

# Attachment #1 to NOFA 2015-1

## November 11, 2015

The main source of information on the projects and information required is the Indiana Department of Transportation's *Highway Safety Improvement Program Local Project Selection Guidance* document, which can be found here: <http://www.in.gov/indot/files/LocalHSIPProjectSelectionGuidance.pdf>

**There are two types of eligible projects:**

**1. Low Cost/High Impact Projects.** These projects fall into seven categories designated by INDOT in their *Local Project Selection Guidance* document. The types are as follows:

- Conduct replacement of outdated regulatory and warning signs to meet MUTCD retroreflectivity requirements (*Please note! Guide signs are no longer eligible under this item!*)
- Upgrade traffic signals on public road approaches to a minimum of one signal head per travel lane
- Install black backing plates on all signal heads on a public road approach traffic signal
- Make changes to yellow interval signal timing or interconnect to improve safety on public road approaches
- Install pedestrian push button and countdown heads on a public road approach traffic signal
- Install new pedestrian crosswalk warning signs, flashing beacons, special pavement markings, and refuge areas on a public road approach
- Passive warning improvement at railroad crossings that lack active warning devices

Funds will be evenly divided among these seven project types. Projects will be rated among each other during the selection process by the number of injuries and fatalities at the project location and then by the ADT, which will be determined by following the NIRPC process. Top priority will be given to the number of injuries and fatalities, as they demonstrate crash severity.

For the Lake/Porter Urbanized Area, please note that these projects will receive 25% of the total HSIP funds being allocated to this urbanized area. There will be a \$100,000 per project cap, with no more than \$25,000 of that going to PE. A pool of \$50,000 will be set aside for any right-of-way needs that might arise as part of projects that are selected.

The Low Cost/High Impact projects will use the short form application from INDOT, which will be included in the solicitation packet. While this is INDOT's own application, please keep in mind that NIRPC *will* be requiring the inclusion of the following in the "Additional Project Supporting Information" section:

- At least three years of data showing crashes, with emphasis on deaths and injuries
- The project location's ADT

Any submissions lacking these elements will not be considered during this process.

- 2. High Crash Location Projects.** These projects are the more traditional, higher cost safety projects. More information on these projects can also be found in the *Local Project Selection Guidance* document.

For the Lake/Porter Urbanized Area, please note that these projects will receive 75% of the total HSIP funds being allocated to this urbanized area. PE will be capped at \$100,000, or 10% of the total project cost, whichever is less, and there will be a strict cap of \$50,000 in federal funds per project for right-of-way expenses.

A benefit/cost (B/C) analysis is required to be performed, as is a road safety audit (RSA). During the selection process, the B/C ratio will be used to rank projects. Bonus points to be added to the project's base B/C ratio may also be rewarded for the following:

- Project is a top 25 crash location within its county as listed in NIRPC's 2040 Comprehensive Regional Plan: +.25 on B/C Ratio
- Project is a top 10 by crash type location as listed in NIRPC's 2040 Comprehensive Regional Plan: +.25 on B/C Ratio
- Project is located in an environmental justice community: +.1 on B/C Ratio

The top crash locations will be included in the solicitation packet. Please note that any projects using a top 10 crash location by type must demonstrate that they are addressing that specific crash type.