



## Pilot Rumble Strip HSIP Project

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# Agenda

- HSIP Overview and Eligibility
- Statewide Crash Data and SHSP
- An Effective Countermeasure
- Funding & Timeline
- Q&A



# HSIP – Highway Safety Improvement Program

- Core Federal Aid Program - SAFETEA-LU (2005)
- Goal: Reduce K & A Crashes on **all public roads**
- Data-driven, SHSP-aligned, performance-based
- Preference to Low Cost - High Impact solutions
  - A very small program ~ \$40m/year Statewide
- **Typically:** 90% Federal, 10% local contribution
- Subject to Federal Criteria for Contracting
  - DCP , EEO, DBE, Buy America, NEPA
  - Competitive bidding – acquisition of material & labor
- Competitive selection process (***Application ≠ Award***)



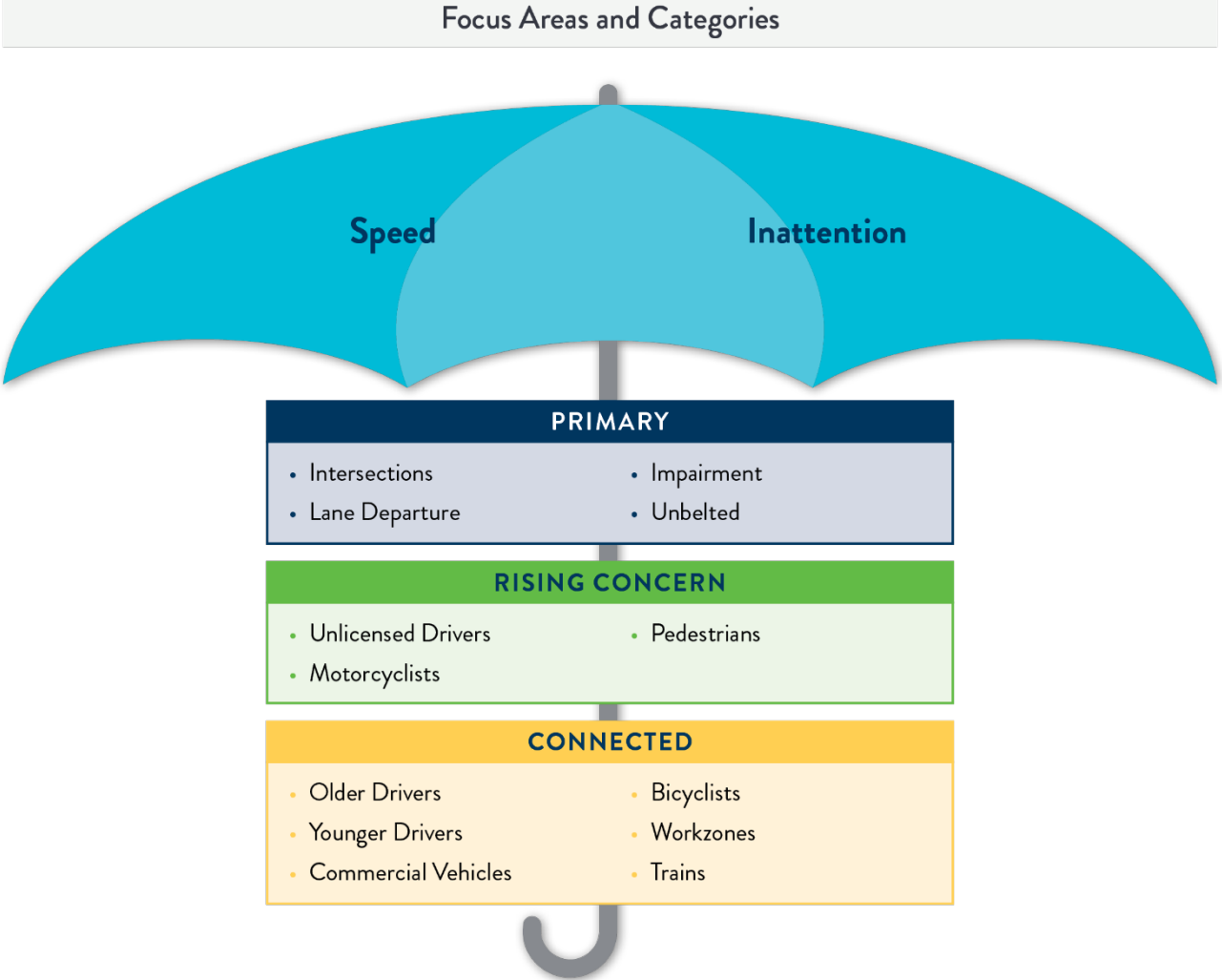


# HSIP Eligible Projects

- Data Driven, Proactive, Systemic – Prioritized Plan
  - Must be based on crash data or systemic risk
- Must align with SHSP emphasis areas
  - Critical Emphasis Areas (Focus Areas) (Lane Departure)
- Must be evaluated post-implementation
- Not a block grant—funds must be used for safety-specific outcomes
- Preference to Stand Alone Safety Projects



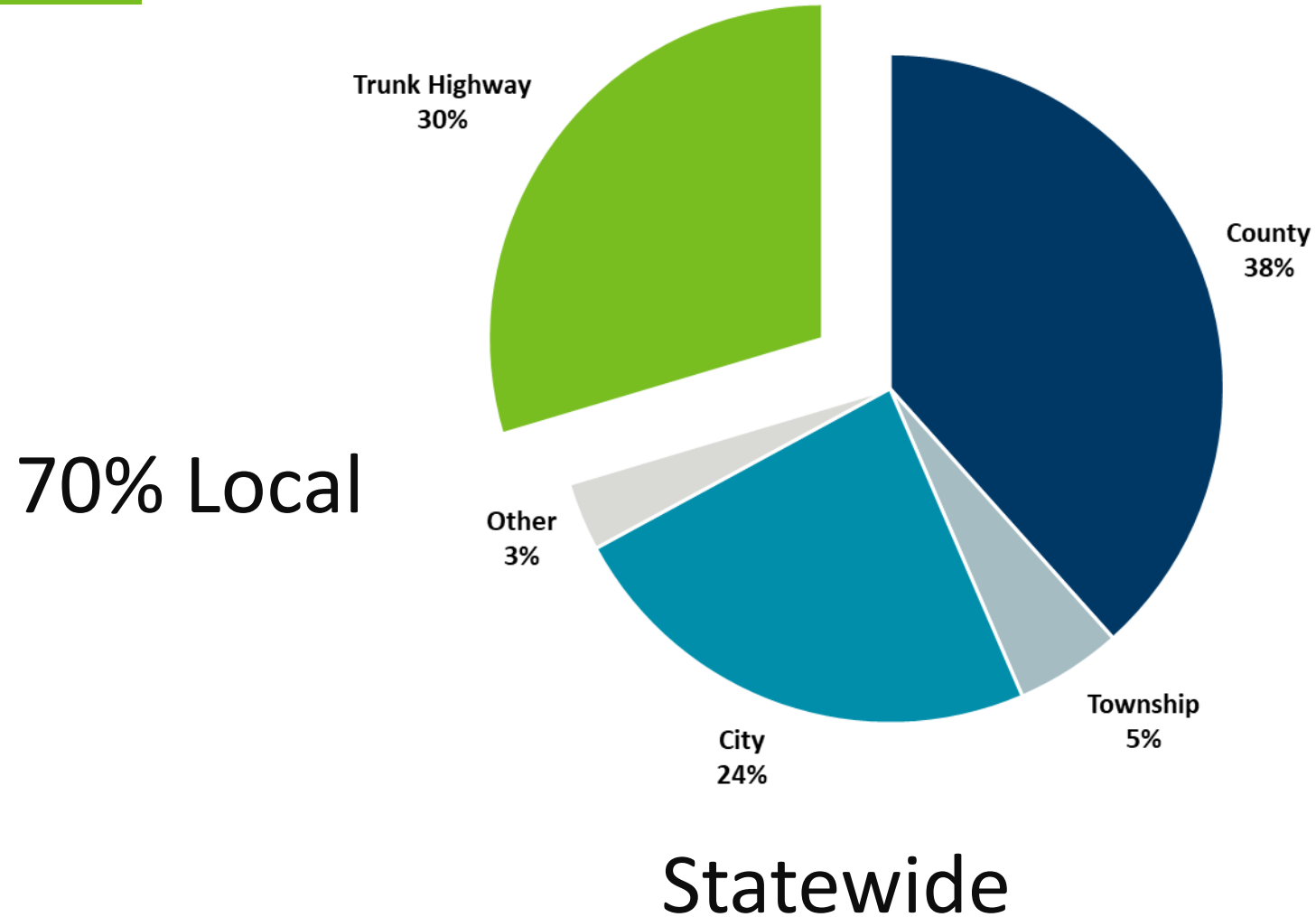
# SHSP: Guiding Our Safety Investments



## MN 2025-2029 Strategic Highway Safety Plan

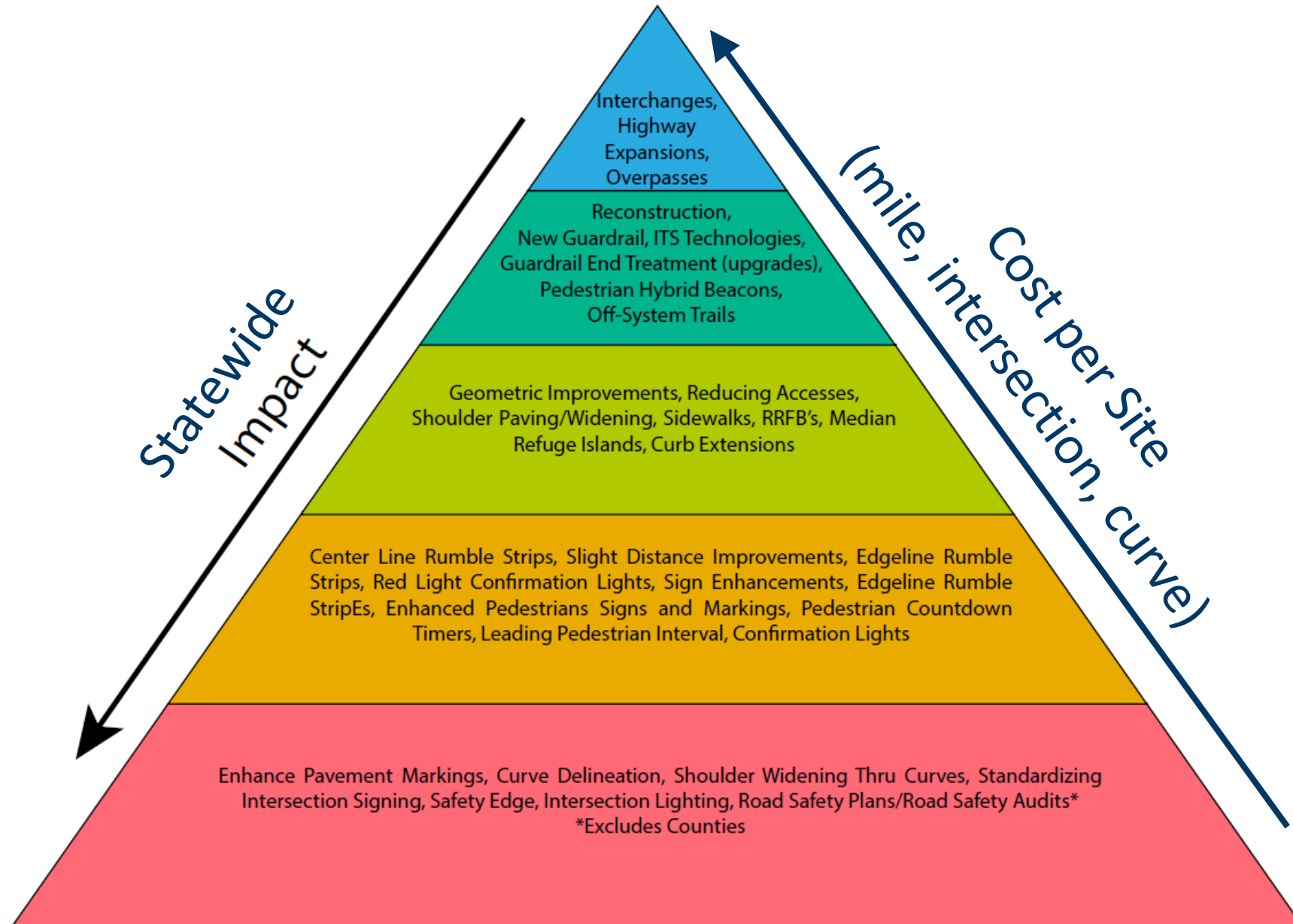
[www.mndot.gov/trafficeng/safety/shsp/mn-shsp-2020-24.pdf](http://www.mndot.gov/trafficeng/safety/shsp/mn-shsp-2020-24.pdf)

# Fatal and Serious Injuries – 2020-2024



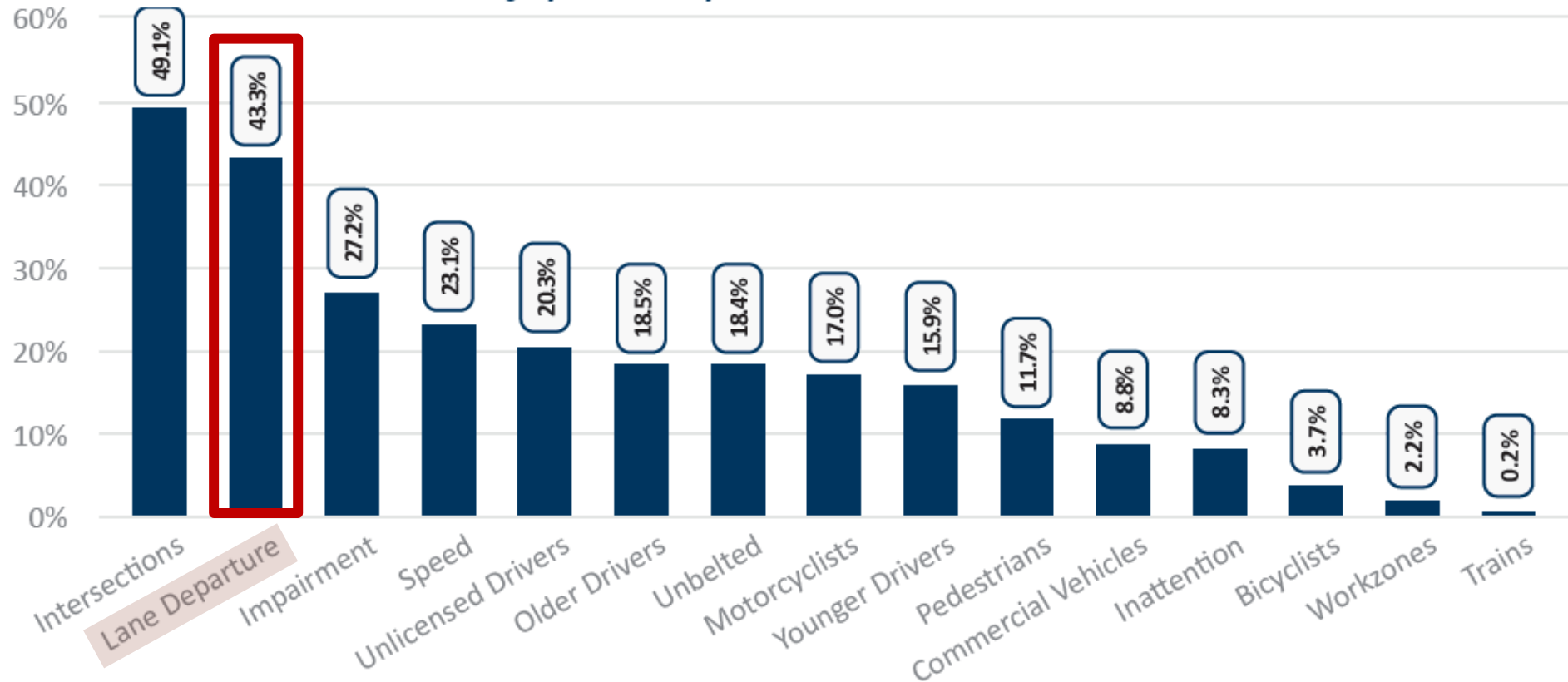
# Highway Safety Investment Program (HSIP)

## Impact Pyramid



# Special Focus on Lane Departure Crashes?

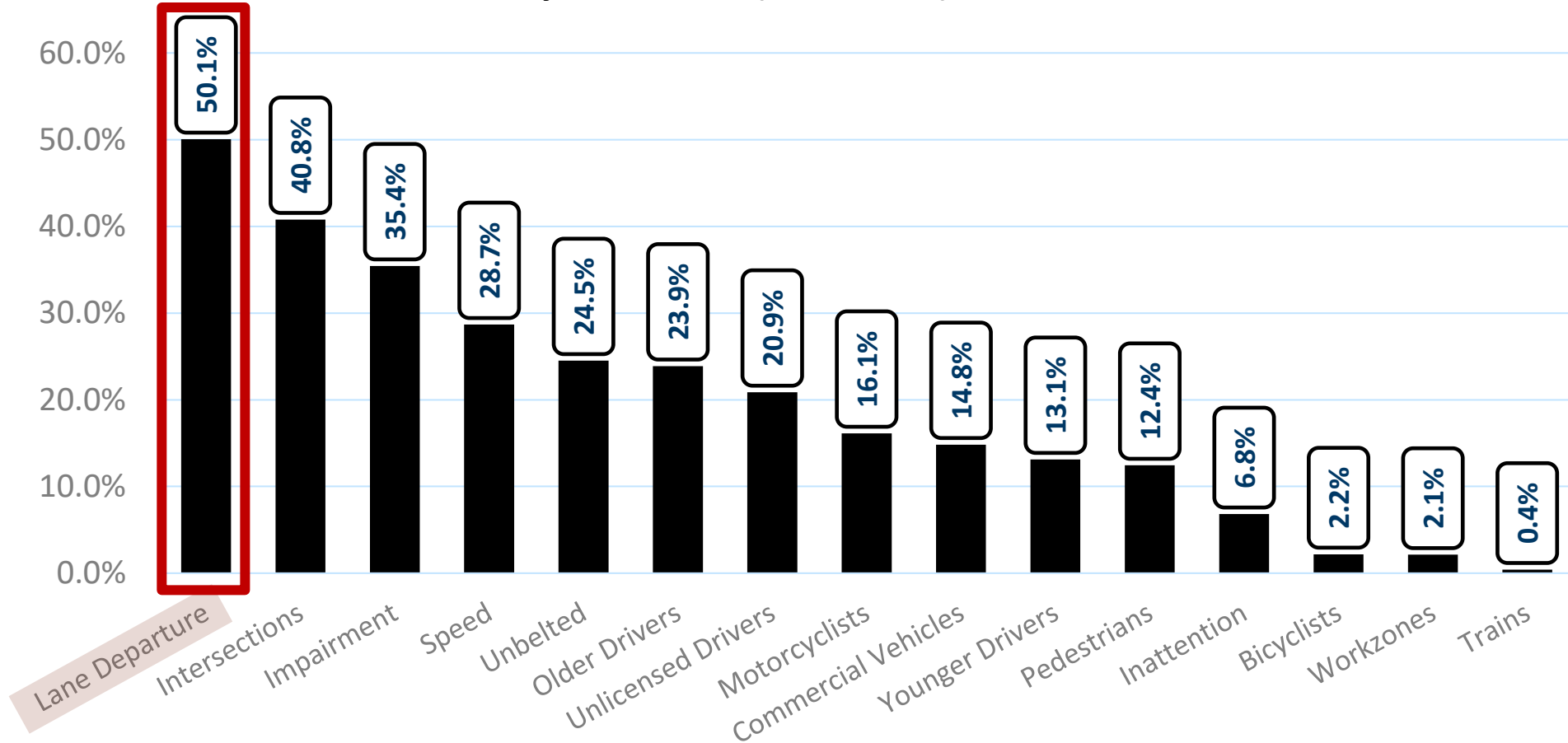
Percent of Total Fatal and Serious Injury Crashes by Focus Area (2018-2022)





# Special Focus on Lane Departure Crashes

Percent of Total Fatal Crashes by Focus Area (2018-2022)



# Strategic Focus Areas

## Metro - Crash Focus Areas

2013 to 2022 (preliminary) fatal and serious injury crashes on all local roads

[www.mndot.gov/trafficeng/safety/shsp/](http://www.mndot.gov/trafficeng/safety/shsp/)

ATP - statewide ≥ +10%		Metro				Minnesota Statewide			
ATP - statewide ≥ +5%		All Roadways		All Local Roads		All Roadways		All Local Roads	
Total Severe Crashes		7,600	100%	5,672	100%	16,749	100%	11,395	100%
Core Areas	Intersection	4,280	56%	3,479	61%	7,920	47%	5,795	51%
	Lane Departure	2,544	33%	1,785	31%	7,240	43%	4,872	43%
	Run-Off-Road	1,734	23%	1,161	20%	5,326	32%	3,739	33%
	Head-On	810	11%	624	11%	1,914	11%	1,133	10%
	Impaired	1,775	23%	1,241	22%	4,358	26%	3,020	27%
	Speed	1,564	21%	1,037	18%	3,618	22%	2,348	21%
	Unbelted	771	10%	455	8%	2,679	16%	1,600	14%
Inattentive	796	10%	546	10%	1,894	11%	1,161	10%	

# Pilot Statewide Rumble Strip Project

- **Purpose**
  - Implementation of proven safety countermeasures by local agencies
  - Target lane departure crashes (fatal and serious injuries)
  - Simplify the federal processes
- **Countermeasure** - Rumble strip projects
- **Safety Benefit** - Rumble strips alert drivers, reduce crashes

***Rumble Strips consistently show a  
20-50% reduction in severe lane  
departure crashes!***

# Pilot Statewide Rumble Strip Project

## •Funding

- **\$3M/year** available in **2030 & 2031** for construction
- **100% federally funded** (FHWA Provision)
- **No cost to local agencies**

## •Project Delivery – MnDOT Led

- Consultant Contract for PE/CE
- 100% Federally funded

***Rumble Strips and markings are low cost!  
Typically, a few thousand dollars per mile.  
We can blanket the system on the highest risk rural roads!***

# Pilot Statewide Rumble Strip Project

## What MnDOT will provide:

- **Standardized Packages**

- Edgeline or Shoulder Rumble Strips
- Centerline Rumble Strips
- Both Edgeline/Shoulder & Centerline Rumble Strips
- Fresh Striping (ground in 6" epoxy) with the rumble strips

- **Preferred Configuration**

- Combination of centerline + edgeline/shoulder rumble strips
- Combination of centerline + edgeline/shoulder epoxy striping
- Flexibility on locations



# Pilot Statewide Rumble Strip Project

## What local agencies will need to provide:

- Provide location maps
- Project Agreement
- Plan review/signature
- Assist with construction coordination
- Inspect completed work and accept



# How do I apply?

## Three page application:

- Contact and Agency Information
- Funding Year
- Project Sites
- Project Treatments
- How did you select these sites?
- Anything Unique?

## State Aid Traffic Safety Page

<https://www.dot.state.mn.us/stateaid/trafficsafety.html>



### Metro District, Local HSIP Solicitation

### Application for Federal Safety Funds Rumble Strip Special Program

#### Program Information

1. Up to \$6 Million in HSIP funding will be dedicated in each construction season of 2030 and 2031 to reduce lane departure crashes on locally owned roads.
2. These projects will be eligible for 100% federal funding (no local match needed), including full project development and construction administration costs and management. **Locals will be required to provide staff for construction inspection, project review and coordination, and quality oversight (no federal reimbursement for local staff time).**
3. Applicants will choose from three standardized packages for 6" ground-in epoxy pavement markings AND rumble strips in the following locations:
  - A. Edgeline or Shoulder
  - B. Centerline
  - C. both Edgeline OR Shoulder AND CenterlineSegments with the centerline and edgeline/shoulder rumble strip combination option are preferred but not required. An agency can have different packages across their network.
4. Projects will be selected based on objective prioritization using County Road Safety Plan risk rankings, project sheets, or crash data, with a goal of funding 100–200 miles per year across the state. Counties may submit multiple segments and/or applications.
5. If a project is selected, the funding will be drawn from the Metro District ATP funding target allocation.
6. Once segments are selected, MnDOT will lead the process through project development (NEPA requirements, design, project coordination, plan preparation, and letting) and through the construction project administration (pre-construction meeting, agency coordination, contractor payments, change orders, and project close-out).
7. This program is a pilot and could lead to rotating 100% funding approach for rumble strips and/or potentially lighting, chevrons, and other targeted systemic improvements.
8. See posted example for reference.
9. See attached "Draft MnDOT/County Agreement" to better understand the roles and responsibilities of MnDOT and your county.
10. Contact Derek Leuer ([derek.leuer@state.mn.us](mailto:derek.leuer@state.mn.us)) with any questions.

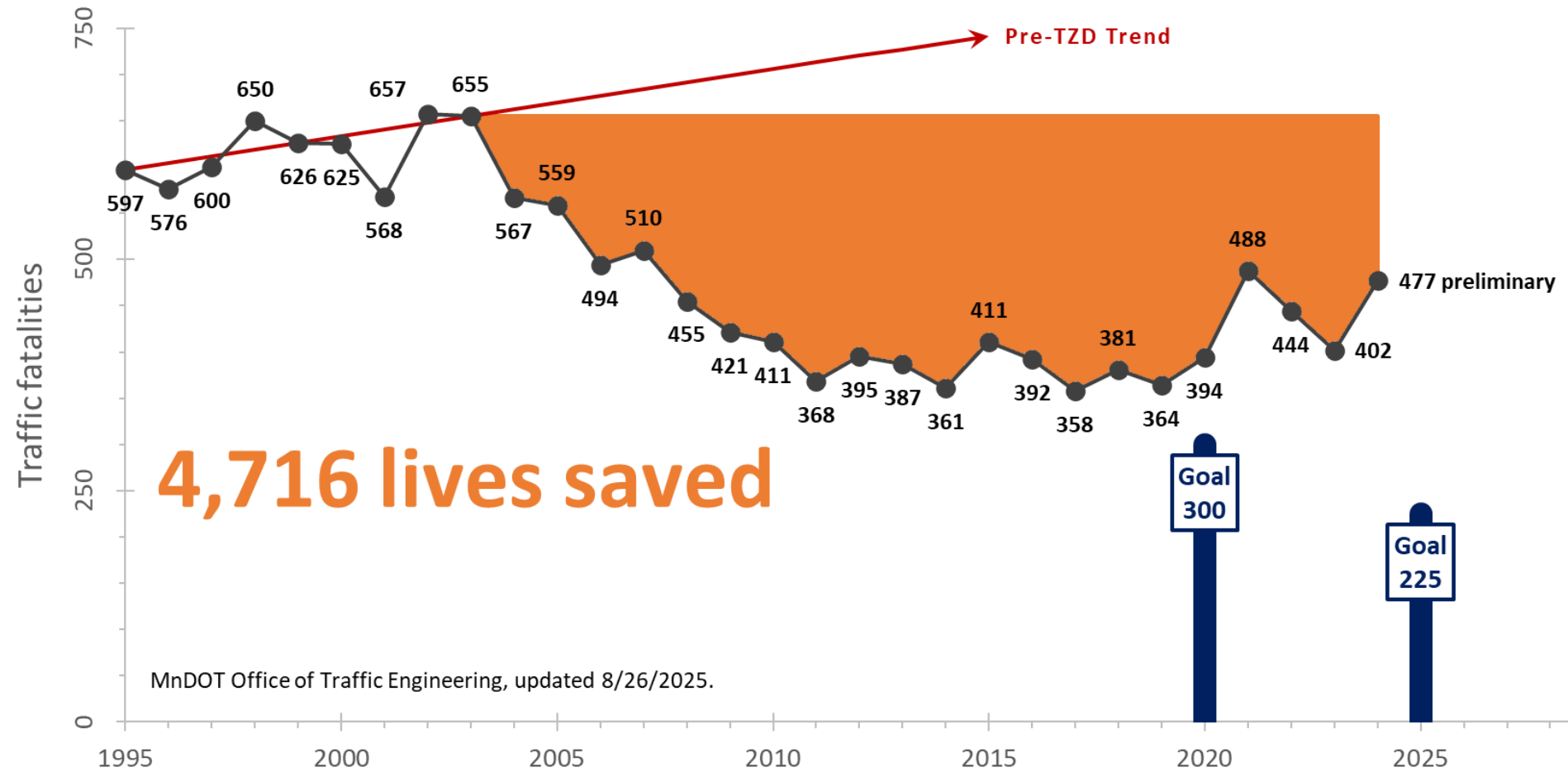
## **If projects/locations are selected:**

- MnDOT will verify locations and timelines
- MnDOT PM will reach out and start project
- Local Agency will sign the “LPA Agreement”
  - Allow MnDOT temporary access onto R-O-W
  - Local Agency will own/maintain final products
  - Local Agency will inspect, document, and accept work
  - Local Agency will be responsive and provide needed feedback
  - Local Agency will handle any needed public engagement
  - Other “boilerplate” MnDOT/LPA agreement language

State Aid Traffic Safety Page

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# Progress since TZD



# Key Takeaways

- Rumble Strips are covered at 100%
- MnDOT will lead project development and construction administration (no cost to local agencies)
- HSIP is data-driven and outcome-focused
- Low-cost countermeasures = broad impact
- Competitive funding = Effective projects
- Effective projects = Successful Outcomes
- Outcome measured in less people dying and injured
- Applications due with Regular HSIP Application



# Thank you again!

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