

FY 2023-2026 Transportation Improvement Program

Road Projects

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
City of Kalamazoo	Howard Street	Stadium to Oakland	2026	0.467 miles	Resurface	This project will involve the milling and resurfacing of Howard Street. In addition to this road maintenance activity the project will also involve the addition of a pedestrian island to facilitate pedestrian and non-motorized connection from Waite Ave and the Oakland/Winchell neighborhood to the shared use path along Howard Street. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. Howard St is an important street connection between WMU, Stadium Dr, Crosstown Parkway, and Oakland Dr.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000	No	There is a shared-use pathway along the north side of the road. No other facilities are present for pedestrians or non-motorized users. This project plans for the addition of ramps and island to connect the Oakland/Winchell neighborhood to the shared us path via Waite Ave.
City of Portage	West Milham Avenue	South 12th Street to Oakland Drive	2025	1.757 miles	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration.	\$ 1,300,000	\$ 1,850,000	\$ -	\$ 550,000	\$ 1,850,000	No	Sidewalk and bike lanes exist on both sides of West Milham Avenue. This project meets the City of Portage's Natural Place to Move initiative.
City of Kalamazoo	Kalamazoo Ave	Douglas Ave to Harrison St	2024	1.276 miles	Resurface	This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, which includes this project, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes. This project will involve the milling and resurfacing of Kalamazoo Avenue and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection improvements including revised vehicle and pedestrian signals, and upgraded interconnects that will facilitate improved signal timing. Specifically, the final upgraded street will include a two-through-lanes in each direction along with center left-turn lanes, median islands, wider sidewalks with intersection bulb outs, bike lanes and bus pull-outs, as well as appropriate landscaping that will provide a sustainable and resilient background for the CBD area.	\$ 3,680,000	\$ 5,060,000	\$ -	\$ 920,000	\$ 4,600,000	Yes	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to improve the portions of the KRVT going through downtown and enable safer and better use of the street for non-motorized users. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed one way operation.
City of Kalamazoo	Howard Street	Stadium to Michigan	2024	0.586 miles	Resurface	This project will involve the design for milling and resurfacing of Howard Street. The purpose of this project is to provide an enhanced vehicle driving surface that is cohesive with the present and planned road network. This section of roadway provides an important connection to between WMU, W. Michigan Ave and Stadium Drive, a heavily used shopping, business, and commuter corridor.	\$ 47,360	\$ 651,200	\$ -	\$ 11,840	\$ 59,200	No	This section of Howard St had a shared use path constructed in 2021 for non-motorized and pedestrian traffic. At this time there are no planned updates to non-motorized facilities.
City of Kalamazoo	Howard Street	Stadium to Michigan	2025	0.586 miles	Resurface	This project will involve the milling and resurfacing of Howard Street. The purpose of this project is to provide an enhanced vehicle driving surface that is cohesive with the present and planned road network. This section of roadway provides an important connection to between WMU, W. Michigan Ave and Stadium Drive, a heavily used shopping, business, and commuter corridor.	\$ 473,600	\$ 651,200	\$ -	\$ 118,400	\$ 592,000	No	This section of Howard St had a shared use path constructed in 2021 for non-motorized and pedestrian traffic. At this time there are no planned updates to non-motorized facilities.
Road Commission of Kalamazoo County	9th Street	Stadium Drive to KL Avenue	2024	1.53 miles	Resurface	Two course cold milling and HMA overlay, shoulder improvements, ADA sidewalk ramp upgrades, and minor traffic signal work to improve operations.	\$ 1,352,800	\$ 2,015,000	\$ -	\$ 338,200	\$ 1,691,000	No	The corridor currently has 4-foot wide shoulders. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.
Road Commission of Kalamazoo County	9th Street	KL Avenue to M-43 (West Main Street)	2026	1.07 miles	Resurface	Two course cold milling and HMA overlay, shoulder improvements, ADA sidewalk ramp upgrades, and minor traffic signal work to improve operations.	\$ 1,300,000	\$ 1,940,000	\$ -	\$ 325,000	\$ 1,625,000	Yes	The corridor currently has a combination of 4-foot wide shoulders, paved pathways and sidewalks. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.
Road Commission of Kalamazoo County	Stadium Drive	8th Street to 9th Street	2024	0.53 miles	Reconstruct	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, ADA ramp upgrades and minor traffic signal work to improve operations.	\$ 827,200	\$ 1,250,000	\$ -	\$ 206,800	\$ 1,034,000	Yes	The corridor currently has some sidewalks. Oshstemo Township is working with the DDA to get sidewalks installed on this stretch of road. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.
City of Kalamazoo	Douglas Ave	Kalamazoo to Kaaf	2026	1.148 miles	Resurface	This project will involve the milling and resurfacing of Douglas Ave. The purpose of this project is to provide continued vehicle and non-motorized access for users that is cohesive with the present road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. It is also a connection route to the KVRT for non-motorized users and provides access Versluis Park.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000	No	Presently, there are non-motorized facilities in the roadway of the street from North to Kaaf. Sidewalks do exist along both sides of the street to facilitate pedestrian usage of the route. This project is planned to consider the feasibility of adding bike lanes from Kalamazoo to North along Douglas Ave. No planned pedestrian updates or additions at this time besides adding ADA ramps and crossings where appropriate.

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City of Portage	Portage Road	Romence Road to Fairfield Road	2024	1.775 miles	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, misc. concrete curb and gutter, traffic signal upgrades at East Milham Avenue and Winters Drive, 750' sanitary sewer extension, water main looping, storm sewer improvements, landscaping improvements, permanent pavement markings and signage, and slope restoration	\$ 1,500,000	\$ 4,200,000	\$ -	\$ 2,000,000	\$ 3,500,000	No	Existing non-motorized trails exist from Romence Road to East Milham Avenue on both sides and partial sidewalk exists the north 2,700'. Sidewalk improvements are proposed for this project. This project meets the City of Portage's Natural Place to Move initiative.
Road Commission of Kalamazoo County	ML Avenue E	Sprinkle Road to 26th Street	2025	1.00 miles	Reconstruct	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, ADA ramp upgrades and minor traffic signal work to improve operations. Pulverize and reconstruct east of River Street.	\$ 936,000	\$ 1,400,000	\$ -	\$ 234,000	\$ 1,170,000	Yes	The existing roadway currently has 4-foot to 7-foot paved shoulders. The RCKC currently has no non-motorized facility application for this stretch of road.
City of Portage	Romence Road Parkway	South Westnedge Avenue to Lovers Lane	2026	4,000 feet	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, resurfacing of 10' non-motorized trail, permanent pavement markings and signage, and slope restoration.	\$ 600,000	\$ 925,000	\$ -	\$ 325,000	\$ 925,000	No	A non-motorized trail exists on the south side of Romence Road Parkway. The non-motorized trail will be resurfaced as part of this project. This project meets the City of Portage's Natural Place to Move initiative.
City of Portage	West Centre Avenue	Oakland Drive to Shaver Road	2026	1.14 miles	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, concrete sidewalk extension, permanent pavement markings and signage, and slope restoration.	\$ 1,700,000	\$ 2,400,000	\$ -	\$ 700,000	\$ 2,400,000	No	Sidewalk exists on the north side of West Centre Avenue. Proposed sidewalk will fill in existing sidewalk gaps on the south side. This project meets the City of Portage's Natural Place to Move initiative.
Road Commission of Kalamazoo County	Ravine Road	Drake Road to 12th Street	2024	1.09 miles	Reconstruct	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 806,400	\$ 1,200,000	\$ -	\$ 201,600	\$ 1,008,000	No	The existing roadway currently has 5-foot paved shoulder. The RCKC currently has no non-motorized facility application for this stretch of road.
City of Kalamazoo	Lovell Street	Eldred to Portage	2026	1.305 miles	Resurface	<p>This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, South, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes.</p> <p>This project will involve the milling and resurfacing of Lovell St and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection improvements including revised vehicle and pedestrian signals, and upgraded interconnects that will facilitate improved signal timing.</p> <p>Specifically, the final upgraded street will include one-through-lane in each direction along with center left-turn lanes, median islands, wider sidewalks with intersection bulb outs, bike lanes and bus pull-outs, as well as appropriate landscaping that will provide a sustainable and resilient background for the CBD area.</p>	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000	Yes	Presently, there are not any non-motorized facilities in the roadway of the street due to on-street parking and number of lanes. Sidewalks do exist along Lovell. ADA ramps and crossings will be added at appropriate locations to facilitate pedestrian usage of the route. It is planned to add non-motorized facilities to Lovell as a part of the complete streets policy and best practices. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.
Road Commission of Kalamazoo County	Comstock Avenue	Sprinkle Road to River Street	2026	0.85 miles	Reconstruct	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, addition of center turn-lane, ADA ramp upgrades and minor traffic signal work to improve operations.	\$ 1,109,600	\$ 1,660,000	\$ -	\$ 277,400	\$ 1,387,000	Yes	The corridor currently has 10 foot wide shoulders. Addition of a center turn lane can be accomplished allowing 4 foot shoulders to remain. The RCKC is working with Metro Transit to identify bus stop locations within the project for potential upgrades. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.
City of Kalamazoo	Mills Street	Kings Hwy to E. Michigan	2026	0.514 miles	Resurface	This project will involve the milling and resurfacing of Mills Street. The purpose of this project is to provide continued vehicle and non-motorized access for users that is cohesive with the present road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. It is also a connection route to the KVRT for non-motorized users and provides access to numerous public parks and amenities adjacent to the Kalamazoo River.	\$ 160,000	\$ 200,000	\$ -	\$ 40,000	\$ 200,000	No	Presently, there are non-motorized facilities in the roadway of the street going all the way up to E. Michigan Ave. Sidewalks do exist along both sides of the street to facilitate pedestrian usage of the route. No planned updates or additions at this time besides adding ADA ramps and crossings where appropriate.
City of Kalamazoo	Parkview Ave	Drake to Tamsin	2024	0.82 miles	Resurface	This project will involve the design for milling, resurfacing, and repairs necessary on Parkview Ave. In addition to this road maintenance activity the project will also involve widening bike and non-motorized facilities where possible to allow more buffer with motorized traffic. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commuters and business. This project also facilitates non-motorized and motorized connection to Asylum Lake Preserve, a popular recreational area.	\$ 268,000	\$ 335,000	\$ -	\$ 67,000	\$ 335,000	No	Presently, there are narrow bike lanes on Parkview Ave that are nominally only 4 feet wide (5 feet is industry standard). Where ROW width allows and design permits, widening the bike lanes would increase non-motorized safety and use. Sidewalks currently exist in the area for pedestrians along with a shared use path leading past and up to Asylum Lake Preserve.

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City of Kalamazoo	Parkview Ave	Drake to Tamsin	2025	0.82 miles	Resurface	Mill and resurfacing of Parkview Ave is the primary work.	\$ 268,000	\$ 368,500	\$ -	\$ 67,000	\$ 335,000	No	Presently, there are narrow bike lanes on Parkview Ave that are nominally only 4 feet wide (5 feet is industry standard). Where ROW width allows and design permits, widening the bike lanes would increase non-motorized safety and use. Sidewalks currently exist in the area for pedestrians along with a shared use path leading past and up to Asylum Lake Preserve.
City of Kalamazoo	Crosstown Parkway	Park St to Kings Hwy	2025	1.469 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Crosstown Parkway. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings; bike and non-motorized facilities will be maintained and improved on where possible. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commuters and business as it connects many prominent areas of town to each other.	\$ 560,000	\$ 700,000	\$ -	\$ 140,000	\$ 700,000	No	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Sidewalk in this area is in need of repairs and multiple crossings need upgraded to ADA standards. Additionally, sidewalk gaps exist on one or both sides of the roadway and should be filled in. Non-motorized facilities exist from Park St. to E Vine St but do not continue from there. This project is planned to add non-motorized facilities where the roadway widths and traffic volumes allow.
City of Portage	Portage Road	Forest Drive to East Centre Avenue	2026	4,800 feet	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, traffic calming, landscape improvements, permanent pavement markings and signage, and slope restoration.	\$ 850,000	\$ 1,200,000	\$ -	\$ 350,000	\$ 1,200,000	No	Sidewalk exists along this section of Portage Road on both sides of the roadway. This project meets the City of Portage's Natural Place to Move initiative.
City of Kalamazoo	Stadium Drive	Lovell to Michigan	2026	0.444 miles	Other	This project will involve the milling, resurfacing, and areas of full depth repairs or configuration changes on Stadium Drive/Michigan Ave. In addition to this road maintenance activity the project will also involve an enhanced street with different street layout, enhanced pedestrian facilities, and intersections. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide a smooth transition to the converted one-way streets in the CBD area (Kalamazoo and Michigan). In addition, this segment of street will provide a connection and transition to an upgraded Stadium Avenue extending to the west and serving not only Western Michigan University, but as a primary access to US-131.	\$ 577,797	\$ 722,246	\$ -	\$ 144,449	\$ 722,246	Yes	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to improve the non-motorized connections going to Kalamazoo and Michigan Ave from Stadium Drive to enable downtown non-motorized traffic and safe and better use of the street for non-motorized users.
Road Commission of Kalamazoo County	ML Avenue E	26th Street to 28th Street	2025	1.02 miles	Reconstruct	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 748,800	\$ 1,120,000	\$ -	\$ 187,200	\$ 936,000	No	The existing roadway currently has 2.5-foot paved shoulder, and full shoulder will be widened to 6-feet. The RCCK currently has no non-motorized facility application for this stretch of road.
City of Kalamazoo	Howard Street	Oakland to Crosstown	2025	0.646 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Howard Street. In addition to this road maintenance activity the project will also involve an enhanced pedestrian crossing and island to cooperate with school activity and allow for safe pedestrian crossing across Howard. Bike and non-motorized facility improvements are also a part of this project. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland Drive, Stadium Drive, WMU, several neighborhoods, and many two schools in the immediate area.	\$ 240,000	\$ 300,000	\$ -	\$ 60,000	\$ 300,000	No	It is planned during this project to enhance pedestrian facilities to enable better walking and safe school access for children. There are currently sidewalks only along the south side of the roadway and the sidewalk on the north side comes to an abrupt ending without a crossing. There are also no non-motorized facilities on this stretch of Howard; it is the last remaining gap in an otherwise complete circuit of non-motorized facilities. The road provides ample space for non-motorized facilities and this project would add those. A HAWK crossing and island is intended to be added on this street to facilitate safe north/south crossings. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.
City of Kalamazoo	Ransom Street	Westnedge to Walbridge	2024	0.682 miles	Resurface	This project will involve the milling, resurfacing, and some full depth repairs of Ransom Street. In addition to this road maintenance activity the project will also involve brick pavement removal/rubblization, enhanced pedestrian facilities where practical, and bike and non-motorized facilities. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide an east/west road that is cohesive with the converted one-way streets in the CBD area (Kalamazoo and Michigan). In addition, this segment of street will provide a connection and transition to the upgraded roundabout to the east at Gull Rd and serves the business and industry along the north side of Kalamazoo Ave.	\$ 344,000	\$ 1,279,000	\$ -	\$ 86,000	\$ 430,000	No	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to enable safer and better use of the street for non-motorized users. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.
City of Kalamazoo	Drake Road	Parkview to Stadium	2024	0.677 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Drake Road. In addition to this road maintenance activity the project will also extend the current sidewalk on the east side of the street to connect up with Stadium Drive and the pathway along there. The purpose of this project is to provide an enhanced vehicle, non-motorized, and pedestrian access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to between Parkview Ave and Stadium Drive, a heavily used shopping, business, and commuter corridor.	\$ 310,400	\$ 426,800	\$ -	\$ 77,600	\$ 388,000	No	It is planned during this project to extend the existing sidewalk along Drake Road to connect to Stadium Drive to enable better walking and commercial access for pedestrians. Presently, the sidewalk only goes about half way up Drake from Parkview. There are currently very limited pedestrian options. Sidewalks need to be extended. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.

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Road Commission of Kalamazoo County	Squires Drive	Drake Road to Ravine Road	2025	0.38 miles	Reconstruct	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes. Add roundabout at intersection with Ravine Road.	\$ 864,800	\$ 1,290,000	\$ -	\$ 216,200	\$ 1,081,000	Yes	The existing roadway currently has 3-foot paved shoulder that would remain. There are currently non-motorized facilities on adjacent roadways (KRVT & sidewalks/path on Drake). The RCKC currently has no non-motorized facility application for this stretch of road.
City of Kalamazoo	South Street	Oakland to Pitcher	2026	0.984 miles	Resurface	Mill and resurfacing of South Street is the primary work. This project will involve the milling, resurfacing, and any full depth repairs necessary on Lovers Lane. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, sidewalk gap filling, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the non-motorized trails beginning at Milham Park, Portage neighborhoods, local schools, businesses, and religious establishments.	\$ -	\$ 400,000	\$ -	\$ -	\$ 400,000	Yes	
City of Kalamazoo	Lovers Lane	Cork to Kilgore	2024	1.1 miles	Resurface	6-foot-wide concrete sidewalk on south side of Stadium Drive from 8th Street to 9th Street. Work includes earth excavation, machine grading, embankment, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. Disabilities Act standards.	\$ 222,000	\$ 429,000	\$ -	\$ 68,000	\$ 390,000	No	Lovers Lane currently has many gaps in its sidewalk along the west side of the street, no marked crossings, and no bike facilities other than a paved shoulder. It is planned during this project to fill in the gaps of the existing sidewalk along west side of the roadway to give access for pedestrians and construct appropriate crossings to provide pedestrian east/west movement. It is also planned to configure the roadway, by lane narrowing and pavement widening, to allow for 5ft bike lane installation.
Road Commission of Kalamazoo County	Stadium Drive	8th St to 9th St	2024	0.25 miles	Reconstruct	This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, which includes this project, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes.	\$ -	\$ 350,000	\$ 200,000	\$ 100,000	\$ 300,000	No	
City of Kalamazoo	Michigan Ave	Douglas Ave to Harrison St	2024	1.316 miles	Resurface	This project will involve the milling and resurfacing of Michigan Avenue and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection improvements including revised vehicle and pedestrian signals, and upgraded interconnects that will facilitate improved signal timing. Specifically, the final upgraded street will include a through-lane in each direction along with center left-turn lanes, median islands, wider sidewalks with intersection bulb-outs, bike lanes and bus pull-outs, as well as appropriate landscaping that will provide a sustainable and resilient background for the CBD area.	\$ 5,296,000	\$ 7,282,000	\$ -	\$ 1,324,000	\$ 6,620,000	Yes	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to improve the portions of the KRVT going through downtown and enable safer and better use of the street for non-motorized users. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed one way operation.
Road Commission of Kalamazoo County	ML Avenue E	28th Street to 31st Street	2026	1.51 miles	Reconstruct	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 1,168,000	\$ 1,750,000	\$ -	\$ 292,000	\$ 1,460,000	Off	The existing roadway currently has 2.5-foot paved shoulder, and full shoulder will be widened to 6-feet. The RCKC currently has no non-motorized facility application for this stretch of road.
City of Kalamazoo	Crosstown Parkway	Bronson to Westnedge	2024	0.496 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Crosstown Parkway. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings and bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide crosstown access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to Bronson Blvd to the south, Westnedge Ave and Park St to the North, Howard St. to the east and west, and is a thoroughfare for many users getting to and from shopping and business.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000	No	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. There are currently pedestrian and bike facilities. However, the pedestrian crossings need paint and symbology and the bike facilities need connection to the Bronson Blvd newly planned bike facilities (not presently existing). The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation. Bronson Blvd is a lovely area to drive, bike, and walk through, and this project would help facilitate the start of that section.
City of Portage	South Westnedge Avenue	Melody Avenue to East Centre Avenue	2024	2,750 feet	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, traffic signal upgrades at East Centre Avenue and pedestrian crossing, resurface 10' non-motorized trail, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration.	\$ 800,000	\$ 1,100,000	\$ -	\$ 300,000	\$ 1,100,000	No	There is sidewalk on the east side of South Westnedge Avenue and a non-motorized paved trail on the west side between Melody Avenue and East Centre Avenue. The non-motorized trail will be resurfaced as part of this project. This project meets the City of Portage's Natural Place to Move initiative.

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City of Kalamazoo	E Vine Street	Walter to Hatfield	2025	1.043 miles	Resurface	This project will involve the milling, resurfacing, and full depth repairs necessary on Vine Street. There is a section of brick pavement, and this area would be looked at for rubblization or removal and new HMA pavement placement. In addition to this road maintenance activity the project will also involve considering the feasibility of non-motorized facilities in line with the Complete Streets policy and best practices. Improved pedestrian crossings and ADA compliant ramps are also planned as a part of this effort. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commercial businesses, some residents, and some commuters.	\$ 360,000	\$ 450,000	\$ -	\$ 90,000	\$ 450,000	No	Non-motorized facilities exist to the West of Walter St and continue just past it and stop at the railroad crossing. Sidewalk is on both sides of the street until Clarence St. This effort would consider the feasibility of further non-motorized facilities along Vine St. in compliance with complete streets policy and best practices. ADA sidewalk ramp additions and repairs will be made where needed.
City of Portage	West Centre Avenue	Angling Road to Moorsbridge Road	2024	2,650 feet	Traffic Operations	Traffic signal replacement at Angling Road intersection and timing improvements with South 12th Street traffic signal to improve congestion during peak hours. Installation of traffic signal at Marsh Point entrance in the Woodbridge Hills Planned Development to accommodate increasing traffic volumes.	\$ 505,299	\$ 850,000	\$ -	\$ 344,701	\$ 850,000	Yes	Sidewalk exists on north side and 800' east of Angling Road on the south side of West Centre Avenue.
City of Portage	Moorsbridge Road	West Centre Avenue to Romence Road	2025	8,435 feet	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration. Project also includes installation of pedestrian school crossing at Portage Middle School entrance.	\$ 875,000	\$ 1,175,000	\$ -	\$ 300,000	\$ 1,175,000	No	An existing non-motorized trail exists along Moorsbridge Road. A pedestrian crossing/sidewalk will be installed for the safer crossing of Moorsbridge Road in front of the schools. This project meets the City of Portage's Natural Place to Move initiative.
City of Kalamazoo	Rambling Road	Winchell to Stadium	2025	0.39 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Rambling Rd. In addition to this road maintenance activity the project will also involve enhanced bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland/Winchell neighborhood and is listed on the non-motorized priority list for improvements as a popular bicycle route.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000	No	Rambling Road sidewalk is being installed in 2021 along the east side of the roadway to facilitate pedestrian north/south traffic between Winchell Ave and Stadium Dr. No planned pedestrian improvements are a part of this project. Non-motorized facilities will be in the design of this roadway and traffic-calming measures will be applied to allow for safe non-motorized use of Rambling Rd. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.
City of Kalamazoo	Winchell Ave	Rambling to Oakland	2024	0.758 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Winchell Ave. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland/Winchell neighborhood and is listed on the non-motorized priority list for improvements as a popular bicycle route.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000	No	Winchell Ave currently only has sidewalk along the northside of the roadway and no marked non-motorized facilities. It is considered a "Bike Boulevard." Planned improvements include pedestrian crossings, non-motorized facilities, and increased signage for the bike facilities. This area is a lovely neighborhood and a popular spot for walking, jogging, and biking in the City.
City of Parchment	Riverview Drive	200' north of Mosel to Park Drive	2024	2400 feet	Resurface	0.454 miles of street improvements including HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Riverview Drive in the City of Parchment.	\$ 273,000	\$ 341,250	\$ -	\$ 68,250	\$ 341,250	No	Existing road is 4 lanes and sidewalk on both sides. Future consideration is a road diet that would allow bike lanes on both sides of the road. Signal modifications will be required along with re-striping at that time. Not proposed with this project.
City of Parchment	Riverview Drive	Park Drive to Oak Grove	2024	1600 feet	Resurface	0.30 miles of street improvements including HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Riverview Drive in the City of Parchment.	\$ 216,000	\$ 270,000	\$ -	\$ 54,000	\$ 270,000	Yes	Existing road is 4 lanes and sidewalk on both sides. Future consideration is a road diet that would allow bike lanes on both sides of the road. Signal modifications will be required along with re-striping at that time. Not proposed with this project.
City of Portage	Romence Road	Constitution Boulevard to South Westnedge Avenue	2025	0.705 miles	Resurface	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, culvert improvements, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, landscaping improvements and slope restoration.	\$ 750,000	\$ 1,050,000	\$ -	\$ 300,000	\$ 1,050,000	No	Bike lanes exist from Constitution Boulevard to Sears Drive and sidewalk exists on the south side, with a wider width from Sears Drive to South Westnedge Avenue with sidewalk on the north side from 712 Romence Road west to South Westnedge Avenue. This project meets the City of Portage's Natural Place to Move initiative.
Road Commission of Kalamazoo County	35th Street	Shadowlane Avenue / Battle Creek Street	2024	0 miles	Traffic Operations	Replacement of traffic signal, signal timing improvements, ADA ramps.	\$ 200,000	\$ 300,000	\$ -	\$ 50,000	\$ 250,000	Yes	This project would improve any sidewalk ramps at the intersection to ADA standards per the township non-motorized plan.
Van Buren County Road Commission	CR 655	64th Ave to 60th Ave	2025	1.00 miles	Reconstruct	Trench and widen, HMA crush and shape, HMA paving, curb and gutter, pavement marking and restoration.	\$ 828,400	\$ 1,035,500	\$ -	\$ 207,100		No	
City of Kalamazoo	Inkster Ave	Westnedge to Burdick	2026	0.439 miles	Resurface	This project will involve the milling and resurfacing and full depth repairs and brick paver removal as needed along Inkster Ave. The purpose of this project is to provide continued vehicle access for users that is cohesive with the present road network. This section of roadway provides an important connection for residents, and commuters and emergency personnel.	\$ 160,000	\$ 200,000	\$ -	\$ 40,000	\$ 200,000	No	Presently, there are no non-motorized facilities in the roadway of the street. Sidewalks do exist along both sides of the street to facilitate pedestrian usage of the route. No planned updates or additions at this time besides adding ADA ramps and crossings where appropriate.

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
City of Kalamazoo	Bronson Blvd	Crosstown to Kilgore	2024	2.06 miles	Resurface	This project will involve the milling, resurfacing, and any full depth repairs necessary on Bronson Blvd. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, sidewalk, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Westnedge Hill neighborhood, Crosstown Parkway, and numerous business and residences in the area.	\$ 720,000	\$ 990,000	\$ -	\$ 180,000	\$ 900,000	No	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. There are currently very limited pedestrian and bike facilities. Sidewalks need to be extended and widened along Bronson Blvd with marked crossings and symbology. There presently are no bike facilities provided for in the roadway. The road provides ample space for non-motorized facilities and this project would add those. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation. Bronson Blvd is a lovely area to drive, bike, and walk through, and this project would help facilitate all users being able to enjoy this scenic part of the city.
Van Buren County Road Commission	CR 671	I-94 to Red Arrow Hwy	2024	0.71 miles	Resurface	Cold milling, HMA resurfacing, guardrail, concrete curb and gutter, and pavement markings.	\$ 264,160	\$ 330,200	\$ -	\$ 66,040		No	
Village of Augusta	N. Webster Street	Michigan Avenue to Monroe Street	2026	1654 feet	Reconstruct	0.313 miles of street improvements including 6" HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Webster Street in the Village of Augusta.	\$ 288,000	\$ 360,000	\$ -	\$ 72,000	\$ 360,000	No	The road has sidewalk on both sides of the road for the majority of the project limits. The project has no modifications to the non-motorized with the exception of ADA ramp improvements.
Van Buren County Road Commission	CR 652	72nd Ave to Robinson Rd (60th Ave)	2026	3.15 miles	Resurface	Cold milling, HMA resurfacing and pavement markings	\$ 527,000	\$ 658,750	\$ -	\$ 131,750		No	
Van Buren County Road Commission	CR 364	CR 657 to Western Ave	2024	0.99 miles	Reconstruct	Trench and widen, HMA crush and shape, HMA paving, drainage, guardrail, pavement markings and restoration.	\$ 846,640	\$ 1,058,300	\$ -	\$ 211,660		No	
Village of Augusta	N. Webster Street	Monroe Street to North Village limits	2026	1390 feet	Resurface	0.313 miles of street improvements including 2" HMA mill and placement of HMA pavement, pavement markings, and restoration on Webster Street in the Village of Augusta.	\$ 70,400	\$ 88,000	\$ -	\$ 17,600	\$ 88,000	No	Existing road does not have sidewalks and none are proposed.
Road Commission of Kalamazoo County	Various	Various	2024	0 miles	Other	Primary road chip seal at various locations throughout Kalamazoo County via force account.	\$ 80,000	\$ 120,000	\$ -	\$ 20,000	\$ 100,000	No	Capital preventive maintenance project where the roadway is not substantial enough to recognize costs savings by including the non-motorized element.
Road Commission of Kalamazoo County	Various	Various	2025	0 miles	Other	Primary road chip seal at various locations throughout Kalamazoo County via force account.	\$ 80,000	\$ 120,000	\$ -	\$ 20,000	\$ 100,000	No	Capital preventive maintenance project where the roadway is not substantial enough to recognize costs savings by including the non-motorized element.
Road Commission of Kalamazoo County	Various	Various	2026	0 miles	Other	Primary road chip seal at various locations throughout Kalamazoo County via force account.	\$ 80,000	\$ 120,000	\$ -	\$ 20,000	\$ 100,000	No	Capital preventive maintenance project where the roadway is not substantial enough to recognize costs savings by including the non-motorized element.
Road Commission of Kalamazoo County	Various	Up to 20 Intersections throughout Kalamazoo County	2026	0 miles	Traffic Operations	Replacement of Traffic Signal Flashers at up to 20 intersections throughout Kalamazoo County	\$ 80,000	\$ 150,000	\$ -	\$ 20,000	\$ 100,000	No	No Impacts to existing or proposed facilities as all work is above ground.
MDOT	US-131 NB	Coon Hollow Road to	2024	8.709 miles	Road Rehabilitation	Mill and multi-course hot mix asphalt overlay	\$ 340,496	\$ 416,000	\$ 75,504	\$ -	\$ 416,000	No	
MDOT	US-131 NB	Coon Hollow Road to Kalamazoo County Line	2024	8.709 miles	Road Rehabilitation	Mill and multi-course hot mix asphalt overlay	\$ 4,563,138	\$ 5,575,000	\$ 1,011,863	\$ -	\$ 5,575,000	No	
MDOT	I-94 W	12th Street to Westnedge Avenue	2024	3.012 miles	Preventative Maintenance	Diamond Grinding Concrete Pavement	\$ 741,004	\$ 930,214	\$ 82,334	\$ -	\$ 823,338	No	
MDOT	I-94	East of M-51 to east of M-40	2024	5.387 miles	Road Rehabilitation	I-94 and M-40 road and bridge work	\$ 45,000,000	\$ 55,700,000	\$ 5,000,000	\$ -	\$ 50,000,000	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2024	2.876	Traffic Operations	Longitudinal pavement marking application on trunklines	\$ 1,710	\$ 2,265,000	\$ 190	\$ -	\$ 1,900	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2024	2.876	Traffic Operations	Longitudinal pavement marking application on trunklines	\$ 385,605	\$ 2,265,000	\$ 42,845	\$ -	\$ 428,450	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2024	3.816	Traffic Operations	Special pavement marking application on trunklines	\$ 1,710	\$ 395,000	\$ 190	\$ -	\$ 1,900	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2024	3.816	Traffic Operations	Special pavement marking application on trunklines	\$ 65,835	\$ 395,000	\$ 7,315	\$ -	\$ 73,150	No	
MDOT	Regionwide	All of KATS MPO	2024	1.691	Traffic Operations	Pavement marking retroreflectivity readings on trunklines	\$ 1,881	\$ 11,000	\$ 209	\$ -	\$ 2,090	No	
MDOT	I-94	I-94 at M-40 (exit 60) Carpool Lot	2024	0	Roadside Facility	One course hot mix asphalt overlay	\$ 81,850	\$ 100,000	\$ 18,150	\$ -	\$ 100,000	No	
MDOT	Regionwide	Various	2024	0	Traffic Operations	Modernizing signalized intersections to current standards	\$ 1,210,100	\$ 3,960,771	\$ -	\$ -	\$ 1,210,100	No	
MDOT	I-94W/US-131	I-94 Westbound ramp to US-131 Northbound	2024	1.782	Minor Widening	Widening for additional ramp lane	\$ 7,605,502	\$ 10,269,000	\$ 1,686,498	\$ -	\$ 9,292,000	No	
MDOT	M-43	West Main between 10th Street and Drake Road	2024	0.996	Minor Widening	Widening for turn lanes, intersection and interchange ramp improvements	\$ 57,295	\$ 7,520,000	\$ 11,117	\$ 1,588	\$ 70,000	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2025	2.791	Traffic Operations	Longitudinal pavement marking application on trunklines	\$ 1,710	\$ 2,115,000	\$ 190	\$ -	\$ 1,900	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2025	2.791	Traffic Operations	Longitudinal pavement marking application on trunklines	\$ 359,955	\$ 2,115,000	\$ 39,995	\$ -	\$ 399,950	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2025	2.841	Traffic Operations	Special pavement marking application on trunklines	\$ 1,710	\$ 320,000	\$ 190	\$ -	\$ 1,900	No	
MDOT	Regionwide	All trunkline routes in KATS MPO	2025	2.841	Traffic Operations	Special pavement marking application on trunklines	\$ 53,010	\$ 320,000	\$ 58,900	\$ -	\$ 58,900	No	
MDOT	Regionwide	All of KATS MPO	2025	2.032	Traffic Operations	Pavement marking retroreflectivity readings on trunklines	\$ 1,881	\$ 11,000	\$ 209	\$ -	\$ 2,090	No	
MDOT	M-43	West Main between 10th Street and Drake Road	2025	0.996	Minor Widening	Widening for turn lanes, intersection and interchange ramp improvements	\$ 5,344,805	\$ 7,520,000	\$ 1,037,046	\$ 148,149	\$ 6,530,000	No	

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
MDOT	I-94	Design two crash investigation sites in VanBuren County and Mattawan ramp extension	2025	4.066	Roadside Facility	Construct crash investigation sites on I-94 and ramp extension at Exit 66	\$ 163,905	\$ 2,386,326	\$ 36,346	\$ -	\$ 200,251	No	
MDOT	M-51	M-51	2025	48.045	Traffic Operations	Installation of all-weather pavement markings and corrugations	\$ 9,217	\$ 2,225,000	\$ 1,024	\$ -	\$ 10,241	No	
MDOT	M-40	South of 24th Avenue	2026	0.132	Reconstruct	Culvert replacement and road reconstruction	\$ 1,058,471	\$ 2,963,720	\$ 234,713	\$ -	\$ 1,293,184	No	
MDOT	M-96	M-96 Kalamazoo River	2026	0	Bridge	Deep overlay, full depth patching, railing replacement, partial paint and riprap	\$ 1,966,037	\$ 2,763,000	\$ 435,964	\$ -	\$ 2,402,000	No	
MDOT	I-94	Construct two crash investigation sites in VanBuren County and extend the ramp acceleration lane on I-94 EB at Exit 66 (Mattawan).	2026	4.066	Roadside Facility	Construct crash investigation sites on I-94 and ramp extension at Exit 66	\$ 820,198	\$ 2,386,326	\$ 181,877	\$ -	\$ 1,002,075	No	
MDOT	M-51	M-51	2026	48.045	Traffic Operations	Installation of all-weather pavement markings and corrugations	\$ 90,000	\$ 2,225,000	\$ 10,000	\$ -	\$ 100,000	No	