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**JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)  
POLICY COMMITTEE**

**FOR FURTHER INFORMATION,  
CONTACT:**

**Anton Schauerte, Principal  
Transportation Planner**

**Region 2 Planning Commission  
PH: (517) 768-6703**

**DATE: THURSDAY, FEBRUARY 17, 2022**

**TIME: 8:00 A.M.**

**PLACE: Jackson County Tower Building – 5th Fl.  
120 W. Michigan Avenue  
Jackson, MI 49201**

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**A G E N D A**

Comments will be solicited on each item following discussion and prior to any final action.

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1. Call to Order
2. Public Comment
3. Approve Minutes of the Policy Committee Meeting of January 20, 2022 and Receive the Minutes of the Technical Advisory Committee Meeting of January 19, 2022 (see enclosures) – **ACTION**
4. Agency Status Reports – **DISCUSSION**
  - City of Jackson (not provided)
  - Jackson Area Transportation Authority (no updates)
  - Jackson County Department of Transportation (enclosed)
  - Michigan Department of Transportation (enclosed)
  - Jackson County Airport-Reynolds Field (enclosed)
  - Enterprise Group (<http://www.enterprisegroup.org>)
5. December 2021 Ridership Trends - Jackson Area Transportation Authority (see enclosures) - **DISCUSSION**
6. Approval of Amendments to the JACTS FY 2020–2023 Transportation Improvement Program (TIP) (see enclosures) – **ACTION**
  - Jackson County Department of Transportation
7. Call for Projects – Fiscal Year 2024 Federal Local Safety Program: Highway Safety Improvement, Highway Safety Improvement Systemic, and High-Risk Rural Road Program (see enclosures) – **DISCUSSION**
8. Blackstone, Jackson and Mechanic Streets Railroad Crossing Replacement (MDOT) - (see enclosures) **PRESENTATION**
9. Other Business
10. Public Comment
11. Adjournment

# Region 2 Planning Commission



## Jackson Area Comprehensive Transportation Study

### MINUTES

#### JACTS POLICY COMMITTEE

Jackson County Tower Building  
120 W. Michigan Avenue – 5th Floor  
Jackson, Michigan

**Thursday, January 20, 2022**

Members Present: Keith Acker, Sandstone Township  
John Feldvary, Jackson County Airport-Reynolds Field  
Jeff Franklin, MDOT  
David Herlein, Spring Arbor Township  
Pete Jancek, Vice-Chair, Blackman Charter Township  
Angie Kline – JACTS Technical Advisory Committee  
Mike Overton, Jackson County Department of Transportation  
Laura Schlechte, City of Jackson  
Steve Shotwell, Chair, Jackson County Board of Commissioners  
Judy Southworth, Leoni Township  
Mike Trudell, Summit Township

Members Absent: Dan Gallagher, Napoleon Township  
Jonathan Greene, City of Jackson  
Jae Guetschow, Region 2 Planning Commission  
JATA – Vacant

Others Present: Stephen Bezold, Region 2 Planning Commission  
Jon Dowling, City of Jackson  
Steve Duke, Region 2 Planning Commission  
Anton Schauerte, Region 2 Planning Commission  
Ryan Smith, JATA  
Bret Taylor, Jackson County Department of Transportation  
Kelby Wallace, MDOT-Jackson TSC

#### ITEM 1      CALL TO ORDER

Chair Shotwell called the meeting to order at 8:00 AM.

#### ITEM 2      PUBLIC COMMENT

No public comments were received.

# JACTS POLICY COMMITTEE MINUTES

Thursday, January 20, 2022

Page 2

## ITEM 3      APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF DECEMBER 16, 2021 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MINUTES OF DECEMBER 15, 2021

A motion was made by Mr. Acker, supported by Ms. Schlecte, to approve the Policy Committee meeting minutes of December 16, 2021 and receive the Technical Advisory Committee meeting minutes of December 15, 2021 as presented. The motion carried unanimously.

## ITEM 4      AGENCY STATUS REPORTS

Project status updates were provided by the City of Jackson, Jackson County Department of Transportation, the Michigan Department of Transportation, Jackson County Airport-Reynolds Field, and the Enterprise Group.

## ITEM 5      APPROVAL OF AMENDMENTS TO THE JACTS FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Duke provided the proposed projects for both the Urban-STP and Rural-STP/TEDF-D funding in the new FY 2023-2026 TIP. The following amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP) were submitted by the Jackson County Department of Transportation and the Michigan Department of Transportation:

Fiscal Year	Job #	Project Name	Limits	Project Description	Funding	Action
2023	213736	Edgeline Pavement Markings	56 miles total on 78 roadway segments	Edgeline pavement markings	\$97,724.92 HSIP \$22,246.08 Local \$119,971.00 Total	Change FY to 2022
2023	213875	N. Stony Lake Rd.; Seymour Rd.; Race Rd.	Taylorfield Road to M-50; Trumble Road to Wooster Road; Ann Arbor Road to Seymour Road	Tree removal, pavement markings, signing upgrades	\$564,781.87 HRRR \$62,753.54 Local \$627,535.41 Total	Change FY to 2022
2023	214064	Horton Rd./ S. Jackson Rd.	Ferguson Road to Weatherwax Drive	Road Safety Audit	\$16,000.00 HSIP \$4,000.00 Local \$20,000.00 Total	Change FY to 2022
2023	214065	Moscow Road	At Hanover Road, Hatch Road, Sears Road, and Horton Road/Mathews Road	Road Safety Audit	\$16,000.00 HSIP \$4,000.00 Local \$20,000.00 Total	Change FY to 2022
2023	214462	Horizontal Curve Signing (southeast)	Various	Horizontal Curve Signing	\$200,000.00 HSIP \$35,493.00 Local \$235,493.00 Total	Add
2023	214463	LED Stop Signs	Various	LED Stop Signs	\$94,236.30 HSIP \$10,470.70 Local \$104,707.00 Total	Add
2023	214464	High Friction Surface Treatment and LED Stop Signs	(4) intersections	High Friction Surface Treatment and LED Stop Signs	\$186,487.20 HSIP \$20,720.80 Local \$207,208.00 Total	Add
2023	214664	Airport Rd at Wayland Dr/Meijer Dr	At intersection	Signal Modernization	\$244,914.95 HSIP \$77,228.74 Local \$322,143.69 Total	Add

**JACTS POLICY COMMITTEE MINUTES**  
**Thursday, January 20, 2022**  
**Page 3**

The following amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP) were submitted by the Michigan Department of Transportation:

Fiscal Year	Job #	Phase	Project Name	Limits	Length	Project Description	Federal Budget	State Budget	Federal Fund Source	Total Phase Cost	Amendment Type
2023	213399	CON 23	TSC Wide	All Trunkline routes in Region 2 MPO	0	HMA crack treatment and overband crack fill	\$230,817	\$51,183	ST	\$282,000	Phase Add
2022	213927	PE 22	TSC Wide	All Trunkline routes in Region 2 MPO	39.5	Non-freeway signing upgrade	\$100,000	\$0	STG	\$100,000	Phase Add

The motion was made by Mr. Feldvary, supported by Ms. Schlecte, to approve the Jackson County Department of Transportation and Michigan Department of Transportation Amendments to the JACTS FY 2020-2023 as presented. The motion carried unanimously.

**ITEM 6**                    **TARGETS FOR 2022 SAFETY PERFORMANCE MEASURES – RESOLUTION ADOPTION**

Mr. Franklin explained the annual MDOT safety performance measures update, involving the data driven process by which the state safety targets were determined for fatalities, fatality rates, serious injuries, serious injury rate, and non-motorized fatalities & serious injuries in the 2022 calendar year. He went on to describe the repercussions of not meeting these targets and the funding impacts involved with achieving or failing to meet these standards. Resources will primarily be spent on education and driver safety campaigns, as roadway engineering has been effectively addressed and enforcement funding is outside MDOT parameters. The motion was made by Mr. Feldvary, supported by Ms. Schlecte, to approve the targets for 2022 safety performance measures as presented. The motion carried unanimously.

**ITEM 7**                    **HIRING OF NEW ASSOCIATE PLANNER**

Mr. Duke announced that Stephen Bezold has been hired as the new Associate Planner and started in January. Mr. Bezold was most recently employed the law firm Stearns Weaver Miller in Florida.

**ITEM 8**                    **OTHER BUSINESS**

Mr. Duke mentioned the increased fund allotment for FY 2022-2026 following federal legislation and put forward an open request for information regarding projects that are ready for obligation in FY 2022. Any further projects will require amendments and potential additional meetings.

**ITEM 9**                    **PUBLIC COMMENT**

No public comments were received.

**ITEM 10**                  **ADJOURNMENT**

**JACTS POLICY COMMITTEE MINUTES**  
**Thursday, January 20, 2022**  
**Page 4**

There being no further business, Chair Shotwell adjourned the meeting at 9:01 AM.

Stephen Bezold  
Associate Planner

# Region 2 Planning Commission



## Jackson Area Comprehensive Transportation Study

### MINUTES

#### JACTS TECHNICAL ADVISORY COMMITTEE

Jackson City Hall  
161 W. Michigan Ave. – 10th Floor  
Jackson, MI 49201

**Wednesday, January 19, 2022**

Members Present: Joe Bentschneider, Jackson County Dept. of Transportation  
Mike Davis (Alt.), MDOT-University Region  
Jon Dowling, Vice-Chair, City of Jackson – Engineering  
Jacob Hurt, Region 2 Planning Commission  
Mark Kloha, MDOT – Lansing  
Angela Kline, Jackson County Dept. of Transportation  
Alex Masten, The Enterprise Group  
Jack Ripstra, Blackman Charter Township  
Ryan Smith (Alt.), Jackson Area Transportation Authority  
Bret Taylor, Jackson County Dept. of Transportation  
Troy White, City of Jackson – Engineering

Members Absent: Jonathan Greene, City of Jackson  
Andy Pickard, FHWA (Ex-officio)  
Juan Zapata, Jackson County Airport – Reynolds Field

Others Present: Stephen Bezold, Region 2 Planning Commission  
Jim Cole, Jackson County Dept. of Transportation  
Steve Duke, Region 2 Planning Commission  
Sam Korsen, MDOT – Lansing  
Anton Schauerte, Region 2 Planning Commission  
Laura Schlechte, Jackson City Council

#### ITEM 1      CALL TO ORDER

Chair Kline called the meeting to order at 9:31 AM.

#### ITEM 2      PUBLIC COMMENT

No public comments were received.

## JACTS TECHNICAL COMMITTEE MINUTES

Wednesday, January 19, 2022

Page 2

### ITEM 3      APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF DECEMBER 15, 2021 AND RECEIVE THE POLICY COMMITTEE MINUTES OF DECEMBER 16, 2021

A motion was made by Mr. Ripstra, supported by Mr. Taylor, to approve the Technical Advisory Committee meeting minutes of December 15, 2021, and receive the Policy Committee meeting minutes of December 16, 2021, as presented. The motion carried unanimously.

### ITEM 4      AGENCY STATUS REPORTS

Project status updates were presented by the City of Jackson, Jackson Area Transportation Authority, Jackson County Department of Transportation, Michigan Department of Transportation, and the Enterprise Group.

### ITEM 5      APPROVAL OF AMENDMENTS TO THE JACTS FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The following amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP) were submitted by the Jackson County Department of Transportation and the City of Jackson:

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**JACTS TECHNICAL COMMITTEE MINUTES**  
**Wednesday, January 19, 2022**  
**Page 3**

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2022	213927	PE	TSC Wide	All Trunkline routes in Region 2 MPO	39.5	Non-freeway signing upgrade	\$100,000	\$0	STG	\$100,000	Phase Add

A motion was made by Mr. Davis, supported by Mr. Ripstra, to approve the amendments to the JACTS FY 2020-2023 TIP as presented. The motion carried unanimously.

**ITEM 6**            **TARGETS FOR 2022 SAFETY PERFORMANCE MEASURES – RESOLUTION ADOPTION**

Mr. Davis explained the annual MDOT safety performance measures update, involving the data driven process by which the state safety targets were determined for fatalities, fatality rates, serious injuries, serious injury rate, and non-motorized fatalities & serious injuries in the 2022 calendar year. These updated measures are in response to driving behavioral changes identified due to the decreased traffic volume in response to the pandemic. He went on to describe the repercussions for not meeting these targets and the funding impacts involved with achieving or failing to meet these standards. Resources will primarily be spent on education and driver safety campaigns, as roadway engineering has been effectively addressed and enforcement funding is outside MDOT parameters. A motion was made by Mr. Dowling, supported by Ms. Kline, to approve the targets for 2022 safety performance measures. The motion carried unanimously.

**ITEM 7**            **OTHER BUSINESS**

Mr. Duke mentioned the increased fund allotment for FY 2022-2026 following federal legislation and put forward an open request for information regarding projects that are ready for obligation in FY 2022. Any further projects will require amendments and potential additional meetings.

**ITEM 8**            **PUBLIC COMMENT**

No public comments were received.

**ITEM 9**            **ADJOURNMENT**

There being no further business, Chair Kline adjourned the meeting at 10:21 AM.

Stephen Bezold  
Associate Planner





# *Jackson County Department of Transportation*

Angela N. Kline, PE  
Managing Director / Director of Engineering & Technical Services

*Keeping Our Community Safely in Motion...*



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## Memorandum

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**Date:** February 8, 2022

**To:** Mr. Steve Duke  
Region 2 Planning Commission

**From:** Angela N. Kline, PE  
Managing Director/Director of Engineering

**RE:** February JACTS Update

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We would like to provide the following update regarding our projects that are on the Transportation Improvement Program (TIP) for FY 2021, 2022, and 2023.

### **FY 2021**

#### **JN 207171 McCain Road and Robinson Road**

Work has been completed on the McCain Road portion of this project. Work will commence on Robinson Road and at the intersection of Robinson/McCain following the end of the 2021-22 school year.

#### **JN 206636 Overlay Project, Territorial Road and Clark Lake Road All-Season Routes**

Michigan Paving and Materials will construct this project during the 2022 construction season.

### **FY 2022**

#### **County Farm/Springport Corridor Improvements and Jackson Technology Park – North Construction**

Comments for the draft final plans were received from the EDA in January, and final plans, specs, and estimates will be submitted in early February. All easements were submitted to the Board for February approval. The Enterprise Group is working with the EDA on title clearance and a covenant for the new park, and the project will be let following completion of these tasks. Anticipated letting in March or April.

### **JN 210343 South Dearing Road and McCain Road Compact Roundabout**

This project was moved to FY 2022 due to right of way procurement issues. JCDOT met with the property owners on the northwest corner to discuss their concerns with the project and the property acquisition that was requested from them. The design alternatives and impacts to their driveway and property were shown and discussed with them. The property owners voiced their concerns about the status of the trees located next to Dearing Road on the north side of the intersection that might be impacted by the new “peanut roundabout” design. JCDOT agreed to refine the conceptual plans of the new “peanut roundabout” design to see if the trees could be salvaged with this design. JCDOT will meet with the property owners again after a refined version of the conceptual plans has been completed.

### **JN *To Be Determined* – Holibaugh Road**

A TIP amendment has been submitted to add this project to 2022. This proposed project uses a portion of the current funding from the JN 206637 Preventive Maintenance project. This project will place a preventive maintenance wedge and overlay on Holibaugh Road from the north Village of Springport limits to the Eaton/Jackson County line, a distance of 2.6 miles.

### **JN 206637 Preventive Maintenance**

A TIP amendment has been submitted for this project to subtract the funding that was allocated to the Holibaugh Road project as well as add funding from the additional Federal funding that was recently received.

### **JN 207169 South Street Preventative Maintenance**

The GI meeting took place in January. Project documents will be submitted for an anticipated April or May 2022 letting.

### **JN 209883 S. Jackson Bridge Replacement**

Project documents will be submitted for an early 2022 letting.

### **JN 210635 Mike Levine Lakelands Trail Extension**

Project documents will be submitted for letting once ROW issues are resolved – negotiations with Consumers are ongoing due to the presence of contaminated materials in their proposed easement. JCDOT will have an update on this property in April, once the site has been tested.

### **JN 211703 Roundabout at Horton Road and Springbrook Road**

Property line surveys have been requested from local survey firms. Developing environmental documents and beginning design for a Summer 2022 letting.

**JN 211779 Countywide Horizontal Curve Signing**  
**JN 211851 Countywide LED Stop Signs**

Beginning design for a Winter 2022 letting.

**JN 211823 N. Concord Road Tree Removal**  
**JN 211852 Moscow Road Tree Removal**  
**JN 211853 Rives Junction Road Tree Removal**

Developing environmental documents and beginning design for a Summer 2022 letting.

**JN 211855 Roundabout at Springport Road and Rives Junction Road**

Developing environmental documents and beginning design for a Fall 2022 letting.

**JN 211862 Page Avenue Road Safety Audit**  
**JN 211864 Spring Arbor Road Road Safety Audit**

Proposals received, and Consultants have been selected. Due to inclement weather, work will take place in Spring 2022.

**JN 213736 Edgeline Pavement Markings**

Documents were submitted in early February for a GI Meeting. Project documents will be submitted for a Spring letting.

**JN 213875 N. Stony Lake Road, Seymour Road, and Race Road Tree Removal**

JCDOT is developing environmental documents and is beginning design for a Summer 2022 letting.

**JN 214064 Horton Road/S. Jackson Road Safety Audit**  
**JN 214065 Moscow Road Intersections Road Safety Audit**

JCDOT will release a request for proposals for these projects in early 2022.

**FY 2023**

**JN 213879 Dearing Road and Jefferson Tree Removal**

JCDOT is developing environmental documents and is beginning design for a Summer 2023 letting.

**JN 213984 Springport Road and Minard Road Compact Roundabout**

JCDOT is developing environmental documents and is beginning design for a Summer 2023 letting.

**JN 214462 Countywide Horizontal Curve Signing**

JCDOT is developing environmental documents and is beginning design for a Summer 2023 letting.

**JN 214463 Countywide LED Stop Signs**

JCDOT is developing environmental documents and is beginning design for a Summer 2023 letting.

**JN 214464 Countywide High Friction Surface Treatment and LED Stop Signs**

JCDOT is developing environmental documents and is beginning design for a Summer 2023 letting.

**JN 214664 Airport Road at Wayland Drive/Meijer Drive Signal Modernization**

JCDOT is developing environmental documents and is beginning design for a Summer 2023 letting.



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
JACKSON TRANSPORTATION SERVICE CENTER

PAUL AJEGBA  
DIRECTOR

February 7, 2022

**Construction:**

**I-94 & US-127** – Install cameras and/or permanent message boards near Airport Road, Parnall Road, Page Ave, I-94/US-127 south interchange, Hawkins Road, Whipple Road, and Grass Lake Scales. Message boards installed and working on communication connections.

**I-94 at Elm Road, Lansing Ave. and West Ave (US-127 west), also includes resurfacing on US-127 (I-94 to Parnall)** – Both directions of I-94 are on the new westbound roadway. Traffic will remain in this configuration through the winter, with all ramps open, except the northbound West Ave to WB I-94, which will remain closed thru the winter. The Lansing Ave. bridge opened December 23<sup>rd</sup>. During the winter months work will continue on the new eastbound roadway, near the Elm Road interchange, and on the detention pond in the northeast quadrant of the West Ave. interchange.

**US-127 bridges over M-50/Railroad (just north of McDevitt)** – Deck replacement and superstructure repairs. Work is complete for the winter and will resume near March 2022.

**Railroad bridges over Jackson Street and Mechanic Street in downtown Jackson** – Bridge replacements. Construction scheduled to begin on March 7, 2022 with Mechanic, Jackson, Blackstone, Detroit and Van Buren Streets being closed. A public meeting is scheduled for February 9<sup>th</sup> from 2-5:30pm at Christoff and Sons. Short presentations will occur at 2:30 and 5 pm.

**I-94 from M-60 to Calhoun County line** – Reconstruction from M-60 to Michigan Ave, major rehabilitation from Michigan Ave to Calhoun County line – (2022-2024 construction). Scheduled for a February 18, 2022 letting.

**Design:**

**M-106 and I-94BL** – Non-freeway signing upgrade (late 2022 construction).

**I-94 Westbound from Mt. Hope Road to Washtenaw County line** – Capital preventative maintenance resurfacing (2023 construction)

**M-50 from Valley Farm Road to Lincoln Road** – Shoulder paving (2023 construction)

**Cooper Street (M-106) bridge replacement in downtown Jackson south of train station** – Bridge replacement (2024 Construction).

**US-127 (Henry to near Ingham Co Line)** – state funds only, major resurfacing (future construction).



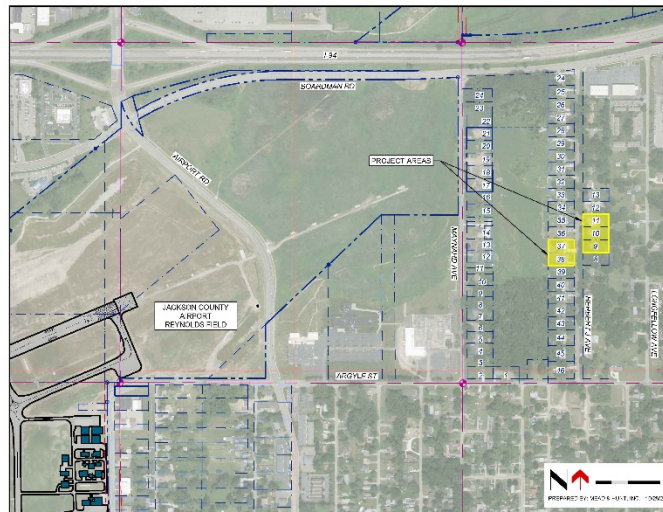
# Jackson County Airport – Reynolds Field

## *Flying Jackson Forward!*

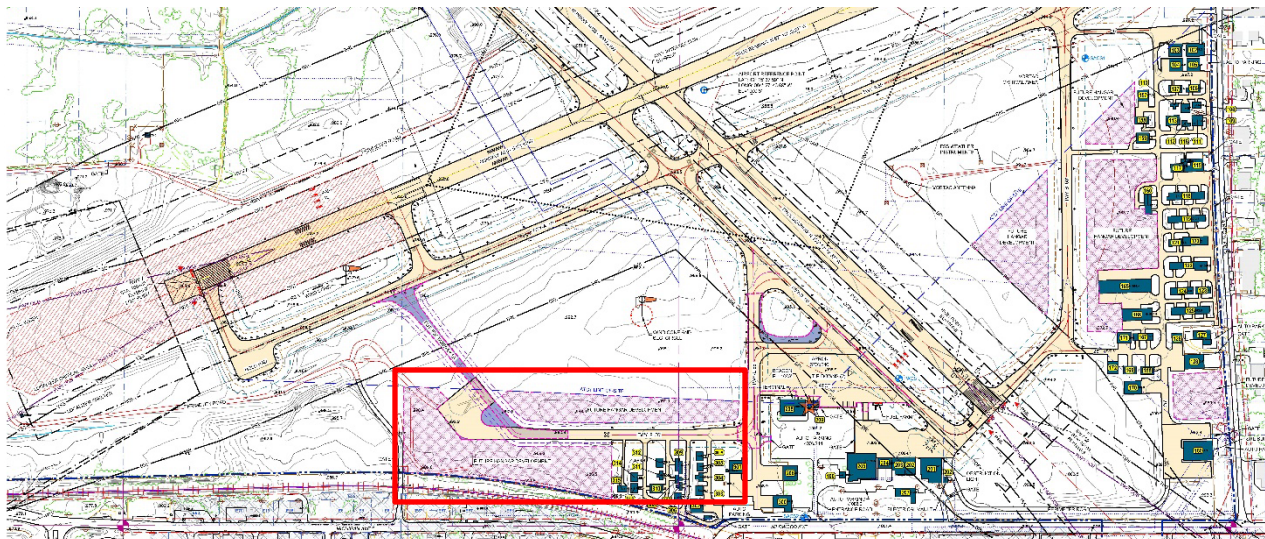
Juan C. Zapata, Airport Manager

### JACTS Airport Update February 2022

- MDOT has approved the transfer of federal funds for the purchase of the five easements on Herbert J Ave. Offers have been made and approved and we expect to complete the purchase this summer and start obstruction clearing in the fall.



- We'll be working with a consultant to assist with the design and installation of utilities on the west side of the airport. The design will also include determining the optimal lot size for airport development.

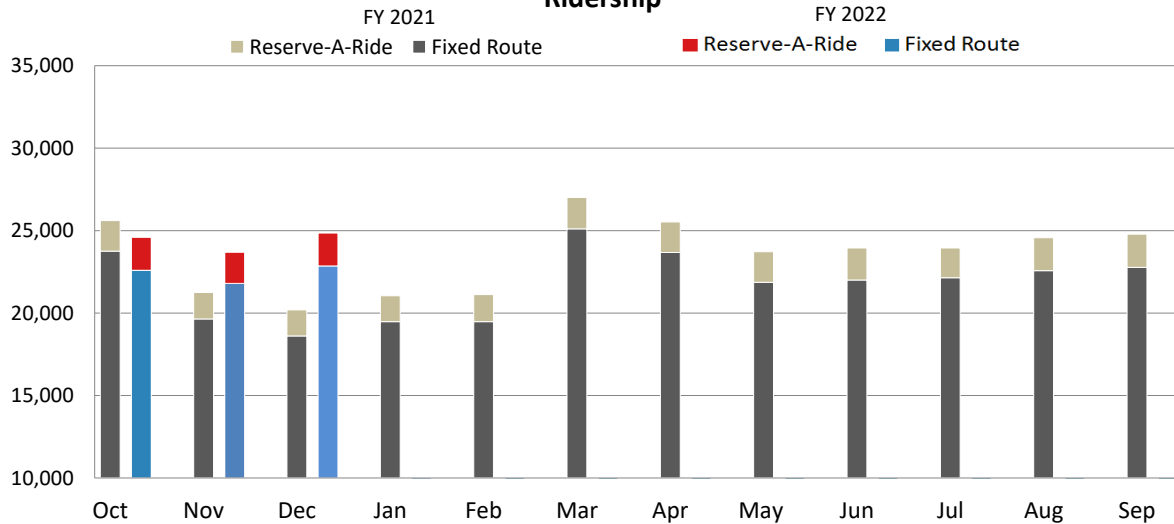




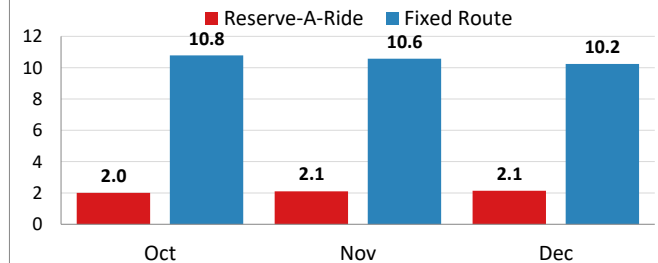
# JACKSON AREA TRANSPORTATION AUTHORITY PERFORMANCE DASHBOARD

December 2021

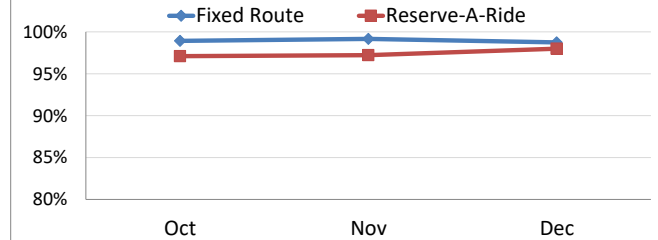
## Ridership



## Passengers Per Revenue Hour



## On Time Performance



## Fixed Route

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Ridership	22,595	21,799	22,858	0	0	0	0	0	0	0	0	0
% Change from Previous Yr	▼5%	▲11%	▲23%	-	-	-	-	-	-	-	-	-

## Reserve-A-Ride

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Ridership	1,996	1,885	1,993	0	0	0	0	0	0	0	0	0
% Change from Previous Yr	▲8%	▲17%	▲26%	-	-	-	-	-	-	-	-	-

### Definitions

**On Time Performance:** For fixed route it is the % of vehicles that arrived at the downtown transfer center no more than one minute before or four minutes after the scheduled arrival time. For Reserve-A-Ride it is the % of vehicles that arrived at the designated pick-up location within the assigned 30 minute window. Excludes will calls and no-shows.

**Revenue Hours:** Time travelled while in service and open to the public; excludes travel to and from garage.

**Missed Trips:** The vehicle arrives outside of the pick-up window and the rider does not take the trip.

**Untimely Pick-Ups:** Any pick-up that occurs outside of the scheduled pick-up window in which the rider boards the vehicle and takes the trip.

**Trip Denials:** Trips that cannot be offered within one hour before or after the requested time.

**Excessive Trip Length:** Any trip that is more than 15 minutes longer than the comparable fixed route travel time including transfer and waiting times.

## System Wide Snapshot

### Maintenance

Total Miles Driven	# of Road Calls	% On-Time Prev. Maintenance
44,308	12	100%

### Customer Experience

Complaints	Compliments	Preventable Accidents
4	0	0

## ADA Reserve-A-Ride

### Capacity Measures

Missed Trips	Untimely Pick-Ups	Trip Denials	Excessive Trip Length
0	0	0	0



# JACKSON AREA TRANSPORTATION AUTHORITY PERFORMANCE DASHBOARD

December 2021

**Rides To Wellness  
Ridership**



**Rides to Wellness**

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
<b>Ridership</b>	466	516	618	0	0	0	0	0	0	0	0	0
<b>% Change from Previous Mth</b>	▼11%	▲11%	▲20%									

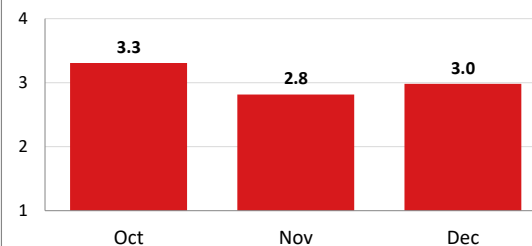
## Definitions

**Missed Trips:** The vehicle arrives outside of the pick-up window and the rider does not take the trip.

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**Trip Denials:** Trips that cannot be offered within one hour before or after the requested time.

**Passengers Per Revenue Hour**



**System Wide Snapshot**

Maintenance		
Total Miles Driven	# of Road Calls	% On-Time Prev. Maintenance
8,316	0	100%
Customer Experience		
Complaints	Compliments	Preventable Accidents
0	13	0
ADA Capacity Measures		
Missed Trips	Untimely Pick-Ups	Trip Denials
0	0	0





# Jackson County Department of Transportation

Angela N. Kline, PE  
Managing Director / Director of Engineering & Technical Services

*Keeping Our Community Safely in Motion...*



## Memorandum

**Date:** February 8, 2022

**To:** Mr. Steven Duke  
Region 2 Planning Commission

**From:** Angela N. Kline, PE  
Managing Director/Director of Engineering

**RE:** February JACTS TIP Amendment

Jackson Department of Transportation is requesting approval from the Region 2 Planning Commission, JACTS Technical Advisory, and JACTS Policy Committees concerning the following Transportation Improvement Program (TIP) Amendment for FY 2022-2026:

Fiscal Year	Job #	Project Name	Limits	Project Description	Funding	Action
2022		Holibaugh Road	North Village of Springport Limits to Eaton/Jackson County Line, 2.60 miles	One Course Overlay	\$470,637 STL \$104,363 Local \$575,000 Total	Add
2022	206637	Countywide Preventive Maintenance	Various Roads	One Course Overlay	\$488,700 STL \$154,998 State D \$0 Local \$643,698 Total	Change Project Cost
2023	206639	Countywide Preventive Maintenance	Various Roads	One Course Overlay	\$1,293,994 STL \$154,998 State D \$168,500 Local \$1,617,492 Total	Change Project Cost

2024		Napoleon Road; Broad Street; Hoyer Road; Reynolds Road; Blackman Road	Broad Street to Lee Road, 1.81 miles; 5 <sup>th</sup> Street to Napoleon Road, 0.12 miles; South Street to Flansburg Road, 1.53 miles; Kibby Road to McCain Road, 1.51 miles; W. Michigan Ave to Leora Lane, 0.51 miles	One course overlay	\$782,000 STUL \$195,500 Local  \$977,500 Total	Add
2024		Countywide Preventive Maintenance	Various Roads	One course overlay	\$1,215,874 STL \$154,998 State D \$148,970 Local  \$1,519,842 Total	Add
2025		Sutton Road	Page Avenue to Ann Arbor Road, 1.97 miles	Resurface over CIR	\$550,200 STUL \$137,550 Local  \$687,750 Total	Add
2025		Countywide Preventive Maintenance	Various Roads	One course overlay	\$1,294,272 STL \$159,998 State D \$168,570 Local  \$1,617,840 Total	Add
2026		Shirley Drive; Page Avenue	Parnall Road to Lansing Avenue, 1.88 miles; 5 <sup>th</sup> Street to Ballard Road, 0.68 miles	Resurface over CIR	\$874,400 STUL \$218,600 Local  \$1,093,000 Total	Add
2026		Wildwood Avenue	Ganson Street to Wayne Street, 0.24 miles	Mill and Resurface	\$80,000 STUL \$20,000 Local  \$100,000 Total	Add
2026		Countywide Preventive Maintenance	Various Roads	One course overlay	\$1,321,197 STL \$154,998 State D \$175,301 Local  \$1,651,496 Total	Add



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

PAUL C. AJEGBA  
DIRECTOR

February 1, 2022

Denise Donohue, Director  
County Road Association of Michigan  
417 Seymour Avenue, Suite 1  
Lansing, Michigan 48933-1143

Dear D. Donohue:

Subject: Call for Projects - Fiscal Year 2024 Federal Local Safety Program: Highway Safety Improvement, Highway Safety Improvement Systemic, and High-Risk Rural Road Program

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for the Fiscal Year (FY) 2024 Local Safety Program encompassing the Highway Safety Improvement (HSIP), Highway Safety Improvement (HSIP) Systemic, and High-Risk Rural Road (HRRR) programs. The FY 2024 federal budget apportioned for this program is estimated to be \$18,000,000:

- \$10,000,000 for general HSIP,
- \$2,000,000 for streamlined systemic HSIP
- \$6,000,000 for HRRR

These amounts may be subject to revisions. We are asking the County Road Association of Michigan to distribute this notice to their member agencies.

Local agencies may submit up to three streamlined systemic applications for consideration. There is no limit to the number of HSIP and/or HRRR applications that an agency may submit. An agency wishing to submit a systemic horizontal curve delineation, rumble strips, edgeline pavement markings, signal backplates, countdown pedestrian signals, or stop controlled intersection sign upgrade project is encouraged to use the HSIP Streamlined Systemic Application Form.

Federal safety funds shall not exceed a maximum amount of \$1,500,000 per Local Agency for the fiscal year. Any non-selected HRRR projects will be automatically considered for general FY 2024 HSIP safety funds. Selected projects are to be obligated in FY 2024.

**All applications must be submitted electronically by midnight on May 2, 2022.**

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Safety Project Applications.

Denise Donohue  
Page 2  
February 1, 2022

A list of all submitted projects will be posted on the MDOT Local Agency Program (LAP) Safety website by May 23, 2022. Local Agencies are responsible to verify that their projects have been received and are on the list and must notify MDOT of any discrepancies no later than June 6, 2022.

Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds. If you have any questions, please contact Pamela Blazo, Local Agency Programs Safety Engineer, at 517-335-2224 or at [BlazoP@Michigan.gov](mailto:BlazoP@Michigan.gov).

Sincerely,

Larry T. Doyle, P.E.  
Division Administrator  
Development Services Division

#### Attachments

cc: M. Lewis, FHWA	K. Zachary, FHWA	MDOT, Transportation Service Managers
M. Dionise, FHWA	M. Bach, MML	MDOT, Region Engineers
J. LaMacchia, MML	B. Wieferich, MDOT	Metropolitan Planning Organizations
E. Mullen, MDOT	T. Leix, MDOT	Rural Task Forces
R. Doyle, MDOT	A. Matisoff, MDOT	C. Robinson, MDOT
B. Woodbury, MDOT	MDOT, Local Agency Program Listserv Members	

## **Exhibit 1 –Project Eligibility Requirements**

### **General:**

- The applicant must be an Act 51 agency (county, city, village) or a federally recognized tribe. Townships will need to work with their county for submittal. The application must include a letter of support from the agency with roadway jurisdiction if different from the application agency (example: City is the applicant, but the County Road Commission holds the roadway jurisdiction).
- All locally owned roadways open to the public are eligible for safety funding regardless of whether or not they are on the Fed-Aid network.
- The Safety Program allows for the submittal of systemic projects. Systemic safety projects involve the use of countermeasures that are widely implemented (corridor or area wide) based on similar roadway or intersection features that correlate with particular fatalities (K) or incapacitating (A) crash types.

### **HRRR Specific Requirements:**

- The roadway must be functionally classified as **rural** per the area urban census boundary (AUCB). **If any portion of the roadway segment or intersection touches the urban boundary, the roadway is not eligible in the HRRR category.**
- The roadway must have a National Functional Classification of major collector, minor collector, or local road. Arterials and interstates are not eligible in the HRRR category.
- Within the most recent five-year time period of available crash data, **at least one crash, resulting in fatalities (K) or incapacitating (A) injuries, has occurred within the proposed project limits.** For projects longer than 11 miles in length, multiple such serious crashes have occurred such that there is at least one such crash for every 11 miles of roadway segment. Proposed projects with higher crash concentrations of 'K' and/or 'A' crashes may receive a higher priority than other projects.
- The proposed project must demonstrate a direct correlation to correct an area related to the fatal or incapacitating injury crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes and are subject to approval by MDOT.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$750,000 per project.

### HSIP Specific Requirements:

- Projects may be located in a rural or urban designated area.
- All locally controlled public roadways, regardless of National Functional Classification, are eligible.
- There is no limit on the number of applications that may be submitted. Federal funds for selected projects will be limited to a maximum of \$750,000 per project.

### HSIP Streamlined Systemic Specific Requirements:

- Only the following project types may use the Streamlined Systemic Application (See Exhibit 4 for more guidance):
  - Horizontal curve delineation
  - Rumble strips
  - Edgeline pavement markings
  - Signal backplates
  - Countdown pedestrian signals
  - Stop controlled intersection sign upgrades
- Agencies may submit no more than three streamlined systemic applications total including no more than two project applications for the same work type. Federal funds for selected projects will be limited to a maximum of \$200,000 per project.
- Agencies interested in using the Fixed Price Variable Scope (FVPS) contracting method should contact Pamela Blazo at [BlazoP@Michigan.gov](mailto:BlazoP@Michigan.gov) for additional details prior to submitting their application.

## **Exhibit 2 – Financial Goals**

<b>Project Type<sup>1</sup></b>	<b>Total Program</b>
Projects with scopes that directly address areas with a concentration of Types "A" and "K" crashes	\$13,000,000
Non-motorized facility/Pedestrian improvements	\$1,000,000
High Friction Surface Treatment	\$500,000
Road Safety Audits (RSA)	\$100,000
Guardrail Upgrades and Clear Zone Improvements <sup>2</sup>	\$1,000,000
Safety Funds per MDOT Region	\$750,000

1. A selected project may count towards multiple financial goals.
2. The intent of the Guardrail financial goal is for projects installing guardrail when none currently exists, upgrading terminal endings, or removing existing guardrail by flattening slopes. It is not intended to be used for replacing existing damaged guardrail as this is considered a maintenance item.

### **Exhibit 3 – Funding Participation**

#### **General:**

- Portion eligible for federal aid:
  - Project's Construction Phase ('A' Phase.)
  - Preliminary Engineering, **ONLY** if criteria of Preliminary Engineering Section outlined below is met.
- Portion not eligible for federal aid:
  - Right-of-way costs
  - Preliminary engineering unless criteria of Preliminary Engineering Section outlined below is met.
  - Construction engineering
  - Decorative items, not safety related in nature
- Selected projects will be 'Lump Summed' at the lesser of the original estimate plus \$20,000, or the original estimate plus 20%. Projects, at MDOT's discretion, may be funded by a "Pro-Rata" method.
- Projects will be let by MDOT or performed by Local Force Account, as approved by MDOT's Local Agency Program (LAP) office: information found at [Instructions for Construction of Federally Funded Local Agency projects by Non-Competitive Bid Contract \(Force Account\) \(michigan.gov\)](#).
- All social, economic, and environmental impacts within the project limits impacts must be mitigated before federal funds can be obligated. Project applications which are expected to have significant public controversy and/or require an environmental assessment will not be considered until these outstanding issues have been resolved.
- MDOT will program the selected projects into JobNet for the area's Transportation Improvement Program (TIP) for the FY for which the project was selected. Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.

#### **HRRR specific:**

- Construction will be funded at 90% federal funds and 10% local funds. See the section below regarding funding percentages for Preliminary Engineering (if eligible).
- Road Safety Audits (RSAs) are not eligible for HRRR funds.



#### HSIP specific:

- Construction will be funded at 80% federal funds and 20% local funds unless it meets one of the categories below. See the section below regarding funding percentages for Preliminary Engineering (if eligible).
  - If the project scope addresses a roadway feature related to a fatality (K) and/or an incapacitating (A) injury within the limits of proposed work, it will be funded at 90% federal funds and 10% local funds.

#### HSIP streamlined systemic specific:

- Construction will be funded at 90 percent federal funds and 10 percent local funds.
- Projects are not eligible for Preliminary Engineering funding.

#### **Preliminary Engineering (up to 10% of the estimated eligible construction costs at the time of funding award)**

Preliminary engineering for selected safety projects may be programmed for one or more of the following:

- MDOT Local Safety Initiative (LSI) identified location (funded at 50% federal funds/50% local funds)
  - Proposed scope of work must address the noted location deficiencies reviewed and identified by the LSI Program and align with the LSI suggestions.
  - A copy of the MDOT LSI written suggestion list must be included with application.
- Traffic Signal Optimization (funded at 80% federal funds/20% local funds)
  - Must complete a traffic signal optimization study to analyze the timing of signal controllers and implement the revised timings.
  - Signals should be studied to allow for a minimum of one second all red phase and the yellow change interval phase must be evaluated to meet current guidelines.
  - A maximum of \$5,000 total cost will be allowed per signal location for the analysis and adjustment of signal controllers.
  - Signal component upgrades are not permitted under this category.

- Road Safety Audits (RSAs) (funded at 80% federal funds/20% local funds)
  - An RSA proposal is submitted without an associated construction phase. It is hoped that the construction phase would be submitted in the next call for projects, however a previously funded RSA does not guarantee funding of the construction phase in a future year.
  - A maximum of \$20,000 in total project costs will be set up for each RSA.
  - The RSA Final Report/findings must be submitted to the Safety Program Administrator before the agency will be reimbursed.
  - This work will be completed by a consultant or another agency other than the road owner.

## **Exhibit 4 – Design Requirements**

### **General:**

- Proposed projects must meet current standards and warrants, current Americans with Disabilities Act and Buy America requirements.
- Designed in accordance with MDOT's Guidelines for Geometrics on Local Agency Projects, or in accordance with the current MDOT accepted version of AASHTO A *Policy on Geometric Design of Highways and Streets*. Other commonly used guidelines may be acceptable with prior MDOT approval.
- Traffic signal upgrade projects must install a box span configuration (unless justification is provided) and shall include the installation of signal back plates with reflectorized borders. These projects shall also include overhead mounted street name signs. Note that all applications involving work at a MDOT signal should include a local Transportation Service Center (TSC) concurrence letter. If the selected project contains a MDOT signal, all signal design work must be completed by a MDOT prequalified consultant.
- High friction surface projects shall use or follow the intent/material requirements of the most current MDOT Special Provision.
- Corridor (or local agency-wide) permanent signing or pavement marking projects must be of a higher standard than the minimums required by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and/or standards. These type projects shall include additional signing improvements beyond upgrading sign reflectivity requirements (Example: adding reflective sheeting to sign posts, larger signs, etc.). Permanent pavement markings shall include improvements such as edgelines where not required by MMUTCD, being recessed or high quality 'durable' markings.
- Any new guardrail or guardrail endings installed must be compliant with the Manual for Assessing Safety Hardware 2016 (MASH-16).
- Culvert end treatments for any newly installed culverts must meet Table 5-1 of the MDOT Drainage Manual. Any new longitudinal culverts installed must have a minimum 1:6 slope from the top of the pipe to the roadway/driveway surface.
- Projects involving shoulders that are newly constructed, resurfaced (1 ½" or greater) or widened without shoulder corrugations on roadways where the posted speed is 45 mph or greater must construct a Safety Edge per standard plan R-110 series. The Safety Edge may be omitted in developed rural areas where driveway density exceeds 30 access points within ½ mile. The Safety Edge may also be omitted in locations where the shoulder is terminated by valley gutter or curb and gutter.

## HSIP Streamlined Systemic Specific Requirements:

- Horizontal curve delineation projects
  - All horizontal curves signed shall meet the requirements shown in the table below **that has been modified** from Table 2C-5 of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) specifically for the selection of local agency safety projects submitted through this streamlined application.

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W1-10 series) (See MMUTCD Section 2C.07 to determine which sign to use)	Required	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Required	Required	Required	Required	Required
Chevrons (W1-8)	Recommended	Required	Required	Required	Required

Note: Required means that the sign and/or plaque shall be used, recommended means that the sign and/or plaque should be used.  
Yellow retroreflective sheeting must be added to the sign posts for all new installations.

- All horizontal curve signs must include reflective sheeting on the signposts.
- The advisory speed shall be determined utilizing one of the methods listed in Section 2C.08 of the MMUTCD.

Advisory Speed	Curve Radius	Sign Spacing
15 mph or less	Less than 200 feet	40 feet
20 to 30 mph	200 to 400 feet	80 feet
35 to 45 mph	401 to 700 feet	120 feet
50 to 60 mph	701 to 1,250 feet	160 feet
More than 60 mph	More than 1,250 feet	200 feet

Note: The relationship between the curve radius and the advisory speed shown in this table should not be used to determine the advisory speed.

- Edgeline pavement marking projects
  - Eligible roadways are those that have never had striped edgelines.
  - Local agencies may elect to use 4 inch or 6-inch edgelines.
- Rumble strip (corrugations) projects
  - Local agencies may install only centerline rumble strips, only shoulder rumble strips, or both centerline and shoulder rumble strips.

- Centerline rumble strips are typically confined to rural areas with a posted speed limit of 55 mph however they may be installed on lower speed roadways with a history of lane departure crashes.
- When installing shoulder rumble strips, it is recommended to maintain at least 4 feet of paved shoulder beyond the rumble strip for non-motorized users. Agencies should take into account all modes of users when installing shoulder rumble strips.
- Shoulder rumble stripes (rumble strips placed within the paint line) are allowable in place of offset shoulder rumble strips.
- Consideration should be given to the available lane width when installing both centerline and shoulder rumble strips.
- Sinusoidal rumble strips are allowable. Sinusoidal rumble strips are fully recessed and therefore any sinusoidal rumble strips placed under an existing pavement marking (centerline or edgeline) require new pavement markings to be included in the estimate.
- Signal Backplate projects
  - Backplates must contain a reflective border.
  - Backplates will be added to each direction of existing signal heads.
  - Signal upgrades other than the addition of backplates are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
- Countdown Pedestrian Signal projects
  - Signal upgrades other than the addition of countdown pedestrian signals or the upgrade from standard pedestrian signals to countdown are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
  - All countdown pedestrian signals must be LED.
  - Upgrades to sidewalk ramps, push buttons, controllers, or cabinets are not allowed through this streamline application and need to be submitted through the general Call for Projects process.
- Stop Controlled Intersection Sign Upgrade projects
  - Projects must include dual Stop signs and dual Stop Ahead signs. Target Arrow signs at tee-intersections are allowable.
  - Stop Signs and Stop Ahead signs should be 36 inches in size.
  - Dual Stop signs must include red reflective post sheeting.
  - Dual Stop Ahead signs must include yellow reflective post sheeting.

## **Exhibit 5 - Submitting Candidate Safety Project Applications** **(Electronic submittal is required)**

### **General:**

- Applications and supporting information must be submitted electronically no later than midnight on **May 2, 2022** using the FY 2024 Electronic Application Submittal form.
  - The FY 2024 Electronic Submittal Form can be found online at [MDOT LAP - Safety Program](#) in the Application Process section of the page.
  - **Electronic submittals are limited to 15MB.** Contact [BlazoP@Michigan.gov](mailto:BlazoP@Michigan.gov) for alternate electronic submittal options for applications larger than 15MB.
- Applicants will receive an auto-generated email from [MDOT-DesignLAP@Michigan.gov](mailto:MDOT-DesignLAP@Michigan.gov) acknowledging receipt of the application. Please retain this receipt as proof as submission date/time
- Applications are reviewed and selected by a committee.
- Additional information for application development can be found at:
  - The Safety Reference Documents section of the [MDOT LAP – Safety Program](#) website.
  - [www.michigan.gov/highwaysafety](http://www.michigan.gov/highwaysafety)
  - [Michigan Traffic Crash Facts](#) website.
  - Federal Highway Administration (FHWA) [Proven Safety Countermeasures](#) website.
  - The Local (Regional) Road Safety Plan. Current plans can be obtained from your area Planning Organization.

### **HSIP and HRRR Specific Requirements:**

- The six required submittal documents are listed below. All MDOT forms and spreadsheets mentioned can be found online at [MDOT LAP - Safety Program](#) in the Application Process section of the page.

#### **1. Project Narrative**

- Provide a brief overview discussion as to the proposed project including the crash pattern that has been experienced, proposed safety project scope, and how the proposed scope of work will remedy the past crash history.
- Other items that should be discussed include, but are not limited to:
  - Data driven methods utilized when choosing project location.
  - Local background knowledge of the location.
  - Numeric crash modification factors (CMF) used in a HSM analysis.
  - Anything that the applicant would like the scoring committee to know.

Committee members review applications as submitted and do not conduct field visits.

2. MDOT Form 1627
3. Map showing project location(s)
4. Detailed cost estimate or Michigan Engineers Resource Library (MERL) estimate
5. Economic Benefit Cost Analysis
  - Must be completed using the MDOT Time of Return (TOR) spreadsheet or the Highway Safety Manual (HSM) spreadsheet. Agencies may choose to submit both and will be scored based on the version showing the best result. Current versions of both spreadsheets are located in the Application Process section of the [MDOT LAP – Safety Program](#) website.
  - Attach the excel version of the spreadsheet to your application.
  - Guardrail oriented projects and independent RSA submittals do not require an economic benefit cost analysis.
  - Common Crash Reduction Factors (CRF) are listed in the TOR spreadsheet and common Crash Modification Factors (CMF) are listed in the HSM spreadsheet.
    - Additional CRFs and/or CMFs may be used. If submitting a spreadsheet utilizing a CRF or CMF not listed in the spreadsheet, state the source utilized to obtain the factor and include a copy of the report.
  - Local Agencies are encouraged to utilize the HSM for locations where little to no crash history exists, proposed systemic improvements, and locations where additional support of the TOR is desired.
6. UD-10s (crash reports)
  - Only include UD-10s for crashes that are used to compile the TOR. Include only those crashes that relate to the proposed scope of work.
  - The HSM requires all crashes to be input, including animal crashes, when entering Observed Crashes. UD-10s are NOT required to be included with the application.
    - If submitting UD-10s with a HSM analysis for additional support, clearly identify the UD-10 reports and separate them from any UD-10s used in the TOR analysis.
  - Use the most current 3 to 5-year period of available data (**only crashes occurring in 2016 to present can be counted**).

- To provide additional support, the following are recommended (but not required):
  - A copy of the Local (Regional) Road Safety Plan priority emphasis areas or priority projects list. Current plans may be obtained from your area Planning Organization. Please highlight the relevant information.
  - Crash analysis used to determine the proposed project's scope.
  - Crash concentration maps in the proposed project's limits.
  - A MDOT LSI written suggestion list (**required if requesting participation for Preliminary Engineering**).
  - Photos of existing project site conditions.
  - Preliminary proposed plan view, cross-sections, and/or profiles.
  - Ability to deliver a construction package for obligation within this fiscal year.
  - Project coordination with other construction projects.
  - A Highway Safety Manual Analysis.
  - Summary of alternatives considered.
  - Copy of a previous Road Safety Audit for the project location.
  - Network screening reports.

#### HSIP Streamlined Systemic Specific Requirements:

- Fill out the Streamlined Systemic Safety Application found online at [MDOT LAP – Safety Program](#).
  - All macros must be enabled.
  - When filled out completely, the user will see 5 Steps with a 'Save as PDF' button.
  - Use the 'Save As PDF' button at the bottom of the spreadsheet to save a copy.
- Attach the Streamlined Systemic Safety Application PDF copy, along with any supplemental location maps, to the FY 2024 Electronic Submittal Form and email to [MDOT-DesignLAP@michigan.gov](mailto:MDOT-DesignLAP@michigan.gov).
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GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

PAUL C. AJEGBA  
DIRECTOR

February 1, 2022

Matt Bach, Director of Communications  
Michigan Municipal League  
320 North Washington Square, Suite 100  
Lansing, Michigan 48933-1288

Dear M. Bach:

Subject: Call for Projects - Fiscal Year 2024 Federal Local Safety Program: Highway Safety Improvement, Highway Safety Improvement Systemic, and High-Risk Rural Road Program

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Sincerely,

Larry T. Doyle, P.E.  
Division Administrator  
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#### Attachments

cc: M. Lewis, FHWA	K. Zachary, FHWA	MDOT, Transportation Service Managers
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  - Preliminary engineering unless criteria of Preliminary Engineering Section outlined below is met.
  - Construction engineering
  - Decorative items, not safety related in nature
- Selected projects will be 'Lump Summed' at the lesser of the original estimate plus \$20,000, or the original estimate plus 20%. Projects, at MDOT's discretion, may be funded by a "Pro-Rata" method.
- Projects will be let by MDOT or performed by Local Force Account, as approved by MDOT's Local Agency Program (LAP) office: information found at [Instructions for Construction of Federally Funded Local Agency projects by Non-Competitive Bid Contract \(Force Account\) \(michigan.gov\)](#).
- All social, economic, and environmental impacts within the project limits impacts must be mitigated before federal funds can be obligated. Project applications which are expected to have significant public controversy and/or require an environmental assessment will not be considered until these outstanding issues have been resolved.
- MDOT will program the selected projects into JobNet for the area's Transportation Improvement Program (TIP) for the FY for which the project was selected. Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.

#### **HRRR specific:**

- Construction will be funded at 90% federal funds and 10% local funds. See the section below regarding funding percentages for Preliminary Engineering (if eligible).
- Road Safety Audits (RSAs) are not eligible for HRRR funds.

HSIP specific:

- Construction will be funded at 80% federal funds and 20% local funds unless it meets one of the categories below. See the section below regarding funding percentages for Preliminary Engineering (if eligible).
  - If the project scope addresses a roadway feature related to a fatality (K) and/or an incapacitating (A) injury within the limits of proposed work, it will be funded at 90% federal funds and 10% local funds.

HSIP streamlined systemic specific:

- Construction will be funded at 90 percent federal funds and 10 percent local funds.
- Projects are not eligible for Preliminary Engineering funding.

**Preliminary Engineering (up to 10% of the estimated eligible construction costs at the time of funding award)**

Preliminary engineering for selected safety projects may be programmed for one or more of the following:

- MDOT Local Safety Initiative (LSI) identified location (funded at 50% federal funds/50% local funds)
  - Proposed scope of work must address the noted location deficiencies reviewed and identified by the LSI Program and align with the LSI suggestions.
  - A copy of the MDOT LSI written suggestion list must be included with application.
- Traffic Signal Optimization (funded at 80% federal funds/20% local funds)
  - Must complete a traffic signal optimization study to analyze the timing of signal controllers and implement the revised timings.
  - Signals should be studied to allow for a minimum of one second all red phase and the yellow change interval phase must be evaluated to meet current guidelines.
  - A maximum of \$5,000 total cost will be allowed per signal location for the analysis and adjustment of signal controllers.
  - Signal component upgrades are not permitted under this category.

- Road Safety Audits (RSAs) (funded at 80% federal funds/20% local funds)
  - An RSA proposal is submitted without an associated construction phase. It is hoped that the construction phase would be submitted in the next call for projects, however a previously funded RSA does not guarantee funding of the construction phase in a future year.
  - A maximum of \$20,000 in total project costs will be set up for each RSA.
  - The RSA Final Report/findings must be submitted to the Safety Program Administrator before the agency will be reimbursed.
  - This work will be completed by a consultant or another agency other than the road owner.



## **Exhibit 4 – Design Requirements**

### **General:**

- Proposed projects must meet current standards and warrants, current Americans with Disabilities Act and Buy America requirements.
- Designed in accordance with MDOT's Guidelines for Geometrics on Local Agency Projects, or in accordance with the current MDOT accepted version of AASHTO A *Policy on Geometric Design of Highways and Streets*. Other commonly used guidelines may be acceptable with prior MDOT approval.
- Traffic signal upgrade projects must install a box span configuration (unless justification is provided) and shall include the installation of signal back plates with reflectorized borders. These projects shall also include overhead mounted street name signs. Note that all applications involving work at a MDOT signal should include a local Transportation Service Center (TSC) concurrence letter. If the selected project contains a MDOT signal, all signal design work must be completed by a MDOT prequalified consultant.
- High friction surface projects shall use or follow the intent/material requirements of the most current MDOT Special Provision.
- Corridor (or local agency-wide) permanent signing or pavement marking projects must be of a higher standard than the minimums required by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and/or standards. These type projects shall include additional signing improvements beyond upgrading sign reflectivity requirements (Example: adding reflective sheeting to sign posts, larger signs, etc.). Permanent pavement markings shall include improvements such as edgelines where not required by MMUTCD, being recessed or high quality 'durable' markings.
- Any new guardrail or guardrail endings installed must be compliant with the Manual for Assessing Safety Hardware 2016 (MASH-16).
- Culvert end treatments for any newly installed culverts must meet Table 5-1 of the MDOT Drainage Manual. Any new longitudinal culverts installed must have a minimum 1:6 slope from the top of the pipe to the roadway/driveway surface.
- Projects involving shoulders that are newly constructed, resurfaced (1 ½" or greater) or widened without shoulder corrugations on roadways where the posted speed is 45 mph or greater must construct a Safety Edge per standard plan R-110 series. The Safety Edge may be omitted in developed rural areas where driveway density exceeds 30 access points within ½ mile. The Safety Edge may also be omitted in locations where the shoulder is terminated by valley gutter or curb and gutter.

## HSIP Streamlined Systemic Specific Requirements:

- Horizontal curve delineation projects
  - All horizontal curves signed shall meet the requirements shown in the table below **that has been modified** from Table 2C-5 of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) specifically for the selection of local agency safety projects submitted through this streamlined application.

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W1-10 series) (See MMUTCD Section 2C.07 to determine which sign to use)	Required	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Required	Required	Required	Required	Required
Chevrons (W1-8)	Recommended	Required	Required	Required	Required

Note: Required means that the sign and/or plaque shall be used, recommended means that the sign and/or plaque should be used. Yellow retroreflective sheeting must be added to the sign posts for all new installations.

- All horizontal curve signs must include reflective sheeting on the signposts.
- The advisory speed shall be determined utilizing one of the methods listed in Section 2C.08 of the MMUTCD.

Advisory Speed	Curve Radius	Sign Spacing
15 mph or less	Less than 200 feet	40 feet
20 to 30 mph	200 to 400 feet	80 feet
35 to 45 mph	401 to 700 feet	120 feet
50 to 60 mph	701 to 1,250 feet	160 feet
More than 60 mph	More than 1,250 feet	200 feet

Note: The relationship between the curve radius and the advisory speed shown in this table should not be used to determine the advisory speed.

- Edgeline pavement marking projects
  - Eligible roadways are those that have never had striped edgelines.
  - Local agencies may elect to use 4 inch or 6-inch edgelines.
- Rumble strip (corrugations) projects
  - Local agencies may install only centerline rumble strips, only shoulder rumble strips, or both centerline and shoulder rumble strips.

- Centerline rumble strips are typically confined to rural areas with a posted speed limit of 55 mph however they may be installed on lower speed roadways with a history of lane departure crashes.
- When installing shoulder rumble strips, it is recommended to maintain at least 4 feet of paved shoulder beyond the rumble strip for non-motorized users. Agencies should take into account all modes of users when installing shoulder rumble strips.
- Shoulder rumble stripes (rumble strips placed within the paint line) are allowable in place of offset shoulder rumble strips.
- Consideration should be given to the available lane width when installing both centerline and shoulder rumble strips.
- Sinusoidal rumble strips are allowable. Sinusoidal rumble strips are fully recessed and therefore any sinusoidal rumble strips placed under an existing pavement marking (centerline or edgeline) require new pavement markings to be included in the estimate.
- Signal Backplate projects
  - Backplates must contain a reflective border.
  - Backplates will be added to each direction of existing signal heads.
  - Signal upgrades other than the addition of backplates are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
- Countdown Pedestrian Signal projects
  - Signal upgrades other than the addition of countdown pedestrian signals or the upgrade from standard pedestrian signals to countdown are not allowed through this streamlined application and need to be submitted through the general Call for Projects process.
  - All countdown pedestrian signals must be LED.
  - Upgrades to sidewalk ramps, push buttons, controllers, or cabinets are not allowed through this streamline application and need to be submitted through the general Call for Projects process.
- Stop Controlled Intersection Sign Upgrade projects
  - Projects must include dual Stop signs and dual Stop Ahead signs. Target Arrow signs at tee-intersections are allowable.
  - Stop Signs and Stop Ahead signs should be 36 inches in size.
  - Dual Stop signs must include red reflective post sheeting.
  - Dual Stop Ahead signs must include yellow reflective post sheeting.

## **Exhibit 5 - Submitting Candidate Safety Project Applications** **(Electronic submittal is required)**

### **General:**

- Applications and supporting information must be submitted electronically no later than midnight on **May 2, 2022** using the FY 2024 Electronic Application Submittal form.
  - The FY 2024 Electronic Submittal Form can be found online at [MDOT LAP - Safety Program](#) in the Application Process section of the page.
  - **Electronic submittals are limited to 15MB.** Contact [BlazoP@Michigan.gov](mailto:BlazoP@Michigan.gov) for alternate electronic submittal options for applications larger than 15MB.
- Applicants will receive an auto-generated email from [MDOT-DesignLAP@Michigan.gov](mailto:MDOT-DesignLAP@Michigan.gov) acknowledging receipt of the application. Please retain this receipt as proof as submission date/time
- Applications are reviewed and selected by a committee.
- Additional information for application development can be found at:
  - The Safety Reference Documents section of the [MDOT LAP – Safety Program](#) website.
  - [www.michigan.gov/highwaysafety](http://www.michigan.gov/highwaysafety)
  - [Michigan Traffic Crash Facts](#) website.
  - Federal Highway Administration (FHWA) [Proven Safety Countermeasures](#) website.
  - The Local (Regional) Road Safety Plan. Current plans can be obtained from your area Planning Organization.

### **HSIP and HRRR Specific Requirements:**

- The six required submittal documents are listed below. All MDOT forms and spreadsheets mentioned can be found online at [MDOT LAP - Safety Program](#) in the Application Process section of the page.

#### **1. Project Narrative**

- Provide a brief overview discussion as to the proposed project including the crash pattern that has been experienced, proposed safety project scope, and how the proposed scope of work will remedy the past crash history.
- Other items that should be discussed include, but are not limited to:
  - Data driven methods utilized when choosing project location.
  - Local background knowledge of the location.
  - Numeric crash modification factors (CMF) used in a HSM analysis.
  - Anything that the applicant would like the scoring committee to know.

Committee members review applications as submitted and do not conduct field visits.

2. MDOT Form 1627
3. Map showing project location(s)
4. Detailed cost estimate or Michigan Engineers Resource Library (MERL) estimate
5. Economic Benefit Cost Analysis
  - Must be completed using the MDOT Time of Return (TOR) spreadsheet or the Highway Safety Manual (HSM) spreadsheet. Agencies may choose to submit both and will be scored based on the version showing the best result. Current versions of both spreadsheets are located in the Application Process section of the [MDOT LAP – Safety Program](#) website.
  - Attach the excel version of the spreadsheet to your application.
  - Guardrail oriented projects and independent RSA submittals do not require an economic benefit cost analysis.
  - Common Crash Reduction Factors (CRF) are listed in the TOR spreadsheet and common Crash Modification Factors (CMF) are listed in the HSM spreadsheet.
    - Additional CRFs and/or CMFs may be used. If submitting a spreadsheet utilizing a CRF or CMF not listed in the spreadsheet, state the source utilized to obtain the factor and include a copy of the report.
  - Local Agencies are encouraged to utilize the HSM for locations where little to no crash history exists, proposed systemic improvements, and locations where additional support of the TOR is desired.
6. UD-10s (crash reports)
  - Only include UD-10s for crashes that are used to compile the TOR. Include only those crashes that relate to the proposed scope of work.
  - The HSM requires all crashes to be input, including animal crashes, when entering Observed Crashes. UD-10s are NOT required to be included with the application.
    - If submitting UD-10s with a HSM analysis for additional support, clearly identify the UD-10 reports and separate them from any UD-10s used in the TOR analysis.
  - Use the most current 3 to 5-year period of available data (**only crashes occurring in 2016 to present can be counted**).

- To provide additional support, the following are recommended (but not required):
  - A copy of the Local (Regional) Road Safety Plan priority emphasis areas or priority projects list. Current plans may be obtained from your area Planning Organization. Please highlight the relevant information.
  - Crash analysis used to determine the proposed project's scope.
  - Crash concentration maps in the proposed project's limits.
  - A MDOT LSI written suggestion list (**required if requesting participation for Preliminary Engineering**).
  - Photos of existing project site conditions.
  - Preliminary proposed plan view, cross-sections, and/or profiles.
  - Ability to deliver a construction package for obligation within this fiscal year.
  - Project coordination with other construction projects.
  - A Highway Safety Manual Analysis.
  - Summary of alternatives considered.
  - Copy of a previous Road Safety Audit for the project location.
  - Network screening reports.

#### HSIP Streamlined Systemic Specific Requirements:

- Fill out the Streamlined Systemic Safety Application found online at [MDOT LAP – Safety Program](#).
  - All macros must be enabled.
  - When filled out completely, the user will see 5 Steps with a 'Save as PDF' button.
  - Use the 'Save As PDF' button at the bottom of the spreadsheet to save a copy.
- Attach the Streamlined Systemic Safety Application PDF copy, along with any supplemental location maps, to the FY 2024 Electronic Submittal Form and email to [MDOT-DesignLAP@michigan.gov](mailto:MDOT-DesignLAP@michigan.gov).
- Applicants will receive an auto-generated email from [MDOT-DesignLAP@Michigan.gov](mailto:MDOT-DesignLAP@Michigan.gov) acknowledging receipt of the application. Please retain this receipt as proof as submission date/time.



# *Blackstone, Jackson and Mechanic Streets Railroad Crossing Replacement*

***Public Information Open House***  
*Christoff and Sons Floor Covering*  
*February 9<sup>th</sup>, 2022*  
*2pm – 6pm*

# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Project Team*

### ***MDOT:***

Jason Fossitt, PE; Jackson TSC  
Jim D'Lamater, PE; Office of Rail

### ***Contractor: Anlaan Corporation:***

Nate Verseput, PE  
Jake Neal

### ***Construction Engineer: AECOM Great Lakes, Inc.***

Jim Stankiewicz, PE  
Mark Koskinen, PE

### ***Monthly Email Updates***



# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Schedule*

- **March 2022 – Construction Begins**
  - **Roads Closed**
- **November 2022 – Project Complete**
- **2023 – Planting & Restoration**

Accelerate construction

Maintain rail corridor connectivity

Provide a consistent and clear detour plan

Separate construction workers from motorists

# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Blackstone Street – At Grade Replacement*

- Approximately 300 feet of road reconstruct
- Profile raise
- New railroad crossing
- New sidewalk



# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Existing Condition – Jackson Street*





# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Existing Condition – Jackson Street*





# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Conceptual Rendering – Jackson Street*





# Blackstone, Jackson and Mechanic Streets Railroad Crossings



## Existing Condition – Mechanic Street

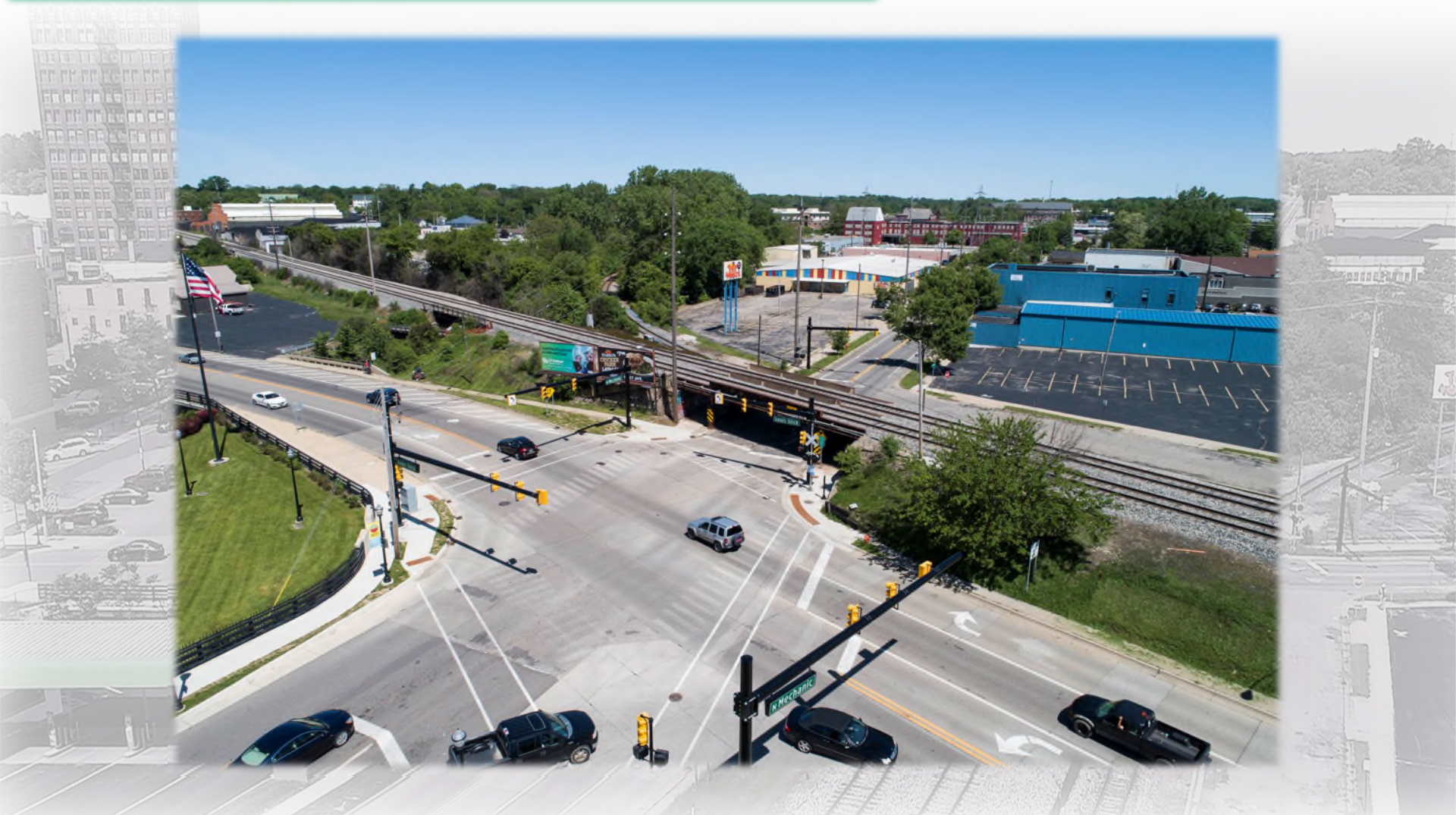




# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Existing Condition – Mechanic Street*





# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Conceptual Rendering– Mechanic Street*





# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



## *Traffic During Construction – Detour Routes*

- Blackstone Street
  - Blackstone to Ganson to MLK to Louis Glick
- Jackson Street
  - Jackson to Ganson to MLK to Louis Glick
- Mechanic Street
  - Mechanic to Ganson to MLK to Louis Glick
- Detroit Street
  - Closed from Mechanic to Oak Street



# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*

## *Aesthetics*



# *Blackstone, Jackson and Mechanic Streets Railroad Crossings*



***For More Information or Comments***

*Call the MDOT Jackson TSC at:*

*517-780-7540*

*Mdot-jacksontsc@michigan.gov*

*Visit the project website at:*

*<https://bit.ly/3z1mfMf>*