

DISTRICT 9 SAFETY REVIEW TEAM MEETING

Tuesday, September 12, 2000
10:00 A.M.

ATTENDEES:

John Hagen, District Deputy Director
Larry Hill, Planning & Programs Administrator
Vaughn Wilson, Highway Management Administrator
Dave Norris, Acting Production Administrator
Greg Baird, Traffic Studies Engineer
Richard Chaffin, Traffic Management Analyst (Chairperson)

AGENDA:

1. Location: Highland - State Route 124 & Pea Ridge Rd.
2. Location: Highland - U.S. Route 50 & 134
3. Location: Lawrence - State Route 7, Log Point 5.51 to 6.21

Location 1: Highland State Route 124 & Pea Ridge Rd.

Richard Chaffin asked Dave Norris of Production to update the team on the status of this project because Jennifer Townley of Central Office needs to know when this project will need funded. Dave advised the team of two alternatives they were asked to look at. The first alternative of slightly moving the intersection and doing a cut fill on State Route 124 will achieve the required Intersection Sight Distance but the mainline sight distance for the vertical curve on State Route 124 will not be achieved. Larry Hill advised the team that we cannot do work with safety money and not achieve our design standards. The team discussed trying to get a design exception but decided we should not do work with safety money unless we could meet design standards. The team discussed the other alternative of relocating the intersection several hundred feet to the west. This alternative achieves Intersection Sight Distance and does not get into doing any work on the mainline of State Route 124. Discussion was held over the concern of the amount of total cost to do this alternative being more than we have allocated using safety money. We don't have enough safety money to buy the right of way and construct the new township road. The team decided to pursue this alternative further by doing more work and getting a good cost estimate for construction and see if the township trustees can help purchase some of the right of way. Dave Norris was assigned with the task of getting a rough set of plans with a good cost estimate so we will know how much money we would have toward the purchase of right of way. Then we will meet with the township trustees to discuss obtaining the right of way.

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Location 2: Highland U.S. Route 50 & 134

Richard Chaffin asked Dave Norris to update the team on the status of this location. At the last DSRT meeting the team assigned Production to have Woolpert Consulting to come up with two alternatives with good cost estimates that would correct the sight distance at this intersection. Dave advised the team that nothing has been done yet. Richard advised the team this location will not be eligible for safety funds within the new recently adopted Highway Safety Policy due to the low number of accidents that have occurred at the intersection. The new policy requires a minimum of ten accidents in a three year period. This intersection has only had three accidents in the recent three year period. Richard asked the team if we want to pursue this project since we know we cannot get safety money. The team decided to go ahead with the consultants work so we know the scope of the project and how much funding will be needed.

Location 3: Lawrence State Route 7, Log Point 5.51 to 6.21

Richard Chaffin passed out the study info for the location and explained to the team that this location is a section study, not an intersection study. Therefore, there are no accidents included within the study that have occurred at the intersection of State Route 7 & 607. After discussion of the study and the accidents the team concluded that we should look into the possibility of restricting the left turns in and out of the Post Office and McDonalds restaurant. This would be accomplished by installing tubular delineators on the centerline. This would eliminate the left turn accidents that are occurring at these driveways. The team also discussed the possibility of lowering the speed limit for a short distance contiguous to the Village of Proctorville. Richard will look at the driveway permits for the Post Office and McDonalds to see if there are any restrictions on the permits and follow up on restricting the left turns. Richard will also perform a speed study and reduce the legal speed limit if it is warranted.


RDC