

**Twin Cities Area Transportation Study Policy & Technical Advisory Committee Meeting**  
**Via Zoom**

**Monday, January 11, 2021**  
**9:30 am**

**Join online via Zoom**

<https://zoom.us/j/98960217963?pwd=NUxJZVZJRFR3My9uOHpwdkZzczY5QT09>

**Or join by phone (audio only)**

Call in Number: 1 (312) 626-6799

Meeting ID: 989 6021 7963

Passcode: 138449

The following meeting packet includes:

1. Agenda
2. List of 2021 meeting dates
3. Project status and amendment requests
4. Article from the Michigan County Road Association about Napier Avenue
5. 2020 List of Obligated Projects
6. Pavement and Bridge Performance Targets
7. November 16, 2020 TwinCATS Meeting Minutes

**The meeting will be called to order at 9:30 am**

- Roll call will be taken for all TwinCATS members in alphabetical order. Please respond with “Present”
- Members of public will be asked to announce themselves by first and last name.

You might be asked to take your phone off speaker if other members in the meeting are having a hard time hearing you or put the phone closer to your face.

**TIPS for having a better experience on a conference call:**

- Everyone on the call should **use the mute feature on phone** if they are not speaking.
- **SPEAK LOUD & SPEAK INTO THE PHONE** when talking so that everyone can hear.
- If your phone is not muted, it will disrupt the meeting with background noise.
- If you do not think people can hear you after you have said, something be sure to check if your mute button is turned off.
- **If you have a question please announce yourself by name and announce the person, you are directing your question to.** *“This is Karen Simpson, I would like to direct my question to Bart Jones and ask about...”* Bart Jones unmutes his phone and responds to question.
- **If you make a motion please state your name before you make the motion.** *“This is Ted King, I will make the motion to approve the ....”*
- **Members of the public are welcome to speak during Public Comment period** at the beginning and the end of the meeting. Please announce yourself by first and last name before you comment.

**Note:** This meeting will be recorded for meeting minute purposes. Recording will be archived for no longer than 60 days from date of meeting.



Southwest Michigan Planning Commission

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

**TWIN CITIES AREA TRANSPORTATION STUDY  
TECHNICAL ADVISORY and POLICY COMMITTEES COMBINED MEETING**

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**FOR FURTHER INFORMATION CONTACT:**

**Kim Gallagher**, *Transportation Planner*

(269) 925-1137 x 1518

**Brandon Kovnat**, *Transportation Planner*

(269) 925-1137 x 1524

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**DATE:** Monday, January 11, 2021

**TIME:** 9:30 AM

**PLACE:** Zoom Meeting

AGENDA

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approve Minutes from November 16, 2020 Meeting
5. SWMPC Staff Report
  - Annual Report
  - Napier Avenue
6. Agency Updates
  - Public Transit
  - Local Road Agencies
  - MDOT
7. New Business
  - 2021 Pavement and Bridge Targets
  - Transportation Improvement Program Amendments
    - Berrien County Road Department Guardrail Safety Project
    - MDOT M-139 Preventative Maintenance Project
8. Privilege of the Floor or Public Comment
9. Adjournment



## Southwest Michigan Planning Commission

### **Twin Cities Area Transportation Study (TwinCATS) 2021 Meeting Dates**

January 11<sup>th</sup> \*

February 8<sup>th</sup> \*

March 15<sup>th</sup>

April 19<sup>th</sup>

May 17<sup>th</sup>

June 21<sup>st</sup>

July 19<sup>th</sup>

August 16<sup>th</sup>

September 20<sup>th</sup>

October 18<sup>th</sup>

November 15<sup>th</sup>

December 20<sup>th</sup>

**Meetings will be held via Zoom or at Kinexus at 499 W. Main Street Benton Harbor.**

**Meetings begin at 9:30 am**

Please check <https://www.swmpc.org/twincatsmeetings.asp> for meeting information.

Meeting location and date changes will be noticed.

\* Due to a Holiday, the January and February meeting of TwinCATS is moved to the second Monday of the month.

# TwinCATS 2021 Project Status Reports – January 4, 2021

## MDOT 2021 Projects

Contact: Jon Smith, MDOT Engineer [SmithJ29@michigan.gov](mailto:SmithJ29@michigan.gov)

Project Name	Limits	Project Description	Update
I-94	I-94 BL (Exit 23) to the St. Joseph River	Reconstruction	Design in Progress.
M-139	Over Buckhorn Creek, north of Rocky Weed Rd.	Culvert Replacement and Road Reconstruction	Project Let in December and came in 16.36% under Engineer's Estimate. Tree clearing will occur from mid-January to late-March and culvert work will take start after the 4 <sup>th</sup> of July and complete end-August (full detour).
I-94	I-94 west of Van Buren County	Variable Advisory Speed Limit System along I-94 in Van Buren Co.	Project turned in for February Letting.
M-43	I94 WB OFF RAMP @ M139	Modernizing signalized intersection to current standards	Design will begin soon.
Regionwide	M-139 from Royalton/Oronoko Twp Line to pavement change north of St. Joseph River	Crack seal, chip/fog seal, micro-surfacing and HMA milling and overlay	Design in progress.

### **I-94 & US 31**

Contact: Amy Lipset, MDOT Regional Planner [LipsetA@michigan.gov](mailto:LipsetA@michigan.gov)

- All road work for 94/31 is finished for the winter. In January the contractor will continue working on the new Britain Ave bridge over 31. Entire project will kick back into full gear in April.

### **Amendment Requests January 2021**

**Preventative Maintenance:** Various locations in Berrien, Cass and Van Buren Counties. Work includes crack seal, chip/fog seal, micro-surfacing and HMA milling and overlay.

	Preliminary Engineering Cost	Construction Cost
Federal STP & IM	\$0	\$59,821
State	\$2,600	\$14,923
Total	\$2,600	\$82,218
<b>Total Project Cost</b>	<b>\$3,238,000</b>	



## City of St. Joseph

Contact: Tim Zebel, City of St. Joseph Engineer [tzebell@sjcity.com](mailto:tzebell@sjcity.com)

- Langley Avenue is on the January MDOT bid letting, construction is expected to start late March/early April.
- The City of St. Joseph is in the process of awarding a concrete pavement preventive maintenance project with work expected in late spring/early summer. We expect to let an asphalt preventive maintenance project in 2021.

## City of Benton Harbor

Contact: Chris Cook, City of Benton Harbor Engineer of Record [cjcook@abonmarche.com](mailto:cjcook@abonmarche.com)

- Empire Avenue was complete and is open to traffic [This is an advance construct project to obligate in 2020 with 2022 and 2023 federal funds]

## Berrien County Road Department

Contact: Kevin Stack, County Engineer [kstack@bcroad.org](mailto:kstack@bcroad.org)

	Current Status (in design, GI submitted, obligated etc.)	Expected Obligation Date	Expected Letting Date	Expected Construction Start
Washington Ave.	In Design	March 2021	May 2021	July 2021
Napier Bridge	GI Submitted	February 2021	February 2021	May 2021

### **Amendment Requests – January 2021**

**Guardrail Safety Project:** The project includes upgrading guardrail and installing new guardrail in locations where none currently exists. Upgrading existing guardrail and guardrail ends along with the addition of new guardrail at high-risk areas will provide additional safety to the traveling public. Installation and upgrades will occur in the following townships within the TwinCATS planning area: Lincoln, Royalton, Sodus, Benton and St. Joseph.

<b>Location</b>	Bainbridge, Baroda, Benton, Berrien, Buchanan, Chikaming, Lincoln, Pipestone, Royalton, Sodus, St Joseph, Weesaw
<b>Work</b>	Guardrail upgrades
<b>Federal Funding HSIP</b>	\$437,827
<b>Local Match</b>	\$48,647
<b>Total Cost</b>	\$486,474

# SEW WHAT? Berrien County Road Department uses road fabric to improve high-traffic road

**Berrien County just  
dropped a dress size.**

And a dress size means less fabric – except in this case. This time, we're talking about road fabric.

As one may guess, road fabric isn't like silk or cotton or cashmere. It's a waterproof membrane that's placed in between hot mix asphalt layers to keep water from penetrating through. Road fabric is composed of a grid system created by combining "threads" of material. The multidirectional fiber strands not only act as a waterproofing membrane, but also provide strength to the asphalt.

## Piecing it all together

The Berrien County Road Department (BCRD) is using road fabric on two miles of Napier Avenue, a high-traffic road that handles about 18,000 cars a day.

BCRD partnered with members of the asphalt industry to research road fabric and determine whether it was a good fit for the project. Kevin Stack, BCRD engineering supervisor, credits industry

relationships as one key to their success.

"As road agencies, we design miles of roadways, and the public puts their trust in us to make sure roads last as long as possible and that we're effectively spending their tax dollars," Stack said. "We're not on a paver, in a lab or at an asphalt plant all day, so that's where we turn to the asphalt industry for innovation."

"Going to industry leaders is a win-win for everyone – taxpayers, road agencies and the industry," he said.

## Double the life at quarter the price

Not only does road fabric reduce cracks in pavement, it's also a cost-effective way to improve roads.

"Road fabric provides twice the life by only investing a quarter of what it would cost to repave the road," Stack said. "It's an efficient solution, and we're eager to see if this treatment will be successful in the future."



Emulsion being applied to scratch course prior to GlassPav 50 installation.



GlassPav 50 being rolled down onto scratch course prior to the final lift of hot mix asphalt.



Napier Avenue in St. Joseph, after being reduced from four lanes to three lanes.

## How it works:

- 1 Reduce road down from four lanes to three lanes.
- 2 Apply emulsion to scratch course prior to GlassPav 50 (road fabric) installation.
- 3 Roll GlassPav 50 down onto scratch course.
- 4 Apply final lift of hot mix asphalt.

BCRD is monitoring the treated section of Napier Avenue to gauge its performance. There's a section of road nearby that they repaved without fabric last year, so they'll be able to compare apples to apples.

## A healthy diet

That dress size? Well, it's a result of road dieting.

Road what?

In addition to using road fabric, BCRD put Napier Avenue on a diet. Road dieting is lane reduction – in this case, three lanes with a center turn instead of four. Reducing the lanes on the road resulted in six-foot-wide shoulders for pedestrians and nonmotorized vehicles and has the effect of slowing down traffic. The results of the road diet have received praise from the public; they

say Napier Avenue is a much safer and calmer roadway.

BCRD underwent a detailed traffic/safety analysis to determine the impact of reducing the number of lanes from four to three.

The analysis summarized delay, quantified level of service and projected the safety benefits of adding the center turn lane.

BCRD will monitor the results but hopes to realize the projected 24 fewer crashes per year the report predicts.

BCRD hopes the combination of road fabric and road dieting will result in a better driving experience for residents. And with wider shoulders, stronger pavement and reduced cracking, they are certainly on the right track. [CRA](#)

## **TWIN CITIES AREA TRANSPORTATION STUDY**

### **2020 Annual Report of Federally Funded Transportation Projects**

The Fixing America's Surface Transportation (FAST) Act and implementing metropolitan planning regulations require that each Metropolitan Planning Organization (MPO) publish an annual listing of federally funded transportation projects, which were obligated in the preceding fiscal year.

The Southwest Michigan Planning Commission (SWMPC) manages federal transportation funding for the Twin Cities Area Transportation Study (TwinCATS) in Berrien County. This report constitutes the required annual listing of projects for the SWMPC region for Fiscal Year 2019, from October 1, 2019 to September 30, 2020.

This annual listing includes the Federal Highway Administration (FHWA) funds requested and the federal funds obligated for both local agencies and the Michigan Department of Transportation (MDOT). The report also list the funding from the Federal Transit Administration (FTA) allocated to public transit agencies within the planning area. Information on all roadway projects was compiled through MDOT's JobNet Project Programming and Obligation Software System.

Federal Source	Uses	Allocated to	Programed for TwinCATS 2020
BUILD Grant + Highway Infrastructure Program (HIP + National Highway Preservation Program (NHPP)	Special US DOT Grant for US-31 extension plus other federal sources to use on the I-94 interchange	The BUILD grant is nationally competitive. The other federal sources were allocated by MDOT to the project	\$42,691,409
Interstate Maintenance (IM)	Maintain/repair of the Interstate System	MDOT Southwest Region	\$0
National Highway Preservation Program (NHPP)	Maintain/repair the National Highway System (NHS)	MDOT Southwest Region & to MPOs with 200,000+ population	\$1,126,257
Congestion Mitigation& Air Quality (CMAQ)	Reduce emissions of criteria pollutants	Counties in nonattainment or maintenance for air quality or MDOT to apply in any qualifying county	\$160,000
Highway Safety Improvement Program (HSIP)	Reduce traffic related fatalities and serious injuries	Statewide competitive for use by any road agency (includes MDOT) on any public road	\$244,470
High Risk Rural Roads (HRRR)	Reduce traffic related facilities on rural roads	Statewide competitive for use by any road agency on any public road	\$392,055
Surface Transportation Block Grant (STBG) – Formerly Surface Transportation Program (STP)	<ul style="list-style-type: none"> <li>Maintain/repair any federal aid eligible road</li> <li>Maintain/repair a bridge on any public road</li> <li>Non-motorized improvements</li> <li>Flexed for use by public transit</li> </ul>	MPO with an urban population of 200,000+	\$0
		MPOs with an urban population of 50,000-199,000	\$973,567
		Small urban area -urban area pop. 5,000-49,999	\$0
		Rural areas. Managed through the Rural Task Force (RTF)	\$0
		MDOT for use in any area.	\$1,430,156
	Sub allocation of STP for local bridges	Statewide application process. Selection made by regional bridge councils	\$0
	Rail crossing improvements	Rail Companies	\$644,012

Twin Cities Area Transportation Study  
Fiscal Year 2020 Listing of Obligated Projects

Local Agency Road Projects

Responsible Agency	Project Name	Limits	Project Description	Fund Source	Phase	Federal Programed	State Programed	Local Programed	Total Programed Amount	Total Phase Obligated Amount	Total Job Cost	Federal Balance
Berrien CRD	E. Napier Ave	Napier Avenue at Crystal Avenue	Traffic signal modernization	CMAQ	CON	\$160,000	\$0	\$0	\$160,000	\$185,241	\$185,241	-\$25,241
Berrien CRD	Linco Road	East of Hollywood Road to west of Garr Road	Install guardrail	Safety – HRRR	CON	\$392,055	\$0	\$43,562	\$435,617	\$305,120	\$305,120	\$117,447
CSX	Lynch Rd	At CSX crossing in Hagar Township	Install flashing-light signals and half-roadway gates	STP - Rail Road Crossing Fund	CON	\$644,012	\$71,557	\$0	\$715,569	\$715,569	\$715,569	\$0
Berrien CRD	Napier Avenue	Colfax Avenue to 450 feet east of Union Avenue	Mill and fill with ADA ramps as required	STP – MPO allocation	CON	\$519,495	\$0	\$251,852	\$771,347	\$719,019	\$765,627	\$35,243
Berrien CRD	W. Marquette Woods Rd	S. Roosevelt to Cleveland Avenue	Resurface existing HMA surface	STP – MPO allocation	CON	\$454,072	\$0	\$100,689	\$554,761	\$614,943	\$614,943	-\$49,259
Benton Harbor	E. Empire Ave (Advance Construct)	Pipestone Road to East City Limits	Reconstruction	STP – MPO allocation	CON	\$0	\$0	\$178,000	\$178,000	\$196,705	\$621,057	NA

Transit Projects

Responsible Agency	Project Name	Limits	Project Description	Fund Source	Phase	Federal Programed	State Programed	Local Programed	Total Programed Amount	Total Phase Obligated Amount	Total Job Cost	Federal Balance
TCATA	Transit Operating	NA	Operating Expenses	5307	NA	\$906,000	\$764,000	\$340,000	\$2,010,000	\$2,010,000	NA	NA
TCATA	Transit Capital	NA	Replace three buses	5307	NA	\$290,000	\$72,500	\$0	\$362,500	\$362,500	NA	NA
TCATA	Transit Capital	NA	Mobility Management	5310	NA	\$60,000	\$15,000	\$0	\$75,000	\$75,000	NA	NA
TCATA	Transit Capital	NA	Reconstruct floor drains	5339	NA	\$31,246	\$7,812	\$0	\$39,058	\$39,058	NA	NA
TCATA	Transit Capital	NA	Replace three buses	CMAQ	NA	\$210,000	\$52,500	\$0	\$262,500	\$262,500	NA	NA

Twin Cities Area Transportation Study  
Fiscal Year 2020 Listing of Obligated Projects

MDOT Projects											
Responsible Agency	Project Name	Limits	Project Description	Fund Source	Phase	Federal Programed	State Programed	Total Programed Amount	Total Phase Obligated Amount	Total Job Cost	Federal Balance
MDOT	US-31	North of Napier Avenue (Exit 24) to I-94	New Freeway	BUILD & NHPP	CON	\$21,721,094	\$12,657,679	\$34,378,773	\$30,806,630	\$47,250,630	\$2,256,941
MDOT	I-94 E	Britain Avenue to I-196	Reconstruction of I-94, New US-31/I-94/I-94BL interchange & I-94BL	HIP & RBMP	CON	\$20,970,315	\$107,330,035	\$128,300,350	\$112,804,570	\$118,054,570	\$2,532,740
MDOT	Pavement Markings	All of TWINCATS MPO	Pavement marking retro readings	HSIP	CON	\$1,199	\$133	\$1,332	\$10,008	\$10,008	-\$7,810
MDOT	Pavement Markings	All of TWINCATS MPO	Longitudinal pavement marking application	HSIP	PE	\$500	\$56	\$555	\$5,000	\$1,896,728	-\$4,005
MDOT	Pavement Markings	All of TWINCATS MPO	Longitudinal pavement marking application	HSIP	CON	\$181,818	\$20,202	\$202,020	\$1,891,728	\$1,896,728	-\$1,520,738
MDOT	Pavement Markings	All of TWINCATS MPO	Special pavement marking application	HSIP	PE	\$500	\$56	\$555	\$5,000	\$343,644	-\$4,005
MDOT	Pavement Markings	All of TWINCATS MPO	Special pavement marking application	HSIP	CON	\$44,955	\$4,995	\$49,950	\$338,644	\$343,644	-\$259,825
MDOT	Pavement Markings	All of TWINCATS MPO	Longitudinal pavement marking application	HSIP	PE	\$999	\$111	\$1,110	\$10,000	\$2,190,000	-\$8,001
MDOT	Pavement Markings	All of TWINCATS MPO	Special pavement marking application	HSIP	PE	\$999	\$111	\$1,110	\$10,000	\$350,000	-\$8,001
MDOT	Signage	Intersections on M-139 and M-63	Stop and stop ahead sign upgrades with reflective strip additions	HSIP	CON	\$13,500	\$1,500	\$15,000	\$93,500	\$93,500	-\$70,650
MDOT	M-139	Over Buckhorn Creek, north of Rocky Weed Rd.	Culvert Replacement and Road Reconstruction	NHPP	ROW	\$36,833	\$8,168	\$45,000	\$45,000	\$2,712,717	\$0
MDOT	I-94 BL	I-94 to Glenlord Road	Mill and One Course Hot Mix Asphalt Overlay	NHPP	CON	\$639,249	\$141,752	\$781,000	\$715,340	\$763,592	\$53,742
MDOT	I-94 BL	St. Joseph River to Fair Avenue	Single Course Micro-Surfacing	NHPP & HIPS	CON	\$450,175	\$99,825	\$550,000	\$611,093	\$637,459	-\$50,004
MDOT	M-139	Various Crack Seal Locations	Overband Crack Fill	STP	CON	\$64,375	\$14,275	\$78,650	\$558,125	\$590,125	-\$392,450
MDOT	Signal Replacement	M63 (NILES) @ WASHINGTON AVE	Traffic Signal Modernizations; connected vehicle installations.	STP	ROW	\$10,000	\$0	\$10,000	\$25,000	\$2,947,454	-\$15,000
MDOT	Signal Replacement	M63 (NILES) @ WASHINGTON AVE	Traffic Signal Modernizations; connected vehicle installations.	STP	CON	\$1,215,781	\$0	\$1,215,781	\$2,449,454	\$2,947,454	-\$1,233,673
MDOT	Signage	Area wide	Cantilevers Replacement Project	STP	CON	\$140,000	\$0	\$140,000	\$528,711	\$678,711	-\$388,711



## Twin Cities Area Transportation Study Pavement and Bridge Performance Measures

### Pavement Condition

Performance Measure	Description	Base Data - 2017		2 yr. mid-cycle status - 2019		4 yr. targets - 2021	Data Source
		TwinCATS	State	TwinCATS	State		
Percentage of pavement on the Interstate System in good condition.	The percentage of pavement on the Interstate system considered in good condition.	34.7%	56.8%	49.5%	63.1%	47.8%	composite index known as PCM - MDOT
Percentage of pavement on the Interstate System in poor condition.	The percentage of pavement on the Interstate system considered in poor condition.	8.2%	5.2%	10.7%	4.9%	10.0%	Composite index known as PCM - MDOT
Percentage of pavement on the non-Interstate National Highway System in good condition.	The percentage of pavement on the non-Interstate National Highway System considered in good condition.	39.6%	49.7%	32.8%	48.3%	43.7%	International Roughness Index- MDOT
Percentage of pavement on the non-Interstate National Highway System in poor condition.	The percentage of pavement on the non-Interstate National Highway System considered in bad condition.	25.2%	18.6%	29.8%	19.2%	24.6%	International Roughness Index- MDOT

The pavement condition measures (PCM) are a composite of the international roughness index (IR), cracking percent, rutting, and faulting.

### Bridge Condition

Performance Measure	Description	Base Data - 2017		2 yr. mid-cycle status - 2020		4 yr. targets	Data Source
		TwinCATS	State	TwinCATS	State		
Percentage of National Highway System (NHS) bridge deck area in good condition.	The percentage of bridges on the NHS that are considered in good condition.	17.5%	32.7%	2.9%	27.0%	23.0%	National Bridge Inventory
Percentage of National Highway System (NHS) bridge deck area in poor condition.	The percentage of bridges on the NHS that are considered in poor condition.	11.3%	9.8%	2.2%	7.0%	8.0%	National Bridge Inventory

# TWIN CITIES AREA TRANSPORTATION STUDY

## TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE COMBINED MINUTES

November 16, 2020 via Zoom

TWINCATS MEMBER	MEMBERS (2019)	TAC	POL	J	F	M	A	M	J	J	A	S	O	N	D
Benton Charter Township	Richard Royal	x	x		P		A	A			P	P		P	
Berrien Co. Board of	Bill Chickering		x	P	A		A	A			A	P		P	
Berrien Co. Community Dev. Dept.	Evan Smith	x		A	P		A	A			A	A		A	
Berrien Co. Planning Commission	Eric Lester, M.D.		x	P	P		A	P			A	P		P	
Berrien Co. Road Dept.	(vacant)		x					A							
Berrien Co. Road Dept.	Kevin Stack	x		P	A		A	P			P	A		P	
City of Benton Harbor	Ellis Mitchel		x	A	A		A	A			A	A		A	
City of Benton Harbor	Chris Cook (Pol. V. Ch.)	x	Alt	P	A		P	P			P	P		P	
City of Bridgman	Juan Ganum	Alt	x	A	A		A	A			A	A		A	
City of Bridgman	Tim Kading	x	Alt	P	P		A	A			P	A		A	
City of St. Joseph	John Hodgson		x	P	P		A	A			A	P		A	
City of St. Joseph	Tim Zebell (TAC V. Ch.)	x		P	A		A	A			P	P		P	
	Tom McDonald	Alt		A	A		A	A			A	A		A	
Cornerstone Alliance	Sue Wyman	x	x	A	A		A	A			A	A		A	
Disability Network of SW Mich.	Cindy gray	x			P		P	P			P	P		A	
Hagar Township	(vacant)	x	x												
Kinexus	(vacant)	x													
Lake Charter Township	Gloria Payne	x	x	A			A	A			A	A		A	
Lincoln Charter Township	Dick Stauffer (Pol. Ch.)		x	P	P		P	P			P	P		P	
Lincoln Charter Township	Terrie Smith	x		P	P		P	P			A	A		P	
MDOT – Bureau of Trans. Planning	Jim Sturdevant	x	x	A	A		P	p			P	P		P	
MDOT – Southwest Region	Amy Lipset	x	x	P	P		P	P			P	P		P	
MDOT – Southwest Region	Brian Sanada	Alt	Alt	A	A		P	A			A	A		A	
MDOT – Trans. Service Center	Jonathon Smith	x	x	P	P		P	P			P	P		P	
Royalton Township	Steve Tilly	x	x	P	P		A	A			A	A		A	
Sodus Township	David Chandler	x	x	A	A		A	A			A	A		A	
Southwest Mich. Regional Airport	Vince Desjardins	x	x	A	P		A	A			A	A		A	
St. Joseph Charter Township	Denise Cook		x	P	A		P	P			P	P		P	
St. Joseph Charter Township	Roger Seeley	x		A	P		A	A			A	A		A	
	Ron Griffin	Alt		A	A		A	A			A	A		A	
	Jonathan Fisk	Alt		P	P		P	P			P	P		P	
Twin Cities Area Trans. Authority	Paul Gillespie	x	x	P	P		A	P			P	P		P	
Village of Grand Beach	(vacant)	x	x												
Village of Shoreham	Stephanie Clarke	x	x	P	P		P	P			P	P		P	
Village of Stevensville	(vacant)		x												
Village of Stevensville	Chris Cook (Pol. V. Ch.)	x	Alt	P	P		P	P			P	P		P	
Federal Highway Administration	Andy Pickard	x	x	A	A		A	A			A	A		A	
Federal Transit Administration	Angelica Salgado	x	x	A	A		A	A			A	A		A	
MDOT - Modeling	Katie Beck	x		A	A		A	A			A	A		A	
MDOT - Passenger Division	Fred Featherly	x		A	A		A	A			A	A		A	
Northwestern Ind. Reg. Plan.	Scott Weber	x	x	P	P		A	A			A	A		A	
Southwest Michigan Planning	Kim Gallagher	x	x	P	P		P	P			P	P		P	
Southwest Michigan Planning	Brandon Kovnat			p	A		P	P			P	P		P	

Pol. Ch.- Policy Chair; TAC Ch. - TAC Chair; Alt – Alternate; P - Present; A- Absent; A blank spot means the position is

Others Present: Anita Boughner MDOT Statewide Planning; John Lanum, MDOT Statewide Planning; Carey Dunbrauer , MDOT Coloma TSC; Suzannah Deneau, Wightman & Associates.



1. **Call to Order and Roll Call**

Policy Committee Chair, Dick Stauffer, Called the meeting to order at 9:30 am. Kim Gallagher took roll call.

2. **Changes to the Agenda**

None.

3. **Public Comment**

None.

4. **Approval of August 17, 2020 TwinCATS Meeting Minutes**

**Motion** to approve the minutes from the September 21, 2020 combined Technical Advisory and Policy Committee meeting. Made by Terrie Smith and seconded by Jonathon Fisk. **Motion approved.**

5. **SWMPC Staff Report**

Kovnat mentioned an update to the SWMPC Public Participation Plan, that includes language about virtual/electronic meetings. Recently the Michigan Open Meetings Act (OMA) was amended by the state senate to allow virtual/electronic meetings to occur due to a state of emergency. Previously the virtual public meetings were allowed due to executive orders by the governor.

Gallagher said that the Public Participation Plan could be approved solely by a vote from the SWMPC board.

6. **Agency & Project Updates**

a) **Twin Cities Area Transportation Authority:** Gillespie said TCATA closed its office based on the latest guidance from the governor. They are currently working on their safety plan, which should be finished by the end of the week. The report will include safety targets, which TwinCATS will vote to support.

b) **Local Agencies**

**Berrien County Road Department:** Stack said construction was finishing up for the season. He said that the project on Washington Avenue was planned to stop at Maiden Lane because that was all the funding could cover. The project on the Napier bridge is ready to be submitted for bidding. The project will include beam repair, painting, sidewalk & railing repair, and epoxy coating. During the bridge repair one lane will be closed at a time.

**City of St. Joseph:** Zebell said that the Langley project was obligated for a January bidding. He said that there was actually less tree that had to be removed than for the Morton path. He hoped to be able to relocate utilities to the west side of the road with the path and then plant more trees on the east side of Langley.

c) **MDOT:** Jonathon Smith said that FY 2021 state appropriations for non-freeway repairs was reduced, and they have to push the repair of M-63 North of the St. Joseph River back. He introduced Carey Dunbrauer, who is the new projects and contracts manager for the Transportation Service Center. She will be the alternate representative for Jonathon Smith.

There was a question about repairs on I-94 from exit 23 to the St. Joseph River. Lipset said that this would be a full reconstruction in 2023 from the river all the way to Napier Avenue. The

timeline was made to occur after the US-31 extension was complete. Lipset mentioned that the project would include adding a right turn entry-ramp on M-63 to I-94 eastbound.

Lipset said that work was progressing to ensure traffic flow during the next season's major construction. On I-94 BL/Main Street, the roundabout at Crystal Avenue is being paved and work is progressing toward Euclid. The Bridge on Britain Avenue to go over the extension of US-31 is being built.

7. **New Business: Transportation Improvement Program Amendments**

- a) **Safety Performance Targets:** Kovnat discussed traffic safety in the TwinCATS planning area and Berrien County. He showed a map of the ramps on I-94 with the most truck crashes and mentioned planned projects that might reduce future crashes.

Lipset added that the proposal for the I-94 Pipestone exit was being changed. Initially the plan was to align the exit ramp to the light at Mall Drive. A property that was needed could not be acquired by MDOT. Therefore MDOT revised the plan to move the I-94 westbound exit ramp closer to the I-94 westbound entrance ramp. This should reduce the conflict with turns occurring at Mall Drive.

There was a question about if we knew where those who were drink and driving originated (bars, homes etc.). Gallagher said that there had been some mapping of the location of bars versus the location of crashes on US-12. Lanum added that another MPO had contact their law enforcement to discuss where they saw drunk crashes as a way to assist in preventing crashes.

Kovnat then presented Michigan's 2021 safety performance targets. He explained that the targets are the forecast for the 2021 based on a model developed by the University of Michigan's Transportation Research Institute (UMTRI). The targets represent the status quo scenario; the goal is to do better than the targets. Kovnat further explained that TwinCATS has the option of selection specific MPO level targets or to agree to support the state targets.

**Motion** for the Technical Advisory Committee to recommend that the policy committee adopt and support the state's 2021 safety targets. Made by Chris cook and seconded by Terrie Smith. **Motion approved.**

**Motion** for the Policy committee to approve the recommendation from the Technical Advisory Committee. Motion made by Jim Sturdevant, seconded by Eric Lester. **Motion approved.**

- b) **TCATA:** Gillespie said that the driveway at the TCATA headquarters needed emergency repairs. The issue is the storm drain backing up and causing erosion under the driveway, which necessitates rerouting the storm drain to the city's storm drain and tearing out and replacing the driveway. He proposed to use saving from the purchase of the wrecker and fence to pay for the repairs. He said the actual cost might be different but needed the full amount reallocated just in case.

- c) **MDOT:** Lipset said that the large change in the Right-of-Way cost was to acquire property at the M-63 & I-94 ramp to build the right turn onramp mentioned during the MDOT update. The construction for the ramp will be funded 100% by the state.

**Motion** for the Technical Advisory Committee to recommend that the policy committee approve the amendments to the 2020-2023 Transportation Improvement Program. Made by Chris cook and seconded by Terrie Smith. **Motion approved.**

**Motion** for the Policy committee to approve the recommendation from the Technical Advisory Committee. Motion made by Eric Lester, seconded by Denise Cook. **Motion approved.**

8. **Privilege of the Floor or Public Comment**

None.

9. **Adjournment**

The meeting was adjourned at 10:37 AM. The next meeting is scheduled for December 21, 2020 at 9:30 AM. It was noted that unless there is a pressing need, TwinCATS will cancel its December Meeting.

*Minutes compiled by Brandon Kovnat, SWMPC Associate Transportation planner*

# Twin Cities Area Transportation Study Combined TAC & Policy Meeting January 11, 2021

## **Session will begin at 9:30**

1. Please mute your microphone

*If you dialed in on a phone you can use \*6 to  
mute and unmute yourself*

2. Recording will start when the meeting begins

3. Roll call will be taken after the meeting starts

# Roll Call – New Procedure

To adhere to the new requirements of the Michigan Open Meetings Act please state the city and state you are calling in from when your name is called.

Example:

Jane Cook

*“Here, participating remotely from the Village of Stevensville Michigan.”*

From January 1, 2021, to December 31, 2021, members must announce at the outset of the meeting that he or she is participating remotely and if remote participation is for any reason other than military duty, the member must announce the physical location by county, city, township or village, and state which shall be recorded in the meeting minutes.

# WELCOME

- **Call to Order**
- **Roll Call**
- **Changes to the Agenda**
- **Public Comment**

# MEETING MINUTES

## **Approval of Minutes November 16, 2020 Combined Meeting**

Policy Chair will call for a motion to approve minutes. Any member may support followed by any member adding second.

TAC & Policy  
Combined



# Staff Report



# 2020 Annual Project Obligation Report

In 2020 Federal Highway Administration funds were programmed to improve the following in the TwinCATS Planning Area:

- Pavement Condition      **\$3,529,980**
- Safety      **\$1,280,537**
- Air Quality      **\$160,000**

Plus **\$42,691,409** for US-31/I-94 including a BUILD Grant  
TCATA received **\$1,472,466** in Federal Transit Funds

**A total federal investment of over \$49 Million!**



# 2021 TwinCATS TAC & Policy Joint Meeting Dates

- January 11<sup>th</sup> \*
- February 8<sup>th</sup> \*
- March 15<sup>th</sup>
- April 19<sup>th</sup>
- May 17<sup>th</sup>
- June 21<sup>st</sup>
- July 19<sup>th</sup>
- August 16<sup>th</sup>
- September 20<sup>th</sup>
- October 18<sup>th</sup>
- November 15<sup>th</sup>
- December 20<sup>th</sup>



\*Due to a holiday, the January and February meeting of TwinCATS is moved to the second Monday of the month.

# Agency Updates

Transit

Local Road Agencies

MDOT

# Public Transit

Twin Cities Area Transportation Authority

Paul Gillespie, Director

# Washington Avenue - 2021

## Berrien County Road Department

Limits	Hilltop to Maiden Lane
Length	2.18 Miles
Work Description	Mill and asphalt overlay (mill & fill)
Federal Cost	\$324,298
Local Match	\$225,702
Total Cost	\$550,000

In Design



# Napier Bridge Over St. Joseph River – 2021

Berrien County Road Department

Year built	1966
Length	600 ft.
Work Description	Miscellaneous Bridge Capital Preventative Maintenance
Federal bridge funds	\$734,000
Local Match	\$734,000
Total Cost	\$1,468,000

Grade Inspection  
submitted to MDOT



# Langley Avenue - 2021

City of St. Joseph

Limits	Napier to Pearl
Length	0.8 miles
Work Description	Road Reconstruction Build a 10' non-motorized trail Water and sewer reconstruction
CMAQ	\$189,604
CMAQ Local Match	129,283
STP/TwinCATS	\$722,719
STP Local Match	\$2,144,307
Water/Sewer	\$1,696,832.00
Total	<b>\$4,893,141</b>

In for the January bid letting at MDOT





# Napier Avenue 2020 Project



## Before Construction and After Construction Drone Footage of Napier Avenue from 2020.

<https://www.youtube.com/watch?v=43XA5KsO5HI&feature=youtu.be&fbclid=IwAR1DS9MacQyIUjLeT-ePu2YNdRDMTot9C4TuilzWihMY8pLSynROBRaXHM>



# MI County Road Association News

## Touts Uniqueness of Napier Reconstruction

*“As road agencies, we design miles of roadways, and the public puts their trust in us to make sure roads last as long as possible and that we’re effectively spending their tax dollars.”*

*“Road fabric provides twice the life by only investing a quarter of what it would cost to repave the road,” and adds, “It’s an efficient solution, and we’re eager to see if this treatment will be successful in the future.”*

*Kevin Stack, BCRD Engineer*



Full article included in meeting packet



# SEW WHAT?

## Berrien County Road Department uses road fabric to improve high-traffic road

**Berrien County just dropped a dress size.**

And a dress size means less fabric – except in this case. This time, we're talking about road fabric.

As one may guess, road fabric isn't like silk or cotton or cashmere. It's a waterproof membrane that's placed in between hot mix asphalt layers to keep water from penetrating through. Road fabric is composed of a grid system created by combining "threads" of material. The multidirectional fiber strands not only act as a waterproofing membrane, but also provide strength to the asphalt.

### Piecing it all together

The Berrien County Road Department (BCRD) is using road fabric on two miles of Napier Avenue, a high-traffic road that handles about 18,000 cars a day.

BCRD partnered with members of the asphalt industry to research road fabric and determine whether it was a good fit for the project. Kevin Stack, BCRD engineering supervisor, credits industry

relationships as one key to their success.

"As road agencies, we design miles of roadways, and the public puts their trust in us to make sure roads last as long as possible and that we're effectively spending their tax dollars," Stack said. "We're not on a paver, in a lab or at an asphalt plant all day, so that's where we turn to the asphalt industry for innovation."

"Going to industry leaders is a win-win for everyone – taxpayers, road agencies and the industry," he said.

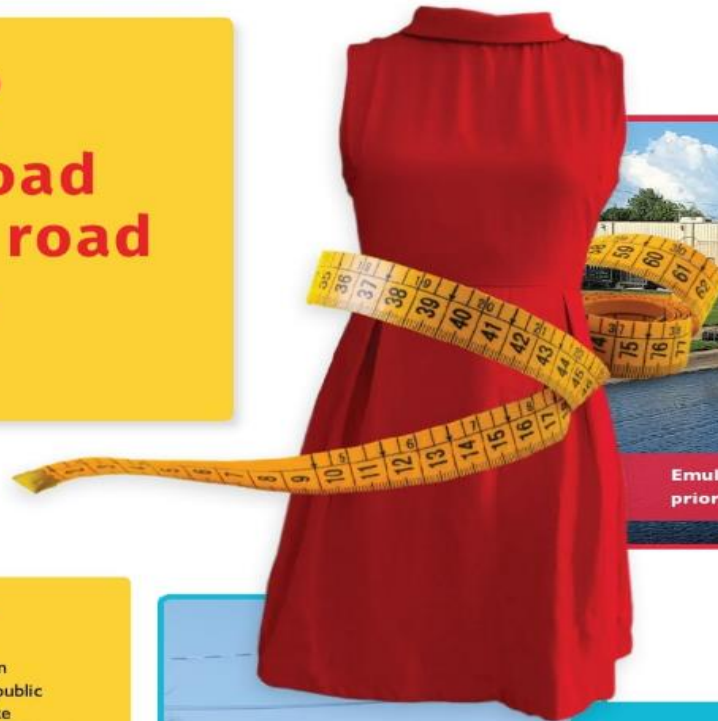
### Double the life at quarter the price

Not only does road fabric reduce cracks in pavement, it's also a cost-effective way to improve roads.

"Road fabric provides twice the life by only investing a quarter of what it would cost to repave the road," Stack said. "It's an efficient solution, and we're eager to see if this treatment will be successful in the future."



Napier Avenue in St. Joseph, after being reduced from four lanes to three lanes.



Emulsion being applied to scratch course prior to GlassPav 50 installation.

### How it works:

- 1 Reduce road down from four lanes to three lanes.
- 2 Apply emulsion to scratch course prior to GlassPav 50 (road fabric) installation.
- 3 Roll GlassPav 50 down onto scratch course.
- 4 Apply final lift of hot mix asphalt.



GlassPav 50 being rolled down onto scratch course prior to the final lift of hot mix asphalt.

BCRD is monitoring the treated section of Napier Avenue to gauge its performance. There's a section of road nearby that they repaved without fabric last year, so they'll be able to compare apples to apples.

### A healthy diet

That dress size? Well, it's a result of road dieting.

Road what?

In addition to using road fabric, BCRD put Napier Avenue on a diet. Road dieting is lane reduction – in this case, three lanes with a center turn instead of four. Reducing the lanes on the road resulted in six-foot-wide shoulders for pedestrians and nonmotorized vehicles and has the effect of slowing down traffic. The results of the road diet have received praise from the public; they

say Napier Avenue is a much safer and calmer roadway.

BCRD underwent a detailed traffic/safety analysis to determine the impact of reducing the number of lanes from four to three. The analysis summarized delay, quantified level of service and projected the safety benefits of adding the center turn lane.

BCRD will monitor the results but hopes to realize the projected 24 fewer crashes per year the report predicts.

BCRD hopes the combination of road fabric and road dieting will result in a better driving experience for residents. And with wider shoulders, stronger pavement and reduced cracking, they are certainly on the right track. **CRA**



# Napier Sidewalk

## Planning underway for Napier Avenue sidewalks

Officials hope St. Joseph Township portion of project is done by end of next year

By JULIE SWIDWA HP Staff Writer Jan 6, 2021



St. Joseph Township is developing plans for sidewalks along Napier Avenue between Colfax Avenue and Miami Street. The corridor has long been dangerous for pedestrians. Just recently the lanes were redrawn, allowing for shoulders along the busy road.

## FY 2022 Project

- Construct 6-foot sidewalks on both sides of Napier.
- Working on obtaining easements and design for utility relocation
- Programed Cost: \$791,195
  - Federal CMAQ: \$393,858
  - Local Match: \$397,336

# MDOT Updates

# MDOT Project Updates

Project Name	Limits	Project Description	Update
<b>I-94</b>	I-94 BL (Exit 23) to the St. Joseph River	Reconstruction	Design in Progress.
<b>M-139</b>	Over Buckhorn Creek, north of Rocky Weed Rd.	Culvert Replacement and Road Reconstruction	Project Let in December and came in 16.36% under Engineer's Estimate. Tree clearing will occur from mid-January to late-March and culvert work will take start after the 4 <sup>th</sup> of July and complete end-August (full detour).
<b>I-94</b>	I-94 west of Van Buren County	Variable Advisory Speed Limit System along I-94 in Van Buren Co.	Project turned in for February Letting.
<b>M-43</b>	I94 WB OFF RAMP @ M139	Modernizing signalized intersection to current standards	Design will begin soon.
<b>Regionwide</b>	M-139 from Royalton/Oronoko Twp. Line to pavement change north of St. Joseph River	Crack seal, chip/fog seal, micro-surfacing and HMA milling and overlay	Design in progress.

# US 31 & I -94 Project – Amy Lipset, MDOT





**I-94 AT US-31  
CONNECTION PROJECT  
BENTON TOWNSHIP  
05/23/19**

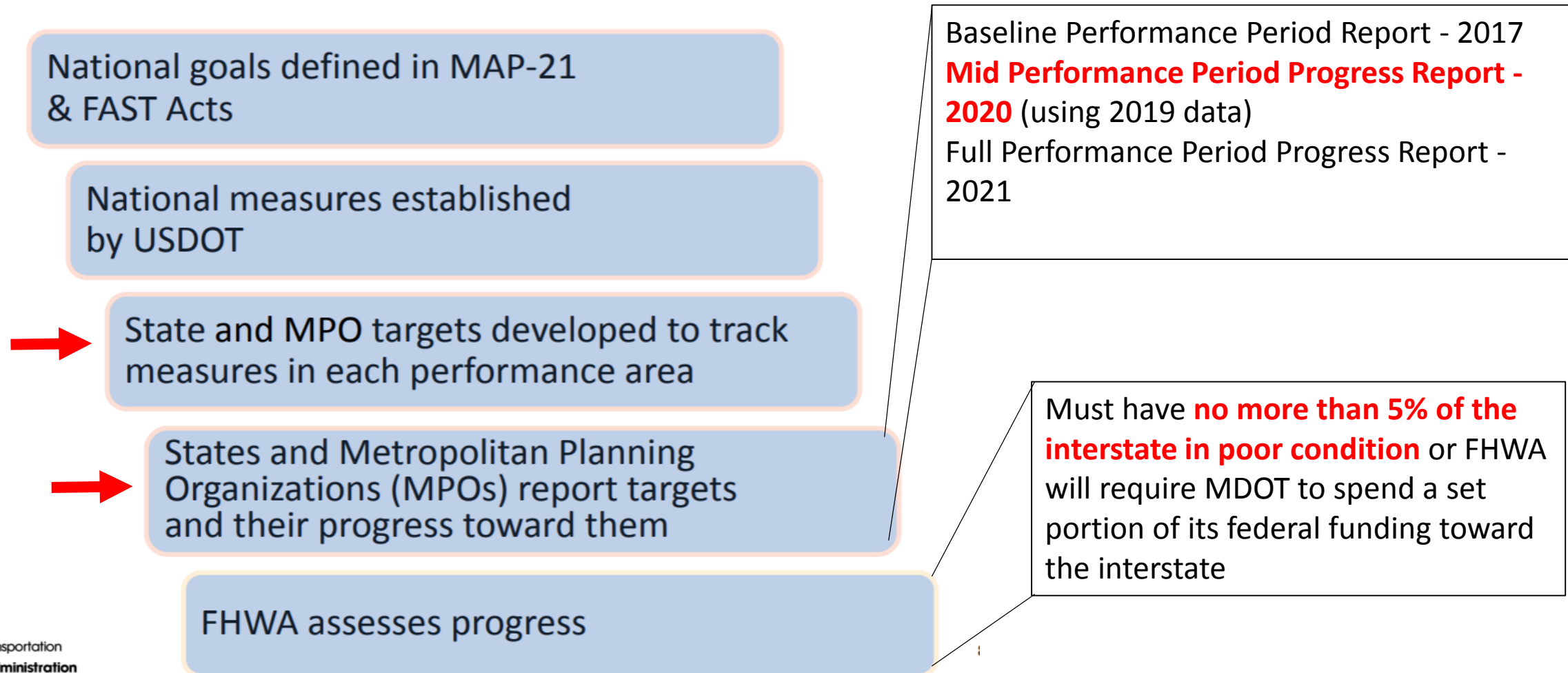
**MDOT** **HNTB**

# New Business

- 1. Pavement & Bridge Performance Measures**
- 2. TIP Amendments**
  - a) Berrien County Road Department – Add 2022 Safety Project**
  - b) MDOT – Add 2021 Maintenance Project**

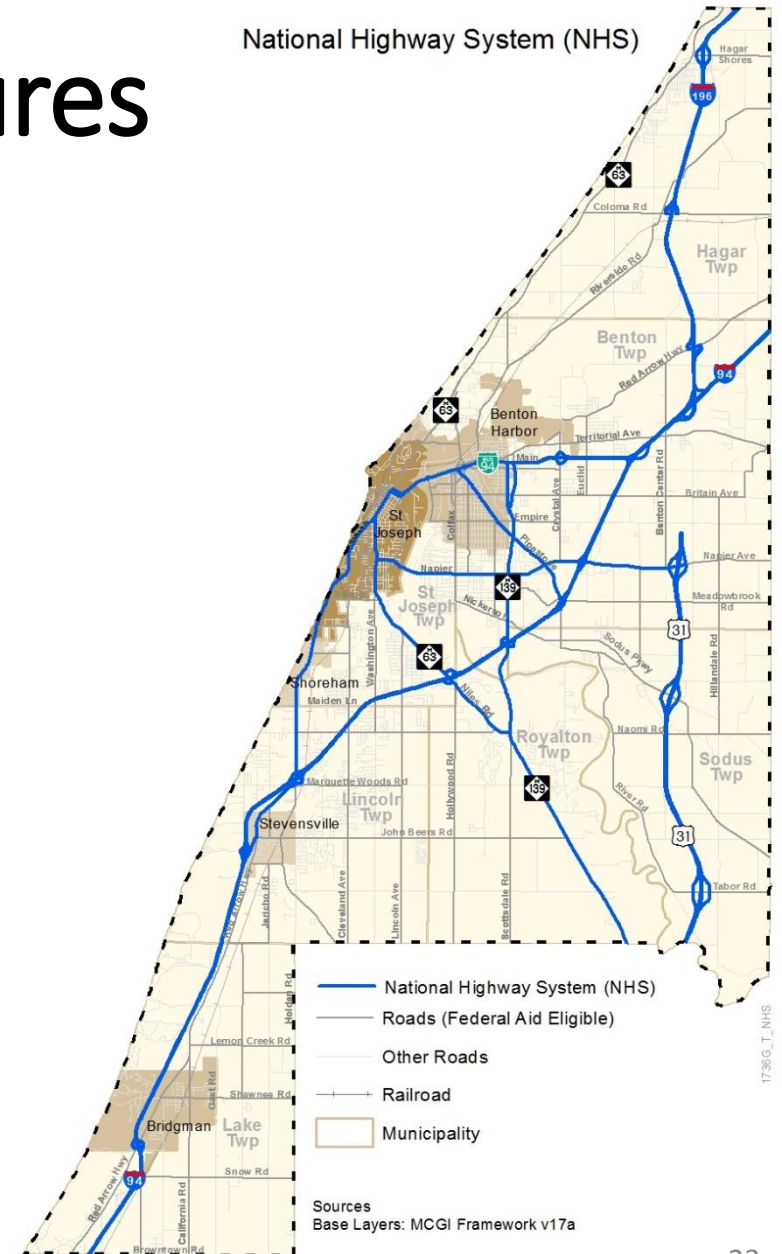


# Performance Measures – Pavement & Bridge



# Pavement Performance Measures

- Percent of the interstate in good condition
- Percent of the interstate in poor condition
- Percent of the non-interstate NHS in good condition
- Percent of the interstate NHS in poor condition



# How Pavement Condition is Measured

## Pavement Surface Evaluation and Rating System (PASER)

PASER is a system designed to visually assess pavement condition while driving (known as a windshield survey) and assign a value of 1 thru 10 based on the observed defects.

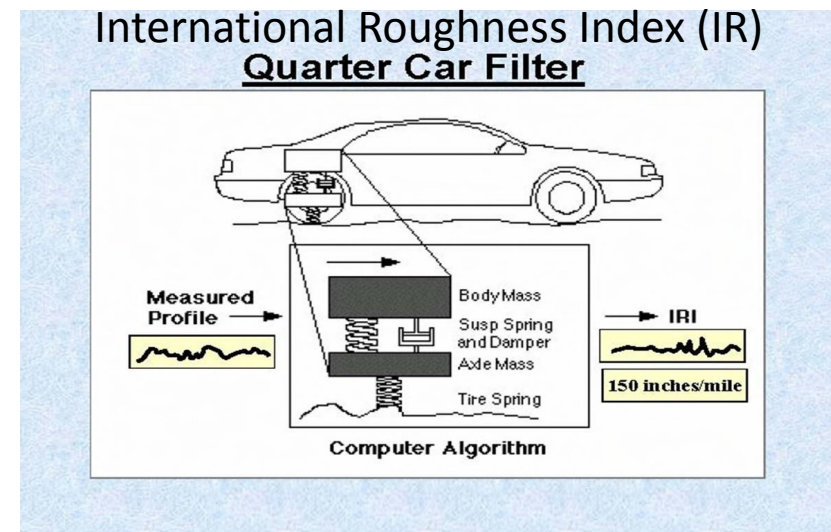
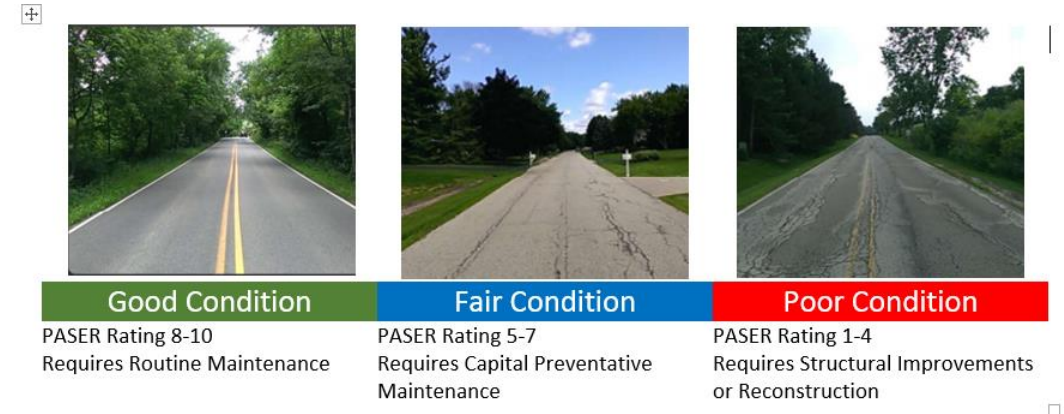
All Federal aid Eligible Road in TwinCATS are evaluated using PASER – **Next rating Summer 2021**

## Pavement Condition Measure (PCM)

FHWA requires states to report condition of interstate pavement condition based on:

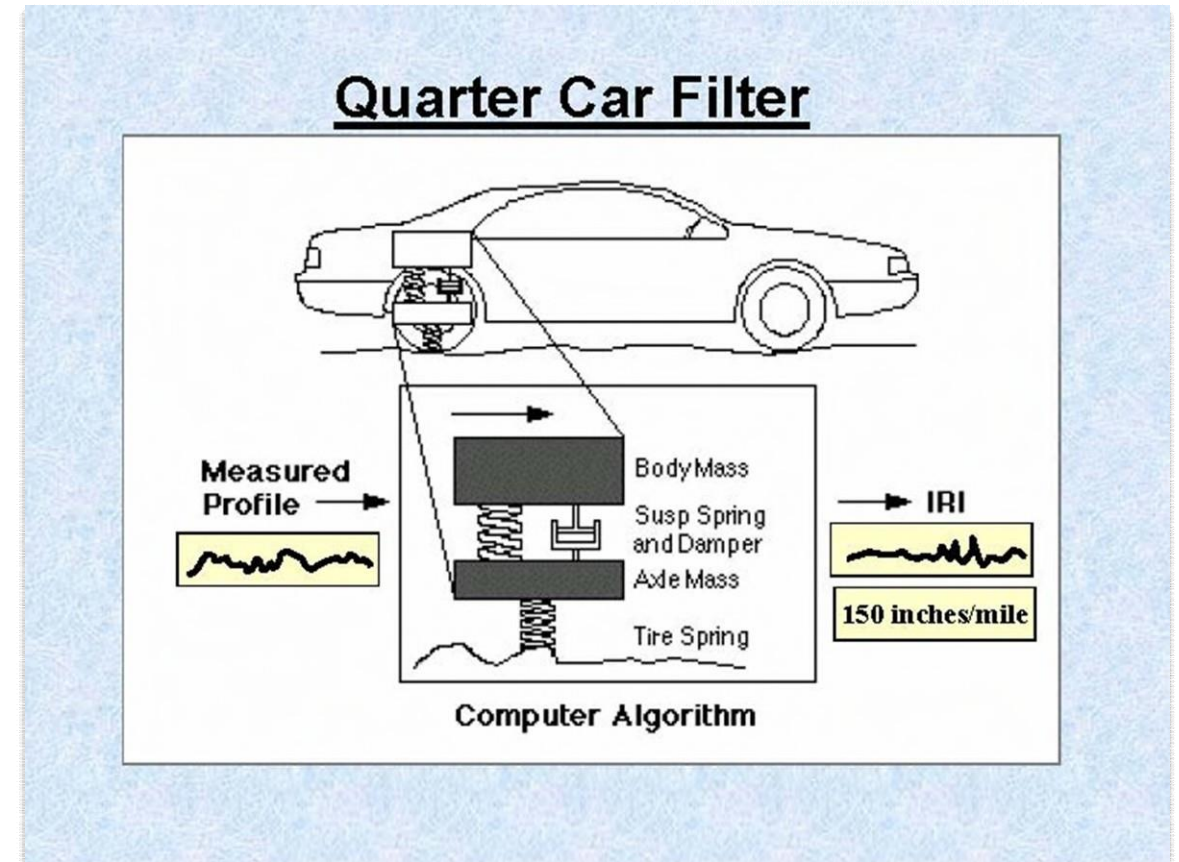
- International Roughness Index (IRI)
- Cracking
- Rutting – for asphalt
- Faulting – for concrete

Together this data is referred to as Pavement Condition Measure (PCM)



# International Roughness Index (IRI)

- Widely-used reference statistic of pavement surface roughness
- *Simulated* passenger vehicle suspension response to driving over a laser-measured longitudinal profile at 50 mph





# Concrete Faulting

**Surface evenness/faulting significantly impacts the ride comfort of vehicle passengers.**

# Asphalt Rutting



Pavement **rutting** can lead to vehicle hydroplaning and loss of skid resistance in wet weather.

# Cracking Percent

## **Asphalt: Fatigue Cracks**

(cracked area as % of total lane area)



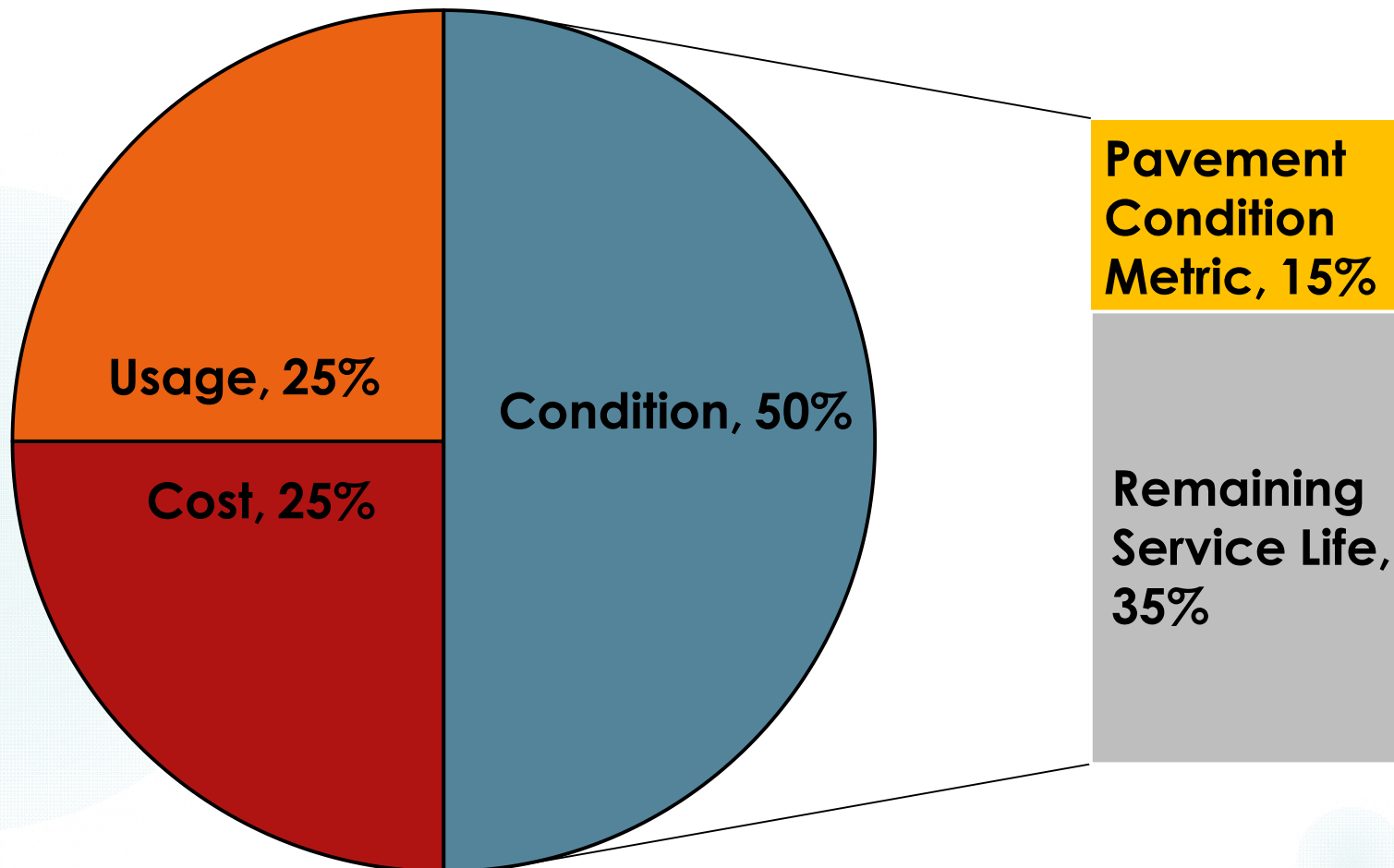
## **Concrete: Transverse Cracks**

(# of cracked slabs as % of all slabs)



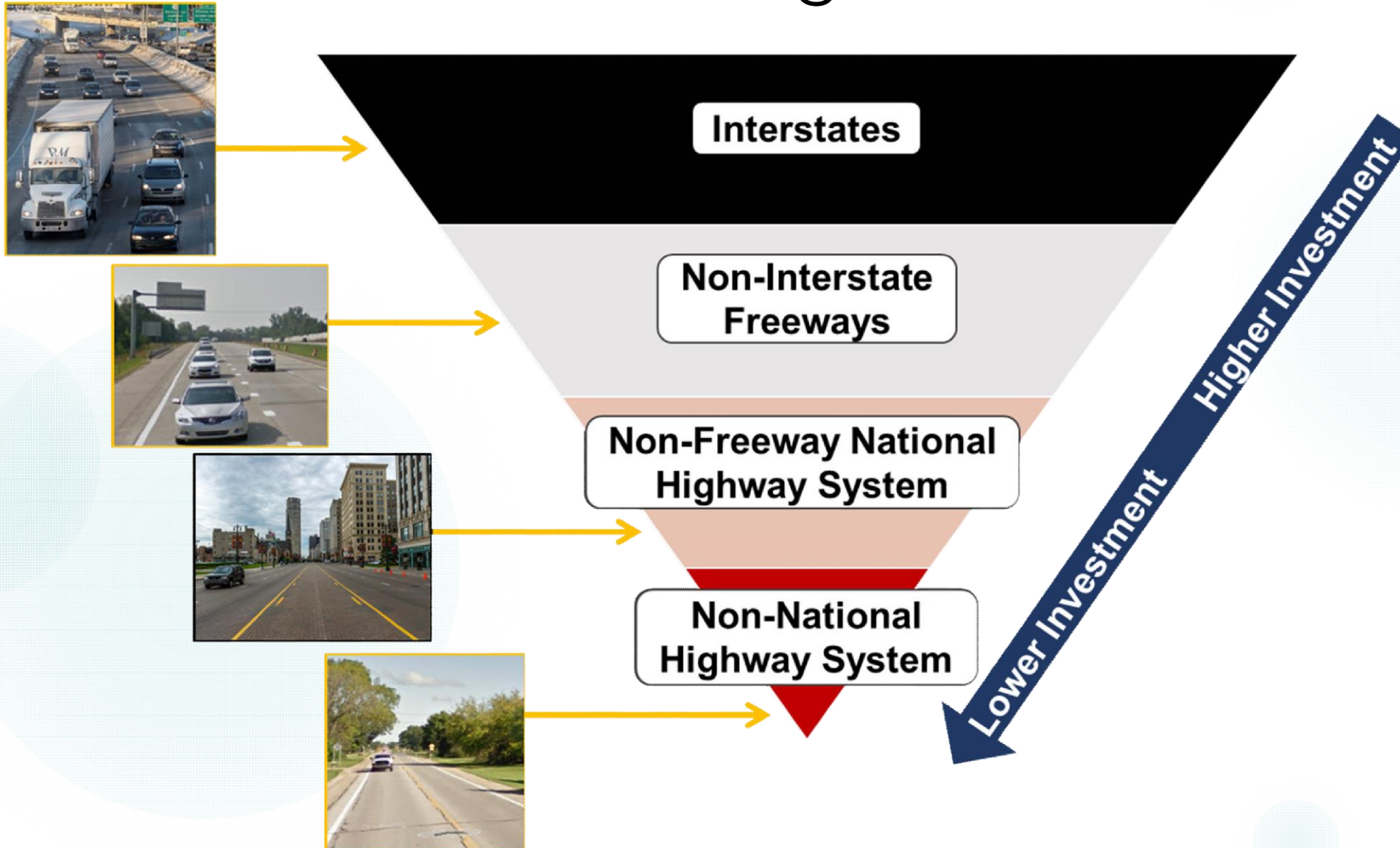


# MDOT Regional Road Reconstruction and Rehabilitation Funding Allocation Formula



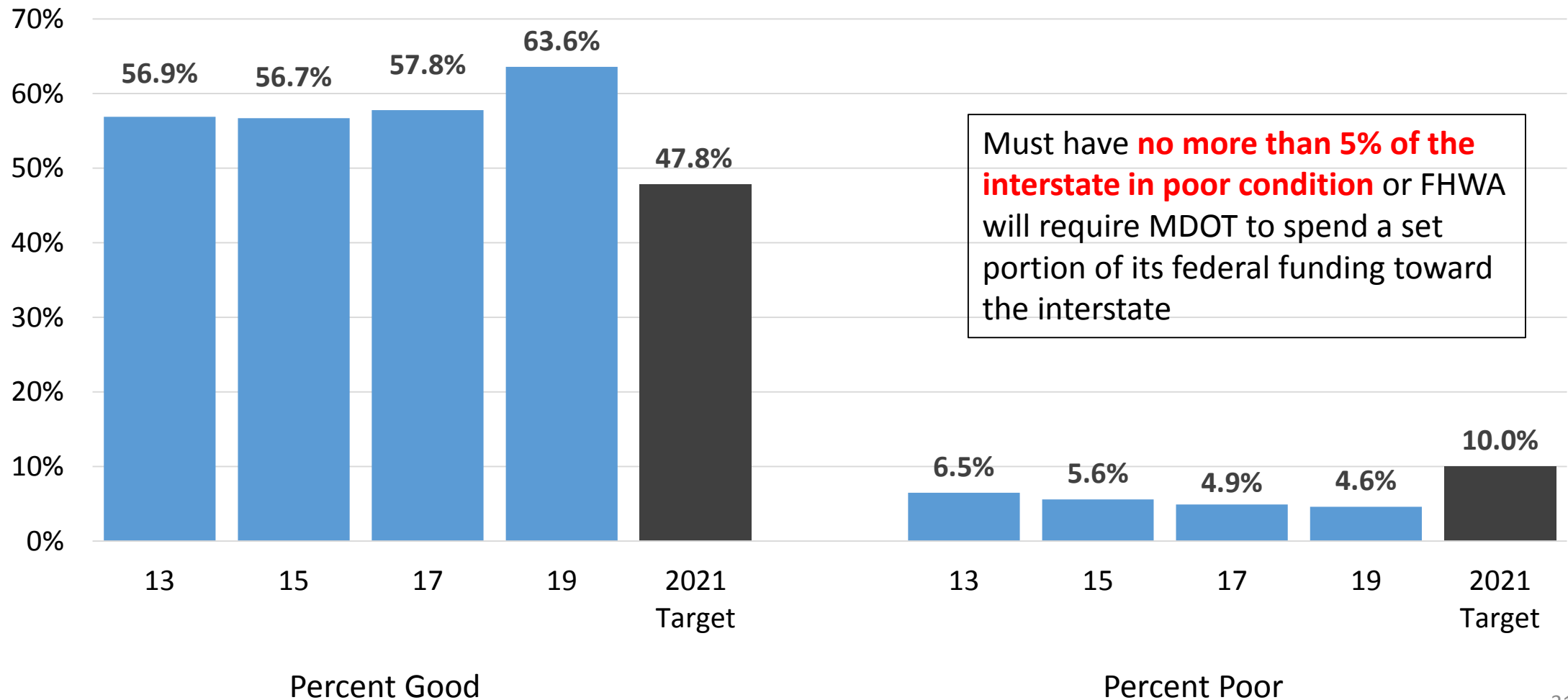


# MDOT Strategic Direction



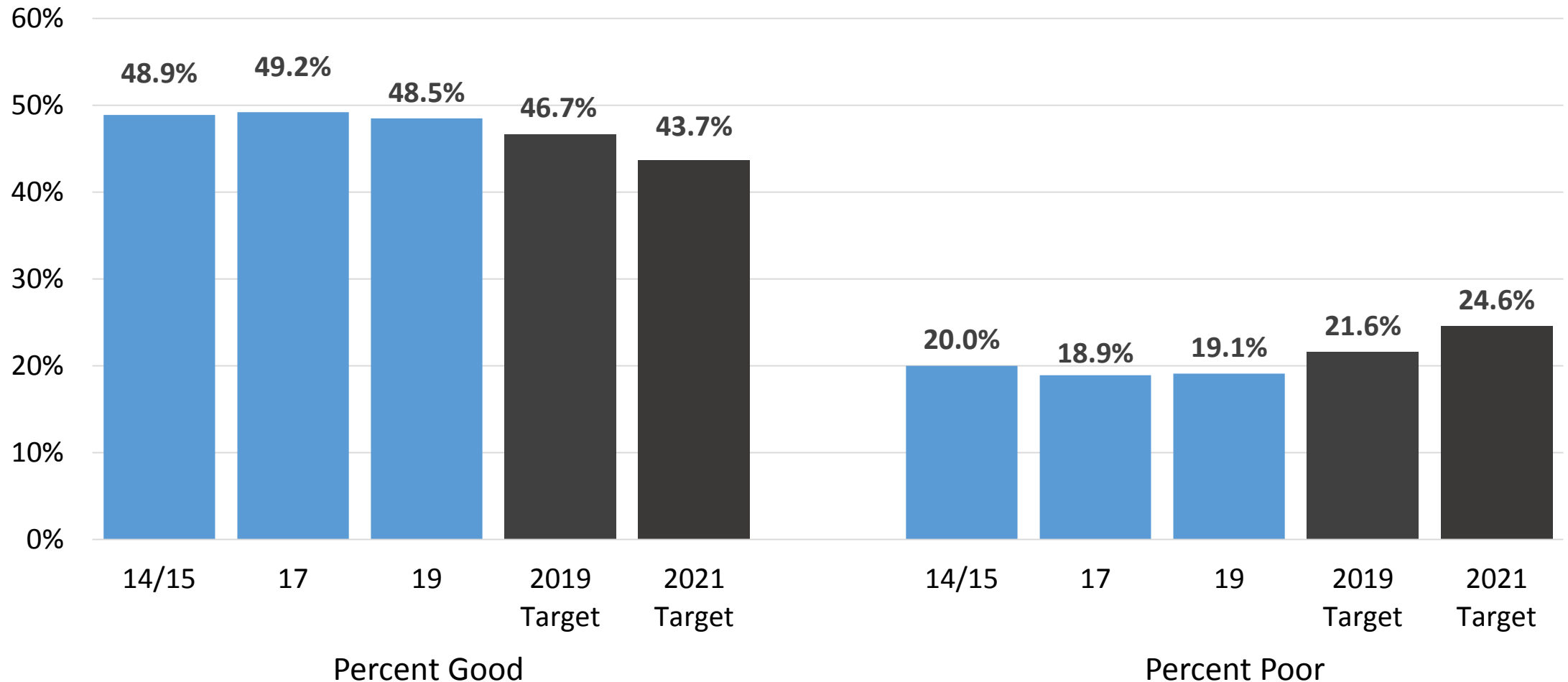
# Statewide Interstate Targets

Percent Good/Poor Interstate Pavement Condition Metric 2013-2019



# Statewide Non-Interstate Targets

Percent Good/Poor Interstate IRI 2014-2019



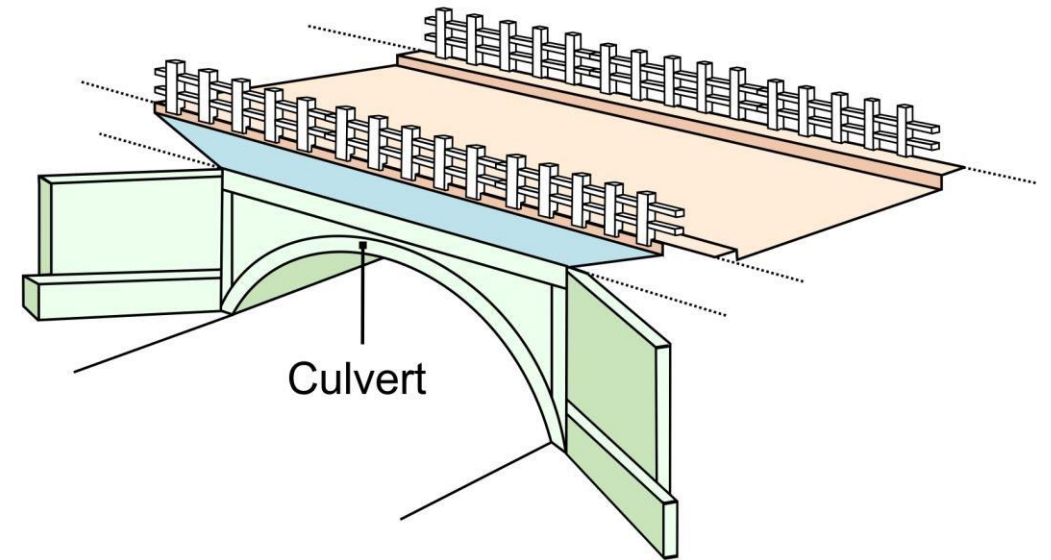
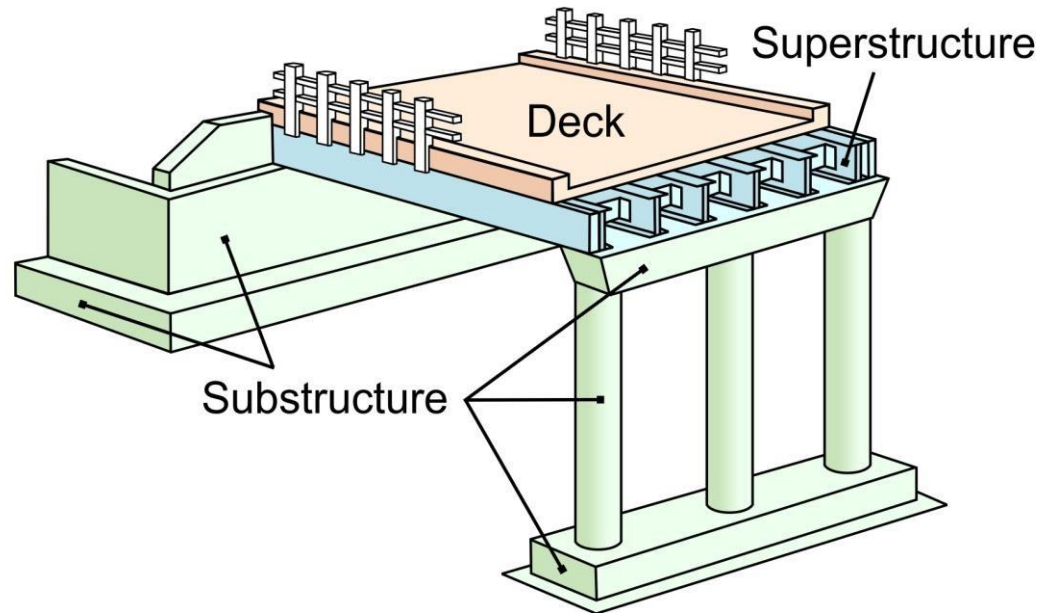
# Reasonably Conservative Targets - MDOT

Potential risks that threaten trunkline pavement condition, originally:

- Climate Change (Possible increase in rates of pavement deterioration)
- Funding Levels (Continuing lack of adequate funding)
- Funding Uncertainty (Potential Loss of Income Tax Revenue & COVID Impacts)



# Bridge Performance Measures



# Bridge Condition Metric

National; Bridge Inventory Condition Ratings			
7-9	Good Condition		Routine maintenance candidate.
5-6	Fair Condition		Preventative maintenance and minor rehabilitation candidate.
4	Poor Condition	Poor	Major rehabilitation or replacement candidate.
2-3		Serious or Critical	Emergency repair or high priority major rehabilitation or replacement candidate. Unless closely monitored it may be necessary to close until corrective action can be taken.
0-1		Imminent Failure or Failed	Major rehabilitation or replacement candidate. <b>Bridge is closed to traffic.</b>

Condition is the lowest rating between: Deck, Superstructure, or Substructure

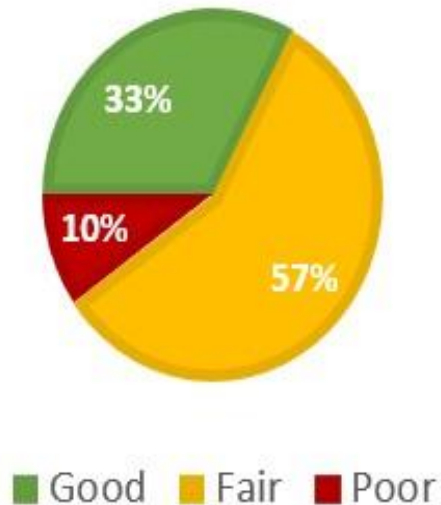
# 2020 Bridge Condition

Mid-Performance Period NHS Bridge Condition by Count – Statewide								
Owner	Good		Fair		Poor		Total	
Trunkline	752	27%	1828	67%	158	6	2738	92
Authority	3	38%	5	63%	0	0%	8	<1%
<b>Local</b>	<b>83</b>	<b>38%</b>	<b>100</b>	<b>45%</b>	<b>39</b>	<b>17%</b>	<b>221</b>	<b>7%</b>
Total	838	28%	1933	65%	196	7%	2967	

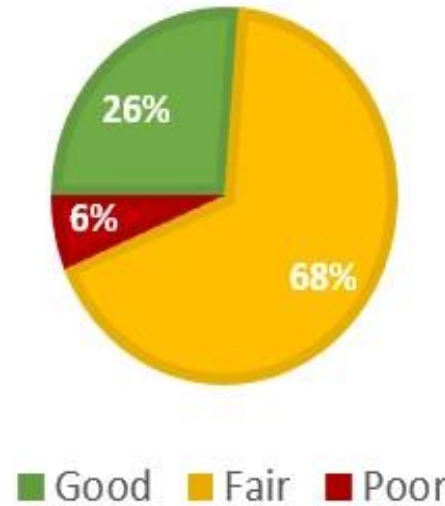
Mid-Performance Period NHS Bridge Condition by Deck Area - Statewide								
Owner	Good		Fair		Poor		Total (sft)	
Trunkline	8,719,688	27%	22,092,484	67%	1,980,786	6%	32,792,958	88%
Authority	291,482	15%	1,707,000	85%	0	0%	1,998,482	5%
<b>Local</b>	<b>756,411</b>	<b>32%</b>	<b>1,282,990</b>	<b>54%</b>	<b>322,158</b>	<b>14%</b>	<b>2,361,559</b>	<b>6%</b>
Total	9,767,581	26%	25,082,474	68%	2,302,994	6%	37,152,999	

# Statewide Bridge Performance Target

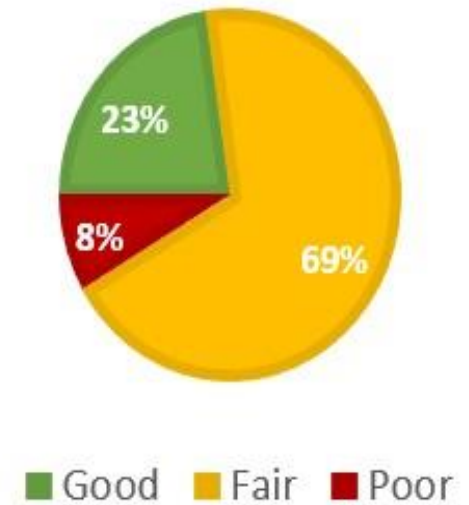
**2018 MEASURED**  
PERCENT BY NHS DECK AREA



**2020 MEASURED**  
PERCENT BY NHS DECK AREA



**2022 ADJUSTED TARGET**  
PERCENT BY NHS DECK AREA





# Pavement Condition Target Summary

Performance Measure	Description	Base Data - 2017		2 yr. mid-cycle status 2019		4 yr. state targets 2021	Data Source
		TwinCATS	State	TwinCATS	State		
Percentage of pavement on the Interstate System in good condition.	The percentage of pavement on the Interstate system considered in good condition.	34.7%	56.8%	49.5%	63.1%	<b>47.8%</b>	Composite index known as PCM - MDOT
Percentage of pavement on the Interstate System in poor condition.	The percentage of pavement on the Interstate system considered in poor condition.	8.2%	5.2%	10.7%	4.9%	<b>10.0%</b>	Composite index known as PCM - MDOT
Percentage of pavement on the non-Interstate National Highway System in good condition.	The percentage of pavement on the non-Interstate National Highway System considered in good condition.	39.6%	49.7%	32.8%	48.3%	<b>43.7%</b>	International Roughness Index- MDOT
Percentage of pavement on the non-Interstate National Highway System in poor condition.	The percentage of pavement on the non-Interstate National Highway System considered in bad condition.	25.2%	18.6%	29.8%	19.2%	<b>24.6%</b>	International Roughness Index- MDOT

# Bridge Condition Target Summary

Performance Measure	Description	Base Data - 2017		2 yr. mid-cycle status - 2020		4 yr. targets	Data Source
		TwinCATS	State	TwinCATS	State		
<b>Percentage of National Highway System (NHS) bridge deck area in good condition.</b>	The percentage of bridges on the NHS that are considered in good condition.	17.5%	32.7%	2.9%	27.0%	23.0%	National Bridge Inventory
<b>Percentage of National Highway System (NHS) bridge deck area in poor condition.</b>	The percentage of bridges on the NHS that are considered in poor condition.	11.3%	9.8%	0%	7.0%	8.0%	National Bridge Inventory



# Support of Pavement and Bridge Targets

Technical Advisory Committee votes to (recommend/deny) that:

The TwinCATS Policy Committee  
to adopt and support the MDOT statewide pavement and bridge  
performance targets

Policy Committee votes to (approve/deny) the recommendation from TAC.

# Guard Rail Safety Grant – 2022

Berrien County Road Department



JN 211838

Location	Bainbridge, Baroda, Benton, Berrien, Buchanan, Chikaming, Lincoln, Pipestone, Royalton, Sodus, St Joseph, Weesaw
Work	Guardrail upgrades
Federal Funding HSIP	\$437,827
Local Match	\$48,647
Total Cost	\$486,474

# Preventative Maintenance

MDOT -2021

Location	Various Locations in Berrien, Cass and Van Buren County	
Work	Crack seal, chip/fog seal, micro-surfacing and HMA milling and overlay	
	<b>Preliminary Engineering</b>	<b>Construction</b>
Federal STP & IM	\$0	\$59,821
State	\$2,600	\$14,923
Total	\$2,600	\$82,218
<b>Total Job Cost</b>	<b>\$3,238,000</b>	



# TIP Amendment Motion



Technical Advisory Committee votes to (recommend/deny) that:

**The TwinCATS Policy Committee approve  
the amendments to the TwinCATS  
2020-2023 Transportation Improvement  
Program**

Amendments:

1. **Berrien County Road Department**  
Guardrail Safety Project - 2022
2. **MDOT** Preventative Maintenance  
Project -2021

Policy Committee votes to (approve/deny)  
the recommendation from TAC.