

## Otworth, Joshua

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**From:** Otworth, Joshua  
**Sent:** Thursday, November 9, 2023 2:33 PM  
**To:** Andrew Walton; Alan Haines (ahaines@ci.pataskala.oh.us)  
**Cc:** Scott Seaman (sseaman@gpdgroup.com); Scott Knebel (sknebel@cmtengr.com); Roger Mulvaney; Greg Gedemer; Thompson, Tyrell; mriley@reynoldsburg.gov  
**Subject:** RE: VAR-STW-Safety Studies No. 2023-4 (PID 117887, Agr. 38671) -- LIC SR 16 0.20 Draft Safety Study Submittal

Andrew,

My draft report comments:

- General
  - Add brief statement explaining the background of the intersection's current configuration. I anticipate this being a question from the safety selection committee.
  - Add brief statement explaining plans for any ped facilities in the study area (city studies, active transportation plan, thoroughfare plan, etc.). I anticipate this being a question from the safety selection committee.
  - After briefly discussing FYA with CO Traffic Ops, FYA has only been implemented on a corridor basis (several consecutive signals in a system) so far in Ohio. I do not think the FYA countermeasure should be "proposed" at a singular intersection due to driver expectations assuming only the study intersection would be converted/retrofitted. If the city plans to implement FYA on the Broad Street corridor, then this recommendation can remain as is. If keeping the FYA countermeasure in the report, a statement could be added as to any obvious, visually detectable signal design issues (i.e., vertical clearance, signal support loading, etc.) exist.
  - Please add an inset or similar detail to the proposed condition diagram showing the proposed eastbound advance overhead signage.
- Title Sheet – Remove "ODOT District 5 – Urban Intersection Rank #2 Safety Annual Work Program 2024". This is not language we use to describe our district safety work and this point is iterated a few times in the narrative elsewhere.
- Page 9 , 2<sup>nd</sup> paragraph – Typo "Darning"
- Page 16, Section 7.1.1.a – Typo "land"
- Page 16, Section 7.2.1 – Typo "westbound"

Thank you,

**Joshua Otworth, PE**

*Traffic & Safety Engineer*

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**From:** Andrew Walton <awalton@singhinc.com>


**Sent:** Tuesday, October 31, 2023 4:45 PM

**To:** Otworth, Joshua <Joshua.Otworth@dot.ohio.gov>; Thompson, Tyrell <Ty.Thompson@dot.ohio.gov>; Alan Haines

(ahaines@ci.pataskala.oh.us) <ahaines@ci.pataskala.oh.us>; mriley@reynoldsburg.gov  
Cc: Thompson, Jeremy <Jeremy.Thompson@dot.ohio.gov>; Scott Seaman (sseaman@gpdgroup.com) <sseaman@gpdgroup.com>; randrews@emht.com; Scott Knebel (sknebel@cmtengr.com) <sknebel@cmtengr.com>; Roger Mulvaney <rmulvaney@cmtengr.com>; Greg Gedemer <ggedemer@singhinc.com>; Andrew Walton <awalton@singhinc.com>  
**Subject:** VAR-STW-Safety Studies No. 2023-4 (PID 117887, Agr. 38671) -- LIC SR 16 0.20 Draft Safety Study Submittal

All,

A link to the Broad Street (SR 16) & Taylor Road (TR 169) intersection draft safety study (**LIC SR 16 0.20**) can be downloaded from the following link:

 [2023-11-01 LIC SR 16 0.20 Draft Safety Study](#)

Included are the safety study report w/ appendices, CAMTool file, and ECAT files (existing and proposed).

The study includes short-, medium-, and long-term countermeasure recommendations that were identified and discussed at the onset of this study. For long-term countermeasures, the study includes both proposed 'Recommended' and 'Future' concept alternatives. The proposed 'Future' concept alternative includes additional countermeasures and a lengthened improvement of Broad Street (SR 16) to the east that was discussed in September 2023 with ODOT and City of Pataskala staff. Since the scale of these improvements is beyond the limits of this intersection safety study, benefit-cost (ECAT) analysis was performed for only the 'Recommended' long-term countermeasure improvements.

Minimum criteria to position for Formal safety funding includes (1) fatal/injury percentages of 30% or greater, (2) B/C ratio of 1.0 or greater (*desirable but not required*), and (3) funding less than \$5 million. After several iterations of the recommended alternative's cost and safety benefits, we have developed an alternative that nearly meets these minimum requirements at \$2.96M total project cost w/ a 0.87 B/C ratio.

While there is much to discuss, I am requesting that initial comments/feedback be directed to Josh Otworth (ODOT District 5). I propose the end of November (11/30) as a target date for these initial comments. A coordination meeting can be scheduled to answer any questions, discuss changes/refinements, and identify next steps.

Please reach out to me in the interim with any follow-up questions.

Regards,

**Andrew Walton, P.E.** | Vice President / Ohio Office Leader  
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