

DISTRICT 9 SAFETY REVIEW TEAM MEETING

Monday, October 24, 2005
9:30 a.m.

Attendees:

David Norris, Deputy Director Assistant Engineer
Todd Long, Planning Administrator
Vaughn Wilson, Highway Management Administrator
Tom Barnitz, Production Administrator
Greg Baird, Traffic Studies Engineer
Richard Chaffin, Traffic Management Analyst (DSRT Chairperson)
Patricia Wetzel, Transportation Engineer
Jessica Mullins, E.I.T.
Tom Corbin, Real Estate Administrator
Tom Day, City Engineer (City of Chillicothe)

AGENDA:

Ross County, State Route 159, log point 0.00 to 0.96 "hot spot"
Ross County, State Route 159, log point 1.06 to 3.33 "hot spot"
Ross County, U.S. Route 35, log point 18.00 to 20.00 "hot spot"
Lawrence County, State Route 7, log point 7.99 to 8.49
Pike County, Intersection of State Route 32 & 220 / Germany Road

Ross County, State Route 159, log point 0.00 to 0.96 "hot spot"

The accident statistics were looked at for this location. It was pointed out that there is one year of data (2002) where the traffic control for the Bridge Street bridge closure was still in effect. The work zones for the bridge construction made major changes in the traffic patterns in this section. There was discussion that the two areas where most of the accidents occurred were near the Stewart Road intersection and the Water Street intersection. There was some discussion about adding lanes on Stewart Road. The team decided that this intersection was recently reconstructed and we would not pursue any changes to the intersection at this time. It was pointed out that we already have a safety project approved for the intersection of S.R. 159 and Water Street and this is where most of the accidents occurred within this location. The team decided to pursue completion of this project and no other improvements will be recommended at this time.

Ross County, State Route 159, log point 1.06 to 3.33 "hot spot"

Ross County, U.S. Route 35, log point 18.00 to 20.00 "hot spot"

These two locations were looked at together because they intersect at an interchange and the problem area that the team wishes to address effects both locations. It was pointed out that both these "hot spot" locations were just studied earlier this year and the recommended project was to relocate North Plaza Blvd. to align it directly across from the existing intersection of the U.S. 35 westbound off ramp. The objective of this project

is to eliminate the existing traffic signal at North Plaza Blvd. The major problem is that we have three signalized intersections within a total distance of approximately 450 feet which is much too close to effectively provide proper signal timing and coordination. The elimination of the middle traffic signal will improve the traffic flow which will alleviate congestion and accidents on State Route 159. This will also alleviate the traffic back ups onto U.S. Route 35 where we are experiencing eastbound rear end accidents. This was discussed with Jennifer Townley in Central Office Safety to see what she would require in the form of a study to submit the project for safety funding. She said she will require a formal study of the North Plaza intersection and the U.S. 35 westbound off ramp intersection. This formal study was completed and presented to the DSRT for review at this meeting. During the review of the study there were other ideas discussed to alleviate the accidents. The other options discussed were to relocate the U.S. 35 westbound off ramp intersection to the North Plaza intersection or to relocate the North Plaza intersection to the Marietta Road intersection. Tom Day did not believe the City and the business owners would be in agreement with the option to relocate North Plaza to Marietta Road. It was pointed out the option of relocating the U.S. 35 westbound off ramp to North Plaza makes the intersection and traffic signal to close to Marietta Road. It was determined that the intersection spacing and the traffic flow would be better with the original recommendation to move North Plaza to the U.S. 35 off ramp. However, it was pointed out that the project cost would probably be considerably less with the relocation of North Plaza to Marietta Road instead of moving it to the U.S. 35 off ramp and that Central Office Safety may only be acceptable to the least costly option. Tom again expressed concern that the City and the business owners would not be acceptable to that option. It was determined that this intersection is inside the City of Chillicothe and we could not do the project if the City is not in agreement. The team decided to have Tom discuss this project with the City Council and the Mayor and advise us which way to proceed with this project. It was determined by the team that there would need to be a considerable amount of design work to be completed before we can get a reasonable cost estimate for right of way and construction for this project. The team decided that when we agree on a project we will need to request safety funds for the design work. The team discussed a low cost / short term project to address the rear end accidents on U.S. Route 35. It was decided to look into some type of warning sign that would have warning flashers on U.S. 35 that can be activated when traffic backs up to the top of the eastbound off ramp from S.R. 159. This could be accomplished by vehicle detector loops placed in the pavement and connected to the warning flashers.

Lawrence County, State Route 7, log point 7.99 to 8.49

This location is one that shows on our Safety Program every year and all low cost corrective work has been implemented. The team looked at this location last year and recommended no further improvements at this time because the long term / high cost project for this location is currently under construction and will be completed in 2006. The project is construction of Phase 1B of the Chesapeake bypass which will remove most of the traffic from this section. The team looked at the 2005 updated study for this work plan year and again recommends no further action for this location.

Pike County, Intersection of State Route 32 & 220 / Germany Road

This location is being looked at as an ongoing safety study from last year. This location is ranked 261 in the new 2004 HSP listing. It was ranked 183 in the 2003 HSP listing. The latest proposal being looked at for this meeting was proposed by the Pike County Engineer as a compromise to the existing intersection being restricted to a right in / right out only configuration. The Pike County Engineer was not in agreement with our proposal to make the intersection a right in / right out. The newest proposal is to re-route the Germany Road side of the intersection 800 feet west of the existing Germany Road intersection and make the existing State Route 220 side of the intersection a right in / right out intersection. This is in conjunction with upgrading a local county road to ODOT standards and re-routing State Route 220 across the upgraded county road. It was determined that the new proposal to relocate Germany Road would be costly because of the right of way costs. In addition, we may lose a considerable amount of money in a law suit with the property owner that recently constructed a new convenient store / gas station on Germany Road at the intersection. The team discussed leaving the Germany Road side of the intersection where it exists with continued access to State Route 32 and making the State Route 220 side of the intersection a cul-de-sac with no connection to State Route 32. This would eliminate the through movement from Germany Road to State Route 220. In addition, an acceleration lane would be constructed in the median for the motorists turning left out of Germany Road. It was determined that this option would eliminate most of the accidents and there would be no right of way costs. After considerable discussion the team decided to go ahead with this as the recommended project. This is in conjunction with upgrading Schuster Road to ODOT standards and re-routing State Route 220 across it. Also, a traffic signal will be installed at the new intersection of State Route 32 and 220.

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