

# State Planning & Research Program

## Oregon Department of Transportation Progress Report

<b>PROJECT TITLE:</b> Animal-Vehicle Crash Mitigation Using Advanced Technologies		
<b>PROJECT MANAGER:</b> Kevin Haas Oregon Department of Transportation (ODOT) Research Unit 200 Hawthorne SE, Suite B-240 Salem, OR 97301-5192 Phone: (503) 986-2700	<b>SPR PROJECT NO.</b> SPR-0003(076)	<b>PROJECT IS:</b>  <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Research & Development
<b>ANNUAL BUDGET</b> Budget for FY2003  Cost to Date for FY2003 Through September 30, 2003	<b>MULTI-YEAR PROJECT</b> Total Budget for Project \$915,000.00 Total Cost to Date for Project \$726,168.24	
<b>DESCRIPTION OF WORK PERFORMED TO DATE:</b>		
Task 1: Identify potential advanced technology systems Task complete		100%
Task 2: Locate potential study sites Task complete		100%
Task 3: Document existing site conditions No progress on this task		60%
Task 4: Implement and test systems Yellowstone		65%
<ol style="list-style-type: none"> <li>1. WTI-MSU continued to work on a manuscript that gives an overview of all known animal detection systems in the world. The final version of the manuscript was sent to all TAC members on 30 Sep. The ICOET proceedings will be published as a book, but the manuscripts will also be downloadable from the web within a couple of months.</li> <li>2. STS provided WTI-MSU and MDT with information on antennas that need to be replaced. Since antennas affect the external dimensions of the system, Yellowstone NP was asked for permission to replace the antennas (see attachment 1). Permission was obtained.</li> <li>3. The work schedule was summarized by WTI-MSU.</li> <li>4. STS asked WTI-MSU to ask MDT to help replace the antennas (see attachment 3). MDT kindly assisted. MDT also replaced all elk signs with a text sign that says "wildlife crossing". WTI-MSU heard that elk signs seem to be stolen regularly, and we have indeed experienced problems with 1 missing sign and 1 loosened sign at the Yellowstone site. The new signs can be folded in half (no message visible) if needed.</li> <li>5. STS came out to work on the system. STS started working on Tue 23 Sep and left the site on Monday 29 Sep. The system seemed to be functioning well when STS left the site. MDT plans to move ahead with the management plan and the hook-up to the land-based phone line after the system has shown to work well for a couple of weeks. WTI-MSU hopes that Yellowstone NP will re-issue WTI-MSU's research permit once the management plan is agreed upon by all parties, incl. Yellowstone NP.</li> </ol>		
Pennsylvania		
<ol style="list-style-type: none"> <li>1. A review/pre-installation meeting was held on 23 Sep in Mifflintown PA. The meeting was attended by representatives from WTI-MSU (Pat Wright and Marcel Huijser), PENNDOT and E&amp;K. Marcel shared experiences with installation, operation and maintenance based on the Yellowstone site as well as the review of similar systems throughout the world.</li> <li>2. We hope that the MOU will be signed by PENNDOT soon.</li> <li>3. We hope that the system can be installed end October 2003.</li> </ol>		
Task 5: Collect post-implementation site data		12%

No progress on this task during the reporting period.

Task 6: Evaluate system effectiveness, acceptance and performance 2%  
No progress on this task during the reporting period.

Task 7: Produce final report 0%  
No progress on this task during the reporting period.

**Additional Work / Issues**

The actual co-ordination between all the organizations and people involved for the Yellowstone site as well as the Pennsylvania site continues to be much more labor intensive than anticipated.

**DESCRIPTION OF WORK EXPECTED TO BE PERFORMED DURING NEXT QUARTER:**

- Continue to monitor repairs to Yellowstone site
- Develop MOU and installation of Pennsylvania system

**STATUS AND COMPLETION DATE**

Percentage of work completed to date for total project  
Project is:

\_\_\_\_\_ on schedule   X   behind schedule, explain:

Significant delays have resulted from setbacks in designing and installing the first Animal-Vehicle system in Yellowstone National Park in Montana. The timeline for the entire project was pushed back 24 months. An amendment to the Intergovernmental Agreement (IGA) between ODOT, acting on the behalf of the pooled fund states as lead agency, and WTI was executed on May 30, 2003 extending the completion date for the project to December 31, 2004 and increasing the authorized budget to \$915,000. The increased budget recognizes additional contributions to the project from 3 additional states (Alaska, Kansas, Pennsylvania).

Expected Completion Date: December 31, 2004