

**Louisiana Local Road Safety Program
2008/2009 Safety Improvement Project Guidelines
And
Use of Project Concept Development Form**

Explanation of Optional form: Over 80 applications for road safety improvement projects were received in 2007. The total amount of funds requested far exceeded the amount of available funds to the LRSP. In an effort to facilitate submittal of projects for the 2008/2009 cycle with the highest potential for crash and injury reduction and reduce the application burden for small communities, the LRSP Project Team has developed a **project concept review form. These Project Concept Review forms may be submitted for evaluation prior to completion of a full application. These forms are due by August 1 for processing by August 15, 2008.** However, these forms may be submitted at any time prior to August 1 for review. It is strongly recommended that each applicant contact Spencer Boatner of the LRSP at 225-767-9717 for additional guidance prior to beginning any submittal.

This preliminary evaluation is a result of feedback from local representatives regarding the difficulty that some applicants have in completing the more detailed application. The Project Concept Review is designed to allow identification of ineligible or low priority projects and to save the local agencies from spending more time or money on the detailed application for these projects. The Project Concept Review form requires information of a more general nature that should be readily available.

Local intersections may also be nominated for inclusion of a statewide improvement program using a simple intersection nomination form that is also attached.

Key considerations of the 2008/2009 LRSP Project Concept Review and Application Process:

1. **Completion of the Project Concept Review form (attached) is recommended:** The goal is to assist communities in early identification of projects that are eligible for funding and are considered to be competitive in the selection process. Agencies are encouraged to identify low cost safety projects with the highest potential to reduce crashes, injuries and fatalities. The form requires minimal information for the preliminary information for review by the LRSP Project Team. Applicants with project concepts determined to be eligible and competitive will be contacted to develop a more detailed application.
2. **Project Evaluation Criteria** The project evaluation and selection process has become very competitive and the LA Strategic Highway Safety Plan requires a more rigorous selection criteria. The LRSP has limited funds and projects are evaluated on a number of criteria including:
 - **Potential to reduce crashes resulting in serious injuries and fatalities**

- **Number and severity of crashes as documented by crash data**
 - **Crash reduction potential of proposed countermeasure(s)**
 - **Average daily traffic (ADT)**
 - **Cost of project – low cost projects are encouraged and have greater potential for funding**
 - **Addresses principal road safety issue in parish or municipality**
 - **Consistent with LA’s Strategic Highway Safety Plan**
3. **Intersection Safety Focus:** A portion of the total LRSP project funds will be set aside for intersection improvements. Based on an analysis of statewide data, a number of intersections will be selected for low cost improvement projects by the LRSP Technical Team. Intersections selected directly by the LRSP project team will not affect a local agency’s ability to apply for funds as part of the LRSP
 4. **Nominate Intersections in Your Community for Low Cost Safety Improvement:** Local communities may also nominate intersections in their community for inclusion in the statewide intersection improvement process using the Intersection Safety Improvement Nomination form (form attached). Intersections that are selected to receive the standard package of low cost improvements as part of the statewide LRSP effort will not count as local projects and local communities may still apply for LRSP funds.
 5. **State Road Intersection Assistance:** Only local/local road intersections are eligible for funding by the LRSP. State/state road intersections or state/local road intersections that are recommended by local communities, will be sent to LADOTD for consideration.

LA Local Technical Assistance Program
 LA Transportation Research Center
 4099 Gourrier Ave Baton Rouge, La. 70808
 (225) 767-9117
 Fax (225) 767-9156
<http://www.ltrc.lsu.edu/ltap/>

**Local Road Safety Program
Project Concept Development
& Review Form**

1. What is your project? Is it located on locally owned roads? Briefly Describe the project and the road(s) it includes:

2. How will it reduce crashes? Project must specifically address crash reduction and safety improvement.

3. How many crashes have occurred at the location? What types of crashes occurred? How severe were these crashes? **Projects targeting high crash locations or the result of a traffic study or Road Safety Assessment rank higher.**
(If you need crash data or assistance in analyzing your data please call Spencer Boatner at 225 767-9717).

4. Is the roadway (or road system) heavily traveled? Do you have traffic count data? Please provide your estimate of ADT or peak hour traffic? (Higher traffic locations rank higher).
 - If you don't have traffic count data please estimate:
Average Daily Traffic (ADT) is > 400
Average Daily Traffic (ADT) is < 400

5. What is the approximate cost estimate for your project? Include engineering costs, materials and installation (estimate only).

6. Are there other important factors that would make this a high priority road safety improvement project?

Local Road Safety Program Project Concept Development

In order to assist you with the preparation of your project concept form, listed below are some of the characteristics of projects that were selected for 2007/2008 funding:

1. Use of crash data: Applicants included a summary of crash data to illustrate the severity of the crash and injury situation and to support selection of specific countermeasures.
2. Traffic volumes: Applicants included defensible estimates of traffic counts to establish the higher potential for crash reduction.
3. Proven crash reduction potential: Applicants selected countermeasures that have crash reduction factors that can be used to calculate crash reduction potential.
4. Low Cost Safety Improvement: Applicants selected relatively low cost safety countermeasures. Some relatively small projects were approved for small communities to increase the visibility of the program and encourage more local level participation.
5. Project scope limitation: Applicants used crash data to target specific road locations or road sections to apply countermeasures. For example, parish or city-wide signing projects are generally too large to be funded and it is difficult to show related crash reduction. However, use of crash data to select specific high crash locations such as curves, roadway departure areas or intersections resulted in project approval.
6. Supports LA Strategic Highway Safety Plan (SHSP): The project targeted one of the focus areas in the SHSP. Check out the plan at **http://www.atssa.com/galleries/default-file/DR6_StateofLouisiana_single-sidedversion.pdf**
7. Priority Parish: The project is located in one of the top crash parishes in the state. Go to **lhsc.lsu.edu/Reports/TrafficReports/dynamic_2007/I/I2.asp** to see parish rankings for 2007.