



County Road 28 at Shortsville Road Intersection Improvement

PIN 4ON0.03

Public Open House

April 2019

Project Location



Anticipated Project Schedule



For further information, please contact:

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Why is the project needed?

- CR 28 meets Shortsville Road at a sharp (60 degree) angle. Sight lines between CR 28's north leg and Shortsville Road's west leg are blocked by a hillside and trees in Meeting House Park. Tall grass on the hillside is a concern in summer and snow drifts can cause issues in winter. Residential homes in the northeast and southeast corners also make it difficult to see opposing traffic. The intersection does not stand out well visually, particularly in the southbound direction. Approach speeds on CR 28 and Shortsville Road typically exceed the 55 mph speed limit.
- This location has an accident rate 6 times higher than the New York State average for similar locations statewide. 50% of accidents occurring over the last 7-years involved injuries. There have been 2 fatal accidents.
- Most accidents involve right-angle collisions, which are particularly harmful at high speeds. Police reports show drivers often fail yield the right of way or fail to stop altogether.
- Ontario County installed additional markings, signs, and flashing beacons in 2018 in a short-term effort to enhance safety until a more substantial project could be approved, designed, and constructed.

What alternatives were considered?

- No Action other than Routine Maintenance
- Additional Signs, Markings, and Flashing Beacons
- All-Way Stop
- Traffic Signal
- **Roundabout (Preferred)**

Most accidents at the two-way stop involve failure to yield or failure to stop. This suggests people may pause or even stop, but then make a mistake as they pull away from the intersection. Only the roundabout alternative would physically slow down traffic, changing a potentially severe accident into a fender bender. The Federal Highway Administration suggests that converting a rural two-way stop into a roundabout can reduce the total number of accidents experienced by 72%. In contrast, though initially cheaper, an all-way stop would be about half as effective. Residents living near the CR 8, CR 41, and Shortsville Road roundabout can attest to the safety benefits realized at that location after construction was complete in 2015.

Estimated Construction Cost:

\$2.34 M

This project is primarily funded by the Federal Highway Safety Improvement Program (HSIP) and Ontario County Capital Improvement Plan.

Proposed project features:

- Convert the existing, four-legged, two-way stop controlled intersection into a roundabout.
- The roundabout would feature a truck apron for use by the rear wheels of turning tractor trailers. School buses and fire trucks would not need to drive on the apron. Farm equipment would also be accommodated.
- Each approach would feature a long splitter island and curves to help reduce speeds from higher than 55 mph to approximately 20 mph by the time a vehicle reaches the circulatory roadway.
- The roundabout would not only reduce vehicular speeds, but eliminate turning and crossing maneuvers that have caused accidents to occur, ultimately improving safety.
- New swales, ditches, and pipes would be constructed to keep roadway runoff out of nearby fields.
- Meeting House Park would be enhanced with a new entrance and paved parking area.
- Landscaping would be planted along Shortsville Road and inside the roundabout's central island.
- Lighting would be added to the roundabout for night time safety.



Construction 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.
- Detours would be posted while the intersection is closed to traffic.
- Coordination with local farmers would occur to maintain field access as much as possible during construction.

