

January 28, 2008

**Re: Safety improvements to Northwest Arm Drive**

As you know, some work is being done on the Walter Havill/Northwest Arm Drive intersection. I have had some questions from people in your neighbourhood about what exactly is being done, and I thought you might be wondering the same thing.

Recently, I received a detailed project description from the provincial Department of Transportation:

**As you know, following up on concerns brought to our attention by yourself and by your constituents, we recognized this intersection was experiencing an abnormally high collision history. A review identified two main areas of concern:**

- (1) vehicles making left turns from Northwest Arm Drive onto both Walter Havill and Albert Walker were experiencing collisions with on-coming traffic;**
- (2) vehicles turning right onto Northwest Arm Drive from Albert Walker did not have adequate time to accelerate due to sight distance issues. Rear end collisions were occurring.**

**To alleviate the safety risks in the intersection the Department chose a two phase solution.**

**The first phase, which is scheduled for completion by February 29, 2008, involves the installation of new signal poles, mast arms and a new traffic controller cabinet. The new signals will provide a protected left turn arrow at the beginning of the signal cycle, and a "no left turn" red during the green phase.**

**New poles and mast arms were required as the old signals had only a single three light column (red, amber green). Also, for the "no left turn" on red to meet current specifications, the red signal must be positioned directly in line with the left turn pocket. Hence, a 14.9 meter long mast arm was required to reach over three lanes, with three new signal heads, one over each lane. Due to the increased length of the mast arm and the additional weight of the signal heads, a**

**large moment [distribution of weight around the centre of gravity] is created, therefore a massive new reinforced concrete foundation was required.**

**The existing traffic control cabinet was not capable of controlling the new layout so a new one had to be manufactured. A three month time frame was required to construct the new controller cabinet.**

**To allow the intersection to continue to function while construction took place, the original traffic signals had to be relocated to temporary locations.**

**This year's project also included brush clearing along the edge of the roadway to improve the stopping sight distance approaching this intersection from the south.**

**The second phase, which is slated for the 2008-09 construction season, will involve the construction of a merge/ acceleration lane for vehicles turning right onto Northwest Arm Drive from Albert Walker. This additional lane will begin at St. Margarets Bay Road and will continue to the Northwest Arm Drive intersection and will include a right turn acceleration on Northwest Arm Drive.**

**I hope this adequately explains our current construction activities at this intersection and also gives a clear outline of our intended plans for the up-coming construction season.**

I hope this answers any questions you may have about the work that is being done. As always, I would be glad to hear from you if anything is unclear.

Yours sincerely,

Graham Steele, MLA  
Halifax Fairview