TO: Kirk Hoff

Design Engineer

FR: Darell Arne

Traffic Safety Engineer – Design

DT: MONTH XX, XXXX

RE: Project XX-X-XXX(XXX)XXX – Safety Review

PROJECT LOCATION FROM RIMS

PCN 00000

**23 USC § 407 Documents**

**NDDOT Reserves All Objections**

This project has been reviewed as a Minor Rehabilitation project (as per the Design Guidelines). The existing obstruction clearance was used (as per the Design Guidelines). If another strategy is chosen, then the design standards for that strategy shall be used instead of this safety review. This FUNCTIONAL CLASSIFICATION highway is classified as a PERFORMANCE CLASSIFICATION. The traffic volume is:

RP 000.000 to RP 000.000 RP 000.000 to RP 000.000

Current (2010) 500 ADT Current (2010) 1,000 ADT

Forecast (2030) 500 ADT Forecast (2030) 1,000 ADT

This project involves sliver widening of the roadbed. Both sides of the roadbed will be widened.

All of the driveway inslopes will be disturbed during the construction. All the driveway inslopes that are steeper than 6:1 will be flattened to 8:1 and any pipes will be extended. The driveway inslopes will be flattened out to 60 feet from centerline. This work will take place during the design process.

*...NOTE ON GUARDRAIL HEIGHT (remove this section upon submittal)…*

* *For the guardrail to be compliant with NCHRP Report 350 then 31” is the maximum height and 26.5” is the minimum height. If one measurement per quadrant is below 26.5”, but above 25” then the guardrail is considered in compliance. If more than one measurement is below 26.5” then that quadrant is not in compliance.*
* *If the guardrail is compliant with MASH then 34” is the maximum height and 28” is the minimum height.*
* *If the guardrail is not in compliance then engineering judgement shall be used to determine if the guardrail should be replaced, reset, or adjusted.*

There is no guardrail located on this project.

…OR…

The “NAME” Bridge at RP 000.000 has a XX’ clear roadway, conc/curb (code E) bridge rail and is protected with w-beam guardrail and end terminals. The bridge rail, guardrail, and end terminals conform with NCHRP Report 350 crash test criteria. The length of need and taper rate are functionally adequate based on the existing ADT and posted speed less 10 mph. The height is adequate. If the overlay at the guardrail reduces the existing height to less than 26 ½ inches, then recommend the guardrail be brought up to current standards.

…AND/OR…

The “NAME” Bridge at RP 000.000 has a XX’ clear roadway, conc/curb (code E) bridge rail and is protected with w-beam guardrail and end terminals. The bridge rail, guardrail, and end terminals do not conform with NCHRP Report 350 crash test criteria. The length of need and taper rate are substandard based on the existing ADT and posted speed less 10 mph. The height is substandard. Recommend removing the existing guardrail and resetting it with enough new guardrail to meet the required length of need. Recommend removing the existing end treatments and installing new end terminals. The estimated cost for this work is **$00,000**.

There are no light standards located within the existing obstruction clearance.

…OR…

The light standards on this project have break-away bases.

There are no railroad crossings located on this project.

…OR…

The railroad crossing at RP 000.000 has crossbuck signs, yield or stop signs, advanced railroad crossing signs, and pavement marking for both directions of traffic, in accordance with Standard Drawing D-754-81 and D-762-1.  The crossbuck signs are located on 6” x 6” wood posts.  Holes have been drilled in the base of the posts to make them breakaway.

…OR…

The railroad crossing at RP 000.000 has signals, gates, crossbuck signs, advance railroad crossing signs, and pavement marking for both directions of traffic, in accordance with Standard Drawing D-762-1.  The signal units have the required minimum horizontal clearance, as per the MUTCD.  The signal control building was surveyed and is outside the existing obstruction clearance.  The crossbuck signs are located on the signal units.

…AND/OR…

The railroad crossing at RP 000.000 has signals, gates, crossbuck signs, advance railroad crossing signs, and pavement marking for both directions of traffic, in accordance with Standard Drawing D-762-1.  The signal units do not have the required minimum horizontal clearance, as per the MUTCD.  The signal units should be moved to provide the required minimum horizontal clearance. The signal control building was surveyed and is inside the existing obstruction clearance. The railroad should be contacted to move the signal control building outside the clear zone. The crossbuck signs are located on the signal units.

Since all of the signs will be disturbed during construction there is no need to review them. Recommend that the signs be removed and replaced with new signs on new supports or reset on new supports.

There are no other items identified in the 90-1 survey (such as trees, fences, large rocks, etc).

There is no safety work recommended for this project.

…OR…

The estimated cost for the above recommended safety work is **$000,000**.

Reviewed by:

Darell L. Arne, P.E. – Traffic Safety Engineer Date

Reviewed by:

Kirk J. Hoff, P.E. – Design Engineer Date

