



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
 LANSING

JENNIFER M. GRANHOLM
 GOVERNOR

KIRK T. STEUDLE
 DIRECTOR

November 28, 2007

Mr. John D. Niemela
 Director
 County Road Association of Michigan
 P.O. Box 12067
 Lansing, Michigan 48901-2067

Mr. David Worthams
 Transportation Environmental Affairs
 Michigan Municipal League
 320 N. Washington Sq., Ste. 110
 Lansing, Michigan 48933-1288

Dear Mr. Niemela and Mr. Worthams:

Safe, Accountable, Flexible, Efficient Transportation Equity Act
 A Legacy for Users (SAFETEA-LU)
Fiscal Year 2009 Federal High Risk Rural Roads Program

The Michigan Department of Transportation (MDOT) is pleased to announce that we are soliciting new candidate project applications for the fiscal year 2009 High Risk Rural Road (HRRR) program. Federal funds for the HRRR program are derived from SAFETEA-LU. The 2009 budget for this program is estimated to be \$3,190,000. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

SAFETEA-LU defines a HRRR as; 1) any roadway functionally classified as rural major or minor collector or a rural local road that the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway, or 2) any roadway functionally classified as rural major or minor collector or a rural local road that will likely have increases in traffic volumes that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

MDOT has used the following data to determine the required statewide average accident rate:

76,088	Total miles of roadway functionally classified as rural major or minor collector or rural local road.
9,441	Total number of crashes resulting in fatalities or incapacitating injuries, located on roadway classified as described above, for the time period 2002 – 2006.
0.12	Statewide average frequency of such accidents per mile of such roadway over a 5 year time period.

The fiscal year 2009 project eligibility requirements for the HRRR program are:

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1. The roadway is functionally classified as rural major or minor collector or rural local road.
2. Within the most recent 5 year time period of available crash data, at least 1 intersection crashes, resulting in fatalities (K) or incapacitating (A) injuries have occurred; or 1 such serious crashes have occurred within a 7.69 mile (1/0.12) long segment of such roadway. With the most recent 5 year period of time, all UD-10's having 'K' and 'A' injuries and any other UD-10's of lesser degree of severity, that support the scope of project work, shall be included with the project's application. Proposed projects with higher crash concentrations of 'K' and/or 'A' crashes may have a higher priority than other projects.

Other program requirements:

1. The proposed projects will need to be developed and obligated on or before August 28, 2009. Please note that final plans, specifications, and estimate must be given to MDOT by this date, as well as any required clearances such as ROW, permits, environmental, etc.
2. Federal funds shall not exceed \$400,000.00 per project.
3. The proposed projects must demonstrate a direct correlation to correct an area related to the fatal or incapacitating crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes, and are subject to approval by MDOT.

Program administrative procedures for fiscal year 2009:

1. The construction phase only is eligible for federal aid. Federal funds shall not exceed \$400,000.00 per project. HRRR projects may also be capped 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" or "Lump Sum" method. Please see http://www.michigan.gov/mdot/0,1607,7-151-9625_25885_27578---,00.html to review information on the "Pro-Rata" or "Lump Sum" funding methods. Right of way, design, and construction engineering are not eligible for these funds. Projects are federally funded at 90 percent, with a 10 percent local match, or funded with 100 percent federal funds for projects consisting entirely of traffic control signalization, safety, pavement marking, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems.
2. Projects may be let through MDOT, or by local force account, as approved by our office. Force account work shall follow the Local Agency guidelines for "Construction by Non-Competitive Bid Contract" which can be viewed on the MDOT/Local Agency website at http://www.michigan.gov/mdot/0,1607,7-151-9625_25885_40414---,00.html.

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3. Eligible projects must meet current standards and warrants and current ADA requirements. All improvements must address the probable cause of the crash(es) in the project area. The proposed project limits must also address concerns in the area of the crash. Proposed work outside the vicinity of the crashes will be reviewed to ensure the HRRR funds are spent according to the intent of SAFETEA-LU. Examples of low cost projects can be found at www.atssa.com/galleries/default-file/LowCostLocalRoads.pdf.
4. All project candidates should be postmarked no later than Friday, February 29, 2008. Projects postmarked after February 29, 2008, at MDOT's discretion, may or may not be reviewed for funding based on the strength of other submitted projects and the availability of funds. Projects are reviewed and approved by committee and selected based on criteria which include:
 - a. Submit crash history with supporting UD-10's for all 'K' & 'A' crashes and for any other lesser severity of injuries that supports the scope of work for the area, within the most current 5 year period of available data.
 - b. Accident analysis to determine the proposed project's scope.
 - c. Crash concentration in the proposed project's limits.
 - d. Existing condition and character of proposed work.
 - e. Factors to determine the future increased traffic volume anticipated to cause crashes (if applicable).
 - f. Ability to deliver a construction package for obligation within this fiscal year.
 - g. Project coordination with other construction projects.
 - h. Past history of delivering safety projects in the year the project was selected.
 - i. Completion of the enclosed MDOT Form #1627. This form can also be found on the MDOT/Local Agency web site at www.michigan.gov/mdot/0,1607,7-151-9625_23109---,00.html
 - j. A Time of Return (TOR) analysis and/or a Benefit to Cost (B/C) Analysis, with supporting documentation and calculations supplied to MDOT.
5. At a minimum, the suggested format for project consideration is an engineering report that clearly identifies the route, location (township(s)/municipalities), project termini, existing and proposed cross sections, plan views or profiles if applicable, estimated project cost and each of the criteria listed above. A map must be included with the report which clearly identifies the location of the proposed project. Pictures, graphics, preliminary plans, etc. included in the engineering report can also be used as supporting evidence and are encouraged.
6. If there are any social, economic and environmental impacts within the project limits, all impacts must be mitigated before federal funds can be appropriated and obligated. Project applications which have significant negative responses from the public or controversial and/or may require an environmental assessment will not be considered until all outstanding issues have been resolved.
7. The local agency must be willing to submit a project evaluation form with benefit/cost

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analysis to show the effectiveness of the project after 3 years of accident data are available after project construction. MDOT Form #1626 can be utilized to complete this evaluation.

Once projects are selected, local agencies within MPO areas must coordinate with their MPO to ensure inclusion of their project in the area's Transportation Improvement Program (TIP). Those agencies that are part of a rural task force should notify their members that they are applying for these funds. Rural task force approval is not necessary. Local Agency Programs will coordinate with MDOT Planning to ensure these projects are included in the State Transportation Improvement Program (STIP). Each application is evaluated based on the criteria listed above on a project by project basis and funding availability. If an agency submits multiple projects, a prioritized list must be submitted for consideration.

Local agencies are to submit eligible projects and supporting information to the following:

Mr. Jim D'Lamater, P.E., Safety Engineer
Design Division, Local Agency Programs Unit
425 W. Ottawa Street, P.O. Box 30050
Lansing, Michigan 48909-7550

Depending upon funding availability and project selection, announcements will be made as soon as possible with notifications and project programming instructions sent to each of the local agencies. 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 Jim D'Lamater, P.E., at (517) 335-2224.

Sincerely,



Rudolph S. Cadena, P.E.
Local Agency Programs Engineer
Local Agency Programs

for Mark A. Van Port Fleet
Engineer of Design

Enclosure

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cc: Dave Morena, FHWA
Marsha Small, MDOT
Dale R. Lighthizer, MDOT
Mark Van Port Fleet, MDOT
Jim Culp, MDOT
Chris Youngs, MDOT
Jim D'Lamater, MDOT
MDOT Region Engineers
MDOT TSC Managers
Metropolitan Planning Organizations
Rural Task Forces
MDOT LAP Listserv Members