

<p>TO: MODIFIED BY EI 77-006 EFFECTIVE 2/2/1977 Director, Preliminary Plan Review Bureau</p> <p>SUPERSEDED BY EB 97-006 EFFECTIVE 2/14/1997</p>	<p style="text-align: center;">ENGINEERING INSTRUCTION</p> <p style="text-align: center;">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> <p>SUBJECT: 1973 HIGHWAY SAFETY ACT ESTIMATE REPORTING</p> <p>Subject Code: 7.26-1-21.05</p>
<p>Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special</p>	<p>Code: EI 75-69</p> <p>Date: 10/17/75</p>
<p>APPROVED:</p> <p style="text-align: center;"><i>Malcolm D. Graham</i></p> <p style="text-align: center;">Deputy Chief Engineer, Facilities Design Subdivision</p>	<p>Supersedes:</p>

The Highway Safety Act of 1973 defined some new types of funds for highway and rail-highway projects. These are described in Volume 6, Chapter 8, Section 2, Subsection 1 of the Federal-Aid Highway Program Manual. They include those projects with HHS, ROS, RRS and RRP federal project number prefixes.

Many of these projects have a small amount of work at several locations. Shares, therefore, if developed by the usual rules become unreasonably numerous. To avoid this a new set of guidelines has been developed. It should be emphasized that these apply only to projects authorized by the 1973 Highway Safety Act as just defined. All other projects must comply with their own applicable instructions.

The purpose of contract shares is to facilitate reporting of costs of the various portions of work. In these safety projects, the reporting is still required. However, due to the nature of the work the precision made possible by the item quantity breakdowns is not necessary. Therefore, within any given Federal Aid Project fund category (i.e. HHS, ROS, etc.) all work may be shown as a single share. Most jobs will thus have one share. Make sure, however, if two or more kinds of these funds are involved that there is a share for each. These are needed by the automatic billing system for proper charges to FHWA.

For such things as county or urban/rural splits, estimated percentage reporting is sufficient. In order to facilitate reporting a standard form has been developed.

This form includes a special category called safety classification code. This is an additional category mandated by the 1973 Highway Safety Act.

The percentage breakdowns include County, System, Urban or Rural and the safety classification code.

The form is set up such that a separate sheet is used for each County. Within a county a separate line is to be used for each combination of the other factors. If any one of the three things is different, another line is to be used. The percentages shown shall be the percentage of all work in a given estimate share. In normal situations whole number percentages should be used. It is important that all percentages for a project add to 100%.

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DESIGN

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Some judgement should be used in assigning the percentages. For projects with only two or three "splits" rounding to the nearest 5% seems appropriate. In no case should fractional percentages be used. Ordinarily no percentage smaller than 3% would be shown. Exceptions such as multi-county projects with several systems and classification codes may be encountered. In those cases use judgement, keeping the percentages within reasonable limits.

A list of safety classification codes accompanies this Instruction. They should be made available to those actually filling out the report form. The enclosed copy should be clear enough for use as a master for reproduction if that becomes necessary. The list will not be stocked as a form. A supply of the report form however, is being shipped directly to the Regional Design Engineer.

The report form should be submitted with the PS & E, one copy with each of the PS & E copies. This form does not supplant the bridge inventory reporting and the Regional Bridge Inventory Coordinator should submit those reports on these projects in the same manner as all other projects. The safety classification codes do not replace the bridge inventory codes on the bridge inventory report. Only the bridge inventory codes should be used on those reports.

The system and urban/rural codes are listed on the form itself. The Regional Planning Engineer should be consulted for any necessary explanations of those categories.

This procedure should be followed as soon as possible, in any event by the PS & E submission for the February, 1976, letting.

This procedure should only be followed for projects containing no other kinds of Federal Aid.

If a project using these funds is part of a project using normal funding such as rural primary, the entire project is to be broken down by the usual rules.

SAFETY CLASSIFICATION CODES

The following Classification Codes shall be used when reporting highway safety improvements:

1. Intersection Projects

- 10 - Channelization, including left turn bays
- 11 - Traffic signals, installed or improved
- 12 - Combination of 10 and 11
- 13 - Sight distances improved
- 19 - Other intersection work (except structures, Codes 30-39)

2. Cross Section Projects

- 20 - Pavement widening, no lanes added
- 21 - Lanes added, without new median
- 22 - Highway divided, new median added
- 23 - Shoulder widening or improvement
- 24 - Combination of 20, 21, 22 and 23
- 25 - Skid Treatment/Grooving
- 26 - Skid Treatment/Overlay
- 27 - Flattening and/or clearing of side slopes
- 29 - Other cross section work or combinations of above categories

3. Structures

- 30 - Widening existing bridge or other major structure
- 31 - Replacement of bridge or other major structure
- 32 - Construction of new bridge or major structure (except to eliminate a railroad grade crossing or one for pedestrians only)
- 33 - Construction or improvement of minor structure
- 34 - Construction of pedestrian over- or under-crossing
- 39 - Other structure work

4. Alignment Projects

- 40 - Horizontal alignment changes (except to eliminate highway grade crossing, Code 52)
- 41 - Vertical alignment changes
- 42 - Combination of 40 and 41
- 49 - Other alignment work

5. Railroad Grade Crossing Projects

- 50 - Flashing lights replacing signs only
- 51 - Elimination by new or reconstructed grade separation

- 52 - Elimination by relocation of highway or railroad
- 53 - Illumination
- 54 - Flashing lights replacing active devices
- 55 - Automatic gates replacing signs only
- 56 - Automatic gates replacing active devices
- 57 - Signing and/or marking
- 58 - Crossing surface improvement
- 59 - Other railroad grade crossing improvement

6. Roadside Appurtenances

- 60 - Installation or upgrading of traffic signs
- 61 - Breakaway sign or lighting supports
- 62 - Installation or improvement of road edge guardrail
- 63 - Installation or improvement of median barrier
- 64 - Installation of striping and/or delineators
- 65 - Roadway lighting installation
- 66 - Improvement of drainage structures
- 67 - Installation of fencing
- 68 - Impact attenuators
- 69 - Other roadside appurtenances

7. Other Safety Improvements

- 90 - Safety provisions for roadside features and appurtenances
- 99 - All projects not otherwise classifiable

