South Central Regional Safety Coalition

Infrastructure & Operations Meeting

Our Mission *is to* reduce the human and economic toll on Louisiana's surface transportation system due to traffic crashes through widespread collaboration and an integrated 4E approach.

Our Vision *is to reach Destination Zero Deaths on Louisiana roadways*

Our Goal *is to halve fatalities by 2030*

SCPDC, 5058 West Main Street,
Houma, LA 70364
June 14, 2018
11:00am – 12:00pm

11:00 am	**1. Welcome & Introductions**	D. Rome/T. Angelloz
11:05 am	**2. Safe Routes to Public Places Presentation**	Laura Riggs, LADOTD
11:20 am	**3. South Central Regional Bicycle & Pedestrian Plan Update**	S. Bruning/C. Parker
11:25 am	**4. Safety Concern Update**	C. Parker/T. Wang
11:35 am	**5. LA 3040 (Martin Luther King Blvd.)Feasibility Study Update**	J. Manning/C. Parker
11:40 am	**6. Local Road Safety Program**	C. Parker/J. Manning
	a. LRSP Crash Data Workshop held on March 8, 2018	
	b. Local Road Safety Program Applications	
	c. Local Road Safety Plans Update	
11:50 am	**7. Partner Reports**	All
12:00 pm	**8. Other Business/Adjournment**	D. Rome/T. Angelloz

Next Meeting: September 13, 2018

Name	Agency	Position within Coalition	Email Address
Captain Frank Besson	LSP-C	Chairman	Frank.Besson@la.gov
Chief Bryan Zeringue	Thibodaux PD	Vice Chairman	bzeringue@ci.thibodaux.la.us
Nicole Soudelier	LA DHH	Occupant Protection Team Lead	nicole.soudelier@la.gov
Lisa Giroir	CPS Coordinator	Occupant Protection Co- Lead	lisagiroir3@gmail.com
Jesse LaGrange	LSP-C	Young Driver Team Lead	jesse.lagrange@la.gov
Danielle Duplantis	Thibodaux Reg.	Young Driver Co- Lead	danielle.duplantis@thibodaux.com
Dennis Bergeron	LSP-C	Impaired Driving Team Lead	Dennis.Bergeron@la.gov
Doug Foreman	LPSO	Impaired Driving Co- Lead	doug-foreman@lpso.net
David Rome	TPCG	Infrastructure & Operations Team Lead	drome@tpcg.org
Thad Angelloz	Thibodaux	Infrastructure & Operations Co-Lead	tangelloz@ci.thibodaux.la.us

LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

SAFE ROUTES TO PUBLIC PLACES PROGRAM APPLICATION

(Applicant Name here)

(Project Name here)

2018

INFRASTRUCTURE ACTIVITIES

Safe Routes

Safe Routes to Public Places Program

Louisiana Department of Transportation and Development

APPLICATION FOR FEDERAL PROGRAMS

Program:
- ☐ Transportation Alternatives Program (TAP)
- ☐ Local Road Safety Program (LRSP)
- ☒ Safe Routes to Public Places Program (SRTPPP)

The following is general information to be completed for all programs:

SPONSOR INFORMATION

Official Entity Name: _____

Type of Sponsor:

☐ Local Government ☐ State Government ☐ Federal Agency

☐ Public University ☐ Partnership (if more than 1 explain)

☐ Other: _____

Mailing Address: _____

City: _____ State: _____ Zip (9 digits): _____

Signatory Person: _____ Title: _____

Responsible Charge Person: _____ Title: _____

Email: _____ Phone #: _____

Other Contact Person: _____ Title: _____

Email: _____ Phone #: _____

Fax #: _____ Federal ID: _____

DUNS #: _____

LPA Responsible Charge Form must be completed and included with application (See Appendix)

PROJECT NAME

Name of Project (40 characters only including spaces): _____

Roadway or Facility Name (If different from project name): _____

PUBLIC PLACE INFORMATION

Public Place Facility Name:_____
Property Owner: _____ CEO: _____
Address: _____
City: _____State: _____ Zip:_____
Contact Person: _____ Title: _____
Phone: _____ Fax Number: _____ Email: _____
(Attach letter of support if different from sponsor)

****
Public Place Facility Name:_____
Property Owner: _____ CEO: _____
Address: _____
City: _____State: _____ Zip:_____
Contact Person: _____ Title: _____
Phone: _____ Fax Number: _____ Email: _____
(Attach letter of support if different from sponsor)

****
Public Place Facility Name:_____
Property Owner: _____ CEO: _____
Address: _____
City: _____State: _____ Zip:_____
Contact Person: _____ Title: _____
Phone: _____ Fax Number: _____ Email: _____
(Attach letter of support if different from sponsor)

DESCRIBE EXISTING CONDITION AND POTENTIAL SAFETY RISKS

Describe the existing condition and potential safety risk with local vehicular traffic relative to the current condition or lack of proper facility to support pedestrian / bicycle traffic. Description should include specific location(s), supporting pictures and location maps that clearly identify the potential safety risk(s) for pedestrian / bicycle walking or operating along, adjacent or across the roadway(s) within the proposed project limits.

PEDESTRIAN AND/OR BICYCLE DEMAND

Provide data that supports the potential for pedestrian use within one mile and/or bicycle use within two miles of the public place. Application should demonstrate through statistical data, population density, parent surveys, community outreach or other data analysis that a high potential for pedestrian and/or bicycle traffic currently exist or will exist with implemented safety improvements.

OTHER SUPPORTING RISK DATA ANALYSIS (optional)

While DOTD will perform a crash data analysis, entities may provide additional data supporting the need for the safety improvements. Include any additional high quality site specific data and data analysis that support the need and/or potential safety risk reduction provided by safety countermeasures. *(i.e. high number of speeding tickets issued on project streets, number of disabled users, etc.)*

ROADWAY CHARACTERISTICS

Provide specific roadway characteristic for each roadway segment within the project limits to receive safety improvements. Data should include number of lanes, ADT, roadway classification, speed, traffic direction (one-way, two-way, etc.).

Roadway use:

What is the amount of average daily traffic (ADT) that typically uses the facility each day? How did you determine the traffic volume?

_____

What type of traffic uses the roadway? (Cars, trucks, buses, pedestrians, cyclists, etc.)

_____

What is the best time of day to observe or experience the safety issue? _____

Is there any special event in the vicinity of your projects that generates unusually high traffic volumes?

_____

Road Information (complete for each road type/classification) :

How many lanes are on the road or proposed site? _____

How wide are these lanes? _____

How wide are the existing shoulders, if applicable? _____

What is the current posted speed limit for the road(s) or proposed site? _____

Identify specific high volume intersections that pose safety risks to pedestrian / bicyclist and identify the traffic control type (STOP controlled or signalized):

_____

Other pertinent information:

_____

_____

_____

PROJECT SCOPE AND DETAILED PROJECT DESCRIPTION

Provide a brief description of how the proposed safety improvement will address the previously identified existing conditions and potential safety risk(s) for pedestrian / bicycle conflict with vehicular traffic walking or operating along, adjacent or across the roadway(s). Project scope should include a table with type of safety improvement, locations, and quantities as applicable.

MAPS, PLANS & PHOTOGRAPHS

Attach project location map(s); project boundary map and site plan. Show location of public place(s), proposed improvements, and project limits on the site map. Please note this application will be reproduced, so please provide maps in a "reproducible friendly" format (on 8-1/2" X 11" paper.)

LOCAL SAFETY PLAN AND NETWORK CONNECTIVITY

If applicable, describe how this project supports or is integrated into a state or local pedestrian or bicycle safety plan(s). Provide copy of local safety plan if available. Please provide evidence that project location and scope is specifically identified in the local safety plan.

DESIGN ENGINEERING OPTION /CONSULTANT INFORMATION

Select one option

☐ DOTD will be responsible for providing and funding design engineering services

☐ Project Sponsor will be responsible for providing and funding design engineering services*

*If project sponsor is paying for 100% of the engineering/design consultant and has selected their engineer, please provide consultant information. Please note that companies that are on DOTD's disqualified or disbarred list cannot be used on Federal Aid projects. The lists may be found by going to http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Pages/default.aspx.

Name of Company: _____

Address: _____

State: _____ Zip: _____ Contact Person: _____

Title: _____ Phone Number: _____

Email: _____ Fax Number: _____

GENERAL INFORMATION

What is the type of land use adjacent to the project? (Residential, Commercial, Agricultural, Recreational, Government, etc.):

_____

Are there any drainage issues or features associated with the project site location? Please explain.

_____

	Yes	No
Does all right-of-way necessary for the project fall within public ownership or lease?	☐	☐
If yes, was right-of-way obtained using federal guidelines?	☐	☐
If no, can the applicant/sponsor obtain the property (or 25 year lease within 1 year of acceptance into the program – program specific) in accordance with the Federal Uniform Act?	☐	☐
Will any of the project be constructed within State-Maintained right-of-way?	☐	☐
Will any of the project be constructed within a historical district?	☐	☐
Does any part of the project encroach on or cross railroad right-of-way? If yes, attach a document from the affected railroad stating they are aware of the project.	☐	☐
Is the sponsor aware that the project must conform to applicable requirements of the Americans with Disabilities Act or any other federal, state or local laws concerning accessibility?	☐	☐
Is this project a continuation of a phased project?	☐	☐

Which phase of Series? _____

State Project No./Names of other phases: _____

Priority (Relative to other applications submitted by Project Sponsor this cycle): _____

PROJECT COST

Itemize ALL project elements and costs for which funding is being sought. All construction contracts will be advertised and bid by DOTD, take this into consideration when preparing project costs. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, irrigation systems for landscaping, and construction layout (if layout is applicable and to be performed by contractor). Be sure to have as complete and accurate a cost estimate as possible for all phases of the work and consider inflationary costs due to time in the program. Use additional sheet(s) if necessary. Itemize any items, quantities and costs for work to be performed on the project not eligible for federal funds to be provided with local funds.

Construction Costs (Eligible for Federal Funds)				
DOTD ITEM NUMBERS	UNIT OF MEASURE	QUANTITY (A)	UNIT PRICE (B)	COST (A*B)
Subtotal A				
Construction Costs (Not eligible for Federal Funds)(if applicable)				
Subtotal B				
Construction Costs (Eligible for Federal Funds)				
Mobilization (5-10% of Amount Subtotals (A+B)		1		
Traffic Control (2-10% of Amount Subtotals (A+B)		1		
Construction Layout (0-5% of Amount Subtotals (A+B)		1		
Subtotal C				
CONSTRUCTION COSTS TOTAL (Subtotals A + B + C)				

Other Costs (Eligible for Federal Funds)(if applicable)			
Right of Way Acquisition			
Subtotal D			

Sponsor Provided Financial Support (optional)	
Additional Funding Support	
Subtotal E	

Sponsor Provided Design Engineering Services (optional)		
Design Engineering Services	For estimating purposes, use minimum 15% of Construction Costs for Projects > $100,000; use minimum 30% for Projects < $100,000	
Subtotal F		

Total Costs	
Total Project Construction and R/W Costs (Subtotals A + B + C + D)	
Line 1 - Total Requested Federal Funds* (Subtotals A + C + D - E)	
Line 2 – Total Local Funds Provided to DOTD (Subtotals B + E)	

* Limited to $350,000 max

STAKEHOLDER SUPPORT

Provide high priority designation for site specific improvements from MPO long range plan or other political subdivision long range transportation plan, along with documented support from Regional Safety Coalition, political subdivisions, local agencies and public associations.

	Yes	No
For Metropolitan Areas over 50,000 population, has the Metropolitan Planning Organization (MPO) endorsed the project?	☐	☐

If yes, provide letter of MPO endorsement

OPERATION AND MAINTENANCE

Briefly describe the Maintenance and Operating Plan for this project. Provide entity resolution (if available) accepting maintenance of the safety improvements once project is complete. Include an estimate of the annual cost of maintenance and operation including the source of those funds.

CERTIFICATION

The undersigned has legal authority to enter into contract to implement this project. The undersigned certifies that all information provided is complete and accurate to their best knowledge. The undersigned acknowledges that if the project is accepted, the funding and scope of work requested in this application SHALL NOT be changed from that originally requested without written approval.

Signature: _____ Date: _____

Title: _____ Phone Number: _____

Printed Name: _____

APPLICATION SUBMITTAL

Submit one (1) completed hard copy along with an electronic pdf file on CD or USB flash drive to the following address.

Louisiana Department of Transportation & Development
Attn: Laura Riggs, Rm 204Y
PO Box 94245
Baton Rouge, LA 70804-9245

RESPONSIBLE CHARGE AND FINANCIAL CONTACT FOR FEDERAL-AID PROJECTS

In accordance with Federal Regulation 23 CFR 635.105 the Local Public Agency must provide a full time employee of the Local Public Agency to be in "responsible charge" of the project. This person does not need to be an engineer. This person is required even when consultants have been retained by the LPA to manage the entity's engineering activities, including design and construction engineering and inspection services. Identified below is the information and duties required of this employee.

Project No. _____Project Name: _____
Entity: _____

Responsible Person in Charge Contact Information

Name & Title _____ _____
Address: _____
Phone: _____ Cell Phone: _____
E-mail: _____

NOTE: The regulation does not require the same public employees to be in responsible charge over several projects. It allows for the transfer of responsible charge duties for different phases, i.e. design and construction. If design and construction duties are handled by separate individuals on a project, please identify each employee and the phase of the project they are responsible for. **(Note: Only one employee per phase should be listed.)**

Duties:

- This person acts as the primary point of contact for the Entity with the DOTD Project Manager.
- Oversees project activities; cost, time adherence to contract requirements, design and construction quality and scope
- Ensures the contract is properly recorded
- Directs project staff, agency or consultant, to carry out project administration and contract oversight including proper documentation
- Is aware of the qualifications, assignments and on-the-job performance of the agency and consultant staff at all stages of the project
- Makes or participates in decisions about changed conditions or scope changes that require change orders or supplemental agreements
- Reviews financial processes, transactions and documentation to ensure that safeguards are in place to minimize fraud, waste and abuse
- Maintains familiarity of day to day project operations & safety issues
- Visits and reviews the project on a frequency that is proportionate with the magnitude and complexity of the project.
- Attends all project related meetings. (It is understood that if the person in Responsible Charge is not in attendance, the meeting will be cancelled.)

Financial Contact Information - Contact Person for financial questions on the cost principles and audit requirements defined in "Supercircular" 2 CFR 200

Name & Title of _____
Address: _____
Phone: _____ Cell Phone: _____
E-mail: _____

_____

_____

Name of Signatory Party for the Local Public Agency (Print)

_____

Signature of Signatory Party for the Local Public Agency

NOTE: It is the Entity's responsibility to notify the Project Manager if the Responsible Person in Charge or Financial Contact changes during any phase or duty.

South Central Regional Safety Coalition

SAFETY CONCERNS

Date Rec.	Parish	Location	Type of Issue	Proposed Solution	Tracking	Status of Safety Concern
4/3/2017	Terrebonne	Prospect Bridge over Intracoastal	Maintenance	Reflective Striping	4/3/2017 Details: The bridge is completely dark at night. The lane painting is barely visible and you cannot see the concrete carrier that divides the bridge. If you aren't familiar with the area, it could be very dangerous. 6/5/17 T. Wang sent email to eric.scivicque@la.gov to drive through Prospect Bridge over Intracoastal Waterway in Houma to determine if need centerline and edge lines to be refurbished and to add reflectors. If so, then add to list for striping crew next visit. 9/13/17 T. Wang stated: He drove by and placed them on the striping list for New Orleans striping crew to come by and stripe. Note our list has a number of striping request and are placed in order of priority.	Striping project is scheduled. **6/12/18: Placed on Striping List for Bridge City's striping crew according to their schedule permits.**
Construction Underway.	Lafourche	Percy Brown & Highway 308 (Thibodaux, LA)	Intersection	Congestion	3/9/17: Details: Turning lane for traffic trying to turn onto Percy Brown Bridge from Highway 308 in both directions (North & South) is congested at peak time. T. Wang stated that there is a project (H.012593) with letting date of 7/11/18 which is to add a left turn lane Northbound by widening LA 308 to turn into LA 648. L. Leblanc had requested also for the right turn lane heading southbound (not included due to fire hydrant nearby - contact corey.gaudet@la.gov to find out why). T. Wang discussed this with Corey Gaudet of District 02 Design - he said it's possible to add both left turn lanes. It's still in the planning stages.	Project in planning stages. **6/12/18 Project is to add right turn lane on LA 308 SB and left turn lane on LA 308 NB heading towards LA 648 bridge. Let date changed to 08-08-18. Signal on other side of the bridge at LA 1 @ LA 648 tweaked on 02-27-18 to help alleviate congestion on the LA 308 side.**
12/1/2016	Lafourche	LA 308	Infrastructure/Striping	LA 308: Addition of passing lanes and shoulders	12/12/16 T. Wang informed C. Parker that Monday December 12-17 Construction being done LA 308 @ Tiger Drive, working on adding bypass lane that would accommodate a left turn toward John Deere direction. Contact Person: Chris Rogers	Construction Underway. **6/12/18 Project already completed. Left turn lane has already added since early 2017. Case should be closed.**

Updated: 06/12/18

5/31/2018	Terrebonne	Intersections on St. Charles Street	Intersection	Signage/Pavement indicators, etc.	5/31/18: C. Parker received safety concern from Judy Smart (resident) regarding the following: Lack of direction signage, striping, etc. poses risk to commuters along St. Charles Street as there are drivers exiting the shopping center (Dirt Cheap, Rite Aid, Pizza Hut, Taco Bell) and are not stopping to check oncoming traffic. While much of this issue is user error, signage and clear pavement markers may direct drivers to exit in a safer manner. It particularly poses a risk at the intersection of Museum Drive at St. Charles Street - - Those leaving the shopping center (do not stop), cross median to turn left to head north towards LA 311 while drivers from Museum Drive are turning right heading south towards Bayou Black Drive, it is only a matter of time until a tragedy takes place along this route. Please review crash data along St. Charles Street (from the intersection of 311 to the intersection of Mystic Blvd.) and offer any safety countermeasures to address the access management issues.	6/11/18: Submitted to T. Wang. **6/12/18 T. Wang will look into concern.**
5/2/2018	Terrebonne	Highway 311	Request for turn lane	Install turn lane	05-02-18: C. Pulaski submitted this request to Gary Gisclair (LADOTD): Several people have inquired as to possibility of left turn lane from Hwy 311 (coming to Houma from Thibodaux) onto Ellendale Blvd similar to what we have at entrances to other subdivisions along 311. Is there sufficient crash data to help warrant this? Would it be prudent to request a traffic count study for this spot? I know the subdivision pays for a Sherrif deputy to assist during peak hours. 5/3/18: Gary and Tracey will look into and respond when they have the results of the crash data analysis. 6/1/18: T. Wang requested to Corey : There is a request for a left turn lane on LA 311 heading Southbound towards the Houma direction (see overall map attached). Crash list data was ran within 500' of the LA 311 at Ellendale Blvd intersection that showed though not significant and not on abnormal lists, majority of crashes were rear end. If you'd like to review the crash list data, I can send you separately. The Houma Traffic Dept have observed and collected movement counts during 7:30-9:30 AM Peak and 2:30-4:30 PM Peak. Speed study was also conducted in which the 85th percentile speed was 56 mph. Level of Service Analysis was conducted using Vistro Software which shows that if a left turn lane were to be added on LA 311 heading Southbound, the LOS would improve. However, those turning left southbound during PM Peak would still have to yield before turning due to the large number of traffic on LA 311 heading NB. They however would not back up traffic since they would now have the storage lane before turning. Those turning left out of Ellendale Blvd during AM and PM will continue to have delay due to the heavy traffic on LA 311 NB and SB; but Ellendale Blvd is not part of LADOTD roadway. Does this qualify for a left turn lane on LA 311 SB in a potential project for this intersection?	5/2/18: C. Pulaski submitted directly to LADOTD. **6/12/18: TW Already sent to District 02 Design Dept (Corey Gaudet) to see if it qualifies for left turn lane project.**

South Central Regional Safety Coalition
SAFETY CONCERNS

3/1/2018	Terrebonne	Park Avenue Overpass	Signage	Install signage on the overpass of posted speed limit	3/1/2018: R. Autin submitted concern: People seem to think that there is no speed limit on the westbound overpass over the Intercoastal on Park Ave. 3/27/18 T. Wang requested D. Jones to drive and photo graph existing and where possibly to place if signage is needed. 4/2/18: T. Wang emailed E. Scivicque - We've driven through both directions of the Twin Span Bridge in Houma. There currently exists 35 mph on both sides in both directions at the foot of the bridge which indicates the 35 mph speed (see attached). The request below would like to have the 35 mph speed limit sign at the crest of the bridge. Not sure if it's doable to attach onto the metal poles; if your sign crew can attach or if they have any attachments to the bridge, then place them in; if not we'll leave it as is.	3/26/18: Emailed T. Wang regarding concern. **6/12/18 Not do able, no attachments in hump of bridge. This is an isolated concern in which we haven't gotten concerns in the past. We already have the 35 speed limit signs in place at the foot of the bridge on both sides. Case should be closed.**
3/22/2018	Lafourche	Highway 308	Not sure/Other	Guard Rails installed	3/26/18 J. Danos wrote that Section of Hwy 308 a quarter mile North of Peltier Drive with an extremely high volume of crashes. We have had 2 fatalities within 3 months, 3 within 2 years, and a total of six in this same area. This is not to mention the crashes not resulting in fatalities numbering 20-30 since I have lived her for the past 35 years. It is so disheartening to deal with this with such frequency. 3/26/18: Contacted Mrs. Danos and submitted concern to Tracey Wang requesting crash data and potential improvements that can be made. 3/26/18: TW responded stating that LADOTD is looking into this concern.	**6/12/18: TW -The striping crew has recently placed the double yellow NO PASSING ZONE centerlines along this portion of LA 308. Case should be closed. Guardrails are handled through LADOTD's Hwy Safety Section in which I've forwarded to Adriane and Karla.**

South Central Regional Safety Coalition
SAFETY CONCERNS

10/13/2017	Terrebonne	LA 182@ Mandalay Bridge	Infrastructure	Guard Rails installed	10/13/17: Emailed to T. Wang and spoke to LADOTD Highway Safety Section. Details: Our grandson, Cobie (age 19), died on September 16th in a curve on LA 182 Bayou Black Road by Mandalay Bridge. He lived on Southdown Mandalay. I want to find a way to get a barrier put up on the bayou side of 182. I understand it's a LADOT road and I have reached out to Darrin Guidry, Council Member, for his support as well and he has provided that. I'm more than prepared to put the work in dealing the LADOT to get this done. We count over 12 crosses along the side of the road on the bayou side. My grandson's vehicle took out at least 2 crosses in the site he crashed. My husband and I have driven it often because he is a boat captain for Settoon Towing and their offices used to be in Amelia. We know how narrow that section is between the roadway and the bayou. Often only a foot or less. The gravel that is there is loose and even standing on it, you slide down, making it almost impossible to correct a vehicle back to the roadway (especially at those speeds) - something we think happened to our grandson. LADOTD 02 will install signage on LA 182 before Mandalay Bridge. 12/13/17: T. Wang sent to Safety Dept to determine if guardrail is needed. Crash data did not indicate significant # crashes. Put in 3 OMR signs before the intersection on the right. Signage will be installed. Follow up with LADOTD on the progress.	6/12/18 **We have placed 3 OM3-R (object marker signs) on the right before this intersection. LADOTD's Safety Dept did not deem it possbile for guardrails. Case should be closed.**
10/13/2017	Terrebonne	LA 56-57@Thompson Rd.	Intersection	Signalization	10/13/17: Concern has been emailed to T. Wang. Details: Seven individuals submitted safety concerns regarding the intersection of Highway 56 & Highway 57 @ Thompson Road Extension stating that the intersection is dangerous and needs attention to ensure safety of all roadway users. It was stated that near misses and crashes have taken place at this intersection LADOTD is studying the intersection. 10/13/17: Results of study done; currently under review	Study completed and under review. **6/12/18: Comprehensive Traffic Signal Study for LA 56 and LA 57 have been completed and sent to HQ Traffic Dept since 02-22-18. They are under review in Baton Rouge.**

Updated: 06/12/18

1/24/2018	Lafourche	LA 1 (near Grenier Rd.)	Speed	Review crash data from Thibodaux (Intersection of LA 3185 @ LA 1) to the Assumption Parish line. Conduct speed study in hopes of lowering the speed limit Make this section of roadway "No passing"	1/24/18: K. Soignet stated The posted speed limit is currently 55 mph in front of Grenier Industries located at 2233 St. Mary Street, Thibodaux, LA. There have been crashes as well as numerous close calls due to the lack of signage, no passing and high speed limit. Within one mile of this location, the speed is 50 mph. Request for crash data to be reviewed and a speed study to be conducted. Also, can this portion of the highway be "no passing"? CP Submitted to T. Wang on 2/8/18.	**6/12/18: TW -We've installed the Side Road Intersection warning signs in both directions leading to Grenier Industries facility. On Striping list for Bridge City's striping crew according to their schedule permits. Case should be closed.**
5/17/2017	Lafourche	LA Highway 308	Drainage	Correct drainage, signage and striping issues	5/17/17 Details: Signage and Drainage. Multiple areas of Highway 308 between Highway 182 and Laurel Valley Road needs striping. Come curved areas have no striping at all. Same stretch of roadway holds water during rain. Shoulders should be graded to allow drainage. 6/5/17 T. Wang sent email to eric.scivicque@la.gov to drive through LA 308 from Laurel Valley Road to LA 182 to determine if refurbish striping is needed. If so, to add onto the list for striping crews next visit to the Houma area. Also sent to teresa.scivicque@la.gov for her to maintenance crew to look at drainage issues along this roadway. 9/13/17 T. Wang stated: He drove by and placed them on the striping list for New Orleans striping crew to come by and stripe. Note our list has a number of striping request and are placed in order of priority.	Striping project is scheduled. Follow up regarding drainage issue. **6/12/18: Striping crew had recently refurbished the yellow centerline striping along this portion of LA 308. Case should be closed.**

4/18/2016	Lafourche	LA 20: Intersection of St. Patrick Highway to LA Highway 307	Infrastructure not safe. Crashes are occuring	Center/Edgeline rumble strips, raised pavement markers	4/25/16: Submitted concern to LADOTD. T.W. stated that a speed study was completed. C. Parker requested DOTD to decide if rumble strips and raised pavement markers can be done or if an RSA was the best route. Waiting on further guidance from LADOTD. 12/12/16: CP requested update from TW and was informed that subdistrict is reviewing and will have to consult with District Administration on potential safety improvements. Requested further guidance on LADOTD's ability to add rumble strips and reflector based on the crash data or if an RSA would be better. 3/8/17 District 02 met with Highway Safety Section which approved the placement of raised pavement markers from St. Patrick to Choctaw Road. T. Wang will follow up on the time line for project implementation. 6/7/17: I re-ran crash list data for last 3 years, majority were rear ends then non-collision, then right angles. Centerline rumble strips are effective for head on and side swipe crashes. Center line rumble strips and edgeline rumble strips are not warranted based on crash data. Edgeline rumble strips will result in a lot of complaints from residents when drivers drive in front of their driveways. 10/26 Capt. Besson emailed LADOTD re same issues on LA 20 10/3/17: CP and GG emailed LADOTD Maintenance re: trimming of vegetation. 10/9/17: CR responded that it is on their schedule. 11/10/17: CP emailed GG and TW for a status update. 5/11/18 TW Crash list data was re-ran for a 3 year period (2015-2017) on LA 20 from St Patrick St to LA 307 in which it appeared on the abnormal list in terms of High PSI Section throughout. The Houma sign crew will install the advance curve warning signs and chevrons. The striping crew from Bridge City will refurbish/add in raised pavement markers and refurbish edgelines.	Vegetation Scheduled Awaiting response regarding raised pavement markers. **6/12/18: 45 mph speed advisory warning signs and chevrons have been installed along the 4 curves. White edgelines have been refurbished along these curves. Raised pavement markers will be done from Bridge City's striping crew according to their schedule permitting.**

6/4/2018	Terrebonne	LA 57	Striping	Restripe	6/4/18 G. Gisclair requested striping: We would like to add another segment of state roadway in Terrebonne Parish in dire need of restriping due to faded edge-lines, centerline and no passing zones. The segment is 5.3 miles long and begins at the intersection of LA 57 & Thompson Road, and proceeds south to the intersection of LA 57 and Bobtown Bridge.	**6/12/18: Placed on striping list for Bridge City's striping crew according to their schedule permitting.**
3/26/2018	Terrebonne	Highway 55 (Montegut)	Vegetation	Vegetation needs to be trimmed along Highway 55 in Montegut, LA from the Sacred Heart Church to the Montegut Post Office.	3/26/18: Driver has camper that is 11' and cannot travel safely along Highway 55 in Montegut, LA from the Sacred Heart Church to the Montegut Post Office due to overgrown vegetation. His concern is that the top of the camper will break one of the larger branches and the branch will fall onto any vehicle travelling behind him. 5/21/18 K. Belanger followed up regarding this request.	3/26/18: Submitted to Teresa Scivicque cc Tracey Wang to request vegetation trimming in ROW. **Requested update from TS 6/11/18**
2/15/2018	St. James	LA 3127 @ LA 3213	Intersection	Caution light and/or beacon, high reflective paint and/or raised pavement markers. Enlarged stop sign with flashers be installed on LA 3213.	3/2/18: Emailed A. Elisar and C. Ewing (District 61) to address the safety concern. Details: intersection is hazardous, especially at night due to the lack of street lights/caution lights. Large trucks frequently utilize this stretch of roadway and would be unable to see smaller vehicles until it is too late and a crash occurs. Requested: Review crash data and provide proven effective countermeasures. We suggest that caution light and/or beacon is placed at the intersection of LA 3127 and LA 3213 as well as high reflective paint and/or raised pavement markers. We also propose that an enlarged stop sign with flashers be installed on LA 3213 as one would approach LA 3127 from LA 3213. Lastly, we would like to know if this would be a good location for a roundabout. 3/2/2018: CP submitted safety concern to Aaron Elisar. AE fowarded to C. Ewing. 3/5/2018: CE will perform intersection analysis. 6/11/18: Sent a request for an update to C. Ewing and A. Elisar.	**6/12/18: CE . The intersection did not warrant a flashing beacon, but we have scheduled it for some pavement marking improvements. The work has been added to our request list and I would guess around July or August when it will be done.**

1/23/2018	Lafourche	LA 1 (near Grenier Rd.)	Drainage	Clear ditches from Morvant Road to the second Grenier Road	1/23/18: K. Soignet Ditches need to be cleaned from Morvant Road in Thibodaux, LA to the second Grenier Road (heading towards Assumption Parish) During rainstorms, culverts become clogged and causes water to rise onto LA 1. This can become dangerous for drivers and cause crashes. 2/8/18: Teresa S (LADOTD) stated " We are aware of the drainage problems with the driveway culvert at Grenier Industires. We have this work listed on our schedule. Unfortunately, our drainage complaint list is extremely long for this type of complaint. We will address the issue as soon as scheduling permits."	2/8/18 CP Submitted Concern to Teresa Scivicque. **Requested update from TS 6/11/18**
10/27/2017	Terrebonne	La 3040 (MLK)	High crashes/roadway unsafe	Safety Improvements	1/26/17 The Houma-Thibodaux MPO requested LADOTD District 02 to conduct Stage 0 Feasibility Study. 3/8/17 Highway Safety Section approved Feasibility Study be completed. 9/14/17 T. Wang will be submitting the LA 3040 (MLK Blvd) Corridor Study this evening to Gary Gisclair, Chris Morvant, District 02 Design Section (Brittany, Corey, etc) and Baton Rouge Safety Section (Adriane, Karla, etc). 10/27/17 C. Parker will include this safety concern in the MLK file as LADOTD is currently working on a Feasibility Study. 5/17/18: A. McRae req. update from B. Costello. B. Costello replied: We are still waiting on the consultant to provide us with updated labor/effort projections. 6/7/18: CP requested update from BC. Feasibility Study Underway. Adriane McRae and Bryan Costello with LADOTD are the contacts for this study.	**6/12/18: We are awaiting a final man-hour estimate. Our Traffic Section is still working with the consultant's subcontractor to ensure there is no duplication of effort.**

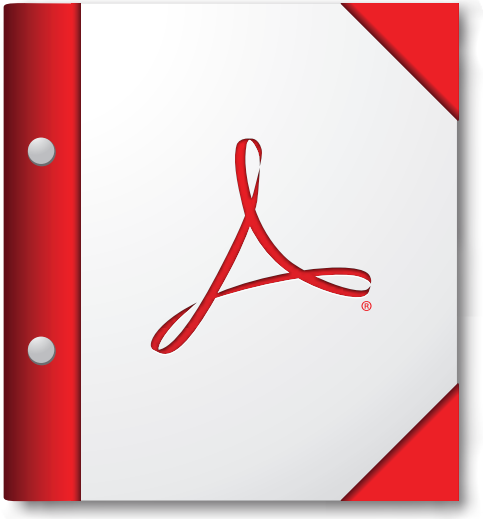
8/17/2016	Terrebonne	LA 24 & LA 659	Intersection - sight distance issues/vegetation overgrown, speed, irregular design, high crash location	Reduce Speed, trim vegetation, add right turn lane	On 9/7/16 C. Parker requested LADOTD review crash data on larger radius, specifically LA 24 NB/WB (Park) at intersection of 659 as more concerns were raised. 12/1/16 C. Parker emailed Tracey Wang for update. 12/12/16 TW informed CP that she will pull the data on both LA 24 @ St. George and LA 24 & LA 659 intersections at 200 feet radius. 3/8/17 District 02 requested clarification on the intersection that data has been requested to be pulled. The original concern LA 24 & St. George has been closed out. The *new* concern at the intersection of LA 24 & LA 659 will be looked at by Tracey. T. Wang re-ren data for LA 24 @ LA 659 within 500' of the intersection which encompasses both LA 24 Main Street and LA 24 Park Avenue @ St. George Road intersections. Majority were right angle crashes. Sign crew have replaced all 4 stop signs along St. George Road to LA 659 with 48''x48'' stop signs for emphasis. Completed installation of signage. Will continue to monitor. 2017-09-15 During SC IO Meeting, Rep. Amedee added that she would like LADOTD to assess currrent signage to ensure proper signage is there for curves. Mr. P. Schexnayder spoke regarding the difficulty in fire trucks exiting and stated that they have been researching special beacons used by some fire departments that are used during emergencies. It was also requested that the light just north of the Schriever Fire Station be removed. Phil Schexnayder stated that it is very misleading and creates a perception that the roadway continues straight when actually there is a curve with no light. 10/26/17 D. Rome stated that the light is owned by Entergy. P. Gordon will follow up with Al Levron regarding its potential removal. 12/14/17: T. Wang Recently placed in both Main and Park at St George sides the 45 mph curve warning signs. 6/12/18 Followed up with D. Rome regarding this safety concern. The light that was causing confusion has been removed.	**6/12/18: D. Rome will follow up at our next meeting regarding the potential installation of caution light on St. George Road.**

South Central Regional Safety Coalition

SAFETY CONCERNS

4/27/2017	Lafourche	Choctaw Road	LRSP project to add striping has not been completed		04/27/17: M. Morvant informed us that the date was set prior to having an agreement in place. A more accurate date will be set once I get the project scoping report finalized from our consultant. Federal authorization has been requested for the development of this report. I expect to get this authorization by next week. A request for a task order for our consultant to begin work has been submitted. Once both are in place I will be able to issue an NTP to schedule the Kick-off meeting. Moving the letting date sooner will depend on the consultant's work schedule. As this is a relatively simple project, I do not expect a long design period once I am able to NTP the project design. 8/31/17 The scoping report for the project has been completed and the additional funding required for the project has been budgeted. The task order for the design to the consultant is pending. As soon as it is executed, I will issue the NTP to proceed with the design phase. Scoping report states that the project will be completed within 200 calendar days, but no starting date is mentioned. Scoping report estimates design process will take 81 days and letting will be 90 days.	Project is scheduled to let July 2018. **Estimated completion by November 2018.**
3/12/2015	St. James	LA 20 Bayou Chevreuil Bridge	Infrastructure	Safety Improvements	1/12/15: Adriane contacted LADOTD District 61 to request information. Existing DOTD project along LA 20 (H.009481) for bridge rehabilitation. 3/12/15 Details: In recent years, bridge has high number of crashes and fatalities. Area has no emergency stopping lanes, bridge is narrow and lighting inadequate. 11/15/15: C. Vosburg emailed that he attended a parish meeting in October 2015 and was requested to complete a safety study on a 4 mile section of LA 20 which Chris Ewing is proceeding with. District also completed house signage and pavement marking on the existing bridge. May 2016: RSA was completed March 2015 and report provided. 9/14/16: Highway Safety Section, LADOTD, has recommended approval for the district's proposed LA 20 project for low cost safety improvements. 10/25/17 Parker provided update at SCRSC Meeting. 11/10/17 CP emailed P.Rogers for specifics. 9/14/17 P.Rogers stated the contractor started work on 9/11/17. Rumble Strips completed. Striping will begin next week. New barrier island will be constructed at Nocko's Gas Station. Estimated to be completed by the end of September. LA 20 Widening (H.013116) will be letting on October 2021. Bayou Chevreuil Bridge replacement (H.009481) will be letting in July 2021.	Project in progress. **FOLLOW UP WITH PARKER ROGERS ON ANY NEW UPDATES.**

Updated: 06/12/18



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INNOVATOR

U.S. Department of Transportation
Federal Highway Administration

Accelerating Innovation for the American Driving Experience

Safety First

Projects featuring Every Day Counts innovations help save lives

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Credit: New Jersey Department of Transportation

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A cost-effective instant roundabout cut crashes by 89 percent at a Virginia intersection.

Credit: Virginia Department of Transportation

SAFETY AWARDS HIGHLIGHT EVERY DAY COUNTS INNOVATIONS

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As transportation departments continue to implement Every Day Counts (EDC) innovations in their projects and programs, these efforts are enhancing safety and saving lives on the Nation's roadways.

EDC innovations are used on six projects honored in the 2017 **National Roadway Safety Awards** program, sponsored by the Federal Highway Administration and Roadway Safety Foundation to recognize safety achievements that help reduce fatalities and serious injuries. The "**Noteworthy Practices Guide**" features case studies on the award-winning solutions.

"At a time of increasing traffic fatalities and aging infrastructure, we need to identify where progress is being made and amplify those lessons learned for the benefit of others," said Roadway Safety Foundation Executive Director Gregory Cohen. "We can reach our goal of zero deaths on the Nation's roadways, but it's an effort that must proceed city by city, county by county, and State by State."

High-Friction Surface Treatments in Delaware

Roadway departure crashes accounted for 38 percent of fatal crashes in Delaware, with half of these occurring on horizontal curves. The Delaware Department of Transportation (DelDOT) implemented **high-friction surface treatments** (HFST)—pavement overlay systems that provide enhanced skid resistance—through the State's Systemic Safety Improvement Program.

DelDOT's before-and-after crash data showed that roadway departure crashes dropped an average of 56 percent at the more than 20 locations treated with HFST by April 2017, and analysis indicated an overall benefit-cost ratio of 24.

Traffic Incident Management in Michigan

After vehicles struck fire trucks responding to crash scenes in Grand Rapids, MI, on three occasions in less than a year, a multi-agency **traffic incident management** team developed strategies for shielding and clearing crash scenes. They include the Nation's first crash attenuator truck used by a fire department, expedited dispatch of tow trucks, and high-visibility markings and signs for first responders.

This combination of initiatives resulted in a 31 percent decrease in tow truck response time, a 45 percent drop in secondary crashes, and zero vehicles hitting on-scene fire trucks in the past 2 years.

Data-Driven Safety Analysis in Missouri

Over the past decade, 8,752 motorists died on Missouri's roads. As part of its Toward Zero Deaths strategy, the Missouri Department of Transportation (MoDOT) used **data-driven safety analysis** (DDSA) to identify 31 locations with safety concerns.

Five **design-build** teams competed to offer MoDOT cost-effective safety treatments for the trouble spots based on "**Highway Safety Manual**" analyses. The winning bid included HFST, a **roundabout**, rumble strips, and other safety measures that are expected to prevent 73 fatal and serious injury crashes over 10 years. The project was completed 9 months ahead of MoDOT's requirement in the initial procurement.

Intersection Improvements in New Jersey

The intersection of two roads in Burlington County, NJ, was pinpointed for improvements after experiencing severe crashes. The use of DDSA helped engineers identify a roundabout (see cover illustration) as the preferred design alternative for the intersection.

Right-angle and left-turn crashes dropped 100 percent after the roundabout was built, and citizen support led to construction of three more roundabouts in Burlington County. The New Jersey Department of Transportation now promotes roundabouts for State roads and is spearheading a pilot roundabout program for intersections under local jurisdiction.

Safety Project Evaluation in Tennessee

To evaluate whether safety investments achieved their real-world potential, the Tennessee Department of Transportation (TDOT) used DDSA to analyze the effectiveness of 261 safety projects in its **Highway Safety Improvement Program** from 2010 to 2015.

The analysis showed a 60 percent reduction in overall crash frequency after recommended countermeasures were implemented and identified locations in need of further study or safety improvements. TDOT plans to continue to use DDSA as additional projects are completed.

Credit: Michigan Department of Transportation

Credit: Michigan Department of Transportation

In Michigan, a dump truck with a crash attenuator shields fire trucks responding to highway incidents.

Instant Roundabout in Virginia

When crashes at a congested northern Virginia intersection rose to nine per year, with nearly half involving injury, the Virginia Department of Transportation (VDOT) sought a faster solution than constructing a traditional roundabout. With community support, VDOT installed an "instant roundabout" in less than a week using off-the-shelf markings, tubular markers, and plastic curb sections.

The solution reduced injury crashes by 89 percent and cost 95 percent less than a traditional roundabout. The positive results led VDOT to consider using instant roundabouts at other locations as an immediate fix to prevent crashes while permanent solutions are implemented.

For information on the National Roadway Safety Awards, contact **Tara McLoughlin** of the FHWA Office of Safety.

Planning for Safer Local Roads

Data-driven safety analysis helps local agencies target transportation investments

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Local entities own about 75 percent of America's road miles. Almost 50 percent of the Nation's roadway fatalities occur on these roads, creating a need for local agencies to invest their limited safety dollars as strategically as possible.

To help local agencies plan for the most effective investments, the Every Day Counts round four (EDC-4) **data-driven safety analysis** (DDSA) deployment team is advancing locally focused initiatives. One approach promotes **local road safety plans** (LRSPs).

LRSPs provide a framework for identifying, analyzing, and prioritizing roadway safety improvements and strategies on local roads. These plans are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local road networks. The plans are so effective in identifying and addressing local safety issues that they're included in the Federal Highway Administration's **proven safety countermeasures**.

"The major value of these plans for local agencies is awareness of where the safety issues are," said Rosemarie Anderson, FHWA transportation specialist and DDSA team member. "The LRSP development takes local agencies through a step-by-step process of identifying emphasis areas and selecting countermeasures based on the data."

Anderson also emphasized that, where possible, agencies should coordinate their LRSPs with their State **Strategic Highway Safety Plan**.

"When projects in an LRSP align with the State Strategic Highway Safety Plan, they are more likely to qualify for **Highway Safety Improvement Program** funding," Anderson said.

County Plans in Washington

Some local agencies may believe they don't have enough quality data to draft a plan, but LRSPs are scalable and can usually be created with on-hand data and other information.

In Washington, for instance, 33 of the State's 39 counties have developed their own LRSPs of varying length and complexity, depending on staff resources.

"They don't have to be overly complicated," said Matthew Enders, technical services manager for the Washington State Department of Transportation. "We have lots of counties with simple and short plans, but they still walk through the basic steps and see the benefits."

In a survey on Washington LRSPs, 100 percent of respondents reported that the effort was useful for identifying safety priorities (38 percent reported "very useful" and 62 percent reported "somewhat useful").

Creating a plan can help focus safety efforts and priorities for an agency, especially a local one. "If you have a written plan, even if it is a few pages, it becomes an organizational document," said Scott Davis, traffic engineer for Thurston County (WA) Public Works. "Then the effort isn't reliant on an individual. And if someone new comes in, they have all the information they need from the get-go."

This also helps agencies justify investment decisions. "It has changed the way we communicate with the public and even our own staff," Davis said. "We're doing a lot of work systemically across our system now, which is a newer approach. When we get questions from our commissioners or citizens about why we choose certain locations, we're able to show them the plan and justify our decisions. We're being proactive."

Local Plan Pilot

The EDC-4 DDSA team is partnering with the **National Association of County Engineers** (NACE) to deploy the use of LRSPs and help local agencies develop plans. The partnership launched a pilot project focusing on 26 counties in California, Colorado, Florida, Nevada, Ohio, and Wisconsin. The pilot provides agencies with a blended learning experience that includes technical assistance, a series of webinars, and a hands-on workshop where participants leave with a draft plan in hand.

"Our goal is to get several counties within each State to develop plans through the pilot," said NACE Executive Director Brian Roberts. "Those agencies can then be spokespersons to convince their peers that there is value in investing time in a plan. If we can demonstrate success stories using a simple approach, people will be more comfortable starting their own."

The idea is to provide local agencies with a flexible, proven tool to help get people home safely. "LRSPs work," Roberts said. "And any time you have a plan, it helps you."

Learn More

See FHWA's library of **DDSA resources**.

Watch an Innovation Spotlight **video** on DDSA.

View **DDSA webinars**.

Contact **Jerry Roche** of the FHWA Office of Safety or **John McFadden** of the FHWA Resource Center for information and technical assistance.

Agencies Advance Policies to Enhance Safety for Walkers

Safe transportation for every pedestrian strategies focus on uncontrolled crossing locations

The goal of the Every Day Counts (EDC) initiative on **safe transportation for every pedestrian** (STEP) is to improve uncontrolled crossing locations to reduce and ultimately eliminate pedestrian fatalities, says Rebecca Crowe, Federal Highway Administration transportation specialist and a leader of the EDC STEP deployment team.

"That means working closely with our stakeholders to develop processes and policies to advance the STEP countermeasures," said Crowe. "This is our chance to take a big STEP forward and improve pedestrian safety."

By the time EDC round four (EDC-4) ends in December 2018, half the States plan to attain post-deployment level. That means these States will be either assessing the performance of and processes for advancing STEP countermeasures and preparing for full deployment or adopting STEP strategies and policies as a standard practice.

STEPs to Safety

STEP includes **five countermeasures** to get pedestrians safely across the road at uncontrolled locations:

- Crosswalk visibility enhancements, such as crosswalk lighting, enhanced signing and marking, and curb extensions, help drivers better detect pedestrians.
- Raised crosswalks are a traffic-calming technique that can reduce vehicle speeds and encourage drivers to yield to pedestrians.
- Pedestrian refuge islands provide a safer place for pedestrians to stop at the midpoint of a road before crossing the remaining distance, which is particularly helpful for pedestrians with limited mobility.
- Pedestrian hybrid beacons (PHBs) provide a stop control treatment for higher speed multilane roads where pedestrian volumes aren't high enough to warrant a traffic signal.
- Road diets, which reconfigure a roadway cross-section to safely accommodate all users, can reduce vehicle speeds, cut the number of lanes pedestrians must cross, and create space for new pedestrian facilities.

"Agencies across the Nation have installed these treatments to provide pedestrian crossing opportunities, improve visibility, reduce vehicle speed, shorten crossing distances, and/or improve driver yielding," Crowe said.

Improving Walking Environments

"State agencies and local governments realize they have a role and responsibility to provide safe walking environments," said Peter Eun, FHWA transportation safety engineer and a leader of the EDC-4 STEP team. "Because more than 80 percent of pedestrian fatalities are people killed crossing the roadway at uncontrolled locations, agencies are excited about STEP, which educates and assists on implementation of policies, procedures, and proven engineering treatments that are the elements of a STEP action plan."

In Alexandria, VA, no crashes involving pedestrians occurred in the first year after installation of a road diet project with crosswalk visibility improvements at seven pedestrian crossings. That compares to an annual average of seven pedestrian crashes during the previous 10 years. Research on numerous road diets found a 19 to 47 percent reduction in overall crashes. The expected crash reduction varies, based on factors such as traffic volume and surrounding land use.

In Alexandria, VA, a road diet project included crosswalk improvements such as a refuge island to provide a place for pedestrians to stop while crossing the street.

Credit: City of Alexandria, VA

PHBs are typically installed to provide pedestrian crossing opportunities across higher speed multilane roads. In Tampa, FL, the Florida Department of Transportation (FDOT) installed PHBs at three locations along a six-lane road. In the first year after implementation, bicycle and pedestrian crashes dropped to seven, compared to the previous 6-year average of 20 a year. In Austin, TX, examination of eight PHB sites on different four-lane roads showed that drivers yielded to pedestrians between 87 and 97 percent of the time.

Other communities and States that have adopted policies and procedures to deploy STEP treatments include the city of Boulder, CO; Lexington (KY) Area Metropolitan Planning Organization; North Carolina Department of Transportation (NCDOT); and Oregon Department of Transportation.

NCDOT adopted "**North Carolina Pedestrian Crossing Guidance**" to promote consistency in crossing treatment recommendations across the agency's 14 divisions. A four-step flowchart walks users through sequenced assessments that result in a recommendation, required action, or no required action.

STEP Resources

"FHWA is here to STEP agencies through the process and provide technical assistance on developing policies or processes, selecting countermeasures or projects, prioritizing, and leading **road safety audits**," said Crowe. "We also offer training and workshops, which can be a 1-day workshop with a field exercise or a 1- or 2-hour overview of STEP and the fabulous five countermeasures."

Credit: Austin, TX, Transportation Department

Pedestrian hybrid beacons enhance safety for walkers crossing multilane roads in Austin, TX.

View an Innovation Spotlight **video** on STEP.

Watch a **webinar** on STEP for local agencies.

See **tech sheets** on the STEP countermeasures.

Read FHWA's "**Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations**."

View a **process graphic** for selecting countermeasures at uncontrolled crossing locations.

Contact **Becky Crowe** of the FHWA Office of Safety or **Peter Eun** of the FHWA Resource Center for information and technical assistance.

The Third Eye, a mirror that attaches to a plow, improves safety and visibility.

Credit: Delaware Department of Transportation

Delaware Fair Displays Employee Ingenuity

Share

Credit: Delaware Department of Transportation

The first Delaware Department of Transportation (DelDOT) Innovation Fair showcased ingenious ways employees are meeting the agency mission to be innovative and efficient while providing superior customer service.

Held in Dover, DE, in October 2017, the fair featured nearly 40 innovations—including **Every Day Counts** (EDC) technologies and practices—in stages of development from prototype to full implementation.

DelDOT Leadership Academy graduates organized the event in partnership with the Delaware **State Transportation Innovation Council** and Federal Highway Administration. The inspiration came from the Missouri Department of Transportation's decade-old **Innovations Challenge Showcase**.

"We brought all of our employees together to share what they've invented," said DelDOT Chief Engineer Rob McCleary. "It's an opportunity for them to share how they've figured out ways to do things better and cheaper. It's an opportunity to brag a little bit."

More than 150 DelDOT and FHWA employees made the rounds at the DelDOT Materials and Operations Resource Center to view colleagues' innovations.

"We found a lot of employees who were doing great work but didn't think that it was anything special. When you walk around today, you see how special a lot of this work is," McCleary said. "Saving time and money is one thing, but we're saving lives with a lot of these inventions, so they're incredibly important."

Innovative Solutions

Many of the innovations address everyday challenges DelDOT staff encounter. When driving a snowplow with a wing, for example, it's difficult to see on the right side of the truck. The location of the wing in the raised position blocks the mirror, but extending the mirror bracket could create a hazard during plowing operations.

The solution featured at the DelDOT fair is the Third Eye, a convex mirror that mounts on the plow to eliminate the blind spot when the wing is raised. This simple idea improves visibility and safety during snow removal operations.

During road maintenance operations, work crews must set up warning signs, such as "MOWER AHEAD." Motorists may overlook the signs or forget about them by the time they get to where the mower is, and crews must retrieve and reset the signs when they move to the next location.

DelDOT staff is developing a hitch mount to hold a warning sign on the back of the crew's pickup truck. This saves time on moving and setting up signs and ensures that signs remain close to work in progress, enhancing safety for workers and motorists. DelDOT is reviewing the device to determine whether it meets Federal "**Manual on Uniform Traffic Control Devices**" requirements.

Another solution is about improving productivity. DelDOT's in-house mechanics spend time going back and forth from work bay to office to perform tasks such as researching issues, checking for parts, completing orders, and filling out time cards—time they could spend diagnosing and repairing vehicles.

A pilot program equipped mechanics with tablets to use on the job, providing them with flexibility and mobility and enabling them to perform their jobs more efficiently. The pilot is expected to save DelDOT money in the long run.

Making Every Day Count

In addition to seeing what their colleagues created, fair participants visited displays to learn about EDC innovations DelDOT is deploying, such as innovative project delivery techniques to develop and construct projects faster and more efficiently.

Credit: Delaware Department of Transportation

DelDOT is developing a truck hitch mount that holds warning signs to enhance worker and motorist safety.

DelDOT used the **design-build** technique to deliver the State's first **diverging diamond interchange** (DDI) at State Routes 1 and 72 within a year. Using the design-build process enabled DelDOT to select a team to assume responsibility for both the design and construction phases of the project and open the interchange to traffic by November 2016. DelDOT chose the DDI concept to improve safety and reduce congestion at the interchange.

Plans are in the works for a 2018 fair. New to the invitation list will be students from high schools, vocational-technical schools, and STEM—science, technology, engineering, and math—programs.

"This is just a fraction of the amount of innovation that goes on in this department each and every day," DelDOT Secretary Jennifer Cohan told 2017 fair participants. "I'm hoping this event grows each and every year because I want everybody to get the credit they deserve."

View a **video** of DelDOT Innovation Fair highlights.

Contact **LiWen Lin** of DelDOT for more information.

Mainstreaming Innov

State Transportation Innovation Council incentives help standardize technologies

Share

When transportation stakeholders need a boost to make today's innovations tomorrow's standard practices, they can turn to the **State Transportation Innovation Council (STIC) Incentive** program.

The STIC Incentive program offers funding of up to $100,000 a year per STIC to offset some of the costs of standardizing innovative practices by a State transportation agency or other public-sector STIC stakeholder. Incentive funds enabled the Florida STIC, for example, to advance pedestrian safety and the Virginia STIC to develop standard drawings for piles with carbon fiber-reinforced polymer (CFRP) strands.

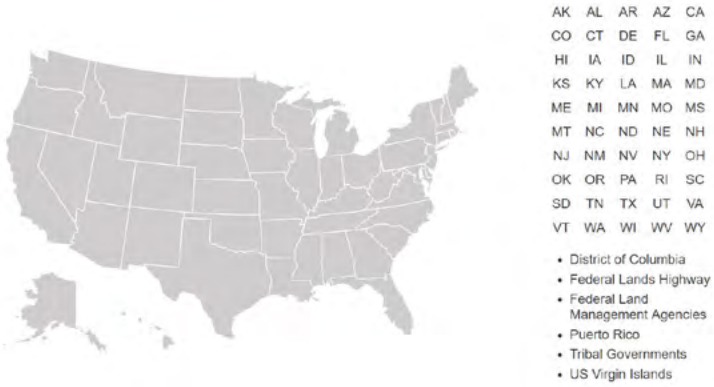
Enhancing Pedestrian Safety in Florida

To support its effort to reduce pedestrian fatalities, the Florida Department of Transportation (FDOT) needed a cost-effective tool to evaluate the safety and accessibility of pedestrian facilities and prioritize improvements.

With the help of STIC Incentive funds, FDOT developed the **Safe and Accessible Pedestrian Facilities Inventory Model** (SAPFIM), a software application State and local agencies and metropolitan planning organizations can use to collect and manage information on facilities such as sidewalks, curb ramps, and crosswalks.

The SAPFIM tool enables agencies to efficiently inventory sidewalk infrastructure and safety features using tablets and simple measuring tools such as tape measures and levels. Users can photograph conditions and map locations to help prioritize features and areas needing improvement to meet **Americans With Disabilities Act** standards. SAPFIM includes data management tools that can incorporate high-priority needs into work programs.

FDOT cooperated with the Broward Metropolitan Planning Organization, Florida International University, and Federal Highway Administration to develop and implement SAPFIM. As part of the STIC project, several agencies tested SAPFIM and provided feedback that the project team used to modify the software and user's guide.



Click on the State Innovation Accomplishments map for details on STIC Incentive projects, as well as Accelerated Innovation Deployment Demonstration projects and STIC network contacts.

Developing Standard Designs in Virginia

Corrosion of prestressing strands in concrete piles was a concern for the Virginia Department of Transportation (VDOT) when steel-reinforced concrete structures were located in marine or brackish environments. These environments can expose the reinforced concrete to chloride-containing salts. As the chlorides in the salts diffuse into the concrete, they corrode the steel strands, which compromises the strength of the pile.

CFRP doesn't corrode when exposed to chlorides, so piles with CFRP strands are not susceptible to corrosion. Because VDOT uses standard designs for conventionally reinforced prestressed concrete piles, the agency wanted to develop standard specifications and drawings for prestressed piles with CFRP strands.

Using STIC Incentive funds, engineers adapted VDOT's designs for carbon steel strands to use CFRP strands, which have a higher guaranteed ultimate tensile strength when compared to conventional steel strands. The new **design and standard drawings** were completed and published in the VDOT "**Manual of the Structure and Bridge Division, Part 3**."

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and practices

New STIC Projects

STICs are lining up STIC Incentive projects for 2018:

- The Arkansas Department of Transportation plans to conduct a corridor study to identify and implement safety countermeasures in the Every Day Counts (EDC) initiative on **safe transportation for every pedestrian**.
- The Iowa Department of Transportation will advance the use of virtual reality technology for transportation projects to improve public outreach and technology transfer.
- The Kansas Department of Transportation will develop an efficient standard procedure to evaluate concrete bridges with unknown reinforcement details to establish approximate load ratings.
- The Ohio Department of Transportation will create a decision matrix for applying **community connections** approaches for designing and building projects that allows for multiple variables and scenario planning.

See more projects on the **STIC Incentive Projects** web page.

Contact **Sara Lowry** of the FHWA Center for Accelerating Innovation for information on the STIC Incentive program. Contact your **State EDC coordinator** for assistance with STIC Incentive applications.

STATES Innovate!

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Alabama Pursues Pavement Preservation Training

As part of its deployment of **pavement preservation (when, where, and how)** strategies, the Alabama Department of Transportation (ALDOT) is training staff members on selecting preventive maintenance projects. The training is tailored to an area or region by using pavement prioritization reports, videos of local roads, and case studies. The training will lead to standardized ALDOT preservation selection methods for both project locations and treatment types. The training is being modified for use by local governments.

Colorado Applies Hydraulic Models to Improve Project Efficiency

The Colorado Department of Transportation (CDOT) is using two-dimensional (2D) **hydraulic analysis** and 3D imaging to improve project quality and enhance project delivery efficiency. In applying these technologies to a design to replace the State Highway 60 Bridge over the South Platte River, CDOT found it could reduce erosion potential on adjacent private land and in the right-of-way while reducing sediment blockage created by the original bridge. The analysis also showed that smaller piers on the new bridge would create less drag on water flow and collect less debris during high-water events, reducing flooding upstream.

Connecticut Plans Safety Improvements for Curves

The Connecticut Department of Transportation (CTDOT) is developing plans to improve four curves on Route 15 in Greenwich. The purpose of the project is to decrease the number of crashes occurring on these stretches of the highway, a scenic, high-volume road known as the Merritt Parkway. The project includes applying **high-friction surface treatments**, pavement overlay systems with exceptional skid resistance. It also includes making superelevation improvements to the road through bituminous concrete wedging. CTDOT plans to start construction this summer.

Idaho County Upgrades Traffic Signal Control Technology

As part of its implementation of **automated traffic signal performance measures** to improve safety and traffic flow, the Ada County Highway District (ACHD) in Idaho will upgrade traffic signal control technology at 82 intersections in 2018 and 2019. The software enables engineers to make changes such as signal timing adjustments in real time from a central location. When ACHD tested the new system at eight intersections on one road, travel time on the 5-mile stretch was reduced from more than 10 minutes to under 8 minutes.

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Louisiana Local Road Safety Program

2018 Application

I. APPLICANT INFORMATION

1. Road Owner: _____
   (If the proposed project includes a roadway corridor which crosses jurisdictional boundaries, please submit individual applications for each road owner and note that there is more than one entity coordinating on the project.)

2. Type of Applicant (If more than one, check all that apply.):

   Parish Government ☐ Municipal Government ☐ Public University/School ☐

3. Mailing Address: _____

   City: _____ State: _____ Zip Code: _____

   Parish: _____

4. Signatory Person: _____ Title: _____
   (must be someone who can enter into a legally binding contract for the road owner)

5. Responsible Charge Person: _____ Title: _____

   Email: _____ Phone #: _____

6. Application Prepared by: _____ Title: _____

   Email: _____ Phone #: _____

7. Other Contact Person: _____ Title: _____

   Email: _____ Phone #: _____

8. Federal ID: _____ DUNS #: _____

II. ENGINEERING CONSULTANT INFORMATION

1. DOTD is offering to provide and pay for all engineering services for design and plan preparation. DOTD will retain the Construction, Engineering and Inspection contracts.

   The local entity has the option to provide engineering services at their expense. The entity must select (check) one of the following options:

   ☐ DOTD will be responsible for providing and funding design engineering services under the LRSP.

   ☐ The entity will be responsible to prepare the construction plans for this application. The plans may be prepared by engineering staff employed by the entity or by an engineering consultant where the entity is responsible for 100% of the costs associated with the engineering and preparation of plans that meet DOTD project standards.

2. If the entity has chosen to provide engineering services, please provide the consultant or department information below:

   Name of Company/Department: _____

   Address: _____

   State: _____ Zip: _____ Contact Person: _____

   Title: _____ Phone Number: _____

   Email: _____ Fax Number: _____

III. PROJECT BACKGROUND (BRIEF PROJECT INFORMATION)

1. Name of Project (40 characters only including spaces): _____

2. Roadway Name(s) (If different from project name): _____

3. Total Project Length: _____ (miles or feet) and/or Number of Sites:_____

4. Parish or Municipality: _____

5. Do you have a Parish Transportation Plan?
   YES _____ or NO _____

IV. PURPOSE AND NEED

1. The Local Technical Assistance Program's (LTAP) network screening has been conducted and priority routes have been developed in each parish. When a project is identified through an LTAP Local Road Safety PROFILE then the Purpose and Need criteria has been satisfied.

   Is the project route(s) identified in the Parish's Local Road Safety PROFILE (available through LTAP/LRSP)? If yes, provide the roadway ranking number from the Profile and skip to Section V.

   ☐ YES Ranking # _____ or ☐ NO

2. State the **Purpose** (Reason for proposing the project; Example: The purpose of this project is to reduce right angle crashes at the project intersection.)

3. State the **Need** (Describe the key problem being addressed and the cause of those problems; Example: This project is needed to improve roadway conditions and signage at curve locations identified as having a high Potential for Safety Improvement (PSI) as evidenced by the frequency of crashes at these locations in the state's crash database.

V. PROJECT DESCRIPTION

Describe the project in the space below. **If the project has multiple routes or sites, copy and attach this sheet for each**. Attach Route Analysis Spreadsheet (available through LTAP/LRSP) based upon crash data or other data to support countermeasure selection for proposed project. Include photographs of the existing site and/or facility. Attach project location map(s); project boundaries and site plan. Submit entire application electronically as one ".pdf" file. Please note this application will be reproduced, so please provide maps in a "reproducible friendly" format on 8-1/2" X 11" paper. Additionally, please submit individual copies of files used for photographs in ".jpeg" format; for spreadsheets in excel format and GPS coordinates from the project location maps in excel format.

1. Describe all work necessary for the project.

2. Project alignment with the Louisiana Strategic Highway Safety Plan (SHSP) is required for project to be considered by the LRSP. Please indicate alignment by selecting the type of crashes that the project is intended to address. Please check all that apply:

   ☐ Intersection ☐ Road Departure ☐ Non-Motorized Road Users (Pedestrian, Bicycle, etc.)

3. What is the type of land use adjacent to the project? (Residential, Commercial, Agricultural, School, Government, etc.) Please describe and attach map showing land use.

4. Are there any drainage issues or features associated with the project site location? If yes, please explain.

   ☐ YES ☐ NO

5. Does all right-of-way necessary for the project fall within LPA's (public) ownership? If yes, was right-of-way obtained using federal guidelines?

   ☐ YES ☐ NO

6. Does any part of the project encroach on or cross railroad right-of-way?

   ☐ YES ☐ NO

7. Please identify all endorsing agencies and attach letters of endorsement.

   ☐ Metropolitan Planning Organization ☐ Regional Planning Commission
   ☐ Regional Safety Coalitions ☐DOTD District
   ☐ Parish Government ☐ Municipal Government
   ☐ Other:_____

8. Include a brief description of the Maintenance and Operating Plan the LPA will use for this project after it is completed.

VI. PROJECT CONSTRUCTION CCOST

As completely and accurately as possible itemize all project elements and costs for which funding is being sought. All construction contracts will be advertised and bid by DOTD, take this into consideration when preparing project costs. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, irrigation systems for landscaping, and construction layout (if layout is applicable and to be performed by contractor). Be sure to have as complete and accurate a cost estimate as possible for all phases of the work. Identify ineligible items and funding sources. The project cost generated with spread sheet software may be attached.

Construction Costs					
DOTD ITEM NUMBERS	DESCRIPTION	UNIT OF MEASURE	QUANTITY (A)	UNIT PRICE (B)	COST (A*B)
Subtotal					
Mobilization (5-10% of Amount Subtotal)		1			
Traffic Control (2-10% of Amount Subtotal)		1			
Construction Layout (0-5% of Amount Subtotal)		1			
Contingencies (0-10% of Amount Subtotal)		1			
CONSTRUCTION COSTS TOTAL					
Engineering Design and Construction Engineering Inspection Costs (20% of Construction Costs Total for projects > $100,000 and 40% for projects < $100,000)					
Other Costs (to be determined during project scoping)					
Right-of-way		1			
Utility Relocation		1			
Miscellaneous		1			
OTHER COSTS TOTAL					
Total					
TOTAL PROJECT COSTS					

Large projects will require a Stage 0 during the project development process.

VII. CERTIFICATION

The undersigned has legal authority to enter into contract to implement this project.

The undersigned certifies that all information provided is complete and accurate to their best knowledge.

The undersigned certifies that the Parish shall keep informed of and comply with all Federal, State and local laws, ordinances and regulations, and all orders and decrees of bodies or tribunals having any jurisdiction or authority which affect the maintenance and or operation of the completed accepted work.

The undersigned acknowledges that if the project is accepted, the funding and scope of work requested in this application SHALL NOT be changed from that originally requested without written approval.

Signature: _____ Date: _____

Title: _____ Phone Number: _____

Printed Name: _____