

6.0 SAFETY IMPROVEMENTS

6.1 SIGNALIZATION AND SIGNAGE

There are no signalized intersections at the proposed intersections and none are recommended by the Traffic Analysis. Safety improvements to the intersections will include information and warning signs, stop signs, striping and geometric design such as sight triangles and vertical grades.

6.2 RAILROAD-HIGHWAY GRADE CROSSINGS

The ARRC operates an active track within the project limits and plans to realign approximately 4 miles of mainline track (ARRC MP 154 to 158) that extends through the project area. Proposed improvements include construction of underpasses and separated grade crossings to eliminate at-grade crossings. In 2006, the Federal Transit Administration issued a Finding of No Significant Impact for the project, which authorized ARRC to pursue proposed improvements. ARRC has commenced ROW acquisition for Phase 1.

The westward extension of Nelson Road to Fairview Loop must consider the existing and proposed railroad alignment. ARRC required a Diagnostic Team review and evaluation of all proposed crossings to ensure the number of railroad crossings is minimized. A draft copy of the Diagnostic Team Report is included in Appendix E.

6.3 ILLUMINATION

The primary goal of lighting is to enhance traffic and pedestrian safety. Because of the many pedestrian and vehicular conflict points at intersections, proper intersection lighting is a critical design component. This report recommends the roadway be illuminated at the intersection of the Parks Highway and Trunk Road and considers lighting for transition segments to intersections with existing roads. Railroad grade crossings should be adequately lighted to permit identification of a crossing, presence or absence of a train in the crossing, and recognition of unlighted objects or vehicles at or near the railroad crossing.