

BASELINE SAFETY IMPROVEMENTS - CHECKLIST

Instructions:

Designer is to complete the form to document consideration of baseline safety improvements for projects in all PRR programs and TSM program with the exception of the Interstate program. The checklist is not required for projects consisting of preventive maintenance treatments; however, it is recommended.

Locations having abnormal or overrepresented crash types require an RSA. This form is not intended to replace the RSA reporting requirements but may be added to the report, as applicable.

Several items require review and input from the District Traffic Operations Engineer or the assistant traffic operations engineer and a signature of review is required. This form may also be used to supplement the DTOE's EDSM attachment.

When improvements at numerous locations are considered, additional information is to be provided in the "Comment Section" of the form or provide tables with locations in the plan set. If other safety improvements not specified on the form have been considered, these items should be added to the Comment Section.

A copy of the completed form is to be included with other required project forms sent to Headquarters prior to Chief Engineer's signature of the plans.

Drop down box choices are as follows:

NA	Not applicable to project or condition does not exist
Y- Plan	Item considered, plans contain a pay item or note
Y- Dist	Item considered, District forces will perform the work or District forces routinely perform the work
N	Item considered but not adding to project

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

09/2013

PROJECT NO. _____

PROJECT DESCRIPTION: _____

SECTION TYPE	BASELINE SAFETY IMPROVEMENTS FOR CONSIDERATION
STANDARD ROADWAY SECTION	<p>Replace mailboxes and supports with crashworthy elements.</p> <p>Add mailbox aprons.</p> <p>Re-evaluate and replace signing.</p> <p>Re-evaluate and replace striping.</p> <p>Re-evaluate and replace guard rail.</p> <p>Delineate guard rail with reflective markings and signs as per standard plans. Vertical striping and/or indentation reflectors or post top reflectors on the guard rail may be used.</p> <p>Delineate lone obstacles with reflective tape or object markers. Markers may be strapped to objects.</p> <p>Relocate single standing obstacles.</p> <p>Shield single standing obstacles.</p> <p>Delineate narrow bridges with signs, object markers, delineators and/or pavement markings per PM-01 and MUTCD. (A narrow bridge is one not meeting the minimum widths in the design guidelines or as defined in MUTCD).</p> <p>Incorporate shoulder wedge in accordance with DOTD policy.</p> <p>Incorporate rumble strips in accordance with DOTD policy.</p>

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PROJECT DESCRIPTION: _____

SECTION TYPE		BASELINE SAFETY IMPROVEMENTS FOR CONSIDERATION
<p>HORIZONTAL/ VERTICAL CURVES</p>		<p>Remove obstacles or delineate areas with advance signing when Stopping Sight Distance (SSD) < required for posted speed minus 20 mph.</p> <p>Cut vegetation near intersections and around horizontal curves.</p> <p>Provide advance warning of a driveway within a horizontal or vertical curve.</p> <p>Delineate curves with post delineators and/or signing when advisory speed is 15 mph less than posted speed.</p> <p>Re-evaluate curve advisory speed according to DOTD policy.</p> <p>For rural classifications, consider desirable superelevation values where existing foreslope rates can be maintained within existing right-of-way.</p>
<p>SIGNALIZED</p>		

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SECTION TYPE	BASELINE SAFETY IMPROVEMENTS FOR CONSIDERATION
INTERSECTION	<p>Adjust traffic signal yellow change interval and all red interval timing in accordance with the LADOTD Traffic Signal Manual.</p> <p>Review geometry and delineation of existing islands and adjust.</p>
STOP CONTROLLED INTERSECTION	<p><u>Through Approach</u> –</p> <p>Apply state standard sign treatment at state-state intersections.</p> <p><u>Stop Approach</u> -</p> <p>Replace or relocate existing stop bar to meet current DOTD policy.</p> <p>Replace or relocate stop signs to meet current DOTD policy.</p> <p>Remove foliage that limits sight distance.</p> <p>Remove parking that limits sight distance.</p> <p>At T intersections, add double arrow warning sign according to MUTCD or dead end installation according to HS-03.</p> <p>Add intersection warning signs in accordance with MUTCD.</p> <p>Review geometry and delineation of existing islands and adjust.</p>

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