

FY 2020 TTP Safety Fund Grant Recipients

Kaw Nation – Peckham Road Roadway Departures Countermeasures

Congratulations to the Kaw Nation on being awarded a TTP Safety Fund grant to reduce rural roadway departures.

In the spring of 2020, the Kaw Nation contracted Cross Timbers Consulting (CTC) to complete its safety plan update. This update examined the most recent crash data with a focus on roadway departures (RwD). RwDs are a major problem on rural, locally-owned roads, and the FHWA had made it a priority to reduce rural RwDs.

Reducing Rural Roadway Departures is one of the Every Day Counts (EDC) 5 initiatives. RwD crashes on rural roads are random and the locations where they occur often changes from year to year, creating a challenge to determine where to install proven countermeasures. Although the locations change, there is consistency in the risk factors which lead to the crash (e.g. narrow shoulders, roadway alignment, light conditions, driver behavior). Analysis tools can help identify locations that are at highest risk of future roadway departure crashes. The FHWA's efforts to reduce RwDs are guided by the Strategic Approach and Plan which targets keeping vehicles on the roadway, providing for safe recovery, and reducing crash severity.

Roadway departures (RwDs) are an identifiable roadway safety concern for the Kaw Nation: 68.1% of all crashes over the last five years involved some kind of RwD and were factors in 11 of the 13 fatalities. One of the high-risk roadways within the Kaw Nation is Peckham Road. This 13.5-mile stretch of roadway connect the towns of Braman and Newkirk and is plagued by RwD crashes that resulted in 2 fatalities.

When the NOFO was announced, CTC recommended that the Kaw Nation pursue a safety improvement project to allow for the installation and application of safety countermeasures along Peckham Road. The goal would be to prevent the RwD crashes by applying countermeasures such as roadside clearing, object markers, lane edge delineators, and clear zones. Trees along the roadway would be cut back along other sight distance impediments. Object markers would be placed on trees that are within 7-10 feet of the roadway and cannot be removed. Reinforced concrete boxes (RCBs) along the roadway would be updated where appropriate. Delineators would be installed at intervals along the roadway, at the intersections, and at the culverts and the five bridges. Guardrails would be installed or upgraded where appropriate.

The awarded TTPSF grant funds will be used for roadway design, to purchase equipment and supplies, and to cover labor costs to install safety countermeasures and create clear zones that will reduce roadway departures. Pamela Journey wrote the application, created the maps, and researched the possible RwD countermeasures. Tom Edwards drove the roadway, took photos, and evaluated where safety countermeasures would best be applied. Throughout the process of developing the transportation safety plan update and completing the grant application, CTC has worked closely with Skyler Mathews, Kaw Nation Transportation Director. Skyler is an invaluable asset to the transportation department, working closely with the county, cities, and tribal officials while also serving with the Oklahoma National Guard. CTC appreciates his service to the State and Country, and his efforts to Kay County and the Kaw Nation.

Congratulations again to the Kaw Nation!

These sites, as identified by Cross Timbers, will extend the bridge and RCBs (Reinforced Concrete Box) to get the headwalls out of the clear zone.



Object markers and delineators will also be placed at 32 sites along the roadway. These photos are examples of where safety countermeasures would be applied.

