

Highway Safety Improvement Program Local Project Selection Guidance

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ABSTARCT:

The vast majority of crashes involve driver error due to confusion or inattention to traffic and road conditions. However, conditions in the roadway environment often contribute to recurrent crashes that in other situations may not have a negative effect on safety and the causes are sometimes not easy to isolate. Without analysis of the specific situation, the correct set of countermeasures may not be readily apparent. The best practice is to begin all safety evaluations without a preconceived selection of the countermeasure. For high crash locations, a review of the pattern of crashes is most often vital to determining the appropriate set of countermeasures. If review of appropriate data indicates a repeating pattern of crashes at disparate locations or a type of location is encountering high risk of future severe crashes, it may be appropriate to deploy a low cost crash countermeasure systematically over a wide area or corridor. It is required that selection of countermeasures for an HSIP funded high crash location project employ a review procedure modeled on the RSA process to evaluate conditions and crash history by an interdisciplinary team involving interests including engineering and emergency responders along with

parties representing road and/or adjacent land users.

Introduction

The mission of the highway security program at the Oregon department of Transportation

(ODOT) is to hold out highway defense growth projects to obtain a massive discount in site visitors fatalities and serious accidents. The intent of this guidebook is to report program philosophy and the project decision procedure for all highway protection funding. For functions of programming freeway safety funds within the Statewide Transportation improvement application (STIP), all highway protection infrastructure development projects shall follow these instructions. The majority of the funding for the ODOT freeway protection software comes from the highway defense growth application (HSIP), which is a core federal-aid program underneath the Fixing the usa's surface Transportation (rapid)

Act that went into outcomes in December, 2015. The major purpose of the HSIP is to gain a big reduction in visitors fatalities and critical injuries on all public roads, together with non-state owned roads and tribal roads. The HSIP also requires a data-pushed and strategic process to making improvements to highway security on all public roads that focuses on efficiency. The rapid Act, which changed the relocating ahead for progress within the twenty first Century Act (MAP- 21), mostly maintained the software constitution of the HSIP with slight increases in funding and a

alternate that disallows HSIP funds to be transferred to and used for educational and enforcement form events. The HSIP cash are specially intended for infrastructure improvement initiatives. Non-infrastructure freeway safeguard enhancements similar to schooling and enforcement applications are administered through the ODOT Transportation defense Division (TSD), and are on the whole funded with separate funding from the country wide highway visitors safety Administration (NHTSA), the Federal freeway Administration (FHWA), or state money. Following the HSIP requirements, ODOT has developed a brand new defense application, referred to as the All Roads

Transportation safeguard (ARTS) application, which addresses security on all public roads together with non-state roadways. ODOT labored with the representatives from the League of Oregon Cities (LOC) and the association of Oregon Counties (AOC) to document standards for a jurisdictionally blind safeguard application for Oregon to handle protection on all public roads of the state, which finally resulted in the development of the humanities application. The arts software is intended to deal with protection wants on all public roads in Oregon. About half of of the deadly and serious harm crashes within the state arise on non-state roadways. With the aid of working collaboratively with local road jurisdictions (cities, counties, MPOs, and tribes) ODOT can assume to develop attention of protection on all roads, promote first-class practices for infrastructure.

This paper studies the response of in India to an ambitious program of highway improvements in order to measure the economic effects of infrastructure investments, an issue that has received widespread attention both in the context of developing countries such as India and more generally. It is motivated by, and contributes to, two strands in the

literature. The Örst is the literature on the role of the private sector in economic development, and particularly effects of government policies in enabling, constraining or retarding how the private sector performs (for example, Djankov et al. 2008, Knittel 2002). Within this literature, the Indian case has been the subject of a growing literature.

Several issues complicate the estimation of the economic effects of infrastructure. First, while a variety of studies have found positive correlations between the level of infrastructure in an area and economic outcomes of interest, such as growth, endogeneous placement of new infrastructure makes it difficult to clearly quantify the causal effects on economic outcomes of interest.

. In the case of highway construction, both Chandra and Thompson (2000) and Michaels (2007) use a feature of the US Interstate Highway construction program that allows them to treat it as a natural experiment for counties through which the new interstate highways (did not) pass. The idea derives from the nature of the highway-building exercise: when a highway is built to connect cities A and B, it must pass through areas that lie in between the two, thus contributing to

improved infrastructure in places that happen to lie in between the (possibly endogenously chosen) points that the highway is built to connect. These latter two effects can, I argue, be interpreted as showing that Örms that gain access to higher-quality highways are able to produce more efficiently (as captured by their inventory management becoming leaner) than in the absence of the improved highways, and to exploit opportunities that may earlier have been unfeasible, which we argue are unambiguously economically beneficial to these Örms. I Önd that the results are robust to the exclusion of Örms in the 4 nodal metropolitan cities (Delhi, Mumbai, Kolkata and Chennai), whose status as öon-Golden Quadrilateral cities was a matter of design rather than fortuitousness. Viewed together, these results support the idea that the highway construction project eased the extent to, and channels through, which transportation infrastructure constrains Örms.

The Need for Integrated Transport System

Recent liberalization of the Indian economy has brought home the urgency of developing an efficient transport system for increasing productivity and enabling the country to compete effectively in the

world market. Adequacy and reliability of transport infrastructure and services are important factors which contribute towards the ability of the country to compete in the field of international trade and attract foreign direct investment. The Government has a major role to play in this sphere. Even in a market economy, the framework that national Government provide for the transport sector largely determines the level of cost and transport operations. It is, therefore, necessary to create a policy environment that encourages competitive pricing and coordination between alternative modes in order to provide an integrated transport system that assures the mobility of goods and people at maximum efficiency and minimum cost. According to Tenth Five Year Plan .

Importance of Road Transport for Indian Economy

Road transport is quicker, more convenient and more flexible. It is particularly good for short distance travel for movement of goods. Motor vehicles can easily collect passengers and goods from anywhere and take them to wherever they want to be dropped. Door-to-door collection and delivery are possible in the case of road transport. But in the case of railways, the

lines are fixed and the railways do not have the flexibility of the roadways. Passengers and goods will have to be taken to the railway stations.

Roads are a necessary complement to railways. India is a country of villages and it is only roads which can connect villages and railways can connect towns. The railway stations will have to be properly served by a network of feeder roads. Only through these roads the railways can receive their passengers and goods. If railways are essential for the movement of goods and people for long distances, road transport is essential for such movement for short distances. Roads and railways are, therefore, not competitive but complementary.

National Highways Development Programme (NHDP):-

The largest highway project ever undertaken in the country is implemented by the National Highway Authority of India (NHAI) which was constituted under the National Highway Authority of India Act, 1988 and was made operational in February 1995. Initially it was entrusted with the task of implementing five externally aided National Highways' improvement projects. Subsequently it was asked to implement several other projects

including some BOT projects on National Highways. The NHAI has been mandated to implement National Highways Development Programme (NHDP) which constitutes 4/6 laning of Golden Quadrilateral connecting Delhi – Mumbai – Chennai – Calcutta – Delhi and North-South and East-West Corridors connecting Kashmir in the North to Kanyakumari in the South and Silchar in the East to Saurashtra in the West. The Golden Quadrilateral is over 5800 kms. Under the Port Connectivity Project – roads connecting 12 major parts (380 kms) and other projects (962 kms) will be improved

- a) Declaring the road sector as an Industry.
- b) Providing capital subsidy up to 40% of the project cost to make projects commercially attractive.
- c) 100% tax exemption in any consecutive 10 years out of the first 20 years of the project.

d) Government will pay all expenses relating to land and other preconstruction activities.

e) Foreign Direct Investment up to 100% in the road sector.

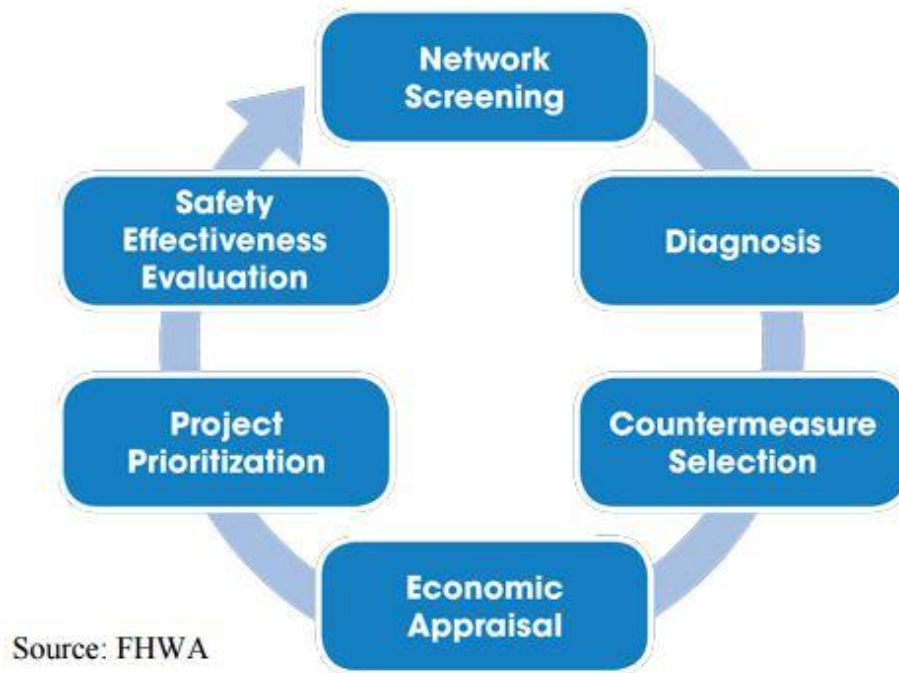
f) Easier rules for external commercial borrowings.

g) Higher Concession period (up to 30 years).

h) Right to collect and retain toll.

Roadway Safety Management Process:

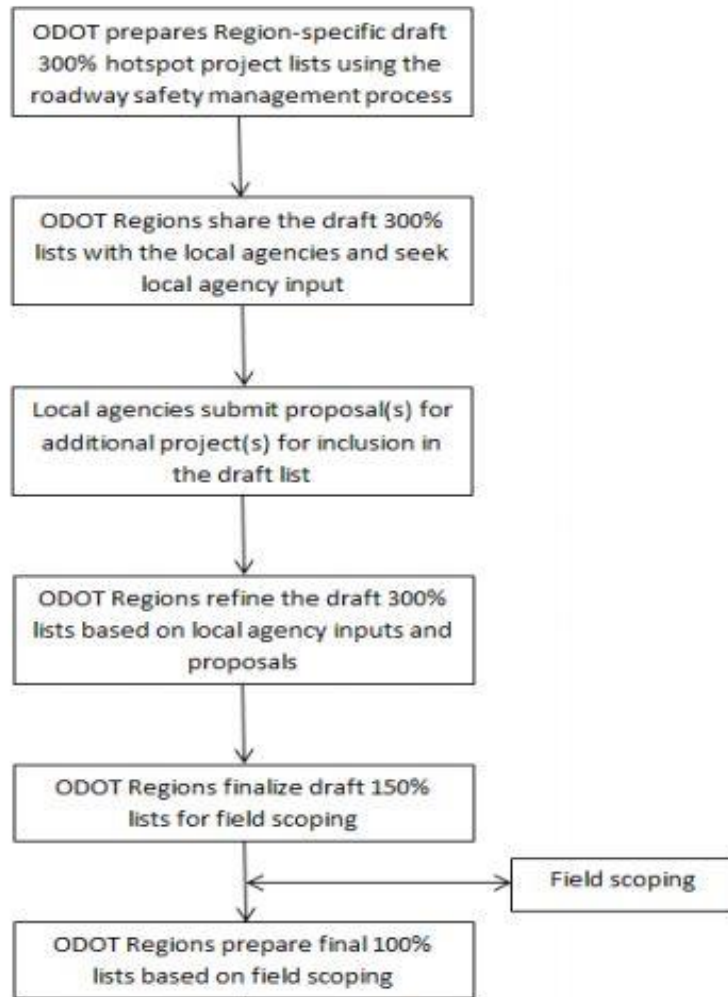
ODOT has a long history of using roadway safety management process for selecting highway safety projects. As shown in Figure 3-1, a typical roadway safety management process has six steps. These steps as related to the ODOT Safety Program are described below.



Project Selection Process:

For the first round of the ARTS Program, ODOT used two different processes for selecting safety projects. The hotspot portion of the program was administered using the

roadway safety management process described in Section 3. The systemic portion was an application-based process. These processes are described below. ODOT may or may not use the same processes for selecting safety projects for the future rounds of the program



CONCLUSION:-

Firms in cities that lay along one of the four national highways connecting the four largest cities in India that the Indian government upgraded as part of its Golden Quadrilateral report holding about a week's worth of production less of input inventories in 2005, when much of the project had been implemented than in 2002, when work had just begun, while Örms which lay in cities off the Golden

Quadrilateral highways report no such change. These Örms also became much less likely to report that transportation was a major or severe obstacle to production in 2005 relative to their responses to the same question in 2002. Firms on the upgraded highways also show a greater propensity to change suppliers between the two years, suggesting that they found more suitable suppliers at a greater rate than Örms in cities unaffected by the highway project.

Seen together, these pieces of evidence substantiate the idea that improved highways facilitated productive choices which Örms may have wanted to make even earlier, but 15 were constrained from being able to make by the quality of highways available to them.

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