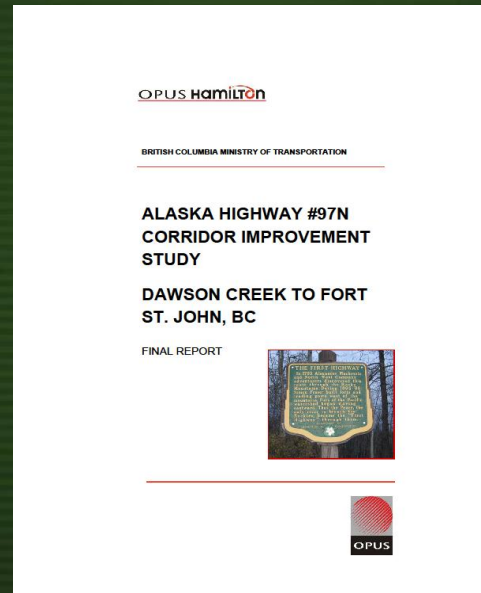




Alaska Highway 97N

Dawson Creek to Taylor

Corridor Improvement Study



Ministry of Transportation and Infrastructure



Presentation Overview

- Introduction
- Existing Conditions
- Future Conditions
- Recommended Improvements
- Improvements to Date
- Questions



Introduction

- The study corridor is defined as the section between the Dangerous Goods Route intersection near Dawson Creek and Swanson Lumber Road intersection near Fort St. John.





Introduction – The Outline

- The British Columbia Ministry of Transportation and Infrastructure (BC MoT) has identified the need to address current and future safety and service issues.
- The Highway 97N corridor provides important access to Northeastern BC.
- The study includes long term (15 year horizon) and short term (5 year horizon) recommendations.





Introduction - The Goal

- To provide an analysis of operations at both corridor intersections and midblock section.





Existing Conditions

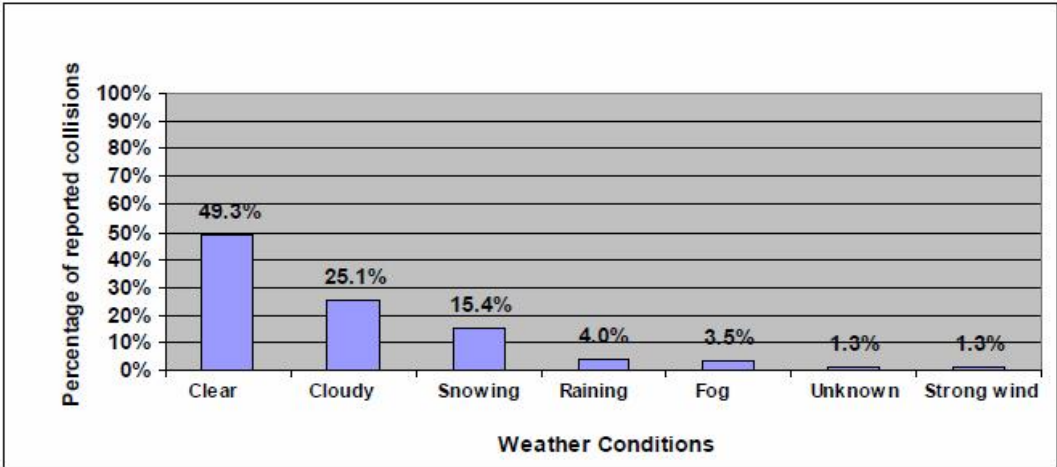
- Documents reviewed included traffic volume data, crash data, as-built drawings and various Alaska Highway background reports.
- In addition a large focus was placed on stakeholder consultation.



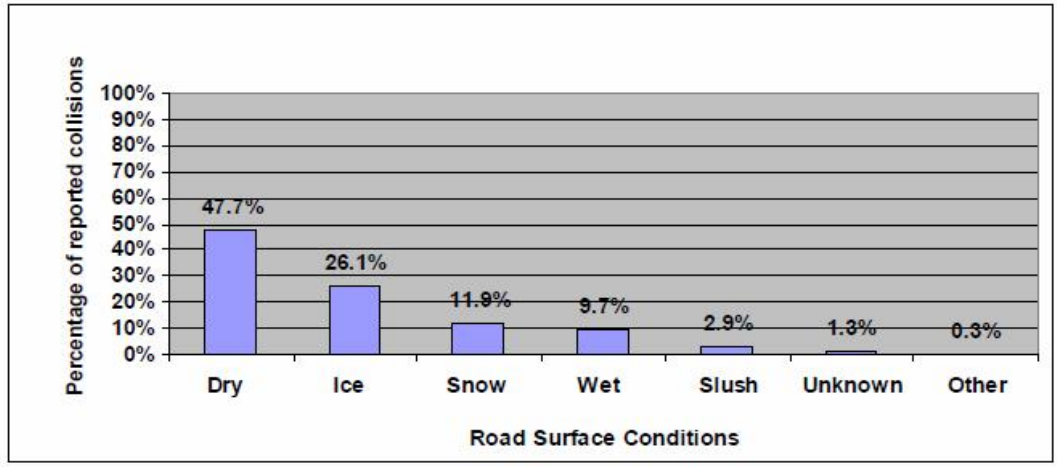


Existing Conditions

- Collision data was provided by the Ministry Highway Accidents System (HAS).



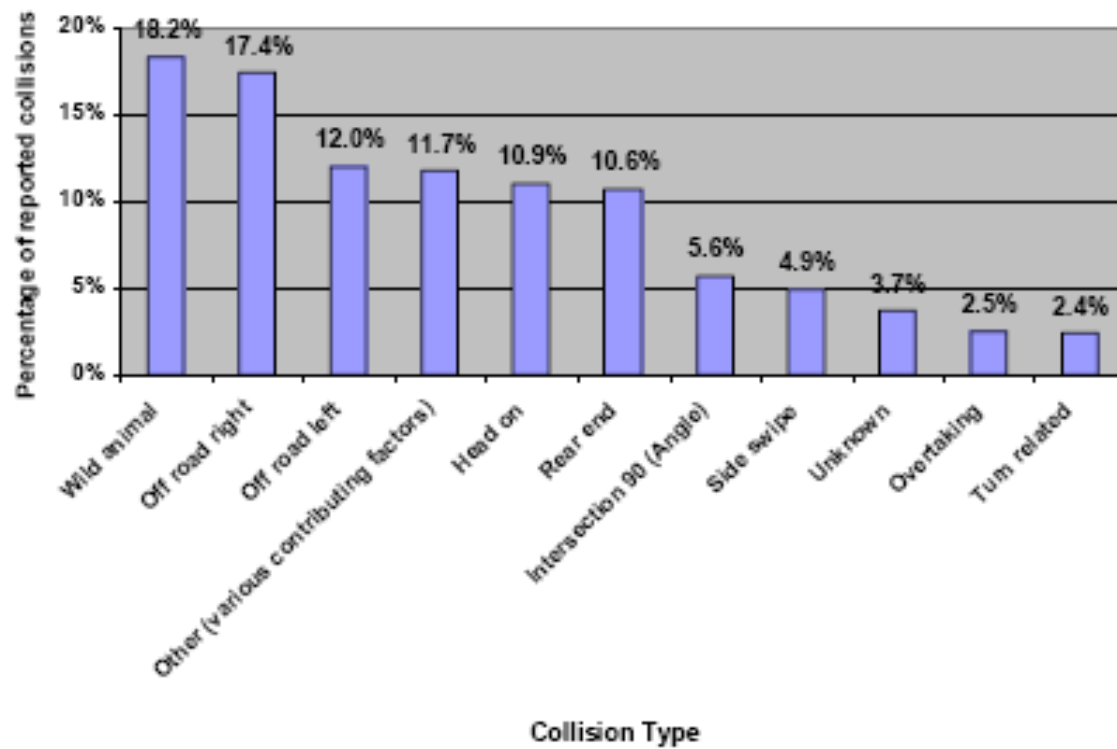
Half of all corridor collisions occurred under clear or cloudy conditions.



Approximately half of all corridor collisions occurred under dry pavement conditions, with the other half occurring under various wet road conditions, including ice, snow, slush and others.



Existing Conditions





Existing Conditions

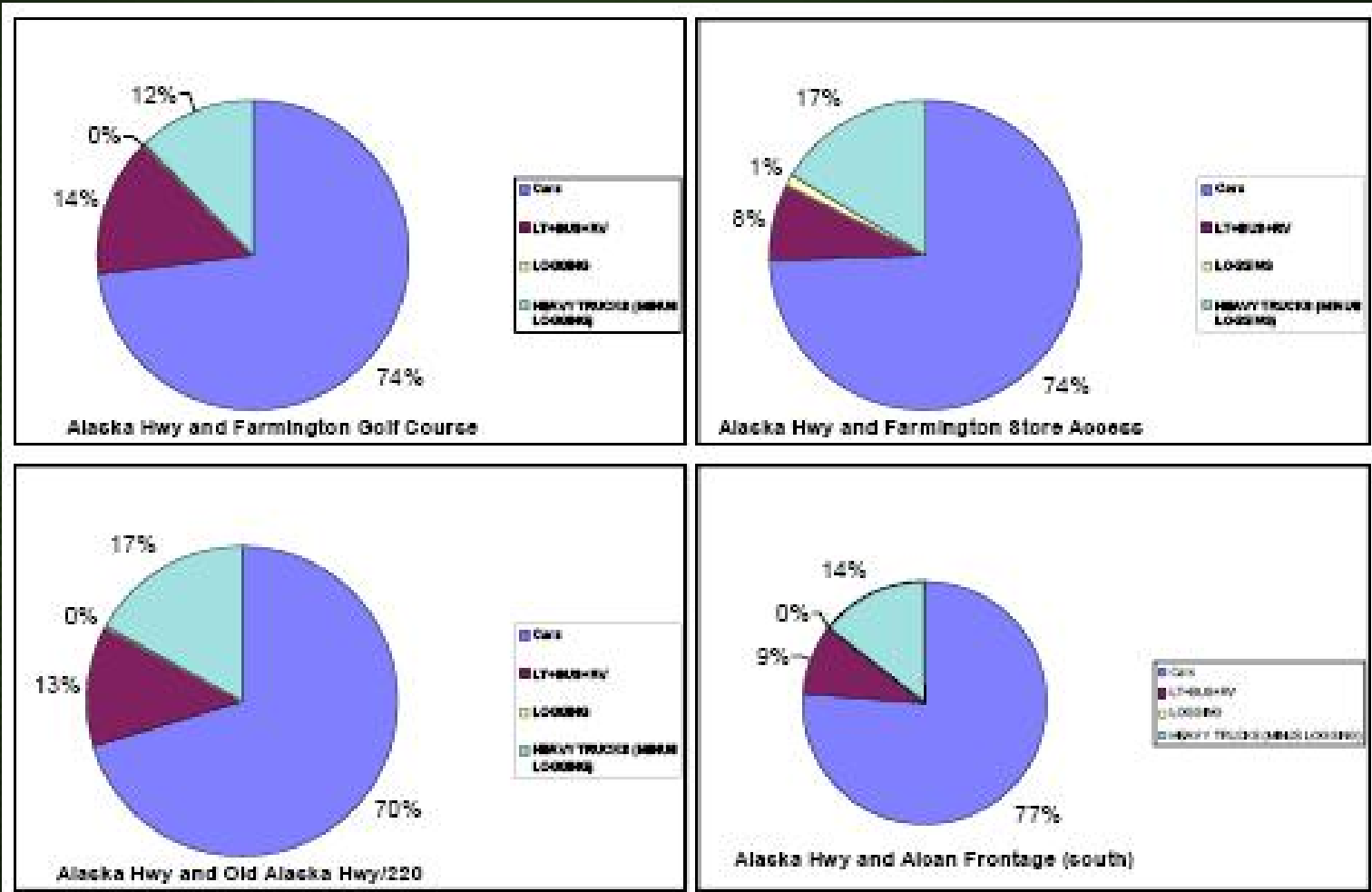
- Various stakeholders were consulted with input included in the study.





Existing Conditions

- The type of traffic was also taken into consideration.





Future Conditions

- To forecast future conditions an annual growth rate of 4% was used in horizon years 2012 and 2022 to anticipate traffic volumes.





Future Conditions - Intersections

- These volumes were used for an intersection capacity analysis.





Future Conditions – Midblock Segments

What determined the need for a climbing/passing lane?





Future Conditions – Midblock Segments



- The mid-block analysis for 2012 indicates that additional passing lanes are required in order to maintain a good service level.
- The service level would continue to decrease if there are no changes by 2022.



Recommended Improvements - General

The following general corridor improvements were recommended:

- Routine alcohol and speed enforcement
- Shoulder and median rumble strip installation, when possible during repaving
- Improved signage on cross streets
- Wildlife countermeasures



Recommended Improvements - Intersections

What are some short term improvements that can be made?





Recommended Improvements – Midblock Sections

Are there any recommendations to upgrade to midblock section?





Improvements to Date

BC MoT has completed substantial works over the last few years through this corridor in order to improve safety and the transportation efficiency between Dawson Creek and Fort St. John. Some of the improvements already completed include:

2007 Tower Lake Road and Highway 97N intersection improvements (left turn lane, deceleration lane).

2007 intersection luminaries added at Parkland and Tower Lake Road intersections along Highway 97N.

2007 widening at the base of the South Taylor Hill.

2007 Todd Road and Highway 97N intersection realignment.

2008 Passing lane constructed at Mile 6 of Highway 97N.

2008 resurfacing of South Taylor hill and hill from south end of Kiskatinaw River Bridge.

2008 Braden Road deceleration and acceleration lane at intersection with Highway 97N.

Old Alaska Highway at intersection with Highway 97N left turn lane, deceleration and acceleration lane.

2009 Passing lane to be completed at Mile 12 of Highway 97N.



Questions

http://www.th.gov.bc.ca/publications/reports_and_studies/index.htm