CMV Enforcement at Curves

Curves typically have a crash rate up to

5x

higher than straight road sections [1]

Crashes at curves where a truck is a critical factor most often occur due to:

- the truck leaving its lane,
- loss of control of the truck
- or another vehicle encroaching into the truck's lane.[2]

SPEEDING PLAYS A ROLE IN MOST OF THESE CRASHES

Crashes are more likely to occur:

- on sharper curves
- on roads with low traffic volume
- in lanes that are narrow or lack rumble strips
- on roads with no shoulders
- when roadsides have obstacles or sharp drop-offs within 30 ft
- at curves with posted speed limits of 60 mph or less
- on roads that have an intersection or driveway near a curve

Rural two-lane highways are particularly risky

Strategic enforcement efforts are key in mitigating crashes at curves. Diligence in watching for drivers that are traveling at an unsafe speed, are distracted, or are leaving their lane, particularly on rural two-lane highways, can help end the streak of daily fatalities on Texas roads.

A Texas map that classifies the risk of curves on rural two-lane highways based on their roadway features has been created to help you prioritize your efforts. The map allows users to sort curves by risk level, Texas Department of Public Safety district, county, and highway. When a classified segment is selected, you can view information about the roadway factors that contributed to the classification, including the daily traffic volume (ADT) and daily truck traffic volume. This along with shoulder width information can help determine where enforcement efforts may be feasible.

Explore the map at bit.ly/TxCMVmap or scan the QR code

TTI Center for Transportation Safety

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

References: 1. Leonard, J., Bilse, D., & Recker, W. (1994). Superelevation rates at rural highway intersections. Report no. RTA-53P434. Irvine CA: University of California Institute of Transportation Studies. 2. Federal Motor Carrier Safety Administration. Report to Congress on the Large Truck Crash Causation Study. Washington, D.C., November 2005.