US 460 Safety & Operational Discussion
Prince George County Board of Supervisors

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US 460 Summer 2012 Study

Background

- Study Termini – Route 630 (Bull Hill Road) to Route 625 (Hines Road).
- Study requested by Prince George County officials as a result of a fatal crash on Route 460 at the entrance to Disputanta Animal Hospital in June 2012.
- Study revisited and added to study conducted in the Spring of 2011 (study termini Route 630 to Route 156 (Prince George Drive)).

Analyses Conducted

- Speed limit evaluation.
- Operational and crash analyses to determine problematic conditions and potential countermeasures.
- Emphasis area included fatal crash analysis.

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Findings

- Disregard for the 55 MPH speed limit currently exists; indicates motorist comfort in navigating the roadway above the posted speed limit.
- Crash rate analysis iterations for overall crashes and injuries generally indicate rates lower or in line with statewide rates for similar roadways or in comparison with sections of Route 460 in other counties east of Prince George County.
- Fatal crash rate analysis showed higher fatality rates when compared with statewide rates for four-lane undivided roadways.
- Specific analysis of most fatal crashes (3 out of 4) uncovered incidences of vehicle encroachment into opposing travel ways.
- Analysis suggests problematic conditions with left turn-related collisions involving vehicles turning left from the left through lane along Route 460, resulting in rear end collisions.

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Recommendations

- Reduction of the 55 MPH posted speed limit to 50 MPH with the provision of continued enforcement activities.
- Consider mandating the installation of auxiliary left and right turn lanes for new connections to Route 460.
- Consider improving existing public intersections with the installation of auxiliary lanes through Six Year Improvement Plan.
- Consider development of an Access Management Ordinance (similar to that developed by Powhatan County) to improve operational safety.
- Consider full scale tree removal to the clear zone or right of way line (whichever is nearer to the travel way). Clear and remove vegetation to improve sight lines at all public intersections.
- Continue with installation of the paved shoulder.

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Previous Safety Related Improvements/Modifications

- Since 2006 the following contracted activities have occurred
  - Three contracts to remove underlying pavement joints, milling and resurfacing.
  - One contract to crack seal surface fissures
  - One contract for milling and resurfacing.
- Other safety related improvements
  - State forces constructed three (3) foot shoulders EB and WB totaling five (5) centerline miles of paved shoulders.
  - Centerline rumble strips were installed in 2009.
  - Construction project to install WB left turn lane at 460/657 (Enterprise Drive) VDOT Project UPC 100499 initiated as a result of 2011 study.

Modifications are intended to improve:

- Motorist comfort and recovery.
- Overall operational and safety aspects of the roadway.

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Specific Next Steps Forward

- Post reduced speed limit (55 MPH to 50 MPH).
- Continue engineering for WB left turn lane at 460/Enterprise Drive. Advertisement tentatively scheduled for November 2014.
- Six more projects on 460, consisting of milling and repaving are scheduled for 2014 & 2015.
- Finish addition of paved shoulder along corridor.
- Remove existing trees/fixed objects within clear zone/right of way.

Long Range Steps

- Identify other turn lane improvement projects, identify available funding mechanisms and program within the SYIP.
- Revisit reduced speed limit in 12 – 18 months to determine impacts on safety and operation of roadway.

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QUESTIONS ????

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