



# THE HANFORD SITE

## Hanford Traffic Safety

Get our employees safely to work and home  
each day!

# Traffic Safety Committee and Initiative

## Purpose:

- Mission Support Alliance, LLC (MSA) acts as the administrative lead and facilitator of the Hanford Sitewide Traffic Safety Committee
- The U.S. Department of Energy (DOE) tasked MSA to work with Hanford contractors to facilitate and implement the current Traffic Safety Initiative
- Subcommittee formed with MSA, Benton County Sheriffs Office (BCSO), CH2M HILL Plateau Remediation Company, Washington River Protection Solutions LLC, Hanford Atomic Metal Trades Council, and Hanford Guards Union to develop and submit proposals that can effect and sustain an enduring cultural change for improving vehicle safety at the Hanford Site

## Approach:

- **Engineering**
- **Education**
- **Enforcement**

Desired Outcome: Implement high priority traffic safety recommendations that will bolster and sustain an enduring cultural change for improving vehicle safety at the Hanford Site

# Traffic Safety Initiative Focus Areas

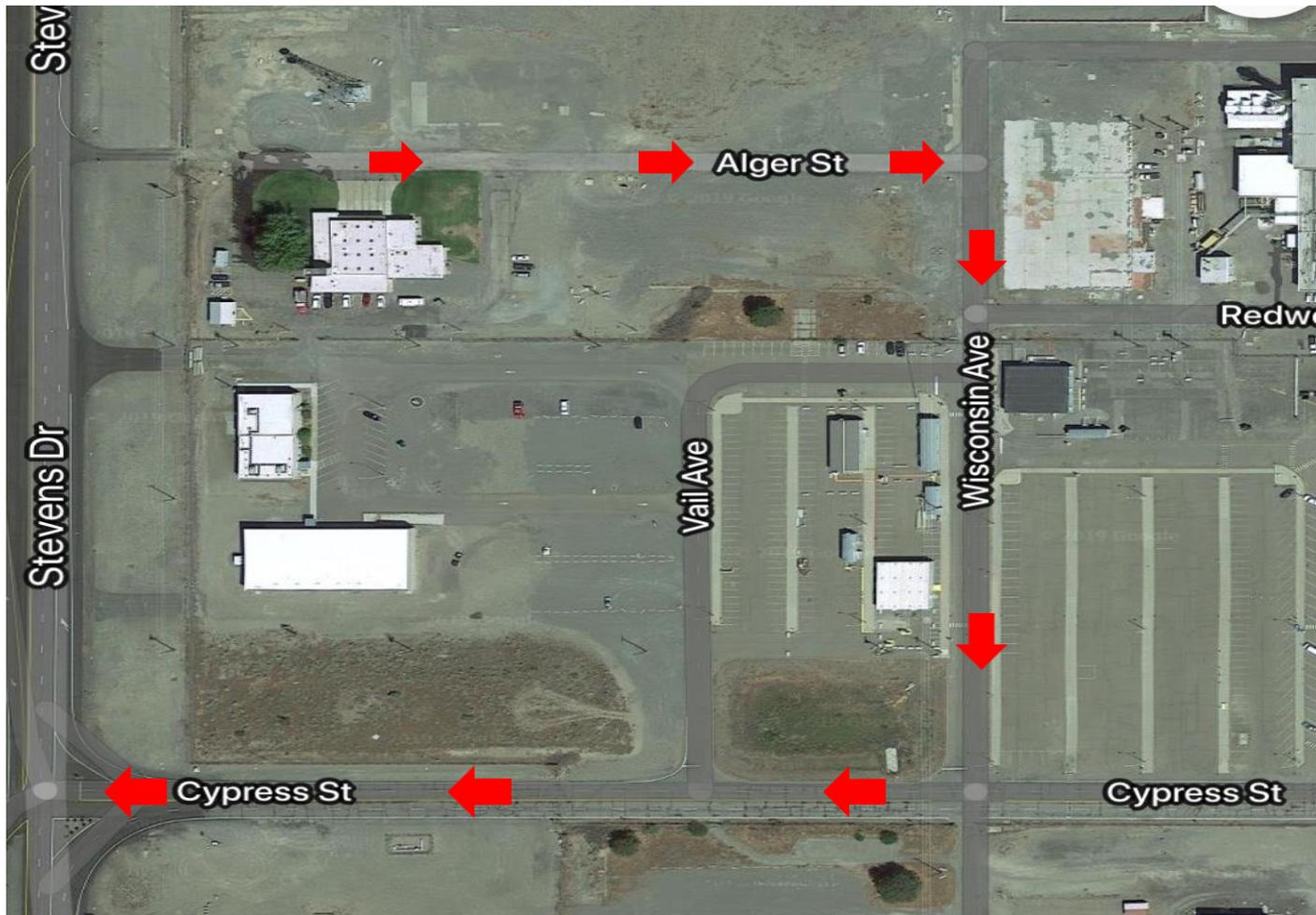
- **Education:** MSA is working with the DOE Richland Operations Office (RL), DOE Office of River Protection (ORP), and contractor communication departments to communicate traffic safety information and changes that may affect the Hanford workforce. The goal is to increase traffic safety across the site by educating workers on safe driving practices and communicating changes and improvements that will occur throughout this campaign
- **Enforcement:** MSA is working with RL, ORP, BCSO, and contractors on enhanced enforcement opportunities:
  - Observe and report process
  - MSA and DOE working with BCSO to provide prescriptive enforcement opportunities in problem areas
  - 376-SAFE established to report traffic safety issues
  - Aerial surveillance
- **Engineering:** As the education and enforcement aspects move along, MSA is working with RL to look toward the future of the site and will facilitate traffic studies that explore engineering opportunities to make the site a safer place to work and drive

## Hanford Fire Department's (HFD) response time from the 300 Area:

- HFD is not allowed to use the merge lane leaving the 300 Area and must travel through an area with vehicles and pedestrians with lights and sirens
- This causes increased response time as well as a potential for pedestrian and or vehicle accidents
- An acceleration lane coming out of Alger Street should be constructed and tied into the existing deceleration lane at (abandoned) Apple Street. This somewhat minimal effort would create a substantial acceleration lane for HFD apparatus leaving Station 93
- **Unfunded scope**
- **Initial engineering drawing complete**
- **Propose pursuing cost estimate to complete acceleration lane**



# Station 93 Current Route



# Station 93 Slip Lane



## **A lack of turnouts to pull off the roadway for emergencies hinders Benton County Sheriffs when pulling vehicles over:**

- Two pullouts were installed on Route 4 South
- Army Loop Road is available for tandem BCSO patrols
- Additional Route 4 South lanes to 200 East Area
- Additional pullouts installed on Route 4 South each direction
- Mobile Camera Monitoring System cameras in place at Army Loop Road
- **Unfunded scope**
- **Propose engineering study and cost estimate to add additional pull-off areas on Route 4 South northbound and southbound lanes**

# Route 4 South Pullouts (cont.)



Two pullouts currently exist on Route 4 South

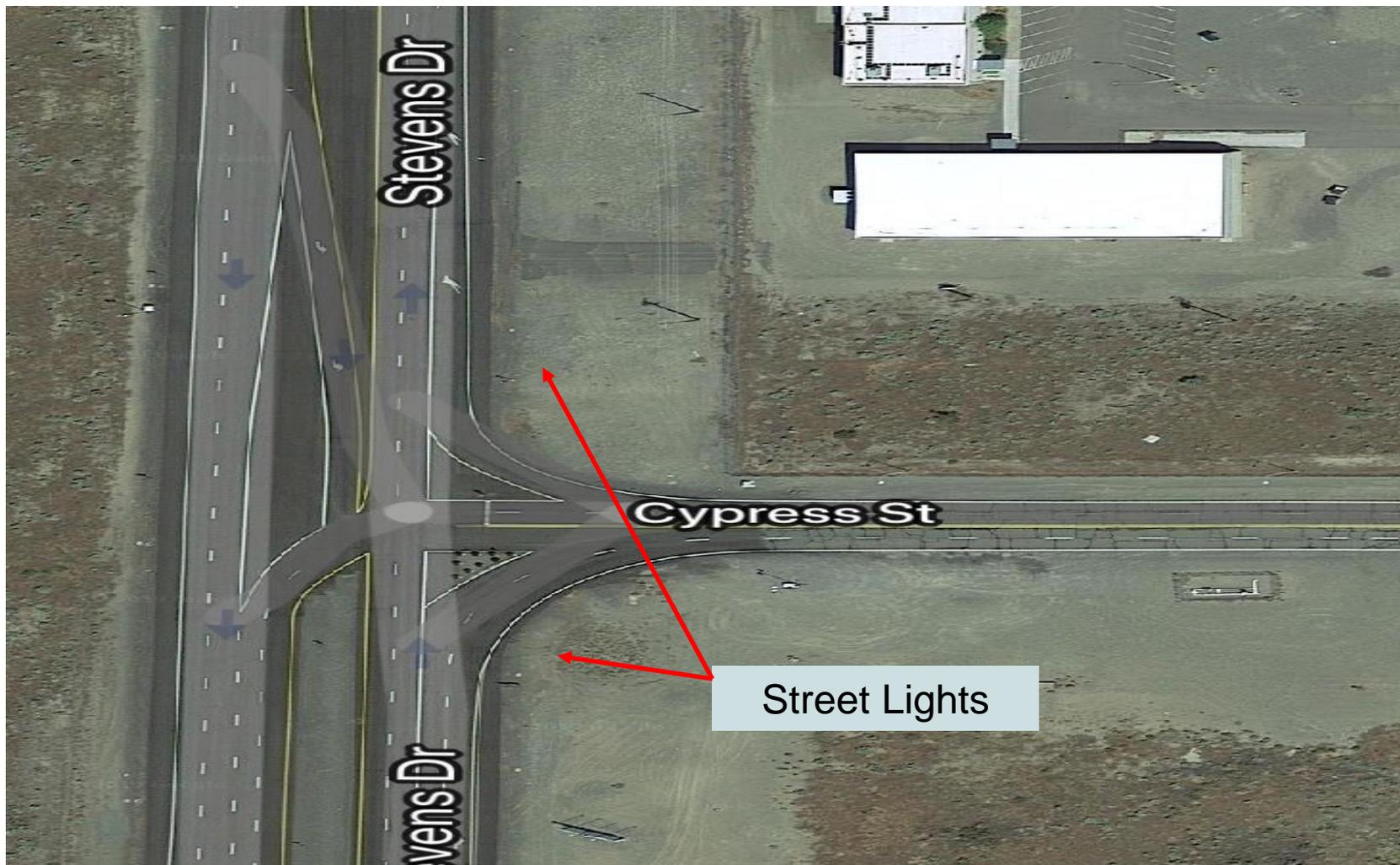


MCMS Trailer on Army Loop Road

**Light plant at turnoff from Stevens Drive to the 300 Area has been problematic in that it does not function a majority of the time:**

- This is very unsafe during foggy and dark or rainy conditions
- The issues exist primarily during winter months due to lighting
- Light plants are solar and are programmed to turn on from 4:00 a.m. to 7:00 p.m. during winter months. Small generators are in place to help charge the batteries for the lights
- MSA is working to relocate six large street lights currently used for turnout lanes of the now completed 618-10 project, and installing them on Route 4 South/Cypress turnout (three to four poles) and the rest at the George Washington Way/Route 4 South merge area. This should alleviate light concern
- **Funded scope**
- **Propose continuation of relocating street lights prior to winter**

# Stevens/Cypress Intersection Lights

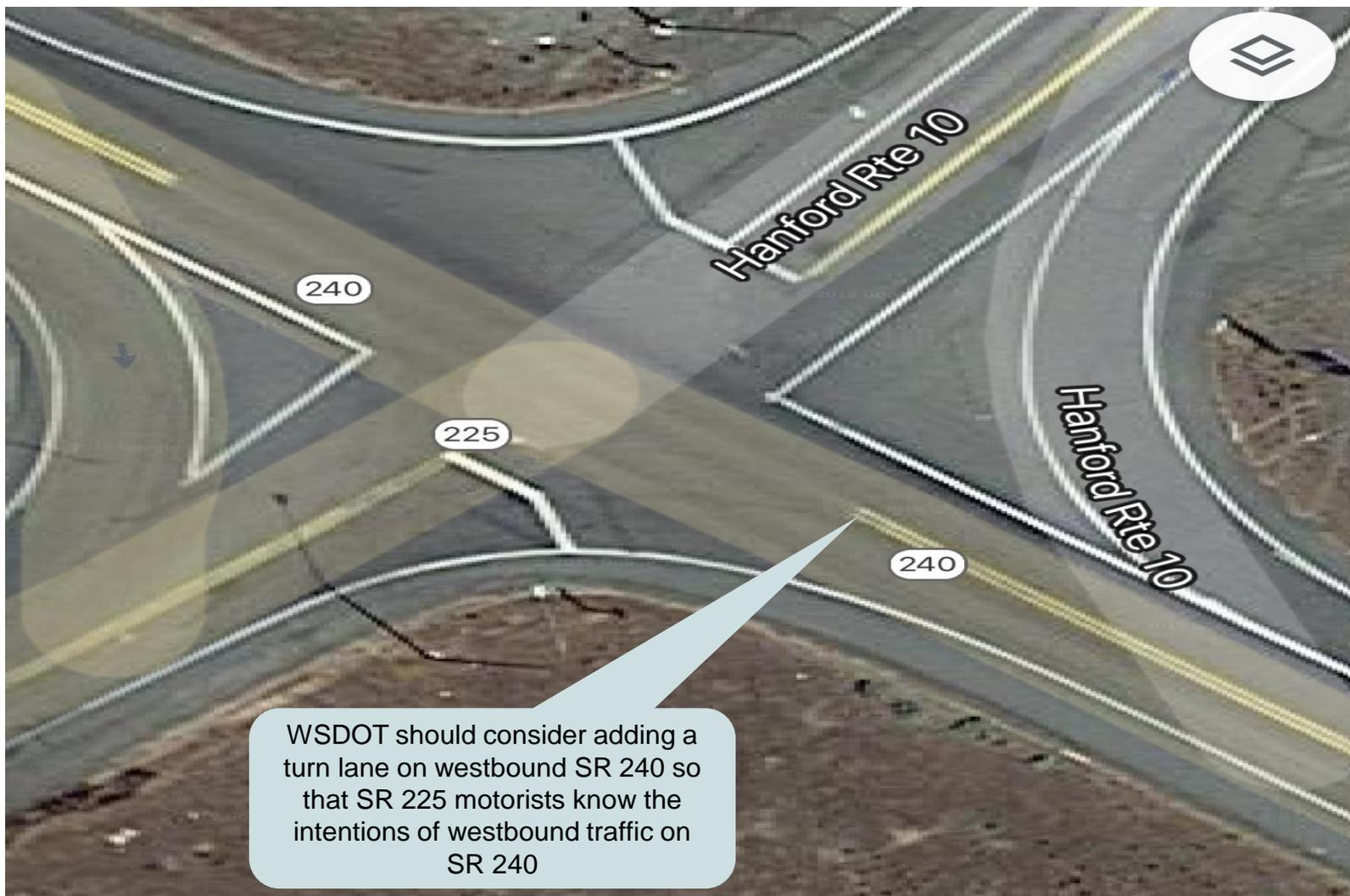


# SR 240/SR 225/Route 10 Intersection

## **Motorists crossing SR 240 from SR 225 to Route 10 do not know the intentions of drivers traveling westbound on SR 240:**

- MSA worked with the Washington State Department of Transportation (WSDOT) on two occasions to facilitate intersection improvements, which included moving stop bars out, cutting back banks on SR 240 (allows better view of SR 240 to the west), reduced speed limits, larger signs, rumble strips, etc.
- A turn lane should be installed on westbound SR 240 for motorists turning left onto SR 225. This will give SR 225 motorists a better indication of westbound (SR 240) traffic intentions
- A deceleration lane on westbound SR 240 should be lengthened for motorists turning right onto Route 10. This will give SR 225 motorists a better indication of westbound (SR 240) traffic intentions
- Resurrect cutoff road from SR 240 to Route 10 that exists approximately 1 mile eastbound on SR 240
- **Unfunded scope that requires involvement/funding from WSDOT and DOE**
- **Propose MSA and Traffic Safety Committee work with WSDOT and DOE to explore potential intersection improvements**

# SR 240 Westbound Turn Lane



WSDOT should consider adding a turn lane on westbound SR 240 so that SR 225 motorists know the intentions of westbound traffic on SR 240

# SR 240/SR 225/Route 10 Intersection

