**Stage 0**

**Preliminary Scope and Budget Checklist**

**A. Project Background**

District Parish(es)

Route varies, see attached Control Section varies, see attached

Begin Log Mile varies, see attached End Log Mile varies, see attached

Project Category (Safety, Capacity, etc.): Safety

Date Study Completed:

Describe the existing facility:

Functional classification: varies, see attached Number and width of lanes: varies, see attached

Shoulder width and type: varies, see attached Mode: vehicular

Access control: N/A ADT: varies, see attached Posted Speed: varies, see attached

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): describe in table if variation

Describe the adjacent land use: describe in table if variation

Who is the sponsor of the study?

List study team members:

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? No\_\_\_\_\_\_

Are there recent, current or near future planning studies or projects in the vicinity?

If yes, please describe the relationship of this project to those studies/projects.

Provide a brief chronology of these planning study activities:

**B. Purpose and Need**

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

 This is a systemic safety improvement project with the goal of reducing fatal and severe injury roadway departure crashes. The State Roadway Departure Plan was consulted to determine feasible countermeasures for the identified priority segments. Roadway departure countermeasures are to be applied systemically to the identified locations. This project proposes applying high friction surface treatments, enhanced curve warning system, utility pole relocation, tree removal, culvert and ditch improvements, shoulder widening with and without drainage improvements, and barrier. (keep only those being proposed)

**C. Agency Coordination**

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

 The proposed project has been presented and coordinated with the MPO I&O Subcommittee, parish

Officials, and the DOTD Safety Section.

What transportation agencies were included in the agency coordination effort?

 DOTD, City, MPO – include any that apply

Describe the level of participation of other agencies and how the coordination effort was implemented.

 Agencies were informed of the intended project and provided the opportunity to comment via the regions SHSP I&O Subcomittee – Projects should be coordinated even if presented as informational only

**C. Agency Coordination (Continued)**

What steps will need to be taken with each agency during NEPA scoping?

 None anticipated due to the nature of the project.

**D. Public Coordination**

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

 The proposed project was presented to the XXX MPOs/coalition on Date. The XXXX responded with support for the project and no objections were raised by the MPO

**E. Range of Alternatives – Evaluation and Screening**

Give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).

 The considered roadway departure countermeasures include center and edgeline rumble strips/stripes, 6” edgeline/centerline pavement markings, raised pavement markers, lighting improvements, high friction surface treatment, curve warning signs, fixed object relocation, tree clearing, shoulder and ditch improvements, sideslope flattening, and fixed barriers. (should be specific to project)

Will design exceptions be required? No (unless yes for shoulder widening width or other)

What impact would this project have on freight movements? None

Does this project cross or is it near a railroad crossing?

DOTD’s “Complete Streets” policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained.

* Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. Projects involves installing low to medium cost safety countermeasures and will not impact the crown of the roadway. OR Wider shoulders will provide context appropriate facility for bicycles and pedestrians. Safety and mobility enhancements for non-motorized users will be considered when possible.

How are Context Sensitive Solutions being incorporated into the project? CSS will be considered as necessary in design.

Was the DOTD’s “Access Management” policy taken into consideration? If so, describe how. Access management will not be modified within the proposed project.

Were any safety analyses performed? If so describe results. Yes, locations were chosen from Louisiana’s Roadway Departure Plan which identified priority locations for safety improvements based on roadway features and predicted/observed crashes.

Are there any abnormal crash locations or overrepresented crashes within the project limits? Locations were found to have higher than expected roadway departure crashes.

**E. Range of Alternatives – Evaluation and Screening (Continued)**

What future traffic analyses are anticipated? None, proposed roadway features will not impact traffic.

Will fiber optics be required? If so, are there existing lines to tie into? No (unless applicable)

Are there any future ITS/traffic considerations? No

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8?

Please attach documentation required for Stage 0 for this level TMP.

Was Construction Transportation Management/Property Access taken into consideration? No

Were alternative construction methods considered to mitigate work zone impacts? No

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

 The considered roadway departure countermeasures include center and edgeline rumble strips/stripes, 6” edgeline/centerline pavement markings, raised pavement markers, lighting improvements, high friction surface treatment, curve warning signs, fixed object relocation, tree clearing, shoulder and ditch improvements, sideslope flattening, and fixed barriers.

Give an explanation for any alternative that was eliminated based on the screening criteria.

 Some alternatives such as roadway lighting and shoulder widening were eliminated due to cost and availability of right of way. Others may not be applicable to certain project locations or may have already been installed at those locations.

Which alternatives should be brought forward into NEPA and why? Project will likely be classified as a categorical exclusion for NEPA so decided upon roadway departure countermeasures will be the only alternative

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes, stakeholders were given the opportunity to comment through the regional safety coalition I&O emphasis area team meeting.

Describe any unresolved issues with the public, stakeholders and/or agencies.

 There are no unresolved issues at this time.

**F. Planning Assumptions and Analytical Methods**

What is the forecast year used in the study? None

What method was used for forecasting traffic volumes? Project will not impact traffic patterns

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? Yes

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? Project will not have long-term impacts to transportation system

**G. Potential Environmental Impacts**

See the attached Stage 0 Environmental Checklist

**H. Cost Estimate**

Provide a cost estimate for each feasible alternative:

* Engineering Design:
* Additional Traffic Analyses:
* Environmental Processing:
* Mitigation:
* R/W Acquisition:

(C of A if applicable)

* Utility Relocations:
* Construction (including const.

traffic management):

**TOTAL PROJECT COST**

**I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)**  HSIP

**ATTACH ANY ADDITIONAL DOCUMENTATION**

**Disposition (circle one):**  (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve