JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) TECHNICAL ADVISORY COMMITTEE (TAC)

FOR FURTHER INFORMATION, CONTACT:	DATE:	WEDNESDAY, FEBRUARY 16, 2022
	TIME:	9:30 A.M.
Anton Schauerte, Principal		
Transportation Planner		
	PLACE:	Jackson City Hall – 10 th Floor
Region 2 Planning Commission PH: (517) 768-6703		161 W. Michigan Avenue Jackson, MI 49201

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

- 1. Call to Order
- 2. Public Comment
- 3. Approve Minutes of the Technical Advisory Committee meeting of January 19, 2022 and Receive the Minutes of the Policy Committee meeting of January 20, 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 (<u>http://www.enterprisegroup.org</u>)
- 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
- 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

** MASKS ARE REQUIRED IN CITY HALL **



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 Schlecte, 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 5APPROVAL 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:

Fiscal Year	Job #	Project Name	Limits	Project Description	Funding	Action
2023	213736	Edgeline Pavement Markings	56 miles total on 78 roadway Edgeline paver segments 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 Rd.; Road to Wooster Road; Ann Arbor Tree removal, p ce Rd. Road to Seymour markings, signing Road Road Road		\$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 TECHNICAL COMMITTEE MINUTES Wednesday, January 19, 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	TSC Wide	All Trunkline routes in Region 2 MPO	0	HMA crack treatment and over- band crack fill	\$230,817	\$51,183	ST	\$282,000	Phase Add
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 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 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 Schlecte, 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.

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 5APPROVAL 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.	on Rd./ S. Jackson Ferguson Road to Weatherwax Rd. Drive		\$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
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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 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



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. Steve Duke **Region 2 Planning Commission**
- From: Angela N. Kline, PE Managing Director/Director of Engineering
- RE: February JACTS Update

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.

<u>FY 2023</u>

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



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 23rd. 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 9th 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



	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 that 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%					
Cu	ustomer Experience	8					
Complaints Compliments Accidents							
4 0 0							

ADA Reserve-A-Ride								
	Capacity	/ Measures						
Missed Trips	Untimely Pick-Ups	Trip Denials	Excessive Trip Length					
0	0	0	0					



Oct

▼11%

466

Nov

▲11%

516

JACKSON AREA TRANSPORTATION AUTHORITY PERFORMANCE DASHBOARD

December 2021





System Wide Snapshot

Maintenance							
Total Miles Driven	# of Road Calls	% On-Time Prev. Maintenance					
8,316	0	100%					
Custo	mer Experience						
Complaints	Compliments	Preventable Accidents					
0	13	0					
ADA Co	apacity Measure	95					
Missed Trips	Untimely Pick- Ups	Trip Denials					
0	0	0					

Definitions

Ridership

% Change from

Previous Mth

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

Jan

0

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.

0

Rides to Wellness

Mar

0

Apr

0

May

0

Jun

0

Jul

0

Aug

0

Sep

0

Feb

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

Dec

▲20%

618



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	Napoleo Broad Hoyer Reynolo Blackma	Br Road; Street; Road; Is Road; an Road R W W	road Street to Lee Road, 1.81 miles; 5 th Street to Napoleon Road, 0.12 miles; South Street to Flansburg Road, L.53 miles; Kibby Road to McCain Road, 1.51 miles; Michigan Ave to Leora Lane, 0.51 miles	One course overlay	\$782,000 STUL \$195,500 Local \$977,500 Total	Add
2024	Count Preve Mainte	ywide entive enance	Various Roads	One course overlay	\$1,215,874 STL \$154,998 State D \$148,970 Local \$1,519,842 Total	Add
2025	Suttor	n Road A	Page Avenue to Ann Arbor Road, 1.97 miles	Resurface over CIR	\$550,200 STUL \$137,550 Local \$687,750 Total	Add
2025	Count Preve Mainte	ywide entive enance	Various Roads	One course overlay	\$1,294,272 STL \$159,998 State D \$168,570 Local \$1,617,840 Total	Add
2026	Shirley Page A	r Drive; Venue F	Parnall Road to Lansing Avenue, 1.88 miles; ^h Street to Ballard Road, 0.68 miles	Resurface over CIR	\$874,400 STUL \$218,600 Local \$1,093,000 Total	Add
2026	Wild Ave	wood G nue W	Ganson Street to Yayne Street, 0.24 miles	Mill and Resurface	\$80,000 STUL \$20,000 Local \$100,000 Total	Add
2026	Count Preve Mainte	ywide entive enance	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.

Sincerely,

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

Attachments

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

MDOT, Transportation Service Managers MDOT, Region Engineers Metropolitan Planning Organizations Rural Task Forces C. Robinson, MDOT m 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
 - o 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 <u>BlazoP@Michigan.gov</u> for additional details prior to submitting their application.

Exhibit 2 – Financial Goals

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

1. A selected project may count towards multiple financial goals.

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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.
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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 <u>Instructions for</u> <u>Construction of Federally Funded Local Agency projects by Non-Competitive Bid</u> <u>Contract (Force Account) (michigan.gov)</u>.
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- Road Safety Audits (RSAs) are not eligible for HRRR funds.

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 - 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:

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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)
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 - This work will be completed by a consultant or another agency other than the road owner.

Exhibit 4 – Design Requirements

General:

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- 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.
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HSIP Streamlined Systemic Specific Requirements:

- Horizontal curve delineation projects
 - All horizontal curves signed shall meet the requirements shown in the table below <u>that has been modified</u> 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.

Tone of Having stat	Difference Between Speed Limit and Advisory Speed					
Alignment Sign	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	

- 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.

Table 2C-6. Typical Spacing of Chevron Alignment Signs on Horizontal Curves

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 <u>MDOT LAP Safety</u> <u>Program</u> in the Application Process section of the page.
 - **Electronic submittals are limited to 15MB**. Contact <u>BlazoP@Michigan.gov</u> for alternate electronic submittal options for applications larger than 15MB.
- Applicants will receive an auto-generated email from <u>MDOT-DesignLAP@Michigan.gov</u> 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 <u>MDOT LAP Safety Program</u> website.
 - o <u>www.michigan.gov/highwaysafety</u>
 - o Michigan Traffic Crash Facts website.
 - Federal Highway Administration (FHWA) <u>Proven Safety Countermeasures</u> 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 <u>MDOT LAP Safety Program</u> 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 <u>MDOT LAP – Safety Program</u> 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.
 - o A Highway Safety Manual Analysis.
 - o 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 <u>MDOT LAP – Safety Program</u>.
 - 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 <u>MDOT-DesignLAP@michigan.gov</u>.
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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

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.

Matt Bach 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.

Sincerely,

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

Attachments

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 - D. Donohue, CRA
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- Horizontal curve delineation projects
 - All horizontal curves signed shall meet the requirements shown in the table below <u>that has been modified</u> 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.

Tone of Having stat	Difference Between Speed Limit and Advisory Speed					
Alignment Sign	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	

- 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.

Table 2C-6. Typical Spacing of Chevron Alignment Signs on Horizontal Curves

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 <u>MDOT LAP Safety</u> <u>Program</u> in the Application Process section of the page.
 - **Electronic submittals are limited to 15MB**. Contact <u>BlazoP@Michigan.gov</u> for alternate electronic submittal options for applications larger than 15MB.
- Applicants will receive an auto-generated email from <u>MDOT-DesignLAP@Michigan.gov</u> 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 <u>MDOT LAP Safety Program</u> website.
 - o <u>www.michigan.gov/highwaysafety</u>
 - o Michigan Traffic Crash Facts website.
 - Federal Highway Administration (FHWA) <u>Proven Safety Countermeasures</u> 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 <u>MDOT LAP Safety Program</u> 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 <u>MDOT LAP – Safety Program</u> 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.
 - o A Highway Safety Manual Analysis.
 - o 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 <u>MDOT LAP – Safety Program</u>.
 - 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 <u>MDOT-DesignLAP@michigan.gov</u>.
- Applicants will receive an auto-generated email from <u>MDOT-DesignLAP@Michigan.gov</u> 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 9th, 2022 2pm – 6pm



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



Schedule

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

Accelerate construction

Provide a consistent and clear detour plan

Maintain rail corridor connectivity

Separate construction workers from motorists



Blackstone Street – At Grade Replacement

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



Existing Condition – Jackson Street





Existing Condition – Jackson Street





Conceptual Rendering – Jackson Street





Existing Condition – Mechanic Street





Existing Condition – Mechanic Street





Conceptual Rendering– Mechanic Street





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



Aesthetics





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