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The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.

TTCI Technical Committee Agenda

Thursday December 19th, 2024 at 1:30 PM

In-Person at the MI Works! Conference Room
1209 S Garfield Ave # C, Traverse City, MI 49686

Or via zoom at:

Join Zoom Meeting
https://us02web.zoom.us/j/81442290096
Meeting ID: 814 4229 0096

1) Introductions and Roll Call of Voting Members (See **attached, Page 2)**
2) Review Draft Meeting Minutes from October 17th, 2024 (See **attached, Pages 3-5)**
3) Public comment
4) New Business
   a) FY 26-29 MPO TIP Project Review (See **attached, Pages 6 -179)**
   b) FY 26-29 RTF Project Review (See **attached, Pages 180 - 201)**
5) Public comment
6) Member Comments/Discussion of future agenda items
7) Next Meeting: January 16th, 2025 at 1:30 PM
8) Adjourn

TTCI TECHNICAL COMMITTEE MEMBERS CONTACT LIST						
Name	**Title**	**Organization**	**Email**	**Phone**	**Officers**	**Voting Member**
Maxwell Gierman	Transportation Planner	MDOT	GiermanM@michigan.gov			Yes
Kyle Kobylski	LAP Engineer	MDOT	KobylskiK@michigan.gov	231-340-3541		
Daniela Khavajian	Statewide and Urban Travel Analysis Section (SUTA)- MDOT	MDOT	KhavajianD@michigan.gov	517-388-4060		
Katie Beck	Supervisor, Urban Travel Analysis Unit	MDOT	beckk1@michigan.gov			
Alex Simonetti	MDOT-Office of Passenger Transportation - Project Manager	MDOT	SimonettiA@michigan.gov			
Dan Wagner	TC TSC Manager	MDOT	wagnerD2@michigan.gov	231-340-9295		
James Johnson		MDOT	johnsonJ114@michigan.gov			
Valerie Shultz	RPM North Unit Manager	MDOT	ShultzV@michigan.gov			
Derek Weichlein	Assistant County Highway Engineer	GTCRC	dweichlein@gtcrc.org	231-322-1941	**Vice Chair**	Yes
Craig Brown	Engineer	LCRC	cbrown@leelanauroads.org	231-271-3993		Yes
Troy Hinds	Manager	BCRC	bcrcmanager@benzieroad.net	231-325-3051 X 207		
Maxwell Cameron	Community Development Coordinator	Grand Traverse County	mcameron@gtcountymi.gov	231-645-9336		Yes
Richard Lewis	Leelanau County Administrator	Leelanau County	rlewis@leelanau.gov			Yes
Rob Kalbfleisch	Land & Roads Management Director	Grand Traverse Band of Ottawa and Chippewa Indians	Rob.Kalbfleisch@gtb-nsn.gov	231-534-7716		
Lindsey Wolf	Planning & Zoning Administrator	Acme Township	zoning@acmetownship.org	231-938-1350	**Treasurer**	Yes
Steve Patmore	Zoning Administrator	Bingham Township	zoningadmin@suttonsbaytwp.com			Yes
Nicole Blonshine	Supervisor	Blair Township	supervisor@blairtownshipmi.gov	231-276-9263		
Claire Karner	Director of Planning & Zoning	East Bay Township	ckarner@eastbaytwp.org	231.947.8681 x2		Yes
Sarah Clarren	Planner/Zoning Administrator	Elmwood Township	planner@elmwoodmi.gov	231-946-0921		Yes
John Sych	Planning Director	Garfield Township	jsych@garfield-twp.com	231-225-3155	**Chair**	Yes
Andy Marek	Treasurer	Green Lake Township	treasurer@greenlaketownship.org			Yes
Cody Stricker	Township Planner	Long Lake Township	planner@longlaketownship.com	231-946-2249		Yes
Jenn Cram	Director of Planning & Zoning	Peninsula Township	planner@peninsulatownship.com	231-223-7314		Yes
Bill Clark	Transportation Planner	BATA	clarkw@bata.net	231-933-5534		Yes
Shawn Winter	City Planner	Travese City	swinter@traversecitymi.gov	231-922-4465	**Secretary**	Yes
Kevin Klein	Airport Manager	Cherry Capital Airport	admin@tvcairport.com, kevin.klein@tvcairport.com			
Bob Nelesen	Airpor Engineer	Cherry Capital Airport	bob.nelesen@tvcairport.com			
Mark Bishop	Airport Finance Director	Cherry Capital Airport	mark.bishop@tvcairport.com			
Carolyn Ulstad	Transportation Program Manager	Groundwork	carolyn.ulstad@groundworkcenter.org	231-941-6584 x710		
Troy Kierczynski	VP of Finance and Administration	Northwestern Michigan College	tkierczynski@nmc.edu	231-995-1147		
Elizabeth Calcutt	TART Trails Representative	TART	elizabeth@traversetrails.org			
Chris Kushman	TART Trails Representative	TART	ckushman@traversetrails.org			
Christine Thomas	Assistant Superintendent of Finance and Operations	TCAPS	thomasch@tcaps.net	231-933-1730		
Camille Hoisington	Director of Ecosystem Development	Traverse Connect	Camille.Hoisington@traverseconnect.com			
Warren Call	Executive Director	Traverse Connect	warren.call@traverseconnect.com			
Alternates						**Alternate Voting Member**
Heidi Phaneuf	North Region Planner	MDOT	PhaneufH@michigan.gov	231-340-0326		Yes #1
Krista Phillips	MDOT TC TSC Operations Engineer	MDOT	phillipsk7@michigan.gov	989-245-2173		Yes #2
Luke Walters	MPO Program Manager	MDOT	WaltersL3@michigan.gov	517-331-2233		Yes
Gregg Bird	Emergency Management Coordinator	Grand Traverse County	gbird@gtcountymi.gov	231-590-2373		Yes
Brendan Mullane	Managing Director	LCRC	bmullane@leelanauroads.org	231-271-3993		Yes
Lynette Wolfgang	Clerk	Blair Township	clerk@blairtownship.org	231-276-9263		Yes
Steve Hannon	Deputy Planning Director	Garfield Township	shannon@garfield-twp.com	231-225-3156		Yes
Bill Vandercook	Zoning Administrator	East Bay Township	zoning@eastbaytwp.org	231.947.8681 x3		Yes
Eric Lingaur	Communications and Business Develeopment Director	BATA	lingaure@bata.net	231-941-2324		Yes
Zach Cole	Civil Engineer 1	Traverse City	zcole@traversecitymi.gov	231-922 4492		Yes #1
Anne Pagano	Civil Engineer	Traverse City	apagano@traversecitymi.gov	231-922 4455		Yes #2
Tracey Bartlett	Treasurer	East Bay Township	tbartlett@eastbaytwp.org	231-947-8647		Yes

Traverse Transportation Coordinating Initiative (TTCI)

The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.

TTCI Technical Committee Meeting

Thursday, October 17th, 2024 at 1:30pm

1209 S Garfield Avenue Suite C, Traverse City, MI or Via Zoom

DRAFT – MEETING MINUTES - DRAFT

Call to Order

Vice Chair called the meeting to order at 1:36 pm on Thursday, October 17th, 2024.

1) Introduction/Roll Call of Voting Members

Roll Call: Voice introduction of membership was accepted as roll call.

Present:

John Sych (Garfield Twp.); Derek Weichlein (GT CRC); Lindsey Wolf (Acme Twp.); William Clark (BATA); Max Gierman (MDOT); Craig Brown (LCRC); Cody Stricker (Long Lake Twp.); Bill Vandercook (East Bay Twp.); Zach Cole (Traverse City); Ben DuBois (MDOT); Kyle Kobylski (MDOT); Alisha Busuttil (OHM Advisors); Elizabeth Calcutt (TART Trails); Richard Lewis (Leelanau County); Fern Spence (MDOT); Sarah Clarren (Elmwood Twp.); Jen Cram (Peninsula Twp.);

Others present:

Isha Pithwa (NN); Barry Hicks (NN); Emma Kelly (NN); Wayne Schoonover (OHM Advisors)

Online: Daniela Khavajian (MDOT); Lynette Wolfgang (Blair Two.); Christina Nicolaides (FHWA MI Div.); Heather Hoeve (Mire FDE)

2) Approval of Agenda and Meeting Minutes for August 15th, 2024 (action requested)

J. Sych asked if there needed to be any changes to the agenda and/or meeting minutes for August 15th, 2024.

Motion: D. Weichlein moved, supported by Cram, to approve the TTCI Technical Committee Meeting Minutes for August 15, 2024.
Outcome: The motion was approved unanimously by a voice vote.

3) Public Comment

The floor was open for public comment; no comments were made.

4) New Business

a) Travel Demand Modeling

Presentation by Daniela Khavajian, MDOT Transportation Planner

Daniela presented employment data and population forecasts for 2025-2050, indicating growth across all areas analyzed. MDOT is seeking approval to utilize this data for future forecasts. She explained the use of Transportation Analysis Zones in the travel demand model, which help identify trip origins and destinations. This data will inform detours and routing for planned projects. Regarding the employment data for Peninsula Township, MDOT applied a percentage growth model developed by the University of Michigan, incorporating various sources to reflect statewide growth trends. The analysis considers assumptions related to aging, employment, growth, and immigration.

Motion 1: Cram moved, supported by Clarren, to approve the data as amended. The motion carried.
Outcome: The motion was approved unanimously by a voice vote.

Motion 2: Cram moved, supported by Stricker, to recommend the travel demand model with amendments to the policy board
Outcome: The motion was approved unanimously by a voice vote.

b) MIRE/FDE presentation from MDOT - Presented by Heather Hoeve

Heather Hoeve from MDOT provided a brief presentation on the MIRE FDE (Minimum Inventory of Roadway Elements / Functional Data Elements) and demonstrated the Local Agency Data Viewer. MDOT requires the collection of 38 FDEs and is asking for feedback on 6 specific items by November 1st, targeting local agencies to review data within Roadsoft.

c) NFC revision for Franke Rd

Requested by Grand Traverse County. The road is currently classified as local and is ineligible for Act 51 funding through the MPO. Traffic count data and recent developments, such as the Montessori School, justify consideration for reclassification in NFC system.

Motion: Cole moved, supported by Clark, to recommend that the Policy Board support reclassification of Franke Road in the NFC system.
Outcome: The motion was approved unanimously by a voice vote.

d) 2025 Safety Targets

MDOT submitted safety targets for 2025. The board has the option to either adopt these state targets or develop its own. It is recommended that we adopt the state targets, with the overarching goal of reducing safety incidents.

Motion: Stricker moved, supported by Brown, to approve the States 2025 Safety Targets
Outcome: The motion was approved unanimously by a voice vote.

e) FY 26-29 TIP Project Submission Discussion

Hicks noted that the application is available on the TTCI website, which includes all necessary information. Updated nomination forms were released last month. Applications must come through the Grand Traverse Road Commission for those located in Grand Traverse County.

Materials are requested back by December 6th to allow one week for review before the December 19th meeting, where all applications will be discussed. The goal is to gather feedback and prioritize projects for the recommendation to the policy committee.

5) Public Comment

Ben DuBois (MDOT) provided an update on the upcoming Active Transportation Plan Committee meeting, scheduled for October 23rd in Gaylord. He anticipates that asphalt work on the parkway will be completed this week. Additionally, estimates for the M22/72 project came in over budget, but funds have been reallocated, and the project is approved to proceed as planned.

6) Member Comments

Richard Lewis gave an update that Veterans Drive work is completed and opened to the public on October 14th.

Jenn Cram discussed the Non-Motorized Transportation Plan for Peninsula Township. The township received a $15,000 grant along with a $51,000 grant from the Michigan Endowment Fund. Peninsula Township is providing a match, bringing the total funding to over $70,000.

7) Next Meeting

December 19th, 2024 at 1:30pm

8) Adjourn

Motion: Weichlein moved, and supported by Winter.
Outcome: Meeting Adjourned at 2:36 pm.

Traverse Transportation Coordinating Initiative

TTCI

Memorandum

Networks Northwest
Talent / Business / Community

DATE: December 11, 2024

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: **FY2026-2029 TIP Project Selection**

The Transportation Improvement Program (TIP) project selection refers to the process of identifying and prioritizing transportation projects that will be funded and implemented over a four-year period in a specific region. The TIP is a key planning document required for areas with a MPO. It ensures that transportation projects align with regional and state transportation plans, are fiscally constrained, and meet federal, state, and local requirements.

Projects must align with the goals and objectives outlined in the region's long-range transportation plan (e.g., improving mobility, safety, sustainability). Because TTCI is a new MPO, there is not an approved long-range plan, also referred to as a Metropolitan Transportation Plan (MTP), at this time. It is anticipated that the inaugural MTP will be completed in 2025. However, TTCI has adopted a policy to help guide the project selection process for their first TIP project selection. The policy is available for review on the Networks Northwest website:

TTCI Application and Instructions for TIP Projects

The FY2026-2029 Call For Projects was issued by the TTCI Policy Board on September 10, 2024. The application deadline was December 6, 2024. All applications have been received and reviewed by the MPO at this time. Staff used the evaluation criteria established in the "TTCI Applications and instructions for TIP Projects" to provide a score on all submitted applications with the exception of transit projects. The application and evaluation criteria predominantly addressed roads and non-motorized transportation as well as collaboration with partnering agencies, economic benefit, and coordination with other projects (such as stormwater management or alignment with complete streets concepts). For this reason, applications from BATA have not been evaluated or scored, but are included with this agenda item for consideration.

Presentation and Review of Projects

The Technical Committee is tasked with reviewing each project to determine which should be included in the FY2026-2029 TIP and assigning each selected project to a specific year for MPO funding. Each applicant will be given the opportunity to present their projects to the committee and answer questions prior to project selection.

Project Scoring

The scoring worksheets for each project provide a potential scoring range based on the approved criteria for project selection. While staff has made every effort to assign scores that accurately reflect these criteria, the policy requires that certain selection scoring elements be reviewed by the TTCI Technical Committee.

Additionally, some variability in the quantitative scoring matrix has arisen due to discrepancies between the information submitted in applications and staff findings. These discrepancies will be addressed as the respective applications are presented for discussion.

Consideration of Evaluation and Scoring Alternatives

Both the Technical Committee and Policy Board have expressed interest in revising the project selection criteria but acknowledge that completing this process may require more time than is available for the current TIP cycle. The selection criteria that are currently in place was revied by both groups and approved for the current TIP cycle.

The following are suggestions drafted by staff for consideration. They are not intended to be used throughout the selection process nor are they intended to be in conflict with the current established criteria.

The FHWA planning principles requires that the planning process follow the "Three C's" – Continuing, Comprehensive, and Cooperative.

- Continuing - The planning process must be ongoing and iterative, addressing both current and future transportation needs.
- Cooperative - The planning process must involve collaboration among all stakeholders, including federal, state, regional, and local governments, as well as the public and private sectors.
- Comprehensive - The planning process must consider all modes of transportation and their interconnections, as well as the economic, social, and environmental impacts of transportation decisions.

Through staff's engagement with local agency goals for the MPO program and alignment with FHWA principles, the following objectives have consistently emerged and are listed in no specific order:

- Matching Funds/Cost Sharing – projects that can draw from multiple financial resources to stretch dollars and maximize project investment. May include reducing construction costs by coupling multiple projects (such as stormwater management in coordination with a road reconstruction).
- Collaboration – multiple agencies involved at multiple levels (local, state, non-profit, etc.)
- Complete Streets – design incorporates transportation methods for all.
- Non-Motorized Transportation – trails and connectivity to more community resources.
- Connectivity to Public Transportation – access to transportation for persons of all ages and abilities.
- Safety – reduction in accidents through transportation network improvements and technology.

Some of these objectives can be difficult to quantify in a qualitative manner but are worth further thought to include in future revisions to the project selection criteria.

Action Requested:

- Review and discussion of FY26-29 TIP projects.
- Each applicant will present projects and answer questions/receive feedback from the committee
- Prioritize and select projects by fiscal year.
- Motion(s) – One of two actions requested:
    - If project selection is not agreed upon and completed at this meeting, then no motion is needed. There would be a continuation of the project selection on January 16, 2025.
    - If project selection is completed at this meeting, then the recommended motion is: Recommend that the Policy Board review and consider adoption of the FY26-29 TIP projects as selected by the Technical Committee.

Prioritization Process Factors

1. Local Municipality Infrastructure Coordination (Max of 10 points)

The TTCI Technical Committee will review all projects and may prioritize based on other local or region-wide projects that present opportunities to coordinate efforts and reduce costs. Infrastructure Coordination shows the local agencies will be minimizing the disruption on the community and using wise investment strategies.

May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.	Up to 10 points as determined by the TTCI Technical Committee

2. Local Planning and Economic Development (Max of 5 points)

Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).	Up to 5 points as determined by the TTCI Technical Committee

3. Pavement Condition (Max of 10 points)

The Existing Pavement Conditions will award up to 10 points based on the roadway pavement condition or bridge condition. Pavement Surface Evaluation and Rating (PASER) scale, which uses a 1-10 rating system, will be used to score projects based on road pavement condition. PASER uses visual inspection to evaluate pavement surface conditions. When assessed correctly, PASER ratings provide a basis for comparing the quality of roadway segments. If a road has more than one rating for the length of the project, the worst condition will be used.

PASER rating of 1-2	5
PASER rating of 3-4	8
PASER rating of 5-6	10
PASER rating of 7 and higher	0

4. Annual Average Daily Traffic (Max of 5 points)

Annual Average Daily Traffic (AADT) is an estimated mean daily traffic volume on a roadway. It is a useful and simple measurement of how busy a road is. The higher the AADT, the more traveled the route is, which will have a higher impact per vehicle traveled.

If the applicant has more current data, it may be provided.

AADT is 20,000 or more	5
AADT is 15,000-19,999	4
AADT is 10,000-14,999	3
AADT is 5,000-9,999	2
AADT is below 4,999	1

5. Commercial Annual Average Daily Traffic (Max of 5 points)

Similar to AADT, the Commercial Annual Average Daily Traffic (CAADT) is the estimated mean daily traffic volume of commercial vehicles.

CAADT is 600 or more	5
CAADT is 400-599	3

CAADT is below 399	1

6. Remaining Service Life (Max of 10 points)

The Expected Increase in Remaining Service Life (RSL) is defined as the estimated number of years until it is no longer cost effective to perform preventive maintenance on a pavement section.

Extended RSL by 15 years or more	10
Extended RSL by 10-14 years	7
Extended RSL by 5-9 years	4
Extended RSL by 2-4 years	1
Extended RSL by 0-1 years	0

7. Environmental Justice (Max of 10 points)

Project is located within, or directly adjacent to, an Environmental Justice area defined in the TTCI Metropolitan Transportation Plan.

Project located in an identified Environmental Justice area	Up to 10 points as determined by the TTCI Technical Committee

8. Safety (max of 15 points)

Impact on Safety assesses the impact the proposed project will have on the existing road segment, providing a maximum of 15 points depending on the number of crash reduction factors associated with the completed road project.

3 or more crashes per MVMT	10
Less than 3 crashes per MVMT	5
Projects identified as an area of safety concern in local or regional planning documents	5

9. Road Type – National Functional Classification (Max of 10 points)

The National Functional Classification (NFC) is the process by which roads, streets, and highways are grouped into classes according to the character of service they provide. Individual roads and streets do not serve travel independently, but as part of a network of roads through which the traffic moves. Functional classification defines the nature of this movement by defining the part that any particular road or street should play in serving the flow of trips through a highway network and the type of access it provides to adjacent properties. Functional classification describes the importance of a particular road or network of roads to the overall system and, therefore, is critical in assigning priorities to projects and establishing the appropriate highway design standards to meet the needs of the traffic served. Functional classification is also used to determine which roads are eligible for project funding under the STBG administered by the FHWA.

Minor Arterial	10
Major Collector	7
Minor Collector	4
Local	0 (not eligible)

10. Operational Improvements (Max of 5 points)

A capital improvement for installation of traffic surveillance and control equipment; computerized signal systems; motorist information systems; integrated traffic control systems; incident management programs; transportation demand management facilities; strategies, and programs; and such other capital improvements to public roads as the Secretary may designate, by regulation. By definition, an operational improvement still does not include restoration or rehabilitating improvements; construction of additional lanes, interchanges, and grade separations; or construction of a new facility on a new location.

A) Traffic control measures – may include traffic signal optimization, installing roundabouts, narrowing roads or other measures to reduce speed and improve safety for pedestrians and non-motorized transportation users	2
B) Increases police presence or surveillance to deter speeding, reckless driving, or other dangerous behavior	2
C) Includes public transportation enhancements	1

Total Possible Points: 85

PLANNED PROJECTS 2025

CHIP SEAL

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
25E202	BANCROFT RD	CLOUS RD TO M 113	Local	1.02	CHIP SEAL	PM (CPM)		$ 50,900.45	Millage
25E233	BARNES RD	N LONG LAKE RD TO SILVER LAKE RD	Primary	0.88	CHIP SEAL	PM (CPM)		$ 63,702.50	Millage
25E218	BLUFF RD	SEVEN HILLS TO ROAD CLOSURE	Local	6.82	CHIP SEAL	PM (CPM)		$ 289,929.75	Millage
25E236	BROAD RD	DRACKA TO CASS RD	Local	0.7	CRACK & CHIP SEAL	PM (CPM)		$ 48,716.35	Millage
25E223	CHURCH ST	WILLIAMSBURG RD TO VINTON RD	Local	0.25	CHIP SEAL	PM (CPM)		$ 10,574.55	Millage
25E203	CLOUS RD	SCHNEIDER RD TO BANCROFT RD	Local	1.5	CHIP SEAL	PM (CPM)		$ 72,034.95	Millage
25E208	DAVIS RD	KARLIN RD TO KNIGHT RD	Primary	2	POST RECON CHIP SEAL	PM (CPM)		$ 94,135.55	Millage
25E226	DEAL RD	BROOMHEAD TO LACKEY RD	Local	1.5	CHIP SEAL	PM (CPM)		$ 68,606.80	Millage
25E220	DEVILS DIVE RD	PENINSULA DR TO SEVEN HILL RD	Local	0.72	CHIP SEAL	PM (CPM)		$ 34,265.70	Millage
25E235	DRACKA RD	HARTMAN RD TO BROAD RD	Local	1.37	CRACK & CHIP SEAL	PM (CPM)		$ 93,186.40	Millage
25E205	E SPARLING RD	BLACKMAN RD TO KINGSLEY RD	Local	1	CRACK & CHIP SEAL	PM (CPM)		$ 58,276.50	Millage
25E216	FOREST LODGE	S LONG LAKE RD TO OLD FARM LN	Local	0.59	POST RECON CHIP SEAL	PM (CPM)		$ 30,887.90	Millage
25E207	HAMLIN RD	CR 633 TO M 37	Local	1.99	CHIP SEAL	PM (CPM)		$ 99,020.25	Millage
25E204	HARRAND RD	M 37 TO CR 633	Local	1.97	CHIP SEAL	PM (CPM)		$ 92,345.85	Millage
25E234	HARRIS RD	CEDAR RUN RD TO N LONG LAKE RD	Local	0.75	CHIP SEAL	PM (CPM)		$ 48,799.10	Millage
25E231	HARTMAN RD	CASS RD TO DRACKA RD	Local	0.49	CHIP SEAL	PM (CPM)		$ 32,339.90	Millage
25E213	HERKNER RD	N LONG LAKE RD TO E LONG LAKE RD	Local	2.23	CRACK & CHIP SEAL	PM (CPM)		$ 133,204.60	Millage
25E238	HOCH RD	KEYSTONE RD TO RUSCH RD	Local	1.41	CHIP SEAL	PM (CPM)		$ 131,185.60	Millage
25E212	HOLIDAY RD	5 MILE TO HOLIDAY TRL	Local	1.67	CHIP SEAL	PM (CPM)		$ 114,633.30	Millage
25E227	LACKEY RD	DEAL RD TO END OF PVT.	Local	0.75	CHIP SEAL	PM (CPM)		$ 35,741.85	Millage
25E241	LAKESHORE DR	GRAND KAL RD TO US 131	Local	2.18	CHIP SEAL	PM (CPM)		$ 127,000.55	Millage
25E240	LAUTNER RD	M 72 TO BRACKETT RD	Local	1	CHIP SEAL	PM (CPM)		$ 64,578.10	Millage
25E228	MABEL RD	DEAL RD TO WATSON RD	Local	0.5	CHIP SEAL	PM (CPM)		$ 24,274.25	Millage
25E219	MCKINLEY RD	PENINSULA DR TO M 37	Local	0.53	CRACK & CHIP SEAL	PM (CPM)		$ 32,347.70	Millage
25E201	MILLER RD	CR 633 TO M 37	Primary	1.99	CRACK & CHIP SEAL	PM (CPM)		$ 159,634.90	Millage
25E211	NORTH ARBUTUS LAKE RD	4 MILE RD TO E ARBUTUS LAKE RD	Local	1.24	CHIP SEAL	PM (CPM)		$ 70,970.10	Millage
25E224	OLD M-72	ELK LAKE RD TO VINTON RD	Local	0.25	CHIP SEAL	PM (CPM)		$ 12,140.35	Millage
25E217	PENINSULA DR	OLD MISSION RD TO BOWERS HARBOR RD	Local	4.05	CHIP SEAL	PM (CPM)		$ 193,892.40	Millage
25E239	POTTER RD	HARDFIELD RD TO 3 MILE RD	Local	1.15	CHIP SEAL	PM (CPM)		$ 49,352.20	Millage
25E210	PROUTY RD	5 MILE RD TO LANDSEND RD	Local	1.38	POST RECON CHIP SEAL	PM (CPM)		$ 97,116.65	Millage
25E206	RENNIE SCHOOL RD	M 37 TO E SILVER LAKE RD	Local	0.87	CHIP SEAL	PM (CPM)		$ 64,118.45	Millage
25E214	S SOUTH LONG LAKE RD	ROGERS RD TO WINTERGREEN AVE	Primary	0.51	POST RECON CHIP SEAL	PM (CPM)		$ 39,264.35	Millage
25E237	SILVER PINES RD	N EAST SILVER LAKE TO US 31	Local	1.25	CHIP SEAL	PM (CPM)		$ 59,378.75	Millage
25E230	SKEGEMOG POINT RD	WATSON RD TO M 72	Local	0.5	CHIP SEAL	PM (CPM)		$ 18,488.05	Millage
25E242	STATE ST	ANTHONY ST TO INGERSOLL RD	Primary	0.31	CHIP SEAL	PM (CPM)		$ 19,642.60	Millage
25E244	THREE MILE RD	1370 ' S of SMITH RD TO GARFIELD RD	Primary	2	CHIP SEAL	PM (CPM)		$ 126,242.60	Millage
25E221	VINTON RD	OLD M 72 TO M 72	Local	0.12	CHIP SEAL	PM (CPM)		$ 6,028.05	Millage
25E222	VINTON RD	M 72 TO CHURCH ST	Local	0.17	CHIP SEAL	PM (CPM)		$ 6,576.45	Millage
25E229	WATSON RD	M 72 TO SKEGEMOG POINT	Local	0.75	CHIP SEAL	PM (CPM)		$ 33,560.25	Millage
25E215	WEST LONG LAKE RD	LAKEWOOD RD TO S LONG LAKE RD	Primary	1.48	POST RECON CHIP SEAL	PM (CPM)		$ 102,046.35	Millage
25E245	WILLIAMS RD/ RENNIE SCHOOL RD	KEYSTONE TO M37	Local	1.8	CHIP SEAL	PM (CPM)		$ 136,664.20	Millage
25E225	WILLIAMSBURG RD	M 72 TO SUPPLY RD	Primary	5.78	CHIP SEAL	PM (CPM)		$ 331,343.50	Millage
25E209	WILSON RD	DAVIS RD TO ZUE RD	Local	1.99	CHIP SEAL	PM (CPM)		$ 89,418.60	Millage
25E232	ZIMMERMAN RD	N LONG LAKE RD TO W SILVER LAKE RD	Local	1.37	CRACK & CHIP SEAL	PM (CPM)		$ 68,810.40	Millage
25E243	ZUE RD	WILSON RD TO KARLIN RD	Local	1	CHIP SEAL	PM (CPM)		$ 83,245.95	Millage
				Est. Total				**$ 3,618,623.60**	

PM (CPM) = Preventative Maintenance - Capital Preventative Maintenance
RH (SI) = Rehabilitation - Structural Improvement
RC (S) = Reconstruction - Structural Improvement

PLANNED PROJECTS 2025

HOT MIXED ASPHALT(HMA)

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
25E006	3 MILE RD	S. AIRPORT RD TO HAMMOND RD	Primary	1.4	CRUSH & SHAPE, HMA - WIDEN FOR PAVED SHOULDER	RH (SI)	Cat F (17.07%) MTF 82.93%)	$ 2,200,000.00	FEDAID/MTF
25E007	CLARK ROAD	M-113 TO VOICE RD	Primary	1.5	ADD SHLDRS, CHIP INTERLAYER, OVERLAY	RH (SI)		$ 900,000.00	Millage
25E002	CASS RD	HARTMAN TO BRIDGE	Primary	1.2	CRUSH & SHAPE, HMA - WIDEN FOR PAVED SHOULDER	RH (SI)	MPO (76.73%) MTF (23.27%)	$ 1,372,720.00	MPO/MTF
24E002/25E001	FIFE LAKE RD	SUPPLY RD TO FIFE LAKE C.L.	Primary	5.24	1.5" HMA OVERLAY/ TRENCH & HMA SHOULDER CHIP SEAL	RH (SI)	24E002 - STP (62.25%) State D (5.51%) MTF (32.24%) 25E001 - STP (80%) State D (6.57%) MTF (44.5%)	$ 2,194,875.00	STP/State D/MTF
25E316	TOWNLINE RD E	S. AIRPORT RD TO HAMMOND RD	Local	1.28	1.5" HMA OVERLAY	RH (SI)	MTF (~13%) TWP (~13%) Millage (74%)	$ 350,000.00	Millage/TWP
UNK	VARIOUS				WEDGING	PM (CPM)		$ 500,000.00	Millage
				Est. Total				**$ 7,517,595.00**	

MDOT

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
UNK	YOUKER RD & KARLIN RD				INTERSECTION WIDENING				MDOT
UNK	YOUKER RD & CR 633				INTERSECTION WIDENING				MDOT
UNK	DIAMOND PARK RD	BENZIE CO LINE TO GONDER RD	Primary	0.96	OVERLAY - WIDEN FOR PAVED SHOULDER	RH (SI)			MDOT
UNK	GONDER RD	US 31 TO DIAMOND PARK RD	Local	2.02	OVERLAY - WIDEN FOR PAVED SHOULDER	RH (SI)			MDOT
UNK	RILEY RD	GONDER RD TO J MADDY PKWY	Local	1.53	OVERLAY - WIDEN FOR PAVED SHOULDER	RH (SI)			MDOT

SIGNAL

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
24S202	HAMMOND RD & KEYSTONE RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
24S202	HAMMOND RD & LAFRANIER RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
24S202	N LONG LAKE RD & ZIMMERMAN RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
24S202	S. AIRPORT RD & PARK DR				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
24S202	SILVER LAKE RD & BARNES RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
24S202	SILVER LAKE RD & FRANKE RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
24S202	SILVER LAKE RD & ZIMMERMAN RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace - Signal Head	HSIP-Str Sys (85.5%) MTF (14.5%)	$ 28,571.43	HSIP SAFETY GRANT/MTF
25S301	3 MILE RD & PARSONS RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span	MTF (100%)	$ 500,000.00	MTF
25S302	KEYSTONE RD & BRIMELY RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span	MTF (100%)	$ 500,000.00	MTF
25S303	NORTH LONG LAKE & HERKNER RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span	HSIP (72%) MTF (18%)	$ 500,000.00	HSIP/MTF
				Est. Total				**$ 1,700,000.00**	

SAFETY GRANTS

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
25E004	SECOR & E LONG LAKE RD				VERTICAL CURVE		HRRR (90%) MTF (10%)	$ 621,412.00	HRRR/MTF
25E003	SUMMIT CITY AT WALTON RD				VERTICAL CURVE		HRRR (90%) MTF (10%)	$ 672,000.00	HRRR/MTF
24E215	ZIMMERMAN RD	S. OF PANORAMA TO HERITAGE WAY			HIGH FRICTION SURFACE TREATMENT		HSIP-GEN (80%) MTF (20%)	$ 255,851.00	MSIP-GEN/MTF
				Est. Total				**$ 1,549,263.00**	

PM (CPM) = Preventative Maintenance - Capital Preventative Maintenance
RH (SI) = Rehabilitation - Structural Improvement
RC (S) = Reconstruction - Structural Improvement

PLANNED PROJECTS 2026

CHIP SEAL

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	ARNOLD RD	M 72 TO CRISP RD	Local	0.52	CHIP SEAL	PM (CPM)		$ 29,092.58	Millage
	FIFE LAKE RD	SUPPLY RD TO FIFE LAKE C.L.	Primary	5.24	POST RECON CHIP SEAL	PM (CPM)		$ 293,163.64	Millage
	CLARK ROAD	M-113 TO VOICE RD	Primary	1.5	POST RECON CHIP SEAL	PM (CPM)		$ 93,000.00	Millage
	TOWNLINE RD E	HAMMOND RD TO S. AIRPORT RD	Local	1.28	POST RECON CHIP SEAL	PM (CPM)		$ 71,612.49	Millage
				Est. Total				**$ 486,868.71**	

HOT MIXED ASPHALT (HMA)

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	CASS RD	HARTMAN RD TO S. AIRPORT RD	Primary	1.25	CRUSH & SHAPE, HMA WIDEN FOR PAVED SHOULDERS	RH (SI)		$ 831,250.00	MPO/MTF
	CEDAR RUN RD	CEDARCREST DR TO CEDAR VALLEY RD	Primary	3.16	1.5" HMA OVERLAY/TRENCH AND HMA SHOULDER CHIP SEAL	RH (SI)		$ 1,580,000.00	RTF
	FRANKE RD	SILVER LAKE RD TO US 31	Local	0.6	CRUSH & SHAPE, HMA WIDEN FOR PAVED SHOULDERS	RH (SI)		$ 1,500,000.00	MPO/MTF
	HAMMOND RD E	TOWNLINE RD TO 3 MILE RD	Primary	0.91	CRUSH & SHAPE, HMA WIDEN FOR PAVED SHOULDERS	RH (SI)		$ 1,500,000.00	
	FOUR MILE RD	HAMMOND RD TO RR CROSSING	Primary	1.91	WEDGE, CHIPSEAL, OVERLAY	RH (SI)		$ 859,500.00	
	WEST LONG LAKE RD	PRESERVATION DR TO LAKEWOOD DR	Primary	1.32	CRUSH & SHAPE, HMA WIDEN FOR PAVED SHOULDERS	RH (SI)		$ 877,800.00	
				Est. Total				$ 7,148,550.00	

BRIDGE RECONSTRUCTION

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	BIETNER BRIDGE				BRIDGE RECONSTRUCT				
				Est. Total				$ -	

SIGNALS

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	GARFIELD RD & BRIMLEY RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span		$ 500,000.00	
	HAMMOND RD & 3 MILE MILE RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span		$ 500,000.00	
	S. AIRPORT RD & CASS RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span		$ 500,000.00	
	SILVER LAKE RD & WEST JUNIOR HIGH SCHOOL				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace Equipment			
	SUMMIT CITY RD & WALKTON RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace Equipment			
	SUPPLY RD & WOODLAND SCHOOL				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace Equipment			
				Est. Total				**$ 1,500,000.00**	

PM (CPM) = Preventative Maintenance - Capital Preventative Maintenance
RH (SI) = Rehabilitation - Structural Improvement
RC (S) = Reconstruction - Structural Improvement

PLANNED PROJECTS 2027

CHIP SEAL

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	CEDAR RUN RD	CEDARCREST DR TO CEDAR VALLEY RD	Primary	3.16	POST RECON CHIP SEAL	PM (CPM)		$ 176,793.34	Millage
	WEST LONG LAKE RD	PRESERVATION DR TO LAKEWOOD DR	Primary	1.32	POST RECON CHIP SEAL	PM (CPM)		$ 73,850.38	Millage
					Est. Total			**$ 250,643.72**	

HOT MIXED ASPHALT (HMA)

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	HAMMOND ROAD	FOUR MILE RD TO HIGH LAKE RD	Primary	1.25	2" HMA OVERLAY/ADD SHOULDERS	RH (SI)		$ 625,000.00	Millage
	N WEST SILVER LAKE RD	ZIMMERMAN RD TO US 31	Primary	4.69	2" HMA OVERLAY	RH (SI)		$ 1,876,000.00	Millage
	W SOUTH AIRPORT RD	TOWNLINE RD TO 3 MILE RD	Primary	0.86	CRUSH & SHAPE WITH HMA, add center turn lane	RH (SI)		$ 1,500,000.00	MPO
	WILLIAMSBURG RD	CHURCH ST TO SUPPLY	Primary	5.56	1.5" OVERLAY ADD HMA SHOULDER	RH (SI)		$ 2,780,000.00	RTF/MTF
					Est. Total			**$ 6,781,000.00**	

SIGNALS

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	S. AIRPORT RD & 3 MILE RD				SIGNAL MODERNIZATION	Steel Pole Floating Box Span		$ 500,000.00	
	S. AIRPORT RD & GT MALL/CROSSING CIRCLE				SIGNAL MODERNIZATION	Steel Pole Floating Box Span		$ 500,000.00	
	HAMMOND RD & KEYSTONE RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
	HAMMOND RD & LAFRANIER RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
	S. AIRPORT RD & PARK DR				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
	SILVER LAKE RD & BARNES RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
	SILVER LAKE RD & COPPER RIDGE PVT				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
	SILVER LAKE RD & FRANKE RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
	SILVER LAKE RD & ZIMMERMAN RD				HEAVY MAINTENANCE SIGNAL PROJECTS	Replace	Street Name Sign w/ Retroflective		
					Est. Total			**$ 1,000,000.00**	

PM (CPM) = Preventative Maintenance - Capital Preventative Maintenance
RH (SI) = Rehabilitation - Structural Improvement
RC (S) = Reconstruction - Structural Improvement

PLANNED PROJECTS 2028

CHIP SEAL

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	HAMMOND ROAD	FOUR MILE RD TO HIGH LAKE RD	Primary	1.25	POST RECON CHIP SEAL	PM (CPM)		$ 77,500.00	Millage
	N WEST SILVER LAKE RD	ZIMMERMAN RD TO US 31	Primary	4.69	POST RECON CHIP SEAL	PM (CPM)		$ 290,780.00	Millage
	WILLIAMSBURG RD	CHURCH ST TO SUPPLY	Primary	5.56	POST RECON CHIP SEAL	PM (CPM)		$ 344,720.00	Millage
				Est. Total				**$ 713,000.00**	

HOT MIXED ASPHALT (HMA)

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment Type	Notes	Est. Cost	Funding Source
	N EAST SILVER LAKE ROAD	SILVER LAKE TO US-31	Primary	3.78	2" HMA OVERLAY	RH (SI)		$ 1,512,000.00	Millage
	KARLIN ROAD	NESSEN RD TO SCHELL RD	Primary	1.7	2" HMA OVERLAY/ADD SHOULDERS	RH (SI)		$ 1,000,000.00	Millage
	ANGELL RD	US 31 TO ELK LAKE RD	Primary	2.38	CRUSH & SHAPE, HMA WIDEN FOR PAVED SHOULDERS	RH (SI)		$ 1,582,700.00	Millage
	HAMMOND ROAD	LAFRANIER ROAD TO KEYSTONE ROAD	Primary	0.5	1.5' MILL AND FILL/FIX FROST HEAVE	RH (SI)		$ 500,000.00	MPO
	CR 633	SCHELL ROAD TO W COUNTY LINE ROAD	Primary	4.21	2" HMA OVERLAY/ADD SHOULDERS	RH (SI)		$ 2,105,000.00	SAFETY/MTF
				Est. Total				**$ 6,699,700.00**	

PM (CPM) = Preventative Maintenance - Capital Preventative Maintenance
RH (SI) = Rehabilitation - Structural Improvement
RC (S) = Reconstruction - Structural Improvement

PLANNED PROJECTS 2029

CHIP SEAL

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment	Notes	Est. Cost	Funding Source
	N EAST SILVER LAKE ROAD	SILVER LAKE TO US-31	Primary	3.78	POST RECON CHIP SEAL	PM (CPM)		$ 234,360.00	Millage
	KARLIN ROAD	NESSEN RD TO SCHELL RD	Primary	1.7	POST RECON CHIP SEAL	PM (CPM)		$ 105,400.00	Millage
	ANGELL RD	US 31 TO ELK LAKE RD	Primary	2.38	POST RECON CHIP SEAL	PM (CPM)		$ 147,560.00	Millage
	CR 633	SCHELL ROAD TO W COUNTY LINE ROAD	Primary	4.21	POST RECON CHIP SEAL	PM (CPM)		$ 261,020.00	Millage
					Est. Total			**$ 748,340.00**	

HOT MIXED ASPHALT (HMA)

Project ID	Road Project	Extents	Legal System	Length	Project Type	Treatment	Notes	Est. Cost	Funding Source
	W COUNTY LINE ROAD	M-37 TO W COL	Primary	6.95	2" OVERLAY ADD PAVED SHOULDERS			$ 3,475,000.00	RTF
	W LONG LAKE ROAD	N LONG LAKE ROAD TO PRESERVATION	Primary	1.43	2" OVERLAY ADD PAVED SHOULDERS			$ 715,000.00	Millage
	S. AIRPORT ROAD	VETERANS DR TO GARFIELD	Primary	1.94	1.5" MILL/FILL			$ 970,000.00	Millage
					Est. Total			**$ 5,160,000.00**	

PM (CPM) = Preventative Maintenance - Capital Preventative Maintenance
RH (SI) = Rehabilitation - Structural Improvement
RC (S) = Reconstruction - Structural Improvement

Project: S. Airport Rd. (Townline Rd. to Three Mile Rd.)
Agency: Grand Traverse County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	Township and TART pursuing funds for non-motorized path along S. Airport throughout this section of the road to connect to TART trail on Three Mile Rd	10	Scored high due to anticipated partnership between agencies and potential for additional grant funding.
2) Economic Development	N/A	N/A	Potential +10 pts
	Actual PASER Rating		
3) PASER - Pavement Condition	9 - from Townline to Judson 2 - from Judson to Three Mile Rd	5	
	Actual AADT		
4) Average Traffic Count	13,579	3	
	Actual CAADT		
5) Average Freight Traffic Count	368	1	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 20-30	4	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	2.3	5	
8 – B) Area of Safety concern	N/A	0	Crash statistics provided
	Actual NFC		
9) National Road Classification	Minor Arterial	10	
	Description		
10 – A) Traffic Control Measures	Yes	2	upgrades at signalized intersections
10 – B) Increase Presence	No	0	
10 – C) Public Transit Element	N/A	N/A	Potential +1 pts

Project Total Score: range 50-61

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Grand Traverse County Road Commission

Agency contact person: Derek Weichlein

Proposed project: S. Airport Road

Local agency project rank: 3

Fiscal year funding is requested: 2028 Proposed let date: 12/2027

Major route: S. Airport Rd

Project limits: Townline Rd to Three Mile Rd

Length (in mi.): .9 ☒ Project area map attached?

Project description: Crush and shape, add center turn lane

Project Conditions

PASER rating: 2 Remaining Service Life (RSL): -7 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☒ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 13482 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 10 On MTP Freight Route? ☒ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☒ Yes ☐ No

Functional Class: minor arterial Year of last improvement: unknown

Description of last improvement: unknown

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ■ No

If yes to either question, please explain:

If you have a preferred funding source, check box: ■ STP ☐ CMAQ

Proposed Participating Cost	$ 1500000	Proposed Federal	$ 1000000
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 1500000	Proposed Local	$ 500000

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ■ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ■ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ■ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

East Bay Township/TART trails is pursuing funds to complete the non motorized path from Townline Rd to Three Mile Rd. If funds are available path would be completed concurrently with road construction, curb Ramp upgrades at signalized intersections

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score:

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 2.30

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Project includes the addition of a center left turn lane which is a countermeasure to both rear end, angle, and sideswipe opposite crashes that have occurred on this segment.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ■ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.

Summary of Crash Statistics

Grand Traverse (County)

Report Module: Safety Management Analysis

Today's Date: Thursday, September 12, 2024

Dates: 01/01/2019 to 12/31/2023

Animal Crashes: Excluded

Criteria:

Start Date >= 01/01/2019
End Date <= 12/31/2023

NOTE: For most of the categories, a crash may be counted in only one of the option items. For example, in the CRASHES BY DAY OF THE WEEK category, a crash may be counted in the total of only one day (the option item); i.e.-- a crash counted in the total for Monday is not counted in the totals for any of the other days. There are two exceptions to this rule: for the CRASHES BY INVOLVEMENT and CRASHES BY DRIVER VIOLATION categories a crash may be counted in more than one of the option items. For example, a crash may involve Drinking, Deer, and Fleeing Situation; in the CRASHES BY INVOLVEMENT category this crash would be counted in the totals of three of the option items (Drinking, Deer, and Fleeing Situation).

Also, the percentages listed in parenthesis are a representation of the total crashes for each option item as a percent of the TOTAL NUMBER OF CRASHES in the selected date range. The percentages listed after each Fatal + A-type option item total in the CRASHES BY DRIVER VIOLATION category are an exception; these percentages represent the total Fatal and A-type Injury crashes as a percentage of the Driver Violation option item total that they follow (and are grouped with, as indicated by the horizontal dividing lines).

Report Filter

Field Name	Operator	Value(s)
ROAD: PR/Milepoint Range	=	1001902 : W South Airport Rd from 2.950 to 3.877

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

TOTAL NUMBER OF CRASHES: 51

CRASHES BY DAY OF WEEK		F	A	B/C and PDO	Total	% of Crashes
Sunday	=	0	0	6	6	11.8%
Monday	=	0	1	6	7	13.7%
Tuesday	=	0	1	8	9	17.6%
Wednesday	=	0	0	5	5	9.8%
Thursday	=	0	0	6	6	11.8%
Friday	=	1	1	12	14	27.5%
Saturday	=	0	0	4	4	7.8%

CRASHES BY SURFACE CONDITION						
Dry	=	0	3	30	33	64.7%
Wet	=	1	0	12	13	25.5
Icy	=	0	0	2	2	3.9%
Snowy	=	0	0	2	2	3.9%
Muddy	=	0	0	0	0	0.0%
Slushy	=	0	0	1	1	2.0%
Debris	=	0	0	0	0	0.0%
Water	=	0	0	0	0	0.0%
Sand	=	0	0	0	0	0.0%
Oily	=	0	0	0	0	0.0%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TIME OF DAY						
MDNT-01AM	=	0	0	1	1	2.0%
01AM-02AM	=	0	0	2	2	3.9%
02AM-03AM	=	0	0	0	0	0.0%
03AM-04AM	=	0	0	0	0	0.0%
04AM-05AM	=	0	0	0	0	0.0%
05AM-06AM	=	0	0	0	0	0.0%
06AM-07AM	=	0	0	1	1	2.0%
07AM-08AM	=	1	1	0	2	3.9%
08AM-09AM	=	0	0	2	2	3.9%
09AM-10AM	=	0	1	0	1	2.0%
10AM-11AM	=	0	0	2	2	3.9%
11AM-NOON	=	0	0	3	3	5.9%
NOON-01PM	=	0	0	6	6	11.8%
01PM-02PM	=	0	0	2	2	3.9%
02PM-03PM	=	0	0	2	2	3.9%
03PM-04PM	=	0	1	7	8	15.7%
04PM-05PM	=	0	0	6	6	11.8%
05PM-06PM	=	0	0	4	4	7.8%
06PM-07PM	=	0	0	2	2	3.9%
07PM-08PM	=	0	0	2	2	3.9%
08PM-09PM	=	0	0	2	2	3.9%
09PM-10PM	=	0	0	1	1	2.0%
10PM-11PM	=	0	0	2	2	3.9%
11PM-MDNT	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TYPE		F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	=	0	0	4	4	7.8%
Angle Straight	=	0	0	2	2	3.9%
Angle Turn	=	0	2	6	8	15.7%
Animal	=	0	0	0	0	0.0%
Backing	=	0	0	0	0	0.0%
Bicycle	=	0	0	1	1	2.0%
Fixed Object	=	0	0	6	6	11.8%
Head-on	=	0	0	1	1	2.0%
Head-on Left-Turn Driveway	=	0	0	0	0	0.0%
Head-on L-Turn Not Driveway	=	0	0	5	5	9.8%
Hit Train	=	0	0	0	0	0.0%
Misc. Multiple Vehicle	=	0	0	0	0	0.0%
Misc. Single Vehicle	=	0	0	1	1	2.0%
Other Driveway	=	0	0	0	0	0.0%
Other Object	=	0	0	0	0	0.0%
Overturn	=	0	0	0	0	0.0%
Parking	=	0	0	0	0	0.0%
Pedestrian	=	1	0	1	2	3.9%
Rear End Driveway	=	0	0	1	1	2.0%
Rear End Left Turn	=	0	0	0	0	0.0%
Rear End Right Turn	=	0	0	0	0	0.0%
Rear End Straight	=	0	1	18	19	37.3%
Side Swipe Opposite	=	0	0	0	0	0.0%
Side Swipe Same	=	0	0	1	1	2.0%

CRASHES BY MONTH						
January	=	0	0	5	5	9.8%
February	=	0	0	1	1	2.0%
March	=	0	0	3	3	5.9%
April	=	0	0	2	2	3.9%
May	=	0	1	6	7	13.7%
June	=	0	0	3	3	5.9%
July	=	0	0	5	5	9.8%
August	=	0	1	4	5	9.8%
September	=	0	0	3	3	5.9%
October	=	1	0	4	5	9.8%
November	=	0	0	6	6	11.8%
December	=	0	1	5	6	11.8%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY WEATHER CONDITION						
Clear	=	0	2	21	23	45.1%
Cloudy	=	0	1	13	14	27.5%
Fog	=	0	0	0	0	0.0%
Rain	=	1	0	8	9	17.6%
Sleet/Hail	=	0	0	0	0	0.0%
Snow	=	0	0	5	5	9.8%
Wind	=	0	0	0	0	0.0%
Blowing Snow	=	0	0	0	0	0.0%
Blowing Dirt	=	0	0	0	0	0.0%
Smoke	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

CRASHES BY LIGHT CONDITION		F	A	B/C and PDO	Total	% of Crashes
Daylight	=	0	2	34	36	70.6%
Dawn	=	0	1	2	3	5.9%
Dusk	=	0	0	1	1	2.0%
Dark, Lighted	=	1	0	6	7	13.7
Dark, Unlighted	=	0	0	4	4	7.8%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY SEVERITY			
Fatal	=	1	2.0%
A-Incapacitating	=	3	5.9%
B-Non-Incapacitating	=	2	3.9%
C-Possible Injury	=	6	11.8%
Uninjured	=	39	76.5%
Uncoded & Errors	=	0	0.0%

CRASHES BY INVOLVEMENT			
Drinking	=	5	9.8%
Drugs	=	0	0.0%
Truck/Bus	=	3	5.9%
Snowmobile	=	0	0.0%
Emergency Vehicle	=	0	0.0%
Off Road Vehicle	=	0	0.0%
Pedestrian	=	2	3.9%
Bicyclist	=	1	2.0%
Farm Equipment	=	0	0.0%
Animal	=	0	0.0%
School Bus	=	2	3.9%
Motorcycle	=	0	0.0%
Train	=	0	0.0%
Hit and Run	=	4	7.8%
Fleeing Situation	=	0	0.0%

CRASHES BY DRIVER VIOLATION			
Careless or Negligent	=	1	2.0%
Fatal + A-Type	=	1	100.0
Disobeyed TCD	=	4	7.8%
Fatal + A-Type	=	0	0.0%
Drove Left of Center	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Wrong Way	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Fail to Stop ACD	=	19	37.3%
Fatal + A-Type	=	1	5.3%
Failed to Yield	=	17	33.3%
Fatal + A-Type	=	2	11.8%
Improper Backing	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Lane Use	=	1	2.0%
Fatal + A-Type	=	0	0.0%
Improper Pass	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Signal	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Turn	=	1	2.0%
Fatal + A-Type	=	0	0.0%
Other	=	2	3.9%
Fatal + A-Type	=	0	0.0%
Reckless Driving	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Speed Too Fast	=	5	9.8%
Fatal + A-Type	=	0	0.0%
Speed Too Slow	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Ran Red Light	=	11	21.6%
Fatal + A-Type	=	0	0.0%

TTCI

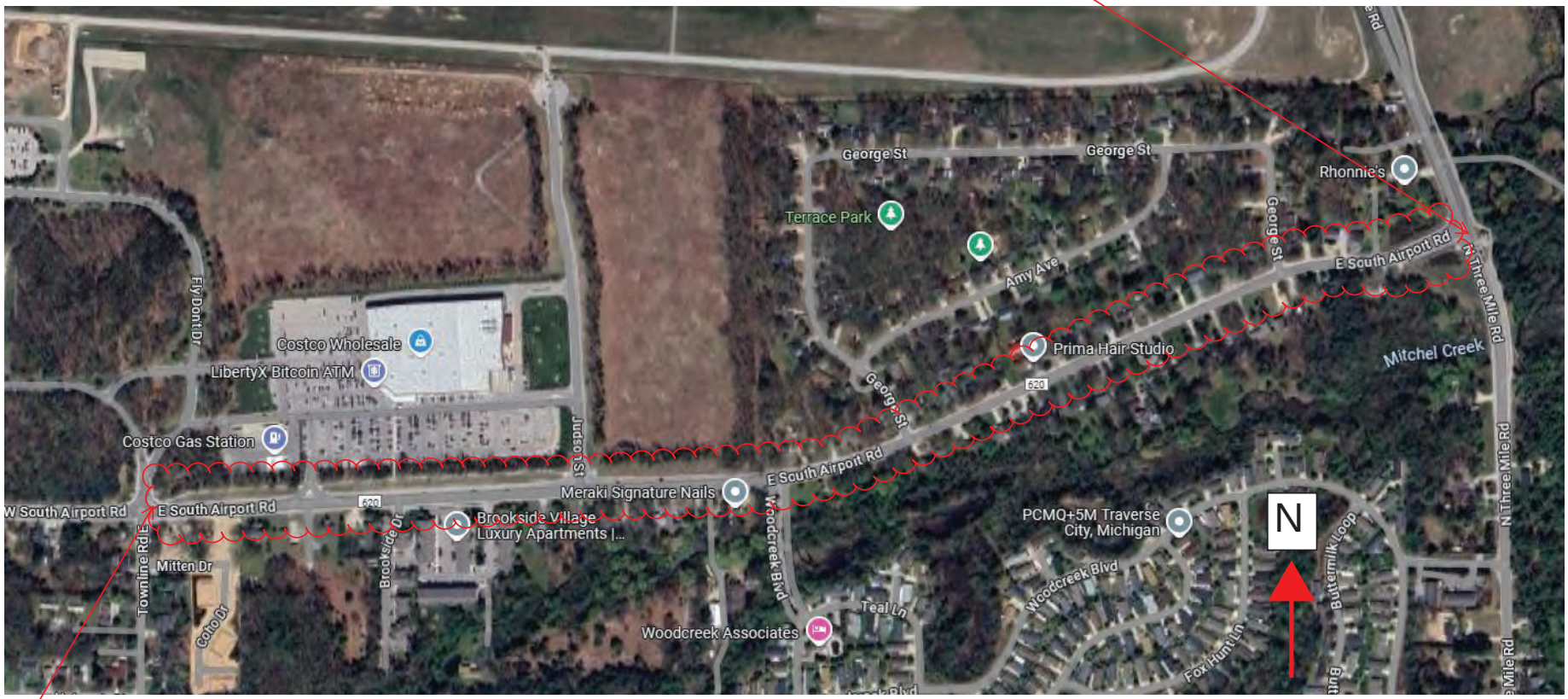
FY 2027 Project Nomination

Grand Traverse County Road Commission

S. Airport Rd: Townline Rd to Three Mile Rd

Project will consist of crushing and shaping/mill and overlay the existing roadway surface, correcting base issues, driveway approaches, drainage improvements and pavement markings on S. Airport Road from Townline Road to Three Mile Road. From Townline Road easterly to Judson the roadway will be milled and overlayed adding 5' paved shoulders. From Judson Street Easterly to Three Mile Road the roadway will be crush and shaped. A center left turn lane will also be added from Judson Street to Three Mile Road due to driveway density and as a countermeasure to the crashes that have occurred on this segment, this will expand the current roadway from two, 11' lanes to three 11' lanes.

End Project



Begin Project

Project: S. Airport Rd. (Silver Lake Rd. to 1275' west of US-31
Agency: Grand Traverse County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	N/A	N/A	
2) Economic Development	N/A	N/A	
	Actual PASER Rating		
3) PASER - Pavement Condition	3	8	
	Actual AADT		
4) Average Traffic Count	18,551	4	
	Actual CAADT		
5) Average Freight Traffic Count	503	3	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 10-20	2	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	1.6	5	
8 – B) Area of Safety concern	Yes	5	This will be a countermeasure to the fixed object, angle, sideswipe and rear end crashes experienced int this area
	Actual NFC		
9) National Road Classification	Minor Arterial	10	
	Description		
10 – A) Traffic Control Measures	No	0	
10 – B) Increase Presence	No	0	
10 – C) Public Transit Element	No	0	

Project Total Score: range 47-57

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Grand Traverse County Road Commission

Agency contact person: Derek Weichlein

Proposed project: S. Airport Road

Local agency project rank: 3

Fiscal year funding is requested: 2029 Proposed let date: 12/2028

Major route: S. Airport Rd

Project limits: Silver Lake Rd to 1275' West of US-31

Length (in mi.): 1 ☒ Project area map attached?

Project description: Crush and shape, add center turn lane

Project Conditions

PASER rating: 2 Remaining Service Life (RSL): -7 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☒ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 13342 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 10 On MTP Freight Route? ☒ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☒ Yes ☐ No

Functional Class: minor arterial Year of last improvement: 2020

Description of last improvement: crack seal

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ■ No

If yes to either question, please explain: _____

If you have a preferred funding source, check box: ■ STP ☐ CMAQ

Proposed Participating Cost	$ 1350000	Proposed Federal	$ 1000000
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 1350000	Proposed Local	$ 500000

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ■ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ■ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ■ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score: _____
Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 1.6

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Project includes adding 5' paved shoulders and adding a center left turn lane at Eastward Dr and Hidden Creek Dr

This will be a countermeasure to the fixed object, angle, sideswipe and rear end crashes experienced int this area

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ■ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.

Summary of Crash Statistics

Grand Traverse (County)

Report Module: Safety Management Analysis

Today's Date: Wednesday, October 16, 2024

Dates: 01/01/2019 to 12/31/2023

Animal Crashes: Included

Criteria:

Start Date >= 01/01/2019
End Date <= 12/31/2023
Crash Type = Angle Driveway or Angle Straight or Angle Turn or Backing or Bicycle or Fixed Object or Head-on or Head-On Left Turn Driveway or Head-On Left-Turn Not Associated with Driveway or Hit Train or Misc. Multiple Vehicle or Misc. Single Vehicle or Other Driveway or Other Object or Overturn or Parking or Pedestrian or Rear End Driveway or Rear End Left Turn or Rear End Right Turn or Rear End Straight or Side-Swipe Opposite or Side-Swipe Same

NOTE: For most of the categories, a crash may be counted in only one of the option items. For example, in the CRASHES BY DAY OF THE WEEK category, a crash may be counted in the total of only one day (the option item); i.e.-- a crash counted in the total for Monday is not counted in the totals for any of the other days. There are two exceptions to this rule: for the CRASHES BY INVOLVEMENT and CRASHES BY DRIVER VIOLATION categories a crash may be counted in more than one of the option items. For example, a crash may involve Drinking, Deer, and Fleeing Situation; in the CRASHES BY INVOLVEMENT category this crash would be counted in the totals of three of the option items (Drinking, Deer, and Fleeing Situation).

Also, the percentages listed in parenthesis are a representation of the total crashes for each option item as a percent of the TOTAL NUMBER OF CRASHES in the selected date range. The percentages listed after each Fatal + A-type option item total in the CRASHES BY DRIVER VIOLATION category are an exception; these percentages represent the total Fatal and A-type Injury crashes as a percentage of the Driver Violation option item total that they follow (and are grouped with, as indicated by the horizontal dividing lines).

Report Filter

Field Name	Operator	Value(s)
ROAD: PR/Milepoint Range	=	992906 : W South Airport Rd from 0.175 to 1.000

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

TOTAL NUMBER OF CRASHES: 39

CRASHES BY DAY OF WEEK		F	A	B/C and PDO	Total	% of Crashes
Sunday	=	0	0	2	2	5.1%
Monday	=	0	0	4	4	10.3%
Tuesday	=	0	0	5	5	12.8%
Wednesday	=	0	0	7	7	17.9%
Thursday	=	0	0	12	12	30.8%
Friday	=	0	0	6	6	15.4%
Saturday	=	0	0	3	3	7.7%

CRASHES BY SURFACE CONDITION						
Dry	=	0	0	27	27	69.2%
Wet	=	0	0	8	8	20.5
Icy	=	0	0	1	1	2.6%
Snowy	=	0	0	3	3	7.7%
Muddy	=	0	0	0	0	0.0%
Slushy	=	0	0	0	0	0.0%
Debris	=	0	0	0	0	0.0%
Water	=	0	0	0	0	0.0%
Sand	=	0	0	0	0	0.0%
Oily	=	0	0	0	0	0.0%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TIME OF DAY						
MDNT-01AM	=	0	0	1	1	2.6%
01AM-02AM	=	0	0	0	0	0.0%
02AM-03AM	=	0	0	0	0	0.0%
03AM-04AM	=	0	0	0	0	0.0%
04AM-05AM	=	0	0	0	0	0.0%
05AM-06AM	=	0	0	0	0	0.0%
06AM-07AM	=	0	0	0	0	0.0%
07AM-08AM	=	0	0	0	0	0.0%
08AM-09AM	=	0	0	1	1	2.6%
09AM-10AM	=	0	0	0	0	0.0%
10AM-11AM	=	0	0	3	3	7.7%
11AM-NOON	=	0	0	1	1	2.6%
NOON-01PM	=	0	0	6	6	15.4%
01PM-02PM	=	0	0	4	4	10.3%
02PM-03PM	=	0	0	3	3	7.7%
03PM-04PM	=	0	0	6	6	15.4%
04PM-05PM	=	0	0	7	7	17.9%
05PM-06PM	=	0	0	5	5	12.8%
06PM-07PM	=	0	0	1	1	2.6%
07PM-08PM	=	0	0	1	1	2.6%
08PM-09PM	=	0	0	0	0	0.0%
09PM-10PM	=	0	0	0	0	0.0%
10PM-11PM	=	0	0	0	0	0.0%
11PM-MDNT	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TYPE		F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	=	0	0	1	1	2.6%
Angle Straight	=	0	0	1	1	2.6%
Angle Turn	=	0	0	0	0	0.0%
Animal	=	0	0	0	0	0.0%
Backing	=	0	0	0	0	0.0%
Bicycle	=	0	0	1	1	2.6%
Fixed Object	=	0	0	3	3	7.7%
Head-on	=	0	0	1	1	2.6%
Head-on Left-Turn Driveway	=	0	0	0	0	0.0%
Head-on L-Turn Not Driveway	=	0	0	0	0	0.0%
Hit Train	=	0	0	0	0	0.0%
Misc. Multiple Vehicle	=	0	0	4	4	10.3%
Misc. Single Vehicle	=	0	0	0	0	0.0%
Other Driveway	=	0	0	2	2	5.1%
Other Object	=	0	0	0	0	0.0%
Overturn	=	0	0	1	1	2.6%
Parking	=	0	0	0	0	0.0%
Pedestrian	=	0	0	0	0	0.0%
Rear End Driveway	=	0	0	3	3	7.7%
Rear End Left Turn	=	0	0	1	1	2.6%
Rear End Right Turn	=	0	0	0	0	0.0%
Rear End Straight	=	0	0	13	13	33.3%
Side Swipe Opposite	=	0	0	1	1	2.6%
Side Swipe Same	=	0	0	7	7	17.9%

CRASHES BY MONTH						
January	=	0	0	1	1	2.6%
February	=	0	0	2	2	5.1%
March	=	0	0	1	1	2.6%
April	=	0	0	1	1	2.6%
May	=	0	0	5	5	12.8%
June	=	0	0	4	4	10.3%
July	=	0	0	4	4	10.3%
August	=	0	0	1	1	2.6%
September	=	0	0	2	2	5.1%
October	=	0	0	9	9	23.1%
November	=	0	0	6	6	15.4%
December	=	0	0	3	3	7.7%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY WEATHER CONDITION						
Clear	=	0	0	23	23	59.0%
Cloudy	=	0	0	7	7	17.9%
Fog	=	0	0	0	0	0.0%
Rain	=	0	0	5	5	12.8%
Sleet/Hail	=	0	0	0	0	0.0%
Snow	=	0	0	4	4	10.3%
Wind	=	0	0	0	0	0.0%
Blowing Snow	=	0	0	0	0	0.0%
Blowing Dirt	=	0	0	0	0	0.0%
Smoke	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

CRASHES BY LIGHT CONDITION		F	A	B/C and PDO	Total	% of Crashes
Daylight	=	0	0	34	34	87.2%
Dawn	=	0	0	2	2	5.1%
Dusk	=	0	0	2	2	5.1%
Dark, Lighted	=	0	0	1	1	2.6%
Dark, Unlighted	=	0	0	0	0	0.0%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY SEVERITY			
Fatal	=	0	0.0%
A-Incapacitating	=	0	0.0%
B-Non-Incapacitating	=	2	5.1%
C-Possible Injury	=	6	15.4%
Uninjured	=	31	79.5%
Uncoded & Errors	=	0	0.0%

CRASHES BY INVOLVEMENT			
Drinking	=	1	2.6%
Drugs	=	1	2.6%
Truck/Bus	=	0	0.0%
Snowmobile	=	0	0.0%
Emergency Vehicle	=	0	0.0%
Off Road Vehicle	=	0	0.0%
Pedestrian	=	0	0.0%
Bicyclist	=	1	2.6%
Farm Equipment	=	0	0.0%
Animal	=	1	2.6%
School Bus	=	0	0.0%
Motorcycle	=	0	0.0%
Train	=	0	0.0%
Hit and Run	=	1	2.6%
Fleeing Situation	=	0	0.0%

CRASHES BY DRIVER VIOLATION			
Careless or Negligent	=	1	2.6%
Fatal + A-Type	=	0	0.0%
Disobeyed TCD	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Left of Center	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Wrong Way	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Fail to Stop ACD	=	21	53.8%
Fatal + A-Type	=	0	0.0%
Failed to Yield	=	8	20.5%
Fatal + A-Type	=	0	0.0%
Improper Backing	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Lane Use	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Pass	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Signal	=	1	2.6%
Fatal + A-Type	=	0	0.0%
Improper Turn	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Other	=	1	2.6%
Fatal + A-Type	=	0	0.0%
Reckless Driving	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Speed Too Fast	=	4	10.3%
Fatal + A-Type	=	0	0.0%
Speed Too Slow	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Ran Red Light	=	1	2.6%
Fatal + A-Type	=	0	0.0%

TTCI

FY 2028 Project Nomination

Grand Traverse County Road Commission

S. Airport Rd: Silver Lake Road to 1275’ west of US-31/M-37

Project will consist of crushing and shaping the existing roadway surface, correcting base issues, guardrail upgrades, driveway approaches, drainage improvements and pavement markings on S. Airport Rd from Silver Lake Road to 1275’ west of US-31/M-37. A center left turn lane will also be added on S. Airport Rd/Hidden Creek Drive and S. Airport/Eastward Drive intersections, this will expand the current roadway from two, 11’ lanes to three 11’ lanes in these areas.


Begin Project
N
Brunson Pl
Silver Lake Rd
W South Airport Rd
Ra-Wa-Si Ave
Stone Ridg
Hidden
Ridg
Hidden Creek Dr
Stone Ridge Dr
A Jump Ahead Day Care
Rock Ct
Kids Creek
Olive Garden Italian Restaurant
Chick-fil-A
Williams Autogroup
37
W South Airport Rd
Hillcrest Dr
Westward Dr
Hedwidge Dr
Eastward Dr
Creekside Community Church
Best Buy
Kids Creek
W South Airport Rd
W South Airport Rd
End Project

Project: Cass Rd. (Hartman Rd to S. Airport Rd.)
Agency: Grand Traverse County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	N/A	0	
2) Economic Development	Improve shoulders and curb ramp as Cass and S Airport Rd.	5	GTCRC complete streets policy (Potential +/- 5 pts)
	Actual PASER Rating		
3) PASER - Pavement Condition	3	8	8 Segments 1 segment rated 2 7 segments rated 3
	Actual AADT		
4) Average Traffic Count	6,916	2	
	Actual CAADT		
5) Average Freight Traffic Count	187	1	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 60-70	10	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	1.66	5	
8 – B) Area of Safety concern	Yes	5	
	Actual NFC		
9) National Road Classification	Minor Arterial	10	
	Description		
10 – A) Traffic Control Measures	Yes	2	Project includes the addition of a center left turn lane which is a countermeasure to both rear end, angle, and sideswipe opposite crashes that have occurred on this segment.
10 – B) Increase Presence	No	0	
10 – C) Public Transit Element	N/A	0	Potential +1 pts

Project Total Score: range 58-64

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Grand Traverse County Road Commission

Agency contact person: Derek Weichlein

Proposed project: Cass Road

Local agency project rank: 1

Fiscal year funding is requested: 2026 Proposed let date: 12/2025

Major route: Cass Rd

Project limits: Hartman Rd to S. Airport Rd

Length (in mi.): 1.25 ■ Project area map attached?

Project description: Crush and shape, add center turn lane, traffic signal modernization

Project Conditions

PASER rating: 2 Remaining Service Life (RSL): -18 years

Is this project 100% preserve? ☐ Yes ■ No

Is this a preventative maintenance project? ☐ Yes ■ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ■ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 7112 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 10 On MTP Freight Route? ■ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ■ Yes ☐ No

Functional Class: minor arterial Year of last improvement: unknown

Description of last improvement: unknown

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ■ No

If yes to either question, please explain: _____

If you have a preferred funding source, check box: ■ STP ☐ CMAQ

Proposed Participating Cost	$ 1500000	Proposed Federal	$ 1000000
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 1500000	Proposed Local	$ 500000

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ■ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ■ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ■ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

5' paved shoulders in accordance with GTCRC complete streets policy

curb ramp upgrades at the Cass/S. Airport intersection

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score: _____

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 1.66

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Project includes the addition of a center left turn lane which is a countermeasure to both rear end, angle, and sideswipe opposite crashes that have occurred on this segment.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ■ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

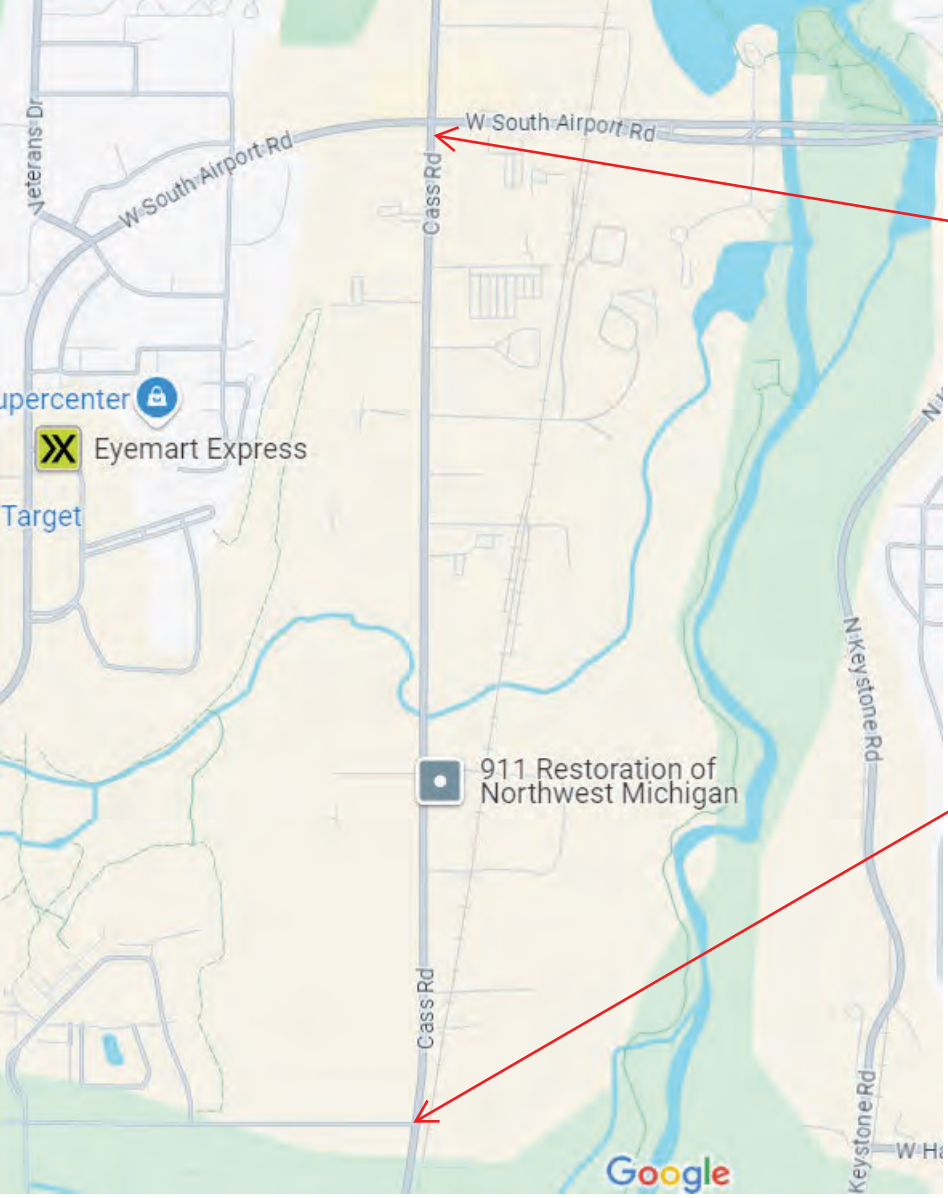
MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.


W South Airport Rd
W South Airport Rd
Cass Rd
Eyemart Express
Target
911 Restoration of
Northwest Michigan
N Keystone Rd
Cass Rd
Keystone Rd
Google
End Project
Begin Project

TTCI

FY 2026 Project Nomination

Grand Traverse County Road Commission

Cass Rd: Hartman Rd to S. Airport Rd

Project will consist of crushing and shaping the existing roadway surface, correcting base issues, guardrail upgrades, driveway approaches, drainage improvements and pavement markings on Cass Rd from Hartman Road to S. Airport Rd. A center left turn lane will also be added from S. Airport Rd to Hartman Road due to driveway density and as a countermeasure to the crashes that have occurred on this segment, this will expand the current roadway from two, 11' lanes to three 11' lanes. The traffic signal at the intersection of Cass and S. Airport Road will also be modernized a new lane configuration will also enable the existing split phasing to be removed improving efficiency on the S. Airport Road corridor.

Summary of Crash Statistics

Grand Traverse (County)

Report Module: Safety Management Analysis

Today's Date: Thursday, September 12, 2024

Dates: 01/01/2019 to 12/31/2023

Animal Crashes: Excluded

Criteria:

Start Date >= 01/01/2019
End Date <= 12/31/2023

NOTE: For most of the categories, a crash may be counted in only one of the option items. For example, in the CRASHES BY DAY OF THE WEEK category, a crash may be counted in the total of only one day (the option item); i.e.-- a crash counted in the total for Monday is not counted in the totals for any of the other days. There are two exceptions to this rule: for the CRASHES BY INVOLVEMENT and CRASHES BY DRIVER VIOLATION categories a crash may be counted in more than one of the option items. For example, a crash may involve Drinking, Deer, and Fleeing Situation; in the CRASHES BY INVOLVEMENT category this crash would be counted in the totals of three of the option items (Drinking, Deer, and Fleeing Situation).

Also, the percentages listed in parenthesis are a representation of the total crashes for each option item as a percent of the TOTAL NUMBER OF CRASHES in the selected date range. The percentages listed after each Fatal + A-type option item total in the CRASHES BY DRIVER VIOLATION category are an exception; these percentages represent the total Fatal and A-type Injury crashes as a percentage of the Driver Violation option item total that they follow (and are grouped with, as indicated by the horizontal dividing lines).

Report Filter

Field Name	Operator	Value(s)
ROAD: PR/Milepoint Range	=	3280050 : Cass Rd from 1.493 to 2.748

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

TOTAL NUMBER OF CRASHES: 27

CRASHES BY DAY OF WEEK		F	A	B/C and PDO	Total	% of Crashes
Sunday	=	0	0	3	3	11.1%
Monday	=	0	0	7	7	25.9%
Tuesday	=	0	0	2	2	7.4%
Wednesday	=	0	0	6	6	22.2%
Thursday	=	0	0	4	4	14.8%
Friday	=	0	0	3	3	11.1%
Saturday	=	0	0	2	2	7.4%

CRASHES BY SURFACE CONDITION						
Dry	=	0	0	17	17	63.0%
Wet	=	0	0	7	7	25.9
Icy	=	0	0	2	2	7.4%
Snowy	=	0	0	1	1	3.7%
Muddy	=	0	0	0	0	0.0%
Slushy	=	0	0	0	0	0.0%
Debris	=	0	0	0	0	0.0%
Water	=	0	0	0	0	0.0%
Sand	=	0	0	0	0	0.0%
Oily	=	0	0	0	0	0.0%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TIME OF DAY						
MDNT-01AM	=	0	0	0	0	0.0%
01AM-02AM	=	0	0	0	0	0.0%
02AM-03AM	=	0	0	0	0	0.0%
03AM-04AM	=	0	0	0	0	0.0%
04AM-05AM	=	0	0	0	0	0.0%
05AM-06AM	=	0	0	0	0	0.0%
06AM-07AM	=	0	0	0	0	0.0%
07AM-08AM	=	0	0	0	0	0.0%
08AM-09AM	=	0	0	3	3	11.1%
09AM-10AM	=	0	0	3	3	11.1%
10AM-11AM	=	0	0	2	2	7.4%
11AM-NOON	=	0	0	2	2	7.4%
NOON-01PM	=	0	0	4	4	14.8%
01PM-02PM	=	0	0	4	4	14.8%
02PM-03PM	=	0	0	2	2	7.4%
03PM-04PM	=	0	0	3	3	11.1%
04PM-05PM	=	0	0	1	1	3.7%
05PM-06PM	=	0	0	2	2	7.4%
06PM-07PM	=	0	0	1	1	3.7%
07PM-08PM	=	0	0	0	0	0.0%
08PM-09PM	=	0	0	0	0	0.0%
09PM-10PM	=	0	0	0	0	0.0%
10PM-11PM	=	0	0	0	0	0.0%
11PM-MDNT	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TYPE		F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	=	0	0	2	2	7.4%
Angle Straight	=	0	0	2	2	7.4%
Angle Turn	=	0	0	1	1	3.7%
Animal	=	0	0	0	0	0.0%
Backing	=	0	0	1	1	3.7%
Bicycle	=	0	0	1	1	3.7%
Fixed Object	=	0	0	3	3	11.1%
Head-on	=	0	0	0	0	0.0%
Head-on Left-Turn Driveway	=	0	0	0	0	0.0%
Head-on L-Turn Not Driveway	=	0	0	2	2	7.4%
Hit Train	=	0	0	0	0	0.0%
Misc. Multiple Vehicle	=	0	0	0	0	0.0%
Misc. Single Vehicle	=	0	0	0	0	0.0%
Other Driveway	=	0	0	0	0	0.0%
Other Object	=	0	0	0	0	0.0%
Overturn	=	0	0	0	0	0.0%
Parking	=	0	0	0	0	0.0%
Pedestrian	=	0	0	0	0	0.0%
Rear End Driveway	=	0	0	1	1	3.7%
Rear End Left Turn	=	0	0	3	3	11.1%
Rear End Right Turn	=	0	0	0	0	0.0%
Rear End Straight	=	0	0	5	5	18.5%
Side Swipe Opposite	=	0	0	2	2	7.4%
Side Swipe Same	=	0	0	4	4	14.8%

CRASHES BY MONTH						
January	=	0	0	3	3	11.1%
February	=	0	0	2	2	7.4%
March	=	0	0	2	2	7.4%
April	=	0	0	0	0	0.0%
May	=	0	0	1	1	3.7%
June	=	0	0	3	3	11.1%
July	=	0	0	1	1	3.7%
August	=	0	0	5	5	18.5%
September	=	0	0	4	4	14.8%
October	=	0	0	1	1	3.7%
November	=	0	0	2	2	7.4%
December	=	0	0	3	3	11.1%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY WEATHER CONDITION						
Clear	=	0	0	11	11	40.7%
Cloudy	=	0	0	11	11	40.7%
Fog	=	0	0	0	0	0.0%
Rain	=	0	0	3	3	11.1%
Sleet/Hail	=	0	0	0	0	0.0%
Snow	=	0	0	1	1	3.7%
Wind	=	0	0	0	0	0.0%
Blowing Snow	=	0	0	1	1	3.7%
Blowing Dirt	=	0	0	0	0	0.0%
Smoke	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

CRASHES BY LIGHT CONDITION		F	A	B/C and PDO	Total	% of Crashes
Daylight	=	0	0	27	27	00.0%
Dawn	=	0	0	0	0	0.0%
Dusk	=	0	0	0	0	0.0%
Dark, Lighted	=	0	0	0	0	0.0%
Dark, Unlighted	=	0	0	0	0	0.0%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY SEVERITY			
Fatal	=	0	0.0%
A-Incapacitating	=	0	0.0%
B-Non-Incapacitating	=	2	7.4%
C-Possible Injury	=	6	22.2%
Uninjured	=	19	70.4%
Uncoded & Errors	=	0	0.0%

CRASHES BY INVOLVEMENT			
Drinking	=	0	0.0%
Drugs	=	0	0.0%
Truck/Bus	=	1	3.7%
Snowmobile	=	0	0.0%
Emergency Vehicle	=	0	0.0%
Off Road Vehicle	=	0	0.0%
Pedestrian	=	0	0.0%
Bicyclist	=	1	3.7%
Farm Equipment	=	0	0.0%
Animal	=	0	0.0%
School Bus	=	0	0.0%
Motorcycle	=	0	0.0%
Train	=	0	0.0%
Hit and Run	=	1	3.7%
Fleeing Situation	=	0	0.0%

CRASHES BY DRIVER VIOLATION			
Careless or Negligent	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Disobeyed TCD	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Left of Center	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Wrong Way	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Fail to Stop ACD	=	8	29.6%
Fatal + A-Type	=	0	0.0%
Failed to Yield	=	11	40.7%
Fatal + A-Type	=	0	0.0%
Improper Backing	=	1	3.7%
Fatal + A-Type	=	0	0.0%
Improper Lane Use	=	1	3.7%
Fatal + A-Type	=	0	0.0%
Improper Pass	=	1	3.7%
Fatal + A-Type	=	0	0.0%
Improper Signal	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Turn	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Other	=	1	3.7%
Fatal + A-Type	=	0	0.0%
Reckless Driving	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Speed Too Fast	=	2	7.4%
Fatal + A-Type	=	0	0.0%
Speed Too Slow	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Ran Red Light	=	2	7.4%
Fatal + A-Type	=	0	0.0%

Project: Franke Rd. (US-31 to Silver Lake Rd.)
Agency: Grand Traverse County Road Commission
Federal Aid Eligible: Not at this time; Franke Rd. is in process of being added to the NHS

Factor	Actual / Description	Score	Comment
1) Local Coordination	Potential to improve existing trail and expand trail network in the area	5	Potential Partnership with TART, Garfield Township, and Joint Rec Authority (Potential +/- 5 pts)
2) Economic Development	Yes	5	
	Actual PASER Rating		
3) PASER - Pavement Condition	N/A	5	Not rated as part of NHS or non-NHS; pavement would likely score PASER rating of 2
	Actual AADT		
4) Average Traffic Count	3,580	1	*based off traffic study conducted by county in 2024
	Actual CAADT		
5) Average Freight Traffic Count	N/A	0	*no counts due to status as non-NHS
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 10-20	2	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	3.5	10	
8 – B) Area of Safety concern	Yes	5	
	Actual NFC		
9) National Road Classification	N/A	7	Not currently classified on NHS system; could be classifiedas Major Collector
	Description		
10 – A) Traffic Control Measures	Yes	2	
10 – B) Increase Presence	Yes	2	
10 – C) Public Transit Element	N/A	0	Potential +1 pts

Project Total Score: range 54-65

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Grand Traverse County Road Commission

Agency contact person: Derek Weichlein

Proposed project: Franke Rd

Local agency project rank: 2

Fiscal year funding is requested: 2027 Proposed let date: 5/2026

Major route: Franke Rd

Project limits: US-31 to Silver Lake Rd

Length (in mi.): 0.5 ■ Project area map attached?

Project description: Crush and Shape

Project Conditions

PASER rating: 2 Remaining Service Life (RSL): -7 years

Is this project 100% preserve? ☐ Yes ■ No

Is this a preventative maintenance project? ☐ Yes ■ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ■ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 8,149 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 10 On MTP Freight Route? ■ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ■ Yes ☐ No

Functional Class: proposed minor collector Year of last improvement: unknown

Description of last improvement: _____

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☒ Yes ☐ No

If yes to either question, please explain: 2027 Funds to be used in 2026

If you have a preferred funding source, check box: ☒ STP ☐ CMAQ

Proposed Participating Cost	$ 1,500,000	Proposed Federal	$ 1,000,000
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 1,500,000	Proposed Local	$ 500,000

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☒ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ☒ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☒ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Project is adjacent to Buffalo Ridge Trail, trail could possibly be continued to connect to the Mall Trail in conjunction with this project

Project located in Environmental Justice Area? ☐ Yes ☒ No

If yes, please include the MiEJ Environmental Justic Score: _____

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 3.5

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Addition of recessed wet reflective pavement markings

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ■ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

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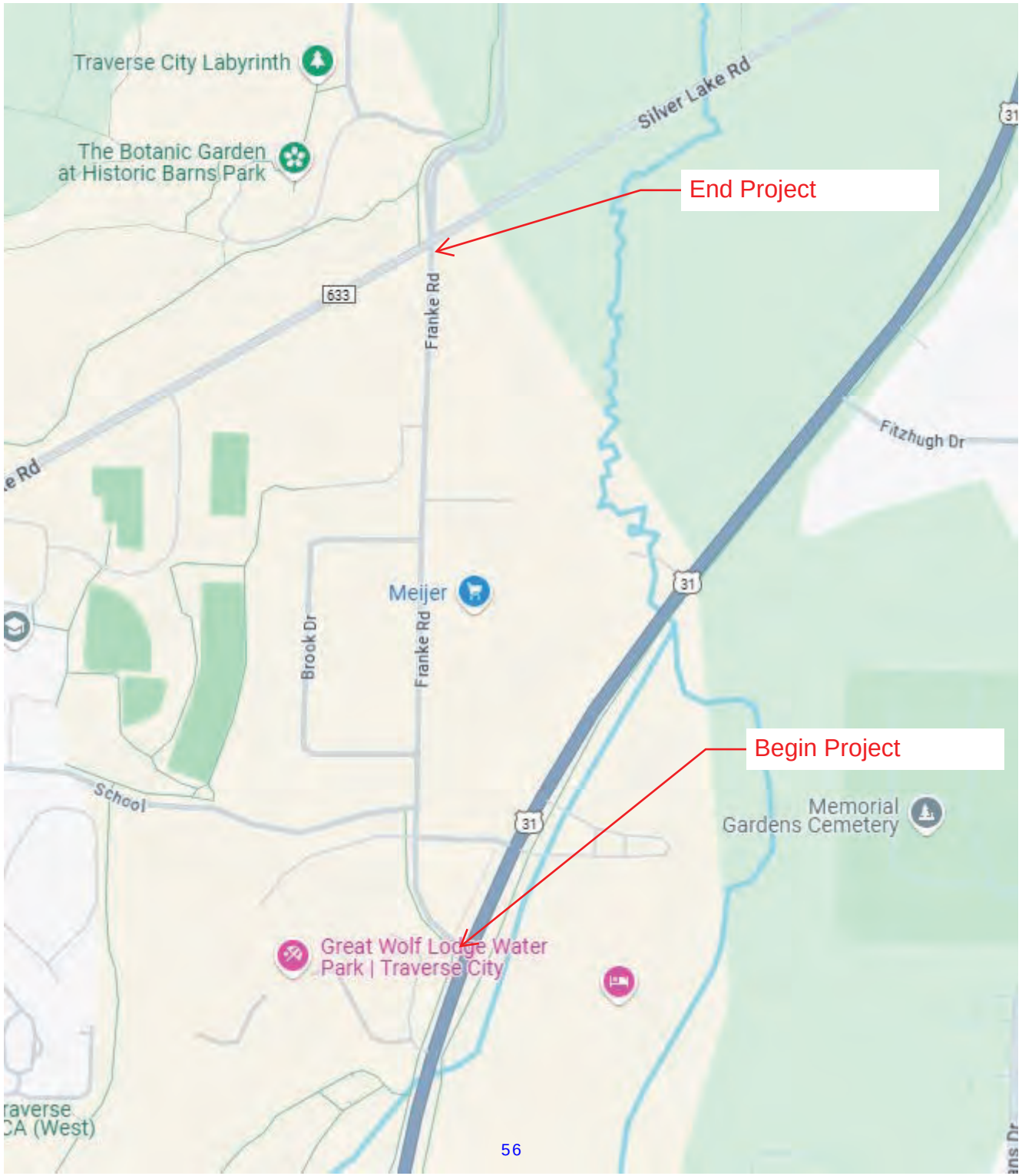
MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.


Traverse City Labyrinth
The Botanic Garden at Historic Barns Park
Silver Lake Rd
End Project
633
Franke Rd
Fitzhugh Dr
31
Meijer
Brook Dr
Franke Rd
Begin Project
School
Memorial Gardens Cemetery
31
Great Wolf Lodge Water Park | Traverse City

TTCI

FY 2027 Project Nomination

Grand Traverse County Road Commission

Franke Rd: Silver Lake Rd to US-31

Project will consist of crushing and shaping the existing roadway surface, correcting base issues, guardrail upgrades, driveway approaches, drainage improvements and pavement markings on Franke Rd from Silver Lake Road to US-31/M-37. Improvements for pedestrian facilities at the TCAPS Montessori School will be considered such as adding a pedestrian refuge island and mid block pedestrian crossing. Roadway would also feature wet reflective pavement markings. The roadway will maintain its existing cross section with (3) 11’ lanes, one lane in each direction with a center left turn lane.

Grand Traverse County Road Commission
2023 Road Counts

Franke Rd
Start Date: 6/10/2024
End Date: 6/12/2024
Station ID: 24016 Serial Number: 2021020055

6/10/2024 Time	Direction X, Lane 1	Direction X, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	253	319	572
11:00	286	333	619
12:00 PM	373	334	707
1:00	379	332	711
2:00	383	321	704
3:00	358	366	724
4:00	392	340	732
5:00	362	327	689
6:00	252	190	442
7:00	209	179	388
8:00	161	110	271
9:00	100	72	172
10:00	65	54	119
11:00	30	21	51
Total	3603	3298	6901
Percent	52.2%	47.8%	
AM Peak	11:00	11:00	11:00
Volume	286	333	619
PM Peak	4:00	3:00	4:00
Volume	392	366	732

Grand Traverse County Road Commission
2023 Road Counts

Franke Rd
Start Date: 6/10/2024
End Date: 6/12/2024
Station ID: 24016 Serial Number: 2021020055

6/11/2024 Time	Direction X, Lane 1	Direction X, Lane 2	Total
12:00 AM	5	2	7
1:00	4	5	9
2:00	0	1	1
3:00	1	3	4
4:00	2	10	12
5:00	12	33	45
6:00	90	93	183
7:00	178	178	356
8:00	185	235	420
9:00	204	281	485
10:00	263	284	547
11:00	315	363	678
12:00 PM	384	319	703
1:00	368	291	659
2:00	377	247	624
3:00	317	271	588
4:00	356	344	700
5:00	326	309	635
6:00	251	197	448
7:00	194	152	346
8:00	131	122	253
9:00	89	66	155
10:00	42	41	83
11:00	22	16	38
Total	4116	3863	7979
Percent	51.6%	48.4%	
AM Peak	11:00	11:00	11:00
Volume	315	363	678
PM Peak	12:00 PM	4:00	12:00 PM
Volume	384	344	703

Grand Traverse County Road Commission
2023 Road Counts

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Station ID: 24016

Serial Number: 2021020055

6/12/2024 Time	Direction X, Lane 1	Direction X, Lane 2		Total
12:00 AM	7	3		10
1:00	4	4		8
2:00	2	0		2
3:00	2	5		7
4:00	1	11		12
5:00	10	23		33
6:00	83	78		161
7:00	154	155		309
8:00	171	222		393
9:00	208	274		482
10:00	*	*		0
11:00	*	*		0
12:00 PM	*	*		0
1:00	*	*		0
2:00	*	*		0
3:00	*	*		0
4:00	*	*		0
5:00	*	*		0
6:00	*	*		0
7:00	*	*		0
8:00	*	*		0
9:00	*	*		0
10:00	*	*		0
11:00	*	*		0
Total	642	775		1417
Percent	45.3%	54.7%		
AM Peak	9:00	9:00		9:00
Volume	208	274		482
PM Peak				
Volume				
Grand Total	8361	7936		16297
Percent	51.3%	48.7%		
ADT		ADT: 8,149	AADT: 8,149	

Summary of Crash Statistics

Grand Traverse (County)

Report Module: Safety Management Analysis

Today's Date: Monday, November 18, 2024

Dates: 01/01/2019 to 12/31/2023

Animal Crashes: Excluded

Criteria:

Start Date >= 01/01/2019
End Date <= 12/31/2023

NOTE: For most of the categories, a crash may be counted in only one of the option items. For example, in the CRASHES BY DAY OF THE WEEK category, a crash may be counted in the total of only one day (the option item); i.e.-- a crash counted in the total for Monday is not counted in the totals for any of the other days. There are two exceptions to this rule: for the CRASHES BY INVOLVEMENT and CRASHES BY DRIVER VIOLATION categories a crash may be counted in more than one of the option items. For example, a crash may involve Drinking, Deer, and Fleeing Situation; in the CRASHES BY INVOLVEMENT category this crash would be counted in the totals of three of the option items (Drinking, Deer, and Fleeing Situation).

Also, the percentages listed in parenthesis are a representation of the total crashes for each option item as a percent of the TOTAL NUMBER OF CRASHES in the selected date range. The percentages listed after each Fatal + A-type option item total in the CRASHES BY DRIVER VIOLATION category are an exception; these percentages represent the total Fatal and A-type Injury crashes as a percentage of the Driver Violation option item total that they follow (and are grouped with, as indicated by the horizontal dividing lines).

Report Filter

Field Name	Operator	Value(s)
ROAD: PR/Milepoint Range	=	992908 : Franke Rd from 0.000 to 0.595

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

TOTAL NUMBER OF CRASHES: 26

CRASHES BY DAY OF WEEK		F	A	B/C and PDO	Total	% of Crashes
Sunday	=	0	0	0	0	0.0%
Monday	=	0	0	3	3	11.5%
Tuesday	=	0	0	5	5	19.2%
Wednesday	=	0	0	7	7	26.9%
Thursday	=	0	0	2	2	7.7%
Friday	=	0	0	6	6	23.1%
Saturday	=	0	0	3	3	11.5%

CRASHES BY SURFACE CONDITION						
Dry	=	0	0	18	18	69.2%
Wet	=	0	0	5	5	19.2
Icy	=	0	0	1	1	3.8%
Snowy	=	0	0	2	2	7.7%
Muddy	=	0	0	0	0	0.0%
Slushy	=	0	0	0	0	0.0%
Debris	=	0	0	0	0	0.0%
Water	=	0	0	0	0	0.0%
Sand	=	0	0	0	0	0.0%
Oily	=	0	0	0	0	0.0%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TIME OF DAY						
MDNT-01AM	=	0	0	0	0	0.0%
01AM-02AM	=	0	0	0	0	0.0%
02AM-03AM	=	0	0	0	0	0.0%
03AM-04AM	=	0	0	0	0	0.0%
04AM-05AM	=	0	0	0	0	0.0%
05AM-06AM	=	0	0	0	0	0.0%
06AM-07AM	=	0	0	0	0	0.0%
07AM-08AM	=	0	0	1	1	3.8%
08AM-09AM	=	0	0	2	2	7.7%
09AM-10AM	=	0	0	2	2	7.7%
10AM-11AM	=	0	0	2	2	7.7%
11AM-NOON	=	0	0	0	0	0.0%
NOON-01PM	=	0	0	1	1	3.8%
01PM-02PM	=	0	0	2	2	7.7%
02PM-03PM	=	0	0	5	5	19.2%
03PM-04PM	=	0	0	1	1	3.8%
04PM-05PM	=	0	0	6	6	23.1%
05PM-06PM	=	0	0	3	3	11.5%
06PM-07PM	=	0	0	0	0	0.0%
07PM-08PM	=	0	0	1	1	3.8%
08PM-09PM	=	0	0	0	0	0.0%
09PM-10PM	=	0	0	0	0	0.0%
10PM-11PM	=	0	0	0	0	0.0%
11PM-MDNT	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY TYPE		F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	=	0	0	1	1	3.8%
Angle Straight	=	0	0	4	4	15.4%
Angle Turn	=	0	0	1	1	3.8%
Animal	=	0	0	0	0	0.0%
Backing	=	0	0	1	1	3.8%
Bicycle	=	0	0	0	0	0.0%
Fixed Object	=	0	0	0	0	0.0%
Head-on	=	0	0	0	0	0.0%
Head-on Left-Turn Driveway	=	0	0	0	0	0.0%
Head-on L-Turn Not Driveway	=	0	0	3	3	11.5%
Hit Train	=	0	0	0	0	0.0%
Misc. Multiple Vehicle	=	0	0	0	0	0.0%
Misc. Single Vehicle	=	0	0	0	0	0.0%
Other Driveway	=	0	0	0	0	0.0%
Other Object	=	0	0	0	0	0.0%
Overturn	=	0	0	0	0	0.0%
Parking	=	0	0	0	0	0.0%
Pedestrian	=	0	0	0	0	0.0%
Rear End Driveway	=	0	0	1	1	3.8%
Rear End Left Turn	=	0	0	0	0	0.0%
Rear End Right Turn	=	0	0	1	1	3.8%
Rear End Straight	=	0	0	10	10	38.5%
Side Swipe Opposite	=	0	0	1	1	3.8%
Side Swipe Same	=	0	0	3	3	11.5%

CRASHES BY MONTH						
January	=	0	0	5	5	19.2%
February	=	0	0	2	2	7.7%
March	=	0	0	0	0	0.0%
April	=	0	0	2	2	7.7%
May	=	0	0	0	0	0.0%
June	=	0	0	2	2	7.7%
July	=	0	0	3	3	11.5%
August	=	0	0	0	0	0.0%
September	=	0	0	4	4	15.4%
October	=	0	0	3	3	11.5%
November	=	0	0	1	1	3.8%
December	=	0	0	4	4	15.4%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY WEATHER CONDITION						
Clear	=	0	0	14	14	53.8%
Cloudy	=	0	0	9	9	34.6%
Fog	=	0	0	0	0	0.0%
Rain	=	0	0	1	1	3.8%
Sleet/Hail	=	0	0	0	0	0.0%
Snow	=	0	0	2	2	7.7%
Wind	=	0	0	0	0	0.0%
Blowing Snow	=	0	0	0	0	0.0%
Blowing Dirt	=	0	0	0	0	0.0%
Smoke	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

Summary of Crash Statistics

Dates: 01/01/2019 to 12/31/2023

CRASHES BY LIGHT CONDITION		F	A	B/C and PDO	Total	% of Crashes
Daylight	=	0	0	25	25	96.2%
Dawn	=	0	0	0	0	0.0%
Dusk	=	0	0	0	0	0.0%
Dark, Lighted	=	0	0	0	0	0.0%
Dark, Unlighted	=	0	0	1	1	3.8%
Other	=	0	0	0	0	0.0%
Unknown	=	0	0	0	0	0.0%
Uncoded & Errors	=	0	0	0	0	0.0%

CRASHES BY SEVERITY			
Fatal	=	0	0.0%
A-Incapacitating	=	0	0.0%
B-Non-Incapacitating	=	1	3.8%
C-Possible Injury	=	1	3.8%
Uninjured	=	24	92.3%
Uncoded & Errors	=	0	0.0%

CRASHES BY INVOLVEMENT			
Drinking	=	0	0.0%
Drugs	=	0	0.0%
Truck/Bus	=	2	7.7%
Snowmobile	=	0	0.0%
Emergency Vehicle	=	0	0.0%
Off Road Vehicle	=	0	0.0%
Pedestrian	=	0	0.0%
Bicyclist	=	0	0.0%
Farm Equipment	=	0	0.0%
Animal	=	0	0.0%
School Bus	=	0	0.0%
Motorcycle	=	0	0.0%
Train	=	0	0.0%
Hit and Run	=	1	3.8%
Fleeing Situation	=	0	0.0%

CRASHES BY DRIVER VIOLATION			
Careless or Negligent	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Disobeyed TCD	=	2	7.7%
Fatal + A-Type	=	0	0.0%
Drove Left of Center	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Drove Wrong Way	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Fail to Stop ACD	=	14	53.8%
Fatal + A-Type	=	0	0.0%
Failed to Yield	=	8	30.8%
Fatal + A-Type	=	0	0.0%
Improper Backing	=	1	3.8%
Fatal + A-Type	=	0	0.0%
Improper Lane Use	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Pass	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Signal	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Improper Turn	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Other	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Reckless Driving	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Speed Too Fast	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Speed Too Slow	=	0	0.0%
Fatal + A-Type	=	0	0.0%
Ran Red Light	=	7	26.9%
Fatal + A-Type	=	0	0.0%

Project: Cherry Bend Rd. CR 663 (Breithaupt Rd. to M-22)
Agency: Leelanau County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	Yes	10	Coordination between Elmwood Township, LCRC, and TART to acquire grant funding for non-motorized trail in conjunction with road project
2) Economic Development	Yes	10	Leelanau Trail draws local residents and tourists
	Actual PASER Rating		
3) PASER - Pavement Condition	3	8	11 Segments 10 segments rated 3 1 segment rated 4
	Actual AADT		
4) Average Traffic Count	3,696	1	
	Actual CAADT		
5) Average Freight Traffic Count	100	1	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 10-20	2	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	15	10	
8 – B) Area of Safety concern	Yes	5	Separate motorized and non-motorized vehicles and pedestrians
	Actual NFC		
9) National Road Classification	Major Collector	7	
	Description		
10 – A) Traffic Control Measures	Yes	2	
10 – B) Increase Presence	Yes	2	
10 – C) Public Transit Element	N/A	0	Potential +1 pts

Project Total Score: range 68-69

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Leelanau County Road Commission

Agency contact person: Craig Brown

Proposed project: Reconstruction of Cherry Bend Road and construction of a connector between two Tart Trail Segments

Local agency project rank: High

Fiscal year funding is requested: 2026 Proposed let date: 01/2026

Major route: Cherry Bend Road (CR 633)

Project limits: Breithaupt Road to M-22

Length (in mi.): 1.442 ☒ Project area map attached?

Project description: Crush and shape with a 3 1/2" HMA overlay on Cherry Bend Road and construction of a 10' wide HMA connector between two Tart Trail Segments

Project Conditions

PASER rating: 3 Remaining Service Life (RSL): 0 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☒ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 5295 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 3% On MTP Freight Route? ☐ Yes ☒ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☒ No

Functional Class: Major Collector Year of last improvement: 2013

Description of last improvement: Chip seal w/fog seal

Funding

Federal Non-Participating Work?

☐ Yes ■ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain:

If you have a preferred funding source, check box: ☐ STP ☐ CMAQ

Proposed Participating Cost	$ 1,573,128	Proposed Federal	$ 1,222,000
Proposed Non-Participating Cost	$ 1,959,005	Proposed State	$
Total Project Cost	$ 3,532,133	Proposed Local	$ 480,125

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ■ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ■ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Currently the Tart Trail from Traverse City to Suttons Bay bisects Cherry Bend Rd. MDOT will be constructing a new non-motorized path along M-22 up to Cherry Bend Rd.

This project is proposing to link these two trail segments together and provide a safe path for pedestrians and bicyclists outside the limits of the roadway.

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score:

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 15

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

There was one bicycle/vehicle accidents, construction of the non-motorized path along the south side of Cherry Bend Rd will separate motorized and non-motorized vehicles.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

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Leelanau County
Cherry Bend Road
Breithaupt Road to M-22
POB
Cedar Lake
Breithaupt Road
Cedar Creek
Lincoln Road
POB
Cedar Creek
Greilickville
Google Earth
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
N
2000 ft

Narrative

Cherry Bend Road (CR 633) is a major collector within Elmwood Township and moves traffic northwest/southeast. This is a major throughfare that connects to other north/south primary roads within the county. This segment channels residents from the northern part of the county, to their places of employment and to businesses in Traverse City and Grand Traverse County.

The region is well known for its use of non-motorized transportation. The TART extends the entire length of Elmwood Township and there are two formal trailheads (Cherry Bend Trailhead and Fouch Trailhead) within the Township, one of which is located within the project area. The TART is a multi-functional, non-motorized route used by commuters and for recreation. With the reconstruction of the M-22 corridor in 2025, MDOT will construct an extension of the Tart Trail along the Bay that will end at Cherry Bend Road. Without additional improvements along Cherry Bend, this will leave trail users with no safe, off-street connection from M22 to the Cherry Bend Trailhead. This project plans to continue the trail along M-22Cherry Bend TART trailhead and beyond to Elmwood Township's Cherry Bend Park.

Leelanau County Road Commission (LCRC), Elmwood Township, TART, and Networks Northwest are currently working together to apply for TAP Grant funds for construction of the trail connector. An application will be filed within the coming months and currently has support of local and state agencies, as well as local nonprofits.

Cherry Bend Road is currently 34-foot wide with 2-11' lanes and 6' shoulders. The road has a PASER rating of 3 along the eastern 2-mile segment and is a 4 along the western 2-mile segment and is in need of reconstruction. This need will likely be exacerbated with its use as an unofficial detour during MDOT's rebuild of M-22 from M-72 to Cherry Bend Road in 2025. Given the necessary roadwork for Cherry Bend Road in 2026, local agencies began discussing other right-of-way improvements. Months, if not years of planning led to the design of a trail segment along the south side of Cherry Bend Road with a 5' buffer between the road and the trail. To maximize space while providing adequate stormwater management, curb and gutter will be constructed along this section of Cherry Bend, with a new storm sewer system. Construction of necessary drainage improvements as well as a trail with an adequate width within the right-of-way would encroach into the existing roadway. Therefore, to provide safe pedestrian access, reconstruction of half of the roadway is required.

The TAP Grant will not pay for construction of the roadway so we are seeking TTCI funds to help with the cost of this locally coordinated (Road Commission, Elmwood Township, TART, Networks Northwest) project. With the condition the road is currently in, it is reasonable to reconstruct the 34' full width cross-section of Cherry Bend. This full width cross-section carries from Breithaupt Road to M-22. This segment has extensive wheel path cracking and requires the same fix of a crush and shape and a two course 3.5" HMA Overlay.

Additional Information for consideration (if applicable)**:**

- Current number of lanes
  2

- Proposed number of lanes
  2

- Current lane width
  11’ lane/6’ shoulder

- Proposed lane width
  11’ lane/6’ shoulder

- Total crashes on segment in last 3 years
  15 Total
  - (7) Fixed Object
  - (4) Rear End
  - (3) Angle
  - (1) Bicycle

- Drainage problem corrected?
  Curb and Gutter will be installed on the south side of the road from M-22 to Pickwick to provide a safe break between the roadway and the proposed trail. Storm sewer and drainage structures will be installed to capture stormwater runoff.

- Replace/new bridge or culvert as part of project?
  Due to their age, all existing culverts will be replaced.

- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)
  The proposed Tart Trail segment and reconstruction of Cherry Bend Road will provide safe connections for cross county bicycle, pedestrian and vehicular traffic

Assessment

Regional Benefit – The proposed Tart Trail segment and reconstruction of Cherry Bend Road will improve safety for vehicular users, as well as increasing safety for pedestrians and non-motorized transportation users. The desire for this safe connection has been highlighted within Elmwood Township's Park and Recreation Plan. We cannot stress the importance of this project enough; after MDOT completes road improvements, the trail will end at M-22 and Cherry Bend, leaving no safe, off-street access to the TART.

Connectivity – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as an alternate route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital. Within the project area, there is a fixed route stop for BATA (Cherry Bend at Leelanau Studios).

Environmental Justice – None

Complete Streets – This will provide a connector between TART segments to enhance non-motorized traffic.

Transit – This will provide a connector between TART segments to enhance non-motorized traffic. Within the project area, there is a fixed route stop for BATA (Cherry Bend at Leelanau Studios).

Green Infrastructure – Curb and gutter will be installed on the south side of the road from M-22 to Pickwick to provide a safe break between the roadway and the proposed trail. Storm sewer and drainage structures will be installed to capture stormwater runoff.

Environment – Construction of the proposed path will encourage more use of non-motorized vehicles. Improvements to stormwater management and filtration are also proposed.

Economic Development – This road segment is part of the all-season route, and serves as a connector to other facilities in Leelanau County that rely on year-round distribution. This road segment currently connects commercial corridors within Elmwood Township. Additionally, Elmwood Township's Master Plan currently designates all land adjacent to the project area as 'Grelickville Service Area.' Pursuant to this Plan, "Lands found in this classification are generally planned for more intense uses and densities than other locations. This is due in part to the availability of public water and sanitary sewer facilities, and the proximity to compatible land uses in the city of Traverse City."

Freight – Cherry Bend is not a freight route, but will be utilized as a corridor by a proposed manufacturing facility 1.5 miles north of Cherry Bend Road on Center Highway.

Safety – Eleven subdivisions, high density residential zoned land, Cedar Creek Senior Apartments, *and* Orchard Creek Senior Living are adjacent to Cherry Bend Road within the project area. Further, the project area is home to Elmwood Township's Cherry Bend Park, Thompson Surgical Instruments, various smaller businesses, a Church, the Cedar Lake Boat Launch, Cherry Bend TART Trailhead, the Grand Traverse Regional Arts Campus, a voting precinct, and a County Recycling Site.

Many residents of the community enjoy the recreational use of the TART to access Traverse City and Suttons Bay. Currently residents use the shoulder area of Cherry Bend Road to access TART via the

Cherry Bend Trailhead, Elmwood Township's Cherry Bend Park, as well as the sidewalk along M-22. The proposed trail segment and road upgrades will provide a safe area for all right-of-way users. With planned MDOT improvements to the M-22 corridor, Cherry Bend Road improvements and providing a safe pedestrian connection will be necessary.

CHARTER TOWNSHIP OF ELMWOOD
RESOLUTION 15 OF 2023
COMPLETE STREETS RESOLUTION

WHEREAS, increasing walking and bicycling offers the potential for greater health of the population, and more livable communities; and

WHEREAS, A Complete Street is safe, comfortable, and convenient for travel by automobile, foot, bicycle, and transit regardless of age or ability, and

WHEREAS, The Michigan Legislature has passed Complete Streets legislation that requires the Michigan Department of Transportation and local governments to consider all users in transportation related projects; and

WHEREAS, the Michigan Planning Enabling Act has been amended, requiring that all transportation improvements identified in a plan are appropriate to the context of the community and considers all legal users of the public right of way; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, the Charter Township of Elmwood recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared use paths, bicycle lanes, signage, narrow vehicle lanes and accessible curb ramps, that enable safe, convenient, and comfortable travel for all users;

NOW THEREFOR IT BE RESOLVED, by the Township Board of the Charter Township of Elmwood, Leelanau County, Michigan that:

FIRST: to the extent feasible, the Charter Township of Elmwood will include Complete Streets design considerations and practices as a routine part of infrastructure planning and implementation; and

SECOND: The Charter Township of Elmwood supports participation in the future development of local and regional non-motorized transportation plans, to include Park and Recreation Planning and consideration of a Complete Streets ordinance that supports ease of use and safety for all users of transportation systems within the Charter Township of Elmwood.

PASSED AND APPROVED BY THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF ELMWOOD, LEELANAU COUNTY, MICHIGAN THIS _____ DAY OF _____, 2023.

AYES:
NAYS:
ABSENT:

I **Connie M. Preston**, Clerk of the Charter Township of Elmwood, having duly sworn the oath of office, do attest to the above resolution offered and approved by the Township Board of the Charter Township of Elmwood, Leelanau County, Michigan.

_____ _____
Signature Date

_____
Print

Project: Cherry Bend Rd. CR 663 (1660 ft east of Dazell to Breithaupt)
Agency: Leelanau County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	N/A	N/A	Potential +10 pts
2) Economic Development	N/A	N/A	Potential detour for MDOT M-22 project Potential +10 pts
	Actual PASER Rating		
3) PASER - Pavement Condition	4	8	
	Actual AADT		
4) Average Traffic Count	1,004	1	
	Actual CAADT		
5) Average Freight Traffic Count	19	1	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 10-20	2	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	2	5	
8 – B) Area of Safety concern	N/A	0	Potential +5 pts
	Actual NFC		
9) National Road Classification	Major Collector	7	
	Description		
10 – A) Traffic Control Measures	Yes	2	Both crashes involved negotiating a curve, design will include evaluating elevation for the intended design speed.
10 – B) Increase Presence	N/A	0	Potential +2 pts
10 – C) Public Transit Element	No	0	

Project Total Score: range 36-63

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Leelanau County Road Commission

Agency contact person: Craig Brown

Proposed project: Reconstruction of Cherry Bend Road and construction of a connector between two Tart Trail Segments

Local agency project rank: High

Fiscal year funding is requested: 2027 Proposed let date: 01/2027

Major route: Cherry Bend Road (CR 633)

Project limits: 1660 feet east of Dazell to Breithaupt Road

Length (in mi.): 0.821 ☒ Project area map attached?

Project description: Crush and shape with a 3 1/2" HMA overlay on Cherry Bend Road.

Project Conditions

PASER rating: 4 Remaining Service Life (RSL): 0 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☒ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 2132 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 3% On MTP Freight Route? ☐ Yes ☒ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☒ No

Functional Class: Major Collector Year of last improvement: 2013

Description of last improvement: Chip seal w/fog seal

Funding

Federal Non-Participating Work?

☐ Yes ■ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain:

If you have a preferred funding source, check box: ☐ STP ☐ CMAQ

Proposed Participating Cost	$ 627,300	Proposed Federal	$ 501,800
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$	Proposed Local	$ 125,500

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ■ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ■ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score:

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 2

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Both crashes involved negotiating a curve, design will include evaluating superelevation for the intended design speed.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	☐ Yes ■ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

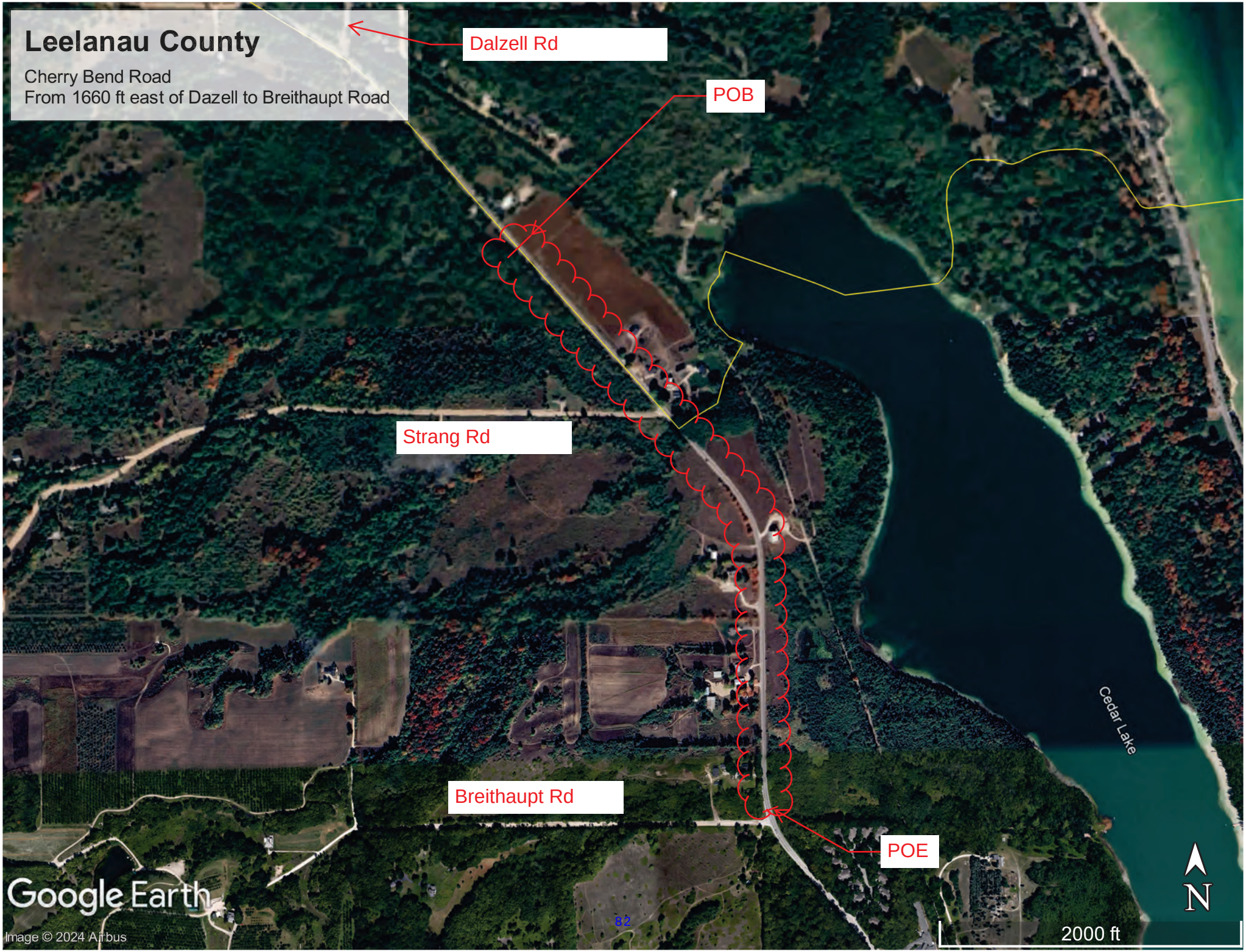
MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.


Leelanau County
Cherry Bend Road
From 1660 ft east of Dazell to Breithaupt Road
Dalzell Rd
POB
Strang Rd
Breithaupt Rd
POE
Cedar Lake
Google Earth
Image © 2024 Airbus
82
N
2000 ft

Narrative

Cherry Bend Road (CR 633) is a major collector within Elmwood Township and moves traffic northwest/southeast. This is a major throughfare that connects to other north/south primary roads within the county. This segment channels residents from the northern part of the county, to their places of employment and to businesses in Traverse City and Grand Traverse County.

Cherry Bend Road is currently 28-foot wide with 2-11' lanes and 3' shoulders. The road has a PASER rating of 3 along the eastern 2-mile segment and is a 4 along the western 2-mile segment and is in need of reconstruction. This need will likely be exacerbated with its use as an unofficial detour during MDOT's rebuild of M-22 from M-72 to Cherry Bend Road in 2025. Given the necessary roadwork for Cherry Bend Road in 2026, local agencies began discussing other right-of-way improvements.

We are seeking TTCI funds to help with the cost of this locally coordinated project. With the condition the road is currently in, it is reasonable to reconstruct the 28' full width cross-section of Cherry Bend. This full width cross-section carries from CR 641 Road to Breithaupt Rd. This segment has extensive cracking and requires the same fix of a crush and shape and a two course 3.5" HMA Overlay.

Additional Information for consideration (if applicable)**:**

- Current number of lanes
  2

- Proposed number of lanes
  2

- Current lane width
  11’ lane/3’ shoulder

- Proposed lane width
  11’ lane/3’ shoulder

- Total crashes on segment in last 3 years
  2 Total
  - (1) Overturn
  - (1) Ran off road

- Drainage problem corrected?
  Due to their age, all existing culverts will be replaced.

- Replace/new bridge or culvert as part of project?
  Due to their age, all existing culverts will be replaced.

- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)
  The proposed Tart Trail segment and reconstruction of Cherry Bend Road will provide safe connections for cross county bicycle, pedestrian and vehicular traffic

Assessment

Regional Benefit – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as a redundant route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital.

Connectivity – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as a redundant route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital.

Environmental Justice – None

Complete Streets – None

Transit – This will provide a connector between TART segments to enhance non-motorized traffic. Within the project area, there is a fixed route stop for BATA (Cherry Bend at Leelanau Studios).

Green Infrastructure – Due to their age, all existing culverts will be replaced.

Environment – Due to their age, all existing culverts will be replaced.

Economic Development – This road segment is part of the all-season route, and serves as a connector to other facilities in Leelanau County that rely on year-round distribution.

Freight – Cherry Bend is not a freight route, but will be utilized as a corridor by a proposed manufacturing facility 1.5 miles north of Cherry Bend Road on Center Highway.

Safety – Eleven subdivisions, high density residential zoned land, Cedar Creek Senior Apartments, *and* Orchard Creek Senior Living are adjacent to Cherry Bend Road within the project area. Further, the project area is home to Elmwood Township's Cherry Bend Park, Thompson Surgical Instruments, various smaller businesses, a Church, the Cedar Lake Boat Launch, Cherry Bend TART Trailhead, the Grand Traverse Regional Arts Campus, a voting precinct, and a County Recycling Site.

Many residents of the community enjoy the recreational use of the TART to access Traverse City and Suttons Bay. Currently residents use the shoulder area of Cherry Bend Road to access TART via the Cherry Bend Trailhead, Elmwood Township's Cherry Bend Park, as well as the sidewalk along M-22. The proposed trail segment and road upgrades will provide a safe area for all right-of-way users. With planned MDOT improvements to the M-22 corridor, Cherry Bend Road improvements and providing a safe pedestrian connection will be necessary.

Project: Cherry Bend Rd. CR 663 (1660 ft east of Dazell)
Agency: Leelanau County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	N/A	N/A	Potential +10 pts
2) Economic Development	N/A	N/A	Potential detour for MDOT M-22 project Potential +10 pts
	Actual PASER Rating		
3) PASER - Pavement Condition	4	8	
	Actual AADT		
4) Average Traffic Count	1,004	1	
	Actual CAADT		
5) Average Freight Traffic Count	19	1	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 10-20	2	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	4	10	
8 – B) Area of Safety concern	Yes	5	Redesign to reduce high-speed crashes
	Actual NFC		
9) National Road Classification	Major Collector	7	
	Description		
10 – A) Traffic Control Measures	Yes	2	design will include evaluating superelevation for the intended design speed
10 – B) Increase Presence	N/A	0	Potential +2 pts
10 – C) Public Transit Element	No	0	

Project Total Score: range 46-68

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Leelanau County Road Commission

Agency contact person: Craig Brown

Proposed project: Reconstruction of Cherry Bend Road and construction of a connector between two Tart Trail Segments

Local agency project rank: High

Fiscal year funding is requested: 2028 Proposed let date: 01/2028

Major route: Cherry Bend Road (CR 633)

Project limits: Center Hwy to 1660 feet east of Dazell

Length (in mi.): 0.821 ☒ Project area map attached?

Project description: Crush and shape with a 3 1/2" HMA overlay on Cherry Bend Road.

Project Conditions

PASER rating: 4 Remaining Service Life (RSL): 0 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☒ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 2132 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 3% On MTP Freight Route? ☐ Yes ☒ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☒ No

Functional Class: Major Collector Year of last improvement: 2013

Description of last improvement: Chip seal w/fog seal

Funding

Federal Non-Participating Work?

☐ Yes ■ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain:

If you have a preferred funding source, check box: ☐ STP ☐ CMAQ

Proposed Participating Cost	$ 700,200	Proposed Federal	$ 560,000
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$	Proposed Local	$ 140,200

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ■ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ■ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

TART trail runs parallel with this segment of road and has a crossing between Center Hwy and Dazell Rd.

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score:

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 4

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

3 crashes were in straight sections and happened during the summer, involving high rate of speed and careless driving.

1 crash, driver was negotiating a turn at high rate of speed and reckless driving, design will include evaluating superelevation for the intended design speed

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	☐ Yes ■ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

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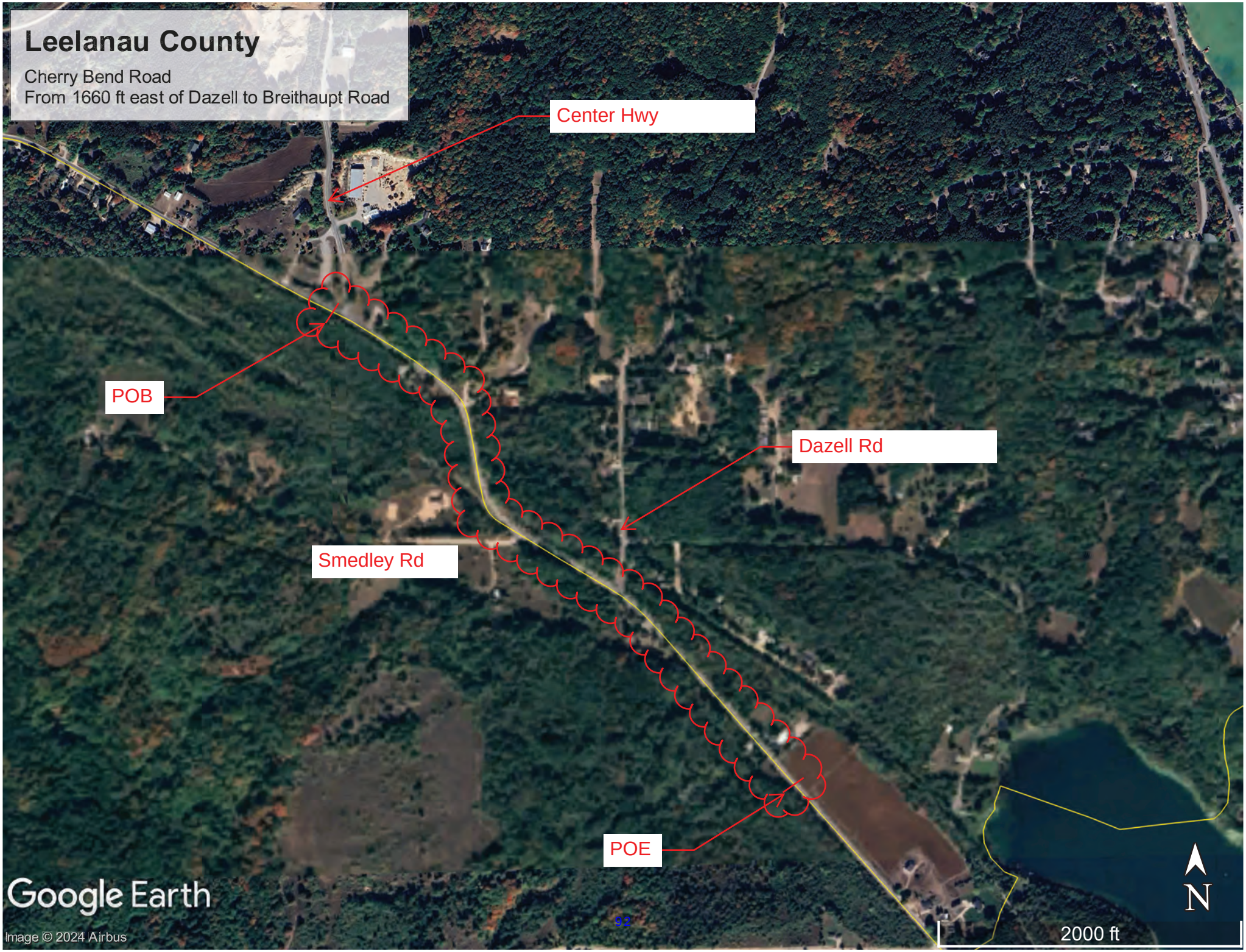
MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.


Leelanau County
Cherry Bend Road
From 1660 ft east of Dazell to Breithaupt Road
Center Hwy
POB
Dazell Rd
Smedley Rd
POE
Google Earth
Image © 2024 Airbus
N
2000 ft

Narrative

Cherry Bend Road (CR 633) is a major collector within Elmwood Township and moves traffic northwest/southeast. This is a major throughfare that connects to other north/south primary roads within the county. This segment channels residents from the northern part of the county, to their places of employment and to businesses in Traverse City and Grand Traverse County.

Cherry Bend Road is currently 28-foot wide with 2-11' lanes and 3' shoulders. The road has a PASER rating of 3 along the eastern 2-mile segment and is a 4 along the western 2-mile segment and is in need of reconstruction. This need will likely be exacerbated with its use as an unofficial detour during MDOT's rebuild of M-22 from M-72 to Cherry Bend Road in 2025. Given the necessary roadwork for Cherry Bend Road in 2026, local agencies began discussing other right-of-way improvements.

We are seeking TTCI funds to help with the cost of this locally coordinated project. With the condition the road is currently in, it is reasonable to reconstruct the 28' full width cross-section of Cherry Bend. This full width cross-section carries from CR 641 Road to Breithaupt Rd. This segment has extensive cracking and requires the same fix of a crush and shape and a two course 3.5" HMA Overlay.

Additional Information for consideration (if applicable)**:**

- Current number of lanes
  2

- Proposed number of lanes
  2

- Current lane width
  11’ lane/3’ shoulder

- Proposed lane width
  11’ lane/3’ shoulder

- Total crashes on segment in last 3 years
  4 Total
  - (2) Fixed Object
  - (1) Head-on
  - (1) Side-swipe

- Drainage problem corrected?
  Due to their age, all existing culverts will be replaced.

- Replace/new bridge or culvert as part of project?
  Due to their age, all existing culverts will be replaced.

- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)
  The proposed Tart Trail segment and reconstruction of Cherry Bend Road will provide safe connections for cross county bicycle, pedestrian and vehicular traffic

Assessment

Regional Benefit – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as a redundant route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital.

Connectivity – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as a redundant route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital.

Environmental Justice – None

Complete Streets – None

Transit – This will provide a connector between TART segments to enhance non-motorized traffic. Within the project area, there is a fixed route stop for BATA (Cherry Bend at Leelanau Studios).

Green Infrastructure – Due to their age, all existing culverts will be replaced.

Environment – Due to their age, all existing culverts will be replaced.

Economic Development – This road segment is part of the all-season route, and serves as a connector to other facilities in Leelanau County that rely on year-round distribution.

Freight – Cherry Bend is not a freight route, but will be utilized as a corridor by a proposed manufacturing facility 1.5 miles north of Cherry Bend Road on Center Highway.

Safety – Eleven subdivisions, high density residential zoned land, Cedar Creek Senior Apartments, *and* Orchard Creek Senior Living are adjacent to Cherry Bend Road within the project area. Further, the project area is home to Elmwood Township's Cherry Bend Park, Thompson Surgical Instruments, various smaller businesses, a Church, the Cedar Lake Boat Launch, Cherry Bend TART Trailhead, the Grand Traverse Regional Arts Campus, a voting precinct, and a County Recycling Site.

Many residents of the community enjoy the recreational use of the TART to access Traverse City and Suttons Bay. Currently residents use the shoulder area of Cherry Bend Road to access TART via the Cherry Bend Trailhead, Elmwood Township's Cherry Bend Park, as well as the sidewalk along M-22. The proposed trail segment and road upgrades will provide a safe area for all right-of-way users. With planned MDOT improvements to the M-22 corridor, Cherry Bend Road improvements and providing a safe pedestrian connection will be necessary.

Project: Cherry Bend Rd. CR 663 (CR 641 to Center Hwy.)
Agency: Leelanau County Road Commission
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	N/A	N/A	Potential +10 pts
2) Economic Development	N/A	N/A	Potential detour for MDOT M-22 project Potential +10 pts
	Actual PASER Rating		
3) PASER - Pavement Condition	4	8	
	Actual AADT		
4) Average Traffic Count	1,004	1	
	Actual CAADT		
5) Average Freight Traffic Count	19	1	
	Actual RSL		
6) Remaining Service Life	0	10	
7) Environmental Justice	MiEJ Score: > 10-20	2	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	5	10	
8 – B) Area of Safety concern	N/A	0	Potential +5 pts
	Actual NFC		
9) National Road Classification	Major Collector	7	
	Description		
10 – A) Traffic Control Measures	Yes	2	
10 – B) Increase Presence	N/A	0	Potential +2 pts
10 – C) Public Transit Element	No	0	

Project Total Score: range 41-68

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Leelanau County Road Commission

Agency contact person: Craig Brown

Proposed project: Reconstruction of Cherry Bend Road and construction of a connector between two Tart Trail Segments

Local agency project rank: High

Fiscal year funding is requested: 2029 Proposed let date: 01/2029

Major route: Cherry Bend Road (CR 633)

Project limits: CR 641 to Center Hwy

Length (in mi.): 0.907 ☒ Project area map attached?

Project description: Crush and shape with a 3 1/2" HMA overlay on Cherry Bend Road.

Project Conditions

PASER rating: 4 Remaining Service Life (RSL): 0 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☒ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 2132 Freight Traffic Volume (CAADT): _____

Estimated % Commercial Traffic: 3% On MTP Freight Route? ☐ Yes ☒ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☒ No

Functional Class: Major Collector Year of last improvement: 2013

Description of last improvement: Chip seal w/fog seal

Funding

Federal Non-Participating Work?

☐ Yes ■ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain:

If you have a preferred funding source, check box: ☐ STP ☐ CMAQ

Proposed Participating Cost	$ 641,200	Proposed Federal	$ 512,900
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$	Proposed Local	$ 128,300

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ■ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ■ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Project located in Environmental Justice Area? ☐ Yes ■ No

If yes, please include the MiEJ Environmental Justic Score:

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 5

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Two crashes involved going to fast for snowy/slush conditions.

Two crashes involved failure to yield to another vehicle, one involved distracted driver.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ■ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	☐ Yes ■ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

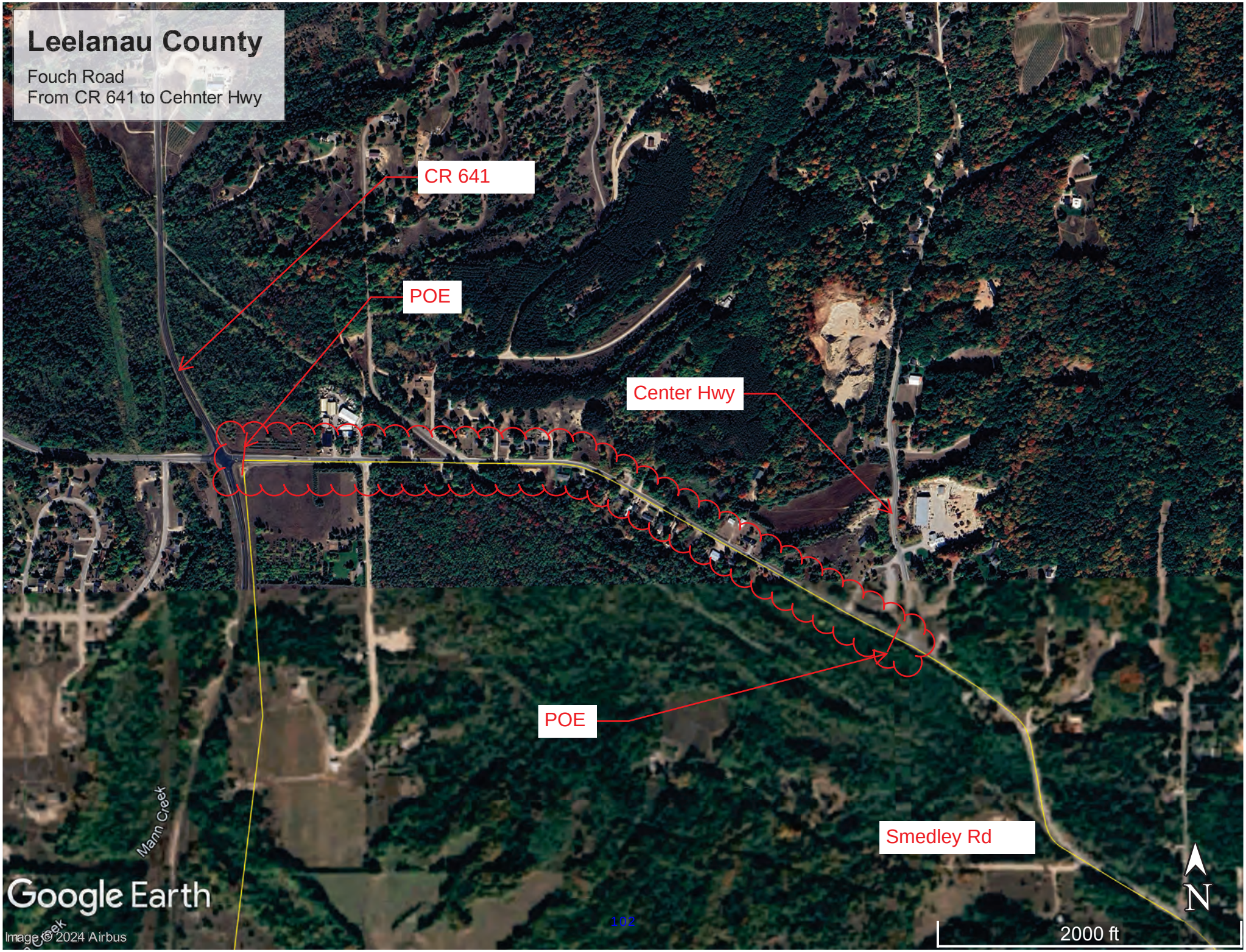
MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.


Leelanau County
Fouch Road
From CR 641 to Cehnter Hwy
CR 641
POE
Center Hwy
POE
Smedley Rd
Mann Creek
Google Earth
Image © 2024 Airbus
N
2000 ft

Narrative

Cherry Bend Road (CR 633) is a major collector within Elmwood Township and moves traffic northwest/southeast. This is a major throughfare that connects to other north/south primary roads within the county. This segment channels residents from the northern part of the county, to their places of employment and to businesses in Traverse City and Grand Traverse County.

Cherry Bend Road is currently 28-foot wide with 2-11' lanes and 3' shoulders. The road has a PASER rating of 3 along the eastern 2-mile segment and is a 4 along the western 2-mile segment and is in need of reconstruction. This need will likely be exacerbated with its use as an unofficial detour during MDOT's rebuild of M-22 from M-72 to Cherry Bend Road in 2025. Given the necessary roadwork for Cherry Bend Road in 2026, local agencies began discussing other right-of-way improvements.

We are seeking TTCI funds to help with the cost of this locally coordinated project. With the condition the road is currently in, it is reasonable to reconstruct the 28' full width cross-section of Cherry Bend. This full width cross-section carries from CR 641 Road to Breithaupt Rd. This segment has extensive cracking and requires the same fix of a crush and shape and a two course 3.5" HMA Overlay.

Additional Information for consideration (if applicable)**:**

- Current number of lanes
  2

- Proposed number of lanes
  2

- Current lane width
  11’ lane/3’ shoulder

- Proposed lane width
  11’ lane/3’ shoulder

- Total crashes on segment in last 3 years
  5 Total
  - (3) Fixed Object
  - (1) Rear End
  - (1) Angle

- Drainage problem corrected?
  Due to their age, all existing culverts will be replaced.

- Replace/new bridge or culvert as part of project?
  Due to their age, all existing culverts will be replaced.

- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)
  The proposed Tart Trail segment and reconstruction of Cherry Bend Road will provide safe connections for cross county bicycle, pedestrian and vehicular traffic

Assessment

Regional Benefit – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as a redundant route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital.

Connectivity – Cherry Bend Road is used by many residents of Leelanau County that work in and around Traverse City and Grand Traverse County. It serves as a redundant route for north/south traffic and as a cut through route into Traverse City. Cherry Bend serves as an alternate route for emergency services to access the hospital.

Environmental Justice – None

Complete Streets – None

Transit – This will provide a connector between TART segments to enhance non-motorized traffic. Within the project area, there is a fixed route stop for BATA (Cherry Bend at Leelanau Studios).

Green Infrastructure – Due to their age, all existing culverts will be replaced.

Environment – Due to their age, all existing culverts will be replaced.

Economic Development – This road segment is part of the all-season route, and serves as a connector to other facilities in Leelanau County that rely on year-round distribution.

Freight – Cherry Bend is not a freight route, but will be utilized as a corridor by a proposed manufacturing facility 1.5 miles north of Cherry Bend Road on Center Highway.

Safety – Eleven subdivisions, high density residential zoned land, Cedar Creek Senior Apartments, *and* Orchard Creek Senior Living are adjacent to Cherry Bend Road within the project area. Further, the project area is home to Elmwood Township's Cherry Bend Park, Thompson Surgical Instruments, various smaller businesses, a Church, the Cedar Lake Boat Launch, Cherry Bend TART Trailhead, the Grand Traverse Regional Arts Campus, a voting precinct, and a County Recycling Site.

Many residents of the community enjoy the recreational use of the TART to access Traverse City and Suttons Bay. Currently residents use the shoulder area of Cherry Bend Road to access TART via the Cherry Bend Trailhead, Elmwood Township's Cherry Bend Park, as well as the sidewalk along M-22. The proposed trail segment and road upgrades will provide a safe area for all right-of-way users. With planned MDOT improvements to the M-22 corridor, Cherry Bend Road improvements and providing a safe pedestrian connection will be necessary.

Project: 7th St. (Division St. Union St.)
Agency: Traverse City
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	Yes	5	In coordination with water main replacement (Potential +/- 5 pts)
2) Economic Development	Yes	10	Region-wide benefit (see application narrative)
	Actual PASER Rating		
3) PASER - Pavement Condition	2	5	
	Actual AADT		
4) Average Traffic Count	1,946	1	
	Actual CAADT		
5) Average Freight Traffic Count	53	1	
	Actual RSL		
6) Remaining Service Life	6-10 yrs	7	
7) Environmental Justice	MiEJ Score: > 30-40	6	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	1	5	
8 – B) Area of Safety concern	Yes	5	
	Actual NFC		
9) National Road Classification	Major Collector	7	
	Description		
10 – A) Traffic Control Measures	Yes	2	Traverse City Complete Streets Plan
10 – B) Increase Presence	Yes	2	Traverse City Complete Streets Plan
10 – C) Public Transit Element	N/A	0	Potential +2 pts

Project Total Score: range 51-63

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: City of Traverse City

Agency contact person: Zach Cole

Proposed project: Seventh St. Mill and Pave

Local agency project rank: 2

Fiscal year funding is requested: 28-29 Proposed let date: Spring 2029

Major route:

Project limits: Division to Union

Length (in mi.): 0.53 ■ Project area map attached?

Project description: Mill the surface down to gravel, Install 24" water main, replace curbs, sidewalk, and ADA ramps. New Gravel and Pave

Project Conditions

PASER rating: 2 Remaining Service Life (RSL): 6-10 years

Is this project 100% preserve? ☐ Yes ■ No

Is this a preventative maintenance project? ☐ Yes ■ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ■ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 4,400 Freight Traffic Volume (CAADT): 352

Estimated % Commercial Traffic: 8% On MTP Freight Route? ☐ Yes ■ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ■ No

Functional Class: Approved Major Collector Year of last improvement: 1998

Description of last improvement: Water main replacement, removed and replaced road, curb and gutter, sidewalks, and driveways. Division to Wadsworth.

Funding

Federal Non-Participating Work? ☐ Yes ☐ No

Advance Construction Funding? ☐ Yes ■ No

If yes to either question, please explain: Installation of a 24" watermain from Division to Union St. as a part of the City Water Reliability Study.

If you have a preferred funding source, check box: ■ STP ☐ CMAQ

Proposed Participating Cost	$ 1,068,115	Proposed Federal	$ 1,100,00
Proposed Non-Participating Cost	$ 1,416,010	Proposed State	$
Total Project Cost	$ 2,484,125	Proposed Local	$

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ■ N/A

Project Identified in Local Plan? ■ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ■ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Curb zone for bike facilities. Description attached.

Project located in Environmental Justice Area? ■ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: >30-40

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 1

Does the project fix the identified correctable safety issues? ☐ Yes ■ No

Describe how the project fixes identified correctable safety issues:

Follows complete streets resolution Dated Oct 3, 2011, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	■ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	☐ Yes ■ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

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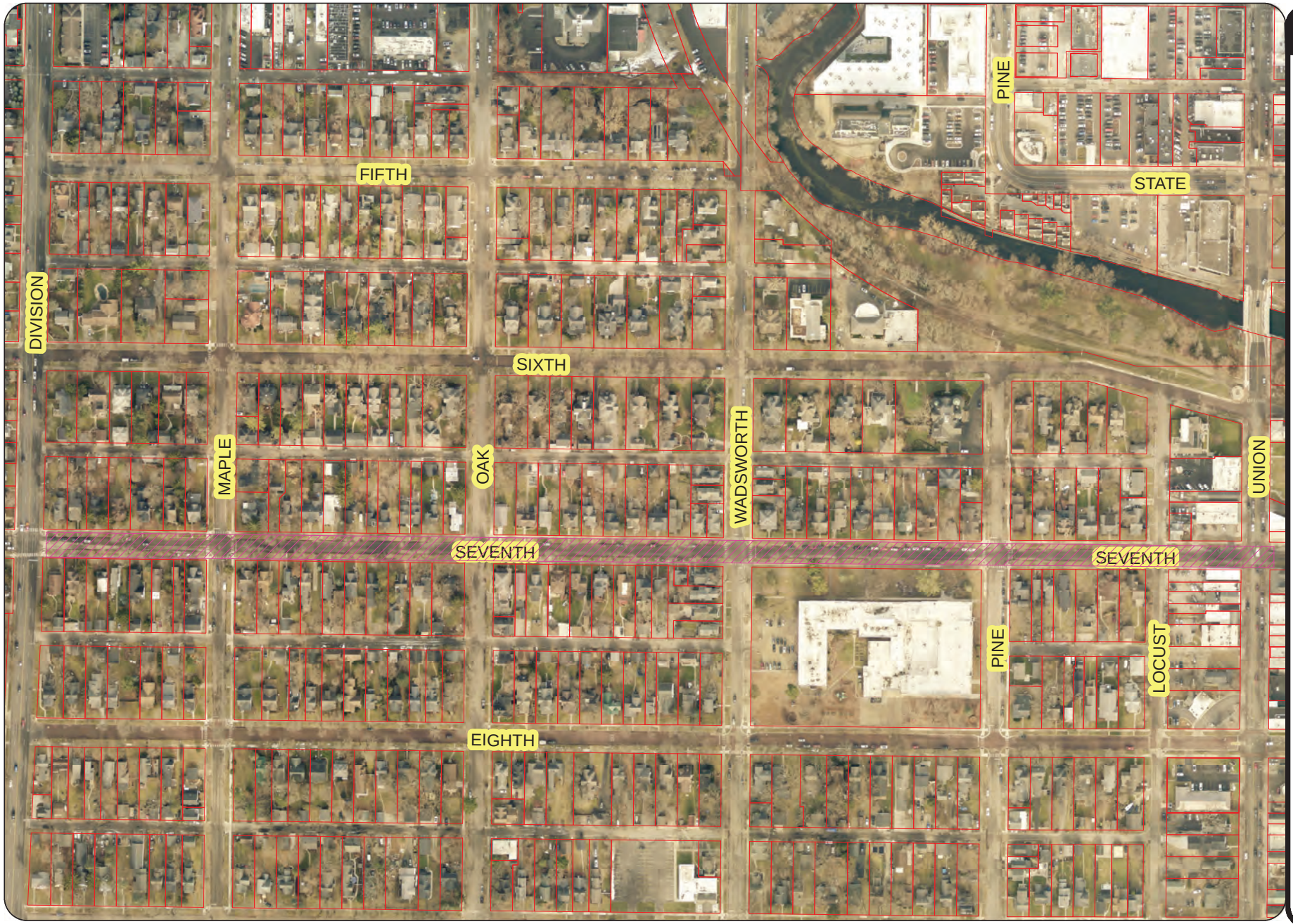
MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.



City of Traverse City
CITY GIS

Legend

1 inch = 200 feet

This map is based on digital databases from the City of Traverse City.Traverse City cannot accept any responsibility for errors, ommissions or positional accuracy. There are no warranties expressed or implied.

Seventh Street

- Regional benefit: Seventh Street serves as a westbound one-way major collector between Division and Union Streets (along with a paired one eastbound one-way major collector on Eighth Street). Improving this section of Seventh Street is important to the area as this is the only signalized connection between the City's west of Division and east of Division neighborhoods except for the congested Front and Division intersection. This is also a primary access point to the region's largest employer, Munson Medical Center and serves Central Grade School.

- Connectivity: The Seventh Street improvement project allows for enhanced cross-town connection along a designated bike route. This section of Seventh Street was identified as being a "higher stress" route for cyclists in the Mobility Action Plan.

- Complete Streets: The project will include designated pedestrian and bicycle infrastructure in addition to the improved vehicle travel lanes. All crossings will include accessible ramps.

- Transit: This improvement project limits includes a BATA transit stop at 7th and Union Streets. This is part of BATA's Route 1 providing north-south service from Grand Traverse Mall to the Hall Street Transfer Station allowing for access to the larger transit system. Having improved pedestrian access along Seventh Street to this stop will improve access to transit for many current and potential future transit users.

- Green Infrastructure: This road improvement project includes green infrastructure elements as necessary to improve the storm water controls for this area. These may include dry wells, leaching basins and bioswales in appropriate locations.

- Environment: The proposed green infrastructure elements of this project will improve the stormwater infrastructure for this area.

- Economic Development: Public infrastructure improvements along 7th Street will improve the safety for vehicular traffic as well as nonmotorized travelers. Enhanced access and improved safety for all users will benefit the businesses at either end of the corridor.

- Freight: NA

- Safety: More narrow travel lanes (reducing vehicle travel speeds), designated pedestrian and bike travel zones and improved pedestrian crossings will undoubtedly improve safety throughout this project area.

Local Municipality Infrastructure Coordination Narrative

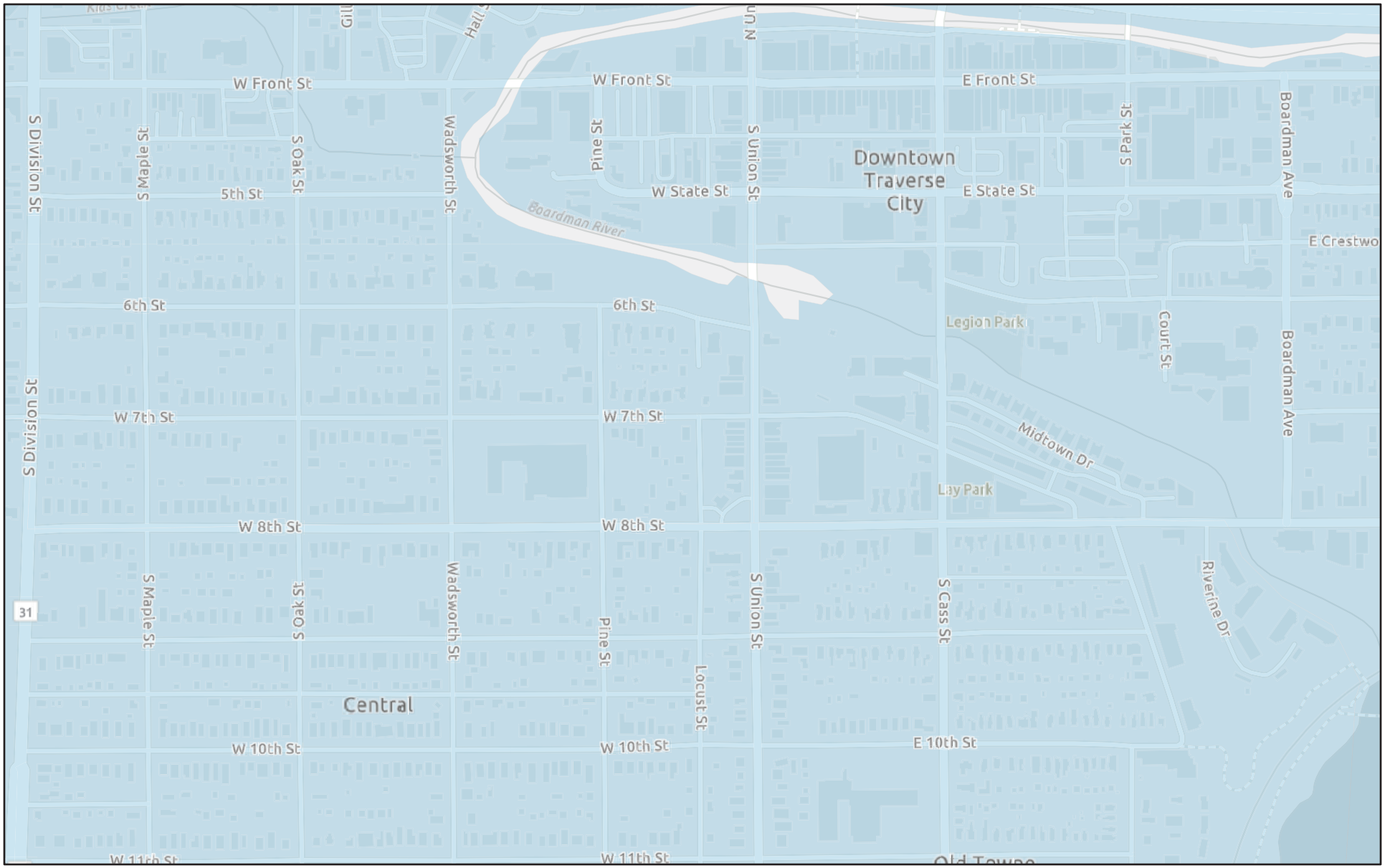
The City's newly adopted Mobility Action Plan (MAP) calls for this section of 7th Street from Division to Union to continue to be part of the proposed "Vision Bike Network". Again, this part of Seventh Street was identified as being a "higher stress" route for cyclists yet this is a major route for east-west connections. This final design will provide for more comfortable, less stressful, conditions for bicyclists. Since this is a route used by many families in the neighborhood to get children to Central Grade School, coordination with TCAPS on the specific design that will accommodate all users is important to a successful outcome. These conversations have begun between the City and TCAPS.

Local Planning and Economic Development Narrative

The City's Street Design Manual has become the City's guide to identifying the context-sensitive design for the several identified street typologies. Seventh Street is identified as a Connector Street in the Manual. This street typology calls for 10-11' travel lanes and a 5-8' bike lane where bike lanes are present. Following additional input from residents and institutions such as TCAPS, either one-way or two-way bike lanes will be included throughout the corridor and a 10-foot travel lane consistent with the Manual.

All of the City's plans (MAP, Corridors Master Plan, Street Design Manual) are coordinated to enhance the complete transportation network. These plans were also designed to best serve the City's economic drivers. Specifically, for this 7th Street project area, the economic drivers include: (1) the residents and residential areas surrounding the 7th Street project area, (2) institutions, including TCAPS and Munson Medical Center both directly impacted by the 7th Street corridor, and (3) commercial services at both the east and west ends of the project area that serve the greater region. By thoughtfully improving significant multi-user routes such as 7th Street consistent with these plans, the City is effectively supporting all three of these economic drivers that in turn support the area's economy.

MiEJScreen DRAFT



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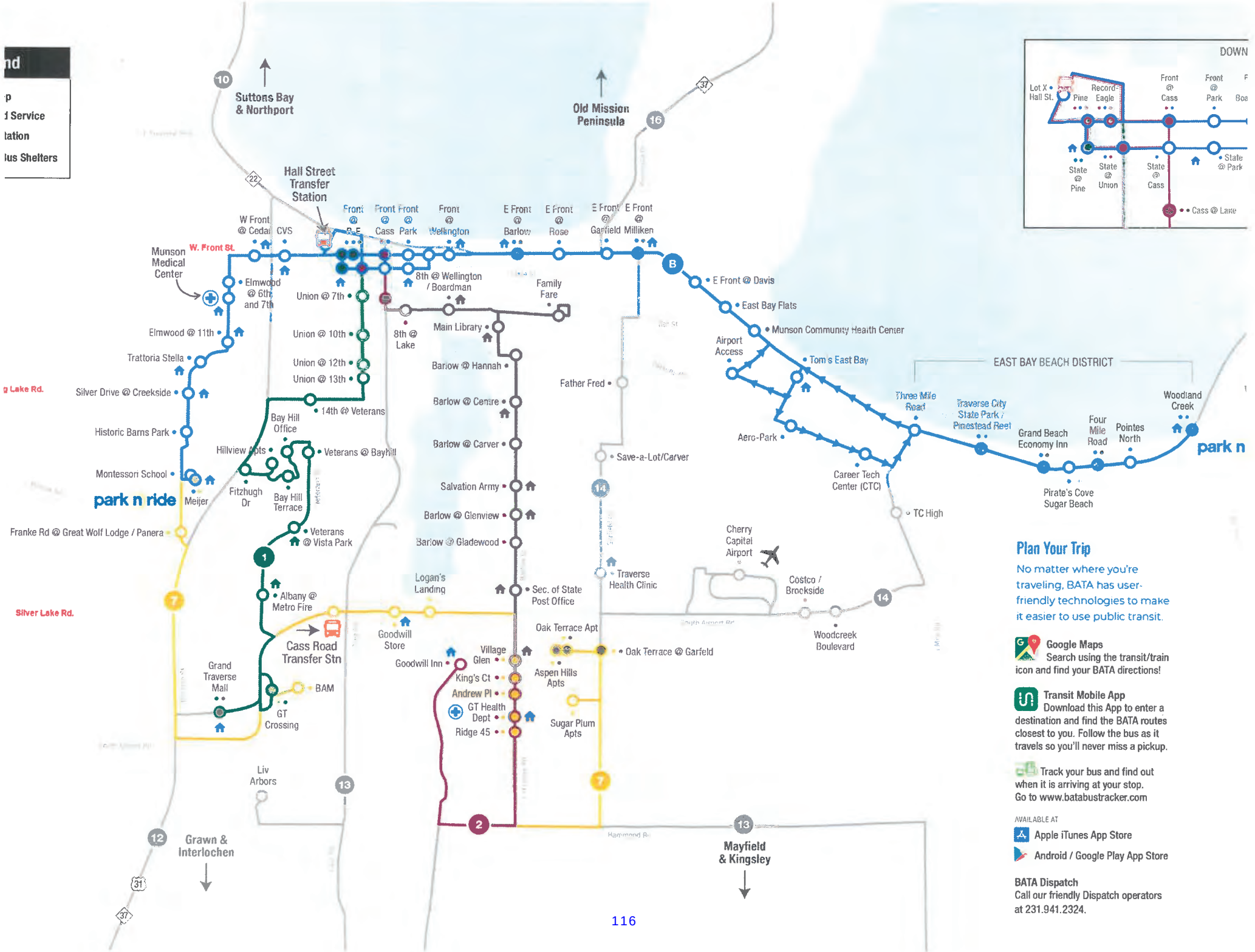
MiEJScreen Overall Score

> 30 – 40

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km



Plan Your Trip

No matter where you're traveling, BATA has user-friendly technologies to make it easier to use public transit.

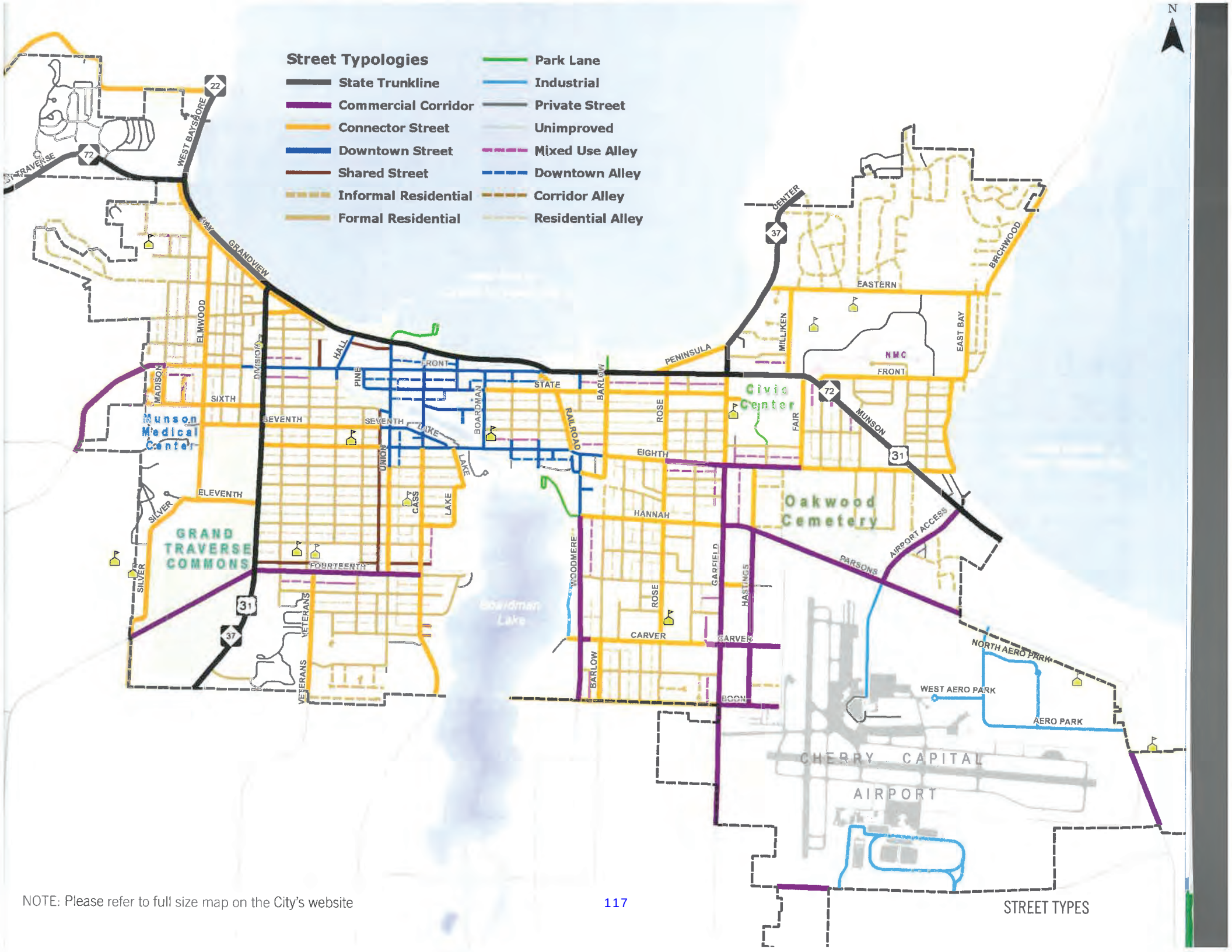
Google Maps
Search using the transit/train icon and find your BATA directions!

Transit Mobile App
Download this App to enter a destination and find the BATA routes closest to you. Follow the bus as it travels so you'll never miss a pickup.

Track your bus and find out when it is arriving at your stop.
Go to www.batabustracker.com

AVAILABLE AT
Apple iTunes App Store
Android / Google Play App Store

BATA Dispatch
Call our friendly Dispatch operators at 231.941.2324.



NOTE: Please refer to full size map on the City's website

STREET TYPES

STREET TYPES WHAT DOES IT MEAN?

STREET CLASSIFICATION

This design manual outlines the overall city street design requirements for Traverse City streets and describes street functionality by the type of street in order to best meet the needs of current and future development in the city.

Traditional street classifications are based on the Federal Functional Class system that categorizes streets as "arterial," "collector," and "local." These classifications are primarily based on traffic conditions and operational characteristics.

While Traverse City streets may function like traditional streets, their history, location, context, use, and purpose vary from the traditional model. To better accommodate these differences and design streets that will better serve the residents of Traverse City, a new system of street typologies was created.

NEW STREET TYPES

The new system of city street typologies created for Traverse City is illustrated in the map on the following page and includes the street types listed below:

- Downtown Street
- Commercial Corridor
- Connector Street
- Formal Residential Street
- Informal Residential Street
- Park Lane Street
- Private Street
- Industrial Street
- Alleys
- Shared Street

These new city street types are described in further detail on the following pages, including their associated contexts, functions, and desired composition. The illustrations that accompany each street type are representative of those elements that make up the specific typology, and include ranges for appropriate dimensions of relevant street design features.

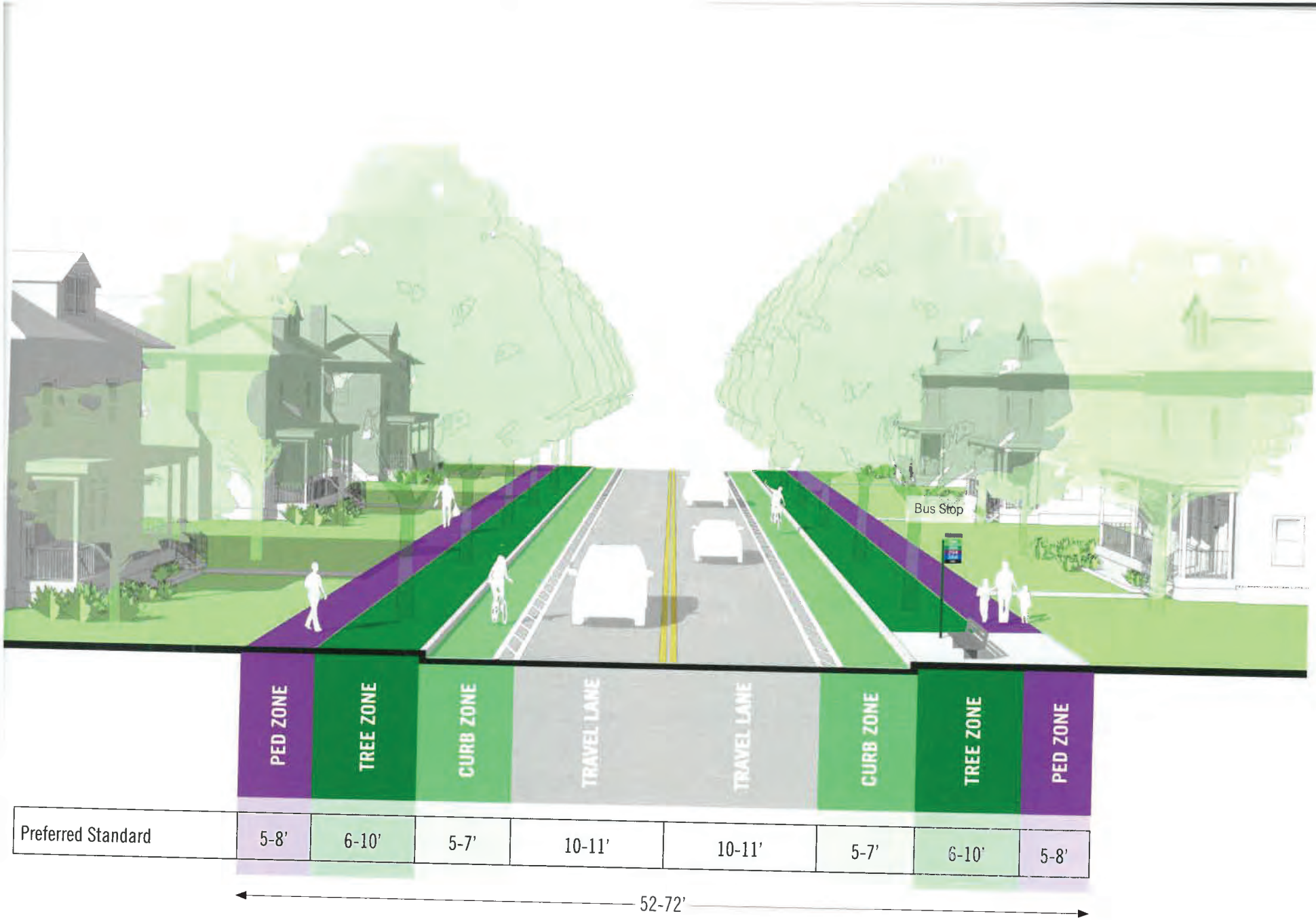
These dimensions represent the preferred standards for those design features, but may not be feasible in all situations. Engineering judgement may be required to adjust design dimensions to fit within the constraints of existing street conditions. The default design, however, is for a complete street that addresses the needs of the pedestrians first before designing other users for the street.

Typically street rights-of-way are 66 feet wide. The right-of-way typically includes travel lanes, sidewalks, street trees and public utilities. Alley rights-of-way are typically 33 feet wide.

STATE HIGHWAYS

State Highways are designed, managed, and maintained by MDOT and are subject to Federal and State highway design standards.

The State and Federal highways that travel through the city are US 31, M-72, and M-37 and are mainly the connector and commuter routes into and out of the city. US 31 has several distinct designations. US 31 is listed in the National Highway Systems, is a State Corridor of Significance, is a national truck route, and is classified as a principal arterial highway.



Preferred Standard	5-8'	6-10'	5-7'	10-11'	10-11'	5-7'	6-10'	5-8'

52-72'

NOTE:

1. Curb zone can include bike facilities, parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration.
2. Row is typically 66 feet wide.
3. No on-street parallel parking unless curb zone is at least 7 feet wide.

Connector Street

CONTEXT

Connector Streets serve areas of moderate-density residential or transition zones between residential and commercial. These areas intended to have a more neighborhood-focused development style, with community facilities and neighborhood commercial amenities.

FUNCTION

These streets serve as transit corridors and as key bicycle connections, linking residents to jobs, services and amenities. These streets provide access to residential, commercial, and mixed use areas and provide a connection to the rest of the community.

COMPOSITION

Connector streets are typically limited to two lanes and may be delineated with striping. Sidewalks are provided on both sides of the street and are detached from the curb to allow for an adequate tree lawn with street trees. On-street parking or protected bike lanes may be present, depending on the adjacent land uses and right-of-way constraints. Traffic calming measures are appropriate for the streets provided the types of measures will not hamper emergency operations.

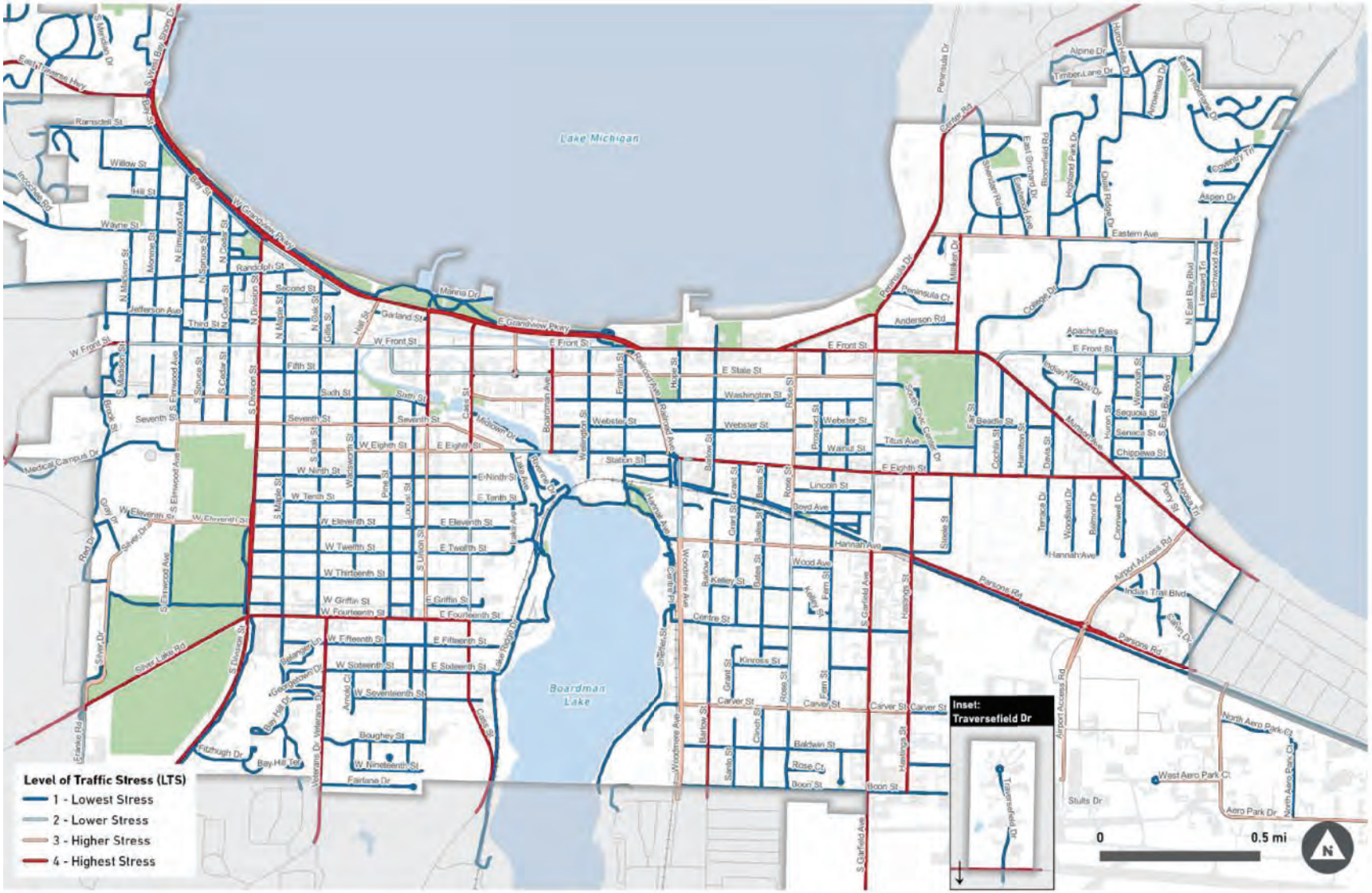
Pedestrian scaled street lighting is present to delineate character transitions and at intersections, If alternative access is available via alleys, minor streets, or shared access through neighboring properties, driveways are not allowed for new construction or major property renovation.

These streets are to be designed and constructed with curb and gutter. Drainage is properly to be accounted for by using green infrastructure and best management practices. Utilities are provided within the right of way.

Example Connector Street - Eastern Avenue

Example Connector Street - West Front Street

Bicycle Level of Traffic Stress



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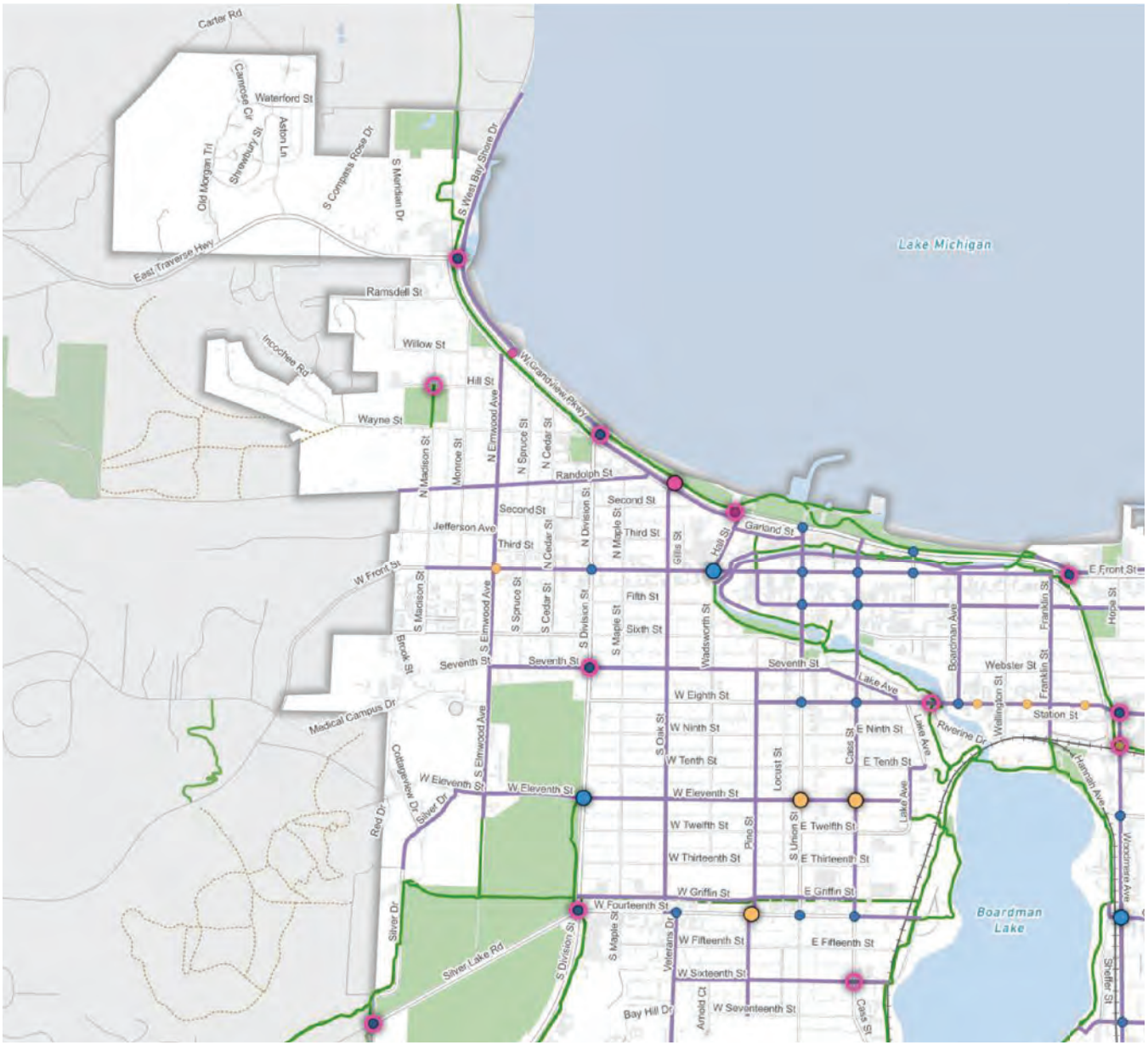
Traverse City Mobility Network
Northwest Quadrant



Legend

- Nature Trails
- Paved Trails
- Railroads

Existing Crossing Improvements

- HAWK
- RRFB
- TrafficSignals

Potential Crossing Improvements

- HAWK
- RRFBs
- Traffic Signal
- Crossing Improvement

Potential Bike Network Improvements

- Proposed Vision Bike Network

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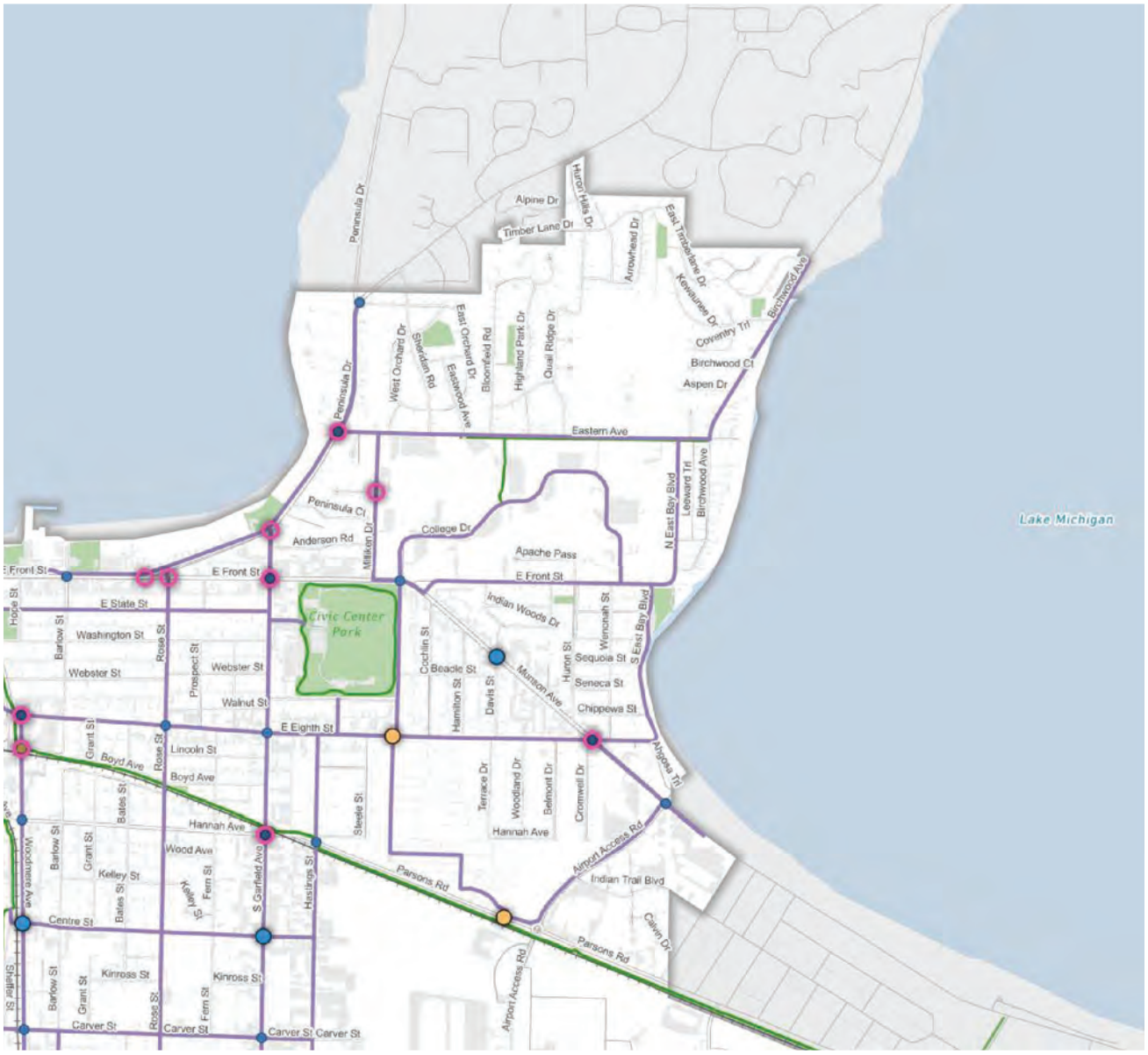
Traverse City Mobility Network

Northeast Quadrant



Legend

- Nature Trails
- Paved Trails
- Railroads

Existing Crossing Improvements

- HAWK
- RRFB
- TrafficSignals

Potential Crossing Improvements

- HAWK
- RRFBs
- Traffic Signal
- Crossing Improvement

Potential Bike Network Improvements

- Proposed Vision Bike Network

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Project: 14th St. (Division St. to 400 ft. east of Cass St. at railroad crossing)
Agency: Traverse City
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	Yes	10	Storm water upgrades are proposed as part of project; Traverse City Complete Streets Plan
2) Economic Development	Regionally significant corridor with several businesses	10	Several businesses in corridor; future projects planned to connect non-motorized trails
	Actual PASER Rating		
3) PASER - Pavement Condition	3	8	9 Segments 8 segments rated 3 1 segment rated 4
	Actual AADT		
4) Average Traffic Count	13,762	3	Potential +1 pts AADT differed in application from MDOT AADT Map
	Actual CAADT		
5) Average Freight Traffic Count	372	3	
	Actual RSL		
6) Remaining Service Life	4-10	7	
7) Environmental Justice	MiEJ Score: > 30-40	6	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	4.5	10	
8 – B) Area of Safety concern	Yes	5	
	Actual NFC		
9) National Road Classification	Minor Arterial	10	
	Description		
10 – A) Traffic Control Measures	Yes	2	
10 – B) Increase Presence	Yes	2	Traverse City Complete Streets Plan
10 – C) Public Transit Element	Yes	1	Improve pedestrian access to BATA stop

Project Total Score: range 77-78

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: City of Traverse City

Agency contact person: Zach Cole

Proposed project: 14th St

Local agency project rank: 1

Fiscal year funding is requested: 28-29 Proposed let date: spring 2028

Major route:

Project limits: Division Street to Railroad Crossing

Length (in mi.): 0.85 ■ Project area map attached?

Project description: Mill crown correction, and Overlay, ADA ramp upgrades.

Project Conditions

PASER rating: 3 Remaining Service Life (RSL): 4-10 years

Is this project 100% preserve? ■ Yes ☐ No

Is this a preventative maintenance project? ■ Yes ☐ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ■ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 17159 Freight Traffic Volume (CAADT): 1,373

Estimated % Commercial Traffic: 8% On MTP Freight Route? ☐ Yes ■ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ■ No

Functional Class: Minor Arterial Year of last improvement: 2006

Description of last improvement: Overlay existing asphalt Division to Cass the R.R. Tracks, see project description

Funding

Federal Non-Participating Work?

☒ Yes ☐ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain: See description

If you have a preferred funding source, check box: ☒ STP ☐ CMAQ

Proposed Participating Cost	$ 1,127,000	Proposed Federal	$ 1,100,00
Proposed Non-Participating Cost	$ 210,000	Proposed State	$ 0
Total Project Cost	$ 1,337,000	Proposed Local	$ 0

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☒ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ☒ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☒ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

See attached project description

Project located in Environmental Justice Area? ☒ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: >40-50

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 4.5

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Pedestrian visability will be enhanced at the intersections along with crown corrections reducing the slope from beyond acceptable to within MDOT tolerances.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	■ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	☐ Yes ■ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.

City of Traverse City
CITY GIS

Legend

1 inch = 200 feet

City of Traverse City
CITY GIS

Legend

1 inch = 200 feet

This map is based on digital databases from the City of Traverse City.Traverse City cannot accept any responsibility for errors, ommissions or positional accuracy. There are no warranties expressed or implied.

Fourteenth Street

- Regional benefit: Fourteenth Street serves as a minor arterial for its full length (0.85 mile) between Division Street and Lake Ridge Drive. Upgrading 14th Street will provide improved access to a regionally important commercial corridor as well as improving connections to the region via Division Street and Veterans Drive, and connections to downtown and the Grandview Parkway via Union and Cass Streets.

- Connectivity: The City's long-term plan is to develop a bike trail along Griffin Street connecting into the Boardman Lake trail and the greater TART trail system.

  In addition, 14th Street (a minor arterial) connects Division Street (a principal arterial) with Cass Street (a minor arterial). Improving these connections will contribute to network resiliency throughout the area.

  The non-motorized improvements along 14th Street (half a block south of the planned Griffin Street trail) will allow users to access the regional trail system. The improved crossings at the intersections will help to provide access to the planned regional trail connection through Griffin Street.

- Complete Streets: As noted, all crossings will include accessible ramps and controlled crossings as called for under the City's Mobility Action Plan**.** Complete street improvements are especially needed at the Pine and Maple intersections.

- Transit: This improvement project limits includes a BATA transit stop at 14th Street and Veterans Drive. This is part of BATA's Route 1 line connecting the Hall Street transfer station to Grand Traverse Mall. Users can access the full BATA service area through connecting routes and via the transfer station. Having improved pedestrian access and crossings along 14th Street to this stop will greatly improve access to transit for many current and potential future transit users.

- Green Infrastructure: There will be no infrastructure changes at this time.

- Environment: There are no planned environmental improvements at this time.

- Economic Development: Public infrastructure improvements along 14th Street will improve the congestion and turning hazards throughout the corridor. Enhanced access and improved safety for all users will benefit the businesses along the corridor and support economic development here.

- Freight: NA

- Safety: More narrow travel lanes (reducing vehicle travel speeds) and improved pedestrian crossings will undoubtedly improve safety throughout this project area.

Local Municipality Infrastructure Coordination Narrative

The City's newly adopted Mobility Action Plan (MAP) calls for the section of 14th Street from Cass Road to the Boardman Lake Trail/Lake Ridge Drive to be part of the proposed "Vision Bike Network". The MAP also calls for improved pedestrian crossing infrastructure at Division, Oak, Pine, Union, and Cass Streets along 14th Street. As noted above, the long-term plan is for the bike network to be routed along Griffin Street just north of 14th Street while improving the pedestrian experience and safety along 14th Street.

Local Planning and Economic Development Narrative

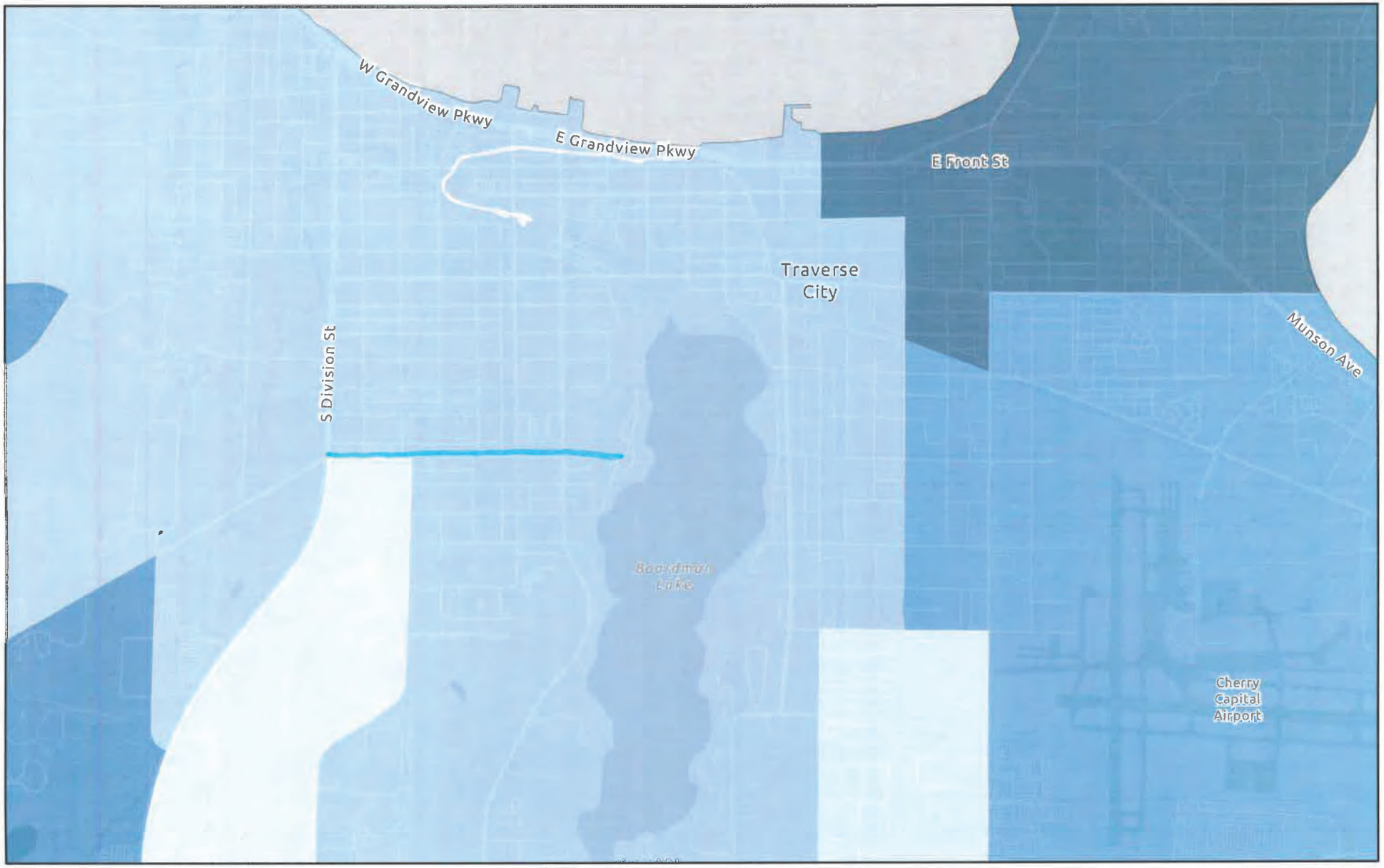
The City's Corridors Master Plan highlights 5 key corridors for future planning, among them is the 14th Street corridor. The Corridors Plan calls for significant redevelopment of underutilized properties and enhancement of the character of this corridor as well as gateway features at either end of the corridor. The Corridors Plan calls for a trail connection via Griffin Street in conjunction with the MAP. These sweeping changes are longer term in nature and require a multi-step approach as the City undertakes detailed visioning and related zoning changes to fully realize the Corridor Master Plan's vision. While the City works towards these longer term elements, the 14th Street corridor must be maintained to prolong the street's functional lifespan. All current improvements should be made with the longer term goals in mind. To this end, storm water upgrades are proposed as part of this project along with improved complete streets infrastructure at several crossings.

Quick References

Mobility Action Plan
https://www.traversecitymi.gov/projects/mobility-action-plan.html

City Maps (PASER, CIP, Zoning)
https://www.traversecitymi.gov/community/city-maps/

MiEJScreen DRAFT



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MiEJScreen Overall Score

0 – 10 (Lowest Scores)

> 10 – 20

> 20 – 30

> 30 – 40

> 40 – 50

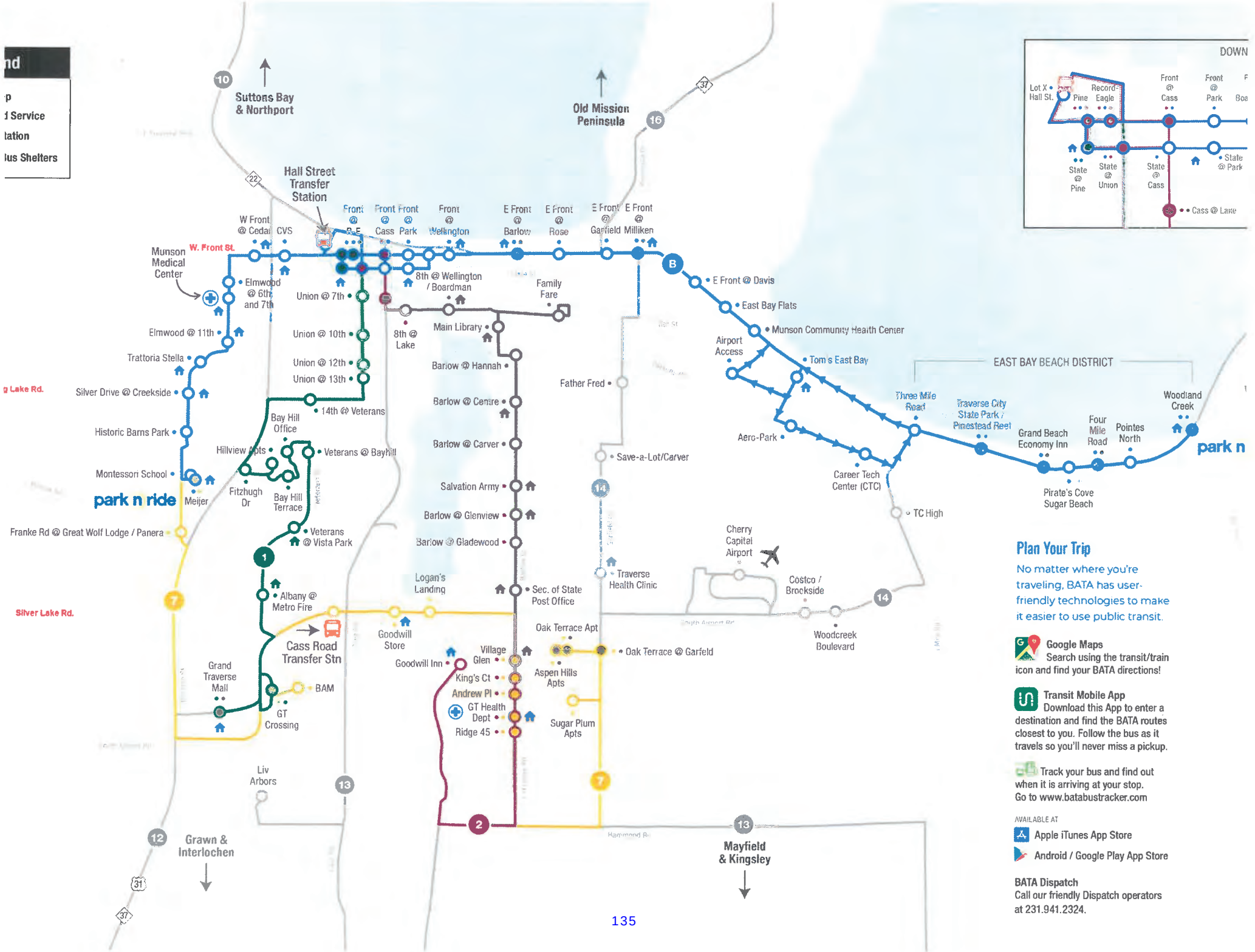
1:36,112

0 0.2 0.4 0.8 mi

0 0.35 0.7 1.4 km

GTC Equalization/GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Michigan EGLE



Plan Your Trip

No matter where you're traveling, BATA has user-friendly technologies to make it easier to use public transit.

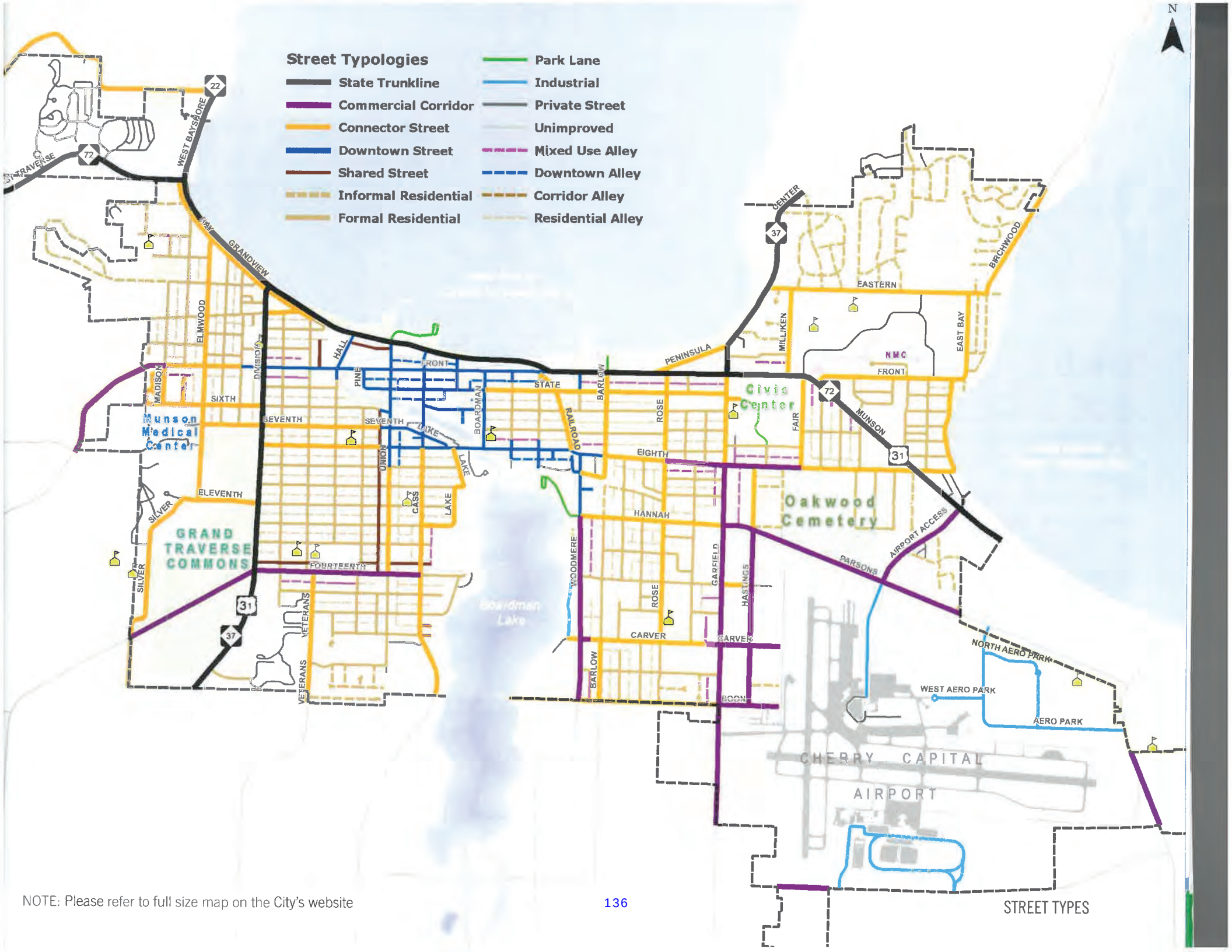
Google Maps
Search using the transit/train icon and find your BATA directions!

Transit Mobile App
Download this App to enter a destination and find the BATA routes closest to you. Follow the bus as it travels so you'll never miss a pickup.

Track your bus and find out when it is arriving at your stop.
Go to www.batabustracker.com

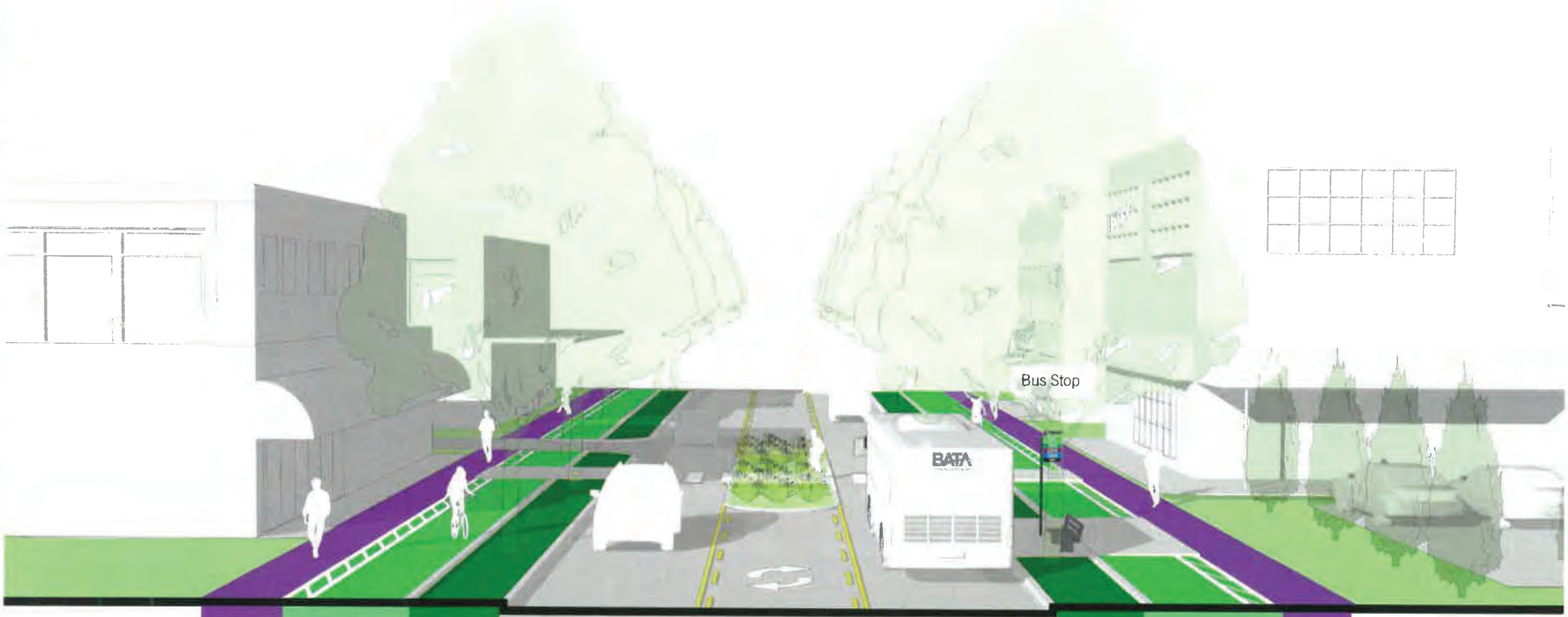
AVAILABLE AT
Apple iTunes App Store
Android / Google Play App Store

BATA Dispatch
Call our friendly Dispatch operators at 231.941.2324.



NOTE: Please refer to full size map on the City's website

STREET TYPES



Preferred Standard	5-8'	5-8'	6-10'	10-11'	9-10'	10-11'	6-10'	5-8'	5-8'

62-84'

NOTE:

1. Curb zone can include bike facilities, parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration.
2. Most right-of-ways are 66 feet wide.

Commercial Corridor Street

CONTEXT

The land use and development context adjacent to Commercial Corridors in Traverse City includes commercially and industrially focused uses as well as higher intensity and larger scale residential buildings. These areas are less formally developed of the two types of commercial neighborhoods within the city with a focus on commercial and building innovation.

FUNCTION

Commercial Corridor streets serve as key travel routes for moving both goods and people. They may be characterized as city thoroughfares, providing direct access through the city to major destinations. These streets provide access to commercial and mixed use areas and provide an connection for all users. Frequent transit and transit stops are very apparent along Commercial Corridors.

COMPOSITION

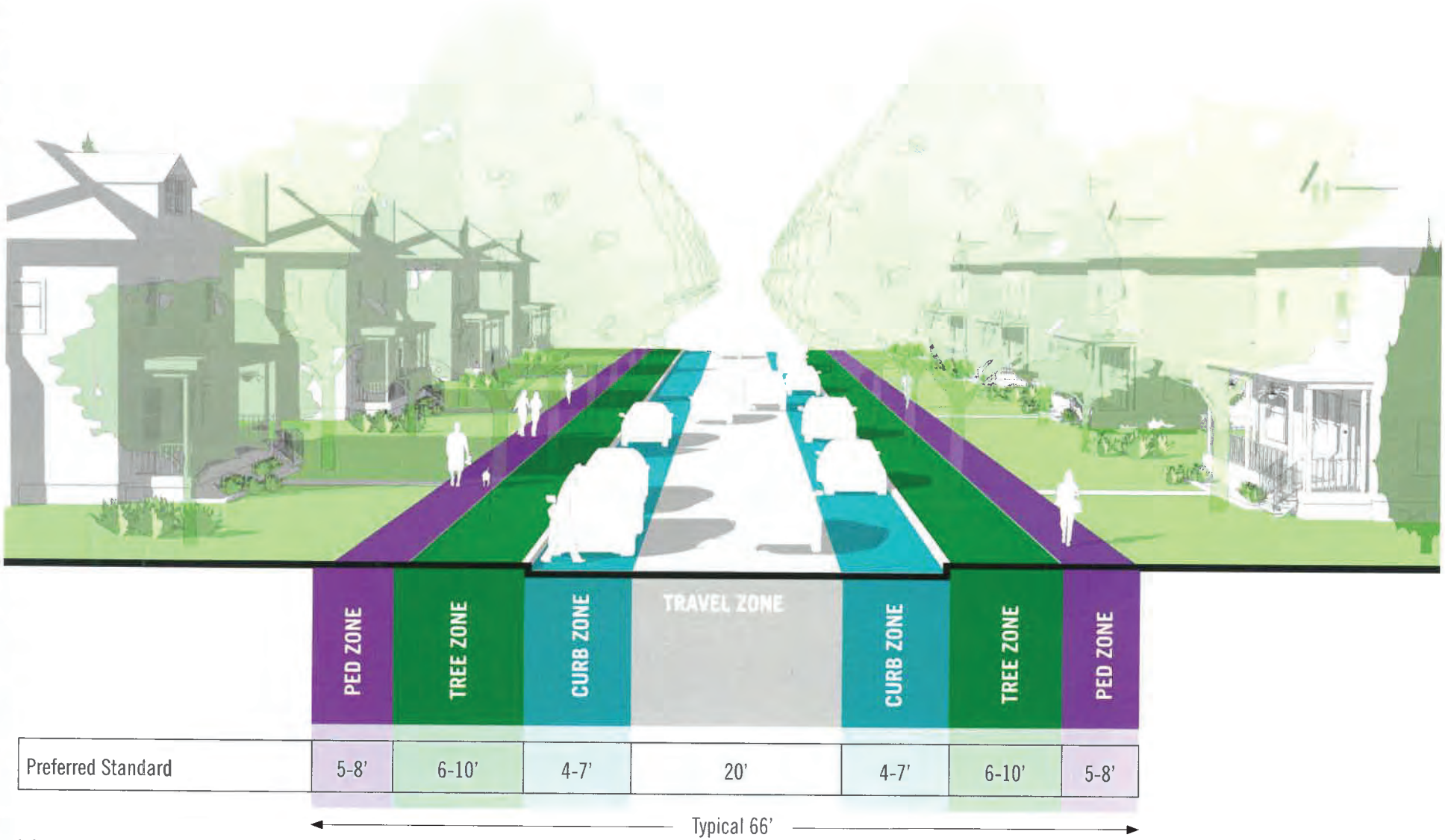
These streets are typically characterized with two or more travel lanes delineated with striping. These streets are used as transit routes with designated bus stops with shelters. Sidewalks are provided on both sides of the street. On blocks longer than 600 feet, a mid-block crosswalk is necessary to make pedestrian crossing the street more direct and safer. Protected bike lanes and/or shared use paths are provided to accommodate bicyclists, either on-street or off-street, depending on right-of-way constraints.

Street lighting is present in areas to delineate character transitions and at intersections. On-street parking may be provided.

These streets are typically constructed with curb and gutter. Large canopy street trees give vertical dimension to help define the street edge. Drainage is properly accounted for by using green infrastructure and other best management practices. Utilities are typically provided within the right of way and overhead lines buried.

Example Commercial Corridor - East Eighth Street


Example Commercial Corridor -East Eighth Street



Preferred Standard	5-8'	6-10'	4-7'	20'	4-7'	6-10'	5-8'

Typical 66'

NOTE:

1. Curb zone can include bike facilities, parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration.
2. Typical right-of-way is 66 feet wide.
3. Streets less than 30 feet wide allow for parallel parking on one side only.

Formal Residential Street

CONTEXT

Formal Residential streets are the streets that typically serve the older urban neighborhoods within Traverse City. These areas are the most formally developed of the two types of residential areas within the City with a focus on historic patterns. The level of intensity generated within this areas includes closely-spaced dwellings mixed with complementary neighborhood services.

FUNCTION

Formal Residential streets provide access to, in, and through residential neighborhoods. These are typically narrow, low-volume streets with a complete sidewalk network that connects residents to the larger transportation network. These streets often have parallel alleys that provide rear access to garages or private parking areas for the residents. The absence of driveways coming from the street enhances the walking environment by removing vehicle/pedestrian conflicts along the sidewalks.

COMPOSITION

Sidewalks are provided on both sides of the street and are detached from the curb to allow for a tree lawn with large canopy street trees. Parking is allowed on these streets which can aid in keep traffic speeds slower. Traffic calming measures are appropriate, especially on long blocks or on streets that were constructed wider than necessary. (See page 42 for Traffic Calming measures.) Street lighting is provided at intersections and in some areas low level pedestrian scaled lighting is provided.

Curb and gutter is standard on these types of streets and drainage is properly accounted for with green infrastructure and best management practices. Curb cuts for driveways onto the street are not allowed if alley access is available for new construction or major property renovation.

Typically water main and storm sewer utilities are located in the street right-of-way, while sanitary sewer service is provided in the alley.

Example Formal Residential Street

Example Formal Residential Street

SECTION SEVEN

FOURTEENTH STREET FRAMEWORK PLAN

EXISTING CONDITIONS

FOURTEENTH ST

The Fourteenth Street Corridor extends from Division Street on the west to Boardman Lake on the east and serves as an important transportation link in the City.

Along its length, Fourteenth Street has several different "character areas," each influenced by traffic volumes, existing land uses, proximity to Boardman Lake, traffic volumes at key intersections and other factors that will increase each area's potential.

The Framework Plan for Fourteenth Street presents a guide for land use along the Corridor and identifies potential development and redevelopment opportunities. Specific recommendations for site and right-way improvements are provided to enhance the Corridor's appearance and character. Transportation related recommendations are also presented on the following pages to improve mobility along the corridor for motorist, pedestrian, and cyclists.

Sidewalks *Although sidewalks with parkways are continuous along the south side of corridor, there are limited sidewalks on the north side. Several gaps in the network frustrate pedestrian movement and the sidewalks fail to connect to the trail network west of the corridor.*

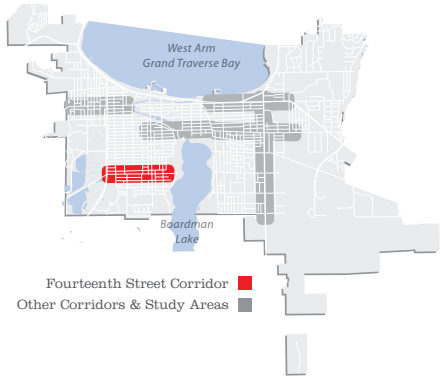
Intersections *While most intersections along Fourteenth Street function well, queuing and delays can be experienced at Division Street. Even though Division was recently upgraded, delays at this major intersection impact access to businesses.*

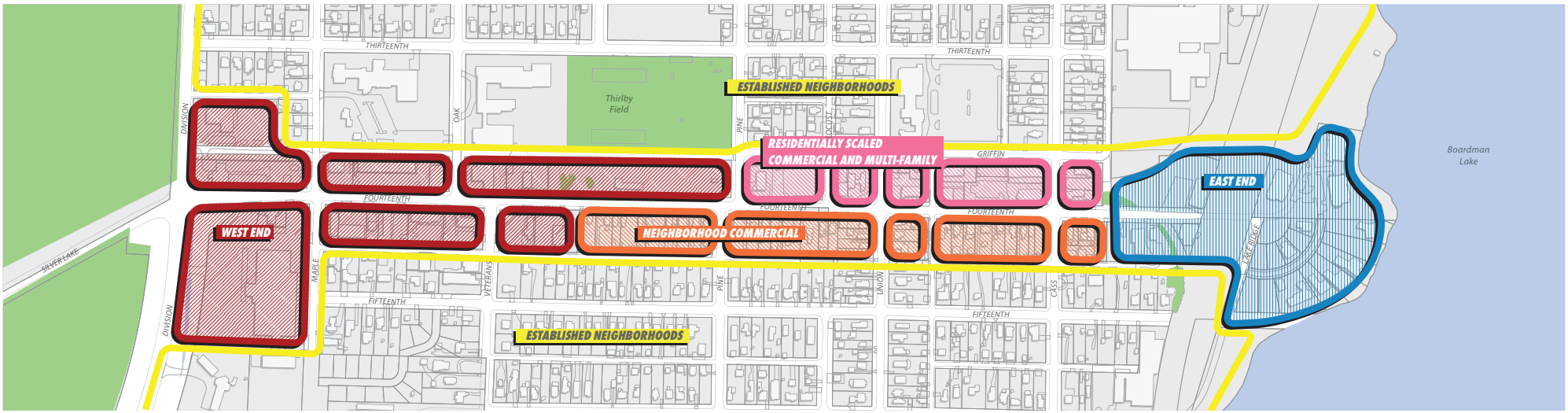
Roadway *Fourteenth Street is a three lane cross section, with one travel lane provided in each direction plus a center turning lane. There are signalized intersections at Division Street, Veterans Drive, Union Street, and Cass Street. Veterans Drive is T-Intersection and a jogged traffic movement is evident with north-south traffic utilizing Oak Street to continue north.*

Access Management *Even with a center turning lane, access management along the Fourteenth Street Corridor is limited, resulting in left turn conflicts for vehicles and driveways/pedestrians. Access management is an important consideration for the Fourteenth Street Corridor. By eliminating redundant driveways, consolidating curb cuts, and connecting adjacent parking lots, the function and safety of Fourteenth Street can be improved.*

ADA Compliance *The Americans with Disabilities Act has created a set of guidelines to ensure that transportation infrastructure is constructed to standards that ensure accessibility for the disabled. Although sidewalks exist along Fourteenth Street, there are areas of non-compliance due to the lack of curb ramps, sidewalk width, and sidewalk obstructions, not to mention missing sidewalk segments.*

Bicycle Lanes *Currently, there are no bike lanes along the corridor. Designated bicycle lanes on a street provide a dedicated area of the roadway for bicycles. In addition to providing a safer environment for bicycles, bike lanes also provide more separation between traffic and sidewalk, further buffering pedestrians from moving cars.*





CHARACTER AREA FRAMEWORK

FOURTEENTH ST

Along each corridor there exists a range of different "character areas", defined by components such as functionality, development pattern, parking, building height, land use, appearance, development potential, and overall character. These different character areas are united by the corridor itself, yet each provides distinct environments that help define the unique experience to be had at different locations along the corridor's run. Together, the four (4) different areas along Fourteenth Street represent the full range of land uses and development patterns are provide a variety of development and improvement opportunities for the corridor.

West End *The west end of Fourteenth Street is a busy commercial area, activated by traffic along Division and Fourteenth and activity generators such as Tom's Food Market and Thirlby Field. As a gateway to the City, development should be attractive and help shape a positive perception of the community. Commercial uses should cater to nearby residents and passing motorists. This area should be positioned to maximize its potential as a major commercial node by encouraging larger scale comprehensive development. However, this type of development would require property assemblage, which is complicated by small parcel sizes and multiple property owners. Buildings should be one to three stories in height, although, depending on use, four to five stories could be appropriate to catalyze a larger redevelopment effort.*

Built Form	*Large and mid-scale commercial buildings with strong visual impacts. Although serving motorists, properties should also be accessible to pedestrians. Assembling smaller parcels into larger redevelopment lots is desirable when possible.*
Parking	*Parking should be provided behind buildings.*
Height	*1-3 stories, although 4-5 stories could be appropriate on prominent properties.*
Uses	*High activity, destination commercial uses. Residential is not desired on the ground floor due to the area's role as a gateway.*

Neighborhood Commercial *The north side of Fourteenth and Cass and Fourteenth and Union intersections should be maintained as a small commercial node. Uses should consist of local convenience and neighborhood oriented retail, including service and professional office uses catering to the needs of nearby residents. Development should be one to three stories in height and be respectful of adjacent land uses. Consideration could be given to extending commercial land uses to the south side, either as a residential conversion (see below) or as a dedicated commercial use, but development should not adversely impact the adjacent residential areas.*

Built Form	*Buildings at or near the sidewalk and front property line. Building scales should respect established residential areas. Homes to the south are possible candidates for conversion to commercial.*
Parking	*Parking should be provided in the rear of buildings if possible, otherwise in the side yard screened from Fourteenth Street with landscaping and a low masonry wall.*
Height	*1-3 stories.*
Uses	*Small-scale retail, service, and office commercial in character with existing residential neighborhoods.*

Residentially Scaled Commercial and Multi-Family *Situated between busier commercial nodes along the corridor, these areas are appropriate for multi-family residential, low-intensity commercial, or a combination of both uses in the form of mixed-use development. Regardless of land use, development should be residentially scaled and one to three stories in height. An excellent example of appropriate residentially scaled development is Cass Street Ear Nose and Throat which is one story with residential architecture.*

Built Form	*Buildings at or near the sidewalk and front property line. Residentially scaled, matching established neighborhoods.*
Parking	*Parking should be provided in the rear of buildings if possible, otherwise in the side yard screened from Fourteenth Street with landscaping and a low masonry wall.*
Height	*1-3 stories.*
Uses	*Mix of uses tending toward residential, including multi-family, small-scale residential, and mixed-use buildings with both.*

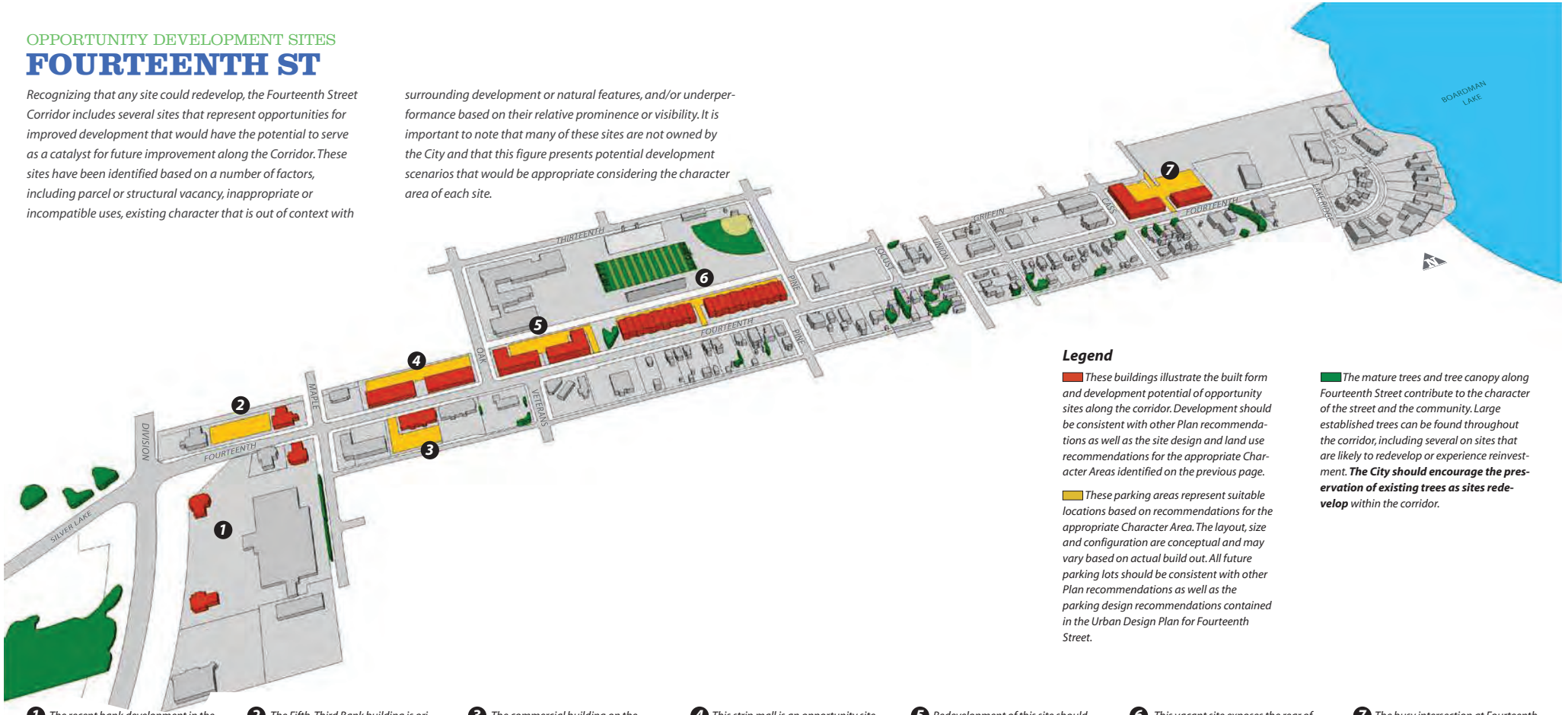
East End *Development at the east end of the corridor should maximize the potential of the area along Boardman Lake, the activity around the Cass Street intersection, as well as the potential Boardman Lake Avenue. Residential densities should reflect the new mixed-density residential development at the east end of Fourteenth Street. Buildings should be one to three stories in height. At the intersection of Cass and Fourteenth, buildings should be placed close to the street to "frame" the intersection and create an active pedestrian friendly node.*

Built Form	*Buildings at or near the sidewalk and front property line. Special attention should be paid to properties on the lakefront and key intersections.*
Parking	*Provided in existing parking garage if capacity permits, otherwise in the rear of buildings.*
Height	*1-3 stories.*
Uses	*Mix of uses throughout, including retail, service, office, and residential. Residential densities near the lake should match recent developments.*

OPPORTUNITY DEVELOPMENT SITES

FOURTEENTH ST

Recognizing that any site could redevelop, the Fourteenth Street Corridor includes several sites that represent opportunities for improved development that would have the potential to serve as a catalyst for future improvement along the Corridor. These sites have been identified based on a number of factors, including parcel or structural vacancy, inappropriate or incompatible uses, existing character that is out of context with surrounding development or natural features, and/or underperformance based on their relative prominence or visibility. It is important to note that many of these sites are not owned by the City and that this figure presents potential development scenarios that would be appropriate considering the character area of each site.



Legend

These buildings illustrate the built form and development potential of opportunity sites along the corridor. Development should be consistent with other Plan recommendations as well as the site design and land use recommendations for the appropriate Character Areas identified on the previous page.

These parking areas represent suitable locations based on recommendations for the appropriate Character Area. The layout, size and configuration are conceptual and may vary based on actual build out. All future parking lots should be consistent with other Plan recommendations as well as the parking design recommendations contained in the Urban Design Plan for Fourteenth Street.

The mature trees and tree canopy along Fourteenth Street contribute to the character of the street and the community. Large established trees can be found throughout the corridor, including several on sites that are likely to redevelop or experience reinvestment. ***The City should encourage the preservation of existing trees as sites redevelop*** *within the corridor.*

1 *The recent bank development in the northern section of the Tom's Food Market parking lot is a creative approach to repurposing underutilized pavement along Fourteenth Street. A similar opportunity for additional areas for new convenience/retail commercial uses may exist in other areas of the site. Any development should integrate new parking and cross-access with what already exists, and should not negatively impact Tom's Food Market by obscuring views, eliminating necessary parking spaces, or making access difficult.*

2 *The Fifth-Third Bank building is oriented awkwardly with a long linear parking lot and drive-thru consuming valuable street frontage along Fourteenth Street. Reconfiguring the lot and drive-through would allow for development on the east end of the site of a new convenience, retail, or service commercial use that compliments the surrounding neighborhood. Parking for the new development should be shared with the bank and screened from Fourteenth Street with a low masonry wall and landscaping.*

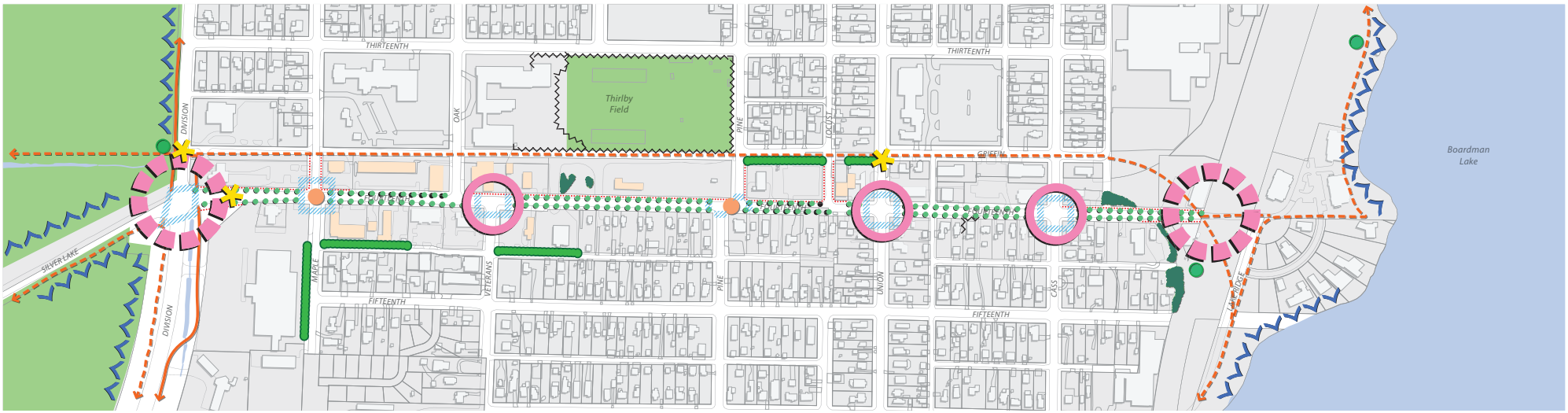
3 *The commercial building on the south side of Fourteenth Street is serviced by a rear alley that is not being used to improve circulation, and is oriented so as to provide tenants little visibility from the corridor. The site should be reconfigured to have a strong presence on Fourteenth Street and parking in the rear that is accessible from the alley and adjacent lot to the east. A neighborhood-scale commercial use should be targeted for this opportunity site, potentially by extending it westward to Maple Street and including the nearby commercial buildings.*

4 *This strip mall is an opportunity site because of its large size and single owner. Although the uses are appropriate for its location and the site is unlikely to change in the short-term, the owner should consider long-term improvements to the layout. Removing the eastern building would create a continuous view of the main building from Fourteenth Street, and incorporating the existing 7-11 to the east would enhance the redevelopment scenario. Parking should be provided midblock or in the rear, and should be screened with a low masonry wall and landscaping.*

5 *Redevelopment of this site should prioritize the west end uses at Oak Street, but consider incorporating Leone's Frosty Treat, a seasonal business closed in winter months. New development should be more compatible with the adjacent school and the Fourteenth Street corridor. Appropriate uses include commercial, office, or possibly mixed-use with residential upper floors. Alley accessed rear parking, while ideal, might conflict with school traffic patterns. The east end of the site might therefore be needed as visitor parking.*

6 *This vacant site exposes the rear of Thirlby Field's bleachers and makes this section of Fourteenth Street feel vast and desolate. Redevelopment should contribute to the Corridor's streetwall while preserving and incorporating the existing trees. The current single family zoning may be limiting the site's potential and how this site is perceived by the school. On the east end, either row houses or multi-family units, could transition to commercial uses that are more appropriate for the site's west end. The parcel's shallowness may require parking to be provided midblock, screened with a low masonry wall and landscaping.*

7 *The busy intersection at Fourteenth and Cass creates a valuable site for businesses seeking high visibility, convenient access, and potential connection to the planned Boardman Lake Avenue. The site's existing uses could be relocated to more appropriate, less prominent locations in the City. New development could include unused parts of the Cone Drive Gearing Solutions site and the proposed decommissioned railroad right-of-way, reconfigured to front Fourteenth Street. An office or commercial service use with multi-family upper stories would be appropriate at the intersection and along Cass Street, with parking in the rear.*



URBAN DESIGN FRAMEWORK

FOURTEENTH ST

The Urban Design Framework Plan provides a framework for the actions and improvements to enhance the appearance, function, and overall vitality of the Fourteenth Street Corridor. Improvements and recommendations identified in the plan are recommendations affecting both the public and private realm. Some of the improvements are simple, less costly improvements that can be implemented more quickly, while others more costly that will require more detailed study, planning, and funding.

The intersection of Division Street and Fourteenth Street is a focal point of the corridor and anchors the west end. ***As a primary entry, this area should be improved with gateway features****, including signage, landscaping, unique pavement treatment, and more to strengthen the identity of the corridor. In addition, in the event that Boardman Lake Avenue is constructed, it will be a primary entry on the corridor's eastern end, and should also be improved with gateway features.*

In addition to the corridor's primary gateways, other intersections provide opportunities to help strengthen the corridor's identity and overall sense of place. ***The City should improve these non-gateway intersections with features that complement the primary gateways****, including landscaping and signage, but to a lesser extent.*

Most of the buildings along the corridor can be described as well kept, however few have been updated or modernized. The cumulative effect is a corridor that appears outdated. As an alternative to redevelopment, ***façade enhancements could "upgrade" the appearance of the corridor,*** *providing more contemporary looking buildings with attractive and welcoming entrances and storefronts.*

There are segments of Fourteenth Street where ***utilities, mechanical infrastructure, and service areas detract from the appearance of the Corridor****. These areas should be adequately screened with landscaping and fencing including rooftop mechanical equipment.*

The City should ***encourage new development to identify and protect viewsheds and vistas*** *onto Boardman Lake, Grand Traverse Commons, and other environmental assets by prohibiting overly intensive or massive development that blocks the viewpoint's subject.*

Parkway landscaping can visually unite a corridor and help establish a sense of place and identity. It can also play an important role in screening parking areas and reducing noise, light, dust, and glare from a roadway onto adjacent properties. ***The City should develop and implement a unified streetscaping treatment along the corridor*** *consisting of evenly spaced right-of-way trees, pedestrian scale lighting, shrubbery and hedges, flower beds, and other improvements that can help beautify and distinguish this important corridor.*

Many take pride in the fact that Traverse City is a walkable community. While subdivision regulations and City policy have been effective in establishing an extensive sidewalk network along Front Street, maintenance issues and gaps in the network do exist. ***The City should ensure a complete sidewalk network exists*** *along Front Street and ensure adjacent neighborhoods are also connected to the sidewalk network.*

In addition to sidewalk connections along Fourteenth Street, there are opportunities to ***connect to the Traverse Area Recreation and Transportation Trails' network (TART Trails).*** *Providing signage for the trail connections would assist in promoting the TART trail system, enhance the walkability and bikability of the community, and better connect the Fourteenth Street Corridor and its businesses to the trail system.*

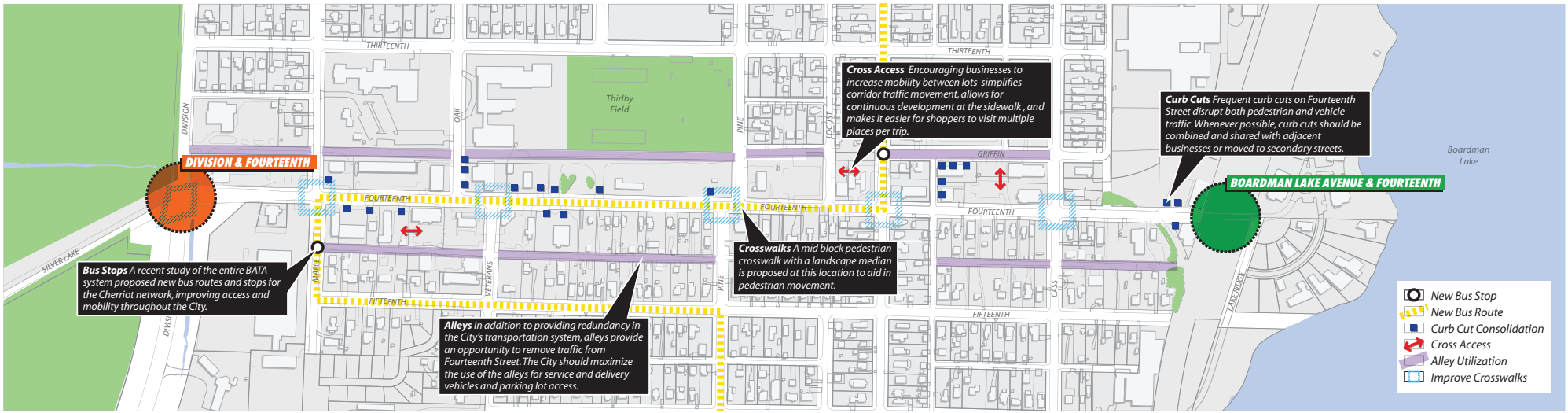
Strengthening and enhancing crosswalks throughout the Corridor *could improve the pedestrian orientation and safety of the Fourteenth Street. Primary crosswalks, designated for busier intersections, should be constructed with different materials and colors than the street, such as brick pavers or stamped and painted concrete, to enhance their visibility and improve the streetscape. Secondary crosswalks should use heavy striping to strengthen their presence.*

"Complete streets" prioritize safe and easy access for all modes of transportation, including vehicles, bicycles, pedestrians, and public transportation. Even small improvements such as providing ***street furniture can further enhance the pedestrian experience and make the Corridor more inviting.***

Wayfinding signage plays an important role in the branding, place making, function, and navigation of an area. ***A district identity and brand could be created for the Fourteenth Street Corridor and wayfinding could direct motorists and pedestrians*** *to key destinations along the Corridor and within the community. Wayfinding signage should be simple, quick and easy to understand, attractive, and contribute to the appearance and overall character of the Corridor.* ***Kiosks with maps and directories should be placed at key activity nodes within the Corridor,*** *and be easily visible to drivers and pedestrians.*

Trailheads and rest areas are important amenities that enhance the use of the entire trail system. The City should seek ***opportunities to install these amenities that may include providing information, parking, signs, restrooms, etc.*** *Trailheads should be prominent and should provide information about the trail and surrounding context.*

Residential uses on Fourteenth Street should have front yard fencing to delineate the public realm from private property, not privacy. ***Fencing that detracts from the corridor's appearance and stands in isolation should be removed.*** *In regard to Thirlby Field, fencing is necessary to control ticketed events, however the existing chain-link is unattractive.* ***It is recommended that the existing fencing around Thirlby Field be replaced with a more attractive metal fence which can secure the field and contribute to the area's character and appearance.***



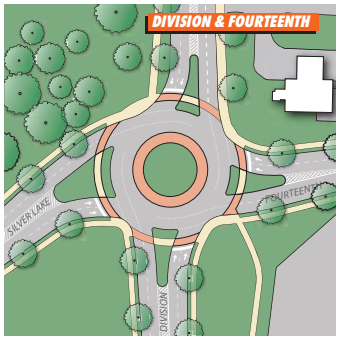
TRANSPORTATION FRAMEWORK PLAN

FOURTEENTH ST

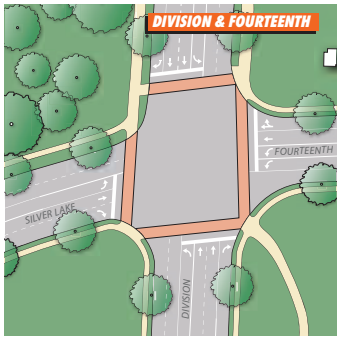
Safe and efficient transportation of vehicles, bicyclists, and pedestrians along the Fourteenth Street Corridor must be a priority for the City. However, given the existing right-of-way dimensions and lane configurations, adequately accommodating all modes of travel can be very challenging. Consideration must not only be given to vehicles and pedestrians traveling along the corridor, but must also coordinate with the parking and property access along the roadway in order to provide a functional and viable corridor for commerce and future development.

The key components of transportation are addressed in a manner geared toward enhanced mobility and safety for all modes of travel. Recommendations address access management, intersections, sidewalks, pedestrian comfort, ADA compliance, bicycle lanes, and more. Also, coordinated with transportation improvements, there must be beautification and urban design enhancements designed and implemented in a way that is integrated into circulation and access, rather than accommodated as an afterthought.

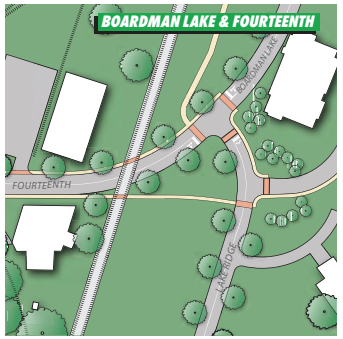
Note on Upgrade Signalized Intersections *Future traffic volumes and detailed traffic analysis would be needed to determine required lane configuration at intersections based on current peak hour counts.*



Division & Fourteenth *The City should give consideration to the installation of a two-lane roundabout at the intersection of Division and Fourteenth to improve access management and enhance intersection safety. Typically two-lane roundabouts are 140 to 160 feet in diameter, but the exact geometry would need to be determined by additional data collection and analysis. Updated data regarding traffic counts and projections will be required before a roundabout analysis (i.e. RODEL, roundabout traffic analysis software) analysis can be conducted.*



Division & Fourteenth *If a roundabout does not prove feasible, it is recommended that the City build upon the existing signal configuration of the intersection at Division and Fourteenth to include two left turn lanes, a through and a through-right lane for westbound traffic and a left turn, a through, and right turn lane for eastbound traffic. The eastbound, northbound and southbound configurations should incorporate an additional through-lane to support increasing traffic patterns.*



Boardman Lake & Fourteenth *It is recommended that Boardman Lake Avenue be extended to connect to Fourteenth to increase connectivity and relieve Cass as the north/south connector. A T-Intersection is recommended to accommodate Lake Ridge while still providing for an efficient flow of traffic from Boardman Lake Avenue to Fourteenth.*

POTENTIAL RIGHT-OF-WAY IMPROVEMENTS

FOURTEENTH ST

Existing right-of-way cross sections vary along the Fourteenth Street Corridor, ranging from two lanes to three lanes, although the street does swell with additional turn lanes at Division Street. The widest cross section is located throughout most of the corridor, spanning between Division Street and Cass Street. East of Cass Street, Fourteenth narrows to two lanes, unmarked with no curb, gutter or sidewalk.

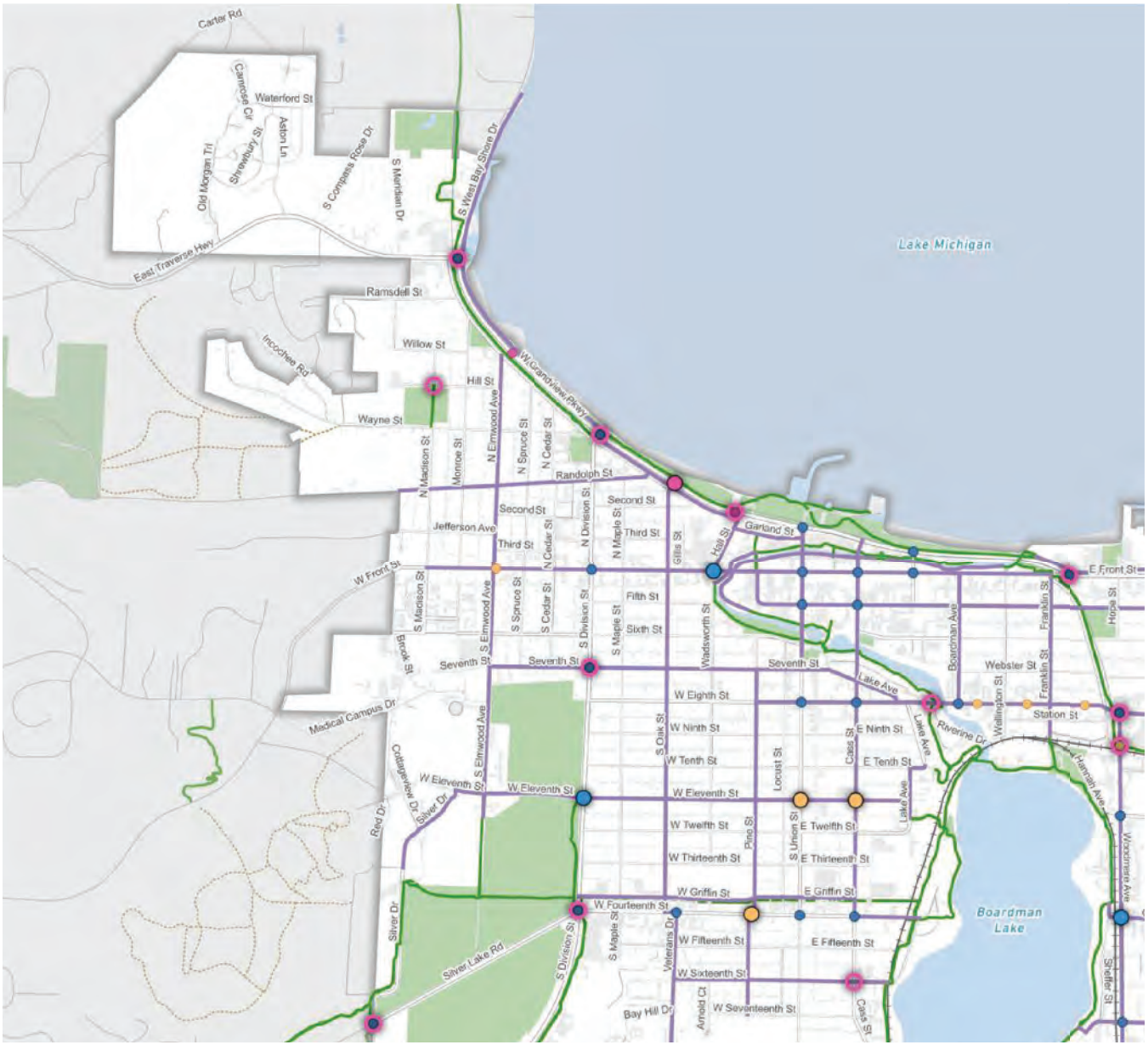
This section of the Framework Plan identifies potential improvements to the Fourteenth Street Corridor in order to provide for safer and more efficient movement of vehicles, bicycles, and pedestrians. Working within the existing right-of-way, a "typical" cross-section is recommended that will enhance the safety and efficiency of all modes of travel.

This ideal section accommodates biking, wider sidewalks, and turning movements by reconfiguring existing lanes. This approach to corridor transportation enhancements can have different applicability to different sections of the corridor, dependent on traffic, turning movements, parking demand, and available right-of-way. More detailed engineering would need to be undertaken before specific right-of-way improvements were initiated, but the concepts illustrated in this section are viable, realistic, and deserving of consideration.

Division to Lake Ridge *Division to Lake Ridge should be maintained as a three-lane street, with 10-foot travel lanes and 6-foot bike lanes in each direction, along with a 10-foot center turn lane. This cross-section also includes a 4-foot parkway for trees and streetscaping, along with a 8-foot sidewalk to provide a comfortable pedestrian environment. The existing pavement width along Fourteenth is 34 feet. The proposed pavement width is 42 feet requiring a widening to accommodate the recommended improvements.*

Division to Lake Ridge *When turn lanes are not desired, or necessary, the City should consider the installation of a center median to improve the aesthetics of the corridor and assist in calming traffic. Alternatively, the median could be eliminated in favor of wider parkways that could accommodate bus bays when necessary.*

Traverse City Mobility Network
Northwest Quadrant



Legend

- Nature Trails
- Paved Trails
- Railroads

Existing Crossing Improvements

- HAWK
- RRFB
- TrafficSignals

Potential Crossing Improvements

- HAWK
- RRFBs
- Traffic Signal
- Crossing Improvement

Potential Bike Network Improvements

- Proposed Vision Bike Network

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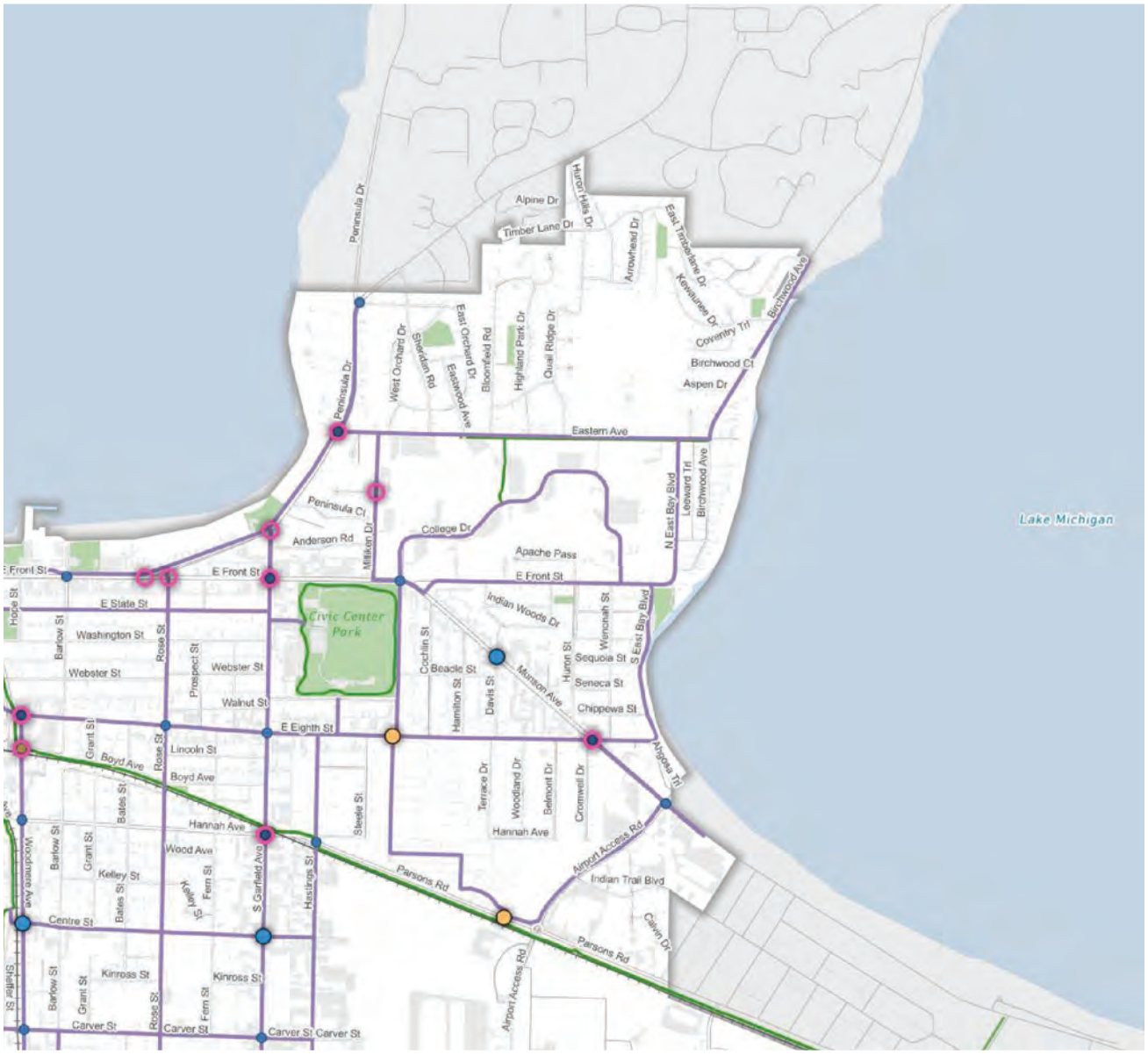
Traverse City Mobility Network

Northeast Quadrant



Legend

- Nature Trails
- Paved Trails
- Railroads

Existing Crossing Improvements

- HAWK
- RRFB
- TrafficSignals

Potential Crossing Improvements

- HAWK
- RRFBs
- Traffic Signal
- Crossing Improvement

Potential Bike Network Improvements

- Proposed Vision Bike Network

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Project: Boardman Ave. (E. State St. to E. 8th St.) and E. State Street (Boardman to 350' west)
Agency: Traverse City
Federal Aid Eligible: Yes

Factor	Actual / Description	Score	Comment
1) Local Coordination	Yes	10	TART and Non-Motorized Facilities Master Plan; stormwater improvements
2) Economic Development	Yes	5	Project supports continued private investment in the corridor (Potential +/- 5 pts)
	Actual PASER Rating		
3) PASER - Pavement Condition	3	8	
	Actual AADT		
4) Average Traffic Count	7,481	2	Potential -1 pts AADT differed in application from MDOT AADT Map
	Actual CAADT		
5) Average Freight Traffic Count	200	1	Potential +1 pts AADT differed in application from MDOT AADT Map
	Actual RSL		
6) Remaining Service Life	10 yrs	4	
7) Environmental Justice	MiEJ Score: > 30-40	6	Source: MiEJ
	Actual MVMT		
8 – A) MVMT	5	10	
8 – B) Area of Safety concern	Yes	5	
	Actual NFC		
9) National Road Classification	Major Collector	7	
	Description		
10 – A) Traffic Control Measures	Yes	2	Traverse City Complete Streets Plan
10 – B) Increase Presence	Yes	2	Traverse City Complete Streets Plan
10 – C) Public Transit Element	Yes	1	Pedestrian infrastructure access to BATA facilities

Project Total Score: range 63-68

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: City of Traverse City

Agency contact person: Zach Cole

Proposed project: Boardman Ave

Local agency project rank: 3

Fiscal year funding is requested: 2028-2029 Proposed let date: Spring 2029

Major route:

Project limits: Boardman Ave (E. State St to E. 8th St.) and E. State St (Boardman to 350' West)

Length (in mi.): 0.40 ☒ Project area map attached?

Project description: 12" Watermain installation. New pavement, sidewalk, and ADA ramps.

Project Conditions

PASER rating: Boardman (2), State (4) Remaining Service Life (RSL): 10 years

Is this project 100% preserve? ☐ Yes ☒ No

Is this a preventative maintenance project? ☐ Yes ☒ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☒ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): 4563 Freight Traffic Volume (CAADT): 365

Estimated % Commercial Traffic: 8% On MTP Freight Route? ☐ Yes ☒ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☒ No

Functional Class: Major Collector Year of last improvement: 2002

Description of last improvement: State St was overlay in 2002

Boardman Avenue was an overlay in 1999

Funding

Federal Non-Participating Work?

☒ Yes ☐ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain: There is a proposed 12" water main from Boardman Ave down State Street connecting to an existing 16" water main at the parking deck. There is also a proposed 12" water main from the intersection of State street to 8th.

If you have a preferred funding source, check box: ☒ STP ☐ CMAQ

Proposed Participating Cost	$ 1,880,000	Proposed Federal	$ 1,100,00.00
Proposed Non-Participating Cost	$ 1,470,000	Proposed State	$
Total Project Cost	$ 3,350,000	Proposed Local	$

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ☒ N/A

Project Identified in Local Plan? ☒ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☒ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

A part of tart in town bike route as well as non-motorized facilities masterplan. Support attached.

Project located in Environmental Justice Area? ☒ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: >30-40

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: 5

Does the project fix the identified correctable safety issues? ■ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

Follows the Complete Streets Resolution of Oct 3, 2011, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	■ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	■ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Narrative

Please attach a narrative for the project and be certain to address the following specific issues:

Local Municipality Infrastructure Coordination: May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.

Local Planning & Economic Development: Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).

Additional Information for consideration (if applicable):

- Current number of lanes
- Proposed number of lanes
- Current lane width
- Proposed lane width
- Total crashes on segment in last 3 years
- Drainage problem corrected?
- Replace/new bridge or culvert as part of project?
- Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection)

Acronyms/Definitions

AADT (Annual Average Daily Traffic) – Traffic metric that represents the average number of vehicles passing a specific point on a roadway per day over the course of a year.

CAADT (Commercial Annual Average Daily Traffic) – Traffic measurement that specifically tracks the average number of commercial vehicles such as trucks, buses, and delivery vehicles passing a certain point on a roadway per day over the course of a year.

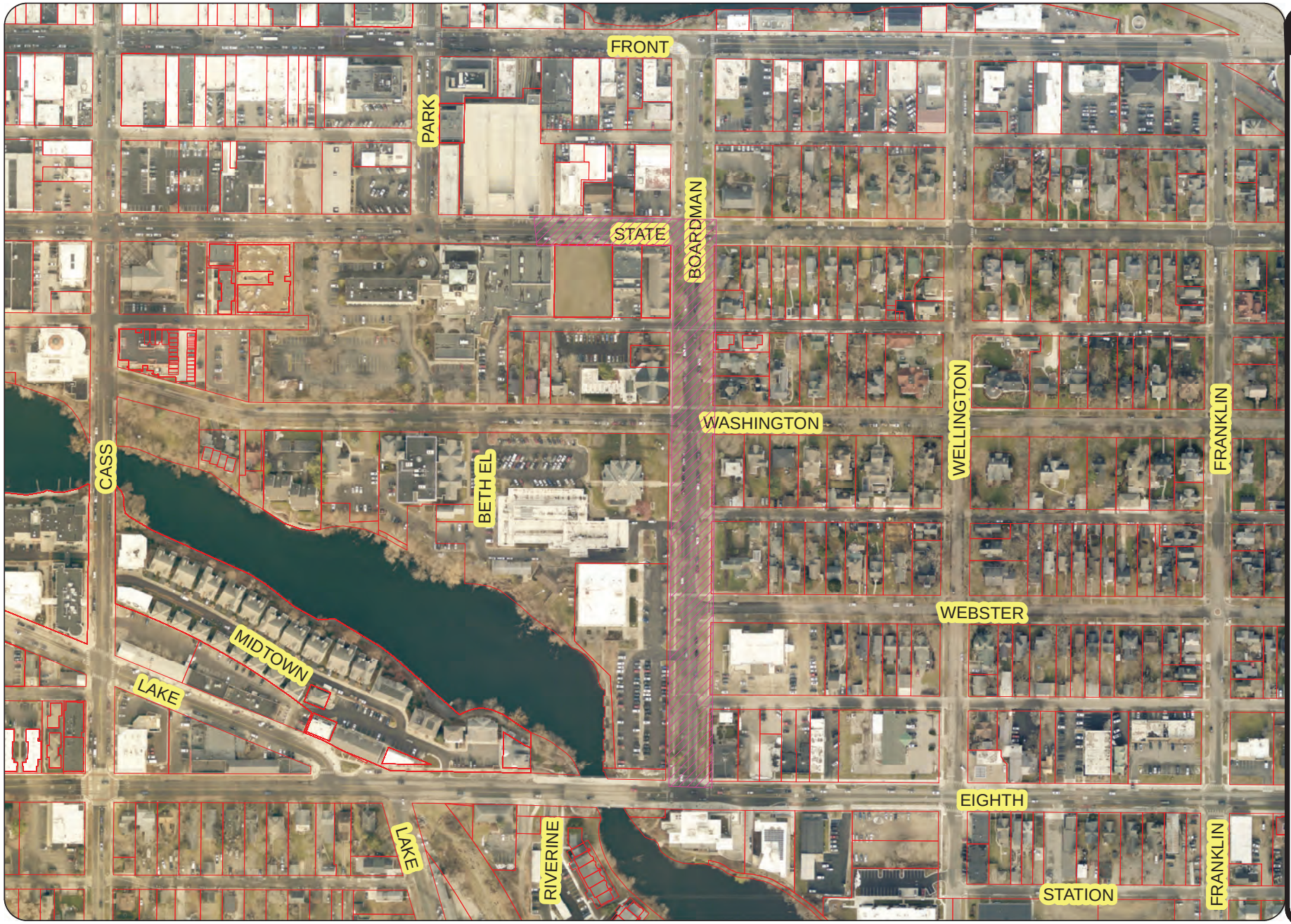
MEV (Million Entering Vehicle) – Quantity of vehicles entering a specific point, location, or area over a given year, expressed in millions.

MiEJ Screen – A mapping tool developed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to identify and visualize areas in Michigan facing environmental justice concerns.

MTP (Metropolitan Transportation Plan) – A long-term, strategic document developed by a MPO to guide transportation investments and policies in a metropolitan region over a 20-25 year horizon.

MVMT (Million Vehicle Miles Traveled) – A common way to measure exposure in traffic safety. Crash rates are often expressed as crashes per million vehicle miles traveled.

RSL (Remaining Service Life) – Measure used to estimate the amount of time a roadway, bridge, or other infrastructure component will continue to perform its intended function before requiring significant rehabilitation, reconstruction, or replacement.



City of Traverse City
CITY GIS

Legend

1 inch = 200 feet

This map is based on digital databases from the City of Traverse City.Traverse City cannot accept any responsibility for errors, ommissions or positional accuracy. There are no warranties expressed or implied.

Boardman Avenue

- Regional benefit: Boardman Avenue serves as a major collector for its full length (approximately 1/3 mile) between Front and Eighth Streets. Upgrading of Boardman Avenue as proposed will generally improve the connection between Front and Eighth Streets, two regionally significant streets imperative to providing access to offices, retail, housing, and other regionally important destinations. This project will also improve the connection between Front and State Streets, in turn allowing for better flow onto State Street. The City and the DDA are actively promoting activation of State Street as an expansion of the core Downtown business district.

- Connectivity: This road improvement will result in enhanced pedestrian and bicycle circulation within the area by improving the non-motorized facilities connecting two regionally significant streets – Front (a major collector) and Eighth (a minor arterial) Streets. Boardman Avenue will be reconfigured to include narrower road lanes and widened and marked bike lanes. This will provide an overall safer and more comfortable pedestrian/cyclist experience and in turn promote non-motorized connections to the larger region as both Front and Eighth Streets are part of the designated bike routes providing connections throughout the City and to regional trails.

- Environmental Justice: See attached EJ map

- Complete Streets: As noted, the project will include designated pedestrian and bicycle infrastructure in addition to the improved vehicle travel lanes. All crossings will include accessible ramps and controlled crossings as called for under the City's Mobility Action Plan. This project represents an improvement to current hazardous conditions at the intersection.

- Transit: This improvement project limits includes a BATA transit stop at Boardman Avenue and Front Street. This is part of BATA's Bayline loop providing free east-west service throughout the region. This service provides access to Munson Medical Center, TCAPS Montessori and Central High School, NMC's Great Lakes Campus, and to BATA's Hall Street transfer station allowing for access to the larger transit system. Having improved pedestrian access along Boardman Avenue to this stop (along with other stops nearby) from the Eighth Street corridor will greatly improve access to transit for many current and potential future transit users.

- Green Infrastructure: This road improvement project includes green infrastructure elements as necessary to improve the storm water controls for this area. These may include dry wells, leaching basins and bioswales in appropriate locations.

- Environment: The green infrastructure elements of this project will improve water quality for storm water migrating to the Boardman/Ottaway River at both the north and south ends of the project area.

- Economic Development: Public infrastructure improvements within the central business district signals to impacted property and business owners that their investments in the community are warranted. This project includes an upgrade to the water service lines in addition to the street improvements along with associated non-motorized and stormwater improvements. Businesses' employees, suppliers and customers can more safely and efficiently access them as a result of

this improvement project. These proposed infrastructure improvements will support private investment and facilitate future growth.

- Freight: NA

- Safety: More narrow travel lanes (reducing vehicle travel speeds), designated pedestrian and bike travel zones and improved pedestrian crossings will undoubtedly improve safety throughout this project area, particularly for pedestrians.

Local Municipality Infrastructure Coordination Narrative

This project is part of a larger Brownfield Redevelopment Plan approved by the Grand Traverse County Brownfield Redevelopment Authority. The plan calls for replacement of a waterline along Boardman Avenue from Front Street to State Street and continuing west on to State Street.

In addition, the City's newly adopted Mobility Action Plan (MAP) calls for the full length of Broadman Avenue to be part of the proposed "Vision Bike Network" connecting all sectors of the City for cyclists. Currently, there is no existing bike lane along Boardman Avenue; this street is identified in the MAP as a "high stress" route for cyclists navigating the City but is an important north-south link. Today there are bike lanes running east-west on Front, State, and Eighth (cycle track) Streets but no north-south bike lane routes connecting these three east-west routes within the central business district. Cyclists need to travel west 11 blocks to Elmwood or east 3 blocks to Railroad to connect to a bike lane, TART trail, or designated bike route from Front Street. Boardman Avenue would be the first and only connection to existing bike lanes/cycle track on all three major east-west routes (Front, State, and Eighth).

Local Planning and Economic Development Narrative

The Downtown Development Authority's (DDA's) newly adopted downtown plan, called Moving Downtown Forward (MDF), documents strong support for public infrastructure improvements as a means to achieve the community's vision for the downtown. In fact, public input as part of MDF's process identified the two highest scoring initiatives as "improve stormwater and wastewater management in downtown to reduce flooding impacts and protect water quality" and "make downtown more pedestrian-friendly and accessible" (page 6 of the Traverse City Moving Downtown Forward Survey Summary). The Boardman Avenue improvement project addresses both of these high priority improvements to aid in downtown's economic vitality.

The City's Street Design Manual has become the City's de facto guide to identifying the context-sensitive design for the six identified street typologies. Boardman Avenue is identified as a Downtown Street between Front and Eighth Streets. This street typology calls for 10-11' travel lanes and a 5-8' bike lane where bike lanes are present.

Quick References

City of traverse city Water Reliability Study
https://www.traversecitymi.gov/userfiles/filemanager/q722kzsatkf6gjusulmn/

Mobility Action Plan
https://www.traversecitymi.gov/projects/mobility-action-plan.html

City Maps (PASER, CIP, Zoning)
https://www.traversecitymi.gov/community/city-maps/

MiEJScreen DRAFT

5/14/2024, 8:09:50 AM

MiEJScreen Overall Score

0 – 10 (Lowest Scores)

> 20 – 30

> 30 – 40

> 40 – 50

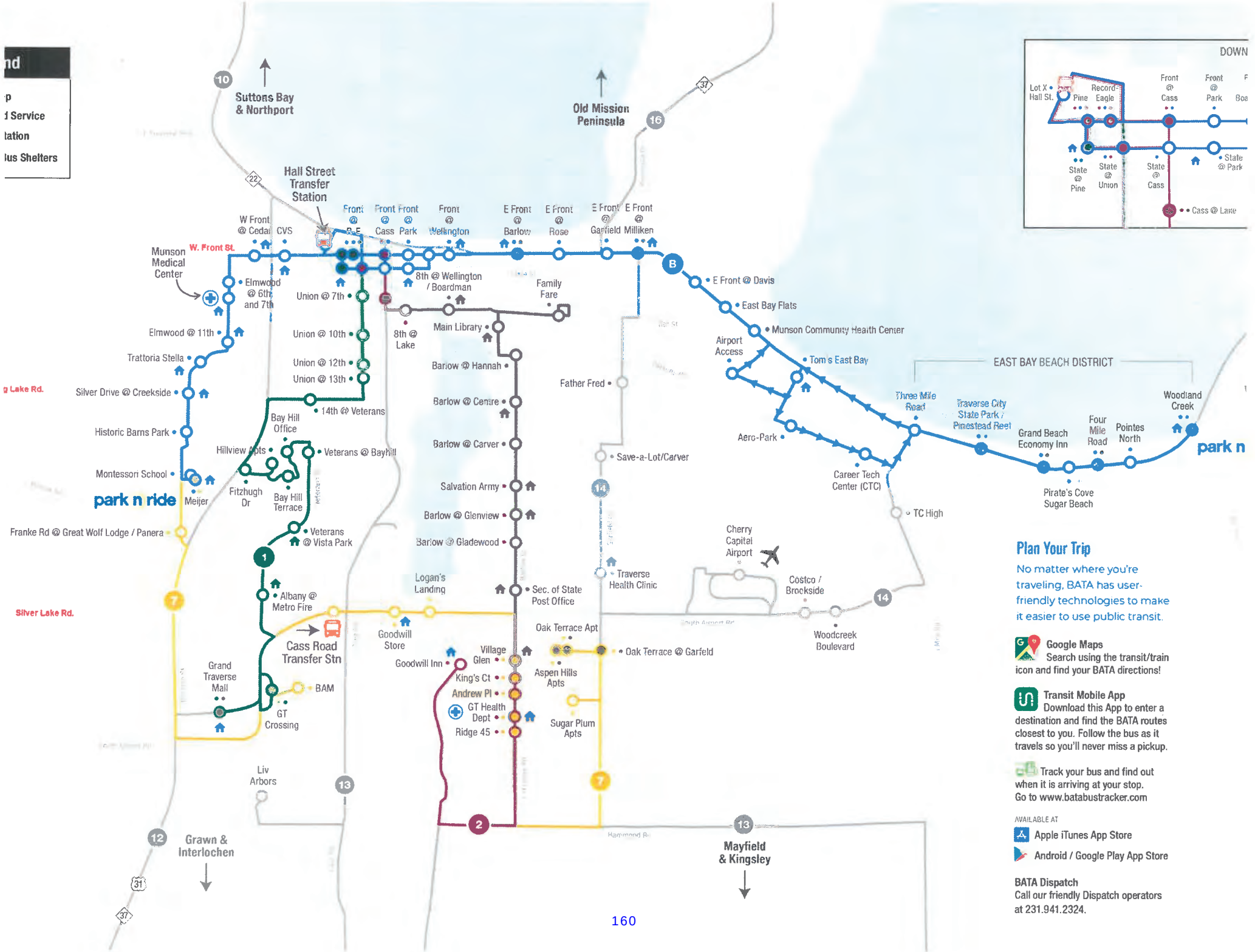
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Esri Community Maps Contributors, GTC Equalization/GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS,

Michigan EGLE



Plan Your Trip

No matter where you're traveling, BATA has user-friendly technologies to make it easier to use public transit.

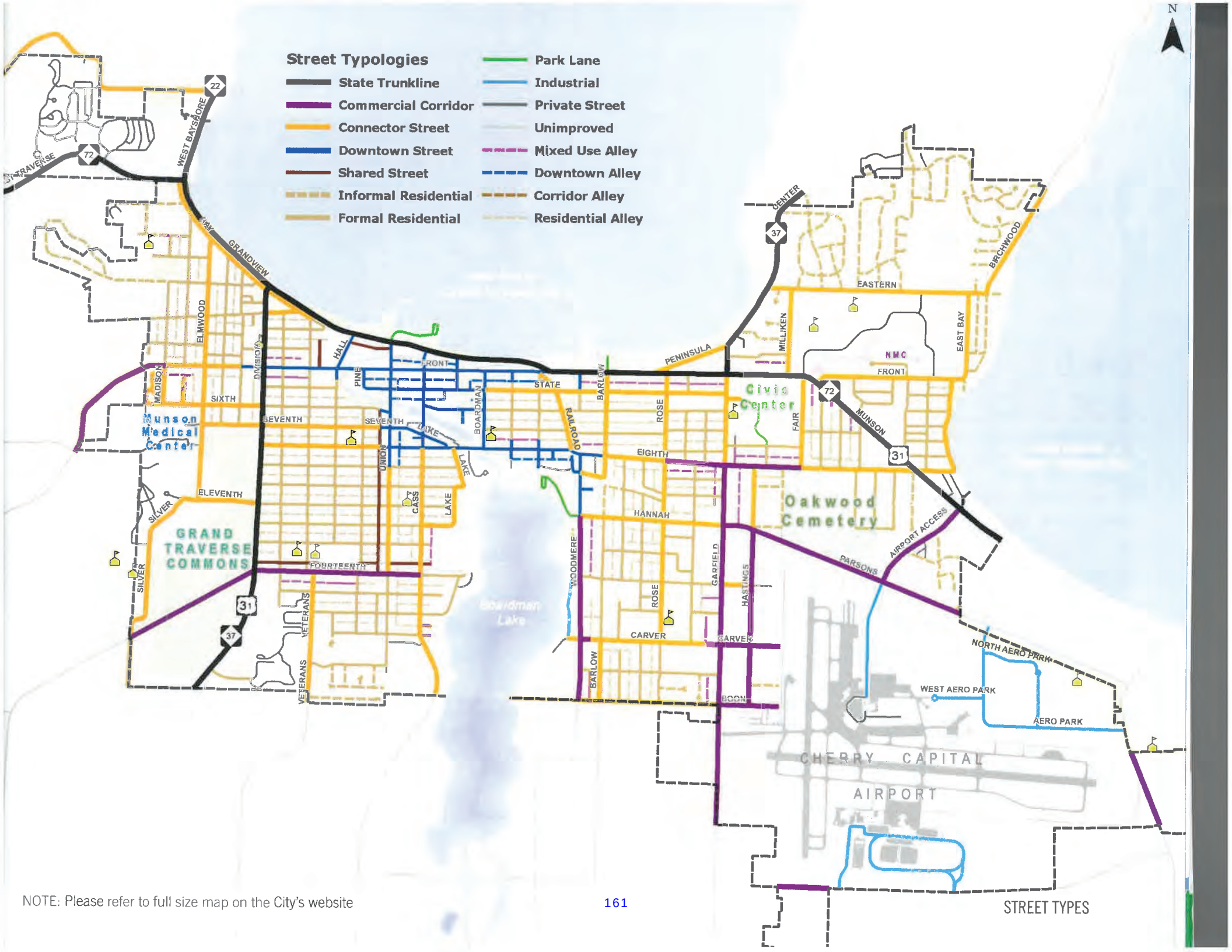
Google Maps
Search using the transit/train icon and find your BATA directions!

Transit Mobile App
Download this App to enter a destination and find the BATA routes closest to you. Follow the bus as it travels so you'll never miss a pickup.

Track your bus and find out when it is arriving at your stop.
Go to www.batabustracker.com

AVAILABLE AT
Apple iTunes App Store
Android / Google Play App Store

BATA Dispatch
Call our friendly Dispatch operators at 231.941.2324.



NOTE: Please refer to full size map on the City's website

STREET TYPES

STREET TYPES WHAT DOES IT MEAN?

STREET CLASSIFICATION

This design manual outlines the overall city street design requirements for Traverse City streets and describes street functionality by the type of street in order to best meet the needs of current and future development in the city.

Traditional street classifications are based on the Federal Functional Class system that categorizes streets as "arterial," "collector," and "local." These classifications are primarily based on traffic conditions and operational characteristics.

While Traverse City streets may function like traditional streets, their history, location, context, use, and purpose vary from the traditional model. To better accommodate these differences and design streets that will better serve the residents of Traverse City, a new system of street typologies was created.

NEW STREET TYPES

The new system of city street typologies created for Traverse City is illustrated in the map on the following page and includes the street types listed below:

- Downtown Street
- Commercial Corridor
- Connector Street
- Formal Residential Street
- Informal Residential Street
- Park Lane Street
- Private Street
- Industrial Street
- Alleys
- Shared Street

These new city street types are described in further detail on the following pages, including their associated contexts, functions, and desired composition. The illustrations that accompany each street type are representative of those elements that make up the specific typology, and include ranges for appropriate dimensions of relevant street design features.

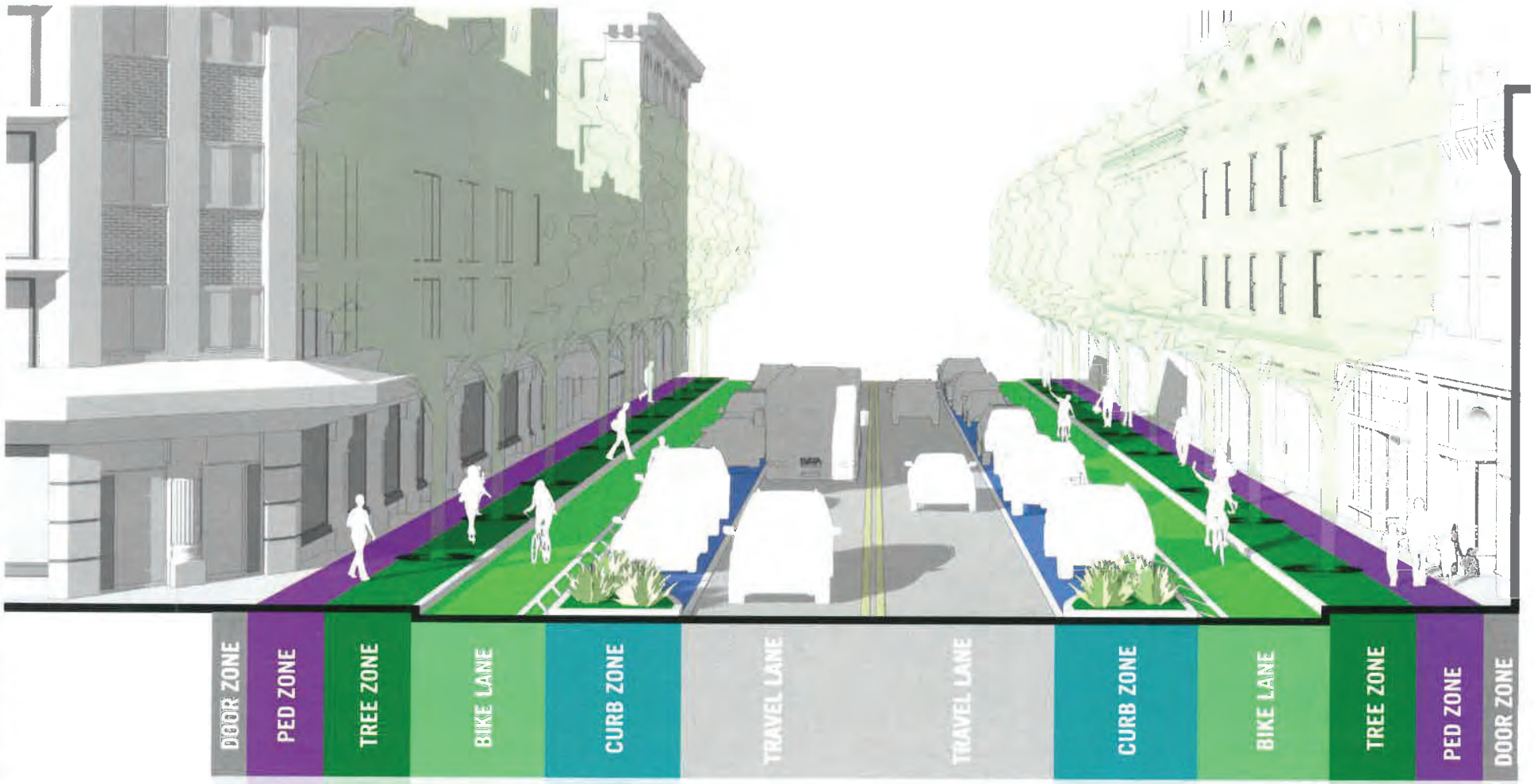
These dimensions represent the preferred standards for those design features, but may not be feasible in all situations. Engineering judgement may be required to adjust design dimensions to fit within the constraints of existing street conditions. The default design, however, is for a complete street that addresses the needs of the pedestrians first before designing other users for the street.

Typically street rights-of-way are 66 feet wide. The right-of-way typically includes travel lanes, sidewalks, street trees and public utilities. Alley rights-of-way are typically 33 feet wide.

STATE HIGHWAYS

State Highways are designed, managed, and maintained by MDOT and are subject to Federal and State highway design standards.

The State and Federal highways that travel through the city are US 31, M-72, and M-37 and are mainly the connector and commuter routes into and out of the city. US 31 has several distinct designations. US 31 is listed in the National Highway Systems, is a State Corridor of Significance, is a national truck route, and is classified as a principal arterial highway.



Preferred Standard	2'	5-9'	3-7'	5-8'	7'	10'	10'	7'	5-8'	3-7'	5-9'	2'

minimum 64', maximum 86'

NOTE:

1. Curb zone can include parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration. Planted bump-outs in the curb zone are another option to include stormwater infrastructure.
2. Door zone is typically private property due to 2.5-foot building setback
3. Typical right-of-way is 66 feet wide.

Downtown Street

CONTEXT

Downtown is the most formally and intensely developed of the two types of commercial neighborhoods in Traverse City. The focus is on high intensity, regional, commercial, street-oriented activity. The overall level of intensity generated within downtown is the highest of all neighborhood types. This includes mixes of uses and 24-hour and late night services.

FUNCTION

Downtown streets are utilized to access mixed use and commercial areas. These streets typically carry a higher volume of low-speed travel and have more pedestrians and bicyclists. Transit is also an active component of these areas and inter-modal connections are prioritized.

COMPOSITION

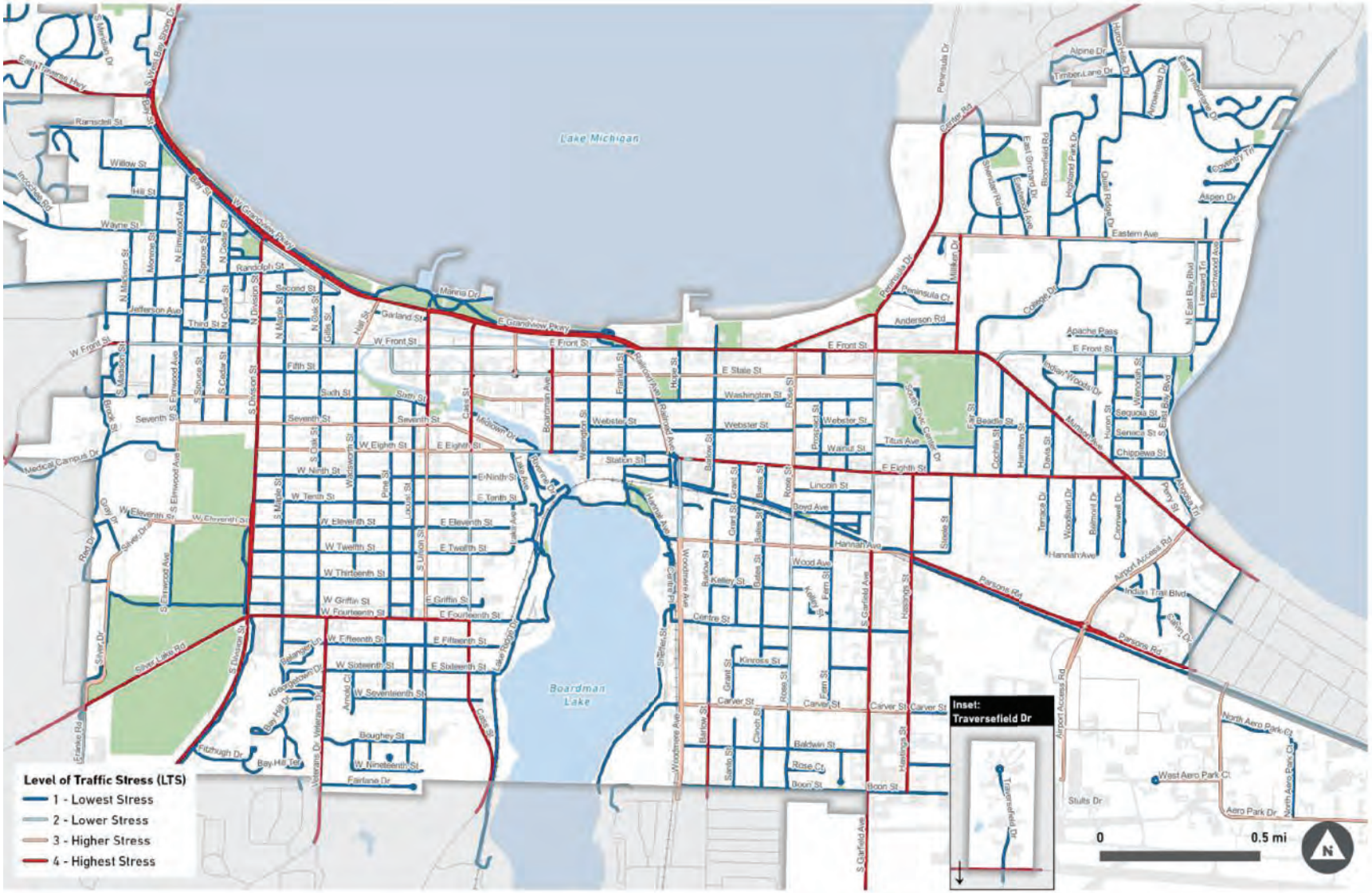
The pedestrian zone is defined and enhanced through wider sidewalks, mid-block crosswalks, human-scale lighting, benches, bike parking, and civic spaces. Urban-like plazas are present and can include outdoor cafes, public gardens, public art, and other enhancements. Trees flank downtown streets to provide shade and to enhance the streetscape. Traffic calming measures are incorporated to slow vehicles while providing additional space for sitting and dining along the streets. Parking is typically provided on both sides of the street and parking spaces are typically delineated with striping and meters. Angled parking may be appropriate where the right-of-way width allows.

Curb and gutter is standard on this type of street and drainage is properly accounted for by using green infrastructure and best management practices.

Example Downtown Street - East Front Street

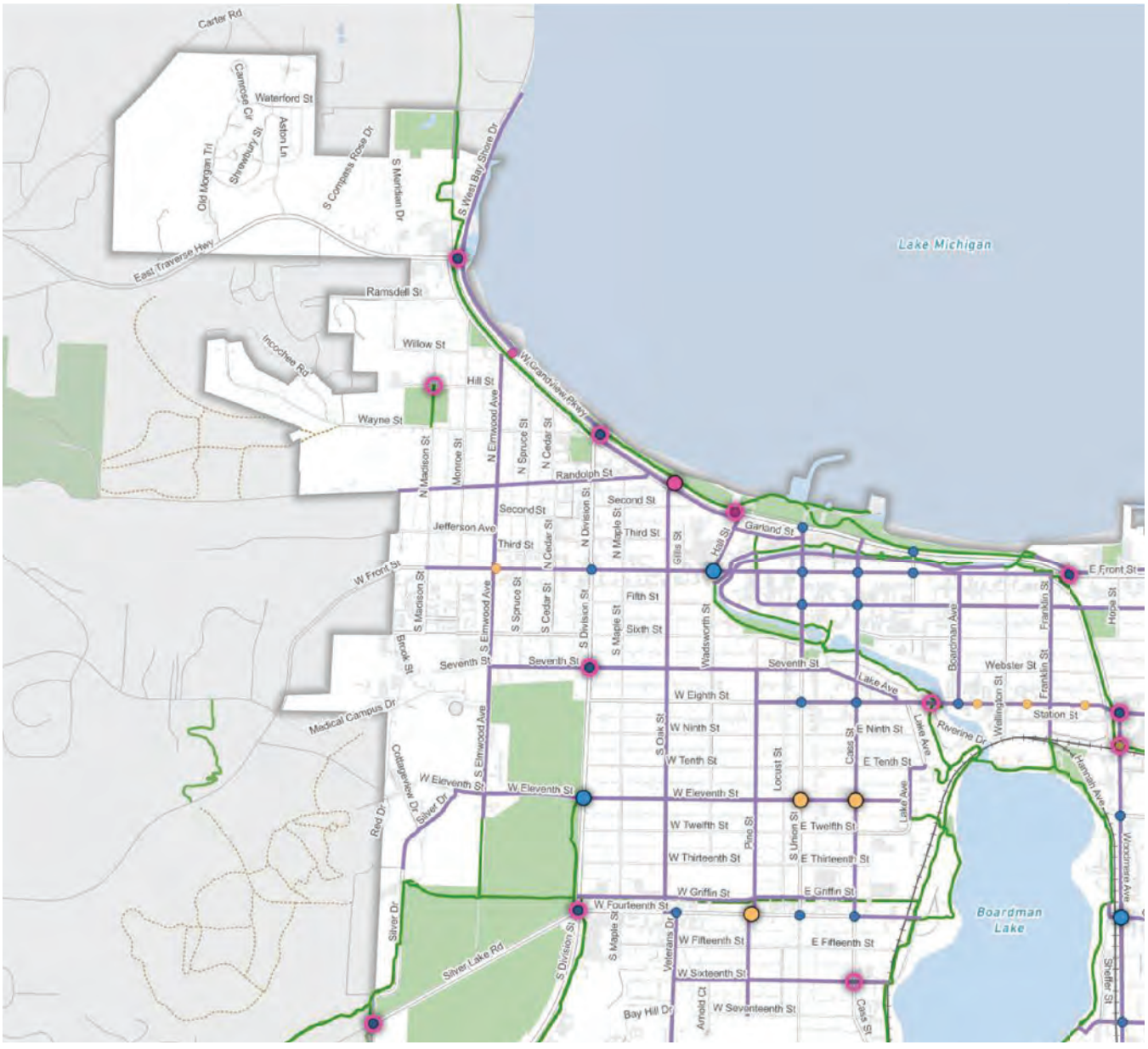
Example Downtown Street - West Front Street

Bicycle Level of Traffic Stress



Traverse City Mobility Network

Northwest Quadrant



Legend

- Nature Trails
- Paved Trails
- Railroads

Existing Crossing Improvements

- HAWK
- RRFB
- TrafficSignals

Potential Crossing Improvements

- HAWK
- RRFBs
- Traffic Signal
- Crossing Improvement

Potential Bike Network Improvements

- Proposed Vision Bike Network

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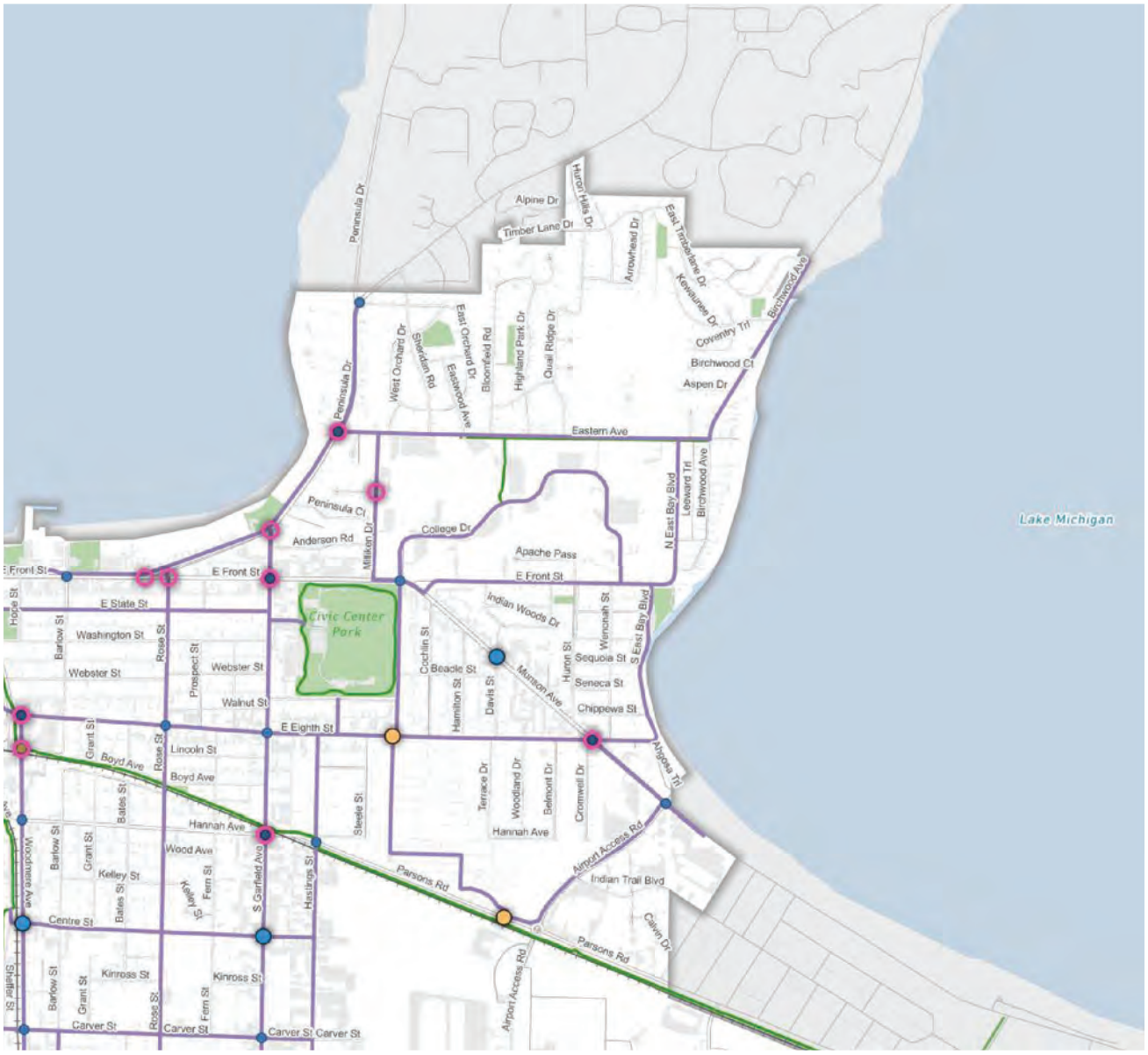
Traverse City Mobility Network

Northeast Quadrant



Legend

- Nature Trails
- Paved Trails
- Railroads

Existing Crossing Improvements

- HAWK
- RRFB
- TrafficSignals

Potential Crossing Improvements

- HAWK
- RRFBs
- Traffic Signal
- Crossing Improvement

Potential Bike Network Improvements

- Proposed Vision Bike Network

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Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Bay Area Transportation Authority (BATA)

Agency contact person: Bill Clark, Outreach, Mobility, and Planning Coordinator

Proposed project: Propane and Electric Transit Vehicles

Local agency project rank: _____

Fiscal year funding is requested: 2026 Proposed let date: _____

Major route: NA

Project limits: NA

Length (in mi.): NA ☐ Project area map attached?

Project description: Purchase clean-powered propane or electric bus.

Project Conditions

PASER rating: NA Remaining Service Life (RSL): NA years

Is this project 100% preserve? ☐ Yes ☐ No

Is this a preventative maintenance project? ☐ Yes ☐ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): NA Freight Traffic Volume (CAADT): NA

Estimated % Commercial Traffic: NA On MTP Freight Route? ☐ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☐ No

Functional Class: NA Year of last improvement: NA

Description of last improvement: NA

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain: _____

If you have a preferred funding source, check box: ☐ STP ☒ ~~CMAQ~~ Carbon Reduction Program

Proposed Participating Cost	$	Proposed Federal	$
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 129,000	Proposed Local	$

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

NA

Project located in Environmental Justice Area? ☐ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: _____

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: NA

Does the project fix the identified correctable safety issues? ☐ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

NA

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	☐ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Bay Area Transportation Authority (BATA)

Agency contact person: Bill Clark, Outreach, Mobility, and Planning Coordinator

Proposed project: Propane and Electric Transit Vehicles

Local agency project rank: _____

Fiscal year funding is requested: 2027 Proposed let date: _____

Major route: NA

Project limits: NA

Length (in mi.): NA ☐ Project area map attached?

Project description: Purchase clean-powered propane or electric bus.

Project Conditions

PASER rating: NA Remaining Service Life (RSL): NA years

Is this project 100% preserve? ☐ Yes ☐ No

Is this a preventative maintenance project? ☐ Yes ☐ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): NA Freight Traffic Volume (CAADT): NA

Estimated % Commercial Traffic: NA On MTP Freight Route? ☐ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☐ No

Functional Class: NA Year of last improvement: NA

Description of last improvement: NA

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain: _____

If you have a preferred funding source, check box: ☐ STP ☒ ~~CMAQ~~ Carbon Reduction Program

Proposed Participating Cost	$	Proposed Federal	$
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 131,000	Proposed Local	$

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

NA

Project located in Environmental Justice Area? ☐ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: _____

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: NA

Does the project fix the identified correctable safety issues? ☐ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

NA

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	☐ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Bay Area Transportation Authority (BATA)

Agency contact person: Bill Clark, Outreach, Mobility, and Planning Coordinator

Proposed project: Propane and Electric Transit Vehicles

Local agency project rank: _____

Fiscal year funding is requested: 2028 Proposed let date: _____

Major route: NA

Project limits: NA

Length (in mi.): NA ☐ Project area map attached?

Project description: Purchase clean-powered propane or electric bus.

Project Conditions

PASER rating: NA Remaining Service Life (RSL): NA years

Is this project 100% preserve? ☐ Yes ☐ No

Is this a preventative maintenance project? ☐ Yes ☐ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): NA Freight Traffic Volume (CAADT): NA

Estimated % Commercial Traffic: NA On MTP Freight Route? ☐ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☐ No

Functional Class: NA Year of last improvement: NA

Description of last improvement: NA

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain: _____

If you have a preferred funding source, check box: ☐ STP ☒ ~~CMAQ~~ Carbon Reduction Program

Proposed Participating Cost	$	Proposed Federal	$
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 134,000	Proposed Local	$

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

NA

Project located in Environmental Justice Area? ☐ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: _____

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: NA

Does the project fix the identified correctable safety issues? ☐ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

NA

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	☐ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Transit agency legal name: Bay Area Transportation Authority (BATA)

Agency contact person: Bill Clark, Outreach, Mobility, and Planning Coordinator

Proposed project: Propane and Electric Transit Vehicles

Local agency project rank: _____

Fiscal year funding is requested: 2029 Proposed let date: _____

Major route: NA

Project limits: NA

Length (in mi.): NA ☐ Project area map attached?

Project description: Purchase clean-powered propane or electric bus.

Project Conditions

PASER rating: NA Remaining Service Life (RSL): NA years

Is this project 100% preserve? ☐ Yes ☐ No

Is this a preventative maintenance project? ☐ Yes ☐ No

☐ Please attach a description of the preventative maintenance fix(es) since the last reconstruction. Describe the fix(es) and include the year the fix(es) was/were completed.

Does this project have a capacity change? ☐ Yes ☐ No
If yes, please attach travel analysis in pdf format.

Traffic Volume (AADT): NA Freight Traffic Volume (CAADT): NA

Estimated % Commercial Traffic: NA On MTP Freight Route? ☐ Yes ☐ No

Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route? ☐ Yes ☐ No

Functional Class: NA Year of last improvement: NA

Description of last improvement: NA

Funding

Federal Non-Participating Work?

☐ Yes ☐ No

Advance Construction Funding?

☐ Yes ☐ No

If yes to either question, please explain: _____

If you have a preferred funding source, check box: ☐ STP ☒ ~~CMAQ~~ Carbon Reduction Program

Proposed Participating Cost	$	Proposed Federal	$
Proposed Non-Participating Cost	$	Proposed State	$
Total Project Cost	$ 137,000	Proposed Local	$

Planning

Project Listed in the TTCI Metropolitan Transportation Plan (MTP)? ☐ Yes ☐ No ☐ N/A

Project Identified in Local Plan? ☐ Yes ☐ No (If "Yes," please attach pages from plan)

Project Conforms to Complete Streets Policy? ☐ Yes ☐ No ☐ N/A

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

NA

Project located in Environmental Justice Area? ☐ Yes ☐ No

If yes, please include the MiEJ Environmental Justic Score: _____

Please attach a map/screenshot from MiEJScreen Mapping Tool

Safety

Number of crashes per MVMT/MEV: NA

Does the project fix the identified correctable safety issues? ☐ Yes ☐ No

Describe how the project fixes identified correctable safety issues:

NA

Assessment

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment. Please consider the following factors when completing the work description:

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	■ Yes ☐ No
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	■ Yes ☐ No
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	☐ Yes ☐ No
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	■ Yes ☐ No
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	■ Yes ☐ No
Green Infrastructure – Does the project involve the use of stormwater best management practices?	☐ Yes ☐ No
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	■ Yes ☐ No
Economic Development – Does the project support job creation or growth?	■ Yes ☐ No
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	■ Yes ☐ No
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	■ Yes ☐ No

Traverse Transportation Coordinating Initiative

TTCI

Memorandum

Networks Northwest
Talent / Business / Community

DATE: December 11, 2024

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Isha Pithwa, Transportation Planner

SUBJECT: FY2026-2029 RTF Project Review

Purpose and Background:

This memorandum provides an overview of the FY2026-2029 RTF projects that require review and recommendation from the TTCI Technical Committee for inclusion in the MPO TIP Call for Projects (CFP). As part of the required planning process, all projects approved by the Rural Task Force (RTF) that fall within the MPO boundary must also be reviewed and approved by the MPO to ensure alignment with MPO policies and planning documents.

Within RTF 10-C, Grand Traverse County Road Commission, Leelanau County Road Commission, and the Bay Area Transportation Authority (BATA) have submitted projects that were reviewed and approved as part of the FY2026-2029 RTF Call for Projects timeline. These projects are now presented for MPO review and inclusion in the TTCI TIP CFP.

The TTCI follows the practice of reviewing and approving all transportation projects falling within its boundary, including those originating from RTFs, local agencies, etc.

Summary of Projects:

The attached project forms include submissions from Grand Traverse County, Leelanau County, and BATA. These projects were reviewed and approved by RTF 10-C in alignment with its established criteria.

Action Requested:

The TTCI Technical Committee is requested to:

- Review the attached FY2026-2029 RTF project forms.
- Discuss and address any questions or concerns regarding the projects.
- Provide a recommendation to the TTCI Policy Board for approval of these projects for inclusion in the MPO TIP Call for Projects.

Next Steps:

Following the Technical Committee's recommendation, the TTCI Policy Board will review the projects for final approval and inclusion in the MPO TIP CFP.

Thank you for your attention to this matter.

Best regards,

Isha Pithwa
Transportation Planner
Networks Northwest

Grand Traverse County	Work Description	STP	STATE-D	LOCAL	20% Match	TOTAL
'25 END BAL		$0	$39,741			
'26 TARGET		$722,000	$92,930			
'26 BEG BAL		$722,000	$132,671		$144,400	
N Brownson St. - Village of Kingsley- JN 214833 - They will give me final amounts of STP/StateD		$332,600		$83,150		$415,750
JN 214807 - Transit*	Vehicle	$72,200		$18,050		$90,250
GTCRC - JN 219117 Cedar Run Road	Overlay and add shld	$317,200		$1,132,800		$1,450,000
'26 END BAL		$0	$132,671			
27 TARGET		$737,000	$92,930			
'27 BEG BAL		$737,000	$225,601		$147,400	
New project - Transit	Vehicle	$73,700		$18,425		$92,125
GTCRC - Williamsburg Rd - from Supply Rd to Wheeler Oaks Dr	Asphalt Overlay over ChipSeal	$663,300	$205,359	$534,641		$1,400,000
27 END BAL		$0	$20,242			
28 TARGET		$752,000	$92,930			
'28 BEG BAL		$752,000	$113,172		$150,400	
New project - Transit	Vehicle	$75,200		$18,800		$94,000
GTCRC - Williamsburg Rd - Phase 2 - ACC - from Supply Rd to Wheeler Oaks Dr	Asphalt Overlay over ChipSeal	$676,800	$92,930	$630,270		$1,400,000
28 END BAL		$0	$20,242			
29 TARGET		$768,000	$92,930			
'29 BEG BAL		$768,000	$113,172		$153,600	
New project - Transit	Vehicle	$76,800		$19,200		$96,000
GTCRC - W County Line Rd	Asphalt Overlay over ChipSeal	$691,200		$808,800		$1,500,000
29 END BAL		$0	$113,172			

Leelanau County	Work Description	STP	STATE-D	LOCAL	20% Match	TOTAL
'25 END BAL		$0	$258,494			
'26 TARGET		$489,000	$52,000			
'26 BEG BAL		$489,000	$310,494		$97,800	
Village of Empire - Possible New Road (JN215262)		$275,000		$68,750		$343,750
Transit - - JN214836		$48,900		$12,225		$61,125
LCRC - New project - CR667/CR616	Milling & One Course Asphalt Overlay (GPA)	$165,100	$310,000	$65,000		$540,100
LCRC - JN214839 - Delete Job - CR641 (Lake Leelanau Dr) from Donner Rd to M-204 Duck Lake Rd	Single Course Chip Seal (GPA)					
26 END BAL		$0	$494			
27 TARGET		$500,000	$80,554			
'27 BEG BAL		$500,000	$81,048		$100,000	
New project - Transit	Vehicle	$50,000		$12,500		$62,500
LCRC - - Lake Leelanau Dr (CR 641) from 2016 project to 1/2 Mile	Reconstruction	$450,000		$100,000		$550,000
27 END BAL		$0	$81,048			
28 TARGET		$510,000	$80,554			
'28 BEG BAL		$510,000	$161,602		$102,000	
New project - Transit	Vehicle	$51,000		$12,750		$63,750
LCRC - (Continuation of 27) Lake Leelanau Dr (CR 641) from 2026 project to Donner Rd	Crush & Shape & Asphalt Resurfacing (GPA)	$459,000		$100,000		$559,000
28 END BAL		$0	$161,602			
29 TARGET		$521,000	$80,554			
'29 BEG BAL		$521,000	$242,156		$104,200	
New project - Transit	Vehicle	$52,100		$13,025		$65,125
LCRC - Bellinger Rd (CR616) from Mill St to Pavement Change	Crush & Shape & Asphalt Resurfacing (GPA)	$468,900	$240,000	$50,000		$758,900
29 END BAL		$0	$2,156			

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐	JOB NUMBER	CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION ☐ DELETE ☐ MOVE TO ILLUSTRATIVE
FISCAL YEAR 2026	COUNTY Grand Traverse	TRANSIT AGENCY - LEGAL NAME Bay Area Transportation Authority
AGENCY ADDRESS 1340 Hammond Rd. W	CITY Traverse City	ZIP CODE 49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE TRANSIT - STIP - RURAL - FLEX	**TEMPLATE BOUNDARY** Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT TRANSIT CAPITAL	**PHASE FINANCIAL SYSTEM** STL	**LOCATION REPORT** AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	72,200
2) STATE CTF	$	18,050
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	90,250
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**90,250**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft. Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	

SIGNATURE Kelly Dunham Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:41:43 -04'00'

PHONE NUMBER
(231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐	JOB NUMBER	CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION ☐ DELETE ☐ MOVE TO ILLUSTRATIVE
FISCAL YEAR: 2026	COUNTY: Leelanau	TRANSIT AGENCY - LEGAL NAME: Bay Area Transportation Authority
AGENCY ADDRESS: 1340 Hammond Rd. W	CITY: Traverse City	ZIP CODE: 49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE	**TEMPLATE BOUNDARY**	
TRANSIT - STIP - RURAL - FLEX	Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT	**PHASE FINANCIAL SYSTEM**	**LOCATION REPORT**
TRANSIT CAPITAL	STL	AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	48,900
2) STATE CTF	$	12,225
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	61,125
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**61,125**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft. Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	
SIGNATURE: Kelly Dunham — Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:42:29 -04'00'		PHONE NUMBER: (231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐	JOB NUMBER	CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION ☐ DELETE ☐ MOVE TO ILLUSTRATIVE
FISCAL YEAR 2027	COUNTY Grand Traverse	TRANSIT AGENCY - LEGAL NAME Bay Area Transportation Authority
AGENCY ADDRESS 1340 Hammond Rd. W	CITY Traverse City	ZIP CODE 49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE TRANSIT - STIP - RURAL - FLEX	**TEMPLATE BOUNDARY** Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT TRANSIT CAPITAL	**PHASE FINANCIAL SYSTEM** STL	**LOCATION REPORT** AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	73,700
2) STATE CTF	$	18,425
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	92,125
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**92,125**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	
SIGNATURE Kelly Dunham Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:43:29 -04'00'		PHONE NUMBER (231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐	JOB NUMBER	CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION ☐ DELETE ☐ MOVE TO ILLUSTRATIVE
FISCAL YEAR: 2027	COUNTY: Leelanau	TRANSIT AGENCY - LEGAL NAME: Bay Area Transportation Authority
AGENCY ADDRESS: 1340 Hammond Rd. W	CITY: Traverse City	ZIP CODE: 49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE	**TEMPLATE BOUNDARY**	
TRANSIT - STIP - RURAL - FLEX	Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT	**PHASE FINANCIAL SYSTEM**	**LOCATION REPORT**
TRANSIT CAPITAL	STL	AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	50,000
2) STATE CTF	$	12,500
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	62,500
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**62,500**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	
SIGNATURE: Kelly Dunham — Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:44:05 -04'00'		PHONE NUMBER: (231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐	JOB NUMBER	CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION ☐ DELETE ☐ MOVE TO ILLUSTRATIVE
FISCAL YEAR 2028	COUNTY Grand Traverse	TRANSIT AGENCY - LEGAL NAME Bay Area Transportation Authority
AGENCY ADDRESS 1340 Hammond Rd. W	CITY Traverse City	ZIP CODE 49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE TRANSIT - STIP - RURAL - FLEX	**TEMPLATE BOUNDARY** Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT TRANSIT CAPITAL	**PHASE FINANCIAL SYSTEM** STL	**LOCATION REPORT** AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	75,200
2) STATE CTF	$	18,800
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	94,000
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**94,000**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft. Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	
SIGNATURE Kelly Dunham Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:44:39 -04'00'		PHONE NUMBER (231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER

CHANGE TYPE
☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION
☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	TRANSIT AGENCY - LEGAL NAME
2028	Leelanau	Bay Area Transportation Authority

AGENCY ADDRESS	CITY	ZIP CODE
1340 Hammond Rd. W	Traverse City	49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE	**TEMPLATE BOUNDARY**	
TRANSIT - STIP - RURAL - FLEX	Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT	**PHASE FINANCIAL SYSTEM**	**LOCATION REPORT**
TRANSIT CAPITAL	STL	AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	51,000
2) STATE CTF	$	12,750
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	63,750
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**63,750**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	

SIGNATURE Kelly Dunham Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:45:19 -04'00'

PHONE NUMBER
(231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER

CHANGE TYPE
☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION
☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	TRANSIT AGENCY - LEGAL NAME
2029	Grand Traverse	Bay Area Transportation Authority

AGENCY ADDRESS	CITY	ZIP CODE
1340 Hammond Rd. W	Traverse City	49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE	**TEMPLATE BOUNDARY**	
TRANSIT - STIP - RURAL - FLEX	Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT	**PHASE FINANCIAL SYSTEM**	**LOCATION REPORT**
TRANSIT CAPITAL	STL	AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years.
Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	76,800
2) STATE CTF	$	19,200
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	96,000
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**96,000**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	

SIGNATURE
Kelly Dunham
Digitally signed by Kelly Dunham
DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US
Date: 2024.10.25 15:47:24 -04'00'

PHONE NUMBER
(231) 933-5544

Michigan Department
of Transportation
1797 (09/2024)

RURAL TASK FORCE DATA SHEET
TRANSIT JOB

INSTRUCTIONS: Submit completed form to the Rural Task Force and a copy to your OPT Project Manager for each job.

ALL ITEMS MUST BE COMPLETED

NEW JOB ☒ **OR** JOB CHANGE ☐	JOB NUMBER	CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ MULTIPLE WORK DESCRIPTION ☐ DELETE ☐ MOVE TO ILLUSTRATIVE
FISCAL YEAR 2029	COUNTY Leelanau	TRANSIT AGENCY - LEGAL NAME Bay Area Transportation Authority
AGENCY ADDRESS 1340 Hammond Rd. W	CITY Traverse City	ZIP CODE 49686

REMINDERS FOR RPA JOB PROGRAMMING

JOB TYPE	MODE	JOB PHASE
MULTIMODAL	TRANSIT	NON-INFRASTRUCTURE (NI)
TEMPLATE TRANSIT - STIP - RURAL - FLEX	**TEMPLATE BOUNDARY** Benzie, Grand Traverse, Leelanau [10c]	
MAJOR ROUTE REPORT TRANSIT CAPITAL	**PHASE FINANCIAL SYSTEM** STL	**LOCATION REPORT** AREA WIDE

Scheduled obligation date is the last day in September of the fiscal year. Scheduled end date is obligation date plus three years. Choose Transit Capital GPA.

SCOPE CODE ***(FILL OUT ONE FORM PER SCOPE CODE)***	TRANSIT FLEX CATEGORY	MDOT OBLIGATION
1110 - Bus Rolling Stock	☐ 5310 ☒ 5311	YES

JOB COST

1) STBG	$	52,100
2) STATE CTF	$	13,025
3) LOCAL FUNDING *(Part of 20% match)*	$	
SUBTOTAL	$	65,125
4) OTHER LOCAL FUNDING *(Not part of 20% match)*	$	
TOTAL JOB COST:	$	**65,125**

JOB DESCRIPTION *(REPORT)*
Bus Purchase

DETAILED JOB DESCRIPTION

(If multiple types of items are being purchased/replaced, select Multiple Work Descriptions from the drop-down box and specify the work descriptions with job description below.)

<30ft Replacement Bus

OPT PROJECT MANAGER NAME
Alex Simonetti

SUBMITTED BY *(Please print)*	TITLE	DATE
Kelly Dunham	Executive Director	
SIGNATURE Kelly Dunham Digitally signed by Kelly Dunham DN: cn=Kelly Dunham, o=Bay Area Transportation Authority, ou, email=dunhamk@bata.net, c=US Date: 2024.10.25 15:47:57 -04'00'		PHONE NUMBER (231) 933-5544

FY 2026 - FY2029 RTF Funding

FY26		
	FY2026 - GT	FY2026 - Leelanau
Fed	$ 72,200.00	$ 48,900.00
State CTF	$ 18,050.00	$ 12,225.00
Total	$ 90,250.00	$ 61,125.00
$		151,375.00

FY27		
	FY2027 - GT	FY2027 - Leelanau
Fed	$ 73,700.00	$ 50,000.00
State CTF	$ 18,425.00	$ 12,500.00
Total	$ 92,125.00	$ 62,500.00
$		154,625.00

FY28		
	FY2028 - GT	FY2028 - Leelanau
Fed	$ 75,200.00	$ 51,000.00
State CTF	$ 18,800.00	$ 12,750.00
Total	$ 94,000.00	$ 63,750.00
$		157,750.00

FY29		
	FY2029 - GT	FY2029 - Leelanau
Fed	$ 76,800.00	$ 52,100.00
State CTF	$ 19,200.00	$ 13,025.00
Total	$ 96,000.00	$ 65,125.00
$		161,125.00

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☐ **OR** JOB CHANGE ☒

JOB NUMBER: 214838

CHANGE TYPE: ☐ FY ☒ COST ☐ SCOPE ☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR: 2025

COUNTY: Leelanau

CITY / VILLAGE (If applicable):

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc): CR 626 (Omena Road)

NFC FUNCTIONAL CLASSIFICATION: 5 MAJOR Collector

LENGTH (Miles): 1.914

FROM: CR 633 (Jacobson Road - South)

TO: CR 631 (Overlook Road)

PHYSICAL REFERENCE (PR) NUMBER: 1150901 BEGINNING MILE: 0.000 ENDING MILE: 1.914 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let

CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS

☐ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☒ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): December 2024

ELEMENTS NEEDING COMMITTEE APPROVAL: ☐ GRAVEL ROAD ☐ SIDEWALK ☐ N/A

MAJOR WORK TYPE: Crush & Shape & Asphalt Resurfacing (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	429,300.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	320,700.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**750,000.00**
6) TEDF "D" AMOUNT:	$	
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**750,000.00**
JOB COST INCLUDING NON-LAP:	$	**750,000.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print): Craig M. Brown, P.E.

TITLE: County Highway Engineer

DATE: 10/30/24

SIGNATURE: Craig M. Brown, PE

Digitally signed by Craig M. Brown, PE
DN: C=US, E=cbrown@leelanauroads.org, O="Leelanau County Road COmmission ", CN="Craig M. Brown, PE"
Date: 2024.10.30 13:50:17-04'00'

PHONE NUMBER: (231) 271-3993

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER

CHANGE TYPE
☐ FY ☐ COST ☐ SCOPE
☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2026	Leelanau	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
Maple City Road / Bellinger Road	5 MAJOR Collector	0.192 / 0.074

FROM	TO

PHYSICAL REFERENCE (PR) NUMBER: BEGINNING MILE: ENDING MILE: **OR** MAP ATTACHED: ☒

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS
☐ PROPOSED ALL SEASON ☒ ALL SEASON NETWORK ☐ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): 12/2025

ELEMENTS NEEDING COMMITTEE APPROVAL
☐ GRAVEL ROAD ☐ SIDEWALK ☒ N/A

MAJOR WORK TYPE: Milling & One Course Asphalt Overlay (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	165,100.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	65,000.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**230,100.00**
6) TEDF "D" AMOUNT:	$	310,000.00
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**540,100.00**
JOB COST INCLUDING NON-LAP:	$	**540,100.00**

ADDITIONAL JOB INFORMATION

Maple City Road
1148404 (Length 0.192 Miles)
BMP - 5.312 (Church St) to EMP - 5.505 (W Burdickville Rd)

Bellinger Road
1151907 (Length 0.074 Miles)
BMP - 0.000 (Maple City Rd) to EMP - 0.074 (Mill St)

☑ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Craig M Brown, P.E.	County Highway Engineer	11/13/24

SIGNATURE: Craig M. Brown, PE
Digitally signed by Craig M. Brown, PE
DN: C=US, E=cbrown@leelanauroads.org, O="Leelanau County Road COmmission ", CN="Craig M. Brown, PE"
Date: 2024.11.13 13:25:42-05'00'

PHONE NUMBER: (231) 271-3993

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☐ **OR** JOB CHANGE ☒

JOB NUMBER: 214839

CHANGE TYPE: ☐ FY ☐ COST ☐ SCOPE ☒ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR: 2026

COUNTY: Leelanau

CITY / VILLAGE (If applicable):

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc): CR 641 (Lake Leelanau Dr)

NFC FUNCTIONAL CLASSIFICATION: 4 MINOR Arterial

LENGTH (Miles): 6.366

FROM: Donner Rd

TO: M-204 (Duck Lake Road)

PHYSICAL REFERENCE (PR) NUMBER: 1148506 BEGINNING MILE: 9.254 ENDING MILE: 15.620 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let

CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS

☐ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☒ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): April 2026

ELEMENTS NEEDING COMMITTEE APPROVAL: ☐ GRAVEL ROAD ☐ SIDEWALK ☐ N/A

MAJOR WORK TYPE: Single Course Chip Seal (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	0.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	0.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**0.00**
6) TEDF "D" AMOUNT:	$	
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**0.00**
JOB COST INCLUDING NON-LAP:	$	**0.00**

ADDITIONAL JOB INFORMATION

☑ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print): Craig M. Brown, P.E.

TITLE: County Highway Engineer

DATE: 11/13/24

SIGNATURE: Craig M. Brown, PE

Digitally signed by Craig M. Brown, PE
DN: C=US, E=cbrown@leelanauroads.org, O="Leelanau County Road COmmission ", CN="Craig M. Brown, PE"
Date: 2024.11.13 08:37:46-05'00'

PHONE NUMBER: (231) 271-3993

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐ | JOB NUMBER | CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2027	Leelaanu	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
Lake Leelanau Dr (CR 641)	4 MINOR Arterial	0.500

FROM	TO
2016 Project	1/2 mile

PHYSICAL REFERENCE (PR) NUMBER: 1148506 BEGINNING MILE: 7.753 ENDING MILE: 8.253 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS

☐ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☒ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year)	ELEMENTS NEEDING COMMITTEE APPROVAL
12/2026	☐ GRAVEL ROAD ☐ SIDEWALK ☒ N/A

MAJOR WORK TYPE: Reconstruction

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	450,000.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	100,000.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**550,000.00**
6) TEDF "D" AMOUNT:	$	
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**550,000.00**
JOB COST INCLUDING NON-LAP:	$	**550,000.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Craig M Brown, P.E.	County Highway Engineer	11/13/24

SIGNATURE Craig M. Brown, PE

Digitally signed by Craig M. Brown, PE
DN: C=US, E=cbrown@leelanauroads.org, O="Leelanau County Road COmmission ", CN="Craig M. Brown, PE"
Date: 2024.11.13 13:27:04-05'00'

PHONE NUMBER (231) 271-3993

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐ | JOB NUMBER | CHANGE TYPE ☐ FY ☐ COST ☐ SCOPE ☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2028	Leelanau	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
Lake Leelanau Dr (CR 641)	4 MINOR Arterial	1.001

FROM	TO
2026 Project	Donner Rd

PHYSICAL REFERENCE (PR) NUMBER: 1148506 BEGINNING MILE: 8.253 ENDING MILE: 9.254 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS

☐ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☒ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): 12/2027

ELEMENTS NEEDING COMMITTEE APPROVAL ☐ GRAVEL ROAD ☐ SIDEWALK ☒ N/A

MAJOR WORK TYPE: Crush & Shape & Asphalt Resurfacing (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1)	STP	$ 459,000.00
2)	STP CE (RTF 1 ONLY)	$
3)	LOCAL MATCH	$ 100,000.00
4)	ACC FY	$
5)	TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$ **559,000.00**
6)	TEDF "D" AMOUNT:	$
7)	OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$
8)	NON-LAP PARTICIPATING	
	a) CE	$
	b) PE	$
	c) Other	$
9)	NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$
	TOTAL JOB COST:	$ **559,000.00**
	JOB COST INCLUDING NON-LAP:	$ **559,000.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Craig M Brown, P.E.	County Highway Engineer	10/13/24

SIGNATURE: Craig M. Brown, PE — Digitally signed by Craig M. Brown, PE DN: C=US, E=cbrown@leelanauroads.org, O="Leelanau County Road COmmission ", CN="Craig M. Brown, PE" Date: 2024.11.13 13:30:52-05'00'

PHONE NUMBER: (231) 271-3993

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER

CHANGE TYPE
☐ FY ☐ COST ☐ SCOPE
☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2029	Leelanau	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
Bellinger Rd (CR 616)	5 MAJOR Collector	1.966

FROM	TO
Mill St	Pavement Change

PHYSICAL REFERENCE (PR) NUMBER: 1151907 BEGINNING MILE: 0.074 ENDING MILE: 2.040 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS
☐ PROPOSED ALL SEASON ☒ ALL SEASON NETWORK ☐ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): 12/2028

ELEMENTS NEEDING COMMITTEE APPROVAL
☐ GRAVEL ROAD ☐ SIDEWALK ☒ N/A

MAJOR WORK TYPE: Crush & Shape & Asphalt Resurfacing (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	468,900.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	50,000.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**518,900.00**
6) TEDF "D" AMOUNT:	$	240,000.00
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**758,900.00**
JOB COST INCLUDING NON-LAP:	$	**758,900.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Craig M Brown, P.E.	County Highway Engineer	11/13/24

SIGNATURE: Craig M. Brown, PE
Digitally signed by Craig M. Brown, PE
DN: C=US, E=cbrown@leelanauroads.org, O="Leelanau County Road COmmission ", CN="Craig M. Brown, PE"
Date: 2024.11.13 13:31:08-05'00'

PHONE NUMBER: (231) 271-3993

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER: 219117

CHANGE TYPE: ☐ FY ☐ COST ☐ SCOPE ☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR: 2026

COUNTY: Grand Traverse

CITY / VILLAGE (If applicable):

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc): Cedar Run Road

NFC FUNCTIONAL CLASSIFICATION: 5 MAJOR Collector

LENGTH (Miles): 3.165

FROM: Benzie County Line

TO: Cedar Crest Dr

PHYSICAL REFERENCE (PR) NUMBER: 3100051 BEGINNING MILE: 0.525 ENDING MILE: 3.165 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let

CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS

☐ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☒ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): 12/5/25

ELEMENTS NEEDING COMMITTEE APPROVAL: ☐ GRAVEL ROAD ☐ SIDEWALK ☐ N/A

MAJOR WORK TYPE: One Course Asphalt Overlay (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	317,200.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	1,132,800.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**1,450,000.00**
6) TEDF "D" AMOUNT:	$	
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**1,450,000.00**
JOB COST INCLUDING NON-LAP:	$	**1,450,000.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print): Derek Weichlein

TITLE: County Highway Engineer

DATE: 11/26/24

SIGNATURE: Derek Weichlein

Digitally signed by Derek Weichlein
DN: C=US, E=dweichlein@gtcrc.org, O=Grand Traverse County Road Commission, OU=Asst. County Highway Engineer, CN=Derek Weichlein
Reason: I am the author of this document
Date: 2024.11.26 15:50:31-05'00'

PHONE NUMBER: (231) 922-4848

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER

CHANGE TYPE
☐ FY ☐ COST ☐ SCOPE
☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2027	Grand Traverse	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
Williamsburg Road	4 MINOR Arterial	2.98

FROM	TO
Supply Road	Wheeler Oaks Dr

PHYSICAL REFERENCE (PR) NUMBER: 0997010 BEGINNING MILE: 0 ENDING MILE: 2.98 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS
☒ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☐ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year)
1/2027

ELEMENTS NEEDING COMMITTEE APPROVAL
☐ GRAVEL ROAD ☐ SIDEWALK ☐ N/A

MAJOR WORK TYPE: Asphalt Overlay over Chip Seal (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	663,000.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	531,641.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**1,194,641.00**
6) TEDF "D" AMOUNT:	$	205,359.00
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**1,400,000.00**
JOB COST INCLUDING NON-LAP:	$	**1,400,000.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Derek Weichlein	County Highway Engineer	11/26/24

SIGNATURE Derek Weichlein
Digitally signed by Derek Weichlein
DN: C=US, E=dweichlein@gtcrc.org, O=Grand Traverse County Road Commission, OU=Asst. County Highway Engineer, CN=Derek Weichlein
Reason: I am the author of this document
Date: 2024.11.26 14:00:41-05'00'

PHONE NUMBER (231) 922-4848

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐ | JOB NUMBER | CHANGE TYPE: ☐ FY ☐ COST ☐ SCOPE ☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2028	Grand Traverse	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
Williamsburg Road	4 MINOR Arterial	2.78

FROM	TO
Wheeler Oaks Dr	M-72

PHYSICAL REFERENCE (PR) NUMBER: 0997010 BEGINNING MILE: 2.98 ENDING MILE: 5.75 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS

☒ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☐ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): 1/2027

ELEMENTS NEEDING COMMITTEE APPROVAL: ☐ GRAVEL ROAD ☐ SIDEWALK ☐ N/A

MAJOR WORK TYPE: Asphalt Overlay over Chip Seal (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	676,800.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	630,270.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**1,307,070.00**
6) TEDF "D" AMOUNT:	$	92,930.00
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**1,400,000.00**
JOB COST INCLUDING NON-LAP:	$	**1,400,000.00**

ADDITIONAL JOB INFORMATION

Advanced Construct with 2027 project

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Derek Weichlein	County Highway Engineer	11/26/24

SIGNATURE: Derek Weichlein

Digitally signed by Derek Weichlein
DN: C=US, E=dweichlein@gtcrc.org, O=Grand Traverse County Road Commission, OU=Asst. County Highway Engineer, CN=Derek Weichlein
Reason: I am the author of this document
Date: 2024.11.26 14:00:41-05'00'

PHONE NUMBER: (231) 922-4848

Michigan Department of Transportation
1799 (10/20)

RURAL TASK FORCE DATA SHEET
ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB ☒ **OR** JOB CHANGE ☐

JOB NUMBER

CHANGE TYPE
☐ FY ☐ COST ☐ SCOPE
☐ DELETE ☐ MOVE TO ILLUSTRATIVE

FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)
2029	Grand Traverse	

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/nfc)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
W County Line Road	5 MAJOR Collector	4

FROM	TO
Karlin Road	M-37

PHYSICAL REFERENCE (PR) NUMBER: 999407 BEGINNING MILE: 2.98 ENDING MILE: 6.98 **OR** MAP ATTACHED: ☐

CONTRACT PROCESS: MDOT Let CONTRACT TYPE: Design-Bid-Build

ALL SEASON ROAD STATUS
☐ PROPOSED ALL SEASON ☐ ALL SEASON NETWORK ☐ N/A (NO STATE "D" FUNDING ON JOB)

https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0

ANTICIPATED LETTING DATE (Month/Year): 12/28

ELEMENTS NEEDING COMMITTEE APPROVAL
☐ GRAVEL ROAD ☐ SIDEWALK ☐ N/A

MAJOR WORK TYPE: Asphalt Overlay over Chip Seal (GPA)

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

1) STP	$	691,200.00
2) STP CE (RTF 1 ONLY)	$	
3) LOCAL MATCH	$	808,800.00
4) ACC FY	$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	$	**1,500,000.00**
6) TEDF "D" AMOUNT:	$	
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	$	
8) NON-LAP PARTICIPATING		
a) CE	$	
b) PE	$	
c) Other	$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	$	
TOTAL JOB COST:	$	**1,500,000.00**
JOB COST INCLUDING NON-LAP:	$	**1,500,000.00**

ADDITIONAL JOB INFORMATION

☐ By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
Derek Weichlein	County Highway Engineer	11/26/24

SIGNATURE: Derek Weichlein

Digitally signed by Derek Weichlein
DN: C=US, E=dweichlein@gtcrc.org, O=Grand Traverse County Road Commission, OU=Asst. County Highway Engineer, CN=Derek Weichlein
Reason: I am the author of this document
Date: 2024.11.26 14:10:40-05'00'

PHONE NUMBER: (231) 922-4848