

**State Route 117/309
(Bellefontaine/Harding Hwy.)
Safety Improvement Project**



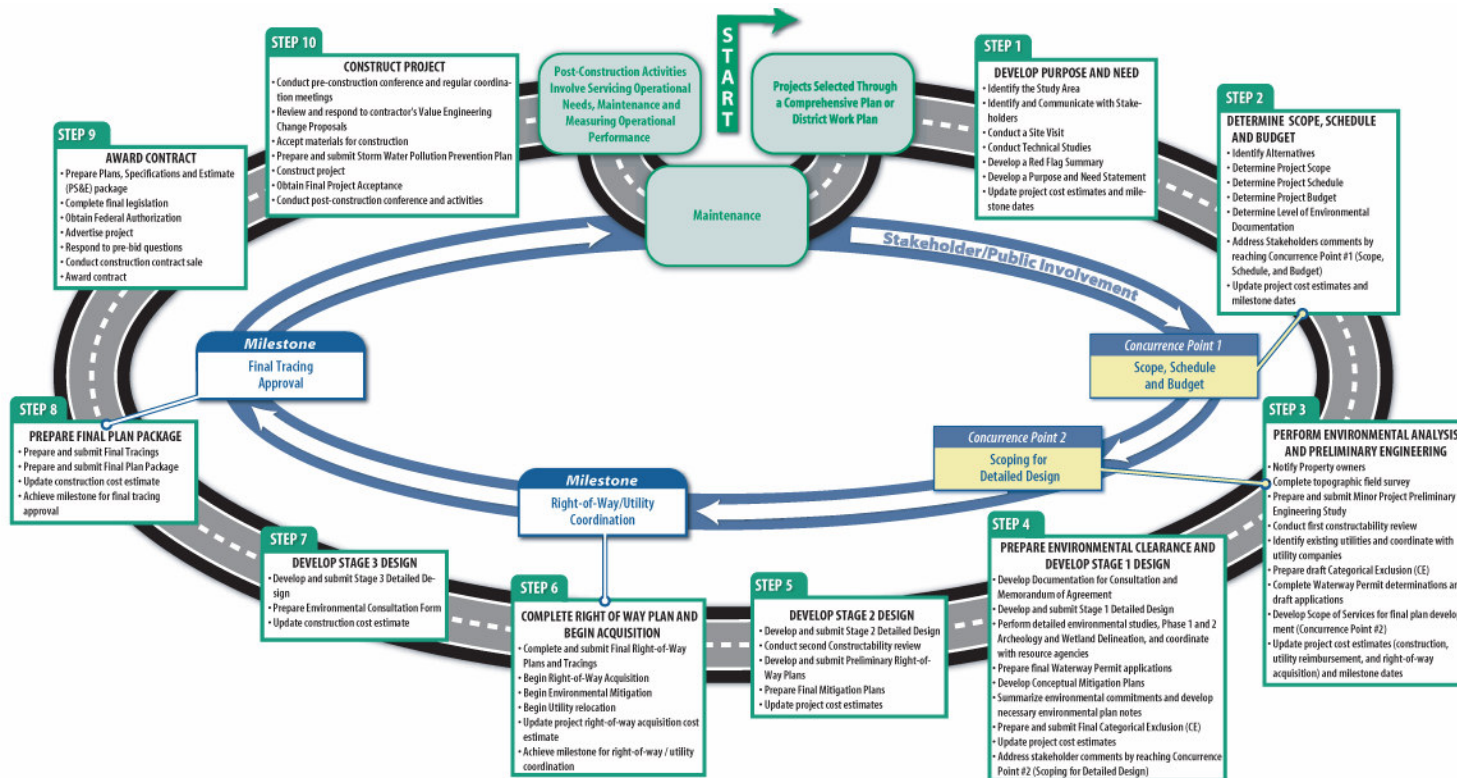
Why is ODOT proposing improvements to SR117 and SR309?

- In 2002 ODOT began prioritizing problematic corridors statewide that either had safety and/or congestion concerns
- In Allen County, the priorities were:
 - Elida Rd. (SR309 west)
 - Bellefontaine Ave./Harding Hwy. (SR117/SR309 east)
 - Allentown Rd. (SR81 west)

Why is ODOT proposing improvements to SR309?

- ODOT is dedicated to improving the safety and efficiency of the state highway system for the benefit of the motoring public
- ODOT is sponsoring this project since a majority of the corridor is located outside of the City of Lima Corporation limits

Project Development Process (PDP)



Study Area

- Study limits for original project were from Elm St. to Greely Chapel Rd. on SR117 and from the SR117 split at Willard Ave. to Devonshire Dr. (Walmart Drive)
- Limits were established based upon concentration of accidents

Study Area

- Project was subdivided for the following reasons:
 - Bellefontaine from Elm St. to Leonard/Kibby St. is within the City of Lima. The City will be upgrading signals next summer at Dana Ave. and Shawnee St.
 - Recommendations for SR117/309 from Leonard/Kibby St. to I-75 are being held off on until a preferred alternative for the I-75 corridor project is selected (expected fall 2007)

Study Area

- The current recommended project limits are:
 - SR117 from I-75 to Greely Chapel Rd.
 - SR309 from the SR117 split to the Allen County Fairgrounds
- All information presented from this point forward will pertain specifically to SR117/SR309 east of I-75.

Facts about the corridor

- SR117/309 – Kibby St. to Willard Ave.
 - Corridor crash rate of 6.99 Accidents per Million vehicle miles traveled (MVM) compares to a statewide rate of 3.05 (MVM)
 - Existing traffic volumes are approx. 28,950 Average Daily Traffic (ADT)

Facts about the corridor

- SR117– Willard Ave. to Greely Chapel Rd.
 - Corridor crash rate of 7.89 Accidents per Million vehicle miles traveled (MVM) compares to a statewide rate of 3.15 (MVM)
 - Existing traffic volumes are approx. 9,720 Average Daily Traffic (ADT)

Facts about the corridor

- SR 309 –Willard Ave. to Mt. Holyoke Ave.
 - Corridor crash rate of 4.39 Accidents per Million vehicle miles traveled (MVM) compares to a statewide rate of 3.05 (MVM)
 - Existing traffic volumes are approx. 21,790 Average Daily Traffic (ADT)

Facts about the corridor

- SR 309 – Mt. Holyoke Ave. to Devonshire Dr.
 - Corridor crash rate of 2.50 Accidents per Million vehicle miles traveled (MVM) compares to a statewide rate of 3.05 (MVM)
 - Existing traffic volumes are approx. 12,420 Average Daily Traffic (ADT)



Purpose of Improvements



- Provide a safer and more efficient corridor that balances the needs of local access with the through movements.

Need for Improvements

- Currently Ranks 54th statewide on ODOT's Congestion Hot Spot program.
- Rear end and angle accidents are frequent throughout the corridor, specifically at high volume driveways

Need for Improvements (Cont.)

- Angle type accidents associated with driveways are numerous due to the excessive number of existing driveways accessing SR117 and SR309
 - There are currently 36 driveways accessing SR309 between Willard Ave. and Devonshire Dr.
 - There are approximately 52 driveways per mile; ideal number is less than 32 driveways per mile
- Some driveways are currently located too close to existing signalized intersections

Observations

- Access management techniques must be employed
- Left turn movements must be reduced or eliminated due to the high number of potential conflicts throughout the corridor
- Existing two way left turn lane is losing it's functionality

What is Access Management?

- ... a more efficient way of dealing with problems associated with traffic congestion and safety caused by motorists turning at driveways and intersections
- Examples:
 - Elimination of driveways
 - Relocation of existing driveways
 - Prohibiting left turn movements to and from driveways

Why Access Management?

- Managing access points helps in maintaining the efficiency of the through route
- Less conflict points create a safer overall corridor

General Recommendations

- Construct a six-inch raised curb median to prohibit left turning movements in and out of driveways along SR 309 from I-75 to Mt. Holyoke Ave./Eastgate entrance.

Example of Raised Curb Median



General Recommendations

- Create the opportunity to perform U-turns at appropriately spaced locations throughout the corridor in order to accommodate both east and west SR117/SR309 access into businesses

General Recommendations

- U-turn locations are proposed at:
 - Saratoga/I-75 N.B. exit ramp
 - SR117/Willard Ave.
 - Mt. Holyoke Ave./Eastgate entrance

General Recommendations

- Upgrade or install new traffic signals at the following locations:
 - Saratoga Ave.
 - SR117/Willard Ave.
 - Mt. Holyoke Ave./Eastgate entrance
 - Lost Creek Blvd.

General Recommendations

- Add Right turn lane along westbound SR117/SR309 to Northbound I-75 ramp/Dean Ave.
- Remove continuous eastbound to southbound SR117 movement at Willard Ave. and bring movement under signalization.

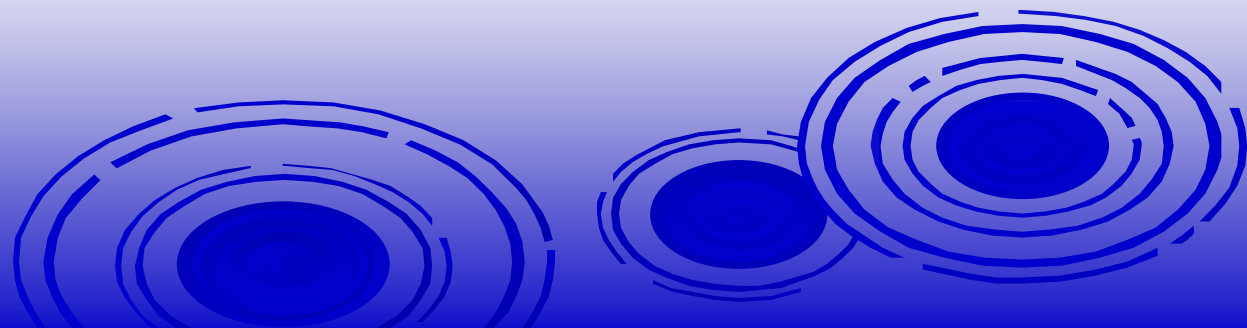
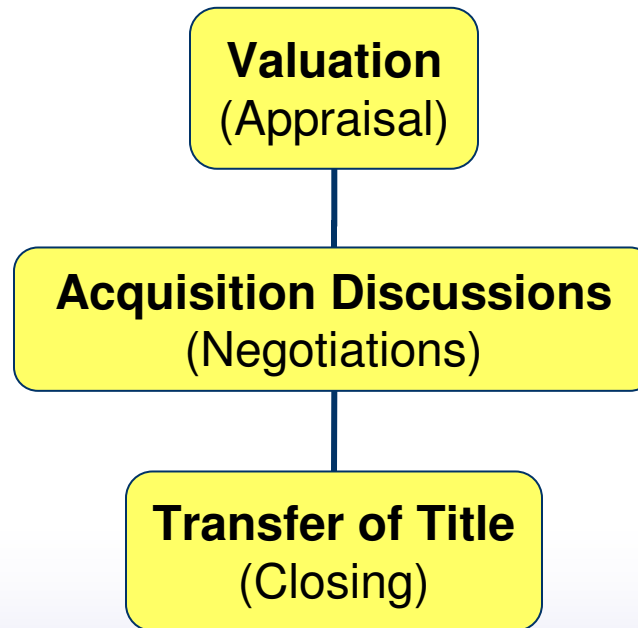
General Recommendations

- Driveways near intersections or U-turns will be relocated
- Eliminate/reduce the number of driveways for individual properties
- Reduce movement in and out of certain driveways to minimize conflicts

General Recommendations

- Add sidewalks on the south side from Saratoga to Walmart and on the north side from Saratoga to Mt. Holyoke Ave.
- Improve aesthetics of corridor
 - Concepts under consideration
 - Decorative pattern in raised curb median
 - Decorative mast arms for signals

Major Steps in Property Acquisition Process



Maintaining Traffic During Construction

- Through traffic will be maintained at all times during construction
- Local access to adjacent properties will be maintained at all times

Funding

- Project estimates
 - Right of Way \$0.8 million
 - Construction \$3.0 million
- Project will be funded utilizing both state and federal funds

Funding

- A portion of the federal funds being used will come from a \$5 million earmark from Sen. DeWine
- Remaining funding comes from ODOT Safety program funds designated towards projects to reduce accidents

Timeframes

- Tonight – Recommending preferred alternative and receiving comments until Jan. 5th, 2007
- Jan. 2007 – Begin Incorporating comments into design and right of way plans





Timeframes

- Summer 2007– Begin property acquisition
- Spring 2009 – Begin Construction
- Fall 2009 – End Construction