

OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 9

Inter Office Communication

Date: March 2, 2001

To: Jennifer Townley, Safety Program Manager

From: Larry K. Hill, Planning & Programs Administrator

By: Richard Chaffin, District Safety Review Team Chairperson

Subject: HSP Funding Request

The enclosed Safety Project Application along with the safety engineering study is being sent to you to request safety funds to install an overhead flasher at the intersection of State Route 32 & 220 in Pike County.

This intersection is ranked No. 42 in the 1999 Highway Safety Program.

Please advise us of your consideration for safety funds.

*RDC*

RDC

Enclosure

c: J. Hagen, L. Hill, D. Norris, V. Wilson, G. Baird, **file**

# Safety Project Application

Date: March 2, 2001

District : 09		Name of Contact Person: Richard Chaffin	
Sponsoring Agency: ODOT		Phone/Fax: 740-773-2691 (Ext 327) 740-775-4889	
Estimated Project Cost: \$50,000		Total Safety Funding Requested: \$50,000	
Brief Project Description:  Install Overhead Flasher			
Project PID: 23071 (If assigned)	County: Pike	Route: S.R. 32	Section: @ S.R. 220 Log Pt. 19.23

## Project Description

### Summary of Problem Statement:

High percentage of angle collisions within the intersection. There is railroad overpass approximately 700 feet east of the intersection which causes some intersection sight distance restriction. Also there is a very wide median at the intersection which seems to cause problems for some motorists trying to cross the intersection.

### Summary of Recommended Countermeasures:

1. Install overhead flasher
2. Paint 8" dotted lines across the edge of the paved median to delineate where the travel lanes meet the median

**Project Route Identification and Alignment.** Please identify the limits of the project and approximate length.

S.L.M. 19.23

Work will be performed within the intersection area  
( approximately 200 ft. length )

**Project Priority (HSP Ranking / LPA Prioritized List)**

HSP Ranking No. 42

**Project Development - Indicate which phases have been initiated, completed or an estimated completion date for each applicable phase.**

<i>Phase</i>	<i>Conducted by</i>	<i>Completion Date</i>
<input checked="" type="checkbox"/> Safety Engineering Study	Richard Chaffin	01-16-01
<input type="checkbox"/> Interchange Justification Study		
<input type="checkbox"/> Environmental		
<input type="checkbox"/> Right of Way		
<input type="checkbox"/> Design		

**Crash Data**

**Crash Frequency/Density:**

15

1 Point

**Crash Rate:**

1.67

2 Points

**Relative Severity Index:**

1690

6 Points

**Equivalent Property Damage Only Rate:**

5.61

1 Point

**Percent Trucks:**

16%

3 Points

**Rate of Return:**

154%

5 Points

The following information should be included in submission of the safety project application:

Copy of the Safety Engineering Study ✓  
(Include DSRT approval signatures)

Traffic Volume Data ✓

Project Location Map ✓

Photographs of the Project Site ✓

Economic Analysis ✓

Estimated Cost	Quarter / Fiscal Year	Local Contribution	Other Sources	Safety Request	Total
Environmental	N.A.				
Right of way	N.A.				
Design	2003/2ND			\$5000	\$5000
Construction	2003/3RD			\$45,000	\$45,000
<b>Total</b>				<b>\$50,000</b>	<b>\$50,000</b>

RESERVOIR PROJECT YES  NO  RESERVOIR YEAR

Applicant

Richard D. Chaffin

740-773-2691 (Ext 327)

Printed Name/Title

Phone #

*Richard D. Chaffin* 3-2-01

Signature/Date

# HIGHWAY SAFETY PROGRAM FUNDING REQUEST

**LOCATION:**

COUNTY/ROUTE/SECTION PIKE 32 & 220  
 JURISDICTION ODOT/RURAL

**PRIORITIES:**

AWP 2001, HSP 42, HSP FUNDING CATEGORY (1 THROUGH 6) \_\_\_\_\_

**PROGRAMMING:**

PROPOSED COST \$50,000, RATE OF RETURN (CATEGORIES 1 THROUGH 3) 154%  
 PROPOSED AWARD DATE (FY AND QUARTER) \_\_\_\_\_

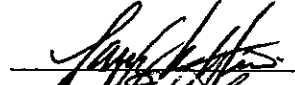
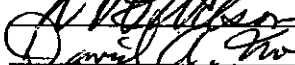
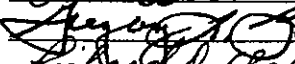
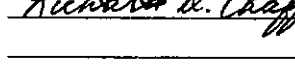

**DISTRICT'S PROBLEM STATEMENT:**

High percentage of angle collisions within the intersection. There is a railroad overpass approximately 700 ft. east of the intersection which does cause some intersection sight distance restriction. Also there is a very wide median at this intersection which seems to cause problems for some motorists trying to cross the intersection.

**DISTRICT'S RECOMMENDATION:**

Install an overhead flasher at the intersection to help motorists identify the intersection. Also paint 8' dotted lines across the left edge of the passing lanes to delineate the storage of the median area. The DSRT also wishes to look into the possibility of placing a different color pavement in the median area to contrast the median area from the driving lanes of S.R. 32.

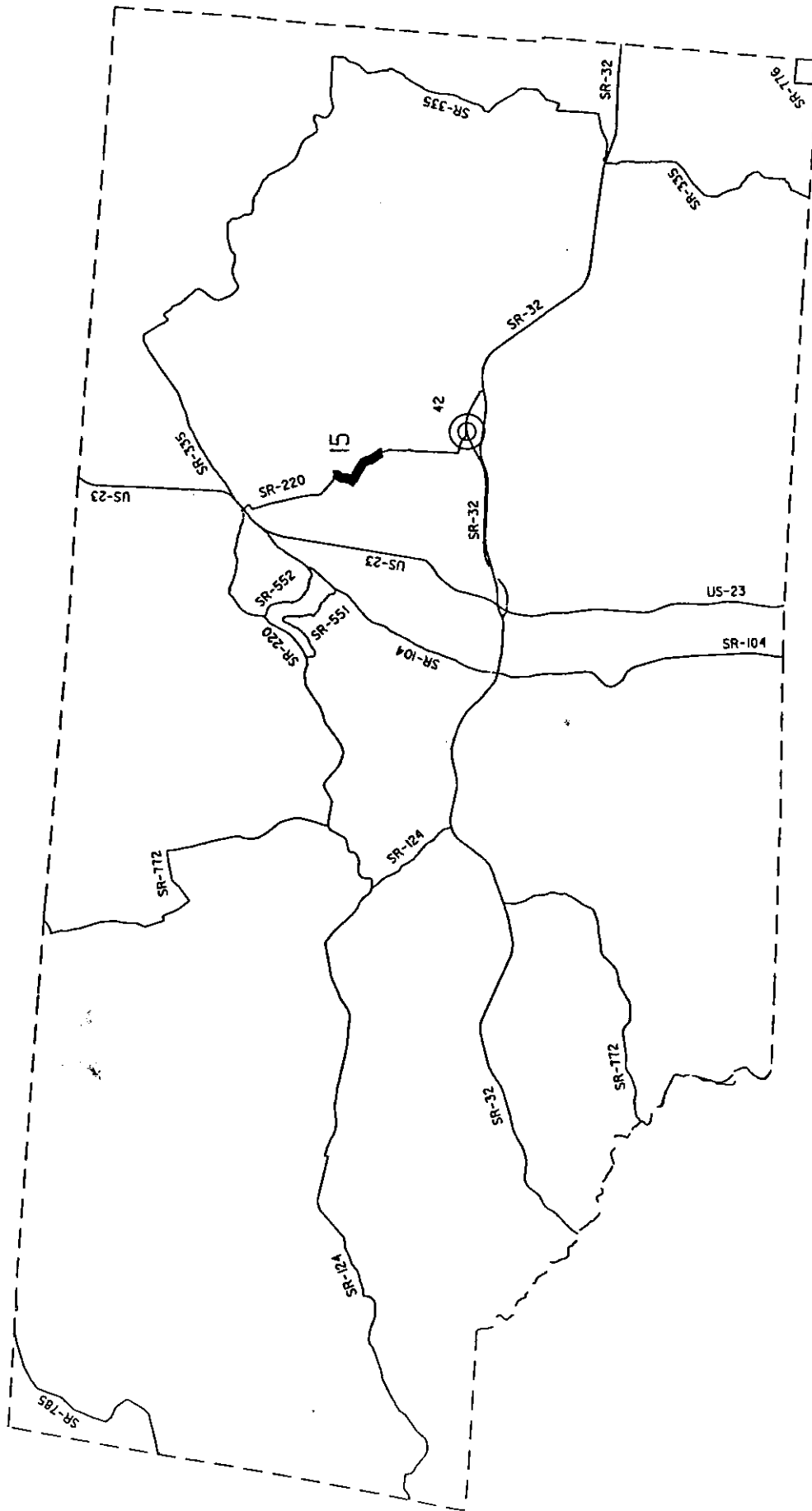
**DISTRICT'S SAFETY REVIEW TEAM:**

SRT MEMBER (TYPED)	SIGNATURE	DATE	COMMENTS (ATTACHED)
1ST <u>Larry Hill, Planning Adm.</u>		<u>1-16-01</u>	_____
2ND <u>Vaughn Wilson, Hwy. Mgmt. Adm.</u>		<u>1-16-01</u>	_____
3RD <u>David Norris, Production Adm.</u>		<u>1-16-01</u>	_____
4TH <u>Gregory Baird, Studies Engr.</u>		<u>1-16-01</u>	_____
5TH <u>Richard Chaffin (Chair)</u>		<u>1-16-01</u>	_____
6TH _____	_____	_____	_____
OPTIONAL MEMBERS:			
ADDITIONAL ODOT, FHWA,			
AND/OR OUTSIDE MEMBERS			

**SAFETY PROGRAM MANAGER'S RECOMMENDATION:**




PREAPPROVED FOR PROGRAMMING \_\_\_\_\_, HSP FUNDING PRIORITY \_\_\_\_\_  
 PROPOSED AWARD DATE \_\_\_\_\_, COMMENTS \_\_\_\_\_





# PIKE COUNTY

SHOWING 1999 RURAL STATE HIGHWAY SAFETY PROGRAM RANKING OF PRIORITY LOCATIONS


  
 INTERSECTION LOCATION  999
   
 SECTION LOCATION  999

PREPARED BY THE OFFICE OF TECHNICAL SERVICES  
 WITH INFORMATION SUPPLIED BY THE OFFICE OF TRAFFIC  
 THE OHIO DEPARTMENT OF TRANSPORTATION  
 NOVEMBER 2000

1999 PIKE CO 1  
 AVERAGE 24-HR TRAFFIC VOLUME

SECT. BEGINS	TRAFFIC SECTION	SECT. LENGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
US-23					
	00.00 SCIOTO CO. LINE	.01	11630	1810	13440
	00.01 PERMANENT COUNTING STA. 518	3.94	11630	1810	13440
	03.95 ENT TO US DEPT OF ENERGY PLANT	2.23	12110	1880	13990
	06.18 SR 32	.90	16050	2150	18200
U	07.08 S. CORP. PIKETON	1.23	16050	2150	18200
	08.31 N. CORP. PIKETON	3.31	16050	2150	18200
U	11.62 S.W. CORP. WAVERLY	.23	17210	1620	18830
U	11.85 SR 104 (LAKE WHITE RD.)	.64	19710	1800	21510
U	12.49 SR 220 (MARKET ST.)	.35	16780	1760	18540
U	12.84 SR 335 (CLOUGH ST.)	.47	14810	1620	16430
	13.31 N.E. CORP. WAVERLY	2.97	14810	1620	16430
	16.28 EQUALS STA. 0.00 IN ROSS CO.	.00			
SR-32					
	00.00 ADAMS CO. LINE	7.96	3040	1060	4100
	07.96 SR 772	2.06	4830	1450	6280
	10.02 SR 124	3.41	7010	1620	8630
	13.43 LEAVE SR 32 FUTURE	.00			
	14.93 REENTER SR 32 FUTURE	.18	350	10	360
	15.11 US 23	.77	350	10	360
	15.88 LEAVE DEAD END	.00			
	16.15 REENTER SR 32 FUTURE	3.08	590	20	610
	19.23 LEAVE SR 220	.00			
	20.47 REENTER SR 32 FUTURE	.14	6860	1320	8180
	20.61 C-57 (TO OLD SR 124)	5.26	5190	1130	6320
	25.87 SR 335	2.55	4020	1150	5170
	28.42 EQUALS STA. 0.00 IN JACKSON CO.	.00			
SR-32 FUTURE					
	13.43 SR 32	.29	7010	1620	8630
	13.72 SR 104	1.49	8860	1740	10600
	15.21 US 23	.87	6100	1320	7420
	16.08 SR 32	3.92	5130	1320	6450
	20.00 SR 220	.47	6860	1320	8180
	20.47 ROUTE ENDS AT SR 32	.00			
SR-41					
	00.00 HIGHLAND CO. LINE	5.20	960	40	1000
	05.20 ENTER ROSS CO. STA. 0.00	.00			
	05.20 LEAVE ROSS CO. STA. 0.43B	.19	960	40	1000



## 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.

*RDC*

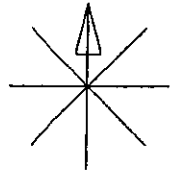
RDC





# COLLISION DIAGRAM

S.R. 220



INDICATE NORTH

THU-10-30-97-4:25P-DRY-DAY

MON-11-17-97-5:15P-DRY-DAY

WED-3-17-99-3:30P-DRY-DAY

SAT-11-14-98-7:55P-DRY-NITE

TUE-2-16-99-3:45P-DRY-DAY

MON-4-19-99-3:40P-DRY-DAY

SUN-4-25-99-12:25P-DRY-DAY

FRI-7-30-99-6:15P-DRY-DAY

SUN-8-1-99-2:00P-DRY-NITE

TUE-3-24-98-3:50P-DRY-DAY

SAT-7-11-98-1:00P-DRY-DAY

TUE-7-22-98-7:50A-DRY-DAY

SAT-7-25-98-8:10A-DRY-DAY

MON-8-10-98-2:10P-WET-DAY

SAT-10-31-98-3:30P-DRY-DAY

S.R. 32

(RD. NAME)

ACC SUMMARY

PD	9
INJ	6
TOTAL	15

Germany Rd  
(RD. NAME)

SYMBOLS

- MOVING VEHICLE
- BACKING VEHICLE
- NON-INVOLVED VEHICLE
- PEDESTRIAN
- PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

TYPES OF COLLISIONS

- REAR END
- HEAD ON
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

SHOW FOR EACH ACCIDENT

1. DAY, DATE, AND TIME
2. WEATHER AND ROAD SURFACE - IF UNUSUAL CONDITION EXISTED
3. NITE - IF BETWEEN DUSK AND DAWN

INTERSECTION S.R. 32 AND S.R. 220  
 PERIOD 3 YEARS : FROM 1-1-97 TO 12-31-99

Pike County  
Intersection of S.R. 32 & 220  
ADT - 8180

15 Accidents - 1997, 1998, 1999

Day - 87%

Night - 13%

Dry - 93%

Wet - 7%

Property Damage - 60%

Injury - 40%

Fatality - 0%

Angle - 67%

Rear End - 27%

Fixed Object - 6%

Failure To Yield - 73%

Following Too Close - 27%

# SPEED CHECK

## RADAR TYPE SPEED METER

Location S.R. 32 @ 220 Intersection (1000' in advance of Intersection)  
 Date 11-13-00 Day Monday County Pike  
 Observer R. Chaffin, G. Manson  
 Type Pavement Bituminous Dry  Wet  Condition Good Width 48'  
 Weather Cloudy Temperature 45°

85 Percentile - 65 mph / Pace 56-66 mph

85 Percentile - 63 mph / Pace 54-64 mph

W bound, Time <u>9:00 A M</u> to <u>9:52 A M</u>					M.P.H.	E bound, Time <u>9:00 A M</u> to <u>9:52 A M</u>				
Cum. %	Cum. Total	No.	Vehicles			Passenger Cars	Commercial	No.	Cum. Total	Cum. %
			Passenger Cars	Commercial						
					Over					
					90.0					
					88.0					
					86.0					
					84.0					
					82.0					
					80.0					
					78.0					
					76.0					
100	101	1			74.0					
99	100	1			72.0					
98	99	2			70.0					
96	97	5			68.0			6	100	
91	92	5			66.0			8	94	
86	87	6			64.0			9	86	
80	81	19			62.0			12	77	
	62	9			60.0			10	65	
	53	15			58.0			23	55	
	38	15			56.0			13	32	
	23	9			54.0			13	19	
	14	6			52.0			5	6	
	8	5			50.0			1	1	
	3	2			48.0					
	1	1			46.0					
					44.0					
					42.0					
					40.0					
					38.0					
					36.0					
					34.0					
					32.0					
					30.0					
					28.0					
					26.0					
					24.0					
					22.0					
					20.0					
					18.0					
					16.0					
					14.0					
					Below					
					Totals					

# SIGNAL WARRANT DATA SHEET

DATE: 12-15-00

STUDY BY: R. Chaffin

LOCATION: Pik 32 & 220

DATE OF COUNTS: 12-05-00

SEASONAL FACTOR: 1.14

<b>Speed Factor</b>	<b>Warrant 6 Accidents</b>
70%	80%
<b>Volume (X Factor)</b>	<b>(X Factor)</b>
Major 600	336
Minor 150	84
Major 900	504
Minor 75	42

<b>Warrant 1</b>	<b>Major</b>	600	420	336
<b>Minimum Traffic</b>	<b>Minor</b>	150	105	84
<b>Warrant 2</b>	<b>Major</b>	900	630	504
<b>Cont. Traffic</b>	<b>Minor</b>	75	53	42

HOUR	MAJOR STREET		MINOR APPROACH		MINOR APPROACH		WARRANT #1	WARRANT #2	WARRANT #6	
	Volume S.R.32	(X SF)	Volume South	(X SF) Germa	Volume North	(X SF) S.R.220			#1	#2
6-7 AM	611	697	60	68		0	NO	YES	NO	YES
7-8 AM	574	654	66	75		0	NO	YES	NO	YES
8-9 AM	420	479	44	50		0	NO	NO	NO	NO
9-10 AM	407	464	35	40		0	NO	NO	NO	NO
10-11 AM	351	400		0	64	73	NO	NO	NO	NO
11-12 AM	391	446		0	50	57	NO	NO	NO	NO
12-1 PM	376	429		0	62	71	NO	NO	NO	NO
1-2 PM	411	469		0	83	95	NO	NO	YES	NO
2-3 PM	540	616		0	95	108	YES	NO	YES	YES
3-4 PM	635	724		0	186	212	YES	YES	YES	YES
4-5 PM	670	764		0	152	173	YES	YES	YES	YES
5-6 PM	476	543		0	150	171	YES	NO	YES	YES

Comments

Directions for use: fill in all spaces



Ohio Department of Transportation

District 9 - Planning

650 Eastern Ave, Chillicothe, Ohio 45601

1-888-819-8501

Study Name: P32-220

Site Code : 00005566

Start Date: 12/05/00

Weather: Cloudy

Counted by: Kelly Havens

Board #: D4-1489

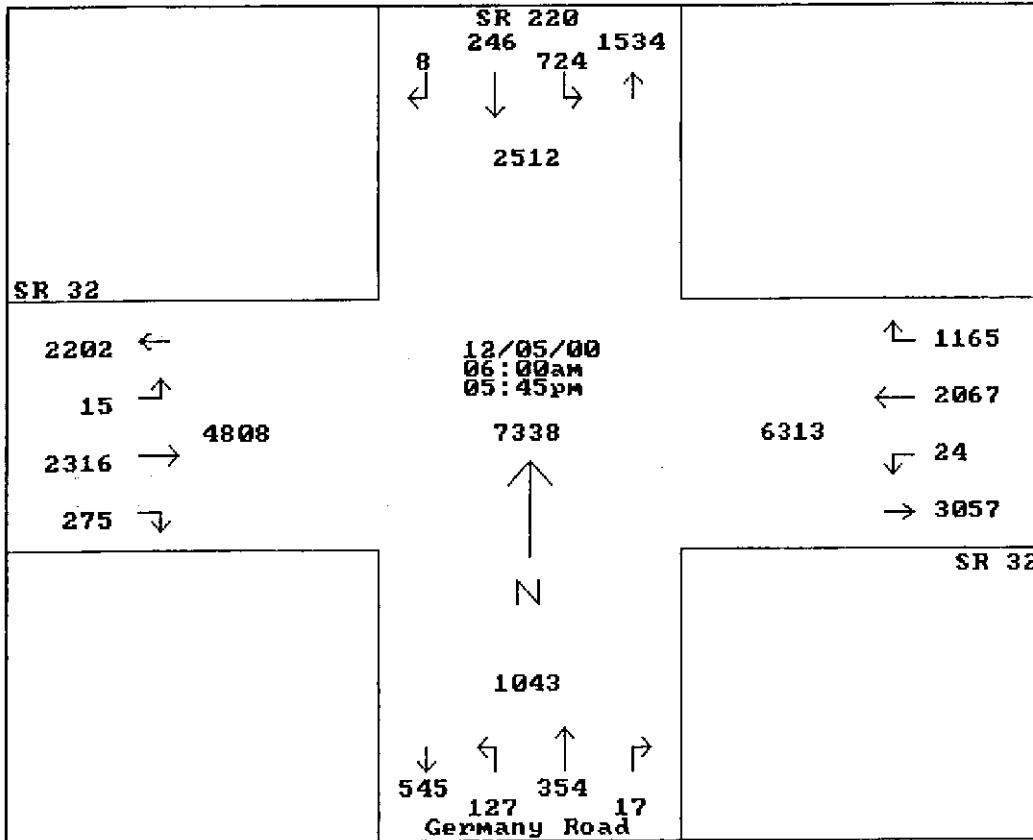
Raw Data:

Southbound: SR 220

Westbound: SR 32

Northbound: Germany Road

Eastbound: SR 32



Ohio Department of Transportation

District 9 - Planning

650 Eastern Ave, Chillicothe, Ohio 45601

1-888-819-8501

Weather: Cloudy

Counted by: Kelly Havens

Board #:D4-1489

Raw Data:

Study Name: P32-220

Site Code : 00005566

Start Date: 12/05/00

Page : 1

Vehicle group 1, Vehicle group 2, Vehicle group 3

Start Time	SR 220 Southbound				SR 32 Westbound				Germany Road Northbound				SR 32 Eastbound				Ped	Intvl	Total
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped			
12/05/00																			
06:00	6	0	0	0	0	27	37	0	0	11	0	0	1	24	2	0			108
06:15	6	1	0	0	0	79	57	0	5	12	60	0	0	33	611	2	0		195
06:30	0	2	0	0	0	68	94	0	4	17	60	0	0	39	1	0	0		225
06:45	2	3	0	0	0	75	33	0	3	8	0	0	0	37	2	0	0		163
Hour	14	6	0	0	0	249	221	0	12	48	0	0	1	133	7	0			691
07:00	7	3	0	0	1	65	21	0	8	11	66	0	1	34	574	4	0		155
07:15	12	4	0	0	0	68	22	0	1	8	66	0	0	51	574	2	0		168
07:30	11	3	0	0	0	65	36	0	5	14	1	0	0	56	3	0	0		194
07:45	12	1	1	0	1	63	37	0	5	13	0	0	0	39	5	0	0		177
Hour	42	11	1	0	2	261	116	0	19	46	1	0	1	180	14	0			694
08:00	8	3	0	0	0	46	28	0	4	12	44	0	0	34	420	3	0		138
08:15	4	2	0	0	2	49	27	0	2	7	44	0	0	38	420	4	0		135
08:30	3	3	0	0	0	36	26	0	0	9	0	0	0	38	3	0	0		118
08:45	6	3	0	0	0	26	23	0	0	10	0	0	0	33	4	0	0		105
Hour	21	11	0	0	2	157	104	0	6	38	0	0	0	143	14	0			496
09:00	3	1	0	0	0	31	22	0	0	5	35	0	1	32	407	2	0		97
09:15	5	4	0	0	1	46	21	0	4	6	35	0	0	51	407	4	0		142
09:30	4	5	0	0	0	34	16	0	3	8	0	0	0	51	5	0	0		126
09:45	8	0	0	0	2	34	16	0	1	7	1	0	0	36	2	0	0		107
Hour	20	10	0	0	3	145	75	0	8	26	1	0	1	170	13	0			472
10:00	13	2	64	0	0	30	18	0	1	0	0	0	0	36	351	4	0		104
10:15	10	2	64	0	0	39	15	0	6	4	0	0	0	30	351	3	0		109
10:30	12	3	0	0	0	20	14	0	2	8	0	0	1	35	2	0	0		97
10:45	14	6	2	0	1	39	15	0	3	6	1	0	1	42	6	0	0		136
Hour	49	13	2	0	1	128	62	0	12	18	1	0	2	143	15	0			446
11:00	7	1	50	0	2	33	21	0	4	1	2	0	1	53	391	2	0		127
11:15	10	3	50	0	0	27	17	0	2	6	1	0	0	35	391	2	0		103
11:30	11	4	0	0	0	43	11	0	2	4	1	0	0	27	4	0	0		107
11:45	9	5	0	0	0	40	20	0	1	4	0	0	0	43	10	0	0		132
Hour	37	13	0	0	2	143	69	0	9	15	4	0	1	158	18	0			469
12:00	18	4	62	0	0	27	15	0	1	3	0	0	1	35	376	5	0		109
12:15	10	3	62	0	1	45	18	0	3	9	0	0	0	43	376	4	0		136
12:30	10	4	0	0	0	31	16	0	2	2	0	0	0	37	1	0	0		103
12:45	11	2	0	0	1	43	13	0	3	5	0	0	2	35	3	0	0		118
Hour	49	13	0	0	2	146	62	0	9	19	0	0	3	150	13	0			466

Ohio Department of Transportation

District 9 - Planning

650 Eastern Ave, Chillicothe, Ohio 45601

1-888-819-8501

Study Name: P32-220

Site Code : 00005566

Start Date: 12/05/00

Page : 2

Weather: Cloudy

Counted by: Kelly Havens

Board #:D4-1489

Raw Data:

Vehicle group 1, Vehicle group 2, Vehicle group 3

Start Time	SR 220 Southbound				SR 32 Westbound				Germany Road Northbound				SR 32 Eastbound				Ped Intvl.	Total
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped		
13:00	17	2	0	0	1	32	11	0	2	4	1	0	1	43	2	0	116	
13:15	13	10	0	0	1	38	14	0	1	8	0	0	2	31	4	0	123	
13:30	16	2	1	0	0	43	29	0	3	6	0	0	0	40	6	0	146	
13:45	12	8	2	0	1	40	30	0	3	3	1	0	0	37	4	0	141	
Hour	58	22	3	0	3	153	84	0	9	21	2	0	3	151	17	0	526	
14:00	9	8	1	0	0	29	29	0	4	14	0	0	0	49	2	0	145	
14:15	17	6	0	0	0	47	41	0	2	14	1	0	0	45	8	0	181	
14:30	24	6	0	0	0	28	49	0	3	12	0	0	0	56	7	0	185	
14:45	17	7	0	0	1	48	16	0	6	13	1	0	0	71	14	0	194	
Hour	67	27	1	0	1	152	135	0	15	53	2	0	0	221	31	0	705	
15:00	31	8	1	0	0	33	20	0	3	6	0	0	0	56	10	0	168	
15:15	49	17	0	0	1	45	22	0	1	5	1	0	0	69	25	0	235	
15:30	42	14	0	0	1	67	34	0	1	4	1	0	1	81	14	0	260	
15:45	20	4	0	0	2	46	21	0	5	9	1	0	1	74	12	0	195	
Hour	142	43	1	0	4	191	97	0	10	24	3	0	2	280	61	0	858	
16:00	24	10	0	0	1	44	20	0	0	5	0	0	0	103	12	0	219	
16:15	27	4	0	0	0	50	19	0	2	10	0	0	0	84	12	0	208	
16:30	34	13	0	0	1	50	19	0	5	7	1	0	0	76	10	0	216	
16:45	29	11	0	0	2	44	21	0	3	6	0	0	0	89	13	0	218	
Hour	114	38	0	0	4	188	79	0	10	28	1	0	0	352	47	0	861	
17:00	31	14	0	0	0	38	28	0	0	1	0	0	1	66	6	0	185	
17:15	39	5	0	0	0	51	18	0	2	5	0	0	0	58	8	0	186	
17:30	25	13	0	0	0	36	5	0	4	5	1	0	0	55	5	0	149	
17:45	16	7	0	0	0	29	10	0	2	7	1	0	0	56	6	0	134	
Hour	111	39	0	0	0	154	61	0	8	18	2	0	1	235	25	0	654	
Total	724	246	8	0	24	2067	1165	0	127	354	17	0	15	2316	275	0	7338	
% Apr.	74.0	25.1	0.8	-	0.7	63.4	35.7	-	25.5	71.0	3.4	-	0.5	88.8	10.5	-	-	
% Int.	9.8	3.3	0.1	-	0.3	28.1	15.8	-	1.7	4.8	0.2	-	0.2	31.5	3.7	-	-	

# INTERSECTION TRAFFIC COUNT SHOWING TURNING MOVEMENTS

Station Co. Route Log Location  
No. Pike 32 19.23 @ S.R. 220

City/Town FC Count No. Year  
02 5566 00

Recorder	Hour	Period	Day	Date	Weather	Road Condition
<u>Kelly</u>	<u>Hours: 20 AM</u>	<u>6:00 pm</u>	<u>Tue</u>	<u>12/05/00</u>	<u>cloudy</u>	<u>dry</u>
	<u>:</u>	<u>:</u>		<u>1</u>		
	<u>:</u>	<u>:</u>		<u>1</u>		

Leg Names: S.R. 32 West Counter No. \_\_\_\_\_

S.R. 32 East Expansion Factor: P&A \_\_\_\_\_

S.R. 220 South Expansion Factor: B&C \_\_\_\_\_

S.R. 220 North Seasonal Factor: \_\_\_\_\_



# TRAFFIC ACCIDENT ANALYSIS

Division No. 09      Report No. \_\_\_\_\_      Time Period: From 1-1-98 to 12-31-98      Page No. 1 of 2  
 Location S.R. 32 & 220      County Pike

DATE OF ACCIDENT	LOCATION OF ACCIDENT				WEATHER	ROAD COND	TYPE OF DAY	VEH.	DRIVERS			COLLISION DIAGRAM	
	TIME	LIGHT	X. INJ.	PD - #					DIR	SPEED	COND.		VIOLATIONS
3-24-98	P	D	0	0	Clear	Dry	Angle	97 Chev	E	C	N	None	
# 2, 25, F, Lucasville, OH							Tue	85 Buick	S	C	N	Failure To Yield	
7-11-98	P	D	0	2	Clear	Dry	Angle	83 Ford	E	PU	N	None	
# 2, 78, M, New Boston, OH							Sat	98 Chev	S	C	N	Failure To Yield	
7-22-98	A	D	0	2	Clear	Dry	Angle	89 Pete	E	TT	N	None	
# 2, 22, M, Wheelersburg, OH							Tue	86 Olds	S	C	N	Failure To Yield	
7-25-98	A	D	0	2	Fog	Dry	Angle	94 Chry	N	Van	N	Failure To Yield	
# 1, 67, M, Mt. Airy, N.C.							Sat	96 Toyo	W	C	N	None	
8-10-98	P	D	0	2	Rain	Wet	Angle	93 Chry	S	C	N	None	
# 5, 25, F, Lucasville, OH							Mon	88 Chev	W	C	N	None	
									N	C	N	Failure To Yield	

**LEGEND**

**DIRECTIONAL ANALYSIS**

Motor vehicle movement before accident:

Vehicle movement after accident:

Pedestrian movement:

Sliding vehicle:

Vehicle overturning:

Vehicle out of control:

**CONDITION OF DRIVER**

N - Normal

D - Drinking

I - Intoxicated

A - Asleep or Fatigued

PD - Physical defect

Form TS-AR-12 Ohio Department of Highways-Bureau of Traffic

# TRAFFIC ACCIDENT ANALYSIS

Division No. 09      Report No. \_\_\_\_\_      Page No. 2 of 2  
 Time Period: From 1-1-98 to 12-31-98  
 Location S.R. 32 & 220      County Pike

LOCATION OF ACCIDENT				TYPE		DRIVERS		COLLISION DIAGRAM					
DATE OF ACCIDENT	TIME	LIGHT X.	INJ.	PD. #	WEATHER	ROAD COND.	VEH.		DIR.	SPEED	COND.	VIOLATIONS	
10-31-98	P 3:30	Δ	0	1	Clear	Dry	93 Angle	1	W	N	None		
REMARKS: # 2, 73, F, Piketon, OH								2	S	N	Failure To Yield		
11-14-98	P 7:58	N	0	0	Clear	Dry	87 Angle	1	W	N	None		
REMARKS: # 2, 35, F, Waverly, OH								2	S	N	Failure To Yield		

**LEGEND**

**DIRECTIONAL ANALYSIS**

Motor vehicle movement before accident \_\_\_\_\_

Vehicle movement after accident \_\_\_\_\_

Pedestrian movement \_\_\_\_\_

Sliding vehicle \_\_\_\_\_

Vehicle overturning \_\_\_\_\_

Vehicle out of conflict \_\_\_\_\_

**CONDITION OF DRIVER**

N - Normal

D - Draining

I - Intoxicated

A - Asleep or Fatigued

PD - Physical defect

Sidewalk \_\_\_\_\_

Head-on collision \_\_\_\_\_

Rear-end collision \_\_\_\_\_

Vehicle struck fixed object \_\_\_\_\_

Parked vehicle \_\_\_\_\_

# TRAFFIC ACCIDENT ANALYSIS

Division No. 09      Report No. \_\_\_\_\_  
 Time Period: From 1-1-99 to 12-31-99  
 Location S.R. 32 & 220      County Pike      Page No. 1 of 2

LOCATION OF ACCIDENT				WEATHER ROAD COND.		TYPE DAY		VEH.		DRIVERS			VIOLATIONS		COLLISION DIAGRAM	
DATE OF ACCIDENT	TIME	LIGHT	K. INJ.	PD. -	W	D	DAY	1	2	DIR	SPEED	COND.	1	2	COLLISION DIAGRAM	
2-16-99	P 3:45	D	0	0	Clear	Dry	Angle	87 SARE	85 Plym	W	60	N	None	None	S.R. 220	
#2, 42, M, Sciotoville, OH							Tue			S	10	N	Failure To Yield		S.R. 32	
3-17-99	P 3:30	D	0	0	Clear	Dry	Fixed object	88 chev	97 Suba	S	15	N	Failure To Yield		February	
#1, 54, F, Waverly							Wed			W	65	N	None			
4-19-99	P 3:40	D	0	0	Clear	Dry	Angle	85 Dog	93 Dog	S	15	N	Failure To Yield			
#1, 21, M, South Webster, OH							Mon			W	60	N	None			
4-25-99	P 12:25	D	0	0	Clear	Dry	Angle	91. Chev	93 Linc	S	10	N	Failure To Yield			
#1, 35, M, Wheelersburg, OH							Sun			W	60	N	None			
7-30-99	P 6:15	D	0	0	Clear	Dry	Rear	91 Chev	93 Ford	W	30	N	Following Too Close			
#1, 43, M, Salt Lick, KY							Fri			W	20	N	None			

### LEGEND

**CONDITION OF DRIVER**  
 N - Normal  
 D - Drinking  
 I - Intoxicated  
 A - Asleep or Fatigued  
 PD - Physical defect


### DIRECTIONAL ANALYSIS

Motor vehicle movement before accident \_\_\_\_\_  
 Vehicle movement after accident \_\_\_\_\_  
 Pedestrian movement \_\_\_\_\_  
 Striking vehicle \_\_\_\_\_  
 Vehicle overturning \_\_\_\_\_  
 Vehicle out of control \_\_\_\_\_  
 Sidewalk \_\_\_\_\_  
 Head-on collision \_\_\_\_\_  
 Rear-end collision \_\_\_\_\_  
 Vehicle struck fixed object \_\_\_\_\_  
 Parked vehicle \_\_\_\_\_  
 Sidewalk \_\_\_\_\_  
 Head-on collision \_\_\_\_\_  
 Rear-end collision \_\_\_\_\_  
 Vehicle struck fixed object \_\_\_\_\_  
 Parked vehicle \_\_\_\_\_





Shirley Shokouhi  
02/21/01 05:52 AM

To: Richard Chaffin/Planning/D09/ODOT@ODOT  
cc: Jennifer Townley/Director/CEN/ODOT@ODOT  
Subject: Re: Accident data 

Richard,

Year 2000 crash data is no where near final and probably won't be for quite a while. If it helps any, when the HCLIS listing is produced, it uses what is then the most current three years of crash data. There is usually not another complete year's worth of data until the next HCLIS listing is produced.

Shirley D. Shokouhi  
Systems Analyst  
Ohio Department of Transportation  
Office of Systems Analysis Planning  
Phone: 614-644-8181  
Fax: 614-728-9358  
Richard Chaffin



Richard Chaffin  
02/20/01 02:53 PM

To: Shirley Shokouhi/SysPlanning/CEN/ODOT@ODOT  
cc:  
Subject: Accident data

Shirley,

How current is our accident data? Is the full year of 2000 in the accident data base?

Our HSP funding requests are supposed to have the most current 3 years accident data with our application when we apply for safety funding.

Thanks,

Richard Chaffin  
D 9 Planning