

SUBJECT: Bulter County
State Route (SR) 228
Balls Bend Area
Reportable Crash Study

TO: Mark Rozich – Project Manager
Engineering District 10-0

FROM: Terry Wolford. – Assistant Traffic Engineer
Engineering District 10-0

SR 228 Segment 0170 Offset 0000 to Segment 0210 Offset 1195 would be defined as a new construction project, roadways that are built on new alignment. During the route location process, designers should be identifying corridors with sufficient width to enable full criteria to be met. It should therefore generally be easier to meet design criteria with new construction because alignments can be chosen and refined to reduce site constraints and minimize impacts. As a result, there are usually fewer design exceptions on new construction projects.

Roadway Information:

- Is a federal-aided bituminous urban two-way, two-lane, other principle arterial (Class – B), approximately 22' total lane width with 7' shoulders in each side.
- The Average Annual Daily Traffic (AADT) 14168 with 8 % truck traffic (*Base Year 2017*)
- The speed limit along the roadway is 55 MPH.
- This roadway was last repaved in 2014.

Crash History:

PROJECT CRASH DATA						
Project Limits	Length (miles)	No. of Crashes	Years of Data	AADT	Calculated Crash Rate	Statewide Crash Rate
Segment 0170 Offset 0000 to Segment 0210 Offset 1195	1.75	82	5	14168	1.81	0.89

The crash rate is above the homogenous crash rate for this type of highway

There are 82 reported crashes in this area over a 5-year period from 2013 to 2017 and there are 3 reported crashes in 2018. ***(2018 Crash Records are Incomplete. Data for this year are not fully represented in CDART. Crashes are added as they are made available to the Department from the police. Use this year with caution.)***

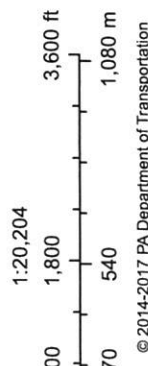
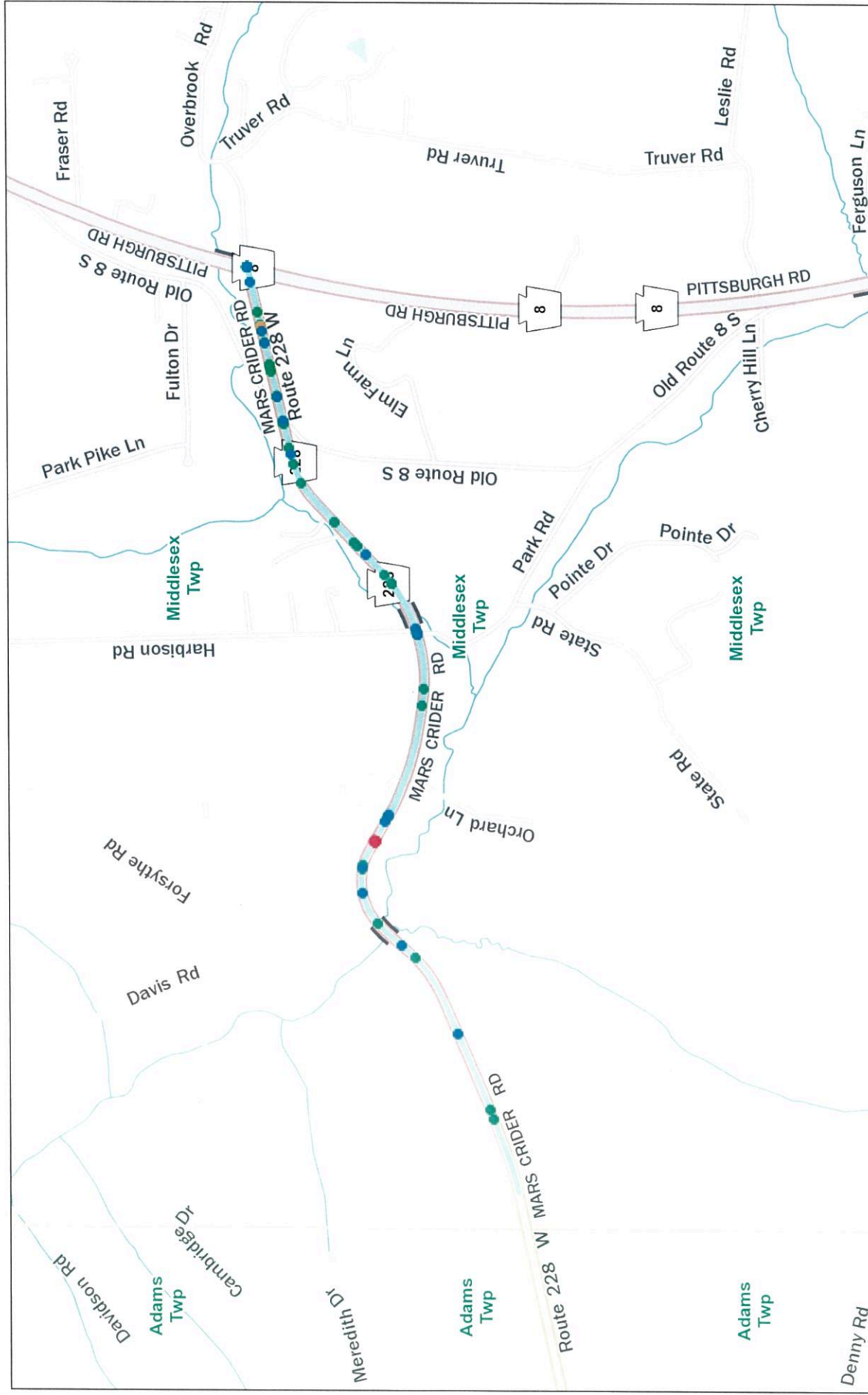
Clusters from Year End Report:

- STATE ROAD – 0190/706 – 210/1195
- STATE ROAD – 180/772 – 180/1828
- AGGRESSIVE DRIVING – 170/689 – 210/1195
- ALCOHOL RELATED – 70/0701 – 90/1417
- ANGLE – 210/1055 – 210/1195
- CURVED ROAD – 170/1521 – 180/1828
- CURVED ROAD – 190/1206 – 200/1746
- DEER – 160/1541 – 210/1195
- DRIVER 50-64 YR. – 190/1206 – 200/0000
- DRIVER 50-64 YR. – 200/1675 – 210/1195

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

- ILLUMINATION (DARK) – 200/1722 – 220/0000
- INJURY – 210/495 – 220/0000
- INJURY – 190/1206 – 200/808
- INJURY – 180/1065 – 180/1828
- INTERSECTION – 210/1195 – 210/1195
- INTERSECTION – 190/1206 – 200/0000
- PROPERTY DAMAGE ONLY – 200/0000 – 210/1195
- PROPERTY DAMAGE ONLY – 190/706 – 200/916
- REAR END – 210/1195 – 210/1195
- REAR END – 190/1206 – 190/1246
- REAR END – 180/1065 – 180/1320
- REAR END – 200/2246 – 210/150
- RURAL – 200/1496 – 210/1195
- RURAL – 190/706 – 200/916
- SIGNALIZED INT. – 210/1195 – 210/1195
- SPEEDING RELATED – 180/1065 – 210/1195
- STOP CONTROLLED INT. – 190/1206 – 200/0000
- TAILGATING – 180/1065 – 180/1320
- TAILGATING – 190/1206 – 200/1213
- TAILGATING – 210/0000 – 210/1195
- UNSIGNALIZED INT. – 2000/2246 – 210/0000
- UNSIGNALIZED INT. – 190/1206 – 200/0000
- WET ROAD – 190/1206 – 210/1195

If you have any questions, please contact me at 7-3016.



June 12, 2018

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