



# Berrien County Rural Task Force 2024-2026 Call for Projects Program Guidance Packet

A FEDERAL TRANSPORTATION PROGRAM MANAGED BY THE  
SOUTHWEST MICHIGAN PLANNING COMMISSION

## Introduction

The Southwest Michigan Planning Commission (SWMPC) is pleased to announce the Call for Projects for the Berrien County Rural Task Force (RTF) program. Below you will find information on the Rural Task Force, the Call for Projects, and application instructions

The purpose of this call is to solicit projects from local road and transit agencies to utilize federal Surface Transportation Block Grant (STBG) funds and state Transportation Economic Development Fund-Category D (TEDF-D) funding for fiscal years 2024-2026.

## Rural Task Force (RTF)

The Rural Task Force (RTF) is a statewide program with 14 regions, which is charged with determining how to program federal Surface Transportation Block Grant (STBG) and state Transportation Economic Development Fund (TEDF) Category D (known as "State D") allocated to rural areas.

Berrien County is a part of the Region Four RTF which also includes Cass and Van Buren counties. Each county is represented on the RTF by one person from the following agencies:

- County road agency
- Village or city within a rural area
- A rural transit provider

## Eligible Applicants

All local road and rural transit agencies within rural areas of Berrien County are eligible for RTF funding. The eligible applicants include the Village of Baroda, Village of Galien, City of New Buffalo, Village of Three Oaks, the Berrien County Road Department, and Berrien Bus.

## Eligible Project Costs

Only construction costs are eligible for STBG and State D funding. Preliminary and construction engineering is the responsibility of the project sponsor to complete without STBG funding.

Eligible uses include construction, reconstruction, rehabilitation, resurfacing, restoration, enhancement, and operational improvements. **Right-of-way, construction engineering, and preliminary engineering costs are not eligible.**

STBG funding can also fund transit capital projects. Transit projects must also be eligible for FTA funding in order to use STBG funds. Eligible transit capital projects may include replacement buses and rehabilitation of existing buses, communication equipment, maintenance equipment, operational support equipment, and services, items related to services under the Americans with Disabilities Act, and facility renovations.

## Location of Projects

### STBG Funding

STBG funded road projects must be located on federal-aid eligible roads within the rural area of Berrien County. These are roads that have been functionally classified by FHWA as a rural major collector or higher according to the National Functional Classification (NFC). Please see the [National Functional Classification](#) map to locate eligible roads.

### State D Funding

State D funds can only be used on roads classified as All Season. To qualify as an All Season Road, the road must be built to all-season standards, connect to other all-season routes, and cannot restrict legally loaded commercial vehicles. You can find more information about all season requirements on [MDOT's website](#). See the most recent [All Season Road map](#) for the region to identify which roads are eligible for State D funds. If a road is not currently classified as All Season or on the proposed list, a request can be made and voted on at the county RTF meeting before being sent to MDOT. To be reclassified as an All Season, the road must currently meet the all season road standards or be reconstructed to all season standards.

## Local Match

STBG can fund up to 81.85% of the total eligible construction costs. The remaining 18.15% must be from a non-federal source of funding. State D can fund up to 80% of total projects costs with a 20% match. A resolution of support for the project from the agency who is financially responsible for the project is required at the time of project application submission. (See page 5 template example)

## Project Selection

SWMPC staff will compile and post candidate project information for a Berrien County RTF meeting where the three RTF members from Berrien County will review, discuss, and select a fiscally constrained project list to recommend to the Region Four RTF for final approval. Throughout the selection process, the public will have opportunities to be involved and comment on projects. Projects that are not chosen may be added to an illustrative list, meaning that these projects are considered first in line if additional funds become available.

The process for project prioritization has many steps and SWMPC strives to conduct a process that is fair and transparent. SWMPC encourages public input in accordance with the adopted SWMPC Public Participation Plan. The following is the procedure SWMPC will follow in Project selection:

1. ACT 51 agencies submit projects using the 2024-2026 RTF Project Application along with supporting documentation.
2. SWMPC staff will review project submissions and compile the project information into a spreadsheet, map projects and post project information for the public
3. The County RTF will develop a draft list of funded projects and an illustrative list of projects.
4. The selected project list may need to be adjusted to remain fiscally constrained.
5. The recommended project lists from each county will be reviewed and approved at the Region 4 RTF meeting.
6. SWMPC will submit the approved project list to MDOT for state and federal approval.

### Key Dates

Date	Activity	Public Involvement
June 30, 2021	Call for STBG funded projects issued	X
October 1, 2021	Applications due to SWMPC staff	X
October 29, 2021	Submitted projects available for public review and comment	X
November – December 2021	County RTF meetings select fiscally constrained draft list of projects.	X
January 2022	Full RTF Region 4 review and approval of selected projects and illustrative project list for submission to MDOT.	X

### Illustrative List of Projects

RTF Region 4 will adopt a list of projects that is financially constrained with the amount of STBG and State D funding available for programming. Applications, not included in the fiscally constrained list will be placed on an illustrative list of projects, ranked in priority order based on the project's evaluation score. Should additional funding become available projects on the approved illustrative list will be considered for funding. This illustrative list will be in effect only until the adoption of the next programming cycle.

## **General Considerations for Federal Funding**

Projects carried out using USDOT funds must comply with applicable provisions in Title 23 of the United States Code dealing with Federal-aid highways, such as project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (DavisBacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway.

Applicants are urged to familiarize themselves with title 23 requirements. Federal aid, including STBG, is generally most efficiently used for major road rehabilitation or reconstruction. The administrative burden of a federal-aid project can be substantial. Thus, a small project is often best accomplished with local funds to avoid this burden.

## **Application Instructions**

The applicant must fill out a separate application for each project for which they are applying for, with each road segment being considered a separate project. Although the Transportation Improvement Plan (TIP) will cover 2023-2026, projects that are currently approved and programmed for 2023 do not need to reapply. If an agency had an approved project on the approved 2020-2023 Illustrative list and would like to be considered for the 2024-2026 funding, they need to reapply with updated information.

The application form is a fillable Microsoft Word Document with a series of checkboxes and areas to fill in text. You may be prompted to enable editing, but note that this is not a macro-enabled form. To fill in a text area, please click in the area where you want to enter text until you see a blue highlighted area, as shown below. When you see the blue highlighted area, you can start typing. If you end up expanding some of the boxes to complete your response, do not worry about formatting as long as your application is still legible.

**Please save your final file in the following format: AgencyName\_ProjectName\_RTF.dox.**

All applications are due on **Friday, October 1, 2021**

Please email the completed application to both Brandon Kovnat at [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) and Kim Gallagher at [gallagherk@swmpc.org](mailto:gallagherk@swmpc.org). Please include "RTF Application" in the subject line

**You may also mail your application to:** Brandon Kovnat  
Southwest Michigan Planning Commission  
376 W. Main Street  
Benton Harbor, MI 49022

**NOTE:** SWMPC staff will contact you with an email confirmation of your submitted application. If you do not receive an email confirmation, please contact an SWMPC staff member.

## Sample Resolution

Resolution# \_\_\_\_\_

The following is Resolution \_\_\_\_\_ enacted by the \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_ County, Michigan, hereinafter referred to as the Local Public Agency (LPA), in the matter of the stated described project.

WHEREAS, the United States Congress has set aside monies for Surface Transportation Block Grant (STBG) projects through the State of Michigan, Department of Transportation (MDOT) and administered by the Southwest Michigan Planning Commission (SWMPC); and

WHEREAS, MDOT has set aside funding through the Transportation Economic Development Funds Category D (State D) for the creation and maintenance of an all season road network;

WHEREAS; the (Add project description here) is a transportation activity eligible to receive [federal STBG and/or State D funding](#); and

WHEREAS, if requested funds are granted, the [\(County/City/Village, etc.\)](#) shall be responsible for at least 18.5% percent of the eligible costs.

NOW, THEREFORE BE IT ORDAINED by [\(Board of County Commissioners/Township/City/Village Council, etc.\)](#), that:

**SECTION ONE:** [\(Consultant/Engineer of Record\)](#) of said LPA is hereby empowered on behalf of the LPA to prepare and execute an application for STBG funds for the stated described project and to submit to the SWMPC for consideration of funding.

**SECTION TWO:** The total cost of the project is estimated to be \$ \_\_\_\_\_, of which the LPA, if awarded the funds, commits to pay at least 18.5% (hereinafter known as the local match) of the actual cost, estimated to be \$ \_\_\_\_\_. The local match shall be funded by the LPA using [\(Source\)](#) funds. The LPA further agrees to pay 100 % of the cost over and above the awarded amount of STBG or State D funding and for all non-participating costs and associated project development activities.

**SECTION THREE:** Upon completion of the described Project, and unless otherwise agreed, the LPA shall: (1) provide adequate maintenance for the described Project in accordance with all applicable state and federal laws, including, but not limited to, [23 USC 116](#); (2) provide ample financial provisions, as necessary, for the maintenance of the described Project; (3) if necessary, maintain the right-of-way, keeping it free of obstructions; and (4) if necessary, hold said right-of way inviolate for public highway purposes.

Passed: \_\_\_\_\_, 2021. (Date)

Attested: \_\_\_\_\_  
(Clerk) (Officer of LPA - title)

Attested: \_\_\_\_\_  
(Title) (President of Council)

## Rural Task Force Region Four 2024-2026 Road Project Application

Click “Enable Editing” to begin filling out this form. You may save this form at any time.

If you need assistance please contact Brandon Kovnat, SWMPC Associate Planner.

Email [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) or call (269) 925-1137 x 1524

### Section 1. Applicant Information

Agency Name			
Contact Name		Title	
Phone Number		Email	
Engineer/Consultant (If applicable)			
Phone Number		Email	

### Section 2. Project Information

Project Name/Road Name			
Project Limits (e.g. Napier Ave. to Britain Ave.)			
Project Length (nearest hundredth of a mile)		Proposed Year of Funding	
Primary Work Type	<input type="checkbox"/> Reconstruct <input type="checkbox"/> Restore & Rehabilitate <input type="checkbox"/> Roadside Facility <input type="checkbox"/> Resurface <input type="checkbox"/> Traffic Operations/Safety <input type="checkbox"/> Transit <input type="checkbox"/> Other		
Project Description (Please provide major work items including sidewalks, utility work, ADA upgrades etc.)			
Was this project applied for during the 2020-2023 Call for Projects but not selected	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Was this project awarded funding for the 2020-2023 TIP, but was either canceled or failed to be obligated	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please explain:		
If you are submitting multiple applications, please rank your applications by priority.	Project Rank:          of		

### Section 3. Project Funding

Estimated Participating Cost of the Project	\$	
Federal STBG Requested	\$	%
State D Requested	\$	%
CTF (Transit Only)	\$	%
Local Funds	\$	%
Total	\$	%
Does your agency have the financial capacity to Advance Construct (AC) all or part of this project if necessary? If yes, what is the maximum dollar amount your agency is willing to Advance Construct (AC)?	<input type="checkbox"/> Yes <input type="checkbox"/> No Maximum Dollar Amount you can AC? \$	
Can your agency supply additional match beyond the minimum required 18.15%. If so how much?	<input type="checkbox"/> Yes <input type="checkbox"/> No Amount \$	
Are there elements of the project that could be eligible for other federal fund sources such as CMAQ, TAP, Bridge etc.	Source:                      Amount: \$ Explanation:	
Will the project have nonparticipating work, such as water, or sewer work?	Amount: \$ Explain:	

### Section 4. Regional Connectivity

What is the most current daily traffic count for the limits of this project?	AADT:
<a href="#">National Functional Classification</a> (NFC) for this roadway	Year of count:                      Source:
Is the project on an <a href="#">All Season Road</a>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Proposed All Season

### Section 5. System Preservation

2021 PASER rating (Available 8-10-21)	
Current state of drainage	<input type="checkbox"/> Adequate <input type="checkbox"/> Minor and tolerable drainage problems <input type="checkbox"/> Occasional drainage problems with some maintenance required <input type="checkbox"/> Inadequate, frequent flooding, excessive maintenance required
Expected increase in Remaining Service life (RSL)	Use MDOT's <a href="#">Guidelines for Geometrics on Local Projects</a>
What MDOT guidelines does the project conform to?	<input type="checkbox"/> Reconstruction (4R) <input type="checkbox"/> Resurfacing, restoration, and Rehabilitation (3R) <input type="checkbox"/> Preventative Maintenance (PM)



## Section 6. Safety

Please list the number and severity of crashes within the proposed project limits over the last 5 yrs. (2016-2020) (see [Michigan Crash Facts](#) for crash data)

Total Crashes		Pedestrian & Bicycle Crashes	
Fatalities		Serious Injuries	
Using the attached Crash Reduction Factors sheet, please check each safety counter measure that will be included in the project			
Describe any other safety improvements this project will provide			

## Section 7. Pedestrian and Bicycle Improvements

Please explain what pedestrian and/or bicycle facilities if any currently exist	
Please explain any additional pedestrian and/or bicycle improvements included in the project.	
Does this project connect to an existing pedestrian/bicycle facility or one that is planned to be completed before 2027	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide a map of the connecting facilities

## Section 8. Strategic Planning & Investment

Is the project identified in an approved Asset Management Plan, or Capital Improvement Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please attach the plan.
Is the project identified in another approved planning document such as a master plan or parks and recreation plan	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please cite the plan and page number:
Is there an approved asset management plan covering the utilities along the project's limits	<input type="checkbox"/> Yes <input type="checkbox"/> No List utilities covered by the asset management plan:
Will this project coordinate with other infrastructure projects (i.e. utility, water, sewer, etc.)?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please indicate the project type and construction year:
How many water main breaks have you had at this location in the past five years?	
Is there a completed utilities assessment that includes televising the sewers in the project area?	<input type="checkbox"/> Yes <input type="checkbox"/> No
	<input type="checkbox"/> Yes <input type="checkbox"/> No
Has staff received Asset Management training through the Michigan Transportation Asset Management Council? <a href="https://www.michigan.gov/tamc/0,7308,7-356-82158---,00.html">https://www.michigan.gov/tamc/0,7308,7-356-82158---,00.html</a>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Has your agency completed the Asset Management Readiness Scale from the Michigan Infrastructure Council (MIC)? <a href="https://fcm.ca/en/resources/mamp/tool-asset-management-readiness-scale">https://fcm.ca/en/resources/mamp/tool-asset-management-readiness-scale</a>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Does the project cross jurisdictional boundaries?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, will it be bid as a single project?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Will this project require environmental mitigation, purchase of Right of Way (ROW), or railroad permits?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure If yes, which items are required:
If any of the above items are required please explain how they will be addressed	
Does this project perform Resurfacing, Reconstruction, or Preventative Maintenance on a segment adjacent to a segment that currently has a PASER of 7 or higher	<input type="checkbox"/> Yes <input type="checkbox"/> No List the adjacent segments that qualify:

## Section 9. Existing and Proposed Roadway Design

	Existing			Proposed		
Include the number of vehicle lanes	Through Traffic Lanes	Center Turn Lane	On Street Parking	Through Traffic Lanes	Center Turn Lane	On Street Parking
			<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No
Shoulder Surface	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved		Width (ft.)	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved		Width (ft.)
Sidewalk/ path information	<b>Placement</b> <input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input type="checkbox"/> Intermittent <input type="checkbox"/> None		Width (ft.)	<b>Placement</b> <input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input type="checkbox"/> Intermittent <input type="checkbox"/> None		Width (ft.)
On road bicycle facilities	<input type="checkbox"/> Bike Lane <input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Sharrows <input type="checkbox"/> Wide Shoulders <input type="checkbox"/> None			<input type="checkbox"/> Bike Lane <input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Sharrows <input type="checkbox"/> Wide Shoulders <input type="checkbox"/> None		
Utilities, Sewer and Water	<input type="checkbox"/> Utilities Upgrades Needed <input type="checkbox"/> Sewer and water work needed			<input type="checkbox"/> Replace Utilities <input type="checkbox"/> Relocate Utilities <input type="checkbox"/> Sewer and Water Line Work		
Please describe any improvements being made as part of this project to crosswalks, signage or signals, or streetscape elements not discussed in project description						
Does this project enhance connectivity of pedestrian or bicyclists to fixed route or Dial-A-Ride transit?			<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, how?			

## Section 10. Estimated Project Schedule

Activity	Estimated Date
Resolution of Support for <input type="checkbox"/> Local Match Submitted to SWMPC	
Project Application Submitted to MOT	
Grade Inspection Package Submitted to MDOT	
Grade Inspection Meeting Scheduled	
Final Plan and Estimate to MDOT	
Right of Way (ROW) certified*	
Rail Road Permits*	
Environmental Mitigation*	
Project Obligated	
Project Letting	
Construction Start	
Project Completion	

\*Enter NA if these items will not be required.

Proposed Improvement		% Reduction	Associated Crash Types
SEGMENT CRASH REDUCTION FACTORS			
Geometric Safety Enhancements			
<input type="checkbox"/>	<b>Center Left-Turn Lane - Construct</b>	80%	Rear-End Left-Turn
		50%	Head-On Left-Turn
		20%	Head-On, Angle, Sideswipe*
		15%	Non Left-Turn Rear-End, Other*
<input type="checkbox"/>	<b>Right-Turn Lane - Construct</b>	65%	Rear-End Right-Turn
		30%	Angle
		15%	Rear-End
		10%	Other*
<input type="checkbox"/>	<b>Horizontal Curve Flattening</b>	30%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 1' each side)</b>	5%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 2' each side)</b>	10%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 3' each side)</b>	15%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 4' each side)</b>	20%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 5' each side)</b>	25%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 6' each side)</b>	30%	Lane Departure***
<input type="checkbox"/>			
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 7' each side)</b>	35%	Lane Departure***
<input type="checkbox"/>	<b>Vertical Curve Modification</b>	20%	All Applicable Crash Types +++
General Segment Enhancements			
<input type="checkbox"/>	<b>Access Management - Improve</b>	15%	Drive-way Related Applicable Crashes
<input type="checkbox"/>	<b>Centerline Rumble Strips - Install</b>	44%	K and A injury Applicable Crashes
		46%	Single Vehicle Run off Road Left Crashes
		43%	Sideswipe Same Crashes
		55%	Sideswipe Opposite Crashes
<input type="checkbox"/>	<b>High Friction Surface Treatment - Install</b>	35%	Wet Crashes
		20%	All Other Applicable Crashes
<input type="checkbox"/>	<b>Recessed Durable Pavement Markings</b>	5%	All Applicable Crashes
<input type="checkbox"/>	<b>Pedestrian Refuge - Install</b>	50%	Pedestrian Crashes (Review NCHRP Report 841)
<input type="checkbox"/>	<b>Road Diet (4-3 Lane Conversion) - Install</b>	50%	Suburban - All Applicable Crashes
<input type="checkbox"/>	<b>Shoulder Rumble Strips</b>	20%	Run-Off the Road Right Crashes
<input type="checkbox"/>	<b>Signing/Delineation on Horizontal Curves (Including Recessed Durable Pavement Markings) - Install</b>	20%	Lane Departure***
<input type="checkbox"/>	<b>Safety Edge Improvement</b>	13%	All non-intersection crashes (CMF Clearing House ID 8658)

Roadside Enhancements			
<input type="checkbox"/>	Bicycle Lanes - Install per standards	50%	Bicycle Crashes
<input type="checkbox"/>	Shared Use Path - <i>Install</i>	33%	Bicycle and Pedestrian Related Crashes
<input type="checkbox"/>	Fixed Objects From Clearzone (Trees, Culverts, Etc.) - <i>Removal</i>	75%	Fixed-Object Applicable Crashes
<input type="checkbox"/>	Guardrail - <i>Install</i>	55%	Lane Departure ***Fatalities and "A" Injury Applicable Crashes
<input type="checkbox"/>	Sidewalk for Pedestrians - <i>Construct</i>	85%	Pedestrian Crashes
<input type="checkbox"/>	Slope Flattening	15%	Fixed-Object, Overturn Applicable Crashes
<input type="checkbox"/>	Living Snow Fence	20%	Crashes due to wintry surface conditions
<input type="checkbox"/>	Lighting - <i>install on segment</i>	20%	Dark Unlighted Crashes
INTERSECTION CRASH REDUCTION FACTORS			
Pedestrian / Bicycle Enhancements			
<input type="checkbox"/>	Bump Out / Curb Extension - <i>Remove Parking / Install</i>	30%	All Crashes
<input type="checkbox"/>	Bicycle Lanes - Install per standards	25%	Bicycle Crashes
<input type="checkbox"/>	Sidewalk for Pedestrians - <i>Construct</i>	85%	Pedestrian Crashes
<input type="checkbox"/>	Intersection Lighting - <i>install</i>	75%	Pedestrian Fatal - Dark Unlighted Crashes
		40%	Pedestrian A-Injury - Dark Unlighted Crashes
		30%	All Applicable Dark Unlighted Crashes
<input type="checkbox"/>	Rectangular Rapid Flashing Beacons	47%	Pedestrian Crashes
<input type="checkbox"/>	Ped. Countdown Signals - <i>Install new Pedestrian signal</i>	30%	Pedestrian Crashes
<input type="checkbox"/>	Ped. Countdown Signals - <i>Upgrade from existing Pedestrian signal</i>	25%	Pedestrian Crashes
Signal Timing / Hardware Enhancements			
<input type="checkbox"/>	Multiple Low-Cost Improvements	3%	Rear-End
		12%	Right-Angle
		3%	Nighttime
<input type="checkbox"/>	Install Reflectorized Backplates	15%	All Applicable Crashes
<input type="checkbox"/>	Add All-Red Clearance Interval - <i>Add per ITE</i>	20%	Head-On Left-Turn, Angle
<input type="checkbox"/>	Yellow-Change Interval - <i>Increase</i>	10%	All Crash Types
<input type="checkbox"/>	Box Span Signal - <i>Upgrade from Stop Control</i>	65%	Angle
		-25%	Rear-End (Increases Crashes)
		20%	All Other Non Rear-End Crashes
<input type="checkbox"/>	Box Span Signal - <i>Upgrade from Diagonal Span</i>	10%	All Applicable Crashes+
<input type="checkbox"/>	Protected Left-Turn Signal Phase - <i>Add</i>	30%	Left-Turn
<input type="checkbox"/>	Signal Head Size - <i>Increase to 12 "</i>	10%	All Applicable Crashes +
<input type="checkbox"/>	Signal Optimization & Timing Updates	10%	All Applicable Crashes +
<input type="checkbox"/>	Removing Night Flash from Signal Timing	50%	Nighttime Flash mode Related Crashes

Intersection Geometric Enhancements			
<input type="checkbox"/>	<b>Center Left-Turn Lane - Construct</b>	80%	Rear-End Left-Turn
		50%	Head-On Left-Turn
		20%	Head-On, Angle, Other
		15%	Non Left-Turn Rear-End
<input type="checkbox"/>	<b>Intersection Improvements (Realignment, Sight-Distance Improvements, Radii Improvements, Etc.)</b>	30%	Angle
		15%	Rear-End
		10%	Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related
<input type="checkbox"/>	<b>Offset Left-Turn Lane - Construct</b>	65%	Angle-Turn, Head-On Left-Turn
		20%	Rear-End Left-Turn
<input type="checkbox"/>	<b>Offset Right-Turn Lane - Construct</b>	65%	Angle-Turn
		50%	Other Applicable Crashes
		20%	Rear-End Right Turn
<input type="checkbox"/>	<b>Right-Turn Lane - Construct</b>	65%	Rear-End Right-Turn
		20%	Applicable Rear-End Crashes, Sideswipe Same Direction
<input type="checkbox"/>	<b>Roundabout</b>	78%	Fatal and A-Injury Reduction
		57%	Minor Crash Reduction
<input type="checkbox"/>	<b>Lighting</b>	-	See MDOT Interchange Warranted Lighting Guidance and overall MDOT Lighting Guidance
General Intersection Enhancements (Non-Signalized Intersections)			
<input type="checkbox"/>	<b>All-Way Stop Control - New Installation</b>	60%	All Applicable Crashes
<input type="checkbox"/>	<b>Ground Mounted Flashing Beacons (Red)- Install **</b>	30%	All Crashes On Install Approach
<input type="checkbox"/>	<b>Ground Mounted Flashing Beacons(Amber) - Install **</b>	20%	All Crashes On Install Approach
<input type="checkbox"/>	<b>Signing - Improve/Upgrade</b>	30%	Angle, Rear-End Crashes
<input type="checkbox"/>	<b>Pavement Markings - Improve/Upgrade</b>	30%	Angle, Rear-End Crashes
<input type="checkbox"/>	<b>Reflective Sheeting on Sign Posts (lollipops)</b>	15%	All Applicable Crashes