
**JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)
POLICY COMMITTEE**

**FOR FURTHER INFORMATION
CONTACT:**

**Steven Duke, Executive Director
Region 2 Planning Commission
(517) 788-4426**

DATE: THURSDAY, JANUARY 18, 2018

TIME: 8:00 A.M.

**PLACE: Jackson Co. Tower Bldg.
120 W. Michigan Ave., - 5th Floor
Jackson, MI 49201**

A G E N D A

Comments will be solicited on each item following discussion and prior to any final action.

1. Call to Order
2. Public Comment
3. Election of 2018 Officers – **ACTION**
4. Approve Minutes of the Policy Committee Meeting of December 21, 2017 and Receive the Minutes of the Technical Advisory Committee Meeting of December 12, 2017 (enclosed) – **ACTION**
5. Agency Status Reports (see enclosures) – **DISCUSSION**
 - City of Jackson
 - Jackson Area Transportation Authority
 - Jackson County Department of Transportation
 - Michigan Department of Transportation
 - Jackson County Airport-Reynolds Field
 - Enterprise Group (<http://www.enterprisegroup.org>)
6. Approval of Amendments to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP) – **ACTION**
 - Jackson County Department of Transportation (see enclosure)
 - Michigan Department of Transportation (see enclosure)
7. JACTS 2045 Long Range Transportation Plan Update (LRTP) – **DISCUSSION**
8. Review Draft RFP for Joint City / County Non-Motorized Plan (see enclosure) – **DISCUSSION**
9. 2016/2017 Asset Management PASER Ratings Report (see enclosure) – **DISCUSSION**
10. FY 2017 Obligated Project Report (see enclosure) – **DISCUSSION**
11. Other Business
12. Public Comment
13. Adjournment

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

MINUTES

JACTS POLICY COMMITTEE

Jackson County Tower Building
120 W. Michigan Avenue – 5th Floor
Jackson, Michigan

Thursday, December 21, 2017

Members Present: Steve Shotwell, Chair, Jackson County Board of Commissioners
Jim Dunn, Summit Township
David Herlein, Spring Arbor Township
Phil Moilanen, Jackson Area Transportation Authority
Jon Dowling, JACTS Technical Advisory Committee
John Lanum, MDOT - Lansing
Patrick Burtch, City of Jackson
Mike Overton, Jackson County Department of Transportation
Keith Acker, Sandstone Charter Township
Pete Jancek, Vice-Chair, Blackman Charter Township

Members Absent: Derek Dobies, Mayor, City of Jackson
Kim Gamez, Napoleon Township
John Feldvary, Jackson County Airport-Reynolds Field
Elwin Johnson, Region 2 Planning Commission
Howard Linnabary, Leoni Township

Others Present: Steve Duke, Region 2 Planning Commission
Tanya DeOliveira, Region 2 Planning Commission
Mike Davis, MDOT – University Region
Bret Taylor, JCDOT
Corey Clevenger, JCDOT
Michael Brown, JATA

ITEM 1 CALL TO ORDER

Chair Shotwell called the meeting to order at 8:03 AM with a quorum present.

ITEM 2 PUBLIC COMMENT

No public comments were received.

JACTS POLICY COMMITTEE MINUTES

December 21, 2017

Page 2

ITEM 3 **APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF NOVEMBER 16, 2017 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MEETING MINUTES OF NOVEMBER 14, 2017**

Mr. Dunn commented that he wanted to address the City of Jackson Fourth Street TIP project amendment that was approved at last month's JACTS Policy Committee meeting. Chair Shotwell suggested that it be addressed during "Other Business."

The motion was made by Mr. Moilanen, supported by Vice-Chair Jancek, to approve the Policy Committee meeting minutes of November 16, 2017 and to receive the Technical Advisory Committee meeting minutes of November 14, 2017. The motion carried unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were reviewed by the Jackson Area Transportation Authority, Jackson County Department of Transportation, Michigan Department of Transportation, and the Jackson County Airport-Reynolds Field. There was a broad discussion led by the Jackson County Department of Transportation on how the Jackson County funds will hopefully be able to purchase federal road funds at the rate of \$0.80/\$1.00 from a few other Michigan counties. This will help Jackson County get additional money to spend on road projects while allowing the counties that JCDOT purchases from the ability to forego the need to adhere to federal regulations on road projects. JCDOT adheres to federal requirements for all road projects, so the opportunity to "buy-out" other counties with non-federal is helpful. They also had a positive public meeting on the Moon Lake bridge project. The Department of Environmental Quality will ultimately have the final decision regarding bridge. The Jackson County Airport reported that Kent Maurer will retire in April 2018.

ITEM 5 **JACTS 2045 LONG RANGE TRANSPORTATION PLAN UPDATE**

Ms. DeOliveira gave an update on the 2045 Long Range Transportation Plan development. She reported that draft sections of the plan are available for review on the project website: <http://www.region2planning.com/long-range-transportation-plan/>.

Ms. DeOliveira proceeded with a review of some new regulations per the Fixing America's Surface Transportation (FAST) Act, the new federal transportation bill, to get input from the Policy Committee on how to address these matters in the long range plan. The first regulation addressed was as follows:

*"Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and **reduce the vulnerability of the existing transportation infrastructure to natural disasters.**"*

Ms. DeOliveira shared that her initial take on addressing this was to review the 2011 Jackson County Hazard Mitigation Plan, and incorporate the goals and strategies into the Long Range Transportation Plan. At the JACTS Tech Committee meeting, there was discussion on how JCDOT and MDOT can and should address this matter. Ms. DeOliveira has been following up with the agencies to get more information. It was suggested that she also contact the County's Office of Emergency Measures and the Sheriff's Office. Mr. Acker mentioned that schools have a direct alert system to those who sign up for notifications. Mr. Moilanen and Mr. Brown talked about JATA's notification system regarding any route disruptions, which included those related to natural

JACTS POLICY COMMITTEE MINUTES

December 21, 2017

Page 3

disasters. Chair Shotwell talked about the City's notification system for residents, and to follow up with the City's Communication's Director for more information.

Ms. DeOliveira continued the discussion, moving on to the new planning factor that had to be addressed in the plan. The new planning factor states: "Improve the resiliency and reliability of the transportation system and **reduce or mitigate storm water impacts of surface transportation.**" FHWA is now requiring explicit information on how the long range plan addresses storm water management for the transportation system. Ms. DeOliveira shared how the City, JCDOT and MDOT had shared their relevant manuals, policies, and plans, as suggested by members of the JACTS Tech Committee.

Ms. DeOliveira closed discussion on the plan update by letting the Committee members know that the Socio-Economic Conditions draft chapter was open for public comment, and that another draft chapter would be released after Christmas for public comment soon, and that their input would be welcomed.

ITEM 6 **APPROVAL OF A RESOLUTION OF SUPPORT ADOPTING THE MDOT STATE TARGETS FOR SAFETY PERFORMANCE**

Ms. DeOliveira brought forward a Resolution of Support to adopt the MDOT State Target for Safety Performance Measures for the Jackson MPO. The Federal Highway Administration (FHWA) is requiring that State, MPOs and operators of public transportation establish targets in specific identified performance areas.

MPOs will either need to adopt resolutions that state that they are supporting state standards or adopt their own local target performance measures. The Region 2 Planning Commission staff is recommending that the JACTS MPO support the state targets put forth by MDOT for Safety Performance Measures via this resolution.

There was discussion on how the JACTS Tech Committee members received this information and what they discussed. Ms. DeOliveira responded that there was a robust discussion on how MDOT went about deciding on higher Safety Target performance measures. Mr. Davis responded that trends have shown an increase in fatalities in recent years, and state DOT's are unsure as to what the repercussions will be if performance measure targets are not met. MDOT is taking a conservative approach in the first few years of rolling out these targets. He also stated that a handout regarding this matter with more information would be shared with members of the Committee.

The motion was made by Mr. Acker, supported by Mr. Moilanen, that the JACTS Policy Committee recommends supporting the adoption of the resolution by the Region 2 Planning Commission. The motion passed unanimously.

ITEM 7 **APPROVAL OF AMENDMENTS TO THE JACTS FY 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Mr. Davis reported that MDOT was requesting the following amendments to the JACTS FY 2017-2020 Transportation Improvement Program (TIP). The proposed amendments are as follows:

JACTS POLICY COMMITTEE MINUTES**December 21, 2017****Page 4**

FY	Project Name	Limits	Project Description	Funding
Add FY 2018 JN 129992	M-52	Areawide	Jackson/Washtenaw County Line to M-106	Construction State: \$946,750
Add FY 2019 JN 201028	M-60 W	Areawide	Restore and Rehabilitate	Preliminary Engineering State: \$15,00 Construction Federal: \$315,122 (ST) State: \$68,877
Add FY 2019 JN 202121	I-94 E	UN Lansing Ave	Bridge Replacement	Preliminary Engineering State: \$1,530,000 Right of Way State: \$100,000 Utilities State: \$50,000
Add FY 2020 JN 127621	I-94 E	Michigan Ave in Parma to M-60	Reconstruction	Preliminary Engineering State: \$5,483,630

A motion was made by Vice-Chair Jancek, supported by Mr. Herlein, to approve the proposed MDOT amendments based on clarification of project JN 127621 limits. The motion carried unanimously. (Prior to the end of the meeting, Mr. Davis confirmed the project limits as correct.)

ITEM 8 OTHER BUSINESS

Mr. Dunn discussed the City of Jackson Fourth Street TIP amendment that was approved at the November Policy Committee meeting. Noting negative public reaction to the project, he asked that additional review by the public be allowed on the adopted changes to the project... He stated that the design change to remove the existing sweeping right-turn lane would impede the flow of traffic. Mr. Dowling noted that the design change would allow for an increase in safety for the bicycle and pedestrian traffic in the area that has increased since the development of the trail. The design, which includes a roundabout at Hickory Street, is meant to slow down vehicular traffic.

Mr. Burtch reminded the Committee that the development of the trail and related improvements has been a long-term goal for the City and supports the "Complete Streets" concept which includes traffic calming projects. Mr. Burtch further noted that the project to change the intersection will implemented whether or not federal funds are made available. Chair Shotwell stated that the Committee had already voted to approve the amended project and the decision should stand. Mr. Duke reported that the R2PC had also approved the amendment at their December meeting.

A motion was made by Mr. Dunn, supported by Mr. Moilanen, to reconsider the vote on the City of Jackson Fourth Street scope change amendment as approved at the November 16, 2017 Policy Committee meeting.

Mr. Burtch requested a roll call vote. The motion failed with two (2) yea votes and eight (8) votes in opposition.

JACTS POLICY COMMITTEE MINUTES

December 21, 2017

Page 5

Mr. Duke stated that the election of the 2018 Policy Committee officers will be held at the January 18, 2018 meeting.

ITEM 9 **PUBLIC COMMENT**

No public comments were received.

ITEM 10 **ADJOURNMENT**

There being no further business, Chair Shotwell adjourned the meeting at 9:39 AM.

Tanya DeOliveira
Transportation Planner

MINUTES

JACTS TECHNICAL ADVISORY COMMITTEE

Jackson City Hall
161 W Michigan Ave – 10th Floor
Jackson, MI 49201

Tuesday, December 12, 2017

Members Present: Angela Kline, Vice-Chair, Jackson County Dept. of Transportation
Rick Fowler, MDOT- Lansing
Mike Davis (Alt.), MDOT-University Region
Troy White, City of Jackson-Engineering
Bret Taylor, Jackson County Dept. of Transportation
Amy Torres, The Enterprise Group
Steve Duke, Region 2 Planning Commission
Jack Ripstra, Blackman Charter Township
Kent Maurer, Jackson County Airport – Reynolds Field
Mike Rand, Jackson County Dept. of Transportation

Members Absent: Andy Pickard, FHWA (Ex-officio)
Mike Brown, Jackson Area Transportation Authority
Todd Knepper, City of Jackson Public Works
Jon Dowling, Chair, City of Jackson – Engineering

Others Present: Tanya DeOliveira, Region 2 Planning Commission
Jeff Franklin, MDOT – Lansing
Laura Schlecte, Citizen
Kelby Wallace, MDOT–TSC

ITEM 1 CALL TO ORDER

Vice Chair Kline called the meeting to order at 9:36 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

ITEM 3 APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF NOVEMBER 14, 2017 AND RECEIVE THE POLICY COMMITTEE MINUTES OF NOVEMBER 16, 2017

A motion was made by Ms. Torres, and supported by Mr. Ripstra to approve the Technical Advisory Committee meeting minutes of November 14, 2017 as presented, and receive the Policy Committee meeting minutes of November 16, 2017 as presented. The motion passed unanimously.

ITEM 4 AGENCY STATUS REPORTS

Project status updates were presented by the Jackson County Department of Transportation (JCDOT), the Michigan Department of Transportation, Jackson County Airport and The Enterprise Group. In addition to the state report, JCDOT reported that the recent public meeting

JACTS TECHNICAL ADVISORY COMMITTEE

December 12, 2017

Page 2

about the Moon Lake Road bridge project was well received by the attendees. The City of Jackson reported that the projects were either wrapping up or down for the year. MDOT reported that work downtown on Louis Glick is expected to be delayed due to contractor not being able to meet state guidelines.

ITEM 5 **JACTS 2045 Long Range Transportation Plan Update**

Ms. DeOliveira led a robust discussion on updates to the 2045 Long Range Transportation Plan project. A reminder was given to committee members to send along any public comments on the Existing Conditions draft chapter of the plan by Friday, December 15. The planning process and draft chapters can be followed on the project website <http://www.region2planning.com/long-range-transportation-plan/>.

A new federal government regulation per the Fixing America's Surface Transportation (FAST) Act, the new federal transportation bill, requires that the plan address the following:

*"Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and **reduce the vulnerability of the existing transportation infrastructure to natural disasters.**"*

Ms. DeOliveira shared that her initial take on addressing this was to review the 2011 Jackson County Hazard Mitigation Plan, and incorporate the goals and strategies into the long range transportation plan. There was discussion on how JCDOT and MDOT could contribute information from Vice Chair Kline, Mr. Rand, and Mr. Wallace. Ms. DeOliveira will be following up with these agencies to get the information they listed.

Ms. DeOliveira discussed the new planning factor that had to be addressed in the plan. The new planning factor states: "Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation." FHWA is now requiring explicit information on how the plan addresses storm water management for the transportation system. Again, there was discussion on how the City, JCDOT and MDOT could contribute information from Vice Chair Kline, Mr. White, Mr. Rand, and Mr. Wallace. Ms. DeOliveira will be following up with these agencies to get the information they listed.

Ms. DeOliveira closed discussion on the plan update by letting the committee members know that a few more draft chapters will be released for public comment soon, and that their input would be welcomed.

ITEM 6 **Approval of Resolution Supporting MDOT State Targets for Safety Performance Measures**

Ms. DeOliveira brought forward the Resolution to Support MDOT State Target for Safety Performance Measures. The Federal Highways Administration is requiring that State, MPOs and operators of public transportation establish targets in specific natural performance areas.

JACTS TECHNICAL ADVISORY COMMITTEE

December 12, 2017

Page 3

MPOs will need to either adopt resolutions that state that they are supporting state standards or adopt their own state targets performance measures. The Region 2 Planning Commission staff is recommending that the JACTS MPO support the state target for Safety Performance Measures via this resolution.

Mr. Maurer stated that it seemed odd that the Calendar Year 2018 State Safety Target was higher than the 2016 baseline, as presented in the draft resolution. Ms. DeOliveira responded that her understanding of MDOT's approach to this new requirement resulted in the higher numbers for 2018. Since the rolling trends have shown an increase in fatalities in recent years, and state DOT's are unsure as to what the repercussions will be if performance measure targets are not met, MDOT is taking a conservative approach in the first few years of rolling out these targets. MDOT members present at the JACTS Tech meeting confirmed this information. Mr. Davis said that he would share more detailed information from MDOT on this matter with members of the committee.

As there was a resolution on the table, Ms. Torres moved that JACT Tech recommends supporting the adoption of the resolution as it stands to JACTS Policy and the Region 2 Planning Commission committees, and Mr. Ripstra supported the motion. The motion passed unanimously.

ITEM 7 Approval of Amendments to the JACTS FY 2017 – 2020 Transportation Improvement Program

Mr. Fowler reported that MDOT was requesting the following amendments to the JACTS FY 2017-2020 Transportation Improvement Program (TIP). The proposed amendments are as follows:

FY	Project Name	Limits	Project Description	Funding
Add FY 2018 JN 129992	M-52	Areawide	Jackson/Washtenaw County Line to M-106	Construction State: \$946,750
Add FY 2019 JN 201028	M-60 W	Areawide	Restore and Rehabilitate	Preliminary Engineering State: \$15,00 Construction Federal: \$315,122 (ST) State: \$68,877
Add FYI 2019 JN 202121	I-94 E	UN Lansing Ave	Bridge Replacement	Preliminary Engineering State: \$1,530,000 Right of Way State: \$100,000 Utilities State: \$50,000
Add FYI 2020 JN 127621	I-94 E	Michigan Ave to M- 60 in Parma	Reconstruction	Preliminary Engineering State: \$5,483,630

JACTS TECHNICAL ADVISORY COMMITTEE

December 12, 2017

Page 4

A motion was made by Mr. Maurer, supported by Mr. Rand, to approve the proposed MDOT amendments as presented. The motion carried unanimously

ITEM 8 **OTHER BUSINESS**

Mr. Duke reminded the committee that officers will be elected at the January 2018 JACTS Tech meeting.

ITEM 9 **PUBLIC COMMENT**

No public comments were received.

ITEM 10 **ADJOURNMENT**

There being no further business, Vice Chair Kline adjourned the meeting at 10:50 am.

Tanya DeOliveira
Principal Transportation Planner

TO: JACTS Technical Advisory and Policy Committees

DATE: January 3, 2018

FROM: Jon H. Dowling, P.E.

SUBJECT: TIP Project Status

2017

Kibby Road: City Limits to West Ave (Urban) - Reconstruct pavement on south side of boulevard islands, roundabout at Denton and non-motorized path from City limits to Denton. MSG is the City's consultant. Bailey Excavating is the contractor for the project. **Contractor has shut down for the winter with the water main and most of the bike path complete.**

2018

Fourth Street: Horton to Audubon (Urban) – Roadway resurfacing with a new roundabout at Hickory and Fourth. MSG is the City's consultant. Survey is complete. **The GI meeting with MDOT was held.**

Fourth Street and Horton Intersection (Urban) – Intersection realignment and new Traffic Signal. **HRC is the City's consultant on this project and survey and design work has started.**

2019

Francis Street: Morrell to Mason (Urban) – Reconstruct roadway. **HRC is the City's consultant on this project and survey and design work has started.**

2020

Greenwood/Wilkins Streets: Morrell to Jackson (Urban) – Reconstruct roadway. No design work at this time.



2350 EAST HIGH STREET
JACKSON, MICHIGAN 49203-3490
(517) 787-8363 FAX (517) 787-6833

Projects
2017-2020 TIP
(January 2018 Report)

FY2017

1. Bus & Bus Facilities

- a. Replace radio system and bus radios – Awarded MDOT
- b. Replace HVAC system at main office – Design Stage
- c. Replacing Hard drives in Bus Camera Systems – Out for Bid
- d. New Bus Stop Signs on bus routes – Out for Bid

FY2018

1. Facility Upgrades/Buses

- a. Admin office rehab and update – 2018
- b. Transfer Center Employee lounge – Back out for Bid
- c. (2) Medium duty Vans – Awarded MDOT
- d. 5310 funds – (4) Gillig Bus Replacements –Pending FTA

FY2019

1. Vehicle Procurements

- a. Bus Replacement (2 full-size)



Christopher J. Bolt, MPA, PE
Managing Director

Robert D. Griffis
Director of Operations

Angela N. Kline, PE
Director of Engineering

Shawn R. Surque
Project Manager

Dawn Goodwine
Administrative Services Manager

January 3, 2018

TIP Project Status

2018 Projects:

- Berry Road (Rives Eaton Road to Lansing Road) – Chip and fog seal. Construction in the spring.
- Rives Eaton Road (Perrine Road to Lansing Road) – Chip and fog seal. Construction in the spring.
- West Michigan Ave (Glasgow Road through Parma Village) – Chip and fog seal. Construction in the spring.
- Rives Junction Road non-motorized Trail- from M-50 to the north township line- We are working with 1 commercial property owner to get an easement for the trail construction.
- Pedestrian Signals @ Airport Road/ Springport Road/ County Far Road- pedestrian signals and ADA ramps- J Rank Electric, Inc has been awarded the project and will begin when weather permits.
- Ann Arbor Road non-motorized Trail- We met with the Leoni DDA regarding the placement of benches and the maintenance agreement. We will be submitting the MDOT ROW permit ASAP. Construction will be spring of 2018.
- Michigan Ave Bridge- The agreement is not finalized. Once finalized Amtrak will begin review of the plans.
- Moon Lake Road Bridge- The funding has been moved from 2019 to 2018. The design firm is working on the TS&L submittal to submit to MDOT ASAP.
- RTF Funds- We will be purchasing federal aid dollars from other County Road agencies. This will be brought to JACTS as a TIP amendment in the near future.
- Norvell Rd from E Michigan Ave to Phal Rd- Mill and resurface. We have begun the design work for this project. With the purchase of additional federal aid funds we will be extending the limits of this project. The submittals for this project will be submitted to MDOT next month.
- W. Michigan Ave from M-60 to Glasgow- Mill and resurface. We have begun the design work for this project. We will have the GI plans submitted to MDOT by the end of January.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

January 2, 2018

FY 2017

I-94 BL/W. Michigan Ave. (Brown St. to Washington / Louis Glick) – Full concrete pavement roadway reconstruction with water main, lighting and sidewalk replacement. Traffic has returned to its normal configuration on W. Michigan Avenue. Signal work is progressing throughout the project limits. We hope to have 2-way traffic in downtown by the end of January (weather dependent). Work will continue in the spring with slope restoration, landscaping, sidewalk improvements, and permanent pavement markings.

FY 2018

Plan development is on schedule for a mid-summer 2018 letting date.

All three projects below will be let together

I-94 (Over Conrail and the Grand River) – Bridge Replacement

I-94 (M-60 to Sargent Rd) – Reconstruction and rehabilitation

I-94 (M-106 NB & SB (Cooper St)) – Bridge Replacement

M-106 (Lakelands Trail Expansion Phase 1 & 2) – Non-Motorized Trail Plan development is underway. This project is on an accelerated plan development schedule for an early fall 2018 letting.

M-99 (I-94 to Willow Street) - Chip Seal with Fog Seal CPM Project. Plan development is complete, and the project is advertised for the January 2018 letting. Work is scheduled to begin in July 2018.

M-60 (Spring Arbor Road to I-94) - Single course mill & resurface CPM Project. This project was part of the December 2017 letting. Work is scheduled to begin in April 2018.

M-50/US-127BR (Washington to South Street) - Concrete pavement repair CPM project. Plan development will be finished up in early January and the project is scheduled to be advertised for the March 2018 letting. Work is currently scheduled to begin in April 2018.

M-52 (Washtenaw County Line to M-106) - Single course mill and resurface NFRP Project. Plan development is complete, and the project is advertised for the January 2018 letting. Work is scheduled to begin in July 2018.

M-106 (Ganson Street to Porter) - Single course mill & resurface CPM Project. Plans are currently being developed. This project will be packaged with the I-94 project that is scheduled for letting in the summer of 2018. Work on this section of M-106 will be scheduled around the closure of the interchange and bridge over I-94.

M-124 (US-12 to M-50) - Single course mill & resurface CPM project. This project has been delayed. Additional work for shoulder upgrades is being evaluated. The project will not be part of the 2018 construction season.

M-60 (Chapel to Emerson Rd) – Resurfacing, Widening with CLTL. The letting date for this project is delayed to late summer 2018. Working on acquiring Right-of-Way for the project. 2019 construction is expected at this time.

I-94 BL (Areawide) – Pavement markings

US-127 (@ Floyd Rd) – Overhead flashing beacon This project is being completed with MDOT forces. It is expected to be completed this winter.

I-94 E (Lansing Rd to Elm Rd) – Tree Clearing and fencing This project is advertised for the January 2018 letting. Work is expected to begin in early February 2018.



Jackson County Airport – Reynolds Field

Flying Jackson Forward!

Kent L. Maurer, Airport Manager

JACTS Airport Report **December 2017**

Runway Safety Project:

The Runway 7-25 safety project is completed with the FAA publication of the new runway diagram and approach procedures. All navigational aids are functional and certified.

Other Airport Projects: Airport staff has been busy performing snow removal duties.

Other: Airport Board awards presented to various individuals and companies at the annual Airport Board – Advisory Council meeting and open house. As you might suspect, most awards are related to the Runway Safety Construction project.



Christopher J. Bolt, MPA, P.E.
Managing Director

Robert D. Griffis
Director of Operations



Angela N. Kline, P.E.
Director of Engineering

Dawn Goodwine
Administrative Services Manager

January 3, 2018

Mr. Steven Duke, Executive Director
Region 2 Planning Commission
120 W. Michigan Ave – 9th Floor
Jackson MI 49201

Dear Mr. Duke;

Jackson County Department of Transportation (JC DOT) would like to request that JACTS consider the following amendment to the JACTS FY 2017 – 2020 TIP:

Fiscal Year	Project Name	Limits	Project Description	Funding
2018 ADD	Moon Lake Road Bridge	Bridge over the Dollar Lake Channel	Bridge Replacement	Federal: \$860,700.00 Local: \$45,300.00

Sincerely,

A handwritten signature in cursive script that reads 'Angela N. Kline'.

Angela N. Kline, P.E.
Director of Engineering
Jackson County Department of Transportation
[2400 Elm Road](#)
[Jackson, MI 49201](#)
O: [\(517\) 768-6219](#)
F: [\(517\) 788-4237](#)
akline@co.jackson.mi.us

Your Local Road Professionals
2400 Elm Road, Jackson, Michigan 49201
Telephone (517) 788-4230 or (800) 718-3537* Fax: (517) 788-4237
<http://www.jcrrc-roads.org>



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

January 3, 2018

Mr. Steve Duke, Executive Director
Region 2 Planning Commission
Jackson County Tower Building
120 W. Michigan Avenue, 9th Floor
Jackson, Michigan 49201

Dear Mr. Duke:

This letter is sent by the Michigan Department of Transportation (MDOT) to inform the Jackson Area Comprehensive Transportation Study committees of nine TIP Amendments to the FY 2018 element of the FY 2017-2020 Transportation Improvement Plan (TIP).

Fiscal Year	Project Name	Limits	Project Description	Funding
Add FY 2018	Laurence Ave	At ATK RR Crossing	Replace RR Crossing	Construction State: \$ 270,256
Add FY 2018	Parnall Rd	At JAIL RR Crossing	Replace RR Crossing	Construction State: \$ 63,494
Add FY 2018	Cunningham Rd	At JAIL RR Crossing	Replace RR Crossing	Construction State: \$ 43,597
Add FY 2018	Cook Rd	At JAIL RR Crossing	Replace RR Crossing	Construction State: \$ 46,961
Add FY 2018	Rives Eaton Rd	At JAIL RR Crossing	Replace RR Crossing	Construction State: \$ 44,171
Add FY 2018	Territorial Rd	At JAIL RR Crossing	Replace RR Crossing	Construction State: \$ 46,961
Add FY 2018	Wood Rd	At JAIL RR Crossing	Replace RR Crossing	Construction State: \$ 46,961
Add FY 2018 JN 202166	I-94	At West Ave Interchange	Project Scoping	Early Preliminary Engineering State: \$ 750,000
Add FY 2018 JN 132576	Various Roads	Jackson TSC	Resurfacing	Construction Federal (ST): \$ 319,215 State: 70,785

Thank you for your attention to this request. If you have any questions or need additional information, please contact me at 517-335-2641

Sincerely,

Rick Fowler, Transportation Planner



Request for Proposal

The Region 2 Planning Commission is soliciting proposals for

Project Name: Combined City of Jackson-Jackson County Non-Motorized Plan

RFP Issue Date: Month Day, 2018 To Be Determined

Proposal Due Date: Month Day, 2018 To Be Determined

Number of Copies Required: 7 (6 + 1 thumb drive)

Mailing Address:

Region 2 Planning Commission
120 West Michigan Avenue, 9th Floor
Jackson, Michigan 49201

Project Manager/Contact:

Ms. Tanya DeOliveira, AICP
Principal Transportation Planner
phone: 517.745.9041
email: tdeoliveira@co.jackson.mi.us

SECTION I. GENERAL CONDITIONS AND PROVISIONS

A. OBJECTIVE

To select a consultant to develop a combined City of Jackson and Jackson County non-motorized plan.

B. PROPOSALS

To be considered for award, each consultant must submit a complete response to the RFP. An official authorized to bind the respondent to the proposal must sign the proposal. Submission of a proposal shall bind the respondent to all provisions of the proposal, including costs, for a period extending not less than ninety days following the Proposal Due Date, which is stated on the first page. Proposal must be submitted to R2PC by the time and date indicated on the first page. The respondent is solely responsible for the timely delivery of the proposal to R2PC. Late proposals will not be considered.

Proposal shall contain a cover letter signed by a person authorized to bind the consultant agreeing that the consultant shall remain valid for not less than ninety days (as extended in the event of a Protest) and provide a name, physical address, phone number and email address of such person who is administering the proposal and to whom R2PC may submit notices and writings regarding this RFP. It is to this person and at this email address that R2PC will provide notices and other matters regarding this RFP.

Proposals shall be organized as follows:

Section 1: Introduction of Firm, to include the name, title and person authorized to enter into a Contract on behalf of the company

Section 2: Capability, Qualifications, and Experience of Firm

Section 3: Proposed Approach

Section 4: Proposed Timeline and Major Milestones

Section 5: Proposed Cost

Section 6: Required Submittals (Forms and Exhibits)

R2PC anticipates that the total contract amount not to exceed \$45,000.

The consultant must submit a detailed cost estimate including cost of services, travel cost, materials and printing, indirect costs and fees. R2PC reserves the right to negotiate final contract price for completion of all project tasks. The resulting contract shall be a fixed/firm price type contract.

The cost information requested is required to support the reasonableness of the proposal and is for internal use only. Costs should be presented in a cost plus fixed fee format. Cost proposals should include the job titles of positions that will complete the work, including hours and hourly rates. Cost should be presented by task at a level of detail corresponding to the Work Plan.

C. SELECTION CRITERIA

The contract will be awarded to the consultant whose proposal offers R2PC the best value for the project, including technical, economic and other factors found in Section II. Consultants may propose additional ideas and recommendations not stated in the scope. R2PC has a fiduciary responsibility to consider cost when deciding on a consultant.

D. CONTRACT TERMS

The term of the proposed contract will begin on the date it is signed and will continue until project completion and satisfactory submission of forms or documentation as required under all federal, state, and local guidelines, rules, or regulations and/or as outlined below for this solicitation.

E. ACCEPTANCE OF PROPOSAL CONTENT

The contents of this RFP, its attachments, and the proposal will become contractual obligations if a contract ensues. Failure of the successful respondent to accept these obligations may result in elimination of the respondent from the selection process.

F. PRIMARY CONTRACTOR RESPONSIBILITIES

The selected Contractor will be required to assume responsibility for all services offered in its proposal whether or not the Contractor performs them. R2PC will consider the selected respondent to be the sole point of contact with regard to contractual matters, including payment of any and all charges resulting from the contract. If any part of the work is to be subcontracted, the prime Contractor must provide a complete description of work subcontracted and descriptive information about the subcontractor's organization, capabilities, and Certified Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) status. The prime Contractor is totally responsible for adherence by the subcontractors to all provisions of the contract. All subcontractors must be included in the proposal with descriptions of the firms' qualifications and the qualifications of the key individuals assigned to this project. All subcontractors are subject to R2PC review and written approval prior to their participation in the project.

G. SELECTION

R2PC may select a range of proposals for further negotiations and discussions. This will be based upon sufficient analysis of technical factors and cost/price to identify those proposals that may not be competitive or those where technical or cost/price elements need to be addressed as part of the negotiation process. All those Respondents that are determined to be within the competitive range may be invited to participate in oral and/or written discussions and in further negotiations regarding their proposals.

Those Respondents deemed by R2PC to be most responsive to the needs of the project may be asked to make oral presentations to R2PC. These presentations provide an opportunity for the consultant team to clarify the proposals. If oral presentations are held, respondents will be notified of the date of the presentations and the time allowed.

The Selection Committee will make a recommendation to the Jackson Area Comprehensive Transportation Study (JACTS) Policy Committee for a recommendation to award a contract. Award of contract is ultimately based on the approval of the JACTS Policy Committee

H. RESERVATION OF RIGHTS

R2PC reserves its rights to cancel, amend, or reissue this RFP or the Project at any time and may cancel any award pursuant to this RFP or seek amended or new proposals as R2PC deems necessary. R2PC further reserves the right to:

- Reject all proposals and re-solicit or cancel the RFP,
- Enter into a contract with any Respondent, based upon the initial proposal, or on the basis of a Best and Final offer, with or without conducting written or oral discussions;
- Award a contract to a Respondent other than the Respondent that submitted the lowest price proposal.

I. NON-DISCRIMINATORY PRACTICES

R2PC encourages participation by disadvantaged business enterprises (DBE). Please include certification(s) in proposal.

J. Cost

All costs incurred in the preparation or making of the proposal are the sole responsibility of the consultant.

SECTION II. SELECTION CRITERIA

Responses to this RFP will be evaluated based upon the following factors as presented in the respondent's proposal.

- | | |
|---|-----|
| 1. Demonstrated understanding of project scope | 20% |
| 2. Capability, Qualifications, and Experience of Firm | 20% |
| 3. Proposed Approach | 40% |
| 4. Work Plan & Schedule | 5% |
| 5. Proposed Price/Cost | 10% |
| 6. Originality or Innovativeness | 5% |

SECTION III: INTRODUCTION AND SCOPE OF SERVICES

A. BACKGROUND

R2PC has been serving the Jackson, Michigan area as the Metropolitan Planning Organization since 1973. R2PC is responsible for transportation planning for all modes, and provides technical support and staff to the Region 2 Planning Commission, the JACTS Policy Committee and the JACTS Technical Committee, which compose the MPO policy-making structure.

Jackson County is located in south central Michigan. The City of Jackson is approximately an hour from Lansing, Kalamazoo, and Ann Arbor, Michigan. Jackson County includes areas of rich farmland and forests, is the headwaters to several major rivers in Michigan, and has several urban areas. Jackson County has a population of more than 160,000 residents.

The Jackson community has been active in developing trails, bikeways, and other non-motorized facilities for many years. The 2002 Jackson County Regional Trailway Study was the area's last non-motorized plan. The study was developed through leadership from townships and villages, the City, the County, local citizens, and private agencies. The plan has been critical to the successful development of the Falling Waters Trail, the Martin Luther King Jr. Equality Trail (formerly known as the Inter-City Trail), the PAKA Trail, the Arts and Armory Walk, and miles of other non-motorized facilities across the county. Jackson County also is home to segments of two trails of statewide significance - The Great-Lake-To-Lake Trail and the Iron Belle Trail.

Following the 2002 effort, along with recommendations with the City's 2016 Community Master Plan, the Joint City-County Recreation Plan, and other plans, R2PC, working with the City of Jackson and Jackson County, is requesting consultant services to develop a combined City of Jackson and Jackson County non-motorized plan. The Plan will create a seamless network of on- and off-street pedestrian and bicycle facilities integrated with the public transportation network for the City of Jackson and Jackson County. The Plan will develop a network of priorities for access, equity, safety, comfort, transportation, recreation, and other key factors to assist in funding priorities. The Plan will also examine and provide programming recommendations for, marketing, outreach, and educational purpose. The objectives and scope of work are detailed below.

B. OBJECTIVES OF THE PROJECT

The primary objectives of this study are:

1. Identify the non-motorized network for people to walk, bike, and use transit, creating a network of on- and off-street bicycle and pedestrian ways suitable for people of all ages and abilities across the county and within the city.
2. Make strong connections to existing parks, major recreational features, and transportation network.
3. Update to the 2002 Trailway Study and 2003 City of Jackson Bike Route.
4. Prioritize projects.
5. Develop an implementation and funding plan.

C. SCOPE OF THE WORK

The tasks and associated deliverables described in the Scope of Work are a minimum. Proposers are encouraged to include additional tasks and deliverables as appropriate. It is expected that the project shall be completed within 12 months of the contract.

Task 1: Project Management

Task 1.1: A kick-off meeting will be conducted to review the project goals, scope of work, methodology, and project schedule. The consultant will be responsible for bi-weekly conference calls to discuss project progress and monthly billing and progress reports submitted to R2PC.

Task 2: Stakeholder Involvement

Task 2.1: Outreach and engagement, and active participation will be employed throughout the planning process. The consultants will develop an engagement process and approach to ensure that the plan is developed with community support. At least 3 public meetings should be held to ensure public input, as well as stakeholder interviews as appropriate. The planning process will include an emphasis on outreach to and input from underserved populations, people of color, and those who do not engage regularly in non-motorized transportation.

Task 2.2: The consultant will also develop content for a project website over the duration of the project. The R2PC will be responsible for hosting and uploading materials to the project website.

Task 2.3: The consultants will work with the Project Steering Committee throughout the development of the plan. The role of the Project Steering Committee will be to help develop the project vision and goals, solicit ideas, and to vet recommendations. R2PC will assemble the Project Steering Committee. The consultants will present findings and recommendations to the Project Steering Committee during regularly scheduled meetings, as well as up to three other public community meetings/events upon R2PC's request (as previously stated). Presentations will include visuals and summary of the final report, and will be held in geographic diverse areas around Jackson County. R2PC will work with the consultants to schedule, coordinate, and publicize any meetings. The consultants will be responsible for documenting the public participation process over the duration of the project.

Task 3: Existing Conditions, Data Collection and Review

Task 3.1: This task will provide the baseline information, analysis and data to inform the development of the plan. The status of the existing bicycle, walking, and public transportation infrastructure and usage will be documented. Review recent regional studies, plans, and maps.

Task 3.2: Create an inventory of existing network, services, and programs, including existing sidewalks, bicycle infrastructure, trails, and existing transit stop locations. Create an inventory of population, demographics, employment centers, parks destinations, needs, etc. Prepare maps identifying these networks, communities, and locations to help establish critical areas to consider in developing the non-motorized network.

Task 3.3: Review the City of Jackson and Jackson County's departmental operations and processes of planning and engineering to identify opportunities for improvement in supporting the development and use of non-motorized facilities.

Deliverable: Technical Memorandum 1 that summarizes the assembled data and includes a narrative that describes the methodology and findings with appropriate graphics.

Task 4: Peer Review

Conduct a brief peer review of other non-motorized plans from around the Midwest to identify case studies and best practices that will be useful in developing the plan and recommendations for the plan.

Task 5: Review proposed non-motorized network alternatives.

Based on the input, research, analysis and results in tasks 1, 2, 3, and 4, identify gaps and opportunities within the existing network. Develop route options that will be presented for review and comment by stakeholders. Based on feedback, develop a recommended non-motorized network.

Deliverables: Technical Memorandum 2 that includes the peer review of other non-motorized plans along with the following:

- Identifying appropriate corridors across the plan area that would be low-stress routes for people of all ages and abilities.
- Identifying on- and off-road facilities and routes.
- Maps of existing and future non-motorized facilities, including one at the county level, city level, and any other areas to scale, as appropriate.
- Show connections to and overlaps with the existing transportation system.
- Clear identification of recommended route locations and ownership for the City of Jackson and Jackson County.
- Other information as appropriate.

Task 6: Create a draft of an implementable combined City and County Non-Motorized Plan.

Produce a draft plan that includes identified gaps and opportunities within the existing City of Jackson and Jackson County network, services, and programs. Show final draft recommendations for the local non-motorized network

routes/facilities, program strategies, and service initiatives. Develop a recommended, prioritized list of cost-effective strategies for phased implementation.

Establish evaluation metrics for the plan based on the plan goals. Prepare performance measures and criteria to support and evaluate the implementation of the plan and its goals. These should be consistent with the Complete Streets Policy, as well as align with any recommendations found in review of other plans and studies in regards to safety improvements, crash and fatality reduction, impacts and benefits for traditionally disadvantaged communities, and increased usage of active transportation modes.

Deliverables: Prepare a draft of the overall plan, including:

- Results from Task 1- 5
- Prioritized corridors and projects
- Recommendations for policies, programs and future amendments to the plan and network map.
- City and county budgets, staffing and funding strategies for each appropriate recommendation.
- List of potential funding sources with detailed descriptions.
- Clear identification of recommendations for the City of Jackson and Jackson County.

Task 6: Final Plan and Executive Summary

The consultant will deliver a final report that incorporates everything learned in previous tasks.

Deliverables:

- Electronic copy of the draft report in Word and PDF presented for comment.
- All GIS final files developed and/or updated during the project.
- Final report in PDF format.
- 10 final copies printed report in color.

D. R2PC RESPONSIBILITY

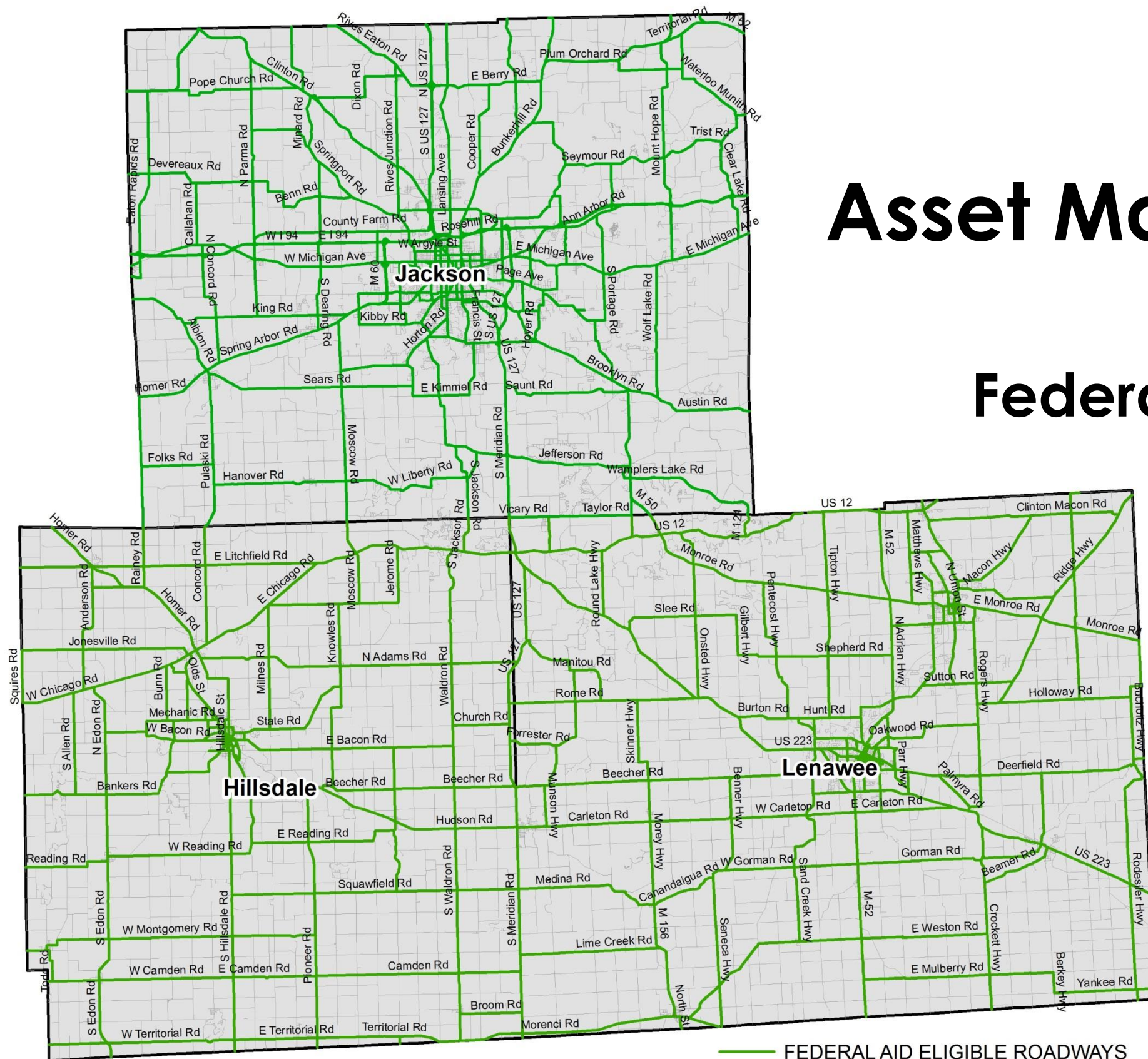
R2PC will work closely with the Contractor on this project and will provide staff hours and information as needed. R2PC will serve as the Project Manager to implement a mutually agreed upon scope of work, monitor progress of firm(s) activities, and serve as a liaison between the firm(s), the City of Jackson, Jackson County and other partners. The selected firm(s) will enter into a contract with R2PC for the agreed upon scope and budget. R2PC will also serve as the contract manager and procure administrator for the project.

2016-2017 Asset Management Report

Federal-Aid Eligible Roadways
Jackson County

November 2017

Region 2
Planning Commission
Serving Hillsdale, Jackson and Lenawee Counties



2016-2017 Region 2 Area
Asset Management Report

Federal-Aid Eligible Roadways
Jackson County

November 2017



The Asset Management Program for Federal-Aid Eligible Roadways in the Region 2 Area (i.e., Hillsdale, Jackson, and Lenawee Counties) is administered by the Region 2 Planning Commission (R2PC) and funded by the Michigan Department of Transportation (MDOT). The 2016-2017 Asset Management Report was prepared by the R2PC.

The Asset Management Program in the Region 2 Area and the rest of Michigan is led by the Transportation Asset Management Council - an eleven (11) member body consisting of representatives from the Michigan Municipal League, Michigan Township Association, Michigan Transportation Planners Association, Michigan Association of Regions, Michigan Association of Counties, the County Road Association of Michigan, and MDOT. The mission of the Transportation Asset Management Council is:

“Advise the State Transportation Commission on a statewide asset management strategy and the necessary procedures and analytical tools to implement such a strategy on Michigan’s highway system in a cost-effective, efficient manner”



Introduction

The [Asset Management Program](#) in the Region 2 Area is a continuous effort to monitor the surface conditions of federal-aid eligible roadways in Hillsdale, Jackson and Lenawee Counties. The Program is administered by the [Region 2 Planning Commission](#), with guidance from Michigan's [Transportation Asset Management Council](#) and in collaboration with the [Michigan Department of Transportation](#) (MDOT), the three county road commissions, and the various cities and villages located in the Region 2 Area. MDOT funds the Program.

The Asset Management Program involves a comprehensive and strategic approach that looks at the entire road network, rather than individual projects, and provides road agencies with a tool to:

- manage road infrastructure in the short term, and
- plan for future improvements in the long term.

The data compiled for the Asset Management Program is gathered in the field and analyzed using a software program known as [RoadSoft-GIS](#)¹. Much of the data pertains to road surface conditions that can be utilized by road agencies to:

- monitor the physical condition of the federal-aid roadway network (excluding bridges), and
- optimize the preservation, improvement, and timely replacement of federal-aid roadways.

Instead of simply accounting for existing infrastructure, the Asset Management Program can be utilized to ensure the proper use and performance of the federal-aid roadway network, a process that involves the continuous assessment of conditions and evaluation of trade-offs between different actions (i.e., a "mix of fixes").

The data collection effort was originally scheduled to take place over a three-year period, beginning in 2006. However, the program was extended and all of the federal-aid roads in each county have been rated over a two-year period (i.e., one-half of the roadways each year) since 2008. The City of Jackson and Jackson County are also utilizing RoadSoft-GIS

Asset Management strives to gather road ratings that are accurate and consistent. For this reason, it is preferred that the same personnel are used to provide ratings from year-to-year. Also to help ensure consistency, raters are required to attend annual training provided by Michigan Technological University's Center for Technology and sponsored by the Michigan Department of Transportation.

¹ The Center for Technology ,Michigan Technological University, developed and maintains [RoadSoft-GIS](#)

2016-2017 Asset Management Survey Data Collection

The roadway network is comprised of several types of roadways:

- Principal and minor arterials.** Interstates, other freeways, highways, roads, and streets designed to carry large amounts of traffic and to provide access to important destinations (e.g., employment centers, retail districts, etc.);
- Major/urban Collectors.** Road and streets which function as conduits directing local traffic to arterial roadways and are designed to provide more access to property than arterial; and
- Local roadways.** Road and streets designed to provide access to property and to carry small amounts of traffic.

This data collection effort is limited to federal-aid roadways (i.e., arterials and collectors) although various road agencies throughout the region are also rating local roadways. Federal-aid roads are eligible for federal transportation funding to be spent on their construction, repair, and maintenance. There are currently 687 miles of federal-aid eligible roadways in Jackson County.

The highways, roads, and streets which comprise the roadway network are owned and operated by the Michigan Department of Transportation (MDOT), the three road commissions and the various municipalities (i.e., cities and villages) in the Region 2 Area. Consequently, data is collected in each county —on a biennial basis (i.e., half [½] of the network each year)— by teams consisting of officials from MDOT, the county road commission and/or local municipalities:

- Lanes.** The number of lanes in each roadway segment, with freeways and boulevards divided into separate segments by direction.
- Surface subtype.** The surface subtype (i.e., asphalt, sealcoat, composite, concrete, or gravel) for each roadway segment.
- Surface rating.** The condition of those surfaces are rated using the Pavement Surface Evaluation and Rating (PASER) system, according to the scale in Table 1.

Jackson County

2016 Asset Management Team	2017 Asset Management Team
<div><div></div> Scott Walter, MDOT University Region</div> <div><div></div> Dan Valdez, Jackson DOT</div> <div><div></div> Jon Dowling, City of Jackson</div> <div><div></div> Aaron Dawson, R2PC</div>	<div><div></div> Scott Walter, MDOT University Region</div> <div><div></div> Corey Clevenger, Jackson DOT</div> <div><div></div> Alexa Gozdfif, R2PC</div>
Survey Dates: 9/26/16, 9/27/16, 10/21/16	Survey Dates: 9/26/17, 9/27/17

PASER (Pavement Surface Evaluation and Rating) ratings were gathered during the 2017 reporting period for 329 miles of Jackson County roadways. In 2016, nearly 355 miles of roadway were rated in the northern half of the county, including the City of Jackson. (Map 2).

The surveys reveal that of the **federal-aid roadways**:

Table 1
2016-2017 Jackson County PASER Ratings

PASER Rating	2016		2017		2016-2017	
	Miles	Ratio	Miles	Ratio	Miles	Ratio
10	3.1	0.9%	18.4	6%	21.5	3.1%
9	17.6	4.9%	4.0	1%	21.6	3.2%
8	14.9	4.2%	89.1	27%	104.0	15.2%
7	45.3	12.8%	87.5	27%	132.8	19.4%
6	110	31.0%	41.6	13%	151.6	22.2%
5	78.2	22.0%	24.4	7%	102.6	15.0%
4	50.6	14.3%	26.5	8%	77.1	11.3%
3	30	8.5%	34.8	11%	64.8	9.5%
2	5.2	1.5%	3.1	1%	8.3	1.2%
1	0	0.0%	0.0	0%	0.0	0.0%
Total	354.9	100.0%	329.3	100%	684.2	100.0%

21.5% are in very good or excellent condition.
56.6% are in fair or good condition.
21.9% are in poor or very poor condition or have failed.
Please see Table 4 and Figure 2 for more detail.

The federal-aid roadway network can be divided into five different types:

State trunkline (i.e., highways) comprise 34.8% of the federal aid-roadway network.

30.8% are in very good or excellent condition. **39.1%** are in fair or good condition. And **30.1%** of state highways are in poor or very poor condition or have failed.

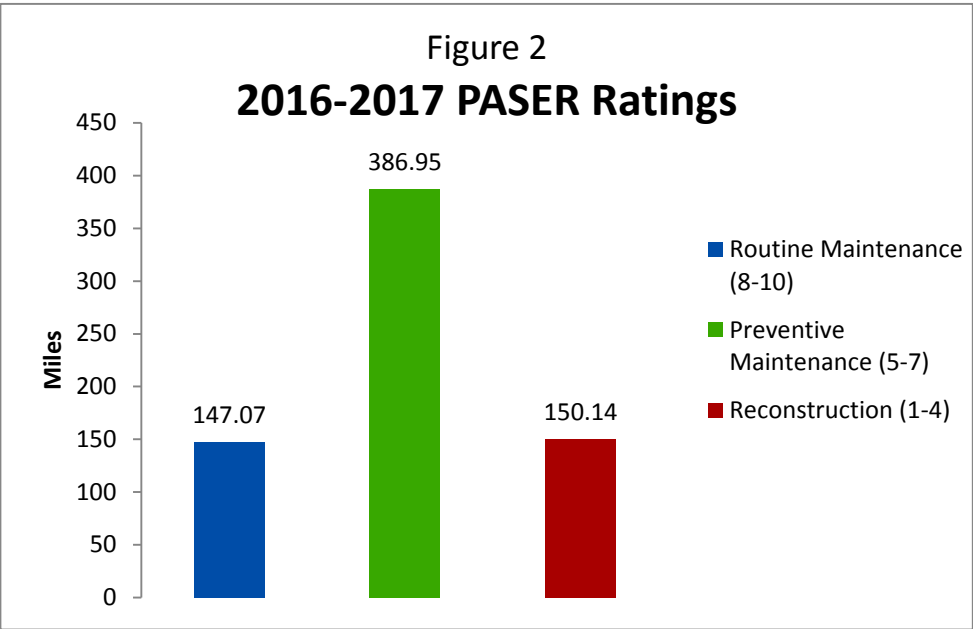
- Local county roads** comprise 19.3 miles of the federal-aid roadway network. **1.5%** are in very good or excellent condition. **27.9%** are in fair or good condition. **70.6%** are in poor or very poor condition or have failed.
- Major streets** in cities and villages comprise 7.1% of the federal-aid roadway network. **6.3%** are in very good or excellent condition. **68.8%** are in fair or good condition. **24.9%** are in poor or very poor condition or have failed.
- Minor streets** in cities and villages did not comprise any of the ratings for the 2016-2017 collection years.

Jackson County Ratings History

Table 5 provides the PASER ratings for the federal-aid roadway network from 2007 through the 2016-2017 rating cycle for Jackson County.

Table 2
History of Jackson County PASER Ratings

PASER Rating	2007	2008-2009	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
8-10	31.7%	19.7%	22.1%	15.2%	17.4%	18.4%	16.3%	15.4%	21.5%
5-7	65.2%	57.4%	59.1%	68.1%	59.0%	37.4%	39.1%	54.2%	56.6%
1-4	3.1%	22.9%	18.8%	16.7%	23.6%	44.2%	44.6%	30.4%	21.9%

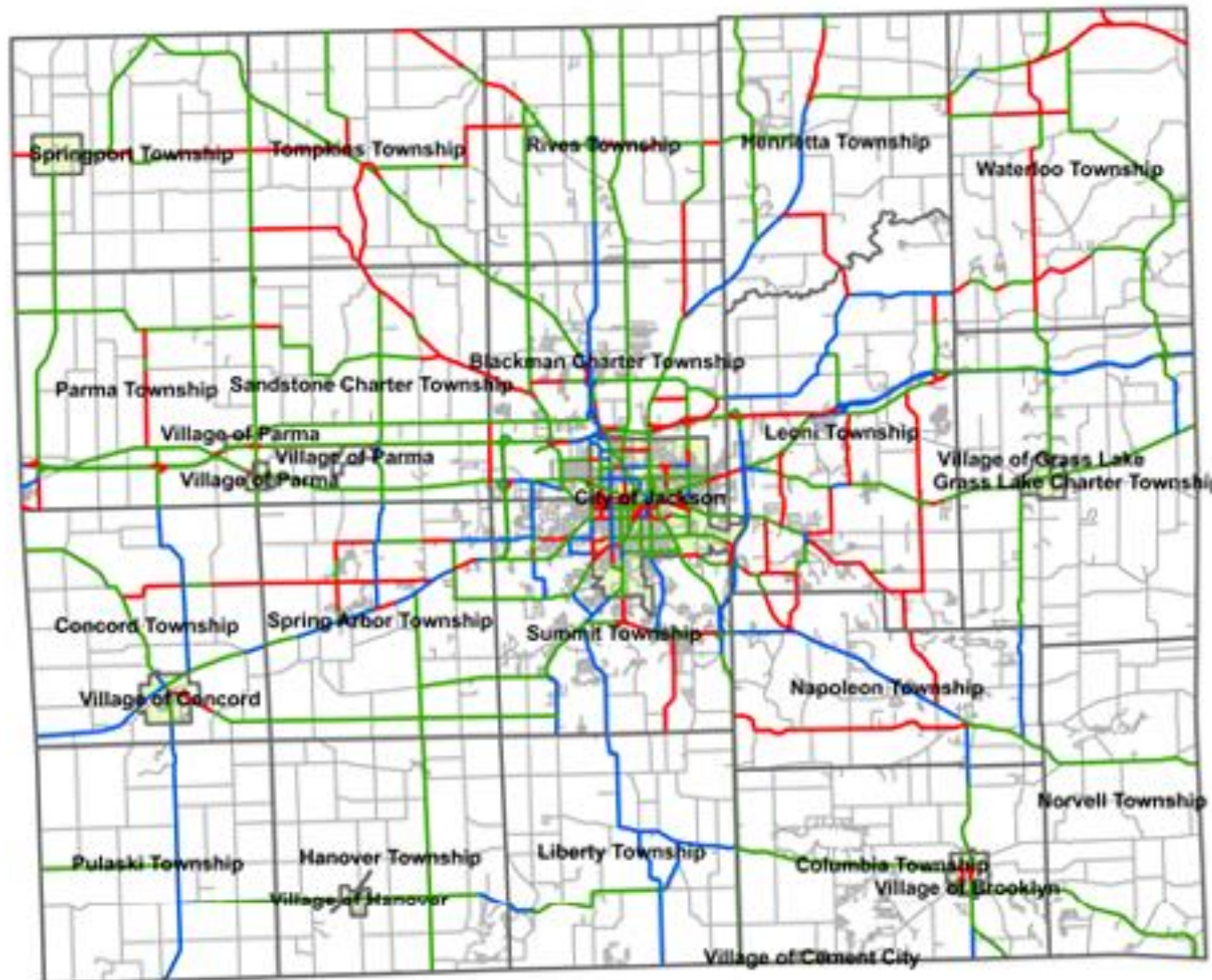


Jackson County 2016-2017

Asset Management (PASER)

Surface Condition Ratings

- 1 - 4 Reconstruction Recommended
- 5 - 7 Preventative Maintenance Recommended
- 8 - 10 No Maintenance Needed



0 1 2 4 Miles



0 3.75 7.5 15 Miles

Region 2
Planning Commission

Serving Hillsdale, Jackson and Lenawee Counties

Source: 2016-2017 PASER Road Ratings

Map created November 2017

Table 3
PASER Rating Scale

Surface Rating		Visible Distress	General Condition/ Treatment Measures
10	Excellent	☞ None	New construction
9	Excellent	☞ None	Recent overlay, like new
8	Very good	☞ No longitudinal cracks (except reflection of paving joints). ☞ Occasional transverse cracks, widely spaced (40 ft. or greater).	Recent sealcoat or new road mix. Little or no maintenance required.
7	Good	☞ Very slight or no raveling, surface shows some traffic wear. ☞ Longitudinal cracks (open ¼ in.) spaced due to reflection or paving joints. ☞ Transverse cracks (open ¼ in.) spaced 10 feet or more apart, little or slight crack raveling. ☞ No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6	Good	☞ Slight raveling (loss of lines) and traffic wear. ☞ Longitudinal cracks (open ¼ in. – ½ in.) due to reflection and paving joints. ☞ Transverse cracking (open ¼ in. – ½ in.), some spaced less than 10 ft. ☞ Slight to moderate flushing or polishing. ☞ Occasional patching in good condition.	Shows signs of aging, sound structural condition. Could extend life with sealcoat.
5	Fair	☞ Moderate to severe raveling (loss of lines and coarse aggregate). ☞ Longitudinal cracks (open ½ in.) show some slight raveling and secondary cracks. First signs of longitudinal cracks near wheel path or edge. ☞ Transverse cracking and first signs of block cracking. Slight crack raveling (open ½ in.). ☞ Extensive to severe flushing or polishing. ☞ Some patching or edge wedging in good condition.	Surface aging, sound structural condition. Needs sealcoat or non-structural overlay.
4	Fair	☞ Severe surface raveling. ☞ Multiple longitudinal and transverse cracking with slight raveling. ☞ Block cracking (over 25-50% of surface). ☞ Patching in fair condition. ☞ Slight rutting or distortions (1 in. deep or less).	Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.

(continued)

Table 3
PASER Rating Scale

Surface Rating		Visible Distress	General Condition/ Treatment Measures
3	Poor	<ul style="list-style-type: none">☞ Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion.☞ Block cracking over 50% of surface.☞ Some alligator cracking (less than 25% of surface).☞ Patches in fair to poor condition.☞ Moderate rutting or distortion (1 in. or 2 in. deep).☞ Occasional potholes.	Need patching and major overlay or complete recycling.
2	Very poor	<ul style="list-style-type: none">☞ Alligator cracking (over 25% of surface).☞ Severe distortions (over 2 in. deep).☞ Extensive patching in poor condition.☞ Potholes.	Severe deterioration. Reconstruction with extensive base repair is needed.
1	Failed	<ul style="list-style-type: none">☞ Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

Region 2 Planning Commission

Serving Hillsdale, Jackson, and Lenawee Counties



JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)

Federal Funds Obligated in Fiscal Year (FY) 2017

As the state-designated Metropolitan Planning Organization (MPO) for the Jackson urbanized area, the Region 2 Planning Commission (R2PC) is responsible for developing and managing a 20-year Long Range Transportation Plan and a short-term (4-year) Transportation Improvement Program (TIP). The current edition of the TIP includes a listing of the approved road, highway, bridge, transit, and non-motorized projects scheduled to receive federal and/or state funds in Jackson County during the 2017 to 2020 Fiscal Years.

Federal legislation adopted in December 2015, and continued through Fiscal Year 2020, **Fixing America's Surface Transportation Act (FAST Act)**, continues the requirement of past legislation that *"an Annual List of projects, for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the Transportation Improvement Program."*

Therefore, in response to the above directive, R2PC is pleased to provide a list of all the projects in Jackson County "obligated" during FY 2017 (October 1, 2016 to September 30, 2017). The Federal Highway Administration (FHWA) defines "obligated" as the federal government's legal commitment to reimburse the implementing agency for the federal share of a project's eligible costs. Although not all obligated projects were initiated or completed during this fiscal year, they have been approved by FHWA for reimbursement in FY 2017. Some projects actually constructed in FY 2017 were obligated in previous fiscal years and will not appear on this listing.

The complete list of the FY 2017 projects obligated in Jackson County appears on the following page. Questions or comments can be directed to:

Mr. Steven Duke, Executive Director
Region 2 Planning Commission
120 W. Michigan Avenue
Jackson MI 49201
Phone: (517) 768-6706
FAX: (517) 788-4635
E-Mail: sduke@co.jackson.mi.us

Did you know?

- The total value of the transportation projects obligated in FY 2017 was **\$ 23,806,309.**
- Federal funds expended on these projects totaled **\$17,522,792.**

Project number	Implementing Agency	Project Name and Location	Improvements	Length	Total Phase Cost	Federal Funds Programmed	Federal Funds Obligated	Total Cost
200803	MDOT	M-106: Non-motorized trail improvement with bridge replacements (PE)	Roadside facility	0.59	\$728,000	\$509,840	\$509,840	\$728,343
127495	MDOT	I-94BL: Cooper Street to Dwight Street (CON)	Resurface	1.2	\$1,209,336	\$989,841	\$1,034,445	\$1,263,831
129151	MDOT	M-50: Rives Junction to Pope Church Rd (CON)	Road Capital Preventive Maintenance	6.35	\$746,688	\$611,148	\$554,860	\$677,898
129162	MDOT	M-106: Bunkerhill Road to 1300 feet west of Sayers Road (CON)	Road Capital Preventive Maintenance	1.9	\$532,673	\$435,993	\$345,231	\$421,785
129189	MDOT	M-50/US-127BR: North St to Boardman Rd (CON)	Longitudinal Joint Repair	0.77	\$385,251	\$300,553	\$315,328	\$385,251
129213	MDOT	M-99: Railroad Street to Jackson Co Line (CON)	Road Capital Preventive Maintenance	4.42	\$901,507	\$737,883	\$665,335	\$812,871
129991	MDOT	M-50: Pope Church Rd to Ingham/Jackson CL (CON)	Micro-Surface, Warranty	6.1	\$819,478	\$670,743	\$531,061	\$648,822
132528	MDOT	M-124: US-12 to M-50 (CON)	Restore & rehabilitate	7.75	\$19,566	\$16,015	\$16,015	\$19,566
132562	MDOT	EB M-60: Spring Arbor Rd to I-94 (PE)	Preliminary Engineering	3.21	\$23,000	\$18,979	\$18,979	\$23,188
132575	MDOT	M-50/US-127BR	Road Capital Preventive Maintenance	2.37	\$22,150	\$18,130	\$18,130	\$22,150
132577	MDOT	M-99	Road Capital Preventive Maintenance	8.04	\$16,667	\$13,642	\$13,642	\$16,667
113565	MDOT	I-94 BL: Brown to Louis Glick (CON)	Reconstruction	1.7	\$10,705,310	\$8,520,783	\$7,977,023	\$9,503,380
120277	MDOT	M-60: Chapel Road to Emerson Road (UTL)	Resurface	1.6	\$60,000	\$49,110	\$49,110	\$60,000
129153	MDOT	East I-94 at Elm Road (SUB)	Reconstruct	1.5	\$1,472,385	\$1,325,147	\$1,325,147	\$1,472,385
129153	MDOT	East I-94 at Elm Road (PE)	Reconstruct	1.5	\$502,763	\$452,487	\$452,487	\$502,763
130916	JACKSON	Airport Road at Springport Road (CON)	Traffic ops/safety	n/a	\$101,200	\$80,960	\$70,232	\$87,790
130215	PARMA	Michigan Ave: W Parma Village Limit to Glasgow Rd (CON)	Restore & rehabilitate	4.841	\$350,000	\$280,000	\$263,670	\$329,588
130218	JACKSON	Robinson Rd: Spring Arbor Rd to Kibby Rd (CON)	Road Rehabilitation	1.227	\$468,476	\$374,708	\$321,484	\$392,772
130219	JACKSON	Kibby Rd: Cascade Court to West Avenue (CON)	Reconstruction	1.314	\$1,161,000	\$929,000	\$865,769	\$1,222,121
130217	JACKSON	Berry Rd: Rives Eaton to Lansing and Perine to Berry (CON)	Restore & rehabilitate	3	\$365,500	\$292,400	\$293,231	\$366,539
200698	JACKSON	W Michigan Ave: M-99 to N. Concord Road (CON)	Restore & rehabilitate	3.1	\$404,640	\$323,712	\$321,615	\$402,019

Phases: CON-construction, EPE-early preliminary engineering, PE-preliminary engineering, SUB-substructure, T-Ops-transit operations, T-Cap-transit capital

Project number	Implementing Agency	Project Name and Location	Improvements	Length	Total Phase Cost	Federal Funds Programmed	Federal Funds Obligated	Total Cost
n/a	JATA	Transit Facility	Facility upgrades	n/a	\$117,000	\$93,398	\$93,398	\$116,748
n/a	JATA	Transit Capital	Transit Capital	n/a	\$7,000	\$5,204	\$5,204	\$7,188
n/a	JATA	Transit communication equipment	Transit Capital	n/a	\$16,000	\$12,450	\$12,450	\$15,562
n/a	JATA	Transit Capital	Transit Capital	n/a	\$25,000	\$20,000	\$20,000	\$25,000
n/a	JATA	Transit Capital	Transit Capital	n/a	\$122,000	\$97,600	\$97,600	\$122,000
n/a	JATA	Transit operations	Transit operating funds	n/a	\$696,000	\$99,000	\$99,000	\$695,000
n/a	JATA	Transit operations	Transit operating funds	n/a	\$3,465,000	\$1,232,507	\$1,232,507	\$3,465,082

Phases: CON-construction, EPE-early preliminary engineering, PE-preliminary engineering, SUB-substructure, T-Ops-transit operations, T-Cap-transit capital