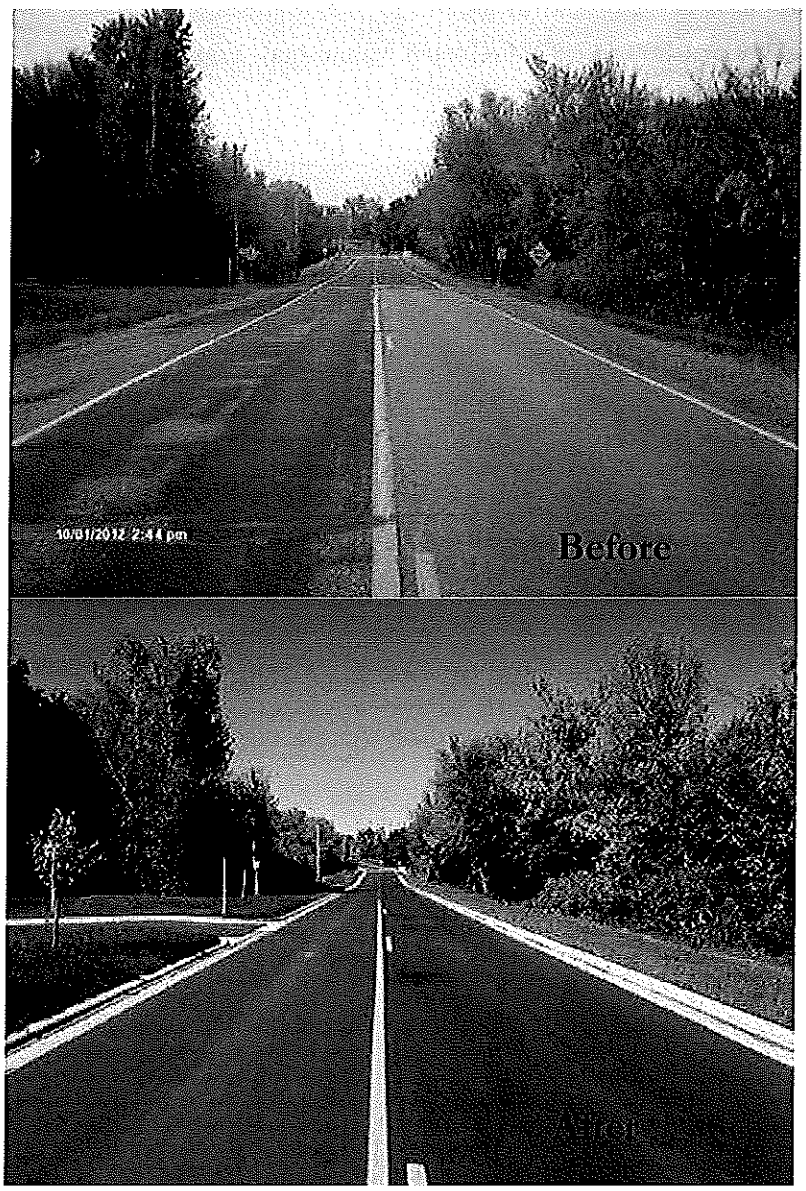
2014-2015 Local Road Improvement Program Solicitation

September 2014



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Please call 651-366-4718 or 1-800-657-3774 (Greater Minnesota). You may also send an email to ADArequest.dot@state.mn.us.

Contents

Local Road Improvement Program Solicitation Overview 4
Funding 4
Solicitation Schedule 4
Project Selection 4
Application Guidance 5
Application Submittal 7
Attachment A: MnDOT Districts and DSAE Contacts 9
Attachment B: State Aid City Contacts 10
Attachment C: County Engineer Contacts 12
Attachment D: Engineering Strategies 13
Attachment E: 2014 LRIP Application 14

Local Road Improvement Program Solicitation Overview

The Local Road Improvement Program established in Minnesota Statute 174.52 has three types of funding accounts which provide funding assistance to local agencies on transportation projects. The three accounts are the Trunk Highway Corridor Projects Account, the Routes of Regional Significance Account, and the Rural Road Safety Account. The Trunk Highway corridor project accounts provide funds to assist in paying the local share of trunk highway projects with local costs related to the trunk highway improvement. The Routes of Regional Account provides funds for the costs of constructing or reconstructing city streets, county highways, or town roads with statewide or regional significance. The Rural Road Safety Account funds capital improvement projects on county state-aid highways that are intended primarily to reduce traffic crashes, deaths, injuries, and property damages.

The Local Roads Improvement Program was appropriated $54.356 million during the 2014 Legislative Regular Session from two laws passed to fund projects in the Routes of Regional Significance Account or the Rural Road Safety Account and earmarked projects. There is approximately $14-$15 million available to solicit for LRIP projects for construction in 2015 or 2016. Applicants may request up to $750,000 for each proposed LRIP project.

The Minnesota Department of Transportation State Aid for Local Transportation Office administers the Local Roads Improvement Program with guidance from the Local Road Improvement Program Advisory Committee. The process and criteria for prioritizing projects for the solicitation are established in the statute and recommended by the LRIP Advisory Committee.

Funding

Projects selected from this solicitation will be funded either with state bond funds or cash from the general fund. The following requirements are associated with the relevant type of funding.

The **maximum that an applicant may apply for their project is $750,000**. The LRIP funds may be requested for the full cost of a project up the maximum or be leveraged with other funding sources on a project.

Solicitation Schedule

Solicitation Notice:	September 15, 2014
Application Due Date:	January 15, 2015
LRIP Advisory Committee convenes:	February 2015
Award Notice*:	March 1, 2015

*Subject to change depending on the number of applications submitted and review time needed.

Project Selection

Each project will be scored based on the following criteria along with other considerations including geographical distribution.

1) Be a local road (street or highway) construction, reconstruction, or reconditioning project.

Note: LRIP bond funds may not be used for right-of-way acquisition, engineering costs, or enhancement projects (landscaping, trails, sidewalks, ADA improvements, etc.).

2) Address a transportation deficiency with an engineering strategy identified in Table 4.4 of the Minnesota Strategic Highway Safety Plan. See Attachment D for more information about the engineering strategies.

3) Demonstrate the regional significance of the route by being classified as a minor collector or higher unless it meets one of the following criteria; a) identified in a regional plan as a farm-market artery, b) part of a 10-ton route system, c) part of an economic development plan, d) serves as a regional tourist destination, e) provides capacity or congestion relief to a parallel trunk highway or county road, and f) is a connection to the IRC system, trunk highway, or a county road.

4) Be supported by agency board or council and other local agencies impacted by the project. *Note: Cities that are not a State Aid city (populations less than 5000) and townships must have County sponsor. The sponsor must have the support of the County Board. A city or township resolution in support of the project and a county board resolution for support and willingness to sponsor the project must be included in the application package. See Attachment C and Appendix D for a list of all the State Aid Cities and counties respectively.*

   The County Sponsor's task could include but not limited to acting as the fiscal agent, keeping the project on schedule, and ensuring that all program documentations and requirements are met.

5) Consider availability of other funding sources.

6) Be non-controversial.

   Note: Projects should not have problems or issues that could delay the letting and construction such as right-of-way acquisition and historical impact.

7) Have a minimum expected life of the project of 10 years.

8) Be located on a CSAH, MSAS, county road, city street, or township road and owned by the county, city or township.

9) Provide letters of support from other local agencies or public/private parties impacted by the improvement. For example, letters of support from area businesses regarding the impact and benefit of constructing a road to a 10-ton design standard.

10) All projects must be approved for construction letting by **June 2016.**

Application Guidance

A copy of the application is attached in Appendix E for your reference. Use the guide below to for assistance in filling out the application. Please keep the descriptions clear and concise.

Contact Section

Agency: The name of the agency applying for the Local Road Improvement Program funds.

First Name: The first name of the person at the agency applying for the funds. This person should be the project manager for the project.

Last Name: The last name of the person at the agency applying for the funds.

Address: The address of the agency

City: The city where the agency is located.

Phone Number: The work phone number of the person at the agency applying for the funds.

E-mail: The work e-mail address of the person at the agency applying for the funds.

County Sponsor (if applicable): Provide the county sponsor if the project is for a township or a city with5,000 population or less

Project Location

Road Authority: The name of the agency responsible for the road.

Road Authority Name: Contact person from the road authority agency

Route: The route or roadway that the project will be located on.

MnDOT District: The MnDOT District that the project is within. For reference see Appendix A.

City/township: Provide the city or township that the project is located within.

County: Provide the County that the project is located within.

Note: Cities that are not a State Aid city (populations less than 5,000) and townships must have a County sponsor. The sponsor must have the support of their County Board. A city resolution and a county board resolution must be included with the application submittal. See Appendix B and Appendix C for a list of all the State Aid cities and counties respectively.

Project Limits

From Mile Post: Provide beginning mile post of the project.

To Mile Post: Provide ending mile post of the project.

Length (mi): Provide the total length of the project.

Beginning Description Location: Provide a short description of the beginning location of the project.

Ending Description Location: Provide a short description of the ending location of the project.

Description Section

Brief description of the project: Describe what type of work and improvement will be done on the project.

Route of regional significance: Check all the criteria that apply to the project for Route of Regional Significance consideration.

Project's contribution to other local, regional, or state economic development or redevelopment efforts: Explain how this project benefits economical or redevelopment efforts in the local community, the region, or the state.

Project's transportation deficiency and proposed safety strategy: Describe the problem(s) that exist within the roadway segment under the current conditions. Then explain how the proposed project will address the problems and which engineering strategy in the Minnesota Strategic Highway Safety Plan does the project align with.

Project Readiness Section

Construction Year: Select the year the project is planned for construction.

Historical/archeological impacts: Select the sentence that applies to the project on historical and/or archeological impacts.

Project development status: Select the sentence that applies to the project regarding its status

Right-of-Way status on the project: Select the sentence that applies to the project regarding right-of-way.

Cost Section:

Provide source of funding, amount from each source, and the total estimated cost for the project. LRIP finds will be capped at $750,000. Any projects less than $750,000 is not required to provide a match.

Application Submittal

Your agency may submit more than one project. Please complete all sections of the application and attach the following documents for each project you are applying for:

- ☐ Completed application
- ☐ Sponsoring Agency Resolution - County Board and/or City Council Resolution
- ☐ Map(s) of project location
- ☐ Letter(s) of concurrence or support
- ☐ Engineer's estimate on the project cost with itemized breakdown

The application form is a formatta form that requires a free Formatta Filler software to download and save the application. Instructions on how to download the applications are on the website.

For more detailed information on the program and criteria please reference the state aid website, www.dot.state.mn.us/stateaid and select State Aid Programs.

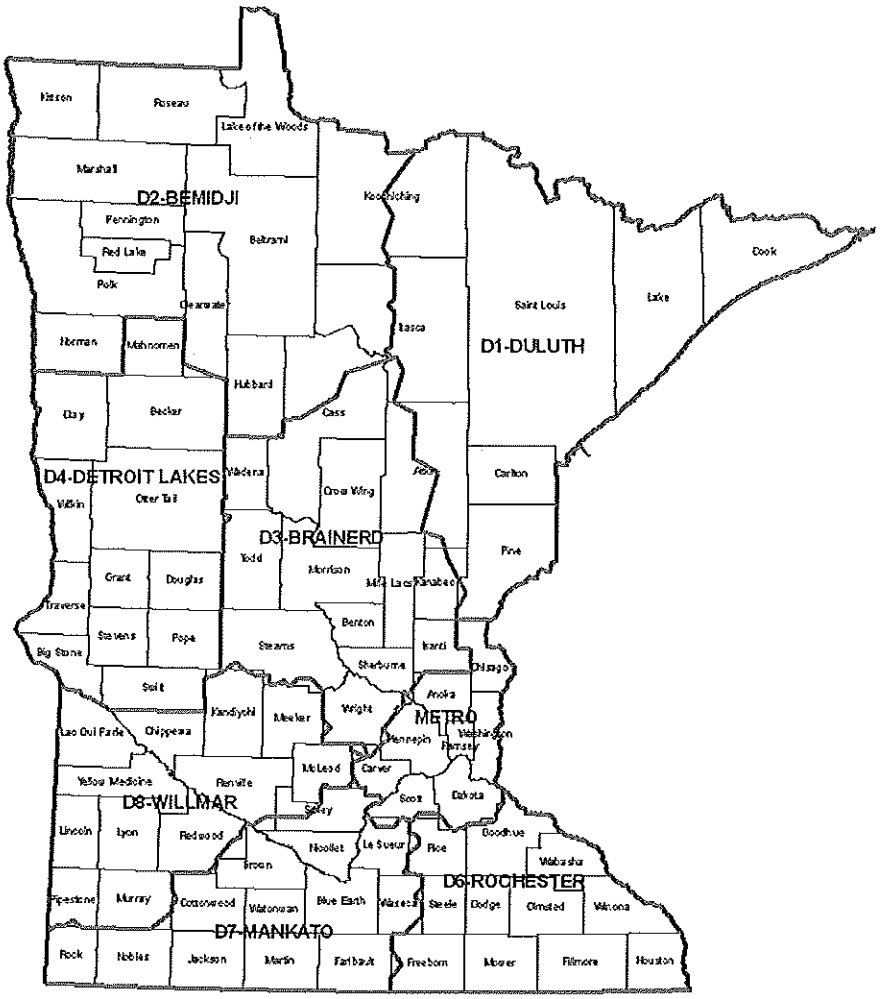
When the electronic application is completed, ensure that you have saved it to your local drive or server. The electronic application and attachments are due January 1, 2015 by either one of the two following methods:

Postal Mail: Patti Loken
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

E-mail: patti.loken@state.mn.us

If you have questions about the program or application please submit them to Patti Loken.

Attachment A: MnDOT Districts and DSAE Contacts



MnDOT District	District State Aid Engineer	Phone Number
District 1 - Duluth	Walter Leu	(218) 725-2705
District 2 - Bemidji	Lou Tasa	(218) 755-6570
District 2 - Brainerd	Kelvin Howieson	(218) 828-5707
District 4 – Detroit Lakes	Merle Earley	(218) 846-3607
Metro	Dan Erickson	(651) 234-7763
District 6 - Rochester	Fausto Cabral	(507) 286-7620
District 7 - Mankato	Gordy Regenscheid	(507) 304-6105
District 8 - Willmar	Melvin Odens	(320) 214-6425

Attachment B: State Aid City Contacts

City Engineers

City	Dist.	Engineer	Main Phone	City	Dist.	Engineer	Main Phone
Albert Lea	6	Steve Jahnke	507-377-4325	Faribault	6	Tim Murray	507-333-0360
Albertville	3	Adam Nafstad	763-497-3384	Farmington	5	Kevin Schorzman	651-463-1607
Alexandria	4	Timothy Schoonhoven	320-762-8149	Fergus Falls	4	Dan Edwards	218-332-5416
Andover	5	David Berkowitz	763-755-5100	Forest Lake	5	Ryan Goodman	612-597-7140
Anoka	5	Greg Lee	763-576-2781	Fridley	5	Layne Otteson	763-572-3550
Apple Valley	5	Colin Manson	952-953-2425	Glencoe	8	John Rodeberg	952-912-2600
Arden Hills	5	Terry Maurer	651-792-7847	Golden Valley	5	Jeff Oliver	763-593-8030
Austin	6	Steven Lang	507-437-7674	Grand Rapids	1	Julie Kennedy	218-326-7626
Baxter	3	Trevor Walter	218-454-5100	Ham Lake	5	Tom Collins	763-862-8000
Belle Plaine	5	Joe Duncan	507-625-4171	Hastings	5	Nick Egger	651-480-2370
Bemidji	2	Craig Gray	218-333-1851	Hermantown	1	David Salo	218-727-8796
Big Lake	3	Bradley Dewolf	320-231-3956	Hibbing	1	Jesse Story	218-262-3486
Blaine	5	Jean M Keely	763-784-6700	Hopkins	5	Nate Stanley	952-548-6353
Bloomington	5	Shelly Pederson	952-563-4870	Hugo	5	Jay Kennedy	763-287-7192
Brainerd	3	Jeff Hulsether	218-828-2309	Hutchinson	8	Kent Exner	320-234-4212
Brooklyn Center	5	Steve Lillehaug	763-569-3300	International Falls	1	Curt Meyer	218-444-1859
Brooklyn Park	5	Jeff Holstein (Acting)	763-493-8102	Inver Grove Heights	5	Tom Kaldunski	651-450-2572
Buffalo	3	Bradley Dewolf	320-231-3956	Isanti	3	Bradley Dewolf	763-433-2851
Burnsville	5	Ryan Peterson	952-895-4400	Jordan	5	Tim Loose	952-890-0509
Byron	6	William Angerman	507-288-3923	Kasson	6	Neil Britton	507-292-8743
Cambridge	3	Todd Blank	651-490-2000	La Crescent	6	William Angerman	507-288-3923
Champlin	5	Tim Hanson	763-421-1955	Lake City	6	William Anderson	507-288-6464
Chanhassen	5	Paul Oehme	952-227-1169	Lake Elmo	5	Jack Griffin	651-233-5410
Chaska	5	Bill Monk	952-448-2851	Lakeville	5	Zachary Johnson (Interim)	952-985-4505
Chisholm	1	Jim Johnson	218-741-4284	Lino Lakes	5	Jason Wedel	651-982-2430
Circle Pines	5	Peter Willenbring	763-287-7188	Litchfield	8	Bradley Dewolf	320-231-3956
Cloquet	1	James R Prusak	218-879-6758	Little Canada	5	Lee Elfering	763-780-0450
Columbia Heights	5	Kevin Hansen	763-706-3705	Little Falls	3	Greg Kimmer	320-616-5500
Coon Rapids	5	Kevin Kawlewski	763-767-6465	Mahtomedi	5	Jay Kennedy	763-287-7192
Corcoran	5	Kent Torve	763-479-4209	Mankato	7	Jeffrey E Johnson	507-387-8640
Cottage Grove	5	Jennifer Levitt	651-458-2890	Maple Grove	5	Ken Ashfeld	763-494-6000
Crookston	2	Richard Clauson	218-281-6522	Maplewood	5	Michael Thompson	651-249-2403
Crystal	5	Thomas Mathisen	763-531-1160	Marshall	8	Glenn Olson	507-537-6774
Dayton	5	Vince Vander Top	763-479-5124	Medina	5	Tom Kellogg	763-231-4865
Delano	3	Vince Vander Top	763-479-5124	Mendota Heights	5	John Mazzitello	651-452-1850
Detroit Lakes	4	Jon Pratt	218-373-7999	Minneapolis	5	Steven Kotke	612-673-2443
Duluth	1	Cindy Voigt	218-730-5200	Minnetonka	5	Lee Gustafson	952-939-8200
Eagan	5	John Gorder	651-675-5645	Minnetrista	5	Mark Erichson	763-287-7795
East Bethel	5	Craig Jochum	763-427-5860	Montevideo	8	Dave Berryman	320-269-7695
East Grand Forks	2	Greg Boppre	218-773-5627	Monticello	3	Shibani Bisson	763-287-7162
Eden Prairie	5	Rod Rue	952-949-8330	Moorhead	4	Robert Zimmerman	218-299-5393
Edina	5	Chad Millner (Acting)	952-826-0318	Morris	4	Jeff Kuhn	320-762-8149
Elk River	3	Justin Femrite	763-635-1051	Mound	5	Dan Faulkner	952-448-8838
Fairmont	7	Troy Nemmers	507-238-9461	Mounds View	5	Nicholas Debar	763-717-4051
Falcon Heights	5	Marc Culver	651-792-7042	New Brighton	5	Grant Wyffels	651-638-2053

City Engineers

City	Dist.	Name	Main Phone	City	Dist.	Name	Main Phone
New Hope	5	Chris Long	651-604-4838	Waite Park	3	Terry Wotzka	320-229-4300
New Prague	7	Chris Cavett	507-388-1989	Waseca	7	Mark DuChene	507-835-9716
New Ulm	7	Steven P Koehler	507-359-8244	West Saint Paul	5	Matt Saam	651-552-4130
North Branch	5	Diane Hankee	763-287-7179	White Bear Lake	5	Mark Burch	651-429-8531
North Mankato	7	Daniel Sarff	507-625-4171	Willmar	8	Sean Christensen	320-235-4913
North St. Paul	5	Morgan Dawley	--	Winona	6	Brian Defrang	507-457-8269
Northfield	6	Joseph Stapf	507-645-3006	Woodbury	5	John Bradford	651-714-3593
Oak Grove	5	Chuck Schwartz	612-548-3141	Worthington	7	Dwayne M Haffield	507-372-8640
Oakdale	5	Brian Bachmeier	651-730-2730	Wyoming	5	Mark Erichson	763-287-7163
Orono	5	Jesse Struve	952-249-4661	Zimmerman	3	Kevin Bittner	763-433-2851
Otsego	3	Ron Wagner	763-427-5860				
Owatonna	6	Kyle Skov	507-444-4350				
Plymouth	5	Doran Cote	763-509-5000				
Prior Lake	5	Larry Poppler	952-447-9800				
Ramsey	5	Bruce Westby	763-427-1410				
Red Wing	6	Jay Owens	651-385-3600				
Redwood Falls	8	Andy Kehren	507-794-5541				
Richfield	5	Kristin Asher	612-861-9792				
Robbinsdale	5	Richard Mccoy	763-537-4534				
Rochester	6	Richard Freese	507-328-2426				
Rogers	5	Bret A Weiss	763-541-4800				
Rosemount	5	Andy Brotzler	651-322-2022				
Roseville	5	Marc Culver	651-792-7042				
Sartell	3	Mike Nielson	320-258-7318				
Sauk Rapids	3	Terry Wotzka	320-229-4300				
Savage	5	John M Powell	952-882-2672				
Shakopee	5	Bruce Loney	952-233-9361				
Shoreview	5	Tom Wesolowski	651-490-4652				
Shorewood	5	Paul Hornby	952-474-3236				
South Saint Paul	5	John Sachi	651-554-3210				
Spring Lake Park	5	Phil Gravel	651-604-4885				
St. Anthony	5	Todd Hubmer	763-287-7182				
St. Cloud	3	Steven Foss	320-255-7243				
St. Francis	5	Jared Voge	612-756-0326				
St. Joseph	3	Randy Sabart	320-229-4300				
St. Louis Park	5	Deb Heiser	952-924-2662				
St. Michael	3	Steven G Bot	763-497-2041				
St. Paul	5	John Maczko	651-266-6137				
St. Paul Park	5	Morgan Dawley	763-287-7173				
St. Peter	7	Tim Loose	507-625-4171				
Stewartville	6	David Strauss	507-316-6644				
Stillwater	5	Shawn Sanders	651-430-8830				
Thief River Falls	2	Richard Clauson	218-281-6522				
Vadnais Heights	5	Mark Graham	651-204-6050				
Victoria	5	Cara Geheren	651-300-4261				
Virginia	1	Matt Reid	218-305-4725				
Waconia	5	Kreg Schmit	952-448-8838				

Attachment C: County Contacts

County Engineers

County	Dist.	Name	Main Phone	County	Dist.	Name	Main Phone
Aitkin	3	John Welle	218-927-3741	Mcleod	8	John Brunkhorst	320-484-4321
Anoka	5	Douglas W Fischer	763-862-4200	Meeker	8	Ron Mortensen	320-693-5360
Becker	4	Jim Olson	218-847-4463	Mille Lacs	3	Bruce Cochran	320-983-8264
Beltrami	2	Bruce Hasbargen	218-333-8173	Morrison	3	Steve Backowski	320-632-0121
Benton	3	Chris Byrd	320-968-5054	Mower	6	Mike Hanson	507-437-7718
Big Stone	4	Nicholas Anderson	320-839-2594	Murray	8	Randy Groves	507-836-6327
Blue Earth	7	Alan Forsberg	507-304-4025	Nicollet	7	Seth Greenwood	507-931-1760
Brown	7	Wayne Stevens	507-233-5700	Nobles	7	Stephen P Schnieder	507-295-5322
Carlton	1	Mike Tardy	218-384-9150	Norman	2	Tom Knakmuhs	218-784-7126
Carver	5	Lyndon Robjent	952-466-5206	Olmsted	6	Kaye Bieniek	507-328-7070
Cass	3	David E Enblom	218-547-1211	Otter Tail	4	Richard K West	218-998-8470
Chippewa	8	Steven B Kubista	320-269-2151	Pennington	2	Michael Flaagan	218-683-7017
Chisago	5	Joe Triplett	651-213-8708	Pine	1	Mark LeBrun	320-216-4203
Clay	4	David Overbo	218-299-5099	Pipestone	8	David Halbersma	507-825-6710
Clearwater	2	Dan Sauve	218-694-6132	Polk	2	Rich Sanders	218-470-8253
Cook	1	David Betts	218-387-3695	Pope	4	Mike McMahon	320-634-7751
Cottonwood	7	JinYeene M Neumann	507-831-1389	Ramsey	5	James Tolaas	651-266-7100
Crow Wing	3	Tim Bray	218-824-1110	Red Lake	2	Corky Kleven	218-253-2697
Dakota	5	Mark Krebsbach	952-891-7102	Redwood	8	Willy Rabenberg	507-637-4056
Dodge	6	Guy W Kohlnhofer	507-374-6694	Renville	8	Jeff Marlowe	320-523-3759
Douglas	4	Dave Robley	320-762-2999	Rice	6	Dennis Luebbe	507-210-7786
Faribault	7	John P McDonald	507-526-3291	Rock	7	Mark Sehr	507-283-5010
Fillmore	6	Ron Gregg	507-765-3854	Roseau	2	Brian Ketring	218-463-2063
Freeborn	6	Sue G Miller	507-377-5188	Scott	5	Mitch Rasmussen	952-496-8026
Goodhue	6	Gregory Isakson	651-385-3025	Sherburne	3	Rhonda Lewis	763-765-3352
Grant	4	Tracey Von Bargen	218-685-8300	Sibley	7	Tim Becker	507-237-4092
Hennepin	5	James Grube	612-596-0307	St. Louis	1	Jim Foldesi	218-625-3830
Houston	6	Brian Pogodzinski	507-725-3925	Stearns	3	Jodi A Teich	320-255-6180
Hubbard	2	David A Olsonawski	218-732-3302	Steele	6	Anita Benson	507-444-7671
Isanti	3	Richard Heilman	763-689-1870	Stevens	4	Brian Giese	320-589-7430
Itasca	1	Karin Grandia	218-327-7389	Swift	4	Andy Sander	320-842-5251
Jackson	7	Tim Stahl	507-847-2525	Todd	3	Loren Fellbaum	320-732-2722
Kanabec	3	Chad A Gramentz	320-679-6300	Traverse	4	Larry Haukos	320-563-4848
Kandiyohi	8	Gary D Danielson	320-235-3266	Wabasha	6	Dietrich Flesch	651-565-3366
Kittson	2	Kelly D Bengtson	218-843-2686	Wadena	3	Ryan Odden	218-631-7636
Koochiching	1	Joe L Sutherland	218-283-1186	Waseca	7	Nathan Richman	507-835-0660
Lac Qui Parle	8	Barry Anderson	320-598-3878	Washington	5	Wayne Sandberg	651-430-4339
Lake	1	Krysten Foster	218-834-8380	Watonwan	7	Roger Risser	507-375-3393
Lake Of The	2	Tim Erickson	218-634-1767	Wilkin	4	Steve Neppl (Acting)	218-643-4772
Lesueur	7	Darrell Pettis	507-357-2251	Winona	6	David Kramer	507-457-8840
Lincoln	8	Dave Halbersma	507-694-1464	Wright	3	Virgil Hawkins	763-682-7388
Lyon	8	Aaron Vanmoer	507-532-8202	Yellow Medicine	8	Andy Sander	320-313-3000
Mahnomen	4	Jon Large	218-935-2296				
Marshall	2	Lon Aune	218-745-4381				
Martin	7	Kevin Peyman	507-235-3347				

TABLE 4.4
Engineering Strategies

Strategy	Source	CEA	Implementation Status	Champion	Goal
Utilize low cost safety improvements for lane departure crashes, including: installation of median barriers for narrow-width medians on multilane roads (including consideration of four-cable median barriers which may successfully stop heavy vehicles); addition of shoulder, edgeline or centerline rumble strips; enhance delineation of sharp curves and unexpected changes in horizontal alignment; enhance pavement markings; eliminate shoulder drop-offs (i.e., widen shoulders, pave shoulders, add safety wedge); delineate roadside objects; and construct truck pull-off areas for driver and vehicle inspections.	C.5, H.2, & H.5	4	Yellow - Red	Mn/DOT - OTSO & MCEA Safety Council	Invest 30% of available funds statewide on proactive lane departure strategies.
Make low-cost geometric improvements at intersections, including: provide left or right turn lanes; utilize offset turn lanes; lengthen turn lanes to provided sufficient length to accommodate deceleration and queuing; add left and right turn acceleration lanes, provide by-pass lanes at T-intersections, install splitter islands on the minor-road approach to improve visibility of an intersection; use curb extensions to allow stop sign to be moved closer to road (to make more visible, especially if on-street parking is allowed); utilize indirect left turn treatments (i.e., J-turn); and improve sight distance at intersections (i.e., clearing sight triangles on approaches and in medians, and eliminate on street parking that restricts sight distance).	C.8, M.1, M.6, & M.2	2	Yellow - Red	Mn/DOT - OTSO & MCEA Safety Council	Invest 15% of available funds statewide on proactive geometric improvements for intersections.
Make low-cost improvements to increase driver awareness of intersections, including: install or enhance intersection lighting; install larger regulatory and warning signs; use freeway style guide signs along high-speed expressways; provide supplementary stop signs; provide a stop bar (or wider stop bar) on the minor road approach; provide pavement markings with supplementary messages, such as STOP AHEAD; add double yellow centerline at intersections and at median openings; provide dashed markings (extended left edgelines) for major roadway continuity at divided highway intersections; install red flashing beacons on stop signs; deploy mainline dynamic flashing beacons to warn drivers of entering traffic; install advance warning flashers to inform drivers of a need to stop at high-speed signalized intersections, and install rural intersection warning and decision support systems.	C.8, M.2, & I.5	2	Yellow - Red	Mn/DOT - OTSO & MCEA Safety Council	Invest 15% of available funds statewide on proactive intersection awareness strategies.
Perform proper maintenance of roadway facilities, including: improve roadside hardware; remove and relocate objects in hazardous locations; enhance winter storm maintenance (pre-treating and increasing number of snow plows); maintain gravel shoulders; keep roadways in construction zones free of loose debris; and maintain pavement marking lines (C.9). An extension would be to review work zones (traffic management plans or actual construction site) to better accommodate heavy vehicles and provide advanced warning so drivers can select alternative routes (H.8).	C.9 & H.8	4	Yellow	Mn/DOT – OTSO, MCEA Safety Council, & LRRB	Develop and roll out training course for Mn/DOT, county, and city maintenance staff.
Perform road safety audits at the network level.	C.13	2 & 4	Green - Yellow	Mn/DOT - OTSO & MCEA Safety Council	Increase number of road safety audits with a focus on the network (i.e., sections).
Improve access management by: implement driveway closures and relocations; implement driveway turn restrictions; restrict cross median access near intersections; and restrict or eliminate turning maneuvers by signing, providing channelization or closing median openings.	M.3	2	Green - Yellow	Mn/DOT - OTSO & MCEA Safety Council	Utilize Mn/DOT manual in decision making.
Create partnerships with law enforcement agencies to facilitate red-light running enforcement by first assisting in the identification of locations with a history of red-light running violations and then supporting traditional red-light running enforcement with the installation of confirmation lights on the back side of mast arms (M.4). *Note: Roadway agencies could make confirmation lights a standard feature in signal design to facilitate widespread and cost effective deployment.*	M.4	2	Red	Mn/DOT - OTSO	Adopt as a standard for signal installation and implement at 50 intersections.
Reduce frequency and severity of intersection conflicts through traffic signal control and operational improvements. This may include: employ multiphase signal operation; optimize clearance intervals; restrict or eliminate turning maneuvers (including right turns on red); employ signal coordination; improve operation of pedestrian and bicycle facilities at signalized intersections (i.e., countdown heads)	M.5	2	Green - Yellow	Mn/DOT, County, and City Engineers	Maintain and increase programs which evaluate and optimize signal operations.
Improve infrastructure systems and signage, including: expand work zone safety systems; implement variable speed limit signs; expand the use of dynamic message signs to provide location based, real-time information to drivers; research use of graphics (and text) for dynamic message sign messages; expand geographic coverage of the RTMC systems; and integrate reporting systems across state and local borders.	I.4	2, 4 & 5	Yellow	Mn/DOT - OTSO	Develop ITS Work Zone contract and implement multiple ITS safety strategies.
Proactively incorporate low-cost safety project into preservation projects (i.e., Project Safety Review [PSR] checklist).	New	2 & 4	Yellow - Red	Mn/DOT - OTSO	Implement PSR on all preservation projects.

Attachment E: 2014 LRIP Application

Local Road Improvement Program Solicitation
2014 Application Form

MnDOT/ State Aid for Local Transportation
395 John Ireland Blvd, MS 500
St. Paul, MN 55155

Contact

Agency:

1st Name: Last Name:

Address: City:

State: MN Phone Num: ( ) - E-mail:

County Sponsor (if applicable):

Project Location

Road Authority Road Authority Name

Route: MnDOT District

County: City/Township

Project limits (Termini)

From Mile Post: To Mile Post: Length (mi):

Beg. Desc. Loc. End. Desc. Loc.

Description

Brief Description of the Project:

Is your project on a route of regional significance? (check all that apply)

- ☐ Farm to Market artery
- ☐ Part of an economic development plan
- ☐ Provides capacity or congestion relief to a parallel trunk highway system or county road
- ☐ Part of a 10-ton route system
- ☐ Serves as a regional tourist destination
- ☐ Is a connection to the IRC system, trunk highway or a county road

Project's contribution to other local regional, or state economic developments or redevelopment efforts:

Local Road Improvement Program Solicitation
2014 Application Form

MnDOT / State Aid for Local Transportation
395 John Ireland Blvd, MS 600
St. Paul, MN 55155

Description

Identify the transportation deficiency that the project will address and the proposed saftey or engineering strategy.

Project Readiness

Construction Year (select one)

Does the project have any historical/archeological impacts?

○ **No** ○ **Yes, Describe:**

What is the project development status?

○ **Design work has not started** ○ **Design in progress** ○ **Plans have been approved**

What is the Right-Of-Way status on the project?

○ **No R/W needed** ○ **R/W needed but not yet acquired**

Cost

Project funding sources:

Federal	State Aid	Local/Other	LRIP	Total Cost
				0.00

For Internal Use Only

District State Aid Engineer Signature - Review and Approval *Date*