

Phase 1 Neighborhood Meeting



U.S. 20: Safety Upgrades (Albany to Corvallis)

Phase 1

Presented by:

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Why are we here?

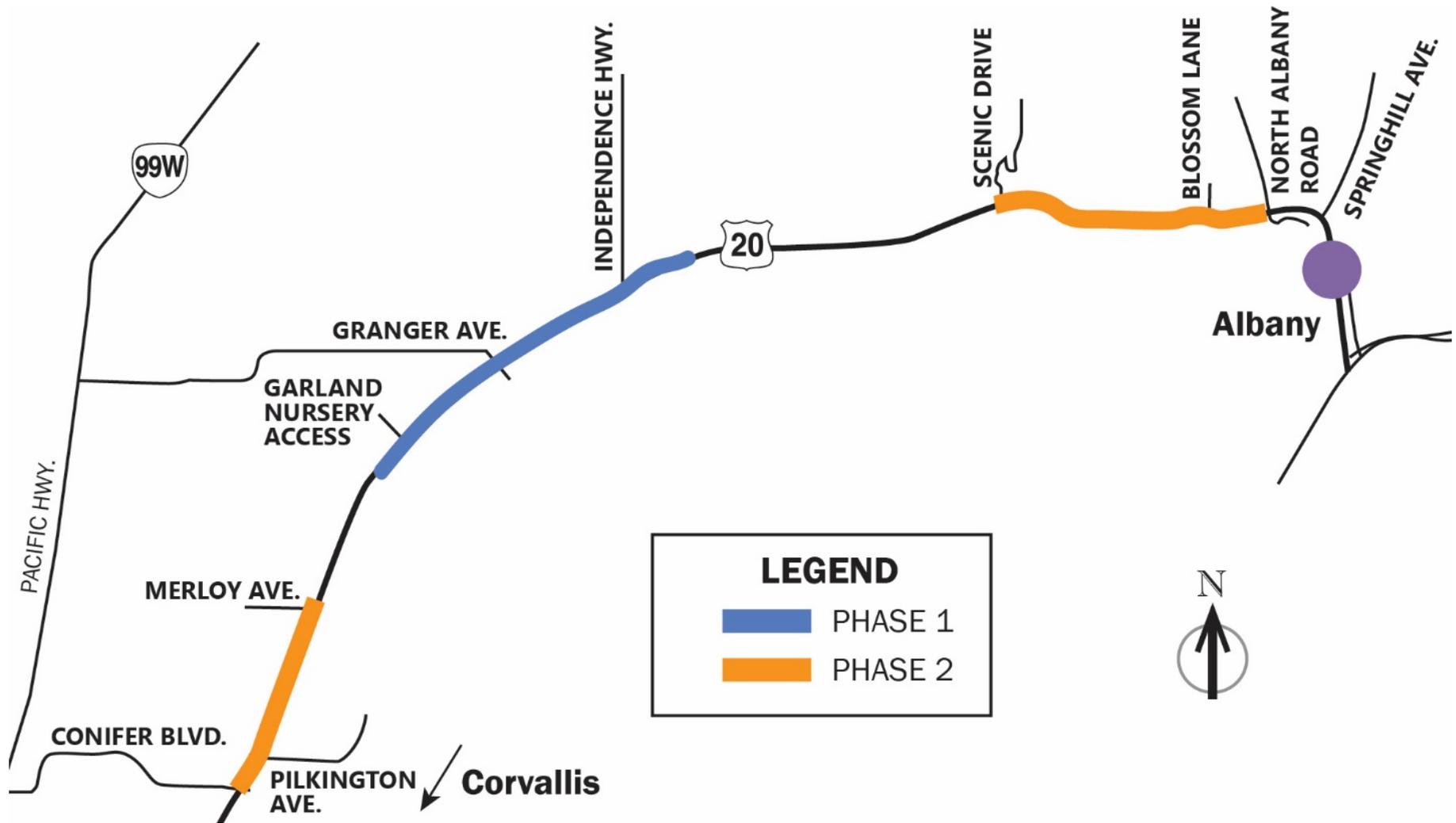


Project Purpose

Address priority safety issues in the corridor.



U.S. 20: Safety Upgrades (Albany to Corvallis)





Garland Nursery Area (photo credit Google Earth)





US 20 at Granger Avenue (photo credit Google Earth)



US 20 at Independence Highway (photo credit Google Earth)



Proposed Safety Improvements:

Near Garland Nursery:

Improve Road
Cross-slope

Widen
Shoulders with
Rumble Strips

Clear Zone
Issues

Granger and Independence:

Left Turn
Acceleration
Lanes

Buffered Right
Turn Lanes

Bike and RR
Signing and
Striping



Where did these ideas come from?

2012 US 20 Road Safety Audit

2016 US 20 Highway Safety Study



Safety Considerations Near Garland Nursery

Key Issues

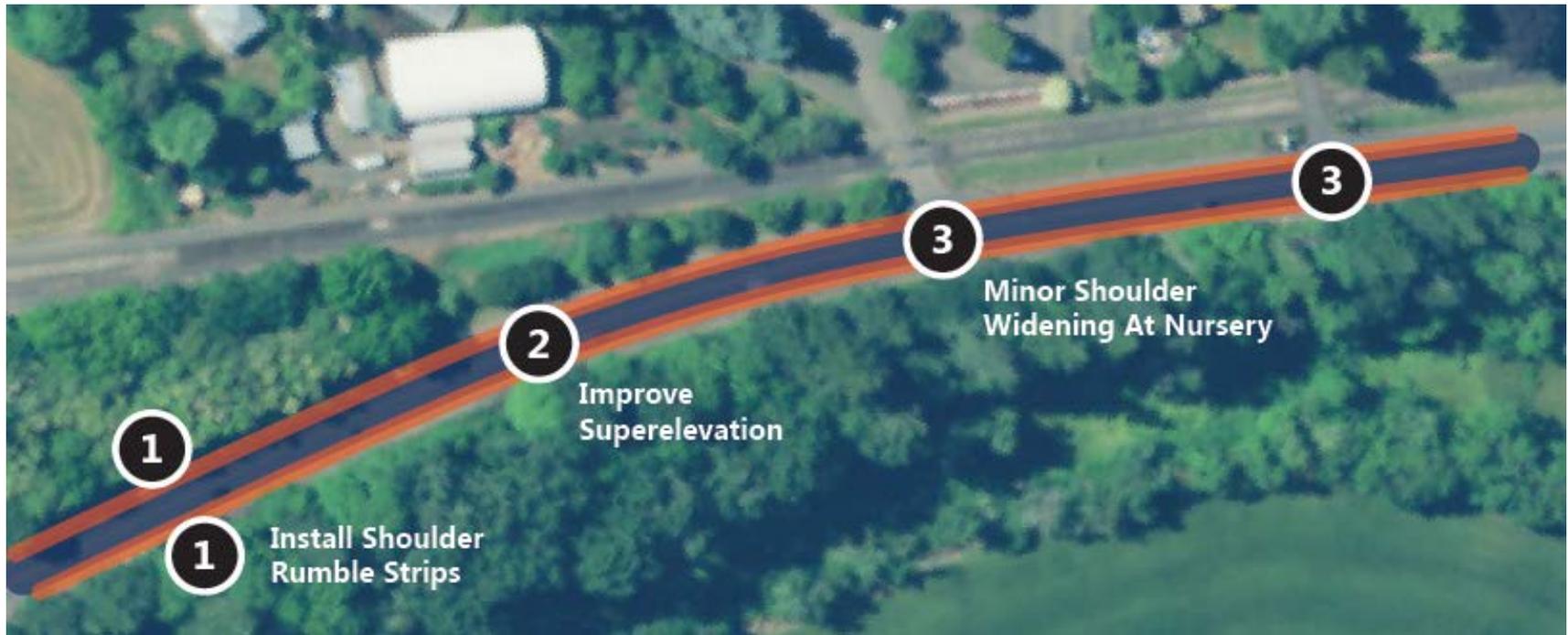
1. Vehicles running off road westbound/outside of curve
2. Rear end crashes when vehicles slow to enter nursery

Proposed Improvements

1. Improve Superelevation/Cross Slope
2. Widen Shoulders
3. Install Shoulder Rumble Strips
4. Clear Zone/Fixed Objects
5. Possibly add guardrail on outside of curve



Proposed Improvements near Garland Nursery



Safety Considerations for Independence and Granger

Key Issues

1. Crash history of turns onto the highway
2. Decreasing number of acceptable gaps
3. Limited distance between highway and railroad

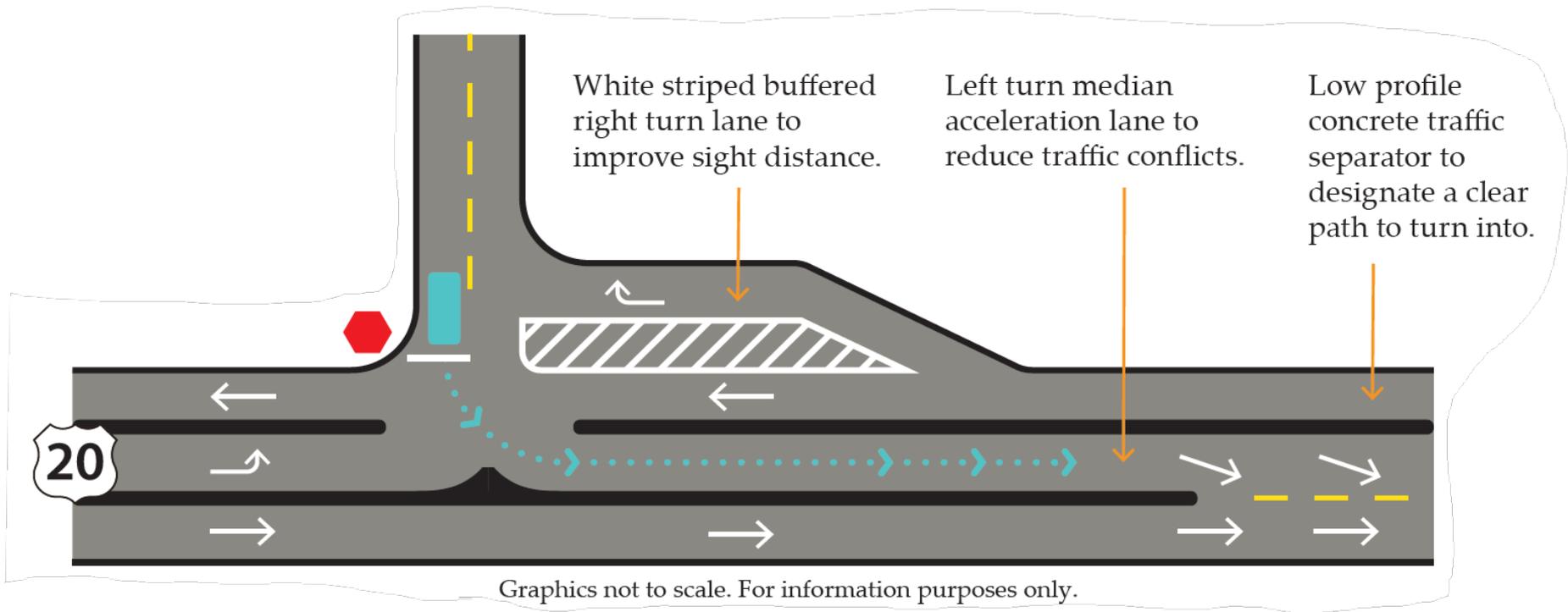
Proposed Improvements

1. Lengthen and Buffer Right Turn Lane
2. Construct left turn acceleration lane
3. Improve roadway striping for all users



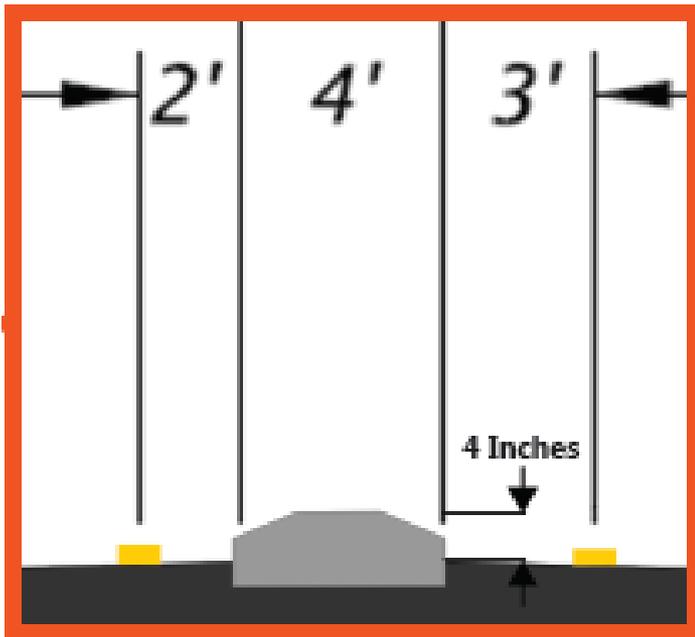
Left Turn Median Acceleration Lane

US 20 at Granger Avenue and Independence Hwy



What Type of a Traffic Separator is Proposed?

4 inch tall by 4 feet wide



Low Profile Concrete
Traffic Separator Detail

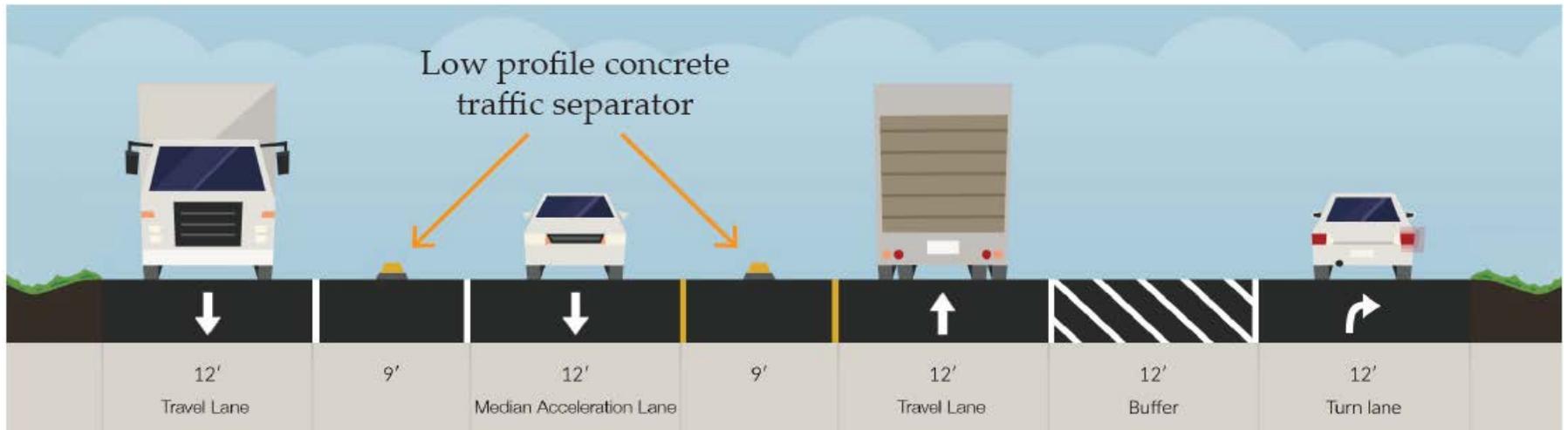


Low Profile Concrete
Traffic Separator Detail



Proposed Cross Section

200' east of Granger Avenue and Independence Highway



Why is ODOT proposing median acceleration lanes instead of traffic signals?

Context and Expectations of Drivers

- Rural, high-speed versus urban, lower-speed

Safety and Crash Types at Traffic Signals

- Rear-End crashes
- Angle / Turning when others run a red light

Operational and Environmental Issues with Traffic Signals

- Queues
- Emissions
- Other



Will these improvements encourage higher speeds on Highway 20?

Medians: Recent FHWA research

Splitter Island Concepts – Effect on Speeds

Center island or raised median creates a shift in the travel path

Improving sight distance and separating/defining movements increases safety but not necessarily speeds through the corridor.



Access Management

Goal: Balance safety of highway and objectives of property owners with access to US 20

Dec-Jan 2020 – Finalize Access Methodology - Guiding Principles

December 2019 – Start reviewing each potential access based on the methodology

Jan-Feb 2020 - Collaborative One-on-One Property Owner Meetings

March 2020 Further opportunity to review access changes



Right of Entry

Needs

1. Environmental assessments (Goal to avoid, minimize, mitigate impacts)
 - a. Visual – plants, wetlands, etc.
 - b. Soil sampling – contamination, wetland and archaeology
2. Engineering assessments
 - a. Visual
 - b. Geotechnical drilling on a few properties (small & deep)

Some Flexibility

1. Scheduling work days and giving notice
2. Accompanying staff on field visits
3. Small adjustments to digging locations.



Next Steps

Fall 2019-Spring 2020 – Fieldwork outside right of way

Spring 2020 - Design at 60% (Design Acceptance Phase)

Late Spring 2020 – Corridor Public Outreach Meeting

Summer 2020 - Right of Way Phase Begins



Project Schedule and Phasing



Thank you!

