

DISTRICT 9 SAFETY REVIEW TEAM MEETING

Tuesday, April 12, 2005
1:00 P.M.

Attendees:

Harry Fry, District Deputy Director
Vaughn Wilson, Highway Management Administrator
Todd Long, Planning & Programs Administrator
David Norris, Deputy Director Assistant Engineer
Greg Baird, Traffic Studies Engineer
Richard Chaffin, Traffic Management Analyst (DSRT Chairperson)
Patricia Wetzel, Transportation Engineer
Tom Ramsay, Central Office Safety Representative
Tom Day, City Engineer (City of Chillicothe)

AGENDA:

Review and discuss highway safety studies for the following locations:

Ross County, Intersection of State Route 159 & Water Street

Pike County, Intersection of State Route 32 & 220 / Germany Road - See Page 2

Ross County, Intersection of State Route 159 & Water Street

This location is ranked 183 in the 2003 Highway Safety Program. This location was studied a few months ago and it was determined we wanted to get some cost estimates to construct left turn lanes on Bridge Street at the intersection. We contracted with our task order consultant to do some preliminary design and prepare cost estimates to construct left turn lanes on State Route 159 (Bridge Street). The team reviewed the accident data from the first meeting. One third of all the accidents that occurred at the intersection were left turn accidents on Bridge Street. The team decided we need to go ahead with the recommendation to construct left turn lanes on Bridge Street at this intersection. This is the only intersection on Bridge Street that does not have left turn lanes except for the next intersection away which is Second Street. Second Street has a left turn lane in one direction but not in the other direction. The team discussed that the widening required to get left turn lanes installed for the Water Street intersection would taper all the way back to the Second Street intersection so it would make sense to increase the widening enough to get a left turn lane for Second Street. There is already 4 to 5 feet of additional pavement in this area so the widening would be minimal. During the review of the preliminary plans it was noticed that the consultant plans show right of way will have to be purchased for all of their proposals. However, it appears there may be a possibility the turn lanes could be constructed on existing right of way. The team decided to go back to the consultant and have them look at installing the left turn lanes on existing right of way. Another area of discussion for the project was concerning access management. It was determined during the study we are not having an accident problem with the accesses but it would be a good time to address access management. The team decided to let the City determine if they want to implement access management since the project is completely within city limits. It will add cost to the project if access management is implemented. It was decided we need to get this issue resolved and we need to get a letter of

commitment from the City for their funding participation in the project. The City Engineer will meet with the City Council and the Mayor to get approval for the funds and also determine if they want to implement access management. Dave Norris will get back with the consultant and have them look into the possibility of constructing the turn lanes on existing right of way. Once these issues are resolved the team will request safety funds to construct left turn lanes at this intersection.

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 studied this location a few months ago and it was determined this intersection needs to be relocated or eliminated because we have experienced angle accidents every since the intersection was constructed about ten years ago. The intersection continually appears on our safety program. There are sight distance problems at the intersection because of the railroad overpass just east of the intersection. However the intersection does meet minimum design standards. It was determined in the previous meeting that we will re-route State Route 220 across an existing county road (Schuster Road) and we will either make the existing intersection a right in / right out or we will construct an overpass across State Route 32 and completely eliminate the connection. In order to make the final determination we contracted with our task order consultant to do some preliminary design and prepare cost estimates so we could determine the feasibility of implementing these countermeasures. The cost estimate to upgrade the county road to state route standards and construct the overpass across State Route 32 exceeds 5 million dollars. There are considerable right of way costs associated with the structure over State Route 32 and its connecting roadway. The team decided not to construct the overpass because the cost would lessen the probability of the project getting approved for funding. Instead, the intersection movements will be restricted to only allow right turns in and right turns out. This will reduce the total number of conflict points from 36 to 4. This will considerably improve the safety of the intersection. The team decided to look at the condition of Darst Road because it will likely become the roadway that local traffic will use if they need to turn left onto State Route 32. We will need to decide whether or not to upgrade Darst Road as part of the project. In addition, the team decided to meet with the Pike County Engineer to advise him of our recommendations and to get his thoughts or concerns about the project. Richard will arrange a meeting between ODOT and the Pike County Engineer. Harry Fry, Todd Long, and Richard Chaffin will be present for ODOT at the meeting.

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