



COUNTY ROAD 8 AT
COUNTY ROAD 41 / SHORTSVILLE ROAD

ONTARIO COUNTY INTERSECTION IMPROVEMENTS

PIN 4755.86

PUBLIC OPEN HOUSE

JUNE 19, 2014

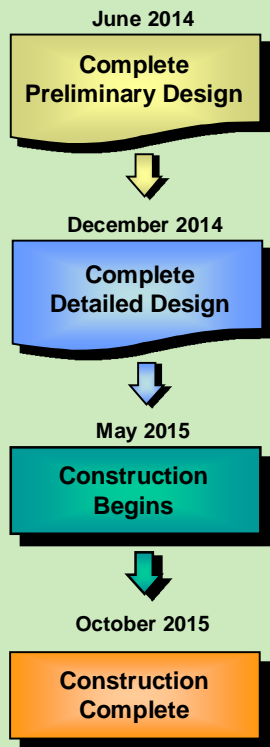
Project Location



INTERSECTION DEFICIENCIES AND NEEDS

- The accident rate is 11 times higher than the New York State average for similar locations statewide.
- The predominant pattern involves right angle and right turn accidents. Reports show that contributing factors typically include failure to yield the right of way and failure to stop.
- Since there is ample intersection sight distance along CR 8 and both stop controlled approaches (CR 41 and Shortsville Rd), it is possible that poor gap selection is also a contributing factor.
- The issues listed above, along with high operating speeds on CR 8 present a significant safety concern.
- There are steep drop-offs at the concrete headwalls located adjacent to CR 8 and Shortsville Road.
- The roadside drainage system is ineffective.

Anticipated Project Schedule



**PROPOSED IMPROVEMENT—
THE MODERN ROUNDABOUT**

- Convert the existing, four-legged, two-way stop controlled intersection into a modern roundabout.
- It would feature a truck apron (for off-tracking by the rear wheels of turning tractor trailers) and a landscaped central island.
- It would be designed with splitter islands to reduce vehicle speeds as they approach the roundabout from free flow conditions (higher than 55 mph) to approximately 20 mph by the time they reach the entry.
- The roundabout would not only reduce speeds, but it would eliminate many of the turning/crossing maneuvers that caused accidents to occur—ultimately producing increased safety at the intersection.
- Drainage improvements would help remove standing water from around the intersection.

Roundabout Concept



For further information, please contact:

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Estimated Construction Cost:

\$1.846 M

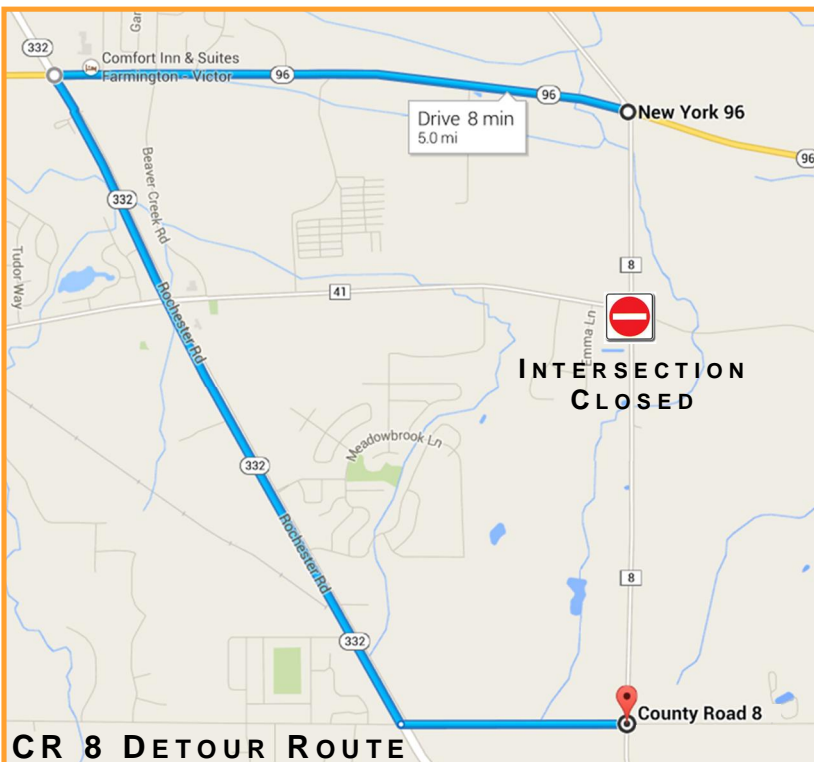
This project is primarily funded by the Federal Highway Safety Improvement Program (HSIP).



WORK ZONE INFORMATION



- Flaggers would direct traffic when required. One-way alternating traffic should be expected, especially during early stages of construction.
- Access to affected residential properties would be maintained throughout construction or alternate accommodations provided. Access for emergency vehicles and local deliveries would also be maintained while the intersection is open to traffic.
- Following underground and approach work, the intersection would be fully closed to all traffic allowing for construction of the modern roundabout. This would minimize the overall construction schedule (reducing the duration of disturbance to the traveling public) and improve the quality of the finished product.



PROPOSED DETOURS

