

Transportation Operations & Safety Committee
October 26, 2017, 10:00AM
SPC Conference Center, 4th Floor
Chatham II, Pittsburgh, PA

Attendees

Dan Alwine, SPC	Chuck Imbrogno, SPC	Eric Meyer, WRA
Michael Babusci, HRG	Jim Katsafanas, Michael Baker	Kelly Rigot, HW Lochner
Johnny Balay, PennDOT D-11	Todd Leiss, PTC	Mark Rozich, PennDOT D-10
Anthony Castellone, Pennoni	Bill Lesterick, PennDOT D11	Doug Smith, PennDOT D11
Eamonn Clements, MT	Joel MacKay, Butler Co.	Joshua Spano, SPC
Domenic D'Andrea, SPC	Mark Magalotti, Pitt	Dave Tomaswick, PennDOT D10
Joshua Grimm, PennDOT D-11	Adam Marshall, PennDOT D10	Dan Tyger, PennDOT D10
Mark Gordon, Butler Co.	Kelly Maurer, Cranberry Twp.	Sara Walfoort, SPC
Ryan Gordon, SPC	Brad Marsteller, JMT	Andy Waple, SPC
Keith Johnson, Gannett Fleming		

Meeting Summary

Domenic D'Andrea welcomed the attendees and initiated a round of introductions.

Reduced Conflict Intersections

Douglas Carter, PE, LEED AP, State Geometrics Engineer, Minnesota Department of Transportation (MnDOT)

Derek Leuer, PE, Assistant Traffic Safety Engineer, Minnesota Department of Transportation (MnDOT)

- Mr. Leuer began his presentation by showing locations around the country where reduced conflict intersections (RCI) have been implemented. RCI's implemented at Minnesota intersections have resulted in significant reductions in fatal and serious injury crashes. Severe right angle, severe crashes, crash severity and right angle crashes all had statistically significant reductions as well.
- Mr. Carter presented MNDOT's guidance and for RCI's. The advantages of RCI's include: low cost retrofit option, eliminates crossing and left turn moves, reduces intersection conflict points, and decreased crash severity. Agencies should consider the following for implementing RCI's: Demand balance, median spacing, spacing to median U-Turn, Design vehicle, maintenance, pedestrians, and signage. Lastly, Mr. Carter presented several examples of RCI's.
- FHWA Innovation funds through HSIP have been used to implement RCI's. RCI's have a positive benefit cost ratio and the cost to construct a RCI is between \$500,000 to 1.3 million.

Route 228 Roundabout (Cox's Corner) Project

Mark Rozich, PE, Civil Engineering Manager, PennDOT District 10

Eric Meyer, PE, Vice-President, Whitman Requardt & Associates

- Mr. Rozich presented a brief history of the Cox's Corner intersection in Butler County. WRA was brought on to investigate and design a roundabout. The purpose of the project was to reduce delay, reduce queues on WB SR 228, and improve safety and sight distance.
- Mr. Meyer presented the alternatives evaluation. The designed roundabout will have a LOS A, will reduce delay and queue lengths by 80-90%, and reduce emissions and noise. Geometric

details and landscaping options were presented. The roundabout at this location is currently under construction with anticipated completion in 2018.

- A possible Traffic Incident Management (TIM) demonstration is being discussed with local responders prior to the opening.

PA Turnpike Commission T20.47 Bridge Replacement Project

Todd Leiss, Traffic Incident Management Coordinator, PA Turnpike Commission

- Mr. Leiss gave a brief introduction to Accelerated Bridge Construction (ABC). The PTC created a Transportation Management Plan as an information share for all agencies and highlights various roles and responsibilities.
- The project includes a replacement of the existing superstructure on the bridge at milepost T20.47, over Brush Creek. In order to complete the project, the PTC will conduct a full closure between the Beaver Valley Interchange and Cranberry Interchange. This was a 55 hour closure on September 22nd to 25th. An innovative construction method is being utilized on this project which includes accelerated demolition and a sliding of the prefabricated superstructure into place.
- The detour route was highlighted. Additionally, several videos were shown that highlighted the bridge construction.

Dom D'Andrea gave a brief summary of other recent/current activities that SPC Transportation Operations and Safety staff are involved in such as:

- Regional Traffic Signal Program-3rd cycle: District 12 construction package will be awarded soon. District 10 let date is scheduled for December, 2017. District 11 let date is scheduled for March, 2018.
- Regional Traffic Signal Program-4th cycle: This cycle will be launched in early 2018 with a Call for Projects that will be sent to municipalities that own and maintain traffic signals.
- Pittsburgh Tunnels TIM team Meeting (PennDOT D-11, 11/9/2017)
- Road Safety Audits Planned for 2017-2018
 - D-10 SR 217, Blairsville (November, 2017)
 - D-11: SR 380, Baum Boulevard, City of Pittsburgh (April, 2018)
 - D-12 SR 19/40, City of Washington (March, 2018)