



TO: Kalamazoo Area Transportation Study Technical Committee

FROM: Jonathan Start, Executive Director

DATE: March 6, 2014

SUBJECT: **TECHNICAL COMMITTEE MEETING
THURSDAY, MARCH 13, 2014 - 9:00 A.M.
KALAMAZOO METRO TRANSIT
530 NORTH ROSE STREET**

The Kalamazoo Area Transportation Study Technical Committee will be meeting on Thursday, March 13, 2014 at 9:00 a.m. at Kalamazoo Metro Transit, 530 North Rose Street.

The following materials are included in your meeting packet:

1. Agenda for the March 13, 2014 meeting (reverse side)
2. Minutes of the February 13, 2014 meeting
3. Transportation Improvement Program Amendments FY 2014-2017
4. Kalamazoo County Road Commission Bridge Resolutions

Copies of the proposals received for the KATS Model are available for review at the Kalamazoo Area Transportation Study office, 5220 Lovers Lane, Suite 110.

Please remember that time sheets are due by the 15th of the month.

**TECHNICAL COMMITTEE MEETING
MARCH 13, 2014
AGENDA**

1. CALL TO ORDER
2. ROLL CALL (Sign-in Sheet To Be Distributed)
3. MINUTES FROM THE FEBRUARY 13, 2014 MEETING (Enclosure) (**ACTION**)
4. POLICY COMMITTEE REPORT (February 26, 2014)
5. CITIZENS' COMMENTS (non-agenda items)
6. CHANGES OR ADDITIONS TO THE AGENDA
7. APPROVAL OF THE AGENDA (**ACTION**)
8. TRANSPORTATION IMPROVEMENT PROGRAM
 - a. Amendments to the FY 2014 - 2017 TIP (Enclosure) (**ACTION**)
9. KATS MODEL CONSULTANT RECOMMENDATION (**ACTION**)
10. KALAMAZOO COUNTY ROAD COMMISSION BRIDGE RESOLUTIONS (Enclosure) (**ACTION**)
11. MDOT PROJECT UPDATES
12. PUBLIC TRANSPORTATION UPDATES
13. STATUS REPORTS
 - a. Roads
 - b. Land Use/Planning and Zoning
14. NEW BUSINESS
15. ADJOURNMENT

Next Meeting: Thursday, April 10, 2014 - 9:00 a.m. at Kalamazoo Metro Transit.



KALAMAZOO AREA TRANSPORTATION STUDY TECHNICAL COMMITTEE MEETING MINUTES OF FEBRUARY 13, 2014

The February meeting of the Kalamazoo Area Transportation Study Technical Committee was called to order at 9:00 a.m. at Kalamazoo Metro Transit. Meeting attendance was recorded on the sign-in sheet.

MEMBERS PRESENT

Muhammad Arif	City of Portage Engineering
Chris Barnes	City of Portage Engineering
Robert Bauckham	City of Kalamazoo Planning
Mickey Bittner	Village of Paw Paw
Tony Dacoba	Van Buren Public Transit
Dennis Durham	City of Parchment
Rick Fowler	Michigan Department of Transportation
Darrell Harden	Michigan Department of Transportation
Jim Hoekstra	City of Kalamazoo
Tom Hohm	Kalamazoo County Road Commission (<i>Chair</i>)
Larry Hummel	Van Buren County Road Commission
Matt Johnson	City of Kalamazoo
Debbie Jung	City of Kalamazoo Planning
Dan Lewis	Village of Schoolcraft (Prein & Newhof)
Sean McBride	Kalamazoo County Transportation Authority (KCTA)
Greg Milliken	Oshtemo Township
Matt Johnson	City of Kalamazoo Engineering
Ken Schippers	Village of Vicksburg
Louie Ramos	Michigan Department of Transportation
Mike Schwartz	Village of Richland (Prein & Newhof)
Rob Wilson	City of Galesburg

MEMBERS ABSENT

Chris Forth	City of Portage Planning
Lotta Jarnefelt	Kalamazoo County Planning
Tom Anthony	Village of Mattawan (Fleis & VandenBrink)
Alan Smaka	Village of Lawton (Wightman & Associates)

OTHERS PRESENT

Rob Maffeo	Michigan Department of Transportation
Jon Start	Kalamazoo Area Transportation Study
Steve Stepek	Kalamazoo Area Transportation Study
Rachael Tupica	Federal Highway Administration
Monica Zehner	Kalamazoo Area Transportation Study

MINUTES FROM THE JANUARY 9, 2014 MEETING

Chair Hohm commented that the members of the subcommittees established at the January 9, 2014 meeting were included in the minutes. He asked any additional members of the Technical Committee who would like to volunteer contact Jon Start of KATS.

MOTION by McBride, SUPPORT by Harden, ***“to approve the minutes of the January 9, 2014, meeting.”*** Motion approved.

POLICY COMMITTEE REPORT

Jon Start reported on the January 22, 2014 Policy Committee meeting.

The annual audit findings were presented to the Policy Committee. The auditors reported two findings. First agency timesheets used to report contributed services were not always signed by a supervisor. Second, that while KATS filed paid invoices separately and with a copy of the vendor check, the auditors wanted to see each invoice stamped paid.

Start reported that the recommended Transportation Alternatives Program projects for fiscal years 2015-2017 and the Congestion Mitigation Air Quality projects for fiscal years 2018 and 2019 were approved. The committee also approved the recommended amendments to the Transportation Improvement Program. The Unified Planning Work Program was amended to accurately reflect the indirect costs of KATS expenses and for the addition of the Oshtemo Downtown Development Circulation Study.

Jon Start was named as the Policy Committee representative for the Regional Prosperity Initiative Committee.

There was discussion on the Bylaws Subcommittee’s proposal for contributed services which Start commented would be discussed as a separate agenda item.

The next meeting of the Policy Committee will be held February 26, 2014 at 9:00 a.m. at Kalamazoo Metro Transit.

CITIZENS’ COMMENTS - None

CHANGES OR ADDITIONS TO THE AGENDA

Jon Start of KATS requested that Technical Committee voting membership be added to the agenda under new business.

APPROVAL OF THE AGENDA

MOTION by Harden, SUPPORT by McBride, ***“to approve the agenda for the February 13, 2014, Technical Committee meeting with the additions noted.”*** Motion approved.

TRANSPORTATION IMPROVEMENT PROGRAM

Amendments

Transportation Improvement Amendments 2/26/2014 6/26/2013 (02/26/14)										
FY	Agency	Project Name	Project Description	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Total Phase Cost (\$1000s)	MDOT Job No.
2015	Public Transit	Vehicle Replacement	Up to 3 hybrid electric buses	1,540	5309	385	CTF		1,925	
Limits: Fixed Route, Phase: T-Cap; Amendment Type: Cost 2/26/2014										
2014	Mattawan	Front Ave / Murray St Streetscaping	New streetlights, benches, trees, planters, bike racks, colored crosswalks, ADA upgrades	288	TAU			125	413	
Limits: From Scott St. to Main St. and Front St. to Second St.; Phase: CON; Amendment Type: Add 2/26/2014										
2014	Portage	Portage Rd	Resurface and widening to extend existing center two way left turn lane north of Centre Ave			540	M	460	1,000	
Limits: E. Centre to Romence Rd., Length: 1.05; Phase: CON, Amendment Type: Scope 2/26/2014										

Copies of the proposed amendments were included in the meeting packet. The first is a cost adjustment for a vehicle replacement project for Kalamazoo Metro and KCTA. The second is an addition of a Mattawan project for Front Avenue and Murray Street streetscaping. This is funded through the Transportation Alternatives Program. The last amendment is a Portage project for Portage Road from E. Centre Avenue to Romence Road. This is an MDOT Road and Risk Reserve Fund project that after discussion between MDOT and the City of Portage allowed the limits to be adjusted.

The question was raised as to whether a written agreement from MDOT regarding the Portage Road project had been received. Barnes reported no written agreement had been received. Portage had a verbal agreement. Harden indicated he sent a request for an anticipated date for written agreements from MDOT regarding Road and Risk Reserve Fund (RRRF) projects. Inclusion of this amendment in the Transportation Improvement Program was due to its regional significance.

Start recommended that due to the timeline of the project and Portage design considerations, the project scope be amended at this time. Barnes commented that should Portage receive correspondence that affected the project, the Transportation Improvement Program could be amended.

MOTION by Hummel, SUPPORT by Harden, ***“to recommend Policy Committee approval of the fiscal year 2014 and 2015 Transportation Improvement Program amendments.”*** Motion approved.

Transportation Improvement Program Subcommittee

Jon Start of KATS reported that a call for projects for fiscal years 2018-2019 had been issued. He indicated that the subcommittee would begin preliminary prioritization for the projects so that local agencies could continue work on capital improvement programs.

Steppek reported that members of the subcommittee would be receiving a list of possible dates for an early March meeting. Start requested that any additional members of the Technical Committee who would like to volunteer for the Transportation Improvement Program Subcommittee contact KATS.

CONTRIBUTED SERVICES AND AUDIT COSTS

A draft of the suggested Third Party In Kind Contributions for FHWA and FTA Planning Funds was presented to the Policy Committee at the January 22, 2014 meeting. Because planner and engineer time is used to meet the contributed services match, the Policy Committee asked for a Technical Committee review prior to Policy Committee approval. A draft of the Third Party In Kind Contributions for FHWA and FTA Planning Funds was included in the meeting materials.

Start reported KATS funding from FHWA and FTA planning dollars require a twenty percent local match which is met through the value of contributed services of member agencies. Member agencies are asked to sign agreements indicating their contribution. Should total match not be met through contributed service hours, the difference would be paid to KATS in cash from agencies that failed to make their contribution. Start observed that the activities of member agencies is more than sufficient for federal match. However, activities had to be reported. The question was raised as to why not all agencies were providing third party in-kind contributions. Therefore, the Bylaws Subcommittee was established to formalize a structure for third party contributed services each agency will be asked to provide for the required local match and how to split cost of the required annual audit cost which is not reimbursable.

In the past, the federal government was only concerned with whether total local match had been met. However, the contributed services of Kalamazoo Metro which has consistently exceeded FTA match now has restrictions on its contributed services for the FHWA portion of the match. This has resulted in an increase in the contributed service asked from other agencies for the FHWA requirement.

Historically, the match asked of agencies was set through a subjective process of estimated qualifying work and the benefit an agency receives through project funding. Audit costs were divided equally between the City of Kalamazoo, the City of Portage, the Kalamazoo County Road Commission, the Kalamazoo County Transit Authority, and Kalamazoo Metro Transit. Audit costs have typically been less than \$8,000 annually. Under all methods for distribution under consideration, the audit costs would be billed to local agencies as membership dues. Three methods for third party in kind contributions were presented.

Population: Start reported that a number of MPOs set local match based upon population. After consideration, the Bylaws Committee had concerns that the dollar levels asked of smaller entities might discourage their continued participation. It also did not account for the local road commissions.

Ratio of 75% Population and 25% Federal Aid Eligible Lane Mileage: The Bylaws Subcommittee also evaluated a suggested share contribution based upon 75% of the population and 25% of federal aid eligible lane miles. Using this method, the population goes to the township or village while federal aid lane miles were assigned to the road commissions. The population of Western Michigan University was based on enrollment. It was noted that the mileage for individual Van Buren County Villages and Townships was unknown. Therefore, the total mileage was distributed uniformly. Under this method, the population for non-participating townships would be allocated to the county. Township federal aid eligible lane miles are already assigned to the Road Commissions. The Bylaws Subcommittee felt this method was overly complicated.

Tiered Model: The subcommittee developed a multi-tiered model for Act 51 and non-Act 51 agencies. They believe that this model is the most accurate division of cost based on agency benefit and direct services. Start reported that Van Buren County is listed at an alternate tier because not all of the county was in KATS planning area.

Start shared that one additional method had been suggested which was not on the draft. This method involved setting match based upon the percentage of Transportation Improvement Program project funding for the fiscal year. However, this method would result in problems if a project was dropped or moved from one fiscal year to the next. An additional concern is the requirement that an agency be active to be eligible for funding. If an agency does not provide match in a fiscal year, should it be considered active?

The use of third party in-kind contributions to meet match must be approved by the Federal Highway Administration and therefore, the Bylaws Subcommittee will be asking the Policy Committee approve third party contribution obligations at the February 26, 2014 meeting. It will be a member agency's choice to meet this obligation through value of contributed service hours or through a cash payment. The expense of traffic counts through Traffic Tech. Services would also be counted as contributed services.

Chair Hohm observed that the question regarding suggested third party contributions and suggested audit shares was a matter of equity. Were there concerns the suggested amounts were too high or too low?

The question was asked whether Western Michigan University had been asked to participate in funding match in previous years. Start reported that WMU requested membership on the Policy Committee approximately 3-4 years ago and identified a Technical Committee member. This would be the first year WMU would be asked to provide match.

Clarification was asked for on current Bylaws requirements governing participation in the match program. Start reported that current Bylaws did require an agency to participate in the match program to be eligible for voting membership and funds programmed through KATS.

Start stated the total match programmed was higher than the total match required by Federal Highways and Federal Transit to account for agencies who chose not to participate. Stepek of KATS indicated concerns had been expressed by the non-Act 51 townships. Chair Hohm asked if concerns regarding the Third party in-kind contributions arose from agencies equating the contribution with an obligation for a cash payment. Start indicated that if an agency signed an agreement but did not meet the obligation, KATS would not bill as long as total match for the program had been met. Start reported concerns had been somewhat alleviated when told that the work done by consulting firms such as Prein and Newhof and Wightman and Associates for mapping and land use qualified toward match. Start continued that local agency eligible services are more than enough to meet KATS total match requirement. The difficulty is in consistent reporting. Chair Hohm commented that given the amount of work that qualifies, it appeared that the division was equitable.

Tupica of MDOT observed that an agency benefitted from the transportation planning process even if not a direct recipient of project funding, listing metro services, freight services and non-motorized as examples.

The question was asked if any other ratios of population to federal aid eligible lane miles had been considered by the Bylaws Subcommittee. Stepek indicated that other ratios had been considered and that the 25% to 75% ratio most closely matched historic contributions asked of the local membership.

Steppek commented that other MPOs set dues to coincide with the census. Steppek indicated that considerable amount of time went into setting contribution levels and obtaining agreements annually. He asked if there were opinions on whether agencies would agree to set match levels until the next census. The question was raised as to how much the required funding would change. Start indicated that the changes were based upon inflation rates and an approximate increase of 2% annually. A comment was made that ten years might be too long and perhaps 5-8 years was a more reasonable time frame.

MOTION by Hummel, SUPPORT by Arif ***“to recommend Policy Committee approval of the suggested Third Party Contribution and Audit Shares for FHWA and FTA Planning Funds.”*** Motion approved.

MODEL DEVELOPMENT SUBCOMMITTEE

Proposals are due on Friday, February 21. The subcommittee will be meeting to select the most qualified so that negotiations may begin. The subcommittee will also be asked to review parking restrictions, number of lanes, and signal locations of the current network to ensure its accuracy. Start indicated an anticipated first meeting in early March.

2014 TRAFFIC COUNT LOCATIONS

Traffic Tech, Inc. has asked for locations for the 2014 Traffic Counts. The locations for the Road Commission have been received. A meeting to identify the City of Portage locations is to be scheduled. Hoekstra has begun work identifying City of Kalamazoo locations. Start asked that optional work such as speed studies and turn count studies for 2014 also be submitted to KATS.

Start reported Galesburg, Vickburg and Mattawan had traffic counts completed. Start commented that any agency who would like work done by the consultant should contact KATS. There is a nominal fee for this service.

Start continued new locations for the Highway Performance Monitoring System had been received. There are approximately 40 new locations for addition to the schedule over the next two years.

PUBLIC TRANSPORTATION UPDATE

Kalamazoo Metro Transit: Metro Transit is targeting March 31, 2014 for changes to fixed route service to better accommodate ridership and to provide service to Pavillion Estates. The primary routes impacted are routes 26 and 27 in Portage and Route 4. Additional changes would be made to Route 17 and Route 15. Route 17 had the lowest ridership for Metro averaging 3 rides per hour per day. Route 17 would be incorporated into Route 15. A public meeting was held regarding the proposed changes on February 10.

Van Buren Public Transit: Van Buren is working on counts, possible route changes and route adjustments. A new flex-loop route is being established in Paw Paw. Ridership is up.

STATUS REPORTS

Roads

Kalamazoo County Road Commission: Bids on the N Avenue project came in at approximately 9% under cost. The bid savings was on the rural portion of the project. The D Avenue and Second Street project has been submitted for the MDOT April letting. The Drake Road project north of the City of Kalamazoo is in final plans and has been submitted to MDOT for letting. There is still some right of way coordination to be completed and additional considerations for the sidewalk and non-motorized portions

of the project. The East Michigan Avenue project is in the final stages of submission to MDOT. There is a fiscal year 2014 project for the Kalamazoo River Valley Trail from River Street to 35th Street. It is in final plan submittal. The N Avenue at 9th Street project is waiting on spring. Severance is lined up.

Van Buren Road Commission: There was a conference call from MDOT, SWMPC and KATS regarding the Van Buren Road Commission and its projects for fiscal years 2014 and 2015. The Van Buren Road Commission is coordinating with MDOT to resolve the issues by March.

City of Kalamazoo: Howard Street had grade inspection completed and will be going out in the June letting. Drake Road is planned for May letting. Final plans are due on February 21. Coordination is being done with the Road Commission regarding the Grand Prairie intersection. The Oakland at Parkview project has had preconstruction meetings. Initial plans are not to detour, but to have lane shifts.

City of Portage: Two projects are scheduled for June letting: South Westnedge from Melody to South Shore for a water main replacement and Portage Road from Centre Avenue south to Lakeview for a mill and resurface. The Transportations Alternatives Project for 2014 is scheduled for construction in June. This project is a sidewalk adjacent to Portage Northern High School. Portage Road from Milham to I-94 will begin construction in April. The City of Portage has 2 Road and Risk Reserve Fund (RRRF) projects underway. Work on the 2015 Congestion Mitigation Air Quality project has begun.

Village of Vicksburg: Prairie Street is under design and slated for May grade inspection.

Village of Richland: The D Avenue project is anticipated to break ground once weather permits.

MDOT: The Stadium Drive overpass at U.S. 131 and the Stadium Drive and Drake Road intersection was originally scheduled for letting in February. It did not make the February letting and is not anticipated to make March letting. It is anticipated that this will affect the plan for traffic maintenance. MDOT has 2 capital and preventive maintenance projects. One is a mill and resurface of M-43 (Gull Road). The limits are S. Riverview to G Avenue and from G Avenue to Tiburon Lane in Richland. There will be daytime lane closures and flag operations during construction which is anticipated to begin August 1 and continue throughout October. The other project is a concrete patch job and joint seals on US 131 beginning approximately a half mile north of M-43 and extending north to the Kalamazoo River near Plainwell. Monday-Friday will have peak hour restrictions and on the weekends will be taken down to one lane in each direction. The patches will be cast in place.

City of Portage: The Congestion Mitigation Air Quality Project on Centre and Lovers will be ending shortly.

City of Parchment: There are no road projects. However, a company has purchased 14 acres for a Chemical Processing Plant. The development requires the movement of phase 2 of the River Reach Boulevard now Bellisle Boulevard project to accommodate a new rail spur.

Kalamazoo County: Planning is underway for a mill and overlay project for G Avenue from M-43 to the East. Attempts will be made to coordinate this project with MDOT. It is not yet funded.

Land Use

City of Kalamazoo: The city has applied for Redevelopment Ready Communities designation through the State of Michigan. The designation is for communities who have a designated downtown area. It opens up opportunities for grant funding for planning and marketing for economic development for the area. A place plan project has been awarded for the new KVCC complex next to Bronson Hospital. The Rx Optical campus expansion on Park Street is underway. It will include a new driveway that will line up with Howard Street.

Kalamazoo Township: Kalamazoo Township is working on amendments to their master plan.

Kalamazoo County Road Commission: The Stadium and Drake site continues to get prepped. Building permit review is anticipated in the next month. Plans are underway for a non-motorized facility on Drake Road. The Road Commission has received a petition for Century and High Road for abandonment.

Western Michigan University: Western is moving forward with a new alumni center on East Campus. The city of Kalamazoo will be seeing plans in the upcoming months. They hope to have the project complete by the State and Western Michigan football game in 2015.

Federal Highway: KATS has asked that Federal Highway and Federal Transit conduct an unofficial certification review in late summer or early autumn. Now that KATS has been reclassified as a Transportation Management Area certification reviews are required by Federal Highways and Federal Transit. Reviews for Federal Highways will be held every 4 years and every 3 years for Federal Transit.

TECHNICAL COMMITTEE VOTING MEMBERSHIP

Jon Start reported that members of the Technical Committee had been given a list of meeting attendance for 2013. Start reported that after review, Debbie Jung, City of Kalamazoo, did not receive credit for her alternate Matt Johnson's attendance at one meeting. No other questions regarding attendance were noted. Members missing 3 or more sessions would have voting on the Technical Committee suspended until 3 consecutive meetings were attended. Chair Hohm indicated that the importance of reading meeting minutes to verify attendance.

Chair Hohm indicated one item under new business. He asked that all project bids that came in under or over cost be reported so if program funds need to be adjusted and reallocated there is adequate time. Chair Hohm asked for project updates regarding costs and federal expenditures.

Start asked if any agencies had been contacted by legislators regarding potential projects for the Road and Risk Reserve Fund. The Southwest Michigan Planning Council had received correspondence regarding submitting projects for consideration. KATS will be submitting its illustrative project list so that the legislators have a copy should additional funding be available.

The Rural Task Force meeting will be held on February 24 at 10:00a.m at the Kalamazoo County Road Commission.

Debbie Jung was offered congratulations on her appointment as the Assistant City Engineer for the City of Kalamazoo.

ADJOURNMENT

There being no further business, Chair Hohm adjourned the meeting at 10:30 a.m.

Kalamazoo Area Transportation Study FY 2014 - 2017 Transportation Improvement Program

6/26/2013 (3/26/14)

Required Fields

Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)
2014	Kalamazoo	MDOT	I-94	Westbound I-94 from ML Ave E to Michigan Ave E	7.32	GPA	Cold Milling & Bituminous Overlay	PE		53	IM	6	M			59	122066		03/26/14	Add		Addition of Project 3/26/14	2,600
2015	Kalamazoo	MDOT	US-131	US-131 NB & SB over Amtrak & KL Avenue, 3.0 Miles north of I-94, Oshtemo Township, Kalamazoo County.	0.00	Bridge replacement	Deck Replacement	SUB		683	NH	152	M			835	122664		03/26/14	Add		Addition of Project 3/26/14	10,221
2016	Kalamazoo	MDOT	I-94	Westbound I-94 from ML Ave E to Michigan Ave E	7.32	Resurface	Cold Milling & Bituminous Overlay	CON		2,287	IM	254	M			2,541	122066		03/26/14	Add		Addition of Project 3/26/14	2,600
2016	Van Buren	Paw Paw	W Michigan Ave	at Gremps	0.00	Traffic ops/safety	0.01 mi of pre-timed signal removal and construction of actuated signals with video detection and LED lights at the intersection of W. Michigan Avenue and Gremps Street	CON		165	CMG					165	121138		03/26/14	Add	E	Addition of Project 3/26/14	165
2017	Van Buren	Mattawan	McGillan St	at Main St	0.00	Reconstruct	Add a right turn lane on Main St. (north bound) a right turn lane on McGillen (west bound) and a 1000 ft left turn lane on McGillen	CON		143	CMG			36	VLG	179	121142		03/26/14	Add	E	Addition of Project 3/26/14	179
2015	Van Buren	Paw Paw	W Michigan Ave	Hazen to Johnson St	0.26	Reconstruct	Reconstruct with construction of roundabout at Hazen St	CON		1,019	STUL			228	CITY	1,247	117199		03/26/14	Cost	E	Village of Paw Paw; Addition of Project 1/30/13; Move to FY 2015; Update Primary Work Type; Update Project Description; Identification of Federal funds: \$375,000 STUL; \$375,000 TEDF-F; \$269,183 CMAQ (job 121136); Increase Local Cost from \$208,596; Increase Total Project Cost from \$583,596 3/26/14	1,247

RESOLUTION

**Supporting Application for Local Bridge Program Funds
For
29th Street Bridge
Rehabilitation**

WHEREAS, the 29th Street Bridge over Portage River in Brady Township, Kalamazoo County, Michigan, was constructed in 1962 as a concrete beam structure and due to its age is in a deteriorating condition; and

WHEREAS, the current deterioration places a risk on the longevity of the bridge, the service it provides and its value as an important transportation system asset; and

WHEREAS, the investment in rehabilitation will improve the condition of the bridge deck and bridge beams, avoiding more costly repairs in the near future; and

WHEREAS, Road Commission staff has prepared an application for Local Bridge Program Funds to rehabilitate this structure; and

WHEREAS, the Kalamazoo Area Transportation Study Technical Committee has considered the application for Local Bridge Program Funds and supports the submission of the application for Local Bridge Program Funds for 2017.

NOW, THEREFORE, BE IT RESOLVED that the Kalamazoo Area Transportation Study Technical Committee supports the Kalamazoo County Road Commission's application for Local Bridge Program Funds.

Tom Hohm, Chairperson
Kalamazoo Area Transportation Study
Technical Committee

Date

This resolution was supported by the Technical Committee with action taken at their March 13, 2014 meeting.

RESOLUTION

**Supporting Application for Local Bridge Program Funds
For
36th Street Bridge
Replacement**

WHEREAS, the 36th Street Bridge over Dorrance Creek in Climax Township, Kalamazoo County, Michigan, was constructed in 1953 and due to its age is in a deteriorating condition; is subject to weight restrictions; and

WHEREAS, these deficiencies places a risk on the longevity of the bridge, impair the movement of commercial traffic, and the accomplishment of agricultural activities; and

WHEREAS, Road Commission staff has prepared an application for Local Bridge Program Funds to replace this structure; and

WHEREAS, the Kalamazoo Area Transportation Study Technical Committee has considered the application for Local Bridge Program Funds and supports the submission of the application for Local Bridge Program Funds for 2017.

NOW, THEREFORE, BE IT RESOLVED that the Kalamazoo Area Transportation Study Technical Committee supports the Kalamazoo County Road Commission's application for Local Bridge Program Funds.

Tom Hohm, Chairperson
Kalamazoo Area Transportation Study
Technical Committee

Date

This resolution was supported by the Technical Committee with action taken at their March 13, 2014 meeting.

RESOLUTION

**Supporting Application for Local Bridge Program Funds
For
D Avenue Bridge
Preventative Maintenance**

WHEREAS, the D Avenue Bridge over Gull Lake Outlet in Ross Township, Kalamazoo County, Michigan, was constructed in 1984 and is in a deteriorating condition; is subject to weight restrictions; and

WHEREAS, the current deterioration places a risk on the longevity of the bridge, the service it provides and its value as an important transportation system asset; and

WHEREAS, the investment in preventative maintenance will preserve the condition of the bridge deck, abutments, and railings, avoiding more costly repairs in the near future; and

WHEREAS, Road Commission staff has prepared an application for Local Bridge Program Funds to repair this structure; and

WHEREAS, the Kalamazoo Area Transportation Study Technical Committee has considered the application for Local Bridge Program Funds and supports the submission of the application for Local Bridge Program Funds for 2017.

NOW, THEREFORE, BE IT RESOLVED that the Kalamazoo Area Transportation Study Technical Committee supports the Kalamazoo County Road Commission’s application for Local Bridge Program Funds.

Tom Hohm, Chairperson
Kalamazoo Area Transportation Study
Technical Committee

Date

This resolution was supported by the Technical Committee with action taken at their March 13, 2014 meeting.

RESOLUTION

**Supporting Application for Local Bridge Program Funds
For
Ravine Road Bridge
Replacement**

WHEREAS, the Ravine Road Bridge over Ranson Drain in Alamo Township, Kalamazoo County, Michigan, was constructed as a multiple pipe structure in 1979 and due to its age is in a deteriorating condition; and

WHEREAS, the current deterioration places a risk on the longevity of the bridge, the service it provides and its value as an important transportation system asset; and

WHEREAS, Road Commission staff has prepared an application for Local Bridge Program Funds to replace this structure; and

WHEREAS, the Kalamazoo Area Transportation Study Technical Committee has considered the application for Local Bridge Program Funds and supports the submission of the application for Local Bridge Program Funds for 2017.

NOW, THEREFORE, BE IT RESOLVED that the Kalamazoo Area Transportation Study Technical Committee supports the Kalamazoo County Road Commission's application for Local Bridge Program Funds.

Tom Hohm, Chairperson
Kalamazoo Area Transportation Study
Technical Committee

Date

This resolution was supported by the Technical Committee with action taken at their March 13, 2014 meeting.

RESOLUTION

**Supporting Application for Local Bridge Program Funds
For
Y Avenue Bridge
Replacement**

WHEREAS, the Y Avenue Bridge over Portage Creek in Brady Township, Kalamazoo County, Michigan, was constructed in 1976 as a timber structure that due to its age is in a deteriorating condition; is subject to weight restrictions; and

WHEREAS, these deficiencies places a risk on the longevity of the bridge, impair the movement of commercial traffic, and the accomplishment of agricultural activities; and

WHEREAS, Road Commission staff has prepared an application for Local Bridge Program Funds to replace this structure; and

WHEREAS, the Kalamazoo Area Transportation Study Technical Committee has considered the application for Local Bridge Program Funds and supports the submission of the application for Local Bridge Program Funds for 2017.

NOW, THEREFORE, BE IT RESOLVED that the Kalamazoo Area Transportation Study Technical Committee supports the Kalamazoo County Road Commission's application for Local Bridge Program Funds.

Tom Hohm, Chairperson
Kalamazoo Area Transportation Study
Technical Committee

Date

This resolution was supported by the Technical Committee with action taken at their March 13, 2014 meeting.