

DISTRICT 9 SAFETY REVIEW TEAM MEETING

Monday, December 6, 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 team discussed the information that was requested from the last meeting. We wanted to get a new traffic count at the intersection of State Route 32 & Schuster Road and look to see if a traffic signal warrant would be met. Also, we wanted to talk to Jennifer Townley to see if it would be possible to get safety funding to upgrade Schuster Road and reroute State Route 220 across it. Richard updated the team on these two issues: Jennifer advised that she would be open to funding the upgrade of Schuster Road and rerouting of State Route 220 if we eliminated the existing State Route 220/Germany Road intersection with State Route 32. Also the traffic counts at State Route 32 and Schuster Road show that a traffic signal would be warranted if we reroute State Route 220 across Schuster Road.

The team further discussed the rerouting scheme and many other possible countermeasures from constructing a traffic signal to constructing a full interchange. There was considerable discussion about erecting a traffic signal at the existing State Route 32 & 220/Germany Road intersection. It was decided that this would not be a good location for a traffic signal because of the sight restriction problem caused by the bridge over the railroad just east of the intersection.

The team decided to go forward with the low cost countermeasure recommended from the first meeting which was to put back plates around the flasher signal heads and to construct warning signs with flashers in the west bound lanes of State Route 32 in advance of the intersection. In addition to the low cost countermeasure the team decided to look further into three other long term countermeasures which are listed below:

1) Reroute State Route 220 across Schuster Road to access State Route 32 and upgrade the roadway & pavement of Schuster Road. Construct a traffic signal at the new intersection. Eliminate the existing intersection and construct an overpass over State Route 32 to get the State Route 220/Germany Road traffic across State Route 32.

2) Reroute State Route 220 across Schuster Road to access State Route 32 and upgrade the roadway & pavement of Schuster Road. Construct a traffic signal at the new intersection. Close the median at the existing intersection and allow only right turns onto the side roads from State Route 32 and right turns out of the side roads onto State Route 32.

3) Reroute State Route 220 across Schuster Road to access State Route 32 and upgrade the roadway & pavement of Schuster Road. Construct a traffic signal at the new intersection. Completely eliminate the existing connection of State Route 220 from State Route 32 and leave the existing connection of Germany Road with full turning movements. Construct an acceleration lane in the median for left turns out of Germany Road. (If the existing Germany Road access is removed, ODOT will be likely to pay out considerable compensation to a new under construction gas station / convenient store business located on the Germany Road corner of the intersection).

The team decided we need to get preliminary designs and reasonably accurate cost estimates on all three scenarios before we make our final recommendation. It was decided for us to get with Jennifer Townley and see if we could utilize the Central Office task order to obtain a consultant to review our HSP study with our recommended countermeasures and propose other countermeasures if appropriate. Additionally, we need the consultant to do enough preliminary design to give us reasonably accurate cost estimates for our recommended countermeasures and any other countermeasures they propose.



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