

CEAO CSTP SAFETY STUDY PROGRAM
Safety Study Project Prioritization

<u>Project Type</u>	<u>Code</u>	<u>Funding Limits</u>
<u>First Priority Projects</u>		
No Passing Zone Study	NPZ	\$80 per mile (rural) / \$90 per mile (urban*)
Sign Inventory (Urban)	SI/U	\$170 per mile (control points + inventory) \$200 per mile (control points + inventory + basic compliance + reflectivity)
Sign Inventory (Rural)	SI/R	\$100 per mile (control points + inventory) \$110 per mile (control points + inventory + basic compliance + reflectivity)
Sign Compliance	SC	\$60 per mile
Guardrail Location Inventory & Inspect	GLI/GI	\$95 per mile
Pavement Marking Inventory	PMI	\$95 per mile
Ball Bank (Curve Safe Speed)	BB	\$100 per mile
Roadside Hazard Inventory	RHI	\$75 per mile
Sign Upgrade & Ball Bank related signs	SU	\$62,500 maximum (at 80% = \$50,000 federal max)
Curve Sign Upgrade	CSU	\$45,000 maximum (at 100% federal)
<u>Second Priority Projects</u>		
Speed Zone Study	SZ	\$1,400 per location (at 90% = \$1,260 federal max)
Traffic Signal Warrants	TSW	\$1,667 per signal per location (at 90% = \$1,500 max)
Traffic Study	TS	\$12,000 max per intersection (at 90% = \$10,800 max)
<u>Other</u>		
Software recommended for Sign Inventory, No Passing Zone, Ball Bank, Guardrail Inventory and Inspection, Roadside Hazard Inventory		\$2,500 for 1 module + \$500 per each additional module (at 90% = \$2,250 + \$450 each federal max) Overall software max of \$5,000 per County within a 10-year period

*Urban Mileage consists of multilane (3 lane), existing speed zones and intersection turn lanes.

Note 1: Counties may pick and choose which routes to include in the above studies. However, if a route is to be included, the entire mileage of that route (or other logical termini) must be included for pricing purposes. For example, if a route includes five curves that add up to a total distance of a mile, counties would need to apply for a ball bank study for the entire mileage of the route that includes the curves rather than just for one mile. (This note does not apply to the Second Priority Projects listed above.)

Note 2: All inventories and studies shall automatically include a GIS option within the funding limits specified above. Counties must remember to include language to this effect in their consultant contracts.

Note 3: All safety studies/inventories are for county roads only with the following exceptions:

- Guardrail Location Inventory/Inspection and Sign Inventory studies may be performed on all county bridges, even those on township roads
- Traffic Studies and Traffic Signal Warrants may be performed at intersections where at least one of the roadways is a County Road
- No Passing Zone, Speed Zone, and Ball Bank Studies may be performed on Township Roads since it is the County Engineer's responsibility to assist with these tasks. However, these studies on Township Roads are the lowest funding priority and will only be funded after all studies on County Roads are funded.