

# MP 185.58 Crossing Improvements

## Siding Track Removal, Signal Relocation and Mainline Crossing Upgrade in Willow

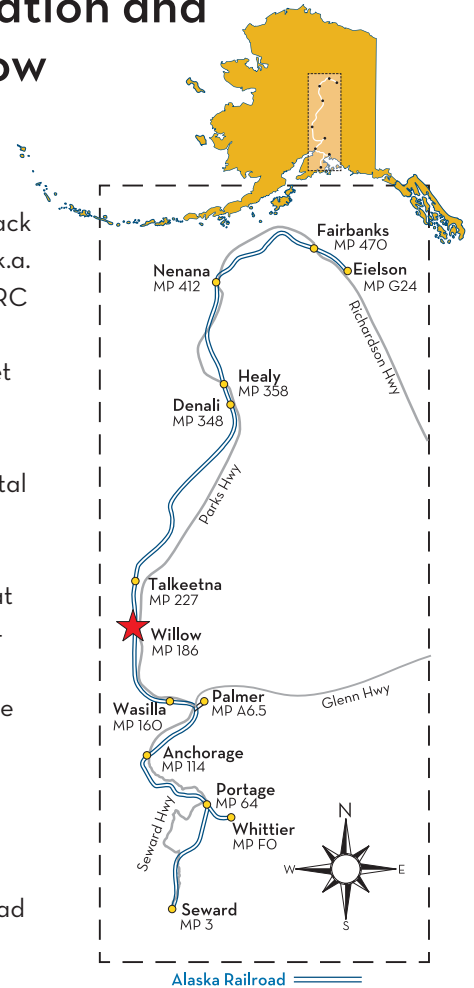
### Project Scope

The Alaska Railroad (ARRC) proposes to remove unused siding track infrastructure in and around the crossing with Willow Station Road (a.k.a. Old Willow Station Road) and to upgrade the mainline crossing at ARRC MP 185.58 within the town of Willow. The project entails a complete rebuild of the mainline crossing using concrete crossing pads that meet current mainline standards. The project includes repair of the siding pavement and relocation of the at-grade crossing signal equipment to provide protection for the remaining mainline single-track crossing. Total excavation area is about 4,000 square feet and up to 5 feet deep.

The existing layout includes an at-grade crossing across two sets of tracks – the mainline and a siding at MP 185 that was recently decommissioned and shortened from 6,273 feet to 3,928-foot to become a work spur. Efforts to shorten the siding/spur track are complete, except in and around the crossing proper. Removal of the remaining siding / spur track will offer public safety benefits without negative impacts to railroad operations.

### Project Benefits

The project will enhance highway and rail safety for Alaska Railroad customers, employees and the public by:



Looking west at the crossing over Willow Station Road.



Looking east at the crossing over Willow Station Road.

# PROJECT FACTS

- Eliminating one at-grade crossing. The road will cross one set of tracks instead of two.
- Improving visibility at an at-grade crossing. Adjacent roadways present additional hazards due to the T-intersection within 100 feet of the mainline track centerline. Although the site distance is adequate, the road configurations around the crossing make it difficult for vehicle operators to determine which track an approaching train is traveling on.
- Providing appropriate signal protection for the crossing over the mainline. Currently signalization equipment is set up for a 2-track configuration. It is possible for vehicles to become blocked within the active crossing zone if the signal gate arm (currently still protecting the no-longer-used siding track) comes down behind the vehicle.

## Project Status

- Project design, engineering, environmental work and permitting began in 2016.
- Track repair and signal relocation will begin and conclude in 2017.

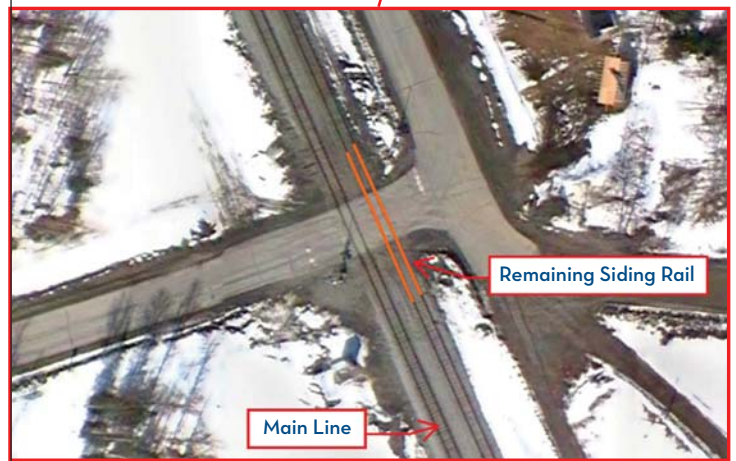
## Construction Impacts

- Construction will take place over a period of approximately one week, during which noise and vibration will increase.
- Willow Station Road will be closed between intersections with the Parks Highway and Tuxedo Avenue. Traffic will be re-routed to an at-grade crossing along Willow-Fishhook Road.
- Property access and utilities will not be affected, nor are any safety or security issues anticipated.
- Project materials will be staged within the railroad right-of-way and any construction debris will be hauled away once the project is completed

## Cost and Funding

The project budget is \$200,000, funded primarily by a Federal Highway Administration (FHWA) High Priority Projects grant. Funds were transferred to the Federal Transit Administration (FTA) for granting to ARRC. The federal agencies provide approximately 80% of the grant, with the Alaska Railroad providing 20% in matching funds.

## Project Site Map



## Traffic Detour Route Map

