



TWIN CITIES AREA TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE MEETING

FOR FURTHER INFORMATION CONTACT:

Gautam Mani, *Transportation Planner*

Kim Gallagher, *Transportation Planner*
(269)-925-1137 Ext: 1524 & 1518

DATE: Monday February 22, 2016

TIME: 9:00AM

PLACE: St. Joseph City Council Chambers,
2nd Floor, 700 Broad St in St. Joseph

AGENDA

1. Call to Order / Introductions

2. Changes to the Agenda

3. Public Comment

4. Approve Minutes of the Monday January 25, 2016 TAC Meeting (enclosed) ACTION

5. Staff Report

- None

6. Public Transit

- Twin Cities Area Transportation Authority

7 Committee Reports

- Regional Inclusive Community Coalition (RICC)*
- Walk and Roll Non-Motorized Planning Process

8. Community Land Use and Zoning Member Updates

9. Agency Project Status Reports for 2014-2017 TIP

- City of St. Joseph, City of Benton Harbor, Berrien Road Commission,
Michigan Department of Transportation

10. Old Business

11. New Business

- Subcommittee Recommendations for Projects to use \$871,925 in TwinCATS Road funding for 2017-2020 (multiple enclosures) ACTION
- State and Federal Updates

12. Privilege of the Floor

13. Adjournment

- The next TwinCATS Technical Advisory Committee is scheduled for : Monday, March 21, 2016 @ 9:00 am

**RICC is a local grassroots group of people that is funded and supported by the Michigan Developmental Disabilities Council Members include people with disabilities, family members, friends, local advocates, community leaders and service providers.*

TWIN CITIES AREA TRANSPORTATION STUDY

Technical Advisory Committee

Minutes

January 25, 2016

9:00 A.M.

St. Joseph City Commission Chambers

| | |
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| TAC MEMBERS PRESENT: | Calli Berg, Benton Charter Township Brian Berndt, Berrien County Road Commission Chris Cook, City of Benton Harbor Vince Desjardins, Southwest Michigan Regional Airport Matt Galbraith, MDOT Statewide Planning Joanne Johnson, Disability Network Southwest Michigan Erin Jolivette, MDOT Kalamazoo TSC, Coloma Office Jason Latham, MDOT Southwest Region Bill Purvis, TCATA Dan Roberts, MDOT Kalamazoo TSC Evan Smith, Berrien County Community Development Department Terrie Smith, Lincoln Charter Township Cathey Tilley, Cornerstone Alliance Tim Zebell, City of St. Joseph |
| TAC MEMBERS ABSENT: | Representative, Sodus Township Fred Featherly, MDOT Passenger Division (ex officio) Stewart McKenzie, Federal Transit Administration (ex officio) John Olson, Village of Shoreham and Village of Stevensville Gloria Payne, Lake Charter Township Representative, Cornerstone Alliance Donna Wittl, MDOT Statewide Urban Travel Analysis (ex officio) Representative, City of Bridgman |
| SWMPC STAFF PRESENT: | Kim Gallagher Gautam Mani |

1. CALL TO ORDER:

Berndt called the meeting to order at 9:04 a.m. and led the group in introductions.

2. CHANGES TO THE POSTED AGENDA:

There were no changes requested to the posted agenda.

3. PUBLIC COMMENT

There was no public comment made.

4. MINUTES:

- A motion was made by Cook with support by Zebell to approve the minutes of the November TAC meeting as presented. **Motion passed.**

5. STAFF REPORT

▪ **Fixing America's Surface Transportation (FAST) Act Summary**

Mani said that since the committees had last met in November, Congress had passed a new transportation bill, known as the FAST Act. The FAST Act increases transportation investment nationwide primarily through non-transportation revenue sources. Included in committee members' meeting packets was a brief, preliminary analysis of what the FAST Act would mean for the TwinCATS and NATS MPOs.

The FAST Act largely maintains the program structure of MAP-21, the previous transportation authorization. Mani said that more information would be provided once further estimates were developed at the state level. However, it is safe to say that the TwinCATS MPO would receive an increase in Surface Transportation Program funding over current levels for the next several years.

The FAST Act also breaks precedent by including passenger rail in the main transportation authorization. Previously, Amtrak was authorized under a separate bill. Amtrak will still need to go through the appropriations process annually, but inclusion in the main transportation authorization provides a longer-term policy vision for the agency.

Johnson asked about how the inclusion of Amtrak will help it in the appropriations process. Mani said that Amtrak would have an easier time asking for funding when it was based clearly in a multi-year policy. Mani said that the Amtrak authorization focused on safety and accountability, including a one-time authorization for railroads to implement positive train control, a safety measure that failed in the Philadelphia train crash last year.

Cook asked whether the ability to flex Transportation Alternatives funds to other activities meant that non-motorized transportation was becoming less of a priority. Mani said that it was likely a compromise between members of Congress who wanted to do away with the TAP program entirely and those who wanted to increase TAP funding, but he was not sure.

▪ **Benton Harbor Safe Routes to School**

Mani directed committee members to an article from the Herald Palladium in their packets about two schools in Benton Township that were undertaking the Safe Routes to School process: Hull International Academy on Territorial Road and the Arts and Communication Academy on Napier Avenue. Mani said that SWMPC had been approached by the principals of the two schools about their interest in providing better walking and bicycling facilities and undertaking a planning process as is required to use Safe Routes to School funds. Mani said that SWMPC had convened an initial meeting with stakeholders from MDOT, the schools, and the Berrien County Road Commission. Michigan State University was now assisting MDOT with the survey and data gathering process for the schools. Mani said that at the initial meeting, MDOT and others were quite surprised by the extent of the ROW and safety issues in the area. The project will need to be done in phases, which poses complications in the planning process for Safe Routes to School.

Latham pointed out that one of the issues has been the Township's historical reluctance to install sidewalks, given concerns about the cost of maintaining them. Berg said that was a concern of the township, and wondered whether there were ready funding sources available to assist communities with maintenance costs.

Tilley expressed concern with students walking in the road along Napier Avenue and on Territorial Road, especially when it snows. Johnson said that perhaps this was a good opportunity to revisit effective strategies for sidewalk clearance in winter and looking at best practices throughout our region. Johnson said that currently, many municipalities have sidewalk snow removal ordinances, but they are unevenly enforced.

Smith said that Lincoln Township's sidewalk ordinance placed sidewalk snow removal as a burden of the property owner, but that Lincoln Township often plowed the sidewalks adjacent to private property as a courtesy. In the cases when the Township is unable to plow the sidewalks next to private property, the property owners complain.

Zebell said that the City of St. Joseph prioritizes plowing on its routes to school since many students walk to school.

Cook said sidewalk snow removal policies were subject to questions about how soon after or during a storm sidewalks need to be cleared. Someone could end up shoveling their sidewalks several times during a storm if snow keeps piling up. Zebell brought up the issue of setting reasonable expectations for when snow would be shoveled after a storm.

Gallagher said that SWMPC does have model ordinances and planning language regarding snow removal. SWMPC would be happy to forward out these templates to interested communities.

Gallagher said that the Safe Routes program funds infrastructure improvements such as new sidewalks or non-motorized paths, and that a small portion of the grant goes towards educational activities on walking. The grants are usually for \$200,000. The tricky thing with Safe Routes to School funding is that if you use the funding to build 5-foot sidewalks, they must be on both sides of the road.

▪ **CMAQ Funding Update**

Mani noted that an update on Congestion Mitigation and Air Quality (CMAQ) projects funded within Berrien County and throughout the TwinCATS area had been provided in meeting packets. Mani advised committee members that in Michigan, new activities were now eligible for CMAQ funds, including:

- Installation of new, 5-foot wide sidewalks on a case-by-case basis.
- Replacement of municipal and county fleet vehicles, including the cabs and chassis of certain types of plow trucks

Other activities such as 10-foot wide non-motorized paths, traffic signal replacements, and bus replacements are still eligible for CMAQ funds.

Gallagher showed a graphic with the percentage of CMAQ funds in Berrien County that go towards each type of project from 2017-2020. Transit buses use approximately 61% of the CMAQ funds, per Berrien County's policy of using CMAQ funding to take care of transit agency needs.

▪ **2017-2020 Call for Projects Released**

Mani said that despite the funding increase under the FAST Act, MDOT was still advising MPOs to be conservative with their STP funding targets for 2017-2020. Mani said that TwinCATS was

keeping its funding estimate flat at 2017 levels by assuming revenues of \$871,925 per year, so this was still a conservative estimate. Projects can be added or modified once new estimates come in from the state.

Applications are due on February 8th by 5 PM via email. An application has been sent out to every jurisdiction that is eligible to apply for this funding. The eligible entities include the City of Bridgman, City of Benton Harbor, City of St. Joseph, Village of Stevensville, Village of Shoreham, and the Berrien County Road Commission. Townships should apply through the Road Commission. The application and more information about the TIP are available at: <http://www.swmpc.org/tcats1720tip.asp>.

6. PUBLIC TRANSIT

- **SWMPC Transit Updates**

None.

- **TCATA Updates**

Purvis reported that in 2015, TCATA's ridership had gone down for the first time since 2010. Ridership on fixed route is still increasing, but demand-response ("dial-a-ride") ridership is decreasing. Purvis said that one key issue is a shortage of drivers. TCATA and other transit agencies in Berrien County were struggling to hire drivers to replace new ones that were leaving. Purvis said that another issue was the new dispatching system where all rides were scheduled.

Johnson asked about whether TCATA had any long-term strategies to address the driver shortage and keep up with demand.

7. COMMITTEE REPORTS

- **Regional Inclusive Community Coalition (RICC)**

Johnson reported that the RICC had, at its last meeting, begun work on a letter expressing its continued support for consolidated or highly-coordinated transit throughout Berrien County, and the benefits that high-quality transit service would provide. Johnson said that she anticipated the letter being completed by the February RICC meeting.

- **Walk and Roll Report**

Mani noted that a member of the public had commented on the lack of activity on the Walk and Roll committee of late. Mani said that ideally, the Walk and Roll committee would have met by now to discuss 2017-2020 projects and whether they met the Complete Streets Policy. However, consideration of the Complete Streets Policy will need to be folded into the Project Selection Committee in order to get initial projects selected in time for MDOT's deadlines.

8. COMMUNITY LAND USE AND ZONING UPDATES

Gallagher congratulated St. Joseph Township on having gotten Eagle Technologies to move into the area. They will be adding 100 new high-tech jobs at the former Greentree Composites building.

9. PROJECT UPDATES

Gallagher and Mani noted that written project updates for TCATA and MDOT were distributed, and are attached at the end of these minutes. Other project updates are listed below.

City of Benton Harbor:

1. Pipestone at Wall Street traffic signal replacement for \$99,719 in federal funds. Will be having a Grade Inspection (GI) meeting in February.
2. Pipestone at Britain Traffic Signal replacement for \$160,000 in federal funds. Will be having pre-construction meetings this week for a spring construction.

Berrien County Road Commission

1. Shawnee Road from Jericho Road to the City limits of Bridgman resurfacing for \$373,658 in federal funds and a local cost of \$91,066. Will have final plans submitted as of January 25th.
2. Pipestone at Napier Traffic Signal Replacement for \$225,000 in federal funds is under construction.

City of St. Joseph

1. Lakeview Avenue reconstruct from Hilltop to Highland for \$90,000 in federal funds and \$370,000 in local funds. The City anticipates making the May project letting.

Tilley asked when Pipestone Road might be resurfaced throughout the Township and the City of Benton Harbor, as pavement condition was getting to be quite bad on some stretches. Berndt suggested it would depend in large part on when MDOT was planning to reconfigure the Pipestone I-94 interchange. Latham said that the reconfiguration was probably a 2022 project.

10. OLD BUSINESS

None.

11. NEW BUSINESS

▪ Review and Approval of Project Prioritization Procedure for 2017-2020 STP funds

Mani introduced the project selection scoring system that had been developed in conjunction with members of the Project Selection subcommittee. The system was a 50-point system that gives major weight to project readiness and coordination as well as how well a project preserves the existing road network. Additional weighting is given to complete streets elements of the project and safety improvements. The draft prioritization system was distributed in committee member meeting packets. The sections correspond to sections of the TIP application.

Section 1 was simply basic applicant information. Section 2 listed the project, project description, and how much funding was being requested. Section 3 deals with safety. Section 4 looks in more detail at improvements being made, including the Complete Streets Policy. Section 5 looks at how well a project will preserve the transportation system and what the current need is for the project. Section 6 looks at how ready a project is to proceed and whether it is coordinated with other investments or jurisdictions.

Berndt expressed his concern and strong disagreement with a scoring criterion in Section 2 of the system that gave additional weighting to projects that were willing to provide 30% or more of the construction costs in local match. Berndt and Purvis both expressed concerns with that approach favoring the wealthiest jurisdictions and not necessarily those areas with the greatest deferred needs for road funds. Purvis in particular cited his experience with transit funds, where those jurisdictions statewide that have more money keep spending it and getting more money, to the detriment of smaller or less well-equipped transit agencies.

Zebell said that the purpose of the local match criterion was to allow TwinCATS to spread its federal dollars across more projects in more jurisdictions. Those jurisdictions that can provide additional local match help free up federal dollars for projects in jurisdictions that may not be in a position to provide more than the required 18.15% match.

Cook said that the criterion was a useful scoring mechanism and helped spread out dollars across more communities. He noted that the City of Benton Harbor, which he represented, often struggled to provide local match, but that he still thought this criterion promoted fairness in geographic distribution of federal aid across TwinCATS communities. Gallagher noted that only a small amount of weighting was given to the local match criterion to make sure that jurisdictions with less resources are not punished for proposing good projects.

Berndt expressed disagreement with the safety project application criteria. Berndt said that if he knew projects would not be eligible for federal safety funding, this system would encourage him to submit them to MDOT anyway to score points at TwinCATS. Zebell and Cook agreed and recommended eliminating that criterion from project selection.

Berndt expressed disagreement with the criteria in Section 6 pertaining to whether a project is in a master plan or capital improvement plan, since the Road Commission does not have either of those documents. Zebell said that the idea behind that criterion was to look at roads as part of holistic infrastructure in a community; he used the example of the City of St. Joseph's SAW grant. Cook noted that while the Road Commission may not have those documents, some townships will, and those townships ought to be rewarded for sound planning on their transportation networks. Berndt said that those documents can be difficult to find for the townships.

After discussion, it was resolved that the scoring system would be run in two ways: 1) with criteria regarding local match and inclusion of the project in capital improvement plans or local planning documents, or 2) without those criteria incorporated. Zebell suggested that this way, the project selection subcommittee could see if those criteria really ended up making a difference in project selection. Cook agreed, stating that the entire project scoring system was a test as we had not used this system in the past. Mani also reiterated that the ultimate authority for project selection was still with the Policy Committee, who would be informed on their decision by the TAC.

A motion by Cook with support by Zebell to recommend that the Policy Committee approve use of the project scoring system with the understanding that Section 2a., Section 6a and Section 6b be subject to a "sensitivity analysis" to see if they impact the projects that are selected, that the criterion regarding safety project applications be eliminated, and with the understanding that projects will still be selected through an open, public process and after extensive debate by the TAC and Policy Committees. **Motion passed.**

The project selection subcommittee meeting was scheduled for Tuesday February 16th at 2:00 PM in the SWMPC Conference Room, 376 W Main St Suite 130, Benton Harbor, MI 49022.

- **MDOT and FHWA Updates**

None.

12.PRIVILEGE OF THE FLOOR:

Jolivette introduced Dan Roberts from the MDOT Kalamazoo TSC. With the reorganization of MDOT's TSC offices, Dan would be attending many of the TwinCATS meetings moving forward.

13.ADJOURNMENT at 10:56 AM.

Next meeting is February 22, 2016 at 9:00 AM in Anchor Rooms A+B at St. Joseph City Hall, City Commission Chambers.

Compiled by: Gautam Mani, SWMPC Associate Planner, 2016.

DRAFT



Southwest Michigan Planning Commission

376 West Main Street, Suite 130 • Benton Harbor, MI 49022-3651

TWIN CITIES AREA TRANSPORTATION STUDY

2017-2020 STP Project Selection Subcommittee Meeting Minutes

Tuesday February 16, 2016 at 2:00 PM

376 W Main St Suite 130 Benton Harbor, MI 49022

Attendees

Brian Berndt, Berrien County Road Commission
David Chandler, Sodus Township
Chris Cook, City of Benton Harbor
Denise Cook, St. Joseph Charter Township
Louis Csokasy, Berrien County Road Commission
Ron Griffin, St. Joseph Charter Township
Darrell Harden, MDOT Southwest Region (via phone, at 3:00 PM)
Jason Latham, MDOT Southwest Region (left at 2:55 PM)
John Olson, Village of Stevensville
Dick Stauffer, Lincoln Charter Township
Steve Tilly, Royalton Township
Darwin Watson, City of Benton Harbor
Tim Zebell, City of St. Joseph

SWMPC Staff Present

Kim Gallagher
Gautam Mani

1. Call to Order/Introductions

Berndt called the meeting to order at 2:05 PM and led the group in introductions.

2. Explanation of TwinCATS Prioritization System and STP Funding

Mani explained that the target amount for each year in federal funds was \$871,925. There was \$11.8 million in requests for STP funds and only \$3.5 million to spend, so projects would need to be prioritized.

Gallagher said that TwinCATS had a prioritization system that was agreed to at the January meeting and approved at the Policy Committee meeting. All projects were scored according to the points system agreed to, based on many important factors to the TwinCATS planning process. Project score sheets were available for each project. The total project score was presented in the table. Projects were ranked within each fiscal

3. Explanation of TwinCATS Complete Streets Policy and Walk and Roll plan

Mani explained the Complete Streets Policy, which was included in subcommittee meeting packets. The TwinCATS committees agreed to the Complete Streets Policy in 2014. Under this policy, any project that uses federal funds in the TwinCATS area needs to show that it is taking steps to meet the needs of all users of the transportation network, including pedestrians, bicyclists, transit users, and persons with disabilities, all of whom have not usually been served in the past by road resurfacing projects. On some roadways, extensive new infrastructure is required. On other roadways, it is signage. The Complete Streets Policy is designed to encourage innovation in how agencies meet the needs of all users.

Csokasy asked whether the policy was a federal or state requirement. Mani said it was not, but it was something the state and federal government encouraged. The TwinCATS Policy Committee had voted to approve the Policy because they thought it was a way to make sure that limited dollars were being spent wisely.

4. Project Selection- How does TwinCATS program \$3.5 million in projects when there is \$11.8 million in demand?

Berndt noted that 2017 projects were already in the current TIP, so they should proceed and we were really talking about three years worth of funding for 2018-2020. Mani clarified that all scheduled 2017 projects were re-applied for, and the funding request and scope did not change. That was why the projects proposed for 2017 were proceeding as planned.

The selected 2017 projects are included in the spreadsheet along with 2018-2020 projects selected later in the meeting.

Cook had some questions before projects were selected. He wondered whether it was worth reviewing the scoring criteria for the accuracy of the data in the spreadsheet. Cook specifically questioned the traffic counts as well as the useful life criteria. He also suggested that Complete Streets criteria had some subjective elements, and it was worth re-examining those items before making a final determination. Cook suggested also that TwinCATS needed to determine whether the year was important for any of these projects.

Zebell suggested also looking at which of the projects recommended could leverage other funding sources in order to get completed. Zebell suggested that Marquette Woods Road project crossing Hickory Creek might be able to leverage Transportation Alternatives funds on the state level. Mani suggested that the project would be competitive if it applied for Transportation Alternatives (TAP) because it is the continuation of an existing project and is based on a clear, coherent plan by the Township to improve its pedestrian and bicycle network.

Cook wondered whether local bridge funds might be viable for the Hickory Creek crossing. Berndt suggested that it would be difficult given that the bridge is not in bad condition and during the previous call for Local bridge projects, \$250 million of need was applied for, and only \$50 million in funds was available. Berndt suggested funding a portion of the project using STP funds and a portion out of statewide Transportation Alternatives funding. Zebell suggested Safe Routes funding. Berndt said that TAP funding would be easier to use because Safe Routes funding would require sidewalks on both sides of a road.

Zebell also suggested that the Village of Stevensville apply for Category F funding for Red Arrow Highway. This is Michigan Transportation Economic Development Funding that can assist with projects on roads with a large number of jobs or commercial centers. Zebell said that he had applied for Category F funding in the past, but had been rejected because the City's traffic volumes on those routes had been too low. Zebell said that traffic volumes on Red Arrow Highway in Stevensville were likely high enough to qualify.

Berndt recommended that the 2017 projects be accepted since there were no changes requested to what was programmed in the TIP. Therefore, the focus of the meeting should be on programming 2018-2020 projects. There is \$2.6 million in funding and well over that amount in demand.

Zebell stated that the City of St. Joseph was strongly advocating that its Broad Street and Langley Avenue project proceed for funding in 2018. The project is coordinated with major sewer and water investments, it is part of a capital improvement plan, and was ranked the highest in terms of project scoring. The project is also providing a higher than required portion of local match. The project is being built in 2017, so the City of St. Joseph is taking a major risk in fronting the money for the project and asking for reimbursement in 2018.

The second highest priority for the City of St. Joseph would be the reconstruction project proposed on Wallace Avenue.

Cook identified Colfax Avenue South segment, from May St to the South City Limits, as the top priority for the City of Benton Harbor. Cook said that the project ought to go as soon as possible based on the traffic volume and pavement condition, as well as the fact that it is a relatively inexpensive project at \$186,000 in federal funds.

Cook said that Benton Harbor's second highest priority would be resurfacing on Pipestone Road. The segment requested for FY 2019 is the highest priority for Pipestone Road.

Tilly conveyed that from driving on Nickerson Avenue in Sodus Township, he would prioritize that route for resurfacing over any route in Royalton Township.

Csokasy said that he understood that each agency was here representing their own municipality's interests, but said that all of us drive on roads across multiple cities and townships, and so we need to look at addressing the overall need.

Latham said that the point of having an MPO was to work together to complete projects that make sense. The scoring system is one element in the process, but projects should be programmed based on their need. A road with a rating of 5-7 may not have as large of a need as a road that is failing. It was important to partner with each other and do projects that make sense for the region

Berndt recommended that each municipality identify its highest priority project and that we see how much funding is available after that. The points system had yielded projects that were all within a few points of each other, so local priorities should also carry weight.

Here were the priorities identified by each jurisdiction that applied. The person who spoke up on behalf of each jurisdiction is identified in parentheses.

City of St. Joseph [Tim Zebell]

Langley Avenue and Broad Street resurfacing and non-motorized elements for a federal cost of \$460,000 and a local cost of \$2,903,500.

Sodus Township [David Chandler]

Nickerson Avenue from M-139 to 700 feet East of Woodley resurfacing project for a federal cost of \$143,000 and a local cost of \$32,000.

City of Benton Harbor [Chris Cook]

Colfax Avenue from May St to the South City limits resurfacing and non-motorized improvements for a federal cost of \$186,000 and a local cost of \$42,000.

Benton Township [Brian Berndt]

Napier Avenue from M-139 to I-94 resurfacing for a federal cost of \$630,000 and a local cost of \$140,000.

Royalton Township [Steve Tilly]

John Beers Road from Hollywood Road to Scottdale Road resurfacing and paved shoulders for a federal cost of \$392,000 and a local cost of \$87,000.

Lincoln Township [Dick Stauffer]

Marquette Woods Road from Roosevelt to Cleveland for a federal cost of \$400,000 and a local cost of \$100,000 [with the understanding that the additional \$654,000 in funds for Marquette Woods Road would be applied for through federal Transportation Alternatives funding and local match].

St. Joseph Township [Denise Cook]

Napier Avenue from the St. Joseph River east towards Broadway resurfacing for a federal cost of \$526,000 and a local cost of \$116,000.

Village of Stevensville [John Olson]

Red Arrow Highway resurfacing and paved shoulders within the Village limits for a federal cost of \$881,288 and a local cost of \$220,322. Olson said he concurred with the recommendation to go after Category F funds rather than using STP funds.

Further discussion ensued. Berndt said there was approximately \$3.2 million in demand listed and \$2.6 million to spend. Berndt suggested that Road Commission projects could take on reduced federal shares if necessary, and that Napier Avenue projects may have to reduce their limits in order to get the project in under.

Cook expressed a concern about a resurfacing being done on Napier Avenue that does not provide for complete streets. Cook said that the corridor posed consistent safety issues, and that there was strong public demand for bicycle facilities and/or sidewalks on that stretch. Cook said that it was included as a priority corridor for non-motorized projects in the Walk and Roll plan, and was one of the few projects submitted that did not conform to the Complete Streets Policy. Gallagher reminded the group that a “goat path” existed along much of Napier in Benton Township, indicating that people were already walking there.

Berndt said that he understood the concern for complete streets, but sidewalks are the responsibility of the municipality, and that in his job, he is concerned about the condition of pavement. The road has not been resurfaced in more than twenty years and needs the work. It is a high traffic volume road. The cost of sidewalks or other new infrastructure would be prohibitively expensive and would mean that a smaller stretch of the road could be resurfaced. Berndt said that a Safe Routes project was under consideration there that could help pay for the cost of sidewalks. Mani said that since it would take multiple years to install sidewalks on Napier Avenue, the Safe Routes program and MDOT were looking at whether it was possible to commit multiple years of Safe Routes funding. Cook argued that the Complete Streets Policy was designed to show TwinCATS’ belief that the added cost of doing complete streets was worth it, even it meant resurfacing less road miles.

Zebell said that there are major right of way issues on that segment, and also asked whether the Township was committed to maintaining sidewalks. Zebell said that it was difficult to maintain sidewalks, and the City of St. Joseph had to plan and commit a large amount of money in order to make it possible. If the Township weren’t committed to maintaining sidewalks, there was no reason to build them.

Further discussion surrounding how to arrange funding across different fiscal years ensued. Berndt said that the Napier Avenue projects could take a funding cut in the federal share and

would need to be reduced in scope. Instead of the limits assigned, they would need to proceed until the funding ran out. Zebell suggested that the Road Commission write up new limits for the funded portions of the project and then add the unfunded portions to the Illustrative List. Those projects on Napier Avenue would then have priority on the Illustrative List for any funds that become available under the FAST Act. Zebell suggested a separate meeting to prioritize the Illustrative List.

5. Recommended Project List

The project list that was agreed to for 2017-2020 is presented below:

FY 2017

Federal Funding Available= \$871,925

| Project Location | Project Name | Work Type | Federal Funding | Local Funding |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|------------------|---------------|
| City of St. Joseph/St. Joseph Township | Hilltop Road from BL-94 to M-63 | Mill and Fill | \$652,000 | \$144,579 |
| Village of Shoreham | Brown School Road (ADVANCE CONSTRUCT CONVERSION from 2015) | Reconstruction with paved shoulders and sidewalks | \$27,762 | |
| Royalton Township/Lincoln Township/St. Joseph Township | John Beers Road from Hollywood Road to 0.5 west of the township line | Mill and Fill | \$192,163 | \$42,612 |
| City of St. Joseph | Langley Avenue and Broad Street from Pearl Street to the Department of Public Works Entrance (ADVANCE CONSTRUCT) | Reconstruction | | \$3,363,500 |
| FY 2017 Total Federal Funds Requested | | | \$871,925 | |

FY 2018

Federal Funding Available = \$871,925

| Project Location | Project Name | Work Type | Federal Funding | Local Funding |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------|---------------|
| City of St. Joseph | Langley Avenue and Broad Street from Pearl Street to the Department of Public Works Entrance (ADVANCE CONSTRUCT CONVERSION from 2017) | Reconstruction | \$460,000 | \$0 |
| Sodus Township | Nickerson Avenue from M-139 to 700 feet East of Woodley | Mill and Fill | \$143,000 | \$32,000 |
| Lake Township | Shawnee Road from Jericho Road to Date Road | Reconstruction with 5 foot wide paved shoulders | \$268,925 | \$184,075 |
| FY 2018 Total Federal Funds Requested | | | \$871,925 | |

FY 2019

Federal Funds Available: \$871,925

| Project Location | Project Name | Work Type | Federal Funding | Local Funding |
|----------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------|------------------|---------------|
| City of Benton Harbor | Colfax Avenue from South City Limits to May St. | Mill and Fill with bicycle lanes and crosswalk improvements. | \$186,000 | \$42,000 |
| Royalton Township | John Beers Road from Hollywood to Scottdale Road | Reconstruction and 5 foot wide paved shoulders | \$350,000 | \$129,000 |
| St. Joseph Charter Township | Napier Avenue from St. Joseph River to 3700 feet East | Mill and Fill | \$335,000 | \$74,000 |
| FY 2019 Total Federal Funds Requested | | | \$871,000 | |

FY 2020

Federal Funds Available: \$871,925

| Project Location | Project Name | Work Type | Federal Funding | Local Funding |
|----------------------------------------------|--------------------------------------------------|-----------------------------------------------------------------|------------------|---------------|
| Benton Charter Township | Napier Avenue from I94 to 4300 Feet West | Mill and Fill | \$471,000 | \$42,000 |
| Lincoln Charter Township | Marquette Woods Road from Roosevelt to Cleveland | Resurfacing and 6 foot wide paved shoulders and bridge crossing | \$400,000 | \$100,000 |
| FY 2020 Total Federal Funds Requested | | | \$871,000 | |

Cook once again expressed his strong concern about Napier Avenue having no non-motorized facilities, but did acknowledge that the system was fair for spreading money across multiple jurisdictions. Gallagher asked the committee members how they would defend the decision-making regarding Napier Avenue to the public who sees it as the lowest scoring project. Cook said that the project's PASER rating, traffic count, and number of years since prior resurfacing all indicated a need that made the project defensible.

All projects not listed here are illustrative.

All in the room agreed to submit this project list to the TwinCATS Committees for approval on Monday February 22nd.

A more detailed recommended project list can be found here:

http://www.swmpc.org/downloads/committee_recommended_projects.pdf

6. Adjournment

Meeting adjourned at 3:36 PM.

The TwinCATS TAC and Policy Committees will discuss these items and more at its regular monthly meetings. Monday February 22nd at 9:00 AM at the St. Joseph City Council Chambers, 700 Broad Street, St. Joseph MI.

Minutes compiled by Gautam Mani, Southwest Michigan Planning Commission, February 16, 2016.

TWIN CITIES AREA TRANSPORTATION STUDY 2017-2020 LOCALLY PROPOSED ROAD PROJECTS

| Agency Name | Location of Project | Project Name | Project Limits | Proposed Year(s) of Project funding | Project Length | Improvement Type | Project Description | STP (Federal) | Local* | Total Project Cost | Advance Construct Amount Willing | Current PASER Rating | Current Drainage | Expected Project Life | Coordinate w/ Other Local Projects | Current Daily Traffic Count | Complete Streets | Proposed as On Road Priority Project in 2010 Non-Motorized Plan | Overall Project Score 47 Points Possible | |
|-----------------------------------------------------|------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------|----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------|--------------------|----------------------------------|----------------------|-------------------------------------------------------------|-----------------------|------------------------------------|-----------------------------|------------------|-----------------------------------------------------------------|------------------------------------------|--|
| 2017 BEGINNING BALANCE | | | | | | | | \$871,925 | | | | | | | | | | | | |
| Berrien County Road Commission | City of St. Joseph/St. Joseph Twp. | Hilltop Road | BL-94 to M-63 | 2017 | 1 Mile | Mill and Fill | Mill and fill. ADA sidewalk upgrades and construction, depending on budget. Watermain replacement. | \$652,000 | \$144,579 | \$796,579 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Conforms | YES | 35 | |
| Village of Shoreham | Village of Shoreham | Brown School Road (ADVANCE CONSTRUCT CONVERSION FROM 2015) | Village Limits | 2017 | 0.3 | Reconstruction | Advance Construct Conversion - Project completed in Fall 2015; Reconstruction with paved shoulders and sidewalks | \$27,762 | \$0 | | | | | | | | | | | |
| Berrien County Road Commission | Royalton Township | John Beers Road | Hollywood Road | 2017 | .5 Miles | Overlay | 5 foot wide paved shoulders and overlay. | \$192,163 | \$42,612 | \$234,775 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | 2000 to 5000 | Conforms | YES | 33 | |
| City of St. Joseph | City of St. Joseph | Langley Avenue & Broad Street (ADVANCE CONSTRUCT) | Pearl Street to Department of Public Works Entrance | 2018 | .25 Miles | Reconstruction | Full reconstruction of roadway with HMA or concrete pavement including curb and gutter, remove and replace ADA ramps as needed to meet current standards, install new storm sewer and sanitary sewer. Replace sidewalk, driveways and water main as needed. This project is being undertaken as part of the City's ongoing combined sewer overflow (CSO) program and includes inline storage. | \$0 | \$3,363,500 | \$3,363,500 | \$460,000 | 5 to 7 | Occasional drainage problems with some maintenance required | 15 to 20 | YES | 5000 to 10000 | Conforms | YES | 39 | |
| TOTAL Requested: | | | | | | | | \$871,925 | | | | | | | | | | | | |
| REDUCTION NEEDED TO BE FISCALLY CONSTRAINED: | | | | | | | | \$0 | | | | | | | | | | | | |
| 2018 BEGINNING BALANCE | | | | | | | | \$871,925 | | | | | | | | | | | | |
| City of St. Joseph | City of St. Joseph | Langley Avenue & Broad Street (ADVANCE CONSTRUCT CONVERSION FROM 2017) | Pearl Street to Department of Public Works Entrance | 2018 | .25 Miles | Reconstruction | Full reconstruction of roadway with HMA or concrete pavement including curb and gutter, remove and replace ADA ramps as needed to meet current standards, install new storm sewer and sanitary sewer. Replace sidewalk, driveways and water main as needed. This project is being undertaken as part of the City's ongoing combined sewer overflow (CSO) program and includes inline storage. | \$460,000 | \$0 | \$3,363,500 | \$460,000 | 5 to 7 | Occasional drainage problems with some maintenance required | 15 to 20 | YES | 5000 to 10000 | Conforms | YES | 39 | |
| Berrien County Road Commission | Sodus Township | Nickerson Avenue | M-139 to 700 feet East of Woodley | 2018 | .65 Miles | Mill and Fill | Mill and Fill 2 inches | \$143,000 | \$32,000 | \$175,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | 5000 to 10000 | Non-Conforming | YES | 27 | |
| Berrien County Road Commission | Lake Charter Township | Shawnee Road | Jericho Road to Date Road | 2018 | .5 Miles | Reconstruction | Construct 5 foot wide paved shoulders and resurface. | \$268,925 | \$184,075 | \$453,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | 2000 to 5000 | Conforms | YES | 36 | |
| TOTALS: | | | | | | | | \$871,925 | | | | | | | | | | | | |
| REDUCTION NEEDED TO BE FISCALLY CONSTRAINED | | | | | | | | \$0 | | | | | | | | | | | | |
| 2019 BEGINNING BALANCE | | | | | | | | \$871,925 | | | | | | | | | | | | |
| City of Benton Harbor | City of Benton Harbor | Coffax South Resurfacing | May to Emery | 2019 | .27 Miles | Mill and Fill | Full mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, addition of bicycle lanes, and storm system improvements. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies. | \$186,000 | \$42,000 | \$228,000 | \$0 | 3 to 4 | Occasional drainage problems with some maintenance required | 7 to 9 | NO | 5000 to 10000 | Conforms | YES | 32 | |
| Berrien County Road Commission | St. Joseph Charter Township | Napier Avenue | St. Joseph River to 3700 Feet East | 2019 | 0.70 Miles | Mill and Fill | Mill and Fill. ADA sidewalk upgrades as required. | \$335,000 | \$74,000 | \$409,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Non-Conforming | YES | 27 | |
| Berrien County Road Commission | Royalton Township | John Beers Road | Hollywood Road to Scottdale Road | 2019 | 1.05 Miles | Reconstruction | Construct 5 foot wide paved shoulders and resurface. | \$350,000 | \$129,000 | \$479,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Conforms | YES | 38 | |
| TOTAL Requested: | | | | | | | | \$871,000 | | | | | | | | | | | | |
| REDUCTION NEEDED TO BE FISCALLY CONSTRAINED: | | | | | | | | \$0 | | | | | | | | | | | | |
| 2020 BEGINNING BALANCE | | | | | | | | \$871,925 | | | | | | | | | | | | |
| Berrien County Road Commission | Lincoln Charter Township | Marquette Woods Road Widened Shoulders- Roosevelt to Cleveland | Roosevelt Road to Cleveland Ave. | 2020 | .5 Miles | Resurfacing | Widen shoulders to 6 feet paved, resurface existing HMA surface. Work requires widening of existing bridge over Hickory Creek to accommodate pedestrian use. Remaining 654,000 will be funded out of TAP grant and local match. | \$400,000 | \$100,000 | \$1,154,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | 2000 to 5000 | Conforms | YES | 37 | |
| Berrien County Road Commission | Benton Charter Township | Napier Avenue | I-94 to 4300 Ft West | 2020 | 0.81 miles | Mill and Fill | Mill and Fill. ADA sidewalk upgrades as required. | \$471,000 | \$104,000 | \$575,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Non-Conforming | YES | 25 | |
| TOTAL Requested: | | | | | | | | \$871,000 | | | | | | | | | | | | |
| REDUCTION NEEDED TO BE FISCALLY CONSTRAINED: | | | | | | | | \$0 | | | | | | | | | | | | |
| ILLUSTRATIVE REQUESTS | | | | | | | | \$13,720,110 | | | | | | | | | | | | |
| Berrien County Road Commission | Benton Charter Township | Napier Avenue | 4300 ft West of I-94 to M-139 | ILLUSTRATIVE REQUESTS | 0.58 miles | Mill and Fill | Mill and Fill. ADA sidewalk upgrades as required. | \$160,000 | \$35,000 | \$195,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Non-Conforming | YES | 25 | |
| Berrien County Road Commission | St. Joseph Charter Township | Napier Avenue | 3700 Feet East of the St. Joseph River to Broadway | ILLUSTRATIVE REQUESTS | 0.51 Miles | Mill and Fill | Mill and Fill. ADA sidewalk upgrades as required. | \$213,000 | \$47,000 | \$260,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Non-Conforming | YES | 27 | |
| City of St. Joseph | City of St. Joseph | Botham Avenue Reconstruction | South State Street to Niles Avenue (M63) | 2020 | .13 Miles | Reconstruction | Full reconstruction of roadway with HMA or concrete pavement including curb and gutter, remove and replace ADA ramps as needed to meet current standards, install new storm sewer and sanitary sewer and replace all city utilities including storm sewer, sanitary sewer and water main. Replace sidewalk and driveways as needed. The intent is to include replacement of watermain on Stadium Drive (not eligible for TIP funds) and widen sidewalk on east side of Stadium Drive. | \$247,000 | \$556,000 | \$803,000 | \$0 | 5 to 7 | Minor and tolerable drainage problems | 15 to 20 | NO | 5000 to 10000 | Non-Conforming | NO | 36 | |
| Berrien County Road Commission | Royalton Township | John Beers Road | Scottdale Road to M-139 | 2020 | 1.05 Miles | Reconstruction | Construct 5 foot wide paved shoulders and resurface. | \$409,000 | \$91,000 | \$500,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Less than 2000 | Conforms | YES | 34 | |
| Berrien County Road Commission | Royalton Township | Glenford Road | Hollywood Road to M-63 | 2020 | .85 Miles | Reconstruction | Construct 5 foot wide paved shoulders and resurface. | \$303,000 | \$67,000 | \$370,000 | \$0 | 5 to 7 | Adequate | 15 to 20 | NO | 2000 to 5000 | Conforms | YES | 33 | |
| Berrien County Road Commission | Lincoln Charter Township | Marquette Woods Road Widened Shoulders- Cleveland to Washington | Cleveland Avenue to Washington Avenue | 2020 | .5 Miles | Resurfacing | Widen shoulders to 6 feet paved, resurface existing HMA surface. Work includes extension of culverts. | \$475,000 | \$105,000 | \$580,000 | \$0 | 5 to 7 | Adequate | 15 to 20 | NO | 2000 to 5000 | Conforms | YES | 31 | |
| City of Benton Harbor | City of Benton Harbor | Pipestone Road(South Segment) Resurfacing | Catalpa to Empire | 2020 | .39 Miles | Mill and Fill | Full Mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, addition of bicycle lanes, and storm system improvements. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies. | \$261,000 | \$58,000 | \$319,000 | \$0 | 5 to 7 | Occasional drainage problems with some maintenance required | 7 to 9 | YES | 5000 to 10000 | Conforms | YES | 31 | |
| City of Benton Harbor | City of Benton Harbor | Pipestone Road(Central Segment) Resurfacing | Vineyard to Catalpa | 2020 | .43 Miles | Mill and Fill | Full mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, addition of bicycle lanes, and storm system improvements. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies. | \$329,000 | \$73,000 | \$402,000 | \$0 | 5 to 7 | Occasional drainage problems with some maintenance required | 7 to 9 | YES | 5000 to 10000 | Conforms | YES | 29 | |
| City of Benton Harbor | City of Benton Harbor | Paw Paw Avenue Resurfacing | Railroad to Frank; Riford to Territorial | 2020 | .26 Miles | Mill and Fill | Full Mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, addition of bicycle lanes, and storm system improvements. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies. | \$212,000 | \$39,000 | \$251,000 | \$0 | 3 to 4 | Occasional drainage problems with some maintenance required | 7 to 9 | NO | 5000 to 10000 | Conforms | YES | 29 | |
| Village of Stevensville | Village of Stevensville | Red Arrow Highway Resurfacing | South Village Limits to North Village Limits | 2018 | 1.29 Miles | Mill and Fill | Milling 2"-3" of HMA Surface, placing geotextile fabric, place 3" HMA Surface, also expanding shoulder to minimum 6' width along east side of Red Arrow Highway from South Village limit to John Beers Road to facilitate bicycle/pedestrian traffic. Project to benefit efforts being made to extend bid path through Berrien County. | \$881,288 | \$220,322 | \$1,101,610 | \$220,000 | 5 to 7 | Adequate | 7 to 9 | YES | 5000 to 10000 | Conforms | YES | 25 | |
| Berrien County Road Commission | Lake Charter Township | Shawnee Road | Holden Road to Date Road | 2019 | .5 Miles | Reconstruction | Construct 5 foot wide paved shoulders and resurface. | \$405,000 | \$90,000 | \$495,000 | \$0 | 3 to 4 | Adequate | 15 to 20 | NO | Above 10000 | Conforms | YES | 34 | |
| City of St. Joseph | City of St. Joseph | Wallace Avenue | Lakeshore Drive (B194) to Lakeview Avenue | 2018 | .25 Miles | Reconstruction | Full reconstruction of roadway with HMA or concrete pavement including curb and gutter, remove and replace ADA ramps as needed to meet current standards. Add bike lanes or a non-motorized path (replacing sidewalk on one side of the street). Replace all city utilities including storm sewer, sanitary sewer and water main. Replace sidewalk and driveways as needed. The intent is to include replacement of watermain on Stadium Drive (not eligible for TIP funds) and widen sidewalk on east side of Stadium Drive. | \$488,000 | \$972,500 | \$1,460,500 | \$200,000 | 5 to 7 | Occasional drainage problems with some maintenance required | 15 to 20 | NO | 2000 to 5000 | Conforms | NO | 35 | |
| City of Benton Harbor | City of Benton Harbor | Pipestone Road(North Segment) Resurfacing | Main to Vineyard | 2019 | .4 Miles | Mill and Fill | Full mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, addition of bicycle lanes, and storm system improvements. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies. | \$346,000 | \$77,000 | \$423,000 | \$0 | 3 to 4 | Occasional drainage problems with some maintenance required | 7 to 9 | YES | | Conforms | YES | 31 | |
| Berrien County Road Commission | Benton Charter Township | Napier Avenue | Broadway to M-139 | 2019 | .81 Miles | Mill and Fill | Mill and Fill. ADA sidewalk upgrades as required. | \$344,000 | \$76,000 | \$420,000 | \$0 | 5 to 7 | Adequate | 15 to 20 | NO | Above 10000 | Non-Conforming | YES | 25 | |
| City of St. Joseph | City of St. Joseph | Langley Ave Resurfacing | Pearl to Napier | ILLUSTRATIVE REQUEST | 0.84 | Resurfacing | One course mill and resurfacing of Langley Ave. Replace sidewalk in need of repair and sidewalk ramps in order to meet ADA requirements. No utility work planned as part of this project. | \$398,000 | \$255,000 | \$653,000 | \$198,000 | 3 to 4 | Minor and tolerable drainage problems | 7 to 9 | NO | 5000 to 10000 | Conforms | YES | 32 | |
| City of St. Joseph | City of St. Joseph | Water Street | State St. to Vine St. | ILLUSTRATIVE REQUEST | 0.11 | Resurfacing | One course mill and resurfacing of Water Street. Remove and replace adjacent non-motorized path with HMA | \$123,000 | \$454,000 | \$577,000 | \$0 | 3 to 4 | Adequate | 7 to 9 | NO | 2000 to 5000 | Conforms | NO | 34 | |
| City of St. Joseph | City of St. Joseph | Upton Drive | Virginia Ct. to N. Upton Dr. Includes Marina Dr. Upton to W. Basin Marina. | ILLUSTRATIVE REQUEST | 0.38 | Reconstruction | Full reconstruction of roadway with HMA or Concrete pavement including curb and gutter, removal and replacement of ADA ramps to meet current standards. Add bike lanes, a non-motorized path (replacing sidewalk on one side of the street or sharrow). Replace all City utilities including storm sewer, sanitary sewer and water main. Replace sidewalk and drive and driveway | \$1,000,000 | \$3,000,000 | \$4,000,000 | \$500,000 | 5 to 7 | Occasional drainage problems with some maintenance required | 15 to 20 | YES | 2000 to 5000 | Conforms | YES | 33 | |
| City of Benton Harbor | City of Benton Harbor | Union-South Segment | May to Donald Adkins | ILLUSTRATIVE REQUEST | 0.38 | Mill and Fill | Full mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvements of crosswalks, additional of cycle lanes, and storm system improvements. Th City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset mgt. studies. | \$279,000 | \$62,000 | \$341,000 | \$0 | 3 to 4 | Occasional drainage problems with some maintenance required | 7 to 9 | YES | 2000 to 5000 | Conforms | YES | 28 | |
| City of Benton Harbor | City of Benton Harbor | Union-North Segment | Pipestone to May St. | ILLUSTRATIVE REQUEST | 0.3 | Mill and Fill | Full mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of sidewalks | \$180,000 | \$40,000 | \$220,000 | \$0 | 3 to 4 | Occasional drainage problems with some maintenance required | 7 to 9 | YES | 2000 to 5000 | Conforms | YES | 28 | |
| City of Benton Harbor | City of Benton Harbor | Broadway Avenue | Empire to Emery | ILLUSTRATIVE REQUEST | 1.01 | Resurfacing | Full resurfacing/ mill and fill of roadway with HMA including removal and replacement of ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, and storm system improvements. Resurfacing only from Empire to May, Mill and fill from May to Emery. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies. | \$285,000 | \$64,000 | \$349,000 | \$0 | 3 to 4 | Occasional drainage problems with some maintenance required | 7 to 9 | YES | Less than 2000 | Conforms | YES | 26 | |
| TOTAL Requested: | | | | | | | | \$13,720,110 | | | | | | | | | | | | |