

SECTION C-5 SAFETY PROJECTS

PROCEDURES

The preliminary steps utilized to implement Federal-Aid Primary Safety Projects requiring surveys and plans need to realistically correlate planning with funding commitments. Many projects are delayed either due to a nonsystematic approach or to the total project cost being estimated low in the early stages, and are delayed in the final stages when more current estimates have been obtained. Much of this disparity is caused by changes in the scope of projects from that originally envisioned. The objective of the following procedures is to promote a joint and cooperative effort of all units involved in the planning process to arrive at a more realistic project concept and financial understanding which should result in a realistic scheduling process.

1. The selection process for the project will proceed as in the past, with the Traffic Engineering Division in cooperation with the District Administrator and appropriate division(s) in selecting projects for inclusion into the safety program. Information pertaining to the scope and nature of the proposed projects is to be provided to the MMD for their use in the justification process and obtaining priority approval from the FHWA.
2. After prior approval of the project, the State Traffic Engineer requests the Project Sponsor to initiate the project in Project Pool*. After the project number is assigned, the Traffic Engineering Division will notify the appropriate divisions and each division will be requested at this time to commence the necessary work to implement the project.
3. The State Location and Design Engineer, upon receipt of the approval of the project, will request preliminary engineering authorization. As soon as authorization has been received, the State Location and Design Engineer will instruct the District Location and Design Engineer to proceed with preliminary plans.
4. The District Design Transportation Engineering Program Supervisor will consult with the District Traffic Engineer, District Construction Engineer and Residency Administrator so that the proposed improvement may be outlined utilizing aerial photography, topographic maps, or other material suitable for a preliminary field study if deemed necessary. The actual survey is to be held in abeyance until after the preliminary scheme has been approved.

* Rev. 1/08