

DISTRICT 9 SAFETY REVIEW TEAM MEETING

Thursday, January 4, 2000
10:00 A.M.

Members in Attendance:

Vaughn Wilson, Highway Management Administrator
Dave Norris, Production Administrator
Greg Baird, Traffic Studies Engineer
Richard Chaffin, Traffic Management Analyst (Chairperson)

Members Not in Attendance:

Larry Hill, Planning & Programs Administrator

Non Members in Attendance:

John Hagen, District Deputy Director
Steve Jenkins, Pike Co. Administrator
Dewey Moore, Adams Co. Transportation Manager
Troy Huff, Scioto Co. Administrator
Patricia Miller, Engineering Co-op
Paul Maravy, E.I.T.

AGENDA:

Review and Discuss Studies for the following locations:

- 1.) Pike 32 & 220
- 2.) Adams 73 S.L.M. 3.08 to 3.55
- 3.) Scioto 73 S.L.M. 3.39 to 3.80

Pike 32 & 220

The DSRT team discussed this intersection is ranked No. 42 in the state on the HSP Program. This intersection is within a newly reconstructed section of highway. The accident problem is mostly angle accidents. The team discussed there is a sight distance problem with the intersection. The sight distance problem is caused by a vertical crest and structure over the railroad approximately 700 ft. east of the intersection. However, the intersection does meet the design standards for sight distance. The team discussed another problem with the intersection is the wide median and motorists get confused when crossing the intersection. The team discussed some possible improvements would be to install an overhead flasher over the intersection or a sign mounted flasher in advance of the intersection to help identify the intersection. Also the team discussed the possibility of putting a different color pavement within the median crossing to help motorists identify where to store when crossing. The other discussion was to paint dotted lines across the left edge of the left passing lane to delineate the median. After discussion, the team decided to install an overhead flasher with over design strain poles so it could provide for upgrade to a signal in the future. Also the team decided to delineate the median area by painting

8" dotted white lines completely across the median area on both sides of the median. The team wishes to pursue looking into the possibility of placing a different color pavement in the median area.

Adams 73, S.L.M. 3.08 to 3.55

This section is ranked No. 45 in the state on the HSP Program. It was pointed out that there is a curve within this section that has had a problem with accidents over the last several years. The team discussed there is some question with the super in the curve. Dave Norris had some curve data where they had looked at the curve in the past. The study showed that almost all of the accidents occurring within this section are occurring in this curve and they are occurring with motorists going in the eastbound direction. The study also shows that most of the accidents are occurring on wet pavement. After discussion of possible improvements, the team decided to resurface the curve area and a short distance on both sides of the curve to improve the skid resistance and also look at the profile of the curve super for possible correction to be included in the resurfacing. In addition to the resurfacing the team decided to upgrade the curve signing. This upgrade includes increasing the size of the chevron signs and the night arrow sign and raising the height of the chevron signs.

Scioto 73, S.L.M. 3.39 to 3.80

This section is ranked No. 190 in the state HSP Program. It was noticed in the study that about half of the accidents are occurring on wet pavement. Also it was noticed that most of the accidents involved motorists who are not local to the area. The accidents seemed to be spread out over the entire length of the section and mostly involved people running off the road because of unsafe speed. The team looked at the possibility of widening the roadway and upgrading the gaurdrail. Troy Huff advised the team there is problem with widening the roadway and moving the gaurdrail because the railroad is close. He said we would have to put the gaurdrail back in the existing location off the edge of pavement to keep from getting into the railroad limits. The team discussed that we would not want to do this because we would like to widen the road at some point and then we would have to move the gaurdrail. None of the accidents involved motorists running into the gaurdrail. The team would like to submit this as a safety project for major safety funds but the accidents are dropping considerably from the year 1997 when the accidents peaked and caused this location to show up on the HSP Program. The accidents have dropped to only 2 or 3 per year since then. This location will not show on the HSP Program next year unless the accidents increase considerably in the year 2000. Therefore, the team does not believe this location would get safety funding. The one improvement that was discussed that we could do is to upgrade the chevrons in the 10 degree curve within this section. The team recommends to go ahead with the upgrade of the chevrons.

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