



ACME TOWNSHIP PARKS & TRAILS MEETING
ACME TOWNSHIP HALL
6042 Acme Road, Williamsburg MI 49690
September 16th, 2016 10:00 a.m.

ROLL CALL:

Committee:

	Feringa		Heffner		Heflin		Jenema
	LaPointe		Timmins		Wentzloff		
	Heinert		Kushman				
	Henkel		Winter				

Advisory:

Staff:

A. PUBLIC COMMENT:

B. APPROVAL OF AGENDA:

C. INQUIRY AS TO CONFLICTS OF INTEREST:

D. CORRESPONDENCE:

1. Bunker Hill/Bayside Park – Charlene Abernathy

E. ACTION:

1. Approve Parks & Trails Minutes 08/26/2016

F. REPORTS (if applicable):

1. Township Board – Jenema
2. TART – Kushman

G. NEW BUSINESS:

1. Yuba Creek Natural Area Trail Connectors – Steve Lagerquist, GTRLC
2. Transportation Alternatives Program (TAP) – Winter
3. Parks & Trails Committee Officer Elections

H. OLD BUSINESS:

1. Bayside Park Phase I – engineering and bid update

I. PUBLIC COMMENT

ADJOURN:



**ACME TOWNSHIP PARKS & TRAILS MEETING
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September 16th, 2016 10:00 a.m.**

ROLL CALL:

Committee:

E	Feringa	X	Heffner	X	Heflin	X	Jenema
X	LaPointe	X	Timmins	X	Wentzloff		
	Heinert	X	Kushman				
	Henkel	X	Winter				

Advisory:

Staff:

A. PUBLIC COMMENT: none

B. APPROVAL OF AGENDA: Motion; Heffner, 2nd. Timmins : Motion to approve agenda with New Business 3 moved up to new business 2, and the addition of New business 4) Organizational Issues. Motion carries

C. INQUIRY AS TO CONFLICTS OF INTEREST: none

D. CORRESPONDENCE:

- 1. Bunker Hill/Bayside Park** – Charlene Abernathy
Letter addressed South bayside and it’s uses (see attached letter)

LaPointe- brought up the boat launch at Saylar park and the discussion that the board had at the September board meeting about a charge to use the boat launch and how to best enforce it and the research that is being done.

Heffner would like to see the township look at getting some plans designed for south bayside park.

E. ACTION:

- 1. Approve Parks & Trails Minutes 08/26/2016**
Motion: Heflin, second Heffner. Motion to approve minutes from 8/26/16
Motion carries

F. REPORTS (if applicable):

- 1. Township Board** – Jenema- will report on bayside during the park discussion
- 2. TART – Kushman-** Landowner discussions- talked with Holiday express, Chris Godfry, who was able to connect Chris to the owners. The owners are on board and have been guaranteed they will be able to approve all plans before they move forward. They are currently reviewing the plan and talking with their ownership team.
Lapointe asked questions to clarify how easements work.
Wentzloff clarified that you can remove easements from a title and they can be rescinded if a trail doesn’t utilize it.
Kushman - Meet with Mike from GTRLC to make sure that the trail through deep water point natural area is consistent with the conservation easement, paving is the issue of concern.
Heffner asked if there had been contact with the tribe about cutting through the resort condo’s next to Bayside park.
Kushman talked to Steve the general manager at the resort to bring him up to speed and keep them in the loop.
Jenema asked about what the township needed to do to get letters of commitment to hand out to those along the purposed trail.

Kushman- letters are being developed, should have them later today (sept 16th.) will send them to Jenema as soon as he gets them.

G. NEW BUSINESS:

1. Yuba Creek Natural Area Trail Connectors – Steve Lagerquist, GTRLC-

Discussed making a loop trail to connect the upper and lower trail it would be about a ½ mile. With use of maps talked about the topography of the slopes and how to make a sustainable trail that won't erode or hold to much water.

Heffner and LaPointe are interested in meeting Steve and Shawn out at Yuba to walk the area. *Shawn* will send out an email to connect them with dates.

Talked about using Americorp from Huron pines in the fall of 2017 to help break the trail. GTRLC has a lot of trail cutting tools. Hoping the township can do this project with volunteer labor.

Jenema asked about using students for volunteers.

Steve said there are some good jobs for kids 12 and up, clearing sticks and brush before trail construction begins.

Discussed dates, fall is better due to nesting in Yuba.

Will flag and GPS the trail when they go walk it.

Lapointe brought up connecting the north side of Acme creek with the south side. Foot bridge would be needed.

Discussion followed about; hunters, animal/bird habitat, human impact.

Significant boardwalk would be needed to go across the creek area.

Discussed most appealing trail = 2 mile loop is most appealing.

Talked about the kiosk that needed to be updated. Image 360 did the signage for the GTRLC.

Discussed the advantages of the kiosk design.

2. Parks & Trails Committee Officer Elections Nominations

Amy Jenema nominated for Chair. Elected unanimously

Steve Feringa- nominated for Vice Chair – Elected unanimously

Marcie Timmins- nominated for Secretary- Elected unanimously

Bylaws section 3.0 discussed the language

Motion: Timmins , 2nd. Wentzloff to amend Park and trail bylaws section 3 to read; These rules may be amended by a vote of the majority of the body of the committee.

Motion carries

3. Transportation Alternatives Program (TAP) – Winter.

Tap is a federally funded grant program for alternative transportation. Townships by themselves are not eligible to apply directly. MDOT and GTCRC are possible partners. Lapointe will reach out to Jim Cook at GTCRC and see if they are interested in partnering with the township. The grant requires a 20% match, is awarded 4 times a year and can be applied for at any time throughout the year. Funds are based on the projects merit. Conditional commitments are available which allows the community time to raise funds as the 20% match would not then be needed at the time of grant application. It would also be allowed to be used towards other matching funds on projects. Engineering cost are not covered under a TAP grant and an economic development plan is needed to be turned in with the grant application.

Trails that qualify for the TAP grant need to meet AASHTO standards (10ft. Path ways with 2ft. shoulders on each side. Boardwalks and bridges must be able to withstand emergency vehicles), the designs the township and TART currently have do not meet those.

Shawn and Barb will be meeting with Julie and Chris to work on the grant.

4. Park organizational issues- Jenema- Due to Tom's retirement the township will be contracting the park/building maintenance through at least Spring so the board has the ability to examine what they want to do to move forward. Money has been set aside for winter snow removal on the small

section of TART the township is responsible for

Julie Clark suggested talking to East bay and maybe Acme could partner with east bay to keep the trail cleared.

Each member of the committee choose a park/cemetery to monitor monthly for any repairs or up keep needed. Amy came up with a chart. She will email more charts to everyone.

Timmins -Yuba parking areas (3)- need dog pick up bags

Wentzloff- Deep water point

Feringa- South Bayside and mid bayside- someone backed into the electric station

Heflin-North Bayside

Lapointe-Saylar Park

Jenema-Cemeteries

Heffner-Tart

Members are responsible to check the site before each meeting and report back to Jenema who will take it to the maintenance committee.

H. OLD BUSINESS:

1. Bayside Park Phase I – engineering and bid update- Jenema explained how option 6 surfaced after the dirt estimates came back much cheaper than the first quote.

Option 6 allows for the whole walk way to be built behind the retaining wall and the stamped concrete areas for benches as well as the money to repair the brick area in front of the restrooms.

The board passed a finite amount of money to sign a contract with on this project and the project is scheduled to start September 26th and be completed before October 22nd. according to Supervisor Zollinger, the length of the project is about 2 ½ weeks.

I. PUBLIC COMMENT none

ADJOURN: Motion: to adjourn Timmins 2nd. Lapointe
Motion carries

SUGGESTIONS/CONCERNS BAYSIDE PARK BUNKER HILL

Since the creation of the Bayside Park Bunker Hill section, use of the beach has multiplied many times over. Several park improvements are needed.

Parking. Large boats and trailers launching block entrance at light, plus occupy a lot of parking. I think this problem will resolve with the opening of Saylor Park boat launch.

Eventually parking should be limited to people and wind powered watercraft and small boats.

Swimmer safety. A line of buoys along launch to separate swimming and launching area. Many people swim at this site. A boater-swimmer accident is a very real possibility. The biggest worry is the jet skis. Many approach the beach at a high speed as well as doing tricks where a swimmer could easily be missed.

Safety entering US31. There are multiple problems. The light at the corner of Bunker Hill and US31 does not have a face to the bayside. Currently a red light on US31 is assumed when the cars on US 31 stop. Then there is confusion with the Bunker Hill traffic as to has the right away. Frequently the intersection can't be used anyway due to large boats launching and blocking the entry.

The other entrance is conducive to right turning traffic only. Heading North involves crossing three lanes at an intersection. It is nearly impossible and very dangerous during high traffic times. Heading East on Bunker Hill is discussed above.

Porta potty. With the high use, need for rest room facilities are high. One or two porta potties that are emptied regularly would suffice for now.

Parking for cars. Delineation of spaces would lead to better use of parking space. The parking lot is in dire need of grading.

Parking for bikes. As the TART trail expands, bike traffic will increase.

Dogs in park. Many people bring their dogs to this park to swim. Reminders to clean up after pets are needed. Placement of dog poop bags would help compliance.

Long term wish list.

Sitting walls with sand on the bay side like the plans for the North side.

Beach grooming.

Long term bathroom facilities.

Grants to pursue basic needs in this park should have priority over the North park facilities currently unfunded.

Some of the simpler needs like porta potties and safety buoys could be funded at the township level.

Charlene Abernethy

9-6-2016



ACME TOWNSHIP PARKS & TRAILS MEETING
ACME TOWNSHIP HALL
6042 Acme Road, Williamsburg MI 49690
August 26th, 2016 11:00 a.m. Draft minutes

ROLL CALL: Meeting called to order at 11:05

Committee:	x	Feringa	x	Heffner	x	Heflin	x	Jenema
	x	LaPointe	x	Timmins	A	Wentzloff		
Advisory:	x	Heinert	A	Kushman				
Staff:	A	Henkel	x	Winter				

A. PUBLIC COMMENT: none

B. APPROVAL OF AGENDA: Motion: Motion to approve agenda
 With addition of item D 1, correspondence and action item E 1.
 Motion made by LaPointe 2nd. By Heffner motion carries

C. INQUIRY AS TO CONFLICTS OF INTEREST: none

D. CORRESPONDENCE:

1) email from Angie Lucus – at the land conservancy- discussion of connecting the upper and lower trails. Offered to meet with Acme township to help look at best trail layout. Also offered to help redesign our crumbling signs at Yuba. Shawn wondered about transferring this to the park and maintenance committee. LaPointe said he is happy to let the conservancy go flag areas and then talk about the next steps. Heffner said he would also be happy to work on trail development within Yuba.

E. ACTION:

1. Approve park and trails minutes from 8/12/16 – correction under H. 2 fix typo to “more” not “moved”. Motion: To approve the minutes from 8/12/16 with correction – Feringa, 2nd by Heflin, motion carries

F. REPORTS (if applicable):

- 1. Township Board – Jenema-** reported that Tom Henkel will be retiring at the end of September or October.
- 2. Autumn Olive – Winter-** Meet with farmers to talk about maintenance in the areas that Autumn olive was removed. Jake from Americorp will be going to Yuba nature area to cut and spray more Autumn Olive with his team. Late spring early next summer Shawn and Jake will be going to reevaluate what has regrown and decide on the maintenance plan. No action can happen until after July 15th due to bird nesting.

G. NEW BUSINESS:

H. OLD BUSINESS:

1. Bayside Park Phase I Bid Options-

LaPointe made corrections to the bayside park budget items: Option 3, Item 3 1.5 was increased to \$5760 and under option 4, restroom repair and stamped concrete needed to be added new total \$67,500

Zollinger explained how much the township has to actually work with on hand (\$60,438) after the reduction of tree removal cost. Township has to watch the dollars carefully as cost add up faster than revenue. Gave example of having to find extra engineering cost for boat launch project at Saylor Park.

LaPointe wants to make sure in the future we have better tracking of budgeting and cost to avoid having to go back to the board for additional funds.

Jay has come up with a new way to track budgets to track internally.

Heffner doesn't want to go over budget but doesn't want to trim so much we sacrifice quality. Better to hold back and add components later instead of cutting items down.

Went over the 4 different options Klaus came up with.

Option 1 cost = \$78,206.51

Option 2 cost= \$74,934.98

Option 3 cost=\$69,552.98

Option 4 cost= \$62,223.68

*(please note the above numbers do not include LaPointe's corrections, see above for those figures)

Smaller piece of a bigger plan, so it makes it a bit challenging to design things that will be added to in the future without compromising quality and structure.

Klaus discussed the practicality of cutting stair width from 4' to 3' as cost saving on end caps without changing design.

Klaus was worried about cost overrun do to unknowns under the soil where the retaining wall would be, did ground penetrating radar to prove there is no concrete foundation under where the wall will be constructed.

Discussed future water levels and how the wall is built to withstand high water, and setting the wall back as far as possible.

Discussed getting new numbers for dirt as that quote seemed a little high should be closer to 20k, because it's a small job contractors charge a little more, bigger the project the more the price goes down.

Discussed having stamped concrete instead of pavers under the bench area, also had the option of leaving as cutouts and mulching until the township can afford the cost of permanent concrete. Under option 4 Klaus suggest leaving the bench cut outs unpaved to save on cost. The committee supported this idea.

Option 4 is what the committee had a consensus on due to cost. Will be asking the board for the extra \$5300 for the restroom repairs that were not originally asked to be included in the plan.

Jenema asked what the committee thought about what to put under the benches, mulch was agreed upon by the committee.

Zollinger asked about dates. October 22nd is our goal end date to have the park ready for the blue star ceremony.

Klaus said the contractors would like to start right after labor day, if not before.

\$67,276 was Jenemas end figure on option 4.

Klaus said to take out \$800 from that for the cement bench space.

Zollinger, Jenema and LaPointe will meet to go over exact accounts and numbers within the Township.

Motion: by LaPointe 2nd, by Heffner

Motion to approve option 4, excluding option 1.4, but including \$4300 for repairs in front of the restrooms. Total cost of option 4 as of today's date = \$66,476.

Motion carries

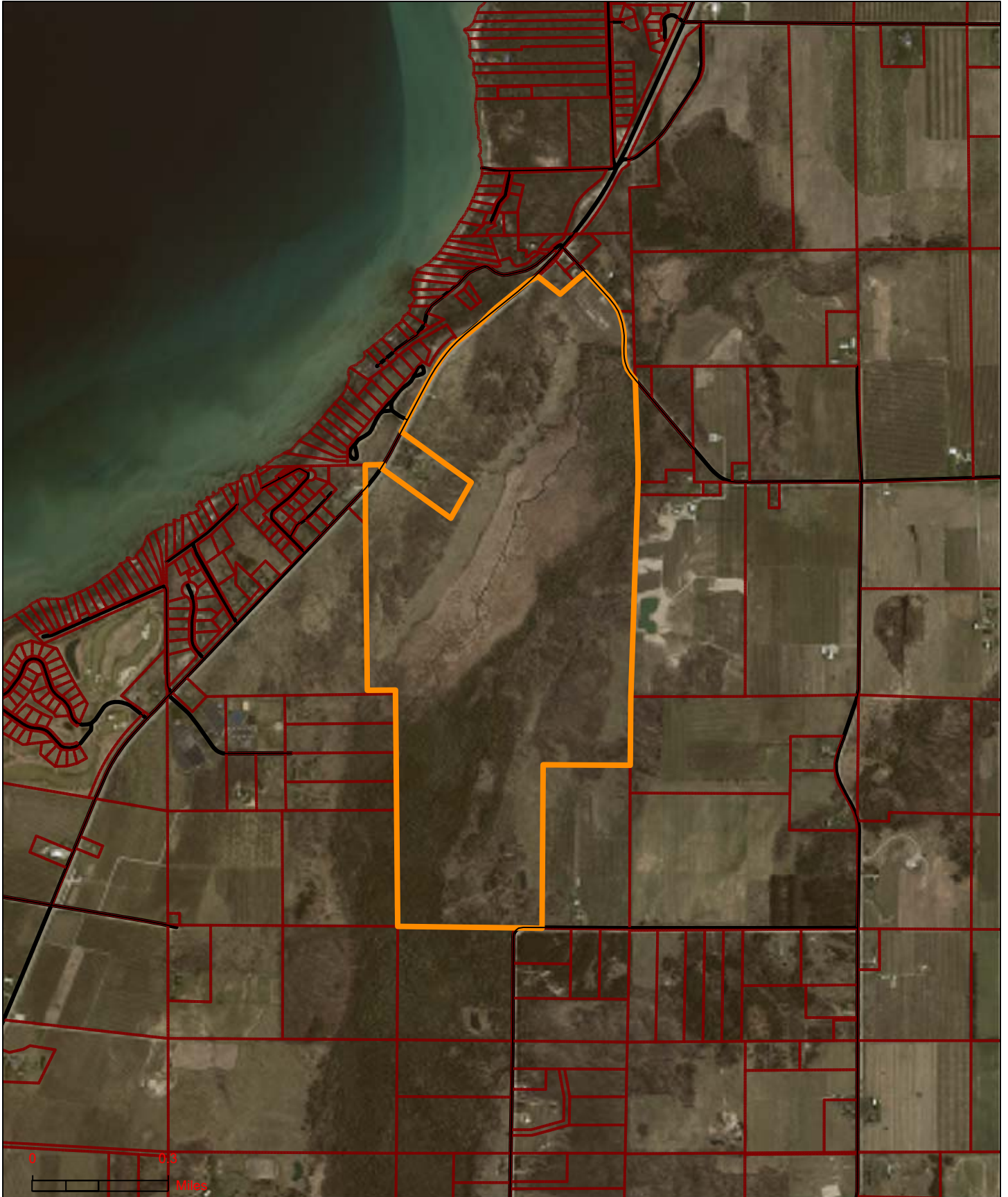
I. PUBLIC COMMENT none

ADJOURN:

Motion: Motion to adjourn Timmins, 2nd by LaPointe motion carries

12:03


2016 LAYERS



Yuba Creek Natural Area

Existing Trail Network

Legend

 Yuba Creek Trail Network



Google Earth

1000 ft

ACME TOWNSHIP BICYCLE AND PEDESTRIAN PLAN

I. OVERVIEW

Acme Township is currently exploring ways to provide bicycling and pedestrian infrastructure in our Township where there is essentially none at this time. Connecting our residents and visitors to our parks, commercial areas and neighborhoods is supported and called for in our Community Master Plan (2014), Parks and Recreation Plan (2013) and Acme Shores Placemaking Plan (2012).

Goal:

Provide bicycle & pedestrian connectivity throughout our Township that will connect people to destinations while providing economic development opportunities and transportation alternatives.

Objectives (in priority order):

1. *Extend the existing TART Trail from Bunker Hill Rd to the Grand Traverse Town Center via Mt. Hope Rd*

- a. **1.25 miles** – 0.6 mi dedicated paved trail; 0.6 mi shared roadway
- b. Preliminary engineering complete

Opportunities:

- Supportive land owners willing to sign letters of commitment
- Will connect with future trail in the Grand Traverse Town Center as required in the mixed use planned development approval
- Resolution of Support from the Board

Challenges:

- Need to confirm support from Grand Traverse County Road Commission for shared roadway trail along Mt. Hope Rd.

2. *Connect Bayside Park (north) to Deepwater Point Rd via The Shores Condominiums and Deepwater Point Natural Area*

- a. **0.45 miles** – 0.3 mi dedicated paved trail; 0.15 shared roadway
- b. Conceptual Phase

Opportunities:

- Connect residential areas along Deepwater Point Rd, Dock Rd and the Peaceful Valley subdivision with Bayside Park
- One of the first links in the Traverse City to Charlevoix Regional Trail
- Resolution of Support from the Board

Challenges:

- Receiving permission from Grand Traverse Band of Ottawa and Chippewa Indians to utilize their existing road and bridge over Acme Creek
- Ensuring there are no restrictions on the Deepwater Point Natural Area that would prevent a paved trail. Currently working with the Grand Traverse Regional Land Conservancy for clarity

3. *Extend the existing TART Trail to US-31, follow US-31 at Bayview Inn, north along the corridor businesses (east side of US-31) to the M-72/US-31 intersection, providing safe access to Bayside Park (north), with connector from existing TART Trail at Bunker Hill to US-31*

- a. **0.91 miles** – primarily dedicated paved trail, exception once US-31 is crossed
- b. Pre-conceptual Phase

Opportunities:

- Provide economic benefit to our corridor commercial area by providing bike/ped access where there currently is no existing infrastructure

ACME TOWNSHIP BICYCLE AND PEDESTRIAN PLAN

- Current zoning calls for all new development to have a 20 foot built-to-line, set back from the ROW and calls for a 12-foot wide sidewalk to be installed adjacent to the ROW on property owners land at time of development.
- 12-foot wide sidewalk may be excessive. Township may be willing to amend requirement if trail is implemented
- Originally discussed as a sidewalk project paid through a Special Assessment District from the property owners along the corridor. The local businesses have advocated for walking/biking infrastructure.

Challenges:

- Acquiring easements from all the property owners
- Working out a maintenance agreement between the property owners and Township
- Some existing buildings/structures sit very close to the curb already (as little as 16 feet in some cases). May need to seek variance from AASHTO guidelines (10' trail, 2' shoulder on each side) and MDOT's requirement that the trail be 5 feet from curb edge. Not many cases, but a couple.
- Existing 8-foot wide sidewalk approaching US-31/M-72 intersection. Installed as part of the National Governor's Conference a number of years ago.
- Business owners are in many cases not property owners, and therefore would not be paying the Special Assessment directly

4. *Bunker Hill/US-31 intersection north along Bay shore to connect with Bayside Park (north)*
 - a. **0.7 miles** – proposed to be all dedicated paved trail
 - b. Master Plan document phase

Opportunities:

- Section of trail in Bayside Park (north) included in MDNR Trust Fund Development Grant, submitted March 2016, including trail head amenities
- Serve as additional linkage in the Traverse City to Charlevoix Regional Trail
- Township has acquired many of the parcels along the Bay shore between Bunker Hill Rd and M-72. These properties are forever protected as parks.

Challenges:

- Seven (7) parcels along Bay shore privately held. Existing built conditions make it very difficult to construct a trail until properties are one day acquired

II. QUESTIONS / CLARITY

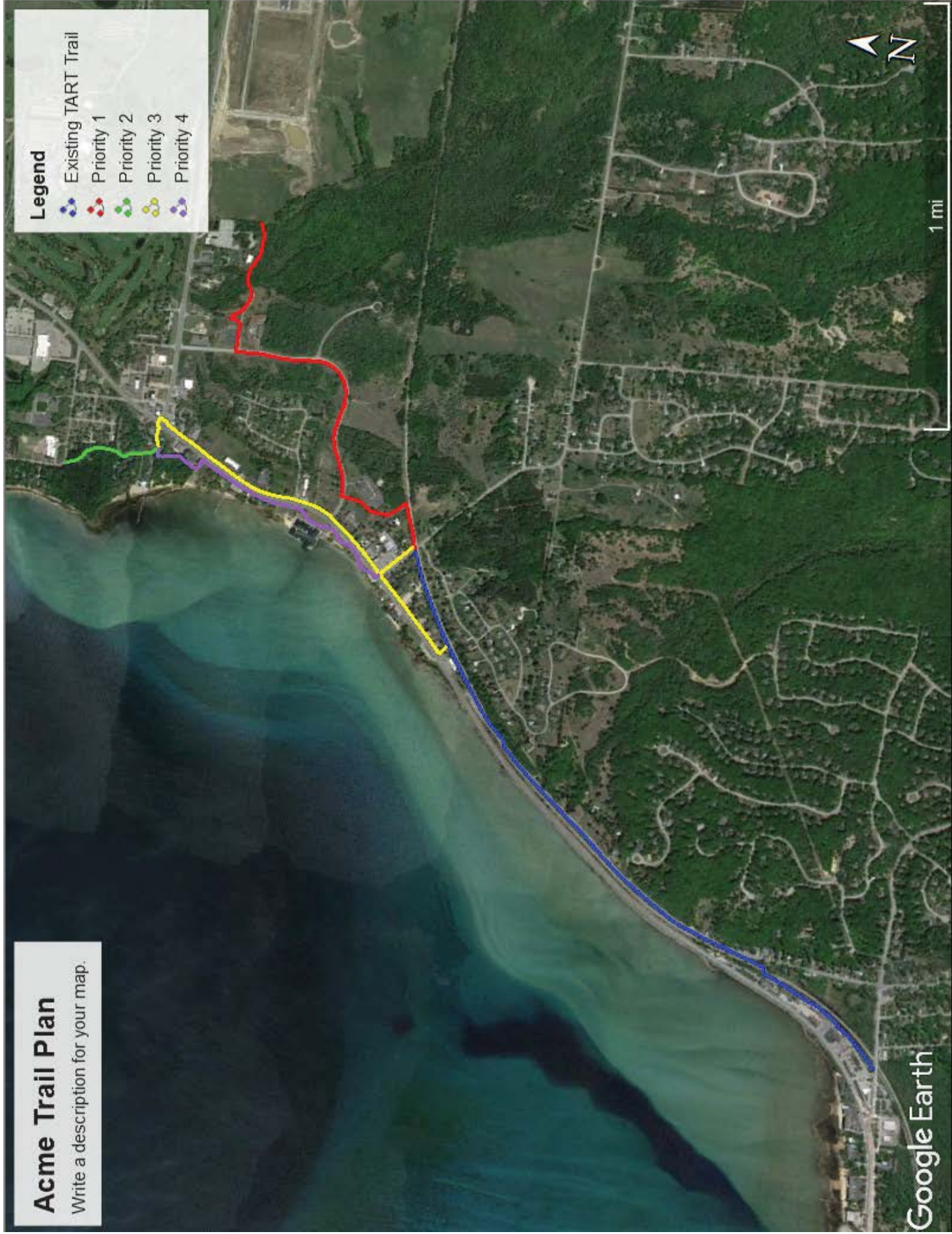
1. Townships are not eligible and we would need to partner with either the Grand Traverse Band of Ottawa and Chippewa Indians, Grand Traverse County Road Commission, or Michigan Department of Transportation*.
2. Applications may be submitted any of the four times a year?
3. TAP is funded through 2020?
4. Are variances (AASHTO, MDOT requirements) ever granted where restrictive conditions exist?
5. Typical ratio of land value to total trail construction cost?
6. Do easements count as real estate toward match?
7. Is there an advantage of applying for Priorities 1 – 3 individually at different times, or as one project?
8. Can a trail tie into an existing sidewalk?
9. What level of engineering is needed to submit an application?
10. How are the funds allocated? By region, project merits?

Acme Trail Plan

Write a description for your map.

Legend

- Existing TART Trail
- Priority 1
- Priority 2
- Priority 3
- Priority 4



Google Earth

1 mi

Competitiveness and Eligibility Details



What types of projects are competitive for TAP funding?

Facilities for Pedestrians and Bicyclists

- *Pedestrian and bicycle facilities, including shared-use paths, that:*
 - connect and develop documented regional or statewide bicycle and pedestrian transportation networks.
 - are appropriate for the need and user types targeted.
 - benefit state tourism or economic development initiatives.
 - if locally significant, have strong transportation connection and involve planning efforts or serve as connectors to regional networks.
 - are a priority on state, county or regional nonmotorized transportation plans.
 - address documented safety deficiencies.
 - are part of a broader non-Transportation Enhancement or TAP-funded bicycle and pedestrian transportation networks.
- *Amenities that increase usability of bicycle and pedestrian facilities.*
- *Streetscape improvements that:*
 - are located in established traditional downtowns or historic districts, including areas with high pedestrian activity or of a context that promotes pedestrian transportation.
 - use a creative design approach that enhances pedestrian safety and takes into account the community identity, history, context, and the human environment.
 - accomplish multiple goals (traffic calming, pedestrian safety, tied with other initiatives, water quality improvements, etc.).
 - receive input and support from citizens, local businesses, economic developers, traffic engineers, historians, etc.

Turnouts, Overlooks, and Viewing Areas

- *Projects that:*
 - provide views of the Great Lakes or highly unique and scenic areas, and/or provide a benefit to state tourism.

Historic Preservation and Repair of Transportation Facilities

- *Historic preservation projects that:*
 - enhance National Register-listed historic districts, locally designated districts or National Heritage Areas.
 - preserve original property in place (certain bridges designed to be moved are an exception).
 - promote cultural tourism.

Environmental Mitigation Activities

- *Water quality projects that:*
 - will have a positive effect on important watersheds or water bodies with sensitive fisheries or that are not attaining state water quality standards.
 - include monitoring after implementation or projections of water quality improvement.
 - are consistent with a local watershed management plan.
 - include an inspection and maintenance schedule.

Other Eligible Activities

- *For information on the Safe Routes to School Program, go online at www.saferoutesmichigan.org.*
- *Other eligible activities defined in the Fixing America's Surface Transportation Act (FAST Act) but not specifically listed here are generally not competitive. Consideration will be given in certain circumstances where significant benefit to the state is demonstrated.*

* **Important note:** These details about competitiveness and eligibility pertain only to the \$17 million of TAP funding available per year through the competitive process administered by MDOT. \$7 million is available per year through competitive grant processes administered by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. For applicants in those areas, please consult with the MPOs for competitiveness and eligibility details.

Photo: Pere Marquette Rail-Trail Tunnel under US-127

Competitiveness and Eligibility Details



What other factors make a project competitive for TAP funding?

Financial factors

- Realistic expectations and cost.
- A high level of overmatch (40 percent and higher, ability to pay is considered).
- Non-participating work that is determined to be a benefit to the TAP project.

Public input

- Project identified as a result of a community's Complete Streets stakeholder involvement process.
- Project receiving a high level of public input from multiple partners.

Coordinated efforts

- Project supporting a community's Complete Streets policy, is on a designated state or national scenic byway, or is part of a statewide initiative, such as placemaking, statewide trail connectivity, or tourism efforts.
- Paired with other infrastructure work.
- Part of an economic development or community improvement initiative.

Constructability

- Project design will use industry design standards and can obtain all necessary permits and approvals.

Maintenance factors

- Strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties.

Previous Transportation Enhancement (TE) and TAP funding

- Lower-than-average per capita TE and TAP investment in prior years.
- Timely implementation and appropriate maintenance on previous projects.

Eligible costs are those costs determined by federal TAP guidance and by the Michigan Department of Transportation (MDOT) to be consistent with achieving the intention of eligible categories set forth in federal law. To enable limited TAP funds to support more projects, some project development costs are considered ineligible by MDOT, but may meet federal eligibility. MDOT usually considers the following costs to be ineligible for funding:

- Construction engineering
- Construction extras and cost overruns
- Design engineering
- Environmental clearance and mitigation (except for water quality)
- Permit cost
- Project administration

Various project elements also deemed ineligible for funding include the following:

- Annual plantings
- Banners
- Building facades (except for historic transportation buildings)
- Burying utility lines
- Clock towers
- Curb and gutter (negotiable in a water quality project)
- Decorative fountains
- Decorative street signs
- Electrical for tree lighting
- Flag poles
- Irrigation
- Items required as federal-aid project mitigation (except for water quality)
- Public art
- Speaker systems
- Landscaping of property (as opposed to road right of way)
- Wayfinding primarily for vehicular use
- Welcome signs

For many projects, these ineligible costs may be characterized as non-participating costs.

What items are ineligible for TAP funding?

Photo: Historic Merrick Street Bridge Rehabilitation in Adrian

*** Important note:** It is highly recommended that you contact a grant coordinator at 517-335-1069 to discuss your proposed project before filling out a grant application. For more information, please visit www.michigan.gov/tap.

Michigan Transportation Alternatives Program (TAP) FY 2015 Accomplishments



MDOT and six metropolitan planning organizations (MPOs) invested \$24.9 million in funding in 50 projects in 86 communities within 33 counties

- Leveraged \$10.7 million in matching funds, of which \$5.8 million was non-transportation funding.
- MDOT and the Michigan Department of Natural Resources (MDNR) partnered on 11 shared-use trail projects utilizing \$9.3 million in TAP funds.
- Project highlights include:
 - ◆ Development of 91 miles of shared-use trails, paved shoulders, and bike lanes;
 - ◆ Construction of four miles of streetscape to improve safety and mobility for pedestrians and bicyclists;
 - ◆ Restoration of three historic bridges;
 - ◆ Reconstruction of one historic brick street;
 - ◆ Purchase and installation of Detroit bike share system stations; and
 - ◆ Support for roughly 600 construction jobs.

Including SRTS Infrastructure...

- ◆ 8 miles of sidewalk repair or construction;
- ◆ Speed detection and flashing speed limit signs;
- ◆ 2 miles of shared-use path with Americans with Disabilities Act-compliant ramps; and
- ◆ Pedestrian-level lighting and signals.

\$3.9 million in Safe Routes to Schools (SRTS) infrastructure projects



\$229,000 in non-infrastructure investment

...and SRTS Education and Outreach

- ◆ Bike/pedestrian safety lessons;
- ◆ Walk-to-school days and walking clubs;
- ◆ Walking school buses and bike trains; and
- ◆ Crossing guards, safety patrols, safety days, student safety assemblies.



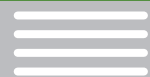
Bike to School Day

40,000 students at 203 schools



Walk to School Day

88,000 students at 249 schools





Michigan Transportation Alternatives Program (TAP)

Frequently Asked Questions

The following document provides a list of Frequently Asked Questions regarding the Transportation Alternatives Program (TAP). Please contact your [grant coordinator](#) if you are unable to find the answer to your question on this page. For help with an online application, please contact 517-335-1069.

What is TAP?

TAP is a competitive grant program that funds projects, such as bicycle facilities, shared-use paths, streetscape improvements that improve pedestrian safety, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system, promote walkability, and improve quality of life for Michigan citizens. The program uses federal transportation funds designated by Congress for these types of activities.

Who is eligible to apply for TAP funds?

Eligible applicants include county road commissions, cities, villages, regional transportation authorities, transit agencies, state and federal natural resource or public land agencies, and tribal governments. MDOT may partner with a local agency to apply for funding and implement the project. Other organizations such as townships or trail groups, may work with an eligible agency to apply.

How do I apply for TAP funds?

To apply for TAP funds, simply fill out an [online application](#).

For instructions on how to obtain a user account for the online application, [click here](#).

Is there a deadline for submitting a TAP application?

Applications are accepted year-round. The program holds Application Review Committee meetings four times per year to determine which applications will be recommended for selection. See the [Grant Application Planning Guide](#) for the dates that will assist you in planning your project timelines for potential grant applications.

When should I start working with my grant coordinator?

You should call or e-mail your grant coordinator before you start your application to discuss your project/application.

Does TAP allow soft match?

Other than cash match, the only other form of match allowed on TAP projects is the value of real estate donated to the project. An example of this would be the right of way for a shared-use path.

What is the required match for my project?

TAP requires matching funds of at least 20 percent of the project cost. Additional consideration is given to projects whose match exceeds the minimum required. The average match is 35 percent.

Why do shared-use paths have to meet AASHTO (American Association of State Highway and Transportation Officials) standards?

MDOT has adopted AASHTO as the standard for all projects that it funds. The AASHTO standard of 10-foot path with 2-foot shoulders on each side is considered a safety standard.

Does TAP pay to bury utilities?

No. An exception would be burying wires associated with new streetlights for a streetscape. Please discuss this with your grant coordinator.

Does TAP fund removal and replacement of (standard) sidewalks?

Generally, no. Funding for sidewalks is typically limited to traditional downtown business districts with a high level of pedestrian activity or short connections to regional nonmotorized transportation networks. The existing condition of the sidewalks is also considered.

What if my project is on state trunkline?

Applicants are encouraged to contact the appropriate Region or TSC office when considering applying for TAP funding to explore opportunities for partnerships on projects that will use or impact state highway right-of-way. In addition, applicants are encouraged to discuss project with the local MDOT TSC manager to determine to what degree MDOT can partner on a proposed project.

What is the Catalog of Federal Domestic Assistance (CFDA) number for TAP?

The CFDA number for all local transportation projects, including Transportation Alternatives projects administered by MDOT's Local Agency Programs Unit, is 20.205. This number is used by auditors when conducting audits of a community's finances.

Federal “Treatment of Projects” Requirements



Because TAP funds are federal funds, projects must conform to all applicable state and federal requirements, including but not limited to:

- Construction Phase – Federal funding requirements
- Davis-Bacon Act wage rates
- 1999 American Association of State Highway and Transportation Officials (AASHTO) design standards
- 2011 Michigan Manual of Uniform Traffic Control Devices (MMUTCD) standards
- Environmental Clearance per National Environmental Protection Act, including but not limited to:
 - Permits
 - Michigan State Historic Preservation Office (SHPO) approval
 - Right-of-Way certification
 - Public involvement
- Matching funds must comply with Federal Highway Administration (FHWA) requirements
- Resolution from transportation agency governing body to certify a fully funded project and maintenance plan
- Competitive bid process administered by Michigan Department of Transportation (MDOT) Local Agency Programs (LAP), referred to as the “MDOT Let Process”



Maintenance Responsibilities

Federal law requires that an asset created using federal funding be operated and maintained for its original purpose throughout its useful (design) life. Should a project cease to be maintained or operated, or become inoperable or unavailable for its original purpose before its useful life has been reached, the federal government has the right to require the recipient to provide an alternate facility accomplishing the same purpose, or to reclaim the remaining value of its share of the asset.

The responsibility for operation and maintenance of TAP facilities resides with the applicant agency via the project agreement. TAP applicants must be prepared to meet these responsibilities financially and operationally. Applicants must develop a maintenance plan and document it in the TAP application. Applicants' legislative bodies will be required to adopt a resolution committing to the financing and conduct of this maintenance plan prior to receiving a funding award.



Transportation Enhancement (TE) Program



Michigan Placemaking in Action...

Detroit Riverwalk at the William G. Milliken State Park and Harbor

Before:



After:



The Michigan Department of Natural Resources, in partnership with the Detroit Riverfront Conservancy and the Community Foundation of Southeast Michigan's GreenWays Initiative, used TE funding to construct a nonmotorized trail from Rivard Plaza to Atwater Street in Detroit as part of the William G. Milliken State Park and Harbor development. The trail is part of the extremely popular Detroit Riverwalk. All plants in the park are native to southeast Michigan wetlands. These are the types of plants that one would have seen in the 1800s before the city of Detroit was settled. The park contains a wetlands demonstration project, that shows how wetlands act as nature's water filtration system. Interpretative signs explain how the wetlands naturally clean the water and then return it to the Detroit River as clean water, without going to a wastewater treatment plant. This green oasis in the heart of the city provides opportunities for picnics, walks, boating, and shore fishing.

The TE investment funded site preparation, construction of the 12-foot-wide bituminous nonmotorized path, pedestrian lighting, security system, benches, trash receptacles, utility work, sod placement and tree planting. The TE project was part of a much larger state park development project.

- Federal TE Investment: \$581,945
- Matching Funds: \$286,630 from the Community Foundation of Southeast Michigan

Project Impact:

- The William G. Milliken State Park is the first urban state park in Michigan and is a showcase of Michigan's natural resources.
- This urban state park provides opportunities for Detroit children to experience wildlife and natural resources within their own city.

Transportation Enhancement (TE) Program



Michigan Placemaking in Action...

Downtown Houghton Streetscape and Brick Street Re-Installation



The Michigan Department of Transportation (MDOT) and the city of Houghton partnered to reconstruct Houghton's downtown business route, US-41 (Shelden Avenue) from Franklin Street to Bridge Street, near the approach to the Portage Lake lift bridge. In addition to decorative sidewalks and historic-style light fixtures, the historic nature of Shelden Avenue was restored by turning the road back to a brick street. The work was part of a complete storefront to storefront reconstruction done in conjunction with a city water, sanitary sewer, and storm sewer project as well as building façade improvements.

- Federal TE investment: \$999,877
- Federal, State, and Local Agency Collaboration: Part of a \$5 million storefront to storefront reconstruction. Other funding sources included USDA Rural Development Loan, CDBG funding from MSHDA's Vibrant Small Cities Initiative, CDBG funding from MEDC for façade improvements and signature building rehabilitation, MDOT Traffic and Safety funds, MDOT Road Preservation Program, and the city of Houghton.

Project Impact:

- 100 new jobs - Several businesses/employers (including Michigan Tech. University, Ford Motor Company, and General Electric) have located or expanded their operations downtown Houghton.
- One new retail/apartment building was built.
- Houghton is working with developers to provide 25-30 additional residential units to address a new interest in living downtown.

"This federal funding helps pay for improvements that make a real difference in economic development and quality of life. Transportation Enhancements like these make Michigan communities even more attractive to residents, visitors, and business investors." - Kirk T. Steudle, State Transportation Director

"The project became a rallying point in the business community, and inspired new involvement and cooperation with the city." - Steve Krug, President of Houghton Downtown Merchants' Association and owner of The Lunch Bag restaurant



Transportation Enhancement (TE) Program



Michigan Placemaking in Action... Pere Marquette Rail-Trail



The Michigan Department of Transportation (MDOT) and the Michigan Department of Natural Resources (MDNR) partnered to construct the Pere Marquette Rail-Trail (PMRT), stretching from Midland to Baldwin. The PMRT route, once part of the Flint and Pere Marquette Railroad, cuts across a broad sampling of central Michigan countryside, from small-town main streets to forests, rivers and farmland. The trailhead picks up right where the Chippewa and Tittabawassee rivers come together at one of the Pere Marquette's most iconic views: "The Tridge," a three-way bridge that spans the intersecting waterways. Plans are in the works to extend the trail west to Ludington.

- Federal TE investment: \$5,744,291
- Financial contributors to the trail include local governments, foundations, tribal funds, in-kind services, MDNR, and MDOT.

Project Impact:

- An 86-mile transportation corridor is preserved.
- The Pere Marquette is one of the most heavily used trails in Michigan, with more than 175,000 visitors every year.

According to a study conducted by Michigan State University:

- Trail users from out of town spend money in restaurants and retail stores. Many also stay overnight. Eight out of 10 visited a restaurant along the trail.
- 47 percent of households surveyed reported improvement in health due to the use of the trail.
- Businesses have become successful adding trail-related products to their mix. For example, a local bike shop doubled its business with construction of the trail and a local hotel offers complimentary bike usage for hotel guests.
- Almost all businesses within a quarter mile of the trail reported that their employees use the trail.



"Transportation Enhancement projects boost a community's appeal to residents and businesses. Increasingly, new generations demand multi-modal communities, meaning those that offer access to bicycling and walking, which contributes to healthy, active lifestyles, and streetscape projects that improve safety, walkability, aesthetics and economic vitality."

- Kirk T. Steudle, State Transportation Director

Transportation Enhancement (TE) Program



Michigan Placemaking in Action... Detroit Dequindre Cut Greenway



Before:



After:



The City of Detroit, in partnership with many state and private agencies, developed an abandoned below-level rail corridor formerly used by the Grand Trunk Western Railroad (referred to as the "Dequindre Cut"), into a 1.35-mile pedestrian/bicycle trail and greenway. The project provided a nonmotorized link from destinations inland, such as downtown Detroit and Eastern Market, to the William G. Milliken State Park and Harbor, the Detroit Riverwalk and surrounding neighborhoods. Federal TE funds were awarded to the project for site preparation, construction of access ramps at Lafayette Boulevard and Gratiot Avenue, stormwater and utility improvements, installation of security cameras, and the trail construction.

- Federal TE investment: \$2,055,448
- Matching Funds: \$513,862 from the Community Foundation for Southeast Michigan
- Public/Private Partnership: The greenway would not have been possible if it were not for a strong public/private partnership between the City of Detroit, Detroit Economic Growth Corporation, Detroit Riverfront Conservancy, Southeast Michigan Community Foundation Greenways Initiative, Kellogg Foundation, Kresge Foundation, Downtown Detroit Partnership, SmithGroup JJR, community advocacy groups (such as the Riverfront East Alliance and the Lafayette-Elmwood neighborhood), the Michigan Department of Transportation, and the Michigan Department of Natural Resources.
- Phase Two of the Dequindre Cut is a component of the \$10 million 2012 Federal TIGER Award for the "Link Detroit!" multi-modal infrastructure improvement project.

Project Impact:

- Complete transformation from an unattractive, unused area to a beautiful public space improving walkability and nonmotorized connectivity within the city.
- The Detroit News reported that Tony Goldman, CEO of New York City-based Goldman Properties, says he's close to making a major investment in downtown Detroit. He cited interest in the Dequindre Cut area and said it was his favorite public place in the city of Detroit.

"This federal funding helps pay for improvements that make a real difference in economic development and quality of life. Transportation enhancements like these make Michigan communities even more attractive to residents, visitors, and business investors."

- Kirk T. Steudle, State Transportation Director

Transportation Enhancement (TE) Program



Michigan Placemaking in Action...

Grand Rapids Bioretention Islands on Plainfield Avenue

Before:



After:



The Plainfield Avenue Bioretention Islands project in Grand Rapids is a great example of how public agencies and the private sector can effectively work together to build public infrastructure that accomplishes multiple objectives. This project used federal, local and private funds to finance street improvements that included the installation of seven bioretention islands and bike lanes. This collaborative project brought numerous positive impacts to the area.

Placemaking Impacts:

- **Economic and community development:** The project that envisioned by the business community and neighborhoods who were even willing to invest private funds, expecting economic returns. The business association reported the purchase of vacant storefronts along the corridor. One investor commented that his decision to purchase property along the corridor was based on the improvement this project would bring.
- **Increased exposure for local businesses:** Traffic is slowed, allowing increased exposure and awareness for local businesses.
- **Added aesthetic value of plantings:** The plantings contribute to an improved quality of life, making this corridor a more attractive place to live, work, and do business.
- **Safety improvements:** Motorist, pedestrian, and bicyclist safety is greatly improved with the addition of a left-turn lane and bike lanes.
- **Water quality improvements:** Storm water is stored and filtered within the islands, improving the quality of runoff to the Grand River and increasing groundwater recharge.
- **Air quality improvements:** Plantings and increased tree canopy in the islands treats air pollution and reduces the urban heat island effect of the roadway.

Funding:

- **Federal TE Grant:** \$146,667
- **Private Businesses and Individuals:** \$84,200
- **Foundations:** \$70,000
- **City of Grand Rapids:** \$30,000

“Vital business districts are critical components of a livable city and a strong economy. Great neighborhoods and vital business districts go hand-in-hand; one cannot succeed without the success of the other. The choices that are made in locating and designing business districts are also important factors in creating a walkable city and supporting transit.”

- City of Grand Rapids Master Plan 2002

For more information, please visit: http://www.youtube.com/watch?v=kLYX6tp_6zg

MEMORANDUM

TO: Acme Township Planning Commission
FILE NO. 5385.00
FROM: Jeffrey L. Jocks, OLSON, BZDOK & HOWARD, P.C.
DATE: July 10, 2013
RE: Officer Election Process

The purpose of this memo is to set out the general process that this Planning Commission has used for elections of Planning Commission officers. The process is basically the same as found in Robert's Rules of Order.

1. The Chairperson states that elections for officers shall begin and that each officer shall be elected in turn.
2. The Chairperson opens nominations for the office of Chairperson.
3. Any member of the Planning Commission may nominate any other member for Chairperson.
4. Voting for Chairperson occurs in the order of nomination. The person nominated first is voted upon by roll call vote and if a majority votes in favor of that person being elected as Chairperson, then no more votes are taken. If there is not a majority in favor, then the person nominated second is voted upon, and so on until a nominee is elected by a majority. The nominee recuses him or herself from voting.
5. Steps 2 through 4 are repeated for Vice Chairperson and then for Secretary.

Acme Township Parks and Trails Committee Bylaws

The following Bylaws are adopted by the Acme Township Board and Parks and Trails Committee (“Committee”) to facilitate the performance of its duties to develop parks and trails within Acme Township, Grand Traverse County, Michigan. The Committee is an advisory Committee to the Township Board made up of seven members of the community. The Committee shall consist of at least one Board Member, but not to exceed two Board Members; one Planning Commissioner, but not to exceed three Commissioners; and the remainder to be electors of the Township. The Members are recommended to be on the committee by the Township Supervisor and Approved by the Board, for Terms of 3 years.

Section 1.0: Officers

1.1 Selection. At the regular meeting in July of each year, the Committee shall select from its membership a Chairperson, Vice-Chairperson, and Secretary. All officers are eligible for re-election.

1.2 Tenure. The Chairperson, Vice-Chairperson, and Secretary shall take office immediately following their selection and shall hold office for a term of one year or until their successors are selected and assume office, or until they are removed for misfeasance, malfeasance, or nonfeasance by the Township Board.

1.3 Duties of the Chairperson. The Chairperson shall preside at all meetings, appoint committees and advisory committees, authorize calls for special meetings, shall execute documents in the name of the Committee, prepare an agenda of items, to be considered at each Parks and Trails Committee meeting (for the Secretary of the Parks and Trails Committee), and perform such other duties as may be ordered by the Committee.

1.4 Duties of the Vice-Chairperson. The Vice-Chairperson shall act in the capacity of Chairperson in their absence and in the event the office of Chairperson becomes vacant, the Vice-Chairperson shall succeed to this office for the unexpired term, and the Committee shall select a successor to the office of Vice-Chairperson for the unexpired term. The Vice-Chairperson shall perform such duties as the Committee may determine.

1.5 Duties of the Secretary

(1) **Minutes.** Minutes shall be kept of each meeting showing the date, time, place, members present, members absent, any decisions made at a meeting open to the public, and the purpose or purposes for which a closed session is held. The minutes shall include all roll call votes taken at the meeting. Corrections in the minutes shall be made not later than the next meeting after the meeting to which the minutes refer. Corrected minutes shall be available no later than the next subsequent meeting after correction. The corrected minutes shall show both the original entry and the correction.

(2) **Recordings.** All meeting and study sessions shall be recorded on tape.

(3) **Notice of Regular Meetings.** There shall be posted, within 10 days after the first meeting of the Committee in each calendar or fiscal year, public notice stating the dates, times and places of its regular meetings for that year.

(4) **Special Meetings.** The Secretary shall provide for notice to each Committee member of the time, place, and purpose of special meetings at least 48 hours

Acme Township Parks and Trails Committee Bylaws

prior to such meetings. If mailed, the notice shall be deemed to be delivered when deposited in the United States mail addressed to the member at his/her address as it appears in the Township records.

- (5) **Staff Assistance.** The Secretary may be assisted by Committee staff in all tasks set out in the section as may be agreed upon from time to time between the Committee and its Staff such as minutes and agendas.

1.6 Resignation from an office. Any officer of the Committee may resign their office at any time by giving written notice to the Committee. The Committee shall elect a replacement to complete the remainder of the officer's term.

1.7 Resignation from the Parks and Trails Committee. Any member may resign from the Parks and Trails Committee by submitting a letter of resignation to the Township Board.

Section 2.0: Meetings

2.1 Regular Meetings. Committee meetings will be held each month in the Township Hall at a regular day and time set by the Parks and Trails Committee by resolution, provided there is sufficient business to come before the Parks and Trails Committee at that time. The Committee shall hold not less than four regular meetings each year. When the regular meeting day falls on a legal holiday, the Committee shall select a suitable alternative meeting day in the same month.

2.2 Special Meetings. Special meetings shall be called at the request of the Chairperson, or by two members of the Committee.

2.3 Study Meeting. To facilitate the detailed study of grant applications, facility design and other planning matters, the Committee from time to time may hold study meetings. Such meetings shall be for information and educational purposes and shall not require a quorum unless official action is to be taken.

2.4 Michigan Open Meetings Act. All meetings shall be noticed and conducted in accord with the Michigan Open Meetings Act, Public Act 267 of 1976, as amended.

2.5 Quorum. A majority of the total number of Committee Members shall constitute a quorum for the transaction of business and the taking of official action. The affirmative vote of a majority of the total Committee shall be necessary for the adoption of any part of a general development plan. Whenever a quorum is not present at a regular or special meeting, those present may adjourn the meeting to another day or hold the meeting for the purpose of considering such matters as are on the agenda. No action taken at such a meeting shall be final, or official.

2.6 Notification of intended absences. If a Committee member is unable to attend a meeting they should notify the Secretary or the Township Zoning Administrator as far in advance as possible.

2.7 Order of Business. The Chair Person/Staff may prepare an agenda for each meeting and the order of business therein may be as follows:

- (1) Call to Order
- (2) Roll Call
- (3) Conflict of interest inquiry

Acme Township Parks and Trails Committee Bylaws

- (4) Approval of Agenda
- (5) Consent calendar
- (6) Correspondence
- (7) Limited Public Comment
- (8) Old Business
- (9) New Business
- (10) Public Comment
- (11) Adjournment

2.8 Motions. The name of the originator of a motion and its second shall be recorded.

2.9 Voting. Voting shall be by voice and shall be recorded by “yes” and “no.” Roll call votes will be recorded only upon request by a member of the Committee or upon the advice of the Township's Attorney.

2.10 Conflict of Interest. Members of the Committee shall avoid conflicts of interest. The Committee shall employ Acme’s Conflict of Interest Policy to determine whether such a conflict exists and how to handle it.

2.11 Attendance. If any member of the Committee is absent from three consecutive regularly scheduled meetings, then that member shall be considered delinquent. Delinquency may be grounds for the Township Board to remove any member for nonperformance of duty or misconduct. The elected Secretary, or acting Secretary in the absence of the elected Secretary, shall keep attendance records of the Committee. The Secretary shall inform the Township Board, in writing, of any delinquencies.

Section 3.0: These rules may be amended by a vote of five members of the Committee.

Shawn Winter

From: Klaus Heinert <kdheinert@goslingczubak.com>
Sent: Tuesday, September 13, 2016 5:48 PM
To: NWMIC@att.net; Jay Zollinger
Cc: Shawn Winter
Subject: N. bayside Park - Ph. 1
Attachments: 201539000701 P-Site_Ph.1 REBID_09-13-16_Options 5 & 6.pdf; Pages from N. Byaside Ph. BID and Options_09-13-16_Options 5 and 6.pdf

Hello Jim / Jay-

I spoke with Joey Chudzinski from Bella and they can commit to the week of October 3rd for the wall and sidewalk. Base on this timing I presume you will be in the week before 09/26 on demo and work with them the following for wall excavation.

I have adequate pricing back from TC Outdoor to complete the wall coping/cap work. We will be finalizing the exact scope of the work (Option 5 or 6) with the township this week, and therefore let's do an onsite meeting next week. I will prepare a contract based on what they decide. We will have to add in the bond cost to this budget which from what Mary Ann told me Jim – it would be between \$300-500 based on the scope decided.

Talk to you soon to set a meeting date next week. Currently Monday, Tuesday afternoon and Weds. all look good.

Thank you.

Klaus Heinert, RLA, ASLA | Project Manager
Gosling Czubak Engineering Sciences, Inc.

231.946.9191 office | 231.933.5103 direct
kdheinert@goslingczubak.com | www.goslingczubak.com

**Project: N. Bayside Park
Acme Township, MI**

Updated: 09-13-16

REBID - Beach Access Walkway Project Options

Option 5						Option 6					
Item No.	Adjusted Item Description	Revised Quantity	Unit	NW MI Contracting / Bella (Reduced Conc.)		Item No.	Adjusted Item Description	Revised Quantity	Unit	NW MI Contracting / Bella (All Concrete)	
				Bid Unit Price	Extension					Bid Unit Price	Extension
1.1	General Conditions, Site Preparation (BID 1)	1.0	LS	\$10,055.00	\$10,055.00	1.1	General Conditions, Site Preparation (BID 1)	1.0	LS	\$11,555.00	\$11,555.00
1.2	30" Concrete Turn Down Wall, Acid stain	138.0	Lft.	\$105.00	\$14,490.00	1.2	30" Concrete Turn Down Wall, Acid stain	138.0	Lft.	\$105.00	\$14,490.00
1.3	4" Conc. Sidewalk	2,367	Sft	\$4.00	\$9,468.00	1.3	4" Conc. Sidewalk	3,506	Sft	\$4.00	\$14,024.00
1.4	4" Conc. Stamped, Colored	0	Sft	\$9.80	\$0.00	1.4	4" Conc. Stamped, Colored	0	Sft	\$9.80	\$0.00
1.5	Conc. Cap Only (36"x18"x4")	54.0	Lft	\$40.00	\$2,160.00	1.5	Conc. Cap Only (36"x18"x4")	144.0	Lft	\$40.00	\$5,760.00
1.6	Clean Beach Sand	100.0	Cyd.	\$25.00	\$2,500.00	1.6	Clean Beach Sand	100.0	Cyd.	\$25.00	\$2,500.00
1.7	Fine Grade, minimal topsoil and seed (MDOT TDS)	100.0	Syd.	\$16.00	\$1,600.00	1.7	Fine Grade, minimal topsoil and seed (MDOT TDS)	100.0	Syd.	\$16.00	\$1,600.00
				Subtotal	\$40,273.00						\$49,929.00
	Contingency			5%	\$2,013.65						\$2,496.45
				Staking / Testing	\$3,000.00						\$3,000.00
	Restroom Plaza (Bid Alt A-3 thru A-4)				\$3,024.00						\$3,024.00
				Total	\$48,310.65						\$58,449.45
				Budgeted	\$60,000.00						\$60,000.00
	Difference Incl. 5% Contingency				\$11,689.35						\$1,550.55

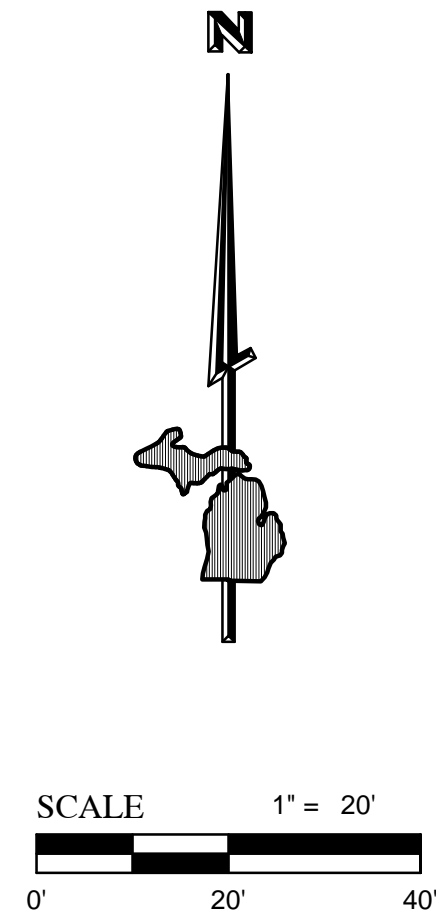
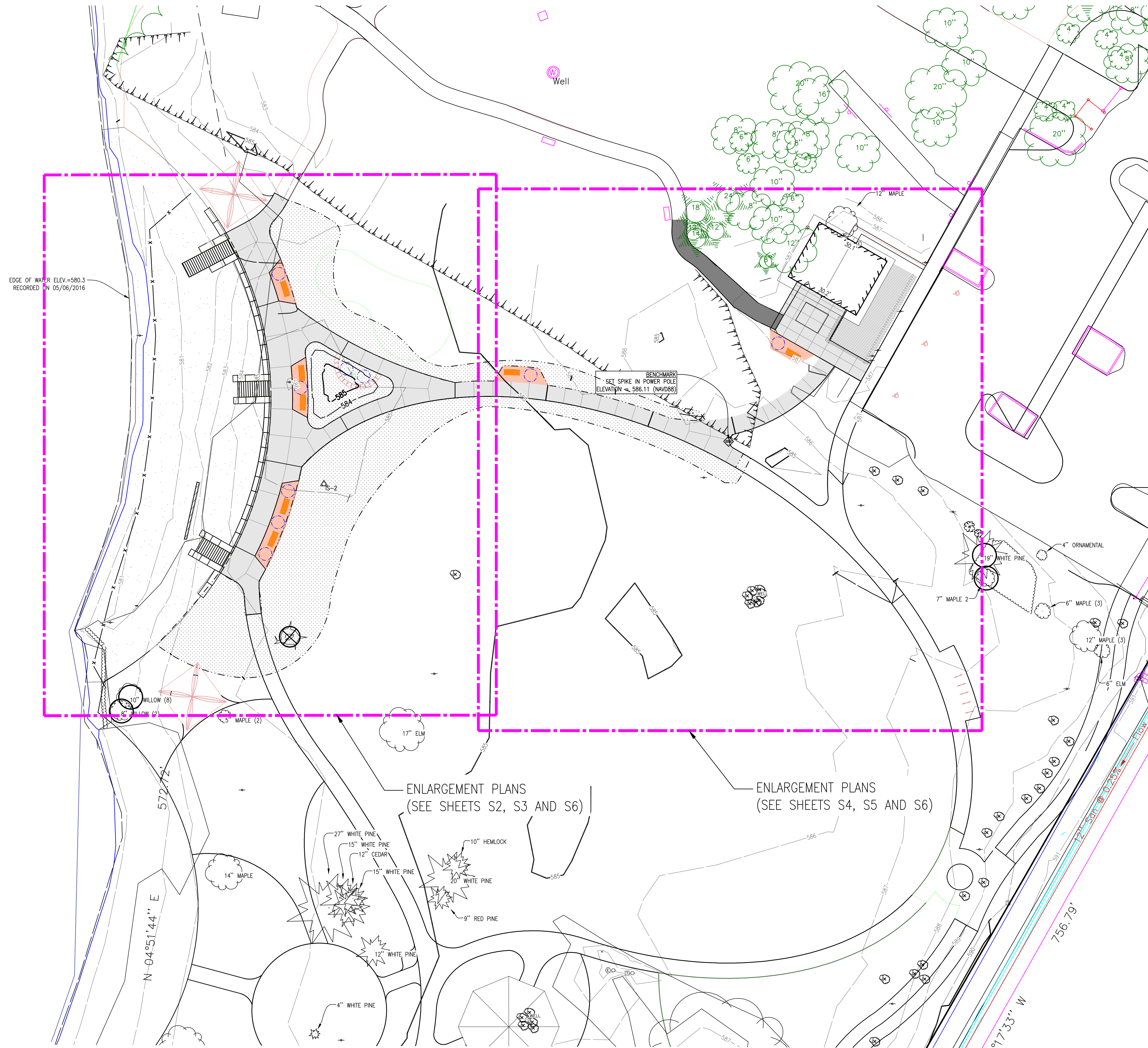


General Legend

- PROJECT LIMITS
- - - EDGE OF WATER
- - - EX EDGE OF GRAVEL
- - - EX EDGE OF CONCRETE
- - - EX OVERHEAD ELECTRIC
- ==== EX CONCRETE CURB
- EX WOOD BOLLARD
- ☼ EX CONIFEROUS TREE
- ☼ EX DECIDUOUS TREE

Surfacing Symbol Legend

- CONCRETE PAVING
- ASPHALT PAVING
- PAVERS
- UNI ECO-STONE CONCRETE PAVERS
- BEACH SAND
- ADA BOARDWALK (BY OWNER)
- TURF GRASS (HYDRO-SEED AREA)



THE LOCATION OF THE EXISTING UTILITIES, AS SHOWN ON THIS PLAN, ARE APPROXIMATE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL LOCATION AND DEPTH OF ALL EXISTING UTILITIES. THE OWNER AND THE SURVEYOR SHALL NOT BE RESPONSIBLE FOR ANY OMISSION OR VARIATION FROM THE LOCATION SHOWN. THE CONTRACTOR SHALL NOTIFY "MISS DIG" AT 1 (800) 482-7171 OR 811 THREE (3) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.

OVERALL PLAN
SCALE: 1" = 20'

Gosling Czubak
 Engineering Sciences, Inc.
 12000 Corporate Blvd
 231-949-9191 800-988-1082
 Fax: 231-941-6625

By: KDH
 JPH
 KDH

Revised: PRELIMINARY BIDDING

No. 01
 Date: 06-30-16
 03 08-01-16

Drawn By: NTS
 Checked By: KDH

Date: 04-07-2016
 Scale: 1"=20'

Location:
 6042 Acme Road
 Williamstown, MI 49680

OVERALL PROJECT PLAN
NORTH BAYSIDE PARK
ACME TOWNSHIP, MICHIGAN

Project No. 2015390007.01
 Sheet **S1**

General Legend

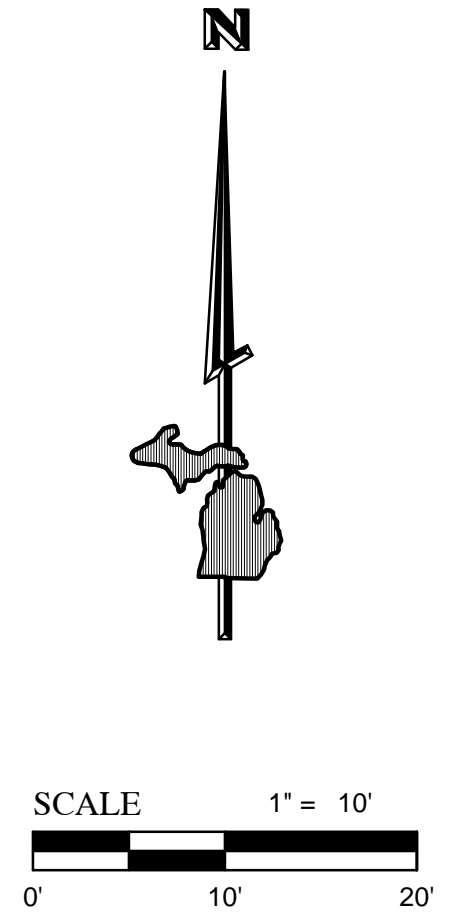
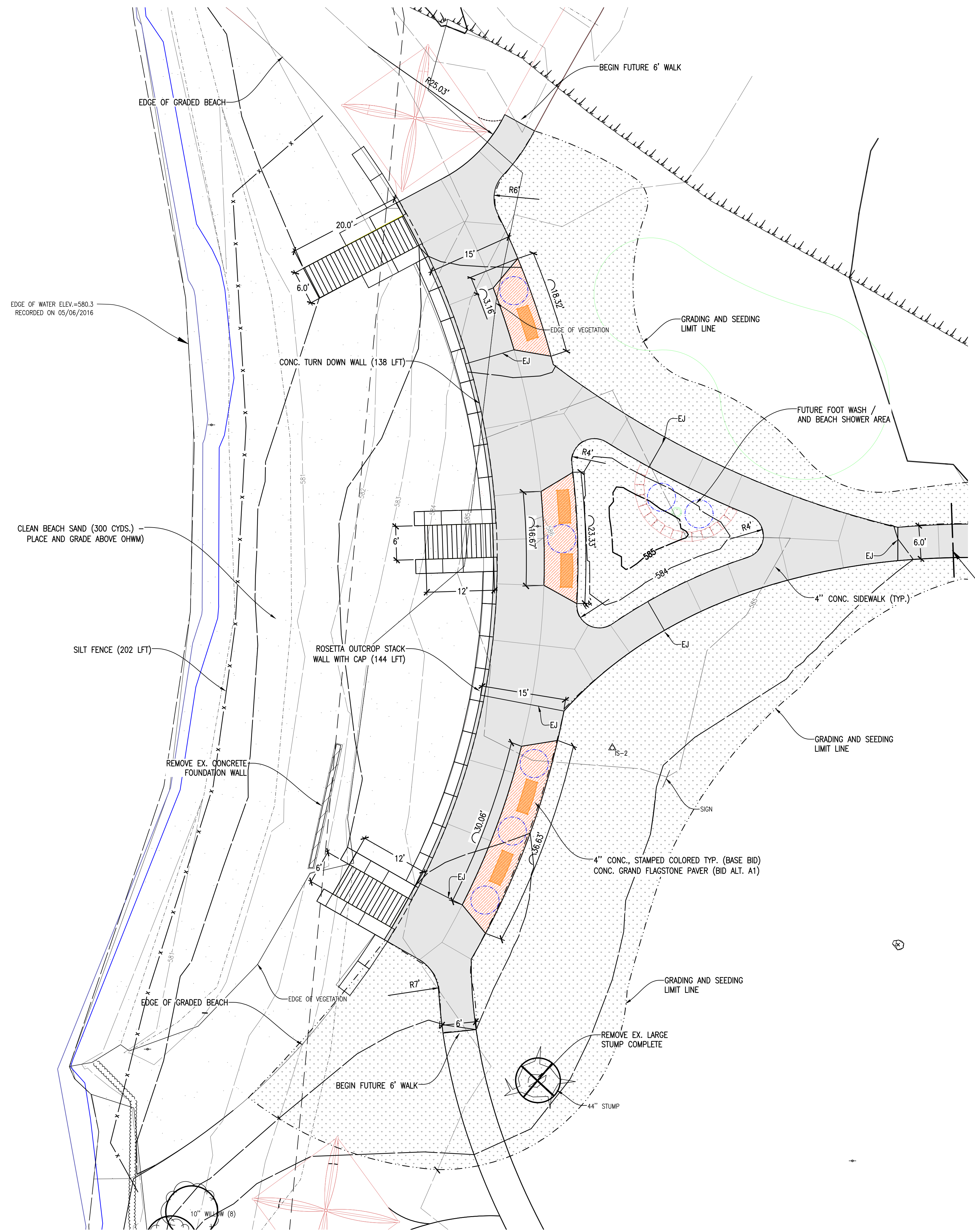
- PROJECT LIMITS
- EDGE OF WATER
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Surfacing Symbol Legend

- CONCRETE PAVING
- ASPHALT PAVING
- PAVERS
- UNI ECO-STONE CONCRETE PAVERS
- BEACH SAND
- ADA BOARDWALK (BY OWNER)
- TURF GRASS (HYDRO-SEED AREA)

Layout Notes

1. A NORTH-SOUTH AND EAST-WEST CONTROL LINE SHALL BE STAKED BY GOSLING CZUBAK ENGINEERING SCIENCES, INC PRIOR TO CONSTRUCTION FOR BEACH AND WALL WORK. REMAINING GRADE STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. OFFSET STAKING TO BE INCLUDED IN CONTRACTOR PRICING. GOSLING CZUBAK SHALL VERIFY CONTROL AND LAYOUT CONNECTOR WALKWAY WITH OFFSET GRADE STAKES.
3. DIMENSIONS ARE TO EDGE OF CONCRETE, ASPHALT, OR WALL.



FLAT WORK		
Material: Name	Material: Area	Material: Volume
Compacted Granular Base	4303 SF	53.13 CY
Compacted Subgrade	4303 SF	
4" Conc. Sidewalk	3787 SF	46.75 CY
4" Conc., Stamped, Colored	516 SF	6.38 CY
Beach Sand Amend (above OHWM)	965 SYD	321.53 CY

OR (BID ALT.1 Grand flagstone pavers)

30" CONC. TURN DOWN WALL	
Material	Volume
Compacted Granular Base	14.28 CY
30" TURN DOWN CURB	138 LFT 5.49 CY

DIMENSIONAL STEP WALL COPING SCHEDULE							
Length	Width	Height	Cut	Cut Start From Edge	Cut Angle - Left	Cut Angle - Right	Count
36"	30"	6"	No	0° - 0°	0°	0°	3 (BID ALT.2)
72"	30"	4"	No	0° - 0°	0°	0°	6
72"	30"	4"	Yes	0° - 1"	1.323°	1.323°	16
72"	30"	4"	Yes	0° - 1"	1.323°	3.82°	3
72"	30"	4"	Yes	0° - 1"	3.82°	1.323°	3
72"	30"	6"	No	0° - 0°	0°	0°	36 (BID ALT.2)

ROSETTA STONE OUTCROP WALL		
Type	Length	Area
Rosetta Blocks	144 LFT	157 SF

GRADING ENLARGEMENT
SCALE: 1" = 10'



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Gosling Czubak
Engineering Sciences, Inc.
12000 Conant Rd., Suite 200
Troy, MI 48068-1002
Tel: 248-691-8000
Fax: 248-691-8002

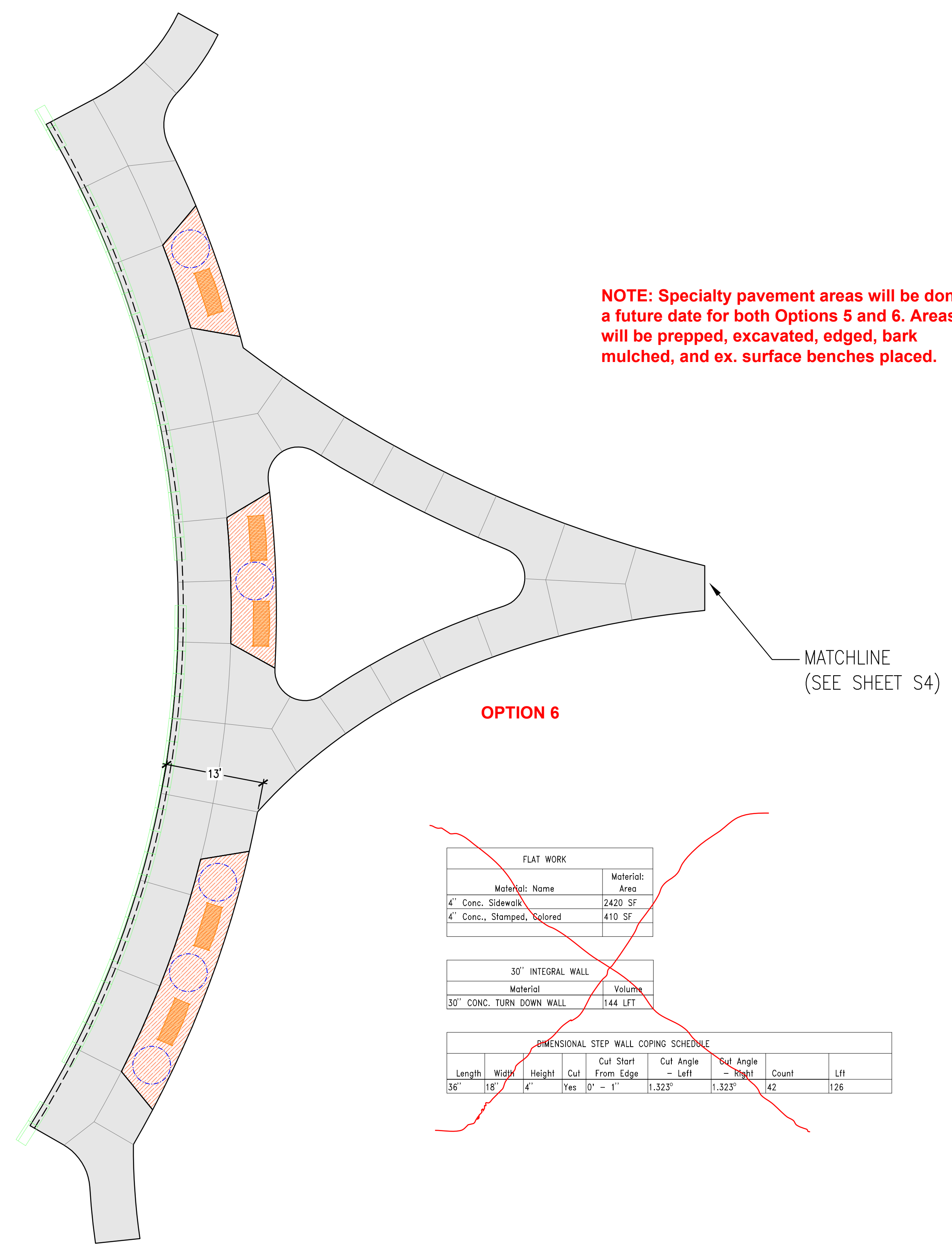
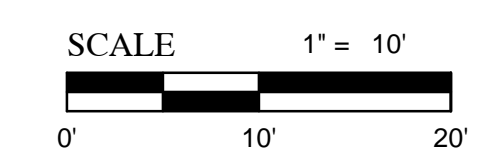
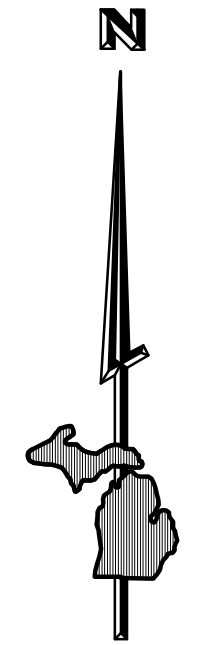
By: KDH, JPH, KDH
Checked By: KDH
Date: 08-30-16
No: 01
Revision: PRELIMINARY BIDDING
Date: 08-01-16
No: 03

Drawn By: NTS
Checked By: KDH
Date: 04-07-2016
Scale: 1" = 10'

Location:
6042 Acme Road
Williamstown, MI
49680

BEACH WALL / WALKWAY LAYOUT
NORTH BAYSIDE PARK
ACME TOWNSHIP, MICHIGAN

Project No.
2015390007.01
Sheet
S2



OPTION 6

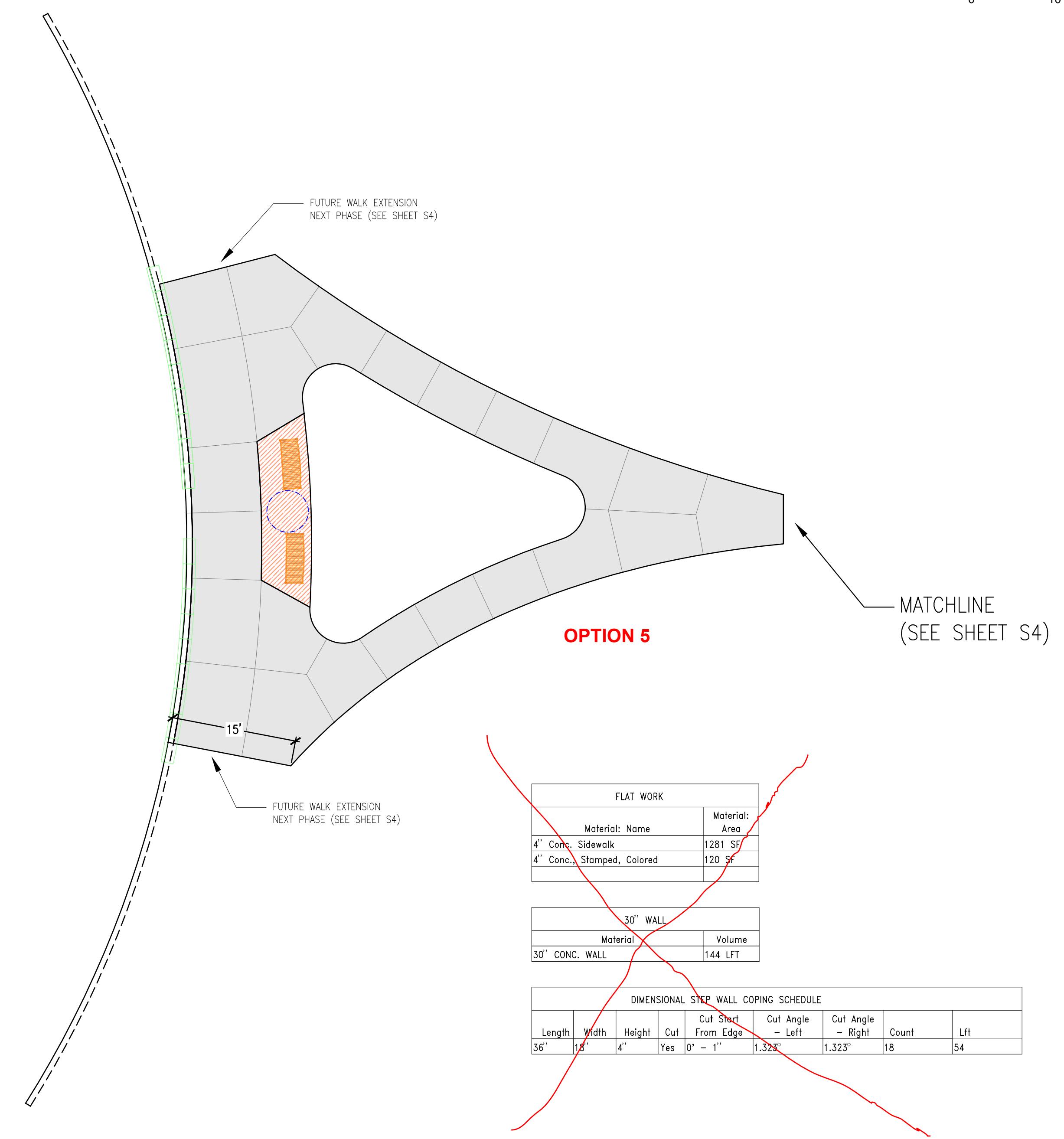
MATCHLINE
(SEE SHEET S4)

FLAT WORK		Material:	Area:
4"	Conc. Sidewalk		2420 SF
4"	Conc., Stamped, Colored		410 SF

30" INTEGRAL WALL		Material:	Volume:
30"	CONC. TURN DOWN WALL		144 LFT

DIMENSIONAL STEP WALL COPING SCHEDULE								
Length	Width	Height	Cut	Cut Start From Edge	Cut Angle - Left	Cut Angle - Right	Count	Lft
36"	18"	4"	Yes	0" - 1"	1.323°	1.323°	42	126

OPTION 3
SCALE: 1" = 10'



OPTION 5

MATCHLINE
(SEE SHEET S4)

FLAT WORK		Material:	Area:
4"	Conc. Sidewalk		1281 SF
4"	Conc., Stamped, Colored		120 SF

30" WALL		Material:	Volume:
30"	CONC. WALL		144 LFT

DIMENSIONAL STEP WALL COPING SCHEDULE								
Length	Width	Height	Cut	Cut Start From Edge	Cut Angle - Left	Cut Angle - Right	Count	Lft
36"	18"	4"	Yes	0" - 1"	1.323°	1.323°	18	54

OPTION 4
SCALE: 1" = 10'