


MDOT 3903 (3/98)		PAGE	1	OF	2
	COMMISSION POLICY	IDENTIFIER	EFFECTIVE DATE		
		10138	5/26/05		
		SUPERCEDES	DATED		
		NEW			
RESPONSIBLE ORGANIZATION:		Bureau of Highway Development			
SUBJECT:	Context Sensitive Solutions				

The Governor’s Executive Directive 2003-25 defines context sensitive design as “a collaborative, interdisciplinary approach involving stakeholders for the development of a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, cultural, and environmental resources, while maintaining safety and mobility.”

The Michigan Department of Transportation (MDOT) will pursue a proactive, consistent and Context Sensitive Solutions (CSS) process in keeping with its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life. A successful CSS program will require mutual commitment on the part of both transportation agencies and stakeholders to identify appropriate opportunities to plan, develop, construct, operate and maintain infrastructure in accordance with CSS principles without undue costs or scheduling burdens.

The Department will incorporate an appropriate level of CSS into its Transportation Program consistent with CSS principles which include:

- Early and Continuous Public Involvement
- Effective Decision Making
- Reflecting Community Values
- Achieving Environmental Sensitivity and Stewardship
- Ensuring Safe and Feasible Integrated Solutions
- Protecting Scenic Resources and Achieving Aesthetically Pleasing Solutions

MDOT will develop or revise procedures and guidelines to expand the use of CSS for state transportation projects. The procedures and guidelines will:

Promote partnerships with local governments, state agencies, business, community groups, and transportation system users and providers to better coordinate resources.


Use flexibility within state and federal design standards, and develop alternate state standards where appropriate, without compromising safety and mobility.

Encourage early and continuous dialog with stakeholders on defining the transportation problems and solutions during project planning and development.

Use integrated transportation solutions to enhance access to jobs, support economic development activities with local government and other state agencies, and preserve the environment.

Consider the need for integrated transportation options in the early planning and development process for transportation improvements, especially for state highway, bridge, and safety projects which construct, reconstruct, or relocate a roadway, bridge, or intersection

Promote the use of CSS principals with local land use and transportation agencies.

MDOT 3903 (3/98)		PAGE	2	OF	2
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The Department will report back to the Commission six months after adoption of this policy, to give a progress report on implementation. After the initial report to the Commission, the Department will present an annual review of implementation progress to the Commission.

Adopted by the State Transportation Commission May 26, 2005.

Commission Advisor:  Date: 5-26-05