

**City of Swartz Creek  
AGENDA**

**Regular Council Meeting, Monday, January 11, 2016, 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 December 14, 2015 MOTION Pg. 23
5. **APPROVE AGENDA:**
  - 5A. Proposed / Amended Agenda MOTION Pg. 1
6. **REPORTS & COMMUNICATIONS:**
  - 6A. City Manager's Report MOTION Pg. 2
  - 6B. Monthly Reports (Building, Revenue & Expense, DPW, Check Register, Police) Pg. 32
  - 6C. Zoning Amendment Submission for Nursing Home (Business Item) Pg. 60
  - 6D. Miller & Morrish Traffic Study Pg. 72
  - 6E. Comcast Notices Pg. 123
  - 6E. Dark Store & Gag Order Legislative Updates Pg. 125
  - 6F. Recreation Passport Grant Award Letter & Agreement (Business Item) Pg. 130
  - 6G. Quarterly Gain Report Pg. 142
  - 6H. Miller Water Main Quotes Pg. 143
  - 6I. Genesee Conservation Report Pg. 146
  - 6J. Mid-Year Budget Notes and Sheets (Business Item) Pg. 147
  - 6K. Appraisal Proposal Pg. 153
7. **MEETING OPENED TO THE PUBLIC:**
  - 7A. General Public Comments
8. **COUNCIL BUSINESS:**
  - 8A. Zoning Ordinance # 427 – Nursing Home RESO Pg. 15
  - 8B. Street Ballot Initiative RESO Pg. 18
  - 8C. Street Project Review Committee RESO Pg. 18
  - 8D1-D2. Michigan Tax Tribunal Appraisal Funding Appropriations RESO Pg. 19
  - 8E. Mid-Year Budget Adjustments RESO Pg. 20
  - 8F. Recreation Passport Grant Agreement RESO Pg. 21
10. **MEETING OPENED TO THE PUBLIC:**
11. **REMARKS BY COUNCILMEMBERS:**
12. **ADJOURNMENT:** MOTION

**City of Swartz Creek**  
**CITY MANAGER'S REPORT**  
**Regular Council Meeting of Monday, January 11, 2016 - 7:00 P.M.**

**TO:** *Honorable Mayor, Mayor Pro-Tem & Council Members*  
**FROM:** Adam Zettel, City Manager  
**DATE:** January 5, 2016

**ROUTINE BUSINESS – REVISITED ISSUES / PROJECTS**

✓ **OUTSTANDING APPEALS (*Update-Business Item*)**

There are a number of appeals pending, and only one of them has been resolved so far. The largest include the raceway, the Gilroy's Plaza, the golf course, and the Swartz Creek mini-storage. There are also a couple other retail appeals. At the moment, only Gilroy's has a hearing date, which is for mid-February. As such, our assessor is recommending that we proceed with an appeal for this site. She believes her value is reasonable and should be defended, especially considering the scale of the requested reduction.

Also on the list for an appraisal is the golf course. This one does not have a hearing date, but the appraisal is likely to take longer. Unfortunately, they have not dropped this appeal, despite the ridiculous nature of it (\$100,000 true cash value for the club house, residential house, outbuildings, and over 30 acres).

We are moving forward administratively to collect data with two others, as noted below. For now, our assessor recommends we hold position on the raceway and mini-storage while we manage the other cases. Lastly, we settled one appeal for El Portrero that the assessor found reasonable upon submission of a privately funded appeal. A complete listing of outstanding appeals is as follows:

Year	Parcel #	Docket #	Owner	Petitioner's Representative	Current Assessed	Current Taxable	Proposed Assessed	Proposed Taxable	Status	Notes
2014	58-03-530-001	14-005368	Morgan Properties	Steve Johnson	286,300	286,300	149,425	136,875	answered 8/12/14	Gilroys Plaza
2014	58-03-200-003	14-005368	Morgan Properties	Steve Johnson	623,800	567,674	325,575	298,225	answered 8/12/14	Gilroys Plaza
										Assessment appears fair - recommend getting an appraisal
2015	58-32-100-004	15-002500	Shkreli Investments	Fred Gordon	286,600	286,600	50,000	50,000	answered 6/16/15	golf course
										Assessment appears fair - recommend getting an appraisal
2015	58-35-576-039	15-002131	CenterpiecePlaza	Laura Hallahan	182,600	181,762	110,000	110,000	answered 6/9/15	
2015	58-35-576-040	15-002131	CenterpiecePlaza	Laura Hallahan	21,900	19,778	15,000	15,000	answered 6/9/15	
										Assessment appears fair - attorney to file interrogatores to get leases, income and expenses statements for potential appraisal
2015	58-35-400-001	15-001904	Sports Creek	Michael Shapiro	1,207,400	918,667	500,000	500,000	answered 6/9/15	
										Hold for now - Assessor to acquire more information
2015	58-02-200-033	15-002502	Nemer Enterprises	Kal Nemer	293,400	196,940	190,000	190,000	answered 6/16/15	Morrish Rd office
										Attorney to file interrogatores to get leases, income and expenses statements for potential appraisal
2015	58-31-526-008	15-003396	BOAM	Robert Blick	309,300	283,973	144,500	144,500	answered 8/4/15	El Petrero
										Staff negotiated true cash value at \$300,000 based upon staff valuation and petitioner submitted appraisal
2015	58-02-200-029	15-002787	S.C. Mini Storage	Steve Johnson	765,300	765,300	550,000	550,000	answered 8/4/15	
										Assessment appears fair - pending further deliberation

I have drafted a resolution to provide funds for two appraisals, the golf course and the retail plaza (Carriage Commons).

✓ **STREETS** (See Individual Category)

✓ **MORRISH AND BRISTOL SIGNAL** (Update)

It appears the Genesee County Road Commission is working on the proposed cost sharing agreement that would enable installation of a basic signal at this intersection. I informally discussed the matter with Clayton Township leadership, and the concept seems to have much support. Furthermore, Meijer has quickly responded to our request to engage in the participation for this signal AND a future upgrade. They appear willing to do both.

✓ **2017-2020 TRAFFIC IMPROVEMENT PROGRAM (TIP)** (No Change of Status)

There is one update to the TIP submission. The county requested that the city downgrade Worchester, Fairchild, and Cappy to rehabilitation projects instead of reconstruction. This MAY keep them TIP eligible, whereas they would otherwise not be very competitive. We have adjusted accordingly. The tradeoff is a much better chance for funding at a much lower funding amount. The city could still choose to reconstruct these segments, but the TIP would only support 80% of the rehabilitation cost instead of the reconstruction cost.

The previous update is as follows, with anticipated costs:

Mr. Doyle submitted the applications for the TIP. He said we were the first ones to do so. The applications, with updated costs, include:

<u>Road</u>	<u>Point of Beginning</u>	<u>Point of End</u>	<u>Length (Miles)*</u>	<u>Lanes</u>	<u>Lane Feet</u>	<u>Width (Feet)</u>	<u>ADT</u>	<u>Total Cost</u>	<u>Federal Match</u>	<u>Local Match</u>
Miller Road	Morrish	NB Seymour	1	4	21120	48	13444	\$1,507,272	\$1,205,818	\$301,454
Cappy Lane	Fairchild	Worchester	0.36	2	3801.6	28	1085	\$443,161	\$354,529	\$88,632
Worchester	Cappy	Winston	0.1	2	1056	28	691	\$172,474	\$137,979	\$34,495
Fairchild	Cappy	Miller	0.28	2	2956.8	44	2456	\$305,104	\$244,084	\$61,021
Seymour	S City Limit	Chesterfield	0.8	2	8448	36	2675	\$534,364	\$427,491	\$106,873
<b>Cost</b>										
<b>Totals:</b>								\$2,962,375	\$2,369,900	<b>\$592,475</b>

\*Miller is a four lane to three lane w/two bike lane conversion

Note that Seymour Road is a tricky one to apply for. The road consists of two lanes, technically. This is a result of the eligibility of use for federal street funds. The TIP program does not pay for on street parking, making about 25% of the surface area non-participating. This means that the city had to make a tough decision in 2007. The city either needed to pay more (much more) to keep on street parking, or the city needed to eliminate on street parking. The city chose to do the latter. However, the community desired to retain a space for emergency or special purpose parking on Seymour, eliminating the option to stripe the road for bike lanes and create

narrower lanes. The result is that we have one 12 foot lane and one 20 foot lane that can sometimes be allocated towards parking. However, the parking has technically been eliminated, resulting in some wasted space.

The engineer asked whether the city is open to considering a “complete street” concept in which the road would be two lanes, with bike lanes. The latter results in a higher score for the prioritizing of repair and use of federal funds. Obviously, staff cannot make a firm commitment, and we do not have time to bounce this off residents on Seymour Road.

So the city council is aware, I directed the engineer to apply for the TIP with the assumption that the city WILL add bike lanes to streets that can accommodate such lanes in lieu of parking. This does not mean that we must do so. What it offers is a greater chance to qualify for funds between 2017 and 2020. If the road does qualify, the city should immediately determine if a change of status from complete street to two lanes only will still qualify. Based upon the outcome, a hearing with the affected residents can be held to choose a course of action: fix the street with bike lanes, refuse bike lanes and don’t fix the street, or (if the planning organization permits it) fix the street without bike lanes.

Again, the final decision is still down the road and should entail public input. The decision to go with bike lanes on design initially will not impact costs appreciably, but it will objectively increase our chances to fix the road.

- ✓ **MORRISH ROAD CLASSIFICATION-BRIDGE CAPACITY** *(No Change of Status)*  
Morrish Road has been submitted for classification as a “minor arterial” from a “major collector”. The MDOT approved the change. Now we await review by the Federal Highway Administration sometime this calendar year.
- ✓ **MILLER ROAD RESURFACING PROJECT** *(No Change of Status)*  
The city now has a report/change order on the estimated costs for this project, and the news is good. It appears that the savings sought by the city were realized, with a reduction of \$121,355.39. Note that this is not savings under the resolution. This reflects savings under the bid amount of \$1,918,020.56. Since this was beyond our original estimate, the savings were desired to match budgeted amounts. In short, we are right on target.

Also, the noted weeds on Miller have been sprayed, cut, and hydro seeded.

- ✓ **SIGNAL PHASING STUDY FOR MILLER AND MORRISH** *(Update)*  
OHM has completed a draft of the intersection section study. At this point, they recommended altering the timing for signal phasing throughout the day. This will enable a tailored pattern of timing to better accommodate the various needs observed. Though it is possible to place a dedicated left, it would require well over \$100,000 to do so due to new requirements for “box-span” configurations. Furthermore, this configuration would likely result in a decrease to the service level for certain through-traffic movements.

I have included their report for review by the city council. In the meantime, we are working with Genesee County to implement the timing recommendations so that we can assess the effectiveness. If the council chooses to, we can revisit the other options mentioned.

✓ **20 YEAR STREET PLAN – ROAD FUNDING** *(Update-Business Item)*

I drafted a ballot proposal that reflects the same language as 2015 while accounting for gradual increases in state contributions. Based upon resident feedback, I am also proposing a reduction in the time frame of the levy (10 years instead of 20 years).

Once the state plan is fully implemented, the city can expect \$264,000 a year more than what we are currently receiving. This figure should adjust for inflation. So, keeping with today's dollars, we can cover \$264,000 of our \$824,000 annual cost, leaving \$560,000 unfunded after 2021. Again, this is only after full implementation in the year 2021 when full revenues are in effect, and it is also dependent upon economic gains to the state's general fund. This leaves us with a shortfall for 5 of the 10 years, as well as a degree of uncertainty based upon the economic impacts on tax base and state tax collections.

What does this mean? It means that we can expect to cover AT LEAST \$560,000 a year locally AFTER 2021. This number will be much higher the first five years of the twenty year plan due to the slow implementation by the state. It also does not account for potential demand increases on construction service that are expected to arise out of the infusion of state investment for all communities. Our engineer recommends that we build a contingency into the levy to account for higher demand (higher prices) on construction services.

Options? At the margin, the city can look to use some existing fund balance from the general fund and major street fund to cover the expected differences. There may even be some general fund and major street fund operational dollars that could be transferred on a yearly basis. However, this is not going to be sustainable. Those funds simply don't have inexhaustible savings.

My initial recommendation is to seek the \$560,000 PLUS a 10% contingency to account for higher construction costs and the slow gas tax implementation (\$616,000). This is a revised levy of 4.220 mils (based upon a taxable value of \$146M). This proposal should be attempted soon, perhaps in May. This will provide a reliable source for the lion's share of the needed funds. Note that supplements from the general fund and major street fund would still be needed for the first five years (up to \$150,000 in the first year alone!). However, those funds should be able to provide such assistance on a temporary basis if we remain frugal.

The impact and revenues of a levy of 4.220 mils is estimated as follows:

Levy Impacts on Homes	4.220 mil (\$616k/year)	
	Month	Year
Home Value \$70,000 (\$35,000 taxable)	\$12.31	\$147.70

Home Value \$100,000 (\$50,000 taxable)	\$17.58	\$211.70
Home Value \$150,000 (\$75,000 taxable)	\$26.38	\$316.50

If the city council is leaning towards a May levy, I recommend bringing the street committee back online as well. There is still much to look at concerning the order of projects and how the community chooses to phase in the program given the circumstances. That committee can work with the public and staff to get a better handle at how the most recent budget surplus may (or may not) impact street programming. There are obviously many different approaches to take, and the committee can take the time to go over options and report back to the city council.

I recommend approving some form of the included ballot language. Again, areas of change include the timeline and the amount. The final ballot question would need to be with the county clerk by February 9, 2016. We have two regular meetings between now and then.

- ✓ **2016 STREET BIDS-SCRAP TIRE GRANT** *(No Change of Status)*  
Engineering is complete for the intersections of Winston and Miller (including water main), as well as Fairchild and Miller. Bids are to be opened at 10:00 a.m. on January 14, 2016. The project will include a bid add-on for additional watermain is expected for Winston due to noted pipe weaknesses. The city council will be able to assess this change once bids are received. We expect this work to be done after school releases in 2016.
- ✓ **WATER – SEWER ISSUES PENDING** *(See Individual Category)*
  - ✓ **SEWER REHABILITATION PROGRAM** *(No Change of Status)*  
Liqui-Force has just completed the 2015 projects in the Village. We did not encounter any major issues or change orders. Tom will await a final debriefing before final billing. If all goes well, we will look to begin the next phase of televising very soon.
  - ✓ **KWA** *(No Change of Status)*  
For the most part, the KWA is still ahead of schedule and under budget. The most recent estimates place the authority in operation by the end of 2016 on a limited basis, serving Flint. It is expected to be serving all authority customers by fall of 2017. The treatment facility is under construction as we speak and the pipeline work is nearly complete.
  - ✓ **STORM SEWER** *(No Change of Status)*  
The county agreement has been approved and awaits a master signature page for all participating communities. According to the most recent report, there is one more community that still needs to approve it.
  - ✓ **WATER LOSS** *(No Change of Status)*  
Johnson Controls has taken a look at our water loss. By both their reckoning and ours, the numbers are improving. The last few quarters are in our favor, but water loss needs to be accounted for over at least a year to capture a larger sample of breaks, hydrant flushing, and four season use. As noted in Johnson Controls report, water loss is standing at about 16%. Given our industry standard target of 10%, they

feel there is not enough justification to engage in system-wide meter replacement or to otherwise engage them for related services.

We have also been working with Genesee County to test and upgrade master meters coming into and leaving the city. The County has also agreed to audit their billing records to ensure that water metered as leaving our system is accurately recorded and billed. Combined with some recent meter upgrades at one of our larger school facilities and apartment complexes, we are hoping to see further reductions.

Again, we were initially searching for the silver bullet solution to our water loss problem, such as a defective master meter. However, as time moves on, we are discovering that the water loss is more representative of “death by a thousand paper cuts.” Our solution? One thousand Band-Aids. We will keep working on the system one meter, one register, and one leaky valve at a time.

✓ **WATER MAIN BREAK-EMERGENCY PURCHASE (Update)**

On the morning of December 15, 2015, much of our community experienced a temporary but serious drop in water pressure. The cause was a substantial break to a 12 inch secondary water feed to General Motors Customer Care and Aftersales Facility. The line that ruptured runs parallel to the Miller Road distribution main, along the north side of Miller Road. The break was so substantial that feeds from Morrish, Elms, and Dye were barely enough to pressurize the system.

The main was immediately isolated, returning pressure to the system by ~7:00 a.m. However, city staff and the county were struggling to explain the extreme drop in pressure or otherwise ascertain the extent of the damage. In the meantime, GM was left without redundant service, and the city was without a critical piece of infrastructure.

Mr. Svrcek immediately consulted with the city’s engineer regarding the importance of the water line as an asset and the necessity of taking steps to preserve/repair this asset. In addition there was concern for the integrity of our newly resurfaced Miller Road, which was clearly compromised by the massive amount of subsurface water.

The decision was made to seek costs for emergency repairs to the water main and road. Typically, water main repair services are performed with city crews or services and are directly procured by the department head. However, the scale of this job was such that expenses were expected to require sealed bids. In the interest of saving valuable time and engineering resources, an engineered sealed bid process was determined to be detrimental under city ordinance 2-405 (Emergency purchases).

To ensure competitiveness to a practical extent, three independent bids to repair the main and street were solicited. The results were as follows:

1. Glaeser Dawes - \$29,998
2. Fessler & Bowman - \$29,485
3. C&H Construction Company - \$17,370.95

The city accepted the bid by C&H Construction Co. This firm was not only dramatically less expensive, they have a proven track record for competence, efficiency, and integrity with their city-contracted projects.

Work commenced on December 31, 2015 but had to halt due to a death in the family of the crew. They were back on site on January 4, 2016.

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

The policy has been approved by the city council. We will distribute and engage recipients of the policy over the next month.

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

The board met at 10:00 a.m. on Wednesday, December 9, 2015. The meeting was held at the Mundy Township offices. All board members were present. The following actions were taken:

1. Oath of office sworn by all members
2. Curt Porath selected as Chairperson
3. Kay Doerr selected as Vice-Chairperson
4. Dan Atkinson's contract transferred to the Authority upon "effective date"
5. Seventh member, Vane King, selected by board
6. Code of ethics distributed
7. Lt. Bade designated as the Freedom of Information Officer
8. Swartz Creek FOIA policy adopted, subject to updates to respective identification and name markers (e.g. Swartz Creek City = Regional Police Authority of Genesee County)
9. Facility needs were discussed
10. Meeting schedule for 2016 established (fourth Wednesday of each month at 10:00 a.m., odd months at Paul D. Bueche Municipal Building & even months at Mundy Township Hall)

The staff of both police departments continue to work on drafts of necessary documents, including:

- Operating procedures
- Purchasing policy
- LEIN policy
- 911 Consortium agreements
- Personnel policy

Based upon comment, we will look to see if the board can reschedule some or all meetings for evening hours. I will also advocate for resident positions on committees that can be formed to review facilities, staffing, financial policies, etc. To affirm the process, both the city and township will be reviewing the proposed plan for authority police protection often and in the public setting prior to a vote to affirm or deny the transfer of police services, staff, and powers.

✓ **SPRINGBROOK EAST & HERITAGE VACANT LOTS** *(Update)*

The bond has been received and payment to the contractor made for Springbrook East resurfacing. If new phases are approved and new construction commences, staff has instituted an infrastructure development and permitting process in which the contractor/developer will need to apply. This process shall include standards for review, approval, and prior bonding. This permitting process was designed to avoid future issues with infrastructure completion and integrity.

Eight of the twelve lots in Springbrook East have sold. The association has already been reimbursed for these sales. I expect the other four to sell by early summer of 2016, putting this totally in our rearview mirror.

The city still owns four lots in Heritage Village. We have no plan for these at this time. Perhaps an auction of these lots is in order. In this case, I am not sure if there was an intention to share additional revenues with the association or not. The city sold one lot in 2014 "at cost." Purchase agreements with other buyers fell through.

✓ **MEIJER COMMUNITY DONATION** *(No Change of Status)*

I have contacted Meijer, and they definitely wish to have a public event to commemorate their contribution to the community. This is overdue. If any council members have ideas with commemorating their contribution towards the Fortino Sidewalk, now would be the time to bring them up.

✓ **WINCHESTER WOODS LOTS** *(Update)*

I have reached out to Gaines Township on this matter, informally. Since they have platted lots that lack necessary infrastructure adjacent to the city, it makes sense to work together on drainage and related matters. The previous report on the matter follows:

The planning commission considered this issue as a component of the current master plan amendment. Their initial recommendation is to make the area conducive on the construction of single family homes in accordance with the original plat. To do so will require engineered drainage, a section of new sanitary sewer, and some fill/grading to the roads. Future deliberation of the planning commission and city council will determine whether or not this course is followed.

Obviously, the biggest concern is funding of the improvements. Public workshops are recommended to gauge owner interest in participating and to what degree improvements should be done and assessed. Note that the city's lots in this area could be used for storm water storage and/or sales to recoup costs.

✓ **NEWSLETTER** *(No Change of Status)*

Councilmembers should have a copy. Let me know what you think.

✓ **MEDICAL MARIJUANA MORATORIUM** *(No Change of Status)*

The moratorium is in place for another 180 days. We will continue to observe developments in the state legislature.

✓ **PARKING ORDINANCE** *(Update)*

The ordinance was approved and has been published. Enforcement can begin on January 7<sup>th</sup>.

✓ **K9 UNIT** (*Update*)

Ike has been officially retired and transferred off of the city's books. Rosco is on the job.

✓ **CAPPY LANE LIFT STATION** (*No Change of Status*)

Rowe Professional Services Company has been working the design and bidding for the lift station. They expect to have a bid opening in mid-January. At this point, the scope of the bid has changed, with some additional features being proposed. These features, the procurement and installation of which will be subject to approval by the city council, include a generator, potential chopper pumps (for large debris), and an upgraded protective casing for the control panel.

In addition, the engineer recommends salvaging two of the existing pumps for current and future usage as high-flow/emergency pumps. These changes, with contingency, are expected to bring the total construction cost to about \$300,000. The result will be a much more reliable system with two separate pumping facilities and two separate power sources.

In addition to the generator, which I recommend the city acquire in any case, Tom is working with Consumers to feed the site from a different power district, providing additional redundancy in the system.

✓ **SUNOCO** (*No Change of Status*)

The DPW removed the sign base and light poles from the site. They were badly rotted, unsightly, and less than safe (at best). The previous report is below:

As expected, owning an abandoned gas station is not fun. I am working with the author of our Baseline Environmental Assessment to contact Exxon. However, they are not playing ball so we may need to engage our attorney to move things along. We desire to have them do as much as they can to clean up the site from a practical standpoint. We have the ability to make this easy on them if they play ball. For example, the city could pass an underground water use ordinance for the affected area that would make it easier to "close" the site in the eyes of the state. If the city were to begin crafting such an ordinance, I suspect the council would want to see the tanks and affected soil removed first. I am working with Mike Smith to establish contacts.

In other news, the city registered the three underground tanks and one fuel oil tank onsite. This will need to occur yearly at a cost of \$100 per tank. Pending some additional findings, we may also need to pump down some rainwater that got into the tanks. The state allows only an inch or less of "liquid" in temporarily out-of-service tanks. We may have 2-3 inches in one tank.

Lastly, I think everyone anticipated demolition of the building. I will take it a step further and suggest that everyone DESIRES the demolition of the building at this point. Tom informs me that the roof may not last the winter. This certainly puts some pressure on us to move the demolition timeline up. I will work with the DDA to see if they can

allocate some funds to bring the structure and canopy down this spring. Perhaps the city and DDA split this cost. I will keep the city council informed.

✓ **ELMS PARK GRANT (Update)**

The grant award has been made! Our community will have \$45,000 in state assistance to work on accessibility upgrades and the restrooms in Elms Park. The next step is to execute the grant agreement. This is a contract that reads much like the Department of Transportation agreements. In short, we build the improvements timely and with good records, then the state reimburses us \$45,000.

Note that the agreement includes Appendices that reference the grant application. I have included the entire grant application separately since it is a pretty tremendous document. Further note that, upon going over the grant, you will observe some inconsistencies. This is because the DNR requested adjustments. For example, the original grant scope and project map includes replacement of the backstop. This component was removed from the scope in December for technical reasons. You will see such adjustments noted at the end of the grant.

I have included the resolution, agreement, and (separately) the grant. The resolution commits the city to matching the grant to the tune of \$51,500. Of this, we do have the ability to provide in-kind services and volunteer labor. However, we budgeted to pay cash in case we experience hardships in doing so. It is better to be safe than sorry.

In addition to approving the agreement, I have included language to enable bidding and engineering in accordance with our project scope. If approved by city council, we will release bid specifications and hope for a good price. My expectation is that the city will need to stand by the budgeted amount of general fund expenditures to make this happen, but it will be worth it to get this amount of work done.

✓ **WIRELESS LEASE EXTENSION PROPOSAL (Update)**

This agreement has been executed by all parties and the signing stipend has been received.

✓ **CLERK-FINANCE DIRECTOR DUTIES (Update)**

The city has made a conditional offer of employment to one of the staff applicants. The filling of this position is contingent upon affirmation of the city council as it relates to the City of Swartz Creek Supervisors Association collective bargaining agreement, as well as affirmation by the city council as it relates to filling the "clerk" duties in accordance with the city charter.

I am working on the bargaining agreement now and expect to have something for the city council in late January or early February.

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

✓ **MONTHLY REPORTS & UPDATES (Update)**

The December reports are included.

✓ **COMCAST (Update)**

Comcast is reporting channel changes.

✓ **GAIN (Update)**

The quarterly GAIN report is included.

✓ **LEGISLATIVE UPDATES (Update)**

I have included some updates that, coming from a news source, are pretty self-explanatory. The “Dark Store” legislative movement is one we should support, since it attempts to make the absurd commercial appeals less likely. The “Gag Order” legislation is most troubling. It appears to restrict communications made by a government 60 days prior to an election as it relates to ballot questions that the government may have on that ballot. The Governor has a slightly different interpretation, and encourages a legislative update to ensure proper information dissemination. However, as written, it may make any ballot question for a school, city, or authority much harder to understand. For example, a May ballot initiative for the streets may need to be “gagged” in early March (no newsletters, printed materials, public discourse).

✓ **GENESEE CONSERVATION DISTRICT (Update)**

They have provided us with an annual report of sorts.

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

✓ **PLANNING COMMISSION (Update-Business Item)**

The commission was given a complete draft of the amended master plan at its regular meeting on January 5, 2016. This draft was recommended to be reviewed and distributed by the city council. I intend to have this draft in front of the city council for preliminary review on January 25, 2016.

There is also a request in to rezone 3.65 acres next to Kroger. In line with the previous Planned Unit Development Plan for that entire area, a petitioner is requesting the area in question be zoned to RM-1 (Multiple Family), for the purpose of locating a nursing home. The overlay zoning, Planned Unit Development, is also under petition for amendment to reflect the area-wide site integration.

The planning commission, at their regular January 5, 2016 meeting, voted to recommend approval to the city council. I have included the applicant information, review letter, maps, and resolutions in this packet.

If approved as a zoning ordinance amendment, a site plan would follow for review by the planning commission and city council.

✓ **DOWNTOWN DEVELOPMENT AUTHORITY (Update)**

The DDA met on November 12<sup>th</sup>. The architect attended their meeting, as did a couple members of the public. The board listened to options and gave some feedback. There was strong support for lots of green space and/or park land within the proposal. Participants tended to steer clear of commercial uses and support high quality single family homes, perhaps in a condominium setting. Attached units were supported. The provision of single level senior housing was desired as a component, either as flats or single family.

The board is expected to meet again, without the architect, to go over some preliminary sketches. Their next meeting is scheduled for January 14, 2016, at the Paul D. Bueche Municipal Building at 6:00 p.m.

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

The zoning board of appeals will have their annual meeting on March 16<sup>th</sup>, 2016, in which they will select officers. There are no other appeals, variances, or interpretations scheduled.

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

The board is seeking permission to move forward with plans to include a new “tot-lot” for Elms Park. The tot-lot would be a small play area for the park that would resemble the one at Winshall Park. The basic plan is to place this area, suited for toddlers, north of the main entrance by the older equipment. The cost would be about \$25,000, with the revenues coming exclusively from fundraising.

The park board made a recommendation to seek approval from the city council to accept the tot-lot installation, with location and final procurement to be subject to future action by the city council. The crucial need remains a sound fundraising campaign. For this, the group is looking to have a professional lead the fundraising effort. A portion of funds raised would be paid as a commission (a common practice for non-profits that engage in large-scale fundraising campaigns).

I have included a resolution to enable fundraising for this park facility. If approved, the park board is going to follow up on a current fundraising proposal and make a recommendation in January.

The review of the dog park is still pending.

Their next meeting is planned for Wednesday, January 13, 2016.

✓ **BOARD OF REVIEW** *(Update)*

The December Board of Review met on December 15, 2015 at 10:00 a.m. All members of the board, including our alternate, were present. Four city residents came to the board requesting Principal Residence Exemptions and all of them were granted. The Board also granted one other Principal Residence Exemption and one Disabled Veterans Exemption.

The board is not expected to convene until the spring.

## **NEW BUSINESS / PROJECTED ISSUES & PROJECTS**

✓ **FLOOD MAP AMENDMENT PROCESS** *(Update)*

Though the city’s Flood Rate Insurance Maps (FIRM’s) were updated as recently as 2009 by FEMA, I am working to see if amendments are possible. Many homes, especially on Norbury Drive and Winshall Drive were placed in the flood plain and forced to pay flood insurance. This designation costs homeowners money and decreases home values because of this added expense and noted flood risk.

However, homeowners can demonstrate that they are at an elevation above the 100 year flood elevation by performing a “grade certification”. Doing so will result in a Letter of map Amendment (LOMA) and removal from the flood plain, along with the need to pay flood insurance. Because the number of grade certification filings is so high for that area of the city, FEMA has agreed to consider evaluating the FIRM’s.

We will see what happens. Our objective is to keep costs down and values high for those homeowners. However, this must be balanced with acknowledging the apparent risk of flooding for this area. We certainly don’t want to remove homes from the floodplain that should reasonably remain insured due to the flood risk.

Note: though the risk of flood waters cresting at an elevation that compromises homes does exist, the “inundation level”, or the degree of flooding that would impact homes on the edge of the flood plain is very small. Put another way, even if a 100 year event strikes as anticipated by FEMA, the cresting waters would inundate these homes with only inches of water, if it reaches above the base floor elevation at all.

✓ **MID-YEAR BUDGET ADJUSTMENTS (*Business Item*)**

We are beginning to look at some mid-year budget amendments. At first glance, there do not appear to be any surprises or anomalies this year for any funds. At this time, we have only prepared adjustments for the most minor funds.

Five funds are reported in the finance report by Juanita and Deanna, both for the remainder of this year and a first shot at next year. The Fire Equipment and Sidewalk Funds are not expected to change in either case. The Drug Enforcement Fund is static for this year, with a decrease proposed for next fiscal.

More activity was noted in the Weed Fund, resulting in a current fiscal adjustment for revenues and expenses. The City Hall Debt Fund, though not materially changing, is being altered to reflect how the transfers from other funds support the city hall debt. Stated more plainly, the city hall debt remains the same, but the paper trail is being adjusted due to a request by the auditors. For the next fiscal year, the debt is expected to decrease slightly.

Lastly, the auditors wish to see an old Special Assessment Fund closed. The remaining amount, being within thresholds, will simply transfer to the Sewer Fund and close. Further notes by Juanita and Deanna are included, as is a resolution to effect these changes.

**Council Questions, Inquiries, Requests, Comments, and Notes**

*Council Minutes:* Sometimes changes to the city council minutes can be difficult to verify or alter on the floor of the city council. As such, we humbly ask that any member of the public or the city council that has proposed changes or questions about the minutes contact the city clerk as soon as possible about such changes. This will allow us to retype specific passages or pages and/or check the audio of the meeting in question beforehand.

**City of Swartz Creek  
RESOLUTIONS  
Regular Council Meeting, Monday, January 11, 2016, 7:00 P.M.**

**Resolution No. 160111-4A            MINUTES – December 14, 2015**

Motion by Councilmember: \_\_\_\_\_

**I Move** the Swartz Creek City Council approve the Minutes of the Regular Council Meeting held Monday, December 14, 2015, to be circulated and placed on file.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-5A            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 January 11, 2016, to be circulated and placed on file.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-6A            CITY MANAGER’S REPORT**

Motion by Councilmember: \_\_\_\_\_

**I Move** the Swartz Creek City Council accept the City Manager’s Report of January 11, 2016, including reports and communications, to be circulated and placed on file.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-8A            ZONING ORDINANCE AMENDMENT #427**

Motion by Councilmember: \_\_\_\_\_

**WHEREAS**, the Public Act 110 of 2006, the Michigan Zoning Enabling Act, enables cities to regulate land use through the creation and enforcement of zoning maps and regulations, and

**WHEREAS**, changes were proposed to the city's zoning ordinance map to amend zoning of a newly created 3.65 acre parcel from R-4 (Two Family Residential) to RM-1 (Multiple Family Residential), and

**WHEREAS**, changes were concurrently and in conjunction proposed to the city's zoning ordinance map to amend the Planned Unit Development District zoning for an area that includes the above property, in addition to adjacent vacant land and the Springbrook East Condominium, approximately 47.5 total acres, inclusive of a concept proposal, and

**WHEREAS**, after a public hearing, the city planning commission, finding such changes satisfy zoning map amendment criteria, recommended such amendments at their regular meeting on January 5, 2016.

**THEREFORE, I MOVE** the City of Swartz Creek ordains:

**ORDINANCE NO. 427**

**AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF SWARTZ CREEK TO BRING SAID ORDINANCE INTO COMPLIANCE WITH THE MICHIGAN ZONING ENABLING ACT, ACT 110 OF THE PUBLIC ACTS OF 2006, AS AMENDED; TO AMEND THE ZONING MAP.**

**THE CITY OF SWARTZ CREEK ORDAINS:**

**Section 1. Amendment of the Zoning Map of the City of Swartz Creek.**

The official Zoning Map of the city shall be amended to reflect RM-1 zoning for property identified as:

PART OF THE EAST 1/2 OF SECTION 36, T7N-R5E, CITY OF SWARTZ CREEK, GENESEE COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT THE NORTHWEST CORNER OF CUMMINGS BERLIN ACRES, AS RECORDED IN LIBER 22, PAGE 21, GENESEE COUNTY PLAT RECORDS, SAID POINT BEING N 88°05'40" W, 1286.15 FEET FROM THE EAST 1/4 CORNER OF SECTION 36; THENCE CONTINUING N 88°05'40" W, 35.71 FEET; THENCE S 17°03'21" E, 358.72 FEET ALONG THE WEST LINE OF CUMMINGS BERLIN ACRES; THENCE CONTINUING ALONG THE WEST LINE OF SAID PLAT S 19°11'34" E, 95.03 FEET; THENCE S 70°59'10" W, 110.30 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 670.00 FEET, AND A CHORD BEARING AND DISTANCE OF S 83°29'14" W, 290.05 FEET; THENCE ALONG A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 60.00 FEET, AND A CHORD BEARING AND DISTANCE OF N 35°44'19" W, 28.88 FEET; THENCE N 10°20'12" E, 30.88 FEET; THENCE ALONG CURVE TO THE LEFT HAVING A RADIUS OF 380.00 FEET, AND A CHORD BEARING AND DISTANCE OF N 01°08'18" E, 121.49 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 970.00 FEET, AND A CHORD BEARING AND DISTANCE OF N 02°39'56" W, 131.07 FEET; THENCE S 86°40'42" E, 87.35 FEET; THENCE N 48°11'37" E, 15.74 FEET; THENCE N 03°14'00" E, 147.93 FEET; THENCE N 30°17'42" E, 105.76 FEET; THENCE N 60°40'45" E, 134.99 FEET; THENCE N 84°02'10" E, 21.09 FEET; THENCE S 05°15'21" E, 118.81 FEET TO THE POINT OF BEGINNING. CONTAINING 3.65 ACRES MORE OR LESS

**Section 2. Amendment of the Zoning Map of the City of Swartz Creek.**

The official Zoning Map of the city shall be amended to reflect an amendment to an existing Planned Unit Development zoning overlay, including the concept plan to be included as part of Zoning Appendix A, for property identified as:

Part of the East 1/2 of Section 36, T7N-R5E, City of Swartz Creek, Genesee County, Michigan, described as: Beginning at a point on the East-West 1/4 Line (as occupied) of Section 36, that is N88°05'40"W, 415.00 feet (recorded as N88°07"W) from the East 1/4 Corner of Section 36, said point

also being on the North line of Cummings Berlin Acres, as recorded in Liber 22, Page 21 Genesee County Plat Records; thence continuing N88°05'40"W, 906.10 feet (recorded as N88°07"W) along the North line of said plat to the Northwest Corner of said plat; thence S17°03'21"E, 358.70 feet (recorded as S17°04'E, 359 feet) along the West line of said plat; thence S19°11'34"E, 155.77 feet (recorded as S19°10'E) along the West line of said plat to the Northeast corner of Wray Acres as recorded in Liber 23, Page 4 of Genesee County Plat Records; thence S55°32'17"W, 534.30 feet (recorded as S53°35'W, 534.47 feet); thence S55°32'10"W, 369.91 feet (recorded as S53°35'W, 370 feet) to the Northwest Corner of Lot 9 of Wray Acres; thence N34°24'42"W, 90.10 feet; thence S55°34'16"W, 200.13 feet; thence S34°31'58"E, 90.22 feet to the Northeast Corner of Lot 8 of Wray Acres; thence S55°31'00"W, 399.93 feet (recorded as S53°35'W, 400 feet) to the Northwest Corner of Lot 5 of Wray Acres; thence S34°30'33"E, 299.83 feet (recorded as S36°25'E, 300 feet) to the Southwest corner of lot 5 of Wray Acres; thence S55°29'11"W, 59.97 feet (recorded as S53°35'W, 60 feet) to the Southeast corner of lot 4 of Wray Acres; thence N34°30'54"W, 299.86 feet (recorded as N36°25'W, 300 feet) to the Northeasterly Corner of Lot 4 of Wray Acres; thence S55°30'46"W, 242.09 feet (recorded as S53°35'W, 242.16 feet) to the Northwest corner of lot 2 of Wray Acres and the North-South 1/4 line of Section 36 as occupied; thence N02°46'43"E, 235.00 feet; thence N02°47'10"E, 1327.43 feet to the occupied Interior Corner of Section 36; thence N02°38'43"E, 260.04 feet along the occupied North-South 1/4 line to the Southerly right-of-way line of Interstate I-69 (so-called); thence S89°38'16"E, 2189.80 feet along the Southerly right-of-way line of Interstate I-69 (so-called); thence S02°32'54"W, 265.47 feet; thence S25°04'20"W, 65.26 feet to the Point of Beginning. Containing 47.5 acres, more or less

**Section 3. Penalties; Sanctions.**

Any person who violates any provision of this Ordinance is subject to the penalties and sanctions provided for in Article 32 of the Zoning Ordinance.

**Section 4. Effective Date.**

This ordinance shall be effective 20 days after publication.

At a regular meeting of the City Council of the City of Swartz Creek held on January 11, 2016, adoption of the foregoing ordinance was moved by \_\_\_\_\_ and supported by \_\_\_\_\_.

Voting for:  
Voting against:

The Mayor declared the ordinance adopted.

\_\_\_\_\_  
David Krueger  
Mayor

**CERTIFICATION**

The foregoing is a true copy of Ordinance No. 424 which was enacted by the City Council of the City of Swartz Creek at a regular meeting held on October 12, 2015.

\_\_\_\_\_  
Juanita Aguilar, City Clerk

**Publish Date:** \_\_\_\_\_  
**Swartz Creek View**

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_  
Voting Against: \_\_\_\_\_

**Resolution No. 160111-8B                      STREET FUNDING BALLOT LANGUAGE PROPOSAL**

Motion by Councilmember: \_\_\_\_\_

**WHEREAS**, the City of Swartz Creek is organized and operates as a home rule city pursuant to its charter, and under the provisions of the Home Rule Cities Act, 1909 P.A. 279, as amended, MCL 117.1, *et seq*; and

**WHEREAS**, the City of Swartz Creek, pursuant to the Michigan Constitution, Article IX, subsection 31, may levy additional taxes only with the approval of a majority of the qualified electors of the City of Swartz Creek voting thereon; and

**WHEREAS**, the City Council seeks the approval of the electors in order to generate funds for the sole purpose of constructing and repairing the public streets within the City of Swartz Creek.

**NOW, THEREFORE, BE IT RESOLVED**, that the question of whether to levy an additional 4.220 mills for the sole purpose of constructing, repairing, and improving the public streets within the City of Swartz Creek shall be submitted to the electors of the City of Swartz Creek at the next election to be held in the City on May 3, 2016, which question shall read as follows:

**SWARTZ CREEK STREET INITIATIVE BALLOT PROPOSAL**

Shall the City of Swartz Creek be authorized to levy a millage of up to a maximum of 4.220 mills (\$4.22 Per \$1,000 of taxable value) for a ten (10) years, 2016-2025, inclusive, for the purpose of funding construction and interest costs for the replacement, rehabilitation, repair, and maintenance of public streets and include pavement, sidewalk, curb, gutter, shoulders, and related drainage work within the City of Swartz Creek, the estimated revenues that will be collected during the first year of this millage as authorized and levied to be \$616,000?

**BE IT FURTHER RESOLVED**, that the City Clerk shall do and perform all acts required of said Clerk by the City Charter and the statutes of the State of Michigan and such case made and provided in regard to the registration of electors for said election, the giving of notice thereof, the giving of notice of said election, the preparation and furnishing of necessary ballots, and for the conduct of such election.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_  
Voting Against: \_\_\_\_\_

**Resolution No. 160111-8C                      STREET PROJECT REVIEW COMMITTEE**

Motion by Councilmember: \_\_\_\_\_

**WHEREAS**, under the General Operating Rules of the Council, the Mayor, with the advice and consent of Council, may appoint temporary committees whose membership may include persons not on Council; and

**WHEREAS**, such committees must be temporary in nature, have a specific purpose, and include a specific time frame for their activities; and

**WHEREAS**, the city is in the process of studying the prospect of a 20 year street investment plan and accompanying 10 year levy; and

**WHEREAS**, the council desires to enable a committee of councilmembers and staff to further deliberate on the particulars relating to the amount of any such levy, as well as the possibility of creating a prioritized street list for the life of the levy.

**NOW, THEREFORE, BE IT RESOLVED**, the City of Swartz Creek City Council hereby creates a temporary committee, to be referred to as the “Street Project Review Committee,” for the purpose of reviewing and making recommendations relating to the proposed street levy, with findings to include the recommended amount of such levy.

**BE IT FURTHER RESOLVED**, the Street Project Review Committee shall deliver such findings on or before the regular meeting on February 22, 2016 and be subsequently dissolved unless otherwise engaged in further reviews at the direction of the city council.

**BE IT FURTHER RESOLVED**, the membership of the Street Project Review Committee shall be composed of the following individuals:

- Mayor Krueger
- Councilmember \_\_\_\_\_
- Councilmember \_\_\_\_\_
- Lou Fluery – Consultant Engineer
- Adam Zettel – Staff Member

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-8D1      MTT APPRAISAL APPROPRIATION (Golf Course)**

Motion by Councilmember: \_\_\_\_\_

I Move the City of Swartz Creek amend the budget to allocate \$10,000 of general fund balance to the assessing department for the purpose of contesting the tax appeal by Shkreli Investments, for real identified as parcel number 58-32-100-004 (Genesee Valley Meadows Golf Course), costs to include an appraisal, legal services, and other

related expenses to be provided by the city's legal counsel and an appraisal firm Cook, Pray, Rexroth & Associates, as selected by the city manager with the authority of the city council under Section 2-402(a)(2) of the city ordinances.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-8D2      MTT APPRAISAL APPROPRIATION (Carriage Plaza)**

Motion by Councilmember: \_\_\_\_\_

I Move the City of Swartz Creek amend the budget to allocate \$10,000 of unencumbered, unreserved general fund monies to the assessing department for the purpose of contesting the tax appeals by Morgan Properties, for real property identified as 58-03-530-001 & 58-03-200-003 (Carriage Plaza), costs to include an appraisal, legal services, and other related expenses to be provided by the city's legal counsel and an appraisal firm, yet to be determined, as selected by the city manager with the authority of the city council under Section 2-402(a)(2) of the city ordinances.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-E      2014-2015 MID-YEAR BUDGET ADJUSTMENTS**

Motion by Councilmember: \_\_\_\_\_

**WHEREAS**, Act 621 of P.A. 1978 provides for a uniform budgeting system for local units of government; and

**WHEREAS**, Act 275 of P.A. of 1980 further prohibits deficit spending by local units of government; and

**WHEREAS**, the City Council has reviewed the City's 2015 – 2016 Revenue and Expenditure Report through December 2015, and finds that it is not in deficit; however, certain department activity line items may be in deficit; and

**WHEREAS**, the City Council has received a Budget Amendment Summary and Revenue and Expenditure Reports reflecting proposed changes in budgeted items; and

**WHEREAS**, new budget amounts necessitate adjustments to the original adopted budget; and

**WHEREAS**, said supplemental documentation shows the new proposed revenue and expenditures by fund.

**THEREFORE BE IT RESOLVED**, the Swartz Creek City Council hereby authorizes and directs the city manager to make all necessary mid-year budget adjustment amendments to Fund 350 (City Hall Debt), Fund 866 (Weeds), and Fund 871 (Special Assessment Sewer), in accordance with the supplemental documentation (pages 148 to 152) attached.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**Resolution No. 160111-F RECREATION PASSPORT GRANT AGREEMENT**

Motion by Councilmember: \_\_\_\_\_

**WHEREAS**, the City of Swartz Creek owns operates and maintains a system of parks in the community, including grounds, facilities, and equipment; and

**WHEREAS**, at the recommendation of the Parks and Recreation Advisory Board, the City Council directed the city manager to apply for a Recreation Passport Grant to fund renovations and improvements at Elms Park; and

**WHEREAS**, city staff, with technical assistance from Rowe Professional Services Company, created a scope of work and grant applicant to the State of Michigan Department of Natural Resources for said grant; and

**WHEREAS**, the DNR approved the city's request in December of 2015; and

**WHEREAS**, the city desires to bid and construct said improvements as quickly as possible; and

**WHEREAS**, the city acknowledges that it must contribute matching funds to this project, in the form of cash, in-kind services, or donated labor.

**THEREFORE BE IT RESOLVED**, that the Swartz Creek City Council, of Swartz Creek Michigan, does hereby accept the terms of the Agreement as received from the Michigan Department of Natural Resources, and the City of Swartz Creek does hereby specifically agree, but not by way of limitation, as follows:

1. To appropriate all funds necessary to complete the project during the project period and to provide Fifty-One Thousand Five Hundred Dollars (\$51,500), equating to 53% of the project, to match the grant authorized by the DEPARTMENT.
2. To maintain satisfactory financial accounts, documents, and records to make them available to the DEPARTMENT for auditing at reasonable times.
3. To construct the project and provide such funds, services, and materials as may be necessary to satisfy the terms of said Agreement.
4. To regulate the use of the facility constructed and reserved under this Agreement to assure the use thereof by the public on equal and reasonable terms.

5. To comply with any and all terms of said Agreement including all terms not specifically set forth in the foregoing portions of the Resolution.

**BE IT FURTHER RESOLVED**, that the Swartz Creek City Council directs the city manager to engage the services of the city's pre-qualified engineer, Rowe Professional Services Company, to create bid specifications, conduct the bidding process, provide all required architectural, surveying, and engineering documentation, and oversee project construction for a price not to exceed \$12,500 as outlined in the grant agreement.

Second by Councilmember: \_\_\_\_\_

Voting For: \_\_\_\_\_

Voting Against: \_\_\_\_\_

**CITY OF SWARTZ CREEK  
SWARTZ CREEK, MICHIGAN  
MINUTES OF THE REGULAR COUNCIL MEETING  
DATE 12/14/2015**

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.

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

Councilmembers Absent: None.

Staff Present: City Manager Adam Zettel, City Clerk Juanita Aguilar, Deputy Chief Rick Clolinger, Lieutenant Matt Bade, Officer Nicholas Paul, Chief Dan Atkinson, Officer Terry VanKeuren, Director of Public Service Tom Svrcek.

Others Present: Bob Plumb, Tommy Butler, Ron Schultz, Jim Barclay, Steve Shumaker, Sharon Shumaker, Jim Florence, Lou Fleury, Jeff Pinkston, Kathy Rainwater, Dave Alexander.

**APPROVAL OF MINUTES**

**Resolution No. 151214-01**

**(Carried)**

Motion by Councilmember Porath  
Second by Councilmember Hicks

**I Move** the Swartz Creek City Council hereby approve the amended Minutes of the Regular Council Meeting held Monday, December 7, 2015 to be circulated and placed on file.

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

**APPROVAL OF AGENDA**

**Resolution No. 151214-02**

**(Carried)**

Motion by Mayor Pro Tem Abrams  
Second by Councilmember Gilbert

**I Move** the Swartz Creek City Council approve the Agenda as presented and printed for the Regular Council Meeting of December 14, 2015, to be circulated and placed on file.

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

**City Manager's Report**

**Resolution No. 151214-03**

**(Carried)**

Motion by Councilmember Shumaker  
Second by Councilmember Porath

**I Move** the Swartz Creek City Council accept the City Manager's Report of December 7, 2015, including reports and communications, to be circulated and placed on file.

Discussion Ensued.

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

**MEETING OPENED TO THE PUBLIC**

None.

**COUNCIL BUSINESS**

**IKE (K-9) RETIREMENT**

**PRESENTATION**

Deputy Chief Rick Clolinger delivered a presentation on the history of the K9 funding, and Ike's career during his eight years with the city. He wanted to give special thanks to, Matt Wilson and the Jessica Nagel Wilson Foundation for support and funding, Ike for his service, Nicholas Paul for his dedication, City Council current and past and Paul Bueche for their support . Dr. Denny Pinkston, and his son Jeff Pinkston of Swartz Creek Veterinarian for the care of Ike. Retired Lt. Rick Deshano who played a big part of making it happen, Swartz Creek Women's Club for all their donations, Kathy Rainwater who was instrumental in the CN Railroad donation. The community was very supportive of the K9 unit with donations. Swartz Creek View for the great coverage. Friends of Perkins Library, Swartz Creek Community Schools and Mid-Michigan Police Canine Association for all the support and donations.

Deputy Chief Rick Clolinger, Mayor David Krueger, Chief Dan Atkinson and Lt. Matt Bade presented Officer Nicholas Paul and Ike with a plaque.

**OFFICER RECOGNITION**

**PRESENTATION**

Chief Dan Atkinson presented Officer Nicholas Paul with an award for recognition of hazardous duty in risking his life on January 23, 2015. He also received a pin for his uniform in recognition of perilous acts during course of duty on January 23, 2015.

Officer Terry VanKeuren Jr. was presented an award in recognition of his performance on January 23, 2015 in which he displayed exceptional courage & bravery while assisting a fallen officer.

## **5 Minute Break**

### **PARKING ORDINANCE AMENDMENT #426**

**Resolution No. 151214-04**

**(Carried)**

Motion by Councilmember Hicks  
Second by Councilmember: Gilbert

**I Move** the City of Swartz Creek enact Ordinance #426, an ordinance to amend Section 18-71 of Article III of Chapter 18 of the Code of Ordinances to prohibit motor vehicle parking and storage on front lawns and to establish the penalties for violations thereof, as follows:

#### **CITY OF SWARTZ CREEK ORDINANCE NO. 426**

An ordinance to amend Section 18-71 of Article III of Chapter 18 of the Code of Ordinances to prohibit certain parking and assign the penalties for violations thereof.

#### **THE CITY OF SWARTZ CREEK ORDAINS:**

##### **Section 1. Amendment of Section 18-71 of Article III of Chapter 18 of the Code of Ordinances of the City of Swartz Creek.**

Section 18-71 of Article III of Chapter 18 of the Code of Ordinances for the City of Swartz Creek is hereby amended by adding "Parking or storage on front lawns within R-1, R-2, R-3 & R-4 Zoning Districts and/or on the front lawns of properties used for single family use, except for temporary events in which parking is approved in advance by the chief of police or his/her designee. "Front lawn" shall mean the unimproved, grassy or natural area measured by the full width of the front lot line to a depth measured from said front lot line to the first supporting member of a structure. In the case of corner lots, the "front lawn" shall be the area measured by the lot lines on each street to a depth measured from said lot lines to the first supporting member of the structure, excluding those areas enclosed by a fence," as one of the prohibited offenses, and that the penalty for violations of that offense shall be set by resolution of the city council.

##### **Section 2. Effective Date.**

This Ordinance shall take effect twenty (20) days following publication. At a regular meeting of the City Council of Swartz Creek held on the 14th day of December, 2015, Councilmember Hicks moved for adoption of the foregoing ordinance and Councilmember Gilbert supported the motion.

Discussion Ensued.

Voting for: Pinkston, Porath, Shumaker, Abrams, Gilbert, Hicks, Krueger.  
Voting against: None.

The Mayor declared the ordinance adopted.

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David Krueger  
Mayor

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Juanita Aguilar  
City Clerk

### **CERTIFICATION**

The foregoing is a true copy of Ordinance No. 426 which was enacted by the Swartz Creek City Council at a regular meeting held on the 14th day of December, 2015.

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Juanita Aguilar  
City Clerk

Voting For: Pinkston, Porath, Shumaker, Abrams, Gilbert, Hicks, Krueger.  
Voting Against: None.

### **PARKING ORDINANCE #426 PENALTY VIOLATION**

**Resolution No. 151214-05**

**(Carried)**

Motion by Councilmember Porath  
Second by Councilmember Hicks

**I Move** the City of Swartz Creek set the fee for violation of \$20.00 and add this to our fee schedule.

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

### **POLICE DEPARTMENT ANNUAL BICYCLE GIVE AWAY PROGRAM**

**Resolution No. 151214-06**

**(Carried)**

Motion by Councilmember Gilbert  
Second by Mayor Pro Tem Abrams

**WHEREAS**, the Swartz Creek Police Department conducts an annual Bicycle Give Away event & Shop with Hero event wherein school district administrators recommend local youngsters in need to participate in those programs; and

**WHEREAS**, bicycles held by the police department this year have come from a variety of sources, including generous donations from the public, Meijer, and Assenmacher's Cycling Center; and

**WHEREAS**, twenty-two such bicycles are used and Assenmacher's Cycling Center has donated its services to repair and refurbish those bikes into like new condition; and

**WHEREAS**, Meijer is willing to donate \$2,000 worth of store credit toward the purchase of new bikes to supplement the used bikes; and

**WHEREAS**, Meijer is also willing to provide \$3,700 worth of store credit, \$1,300 of which is unspent credit previously offered to the city for the K-9 program, towards the Shop with a Hero program.

**NOW, THEREFORE, I Move** that the City of Swartz Creek approve the 2015 Annual Police Department Bicycle Give Away Program, including the donation of 20 bikes to the Salvation Army, and further authorizes the acceptance of donations and subsequent distribution of approximately 35 new and used bicycles, with a comprehensive list to be established and reported back to the city council.

**BE IT FURTHER RESOLVED**, that the City of Swartz Creek approve the 2015 Annual Shop with a Hero Program, and authorize the acceptance of donations, cash or credit, and subsequent distribution of said credit to area youth as recommended by local school and police department administrators.

**BE IT FURTHER RESOLVED**, that the city extend its greatest appreciation to all those who participated in this year's Bicycle Give Away Program and Shop With A Hero Program, including, but not limited to Assenmacher's Cycling Center, Meijer, Little Caesar's, and Hungry Howie's.

Discussion Ensued.

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

## **TOT-LOT PROJECT – ELMS PARK**

### **Resolution No. 151214-07**

Motion by Councilmember Pinkston  
Second by Councilmember Gilbert

**WHEREAS**, the City of Swartz Creek owns, operates, and maintains a system of parks in the community, with the largest park being Elms Park; and

**WHEREAS**, the City Council, with the input and guidance of the Parks and Recreation Advisory Board, makes improvements and provides for new capital investment from time to time; and

**WHEREAS**, such investment is guided by various sources, including the five year park plan, unsolicited donations, and recommendations of the park board; and

**WHEREAS**, the City has budgeted funds and sought grants to make improvements to Elms Park, including renovation of the restrooms, accessibility upgrades for parking/pavilion access, forestry, and other improvements; and

**WHEREAS**, the park board finds the timing is right to provide for new recreational amenities for the toddler age group that are not otherwise provided for by existing features; and

**WHEREAS**, the park board has been working with staff and an equipment provider to identify appropriate equipment and a suitable location for such amenities; and

**WHEREAS**, the City Council finds the recommended investment to serve a public purpose and conform to the goals and objectives of the city's park plan.

**NOW, THEREFORE, BE IT RESOLVED**, the City of Swartz Creek hereby directs staff to accept donations from the general public for the purpose of supporting the "Tot-Lot" equipment purchase & installation as outlined in the city council packet of December 14, 2015 and directs the finance director to deposit such funds in a dedicated account for said purpose.

**BE IT FURTHER RESOLVED**, the City of Swartz Creek hereby directs staff to report the progress of fundraising in future City Manager Reports and to bring before the city council a resolution to affirm final procurement and positioning of the equipment prior to expending any such funds.

Discussion Ensued.

**Resolution No. 151214-07a**

**(Amended)**

Motion by Councilmember Shumaker  
Second by Councilmember Porath

**WHEREAS**, the City of Swartz Creek owns, operates, and maintains a system of parks in the community, with the largest park being Elms Park; and

**WHEREAS**, the City Council, with the input and guidance of the Parks and Recreation Advisory Board, makes improvements and provides for new capital investment from time to time; and

**WHEREAS**, such investment is guided by various sources, including the five year park plan, unsolicited donations, and recommendations of the park board; and

**WHEREAS**, the City has budgeted funds and sought grants to make improvements to Elms Park, including renovation of the restrooms, accessibility upgrades for parking/pavilion access, forestry, and other improvements; and

**WHEREAS**, the park board finds the timing is right to provide for new recreational amenities for the toddler age group that are not otherwise provided for by existing features; and

**WHEREAS**, the park board has been working with staff and an equipment provider to identify appropriate equipment and a suitable location for such amenities; and

**WHEREAS**, the City Council finds the recommended investment to serve a public purpose and conform to the goals and objectives of the city's park plan.

**NOW, THEREFORE, BE IT RESOLVED**, the City of Swartz Creek hereby directs staff to accept donations from the general public and other organizations for the purpose of supporting the "Tot-Lot" equipment purchase & installation as outlined in the city council packet of December 14, 2015 and directs the finance director to deposit such funds in a dedicated account for said purpose.

**BE IT FURTHER RESOLVED**, the City of Swartz Creek hereby directs staff to report the progress of fundraising in future City Manager Reports and to bring before the city council a resolution to affirm final procurement and positioning of the equipment prior to expending any such funds.

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

**Resolution No. 151214-07**

**(Carried as amended)**

With the addition of and other organizations, in paragraph 8.

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

**MICHIGAN MUNICIPAL LEAGUE DUES**

**Resolution No. 151214-08**

**(Carried)**

Motion by Councilmember Porath  
Second by Mayor Pro Tem Abrams

**I Move** the City of Swartz Creek renew its annual membership in the Michigan Municipal League for the period from 02/01/2016 to 01/31/2017, and further,

appropriate an amount not to exceed \$3,073 for payment thereof, funds to be apportioned across revenue bearing accounts as determined by the Finance Director.

Discussion Ensued.

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

## **STREET FUNDING OPTIONS**

**(Discussion)**

Adam Zettel, City Manager reviewed the options with the council. If a proposal is to be on the May ballot, a resolution for ballot language would have to be approved by council the first February meeting.

### **MEETING OPEN TO THE PUBLIC:**

Dave Alexander, 5346 Greenleaf, asked if Springbrook could be excluded from voting for the street proposal. Mayor Pro Tem Abrams responded that it would have to be a special assessment to the streets that need repaired.

Steve Shumaker, 7446 Country Meadow, commented if the street proposal was on the primary ballot (presidential primary) it may save the city some money. Juanita Aguilar, City Clerk/ Finance Director responded it could not be included on the ballot. He feels we should look at lower millage and special assessments, or a step millage.

Tommy Butler, 40 Somerset, believes we need a paradigm, things need to move in a different direction and people need to be given information of what they are getting in regards to the proposal.

### **REMARKS BY COUNCILMEMBERS:**

Councilmember Shumaker wanted to thank City Manager Adam Zettel for the MML Michigan Municipal manual and Merry Christmas.

Councilmember Gilbert would like to wish everyone a Merry Christmas and a joyous new year. He also commented that there is a pole down in front of the three story Nemer building on Miller Road.

Councilmember Pinkston commented he went to the bike giveaway last year and it was a fun time.

Mayor Pro Tem Abrams commented Merry Christmas & Happy New Year. Hope to see everyone Wednesday night.

Mayor Krueger commented he has been at the bike giveaway for several years and encouraged whomever wanted to come should come early because it gets crowded. Also Merry Christmas and Happy New Year.

### **Adjournment**

**Resolution No. 151214-09**

**(Carried)**

Motion by Councilmember Porath  
Second by Councilmember Hicks

**I Move** the Swartz Creek City Council adjourn the regular meeting at 9:05 pm.

Unanimous Voice Vote.

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**David A. Krueger, Mayor**

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**Juanita Aguilar, City Clerk**

# City of Swartz Creek

## Building Permit List

2015

Permit No.	Date	Applicant	Phone	Tax ID No.	Value of Const/Permit Fee	Location	Type of Construction
<b>Building</b>							
PB1500055	12/10/15	PIRROTTA, D JILL & PIRROTTA		58-02-501-079	\$2,000	\$105.00	8461 MILLER RD 48473-Roofing
PB1500056	12/17/15	FORTINO, DAVID		58-36-551-004	\$0	\$0.00	7579 MASON ST 48473-Demolish Structure
<b>Total:</b>		<b>2 Permits</b>	<b>Value: \$2,000</b>		<b>Fee Total: \$105.00</b>		Total Number of Dwelling Units 0

<b>Electrical</b>							
PE1500049	12/03/15	Creative Electrical Solutions	(810) 659 7884	58-36-651-108	\$0	\$106.00	4381 SPRINGBROOK DR 48473-Electrical
PE1500050	12/03/15	Creative Electrical Solutions	(810) 659 7884	58-36-651-154	\$0	\$106.00	7426 CROSSCREEK DR 48473-Electrical
PE1500051	12/15/15	Creative Electrical Solutions	(810) 659 7884	58-36-676-055	\$0	\$106.00	7244 LINDSEY DR 48473 Electrical
PE1500052	12/21/15	DM Burr Mechanical	(810) 213 6727	58-03-531-122	\$0	\$105.00	5168 BIRCHCREST DR 48473-Electrical
PE1500053	12/30/15	HENRY, PATRICK F		58-01-502-046	\$0	\$162.00	5036 FIRST ST 48473-Electrical
<b>Total:</b>		<b>5 Permits</b>	<b>Value: \$0</b>		<b>Fee Total: \$585.00</b>		Total Number of Dwelling Units 0

<b>Mechanical</b>							
PM150045	12/03/15	Thomas Albright & Assoc Inc	(810) 659 7884	58-36-651-108	\$0	\$130.00	4381 SPRINGBROOK DR 48473-Mechanical
PM150046	12/03/15	Thomas Albright & Assoc Inc	(810) 659 7884	58-36-651-154	\$0	\$130.00	7426 CROSSCREEK DR 48473-Mechanical
PM150047	12/14/15	DM Burr Mechanical	(810) 213 6727	58-03-531-122	\$0	\$180.00	5168 BIRCHCREST DR 48473-Mechanical
PM150048	12/15/15	Thomas Albright & Assoc Inc	(810) 659 7884	58-36-676-055	\$0	\$135.00	7244 LINDSEY DR 48473 Mechanical
PM150049	12/16/15	McElrath Heating	(810) 397 6652	58-31-100-038	\$0	\$320.00	6337 BRISTOL RD 48473-Mechanical
PM150050	12/16/15	Dee Cramer Inc	(810) 579 5000	58-02-530-013	\$0	\$130.00	8051 MAPLE ST 48473 Mechanical
PM150051	12/21/15	Staley's Plbg & Htg, Inc.	(810) 659 5572	58-36-676-049	\$0	\$210.00	7181 LINDSEY DR 48473 Mechanical
PM150052	12/21/15	Staley's Plbg & Htg, Inc.	(810) 659 5572	58-36-676-051	\$0	\$215.00	7167 LINDSEY DR 48473 Mechanical

12/30/15

# City of Swartz Creek Building Permit List

2015

Permit No.	Date	Applicant	Phone	Tax ID No.	Value of Const/Permit Fee	Location	Type of Construction
PM150053	12/29/15	Kallas Heating & Cooling	(810) 635 4159	58-36-651-072	\$0 \$130.00	4444 SPRINGBROOK DR	48473-Mechanical

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**Total: 9 Permits Value: \$0 Fee Total: \$1,580.00** Total Number of Dwelling Units 0

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### Plumbing

PP150016	12/02/15	Burnash Plbg	(810) 836 3489	58-30-651-095	\$0 \$292.00	3263 HERITAGE BLVD	48473-Plumbing
PP150017	12/29/15	Precision Plumbing & Heating I	(810) 659 7247	58-01-502-046	\$0 \$108.00	5036 FIRST ST	48473-Plumbing

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**Total: 2 Permits Value: \$0 Fee Total: \$400.00** Total Number of Dwelling Units 0

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### Zoning

PZ15-0021	12/14/15	PATEL, RAKESH & SHAILES		58-30-651-068	\$0 \$25.00	6315 ST CHARLES PAS	484737Fence
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**Total: 1 Permits Value: \$0 Fee Total: \$25.00** Total Number of Dwelling Units 0

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**Permit Total: 19 Value: \$2,000 Fee Total: \$2,695.00**

Permit.DateIssued Between 12/1/2015  
12:00:00 AM AND 12/31/2015 11:59:59 PM

# Inspection List

12/30/15

Address	Parcel Number	Inspection Type	Scheduled	Completed	Result	Inspector
4438 MORRISH RD	58-35-576-002	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
5214 DON SHENK DR	58-02-503-009	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
5209 WORCHESTER DR	58-02-502-030	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
9159 CHESTERFIELD DR	58-03-527-001	Final	12/01/2015	12/01/2015	Approved	Leon Buning
9159 CHESTERFIELD DR	58-03-527-001	Final	12/01/2015			Scott Herzberg
8384 CAPPY LN	58-02-503-032	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
4056 ELMS RD	58-36-526-070	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
5371 WORCHESTER DR	58-03-578-016	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
33 BROOKFIELD	58-35-776-033	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
4355 ELMS RD	58-31-300-003	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
8100 CIVIC DR	58-35-751-001	Final-Admin	12/01/2015	12/01/2015	Approved	Marty Johnson
5187 SEYMOUR RD	58-03-533-005	Follow Up	12/01/2015	12/01/2015	Complied	Marty Johnson
7241 MILLER RD	58-36-577-029	Initial	12/01/2015	12/01/2015	Violation(s)	Marty Johnson
9042 LUEA LN	58-03-626-038	Initial	12/01/2015	12/01/2015	Complied	Marty Johnson
4367 SPRINGBROOK DR	58-36-651-117	Initial	12/01/2015	12/02/2015	Complied	Marty Johnson
4278 MORRISH RD	58-35-576-019	Status	12/02/2015	12/02/2015	Violation(s)	Marty Johnson
5285 WORCHESTER DR	58-02-551-013	Status	12/02/2015	12/02/2015	Complied	Marty Johnson
8060 MILLER RD	58-35-576-029	Status	12/02/2015	12/02/2015	No Change	Marty Johnson
7139 MILLER RD	58-36-577-019	Initial	12/02/2015			Amy Nichols
8390 MILLER RD	58-35-300-008	Initial	12/02/2015			Amy Nichols
8390 MILLER RD 2	58-35-300-008	Initial	12/02/2015			Amy Nichols
8390 MILLER RD 3	58-35-300-008	Initial	12/02/2015			Amy Nichols
9043 LUEA LN	58-03-626-044	Initial	12/02/2015	12/02/2015	Complied	Marty Johnson
5111 FAIRCHILD ST	58-02-526-074	Initial	12/02/2015	12/02/2015	Violation(s)	Marty Johnson
7259 MAPLECREST CIR	58-36-676-035	Final	12/03/2015	12/03/2015	Approved	Leon Buning
7263 MAPLECREST CIR	58-36-676-036	Final	12/03/2015	12/03/2015	Approved	Leon Buning
6189 BRISTOL RD	58-31-526-015	Initial	12/03/2015			Amy Nichols

# Inspection List

12/30/15

Address	Parcel Number	Inspection Type	Scheduled	Completed	Result	Inspector
8060 MILLER RD	58-35-576-029	Letter	12/03/2015	12/03/2015	Violation(s)	Tara Ford
4278 MORRISH RD	58-35-576-019	Letter-Followup	12/03/2015	12/03/2015	Violation(s)	Tara Ford
7510 ELIZABETH CT	58-36-651-051	Initial	12/04/2015			Amy Nichols
4505 MORRISH RD	58-36-552-003	Follow Up	12/07/2015	12/07/2015	Complied	Marty Johnson
5116 MORRISH RD	58-02-200-017	Initial	12/07/2015			Amy Nichols
4029 JENNIE LN	58-36-526-060	Initial	12/07/2015			Amy Nichols
5428 MILLER RD	58-29-551-007	Initial	12/07/2015			Amy Nichols
8481 CHESTERFIELD DR	58-02-501-050	Initial	12/07/2015			Amy Nichols
5079 SCHOOL ST	58-02-526-012	Initial	12/07/2015	12/07/2015	Complied	Marty Johnson
7255 MILLER RD	58-36-577-030	Final	12/08/2015	12/08/2015	Approved	Bob Davis
5259 DON SHENK DR	58-02-503-072	Initial	12/08/2015			Amy Nichols
5075 BRADY ST 101	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 102	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 103	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 104	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 201	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 202	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 203	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
5075 BRADY ST 204	58-02-200-015	Initial	12/08/2015	12/08/2015	Complied	Marty Johnson
6211 BRISTOL RD	58-31-200-004	Initial	12/08/2015			Amy Nichols
7025 YARMY DR	58-36-526-023	Follow Up	12/08/2015	12/08/2015	Complied	Marty Johnson
5278 DON SHENK DR	58-02-503-001	Initial	12/08/2015			Amy Nichols
5354 MILLER RD	58-29-551-014	Initial	12/08/2015			Amy Nichols
4107 JENNIE LN	58-36-526-029	Citation	12/09/2015	12/09/2015	No Change	Marty Johnson
7556 MILLER RD	58-36-552-009	Citation	12/09/2015	12/09/2015	Complied	Marty Johnson
5315 DON SHENK DR	58-02-552-013	Status	12/09/2015	12/09/2015	Complied	Marty Johnson
5044 MORRISH RD	58-02-529-010	Code	12/09/2015	12/09/2015	Violation(s)	Marty Johnson

# Inspection List

12/30/15

Address	Parcel Number	Inspection Type	Scheduled	Completed	Result	Inspector
5014 FORD ST	58-02-528-012	Site Inspection	12/09/2015	12/09/2015	Violation(s)	Marty Johnson
8342 CAPPY LN	58-02-503-039	Initial	12/09/2015			Amy Nichols
7508 ELIZABETH CT	58-36-651-059	Initial	12/09/2015			Amy Nichols
7455 WADE ST	58-01-502-097	Initial	12/09/2015			Amy Nichols
5351 WORCHESTER DR	58-03-578-013	Initial	12/09/2015			Amy Nichols
5014 FORD ST	58-02-528-012	Letter	12/09/2015	12/09/2015	Violation(s)	Tara Ford
5044 MORRISH RD	58-02-529-010	Letter	12/09/2015	12/09/2015	Violation(s)	Tara Ford
5075 BRADY ST 301	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
5075 BRADY ST 302	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
5075 BRADY ST 303	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
5075 BRADY ST 304	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
5075 BRADY ST 401	58-02-200-015	Initial	12/09/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 402	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
5075 BRADY ST 403	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
5075 BRADY ST 404	58-02-200-015	Initial	12/09/2015	12/09/2015	Complied	Marty Johnson
8101 CRAPO ST	58-02-530-041	Follow Up	12/10/2015			Amy Nichols
4126 ELMS RD	58-36-526-020	Follow Up	12/10/2015			Amy Nichols
7259 MAPLECREST CIR	58-36-676-035	Final	12/10/2015	12/10/2015	Disapproved	Bob Davis
6293 ST CHARLES PASS	58-30-651-056	Final	12/10/2015	12/10/2015	Approved	Bob Davis
4237 ELMS RD	58-31-100-025	Final	12/10/2015	12/10/2015	Approved	Bob Davis
7287 MILLER RD	58-36-577-033	Follow Up	12/10/2015	12/10/2015	Complied	Marty Johnson
5044 MORRISH RD	58-02-529-010	Follow Up	12/10/2015			Amy Nichols
5075 BRADY ST 501	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 502	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 503	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 504	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 505	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson

# Inspection List

12/30/15

Address	Parcel Number	Inspection Type	Scheduled	Completed	Result	Inspector
5075 BRADY ST 602	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 603	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
5075 BRADY ST 604	58-02-200-015	Initial	12/10/2015	12/10/2015	Complied	Marty Johnson
7241 MILLER RD	58-36-577-029	Follow Up	12/11/2015			Amy Nichols
8353 CAPPY LN	58-02-503-042	Initial	12/11/2015			Amy Nichols
5111 FAIRCHILD ST	58-02-526-074	Follow Up	12/14/2015			Amy Nichols
5256 MORRISH RD	58-02-200-029	Final	12/14/2015	12/14/2015	Approved	Leon Buning
5157 DAVAL DR	58-02-501-009	Initial	12/14/2015			Amy Nichols
7151 MILLER RD	58-36-577-020	Initial	12/14/2015			Amy Nichols
6337 BRISTOL RD	58-31-100-038	Rough	12/15/2015	12/15/2015	Approved	Bob Davis
8129 INGALLS ST 1	58-02-200-005	Initial	12/15/2015			Amy Nichols
8129 INGALLS ST 2	58-02-200-005	Initial	12/15/2015			Amy Nichols
7223 LINDSEY DR	58-36-676-043	Final	12/16/2015	12/16/2015	Approved	Leon Buning
6337 BRISTOL RD	58-31-100-038	Rough	12/16/2015	12/16/2015	Approved	Leon Buning
5018 HOLLAND DR	58-02-529-005	Ordinance	12/17/2015	12/17/2015	Violation(s)	Marty Johnson
4381 SPRINGBROOK DR	58-36-651-108	Final	12/17/2015	12/17/2015	Approved	Bob Davis
4381 SPRINGBROOK DR	58-36-651-108	Final	12/17/2015	12/17/2015	Approved	Leon Buning
7426 CROSSCREEK DR	58-36-651-154	Final	12/17/2015	12/17/2015	Approved	Leon Buning
7426 CROSSCREEK DR	58-36-651-154	Final	12/17/2015	12/17/2015	Approved	Bob Davis
7223 LINDSEY DR	58-36-676-043	Final	12/17/2015	12/17/2015	Approved	Bob Davis
7223 LINDSEY DR	58-36-676-043	Final	12/17/2015	12/17/2015	Approved	Marty Johnson
7223 LINDSEY DR	58-36-676-043	Final	12/17/2015	12/17/2015	Approved	Bob Davis
6337 BRISTOL RD	58-31-100-038	Rough	12/17/2015	12/17/2015	Approved	Bob Davis
3263 HERITAGE BLVD	58-30-651-095	Underground	12/17/2015	12/17/2015	Approved	Bob Davis
6337 BRISTOL RD	58-31-100-038	Rough	12/17/2015	12/17/2015	Approved	Marty Johnson
6337 BRISTOL RD	58-31-100-038	Backfill	12/17/2015			Marty Johnson
5019 FIRS	58-01-502-086	Initial	12/17/2015			Amy Nichols

# Inspection List

12/30/15

Address	Parcel Number	Inspection Type	Scheduled	Completed	Result	Inspector
5019 HAYES ST	58-02-529-006	Ordinance	12/17/2015	12/17/2015	Violation(s)	Marty Johnson
4206 MOUNTAIN ASH LN	58-36-529-023	Initial	12/17/2015	12/17/2015	Complied	Marty Johnson
5018 HOLLAND DR	58-02-529-005	Letter	12/21/2015	12/21/2015	Violation(s)	Tara Ford
8247 MILLER RD	58-02-526-061	Initial	12/21/2015			Amy Nichols
8231 MILLER RD	58-02-526-031	Initial	12/21/2015			Amy Nichols
5019 HAYES ST	58-02-529-006	Letter	12/21/2015	12/21/2015	Violation(s)	Tara Ford
7244 LINDSEY DR	58-36-676-055	Final	12/22/2015	12/22/2015	Approved	Leon Buning
5235 DAVAL DR	58-02-502-002	Initial	12/23/2015			Amy Nichols
8041 MAPLE ST	58-02-530-012	Initial	12/23/2015			Amy Nichols
4369 ROUNDHOUSE RD	58-36-300-029	Initial	12/23/2015			Amy Nichols
6337 BRISTOL RD	58-31-100-038	Insulation	12/28/2015	12/28/2015	Approved	Marty Johnson
7579 MASON ST	58-36-551-004	Final	12/28/2015	12/28/2015	Approved	Marty Johnson
5274 WINSHALL DR	58-02-553-015	Initial	12/28/2015			Amy Nichols
5398 DON SHENK DR	58-03-579-004	Initial	12/28/2015			Amy Nichols
8048 MILLER RD 1	58-35-576-039	Initial	12/28/2015			Amy Nichols
8215 MILLER RD	58-02-526-028	Initial	12/28/2015			Amy Nichols
5311 SEYMOUR RD	58-03-533-022	Initial	12/28/2015			Amy Nichols
7244 LINDSEY DR	58-36-676-055	Final	12/29/2015	12/24/2015	Approved	Bob Davis
9146 CHESTERFIELD DR	58-03-526-017	Initial	12/30/2015			Amy Nichols
5291 WORCHESTER DR	58-02-551-014	Initial	12/30/2015			Amy Nichols
5213 DURWOOD DR	58-03-533-165	Initial	12/30/2015			Amy Nichols
5273 GREENLEAF DR	58-03-533-090	Initial	12/30/2015			Amy Nichols
5197 DAVAL DR	58-02-501-014	Initial	12/30/2015			Amy Nichols

**Inspections: 131**

Population: All Records

Inspection.DateTimeScheduled Between 12/1/2015 12:00:00 AM AND 12/31/2015 11:59:59 PM

# Enforcements By Category

12/30/15

## BLIGHT

Enforcement Number	Address	Status	Filed	Closed
E15-267	5044 MORRISH RD	Violation	12/04/15	
E15-268	5014 FORD ST	Violation	12/07/15	
E15-269	5018 HOLLAND DR	Violation	12/10/15	
E15-270	5019 HAYES ST	Violation	12/17/15	
			<b>Total Entries: 4</b>	

**Total Records: 4**

Population: All Records

Enforcement.DateFiled Between 12/1/2015 12:00:00 AM AND 12/31/2015 11:5

**REVENUE AND EXPENDITURE REPORT FOR CITY OF SWARTZ CREEK**  
**PERIOD ENDING 12/31/2015**

GL NUMBER	2015-16 AMENDED BUDGET	YTD BALANCE 12/31/2015 NORMAL (ABNORMAL)	AVAILABLE BALANCE NORMAL (ABNORMAL)	% BDGT USED
<b>Fund 101 - General Fund:</b>				
TOTAL REVENUES	2,259,665.33	1,702,973.83	556,691.50	75.36
TOTAL EXPENDITURES	2,259,665.33	1,123,016.15	1,136,649.18	49.70
NET OF REVENUES & EXPENDITURES	0.00			
<b>Fund 202 - Major Street Fund:</b>				
TOTAL REVENUES	1,830,486.00	220,523.03	1,609,962.97	12.05
TOTAL EXPENDITURES	2,105,240.00	376,151.24	1,729,088.76	17.87
NET OF REVENUES & EXPENDITURES	(274,754.00)			
<b>Fund 203 - Local Street Fund:</b>				
TOTAL REVENUES	159,360.00	101,635.67	57,724.33	63.78
TOTAL EXPENDITURES	159,360.00	44,875.21	114,484.79	28.16
NET OF REVENUES & EXPENDITURES	0.00			
<b>Fund 226 - Garbage Fund:</b>				
TOTAL REVENUES	384,450.00	361,509.72	22,940.28	94.03
TOTAL EXPENDITURES	401,467.00	173,728.23	227,738.77	43.27
NET OF REVENUES & EXPENDITURES	(17,017.00)			
<b>Fund 248 - Downtown Development Fund:</b>				
TOTAL REVENUES	45,750.00	30,823.04	14,926.96	67.37
TOTAL EXPENDITURES	36,718.00	5,485.39	31,232.61	14.94
NET OF REVENUES & EXPENDITURES	9,032.00			
<b>Fund 265 - Drug Enforcement Fund:</b>				
TOTAL REVENUES	7,851.00	6,900.33	950.67	87.89
TOTAL EXPENDITURES	9,251.00	9,813.26	(562.26)	106.08
NET OF REVENUES & EXPENDITURES	(1,400.00)			
<b>Fund 350 - City Hall Debt Fund:</b>				
TOTAL REVENUES	103,020.00	102,827.12	192.88	99.81
TOTAL EXPENDITURES	103,020.00	13,315.00	89,705.00	12.92
NET OF REVENUES & EXPENDITURES	0.00			

REVENUE AND EXPENDITURE REPORT FOR CITY OF SWARTZ CREEK  
PERIOD ENDING 12/31/2015

GL NUMBER	2015-16 AMENDED BUDGET	YTD BALANCE 12/31/2015 NORMAL (ABNORMAL)	AVAILABLE BALANCE NORMAL (ABNORMAL)	% BDGT USED
<b>Fund 402 - Fire Equip Replacement Fund:</b>				
TOTAL REVENUES	30,060.00	29,981.71	78.29	99.74
TOTAL EXPENDITURES	0.00	0.00	0.00	0.00
NET OF REVENUES & EXPENDITURES	30,060.00			
<b>Fund 590 - Water Supply Fund:</b>				
TOTAL REVENUES	1,778,700.00	895,718.07	882,981.93	50.36
TOTAL EXPENDITURES	1,804,476.32	785,804.60	1,018,671.72	43.55
NET OF REVENUES & EXPENDITURES	(25,776.32)			
<b>Fund 591 - Sanitary Sewer Fund:</b>				
TOTAL REVENUES	1,267,500.00	632,902.77	634,597.23	49.93
TOTAL EXPENDITURES	1,328,869.00	470,748.55	858,120.45	35.42
NET OF REVENUES & EXPENDITURES	(61,369.00)			
<b>Fund 661 - Motor Pool Fund:</b>				
TOTAL REVENUES	238,120.00	131,820.21	106,299.79	55.36
TOTAL EXPENDITURES	232,013.00	89,611.19	142,401.81	38.62
NET OF REVENUES & EXPENDITURES	6,107.00			
<b>Fund 865 - Sidewalks:</b>				
TOTAL REVENUES	10,000.00	50.00	9,950.00	0.50
TOTAL EXPENDITURES	9,500.00	0.00	9,500.00	0.00
NET OF REVENUES & EXPENDITURES	500.00			
<b>Fund 866 - Weed Fund:</b>				
TOTAL REVENUES	4,000.00	6,490.00	(2,490.00)	162.25
TOTAL EXPENDITURES	1,200.00	890.00	310.00	74.17
NET OF REVENUES & EXPENDITURES	2,800.00			

# DPS ACTIVITY

## DECEMBER 2015

	<u>REGULAR</u>	<u>HOLIDAY</u>	<u>VACATION</u>	<u>ABSENT</u>	<u>OT</u>	<u>DT</u>
<b>101 GENERAL FUND</b>						
262.0 ELECTIONS						
345.0 P S BLDG	23.10	2.30	0.29	1.75		
781.0 AMPHI-PARK						
782.0 WINSHALL PARK	8.20	0.48	0.12	0.44		
783.0 ELMS PARK	14.20	1.28	0.32	0.02		
784.0 BICENT. PARK						
790.0 SENIOR CENTER/LIBRARY	22.10	2.14	0.16	2.47		
793.0 CITY HALL	17.00	0.93	0.12	1.78		
794.0 COMM PROMO	137.00	15.69	0.27	7.38	2.00	
796.0 CEMETERY	27.50	4.99	0.33	0.12		
<b>202 MAJOR STREET FUND</b>						
429.0 SAFETY						
441.0 PARK & RIDE	7.00	0.52	0.07	0.88		
463.0 STREET MAIN	35.00			2.66		
474.0 TRAFFIC	23.00	3.21	0.13	0.10		
478.0 SNOW & ICE	12.00	1.22		0.04	16.00	3.00
482.0 ADMIN	11.20	1.28	0.32			
<b>203 LOCAL STREET FUND</b>						
429.0 SAFETY						
463.0 STREET MAIN	85.50	4.06	4.14	2.65		
474.0 TRAFFIC	6.00	0.72		0.04		
478.0 SNOW & ICE	3.00	0.72		0.04	10.00	
482.0 ADMIN	3.50	0.40	0.10			
<b>226 GARBAGE FUND</b>						
528.0 COLLECT	5.20	0.48	0.12	0.29		
530.0 WOODCHIPPING	17.20	0.48	0.12	0.15		
782.0 WINSHALL PARK GARBAGE						
783.0 ELMS PARK GARBAGE	4.00	0.25		0.30		
793.0 CITY HALL	3.20	0.11		0.44		
<b>590 WATER</b>						
540.0 WATER SYSTEM	111.50	9.01	2.07	1.44	2.00	27.50
540.0 WATER-ON CALL	3.00	0.48		0.04		
542.0 READ & BILL	29.00	7.80	17.52	1.09		
793.0 CITY HALL	8.01	0.28		1.12		
<b>591 SEWER</b>						
536.0 SEWER SYSTEM	47.00	5.31	1.27	0.13		
536.0 SEWER-ON CALL	3.00	0.48		0.04		
537.0 LIFT STATION	13.00	1.98	1.94	0.21		
542.0 READ & BILL	29.00	7.79	17.52	1.10		
793.0 CITY HALL	7.99	0.28		1.12		
<b>661 MOTOR POOL FUND</b>						
795.0 CITY GARAGE	54.10	5.33	1.07	1.16		
<b>DAILY HOURS TOTAL</b>	<b>770.50</b>	<b>80.00</b>	<b>48.00</b>	<b>29.00</b>	<b>30.00</b>	<b>30.50</b>

**Public Works  
Monthly Work Orders**

01/04/16

Work Order # Work Order Status	Location ID	Customer Name Service Address	Date Rec'd Date Comp	Type
WOFF15-1401 CANCELLED	CH20-008506-0000-02	CAMPBELL, BRIAN D 8506 CHESTERFIELD DR	12/01/15	WATER TURN OFF
WOFF15-1402 CANCELLED	MI10-008231-0000-03	EATON, KRISTINA 8231 MILLER RD	12/01/15	WATER TURN OFF
WTON15-0885 COMPLETED	SE20-005361-0000-03	ASBURY, MICHELLE 5361 SEYMOUR RD	12/01/15 12/01/15	WATER TURN ON
WTON15-0886 COMPLETED	PA10-007112-0000-06	MCFARLANE, KEELY 7112 PARK RIDGE PKY	12/01/15 12/01/15	WATER TURN ON
WTON15-0887 COMPLETED	EL10-003277-0000-03	MITCHELL, AMANDA 3277 ELMS RD	12/02/15 12/02/15	WATER TURN ON
WTON15-0888 COMPLETED	BI10-005295-0000-03	LIESEN, MICHAEL 5295 BIRCHCREST DR	12/02/15 12/02/15	WATER TURN ON
WTON15-0884 COMPLETED	BR20-006427-0000-02	FANNIE MAE 6427 BRISTOL RD	12/02/15 12/02/15	WATER TURN ON
READ15-0444 COMPLETED	AS10-000060-0000-05	WELSCH, JEFFREY 60 ASHLEY CIR	12/03/15 12/03/15	READ METER
READ15-0445 COMPLETED	HA20-000078-0000-03	HARRINGTON, SANDRA 78 HAMILTON DR	12/03/15 12/03/15	READ METER
READ15-0446 COMPLETED	HA20-000079-0000-04	PUTNAM, RENEE 79 HAMILTON DR	12/03/15 12/03/15	READ METER
FLAG15-0128 COMPLETED	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	12/03/15	LOWER/RAISE FLAG
READ15-0451 COMPLETED	RO10-004370-00G1-01	APPLE CREEK STATION 4370 ROUNDHOUSE # G1 RD	12/04/15 12/04/15	READ METER
READ15-0452 COMPLETED	RO10-004266-00G8-01	APPLE CREEK STATION 4266 ROUNDHOUSE # G8 RD	12/04/15 12/04/15	READ METER
FNRD15-0956 COMPLETED	MO10-004048-0000-02	BANK OF AMERICA 4048 MORRISH RD	12/04/15 12/04/15	FINAL READ
WTON15-0889 COMPLETED	CH10-008523-0000-01	SUTTON, DAVID 8523 CHELMSFORD DR	12/04/15 12/04/15	WATER TURN ON
READ15-0453 COMPLETED	MI10-008353-0000-02	TROOP, HEIDI 8353 MILLER RD	12/04/15 12/04/15	READ METER
FNRD15-0957	BR30-000013-0000-01	PARSONS, JULIE 13 BROOKFIELD DR	12/04/15	FINAL READ
FNRD15-0951 COMPLETED	SP10-004442-0000-02	EDOM, JAMES T. 4442 SPRINGBROOK DR	12/04/15 12/04/15	FINAL READ
WMBK15-0060 COMPLETED	MO10-004394-0000-02	DEVIC, JOHN 4394 MORRISH RD	12/06/15 12/06/15	WATER MAIN BREAK
FLAG15-0129 COMPLETED	CI10-008083-0000-01	CITY OF SWARTZ CREEK 8083 CIVIC DR	12/08/15	LOWER/RAISE FLAG

Work Order # Work Order Status	Location ID	Customer Name Service Address	Date Read Date Comp	TYPE
FNRD15-0958 COMPLETED	HO10-005017-0000-02	HIGGINS, STEPHANIE 5017 HOLLAND DR	12/08/15 12/08/15	FINAL READ
CKME15-0287 COMPLETED	CR10-008077-0000-02	YOUNG, DESIREE 8077 CRAPO ST	12/09/15 12/10/15	CHECK METER
CKME15-0288 COMPLETED	BR20-006231-0000-03	GRIWATSCH, MINDY 6231 BRISTOL RD	12/09/15 12/10/15	CHECK METER
CKME15-0289 COMPLETED	CO10-004465-0000-04	MONTINI, PIETRO 4465 COLONY CT	12/09/15 12/10/15	CHECK METER
CKME15-0290 COMPLETED	MI10-008011-0000-01	STALLINGS STAIN GLASS 8011 MILLER RD	12/09/15 12/10/15	CHECK METER
CKME15-0291 COMPLETED	VI10-004487-0000-01	STRONG, MARTHA 4487 VIRGINIA CT	12/09/15 12/10/15	CHECK METER
WOFF15-1404 CANCELLED	DA10-005189-0000-03	BROWN, RYAN 5189 DAVAL DR	12/09/15	WATER TURN OFF
WOFF15-1405 CANCELLED	WO10-005215-0000-04	SMYTH, CHRISTINE 5215 WORCHESTER DR	12/09/15	WATER TURN OFF
WTON15-0890 COMPLETED	SC20-005021-0000-10	KRAFT, ZANDREA 5021 SCHOOL ST	12/09/15 12/09/15	WATER TURN ON
SI-000004 COMPLETED	MO10-005044-0000-05	SCHAEFER, KRISTEN 5044 MORRISH RD	12/10/15 12/10/15	SIGNS
CKME15-0292 COMPLETED	SE20-004373-0000-01	SWARTZ CREEK ESTATES 4373 SEYMOUR RD	12/10/15 12/10/15	CHECK METER
WTON15-0891 COMPLETED	MO10-005200-0000-04	SMITH, LAWRENCE 5200 MORRISH RD	12/10/15 12/10/15	WATER TURN ON
FNRD15-0959 COMPLETED	GR10-005159-0000-04	MORLEY, DENNIS 5159 GREENLEAF DR	12/11/15 12/11/15	FINAL READ
FNRD15-0960	MO10-004505-0000-07	FRANTA, JANE 4505 MORRISH RD	12/11/15	FINAL READ
WOFF15-1403 COMPLETED	CH20-008462-0000-01	CATON, LINDA 8462 CHESTERFIELD DR	12/14/15 12/14/15	WATER TURN OFF
FNRD15-0962 CANCELLED	JI10-009292-0000-08	KESSLER, ROBERT 9292 JILL MARIE LN	12/14/15	FINAL READ
WMBK15-0061 COMPLETED	MI10-005423-0000-01	GENESEE VALLEY MEADOWS 5423 MILLER RD	12/15/15 12/15/15	WATER MAIN BREAK
WOFF15-1406 CANCELLED	DO10-005410-0000-01	MEADER, JANIS 5410 DON SHENK DR	12/16/15	WATER TURN OFF
WOFF15-1407 CANCELLED	MI10-008169-0000-03	JAGGER, MICHAEL 8169 MILLER RD	12/16/15	WATER TURN OFF
WOFF15-1408 CANCELLED	IN10-008051-0000-04	BANKS, LORI 8051 INGALLS ST	12/16/15	WATER TURN OFF
WOFF15-1409 COMPLETED	FO20-008059-SPRI-00	VETERAN'S MEMORIAL 8059 PAUL FORTINO DR	12/18/15 12/18/15	WATER TURN OFF
READ15-0454 City Council Packet	CE10-009279-0000-05	RICHMOND, DAVID 44	12/18/15	READ METER January 11, 2016

Work Order #	Location ID	Customer Name	Date Read	Type
Work Order Status		Service Address	Date Comp	
COMPLETED		9279 CEDAR CREEK CT	12/18/15	
READ15-0455	MA30-007512-0000-01	SKARVI, JUDY	12/18/15	READ METER
COMPLETED		7512 MASON ST	12/18/15	
READ15-0456	MI10-005499-0000-01	MEADOWS, GENESEE VALLEY	12/18/15	READ METER
COMPLETED		5499 MILLER RD	12/18/15	
READ15-0457	PA10-007112-0000-06	MCFARLANE, KEELY	12/18/15	READ METER
COMPLETED		7112 PARK RIDGE PKY	12/21/15	
READ15-0458	WO10-005119-0000-01	COON, LLOYD N	12/21/15	READ METER
COMPLETED		5119 WORCHESTER DR	12/21/15	
DRAN15-0037	FO20-008055-0000-01	POST OFFICE	12/21/15	STORM DRAINS
		8055 PAUL FORTINO DR		
CBRP15-0010	AR10-006249-0000-01	LUMLEY, LINDA	12/21/15	CATCH BASIN REPAI
		6249 ARLINGTON DR		
WOFF15-1410	MO10-004432-0000-05	SWITZER, JOSH	12/22/15	WATER TURN OFF
COMPLETED		4432 MORRISH RD	12/22/15	
WOFF15-1411	WI20-005058-0000-03	ALLEN-ANTHONY, NICOLE	12/22/15	WATER TURN OFF
CANCELLED		5058 WINSTON DR		
WBKU15-0042	DO10-005362-0000-02	FOOTE, DEBBIE	12/22/15	WATER BACK UP-CHE
COMPLETED		5362 DON SHENK DR	12/22/15	
FNRD15-0961	VI10-004487-0000-01	STRONG, MARTHA	12/23/15	FINAL READ
COMPLETED		4487 VIRGINIA CT	12/23/15	
WOFF15-1412	HO10-005017-0000-03	MAY, CURTIS	12/23/15	WATER TURN OFF
		5017 HOLLAND DR		
WTON15-0893	MO10-004432-0000-05	SWITZER, JOSH	12/23/15	WATER TURN ON
COMPLETED		4432 MORRISH RD	12/23/15	
FLAG15-0130	CI10-008083-0000-01	CITY OF SWARTZ CREEK	12/28/15	LOWER/RAISE FLAG
		8083 CIVIC DR		
WOFF15-1413	CO20-007465-0000-01	SZEDLAK, MICHAEL	12/28/15	WATER TURN OFF
COMPLETED		7465 COUNTRY MEADOW DR	12/28/15	
WTON15-0892	CO20-007465-0000-01	SZEDLAK, MICHAEL	12/28/15	WATER TURN ON
COMPLETED		7465 COUNTRY MEADOW DR	12/28/15	
REPL15-0049	SE20-004373-0000-01	SWARTZ CREEK ESTATES	12/28/15	METER REPLACEMENT
		4373 SEYMOUR RD		
REPAIR15-0459	CE10-009279-0000-05	RICHMOND, DAVID	12/28/15	METER REPAIR
COMPLETED		9279 CEDAR CREEK CT	12/28/15	
WTON15-0894	CH20-008493-0000-10	GEBRAEL MANAGEMENT	12/29/15	WATER TURN ON
		8493 CHESTERFIELD DR		
MTRP15-0482	GR10-005345-0000-01	HILDEN, JACQUELYN S	12/29/15	METER REPAIR
		5345 GREENLEAF DR		
FNRD15-0963	BR20-006169-0000-02	WISCHMEYER, BETTY	12/30/15	FINAL READ
		6169 BRISTOL RD		
WTON15-0895	MI10-007287-0000-04	DMZ PROPERTIES, LLC	12/30/15	WATER TURN ON
		7287 MILLER RD		

Work Order #	Location ID	Customer Name	Date Recd	Type
Work Order Status		Service Address	Date Comp	

Total Records: 63

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Report Generated: 1/4/2016 1:54 PM

Report Options: Scheduled From: 12/1/2015 To: 12/31/2015

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01/06/2016

CHECK REGISTER FOR CITY OF SWARTZ CREEK  
CHECK DATE FROM 12/01/2015 - 12/31/2015

Highlighted amount is total for that vendor

Check Date	Check	Vendor Name	Description	Amount
Bank GEN CONSOLIDATED ACCOUNT				
12/03/2015	41355	AMERICAN LEGAL PUBLISHING CORP	ROBERT'S RULES OF ORDER	74.95
12/03/2015	41356	ANN MARIE MOORE	ANNUAL DUES GEN CNTY CLERKS/TREASURERS	20.00
12/03/2015	41357	ARROW UNIFORM RENTAL	MATS, SUPPLIES	32.12
			UNIFORMS, MATS, SUPPLIES, ENV.	102.09
			MATS, SUPPLIES	32.05
			UNIFORMS, MATS, SUPPLIES, ENV.	116.25
				<u>282.51</u>
12/03/2015	41358	ARROWHEAD POLICE EMERGENCY VEH EQU REPAIR WIRING K-9 UNIT 09-226		430.00
12/03/2015	41359	BETTY SHANNON	AUG-SEPT 2015 PER CONTRACT REIMB	194.00
12/03/2015	41360	BIO-SERV CORPORATION	PEST CONTROL/PUBLIC SAFETY BLDG	52.00
12/03/2015	41361	BLUMERICH COMMUNICATIONS	REPROGRAM 800 MHZ RADIOS ADD MUNDY TWP F	300.00
12/03/2015	41362	BRADYS BUSINESS SYSTEMS	COPY MACH MAINT AGREEMENT	77.96
12/03/2015	41363	CITY OF SWARTZ CREEK	PETTY CASH REIMB	161.18
12/03/2015	41364	COMCAST BUSINESS	11/26-12/25/15 CITY HALL	286.75
12/03/2015	41365	COMCAST BUSINESS	12/1-12/31/15 PUBLIC SAFETY BLDG	147.80
12/03/2015	41366	CONSUMERS ENERGY	10/1-10/29/15 A 8083 CIVIC DR	565.76
12/03/2015	41367	DELUX TROPHIES & AWARDS	CERT FRAMES (2)/PLAQUES (2)	230.00
12/03/2015	41368	DETROIT SALT COMPANY	ROAD SALT AT 59.83 PER TON	2,958.00
12/03/2015	41369	FAMILY FARM AND HOME INC	BUTS, BOLTS, WASHERS/SOCKET	24.20
			RV ANTIFREEZE (12)	39.48
			GASKET SEALANT	5.69
			RTRN NUTS, BOLTS, WASHERS/NUTS, BOLTS, W	(6.09)
			RETURN NUTS, BOLTS, WASHERS	(12.62)
				<u>50.66</u>
12/03/2015	41370	FLINT TRADING INC	PROPANE TORCH	949.25
12/03/2015	41371	GCGC	GCGC DEC MTG KORTH/AGUILAR	40.00
12/03/2015	41372	GEN CTY ROAD COMMISSION	OCT 2015 S-MTCE & OPERATIONS	512.15
			CREDIT FOR ELMS PARK SIGN	(68.52)
				<u>443.63</u>
12/03/2015	41373	GILL ROYS HARDWARE	NUTS & BOLTS SZMANSKY	5.56
			KEYS CUT & TAGS SZMANSKY	6.54
			TRIMMER LINE	13.99
			GREEN PAINT/2 PK ROLLER COVER	37.98
			PUTTY KNIFE/STIFF KNIFE (2)	22.57
			1 GAL PAINT/ROLLER COVER (2)	42.57
			1 GALLON PAINT	32.99
			PAINT (5)	164.95

ROLLER CVR (2)/PAINT BRUSH/1 GAL PAINT	50.56
ROLLER COVER/5 GAL DECK CORRECT BASE	154.78
PAINT/MARKING WAND	36.98
TOOL BOX & TOOLS	131.93
SOAP (4)/DRYWALL/UTILITY BLADES	36.34
PROPANE	29.86
5 FT SLOTTED PIPE	3.40
CARB & CHOKE CLEANER	4.79
HUMIDIFIER FILTR & TREATMNT (2)/BOWL CLE	50.15
UPS SHIPPING	15.13
DISTLD WATER/HAND SOAP (4)	9.55
1.5 V BATTERY	11.07
CUP HOOK (2 PK)/CABLE TIE (2 BAG)	25.16
OIL NOZZLE	14.49
9V BATTERY	5.59
4' BULB SHOPLIGHT	24.99
LIGHT SETS (7)	38.53
COPY/NUTS, BOLTS, SCREWS (9)	3.15
COPY/NUTS, BOLTS, SCREWS (16)	21.52
RETURN PAINT 1 GALLON	(32.99)
NOV 2015 DISCOUNT	(89.51)
	<u>872.62</u>

12/03/2015	41374	INTEGRITY BUSINESS SOLUTIONS	OFFICE SUPPLIES	139.66
			OFFICE SUPPLIES	93.42
				<u>233.08</u>
12/03/2015	41375	JEFF PINKSTON PC	K-9 DOG FOOD ROSCOE	60.42
12/03/2015	41376	JERRY'S TIRE	EML/ROAD SERVICE/FLAT REPAIR	214.95
12/03/2015	41377	LETAVIS ENTERPRISES INC.	(17) CAR WASHES JULY-SEPT 2015	114.75
12/03/2015	41378	MASON BURGESS TITLE AGENCY	UB REFUND FOR 6242 MILLER	127.72
12/03/2015	41379	MICHAEL R SHUMAKER	AUG-OCT 2015 REIMB RETIREE MEDICAL	696.00
12/03/2015	41380	MICHIGAN ASSESSORS ASSOCIATION	MEMBERSHIP DUES 2016 ZETTEL	75.00
12/03/2015	41381	MICHIGAN PIPE AND VALVE	VALVE BOX REPAIR (4)/GLOVES (16)	177.42
12/03/2015	41382	MICHIGAN POLICE EQUIPMENT COMPANY	1000 RND RIFLE AMMO	429.00
12/03/2015	41383	MISS DIG SYSTEM INC	ANNUAL MEMBERSHIP & FEES 2016	695.46
12/03/2015	41384	NICK PAUL	K-9 (IKE) DOG FOOD	72.06
			MEDICINE IKE K-9	85.60
				<u>157.66</u>
12/03/2015	41385	NYE UNIFORM	(4) TIES UNIFORM	24.00
12/03/2015	41386	OHM ADVISORS	DESIGN & TRAFFIC MODEL SRVCS MORRISH/MIL	2,750.00
12/03/2015	41387	OHM ADVISORS	MILLER-MORRISH TO ELMS THRU 11/7/15	362.06
12/03/2015	41388	OHM ADVISORS	MILLER TALLMADGE TO DYE THRU 11/7/15	8,999.00
12/03/2015	41389	ROWE PROFESSIONAL SERVICES CO	DESIGN ENG WATERMAIN FAIRCHILD/WINSTON W	6,649.00
			WATER SYSTEM GENERAL PLAN	1,157.50
				<u>7,806.50</u>

12/03/2015	41390	ROWE PROFESSIONAL SERVICES CO	CONST OBSERVATION RUSSELL/LINDSAY	1,248.00
12/03/2015	41391	RYAN P DOYLE	EML/2017-2020 TIP APPLICATION	3,000.00
12/03/2015	41392	SALLY M ADAMS	JULY-DEC 2015 REIMB RETIREE MEDICAL	1,392.00
12/03/2015	41393	STATE OF MICHIGAN-DEQ WTR	DRINKING WATER LAB TESTING	128.00
12/03/2015	41394	STATE OF MICHIGAN-MDEQ	WATER TREATMENT & DIST CERT RENEWAL	95.00
12/03/2015	41395	SUBURBAN AUTO SUPPLY	BYPASS HOSE	11.59
			ANTIFREEZE (2)	35.98
			SWAY BAR LINK KIT	65.98
			WATER TEMP GAGE/ANTIFREEZE	215.69
			CABLE TIES (3)	21.07
			BATTERY	53.31
				<u>403.62</u>
12/03/2015	41396	THOMAS SVRCEK	200 CT LIGHTS (16) REIMB	303.68
			REIMB FOR (25) 18" PINE TREES	124.75
				<u>428.43</u>
12/03/2015	41397	WINS ELECTRICAL SUPPLY CO INC	X-MAS LIGHTS	10.50
12/10/2015	41398	A+ SUPPLY CO INC	LIGHT BULBS (32)/LIGHTS (2)	228.30
12/10/2015	41399	ARROW UNIFORM RENTAL	EML/UNIFORMS, MATS, SUPPLIES, ENV.	102.57
			EML/MATS, SUPPLIES	32.12
			MATS, SUPPLIES	32.05
			UNIFORMS, MATS, SUPPLIES, ENV.	101.85
				<u>268.59</u>
12/10/2015	41400	CITY OF SWARTZ CREEK	WINTER 2015 TAXES 5802529017 CITY OWNED	1,134.92
			WINTER 2015 TAXES 5803531033 CITY OWNED	18.68
			WINTER TAXES 2015 5803531034 CITY OWNED	18.68
			WINTER 2015 TAXES 5803531129 CITY OWNED	18.68
			WINTER TAXES 2015 5803531130 CITY OWNED	18.68
			WINTER 2015 TAXES 5803531136 CITY OWNED	18.68
			WINTER 2015 TAXES 5803531143 CITY OWNED	18.68
			WINTER 2015 TAXES 5803531144 CITY OWNED	18.68
				<u>1,265.68</u>
12/10/2015	41401	CONSUMERS ENERGY	10/30-12/3/15 E 8499 MILLER RD	23.49
12/10/2015	41402	CONSUMERS ENERGY	10/30-12/3/15 A 8059 FORTINO DR	65.48
12/10/2015	41403	CONSUMERS ENERGY	10/30-12/3/15 A 8100 CIVIC DR	1,174.48
12/10/2015	41404	CONSUMERS ENERGY	10/30-12/3/15 A 8011 MILLER RD	25.14
12/10/2015	41405	CONSUMERS ENERGY	10/30-12/2/15 A 4510 MORRISH RD	35.82
12/10/2015	41406	CONSUMERS ENERGY	10/30-12/3/15 A 9099 MILLER DR	41.71
12/10/2015	41407	CONSUMERS ENERGY	10/30-12/3/15 A 8095 CIVIC DR	928.32
12/10/2015	41408	CONSUMERS ENERGY	10/31-12/3/15 ADJ 5361 WINSHALL DR	22.62
12/10/2015	41409	CONSUMERS ENERGY	10/30-12/3/15 E 8301 CAPPY LN	216.84
12/10/2015	41410	CONSUMERS ENERGY	10/31-12/3/15 A 5257 WINSHALL DR	22.62

12/10/2015	41411	CONSUMERS ENERGY	10/30-12/3/15 A 8083 CIVIC DR	686.56
12/10/2015	41412	CONSUMERS ENERGY	10/30-12/3/15 A 5121 MORRISH RD	966.63
12/10/2015	41413	CONSUMERS ENERGY	10/31-12/3/15 A WINSHALL RESTROOMS	27.17
12/10/2015	41414	DANIEL L RHANOR	REPR PRKNG LOT LIGHTS/(2) POLES MILLER R	195.00
12/10/2015	41415	DONALD KORTH	UPDATE LAPTOP ABRAMS	100.00
12/10/2015	41416	FIDELITY SECURITY LIFE INSUR/EYEMED	DEC 2015-RETIREEES (6)/COBRA (1)	36.01
12/10/2015	41417	FLINT AREA NARCOTICS GROUP	FANG MEMBERSHIP DUES 2015/2016	7,850.60
12/10/2015	41418	FLINT WELDING SUPPLY	FAX/CYLINDER COMPRESSED OXYGEN	5.00
12/10/2015	41419	GENESEE CTY DRAIN COMMISSIONER	NPDES PHASE II IMPL FEES/10/1-12/31/15	1,234.92
12/10/2015	41420	JAMS MEDIA LLC	PUBLIC HEARING 12/7/15	42.30
			MEDICAL MARIJUANA MORITORIUM	93.00
			PUBLIC HEARING 12/7/15	42.30
				<u>177.60</u>
12/10/2015	41421	JOHNS TRUCK SERVICE	RPR HYDRIC LNS, REPLC FITTINGS & CPLR	349.00
			RPLC HYDRALIC LINE/RPR STROBE WIRING	210.00
				<u>559.00</u>
12/10/2015	41422	KCI	WINTER 2015 TAX BILLS	432.72
12/10/2015	41423	KNAPHEIDE TRUCK EQUIPMENT	CUTTING EDGE ASSY/CURB GUARD	299.09
12/10/2015	41424	LANDMARK APPRAISAL CO	DEC 2015 ASSESSOR SERVICES OCT 2015 - JU	2,417.89
12/10/2015	41425	MI MUNICIPAL WORKERS COMP FUND	PAYROLL AUDIT 7/1/14-7/1/15	615.00
12/10/2015	41426	MICHAEL R SHUMAKER	SMALL CITIES MTG 12/2/15 DINNER/MILEAGE	44.90
12/10/2015	41427	MICHIGAN SECTION-AWWA	DIST SYSTEM SC GULL LAKE A ZETTEL	480.00
12/10/2015	41428	MMTA	D KORTH 2016 DUES	50.00
12/10/2015	41429	RICHARD ABRAMS	SMALL CITIES MTG 12/2/15 DINNER/MILEAGE	51.11
12/10/2015	41430	RWS OF MID MICHIGAN	NOV 2015 FY16 GARBAGE/RECYCLING/YARD WAS	20,847.36
12/10/2015	41431	SIMEN FIGURA & PARKER PLC	NOV 2015 GEN'L/TRAFFIC/ORDIN	2,116.50
12/10/2015	41432	STANDARD ELECTRIC COMPANY	SWITCH LIFT STATION	50.06
			LIGHTS (2)	355.40
				<u>405.46</u>
12/10/2015	41433	SUBURBAN AUTO SUPPLY	WATER GASKET/THERMOSTAT/RADIATOR HOSE	29.47
			ANTIFREEZE (2)	23.98
			POWER STEERING FLUID	9.98
			BLASTER/OIL DIR ABSORB (2)	27.97
				<u>91.40</u>
12/10/2015	41434	SUPER FLITE OIL CO INC	11/1-11/30/15 FUEL USAGE - POLICE	1,361.88

12/10/2015	41435	SUPER FLITE OIL CO INC	11/1-11/30/15 FUEL USAGE - DPW	1,147.94
12/10/2015	41436	SWARTZ CREEK AREA FIRE DEPT.	OPERATING BUDGET 1/1-6/30/15	46,720.00
12/10/2015	41437	TERRENCE T SHEROSKI	SNOW PLOWING/SHOVEL SIDEWALKS 11/21/15	290.00
12/10/2015	41438	THOMAS SVRCEK	REIMB LIGHTS (6)	89.46
12/10/2015	41439	VERIZON WIRELESS	NOV 2015 MONTHLY INVOICE	422.10
12/17/2015	41440	A+ SUPPLY CO INC	LIGHT	55.69
12/17/2015	41441	AMERICAN MESSAGING	12/15/15-1/14/16 8108332563/8108331159	26.02
12/17/2015	41442	ARROW UNIFORM RENTAL	MATS, SUPPLIES	32.05
			UNIFORMS, MATS, SUPPLIES, ENV.	101.85
				<u>133.90</u>
12/17/2015	41443	BELL EQUIPMENT CO	REPAIR SWEEPER	1,200.00
12/17/2015	41444	BIO-SERV CORPORATION	PEST CONTROL/PUBLIC SAFETY BLDG	52.00
12/17/2015	41445	BRADLEY HAWKS	SU TAX REF DBOR PRE 58-01-100-021	509.04
12/17/2015	41446	C & M WIRE ROPE & SUPPLY CO	CAUTION TAPE	13.50
12/17/2015	41447	CONNIE BUECHE	JULY-DEC 2015 REIMBURSEMENT	1,755.33
12/17/2015	41448	CONSUMERS ENERGY	11/1-11/30/15 STREET LIGHTS	8,965.95
12/17/2015	41449	CONSUMERS ENERGY	11/1-11/30/15 4524 MORRISH RD	43.27
12/17/2015	41450	CONSUMERS ENERGY	11/1-11/30/15 TRAFFIC LIGHTS	401.57
12/17/2015	41451	CONSUMERS ENERGY	11/1-11/30/15 SIRENS	26.63
12/17/2015	41452	CONSUMERS ENERGY	11/1-11/30/15 ELMS PARKING LOT	29.19
12/17/2015	41453	CONSUMERS ENERGY	11/3-12/7/15 A 6425 MILLER PARK & RIDE	132.08
12/17/2015	41454	CONSUMERS ENERGY	11/3-12/7/15 A 4125 ELMS RD	41.89
12/17/2015	41455	CONSUMERS ENERGY	11/3-12/6/15 A 4125 ELMS PAVILION	26.42
12/17/2015	41456	COOKS DIESEL RV & TRUCK REPAIR	CLAMP	26.18
12/17/2015	41457	CORELOGIC TAX SERVICES LLC	SU TAX REF DBOR PRE 58-29-551-009	829.01
12/17/2015	41458	DELTA DENTAL PLAN	JAN 2016 DENTAL-RETIREEES (6)/COBRA (1)	401.58
12/17/2015	41459	DELTA PAVING INC AND	REMAINDER OF PAYMENT	5,308.69
12/17/2015	41460	DONALD & BARBARA MANSSUR	SUM TAX REF 58-36-676-056 VETS EXEMPTION	863.57
12/17/2015	41461	DONALD KORTH	INSTALL/PROGRAM PROCESSOR PHONE SYSTEM	500.00
12/17/2015	41462	DOT FIRST AID AND SAFETY	REPLENISH FIRST AID DPS	93.66
12/17/2015	41463	DOVENMUEHLE MORTGAGE INC	SU TAX REF DBOR PRE 58-30-651-062	1,432.59
12/17/2015	41464	FIRST ADVANTAGE OCCUP HEALTH SER CO	CLINIC COLLECTION/MILEAGE	104.81
12/17/2015	41465	GUARDIAN MORTGAGE CO	SUMMER 2015 TAX OVRPMT 8098 MAPLE ST	5.00

12/17/2015	41466	GYULA K TAKACS	REF DBOR PRE 58-25-576-018	874.35
12/17/2015	41467	INTEGRITY BUSINESS SOLUTIONS	ROLL PAPER TOWELS/GARBAGE BAGS RETURN REPORT COVER	96.98 <b>(28.59)</b> <b>68.39</b>
12/17/2015	41468	JAMES NOLEN	REPLACE 3 SQ SIDEWALK/WEST SHARPS	585.00
12/17/2015	41469	JAMES NOLEN	REPLACE CURB/MORRISH RD	1,370.00
12/17/2015	41470	JAMES NOLEN	REMOVE & REPLACE DRIVEWAY 5231 SEYMOUR	850.00
12/17/2015	41471	JAMES NOLEN	REPLACE 3 SQ SIDEWALK 6509 BRISTOL	585.00
12/17/2015	41472	JEREMY J HART	EXT. ANTENNA (3)	185.00
12/17/2015	41473	KLEE MFG & DIST	REPAIR FLAGS (2)/FLAG (1)	81.00
12/17/2015	41474	MICHIGAN METER TECHNOLOGY GRP. INC	R900I ECODER (6)	1,201.07
12/17/2015	41475	MY-CAN LLC	PORTAJON RENTAL ELMS PARK 11/25-12/23/15	90.00
12/17/2015	41476	NANCY OCENASEK	TAX OVRPMT 58-36-551-006	12.17
12/17/2015	41477	PLANTE & MORAN PLLC	FY15 AUDIT BILL #3 FINAL	1,900.00
12/17/2015	41478	PRINTING SYSTEMS	W-2/1099-MISC/W3/1096 2015	97.53
12/17/2015	41479	QUICKEN LOANS	SU TAX REF DBOR PRE 58-31-526-005	854.46
12/17/2015	41480	SELF SERVE LUMBER CO.	PLYWOOD(1)/PINE BOARD(4)/CONST ADHESIVE(	80.64
12/17/2015	41481	STATE OF MICHIGAN-DEQ WTR	DRINKING WATER LAB TESTING	128.00
12/17/2015	41482	SUBURBAN AUTO SUPPLY	TRAILER CONNECT CUTTING TIP/TIP CLEANER	5.59 21.58 <b>27.17</b>
12/17/2015	41483	SWARTZ CREEK AREA FIRE DEPT.	NOV 2015 MONTHLY RUNS	2,760.04
12/17/2015	41484	SWARTZ CREEK ESTATES	SU15 TAX OVRPMT 21 KINGSLEY	25.99
12/17/2015	41485	UNUM LIFE INSURANCE	JAN 2016 LIFE INS SHANNON/CLOLINGER	18.63
12/23/2015	41486	A+ SUPPLY CO INC	COMBO EXIT/FLOOD (2)	135.30
12/23/2015	41487	ARROW UNIFORM RENTAL	MATS, SUPPLIES UNIFORMS, MATS, SUPPLIES, ENV.	32.05 101.85 <b>133.90</b>
12/23/2015	41488	BETTY SHANNON	DEC 2015-JAN 2016 PER CONTRACT REIMB	195.00
12/23/2015	41489	BLACKMORE ROWE INS	PUBLIC OFFICIAL BOND-KORTH	100.00
12/23/2015	41490	CHARTER TOWNSHIP OF MUNDY	JOINT INSP & PERMIT FEES AUG 2015 JOINT INSP & PERMIT FEES SEPT 2015	4,745.55 <b>2,993.75</b> <b>7,739.30</b>
12/23/2015	41491	CHARTER TOWNSHIP OF MUNDY	COST SHARING AGREEMENT/POLICE DEPT	3,736.33
12/23/2015	41492	COMCAST BUSINESS	12/26/15-1/25/16	286.75

12/23/2015	41493	GEN CTY ROAD COMMISSION	NOV 2015 S-MTCE & OPERATIONS	12.79
12/23/2015	41494	GENESEE CTY DRAIN COMMISSIONER	WATER 10/28-11/27/15 1,974,730 CF	105,921.65
12/23/2015	41495	JAMES NOLEN	REPLACE DRIVEWAY 5151 MORRISH/WTR BREAK REPLACE APPROACH 5275 DURWOOD WTR BREAK	1,584.00 1,245.00 <u>2,829.00</u>
12/23/2015	41496	LIQUIFORCE SEWER SERVICES	EML/REHABILITATION OF SANITARY SEWER SYS	146,000.00
12/23/2015	41497	MICHIGAN PIPE AND VALVE	WATER METER PARTS	477.63
12/23/2015	41498	OFFICE DEPOT CREDIT PLAN	BINDER COVERS 1 PK	39.95
12/23/2015	41499	RYAN P DOYLE	EML/2017-2020 TIP APPLICATION CHANGES	211.25
12/23/2015	41500	STANDARD ELECTRIC COMPANY	OUTSIDE LIGHTS/CITY HALL	197.31
12/29/2015	41501	U. S. POST OFFICE	POSTAGE FOR JAN 2016 UTILITY BILLS ( #23	<u>699.15</u>

GEN TOTALS:

Total of 147 Disbursements: 435,293.35

**SWARTZ CREEK POLICE DEPARTMENT  
MOTOR POOL RENTAL HOURS  
DECEMBER 2015**

	<u>101-301-941</u>	<u>101-302-941</u>	<u>101-303-941</u>	<u>101-304-941</u>
#05-168	13	0	0	0
#05-649	48	0	0	0
#12-144	105	0	0	0
#13-384	191	0	0	0
#09-226	40	0	0	8
#10-161	0	0	98	0
#14-514	548	0	0	0
<b>TOTAL</b>	<b>945</b>	<b>0</b>	<b>98</b>	<b>8</b>

SCPD200 Ticket Ledger Report  
 12/1/2015 12:00:00 AM - 1/31/2016 12:00:00  
 AM

Citation No	Citation Date Time	Location	Offense
08447	12/24/2015	5206 Greenleaf	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10190	12/12/2015	Arlington / Heritage	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10191	12/12/2015	Arlington / Heritage	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10192	12/12/2015	Arlington / Heritage	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10193	12/12/2015	Arlington	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10194	12/12/2015	6284 Arlington	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10195	12/12/2015	6284 Arlington	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10811	12/19/2015	6327 S Charles Pass	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10812	12/19/2015	Arlington & Canterbury	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10813	12/19/2015	Holland Dr	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10814	12/19/2015	Holland Dr	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10815	12/19/2015	5094 Fairchild Dr	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10840	12/2/2015	Worcester	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10841	12/2/2015	Chelmsford	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10842	12/20/2015	Don Shenk	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations

10843	12/20/2015	First	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10844	12/23/2015	Winshall	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10845	12/23/2015	Worcester	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10846	12/23/2015	Chesterfield	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10847	12/23/2015	Chesterfield	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10848	12/28/2015	Worcester	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10849	12/29/2015	Parkridge	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
10850	12/29/2015	Daval	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
11026	1/2/2016	Winshall	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
11027	1/2/2016	Don Shenk	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
11028	1/2/2016	Worcester	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
11029	1/2/2016	Daval	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
11030	1/3/2016	Chesterfield	
			9913 - 93004 - Traffic, Non-Criminal - Parking Violations
1264381	12/23/2015	5366 Winshall Dr	
			5560 - 55000 - Dog Law Violations
1269875	12/22/2015	Bristol Rd E/b Near Morrish Rd	
			8210 - 54003 - Traffic - Noisy Muffler/Excessive Fumes/Smoke
			8202 - 54003 - Traffic - Defective Tires
			8205 - 54003 - Traffic - Obstruction to View (Non-Tint)
1269876	12/26/2015	Miller Rd E/b Near Elms Rd	
			8277 - 54003 - Traffic - Registration Law Violations
			8271 - 54003 - Traffic - No Operators License
			8280 - 54003 - Traffic - No Proof of Insurance

1270200	12/5/2015	Meijer, 4141 S Morrish Rd	
			3074 - 30002 - Retail Fraud Theft 2nd Degree
1345112	12/4/2015	5152 Morrish #90	
			8277 - 54003 - Traffic - Registration Law Violations
1345113	12/16/2015	Morrish Rd S/b Near Miller Rd	
			8277 - 54003 - Traffic - Registration Law Violations
			8280 - 54003 - Traffic - No Proof of Insurance
1345114	1/4/2016	Miller Rd W/b Near Elms Rd	
			8277 - 54003 - Traffic - Registration Law Violations
1345115	1/4/2016	Morrish Rd N/b Near I-69	
			8277 - 54003 - Traffic - Registration Law Violations
1345218	12/1/2015	Miller, Elms	
			8231 - 54003 - Traffic - Defective/Improper/No Headlights
1345220	12/9/2015	Morrish, 69	
			8280 - 54003 - Traffic - No Proof of Insurance
1345221	12/9/2015	Miller, Fairchild	
			8128 - 54003 - Traffic - Improper Stop and Turn on Red
1345222	12/11/2015	Morrish, 69	
			8280 - 54003 - Traffic - No Proof of Insurance
1345223	12/27/2015	4141 S Morrish - Meijer	
			3078 - 30002 - Retail Fraud Theft 3rd Degree
1345224	12/28/2015	Morrish, 69	
			8280 - 54003 - Traffic - No Proof of Insurance
1345228	12/6/2015	Miller Near Fairchild	
			9923 - 95005 - Fire - Suspicious Fires
			8054 - 54003 - Traffic - Violation of Basic Speed (Too Fast)
1345229	12/9/2015	Miller Rd Near Morrish Rd	
			8210 - 54003 - Traffic - Noisy Muffler/Excessive Fumes/Smoke
1345230	12/9/2015	Miller Rd Near Elms	
			8273 - 54003 - Traffic - Driving on Susp/Revoked/Refused License
			8920 - 89003 - Violation - Insurance - Fail to File PLPD Insurance
1345231	12/10/2015	Miller Rd W/b Near Maya Ln	
			8277 - 54003 - Traffic - Registration Law Violations
1345232	1/2/2016	Morrish Rd N/b Near Apple Crk	
			8054 - 54003 - Traffic - Violation of Basic Speed (Too Fast)

			8273 - 54003 - Traffic - Driving on Susp/Revoked/Refused License
			8277 - 54003 - Traffic - Registration Law Violations
			8920 - 89003 - Violation - Insurance - Fail to File PLPD Insurance
1345233	1/2/2016	Morrish Rd N/b Near Apple Crk	
			8054 - 54003 - Traffic - Violation of Basic Speed (Too Fast)
1345251	12/12/2015	Don Shenk	
			1313 - 13001 - Assault and Battery/Simple Assault
1345252	12/15/2015	Swartz Crk High School	
			3562 - 35001 - Marijuana - Possess
1345253	12/15/2015	Swartz Crk High School	
			3562 - 35001 - Marijuana - Possess
1345276	12/9/2015	1 Dragon Dr	
			5707 - 57001 - Trespass (Other)
1345277	12/18/2015	Morrish Rd N/b Near Mary St	
			8054 - 54003 - Traffic - Violation of Basic Speed (Too Fast)

**Total Tickets :** 53

**Total Offenses :** 64

## 210 OFFENSE SUMMARY

12/1/2015 12:00:00 AM – 12/31/2015 12:00:00

AM

Offense	Total
1305 - 13002 - Aggravated/Felonious Assault - Non-Family - Other Weapon	1
1313 - 13001 - Assault and Battery/Simple Assault	3
1399 - 13002 - Assault (Other)	1
2202 - 22001 - Burglary - Forced Entry - Residence (Including Home Invasion)	1
2305 - 23005 - Larceny - Personal Property from Vehicle	2
2308 - 23003 - Larceny - From Building (Includes library, office used by public, etc)	2
2309 - 23007 - Larceny - From Yards (Grounds surrounding a building)	1
2404 - 24001 - Vehicle Theft	1
2902 - 29000 - Damage to Property - Private Property	2
3078 - 30002 - Retail Fraud Theft 3rd Degree	2
3562 - 35001 - Marijuana - Possess	1
3565 - 35001 - Marijuana - Use	1
3595 - 35001 - Drugs, Illegal Use of	1
5399 - 53002 - Public Peace (Other)	1
5707 - 57001 - Trespass (Other)	1
8011 - 54001 - Motor Vehicle Accident - Failed to Stop and Identify	1
8013 - 54001 - Motor Vehicle Accident - Failed to Report Accident	2
8271 - 54003 - Traffic - No Operators License	1
8273 - 54003 - Traffic - Driving on Susp/Revoked/Refused License	2
8277 - 54003 - Traffic - Registration Law Violations	2
8280 - 54003 - Traffic - No Proof of Insurance	1
9910 - 93001 - Traffic, Non-Criminal - Accident	7
9911 - 93002 - Traffic, Non-Criminal - Non-Traffic Accident	2
<b>Total:</b>	<b>39</b>

# APPLICATION FOR PUDD AMENDMENT

City of Swartz Creek  
8083 Civic Drive  
Swartz Creek, MI 48473  
810-635-4464

Date: 12/02/15

File No: \_\_\_\_\_

Fee Received: 12-3-15 \$350.<sup>00</sup> Receipt No: 177600

TO THE PLANNING COMMISSION:

We, the undersigned, do hereby respectfully make application and petition the Planning Commission to amend the SPRINGBROOK EAST PUDD as hereinafter requested, and in support of this application, the following facts are shown.

The property is located and described, as follows:  
Assessment Roll Description No. 58-36-400-009,

Address: 7276 MILLER ROAD, SWARTZ CREEK, MI 48473

It has a frontage of: VARIES feet and a depth of: VARIES feet. See accompanied drawings.

PRESENT ZONING: R-4 WITHIN SPRINGBROOK EAST PUDD

The property is in acreage, and is not therefore a part of a record plat: The property sought to be rezoned is located and described as follows: See attached drawings.

A. Action Taken by the Planning Commission:

1. Date application: \_\_\_\_/\_\_\_\_/\_\_\_\_
2. Date of Public Hearing: \_\_\_\_/\_\_\_\_/\_\_\_\_
3. Findings of Planning Commission:

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4. Recommendation:

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B. Action Taken by the City Council:

1. Date of Public Hearing: \_\_\_\_/\_\_\_\_/\_\_\_\_
2. Findings of the City Council:

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3. Action of the City Council:

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By: \_\_\_\_\_  
City Clerk

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_



# APPLICATION FOR REZONING

City of Swartz Creek  
8083 Civic Drive  
Swartz Creek, MI 48473  
810-635-4464

Date: 12/3/15 File No: \_\_\_\_\_

Fee Received: \$250.00 Receipt No: 177600

## NOTICE TO APPLICANT:

Regular meetings of the Swartz Creek Planning commission are held on the first Tuesday of each month at 7:00 PM, at the City Hall, 8083 Civic Dr. Application for rezoning shall be filed at least twenty (20) days before the scheduled meeting date.

## TO THE PLANNING COMMISSION:

I, (We), the undersigned, do hereby respectfully make application and petition the Planning Commission to amend the Zoning Ordinance and change the zoning as hereinafter requested, and in support of this application, the following facts are shown.

The property is located and described, as follows:

Assessment Roll Description No. 58- 36-400-009,

Address: KROGER DRIVE, SWARTZ CREEK, MI 48473

Other description: SEE DRAWINGS

It has a frontage of: 460' feet and a depth of: 350 feet.

PRESENT ZONING: R-2 (R-4 - See following page)

If the property is in acreage, and is not therefore a part of a recorded plat: The property sought to be rezoned is located and described as follows: (indicate total acreage also).

Assessment Roll Description No. 58- 36-400-009, (PART OF)  
3.65 ACRES SEE DESCRIPTION ON DRAWINGS

PROPERTY SOUGHT FOR REZONING IS OWNED BY:

Name: AL TERPENINK

Address: 89 N. VAN DYKE ROAD

Phone Number: 1-989-550-3259

It is desired and requested that the foregoing described property be rezoned from:

R-4 To: RM-1

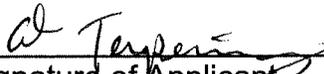
It is proposed that the property will be put to the following use:

ASSISTED LIVING BUILDING COMPLEX

It is proposed that the following building(s) will be constructed:

ASSISTED LIVING BUILDING

Attached hereto are two (2) prints of the subject property plot plan showing the lot or parcel location within the City. These prints are made a part of this petition and are drawn to scale showing the existing and proposed structures.

  
Signature of Applicant

Address: 89 N. VAN DYKE ROAD

Phone Number: 989-550-3259

A. Action Taken by the Planning Commission:

1. Date application: \_\_\_\_/\_\_\_\_/\_\_\_\_
2. Date of Public Hearing: \_\_\_\_/\_\_\_\_/\_\_\_\_
3. Findings of Planning Commission:

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4. Recommendation:

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B. Action Taken by the City Council:

1. Date of Public Hearing: \_\_\_\_/\_\_\_\_/\_\_\_\_
2. Findings of the City Council:

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3. Action of the City Council:

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By: \_\_\_\_\_  
City Clerk

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_



*Adam Zettel, AICP*

*Zoning Administrator*

[azettel@cityofswartzcreek.org](mailto:azettel@cityofswartzcreek.org)

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Date: January 8, 2016

**Attention:** Swartz Creek Planning Commission

**Subject: Zoning Review: RM-1 with PUD Overlay Amendment**  
Property as illustrated in the attached maps, dated December 1, 2015

Dear Chairman and Commissioners:

A two-pronged request has been filed to rezone 3.65 acres west of Kroger, as well as to amend the larger Planned Unit Development zoning overlay for 47.5 acres in which the smaller site is located. Please refer to the maps, with legal descriptions for details. This property is not identified by a separate tax identification number or address, since it was split just recently.

The intention is to zone the property RM-1 (multiple family residential), from R-4 (two family residential). Specifically, the applicant is requesting to use the site for a nursing home (assisted living). There are also looking to plan for a specific future use by integrating the site with the Springbrook East Planned Unit Development District (PUDD). This means that there are two similar but distinct things happening. First, they want 3.65 acres to change primary zoning classification. Second, they wish to tie this zoning change to a specific concept plan that limits the use of this site to a nursing home.

The benefit to the community for using this process is that the zoning change will enable only this specific use (nursing home). The benefit to the applicant (and perhaps the community), is that there is a lot more flexibility to use the site if it is incorporated with the surrounding uses as part of a single 'development' on 47.5 acres, as opposed to regulating it as a stand-alone project on 3.65 acres. Practically speaking, the integration of this use with the rest of the Springbrook PUDD allows the community to enable smaller building setbacks between uses, higher densities, etc.

One way to think of this is to view the PUDD (originally approved in 2003 to include assisted living on the site in question) as a specific land use plan for an entire area that restricts site plan options within that development area. As such, they are proposing to zone the smaller parcel for RM-1, but the PUDD overlay zone ties that designation to the concept plan that is attached. This concept plan directs land use activities and

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8083 Civic Drive

Swartz Creek Michigan 48473

Phone: (810)-635-4464

Fax: (810)-635-2887

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

<ftp://cityofswartzcreek.org>

general site plan standards for the entire 47.5 acre district. The concept plan is the very essence of the PUDD overlay zoning and it serves to plan, guide, and even restrict future use in conjunction with the primary zoning designation. For more information on the intention and function of PUDD overlays, please refer to Section 11 of Appendix A Zoning.

### **Staff Findings**

I have attached ordinance excerpts for commissions to use to make their own findings, since much of what is to be interpreted is less objective than site plan review. Please see Appendix A Zoning Sections 11 and 31 in their entirety for more information.

With that said, the proposed zoning change matches almost perfectly with the original PUDD concept plan that was approved in 2003. Obviously, the plan was not executed, though it came close in 2007 with the site plan consideration of a similar project. However, the residential condominium section for phase one is nearly complete and most of the required infrastructure has already been installed.

The essence of the plan, from a land use standpoint, was to create a transitional use between the Kroger and the condos. Providing an institutional use, such as an assisted living center, accomplishes this. It also provides an opportunity to provide much sought-after housing for the expanding elderly population. This is especially important given the specific location that was chosen, which is in close proximity to an established senior population and many commercial services. Siting an assisted living on the noted site will allow many seniors to “age in place” while maintaining existing personal relationships and connections to the extremely local neighborhood.

So, from a conceptual planning standpoint, the zoning of this acreage for assisted living makes perfect sense. I will go so far as to say that it is highly desirable and has been highly desirable for over a decade. Concerning the specific criteria within the zoning ordinance, Section 11.07 and 31.04, I will go so far as to say that I do not see any facets of the proposal that are contrary or in conflict with the stated criteria. Again, much of the findings are subjective.

However, I will maintain that the site is suitable as it relates to the more objective requirements of the zoning code (availability of infrastructure, traffic circulation capacity, master plan goal compatibility, etc.). Any areas of concern or features that are unknown are more appropriately addressed in any subsequent site plan review, such as the suitability of landscaping, pedestrian connections, and building aesthetics.

## Summary and Recommendation

Conceptually, this remains a fantastic plan in my opinion. If approved by the city council, there will still be work to do throughout the site plan process to ensure that the manner, location, screening, and other features of any proposed nursing home are properly managed. With that said, I recommend the 3.65 acres in question be zoned RM-1. I recommend this occur with the Planned Unit Development Overlay amendment in which the proposed use is assisted living (nursing home).

Conditions or items to be mindful of moving forward include:

1. There is a long term need to connect this project with Elms Road as it relates to water distribution and traffic. This could be included as part of the PUD Development Agreement that is considered during site plan review, or it could be sidelined pending the development of the commercial sites on Nemer Drive.
2. The back of the Kroger building is unpleasant. Part of the problem is with ongoing management of the site. However, the area consists of loading docks, dumpsters, and related uses, making strong appeal tough to achieve. With that said, the applicant should consider alternate layouts for the front entrance/drop off, as well as massive screening investments.

Please contact me directly if you have any comments or inquiries on the matter. I am happy to receive comments in person, in writing, over the phone, or via e-mail.

Sincerely,



Adam H. Zettel, AICP  
City of Swartz Creek  
[azettel@cityofswartzcreek.org](mailto:azettel@cityofswartzcreek.org)

## **Section 11.07. - Standards for approval of conceptual PUD plan.**

Based upon the following standards, the planning commission may recommend denial, approval, or approval with conditions, and the city council may deny, approve, or approve with conditions the proposed Planned Unit Development District.

A. The Planned Unit Development District meets the qualification requirements.

B. The uses proposed will have a beneficial effect, in terms of public health, safety, welfare, or convenience, on present and future potential surrounding land uses. The uses proposed will not adversely affect the public utility and circulation system, surrounding properties, or the environment. The public benefit shall be one which could not be achieved under the regulations of the underlying district alone, or that of any other zoning district.

C. The Planned Unit Development District is generally consistent with the goals, objectives and land use map of the future land use plan.

D. Judicious effort has been used to preserve significant natural and historical features, surface and underground water bodies and the integrity of the land.

E. Public water and sewer facilities are available or shall be provided for by the developer as part of the site development. The planning commission may approve a RPUD without public water and sewer, if the overall density is one unit per acres or less.

F. Safe, convenient, uncongested, and well defined vehicular and pedestrian circulation within and to the site is provided. Drives, streets and other elements shall be designed to discourage through traffic, while promoting safe and efficient traffic operations within the site and at its access points.

G. Any deviations from the applicable zoning regulations are reasonable and meet the intent of this article.

The city council may impose additional reasonable conditions, 1) to insure that public services and facilities affected by a Planned Unit Development District will be capable of accommodating increased service and facility loads caused by the Planned Unit Development District, 2) to protect the natural environment and conserve natural resources and energy, 3) to insure compatibility with adjacent uses of land, and 4) to promote the use of land in a socially and economically desirable manner.

H. In a Planned Industrial Park (PID) a setback of 50 feet wide shall be provided along the perimeter of the PID fronting on a public street.

I. In a Planned Industrial Park (PID) a setback of 20 feet wide shall be provided along the perimeter of a PUD development not fronting on a public street. Such setback shall be designed and landscaped as a buffer strip; parking lots and driveways shall not be permitted in such yard, except that drives may cross such setback.

J. A setback at least 35 feet wide shall be provided along the right-of-way of a public collector street proposed within any PUD, and a setback 50 feet wide shall be provided along the right-of-way of a public principal or minor arterial street proposed within the PUD. Collector roads and principal and minor arterials roads are shown on the Transportation Map in the Swartz Creek Master Plan.

K. A landscaped setback at least ten feet wide shall be provided between a parking lot of five or more spaces and a property line within any PUD, and 20 feet from the perimeter property line of the PUD, except when adjacent to a public street right-of-way line, existing or proposed, in which case the preceding setbacks shall apply.

L. All required setbacks shall be landscaped and adequately and permanently maintained by the property owner, tenant, or organization responsible for maintaining common areas as provided herein.

M. Any single-family dwelling structure shall be located at least 20 feet from any other single-family dwelling structure unless structurally attached thereto.

N. The location of buildings and uses, and the distances between buildings shall be clearly shown on the area plan and shall control the development and continued use of the property.

O. There are no height regulations in a PUD provided that any buildings exceeding a height of two and one-half stories or 35 feet shall be approved as to specific height by the city council upon recommendation from the planning commission. Approval shall be based upon findings regarding light, air circulation, views, airport flight patterns and recommendations from the city fire chief regarding fire protection and safety.

P. Each lot or principal building in a PUD shall have vehicular access from a public street or from a private street.

Q. Each lot or principal building in a PUD shall have pedestrian access from a public or private sidewalk where deemed necessary by the city council. All parts and phases of the PUD shall be interconnected by a sidewalk system which will provide the necessary, safe and convenient movement of pedestrians. A bicycle path system shall also be provided in the PUD and may be part of the sidewalk system, where approved by the city council. Said system shall be connected to the public sidewalk system.

R. Public and private streets shall be designed and constructed according to standards established for public streets. If, in the future, private streets in a PUD are to be dedicated to a public agency, the owners shall first fully agree to bear the full expense of construction or any other action required to make streets suitable for public acceptance.

S. An individual dwelling unit in any single-family, two-family townhouse, or similar residential structure shall not have direct access to a collector or arterial street.

T. Electrical, telephone, and cable television lines shall be underground.

U. Open space areas shall be conveniently and equitably located through the PUD in relation to the location of dwelling units and natural features.

V. Open space areas shall have minimum dimensions which, in the planning commission's opinion, are usable for the functions intended and which will be maintainable.

W. The city council may require, that natural amenities such as ravines, rock outcrops, wooded areas, tree or shrub specimens, unique wildlife habitats, ponds, streams, and marshes be preserved as part of the open space system of the PUD.

X. The city council may require dedication for road rights-of-way, schools and/or parks.

### **Section 31.04. - Criteria for amendment of the official zoning map.**

In considering any petition for an amendment to the official zoning map, the planning commission and city council shall consider the following criteria in making its findings, recommendations and decision:

A. Consistency with the goals, policies, and future land use map of the City of Swartz Creek Master Plan. If conditions upon which the master plan was developed (such as market factors, demographics, infrastructure, traffic and environmental issues) have changed significantly since the master plan was adopted, as determined by the city, the planning commission and council shall consider the consistency with recent development trends in the area.

B. Compatibility of the site's physical, geological, hydrological, and other environmental features with the host of uses permitted in the proposed zoning district.

C. Evidence the applicant cannot receive a reasonable return on investment through developing the property with at least one of the uses permitted under the current zoning.

D. The compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values.

E. The capacity of the city's infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety, and welfare."

F. The apparent demand for the types of uses permitted in the requested zoning district in relation to the amount of land currently zoned and available to accommodate the demand.

G. The request has not previously been submitted within the past one year, unless conditions have changed or new information has been provided.

H. Other factors deemed appropriate by the planning commission and city council.

# Intersection Traffic Study

Miller Road and Morrish Road, City of Swartz Creek  
Final Report

December 2015

Prepared for:  
City of Swartz Creek

## **INTRODUCTION**

The purpose of this study is to analyze the intersection of Miller Road and Morrish Road in Swartz Creek for potential future improvements. The study provides analysis of the intersection to determine which operational improvements would best serve the community's traffic needs. The study will investigate the appropriateness of modifying the signal phasing to provide split-phasing or left-turn phasing, based on comments voiced by the residents of Swartz Creek during the Miller Road Rehabilitation project, completed in the summer of 2015.

## **SAFETY ANALYSIS**

Traffic crash data was obtained from the Traffic Improvement Association for the study area. The data encompassed all crashes occurring within the study area during the past two years. The crash data was analyzed to identify deficiencies in the operational and geometric features of the intersection which are conducive to left-turn head-on crashes. No left-turn head-on collisions were recorded at the intersection in the past 24 months.

## **TRAFFIC INFORMATION**

Traffic data was collected as part of this study. The traffic counts were conducted on October 22, 2015 to provide updated volumes throughout the study area. The morning peak period occurs between 7:00 AM and 8:00 AM, and the afternoon peak occurs between 4:30 PM and 5:30 PM. Existing traffic volume data can be found in Appendix A. AM Peak, Mid-Day and PM peak period turning movements are summarized in Figure 1, Figure 2, and Figure 3.

## **EXISTING CROSS SECTIONS**

Miller Rd. runs east/west and has a posted speed limit of 30 mph and an AADT of 12,000 vehicles (bi-directional). The existing section is a three-lane street with a marked center two-way left-turn lane (TWLTL) and outside bike lanes in both directions. On-street parking is not permitted along the stretch of the road. Sidewalk is present on Miller Rd. near the intersection with Morrish Rd. The existing land-use around the intersection is primarily commercial with some residences near the northeast quadrant of the intersection.

Morrish Rd. runs north/south and has a posted speed limit of 30 mph and an AADT of 7,000 vehicles (bi-directional). The existing section is a three-lane street with a marked center TWLTL and outside bike lanes in both directions. Sidewalk is present on Morrish Rd. near the intersection with Miller Rd. The Morrish Rd. roadway segment in the vicinity of the intersection is entirely commercial land use. A 15-vehicle parking lot at the southwest quadrant of the intersection has access to Morrish Rd.

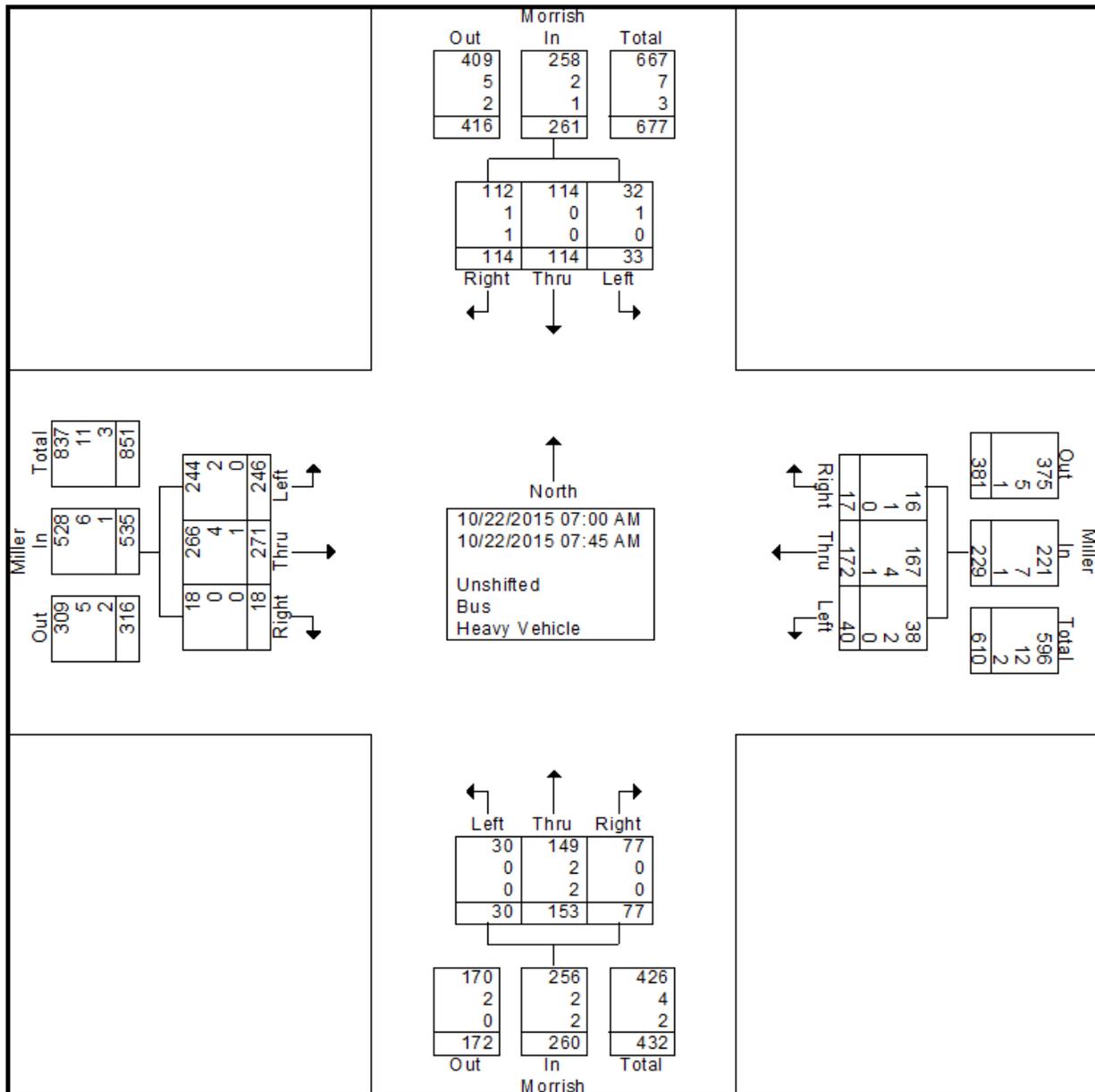


Figure 1: AM Peak Existing Traffic Volumes

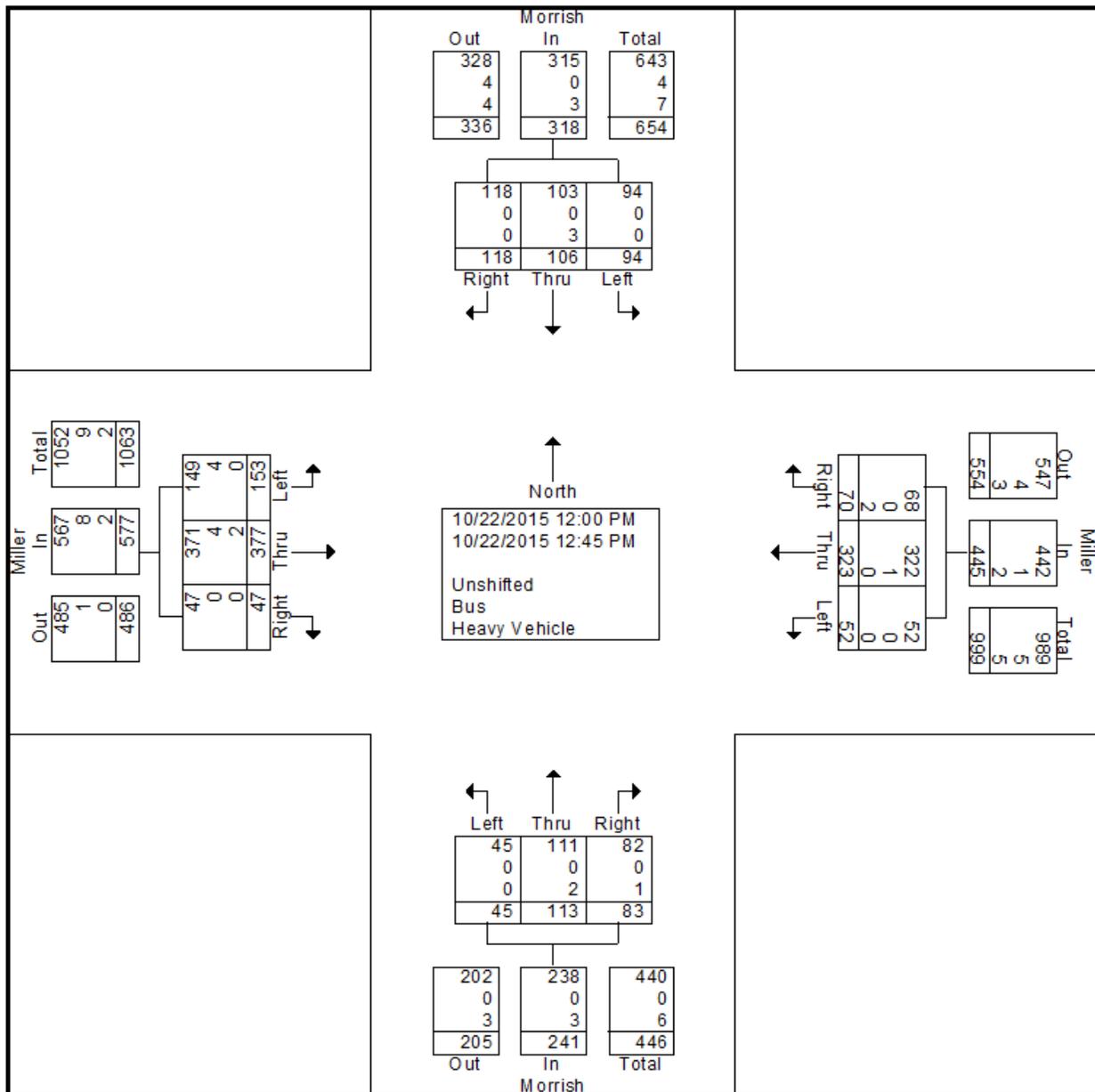


Figure 2: Mid-day Existing Traffic Volumes

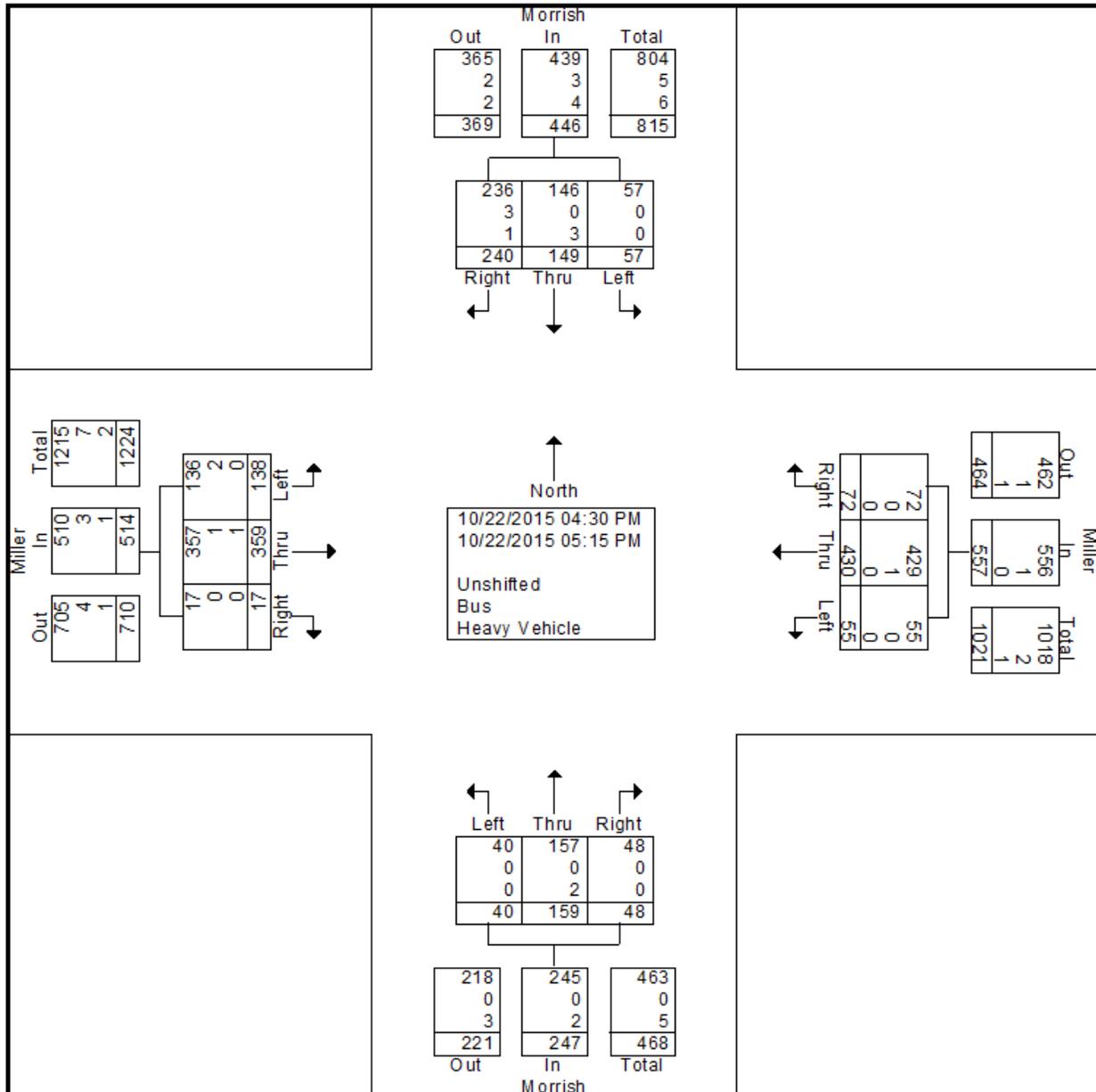


Figure 3: PM Peak Existing Traffic Volumes

## INTERSECTION ANALYSIS BACKGROUND

The intersection within the study area was analyzed according to the methodologies published in the Highway Capacity Manual, 2010 edition. For this project, Synchro Version 8 software was used to conduct the analysis for traditional signalized intersections. Software printouts for the evaluations of intersections have been included in Appendix B. These software packages compute delay values based on factors such as number and type of lanes, intersection controls such as STOP signs or traffic signals, traffic volumes, pedestrian volumes, signal timing characteristics, roadway grade, speed limit, etc. This analysis determines the average delay experienced by vehicles. This value is an average across the entire peak hour, vehicles arriving during the busiest portion of the peak hour or arriving in a clustered group of vehicles instead of in a random pattern could experience longer delays. On the other hand, vehicles arriving during a lighter portion of the peak hour could experience a shorter delay. The average delay is used to determine the corresponding level of service (LOS) values for each intersection movement as well as the intersection as a whole.

The LOS of an intersection is based on factors such as number and types of lanes, intersection controls such as STOP signs or traffic signals, traffic volumes, pedestrian volumes, etc. 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 tables identify level of service criteria for signalized intersections.

**Table 1: Level of Service Criteria For Signalized Intersections**

Level of Service	Average Delay/Vehicle (seconds)	Description
A	Less than or equal to 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.

SOURCE: Transportation Research Board, Highway Capacity Manual 2000.

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 the study intersections, within an urbanized boundary, LOS 'D' was utilized as the study goal.

## **Miller Rd. at Morrish Rd.**

This intersection is located approximately 0.6 miles south of the I-69 & Morrish Rd. interchange. The intersection has, in all directions, a single through lane with shared right turns and a single exclusive left-turn lane. The intersection is signal-controlled with a 70 second cycle length split between two pre-timed phases (46 seconds serving Miller approaches and 24 seconds serving Morrish approaches). A field inventory of intersection geometry was conducted and the Intersection Inventory and Condition Form is located in Appendix C.

## **EXISTING OPERATIONS ANALYSIS**

The existing condition models were built in Synchro, Version 8, utilizing existing digital aerial photography to lay out the road network. Once the road network was laid out, traffic volumes, lane geometry, intersection controls, signal timings, etc. were entered into the models. The existing signal timing plans utilized a 70 second cycle length throughout the entire day. The signal timing permit and the spreadsheet which adjusts yellow and all-red time to current MDOT standards is provided in Appendix D.

The final step of this stage was to calibrate and validate the SimTraffic models, to ensure they represented the actual existing field conditions. This involved the comparison of existing traffic volumes with the model volume outputs from SimTraffic. The model is considered validated when the difference between the existing and the SimTraffic volume outputs are within the range of either  $\pm 10\%$  (or  $\pm 20$  vehicles for low flow conditions) of the existing volumes. To meet validation during the calibration process, various parameter adjustments can be made. Some of these adjustments include changes to the saturation flow rates, headway factors, mandatory lane change distances, and lost time at numerous locations. These changes typically help to achieve validation.

Calibration and validation for the AM, mid-day, and PM peak hours were completed without having to adjust any parameters. Based on the model validation, the difference between the actual volume and the average of the volumes from all five SimTraffic runs fall within the acceptable range as discussed above. Appendix B contains the model validation results.

Table 1 shows the approach and intersection LOS and corresponding delays for the existing conditions and those with alternate improvements. Under existing conditions, the intersection of Miller Rd. and Morrish Rd. operates at a LOS B in both the AM and mid-day periods, while it operates at a LOS C in the PM peak period. HCM 2010 evaluations from the Synchro model for the existing condition are provided in Appendix B.

## **PROPOSED OPERATIONS ANALYSIS**

A recent road construction project was completed in the vicinity of the intersection which introduced a split-phase timing plan during construction. Public perception of the split-phase signal operation was positive, which spurred the present investigation into the effect on traffic

operations resulting from permanent split-phasing or protected left-turn phases. The addition of left-turn phasing could potentially reduce delay at the intersection. The MDOT “Left-Turn Phasing” Excel spreadsheet was utilized to determine what, if any, type of left-turn phasing should be investigated at the intersection. Analysis of intersection geometry, traffic characteristics and crash history indicated that permitted-protected left-turn phasing on the eastbound approach could potentially improve operational performance at the intersection. The completed spreadsheet is provided in Appendix D.

Three alternatives were evaluated at this intersection and the results are provided in Appendix B. Alternative one involves optimizing the signal using existing signal equipment, while alternative two modifies the signal phasing to incorporate left-turn phasing on the eastbound and westbound approaches. The third alternative was to split-phase the signal timing plan, however an initial test model revealed this operation would drastically reduce intersection LOS, thus the alternative was not pursued further. Both remaining alternatives involve optimizing the signal timing at the intersection while providing adequate yellow and all-red time according to MDOT standards.

**Table 1: HCM 2010 Level of Service – Miller Rd. at Morrish Rd.**

		LOS (Avg. Delay in sec./veh)				
		NB	SB	EB	WB	Int.
2015 AM Peak	Existing Conditions	C (25.7)	C (26.0)	A (9.4)	A (7.7)	B (15.8*)
	Alternative 1 – Signal Optimization Only	B (19.8)	B (20.0)	B (12.8)	A (10.4)	B (15.3*)
	Alternative 2 – Left Turn Phasing	B (18.7)	B (18.8)	B (19.3)	B (17.4)	B (18.7*)
2015 Mid- Day	Existing Conditions	C (24.9)	C (26.6)	B (10.3)	A (9.2)	B (15.5*)
	Alternative 1 – Signal Optimization Only	B (23.6)	B (25.1)	B (10.9)	B (9.8)	B (15.4*)
	Alternative 2 – Left Turn Phasing	C (21.9)	C (23.3)	B (19.9)	B (18.8)	C (20.6*)

2015 PM Peak	Existing Conditions	C (26.6)	D (47.4)	B (10.5)	B (10.1)	C (22.0*)
	Alternative 1 – Signal Optimization Only	B (17.7)	C (21.5)	B (17.3)	B (16.8)	B (18.2*)
	Alternative 2 – Left Turn Phasing	C (22.3)	C (32.3)	B (19.7)	C (22.4)	C (24.1*)

\* HCM 2010 Intersection Control Delay

As seen in Table 1, optimizing the signal timing reduces overall intersection delay during all analyzed time periods, particularly for the northbound and southbound Morrish Rd. approaches. Introducing left-turn phasing to the intersection is shown to increase eastbound and westbound approach delay as well as overall intersection delay.

**AM Peak**

Regarding the AM peak period, with an optimized 70-second phase split of 41:29 (Miller:Morrish), the approach delay on northbound Miller Rd. decreases from 25.7 s to 19.8 s. and the approach delay on southbound Miller Rd. decreases from 26.0 s to 20.0 s. Delay on eastbound and westbound Miller Rd. increases only minimally (no more than 3.4 seconds). The overall intersection control delay decreases 0.5 s. The overall intersection performance remains at LOS B.

Adding left-turn phasing to the intersection increases delay for eastbound (9.9 s increase) and westbound (9.7 s increase) Miller Rd. Delay for vehicles turning left from northbound and southbound Morrish Rd was improved by 6.6 s for each direction. With the introduction of left-turn phasing, overall intersection performance remains at LOS B, however intersection control delay is increased by 2.9 s.

**Off Peak**

During the mid-day period, with an optimized 70-second phase split of 45:25 (Miller:Morrish), the approach delay on northbound and southbound Miller Rd. decreases by 1.3 s and 1.5 s, respectively. Delay on eastbound and westbound Miller Rd. increases only minimally (no more than 0.6 seconds). The overall intersection control delay decreases 0.1 s. The overall intersection performance remains at LOS B.

Adding left-turn phasing to the intersection increases delay for eastbound (9.6 s increase) and westbound (9.6 s increase) Miller Rd. Delay for vehicles turning left from northbound and southbound Morrish Rd was improved by 2.9 s and 3.4 s, respectively. With the introduction of left-turn phasing, overall intersection performance degrades from LOS B to LOS C with a 5.1 s increase in intersection control delay.

**PM Peak**

In the PM peak period, with an optimized 70-second phase split of 38:32 (Miller:Morrish), the approach delay on northbound and southbound Miller Rd. decreases by 8.9 s and 25.9 s, respectively. Delay on eastbound and westbound Miller Rd. increases only minimally (no more than 6.8 seconds). The overall intersection control delay decreases 3.8 s. The overall intersection performance improves from LOS C to LOS B.

Adding left-turn phasing to the intersection decreases delay by 4.3 s for northbound Morrish Rd and 15.1 s for the southbound Morrish Rd. approach, but increases delay for eastbound (9.2 s increase) and westbound (12.3 s increase) Miller Rd. Delay for vehicles turning left from northbound and southbound Morrish Rd was improved by 6.9 s and 3.9 s, respectively. With the introduction of left-turn phasing, overall intersection performance remains at LOS C with a 2.1 s increase in intersection control delay.

**RECOMMENDATIONS AND FINDINGS**

We provide the following recommendations, based on our evaluation of the existing operational and geometric characteristics, crash history, and proposed alternatives:

- Optimize the signal timing splits based on the Synchro analysis provided in this study. A 70-second cycle length should be utilized throughout the day, with respective 41:29, 45:25, 38:32 phase splits during the AM, mid-day and PM periods. The Synchro Timing Reports detailing the optimized splits for each analysis period are provided in Appendix E.
- To improve safety at the intersection, the yellow, all-red and pedestrian clearance intervals should be updated to follow MDOT guidelines.
- The study intersection is a potential candidate for permissive-protected left-turn phasing on the eastbound and westbound approaches, given that a number of the criteria are satisfied on the MDOT left-turn phasing spreadsheet (particularly the four hours where the eastbound left-turn volume cross product threshold measure is exceeded). However, the Synchro models do not indicate an improvement in intersection LOS as a result of left-turn phasing. The results demonstrate that left-turn movement delays may be improved at the detriment of overall approach and intersection performance. Should left-turn phasing be pursued despite the model results, the signal would likely require modernization including a box-span design, 4-section left-turn signals and upgraded pedestrian facilities to meet MDOT and ADA requirements. The Synchro Timing Reports detailing the optimized left-turn splits for each analysis period are provided in Appendix E.
- The cost to rebuild the signals at Miller Rd. and Morrish Rd. is approximately \$130,000. This estimate is based on replacing all signal equipment according to MDOT specifications.

# **Appendix A: Count Data**

# O H M Advisors

34000 Plymouth Road  
Livonia, MI 48150

*Advancing Communities*

Weather: Sunny  
SN: T-2737  
Count Performed by Matt Clark  
Other Notes: AM Count

File Name : Miller\_Moorish\_TM\_Count\_10\_22\_2015  
Site Code : 22222224  
Start Date : 10/22/2015  
Page No : 1

### Groups Printed- Unshifted - Bus - Heavy Vehicle

Start Time	Morrish Southbound					Miller Westbound					Morrish Northbound					Miller Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:00 AM	57	45	7	2	109	5	80	16	0	101	22	40	4	0	66	9	78	65	1	152	3	428	431
07:15 AM	23	29	5	1	57	3	31	12	0	46	27	54	13	0	94	6	88	80	0	174	1	371	372
07:30 AM	16	21	11	0	48	5	29	8	1	42	15	35	3	0	53	0	51	60	1	111	2	254	256
07:45 AM	18	19	10	2	47	4	32	4	0	40	13	24	10	0	47	3	54	41	2	98	4	232	236
<b>Total</b>	<b>114</b>	<b>114</b>	<b>33</b>	<b>5</b>	<b>261</b>	<b>17</b>	<b>172</b>	<b>40</b>	<b>1</b>	<b>229</b>	<b>77</b>	<b>153</b>	<b>30</b>	<b>0</b>	<b>260</b>	<b>18</b>	<b>271</b>	<b>246</b>	<b>4</b>	<b>535</b>	<b>10</b>	<b>1285</b>	<b>1295</b>
08:00 AM	13	16	8	1	37	6	35	4	0	45	12	21	4	0	37	6	57	36	0	99	1	218	219
08:15 AM	25	18	14	0	57	5	46	5	0	56	17	22	6	0	45	4	57	36	0	97	0	255	255
08:30 AM	28	17	8	1	53	8	41	9	0	58	12	26	2	0	40	3	65	41	0	109	1	260	261
08:45 AM	22	21	10	3	53	10	41	6	1	57	12	14	5	0	31	7	54	27	0	88	4	229	233
<b>Total</b>	<b>88</b>	<b>72</b>	<b>40</b>	<b>5</b>	<b>200</b>	<b>29</b>	<b>163</b>	<b>24</b>	<b>1</b>	<b>216</b>	<b>53</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>153</b>	<b>20</b>	<b>233</b>	<b>140</b>	<b>0</b>	<b>393</b>	<b>6</b>	<b>962</b>	<b>968</b>
<b>Grand Total</b>	<b>202</b>	<b>186</b>	<b>73</b>	<b>10</b>	<b>461</b>	<b>46</b>	<b>335</b>	<b>64</b>	<b>2</b>	<b>445</b>	<b>130</b>	<b>236</b>	<b>47</b>	<b>0</b>	<b>413</b>	<b>38</b>	<b>504</b>	<b>386</b>	<b>4</b>	<b>928</b>	<b>16</b>	<b>2247</b>	<b>2263</b>
<b>Apprch %</b>	<b>43.8</b>	<b>40.3</b>	<b>15.8</b>			<b>10.3</b>	<b>75.3</b>	<b>14.4</b>			<b>31.5</b>	<b>57.1</b>	<b>11.4</b>			<b>4.1</b>	<b>54.3</b>	<b>41.6</b>					
<b>Total %</b>	<b>9</b>	<b>8.3</b>	<b>3.2</b>		<b>20.5</b>	<b>2</b>	<b>14.9</b>	<b>2.8</b>		<b>19.8</b>	<b>5.8</b>	<b>10.5</b>	<b>2.1</b>		<b>18.4</b>	<b>1.7</b>	<b>22.4</b>	<b>17.2</b>		<b>41.3</b>	<b>0.7</b>	<b>99.3</b>	
<b>Unshifted</b>	<b>199</b>	<b>182</b>	<b>70</b>		<b>461</b>	<b>45</b>	<b>320</b>	<b>62</b>		<b>429</b>	<b>130</b>	<b>230</b>	<b>47</b>		<b>407</b>	<b>37</b>	<b>494</b>	<b>383</b>		<b>918</b>	<b>0</b>	<b>0</b>	<b>2215</b>
<b>% Unshifted</b>	<b>98.5</b>	<b>97.8</b>	<b>95.9</b>	<b>100</b>	<b>97.9</b>	<b>97.8</b>	<b>95.5</b>	<b>96.9</b>	<b>100</b>	<b>96</b>	<b>100</b>	<b>97.5</b>	<b>100</b>	<b>0</b>	<b>98.5</b>	<b>97.4</b>	<b>98</b>	<b>99.2</b>	<b>100</b>	<b>98.5</b>	<b>0</b>	<b>0</b>	<b>97.9</b>
<b>Bus</b>	<b>1</b>	<b>0</b>	<b>1</b>		<b>2</b>	<b>1</b>	<b>14</b>	<b>2</b>		<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>		<b>2</b>	<b>1</b>	<b>5</b>	<b>3</b>		<b>9</b>	<b>0</b>	<b>0</b>	<b>30</b>
<b>% Bus</b>	<b>0.5</b>	<b>0</b>	<b>1.4</b>	<b>0</b>	<b>0.4</b>	<b>2.2</b>	<b>4.2</b>	<b>3.1</b>	<b>0</b>	<b>3.8</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>2.6</b>	<b>1</b>	<b>0.8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1.3</b>
<b>Heavy Vehicle</b>	<b>2</b>	<b>4</b>	<b>2</b>		<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>		<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>		<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>		<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>% Heavy Vehicle</b>	<b>1</b>	<b>2.2</b>	<b>2.7</b>	<b>0</b>	<b>1.7</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>1.7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0.8</b>

# OJM Advisors

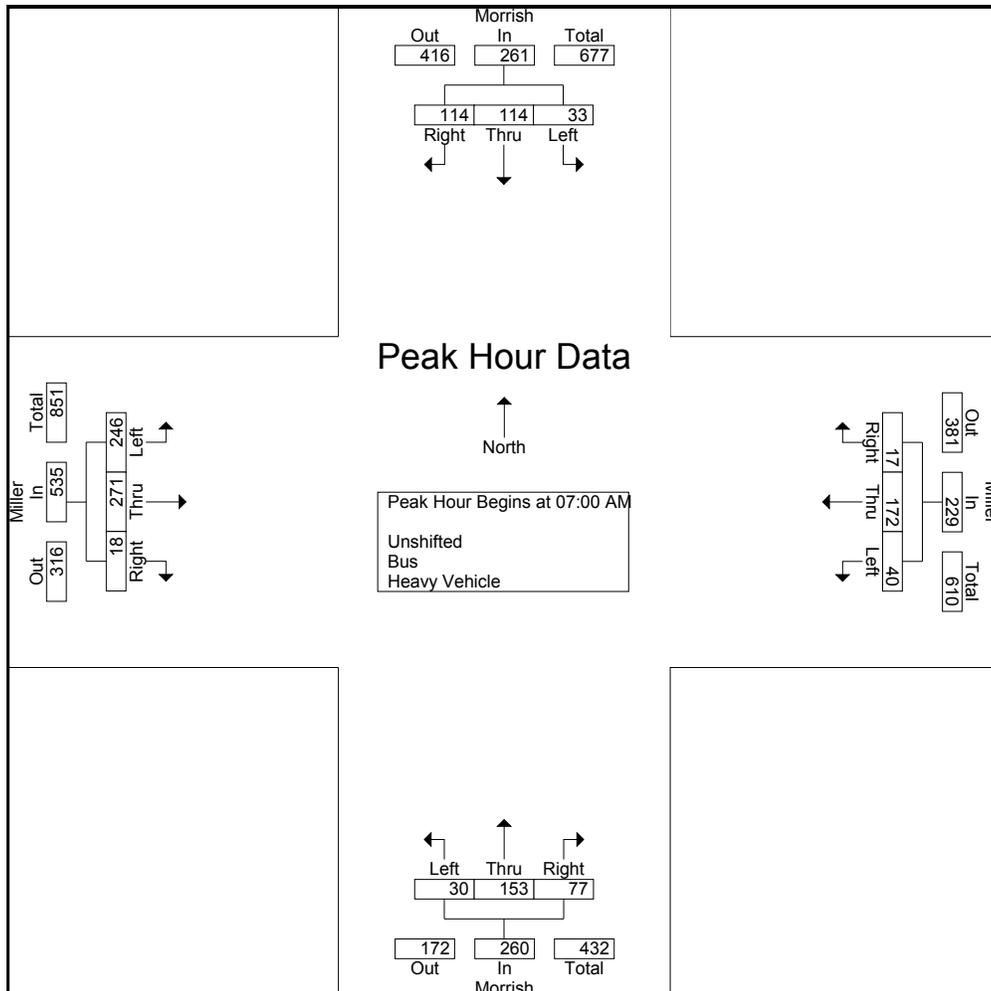
34000 Plymouth Road  
Livonia, MI 48150

*Advancing Communities*

Weather: Sunny  
SN: T-2737  
Count Performed by Matt Clark  
Other Notes: AM Count

File Name : Miller\_Moorish\_TM\_Count\_10\_22\_2015  
Site Code : 22222224  
Start Date : 10/22/2015  
Page No : 2

Start Time	Morrish Southbound				Miller Westbound				Morrish Northbound				Miller Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	57	45	7	109	5	80	16	101	22	40	4	66	9	78	65	152	428
07:15 AM	23	29	5	57	3	31	12	46	27	54	13	94	6	88	80	174	371
07:30 AM	16	21	11	48	5	29	8	42	15	35	3	53	0	51	60	111	254
07:45 AM	18	19	10	47	4	32	4	40	13	24	10	47	3	54	41	98	232
Total Volume	114	114	33	261	17	172	40	229	77	153	30	260	18	271	246	535	1285
% App. Total	43.7	43.7	12.6		7.4	75.1	17.5		29.6	58.8	11.5		3.4	50.7	46		
PHF	.500	.633	.750	.599	.850	.538	.625	.567	.713	.708	.577	.691	.500	.770	.769	.769	.751



# O H M Advisors

34000 Plymouth Road  
Livonia, MI 48150

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File Name : Miller\_Moorish\_TM\_Count\_10\_22\_2015  
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Start Date : 10/22/2015  
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### Groups Printed- Unshifted - Bus - Heavy Vehicle

Start Time	Morrish Southbound					Miller Westbound					Morrish Northbound					Miller Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
12:00 PM	35	35	28	0	98	16	88	18	0	122	14	24	10	0	48	14	95	31	0	140	0	408	408
12:15 PM	31	26	16	2	73	17	80	13	1	110	34	33	11	0	78	13	119	54	0	186	3	447	450
12:30 PM	26	27	22	4	75	15	81	12	2	108	25	37	18	0	80	13	87	39	1	139	7	402	409
12:45 PM	26	18	28	2	72	22	74	9	2	105	10	19	6	0	35	7	76	29	0	112	4	324	328
<b>Total</b>	<b>118</b>	<b>106</b>	<b>94</b>	<b>8</b>	<b>318</b>	<b>70</b>	<b>323</b>	<b>52</b>	<b>5</b>	<b>445</b>	<b>83</b>	<b>113</b>	<b>45</b>	<b>0</b>	<b>241</b>	<b>47</b>	<b>377</b>	<b>153</b>	<b>1</b>	<b>577</b>	<b>14</b>	<b>1581</b>	<b>1595</b>
<b>Grand Total</b>	<b>118</b>	<b>106</b>	<b>94</b>	<b>8</b>	<b>318</b>	<b>70</b>	<b>323</b>	<b>52</b>	<b>5</b>	<b>445</b>	<b>83</b>	<b>113</b>	<b>45</b>	<b>0</b>	<b>241</b>	<b>47</b>	<b>377</b>	<b>153</b>	<b>1</b>	<b>577</b>	<b>14</b>	<b>1581</b>	<b>1595</b>
<b>Approch %</b>	<b>37.1</b>	<b>33.3</b>	<b>29.6</b>			<b>15.7</b>	<b>72.6</b>	<b>11.7</b>			<b>34.4</b>	<b>46.9</b>	<b>18.7</b>			<b>8.1</b>	<b>65.3</b>	<b>26.5</b>					
<b>Total %</b>	<b>7.5</b>	<b>6.7</b>	<b>5.9</b>		<b>20.1</b>	<b>4.4</b>	<b>20.4</b>	<b>3.3</b>		<b>28.1</b>	<b>5.2</b>	<b>7.1</b>	<b>2.8</b>		<b>15.2</b>	<b>3</b>	<b>23.8</b>	<b>9.7</b>		<b>36.5</b>	<b>0.9</b>	<b>99.1</b>	
<b>Unshifted</b>	<b>118</b>	<b>103</b>	<b>94</b>		<b>323</b>	<b>68</b>	<b>322</b>	<b>52</b>		<b>447</b>	<b>82</b>	<b>111</b>	<b>45</b>		<b>238</b>	<b>47</b>	<b>371</b>	<b>149</b>		<b>568</b>	<b>0</b>	<b>0</b>	<b>1576</b>
<b>% Unshifted</b>	<b>100</b>	<b>97.2</b>	<b>100</b>	<b>100</b>	<b>99.1</b>	<b>97.1</b>	<b>99.7</b>	<b>100</b>	<b>100</b>	<b>99.3</b>	<b>98.8</b>	<b>98.2</b>	<b>100</b>	<b>0</b>	<b>98.8</b>	<b>100</b>	<b>98.4</b>	<b>97.4</b>	<b>100</b>	<b>98.3</b>	<b>0</b>	<b>0</b>	<b>98.8</b>
<b>Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>		<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>% Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>2.6</b>	<b>0</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>0.6</b>
<b>Heavy Vehicle</b>	<b>0</b>	<b>3</b>	<b>0</b>		<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>		<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>		<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>% Heavy Vehicle</b>	<b>0</b>	<b>2.8</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>2.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>1.2</b>	<b>1.8</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.6</b>

# O H M Advisors

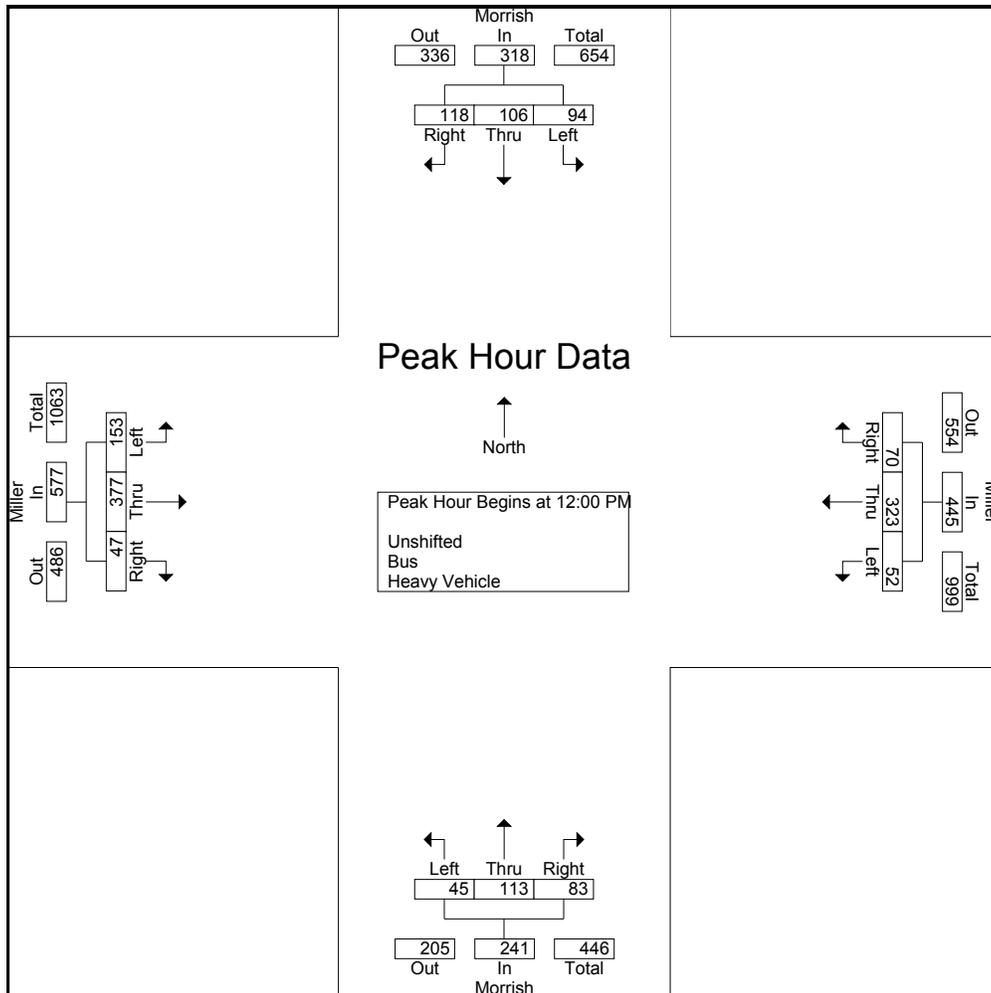
34000 Plymouth Road  
Livonia, MI 48150

*Advancing Communities*

Weather: Sunny  
SN: T-2737  
Count Performed by Matt Clark  
Other Notes: AM Count

File Name : Miller\_Moorish\_TM\_Count\_10\_22\_2015  
Site Code : 22222224  
Start Date : 10/22/2015  
Page No : 2

Start Time	Morrish Southbound				Miller Westbound				Morrish Northbound				Miller Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	35	35	28	98	16	88	18	122	14	24	10	48	14	95	31	140	408
12:15 PM	31	26	16	73	17	80	13	110	34	33	11	78	13	119	54	186	447
12:30 PM	26	27	22	75	15	81	12	108	25	37	18	80	13	87	39	139	402
12:45 PM	26	18	28	72	22	74	9	105	10	19	6	35	7	76	29	112	324
Total Volume	118	106	94	318	70	323	52	445	83	113	45	241	47	377	153	577	1581
% App. Total	37.1	33.3	29.6		15.7	72.6	11.7		34.4	46.9	18.7		8.1	65.3	26.5		
PHF	.843	.757	.839	.811	.795	.918	.722	.912	.610	.764	.625	.753	.839	.792	.708	.776	.884



# OJM Advisors

3400 Plymouth Road  
Livonia, MI 48150

*Advancing Communities*

Weather: Sunny  
SN: T-2737  
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File Name : Miller\_Moorish\_TM\_Count\_10\_22\_2015  
Site Code : 22222224  
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### Groups Printed- Unshifted - Bus - Heavy Vehicle

Start Time	Morrish Southbound					Miller Westbound					Morrish Northbound					Miller Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
02:00 PM	23	23	19	2	65	28	69	9	0	106	17	31	6	0	54	4	69	26	0	99			
02:15 PM	34	19	20	0	73	27	94	8	1	129	8	28	10	1	46	4	64	23	3	91	5	339	344
02:30 PM	26	25	28	0	79	19	81	7	0	107	7	37	5	0	49	8	69	24	1	101	1	336	337
02:45 PM	27	30	13	0	70	21	60	10	0	91	10	28	10	0	48	7	62	22	2	91	2	300	302
<b>Total</b>	<b>110</b>	<b>97</b>	<b>80</b>	<b>2</b>	<b>287</b>	<b>95</b>	<b>304</b>	<b>34</b>	<b>1</b>	<b>433</b>	<b>42</b>	<b>124</b>	<b>31</b>	<b>1</b>	<b>197</b>	<b>23</b>	<b>264</b>	<b>95</b>	<b>6</b>	<b>382</b>	<b>10</b>	<b>1299</b>	<b>1309</b>
03:00 PM	37	33	26	0	96	18	86	17	0	121	8	36	11	0	55	3	70	30	0	103	0	375	375
03:15 PM	41	28	17	0	86	17	109	10	0	136	12	37	6	0	55	11	74	36	0	121	0	398	398
03:30 PM	39	23	18	0	80	14	103	10	1	127	12	27	3	0	42	5	63	28	0	96	1	345	346
03:45 PM	68	37	18	0	123	23	106	14	0	143	15	20	10	0	45	3	73	21	0	97	0	408	408
<b>Total</b>	<b>185</b>	<b>121</b>	<b>79</b>	<b>0</b>	<b>385</b>	<b>72</b>	<b>404</b>	<b>51</b>	<b>1</b>	<b>527</b>	<b>47</b>	<b>120</b>	<b>30</b>	<b>0</b>	<b>197</b>	<b>22</b>	<b>280</b>	<b>115</b>	<b>0</b>	<b>417</b>	<b>1</b>	<b>1526</b>	<b>1527</b>
04:00 PM	48	21	9	0	78	16	105	11	0	132	6	17	5	0	28	9	73	24	0	106	0	344	344
04:15 PM	63	39	22	0	124	25	112	5	0	142	5	33	9	0	47	4	59	36	1	99	1	412	413
04:30 PM	64	26	15	0	105	22	112	13	0	147	13	48	11	0	72	6	87	28	0	121	0	445	445
04:45 PM	59	36	13	0	108	18	108	14	0	140	16	39	7	0	62	5	104	35	0	144	0	454	454
<b>Total</b>	<b>234</b>	<b>122</b>	<b>59</b>	<b>0</b>	<b>415</b>	<b>81</b>	<b>437</b>	<b>43</b>	<b>0</b>	<b>561</b>	<b>40</b>	<b>137</b>	<b>32</b>	<b>0</b>	<b>209</b>	<b>24</b>	<b>323</b>	<b>123</b>	<b>1</b>	<b>470</b>	<b>1</b>	<b>1655</b>	<b>1656</b>
05:00 PM	57	41	12	0	110	15	93	14	0	122	12	44	13	0	69	4	69	33	0	106	0	407	407
05:15 PM	60	46	17	2	123	17	117	14	0	148	7	28	9	0	44	2	99	42	0	143	2	458	460
05:30 PM	61	25	11	2	97	24	115	5	4	144	13	26	13	2	52	9	93	28	4	130	12	423	435
05:45 PM	61	33	10	0	104	20	91	17	0	128	6	18	6	0	30	8	76	21	0	105	0	367	367
<b>Total</b>	<b>239</b>	<b>145</b>	<b>50</b>	<b>4</b>	<b>434</b>	<b>76</b>	<b>416</b>	<b>50</b>	<b>4</b>	<b>542</b>	<b>38</b>	<b>116</b>	<b>41</b>	<b>2</b>	<b>195</b>	<b>23</b>	<b>337</b>	<b>124</b>	<b>4</b>	<b>484</b>	<b>14</b>	<b>1655</b>	<b>1669</b>
<b>Grand Total</b>	<b>768</b>	<b>485</b>	<b>268</b>	<b>6</b>	<b>1521</b>	<b>324</b>	<b>1561</b>	<b>178</b>	<b>6</b>	<b>2063</b>	<b>167</b>	<b>497</b>	<b>134</b>	<b>3</b>	<b>798</b>	<b>92</b>	<b>1204</b>	<b>457</b>	<b>11</b>	<b>1753</b>	<b>26</b>	<b>6135</b>	<b>6161</b>
<b>Apprch %</b>	<b>50.5</b>	<b>31.9</b>	<b>17.6</b>			<b>15.7</b>	<b>75.7</b>	<b>8.6</b>			<b>20.9</b>	<b>62.3</b>	<b>16.8</b>			<b>5.2</b>	<b>68.7</b>	<b>26.1</b>					
<b>Total %</b>	<b>12.5</b>	<b>7.9</b>	<b>4.4</b>		<b>24.8</b>	<b>5.3</b>	<b>25.4</b>	<b>2.9</b>		<b>33.6</b>	<b>2.7</b>	<b>8.1</b>	<b>2.2</b>		<b>13</b>	<b>1.5</b>	<b>19.6</b>	<b>7.4</b>		<b>28.6</b>	<b>0.4</b>	<b>99.6</b>	
<b>Unshifted</b>	<b>760</b>	<b>473</b>	<b>268</b>		<b>1507</b>	<b>324</b>	<b>1551</b>	<b>178</b>		<b>2059</b>	<b>167</b>	<b>483</b>	<b>134</b>		<b>787</b>	<b>91</b>	<b>1194</b>	<b>453</b>		<b>1749</b>	<b>0</b>	<b>0</b>	<b>6102</b>
<b>% Unshifted</b>	<b>99</b>	<b>97.5</b>	<b>100</b>	<b>100</b>	<b>98.7</b>	<b>100</b>	<b>99.4</b>	<b>100</b>	<b>100</b>	<b>99.5</b>	<b>100</b>	<b>97.2</b>	<b>100</b>	<b>100</b>	<b>98.3</b>	<b>98.9</b>	<b>99.2</b>	<b>99.1</b>	<b>100</b>	<b>99.1</b>	<b>0</b>	<b>0</b>	<b>99</b>
<b>Bus</b>	<b>5</b>	<b>1</b>	<b>0</b>		<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>		<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>		<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>		<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>% Bus</b>	<b>0.7</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0.1</b>	<b>0.9</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.3</b>
<b>Heavy Vehicle</b>	<b>3</b>	<b>11</b>	<b>0</b>		<b>14</b>	<b>0</b>	<b>6</b>	<b>0</b>		<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>		<b>13</b>	<b>1</b>	<b>9</b>	<b>0</b>		<b>10</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>% Heavy Vehicle</b>	<b>0.4</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>2.6</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>1.1</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>0.7</b>

# O H M Advisors

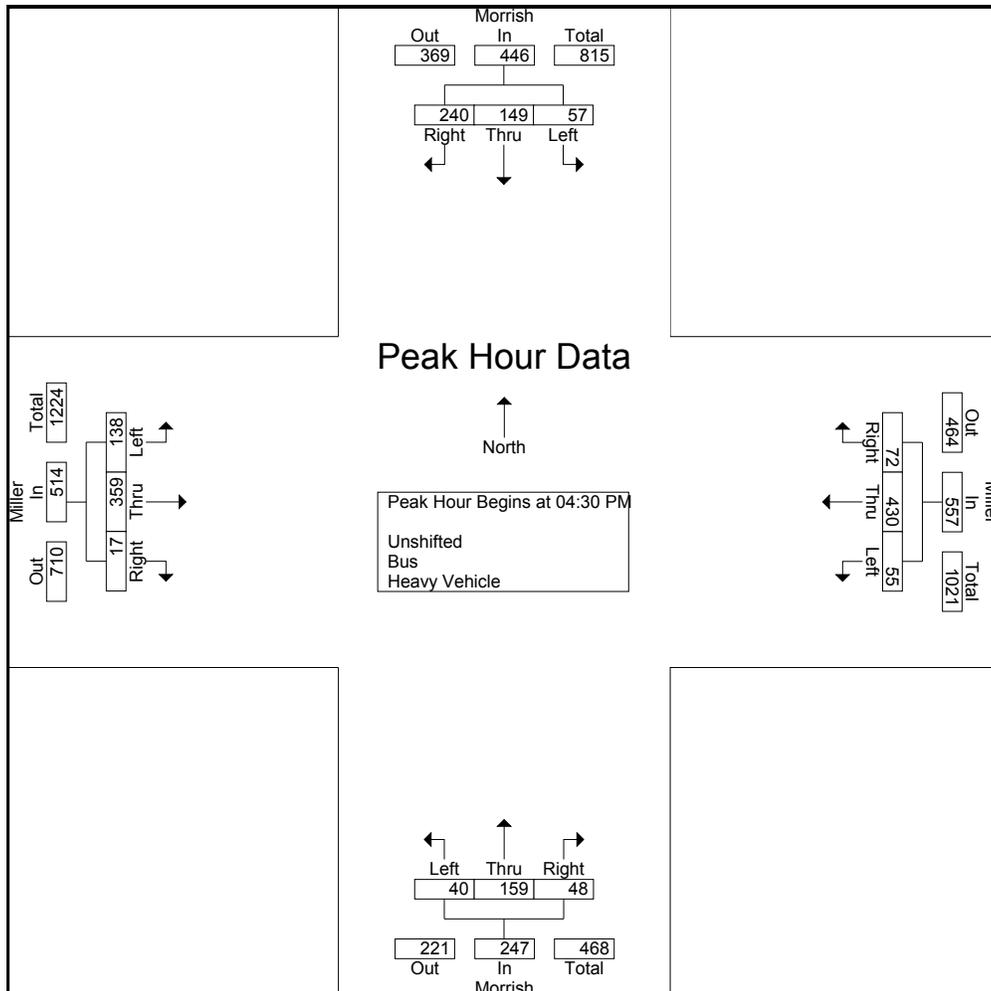
34000 Plymouth Road  
Livonia, MI 48150

*Advancing Communities*

Weather: Sunny  
SN: T-2737  
Count Performed by Matt Clark  
Other Notes: PM Count

File Name : Miller\_Moorish\_TM\_Count\_10\_22\_2015  
Site Code : 22222224  
Start Date : 10/22/2015  
Page No : 2

Start Time	Morrish Southbound				Miller Westbound				Morrish Northbound				Miller Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	<b>64</b>	26	15	105	<b>22</b>	112	13	147	13	<b>48</b>	11	<b>72</b>	<b>6</b>	87	28	121	445
04:45 PM	59	36	13	108	18	108	<b>14</b>	140	<b>16</b>	39	7	62	5	<b>104</b>	35	<b>144</b>	454
05:00 PM	57	41	12	110	15	93	14	122	12	44	<b>13</b>	69	4	69	33	106	407
05:15 PM	60	<b>46</b>	<b>17</b>	<b>123</b>	17	<b>117</b>	14	<b>148</b>	7	28	9	44	2	99	<b>42</b>	143	<b>458</b>
Total Volume	240	149	57	446	72	430	55	557	48	159	40	247	17	359	138	514	1764
% App. Total	53.8	33.4	12.8		12.9	77.2	9.9		19.4	64.4	16.2		3.3	69.8	26.8		
PHF	.938	.810	.838	.907	.818	.919	.982	.941	.750	.828	.769	.858	.708	.863	.821	.892	.963



## **Appendix B: Synchro Reports**

1: Morrish & Miller Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Exited	238	267	17	43	176	17	26	143	73	31	112	119
Hourly Exit Rate	238	267	17	43	176	17	26	143	73	31	112	119
Input Volume	246	271	18	40	172	17	30	153	77	33	114	114
% of Volume	97	99	96	108	102	101	86	93	95	93	98	104

1: Morrish & Miller Performance by movement

Movement	All
Vehicles Exited	1262
Hourly Exit Rate	1262
Input Volume	1286
% of Volume	98

Total Network Performance

Vehicles Exited	1265
Hourly Exit Rate	1265
Input Volume	3004
% of Volume	42

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/2/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	182.7	182.7	182.7	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	730	999	66	634	946	94	275	308	155	278	225	225
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1186	1727	115	1062	1636	162	1143	1167	587	1141	852	852
Grp Volume(v), veh/h	246	0	289	40	0	189	30	0	230	33	0	228
Grp Sat Flow(s),veh/h/ln	1186	0	1842	1062	0	1798	1143	0	1754	1141	0	1705
Q Serve(g_s), s	8.6	0.0	5.5	1.4	0.0	3.5	1.6	0.0	7.8	1.8	0.0	8.0
Cycle Q Clear(g_c), s	12.1	0.0	5.5	6.9	0.0	3.5	9.6	0.0	7.8	9.5	0.0	8.0
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.33	1.00		0.50
Lane Grp Cap(c), veh/h	730	0	1066	634	0	1040	275	0	464	278	0	451
V/C Ratio(X)	0.34	0.00	0.27	0.06	0.00	0.18	0.11	0.00	0.50	0.12	0.00	0.51
Avail Cap(c_a), veh/h	730	0	1066	634	0	1040	275	0	464	278	0	451
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	7.4	9.1	0.0	6.9	25.9	0.0	21.8	25.8	0.0	21.9
Incr Delay (d2), s/veh	1.3	0.0	0.6	0.2	0.0	0.4	0.8	0.0	3.8	0.9	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.4	0.0	2.4	0.4	0.0	1.4	0.5	0.0	3.7	0.6	0.0	3.7
Lane Grp Delay (d), s/veh	11.0	0.0	8.0	9.3	0.0	7.3	26.7	0.0	25.6	26.7	0.0	25.9
Lane Grp LOS	B		A	A		A	C		C	C		C
Approach Vol, veh/h		535			229			260			261	
Approach Delay, s/veh		9.4			7.7			25.7			26.0	
Approach LOS		A			A			C			C	
<b>Timer</b>												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		46.0			46.0			24.0			24.0	
Change Period (Y+Rc), s		5.5			5.5			5.5			5.5	
Max Green Setting (Gmax), s		40.5			40.5			18.5			18.5	
Max Q Clear Time (g_c+I1), s		14.1			8.9			11.6			11.5	
Green Ext Time (p_c), s		3.9			4.0			1.7			1.7	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			B									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/10/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	182.7	182.7	182.7	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	637	878	58	546	832	82	372	394	198	374	288	288
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1185	1727	115	1062	1636	162	1144	1167	588	1142	853	853
Grp Volume(v), veh/h	246	0	289	40	0	189	30	0	230	33	0	228
Grp Sat Flow(s),veh/h/ln	1185	0	1842	1062	0	1797	1144	0	1755	1142	0	1706
Q Serve(g_s), s	10.1	0.0	6.4	1.6	0.0	4.0	1.4	0.0	7.0	1.6	0.0	7.2
Cycle Q Clear(g_c), s	14.1	0.0	6.4	8.0	0.0	4.0	8.6	0.0	7.0	8.6	0.0	7.2
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.33	1.00		0.50
Lane Grp Cap(c), veh/h	637	0	937	546	0	914	372	0	592	374	0	575
V/C Ratio(X)	0.39	0.00	0.31	0.07	0.00	0.21	0.08	0.00	0.39	0.09	0.00	0.40
Avail Cap(c_a), veh/h	637	0	937	546	0	914	372	0	592	374	0	575
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	10.0	12.4	0.0	9.4	21.0	0.0	17.7	21.0	0.0	17.8
Incr Delay (d2), s/veh	1.8	0.0	0.9	0.3	0.0	0.5	0.4	0.0	1.9	0.5	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.0	0.0	2.9	0.4	0.0	1.8	0.4	0.0	3.3	0.5	0.0	3.2
Lane Grp Delay (d), s/veh	15.1	0.0	10.9	12.6	0.0	10.0	21.5	0.0	19.6	21.4	0.0	19.8
Lane Grp LOS	B		B	B		A	C		B	C		B
Approach Vol, veh/h		535			229			260			261	
Approach Delay, s/veh		12.8			10.4			19.8			20.0	
Approach LOS		B			B			B			C	
<b>Timer</b>												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		41.0			41.0			29.0			29.0	
Change Period (Y+Rc), s		5.4			5.4			5.4			5.4	
Max Green Setting (Gmax), s		35.6			35.6			23.6			23.6	
Max Q Clear Time (g_c+I1), s		16.1			10.0			10.6			10.6	
Green Ext Time (p_c), s		3.7			3.9			2.5			2.5	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.3									
HCM 2010 LOS			B									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
1: Morrish & Miller

11/12/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	271	18	40	172	17	30	153	77	33	114	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	182.7	182.7	182.7	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	552	588	39	469	557	55	382	398	200	384	291	291
Arrive On Green	0.07	0.34	0.34	0.07	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1774	1727	115	1740	1635	162	1144	1167	588	1142	853	853
Grp Volume(v), veh/h	246	0	289	40	0	189	30	0	230	33	0	228
Grp Sat Flow(s),veh/h/ln	1774	0	1842	1740	0	1797	1144	0	1755	1142	0	1706
Q Serve(g_s), s	0.0	0.0	8.1	0.0	0.0	5.1	1.4	0.0	6.6	1.5	0.0	6.7
Cycle Q Clear(g_c), s	0.0	0.0	8.1	0.0	0.0	5.1	8.1	0.0	6.6	8.1	0.0	6.7
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.33	1.00		0.50
Lane Grp Cap(c), veh/h	552	0	627	469	0	612	382	0	598	384	0	581
V/C Ratio(X)	0.45	0.00	0.46	0.09	0.00	0.31	0.08	0.00	0.38	0.09	0.00	0.39
Avail Cap(c_a), veh/h	650	0	627	565	0	612	382	0	598	384	0	581
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	17.1	17.3	0.0	16.1	19.7	0.0	16.6	19.7	0.0	16.6
Incr Delay (d2), s/veh	0.6	0.0	2.4	0.1	0.0	1.3	0.4	0.0	1.9	0.4	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.2	0.0	3.9	0.5	0.0	2.4	0.4	0.0	3.0	0.5	0.0	3.0
Lane Grp Delay (d), s/veh	18.9	0.0	19.6	17.3	0.0	17.4	20.1	0.0	18.5	20.1	0.0	18.6
Lane Grp LOS	B		B	B		B	C		B	C		B
Approach Vol, veh/h		535			229			260			261	
Approach Delay, s/veh		19.3			17.4			18.7			18.8	
Approach LOS		B			B			B			B	
<b>Timer</b>												
Assigned Phs	7	4		3	8			2				6
Phs Duration (G+Y+Rc), s	10.3	28.0		10.3	28.0			28.0				28.0
Change Period (Y+Rc), s	5.4	5.4		5.4	5.4			5.4				5.4
Max Green Setting (Gmax), s	8.6	22.6		8.6	22.6			22.6				22.6
Max Q Clear Time (g_c+I1), s	2.0	10.1		2.0	7.1			10.1				10.1
Green Ext Time (p_c), s	0.5	1.3		0.5	0.9			2.4				2.4
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.7									
HCM 2010 LOS			B									
<b>Notes</b>												

1: Morrish & Miller Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Exited	160	359	45	50	329	74	44	115	88	91	106	121
Hourly Exit Rate	160	359	45	50	329	74	44	115	88	91	106	121
Input Volume	153	377	47	52	323	70	45	113	83	94	106	118
% of Volume	104	95	95	97	102	105	98	102	106	97	100	102

1: Morrish & Miller Performance by movement

Movement	All
Vehicles Exited	1582
Hourly Exit Rate	1582
Input Volume	1582
% of Volume	100

Total Network Performance

Vehicles Exited	1580
Hourly Exit Rate	1580
Input Volume	3611
% of Volume	44

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/2/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	188.1	188.1	188.1	186.3	186.3	186.3	188.1	188.1	188.1
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	558	939	117	538	866	188	279	263	193	305	214	238
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	983	1623	202	965	1497	324	1146	995	731	1187	810	902
Grp Volume(v), veh/h	153	0	424	52	0	393	45	0	196	94	0	224
Grp Sat Flow(s),veh/h/ln	983	0	1825	965	0	1821	1146	0	1726	1187	0	1712
Q Serve(g_s), s	6.9	0.0	8.9	2.2	0.0	8.1	2.4	0.0	6.6	5.0	0.0	7.8
Cycle Q Clear(g_c), s	15.0	0.0	8.9	11.1	0.0	8.1	10.2	0.0	6.6	11.6	0.0	7.8
Prop In Lane	1.00		0.11	1.00		0.18	1.00		0.42	1.00		0.53
Lane Grp Cap(c), veh/h	558	0	1056	538	0	1054	279	0	456	305	0	452
V/C Ratio(X)	0.27	0.00	0.40	0.10	0.00	0.37	0.16	0.00	0.43	0.31	0.00	0.50
Avail Cap(c_a), veh/h	558	0	1056	538	0	1054	279	0	456	305	0	452
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	8.1	11.1	0.0	7.9	26.1	0.0	21.4	26.2	0.0	21.8
Incr Delay (d2), s/veh	1.2	0.0	1.1	0.4	0.0	1.0	1.2	0.0	3.0	2.6	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.7	0.0	3.8	0.5	0.0	3.5	0.8	0.0	3.1	1.7	0.0	3.7
Lane Grp Delay (d), s/veh	13.2	0.0	9.2	11.5	0.0	8.9	27.3	0.0	24.3	28.8	0.0	25.7
Lane Grp LOS	B		A	B		A	C		C	C		C
Approach Vol, veh/h		577			445			241			318	
Approach Delay, s/veh		10.3			9.2			24.9			26.6	
Approach LOS		B			A			C			C	
<b>Timer</b>												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		46.0			46.0			24.0			24.0	
Change Period (Y+Rc), s		5.5			5.5			5.5			5.5	
Max Green Setting (Gmax), s		40.5			40.5			18.5			18.5	
Max Q Clear Time (g_c+I1), s		17.0			13.1			12.2			13.6	
Green Ext Time (p_c), s		6.2			6.5			1.6			1.3	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.5									
HCM 2010 LOS			B									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	188.1	188.1	188.1	186.3	186.3	186.3	188.1	188.1	188.1
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	542	918	114	522	847	184	300	279	205	326	227	253
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	983	1623	202	965	1497	324	1146	995	731	1187	810	902
Grp Volume(v), veh/h	153	0	424	52	0	393	45	0	196	94	0	224
Grp Sat Flow(s),veh/h/ln	983	0	1825	965	0	1821	1146	0	1726	1187	0	1712
Q Serve(g_s), s	7.1	0.0	9.2	2.3	0.0	8.4	2.4	0.0	6.5	4.9	0.0	7.6
Cycle Q Clear(g_c), s	15.5	0.0	9.2	11.5	0.0	8.4	10.0	0.0	6.5	11.3	0.0	7.6
Prop In Lane	1.00		0.11	1.00		0.18	1.00		0.42	1.00		0.53
Lane Grp Cap(c), veh/h	542	0	1033	522	0	1030	300	0	483	326	0	479
V/C Ratio(X)	0.28	0.00	0.41	0.10	0.00	0.38	0.15	0.00	0.41	0.29	0.00	0.47
Avail Cap(c_a), veh/h	542	0	1033	522	0	1030	300	0	483	326	0	479
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	8.6	11.8	0.0	8.4	25.0	0.0	20.5	25.1	0.0	20.9
Incr Delay (d2), s/veh	1.3	0.0	1.2	0.4	0.0	1.1	1.1	0.0	2.5	2.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.8	0.0	4.0	0.5	0.0	3.6	0.8	0.0	3.0	1.6	0.0	3.5
Lane Grp Delay (d), s/veh	14.0	0.0	9.8	12.2	0.0	9.5	26.1	0.0	23.0	27.3	0.0	24.2
Lane Grp LOS	B		A	B		A	C		C	C		C
Approach Vol, veh/h		577			445			241			318	
Approach Delay, s/veh		10.9			9.8			23.6			25.1	
Approach LOS		B			A			C			C	
<b>Timer</b>												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		45.0			45.0			25.0			25.0	
Change Period (Y+Rc), s		5.4			5.4			5.4			5.4	
Max Green Setting (Gmax), s		39.6			39.6			19.6			19.6	
Max Q Clear Time (g_c+I1), s		17.5			13.5			12.0			13.3	
Green Ext Time (p_c), s		6.1			6.4			1.8			1.6	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.4									
HCM 2010 LOS			B									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/12/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	153	377	47	52	323	70	45	113	83	94	106	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	188.1	188.1	188.1	186.3	186.3	186.3	188.1	188.1	188.1
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	455	648	81	437	597	129	325	297	218	351	242	269
Arrive On Green	0.07	0.40	0.40	0.07	0.40	0.40	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1774	1622	202	1792	1496	324	1146	995	731	1187	811	902
Grp Volume(v), veh/h	153	0	424	52	0	393	45	0	196	94	0	224
Grp Sat Flow(s),veh/h/ln	1774	0	1825	1792	0	1820	1146	0	1726	1187	0	1713
Q Serve(g_s), s	0.0	0.0	12.6	0.0	0.0	11.4	2.3	0.0	6.2	4.7	0.0	7.3
Cycle Q Clear(g_c), s	0.0	0.0	12.6	0.0	0.0	11.4	9.6	0.0	6.2	10.9	0.0	7.3
Prop In Lane	1.00		0.11	1.00		0.18	1.00		0.42	1.00		0.53
Lane Grp Cap(c), veh/h	455	0	728	437	0	727	325	0	514	351	0	510
V/C Ratio(X)	0.34	0.00	0.58	0.12	0.00	0.54	0.14	0.00	0.38	0.27	0.00	0.44
Avail Cap(c_a), veh/h	478	0	728	459	0	727	325	0	514	351	0	510
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	16.3	18.6	0.0	15.9	23.5	0.0	19.2	23.5	0.0	19.6
Incr Delay (d2), s/veh	0.4	0.0	3.4	0.1	0.0	2.9	0.9	0.0	2.1	1.9	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.1	0.0	6.0	0.7	0.0	5.4	0.7	0.0	2.9	1.5	0.0	3.4
Lane Grp Delay (d), s/veh	20.4	0.0	19.7	18.8	0.0	18.8	24.4	0.0	21.4	25.4	0.0	22.4
Lane Grp LOS	C		B	B		B	C		C	C		C
Approach Vol, veh/h		577			445			241			318	
Approach Delay, s/veh		19.9			18.8			21.9			23.3	
Approach LOS		B			B			C			C	
<b>Timer</b>												
Assigned Phs	7	4		3	8			2				6
Phs Duration (G+Y+Rc), s	10.1	33.0		10.1	33.0			26.0				26.0
Change Period (Y+Rc), s	5.4	5.4		5.4	5.4			5.4				5.4
Max Green Setting (Gmax), s	5.6	27.6		5.6	27.6			20.6				20.6
Max Q Clear Time (g_c+I1), s	2.0	14.6		2.0	13.4			11.6				12.9
Green Ext Time (p_c), s	0.2	2.2		0.2	2.1			2.0				1.9
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.6									
HCM 2010 LOS			C									
<b>Notes</b>												

1: Morrish & Miller Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Exited	135	345	17	57	455	74	41	153	50	51	156	235
Hourly Exit Rate	135	345	17	57	455	74	41	153	50	51	156	235
Input Volume	138	359	17	55	430	72	40	159	48	57	149	240
% of Volume	98	96	101	103	106	103	102	96	105	89	105	98

1: Morrish & Miller Performance by movement

Movement	All
Vehicles Exited	1769
Hourly Exit Rate	1769
Input Volume	1763
% of Volume	100

Total Network Performance

Vehicles Exited	1774
Hourly Exit Rate	1774
Input Volume	3994
% of Volume	44

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/2/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	188.1	188.1	188.1	188.1	188.1	188.1	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	481	1031	49	581	909	152	145	362	109	298	170	274
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	901	1782	84	1012	1571	263	991	1371	414	1163	643	1036
Grp Volume(v), veh/h	138	0	376	55	0	502	40	0	207	57	0	389
Grp Sat Flow(s),veh/h/ln	901	0	1866	1012	0	1834	991	0	1785	1163	0	1680
Q Serve(g_s), s	7.3	0.0	7.4	2.1	0.0	11.1	2.8	0.0	6.8	3.0	0.0	15.5
Cycle Q Clear(g_c), s	18.5	0.0	7.4	9.6	0.0	11.1	18.3	0.0	6.8	9.8	0.0	15.5
Prop In Lane	1.00		0.05	1.00		0.14	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	481	0	1080	581	0	1061	145	0	472	298	0	444
V/C Ratio(X)	0.29	0.00	0.35	0.09	0.00	0.47	0.28	0.00	0.44	0.19	0.00	0.88
Avail Cap(c_a), veh/h	481	0	1080	581	0	1061	145	0	472	298	0	444
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	7.8	10.3	0.0	8.6	33.4	0.0	21.4	25.5	0.0	24.7
Incr Delay (d2), s/veh	1.5	0.0	0.9	0.3	0.0	1.5	4.7	0.0	3.0	1.4	0.0	25.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.7	0.0	3.2	0.5	0.0	4.8	0.9	0.0	3.3	1.0	0.0	9.4
Lane Grp Delay (d), s/veh	15.4	0.0	8.7	10.6	0.0	10.1	38.1	0.0	24.4	26.9	0.0	50.4
Lane Grp LOS	B		A	B		B	D		C	C		D
Approach Vol, veh/h		514			557			247			446	
Approach Delay, s/veh		10.5			10.1			26.6			47.4	
Approach LOS		B			B			C			D	
<b>Timer</b>												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		46.0			46.0			24.0			24.0	
Change Period (Y+Rc), s		5.5			5.5			5.5			5.5	
Max Green Setting (Gmax), s		40.5			40.5			18.5			18.5	
Max Q Clear Time (g_c+I1), s		20.5			13.1			20.3			17.5	
Green Ext Time (p_c), s		6.3			7.0			0.0			0.4	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.0									
HCM 2010 LOS			C									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 1: Morrish & Miller

11/10/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	188.1	188.1	188.1	188.1	188.1	188.1	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	341	830	39	438	732	123	294	521	157	451	245	394
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	901	1782	84	1011	1571	263	991	1372	414	1165	643	1036
Grp Volume(v), veh/h	138	0	376	55	0	502	40	0	207	57	0	389
Grp Sat Flow(s),veh/h/ln	901	0	1866	1011	0	1834	991	0	1786	1165	0	1680
Q Serve(g_s), s	9.3	0.0	9.4	2.7	0.0	14.1	2.4	0.0	5.7	2.5	0.0	13.1
Cycle Q Clear(g_c), s	23.4	0.0	9.4	12.1	0.0	14.1	15.5	0.0	5.7	8.2	0.0	13.1
Prop In Lane	1.00		0.05	1.00		0.14	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	341	0	869	438	0	854	294	0	679	451	0	638
V/C Ratio(X)	0.40	0.00	0.43	0.13	0.00	0.59	0.14	0.00	0.30	0.13	0.00	0.61
Avail Cap(c_a), veh/h	341	0	869	438	0	854	294	0	679	451	0	638
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	12.5	16.6	0.0	13.8	23.7	0.0	15.2	18.1	0.0	17.5
Incr Delay (d2), s/veh	3.6	0.0	1.6	0.6	0.0	3.0	1.0	0.0	1.2	0.6	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.4	0.0	4.3	0.7	0.0	6.6	0.7	0.0	2.6	0.8	0.0	6.0
Lane Grp Delay (d), s/veh	25.9	0.0	14.1	17.2	0.0	16.7	24.7	0.0	16.4	18.7	0.0	21.9
Lane Grp LOS	C		B	B		B	C		B	B		C
Approach Vol, veh/h		514			557			247			446	
Approach Delay, s/veh		17.3			16.8			17.7			21.5	
Approach LOS		B			B			B			C	
<b>Timer</b>												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		38.0			38.0			32.0			32.0	
Change Period (Y+Rc), s		5.4			5.4			5.4			5.4	
Max Green Setting (Gmax), s		32.6			32.6			26.6			26.6	
Max Q Clear Time (g_c+I1), s		25.4			16.1			17.5			15.1	
Green Ext Time (p_c), s		3.5			5.8			2.8			3.2	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.2									
HCM 2010 LOS			B									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
1: Morrish & Miller

11/12/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	359	17	55	430	72	40	159	48	57	149	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	188.1	188.1	188.1	188.1	188.1	188.1	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Cap, veh/h	376	691	33	470	609	102	193	407	123	347	191	308
Arrive On Green	0.07	0.39	0.39	0.07	0.39	0.39	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1792	1782	84	1792	1571	263	991	1372	414	1164	643	1036
Grp Volume(v), veh/h	138	0	376	55	0	502	40	0	207	57	0	389
Grp Sat Flow(s),veh/h/ln	1792	0	1866	1792	0	1834	991	0	1786	1164	0	1680
Q Serve(g_s), s	0.0	0.0	10.2	0.0	0.0	15.2	2.5	0.0	6.1	2.7	0.0	14.0
Cycle Q Clear(g_c), s	0.0	0.0	10.2	0.0	0.0	15.2	16.5	0.0	6.1	8.8	0.0	14.0
Prop In Lane	1.00		0.05	1.00		0.14	1.00		0.23	1.00		0.62
Lane Grp Cap(c), veh/h	376	0	724	470	0	711	193	0	530	347	0	499
V/C Ratio(X)	0.37	0.00	0.52	0.12	0.00	0.71	0.21	0.00	0.39	0.16	0.00	0.78
Avail Cap(c_a), veh/h	484	0	724	579	0	711	193	0	530	347	0	499
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	15.5	16.9	0.0	17.0	28.8	0.0	18.5	21.9	0.0	21.2
Incr Delay (d2), s/veh	0.6	0.0	2.7	0.1	0.0	6.0	2.4	0.0	2.2	1.0	0.0	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.1	0.0	4.9	0.6	0.0	7.6	0.8	0.0	2.9	0.9	0.0	7.3
Lane Grp Delay (d), s/veh	23.9	0.0	18.2	17.1	0.0	23.0	31.2	0.0	20.6	23.0	0.0	33.6
Lane Grp LOS	C		B	B		C	C		C	C		C
Approach Vol, veh/h		514			557			247			446	
Approach Delay, s/veh		19.7			22.4			22.3			32.3	
Approach LOS		B			C			C			C	
<b>Timer</b>												
Assigned Phs	7	4		3	8			2				6
Phs Duration (G+Y+Rc), s	10.0	31.0		10.0	31.0			25.0				25.0
Change Period (Y+Rc), s	5.4	5.4		5.4	5.4			5.4				5.4
Max Green Setting (Gmax), s	8.6	25.6		8.6	25.6			19.6				19.6
Max Q Clear Time (g_c+I1), s	2.0	12.2		2.0	17.2			18.5				16.0
Green Ext Time (p_c), s	0.3	1.9		0.3	2.1			0.5				1.4
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			24.1									
HCM 2010 LOS			C									
<b>Notes</b>												

# **Appendix C: Intersection Inventory**



# Intersection Inventory and Condition Form

**Sheet 1 of 2**

Main Street Name:	<input type="text"/>	<i>Control Section # / Spot #</i>	<input type="text"/>	<i>Mile Post #</i>	
Cross Street Name:	<input type="text"/>	Intersection Number:	<input type="text"/>	<input type="text"/>	
City/Township:	<input type="text"/>	Prime Number:	<input type="text"/>	<i>PR Mile Point</i>	
County:	<input type="text"/>	MDOT Project Number:	<input type="text"/>	Observer:	<input type="text"/>
GPS Coordinates:	Latitude (N) <input type="text"/>	Longitude (W) <input type="text"/>		Date:	<input type="text"/>

					<b>ADD'L APPROACH</b>
<b>APPROACH (DIRECTION OF TRAVEL):</b>	<input type="text"/>				
<b>STREET NAME:</b>	<input type="text"/>				

<b>GEOMETRY</b>	Thru Lanes (#)	<input type="text"/>				
	Left Turn Lanes (#/Length in ft)	<input type="text"/>				
	Right Turn Lanes (#/Length in ft)	<input type="text"/>				
	Intersection Width*	<input type="text"/>				
	Near Button/Pedestrian Crossing Distance/Far Button**	<input type="text"/>				
	Adjacent Pkg Approach Lane (Y/N)	<input type="text"/>				
	Adjacent Pkg Departure Lane (Y/N)	<input type="text"/>				
Approach Grade (±%)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

<b>OPERATIONS</b>	Approach Speed Limit (MPH)	<input type="text"/>				
	Departure Speed Limit (MPH)	<input type="text"/>				
	Right Turn On Red (Y/N)	<input type="text"/>				
	Turn Restrictions (Y/N)	<input type="text"/>				
	If Yes, describe:	<input type="text"/>				

<b>EQUIPMENT</b>	Pedestrian Signal (Y/N)	<input type="text"/>				
	Pedestrian Push Button (Y/N)	<input type="text"/>				
	Left Turn Head Type***	<input type="text"/>				
	Right Turn Green Arrow (Y/N)	<input type="text"/>				
	Ambient Lighting (Y/N)	<input type="text"/>				

\* Width of intersection, measured from the near-side stop bar to the far edge of the conflicting extended travel lane along the actual vehicle path of a thru vehicle (feet).  
 City Council Pedestrian crossing distance is measured near push button to the curb, along the crosswalk line closest to the stop bar from near curb to extended travel lane, and from the far curb to the far push button.

\*\*\* Left turn signal head type should be indicated as *3-Level Arrow* , *4-Level Green Arrow* , *4-Level Yellow Arrow Flash* , or *Dog House-Type*.

Main Street Name:

Cross Street Name:

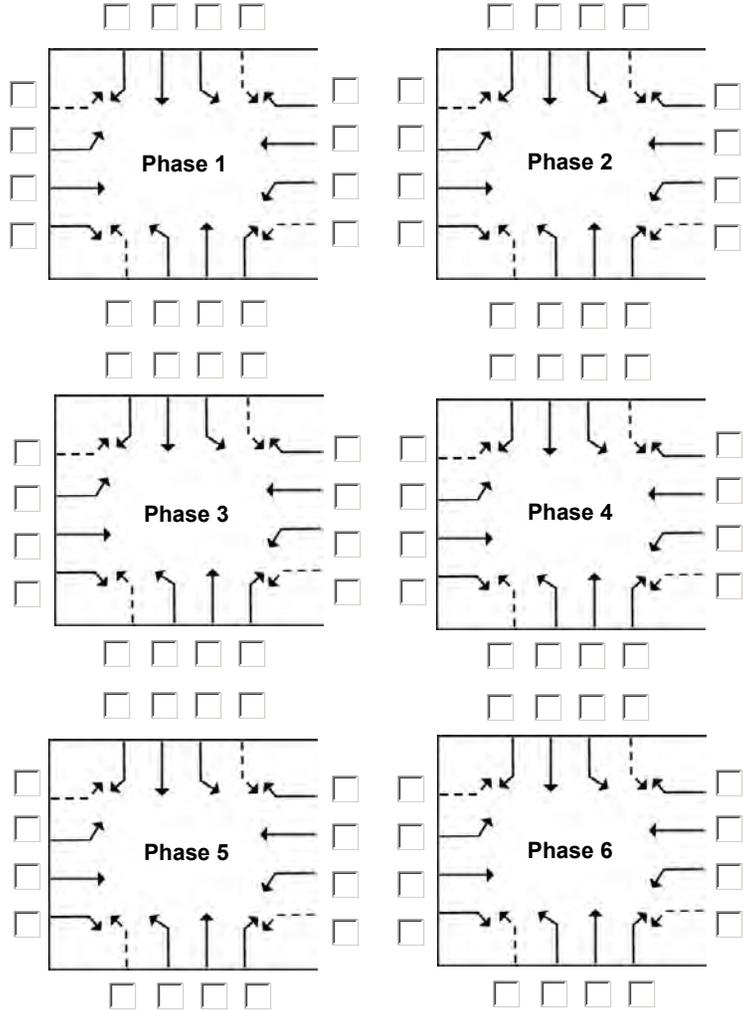
Control Section # / Spot #

Mile Post #:

**Sheet 2 of 2**

Intersection Number:

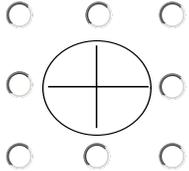
### SIGNAL PHASING



### GENERAL COMMENTS:

### INTERSECTION LAYOUT DIAGRAM

Indicate North



Not to Scale

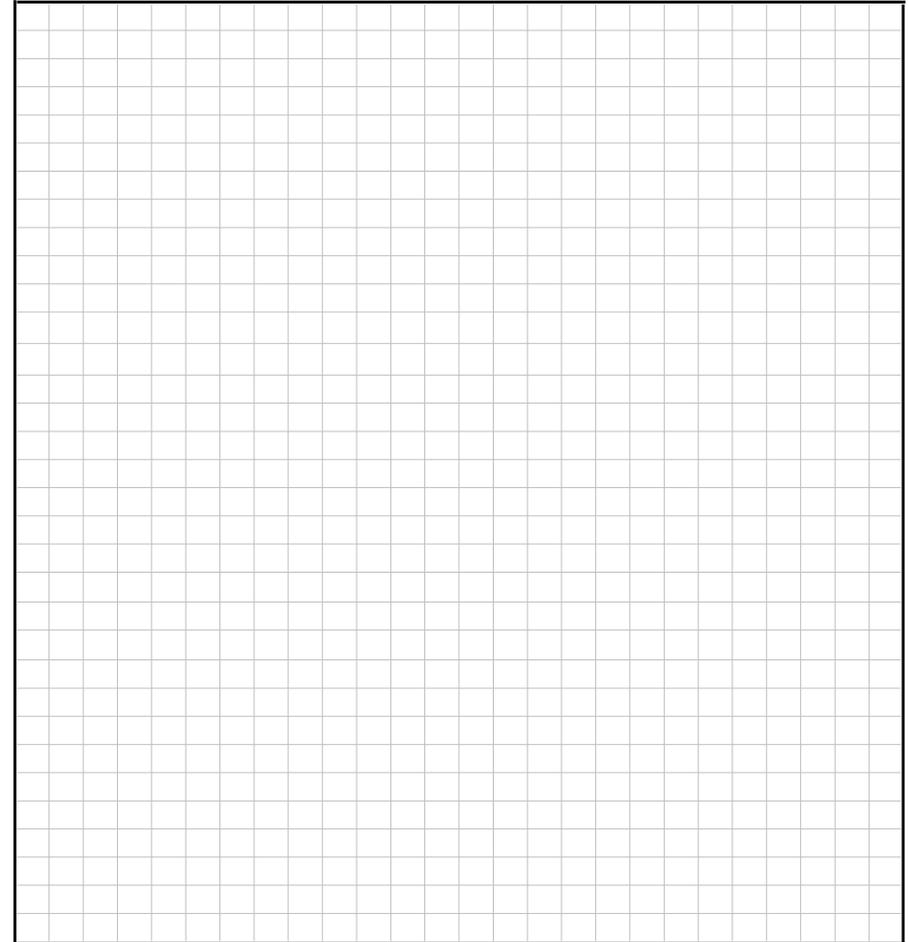
#### Data to be Included:

##### Lane Layout

- Thru Lane
- Left Turn lane
- Right Turn Lane
- Lane Width
- Intersection Width\*
- Crosswalk/Length\*\*
- Stop Bar Location
- Parking Lane
- bus Bus Stops

##### Signal Layout

- Span Wire/Pole
  - Mast Arm/Pole
  - Pedestal
  - Ped. Signal Controller
  - Vehicle Detection
  - Ped. Push Button
- Signal Heads:
- One-Way
  - Two-Way
  - Three-Way
  - Four-Way



\* Width of intersection, measured from the near-side stop bar to the far edge of the conflicting extended travel lane along the actual vehicle path of a thru vehicle (feet).

\*\* Pedestrian crossing distance is measured along the crosswalk line closest to the stop bar from near curb to extended edge of furthest travel lane.

## **Appendix D: Signal Information**

T-040

DATE: 06-25-02 TIME: 07:15

PAGE: B01

COPY FAXED TO BILL SAVAGE 6-25-02

SOLO:

LOCAL DATABASE ... For: #20 - MILLER & MORRISH

PHASE DATA - VEHICLE TIMINGS

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Grn:	41	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass/10:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max # 1:	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max # 2:	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel/10:	36	36	40	40	40	40	40	40	30	30	30	30	30	30	30	30
Red/10:	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AINi/10:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ini:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MGap/10:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE DATA - PEDESTRIAN & VEHICLE CONTROL DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk :	32	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P Clr :	14	13	0	8	0	8	0	8	0	0	0	0	0	0	0	0
PEDESTRIAN CONTROL																
F1 Walk:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ext PC1:	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Act RIW:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE CONTROL																
NL Mem :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E Entry:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LC Pass:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Con Ser:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No SGap:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

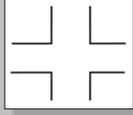
Pedestrian & Vehicle Control Entry: '1' = Yes & '0' = No

PHASE DATA - GENERAL CONTROL DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial:	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NA Resp:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Rec:	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Rec:	<del>2</del>	<del>2</del>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rec Del:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes	1	0	1	1	1	2	1	3	1	4	1	5
Initialization ..	NONE	INACTV	RED	YELLOW	GREEN	DARK						
Non-Act Response	NONE	TO NA1	TO NA2	TO BOTH	---	---						
Vehicle Recall ..	NONE	1 CALL	MINI'M	MAXIMUM	SOFT	---						
Pedest. Recall ..	NONE	1 CALL	RECALL	NON ACT	NA+	---						

- NOTES: 1. UNDERLINED BLUE fields have screen tips. Move cursor over text for tip.
2. White fields are required data to be entered.
3. Gray fields with BLUE text are calculated values - DO NOT MODIFY unless instructed to.
4. To add an intersection, click the picture below, and a blank intersection field will be added to the beginning of the table.



Spot Number	Street Name	Approach	Valid Approach?	Split Phased?	Speed (MPH)	Approach Grade (%)	Intersection Width (ft)	Pedestrian Crossing Width (ft)	Ped Push Button to Crosswalk Distance (ft) Side 1	Ped Push Button to Crosswalk Distance (ft) Side 2	Min Walk Interval (sec)	Ped Walking Speed (ft/sec)	Pedestrian Push Button?	Pedestrian Clearance Type	Pedestrian buffer interval included in ped clearance time?	Pedestrian buffer relationship to vehicle phase intervals	EPAC Controller?	Minimum Green Interval	YELLOW TIME	ALL RED TIME	Min Walk Interval - Controller/Synchro	FLASH POINT WALK (CONTROLLER)	EDW Interval - Synchro	Min. Split (amber of vehicle or pedestrian)
		EB	WB	YES	NO	30	0%	73	53	n/a	n/a	7.0	3.5	NO	1	YES	2	YES	10.0	3.2	2.2	9.0	13.0	7.6
	Miller Rd	WB	YES	NO	30	0%	60	59	n/a	n/a	7.0	3.5	NO	1	YES	2	YES	10.0	3.2	2.2	9.0	13.0	7.6	22.0
		NB	YES		30	3%	72	50	n/a	n/a	7.0	3.5	NO	1	YES	2		7.0	3.2	2.2	8.0	11.0	5.6	19.0
	Morrish Rd	SB	YES	NO	30	0%	72	47	n/a	n/a	7.0	3.5	NO	1	YES	2		7.0	3.2	2.2	8.0	11.0	5.6	19.0

Values automatically highlighted in this format should be confirmed with MDOT Lansing Signals Unit.

Source equations are hidden in rows 1 through 5 and should not be adjusted without permission from MDOT Lansing Signals Unit. Intermediate calculations can also be viewed by unhiding columns between columns "T" and "AM."

Prepared for:

Original Workbook Author:

# EASTBOUND AND WESTBOUND LEFT TURN PHASE THRESHOLDS

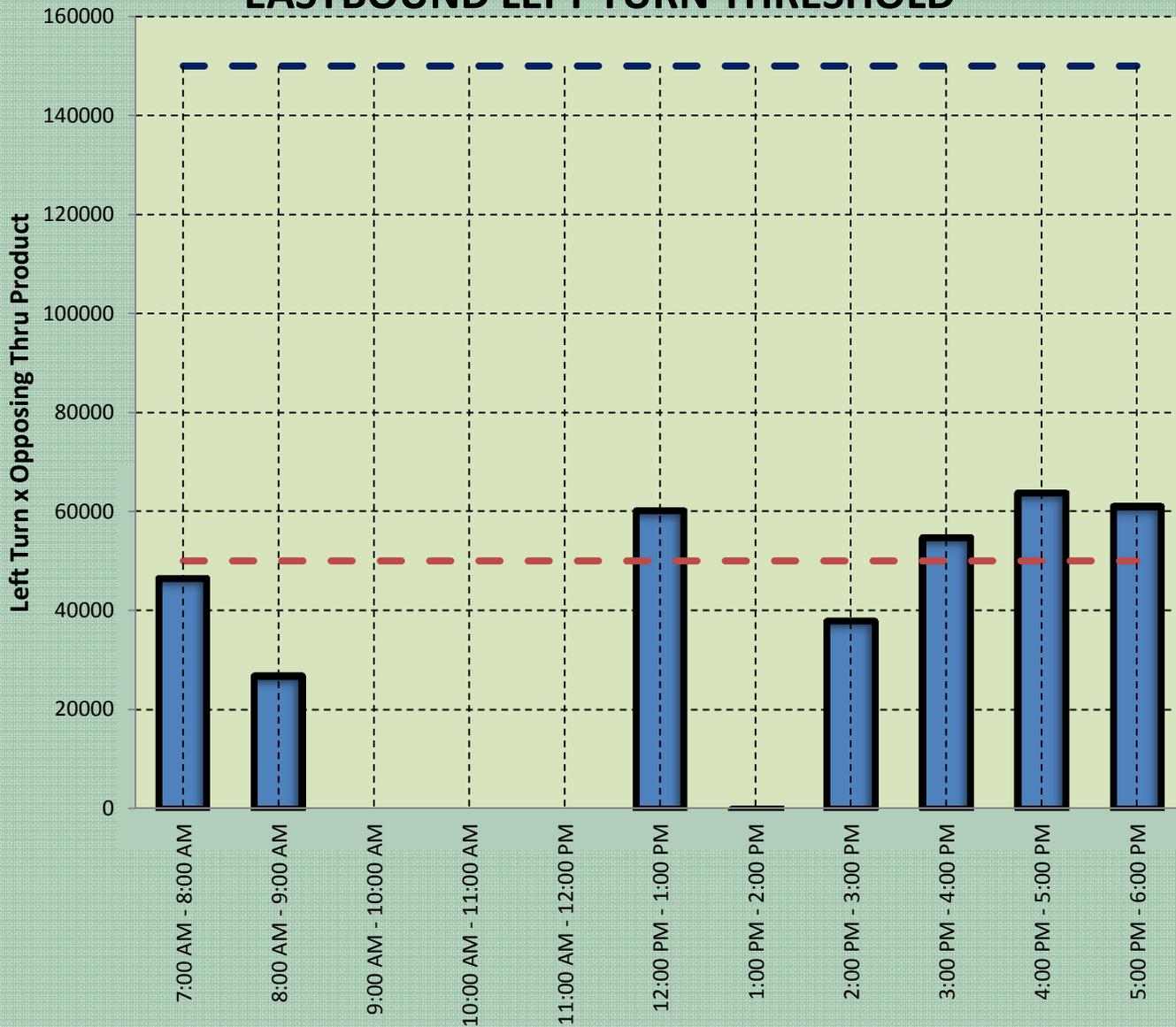
Please enter Data in Yellow Boxes ONLY

CONDITIONS		Items to Consider for Protected Only	Items to Consider for Permissive/Protected	
<b>EASTBOUND LEFT TURN GEOMETRY</b>				
No. of Opposing WESTbound Thru Lanes (include combination thru lanes)	1	NO	YES	
No. of Opposing WESTbound Right Turn Only Lanes	0	N / A		
What is the Opposing WESTbound speed limit or 85%ile? (mph)	30	NO	N / A	
No. of EASTbound Left Turning Lanes	1	NO	N / A	
What is the EASTbound sight distance in the field? (ft)	500	NO	YES	
Minimum Required Sight Distance (ft)	243			
<b>WESTBOUND LEFT TURN GEOMETRY</b>				
No. of Opposing EASTbound Thru Lanes (include combination thru lanes)	1	NO	YES	
No. of Opposing EASTbound Right Turn Only Lanes	0	N / A		
What is the Opposing EASTbound speed limit or 85%ile? (mph)	30	NO	N / A	
No. of WESTbound Left Turning Lanes	1	NO	N / A	
What is the WESTbound sight distance in the field? (ft)	500	NO	YES	
Minimum Required Sight Distance (ft)	243			
<b>TRAFFIC CHARACTERISTICS</b>				
EASTbound Left Turn Vol (vph)	246	YES		
WESTbound Left Turn Vol (vph)	52	NO		
Cross Product of LEFT TURN EAST (See Chart Below)	63714	NO	YES	
Cross Product of LEFT TURN WEST (See Chart Below)	22048	NO	NO	
<b>CRASH HISTORY</b>				
Is there an existing permissive/protected or permissive/protected LT phase?	NO			
Which Approach does the "One Left Turn Movement" crashes correspond to?	EASTBOUND			
ONE LEFT TURN MOVEMENT	Crash History for 12 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO
	Crash History for 24 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO

<b>TWO LEFT TURN MOVEMENTS</b>	Crash History for 12 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO
	Crash History for 24 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO
	EASTbound Left Turn DELAY per vehicle? Sec. / Veh.	15.2	NO	
	EASTbound TOTAL Left Turn DELAY? Veh-Hr	1.04	NO	
WESTbound Left Turn DELAY per vehicle? Sec. / Veh.	12.7	NO		
WESTbound TOTAL Left Turn DELAY? Veh-Hr	0.18	NO		

# EASTBOUND LEFT TURN THRESHOLD

**Intersection of:**  
 MILLER RD.  
 MORRISH RD  
**Located in:**  
 SWARTZ CREEK  
 GENESEE



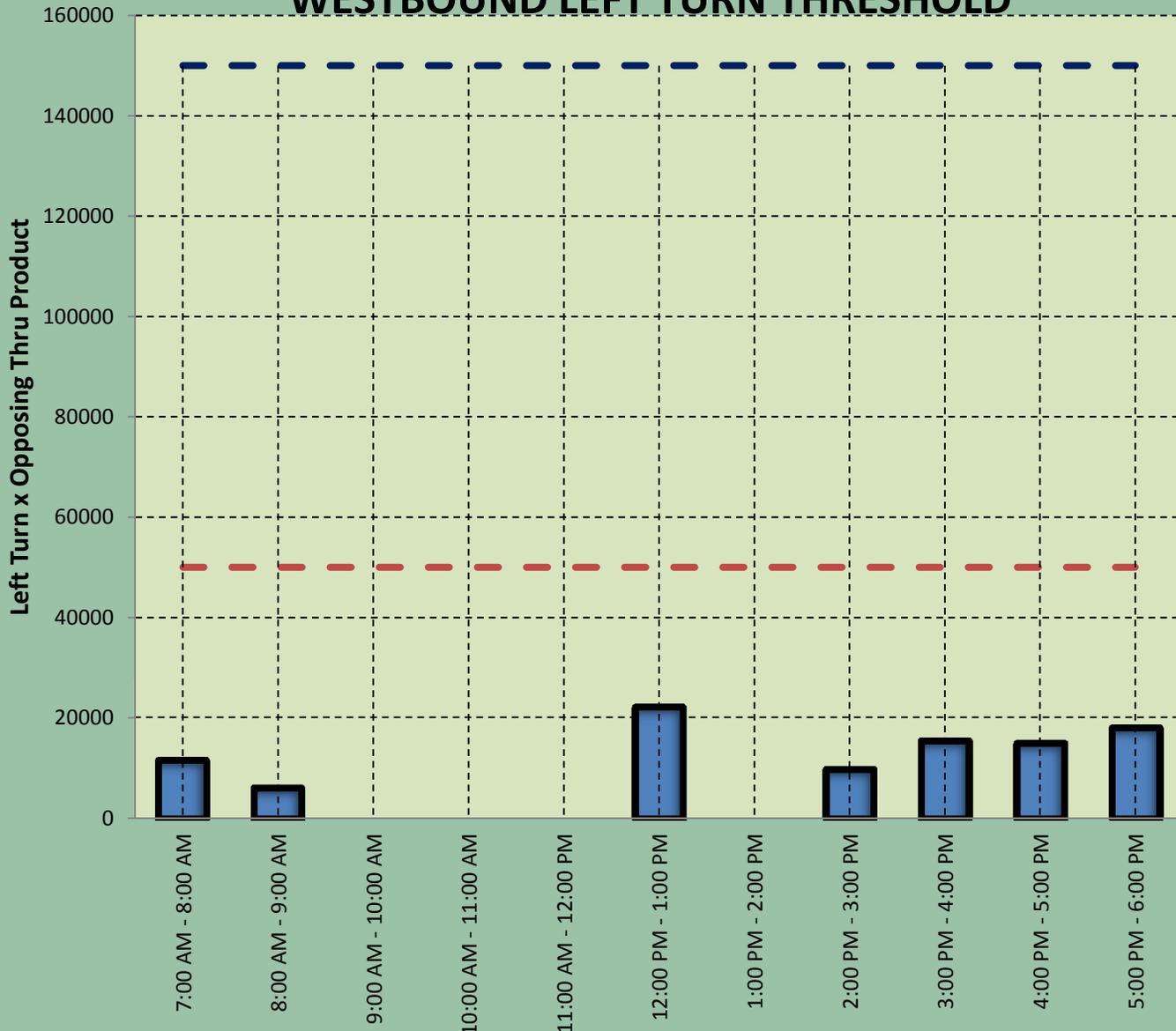
█ East Left X West Thru  
- - - Permitted/Prot EAST Left Threshold  
- - - Protected EAST Left Threshold

**Time of the day**

**# OF HOURS THE EASTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PERM/PROTECTED: 4**  
**# OF HOURS THE EASTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PROTECTED: 0**

# WESTBOUND LEFT TURN THRESHOLD

Intersection of:  
 MILLER RD.  
 MORRISH RD  
 Located in:  
 SWARTZ CREEK  
 GENESEE



- West Left X East Thru
- Permitted/Prot WEST Left Threshold
- Protected WEST Left Threshold

Time of the day

# OF HOURS THE WESTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PERM/PROTECTED:	0
# OF HOURS THE WESTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PROTECTED:	0

# NORTHBOUND AND SOUTHBOUND LEFT TURN PHASE THRESHOLDS

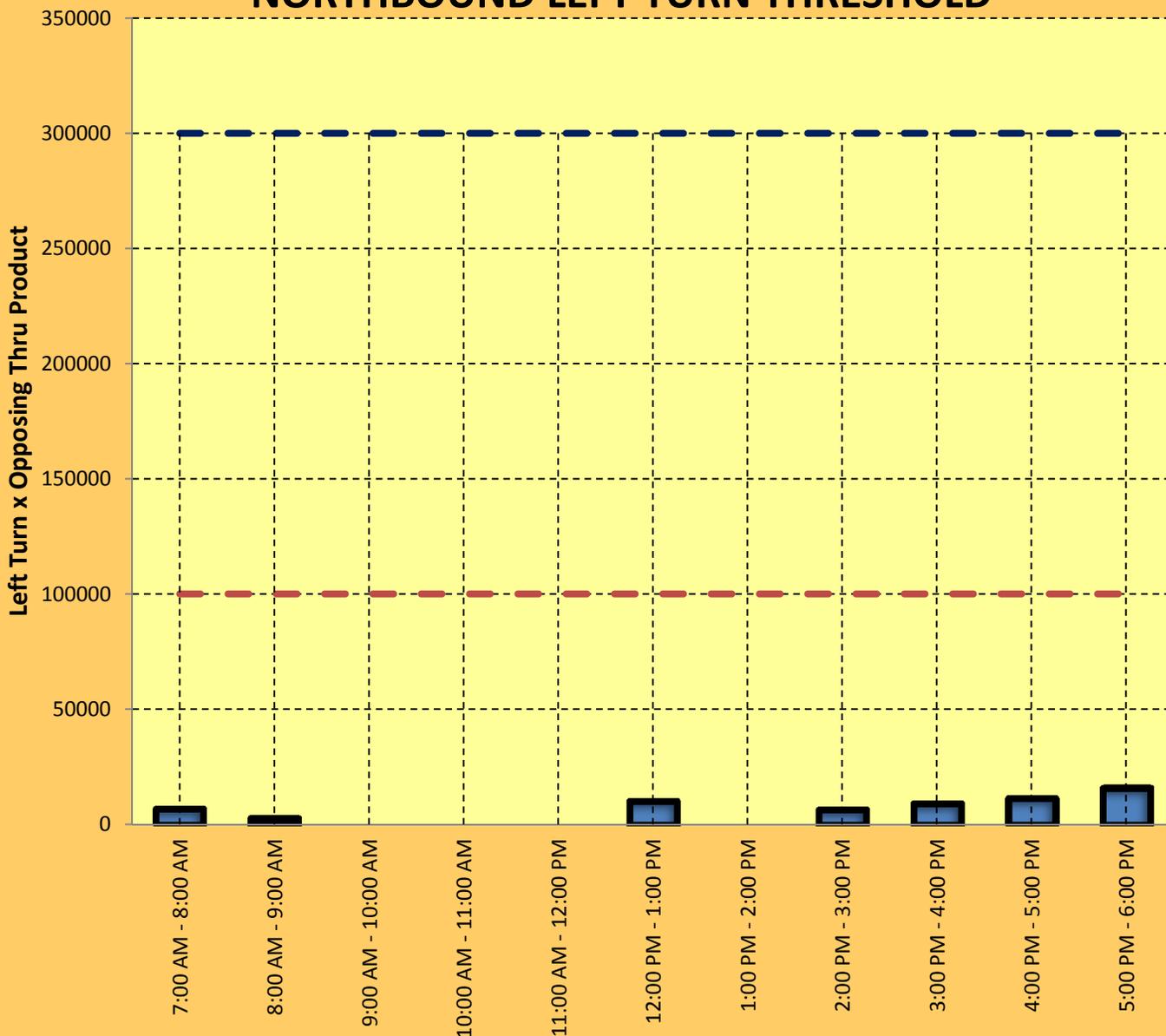
Please enter Data in Yellow Boxes ONLY

CONDITIONS		Items to Consider for Protected Only	Items to Consider for Permissive/Protected	
<b>NORTHBOUND LEFT TURN GEOMETRY</b>				
No. of Opposing SOUTHbound Thru Lanes (include combination thru lanes)	3	NO	YES	
No. of Opposing SOUTHbound Right Turn Only Lanes	1	N / A		
What is the Opposing SOUTHbound speed limit or 85%ile? (mph)	40	NO	N / A	
No. of NORTHbound Left Turning Lanes	1	NO	N / A	
What is the NORTHbound sight distance in the field? (ft)	484	NO	YES	
<b>Minimum Required Sight Distance (ft)</b>	<b>412</b>			
<b>SOUTHBOUND LEFT TURN GEOMETRY</b>				
No. of Opposing NORTHbound Thru Lanes (include combination thru lanes)	1	NO	YES	
No. of Opposing NORTHbound Right Turn Only Lanes	1	N / A		
What is the Opposing NORTHbound speed limit or 85%ile? (mph)	25	NO	N / A	
No. of SOUTHbound Left Turning Lanes	1	NO	N / A	
What is the SOUTHbound sight distance in the field? (ft)	350	NO	YES	
<b>Minimum Required Sight Distance (ft)</b>	<b>221</b>			
<b>TRAFFIC CHARACTERISTICS</b>				
NORTHbound Left Turn Vol (vph)	45	NO		
SOUTHbound Left Turn Vol (vph)	94	YES		
Cross Product of LEFT TURN NORTH (See Chart Below)	15744	NO	NO	
Cross Product of LEFT TURN SOUTH (See Chart Below)	18424	NO	NO	
<b>CRASH HISTORY</b>				
Is there an existing permissive/protected or permissive/protected LT phase?	NO			
Which Approach does the "One Left Turn Movement" crashes correspond to?	SOUTHBOUND			
ONE LEFT TURN MOVEMENT	Crash History for 12 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO
	Crash History for 24 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO

<b>TWO LEFT TURN MOVEMENTS</b>	Crash History for 12 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO
	Crash History for 24 Month Period			
	Enter Number of Correctable crashes? (Left-Turn Head-On)	0	NO	NO
	NORTHbound Left Turn DELAY per vehicle? Sec. / Veh.	44.5	NO	
	NORTHbound TOTAL Left Turn DELAY? Veh-Hr	0.56	NO	
	SOUTHbound Left Turn DELAY per vehicle? Sec. / Veh.	35.3	NO	
	SOUTHbound TOTAL Left Turn DELAY? Veh-Hr	0.92	NO	

# NORTHBOUND LEFT TURN THRESHOLD

Intersection of:  
 MILLER RD.  
 MORRISH RD  
 Located in:  
 SWARTZ CREEK  
 GENESEE



Time of the day

- North Left X South Thru
- Permitted/Prot NORTH Left Threshold
- Protected NORTH Left Threshold

# OF HOURS THE NORTHBOUND LEFT TURN CROSS PRODUCT IS MET FOR PERM/PROTECTED:	0
# OF HOURS THE NORTHBOUND LEFT TURN CROSS PRODUCT IS MET FOR PROTECTED:	0

# SOUTHBOUND LEFT TURN THRESHOLD

Intersection of:

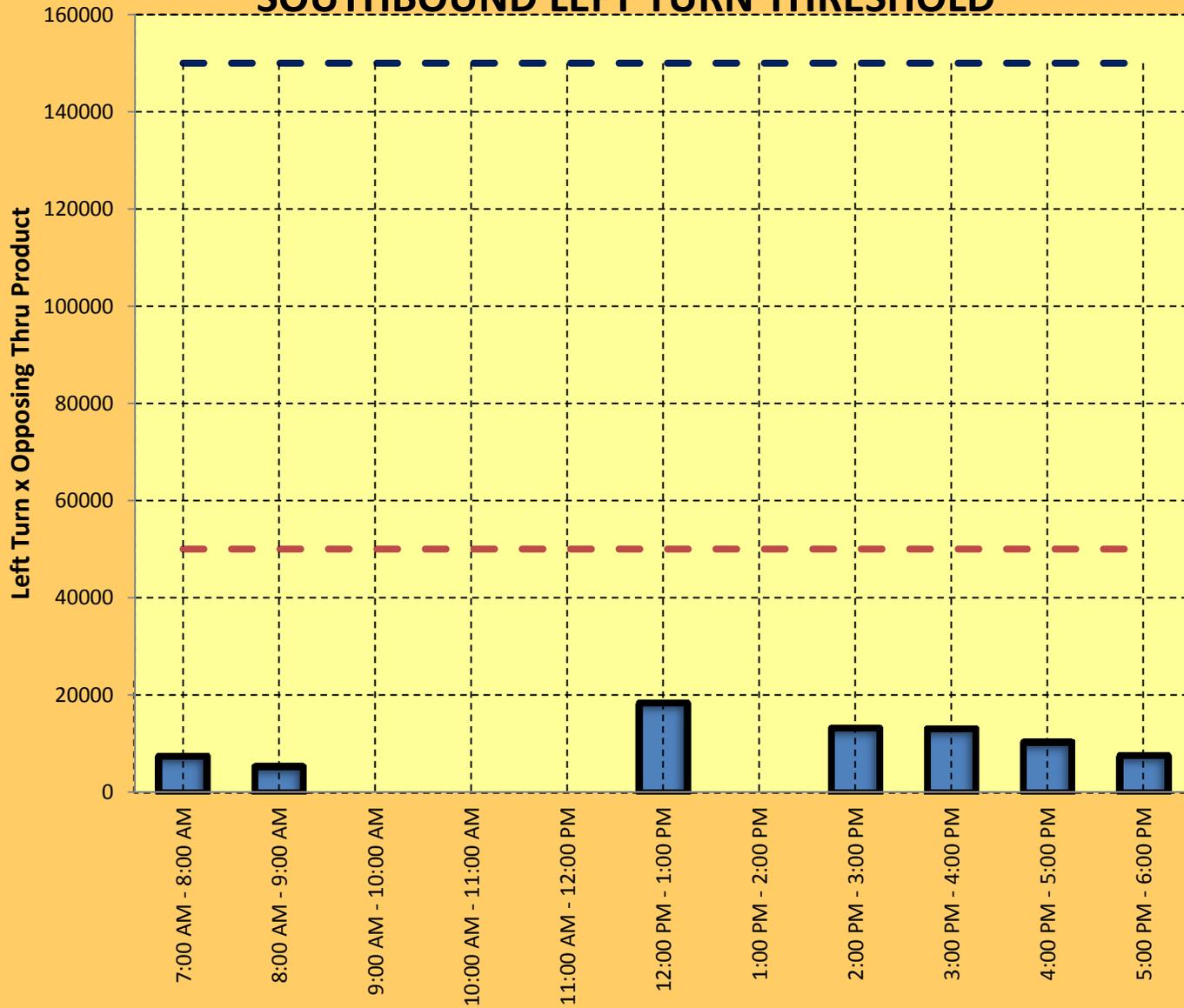
MILLER RD.

MORRISH RD

Located in:

SWARTZ CREEK

GENESEE



Time of the day

# OF HOURS THE SOUTHBOUND LEFT TURN CROSS PRODUCT IS MET FOR PERM/PROTECTED:

0

# OF HOURS THE SOUTHBOUND LEFT TURN CROSS PRODUCT IS MET FOR PROTECTED:

0

# **Appendix E: Synchro Timing Reports**

# Timing Report, Sorted By Phase

## 1: Morrish & Miller

11/12/2015

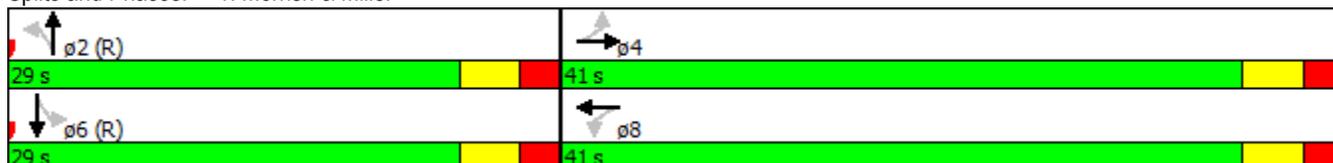


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	29	41	29	41
Maximum Split (%)	41.4%	58.6%	41.4%	58.6%
Minimum Split (s)	19	22	19	22
Yellow Time (s)	3.2	3.2	3.2	3.2
All-Red Time (s)	2.2	2.2	2.2	2.2
Minimum Initial (s)	7	10	7	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	8	9	8	9
Flash Dont Walk (s)	5.6	7.6	5.6	7.6
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	29	0	29
End Time (s)	29	0	29	0
Yield/Force Off (s)	23.6	64.6	23.6	64.6
Yield/Force Off 170(s)	18	57	18	57
Local Start Time (s)	0	29	0	29
Local Yield (s)	23.6	64.6	23.6	64.6
Local Yield 170(s)	18	57	18	57

### Intersection Summary

Cycle Length	70
Control Type	Pretimed
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

### Splits and Phases: 1: Morrish & Miller



# Timing Report, Sorted By Phase

## 1: Morrish & Miller

11/12/2015

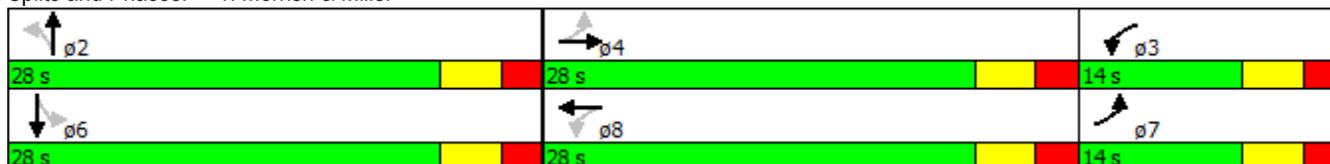


Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBTL	SBTL	EBL	WBTL
Lead/Lag		Lag	Lead		Lag	Lead
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	Max	None	Max	Max	None	Max
Maximum Split (s)	28	14	28	28	14	28
Maximum Split (%)	40.0%	20.0%	40.0%	40.0%	20.0%	40.0%
Minimum Split (s)	19	11	22	19	11	22
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2	2.2
Minimum Initial (s)	7	5	10	7	5	10
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	8		9	8		9
Flash Dont Walk (s)	5.6		7.6	5.6		7.6
Dual Entry	Yes	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	56	28	0	56	28
End Time (s)	28	0	56	28	0	56
Yield/Force Off (s)	22.6	64.6	50.6	22.6	64.6	50.6
Yield/Force Off 170(s)	17	64.6	43	17	64.6	43
Local Start Time (s)	0	56	28	0	56	28
Local Yield (s)	22.6	64.6	50.6	22.6	64.6	50.6
Local Yield 170(s)	17	64.6	43	17	64.6	43

### Intersection Summary

Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	55

### Splits and Phases: 1: Morrish & Miller



# Timing Report, Sorted By Phase

## 1: Morrish & Miller

11/13/2015



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	25	45	25	45
Maximum Split (%)	35.7%	64.3%	35.7%	64.3%
Minimum Split (s)	19	22	19	22
Yellow Time (s)	3.2	3.2	3.2	3.2
All-Red Time (s)	2.2	2.2	2.2	2.2
Minimum Initial (s)	7	10	7	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	8	9	8	9
Flash Dont Walk (s)	5.6	7.6	5.6	7.6
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	25	0	25
End Time (s)	25	0	25	0
Yield/Force Off (s)	19.6	64.6	19.6	64.6
Yield/Force Off 170(s)	14	57	14	57
Local Start Time (s)	0	25	0	25
Local Yield (s)	19.6	64.6	19.6	64.6
Local Yield 170(s)	14	57	14	57

### Intersection Summary

Cycle Length	70
Control Type	Pretimed
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

### Splits and Phases: 1: Morrish & Miller



Timing Report, Sorted By Phase

1: Morrish & Miller

11/12/2015



Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBTL	SBTL	EBL	WBTL
Lead/Lag		Lag	Lead		Lag	Lead
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	Max	None	Max	Max	None	Max
Maximum Split (s)	26	11	33	26	11	33
Maximum Split (%)	37.1%	15.7%	47.1%	37.1%	15.7%	47.1%
Minimum Split (s)	19	11	22	19	11	22
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2	2.2
Minimum Initial (s)	7	5	10	7	5	10
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	8		9	8		9
Flash Dont Walk (s)	5.6		7.6	5.6		7.6
Dual Entry	Yes	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	59	26	0	59	26
End Time (s)	26	0	59	26	0	59
Yield/Force Off (s)	20.6	64.6	53.6	20.6	64.6	53.6
Yield/Force Off 170(s)	15	64.6	46	15	64.6	46
Local Start Time (s)	0	59	26	0	59	26
Local Yield (s)	20.6	64.6	53.6	20.6	64.6	53.6
Local Yield 170(s)	15	64.6	46	15	64.6	46

Intersection Summary

Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 1: Morrish & Miller



# Timing Report, Sorted By Phase

## 1: Morrish & Miller

11/12/2015

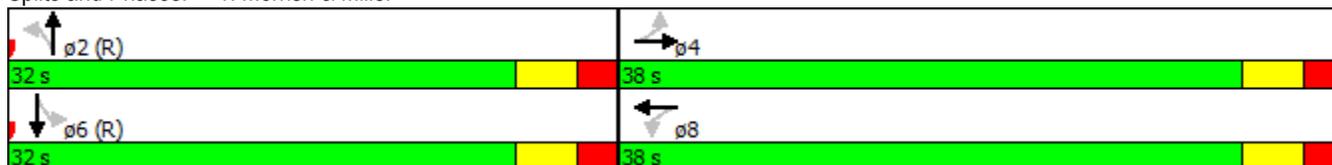


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	32	38	32	38
Maximum Split (%)	45.7%	54.3%	45.7%	54.3%
Minimum Split (s)	19	22	19	22
Yellow Time (s)	3.2	3.2	3.2	3.2
All-Red Time (s)	2.2	2.2	2.2	2.2
Minimum Initial (s)	7	10	7	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	8	9	8	9
Flash Dont Walk (s)	5.6	7.6	5.6	7.6
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	32	0	32
End Time (s)	32	0	32	0
Yield/Force Off (s)	26.6	64.6	26.6	64.6
Yield/Force Off 170(s)	21	57	21	57
Local Start Time (s)	0	32	0	32
Local Yield (s)	26.6	64.6	26.6	64.6
Local Yield 170(s)	21	57	21	57

### Intersection Summary

Cycle Length	70
Control Type	Pretimed
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

### Splits and Phases: 1: Morrish & Miller



Timing Report, Sorted By Phase

1: Morrish & Miller

11/12/2015



Phase Number	2	3	4	6	7	8
Movement	NBTL	WBL	EBTL	SBTL	EBL	WBTL
Lead/Lag		Lag	Lead		Lag	Lead
Lead-Lag Optimize		Yes	Yes		Yes	Yes
Recall Mode	C-Max	None	Max	C-Max	None	Max
Maximum Split (s)	25	14	31	25	14	31
Maximum Split (%)	35.7%	20.0%	44.3%	35.7%	20.0%	44.3%
Minimum Split (s)	19	11	22	19	11	22
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.2	2.2	2.2	2.2	2.2	2.2
Minimum Initial (s)	7	5	10	7	5	10
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	8		9	8		9
Flash Dont Walk (s)	5.6		7.6	5.6		7.6
Dual Entry	Yes	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	56	25	0	56	25
End Time (s)	25	0	56	25	0	56
Yield/Force Off (s)	19.6	64.6	50.6	19.6	64.6	50.6
Yield/Force Off 170(s)	14	64.6	43	14	64.6	43
Local Start Time (s)	0	56	25	0	56	25
Local Yield (s)	19.6	64.6	50.6	19.6	64.6	50.6
Local Yield 170(s)	14	64.6	43	14	64.6	43

Intersection Summary

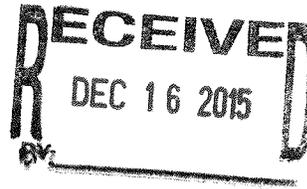
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 1: Morrish & Miller





December 14, 2015



Mr. Adam Zettel, City Manager  
City of Swartz Creek  
8083 Civic Dr.  
Swartz Creek, MI 48473

Dear Mr. Zettel:

As part of Comcast's commitment to keep you informed about important developments that affect our customers in your community, I am writing to notify you of changes to the channel lineup. Customers are being notified of these changes via bill message.

We were recently informed that WSMH Get TV (channel 297) will no longer be available on the XFINITY channel lineup as of December 31, 2015. Also, as of December 31, 2015, WSMH Antenna TV will be broadcasting on channel 297.

As always, feel free to contact me directly at 517-334-5686 with any questions you may have

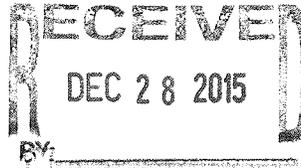
Sincerely,

A handwritten signature in cursive script that reads "John P. Gardner".

John P. Gardner  
Director, External Affairs  
Comcast, Heartland Region  
1401 E. Miller Rd.  
Lansing, MI 48911



December 18, 2015



Mr. Adam Zettel, City Manager  
City of Swartz Creek  
8083 Civic Dr.  
Swartz Creek, MI 48473

Dear Mr. Zettel:

As part of Comcast's commitment to keep you informed about important developments that affect our customers in your community, I am writing to notify you of some changes to the channel lineup. Customers are being notified of these changes via bill message.

National Geographic Channel (channel 109) and National Geographic Channel HD (channels 199 and 1261) are now available on the TV 450 Latino and the TV 300 Latino channel lineups. Fox Sports 1 (channel 55) and Fox Sports 1 HD (channels 223 and 1620) are now available on the TV 300 Latino channel lineup.

As always, feel free to contact me directly at 517-334-5686 with any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "John P. Gardner".

John P. Gardner  
Director, External Affairs  
Comcast, Heartland Region  
1401 E. Miller Rd.  
Lansing, MI 48911



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### DARK STORES

*"A Dark Store is not a weapon Darth Vader used in Star Wars, but it's beginning to loom over many municipalities like the menacing Death Star."*

– Steve Cohen, Director of Community Development, City of Auburn Hills



#### The Problem

Large retailers, popularly known as "Big Box" stores, have convinced the Michigan Tax Tribunal to give them special treatment as it pertains to the market value of their property.

Prior to the Dark Store theory, Michigan Big Box stores were assessed an average of \$55 per square foot. Here's where they are now compared to states where various Big Box stores are located:

- In Michigan, Lowes stores are assessed at \$22.10 per square foot. In Lowes home state of North Carolina, the same stores are valued at \$79.08 per square foot.
- In Michigan, Mendards and Target are valued at \$24.97 per square foot. In Mendard's home state of Wisconsin, the sames stores are valued at \$61.23 per square foot.
- Sam's Clubs and Wal-Mart now average around \$25.68 per square foot in Michigan. Studies of those buildings in the home state of Arkansas are being done, but they are likely to be much higher than they are in Michigan.

Source: Testimony from Jack Van Coevering, a Grand Rapids attorney, former Chief Judge and Chairman of the Michigan Tax Tribunal. Van Coevering now represents Michigan communities on tax assessment cases.

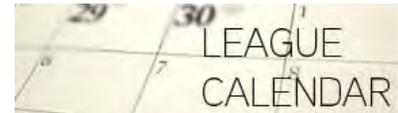
#### The Solution

Legislation is being proposed to block future use of the Dark Store theory by:

1. Preventing the use of anti-competitive deed restrictions that distort the market and contribute to the blight in our communities.
2. Recognizing the use of all three assessment approaches (cost, sales comparison and income) based on the particular circumstances, in line with accepted national standards.
3. Examining the Michigan Tax Tribunal process to provide needed guidelines for uniform and fair treatment of appeals.

#### Issue Summary

The "Dark Store" theory of property tax assessment is looming large over



#### League Networking

- Follow the League on Twitter
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- Follow the League on Flickr

#### Quickfind/Most Viewed

- Elected Officials Academy
- Municipal Yellow Pages
- MML Foundation
- Multimedia on mml.org
- The Business Alliance
- Wage & Salary
- League Affiliates

communities throughout the state of Michigan and unfortunately could soon be coming to a city, village, township or county near you. In fact, it may already be there.

In essence, the Dark Store theory is a tax loophole scheme being used by Big Box retailers to lower the amount they pay in property taxes. Retailers such as Meijer, Lowe's, Target, Kohl's, Menards, IKEA, Wal-Mart and Home Depot across Michigan are arguing that the market value of their operating store should be based on the sales of similar size "comparable" properties that are vacant and abandoned and may not even be located in Michigan.

What? You mean a fully operational store, like a new Super Wal-Mart, gets to pay the same property taxes as a closed, empty and "dark" Wal-Mart down the street? Yes, that's exactly what the retailers are fighting for and it's what is starting to happen more and more frequently.

The political appointees on the Michigan Tax Tribunal have upheld this "Dark Store theory" and cut property tax assessments in some cases by as much as 50 percent – impacting local revenues and subsequently local services and making Michigan one of the only places in the country that assess Big Box retail buildings in this manner. These rulings have resulted in a loss of millions of dollars in tax revenue for local governments across Michigan. This theory has a devastating effect in that municipalities don't just lose future revenue, but have to pay back the retailers for "over-taxing them" in prior years.

#### **More Details**

- [Questions and Answers](#)
- [Links and Additional Information](#)
- [Media Links and Articles](#)
- [Photos - Dark Stores and legislative activity](#)

Michigan

# Michigan local governments call for veto of bill that would ban public information ahead of ballot votes



<http://connect.mlive.com/staff/ELawler/index.html> By [Emily Lawler | elawler@mlive.com](mailto:elawler@mlive.com) [<http://connect.mlive.com/staff/ELawler/posts.html>]  
on January 05, 2016 at 1:59 PM, updated January 05, 2016 at 2:15 PM

LANSING, MI -- A bill that would ban public entities from distributing information about ballot proposals close to an election is sitting on Gov. Rick Snyder's desk, but dozens of local officials are urging him to veto it.

**Senate Bill 571** [<http://legislature.mi.gov/%28S%28qefyd5uwcwecvdxgopaydjh%29%29/mileg.aspx?page=getObject&objectName=2015-SB-0571>] passed the legislature [[http://www.mlive.com/lansing-news/index.ssf/2015/12/michigan\\_legislature\\_caps\\_off.html](http://www.mlive.com/lansing-news/index.ssf/2015/12/michigan_legislature_caps_off.html)] on Dec. 16 with some extensive last-minute revisions. The bill expanded from 12 pages to 53 pages, but of all the changes one provision **has rankled** [[http://www.mlive.com/lansing-news/index.ssf/2015/12/local\\_governments\\_school\\_distr.html](http://www.mlive.com/lansing-news/index.ssf/2015/12/local_governments_school_distr.html)] cities and school districts: the one that would prevent public entities from distributing information about a ballot proposal in the 60 days before an election.

"In other words, in the weeks before an election we cannot use a mailing or local cable outlets to inform our constituents if a measure will raise or lower their tax rate, who it will affect, if it will mean the community will be selling a piece of property and where it is, how a charter change will affect them or anything else," said Dearborn Mayor Jack O'Reilly, president of the Michigan Municipal League.

It's already the case that public bodies cannot use public funds to advocate for or against a ballot proposal. What they can do is distribute factual information without telling voters how to vote on an issue. That would end 60 days before an election under this bill, which local leaders said at a press conference Tuesday would put local governments at a huge disadvantage.

"I think the point is if I was strategically opposing a millage, I would wait until the last 60 days to oppose the millage and then you have no chance for rebuttal," said Terry Jungel, executive director of the Michigan Sheriff's Association.

Republican Rochester Hills Mayor Bryan Barnett said perhaps this is a legislative effort to stop tax increases, but that's not what's going on in his community. Over the past four years the largely conservative community has considered seven ballot proposals, and only one was a tax increase.

To educate voters on these issues, which are often complicated, Rochester Hills government has turned to YouTube and public access television. But the line could get blurry.

"Can I respond to a resident asking a question about a millage proposal? It's very concerning," Barnett said.

That concern was echoed by Democratic Dearborn Mayor John O'Reilly, who said "we're going to end up having a lot of effort made trying to interpret where that line is."

Michigan Municipal League President and CEO Dan Gilmartin said it was a mistake to rely on traditional media to inform voters at a time when reporters are dwindling in number.

"There have been huge cuts in media... we've seen the last couple of decades," Gilmartin said.

Under the bills, he said a local official wouldn't even be able to mention an important community ballot issue in their newsletter.

Groups urging Snyder to veto the bill include:

- Michigan Association of Counties
- County Road Association of Michigan
- Michigan Sheriffs' Association
- Michigan Municipal League
- Michigan Townships Association
- Michigan Association of School Boards
- Special Education Parent Advisory Committee
- Macomb Superintendents Association
- Macomb County School Boards Association

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# Snyder signs bill limiting public talk of ballot issues

**Kathleen Gray**, Detroit Free Press Lansing Bureau 4:33 p.m. EST January 6, 2016



(Photo: Carlos Osorio/Associated Press)

LANSING-- Gov. Rick Snyder signed a bill Wednesday afternoon that has local officials worried that they won't be able to inform the public about upcoming ballot issues.

Snyder said in a signing letter that he interprets the bill's language differently than local officials, but also asked the Legislature to enact a new bill that will address those concerns.

"And clarify that the new language does not impact the expression of personal views by a public official, the use of resources or facilities in the ordinary course of business and that it is intended only to prohibit the use of targeted, advertisement style mass communications that are reasonably interpreted as an attempt to influence the electorate using tax dollars," he wrote in a letter explaining why he signed the controversial bill.



DETROIT FREE PRESS

Snyder signs bill eliminating straight-ticket voting

(<http://www.freep.com/story/news/politics/2016/01/05/snyder-signs-bill-eliminating-straight-ticket-voting/78302866/>)

The legislation was the last to pass the Legislature in December and grew from a non-controversial bill that had passed the Senate unanimously at 13 pages, to a totally revamped bill that grew at the last minute to 53 pages and was passed with only Republican votes.

The bill prohibits local officials to publicly discuss ballot proposals or millage issues in the 60 days leading up to an election. It has been blasted by municipal and school district officials as an official state "gag order" and a violation of free speech.

But Snyder disagreed.

The "new prohibitions were not made applicable to any of the other existing exceptions in current law, in particular, those that are not grounded in First Amendment political speech protections," he wrote in his signing letter.

He also said he didn't think it applied to policymakers expressing their own views or using a public facility to host debates or town halls on ballot questions.

"These are important exceptions to retain to protect free political speech and also ensure that the electorate has the opportunity to be adequately informed about upcoming ballot proposals," he wrote.

Local officials, however, held a press conference Tuesday, saying the bill's language was so vague that they would be at risk of fines of up to \$20,000 for publicly discussing ballot proposals.

Read or Share this story: <http://on.freep.com/1RaVETe>



RICK SNYDER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF NATURAL RESOURCES  
LANSING



KEITH CREAGH  
DIRECTOR

December 18, 2015

Mr. Adam Zettel  
City of Swartz Creek  
8083 Civic Drive  
Swartz Creek, MI 48473

Dear Mr. Zettel:

**SUBJECT: RP15-0003, Elms Park Community Renovation Project**

Congratulations! On behalf of Director Keith Creagh, Department of Natural Resources (DNR), this letter is to inform you that your application noted above was among those approved to receive a Recreation Passport local development grant in the amount of **\$45,000**.

The Recreation Passport local grant program provides funding assistance for local government recreation needs through renovation and development of recreation facilities.

A total of 45 applications were evaluated under this program totaling \$1,770,100 million in requests. On December 8, 2015, Department of Natural Resources (DNR) Director Keith Creagh recommended funding for 33 recreation projects, totaling approximately \$1,348,700 million in awards.

The Recreation Passport, which replaced motor vehicle permits for entry into Michigan State Parks, recreation areas, and state-administered boating access fee sites in 2010, is Michigan's newest way to fund outdoor recreation. The Recreation Passport not only helps to preserve state forest campgrounds, trails and historic cultural sites in state parks, but also provides park development grants to local communities.

Enclosed with this letter is guidance outlining the steps you must take to help ensure timely project completion. The DNR's Grants Management Section will send you a project agreement in the near future. The Development Project Procedures booklet (IC1956-1) is available on our website at [www.michigan.gov/dnr-grants](http://www.michigan.gov/dnr-grants).

Mr. Adam Zettel  
Page 2  
December 18, 2015

Once again, I congratulate you on being recommended to receive a Recreation Passport grant. If you have any questions regarding your project or the Recreation Passport Program, please contact your Grant Coordinator, Tamara Jorkasky in Grants Management Section, at 517-284-5948, or by email at [jorkaskyt@michigan.gov](mailto:jorkaskyt@michigan.gov). If you wish to contact Ms. Jorkasky in writing, his address is: **Grants Management, Department of Natural Resources, P.O. Box 30425, Lansing, MI 48909-7925.**

Sincerely,



Steven J. DeBrabander, Manager  
Grants Management  
517-284-5930  
[debrabanders@michigan.gov](mailto:debrabanders@michigan.gov)

SJD:lh



Michigan Department of Natural Resources - Grants Management  
**MICHIGAN RECREATION PASSPORT GRANT PROGRAM**  
**DEVELOPMENT PROJECT AGREEMENT**

**Project Number: RP15-0003**

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**Project Title: Elms Park Community Renovation Project**

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This Agreement is between the Michigan Department of Natural Resources for and on behalf of the State of Michigan ("DEPARTMENT") and the **City of Swartz Creek IN THE COUNTY OF Genesee County** ("GRANTEE"). The DEPARTMENT has authority to issue grants to local units of government for the development of public recreation facilities under Part 19 of the Natural Resources and Environmental Protection Act, Act 451 of 1994, as amended. The GRANTEE has been approved by the Director of the Department to receive a grant. In 84 of 2015, the Legislature appropriated funds from the Recreation Passport Grant Program (RPGP) to the DEPARTMENT for a grant-in-aid to the GRANTEE. As a precondition to the effectiveness of the Agreement, the GRANTEE is required to sign the Agreement and return it to the DEPARTMENT with the necessary attachments by 03/07/2016.

1. The legal description of the project area (APPENDIX A); boundary map of the project area (APPENDIX B); and Recreation Grant application bearing the number RP15-0003 (APPENDIX C) are by this reference made part of this Agreement. The Agreement together with the referenced appendices constitute the entire Agreement between the parties and may be modified only in writing and executed in the same manner as the Agreement is executed.
2. The time period allowed for project completion is 01/07/2016 through 03/31/2018, hereinafter referred to as the "project period." Requests by the GRANTEE to extend the project period shall be made in writing before the expiration of the project period. Extensions to the project period are at the discretion of the DEPARTMENT. The project period may be extended only by an amendment to this Agreement.
3. This Agreement shall be administered on behalf of the DEPARTMENT through Grants Management. All reports, documents, or actions required of the GRANTEE shall be submitted through the MiRecGrants website unless otherwise instructed by the DEPARTMENT.
4. The words "project area" shall mean the land and area described in the attached legal description (APPENDIX A) and shown on the attached boundary map (APPENDIX B).
5. The words "project facilities" shall mean the following individual components, as further described in APPENDIX C.
  - Access Pathway 6' wide or more
  - Access Pathway 5' - 6' wide
  - Paved Parking Lot
  - Restroom Building
  - Exercise Station(s)
  - Program Acknowledgement Sign
  - Landscaping

6. The DEPARTMENT agrees as follows:

- a. To grant to the GRANTEE a sum of money equal to **Forty-Seven (47%) percent of Ninety-Six Thousand Five Hundred (\$96,500.00) dollars**, which is the total eligible cost of construction of the project facilities including engineering costs, but in any event not to exceed **Forty-Five Thousand (\$45,000.00) dollars**.
- b. To grant these funds in the form of reimbursements to the GRANTEE for eligible costs and expenses incurred as follows:
  - i. Payments will be made on a reimbursement basis at **Forty-Seven (47%) percent of the eligible expenses** incurred by the GRANTEE up to 90% of the maximum reimbursement allowable under the grant.
  - ii. Reimbursement will be made only upon DEPARTMENT review and approval of a complete reimbursement request submitted by the GRANTEE on a form provided by the DEPARTMENT which includes an expenditure list supported by documentation as required by the DEPARTMENT, including but not limited to copies of invoices, cancelled checks, and/or list of force account time and attendance records.
  - iii. The DEPARTMENT shall conduct an audit of the project's financial records upon approval of the final reimbursement request by DEPARTMENT staff. The DEPARTMENT may issue an audit report with no deductions or may find some costs ineligible for reimbursement.
  - iv. Final payment will be released upon completion of a satisfactory audit by the DEPARTMENT and documentation that the GRANTEE has erected a RGP sign in compliance with Section 7(j) of this Agreement.

7. The GRANTEE agrees as follows:

- a. To immediately make available all funds needed to incur all necessary costs required to complete the project and to provide **Fifty-One Thousand Five Hundred (\$51,500.00) dollars** in local match. This sum represents **Fifty-Three (53%) percent** of the total eligible cost of construction including engineering costs. Any cost overruns incurred to complete the project facilities called for by this Agreement shall be the sole responsibility of the GRANTEE.
- b. With the exception of engineering costs as provided for in Section 8, to incur no costs toward completion of the project facilities before execution of this Agreement and before written DEPARTMENT approval of plans, specifications and bid documents.
- c. To complete construction of the project facilities to the satisfaction of the DEPARTMENT and to comply with the development project procedures set forth by the DEPARTMENT in completion of the project, including but not limited to the following:
  - i. All projects with a total project cost of \$15,000 or greater shall retain the services of a

professional architect, landscape architect, or engineer, registered in the State of Michigan to serve as the GRANTEE'S Prime Professional. The Prime Professional shall prepare the plans, specifications and bid documents for the project and oversee project construction.

- ii. Within 180 days following execution of this Agreement by the GRANTEE and the DEPARTMENT and before soliciting bids or quotes or incurring costs other than costs associated with the development of plans, specifications, or bid documents, provide the DEPARTMENT with plans, specifications, and bid documents for the project facilities, sealed by the GRANTEE'S Prime Professional (Prime Professional is not required for grants less than \$15,000).
  - iii. Upon written DEPARTMENT approval of plans, specifications and bid documents, openly advertise and seek written bids for contracts for purchases or services with a value equal to or greater than \$10,000 and accept the lowest qualified bid as determined by the GRANTEE'S Prime Professional.
  - iv. Upon written DEPARTMENT approval of plans, specifications and bid documents, solicit three (3) written quotes for contracts for purchases or services between \$2,500 and \$10,000 and accept the lowest qualified bid as determined by the GRANTEE'S Prime Professional.
  - v. Maintain detailed written records of the contracting processes used and submit these records to the DEPARTMENT upon request.
  - vi. Complete construction to all applicable local, state and federal codes, as amended; including the federal Americans with Disabilities Act (ADA) of 2010, as amended; the Persons with Disabilities Civil Rights Act, Act 220 of 1976, as amended; the Playground Equipment Safety Act, P.A. 16 of 1997, as amended; and the Utilization of Public Facilities by Physically Limited Act, P.A. 1 of 1966, as amended; the Elliott-Larsen Civil Rights Acts, Act 453 of 1976, as amended.
  - vii. Bury all new telephone and electrical wiring within the project area.
  - viii. Correct any deficiencies discovered at the final inspection within 90 days of written notification by the DEPARTMENT. These corrections shall be made at the GRANTEE'S expense and are eligible for reimbursement at the discretion of the DEPARTMENT and only to the degree that the GRANTEE'S prior expenditures made toward completion of the project are less than the grant amount allowed under this Agreement.
- d. To operate the project facilities for a minimum of 40 years (useful life of facilities anticipated), to regulate the use thereof to the satisfaction of the DEPARTMENT, and to appropriate such monies and/or provide such services as shall be necessary to provide such adequate maintenance.
  - e. To provide to the DEPARTMENT for approval, a complete tariff schedule containing all charges to be assessed against the public utilizing the project area and/or any of the facilities

constructed thereon, and to provide to the DEPARTMENT for approval, all amendments thereto before the effective date of such amendments. Preferential membership or annual permit systems are prohibited on grant assisted sites, except to the extent that differences in admission and other fees may be instituted on the basis of residence. Nonresident fees shall not exceed twice that charged residents. If no resident fees are charged, nonresident fees may not exceed the rate charged residents at other comparable state and local public recreation facilities.

- f. To adopt such ordinances and/or resolutions as shall be required to effectuate the provisions of this Agreement; certified copies of all such ordinances and/or resolutions adopted for such purposes shall be forwarded to the DEPARTMENT before the effective date thereof.
  - g. To separately account for any revenues received from the project area which exceed the demonstrated operating costs and to reserve such surplus revenues for the future maintenance and/or expansion of the GRANTEE'S park and recreation program.
  - h. To furnish the DEPARTMENT, upon request, detailed statements covering the annual operation of the project area and/or project facilities, including income and expenses and such other information the DEPARTMENT might reasonably require.
  - i. To maintain the premises in such condition as to comply with all federal, state, and local laws which may be applicable and to make any and all payments required for all taxes, fees, or assessments legally imposed against the project area.
  - j. To erect and maintain a sign on the property for the life of the facilities which designates this project as one having been constructed with the assistance of the RPGP. A sign will be provided by the DEPARTMENT. Any replacement sign(s) will be at the expense of the GRANTEE.
  - k. To conduct a dedication/ribbon-cutting ceremony as soon as possible after the project is completed and the MNRTF sign is erected within the project area. At least 30 days prior to the dedication/ribbon-cutting ceremony, the DEPARTMENT must be notified in writing the date, time, and location of the dedication/ribbon-cutting ceremony. GRANTEE shall provide notice of ceremony to the local media. The use of the program logo and a brief description of the program are strongly encouraged in brochures related to public recreation produced by the GRANTEE. Upon the discretion of the DEPARTMENT, the requirement to conduct a dedication/ribbon-cutting ceremony may be waived.
8. Only eligible costs and expenses incurred toward completion of the project facilities after execution of the Project Agreement shall be considered for reimbursement under the terms of this Agreement. Eligible engineering costs incurred toward completion of the project facilities beginning January 1, 2016 and throughout the project period are also eligible for reimbursement. Any costs and expenses incurred after the project period shall be the sole responsibility of the GRANTEE.
  9. To be eligible for reimbursement, the GRANTEE shall comply with the DEPARTMENT requirements. At a minimum, the GRANTEE shall:

- a. Submit a written progress report every 180 days during the project period.
  - b. Submit complete requests for partial reimbursement when the GRANTEE is eligible to request at least 25 percent of the grant amount and construction contracts have been executed or construction by force account labor has begun. For grants \$15,000 or less, reimbursement should be submitted for entire amount at completion of the project.
  - c. Submit a complete request for final reimbursement within 90 days of project completion and no later than 6/30/2018. If the GRANTEE fails to submit a complete final request for reimbursement by 6/30/2018, the DEPARTMENT may audit the project costs and expenses and make final payment based on documentation on file as of that date or may terminate this Agreement and require full repayment of grant funds by the GRANTEE.
10. During the project period, the GRANTEE shall obtain prior written authorization from the DEPARTMENT before adding, deleting or making a significant change to any of the project facilities as proposed. Approval of changes is solely at the discretion of the DEPARTMENT. Furthermore, during the life of the facilities, the GRANTEE shall obtain prior written authorization from the DEPARTMENT before implementing a change that significantly alters the project facilities as constructed and/or the project area, including but not limited to discontinuing use of a project facility or making a significant change in the recreational use of the project area.
11. All project facilities constructed or purchased by the GRANTEE under this Agreement shall be placed and used at the project area and solely for the purposes specified in APPENDIX C and this Agreement.
12. The project area and all facilities provided thereon and the land and water access ways to the project facilities shall be open to the general public at all times on equal and reasonable terms. No individual shall be denied ingress or egress thereto or the use thereof on the basis of sex, race, color, religion, national origin, residence, age, height, weight, familial status, marital status, or disability.
13. Unless an exemption has been authorized by the DEPARTMENT pursuant to this Section, the GRANTEE hereby represents that it possesses fee simple title, free of all liens and encumbrances, to the project area. The fee simple title acquired shall not be subject to: 1) any possibility of reverter or right of entry for condition broken or any other executory limitation which may result in defeasance of title or 2) any reservations or prior conveyance of coal, oil, gas, sand, gravel or other mineral interests. For any portion of the project area that the GRANTEE does not possess in fee simple title, the GRANTEE hereby represents that it has:
- a. Supplied the DEPARTMENT with an executed copy of the approved lease or easement, and
  - b. Confirmed through appropriate legal review that the terms of the lease or easement are consistent with GRANTEE'S obligations under this Agreement and will not hinder the GRANTEE'S ability to comply with all requirements of this Agreement. In no case shall the lease or easement tenure be less than 20 years from the date of execution of this Agreement.

14. The GRANTEE shall not allow any encumbrance, lien, security interest, mortgage or any evidence of indebtedness to attach to or be perfected against the project area or project facilities included in this Agreement.
15. During the life of the facilities, none of the project area, nor any of the project facilities constructed under this Agreement, shall be wholly or partially conveyed, either in fee, easement or otherwise, or leased for a term of years or for any other period, nor shall there be any whole or partial transfer of the lease title, ownership, or right of maintenance or control by the GRANTEE except with the written approval and consent of the DEPARTMENT. The GRANTEE shall regulate the use of the project area to the satisfaction of the DEPARTMENT.
16. The assistance provided to the GRANTEE as a result of this Agreement is intended to have a lasting effect on the supply of recreation, scenic beauty sites, and recreation facilities beyond the financial contribution alone and commits the project area to Michigan's recreation estate for the useful life of the project facilities, therefore:
  - a. The GRANTEE agrees that, during the life of the facilities, the project area or any portion thereof will not be converted to other than public recreation use without prior written approval by the DEPARTMENT and implementation of mitigation approved by the DEPARTMENT, including but not limited to replacement with land and/or project facilities of similar recreation usefulness and fair market value.
  - b. Approval of a conversion shall be at the sole discretion of the DEPARTMENT.
  - c. Before completion of the project, the GRANTEE and the DEPARTMENT may mutually agree to alter the project area through an amendment to this Agreement to provide the most satisfactory public outdoor recreation area.
17. Should title to the lands in the project area or any portion thereof be acquired from the GRANTEE by any other entity through exercise of the power of eminent domain, the GRANTEE agrees that the proceeds awarded to the GRANTEE shall be used to replace the lands and project facilities affected with recreation lands and project facilities of equal or greater fair market value, and of reasonably equivalent usefulness and location. The DEPARTMENT shall approve such replacement only upon such conditions as it deems necessary to assure the replacement by GRANTEE of other recreation properties and project facilities of equal or greater fair market value and of reasonably equivalent usefulness and location. Such replacement land shall be subject to all the provisions of this Agreement.
18. The GRANTEE acknowledges that:
  - a. The GRANTEE has examined the project area and has found the property safe for public use or actions will be taken by the GRANTEE before beginning the project to assure safe use of the property by the public, and
  - b. The GRANTEE is solely responsible for development, operation, and maintenance of the project area and project facilities, and that responsibility for actions taken to develop,

operate, or maintain the property is solely that of the GRANTEE, and

- c. The DEPARTMENT'S involvement in the premises is limited solely to the making of a grant to assist the GRANTEE in developing same.

19. The GRANTEE assures the DEPARTMENT that the proposed State-assisted action will not have a negative effect on the environment and, therefore, an Environmental Impact Statement is not required.

20. The GRANTEE hereby acknowledges that this Agreement does not require the State of Michigan to issue any permit required by law to construct the recreational project that is the subject of this Agreement. Such permits include, but are not limited to, permits to fill or otherwise occupy a floodplain, and permits required under Parts 301 and 303 of the Natural Resources and Environmental Protection Act, Act 451 of the Public Acts 451 of 1994, as amended. It is the sole responsibility of the GRANTEE to determine what permits are required for the project, secure the needed permits and remain in compliance with such permits.

21. Before the DEPARTMENT will approve plans, specifications, or bid documents; or give written approval to the GRANTEE to advertise, seek quotes, or incur costs for this project, the GRANTEE must provide documentation to the DEPARTMENT that indicates either:

- a. It is reasonable for the GRANTEE to conclude, based on the advice of an environmental consultant, as appropriate, that no portion of the project area is a facility as defined in Part 201 of the Michigan Natural Resources and Environmental Protection Act, Act 451 of the Public Acts of 1994, as amended;

or

- b. If any portion of the project area is a facility, documentation that Department of Environmental Quality-approved response actions have been or will be taken to make the site safe for its intended use within the project period, and that implementation and long-term maintenance of response actions will not hinder public recreation use and/or the resource protection values of the project area.

22. If the DEPARTMENT determines that, based on contamination, the project area will not be made safe for the planned recreation use within the project period, or another date established by the DEPARTMENT in writing, or if the DEPARTMENT determines that the presence of contamination will reduce the overall usefulness of the property for public recreation and resource protection, the grant may be cancelled by the DEPARTMENT with no reimbursement made to the GRANTEE.

23. The GRANTEE shall acquire and maintain insurance which will protect the GRANTEE from

claims which may arise out of or result from the GRANTEE'S operations under this Agreement, whether performed by the GRANTEE, a subcontractor or anyone directly or indirectly employed by the GRANTEE, or anyone for whose acts may hold them liable. Such insurance shall be with companies authorized to do business in the State of Michigan in such amounts and against such risks as are ordinarily carried by similar entities, including but not limited to public liability insurance, worker's compensation insurance or a program of self-insurance complying with the requirements of Michigan law. The GRANTEE shall provide evidence of such insurance to the DEPARTMENT at its request.

24. Nothing in this Agreement shall be construed to impose any obligation upon the DEPARTMENT to operate, maintain or provide funding for the operation and/or maintenance of any recreational facilities in the project area.
25. The GRANTEE hereby represents that it will defend any suit brought against either party which involves title, ownership, or any other rights, whether specific or general rights, including appurtenant riparian rights, to and in the project area of any lands connected with or affected by this project.
26. The GRANTEE is responsible for the use and occupancy of the premises, the project area and the facilities thereon. The GRANTEE is responsible for the safety of all individuals who are invitees or licensees of the premises. The GRANTEE will defend all claims resulting from the use and occupancy of the premises, the project area and the facilities thereon. The DEPARTMENT is not responsible for the use and occupancy of the premises, the project area and the facilities thereon.
27. Failure by the GRANTEE to comply with any of the provisions of this Agreement shall constitute a material breach of this Agreement.
28. Upon breach of the Agreement by the GRANTEE, the DEPARTMENT may, in addition to any other remedy provided by law,:
  - a. Terminate this Agreement; and/or
  - b. Withhold and/or cancel future payments to the GRANTEE on any or all current recreation grant projects until the violation is resolved to the satisfaction of the DEPARTMENT; and/or
  - c. Withhold action on all pending and future grant applications submitted by the GRANTEE under the RPGP, Michigan Natural Resources Trust Fund, and Land and Water Conservation Fund; and/or
  - d. Require repayment of grant funds already paid to GRANTEE.
  - e. Require specific performance of the Agreement.
29. The GRANTEE agrees that the benefit to be derived by the State of Michigan from the full compliance by the GRANTEE with the terms of this Agreement is the preservation, protection and the net increase in the quality of public recreation facilities and resources which are available to the people of the State and of the United States and such benefit exceeds to an

immeasurable and unascertainable extent the amount of money furnished by the State of Michigan by way of assistance under the terms of this Agreement. The GRANTEE agrees that after final reimbursement has been made to the GRANTEE, repayment by the GRANTEE of grant funds received would be inadequate compensation to the State for any breach of this Agreement. The GRANTEE further agrees therefore, that the appropriate remedy in the event of a breach by the GRANTEE of this Agreement after final reimbursement has been made shall be the specific performance of this Agreement.

30. Prior to the completion of the project facilities, the GRANTEE shall return all grant money if the project area or project facilities are not constructed, operated or used in accordance with this Agreement.
31. The GRANTEE agrees not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, marital status, familial status or disability that is unrelated to the person's ability to perform the duties of a particular job or position. The GRANTEE further agrees that any subcontract shall contain non-discrimination provisions which are not less stringent than this provision and binding upon any and all subcontractors. A breach of this covenant shall be regarded as a material breach of this Agreement.
32. The DEPARTMENT shall terminate and recover grant funds paid if the GRANTEE or any subcontractor, manufacturer, or supplier of the GRANTEE appears in the register compiled by the Michigan Department of Labor and Economic Growth pursuant to Public Act No. 278 of 1980.
33. The GRANTEE agrees to assist DEPARTMENT personnel in promotion of the Recreation Passport Program by distributing marketing materials provided by the DEPARTMENT.
34. The GRANTEE may not assign or transfer any interest in this Agreement without prior written authorization of the DEPARTMENT.
35. The rights of the DEPARTMENT under this Agreement shall continue for the anticipated life of the project facilities as stated in Section 7(d).
36. The Agreement may be executed separately by the parties. This Agreement is not effective until:
  - a. The GRANTEE has signed the Agreement and returned both copies together with the necessary attachments within 60 days of the date the Agreement is issued by the DEPARTMENT, and

b. The DEPARTMENT has signed the Agreement. IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals, on this date.

Approved by resolution (true copy attached) of the \_\_\_\_\_  
(date)  
\_\_\_\_\_ meeting of the \_\_\_\_\_  
(special or regular) (name of approving body)

**GRANTEE**

WITNESSED BY

SIGNED

By \_\_\_\_\_

1) \_\_\_\_\_

Print Name: \_\_\_\_\_

Title \_\_\_\_\_

2) \_\_\_\_\_

\_\_\_\_\_

Date \_\_\_\_\_

Grantee's Federal ID#

38-6034855  
\_\_\_\_\_

**MICHIGAN DEPARTMENT OF NATURAL RESOURCES**

SIGNED

WITNESSED BY

By \_\_\_\_\_

1) \_\_\_\_\_

Title: Manager, Grants Management

2) \_\_\_\_\_

Date \_\_\_\_\_



**GAIN**  
**AUTO THEFT UNIT**  
**Office of Genesee County Sheriff**  
3476 Mundy Avenue

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**GAIN ACTIVITY FOR OCTOBER 2015**

<b>SUBJECTS ARRESTED</b>	<b>11</b>
<b>COUNTS CHARGED</b>	<b>15</b>
<b>RECEIVING &amp; CONCEALING</b>	<b>3</b>
<b>CHOP SHOP</b>	<b>0</b>
<b>INTENT TO PASS FALSE TITLE</b>	<b>2</b>
<b>CARJACKING</b>	<b>0</b>
<b>UDAA</b>	<b>7</b>
<b>FALSE REPORT OF FELONY</b>	<b>0</b>
<b>INSURANCE FRAUD</b>	<b>0</b>
<b>MISC. FELONY CHARGES</b>	<b>3</b>
<b>MISC. MISD CHARGES</b>	<b>0</b>
<b>VEHICLES RECOVERED</b>	<b>26</b>
<b>VALUE VEHICLES RECOVERED</b>	<b>\$227,150</b>
<b>OTHER RECOVERED</b>	<b>0</b>
<b>VALUE OTHER RECOVERED</b>	<b>\$0</b>
<b>TOTAL VALUE RECOVERED</b>	<b>\$227,150</b>

Robert Earl White - Warrant issued for Intent to Pass False Title and UDAA on GAIN Complaint 10138-15

Michael Gary Wilbure - Warrant issued for Receiving and Concealing Motor Vehicle and Operating W/High BAC on GAIN Complaint 10313-15

Several other arrests were made and warrants are pending



<b>Midwest Office</b>	<b>Southeast Office</b>
4099 Eagle's Nest Court	4422 Viking Loop
Flushing, Michigan 48433	Bossier City, Louisiana 71111
810.733.1313 Phone	318.549.2671 Phone
810.733.7883 Fax	318.549.2672 Fax

<b>To:</b> City Of Swartz Creek	<b>Contact:</b> Tom Svrcek
<b>Address:</b> 8083 Civic Drive Swartz Creek, MI 48473	<b>Phone:</b> 810-635-4464
<b>Project Name:</b> City Of Swartz Creek Watermain Repair	<b>Fax:</b>
<b>Project Location:</b> Swartz Creek, MI	<b>Bid Number:</b> 15-321JB
	<b>Bid Date:</b> 12/21/2015

Item Description	Estimated Quantity	Unit
Mobilization And General Conditions	1.00	LS
Sawcut And Remove Existing Asphalt Pavement (25'x25')	625.00	SF
Excavate For Broken Watermain, Repair 20' Of 12" Watermain & Backfill With Class II Sand	1.00	LS
Place Asphalt Millings Supplied By Other Over Trench Until Asphalt Plants Are Open In Spring Time	625.00	SF
Excavate & Prep For Asphalt Pavement Once Asphalt Plants Are Open In Spring Of 2016	625.00	SF
Install Asphalt Pavement In Spring Of 2016	625.00	SF
<b>Total Price for above Items:</b>		<b>\$29,485.00</b>

**Total Bid Price: \$29,485.00**

**Notes:**

- The following items are not included in our base bid - joint sealing, striping/signage, concrete light pole bases, provisions for frost laws, miscellaneous metals (I.E. guard posts, anchor bolts, angle iron, ETC....), fees for testing, inspection, permits, engineering, staking, layout, barricades, signage, or traffic control, supplying or installing sub-base, (i.e. 21AA or sand) is not included in any of the above items. Phasing or excessive mobilizations to perform the above items is not included unless it is specified in the bid documents or included in our proposal.
- We will supply the labor and materials to install the items listed above. Our proposal is based on our interpretation of the drawings and specifications provided to us for bidding this project. This proposal must be referenced and or be included as an integral part of any contract.
- The above base bid does not include: Asphalt work, Dewatering, Utilities (e.g. Electric, Gas, Telephone, Etc.), Subgrade undercutting and/or backfill, Removal of contaminated or hazardous soils and/or materials, Mechanical, plumbing or electrical excavation and backfill, Handling of any buried or hidden objects, Rock ripping and/or removal, and Building and/or structural demolition.
- Landscaping, Seeding, Sodding, Import of topsoil and all other restoration work is excluded from our proposal.

**Payment Terms:**

We hereby propose to furnish labor & materials- complete in accordance with the specifications and general conditions for the sum of \$ see above, with payment to be made as follows: Invoice at the end of the month. Payment due in full the following 10TH. If paid after the 10th, the customer agrees to pay credit price. (Cash price + 1.5% per month.) SEE GENERAL CONDITIONS. This proposal is valid for 30 days unless noted otherwise.

<p><b>ACCEPTED:</b> The above prices, specifications and conditions are satisfactory and are hereby accepted.</p> <p><b>Buyer:</b> _____</p> <p><b>Signature:</b> _____</p> <p><b>Date of Acceptance:</b> _____</p>	<p><b>CONFIRMED:</b> <b>Fessler &amp; Bowman Inc.</b></p> <p><b>Authorized Signature:</b> _____</p> <p><b>Estimator:</b> Jim Bronson</p>
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**From:** [Lou Fleury](#)  
**To:** [Tom Svrcek](#)  
**Cc:** ["azettel@cityofswartzcreek.org"](mailto:azettel@cityofswartzcreek.org)  
**Subject:** FW: Miller Rd.at Dye Rd.,12" Water Main Repair, City of Swartz Creek  
**Date:** Monday, December 21, 2015 2:43:58 PM

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Please see the Glaeser Dawes proposal below

**From:** Glaeser Dawes [mailto:gdoffices@aim.com]  
**Sent:** Monday, December 21, 2015 1:26 PM  
**To:** Lou Fleury <LFleury@rowepsc.com>  
**Subject:** Miller Rd.at Dye Rd.,12" Water Main Repair, City of Swartz Creek

Lou,

We respectfully submit the following prices for water main, and pavement repair, at the above location. The repair is approximately in the lane line of the two west bound lanes in Miller Rd. per the city.

Repair 12 inch water main.

- \$18,618

Repair pavement in the spring w/ 9 inches of HMA 13A.

- \$11,380

The above costs are based on, not to exceed, and will be performed on a time and material basis.

Traffic control by others.

Crews available upon request.

Bob Bammert

Glaeser Dawes Corp.  
4130 Commerce Drive  
Flushing, MI 48433  
Tel: 810-487-1560  
Fax: 810-487-1564

# Proposal



## C & H Construction Co., Inc.

9215 Grand Blanc Road  
GAINES, MICHIGAN 48436  
(810) 635-9411  
FAX (810) 635-4118

City Offices Fax 810 635-4464

PROPOSAL SUBMITTED TO <b>City Of Swartz Creek , D.P.W.</b>		PHONE <b>810 635-4464</b>	DATE <b>December 21, 2015</b>
STREET <b>8083 Civic Drive</b>		JOB NAME <b>12" Watermain Repair under north lane of ,</b>	
CITY, STATE and ZIP CODE <b>Swartz Creek , Michigan 48473</b>		JOB LOCATION <b>5400 Block of Miller Road across from</b>	
ARCHITECT <b>Per City Specifications</b>	DATE OF PLANS <b>12/2015</b>	<b>Genesee Valley Golf Course.</b>	JOB PHONE <b>1 517 719-8071</b>

**We Propose** hereby to furnish material and labor — complete in accordance with specifications below, for the sum of:

Payment to be made as follows: \_\_\_\_\_ dollars (\$ \_\_\_\_\_).

Payable as work is Completed as per **City Pay Cycle.**

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature \_\_\_\_\_

Note: This proposal may be withdrawn by us if not accepted within **30** days.

We hereby submit specifications and estimates for:

**All work as listed below to repair a failed section of 12" Ductile Iron Main under the West Bound lane of Miller Road. Descriptions , Quantities , Units and Totals are as follows .**

Descriptions	Quantities	Units	Totals
1.Sawcutting Existing New Asphalt Pavement, Area Size : 25' By 25' By 12" Deep	75' Lin ft.	6.35	476.25
2.Asphalt Pavement removal as needed this winter for 12" watermain repair or replacement.	180 Sq.Ft.	2.50	450.00
3.Asphalt Pavement removal , the balance next spring for Miller Road replacement with like in kind.	445 Sq.Ft.	2.50	1,112.50
4.Repair / Replacement of existing 12" Watermain that has failed under roadway.	1 Each	2,650.00	2,650.00
5.Trucking off site all trench spoil.	43 Yards	10.00	430.00
6.Class 2 Sand Backfill , compacted in place.	38 Yards	20.00	760.00
7.Cold Patching area in roadway til spring road replacement.	7 Tons	130.00	910.00
8.21AA Crushed Concrete Stone Mix	6 Yards	26.20	157.20
9.Asphalt Replacement with Like in Kind, 12" thick, MDOT 500 C Base 9" and 3" 1100T Topping w/ Tack. Area Size 25' By 25' = 625 Square Feet	1 Each	8,645.00	8,645.00
10. Traffic Control for winter repair to be supplied by D.P.W.	1 Each	-0-	-0-
11. Traffic Control for Roadway Replacement in the spring of 2016, to be supplied by C & H Const.	1 Each	1,395.00	1,395.00
12. Right of Way Restoration behind curbs.	1 Each	385.00	385.00

**Note : Item #4 Repair Material to be County / City Spec. Material as needed.**

**Total As Listed : 17,370.95**

### Acceptance of Proposal

— The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

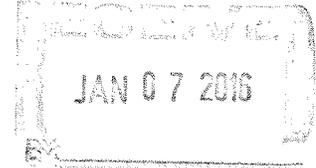
Signature \_\_\_\_\_

Date of Acceptance: \_\_\_\_\_

Signature \_\_\_\_\_



January 5, 2016



Dear Representative,

The Genesee Conservation District is a local source for conservation in the Genesee County community. We provide technical assistance information, conservation planning, and develop and implement green infrastructure initiatives. In cooperation with federal, state and local government units, we serve the community as a gateway to programs directed towards the protection and improvement of our natural resources.

The District is extremely proud of its conservation accomplishments during the 2015 fiscal year and would like to share them with you.

**Accomplishments for the 2015 Fiscal Year**

- 11 Environmental Quality Incentives Program (EQIP) applications were approved for funding conserving 1,541 acres obligating \$359,548.
- 10 Conservation Stewardship Program (CStP) applications were approved for FY 2015 conserving over 5,760 acres obligating \$97,687.
- 184 practices have been certified for FY 2015 over 1,000,000 dollars in cost share assistance were distributed out to nearly 100 contracts.
- Conservation practices were applied to over 14,600 acres of land.
- Completed 6 Farm Service Agency-Highly Erodible Land/ Wetland review spot checks for Lapeer County.

We now have satellite office located in downtown Flint, which caters to urban conservation and municipal forestry. And a recent venture, the Genesee County High Tunnel System Initiative, will combat the issues associated with food deserts in Flint’s urban areas. The Conservation District is partnering with the United States Department of Agriculture-Natural Resources Conservation Service, offering cost share dollars for landowners to build seasonal high tunnels (hoop houses) throughout the local urban area. The goal is to increase fresh produce availability, boost economic development, and prompt healthier lifestyles.

Sincerely,

Genesee Conservation District  
 Board of Directors

Genesee Conservation District Board of Directors  
 Nancy Szikszay Brad Hill Darren Bagley Brian VanPaltten Andy Everman

## Finance Report

Included in the Council Packet is the Revenue and Expenditure Report for period ending December 31, 2015. Based on the first six months of activity we have identified some funds whose budget should be adjusted for the current year. Proposed adjustments are noted for the current year along with proposed budgets for next fiscal year. Below is a summary of proposed changes. The other remaining funds will be reviewed during the first quarter of this year and will be brought to Council as needed. We hope that this will decrease the number of adjustments at the end of the fiscal year.

At this time we are asking council to approve Current year Budget adjustments as attached in the packet for the following funds: 350 City Hall Debt, 865 Weed Fund and 871 Special Assessment Sewer Fund. No action is required at this time for proposed budget 2016-2017, this will be brought to council later.

Below is a summary of the attached budget documentation we are providing.

		CURRENT YEAR	PROPOSED 2016-2017 BUDGET
265	Drug Enforcement	No Change	Amount decreased by \$1400 compared to 2015-2016
350	City Hall Debt	Change due to reclassification of Accounts	Change in amount due to balance of Debt
402	Fire Equipment	No Change	Same as 2015-2016
865	Sidewalk	No Change	Same as 2015-2016
866	Weed	Increase Revenues & Expenses	Same as amended 2015-2016
871	Special Assessment Sewer	Transfer Balance to Sewer Fund	Fund closed out 6/30/2016

## Fund 265 - DRUG ENFORCEMENT FUND

### CURRENT FISCAL YEAR ADJUSTMENTS

No adjustments for Current Year budget at this time.

Proposed budget for fiscal year 2016-2017(in blue) same as Amended Budget 2015-2016

	CURRENT BUDGET	PROPOSED BUDGET
	2015-2016	2016-2017
Revenues		
Dept 000.000-General		
265-000.000-664.000 Interest Income		0.00
265-000.000-699.101 Transfer In from Genl Fund		0.00
Total Dept 000.000-General	0.00	0.00
Dept 931.000-Transfers IN		
265-931.000-699.101 Transfer In from Genl Fund	7,851.00	7,851.00
Total Dept 931.000-Transfers IN	7,851.00	7,851.00
TOTAL Revenues	7,851.00	7,851.00
Expenditures		
Dept 333.000-Drug Enforcement		
265-333.000-801.000 Contractual Services	7,851.00	7,851.00
265-333.000-930.000 Repairs and Maintenance	1,400.00	0.00
Total Dept 333.000-Drug Enforcement	9,251.00	7,851.00
TOTAL Expenditures	9,251.00	7,851.00
Fund 265 - Drug Enforcement Fund:		
TOTAL REVENUES	7,851.00	7,851.00
TOTAL EXPENDITURES	9,251.00	7,851.00
NET OF REVENUES & EXPENDITURES	(1,400.00)	0.00

**Fund 402 - FIRE EQUIPMENT FUND**

**CURRENT FISCAL YEAR ADJUSTMENTS**

No adjustments for Current Year budget at this time.

**Proposed budget for fiscal year 2016-2017(in blue) same as Current Budget 2015-2016**

GL NUMBER	DESCRIPTION	CURRENT BUDGET	PROPOSED BUDGET
		2015-2016	2016-2017
<b>Revenues</b>			
Dept 000.000-General			
402-000.000-664.000	Interest Income	60.00	60.00
Total Dept 000.000-General		60.00	60.00
Dept 931.000-Transfers IN			
402-931.000-699.101	Transfer In from Genl Fund	30,000.00	30,000.00
Total Dept 931.000-Transfers IN		30,000.00	30,000.00
<b>TOTAL Revenues</b>		30,060.00	30,060.00
<b>Fund 402 - Fire Equip Replacement Fund:</b>			
<b>TOTAL REVENUES</b>		30,060.00	30,060.00
<b>TOTAL EXPENDITURES</b>		0.00	0.00
<b>NET OF REVENUES &amp; EXPENDITURES</b>		30,060.00	30,060.00

## Fund 865 - SIDEWALKS

### CURRENT FISCAL YEAR ADJUSTMENTS

No adjustments for Current Year budget at this time.

Proposed budget for fiscal year 2016-2017(in blue) same as this Current Fiscal Year

GL NUMBER	DESCRIPTION	CURRENT BUDGET 2015-2016	PROPOSED BUDGET 2016-2017
<b>Fund 865 - Sidewalks</b>			
<b>Revenues</b>			
Dept 442.000-Sidewalk Maintenance Program			
865-442.000-418.000	Current Sidewalk Revenue	10,000.00	10,000.00
Total Dept 442.000-Sidewalk Maintenance Program		10,000.00	10,000.00
<b>TOTAL Revenues</b>		10,000.00	10,000.00
<b>Expenditures</b>			
Dept 442.000-Sidewalk Maintenance Program			
865-442.000-802.000	Sidewalk Repair	9,500.00	9,500.00
Total Dept 442.000-Sidewalk Maintenance Program		9,500.00	9,500.00
<b>TOTAL Expenditures</b>		9,500.00	9,500.00
<b>Fund 865 - Sidewalks:</b>			
<b>TOTAL REVENUES</b>		10,000.00	10,000.00
<b>TOTAL EXPENDITURES</b>		9,500.00	9,500.00
<b>NET OF REVENUES &amp; EXPENDITURES</b>		500.00	500.00

**Fund 866 - WEED FUND**

**CURRENT FISCAL YEAR ADJUSTMENTS**

Adjustments to both revenues and expenditures for Current Year budget. ( bright yellow)

New Budgeted amounts effective 1/11/2016

(Tan)

Proposed budget for fiscal year 2016-2017(in blue) same as Amended Budget 2015-2016

GL NUMBER	DESCRIPTION	CURRENT BUDGET	PROPOSED BUDGET ADJUSTMENT 2015-16	AMENDED BUDGET 2015-2016 1-11-2016	PROPOSED BUDGET 2016-2017
<b>Revenues</b>					
866-000.000-416.000	Current Weed Rev.	4,000.00	+ 3,800.00	7,800.00	7,800.00
Total Dept 000.000-General		4,000.00	+ 3,800.00	7,800.00	7,800.00
<b>TOTAL Revenues</b>		4,000.00		7,800.00	7,800.00
<b>Expenditures</b>					
866-000.000-801.000	Contractual Services	1,200.00	+ 440.00	1,640.00	1,640.00
Total Dept 000.000-General		1,200.00	+ 440.00	1,640.00	1,640.00
<b>TOTAL Expenditures</b>		1,200.00		1,640.00	1,640.00
<b>Fund 866 - Weed Fund:</b>					
<b>TOTAL REVENUES</b>		4,000.00		7,800.00	7,800.00
<b>TOTAL EXPENDITURES</b>		1,200.00		1,640.00	1,640.00
<b>NET OF REVENUES &amp; EXPENDITURES</b>		2,800.00		6,160.00	6,160.00

## Fund 871 - Sewer Special Assessment Fd

There was a Special Assessment established for Winchester Woods in May of 1996, because the improvements were under the assessed amount of \$121,344.75, the Sewer Special Assessment Fund currently has a balance of \$3,650.25. The Swartz Creek City Charter has a provision that funds under 5% of the special assessment can be transferred to another related fund. Upon discussion with our auditors, Plante Moran we agreed that the balance should be transferred to the Sewer Fund.

At this time we ask Council to approve this action in the form of a Budget Adjustment transferring the \$3,650.25 from Fund 871 as a transfer out and a transfer in to Fund 591. This action will close out Special Assessment Fund 871 at the recommendation of our Auditors.

### Fund 871 -Sewer Special Assessment Fund

GL NUMBER	DESCRIPTION	CURRENT BUDGET	PROPOSED BUDGET ADJUSTMENT 2015-16	AMENDED BUDGET 2015-2016 1-11-2016	PROPOSED BUDGET 2016-2017
<b>Revenues</b>					
				0.00	0.00
	Total Dept 000.000-General	0.00	+ 0.00	0.00	0.00
	<b>TOTAL Revenues</b>			0.00	0.00
<b>Expenditures</b>					
	871-965.000-998.591 Transfer Out to Sewer Fd	0.00	- 3,650.25	3,650.25	0.00
	Total Dept 965.000-Transfers Out	0.00	- 3,650.25	3,650.25	0.00
	<b>TOTAL Expenditures</b>	0.00		3,650.25	0.00
<b>Fund 866 - Weed Fund:</b>					
	<b>TOTAL REVENUES</b>	0.00		0.00	0.00
	<b>TOTAL EXPENDITURES</b>	0.00		3,650.25	0.00
	<b>NET OF REVENUES &amp; EXPENDITURES</b>	0.00		(3,650.25)	0.00



# Cook, Pray, Rexroth & Associates

REAL ESTATE APPRAISALS AND CONSULTATIONS

January 5, 2016

FLINT  
316 W. Court St.  
Flint, MI 48502  
(810) 767-6211  
Fax (810) 767-3407

Ms. Heather MacDermaid, Assessor  
City of Swartz Creek  
8083 Civic Drive  
Swartz Creek, Michigan 48473

TROY  
637 E. Big Beaver  
Suite 111  
Troy, MI 48083  
(248) 680-1580  
Fax (248) 680-0887

Re: Proposal to Appraise:  
9041 & 9061 Miller Road  
Swartz Creek, Michigan 48473  
Tax Parcel ID #58-03-530-001 and  
#58-03-200-003

Dear Ms. MacDermaid:

This letter is in response to your request for a fee and time commitment to complete an appraisal on the above referenced property. This proposal will identify the intended use and user of the report, scope of work, reporting format, and list of items needed in conjunction with the preparation of the appraisal.

The intended purpose or function of the appraisal would be to establish Market Value (*a/k/a* True Cash Value) of the Fee Simple Estate for tax purposes in conjunction with an appeal before the Michigan Tax Tribunal. The dates of valuation would be retrospective dates for three years. The tax years would be for 2014, 2015 and 2016, reflecting a value for the real property as of December 31, 2013, December 31, 2014, and December 31, 2015.

This proposal is predicated on the Petitioner and/or Respondent providing the following information:

- 1) Physical access to the property for an on-site inspection.
- 2) Survey and/or Site Plan, as available.
- 3) Rent Roll as of the three dates of valuation.
- 4) All leases in existence as of the dates of valuation.
- 5) Five-year history of income and expenses (Profit and Loss statements) from 2011 through 2015.
- 6) Any identified deferred maintenance as it may have existed on the dates of valuation.
- 7) Major improvements made to the property over the past five years.
- 8) All prior appraisals prepared on the property over the past five years.
- 9) Any and all additional information which may be of assistance in the preparation of the appraisal report.

Ms. Heather MacDermaid, Assessor

January 5, 2016

Page Two

My Scope of Work, subsequent to acceptance of this proposal, includes the following:

- 1) An on-site physical inspection of the property.
- 2) Physical description of the property within a narrative Appraisal Report.
- 3) An estimate of highest and best use for the property, as if vacant and as improved.
- 4) Development of all applicable approaches to value.
- 5) A retrospective Market Value (*a/k/a* True Cash Value) estimate for the Fee Simple Estate in the real property as of December 31, 2013, December 31, 2014, and December 31, 2015.
- 6) Delivery of an Appraisal Report prepared in a narrative reporting format. The report would be developed in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP), as set forth by The Appraisal Foundation and The Appraisal Institute.

The time frame necessary to complete this assignment would be 30 days after written notification is given to proceed and receipt of the above requested items has been obtained. The total fee for completing this Appraisal Report would be \$4,450. A \$950 non-refundable retainer would be required upon notification to proceed.

The above fee does not include pre-trial conferences, depositions and/or testimony at the Michigan State Tax Tribunal. These additional costs would be billed at our current hourly rate of \$175.

Acceptance of this proposal as outlined above and authorization to proceed can be given by signing in the space provided below. I appreciate the opportunity of providing this proposal and welcome any questions you might have concerning this matter.

Respectfully submitted,

David K. Rexroth, MAI, SRA  
Michigan Certified General Appraiser

DKR/jkr

Enclosure

The above proposal agreed to and accepted on the \_\_\_\_\_ day of January, 2016.

\_\_\_\_\_  
Signature of Client's Representative

\_\_\_\_\_  
Title (As Applicable)

\_\_\_\_\_  
Client's Representative (Please Print or Type)

\_\_\_\_\_  
Client

## Professional Qualifications

**DAVID K. REXROTH, MAI, SRA**  
**State Certified General Appraiser**  
**I.D. #1201000884**

### EDUCATION

**College:**

Bachelor of Arts Degree (BA) – Business & Economics - Olivet Nazarene University, Kankakee, IL

**Appraisal Courses and Seminars:**

Business Practice & Ethics	A.I.R.E.A. Comprehensive Exam
Urban Properties	Real Estate Investment Analysis
Principles of Income Property Appraising	Supporting Capitalization Rates
Depreciation Analysis	Cost Analysis
Feasibility Analysis – Investment Timing	Appraisal Review – General Commercial
Income Property Analysis	Attacking and Defending Appraisals
Property Tax Law in Michigan	Michigan Laws and Rules
Just Compensation	Persuasive Style in Narrative Appraisal Reports
National USPAP Update	Appraising Convenience Stores
Appraisals & Real Estate Lending	Advanced Spreadsheet Modeling
Advanced Continuing Education	Mortgage Fraud
Scope of Work	Subdivision Valuation
Loss Prevention Program	Preparing Valuation Disclosures – Michigan Tax Tribunal
Excel 2007: Beyond the Basics	The Discounted Cash Flow Analysis
Appraisal Consulting – A Solution’s Approach for Professionals	
Appraising Distressed Commercial Real Estate	
Standards of Professional Appraisal Practice - Part A & B (course 410-420)	
Standards of Professional Appraisal Practice – Part C	
The Appraiser as an Expert Witness – Preparation & Testimony	

Currently certified under continuing education from The Appraisal Institute through 12/31/2018.

Currently licensed in Michigan as a Certified General Appraiser through 7/31/2017.

### PROFESSIONAL AFFILIATIONS

**Memberships and Appointments:**

Member - Appraisal Institute: MAI and SRA designation  
Past President SREA Chapter #30  
Licensed Real Estate Salesperson in State of Michigan  
Former Member - Admissions Committee, Great Lakes Chapter - Appraisal Institute  
Appointed Regional Member for Review & Counseling - Appraisal Institute  
Former Member - Regional Experience Review Committee - Appraisal Institute  
Former Board of Director – Great Lakes Chapter – Appraisal Institute  
Member – Flint Area Association of Realtors (FAAR)

### APPRAISAL EXPERIENCE

Full time Real Estate Appraiser since 1973

Completed real estate appraisals in seven midwestern states including:

Michigan, Iowa, Indiana, Illinois, Missouri, Nebraska, and South Dakota. Specific focus since 1980 has been appraisal assignments throughout Michigan on all types of commercial and industrial properties.

Qualified and Testified as an Expert Witness in following courts on real estate appraisal related matters:

United States District Court (Eastern District), Detroit; United States Tax Court, Detroit; Iowa District Court, Des Moines; Genesee County Circuit Court, Flint; Shiawassee County Circuit Court, Corunna; Lapeer County Circuit Court, Lapeer; Michigan State Tax Tribunal, Lansing.

**TYPES OF PROPERTIES APPRAISED**

Apartments	Development Projects	Industrial Buildings	Restaurants
Auditoriums	Drug Stores	Lumber Yards	Schools
Auto Dealerships	Financial Institutions	Medical Offices	Service Stations
Bowling Alleys	Funeral Homes	Mini-Storage Facilities	Shopping Centers
Car Washes	Golf Courses	Mobile Home Parks	Single-Family Residences
Condominium Projects	Hangars	Motels/Hotels	Supermarkets
Congregate Care Facil.	Health Clubs	Museums	Theaters
Day Care Facilities	Houses of Worship	Office Buildings	Union Halls
Dental Offices	Ice Arenas	Oil Change Facilities	Vacant Land

**PARTIAL LIST OF CLIENTS**

**Financial Institutions:**

Allfirst Mortgage Corp.  
 Bank of America  
 Bank One Corp.  
 Chemical Bank  
 Citizens First Savings Bank  
 Citizens Insurance  
 Dort Federal Credit Union  
 Equitable Life Insurance  
 Farm Bureau Life Insurance  
 Fifth Third Bank  
 Firststar Bank, N.A.  
 FirstMerit Bank  
 Flagstar Bank, FSB  
 Hantz Bank  
 Huntington National Bank  
 Independent Bank  
 JPMorgan Chase Bank  
 Michigan Business Connection  
 NationsBank  
 PNC Bank  
 TCF Bank  
 Talmer Bank and Trust  
 The Private Bank  
 The State Bank  
 U.S. Bancorp.

**Public Agencies:**

Bishop Airport Authority  
 City of Burton  
 City of Davison  
 City of Flint  
 City of Flushing  
 City of Grand Blanc  
 City of Hazel Park  
 City of Port Huron  
 City of Swartz Creek  
 Charter Twp. of Flint  
 Charter Twp. of Genesee  
 Charter Twp. of Grand Blanc  
 Charter Twp. of Mt. Morris  
 Davison Community Schools  
 Davison Township  
 Flint School District  
 Genesee County Drain Commission  
 Genesee County Road Commission  
 Genesee County Water & Waste  
 Grand Blanc School District  
 Kettering University  
 Lapeer County Road Commission  
 Michigan Dept. of Transportation  
 U.S. Postal Service  
 University of Michigan

**Firms & Corporations:**

AAA Insurance  
 Blue Cross/Blue Shield  
 C. S. Mott Foundation  
 CSX Real Property  
 Davison Oil & Gas Company  
 Ford Motor Company  
 Garb-Ko (7-Eleven)  
 General Motors Corp.  
 Genesys Health Systems  
 Genesys-Hurley Cancer Institute  
 Grand Trunk & Western Railroad  
 HealthPlus of Michigan  
 Hurley Hospital  
 McLaren Hospital  
 Penske Trucking  
 Plante & Moran  
 Rite Aid Corporation  
 Rowe, Inc.  
 Ruth Mott Foundation  
 State Farm Insurance  
 THA Architects  
 The Salvation Army  
 Thermogas/Ferrellgas  
 VG's Food Stores  
 Venture Industries

Additional clients include a variety of professionals, including: accountants, attorneys, physicians, investors, small business owners and private individuals.

**NATURE OF ASSIGNMENTS**

Marketing	Lease Interest	Feasibility Studies	Purchasing
Eminent-Domain	Property Tax Appeal	Financing	Easements
Estate Settlement			Counseling

**REFERENCES**

References furnished upon request