

DEPARTMENT OF TRANSPORTATION

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August 26, 2020

Mr. Vijay Talada,
Executive Secretary,
California Traffic Control Devices Committee
120 N Street, MS 36, Room 4500
Sacramento, CA 95814

SUBJECT: Request for CTCDC Approval of Two New Word Message signs.

Dear Mr. Talada:

Caltrans District 10 requests CTCDC approval to use two new word message signs: "Traffic Approaching" and "Traffic Entering".

PURPOSE

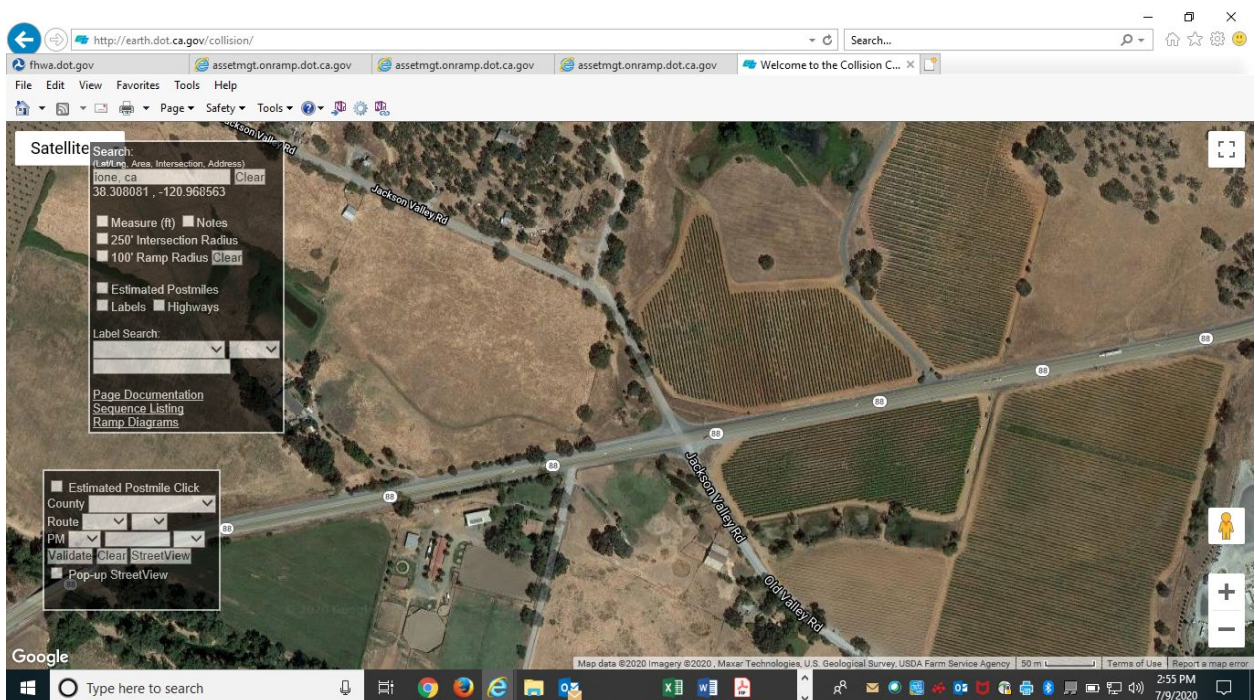
These signs will be installed at the intersection of State Route (SR) 26 and Olive Orchard RD/Garner PI (Cal-26-PM 5.04) in the Calaveras County, and on State SR 88/SR 104/Jackson Valley Road (Ama-088-PM 7.38) in Amador County to potentially address collisions.

BACKGROUND

These two signs along with flashing beacons and traffic detection system for automated real time system to inform drivers of the suitability of available gaps for making turning and crossing maneuvers as outlined in FHWA's [NCHRP Report 500/Volume 5: A Guide for Addressing Unsignalized Intersection Collisions](#) (excerpt attached), strategy 17.1 D1. These signs along with real time traffic detection system has been used in Minnesota DOT (MnDOT) and other County DOTs and has been installed in MnDOT's Rural Intersection Collision Warning system project.

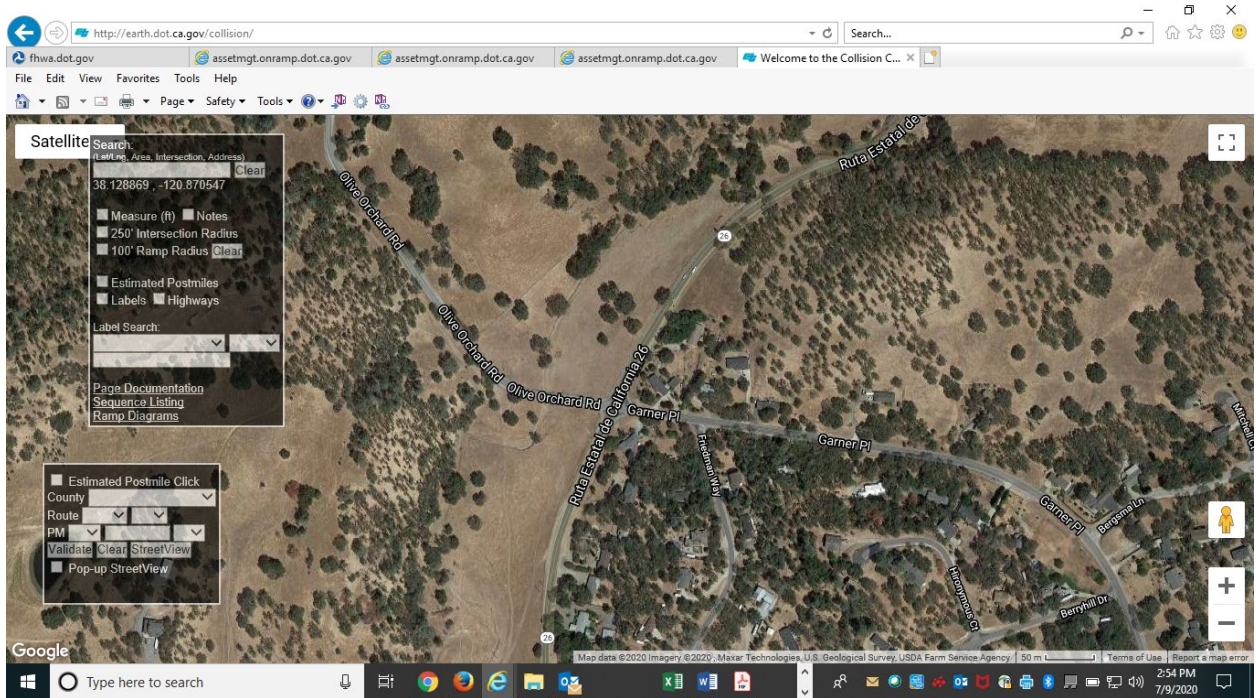
DISCUSSION

Intersection of SR 88/SR 104/Jackson Valley Rd is an unsignalized intersection with collision rate higher than the statewide average for similar intersections. Most of the collisions are broadside. A couple of previous investigations resulted in the installation of W4-4P "Cross Traffic Does Not Stop" and red flashing beacons flashing beacons SR 104 and Jackson Rd, and yellow flashing beacons along with intersection warning sign on both approaches on SR 88. The intersection does not meet crash warrants for an all-way stop or signal (four broadside collisions in 12 months). Other countermeasures listed in FHWA's NCHRP Report 500 were reviewed and were determined to be not applicable or not practical at this location. Previous investigation, in reviewing the collision reports has determined drivers stopped at the stop sign but entered the intersection unsafely. It was found that at-fault drivers kept saying they did not see the vehicle, or they thought they will cross safely. This location meets Caltrans' standards. The speed limit on SR 88 is 55 MPH. This location meets signal warrant based on traffic volume, and local agency has initiated an intersection control project. This construction of this project is 5-6 years away and funding is uncertain.



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Intersection of CR 26/ Olive Orchard RD/Garner Pl is a two-way stop-controlled with traffic on SR 26 free flowing. This location has collision rates above statewide average for similar intersections. Most of the collisions are broadside. Analyses of TCRs indicate not enough gap or clear sight to cross or make left turn. This intersection has nonstandard sight distance. A private fence, tree in private property, and roadway curve restrict the sight distance.



SUMMARY:

The proposed signs along with automated Realtime traffic detection system has been studied and implemented by MnDOT and other County/State DOTs and has been mentioned as a potential countermeasure for unsignalized intersections in FHWA's NCHRP report 500, volume 5. These improvements are cost-effective incremental countermeasures that can be implemented under Minor B Contracts.

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Thank you for your consideration of this request. Caltrans District 10 looks forward to receiving a response from the Committee. If you have any question or comment, please contact me by phone at 209-948-7859 or email at larry.hernandez@dot.ca.gov

Sincerely,

LARRY HERNANDEZ, P.E.
Senior Transportation Engineer
Traffic Safety Branch Chief

Enclosures:

- (1) Excerpt from FHWA NCHRP Report 500, Volume 5
- (2) Intersection Safety Technologies Guidebook, a technical report by Mn DOT.