	I
'L' Street	3rd Ave	15th Ave	Major Arterial (undivided)	IIIC
Lake Otis Parkway	15th Ave/DeBarr Rd	Abbott Rd	Major Arterial (divided)	III
Lake Otis Parkway	Abbott Rd	Huffman Rd	Minor Arterial	II
Lake Otis Parkway	Huffman Rd	Legacy Dr	Neighborhood Collector	IC
Lakeshore Drive	Aero Ave	Spenard Rd	Neighborhood Collector	IC
LaTouche Street	Fireweed Lane	36th Ave	Neighborhood Collector	IC
Lodge Pole Court	Nettleton Dr	Panorama St	Country Lane	
Lois Drive	Benson Blvd	36th Ave	Neighborhood Collector	IC
Longhorn St	Cobra St	Trails End Rd	Country Lane	
Loop Road	Bluff Rd	Port Access Rd	Minor Arterial	II
Lore Road	Spruce Rd	Abbott Loop Rd	Neighborhood Collector	IC
Mael Street	Rockridge Rd	112th Ave	Country Lane	
MacInnes Road	36th Ave	Tudor Rd	Neighborhood Collector	IC
Main Tree Drive	Abbott Rd	O'Malley Rd	Country Lane	
Mars Street	Oceanview Dr	Gwenn Dr	Country Lane	
McCarrey Street	Mountain View Dr	Glenn Hwy	Residential Collector	I
McCarrey Street	Glenn Hwy	E 3rd Ave	Neighborhood Collector	IC
McRae Road	Turnagain St	Spenard Rd	Neighborhood Collector	IC
Messina Street	Cox Dr	Upper DeArmoun Rd	Country Lane	
Milky Way Drive	Aero Ave	Wisconsin St	Neighborhood Collector	IC
Minnesota Drive	15th Ave	Internat'l Airport Rd	Major Arterial (divided)	III

Roadway Name	Beginning Point	Terminus	Facility Type	Class
Minnesota Drive	Internat'l Airport Rd	'C' St	Freeway	V
Mountain View Drive	East 5th Ave	Bragaw St	Minor Arterial	II
Mountain View Drive	Bragaw St	Boniface Pkwy	Comm'l/Industrial Collector	IA
Muldoon Road	Glenn Hwy	Tudor Rd	Major Arterial (divided)	III
'N' Street	5th Ave	7th Ave	Country Lane	
Nettleton Drive	Hillside Dr	Lodge Pole Court	Country Lane	
New Seward Highway	15th Ave	Rabbit Creek Rd	Freeway	V
New Seward Highway	Rabbit Creek Rd	MOA Boundary	Major Arterial (undivided)	IIIB
NLB / Pt Worzonof	west terminus	Postmark Dr	Comm'l/Industrial Collector	IA
Northern Lights Blvd	Postmark Dr	Wisconsin St	Minor Arterial	II
Northern Lights Blvd	Wisconsin St	Benson Blvd (west terminus)	Major Arterial (divided)	III
Northern Lights Blvd	Benson Blvd (west terminus)	Benson Blvd (east terminus)	Major Arterial (undivided)	IIIB
Northern Lights Blvd	Benson Blvd (east terminus)	Muldoon Rd	Major Arterial (divided)	III
Northern Lights Blvd	Muldoon Rd	East MOA boundary	Neighborhood Collector	IB
Nordic Street	White Dr	Downhill Circle	Country Lane	
Northwood Drive	Raspberry Rd	Dimond Blvd	Minor Arterial	II
Northwood Drive	Spenard Rd	Internat'l Airport Rd	Neighborhood Collector	IC
'O' Street	7th Ave	8th Ave	Country Lane	
O'Malley Road	'C' St	New Seward Hwy	Freeway	V
O'Malley Road	New Seward Hwy	Lake Otis Pkwy	Major Arterial (undivided)	IIIB
O'Malley Road	Lake Otis Pkwy	Hillside Dr	Minor Arterial	II
Ocean Dock Road	Tidewater Rd	North 'C' St	Minor Arterial	II
Oceanview Drive	High View Dr	Cross Rd	Neighborhood Collector	IC
Oceanview Drive	Cross Rd	Mars St	Country Lane	
Old Internat'l Airport Rd	west terminus	Jewel Lake Rd	Comm'l/Industrial Collector	IA
Old Seward Highway	New Seward / 34th Ave	Huffman Rd	Major Arterial (divided)	III
Old Seward Highway	Huffman Rd	New Seward Hwy	Minor Arterial	II
Old Seward Highway	New Seward Hwy	Rabbit Creek Rd	Residential Collector	I
Oklahoma Street	Boundary Ave	East 6th Ave	Neighborhood Collector	IC
Our Road	98th Ave	O'Malley Rd	Country Lane	
Our Road	O'Malley Rd	Klatt Rd	Country Lane	
Panorama Drive	Lodge Pole Court	Port Orford Dr	Country Lane	
Passage Way	Bragaw St	Wilderness Rd/Dr	Country Lane	
Patterson Street	DeBarr Rd	20th Ave	Neighborhood Collector	IC
Patterson Street	Chandalor Dr	Tudor Rd	Neighborhood Collector	IC
Penland Parkway	Airport Heights Rd	Bragaw St	Comm'l/Industrial Collector	IA
Pine Street	3rd Ave	DeBarr Road	Neighborhood Collector	IC
Pine Street	DeBarr Road	Reka Drive	Neighborhood Collector	IB
Port Access Road	Ocean Dock / Loop Rd	3rd Ave	Major Arterial (undivided)	IIIC
Port Orford Drive	Panorama Dr	White Dr	Country Lane	
Post Road	3rd Ave	Reeve Blvd	Minor Arterial	II
Postmark Drive	Northern Lights Blvd	Internat'l Airport Rd	Minor Arterial	II
Potter Drive	Arctic Blvd	Dowling Rd	Comm'l/Industrial Collector	IA
Potter Valley Road	Old Seward Hwy	east terminus	Residential Collector	I

Roadway Name	Beginning Point	Terminus	Facility Type	Class
Prospect Drive	Upper O'Malley Rd	Chugach State Park Entry	Neighborhood Collector	IC
Providence Drive	Lake Otis Pkwy	Bragaw St	Minor Arterial	II
Pt Woronzof Drive	west terminus	Postmark Dr	Comm'l/Industrial Collector	IA
Rabbit Creek Road	New Seward Hwy	Goldenview Dr	Minor Arterial	II
Rabbit Creek Road	Goldenview Dr	DeArmoun Rd	Residential Collector	I
Raspberry Road	Kincaid Park Chalet	Sand Lake Rd	Residential Collector	I
Raspberry Road	Sand Lake Rd	Jewel Lake Rd	Minor Arterial	II
Raspberry Road	Jewel Lake Rd	Rovenna St	Major Arterial (divided)	III
Raspberry Rd (extended)	Rovenna St	'C' St	Minor Arterial	II
Reeve Blvd	Post Rd	5th Ave	Minor Arterial	II
Rockridge Drive	north terminus	Huffman Rd	Country Lane	
Rovenna Street	Dowling Rd (extended)	Raspberry Rd	Major Arterial (divided)	III
'S' Street	Stolt Lane	11th Ave	Country Lane	
Sand Lake Road	Raspberry Rd	Dimond Blvd	Minor Arterial	II
Schuss Dr	Shalom Dr	O'Malley Rd	Country Lane	
Seward Hwy	Rabbit Creek Rd	South MOA boundary	Major Arterial (undivided)	IIIB
Slalom Drive	Prospect Dr	Schuss Dr	Country Lane	
Snowline Drive	Upper O'Malley Rd	Klatt Rd	Country Lane	
Southport Drive	100th Ave	Klatt Rd	Minor Arterial	II
Spenard Road	'I' St	Internat'l Airport Rd	Minor Arterial	II
Spruce Street	72nd Ave	88th Ave	Neighborhood Collector	IC
Stolt Lane	'S' St	8th Ave	Country Lane	
Strawberry Road	Jewel Lake Rd	Minnesota Dr	Neighborhood Collector	IB
Strawberry Road	Minnesota Dr	'C' St	Neighborhood Collector	IC
Tidewater Rd	Ocean Dock Rd	north terminus	Minor Arterial	II
Toilsome Hill Dr	Upper Huffman Rd	Glenn Alps Rd	Residential Collector	I
Tudor Road	Minnesota Drive	Muldoon Road	Major Arterial (divided)	IIIA
Turnagain Blvd	Illiamna Ave	Northern Lights Blvd	Neighborhood Collector	IC
Turpin Street	Glenn Hwy	DeBarr Rd	Neighborhood Collector	IC
Upper DeArmoun Road	Hillside Dr	Canyon Rd	Neighborhood Collector	IC
Upper Huffman Road	Hillside Dr	Toilsome Hill Dr	Residential Collector	I
Upper O'Malley Road	Hillside Dr	Prospect Dr	Neighborhood Collector	IC
Vanguard Drive	92nd Ave/Academy Dr	Abbott Rd	Minor Arterial	II
Victor Road	Dimond Blvd	100th Ave	Minor Arterial	II
Wesleyan Drive	20th Ave	Northern Lights Blvd	Neighborhood Collector	IC
Westwind Drive	Legacy Dr	DeArmoun Rd	Neighborhood Collector	IC
White Drive	Port Orford Dr	Nordic St	Country Lane	
Whitney Road	Ocean Dock Rd	Post Rd	Comm'l/Industrial Collector	IA
Wilderness Rd/Dr	Passage Way	Huffman Rd	Country Lane	
Wisconsin Street	Northern Lights Blvd	Lakeshore Dr	Neighborhood Collector	IC
Woodbourne Drive	Klatt Rd	Ginami Circle	Country Lane	
1st Avenue	Christensen Dr	North 'C' St	Neighborhood Collector	IC
2nd Avenue	'E' St	North 'C' St	Neighborhood Collector	IC
3rd Avenue	'K' St	Post Rd	Minor Arterial	IIA

Roadway Name	Beginning Point	Terminus	Facility Type	Class
4th Avenue	'L' St	'C' St	Neighborhood Collector	IC
4th Avenue	'C' St	Post Rd	Minor Arterial	IIA
5th Avenue	'N' Street	'L' Street	Country Lane	
5th Avenue	'L' St	Karluk St	Major Arterial (undivided)	IIIC
5th Avenue	Karluk St	Airpt Hts/Mt. View	Major Arterial (undivided)	IIIB
6th Avenue	'L' Street	5th Ave (near Medfra St)	Major Arterial (undivided)	IIIC
6th Avenue	Patterson	Cherry St	Neighborhood Collector	IC
7th Avenue	'O' St	'N' St	Country Lane	
7th Avenue	'L' St	'A' St	Neighborhood Collector	IC
8th Avenue	Stolt Lane	'O' St	Country Lane	
9th Avenue	'O' St	'L' St	Neighborhood Collector	IC
9th Avenue	'L' St	Gambell St	Minor Arterial	II
9th Avenue	Gambell St	Ingra St	Minor Arterial	IIA
9th Avenue	Ingra St	Karluk St	Residential Collector	I
11th Avenue	'S' Street	Bootlegger Cove	Country Lane	
15th Avenue	'L' St / Minnesota Dr	Lake Otis Pkwy	Major Arterial (undivided)	IIIB
16th Avenue	'C' St	Gambell St	Comm'l/Industrial Collector	IA
17th Avenue	Arctic Blvd	'E' St	Neighborhood Collector	IC
20th Avenue (E)	Patterson St	Muldoon Rd	Neighborhood Collector	IC
20th Avenue	Muldoon Rd	Greendale Dr	Neighborhood Collector	IC
32nd Avenue	Arctic Blvd	'A' St	Neighborhood Collector	IC
33rd Avenue	Denali Street	Old Seward Hwy	Comm'l/Industrial Collector	IA
35th Avenue (W)	Wisconsin St	Turnagain St	Neighborhood Collector	IC
36th Avenue	Lois Dr	Minnesota Dr	Neighborhood Collector	IC
36th Avenue	Spenard Rd	Lake Otis Pkwy	Minor Arterial	II
36th Avenue	Patterson St	Pioneer Dr	Neighborhood Collector	IC
40th Avenue (E)	Denali Street	Old Seward Hwy	Comm'l/Industrial Collector	IA
48th Avenue	'A' Street	Old Seward Hwy	Neighborhood Collector	IC
48th Avenue (extended)	Bragaw St	Boniface Pkwy	Comm'l/Industrial Collector	IA
64th Avenue	Collins Way	Cranberry St	Neighborhood Collector	IC
68th Avenue	New Seward Hwy	Lake Otis Pkwy	Neighborhood Collector	IB
68th Avenue	Lake Otis Pkwy	Abbott Loop Rd	Residential Collector	I
72nd Avenue	Lake Otis Pkwy	Spruce St	Neighborhood Collector	IC
76th Avenue	King Street	Old Seward Hwy	Neighborhood Collector	IC
76th Avenue	Old Seward Hwy	New Seward Hwy	Comm'l/Industrial Collector	IA
80th Avenue	Sand Lake Rd	Endicott St	Neighborhood Collector	IC
84th Avenue	Edicott St	Jade St	Neighborhood Collector	IC
84th Avenue	Lake Otis Pkwy	Spruce St	Neighborhood Collector	IC
88th Avenue	Jewel Lake Park	Jewel Lake Rd	Neighborhood Collector	IC
88th Avenue	Jewel Lake Rd	Northwood Dr	Neighborhood Collector	IB
88th Avenue	Hartzell Rd	Lake Otis Pkwy	Comm'l/Industrial Collector	IA
88th Avenue	Spruce St	Abbott Loop Rd	Neighborhood Collector	IC
92nd Avenue	Minnesota Dr	Old Seward Hwy	Minor Arterial	II
92nd Ave/Academy Dr	Old Seward Hwy	Vanguard Dr	Minor Arterial	II
98th Avenue (E)	Birch Rd	Our Rd	Country Lane	

Roadway Name	Beginning Point	Terminus	Facility Type	Class
100th Avenue	Bayshore Dr	Victor Rd	Residential Collector	I
100th Avenue	Victor Rd	Minnesota Dr	Minor Arterial	II
100th Avenue	Minnesota Dr	'C' St (extended)	Residential Collector	I
100th Avenue	'C' St (extended)	Old Seward Hwy	Comm'l/Industrial Collector	IA

Addendum
Classification Listing of Roadways in the Anchorage Bowl

Roadway	Beginning Point	Terminus	Facility Type
Arlene Street	Dimond Blvd	Opal Street	Collector
Boston Street	10 th Avenue	DeBarr Road	Collector
Timberlane Drive	Thomasson/Huffman Road	North Klatt Road	Collector
East 12 th Court	Muldoon Road	Boston Street	Collector

Official Streets and Highways Plan

Appendix 'B'

Listing of Roadways in the Chugiak/Eagle River Area:
Freeways, Arterials and Collectors

CLASSIFICATION LISTING OF ROADWAYS IN THE CHUGIAK / EAGLE RIVER AREA

Roadway	Beginning Point	Terminus	Facility Type
Almdale Avenue	Shims St	Husky St	Collector
Artillery Road	New Glenn Hwy Interchange	west terminus	Collector
Aurora Borealis Dr	Bernie Ave (extended)	Helluva St	Collector
Baronoff Avenue	Eagle River Loop Rd	Old Eagle River Rd	Collector
Bernie Avenue (extended)	Starner St	Aurora Borealis Dr	Collector
North Birchwood Loop Rd	Old Glenn Hwy	Birchwood Airport	Arterial
South Birchwood Loop Rd	Old Glenn Hwy	North Birchwood Loop Rd	Collector
Business Blvd	Old Glenn Hwy	Old Glenn Hwy	Collector
Coronado Road	Old Glenn Hwy	Loop Road Spur	Collector
Driftwood Bay Drive	Eagle River Loop Rd	east terminus	Collector
North Eagle River Access Rd	Old Glenn Hwy	Powder Reserve	Arterial
Eagle River Lane	New England Dr	south terminus (past Eagle Riv Rd)	Collector
Eagle River Loop Road	Old Glenn Hwy	Glenn Hwy	Arterial
Eagle River Road	Old Glenn Hwy	Chugach State Park Visitor Center	Arterial
East Side Drive	Old Glenn Hwy	Homestead Dr	Collector
Farm Avenue	Old Glenn Hwy	Breckinridge Dr	Collector
Glacier Road	Knik Vista St	Oberg Rd	Collector
Glennway Dr	Oberg Rd	Voyles Blvd	Collector
Helluva Street	Aurora Borealis Dr	North Birchwood Loop Rd	Collector
Hiland Drive	Eagle River Loop Rd	terminus	Collector
Hillcrest Drive	North Birchwood Loop Rd	Shims St	Collector
Homestead Road	Oberg Rd	Voyles Blvd	Collector
Homestead Road	Eastside Drive	Monron	Collector
Jayhawk Drive	South Birchwood Loop Rd	Sunset Blvd	Collector
Knik Vista Street	Knik Vista Circle	Peters Creek	Collector
Lake Hill Drive	Old Glenn Hwy	north terminus	Collector
Loop Road Spur	Coronado Rd	Eagle River Loop Rd	Collector
Lower Bowery Lane	N Birchwood Loop Rd	Peters Creek	Collector
New Eklutna Lake Rd	Old Glenn Hwy	Eklutna Lake	Collector
New Glenn Hwy	Scale House	MOA Boundary	Freeway
Northshore Drive	Glennway Dr	Starner St	Collector
Oberg Road	Glennway Dr	Deer Park Dr	Collector
Old Eagle River Rd	Baronoff Ave	Old Glenn Hwy	Collector
Old Eklutna Lake Rd	Old Glenn Hwy	Glacier Loop Rd	Collector
Old Glenn Hwy	New Glenn Hwy	Old Eklutna Lake Rd	Collector
Old Glenn Hwy	New Glenn Hwy Interchange	terminus past Reese Rd	Arterial
Pilots Road	Tarika Avenue	North Birchwood Loop Rd	Collector
Reese Road (extended)	Lake Hill Dr	Oberg Rd (extended)	Collector
Santa Maria	Old Glenn Hwy	Spring Brook Dr	Collector
Settlers Drive	Homestead Rd	Glenn Hwy Interchange	Collector
Shims Street	Hillcrest Dr	Almdale Ave	Collector
Ski Road	East Side Dr	Whaley Ave	Collector
Skyline Drive	Eagle River Loop Rd	Canyon View Dr	Collector
Skyview Avenue	Old Glenn Hwy	Wildwood Drive	Collector

Roadway	Beginning Point	Terminus	Facility Type
Starner Street	Northshore Dr	Bernie Ave	Collector
Sun Beam Dr	War Admiral Dr	Eagle River Loop Rd	Collector
Sunset Drive	Jayhawk Drive	Tarika Avenue	Collector
Tarika Ave	Sunset Blvd	Pilots Road	Collector
Terrace Lane	James Way	Glenn Hwy/Frontage Rd	Collector
Unnamed Collector	Eagle River Loop Rd/Hiland Rd	Parkside Subd.	Collector
Thunderbird Drive	Old Glenn Hwy	South Terminus	Collector
Volves Blvd	Old Glenn Hwy	Sheltering Spruce Ave	Collector
War Admiral Dr	Sun Beam Dr	Eagle River Lane	Collector

[Editor's Note: Proposed roads in the Powder Reserve are unnamed. For a detailed description of the roadway classification system in Tract A, Powder Reserve, see the Assembly Ordinance approving the planned community (PC) district zoning.]