

DISTRICT 9 SAFETY REVIEW TEAM MEETING

Monday, October 7, 2004
9:30 A.M.

Attendees:

Harry Fry, District Deputy Director
Vaughn Wilson, Highway Management Administrator
Todd Long, Planning & Programs Administrator
David Norris, Production Administrator
Greg Baird, Traffic Studies Engineer
Richard Chaffin, Traffic Management Analyst (DSRT Chairperson)
Patricia Wetzel, Transportation Engineer
Steve Jenkins, Pike County Transportation Administrator

AGENDA:

Review and discuss the highway safety study for the following location:

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

This location is ranked No. 183 in the 2003 Highway Safety Program. The study information was discussed and it was pointed out that this intersection was previously studied in 2000. The improvements made as a result of that study were installing an overhead flasher at the intersection and delineating the median pavement of the intersection with dotted white lines. The accident data for the current study shows a problem with angle accidents. Most of the angle accidents involved motorists on westbound 32 colliding with vehicles crossing the intersection from the side roads. The conclusion is that there are problems with visibility for motorists at the intersection looking toward the east because of the vertical crest in the pavement on the bridge over the railroad. Also there was discussion about the visibility of seeing the vehicles because there is no landscape behind the approaching vehicles. The vehicles are elevated by the overpass and the sky is in the background of the approaching vehicles. The sight distances meet minimum design requirements but the sight issues are contributing to the accidents. In addition to the sight distance issues there is another factor contributing to the accident problem. There are high speeds on State Route 32 approaching the intersection. The 85 percentile speeds of the vehicles approaching the intersection are 63 mph and 65 mph.

There were several possible countermeasures discussed by the team. The team basically brainstormed and came up with numerous possibilities from installing warning signs to constructing an interchange. The following are some of the ideas that were discussed:

- Install a stop & go traffic control signal
- Install warning signs with flashers in advance of the intersection for westbound State Route 32
- Install back plates around the flasher signal heads
- Install an additional flasher head for westbound State Route 32
- Place colored pavement in the median area of the intersection
- Reroute State Route 32 across Shuster Road and disconnect the existing State Route 220 intersection from State Route 32
- Close the median and allow only right turns in and right turns out of the intersection
- Construct an overpass over State Route 32 for State Route 220 and Germany Road to cross over State Route 32 and eliminate the accesses
- Construct a full interchange.

There was considerable discussion concerning the idea of installing a traffic control signal. The traffic warrant study shows a warrant is not met. However, the intersection only needs about 20 additional vehicles per hour for two more hours a day to meet one of the signal warrants. Also, there was considerable discussion about possible safety concerns with installing a traffic signal at this intersection. The concern is the potential increase of rear end accidents on the westbound approach of State Route 32. It was determined that Prepare To Stop signs with flashers could alleviate this concern. There was considerable discussion about rerouting State Route 220 across Shuster Road and eliminating the existing intersection. It was decided that this would require a public meeting and there would be considerable opposition to closing the median of the intersection or disconnecting existing State Route 220 from State Route 32. Also, this would be an expensive fix because Shuster Road would have to be upgraded to ODOT standards and there is a business that would probably have to be removed. There was discussion about constructing an interchange. It was determined that this would be extremely costly and hard to get funding for. The railroad that is situated close to the intersection would add significantly to the cost of an interchange.

The team decided to go forward with installing intersection warning signs with flashers on the westbound approach of State Route 32 in advance of the intersection and install back plates on the flasher signal heads. It was also decided to further investigate the idea of rerouting State Route 220 across Shuster Road. We will perform a traffic count at the intersection of State Route 32 and Shuster Road to see how much traffic is currently using Shuster Road and how the road would be impacted if additional traffic were routed to it. Also, Todd Long will discuss the rerouting scheme with Jennifer Townley in Central Office to see if it would be possible to get safety funding for the rerouting project.

The team will meet again to finalize the recommendation of this study location after the traffic counts are completed and Todd talks to Jennifer about the rerouting scheme.

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