



GRAND VALLEY METROPOLITAN COUNCIL

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**TECHNICAL COMMITTEE**

**Wednesday, November 1, 2017**

**9:30 AM**

**KENT COUNTY ROAD COMMISSION OFFICES**

**COMMISSIONERS BOARD ROOM**

**1500 SCRIBNER NW, GRAND RAPIDS**

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**AGENDA**

- I. ROLL CALL AND INTRODUCTIONS**
- II. APPROVAL OF MINUTES—ACTION: Dated September 6, 2017.  
**Please refer to Item II: Attachment A****
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS—ACTION: MDOT, KCRC, the City of Grand Rapids, and the City of Hudsonville are requesting to amend/modify the FY2017-2020 TIP.  
**Please refer to Item IV: Attachment A****
- V. 2040 METROPOLITAN TRANSPORTATION PLAN ADMINISTRATIVE MODIFICATION—ACTION: MDOT is requesting an administrative modification to the project list in the 2040 MTP.  
**Please refer to Item V: Attachment A****
- VI. NFC MODIFICATION—ACTION: The Kent County Road Commission and the Village of Caledonia are asking the Committee to approve adding two road segments to the Federal Aid Network.  
**Please refer to Item VI: Attachment A****
- VII. PRESENTATION ON SAFETY PERFORMANCE MEASURES—DISCUSSION/ACTION. Mark Bott, MDOT traffic safety engineer, will present the state's safety performance measure targets for discussion and potential adoption.  
**Please refer to Item VII: Attachment A****
- VIII. OTHER BUSINESS**
- IX. ADJOURNMENT**

MINUTES

**Grand Valley Metropolitan Council  
Transportation Division  
TECHNICAL COMMITTEE MEETING  
Wednesday, September 6, 2017  
Kent County Road Commission  
1500 Scribner NW      Grand Rapids, MI**

Harrall, chair of the Technical Committee, called the meeting to order at 9:34 am. Introductions were made.

**I. ROLL CALL AND INTRODUCTIONS**

**Voting Members Present**

Wayne Harrall	<i>(Chair) Proxy for Mike DeVries</i>	Kent County Grand Rapids Township
Sue Becker		Alpine Township
Tim Bradshaw		City of Kentwood/Caledonia Twp.
Terry Brod		Cannon Township
Mike Burns		City of Lowell
Tim Cochran		City of Wyoming
Scott Connors		City of Walker
Rick DeVries		City of Grand Rapids
Tom Doyle		MDOT Lansing
Jim Ferro		Ada Township
Tim Haagsma		Gaines Charter Township
Roy Hawkins		GFIAA
Russ Henckel	<i>Proxy for Bill Dooley</i>	City of Wyoming
Tom Hooker		City of Wyoming
Doug LaFave		Byron Township
Brett Laughlin		East Grand Rapids
Liz Schelling		OCRC
Rick Solle		ITP-The Rapid
Dan Strikwerda		Plainfield Township
Julius Suchy		City of Hudsonville
Rod Weersing		Village of Sparta
Todd Wibright		Georgetown Township
		City of Grandville

**Staff and Non-Voting Guests Present**

Michael Brameijer	GVMC Staff
Steven Clapp	ITP-The Rapid
Andrea Dewey	FHWA
Andrea Faber	GVMC Staff
Art Green	MDOT
Erin Haviland	GVMC Staff
Abed Itani	GVMC Staff
Laurel Joseph	GVMC Staff
Dennis Kent	MDOT
Scott Post	Prein & Newhof

Darrell Robinson  
Norm Sevensma  
Rebecca Sodenberg  
Rick Sprague  
Steve Waalkes  
George Yang  
Mike Zonyk

GVMC Staff  
WMEAC-RWBC  
Plainfield Charter Township  
Kent County Road Commission  
Michigan Conc. Assn.  
GVMC Staff  
GVMC Staff

**Voting Members Not Present**

Ken Bergwerff  
Mike DeVries  
David Dewey  
Bill Dooley  
David Ducat  
Adam Ellenbaas  
Kevin Green  
Tim Grifhorst  
Jerry Hale  
Jim Holtvluwer  
Matt McConnon  
Tom Noreen  
Steve Peterson  
Phil Vincent  
Steve Warren  
Chris Zull

Jamestown Township  
Grand Rapids Township  
Village of Sand Lake  
City of Wyoming  
City of Cedar Springs  
Allendale Township  
Algoma Township  
Tallmadge Township  
Lowell Township  
Ottawa County  
Courtland Township  
Nelson Township  
Cascade Charter Township  
City of Rockford  
KCRC  
City of Grand Rapids

**II. APPROVAL OF MINUTES**

Harrall entertained a motion to approve the May 3rd, 2017 Technical Committee minutes.

**MOTION by Haagsma, SUPPORT by Conners, to approve the May 3rd, 2017 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

Waalkes mentioned the Michigan Concrete Assn. is hosting a seminar in Lansing with MDOT and LCAT on Tuesday, October 17<sup>th</sup>. A topic of interest is warranties, including requirements for local agency warranty on asphalt and concrete on projects greater than \$2 million.

**IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS**

Referring to **Item IV: Attachment A**, Robinson stated that MDOT, the KCRC, Jamestown Township, the City of Grand Rapids, and the City of Hudsonville are requesting to amend/modify the 2017-2020 TIP. Robinson asked the Committee to ignore the first page of amendments/modifications in the agenda packet and to focus on pages 2 and 3 of the MDOT amendments/modifications list. Kent explained that most of these projects fall under the administrative modification category with the exception of some of the GPA budget items at the top of the list which may rise to the category of an amendment.

Robinson went on to explain that the KCRC is requesting to advance their 13 Mile Road from Kenowa Avenue to Fruit Ridge Ave. project that is currently located in FY2019. The KCRC is

proposing to bring this project to FY2018 and purchase \$900,000 of 2018 STP Rural funds from Newaygo and Montcalm Road Commissions. Total project cost is \$1,200,000.

Robinson explained that the City of Grand Rapids is requesting an increase in funding for their FY2018 bike lanes on Covell Ave. from O'Brien Rd. to Lake Michigan Drive (M-45) TAP project. The original budget was \$70,000, and the request is to increase it to \$154,000 for a total project cost of \$275,171. The extra funds in FY2018 are from shifts in other projects.

The City of Grand Rapids also requested to move their sidewalk improvements on 3 Mile Road from Monroe Avenue to Coit Avenue project from FY 2019 to FY 2018. They are also asking to increase the total project cost to \$546,447.

Robinson explained that the City of Hudsonville is requesting several amendments/modifications in FY2017 of the TIP, outlined below:

- Buttermilk Trail Underpass-move from FY2018 to FY2019 and update the project scope- Prospect St. to Van Buren St. instead of to Oak St. This project had TAP and CMAQ funding. ITP The Rapid and Hudsonville switched projects for FY2018 and FY2019 respectively.
- Buttermilk Trail-move from FY2017 to FY2018, project scope-New Holland St. to 32<sup>nd</sup> Ave. change to New Holland St. to North Park limit.

Robinson stated that Jamestown Township is requesting to remove their 32<sup>nd</sup> Avenue Connector from Riley to Quincy TAP project, which will be submitted at a later date. The Ottawa County Road Commission is planning to do major work on 32<sup>nd</sup> Avenue within the next two years which will change the scope of this project.

**MOTION by Laughlin, SUPPORT by Haagsma, to recommend to the Policy Committee approval of the FY2017-2020 TIP amendments/modifications requested by MDOT, KCRC, Jamestown Township, the City of Grand Rapids, and the City of Hudsonville. MOTION CARRIED UNANIMOUSLY.**

#### **V. FY 2017-2020 TIP UPDATE**

Robinson gave updates on the FY 2017-2020 TIP since the last Committee Meeting on May 3<sup>rd</sup>. Several jurisdictions have requested modifications to the FY2017-2020 TIP. Since these were only modifications, GVMC Staff are able to make these changes without the Committee's approval. In order to adhere to the GVMC Policies and Practices document, staff is bringing these requested TIP modifications to the Technical and Policy Committee for information.

The City of Kentwood requested to modify the project limits for the Breton Ave. project in FY2018. This was a scope change with no cost changes. Bradshaw clarified the scope of the project, initially at 32<sup>nd</sup> St. moving about 500 feet north.

ITP-The Rapid requested to modify the TIP to move projects to a different fiscal year, and update some budgeting. These were very simple administrative modifications allowable by the GVMC Staff. Full details were provided in the agenda packet.

ITP-The Rapid also requested to modify the budget for the Laker Line BRT project from \$58,810,000 to \$56,189,668.

The KCRC requested that their Fred Meijer Pioneer Trail Phase 2 project be added to the FY2017 TIP through the administrative process to use up HPP funding. The project was added to the FY2017 TIP to use up the federal HPP funds so that it could be obligated.

KCRC was awarded a TAP project—Fred Meijer Kenowa Trail Connector Project—in September 2016, to be funded with 2017 state TAP funds. KCRC requested to add the Fred Meijer Kenowa Trail Connector Project to the FY2017 TIP as an administrative change.

The City of Grand Rapids requested that two projects be added to the 2017-2018 GPA in the TIP. The City of Grand Rapids also requested to change the limits for the Lake Michigan Drive project from Bayberry Point Dr. to Collindale Ave. to Lake Michigan Drive (M-45) from Maynard Ave. to Collindale Ave.

MDOT also requested several administrative modifications to the TIP, which were described in the agenda packet.

#### **VI. NON-MOTORIZED PLAN PROJECT LIST AMENDMENT**

Joseph explained that the City of Kentwood is requesting the assistance of the GVMC to initiate the process to add several projects to the Non-Motorized projects list. These projects are not guaranteed funding. The City of Kentwood adopted its Non-Motorized Facilities Plan on April 10, 2017. The complete list of projects is included in the agenda packet.

**MOTION by DeVries, SUPPORT by Haagsma, to recommend to the Policy Committee approval of adding the City of Kentwood’s list in Attachment A to the Non-Motorized Plan project list. MOTION CARRIED UNANIMOUSLY.**

#### **VII. ITP STATE OF GOOD REPAIR TARGETS**

Robinson mentioned a brief background of the State of Good Repair Performance Measure for Transit agencies. ITP The Rapid has developed a draft document for the State of Good Repair Plan addressing the Performance Measures targets. Staff is presented this draft to the Committee for approval.

**MOTION by Conners, SUPPORT by Haagsma, to adopt a resolution of support for the ITP State of Good Repair Asset Plan. MOTION CARRIED UNANIMOUSLY.**

#### **VIII. PERFORMANCE MEASURES TIMELINE**

Itani explained the performance measures timeline included in the agenda packet under **Item VIII: Attachment A**. Itani stated that the Committee can either accept the targets adopted by the state or come up with their own. GVMC recommends reviewing the performance measures adopted by the state and bringing them forward to the Committee for discussion and potential adoption. In this scenario, the MPO would just need to do the reporting. Once the state comes up with their own performance measures, the MPO has 6 months to adopt the state’s or develop their own. Performance measures will need to be incorporated into the TIP or the MTP by May 27, 2017 before either document can be amended. Discussion ensued.

#### **IX. FY2017 WORK PROGRAM UPDATE**

Included in the agenda packet is a brief summary of the work that staff has done during the fiscal year to accomplish the tasks outlined in the FY2017 Unified Planning Work Program. These tasks included database management, metropolitan transportation planning, short range planning, transportation management systems, program coordination, and land use & transportation coordination. More detail is described in the agenda packet. This year, we requested 500 traffic counts and hired a consultant to update the travel demand model. As part of the update the TAZ's have been modified. The FY2018 Unified Planning Work Program has been developed and approved by the Feds and MDOT. The fiscal year starts October 1<sup>st</sup>.

**X. OTHER BUSINESS**

Green mentioned that typically this Committee does not formally meet in October, and requested that Committee members meet instead on the designated meeting date to go over updates on construction projects. The Committee agreed to meet on October 4<sup>th</sup>, 2017 at 9:30 a.m. to share construction updates. Robinson agreed to send out the invitation.

Harrell and Green updated the Committee on the M-6 project. Green stated the project is on schedule. They have started paving the east bound direction, and will be switching over soon to the west bound side.

**XI. ADJOURNMENT**

Harrall adjourned the September 6<sup>th</sup>, 2017 Technical Committee meeting at 11:02 am.

**MOTION by Bradshaw, SUPPORT by Haagsma, to adjourn the Technical Committee Meeting on September 6<sup>th</sup>, 2017. MOTION CARRIED UNANIMOUSLY.**



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**MEMORANDUM**

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**DATE:** October 25, 2017

**TO:** Technical Committee

**FROM:** Darrell T. Robinson, Senior Transportation Planner

**RE:** **TIP Amendments/Modifications**

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MDOT, KCRC, the City of Grand Rapids, the City of Hudsonville are requesting to amend/modify the FY2017-2020 TIP. Here are the specific requests:

- MDOT is requesting to amend/modify several projects listed in the FY2017-2020 TIP (please see attached.)
- KCRC is requesting to move the FY2017 Fred Meijer Pioneer Trail Phase 2 to FY2018 (please see attachment.)
- The City of Grand Rapids is requesting to modify the scope and limits of an existing safety project with no additional funding requested (please see attached.)
- The City of Hudsonville is requesting to move a programmed FY2018 TAP project to FY2020. In addition, the City is requesting to add \$213,500 federal to the cost of the project (not discussed at the TPSG Committee meeting on 10/20/17). The City is also requesting to move a programmed FY2019 TAP project to the Illustrative list. This TAP project had \$100,000 CMAQ funding tied to the project. Since the TAP project is being moved to the Illustrative list the CMAQ funding in the amount of \$100,000 is available for programming (please see attached.)

If you have any questions, please do not hesitate to contact me at (616) 776-7609.



STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

RICK SNYDER  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

**DATE:** October 20, 2017

**TO:** Abed Itani, Transportation Director  
Grand Valley Metro Council

**FROM:** Dennis Kent, Region Transportation Planner  
MDOT/Grand Region

**SUBJECT: FY 2017-20 MDOT Transportation Improvement Program (TIP) Revisions**

Based on the meeting with Federal Highway Administration (FHWA), MDOT and MPO staff on October 11<sup>th</sup>, MDOT is requesting an amendment to the FY 2017-20 GVMC TIP and an Administrative Modification to the 2040 Metropolitan Transportation Plan (MTP) for the following projects changes:

- **JN 45790: I-196; Fuller to I-96 Junction – Reconstruction and Operational Improvements**
  - **\$20,000,000**
- **JN 126499: I-196WB bridge over I-96EB – Bridge Replacement and Operational Improvements**
  - **\$14,500,000**

Both of these projects are currently in the MPO TIP and Plan. Based on opportunities to balance funding between years in the Grand Region and Statewide, operational improvements to enhance traffic flow, are being incorporated with the reconstruction projects already planned. MDOT is proposing the following changes to these projects, in addition to the original road and bridge reconstruction:

- **JN 45790: I-196; Fuller to I-96 Junction – including the following:**
  - Reconstructing I-196 EB and WB roadway from Fuller Avenue east to I-96, this portion of freeway reconstruction from the eastern terminus of the I-196 'FIX' project at Fuller Avenue
  - Reconstruction/lengthening of the I-196 bridges over Plymouth Avenue, to accommodate wider sidewalks with the City of Grand Rapids (WB JN 118558, already in the TIP)
  - Construction of a third lane on I-196 WB from I-96 to Fuller Avenue
  - Extension of the on-ramp acceleration lane from Fuller Avenue to I-196 EB (JN 127354 already in the TIP)
  - Separating EB through and local traffic exiting at the East Beltline (M-44), with related bridge work, to reduce conflicting through and exiting traffic merging from I-96EB
  - Maintaining traffic modifications
    - **New Cost: \$23,000,000**



- **JN 126499: I-196WB** bridge over I-96EB – including the following:
  - Construction of the I-96 EB bridge over I-196 WB, and raising the I-96 road profile to accommodate this bridge, and relocating the I-96 EB roadway in the median to connect existing I-96 EB to the new alignment
  - Construction of a new I-96 EB ramp to M-44/M-37 (East Beltline), including the construction of bridge(s) over I-196 EB and WB
  - Reconstruction of I-196 WB to provide three lanes of traffic and lowering the road profile to relocate I-196 WB lanes under the I-96EB bridge
  - Reconstruction of I-96 WB in the vicinity of the gore with I-196 WB due to changes in the road profile of I-196 WB
  - Construction of the I-96WB inside lane/shoulder from I-196 WB split to the GRE railroad bridge for maintenance of traffic, and future transition lane from I-96WB to I-196WB
  - Reconstruction of I-196 EB from the Maryland Avenue bridge east to I-96 EB, these two lanes will be carried beyond the Maryland Avenue bridge and past the M-44/M-37 (East Beltline) EB ramp, then transition to one lane prior to merging with I-96 EB, to separate through and local traffic exiting to the East Beltline
  - Construction of M-44/M-37 (East Beltline) ramp from I-196 EB to the existing ramp
  - Maintaining traffic modifications
    - **New Cost: \$17,000,000**

These proposed modifications are included in the approved Environmental Assessment (EA) and the approved MPO MTP. An EA Re-Evaluation is being processed with FHWA concurrently. These design changes will allow elements of the EA and MTP projects to be constructed between FY 2018 and 2020.

**Action requested:**

- Amend the current MPO FY 2017-20 TIP to include the changes in scope and costs noted above for JN 45790 in FY 2019 and 126499 in FY 2018.

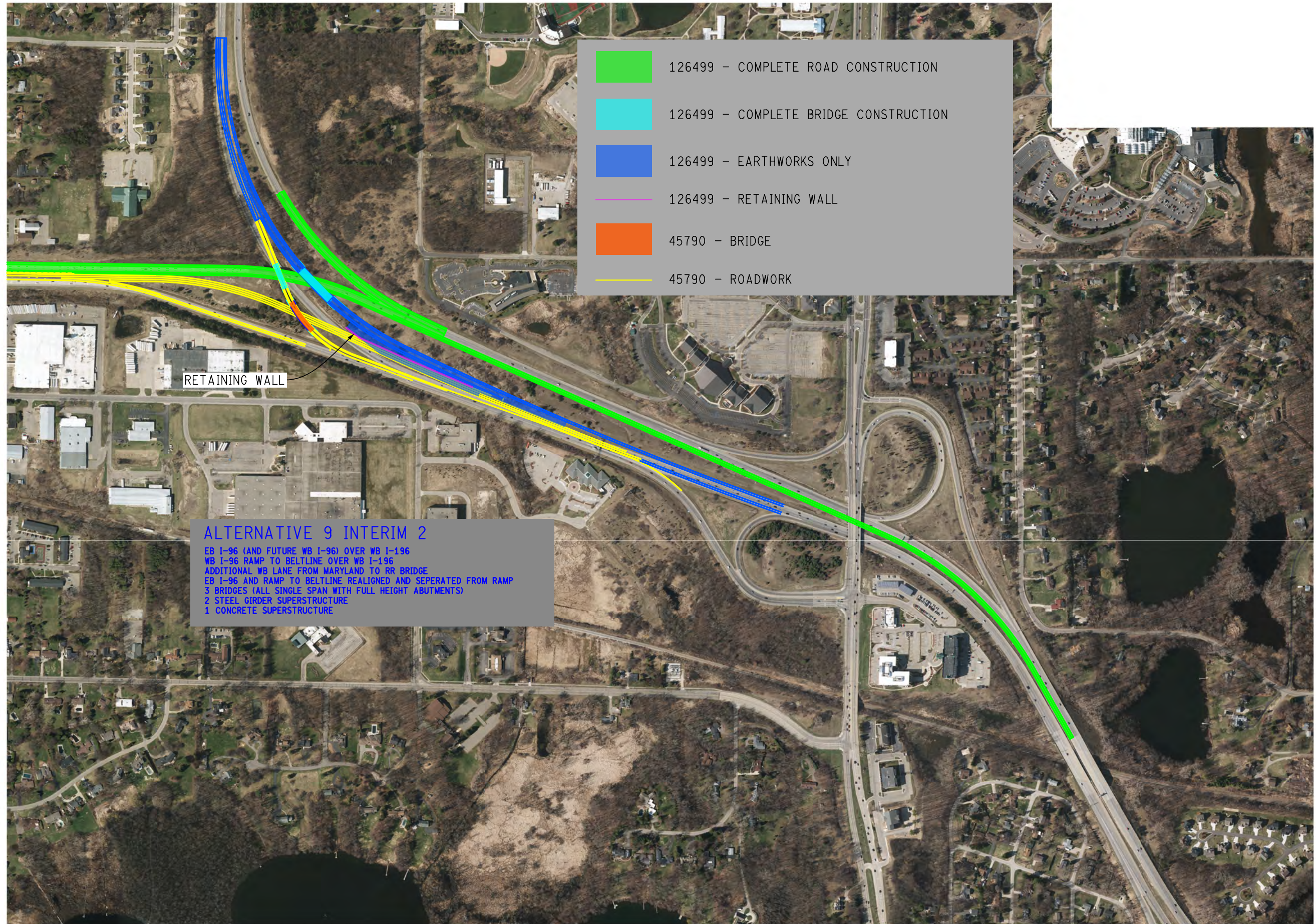
**FY 2018-2020 Additional Trunkline Project TIP Admin. Modifications and Amendments**

<b>FY</b>	<b>JN</b>	<b>Route</b>	<b>Location</b>	<b>Work Description</b>	<b>Phase</b>	<b>Total Cost Est. (\$000)</b>	<b>Change</b>
18	200807	<b>M-6</b>	@ Kalamazoo Avenue	Freeway Lighting Upgrade	Const.	\$255	<b>GPA Project Cost Increase</b>
18	117335	<b>I-96WB</b>	On-ramp from M-44C (Plainfield Ave.)	Widen/add ramp lane, under 0.5 miles	Const.	\$1,684	<b>New TOS GPA Project</b>
18	126676	<b>US-131NB</b>	Over Cedar Creek Ave.	Deep Overlay, paint and related work	Const.	\$2,320	<b>GPA Project Cost Increase</b>
18	201924	<b>I-96</b>	US-131 to E. County Line	Freeway Sign Upgrade	PE	\$250	<b>New TOS GPA Project</b>
18	202054	<b>US-131</b>	In Kent county	Freeway Sign Upgrade	PE	\$600	<b>New TIP Line Item Project</b>
19	127777	<b>I-196WB</b>	Over 32 <sup>nd</sup> and 22 <sup>nd</sup> Avenues	Epoxy Overlay	Const.	\$450	<b>New Brdg. Pres. GPA Project</b>
20	127779	<b>I-196EB</b>	Over 32 <sup>nd</sup> Ave.	Epoxy Overlay	Const.	\$557	<b>New Brdg. Pres. GPA Project</b>
20	118616	<b>I-196EB</b>	32 <sup>nd</sup> Ave. to east of Kenowa Ave. (44 <sup>th</sup> Street ramp)	Reconstruction; <b>add Weave/Merge lane from 32<sup>nd</sup> Ave to M-6 (0.9 miles) and ITS Fiber Optics</b>	Const.	\$16,100	<b>TIP Line Item Cost Increase &amp; minor scope /work type chg.</b>

Please contact me if you need more information. Thank you for your assistance.

cc GVMC MPO Committees, MDOT and MPO staff



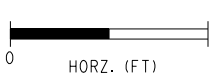


- 126499 - COMPLETE ROAD CONSTRUCTION
- 126499 - COMPLETE BRIDGE CONSTRUCTION
- 126499 - EARTHWORKS ONLY
- 126499 - RETAINING WALL
- 45790 - BRIDGE
- 45790 - ROADWORK

**ALTERNATIVE 9 INTERIM 2**  
 EB I-96 (AND FUTURE WB I-96) OVER WB I-196  
 WB I-96 RAMP TO BELTLINE OVER WB I-196  
 ADDITIONAL WB LANE FROM MARYLAND TO RR BRIDGE  
 EB I-96 AND RAMP TO BELTLINE REALIGNED AND SEPERATED FROM RAMP  
 3 BRIDGES (ALL SINGLE SPAN WITH FULL HEIGHT ABUTMENTS)  
 2 STEEL GIRDER SUPERSTRUCTURE  
 1 CONCRETE SUPERSTRUCTURE

RETAINING WALL

FINAL ROW PLAN REVISIONS (SUBMITTAL DATE: )			
NO.	DATE	AUTH	DESCRIPTION



DATE:	CS:
DESIGN UNIT:	JN:
TSC:	
FILE:	

WB I-196	DRAWING	SHEET
ALTERNATIVE 9 INTERIM 2		




## Darrell Robinson

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**From:** Harrall, Wayne <wharrall@kentcountyroads.net>  
**Sent:** Monday, October 23, 2017 7:28 PM  
**To:** Darrell Robinson  
**Cc:** Luneke, Karen  
**Subject:** Re: Technical Committee

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Darrell  
I would like to amend 2018 TIP to include  
The Fred Meijer Pioneer Trail Phase 2,  
Which was recently placed in 2017.  
You need a letter?

**Wayne Harrall, P.E.**  
*Deputy Managing Director of Engineering*  
o. (616) 242.6914 | f. (616) 242-6974  
[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)

**Kent County Road Commission**  
[1500 Scribner Avenue NW, Grand Rapids, MI 49504](#)  
[kentcountyroads](#)

On Oct 23, 2017, at 11:34 AM, Darrell Robinson <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> wrote:

Good morning!

I just wanted to send a note that our Technical Committee Agenda will be going out this Wednesday October 25<sup>th</sup>. The Technical Committee meeting is scheduled for Wednesday November 1<sup>st</sup>. If you have agenda items, please get them to me before noon on Wednesday the 25<sup>th</sup>. Thanks!

*Darrell Robinson*

Senior Transportation Planner  
Grand Valley Metro Council  
678 Front Ave. N.W. Suite 200  
Grand Rapids, MI 49504  
Office: 616-776-7609  
Fax: 616-774-9292

## Darrell Robinson

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**From:** Bartlett, John <jbartlett@grand-rapids.mi.us>  
**Sent:** Friday, October 20, 2017 8:38 AM  
**To:** Darrell Robinson  
**Cc:** Morgan, Jesse (jmorgan@hrc-engr.com)  
**Subject:** FW: Michigan at Ottawa - GVMC TIP Revision Requests  
**Attachments:** 20171017\_MichiganIntersections\_Estimate.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Darrell,

Per my voicemail, we would like to request an amendment to the TIP to modify the project description at Michigan Street and Ottawa to include above ground improvements at adjacent intersections within the original approved funding amount. If you have any additional questions, or just want to talk through the change, please let me know.

### **FY2018 TIP**

≡ Request to modify project description of the following FY2018 Safety Project (Per the Safety Award Information):

≡ **MDOT JN 200488,**

- **Current Project Information** – Michigan Street at Ottawa Avenue, **Limits** – Michigan Street at Ottawa Avenue, **Current Description** – Installation of FYA left turn signal and left turn phasing, a Gridsmart camera for detection, backplates, pushbuttons for crossing Michigan Street, and a new controller and cabinet, **Total Funding** - \$145,600.00 (131,040 Safety/14,560 Local)
- **Revised Project Information** – Michigan Street, **Limits** – Monroe to Bostwick, **Description** - Installation of FYA left turn signal and left turn phasing, a hemispherical detection camera, backplates, audible pedestrian beacons, and a new controller and cabinet at Ottawa. Installation of a hemispherical detection camera and audible pedestrian beacons at Monroe. Installation of audible pedestrian beacons at Ionia and Bostwick, **Total Funding** – Unchanged

Project limit changes does not exceed one mile and total funding will remain unchanged for this project. The inclusion of these signal items at additional intersections was made possible by recent upgrades at the Michigan and Ottawa intersection during the roadway reconstruction, eliminating some signal items that were in the original Safety Grant Application.

***John Bartlett, P.E., PTOE***

Traffic System Engineer

Grand Rapids, MI

(616) 456-4313

[jbartlett@grcity.us](mailto:jbartlett@grcity.us)



Daniel J. Strikwerda, AICP  
Planning & Zoning Director

3275 Central Blvd.  
Hudsonville, MI 49426-1450  
(616)-669-0200 ext. 1414  
dstrikwe@hudsonville.org

October 24, 2017

Mr. Darrell Robinson  
Grand Valley Metro Council  
678 Front Avenue NW, Suite 200  
Grand Rapids, MI 49504

**RE: TAP Amendments**

Dear Mr. Robinson:

Buttermilk Trail Underpass – Prospect to Van Buren Street – 2019 and 2020, change to illustrative

MDOT denied the permit for this project based on a hydraulic analysis that did not pass their inspection. The intent is to evaluate options for this part of the Buttermilk Trail but the timing is unknown so it is requested to shift this to the illustrative list.

Buttermilk Trail – New Holland to Allen – 2018, change to 2020

The intent was to do this in two phases but based on MDOT's advice the two phases are being combined. This will take some more time to coordinate and will change the amount of funding that is being requested to the following:

Federal funds	\$364,700
Local funds	\$156,300
Total cost	\$521,000

Sincerely,

Daniel J. Strikwerda, AICP  
Planning & Zoning Director



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**MEMORANDUM**

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**DATE:** August 24, 2017  
**TO:** Technical Committee  
**FROM:** Andrea Faber  
**RE:** **Administrative Modification to 2040 MTP Project List**

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Based on the meeting with the Federal Highway Administration (FHWA), MDOT and MPO staff on October 11<sup>th</sup>, and the changes noted in the MPO 2017-2022 TIP Amendment request for the I-196/I-96 reconstruction and operational improvement projects, MDOT is requesting a corresponding 2040 Metropolitan Transportation Plan (MTP) Administrative Modification.

**Action Requested:** to advance the following improvement projects from the MTP 2021-2030 planning year group into the 2018-2020 planning year group:

- I-196; Fuller to I-96 Junction – Reconstruction and Operational Improvements
- I-196WB bridge over I-96EB – Bridge Replacement and Operational Improvements

Please see the attached memo from MDOT for additional information.



STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

RICK SNYDER  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

**DATE:** October 20, 2017

**TO:** Abed Itani, Transportation Director  
Grand Valley Metro Council

**FROM:** Dennis Kent, Region Transportation Planner  
MDOT/Grand Region

**SUBJECT: FY 2040 MPO Plan Revisions for I-196/I-96**

Based on the meeting with Federal Highway Administration (FHWA), MDOT and MPO staff on October 11<sup>th</sup>, and the changes noted in the MPO 2017-2022 TIP Amendment request for the I-196/I-96 reconstruction and operational improvement projects, MDOT is requesting a corresponding 2040 Metropolitan Transportation Plan (MTP) Administrative Modification.

**MTP (Administrative Modification) Action requested:**

Advance the following improvement projects from the MTP 2021-2030 planning year group into the 2018-2020 planning year group:

- **JN 45790: I-196;** Fuller to I-96 Junction – Reconstruction and Operational Improvements
  - **\$23,000,000**
- **JN 126499: I-196WB** bridge over I-96EB – Bridge Replacement and Operational Improvements
  - **\$17,000,000**

**The following additional items in the Approved EA, will remain in the out-years of the MPO MTP (2021-2030 and/or 2031-2040):**

- I-96 EB to I-196 WB, new ramp, including the required loop ramp construction at Leonard Street
- I-196 EB third lane from Fuller Avenue east to I-96
- Relocation of I-96 WB and EB through lanes into the current I-96 median, including separation of through and local/interchange lanes
- Third lane from GRE railroad bridge east to Cascade Road interchange on I-96 EB and WB
- I-96 WB off-ramp to M-21 and W/M lane to Cascade Rd. (Planned for 2020 construction)
- I-96 EB on-ramp from M-21 and W/M lane to Cascade Rd. (Planned for 2021 construction)
- Construction of new fly-over ramp, from I-196 EB to I-96 WB & replace Maryland Avenue bridge
- Construction of new ramp, I-196 WB @ Ottawa Avenue to US-131BR (Division Avenue), in coordination with the City of Grand Rapids
- Reconstruction and widening (from 4 to 6 lanes) of M-37/M-44 (East Beltline), from M-21 north to Knapp Street.

Thank you for your consideration. Please contact me if you need additional information.

cc GVMC MPO Committees, MDOT and MPO staff





**GRAND VALLEY METROPOLITAN COUNCIL**

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE • GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

**MEMORANDUM**

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**DATE:** November 1, 2015  
**TO:** Tech Committee  
**FROM:** Mike Zonyk, Transportation Planner  
**RE:** **NFC Modification**

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The village of Caledonia and Kent County Road Commission have requested to modify the NFC classification for Kinsey St and 100<sup>th</sup> St. This corridor has undergone continuous development and also serves as a major thoroughfare for the Village of Caledonia's city center to and from the South (M-37). There are two roads with extent and modification details identified in the table below. Both Jurisdiction would like to change the road designation to that of Federal Aid and reclassification from Local to Minor Collector. Please see attached memo and map for more details.

Upon discussion and approval from the Tech Committee this will go to our Policy Committee for final approval and then to MDOT for the requested NFC changes.

**National Functional Classification (NFC) /Summary of MPO Submission**

<b>Jurisdiction</b>	<b>NFC/NHS Modifcation</b>	<b>NFC/NHS Change Detail</b>	<b>Length (Miles)</b>
Village of Caledonia	Reclassify Kinsey Street from Main Street to 100th Street	Current NFC: Local Proposed NFC: Minor Collector	0.58
KCRC	Reclassify 100th Street from Kinsey Street to M-37	Current NFC: Local Proposed NFC: Minor Collector	0.12

Please contact Mike Zonyk for any comments or questions you might have regarding this modification. Email: [zonym@gvmc.org](mailto:zonym@gvmc.org). Phone: (616)-776-7669.

**Attachment 5 Worksheet:**  
**National Functional Classification (NFC)**  
**Worksheet: Request to Revise NFC**

**Worksheet Date:** 9/28/17  
**Part 1: Basic Data**

**Worksheet and NFC Revision Process**

Agencies	Michigan Department of Transportation (MDOT)	Federal Highway Administration (FHWA)
> Completes Parts 1 and 2 of the <b>worksheet</b> > Provide meeting minutes or letterhead of approval from all involved agencies of request. > Provides additional information to MDOT upon request	> Reviews the <b>worksheet</b> , requests additional information if needed, provides statewide system analysis as appropriate > CONCURS with request: Forwards <b>worksheet</b> and supporting information to FHWA > DOES NOT CONCUR with request: Provides a written explanation to Responsible Official. > Notifies Responsible Official, and other affected parties, of FHWA action > Updates official NFC maps and databases with FHWA approved NFC revisions	> Reviews the <b>worksheet</b> and other supporting information > > Approves or denies the request to revise NFC

For more information, contact Michael Reynolds, Transportation Planner, MDOT, at 517-241-4425 or [reynoldsm4@michigan.gov](mailto:reynoldsm4@michigan.gov) or write to Michael Reynolds at MDOT, Asset Management Section, 425 West Ottawa St, Lansing MI 48909

**Responsible Official:** Metropolitan Planning Organization (MPO) or County Road Commission (CRC) including for rural Act 51 City/Village's or urban Act 51 City/Village's not in an MPO boundary but in an Adjusted Census Urban Boundary (ACUB).

Responsible Official/Contact Person	Mailing Address	Telephone Number/Email
Abed Itani, Transportation Director Grand Valley Metropolitan Council	678 Front Ave NW, Suite 200 Grand Rapids, MI 49504	616-776-7606 <a href="mailto:itania@gvmc.org">itania@gvmc.org</a>

Act 51 Agency/Contact Person	Mailing Address	Telephone Number/Email
Sandy Stelma, Village Manager Village of Caledonia	250 S. Maple Street SE Caledonia, MI 49316	616-891-9384 <a href="mailto:sandya@villageofcaledonia.org">sandya@villageofcaledonia.org</a>
Wayne Harrall, Deputy Managing Director of Engineering, Kent County Road Comm.	1500 Scribner Ave NW Grand Rapids, MI 49504	616-242-6914 <a href="mailto:sharrall@kentcountyroads.net">sharrall@kentcountyroads.net</a>

ROUTE NAME*	From	To	Length
Kinsey Street	100 <sup>th</sup> Street	Main Street	3,050 ft
100 <sup>th</sup> Street	Kinsey Street	M-37 (Cherry Valley Ave SE)	646 ft

\*One revision per worksheet. Route may be a series of connected road names forming one route. Please hit your "Enter" button after the "box" to add more.

Existing NFC	Proposed NFC	Map ID	Future (unbuilt) Road?
Local	Minor Collector	Kent County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (it is an existing road)

Please hit your "Enter" button after the "box" to add more lines.

**TRAFFIC VOLUME INFORMATION – Recent 48 hour classification counts per route with hourly breakdown.\*\***

Average Daily Traffic (ADT)	Percent Commercial	Other (e.g., count duration, direction(s) – N only, N/S etc.)
2,270	10%	24-hour count, both directions
Year	Location (or mark on map as needed)	Source (e.g., agency, consultant, etc.)
2017	Kinsey, just north of 100 <sup>th</sup> Street	Consultant

\*\*Traffic count summary and detail electronic files must be submitted in MI-Formats.

**SUPPORTING INFORMATION**

**Maps** - Please See Attached Map

**Other**

**Provide a narrative description of how the road or route functions according to its proposed NFC. Include details specific and/or unique to this road or route. This is the justification for the proposed NFC.**

**Example: "72<sup>nd</sup> Ave./Industrial Dr./6<sup>th</sup> St. Route:** *The proposed rural minor collector route serves the Village Industrial Park. This park has 19 businesses currently in operation, mostly in the areas of light industry and manufacturing. Township traffic from the northwest enters the Village along Industrial Drive at 72<sup>nd</sup> Avenue. This traffic continues along 6<sup>th</sup> Street to County Drive, in order to access the business district, medical facilities, and the public school system. Commercial traffic from the Industrial Park uses 72<sup>nd</sup> Avenue both for ingress and egress, given its proximity to the interchange of Village Road with US-31. Planned improvements to Industrial Drive and 72<sup>nd</sup> Avenue will increase the use of this route as it attracts more growth to the area. The rural minor collector designation is suggested for this route since this will form a continuation of the rural minor collector route along Woodrow Road (6<sup>th</sup> Street within the Village). This designation also serves to contrast the more local nature of the 72<sup>nd</sup> Ave./Industrial Dr./6<sup>th</sup> St. route with the county-wide rural major collector routes along Village Road and County Drive."*

The proposed Minor Collector serves as one of two routes between the downtown core of the Village on Main Street and all areas south. The road is currently fronted by Caledonia Farmers Elevator, several local businesses and approximately 15 residences. Because of the seasonal nature of Caledonia Farmers Elevator, commercial traffic on Kinsey Street is highly variable, ranging from approximately 3% to 12%.

The Paul Henry – Thornapple Trail was recently extended through the southern area of the Village along Kinsey Street. While this does not increase vehicular traffic on the roadway significantly, it is further evidence of development in the corridor and its increasing significance to the community. Also, placing more users in the corridor increases the need for a safe roadway with crossings, signage, etc. meeting current standards for collector roads.

There are two current developments in the Kinsey Street corridor – a 120-unit apartment complex and 148-unit townhome development. When they are complete, these developments will increase the ADT on Kinsey Street dramatically. The rural minor collector designation for this route is requested to form a connection between Main Street, a minor arterial, 100<sup>th</sup> Street a County Local road, and M-37, a state trunk line. Improving the route from M-37 via 100<sup>th</sup> Street to the downtown core would help to reduce traffic congestion on M-37. Recent development along the M-37 corridor south of M-6 has increased congestion on M-37 significantly in recent years.

**Statewide System Analysis - MDOT use only**

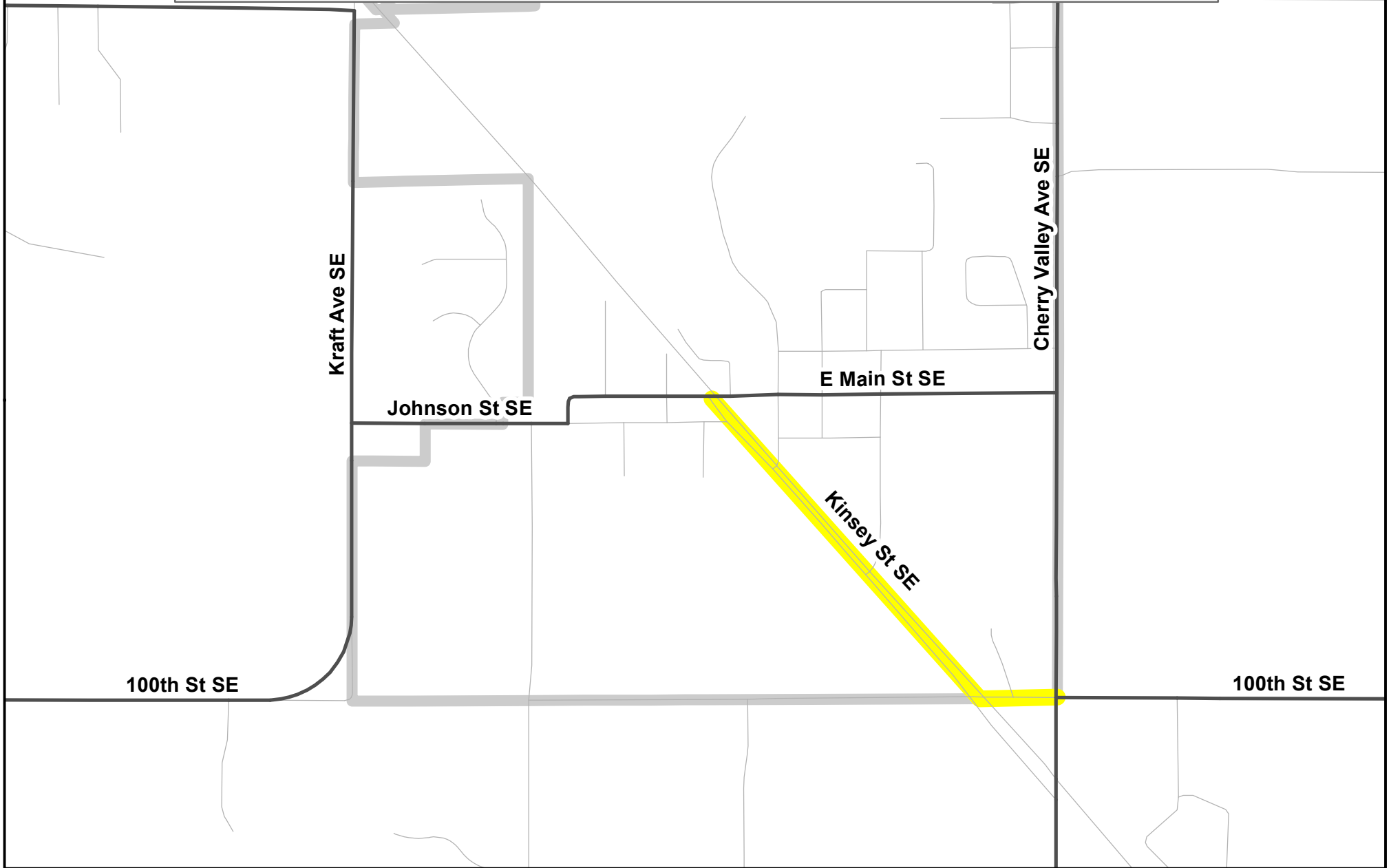
Appropriate to type of area (rural, urban, etc.) and proposed function	Connectivity	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
	Spacing	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
	Traffic Volumes	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
	Service Provided	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
Future Route Funding	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)	
Act 51 Legal System	<input type="checkbox"/> State trunkline <input type="checkbox"/> County Primary <input type="checkbox"/> City Major <input type="checkbox"/> Other (explain)	

**FHWA Action**




**Date of FHWA Action**

<input type="checkbox"/> Approved <input type="checkbox"/> Not Approved <input type="checkbox"/> Other (Explain)	
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# Village of Caledonia Federal-Aid Designation Modifications



## Map Legend

-  Federal Aid
-  Proposed NFC Additions
-  Local Road



**GVMC**

1 inch = 1,000 feet



RICK SNYDER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

KIRK T. STEUDLE  
DIRECTOR

August 31, 2017

Dear MPO Director:

The Michigan Department of Transportation (MDOT) is pleased to provide to you the state targets for the required federal safety performance measures for calendar year 2018. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process as the safety performance area was discussed through the first half of this calendar year.

In addition to the state safety targets shown in the table below, attached to this letter is a short description of the safety trends as well as the model that was used, and factors that were considered in the development of the state safety targets.

**State Safety Targets for Calendar Year 2018**

<b>Safety Performance Measure</b>	<b>Baseline Through Calendar Year 2016</b>	<b>Calendar Year 2018 State Safety Target</b>
Fatalities	963.0	1,003.2
Fatality Rate	1.00	1.02
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate	5.47	5.23
Nonmotorized Fatalities & Serious Injuries	721.8	743.6

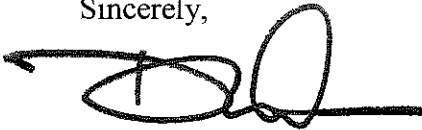
Federal law and regulations require that MPOs establish targets not later than 180 days after the State DOT establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT will submit Michigan’s HSIP annual report by August 31, and MPOs will therefore be required to decide on their MPO safety targets for calendar year 2018 no later than February 27, 2018.

MPOs may support all the state safety targets, establish their own specific numeric targets for all of the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures. MDOT expects that the discussion on safety targets will continue through the fall and winter at the Target Setting Coordination meetings.

MPO Director  
Page 2  
August 31, 2017

Again, thank you for your MPO's participation in the performance measure coordination process. MDOT looks forward to continuing to work with your MPO in the months ahead as our attention is turned to the other required federal performance measures. If you have questions or need additional information or assistance, please feel free to contact either me, Chris Hundt, Transportation Planner at 517-335-2973 or Kelly Travelbee, Performance Specialist at 517-898-4875.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Wresinski", with a long horizontal line extending to the left.

David E. Wresinski, Director  
Bureau of Transportation Planning

Enclosure

cc: Chris Hundt  
Kelly Travelbee

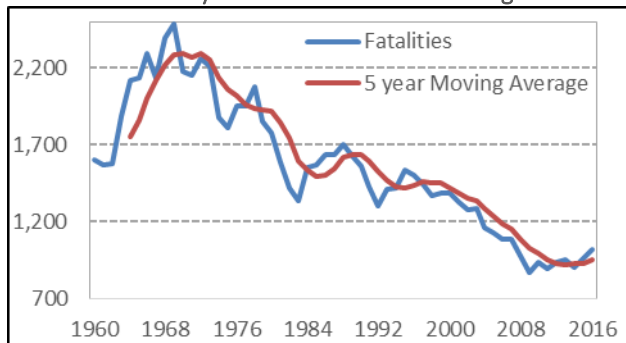
# TRANSPORTATION PERFORMANCE MANAGEMENT

## SAFETY PERFORMANCE MANAGEMENT

### CURRENT TRENDS

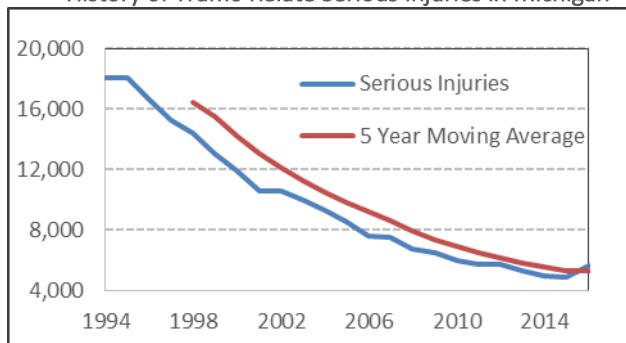
Going back to the 1960's the long-term trend in traffic fatalities in Michigan shows fatalities decreasing dramatically. There were more than 2,000 fatalities per year for the ten year period between 1964 and 1973. By 2011, the number of traffic fatalities in Michigan had dropped to a low of less than 900. There are many factors that have contributed to the long-term reduction in traffic fatalities including improvements in vehicle and occupant safety, stricter state safety laws, advances in life saving medical technology, and better and smarter deployment of engineering countermeasures. In more recent years, since 2008, the number of fatalities has fluctuated a bit, but remained around 900 per year. Calendar year 2016 marked the first year since 2007 in which the total number of traffic fatalities exceeded 1,000.

History of Traffic Fatalities in Michigan



The long-term trend in serious injuries show a similar pattern. The same factors noted above have contributed to a significant reduction in serious injuries that have resulted from vehicle crashes since the mid-1990s.

History of Traffic-Relate Serious Injuries in Michigan



### FORECAST METHODS/MODELS

To forecast the total fatalities and serious injuries for target setting purposes, MDOT and the Office of Highway Safety Planning relied on two different models. The models differed in the economic drivers or factors that were identified and used to forecast the two variables. The fatality models developed by MDOT relied on the relationship between oil prices, the Dow Jones Industrial (DJI) futures and fatalities. Both the price of oil and the level and changes in the DJI futures are closely correlated to the travel demand and traffic crashes.

The other model used in the analysis was developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The model relies on the correlation between traffic crashes and vehicle miles traveled (VMT), Gross Domestic Product (GDP) per capita, median annual income, and the unemployment rate among 16 to 24-year old's.

Federal regulations require the use of five year rolling averages each of the performance measures shown below:

- Fatalities
- Fatality rate per 100 million VMT
- Serious injuries
- Serious injury rate per 100 million VMT
- Non-motorized fatalities and serious injuries

To determine a forecasted value for the five year rolling average for the first four measures listed above, a forecast for the total number of fatalities and serious injuries was obtained from both models described above for calendar year (CY) 2017 and 2018. The model created by MDOT produced an initial estimate for fatalities for CY 2017 of 968 and for CY 2018 of 912. These estimates were adjusted to account for recent data that show an increase in the number of fatalities thus far in CY 2017 that exceeds that the number experienced year-to-date in CY 2016. The adjusted values project fatalities of 1,057 in CY 2017 and 996 in 2018. The model created by UMTRI predicted 1,059 fatalities in CY 2017 and 1,063 in 2018. The final forecasted value for fatalities is the average of MDOT and UMTRI forecasted values, which predict **1,058 in 2017 and 1,030 in 2018.**



The UMTRI model was the sole model used in forecasting total serious injuries as it exhibited a strong linear relationship of the ratio of serious injuries and fatalities (A/K). The model predicts **5,243 serious injuries in 2017 and 5,031 in 2018**.

Results from the UMTRI model (the A/K relationship) was also used to generate forecasted values of **782 and 752 nonmotorized fatalities and serious injuries in 2017 and 2018, respectively**.

## PROGRAMMING INFLUENCE

To meet the safety goal of reducing fatalities and serious injuries on the state Trunkline system the strategy of the Safety Program is to select cost-effective safety improvements, as identified in Michigan's Strategic Highway Safety Plan (SHSP), to address Trunkline locations with correctable fatality and serious injury crashes. All proposed safety funded improvements must be supported by the MDOT Region's Toward Zero Deaths (TZD) Implementation Plan to mitigate such crashes within the region. Priority is given to those projects, within each Region, with SHSP focus area improvements that have the lowest cost/benefit analysis or are a proven low-cost safety improvement to address the correctable crash pattern. On the local road system MDOT administers federal safety funds for safety improvements supported by a Local Road Safety Plan or addressed by means of a low-cost safety project. High Risk Rural Road is one program used to address rural roadways where fatalities and serious injuries exceed the statewide average for that class of roadway.

## NEXT STEPS FOR MPOS

23 CFR 490.209 requires that for all five of the federally – required performance measures, each MPO shall establish a target by either:

- I. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or
- II. committing to a quantifiable target for that performance measure for their metropolitan planning area

MPOs are to establish targets not later than 180 days after the State DOT establishes and reports state safety targets in the State Highway Safety Improvement Program annual report. MDOT will submit Michigan's HSIP annual report by August 31, and **MPOs will therefore be required to decide on their MPO safety targets for calendar year 2018 no later than February 27, 2018**. MPOs may support all the state safety targets, establish their own specific numeric targets for all of the performance measures, or any combination. MPOs may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

MPOs are to report their safety targets to MDOT in a manner that will soon be agreed upon by both MDOT and MPOs. While FHWA may review MPO performance as part of ongoing transportation planning process reviews, there is no formal requirements for MDOT or FHWA to directly assess MPO progress toward meeting MPO targets.

**State Safety Target Data – Calendar Year 2018 Targets in Red**

Year	Fatality	Serious Injuries	5yr Moving Average		VMT*	Fatality Rate	Serious Injury Rate	5yr Moving Average		Bike Ped Fatality/ Serious Injuries	Bike Ped Fatality/ Serious Injuries 5yr MA
			Fatality	Serious Injuries				Fatality Rate	Serious Injury Rate		
2008	980	6,725			1,009	0.97	6.67			786	
2009	872	6,511			959	0.91	6.79			789	
2010	942	5,980			976	0.97	6.13			743	
2011	889	5,706			948	0.94	6.02			742	
2012	940	5,676	924.6	6,119.6	942	1.00	6.03	0.96	6.33	682	748.4
2013	947	5,283	918.0	5,831.2	951	1.00	5.56	0.96	6.10	743	739.8
2014	901	4,909	923.8	5,510.8	974	0.93	5.04	0.96	5.75	687	719.4
2015	963	4,865	928.0	5,287.8	978	0.98	4.97	0.97	5.52	755	721.8
2016	1,064	5,634	963.0	5,273.4	982	1.08	5.74	1.00	5.47	742	721.8
<b>2017</b>	<b>1,058</b>	<b>5,243</b>	<b>986.6</b>	<b>5,186.8</b>	<b>986</b>	<b>1.07</b>	<b>5.32</b>	<b>1.01</b>	<b>5.32</b>	<b>782</b>	<b>741.8</b>
<b>2018</b>	<b>1,030</b>	<b>5,031</b>	<b>1,003.2</b>	<b>5,136.4</b>	<b>990</b>	<b>1.04</b>	<b>5.08</b>	<b>1.02</b>	<b>5.23</b>	<b>752</b>	<b>743.6</b>

\*Vehicle Miles Traveled (VMT) are shown in 100 million miles traveled. Calendar year 2017 and 2018 estimates were made by determined the percent change in VMT for the prior two years of actual data and estimating future years by applying the percent change.