



INTEROFFICE MEMO

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FROM: Bob Pappe, P.E., P.L.S.
State Traffic Engineer

SUBJECT: Statewide Solicitation of Safety Projects Supporting the Roadway Departure Initiative

During the spring of 2010 Oregon participated with FHWA to develop a plan for reducing Roadway Departure Crashes in Oregon. Roadway Departure crashes account for approximately 66 percent of all fatalities in Oregon. Data analysis of Oregon Crashes was combined with cost effective strategies to identify locations for the most effective use of funds to achieve an approximate 20 percent reduction in roadway departure fatalities. A systematic approach was used that involves deploying large numbers of relatively low cost, cost effective countermeasures at targeted segments of road with a history of roadway departure crashes.

At its May 2010 meeting, the ODOT Highway Safety Engineering Committee (HSEC) reviewed the results of the "plan" and agreed to allocate the balance of 164 Penalty Transfer Funds (approximately \$6.8 million each year) toward projects in support of ODOT's Roadway Departure Initiative. The funding splits are based on the amount of centerline miles each region has in the roadway departure plan and are as follows:

Table with 5 columns: Region, 2012, 2013, 2014, 2015, and a percentage column. Rows include Region 1 through Region 5 and a Total row.

Primary objectives should be two-fold, first give priority to addressing those segments identified in the plan. Second, roadways with one or more sections of highway in the plan should be evaluated to determine if rumble strip application or curve warning signs should be expanded to the entire route or a major portion of the route for continuity. Strong consideration should be given to providing route continuity.

Attached to this memo is a listing of the targeted segments and countermeasures, the listing summarizes the areas of highest roadway departure crashes and the specific countermeasure to address the specific types of crashes occurring. Other countermeasures and segments may be considered but the projects should be focused on roadway departure crashes.

As with any Highway Safety Funds project, proposals should be sent to the State Traffic Engineer for concurrence that the projects meet the criteria contained herein and the requirements of the Highway Safety Improvement Program (HSIP, under CFR 23 USC 148) prior to adding the project to the STIP. This also helps with tracking and evaluating the projects.

Projects must meet the following to be eligible for this funding:

- Projects addressing countermeasures and segments listed within the plan are considered as meeting the eligibility criteria for funding.
- Rumble strips, curve warning sign enhancements, and alignment delineation are considered as meeting the eligibility criteria for funding.
- Projects proposing countermeasures other than rumble strips and curve warning signs or areas outside the segments listed in the plan shall meet one of the Highway Safety Funds criteria (i.e., SPIS top 10% site or Benefit/Cost justification).
- All projects must primarily be addressed toward Roadway Departure Crashes.

The project proposals should include enough detail to document the project objectives, the selected countermeasures and the boundaries of the project, as well as any additional needed justification such as Benefit Cost. After review of the State Traffic Engineer's office and confirmation the projects meet the requirements contained herein, Traffic Staff will notify the Highway Program Office and STIP coordinators it is acceptable to program the projects.

The 164 penalty funds may be used for all eligible project expenses including preliminary engineering and right of way. These funds should not be used to supplant usual project expenses such as pavement marking or upgrading guardrail. Use of funds should be limited to the most cost effective countermeasures. However there may be occasion when the use of an alternative countermeasure is more practical, for instance raised profiled durables may be substituted when standard rumble strips cannot be used.

In addition to the countermeasures and approval criteria above, FHWA has approved the use of 164 funds for enforcement activities. Regions may expend up to 2% of their 164 allocations on enforcement.

These 164 funds typically become available late in the fiscal year because of the transfer of penalty funds from FHWA to NTHSA and back to ODOT Transportation Safety Division. Project funds are managed through grants from ODOT's Transportation Safety Division to the Highway Division, these are typically not available for obligation until February or March of the following calendar year (i.e., 2012 funds are available in February or March 2013). In order for Regions to perform preliminary engineering the first year (2012) Regions may have to pay for preliminary engineering the first year from another source.

Regions should also consider including these funds in 3R projects (as well as other projects) to address Roadway Departure needs where the limits of the project and occurrence of Roadway departure crashes overlap.

Copies of Oregon's Plan to reduce Roadway Departure crashes, a spreadsheet of locations translated into ODOT Highway name and mile point and other related resources are available on our Web site at:

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/roadway_departure.shtml.

Traffic Engineering staff from Traffic/Roadway Section are available to assist you in answering your questions or preparing proposals. Please contact Doug Bish, Traffic Services Engineer at 503-986-3594 if you have questions about this program.

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