

Highway Safety Improvement Program (HSIP)
Michigan Department of Transportation
2015 Annual Report

The 2015 HSIP Annual Report for the Michigan Department of Transportation (MDOT) will be for the one year time period of FY 2014 which commenced on October 1, 2013 and ended on September 30, 2014. This report addresses safety improvements funded through MDOT on both trunkline and non-trunkline roadways including the High Risk Rural Roads Program (HRRRP).

HSIP Program Structure

Program Administration

State Trunkline Program

For the State Trunkline Program, safety funds are administered by the Safety Template Program Manager in Traffic and Safety (Central Office). For FY 2014, \$19 M in safety funding was available, of which \$15.6 M was allocated to the seven MDOT Regions as funding targets. The allocations were based on the percentage of fatalities and serious injuries, lane miles and Vehicle Miles Traveled in each Region. The goal is that all Regions receive a minimum of 5 percent of the Safety Target.

Beyond the allocated \$15.6 M, an additional \$2 M of the safety funds was reserved by Traffic and Safety to apply to projects in any Region at their discretion. The Regions were permitted to submit candidate projects with total costs exceeding their funding targets; the central office review team then selected the projects to be funded in each Region, taking into account priorities expressed by the Regional staffs, and use their discretionary funds to apply to worthy projects that exceeded a particular Region's funding target. All project phases; preliminary engineering, construction engineering, right of way and construction are eligible for safety funding.

In addition to the \$17.6 M of project funding described above, in which project selection was by central office staff, each Region was given \$200 K for low-cost safety improvements to be chosen at the discretion of the Region staff. The Regions use this pot of money for a variety of minor roadside safety improvements which can be performed in a timely manner by state forces or contract agencies. Individual Safety Work Authorizations (SWA) is the most cost effective method of funding these types of improvements and can be initiated quickly throughout the fiscal year in response to safety needs. Federal funds are used for those improvements meeting funding criteria.

Once the FY 2014 program was developed, it was reviewed and approved by the Project Screening Committee (PSC). The PSC consists of Region and central office program managers and Planning staff who help develop the MDOT's Five Year Plan for approval by the Transportation Commission. The PSC ensures coordination between Regions on various corridors and between the programs.

In FY 2014, the use of HSIP funding (\$18.6 M) continued in the administration of the pavement marking program. Under 23 U.S.C. 148(e)(1)(c), HSIP funds may be obligated for any project to maintain minimum levels of retroreflectivity of traffic signs and pavement markings, without regard to whether that project is included in an applicable State SHSP. Prior to FY 2013 Surface Transportation Safety funding was used in the placement of pavement markings in the Annual Pavement Marking Program.

Local Roadways Program

For the Local HSIP, the funds (\$15.1 M) are administered by the Local Agency Programs Safety Engineer located in Central Office. Typically, only the construction phase is eligible for federal aid. Preliminary

engineering costs were eligible for federal participation if it was for a projects identified on the Transparency (5%) Report, a project identified by the Local Safety Initiative, a Road Safety Audit (RSA) or a traffic signal optimization project. Otherwise, preliminary engineering is not eligible for federal safety funds. Projects are federally funded at 80 or 90 percent up to an amount not to exceed \$600 K Federal, with a 20 or 10 percent local match, respectively.

All Local Agencies within MPO areas must coordinate with their MPO to ensure inclusion of their project in the area's TIP. Those agencies that are part of a rural task force are to notify their members that they applied for these funds. Rural task force approval is not necessary. Local Agency Programs (LAP) coordinates with MDOT Planning to ensure these projects are included in the STIP.

Program Methodology

State Trunkline Program

The annual process for submitting safety projects starts with a Call for Projects (CFP) issued to the seven MDOT Regions from the Safety Template Program Manager. The FY 2014 and FY 2015 Safety Call request was made to the Regions on December 13, 2010. In response to the CFP, the Regions identify locations where safety improvements (i.e. add a center left turn lane, right turn lane, geometric improvements to accommodate signalization, median protection, etc.) could be made. These locations are to be identified through the current Transparency Report, Fatality and Serious Injury Regionwide Maps, High Crash List, 3R/4R Safety Reviews, customer concerns, and Pavement Friction Analyses. Upon location identification an engineering study is conducted by the Region to determine the appropriate safety improvement.

The emphasis of the Safety Call was to address those locations with correctable fatality and serious injury crashes to support the department's efforts of reducing fatalities and serious injuries and support the vision of Toward Zero Deaths (TZD). All safety projects and proposed candidates must address a focus area of the Michigan Strategic Highway Safety Plan (SHSP). Submitted concepts must meet a maximum Time-of-Return (TOR) to qualify for safety funding. The TOR is a cost benefit analysis of proposed safety improvement which considers all crash types and severity levels that are correctable by the proposed improvement. A minimum of the latest three years of available crash data is to be used in the TOR analysis. For FY 2013 and FY 2015 projects, in which 2007 to 2009 crash data was used, three TOR criteria were established:

- Stand alone safety improvement - TOR of 7 years or less
- Stand alone safety improvement for location on the current Transparency Report – TOR of 10 years or less.
- Safety improvement in conjunction with a Construction project - TOR of 10 years or less.

Each Region's submittal was reviewed by the Central office review team to ensure all criteria were met. The Regions were permitted to submit candidate projects with total costs exceeding their funding targets. The review team, taking into account priorities expressed by the Regions, used the TOR values as a means to develop project rankings (lowest to highest TOR value) within each Region and the TOR values for projects beyond funding targets to allocate the \$2 M funds statewide.

For FY 2014 and FY 2015, funding was included in programmed preliminary engineering for outer year safety projects to conduct a road safety audit (RSA). For guidance, a RSA should be conducted for all proposals exceeding \$750,000 in programmed construction costs. The RSA should be done prior to 30

percent completion of the plans. The purpose of the audit is to ensure the appropriate safety fixes are incorporated into the overall design.

New to the Safety Call starting in FY 2014 is the opportunity for each Region to allocate up to a set percent of their funding target for low cost safety improvements. This amount is in addition to the SWA funding. The focus is to be on systemwide safety improvements done by work authorization or through the letting process. A TOR justification is not be required if the proposed improvement is selected from the list of approved and proven safety systemwide fixes (Eligibility Guidelines for Low Cost Safety Improvement Projects). For FY 2014 through FY 2017, the percentage is 10 percent. For FY 2018 through 2020 this percentage was increased to 25 percent. New for FY 2020 is the allocation of \$1 million toward additional low cost safety improvements for regions meeting or exceeding their target amount in project proposals. To accommodate this change, the \$2 million of discretionary funding as described on page 1 has been reduced from \$2 million to \$1 million. For FY 2021 the percentage submitted shall be a minimum of 25 percent up to a maximum of 50 percent.

In an effort to incorporate the Highway Safety Manual (HSM) into MDOT's business process all safety projects submitted for FY 2019 and 2020, except for freeway improvements, shall have the HSM predictive analysis performed on them. A comparison of future conditions with and without the proposed improvement shall be provided. Starting for FY 2020, all submitted concepts must address two or more fatal and/or serious injury crashes.

Local Roadways Program

The planning and selection of projects for the local roadway system is very similar to that of the state trunkline. Local agencies were invited by a June 22, 2012 memorandum to submit proposed projects for consideration as part of an annual call-for projects (CFP).

The emphasis of the local FY 2014 CFP was to address those locations with correctable fatality and injury crashes to support the department's efforts of reducing fatalities and serious injuries. Per the CFP, the local agency was to provide a TOR analysis showing how the proposed improvement would address fatalities and injuries. In the TOR, all crash types and severity levels correctable by the proposed improvement can be included. A maximum of five years of available crash data is to be used in the TOR analysis. For FY 2014 projects, 2007 to 2011 (or the current availability) crash data was used.

Eligible projects must meet current standards and warrants. Project types may include replacement, installation or elimination of guardrail, removal of fixed objects from clear zones, traffic and pedestrian signal optimization, installation and upgrades, access management, horizontal and vertical curve modifications, sight distance and drainage improvements, bridge railing replacement or retrofit, roadway intersection improvements to improve safety, mid-block pedestrian crossings, improvements to school zones, shoulder and centerline rumble strips, and improved permanent signing and pavement markings.

For the FY 2014 CFP, a greater emphasis is placed on the identification of correctable fatalities and serious injuries, both in the selection and prioritization of safety projects. In addition, in FY 2014, a small portion of the local safety funds were allocated to five subprograms: Centerline and Shoulder Rumble Strips (\$200 K), Guardrail Upgrades and Clear Zone Improvements (\$1.5 M), and Traffic Signal Optimization – all red phasing (\$150 K), Road Safety Audits (\$50 K) and Non-motorized Facility/Pedestrian Improvements (\$100 K). Local agencies were informed that this money is reserved for the listed strategic improvements, and encouraged to submit conforming projects.

Progress in Implementing the HSIP Projects

HSIP Funds Programmed

HSIP State Trunkline Project Funding		
Reporting Period: 10/01/2013 to 09/30/2014		
Funding Category	Programmed*	Obligated
HSIP (Section 148)	\$36,259,028	\$32,231,514
Hazard Elimination (Section 152)		
Penalty Funds (154 and 164)		
Other Federal Funds (STG and RP)	\$107,584	\$36,075
Incentive Grants (Sections 406, 163)		
State and Local Funds	\$1,785,669	\$2,045,713
Total	\$38,152,281	\$34,313,302

HSIP Local Roadway Project Funding		
Reporting Period: 10/01/2013 to 09/30/2014		
Funding Category	Programmed*	Obligated
HSIP (Section 148)	\$13,093,014	\$10,279,885
Hazard Elimination (Section 152)		
Penalty Transfer (154 and 164)		
Other Federal Funds		
Incentive Grants (Sections 406, 163)		
State and Local Funds		
Total	\$13,093,014	\$10,279,885

* "Available" (Programmed) funds refer to those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) and can be expended on highway safety improvement projects.

During the reporting period 1.1 percent of the programmed and 1.2 percent of the obligated funds for the state trunkline system were directed to non-infrastructure safety items such as road safety audits, SHSP activities, outreach, educational efforts, and data collection. In addition, \$2,657,416 of federal/state funding from the road and bridge programs was transferred into the HSIP to support additional work being incorporated into safety projects. On the local side no HSIP funds were directed toward tribal safety projects. Overall, 26 percent of the programmed and 23 percent of the obligated funds were directed to local safety projects.

General Listing of Projects

Attached are the general listings of projects for both the State Trunkline (Attachment A) and Local Roadways Programs (Attachment B). The costs shown are obligated construction costs and other phases obligated for the projects. Not all design or right-of-way costs were accrued in FY 2014.

Progress in Achieving Safety Performance Targets

The Safety Program is a major component in the department's emphasis of addressing locations with safety concerns as part of the transportation program. More importantly the Safety Program is a means by which the department can support the goals of the SHSP. The purpose of the SHSP is to identify the key safety needs in the state and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roadways. MDOT developed and began the implementation of a SHSP in 2003. Specific focus areas included intersection safety, roadway departure, pedestrian and

bicycle safety, and elderly mobility. In late 2004, the Governor’s Traffic Safety Advisory Commission (GTSAC) requested the development of a statewide, multi-disciplinary highway Michigan SHSP. The plan resulted in the identification of 12 strategic focus areas for reducing fatalities to 1.0 per 100 million vehicle miles traveled by 2008. As a result of creating emphasis areas that targeted over 80 percent of Michigan’s highway fatalities the goal was met with 0.97 fatalities per 100 million vehicle miles traveled in 2008. In 2008, the SHSP was updated to reflect current needs and number the goals from a rate to a more meaningful goal of an incremental reduction of the frequency of fatalities and serious injuries. The revised goals address both fatalities and serious injuries. The 2008 SHSP goals were to reduce traffic fatalities and serious injuries from 1,084 and 7,485 in 2007 to 850 and 5,900 in 2012.

Since that initial SHSP Michigan is on its third plan with the 2013 SHSP. The new SHSP goals are to reduce statewide traffic fatalities and serious injuries from 889 and 5,706 respectively in 2011 to 750 and 4,800 in 2016. The new SHSP is focused on four broad emphasis areas; High-risk Behaviors, At-risk Road Users, Engineering Infrastructure and System Administration. Within these emphasis areas, the following action teams have been created to provide more targeted guidance:

Traffic Records and Information Systems	Pedestrian and Bicycle Safety	Motorcycle Safety
Traffic Safety Engineering	Traffic Incident Management	Impaired Driving
Commercial Motor Vehicle Safety	Occupant Protection	Distracted Driving
Senior Mobility and Safety	Drivers Age 24 and Younger	

Given the four year SHSP update cycle, each action team is tasked with providing more immediate updates based upon shorter-term changes in traffic crashes, injuries, and fatalities. This is done through annual updates to the action plans, which capture changes in key performance measures, in addition to documenting those policies and programs that have been implemented. In addition to allowing for adaptive responses, these annual updates also provide useful information to the safety stakeholders in Michigan, as well as other states. The primary measures used to evaluate progress with respect to the SHSP process are the changes in the number of traffic-related fatalities and serious injuries that occur on an annual basis. Michigan currently maintains a traffic records system that is among the best in the country, allowing for timely feedback as to how various traffic safety trends are changing over time. Attachment C shows the progress of statewide fatalities and serious in meeting the goals of the 2013 SHSP. The values shown in the graphs are not 5-Year Rolling Averages but year specific.

Overview of General Highway Safety Trends

In review of the 5-Year Rolling Average for statewide, state trunkline and local roadways (Attachment D, Table 1), both fatalities and serious injuries have decreased at minimum 4.03 percent from 2006-2010 to 2010-2014. The greatest reductions were for serious injuries, ranging from 17.62 to 21.40 percent. In regard to rates while the fatality and serious injury rates are lower on state trunkline the percent decrease over the analysis time period is consistent between the two roadway networks. For both statewide and state trunkline the fatality rate has been below 1.0 fatality per 100 million vehicle miles traveled since 2006-2010 and below 1.0 for state trunkline during the entire analysis time period. Fatality and serious injury frequencies and rates for the various functional classes are shown in Attachment D, Table 2.

SHSP Emphasis Areas

For the analysis time period the 5-Year Rolling Average for fatality and serious injury frequencies and rates has decreased for all the engineering related SHSP Emphasis Areas; Intersections, Lane Departure, and Pedestrian and Bicycle Safety except the fatality and fatality rate for Pedestrian and Bicycle Safety (Attachment E). The number of Pedestrian and Bicycle fatalities has remained virtually unchanged except for the last two 5-Year Rolling Average (2009-2013 and 2010-2014) when the frequency increased

from 154 to 162 and 167 respectfully. The largest gains are in serious injuries for all three emphasis areas. Statewide, the percent reduction is as follows:

<u>SHSP Emphasis Area</u>	<u>Fatalities</u>	<u>Serious Injuries</u>
Intersections	10.11%	18.94%
Lane Departure	10.19%	20.46%
Pedestrian and Bicycle Safety	-8.30%	16.09%

Application of Special Rules – High Risk Rural Road Safety

Per notification from FHWA the High Risk Rural Roads Safety special rule does not apply to Michigan.

Application of Special Rules – Older Drivers

23 U.S.C. 148(g)(2) states if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, that State shall be required to include, in the subsequent State SHSP, strategies to address the increases in those rates, taking into account the recommendations included in the FHAW publication entitled 'Highway Design Handbook for Older Drivers and Pedestrians'. Using the 5-Year Rolling Average of fatalities and serious injuries for drivers and pedestrians 65 years of age and older and the number of people 65 Years of age and older (Per 1,000 Total Population), as provided by FHWA, the rate has decreased from 4.45 for 2007-2011 to 3.96 for 2009-2013. With this decrease the special rule does not apply. The calculations are shown in Attachment F.

Assessment of the Effectiveness of the Improvements (Program Evaluation)

Systemic Treatments

As reported in previous HSIP Reports the department undertook two system wide initiatives in FY 2008: freeway median barrier and non-freeway rumble strips. Both initiatives address lane departure, which is part of one of the 12 focus areas in the SHSP. Lane departure related crashes accounted for at least 396 fatalities statewide in 2014 (45 percent of all fatalities). A primary objective for this focus area is to identify cost effective strategies that help reduce unintentional lane departures, as well as alert the driver should a lane departure occur. The secondary objective is to assist the driver in returning to the travel lane safely and minimize departure consequences by creating roadside clear zones.

Rumble strips are a proven and cost-effective countermeasure to lane departure crashes brought on by driver drowsiness, distraction, and/or inattention. Since the late 1990s, MDOT has been systematically installing rumble strips on freeway shoulders. In 2007, MDOT pursued expanding rumble strips onto the rural, non-freeway system, as part of a three-year funding effort. MDOT's innovation was to make this a network-wide implementation. Rumble strip milling was incorporated in the annual pavement marking program and coordinated with MDOT's pavement engineers. To implement this effort, \$3 M a year of additional funding was added to the pavement marking program for 2008 through 2010. The result is approximately 5,400 miles of centerline rumbles and 2,700 lane miles of shoulder rumbles.

To determine the overall effectiveness of the effort Wayne State University completed the 'Evaluation of Non-Freeway Rumble Strip-Phase II' for the department. The goal was to determine a cost/benefit ratio, estimated crash reduction factors, public acceptance and an implementation guide for local agencies. The safety performance analysis indicated statistically significant reductions in the range of 50 percent in all types of target crashes after centerline rumble strips were installed. Researchers identified 2,488 target crashes in the three years before installation of centerline rumble strips and 1,306 in the three years after installation. They noted a 43 percent to 55 percent reduction in head-on, sideswipe opposite and single-

vehicle run-off-the-road crashes. Overall fatal and injury crashes were cut in half, with a 51 percent reduction in fatal crashes and a 47 percent reduction in injury crashes.

The economic analysis produced equally significant results. Researchers estimated a cost benefit of nearly \$80 million over three years as a result of the crash reductions from centerline rumble strip installation. They estimated that centerline rumble strips on two-lane rural highways will produce benefit-to-cost ratios between 58:1 and 18:1, depending on how the cost is spread out over time. Researchers performed a sensitivity analysis that produced a range of benefit-cost ratio data for state and local agency use. The online road user survey drew responses from 380 drivers, ranging in age from under 20 to over 60. Of these respondents, 79 percent strongly agreed or agreed that centerline rumble strips are an effective safety measure, and the majority would recommend installing rumble strips on additional state roadways.

Rumble strips are proving to be a cost-effective countermeasure to lane-departure crashes on Michigan's state highways. MDOT is reaching out to local agencies to increase their understanding of the benefits of rumble strips and to encourage interest in installing them on county, city and township roads either systemwide or at specific sites. To support this effort, MDOT has developed concise, user-friendly design and installation guidelines for use by local agencies.

Freeway median barriers minimize departure consequences. MDOT staff evaluated the state trunkline to project how many lives might be saved in Michigan through the installation of median barrier on candidate roadways. The crash analysis examined all freeway corridors without median protection which experienced four or more crossover type crashes during 2002 through 2006. Using a 90 percent reduction factor to estimate the benefit of median protection a total of 340 miles was identified. These corridors, with median widths not requiring protection per MDOT's standards, experienced 66 fatalities and 257 serious injuries. Cable median barrier projects were done in conjunction with road/bridge projects when possible, or as corridor projects. To implement this effort, \$14 M a year of additional funding was added to the safety template for 2008 through 2010. Since this initial funding effort cable barrier projects have been supported in the annual Safety Call for Projects. To date 333 miles of cable median barrier has been installed through 2014.

The goal of 'Study of High Tension Cable Barrier on Michigan Roadways' research project was to determine the effectiveness of MDOT's high tension cable barrier installations in reducing the frequency of cross-median crashes and resultant injuries and fatalities. The results of the research show that cable median barriers have been highly effective at reducing crossover crashes in Michigan. After the barriers were installed, crossover crash rates on those highway segments fell by 87 percent, and the barriers successfully contained 97 percent of the vehicles that hit them. Cable barriers have improved overall safety at the locations where they have been installed. The most serious crash types—fatal and severe injury crashes—decreased by 33 percent after cable median barriers were installed, according to rigorous statistical analysis. Since their installation, cable barriers are estimated to have saved 20 lives and prevented over 100 serious injuries in Michigan. As expected, low-severity crashes increased following the cable barrier installation; crashes involving only property damage or minor injuries increased by 155 percent. Researchers' analysis showed that placing the cable barrier farther from the roadway (toward the center of the median) would result in fewer low-severity crashes, but this can be impractical because of soil conditions, slope grade, drainage characteristics, or increased installation and maintenance costs.

Overall, cable median barriers were slightly more prone to penetration by a vehicle than three-beam guardrail or concrete barrier, but they were the most effective in preventing redirection back into the travel lanes. Other findings include:

- **Motorcycles:** Cable barriers did not significantly impact motorcycle crash trends.
- **Winter roadway conditions:** Crash frequency increased in times of adverse weather and road conditions, but the cable barriers continued to contain vehicles as intended.
- **Rollovers:** Median rollover crash rates decreased by 50 percent after cable barriers were installed.

MDOT has fully embraced implementation of TZD as a safety program in and of itself and has developed several related action plans. MDOT's North Region analyzed recently implemented safety projects and compared that to crash trends for the region. In an effort to more closely align the problem with the goal, they developed a Region TZD Implementation Plan that heavily emphasizes strategies focused on reducing lane departure and stop-controlled intersection fatal and serious injury crashes. Other regions across the state are also developing plans for their areas. The Traffic & Safety Section created and is actively tracking a TZD Strategic Plan for the purpose of increasing "awareness of MDOT's TZD efforts within the State of Michigan by 1) identifying effective strategies to distribute the TZD logo and create logo recognition, and 2) gaining TZD partnerships. This Strategic Plan is designed to capture a widespread audience including: MDOT Employees and State agencies/employees, Local Agencies (County, City, Village, Township, etc.), private organizations, and the general public."

Communication is a key aspect of implementing TZD and in addition to the action plans, MDOT has developed a number of tools and resources. A sample of the TZD-focused resources include a website, rest area posters, internal and external newsletter articles, crash statistics postcard, safety fact sheet with actionable items for pedestrians, bicyclists, motorcyclists and drivers and a safety programs brochure. MDOT also communicates the year-to-date fatalities across a number of different media including a weekly email listserv, messaging on our digital messaging signs and social media outlets. This effort has led to numerous related news stories by media outlets across the state.

High Risk Rural Roads Program (HRRRP)*

Program Administration

For the High Risk Rural Roads Program (HRRRP) the funds are administered by the Local Agency Programs (LAP) Safety Engineer located in the Central Office. MDOT allocates funds for this program to only local roadways that qualify.

Only the construction phase is eligible for federal aid. Federal funds are capped at \$400 K per project. Right of way and construction engineering are not eligible for these funds. Preliminary engineering costs for projects identified on the Transparency (5%) Report or by the Local Safety Initiative are eligible for federal participation; otherwise, preliminary engineering is not eligible for federal HRRR 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.

Local agencies within MPO areas must coordinate with their MPO to ensure inclusion of their project in the area's TIP. Those agencies that are part of a rural task force are to notify their members that they applied for these funds. Rural task force approval is not necessary. LAP coordinates with MDOT Planning to ensure these projects are included in the STIP.

Program Methodology

Local agencies were invited by a May 25, 2012 memorandum to submit proposed projects for consideration as part of the FY 2014 CFP.

SAFETEA-LU defined 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.

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

76, 116	Total miles of roadway functionally classified as rural major or minor collector or rural local road
9,646	Total number of crashes resulting in fatalities or incapacitating injuries, located on roadway classified as described above, for the time period, 2004 – 2009
0.13	Statewide average frequency of such accidents per mile of such roadway over a 5 year time period

This data lead to the calculation of a crash frequency that exceeds the statewide, average accident rate, at a minimum: Within the most recent 5 year time period of available crash data, at least one crash, resulting in fatalities (K) or incapacitating (A) injuries, has occurred within a segment of eligible roadway no longer than 7.70 miles (1/0.13).

The 2014 eligibility requirements for roadways in the HRRR program were:

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 crash, resulting in fatalities or incapacitating injuries has occurred; or 1 such serious crash has occurred within a 7.70 mile long segment of such roadway.

The proposed projects had to 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. Eligible projects must meet current standards and warrants.

The local agency is required to submit a project evaluation form to show the effectiveness of the project when three years of crash data are available after project construction.

Progress in Implementing the HRRRP Projects

HRRRP Funds Available¹

HRRRP Project Funding*		
Reporting Period: 10/01/2013 to 09/30/2014		
Funding Category	Programmed	Obligated*
HRRRP	\$2,954,187.70	\$41,156.00
HSIP	\$0.00	2,755,063.97
State and Local funds		
Total	\$2,954,187.70	\$2,796,219.97

* “Available” (Programmed) refers to the HRRRP funds that have been programmed in the Statewide Transportation Improvement Program (STIP) and can be expended on HRRR projects.

During the selection process, MAP-21 was approved and the HRRRP was eliminated. MDOT committed to meeting the federal funding offered in the HRRRP CFPs with HSIP money, as needed.

General Listing of Projects

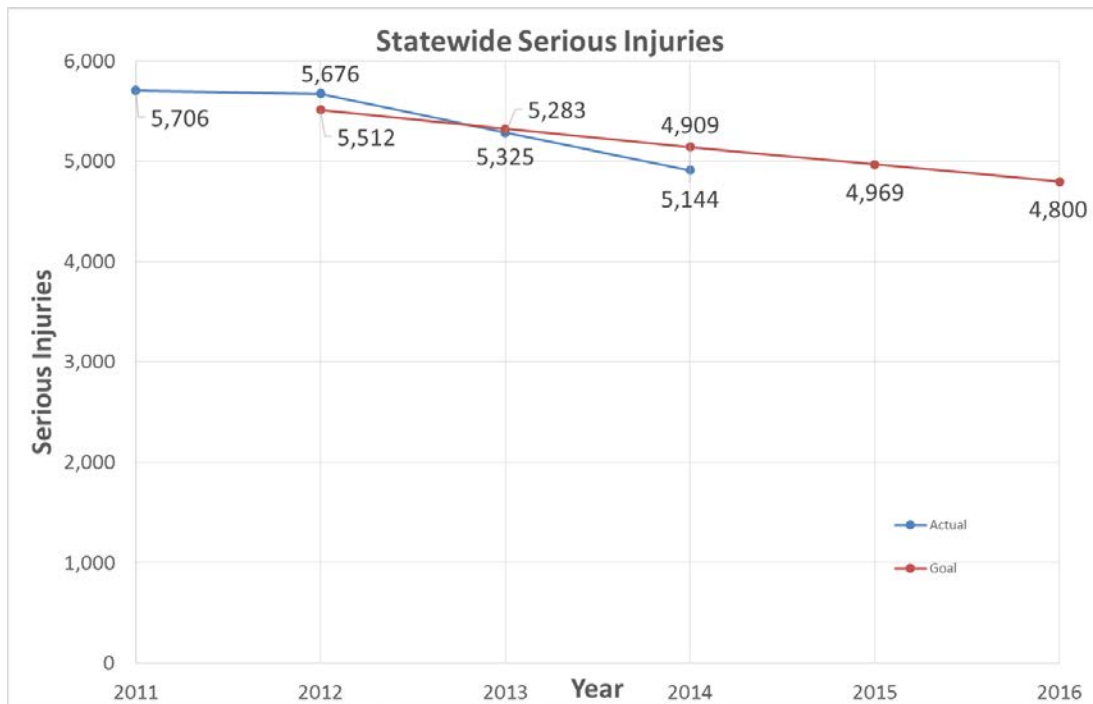
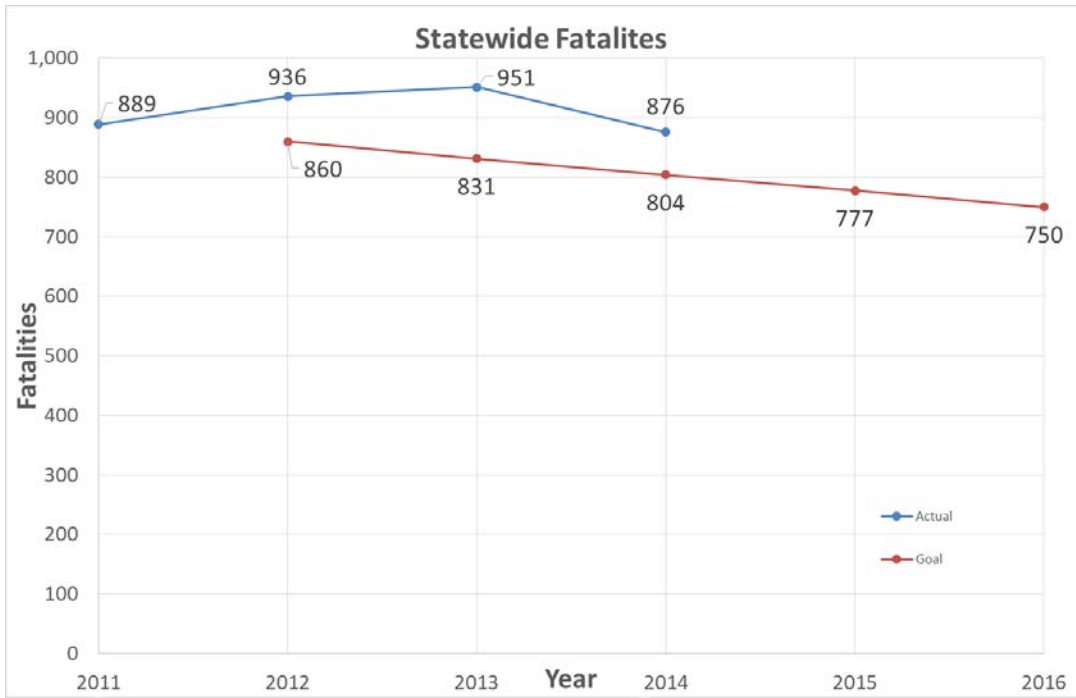
The general listing of projects for the HRRRP is shown in Attachment G.

Assessment of the Effectiveness of HRRR Improvements (Program Evaluation)

Table 2 of Attachment D summarizes the safety trends for rural major collector, minor collector, and rural local roads in Michigan. The 5-Year Rolling Average for fatality and serious injury frequencies and rates has decreased during the analysis time period for the three National Functional Classes that comprise the HRRR except for the fatality rate on rural major collector which remains relatively unchanged. The greatest reductions are on both rural minor collector and rural local with double digit reductions for all measures. As noted earlier the High Risk Rural Roads Safety special rule does not apply to Michigan.

National Functional Class	2006_2010	2010_2014	% Diff
5 Year Rolling Average Fatalities			
7-Major Collector (Rural)	144	135	6.24%
8-Minor Collector (Rural)	20	17	18.63%
9-Local (Rural)	99	89	10.87%
5 Year Rolling Average Serious Injuries			
7-Major Collector (Rural)	855	677	20.77%
8-Minor Collector (Rural)	111	75	32.55%
9-Local (Rural)	645	479	25.67%
5 Year Rolling Average Fatality Rate			
7-Major Collector (Rural)	1.72	1.76	-2.24%
8-Minor Collector (Rural)	2.11	1.76	16.89%
9-Local (Rural)	4.19	3.77	10.13%
5 Year Rolling Average Serious Injury Rate			
7-Major Collector (Rural)	10.17	8.76	13.85%
8-Minor Collector (Rural)	11.55	7.93	31.32%
9-Local (Rural)	27.20	20.34	25.23%

Attachment C



Attachment D
 Overview of General Highway Safety Trends
 Table 1

Michigan Statewide Safety Trends						
5 Year Rolling Average	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014	% Diff
Fatalities	993	953	923	917	918	7.55%
Serious Injuries	6,881	6,492	6,121	5,833	5,511	19.92%
Fatality Rate	0.98	0.96	0.95	0.96	0.97	1.97%
Serious Injury Rate	6.83	6.56	6.33	6.10	5.79	15.13%
MDOT Roads						
5 Year Rolling Average	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014	% Diff
Fatalities	416	409	395	396	400	4.03%
Serious Injuries	2,737	2,585	2,440	2,360	2,255	17.62%
Fatality Rate	0.83	0.83	0.80	0.80	0.80	3.67%
Serious Injury Rate	5.45	5.22	4.98	4.79	4.51	17.28%
Local Roads						
5 Year Rolling Average	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014	% Diff
Fatalities	576	544	528	521	517	10.11%
Serious Injuries	4,121	3,887	3,664	3,458	3,239	21.40%
Fatality Rate	1.14	1.10	1.11	1.13	1.12	1.51%
Serious Injury Rate	8.15	7.88	7.69	7.47	7.02	13.91%

Attachment D
 Overview of General Highway Safety Trends
 Table 2

National Functional Class					
5 Year Rolling Average Fatalities	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014
1-Principal Arterial - Interstate (Rural)	25	25	23	22	21
2-Principal Arterial - Other (Rural)	64	57	52	52	49
6-Minor Arterial (Rural)	106	100	91	89	90
7-Major Collector (Rural)	144	140	137	137	139
8-Minor Collector (Rural)	20	17	17	16	17
9-Local (Rural)	99	96	94	90	89
11-Principal Arterial - Interstate (Urban)	70	69	69	71	77
12-Principal Arterial - Other Freeway (Urban)	29	30	29	28	28
14-Principal Arterial - Other (Urban)	183	179	174	181	178
16-Minor Arterial (Urban)	141	137	140	138	138
17-Collector (Urban)	50	48	45	43	41
19-Local (Urban)	56	49	42	38	41

National Functional Class					
5 Year Rolling Average Serious Injuries	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014
1-Principal Arterial - Interstate (Rural)	166	162	152	142	133
2-Principal Arterial - Other (Rural)	381	348	305	290	242
6-Minor Arterial (Rural)	578	545	517	481	446
7-Major Collector (Rural)	855	806	778	719	704
8-Minor Collector (Rural)	111	104	92	86	75
9-Local (Rural)	645	599	559	524	479
11-Principal Arterial - Interstate (Urban)	425	394	367	363	364
12-Principal Arterial - Other Freeway (Urban)	138	129	137	138	144
14-Principal Arterial - Other (Urban)	1,468	1,387	1,318	1,267	1,202
16-Minor Arterial (Urban)	1,184	1,136	1,078	1,041	986
17-Collector (Urban)	356	337	310	299	285
19-Local (Urban)	501	463	426	404	377

Attachment D
 Overview of General Highway Safety Trends
 Table 2 (continued)

National Functional Class					
5 Year Rolling Average Fatality Rate	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014
1-Principal Arterial - Interstate (Rural)	0.45	0.46	0.42	0.41	0.41
2-Principal Arterial - Other (Rural)	1.00	0.99	1.01	1.15	1.19
6-Minor Arterial (Rural)	1.50	1.44	1.33	1.34	1.39
7-Major Collector (Rural)	1.72	1.68	1.67	1.71	1.76
8-Minor Collector (Rural)	2.11	1.76	1.83	1.73	1.76
9-Local (Rural)	4.19	4.02	3.93	3.82	3.77
11-Principal Arterial - Interstate (Urban)	0.44	0.44	0.45	0.45	0.47
12-Principal Arterial - Other Freeway (Urban)	0.52	0.54	0.52	0.50	0.48
14-Principal Arterial - Other (Urban)	0.99	1.00	1.00	1.07	1.04
16-Minor Arterial (Urban)	0.84	0.83	0.89	0.90	0.90
17-Collector (Urban)	0.88	0.88	0.90	0.89	0.84
19-Local (Urban)	0.81	0.72	0.61	0.56	0.59

National Functional Class					
5 Year Rolling Average Serious Injury Rate	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014
1-Principal Arterial - Interstate (Rural)	3.01	2.99	2.83	2.68	2.63
2-Principal Arterial - Other (Rural)	5.96	6.03	5.85	6.26	5.87
6-Minor Arterial (Rural)	8.22	7.84	7.56	7.17	6.84
7-Major Collector (Rural)	10.17	9.66	9.48	8.98	8.76
8-Minor Collector (Rural)	11.55	10.93	9.70	9.11	7.93
9-Local (Rural)	27.20	25.17	23.44	22.11	20.34
11-Principal Arterial - Interstate (Urban)	2.68	2.53	2.38	2.30	2.22
12-Principal Arterial - Other Freeway (Urban)	2.48	2.33	2.48	2.46	2.45
14-Principal Arterial - Other (Urban)	7.91	7.71	7.59	7.49	7.00
16-Minor Arterial (Urban)	7.00	6.91	6.83	6.76	6.44
17-Collector (Urban)	6.27	6.25	6.18	6.18	5.87
19-Local (Urban)	7.32	6.75	6.21	5.84	5.40

Attachment E
SHSP Emphasis Areas

SHSP Emphasis Areas Intersection						
5 Year Rolling Average	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014	% Diff
Fatalities	267	251	242	242	240	10.11%
Serious Injuries	2,310	2,183	2,077	2,000	1,872	18.94%
Fatality Rate	0.27	0.25	0.25	0.25	0.25	4.82%
Serious Injury Rate	2.29	2.21	2.15	2.09	1.97	14.16%
SHSP Emphasis Areas Lane Departure						
5 Year Rolling Average	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014	% Diff
Fatalities	485	465	450	439	436	10.19%
Serious Injuries	2,681	2,539	2,380	2,262	2,132	20.46%
Fatality Rate	0.48	0.47	0.47	0.46	0.46	4.69%
Serious Injury Rate	2.66	2.57	2.46	2.37	2.24	15.70%
SHSP Emphasis Areas Ped and Bike						
5 Year Rolling Average	2006_2010	2007_2011	2008_2012	2009_2013	2010_2014	% Diff
Fatalities	154	154	154	162	167	-8.30%
Serious Injuries	664	633	600	584	557	16.09%
Fatality Rate	0.15	0.16	0.16	0.17	0.18	-14.65%
Serious Injury Rate	0.66	0.64	0.62	0.61	0.59	11.13%

Attachment F
Application of Special Rules – Older Drivers

Occupants/people/parties for 1/1/2007 through 12/31/2013 in the state of Michigan filtered by Party Type (Motor vehicle driver or Pedestrian and Person Age 65 years old and older)							
v Party Type Accident Year	2013	2012	2011	2010	2009	2008	2007
Motor vehicle driver K&A	519	510	460	528	543	594	579
Motor vehicle driver K only	143	121	105	111	111	125	131
Motor vehicle driver A only	376	389	355	417	432	469	448
Pedestrian K&A	54	46	46	53	44	55	63
Pedestrian K only	17	17	20	26	14	22	24
Pedestrian A only	37	29	26	27	30	33	39
Total KA	573	556	506	581	587	649	642
Total Fatalities	160	138	125	137	125	147	155
Total Serious Injuries	413	418	381	444	462	502	487
*Population	150	146	141	138	134	130	127
fatality & serious injury rate	3.820000	3.808219	3.588652	4.210145	4.380597	4.992308	5.055118
fatality rate	1.066667	0.945205	0.886525	0.992754	0.932836	1.130769	1.220472
serious injury rate	2.753333	2.863014	2.702128	3.217391	3.447761	3.861538	3.834646
		K&A Rates	2007-2011	4.445364			
			2009-2013	3.961523			
		K Rates	2007-2011	1.032671			
			2009-2013	0.964797			
		A Rates	2007-2011	3.412693			
			2009-2013	2.996725			
Special rule does NOT apply to Michigan							
* Number of people in Michigan age 65 + per 1000 population as provided by FHWA							

Attachment A
General Listing of Projects - State Trunkline

Project	Improvement Category (see Attachment 4)	Output (i.e. #, miles)	HSIP Cost*	Total Cost*	Funding Category^	Functional Classification**,^	AADT**	Speed**	Roadway Ownership^	Relationship to SHSP Emphasis Area^	Strategy
TSC Wide, Brighton TSC	Intersection Traffic Control - Pavement Marking - Other	545 each	\$160,914	\$160,914	HSIP	Other			State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Region Wide, North Region	Intersection Traffic Control - Pavement Marking - Other	1360 each	\$446,190	\$446,190	HSIP	Other			State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
TSC Wide, Jackson TSC	Intersection Traffic Control - Pavement Marking - Other	927 each	\$203,227	\$203,227	HSIP	Other			State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
TSC Wide, Lansing TSC	Intersection Traffic Control - Pavement Marking - Other	357 each	\$115,588	\$115,588	HSIP	Other			State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
TSC Wide, Marshall TSC	Intersection Traffic Control - Pavement Marking - Other	1638 each	\$339,410	\$339,410	HSIP	Other			State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Region Wide, Superior Region	Roadway Delineation - Longitudinal Pavement Marking - Remarking	25446745 ft	\$1,983,553	\$1,983,553	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Region Wide, North Region	Roadway Delineation - Longitudinal Pavement Marking - Remarking	30332702 ft	\$2,224,991	\$2,224,991	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
TSC Wide, Coloma TSC	Roadway Delineation - Longitudinal Pavement Marking - Remarking	8124296 ft	\$913,159	\$913,159	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Region Wide, Metro Region	Roadway Delineation - Longitudinal Pavement Marking - Remarking	15565638 ft	\$2,653,494	\$2,653,494	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
TSC Wide, Kalamazoo TSC	Roadway Delineation - Longitudinal Pavement Marking - Remarking	5768173 ft	\$580,700	\$580,700	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Region Wide, Grand Region	Roadway Delineation - Longitudinal Pavement Marking - Remarking	17427669 ft	\$2,118,813	\$2,118,813	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
TSC Wide, Brighton TSC	Roadway Delineation - Longitudinal Pavement Marking - Remarking	7798564 ft	\$1,268,727	\$1,268,727	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
TSC Wide, Jackson TSC	Roadway Delineation - Longitudinal Pavement Marking - Remarking	5679476 ft	\$523,182	\$523,182	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
TSC Wide, Marshall TSC	Roadway Delineation - Longitudinal Pavement Marking - Remarking	6071651 ft	\$637,418	\$637,418	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Region Wide, Bay Region	Roadway Delineation - Longitudinal Pavement Marking - Remarking	23649577 ft	\$2,371,903	\$2,371,903	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Region Wide, Metro Region	Intersection Traffic Control - Pavement Marking - Other	4004 each	\$715,482	\$715,482	HSIP	Other			State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
TSC Wide, Lansing TSC	Roadway Delineation - Longitudinal Pavement Marking - Remarking	9410838 ft	\$1,221,038	\$1,221,038	HSIP	Other			State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Statewide, Statewide	Non-infrastructure - Road Safety Audits	18 studies	\$164,561	\$164,561	HSIP	n/a	n/a	n/a	n/a	Other	Reduce Fs and As
M-15, Davison Road to North City Limits of Davison	Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	0.5 miles	\$1,006,234	\$1,006,234	HSIP	Rural Principal Arterial - Other	13000	55	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
M-20, at Leaton Road	Roadway - Other	0.5 miles	\$2,867,377	\$2,867,377	HSIP	Rural Principal Arterial - Other	14400	55	State Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
M-20, at Patrick Road Crossover	Intersection Geometry - Other	1 loc	\$1,429,867	\$1,443,872	HSIP,EDA	Rural Principal Arterial - Other	21800	45	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
M-90, at Black River Road	Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc	\$469,060	\$469,060	HSIP	Rural Minor Arterial	8000	45	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As

Attachment A
General Listing of Projects - State Trunkline

I-94 BL, from Water Street to Quay Street	Intersection Traffic Control - Systemic Improvements - Signal Controlled	0.2 miles	\$0	\$366,109	RRRF	Urban Principal Arterial - Other	14400	25	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
I-94 BL, at 10th Avenue and Scott Avenue	Intersection Geometry - Other	2 locs	\$0	\$237,000	RRRF	Urban Principal Arterial - Other	26900	35	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
I-96, Ionia West County Line to M-66	Roadside - Barrier - Cable	12 miles	\$1,740,677	\$1,740,677	HSIP	Rural Principal Arterial - Interstate	37000	70	State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
M-37, at Sparta Avenue	Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc	\$436,412	\$436,412	HSIP	Rural Minor Arterial	15400	55	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
I-196, West of Market Avenue to East of Butterworth Street	Roadside - Barrier - Cable	2.1 miles	\$314,039	\$314,039	HSIP	Urban Principal Arterial - Interstate	44400	70	State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
I-196, Chicago Drive east to Market Avenue	Roadside - Barrier - Metal	0.7 miles	\$452,846	\$452,846	HSIP	Urban Principal Arterial - Interstate	44400	70	State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
M-19, at New Haven Road	Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc	\$0	\$2,454,232	RRRF	Rural Minor Arterial	11700	45	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
I-94, Hannan Road to west of the Rouge River	Roadside - Barrier - Metal	3.2 miles	\$762,320	\$762,320	HSIP	Urban Principal Arterial - Interstate	142200	70	State Highway Agency	Making walking and street crossing easier	Reduce Fs and As
M-10, at Randolph Street	Pedestrians and Bicyclists - Modify Existing Crosswalk	1 loc	\$286,358	\$286,358	HSIP	Urban Principal Arterial - Other	29600	30	State Highway Agency	Making walking and street crossing easier	Reduce Fs and As
M-39, at Outer Drive	Pedestrians and Bicyclists - Modify Existing Crosswalk	1 loc	\$255,987	\$255,987	HSIP	Urban Principal Arterial - Other Free	130200	55	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
M-66, at M-55 (South Junction)	Intersection Geometry - Auxiliary lanes - Add Right-Turn Lane	1 loc	\$236,458	\$236,458	HSIP	Rural Principal Arterial - Other	5500	55	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
I-94, Puetz Road to I-196	Roadside - Barrier - Cable	11.9 miles	\$3,276,522	\$3,276,522	HSIP	Rural Principal Arterial - Interstate	65000	70	State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
M-26, Royce Road to Military Road	Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1.2 miles	\$1,594,937	\$1,594,937	HSIP	Rural Minor Arterial	6700	55	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
I-96, Clinton County line to Canal Road	Roadside - Barrier - Cable	6.3 miles	\$1,487,834	\$1,487,834	HSIP	Rural Principal Arterial - Interstate	50800	70	State Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
M-59, at Hacker Road	Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc	\$863,097	\$863,097	HSIP	Rural Principal Arterial - Other	17500	55	State Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Statewide, Statewide	Non-infrastructure - Outreach	480 each	\$55,000	\$55,000	HSIP	n/a	n/a	n/a	n/a	Increasing seat belt use and improving airbag effectiveness	Reduce Fs and As
Statewide, Statewide	Non-infrastructure - Outreach	5000 each	\$25,000	\$25,000	HSIP	n/a	n/a	n/a	n/a	Increasing driver safety awareness	Reduce Fs and As
Statewide, Statewide	Non-infrastructure - Data/traffic Records	1 each	\$90,000	\$90,000	HSIP	n/a	n/a	n/a	n/a	Improving information and decision support systems	Reduce Fs and As
Statewide, Statewide	Non-infrastructure - Training and Workforce Development	1 each	\$0	\$18,000	RP	n/a	n/a	n/a	n/a	Improving information and decision support systems	Reduce Fs and As
Statewide, Statewide	Non-infrastructure - Data/traffic Records	6093 miles	\$75,000	\$75,000	HSIP	n/a	n/a	n/a	n/a	Improving information and decision support systems	Reduce Fs and As
Countywide, Monroe County	Roadway Signs and Traffic Control - Other	1 each	\$0	\$34,335	STG	n/a	n/a	n/a	State Highway Agency	Increasing driver safety awareness	Reduce Fs and As
US-2, Countywide	Roadway Signs and Traffic Control - Other	62.3 miles	\$0	\$22,237	M	Rural Principal Arterial - Other	4500	55	State Highway Agency	Increasing driver safety awareness	Reduce Fs and As
		Total	\$36,367,372	\$39,513,290							

Job Number	Route	Location
119076	TSC Wide	Brighton TSC
119079	Region Wide	North Region
119082	TSC Wide	Jackson TSC
119084	TSC Wide	Lansing TSC
119086	TSC Wide	Marshall TSC
121453	Region Wide	Superior Region
121455	Region Wide	North Region
121456	TSC Wide	Coloma TSC
121457	Region Wide	Metro Region
121458	TSC Wide	Kalamazoo TSC
121459	Region Wide	Grand Region
121462	TSC Wide	Brighton TSC
121463	TSC Wide	Jackson TSC
121465	TSC Wide	Marshall TSC
121454	Region Wide	Bay Region
119087	Region Wide	Metro Region
121464	TSC Wide	Lansing TSC
124154	Statewide	Statewide
113003	M-15	Davison Road to North City Limits of Davison
110754	M-20	at Leaton Road
113512	M-20	at Patrick Road Crossover
113459	M-90	at Black River Road
123128	I-94 BL	from Water Street to Quay Street
124599	I-94 BL	at 10th Avenue and Scott Avenue
113684	I-96	Ionia West County Line to M-66
112143	M-37	at Sparta Avenue
113683	I-196	West of Market Avenue to East of Butterworth Street
117337	I-196	Chicago Drive east to Market Avenue
116508	M-19	at New Haven Road
113818	I-94	Hannan Road to west of the Rouge River
119629	M-10	at Randolph Street
121292	M-39	at Outer Drive
113721	M-66	at M-55 (South Junction)
113461	I-94	Puetz Road to I-196
113705	M-26	Royce Road to Military Road
113078	I-96	Clinton County line to Canal Road
113554	M-59	at Hacker Road
122726	Statewide	Statewide
122869	Statewide	Statewide
124124	Statewide	Statewide
124595	Statewide	Statewide
124729	Statewide	Statewide
105627	Countywide	Monroe County
124286	US-2	Countywide

Work Description

Permanent Pavement Markings - Special Markings
Permanent Pavement Markings - Special Markings
Permanent Pavement Markings - Special Markings
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Permanent Pavement Markings - Special Markings
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Permanent Pavement Markings - Special Markings
Permanent Pavement Markings
Road Safety Audits
Install Center Left Turn Lane
Construct a Narrow Boulevard
Install Roundabout
Install Center Left Turn Lane
Upgrade Traffic Signal Operations/Pedestrian Facilities
Install Intersection Improvements
Install Cable Median Barrier
Install Indirect Left Turn Lane
Install Cable Median Barrier
Extend Guardrail
Install Center Left Turn Lane and Right Turn tapers
Install Guardrail
Improve Pedestrian Facilities
Install Sidewalk Ramp Improvements
Install Offset Right Turn Lane
Install Cable Median Barrier
Install Center Left Turn Lane
Install Cable Median Barrier
Install Center Left Turn Lane
Click It or Ticket It Signs
Safety Education Campaigns for the Public
Synchro Software Update
Scan of Missouri DDIs/Development of DDI Guidance
Non-freeway Speed Limit Study
Install Emergency Route Signing
Install Mile Markers

Improvement Category	Output
Intersection Traffic Control - Pavement Marking - Other	545 each
Intersection Traffic Control - Pavement Marking - Other	1,360 each
Intersection Traffic Control - Pavement Marking - Other	927 each
Intersection Traffic Control - Pavement Marking - Other	357 each
Intersection Traffic Control - Pavement Marking - Other	1,638 each
Roadway Delineation - Longitudinal Pavement Marking - Remark	25,446,745 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	30,332,702 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	8,124,296 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	15,565,638 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	5,768,173 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	17,427,669 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	7,798,564 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	5,679,476 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	6,071,651 ft
Roadway Delineation - Longitudinal Pavement Marking - Remark	23,649,577 ft
Intersection Traffic Control - Pavement Marking - Other	4,004 each
Roadway Delineation - Longitudinal Pavement Marking - Remark	9,410,838 ft
Non-infrastructure - Road Safety Audits	18 studies
Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	0.5 miles
Roadway - Other	0.5 miles
Intersection Geometry - Other	1 loc
Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc
Intersection Traffic Control - Systemic Improvements - Signal Controlled	0.2 miles
Intersection Geometry - Other	2 locs
Roadside - Barrier - Cable	12.0 miles
Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc
Roadside - Barrier - Cable	2.1 miles
Roadside - Barrier - Metal	0.7 miles
Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc
Roadside - Barrier - Metal	3.2 miles
Pedestrians and Bicyclists - Modify Existing Crosswalk	1 loc
Pedestrians and Bicyclists - Modify Existing Crosswalk	1 loc
Intersection Geometry - Auxiliary lanes - Add Right-Turn Lane	1 loc
Roadside - Barrier - Cable	11.9 miles
Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1.2 miles
Roadside - Barrier - Cable	6.3 miles
Intersection Geometry - Auxiliary lanes - Add Left-Turn Lane	1 loc
Non-infrastructure - Outreach	480 each
Non-infrastructure - Outreach	5,000 each
Non-infrastructure - Data/traffic Records	1 each
Non-infrastructure - Training and Workforce Development	1 each
Non-infrastructure - Data/traffic Records	6,093 miles
Roadway Signs and Traffic Control - Other	1 each
Roadway Signs and Traffic Control - Other	62.3 miles

Obligated Construction-Fed	Obligated Construction-St	Obligated Construction-Lc	Obligated Construction	Obligated PE	Obligated ROW	Obligated Total
\$141,045	\$15,672	\$0	\$156,717	\$4,197	\$0	\$160,914
\$395,250	\$43,917	\$0	\$439,166	\$7,024	\$0	\$446,190
\$143,735	\$15,971	\$0	\$159,705	\$43,522	\$0	\$203,227
\$104,029	\$11,559	\$0	\$115,588	\$0	\$0	\$115,588
\$298,926	\$33,214	\$0	\$332,140	\$7,270	\$0	\$339,410
\$1,749,409	\$194,379	\$0	\$1,943,788	\$39,765	\$0	\$1,983,553
\$1,993,763	\$221,529	\$0	\$2,215,293	\$9,698	\$0	\$2,224,991
\$821,843	\$91,316	\$0	\$913,159	\$0	\$0	\$913,159
\$2,334,187	\$270,329	\$0	\$2,604,516	\$48,978	\$0	\$2,653,494
\$522,630	\$58,070	\$0	\$580,700	\$0	\$0	\$580,700
\$1,898,566	\$210,952	\$0	\$2,109,518	\$9,295	\$0	\$2,118,813
\$1,137,528	\$126,392	\$0	\$1,263,920	\$4,807	\$0	\$1,268,727
\$463,422	\$51,491	\$0	\$514,914	\$8,268	\$0	\$523,182
\$568,147	\$63,127	\$0	\$631,275	\$6,143	\$0	\$637,418
\$2,111,513	\$245,829	\$0	\$2,357,342	\$14,561	\$0	\$2,371,903
\$609,639	\$96,928	\$0	\$706,567	\$8,915	\$0	\$715,482
\$1,097,201	\$121,911	\$0	\$1,219,113	\$1,925	\$0	\$1,221,038
\$135,000	\$15,000	\$0	\$150,000	\$14,561	\$0	\$164,561
\$774,886	\$86,098	\$0	\$860,984	\$145,250	\$0	\$1,006,234
\$2,150,686	\$238,965	\$0	\$2,389,651	\$139,326	\$338,400	\$2,867,377
\$1,120,415	\$110,485	\$14,005	\$1,244,906	\$198,966	\$0	\$1,443,872
\$337,461	\$37,896	\$0	\$375,357	\$90,826	\$2,877	\$469,060
\$0	\$316,109	\$0	\$316,109	\$50,000	\$0	\$366,109
\$0	\$60,000	\$0	\$60,000	\$177,000	\$0	\$237,000
\$1,370,547	\$152,283	\$0	\$1,522,829	\$217,848	\$0	\$1,740,677
\$306,177	\$34,020	\$0	\$340,196	\$96,216	\$0	\$436,412
\$238,088	\$23,147	\$3,307	\$264,543	\$49,496	\$0	\$314,039
\$378,958	\$38,253	\$3,853	\$421,064	\$31,782	\$0	\$452,846
\$0	\$1,420,368	\$652,597	\$2,072,964	\$381,268	\$0	\$2,454,232
\$593,270	\$63,994	\$1,925	\$659,189	\$103,131	\$0	\$762,320
\$242,447	\$28,979	\$0	\$271,425	\$14,933	\$0	\$286,358
\$174,267	\$16,943	\$2,420	\$193,630	\$62,357	\$0	\$255,987
\$157,158	\$17,462	\$0	\$174,620	\$61,838	\$0	\$236,458
\$2,588,376	\$287,597	\$0	\$2,875,973	\$400,549	\$0	\$3,276,522
\$1,332,527	\$148,059	\$0	\$1,480,586	\$114,351	\$0	\$1,594,937
\$1,187,850	\$131,983	\$0	\$1,319,834	\$168,000	\$0	\$1,487,834
\$657,493	\$73,055	\$0	\$730,548	\$132,549	\$0	\$863,097
\$49,500	\$5,500	\$0	\$55,000	\$0	\$0	\$55,000
\$22,500	\$2,500	\$0	\$25,000	\$0	\$0	\$25,000
\$81,000	\$9,000	\$0	\$90,000	\$0	\$0	\$90,000
\$14,400	\$3,600	\$0	\$18,000	\$0	\$0	\$18,000
\$67,500	\$7,500	\$0	\$75,000	\$0	\$0	\$75,000
\$18,075	\$0	\$0	\$18,075	\$16,260	\$0	\$34,335
0	\$22,237	\$0	\$22,237	\$0	\$0	\$22,237

HSIP Cost	Total Cost	Relationship to SHSP Emphasis Area	Strategy
\$160,914	\$160,914	Improving the design and operation of highway intersections	Reduce Fs and As
\$446,190	\$446,190	Improving the design and operation of highway intersections	Reduce Fs and As
\$203,227	\$203,227	Improving the design and operation of highway intersections	Reduce Fs and As
\$115,588	\$115,588	Improving the design and operation of highway intersections	Reduce Fs and As
\$339,410	\$339,410	Improving the design and operation of highway intersections	Reduce Fs and As
\$1,983,553	\$1,983,553	Minimizing the consequences of leaving the road	Reduce Fs and As
\$2,224,991	\$2,224,991	Minimizing the consequences of leaving the road	Reduce Fs and As
\$913,159	\$913,159	Minimizing the consequences of leaving the road	Reduce Fs and As
\$2,653,494	\$2,653,494	Minimizing the consequences of leaving the road	Reduce Fs and As
\$580,700	\$580,700	Minimizing the consequences of leaving the road	Reduce Fs and As
\$2,118,813	\$2,118,813	Minimizing the consequences of leaving the road	Reduce Fs and As
\$1,268,727	\$1,268,727	Minimizing the consequences of leaving the road	Reduce Fs and As
\$523,182	\$523,182	Minimizing the consequences of leaving the road	Reduce Fs and As
\$637,418	\$637,418	Minimizing the consequences of leaving the road	Reduce Fs and As
\$2,371,903	\$2,371,903	Minimizing the consequences of leaving the road	Reduce Fs and As
\$715,482	\$715,482	Improving the design and operation of highway intersections	Reduce Fs and As
\$1,221,038	\$1,221,038	Minimizing the consequences of leaving the road	Reduce Fs and As
\$164,561	\$164,561	Other	Reduce Fs and As
\$1,006,234	\$1,006,234	Improving the design and operation of highway intersections	Reduce Fs and As
\$2,867,377	\$2,867,377	Keeping vehicles in the roadway	Reduce Fs and As
\$1,429,867	\$1,443,872	Improving the design and operation of highway intersections	Reduce Fs and As
\$469,060	\$469,060	Improving the design and operation of highway intersections	Reduce Fs and As
\$0	\$366,109	Improving the design and operation of highway intersections	Reduce Fs and As
\$0	\$237,000	Improving the design and operation of highway intersections	Reduce Fs and As
\$1,740,677	\$1,740,677	Minimizing the consequences of leaving the road	Reduce Fs and As
\$436,412	\$436,412	Improving the design and operation of highway intersections	Reduce Fs and As
\$314,039	\$314,039	Minimizing the consequences of leaving the road	Reduce Fs and As
\$452,846	\$452,846	Minimizing the consequences of leaving the road	Reduce Fs and As
\$0	\$2,454,232	Improving the design and operation of highway intersections	Reduce Fs and As
\$762,320	\$762,320	Making walking and street crossing easier	Reduce Fs and As
\$286,358	\$286,358	Making walking and street crossing easier	Reduce Fs and As
\$255,987	\$255,987	Improving the design and operation of highway intersections	Reduce Fs and As
\$236,458	\$236,458	Improving the design and operation of highway intersections	Reduce Fs and As
\$3,276,522	\$3,276,522	Minimizing the consequences of leaving the road	Reduce Fs and As
\$1,594,937	\$1,594,937	Improving the design and operation of highway intersections	Reduce Fs and As
\$1,487,834	\$1,487,834	Minimizing the consequences of leaving the road	Reduce Fs and As
\$863,097	\$863,097	Improving the design and operation of highway intersections	Reduce Fs and As
\$55,000	\$55,000	Increasing seat belt use and improving airbag effectiveness	Reduce Fs and As
\$25,000	\$25,000	Increasing driver safety awareness	Reduce Fs and As
\$90,000	\$90,000	Improving information and decision support systems	Reduce Fs and As
\$0	\$18,000	Improving information and decision support systems	Reduce Fs and As
\$75,000	\$75,000	Improving information and decision support systems	Reduce Fs and As
\$0	\$34,335	Increasing driver safety awareness	Reduce Fs and As
\$0	\$22,237	Increasing driver safety awareness	Reduce Fs and As

Functional Classification**,^	AADT**	Speed**	Roadway Ownership^	
Other	Other	Other	State Highway Agency	HSIP
Other	Other	Other	State Highway Agency	HSIP
Other	Other	Other	State Highway Agency	HSIP
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Rural Principal Arterial - Other	13,000		55 State Highway Agency	HSIP
Rural Principal Arterial - Other	14,400		55 State Highway Agency	HSIP
Rural Principal Arterial - Other	21,800		45 State Highway Agency	HSIP,EDA
Rural Minor Arterial	8,000		45 State Highway Agency	HSIP
Urban Principal Arterial - Other	14,400		25 State Highway Agency	RRRF
Urban Principal Arterial - Other	26,900		35 State Highway Agency	RRRF
Rural Principal Arterial - Interstate	37,000		70 State Highway Agency	HSIP
Rural Minor Arterial	15,400		55 State Highway Agency	HSIP
Urban Principal Arterial - Interstate	44,400		70 State Highway Agency	HSIP
Urban Principal Arterial - Interstate	44,400		70 State Highway Agency	HSIP
Rural Minor Arterial	11,700		45 State Highway Agency	RRRF
Urban Principal Arterial - Interstate	142,200		70 State Highway Agency	HSIP
Urban Principal Arterial - Other	29,600		30 State Highway Agency	HSIP
Urban Principal Arterial - Other Freeways	130,200		55 State Highway Agency	HSIP
Rural Principal Arterial - Other	5,500		55 State Highway Agency	HSIP
Rural Principal Arterial - Interstate	65,000		70 State Highway Agency	HSIP
Rural Minor Arterial	6,700		55 State Highway Agency	HSIP
Rural Principal Arterial - Interstate	50,800		70 State Highway Agency	HSIP
Rural Principal Arterial - Other	17,500		55 State Highway Agency	HSIP
n/a	n/a	n/a	n/a	HSIP
n/a	n/a	n/a	n/a	HSIP
n/a	n/a	n/a	n/a	HSIP
n/a	n/a	n/a	n/a	RP
n/a	n/a	n/a	n/a	HSIP
n/a	n/a	n/a	State Highway Agency	STG
Rural Principal Arterial - Other	4,500		55 State Highway Agency	M

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Negotiated Contract

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Frc Acct / Wk Order

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
	(see Attachment 4)	(i.e. #, miles)								Emphasis Area	Strategy
669 (Maple City Highway) between US-31 and Bowers Road	Roadside - Removal of roadside objects (trees, poles, etc.)	1.9 Miles	\$33,778	\$43,359	HSIP	Rural Minor Arterial	2100	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Lapeer Road at Charter Oaks Drive	Intersection geometry - Auxiliary lanes - add auxiliary through lane	0.1 Miles	\$133,961	\$148,845	HSIP	Urban Minor Arterial	12458	45	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
South Long Lake Road between Wintergreen Road and Gingerwood Road	Roadside - Barrier - metal	1.9 Miles	\$72,136	\$90,169	HSIP	Rural Major Collector	8800	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Williams Road at DeCamp Road	Alignment - Vertical alignment or elevation change	Intersection	\$198,000	\$262,260	HSIP	Rural Local	500	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Shoeman Road at Barry Road	Alignment - Vertical alignment or elevation change	Intersection	\$336,000	\$484,879	HSIP	Urban Major Collector	5300	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Locations on Hanover Road, Kibby Road @ Weatherwax Road, Liberty Road between Gillette and Springport, Springbrook Road E of Horton Road and Springbrook Road at Kimmel Road	Roadside - Barrier - metal	0.8 Miles	\$141,458	\$176,822	HSIP	Rural Major Collector	Varies	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Locations along Austin Road, Clear Lake Road, Hewitt Road, Seymour Road, Territorial Road and Trist Road	Roadside - Barrier - metal	1.1 Miles	\$145,188	\$181,486	HSIP	Rural Minor Arterial	Varies	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
12th Street from Parkview Avenue to 0.6 miles south	Roadway - roadway widening - travel lanes	0.6 Miles	\$413,797	\$459,774	HSIP	Urban Minor Arterial	7013	45	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Shippy Road near Lucas Road	Intersection Geometry - intersection geometry - other	0.7 Miles	\$232,701	\$290,876	HSIP	Rural Major Collector	470	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
68th Street from Plaza Center Drive east to the Plaster Creek	Roadway - roadway widening - add lanes along segment	0.9 Miles	\$600,000	\$1,110,926	HSIP	Urban Minor Arterial	13200	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Wolverine Road at 10 Mile Road	Intersection traffic control - modify traffic signal - modernization/replacement	Intersection	\$69,502	\$86,877	HSIP	Urban Principal Arterial - Other	19153		County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Gratiot Lake Road from approximately 1475' NW of Gratiot Lake Drive to approximately 215' NW of Gratiot Lake Drive	Roadside - Barrier - metal	0.2 Miles	\$106,848	\$133,560	HSIP	Rural Major Collector	150	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Lake Pleasant Road at Newark Road	Intersection Traffic Control - Modify control - two-way stop to all-way stop	Intersection	\$636,578	\$706,528	HSIP	Rural Minor Arterial	4425	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
13 Mile Road at Little Mack Avenue	Intersection Geometry - intersection geometry - add right turn lane	Intersection	\$296,037	\$370,391	HSIP	Urban Minor Arterial	25000	35	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Intersections of Metropolitan Parkway at: Ryan, Dodge Park, Utica, Garfield, Moravian, Harper, Union Lake and Jefferson	Intersection traffic control - modify traffic signal - modernization/replacement	Intersection	\$582,835	\$656,634	HSIP	Urban Principal Arterial - Other	Varies	Varies	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Garfield at Moran, 12 Mile at Schoenherr, Harper at Wellington Crescent, 25 Mile Road at Mound, 32 Mile at Romeo Plank and 21 mile at Garfield	Intersection traffic control - modify traffic signal - modernization/replacement	Intersection	\$600,000	\$1,065,510	HSIP	Urban Principal Arterial - Other	Varies	Varies	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Grand River Avenue at Haggerty Road	Intersection Geometry - intersection geometry - add right turn lane	Intersection	\$148,527	\$165,030	HSIP	Urban Principal Arterial - Other	15866	45	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Orchard Lake Road at 14 Mile Road	Intersection Traffic Control - Modify control - traffic signal to roundabout	Intersection	\$480,000	\$9,974,668	HSIP	Urban Principal Arterial - Other	47964		County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Coolidge Highway at W. Thirteen Mile Road	Intersection traffic control - modify traffic signal - modernization/replacement	Intersection	\$71,520	\$138,995	HSIP	Urban Principal Arterial - Other	34240	35	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Williams Lake Road at Airport Road	Intersection Geometry - intersection geometry - add right turn lane	0.4 Miles	\$496,000	\$1,087,152	HSIP	Urban Minor Arterial	14145	45	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
192nd Avenue from 0.25 miles north of Warren Road to Scout Road	Roadway - roadway widening - travel lanes	0.8 Miles	\$368,000	\$637,480	HSIP	Rural Major Collector	1100	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Ottawa Beach Road at 144th Avenue	Intersection Geometry - intersection geometry - add left turn lane	Intersection	\$236,000	\$438,399	HSIP	Urban Principal Arterial - Other	16644	45	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Island Lake Road at Wylie Road	Alignment - Vertical alignment or elevation change	Intersection	\$244,193	\$311,087	HSIP	Urban Major Collector	3600	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Plymouth Road at Curtis Road	Intersection Geometry - intersection geometry - add left turn lane	Intersection	\$194,500	\$293,428	HSIP	Rural Minor Arterial	8216	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Plymouth Road at Ford Road	Intersection Traffic Control - Intersection traffic control - other	Intersection	\$376,000	\$551,816	HSIP	Rural Minor Arterial	12329	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Hayes Street from 8 Mile Rd to Harper Road and Chalmers Street from 7 Mile Rd to Jefferson Avenue	Intersection traffic control - modify traffic signal - modernization/replacement	7.3 Miles	\$427,500	\$552,950	HSIP	Urban Minor Arterial	Varies	30	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Houston Whittier/Whittier from Gratiot to Harper and Fenkell from 200' E of Wyoming to Oakman Blvd	Intersection traffic control - modify traffic signal - modernization/replacement	4.1 Miles	\$596,000	\$798,567	HSIP	Urban Principal Arterial - Other	Varies	30	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Bagley at Clifford, Conant at McNichols E, Evergreen at Schoolcraft, Forest E at VanDyke, Jeffries Fwy Srv Drives at Livernois, John R at McNichols E, Livernois at Tireman and McNichols E at Oakland	Intersection traffic control - modify traffic signal - modernization/replacement	8 Intersections	\$580,500	\$789,420	HSIP	Urban Principal Arterial - Other	Varies	30	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Wyoming Street from 8 Mile to Tireman Street	Intersection traffic control - modify traffic signal - modernization/replacement	6.5 Miles	\$468,000	\$688,442	HSIP	Urban Principal Arterial - Other	Varies	30	City or Municipal Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As

Pointe Aux Peaux Road between Brest Road and Lagoon Road	Roadside - Roadside - other	0.2 Miles	\$224,937	\$249,930	HSIP	Urban Major Collector	3933	45	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Geddes Road at Gallup park entrance, Fuller Road approximately 400ft east of Cedar Bend (between UM Lots), S. University at Tappan	Pedestrian and bicyclists - Pedestrian beacons	3 Crosswalks	\$33,792	\$47,971	HSIP	Urban Minor Arterial	Varies	25	City or Municipal Highway Agency	Making walking and crossing the street easier	Reduce Fs and As
Deerfield Road from Crawford Road to Mission Road	Roadway - roadway widening - add lanes along segment	1.0 Mile	\$400,000	\$1,147,203	HSIP	Urban Local	6719	45	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Redfield Street at Stateline Road	Intersection Traffic Control - Intersection traffic control - other	Intersection	\$2,344	\$2,930	HSIP	Urban Major Collector	3257	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
E. Main Street / Stage Road from Prairie Creek northeasterly to Bluewater Hwy (M-21)	Shoulder treatments - Pave existing shoulders	2.3 Miles	\$315,597	\$465,367	HSIP	Rural Local	861		County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Safety Program Report	Non-Infrastructre - Data/Traffic Records	N/A	\$17,656	\$19,618	HSIP	N/A	N/A	N/A	N/A	Improving information and decision support systems	Reduce Fs and As

Project	Improvement Category	Output	HRRR/HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
	(see Attachment 4)	(i.e. #, miles)								Emphasis Area	Strategy
Bamfield Road @ Au Sable Road in Curtis Township	Alignment - Horizontal curve realignment	0.8 Miles	\$355,500.00	\$483,785.00	HSIP	Rural Major Collector	500	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Indian Hill Road from Deadstream Road to Hooker Road	Roadside - Removal of Roadside Objects	2.5 Miles	\$48,784.52	\$57,014.03	HSIP	Rural Major Collector	1,375	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Case Road @Homestead Road, Weldon Road @ Lindy Road and Homestead Road @ Pioneer Road	Roadway signs and traffic control - roadway signs (including post) - new or updated	3 Intersections	\$8,458.45	\$9,768.89	HSIP	Rural Major Collector	Varies	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Morrish Road at Calkins Road	Roadway signs and traffic control - roadway signs (including post) - new or updated	Intersection	\$17,708.00	\$17,708.00	HSIP	Rural Minor Collector	2,631	50	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Seymour Road at Grand Blanc Road	Roadway signs and traffic control - roadway signs (including post) - new or updated	Intersection	\$28,160.00	\$28,160.00	HSIP	Rural Major Collector	4,653	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Lewis Road at Wilson Road	Roadway signs and traffic control - roadway signs (including post) - new or updated	Intersection	\$27,690.00	\$27,690.00	HSIP	Rural Major Collector	3,410	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Baldwin Road from Duffield Road to VanVleet Road	Roadside - Barrier - metal	2.0 Miles	\$76,942.00	\$85,492.00	HSIP	Rural Local	321	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
McCumsey Road Culvert crossing Pine Run Creek	Roadside - Barrier - metal	0.2 Miles	\$36,802.00	\$40,891.00	HSIP	Rural Local	180	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
D Avenue at 2nd Street	Alignment - Vertical alignment or elevation change	0.4 Miles	\$311,146.00	\$345,718.00	HSIP	Rural Major Collector	2,500	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
52nd Street from Aster Road to S Branch Road, S Branch Road from 52nd Street north to W Stevenson Road, W Stevenson Road from S Branch Road to N Tyndall Road	Roadway Delineation - Longitudinal pavement markings - new	12.4 Miles	\$207,627.00	\$204,616.00	HSIP	Rural Major Collector	550	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Baldwin Road from Davison Lake Road to Calley Road	Alignment - Vertical alignment or elevation change	4.0 Miles	\$365,587.00	\$500,536.00	HSIP	Rural Major Collector	700	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Marathon Road from Klam Road to LeValley Road	Roadway - Rumble Strips - edge or shoulder	4.4 Miles	\$77,636.00	\$86,262.00	HSIP	Rural Major Collector	1,700	55	County Highway Agency	Reducing head-on and across median crashes	Reduce Fs and As
McDowell Road from Washburn Road to Gray Road	Roadside - Barrier - metal	4.0 Miles	\$146,259.00	\$184,811.00	HSIP	Rural Local	300	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Hollenbeck Road from Marathon Road to Klam Road	Roadway - Rumble Strips - edge or shoulder	1.1 Miles	\$173,144.00	\$223,468.00	HSIP	Rural Minor Collector	550	55	County Highway Agency	Reducing head-on and across median crashes	Reduce Fs and As
West County Line Road at Kendaville Road	Roadway signs and traffic control - roadway signs (including post) - new or updated	Intersection	\$32,596.00	\$36,218.00	HSIP	Rural Major Collector	1,606	55	County Highway Agency	Keeping vehicles in the roadway	Reduce Fs and As
Federal Road at Kendaville Road	Intersection Geometry - Auxiliary lanes - add left-turn lane	Intersection	\$270,824.00	\$300,916.00	HSIP	Rural Major Collector	6,602	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
Austin Road from M-52 to Clinton Road	Roadside - Barrier - metal	1.7 Miles	\$379,000.00	\$452,797.00	HSIP	Rural Major Collector	4,103	55	County Highway Agency	Minimizing the consequences of leaving the road	Reduce Fs and As
Cherry Hill Road at Prospect Road	Roadway signs and traffic control - roadway signs (including post) - new or updated	Intersection	\$191,200.00	\$212,445.00	HSIP	Rural Major Collector	400	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
7 Locations Countywide	Intersection Traffic Control - Intersection traffic control - other	7 Intersections	\$41,156.00	\$41,156.00	HRRRP	Rural Major Collector	Varies	55	County Highway Agency	Improving the design and operation of highway intersections	Reduce Fs and As
				\$3,339,451.92							

Score 1	Score 2	Average Score	CS	Lead Agency	Contact Person	Project Name
138	126	132	39609	Kalamazoo County Road Commission	Jim Hoekstra	D Avenue/2nd Street
123	121	122	01609	Alcona Road Commission	Jesse Campbell	Bamfield Road West County Line Road/Kendaville Road
121	123	122	59609	Montcalm County Road Commission	Mark Christensen	Road
126	116	121	81609	Washtenaw County Road Commission	Brent Schlack	Cherry Hill Road/Prospect Road
119	116	117.5	44609	Lapeer County Road Commission	Ryan Doyle	Baldwin Road
119	114	116.5	44609	Lapeer County Road Commission	Ryan Doyle	Marathon Road
112	118	115	44609	Lapeer County Road Commission	Ryan Doyle	McDowell Road
108	113	110.5	43609	Lake County Road Commission	Steve Leonard	Various Routes
110	111	110.5	59609	Montcalm County Road Commission	Mark Christensen	Federal Road/Kendaville Road
110	110	110	10609	Benzie County Road Commission	Heather Jamison	Indian Hill Road Case Road/Homestead Road, Weldon Road/Lindy Road,
113	107	110	10609	Benzie County Road Commission	Heather Jamison	Homestead Road/Pioneer Road
110	110	110	25609	Genesee County Road Commission	Kenneth Johnson	Morrish Road/Calkins Road
111	108	109.5	81609	Washtenaw County Road Commission	Brent Schlack	Austin Road
109	109	109	25609	Genesee County Road Commission	Kenneth Johnson	Seymour Road/Grand Blanc Road
109	109	109	44609	Lapeer County Road Commission	Ryan Doyle	Hollenbeck Road
108	108	108	25609	Genesee County Road Commission	Kenneth Johnson	Lewis Road/Wilson Road
103	105	104	03609	Allegan County Road Commission	Craig Atwood	16th Street
104	103	103.5	25609	Genesee County Road Commission	Kenneth Johnson	McCumsey Road
100	103	101.5	25609	Genesee County Road Commission	Kenneth Johnson	Baldwin Road
102	96	99	70609	Ottawa County Road Commission	Brett Laughlin	120th Avenue
102	95	98.5	22609	Dickinson County Road Commission	Lance Malburg	CR 573 (Hamilton Lakes Road)
98	96	97	25609	Genesee County Road Commission	Kenneth Johnson	Thompson Road/Jennings Road
86	89	87.5	58609	Monroe County Road Commission	Janeen Abar	S Stony Creek Road
49	55	52	72609	Roscommon County Road Commission	Brad Stauffer	St. Helen Road North
-	-	NOT HRRR Eligible - Move to Safety	19609	Clinton County Road Commission	Dan Armentrout	County Wide
-	-	NOT HRRR Eligible - Move to Safety	25609	Genesee County Road Commission	Kenneth Johnson	Morrish Road
-	-	NOT HRRR Eligible - Move to Safety	25609	Genesee County Road Commission	Kenneth Johnson	Seymour Road
-	-	NOT HRRR Eligible - Move to Safety	30609	Hillsdale County Road Commission	Stanley	East Camden Road
127	120	NOT HRRR Eligible - Move to Safety	33609	Ingham County Road Commission	Clingerman Robert Peterson	Shoeman Road/Barry Road
-	-	NOT HRRR Eligible - Move to Safety	38609	Jackson County Road Commission	Joseph Michalsky	6 Locations
-	-	NOT HRRR Eligible - Move to Safety	58609	Monroe County Road Commission	Janeen Abar	Ida West road
138	132	NOT HRRR Eligible - Move to Safety	64609	Oceana County Road Commission	Sandra Griffin	192nd Avenue
-	-	DOES NOT MEET WARRANTS	77609	St. Clair County Road Commission	William Hazelton	King Road/Meisner Road

Local Agency High Risk Rural Roads Program FY2014

HRRR PROPOSED PROJECTS

Number	Cont Sect	Job Num	Lead Agency	Contact Person	Project Name	Project Limits	Work Type	Project Est	Federal	Fed HRRR - PE	Local	Project Length	Split	PE Split
1	01609	118853	Alcona Road Commission	Jesse Campbell	Bamfield Road	Bamfield Road @ Au Sable Road in Curtis Township	Horizontal curve realignment, super correction, rumble strips, guardrail and signing upgrades around horizontal curve and tree removal	\$375,000.00	\$337,500.00	-	\$37,500.00	1 mi	0.90	
2	03609	118871	Allegan County Road Commission	Craig Atwood	16th Street	16th Street from 3000' south of 140th Avenue to 1500' south of 140th Avenue	Clearing, culvert replacements, vertical alignment and roadway widening	\$183,500.00	\$165,150.00	-	\$18,350.00	.28 mi	0.90	
3	10609	118854	Benzie County Road Commission	Heather Jamison	Indian Hill Road	Indian Hill Road from Deadstream Road to Hooker Road	Tree clearing and removal of fixed objects	\$44,000.00	\$39,600.00	\$2,200.00	\$4,400.00	2.8 mi	0.90	0.50
4	10609	118855	Benzie County Road Commission	Heather Jamison	Case Road/Homestead Road, Weldon Road/Lindy Road, Homestead Road/Pioneer Road	Case Road @ Homestead Road, Weldon Road @ Lindy Road and Homestead Road @ Pioneer Road	Signing upgrades and vegetation clearing at 3 locations	\$9,000.00	\$8,100.00	\$450.00	\$900.00	Intersection	0.90	0.50
5	25609	118856	Genesee County Road Commission	Kenneth Johnson	Morrish Road/Calkins Road	Morrish Road @ Calkins Road in Flint Township	Install 12" LED overhead beacon, flashers on stop and warning signs, upgrade signing and pavement markings	\$21,010.00	\$21,010.00	-	\$0.00	Intersection	1.00	
6	25609	118859	Genesee County Road Commission	Kenneth Johnson	Seymour Road/Grand Blanc Road	Seymour Road @ Grand Blanc Road in Gaines Township	Install 12" LED overhead beacon, flashers on advanced warning signs and reflectorized sheeting on sign posts	\$34,720.00	\$34,720.00	-	\$0.00	Intersection	1.00	
7	25609	118861	Genesee County Road Commission	Kenneth Johnson	Lewis Road/Wilson Road	Lewis Road @ Wilson Road	Install 12" LED overhead beacon, flashers on advanced warning signs and reflectorized sheeting on sign posts	\$31,154.00	\$31,154.00	-	\$0.00	Intersection	1.00	
8	25609	118897	Genesee County Road Commission	Kenneth Johnson	Baldwin Road	Baldwin Road culvert crossing Atherton Drain from Duffield Road to VanVleet Road in Gaines Township	New guardrail on culvert over the Atherton Drain and tree removal from Duffield Road to Van Vleet Road	\$95,611.00	\$86,049.90	-	\$9,561.10	2 mi	0.90	
9	25609	118896	Genesee County Road Commission	Kenneth Johnson	McCumsey Road	McCumsey Road Culvert crossing Pine Run Creek in Thetford Township	Install new guardrail between the McCumsey Road culverts over the Pine Run Creek on the border of Thetford and Vienna Townships	\$69,053.00	\$62,147.70	-	\$6,905.30	.12 mi	0.90	
10	39609	118862	Kalamazoo County Road Commission	Jim Hoekstra	D Avenue/2nd Street	D Avenue @ 2nd Street in Alamo Township	Reconstruct vertical curve, shoulder widening to 5' paved/2' gravel, tree removal and installation of ground mounted flashing beacons	\$365,270.00	\$328,743.00	-	\$36,527.00	Intersection	0.90	
11	43609	118863	Lake County Road Commission	Steve Leonard	Various Routes	52nd Street from Aster Road to S Branch Road, S Branch Road from 52nd Street north to W Stevenson Road, W Stevenson Road from S Branch Road to N Tyndall Road	Upgrade pavement markings and signs, install reflective sign sheeting on all stop and curve warning signs	\$175,824.00	\$175,824.00	\$8,792.00	\$0.00	Various Routes	1.00	0.50
12	44609	118864	Lapeer County Road Commission	Ryan Doyle	Baldwin Road	Baldwin Road from Davison Lake Road to Calley Road in Hadley and Metamora Townships	Vertical curve modifications, removal of fixed objects (trees, headwall) upgrade signs and install reflective sheeting on sign posts	\$386,208.00	\$347,587.20	-	\$38,620.80	4 mi	0.90	
13	44609	118865	Lapeer County Road Commission	Ryan Doyle	Marathon Road	Marathon Road from Klam Road to LeValley Road in Elba and Oregon Townships	Install centerline corrugations and guardrail, remove fixed objects (trees, headwall), upgrade signs and add reflective sheeting on sign posts	\$124,559.00	\$112,103.10	-	\$12,455.90	4.3 mi	0.90	
14	44609	118866	Lapeer County Road Commission	Ryan Doyle	McDowell Road	McDowell Road from Washburn Road to Gray Road in Oregon Township	Upgrade/install guardrail, remove fixed objects (trees, headwall), upgrade signs and install reflective sheeting on sign posts	\$142,510.00	\$128,259.00	-	\$14,251.00	4 mi	0.90	
15	44609	118867	Lapeer County Road Commission	Ryan Doyle	Hollenbeck Road	Hollenbeck Road from Marathon Road to Klam Road in Marathon Township	Install flashing beacon at Hollenbeck/Marathon intersection, install centerline corrugations, install guardrail, remove fixed objects, upgrade signs and install reflective strips on sign posts, HMA paving at 90 degree curve at Klam Road	\$172,382.00	\$155,143.80	-	\$17,238.20	1.1 mi	0.90	
16	59609	118868	Montcalm County Road Commission	Mark Christensen	West County Line Road/Kendaville Road	Intersection of West County Line Road and Kendaville Road in Pierson Township	Overhead flasher, stop ahead flashers, tree and brush clearing, sign replacement	\$30,502.00	\$27,451.80	-	\$3,050.20	Intersection	0.90	
17	59609	118869	Montcalm County Road Commission	Mark Christensen	Federal Road/Kendaville Road	Federal Road @ Kendaville Road in Pierson Township	Adding center left turn lanes/right turn lanes on Federal Road, correcting vertical curve and improving curb radii/throat widths	\$382,938.00	\$344,644.20	-	\$38,293.80	Intersection	0.90	
18	81609	118872	Washtenaw County Road Commission	Brent Schlack	Austin Road	Austin Road from M-52 to Clinton Road	Signing upgrades with reflective sheeting on posts, install additional warning signs, culvert extensions and guardrail upgrades	\$380,000.00	\$342,000.00	\$19,000.00	\$38,000.00	1.8 mi	0.90	0.50
19	81609	118977	Washtenaw County Road Commission	Brent Schlack	Cherry Hill Road/Prospect Road	Cherry Hill Road @ Prospect Road	Install overhead flashing beacon and ground mounted flashing beacons, upgrade and install additional warning signs, intersection realignment, drainage improvements	\$230,000.00	\$207,000.00	\$11,500.00	\$23,000.00	Intersection	0.90	0.50
									\$2,954,187.70	\$41,942.00	\$2,996,129.70			

Local Agency High Risk Rural Roads Program FY2014

February 2013

HRRR PROPOSED PROJECTS													
Number	Cont Sect	Job Num	Obi	Lead Agency	Project Name	Project Limits	Work Type		Project Est	Federal	Fed HRRR - PE	Local	
1	01609	118853	O	Alcona Road Commission	Bamfield Road	Bamfield Road @ Au Sable Road in Curtis Township	Horizontal curve realignment, super correction, rumble strips, guardrail and signing upgrades around horizontal curve and tree removal		\$375,000.00	\$337,500.00	-	\$37,500.00	
2	03609	118871		Allegheny County Road Commission	16th Street	16th Street from 3000' south of 140th Avenue to 1500' south of 140th Avenue	Clearing, culvert replacements, vertical alignment and roadway widening		\$183,500.00	\$165,150.00	-	\$18,350.00	
3	10609	118854	O 'C' Phase - O 'A' Phase	Benzie County Road Commission	Indian Hill Road	Indian Hill Road from Deadstream Road to Hooker Road	Tree clearing and removal of fixed objects	Obligated 'C' Phase 12.05.2013 lmf - Obligated 'A' Phase 06.07.2014 lmf	\$44,000.00	\$39,600.00	\$2,200.00	\$4,400.00	
4	10609	118855	O 'C' Phase - O 'A' Phase	Benzie County Road Commission	Case Road/Homestead Road, Weldon Road/Lindy Road, Homestead Road/Pioneer Road	Case Road @ Homestead Road, Weldon Road @ Lindy Road and Homestead Road @ Pioneer Road	Signing upgrades and vegetation clearing at 3 locations	Obligated 'C' Phase 12.05.2013 lmf - Obligated 'A' Phase 06.05.2014 lmf	\$9,000.00	\$8,100.00	\$450.00	\$900.00	
5	25609	118856	O	Genesee County Road Commission	Morrish Road/Calkins Road	Morrish Road @ Calkins Road in Flint Township	Install 12" LED overhead beacon, flashers on stop and warning signs, upgrade signing and pavement markings	Obligated 02.13.2014 lmf	\$21,010.00	\$21,010.00	-	\$0.00	
6	25609	118859	O	Genesee County Road Commission	Seymour Road/Grand Blanc Road	Seymour Road @ Grand Blanc Road in Gaines Township	Install 12" LED overhead beacon, flashers on advanced warning signs and reflectorized sheeting on sign posts	Obligated 02.13.2014 lmf	\$34,720.00	\$34,720.00	-	\$0.00	
7	25609	118861	O	Genesee County Road Commission	Lewis Road/Wilson Road	Lewis Road @ Wilson Road	Install 12" LED overhead beacon, flashers on advanced warning signs and reflectorized sheeting on sign posts	Obligated 02.13.2014 lmf	\$31,154.00	\$31,154.00	-	\$0.00	
8	25609	118897	O	Genesee County Road Commission	Baldwin Road	Baldwin Road culvert crossing Atherton Drain from Duffield Road to VanVleet Road in Gaines Township	New guardrail on culvert over the Atherton Drain and tree removal from Duffield Road to Van Vleet Road		\$95,611.00	\$86,049.90	-	\$9,561.10	
9	25609	118896	O	Genesee County Road Commission	McCumsey Road	McCumsey Road Culvert crossing Pine Run Creek in Thetford Township	Install new guardrail between the McCumsey Road culverts over the Pine Run Creek on the border of Thetford and Vienna Townships	Obligated 04.29.2014 lmf	\$69,053.00	\$62,147.70	-	\$6,905.30	
10	39609	118862	O	Kalamazoo County Road Commission	D Avenue/2nd Street	D Avenue @ 2nd Street in Alamo Township	Reconstruct vertical curve, shoulder widening to 5' paved/2' gravel, tree removal and installation of ground mounted flashing beacons	Obligated 01.31.2014 lmf	\$365,270.00	\$328,743.00	-	\$36,527.00	
11	43609	118863	O	Lake County Road Commission	Various Routes	52nd Street from Aster Road to S Branch Road, S Branch Road from 52nd Street north to W Stevenson Road, W Stevenson Road from S Branch Road to N Tyndall Road	Upgrade pavement markings and signs, install reflective sign sheeting on all stop and curve warning signs	Obligated Lump Sum 04.02.2014	\$175,824.00	\$175,824.00	\$8,792.00	\$0.00	
12	44609	118864	O	Lapeer County Road Commission	Baldwin Road	Baldwin Road from Davison Lake Road to Calley Road in Hadley and Metamora Townships	Vertical curve modifications, removal of fixed objects (trees, headwall) upgrade signs and install reflective sheeting on sign posts	Obligated Lump Sum 03.25.2014	\$386,208.00	\$347,587.20	-	\$38,620.80	
13	44609	118865	O	Lapeer County Road Commission	Marathon Road	Marathon Road from Klam Road to LeValley Road in Elba and Oregon Townships	Install centerline corrugations and guardrail, remove fixed objects (trees, headwall), upgrade signs and add reflective sheeting on sign posts	Obligated 01.30.2014 lmf	\$124,559.00	\$112,103.10	-	\$12,455.90	
14	44609	118866	O	Lapeer County Road Commission	McDowell Road	McDowell Road from Washburn Road to Gray Road in Oregon Township	Upgrade/install guardrail, remove fixed objects (trees, headwall), upgrade signs and install reflective sheeting on sign posts	Obligated 01.30.2014 lmf - lump summed	\$142,510.00	\$128,259.00	-	\$14,251.00	
15	44609	118867	O	Lapeer County Road Commission	Hollenbeck Road	Hollenbeck Road from Marathon Road to Klam Road in Marathon Township	Install flashing beacon at Hollenbeck/Marathon intersection, install centerline corrugations, install guardrail, remove fixed objects, upgrade signs and install reflective strips on sign posts, HMA paving at 90 degree curve at Klam Road	Obligated 02.04.2014 lmf - lump summed	\$172,382.00	\$155,143.80	-	\$17,238.20	
16	59609	118868	O	Montcalm County Road Commission	West County Line Road/Kendaville Road	Intersection of West County Line Road and Kendaville Road in Pierson Township	Overhead flasher, stop ahead flashers, tree and brush clearing, sign replacement		\$30,502.00	\$27,451.80	-	\$3,050.20	
17	59609	118869	O	Montcalm County Road Commission	Federal Road/Kendaville Road	Federal Road @ Kendaville Road in Pierson Township	Adding center left turn lanes/right turn lanes on Federal Road, correcting vertical curve and improving curb radii/throat widths		\$382,938.00	\$344,644.20	-	\$38,293.80	
18	81609	118872	O 'C' Phase - O 'A' Phase	Washtenaw County Road Commission	Austin Road	Austin Road from M-52 to Clinton Road	Signing upgrades with reflective sheeting on posts, install additional warning signs, culvert extensions and guardrail upgrades	Obligated C Phase on 10.21.2013/A phase on 04.21.2014 - lump summed	\$380,000.00	\$342,000.00	\$19,000.00	\$38,000.00	
19	81609	118977	O 'C' Phase - O 'A' Phase	Washtenaw County Road Commission	Cherry Hill Road/Prospect Road	Cherry Hill Road @ Prospect Road	Install overhead flashing beacon and ground mounted flashing beacons, upgrade and install additional warning signs, intersection realignment, drainage improvements	Obligated C Phase on 10.21.2013/A Phase on 03.31.2014	\$230,000.00	\$207,000.00	\$11,500.00	\$23,000.00	

Total 'HRRR' Selected Amount = \$3,253,241.00 \$2,954,187.70 \$41,942.00 \$299,053.30

NON-SELECTED HRRR PROJECTS													
Number	Cont Sect	Job Num	Obi	Lead Agency	Project Name	Project Limits	Work Type		Project Est	Federal	Fed HRRR - PE	Local	
20	19609			Clinton County Road Commission	County Wide	County Wide	Upgrade advanced warning signs		\$400,000.00	\$400,000.00	-	\$0.00	
21	22609			Dickinson County Road Commission	CR 573 (Hamilton Lakes Road)	CR 573 (Hamilton Lakes Road) from the Canadian Northern RR north to US-2	Crush and shape, widen lanes and pave shoulders		\$300,000.00	\$270,000.00	-	\$30,000.00	
22	25609			Genesee County Road Commission	Morrish Road	Morrish Road Bridge crossing the south branch of the Brent Run Creek south of Wilson Road in Montrose Charter Township	Install new guardrail on approaches and new bridge railing		\$35,959.00	\$35,959.00	-	\$0.00	
23	25609			Genesee County Road Commission	Seymour Road	Seymour Road from Cole Road to Rolston Road in Argentine Township	Install 12" LED flashers on advanced warning signs, install larger signs and install reflectorized sheeting on sign posts on two horizontal curves		\$23,210.00	\$23,210.00	-	\$0.00	
24	25609			Genesee County Road Commission	Thompson Road/Jennings Road	Thompson Road at Jennings Road in Fenton Charter Township	Install overhead flashing beacon, flashers on advanced warning signs and reflectorized sheeting on sign posts		\$35,710.00	\$35,710.00	-	\$0.00	
25	30609			Hillsdale County Road Commission	East Camden Road	East Camden Road from Waldron Road to Meridian Road in Wright Township	3.03 miles of crush and shape, new HMA, gravel shoulders, culvert replacement and tree removal		\$975,000.00	\$877,500.00	-	\$97,500.00	
26	33609			Ingham County Road Commission	Shoeman Road/Barry Road	Shoeman Road @ Barry Road in Williamston Township	Reconstruct intersection and vertical alignment, vegetation clearing		\$400,000.00	\$360,000.00	\$20,000.00	\$40,000.00	
27	38609			Jackson County Road Commission	6 Locations	Austin Road in Norvell Township, Clear Lake Road in Waterloo Township, Hewitt Road in Columbia Township, Seymour Road in Leoni & Waterloo Townships, Territorial Road in Henrietta Township and Trist Road in Waterloo Township	Upgrade guardrails		\$352,514.00	\$352,514.00	-	\$0.00	
28	58609			Monroe County Road Commission	Ida West road	Ida Road West from Summerfield Road to Haines Road	Guardrail improvements, signing upgrades, flashers at two intersections, removal of fixed objects in clear zone		\$111,000.00	\$99,900.00	-	\$11,100.00	
29	58609			Monroe County Road Commission	S Stony Creek Road	S Stony Creek Road from Steffas Road to Exeter Road	Removal of fixed objects in road clear zone, shoulder widening		\$380,000.00	\$342,000.00	-	\$38,000.00	
30	64609			Oceana County Road Commission	192nd Avenue	192nd Avenue from 0.25 miles north of Warren Road to Scout Road in Newfield and Leavitt Townships.	Reconstruct roadway including the widening of lanes, correcting cross slope, paving shoulders, flattening slopes, installing guardrail, tree clearing and improving vertical sight distance, reconstruct the 192nd and Scout Road intersection		\$440,000.00	\$396,000.00	-	\$44,000.00	
31	70609			Ottawa County Road Commission	120th Avenue	120th Avenue from New Holland Street to Port Sheldon Street in Olive Township	Upgrade shoulders to 3' paved, 5' aggregate, resurfacing road		\$700,000.00	\$630,000.00	-	\$70,000.00	
32	72609			Roscommon County Road Commission	St. Helen Road North	St. Helen Road N from Old 76 to College Drive in Au Sable and Richfield Townships	HMA overlay for rutting, place class II shoulder and pavement markings		\$261,844.00	\$235,659.60	-	\$26,184.40	
33	77609			St. Clair County Road Commission	King Road/Meisner Road	King Road @ Meisner Road in China Township	Install traffic signal and improve intersection for left turn lanes		\$193,930.00	\$174,537.00	-	\$19,393.00	

Total 'HRRR' Non-Selected Amount = \$4,609,167.00 \$4,232,989.60 \$20,000.00 \$376,177.40