

**City of Swartz Creek
AGENDA**

**Regular Council Meeting, Monday, August 25, 2014, 7:00 P.M.
City Hall Building, 8083 Civic Drive Swartz Creek, Michigan 48473**

1. **CALL TO ORDER:**
2. **INVOCATION AND PLEDGE OF ALLEGIANCE:**
3. **ROLL CALL:**
4. **MOTION TO APPROVE MINUTES:**
4A. Council Meeting of August 11, 2014 MOTION Pg. 27
5. **APPROVE AGENDA:**
5A. Proposed / Amended Agenda MOTION Pg. 1
6. **REPORTS & COMMUNICATIONS:**
6A. City Manager's Report (Agenda Item) MOTION Pg. 2
6B. OHM Engineering Report – Miller Road (Agenda Item) Pg. 30
6C. Bikes on the Bricks Street Permit (Agenda Item) Pg. 71
6D. Consumers Public Hearing Notices Pg. 74
6E. FANG Report Pg. 78
6F. DPS Report Pg. 81
6G. Personal Property Tax FAQ Pg. 86
6H. Library Card Month Proclamation (Agenda Item) Pg. 90
6I. Drainage Restoration Estimate (Agenda Item) Pg. 91
6J. Act 51 Annual Mileage Certification Pg. 96
7. **MEETING OPENED TO THE PUBLIC:**
7A. General Public Comments
8. **COUNCIL BUSINESS:**
8A. Library Card Month Proclamation PROC Pg. 90
8B. Miller Road Resurfacing Options (Public Comment) RESO Pg. 10
8C. Genesee County Drain Restoration Cost RESO Pg. 10
8D. Assessor Contract Renewal RESO Pg. 11
8E. Bikes on the Bricks RESO Pg. 26
9. **MEETING OPENED TO THE PUBLIC:**
10. **REMARKS BY COUNCILMEMBERS:**
11. **ADJOURNMENT:** MOTION

City of Swartz Creek
CITY MANAGER'S REPORT
Regular Council Meeting of Monday, August 25, 2014 - 7:00 P.M.

TO: *Honorable Mayor, Mayor Pro-Tem & Council Members*
FROM: Adam Zettel, City Manager
DATE: August 14, 2014

OLD / ROUTINE BUSINESS – REVISITED ISSUES / PROJECTS

- ✓ **MEIJER TAX APPEAL** *(No Change of Status)*
I am working with Meijer to see if there is a value both parties can live with that accurately reflects the value of the site and meets the needs of Meijer. To this end, I have been looking at comparable properties (including other Meijer stores) in Genesee County. The range that is under consideration would likely result in a marginal decrease (10-15%) that would coincide with similarly situated stores. Based on circumstance, some are higher and some are lower than the value currently assigned. I believe that a mutually agreeable value can be determined and signed off by the city attorney this month.

- ✓ **GOLF COURSE TAX APPEAL** *(Update)*
There has been a communication from the owner's representative. At this time, the appeal is recorded as being filed by the previous owner and the new owner as a co-petitioner. However, there may be some confusion regarding the co-petitioners' approach to the appeal action. I am working with the new owner's representative to see how they want to proceed.

- ✓ **RACEWAY TAX APPEAL** *(No Change of Status)*
Here is another one. The harness racing industry is struggling, but they still have 108.5 acres at a signalized intersection with I-69. Their appeal information is as follows:

2014 Taxable: \$904,200
2014 Taxable (requested): \$250,000

If the city agrees that non-residential land on Morrish Road off of I-69 is valued at less than \$4,700 per acre, assuming the improvements had no value, then we have very large problems indeed. (Note that we would assume no such thing in any case).

Like the golf course, this property keeps appealing. I believe such businesses will do so, beyond absurdity, until it is clear the city is resisting.

- ✓ **DOWNTOWN PARKING LOTS** *(Update)*
The resurfacing should be wrapping soon, and the CDBG bids are out. Unfortunately, the work has been delayed. Rains that we have experienced, coupled with the limited ability for asphalt plants to run batches of the special, rubberized mix have slowed things down.

✓ **MAJOR STREET FUND, TRAFFIC IMPROVEMENTS** (See *Individual Category*)

❑ **MILLER ROAD RESURFACING PROJECT** (*Update*)

OHM finished their review of the Miller Road corridor, and they believe that this segment is a good candidate for a road diet (reduction of lanes). However, there are many factors at work here, so I will do my best to lay out a balanced approach to the costs and benefits of such a move.

The primary reasons for looking at a road diet were based upon three broad objectives. These include the reduction of the road surface area (by as much as 40%) as a means to save on maintenance costs and future rehabilitation costs; the inclusion of a separated trail to connect the city to the Genesee Valley Trail by the mall; the addition of a turn lane to part of this segment as a means to reduce traffic collisions. These objectives are generally considered part of street construction best practices, but they do come with a cost.

The consequences of pursuing a road diet include: decreased average speeds, increased wait times for turns onto the road, higher initial construction costs, and (most importantly) the inability to guarantee adequate capacity and safety for future needs. This last point, by far, has staff the most concerned. Once the existing capacity is reduced, it would be extremely costly to get it back. Again, the proposal is a literal reduction in road width, not just a restriping of lanes.

Another very practical consideration is the timing of this project. Contractors are extremely busy given the existing contractor capacity in the state. This means that spring and summer bids are much more costly. With that said, the State of Michigan Transportation Alternates Program grant that is planned to cover additional costs related to the grant would not be able to be bid until July of 2015 based upon the grant timeline. This makes engineering and funding of the project very difficult, especially if the project is engineered for the reduction and a grant is not received. The city can proceed without this grant on schedule, but the added cost would be about \$30,000.

Lastly, the public opinion I have encountered on this proposal has been very much in favor of maintaining the status quo. While I feel that a well-connected recreational trail system in the area that connects areas like the mall, schools, and parks would greatly benefit the quality of life, this particular approach comes with a large perceived cost.

I have generally supported these types of projects in the past. Given my practical concerns related to future capacity, intersection performance levels, and financial costs, I find myself in a neutral position on this one. There is still an opportunity to construct a connecting trail using other means in the future if the city goes ahead with the default configuration of four lanes with marked bike lanes.

The city's engineer will be presenting more information at our meeting, including a theoretical traffic count limit under which a road diet would function. I look forward to hearing what this figure is. If you have any questions, give me a call. Unfortunately, the council is put in a position to select an option as soon as possible, preferably at

this meeting. To do otherwise, may push the bids back to late March or April, and that is when prices can begin to jump.

✓ **WATER – SEWER ISSUES PENDING** *(See Individual Category)*

❑ **SEWER REHABILITATION PROGRAM** *(No Change of Status)*

Liqui Force has substantially completed the re-lining work in the village. I will meet with Tom upon my return to debrief on the work completed and established a timeline to review the next round of sewer line inspection work that was also performed.

❑ **BEAR CREEK SANITARY SEWER AGREEMENT** *(No Change of Status)*

GCWWS is exploring options concerning the Morrish Road sewer line that services Bear Creek. I expect to hear from them by October.

❑ **KWA** *(Update)*

The KWA water pipeline project is currently under budget and on schedule. We should be online in 2016. The bad news is that the Detroit water authority is hammering Genesee County for the last two years of system use in terms of rates, as well as any potential for a system backup after the KWA is online. Rates have been set, and they are unpleasant. I expect to have a new rate proposal for the city council at the next meeting for both water and sewer so that these increases do not empty the fund balance for water and sewer. It is likely that we will lose money for a quarter or two before new rates can be implemented, but both funds should be able to accommodate that loss so that the burden is lessened on the system users.

❑ **STORM SEWER** *(No Change of Status)*

Mr. Svrcek has been working with the Michigan Department of Environmental Quality on some permitting issues that every city in the urban area of the county is dealing with. We are not thrilled with the expectations. What appears to be the heavy hand of the DEQ may put us out of the business of providing many basic services, or at least radically changing the way we do business. This could result in many new ordinances and expenses regulating a variety of practices including how we store road salt, where we can dump street sweepings, and how residents can discharge a pool. We will likely be addressing this in mid-summer, but we want to take our time due to the wide reaching effect that this could have on the community.

✓ **PERSONNEL: POLICIES & PROCEDURES** *(No Change of Status)*

I have a couple templates that I am looking at with some of the supervisors. The police department has an extensive handbook that is updated regularly. We expect to adopt a similar (but different) set of policies to cover all other employees.

✓ **CITY PROPERTY, 4438 MORRISH ROAD & 5017 THIRD STREET** *(Update)*

Demolitions are underway. There are no issues or irregularities to report.

✓ **SHARED SERVICES, POLICE DEPARTMENTS** *(Update)*

As noted at the last meeting, the city still intends to communicate with Mundy Township about the prospect for further cooperation with our respective police departments. Whether this results in no changes, limited cooperation (such as shared purchasing or equipment), or a joint authority is unknown.

A complication (potential opportunity) to this issue is the announced retirement of Chief Clolinger. He expects to complete his tenure with the city in November of this year. The two primary concerns this presents are as follows: 1. Who will be able to account for the city's interests as we move forward with exploring options with Mundy? 2. Is the employment of a full time chief desirable given the potential for this position to be consolidated should the departments do the same?

Options that staff will be looking at include a part time chief, an interim chief promoted from existing staff, or a contractual arrangement for administrative services. It is no secret that I believe Mr. Clolinger needs to be involved in the ongoing discussions with Mundy Township in some capacity. He knows the department and community better than anyone as it relates to police services, and he is becoming versed in police merger nuances.

To alleviate some concerns commonly mentioned out on the streets, in no way are these talks geared towards the disbanding or shrinking of the city's patrol services. Our intention, especially with the passage of the assessment, is to keep our workforce intact and under the control of the city (manager and council). Any possible merger would be many months (probably years) away and include an equal, shared authority similar to that of the Swartz Creek Area Fire Department. Again, such an outcome is possible, but there are NO CURRENT PLANS for any such result.

Presently, Chief Clolinger and Chief Atkinson are working on presenting their findings from an investigative trip to Pennsylvania police authority that has consolidated services for a number of jurisdictions in their area. I believe this presentation will be given to Mundy Township on August 25th. If there are no objections, I would like to have it given to the city on September 8th.

✓ **SPRINGBROOK EAST & HERITAGE – VACANT LOTS** *(No Change of Status)*

Following are issues pending for the three Associations:

SPRINGBROOK COLONY	SPRINGBROOK EAST	HERITAGE VILLAGE
<i>No outstanding issues</i>	<i>Execute sale of 12 units</i>	<i>Transfer water, sanitary sewer, storm sewer, streets to city and seek solution for 4 vacant lots owned by city.</i>

The purchase agreements and quit claim deeds are undergoing the public inspection process. A final vote by the city council is expected on September 8th.

I have also been in communication with the counsel of Heritage Village. On August 19th, the home owners association resolved to transfer described rights of ways, including utilities to the city. It appears that adequate surveys and language exist for the dedication, and there is also language included about storm drainage (collection system, pond system, and transmission system).

✓ **MEIJER COMMUNITY DONATION** *(Update)*

The sidewalk that Meijer contributed to is nearing completion.

✓ **WINCHESTER WOODS LOTS** *(No Change of Status)*

I suggest we delay any sales or negotiations until a land sale policy is adopted. Prior to the last meeting, staff notified the interested parties that a sale will not be

forthcoming anytime soon. They do not appear to be in a hurry and will await the council's decision.

I want to take a harder look at the development of this area. Previously, the city considered an assessment that would provide drainage, curbs, gutters, road construction, street lights and sidewalks. The price per lot was absurd. I think the goal should be to make these lots buildable for quality homes. The city could probably achieve this with less intensive ditching and surfacing of the roads, sans the underground drainage system, lights, curbs, and sidewalks. This would drastically reduce the scope of the project.

A sale of lots to an adjacent property owner could compromise the success of any special assessment for improvements and the ability to use these lots for single family homes.

✓ **NEWSLETTER (Update)**

The next is scheduled for November or late October. Topics are expected to include the police department updates, sidewalk maintenance for the winter months, and the street rehabilitation plan.

✓ **UTILITY RATES (Update)**

As noted in the KWA section above, they are going to need to go up so that the city can continue to pay the charges levied by the county. In fairness to the county, the water rate increases being charged to the county by Detroit are unreasonable. I suspect we will look at rate changes in September, to be charged during the January billing.

✓ **RENTAL REGISTRATION AND INSPECTIONS (No Change of Status)**

I am working with the city attorney to pen a draft ordinance for this program. I will also work with Mr. Johnson to set up a tentative inspection program and fee schedule that the city council can then review.

✓ **WINSHALL PAVILION (Update)**

I spoke with the representative with Belfor Construction. They have the steel and will look to send a crew up to finish this job. A purchase order and deposit has been submitted for the job.

✓ **OTHER COMMUNICATIONS & HAPPENINGS (Update)**

☐ **MONTHLY REPORTS (Update)**

The July FANG and DPS reports are in, as well as routine hearings for Consumers Energy. I also included a frequently asked questions report concerning how the personal property tax vote is expected to impact business taxation in Michigan.

✓ **BOARDS & COMMISSIONS (See Individual Category)**

☐ **PLANNING COMMISSION (Update)**

Conceptual plans have been submitted for the old Marathon site. However, there are some very practical concerns that require a closer look before a complete set of

plans is ready. I expect this will push the project back to at least October for a planning commission review. Stay tuned.

❑ **DOWNTOWN DEVELOPMENT AUTHORITY** (*No Change of Status*)

The DDA held its annual meeting on July 10th. They selected officers, retaining Mr. Mark Nemer as chair, and lamented the Meijer appeal.

❑ **ZONING BOARD OF APPEALS** (*Update*)

A variance related to a fence application was heard on August 13th. The variance was approved. There is also a vacant position (alternate) that needs to be filled.

❑ **PARKS AND RECREATION COMMISSION** (*No Change of Status*)

Staff is planning to work with Rowe to get a proposal ready for review by the commission and council for a Recreation Passport Grant. This proposal is expected in September and would include a scope of work (likely to include the Elms bathrooms), as well as a cost to prepare/execute the grant. There is no commitment at this time, but proceeding with the grant would require a 25-50% local match of city funds, donations, and/or volunteer hours. The commission and staff are very excited about this proposition.

The commission will also be revisiting the park rules at its meeting on September 3rd.

❑ **BOARD OF REVIEW** (*No Change of Status*)

The board of review met on July 23rd. Two petitioners presented. The board also requested the appointment of an alternate member. The state encourages this for practical reasons. The first is the need to ensure the presence of at least two members out of the three appointees. The second is to begin training of potential permanent members for what is considered a specialized position.

The charter limits the board to three, but the city attorney believes that alternates are permissible as long as the acting board is not comprised of more than three members at any time. With that said, staff recommends the appointment of another qualified board member to serve as an alternate.

NEW BUSINESS / PROJECTED ISSUES & PROJECTS

✓ **LIBRARY CARD MONTH** (*Proclamation*)

A proclamation is attached. This is included as requested by Ivan at the library.

✓ **MILLER ROAD RESURFACING OPTIONS** (*Resolution*)

Please see the old business section of the city manager's report.

✓ **RESTORATION OF COUNTY DRAIN #1079** (*Resolution*)

In response to a council member comment, I investigated the status of the county drain that connects Miller Road (and the areas to the north) to the Swartz Creek. This drain consists of a relatively deep, natural drainage course along the eastern boundary of the Masonic Temple. I have included a map, along with other supporting documentation.

This drain is heavily eroded in some spots, with sever undercutting of its banks on the west side. The county maintains this drain and sought out unit cost bids (e.g. cost per linear foot) for its repair. A low bid was received and, after a final determination of scope by the county, it was found that the cost for the repair would be \$13,585. This amount exceeds the financial limit that the county is able to work within without consent from the local municipality (\$5,000).

The Genesee County Drain Commission is seeking approval from the city to proceed. This approval will result in completion of drain restoration. It will also result in a final assessment determination in which the GCDC will apportion costs for the repair to the contributing properties in the drainage shed. This cost has typically been largely attributed to the city, but I believe such assessments were performed prior to the development of the United Methodist Church and Springbrook East.

The work needs to be done before the drain deteriorates even more. We will just need to wait and see how the apportionment sorts itself out, but I suspect most of the burden will be on the city's major street fund. I recommend we direct the GCDC to proceed with repairs.

✓ **ASSESSOR CONTRACT RENEWAL** (*Resolution*)

Included with tonight's agenda is the renewal of the city assessor's contract. The scope of work and other terms are as they have been in the past, inclusive of a 2% increase, from \$27,888 annually (monthly installments of \$ 2,324) to \$28,445.76 annually (\$2,370.48 monthly). This increase reflects the same increase that staff received, effective July 1, 2014. Past practice has been that this contract reflects that increase.

I am very pleased with the performance and results experienced with Landmark Appraisal, and I recommend we continue using their services for the next year.

✓ **BIKES ON THE BRICKS** (*Resolution*)

Included with tonight's agenda is information on The Bikes on the Bricks event which occurs yearly. Every third year or so, the group's ride is scheduled to head through town. This year's ride is set to occur on the early afternoon of Saturday, September 13th. The bikers will come south on Seymour and head east on Miller, heading into Flint. The ride will function much like a funeral procession and take 10-20 minutes. They have their own police escort and are not requesting a complete shutdown.

The chief and I have reviewed their plans and believe they can proceed without any formal approvals. However, the county is requesting an authorization letter to enable their own reviews and approvals. This applies to Seymour Road, north of Miller as an entry point into the city and as a borderline road.

Council Questions, Inquiries, Requests and Comments

- *Tom is looking at the missing signs that have been noted on Chesterfield Drive.*

- *We plan to make the calendars more legible for next year as it relates to noting the city council meetings and recycling on the same days.*
- *Marty and I are working with a couple of businesses on meeting site plan, landscaping, and maintenance requirements to follow up with the concern about Taco Bell.*
- *Chief Clolinger and Lieutenant Bade spent some time with Mr. Shultz to further investigate concerns related to the Swartz Ambulance service.*
- *Advertising signs in the right of way have been removed.*
- *It appears that Consumers Energy is replacing a number of poles along Miller and Bristol Road. Tom indicates that other providers (telecom) may take as long as 6-12 months to collocate. As such, we can expect more “double pole phenomenon” to continue until the old poles can be removed.*

**City of Swartz Creek
RESOLUTIONS
Regular Council Meeting, Monday, August 25, 2014, 7:00 P.M.**

Resolution No. 140825-4A MINUTES – August 11, 2014

Motion by Councilmember: _____

I Move the Swartz Creek City Council approve the Minutes of the Regular Council Meeting held Monday, August 11, 2014, to be circulated and placed on file.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 140825-5A AGENDA APPROVAL

Motion by Councilmember: _____

I Move the Swartz Creek City Council approve the Agenda as presented / printed / amended for the Regular Council Meeting of August 25, 2014, to be circulated and placed on file.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 140825-6A CITY MANAGER’S REPORT

Motion by Councilmember: _____

I Move the Swartz Creek City Council accept the City Manager’s Report of August 25, 2014, to be circulated and placed on file.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 140825–8B MILLER ROAD RESURFACING OPTIONS

Motion by Councilmember: _____

I Move the Swartz Creek City Council direct staff to design and engineer Miller Road in accordance with:

Option 1: The four lane concept that includes bike lanes on the shoulders/curb lines, that was previously approved by the Genesee County Metropolitan Planning Commission

OR

Option 2: The three lane concept that includes reducing the pavement width of Miller Road and the inclusion of an off-street path on the north side of Miller Road.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 140825-8C RESTORATION OF COUNTY DRAIN #1079

Motion by Councilmember: _____

WHEREAS, the Genesee County Drain Commissioner has been requested to perform maintenance and/or repairs to the Miller Road Drain #1079 and;

WHEREAS, Section 196 of PA 40 of 1956 as amended requires the approval of the governing body of each township, city and village affected by 20% of the cost when the cost will exceed statutory limits and;

WHEREAS, the Genesee County Drain Commissioner has determined that the necessary repairs shall exceed the statutory limits, said repairs estimated to cost \$13,585, with cost apportionment to be determined at a later date by the office of the Genesee County Drain Commission.

BE IT RESOLVED that the City of Swartz Creek does approve and authorize the expenditures in excess of the statutory limit in order to complete the necessary repairs and/or maintenance.

BE IT FURTHER RESOLVED that the mayor and clerk be hereby authorized and directed to execute said resolution for and on behalf of the City of Swartz Creek and to file same with the Drain Commissioner of the County of Genesee on this date:

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 140825-8D ASSESSOR’S CONTRACT RENEWAL

Motion by Councilmember: _____

I Move the City of Swartz Creek approve an agreement with Landmark Appraisal, of Flint, Michigan, agreement as follows:

AGREEMENT FOR PROFESSIONAL ASSESSOR SERVICES

This Agreement (“Agreement”), made and entered into this 25th day of August, 2014 by and between the **City of Swartz Creek**, a Michigan Municipal Corporation, with principal offices at 8083 Civic Drive, Swartz Creek Michigan 48473 (“City”) and, **Landmark Appraisal Company**, 110 Mill St, P.O. Box 489, Fenton Michigan 48430 (“Landmark”).

WHEREAS, the City desires to retain Landmark, as an independent contractor, to perform the duties as its certified assessor; and

WHEREAS, Landmark has qualified personnel with the proper State CMAE certification to act in that capacity for and on behalf of the City; and

WHEREAS, the parties wish, by this Agreement, to define their respective rights and responsibilities during the term of this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein, the parties hereto, acting by and through their duly authorized representatives, **HEREBY AGREE AS FOLLOWS:**

SECTION I: BASIC SERVICES OF LANDMARK

Landmark shall perform the following service for and on behalf of the City.

1.1 General Duties:

Landmark shall be required to perform all duties of an assessor pursuant to City Charter, Michigan statutory and case law, Michigan State Tax Commission rules, regulations and policies, and all other rules and guidelines established for the proper performance of said position, as same may from time to time be amended, while this Agreement is in effect, and shall conduct and perform same in accordance with all applicable standards of professional conduct required of such Assessors. If material changes in the laws, statutes, rules, guidelines or City Charter during the term of this Agreement result in a substantial additional work burden on Landmark, Landmark and the City agree to enter into good faith negotiations regarding possible amendments to this Agreement. For purposes of this paragraph, the term "substantial additional work burden" shall be determined to exist by mutual agreement of Landmark and the City. If they cannot agree as to whether a substantial additional work burden has been imposed upon Landmark, Landmark and the City shall select a mutually agreeable mediator/arbitrator who shall facilitate the negotiations to assist the parties in reaching such a determination, and if an impasse is reached in such negotiations, shall make said determination. The determination of the mediator/arbitrator shall be final, however, said mediator/arbitrator shall not have authority to establish the amount of additional compensation, if any.

1.2 Office Hours:

During the term hereof, Landmark shall maintain office hours at City Hall at the above address, as follows:

A. Landmark shall devote at least one workday each week to maintaining office hours at the City offices for public appointments. The parties shall specifically agree upon a regular schedule for the maintenance of such office hours. In the event Landmark is unable to be present for office hours on the appointed days, it shall notify the City of the fact as soon as is reasonably practicable and an alternative day shall be substituted.

B. If the specified office days of Landmark fall on a day recognized as a holiday for City employees, then it will be recognized as a holiday by Landmark.

1.3 Public Relations/Customer Service:

Landmark shall work with and advise property owners in the ad valorem taxation system in an attempt to eliminate adversarial situations and establish positive public relations. The parties acknowledge that holding specific office hours for the public is valuable in the process of providing high quality customer service. The City wants to ensure that members of the public and City staff that need information from Landmark, or wish to speak to Landmark, are able to do so on a relatively convenient basis. In that regard, in addition to the hours specified in Paragraph 1.2, Landmark agrees to meet with or contact residents and City staff members beyond normal office hours as appropriate to address their tax assessment-related concerns. Phone calls and answers to emails and faxes will be responded to in a timely manner, with every effort made to respond to same within 24 hours of receipt by Landmark.

1.4 New Construction/Loss Adjustment:

During the term of this Agreement, Landmark shall physically observe all new construction and real estate improvements through cooperation with the Zoning Administrator and will review all building permits. A copy of all building permits shall be provided for Landmark's use. All permits shall be provided with the correct permanent parcel identification number entered thereon. Likewise, Landmark shall physically observe damaged or destroyed properties with respect to the making of any loss adjustments as shall be necessary in the performance of her duties.

1.5 Economic Condition Factors (ECF):

During the term hereof, Landmark shall review and prepare new land values and economic condition factors (ECF) by areas and apply these factors to property records so that the current assessment is reflected as 50% of true cash value on the assessment record.

1.6 "Proposal A" Requirements:

The requirements of Michigan Public Act 415 of 1994 and all related property tax reform legislation amendments and updates shall be followed and monitored as required. This includes by example, but is not limited to, the filing of all associated reports and forms to fulfill the following requirements:

- A. Approve or deny homestead and agricultural exemptions;
- B. Track property transfer affidavits, matching them with deeds within 45 days of being filed;
- C. Apportion the homestead portion of a combination-use building;
- D. Determine the homestead status of parcels resulting when homestead parcels are split or; and
- E. Calculate both assessed and tentative taxable values for all parcels, taking into consideration losses, new construction and replacement in any given year.

1.7 Assessment Roll Preparation and Records:

Landmark shall enter the assessments onto the Ad Valorem and Industrial Facilities Tax (IFT) assessment rolls and prepare the warrant authorizing the collection of taxes by the City Treasurer. Landmark, in cooperation with the City Treasurer, City Clerk and Finance Officer shall also enter any delinquent City utility payments onto the appropriate rolls. Assessor shall prepare, obtain and maintain, as necessary or desirable, such property cards, photographs, measurements, sketches, records and documents to meet all requirements set by the City and/or the State of Michigan regarding such assessment rolls and shall organize same on a basis that will provide easy access and comprehension of the information contained in each respective file and regarding each respective roll. Such information shall be entered into the City's records system in a reasonable timely fashion.

1.8 Reports:

The City may require Landmark to prepare periodic reports and/or address the City Council regarding the overall activities, progress, problems and corrective measures regarding the various aspects of the duties of Landmark, under this Agreement. The City shall have the right at any time to require Landmark to make available to the City, within 48 hours of notice being provided, all records and documents developed and maintained by Landmark under the terms of this Agreement for review and/or audit. All time spent in the preparation and presentation of such reports or in gathering and making information available to City by Landmark shall be deemed a part of the services contracted under the terms and provisions of this Agreement.

1.9 Board of Review:

Landmark shall keep records regarding the March Board of Review session in accordance with City Charter, attached hereto as "Exhibit A".

Landmark shall advise and provide adequate information to the Board of Review members as to how the assessments, capped and taxable values were determined to allow them to determine how best to decide a taxpayer's appeal; such information shall include the following:

- A. Sales map indicating all neighborhood increases or decreases
- B. Sales "comparable" book to include the following:
 - 1. Current picture
 - 2. Sales price versus assessment at time of sale
 - 3. Building permits issued before or after the sale.

Landmark shall also maintain records for the July and December Boards of Review and shall advise and provide adequate information to the Board of Review members as to how the assessments, capped and taxable values were determined

1.10 Sales and Appraisal Studies:

Landmark shall prepare sales studies using available data, evaluate all equalization and/or appraisal studies, and respond as appropriate.

1.11 Forms:

Landmark shall file all forms fully completed with the Genesee County Equalization Department, State Tax Commission and other agencies and entities, as required, in a timely manner.

1.12 Defense of Appeals:

This Section shall apply to real and personal, IFT and ad valorem property tax appeals.

The City shall retain ultimate control of all litigation and settlement negotiations. Landmark shall operate under the direction of the City Manager in any litigation regarding a tax appeal, including appeals to the Small Claims Division.

Landmark shall defend all appeals to the Small Claims Division of the Michigan Tax Tribunal. This shall include, but not be limited to, filing necessary petitions, preparing and submitting such material, statistics and other information as is necessary to properly defend any such appeal, and appearing at all hearings and meetings as are required for the purpose of defending said appeal. The City hereby authorizes Assessor to settle, where Landmark deems it appropriate or advisable, any appeal where the difference in SEV is \$150,000 or less. All the foregoing regarding appeals to the Small Claims Division is deemed to be included the services compensated pursuant to the terms and provisions of this Agreement. If, in the opinion of the City, additional outside consulting services are needed, the City shall be responsible for the cost of such services.

In all other potential appeals to the Michigan Tax Tribunal or State Tax Commission, Landmark shall provide as part of the services included under the terms and provisions of this Agreement, such time and effort as is necessary to properly provide to the City information, documents, analysis and advice as may be required in the determination of Landmark or the City to forestall the formal filing of an appeal or to settle a disputed case up to the date of the filing of a petition appealing a decision of the City or any of its agencies or boards to the Michigan Tax Tribunal or State Tax Commission. After the filing of said petition, Landmark shall be available to the City for such further assistance as is required by the City in the defense of such appeal. Landmark shall be available as an expert witness on behalf of the City in any proceedings. In the event of the termination of this Agreement and the necessity for the services of Landmark for purposes of consulting, review of information, analysis or expert testimony after the date of termination, Landmark shall be available, notwithstanding the termination of this Agreement, for assistance in the defense of such appeals, provided, same shall not apply to appeals filed in the Small Claims Division of the Michigan Tax Tribunal. Landmark shall keep the City Manager informed of all appeals and provide the City Manager with recommendations, the manner in which the appeals are to be handled, proposed settlements and other similar advice.

The above provisions of this Paragraph 1.12 regarding appeals shall apply equally to any appeal of a personal property tax assessment.

1.13 Reappraisal Program:

Landmark shall continue to reappraise parcels in the City each year, as time permits, to ensure proper assessments when parcels are “uncapped.” Maintenance renovations to structures are to be tracked so that said costs can be claimed as “new construction” when property is sold rather than treated as an increase in value that is subject to “uncapping” and results in the possibility of a Headlee rollback. The State Tax Commission recommends regular re-inspection of each property, preferably every five years. Landmark shall work to meet guidelines and standards of the Tax Commission.

1.14 Personal Property Statements, Canvas and Audits:

Landmark shall prepare and maintain the mailing list for personal property tax statements and maintain records for personal property including data entry and calculation of depreciated values and their extension within each statement. Landmark shall conduct a personal property canvas to ensure equity among business owners within the City. Landmark is required to perform random personal property audits when warranted by questionable data or lack of submitted data.

1.15 Equalization Increases:

Landmark shall strive to eliminate across-the-board increases in property values by applying any increases received through the Genesee County Equalization Department to appropriate areas by using the economic condition factors hereinabove described, by adjustment of individual property assessments to 50% of true cash value, or as required by the State Tax Commission, in order to achieve maximum equity by class, and in accordance with the latest laws and regulations then in force.

1.16 Land Division Applications:

Landmark shall work with and assist the City Zoning Administrator in reviewing property descriptions, land division and combination applications for compliancy with local ordinance and the Michigan Land Division Act. Such combinations and divisions shall be placed on the assessment rolls in a timely fashion.

1.17 Assessor Certification:

Landmark shall be, and maintain a minimum certification as a Level III Assessor in the State of Michigan.

1.18 Transportation and Equipment:

Landmark shall provide all necessary transportation and field equipment to perform the services and meet the requirements of this Agreement.

1.19 Indemnification/Employment:

The parties hereto acknowledge that all personnel that may or might be utilized by Landmark in the performance of his/her duties hereunder shall, for all purposes, be considered employees of Landmark and not employees of the City. Landmark shall be responsible for Worker’s Compensation, Unemployment Compensation, state and federal withholding and payment of personnel. Landmark shall indemnify the City and hold the City harmless from any claim, cause of action or other liability that may or might arise by virtue of any claim of any employee of Landmark relating to his/her employment by, or as Landmark.

1.20 Preparation of DDA and Reporting:

Landmark shall be responsible for the recording of any property value changes, new or loss, on the ad valorem and IFT rolls relating to the designation of properties within the Downtown Development Authority (DDA).

1.21 Assessor’s Recommendations:

Landmark shall prepare periodic recommendations and conclusions regarding the current state of the City’s assessment rolls, by class, together with specific recommendations concerning actions that, in the opinion of

Landmark, should be taken in order to achieve maximum equity in the assessment rolls and compliance with all State Tax Commission rules, regulations and guidelines.

1.22 Security of Information:

If any documents, data, drawings, specifications, photographs, property cards, summaries, accounts, reports, software applications or other products or materials are held in the possession of Landmark outside of the City offices, then Assessor shall be under an affirmative duty to provide adequate security to safeguard said materials from fire, theft and other hazards of a like nature or type, while same are in possession of Landmark. This may include, but not be limited to, providing for a fire proof safe or vault in which to store same, preparing and holding duplicates of same in the possession of Landmark, but separately or providing same to the City for possession.

1.23 Optional Services:

Landmark is not responsible for determination and preparation of special assessment rolls for City projects such as sewer, street, drain, etc. The City may request Landmark to perform such services at a rate of compensation agreed to by separate agreement. Landmark shall, however, report outstanding special assessments, properly completed, on forms required by the State Tax Commission, and same shall be deemed part of the services required by this Agreement.

SECTION II: TERM OF AGREEMENT

2.1 Contract Period:

Landmark shall commence performance of the services herein required on October 1, 2014. Unless sooner terminated, this Agreement shall, by its terms, expire September 30, 2015.

2.2 Mutual Right of Termination:

Either party may terminate this Agreement upon ninety (90) days written notice to the other, United States Certified / Registered Mail, return receipt requested, at the addresses as indicated within. This right of termination is specifically exercisable at the sole discretion of either party, and requires no just cause nor other reason or justification for the exercise thereof. The effective date of such termination shall be ninety (90) days from the date of mailing of such notice.

2.3 Termination for Cause or Breach:

Notwithstanding anything to the contrary on this Agreement, either party may immediately terminate this Agreement in the event of material breach by the other. In such case, either party may seek such remedies as shall be available, at law or equity.

2.4 Notice of Termination:

Upon receipt of notice of termination or upon termination of this Agreement by expiration of its term, Landmark shall immediately deliver to the City the originals and original copies of all data, paper and computer files, drawings, specifications, reports, value estimates, summaries and other information and materials as may have been accumulated by Landmark in performing this Agreement, whether completed or in process and same shall be in unaltered form, readable by the City. In the event of the failure or refusal of Landmark to forthwith deliver the above referenced materials, documents and files, City may seek a Circuit Court order compelling the production of same forthwith, and Landmark herein expressly waives notice of hearing thereon agreeing that a mandatory injunction may immediately issue due to the fact that the failure to receive the stated materials, documents and files will result in irreparable harm to the City without leaving the City an adequate remedy at law, thereby entitling the City to an immediate judgment in its favor in this regard. The City shall be entitled to damages from Landmark for any information, materials or documents that are turned over to the City in unusable or altered form.

2.5 Amendment/Renegotiation:

Nothing herein contained shall be construed to limit or abrogate the rights of the parties to modify or amend this Agreement at any time hereafter, provided however, that no such amendment or modification shall be effective unless in writing and duly executed by both parties hereto, through their authorized representatives.

If the Agreement is not reviewed or extended prior to its expiration date and the City desires to have Landmark continue on a month-to-month basis, the fee will be that which existed for the final month of the original term, being September, 2015.

SECTION III: PAYMENT

3.1 Compensation for Basic Services:

During the term of this Agreement, the City agrees to pay to Landmark, for performance of the Basic Services set forth in Section I of this Agreement, an amount equal to \$28,445.76 yearly (twenty-eight thousand, four hundred forty-five dollars, seventy-six cents). Landmark shall invoice the City an amount equal to \$2,370.48 on a monthly basis, net due 20 days.

3.2 Pro-ration of Payments on 90-Day Termination:

In the event this Agreement is terminated pursuant to Paragraph 2.2, the City shall pay Landmark to the date of termination on a prorated daily basis for any part of a month for which services have been rendered by Landmark and for which no compensation has been received.

SECTION IV: CITY RESPONSIBILITIES

4.1 Basic Data:

The City shall provide access to Assessor to property description files as currently exist as of the date of execution of this Agreement, containing initial information such as property number, legal description, owner and address information, as well as all data that the City may possess concerning such properties (i.e. measurements, sketches, photographs, etc.)

4.2 Office Equipment:

The City shall provide Landmark with appropriate tax parcel maps, office space and furniture, telephone, voice mail, personal computer, printers, copying machine, fax machine and office supplies (as defined in Paragraph 4.5) as reasonably needed during the duration of this Agreement. Assessor acknowledges that some of the equipment (i.e. fax, printers, copying machine) is shared among all administrative office personnel and Landmark will not have exclusive use of such equipment.

Landmark shall have access to the City's computer network for the use of the following software products: BS&A Equalizer Assessing & Tax Modules, MS Word, Excel Spreadsheets, Arcview, Pictometry or any other similar software that may assist in maintaining quality assessing records. Landmark shall not use any other software within the City's network, download, or upload any software to the City's network, except with the City Manager's prior approval. Landmark shall be liable for any adverse consequence upon the City's computer network or function caused by any software introduced in the network by Landmark without prior consent of the City.

Landmark agrees that City equipment shall be used only for the purposes of fulfilling Assessor's obligations under this Agreement and shall not be used for personal reasons or to conduct other business not authorized under this Agreement.

4.3 Computer:

The City shall supply computer hardware, software and peripherals to perform the property pricing and valuation. The City will maintain the hardware, software and peripheral equipment through a regular maintenance program. The City will back up the system on a daily basis with alternate tapes or disks. Any data

loss not due to the negligence of Landmark as a result of hardware or software malfunction will be replaced at the City's expense.

4.4 Map Maintenance/Tax Roll Printing:

The City shall assume the responsibility for printing, stuffing and mailing of the assessment change notices, assessment rolls, tax bills, maps, etc. during the term of this Agreement. Landmark shall develop and maintain land value maps showing dates of property sales, sale amounts and ratio to the current estimated value of the property.

4.5 Office Supplies:

The City shall provide Landmark with office supplies, including computer paper, file folders, hanging folders, new State Tax Commission Assessor's Manual Volumes I and II, assessment notices and forms, postage and such other supplies as shall be necessary for the performance of Assessor's responsibilities hereunder.

4.6 Existing ECF Areas:

The City will provide Landmark with all currently existing information as available in the City files concerning previously completed E.C.F. studies and subsequent conclusions reached by the former City Assessors.

4.7 Preparation of DDA and Reporting:

The Finance Director shall be responsible for the compilation and reporting of all necessary data, forms and documents relating to the operation, tax increment capture and financial condition of the D.D.A.

4.8 Legal Counsel:

The City shall supply legal counsel, at its expense, for Small Claims and full Tax Tribunal hearings, should the need arise.

SECTION V: RE-APPRAISAL, NON-BASIC SERVICES

5.1 Additional Services (Pricing/Reappraisal):

In the event that the City desires to implement some or all of the recommendations made by Landmark as herein contemplated, the City may request and Landmark shall provide such services as are desired by the City, provided however, an addendum to this Agreement, reduced to writing and executed by both parties, shall set forth the terms and provision under which the additional services shall be rendered. Such addendum shall specify the nature, extent and timetable for the performance of such additional services and establish the rate of compensation therefor.

5.2 Implementation/Responsibility:

The parties acknowledge that it shall be the sole responsibility of the City to determine the nature and extent of implementation of Landmark's recommendations under this Section or any other additional, non-basic services. To that end, the City assumes responsibility for defense of any claim, cause of action or other proceeding that may or might be instituted by the Michigan State Tax Commission, or other entity, arising from any failure, or alleged failure, to implement such recommendations.

SECTION VI: MISCELLANEOUS PROVISIONS

6.1 Relationship Between City and Assessor:

In the fulfillment of the services provided herein Landmark and his/her employees, agents and officers shall be at all times be deemed in a relationship of independent contractor to the City.

6.2 Indemnification/Insurance:

Landmark shall secure and maintain general liability and property damage, unemployment, errors and omissions, workers' disability compensation, automobile liability and any other insurance required by law for Landmark, or his/her employees, agents or officers as will protect him/her and the City from claims under the Worker's Compensation Acts and from claims for bodily injury, death or property damage that may arise from his/her negligence or that of his/her employees in the performance of services under this Agreement or failure to properly perform his/her duties as Assessor. Landmark shall save the City harmless and indemnify the City from any claims for bodily injury, death or property damage that may arise due to his/her acts or negligence or that of his/her employees in the performance of services under this Agreement or that arise from error or omissions to properly perform duties as Landmark. Landmark shall, however, have no liability arising out of adjustments to assessments or other actions by Landmark, the City's Board of Review and/or the Michigan Tax Tribunal if such adjustments or actions result from honest differences of opinion regarding the value of the subject property and if Landmark established the assessment pursuant to professional assessment standards. Said policies shall be in such minimum amounts as shall from time to time be acceptable to the City or as set by the City.

A Certificate of Insurance incorporating such requirements and naming the City and its officers and employees as an Additional Insured Party and Certificate Holder along with a certificate showing its premium has been paid and a copy of the policy shall be filed each year with the City Clerk. Any such insurance policy shall provide the City will be given at least thirty (30) days advance notice before cancellation of the policy. The coverage's provided by the General Liability and Automobile Liability policies of Landmark shall be primary to any insurance maintained by the City.

6.3 Non-Assignability:

The parties to this Agreement acknowledge that, inasmuch as the Agreement is in the nature of a Personal Services Contract, and as the City's decision to contract with Landmark is based in part on the perceived expertise and ability of Landmark, it is agreed that Landmark's duties and obligations hereunder may not be assigned, transferred nor conveyed without the advance written approval of the City. Nothing in this Agreement shall prevent Landmark from employing such employees or agents, as Landmark shall deem reasonably necessary to assist him/her in the performance of obligations under this Agreement. Also, in the event that vacation, illness, injury or incapacity in any form, whether elective or imposed, should cause Landmark to be unable to personally fulfill the terms and obligations of this Agreement for a period exceeding three (3) calendar weeks (21 days), Landmark shall provide the City, at Landmark's expense, a certified Level III Assessor to perform any and all such functions as required by this Agreement for the complete term of the absence or incapacity. The City reserves the right to approve or reject, without cause and at its sole discretion, any Assessor designee named to "fill-in" for Landmark for a period exceeding two (2) calendar months (60 days), and to consider, as mutually agreed by the parties hereto, that a rejection of said Assessor designee shall constitute a material breach of the Agreement pursuant to the "material breach" provision of Section 2.3 herein.

6.4 Professional Standards:

Landmark shall be responsible, to the highest levels of competency presently maintained by other practicing professional assessors and appraisers, for the professional and technical soundness, accuracy and adequacy of property valuations, drawings, property inspection data and all other work and materials furnished under this Agreement. At the time of commencement of performance, Landmark shall be properly certified, equipped, organized and financed to perform the services required by this Agreement. Subject to compliance with the requirements of this Agreement, Landmark shall work independently.

6.5 Ownership of Documents:

All documents, data, drawings, specifications, photographs, property cards, summaries, accounts, reports, software applications and other information, products or materials produced or held by Landmark, of whatsoever nature or type, in connection with this Agreement shall be the sole property of the City with the City having sole and exclusive right, title and interest in any and all records, compilation, documents, papers, maps or manuscripts pertaining to or prepared pursuant to this Agreement. All of the foregoing shall be forwarded to the City at its request and may be used by the City as it sees fit. The City agrees that if any of the foregoing, prepared by Landmark, are used for purposes other than those intended by this Agreement, the City does so at

its sole risk and agrees to hold Assessor harmless for such use. All services performed under this Agreement shall be conducted solely for the benefit of the City and will not be used for any other purpose by Landmark without written consent of the City. Any information relating to the services shall not be released without the written permission of the City. Landmark shall act and preserve the confidentiality of all City documents and data accessed for use in Landmark's work products to the extent allowed or required by law. Any requests for information under the Freedom of Information Act shall be immediately forwarded to the City Manager for a proper determination of the response to be provided.

6.6 Validity:

If any paragraph or provision of this Agreement shall be determined to be unenforceable or invalid by any court of competent jurisdiction, such provision shall be severed and the remainder of this contract shall remain in force.

6.7 Survival:

All express representations, indemnifications or limitations of liability made in or given in this Agreement shall survive the completion of all services of Assessor under this Agreement or the termination of the Agreement for any reason.

6.8 Controlling Law/Venue:

This Agreement is to be governed by the laws of the State of Michigan. It is mutually agreed that, in the event of any proceeding, at law or at equity, arising under this Agreement or breach thereof, that the venue of any such action shall be in the County of Genesee and the State of Michigan.

6.9 Authorization:

The respective signatories hereto expressly acknowledge that this Agreement is made and entered into with full authority of the City of Swartz Creek Council and Landmark Appraisal Company and that the persons executing this Agreement on behalf of the respective parties have been duly authorized and empowered to make and enter into this Agreement by said Council and said Assessor.

(Signature Page Follows)

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

CITY OF SWARTZ CREEK, MICHIGAN:

LANDMARK APPRAISAL CO:

By: _____
David A. Krueger, Mayor

By: _____
Mark R. MacDermaid, Partner

By: _____
Juanita Aguilar, City Clerk

Approved As To Form
By Richard J. Figura
City Attorney

EXHIBIT "A"
City of Swartz Creek, Charter Provisions, Taxation

CHAPTER 9. TAXATION*

***State law references:** General property tax act, MCL 211.1 et seq., MSA 7.1 et seq.

Section 9.1. Power to tax--Tax limit.

The city shall have the power to assess taxes and to lay and collect rents, tolls, and excises. During the first five years of the existence of the city, the annual general ad valorem tax levy for municipal purposes shall not exceed one-half of one per cent (5 mills) of the assessed value of all real and personal property in the city as determined by the City's Assessor and Board of Review, or one-quarter of one per cent (2 1/2 mills) of such assessed value, as equalized by the State of Michigan, as required by law, whichever basis of limitation will result in the lesser taxation upon the taxable property in the city. Thereafter, the levy shall not exceed one per cent of the said assessed value as determined by the City's Assessor and Board of Review, or one-half of one percent (5 mills) of such value as equalized by the State of Michigan, as required by law, whichever basis of limitation will result in the lesser taxation upon the taxable property in the city, unless the proposition to approve an increase above the tax rate so limited is first approved by the electors of the city. No such increase shall cause the total tax rate to exceed two per cent of the assessed value of all real and personal property in the city.

State law references: Mandatory that Charter provide for annually levying and collecting taxes, MCL 117.3(g), MSA 5.2073(g).

Section 9.2. Subjects of taxation--Tax procedure.

(a) The subjects of ad valorem taxation for municipal purposes shall be the same as for state, county, and school purposes under the general law.

(b) Except as otherwise provided by this chapter, city taxes shall be assessed, levied, and collected in the manner provided by law.

State law references: Mandatory that Charter provide that subject of taxation for municipal purposes shall be the same as for state, county and school purposes under general law, MCL 117.3(f), MSA 5.2073(f); property subject to taxation, MCL 211.1 et seq., MSA 7.1 et seq.

Section 9.3. Exemptions.

The power of taxation shall never be surrendered or suspended by any grant or contract to which the city shall be a party. No exemptions from taxation shall be allowed, except such as are expressly required or permitted by law.

State law references: Property exempt from taxation, MCL 211.7 et seq., MSA 7.7 et seq.

Section 9.4. Tax day.

Subject to the exceptions provided or permitted by law, the taxable status of persons and property shall be determined as of the thirty-first day of December, or such other date as may subsequently be required by law, which shall be deemed the tax day. Values on the assessment roll shall be determined according to the facts existing on the tax day for the year for which such roll is made, and no change in the status or location of any such property after that day shall be considered by the Assessor or the Board of Review.

State law references: Designation of tax day, MCL 211.2, MSA 7.2; time, place and method of assessment, MCL 211.10 et seq., MSA 7.10 et seq.

Section 9.5. Personal property--Jeopardy assessment.

If the Treasurer finds or reasonably believes that any person who is, or may be, liable for taxes upon personal property, the taxable situs of which was in the city on tax day, intends to depart or has departed from the city; or to remove or has removed therefrom personal property which is, or may be, liable for taxation; or to conceal or conceals himself or his property; or does any other act tending to prejudice, or to render wholly or partly ineffectual the proceedings to collect such tax, he shall proceed to collect the same as a jeopardy assessment in the manner provided by law.

State law references: Jeopardy assessment of personal property taxes, MCL 211.691 et seq., MSA 7.51(1) et seq.

Section 9.6. Preparation of the assessment roll.

Prior to the date of the meeting of the Board of Review in each year, the Assessor shall prepare and certify an assessment roll of all property in the city. Such roll shall be prepared in accordance with the requirements of law, and may be divided into volumes, which the Assessor shall identify the number for purposes of convenience in handling the assessment roll and for locating properties assessed therein. The attachment of any certificate or warrant required by this chapter to any volume of the roll, either as an assessment roll or as a tax roll, shall constitute the attachment thereof to the entire roll, provided the several volumes are identified in such certificate or warrant. Values of property set forth on the assessment roll shall be determined according to recognized methods of systematic assessment.

State law references: Mandatory that Charter provide for preparation of assessment roll, MCL 117.3(i), MSA 5.2073(i); assessment roll, MCL 211.24 et seq., MSA 7.24 et seq.

Section 9.7. Board of Review.

(a) A Board of Review is hereby created, composed of three members who have the qualifications of holding elective city office as set forth in Section 4.4 of this charter.

(b) The members of the Board of Review shall be appointed by the Council, and may be removed for reasons of nonfeasance or misfeasance by the vote of five members of the Council. The first members shall be appointed during the month of January, 1960, for terms expiring on July 1, 1961, 1962, and 1963. Thereafter one member shall be appointed in the month of May of each year, for a term of three years, commencing on the following July first.

(c) The Board shall, annually, on the first day of its meeting, select one of its members chairman for the ensuing year. The Assessor shall be Clerk of the Board, and shall be entitled to be heard at its sessions, but shall have no vote on any proposition or question.

State law references: Mandatory that Charter provide for a board of review, MCL 117.3(a), MSA 5.2073(a).

Section 9.8. Duties and functions of Board of Review.

For the purpose of revising and correcting assessments, the Board of Review shall have the same powers and perform like duties, in all respects, as are, by law, conferred upon and required of boards of review in townships, except as otherwise provided in this charter. At the time, and in the manner provided in the following section, it shall hear the complaints of all persons considering themselves aggrieved by assessments. If it shall appear that any person or property has been wrongfully assessed or omitted from the roll, the Board shall correct the roll in such manner as it deems just. Except as otherwise provided by law, no person other than the Board of Review shall make any change upon, or addition or correction to, the assessment roll. The Board shall make no such changes, additions, or corrections after it has certified the roll as provided and required by Section 9.11 of this chapter. The Assessor shall make a permanent record of all proceedings of the Board and enter therein all resolutions and decisions of the Board. Such record shall be filed with the Clerk on or before the first day of September following the meeting of the Board of Review.

Section 9.9. Meetings of Board of Review.

(a) The Board of Review shall convene at 9:00 o'clock a.m. on the third Monday in March in each year at a place designated by the Council, or on such other date as may subsequently be required by law for the meeting of boards of review in cities, and shall meet at the same time and continue in session from day to day for not less than three days for the purpose of considering the assessment roll of the city.

(b) The Board of Review may examine on oath any person appearing before it respecting the assessment of property on the assessment roll. Any member of the Board may administer the oath.

State law references: Mandatory that Charter provide for meeting of board of review, MCL 117.3(i), MSA 5.2073(i).

Section 9.10. Notice of meetings.

Notice of the time and place of the annual meeting of the Board of Review shall be published by the Assessor not less than one week nor more than three weeks prior thereto.

Section 9.11. Certification of roll.

After the Board of Review has completed its review of the assessment roll, and not later than the Tuesday following the fourth Monday in March, or such other date as may subsequently be required by law, the majority of its members shall sign a certificate to the effect that the same is the assessment roll of the city for the year in which it has been prepared, as approved by the Board of Review, which certificate, when attached to any volume of the roll shall constitute a conclusive presumption of the validity of the entire roll, as provided in Section 9.6 of this chapter. In the event that the Board of Review shall fail or refuse to so review the assessment roll of the city, such roll, as prepared and presented to the Board of Review by the Assessor shall be the assessment roll for the year for which it was prepared and shall stand as though it had been certified by the Board of Review.

State law references: Completion of review of assessments prior to first Monday in April required, MCL 211.30a, MSA 7.30(1).

Section 9.12. Validity of assessment roll.

Upon the completion of the assessment roll, and from and after midnight ending the last day of the meeting of the Board of Review, or the first Monday in April, whichever date first occurs, it shall be the assessment roll of the city for county, school and city taxes, and for other taxes on real and personal property that may be authorized by law. It shall be presumed by all courts and tribunals to be valid, and shall not be set aside, except for cause set forth by law.

State law references: Mandatory that Charter provide for levy, collection and return of state, county and school taxes, MCL 117.3(i), MSA 5.2073(i).

Section 9.13. Clerk to certify levy.

Within three days after the Council has made the appropriations for the ensuing year, the Clerk shall certify to the Assessor the total amount which the Council determines shall be raised by general ad valorem taxation, together with such other assessments and lawful charges and amounts which the Council requires to be assessed, reassessed, or charged upon the city tax roll against property or persons.

Section 9.14. City tax roll.

After the Board of Review has completed its review of the assessment roll, the Assessor shall prepare a tax roll, or a combined assessment and tax roll, to be known as the "City Tax Roll." Upon receiving the certification of the several amounts to be raised, assessed, and charged for city taxes, as provided in the preceding section, the Assessor shall proceed forthwith, (1) to spread the amounts of the general ad valorem tax according to and in proportion to the several valuations set forth in said assessment roll, and (2) to place such other assessments and charges upon the roll as are required and authorized by the Council. For convenience, the city tax roll may be divided into two or more volumes.

Section 9.15. Taxes a debt and lien.

The taxes on real and personal property shall become a debt to the city from the owner or person otherwise to be assessed, on the tax day provided by law. The amounts assessed on any interest in real property shall become a lien upon such real property on the first day of July next subsequent to the tax day, and shall so remain, until paid. Said tax liens shall take precedence over all other claims, encumbrances, and liens upon said personal property whatsoever, whether created by chattel mortgage, title retaining contract, execution, or upon any other final process of a court, attachment, replevin, judgment, or otherwise, and no transfer of personal property assessed for taxes shall operate to divest or destroy such lien, except where such property is actually sold in the regular course of retail trade.

Section 9.16. Tax roll certified for collection.

After spreading the taxes and placing other assessments and charges upon the roll, the Assessor shall certify the tax roll, and attach his warrant thereto directing and requiring the Treasurer to collect, prior to March first of the following year, from the several persons named in the roll the several sums mentioned therein opposite their respective names as a tax, charge, or assessment. Said warrant shall grant to and vest in the Treasurer, all the statutory powers and immunities possessed by township treasurers for the collection of taxes. The tax roll shall be delivered to the Treasurer on or before the thirtieth day of June.

State law references: Collection of taxes, MCL 211.44 et seq., MSA 7.87 et seq.

Section 9.17. Tax payment date.

City Taxes shall be due and payable on July first of each year.

(Amended by electors 4-3-67)

Section 9.18. Taxes due--Notification thereof.

The Treasurer shall not be required to make personal demand for the payment of taxes but, upon receipt of the city tax roll, he shall forthwith mail a tax statement to each person named in the tax roll, which mailed statement shall be a sufficient demand for the payment of all taxes assessed. Neither the failure on the part of the Treasurer to mail such statement, nor the failure of any person to receive the same, shall invalidate the taxes on the tax roll or release any person or property assessed from the liabilities in this chapter in case of nonpayment.

Section 9.19. Tax payment schedule.

The Council shall provide, by ordinance, the tax payment schedule for city taxes, the times when the same may be paid without the addition of collection fees or interest, and the amount of collection fees and interest to be added thereafter. All amounts collected as collection fees and interest shall be paid into the city's treasury for the use and benefit of the city.

Section 9.20. Failure or refusal to pay personal property tax.

If any person shall neglect or refuse to pay any tax on personal property assessed to him, the Treasurer shall collect the same by seizing any personal property of such person, to an amount sufficient to pay such tax, together with any charges and interest added thereto, wherever the same may be found in the State. No property shall be exempt from such seizure. He may sell the property seized, to an amount sufficient to pay the taxes and all charges, fees, penalties, and interest, in accordance with statutory provisions. The Treasurer may also sue the person to whom a personal property tax is assessed, in accordance with the powers granted to him by law.

State law references: Failure or refusal to pay tax, MCL 211.47, MSA 7.91.

Section 9.21. State, county and school taxes.

For the purposes of assessing and collecting taxes for state, county, and school purposes, the city shall be considered the same as a township and all provisions of law relative to the collection of, and accounting for,

such taxes and the penalties and interest thereon shall apply. For the purpose of collection of state, county, and school taxes, the Treasurer shall perform the same duties and have the same powers as township treasurers under state law.

State law references: Mandatory that Charter provide for levy, collection and return of state, county and school taxes, MCL 117.3(i), MSA 5.2073(i); state law relative to the assessment, levy and collection of taxes, MCL 211.1 et seq., MSA 7.1 et seq.

Section 9.22. Protection of city lien.

The city shall have power, insofar as the exercise thereof shall not conflict with or contravene the provisions of law, to acquire such an interest in any premises within the city, by purchase at any tax or other public sale, or by direct purchase from or negotiation with the State of Michigan or the owner, as may be necessary to assure to the city the collection of its taxes, special assessments, charges, and any interest thereon which are levied against any lot or parcel of real property or to protect the lien of the city therefor, and may hold, lease, or sell the same. Any such procedure exercised by the city to assure the collection of its taxes or the protection of its tax or other liens shall be deemed to be for a public purpose. The Council may adopt any ordinance which may be necessary to make this section effective.

Section 9.23. Collection of delinquent taxes.

All taxes and charges, together with fees, penalties, and interest upon real property on the tax roll, remaining uncollected by the Treasurer on the first day of March following the date when the roll was received by him shall be subject to one of the following procedures:

(1) The real property against which such taxes and charges are assessed shall be subject to disposition, sale, and redemption for the enforcement and collection of the tax lien against the same in the method and manner which may be provided by ordinance. The Council may provide by ordinance the procedure for the sale and redemption of real property for such unpaid taxes and charges, together with fees, penalties, and interest, by judicial sale on petition filed in behalf of the city. Such procedure shall correspond substantially to the procedure provided by law for the sale by the State of tax delinquent real property and redemption therefrom, except that the acts performed by state and county officers shall be performed by appropriate city officers and that city tax sales shall be held not less than thirty nor more than ninety days prior to the date of corresponding tax sales under the general law.

(2) If no ordinance is in effect pursuant to subsection (1) of this section, such taxes shall be returned to the County Treasurer, to the extent and in the same manner and with like effect as provided by law for returns by township treasurers of township, school and county taxes. Such returns shall include all the additional assessments, charges, fees, penalties, and interest hereinbefore provided, which shall be added to the amount assessed in said tax roll against such property or person. The taxes thus returned shall be collected in the same manner as other taxes returned to the County Treasurer are collected, in accordance with law, and shall be and remain a lien upon the property against which they are assessed until paid.

Section 9.24. Disposition of real property held by city.

When the city has acquired any interest in property to protect the city's tax lien thereon, the owner of any interest therein by fee title, as mortgagee, or as vendor or vendee under a land contract, shall have the right to purchase the city's interest therein, upon payment to the city of the amount of money which the city has invested therein in the form of taxes, special assessments, charges, fees, penalties, interest, and costs, paid by the city to protect its title in such property. After the lapse of ninety days after the date that the city acquires title to any such property, the Council may remove the same from the market by determining that such property is needed for and should be devoted to public purposes, naming such purposes, or may sell the same at a price which shall be not less than the market value, as determined.

And further, direct the Mayor and City Clerk to endorse and execute this agreement on behalf of the City.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

Resolution No. 140825-8E BIKES ON THE BRICKS

Motion by Councilmember: _____

I Move the Swartz Creek City Council hereby authorize Bikes on the Bricks to make application to the Genesee County Road Commission on behalf of the City of Swartz Creek in the county of Genesee, Michigan for the permitting of a motorcycle motorcade on September 13, 2014, which is planned to make use of right of ways of Seymour and Miller Roads approaching and within the City of Swartz Creek. The council further indemnifies and agrees to save harmless all persons employed by or serving the permitting agency from claims of every kind arising out of operations authorized by such permit as may be issued.

Second by Councilmember: _____

Voting For: _____

Voting Against: _____

**CITY OF SWARTZ CREEK
SWARTZ CREEK, MICHIGAN
MINUTES OF THE REGULAR COUNCIL MEETING
DATE 8/11/2014**

The meeting was called to order at 7:00 p.m. by Mayor Krueger in the Swartz Creek City Council Chambers, 8083 Civic Drive.

Invocation and Pledge of Allegiance to the Flag.

Councilmembers Present: Abrams, Gilbert, Hicks, Hurt, Krueger, Porath, Shumaker.

Councilmembers Absent: None.

Staff Present: City Manager Adam Zettel, City Clerk Juanita Aguilar.

Others Present: Sharon Shumaker, Tommy Butler, Bob Plumb, Bud Grimes, Jim Florence, Ron Schultz, Peggy Mattson, Richard Mattson.

APPROVAL OF MINUTES

Resolution No. 140811-01

(Carried)

Motion by Councilmember Porath
Second by Mayor Pro-Tem Abrams

I Move the Swartz Creek City Council hereby approve the Minutes of the Regular Council Meeting held Monday, July 28, 2014 to be circulated and placed on file.

YES: Gilbert, Hicks, Hurt, Krueger, Porath, Shumaker, Abrams.
NO: None. Motion Declared Carried.

APPROVAL OF AGENDA

Resolution No. 140811-02

(Carried)

Motion by Mayor Pro-Tem Abrams
Second by Councilmember Shumaker

I Move the Swartz Creek City Council approve the Agenda as presented, for the Regular Council Meeting of August 11, 2014, to be circulated and placed on file.

YES: Hicks, Hurt, Krueger, Porath, Shumaker, Abrams, Gilbert.
NO: None. Motion Declared Carried.

REPORTS AND COMMUNICATIONS:

City Manager's Report

Resolution No. 140811-03

(Carried)

Motion by Councilmember Shumaker
Second by Councilmember Hurt

I Move the Swartz Creek City Council accept the City Manager's Report of August 11, 2014, to be circulated and placed on file.

YES: Hurt, Krueger, Porath, Shumaker, Abrams, Gilbert, Hicks.
NO: None. Motion Declared Carried.

Discussion Ensued.

MEETING OPENED TO THE PUBLIC

Ron Schultz, 4279 Springbrook, spoke about a neighbor of his who fell. Mr. Schultz stated that it took Swartz Ambulance 45 minutes to come, with no siren, manned by two small EMT's who did not know what to do. Mr. Schultz stated that it took another 50 minutes for a paramedic to arrive. Mr. Schultz stated that he wanted everyone to be aware that there are not Paramedics on the ambulances in this area.

Tommy Butler, 40 Somerset, asked what can be done about getting a Menards in the area. City Manager Zettel encouraged Mr. Butler to go to Menards website and contact them.

COUNCIL BUSINESS

Fireboard Budget Amendment

Resolution No. 140811-04

(Carried)

Motion by Councilmember Gilbert
Second by Councilmember Hurt

I Move the City of Swartz Creek amend the 2014 Fiscal Year Swartz Creek Area Fire Department Budget to reflect the apparatus purchase, including an adjustment to line item 4981 in the amount of \$129,610.96 to permit a transfer from the Capital Improvement Program Fund.

Discussion Ensued.

YES: Krueger, Porath, Shumaker, Abrams, Gilbert, Hicks Hurt.
NO: None. Motion Declared Carried.

MEETING OPEN TO THE PUBLIC:

None.

REMARKS BY COUNCILMEMBERS:

Councilmember Hurt asked if there was any more movement on the O'Reilly project. Mr. Hurt spoke about Menards possibly coming to the area.

Councilmember Gilbert asked about the creek that runs along the Masonic Temple. Mr. Gilbert asked when the County is supposed to clean it out. Mr. Gilbert stated that the concrete piled there is from the sidewalk repairs two years ago.

Councilmember Shumaker thanked City Manager Zettel for the report from the building department. Mr. Shumaker stated that some businesses are not maintaining their property as they are supposed to. Mr. Shumaker stated that he has noticed a lot of signs lately for free education and volunteered to remove them from the right of ways.

Councilmember Porath asked what agency would stop a large company from building across from Meijer due to road capacity. Mr. Zettel advised that it would be the City.

Mayor Pro-Tem Abrams spoke about Swartz Ambulance, stating that the City used to have a working relationship with them and believes it should be revisited. Mr. Abrams spoke about having a past Mayor's Exchange with St. Louis, Michigan, and the DDA that city had. Mr. Abrams stated that he would like to see Swartz Creek have their own DDA designated employee in the future. Mr. Abrams stated that he was not surprised that Chief Clolinger is retiring.

Mayor Krueger spoke about visiting his hometown last year and visiting with the Mayor there. Mr. Krueger stated that the city should promote itself more.

Adjournment

Resolution No. 140811-05

(Carried)

Motion by Councilmember Hurt
Second by Councilmember Shumaker

I Move the City of Swartz Creek adjourn the Regular Session of the City Council meeting at 8:00 p.m.

YES: Unanimous Voice Vote.
NO: None. Motion Declared Carried.

David A. Krueger, Mayor

Juanita Aguilar, City Clerk

**Traffic Study
City of Swartz Creek
Road Diet – Miller Road
(5/4 to 3 lane conversion)**

DRAFT

August 2014

Prepared for:
City of Swartz Creek
8083 Civic Drive
Swartz Creek, MI 48473



**Traffic Study
City of Swartz Creek
Road Diet – Miller Road
(5/4 to 3 lane conversion)**

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Conclusions	8

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- A** Traffic Counts all Locations
- B** Synchro Printout for Existing & Proposed Conditions

INTRODUCTION

The City of Swartz Creek is considering reducing Miller Road from a 4-lane/5-lane road to a 3-lane road. This type of reduction is commonly referred to as a “road diet”. The purpose of this study is to analyze in detail the potential impacts of implementing the road diet along the Miller Road corridor.

The study area is along Miller Rd from north of the I-69 interchange to the intersection at Dye Road (See Figure 1 for a location map). Moreover the following intersections were evaluated:

- Miller Road at Bristol Road Connector (West Plant Drive)
- Miller Road at Re/Max Town and Country (East Plant Drive)
- Miller Road at Dye Road

The proposed road diet would extend from northeast of the I-69 interchange to west of the Dye Road intersection. The proposed 3-lane section would transition back to the existing 5-lane cross-sections at both ends of the study.

DESCRIPTION OF EXISTING ROADWAY CONDITIONS

Miller Road between I-69 and Dye Rd. is a northeast-southwest corridor that connects downtown Swartz Creek to downtown Flint and provides access to I-69. Based on traffic counts collected by the City of Swartz Creek’s Department of Public Service, the average daily traffic is 14,700 vehicles per day.

Miller Road is five lanes at the intersection of Gander Drive (just northeast of I-69) and transitions to four lanes approximately 300’ northeast of the intersection. The cross-section remains four lanes through the Bristol Road intersection, transitioning to five lanes after the railroad crossing east of the Re/Max Town and Country/GM’s Flint Processing Center (East Plant Drive) intersection. Miller Road continues as five lanes to Dye Road. In the five lane section there are two lanes for each direction with a center turn lane, and for the four lane sections there are two lanes for each direction. The speed limit along the corridor is 50 mph.

Bristol Road is an east/west road with two lanes. Bristol Road has 3 connections to Miller Road. Heading northeast along Miller Road, the first connection is a connector road that tees into Miller Road from the north near GM’s West Plant Driveway. This signalized connection is one-way southbound, currently operating in flash, with Miller Road flashing yellow and Bristol Road Connector flashing red. The second connection is located approximately 300’ to the northeast of the signalized connection and is a northbound one-way connection to Bristol Road. This connection is unsignalized and is accessed by way of left-turn from northeastbound Miller Road. The third connection is a connection for westbound Miller Road to connect to Bristol Road. The outside westbound lane gives the option to continue southwestbound on Miller Road or continue due west onto Bristol Road. This connection is unsignalized and is one-way westbound. The speed limit on Bristol Road is 35mph.

Approximately 300’ east of the westbound connection to Bristol Road, there is a signalized intersection at the Re/Max Town and Country (strip mall driveway)/East Plant Drive. This signal is also operating in flash, with Miller Road flashing yellow and side street approaches flashing red. Each of the side street approaches has a single entering and exiting lane.

Dye Road is a north/south road with two lanes south of Miller road and five lanes north of Miller Road. North of Miller Road in the five lane section there are two lanes in each direction with a center turn

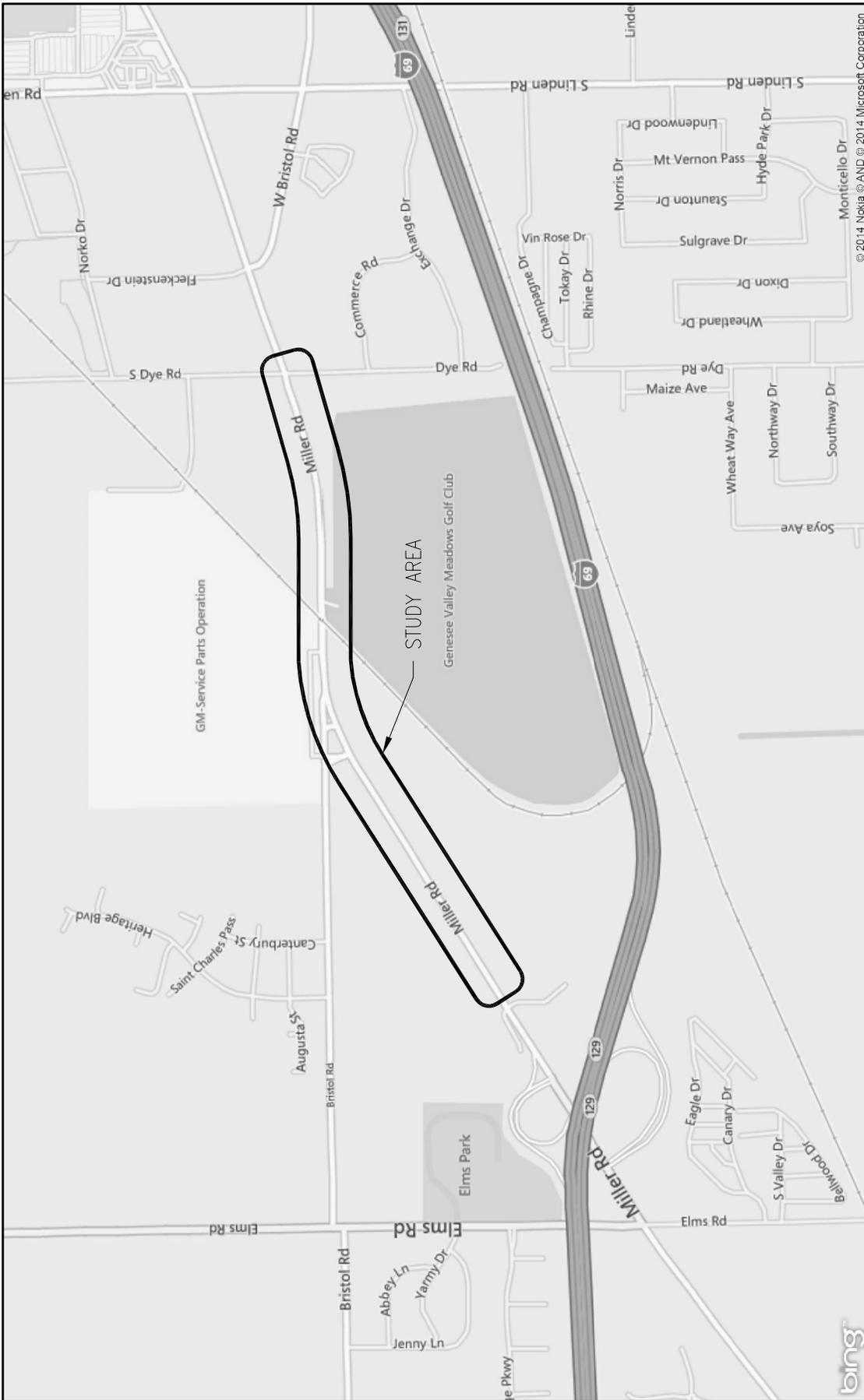


FIGURE 1 -- LOCATION MAP

lane. South of Miller Road in the two lane section there is one lane in each direction. At the intersection there is a left turn lane on the southern approach. The intersection of Miller Road and Dye Road is signalized. The speed limit on Dye Road is 45 mph.

EXISTING TRAFFIC

In order to provide an analysis of the corridor, OHM Advisors collected peak hour turning movement counts at each of the intersections within the project limits. Given the nature of the study, it was important to focus on the peak period for average weekday traffic conditions. The AM and PM peak hour turning movements were collected from 7:00-9:00 a.m. and 4:00-6:00 p.m. Traffic turning movements were collected at the following intersections:

- Miller Road at Bristol Road Connector (West Plant Drive)
- Miller Road at Re/Max Town and Country (East Plant Drive)
- Miller Road at Dye Road

The existing peak hour traffic volumes are illustrated in Figure 2. Traffic counts are located in Appendix A.

The project team reviewed the intersections to collect the field and geometric data needed to understand the physical and operational characteristics of each intersection. The project team collected data including lane geometry, distances between intersections, turn pocket lengths, traffic control devices (including signal timing information), pedestrian facilities and speed limits.

FUTURE TRAFFIC FORECAST

As part of the study scope, the future traffic forecast was to be developed for a 20-year horizon. Once growth rates were determined they would be applied to the peak hour traffic volumes to develop 20-year traffic projections. The forecast traffic volumes would then be input into the traffic models to reevaluate the scenarios and potential future deficiencies.

To aid in the forecasting traffic into the future the Genesee County Metropolitan Planning Commission (GCMPC) was contacted. GCMPC provided a growth rate of approximately 10.7% for 20 years, which was rounded to an 11% increase.

This growth rate was applied to the traffic counts in the traffic models to create models for the year 2034. These volumes are depicted in Figure 3.

CAPACITY ANALYSIS

The main intersections within the study area were analyzed according to methodologies published in the Highway Capacity Manual, 2010 edition. Synchro Version 8 software was utilized to conduct the analyses, and the software printouts for the evaluations are included as Appendix B.

The Level of Service (LOS) of an intersection is based on factors including number and types of lanes, intersection controls such as STOP signs or traffic signals, traffic volumes, and pedestrian volumes. LOS is expressed as a letter grade, in a range from A through F. In this context, 'A' represents the best conditions, with very little or no average delay to vehicles. LOS 'F' is the worst of conditions, equated with very large average delays and few gaps of acceptable length. The following two tables summarize

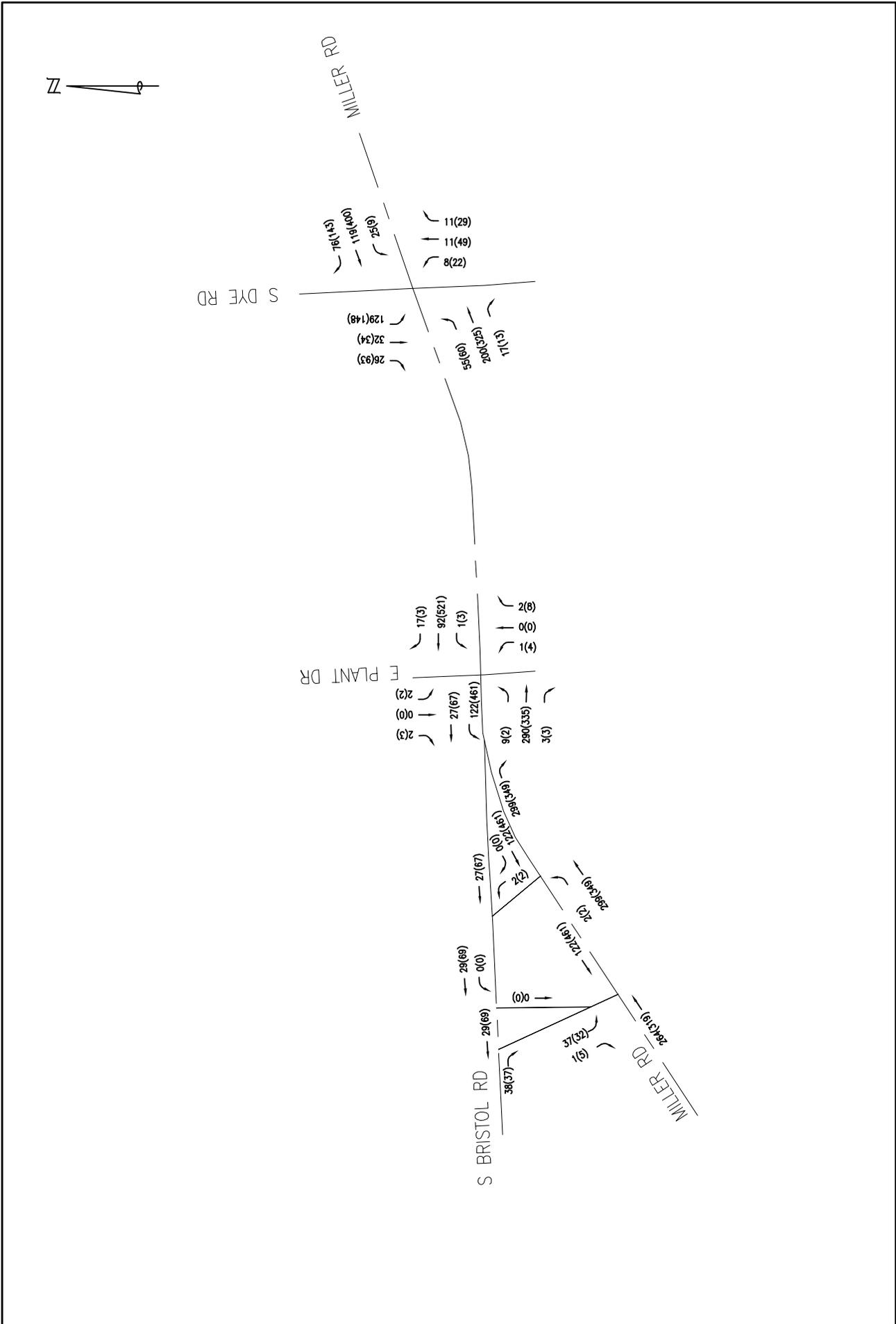


FIGURE 2 -- EXISTING 2014 AM(PM) PEAK HOUR TRAFFIC VOLUMES

the range in LOS as it relates to average vehicle delay at signalized and un-signalized intersections, respectively.

Table 1 - Level of Service Criteria for Signalized Intersections

Level Of Service (LOS)	Average Delay Per Veh. (Seconds)	Description
A	≤ 10	Most vehicles do not stop at all. Most arrive during the green phase. Little or no delay.
B	> 10 to 20	More vehicles stop than for LOS A. Still good progression through lights. Short traffic delays.
C	> 20 to 35	Significant numbers of vehicles stop, although many pass through without stopping.
D	> 35 to 55	Many vehicles stop. Individual signal cycle failures are noticeable. Progression is intermittent.
E	> 55 to 80	Considered to be the limit of acceptable delay. Individual cycle failures are frequent and progression is poor.
F	>80	Extreme and unacceptable traffic delays.

Table 2 – Level of Service Criteria for Un-signalized Intersections

Level Of Service (LOS)	Average Delay Per Veh. (Seconds)	Description
A	≤ 10	Little or no delay, very low main street traffic
B	> 10 to 20	Short traffic delays, many acceptable gaps
C	> 20 to 25	Average traffic delays, frequent gaps still occur
D	> 25 to 35	Longer traffic delays, limited number of acceptable gaps
E	> 35 to 50	Very long traffic delays, very small number of acceptable gaps
F	> 50	Extreme traffic delays, virtually no acceptable gaps in traffic

SOURCE: Transportation Research Board, Highway Capacity Manual 2010.

An intersection LOS D is considered by many traffic safety professionals to be the minimum acceptable condition in an urban/suburban area. For rural areas, most highway agencies consider LOS C the minimum. Given the location of this study, LOS C was utilized as the study goal.

The first step of the capacity analysis was to analyze the proposed 3-lane cross-section under existing traffic conditions to give a baseline for comparisons. Once the existing condition models were created for both the AM peak hours and the PM peak hours, then the models were created using the forecasted growth rates.

Miller Road Signalized Intersection at Dye Road:

The intersection of Miller Road and Dye Road has been analyzed as part of the study area. There are no geometric modifications proposed at this intersection. The road diet transition from 5 to 3 lanes would occur west of the subject intersection.

Table 3 shows the existing approach LOS for the signalized intersection for the AM and PM peak hours. Table 4 shows comparable information for forecasted conditions in 2034.

Table 3 – Level of Service for Signals: Existing Traffic

Location	A.M. Peak Period			P.M. Peak Period		
	Intersection LOS	Approach	Approach LOS	Intersection LOS	Approach	Approach LOS
Miller at Dye	C	EB	C	C	EB	B
		WB	B		WB	B
		NB	C		NB	C
		SB	C		SB	C

Note: Assumes maintaining existing signal timing parameters.

Table 4 – Level of Service for Signals: Future Traffic

Location	A.M. Peak Period			P.M. Peak Period		
	Intersection LOS	Approach	Approach LOS	Intersection LOS	Approach	Approach LOS
Miller at Dye	C	EB	C	C	EB	C
		WB	B		WB	B
		NB	C		NB	C
		SB	C		SB	C

Note: Assumes maintaining existing signal timing parameters.

The LOS analysis results above indicate that the intersection of Miller and Dye is currently operating at LOS C and will continue to operate at LOS C into the future.

Miller Road Unsignalized Intersections:

The two locations currently operating under flash control were also evaluated for capacity during the AM and PM peak periods. These were evaluated as unsignalized intersections, as the flash operation acts as a typical stop controlled intersection would. Both locations are today 4-lane cross-sections with two lanes in each direction. Under the road diet scenario, there will be one lane in each direction, with a center turn lane.

The results are presented in Table 5 for existing traffic volumes and in Table 6 for future traffic represent the road diet scenario. The analysis obviously focuses on the intersection approach(es) that are under the stop control. Please note that since Miller Road is running free, there is no delay calculation performed for the east and west bound through movements. They are always assumed to be at LOS A. Moreover, the convention is that no whole intersection LOS is reported. However, the evaluation does encompass more than just the stop controls. It also considers if there are significant delays for vehicles on the main road to turn left through opposing traffic to reach the side street. In this context, we are therefore reporting the LOS for left-turns.

Table 5 – Level of Service for STOP Controls: Existing Traffic, After Road Diet

Location	A.M. Peak Period		P.M. Peak Period	
	Approach/ Movement	LOS	Approach/ Movement	LOS
Miller at Bristol Road Connector (West Plant Drive)	SB	B	SB	B
	EB LT	A	EB LT	A
Miller at Re/Max Town and County (East Plant Drive)	NB	B	NB	B
	SB	A	SB	B
	EB LT	A	EB LT	A
	WB LT	A	WB LT	A

Table 6 – Level of Service for STOP Controls: Future Traffic, After Road Diet

Location	A.M. Peak Period		P.M. Peak Period	
	Approach/ Movement	LOS	Approach/ Movement	LOS
Miller at Bristol Road Connector (West Plant Drive)	SB	B	SB	B
	EB LT	A	EB LT	A
Miller at Re/Max Town and County (East Plant Drive)	NB	B	NB	B
	SB	B	SB	B
	EB LT	A	EB LT	A
	WB LT	A	WB LT	A

The fact that the stop controlled intersections are operating at good LOS is a strong precursor regarding signalization, suggesting that these locations may not meet warrants for installation.

CONCLUSIONS

Miller Road has been studied from northeast of the I-69 interchange to Dye Road and is an excellent candidate for a road diet. The proposed road diet will transition Miller Road from a 5-lane section at the study limits to a 3-lane section over the length of the corridor.

The level of service for the signalized intersection at Dye Road will not suffer and there is adequate capacity to handle the anticipated traffic growth out to 2034.

The two signals currently under flash operation (Miller Road at Bristol Road Connector and Miller Road at Re/Max Town and Country), operate at LOS C or better under the road diet scenario.

Based on the capacity analyses, there is no need for additional auxiliary turn lanes along the corridor.

Appendix A

Traffic Counts all Locations

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Miller Road & Dye Road

File Name : Site 1000_Dye Rd
Site Code : 00001000
Start Date : 7/16/2014
Page No : 1

Groups Printed- Unshifted - Bikes - Commercial

Start Time	Dye Road From North					Miller Road From East					Dye Road From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
16:00	32	6	36	0	74	3	104	47	0	154	1	7	11	0	19	23	81	2	0	106	353
16:15	43	9	14	0	66	0	92	40	2	134	4	8	11	0	23	17	86	3	0	106	329
16:30	36	13	23	0	72	5	103	39	0	147	5	11	4	0	20	11	87	2	0	100	339
16:45	34	4	28	0	66	1	93	28	0	122	5	9	3	2	19	14	69	7	0	90	297
Total	145	32	101	0	278	9	392	154	2	557	15	35	29	2	81	65	323	14	0	402	1318
17:00	35	8	28	0	71	3	112	36	0	151	8	21	11	1	41	18	83	1	0	102	365
17:15	37	3	18	0	58	5	106	34	0	145	3	7	2	1	13	14	67	0	0	81	297
17:30	34	7	23	0	64	1	97	36	0	134	6	5	6	0	17	23	69	4	0	96	311
17:45	33	2	23	0	58	1	107	23	0	131	2	4	0	2	8	13	76	2	0	91	288
Total	139	20	92	0	251	10	422	129	0	561	19	37	19	4	79	68	295	7	0	370	1261
*** BREAK ***																					
07:00	21	2	3	0	26	2	16	17	0	35	0	1	5	0	6	4	34	1	0	39	106
07:15	30	1	6	0	37	2	39	13	0	54	0	0	2	0	2	10	24	0	0	34	127
07:30	40	8	6	0	54	7	32	14	0	53	1	0	1	3	5	9	40	2	0	51	163
07:45	36	13	7	0	56	12	19	27	0	58	0	1	2	4	7	15	65	7	0	87	208
Total	127	24	22	0	173	23	106	71	0	200	1	2	10	7	20	38	163	10	0	211	604
08:00	36	10	6	0	52	5	30	20	0	55	2	3	4	3	12	14	36	2	0	52	171
08:15	24	6	6	0	36	5	37	16	0	58	3	3	3	0	9	12	36	4	0	52	155
08:30	33	3	7	0	43	3	33	13	0	49	3	4	2	0	9	14	63	4	0	81	182
08:45	26	4	9	0	39	1	58	9	0	68	5	1	8	1	15	16	58	4	0	78	200
Total	119	23	28	0	170	14	158	58	0	230	13	11	17	4	45	56	193	14	0	263	708
Grand Total	530	99	243	0	872	56	1078	412	2	1548	48	85	75	17	225	227	974	45	0	1246	3891
Apprch %	60.8	11.4	27.9	0		3.6	69.6	26.6	0.1		21.3	37.8	33.3	7.6		18.2	78.2	3.6	0		
Total %	13.6	2.5	6.2	0	22.4	1.4	27.7	10.6	0.1	39.8	1.2	2.2	1.9	0.4	5.8	5.8	25	1.2	0	32	
Unshifted	530	99	243	0	872	56	1078	412	2	1548	48	85	75	17	225	227	974	45	0	1246	3891
% Unshifted	100	100	100	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Miller Road & Dye Road

File Name : Site 1000_Dye Rd
Site Code : 00001000
Start Date : 7/16/2014
Page No : 3

Start Time	Dye Road From North					Miller Road From East					Dye Road From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	43	9	14	0	66	0	92	40	2	134	4	8	11	0	23	17	86	3	0	106	329
16:30	36	13	23	0	72	5	103	39	0	147	5	11	4	0	20	11	87	2	0	100	339
16:45	34	4	28	0	66	1	93	28	0	122	5	9	3	2	19	14	69	7	0	90	297
17:00	35	8	28	0	71	3	112	36	0	151	8	21	11	1	41	18	83	1	0	102	365
Total Volume	148	34	93	0	275	9	400	143	2	554	22	49	29	3	103	60	325	13	0	398	1330
% App. Total	53.8	12.4	33.8	0		1.6	72.2	25.8	0.4		21.4	47.6	28.2	2.9		15.1	81.7	3.3	0		
PHF	.860	.654	.830	.000	.955	.450	.893	.894	.250	.917	.688	.583	.659	.375	.628	.833	.934	.464	.000	.939	.911

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Miller Road and Dye Road

File Name : Site10000
Site Code : 00010000
Start Date : 7/17/2014
Page No : 2

Start Time	Dye Road From North					Miller Road From East					Dye Road From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	36	13	7	0	56	12	19	27	0	58	0	1	2	4	7	15	65	7	0	87	208
08:00	36	10	6	0	52	5	30	20	0	55	2	3	4	3	12	14	36	2	0	52	171
08:15	24	6	6	0	36	5	37	16	0	58	3	3	3	0	9	12	36	4	0	52	155
08:30	33	3	7	0	43	3	33	13	0	49	3	4	2	0	9	14	63	4	0	81	182
Total Volume	129	32	26	0	187	25	119	76	0	220	8	11	11	7	37	55	200	17	0	272	716
% App. Total	69	17.1	13.9	0		11.4	54.1	34.5	0		21.6	29.7	29.7	18.9		20.2	73.5	6.2	0		
PHF	.896	.615	.929	.000	.835	.521	.804	.704	.000	.948	.667	.688	.688	.438	.771	.917	.769	.607	.000	.782	.861

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Intersection west of railroad
To the North- Plant Entrance
To the South - Strip Mall Entrance

File Name : site1001_Railroad
Site Code : 00001001
Start Date : 7/15/2014
Page No : 1

Groups Printed- Unshifted - Bikes - Commercial

Start Time	Plant Entrance From North					Miller Road From East					Strip Mall Entrance From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	4	0	2	0	6	0	16	6	1	23	0	0	0	0	0	3	31	0	0	34	63
07:15	0	0	0	0	0	0	23	10	0	33	0	0	0	0	0	3	42	2	0	47	80
07:30	1	0	1	0	2	0	20	14	1	35	0	0	0	0	0	7	75	0	1	83	120
07:45	0	0	1	0	1	0	26	1	0	27	1	0	2	0	3	1	75	3	0	79	110
Total	5	0	4	0	9	0	85	31	2	118	1	0	2	0	3	14	223	5	1	243	373
08:00	1	0	0	0	1	0	19	2	0	21	0	0	0	0	0	0	68	0	1	69	91
08:15	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	1	72	0	0	73	101
08:30	0	0	0	0	0	3	32	1	0	36	1	0	0	0	1	2	65	0	0	67	104
08:45	1	0	1	0	2	3	50	0	0	53	0	0	0	0	0	0	65	0	0	65	120
Total	2	0	1	0	3	7	128	3	0	138	1	0	0	0	1	3	270	0	1	274	416
*** BREAK ***																					
16:00	4	0	3	0	7	2	131	0	0	133	0	0	3	0	3	0	74	1	0	75	218
16:15	18	0	6	0	24	3	100	2	0	105	3	0	3	0	6	0	75	3	0	78	213
16:30	4	0	2	0	6	1	133	0	0	134	1	0	2	0	3	0	75	1	0	76	219
16:45	1	0	3	0	4	4	111	1	0	116	3	0	2	0	5	1	77	0	0	78	203
Total	27	0	14	0	41	10	475	3	0	488	7	0	10	0	17	1	301	5	0	307	853
17:00	0	0	0	0	0	1	144	0	0	145	1	0	5	0	6	1	76	1	0	78	229
17:15	1	0	0	0	1	1	138	1	0	140	2	0	1	0	3	0	79	1	0	80	224
17:30	1	0	1	0	2	1	119	2	1	123	1	0	1	0	2	1	89	0	1	91	218
17:45	0	0	2	0	2	0	120	0	0	120	0	0	1	0	1	0	91	1	0	92	215
Total	2	0	3	0	5	3	521	3	1	528	4	0	8	0	12	2	335	3	1	341	886
Grand Total	36	0	22	0	58	20	1209	40	3	1272	13	0	20	0	33	20	1129	13	3	1165	2528
Apprch %	62.1	0	37.9	0		1.6	95	3.1	0.2		39.4	0	60.6	0		1.7	96.9	1.1	0.3		
Total %	1.4	0	0.9	0	2.3	0.8	47.8	1.6	0.1	50.3	0.5	0	0.8	0	1.3	0.8	44.7	0.5	0.1	46.1	
Unshifted	36	0	22	0	58	20	1189	39	0	1248	13	0	20	0	33	20	1103	13	2	1138	2477
% Unshifted	100	0	100	0	100	100	98.3	97.5	0	98.1	100	0	100	0	100	100	97.7	100	66.7	97.7	98
Bikes	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
% Bikes	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	33.3	0.1	0.2
Commercial	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	0	26	0	0	26	47
% Commercial	0	0	0	0	0	0	1.7	2.5	0	1.7	0	0	0	0	0	0	2.3	0	0	2.2	1.9

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Intersection west of railroad
To the North- Plant Entrance
To the South - Strip Mall Entrance

File Name : site1001_Railroad
Site Code : 00001001
Start Date : 7/15/2014
Page No : 2

Start Time	Plant Entrance From North					Miller Road From East					Strip Mall Entrance From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	1	0	1	0	2	0	20	14	1	35	0	0	0	0	0	7	75	0	1	83	120
07:45	0	0	1	0	1	0	26	1	0	27	1	0	2	0	3	1	75	3	0	79	110
08:00	1	0	0	0	1	0	19	2	0	21	0	0	0	0	0	0	68	0	1	69	91
08:15	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	1	72	0	0	73	101
Total Volume	2	0	2	0	4	1	92	17	1	111	1	0	2	0	3	9	290	3	2	304	422
% App. Total	50	0	50	0		0.9	82.9	15.3	0.9		33.3	0	66.7	0		3	95.4	1	0.7		
PHF	.500	.000	.500	.000	.500	.250	.852	.304	.250	.793	.250	.000	.250	.000	.250	.321	.967	.250	.500	.916	.879
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	1	144	0	0	145	1	0	5	0	6	1	76	1	0	78	229
17:15	1	0	0	0	1	1	138	1	0	140	2	0	1	0	3	0	79	1	0	80	224
17:30	1	0	1	0	2	1	119	2	1	123	1	0	1	0	2	1	89	0	1	91	218
17:45	0	0	2	0	2	0	120	0	0	120	0	0	1	0	1	0	91	1	0	92	215
Total Volume	2	0	3	0	5	3	521	3	1	528	4	0	8	0	12	2	335	3	1	341	886
% App. Total	40	0	60	0		0.6	98.7	0.6	0.2		33.3	0	66.7	0		0.6	98.2	0.9	0.3		
PHF	.500	.000	.375	.000	.625	.750	.905	.375	.250	.910	.500	.000	.400	.000	.500	.500	.920	.750	.250	.927	.967

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Bristol Road

File Name : site1002_Bristol
Site Code : 00010002
Start Date : 7/16/2014
Page No : 1

Groups Printed- Unshifted - Bikes

Start Time	Bristol Road From North					Miller Road From East					Miller Road From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	15	1	1	0	17	0	14	0	1	15	0	0	0	0	0	1	28	0	0	29	61
07:15	5	0	1	0	6	0	11	0	0	11	0	0	0	0	0	2	30	0	0	32	49
07:30	12	0	0	0	12	0	14	0	0	14	0	0	0	0	0	0	49	0	1	50	76
07:45	15	0	1	0	16	0	10	0	0	10	0	0	0	0	0	1	70	0	0	71	97
Total	47	1	3	0	51	0	49	0	1	50	0	0	0	0	0	4	177	0	1	182	283
08:00	7	0	0	0	7	0	35	0	0	35	0	0	0	0	0	0	63	0	0	63	105
08:15	6	0	0	0	6	0	22	0	0	22	0	0	0	0	0	0	64	0	0	64	92
08:30	15	0	1	0	16	0	28	0	0	28	0	0	0	0	0	2	56	0	0	58	102
08:45	9	0	0	0	9	0	37	0	0	37	0	0	0	0	0	0	81	0	0	81	127
Total	37	0	1	0	38	0	122	0	0	122	0	0	0	0	0	2	264	0	0	266	426
*** BREAK ***																					
16:00	23	0	2	0	25	0	98	0	1	99	0	0	0	0	0	1	69	0	0	70	194
16:15	10	0	0	0	10	0	104	0	1	105	0	0	0	0	0	0	65	0	0	65	180
16:30	14	0	6	0	20	0	97	0	0	97	0	0	0	0	0	2	68	0	0	70	187
16:45	12	0	1	0	13	0	101	0	0	101	0	0	0	0	0	0	78	0	0	78	192
Total	59	0	9	0	68	0	400	0	2	402	0	0	0	0	0	3	280	0	0	283	753
17:00	8	0	3	0	11	0	142	0	0	142	0	0	0	0	0	0	71	0	0	71	224
17:15	5	0	0	0	5	0	104	0	0	104	0	0	0	0	0	2	71	0	0	73	182
17:30	7	0	1	0	8	0	114	0	0	114	0	0	0	0	0	0	99	0	0	99	221
17:45	11	1	0	0	12	0	85	0	0	85	0	0	0	0	0	0	89	0	0	89	186
Total	31	1	4	0	36	0	445	0	0	445	0	0	0	0	0	2	330	0	0	332	813
Grand Total	174	2	17	0	193	0	1016	0	3	1019	0	0	0	0	0	11	1051	0	1	1063	2275
Apprch %	90.2	1	8.8	0		0	99.7	0	0.3		0	0	0	0	0	1	98.9	0	0.1		
Total %	7.6	0.1	0.7	0	8.5	0	44.7	0	0.1	44.8	0	0	0	0	0	0.5	46.2	0	0	46.7	
Unshifted	174	2	17	0	193	0	1016	0	2	1018	0	0	0	0	0	11	1051	0	1	1063	2274
% Unshifted	100	100	100	0	100	0	100	0	66.7	99.9	0	0	0	0	0	100	100	0	100	100	100
Bikes	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bikes	0	0	0	0	0	0	0	0	33.3	0.1	0	0	0	0	0	0	0	0	0	0	0

OHM Advisors

34000 Plymouth Road
Livonia, MI 48150
Advancing Communities

Miller Road Road Diet Study
Bristol Road

File Name : site1002_Bristol
Site Code : 00010002
Start Date : 7/16/2014
Page No : 2

Start Time	Bristol Road From North					Miller Road From East					From South					Miller Road From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	7	0	0	0	7	0	35	0	0	35	0	0	0	0	0	0	63	0	0	63	105
08:15	6	0	0	0	6	0	22	0	0	22	0	0	0	0	0	0	64	0	0	64	92
08:30	15	0	1	0	16	0	28	0	0	28	0	0	0	0	0	2	56	0	0	58	102
08:45	9	0	0	0	9	0	37	0	0	37	0	0	0	0	0	0	81	0	0	81	127
Total Volume	37	0	1	0	38	0	122	0	0	122	0	0	0	0	0	2	264	0	0	266	426
% App. Total	97.4	0	2.6	0		0	100	0	0		0	0	0	0		0.8	99.2	0	0		
PHF	.617	.000	.250	.000	.594	.000	.824	.000	.000	.824	.000	.000	.000	.000	.000	.250	.815	.000	.000	.821	.839
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	12	0	1	0	13	0	101	0	0	101	0	0	0	0	0	0	78	0	0	78	192
17:00	8	0	3	0	11	0	142	0	0	142	0	0	0	0	0	0	71	0	0	71	224
17:15	5	0	0	0	5	0	104	0	0	104	0	0	0	0	0	2	71	0	0	73	182
17:30	7	0	1	0	8	0	114	0	0	114	0	0	0	0	0	0	99	0	0	99	221
Total Volume	32	0	5	0	37	0	461	0	0	461	0	0	0	0	0	2	319	0	0	321	819
% App. Total	86.5	0	13.5	0		0	100	0	0		0	0	0	0		0.6	99.4	0	0		
PHF	.667	.000	.417	.000	.712	.000	.812	.000	.000	.812	.000	.000	.000	.000	.000	.250	.806	.000	.000	.811	.914

Appendix B

Synchro Printouts for Existing & Proposed Conditions

HCM Signalized Intersection Capacity Analysis
1000: Dye Road & Miller Road

8/4/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	200	17	25	119	76	8	11	11	129	32	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3497		1770	3539	1583	1770	1723		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.74	1.00	1.00
Satd. Flow (perm)	1770	3497		1770	3539	1583	1364	1723		1377	1863	1583
Peak-hour factor, PHF	0.78	0.78	0.78	0.95	0.95	0.95	0.77	0.77	0.77	0.84	0.84	0.84
Adj. Flow (vph)	71	256	22	26	125	80	10	14	14	154	38	31
RTOR Reduction (vph)	0	8	0	0	0	50	0	10	0	0	0	22
Lane Group Flow (vph)	71	270	0	26	125	30	10	18	0	154	38	9
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	2		1	2			3			3	
Permitted Phases		2				2	3			3		3
Actuated Green, G (s)	9.6	30.4		9.6	30.4	30.4	23.2	23.2		23.2	23.2	23.2
Effective Green, g (s)	9.6	30.4		9.6	30.4	30.4	23.2	23.2		23.2	23.2	23.2
Actuated g/C Ratio	0.12	0.38		0.12	0.38	0.38	0.29	0.29		0.29	0.29	0.29
Clearance Time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	212	1328		212	1344	601	395	499		399	540	459
v/s Ratio Prot	c0.04	c0.08		0.01	0.04			0.01				0.02
v/s Ratio Perm						0.02	0.01			c0.11		0.01
v/c Ratio	0.33	0.20		0.12	0.09	0.05	0.03	0.04		0.39	0.07	0.02
Uniform Delay, d1	32.3	16.7		31.4	15.9	15.7	20.3	20.4		22.7	20.6	20.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.3		0.3	0.1	0.2	0.1	0.1		2.8	0.3	0.1
Delay (s)	33.2	17.0		31.7	16.1	15.8	20.4	20.5		25.5	20.8	20.4
Level of Service	C	B		C	B	B	C	C		C	C	C
Approach Delay (s)		20.3			17.8			20.5			24.0	
Approach LOS		C			B			C			C	

Intersection Summary

HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1000: Dye Road & Miller Road

8/4/2014

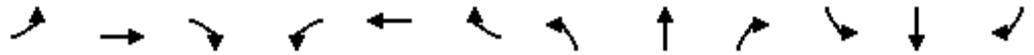
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	325	13	9	400	143	22	49	29	148	34	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3519		1770	3539	1583	1770	1759		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.68	1.00	1.00
Satd. Flow (perm)	1770	3519		1770	3539	1583	1367	1759		1262	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.63	0.63	0.63	0.95	0.95	0.95
Adj. Flow (vph)	64	346	14	10	435	155	35	78	46	156	36	98
RTOR Reduction (vph)	0	4	0	0	0	96	0	26	0	0	0	69
Lane Group Flow (vph)	64	356	0	10	435	59	35	98	0	156	36	29
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	2		1	2			3			3	
Permitted Phases		2				2	3			3		3
Actuated Green, G (s)	9.5	30.4		9.5	30.4	30.4	23.3	23.3		23.3	23.3	23.3
Effective Green, g (s)	9.5	30.4		9.5	30.4	30.4	23.3	23.3		23.3	23.3	23.3
Actuated g/C Ratio	0.12	0.38		0.12	0.38	0.38	0.29	0.29		0.29	0.29	0.29
Clearance Time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	210	1337		210	1344	601	398	512		367	542	461
v/s Ratio Prot	c0.04	0.10		0.01	c0.12			0.06			0.02	
v/s Ratio Perm						0.04	0.03			c0.12		0.02
v/c Ratio	0.30	0.27		0.05	0.32	0.10	0.09	0.19		0.43	0.07	0.06
Uniform Delay, d1	32.2	17.1		31.2	17.5	16.0	20.6	21.3		22.9	20.5	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.5		0.1	0.6	0.3	0.4	0.8		3.6	0.2	0.3
Delay (s)	33.1	17.6		31.3	18.2	16.3	21.1	22.1		26.5	20.7	20.7
Level of Service	C	B		C	B	B	C	C		C	C	C
Approach Delay (s)		19.9			17.9			21.9			23.8	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
1001: Miller Road & East Drive

8/4/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	290	3	1	92	17	1	0	2	2	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	10	315	3	1	116	22	2	0	3	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	138			318			459	477	317	468	468	127
vC1, stage 1 conf vol							336	336		130	130	
vC2, stage 2 conf vol							122	141		338	338	
vCu, unblocked vol	138			318			459	477	317	468	468	127
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	100
cM capacity (veh/h)	1446			1242			637	598	724	632	600	923

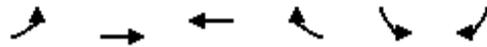
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	10	318	1	138	5	7
Volume Left	10	0	1	0	2	3
Volume Right	0	3	0	22	3	3
cSH	1446	1700	1242	1700	692	750
Volume to Capacity	0.01	0.19	0.00	0.08	0.01	0.01
Queue Length 95th (ft)	1	0	0	0	1	1
Control Delay (s)	7.5	0.0	7.9	0.0	10.2	9.8
Lane LOS	A		A		B	A
Approach Delay (s)	0.2		0.1		10.2	9.8
Approach LOS					B	A

Intersection Summary

Average Delay	0.4
Intersection Capacity Utilization	25.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
1002: Miller Road & Bristol

8/4/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Volume (veh/h)	0	264	122	0	37	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.60	0.60
Hourly flow rate (vph)	0	322	149	0	62	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	149				471	149
vC1, stage 1 conf vol					149	
vC2, stage 2 conf vol					322	
vCu, unblocked vol	149				471	149
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				91	100
cM capacity (veh/h)	1433				687	898

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	322	149	62	2
Volume Left	0	0	62	0
Volume Right	0	0	0	2
cSH	1700	1700	687	898
Volume to Capacity	0.19	0.09	0.09	0.00
Queue Length 95th (ft)	0	0	7	0
Control Delay (s)	0.0	0.0	10.8	9.0
Lane LOS			B	A
Approach Delay (s)	0.0	0.0	10.7	
Approach LOS			B	

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		23.9%	ICU Level of Service A
Analysis Period (min)		15	

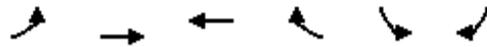
HCM Unsignalized Intersection Capacity Analysis
1001: Miller Road & East Drive

8/4/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	335	3	3	521	3	4	0	8	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	364	3	3	566	3	4	0	9	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	570			367			946	946	366	952	946	568
vC1, stage 1 conf vol							370	370		574	574	
vC2, stage 2 conf vol							576	576		377	372	
vCu, unblocked vol	570			367			946	946	366	952	946	568
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	99	100	99
cM capacity (veh/h)	1003			1191			435	438	679	435	439	522
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	367	3	570	13	5						
Volume Left	2	0	3	0	4	2						
Volume Right	0	3	0	3	9	3						
cSH	1003	1700	1191	1700	572	483						
Volume to Capacity	0.00	0.22	0.00	0.34	0.02	0.01						
Queue Length 95th (ft)	0	0	0	0	2	1						
Control Delay (s)	8.6	0.0	8.0	0.0	11.4	12.5						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.1		0.0		11.4	12.5						
Approach LOS					B	B						
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			37.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
1002: Miller Road & Bristol

8/4/2014



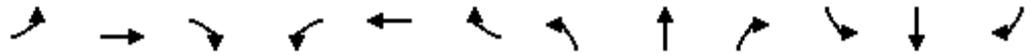
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Volume (veh/h)	0	319	461	0	32	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.71	0.71
Hourly flow rate (vph)	0	394	569	0	45	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	569				963	569
vC1, stage 1 conf vol					569	
vC2, stage 2 conf vol					394	
vCu, unblocked vol	569				963	569
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				91	99
cM capacity (veh/h)	1003				490	522

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	394	569	45	7
Volume Left	0	0	45	0
Volume Right	0	0	0	7
cSH	1700	1700	490	522
Volume to Capacity	0.23	0.33	0.09	0.01
Queue Length 95th (ft)	0	0	8	1
Control Delay (s)	0.0	0.0	13.1	12.0
Lane LOS			B	B
Approach Delay (s)	0.0	0.0	12.9	
Approach LOS			B	

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		34.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
1000: Dye Road & Miller Road

8/4/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	200	17	25	119	76	8	11	11	129	32	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3498		1770	3539	1583	1770	1723		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.74	1.00	1.00
Satd. Flow (perm)	1770	3498		1770	3539	1583	1359	1723		1372	1863	1583
Peak-hour factor, PHF	0.78	0.78	0.78	0.95	0.95	0.95	0.77	0.77	0.77	0.84	0.84	0.84
Growth Factor (vph)	111%	111%	111%	111%	111%	111%	111%	111%	111%	111%	111%	111%
Adj. Flow (vph)	78	285	24	29	139	89	12	16	16	170	42	34
RTOR Reduction (vph)	0	8	0	0	0	55	0	11	0	0	0	24
Lane Group Flow (vph)	78	301	0	29	139	34	12	21	0	170	42	10
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	2		1	2			3			3	
Permitted Phases		2				2	3			3		3
Actuated Green, G (s)	9.7	30.4		9.7	30.4	30.4	23.1	23.1		23.1	23.1	23.1
Effective Green, g (s)	9.7	30.4		9.7	30.4	30.4	23.1	23.1		23.1	23.1	23.1
Actuated g/C Ratio	0.12	0.38		0.12	0.38	0.38	0.29	0.29		0.29	0.29	0.29
Clearance Time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	214	1329		214	1344	601	392	497		396	537	457
v/s Ratio Prot	c0.04	c0.09		0.02	0.04			0.01			0.02	
v/s Ratio Perm						0.02	0.01			c0.12		0.01
v/c Ratio	0.36	0.23		0.14	0.10	0.06	0.03	0.04		0.43	0.08	0.02
Uniform Delay, d1	32.3	16.8		31.4	16.0	15.7	20.4	20.5		23.1	20.7	20.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	0.4		0.3	0.2	0.2	0.1	0.2		3.4	0.3	0.1
Delay (s)	33.4	17.2		31.7	16.2	15.9	20.6	20.6		26.5	21.0	20.4
Level of Service	C	B		C	B	B	C	C		C	C	C
Approach Delay (s)		20.5			17.8			20.6			24.7	
Approach LOS		C			B			C			C	

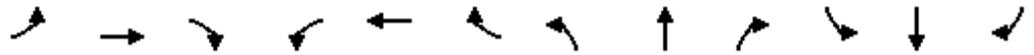
Intersection Summary

HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1000: Dye Road & Miller Road

8/4/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	325	13	9	400	143	22	49	29	148	34	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3519		1770	3539	1583	1770	1759		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.67	1.00	1.00
Satd. Flow (perm)	1770	3519		1770	3539	1583	1362	1759		1247	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.63	0.63	0.63	0.95	0.95	0.95
Growth Factor (vph)	111%	111%	111%	111%	111%	111%	111%	111%	111%	111%	111%	111%
Adj. Flow (vph)	71	384	15	11	483	173	39	86	51	173	40	109
RTOR Reduction (vph)	0	4	0	0	0	107	0	26	0	0	0	77
Lane Group Flow (vph)	71	395	0	11	483	66	39	111	0	173	40	32
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	2		1	2			3			3	
Permitted Phases		2				2	3			3		3
Actuated Green, G (s)	9.6	30.4		9.6	30.4	30.4	23.2	23.2		23.2	23.2	23.2
Effective Green, g (s)	9.6	30.4		9.6	30.4	30.4	23.2	23.2		23.2	23.2	23.2
Actuated g/C Ratio	0.12	0.38		0.12	0.38	0.38	0.29	0.29		0.29	0.29	0.29
Clearance Time (s)	5.6	5.6		5.6	5.6	5.6	5.6	5.6		5.6	5.6	5.6
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	212	1337		212	1344	601	394	510		361	540	459
v/s Ratio Prot	c0.04	0.11		0.01	c0.14			0.06			0.02	
v/s Ratio Perm						0.04	0.03			c0.14		0.02
v/c Ratio	0.33	0.30		0.05	0.36	0.11	0.10	0.22		0.48	0.07	0.07
Uniform Delay, d1	32.3	17.3		31.2	17.8	16.0	20.8	21.5		23.4	20.6	20.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.6		0.1	0.7	0.4	0.5	1.0		4.5	0.3	0.3
Delay (s)	33.2	17.9		31.3	18.6	16.4	21.3	22.5		27.9	20.9	20.9
Level of Service	C	B		C	B	B	C	C		C	C	C
Approach Delay (s)		20.2			18.2			22.2			24.7	
Approach LOS		C			B			C			C	

Intersection Summary

HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
1001: Miller Road & East Drive

8/4/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↖	↗			↕			↕	
Volume (veh/h)	9	290	3	1	92	17	1	0	2	2	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	11	350	4	1	129	24	2	0	4	4	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	153			354			509	529	352	519	519	141
vC1, stage 1 conf vol							373	373		144	144	
vC2, stage 2 conf vol							136	156		375	375	
vCu, unblocked vol	153			354			509	529	352	519	519	141
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	99	100	100
cM capacity (veh/h)	1427			1205			606	574	692	601	576	907

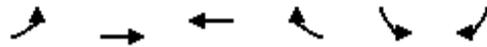
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	11	354	1	153	6	7
Volume Left	11	0	1	0	2	4
Volume Right	0	4	0	24	4	4
cSH	1427	1700	1205	1700	661	723
Volume to Capacity	0.01	0.21	0.00	0.09	0.01	0.01
Queue Length 95th (ft)	1	0	0	0	1	1
Control Delay (s)	7.5	0.0	8.0	0.0	10.5	10.0
Lane LOS	A		A		B	B
Approach Delay (s)	0.2		0.1		10.5	10.0
Approach LOS					B	B

Intersection Summary

Average Delay	0.4
Intersection Capacity Utilization	27.1%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
1002: Miller Road & Bristol

8/4/2014



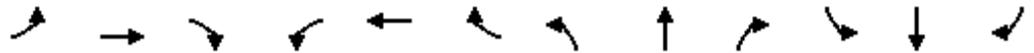
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Volume (veh/h)	0	264	122	0	37	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.60	0.60
Hourly flow rate (vph)	0	357	165	0	68	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	165				523	165
vC1, stage 1 conf vol					165	
vC2, stage 2 conf vol					357	
vCu, unblocked vol	165				523	165
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				90	100
cM capacity (veh/h)	1413				660	879

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	357	165	68	2
Volume Left	0	0	68	0
Volume Right	0	0	0	2
cSH	1700	1700	660	879
Volume to Capacity	0.21	0.10	0.10	0.00
Queue Length 95th (ft)	0	0	9	0
Control Delay (s)	0.0	0.0	11.1	9.1
Lane LOS			B	A
Approach Delay (s)	0.0	0.0	11.0	
Approach LOS			B	

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		25.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
1001: Miller Road & East Drive

8/4/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	335	3	3	521	3	4	0	8	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	404	4	4	629	4	5	0	10	2	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	632			408			1050	1050	406	1056	1050	630
vC1, stage 1 conf vol							411	411		638	638	
vC2, stage 2 conf vol							639	639		419	413	
vCu, unblocked vol	632			408			1050	1050	406	1056	1050	630
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	99	100	99
cM capacity (veh/h)	951			1151			399	407	645	399	408	481

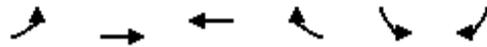
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	2	408	4	632	14	6
Volume Left	2	0	4	0	5	2
Volume Right	0	4	0	4	10	4
cSH	951	1700	1151	1700	535	444
Volume to Capacity	0.00	0.24	0.00	0.37	0.03	0.01
Queue Length 95th (ft)	0	0	0	0	2	1
Control Delay (s)	8.8	0.0	8.1	0.0	11.9	13.2
Lane LOS	A		A		B	B
Approach Delay (s)	0.1		0.0		11.9	13.2
Approach LOS					B	B

Intersection Summary

Average Delay	0.3
Intersection Capacity Utilization	40.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 1002: Miller Road & Bristol

8/4/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Volume (veh/h)	0	319	461	0	32	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.71	0.71
Hourly flow rate (vph)	0	437	632	0	50	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	632				1069	632
vC1, stage 1 conf vol					632	
vC2, stage 2 conf vol					437	
vCu, unblocked vol	632				1069	632
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				89	98
cM capacity (veh/h)	951				455	481

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	437	632	50	8
Volume Left	0	0	50	0
Volume Right	0	0	0	8
cSH	1700	1700	455	481
Volume to Capacity	0.26	0.37	0.11	0.02
Queue Length 95th (ft)	0	0	9	1
Control Delay (s)	0.0	0.0	13.9	12.6
Lane LOS			B	B
Approach Delay (s)	0.0	0.0	13.7	
Approach LOS			B	

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		36.9%	ICU Level of Service A
Analysis Period (min)		15	



OPINION OF PROBABLE CONSTRUCTION COST

ORCHARD, HILTZ & McCLIMENT, INC.

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 466-4557

PROJECT: Miller Road Rehabilitation
 LOCATION: Tallmadge Ct to Dye Rd
 WORK: _____

DATE: _____
 PROJECT #: 4023140011
 ESTIMATOR: _____
 CHECKED BY: _____
 CURRENT ENR: _____

ITEM CODE	DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
1500001	Mobilization, Max. _____	LS	1	\$ 42,239.27	\$ 42,239.27
2040035	Guardrail, Rem	Ft	256	\$ 2.00	\$ 512.00
2047011	Pavt, Rem, Modified	Syd	2705	\$ 5.00	\$ 13,525.00
2047011	Sidewalk, Rem, Modified	Syd	477	\$ 5.00	\$ 2,385.00
2050041	Subgrade Undercutting, Type II	Cyd	50	\$ 30.00	\$ 1,500.00
2080020	Erosion Control, Inlet Protection, Fabric Drop	Ea	53	\$ 50.00	\$ 2,650.00
2080036	Erosion Control, Silt Fence	Ft	250	\$ 1.00	\$ 250.00
2090001	Project Cleanup	LS	1	\$ 3,000.00	\$ 3,000.00
4030010	Dr Structure Cover, Type B	Ea	29	\$ 500.00	\$ 14,500.00
4030050	Dr Structure Cover, Type K	Ea	32	\$ 500.00	\$ 16,000.00
4037050	Dr Structure Cover, Adj, Case 1, Modified	Ea	61	\$ 350.00	\$ 21,350.00
5010002	Cold Milling HMA Surface	Syd	33711	\$ 1.25	\$ 42,138.84
5010033	HMA, 13A	Ton	6122.8	\$ 60.00	\$ 367,365.60
5017011	HMA, Driveway	Syd	388	\$ 25.00	\$ 9,700.00
5017011	HMA, Paving Fabric	Syd	33711	\$ 3.00	\$ 101,133.22
5017011	HMA, Repair	Syd	1171	\$ 35.00	\$ 40,985.00
8017011	Driveway, Nonreinf Conc, 6 inch, Modified	Syd	221	\$ 60.00	\$ 13,260.00
8020038	Curb and Gutter, Conc, Det F4	Ft	4739	\$ 14.00	\$ 66,346.00
8020050	Driveway Opening, Conc, Det M	Ft	38	\$ 14.00	\$ 532.00
8030010	Detectable Warning Surface	Ft	72	\$ 5.00	\$ 360.00
8037010	Sidewalk Ramp, Conc, 6 inch, Modified	Sft	1743	\$ 40.00	\$ 69,720.00
8037010	Sidewalk, Conc, 4 inch, Modified	Sft	2660	\$ 7.50	\$ 19,950.00
8037010	Sidewalk, Conc, 6 inch, Modified	Sft	289	\$ 5.00	\$ 1,445.00
8070000	Guardrail, Type B	Ft	150	\$ 20.00	\$ 3,000.00
8070010	Guardrail, Curved, Type B	Ft	12.5	\$ 20.00	\$ 250.00
8070042	Guardrail Approach Terminal, Type 2B	Ea	3	\$ 2,250.00	\$ 6,750.00
8070050	Guardrail Departing Terminal, Type B	Ea	1	\$ 600.00	\$ 600.00
8070080	Guardrail Reflector	Ea	26	\$ 7.50	\$ 195.00
8100371	Post, Steel, 3 lb	Ft	890	\$ 5.00	\$ 4,450.00
8100402	Sign, Type III, Erect, Salv	Ea	1	\$ 20.00	\$ 20.00
8100403	Sign, Type III, Rem	Ea	57	\$ 4.00	\$ 228.00
8100404	Sign, Type IIIA	Sft	14	\$ 15.00	\$ 210.00
8100405	Sign, Type IIIB	Sft	211	\$ 15.00	\$ 3,165.00
8110024	Pavt Mrkg, Ovly Cold Plastic, 6 inch, Crosswalk	Ft	326	\$ 3.00	\$ 978.00
8110049	Pavt Mrkg, Ovly Cold Plastic, Direction Arrow Sym, Bike	Ea	19	\$ 200.00	\$ 3,800.00
8110058	Pavt Mrkg, Ovly Cold Plastic, Bike, Small Sym	Ea	19	\$ 125.00	\$ 2,375.00
8110063	Pavt Mrkg, Ovly Cold Plastic, Lt Turn Arrow Sym	Ea	9	\$ 120.00	\$ 1,080.00
8110068	Pavt Mrkg, Ovly Cold Plastic, Only	Ea	4	\$ 120.00	\$ 480.00
8110071	Pavt Mrkg, Ovly Cold Plastic, Rt Turn Arrow Sym	Ea	4	\$ 120.00	\$ 480.00
8110076	Pavt Mrkg, Ovly Cold Plastic, Thru and Lt Turn Arrow Sym	Ea	1	\$ 300.00	\$ 300.00



OPINION OF PROBABLE CONSTRUCTION COST

ORCHARD, HILTZ & McCLIMENT, INC.

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 466-4557

PROJECT: Miller Road Rehabilitation
 LOCATION: Tallmadge Ct to Dye Rd
 WORK:

DATE:
 PROJECT #: 4023140011
 ESTIMATOR:
 CHECKED BY:
 CURRENT ENR:

ITEM CODE	DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
8110077	Pavt Mrkg, Ovly Cold Plastic, Thru and Rt Turn Arrow Sym	Ea	1	\$ 300.00	\$ 300.00
8110153	Pavt Mrkg, Sprayable Thermopl, 4 inch, White	Ft	10418	\$ 0.20	\$ 2,083.60
8110154	Pavt Mrkg, Sprayable Thermopl, 4 inch, Yellow	Ft	21566	\$ 0.20	\$ 4,313.20
8120010	Barricade, Type III, High Intensity, Double Sided, Furn	Ea	4	\$ 75.00	\$ 300.00
8120011	Barricade, Type III, High Intensity, Double Sided, Oper	Ea	4	\$ 5.00	\$ 20.00
8120140	Lighted Arrow, Type C, Furn	Ea	2	\$ 400.00	\$ 800.00
8120141	Lighted Arrow, Type C, Oper	Ea	2	\$ 75.00	\$ 150.00
8120170	Minor Traf Devices	LS	1	\$ 4,000.00	\$ 4,000.00
8120221	Pavt Mrkg, Type NR, Paint, 4 inch, Yellow, Temp	Ft	4	\$ 0.50	\$ 2.00
8120260	Plastic Drum, High Intensity, Lighted, Furn	Ea	300	\$ 25.00	\$ 7,500.00
8120261	Plastic Drum, High Intensity, Lighted, Oper	Ea	300	\$ 1.00	\$ 300.00
8120330	Sign, Portable, Changeable Message, Furn	Ea	2	\$ 2,500.00	\$ 5,000.00
8120331	Sign, Portable, Changeable Message, Oper	Ea	2	\$ 200.00	\$ 400.00
8120350	Sign, Type B, Temp, Prismatic, Furn	Sft	272	\$ 4.00	\$ 1,088.00
8120351	Sign, Type B, Temp, Prismatic, Oper	Sft	272	\$ 1.00	\$ 272.00
8120370	Traffic Regulator Control	LS	1	\$ 4,000.00	\$ 4,000.00
8160100	Slope Restoration, Type A	Syd	2110	\$ 3.50	\$ 7,385.00
8230431	Gate Box, Adj, Case 1	Ea	4	\$ 300.00	\$ 1,200.00
					\$ 867,718.00
TOTAL OPINION OF PROBABLE CONSTRUCTION COST =					\$ 867,718.00

CITY OF SWARTZ CREEK
MILLER ROAD
TALLMADGE CT. TO DYE RD
PRELIMINARY COST ESTIMATE
6/2/2014



SCOPE OF WORK:

Road Diet option to create 3 traffic lanes and utilize existing pavement as a non motorized path along the north side of Miller Rd. The 10 feet wide non motorized path will be separated from the vehicle traffic by a "greenbelt" area a minimum of 2.5 feet in width and variable up to 16 feet in width. The non motorized path will be milled and resurfaced to a depth of 1.5 inches. The 3 lane roadway will be milled and resurfaced a depth of 3 inches. New curb and gutter will be placed to delineate the roadway from the "greenbelt" area. Drainage improvements will be utilized to connect drainage from the new curb location to the existing curb or shoulder/ditch area. Driveways will be constructed to connect from existing edge of pavement to the new location.

Pay Item	Pay Unit	Quantity	Unit Price	Total
Mobilization, Max.	LSUM	1	\$45,000.00	\$45,000.00
Sidewalk, Rem,	Syd	455	\$5.00	\$2,275.00
Pavt, Rem, Modified	Syd	6700	\$4.50	\$30,150.00
Project Cleanup	LSUM	1	\$3,000.00	\$3,000.00
Maintenance Gravel, LM	Cyd	200	\$15.00	\$3,000.00
Pavt, Repair, Modified	Syd	200	\$40.00	\$8,000.00
Structure Cover, Adj, Case 1	Ea	64	\$350.00	\$22,400.00
Structure Cover, Adj, Case 2	Ea	12	\$300.00	\$3,600.00
Dr Structure, Reconstruct	Ea	6	\$500.00	\$3,000.00
Cold Milling HMA Surface	Syd	29900	\$1.25	\$37,375.00
HMA Paving Fabric	Syd	23400	\$3.00	\$70,200.00
HMA, 4C (1.5" Leveling)	Ton	2150	\$60.00	\$129,000.00
HMA, 4C (1.5" Wearing)	Ton	2750	\$62.00	\$170,500.00
HMA, 4C (Wedging)	Ton	540	\$58.00	\$31,320.00
Aggregate Shoulder, 2' Wide	Syd	760	\$10.00	\$7,600.00
Driveway, HMA, Modified	Syd	185	\$100.00	\$18,500.00
Driveway, Nonreinf Conc, 6 inch	Syd	780	\$40.00	\$31,200.00
Driveway Opening, Conc, Det M	Ft	300	\$15.00	\$4,500.00
Curb and Gutter, Conc, Det B2	Ft	6100	\$17.00	\$103,700.00
Shoulder Gutter, Conc, Det B2	Ea	10	\$400.00	\$4,000.00
Spillway, Conc	Ft	80	\$35.00	\$2,800.00
Sidewalk Ramp, Conc, 6 inch, Modified	Sft	1608	\$5.00	\$8,040.00
Dr Structure, 24 inch dia	Ea	12	\$800.00	\$9,600.00
Dr Structure Covers	Ea	36	\$350.00	\$12,600.00
Sewer, CI II, 12 inch, Tr Det B	Ft	150	\$32.00	\$4,800.00
Dr Structure Tap, 12 inch	Ea	12	\$300.00	\$3,600.00
Sidewalk, 4 inch, Modified	Sft	2800	\$3.00	\$8,400.00
Sidewalk, 6 inch, Modified	Sft	2000	\$4.50	\$9,000.00
Detectable Warning Surface	Ft	80	\$40.00	\$3,200.00
Sidewalk, Conc, 4 inch, Modified	Ft	890	\$5.00	\$4,450.00
Guardrail, Type B	Ea	1	\$5.00	\$5.00
Guardrail Approach Terminal, Type 2B	Ea	57	\$4.00	\$228.00
Guardrail Reflector	Sft	223	\$15.00	\$3,345.00
Post, Steel, 3 lb	Ft	616	\$15.00	\$9,240.00
Sign, Type III, Erect, Salv	Ea	19	\$200.00	\$3,800.00
Sign, Type III, Rem	Ea	19	\$125.00	\$2,375.00
Sign, Type IIIB	Ea	12	\$120.00	\$1,440.00
Pavt Mrkg, Ovly Cold Plastic, Only	Ea	4	\$120.00	\$480.00
Pavt Mrkg, Ovly Cold Plastic, Rt Turn Arrow Sym	Ft	17000	\$0.30	\$5,100.00
Pavt Mrkg, Ovly Cold Plastic, Rt Turn Only	Ft	28000	\$0.30	\$8,400.00
Pavt Mrkg, Ovly Cold Plastic, Thru and Lt Turn Arrow Sym	Ea	4	\$75.00	\$300.00
Pavt Mrkg, Ovly Cold Plastic, Thru and Rt Turn Arrow Sym	Ea	4	\$5.00	\$20.00

Pavt Mrkg, Sprayable Thermopl, 4 inch, White	Ea	2	\$400.00	\$800.00
Pavt Mrkg, Sprayable Thermopl, 4 inch, Yellow	Ea	2	\$75.00	\$150.00
Barricade, Type III, High Intensity, Double Sided, Furn	LSUM	1	\$4,000.00	\$4,000.00
Barricade, Type III, High Intensity, Double Sided, Oper	Ft	22000	\$0.30	\$6,600.00
Lighted Arrow, Type C, Furn	Ea	300	\$25.00	\$7,500.00
Lighted Arrow, Type C, Oper	Ea	300	\$5.00	\$1,500.00
Minor Traf Devices	Ea	2	\$2,500.00	\$5,000.00
Pavt Mrkg, Type NR, Paint, 4 inch, Yellow, Temp	Ea	2	\$200.00	\$400.00
Sign, Type B, Temp, Prismatic, Furn	Sft	275	\$4.00	\$1,100.00
Sign, Type B, Temp, Prismatic, Oper	Sft	275	\$1.00	\$275.00
Traffic Regulator Control	LSUM	1	\$4,000.00	\$4,000.00
Slope Restoration, Type A	Syd	7800	\$3.50	\$27,300.00
Gate Box, Adj, Case 1	Ea	4	\$300.00	\$1,200.00
Soil Erosion Sedimentation Control Measures	LSUM	1	\$3,500.00	\$3,500.00
ESTIMATED TOTAL CONSTRUCTION COST				\$892,868.00

Adam Zettel

From: Robert Remington <4remingtons@charter.net>
Sent: Tuesday, August 19, 2014 10:47 PM
To: azettel@cityofswartzcreek.org
Subject: Re: "road diet" meeting

Dear Adam

Thank you for taking the time to explain to me the proposed road diet project for miller road, since I am unable to attend the meeting next week. I completely support this project and feel that it would improve the value of the area and the quality of life for those around.

Good luck,
Monica Remington

On Aug 19, 2014, at 10:05 AM, Robert Remington <4remingtons@charter.net> wrote:

>
> Dear Adam,
>
> I received your correspondence in the mail regarding an upcoming meeting on the resurfacing project along a section of Miller rd corridor in which I currently own property. I am unable to attend the meeting on Monday. Could you please explain to me what the construction costs would entail? And how exactly would this construction affect my property?
>
> Thank you kindly,
> Monica Remington

August 19, 2014

Adam Zettel, AIM
City Manager
8083 Civic Drive
Swartz Creek, MI 48473

Re: Miller Rd. resurface and "road diet" project

Dear Mr.Zettel:

The only part of your recent letter, dated Aug. 15, 2014, that imparts creditability to me is reflected in the fourth paragraph outlining the negative consequences of pursuing a "road diet". In truth, I am wondering if the city's "consultant engineer" employed due diligence when formulating his study; ie; did he research the archives to ascertain the extensive planning, research and expense done by the City and Michigan Dept. of Highway Engineers when Miller Road was widened? Did his findings reflect the fact that great measures were taken to ensure a safer Apex to the curve existing between the railroad tracks and Dye Rd.?

I am also wondering if consideration was given to the sacrifices made by landowners on the south side of the road. For example; in order to accommodate the widening of Miller Rd. to four lanes, fourteen (14) feet of our front yard had to be forfeited and we were compelled to sell three additional inches of land to comply with engineering plans. No doubt others lost property footage for the same reasons.

As far as reducing traffic collisions with this new plan, I submit that prior to the widening of the road, rear-end collisions were plentiful and many right-turn rear-end accidents have been averted through those measures. Also, let me say that no one connected to this road-diet study has approached me to see how long it takes to exit my driveway. Traffic flow often times necessitates waiting to exit

Zettel

Pg. 2 8-19-14

anywhere from 4 to 7.5 minutes. Certain times of the day and year, mandate longer waits.

As you have stated in past council meetings, "sometime in the future, it is expected that the zoning along this corridor will be changed to commercial. Wouldn't it seem prudent to abandon pursuit of a plan that will be regretful and irreversible on that basis alone? Not to mention that a bike path would be beneficial to a minimal portion of the Swartz Creek populous.

It seems to me that there are far greater issues your office and City Council should be focusing on. There are additional concerns which could be voiced. Perhaps other will bring those to light for you.

Thanking you in advance for your kind attention, I remain;

Sincerely,


Joanne Holmquist

Pc: Swartz Creek City Council Members

Research Spotlight

Project Information

REPORT NAME: Safety and Operational Analysis of Four-Lane to Three-Lane Conversions (Road Diets) in Michigan

START DATE: October 2010

REPORT DATE: January 2012

RESEARCH REPORT NUMBER: RC-1555

TOTAL COST: \$149,281

COST SHARING: 20% MDOT, 80% FHWA through the SPR, Part II, Program

MDOT Project Manager Tracie Leix, P.E.

Safety Programs Unit,
 Operations Division
 Michigan Department of
 Transportation
 425 West Ottawa Street
 Lansing, MI 48909
leixt@michigan.gov
 517-373-8950



Balancing safety and capacity for road diet lane conversions

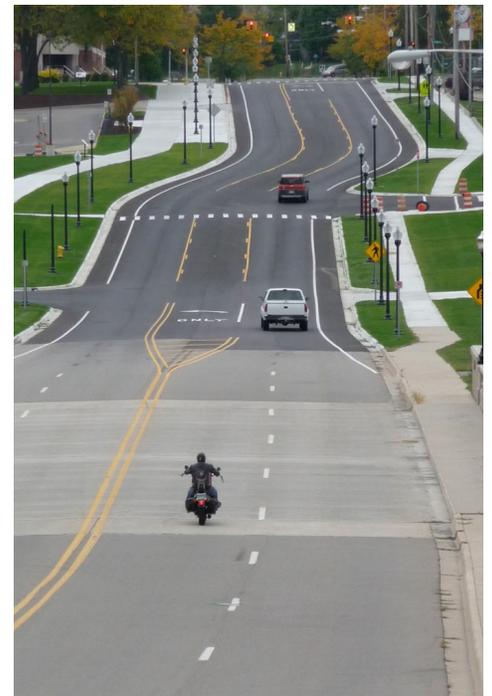
For the minimal cost of restriping the roadway pavement, Michigan can convert a traditional four-lane undivided highway to three lanes: two travel lanes and a center turning lane (with optional bicycle lanes). The practice, called a road diet, was first tried by MDOT in the late 1980s as a way to improve safety while accommodating current highway use levels. Now commonplace in Michigan, road diets became the subject of an MDOT research project to help update guidelines for how and when they can do the most good.

Problem

To be effective, road diet conversions should improve safety without creating operations issues. MDOT needed to methodically examine the impacts of existing road diet conversions in order to update the process for identifying new locations where road diets would be appropriate. This information is not just important to MDOT. The department works with local agencies to help them implement road diets (more than half of the road diet mileage in Michigan is under local jurisdiction), providing engineering support and helping to identify funding sources for implementing these safety improvements.

Approach

Researchers addressed this topic from safety and operations perspectives, two factors that need to be balanced with care. From a safety standpoint, the research



A road diet in Flint: Four lanes (foreground) give way to a highway with a center turn lane and bicycle lanes.

“When applied to an appropriate site, a road diet can mean a safer road and reduced operating costs. Each road diet is different, and this research helps us understand how and where to implement them.”

Tracie Leix, P.E.
Project Manager

sought to determine whether and how road diets were making a difference on collision frequencies and rates. With respect to operations, it looked to establish traffic thresholds—total daily traffic or peak-hour volumes—above which the reduction of travel lanes could cause undue congestion and negate the possible benefits of a road diet conversion.

Research

Since road diets have been in service in Michigan for years, researchers could analyze detailed before-and-after crash data to determine the safety effects of road diets. Investigators considered data from 24 sites in Michigan and analyzed regional traffic trends to filter out extraneous influences on collision rates. They also examined crashes by category (such as left turns across traffic and rear-end collisions) to help establish which types might be affected by road diet implementations.

To assess operations, the researchers examined traffic levels at existing road diet sites and used Synchro software to model operational effects and traffic impacts. Two metrics of interest were the average daily traffic volume and peak-hour traffic volume. An average daily volume of 20,000 is an often-cited threshold above which

road diets are presumed not to be useful. FHWA currently requires operational analysis for prospective road diet conversion sites when the average daily volume exceeds 15,000 vehicles.

Results

The analysis showed that for the types of crashes where road diets would be expected to make a difference, the number of collisions was reduced by about 40 percent (a crash modification factor of approximately 0.60). This finding correlates well with studies completed by other states. In particular, road diets are most effective in addressing hazards created by left-turning vehicles. On a standard four-lane roadway, left-turning vehicles block traffic behind them, may accept shorter gaps in oncoming traffic to turn and must cross two lanes of oncoming traffic. On a road diet, they are taken out of traffic flow in a dedicated turn lane and must only cross one lane of oncoming traffic. Overall safety benefits are likely to be more modest, with a crash modification factor of about 0.90 for total crashes.

The research findings from the operational analysis indicated potential concerns for road diet conversions on roads with daily traffic volumes as low as 10,000 vehicles, but researchers noted that daily values are only a rough indicator and are highly site-specific. Peak-hour traffic volume was found to be a much more critical indicator: Heavy rush hour traffic (or the lack of rush hour traffic in a tourist area) will better indicate worst-case congestion issues caused by reduced travel lanes. The research suggests using a peak-hour traffic volume of 1,000 vehicles as a maximum threshold for implementing road diets. However, the researchers believe a Synchro-type analysis should be undertaken in all instances so that site-specific characteristics can be appropriately considered.

Value

This research has helped MDOT review its policies on road diets while continuing to provide up-to-date guidance and support to local agencies. In particular, MDOT now requires modeling and traffic analysis for road diets that exceed the volume thresholds recommended in the study for its own sites. Although not required by MDOT or FHWA, local agencies might consider doing the same. The findings point to the care that should be taken in selecting road diet sites. Road diets are not one-size-fits-all solutions. They are most effective when targeted at sites experiencing the types of safety issues that road diets are most likely to fix.

Research Administration

Principal Investigator Richard W. Lyles, Ph.D., P.E.

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WEB SITE: [www.michigan.gov/
mdotresearch](http://www.michigan.gov/mdotresearch)

This final report is available online at

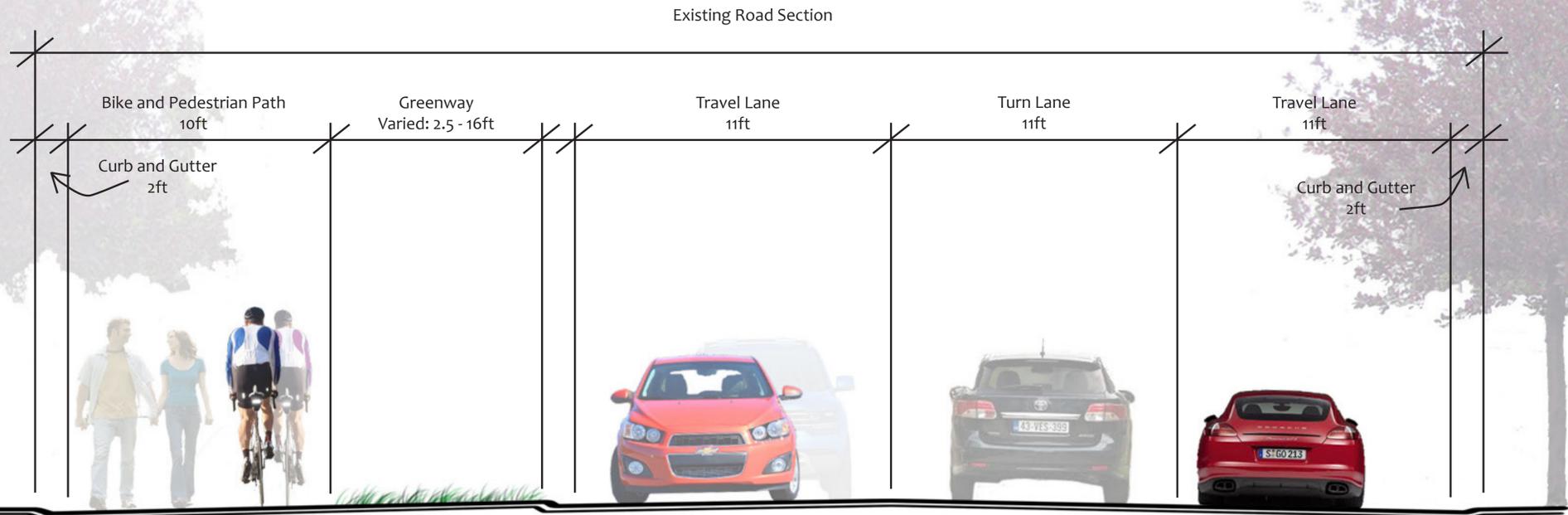
www.michigan.gov/mdot/0,4616,7-151-9622_11045_24249-270908--,00.html.

Research Spotlight produced by
CTC & Associates LLC.

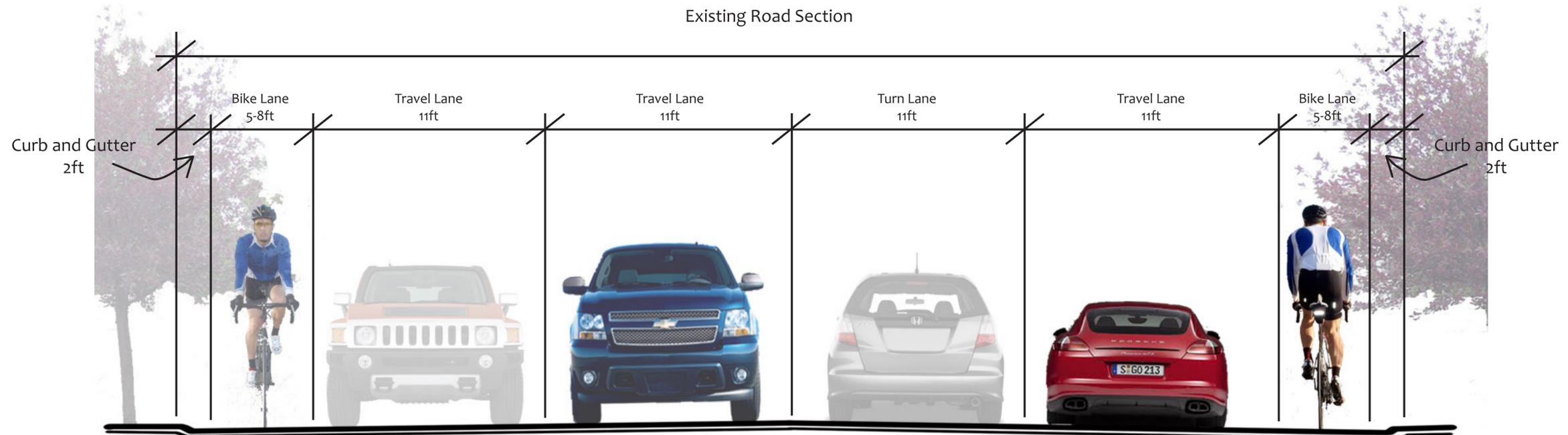
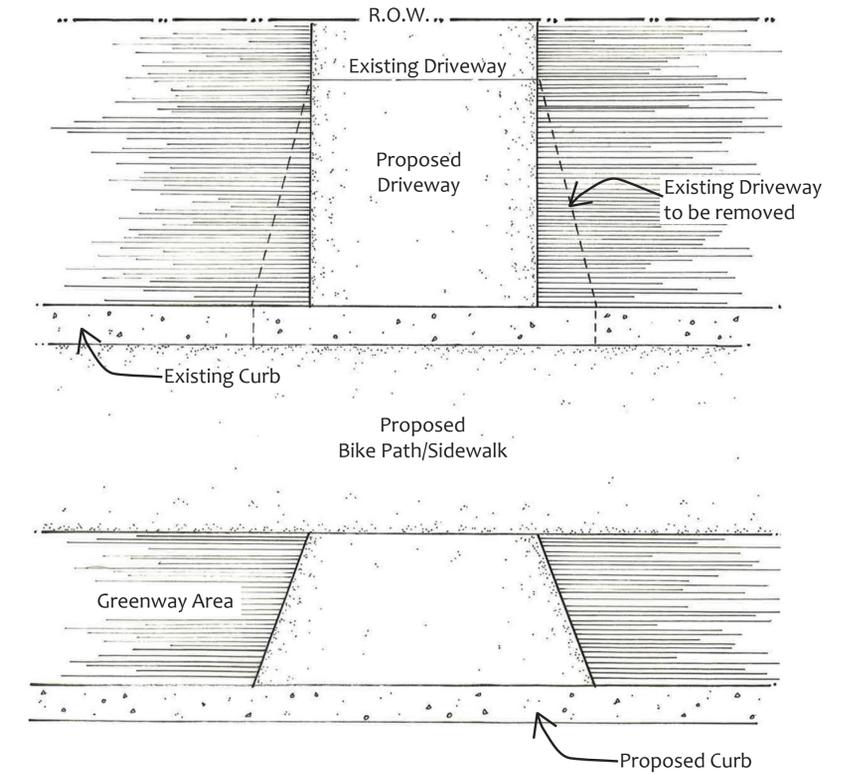
MILLER RD CORRIDOR OPTIONS

TALLMADGE CT TO DYE RD

DRIVEWAY MODIFICATION DETAIL APPLICABLE TO OPTION 1



OPTION 1: ROAD DIET WITH 3 VEHICLE LANES (Not to scale)



OPTION 2: SHARED ROADWAY WITH 4 VEHICLE LANES (Not to scale)

FLINT
VEHICLE CITY

8th Annual
**Bikes
on the
Bikes**

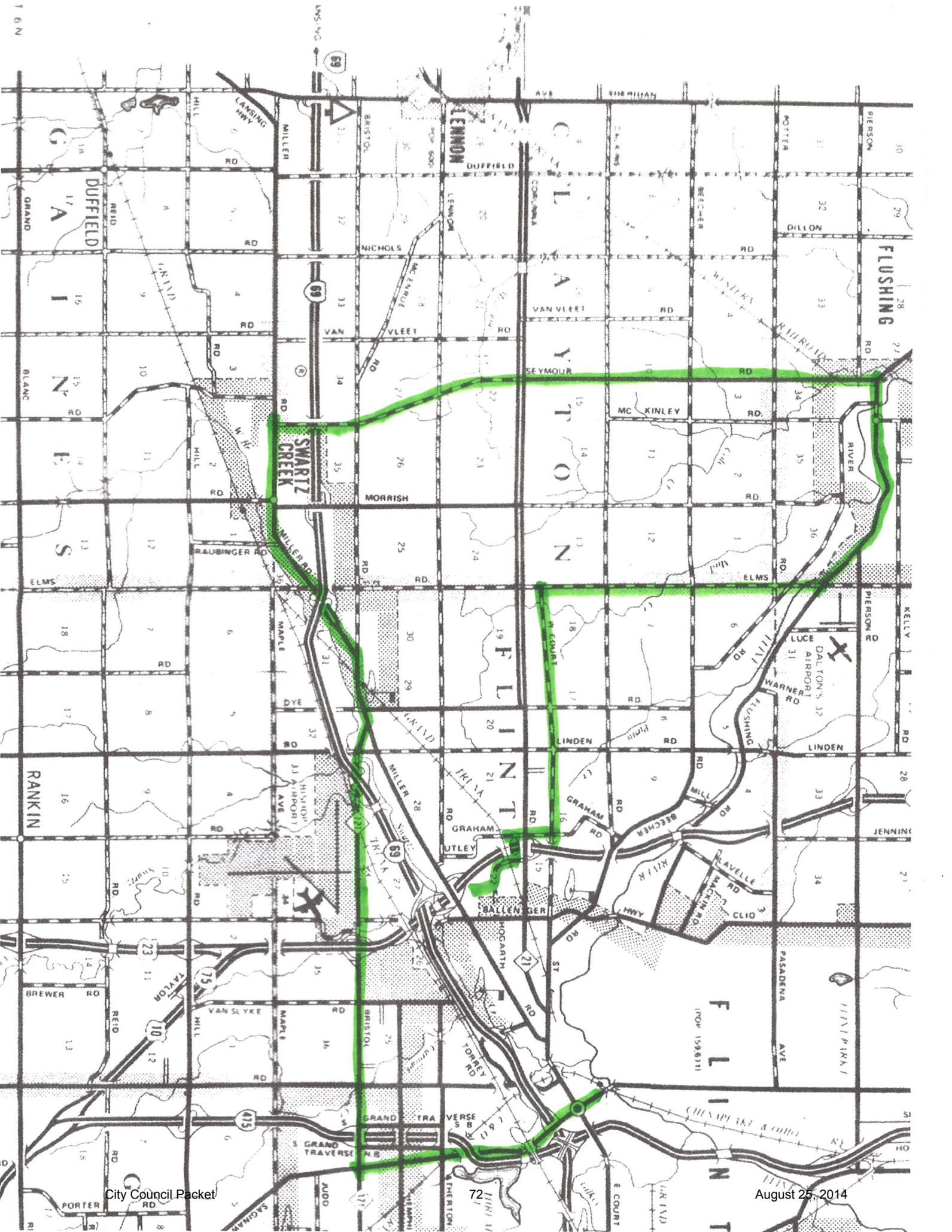
Founded 2007

Security
Credit Union

Police Skills Competition

Friday, Saturday & Sunday
August 25, 2014

The poster features two police officers on motorcycles in the foreground. The background shows a bridge structure with the text 'FLINT VEHICLE CITY' at the top. The main title '8th Annual Bikes on the Bikes' is written in a large, stylized, metallic font. Below the title is a logo for 'Founded 2007' featuring a winged figure. In the bottom left corner is the 'Security Credit Union' logo. At the bottom, the event title 'Police Skills Competition' is written in a large, bold, orange font, followed by the dates 'Friday, Saturday & Sunday' and 'August 25, 2014'.





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
8/11/2014

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Al Bourdeau Insurance Agency - Flint 3835 Davison Road P. O. Box 90419 Flint MI 48509	CONTACT NAME: Amy Menard	
	PHONE (A/C No. Ext): (810) 742-3411	FAX (A/C No.): (810) 742-0105
E-MAIL ADDRESS: amym@albourdeauinsurance.com		
INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A: NSI		
INSURER B:		
INSURER C:		
INSURER D:		
INSURER E:		
INSURER F:		

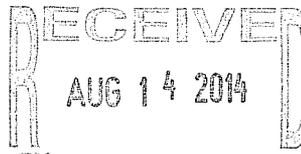
COVERAGES **CERTIFICATE NUMBER:** 14/15 Template **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY			NSP 1937570 01	7/18/2014	7/18/2015	EACH OCCURRENCE \$ 1,000,000
	<input type="checkbox"/> COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000
	<input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR						MED EXP (Any one person) \$ Excluded
							PERSONAL & ADV INJURY \$ 1,000,000
							GENERAL AGGREGATE \$ 2,000,000
							PRODUCTS - COMP/OP AGG \$ 2,000,000
							\$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$
	<input type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS	<input type="checkbox"/> SCHEDULED AUTOS					BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRED AUTOS	<input type="checkbox"/> NON-OWNED AUTOS					PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB						EACH OCCURRENCE \$
	<input type="checkbox"/> EXCESS LIAB	<input type="checkbox"/> OCCUR					AGGREGATE \$
		<input type="checkbox"/> CLAIMS-MADE					\$
							\$
							\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						WC STATUTORY LIMITS
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	<input type="checkbox"/> Y/N		N/A			OTHER
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. EACH ACCIDENT \$
							E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
City of Swartz Creek is listed as additional insured.

CERTIFICATE HOLDER City of Swartz Creek 8083 Civic Drive Swartz Creek, MI 48473	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE 



STATE OF MICHIGAN
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION

NOTICE OF HEARING
CONSUMERS ENERGY COMPANY
CASE NO. U-17653

- Consumers Energy Company requests Michigan Public Service Commission to approve its proposed depreciation accrual rates for accounting and ratemaking purposes for its electric and common utility plant.
- The information below describes how a person may participate in this case.
- You may contact Consumers Energy Company, One Energy Plaza, Jackson, Michigan 49201, (800) 477-5050 for a free copy of its application. Any person may review the documents at the offices of Consumers Energy Company.
- A public hearing will be held:

DATE/TIME: August 27, 2014, at 10:00 a.m.
This hearing will be a prehearing conference to set future hearing dates and decide other procedural matters.

BEFORE: Administrative Law Judge Sharon L. Feldman

LOCATION: Constitution Hall
525 West Allegan
Lansing, Michigan

PARTICIPATION: Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 241-6160 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a public hearing to consider Consumers Energy Company's (Consumers Energy) June 27, 2014 application, which seeks Commission approval of its proposed depreciation accrual rates for accounting and ratemaking purposes for its electric and common utility plant. Consumers Energy represents that the impact of its revised electric and common depreciation rates is an annual increase of 7.45% from currently approved annual depreciation rates, or approximately \$28.3 million based on December 31, 2013 year-end plant balances. Consumers Energy is also requesting accounting approval to treat the demolition costs, as described in its filing.

All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: michigan.gov/mpscedockets. Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to: mpscedockets@michigan.gov. If you require assistance prior to e-filing, contact Commission staff at (517) 241-6180 or by email at: mpscedockets@michigan.gov.

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by August 20, 2014. (Interested persons may elect to file using the traditional paper format.) The proof of service shall indicate service upon Consumers Energy, Legal Department – Regulatory Group, One Energy Plaza, Jackson, Michigan 49201.

Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information: available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

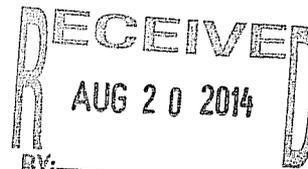
Requests for adjournment must be made pursuant to the Commission's Rules of Practice and Procedure R 460.17315 and R 460.17335. Requests for further information on adjournment should be directed to (517) 241-6060.

A copy of Consumers Energy's application may be reviewed on the Commission's website at: michigan.gov/mpscdockets, and at the office of Consumers Energy Company. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 241-6180.

Jurisdiction is pursuant to 1909 PA 106, as amended, MCL 460.551 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; and the Commission's Rules of Practice and Procedure, as amended, 1999 AC, R 460.17101 et seq.

July 28, 2014

**STATE OF MICHIGAN
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION
NOTICE OF HEARING
FOR THE ELECTRIC CUSTOMERS OF
CONSUMERS ENERGY COMPANY
CASE NO. U-17631**



- Consumers Energy Company requests Michigan Public Service Commission approval of its Renewable Energy Plan reconciliation for the period beginning January 1, 2013 through December 31, 2013.
- The information below describes how a person may participate in this case.
- You may call or write Consumers Energy Company, One Energy Plaza, Jackson, Michigan 49201, (800) 477-5050 for a free copy of its application. Any person may review the documents at the offices of Consumers Energy Company.
- A public hearing will be held:

DATE/TIME: September 3, 2014, at 9:00 a.m.
This hearing will be a prehearing conference to set future hearing dates and decide other procedural matters.

BEFORE: Administrative Law Judge Sharon L. Feldman

LOCATION: Constitution Hall
525 West Allegan
Lansing, Michigan

PARTICIPATION: Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 241-6160 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a public hearing to consider Consumers Energy Company's (Consumers Energy) June 30, 2014 application, which seeks Commission's approval to: 1) determine that the Company's 2013 Renewable Energy Plan reconciliation is reasonable and prudent and meets all relevant requirements under 2008 PA 295; 2) reconcile the pertinent revenues recorded and the allowance for the nonvolumetric revenue recovery mechanism with the amounts actually expensed and projected according to the Company's plan for compliance; 3) establish a price per megawatt hour for renewable energy and advanced cleaner energy capacity and for renewable energy and advanced cleaner energy to be recovered through the power supply cost recovery clause of \$77.60 per megawatt hour; and 4) allow the Company to utilize surplus Energy Optimization Credits from 2013 to offset future renewable energy requirements.

All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: michigan.gov/mpscdockets. Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to: mpscdockets@michigan.gov. If you require assistance prior to e-filing, contact Commission staff at (517) 241-6180 or by email at: mpscdockets@michigan.gov.

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by August 27, 2014. (Interested persons may elect to file using the traditional paper format.) The proof of service shall indicate service upon Consumers Energy's Legal Department – Regulatory Group, One Energy Plaza, Jackson, Michigan 49201.

Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information, thus available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

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A copy of Consumers Energy's application may be reviewed on the Commission's website at: michigan.gov/mpscedockets, and at the office of Consumers Energy Company. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 241-6180.

Jurisdiction is pursuant to 1909 PA 106, as amended, MCL 460.551 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; 1982 PA 304, as amended, MCL 460.6j et seq.; 2008 PA 295, MCL 460.1001 et seq., and the Commission's Rules of Practice and Procedure, as amended, 1999 AC, R 460.17101 et seq.

August 4, 2014

July Flint Area Narcotics Group Report

To all,

Please see below for the FANG activity report for the month of July 2014, also note that HEMP flights were flown this month with MSP Aviation:

On 7-1-14, FANG officers conducted a controlled purchase of cocaine from suspect in a residence in the city of Flint. Officers then obtained and executed a search warrant at this residence on 7-3-14. Officers seized 26 grams of cocaine, 2 semi-auto handguns, and 1 assault rifle. Forfeiture proceedings were initiated on \$4082.00, a 1989 Cadillac, and a 1974 Oldsmobile convertible. The suspect was lodged at the Flint City Jail.

On 7-1-14, FANG officers observed a suspected hand to hand drug transaction in the parking lot of a McDonalds in the city of Flint. Officers made contact finding a suspect in possession of approx. 1 gram of crack and 1.5 grams of heroin. The suspect was lodged in the Flint City Jail.

On 7-2-14, FANG officers conducted an undercover officer buy/bust of cocaine from a suspect in the city of Flint. The undercover officer purchased approx. ½ ounce of cocaine from a suspect in a parking lot in the city of Flint. The suspect was arrested after the deal and lodged in the Flint City Jail.

On 7-8-14, FANG officers conducted a controlled purchase/buy bust of heroin from a suspect in a parking lot in Flint Twp. The suspect was arrested without incident and lodged in the Genesee County Jail.

On 7-8-14, FANG officers assisted the MSP Fugitive team with overnight/next day surveillance and then a security perimeter of a homicide suspect in the city of Flint.

On 7-10-14, FANG officers had a C/I order crack and heroin from a suspect. The suspect was going to meet with the C/I. At the request of FANG officers, a traffic stop was initiated by a MSP K-9 officer when it was believed the suspect was on the way to the meet location. Upon stopping, a passenger in the suspect vehicle fled from the vehicle. The suspect was captured after a foot pursuit. Officers recovered 7 grams of heroin and 2 grams of crack the suspect had thrown during the pursuit. The suspect was lodged at the Flint City Jail.

On 7-11-14, FANG officers assisted MDOC Circuit Court Probation with a knock and talk at a residence reference a suspected Meth Lab. A lab was not found however during a consent search officers located a firearm, and 4 grams of methamphetamine. Forfeiture proceedings were initiated on \$1140.00. The suspect, a convicted felon (not the probationer) was lodged at the Flint City Jail. Federal charges will be sought.

On 7-14-14, FANG officers conducted a controlled purchase of heroin from a suspect in the city of Flint. The investigation is on-going.

On 7-15-14, FANG officers requested a traffic stop be conducted by a MSP-K9 Trooper on a suspected drug dealer. After observing traffic violations a stop was initiated. The suspect was found in possession of 3.2 grams cocaine, and 1.1 gram of heroin. Forfeiture proceedings were initiated on \$601.00. The suspect was on probation for Assault to do Great Bodily Harm less than Murder. Probation was notified and the suspect was lodged at the Genesee County Jail.

On 7-16-14, FANG officers responded to abandoned home ref. marijuana growing in the yard. The marijuana was observed by M.D.O.C. officers while doing parole compliance checks. 5 marijuana plants were seized and will be destroyed.

On 7-17-14, FANG officers assisted the MSP Major Case team several days with overnight and daytime surveillance of suspects involved in a fatal pursuit accident.

On 7-18-14, Methamphetamine trained FANG officers responded to a request by MSP Troopers on a traffic stop. Troopers had discovered meth components in a back pack while on a traffic stop. FANG officers assumed the methamphetamine case and processed/ transported the hazardous items to the MSP 3rd District Clandestine storage shed. The suspect was lodged at the Flint City Jail.

On 7-22-14, FANG officers and MSP Aviation worked cooperatively on an operation hemp detail. 24 marijuana plants were seized from behind an abandoned home in Montrose Twp. Several other marijuana grows were discovered however were found to be legal medical marijuana grows.

On 7-23-14, FANG officers conducted a controlled purchase of heroin from a suspect in a residence in the city of Flint. Officers then obtained and executed a search warrant at the residence. Officers seized marijuana, a semi-auto pistol and initiated forfeiture proceedings on \$1148.00. The suspect was lodged on the fresh charges and an outstanding C.C.W. handgun warrant.

On 7-23-14, FANG officers did a controlled purchase of Heroin using a Confidential Informant. The CI entered a home in the City of Flint and purchased Heroin from a male subject. Intelligence was gathered on the suspect and the investigation is still on going.

On 7-24-14, FANG officers were conducting surveillance on a City of Flint business parking lot that is known for drug activity. Officers observed 2 males sitting in a vehicle in the lot. Officers then observed another male pull up next to them. Officers observed a drug transaction between the 2 subjects in the vehicles. Officers moved in and made the arrest. Approximately .5 grams of heroin were seized. One male was lodged in the Flint City lock up. The investigation is still on going.

On 7-28-14, FANG officers were contacted by MAGNET team asking for assistance. MAGNET was following a vehicle with known drug users heading toward the Flint area where they purchase drugs. FANG officers assisted in surveillance and made contact with the occupants in a driveway on the north side of Flint. The occupants were in possession of a small amount of heroin and stolen property. They admitted that their intention was to trade the property for heroin. The investigation is still on going.

On 7-29-14, FANG officers traveled to Saginaw to assist BAYANET and ATF with multiple search warrants. Several arrests were made at multiple locations. Drugs, money and guns were seized in the process.

On 7-31-14, FANG officers conducted surveillance on a male suspected of transporting a handgun. Officers had a marked MSP unit make a traffic stop on the vehicle. The gun was located in the vehicle and confirmed stolen. The male driver was also a convicted Felon. He was lodged in the Genesee County Jail.

On 7-31-14, FANG officers conducted a controlled purchase of “crack” cocaine using a Confidential Informant. The CI entered a home on the north end of Flint and purchased “crack” cocaine from a male who resides there. A search warrant was obtained and later executed on the house. Approximately 1 oz of “crack” cocaine and a SKS short rifle were seized from the home. Forfeiture was initiated on \$931.00 in US currency. A stolen vehicle was also recovered from the unattached garage. The male was arrested and lodged at The Flint City lock up.

On 7-31-14, FANG officers conducted a Buy/Bust using a Confidential Informant. The CI met with a male subject to purchase 2 ½ oz of “crack” cocaine. Officers moved in and made the arrest. The male was lodged in the Flint City lock up. The investigation is still on going.

Thanks to all of you for your continued support, if anyone has any questions or concerns, please do not hesitate to contact me.

Pat

D/F/Lt. Patrick Richard
Section Commander-Flint Area Narcotics Group
Third District Headquarters
Michigan State Police
Mailing Address:
F.A.N.G.
PO Box 614
Grand Blanc, Mi 48480
Office: 810-233-3689
Cell: 616-260-8583
FAX: 810-233-7119
richardp@michigan.gov

“A PROUD tradition of SERVICE through EXCELLENCE, INTEGRITY, and COURTESY

DPS ACTIVITY JULY 2014

	<u>REGULAR</u>	<u>HOLIDAY</u>	<u>VACATION</u>	<u>ABSENT</u>	<u>OT</u>	<u>DT</u>
101 GENERAL FUND						
262.0 ELECTIONS	0.00	0.00	0.00	0.00	0.00	0.00
781.0 AMPHI-PARK	0.00	0.00	0.00	0.00	0.00	0.00
782.0 WINSHALL PARK	36.00	1.60	4.70	0.00	7.00	0.00
783.0 ELMS PARK	48.00	0.70	2.57	0.39	0.00	0.00
784.0 BICENT. PARK	1.50	0.00	0.00	0.46	0.00	0.00
790.0 SENIOR CENTER/LIBRARY	16.00	0.00	0.00	0.00	8.50	0.00
345.0 P S BLDG	29.50	0.65	0.14	0.03	0.00	0.00
793.0 CITY HALL	8.61	0.06	0.02	0.00	0.00	0.00
794.0 COMM PROMO	2.00	0.00	1.50	0.00	0.00	0.00
796.0 CEMETERY	0.00	0.00	0.00	0.00	0.00	0.00
202 MAJOR STREET FUND						
429.0 SAFETY	0.00	0.00	0.00	0.00	0.00	0.00
441.0 PARK & RIDE	7.50	0.00	0.00	0.00	0.00	0.00
463.0 STREET MAIN	54.50	1.31	0.41	0.10	0.00	0.00
474.0 TRAFFIC	17.00	1.07	3.57	0.57	0.00	0.00
478.0 SNOW & ICE	0.00	0.00	0.00	0.00	0.00	0.00
482.0 ADMIN	3.96	0.22	0.22	0.00	0.00	0.00
203 LOCAL STREET FUND						
429.0 SAFETY	0.00	0.00	0.00	0.00	0.00	0.00
463.0 STREET MAIN	79.00	4.60	7.32	0.37	1.00	0.00
474.0 TRAFFIC	10.00	0.13	3.00	0.00	0.00	0.00
478.0 SNOW & ICE	0.00	0.00	0.00	0.00	0.00	0.00
482.0 ADMIN	3.96	0.22	0.22	0.00	0.00	0.00
226 GARBAGE FUND						
528.0 COLLECT	20.00	2.81	2.43	2.32	0.00	0.00
530.0 WOODCHIPPING	54.20	0.40	22.90	0.00	0.00	0.00
782.0 WINSHALL PARK GARBAGE	8.50	0.00	0.00	0.00	4.00	5.00
783.0 ELMS PARK GARBAGE	11.00	0.00	0.00	0.00	4.00	5.00
793.0 CITY HALL	8.61	0.06	0.02	0.00	0.00	0.00
590 WATER						
540.0 WATER SYSTEM	141.94	8.20	19.05	2.66	1.50	0.00
540.0 WATER-ON CALL	0.00	0.00	0.00	0.00	0.00	0.00
542.0 READ & BILL	37.75	1.02	17.39	0.64	0.00	0.00
793.0 CITY HALL	8.64	0.06	0.02	0.00	0.00	0.00
591 SEWER						
536.0 SEWER SYSTEM	88.44	5.27	3.99	0.10	0.00	0.00
536.0 SEWER-ON CALL	0.00	0.00	0.00	0.00	0.00	0.00
537.0 LIFT STATION	13.00	0.54	0.29	0.29	0.00	0.00
542.0 READ & BILL	38.75	1.02	17.39	0.64	0.00	0.00
793.0 CITY HALL	8.64	0.06	0.02	0.00	0.00	0.00
661 MOTOR POOL FUND						
795.0 CITY GARAGE	40.00	2.00	0.83	0.43	0.00	0.00
DAILY HOURS TOTAL	797.00	32.00	108.00	9.00	26.00	10.00

**Public Works
Monthly Work Orders**

08/01/14

Work Order # Work Order Status	Location ID	Customer Name Service Address	Date Recd Date Comp	Type
BXRP14-0089 COMPLETED	MI10-008103-0000-05	HONKANEN, JEFFREY 8103 MILLER RD	07/02/14 07/02/14	CURB BOX REPAIR
BXRP14-0090 COMPLETED	CC10-007396-0000-04	MARKON, MARJORIE 7396 CROSSCREEK DR	07/17/14 07/17/14	CURB BOX REPAIR
CHIP14-0023	GR10-005304-0000-01	BERNRITTER, W JOHN 5304 GREENLEAF DR	07/16/14	TREE CHIPPING
CKME14-0238 COMPLETED	BR20-006149-0000-01	PAPALAZAROU, MARIA 6149 BRISTOL RD	07/08/14 07/08/14	CHECK METER
CKME14-0239 COMPLETED	CR10-008101-0000-01	FASSETT, SUSAN M 8101 CRAPO ST	07/07/14 07/07/14	CHECK METER
DRAN14-0027 COMPLETED	SE20-005292-0000-02	GERMAIN, TRISHA 5292 SEYMOUR RD	07/16/14 07/16/14	STORM DRAINS
DRAN14-0028 COMPLETED	ST10-006293-0000-00	LINDSAY, DOUGLAS 6293 ST CHARLES PASS	07/16/14 07/16/14	STORM DRAINS
DRAN14-0029	HI10-009261-0000-05	CAVETTE, JEFFREY 9261 HILL RD	07/31/14	STORM DRAINS
FLAG14-0100 COMPLETED	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	07/18/14 07/25/14	LOWER/RAISE FLAG
FNRD14-0708 COMPLETED	HA20-000078-0000-01	EICKHOFF, DENNIS 78 HAMILTON DR	07/01/14 07/01/14	FINAL READ
FNRD14-0709 COMPLETED	DO10-005182-0000-02	LONDON, MICHELLE 5182 DON SHENK DR	07/01/14 07/02/14	FINAL READ
FNRD14-0710 COMPLETED	BR20-007181-0000-02	EVANS, ROBERT 7181 BRISTOL RD	07/31/14 07/31/14	FINAL READ
FNRD14-0711 COMPLETED	CH10-009101-0000-01	HERHOLZ, MARK 9101 CHELMSFORD DR	07/09/14 07/11/14	FINAL READ
FNRD14-0712 COMPLETED	CC10-007410-0000-04	STONK, P.M. 7410 CROSSCREEK DR	07/15/14 07/15/14	FINAL READ
FNRD14-0713 COMPLETED	JI10-009262-0000-01	LAMBERT, ANNA 9262 JILL MARIE LN	07/16/14 07/16/14	FINAL READ
FNRD14-0714	BR30-000172-0000-01	BURCH, BONNIE 172 BROOKFIELD DR	07/17/14	FINAL READ
FNRD14-0715 COMPLETED	WI10-005200-0000-04	KELLY, BARBARA 5200 WINSHALL DR	07/17/14 07/18/14	FINAL READ
FNRD14-0716 COMPLETED	CA10-008415-0000-02	MECUM, BRANDON 8415 CAPPY LN	07/17/14 07/18/14	FINAL READ
FNRD14-0717 COMPLETED	HO10-005017-0000-01	LANCASTER-MAY, TERRY 5017 HOLLAND DR	07/18/14 07/18/14	FINAL READ
FNRD14-0718 COMPLETED	MI10-007297-0000-03	SOMERS, JUDITH 7297 MILLER RD	07/29/14 07/28/14	FINAL READ

Work Order # Work Order Status	Location ID	Customer Name Service Address	Date Recd Date Comp	Type
FNRD14-0720 COMPLETED	MI10-008067-0000-02	ERWIN, TONYA, K. 8067 MILLER RD	07/25/14 07/28/14	FINAL READ
FNRD14-0721 COMPLETED	SP10-004265-0000-01	JOHNSON, CARL 4265 SPRINGBROOK DR	07/28/14 07/28/14	FINAL READ
FNRD14-0722 COMPLETED	CO20-007450-0000-06	BAMBACH, ANNETTE 7450 COUNTRY MEADOW DR	07/30/14 07/31/14	FINAL READ
FNRD14-0723	EL10-003391-0000-01	HALKA, JAMES E 3391 ELMS RD	07/31/14	FINAL READ
GWO14-0303 COMPLETED	MI10-007346-0000-01	JOHNSON, DONALD 7346 MILLER RD	07/01/14 07/01/14	GENERIC WORK ORDE
GWO14-0304 COMPLETED	SE10-005020-0000-01	MALNOWSKI, NANCY 5020 SECOND ST	07/16/14 07/16/14	GENERIC WORK ORDE
HYDR14-0008	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	07/24/14	HYDRANTS
MNT14-0180 COMPLETED	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	07/10/14 07/28/14	BUILDING MAINTENA
MNT14-0181	CI10-008095-0000-01	PERKINS LIBRARY 8095 CIVIC DR	07/28/14	BUILDING MAINTENA
MTRP14-0431 COMPLETED	CA10-008354-0000-01	ADMIN BLDG, SWARTZ CREEK 8354 CAPPY LN	07/11/14 07/14/14	METER REPAIR
MTRP14-0432 COMPLETED	CA10-008331-0000-01	GARAGE-SWARTZ CREEK SCHOOLS 8331 CAPPY LN	07/11/14 07/16/14	METER REPAIR
MTRP14-0433 COMPLETED	MI10-007306-0000-02	KLINSKE, CINDY 7306 MILLER RD	07/17/14 07/17/14	METER REPAIR
MTRP14-0434 COMPLETED	GR20-007506-0000-01	LITWIN, JEFFREY 7506 GROVE ST	07/29/14 07/29/14	METER REPAIR
READ14-0381 COMPLETED	BR30-000167-0000-02	SCOTT, NANCY 167 BROOKFIELD DR	07/08/14 07/08/14	READ METER
READ14-0382	BI10-005238-0000-01	HOPE, WAYNE 5238 BIRCHCREST DR	07/22/14	READ METER
SAMP14-0010 COMPLETED	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	07/28/14 07/28/14	WATER SAMPLES
SETM14-0014 COMPLETED	MY10-004375-0000-01	WOODSIDE 4375 MAYA LN	07/02/14 07/03/14	SET METER
STRT14-0055 COMPLETED	YA10-007035-0000-01	HAIST, ROLAND J 7035 YARMY DR	07/01/14 07/11/14	STREET REPAIR
STRT14-0056 COMPLETED	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	07/30/14 07/30/14	STREET REPAIR
SWBK14-0042 COMPLETED	GR10-005338-0000-02	HICKEY, CAROL 5338 GREENLEAF DR	07/01/14 07/01/14	SEWER BACKUP
TRIM14-0020	WO10-005359-0000-03	PARMER, CHERYL 5359 WORCHESTER DR	07/18/14	TREE-TRIM
WOFF14-1123 City Council Packet	MI10-008103-0000-05	HONKANEN, JEFFREY	07/02/14	WATER TURN OFF

Work Order # Work Order Status	Location ID	Customer Name Service Address	Date Recd Date Comp	Type
COMPLETED		8103 MILLER RD	07/02/14	
WOFF14-1124 COMPLETED	GR10-005351-0000-02	LINDSAY, BRAD 5351 GREENLEAF DR	07/07/14 07/07/14	WATER TURN OFF
WOFF14-1125 COMPLETED	MI10-006033-0000-07	THOMAS, SHELBY 6033 MILLER RD	07/10/14 07/11/14	WATER TURN OFF
WOFF14-1126 COMPLETED	IN10-008211-0000-05	HUD 8211 INGALLS ST	07/10/14 07/11/14	WATER TURN OFF
WOFF14-1127 CANCELLED	DU10-005213-0000-06	CASSETTY, HARRY & JULIE LAGU 5213 DURWOOD DR	07/23/14	WATER TURN OFF
WOFF14-1128 COMPLETED	YA10-007025-0000-05	JACKSON, JOHNNY 7025 YARMY DR	07/23/14 07/24/14	WATER TURN OFF
WOFF14-1129 CANCELLED	CH30-007550-0000-09	TALSMA, DENISE 7550 CHURCH ST	07/23/14	WATER TURN OFF
WREP14-0052 COMPLETED	DO10-005411-0000-02	HENRY, NATHAN 5411 DON SHENK DR	07/01/14 07/01/14	WATER REPAIRS
WTON14-0733 COMPLETED	GR10-005288-0000-03	FEDERAL NATL MORT ASSN 5288 GREENLEAF DR	07/02/14 07/02/14	WATER TURN ON
WTON14-0734 COMPLETED	CB10-003446-0000-03	RILEY CUSTOM HOMES, INC 3446 CAMBRIDGE ST	07/03/14 07/03/14	WATER TURN ON
WTON14-0735 COMPLETED	MI10-008103-0000-05	HONKANEN, JEFFREY 8103 MILLER RD	07/02/14 07/02/14	WATER TURN ON
WTON14-0736	MI10-008103-0000-05	HONKANEN, JEFFREY 8103 MILLER RD	07/02/14	WATER TURN ON
WTON14-0737 COMPLETED	DU10-005183-0000-01	TALSMA, DAVID 5183 DURWOOD DR	07/03/14 07/03/14	WATER TURN ON
WTON14-0738 COMPLETED	MI10-006033-0000-07	THOMAS, SHELBY 6033 MILLER RD	07/18/14 07/18/14	WATER TURN ON
WTON14-0739 COMPLETED	OA10-005154-0000-02	SETERUS 5154 OAKVIEW DR	07/28/14 07/28/14	WATER TURN ON
WTON14-0740 COMPLETED	YA10-007025-0000-05	JACKSON, JOHNNY 7025 YARMY DR	07/25/14 07/25/14	WATER TURN ON

Total Records: 57

July 2014	MILES DRIVEN	GALLONS GAS PURCHASED	GALLONS DIESEL PURCHASED
#1 P/U 4WD			
#3 P/U 4WD	697	71	
07-03 P/U 4WD	746		74
09-03 P/U 4WD			31
#2 P/U 2WD		26	
#6-00 BACKHOE			
#9 DUMP			
#10 DUMP			
#11 DUMP		27	
#12-02 DUMP			30
#12-04 DUMP	92		34
#12-99 GENERATOR			
#9-02 BRUSH HOG			
#17 CASE BACKHOE			
#19 JD TRACTOR			
#06-99 BUCKET TRUCK			
#21 WOOD CHIPPER			31
#807 STREET SWEEPER			38
#42 ASPHALT HEATER			
#37 TRAIL ARROW			
#10-98 3" PUMP			
#28A 3" PUMP			
3" PUMP			
#30 4" PUMP			
#31 4" PUMP			
#32 4" PUMP			
1" PUMP			
S-10		53	
TOTAL	1535	176	238

Personal Property Tax Frequently Asked Questions (FAQ)

What is the proposal?

The proposal will eliminate the personal property tax (PPT) on small businesses (including small manufacturers) and phase it out over several years for larger manufacturers. It also will ensure a stable funding source for Michigan communities to fund essential services such as police and fire.

Will the proposal increase taxes?

No. The proposal will not increase taxes.

What is the effective date?

The provisions will take effect as soon as 10 days after the vote is certified according to the state constitution. However, certain provisions may have varying effective dates.

Why doesn't the ballot language specifically mention personal property tax?

The very term "personal property tax" can often be misleading to voters. The PPT is a tax that businesses must pay for machinery and equipment purchases. It is *not* the more common property tax that Michigan citizens pay on their homes.

Is there any downside to the passage of this proposal?

The only disadvantage will be to Ohio, Indiana and the rest of our competitor states.

Who has endorsed the proposal?

Michigan Manufacturers Association

Michigan Municipal League

Michigan Chamber of Commerce

Michigan Association of Counties

AARP Michigan

Detroit Free Press

Michigan Association of School Boards

Traverse City Area Chamber of Commerce

Michigan Association of School Administrators

Small Business Association of Michigan

Lansing State Journal

Battle Creek Inquirer

Michigan Farm Bureau

Crain's Detroit Business

Michigan Fraternal Order of Police

Northern Michigan Chamber Alliance

What is the personal property exemption for small taxpayers?

Starting in 2014, all industrial and commercial personal property owned by a business within a local taxing unit will be exempt if the combined true cash value of all such property owned by, leased to, or used by the business within the unit is less than \$80,000.

What is Eligible Manufacturing Personal Property?

Eligible Manufacturing Personal Property (EMPP) consists of all personal property at a particular location if that personal property, in aggregate, is used at least 50% of the time in industrial processing or direct integrated support of industrial processing. If a business meets this threshold, all of the personal property at that location (whether owned by or leased to the business) will be exempt. Property used to generate, transmit or distribute electricity is not "used in industrial processing."

Would gas and oil exploration companies be exempt under the proposed changes?

No, gas and oil exploration companies would not be eligible for the EMPP exemption.

How will the proposal affect manufacturers?

The proposal replaces the local Essential Services Assessment (ESA) with a statewide ESA that is paid by manufacturers that receive a PPT exemption for eligible manufacturing personal property. Beginning in 2016,

Personal Property Tax Frequently Asked Questions (FAQ)

manufacturers, except for those that qualify for the small taxpayer exemption, will see the PPT phased out over time.

What is the phase-out plan for the Eligible Manufacturing Personal Property exemption?

The personal property tax on EMPP will be phased out over the next 10 years under the following formula:

- 2016 – All personal property first placed in service before 2006 and after 2012 will be exempt.
- 2017 – Property first placed in service in 2006 also will be exempt
- 2018 – Property first placed in service in 2007 also will be exempt.
- 2019 – Property first placed in service in 2008 also will be exempt.
- 2020 – Property first placed in service in 2009 also will be exempt.
- 2021 – Property first placed in service in 2010 also will be exempt.
- 2022 – Property first placed in service in 2011 also will be exempt.
- 2023 – All eligible manufacturing property will be exempt.

A one-time exemption affidavit must be filed by February 10 in the year the property is first exempt. Assessors may deny the exemption for the current year.

What is the new state Essential Services Assessment?

The state ESA will be levied on all exempt EMPP starting in 2016. The tax base is the fair market value of EMPP at the time of acquisition. For property acquired 1-5 years before the tax year, the tax rate will be 2.4 mills. For property acquired 6-10 years before the tax year, it will be 1.25 mills. For property acquired more than 10 years before the tax year, the rate will be 0.9 mills.

Why is this all about the use tax?

The use tax will be the vehicle for providing reimbursement to communities for reduced personal property tax resulting from the exemptions. A portion of the current use tax is being dedicated to a new statewide authority to be used only to pay reimbursements. The proposal does not increase the use tax.

What is the timeline for paying the ESA?

Starting in 2016, taxpayers are required to submit electronically to Treasury a completed statement and full payment by September 15. If the assessment is not paid, Treasury will send notice by October 15 and impose up to a 5% penalty. If the statement and payment are not received by November 1, the EMPP exemptions are rescinded for that tax year. Taxpayers must submit a personal property statement by November 10; the exempted summer tax will be added to the winter bill. For taxpayers making a minimum of \$25 million in additional EMPP investment, the Michigan Strategic Fund Board may provide a 50% or 100% exemption from the state ESA for the new investment.

What is the base year for all calculations?

The base year for determining PPT losses and reimbursements is 2013.

Will essential services – like police, fire, ambulance, etc. – be affected?

Reimbursements for essential services loss will be made with the authority's share of use tax revenue. Loss includes personnel pension costs and future revenue from exemptions that would have expired. To calculate the amount of essential services loss, the FY 2014 Comprehensive Annual Financing Report (CAFR) must include the percentage of FY 2012 General Fund revenue that was used by the local unit of government to fund essential services.

Personal Property Tax Frequently Asked Questions (FAQ)

How will this affect PA 328s?

If the PA 328 expires before the EMPP is eligible for an exemption, then the PA 328 is extended until the property qualifies for exemption. EMPP with an extended PA 328 is subject to the state ESA. The property also is subject to the state ESA if the PA 328 is approved after 2013 – unless it is applied for before August 5, 2014 and \$25 million of new EMPP investment is to be made within 5 years.

How will this affect PA 198s?

If the PA 198 exemption that is in effect for 2013 expires before the EMPP is eligible for an exemption, then the PA 198 is extended until the property qualifies for exemption. EMPP with an extended PA 198 is subject to the state ESA based on half of its fair market value. PA 198 exemptions will expire once the property is eligible for the EMPP exemption. For the original term of the PA 198 exemption, the state ESA is based on half of the fair market value.

How will Tax Increment Financing (TIF) be affected?

Beginning in 2014, reimbursement will be available for TIF plans that experience PPT loss. Beginning in 2016, PPT loss will include the loss of increased captured value. This includes anticipated revenue from expiring tax exemptions and revenue from anticipated future investment. These are considered Tier 1 reimbursements (explained below). Seven tests must be met for increased captured value. These are:

1. Before 2013, the TIF plan must have specifically projected the anticipated increase in captured value that would be used to pay one or more qualified obligations.
2. The TIF plan must be fully approved before 2013.
3. Any needed BRFA work plans must be approved before 2013.
4. The TIF plan must identify a particular project on a specific parcel and the addition of particular EMPP.
5. The EMPP must make up at least 20% of the true cash value of the improvements. This requirement does not apply for EMPP subject to an expiring exemption.
6. The project must have obtained all necessary local zoning approvals before 2013.
7. Before 2013, orders must have been placed and significant investments made for the EMPP to be located on the site.

For obligations refunded after 2012, cumulative TIF PPT reimbursements are limited to the cumulative PPT reimbursements the authority would have received had the obligation not been refunded. If refunding results in increased school tax capture, the PPT reimbursements are reduced by the amount of the increase of school tax capture.

The annual schedule for reimbursement is as follows:

September 20: County allocated millage

February 20: Other county millage, township millage, and other millage levied 100% in December

October 20: All other millage

What other specific reimbursement changes are there for the future?

There is an estimated 100% reimbursement for all losses. In the legislation passed in 2012, each taxing unit was to file reimbursement claims. Under the new law passed in 2014, Treasury calculates reimbursements using data from assessors, equalization directors, and taxing units. The loss from the small taxpayer personal property exemption is calculated by subtracting the 2014 commercial personal property taxable value and industrial personal property taxable value from 2013 numbers. Calculations exclude property classified as either commercial or industrial personal in one year, but classified as real property or utility personal in another. The same calculation will be applied to losses beginning in 2016.

Personal Property Tax Frequently Asked Questions (FAQ)

Calendar Year 2014 and 2015

Reimbursement is initially made only for debt and TIF losses. For debt loss reimbursement, the obligation must be incurred (non-school) or approved by voters (school) before 2013. Calculations include Industrial Facility Tax (IFT) property. Cities will be reimbursed for their non-debt loss for 2014 and 2015 in FY 2016.

Calendar Year 2016 through 2018

Tier I reimbursements include:

- Local school district and ISD loss
- Essential services loss, including loss from expiring tax exemptions
- TIF loss, including any loss from increased captured value
- Small taxpayer exemption loss

There is no Tier II reimbursement. Under Tier III, all other losses will receive reimbursement based on each taxing unit's share of the total losses and available dollars after Tier I payments. Available dollars are estimated to be sufficient to provide 100% reimbursement.

After Calendar Year 2018

In 2019, 5% of the funds otherwise available for Tier III will be distributed under Tier II based on each taxing unit's share of EMPP tax loss calculated using the modified acquisition cost of EMPP subject to the state ESA. This percentage will increase by 5% each year for 20 years, until no more funds are distributed under Tier III.

How much use tax revenue will the state-wide authority receive for reimbursement?

The revenue per year is as follows:

FY16 - \$96.1 million

FY17 - \$380.6 million

FY18 - \$410.5 million

FY19 - \$437.7 million

FY20 - \$465.9 million

FY21 - \$491.5 million

FY22 - \$521.3 million

FY23 - \$548.0 million

FY24 - \$561.7 million

FY25 - \$569.8 million

FY26 - \$571.4 million

FY27 - \$572.2 million

FY28 - \$572.6 million

After FY28, 1% annual increase

How much use tax revenue will the School Aid Fund receive?

The revenue per year is as follows:

FY14 - \$9.9 million

FY15 - \$19.9 million

FY16 - \$30.9 million

FY17 - \$42.0 million

After FY17, estimated 1% annual increase

PROCLAMATION
CITY OF SWARTZ CREEK

WHEREAS, the library card is the most important school supply of all; and

WHEREAS, libraries are an essential service for the nation's children; and

WHEREAS, libraries bridge the digital divide by providing a full range of information and services to children and adult learners; and

WHEREAS, libraries offer free access to important educational resources like online homework resources, access to online databases and e-books; and

WHEREAS, libraries continue to evolve and find ways to bring value to their communities; and

WHEREAS, a library card is the "smartest card" you can own;

THEREFORE, BE IT RESOLVED that I, David A. Krueger, Mayor, proclaim September Library Card Sign-Up Month in Swartz Creek, Michigan and encourage everyone to sign up for the "smartest Card" at your library.

David A. Krueger

David A. Krueger

Mayor



Adam Zettel

From: Kubic, Susanne <SKubic@co.genesee.mi.us>
Sent: Thursday, August 14, 2014 3:56 PM
To: 'azettel@cityofswartzcreek.org'; Poster, William
Subject: drain in Swartz Creek
Attachments: Letter for ResoExceedMaint.pdf; 2013 Resolution to Exceed.pdf

Response to your email to John Obrien, about drain next to Masonic Temple.

Hello,

I spoke to Bill Poster from our office, who has been out on the site. He has bid this work out. The Bid came in at \$13,585.00. Under the Drain Code, we can only spend \$5,000/mile of drain/year for maintenance. Based on its length we can only spend \$5,000/year on this drain. There are a couple of conditions that would allow us to exceed maintenance. Bill spoke to Tom Svrcek about getting a resolution to exceed maintenance, so we may do all the work in a single year. Tom was trying to do this under a purchase order? That would not work for us. Also when we check the file, historically 85% to 100% of the assessment for this drain was to the City. Since the drain basically served as outlet for the City's Roads. We would reevaluate the City's share at the time of assessment for this work.

I am sending you a copy of the resolution to exceed maintenance that Bill sent the Mayor and Mr. Svrcek last year. We have been waiting on the Boards action. Your Board would have to approve it by resolution, and we can do all the necessary work. If they are not going to approve it, please let me know so we can have the contractor go out and try to spot stabilize the drain within the maintenance limits.

Also I did find out that C&H construction did leave the concrete, with the intent of using it for stabilization. They were low bidder.

*Sue Kubic
Drain Engineer
GCDC-SWM*



GENESEE COUNTY DRAIN COMMISSIONER'S OFFICE

-DIVISION OF
SURFACE WATER MANAGEMENT

G-4608 BEECHER ROAD, FLINT, MI 48532
PHONE (810) 732-1590 FAX (810) 732-1474

JEFFREY WRIGHT
COMMISSIONER

22 November 2013

Reference: 1079 Miller Road Drain
Correspondence From: William Poster

David Krueger
Mayor
City of Swartz Creek
8083 Civic Drive
Swartz Creek, MI 48473-1498

Dear Mayor Krueger;

Our office received several calls from concerned residents in regards to the Miller Road Drain. I have walked the Miller Road drain and identified necessary maintenance. Our office received proposal and C&H Construction submitted the revised low proposal in the amount of \$13,585.00. Under PA40 of 1956, we are limited to spending \$5,000.00/year. Our office is concerned with it taking multiple years to complete the necessary maintenance and would like to perform all necessary work all in the next year.

We are asking the City of Swartz Creek Board to pass a resolution to exceed maintenance on the Miller Road Drain, so our office may complete this work in a timely manner. A copy of a resolution to exceed maintenance is attached.

If you have questions or comments please feel free to contact our office. Thank you.

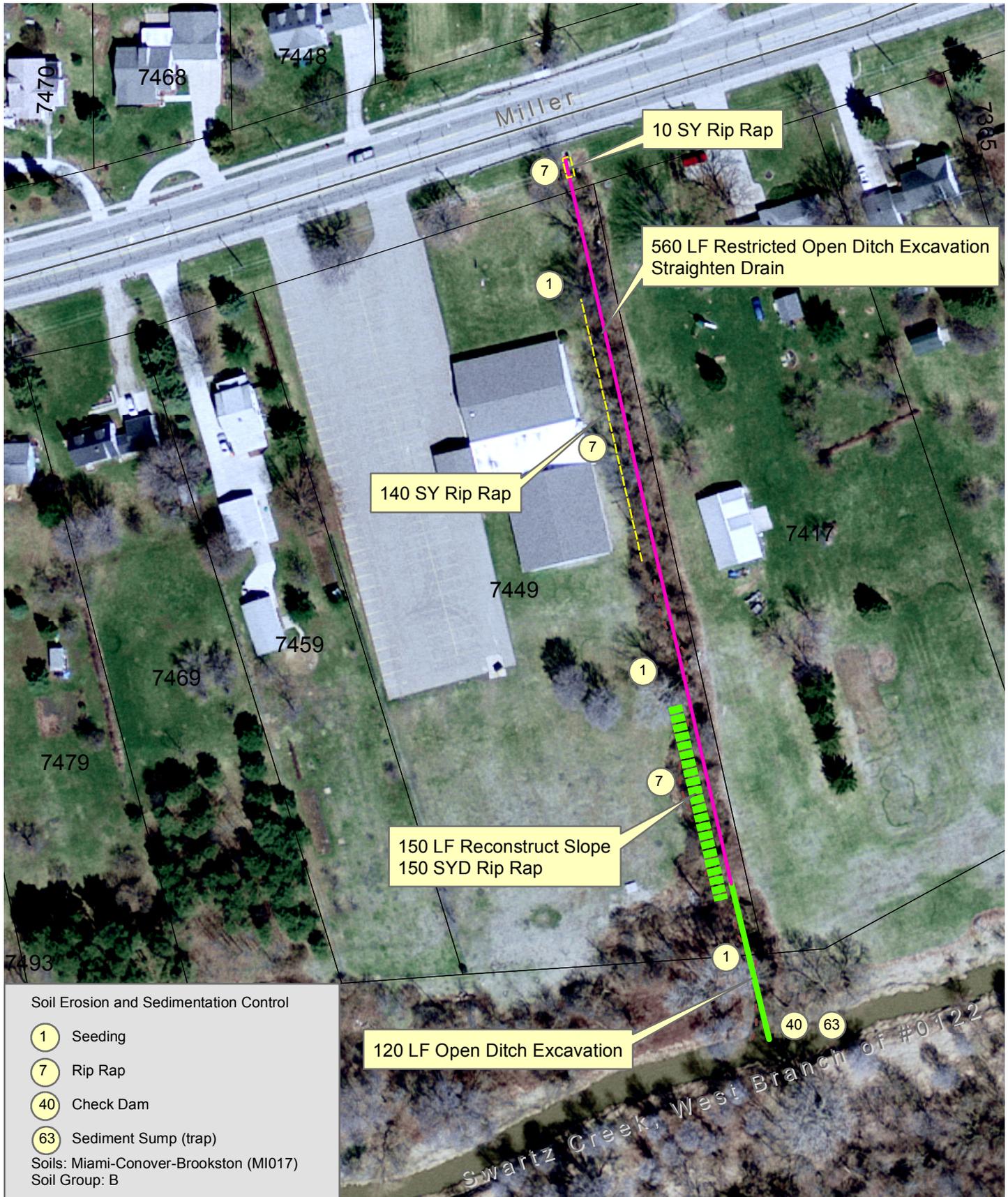
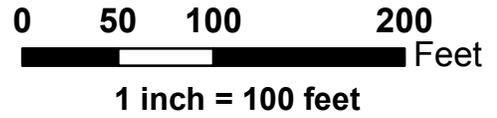
Sincerely,

William J. Poster Sr.
Engineering Assistant

Cc: Tom Svrcek Director Public Services City of Swartz Creek

Miller Road Drain #1079

City of Swartz Creek



Soil Erosion and Sedimentation Control

- 1 Seeding
- 7 Rip Rap
- 40 Check Dam
- 63 Sediment Sump (trap)

Soils: Miami-Conover-Brookston (MI017)
Soil Group: B

MILLER ROAD DRAIN #1079

Bid Opening: April 11, 2013

Item	Description	Estimated Quantity	Unit	C&H		Zellar		Heystek		Yates	
				Unit Price	Total						
1	Clearing and Grubbing	120	LF	\$12.80	\$1,536.00	\$8.00	\$960.00	\$5.00	\$600.00	\$16.00	\$1,920.00
2	Open Ditch Excavation: 2 on 1 side slopes	120	LF	\$15.00	\$1,800.00	\$4.00	\$480.00	\$3.00	\$360.00	\$10.00	\$1,200.00
3	Machine Grading	120	LF	\$4.50	\$540.00	\$1.00	\$120.00	\$1.00	\$120.00	\$1.00	\$120.00
4	Class 2 Restoration	120	LF	\$2.00	\$240.00	\$1.00	\$120.00	\$1.00	\$120.00	\$0.60	\$72.00
5	Restricted Clearing and Grubbing	560	LF	\$9.00	\$5,040.00	\$8.00	\$4,480.00	\$15.00	\$8,400.00	\$6.60	\$3,696.00
6	Restricted Open Ditch Excavation: 2 on 1 side slopes	560	LF	\$5.50	\$3,080.00	\$3.00	\$1,680.00	\$7.00	\$3,920.00	\$9.50	\$5,320.00
7	Class 1 Restoration	560	LF	\$2.00	\$1,120.00	\$2.00	\$1,120.00	\$6.00	\$3,360.00	\$1.30	\$728.00
8	Reconstruct Slope, including any needed clean fill	150	LF	\$16.50	\$2,475.00	\$20.00	\$3,000.00	\$10.00	\$1,500.00	\$22.00	\$3,300.00
9	Plain Rip Rap on geotextile	300	SYD	\$20.00	\$6,000.00	\$35.00	\$10,500.00	\$30.00	\$9,000.00	\$50.00	\$15,000.00
10	Soil Erosion and Sedimentation Control	1	LSUM	\$450.00	\$450.00	\$500.00	\$500.00	\$300.00	\$300.00	\$3,500.00	\$3,500.00
				Total	\$22,281.00	Total	\$22,960.00	Total	\$27,680.00	Total	\$34,856.00
				As-Read	\$22,281.00	As-Read	\$22,960.00	As-Read	\$27,680.00	As-Read	\$34,856.00

5k

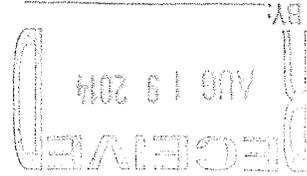


STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

August 12, 2014



Mr. Tom Svrcek
City of Swartz Creek
8083 Civic Drive
Swartz Creek MI 48473-1377

Dear Mr. Svrcek:

Your request to add the following streets into your local street system is approved resulting in an addition of 0.63 miles into your local street total.

- Maya Lane from Miller Road to Maya Lane West end.
- Lindsey Drive from Maya Lane to the dead end
- Russell Drive West from Lindsey Drive to the dead end
- Maplecrest Circle from Maya Lane to Maya Lane
- Russell Drive East from Lindsey Drive to Russell Drive

The annual mileage certification for Act 51, Public Acts of 1951, as amended, for the certification period of July 1, 2013 to June 30, 2014 has been completed. Your certified mileage as of July 1, 2014 is as follows:

Major: 10.86
Local: 11.74

If you have any questions or need further assistance, please feel free to contact me at 517-241-4486 or by e-mail at boltk1@michigan.gov.

Sincerely,

Kelly Bolt
Act 51 Certification Specialist
Asset Management Division