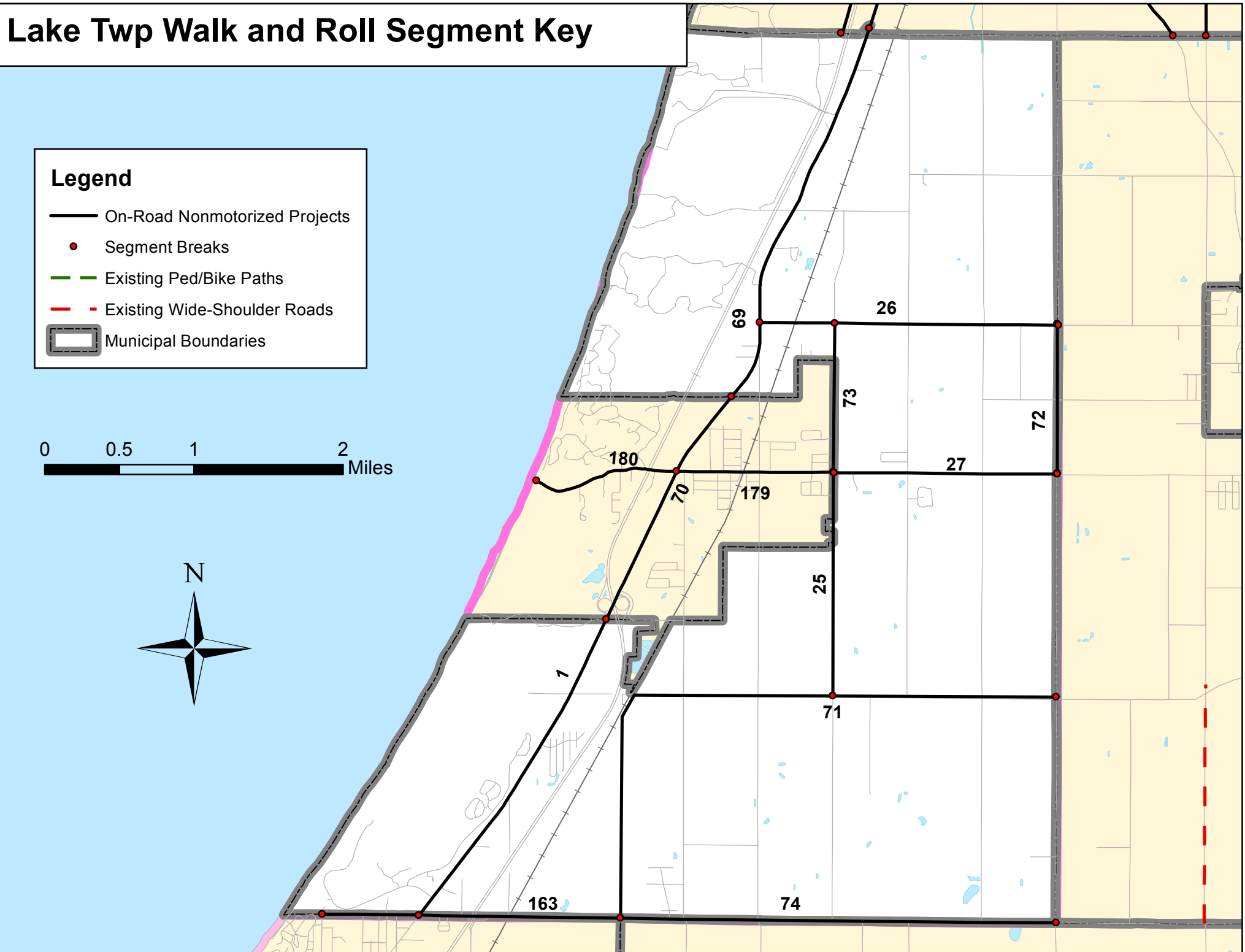
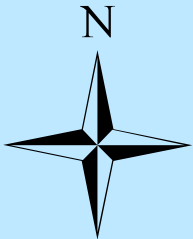


Lake Twp Walk and Roll Segment Key

Legend

- On-Road Nonmotorized Projects
- Segment Breaks
- Existing Ped/Bike Paths
- - Existing Wide-Shoulder Roads
- ▭ Municipal Boundaries

0 0.5 1 2 Miles



Lake Township On-Road Project Segments: Classification Data

Segment ID	StreetName	End Point #1	End Point #2	Municipality	Municipality #2	Legal System	Route Type	Trunkline	NHS	Function Class	Seasonal Adjustment Classification
1	Red Arrow Hwy	Bridgman border to the north	Chikaming Twp border to the south	Lake Twp		2	11	Old US-12	0	6	Recreation Collector / Rural
25	Gast Rd	Shawnee Rd to the north	Snow Rd to the south	Lake Twp	Bridgman						
26	Lemon Creek Rd	Red Arrow Hwy to the west	Baroda Twp to the east	Lake Twp		2	9		0	8 / 17	Rural
27	Shawnee Rd	Gast Rd to the west	Baroda Twp to the east	Lake Twp		2	9		0	7	Rural
69	Red Arrow Hwy	Lincoln Twp border to the north	Bridgman border to the south	Lake Twp		2	11	Old US-12	0	16	Rural
71	Snow Rd	Browntown Rd to the south	Baroda Twp to the east	Lake Twp		2	9		0	8	Rural
73	Gast Rd	Lemon Creek Rd to the north	Shawnee Rd to the south	Lake Twp	Bridgman						
74	Browntown Rd	Snow Rd to the west	Baroda Twp border to the east	Lake Twp	Weesaw Twp	2	9		0	8	Rural
149	Marquette Woods Rd	Notre Dame Ave to the west	Ridge Rd to the east	Lake Twp		3	9		0	19	Urban
163	Browntown Rd	Tower Hill Rd to the west	Weesaw Twp border to the east	Lake Twp	Chikaming Twp	1	9		0	8 / 9	Rural

Project segments flagged for detailed display at public input meetings

See attached sheet for field definitions

Lake Township On-Road Project Segments: Design Data

Segment ID	StreetName	End Point #1	End Point #2	Rght Of Way Width	Surface Width	Left Shoulder	Right Shoulder	Number of Lanes	Through Lanes	Sidewalks	Striping/Medians	Signs/Signals	Other Infrastructure
1	Red Arrow Hwy	Bridgman border to the north	Chikaming Twp border to the south	0	42	8 ft undefined	8 ft undefined	4	4				
25	Gast Rd	Shawnee Rd to the north	Snow Rd to the south	66	20	4 ft gravel	4 ft gravel	2	2				
26	Lemon Creek Rd	Red Arrow Hwy to the west	Baroda Twp to the east	66	22	8 ft gravel	8 ft gravel	2	2				
27	Shawnee Rd	Gast Rd to the west	Baroda Twp to the east	66	30	2 ft gravel	2 ft gravel	2	2				
69	Red Arrow Hwy	Lincoln Twp border to the north	Bridgman border to the south	0	50	3 ft gravel	3 ft gravel	4	4				
71	Snow Rd	Browntown Rd to the south	Baroda Twp to the east	0	0			2	2				
73	Gast Rd	Lemon Creek Rd to the north	Shawnee Rd to the south	0	0			1	1				
74	Browntown Rd	Snow Rd to the west	Baroda Twp border to the east	66	20	4 ft gravel	4 ft gravel	2	2				
149	Marquette Woods Rd	Notre Dame Ave to the west	Ridge Rd to the east	66	26	2 ft gravel	2 ft gravel	2	2				
163	Browntown Rd	Tower Hill Rd to the west	Weesaw Twp border to the east	66	20	4 ft gravel	4 ft gravel	2	2				

Project segments flagged for detailed display at public input meetings

See attached sheet for field definitions

Lake Township On-Road Project Segments: Condition Data

Segment ID	StreetName	End Point #1	End Point #2	Surface Type	PASER Score	PASER Year	Bike/Ped Crashes - Total	Bike/Ped Crashes - Fatal	Car Crashes - Total	Car Crashes - Fatal	ADT Estimate	Posted Speed	Local Official Ranking	Survey - # of mentions
1	Red Arrow Hwy	Bridgman border to the north	Chikaming Twp border to the south	Asphalt	5	2009	1	0	143	0	8,100	55	3	16
25	Gast Rd	Shawnee Rd to the north	Snow Rd to the south	Asphalt	8	2010	1	0	37	0	0		5	0
26	Lemon Creek Rd	Red Arrow Hwy to the west	Baroda Twp to the east	Seal Coat	8	2009	1	0	75	0	0	55	3	2
27	Shawnee Rd	Gast Rd to the west	Baroda Twp to the east	Seal Coat	8	2009	0	0	71	0	5,500	45 / 55	5	1
69	Red Arrow Hwy	Lincoln Twp border to the north	Bridgman border to the south	Asphalt	6	2009	2	0	228	1	10,500	55	3	17
71	Snow Rd	Browntown Rd to the south	Baroda Twp to the east	Seal Coat	4	2009	0	0	32	0	800	55	3	0
73	Gast Rd	Lemon Creek Rd to the north	Shawnee Rd to the south	Asphalt	3	2005	0	0	24	0	1,600		3	0
74	Browntown Rd	Snow Rd to the west	Baroda Twp border to the east	Seal Coat	5	2009	0	0	60	0	1,000	55	3	0
149	Marquette Woods Rd	Notre Dame Ave to the west	Ridge Rd to the east	Seal Coat	8	2010	0	0	16	0	0	30	3	0
163	Browntown Rd	Tower Hill Rd to the west	Weesaw Twp border to the east	Seal Coat	5	2009	1	0	44	0	1,000	45 / 55	3	0

Project segments flagged for detailed display at public input meetings

See attached sheet for field definitions

On-Road Project Segment Field Definitions

<i>Legal System</i>	<p>Indicates ownership of the road</p> <ul style="list-style-type: none"> 1 – State Trunkline 2 – County Primary 3 – County Local 4 – City Major 5 – City Minor 9 – Not an Act-51 Certified Public Road 	<i>Route Type</i>	<p>Indicates status as a state route</p> <ul style="list-style-type: none"> 0 - Interstate Highway 1 - US Highway 2 - State Highway 3 - Interstate Business Loop 4 - Interstate Business Spur 5 - US Highway Business Routes 6 - None 7 - State Business Route 8 - Connectors 9 - Unsigned Trunkline
<i>Function Class</i>	<p>MDOT National Functional Classification (NFC) code</p> <ul style="list-style-type: none"> 1 - Rural Interstate (principal arterial) 2 - Rural Other Principal Arterial (non-freeway) 5 - Rural Other Freeway (principal arterial) 6 - Rural Minor Arterial 7 - Rural Major Collector 8 - Rural Minor Collector 9 - Rural Local 11 - Urban Interstate (principal arterial) 12 - Urban Other Freeway (principal arterial) 14 - Urban Other Principal Arterial (non-freeway) 16 - Urban Minor Arterial 17 - Urban Collector 19 - Urban Local 0 or uncoded - not a certified public road 	<i>NHS</i>	<p>Classification in National Highway System</p> <ul style="list-style-type: none"> 0 – Not an NHS road 1 – An NHS road
<i>Seasonal Adjustment Classification</i>	<p>List of road types as defined for traffic count conversions</p>	<i>ADT Estimate</i>	<p>Estimate of average daily traffic on road segments. Estimates are drawn from a number of sources, some stretching back a number of years, and some in conflict with other sources. Figures displayed are rounded broadly.</p>
		<i>Local Official Ranking</i>	<p>Rough rankings of segment importance from 0 (least important) to 5 (most important). Rankings are derived from meetings with local officials. We realize that the discussions SWMPC staff have had with officials might not fully represent their final views on segment prioritization and that staff may have misinterpreted the expression of some priorities. We encourage further feedback from officials on the priority rankings that we have tentatively listed here.</p>
		<i>Crash Totals</i>	<p>Crash totals for all bike/pedestrians, fatal bike/pedestrians, all cars, and fatal cars represent the total number of crashes between January 2000 and December 2009 placed within 5 meters of the road segment in question.</p>