

## **Appendix A**

Financial Constraint

Tables 5-8, Comparison of Estimated Revenues and Expenditures by Funding Source for MDOT, ITP and Local Jurisdictions.

**Table 5-FY2017 Financial Constraint**

	2017			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Highway Program</b>				
MDOT AC & M Program		\$0	\$0	\$0
MDOT FA Program	\$30,014,988	\$6,064,141	\$36,079,129	\$36,079,129
<b>Sub-Total MDOT</b>	<b>\$30,014,988</b>	<b>\$6,064,141</b>	<b>\$36,079,129</b>	<b>\$36,079,129</b>
Local STP	\$9,952,799	\$4,082,883	\$14,035,682	\$13,975,258
Local Bridge	\$0	\$0	\$0	\$0
Local CMAQ	\$2,551,731	\$622,183	\$3,173,914	\$3,173,914
Local Safety	\$1,392,851	\$176,021	\$1,568,872	\$1,568,872
Local Equity Bonus (TEDF)	\$1,600,000	\$400,000	\$2,000,000	\$2,000,000
Local Other FHWA	\$707,362	\$176,841	\$884,203	\$884,203
Local AC Starts		\$0	\$0	\$0
Local Non-Federal		\$0	\$0	\$0
<b>Sub-Total Local</b>	<b>\$16,204,743</b>	<b>\$5,457,928</b>	<b>\$21,662,671</b>	<b>\$21,602,247</b>
<b>Total Highway</b>	<b>\$46,219,731</b>	<b>\$11,522,069</b>	<b>\$57,741,800</b>	<b>\$57,681,376</b>
<b>Transit Fund Source</b>	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0
Section 5307 - UZA Formula	\$9,809,182	\$2,452,295	\$12,261,477	\$12,261,477
Section 5308 - Clean Fuels Program			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0
Section 5310 - Elderly & Disabled	\$531,200	\$132,800	\$664,000	\$664,000
Section 5311 - Non-UZA			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$1,030,367	\$257,592	\$1,287,959	\$1,287,959
Section 5505 - University Transportation Centers Program			\$0	\$0
<b>Total Transit</b>	<b>\$11,370,749</b>	<b>\$2,842,687</b>	<b>\$14,213,436</b>	<b>\$14,213,436</b>
<b>Grand Total</b>	<b>\$57,590,480</b>	<b>\$14,364,756</b>	<b>\$71,955,236</b>	<b>\$71,894,812</b>

**Table 6-FY2018 Financial Constraint**

	2018			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Highway Program</b>				
MDOT AC & M Program		\$0	\$0	\$0
MDOT FA Program	\$56,092,851	\$8,724,376	\$64,817,227	\$64,817,727
<b>Sub-Total MDOT</b>	<b>\$56,092,851</b>	<b>\$8,724,376</b>	<b>\$64,817,227</b>	<b>\$64,817,727</b>
Local STP	\$10,151,855	\$3,620,338	\$13,772,193	\$13,770,314
Local Bridge	\$0	\$0	\$0	\$0
Local CMAQ	\$2,560,120	\$690,030	\$3,250,150	\$3,250,150
Local Safety			\$0	\$0
Local Equity Bonus (TEDF)	\$981,644	\$245,411	\$1,227,055	\$1,227,055
Local Other FHWA	\$721,509	\$180,377	\$901,886	\$901,886
Local AC Starts		\$0	\$0	\$0
Local Non-Federal		\$0	\$0	\$0
<b>Sub-Total Local</b>	<b>\$14,415,128</b>	<b>\$4,736,156</b>	<b>\$19,151,284</b>	<b>\$19,149,405</b>
<b>Total Highway</b>	<b>\$70,507,979</b>	<b>\$13,460,532</b>	<b>\$83,968,511</b>	<b>\$83,967,132</b>
<b>Transit Fund Source</b>	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0
Section 5307 - UZA Formula	\$10,005,366	\$2,501,341	\$12,506,707	\$12,506,707
Section 5308 - Clean Fuels Program			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0
Section 5310 - Elderly & Disabled	\$437,600	\$109,400	\$547,000	\$547,000
Section 5311 - Non-UZA			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$1,159,122	\$289,780	\$1,448,902	\$1,448,902
Section 5505 - University Transportation Centers Program			\$0	\$0
<b>Total Transit</b>	<b>\$11,602,088</b>	<b>\$2,900,521</b>	<b>\$14,502,609</b>	<b>\$14,502,609</b>
<b>Grand Total</b>	<b>\$82,110,067</b>	<b>\$16,361,053</b>	<b>\$98,471,120</b>	<b>\$98,469,741</b>

**Table 7-FY2019 Financial Constraint**

	2019			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Highway Program</b>				
MDOT AC & M Program				
MDOT FA Program	\$39,440,725	\$4,459,275	\$43,900,000	\$43,900,000
<b>Sub-Total MDOT</b>	<b>\$39,440,725</b>	<b>\$4,459,275</b>	<b>\$43,900,000</b>	<b>\$43,900,000</b>
Local STP	\$10,354,892	\$2,974,877	\$13,329,769	\$13,329,606
Local Bridge	\$0	\$0	\$0	\$0
Local CMAQ	\$2,566,060	\$641,515	\$3,207,575	\$3,207,575
Local Safety			\$0	\$0
Local Equity Bonus (TEDF)	\$1,001,277	\$250,319	\$1,251,596	\$1,251,596
Local Other FHWA	\$735,939	\$183,985	\$919,924	\$919,924
Local AC Starts		\$0	\$0	\$0
Local Non-Federal		\$0	\$0	\$0
<b>Sub-Total Local</b>	<b>\$14,658,168</b>	<b>\$4,050,696</b>	<b>\$18,708,864</b>	<b>\$18,708,701</b>
<b>Total Highway</b>	<b>\$54,098,893</b>	<b>\$8,509,971</b>	<b>\$62,608,864</b>	<b>\$62,608,701</b>
<b>Transit Fund Source</b>	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0
Section 5307 - UZA Formula	\$10,205,472	\$2,551,368	\$12,756,840	\$12,756,840
Section 5308 - Clean Fuels Program			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0
Section 5310 - Elderly & Disabled	\$259,600	\$64,900	\$324,500	\$324,500
Section 5311 - Non-UZA			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$1,370,975	\$342,744	\$1,713,719	\$1,713,719
Section 5505 - University Transportation Centers Program			\$0	\$0
<b>Total Transit</b>	<b>\$11,836,047</b>	<b>\$2,959,012</b>	<b>\$14,795,059</b>	<b>\$14,795,059</b>
<b>Grand Total</b>	<b>\$65,934,940</b>	<b>\$11,468,983</b>	<b>\$77,403,923</b>	<b>\$77,403,760</b>

**Table 8-FY2020 Financial Constraint**

	2020			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
<b>Highway Program</b>				
MDOT AC & M Program		\$0	\$0	\$0
MDOT FA Program	\$14,221,961	\$1,749,103	\$15,971,064	\$15,971,064
<b>Sub-Total MDOT</b>	<b>\$14,221,961</b>	<b>\$1,749,103</b>	<b>\$15,971,064</b>	<b>\$15,971,064</b>
Local STP	\$10,561,989	\$3,374,344	\$13,936,333	\$13,523,768
Local Bridge	\$0	\$0	\$0	\$0
Local CMAQ	\$2,550,363	\$1,130,091	\$3,680,454	\$3,680,454
Local Safety			\$0	\$0
Local Equity Bonus (TEDF)	\$1,021,303	\$255,326	\$1,276,629	\$1,276,629
Local Other FHWA	\$750,658	\$187,665	\$938,323	\$938,323
Local AC Starts		\$0	\$0	\$0
Local Non-Federal		\$0	\$0	\$0
<b>Sub-Total Local</b>	<b>\$14,884,313</b>	<b>\$4,947,426</b>	<b>\$19,831,739</b>	<b>\$19,419,174</b>
<b>Total Highway</b>	<b>\$29,106,274</b>	<b>\$6,696,529</b>	<b>\$35,802,803</b>	<b>\$35,390,238</b>
<b>Transit Fund Source</b>	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0
Section 5307 - UZA Formula	\$10,409,588	\$2,602,397	\$13,011,985	\$13,011,985
Section 5308 - Clean Fuels Program			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0
Section 5310 - Elderly & Disabled	\$306,400	\$76,600	\$383,000	\$383,000
Section 5311 - Non-UZA			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$1,416,772	\$354,193	\$1,770,965	\$1,770,965
Section 5505 - University Transportation Centers Program			\$0	\$0
<b>Total Transit</b>	<b>\$12,132,760</b>	<b>\$3,033,190</b>	<b>\$15,165,950</b>	<b>\$15,165,950</b>
<b>Grand Total</b>	<b>\$41,239,034</b>	<b>\$9,729,719</b>	<b>\$50,968,753</b>	<b>\$50,556,188</b>

## List of Available Federal-Aid Highway and Transit Resources<sup>1</sup>

### Highway Resources

Source	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program	Maintain and improve the federal-aid highway system.	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; nonmotorized projects (including projects eligible under the former Transportation Alternatives Program; and bridge scour countermeasures.
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries.	Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan; roadside safety audits.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Reduce emissions from transportation sources	Installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes.
National Highway Performance Program (NHPP)	Maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above).	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and nonmotorized activities; and Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.
National Highway Freight Program	Infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network.	Construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities.

<sup>1</sup> Not intended to be an exhaustive list of all eligible activities.

## Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urbanized areas.	Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities.
Section 5310, Elderly and Persons with Disabilities	Improving mobility options for seniors and disabled persons.	Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program.
Section 5311, Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.
Section 5337, State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair.	Capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received.
Section 5339, Bus and Bus Facilities	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.

## Financial and Operations and Maintenance Assumptions

### Funding Growth Rates

These rates are not Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit during the next five fiscal years are fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF during the past seven years to nearly \$145 billion.

Although the FAST Act has increased funding stability over the next five fiscal years, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2017 and FY 2020.

### Year of Expenditure (YOE) Rates

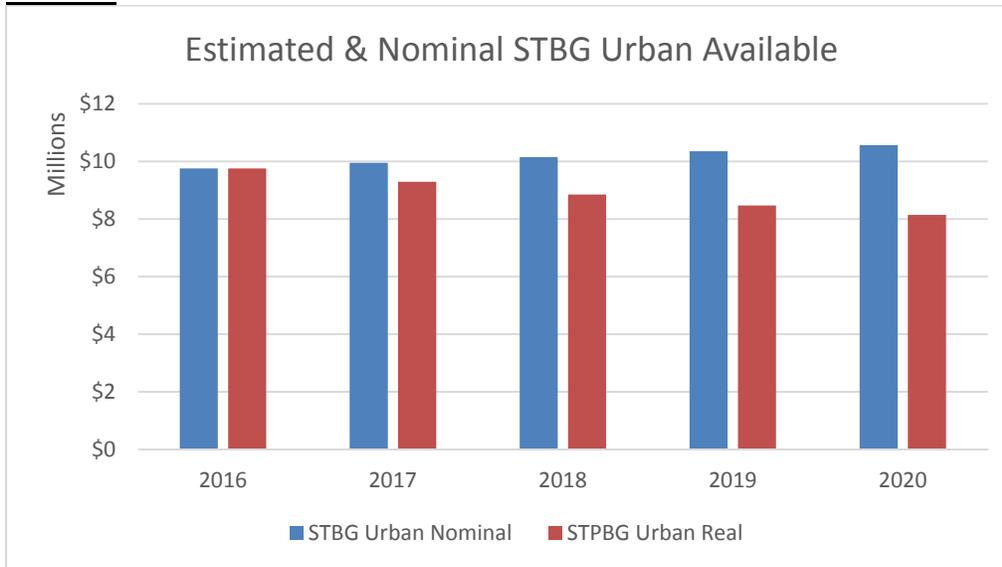
These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate means that less work can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

Based on past experience, MDOT, in cooperation with MTPA, will use the following YOE factors:

1. 2016, base year;
2. 2017, five percent above 2016;
3. 2018, five percent above 2017;
4. 2019, 4.5 percent above 2018; and
5. 2020, four percent above 2019.

Chart 1 is an example that illustrates the difference between what we will officially receive in STPBG Urban funding over the life of the FAST Act (i.e., nominal funding), and what that funding will be worth relative to the purchasing power of the base year (i.e., real funding).

**Chart 1**



Estimate of Operations and Maintenance (O and M) Costs on the Federal-Aid Highway System

Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O and M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O and M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

The O and M estimate was derived in the following manner:

1. MDOT’s estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$533.5 million annually.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction  $\$533.5 \text{ million} / \text{Total State Trunkline Lane Miles}$  to determine a per-lane-mile cost.
3. Approximately 4 percent of the lane miles in the state trunkline system are located within GVMC.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$21.25 million annually within GVMC on these activities.
5. The per-lane-mile cost will also be applied to locally-owned roads on the federal-aid highway system.
6. The sum of costs from Steps 4 and 5 will constitute the required O and M estimate.

This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the *cost* of O and M, not a particular funding *source*.

## **Appendix B**

### FY 2017-2020 Transportation Improvement Program Public Participation

This appendix contains all the documentation for the public participation for the FY2017 – 2020 TIP.

GVMC staff forwarded all public comments regarding specific projects to the relevant jurisdictions and the technical and policy committee members. GVMC staff received 25 phone calls from the public involvement process. When necessary, staff provided individuals with contact information to individual jurisdictions if they had specific questions that staff were not able to answer.

**Notices  
announcing  
the upcoming  
development  
of the TIP**



The Grand Valley Metropolitan Council (GVMC) is pleased to announce that it will begin developing the FY2017-2020 Transportation Improvement Program (TIP) in January, 2016. The TIP document will describe transportation projects from 2017-2020 within Kent and Eastern Ottawa Counties. Please visit [www.gvmc.org](http://www.gvmc.org) for information on deficient transportation facilities that will be considered for improvement during the TIP development process, and check back often for information on upcoming public meetings, public comment opportunities, and updates, which will be posted as they occur.



If you have any questions about the TIP process, please contact Darrell Robinson, Transportation Planner, by email at [robinsond@gvmc.org](mailto:robinsond@gvmc.org) or call (616) 776-7609.



Individuals with disabilities requiring auxiliary aids for services and persons requesting translation or interpretation assistance should contact Andrea Faber by email at [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org) or call (616) 776-7603.



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GVMC Freedom of Information Act Policy  
  
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 Firework Ordinances  
 Quarterly Luncheon

# West Michigan Regional Prosperity Alliance



Grand Valley Metropolitan Council is an alliance of governmental units in the West Michigan area that are appointed to plan for the growth and development, improve the quality of the community's life, and coordinate governmental services. GVMC: Ensuring trust, credibility and confidence in governmental affairs

## Latest Developments

### Development of the FY2017-2020 TIP

The Grand Valley Metropolitan Council (GVMC) is pleased to announce that it will begin developing the FY2017-2020 Transportation Improvement Program (TIP) in January, 2016. The TIP document will describe transportation projects from 2017-2020 within Kent and Eastern Ottawa Counties. Please click [here](#) for a map of deficient transportation facilities that will be considered for improvement during the TIP development process, and stay tuned for information on upcoming public meetings, public comment opportunities, and updates, which will be posted as they occur.

If you have any questions about the TIP process, please contact Darrell Robinson, Transportation Planner, by email or call (616) 776-7609.

Individuals with disabilities requiring auxiliary aids for services and persons requesting translation or interpretation assistance should contact [Andrea Faber](#) by email or call (616) 776-7603.



### Join us at noon on Wednesday, November 18, at the GVSU L. William Seidman Center

50 Front Ave. SW, Grand Rapids, MI for the GVMC Quarterly Luncheon. Valerie Brader, Executive Director of the Michigan Agency for Energy, will be the Special Guest Speaker. Cost is \$25 and reservations must be made by November 10.

## Popular Links

- Agencies & Committees
- Construction
- Finance and Budget
- GVMC Location
- Job Openings
- Limited English Proficiency (LEP) Plan
- Meeting Minutes
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- Title VI Plan
- Traffic Accidents
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GVMC Board Meetings can be seen on GRTV Charter Communications Channel 24 the second Tuesday and Thursday of the month at 7:00 p.m. Plus, starting November 17th on Rogueview Community TV (RCTV) Charter Communications Channel 22 on Mondays at 11:00 a.m. and 7:30 p.m.

### Grand Rapids, MI

#### Air Quality Forecast

Dec 15	Good
PM2.5	
Dec 16	Good
PM2.5	

Source: Michigan DEQ  
By: STI

1:32 PM  
12/15/2015

**ADVANCE OK CONFERENCE RANKINGS**

**GIRLS BASKETBALL**

1. **Catholic Central (4-0):** The Cougars limited West Catholic to just 10 points before taking down highly-ranked Southfield-La Thrup (69-62).
2. **Mona Shores (4-0):** Muskegon Oakridge has reeled off four straight wins following 54-42 season-opening loss to the Sailors.
3. **South Christian (6-0):** This group of Sailors already has upended three teams in the preseason Top 10 (Byron Center, East Kentwood and GR Christian).
4. **Wayland Union (4-1):** The Wildcats had impressive wins over Rockford (59-44), Wyoming (47-38) and Hudsonville (41-38), before bowing to Caledonia (43-41).
5. **Hudsonville (3-1):** The Eagles led Wayland late in the game before the Wildcats drained four consecutive clutch free throws.
6. **Caledonia (5-1):** Byron Center's Ashley Cline scored the last of her 27 points with a game-winning drive in the Scots' lone defeat.
7. **Grandville (6-0):** Five of the Bulldogs' six victories have been by 6 points or fewer, while dealing both FHC and EGR their only loss.
8. **Wyoming (5-1):** Top four teams in OK Bronze have turned in a composite 16-3 record in non-conference tests thus far.
9. **Northview (4-0):** The Wildcats' 6-foot-4 Miss Basketball candidate Emma VanZanten will be playing for her former high school coach at Western Michigan University next year, as Rick Albro now is an assistant there.
10. **Forest Hills Central (3-1):** The Rangers overcame a 14-point deficit to hand Forest Hills Eastern its first defeat, outscoring the neighborhood Hawks 30-10 in the second half.
- TOP 20 - 11. **Reeths-Puffer (4-1); 12. Muskegon (3-1); 13. Forest Hills Eastern (4-1); 14. East Grand Rapids (5-1); 15. Byron Center (3-2); 16. Grand Rapids Christian (3-2); 17. East Kentwood (2-3); 18. Holland Christian (4-1); 19. Greenville (3-1); 20. Zeeland West (4-1).**

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**BOWLING**

**Northview looks to extend win streak with revamped lineup**

By Loren A. Hirt  
Advance Newspapers

The Northview girls bowling team has won 70 consecutive league dual meets in the OK Bronze, but if they are to extend that winning streak, they'll have to do so with a revamped lineup.

The Lady 'Cats finished 15th in the state tournament last winter, after amassing an 18-2 overall record in dual meets. Since then, Northview graduated four four-year starters. But veteran coach

**"We have had four non-conference matches so far that have given us a chance to assess our strengths and needs."**

MIKE ANDERSON, NORTHVIEW COACH

Mike Anderson does have some talent returning to the squad. Abbi Brewer, a junior, averaged 175 last season, while junior Kelly Keen maintained a 170 par and sophomore Laura Frey averaged 160.

"We have had four non-conference matches

so far that have given us a chance to assess our strengths and needs," Anderson said. "The top teams in our conference look to be Forest Hills Eastern and Cedar Springs."

Meanwhile, the Northview boys return three starters that posted a 14-6 overall record and finished third in the OK Bronze Conference standings last season.

Northview senior Nick Lovejoy averaged 195, senior Rickey Poore averaged 188 and juniors Jake Coppock averaged 185 a year ago.

Two juniors and two freshmen are vying for the other two spots in the starting lineup.

**GVMC GRAND VALLEY METROPOLITAN COUNCIL**

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If you have any questions about the TIP process, please contact Darrell Robinson, Transportation Planner, by email at [darrobinsd@gvmtc.org](mailto:darrobinsd@gvmtc.org) or call (616) 776-7609.

Individuals with disabilities requiring auxiliary aids for services and persons requesting translation or interpretation assistance should contact Andrea Fisher by email at [andrea.fisher@gvmtc.org](mailto:andrea.fisher@gvmtc.org) or call (616) 776-7603.

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LIVE NEWSPAPERS

**TOWNSHIP**  
NOTICE OF PUBLIC HEARING  
ADA TOWNSHIP PLANNING COMMISSION  
REQUEST FOR ZONING ORDINANCE TEXT AMENDMENT

PLEASE TAKE NOTICE that a Public Hearing before the Ada Township Planning Commission will be held as follows:

DATE, TIME AND LOCATION OF HEARING: Thursday, January 21, 2015, 7:00 p.m., Ada Township Offices, 7330 Thornapple River Dr., SE, Ada, MI

APPLICANT: David Clay

REQUEST: Request for zoning ordinance text amendment to allow storage buildings for property maintenance on vacant parcels not otherwise occupied by a principal use in the ACP and RPZ zoning districts.

Application materials are on file at the Ada Township Hall, 7330 Thornapple River Drive, SE, Ada, Michigan 49301, and may be examined during regular business hours. Interested parties may appear and offer verbal or written comments at the public hearing. Written comments will be received until the close of the public hearing and may be addressed to the Township Clerk at Ada Township Offices, PO Box 370, Ada, MI 49301, or delivered to the Planning Commission at the public hearing.

ADA TOWNSHIP PLANNING COMMISSION

**TOWNSHIP**  
NOTICE OF PUBLIC HEARING  
ADA TOWNSHIP PLANNING COMMISSION

PLEASE TAKE NOTICE that a Public Hearing before the Ada Township Planning Commission will be held as follows:

DATE, TIME AND LOCATION OF HEARING: Thursday, January 21, 2015, 7:00 p.m., Ada Township Offices, 7330 Thornapple River Dr., SE, Ada, MI

APPLICANT: Thornapple Pines Development, LLC

REQUEST: Request for Approval of Development Plan, consisting of 25 Single Family Site Condominium Units on 17 acres, 626, 634, 640, 660, 680, 690 Ada Dr., 7358, 7384 Brookfield St., 7245, 7325 High St., 630, 636, 638, 646 Mars Ave., 7390 Riv St.,

Application materials are on file at the Ada Township Hall, 7330 Thornapple River Drive, SE, Ada, Michigan 49301, and may be examined during regular business hours. Interested parties may appear and offer verbal or written comments at the public hearing. Written comments will be received until the close of the public hearing and may be addressed to the Township Clerk at Ada Township Offices, PO Box 370, Ada, MI 49301, or delivered to the Planning Commission at the public hearing.

ADA TOWNSHIP PLANNING COMMISSION

GEORGETOWN TOWNSHIP

# Perseverance gets results for Summerset residents

By Cathy Runyon  
crunyon@mlive.com

Homeowners in the Georgetown Township neighborhood of Summerset got what they asked for.

After contacting a lawyer to help them protest the plan for routing construction traffic through their neighborhood, the developer will be putting in a separate access road.

Summerset West and Summerset East are located east of

Eighth Avenue, a cross from the Floral View cemetery, with access from Chancellor Drive. A proposal to begin a new plat, Summerset South, included bringing construction vehicles to the site via the extension of a long cul-de-sac, Stonehenge Drive, through Summerset West and East. Both Jenison and Grandville school districts send buses to the developments.

Amy Sparks,

Summerset West Homeowners Association president, wrote a letter to the Georgetown Township Board on behalf of Summerset West and Summerset East development residents. The letter commented on communications sent to the board from attorney James Doezema questioning the township's notification procedure and wisdom of approving the development plan that did not

include a separate access for construction traffic.

After a meeting with legal representatives, the developer and the Township Board, the board voted unanimously at the Dec. 14 meeting to approve an ordinance that included a construction access drive to Eighth Avenue "as offered by the developer."

The 12-foot-wide temporary construction access road will be

made of crushed concrete, with three turn-out areas to be maintained during the

construction period. The developer also will limit access to Stonebridge Drive.



## GRAND VALLEY METROPOLITAN COUNCIL

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## WRITE US A LETTER

Writers are allowed one letter every 30 days. The Advance reserves the right to edit letters. Please include a phone number for verification. Letters can be emailed to [advancenewssubmissions@mlive.com](mailto:advancenewssubmissions@mlive.com) or mailed to P.O. Box 9, Jenison, MI 49429.

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## ATTENTION ALLENDALE TOWNSHIP RESIDENTS NOTICE OF PLANNING COMMISSION PUBLIC HEARING

The Allendale Charter Township Planning Commission will hold a public hearing to consider the following request from Zimmer Development Company:

A special land use permit to allow group housing in the R-4 zoning district in accordance with the requirements of Section 3.15 B.5 of the Allendale Township Zoning Ordinance.

**Location of Property:** The property is located at the northeast corner of 62nd Avenue and Pierce Street and is identified as permanent parcel numbers 70-09-25-400-048 and 70-09-25-400-050.

The hearing will be held as follows:  
**WHEN:** MONDAY, JANUARY 18, 2016  
**WHERE:** ALLENDALE CHARTER TOWNSHIP OFFICES  
8676 LAKE MICHIGAN DRIVE,  
ALLENDALE, MICHIGAN 49401  
**TIME:** 7:30 PM

More information is available at the Township Department of Planning and Community Development. Written comments will be accepted prior to the hearing at the Township Office. Office hours are 8:00 a.m. to 5:00 p.m. Monday through Friday.

Department of Planning & Community Development  
6676 Lake Michigan Drive  
P.O. Box 639  
Allendale, MI 49401  
(616) 895-6295 ext. 1

This notice is posted in compliance with PA 110 of 2006 as amended (Open Meeting Act), MCL 41.72a (2) (3), and the Americans with Disabilities Act (ADA). The Allendale Charter Township Board will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting, to individuals with disabilities at the meeting or public hearing upon seven days' notice to the Allendale Charter Township Board. Individuals with disabilities requiring auxiliary aids or services should contact the Allendale Charter Township Board by writing or calling the following:

Jerry Alkema, Supervisor, Allendale Township, 6676 Lake Michigan Drive, Allendale, MI 49401 (616) 895-6295 Ext. 12



## NOTIFICATION CITY OF HUDSONVILLE PLANNING COMMISSION

Take notice that the Hudsonville Planning Commission whose chambers are in the Hudsonville City Hall, 3275 Central Blvd., Hudsonville, Michigan and whose telephone number is 616.669.0200, will meet:

**Wednesday, January 20, 2016 at 7:00 p.m.**  
Special Use Permit

To consider the following:

James Keraman, owner of Magnum Equipment, LLC, 13370-A Barry Street, Holland, MI 49424, has submitted a Special Use Permit to allow for Heavy Commercial Services in accordance with Section 5-20 E. 2. of the City of Hudsonville Zoning Ordinance to allow for the rental, sales, and repair of commercial equipment at 3449 Highland Drive, Hudsonville, MI 49426.

Additional information regarding this application can be obtained by contacting City Hall. The public or anyone receiving this notice may present their oral or written comments at said hearing. Written comments may also be submitted for reading at the hearing to the City Clerk up to the hearing date. The City will provide necessary and reasonable auxiliary aides. For these services, please contact the City Clerk by 5:00 p.m. the day of hearing.

With advance notice to the City Clerk of seven calendar days, the City of Hudsonville will provide interpreter services at public meetings, including language translation and signage for the hearing impaired. Con previo aviso a la Secretaria Municipal de siete días naturales, la ciudad de Hudsonville proporcionará servicios de interpretación en las reuniones públicas, incluyendo traducción de idiomas y la señalización para personas con discapacidad auditiva.

City of Hudsonville  
Planning Commission  
Dated: December 22, 2015

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# Faces & Places



## Ready to serve

A group of volunteers keeps the 10 horses in the Kent County Sheriff's Mounted Unit fed and in shape at their Rockford home for the many street patrols the unit is involved in throughout the year. Clockwise from top left: Rachel Clayton, center, 16, of Ada, helps train the younger volunteers, Karma, 13, and her brother, Gabe Rakow, 11, of Rockford. Jillian Rakow, of Rockford, tightens a strap so Ember Hilton, of Caledonia, can train Sam. Karma Rakow, 13, of Rockford, brings Angus in from the pasture outside. Rachel Clayton, 16, rides Ledger through the barrels. The exercise helps train him for foreign objects bumping into him. (Karen Waite/MLive.com)



**COURTLAND TOWNSHIP**

**COURTLAND TOWNSHIP  
NOTICE OF PUBLIC HEARING**

A Public Hearing of the Courtland Township Planning Commission will be held at the Township Hall, 7450 14 Mile Road, on Tuesday, January 19, 2016 at 7:00 P.M. The following will be a matter for consideration:

Application by Steve Shattuck for Special Land Use and Site Plan review for commercial office and warehouse for Kellemeier Plumbing, Sec. 76.03 and Sec. 2.34 of the Courtland Township Zoning Ordinance, for the parcel located at 10720 Norland Dr. permanent parcel #4-1-07-19-100-062.

Interested persons may attend the Public Hearing. Written comments may be addressed to the Planning Commission, address as noted above.

Courtland Township Planning Commission

**GVMC**      **GRAND VALLEY  
METROPOLITAN  
COUNCIL**

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# Events Calendar

## ART PROGRAMS

**JAN. 9**  
**Reynold Weidenaar — A Retrospective Drop-In Tours:** Grand Rapids Art Museum, 101 Monroe Center NW. 1-2 p.m. artmuseumgr.org

**JAN. 12**  
**Pyramids — King TUT and Cleopatra — Recent Discoveries with Dr. Zahi Hawass:** Grand Rapids Public Museum, 272 Pearl St. NW. 7 p.m. grpm.org

**JAN. 16**  
**Reynold Weidenaar — A Retrospective Drop-In Tours:** Grand Rapids Art Museum, 101 Monroe Center NW. 1-2 p.m. artmuseumgr.org

## AUTHOR VISIT

**JAN. 13**  
**Adult Book Club:** Coopersville Library, 333 Ottawa St., Coopersville, 7 p.m. 616-837-6809

## BOOK CLUB

**THROUGH FEB. 29**  
**Winter Reading Challenge:** Grand Rapids Public Library, various locations. 616-988-5400

## CHRISTMAS MUSIC

**JAN. 4**  
**Schubert Male Chorus Christmas Concert:** Covenant Village of the Great Lakes, 2510 Lake Michigan Drive NW 7 p.m. 877-812-8745

## CHURCH/RELIGIOUS

**THROUGH MAY 11**  
**Community Bible Study:** First Evangelical Covenant Church, 1933 Tremont Blvd. Wed., 10 a.m. to noon. 616-453-7062

**JAN. 6**  
**Re-discovering Our Catholic Mystical and Contemplative Tradition — Meister Eckhart:** Catholic Information Center, 350 Division Ave. S. 7-8:45 p.m. 616-459-7257

## CONFERENCE/LECTURE

**JAN. 27**  
**Local First's Sixth Annual Meeting and LocalMotion Awards:** Goel Center, 818 Butterworth St. SW. 5-8 p.m. 616-808-3788

## DINING

**JAN. 8-9**  
**The Brew Ha Ha:** Delta Plex Area and Conference Center, 2500 Turner Ave. 5 p.m.; Sat. 1 p.m. deltaplex.com

## EDUCATION/SCHOOLS

**THROUGH MAY 21**  
**German Language Classes for Kids in Grand Rapids:** Calvin College, 3201 Burton St SE. germanlangung-eschool.us

## EXHIBITIONS

**THROUGH JAN. 10**  
**The Discovery of King Tut:** Grand Rapids Public Museum, 272 Pearl St. NW. 616-929-1700

## THROUGH JAN. 17

**Evolution of the Artist — Reynold H. Weidenaar:** Kendall College of Art and Design Atrium, 17 Fountain St. NW. kcad.edu/galleryes/

## JAN. 19

**Drop-in Tour — Permanent Collection:** Grand Rapids Art Museum, 101 Monroe Center NW. 1-2 p.m. artmuseum.org

## FAMILY FRIENDLY

**JAN. 24**  
**Harlem Globetrotters:** Van Andel Arena, 130 W. Fulton St. 2 p.m. 616-742-6600

## FESTIVALS

**JAN. 15**  
**Wine About Winter:** Downtown Grand Haven, Grand Haven. 5 p.m. visitgrandhaven.com

## JAN. 28-31

**Grand Haven Winterfest:** Downtown Grand Haven, Grand Haven. Thu-Sun. visitgrandhaven.com

## FILM

**JAN. 19**  
**Premiere Movie Night:** Coopersville Library, 333 Ottawa St., Coopersville. 6:30 p.m. 616-837-5809

## HEALTH AND FITNESS

**JAN. 7**  
**EatPlayGrow:** Grand Rapids Public Library West Side Branch, 713 Bridge St. NW. 6:30 p.m. 616-988-5400

## JAN. 18

**Healthy U — Caring for Your Skin:** Covenant Village of the Great Lakes, 2510 Lake Michigan Drive NW 10 a.m. 877-812-8745

## HISTORY PROGRAMS

**JAN. 23**  
**History Detectives — Sleuthing for Local History:** Grand Rapids Public Library Main Branch, 111 Library St. NE. 9:30 a.m. 616-988-5400

## HOBBIES/CRAFTS

**JAN. 12**  
**Zentangle for Beginners:** Frederik Meijer Gardens & Sculpture Park, 1000 East Beltline Ave. NE 6-8 p.m. mejergardens.org



### RECREATION PLAN OPEN HOUSE NOTICE TO ALPINE TOWNSHIP CITIZENS

Tuesday, January 12, 2016  
7:00 p.m. to 8:00 p.m.

Alpine Township needs your help in updating the community's Recreation Plan. The Recreation Plan lays out the vision for the community's desired recreational facilities and programs and steps to get there. The Township needs to hear your thoughts and ideas about what you would like for your community's future. To receive your input, the Alpine Township Recreation Committee is hosting an open house at the Township Center, 5255 Alpine Avenue, NW, Comstock Park, MI 49321 on the date above. The Committee and Staff will be on hand to answer questions and take comments. Stop by for a bit, let us know what you think and help guide the direction of your community! For any questions, please call 784-9090.

T502029-01



### ALPINE TOWNSHIP NOTICE OF A PUBLIC HEARING TO CONSIDER A REZONING APPLICATION

The Alpine Township Planning Commission will hold a public hearing on **Thursday, January 21, 2016 at 7:30 PM** at the Alpine Township Center, 5255 Alpine Avenue, NW, Comstock Park, MI 49321, to consider a rezoning request from Perrin Motors Inc. to rezone properties addressed 5115 and 5135 Alpine Avenue (PP# 41-09-26-200-009 and 41-09-26-200-008) from C-S, Office Service to C-2, Commercial and are legally described as: That part of the South 1/4 of the South 1/4 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of Section 26, Town 8 North, Range 12 West, lying West of Highway M-37 right-of-way and that part of the North 1/4 of the South 1/4 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of Section 26, Town 8 North, Range 12 West, lying West of Highway M-37 right-of-way.

All information relative to this request may be viewed in the Township Center between 8:00 a.m. and 5:00 p.m. Monday through Friday. Any interested parties will be heard during the meeting. If you would prefer to send written comments, please forward them to the Planning Director at the Township Center prior to the meeting. For any questions, please call 784-9090. Persons with special needs, as defined by the Americans with Disabilities Act, should contact the Township Clerk or call the Michigan Relay Center at TDD # 1-800-649-3777.

Liza Fizzell, Secretary  
Alpine Township Planning Commission

T502029-01



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T502029-01



### CHARTER TOWNSHIP OF POLKTON COUNTY OF OTTAWA, MICHIGAN

**PUBLIC NOTICE IS HEREBY GIVEN** that the Planning Commission for the Charter Township of Polkton will hold a special public hearing on January 19, 2016 at 7:00 p.m. at the Polkton Township Hall, 6900 Arthur Street West, Coopersville, Michigan, on an application from Cameron Kuperus.

The Applicant is requesting a Special Land Use, per 4 2B 5 of the Zoning Ordinance, to dig a pond on property.

The property is located and commonly known as 17755 – 64th Ave., Coopersville, MI. Zoned R-1 and legally described as follows: PP#70-05-10-400-016. PART OF SE 1/4 COM N 0 D 30M 09S E 926 73 FT FROM SE SEC COR, T8N 88D 58M 15S W 1352 53 FT, N 400.05 FT, S 880 58M 15S E 1296.04 FT TO E SEC 11, TH S 00 30M 09S W 400 FT TO 565.5 SEC 10 T8N R14W, being approximately 12.44 acres.

This notice is being sent as required to all property owners with in 300' of the noted property.

The application may be examined at the offices of the Polkton Township Clerk, 6900 Arthur St. W., during Township office hours 9-12 weekdays. All interested persons may attend the public hearing and comment on the application. Written comments concerning the application may be submitted to the Township Clerk and PC Secretary, at the above stated address, up to the time of the public hearing.

Print Date: January 9, 2016

PLANNING COMMISSION OF THE  
CHARTER TOWNSHIP OF POLKTON

T502700-01

### WEST CATHOLIC HIGH SCHOOL

#### STUDENT OF THE WEEK



Senior Brooke Wila is a peer minister and member of the National Honor Society. She is on her fourth year of volleyball, basketball and softball. At West Catholic, she tutors students, volunteers at the craft show and youth basketball camp, and maintains a 3.88 GPA.

Brooke will be attending Aquinas College where she will play basketball and softball. She is considering pursuing an education major.

Her proud parents are Jim and Mary Wila and they belong to Blessed Sacrament Parish. Brooke's favorite memories of school have been the trip out West and being Miss in the school dance assembly.

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T502029-01

## WEST MICHIGAN

# Could mild weather be affecting influenza rates?

By Sherry Kuyt  
skuyt@mlive.com

Besides giving locals the opportunity to wear shorts in December, warmer-than-average temperatures may have contributed to a lower incidence of influenza this year, some experts say.

Brian Hartl, an epidemiology supervisor for the Kent County Health Department, said the county had only 15 reported cases compared to 422 at the same time last winter.

"We will continue to monitor local activity, but we have definitely seen a lower level of activity this year compared to what we've grown accustomed to the past few years," Hartl said.

In Ottawa County, there were no samples submitted to the state laboratory for influenza classification, as of Dec. 12, according to Marcia Mansaray, an epidemiologist with the Ottawa County Department of Public Health. Some physician offices reported a relatively small number of

positive rapid influenza tests.

Allegan County also is seeing a "decrease in influenza-like illnesses," according to Erin Radke, a public health nurse with the Allegan County Health Department.

Could above-normal temperatures be the reason? Possibly, said the experts.

Hartl said much of the research shows that influenza viruses are impacted by temperature and humidity and tend to fare better in cold and dry conditions.

"While environmental conditions aren't the only factor ... it is possible that the milder winter with higher temperatures and higher humidity is playing a role in the lower incidence of influenza," Hartl said.

But he added, "We must remember that influenza typically impacts the entire nation, and there are other states with much warmer temperatures than Michigan that are currently seeing higher levels of influenza activ-

ity than us ... so climate is not the only contributing factor."

Other factors include virulence of the circulating strain and the level of immunity in the community, he said.

"Regarding weather and the incidence of influenza or GI illness, there is no definitive research that has linked these in a cause-and-effect way," Mansaray said. "It is true, though, that influenza season ... corresponds to the colder months."

She said health experts have two theories about why that might be true. In the first, the colder, drier weather keeps the virus suspended longer before dropping to the ground, increasing the chance that a cough or sneeze could spread the virus to

another person.

The second attributes increased prevalence of influenza to people being indoors more in enclosed spaces, which corresponds to colder weather and also the school season.

The influenza virus does circulate year-round, she said, as does norovirus, an unrelated illness sometimes referred to as "stomach flu."

While influenza causes more respiratory symptoms, norovirus typically affects the gastrointestinal tract, producing vomiting and diarrhea. Norovirus can be transmitted by airborne droplets from vomit or cough, but it also is spread by contact with surfaces or food contaminated by the virus. It is transmitted predominantly by

people who don't wash their hands after using the toilet or changing a diaper, according to Mansaray.

During the week ending Dec. 12, Kent County saw higher numbers of norovirus cases, according to Hartl. Although the numbers later returned to normal, he reminded people about the importance of proper hand-washing.

Ottawa County experienced one small outbreak of generalized gastrointestinal illness in a school setting before Christmas break, but no other outbreaks have been reported this season, according to Mansaray. She said recent surveillance of hospital emergency rooms indicated an upward trend of such symptoms but not beyond the expected

range for this time of year.

While flu shots don't prevent gastrointestinal illnesses, they can have a major impact on influenza cases, experts said. But is it too late to get one?

"There is still time to get vaccinated for influenza," Radke said, adding that the vaccine developed this year appears to be a "good match" for the current strain of the illness.

Hartl agreed. "Flu activity is still likely to increase over the next few months, and unless there is a change in the circulating viruses, those who are vaccinated will be well-protected against the flu."

## HELP WANTED MARTIN FIRE RESCUE

The Martin Fire Department is currently accepting applications for Paid-On-Call Fire Fighters. To be eligible, applicants must have a High School Diploma, must be 18 years of age and must live within or near the department's response area. Applicants must have NO criminal record and possess a good driving record. All applicants meeting the minimum qualifications will receive an interview and all school/training is provided. Paid-On-Call Fire Fighters provide coverage 24/7 - 365 days per year.

Applications can be picked up & dropped off at the Martin Village Office, 1613 N. Main St between the hours of 9 a.m. - 11 a.m. Mon. thru Fri. Alternately, if you are unable to make it during these hours, please call 269-217-6464 & leave your name and phone number so an appointment can be arranged. You may also fax your completed application to the above number.



## GVMC

### GRAND VALLEY METROPOLITAN COUNCIL

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7520366-01

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WEST MICHIGAN

# Think beyond feeders when looking out for birds in winter

By Cathy Runyon  
crunyon@mlive.com

You can gain the appreciation of neighborhood birds by hanging a feeder full of sunflower seeds from the eaves of your house this winter, but taking a wider look at birding can increase your own pleasure in the hobby and benefit the environment.

Preparing your property for winter wildlife begins in spring. Craig Elston, Hudsonville city naturalist, tells guests at his presentation on "The Gardens of Thomas Jefferson's Monticello" to think beyond feeders and look for ways to turn their backyards into bird and butterfly natural habitats. Key factors are to avoid the use of chemical fertilizers and insecticides. Home owners may sacrifice their picture-perfect lawn, but will gain a healthier habitat all-around.

January is a good time to start planning to put in some bird-friendly bushes and plants (bird-scaping). While bird feeders draw birds to points where they can be observed, they also need natural landscaping to provide nesting materi-

als and proper food all year long.

A good field guide that's easy to use, has high-quality photos of birds native to West Michigan, maps and migratory routes will help answer the question, "What bird is that?"

Finding a place for the bird feeder that is protected from squirrels and raccoons can be difficult. A pole-mounted feeder with a baffle on the pole, away from overhanging tree branches, helps cut down on the amount of seed lost to squirrels. Feeding can be as simple as tossing a handful of seed on an area of packed snow. Many birds, like doves, cardinals and juncos, prefer feeding on the ground. (Make sure cats and dogs are locked up.)

**THE MENU**

What do birds like to eat? Sunflower seeds or sunflower hearts are the meat and potatoes of the bird population. Elston said that pre-packaged seed mixes available in stores may not be the bargain they appear to be. They often contain large amounts of milo and wheat. "Nothing eats those," said Elston.

"It's not a bargain when the seed just gets kicked out to the ground."

Instead, buy bulk seed and provide what birds really want: sunflower seed or hearts for many species; corn for blue jays and doves (and squirrels); safflower, for cardinals; millet, for many species; thistle seed (Niger) for smaller finches; suet, for woodpeckers, nuthatches and chickadees; and a few peanuts for larger birds.

Feeders should have a sturdy perch, Elston said, and if putting out

a tube, make sure it opens for cleaning. Once started, don't stop feeding until warm weather. Besides keeping the winter birds happy, the feeders will draw birds coming back home in the spring.

Don't make bird feeding so complicated that it isn't fun.

"All the methods work," Elston said. "It depends on your situation. They all work, but maybe not for you."

Read more about local birds, plants and wildflowers on Elston's blog: cdenature.com.



Keep the feeder full until May and you may see migratory birds like this Rose-breasted Grosbeak. (Submitted photo)

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**PROGRAM SCHEDULE**  
All Times Are Subject To Change Without Notice

<b>Monday Program Format</b>	<b>Friday Program Format</b>
8:00 am Children's Programming	8:00 am Children's Programming
10:00 am Health Education	9:30 am Health Education
12:00 pm Cooking Shows	12:30 pm Cooking Shows
2:00 pm Local Sports	1:30 pm Caledonia Village Council Mtg.
4:00 pm Local Programming	2:30 pm Holiday Programming
6:00 pm Caledonia Village Council Mtg.	5:00 pm Local Church Content
8:30 pm Local Sports	6:00 pm Local Sports
11:00 pm Music/Movies	7:00 pm Local Church Content
	8:00 pm Local Programming
<b>Tuesday Program Format</b>	<b>Saturday Program Format</b>
8:00 am Children's Programming	8:00 am Children's Programming
9:00 am Fitness/Nutrition	1:00 pm Local Programming
10:30 am Health Education	3:30 pm Local Sports
12:00 pm DY	5:00 pm Local Programming
1:00 pm Caledonia Village Council Mtg.	8:00 pm Local Sports
2:00 pm Local Sports	
3:30 pm Local Programming	<b>Sunday Program Format</b>
5:00 pm Local Church Content	8:00 am Children's Programming
6:00 pm Local Programming	9:00 am Local Church Content
	10:00 am Health Education
<b>Wednesday Program Format</b>	2:00 pm Local Sports
8:00 am Children's Programming	5:00 pm Local Programming
10:00 am Health Education	
11:30 am Local Programming	
12:00 pm Cooking Shows	
1:00 pm Local Sports	
8:00 pm Caledonia Village Council Mtg.	
9:00 pm Local Programming/Sports	
<b>Thursday Program Format</b>	
8:00 am Children's Programming	
9:00 am Local Church Content	
10:00 am Health Education	
12:00 pm Cooking Shows	
2:00 pm Caledonia Village Council Mtg.	
3:00 pm Local Sports	

Full schedule can be viewed online at [www.caledoniatv.com/schedule](http://www.caledoniatv.com/schedule)

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# Faces & Places

## Capturing the season

The Byron Township Community Center at Whistlestop Park recently held its annual Cookies & Canvas event, where students got to paint a winter-themed masterpiece on an 11-by-14-inch canvas. Clockwise from top left: Ryan Postma, 6, of Byron Center, works on getting the full moon just right. Chloe Alofs, 12, of Byron Center, gets some assistance from class instructor, Diane Goddard, of Grandville. Rellly Kitchen, 10, of Byron Center, adds a full moon to her night sky. Alyssa Pitsch, 10, of Hudsonville, paints a blanket of fresh snow into her winter scene. (Jeff Swain story/MLive.com)



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ss Chamryn Longstreet

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January 3 A.D. 2016

Sworn to and subscribed before me this 4 day of January 2016

*Janice M. Ringler*

JANICE M. RINGLER  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: 10/03/2014  
Acting in the County of Kent

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MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016



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*Marietta Foley*

MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016

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County of Kent  
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# Inmigración

El Vocero 15)

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## ¡QUE REGALO DE AÑO NUEVO!, DIGAMOS NO AL PLAN PARA DETENER A CENTROAMERICANOS RECIÉN LLEGADOS A LOS ESTADOS UNIDOS

La semana pasada salió por los medios de comunicación que el Departamento de Seguridad Interna esta preparando un operativo para buscar y arrestar a personas, recién llegadas al país que en su mayoría son centroamericanos que fueron detenidos al momento de cruzar la frontera del sur, durante el último año y que fueron dejados en libertad con el entendimiento de que debían asistir a las cortes de inmigración y que supuestamente no asistieron.

ES IMPORTANTE QUE ENTIENDAN QUE ESTE PLAN DE OPERATIVO SE REFIERE A UN GRUPO ESPECÍFICO, del que hablo a continuación.

Estas personas que en la mayoría de los casos están huyendo de la violencia extrema en Centroamérica, especialmente en Honduras, El Salvador y Guatemala, muchas veces no asistieron a su corte ya sea por ignorancia, por no recibir la información correcta o no tener tiempo suficiente para conseguir un abogado.

Muchas de estas audiencias son programadas dentro de los 20 días después de que las personas fueron puestas en libertad, sin darles mucho tiempo para prepararse y asistir a sus audiencias, sumado a que la mayoría de ellos no conocen como funciona el sistema de las cortes; ni tienen el dinero ni los recursos para buscar un abogado.

Y en lugar de entender la situación en que ellos se encuentran, aunque supuestamente el presidente Obama esta consciente de la violencia en Centroamérica y de las razones por las que las personas salen huyendo de sus países, el Departamento de Seguridad Interna parece que solo esta interesado en castigar a estas personas y ponerlas como ejemplo para los que no asistan a sus audiencias en las cortes de inmigración.

Por nuestra parte estamos haciendo un llamado a los políticos Demócratas, especialmente a la senadora Stabenow y al senador Peter de Michigan, que le digan al Departamento de Seguridad Interna que rechazamos este plan, que solamente servirá para aterrorizar más a los inmigrantes centroamericanos y enviarlos a situaciones de peligro en sus países, donde pueden ser

asesinados al regresar.

Se han documentado casos en Honduras y el Salvador de personas que han salido huyendo especialmente de las pandillas que el gobierno no puede controlar y han sido asesinados a los pocos días o semanas después de regresar.

Entendemos que estas personas deben asistir a sus cortes de inmigración, pero cuando les dan citas para una audiencia con tan solo unos pocos días, sin prepararlos o darles recursos e información necesaria, es como esperando a que fallen y que no asistan a sus cortes para después decir que no se están presentando y justificar este tipo de operativos.

Yo personalmente he hablado con varias de estas familias especialmente mujeres de Guatemala y Honduras que se trasladaron a Michigan después de salir de los Centros de Detención en Texas, y no entienden bien como funciona el sistema y que tienen que presentarse a las cortes.

Hacemos un llamado al presidente Obama quien esta a cargo de la Oficina de Seguridad Interna, para que no permita esta clase de

operativos especialmente cuando las personas están atemorizadas, no es la manera de tratar a un grupo vulnerable que se encuentra escapando de la violencia en Centroamérica y que ahora también serán víctimas de redadas aquí en los Estados Unidos.

PARA LAS PERSONAS QUE HAN VENIDO RECIENTEMENTE DE CENTROAMÉRICA

Si tienen una corte de inmigración pendiente o si han faltado a una, es muy importante que hablen con un abogado de inmigración, a veces se puede presentar una solicitud para re-abrir su caso, y no tengan que regresar a sus países mientras continúan con sus casos.

Les repito que este plan de operativos es para un grupo específico de personas, no es una redada en general, y no deben alarmarse.

Richard Kessler, es un Abogado con 33 años de experiencia, especialmente en el área de inmigración.

Si necesita una consulta por favor llame al (616)235-4577 local 1(800)235-4522 larga distancia o visite nuestra página en Internet [www.lawkessler.com](http://www.lawkessler.com)

## GVMC

Grand Valley Metropolitan Council (GVMC) se complace en anunciar que comenzará en enero del 2016 a desarrollar el periodo fiscal 2017-2020 del programa de mejoras en la transportación (TIP). El documento del TIP describe proyectos de transportación desde 2017-2020 en los condados de Kent y el este de Ottawa. Por favor visite <http://www.gvmc.org> para información de facilidades defectuosas de transportación que se estarán considerando para mejorar durante periodo de desarrollo del TIP, y revise la información de juntas públicas que se llevarán a cabo donde habrán oportunidades para comentar públicamente y donde estarán las actualizaciones que serán publicadas según se reciban.

Si tiene preguntas sobre el proceso del TIP, por favor contacte a Darrell Robinson, Planificador de Transporte, por email a [robinsond@gvmc.org](mailto:robinsond@gvmc.org) o llame al (616) 776-7609.

Personas con discapacidades que requieran asistencia para servicios y personas que soliciten traducciones o interpretaciones deben contactar a Andrea Faber por email a [andrea.faber@gvmc.org](mailto:andrea.faber@gvmc.org) o llame al (616) 776-7603

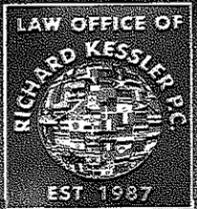
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1/1/2016

To whom it may concern,

El Vocero Hispano Newspaper is a Hispanic weekly publication that publishes every Friday. The Grand Valley Metropolitan Council requested and notice ad, size 3col(5inches) x 6 inches size ad for a cost of \$324.00 which will be published on Friday, December 30, 2015 for a full week. Feel free to contact me if you have further questions.

Cordially,



Marisol Orellano

Advertising Department

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# Community News & Events

## NOTICE TO CREDITORS

The decedent Jose Filiverto Paredes Tovar, died 07/10/2015. Creditors of the decedent are notified that all claims against the estate will be forever barred unless presented to Teresa Rojas-Deparedes, Personal representative or both the probate court at P. O. Box 9381 Wyoming, MI 4909 and the personal representative within 4 months after the date of publication of this notice.

Brianna T. Scott  
75 W. Apple Avenue  
Muskegon, MI 49440

Teresa Rojas-Deparedes  
P. O. Box 9381  
Wyoming, MI 49509



**CRYSTAL T. HARDLEY**  
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Beuschel Funeral Home  
5018 Alpine Ave.  
Comstock Park, MI 49321  
crystalfuneral@yahoo.com

CELL 616-813-8351  
OFF 616-785-3863

**1st FRIDAY- FEB 5, 2016**

**RED HOT BALLROOM**

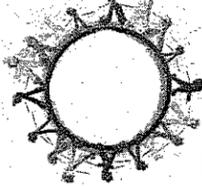
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**Lincoln Country Club** \$10 before 9pm

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Minutes From Downtown Grand Rapids Time: 8pm-1:00am

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[arick@weinspire.life](mailto:arick@weinspire.life)



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## Events Calendar

To the reader: Beginning with this issue, events announcements will have a new format. Non-profit organizations, agencies and churches are invited to post events in the Event Calendar. Please submit the date, name of the event, time, location, name of the sponsor and contact information at least two (2) weeks in advance of the event. Send by e-mail to [staff@grtimes.com](mailto:staff@grtimes.com); fax to 616-245-1026 or by mail or drop off at the office address, 2016 Eastern Ave. SE, Grand Rapids, MI 49507 or submit on line at [www.grtimes.com](http://www.grtimes.com)

The Grand Rapids Times reserves the option to decide whether to highlight an event with more details or an article.

### College Onboarding Seminar

For all high school students and Parents  
Presented by Rev. Austin J. Young  
Key tips on college applications, scholarships and planning  
Food will be provided  
**January 3, 2016**  
**2:00 pm**  
Hosted by St. Luke A.M.E. Zion Church  
101 Delaware Street, SE  
Grand Rapids, MI 49507  
Rev. Gaylyn S. Wilson, Pastor

### Sunday, January 10, 2016

**Open House for Crystal's Funeral Services**  
**Matthyesse, Kuiper and DeGraaf**  
4646 Kalamazoo Ave. SE  
Kentwood, MI 49508  
12:30pm - 4:00pm



CLIP & SAVE

January 2016

CLIP & SAVE

## Save The Date Calendar

Churches, sororities, fraternities and other community non-profit organizations that want to avoid conflicting dates when planning major events, are invited to use the GR Times Save the Date Calendar.

Events happening from Feb - July.

Please submit information by January 31, 2016

Events happening from Aug - Dec.

Please submit information by June 30, 2016



## The Grand Valley Metropolitan Council (GVMC)

is pleased to announce that it will begin developing the FY2017-2020 Transportation Improvement Program (TIP) in January, 2016. The TIP document will describe transportation projects from 2017-2020 within Kent and Eastern Ottawa Counties. Please visit [www.gvmc.org](http://www.gvmc.org) for information on deficient transportation facilities that will be considered for improvement during the TIP development process, and check back often for information on upcoming public meetings, public comment opportunities, and updates, which will be posted as they occur.

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**Notices for  
public meeting  
regarding  
draft project  
lists**



## We'd Like Your Input!

The Grand Valley Metropolitan Council (GVMC) Draft Fiscal Year 2017-2020 Transportation Improvement Program (TIP) project lists are available for public comment. The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as non-motorized and transit-related projects.\* The draft TIP project lists and a corresponding map are available at [www.gvmc.org/transportation/tip.shtml](http://www.gvmc.org/transportation/tip.shtml) or at GVMC's office. A public meeting to discuss the draft project lists is scheduled for:



**Date:** Wednesday, April 13  
**Time:** 5:30 pm  
**Place:** Grand Valley Metropolitan Council  
678 Front Ave NW; Suite 200  
Grand Rapids, MI 49504



If you are unable to attend, written comments will be accepted through Monday, April 25, 2016. Please send comments to Darrell Robinson by mail (address above), email ([robinsond@gvmc.org](mailto:robinsond@gvmc.org)), or call (616) 776-7609.

Individuals with disabilities requiring auxiliary aids for services or those in need of translation assistance should contact GVMC no later than Friday, April 8, 2016.

\*The inclusion of a specific project does not guarantee construction.

*GVMC is the Metropolitan Planning Organization for Kent and Eastern Ottawa Counties. • [www.gvmc.org](http://www.gvmc.org)*

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- Strategic Initiative
- Legislative
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- Clean Air Action
- News & Archives
- Calendar
- Public Education
- Links
- Search & Site Map
- Contact Us
- Title VI

GVMC Freedom of Information Act Policy

REGIS  
Public Mapping

EMS Partnership of Kent County

Firework Ordinances

Quarterly Luncheon

Grand Valley Metropolitan Council is an alliance of governmental units in the West Michigan area that are appointed to plan for the growth and development, improve the quality of the community's life, and coordinate governmental services. GVMC: Ensuring trust, credibility and confidence in governmental affairs

### Latest Developments

**FEDERALLY REQUIRED PUBLIC COMMENT PERIOD FOR THE FY2017-2020 TIP HAS BEGUN**

The Grand Valley Metropolitan Council (GVMC) Draft Fiscal Year 2017-2020 Transportation Improvement Program (TIP) project lists are available for public comment. The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as non-motorized and transit-related projects.\* The draft TIP project lists and a corresponding map are available [here](#) or at GVMC's office.

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\*The inclusion of a specific project does not guarantee construction.

**FY2017-2020 TIP DEVELOPMENT UPDATE** - The consultation period for the FY2017-2020 Transportation Improvement Program (TIP) has begun!

Grand Valley Metropolitan Council (GVMC) is seeking input on the Fiscal Year 2017-2020 TIP from Federal, State, Tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation in order to foster cooperation and promote communication with those agencies. GVMC is asking that consulted organizations look over the proposed project lists and the corresponding map and

- Agencies & Committees
- Construction
- Finance and Budget
- GVMC Location
- Job Openings
- Limited English Proficiency (LEP) Plan
- Meeting Minutes
- Meeting Schedule
- Title VI Plan
- Traffic Accidents
- Traffic Counts

GVMC Board Meetings can be seen on GRTV Charter Communications Channel 24 the second Tuesday and Thursday of the month at 7:00 p.m. Plus, starting November 17th on Rogueview Community TV (RCTV) Charter Communications Channel 22 on Mondays at 11:00 a.m. and 7:30 p.m.

Grand Rapids, MI  
 Air Quality Forecast  
 Apr 4 Good  
 PM2.5  
 Apr 5 Good  
 PM2.5  
 Source: Michigan DEQ  
 By: STI

3:40 PM  
4/4/2016

- Home
- About GVMC
- Strategic Initiative
- Legislative
- Transportation
  - About the MPO
  - MPO Activities
  - Get INVOLVED
  - Mapping Resources
- REGIS
- LGROW
- Environmental Programs
- Clean Air Action
- News & Archives
- Calendar
- Public Education
- Links
- Search & Site Map
- Contact Us
- Title VI

- West Michigan Regional Prosperity Alliance
- REGIS Public Mapping
- EMS Partnership of Kent County
- Firework Ordinances
- Quarterly Luncheon

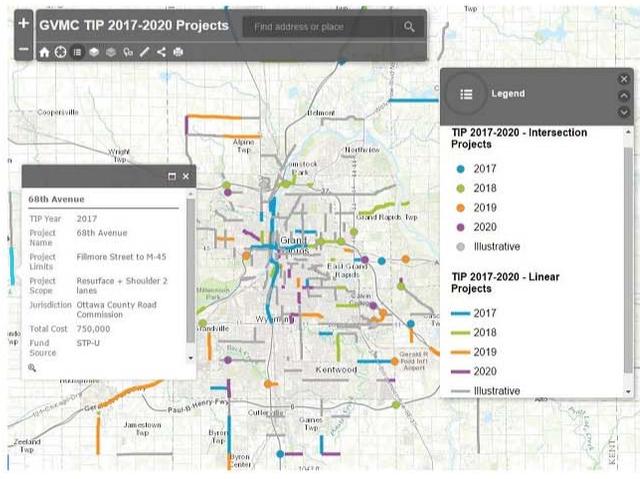
# Transportation Improvement Program

The Transportation Improvement Program (TIP) identifies proposed projects developed by local agencies in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative (3C) planning process. This planning process includes local jurisdictions, transit agencies, and state and federal transportation officials. All federal monies returned to the Grand Rapids metro area from the federal fuel tax are distributed through this process.

## GVMC Transportation Improvement Program 2017-2020

- FY 2017-2020 Draft TIP Project List
- FY 2017-2020 Illustrative Project List
- FY 2017-2020 TIP - The Rapid
- FY 2017-2020 TIP - MDOT
- FY 2017-2020 TIP - Hope Network
- FY 2017-2020 TIP - Georgetown Seniors

TIP Project Interactive Map Viewer - Click image below to see projects



## GVMC Transportation Improvement Program 2014-2017

- FY 2014-2017 Document (without appendices)

KENT COUNTY

## KDL to host lab experience for students on break

By Kristin Austin  
kaustin3@mive.com

The Kent District Library is hosting the "KDL Lab Experience: Maker Break" program for students during spring break.

The program will bring the Grand Rapids Community College Manufacturing Trailer to the Wyoming library branch, at 3350 Michael Ave. SW, from 10 a.m. to 4 p.m. April 4-7. Students can participate in 11 activities that focus on the STEAM curriculum (science, technology, engineering, art and math) in a creative way.

Activities for ages 6 and older include Snap Circuits, littleBits electronics, Robot Rumble and demonstrations from robotics groups.

On April 7, Grandville Avenue Arts and Humanities members

will join the KDL and have Spanish-speaking staff help lead the activities.

"With KDL LAB Experience, we are striving to offer the next step in a spectrum of services that promotes inventiveness, collaboration and unstructured time to explore," said Craig Buno, who co-created the KDL LAB Experience. "It is important to be able to provide our patrons exposure to new technologies and offer it to students whose schools may not have access to some of these resources. We are selecting tools and activities to increase proficiency in STEAM while in a fun learning environment."

For more information on the KDL Lab Experience: Maker Break program, visit [kdl.org](http://kdl.org).

selves reading in different places.

—Jan Holst

CASCADE

## Students encouraged to read 'in the wild'

Jacque Viol, youth specialist at the Cascade branch of the Kent District Library, visited Knapp Forest to share stories and her love of reading in collaboration with March is Reading Month.

Knapp Forest adopted the theme of "Reading in the Wild" for the month to promote reading in any location and at any time. Students were encouraged to carry a book with them wherever they went and to submit photos of them-

KENT COUNTY

## Concert and poetry readings to kick off Kent District Library Reads-off program

By Kristin Austin  
kaustin3@mive.com

The Kent District Library is celebrating the start of its community reading program, KDL Reads, with live music and poetry on April 11.

The event will feature local indie and soul quartet Vox Vidorra, led by vocalist Molly Bouwsma Schultz and multi-instrumentalists Scott Schultz, Ryan K. Wilson and Theo Ndawillie II.

There also will be poetry readings by Dimonique Boyd, Deonte Osayande and Justin Rogers.

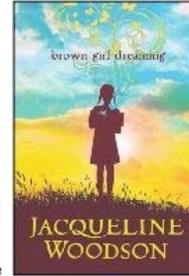
The celebration starts at 6:30 p.m. at Wealthy Street Theatre, 1130 Wealthy St. SE.

This year's KDL Reads program focuses on the book "Brown Girl Dreaming" by Jacqueline Woodson. The memoir tells the story of Woodson growing up in the turbulent 1960s and includes

poems that recount her childhood memories and family traditions.

The KDL Reads program will culminate with a visit and presentation by Woodson, which is planned for 6:30 p.m. May 26 at Comstock Park High School, 150 6 Mile Road NE.

The April 11 kick-off event, for all ages, is free and includes door prizes and refreshments.

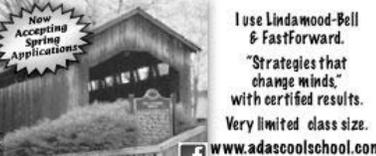


For more information, visit [kdl.org](http://kdl.org).

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## GVMC GRAND VALLEY METROPOLITAN COUNCIL

We'd Like Your Input!

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[www.gvmc.org](http://www.gvmc.org)

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- Cascade -  
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**Leslie Ruppel**  
- Cascade -  
616.430.9608  
[leslie.ruppel@cbgreatlakes.com](http://leslie.ruppel@cbgreatlakes.com)

GEORGETOWN TOWNSHIP

# Perseverance gets results for Summerset residents

By Cathy Runyon  
crunyon@mlive.com

Homeowners in the Georgetown Township neighborhood of Summerset got what they asked for.

After contacting a lawyer to help them protest the plan for routing construction traffic through their neighborhood, the developer will be putting in a separate access road.

Summerset West and Summerset East are located east of

Eighth Avenue, a cross from the Floral View cemetery, with access from Chancellor Drive. A proposal to begin a new plat, Summerset South, included bringing construction vehicles to the site via the extension of a long cul-de-sac, Stonehenge Drive, through Summerset West and East. Both Jenison and Grandville school districts send buses to the developments.

Amy Sparks,

Summerset West Homeowners Association president, wrote a letter to the Georgetown Township Board on behalf of Summerset West and Summerset East development residents. The letter commented on communications sent to the board from attorney James Doezema questioning the township's notification procedure and wisdom of approving the development plan that did not

include a separate access for construction traffic.

After a meeting with legal representatives, the developer and the Township Board, the board voted unanimously at the Dec. 14 meeting to approve an ordinance that included a construction access drive to Eighth Avenue "as offered by the developer."

The 12-foot-wide temporary construction access road will be

made of crushed concrete, with three turn-out areas to be maintained during the

construction period. The developer also will limit access to Stonebridge Drive.



## GRAND VALLEY METROPOLITAN COUNCIL

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## WRITE US A LETTER

Writers are allowed one letter every 30 days. The Advance reserves the right to edit letters. Please include a phone number for verification. Letters can be emailed to [advancenewssubmissions@mlive.com](mailto:advancenewssubmissions@mlive.com) or mailed to P.O. Box 9, Jenison, MI 49429.

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## ATTENTION ALLENDALE TOWNSHIP RESIDENTS NOTICE OF PLANNING COMMISSION PUBLIC HEARING

The Allendale Charter Township Planning Commission will hold a public hearing to consider the following request from Zimmer Development Company:

A special land use permit to allow group housing in the R-4 zoning district in accordance with the requirements of Section 3.15 B.5 of the Allendale Township Zoning Ordinance.

**Location of Property:** The property is located at the northeast corner of 62nd Avenue and Pierce Street and is identified as permanent parcel numbers 70-09-25-400-048 and 70-09-25-400-050.

The hearing will be held as follows:  
**WHEN:** MONDAY, JANUARY 18, 2016  
**WHERE:** ALLENDALE CHARTER TOWNSHIP OFFICES  
8676 LAKE MICHIGAN DRIVE,  
ALLENDALE, MICHIGAN 49401  
**TIME:** 7:30 PM

More information is available at the Township Department of Planning and Community Development. Written comments will be accepted prior to the hearing at the Township Office. Office hours are 8:00 a.m. to 5:00 p.m. Monday through Friday.

Department of Planning & Community Development  
6676 Lake Michigan Drive  
P.O. Box 639  
Allendale, MI 49401  
(616) 895-6295 ext. 1

This notice is posted in compliance with PA 110 of 2006 as amended (Open Meeting Act), MCL 41.72a (2) (3), and the Americans with Disabilities Act (ADA). The Allendale Charter Township Board will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting, to individuals with disabilities at the meeting or public hearing upon seven days' notice to the Allendale Charter Township Board. Individuals with disabilities requiring auxiliary aids or services should contact the Allendale Charter Township Board by writing or calling the following:

Jerry Alkema, Supervisor, Allendale Township, 6676 Lake Michigan Drive, Allendale, MI 49401 (616) 895-6295 Ext. 12



### NOTIFICATION CITY OF HUDSONVILLE PLANNING COMMISSION

Take notice that the Hudsonville Planning Commission whose chambers are in the Hudsonville City Hall, 3275 Central Blvd., Hudsonville, Michigan and whose telephone number is 616.669.0200, will meet:

**Wednesday, January 20, 2016 at 7:00 p.m.**  
Special Use Permit

To consider the following:

James Keraman, owner of Magnum Equipment, LLC, 13370-A Barry Street, Holland, MI 49424, has submitted a Special Use Permit to allow for Heavy Commercial Services in accordance with Section 5-20 E. 2. of the City of Hudsonville Zoning Ordinance to allow for the rental, sales, and repair of commercial equipment at 3449 Highland Drive, Hudsonville, MI 49426.

Additional information regarding this application can be obtained by contacting City Hall. The public or anyone receiving this notice may present their oral or written comments at said hearing. Written comments may also be submitted for reading at the hearing to the City Clerk up to the hearing date. The City will provide necessary and reasonable auxiliary aides. For these services, please contact the City Clerk by 5:00 p.m. the day of hearing.

With advance notice to the City Clerk of seven calendar days, the City of Hudsonville will provide interpreter services at public meetings, including language translation and signage for the hearing impaired. Con previo aviso a la Secretaria Municipal de siete días naturales, la ciudad de Hudsonville proporcionará servicios de interpretación en las reuniones públicas, incluyendo traducción de idiomas y la señalización para personas con discapacidad auditiva.

City of Hudsonville  
Planning Commission  
Dated: December 22, 2015

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## KENT COUNTY

## Alpine couple want township's action on their list of 'violators'

By Jeffrey Cunningham  
jcunning@mlive.com

Alpine Township residents Kris and Brian Gall want township officials to do their jobs and make sure people in the Westgate neighborhood keep their yards up as well as they do.

The couple, who live at 5073 Wallingford Drive, gave a presentation during public comment time at the March 21 board meeting, pointing out the houses in their neighborhood that, according to their research, have violations of township ordinances and insisted the township take action with those property owners.

"I have come (to the

Township Hall) over the years to ask for things to be taken care of, and nothing has gotten done," Brian Gall said. "Somebody doesn't care or somebody is not doing their job. I expect some kind of timeframe and want to know when these things can happen."

Township Clerk Jean Wahlfeld objected.

"First of all, I want the residents of the township to understand that township officials had nothing to do with creating this list," she said.

The Galls' list includes properties they say are in violation of the township's building codes.

The report lists all of the "violations" accompanied by photos of the alleged violations.

Township Supervisor Alex Arends said the township's code enforcement officer has worked with several of the property owners on the Galls' list over the years and required removal of cars and junk from yards. But Arends acknowledged it is an ongoing process with some.

Robert Baker's house at 4810 Westshire St. made the Galls' list.

Baker said township officials have stopped by his house over the years and asked that he take care of problems.

"I have done what

they asked," he said. He readily admitted he has five vehicles parked on the property — four have plates. He has an engine block in his driveway and a small pile of plywood on sawhorses in the driveway as well.

"Last I knew it wasn't illegal to have plywood in your driveway," Baker said.

Baker said he was surprised to be on the Galls' list because no one had talked to him about their concerns with his property.

The Galls said they are concerned about the vehicles being stored under tarps in the backyard of 5100 Biddeford

and the second driveway the owners of the house at 4706 Westshire St. have built so the owners can park a truck and camper there. The Galls said they assume the camper is unlicensed, but according to family members of the property owners, it is licensed and frequently used.

Jennifer and Thane Dunahee's house at 4970 Biddeford St. also is on the list. Jennifer said the township ordinance enforcement officer has stopped in the past, and the collection of stuff in the couple's driveway has been cleaned up. Again this week however, there are

two vans parked in the driveway — neither without a current license plate — and the other full of construction materials.

"That's my husband's issue," she said.

Planning Director Sue Becker said she had not seen the list until this week, and she would sit down with the township's ordinance enforcement officer to determine what his plan was for enforcement action, if any.

These types of issues are not as black and white as people think, Becker said. If the matters end up in court, enforcement can be expensive.

## ALPINE TOWNSHIP

## Board moving toward allowing former apple storage facility to be repurposed

By Jeffrey Cunningham  
jcunning@mlive.com

The Alpine Township Board appears to be in favor of allowing the Heeren Brothers Ridgeking packing and storing facility to be used as a die storage warehouse.

That differs with the township's Planning Commission, which came up with a split vote on whether the facility at 5304 Alpine Ave. NW should be repurposed or torn down.

The building has been empty since 2013 when Heeren's consolidated all of the company's operations into a new \$22 million state-of-the-art processing facility

on Seven Mile Road just west of M-37.

The property is dual zoned. Before it can be used for anything other than apple storage, it will have to be rezoned.

Real-estate agent Ned Quinn, working on behalf of the Heeren Brothers and a potential new owner, has asked the township to rezone the former Ridgeking facility to Planned Unit Development. The change in zoning would allow the new owner to use most of the facility as storage for dies from the tool and die industry.

Planning commissioners cast a split 3-3 vote on the proposal at their March meeting.

Commissioners who opposed the rezoning said the property is earmarked in the township's master plan for commercial use, and the proposed use for die storage is not compatible with the plan.

Those in favor of the rezoning said it will prevent the township from having another empty building along Alpine Avenue that is in danger of falling down.

The township board voted to move the rezoning along and take a formal vote at the next board meeting on May 18 after the board holds a public hearing on the issue at that meeting.

## KENT COUNTY

## Concert and poetry readings to kick off library program

The Kent District Library is celebrating the start of its community reading program, KDL Reads, with live music and poetry on April 11.

The event will feature local indie and soul quartet Vox Vidorra, led by vocalist Molly Bouwsma Schultz and multi-instrumentalists Scott Schultz, Ryan K. Wilson and Theo Ndawillie II.

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This year's KDL Reads program focuses on the book "Brown Girl

Dreaming" by Jacqueline Woodson.

For more information, visit [kdl.org](http://kdl.org).

GRAND VALLEY  
METROPOLITAN  
COUNCIL

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15-1001-03

KENT COUNTY

# Alpine couple want township's action on their list of 'violators'

By Jeffrey Cunningham  
jcunning@mlive.com

Alpine Township residents Kris and Brian Gall want township officials to do their jobs and make sure people in the Westgate neighborhood keep their yards up as well as they do.

The couple, who live at 5073 Wallingford Drive, gave a presentation during public comment time at the March 21 board meeting, pointing out the houses in their neighborhood that, according to their research, have violations of township ordinances and insisted the township take action with those property owners.

"I have come (to the Township Hall) over the years to ask for things to be taken care of, and nothing has gotten done," Brian Gall said. "Somebody doesn't care or somebody is not doing their job. I expect some kind of time frame and want to know when these things can happen."

Township Clerk Jean Wahlfeld objected.

"First of all, I want the residents of the township to understand that township officials had nothing to do with creating this list," she said.

The Galls' list includes properties they say are in violation of the township's build-

ing codes. The report lists all of the "violations" accompanied by photos of the alleged violations.

Township Supervisor Alex Arends said the township's code enforcement officer has worked with several of the property owners on the Galls' list over the years and required removal of cars and junk from yards. But Arends acknowledged it is an ongoing process with some.

Robert Baker's house at 4810 Westshire St. made the Galls' list.

Baker said township officials have stopped by his house over the years and asked that he take care of problems.

"I have done what they asked," he said. He readily admitted he has five vehicles parked on the property — four have plates. He has an engine block in his driveway and a small pile of plywood on sawhorses in the driveway as well.

"Last I knew it wasn't illegal to have plywood in your driveway," Baker said.

Baker said he was surprised to be on the Galls' list because no one had talked to him about their concerns with his property.

The Galls said they are concerned about the vehicles being stored under tarps in the backyard of 5100

Biddeford and the second driveway the owners of the house at 4706 Westshire St. have built so the owners can park a truck and camper there. The Galls said they assume the camper is unlicensed, but according to family members of the property owners, it is licensed and frequently used.

Jennifer and Thane Dunahee's house at 4970 Biddeford St. also is on the list. Jennifer said the township ordinance enforcement officer has stopped in the past, and the collection of stuff in the couple's driveway has been cleaned up. Again this week however, there

are two vans parked in the driveway — neither without a current license plate — and the other full of construction materials.

"That's my husband's issue," she said.

Planning Director Sue Becker said she had not seen the list until this week, and she would sit down with the township's ordinance enforcement officer to determine what his plan was for enforcement action, if any.

These types of issues are not as black and white as people think, Becker said. If the matters end up in court, enforcement can be expensive.

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# It's time to get down to business in the garden

This is it — the month you've been waiting for; the month you've longed for all winter, the month to go out and sling that compost and fill up that topsoil.



By Doug Niemeyer

## LAWN & GARDEN

### VEGETABLES

Prepare planting areas for warm-weather crops by the end of the month. Turn under winter mulches, cover crops and fertilizers. Leave the soil rough to reduce erosion and speed drying.

Early in April, harden off (to place outdoors for short periods of time each day and increasing this time each day as well) transplants of cool-weather crops such as cabbage, broccoli, Brussels sprouts and cauliflower for planting into the garden by mid-month. Keep plant covers handy to guard against killing frosts.

Sow endive, kohlrabi, lettuce, onion sets, parsley, peas, radishes, spinach and turnips as

soon as ground can be worked.

In early April, sow more peas, spinach, turnips, lettuce, radishes, carrots, parsnips and beets. Set out and plant potatoes and onion sets. In mid to late April, make succession planting of these crops. Asparagus and rhubarb beds can be planted at this time.

Your established asparagus bed should be into full production by the end of April. Beds more than two years old can be picked daily by snapping off 6 to 8 inch spears.

### FLOWERS & SHRUBS

Gradually remove winter mulches from roses. Prune to remove

winter-killed wood and give them their first feeding. Plant new roses this month, but do not feed until you see one to two inches of new growth.

After they have leafed out, cut out the dead sticks in the Nikko blue hydrangeas and bob back the entire butterfly bush if you did not do it last fall.

Also remove mulch from perennials. Side-dress peonies and delphiniums with compost and bone meal. Pinch peonies to one bud per stalk if you want larger blooms, and don't blow off the ants.

Remember the general rule about transplanting perennials: dig those that flower in the summer in the spring; and those that flower in the spring in the fall.

Get new perennials, shrubs, trees and ground covers into the ground as soon as they arrive in the garden centers.

Toward the end of the month, sow perennials that germinate well in cool soil, such as cornflowers, baby's breath, phlox, straw flowers, sweet peas, larkspur and poppies. Prune lilacs, forsythias and dogwoods after flower petals drop.

### LAWNS

Crabicides still can be applied in this month. The way the crabicides work is they kill the seed just after it germinates. The seeds of last year are the ones you will be going after now.

If the month has been warm, sowing grass seed can be done now. Keep spring lawns mowed at two inches.

Lawns in West Michigan always have been, and always will be,



Spring is the time to prune out the dead sticks in rose bushes and hydrangeas. (Submitted photo)

low in calcium. Calcium helps the grass plant absorb the fertilizer you apply; without it, your grass begins to starve, thus the assumption — "My lawn is just getting old." Applying a granular "high calcium" lime once a year at this time is cheap, and it's the best thing you can do for your lawn. Apply 10

to 15 pounds per 1000 square feet with any spreader. This does not have to be exact; just get close.

Email questions to [NiemeyerLandscaping@gmail.com](mailto:NiemeyerLandscaping@gmail.com) or learn more about your garden, landscaping, and lawn by going to [NiemeyerLandscaping.com](http://NiemeyerLandscaping.com).

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## Too much of a good thing? Don't crack under pressure of Easter leftovers

**M**y friend Velva Mordrite yoo-hooed at the kitchen door as she let herself in. I put down my book to see what she was up to on a rainy April day.

"I brought you the left over eggs from the Easter egg hunt," Velva said, setting a basket on the kitchen counter. It was filled with eggs of no discernible color — hard boiled, I hoped. I estimated the number at about two dozen.

"What happened?" I



By Cathy Runyon

### MOTHER LODE

questioned. "Did the kids at the day care center lose interest?"

"Yes, 3-year-olds don't stick with games very long. They went out to look for a while, but it was about 27 degrees and windy. The egg dyes ran together, and

kids got their hands all messy, which made their clothes messy, and that made their mothers pretty angry. Some people just don't get into the spirit of the activity."

She paused, staring at the eggs. "And then, I probably put out a few too many eggs."

I had to ask. "How many?"

"Oh, you mean colored eggs? Let's see, 12 in a box, and 12 boxes in a case, minus the ones that broke — about —

well, there were lots and lots. I wanted to make sure all the kids found some. They each went home with a dozen. After the rain let up, I collected the ones that got missed — at least, I think I got them all. I hope."

"I see your usual exuberance spilled over into the activity. Did you keep some for yourself?"

Velva nodded. "I have three dozen at home."

I took a moment to grasp the situation.

"How did you get them all cooked — and colored?"

"Well, I started out with small batches in the kitchen, but then I got out the turkey fryer. With that in the garage and the canner in the kitchen, it went along pretty well. Coloring was harder. I'll just say I'm going to have to get the bathtub reglazed. But, you know, it was for the children."

"Luckily boiled eggs keep a long time," I said. "I can make creamed

eggs on toast and egg salad for sandwiches and deviled eggs, and potato salad with eggs and not too many potatoes. That should use up at least a dozen this week."

"That's the spirit!" Velva cried. "Oh, what would I do without you?"

I gave her hug and a wink.

"You would do what I'm going to do — buy a gallon of mayonnaise and invite everyone I know to brunch."

### KENT COUNTY

## Concert and poetry readings to kick off library program

By Kristin Austin  
kaustin3@mlive.com

The Kent District Library is celebrating the start of its community reading program, KDL Reads, with live music and poetry on April 11.

The event will feature local indie and soul quartet Vox Vidorra, led by vocalist Molly Bouwsma Schultz and multi-instrumentalists Scott Schultz, Ryan K. Wilson and Theo Ndawillie II.

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The celebration starts at 6:30 p.m. at Wealthy Street Theatre, 1130 Wealthy St. SE.

This year's KDL Reads program focuses on the book "Brown Girl Dreaming" by Jacqueline

Woodson. The memoir tells the story of Woodson growing up in the turbulent 1960s and includes poems that recount her childhood memories and family traditions.

The April 11 kick-off event, for all ages, is free and includes door prizes and refreshments.

For more information, visit [kdl.org](http://kdl.org).

### KENT COUNTY

## League offering intro to skeet shooting event

The Kent County Conservation League is hosting an event in the hopes of reaching more women and young people in its sport.

An introductory skeet shooting event with a wild-game cooking demonstration is planned from 1-4 p.m., Saturday, April 30, at 8461 Conservati on Road, Ada.

Participants will learn to shoot skeet and then enjoy a wild-

game cooking demonstration with hors d'oeuvres prepared by a chef from the Gourmet Gone Wild program.

The GGW chef will show attendees how to prepare select dishes and will serve assorted wild game appetizers. All game served will come from hunting and angling donors.

Registration is required; the cost is \$25 and participants may bring their own shotguns or guns will be available for use.

For more information, call 616-676-1056 or email [info@kcccl.org](mailto:info@kcccl.org).

## MAKING THE GRADE

Kaitlin Williams, of **Kentwood**, was named to the dean's list at **Carroll University** in Waukesha, Wisconsin for the fall 2015 semester. To be named to the dean's list, students must have a GPA for the semester of at least 3.5 on a 4-point scale.

**Aquinas College** senior Ruben Sholinian, of **Alto**, was recently named the college's February 2016 Student of the Month. Sholinian is one of the six students who will be selected for the award this academic year by a faculty committee.



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JENISON

# American life part of Chinese students' learning experience

By Cathy Runyon  
crunyon@mlive.com

Thirty-three new high school students entered Jenison High School this spring from halfway around the world.

They won't be staying, but their visit is enriching not only them, but Jenison's culture as well.

The students, plus a principal and two teachers, are from Beijing No. 12 in China, a sister school to Jenison's International Academy. They arrived Feb. 27 for a three-week "winter camp." Students chosen for participation in the program have the goal of attending college in the U.S.

"In order to be as immersed as possible, all of the Chinese students will be staying with gracious Jenison host families," Jenison Superintendent Tom TenBrink wrote in his blog. "For many of the host families, their Chinese student is the same age as their Jenison student, making for a special opportunity for peer-to-peer connections. The Jenison students are excited to not only share with them our culture and their home, but they're also really excited to learn from them, too."



Thirty-three students from Beijing studied and lived alongside Jenison High School students over the past month. (Cathy Runyon/MLive.com)

The Chinese students attend regular classes, hear guest speakers from the community, including from Grand Valley State University, participate in athletics and spend an hour each day in preparation for the SAT.

"They're selecting classes that they wouldn't otherwise have the opportunity to learn," TenBrink wrote. "The adults will also have unique learning opportunities. (Beijing No. 12) Assistant Principal Jin will spend time with JPS Assistant Principal Joe DeVries. Both he and the visiting math teacher will attend the Macul Technology

RiverTown Crossings mall and lunch in the food court, dinner downtown and a Griffins game and seeing the Jenison High School musical, "Shrek."

Jenison International Academy director Rebecca Redmer said this type of experience is important for JPS students to give them the opportunity to make connections with same-age peers and "open up their perspective a little and appreciate other people for who they are. It does tear down stereotypes and open up opportunities to get to know people."

There have been other exchanges facilitated by JIA. Jenison teachers traveled to China and conducted an American English camp through one of the partner schools Fengtai

No. 1 Elementary school, which fully funded the trip. Jenison hosted teachers for a winter exchange in 2013 from Fengtai. One JIA student studied the first semester of her 11th grade year at Beijing No. 12 in 2014.

JIA has five direct partnerships with various schools in China to give them specific programs for that individual partnership, such as student and teacher exchange, winter and summer camps, training and delivery of online courses, teacher profes-

sional development and also direct international student enrollment at Jenison High School," Redmer said.

As a host of a Chinese student over the past school year, Redmer said the experience has helped "grow" her children in the understanding that "people are people, we're all human and we're all equal and we all have different talents and abilities, to learn to appreciate everyone for who they are, and I've really enjoyed watching that in my own family."

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**BCTV "Showcasing Byron Township" On Cable Channel 25**  
Broadcast Schedule for 4/4 - 4/10

<b>Monday, 4/4</b>	7:00 PM The Color of Glass	8:00 PM The Color of Glass
	7:30 PM What's the Deal?	8:30 PM What's the Deal?
	8:00 PM News@5:30: The 10th Anniversary of the State of the Union	8:30 PM News@5:30: The 10th Anniversary of the State of the Union
	8:30 PM News@6:00: The 10th Anniversary of the State of the Union	9:00 PM News@6:00: The 10th Anniversary of the State of the Union
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STATE OF MICHIGAN )  
County of Kent

ss Deja McDermott

Being duly sworn deposes and say he/she is Principal Clerk of



### Advance Newspapers Southwest Advance

a newspaper published and circulated in the County of Kent and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days) \_\_\_\_\_

April 3 A.D. 20 16

Sworn to and subscribed before me this 7 day of April 20 16

MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016



## GRAND VALLEY METROPOLITAN COUNCIL

### We'd Like Your Input!

The Grand Valley Metropolitan Council (GVMC) Draft Fiscal Year 2017-2020 Transportation Improvement Program (TIP) project lists are available for public comment. The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as non-motorized and transit-related projects.\* The draft TIP project lists and a corresponding map are available at [www.gvmc.org/transportation/tip.shtml](http://www.gvmc.org/transportation/tip.shtml) or at GVMC's office.

A public meeting to discuss the draft project lists is scheduled for:

**Date:** Wednesday, April 13  
**Time:** 5:30 pm  
**Place:** Grand Valley Metropolitan Council  
678 Front Ave NW, Suite 200  
Grand Rapids, MI 49504

If you are unable to attend, written comments will be accepted through Monday, April 25, 2016. Please send comments to Darrell Robinson by mail (address above), email ([robinsond@gvmc.org](mailto:robinsond@gvmc.org)), or call (616) 776-7609.

Individuals with disabilities requiring auxiliary aids for services or those in need of translation assistance should contact GVMC no later than Friday, April 8, 2016.

\*The inclusion of a specific project does not guarantee construction.

GVMC is the Metropolitan Planning Organization for Kent and Eastern Ottawa Counties.  
[www.gvmc.org](http://www.gvmc.org)

261597-01

STATE OF MICHIGAN )  
County of Kent

ss Deja McHenry

Being duly sworn deposes and say he/she is Principal Clerk of



### Advance Newspapers Southeast Advance

a newspaper published and circulated in the County of Kent and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days)

April 3 A.D. 20 16

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MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016

**GVMC** **GRAND VALLEY METROPOLITAN COUNCIL**

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[www.gvmc.org](http://www.gvmc.org)

21537-01

STATE OF MICHIGAN )  
County of Kent  
and County of Ottawa

ss *Dawn Sutton*

Being duly sworn deposes and say he/she is Principal Clerk of



## Advance Newspapers Grand Valley Advance

a newspaper published and circulated in the County of Kent and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days) \_\_\_\_\_

*April 3* A.D. 20 *16*

Sworn to and subscribed before me this *5<sup>th</sup>* day of *April* 20 *16*

MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016



### GRAND VALLEY METROPOLITAN COUNCIL

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[www.gvmc.org](http://www.gvmc.org)

761557-01

STATE OF MICHIGAN )  
County of Allegan

ss *Dawn Sutton*

Being duly sworn deposes and say he/she is Principal Clerk of



## Advance Newspapers Penasee Globe

a newspaper published and circulated in the County of Allegan and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days) \_\_\_\_\_

*April 3* A.D. 20 *16*

Sworn to and subscribed before me this *5<sup>th</sup>* day of *April* 20 *16*

MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016



### GRAND VALLEY METROPOLITAN COUNCIL

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[www.gvmc.org](http://www.gvmc.org)

215597-01

STATE OF MICHIGAN )  
County of Kent

ss *Sharon Sutton*

Being duly sworn deposes and say he/she is Principal Clerk of



## Advance Newspapers Cadence

a newspaper published and circulated in the County of Kent and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days) \_\_\_\_\_

April 3 A.D. 20 16

Sworn to and subscribed before me this 5<sup>th</sup> day of April 2016

MARIETTA FOLEY  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: December 23, 2016



### GRAND VALLEY METROPOLITAN COUNCIL

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[www.gvmc.org](http://www.gvmc.org)

7015897-01

STATE OF MICHIGAN )  
County of Kent

ss Camryn Longstreet

Being duly sworn deposes and say he/she is Principal Clerk of



### Advance Newspapers Northeast Advance

a newspaper published and circulated in the County of Kent and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days)

April 3 A.D. 20 16

Sworn to and subscribed before me this 6 day of April 20 16

Janice M. Ringler

JANICE M. RINGLER  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: 10/03/2014  
Acting in the County of Kent

**GVMC GRAND VALLEY METROPOLITAN COUNCIL**

**We'd Like Your Input**

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761587-01

STATE OF MICHIGAN )  
County of Kent  
and County of Ottawa

ss *Caryn Longstreet*

Being duly sworn deposes and say he/she is Principal Clerk of



### Advance Newspapers Northwest Advance

a newspaper published and circulated in the County of Kent and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(day(s)) \_\_\_\_\_

April 13 A.D. 20 16

Sworn to and subscribed before me this 6 day of April 20 16

*Janice M. Ringler*

JANICE M. RINGLER  
Notary Public, State of Michigan  
County of Kent  
My Commission Expires: 10/03/2014  
Acting in the County of Kent

**GVMC GRAND VALLEY METROPOLITAN COUNCIL**

**We'd Like Your Input!**

The Grand Valley Metropolitan Council (GVMC) Draft Fiscal Year 2017-2020 Transportation Improvement Program (TIP) project lists are available for public comment. The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as non-motorized and transit-related projects.\* The draft TIP project lists and a corresponding map are available at [www.gvmc.org/transportation/tip.shtml](http://www.gvmc.org/transportation/tip.shtml) or at GVMC's office.

A public meeting to discuss the draft project lists is scheduled for:

**Date:** Wednesday, April 13  
**Time:** 5:30 pm  
**Place:** Grand Valley Metropolitan Council  
 678 Front Ave NW, Suite 200  
 Grand Rapids, MI 49504

If you are unable to attend, written comments will be accepted through Monday, April 25, 2016. Please send comments to Darrell Robinson by mail (address above), email ([robinsond@gvmc.org](mailto:robinsond@gvmc.org)), or call (616) 776-7609.

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\*The inclusion of a specific project does not guarantee construction.

GVMC is the Metropolitan Planning Organization for Kent and Eastern Ottawa Counties.  
[www.gvmc.org](http://www.gvmc.org)

201597-01

# Investigan muerte de niña el día de su cumpleaños en Kalamazoo

■ Por Liliana Ospina H.

**⇒ KALAMAZOO, MICHIGAN (EVH) 01 DE ABRIL** – El pasado 26 de marzo hacia las 9:38AM, oficiales de Seguridad Pública de Kalamazoo fueron llamados al bloque 1100 de la avenida Douglas en relación con un reporte sobre una niña que estaba inconsciente y sin respiración.



Kharisma Richardson.

Cuando los oficiales llegaron al lugar, encon-

traron a Kharisma Richardson sin vida, quien ese día estaba cumpliendo 4 años de edad. La niña fue pronunciada muerta en la escena.

La policía comenzó a investigar el incidente como algo sospechoso y no ha revelado más detalles.

Las autoridades están a la espera de los resultados de la autopsia.

Sin embargo, piden la colaboración de la comunidad y si alguien tiene información sobre el caso puede llamar al (269) 337-8994 o al Observador Anónimo al (269) 343-2100 o visitar la página Web HYPERLINK "http://www.kalamazoosilentobserver.com" www.kalamazoosilentobserver.com.

# Investigan varios robos a viviendas y carros en el Condado de Ottawa



■ Por Liliana Ospina H.

**⇒ ALLENDALE, MICHIGAN (EVH) 01 DE ABRIL** – Las autoridades del Condado de Ottawa están investigando varios robos en la municipalidad de Allendale.

De acuerdo con la policía, el incidente más reciente ocurrió el lunes 28 de marzo en una vivienda ubicada en el bloque 6100 de la calle Lincoln.

Según el capitán Mark Bennett, de la oficina del Alguacil, durante la investigación se pudo establecer que hacia las 11:00PM del lunes y entre

las 5:15AM del martes, alguien se metió a la casa, a través de una puerta de garaje que no estaba asegurada. Ya en la casa, el criminal se robó un revolver calibre 38 y una cartera, que luego fue encontrada en el piso de la vecindad.

El pasado martes 29 de marzo, se reportaron otros dos accidentes similares. Desde el pasado mes de diciembre, la policía ha recibido más de 20 denuncias de robos de este tipo en las municipalidades de Allendale,



Tallmadge y Wright, en los que los criminales se metieron a las casas cuando las puertas del garaje no estaban aseguradas o robaron efectos en los carros cuando los habían dejado sin seguro.

Si alguien tiene información sobre estos hechos y conoce a los responsables, puede llamar al Observador Anónimo al 1-877-88-SILENT o en la página Web HYPERLINK "http://mosotips.com/" mosotips.com.

## ► VIENE DE LA PAGINA 9

de la policía, no era el mismo sujeto que buscaban.

La policía y otros departamentos rodearon la casa para negociar con el hombre, con el fin de que se entregara. Pero a pesar de que la policía le pidió al hombre de 20 años salir de la casa, no hubo respuesta.

Y después de 4 horas de tratar de comunicarse con el sujeto y cuando finalmente las autoridades pudieron entrar a la casa, no encontraron al hombre.

La policía está buscando al sospechoso.

Si alguien tiene información sobre el hombre, cuya identidad no se ha revelado, puede llamar al (616) 456-3400 o al Observador Anónimo al (616) 774-2345.

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**GVMC** **Aviso Público**

**NOS INTERESA SU OPINIÓN**

EL BORRADOR CON LA LISTA DE PROYECTOS (TIP) DEL AÑO FISCAL 2017-2020 DEL PROGRAMA DE MEJORAS DE TRANSPORTE DEL CONSEJO METROPOLITANO GRAND VALLEY (GVMC), ESTÁ DISPONIBLE PARA COMENTARIOS DEL PÚBLICO.

ESTE DOCUMENTO DEL PROGRAMA DE MEJORAS EN TRANSPORTACIÓN DESCRIBE LOS PROYECTOS PARA LOS PRÓXIMOS 4 AÑOS. ENTRE LOS PROYECTOS ESPECÍFICOS SE INCLUYEN LA REPAVIMENTACIÓN DE CARRETERAS, RECONSTRUCCIÓN DE LA CARRETERA, REEMPLAZO DE PUENTES, MEJORAS DE LAS INTERSECCIONES, ACTUALIZACIONES DEL SISTEMA DE TRANSPORTE INTELIGENTE Y PROYECTOS DE VEHÍCULOS NO-MOTORIZADOS Y OTROS ASUNTOS RELACIONADOS CON EL TRÁNSITO.

LA LISTA DE PROYECTOS (TIP) Y EL MAPA CORRESPONDIENTE ESTARÁN DISPONIBLES EN, WWW.GVMC.ORG/TRANSPORTATION/TIP.SHTML O EN LAS OFICINAS DE GVMC'S.

UNA JUNTA PARA DISCUTIR LAS LISTAS DEL BORRADOR DE LOS PROYECTOS ESTÁ PROGRAMADO PARA:

FECHA: MIÉRCOLES, 13 DE ABRIL  
 HORA: 5:30PM  
 LUGAR: GRAND VALLEY METROPOLITAN COUNCIL  
 678 FRONT AVE NW; SUITE 200  
 GRAND RAPIDS, MI 49504

SI USTED NO PUEDE ASISTIR A LA JUNTA, ESTAREMOS ACEPTANDO COMENTARIOS POR ESCRITO HASTA EL LUNES 25 DE ABRIL DE 2016. POR FAVOR ENVÍE LOS COMENTARIOS A DARRELL ROBINSON POR CORREO A LA DIRECCIÓN ANTES MENCIONADA, POR CORREO ELECTRÓNICO A (ROBINSOND@GVMC.ORG), O LLAME AL (616) 776-7609

INDIVIDUOS CON DISCAPACIDADES QUE REQUIERAN ASISTENCIA O NECESITEN SERVICIOS DE TRADUCCIÓN, FAVOR DE LLAMAR A GVMC NO MÁS TARDE DEL VIERNES, 8 DE ABRIL, 2016

\*El que un proyecto específico esté incluido no garantiza su construcción.

GVMC ES LA ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DE LOS CONDADOS DE KENT Y DEL ESTE OTTAWA. • WWW.GVMC.ORG

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4/1/2016

To whom it may concern,

El Vocero Hispano Newspaper is a Hispanic weekly publication that publishes every Friday. The Grand Valley Metropolitan Council requested and notice ad, size 3col(5inches) x 8 inches size ad for a cost of \$432.00 which will be published on Friday, April 01, 2016 for a full week. Feel free to contact me if you have further questions.

Cordially,

*M Orellano*

Marisol Orellano

Advertising Department

[Advertising@elvoceros.com](mailto:Advertising@elvoceros.com)

Tel. 616-246-6023

Fax. 616-246-1228

El Vocero

INVOICE

## Local

# Downtown Business New Venture For Don Everette

By Rick Pulliam  
The Grand Rapids Times

Donald Everette is adding to his years of experience in the restaurant and food service industry as owner of the recently opened Don's Place Café, located in downtown Grand Rapids on the ground floor level of the City / County Administrative building.

In this interview with the GRTimes, Everette talks about the cuisine at the café, hours of operation, his inspirations, and his approach to maintaining his customer base.

**GRT:** How long has Don's Place been open?

**Everette:** We opened February 16th, 2016, about five weeks ago inside the space formerly know as CC's Cafe.

**GRT:** What kind of food can customers expect?

**Everette:** We offer a unique fusion of our BBQ meats like brisket and pulled pork in various tacos. For example, our Southwest Brisket Taco is made from our slow-smoked Beef Brisket, a pineapple coleslaw, a Mexican crumbled cheese called Cotija and we add jalapeno peppers for a little heat on the end with the sweetness of the pineapple coleslaw. You can also look for us to provide our traditional Back Yard Grill Masters BBQ, like our Memphis Dry Rub Baby Back Ribs, Slow-Smoked Half Chickens, Beer Brats and our North Carolina Pulled Pork sandwiches upstairs on Calder Plaza soon.

Chef Monique Stevens will be adding seasonal soups, salads and sandwiches that reflect our customers growing demand for something light and fresh as a grab and go meal.

**GRT:** Where did you receive your cooking talents?

**Everette:** I actually watched my grandmother cook for her family—day in and out, breakfast, lunch, an afternoon snack and then dinner or supper as they called it.

Later on, her son, my uncle, Chef Jerry Culp became a self



Don Everette is shown with staff members Chef Monique Stevens and Marvie Johnson.

- taught chef and I learned much of what I know from him. I picked up my passion for BBQ from a neighbor, who taught secrets here and there. Over time, I seemed to always find myself in someone's kitchen, Red Lobster, Chili's, Fire Mountain, Louis Benton, Big Boy, Amway Grand and JW Marriot, where I became the opening breakfast chef.

I actually took time off from my catering business to be a part of the JW Marriot brand's entrance in the West Michigan market. In all, I have probably helped to open twenty or more new restaurants in my career.

**GRT:** What are the hours of operation for Don's Place Café?

**Everette:** We operate with the City and County hours of operation—open at 7:30 am and close at 4:30 pm Monday thru Friday. We will, however, have some extended hours around festivals, special events and City Commission meetings in the future.

**GRT:** Is there anything else

that you would like me to mention in the article?

**Everette:** Probably the most important thing is that being downtown in a space that has an immediate customer base doesn't imply that there is

success right away. We have to compete and earn the respect of our customers day in and day out, so we can't and don't take anything or anyone for granted.

We appreciate that we are there as a convenience to the

City / County employees; but, we also recognize that like everyone else, people spend their money on value and convenience, so specials are a big part of our approach to keep people interested.

## GVMC

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# We'd Like Your Input

## What is the TIP?

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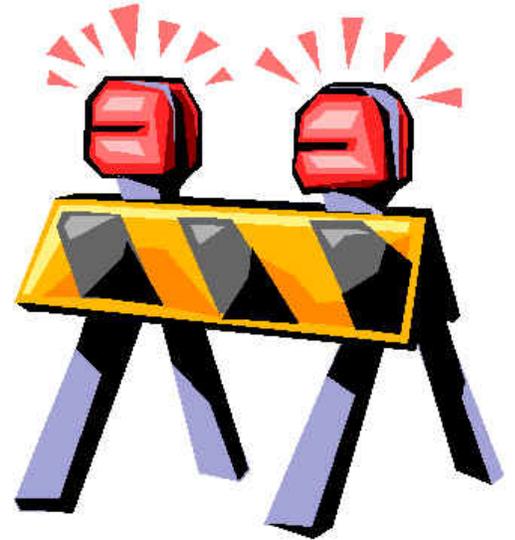
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**GVMC**

# Flyer Distribution List

*Cities, Townships, Villages, Libraries, and Other Interested Organizations in GVMC's MPO Area*

<b>ORGANIZATION</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>STATE</b>	<b>ZIP</b>	<b>COUNTY</b>
Ada Township	7330 Thornapple River Dr	Ada	MI	49301	Kent
Algoma Township	10531 Algoma Ave	Rockford	MI	49341	Kent
Allendale Township	6676 Lake Michigan Dr.; PO Box 539	Allendale	MI	49401	Ottawa
Alpine Township	5255 Alpine Ave NW	Comstock Park	MI	49321	Kent
Bowne Township	8240 Alden Nash	Alto	MI	49302	Kent
Byron Township	8085 Byron Center Ave SW	Byron Center	MI	49315	Kent
Caledonia Charter Township	8196 Broadmoor Ave	Caledonia	MI	49316	Kent
Cannon Township	6878 Belding Rd	Rockford	MI	49341	Kent
Cascade Charter Township	2865 Thornhills SE	Grand Rapids	MI	49546	Kent
City of Cedar Springs	66 South Main St.	Cedar Springs	MI	49319	Kent
City of East Grand Rapids	750 Lakeside Dr SE	East Grand Rapids	MI	49506	Kent
City of Grand Rapids	1120 Monroe	Grand Rapids	MI	49503	Kent
City of Grandville	3195 Wilson Ave SW	Grandville	MI	49418	Kent
City of Hudsonville	3275 Central Blvd	Hudsonville	MI	49426	Ottawa
City of Kentwood	4900 Breton Ave SE	Kentwood	MI	49508	Kent
City of Lowell	301 East Main St.	Lowell	MI	49331	Kent
City of Rockford	7 South Monroe St.	Rockford	MI	49341	Kent
City of Walker	4243 Remembrance Rd.	Walker	MI	49534	Kent
City of Wyoming	1155 28th St. SW	Wyoming	MI	49509	Kent
Courtland Township	7450 14 Mile Rd NE	Rockford	MI	49341	Kent
Gaines Charter Township	8555 Kalamazoo Ave SE	Caledonia	MI	49316	Kent
Georgetown Township	1515 Baldwin Street; PO Box 769	Jenison	MI	49429	Ottawa
GR TSC	2660 Leonard Street, NE	Grand Rapids	MI	49525	Kent
Grand Rapids Charter Township	1836 East Beltline NE	Grand Rapids	MI	49525	Kent
Grand Rapids Public Library (Main)	111 Library Street NE	Grand Rapids	MI	49503	Kent
Grand Rapids Public Library: Madison Square Branch	1201 Madison SE	Grand Rapids	MI	49507	Kent
Grand Rapids Public Library: Ottawa Hills Branch	1150 Giddings SE	Grand Rapids	MI	49506	Kent
Grand Rapids Public Library: Seymour Branch	2350 Eastern SE	Grand Rapids	MI	49507	Kent
Grand Rapids Public Library: Van Belkum Branch	1563 Plainfield NE	Grand Rapids	MI	49505	Kent
Grand Rapids Public Library: West Leonard Branch	1017 Leonard NW	Grand Rapids	MI	49504	Kent
Grand Rapids Public Library: West Side Branch	713 Bridge NW	Grand Rapids	MI	49504	Kent
Grand Rapids Public Library: Yankee Clipper Branch	2025 Leonard NE	Grand Rapids	MI	49505	Kent
Grattan Township	12050 Belding Rd	Belding	MI	48809	Kent
GRFIA	5500 44th Street SE	Grand Rapids	MI	49512	Kent
Hope Network	PO Box 890	Grand Rapids	MI	49546	Kent
ITP-The Rapid	300 Ellsworth	Grand Rapids	MI	49503	Kent
Jamestown Township	PO Box 88	Jamestown	MI	49427	Ottawa
Kent County Road Commission	1500 Scribner	Grand Rapids	MI	49504	Kent
Kent District Library Service Center	814 West River Center Dr. NE	Comstock Park	MI	49321	Kent
Kent District Library-Alpine Township Branch	5255 Alpine Ave. NW	Comstock Park	MI	49321	Kent
Kent District Library-Alto Branch	6071 Linfield Ave.	Alto	MI	49302	Kent
Kent District Library-Byron Township Branch	8191 Byron Center Ave. SW	Byron Center	MI	49315	Kent
Kent District Library-Caledonia Twp. Branch	240 Emmons St. SE	Caledonia	MI	49316	Kent
Kent District Library-Cascade Township Branch	2870 Jack Smith Ave. SE,	Grand Rapids	MI	49546	Kent
Kent District Library-Comstock Park Branch	3943 W. River Dr. NE	Comstock Park	MI	49321	Kent
Kent District Library-East Grand Rapids Branch	746 Lakeside Dr. SE	East Grand Rapids	MI	49506	Kent
Kent District Library-Englehardt Branch	200 N. Monroe St	Lowell	MI	49331	Kent
Kent District Library-Gaines Township Branch	421 68th St. SE	Grand Rapids	MI	49548	Kent
Kent District Library-Grandville Branch	4055 Maple St. SW	Grandville	MI	49418	Kent
Kent District Library-Kentwood Branch	4950 Breton SE	Kentwood	MI	49508	Kent
Kent District Library-Krause Memorial Branch	140 E. Bridge St	Rockford	MI	49341	Kent
Kent District Library-Plainfield Township Branch	2650 5 Mile Rd NE	Grand Rapids	MI	49525	Kent
Kent District Library-Sand Lake/Nelson Twp. Branch	88 Eighth St.	Sand Lake	MI	49343	Kent
Kent District Library-Spencer Township Branch	14960 Meddler Ave	Gowen	MI	49326	Kent
Kent District Library-Tyrone Township Branch	43 S. Main St	Kent City	MI	49330	Kent
Kent District Library-Walker Branch	4293 Remembrance Rd. NW	Walker	MI	49544	Kent
Kent District Library-Wyoming Branch	3350 Michael Ave. SW	Wyoming	MI	49509	Kent
Lakeland Library Cooperative: Allendale Twp Library	6175 Library Lane	Allendale	MI	49401	Ottawa
Lakeland Library Cooperative: Cedar Springs Public Library	43 w. Cherry St	Cedar Springs	MI	49319	Kent
Lakeland Library Cooperative: Gary Byker Memorial Library	3338 VanBuren Street	Hudsonville	MI	49426	Ottawa
Lakeland Library Cooperative: Georgetown Twp Library	1525 Baldwin St.	Jenison	MI	49428	Ottawa
Lakeland Library Cooperative: Patmos Library (Jamestown)	P.O. Box 87, 2445 Riley Street	Jamestown	MI	49427	Ottawa
Lakeland Library Cooperative: Sparta Branch	80 N Union St	Sparta	MI	49345	Kent
Lowell Charter Township	2910 Alden Nash SE	Lowell	MI	49331	Kent
MDOT	1420 Front Avenue NW	Grand Rapids	MI	49504	Kent
Nelson Township	PO Box 109; 2 Maple St.	Sand Lake	MI	49343	Kent
Oakfield Township	10300 14 Mile Rd.	Rockford	MI	49341	Kent

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Ottawa County Road Commission	14110 Lakeshore Dr	Grand Haven	MI	49417 Ottawa
Plainfield Charter Township	6161 Belmont Ave NE	Belmont	MI	49306 Kent
Solon Township	15185 Algoma Ave	Cedar Springs	MI	49319 Kent
Sparta Township	160 East Division	Sparta	MI	49345 Kent
Spencer Township	14960 Meddler Ave	Gowen	MI	49326 Kent
Tallmadge Township	0-1451 Leonard St NW	Grand Rapids	MI	49534 Ottawa
Tyrone Township	28 E Muskegon	Kent City	MI	49330 Kent
Vergennes Township	10381 Bailey Dr	Lowell	MI	49331 Kent
Village of Caledonia	250 S Maple	Caledonia	MI	49316 Kent
Village of Casnovia	141 North Main St	Casnovia	MI	49318 Kent
Village of Kent City	83 Spring St.	Kent City	MI	49330 Kent
Village of Sand Lake	2 E Maple; PO Box 139	Sand Lake	MI	49343 Kent
Village of Sparta	156 E Division	Sparta	MI	49345 Kent

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Thursday, March 31, 2016

### Transportation Project



**We'd Like Your Input**

**What is the TIP?**  
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**GVMC**



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 Blogger

Posted by Gaines Charter Township at 2:43 PM    [Links to this post](#)

Labels: Public Announcement





## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Thursday, March 17, 2016 3:56 PM  
**To:** 'Greg Leymon'  
**Cc:** Dennis Kent (Kentd@michigan.gov)  
**Subject:** RE: Road Construction question

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

This is a good question! I am forwarding your email to my MDOT contact to see what he has to say... Thanks!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Greg Leymon  
**Sent:** Thursday, March 17, 2016 3:52 PM  
**To:** Darrell Robinson  
**Subject:** Road Construction question

We received a post card informing us of planned road improvements to an MDOT road project adjacent to our residential property planned for 2017. The project is on M-44 from Blakely east to Myers Lake and looks to be adding a center turn lane. My question is in which direction, north or south, will the road be widened to allow for this expansion?

gsl

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Friday, March 18, 2016 11:14 AM  
**To:** 'Greg Leymon'  
**Subject:** RE: MDOT M-44 Project

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

Greg,

There will be more opportunities for your comments besides the March 24<sup>th</sup> meeting. Your written comments will be taken into consideration but there will be another public meeting most likely in April. I don't have a date yet but there will be a newspaper announcement before the meeting announcing the time and place. Thank you for your comments!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Greg Leymon  
**Sent:** Friday, March 18, 2016 10:46 AM  
**To:** Darrell Robinson  
**Subject:** Fwd: MDOT M-44 Project

Hello, just forwarding you the response from MDOT, and my subsequent response to them. As the email summarizes, I have great concern about the widening of the road encroaching on my property. I am sure I am not alone with this concern as there are many residences that butt against Belding road on the Lake Bella Vista northern side of the road. Are these comments relevant to the meeting on March 24th? I will be out of town and will be unable to attend unfortunately.

gsl

----- Forwarded message -----

**From:** **Greg Leymon**  
**Date:** Fri, Mar 18, 2016 at 9:19 AM  
**Subject:** Re: MDOT M-44 Project  
**To:** "VanNorwick, Chris (MDOT)" <[VanNorwickC@michigan.gov](mailto:VanNorwickC@michigan.gov)>

Thanks, is there a schematic of this plan? This is of great concern to me as the West bound portion of the road is already very close to our rear property line, and if widened further to the north would most likely necessitate removal of trees that boarder our property that provide a natural buffer to much of the noise from traffic. This will have a negative impact on my property value should this be the case.

gsl

On Fri, Mar 18, 2016 at 9:13 AM, VanNorwick, Chris (MDOT) <[VanNorwickC@michigan.gov](mailto:VanNorwickC@michigan.gov)> wrote:

Greg,

I was forwarded your question regarding the M-44 project and the widening between Blakely Dr and Myers Lake Ave. To answer your question, the road will be widened symmetrically to both the north and south side of the existing roadway to accommodate the addition of the left turn lane.

Thanks,

Chris

\*\*\*\*\*

*Christopher A. Van Norwick, P.E.*



**Consultant Coordinator**

Grand Rapids TSC

2660 Leonard Street, NE

Grand Rapids, MI 49525

Phone: [616.464.1793](tel:616.464.1793)

Cell: [616.292.1178](tel:616.292.1178)

<http://www.michigan.gov/mdot/>

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Friday, March 18, 2016 11:34 AM  
**To:** 'Dan Green'  
**Subject:** RE: Comment Regarding the 2017 - 2020 Transportation Improvement Projects

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

Dan,

Thank you for your comments! I will forward them on to my contact at the City of Grand Rapids.

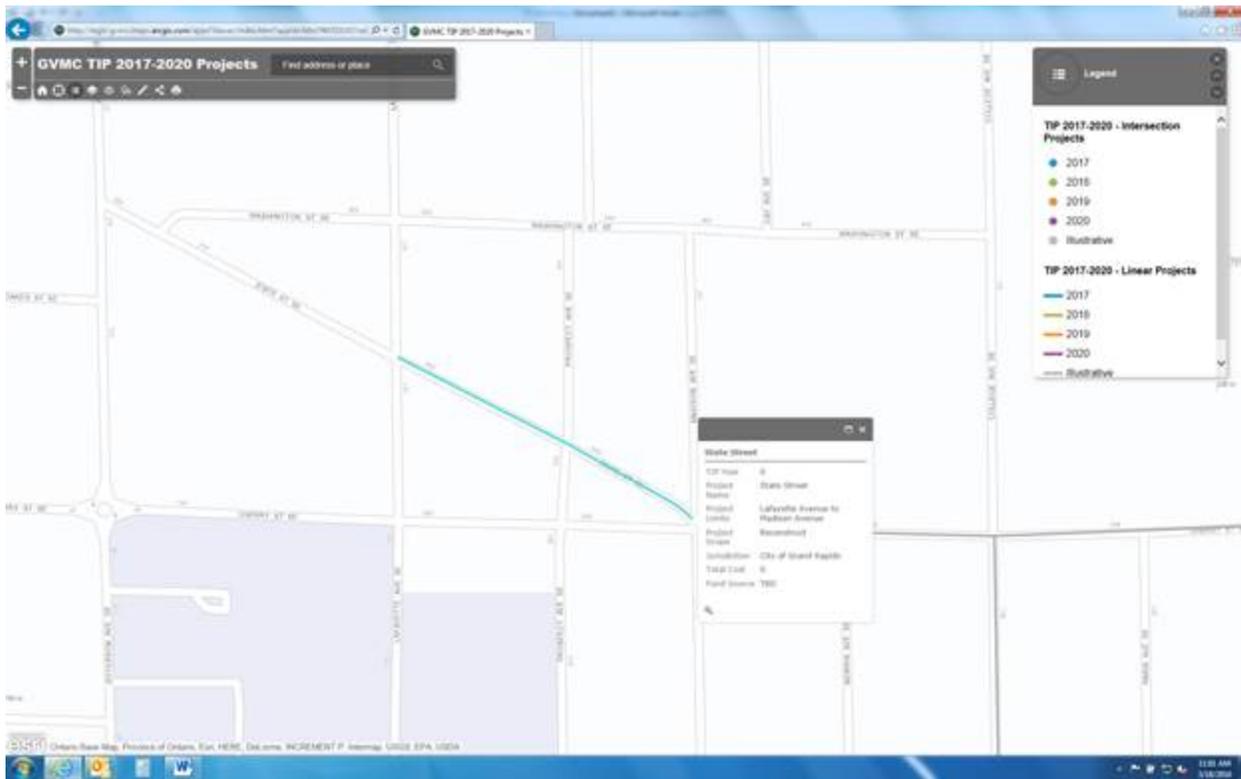
Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

---

**From:** Dan Green  
**Sent:** Friday, March 18, 2016 11:17 AM  
**To:** Darrell Robinson  
**Subject:** Comment Regarding the 2017 - 2020 Transportation Improvement Projects  
**Importance:** High

Mr. Robinson – This comment is submitted in response to the notice of *2017 – 2010 Transportation Improvement Projects*. Please consider placing a higher priority on the **0.14 mile stretch of State Street (Madison to Lafayette)** as this roadway has had an increase in development over the past 4 years. 311 State Street, 320 State Street, and 345 State Street have had significant improvements thereby creating more vehicular, and pedestrian traffic. Additionally, the section of State Street from Jefferson to Lafayette recently underwent improvements. Both road condition rating, and vehicular traffic counts should be researched to support moving this project to a higher priority.

Thank you for your time.



DAN GREEN | Chief Planning Officer  
 311 State Street, S.E.  
 Grand Rapids, MI 49503  
 o: 616.514.3660 | c: 616.644.3496 | f: 616.249.8044  
[dgreen@nhbpi.com](mailto:dgreen@nhbpi.com) | [www.nhbpi.com](http://www.nhbpi.com)



## NOTTAWASEPPI HURON BAND OF THE POTAWATOMI

A FEDERALLY RECOGNIZED TRIBAL GOVERNMENT

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## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Friday, March 18, 2016 4:23 PM  
**To:** 'Robert Bisbee'  
**Subject:** RE: Postcard I received in the mail

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

Looks like this one was added in error... there will not be a project in this area... Sorry about that!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Robert Bisbee  
**Sent:** Friday, March 18, 2016 3:53 PM  
**To:** Darrell Robinson  
**Subject:** Postcard I received in the mail

Darrell,

I received a postcard in the mail about road work possibly to be done on Covell N.W. between Fulton and Bridge St. in Grand Rapids. I live at 135 Covell Ave. N.W. in Grand Rapids. I looked on the corresponding map on-line and it said that this section is to be rotomilled and resurfaced. Last summer I was home and saw that this section of this road was resurfaced so I don't know if this means this road is to re-done in the future? Does this mean that bike lanes are to be added or the street is to be expanded or curbs added? Right now the road looks great and if bike lanes were to be added the street would have to be widened or cars could not be parked in front of homes. Could you find out what this means?

Thank you.

Robert Bisbee

## Darrell Robinson

---

**From:** James Peterson <jpeterson@schs.org>  
**Sent:** Sunday, March 20, 2016 12:13 PM  
**To:** Harrall, Wayne  
**Cc:** Darrell Robinson; George Guichelaar  
**Subject:** Re: 68th Street paving project

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

Thanks so much.

-jim

--

Jim Peterson  
Head of School  
South Christian High School  
@jameslaryn

On Mar 20, 2016, 8:18 AM -0400, Harrall, Wayne <[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)>, wrote:

Jim,

The Kent Co Rd Commission is planning a project to repave 68th Street between us-131 (McDonald's) And Division this summer. The contract requires the Contractor to complete the work between mid June and the end of August.

We are making some modifications  
To the crossing on the east side of the school.

Wayne Harrall, KCRC  
Deputy Managing Director- Engineering [\(616\)262-0668](tel:(616)262-0668)

Sent from my iPhone



## Darrell Robinson

---

**From:** Harrall, Wayne <wharrall@kentcountyroads.net>  
**Sent:** Sunday, March 20, 2016 6:46 PM  
**To:** Darrell Robinson  
**Subject:** Fwd: Alden Nash/Segwun

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

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "J. Comeaux"  
**Date:** March 20, 2016 at 10:19:22 AM EDT  
**To:** "Harrall, Wayne" <[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)>  
**Subject:** Re: Alden Nash/Segwun

Hi Wayne- I think if there is a center lane for that whole section it would benefit the residents for being able to turn into our driveways & keep traffic moving better as long as adequate site lines are provided for the curves. Our concern is that if there would only be a left turn lane added for south bound traffic turning on to Segwun. That was the issue we had before & it caused a lot of problems.

Please keep us updated as plans progress. Thanks for getting back to me so quickly!

Joanie Comeaux

On Mar 20, 2016, at 8:30 AM, "Harrall, Wayne" <[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)> wrote:

Joanie,

Since this project is a couple years out, we do not have detail plans, however based on the fact that the

Road is already wider on the west side I believe the additional widening at the Segwun/Alden Nash

Intersection will occur on the east side.

The center turn lane will extend from

Grand River Drive up to Segwun/Alden Nash.

Wayne Harrall

KCRC

616-242-6914

## Darrell Robinson

---

**From:** P.A. MichB <pmichb@hotmail.com>  
**Sent:** Monday, March 21, 2016 8:34 AM  
**To:** Darrell Robinson  
**Subject:** REMOVE FROM MAIL LISTS

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

PLEASE FIND SOMETHING BETTER TO DO WITH MY TAX DOLLARS AND REMOVE ME FROM YOUR POSTCARD MAILER LIST:

RESIDENT  
\*\*\*\* \*TH ST NW  
GRAND RAPIDS MI 49504-3801

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Monday, March 21, 2016 9:02 AM  
**To:** 'Karen and Don Vanderhoff penney'  
**Subject:** RE: Transportation Improvement: Coit Ave-North Park 2018

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

Good morning Don! The information I have been supplied with from the City is that they are "Rotomilling and Resurfacing" this section of road. As I understand it, this means they come in with a large machine that grinds off the top surface of the roadway and then come in and put down a new surface. This type of work "typically" means they are in and out of the area relatively quickly... I hope this helps!! Thanks for your inquiry!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

---

**From:** Karen and Don Vanderhoff penney  
**Sent:** Sunday, March 20, 2016 4:33 PM  
**To:** Darrell Robinson  
**Subject:** Transportation Improvement: Coit Ave-North Park 2018

Dear Darrell,

My wife and I received your notice in the mail regarding up-coming transportation improvements. The card directed us to a web site. We checked it out but could only find that Cot Ave-North Park was going to have some kind of improvement, but couldn't locate what was going to be done.

Please supply information on what work is planned for Coit Ave/North Park Street?

Thank you.

Don V. .

## Darrell Robinson

---

**From:** Nelsons  
**Sent:** Monday, March 21, 2016 10:58 AM  
**To:** Darrell Robinson  
**Subject:** RE: transportation improvement project

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

OK...I was just responding to a postcard I received in the mail. Yours was the email address I was directed to :-)  
Sara

On Mar 21, 2016 10:22 AM, "Darrell Robinson" <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> wrote:

Sara,

These are good questions... GVMC staff, however, isn't made aware of the specifics about each project. I have CC'd the engineer with the City of Grand Rapids who might be able to answer some of these questions. Since this project isn't scheduled to be constructed until (most likely the spring) 2020 most of the details with the project will not have been worked out yet. Thank you for contacting us!

Darrell T. Robinson

Transportation Planner

Grand Valley Metro Council

P: [616-776-7609](tel:616-776-7609)

F: [616-774-9292](tel:616-774-9292)

**From:** Nelsons [mailto:  
**Sent:** Monday, March 21, 2016 8:02 AM  
**To:** Darrell Robinson  
**Subject:** transportation improvement project

Hello,

I received notice of the transportation improvement project that is scheduled to occur within the next few years. I live on Hall St. Due to the old infrastructure in the homes in the area, I am concerned as to how this project might affect, specifically, the water pipes to the older homes. I know that I have a lead water main leading into

my home. I am wondering how a street project might affect/disrupt these old pipes and affect the safety of the water. With the situation in Flint, I think it is imperative that any project seriously consider old city infrastructure. Has your project team considered this? If so, how does the project hope to monitor the safety of the citizens where your project is to take place. Thank you.

Sara Nelson

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Tuesday, March 22, 2016 9:18 AM  
**To:** 'Lisa M Bukaweski'  
**Subject:** RE: 2017-2020 transportation improvement projects

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

Thank you for your interest in Transportation Planning... The City is planning a Full Depth Overlay (resurface) on Ivanrest Avenue in (most likely) the spring of 2019. The only other thing I see in the project description is some upgrades to the sidewalks and where they interface with the roadways (called ADA ramps). At this time GVMC is not aware of any additional turn lanes. With the type of fix the City of Grandville is proposing, there will not be any need for additional property, the resurfacing will be between the current curbs. Anything to do with property taxes would be a City of Grandville issue that GVMC has no part of. I hope that answers your questions! Again, thanks for your interest and thank you for contacting us!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Lisa M Bukaweski  
**Sent:** Tuesday, March 22, 2016 8:48 AM  
**To:** Darrell Robinson  
**Subject:** 2017-2020 transportation improvement projects

Mr. Robinson,  
I recently received post card that project was going to be done on Ivanrest SW Grandville. My questions are will the project include a turn lane, will my property be affected & will property taxes increase. Speed limits have been increased and traffic at times is very heavy, my concern is turning into driveways or waiting to turn and being hit from behind. If property is affected is property recessed & filed with no charge?

Lisa Bukaweski  
\*\*\*\* Ivanrest Ave  
Sw Grandville, Mi  
49418

## Darrell Robinson

---

**From:** Susan Schmidt <sas48retired@comcast.net>  
**Sent:** Tuesday, March 22, 2016 12:16 PM  
**To:** Darrell Robinson  
**Subject:** Input Postcard

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

I received a postcard regarding the possible transportation improvement project that could occur if funding becomes available. Could you please tell me what is planned for the area that I live in? I live on the corner of Alten and Michigan Street NE but when I accessed the website it is very difficult to see what the projects are on my mini tablet.

I look forward to hearing from you regarding this matter. If it would be easier to contact me by phone to explain I can be reached at .

Thank you1

Susan Schmidt



Checked by Avast Antivirus. [www.avast.com](http://www.avast.com)

## Darrell Robinson

---

**From:** Harrall, Wayne <[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)>  
**Sent:** Tuesday, March 22, 2016 5:26 PM  
**To:** Darrell Robinson  
**Subject:** FW: Transportation project input

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

fyi

**From:** Keith Disselkoen  
**Sent:** Tuesday, March 22, 2016 4:50 PM  
**To:** Harrall, Wayne  
**Subject:** Re: Transportation project input

Thanks

On Tuesday, March 22, 2016, Harrall, Wayne <[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)> wrote:

Keith,

The proposed 2020 project would add a center left turn lane from Alden Bash/Segwun north to the existing 3 lane section south of Grand River Drive.



**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.net](http://kentcountyroads.net)

**From:** Keith Disselkoen [mailto:  
**Sent:** Monday, March 21, 2016 1:59 PM  
**To:** Darrell Robinson  
**Cc:** Harrall, Wayne  
**Subject:** Re: Transportation project input

Thank you. I welcome the widening on the road to 3 lanes so long as the additional lane is a center left turn lane. This is needed for safe travel on this curve because many crashes occur when vehicles turn left on this stretch. I don't think that additional travel lanes would be beneficial or safe, but a center left turn lane would be both safe and beneficial. I also would ask that a proper pedestrian path be installed on the stretch during this project.

Thanks

Keith Disselkoen

\*\*\*\* Segwun ave (Alden Nash)

On Monday, March 21, 2016, Darrell Robinson <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> wrote:

Keith,

The Grand Valley Metro Council is not made aware of specific project details... These details will be decided by the Kent County Road Commission (KCRC)... At this time I don't believe that KCRC knows exactly what they will be doing. The project is a couple years away and these details will develop as it gets closer to the project being built. I've included Wayne Harrall from the KCRC who may be able to provide a little more information about the project. Thank you for your input!

Darrell T. Robinson

Transportation Planner

Grand Valley Metro Council

P: 616-776-7609

F: 616-774-9292

**From:** Keith Disselkoen  
**Sent:** Friday, March 18, 2016 7:59 PM  
**To:** Darrell Robinson  
**Subject:** Transportation project input

Hello,

I received a postcard about providing input about a road project on Alden

Nash between Segwun and Grabd River in Lowell Twp. I would like to provide input by the due date of April 4, however there is no information about the project. I see on your website that the road is projected to be widened to 3 lanes. My input could vary depending on what the additional lane is for (two south lanes, 2 north lanes, or a center turn lane?) can you please provide a detailed description of the project so I can respond by the deadline?

Thanks  
Keith Disselkoen

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Wednesday, March 23, 2016 11:09 AM  
**To:** 'Sharon Miller'  
**Subject:** RE: Project Notification

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

Sharon,

The Kent County Road Commission (KCRC) would like to resurface 3 Mile Road from the East Beltline to Grand River Drive but there aren't enough federal funds to do so. The project is on a list in case more federal funds becomes available. That list is titled: "FY 2017-2020 Illustrative Project List". At this time the proposed project is unfunded. Thank you for your interest and let me know if you have any more questions!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Sharon Miller  
**Sent:** Tuesday, March 22, 2016 2:10 PM  
**To:** Darrell Robinson  
**Subject:** Project Notification

Notice was sent to \*\*\*\* Shear, N.E., Grand Rapids Township  
Please identify project; cannot be determined from website.

--

*I am only one, but still I am one.  
I cannot do everything, but still I can do something;  
I will not refuse to do the something I can do.  
Helen Keller*

## Darrell Robinson

---

**From:** Susan Schmidt  
**Sent:** Wednesday, March 23, 2016 2:27 PM Darrell  
**To:** Robinson  
**Subject:** Phone Call

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

Thank you for the phone call explaining the roadwork that would be done on Ball Avenue and Olson if funding is received for the project. I really appreciate you getting back to me and you answered any questions that I might have.

Susan Schmidt

---



Checked by Avast Antivirus. [www.avast.com](http://www.avast.com)

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Thursday, March 24, 2016 11:12 AM  
**To:** 'david vanderhyde'  
**Cc:** Art Green (Greena5@michigan.gov); Dennis Kent (kentd@michigan.gov); kinde@michigan.gov; Steve Redmond (redmonds@michigan.gov)  
**Subject:** RE: 2017 M37 Project

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

Davey,

The project involves resurfacing the roadway which entails milling off the top surface of the roadway, then, recovering the road with new pavement. I have CC'd our MDOT contacts if I have missed anything. Thank you for your interest and let me know if you have any questions. Thank you!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

-----Original Message-----

From: david vanderhyde  
Sent: Thursday, March 24, 2016 11:02 AM  
To: Darrell Robinson  
Subject: 2017 M37 Project

Darrell,

I received a postcard soliciting comments re a transportation improvement project which "may impact our business".

The website indicates a project that appears to involve an area along M37 from just north of Sparta Ave to Kenowa Ave near Casnovia but I can't find a description of the project.

It's difficult to submit input without knowing what the project is; can you please tell me the nature of the improvement? IE Resurfacing ? Extending the divided highway ?

Thank You

Davey Vanderhyde  
Sparta Chevrolet  
616.887.1791 P  
616.292.\*\*\*\* C

## Darrell Robinson

---

**From:** Peter Engles  
**Sent:** Thursday, March 24, 2016 11:51 AM  
**To:** Brett Laughlin; Darrell Robinson RE:  
**Subject:** Roadwork notice

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

Thank you both for your help.

If you have an email list you send notices/updates to about the Cottonwood Drive project please add mine to that:

Thank you!

Peter Engles  
President  
Covenant Developments  
Building Homes, Communities and Lives

Phone: 616-450-\*\*\*\*  
\*\*\*\* 28th Street Suite \*\*  
Grand Rapids, MI 49546  
CovenantDevelopments.com

-----Original Message-----

From: Brett Laughlin [<mailto:BALaughlin@ottawacorc.com>]  
Sent: Wednesday, March 23, 2016 12:12 PM  
To: Peter Engles ; Darrell Robinson <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> Subject: RE:  
Roadwork notice

Good Afternoon Peter,

Thank you for the email.

The engineering work will not commence until sometime next year. It is anticipated that construction plans would be completed in the toward the end of fall with a spring bid in 2018. I hope this helps.

Thanks.

Brett Laughlin  
Managing Director  
Ottawa County Road Commission  
(616) 842-5400

-----Original Message-----

From: Peter Engles  
Sent: Wednesday, March 23, 2016 11:14 AM To:  
Darrell Robinson <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> Cc:  
Brett Laughlin <[BALaughlin@ottawacorc.com](mailto:BALaughlin@ottawacorc.com)>  
Subject: RE: Roadwork notice

Thank you Darrell.

Brett, glad to hear about a center for left turn lane.

Is there a timeline and are the plans available?

Thank for you any information you can share.

Peter Engles  
President  
Covenant Developments  
Building Homes, Communities and Lives

Phone: 616-450-\*\*\*\*  
\*\*\*\* 28th Street Suite \*\*  
Grand Rapids, MI 49546  
CovenantDevelopments.com

-----Original Message-----

From: Darrell Robinson [<mailto:robinsond@gvmc.org>]  
Sent: Wednesday, March 23, 2016 10:18 AM  
To: Peter Engles  
Cc: Brett Laughlin ([balaughlin@ottawacorc.com](mailto:balaughlin@ottawacorc.com)) <[balaughlin@ottawacorc.com](mailto:balaughlin@ottawacorc.com)>  
Subject: RE: Roadwork notice

Peter,

The Ottawa County Road Commission (OCRC) is planning on widening Cottonwood Drive from Baldwin Street to Bauer Road in 2018. As I understand from OCRC they are widening the road from 4 lanes to 5 lanes (continuous left turn lane). I have copied Brett Laughlin on the email... If you have detailed questions you might try Brett. Thank you for contacting me and you interest in Transportation Planning.

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

-----Original Message-----

From: Peter Engles

Sent: Tuesday, March 22, 2016 12:32 PM

To: Darrell Robinson

Subject: FW: Roadwork notice

Darrell,

We are the owners of The Cottages of Allen Springs on Cottonwood and received the attached notice.

Can you please tell us what specifically is planned for Cottonwood and what the plans look like?

I attempted to find it on the website but could not.

Thank you for your help.

Peter Engles

President

Covenant Developments

Building Homes, Communities and Lives

Phone: 616-450-\*\*\*\*

\*\*\*\* 28th Street Suite \*\*

Grand Rapids, MI 49546

CovenantDevelopments.com

-----Original Message-----

From: Jennifer McClellan

Sent: Friday, March 18, 2016 11:41 AM

To: Peter Engles ; [Adam Beach](#) Subject: Roadwork notice

I think this has something to do with making cottonwood a five lane road. Not sure how this will impact our grass and sidewalk areas near the road.

-Jennifer

## Darrell Robinson

---

**From:** david vanderhyde  
**Sent:** Friday, March 25, 2016 4:12 PM  
**To:** Darrell Robinson  
**Subject:** Re: 2017 M37 Project

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

Thanks Darrell

I appreciate the info.

Davey

On Mar 24, 2016, at 11:12 AM, Darrell Robinson wrote:

> Davey,

>

> The project involves resurfacing the roadway which entails milling off the top surface of the roadway, then, recovering the road with new pavement. I have CC'd our MDOT contacts if I have missed anything. Thank you for your interest and let me know if you have any questions. Thank you!

>

> Darrell T. Robinson  
> Transportation Planner  
> Grand Valley Metro Council  
> P: 616-776-7609  
> F: 616-774-9292

>

>

> -----Original Message-----

> From: david vanderhyde [<mailto:davey@spartachevy.com>]

> Sent: Thursday, March 24, 2016 11:02 AM

> To: Darrell Robinson

> Subject: 2017 M37 Project

>

> Darrell,

>

> I received a postcard soliciting comments re a transportation improvement project which "may impact our business".

>

> The website indicates a project that appears to involve an area along M37 from just north of Sparta Ave to Kenowa Ave near Casnovia but I can't find a description of the project.

>

> It's difficult to submit input without knowing what the project is; can you please tell me the nature of the improvement? IE Resurfacing ? Extending the divided highway ?

>  
> Thank You  
>  
> Davey Vanderhyde  
> Sparta Chevrolet  
> 616.887.1791 P >  
616.292.\*\*\*\* C >

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Monday, March 28, 2016 8:17 AM  
**To:**  
**Subject:** RE: Transportation improvement project between 2017 and 2020

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

Hi Mickee,

Thanks for contacting us regarding Transportation Improvement Projects! We are finding that a lot of people have (http"s") at the beginning of their search. I do it as well because it means you are browsing in security mode. If you just type the <http://www.gvmc.org/transportation/tip.shtml> you will get there. Just remove the "s" from the http and everything will work. If that does not work give me a call and we will determine what project is in your area. Thanks!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

---

**From:** mickee\_123  
**Sent:** Friday, March 25, 2016 12:57 PM  
**To:** Darrell Robinson  
**Subject:** Transportation improvement projecct between 2017 and 2020

Hi: I tried going to the link that was on the "WE'D LIKE YOUR INPUT" card that was in our mailbox, but anytime I put the link in the search location it would say that it was not recognized, is there another way to find out what will be happening in the Transprotation Improvement project.  
Thank you in advance  
Mickee

Sent from my Samsung Galaxy Tab®4

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Monday, March 28, 2016 8:31 AM  
**To:** 'Jenny Burnham'  
**Subject:** RE: 10 Mile Rd Alpine Ave to Pine Island Dr Reconstruct KCRC 2 1,534,000.00 \$ \$ 466,000.00 \$ 2,000,000.00 Exempt 7 3

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

Jen,

Thanks for contacting us regarding Transportation Improvement Program projects! What is meant by the length is point "A" to point "B"... It means 2 miles. "Exempt" means that the project is exempt from having air quality analysis run, due to the scope of the project being reconstruction. "7" means that the condition of the roadway was a 7 out of a 10. (I should mention, this rating is incorrect as the roadway is more like a 4 or 5 out of a 10 based on a quick survey). I hope that helps and if you have any more questions please do not hesitate to contact me. Thank you!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

---

**From:** Jenny Burnham  
**Sent:** Friday, March 25, 2016 2:45 PM  
**To:** Darrell Robinson  
**Subject:** 10 Mile Rd Alpine Ave to Pine Island Dr Reconstruct KCRC 2 1,534,000.00 \$ \$ 466,000.00 \$ 2,000,000.00 Exempt 7 3

Good afternoon,

I live on 10 mile and division and was wondering the length just says 2. Is that 2 days, 2 weeks, 2 months, or 2 years? Also what is meant by exempt 7 3. thanks in advance,

Jen Burnham

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Monday, March 28, 2016 9:53 AM  
**To:** 'Tami Brown'  
**Subject:** RE: construction input

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

Tami,

Thank you for contacting us regarding the Transportation Improvement Program. The project that is in your area will be conducted by MDOT on I-96 at M-21. They will be building weave and merge lanes on I-96 from Cascade Road to M-21 in FY2020. MDOT will also be doing some minor maintenance on M-21 to repair some of the joints and then do some diamond grinding to smooth out M-21. There is no mention of sidewalks on M-21 and I really doubt it at this time. If you have any further questions please do not hesitate to contact me. Thank you!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Tami Brown  
**Sent:** Saturday, March 26, 2016 9:47 AM  
**To:** Darrell Robinson  
**Subject:** construction input

Hi,  
I received a post card saying there will be improvements on my street and asking for input. I tried to look at the site offered, but it is difficult to figure out what exactly will be happening. Could you please offer me further detail on the type of construction that will happen? I live on Fulton between Loch Lamond and the East Beltline. Will this construction include a sidewalk?  
Thanks,  
Tami

## Darrell Robinson

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**From:** mickee\_  
**Sent:** Monday, March 28, 2016 1:50 PM  
**To:** Darrell Robinson  
**Subject:** Re: Transportation improvement project between 2017 and 2020

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

Hi Darrell: thank you your advise worked. Have a great day!  
Mickee

: )

On 2016-03-28, at 8:17 AM, Darrell Robinson <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> wrote:

Hi Mickee,

Thanks for contacting us regarding Transportation Improvement Projects! We are finding that a lot of people have (http"s") at the beginning of their search. I do it as well because it means you are browsing in security mode. If you just type the <http://www.gvmc.org/transportation/tip.shtml> you will get there. Just remove the "s" from the http and everything will work. If that does not work give me a call and we will determine what project is in your area. Thanks!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

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**From:** mickee\_123 []  
**Sent:** Friday, March 25, 2016 12:57 PM  
**To:** Darrell Robinson  
**Subject:** Transportation improvement projecct between 2017 and 2020

Hi: I tried going to the link that was on the "WE'D LIKE YOUR INPUT" card that was in our mailbox, but anytime I put the link in the search location it would say that it was not recognized, is there another way to find out what will be happening in the Transprotation Improvement project.  
Thank you in advance  
Mickee

Sent from my Samsung Galaxy Tab®4

## Darrell Robinson

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**From:** Darrell Robinson  
**Sent:** Monday, March 28, 2016 4:27 PM  
**To:** 'Amy Caldwell'  
**Cc:** Brett Laughlin (balaughlin@ottawacorc.com)  
**Subject:** RE: proposed road improvement project for Cottonwood Dr

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

Amy,

Thank you for your comments regarding the FY2017 – 2020 Transportation Improvement Program. These questions are far beyond my knowledge of this future improvement. When it gets down to the specifics of a project, that is where the Ottawa County Road Commission takes over. I have copied the Ottawa County Road Commission to help answer your questions. Sorry I can't be of more help! Have a good day and again, thank you for taking the time to submit your comments!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

---

**From:** Amy Caldwell []  
**Sent:** Monday, March 28, 2016 4:17 PM  
**To:** Darrell Robinson  
**Subject:** proposed road improvement project for Cottonwood Dr

Hello,

In reference to widening Cottonwood Drive in Jenison to 5 lanes I have a few questions and comments. First, as a resident affected by this project, I am certainly not happy about this. I do not want the road widened. I don't want a left turn lane added. People already exceed the posted speed limit. Adding a left turn lane will just increase speed. Faster traffic and an extra lane will also make it more difficult for us to get out of the driveway, specifically to make a left turn out of the driveway. This will essentially bring the road closer to our home. That means increased noise, less privacy, more speeding cars.

That being said, my questions are:

How will this affect our cable/internet, which is currently run across the road? I'm assuming it will have to be disconnected for a period of time. I work from home and require wired internet access--not wi-fi. I punch a clock. Do I get financially compensated for missing work because the cable has to be disconnected? (I realize the time frame is a few years out. I don't anticipate a change in job situation, I've been in this position for nearly 20 years.)

How much of my front yard will I lose to this project and how is this going to impact my trees, which are near the road now? Do they get to stay? If not, will they be replaced? Loss of trees also increases road noise. I don't particularly want the sidewalk (and pedestrians) moved any closer to my front windows.

How will this affect my property value, more specifically, my property taxes?

What measures will be taken to enforce speed limits?

Last comment, is just a request to have extra access left in the curb for us to add a circular drive to decrease difficulty getting in and out of our home, and it would be really nice if the circular drive could be put in for us at the same time.

Thank you for taking the time to listen to comments/questions.

Amy L Caldwell  
\*\*\*\* Cottonwood Dr.  
Jenison MI 49428

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Wednesday, March 30, 2016 11:44 AM  
**To:** 'Annie Byrnes'  
**Cc:** Rick DeVries (rdevries@grcity.us)  
**Subject:** RE: Comments on proposed Lyon St bikeway

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

Amy,

Thank you for your comments! We really appreciate them! I will also forward these on to the City of Grand Rapids...  
Have a great day!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** Annie Byrnes []  
**Sent:** Tuesday, March 29, 2016 3:55 PM  
**To:** Darrell Robinson  
**Subject:** Comments on proposed Lyon St bikeway

Hello!

I received a postcard in the mail seeking comments about the proposed two-way bike lane on Lyon Street. I live at \*\*\* Lyon St NE as a renter and have lived here for several years. During this time, I've seen many, many, many, many near accidents and wrong-way drivers on our street and a few accidents too. Anything that can be done to improve visibility of traffic directions is a good thing in my eyes.

Am I thrilled about the idea of more bikers? Honestly, some of them can be a bit of a pain in the ass. I saw one cause an accident because he tried to zip in front of a car who was already crossing at Grand as an example. But I also think the idea of a two-lane bikeway would be a lot safer because I see sooo many bikers (and a lot of skateboarders for that matter) going the wrong way at a really fast rate, so I think it could help to at least corral them.

Another issue to consider is in winter. We have a lot of wrong way drivers then and when only one lane is plowed, you'll see two cars basically driving at each other until the one driving the wrong way can turn around.

Other considerations: we do see a lot of truck and bus traffic from Martha's Vineyard and we get a ton of Spectrum Health buses.

Generally, though, there really isn't a need for two driving lanes. I rarely see two cars next to each other and it's usually when one is turning so the other can go around and maintain speed. No big deal there. Many are driving too fast anyway!

Just as I was typing this I looked outside and saw two cyclists, one going the 'wrong way' on the sidewalk, the other going the right way in the street. I'll bet this would help to keep them off the sidewalks too.

I'd love it if you guys could find the funding for this project because I think it would not only corral bikers and encourage green commuting, it might help prevent accidents by narrowing traffic to one lane, which would visually reinforce the idea that Lyon is one way to the drivers passing through.

Thanks so much for your time!

Annie Byrnes

\*\*\* Lyon Street

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Wednesday, April 13, 2016 12:29 PM  
**To:** "  
**Subject:** TIP 2017-2020

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

Hi Meagan,

I was forwarded your email regarding some questions about different transportation projects. The FY2017-2020 TIP covers projects that will/should/could happen in FY2017 (October 1<sup>st</sup>, 2017) through FY2020 (September 30<sup>th</sup>, 2020). These projects are proposed at this time and are not approved by all the necessary agencies. There are still many steps to go through to make this happen.

I'll start with the Laker Line project... Although it probably hasn't been officially announced, this project has already been approved to happen (not sure on a start date yet). The project was proposed a couple years ago but due to the federal approval process it took some time to be approved. So, therefore, this project won't be located in the FY2017-2020 TIP.

As far as the potential ramp changes at I-196 at Ionia/ Division, there is still a lot of project development to be done before this project will be added to the TIP. There also needs to be a funding identified before this project can be added to the TIP (I know some has but I don't think enough).

The Michigan Street project (what you identified) I haven't heard any specific details with that yet. Again, I believe a lot of work has to be done to even list this project in the TIP.

It should be noted that if all the necessary details are worked for the two above mentioned projects, they will be added to the TIP and will need several approvals from local jurisdictions all the way up to state and federal. Being that both of these projects are substantial and will affect a lot of people, there will need to be a lot of public input and approval.

I hope I was able to answer most of your questions if not all but if you have any more questions, please do not hesitate to contact me! Thank you for your interest and hopefully you can attend out public meeting this evening!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

Can you please respond? Thanks

Abed

**From:** Gayle Mccrath  
**Sent:** Wednesday, April 13, 2016 9:36 AM  
**To:** Meagan Carr  
**Cc:** Abed Itani  
**Subject:** RE: TIP 2017-2020

Hi Meagan,

I will forward your question to Abed Itani, the Director of Transportation Planning.

Enjoy the rest of your day!

**Gayle L. McCrath**

Director of Human Resources & Administration  
Grand Valley Metropolitan Council  
678 Front Ave. NW Ste. 200  
Grand Rapids, MI 49504  
616.776.7613  
[mccrathg@gvmc.org](mailto:mccrathg@gvmc.org)

**From:** Meagan Carr []  
**Sent:** Wednesday, April 13, 2016 9:00 AM  
**To:** Gayle Mccrath  
**Subject:** TIP 2017-2020

Hi Gayle,

I work in the same building as your offices and have seen the signs posted for the budget meeting this afternoon. I'm not sure if I will be able to make it, but I did have some questions after looking over the documents provided on your website. I am a new board member for the Downtown Grand Rapids Inc Investment Alliance, and we have been discussing several different transportation projects in the next few years that I'm not sure are being covered in your 2017-2020 budget, so I am wondering if you integrate these projects into your budgets and plans or if this is something done completely separate of your organization. Some examples would be the Laker Line going in from Allendale to downtown and the new hub that is going in at the Fulton St underpass There has also been talk about some major changes between Ionia and Division north of I-196 that include the complete removal of Ionia and bringing roads and the on ramp for I-196 all the way out to Division. I have also heard of potential projects going up Michigan including the medical mile that include putting in medians and removing a bus lane that isn't actually being used just in front of Butterworth and the children's hospital. If these projects pass, are they something you would have to adjust your budget for over these next few years, or is this all completely separate from what you guys do?

Thank You,

Meagan Carr, MPA

## Darrell Robinson

---

**From:** Darrell Robinson  
**Sent:** Tuesday, May 03, 2016 1:52 PM  
**To:** 'a h'  
**Subject:** RE: Web site not available  
**Attachments:** FY2017-2020TIPALLJURISDICTIONS.pdf

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

Huh... I will check with our IT person to make sure all links are still correct. I apologize that you were unable to get to the project list on the website. You will find attached a pdf file with all jurisdictions projects lists. Let me know if you have any questions. Thank you!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

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**From:** a h []  
**Sent:** Tuesday, May 03, 2016 1:41 PM **To:**  
Darrell Robinson  
**Subject:** Re: Web site not available

I still couldn't get to the website when I removed the S. If you can send me the information in a pdf file I would appreciate it.  
Thank you,  
Leslie Hoover

On Tuesday, May 3, 2016 9:42 AM, Darrell Robinson <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)> wrote:

We have had this issue with a couple other folks... If when you browse to the website listed on the card you have http(S), remove the "S"... then you should be able to get to our website. If that doesn't work I can forward a file you can open on your computer... It will be in the form of an adobe \*.pdf... Let me know how things work out... I also would be more than happy to give you a call and discuss the project with you. Thank you for your interest!!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

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**From:** a h []  
**Sent:** Saturday, April 30, 2016 5:04 PM

**To:** Darrell Robinson  
**Subject:** Web site not available

To Darrell Robinson,  
We received a postcard several weeks ago about a transportation improvement project that could affect us. Every time we have attempted to go to the website listed on the card it can not be brought up by our server. We are interested in learning more about this project but were unable to attend the meeting held on March 24. If there is any other way to obtain information about this project would you please let us know. Thank you,  
Andy and Leslie Hoover  
\*\*\*\* Cottonwood Dr.  
Jenison, MI 49428

## Darrell Robinson

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**From:** Darrell Robinson  
**Sent:** Wednesday, May 04, 2016 3:56 PM  
**To:** 'James Setchfield'  
**Cc:** Wayne Harrall (wharrall@kentcountyroads.net)  
**Subject:** RE: Future road projects

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

Jim,

It appears as though you are correct. There is a project on 7 Mile Road from Fruit Ridge Avenue to Bristol Avenue in FY2019. There is a project on 6 Mile Road but the limits are Walker Avenue to Alpine Avenue in FY2019. The project on Fruit Ridge from 6 Mile Road to 7 Mile Road in FY2020. The section of Fruit Ridge Avenue between 4 Mile Road and 6 Mile Road was not Federally funded. If any roadwork is to happen in that area it would appear it is funded by the Kent Count Road Commission. I have courtesy copied Wayne Harrall (KCRC) on this email so that if I am incorrect he can correct me or further explain what is going on. We are not made aware of tree removal as part of a project so again, maybe Mr. Harrall can comment on this as well. Thank you for your interest!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

**From:** James Setchfield []  
**Sent:** Wednesday, May 04, 2016 2:24 PM  
**To:** Darrell Robinson  
**Subject:** Future road projects

Dear Mr. Robinson,

I received a notification from GVMC about possible road projects in 2017-2020 depending on funding. I managed to get to the map section and it looks like those projects in my area involve sections of 6 Mile Rd., 7 Mile Rd., and a piece of Fruit Ridge between 6 and 7 Mile Rd. Is the proposed work repair/replacement of the existing roads? Are there any plans for major roadwork on Fruit Ridge Ave between 4 Mile and 6 Mile? I ask because I live on the NW corner of Stage Ave and Fruit Ridge Ave. and earlier this year road crews cut down all the trees even remotely near Fruit Ridge between 4 and 6 Mile Rds. Many of the trees were well back from the road and no explanation was given for taking them all down. If you happen to know why the trees were taken down on this stretch of road please share it with me. Thanks for your time and I hope to hear back from you. Jim Setchfield, MD



Project:

1. 44<sup>th</sup> Street SW and Byron Center Ave SW Intersection
2. College Ave NE and Michigan Street NE Intersection

Comments:

Changes in vehicular demand at both of these intersections have led to signalization changes and the installation of pushbutton actuation. We've also seen the addition of dedicated right turn lanes, leading/lagging left turn movement, and more frequent heavy vehicular volume consisting of more commercial vehicles and/or quiet/hybrid cars. All of these conditions have affected the way blind pedestrians attempt to execute their street crossings. The visual WALK interval is not available to the blind pedestrian so determining the correct time to step off the curb is problematic. At 44th and Byron Center, pedestrians are required to push a button. As you know they must find the push button, push the push button to get their pedestrian phase and then cross within the programmed time to cross. Furthermore, this past January it was reported that in the winter months, 44<sup>th</sup> and Byron Center is the second most crash prone intersection by the Michigan State Police Traffic Crash Reporting Unit.

The installation of Accessible Pedestrian Signals (APS) at these intersections will provide the same information that is provided by the visual pedestrian signal to sighted pedestrians but provides it in an audible and vibrotactile format. The APS will allow the blind pedestrians to find the push button by the locator tone being emitted on the pole, but most importantly it will allow them to precisely identify the onset of the WALK interval. Finally, the APS can assist the blind pedestrian in completing the crossing as that same locator tone may be useful when attempting to locate the destination corner.

A final comment pertains to Rapid transit and the accessibility to the north/south and east/west fixed lines at these intersections. Public transportation is the main mode of transportation for many blind pedestrians and having Accessible Pedestrian Signals installed at these intersections will provide easier access to the transfer bus stops for all directions.

Thank you for your time and consideration.



Jennifer Graham MA, COMS  
Certified Orientation and Mobility Specialist  
Graham Rehabilitation Services, LLC  
[jengraham.om@gmail.com](mailto:jengraham.om@gmail.com)  
616-340-3310

Notices of  
public  
comment  
opportunities  
on the final  
TIP document

Grand Valley Metropol x  
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Grand Valley Metropolitan Council is an alliance of governmental units in the West Michigan area that are appointed to plan for the growth and development, improve the quality of the community's life, and coordinate governmental services. GVMC: Ensuring trust, credibility and confidence in governmental affairs

### Latest Developments

#### DRAFT FY2017-2020 TIP UPDATE

The draft FY2017-2020 TIP is complete and open for public comment. There will be opportunities for the public to comment on the TIP at the following meetings:

<p>Technical Committee Meeting Wednesday, May 4 9:30 am Kent County Road Commission 1500 Scribner Ave. NW Grand Rapids, Michigan</p>	<p>Policy Committee Meeting Wednesday, May 18 9:30 am Kent County Road Commission 1500 Scribner Ave. NW Grand Rapids, Michigan</p>	<p>GVMC Board Meeting Thursday, June 2 8:30 am Kent County Commission Chambers 300 Monroe, Room 310 Grand Rapids, MI</p>
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*Individuals with disabilities requiring auxiliary aids for services or those requiring translation assistance should contact GVMC at least four working days before the scheduled meetings.*

The draft TIP document describes transportation priorities for the next four years and includes feedback received from the consultation and public involvement processes and information regarding the Environmental Justice (EJ) analysis.

If you wish to comment on the draft document but are unable to attend one of these meetings, comments will be accepted up until GVMC's Board meeting on Thursday, June 2. The document is available online (click [here](#) to view) or at GVMC's offices, located at 678 Front Avenue NW, Suite 200, Grand Rapids, MI. If you would like more information about the TIP document, or to submit comments about it, please contact Darrell Robinson by phone at (616) 776-7609, e-mail [robinsond@gvmc.org](mailto:robinsond@gvmc.org), or mail your correspondence to GVMC's office (see address above). To complete a comment form electronically, please click [here](#). To download an official comment form, please click [here](#).

**FEDERALLY REQUIRED PUBLIC COMMENT PERIOD FOR THE FY2017-2020 TIP HAS BEGUN**

#### Popular Links

- Agencies & Committees
- Construction
- Finance and Budget
- GVMC Location
- Job Openings
- Limited English Proficiency (LEP) Plan
- Meeting Minutes
- Meeting Schedule
- Title VI Plan
- Traffic Accidents
- Traffic Counts

GVMC Board Meetings can be seen on GRTV Charter Communications Channel 24 the second Tuesday and Thursday of the month at 7:00 p.m. Plus, starting November 17th on Rogarview Community TV (RCTV) Charter Communications Channel 22 on Mondays at 11:00 a.m. and 7:30 p.m.

#### Grand Rapids, MI

##### Air Quality Forecast

Apr 29 Good

OZONE

Apr 30 Good

OZONE

Source: Michigan DEQ  
By: STI







# Public Participation Summary Report

## Public Outreach Strategy and Tools Used

Per GVMC's Public Participation Plan (PPP), we reached out to the public at three different milestone points during the development of the TIP, which included:

1. The kickoff to the TIP's development
2. Draft project lists, environmental justice, and air quality results (if applicable) completed and available for public comment
3. Adoption of draft document

### Kickoff to TIP Development

We notified the public that GVMC would begin developing the FY2017-2020 TIP in January 2016 in the following ways:

- Sending an informational postcard to the Interested Citizen/Agency List on December 31, 2015.
- Placing ads in three local newspapers: El Vocero (December 30, 2015), The Grand Rapids Times (January 1-7 edition), and The Advance (all 7 editions on Sunday, January 3)
- Posting a notice on GVMC's website

The ads stated that additional information would be forthcoming. Notices and agendas for all Transportation Programming Study Group meetings were also placed on GVMC's website in a timely manner.

### Draft project lists, environmental justice, and air quality results (if applicable) completed and available for public comment

Once the draft project lists and the environmental justice analysis were completed, GVMC Staff sent a second mailing consisting of an informational postcard to the Interested Citizens/Agencies list on April 1, 2016 informing them that the draft FY2017-2020 TIP project lists were available for public comment and inviting them to a public meeting to discuss the draft TIP project lists on April 13, 2016.

We notified the public of the meeting and the comment period in the following ways:

- Posting a notice on the website and GVMC Facebook page
- Sending a postcard to the Interested Citizen/Agency List on April 1, 2016
- Placing ads in three local papers: El Vocero (Friday, April 1, 2016) and The Grand Rapids Times (April 1 – April 7, 2016 edition), The Advance (all 7 editions on Sunday, April 3)
- Distributing flyers advertising the public comment period and the public meeting to all libraries and jurisdictions within the MPO area

We ensured that the draft project lists were accessible to the public by placing them on gvmc.org along with an interactive map. We asked the public to provide comments on the document by Monday, April 25, 2016. Six members of the public and several members of GVMC's staff attended the April 13<sup>th</sup> public meeting where staff made a

brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, and answered any questions that were brought up.

Prior to this meeting, staff conducted an Environmental Justice (EJ) analysis that flagged 12,623 residents within our MPO area. GVMC staff sent an informational postcard to these residents on March 14 which informed them that their home or business may be impacted by a transportation improvement project scheduled to take place in their area between 2017 and 2020. The postcard also contained information on a public meeting for EJ which took place on March 24<sup>th</sup>, and notified the public that the comment period would conclude for EJ on Monday, April 4, 2016. Eight members of the public and several GVMC staff members attended GVMC's March 24<sup>th</sup> meeting where staff made a brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps and the TIP development process, described the Environmental Justice process, and answered any questions that were brought up. This meeting also gave citizens the opportunity to provide input about specific transportation issues or areas of concern.

#### Adoption of Draft Document

Once the draft TIP document was complete, GVMC staff brought it to the Technical and Policy Committees and GVMC board for approval. Public comment opportunities were available at all three committee meetings. The public was notified that the TIP was being approved by an announcement on [gvmc.org](http://gvmc.org).

No members of the public attended the meeting.

#### **Public Participation Tools Used**

GVMC staff utilized the following public participation tools to reach the public:

- (1) GVMC's website: [www.gvmc.org](http://www.gvmc.org)
- (2) Newspaper ads in The Advance, The Grand Rapids Times, and EI Vocero
- (3) Informational postcards sent to our Interested Citizen/Agency List
- (4) Flyers sent to local jurisdictions and libraries for posting
- (5) GVMC Facebook page

#### **Members of the Public Reached**

The Advance newspaper circulation: 204,743 homes

EI Vocero circulation: print—minimum of 10,000 copies/week; web—minimum of 6,000 views per day, and social media—up to 15,000 views per post. All ads are included in social media posts.

The Grand Rapids Times circulation: 6,500

Current Members of the Interested Citizen/Agency List: 763

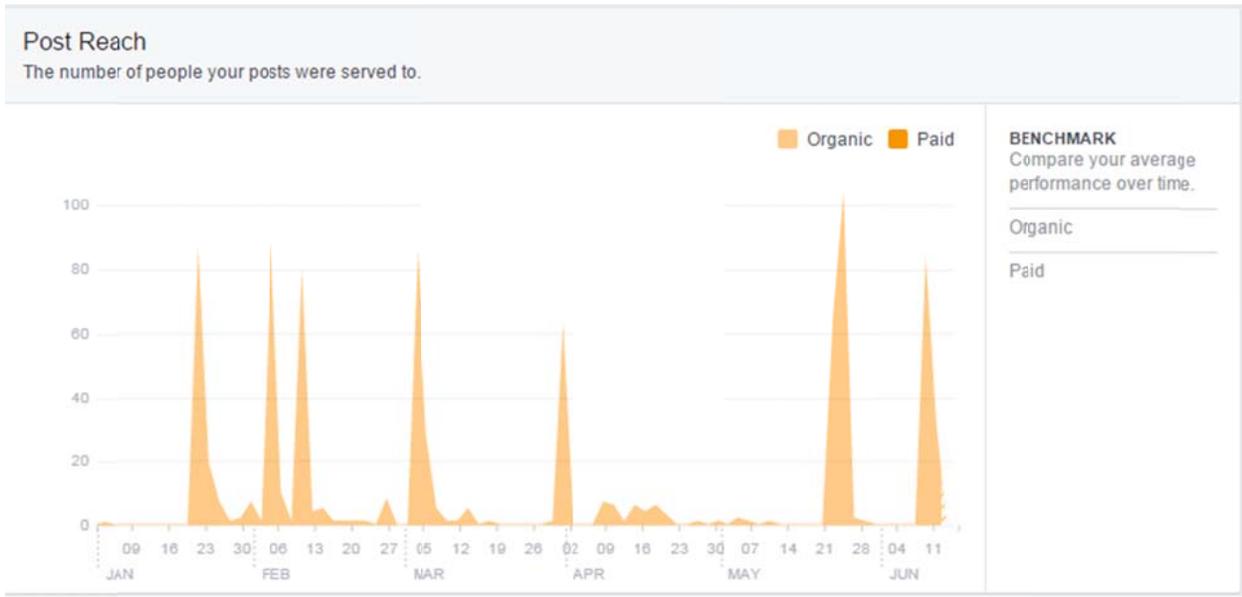
Number of libraries within the MPO area that posted flyers: 33

Number of jurisdictions (cities, agencies, townships, etc.) within the MPO area that posted flyers: 47

Web impressions: 686 page views between January 1, 2016 and June 14, 2016

Facebook “likes”: 158 as of June, 2016

Facebook reach:



### Comments and Responses

Throughout the course of the development of the TIP, staff received 25 phone calls, 29 emails, and three consultation letters. Comments were responded to in the manner in which they were received. For instance, emailed comments received emailed replies, while comments that the public phoned in were recorded by hand and responded to verbally. Many of the comments were directed to the responsible jurisdiction as well.

## Appendix C

### Consultation References

This appendix contains all the documentation for the consultation for the FY2017 – 2020 TIP.

GVMC staff received two letters and one email from the agencies consulted in the Consultation process. The first letter was from the Natural Resources Conservation Service on behalf of the United States Department of Agriculture. The letter informed GVMC staff that they had performed a review of the projects located in the FY2014-2017 TIP and found one project that posed a threat to converting prime and unique farmland to other uses. The subject project was to be undertaken by the Kent County Road Commission (KCRC). A meeting took place between the project engineer for the KCRC and GVMC staff and it was determined that no land would need to be acquired for the construction of the subject project as the project will use existing right-of-way. Therefore, since no land is needed to complete the project it was determined that this project would remain in the TIP as listed and that KCRC would respond to the letter and retain a copy of the letter and the Farmland Conversion Impact Rating for Corridor Type Projects (Form NRCS-CPA-106) on file.

The second letter was from the United States Department of the Interior U.S. Fish and Wildlife Services. The letter provided websites for Planning and Conservation and Endangered Species Act section 7 technical assistance website for project scoping and environmental review of the projects listed in the TIP.

The email was from The Right Place. It advised of two future major projects (new business, with the potential of several hundred employees) that could have impact on the existing roadway corridors. The email was forwarded on to those jurisdictions that would see the potential traffic impacts for their planning purposes.



## GRAND VALLEY METROPOLITAN COUNCIL

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March 18, 2016

Dear Interested Citizen/Organization,

Grand Valley Metropolitan Council (GVMC) is seeking input on the Fiscal Year 2017-2020 Transportation Improvement Program (TIP) in order to foster cooperation while promoting communication within Federal, State, Tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Projects in the TIP include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as transit-related projects. The draft TIP project lists and a corresponding map for locating projects are available at [www.gvmc.org/transportation/tip.shtm](http://www.gvmc.org/transportation/tip.shtm). Please note that while the TIP lists the priority transportation projects in Kent and eastern Ottawa County, the inclusion of a specific project does not guarantee construction.

Please look over the proposed project lists and the corresponding map and compare them with any projects or planned projects that your organization may be undertaking. For example, using inventories of natural or historic resources, please note if there are transportation projects that will interact or interfere with your organization's future policies or programs.

**Please submit your comments to Darrell Robinson, Transportation Planner, by Wednesday, April 6.** Comments can be mailed to the address below, submitted over the phone (616.776.7609) or by email ([robinsond@gvmc.org](mailto:robinsond@gvmc.org)). **GVMC staff is available to meet with you to compare your future plans with our draft project lists or to address your concerns on Monday, April 4 from 9:00 am – 12:00 pm at our office, located at:**

678 Front Avenue NW; Suite 200  
Grand Rapids, MI 49504

**If you are unable to attend this meeting but would still like to meet with GVMC staff in person, please contact Darrell Robinson at 616.776.7609 to schedule an appointment.**

Your comments are an important part of the transportation planning process. Without appropriate feedback, it is difficult for GVMC to foresee potential issues. Lack of comment on your part will be viewed as endorsement of the proposed project lists and the TIP document. Thank you for your participation in this effort.

Sincerely,

Darrell Robinson  
Transportation Planner  
Grand Valley Metropolitan Council



## 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

### **FY 2017-2020 Transportation Improvement Program Additional Information**

#### ***What is GVMC?***

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties in western Michigan. GVMC is required by federal legislation to provide coordinating transportation planning and is made up of various governmental agencies, including:

- Federal Highway Administration (FHWA)
- Michigan Department of Transportation (MDOT)
- Kent County Road Commission
- Ottawa County Road Commission
- Cities of Cedar Springs, East Grand Rapids, Grand Rapids, Grandville, Hudsonville, Kentwood, Lowell, Rockford, Walker and Wyoming
- The Townships of Spencer, Nelson, Solon, Tyrone, Sparta, Algoma, Courtland, Oakfield, Grattan, Cannon, Plainfield, Alpine, Ada, Vergennes, Lowell, Bowne, Caledonia, Gaines, Byron, Jamestown, Georgetown, Tallmadge and Allendale
- The Villages of Casnovia, Sand Lake, Sparta and Caledonia
- The Rapid/Interurban Transit Partnership
- Gerald R. Ford International Airport

These agencies are represented on GVMC's Transportation Committees by an appointed member of their choosing or the Kent County Road Commission. These meetings are open to the public. More information on the meeting schedules for GVMC Committees can be found at [www.gvmc.org](http://www.gvmc.org).

GVMC's transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation, and local dues.

#### ***What is the FY 2017-2020 Transportation Improvement Program?***

The FY2017-2020 Transportation Improvement Program (TIP) is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects and strategies from GVMC's Metropolitan Transportation Plan.

The Transportation Improvement Program:

- Covers a minimum four-year period of investment

*See reverse*

- Is updated every three years
- Is realistic in terms of available funding – it is not a “wish list” of projects
- Conforms with the State Implementation Plan for air quality purposes
- Is incorporated into the Statewide Transportation Improvement Program (STIP)

The FY 2017-2020 TIP is being developed by GVMC with the assistance of the GVMC Technical and Policy Committees. These committees consist of representatives from local governments and road and transit agencies. To view the adopted FY 2014-2017 TIP, please go to <http://www.gvmc.org/transportation/tip.shtml>, and for general information about GVMC visit <http://www.gvmc.org>.

### ***Why are we soliciting comment from your organization?***

As part of the federal transportation bill MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century)/FAST (Fixing America’s Surface Transportation) Act, it is a requirement of metropolitan planning organizations to seek input under Environmental Mitigation and Consultation (reference 23 U.S.C. 134(i)(2)(B), 23 U.S.C. 135(F)(4), 23 U.S.C. 134(i)(4), and 23 U.S.C. 135(f)(2)(D)).

Comments that are received will be incorporated into the decision making and approval process for the FY 2017-2020 TIP and will be included in the document itself.

The staff at GVMC is available to meet to answer questions and provide additional information for proposed projects. Please contact Darrell Robinson at [robinsond@gvmc.org](mailto:robinsond@gvmc.org) or by calling (616) 776-7609.



Natural  
Resources  
Conservation  
Service

March 29, 2016

Michigan State Office

3001 Coolidge Road  
Suite 250  
East Lansing, MI  
48823-6321

Telephone:  
(517) 324-5270  
Fax:  
(855) 701-4363

[www.mi.nrcs.usda.gov](http://www.mi.nrcs.usda.gov)

Darrell Robinson  
Transportation Planner  
Grand Valley Metropolitan Council  
678 Front Avenue, Suite 200  
Grand Rapids, Michigan 49504

Dear Mr. Robinson:

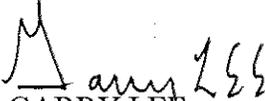
The Natural Resources Conservation Service (NRCS) under Part 523 of the Farmland Protection Policy Act has reviewed the proposed Transportation Improvement Program Projects 2014-2017. This review was conducted with respect to the effect(s) that the proposal may have on prime and/or unique farmland. Subpart B of Part 523 of the Farmland Protection Policy Act states that 'Lands identified as "urbanized area" (UA) on the Census Bureau maps' are not covered by the act. Because the only projects that are not identified as UA and occur outside the road right-of way are in the FY2018 STP-Rural; 13 Mile Road from Fruit Ridge Avenue to Peach Ridge Avenue and in the FY2019 STP-Rural 13 Mile Road from Kenowa Avenue to Fruit Ridge Avenue, as per your e-mail of March 24, 2016, this review focused on those projects. Since there are prime and/or unique farmed lands in the 13 Mile Road proposed project extent (see enclosure 13 Mile Road from Kenowa Avenue to Peach Ridge Avenue Farmland Classification), the enclosed Farmland Conversion Impact Rating Form for Corridor Type Projects (CPA-106) needs to be completed to rate the land being converted. Please complete Parts I, III, VI, and VII and submit to the address below for that office to complete their portion.

USDA/NRCS  
Matthew Soehnel  
District Conservationist  
3260 Eagle Park Drive, Suite 111  
Grand Rapids, Michigan 49525-4569

The completed form will be returned to your office. If no alternative for improvements to 4 Mile Road is practical please state this in the **Reason for Selection** block at the bottom of the form.

Thank you for this opportunity to review and comment on this proposal.

Sincerely,

  
GARRY LEE  
State Conservationist

Enclosures:

CPA-106

Farmland Classification-Kent County Michigan

cc: with enclosures

Wayne Harrall, Deputy Managing Director of Engineering, Kent County Road Commission,  
1500 Scribner Ave., NW, Grand Rapids, MI 49504

cc: w/o enclosures

Matthew Soehnel, District Conservationist, NRCS, Grand Rapids, MI

Eddie Glover, Area Conservationist, NRCS, Grand Rapids, MI

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project		5. Federal Agency Involved	
2. Type of Project		6. County and State	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: _____ %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

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**CORRIDOR - TYPE SITE ASSESSMENT CRITERIA**

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

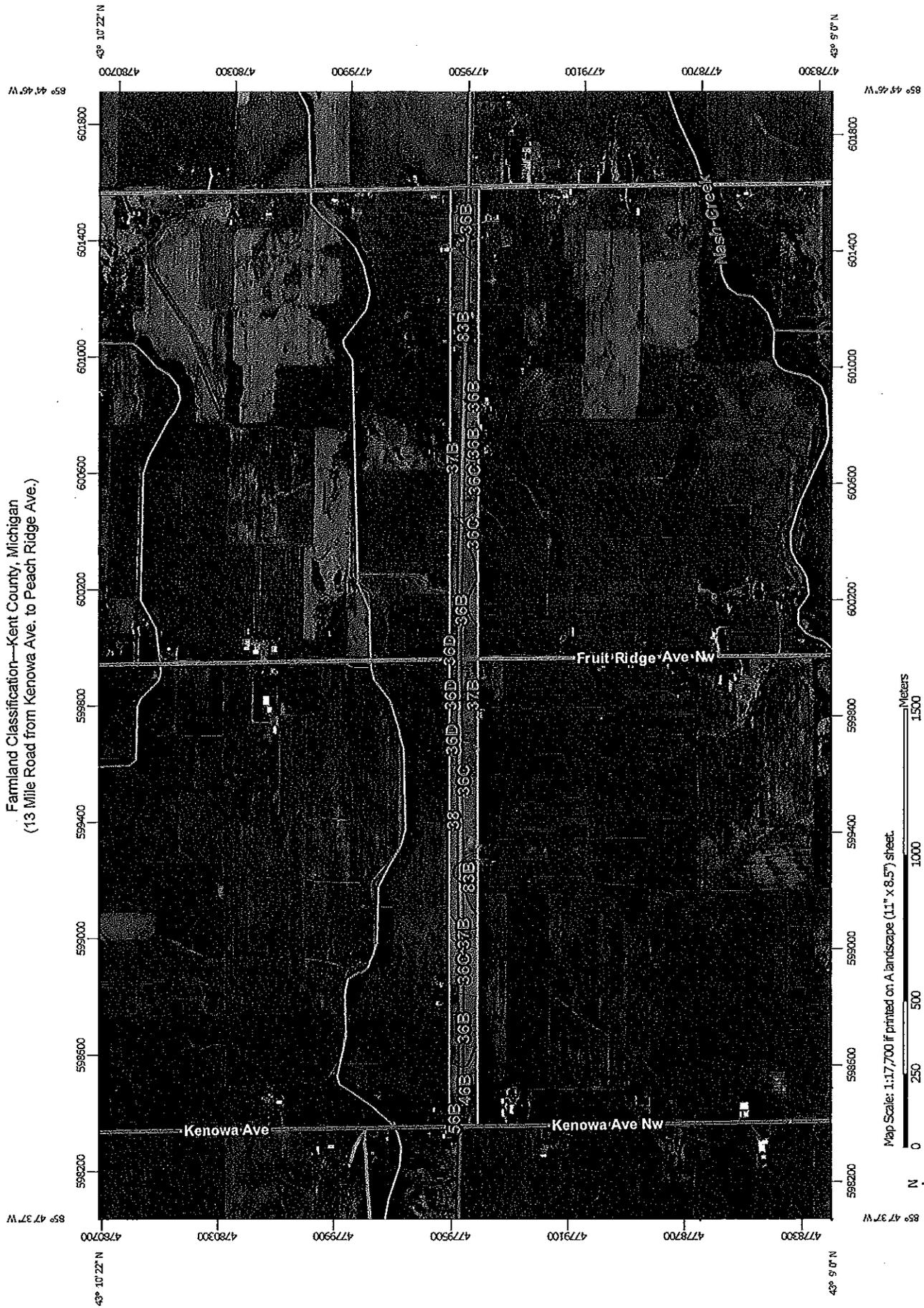
Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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Farmland Classification—Kent County, Michigan  
 (13 Mile Road from Kenowa Ave. to Peach Ridge Ave.)



Map Scale: 1:17,700 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84



## MAP INFORMATION

-  Streams and Canals
- Transportation**
-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads
- Background**
-  Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:15,800. Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Kent County, Michigan  
Survey Area Data: Version 14, Sep 18, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 13, 2012—Apr 6, 2012

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Farmland Classification

Farmland Classification— Summary by Map Unit — Kent County, Michigan (MI081)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
36B	Filer loam, 2 to 6 percent slopes	All areas are prime farmland	24.6	31.5%
36C	Filer loam, 6 to 12 percent slopes	Farmland of unique importance	22.8	29.2%
36D	Marlette loam, 12 to 18 percent slopes	Farmland of unique importance	0.3	0.4%
37B	Capac loam, 0 to 4 percent slopes	Prime farmland if drained	10.3	13.2%
38	Parkhill loam	Prime farmland if drained	0.3	0.3%
46B	Ithaca loam, 1 to 6 percent slopes	Prime farmland if drained	5.0	6.4%
56B	Scalley sandy loam, 2 to 6 percent slopes	All areas are prime farmland	0.3	0.4%
83B	Marlette loam, 2 to 6 percent slopes	All areas are prime farmland	14.5	18.6%
<b>Totals for Area of Interest</b>			<b>78.1</b>	<b>100.0%</b>

### Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

### Rating Options

*Aggregation Method:* No Aggregation Necessary

Aggregation is the process by which a set of component attribute values is reduced to a single value that represents the map unit as a whole.

A map unit is typically composed of one or more "components". A component is either some type of soil or some nonsoil entity, e.g., rock outcrop. For the attribute being aggregated, the first step of the aggregation process is to derive one attribute value for each of a map unit's components. From this set of component attributes, the next step of the aggregation process derives a single value that represents the map unit as a whole. Once a single value for each map unit is derived, a thematic map for soil map units can be rendered. Aggregation must be done because, on any soil map, map units are delineated but components are not.

For each of a map unit's components, a corresponding percent composition is recorded. A percent composition of 60 indicates that the corresponding component typically makes up approximately 60% of the map unit. Percent composition is a critical factor in some, but not all, aggregation methods.

The majority of soil attributes are associated with a component of a map unit, and such an attribute has to be aggregated to the map unit level before a thematic map can be rendered. Map units, however, also have their own attributes. An attribute of a map unit does not have to be aggregated in order to render a corresponding thematic map. Therefore, the "aggregation method" for any attribute of a map unit is referred to as "No Aggregation Necessary".

*Tie-break Rule:* Lower

The tie-break rule indicates which value should be selected from a set of multiple candidate values, or which value should be selected in the event of a percent composition tie.



## Kent County Road Commission

**May 4, 2016**

USDA/NRCS  
Matthew Soehnel  
District Conservationist  
3260 Eagle Park Drive, Suite 111  
Grand Rapids, MI 49525-4569

Dear Mr. Soehnel:

The Kent County Road Commission has conducted a review under Subpart B of Part 523 of the Farmland Protection Policy Act of our proposed projects at 13 Mile from Fruit Ridge Ave to Peach Ridge Ave and 13 Mile from Kenowa Ave to Fruit Ridge Ave. Our two projects will only be replacing the current road with very minimal impacts on the surrounding critical farmland; therefore there are no alternative corridors. For these reasons Form CPA-106 does not apply and we hope a letter explaining the impacts and benefits will suffice.

Our FY 2018 project on 13 Mile from Fruit Ridge Ave to Peach Ridge Ave will replace the two lane, average 28 ft wide, road with a new Class A All-Season two lane, average 32 ft wide, road. The new road surface and all tapers are within the right of way, while a few new driveway tapers are outside the right of way. The new Class A All-season road will have a significant positive impact on movement of equipment and produce from this critical farmland. With the slight widening we will improve drainage throughout the corridor. Some of the drainage improvements will extend outside the existing right of way and have very minimal impact on the active farmland. Along the entire project, grading outside the existing right of way encompasses approximately 1.11 acres. Of the 1.11 acres of grading outside the right of way, less than 0.1 acres of current farmland will be impacted. The rest of the land outside the right of way is brush, open field, or yard. The improved drainage along the corridor could potentially increase the productivity of much of the currently unused farmland. We included engineering drawings for your review.

Our FY 2019 project on 13 Mile from Kenowa Ave to Fruit Ridge Ave adds to this important corridor and will replace the two lane, average 28 ft wide, road with a new Class A All-Season two lane, average 32 ft wide, road. The new road surface and all tapers are within the right of way, while a few new driveway tapers are outside the right of way. The new Class A All-season road will have a significant positive impact on movement of equipment and produce from this continued critical farmland. Once

again with the slight widening we will improve drainage throughout the corridor. Some of the drainage improvements will extend outside the existing right of way and have minimal impact on the active farmland. Along the entire project, grading outside the existing right of way encompasses approximately 1.2 acres. Of the 1.2 acres of grading outside the right of way, less than 0.3 acres of current farmland will be impacted. Some of the cultivated land in this stretch is within the right of way. The rest of the land being graded outside the right of way is being used in other ways. The improved drainage along the corridor could potentially increase the productivity of much of the currently unused farmland. We included engineering drawings for your review.

The Kent County Road Commission would like to stress the importance of these projects. The projects are replacing current substandard two lane road with current standard two lane road. The projects will improve the corridor to Class A All Season and significantly improve year around access to these critical farms and farmland. The projects will improve drainage for all uses along the corridor potentially helping cultivate more of this critical farmland.

Sincerely,



**Wayne Harrall**  
Deputy Managing Director  
(616) 242.6914  
[wharrall@kentcountyroads.net](mailto:wharrall@kentcountyroads.net)

**CC:** Darrell Robinson, Transportation Planner, GVMC, 678 Front Avenue, Suite 200, Grand Rapids, MI 49504

## Darrell Robinson

---

**From:** Segar, Erin - NRCS, Grand Rapids, MI <erin.segar@mi.usda.gov>  
**Sent:** Wednesday, June 08, 2016 8:11 AM  
**To:** Harrall, Wayne  
**Cc:** Darrell Robinson; Bombery, Eric; Sprague, Richard; Rosek, Martin - NRCS, East Lansing, MI  
**Subject:** RE: Farmland Protection Policy request - FY2018 13 mile and FY2019 13 mile Projects

Wayne,

After speaking with you and fully considering the details of your proposed projects FY2018 13 Mile and FY2019 13 Mile, NRCS has determined that no permanent conversion of Farmland, per FPPA definition, will occur. Therefore, CPA-106 form is not needed for these projects.

The impact you described that will occur outside the existing road right-of-way will not permanently convert Farmland. Those activities you described as being "grading" along with a few very small areas where additional culverts or infrastructure work may be done (less than acre in size for both projects). Since a new road right-of-way is not being recorded and you are not extending the existing right-of-way or permanently converting Farmland outside the existing road right-of-way, your project does not fall under the Farmland Protection Policy Act.

Thank you for your time and consideration. In the future, I am available to answer any questions you may have on Farmland Conversion under FPPA.

Cheers,

*Erin Segar*

**Area Resource Soil Scientist**  
**ACEP-WRE Team Leader**  
**Certified Professional Soil Scientist #208970**  
United States Department of Agriculture  
Natural Resources Conservation Service  
3260 Eagle Park Drive, Suite 108  
Grand Rapids, Michigan 49525

Office: (616) 942-4111 x 146  
Work Cellphone: (517) 256-5535  
Fax: (855) 729-8876  
Email: [erin.segar@usda.gov](mailto:erin.segar@usda.gov)

*" Civilization itself rests upon the soil" – Thomas Jefferson*  
*" A nation that destroys its soil destroys itself" – Franklin D. Roosevelt*

---

**From:** Harrall, Wayne [<mailto:wharrall@kentcountyroads.net>]  
**Sent:** Friday, May 13, 2016 10:13 AM  
**To:** Segar, Erin - NRCS, Grand Rapids, MI <[erin.segar@mi.usda.gov](mailto:erin.segar@mi.usda.gov)>  
**Cc:** Darrell Robinson ([robinsond@gvmc.org](mailto:robinsond@gvmc.org)) <[robinsond@gvmc.org](mailto:robinsond@gvmc.org)>; Bombery, Eric <[ebombery@kentcountyroads.net](mailto:ebombery@kentcountyroads.net)>; Sprague, Richard <[rsprague@kentcountyroads.net](mailto:rsprague@kentcountyroads.net)>  
**Subject:** RE: Farmland Protection Policy request - FY2018 13 mile and FY2019 13 mile Projects

Erin,

Thank you for your update and consideration of our information.

Please note that this project will be constructing the road segment to Class A or All season Standard which means during spring time weight restrictions , this segment would no longer require these restrictions.

If you need any other information or have questions please contact me @ 616-262-0668.  
Or e-mail.

Wayne Harrall, PE  
Deputy Managing Director, Engineering  
Kent County Road Commission  
616-242-6914

---

**From:** Segar, Erin - NRCS, Grand Rapids, MI [<mailto:erin.segar@mi.usda.gov>]  
**Sent:** Friday, May 13, 2016 9:36 AM  
**To:** Harrall, Wayne  
**Cc:** Soehnel, Matthew - NRCS, Grand Rapids, MI  
**Subject:** Farmland Protection Policy request - FY2018 13 mile and FY2019 13 mile Projects

Wayne,

On May 6, 2016, Matt Soehnel (District Conservationist, Grand Rapids Field Office, NRCS) received your FRPP request for the FY2018 and FY2019 Projects on 13 Mile Road in Kent County. Matt forwarded the info to me, as I will be processing your request. I will need several days to review the items you sent. My contact information is below.

Thank you for your correspondence. The preservation of Prime and Unique Farmlands is of upmost importance to the long term viability of our Country's ability to produce food and fiber, especially on the Fruit Ridge in Kent County!

*Erin Segar*

**Area Resource Soil Scientist**  
**ACEP-WRE Team Leader**  
**Certified Professional Soil Scientist #208970**  
United States Department of Agriculture  
Natural Resources Conservation Service  
3260 Eagle Park Drive, Suite 108  
Grand Rapids, Michigan 49525

Office: (616) 942-4111 x 146  
Work Cellphone: (517) 256-5535  
Fax: (855) 729-8876  
Email: [erin.segar@usda.gov](mailto:erin.segar@usda.gov)

*" Civilization itself rests upon the soil" – Thomas Jefferson*  
*" A nation that destroys its soil destroys itself" – Franklin D. Roosevelt*

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## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)  
2651 Coolidge Road, Suite 101  
East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

April 1, 2016

GVMC  
Darrell Robinson  
678 Front Avenue NW  
Suite 200  
Grand Rapids, Michigan 49504

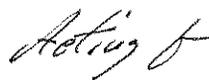
Dear Mr. Robinson:

Thank you for request of March 18, 2016, seeking input on your FY2017-2020 Transportation Improvement Program (TIP) list of programmed projects.

For initial project scoping and environmental review of your projects, please use our Information for Planning and Conservation website (<http://ecos.fws.gov/ipac>). Additionally, our Endangered Species Act section 7 technical assistance website (<http://www.fws.gov/midwest/endangered/section7/s7process/index.html>) will provide you with information about federally protected species that may occur in the county of your project and provides template letters to document any potential effects to federally listed species.

We appreciate the opportunity to provide our resource protection recommendations. For further discussion, please contact Chris Mensing, of this office, at [chris\\_mensing@fws.gov](mailto:chris_mensing@fws.gov) or 517-351-8316.

Sincerely,

 Scott Hicks  
Field Supervisor

## Darrell Robinson

---

**From:** Rick Chapla <ChaplaR@rightplace.org>  
**Sent:** Wednesday, April 06, 2016 2:53 PM  
**To:** Darrell Robinson  
**Subject:** Draft TIP 2017-2020

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

Darrell;

One project that might impact the TIP is Switch. This project involves the redo/repositioning of the former Steelcase Pyramid in Gaines Twp and the development of adjacent vacant property in the City of Kentwood. We are awaiting more accurate projections of investment and job creation from the developer for additional processing of economic assistance from the State of Michigan. However, the transaction over at least the first 5 years will exceed \$1.0billion and involve several hundred new employment positions.

I will forward the more exact projections once I obtain from the developer. As you may know, renovation of the Pyramid has commenced and certain portions of the building will likely be ready for occupancy by the end of the year. Maybe this starts as a planning project, but left – center turn lane enhancements, signals, signage might be able to be leveraged as a result of the private investment. Your guidance and advise would be appreciated, but some mention in the TIP might be advantageous.

A second project involves Fruit Ridge essentially between 3 Mile and 4 Mile. I continue to work with the City of Walker and developers involving the connection of North Ridge (maybe a project all by itself) between Walker and Fruit Ridge which when completed (realistic to expect during this TIP) will open up at least 200-300 additional acres for industrial development. While we have been in conversation with MDOT re: replacement of bridge over I-96 and on-off ramp reconfiguration, there are probably parts of Fruit Ridge that will be beyond MDOT jurisdiction that should be referenced in the TIP.

Advise.

Rick Chapla  
VP Strategic Initiatives  
(616) 771-0328 - office  
(616) 443-6053 - cell



## Darrell Robinson

---

**From:** Harrall, Wayne <wharrall@kentcountyroads.net>  
**Sent:** Friday, May 13, 2016 6:15 PM  
**To:** Darrell Robinson; Scott Conners (sconners@ci.walker.mi.us);  
schweitt@ci.kentwood.mi.us  
**Cc:** ChaplaR@rightplace.org; Haagsma, Tim  
**Subject:** RE: Draft TIP 2017-2020

All,

As far as the Switch (old Steelcase) Pyramid County roads adjacent should be adequate for the addition of traffic generated by 100's of jobs. 60<sup>th</sup> Street is 5 lanes (somewhat over kill now that M-6 is built) and all-season so not impacted during spring weight restrictions.

68<sup>th</sup> Street is also 5-lane all-season (constructed with category A funds for the Steelcase Wood Plant).

East Paris and 60<sup>th</sup> as well as East Paris and 68<sup>th</sup> Street are both signalized intersections.  
East Paris Avenue is All-season construction and has a right lane northbound into the Switch Drive entrance  
And a southbound turn Lane (bypass lane) to accommodate southbound turns into Switch Entrance.

It would seem that the road infrastructure is in place to accommodate those extra jobs (good thing!). I may be forgetting something though, so others should concur or help me out.

Wayne Harrall

---

**From:** Darrell Robinson [<mailto:robinsond@gvmc.org>]  
**Sent:** Friday, May 13, 2016 9:38 AM  
**To:** Scott Conners ([sconners@ci.walker.mi.us](mailto:sconners@ci.walker.mi.us)); [schweitt@ci.kentwood.mi.us](mailto:schweitt@ci.kentwood.mi.us); Harrall, Wayne  
**Cc:** [ChaplaR@rightplace.org](mailto:ChaplaR@rightplace.org)  
**Subject:** FW: Draft TIP 2017-2020

Gentlemen,

I apologize for the lateness on this email! I found this in my spam folder but was able to retrieve it to my inbox... So, I am forwarding it on for your information... Please let me know if you have any questions... Thank you!!

Darrell T. Robinson  
Transportation Planner  
Grand Valley Metro Council  
P: 616-776-7609  
F: 616-774-9292

---

**From:** Rick Chapla [<mailto:ChaplaR@rightplace.org>]  
**Sent:** Wednesday, April 06, 2016 2:53 PM  
**To:** Darrell Robinson  
**Subject:** Draft TIP 2017-2020

Darrell;

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Advise.

Rick Chapla  
VP Strategic Initiatives  
(616) 771-0328 - office  
(616) 443-6053 - cell



## **Appendix D**

### **Environmental Justice References**

This appendix contains all the documentation for the Environment Justice for the FY2017 – 2020 TIP.

## We'd Like Your Input

You are receiving this notice because you or your business may be impacted by a transportation improvement project scheduled to take place in your area between 2017 and 2020. A complete list of 2017-2020 transportation improvement projects and a corresponding map are available at: <http://www.gvmc.org/transportation/tip.shtml>.

Because federal funds could be used on this project, we are providing an opportunity for input from you. Your comments can be submitted to Darrell Robinson by email: [robinsond@gvmc.org](mailto:robinsond@gvmc.org), phone: (616) 776-7609, or mailed to the address below:

Grand Valley Metropolitan Council • 678 Front Ave NW, Suite 200 • Grand Rapids, MI 49504



If you would rather speak to GVMC staff, a meeting to allow for comment on this project will be held:

**Thursday, March 24 at 5:30 pm at the Grand Valley Metropolitan Council offices (see address above).**

*Individuals with disabilities requiring auxiliary aids for services or those in need of transition assistance should contact GVMC no later than Monday, March 21, 2016.*



Comments must be received by Monday, April 4, 2016. However, action on your part is not required. You are receiving this notice for informational purposes only.

*POST CARD A*



678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504

## We'd Like Your Input

You are receiving this notice because you or your business may be impacted by a transportation improvement project scheduled to take place in your area between 2017 and 2020. **Please note that this project is currently unfunded and will only be completed if additional funding becomes available.** A complete list of 2017-2020 transportation improvement projects and a corresponding map are available at: <http://www.gvmc.org/transportation/tip.shtml>.

Because federal funds could be used on this project, we are providing an opportunity for input from you. Your comments can be submitted to Darrell Robinson by email: [robinsond@gvmc.org](mailto:robinsond@gvmc.org), phone: (616) 776-7609, or mailed to the address below:



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Comments must be received by Monday, April 4, 2016. However, action on your part is not required. You are receiving this notice for informational purposes only.

*POST CARD B*



678 Front Avenue NW  
Suite 200  
Grand Rapids, MI 49504



# Grand Valley Metropolitan Council

Transportation Division

Transportation Improvement Program Public Meeting #1: EJ

Thursday, March 24, 2016

GVMC Offices, 678 Front Ave N.W. Suite 200, Grand Rapids

Sign-In Sheet

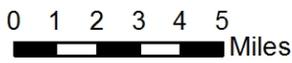
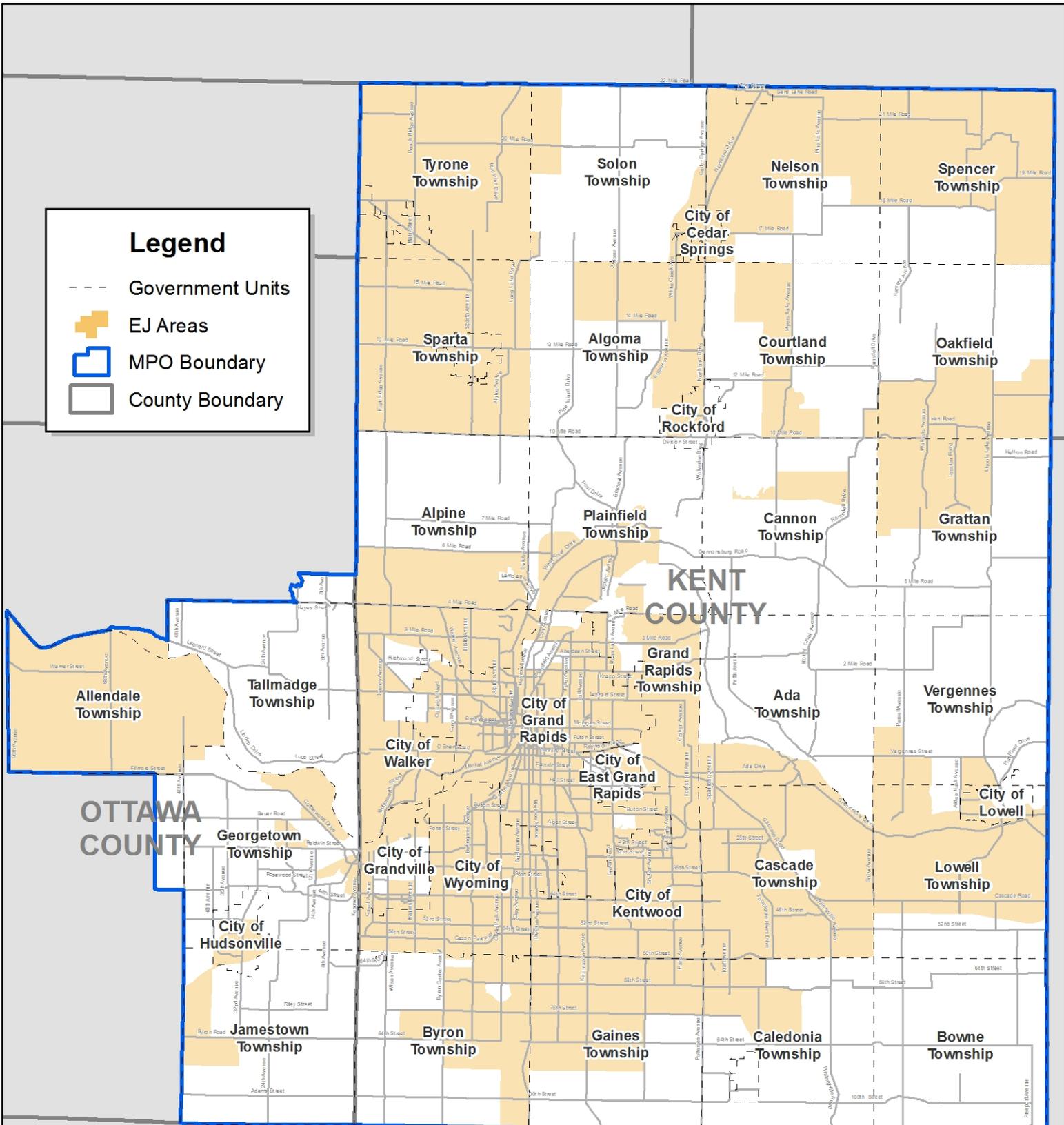
NAME	ADDRESS	PHONE	EMAIL	JOIN OUR MAILING LIST?	
				Yes	No
Gene DeWitt				<input type="checkbox"/>	<input type="checkbox"/>
Ryan Dewitt				<input type="checkbox"/>	<input type="checkbox"/>
Kevin DeWitt				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steven Frasier				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Christina Schroeder				<input checked="" type="checkbox"/>	<input type="checkbox"/>
BILL STEINBRENNER				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Susan Steinbrenner				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wayne Harris				<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>



# MPO Environmental Justice Area

**Legend**

-  Government Units
-  EJ Areas
-  MPO Boundary
-  County Boundary



Disclaimer: GVMC makes no warranty or guarantee regarding maps or other information provided herein. GVMC assumes no liability for errors, omissions, or inaccuracies that result in any decisions made or action taken upon any maps or information presented.

Projects in Environmental Justice Areas

TIP Year	Jurisdiction	Project Name	Project Limits	Project Type	Project Scope	Fund	Length in Miles	EJ Status
2017	City of Grand Rapids	32nd Street	Kalamazoo Avenue to East City Limits	Resurface	Rotomill/resurface	STP-U	0.75	EJ Area
2017	City of Grand Rapids	Alpine Avenue	Richmond Street to Nason Street	Resurface	Rotomill/resurface	STP-U	0.50	EJ Area
2017	City of Grand Rapids	Fuller Avenue	Alexander Street to Franklin Street	Resurface	Rotomill/resurface	STP-U	0.50	EJ Area
2017	City of Grand Rapids	Leonard Street	Ashland Street to Fuller Avenue	Reconstruct	Reconstruct Existing	NHPP	0.66	EJ Area
2017	City of Grand Rapids	Leonard Street	Fuller Avenue to Ball Avenue	Reconstruct	Reconstruct Existing	STP-U	0.50	EJ Area
2017	City of Grand Rapids	Michigan Street	Monroe Avenue to Ionia Avenue	Reconstruct	Reconstruct Existing	STP-U	0.17	EJ Area
2017	City of Grand Rapids	Monroe Avenue	I-196 Michigan Street to 6th/ Newberry Str	Resurface	Rotomill/resurface	STP-U	0.43	EJ Area
2017	City of Grand Rapids	Wealthy Street	Commerce Avenue to Division Avenue	Reconstruct	Reconstruct Existing	STP-U	0.07	EJ Area
2017	City of Kentwood	44th Street	M-37 to Patterson Avenue	Resurface	Rotomill/resurface	STP-U	0.91	EJ Area
2017	City of Kentwood	44th Street	Shaffer to East Beltline	Resurface	Rotomill/resurface	STP-U	1.07	EJ Area
2017	City of Walker	Turner Avenue	West River Drive to US-131 SB Ramps	Resurface	Resurface	STP-U	0.64	EJ Area
2017	City of Wyoming	56th Street	Byron Center Ave. to Ivarnrest Ave	Reconstruct/Widen	Reconstruct 2 to 3 lanes & bike lanes	EDFC	1.00	EJ Area
2017	Kent County Road Commission	28th Street At Kraft Avenue	Intersection	Lane Modification	Turn Lanes	CMAQ	Intersection	EJ Area
2017	Kent County Road Commission	Belmont Avenue	South Of 10 Mile Road	Reconstruct	Relocation & Signal Elimination	FLEX	0.22	Not EJ
2017	Kent County Road Commission	Belmont Avenue	South Of 10 Mile Road	Reconstruct	Relocation & Signal Elimination	STP-U	0.22	Not EJ
2017	Kent County Road Commission	Belmont Avenue At 10 Mile Road	Intersection	Signal Upgrade	Signal upgrade	CMAQ	Intersection	Not EJ
2017	Kent County Road Commission	Byron Center Avenue	84th to 76th	Resurface	Resurface	STP-U	1.01	EJ Area
2017	Kent County Road Commission	Byron Center Avenue	76th to 68th	Resurface	Resurface	STP-U	1.01	EJ Area
2017	Kent County Road Commission	Crahan Avenue At M-21 (Fulton St)	Intersection	Lane Modification	Dual Lt-Turn Lanes & Signal Upgrade	CMAQ	Intersection	EJ Area
2017	Kent County Road Commission	Kalamazoo Avenue	76th to 84th	Reconstruct	Reconstruct Existing	FLEX	1.01	EJ Area
2017	Kent County Road Commission	Lincoln Lake Avenue	7-Mile to Belding Rd	Reconstruct	Reconstruct Existing	STP-R	0.74	EJ Area
2017	MI Dept of Transportation	M-21 (Fulton Street)	M-37 east to I-96	Bridge Repair	Bridge Restore & rehabilitate	NH	0.90	EJ Area
2017	MI Dept of Transportation	M-37	Sparta Avenue north to M-46/M-37 Round	Resurface	Resurface	ST	9.05	EJ Area
2017	MI Dept of Transportation	M-44	Blakely Drive east to Myers Lake Avenue	Traffic ops/safety	Traffic ops/safety	HSIP	1.51	EJ Area
2017	MI Dept of Transportation	M-44 (Belding Road)	Wolverine Blvd east to Blakely Dr	Reconstruct	Reconstruct	ST	1.15	Not EJ
2017	MI Dept of Transportation	US-131 (SB)	10 Mile Road to M-46	Reconstruct	Reconstruct	NH	7.50	EJ Area
2017	MI Dept of Transportation	US-131 (SB)	M-11 North to I-96 WB / M-45 East to Fulle	Miscellaneous	Miscellaneous	NH	20.32	EJ Area
2017	MI Dept of Transportation	US-131 (SB) At White Creek Avenue	Intersection	Bridge Repair	Bridge Restore & rehabilitate	NH	Intersection	Not EJ
2017	MI Dept of Transportation	US-131 Under 84th Strret	Intersection	Bridge Repair	Bridge - other	NH	Intersection	EJ Area
2017	MI Dept of Transportation	US-131 Under M-46 (17 Mile Road)	Intersection	Bridge Repair	Bridge - other	NH	Intersection	EJ Area
2017	Ottawa County Road Commission	28th Avenue	Baldwin Street to Bauer Road	Resurface	Resurface	STP-U	1.00	Not EJ
2017	Ottawa County Road Commission	68th Avenue	Fillmore Street to M-45	Resurface/Widen	Resurface + Shoulder 2 lanes	STP-U	2.00	EJ Area
2017	Village of Sand Lake	Lake Street	5th Street to Richey	Reconstruct	Reconstruct Existing	STP-R	0.75	EJ Area
2018	City of East Grand Rapids	Bretton Road	Hall to Lake	Resurface	Rotomill/resurface	STP-U	0.58	Not EJ
2018	City of Grand Rapids	Alpine Avenue	Stocking Avenue to Leonard Street	Resurface	Rotomill/resurface	STP-U	0.66	EJ Area
2018	City of Grand Rapids	Burton Street	Bretton Avenue to East Beltline	Resurface	Rotomill/resurface	STP-U	1.23	EJ Area
2018	City of Grand Rapids	Coit Avenue, North Park Street	North Park Street to 4 Mile Road, Monroe	Resurface	Rotomill/resurface	STP-U	0.74	EJ Area
2018	City of Grand Rapids	Fulton Street	250' W. of Somerset Dr to Maryland Ave	Resurface	Rotomill/resurface	NHPP	0.23	EJ Area
2018	City of Grand Rapids	Grandville Avenue	Franklin Street to Barlett Street	Resurface	Rotomill/resurface	STP-U	0.67	EJ Area
2018	City of Hudsonville	32nd Avenue	City limits to Corporate Grove Drive	Resurface/Widen	resurfacing and widening	STP-U	0.18	Not EJ
2018	City of Hudsonville	Buttermilk Creek Pathway	Oak Street to Prospect Street	Non-Motorized	Shared Use Path	CMAQ	0.29	EJ Area
2018	City of Hudsonville	Buttermilk Creek Pathway	Oak Street to Prospect Street	Non-Motorized	Shared Use Path	CMAQ	Intersection	EJ Area
2018	City of Walker	Kinney Avenue	Three Mile to Waldorf	Reconstruct	Reconstruct	STP-U	0.51	EJ Area
2018	Kent County Road Commission	10 Mile Road	US-131 to Meijer/ childsdale to river	Resurface	Resurface	NHPP	0.92	EJ Area
2018	Kent County Road Commission	10 Mile Road	Alpine Ave to Pine Island Dr	Reconstruct	Reconstruct	STP-U	1.99	EJ Area
2018	Kent County Road Commission	13 Mile Road	Fruit Ridge Ave to Peach Ridge Ave	Reconstruct	Reconstruct Existing	STP-R	1.01	EJ Area
2018	Kent County Road Commission	Knapp Street	Dunnigan Ave to Grand River Dr	Reconstruct/Widen	Widen to 3 Lanes	EDFC	2.10	EJ Area
2018	Kent County Road Commission	Knapp Street	The Grand River to w. of Pettis	Reconstruct/Widen	Widen to 3 Lanes	FLEX	0.48	Not EJ
2018	Kent County Road Commission	Knapp Street	Dunnigan Ave to Grand River Dr	Reconstruct/Widen	Widen to 3 Lanes	FLEX	2.10	EJ Area
2018	Kent County Road Commission	Spaulding Avenue	from Cascade Rd to 800 ft south	Lane Modification	Add Rt-turn Lane	CMAQ	Intersection	EJ Area
2018	Kentwood/Grand Rapids	Bretton Avenue	44th to 32nd	Resurface	Pulverize and repave	STP-U	1.50	EJ Area
2018	MI Dept of Transportation	I-196	M-11 East 0.74 Miles	Reconstruct/Widen	Widen - major (capacity increase)	CM	1.54	EJ Area
2018	MI Dept of Transportation	I-196 (EB)	Fuller Ave to I-96	Reconstruct/Widen	Reconstruct/Widen	IM	2.10	EJ Area
2018	MI Dept of Transportation	I-196 (WB)	32nd Avenue east to Ottawa/Kent County	Reconstruct	Reconstruct	IM	4.55	EJ Area
2018	MI Dept of Transportation	I-196 (WB) Over Plymouth Avenue	Intersection	Bridge Replacement	Bridge replacement	IM	Intersection	EJ Area
2018	MI Dept of Transportation	I-96 (EB) Under I-196 (WB)	Intersection	Bridge Repair	Bridge Restore & rehabilitate	IM	Intersection	EJ Area
2018	MI Dept of Transportation	I-96 (EB/WB)	West River Drive to the Grand River	Reconstruct	Reconstruct	IM	0.94	EJ Area
2018	MI Dept of Transportation	I-96 (EB/WB) Over Grand River	Intersection	Bridge Repair	Bridge Restore & rehabilitate	IM	Intersection	EJ Area
2018	MI Dept of Transportation	I-96 (WB On-Ramp) At M-44 (Plainfield)	Intersection	Miscellaneous	Miscellaneous	HSIP	0.39	EJ Area
2018	MI Dept of Transportation	M-11 Over CSX RR & Chicago Drive	Intersection	Bridge Repair	Bridge - other	NH	Intersection	EJ Area
2018	MI Dept of Transportation	M-44	At Leonard Street	Traffic ops/safety	Traffic ops/safety	CM	Intersection	EJ Area
2018	MI Dept of Transportation	M-6 Under Patterson Avenue	Intersection	Bridge Repair	Bridge - other	NH	Intersection	EJ Area
2018	MI Dept of Transportation	US-131 (NB)	10 Mile Road to M-46 (S Junction)	Reconstruct	Reconstruct	NH	7.51	EJ Area
2018	MI Dept of Transportation	US-131(NB) At Cedar Springs Avenue	Intersection	Bridge Repair	Bridge Restore & rehabilitate	NH	Intersection	EJ Area
2018	Ottawa County Road Commission	Cottonwood Drive	Baldwin Street to Bauer Road	Reconstruct/Widen	Reconstruct to 5 Lanes	STP-U	1.43	EJ Area
2018	Walker/MDOT	I-96 (EB Ramp) At Walker Avenue	Intersection	Intersection	Intersection Modification and Signalization	CMAQ	Intersection	EJ Area
2019	City of Grand Rapids	7th Street	Collindale Avenue to Covell Avenue	Resurface	Rotomill/resurface	STP-U	1.01	EJ Area
2019	City of Grand Rapids	Alger Street	Kalamazoo Avenue to Plymouth Avenue	Resurface	Rotomill/resurface	STP-U	0.52	EJ Area
2019	City of Grand Rapids	Alger Street	Eastern Avenue to Kalamazoo Avenue	Reconstruct	Reconstruct	STP-U	0.73	EJ Area
2019	City of Grand Rapids	Broadway Avenue	Bridge Street to Leonard Street	Resurface	Rotomill/resurface	STP-U	0.99	EJ Area
2019	City of Grand Rapids	Division Avenue	Wealthy Street to Cherry Street	Reconstruct	Reconstruct	NHPP	0.26	EJ Area
2019	City of Grand Rapids	Eastern Avenue	Hall Street to Franklin Street	Resurface	Rotomill/resurface	STP-U	0.50	EJ Area
2019	City of Grand Rapids	Michigan Street	Leffingwell Avenue to Greenwich Road	Resurface	Rotomill/resurface	STP-U	0.37	EJ Area
2019	City of Grandville	Ivanrest Avenue	Prairie to 44th	Resurface	Full depth overlay ADA ramp upgrades	STP-U	1.49	EJ Area
2019	City of Hudsonville	Van Buren Street	Balsam Drive to 36th Avenue	Reconstruct	Reconstruct	STP-U	0.51	Not EJ
2019	City of Kentwood	East Paris Avenue At Sparks	Intersection	Lane Modification	Add1 right turn lane on East Paris	CMAQ	Intersection	EJ Area
2019	City of Kentwood	Forest Hill Avenue	Burton Intersection	Lane Modification	Add 2 right turn lanes on Forest Hill	CMAQ	Intersection	EJ Area
2019	City of Kentwood	Sparks Avenue/Forest Hill Avenue	East Paris to Burton	Resurface	Pulverize and Repave	STP-U	0.80	EJ Area
2019	City of Rockford	North Main Street	Lewis to Division	Resurface	Mill & Fill	STP-U	0.57	EJ Area
2019	City of Wyoming	54th Street	Haughey Ave to US-131	Lane Modification	Add 3rd WB Lane	FLEX	0.42	EJ Area
2019	City of Wyoming	54th Street Off Ramp At US-131	Intersection	Reconstruct	Construct Access Dr into Meijer	EDFC	Intersection	EJ Area
2019	KCRC/Kentwood	Patterson Avenue & 44th Street	750 feet north and west	Lane Modification	Dual Lt-Turn Lanes	CMAQ	Intersection	EJ Area
2019	Kent County Road Commission	13 Mile Road	Kenowa Avenue to Fruit Ridge Ave	Reconstruct	Reconstruct Existing	STP-R	1.00	EJ Area
2019	Kent County Road Commission	6 Mile Road	Walker Ave to Alpine Ave	Resurface	Resurface	STP-U	1.97	EJ Area
2019	Kent County Road Commission	7 Mile Road	Fruit Ridge Ave to Bristol Ave	Resurface	Resurface	STP-U	2.96	Not EJ
2019	Kent County Road Commission	Byron Center Avenue	92nd St to 84th St	Resurface	Resurface	STP-U	1.01	EJ Area
2019	Kent County Road Commission	Kraft Avenue	36th St to 28th St	Resurface	Resurface	STP-U	1.00	EJ Area
2019	MI Dept of Transportation	I-196 (EB) Over M-45	Intersection	Bridge Repair	Bridge Restore & rehabilitate	IM	Intersection	EJ Area
2019	MI Dept of Transportation	I-196 (EB) Over M-45 (WB Ramp)	Intersection	Bridge Repair	Bridge Restore & rehabilitate	IM	Intersection	EJ Area
2019	MI Dept of Transportation	I-196 (WB)	32nd Avenue east to Ottawa/Kent County	Reconstruct	Reconstruct	IM	4.55	EJ Area
2019	MI Dept of Transportation	I-196 (WB) at I-196/US-131 Ramps	Intersection	Miscellaneous	Miscellaneous - Apply High Friction Surface	HSIP	0.13	EJ Area
2019	MI Dept of Transportation	I-96	Thornapple River Drive east to Whitneyville	Reconstruct	Reconstruct	IM	5.45	EJ Area
2019	MI Dept of Transportation	M-21	At Carl Drive	Traffic ops/safety	Traffic ops/safety	HSIP	Intersection	EJ Area
2019	Ottawa County Road Commission	32nd Avenue	Byron Road to Quincy Street	Resurface/Widen	Resurface & construct various left turn lanes	STP-U	2.01	EJ Area
2020	City of Grand Rapids	Alger Street	Madison Avenue to Eastern Avenue	Reconstruct	Reconstruct/rotomill/resurface	STP-U	0.50	EJ Area
2020	City of Grand Rapids	Eastern Avenue	Ardmore Street to Oakdale Street	Resurface	Rotomill/resurface	STP-U	0.63	EJ Area
2020	City of Grand Rapids	Hall Street	Kalamazoo Avenue to Fuller Avenue	Reconstruct	Reconstruct	STP-U	0.29	EJ Area
2020	City of Grand Rapids	Hall Street	Division Avenue to Jefferson Avenue	Resurface	Rotomill/resurface	STP-U	0.17	EJ Area
2020	City of Grand Rapids	Hall Street	Fuller Avenue to Colorado Avenue	Reconstruct	Reconstruct	STP-U	0.30	EJ Area
2020	City of Grand Rapids	Lake Drive	Carlton Avenue to ECL	Resurface	Rotomill/resurface	STP-U	0.39	EJ Area
2020	City of Grand Rapids	Madison Avenue	Franklin Street to Wealthy Street	Resurface	Rotomill/resurface	STP-U	0.50	EJ Area
2020	City of Grand Rapids	Madison Avenue	28th Street to Alger Street	Resurface	Rotomill/resurface	STP-U	0.51	EJ Area
2020	City of Grand Rapids	Market Avenue	Frontage Street to 200' W. of Plaster Creek	Resurface	Rotomill/resurface	STP-U	0.45	EJ Area
2020	City of Grand Rapids	Ottawa Avenue	Fulton Street to Michigan Street	Resurface	Rotomill/resurface; Remove slip lane	STP-U	0.53	EJ Area
2020	City of Grand Rapids	Walker Avenue	Stocking Avenue to Leonard Street	Resurface	Rotomill/resurface	STP-U	1.07	EJ Area
2020	City of Kentwood	52nd Street	Broadmoor to Patterson	Resurface	Mill and Fill	STP-U	0.36	EJ Area
2020	City of Kentwood	Burton Street	Burton/East Paris Intersection	Lane Modification	Add right turn lanes on NE and NW quads	CMAQ	Intersection	EJ Area
2020	City of Walker	Leonard Street	Wilson to Kinney	Resurface	Resurface	STP-U	0.50	EJ Area
2020	City of Walker	Three Mile Road At Walker Avenue	Intersection	Reconstruct	Construct dual left turns for eastbound to n	CMAQ	Intersection	EJ Area
2020	City of Wyoming	Byron Center Ave	44th Street	Lane Modification	Add NB RT Only Lane	CMAQ	Intersection	EJ Area
2020	City of Wyoming	Byron Center Avenue	South City Limit to 44th St	Resurface	Rotomill/Resurface	NHPP	2.03	EJ Area

Projects in Environmental Justice Areas

2020	City of Wyoming	Byron Center Avenue	South City Limit to 52th St	Resurface	Rotomill/Resurface	STP-U	1.02	EJ Area
2020	Kent County Road Commission	84th Street	Division Ave to Eastern Ave	Reconstruct/Widen	Reconstruct to 3 lane	EDFC	0.97	EJ Area
2020	Kent County Road Commission	84th Street	Kalamazoo Ave to Breton Ave	Reconstruct	Reconstruct	STP-U	1.00	EJ Area
2020	Kent County Road Commission	Alden Nash Avenue	Segwun Ave to Grand River Dr	Reconstruct/Widen	Widen to 3 Lanes	FLEX	0.35	EJ Area
2020	Kent County Road Commission	Fruit Ridge Avenue	6 Mile Road to 7 Mile Road	Reconstruct	Reconstruct Existing	STP-R	1.00	Not EJ
2020	Kent County Road Commission	Spaulding Avenue	Ada to Cascade	Reconstruct/Widen	Reconstruct/Widen	FLEX	0.45	EJ Area
2020	MI Dept of Transportation	I-96 (WB) At M-21	Intersection	Reconstruct/Widen	Widen - major (capacity increase)	CM	Intersection	EJ Area
2020	Ottawa County Road Commission	44th Street/Port Sheldon Street	Chicago Drive to 8th Avenue	Resurface	Resurface existing 55' and 44' widths	STP-U	1.68	Not EJ
2020	Ottawa County Road Commission	Port Sheldon Street	44th Street to Main Street	Resurface	Resurface existing 30' width	STP-U	2.49	EJ Area
Illustrative	City of East Grand Rapids	Breton Road	SCL to Hall	Resurface	Rotomill/resurface	TBD	0.71	EJ Area
Illustrative	City of East Grand Rapids	Franklin Street/San Lu Rae Drive	WCL to Lake Drive	Resurface	Rotomill/resurface	TBD	0.77	Not EJ
Illustrative	City of East Grand Rapids	Hall Street	Hutchinson Ave to Breton	Resurface	Rotomill/resurface	TBD	0.50	Not EJ
Illustrative	City of East Grand Rapids	Lake Drive	Hall Street to ECL	Resurface	Rotomill/resurface	TBD	0.66	EJ Area
Illustrative	City of East Grand Rapids	Lake Drive	WCL to Plymouth	Resurface	Rotomill/resurface	TBD	0.31	Not EJ
Illustrative	City of East Grand Rapids	Lake Drive	Plymouth to Bagley	Resurface	Rotomill/resurface	TBD	0.52	Not EJ
Illustrative	City of East Grand Rapids	Lakeside Drive	Wealthy to Lake	Resurface	Rotomill/resurface	TBD	0.25	EJ Area
Illustrative	City of East Grand Rapids	Plymouth Avenue	Hall Street to Franklin	Resurface	Rotomill/resurface	TBD	0.50	Not EJ
Illustrative	City of East Grand Rapids	Wealthy Street	Sherman to Lovett	Resurface	Rotomill/resurface	TBD	0.21	EJ Area
Illustrative	City of Grand Rapids	29th Street	Breton Avenue to ECL	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	3 Mile Road	Coit Avenue to ECL	Reconstruct	Reconstruct	TBD	1.64	EJ Area
Illustrative	City of Grand Rapids	3 Mile Road	Monroe Avenue to Coit Avenue	Resurface	Rotomill/resurface	TBD	0.33	EJ Area
Illustrative	City of Grand Rapids	Alger Street	Division Avenue to Madison Avenue	Resurface	Rotomill/resurface	TBD	0.45	EJ Area
Illustrative	City of Grand Rapids	Ann Street	Turner Avenue to Monroe Avenue	Resurface	Rotomill/resurface	TBD	0.40	EJ Area
Illustrative	City of Grand Rapids	Ann Street	Monroe Avenue to Plainfield Avenue	Reconstruct	Reconstruct	TBD	0.56	EJ Area
Illustrative	City of Grand Rapids	Ball Avenue and Olson Street	Michigan Street to Olson Street and Ball Av	Resurface	Rotomill/resurface	TBD	0.54	EJ Area
Illustrative	City of Grand Rapids	Ball Avenue and Service Drive	Service Drive to Mason Street and Cedar St	Resurface	Rotomill/resurface	TBD	0.75	EJ Area
Illustrative	City of Grand Rapids	Boston Street	Fuller Avenue to Plymouth Avenue	Resurface	Rotomill/resurface	TBD	0.71	EJ Area
Illustrative	City of Grand Rapids	Bridge Street	Valley Avenue to Summer Avenue	Resurface	Rotomill/resurface	TBD	0.96	EJ Area
Illustrative	City of Grand Rapids	Bridge Street	Mt. Mercy Drive to Valley Avenue	Reconstruct	Reconstruct	TBD	0.45	EJ Area
Illustrative	City of Grand Rapids	Buchanan Avenue	Burton Street to Hall Street	Reconstruct	Reconstruct	TBD	0.96	EJ Area
Illustrative	City of Grand Rapids	Century Avenue	Burton Street to Hall Street	Reconstruct	Reconstruct	TBD	0.99	EJ Area
Illustrative	City of Grand Rapids	Cherry Street	Madison Avenue to Eastern Avenue	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Coit Avenue	Plainfield Avenue to Ann St	Resurface	Rotomill/resurface	TBD	0.53	EJ Area
Illustrative	City of Grand Rapids	College Avenue	Bissell Street to Leonard Street	Resurface	Rotomill/resurface	TBD	0.58	EJ Area
Illustrative	City of Grand Rapids	College Avenue	Wealthy Street to Cherry Street	Reconstruct	Reconstruct	TBD	0.25	EJ Area
Illustrative	City of Grand Rapids	Collindale Avenue	Lake Michigan Drive to Leonard Street	Reconstruct	Reconstruct	TBD	1.00	EJ Area
Illustrative	City of Grand Rapids	Covell Avenue	Fulton Street to Bridge Street	Resurface	Rotomill/resurface	TBD	0.56	EJ Area
Illustrative	City of Grand Rapids	Dean Lake Avenue	Knapp Street to NCL	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Diamond Avenue	Michigan Street to Leonard Street	Resurface	Rotomill/resurface/reconstruction	TBD	1.00	EJ Area
Illustrative	City of Grand Rapids	Diamond Avenue	Leonard Street to Aberdeen Street	Reconstruct	Reconstruct/rotomill/resurface	TBD	1.50	EJ Area
Illustrative	City of Grand Rapids	Diamond Avenue	Wealthy Street to Lake Drive	Reconstruct	Reconstruct	TBD	0.29	EJ Area
Illustrative	City of Grand Rapids	Division Avenue	Franklin Street to Wealthy Street	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Eastern Avenue	28th Street to Burton Street	Resurface	Rotomill/resurface	TBD	1.00	EJ Area
Illustrative	City of Grand Rapids	Franklin Street	Fuller Avenue to ECL	Resurface	Rotomill/resurface	TBD	0.49	EJ Area
Illustrative	City of Grand Rapids	Front Avenue	Wealthy Street to Weston Street	Resurface	Rotomill/resurface	TBD	0.41	EJ Area
Illustrative	City of Grand Rapids	Fuller Avenue	Kalamazoo Avenue to Alexander Avenue	Reconstruct	Reconstruct	TBD	0.51	EJ Area
Illustrative	City of Grand Rapids	Fulton Street	Lake Drive to Diamond Avenue	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Fulton Street	Diamond Avenue to Fuller Avenue	Resurface	Rotomill/resurface	TBD	0.25	EJ Area
Illustrative	City of Grand Rapids	Godfrey Avenue	WCL to Market Avenue	Reconstruct	Reconstruct	TBD	1.05	EJ Area
Illustrative	City of Grand Rapids	Grand River Walkway	Canal Street Park to Leonard Street and ea	Non-Motorized	Non Motorized path	TBD	0.23	EJ Area
Illustrative	City of Grand Rapids	Hall Street	Steele Avenue to Buchanan Avenue	Reconstruct	Concrete Slab Replacement	TBD	0.18	EJ Area
Illustrative	City of Grand Rapids	Hall Street	Colorado Avenue to Sylvan Avenue	Reconstruct	Reconstruct	TBD	0.18	EJ Area
Illustrative	City of Grand Rapids	Jefferson Avenue	Highland Street to Logan Street	Reconstruct	Reconstruct/rotomill/resurface	TBD	0.73	EJ Area
Illustrative	City of Grand Rapids	Knapp Street	Plainfield Avenue to Fuller Avenue	Reconstruct	Reconstruct	TBD	0.84	EJ Area
Illustrative	City of Grand Rapids	Lafayette Avenue	Leonard Street to Plainfield Avenue	Reconstruct	Reconstruct	TBD	0.43	EJ Area
Illustrative	City of Grand Rapids	Lafayette Avenue	Fulton Street to Michigan Street	Reconstruct	Reconstruct	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Lake Eastbrook Boulevard	East Beltline to 28th Street	Reconstruct	Reconstruct	TBD	0.80	EJ Area
Illustrative	City of Grand Rapids	Leffingwell Avenue	Leonard Street to NCL	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Leonard Street	Remembrance Road to Collindale Avenue	Resurface	Rotomill/resurface	TBD	0.51	EJ Area
Illustrative	City of Grand Rapids	Lyon Street	Monroe Avenue to Division Avenue	Resurface	Rotomill/resurface	TBD	0.21	EJ Area
Illustrative	City of Grand Rapids	Lyon Street Bikeway	Grand River to Plymouth Ave	Non-Motorized	Two way bicycle track and other	TBD	2.52	EJ Area
Illustrative	City of Grand Rapids	Market Avenue	I-196 to Freeman Avenue	Resurface	Rotomill/resurface	TBD	0.85	EJ Area
Illustrative	City of Grand Rapids	Maryland Avenue	I-196 to Leonard Street	Resurface	Rotomill/resurface	TBD	0.52	EJ Area
Illustrative	City of Grand Rapids	Michigan Street	Greenwich to East Beltline	Resurface	Rotomill/resurface	TBD	0.15	EJ Area
Illustrative	City of Grand Rapids	Michigan Street	Ionia Avenue to Barclay Avenue	Maintenance	Capital Preventative Maintenance	TBD	0.27	EJ Area
Illustrative	City of Grand Rapids	Monroe Avenue	Fulton Street to Pearl Street	Resurface	Rotomill/resurface	TBD	0.24	EJ Area
Illustrative	City of Grand Rapids	Monroe Avenue	Newberry Ave to Ottawa Avenue	Resurface	Rotomill/resurface	TBD	0.43	EJ Area
Illustrative	City of Grand Rapids	Monroe Avenue	Ann Street to Knapp Street	Resurface	Rotomill/resurface	TBD	0.25	EJ Area
Illustrative	City of Grand Rapids	Mount Vernon Avenue	Fulton Street to Bridge Street	Reconstruct	Reconstruct/rotomill/resurface	TBD	0.50	EJ Area
Illustrative	City of Grand Rapids	Newberry Street	Monroe Avenue to Division Avenue	Reconstruct	Reconstruct	TBD	0.18	EJ Area
Illustrative	City of Grand Rapids	Oakleigh Avenue	Lake Michigan Drive to Leonard Street	Reconstruct	Reconstruct	TBD	1.00	EJ Area
Illustrative	City of Grand Rapids	Ottawa Avenue	Fairbanks to Michigan St	Resurface	Rotomill/resurface	TBD	0.32	EJ Area
Illustrative	City of Grand Rapids	Ottawa Avenue	Oakes Street to Fulton St	Resurface	Rotomill/resurface	TBD	0.16	EJ Area
Illustrative	City of Grand Rapids	Ottawa Avenue	Fairbanks Street to Monroe Avenue	Reconstruct	Reconstruct	TBD	0.51	EJ Area
Illustrative	City of Grand Rapids	Perkins Avenue	Leonard Street to Knapp Street	Reconstruct	Reconstruct	TBD	1.00	EJ Area
Illustrative	City of Grand Rapids	Plainfield Avenue	Ann Street to 3 Mile Road	Resurface	Rotomill/resurface	TBD	1.41	EJ Area
Illustrative	City of Grand Rapids	Plaster Creek Non-Motorized Trail	Division to Buchanan	Non-Motorized	Non-motorized on street bike facilities	TBD	0.27	EJ Area
Illustrative	City of Grand Rapids	Plymouth Avenue	Michigan Street to Leonard Street	Resurface	Rotomill/resurface	TBD	1.00	EJ Area
Illustrative	City of Grand Rapids	Richmond Street	WCL to Bristol Avenue	Reconstruct	Reconstruct/rotomill/resurface	TBD	1.76	EJ Area
Illustrative	City of Grand Rapids	Robinson Road	Lake Drive to ECL	Resurface	Rotomill/resurface	TBD	0.62	EJ Area
Illustrative	City of Grand Rapids	Scribner Avenue	Pearl Street to Michigan Street	Resurface	Rotomill/resurface	TBD	0.27	EJ Area
Illustrative	City of Grand Rapids	Scribner Avenue	4th Street to Leonard Street	Resurface	Rotomill/resurface	TBD	0.70	EJ Area
Illustrative	City of Grand Rapids	Scribner Avenue	6th Street to 11th Street	Resurface	Rotomill/resurface	TBD	0.31	EJ Area
Illustrative	City of Grand Rapids	State Street	Lafayette Avenue to Madison Avenue	Reconstruct	Reconstruct	TBD	0.14	EJ Area
Illustrative	City of Grand Rapids	Valley Avenue	Butterworth Street to Lake Michigan Drive	Reconstruct	Reconstruct	TBD	0.61	EJ Area
Illustrative	City of Grand Rapids	Walker Avenue	NCL to Sharp Drive	Resurface	Rotomill/resurface	TBD	0.32	EJ Area
Illustrative	City of Grand Rapids	Wealthy Street	Fuller Avenue to ECL	Reconstruct	Reconstruct	TBD	0.49	EJ Area
Illustrative	City of Grandville	36th Street	Canal to Kenowa	Resurface	Overlay, ADA ramp upgrades	TBD	0.50	EJ Area
Illustrative	City of Grandville	Canal Avenue	44th to South C/L	Resurface	Overlay, ADA ramp upgrades	TBD	0.53	EJ Area
Illustrative	City of Grandville	Wilson Avenue	Rivertown PKWY to South C/L	Resurface	Overlay, ADA ramp upgrades	TBD	0.64	EJ Area
Illustrative	City of Hudsonville	40th Avenue	New Holland Street to Chicago Drive	Resurface	Resurface	TBD	0.22	EJ Area
Illustrative	City of Hudsonville	40th Avenue	Van Buren Street to Grant Street	Reconstruct	Reconstruct	TBD	0.35	Not EJ
Illustrative	City of Hudsonville	Van Buren Street	40th Avenue to 36th Avenue	Reconstruct	Reconstruct	TBD	0.51	Not EJ
Illustrative	City of Kentwood	29th Street	East Paris Ave to Lake Eastbrook Blvd	Resurface	Rotomill/resurface	TBD	0.34	EJ Area
Illustrative	City of Kentwood	29th Street	M-37 to Shaffer Avenue	Resurface	Rotomill/resurface	TBD	0.29	EJ Area
Illustrative	City of Kentwood	29th Street	Radcliff Avenue to the City Limits	Resurface	Rotomill/resurface	TBD	0.33	EJ Area
Illustrative	City of Kentwood	29th Street	Shaffer Avenue to Radcliff Avenue	Resurface	Rotomill/resurface	TBD	0.18	EJ Area
Illustrative	City of Kentwood	32nd Street	Shaffer Avenue to Breton Avenue	Resurface	Rotomill/resurface	TBD	1.00	EJ Area
Illustrative	City of Kentwood	48th Street	Division Avenue to Eastern Avenue	Resurface	Rotomill/resurface	TBD	0.97	EJ Area
Illustrative	City of Kentwood	52nd Street	East Paris Ave to M-37 (Broadmoor)	Resurface	Rotomill/resurface	TBD	0.63	EJ Area
Illustrative	City of Kentwood	52nd Street	Eastern Ave to Kalamazoo Ave	Resurface	Rotomill/resurface	TBD	1.01	EJ Area
Illustrative	City of Kentwood	52nd Street	Kalamazoo Ave to Breton Ave	Resurface	Rotomill/resurface	TBD	1.50	EJ Area
Illustrative	City of Kentwood	Burton Street	Patterson to F. Hill Avenue	Resurface	Rotomill/resurface with re-design lane stripi	TBD	0.53	EJ Area
Illustrative	City of Kentwood	Burton Street	F. Hill Avenue to East Paris Avenue	Resurface	Rotomill/resurface with re-design lane stripi	TBD	0.68	EJ Area
Illustrative	City of Kentwood	East Paris Avenue	28th Street to 29th Street	Resurface	Rotomill/resurface	TBD	0.13	EJ Area
Illustrative	City of Kentwood	East Paris Avenue	M-37 to 40th Street	Resurface	Rotomill/resurface	TBD	0.34	EJ Area
Illustrative	City of Kentwood	East Paris Avenue	28th to 29th including intersection	Reconstruct	Full depth concrete	TBD	0.13	EJ Area
Illustrative	City of Kentwood	East Paris Avenue At 28th Street	Intersection	Lane Modification	Right Turn Lane to NB East Paris to EB 28th S	TBD	Intersection	EJ Area
Illustrative	City of Kentwood	Forest Hill Avenue Over I-96	Intersection	Reconstruct	Construction of Non-Motorized facility	TBD	0.14	EJ Area
Illustrative	City of Kentwood	Jefferson Avenue	44th Street to the City Limits	Resurface	Rotomill/resurface	TBD	0.25	EJ Area
Illustrative	City of Kentwood	Radcliff Avenue	28th Street to 29th Street	Resurface	Rotomill/resurface	TBD	0.14	EJ Area
Illustrative	City of Kentwood	Shaffer Avenue	32nd Street to North of 36th Street	Resurface	Rotomill/resurface	TBD	0.47	EJ Area

Projects in Environmental Justice Areas

Illustrative	City of Rockford	East Main Street	East Main St. from Northland Dr. to Lewis	Resurface	Mill & Fill	TBD	0.51	EJ Area
Illustrative	City of Rockford	Northland Drive	Northland Dr. to Lincoln st.	Resurface	Mill & Fill	TBD	0.65	EJ Area
Illustrative	City of Walker	3 Mile Road	Bristol Ave to West of Walker Ave	To Be Determined	To Be Determined	TBD	0.78	EJ Area
Illustrative	City of Walker	Alpine Avenue	Ann Street to Hillside Drive	To Be Determined	To Be Determined	TBD	0.50	EJ Area
Illustrative	City of Walker	Alpine Avenue	Hillside Drive to 3 Mile Road	To Be Determined	To Be Determined	TBD	0.50	EJ Area
Illustrative	City of Walker	Butterworth Drive	Vet's Memorial to Wilson	Resurface	Resurface	TBD	0.97	EJ Area
Illustrative	City of Walker	Center & Weatherfor Roundabout	Center Drive / Weatherford Drive	Reconstruct	Construct roundabout / remove signal	TBD	2.00	Not EJ
Illustrative	City of Walker	Center & Weatherfor Roundabout	Center Drive / Weatherford Drive	Reconstruct	Construct roundabout / remove signal	TBD	Intersection	EJ Area
Illustrative	City of Walker	Center Drive	M-37 to M-37	To Be Determined	To Be Determined	TBD	1.42	EJ Area
Illustrative	City of Walker	Fruit Ridge Avenue	3 Mile Road to 4 Mile Road	To Be Determined	To Be Determined	TBD	1.01	EJ Area
Illustrative	City of Walker	Hillside Drive	Alpine Avenue to West River Drive	To Be Determined	To Be Determined	TBD	0.25	EJ Area
Illustrative	City of Walker	Leonard Street	Kinney Avenue to Remembrance Rd	To Be Determined	To Be Determined	TBD	1.01	EJ Area
Illustrative	City of Walker	North Park Street	City Limits to West River Drive	To Be Determined	To Be Determined	TBD	0.52	EJ Area
Illustrative	City of Walker	Remembrance Road	Richmond St to Walker Village Dr	To Be Determined	To Be Determined	TBD	0.87	EJ Area
Illustrative	City of Walker	Remembrance Road	Wilson Avenue to Richmond Street	To Be Determined	To Be Determined	TBD	0.86	EJ Area
Illustrative	City of Walker	Walker Avenue	3 Mile Road to I-96 EB Ramps	To Be Determined	To Be Determined	TBD	0.29	EJ Area
Illustrative	City of Walker	Walker Avenue	North Ridge Drive to 4 Mile Road	To Be Determined	To Be Determined	TBD	0.32	EJ Area
Illustrative	City of Walker	Walker Avenue	Sharp Drive to Waldorf Street	To Be Determined	To Be Determined	TBD	0.21	EJ Area
Illustrative	City of Walker	West River Drive	Hillside Drive to Turner Avenue	To Be Determined	To Be Determined	TBD	0.24	EJ Area
Illustrative	City of Walker	West River Drive	Turner Avenue to Bertha Avenue	To Be Determined	To Be Determined	TBD	1.53	EJ Area
Illustrative	City of Walker	Wilson Avenue	Remembrance Road to 3 Mile Road	To Be Determined	To Be Determined	TBD	0.48	EJ Area
Illustrative	City of Wyoming	36th Street	WCL to Clyde Park Avenue	Resurface	Resurface	TBD	2.50	EJ Area
Illustrative	City of Wyoming	44th Street	West City Limit to Clyde Park Ave	Resurface	Rotomill/resurface	TBD	2.50	EJ Area
Illustrative	City of Wyoming	Michael Avenue	36th Street to Prairie Parkway	Resurface	Resurface	TBD	0.80	EJ Area
Illustrative	East Grand Rapids/Grand Rapids	Hall Street	Sylvan Avenue to Hutchinson Avenue (exte	Resurface	Rotomill/resurface	TBD	0.50	EJ Area
Illustrative	Grand Rapids/Wyoming	Division Avenue	28th Street to Burton Street	Resurface	Rotomill/resurface	TBD	1.00	EJ Area
Illustrative	Grand Rapids/Wyoming	Eastern Avenue	36th Street to 28th Street	Resurface	Rotomill/resurface	TBD	1.00	EJ Area
Illustrative	Kent County Parks	White Pine Tail Surfacing	M-46	Resurface	Limestone paving, bridge and culvert improv	TBD	5.59	EJ Area
Illustrative	Kent County Road Commission	10 Mile Road	Pine Island to Algoma	Reconstruct	Reconstruct	TBD	2.02	Not EJ
Illustrative	Kent County Road Commission	3 Mile Road	GR E. limits to East Beltline	Resurface	Resurface	TBD	1.75	EJ Area
Illustrative	Kent County Road Commission	3 Mile Road	East Beltline to Grand River Drive	Resurface	Resurface	TBD	2.38	EJ Area
Illustrative	Kent County Road Commission	5 Mile Road	Sawkaw Dr and East Beltline Ave	Resurface	Resurface	TBD	0.73	EJ Area
Illustrative	Kent County Road Commission	6 Mile Road	Walker to Fruit Ridge	Resurface	Resurface	TBD	1.98	EJ Area
Illustrative	Kent County Road Commission	68th Street	Plaza Center Ave to Leisure Creek Dr.	Reconstruct/Widen	Reconstruct 4 to 5 lanes	TBD	1.02	EJ Area
Illustrative	Kent County Road Commission	7 Mile Road	Alpine to Bristol	Resurface	Resurface	TBD	0.99	Not EJ
Illustrative	Kent County Road Commission	76th Street	Clyde Park Ave to Division Avenue	Resurface	Resurface	TBD	1.01	EJ Area
Illustrative	Kent County Road Commission	Burton Street	Kraft Avenue to Cascade Road	Resurface	Resurface	TBD	1.29	EJ Area
Illustrative	Kent County Road Commission	Byron Center Avenue	68th to City Limit	Resurface	Resurface	TBD	0.96	EJ Area
Illustrative	Kent County Road Commission	Cascade Road	Whitneyville Avenue to Snow Ave	Resurface	Resurface	TBD	2.35	EJ Area
Illustrative	Kent County Road Commission	Cascade Road	Hall St. to Burton St.	Reconstruct/Widen	Reconstruct 4 to 5 lanes	TBD	2.26	EJ Area
Illustrative	Kent County Road Commission	Courtland Connector	White Pine Tr. To Luton Park	Non-Motorized	Non-motorized Trail	TBD	2.62	EJ Area
Illustrative	Kent County Road Commission	Fruit Ridge Avenue	4 Mile Road to 6 Mile Road	Resurface	Resurface	TBD	2.07	EJ Area
Illustrative	Kent County Road Commission	Kalamazoo Avenue	68th Street to 60th Street	Resurface	Resurface	TBD	0.95	EJ Area
Illustrative	Kent County Road Commission	Knapp Street	E. City limits to East Beltline	Resurface	Resurface	TBD	1.01	EJ Area
Illustrative	Kent County Road Commission	Lamoreaux Drive	Alpine Ave to W. River Dr	Resurface	Resurface	TBD	1.56	EJ Area
Illustrative	Kent County Road Commission	Lincoln Lake Avenue	6-Mile to 7-Mile	Reconstruct	Reconstruct	TBD	1.00	Not EJ
Illustrative	Kent County Road Commission	Lincoln Lake Avenue	5-Mile to 6-Mile	Resurface	Resurface	TBD	1.06	Not EJ
Illustrative	Kent County Road Commission	Myers Lake Road Recreation Trail	10 Mile to 12 Mile Road	Non-Motorized	Non-Motorized Trail	TBD	2.18	EJ Area
Illustrative	Kent County Road Commission	Rogue River Road	West River Dr to Belmont Ave	Resurface	Resurface	TBD	1.09	EJ Area
Illustrative	Kent County Road Commission	Rogue River Road	Belmont Avenue to Wolverine Blvd	Resurface	Resurface	TBD	1.63	EJ Area
Illustrative	Kent County Road Commission	West River Drive	Laramie Drive to Pine Island Drive	Resurface	Resurface	TBD	1.67	EJ Area
Illustrative	Kent County Road Commission	Whitneyville Avenue	Cascade Rd. to 68th St.	Resurface	Resurface	TBD	3.60	EJ Area
Illustrative	Kent County Road Commission	Wolverine Boulevard	10 Mile Road to 11 Mile Road	Resurface	Resurface	TBD	0.87	Not EJ
Illustrative	Kent County Road Commission	Wolverine Boulevard	11 Mile Rd to 12 Mile Rd	Resurface	Resurface	TBD	1.16	EJ Area
Illustrative	Kentwood/Grand Rapids/MDOT	M-11 (28th Street)	Patterson Aven to Kalamazoo Ave	Non-Motorized	Sidewalk Construction	TBD	4.01	EJ Area
Illustrative	Ottawa County Road Commission	36th Avenue	Port Sheldon St to Fillmore St	Resurface	Resurface	TBD	3.70	Not EJ
Illustrative	Ottawa County Road Commission	68th Avenue	M-45 to Grand River	Resurface	Resurface	TBD	2.97	EJ Area
Illustrative	Ottawa County Road Commission	Byron Road	24th Avenue to Kenowa Avenue	Resurface	Resurface	TBD	3.01	Not EJ
Illustrative	Ottawa County Road Commission	Cottonwood Drive	Taylor Street to Baldwin Street	Resurface	Resurface	TBD	0.67	EJ Area
Illustrative	Ottawa County Road Commission	Leonard Street	48th Avenue to 24th Avenue	Resurface	Resurface	TBD	3.18	Not EJ
Illustrative	Ottawa County Road Commission	Port Sheldon Street	44th Street to Main Street	Resurface	Resurface	TBD	2.64	EJ Area
Illustrative	Walker/MDOT	Fruitridge Avenue over I-96	Intersection	Reconstruct/Widen	Reconstruct and widen bridge	TBD	0.04	EJ Area
Illustrative	Wyoming/Grand Rapids	Eastern Avenue	400' North of 44th Street to 36th Street	Resurface	Rotomill/resurface	TBD	0.92	EJ Area

## Appendix E

### System Condition

In order to begin developing the TIP, staff needed information on the condition of the transportation network. One of the tools staff makes use of to get the most complete and correct information is the use of management systems. The first management system is the Congestion Management system which utilizes current traffic volumes on roadways in relation to the volumes the roads are designed to carry (capacity) and predicts future traffic volumes. Another management system the GVMC utilizes is the Pavement Management System (see the next page). The GVMC Pavement Management System survey's road segments conditions for the entire Federal Aid Network over a three year period. Staff analyzes pavement conditions based on cracking, separations, and joint lifting using the United States Code of Engineers PAVER program.

### Congestion Deficiencies

Congested facilities are roadways with 24 hour volumes in excess of the designed capacity.

<u>Type</u>	<u>Example</u>	<u>24 Hour Capacity</u>
2 Lanes	10 Mile Road	13,600 AADT
4 Lanes	Market Ave.	24,000 AADT
4 Lane BLVD	44 <sup>th</sup> Street	34,800 AADT
5 Lanes	28 <sup>th</sup> Street	34,800 AADT
4 Lane Freeway	I-196	71,200 AADT
6 Lane Freeway	US-131	106,800 AADT

### Metropolitan Transportation Plan Congested Facilities Summary

Based on findings of the FY2040 Metropolitan Transportation Plan and the travel demand model the following determinations were made:

- 1,576 Total Network Miles
- 119.3\* Miles Capacity Deficient
- 24\* Miles Identified for Improvement
- 104\* GVMC Intersections of interest

\* - Numbers are approximate

## Condition Deficiencies

GVMC employs the Pavement Surface Evaluation and Rating (PASER) system for determining the condition of the system and project eligibility. GVMC uses the PASER survey process to complete the entire study area in our roadway network every year. Trained GVMC staff and staff representing the individual jurisdictions, conducts the PASER survey cooperatively.

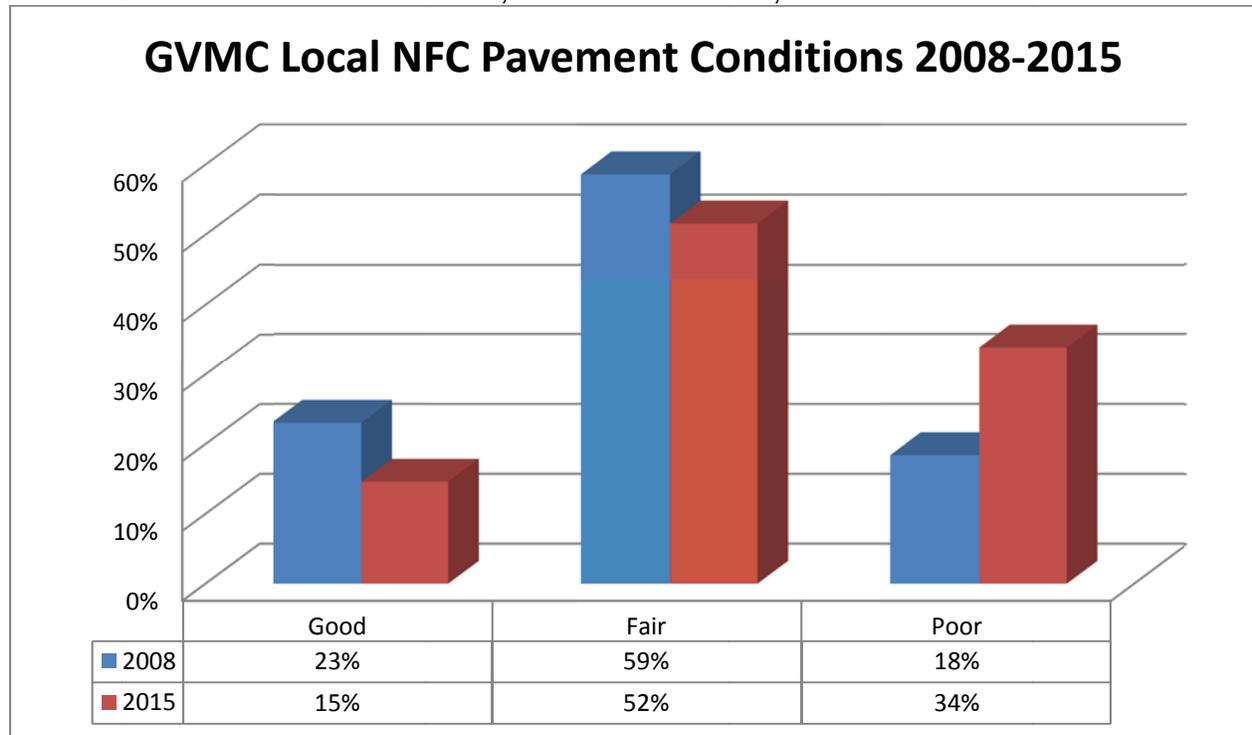
### PASER Investment Scale

PASER 10 – 8	Not Eligible for federal funds
PASER 7	Eligible for crack sealing funding*
PASER 6 - 5	Eligible for sealcoat/thin overlay funding*
PASER 4	Eligible for structural overlay funding
PASER 3 – 1	Eligible for reconstruction funding

\* Approved GVMC treatment. Subject to MDOT Programming approval.

Below you will see a graph showing the comparison between 2008 and 2015 pavement condition data. The TAMC groups pavements according to the following groupings:

PASER 10-8 = Good, PASER 7-5 = Fair, PASER 4-1 = Poor



## **Michigan Asset Management Council Reporting Requirements**

Established by Act 499 of the Public Acts of 2002, the Transportation Asset Management Council (TAMC) was created to expand the practice of asset management statewide and to enhance the efficiency of investing in Michigan's roads and bridges. Part of the TAMC's mission is to collect physical inventory and condition data on all roads and bridges in Michigan.

TAMC is a legislated body of representatives who report to the Michigan Transportation Commission from agencies who own roads or are responsible for road funding that coordinate:

- The collection of condition data for all roads and bridges
- The collection of asset investment data
- The reporting of collected data and analysis to the legislature and State Transportation Commission.

The method used by the TAMC to report the general condition of the roads in Michigan is to group the ratings into three simple and easy to understand categories. This good/fair/poor grouping is meant to easily depict the general condition of the roads under state and local jurisdiction to those with little or no knowledge in asset management.

## **Interurban Transit Partnership (ITP and The Rapid)**

In January, 2000, the Interurban Transit Partnership (ITP) was formed by the cities of Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker and Wyoming under Act 196 of the Public Acts of the State of Michigan. The creation of ITP allowed for the expansion of public transportation in the Grand Rapids area. Shortly after incorporating under Act 196, ITP chose the name The Rapid to distinguish the services it provides and promote easier identification of a transit service “brand-name.” Act 196 allows The Rapid to ask voters for a millage election to support the funding of public transportation, which The Rapid has done on several occasions since 2000.

In 2011, ITP went to voters seeking the most recent increase in the millage. By approving the millage, voters agreed to increase The Rapid bus system’s current five-year 1.12 mill tax levy by 0.35 mills to a total of 1.47 mills for seven years. The improvements were made gradually with the full millage levy eventually raising \$15.6 million a year. One-third of the millage increase goes toward operating the Silver Line. The extra funding was used to pay for a variety of improvements over five years including: increasing weekday bus frequency to 30 minutes on all routes from 5 a.m. To 7:15 p.m., run all routes until 11:15 p.m. weekdays, extending weekday evening service to 12:15 a.m. on the seven most productive routes, improving weekday peak frequency service to 15 minutes on the six next most productive routes, adding Bus Rapid Transit on Division Avenue, extending Saturday evening service to 10 p.m. on all routes except Woodland Mall/Airport Route 17, extending GVSU Campus route to Central Station on weekdays at current frequency, increase weekday evening frequency to 30- minutes on six most productive routes to 11:15 p.m., and increasing weekday evening frequency to 30-minutes on seven most productive routes to 12:15 a.m.

### Fixed-Route Services

The Rapid currently operates 28 fixed-routes that provide service to the Grand Rapids Area serving the cities of Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker and Wyoming and the townships of Byron, Gaines, Cascade and Alpine. The Rapid’s fixed-route system is currently a radial system with three cross-town routes; the radial hub for routes is Rapid Central Station in downtown Grand Rapids. The Rapid also operates service out to Grand Valley State’s Pew Campus in Allendale and runs circulator fixed routes in the Allendale area. Service frequencies are 15–30 minutes during weekday peak hours (6:15 a.m. – 8:45 a.m. and 3:45 p.m. – 6:15 p.m.) and 30–60 minutes during off-peak hours.

### The Rapid Specialized Services

The Rapid, in its role as regional coordinator for specialized transportation service, receives an annual allocation from the State of Michigan for Specialized Services Operating Assistance. Specialized Services Operating Assistance funds are used by human service agencies to provide demand response service that is beyond The Rapid’s service area and/or hours. The Rapid brings these human service agencies together on a bi-monthly basis to assist them in the coordination of service, to help prevent duplication of service, and to share information.

### Paratransit Service

The Rapid provides GO!Bus service to seniors and persons with disabilities who meet the Americans with Disabilities Act (ADA) guidelines. This service operates door to door on advance reservations and offers wheelchair lift equipped vehicles. The GO! Bus service area includes the entire fixed-route service area and is also offered by contract to eligible residents of Ada and Cascade townships as well as parts of Alpine, Byron and Gaines Townships that are outside the ¾ mile ADA transit zone and under contract with The Rapid. The Rapid manages and oversees GO!Bus, including user eligibility, trip reservations, scheduling, and service monitoring. Trip delivery is competitively procured every three to five years. However, the 70 vehicles are provided by The Rapid. The fleet of GO! Bus vehicles are made up of cutaway buses. The current provider of trip delivery for GO! Bus is MV Transportation.

### **Non-Motorized**

Listed below is the “Existing Non-Motorized Transportation Facility Mileage” table broken out by jurisdiction for both pedestrian and bicycle type facilities. In summary, the MPO contains over 1,300 miles of non-motorized facilities from sidewalks to four-foot paved shoulders. The existing infrastructure is a tremendous resource to the GVMC area and represents millions of dollars of investment in non-motorized transportation, the majority of which was locally planned and funded. GVMC is exploring funding options to add approximately 133 additional miles of non-motorized facilities.

## Existing Non-Motorized Transportation Facility Mileage

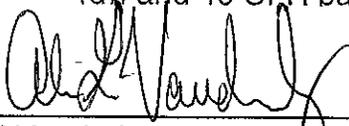
Total Miles of Existing Facilities by Jurisdiction	Pedestrian and Bicycle Facility Types							Total Miles
	Sidewalk	Shared Use Path	Sidepath	Bike Lane	Bicycle Route	Sharrow	>4' Shoulder	
Ada Township	6.4	6.35	19.4	0	0.25	0	0	32.4
Algoma Township	0	0	0	0	0	0	0	0
Allendale Township	8.37	0	0	0	0	0	0	8.37
Alpine Township	4.12	0	0	0	0	0	0	4.12
Bowne Township	0	0	0	0	0	0	0	0
Byron Township	14.05	1.09	1.15	0	2.56	0	0	18.85
Caledonia Township	1.64	0.55	0	0	0	0.22	0	2.41
Cannon Township	0.15	3.15	2.59	0.04	0	0	0	5.93
Cascade Township	5.85	5.77	18.24	0	0	0	0	29.86
City of Cedar Springs	3.95	0	0.58	0	0	0	0	4.53
City of East Grand Rapids	17.82	0.15	0.63	0.77	0	0	0	19.37
City of Grand Rapids	238.76	14.73	0.68	54.98	2.57	9.13	1.32	322.17
City of Grandville	29.09	6.43	1.88	0	3.11	0	0	40.51
City of Hudsonville	12.24	1.74	3.91	0	0	0	0	17.89
City of Kentwood	79.12	13.72	7.1	2.94	0.98	0	1.21	105.07
City of Lowell	7.72	0.48	1.24	0	1.63	0	0	11.07
City of Rockford	4.83	2.43	0	0.59	0	0	0	7.85
City of Walker	34.14	15.72	0	2.18	0	0	5.09	57.13
City of Wyoming	89.42	8.26	12.42	0.99	16.94	0	0	128.03
Courtland Township	0.13	0	0	0	0	0	0	0.13
Gaines Township	15.09	5.14	0	0	0	0	0	20.23
Georgetown Township	36.97	0.15	4.79	0	0	0	0	41.91
Grand Rapids Township	7.48	1.71	11.05	0	0	0	0	20.24
Grattan Township	0.04	0	0	0	0	0	0	0.04
Jamestown Township	0.98	6.92	2.75	0.98	0	0	0	11.63
Lowell Township	0.56	0.64	0.87	0	0	0	0	2.07
Nelson Township	1.44	0.13	0.25	0	0	0	0	1.82
Oakfield Township	0	0	0	0	0	0	0	0
Plainfield Township	21.98	1.3	3.95	0	0	0	0	27.23
Solon Township	0.19	0	0	0	0	0	0	0.19
Sparta Township	3.78	0	0	0	0	0	0	3.78
Spencer Township	0	0	0	0	0	0	0	0
Tallmadge Township	0	0	0	0	0	0	0	0
Tyrone Township	2.87	0	0	0	0	0	0	2.87
Vergennes Township	0	0	0.52	0	0	0	0	0.52
Village of Caledonia	0	0.22	0	0	0	0	0	0.22
Village of Casnovia	0	0	0	0	0	0	0	0
Village of Kent City	0	0	0	0	0	0	0	0
Village of Sand Lake	0	0	0	0	0	0	0	0
Village of Sparta	0.34	0.44	0.38	0	0	0	0	1.16
Wright Township	0	0	0	0	0	0	0	0
Kent County Parks/ Road Comm.	0	62.29	0	0	0	0	114.79	177.08
Michigan DNR/DOT	0	68.14	0	0	0	0	104.45	172.59
Ottaway County Road Comm.	0	0	0	0	0	0	11.81	11.81
<b>TOTAL MILES</b>	<b>649.52</b>	<b>227.65</b>	<b>94.38</b>	<b>63.47</b>	<b>28.04</b>	<b>9.35</b>	<b>238.67</b>	<b>1311.08</b>

**Appendix F**  
**MPO Self Certification**

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Grand Valley Metro Council, the Metropolitan Planning Organization for Grand Rapids and Lowell area urbanized areas, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- X. (*applicable to Non-Attainment and Maintenance Areas only*) Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C 7504 and 7506(c) and (d)) and 40 CFR part 93

  
\_\_\_\_\_  
Al Vanderberg Admin., Ottawa Co.  
Grand Valley Metro Council

\_\_\_\_\_  
Dave Wresinski, Director  
Bureau of Transportation Planning

6-2-2016  
Date

## Appendix G

### Prioritization/Programming Process (MDOT)

#### GRAND REGION PROJECT DEVELOPMENT PROCESS

Managing and preserving the existing state trunk line system is the primary focus of the MDOT road and bridge program. Statewide condition goals are used by the Regions and Transportation Service Centers (TSCs) for development of the MDOT Five Year Transportation Program.

The general categories of trunkline work include the following:

- Routine and Heavy Maintenance
- Capital Preventive Maintenance
- Road and Bridge Rehabilitation and Reconstruction
- Capacity Improvements
- New Road Construction
- Major Project Research/Studies

**Road and Bridge Rehabilitation/Reconstruction, and Capital Preventive Maintenance (CPM)** are the primary responsibility of the Region and TSC offices. The MPO coordination process at the MDOT region level usually focuses on Road and Bridge Rehabilitation / Reconstruction needs; major Capacity Improvements, New Roads, and Studies also include MPO coordination, with both MDOT central office and region involvement. Project selection is based on MPO and statewide priorities and funding levels. The MDOT Region Planners obtain MPO involvement early in the project development process for the road and bridge preservation program, prior to publishing the Five Year Transportation Program.

Most of MDOT's state and federal revenue is spent on the *System Preservation* activities. **New Roads, Capacity Improvements (NR/CI), and Studies** are developed based on statewide priorities, needs, and funding availability. Generally, **less than 10%** of MDOT's Five Year Transportation Program is allocated to NR/CI projects.

**Routine (snow plowing, pot-hole filling, etc.) and Heavy (skip-patching, etc.) Maintenance** in the Grand Region within the MPO areas is carried primarily by cities and county road commissions under contract. Routine maintenance is primarily state funded and not eligible for federal aid. MDOT staff also performs various maintenance and repair activities on trunkline bridges and related facilities.

#### MDOT Grand Region Preservation Project Development Process:

1. Before the MDOT 5 year program is developed, Region planning and project development staff identifies trunkline corridors needing pavement and/or bridge

rehabilitation or repair. Trunkline needs in the thirteen county Grand Region are discussed with the MPO staff and committees.

2. Based on MPO comments, other public and agency comments, system needs, and MDOT statewide pavement and bridge goals, proposed annual projects are developed within the estimated resources available to the Grand Region. Each MDOT region is allocated funds for roadway and bridge preservation projects, based on statewide system condition needs and funding levels, which may change from year to year. The Five Year Program is updated and extended annually based on projected revenues and needs statewide.
3. In general, pavement condition needs are based on pavement distress, ride quality, and estimated remaining service life.

**Distress** - is an index of pavement distress (cracks, and joints, etc.) measured in 0.1 mile segments. It starts at zero and increases as pavement condition worsens. Pavement reconstruction and/or rehabilitation is considered for pavements with an index of 50 or above. Below 50, generally CPM is considered, as needed, to preserve pavement life.

**Remaining Service Life (RSL)** - is calculated based on the distress index. It is another factor used to evaluate whether pavement rehabilitation or reconstruction is needed, and when it should be scheduled.

**Ride Quality** - is an index of user perception of pavement ride quality, reported in 0.1 mile increments. The scale starts at zero and increases as ride quality decreases. Generally, pavement with an index of 171 (International Roughness Index) or above is considered poor and is a candidate for reconstruction or rehabilitation. This index is used in conjunction with the Distress index and RSL factors to develop the MDOT Five Year Transportation Program.

**The PASER rating system** - is also being used to inventory roadway conditions for both state and local roads on a common statewide basis as required by Asset Management legislation passed in 2002. PASER ratings are currently developed on a system level basis to evaluate and compare all federal-aid eligible roads and highways.

In summary, these condition factors are considered for road and bridge project development activities. Other issues considered include initial MPO comments, local project coordination, trunkline project coordination and continuity, geographic balance, distribution of MDOT TSC staff resources, and other local or public concerns like economic development activities, utility coordination, etc. In addition to surface condition factors, structural conditions are also evaluated when developing bridge projects. Bridge projects are often coordinated with major corridor pavement projects to minimize future inconvenience to the users of the system. Pavement and bridge conditions are also routinely monitored and

updated by Region and TSC staff.

The Grand Region Project Development Team reviews these factors, balances Region needs and resources, and develops a draft five year program strategy for the Region. The proposed five year road and bridge program strategy for the Grand Region is also reviewed annually by MDOT central office staff for consistency with statewide goals. In addition, the new federal FAST Act requires more focus on freeway condition issues and the movement of freight; Complete Streets elements are also considered with impacted communities, consistent with state legislation.

4. A draft project list is developed for the region based on financial resources available. A “mix” of short, medium and long-term “fixes” is proposed, which is based on condition, effective use of available resources, and achieving the statewide roadway and bridge condition goals. Heavy maintenance is considered for some pavement and bridges to maintain and extend service life prior to scheduled major preservation fixes.
5. The draft five year road and bridge program is presented to the MPO for coordination with other local projects, MPO TIP development activities and public involvement as part of the entire MPO TIP project list. An annual proposed CPM list is developed and included in the MPO TIP in the GPA project list. The objective of the CPM program is to preserve and extend pavement and bridge condition life.
6. After receiving and considering MPO issues, MDOT goals, Grand Region needs, funding levels, and geographic balance, a final five year road and bridge preservation program, is developed for the Grand Region. If additional funding (such as Safety or CMAQ funds) is available, and based on region and/or MPO issues, some limited improvements (intersections, ITS elements, short sections of center left-turn lanes, freeway weave/merge lanes, etc.) can be made with road and bridge preservation projects. Like other agencies represented on the MPO, MDOT region projects within the MPO MAB are included in the MPO TIP, as required; others, outside of the MPO area, are included in the Statewide TIP.
7. The Grand Region program also becomes a component of the MDOT statewide Five Year Transportation Program, which is approved by the State Transportation Commission and reviewed by the State Legislature. The STIP and MPO TIP are updated usually every three years, and amended as needed. The MPO is involved annually in the Region’s project development process as described above.
8. Pre-construction public information meetings are also held, with directly affected businesses and residents, for most major system preservation projects, to review construction schedules, detours, and related impacts.

## **Conceptual (NR/CI) Major Project Development Process**

Major projects, like M-6, I-196 improvements or the I-196 @ Chicago Drive/Baldwin Street interchange, are developed and prioritized on a statewide basis, identified from MDOT Region and MPO needs and priorities. Major NR/CI projects are advanced based on resources available statewide, as balanced against statewide system preservation goals (such as freeway modernization and Fast Act guidance). If financial resources are available, major improvement projects on the existing system are coordinated with pavement and bridge preservation projects identified by the Regions, as noted.

*General Planning Process:*

- Major system needs and issues are initially identified through a variety of sources, including but not limited to the MPO Metropolitan Transportation Plan (MTP), MPO and MDOT statewide model output, MDOT Region operating condition issues, MPO and local agency staff, public comments, current or pending economic development issues, etc.
- In MPO areas, state and local major NR/CI project needs are prioritized within anticipated revenue for the MTP. Major trunkline needs identified through the MPO planning process are communicated initially to MDOT through the Region/TSC planning and/or project development staff. Major project proposals are initially reviewed with other Region needs and coordination with road and bridge preservation project schedules.
- Major trunkline NR/CI project priorities, identified by the MPO and MDOT Region staff, are communicated to the MDOT Central Office for consideration with other statewide needs, MI-Transportation Plan strategies, system goals, priorities, and funding availability.
- After concurrence on priorities by the MPO, affected local agencies, and MDOT, studies are initiated based on the corridor or sub-area needs identified. Studies usually start as broad-based needs and issue assessments, or corridor access management studies to preserve trunkline capacity and improve operations. Once the specific purpose and need is refined, various alternatives are initially assessed for feasibility and effectiveness in addressing the issues. Depending on the outcome, an Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required through the federal National Environmental Policy Act (NEPA); Interstate Access Change Requests (IACR) are also required for new or modified interstate freeway access. These studies can take several years, and will involve MDOT, local agencies, and MPO staff participation, as well as public hearings, state and federal review agency concurrence. An EA or EIS can only be initiated if funding is available for the proposed improvement.
- FHWA approval is required for EAs, EISs and IACRs. In order to receive FHWA approval, the Preferred Alternative must be included in a financially constrained MPO MTP, and a major phase in the MPO TIP. For trunkline NR/CI projects, MDOT

funding commitments and schedules will be based on statewide and region needs, and funding availability. Local and/or MPO funding commitments may also be required. Unfunded trunkline corridor needs can be included in the MPO MTP as Illustrative Projects.

- Upon federal approval, and with MDOT, MPO, and local funding and schedule commitments, major NR/CI projects are included in the MDOT Five Year Transportation Program and MPO TIP for construction.

## **Appendix H**

### **Prioritization/Programming Process (ITP)**

#### **Operating Projects**

Services proposed for each service plan are derived from the Transit Master Plan. All projects are reviewed for adherence to Environmental Justice procedures and Title VI regulations. Service proposals are published via newspaper and other forms of media, including postings inside of transit vehicles. The proposed services are presented to each of the member cities at public council meetings. Comments from the public and community leaders are taken and brought back to the ITP Board, before a final decision is reached. Additionally, these plans are presented to a Citizen Advisory Committee (CAC) as well as the Employer Advisory Committee (EAC). These comments are presented to the ITP Service Planning Committee, the ITP Finance Committee, and to the full ITP Board. After consideration of public comment and deliberation by the Board, a plan for service is adopted by the ITP Board and presented at the Board's public meeting. The service plan is then presented to the Grand Valley Metro Council (GVMC) at its monthly public meeting. After adoption and approval by all parties, the proposed services are presented in the form of a millage ballot to be voted upon by the community. The most recent millage was passed in May 2011 and went into effect January 2012. As an Act 196 Authority, the ITP is required to submit a millage proposal for no more than a five-year period, unless the service plan includes a fixed guideway project (e.g. bus rapid transit (BRT), rail, etc.); meeting that condition ITP is required to submit a millage proposal for no more than 25 years. The most recent millage proposal was for seven years.

Annual updates or adjustments are made via the Annual Service Plan. The Annual Service Plan is based on the evaluation of services based on needs identified through the environmental justice review, and route performance figures based on monthly and annual published productivity reports. Once annual adjustments to the plan are formulated, they are taken to the ITP's Route and Service Planning Committee, the Service Planning Committee, Finance Committee and the ITP Board. Notices are posted regarding the proposed adjustments to service; presentations are made at each of the member community city councils at a regularly convened public meeting. If any of the service adjustments fall under the criteria of requiring a public hearing, the ITP Board schedules and advertises for public hearing(s). Comments taken at public hearings are presented to the ITP Board Committees and to the ITP Board at their regularly scheduled public meetings.

#### **Capital Projects**

All capital projects are derived from the needs identified in the Long Range and Short Range Operating and Capital Plans. Projects are updated annually based on the needs identified by the Annual Service Plan. The project list is developed and presented to the ITP Board through the Service Planning Committee, Finance Committee, and regular ITP Board Meeting. Public comments are taken at this time, as well as through the

publishing of a Program of Projects in the Grand Rapids Press. Comments are taken prior to moving ahead with the application for federal funds. The lists of projects are forwarded to the staff of the Grand Valley Metro Council (GVMC), and are taken through their TIP, TECH and POLICY Committees, and GVMC Board for consideration. After all approvals are received, the application for federal assistance is filed.

## **Transit Master Plan Public Involvement**

Public involvement in the planning process at the Interurban Transit Partnership (ITP) is considered to be a critical element of developing an effective and efficient transit system. The ITP employs various means of getting public involvement on projects and in the development of plans. The development of the *Moving our Community Forward* Transit Master Plan, adopted July 12, 2010, incorporated the following mechanisms to get the public involved in its development:

- The Mobile Metro 2030 Task Force composed of representatives from the business community, residents, local governments, educational and healthcare institutions, non-profit agencies, environmental advocates, young professionals, transit riders, and representatives for seniors and people with disabilities.
- A Technical Advisory Team, which met bi-monthly to review project progress, coordinate the TMP with other ongoing regional plans, and provide a perspective of local issues and concerns.
- Six community workshops discussing issues and needs.
- A public opinion survey administered both in print and online.

The plan was updated in cooperation with GVMC during 2010. The plan update was presented to the ITP Board at a public meeting, and was forwarded to GVMC for adoption into the Grand Valley Long Range Plan. The plan was then taken through to public hearings, prior to being adopted by the GVMC Committees and the GVMC Board.

## **Appendix I**

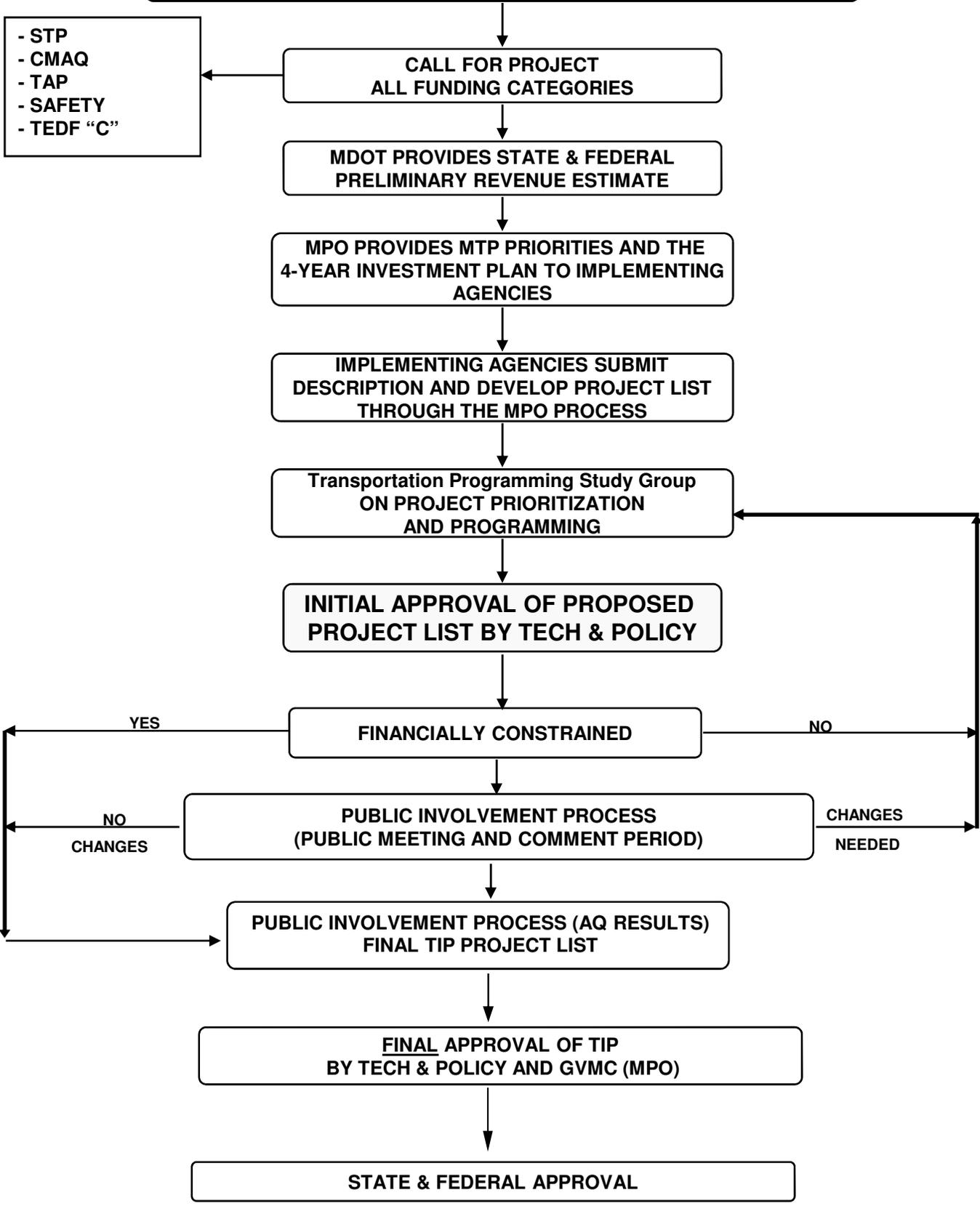
### **Prioritization/Programming Process (Local Jurisdictions)**

The local (jurisdictions other than MDOT and ITP) prioritization process is discussed in Chapter VI (project selection) as well in Appendix F (System Condition) which employs the updated Policies and Practices for Programming Projects document (Appendix K).

A slide with the steps taken to complete the TIP is included next in this appendix. Finally, appendix K outlines the process by which TIP amendments, TIP modifications and LRTP amendments are handled by the Grand Valley Metro Council committees.

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- STP
- CMAQ
- TAP
- SAFETY
- TEDF "C"



\*\* MTP = METROPOLITAN TRANSPORTATION PLAN

# Appendix J

## Policies and Practices for Programming Projects

### Capacity Deficient Project Eligibility

#### Previously Stated Goal:

The MPO shall make efforts to reduce system-wide congestion and travel times.

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#### TIP Committee recommended Strategy/Practice:

In Kent County, the MPO shall use all available TEDF funding to improve capacity of facilities that are rated or are projected to be rated Level Of Service (LOS) E and F. In Ottawa County, the MPO shall use available federal funding to improve capacity of facilities that are rated or are projected to be rated Level Of Service (LOS) E and F. These projects must be listed in the MPO's Long Range Transportation Plan prior to implementation through the TIP process. The funding ratios for capacity deficient projects should be set at 80% federal/EDFC with a required 20% local match. The committees may alter this ratio to accommodate funding shortfalls. STP funding may be used for capacity improvement projects in Kent County if the necessity exists to do so due to financial constraint demonstrated in the Long Range Plan.

#### Explanation:

If a facility has a 24 hour capacity of 24,000, and a 24 hour traffic volume of 18,000, then the V/C Ratio would be 0.75. Using the scale below, this facility would not be eligible for federal funding for the purpose of widening or adding capacity.

#### LOS Scale

V/C 0.00 - 0.25 = LOS A

V/C 0.26 - 0.50 = LOS B

V/C 0.51 - 0.75 = LOS C

V/C 0.76 - 1.00 = LOS D

-----  
V/C 1.01 - 1.25 = LOS E

V/C 1.26 - 9.99 = LOS F

Capacity Deficient
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A comprehensive Roadway Infrastructure Management System (RIMS) will be developed and used as an inventory for all federal-aid roadways within the MPO boundary. The information contained in RIMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIMS will be updated as information becomes available. All Long Range Plan projects (state and local) will come from RIMS. Data for RIMS will be acquired through various sources, including but not

limited to local data submittal, the GVMC traffic count program, MDOT's traffic count program, etc.

All capacity and bridge improvement projects programmed in the TIP will be designed to reduce the congested or projected congested situation through the time period of the Long Range Plan. No improve/expand or bridge projects will be programmed that do not address current and future congestion through the life of the Long Range Plan.

Only projects that increase capacity by adding lanes (thru lanes, center turn lanes, and/or boulevard) should be funded using EDFC funding. Projects that widen existing lanes should not be funded EDFC funds.

GVMC staff will work to develop an improved scope and description of project including specific termini, proposed typical cross section and if required, work on existing structures.

New transit routes to be included in the TIP that receive federal funding, must be first justified by current and accurate facts and figures identifying the need, the demand, and funding for such services. A commitment to continue the proposed service beyond the scope of the federal funding must also in place if rider ship meets projections.

Projects located in the high priority corridors will be noted on the deficient project pool listing.

Capacity improvement projects shall include in the project as a participating cost any/all elements of planned ITS deployment.

All projects require consideration of Social and Environmental (S/E) impacts through the federal NEPA process. Minor projects, generally within the existing right-of-way, are usually classified as Categorical Exclusions. Projects which add capacity to an existing road or transit facility, and/or involve construction of a new transportation facility often require an Environmental Assessment (EA). The purpose of the EA is to identify the S/E effects of the proposed project and any mitigation required. If, through the EA process, significant S/E impacts are identified, an Environmental Impact Statement (EIS) is required. The EIS quantifies all S/E impacts associated with major projects, and identifies the required mitigation measures to address the impacts identified. Extensive public involvement, including a public hearing, and federal/state regulatory agency review, are included in both the EA and EIS processes. Proposed projects involving new or modified access to the Interstate system also require the completion of an Interchange Justification Report (IJR), to assess traffic impacts on the Interstate highway system.

The EA, EIS, and IJR processes may occur prior to inclusion of a project in the MPO LRP, or may occurs as part of the TIP project implementation process, depending on the scope of the proposed project.

*This item was passed by the TIP and Technical committees to accept the Capacity Deficient Project Eligibility proposed strategy/practice as submitted.*

# **Condition Deficient Project Eligibility**

## **Previously Stated Goal:**

To maintain and improve the system-wide pavement condition within the GVMC MPO boundary.

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## **Strategy/Practice:**

The MPO will maintain a Pavement Management System (PaMS). This system will include all necessary data to reasonably manage and improve the pavement condition of the federal aid network. MPO staff will update the condition data on the entire network annually.

## **Process**

The Pavement Surface Evaluation and Rating (PASER) system will be utilized as the basis for determining project eligibility. The PASER survey process will be completed on the entire system in the network annually. Staff representing individual jurisdictions in conjunction with trained GVMC staff will conduct the survey in the GVMC data collection vehicle. Field data for the entire network will be verified by GVMC staff using data and photos collected concurrently using the automated data collection system. GVMC staff will make the final PASER determination. Final PASER ratings will be provided to each jurisdiction in the study area. Upon completion of the data review an annual system condition report will be produced and placed on the GVMC website for public consumption.

## **Programming/Investment Policy**

GVMC shall program federal funds according to the following criteria:

	<u>PASER Investment Scale</u>
PASER 10 – 8	Not Eligible for federal funds
PASER 7	Eligible for crack sealing funding*
PASER 6 - 5	Eligible for sealcoat/thin overlay funding*
PASER 4	Eligible for structural overlay funding
PASER 3 – 1	Eligible for reconstruction funding

\* Approved GVMC treatment. Subject to MDOT Programming approval.

Projects that receive funding through the MPO process should be designed and constructed to assure a long lasting improved condition.

Jurisdictions shall use due diligence to properly maintain each facility that receives federal funding. These maintenance strategies could include but are not limited to crack

sealing when a facility reaches a PASER “7”, sealing or thin overlay when it reaches a PASER “6”. Proper maintenance will assure a high level of return on the federal investment.

## ASPHALT PASER RATING

Asphalt Surface Rating		Visible Distress	General Condition / Treatment Measures
10	Excellent	None	New construction
9	Excellent	None	Recent overlay, like new.
8	Very Good	No longitudinal cracks except occasional reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater).	Recent sealcoat or new road mix. Little or no maintenance required.
7	Good	Longitudinal cracks (open 1/4") spaced due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10 feet or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6	Good	Longitudinal cracks (open 1/4" - 1/2") due to reflection and paving joints. Transverse cracking (open 1/4" - 1/2") some spaced less than 10 feet. Slight to moderate flushing or polishing. Occasional patching in good condition.	Show signs of aging, sound structural condition. Could extend life with sealcoat.
5	Fair	Longitudinal cracks (open 1/2") show some slight raveling and secondary cracks. First signs of longitudinal cracks near wheel path or edge. Transverse cracking and first signs of block cracking. Slight crack raveling (open 1/2"). Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging, sound structural condition. Needs sealcoat or non-structural overlay.
4	Fair	Multiple longitudinal and transverse cracking with slight raveling. Block cracking (over 25 - 50% of surface). Patching in fair condition. Slight rutting or distortions (1" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.
3	Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Block cracking over 50% of surface. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Need patching and major overlay or complete recycling.
2	Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Need reconstruction with extensive base repair.
1	Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

## CONCRETE PASER RATING

Concrete Surface Rating		Visible Distress	General Condition / Treatment Measures
10	Excellent	None	New construction
9	Excellent	Traffic wear in wheelpath. Slight map cracking or pop-outs.	Recent concrete overlay or joint rehabilitation. Like new condition. No maintenance required.
8	Very Good	Pop-outs, map cracking, or minor surface defects. Slight surface scaling. Partial loss of joint sealant. Isolated meander cracks, tight or well sealed. Isolated cracks at manholes, tight or well sealed.	More surface wear or slight defects. Little or no maintenance required.
7	Good	More extensive surface scaling. Some open joints. Isolated transverse or longitudinal cracks, tight or well sealed. Some manhole displacement and cracking. First utility patch, in good condition. First noticeable settlement or heave area.	First sign of transverse cracks (all tight); first utility patch. More extensive surface scaling. Seal open joints and other routine maintenance.
6	Good	Moderate scaling in several locations. A few isolated surface spalls. Shallow reinforcement causing cracks. Several corner cracks, tight or well sealed. Open (1/4" wide) longitudinal or transverse joints and more frequent transverse cracks (some open 1/4").	First signs of shallow reinforcement or corner cracking. Needs general joint and crack sealing. Scaled areas could be overlaid.
5	Fair	Moderate to severe polishing or scaling over 25% of the surface. High reinforcing steel causing surface spalling. Some joints and cracks have begun spalling. First signs of joint or crack faulting (1/4"). Multiple corner cracks with broken pieces. Moderate settlement or frost heave areas. Patching showing distress.	First signs of joint or crack spalling or faulting. Grind to repair surface defects. Some partial depth patching or joint repairs needed.
4	Fair	Severe polishing, scaling, map cracking, or spalling over 50% of the area. Joints and cracks show moderate to severe spalling. Pumping and faulting of joints (1/2") with fair ride. Several slabs have multiple transverse or meander cracks with moderate spalling. Spalled area broken into several pieces. Corner cracks with missing pieces or patches. Pavement blowups.	Needs some full depth repairs, grinding, and/or asphalt overlay to correct surface defects.
3	Poor	Most joints and cracks are open, with multiple parallel cracks, severe spalling, or faulting. D-cracking is evident. Severe faulting (1") giving poor ride. Extensive patching in fair to poor condition. Many transverse and meander cracks, open and severely spalled.	Needs extensive full depth patching plus some full slab replacement.
2	Very Poor	Extensive slab cracking, severely spalled and patched. Joints failed. Patching in very poor condition. Severe and extensive settlements or frost heaves.	Recycle and/or rebuild pavement.
1	Failed	Restricted speed. Extensive potholes. Almost total loss of pavement integrity.	Total reconstruction.

# **Functional Classification**

## **Current Policy/Practice:**

Currently there is no policy to determine how roads are classified.

## **TIP Committee recommended Policy/Practice:**

- 1) Grandfather in the existing system.
- 2) Classify facilities as County Primary or City Major roads according to Act 51 designation.
- 3) Use the following table prepared as proposed recommended thresholds for consideration:

<b>NFC #</b>	<b>Facility Type</b>	<b>Current Low Volume</b>	<b>Current High Volume</b>	<b>Current Average Volume</b>	<b>Proposed Minimum Threshold*</b>
1	Rural Interstate	31,000	38,000	35,000	
2	Rural Freeway	26,000	51,000	41,000	
6	Rural Minor Arterial	2,100	23,000	8,700	5,000
7	Rural Major Collector	500	13,000	4,400	2,500
8	Rural Minor Collector	500	12,000	2,000	1,500
11	Urban Interstate	31,000	90,000	56,500	
12	Urban Freeway	44,000	129,000	95,500	
14	Urban Principal Arterial	4,000	55,000	23,300	25,000
16	Urban Minor Arterial	1,500	47,000	11,800	10,000
17	Urban Collector	750	17,000	5,000	5,000
	All Classes	500	129,000	13,000	

\* Facilities not yet constructed would have to be modeled to determine out year volume (nearest modeled year).

Note: The above represent only volume thresholds. Other criteria must also be evaluated to determine regional significance of a roadway facility.

*This item was passed by the TIP and Technical committees to accept the Functional Classification proposed strategy/practice as submitted.*

# **High Priority Corridors**

## **Current Policy/Practice**

The current policy/practice is reviewed on a case by case basis.

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## **TIP Committee recommended Policy/Practice:**

### **Facilities Must:**

- Be continuous
- Provide connectivity
- Provide alternative routing during emergency situations
- Serve a regionally significant purpose
- Serve major activity centers
- Serve intermodal facilities
- Serve regional medical facilities
- Be a Minor Arterial or above

*The TIP and Technical committees recommend using the criteria developed for High Priority Corridors on a case by case basis to determine if a High Priority Corridor is eligible for special funding.*

## **Obligation Authority**

### **Current Policies/Practices:**

Carry over projects (where possible) have priority to be funded in the next year of the TIP.

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### **TIP Committee recommended Policy/Practice:**

- Encourage the use of Advance Construction (in the second and third year of the TIP) (STP-Urban funds only).
- Goal to have projects obligated by April 1st
- If a project cannot be obligated in the first year that projects drops to the second or third year and the advance construction project(s) are converted (paid for) in the first year.
- Preferably the third year of the TIP contains easily built projects (several overlay projects).
- Monthly project tracking.

*The TIP and Technical Committees recommend establishing a practice to increase the use of Advance Construct projects, and establish the goal that all projects are obligated by April 1st. Staff will also distribute to the committee a project tracking sheet on a monthly basis.*

# **Adding/Programming New or Revised Projects to the Transportation Improvement Program (TIP) / Metropolitan Transportation Plan (MTP) – Revised**

Below, more specific information is provided /recommended to augment the existing Policies/Practices for TIP and MTP revisions. Project revisions will only be made with the consent of the implementing jurisdiction.

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## **MPO recommended Policy/Practice:**

**There are two actions that are covered by this policy/practice: administrative modifications and amendments.**

## **TIP Amendments**

Amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as federal approval, and are characterized by one of the following proposed changes (see matrix for appropriate MPO approvals):

- Projects with cost exceeding 20% of the TIP programmed Federal-aid amount.
- Adding a new project; the candidate project should be included on a deficiency list (see qualifications for adding projects listed below).
- Deleting a project; where applicable, funding will be returned to the MPO for reprogramming.
- Changing non-federally funded project to federally funded project.
- Major changes in project design concept or design scope, affecting roadway capacity and/or air quality (see matrix).
- Moving an illustrative project into the body of the TIP document.

An exception to this Policy includes new projects using Federal Aid funding sources not impacting other Federal Aid Funded projects such as MDOT, ITP, Transportation Enhancement, Bridge, Safety, HPP (earmarks), or other discretionary sources (see matrix). Upon MPO staff recommendation, the Technical and Policy Committee Chair or Vice Chair Persons are authorized to approve project amendments in the referenced federal funding categories.

Existing MPO, State and Federal processes will be followed for proposed TIP Amendments in the areas of air quality conformity, financial constraint, public participation, and environmental justice. TIP amendments involving the addition of a new project to an existing TIP will be subject to public involvement as described in the

MPO Public Participation Plan. Public involvement for changes to existing projects or moving projects from the Illustrative List to the funded TIP project list will be accommodated through the MPO committees.

At all times the TIP must maintain financial constraint through a combination of Federal and non-federal funds. Committee approved amendments will be forwarded to MDOT via electronic format (E-File) and hard copy with updated project sheets, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

## **TIP Administrative Modifications**

Administrative modifications will be considered when any of the following is proposed to an existing project (see matrix for appropriate MPO approvals):

- Changes in Federal-aid cost, more than 10% and less than or equal to 20% of the TIP programmed amount, is an administrative modification and requires MPO staff/Committee approval (before it is obligated).
  - Per Local Agency Programs; projects with a cost increase less than or equal to 10% of the TIP programmed amount do not require MPO action as long as financial constraint is maintained and should be reflected in the next TIP E-File.
- Minor Federal-aid changes may be allowed if other local projects are not impacted, and will be reflected in the next TIP E-File (ie-MDOT, ITP, TE, Bridge, Safety, HPP (earmarks), or other discretionary sources).
- Revisions that cause projects to switch years can be made by MPO staff with Committee notification; however, if financial constraint and/or another agency project are impacted, MPO Committee approval is required.
- Changes in non-federal funding participation; these modifications will be reflected in the next TIP E-File.
- Minor changes in scope; however, project scope changes affecting AQ conformity or other projects will require MPO Committee approval and may become a TIP amendment (see matrix).
- Changes in funding source within the same funding category (i.e. federal to federal, state to state and local to local, adding or changing job numbers within the project funding limits described herein); these modifications will be reflected in the next TIP E-File.
- Corrections to minor listing errors that don't change cost or scope; these modifications will be reflected in the next TIP E-File.
- Cost decreases (Federal or non-Federal); these modifications will be reflected in the next TIP E-File. Any resultant additional federal funding applied to a new or existing project will follow the amendment or modification process described herein.
- Changing an existing project to an advance construction project and vice versa.

- Adding lanes or non-motorized, up to one mile.

In most cases administrative modifications do not require Federal approval. GVMC practice is that administrative modifications that affect Federal-aid, and/or other projects, require Technical review and recommendation and Policy Committee approval only. In addition, MPO staff may approve modifications as noted above. The public will be notified of Administrative Modifications affecting existing projects in the TIP through the MPO committee meetings or the GVMC web-site.

In the event that an administrative modification must be considered immediately, staff will have the authority to implement that adjustment and/or with permission from the Chairpersons of the Technical and Policy Committees and the requesting agency impacted by the adjustment. If the Chairperson from either committee is not available, permission for the Vice-Chairperson will be sought. The modification will be included in the next TIP E-File.

At all times the TIP must maintain financial constraint through a combination of Federal and non-federal funds. Administrative modifications will be communicated to MDOT and FHWA in a timely fashion and reflected in the next TIP E-File.

### **Technical and Policy Committee Quorum**

If a Quorum is not present, or an action item (modifications or amendments) is time sensitive, at the Technical Committee meeting, action items can go directly to the Policy Committee; if a quorum is not present at either the Technical and/or Policy Committee meeting(s), then action by the respective Chairperson(s) may be requested and then confirmed at the next committee meeting.

### **Qualifications for Adding/Amending New Projects to an Existing TIP-**

<b>PASER 10 – 8</b>	Not Eligible for federal funds
<b>PASER 7</b>	Eligible for crack sealing funding*
<b>PASER 6 - 5</b>	Eligible for sealcoat/thin overlay funding*
<b>PASER 4</b>	Eligible for structural overlay funding
<b>PASER 3 – 1</b>	Eligible for reconstruction funding

\* Approved GVMC treatment. Subject to MDOT Programming approval.

**Expand & Widen Proj. -** Should be listed in the Congestion Management System capacity deficiency list and be listed in the Metropolitan Transportation Plan.

**ITS Project -** Should be recommended by the ITS committee.

**Transit Project -** Should be listed in the 5 year Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.

**Buses -** All buses should come from the Fleet Plan.

## **Procedure for Adding New Project(s) TIP –**

A call for projects will be sent to all transportation providers, project(s) will be selected through the project selection process exercised by the TPSG, Technical and Policy Committees.

## **MTP Amendments**

MTP Amendments require the review and recommendation of the Technical Committee and approval of the Policy Committee as well as state and federal approval, and are characterized by one of the following proposed changes (see corresponding MTP Revisions matrix):

- Adding a new regionally significant project. A project is considered to be regionally significant if it involves adding or reducing through road capacity over one mile or adding new Federal-aid road, transit, non-motorized, or rail infrastructure.
- Deleting a project; where applicable, funding will be returned to the MPO for reprogramming.
- Projects with cost exceeding 20% of the MTP programmed Federal-aid amount.
- Major changes in project design concept or design scope. A major change is one affecting roadway capacity and/or air quality.
- Moving an Illustrative List project into the body of the MTP document.
- Changing non-federally funded project to federally funded project.
- Changing air quality conformity model year grouping for a regionally significant project.

Existing MPO, State and Federal processes will be followed for proposed MTP Amendments in the areas of air quality conformity, financial constraint, public participation, and environmental justice. MTP amendments will be subject to public involvement as described in the MPO Public Participation Plan.

At all times the MTP must maintain financial constraint through a combination of Federal and non-federal funds. Approved MTP amendments will be forwarded to MDOT with updated project lists, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

## **MTP Administrative Modifications**

Administrative modifications will be considered when any of the following is proposed to an existing project:

- Adding lanes or non-motorized facilities, up to one mile.
- Increase in Federal-aid cost less than or equal to 20% of the MTP programmed amount.
- Decrease in Federal-aid project cost.
- Change in Non Federal-aid project cost.
- Change in Federal or Non Federal funding category.
- Corrections to minor listing errors or other non-regionally significant project changes.
- Minor changes in scope, or scope changes not considered regionally significant.
- Update to the first four-years of the MTP to correspond to the most current TIP. The first four years of the MTP **are** the TIP and vice versa. When the MTP is updated or amended, the first four years will be adjusted to match the latest version of the TIP, including all TIP amendments and modifications to-date.

Administrative modifications regarding the addition of lanes or non-motorized facilities up to one mile and increases in Federal-aid project cost up to 20% require Committee approval. The other minor modifications to the MTP occur only when the MTP itself is undergoing an update or is being amended. The MTP document is visionary and long range by its very nature and is only administratively modified when other major changes (amendments) are demanded.

At all times the MTP must maintain financial constraint through a combination of Federal and non-federal funds. Administrative modifications will be communicated to MDOT and FHWA during the next MTP amendment or plan update.

### **Qualifications for Adding/Amending New Projects to an Existing MTP-**

<b>Reconstruct/Resurf Proj. -</b>	These types of projects will only be added when/if the MTP is amended for other reasons to reflect the current TIP projects.
<b>Expand &amp; Widen Proj. -</b>	Should be listed in the Congestion Management System capacity deficiency list. Project should be regionally significant.
<b>ITS Project -</b>	Should be recommended by the ITS committee.
<b>Transit Project -</b>	Should be listed in the 5 year Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.

### **Procedure for Adding/Amending New Project(s) into the MTP –**

See Qualifications for Adding/Amending New Projects to an Existing TIP above.

# TIP Revisions

		Staff Recommendation	Committee Chair Approval	Technical Committee Review & Recommend	Policy Committee Approval	MDOT/FHWA/FTA Approval	Public Participation Procedure
<b>TIP Amendment</b>	Add New Project (including Safety, Transportation Enhancement, TAP, and CMAQ projects)	X	X (Option)	X	X	X	Committee meeting, Web posting
• Financial constraint must be maintained at all times.	Delete Project	X	X (Option)	X	X	X	Committee meeting, Web posting
	Federal-aid cost increase over 20%	X	X (Option)	X	X	X	Committee meeting
• Any new project or major scop/design change shall be consistent with the MTP.	Major* scope/design change	X	X (Option)	X	X	X	Committee meeting
	Move Illustrative List Project into the TIP (new project)***	X	X (Option)	X	X	X	Committee meeting
	Change non-federal aid funded project to federally funded project	X	X (Option)	X	X	X	Committee meeting
	New Discretionary Projects	X	X (Option)			X	Web posting

<b>TIP Administrative Modification</b>	Additional lanes or non-motorized, up to one mile	X	X (Option)	X	X		Not required
• Financial constraint must be maintained at all times.	Increase in Federal aid cost more than 10% and less than or equal to 20%	X	X (Option)	X	X		Not required
• Changes to existing projects.	Increase in Federal aid cost up to 10% (per LAP Policy)	X					Not required
• Changes will be reflected in the next e-STIP filing.	Decrease in Federal aid project cost	X					Not required
	Change in Non-Federal aid project cost	X					Not required
	Change in Federal funding category (applies to MDOT only)	X					Not required
	Change in Non-Federal funding category	X					Not required
	Change in Federal-aid funding level not affecting other projects (ex. MDOT, ITP, TE, Bridge, Safety, HPP (earmarks), or other discretionary sources)	X					Not required
	Adding or changing job numbers within approved funding and scope limits	X					Not required
	Changing an advance construction project to Federal-aid	X	X (Option)	X	X		Not required
	Changing a Federal-aid project to advance construction	X	X (Option)	X	X		Not required
	Change of project year within the 4-year TIP	X	X (Option)	X	X		Not required
	Listing error corrections	X					Not required
	Minor** scope changes (not regionally significant as defined)	X					Not required

**Notes:**

- Financial constraint must be maintained at all times.
- Any new project or major scope change shall be consistent with the MTP.
- Regionally significant for air quality = Adding or reducing through capacity over 1 mile; adding new Federal aid road, transit, non-motorized, or rail infrastructure.
- Major\* = 1) change in lane configuration, 2) change affecting road capacity, 3) change affecting air quality (regionally significant)
- Minor\*\* = May include at staff's discretion: 1) lane extensions up to 1/4 mile, 2) sidewalks & NM up to 1/4 mile, 3) ADA enhancements, 4) signalization and/or signs, 5) utility issues, 6) pavement type, 7) phase changes, 8) additional spaces in park-and-ride lots, 9) other
- \*\*\* Any project from the TIP Illustrative Project list, which has previously been processed for public involvement with the TIP, is not required to have additional public involvement (Consultation, EJ and EA) prior to completing the TIP amendment process.

# MTP Revisions

		Staff Recommendation	Committee Chair Approval	Technical Committee Review & Recommendation	Policy Committee Approval	MDOT/FHWA/FTA Approval	Public Participation Procedure
<b>MTP Amendment</b>	Add/Delete Regionally Significant Project	X	X (Option)	X	X	X	Committee meeting, Web posting
	Major* scope/design change for regionally significant project(s)	X	X (Option)	X	X	X	Committee meeting, Web posting
	Move Regionally Significant Illustrative List Project into the MTP (new project)	X	X (Option)	X	X	X	Committee meeting, Web posting
	Change in air quality conformity model year grouping for regionally significant project	X	X (Option)	X	X	X	Committee meeting, Web posting

<b>MTP Administrative Modification</b> <ul style="list-style-type: none"> <li>Financial constraint must be maintained at all times.</li> <li>Changes to existing projects.</li> <li>MTP modifications will be made during the next MTP amendment or plan update.</li> </ul>	Additional lanes or non-motorized facilities, up to one mile	X	X (Option)	X	X		Not required
	Increase in Federal aid cost up to 20%	X	X (Option)	X	X		Not required
	Decrease in Federal aid project cost	X					Not required
	Change in Non-Federal aid project cost	X					Not required
	Change in Federal or Non-Federal funding category	X					Not required
	Listing error corrections or other non-regionally significant project changes	X					Not required
	Minor** scope changes (not regionally significant as defined)	X					Not required
	Update to the first four-years of the MTP to correspond to the most current TIP	X					Not required

• Financial constraint must be maintained at all times.

• Any new project or major scope change shall be consistent with the MTP.

• Regionally Significant = Adding or reducing through capacity over 1 mile, Adding new federal-aid road, transit, non-motorized, or rail infrastructure.

• Major\* = 1) change in lane configuration, 2) change affecting road capacity, 3) change affecting air quality (regionally significant)

• Minor\*\* = May include at staff's discretion: 1) lane extensions up to 1/4 mile. 2) sidewalks & NM up to 1/4 mile, 3) ADA enhancements, 4) Signalization and/or signs, 5) Utility issues, 6) pavement type, 7) Phase changes, 8) additional spaces in park-and-ride lots, 9)Other

## **Advance Construction**

### **Current Policies/Practices:**

When the TIP program is developed it needs to be financially constrained.  
The conversion of advance construction projects is the 1st priority.

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### **TIP Committee recommended Policy/Practice:**

When the TIP program is developed it needs to be financially constrained.  
The conversion of advance construction projects is the 1st priority.

Allow advance construction within the three year TIP and the Illustrative program

*The TIP and Technical Committees recommend that the use of Advance Construction be restricted to the first 3 years of the TIP and the 2 Illustrative years; that there are no limits on the dollar amount and the number of Advance Construct projects allowed, and that once the TIP is developed it will be financially constrained.*

## **CMAQ Program**

### **Current Policies/Practices:**

Traditionally busses, intersections and the Ozone Action Program are funded with this program.

MDOT/Local split of the funds (MDOT gets 50% of the CMAQ funds off the top).

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### **TIP Committee recommended Policy/Practice:**

Eliminate the 50/50 split of CMAQ funds allocated to this MPO between MDOT and the local jurisdictions.

With the CMAQ funds allocated to the MPO, the TIP Committee will rank all CMAQ eligible projects based on emission reduction/cost benefit basis. (Competitive based on emissions).

Develop and have in place a consistent and improved statewide evaluation process of CMAQ projects.

All new transit route projects need to show a demonstration of need and that service will continue beyond a 3 year commitment if rider-ship meets projections.

Agreement for CMAQ funding in West Michigan

- MDOT will do the East/West estimating of funding split.
- MDOT will provide estimates of funding available for each MPO (GVMC, MACC, WMSRDC) and rural Ottawa County based on population using the 2000 Census data.
- Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
- MDOT will provide a time line with the estimates for completion of task #3.
- All parties will meet to discuss all projects and compile the CMAQ program.
- MDOT makes the final decisions to reach financial constraint of the final program.
- This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard.

*This item was passed by the TIP and Technical committees to accept the proposed policy/practice as submitted.*

# **Non-Motorized Transportation Federal Funding Eligibility**

## **Goal:**

The MPO shall support the development of an area-wide network of interconnected, convenient, safe, and efficient non-motorized routes so that they may become an integral mode of travel for area residents. A non-motorized element of the Long Range Transportation Plan shall maintain a listing of eligible non-motorized projects and funding shall be allocated through the long range plan and transportation improvement planning processes to achieve an overall goal of improving the condition of the system.

## **Background:**

The GVMC 2035 Long Range Transportation Plan (LRTP) lays out goals that pertain to non-motorized transportation in our region. These LRTP goals carry over the federal and state level themes encouraging non-motorized transportation. Related objectives include:

1d: “Sustain and develop the interconnected regional network of non-motorized transportation facilities to provide access to employment, services, schools, and other destinations.”

3d: “Collaborate with communities, public schools, and MDOT to regionally plan for safe bicycle and pedestrian routes for students to travel to and from home and school.”

3e: “Encourage the multiple and safe use of transportation rights-of-way by different modes, including non-motorized transportation.”

Federal surface transportation law provides flexibility to MPOs to fund bicycle and pedestrian improvements from a wide variety of federal programs (STP, CMAQ, Transportation Enhancement, etc). However, historically the GVMC Committees have restricted the use of federal funds for non-motorized projects, which permit solely the use of Transportation Enhancement (TE) statewide competitive grants for the construction of non-motorized transportation facilities. Federal funds have not historically been permitted for the construction of sidewalk.

## **Deficiency Definition**

The MPO, in cooperation with the Non-Motorized Committee and using AASHTO standards, has developed definitions for each of the non-motorized facility types. These are the non-motorized facility types recognized by the MPO.

**Sidewalks** – A sidewalk is a paved pathway paralleling a highway, road, or street, and is intended for pedestrians. Sidewalks are typically four to five feet wide and made from concrete, but may be up to a maximum of eight feet wide and made from other materials depending on their location.

**Shared Use Paths** – Shared use paths mainly serve corridors not served by streets and highways, or where wide utility or former railroad rights-of-way exist (rail-trails), but may also parallel highway, roads, and streets (formally called “sidepaths”). Shared use paths are wider than sidewalks, between 8 and 12 feet wide (10 feet width is federally required for federal funds) with a soft two to four-foot shoulder on each side, and a minimum width of 14 feet on all structures, such as bridges and boardwalks. They are shared facilities for use by both pedestrians and bicyclists.

**Bicycle Lanes** – Bicycle lanes are dedicated, marked, and signed rights-of-way assigned to bicyclists. They are paired one-way facilities located on both sides of a street, with standard intersection designs to minimized conflicts between bicycles and automobiles. Standard bicycle lane widths are six feet; five feet is the minimum width adjacent to curbs and four feet is the minimum width when no curb exists. Dedicated bike lanes must be accompanied by both pavement markings and bike lanes signs (R3-17).

**Signed Shared Roadways** – Signed shared roadways are designated bicycle routes that are signed (D11-1 or W11-1) or have pavement markings to indicate that the roadway is shared with bicyclists (“sharrow” chevron pavement marking).

**Unsigned Shared Roadways** – Unsigned shared roadways are open to both bicycle and motor vehicle and are designed and constructed under the assumption that they may be used by bicyclists, but are not signed or marked. Unsigned shared roadways typically have wider than the standard 12-foot lane. Shared roadways may also be standard width roadways with a minimum four-foot paved shoulder (where there is no curb and gutter), also known as a “wide-shoulder.”

**Bicycle Centers and Staging Areas** – Bicycle centers and staging areas are auxiliary facilities to increase the convenience and effectiveness of non-motorized transportation and may offer amenities such as showers and bicycle parking, as well as motorized vehicle parking and network access points.

**Pedestrian Bridges and Refuge Islands** – Pedestrian bridges are modified road bridge structures that accommodate pedestrians and bicyclists, or they may be pedestrian/bike only structures. A refuge island is a protected area between traffic lanes providing pedestrians or bicyclists with a safe place to wait for gaps in traffic in order to cross a road safely.

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### **Recommended Policy/Practice:**

All non-motorized projects included in the GVMC Long Range Transportation Plan/Non-motorized Transportation Plan are eligible for funding as allowed under applicable federal-aid categories.

All non-motorized projects requesting federal funds must be endorsed by the MPO to

receive federal funds and be included in the MPO TIP.

*Policies and practices regarding non-motorized facilities were updated and approved by the Policy Committee on March 2, 2011.*

## **Federal Funding of Right of Way (ROW)**

### **Current Policy/Practice:**

Use of Federal funds is not allowed unless the committee deems a corridor with a high priority a special case as identified by the MPO.

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### **TIP Committee recommended Policy/Practice:**

Eliminate Federal/State funding of ROW. An exception may be approved by the TIP Committee if a jurisdiction requests to use ROW funds for a large or expensive project.

*The TIP Committee recommends continuing the practice of not allowing the funding of right-of-way except on a case by case basis.*

## **Federal Funding of Engineering Expenses**

### **Current Policy/Practice:**

There is no current policy or practice in the use of Federal Funds for engineering costs.

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### **TIP Committee recommended Policy/Practice:**

No Federal/State funds for Engineering.

Encourage local jurisdictions staff to work on future year projects, get programming into MDOT early in the fiscal year and obligate projects in a timely basis.

*The TIP committee recommends continuing the current practice of not funding Engineering Costs – that restricts Federal Funds from being used for Engineering Costs by local jurisdictions.*

## Appendix K

### List of Contacts

#### **Village of Caledonia**

Ms. Sandy Ayers, Village Manager  
250 Maple St.  
Caledonia, Michigan 49316  
(616) 891-9384

#### **City of East Grand Rapids**

Mr. Doug LaFavre, Assistant City Manager  
750 Lakeside Drive SE  
East Grand Rapids, Michigan 49506  
(616) 940-4817

#### **City of Grand Rapids**

Mr. Rick DeVries, Acting City Engineer  
300 Monroe NW  
Grand Rapids, Michigan 49503  
(616) 456-3071

#### **City of Grandville**

Mr. Ken Krombeen, City Manager  
3195 Wilson Avenue SW  
Grandville, Michigan 49418  
(616) 530-4981

#### **City of Hudsonville**

Mr. Dan Strikwerda, City Planner  
3275 Central Blvd.  
Hudsonville, Michigan 49426  
(616) 669-0200

#### **Kent County Road Commission**

Mr. Steve Warren, Director of Planning  
1500 Scribner NW  
Grand Rapids, Michigan 49504  
(616) 242-6968

#### **City of Kentwood**

Mr. Tim Bradshaw, Director of Engineering & Inspections  
P.O. Box 8848  
Kentwood, Michigan 49518-8848  
(616) 698-9610

**City of Lowell**

Mr. Dave Pasquale, City Manager  
301 E. Main St.  
Lowell, Michigan 49331  
(616) 897-8457

**Ottawa County Road Commission**

Mr. Brett Laughlin, County Engineer  
P.O. Box 739  
Grand Haven, Michigan 49417  
(616) 842-5400

**City of Rockford**

Mr. Phil Vincent, Public Services Foreman  
7 South Monroe  
Rockford, Michigan 49341  
(616) 866-7537

**City of Walker**

Mr. Scott Connors, Engineer  
4243 Remembrance Road  
Grand Rapids, Michigan 49504  
(616) 791-6881

**City of Wyoming**

Mr. Bill Dooley, Director of Public Works  
1155 28th Street SW  
Wyoming, Michigan 49509  
(616) 530-7262

**Federal Highway Administration**

Ms. Rachael Tupica  
315 W. Allegan Street, Room 201  
Lansing, Michigan 48933  
(517) 702-1823

**Grand Valley Metropolitan Council**

Mr. Abed Itani, Director of Transportation Planning  
678 Front Ave NW; Suite 200  
Grand Rapids, Michigan 49504  
(616) 776-7606

**Inter Urban Transit Partnership**

Mr. Rod Ghearing, Manager of Grants and Capital Projects  
300 Ellsworth Avenue SW  
Grand Rapids, Michigan 49503  
(616) 774-1187

**Michigan Department of Transportation Grand Region**

Mr. Dennis Kent, Transportation Planner  
Michigan Department of Transportation  
1420 Front Ave. NW  
Grand Rapids, Michigan 49504  
(616) 451-4595 ext. 309

**Michigan Department of Transportation**

Mr. Darrell Harden, Transportation Planner  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, Michigan 48909  
(517) 373-1881

## Appendix L

### Glossary and list of Acronyms

**Access** - The opportunity to reach a given point within a certain time frame, or without being impeded by physical, social or economic barriers. Enhancing mobility is one way of providing improved access.

**Allocation** - An administrative distribution of funds among States, done for funds that do not have statutory distribution formulas.

**Alternative Fuels** - Any motor fuel other than gasoline, especially those that result in lower levels of air pollutants.

**AASHTO** - American Association of State Highway and Transportation Officials.

**ADA** - Americans with Disabilities Act; Federal law that requires public facilities including transportation services to be fully accessible for persons with disabilities. It also requires paratransit service in areas where fixed route transit service is operated.

**Apportionment** - A division or assignment of funds based on prescribed formulas in the law and consisting of divided authorized obligation authority for a specific program among the States.

**Arterial** - A class of street serving major traffic movement that is not designated as a highway.

**ADT** - Average Daily Traffic; the number of vehicles passing a fixed point in a 24-hour time frame.

**Base Year** - The lead-off year of data used in a study.

**Bikeway** - A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other modes.

**BLVD** - Boulevard.

**BR** - Business Route.

**BRRP** - Federal Bridge Repair Program.

**Build/No-Build** - Refers to a conformity requirement in which Metropolitan Planning Organizations must demonstrate the “building” or implementing a Long Range Plan or Transportation Improvement Program will result in less emissions than “not building” or

not implementing the TIP.

**CO** - Carbon Monoxide; A colorless, odorless, tasteless gas that impedes the oxygenation of blood. CO is formed in large part by incomplete combustion of fuel.

**CL** - City Limits or County Line.

**CAAA** - Clean Air Act and Amendments.

**Clean Fuels** - Fuels which generate fewer pollutants than gasoline (Compressed Natural Gas, methanol, ethanol, etc.)

**Collector-Distributor Street** - A road parallel to an expressway which collects and distributes traffic at access points involving through lanes.

**Conformity** - Assess the compliance of any transportation plan with air quality control plans.

**CNG** - Compressed Natural Gas.

**CMAQ** - Congestion Management and Air Quality Improvement Program; Directs funding to projects that contribute to meeting National Ambient Air Quality Standards.

**CMS** - Congestion Management System. Unless a part of a CMS, future highway projects that significantly increase capacity for single occupant vehicles (SOVs) may be ineligible for federal funding.

**CON** - Construction Phase.

**Contract Authority** - Budget authority that permits obligations to be made in advance of appropriations.

**CTF** - Michigan Comprehensive Transportation Fund.

**Demand-Responsive** - User can access transportation services that can be variable routed and timed to meet changing needs on an as-needed basis.

**DEMO** - Congressionally Designated Demonstration Funds.

**DOT** - U.S. Department of Transportation; The principal direct federal funding and regulating agency for the transportation facilities and programs.

**EPE** - Early Preliminary Engineering.

**EDFA** - Transportation Economic Development Fund - Category A.

**EDFC** - Transportation Economic Development Fund - Category C.

**Elderly and Handicapped (E & H)** - Anachronistic designation for special transportation planning and services.

**Emissions Budget** - The part of the State Implementation Plan that identifies allowable emissions levels, mandated by the National Ambient Air Quality Standards, for certain pollutants.

**EIS** - Environmental Impact Statement; Reports which details any adverse economic, social, and environmental effects of a proposed transportation project that the federal government funds.

**EPA** - Environmental Protection Agency; Federal source agency of air quality control regulations affecting transportation.

**Expenditures** - Disbursement of funds for repayment of obligations occurred.

**Expressway** - A controlled access, divided arterial highway for through traffic and intersections of which are usually separated.

**FHWA** - Federal Highway Administration.

**FTA** - Federal Transit Administration.

**FY** - Fiscal Year.

**GIS** - Geographic Information System.

**GRETS** - Grand Rapids and Environs Transportation Study.

**GVMC** - Grand Valley Metropolitan Council.

**HPMS** - Highway Performance Monitoring System.

**HRP** - Highway and Research Planning Funds.

**IMAGIN** - Improving Michigan's Access to Geographic Information Networks; A statewide geographic data sharing organization

**ITE** - Institute of Transportation Engineers

**IVHS** - Intelligent-Vehicle Highway System; Grouping of ITS technologies that focus on monitoring, guiding or operating motorized vehicles.

**IAWG** - Interagency Work Group

**Intermodal** - Refers to connections between modes.

**IM** - Interstate Maintenance Program.

**Interstate System** - The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the U.S. The Interstate System also connects the U.S. to internationally significant routes in Mexico and Canada.

**I/M** - Vehicle Inspection and Maintenance.

**KCRC** - Kent County Road Commission.

**LADCO** - Lake Michigan Air Directors' Consortium.

**Local Street** - A street intended solely for access to adjacent properties.

**LRP** - Long Range Plan.

**MACC** - Macatawa Area Coordinating Council.

**MIS** - Major Investment Study.

**MDEQ** - Michigan Department of Environmental Quality

**MDNR** - Michigan Department of Natural Resources

**MDOT** - Michigan Department of Transportation

**MPO** - Metropolitan Planning Organization; has responsibility for developing transportation plans for urbanized areas of 50,000 or more.

**MSA** - Metropolitan Statistical Area; Determined by U.S. Census standards

**MTF** - Michigan Transportation Fund.

**Mode** - Form of transportation, such as automobile, transit, bicycle, and walking.

**Model** - A mathematical and geometric projection of activity and the interactions in the transportation system of an area.

**Multimodal** - Refers to the availability of transportation options within a system or corridor.

**NAAQS** - National Ambient Air Quality Standards; Federal standards that set allowable concentrations and exposure limits for various pollutants.

**NHS** - National Highway System; A federal transportation program that designates nationally significant Interstate Highways and roads for interstate travel, national defense, Intermodal connections, and international commerce.

**Network** - A graphic and/or mathematical representation of multimodal paths in a transportation system.

**NoX** - Oxides of Nitrogen

**Obligations** - Commitments made by Federal agencies to pay out money as distinct from the actual payments, which are “outlays”. Generally obligations are incurred after the enactment of budget authority.

**O/D** - Origin-Destination Study.

**OCRC** - Ottawa County Road Commission.

**Paratransit** - Services which serve the special needs of persons that standard mass transit services would serve with difficulty, or not at all.

**PM-10** - Particulate Matter less than or equal to 10 microns.

**PPM** - Parts per Million.

**PMS** - Pavement Management System.

**Peak Hour** - The 60-minute period in the a.m. or p.m. in which the largest volume of travel is experienced.

**Penalty** - An action that does not allow the State to use the full amount of its apportioned funds.

**Person-Trip** - A trip made by one person from one origin to one destination.

**Privatization** - The supply of traditionally government-supplied goods and services through for-profit businesses in order to enhance public cost efficiency.

**Provider** - An agency that causes clients to be transported, as opposed to an agency whose roll is limited to funding programs.

**Public Road** - Any road or street under the jurisdiction of and maintained by a public authority and open to public traffic.

**PTMS** - Public Transportation Management System

**RACT** - Reasonable Available Control Technology

**Rescission** - Legislative action to cancel the obligation of unused budget authority previously provided by Congress before the time when the authority would have otherwise lapsed.

**Region** - An entire metropolitan area including designated urban and rural subregions.

**Regionally Significant** - A project that is on a facility which serves regional transportation needs and would normally be included in the modeling of metropolitan area's transportation network. Also offers an alternative to regional highway travel.

**Reverse Commute** - Commuting against the main directions of traffic. Often refers to the central city to suburb commute.

**R-O-W** - Right of Way; Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.

**Shuttle** - Usually a service provided with an up-to-20 passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis.

**SOVs** - Single-Occupant Vehicles; The use of a vehicle to get just one person to a destination.

**SMSA** - Standard Metropolitan Statistical Area; A Census Bureau delineation for major metro areas in the U.S.

**SIP** - State Implementation Plan; required documents prepared by states and submitted to EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act.

**SLARG** - State and Local Agency Review Group.

**S9C** - Federal Transit Administration Program Section 9 Capital.

**S9O** - Federal Transit Administration Program Section 9 Operating Assistance.

**S18O** - Federal Transit Administration Program Section 18 Operating Assistance (Rural).

**S16B** - Federal Transit Administration Program Section 16B2 (Elderly & Handicapped).

**STPC** - Surface Transportation Program for Small Cities.

**STPE** - Surface Transportation Program for Enhancements.

**STIP** - State Transportation Improvement Program

**STPR** - Surface Transportation Program for the rural area.

**STPU** - Surface Transportation Program for the urbanized area.

**TAZ** - Traffic Analysis Zone; the smallest geographically designated area for analysis of transportation activity.

**Transit** - Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

**Transit Dependent** - Persons who must rely on public transit or paratransit for most of their transportation.

**TCMS** - Transportation Control Measures; Local actions to adjust traffic patterns or reduce vehicle use to reduce air pollution.

**TDM** - Transportation Demand Management

**TEDF** - Transportation Economic Development Funds (EDFA, EDFC., EDFD)

**TIP** - Transportation Improvement Program; A document prepared by states and MPO's citing projects to be funded under federal transportation programs for a full-year period.

**TMA** - Transportation Management Area; Within a TMA, all transportation plans must be based on a continuing and comprehensive planning process carried out by the Metropolitan planning Organization in cooperation with the states and transit operators.

**TRANPLAN** - Transportation Planning Package

**TRB** - Transportation Research Board

**TSM** - Transportation System Management; The element of a TIP that proposes non-capitol-intensive steps toward the improvement of a transportation system.

**Travel Time** - Customarily calculated as the time it takes to travel from 'door-to-door.'

**UWP** - Unified Work Program

**UAM** - Urban Air shed Model

**Urbanized Area** - Area which contains a city of 50,000 or more population plus adjacent surrounding areas having a density of at least 1000 people per square mile as determined by the U.S. Census.

**VMT** - Vehicle Miles Traveled

**VOC** - Volatile Organic Compounds

**WMCAC** - West Michigan Clean Air Coalition

**WMEAC** - West Michigan Environmental Action Council.