

2023-2026 FHWA Carbon Reduction Program Project Application

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

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

Section 1. Applicant Information

Applicant Name	Berrien County Road Department		
Contact Name	Kevin Stack	Title	Engineering Supervisor
Phone Number	(269) 925-1196	Email	kstack@bcroad.org
Sponsor (If applicable)	Lincoln Charter Township		
Engineer/Consultant (If applicable)	Williams & Works		
Phone Number	(616) 224-1500	Email	mieras@williams-works.com

Section 2. Project Information & Costs

Project Name: W. John Beers Walks - Roosevelt to Demorrow	
City/Village/ Township: Lincoln Charter Township	County: Berrien
Project Location (short description of where the project is located)	North and south sides of W. John Beers Rd. from S. Roosevelt Rd. to Demorrow Rd. in Lincoln Township, Berrien County, MI.
Which Emissions form is being used? (list the form name not the MDOT form number)	Bicycle and Pedestrian Improvements
Work Description (Short description of work being performed. Please provide enough information for eligibility to be determined)	Extension of existing walkways that were placed on both the north and south sides of W. John Beers Rd. in 2012 using CMAQ grant. Work includes installation of 6 ft. wide concrete paths, A.D.A. ramps, retaining walls, drainage improvements. New walkways to connect to existing sidewalks at Demorrow Rd. at the border with the Village of Stevensville. Total length of the project is approximately 2,560 feet (5,120 feet of walkway)
Describe how the project will reduce congestion and/or emissions	The addition of sidewalks will encourage pedestrians to make non-motorized trips between the Village of Stevensville and the Lincoln Township public facilities (Park, Library), Lakeshore Public Schools, and the commercial area of John Beers Rd. and Cleveland Ave. This will improve air quality and reduce congestion by reducing motorized vehicles, and their accompanying emissions, from the

	roadway.		
Project Cost <i>Only include CRP eligible expenses</i>	\$ 863,000	Proposed Year of Funding	2026
Minimum Local Match – 20% of eligible costs	\$172,600		
Can you supply additional match beyond the minimum required 20% If so how much?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Amount \$392,000		
CO ₂ Emissions Benefit (from Emissions form)			

Section 3. Performance measures

<p>Besides emissions reductions what other performance measures will the project contribute to? <i>(select all that apply)</i></p> <p><input checked="" type="checkbox"/> Safety</p> <p><input type="checkbox"/> Pavement Condition</p> <p><input type="checkbox"/> System Reliability</p> <p><input checked="" type="checkbox"/> Pedestrian/Bicycle Connectivity</p> <p><input type="checkbox"/> Transit State of Good Repair</p>	<p>If you checked any of the Performance Measures please indicate how the project will improve them:</p> <p>The proposed project closes a critical 2,500 ft. gap between the existing sidewalks in the Village of Stevensville west of S. Roosevelt Rd. and the existing federally funded non-motorized facilities on John Beers Rd. and S. Roosevelt Rd. Currently, pedestrians and cyclist must share the 4 ft. widened shoulders which are not wide enough for safe travel by both types of users on this route, posted at 40 mph. This is particularly of concern in the winter months, when the full width of the shoulders may not be available due to snowfall.</p>
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Section 4. Additional Questions

Question	Y/N	If Yes, Provide Brief Explanation of How the project will meet these Criteria
Will the project be ready for obligation by July 1 of the year in which it's programmed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Project will be designed well in advance of the grant fiscal year.
Will this project use multiple funding sources/be combined with another Non-CRP project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Local Township matching funds and CMAQ funds.
Is the project being carried out by a sponsored agency, or is a private entity providing funding, materials, or services in support of this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Lincoln Charter Township will provide the engineering and matching funds for this project.
Does the project require Right of Way (ROW) acquisition or an easement?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, attach a signed letter from that agency granting permission to implement all or part of this project in their right-of-way.
Does the this project require crossing a railroad?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Section 5. Estimated Project Schedule (Please be as accurate as possible)

Activity	Estimated Date
Resolution of Support for Local Match Submitted to SWMPC	February 2025
Project Application Submitted to MOT	March 2025

Grade Inspection Package Submitted to MDOT	April 2025
Grade Inspection Meeting Scheduled	May 205
Final Plan and Estimate to MDOT	June 2025
Right of Way (ROW) certified	August 2025
Rail Road Permits	N/A
Environmental Mitigation	N/A
Project Obligated	October 2025
Project Letting	December 2025
Construction Start	May 206
Project Completion	July 2026

Enter NA for any activity that doesn't apply to the project.

DRAFT



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
7480	5984	1496

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
<input type="text" value="1"/>	<input type="text" value="x < 1"/>	<input type="text" value="1 ≤ x < 2"/>	<input type="text" value="2 ≤ x < 3"/>	<input type="text" value="3 ≤ x < 4"/>	<input type="text" value="4 ≤ x ≤ 5"/>	<input type="text" value=""/>

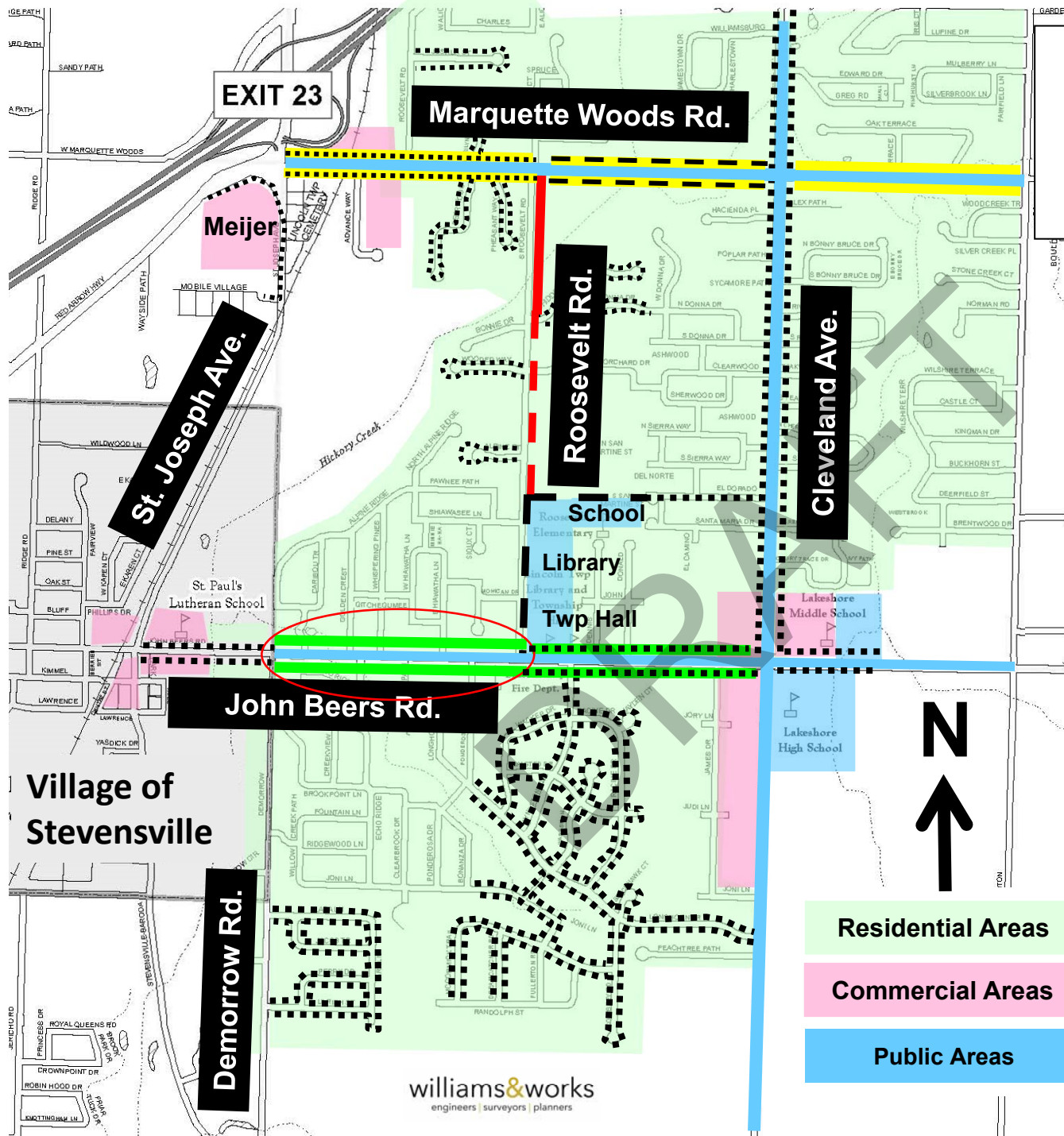
OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.119
Particulate Matter <2.5 µm (PM _{2.5})	0.000
Particulate Matter <10 µm (PM ₁₀)	0.001
Nitrogen Oxide (NOx)	0.008
Volatile Organic Compounds (VOC)	0.009
Carbon Dioxide Equivalent (CO ₂ e)	7.456
Total Energy Consumption (MMBTU/day)	0.096

*Units in kg/day unless otherwise noted

Lincoln Charter Township FY 2026 CMAQ Application John Beers Road Non-Motorized Improvements



Federal Aid Road

Existing Sidewalk

Existing Non -
Motorized Trail
(Safe Routes to
School 2008)

Existing Non-
motorized 6 ft. walk
(CMAQ 2012)

Existing Non -
Motorized Trail
(CMAQ 2014)

Existing Widened
Shoulders + 6ft.
Sidewalks

Existing Widened
Shoulders

Planned Non -
Motorized Trail

Planned Widened
Shoulders

**Planned
Improvements**

**6 ft pathways both
sides (2026 - CMAQ)**

Residential Areas

Commercial Areas

Public Areas

FY 2026 – CRP Application

W. John Beers Rd. – Nonmotorized pathways – S. Roosevelt Rd. to Demorrow Rd. Lincoln Charter Township

Additional information which may contribute to assessment:

SERVICE AREAS - Approximately 700 existing residential properties are adjacent to or connect with the proposed walkways on John Beers Rd. between S. Roosevelt Rd. and Demorrow Rd. As this is will connect to existing walkways to the east and west, many more residences have the potential to use this facility as well. (see attached map)

DESTINATION AREAS - The proposed extension will allow access to jobs, services and retail businesses. The extension will connect the existing non-motorized pathways on S. Roosevelt Rd. and John Beers Rd. to the commercial and public facilities within the Village of Stevensville. Likewise, this link will provide residents from the Village and east of Demorrow Rd. with direct pedestrian access to the public facilities (library, Township Hall, park), restaurants, a large shopping center, post office, and several smaller commercial businesses located on John Beers Rd. and Cleveland Avenue intersection. Some of the businesses in this area include Martins grocery, Walgreens, Ace Hardware, two banks, an exercise facility, post office, restaurants, office buildings and a convenience store/gas station. In addition, Lakeshore Public High School is located at this intersection.

LAND USES - The land uses surrounding the path are primarily residential, connecting to commercial area on both the NW and SE side. (See attached map).

CONNECTIONS TO OTHER NON-MOTORIZED PATHS - As shown on the attached map, this link will connect to the existing 2012 CMAQ funded non-motorized pathways on John Beers Rd. In addition, it will connect with the existing non-motorized pathways on S. Roosevelt Road that include a 2015 CMAQ funded pathway and the planned extension that will connect to Marquette Woods Rd. Roosevelt Rd. connects to John Beers Rd. to the south and Marquette Woods Rd. to the north, both Federal Aid roads.

ESTIMATED COST - The estimated cost for this project is \$980,000 including engineering. This includes a 6 ft. wide concrete pathway, approximately 2,800 sq. ft. of retaining wall, 16 A.D.A. ramps, two large culvert extensions, numerous tree removals, relocation of existing hydrants, phone junction boxes, driveway aprons, placement of leech basins, and allowances for restoration.