



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

May 7, 2018

Ms. Denise Donohue, Director
County Road Association of Michigan
417 Seymour, Suite 1
Lansing, Michigan 48933

Mr. John LaMacchia II, Legislative Associate
Michigan Municipal League
208 North Capitol Avenue, 1st Floor
Lansing, Michigan 48933-1354

Dear Ms. Donohue and Mr. LaMacchia:

Fiscal Year 2020 Federal Local (HSIP) Streamlined Systemic Safety Program

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of new applications for the fiscal year (FY) 2020 streamlined systemic safety program. The FY 2020 federal budget for this program is estimated at \$1,500,000. This amount may be subject to revisions. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

Local Agencies may submit more than one project application for consideration. Federal safety funds shall not exceed \$250,000 per project or a maximum amount of \$2,000,000 per Local Agency (HSIP and HRRR combined) for the fiscal year. Selected projects are to be obligated in FY 2020.

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Streamlined Systemic Safety Project Applications. The only project types allowed through this streamlined systemic safety program are horizontal curve delineation, rumble strips, edgeline pavement marking, or stop controlled intersection sign upgrade project.

Applications are to be electronically submitted or postmarked by Monday, August 13, 2018.

Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds. If you have any questions, please feel free to contact Pamela Blazo, Safety Programs Engineer, at (517) 335-2224 or at blazop@michigan.gov.

Sincerely,

Tracie J. Leix
for Larry Doyle, Administrator
Development Services Division

Enclosures

Exhibit 1 – Design 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 sign posts.
- 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 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.

- Stop Controlled Intersection Sign Upgrade projects
 - Projects must include dual Stop signs and dual Stop Ahead signs.
 - 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 2 – Funding Participation

- Construction will be funded at 90 percent federal funds and 10 percent local funds.
- Portion eligible for federal aid:
 - Project’s Construction Phase (‘A’ Phase.)
- Portion not eligible for federal aid:
 - Right-of-way costs
 - Preliminary engineering
 - 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 percent. Projects may, at MDOT’s discretion, 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 www.michigan.gov/mdot ~ Doing Business ~ Local Agency Program ~ Force Account and Local Agency Reimbursement System (LARS) Information.
- All social, economic and environmental impacts within the project limits impacts must be mitigated before federal funds can be appropriated and 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.
- Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure inclusion of their project in the area’s Transportation Improvement Program for the fiscal year for which the project was selected. LAP will supply a list of selected projects to the MDOT Planning group, but it is the local agency’s responsibility to ensure these projects are included in the State Transportation Improvement Program.

Exhibit 3 - Submitting Candidate Streamlined Systemic Safety Project Applications

Applications submitted electronically must be received no later than midnight on **Monday, August 13, 2018**.

- Fill out the Streamlined Systemic Safety Application found online at [MDOT LAP – Safety Program](#).
- Use the ‘Save As PDF’ button at the bottom of the spreadsheet to save a copy.
- Email the PDF copy, along with any supplemental location maps, to MDOT-DesignLAP@michigan.gov.
- Please note that electronic submittals are limited to 15MB.

Applications sent hardcopy must be postmarked no later than **Monday, August 13, 2018**.

- Projects postmarked after Monday, August 13, 2018 may or may not be reviewed for selection, at MDOT’s discretion.
- It is recommended that your application be submitted by certified mail or other traceable delivery service.
- If submitting a hardcopy application, please mail it to the following:

Mrs. Pamela R. Blazo, P.E.
Safety Engineer, Local Agency Programs
Development Services Division
425 W. Ottawa Street, P.O. Box 30050
Lansing, Michigan 48909-7550