

TSIP Guidelines and Stipulations

Applications

Multiple applications from a single entity will be accepted for both the Site-Specific and Traffic Control Devices (TCD) categories. Contiguous or overlapping project segments will be considered in only one application per year.

A single entity is unlikely to be awarded more than \$1 million per funding cycle.

Colored Pavements

If colored and/or stamped pavement is being used as a traffic control device and used for safety, it would be considered eligible for reimbursement. Justification will be required in the application.

Cost Estimates

For TCD applications, an itemized breakout showing only the cost of materials should be provided. In cases where labor is included in the bid item as a lump sum, 2/3 of that cost will be identified as the cost of materials.

Contingency costs are eligible for reimbursement. A reasonable amount of contingency will be allowed.

Funding Categories

Applications for projects involving only the installation or upgrading of signs, pavement markings, or traffic signals should be submitted to the Traffic Control Device (TCD) funding category. For projects where additional site work is required, such as pavement widening or adding turn lanes, the traffic control items should be included in a Site-Specific application containing all work items.

Internal guidance: switching between funding categories will be considered and allowed as appropriate. When this is done, the internal/external committee will be informed.

Lane Widths

On rural 2-lane roadways with less than 1,200 AADT, TSIP will participate in widening costs to provide up to 11-foot lanes.

On rural 2-lane roadways with 1,200 or greater AADT, TSIP will participate in widening costs to provide up to 12-foot lanes.

Lettings and Reimbursements

Regardless of category for projects that go through the letting process cannot be let until July 1st of the award year. Funded projects must be let within 2 years of the beginning of the awarded state fiscal year. One 12-month extension will be granted upon request. Further extensions will require significant justification. Failure to expend funds in a timely manner may affect whether an entity receives funds in the future.

For projects that do not require a letting expenditures may start after commission approval with the understanding that reimbursement will be dependent on the content and approval of the agreement.

For all projects requests for reimbursement shall not be sent until after July 1st of the award year.

Maintenance

Maintenance items are not eligible for reimbursement.

Examples include:

- Pavement patching
- Replacing damaged or obsolete guardrail in-kind
- Routine restoration of pavement markings in-kind

Mobilization and Traffic Control

For standalone projects, mobilization and traffic control costs will be fully eligible. If part of a larger project, then mobilization and traffic control participation will be proportional to the safety cost of the project divided by the total construction cost of the project.

Paved Shoulders

On 2-lane rural roadways with an AADT less than 1,200, TSIP will participate in up to 2-foot paved shoulders on the tangential segment and 4-foot paved shoulders in curves.

On 2-lane rural roadways with an AADT 1,200 or greater, TSIP will participate in up to 4-foot paved shoulders for the entire segment.

TSIP will not participate in paved shoulders wider than 4 feet.

Pavement Markings

On 2-lane rural roadways, 6-inch edgeline markings will be required. Markings may be placed either in a groove or in a rumble strip.

High-performance markings will be considered for funding, but are not required.

Rumble Strips

Shoulder rumble strips must be placed on all new or existing rural roads with paved shoulders at least 2 feet wide. They may also be placed on roads with narrower shoulder widths, including roads without paved shoulders. In these situations, the width of the rumble strip may be reduced and/or combined with a pavement marking.

The preferred width of shoulder rumble strips is 12 inches. The minimum recommended width is 8 inches.

For 2-lane rural roadways with a final lane width of 12 feet, shoulder rumble strips AND centerline rumble strips shall be included.

For 2-lane rural roadways with a final lane width less than 12 feet but at least 11 feet, shoulder rumble strips OR centerline rumble strips shall be included. Both would be preferred, but only one is required.

Safety Edge

Safety edge will be required on all rural projects that include a newly paved surface, except where paved shoulders are 4 feet or wider.

Signal Warrants

Signal warrants will be required as part of TCD and Site-Specific project applications. Warrants should be evaluated using current traffic volumes, but consideration may be given to warrants analyses using 5-year design volumes. If the signal is not warranted TSIP will not participate.

Traffic volumes within the last 5 years must be used in the warrant analysis.

Thin Overlays

Thin overlays are a common strategy used to provide a “clean slate” for the application of a new pavement marking configuration. When used as an integral part of a project for the betterment of a road such as converting a 4-lane undivided roadway to a 3-lane roadway, costs for an overlay of up to 2

inches will be considered an eligible expense. Eligibility of thin overlay costs for other uses will be evaluated on a case-by-case basis.

Items that will not be reimbursable include the following:

- Aesthetics (All categories)
- Construction Survey (All categories)
- Lighting/Luminaires NOT installed on a shared traffic signal pole (TCD category)
- Routine maintenance of a road, street, bridge, culvert or traffic control device (Site category)
- Contract administration costs (All categories)
- Design and construction engineering and inspection (All categories)
- Utility construction, reconstruction or adjustment, except as an integral part of a project (Site category)
- Sidewalks, shared-use paths, or railroad-highway crossings, except as an integral part of a project (Site category)
- Maintenance or energy costs for traffic control devices or lighting (Site category)
- Expenditures for items not related to the roadway (Site category)
- Maintenance or energy costs (TCD category)
- Installation cost (TCD category)
- Costs to restore an obsolete device or replace a device in-kind (All Categories)