

85653

PRE-SCOPING ROADWAY SAFETY EVALUATION

SR: 0011 County: Cumberland

Seg/Off: 0970/0640

Roadway Conditions & Problem Statement:

Signalized intersection of US 11 and Valley Street in Summerdale History of rear-end crashes, likely due to driver complacency, inattentiveness and aggressive driving, and possible past slippery roadway Some angle crashes exacerbated by the negative offset and multilane opposing traffic. Intersection frequently carries heavy traffic due to incidents on I-81 or other City entry points

History/Past Roadway Safety Countermeasures:

Roadway scarified for better skid resistance Signal timing adjustments Signal ahead flashing warning devices on SB approach. Summerdale stockpile issues may be over??

Countermeasures to consider:

Study and consider two options. Either roundabout or Signal system upgrade
Roundabout option: Might be tailor-made existing conditions since lane drop is just south of intersection Bypass lanes may help capacity

Signal system upgrade On NB approach, install 'Signal Ahead' warning sign with flashers on mast arms On SB approach, upgrade 'Signal Ahead' warning sign and flashers Upgrade all permitted signage, upgrade signal heads to LED, revisit signal timing and provide protected-prohibited NB LT phase if possible Try to add another NB thru lane to transition into I-81 ramp and try to add SB lane between the exit ramp and the RT lane at the signal. Due to joints, might need to consider with paving project

Issues & Challenges: Typical Roundabout issues. For signal, locals need to sign new signal permit and upgrades. Drainage issues.

Right-of-Way Impacts: Maybe, depending on alternative.

Utility Impacts: Yes

Project Complexity: Moderately complex

Cost Range (All Phases): Roundabout \$800k-\$1.3M
Signal \$300-500k

Attachments:

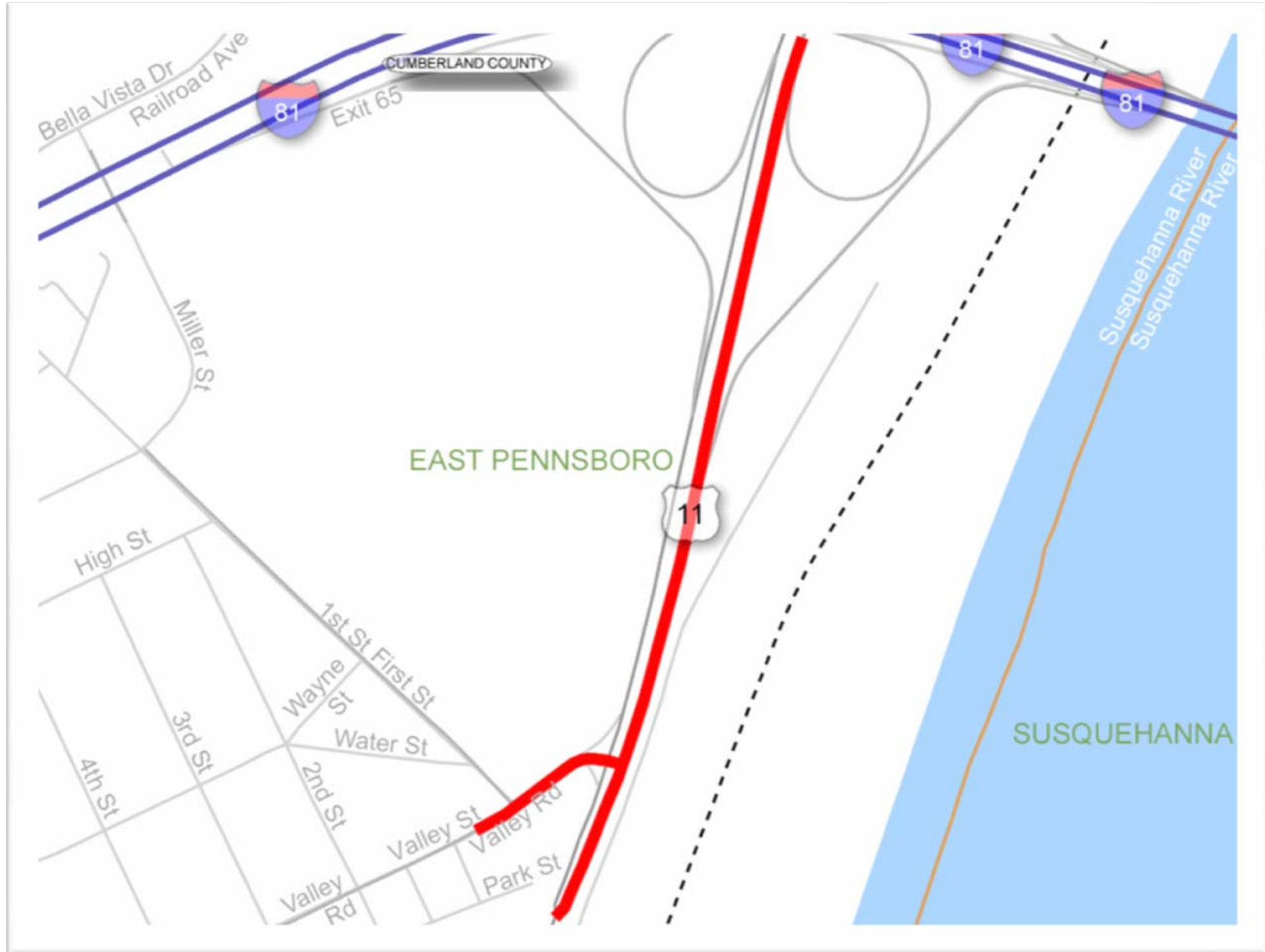
Location Map

GIS Reports for Traffic, Roadway, and Roadway Administration

CDART Reports #1 through #5 for a 5-year duration

Confidential—Traffic Engineering and Safety Study

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85654

PRE-SCOPING ROADWAY SAFETY EVALUATION

SR: 00641 County: Cumberland Seg/Off: 0721/1230

Roadway Conditions & Problem Statement:

Stop control intersection, SR 641 is major movement with Central Boulevard as minor approach History of angle crashes EB conflict with opposing dual lanes SB LT competition for sight distance with dual lane approach, then difficult merge with dual lane 641 EB traffic At present, due to proximity of structure, signaling the EB 641 approach would be very hard

History/Past Roadway Safety Countermeasures:

Countermeasure to consider:

Tricky one Possibly restrict EB LT onto Central Boulevard and install continuous flow signalized intersection. If capacity is ok, reduce the WB 641 approach, up to Central Boulevard, to one lane, in effect giving another through lane to the EB 641 movement This lane would act as the two-stage gap control (acceleration) lane for the SB LT merge into EB 641 Reconfigure the Central Boulevard approach with splitter island to allow RT yield Mill and overlay greater intersection area

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| Issues & Challenges: | If signal, need permit acceptance by municipality. |
| Right-of-Way Impacts: | Small takes likely if signal is installed |
| Utility Impacts: | Yes Signal coordination. Drainage impacts |
| Project Complexity: | Moderately complex |
| Cost Range (All Phases): | \$200-400k, contract force |

Attachments:

Location Map

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MPMS: 85655

PRE-SCOPING ROADWAY SAFETY EVALUATION

SR: 0034 County: Perry Seg/Off: 0060/0000

Roadway Conditions & Problem Statement:

SR 34 & 850 is a two-way stop control intersection with SR 34 as the major movement. WB SR 850 approach has dual lane competition for sight distance PA 34 is high speed rural road with aggressive driving issues Moderate local growth is also issue

History/Past Roadway Safety Countermeasures:

This intersection has considerable support by local officials, law enforcement, and legislators for a signal. Legislators have indicated support, too. Very strong candidate for TIP funding, one way or another. This intersection carries moderate volumes and may meet signal warrants for volume. Auxiliary lanes and protected movements will be needed.

Countermeasure to consider:

New signal. Auxiliary lanes, protected movements as capacity allows. Also consider NB RT onto EB 850 due to high-speed rural road issues. Supplemental signal heads due to rural complacency. Upgrade approach signage and tie paving to SR 34-014 bridge project approx 700' south of intersection, PM was Doug Murphy.

- Issues & Challenges:** Auxiliary lanes may conflict with existing driveways. Grades may be challenging. Local acceptance of signal permit and upgrades. Signals in Perry County are a new concept, so expect attention. Ped accommodations a premium.
- Right-of-Way Impacts:** Small corner takes for signal hardware Maybe strip takes if LT lanes require lengthening.
- Utility Impacts:** Yes. Signal coordination and widening may affect.
- Project Complexity:** Moderately complex.
- Cost Range (All Phases):** \$300-500k

Attachments:

- Location Map
- GIS Reports for Traffic, Roadway, and Roadway Administration
- CDART Reports #1 through #5 for a 5-year duration

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85657

PRE-SCOPING ROADWAY SAFETY EVALUATION

SR: 3019 County: Dauphin Seg/Off: 0020/2200

Roadway Conditions & Problem Statement:

SR 3019 (Mountain Road) and Bluebird Ave. is signalized intersection with antiquated hardware. The I-81 SB exit ramp to Mountain Road is stop control for LT and yield for RT. This yield causes some merge problems, especially for those who cross two lanes to turn left onto WB Lockwillow. Due to stop control, this interchange has limited capacity. Proceed w/o clearance crashes are exacerbated by two lane travel NB and SB on Mountain Road and resulting long clearance time. Frequent local complaints.

History/Past Roadway Safety Countermeasures:

Signal timing adjustments.

Countermeasure to consider:

Add new signal at the I-81 SB offramp. Modify mountable curb so the signal operates as continuous flow for the SB Mountain Road traffic. Modify ramp NB yield to move away from Bluebird and transition into weave with EB RT. Coordinate with updated signal at Mountain/Bluebird. The signal upgrade should include RT yields as available and phase overlaps. New signal heads, add supplementary signal heads. Need protected turning movements as capacity allows. Resurfacing might be able to be avoided, although should be considered. Affect on NB ramps need visited.

Issues & Challenges: Permit acceptance by municipality. Point of Access study likely not needed, although need to confirm this through BOD.

Right-of-Way Impacts: Probably not

Utility Impacts: Yes. Signal coordination. Drainage impacts

Project Complexity: Moderately complex.

Cost Range (All Phases): \$700k-\$1.1M

Attachments:

Location Map

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