

**ANNOUNCEMENT**  
**Counties Eligible to Apply for**  
**Comprehensive Highway Safety Plan (CHSP)**  
**Central Safety Fund**

The Comprehensive Highway Safety Plan - Central Safety Fund was established by the Minnesota Department of Transportation, Office of Traffic, Security and Operations and the Minnesota Department of Public Safety (DPS), Office of Traffic Safety in 2005 to provide funding for safety projects that focus on County and District-wide deployment of low cost, systematic improvements at the state, county, and local level.

This new program was established in recognition that historically over 70% of fatal crashes occur on rural roads and approximately 50% of fatal crashes occur on local (county, township, and city) roadways. It is anticipated that this program will continue into subsequent years. This year there is \$4 million available to be used as reimbursable grants to assist counties in conducting road safety audits and for paying the costs of constructing safety projects or funding activities to reduce the number of fatal and severe crashes on local roads. **Local labor, materials and equipment are not reimbursable with CHSP funds but may be included as part of the project cost.** The Mn/DOT Office of Traffic, Security and Operations is partnering with State Aid for Local Transportation to solicit Counties to send in applications for projects and activities eligible for funding under this program.

Three important criteria for selecting projects are:

1. The project must be completed and reimbursement applied for by August 01, 2008.
2. The project must qualify as a safety project under the Comprehensive Highway Safety Plan (CHSP) and,
3. Counties must agree to hold a meeting involving safety partners and other community leaders such as law enforcement, emergency responders, Mn/DOT District representatives, school representatives, and township officials by August 01, 2008. The goal of the meeting is to develop a dialog among local safety advocates to explain the CHSP and Towards Zero Death (TZD) goals and objectives. This meeting should give the various partners a chance to share individual efforts to reduce fatalities and look for ways to cooperate in future strategies that will encompass not only engineering strategies but also enforcement, education and emergency services strategies. While the project this grant is funding may be a topic of the safety meeting, there should be time allotted for participants to share their initiatives and time for discussion and questions. A sample agenda and presentation have been included in this packet and an electronic version will be supplied upon request.

Funding is limited; therefore maximum grant amounts are \$150,000 per county or \$300,000 for multiple county or district-wide projects. All counties may submit individual county applications in addition to joint/multiple county applications.

To promote deployment of low cost systematic, proactive improvements, it is anticipated that this year's available grant money will be dispersed according to the following breakdown:

1. Fund systematic lane departure improvements
2. Fund systematic intersection improvements
3. Put into application, recommendations of previously conducted Road Safety Audits
4. Road Safety Audits

The definition of a "systematic" lane departure or intersection improvement is a strategy (or multiple strategies) that are implemented in the same manner across a system of roads or multiple intersections. Some examples include:

- Installing rumble strips on all CSAH shoulders with ADT > xyz
- Installing chevrons on all curves with a degree of curve > x percent
- Upgrading all traffic control devices at all county road and trunk highway intersections to meet a new/improved standard
- Upgrading / Installing new durable pavement markings on all CR with ADT > xyz
- Installing intersection lighting on all county road and trunk highway intersections

There are three types of projects that can be applied for:

**1. CHSP Strategy**

The CHSP identifies several engineering safety strategies outlined in Table 1 (Cost Effective Lane Departure Improvements) and Table 2 (Cost Effective Intersections Improvements). The county engineer may propose to implement one or more of the listed strategies or another strategy that addresses lane departures or intersection safety problems.

**2. Recommended Strategies from Previous RSA**

Projects and strategies recommended as a result of a previous RSA to reduce fatal and life-changing crashes at one or multiple locations.

**3. Road Safety Audits (RSA)**

The County engineer can submit a request to hire a contractor/consultant to conduct a Road Safety Audit on a county roadway, system-wide corridor, a portion of system, or a series of intersections. The Road Safety Audit team assembled by the contractor would review the specific crash data and intersection/roadway, and recommend strategies to implement to reduce fatal and life-changing crashes at that location. Projects identified through a RSA may be eligible for future grants.

**Table 1: CHSP Lane Departure Strategies**

<b>Critical Strategy #5: Cost Effective Lane Departure Improvements</b>
Install Centerline Rumble Strips
Install Edgeline Rumble Strips/Stripes
New or Enhanced Pavement Markings
Enhance Delineation of Sharp Curves
Remove/relocate Roadside Objects
Eliminate Shoulder Drop-Offs by Paving Shoulders
Delineate Roadside Objects
Install Median Barriers

**Table 2: CHSP Intersection Improvements**

<b>Critical Strategy #8: Cost Effective Intersection Improvements</b>
Enhance/Upgrade a series of intersection traffic control devices (larger or brighter signs, supplementary messages on approach, relocation of existing signs, durable stop bars)
Clearing Sight Triangles (remove parking and roadside objects)
Install Street Lighting

Additional examples of systematic intersection improvements can be found at: <http://www.dot.state.mn.us/trafficeng/safety/chsp/index.html> Follow the County Application for Central Safety Funds link.

### ***Accompanying Information:***

Project submittals should include, but are not limited to the following:

- **Data:** The project must be supported by safety related data
- **CHSP:** The project should encompass one or more of the CHSP Critical Strategies
- **Cost:** The project should be cost-effective
- **Community support:** The project may have support from a local safety partners such as schools, law enforcement, townships, cities, and emergency responders.
- **Local Funds.** The project may or may not have matching local funds.

### ***Project Memorandums***

Because these funds are Federal funds, all projects will require that environmental documentation be written. It is anticipated that a project memorandum will be adequate to cover the environmental issues. Project Memo Writer may be used to complete this documentation. Projects which lie within a Historic District should consider using other types of funds, due to the short timeline for project development.

### ***Applications***

To apply, please complete the attached application. We will contact you if additional information is needed. The application review process is planned to be completed, projects selected and notification sent out by February 16, 2007.

The Mn/DOT Division of State Aid for Local Transportation will administer the grant with processes similar to normal Federal Aid projects. Questions can be directed to Loren Hill at 651-282-6028. **Project applications are limited to three pages and must be postmarked by February 1, 2007.** Submit project applications to Julie Witcher, Mn/DOT Office of Traffic, Security and Operations MS 725, 1500 West County Road B2, Roseville, MN 55113. For additional information about the CHSP go to Mn/DOT Office of Traffic, Security and Operations website, <http://www.dot.state.mn.us/trafficeng/safety/chsp/index.html> and click on the **Comprehensive Highway Safety Plan** link.