# 2018-2020 Crashes

Lanham Engineering pulled crashes on SR-747 from the interchange north through Grandin Ridge, as well as on mainline SR-129 and entrance/exit ramps. Pulling out just the intersection related crashes, there 63 overall crashes, with 19 injuries which is 30.2%. Breaking it down further:

* 6 SB rear ends at WB ramps – all PDO
* 10 NB left turns at WB ramps – 6 injury
* 5 NB rear ends at WB ramps – 1 injury
* 6 WB rear ends on ramp – 1 injury
* 8 SB rear ends at EB ramps – 2 injury
* 2 SB angle at EB ramps – 2 injury
* 6 EB rear ends on ramp – all PDO
* 10 NB rear ends at EB ramps – 2 injury
* 10 SB left turns at EB ramps – 5 injury

# 2021-2022 Crashes

Updated crashes were pulled for 2021 and 2022, focusing on intersection related crashes only. There were 60 crashes in the 2-year period, with 31.7% injury.

* 8 SB rear ends at WB ramps – 1 injury
* 8 NB left turns at WB ramps – 5 injury
* 0 NB rear ends at WB ramps
* 2 WB rear ends on ramp – all PDO
* 4 NB angle at WB ramps – 1 injury
* 4 right turn sideswipes on WB ramp – 1 injury
* 8 SB rear ends at EB ramps – 1 injury
* 2 SB angle at EB ramps – 1 injury
* 3 EB rear ends on ramp – all PDO
* 4 NB rear ends at EB ramps – 2 injury
* 10 SB left turns at EB ramps – 6 injury

# Funding Request

The Lanham study had a few different alternatives that were discussed at the DSRT.

* Short Term: Modify yellow change and all red clearance times.
	+ District and OTO is currently working on re-timing this SR-747 corridor.
* Short Term: Replace protected/permitted left turn phasing with protected only left turn phasing.
	+ District does not agree with implementation due to resulting capacity results and queues.
* Long Term Alternative 1: Repurpose inside southbound through travel lane to additional southbound left-turn lane; add southbound right turn lane and northbound right turn lane.
	+ District does not agree with implementation due to resulting capacity results and queues. Also does not address the NB left turn crash pattern and queues there.
* Long Term Alternative 2: DDI
	+ District prefers this alternative. Although, there are concerns about the actual right of way impacts and utility impacts, especially at the northeast and southeast corners. District is requesting further study and design be done to evaluate the cross sections and construction limits for a DDI.
* DSRT Alternative: Remove left turns from SR-747 to EB and WB SR-129 and replace with loop ramps (with right turn lanes).
	+ District would like to see this alternative evaluated as part of a feasibility study for design and capacity improvements.

Requested cost for feasibility study: $300,000 in FY24

If an option, prefer to use safety design task order. If not, we will go to September or January programmatic.