



SAFETY AUDIT CONSIDERATIONS

	MARS RAILROAD BRIDGE WEST SEVEN FIELDS ADAMS	PITTSBURGH STREET INTERSECTION (LET OCTOBER 2017)	MARS RAILROAD BRIDGE REPLACEMENT (CONSTRUCTED 2014)	THREE DEGREE ROAD	BALLS BEND REALIGNMENT
SUGGESTED LANE/SHOULDER WIDTHS	11' LANES/8' SHOULDERS	11' LANES/8' SHOULDERS	11' LANES/10' SHOULDERS	11' LANES/8' SHOULDERS	11' LANES/8' SHOULDERS
EXISTING POSTED SPEED	40 MPH	50 MPH	50 MPH	50 MPH	50 MPH
SUGGESTED POSTED SPEED	40 MPH	45 MPH	45 MPH	45 MPH	45 MPH
SUGGESTED DESIGN SPEED	40 MPH	45 MPH	45 MPH	45 MPH	45 MPH
EXISTING PAVEMENT	10" BITUMINOUS	WIDENING AND OVERLAY	WIDENED AND OVERLAI	10" BITUMINOUS	10" BITUMINOUS
SUGGESTED PAVEMENT DESIGN TYPE	WIDENING AND OVERLAY UNLESS PAV'T DISTRESS	WIDENING AND OVERLAY	WIDENED AND OVERLAI	WIDENING AND OVERLAY ONLINE. FULL DEPTH RECONSTRUCTION OFFLINE.	FULL DEPTH (OFF LINE CONSTRUCTION)
SUGGESTED MEDIAN TREATMENT *	16' MEDIAN, (12' OFFSET TURN LANE), 2' MOUNTABLE CURB END TO END WITH 1' INSIDE SHOULDER (TYPICALS A & B)	16' MEDIAN WEST OF PITTSBURGH ST (TYPICALS A & B) AND NO MEDIAN EAST OF PITTSBURGH ST (TYPICALS C & D) AS TIE INTO MARS RAILROAD BRIDGE PROJECT	CURRENTLY NO MEDIAN THAT TRANSITIONS TO 12' TWLTL (TYPICALS C & D)	NO MEDIAN MARLAND DRIVE TO RELOCATED BRICKYARD (TYPICAL D), 16' MEDIAN TO END. (SAME AS MARS RAILROAD WEST) (TYPICALS A & B)	16' MEDIAN, (12' OFFSET TURN LANE), 2' MOUNTABLE CURB END TO END WITH 1' INSIDE SHOULDER (TYPICALS A & B)
SUGGESTED ACCESS CONTROL	RIGHT IN RIGHT OUT - JUGHANDLE AT BEAVER STREET FOR U-TURNS. ALL OTHER TURNS AT SIGNALIZED INTERSECTION. NO U-TURNS	RIGHT IN RIGHT OUT. LEFT TURNS AT SIGNALIZED INTERSECTION. NO U-TURNS	RIGHT IN RIGHT OUT EXCEPT TWLTL TO REMAIN. OTHER LEFT TURNS AT MARS VALENCIA ROAD. NO U-TURNS	JUGHANDLE AT RELOCATED BRICKYARD RD FOR U TURNS. RIGHT IN RIGHT OUT. LEFT TURNS AT SIGNALIZED INTERSECTION OR AT ROUNDABOUTS.	RIGHT IN RIGHT OUT. RCUT WEST OF HARBISON ROAD FOR LEFT TURNS AND U-TURNS

* SEE ATTACHMENT FOR TYPICAL SECTIONS