

REGULAR MEETING OF THE CITY COUNCIL
OF THE CITY OF LANSING, MICHIGAN

VIA ZOOM CONFERENCING



CORRECTED AGENDA FOR AUGUST 24, 2020

TO THE HON. MAYOR AND MEMBERS OF THE CITY COUNCIL:

The following items were listed on the agenda in the City Clerk's Office in accordance with Section 3-103(2) of the City Charter and will be ready for your consideration at the regular meeting of the City Council on Monday, August 24, 2020 at 7:00 p.m.

Due to public safety concerns resulting from the COVID-19 Pandemic, this meeting will be conducted via Zoom Conferencing using **Meeting ID 823 8195 8329 or call (312) 626-6799 and enter Meeting ID 823 8195 8329**

- I. ROLL CALL
- II. MEDITATION AND PLEDGE OF ALLEGIANCE
- III. READING AND APPROVAL OF PRINTED COUNCIL PROCEEDINGS
Approval of the Printed Council Proceedings of July 13, July 27, August 10
- IV. CONSIDERATION OF LATE ITEMS (Suspension of Council Rule #9 is needed to allow consideration of late items. Late items will be considered as part of the regular portion of the meeting to which they relate.)
- V. TABLED ITEMS
- VI. SPECIAL CEREMONIES
- VII. COMMENTS BY COUNCIL MEMBERS AND CITY CLERK
- VIII. COMMUNITY EVENT ANNOUNCEMENTS (Time, place, purpose, or definition of event – 1 minute limit)
- IX. SPEAKER REGISTRATION FOR PUBLIC COMMENT ON LEGISLATIVE MATTERS
- X. MAYOR'S COMMENTS
- XI. SHOW CAUSE HEARINGS
- XII. PUBLIC COMMENT ON LEGISLATIVE MATTERS (Legislative matters consist of the following items on the agenda: public hearings, resolutions, ordinances for introduction, and ordinances for passage. The public may comment for up to three minutes. Those wishing to make public comments will need to raise their hands or submit written comments to city.clerk@lansingmi.gov by the end of the public comment period:

To Raise Your Hand:

On the phone: Dial *9

On a mac: Option Y

Windows: Alt Y

A. SCHEDULED PUBLIC HEARINGS

1. In consideration of Special Assessment; Snow & Ice Removal Assessment, Winter 2019-2020 (PEND-1692)
2. In consideration of Special Assessment; Glenburne Commons, Trash & Grass Abatement, Roll #GM-2020 (PEND-1791)
3. In consideration of the Ordinance to Eliminate the prohibition of street parking from 2 a.m. to 5 a.m. on any day (PEND-1542)
4. In consideration of the Ordinance to Eliminate annual and temporary permits for overnight street parking (PEND-1544)
5. In consideration of the Ordinance to Regulate on street parking during snow emergencies (PEND-1549)

XIII. COUNCIL CONSIDERATION OF LEGISLATIVE MATTERS

A. REFERRAL OF PUBLIC HEARINGS

B. CONSENT AGENDA

1. BY THE COMMITTEE ON DEVELOPMENT AND PLANNING

- a. Confirmation of Appointment; Jeffrey Johnson as the Regional Business Owner Representative Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire of July 31, 2021 (PEND-1800)
- b. Confirmation of Reappointment; Heather Goupil as an At-Large Member of the Historic District Commission for a term to expire of June 30, 2023 (PEND-1832)
- c. Confirmation of Appointment; Samantha Troutman as an At-Large Member of the Historic District Commission for a term to expire of June 30, 2023 (PEND-1835)

2. BY THE COMMITTEE ON GENERAL SERVICES

- a. Confirmation of Appointment; Versey Williams as the 3rd Ward Member of the Human Relations & Community Services Board for a term to Expire of June 30, 2023 (PEND-1557)
- b. Confirmation of Appointment; Josephine Washington as the 1st Ward Member of the Human Relations & Community Services Board for a term to expire June 30, 2021 (PEND-1596)

3. BY THE COMMITTEE ON PUBLIC SAFETY

- a. Confirmation of Appointment; DeYeya E. Jones an At-Large Member of the Board of Police Commissioners for a term to expire of June 30, 2024 (PEND-1722)
- b. Confirmation of Appointment; Holly McDermitt as the 1st Ward Member of the Board of Police Commissioners for a term to expire of June 30, 2021 (PEND-1789)

4. BY THE COMMITTEE OF THE WHOLE

- a. Confirmation of Reappointment; Rodney Singleton as an At Large Member of the Board of Fire Commissioners for a term to expire of June 30, 2024 (PEND-1766)

C. RESOLUTIONS FOR ACTION

1. BY PRESIDENT SPADAFORE

- a. Extend the Declaration of State of Emergency regarding COVID-19 (PEND-1857)

2. BY THE COMMITTEE ON GENERAL SERVICES

- a. Community Funding; Against All Odds, Back to School/Home School Drive Thru Festival (PEND-1852)

3. BY THE COMMITTEE OF THE WHOLE

- a. Fireworks Display License; Melrose Pyrotechnics Inc., Cooley Law School Stadium for various dates (PEND-1874)
- b. Public Improvement I/II; Authorize Preparation of the Special Assessment Roll for the Montgomery Drainage District Improvements (PEND-1842)
- c. Setting a public hearing in consideration of an Ordinance to Eliminate the prohibition of street parking from 2 a.m. to 5 a.m. on any day (PEND-1890)
- d. Setting a public hearing in consideration of an Ordinance to Eliminate annual and temporary permits for overnight street parking (PEND-1891)
- e. Setting a public hearing in consideration of an Ordinance to Regulate on street parking during snow emergencies (PEND-1892)

D. REPORTS FROM COUNCIL COMMITTEES

E. ORDINANCES FOR INTRODUCTION and Setting of Public Hearings

1. BY THE COMMITTEE OF THE WHOLE

- a. Ordinance to Amend Property Tax Poverty Exemption Guidelines (PEND-1848)

F. ORDINANCES FOR PASSAGE

XIV. SPEAKER REGISTRATION FOR PUBLIC COMMENT ON CITY GOVERNMENT RELATED MATTERS

XV. REPORTS OF CITY OFFICERS, BOARDS, AND COMMISSIONS; COMMUNICATIONS AND PETITIONS; AND OTHER CITY RELATED MATTERS
(Motion that all items be considered as being read in full and that the proper referrals be made by the President)

A. REPORTS FROM CITY OFFICERS, BOARDS, AND COMMISSIONS

1. Letter(s) from the City Clerk re:
 - a. Public Act 425 Contract Agreement Amendments; Delta Township
 - b. Board of Public Service Resolution on Budget Policies and Priorities for the Fiscal Year ending June 30, 2022
2. Letter(s) from the Mayor re:
 - a. Plan Acceptance; Acceptance of Pavement Asset Management Plan
 - b. Noise Special Permit; Hoffman Brothers Inc. request to allow for work on Saturdays from 7 a.m. to 5 p.m. and Sundays from 12 p.m. to 5 p.m for the period of September 19 to October 19, 2020 for the Willard Avenue Pump Station and Sanitary Force Main Rehabilitation Project (PEND-1884, 1887)
 - c. Grant Acceptance; Lansing Economic Development Corporation grant for Economic Recovery Resource Developer position (PEND-1886)
 - d. Traffic Control Order No. 20-07, Installation of Stop Signs at the High Street and Cesar E. Chavez Avenue intersection (PEND-1875)
 - e. Public Act 425 Agreement Renewal; Delta Township, Android Industries (PEND-1877)
 - f. Public Act 425 Agreement Renewal; Delta Township, Bridgewater Interiors LLC (PEND-1878)
 - g. Public Act 425 Agreement Renewal; Delta Township, Stir Lansing LLC (PEND-1879)
 - h. Grant Acceptance; Michigan Department of Treasury's First Responder Hazard Pay Premiums Program for Hazard Pay for Law Enforcement Officers, Firefighters, Emergency Medical Technicians, Paramedics, and Corrections Officers

B. COMMUNICATIONS AND PETITIONS, AND OTHER CITY RELATED MATTERS

XVI. MOTION OF EXCUSED ABSENCE

XVII. REMARKS BY COUNCIL MEMBERS

XVIII. REMARKS BY THE MAYOR OR EXECUTIVE ASSISTANT

XIX. PUBLIC COMMENT ON CITY GOVERNMENT RELATED MATTERS (City government related matters are issues or topics relevant to the operation or governance of the city. The public may comment for up to three minutes. Those wishing to make public comments will need to raise their hands or submit written comments to city.clerk@lansingmi.gov by the end of the public comment period:

To Raise Your Hand:

On the phone: Dial *9

On a mac: Option Y

Windows: Alt Y

XX. ADJOURNMENT



CHRIS SWOPE, CITY CLERK

Persons with disabilities who need an accommodation to fully participate in this meeting should contact the City Clerk's Office at (517) 483-4131 (TTY 711). 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation requests.

Public Participation Notes

Just want to watch the meeting? Here are the best options:

- CityTV live station on cable TV
- CityTV live webcast (<http://www.ustream.tv/channel/gov-tv-city-of-lansing-s-citytv-station>)

Want to make Public Comment?

Join Zoom Meeting from Computer <https://us02web.zoom.us/j/82381958329> (Note: this option requires downloading Zoom software. If you have not already installed the software, this may take a few minutes.) Meeting ID: **823 8195 8329**

Dial from your phone:

(312) 626-6799

Meeting ID: **823 8195 8329**

Written public comments may be submitted to city.clerk@lansingmi.gov by the end of the public period.

Maybe want to make Public Comments?

You can watch the meeting on CityTV on cable or webcast, and then call in with the phone option during the Public Comment portion of the agenda.

Accessibility

Closed Captioning will be available on the Zoom meeting, CityTV cable broadcast, and CityTV webcast.

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Chris Swope

Lansing City Clerk

THIS IS NOT A BILL

August 11, 2020

From: Chris Swope, Lansing City Clerk

Subject: NOTICE OF PUBLIC HEARING Regarding Special Assessment Roll # SR2019-2020, known as Snow and Ice Removal, the violation of Chapter 1020.06(a)(b), Snow and Ice Ordinance.

Whereas, failure to comply with Chapter 1020.06(a)(b), Snow and Ice, caused the City of Lansing to remove snow or ice from sidewalks in front of and adjacent to the property described below:

Parcel Number: 33010504301221
 Property Address: 617 W NORTHRUP ST
 Date of Service: 01/25/2020

PROPERTY BENEFITTED: SNOW AND ICE REMOVAL

The records of the Lansing City Assessor indicate that you are the owner or a party of interest in the above named property. Per Chapter 1020.06(c)(2), the City is directed to provide you with the following information regarding the removal of snow or ice by the City:

<u>DESCRIPTION OF WORK</u>	<u>Units</u>	<u>Rate</u>	<u>Amount</u>
Minimum Snow Removal Cost: (First 20 minutes of removal)	1.0	\$149.00	\$149.00
Additional Snow Removal Cost: (Over 20 minutes, in 20 minute increments)	A: 0-20 MIN	\$ 70.00	\$.00
Your total estimated cost of the work is:			<u>\$149.00</u>

Subject to confirmation of the Assessment Roll

THIS IS NOT A BILL

PUBLIC HEARING INFORMATION

The City Council will hold a Public Hearing to review, prior to confirmation, said assessment roll, and consider any complaints or objections that there may be with respect to this assessment.

When: Monday, August 24, 2020 at 7:00 P.M.

Where: via ZOOM Video Conferencing, Meeting ID # 823 8195 8329

Governor Whitmer declared a statewide State of Emergency due to the spread of the novel coronavirus (COVID-19). To mitigate the spread of COVID-19 and to provide essential protections to vulnerable Michiganders and this State's health care system and other critical infrastructure, it is crucial that all Michiganders take steps to-limit in-person contact, particularly in the context of large groups. Therefore, the public hearing will be conducted via audio/video conference.

The public hearing will be electronically in accordance with the Open Meetings Act in an effort to protect the health and safety of the public. A Michigan Executive Order provides temporary authorization of remote participation in public meetings and hearings.

Members of the public wishing to participate in the meeting may do so by logging into or calling into the meetings using **the website <https://us02web.zoom.us/j/82381958329> or phone number 646 876 9923 and Meeting ID 823 8195 8329.** (Note: this option requires downloading Zoom software. If you have not already installed the software, this may take a few minutes)

HOW TO APPEAL

A property owner or party in interest, or his or her representative, may protest the special assessment in one of the following ways:

- Send a letter appealing the assessment to: City Clerk's Office, 9th Floor, City Hall, 124 W. Michigan Ave., Lansing, MI 48933; -or-
- Send an email appealing the assessment via email to: city.clerk@lansingmi.gov; -or-
- Appear at the Public Hearing or speak at the Public Hearing (must "Raise Your Hand" at meeting by the following methods On the phone: Dial *9, On a Mac Computer: Option Y and Microsoft Windows: Alt Y).

Written appeals must be received before the close of the public hearing on **August 24, 2020.**

Those appealing will be encouraged to participate at a subsequent Public Service Committee meeting (time and date to be determined), where cases will be further considered.

Further appeal of the Special Assessment may be made to the Michigan Tax Tribunal, *if* filed within 35 days after confirmation of the special assessment roll *and* that special assessment was protested at the **August 24, 2019** hearing. Visit www.michigan.gov/taxtrib for more information.

PAYMENT AND PENALTY INFORMATION

Lansing City Clerk's Office
Ninth Floor, City Hall, 124 W. Michigan Ave., Lansing, MI 48933-1695
517-483-4131 517-377-0068 FAX
www.lansingmi.gov/clerk city.clerk@lansing.mi.gov

Bills will be mailed by the City Treasurer within 10 days of the Council confirmation of this roll. The City Council typically confirms an assessment roll one week after the hearing, providing there is concurrence.

The total assessment if due, must be paid within 60 days from the billing date to avoid a 5% penalty. Any unpaid special assessment or portion thereof will be included on the semi-annual property tax statement.

If you have any questions regarding this assessment, please contact the Public Service Department at (517) 483-4455.

RESOLUTION #2020-

**BY THE COMMITTEE ON PUBLIC SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
CONFIRMATION OF SNOW AND ICE REMOVAL ASSESSMENT ROLL WINTER 2019-2020**

WHEREAS, pursuant to resolution XXXXXX, adopted by this Council, the City Council held a public hearing on August 24, 2020, regarding Assessment Roll #SN2020, for the removal of snow and ice on public sidewalks adjacent to certain properties; and

WHEREAS, the cost incurred between December 1, 2019 and April 30, 2020, by the City totals \$3,777.00 ; and

WHEREAS, the Committee on Public Services met on August 25, 2020 to review the public hearing findings and removed NUMBER(if any) properties from the assessment roll; and

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council hereby directs that special assessment roll number #SN2020 as returned by the City Assessor, be ratified and confirmed.

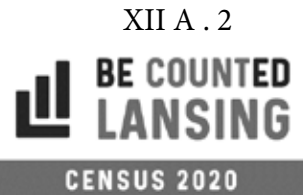
BE IT FINALLY RESOLVED, the Lansing City Council hereby directs the City Assessor notify the owners of properties affected by this roll in accordance with City Ordinance 1020.06.

PARCEL ID	SITE ADDRESS	COST
33010504301221	617 W NORTHRUP ST	\$149.00
33010132201256	1211 W HOLMES RD	\$149.00
33010130301051	3600 SANDHURST DR	\$149.00
33010129202061	1212 LENORE AVE	\$149.00
33010129258111	1124 VICTOR AVE	\$149.00
33010129254041	2519 MARION AVE	\$149.00
33010129226161	1017 W MT HOPE AVE	\$149.00
33010129255091	2618 MARION AVE	\$149.00
33010129252111	1112 KELSEY AVE	\$149.00
33010132476221	933 REO RD	\$149.00
33010128330101	334 DUNLAP ST	\$149.00
33010120486241	1802 STIRLING AVE	\$149.00
33010122205041	1017 S HOLMES ST	\$149.00
33010120479072	727 SPARROW AVE	\$149.00
33010121431120	610 BAKER ST	\$149.00
33010110306292	928 PORTER ST	\$149.00
33010109477023	500 E OAKLAND AVE	\$289.00
33010109476142	N CEDAR ST	\$289.00
33010109333002	1032 N SEYMOUR AVE	\$149.00
33010110326481	1129 CAMP ST	\$149.00
33010122257232	1206 MCCULLOUGH ST	\$219.00
33010134227101	1803 IRVINGTON AVE	\$149.00
33010130301051	3600 SANDHURST DR	\$149.00
Total		\$3777.00



Chris Swope

Lansing City Clerk



August 21, 2020

FROM: Chris Swope, Lansing City Clerk

SUBJECT: Notice of Public Hearing on August 24, 2020 at 7:00 P.M. during the regularly schedule City Council Meeting, via ZOOM Video Conferencing, Meeting ID # 823 8195 8329

RE: Special Assessment Roll # GB-2019, known as Glenburne Commons Grass Cutting and Trash Clean-Up from March 31, 2019 and November 11, 2019

The Glenburne Commons special assessment district is confirmed by City Council to include all of the parcels within these subdivisions, excluding vacant land:

Glenburne Subdivision
Glenburne Subdivision No. 2
Glenburne Subdivision No. 3
Glenburne Subdivision No. 4
Glenburne Subdivision No. 5
Part of the North ½ and South East ¼ of Section 36, T4N, R3W
City of Lansing, Eaton County, Michigan

PROPERTY BENEFITTED - Grass Cutting and Trash Clean-Up in Glenburne Commons

The records of the Lansing City Assessor indicate that you are the owner or a party of interest in one of the above named property which exists within the project limits. By Ordinance adopted by the Lansing City Council Chapter 1026 of the Lansing Code of Ordinance, the City is directed to provide you with the following information regarding the project:

YOUR ESTIMATED COST OF THE IMPROVEMENT IS: \$53.97

Subject to confirmation of the Assessment Roll

THIS IS NOT A BILL

SEE OVER FOR MORE INFORMATION

PUBLIC HEARING INFORMATION

The City Council will hold a Public Hearing on **August 24, 2020 at 7:00 P.M.**, during the regular held Council meeting, to review, prior to confirmation, said assessment roll, and consider any complaints or objections that there may be with respect to this improvement or the assessment.

Governor Whitmer declared a statewide State of Emergency due to the spread of the novel coronavirus (COVID-19). To mitigate the spread of COVID-19 and to provide essential protections to vulnerable Michiganders and this State's health care system and other critical infrastructure, it is crucial that all Michiganders take steps to limit in-person contact, particularly in the context of large groups. Therefore, the public hearing will be conducted via audio/video conference.

The public hearing will be electronically in accordance with the Open Meetings Act in an effort to protect the health and safety of the public. A Michigan Executive Order provides temporary authorization of remote participation in public meetings and hearings.

Members of the public wishing to participate in the meeting may do so by logging into or calling into the meetings using the website <https://us02web.zoom.us/j/82381958329> or phone number **646 876 9923 and Meeting ID 823 8195 8329**. (Note: this option requires downloading Zoom software. If you have not already installed the software, this may take a few minutes)

HOW TO APPEAL

A property owner or party in interest, or his or her representative, may protest the special assessment in one of the following ways:

- Send a letter appealing the assessment to: City Clerk's Office, 9th Floor, City Hall, 124 W. Michigan Ave., Lansing, MI 48933; -or-
- Send an email appealing the assessment via email to: city.clerk@lansingmi.gov; -or-
- Appear at the Public Hearing or speak at the Public Hearing (must "Raise Your Hand" at meeting by the following methods On the phone: Dial *9, On a Mac Computer: Option Y and Microsoft Windows: Alt Y).

Note: Written appeals must be received before the close of the public hearing on August 24th.

Further appeal of the Special Assessment may be made to the Michigan Tax Tribunal, *if* filed within 35 days after confirmation of the special assessment roll *and* that special assessment was protested at the Special Assessment hearing. Visit www.michigan.gov/taxtrib for more information.

<u>OWNER NAME</u>	<u>ADDRESS</u>	<u>Number of Occupied Units</u>	<u>Amount</u>
		1	53.97

Initial billing will be mailed by the City Treasurer within 10 days of the City Council's confirmation. The City Council typically confirms an assessment roll two weeks after the hearing, providing there is concurrence. Any outstanding bills will be placed on your next tax bill.

If you have any questions, please contact Code Enforcement at (517) 483-4361.

BY THE COMMITTEE ON PUBLIC SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
CONFIRMATION GLENBURNE GRASS & TRASH ASSESSMENT ROLL SUMMER 2020

WHEREAS, pursuant to resolution 2016-202, adopted by this Council, the City Council held a public hearing on August 24, 2020 regarding Assessment Roll GB-2019 for the removal of trash and grass in the Glenburne Commons adjacent to certain properties; and

WHEREAS, the cost incurred between March 31, 2019 and November 11, 2019, by the City totals \$24,341.00; and

WHEREAS, the Committee on Public Services met on August 25, 2020 to review the public hearing findings and written correspondence; and

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council hereby directs that special assessment roll number GB-2019 as returned by the City Assessor, be ratified and confirmed.

BE IT FURTHER RESOLVED, the Lansing City Council hereby directs the City Assessor notify the owners of properties affected by this roll in accordance with City Ordinance 1026.06.

Contiguous Boundaries of properties benefitted to include all the parcels within the following subdivisions in their entirety as follows:

Glenburne Subdivision

Glenburne Subdivision No. 2

Glenburne Subdivision No. 3

Glenburne Subdivision No. 4

Glenburne Subdivision No. 5

Part of the North $\frac{1}{2}$ and South East $\frac{1}{4}$ of Section 36, T4N, R3W

City of Lansing, Eaton County, Michigan

BE IT FINALLY RESOLVED THAT Special Assessment Roll No. GB-2019 as presented and as returned by the City Assessor, is hereby ratified and confirmed, and the Mayor is authorized to affix within ten days his warrant directing the City Treasurer to collect this special assessment tax. If payment is not received by November 6, 2020, this special assessment tax will be placed on the December 2020 tax roll without interest or penalty.

Parcel Number	Prop Class	Legal Description	Property Number
23-50-40-36-177-001	401	LOT 240 GLENBURNE NO 5	4232
23-50-40-36-177-011	401	LOT 241 GLENBURNE NO 5	4223
23-50-40-36-177-021	401	LOT 242 GLENBURNE NO 5	4215
23-50-40-36-177-030	402	LOT 243 GLENBURNE NO 5	0
23-50-40-36-177-040	401	LOT 244 GLENBURNE NO 5	4201
23-50-40-36-177-051	401	LOT 245 GLENBURNE NO 5	4200
23-50-40-36-177-061	401	LOT 246 GLENBURNE NO 5	4210
23-50-40-36-177-071	705	LOT 247 GLENBURNE NO 5	4220
23-50-40-36-177-082	401	LOTS 248 & 249 GLENBURNE NO 5	4310
23-50-40-36-177-113	401	LOTS 250, 251 & 252 GLENBURNE NO 5	4324
23-50-40-36-177-131	401	LOT 253 GLENBURNE NO 5	4336
23-50-40-36-177-141	401	LOT 254 GLENBURNE NO 5	4340
23-50-40-36-177-151	401	LOT 257 GLENBURNE NO 5	4348
23-50-40-36-177-161	401	LOT 256 GLENBURNE NO 5	4412
23-50-40-36-177-171	401	LOT 255 GLENBURNE NO 5	4418
23-50-40-36-255-001	401	LOT 89 GLENBURNE SUB	4024
23-50-40-36-255-011	401	LOT 90 GLENBURNE SUB	4028
23-50-40-36-255-021	401	LOT 91 GLENBURNE SUB	4034
23-50-40-36-255-031	401	LOT 92 GLENBURNE SUB	4038
23-50-40-36-255-041	401	LOT 93 GLENBURNE SUB	4042
23-50-40-36-255-051	401	LOT 94 GLENBURNE SUB	4046
23-50-40-36-255-061	401	LOT 95 GLENBURNE SUB	4050
23-50-40-36-255-071	401	LOT 96 GLENBURNE SUB	4054
23-50-40-36-255-081	401	LOT 97 GLENBURNE SUB	4058
23-50-40-36-255-091	401	LOT 98 GLENBURNE SUB	4062
23-50-40-36-255-101	401	LOT 99 GLENBURNE SUB	4100
23-50-40-36-255-111	401	LOT 100 GLENBURNE SUB	4104
23-50-40-36-255-121	401	LOT 101 GLENBURNE SUB	4110
23-50-40-36-255-131	401	LOT 102 GLENBURNE SUB	4116
23-50-40-36-255-141	401	LOT 103 GLENBURNE SUB	4122
23-50-40-36-255-151	401	LOT 104 GLENBURNE SUB	4128
23-50-40-36-255-161	401	LOT 105 GLENBURNE SUB	4134
23-50-40-36-255-171	401	LOT 106 GLENBURNE SUB	4200
23-50-40-36-255-183	401	LOT 107 & PART COMMONS B COM MOST E'LY C	4206
23-50-40-36-255-192	401	LOT 108, ALSO PART COMMONS B COM NE COR	4224
23-50-40-36-255-202	401	LOT 109 EXC W'LY 4 FT GLENBURNE SUB	4304
23-50-40-36-255-212	401	LOT 110 & THE W'LY 4 FT LOT 109 GLENBURNE S	4308
23-50-40-36-255-230	402	PRIVATE GLENBURNE COMMONS, GLENBURNE I	0
23-50-40-36-256-002	401	LOT 88 GLENBURNE SUB	4023
23-50-40-36-256-011	401	LOT 87 GLENBURNE SUB	4029
23-50-40-36-256-021	401	LOT 86 GLENBURNE SUB	4037
23-50-40-36-256-031	401	LOT 85 GLENBURNE SUB	4045
23-50-40-36-256-041	401	LOT 84 GLENBURNE SUB	4101
23-50-40-36-256-051	401	LOT 83 GLENBURNE SUB	4107

23-50-40-36-256-061	401 LOT 82 GLENBURNE SUB	4111
23-50-40-36-256-071	401 LOT 81 GLENBURNE SUB	4115
23-50-40-36-256-081	401 LOT 80 GLENBURNE SUB	4121
23-50-40-36-256-091	401 LOT 79 GLENBURNE SUB	4127
23-50-40-36-256-101	401 LOT 78 GLENBURNE SUB	4131
23-50-40-36-256-111	401 LOT 77 GLENBURNE SUB	4135
23-50-40-36-256-121	401 LOT 76 GLENBURNE SUB	4154
23-50-40-36-256-131	401 LOT 175 GLENBURNE NO 3	4148
23-50-40-36-256-141	401 LOT 176 GLENBURNE NO 3	4144
23-50-40-36-256-151	401 LOT 177 GLENBURNE NO 3	4140
23-50-40-36-256-161	401 LOT 178 GLENBURNE NO 3	4136
23-50-40-36-256-171	401 LOT 179 GLENBURNE NO 3	4130
23-50-40-36-256-181	401 LOT 180 GLENBURNE NO 3	4124
23-50-40-36-257-001	401 LOT 75 GLENBURNE SUB	4201
23-50-40-36-257-011	401 LOT 174 GLENBURNE NO 3	4149
23-50-40-36-257-021	401 LOT 173 GLENBURNE NO 3	4143
23-50-40-36-257-031	401 LOT 172 GLENBURNE NO 3	4137
23-50-40-36-257-041	401 LOT 171 GLENBURNE NO 3	4131
23-50-40-36-257-051	401 LOT 170 GLENBURNE NO 3	4127
23-50-40-36-257-061	401 LOT 169 GLENBURNE NO 3	4123
23-50-40-36-257-071	401 LOT 168 GLENBURNE NO 3	4117
23-50-40-36-257-081	401 LOT 167 GLENBURNE NO 3	4113
23-50-40-36-257-091	401 LOT 166 GLENBURNE NO 3	4109
23-50-40-36-257-101	401 LOT 165 GLENBURNE NO 3	4101
23-50-40-36-257-111	401 LOT 164 GLENBURNE NO 3	4206
23-50-40-36-257-121	401 LOT 163 GLENBURNE NO 3	4210
23-50-40-36-257-131	401 LOT 162 GLENBURNE NO 3	4214
23-50-40-36-257-141	401 LOT 161 GLENBURNE NO 3	4218
23-50-40-36-257-151	401 LOT 160 GLENBURNE NO 3	4222
23-50-40-36-257-161	401 LOT 159 GLENBURNE NO 3	4223
23-50-40-36-257-171	401 LOT 158 GLENBURNE NO 3	4219
23-50-40-36-257-181	401 LOT 157 GLENBURNE NO 3	4215
23-50-40-36-257-191	401 LOT 156 GLENBURNE NO 3	4211
23-50-40-36-257-201	401 LOT 155 GLENBURNE NO 3	4207
23-50-40-36-257-211	401 LOT 154 GLENBURNE NO 3	4053
23-50-40-36-278-011	401 LOT 181 GLENBURNE NO 3	4116
23-50-40-36-278-021	401 LOT 182 GLENBURNE NO 3	4112
23-50-40-36-278-031	401 LOT 183 GLENBURNE NO 3	4106
23-50-40-36-278-041	401 LOT 184 GLENBURNE NO 3	4100
23-50-40-36-278-051	401 LOT 185 GLENBURNE NO 3	4054
23-50-40-36-278-061	401 LOT 186 GLENBURNE NO 3	4048
23-50-40-36-278-071	401 LOT 187 GLENBURNE NO 3	4042
23-50-40-36-278-081	401 LOT 188 GLENBURNE NO 3	4038
23-50-40-36-278-091	401 LOT 189 GLENBURNE NO 3	4034
23-50-40-36-278-101	401 LOT 190 GLENBURNE NO 3	4030
23-50-40-36-278-111	401 LOT 191 GLENBURNE NO 3	4024
23-50-40-36-278-121	401 LOT 192 GLENBURNE NO 3	4018

23-50-40-36-278-131	401 LOT 193 GLENBURNE NO 3	4014
23-50-40-36-278-141	401 LOT 194 GLENBURNE NO 3	4010
23-50-40-36-278-151	401 LOT 195 GLENBURNE NO 3	4008
23-50-40-36-278-161	401 LOT 196 GLENBURNE NO 3	4000
23-50-40-36-278-171	401 LOT 197 GLENBURNE NO 3	3944
23-50-40-36-278-181	401 LOT 198 GLENBURNE NO 3	3938
23-50-40-36-278-191	401 LOT 199 GLENBURNE NO 3	3932
23-50-40-36-278-201	401 LOT 200 GLENBURNE NO 3	3926
23-50-40-36-278-211	401 LOT 201 GLENBURNE NO 3	3920
23-50-40-36-278-221	401 LOT 202 GLENBURNE NO 3	3916
23-50-40-36-278-231	401 LOT 203 GLENBURNE NO 3	3910
23-50-40-36-278-241	401 LOT 204 GLENBURNE NO 3	3900
23-50-40-36-279-001	401 LOT 153 GLENBURNE NO 3	4047
23-50-40-36-279-011	401 LOT 152 GLENBURNE NO 3	4043
23-50-40-36-279-021	401 LOT 151 GLENBURNE NO 3	4037
23-50-40-36-279-031	401 LOT 150 GLENBURNE NO 3	4031
23-50-40-36-279-041	401 LOT 149 GLENBURNE NO 3	4025
23-50-40-36-279-051	401 LOT 148 GLENBURNE NO 3	4021
23-50-40-36-279-061	401 LOT 147 GLENBURNE NO 3	4017
23-50-40-36-279-071	401 LOT 146 GLENBURNE NO 3	4013
23-50-40-36-279-081	401 LOT 145 GLENBURNE NO 3	4009
23-50-40-36-279-091	401 LOT 144 GLENBURNE NO 3	4001
23-50-40-36-279-101	401 LOT 143 GLENBURNE NO 3	4200
23-50-40-36-279-111	401 LOT 142 GLENBURNE NO 3	4206
23-50-40-36-279-121	401 LOT 141 GLENBURNE NO 3	4210
23-50-40-36-279-131	401 LOT 140 GLENBURNE NO 3	4216
23-50-40-36-326-006	704 COM S 41DEG 13MIN 23SCD E 242.87 FT, S 44DI	0
23-50-40-36-326-008	703 COM SW COR GLENBURNE NO 4 SUB, TH N 00DI	0
23-50-40-36-326-011	704 COM AT A PT S 00DEG 01MIN 20SCD W 599.65 F	0
23-50-40-36-327-001	705 LOT 263 GLENBURNE NO 5	4309
23-50-40-36-327-012	401 LOTS 286 & 287 GLENBURNE NO 5	4324
23-50-40-36-327-031	401 LOT 285 GLENBURNE NO 5	4308
23-50-40-36-327-041	705 LOT 284 GLENBURNE NO 5	4300
23-50-40-36-327-051	401 LOT 283 GLENBURNE NO 5	4236
23-50-40-36-327-061	401 LOT 282 GLENBURNE NO 5	4230
23-50-40-36-327-071	401 LOT 281 GLENBURNE NO 5	4224
23-50-40-36-327-081	401 LOT 269 GLENBURNE NO 5	4219
23-50-40-36-327-091	705 LOT 268 GLENBURNE NO 5	4223
23-50-40-36-327-101	401 LOT 267 GLENBURNE NO 5	4229
23-50-40-36-327-111	705 LOT 266 GLENBURNE NO 5	4237
23-50-40-36-327-121	401 LOT 265 GLENBURNE NO 5	4241
23-50-40-36-327-131	401 LOT 264 GLENBURNE NO 5	4301
23-50-40-36-328-001	401 LOT 262 GLENBURNE NO 5	4325
23-50-40-36-328-011	705 LOT 261 GLENBURNE NO 5	4331
23-50-40-36-328-021	401 LOT 260 GLENBURNE NO 5	4337
23-50-40-36-328-031	401 LOT 259 GLENBURNE NO 5	4345
23-50-40-36-328-041	705 LOT 258 GLENBURNE NO 5	4351

23-50-40-36-328-051	401 LOT 309 GLENBURNE NO 5	4342
23-50-40-36-328-061	401 LOT 308 GLENBURNE NO 5	4336
23-50-40-36-328-071	705 LOT 307 GLENBURNE NO 5	4330
23-50-40-36-328-081	401 LOT 306 GLENBURNE NO 5	4324
23-50-40-36-328-091	401 LOT 305 GLENBURNE NO 5	4318
23-50-40-36-328-101	705 LOT 304 GLENBURNE NO 5	4312
23-50-40-36-328-111	401 LOT 303 GLENBURNE NO 5	4306
23-50-40-36-328-122	401 LOTS 301 & 302 GLENBURNE NO 5	4260
23-50-40-36-328-141	401 LOT 300 GLENBURNE NO 5	4254
23-50-40-36-328-151	705 LOT 299 GLENBURNE NO 5	4248
23-50-40-36-328-161	401 LOT 298 GLENBURNE NO 5	4240
23-50-40-36-328-171	401 LOT 297 GLENBURNE NO 5	4232
23-50-40-36-328-181	401 LOT 296 GLENBURNE NO 5	4215
23-50-40-36-328-191	705 LOT 295 GLENBURNE NO 5	4229
23-50-40-36-328-201	401 LOT 294 GLENBURNE NO 5	4237
23-50-40-36-328-211	401 LOT 293 GLENBURNE NO 5	4307
23-50-40-36-328-221	401 LOT 292 GLENBURNE NO 5	4311
23-50-40-36-328-231	401 LOT 291 GLENBURNE NO 5	4315
23-50-40-36-328-241	705 LOT 290 GLENBURNE NO 5	4321
23-50-40-36-328-251	401 LOT 289 GLENBURNE NO 5	4325
23-50-40-36-328-261	401 LOT 288 GLENBURNE NO 5	4331
23-50-40-36-329-001	401 LOT 310 GLENBURNE NO 5	4417
23-50-40-36-329-012	703 LOT 311 GLENBURNE NO 5; ALSO COM 3120.38	4500
23-50-40-36-329-021	705 LOT 312 GLENBURNE NO 5	4405
23-50-40-36-329-031	402 LOT 313 GLENBURNE NO 5	0
23-50-40-36-329-041	401 LOT 314 GLENBURNE NO 5	4355
23-50-40-36-329-051	401 LOT 315 GLENBURNE NO 5	4347
23-50-40-36-329-061	705 LOT 316 GLENBURNE NO 5	4341
23-50-40-36-329-071	402 LOT 317 GLENBURNE NO 5	0
23-50-40-36-329-081	705 LOT 318 GLENBURNE NO 5	4327
23-50-40-36-329-091	401 LOT 319 GLENBURNE NO 5	4321
23-50-40-36-329-101	401 LOT 320 GLENBURNE NO 5	4315
23-50-40-36-329-111	705 LOT 321 GLENBURNE NO 5	4307
23-50-40-36-329-121	402 LOT 322 GLENBURNE NO 5	0
23-50-40-36-401-001	401 LOT 111 GLENBURNE SUB	4312
23-50-40-36-401-011	401 LOT 112 GLENBURNE SUB	4316
23-50-40-36-401-021	401 LOT 113 GLENBURNE SUB	4318
23-50-40-36-401-031	401 LOT 114 GLENBURNE SUB	4324
23-50-40-36-401-041	401 LOT 115 GLENBURNE SUB	4332
23-50-40-36-401-051	401 LOT 116 GLENBURNE SUB	4336
23-50-40-36-401-061	401 LOT 117 GLENBURNE SUB	4340
23-50-40-36-401-071	401 LOT 228 GLENBURNE NO 5	4166
23-50-40-36-401-081	401 LOT 229 GLENBURNE NO 5	4108
23-50-40-36-401-091	401 LOT 230 GLENBURNE NO 5	4114
23-50-40-36-401-101	401 LOT 231 GLENBURNE NO 5	4120
23-50-40-36-401-111	401 LOT 232 GLENBURNE NO 5	4126
23-50-40-36-401-121	705 LOT 233 GLENBURNE NO 5	4132

23-50-40-36-401-131	401 LOT 234 GLENBURNE NO 5	4138
23-50-40-36-401-143	401 LOTS 235 & 236; GLENBURNE NO 5	4200
23-50-40-36-401-161	705 LOT 237 GLENBURNE NO 5	4212
23-50-40-36-401-171	401 LOT 238 GLENBURNE NO 5	4218
23-50-40-36-401-181	401 LOT 239 GLENBURNE NO 5	4224
23-50-40-36-402-001	705 LOT 270 GLENBURNE NO 5	4211
23-50-40-36-402-011	401 LOT 271 GLENBURNE NO 5	4205
23-50-40-36-402-021	401 LOT 272 GLENBURNE NO 5	4135
23-50-40-36-402-031	401 LOT 273 GLENBURNE NO 5	4123
23-50-40-36-402-041	401 LOT 274 GLENBURNE NO 5	4115
23-50-40-36-402-051	401 LOT 275 GLENBURNE NO 5	4109
23-50-40-36-402-061	401 LOT 276 GLENBURNE NO 5	4214
23-50-40-36-402-071	401 LOT 277 GLENBURNE NO 5	4200
23-50-40-36-402-081	705 LOT 278 GLENBURNE NO 5	4206
23-50-40-36-402-091	401 LOT 279 GLENBURNE NO 5	4212
23-50-40-36-402-101	401 LOT 280 GLENBURNE NO 5	4218
23-50-40-36-403-011	401 LOT 74 GLENBURNE SUB	4223
23-50-40-36-403-021	401 LOT 73 GLENBURNE SUB	4227
23-50-40-36-403-031	401 LOT 72 GLENBURNE SUB	4301
23-50-40-36-403-041	401 LOT 71 GLENBURNE SUB	4305
23-50-40-36-403-051	401 LOT 70 GLENBURNE SUB	4311
23-50-40-36-403-061	401 LOT 69 GLENBURNE SUB	4317
23-50-40-36-403-071	401 LOT 68 GLENBURNE SUB	4154
23-50-40-36-403-081	401 LOT 67 GLENBURNE SUB	4146
23-50-40-36-403-091	401 LOT 66 GLENBURNE SUB	4142
23-50-40-36-403-101	401 LOT 65 GLENBURNE SUB	4138
23-50-40-36-403-111	401 LOT 64 GLENBURNE SUB	4318
23-50-40-36-403-121	401 LOT 63 GLENBURNE SUB	4312
23-50-40-36-403-131	401 LOT 62 GLENBURNE SUB	4306
23-50-40-36-403-141	401 LOT 61 GLENBURNE SUB	4302
23-50-40-36-403-151	401 LOT 60 GLENBURNE SUB	4300
23-50-40-36-403-161	401 LOT 59 GLENBURNE SUB	4301
23-50-40-36-403-171	401 LOT 58 GLENBURNE SUB	4305
23-50-40-36-403-181	401 LOT 57 GLENBURNE SUB	4307
23-50-40-36-403-191	401 LOT 56 GLENBURNE SUB	4311
23-50-40-36-403-201	401 LOT 55 GLENBURNE SUB	4315
23-50-40-36-403-211	401 LOT 54 GLENBURNE SUB	4321
23-50-40-36-403-221	401 LOT 53 GLENBURNE SUB	4110
23-50-40-36-403-231	401 LOT 52 GLENBURNE SUB	4104
23-50-40-36-403-241	401 LOT 51 GLENBURNE SUB	4100
23-50-40-36-403-251	401 LOT 50 GLENBURNE SUB	4052
23-50-40-36-403-261	401 LOT 49 GLENBURNE SUB	4048
23-50-40-36-403-271	401 LOT 48 GLENBURNE SUB	4044
23-50-40-36-403-281	401 LOT 47 GLENBURNE SUB	4328
23-50-40-36-403-291	401 LOT 46 GLENBURNE SUB	4322
23-50-40-36-403-301	401 LOT 45 GLENBURNE SUB	4318
23-50-40-36-403-311	401 LOT 44 GLENBURNE SUB	4312

23-50-40-36-403-321	401 LOT 43 GLENBURNE SUB	4308
23-50-40-36-403-331	401 LOT 42 GLENBURNE SUB	4304
23-50-40-36-403-341	401 LOT 41 GLENBURNE SUB	4300
23-50-40-36-403-351	401 LOT 40 GLENBURNE SUB	4301
23-50-40-36-403-361	401 LOT 39 GLENBURNE SUB	4305
23-50-40-36-403-371	401 LOT 38 GLENBURNE SUB	4309
23-50-40-36-403-381	401 LOT 37 GLENBURNE SUB	4315
23-50-40-36-403-391	401 LOT 36 GLENBURNE SUB	4319
23-50-40-36-403-401	401 LOT 35 GLENBURNE SUB	4325
23-50-40-36-403-411	401 LOT 34 GLENBURNE SUB	4329
23-50-40-36-403-421	401 LOT 33 GLENBURNE SUB	4333
23-50-40-36-403-431	401 LOT 32 GLENBURNE SUB	4014
23-50-40-36-403-441	401 LOT 31 GLENBURNE SUB	4008
23-50-40-36-403-451	401 LOT 30 & S 20 FT LOT 29 GLENBURNE SUB	4336
23-50-40-36-403-471	401 N'LY 30 FT LOT 29 ALSO S'LY 35 FT LOT 28 GLENB	4330
23-50-40-36-403-481	401 LOT 27 & N 15 FT LOT 28 GLENBURNE SUB	4328
23-50-40-36-403-491	401 LOT 26 GLENBURNE SUB	4324
23-50-40-36-403-501	401 LOT 25 GLENBURNE SUB	4318
23-50-40-36-403-511	401 LOT 24 GLENBURNE SUB	4314
23-50-40-36-403-521	401 LOT 23 GLENBURNE SUB	4310
23-50-40-36-403-541	401 LOT 138 GLENBURNE NO 3	4306
23-50-40-36-403-551	401 LOT 139 GLENBURNE NO 3	4300
23-50-40-36-405-001	705 LOT 119 GLENBURNE SUB	4151
23-50-40-36-405-011	401 LOT 120 GLENBURNE SUB	4141
23-50-40-36-405-021	401 LOT 121 GLENBURNE SUB	4133
23-50-40-36-405-031	401 LOT 122 GLENBURNE SUB	4125
23-50-40-36-405-041	401 LOT 123 GLENBURNE SUB	4117
23-50-40-36-405-051	401 LOT 124 GLENBURNE SUB	4109
23-50-40-36-405-061	401 LOT 125 GLENBURNE SUB	4101
23-50-40-36-405-071	401 LOT 126 GLENBURNE SUB	4049
23-50-40-36-405-081	401 LOT 127 GLENBURNE SUB	4043
23-50-40-36-405-091	402 LOT 128 GLENBURNE SUB	0
23-50-40-36-405-101	705 LOT 129 GLENBURNE SUB	4025
23-50-40-36-405-111	401 LOT 130 GLENBURNE SUB	4017
23-50-40-36-405-121	401 LOT 131 GLENBURNE SUB	4009
23-50-40-36-405-131	401 LOT 132 GLENBURNE SUB	4400
23-50-40-36-405-141	201 LOT 136 GLENBURNE NO 2	4411
23-50-40-36-407-001	401 LOT 118 GLENBURNE SUB	4400
23-50-40-36-407-011	201 LOT 137 GLENBURNE NO 2	4590
23-50-40-36-407-021	201 LOT 226 GLENBURNE NO 4	4032
23-50-40-36-407-031	705 LOT 323 GLENBURNE NO 5	4217
23-50-40-36-407-041	401 LOT 324 GLENBURNE NO 5	4211
23-50-40-36-407-051	401 LOT 325 GLENBURNE NO 5	4203
23-50-40-36-407-061	402 LOT 326 GLENBURNE NO 5	0
23-50-40-36-426-001	401 LOT 22 GLENBURNE SUB	4315
23-50-40-36-426-011	401 LOT 21 GLENBURNE SUB	3928
23-50-40-36-426-021	401 LOT 20 GLENBURNE SUB	3922

23-50-40-36-426-031	401 LOT 19 GLENBURNE SUB	3914
23-50-40-36-426-041	401 LOT 18 GLENBURNE SUB	3906
23-50-40-36-426-051	401 LOT 17 GLENBURNE SUB	3900
23-50-40-36-426-061	401 LOT 218 GLENBURNE NO 3	3901
23-50-40-36-426-071	401 LOT 219 GLENBURNE NO 3	3909
23-50-40-36-426-081	401 LOT 220 GLENBURNE NO 3	3915
23-50-40-36-426-091	401 LOT 221 GLENBURNE NO 3	3923
23-50-40-36-426-101	401 LOT 222 GLENBURNE NO 3	4307
23-50-40-36-428-001	401 LOT 10 GLENBURNE SUB	3937
23-50-40-36-428-011	401 LOT 9 GLENBURNE SUB	3950
23-50-40-36-428-021	401 LOT 8 GLENBURNE SUB	3944
23-50-40-36-428-031	401 LOT 7 GLENBURNE SUB	3938
23-50-40-36-428-041	401 LOT 6 GLENBURNE SUB	3932
23-50-40-36-428-051	401 LOT 5 GLENBURNE SUB	3926
23-50-40-36-428-061	402 LOT 4 GLENBURNE SUB	0
23-50-40-36-428-071	402 LOT 3 GLENBURNE SUB	0
23-50-40-36-428-081	713 LOT 2 GLENBURNE SUB	0
23-50-40-36-428-091	713 LOT 1 GLENBURNE SUB	0
23-50-40-36-428-101	402 LOT 16 GLENBURNE SUB	0
23-50-40-36-428-111	713 LOT 15 GLENBURNE SUB	0
23-50-40-36-428-121	713 LOT 14 GLENBURNE SUB	0
23-50-40-36-428-131	401 LOT 13 GLENBURNE SUB	3919
23-50-40-36-428-141	401 LOT 12 GLENBURNE SUB	3925
23-50-40-36-428-151	401 LOT 11 GLENBURNE SUB	3931
23-50-40-36-429-001	401 LOT 133 GLENBURNE SUB	3951
23-50-40-36-429-021	401 LOT 134 GLENBURNE SUB	3941
23-50-40-36-481-001	401 LOT 210 GLENBURNE NO 3	3939
23-50-40-36-481-011	401 LOT 211 GLENBURNE NO 3	4209
23-50-40-36-481-021	401 LOT 212 GLENBURNE NO 3	4213
23-50-40-36-481-031	401 LOT 213 GLENBURNE NO 3	3924
23-50-40-36-481-041	401 LOT 214 GLENBURNE NO 3	3918
23-50-40-36-481-051	401 LOT 215 GLENBURNE NO 3	3914
23-50-40-36-481-061	401 LOT 216 GLENBURNE NO 3	3908
23-50-40-36-481-071	401 LOT 217 GLENBURNE NO 3	3900
23-50-40-36-481-081	401 LOT 205 GLENBURNE NO 3	3901
23-50-40-36-481-091	401 LOT 206 GLENBURNE NO 3	3911
23-50-40-36-481-101	401 LOT 207 GLENBURNE NO 3	3915
23-50-40-36-481-111	401 LOT 208 GLENBURNE NO 3	3923
23-50-40-36-481-121	401 LOT 209 GLENBURNE NO 3	3927

Sstreet name	Owner Name
BALMORAL DR	GROSE RANDY C
LOCHINVER CIRCLE	HOLMES NATASHA RENE &
LOCHINVER CIRCLE	FEHSENFELD MOLLY M
LOCHINVER CIRCLE	ADDISS & ASSOCIATES INC
LOCHINVER CIRCLE	MORAN-GUERRA JOSE N &
LOCHINVER CIRCLE	STERGIOS PETER N & RACHEL R
LOCHINVER CIRCLE	HOUSTON-OTIS ELIZA & OTIS CRAIG M
LOCHINVER CIRCLE	LANSING HOUSING COMMISSION
BALMORAL DR	VANG TOU & LISA
BALMORAL DR	BENNEFIELD WALTER L & TAMARA J
BALMORAL DR	GASORSKI DAVID & VICTORIA L
BALMORAL DR	ZHANG HUIZHEN
BALMORAL DR	RHODES JOHN N & WILMA J
GLENBURNE BLVD	DILWORTH ANTHONY
GLENBURNE BLVD	TRAN KIET
SEAWAY DR	SHERMAN CAROLYN A
SEAWAY DR	LEFANTY NANCY L REVOCABLE TRUST
SEAWAY DR	SOUKKAI JOHN H &
SEAWAY DR	HOOPER JOHNNI & KECK DELLA
SEAWAY DR	MESSENHEIMER JENNIFER
SEAWAY DR	601 RESIDENTIAL L L C
SEAWAY DR	GRAY LOIS E
SEAWAY DR	ESTES TRAVIS D
SEAWAY DR	SMITH CHARLOTTE
SEAWAY DR	FRANCISCO ISAAC & JENNET
SEAWAY DR	STEPP CHRISTINA D
SEAWAY DR	PENDELL DIANE R
SEAWAY DR	BROWN LANITA S
SEAWAY DR	MGSE L L C
SEAWAY DR	SMITH SARAH A
SEAWAY DR	DONELSON AISHA & KING ABRAHAM
SEAWAY DR	ANDERSON CLEOPHUS & SARITA
SEAWAY DR	WRIGHT LINDA
SEAWAY DR	MOSES AMANDA L
SEAWAY DR	HOMICK DARRYL & HOMICK DEVIN &
DUMFRIES CIRCLE	HICKS CALEB & LAUREN E
DUMFRIES CIRCLE	LEV KOVITZ L L C
SEAWAY DR	GLENBURNE COMMONS
SEAWAY DR	VAN ALSTINE TERRY MICHAEL
SEAWAY DR	GELLER NICOLE
SEAWAY DR	SUNDEEN JESSICA E
SEAWAY DR	BRYANT YVETTE E
SEAWAY DR	HARNS MIKAELA B & KOYL ZION D
SEAWAY DR	DOWRICK TODD

SEAWAY DR	FICK ALAN A II & ELIZABETH
SEAWAY DR	BENSON MARIA Q
SEAWAY DR	LUIZ ADOLFO G III
SEAWAY DR	SMITH NIKKI M
SEAWAY DR	WILSON BOBBY & CRYSTAL D
SEAWAY DR	LEEK TAWANA
HEATHGATE DR	LEWIS MICHAEL L & MARY A
HEATHGATE DR	ROBERTS ARTHUR A III & JOYCE
HEATHGATE DR	RIEKE PAUL E & JESSICA R
HEATHGATE DR	HILL DANIELLE J
HEATHGATE DR	VINING GARY
HEATHGATE DR	VINING GARY
HEATHGATE DR	J & D PROPERTIES OF MICHIGAN L L C
SEAWAY DR	WISEMAN MICHAEL K
HEATHGATE DR	COUTHEN KERMIT J & KIMBERLY
HEATHGATE DR	ANDERSON MATTHEW L
HEATHGATE DR	SMITH LEROY III & RENETHIA M
HEATHGATE DR	MITCHELL PROPERTY HOLDINGS L L C
HEATHGATE DR	BUSKULIC MIRA
HEATHGATE DR	XIE CHUAN GANG
HEATHGATE DR	OADE JUSTIN J
HEATHGATE DR	S & T INDUSTRIES L L C
HEATHGATE DR	FORBUS JANE A
HEATHGATE DR	UNITED Z'S INC
KILLARNEY CT	PRICE STACY L
KILLARNEY CT	FOX LAND HOLDINGS LLC
KILLARNEY CT	HERNANDEZ ANNA
KILLARNEY CT	LEVEQUE LEO & LINDA M
KILLARNEY CT	ZHAN JANET
KILLARNEY CT	EATON SYBILLENA
KILLARNEY CT	ALLEN BENJAMINE L & CASSANDRA E
KILLARNEY CT	RICH DONNIE JOE
KILLARNEY CT	ZDYBEL SMITH L L C
KILLARNEY CT	KRANZ DANIEL A
HEATHGATE DR	YANG TOU GER & MEGAN V
HEATHGATE DR	WHITEPIGEON WILLIAM
HEATHGATE DR	DOWNS GERALD A & JULIE A
HEATHGATE DR	VONGPHACHANH BOUBPHA & KYLANH
HEATHGATE DR	DOWRICK TODD
HEATHGATE DR	FOX LAND HOLDINGS LLC
HEATHGATE DR	WRATHER SHEILA M
HEATHGATE DR	ASHLEY VIRGINIA
HEATHGATE DR	DENSON SAMATRA
HEATHGATE DR	RAYMOND MARIA, BIANCA, JERRY III
HEATHGATE DR	PRINCE ALEXANDER & KRISTIN
HEATHGATE DR	J & D PROPERTIES OF MICHIGAN L L C
HEATHGATE DR	REDDICK ANDRE

HEATHGATE DR	FILDOR L L C
HEATHGATE DR	DUFFY BARBARA J
HEATHGATE DR	HARPER DOROTHY
HEATHGATE DR	KIRBY ALYSSA
WINDEMERE DR	FOMBY BENJAMIN E & VANESSA
WINDEMERE DR	HEDDEN MICHAEL J & SHERYL
WINDEMERE DR	STEVENS EARL L III & JANIS E
WINDEMERE DR	BEVERLY FRANK & BARBARA
WINDEMERE DR	LOVETT CENTHA
WINDEMERE DR	ALANIZ FERNANDO
WINDEMERE DR	J&D HOUSING L L C
WINDEMERE DR	HER PETER
HEATHGATE DR	DOWRICK TODD
HEATHGATE DR	FOX LAND HOLDINGS LLC
HEATHGATE DR	SIMPSON JERRY
HEATHGATE DR	CAO LUPIN & MAO CHAOLIN
HEATHGATE DR	HAMMOND DANIEL S
HEATHGATE DR	LUCKY RENTAL L L C
HEATHGATE DR	LINDSEY JOHN & LINDSEY SALLY
HEATHGATE DR	BERTRAM WARREN E JR
HEATHGATE DR	WARD DONALD L & JOAN M
HEATHGATE DR	ORCHARD RANDALL L & JESSICA M
CHADBURNE DR	BARBER ARTHUR L & AMANDA L
CHADBURNE DR	BROWN DEBORA J
CHADBURNE DR	SEARS MICHAEL J & NANCY R
CHADBURNE DR	BLACK TERRY & VICKIE
GLENBURNE BLVD	LANSING SCHOOL DISTRICT
ROSCOMMON DR	BOARD OF WATER & LIGHT
GLENBURNE BLVD	LANSING SCHOOL DISTRICT
BALMORAL DR	LANSING HOUSING COMMISSION
COURTLAND DR	LANE LENORA
COURTLAND DR	HAMIDOU NOREDDINE
COURTLAND DR	LANSING HOUSING COMMISSION
COURTLAND DR	CHAMBERS CHARLES H
COURTLAND DR	XIAOCHUN BIAN IRREVOCABLE TRUST
COURTLAND DR	LUO XUE YUN
BALMORAL DR	BRANDELL MARSHA C
BALMORAL DR	LANSING HOUSING COMMISSION
BALMORAL DR	MONGER TEK N & BASNET GOPI MAYA
BALMORAL DR	LANSING HOUSING COMMISSION
BALMORAL DR	MARTINEZ YARENIS R
BALMORAL DR	MCCLLOUD REGINA M
BALMORAL DR	RANDLE RONNIE & JOCELYN V
BALMORAL DR	LANSING HOUSING COMMISSION
BALMORAL DR	ANJELAN FALIALA & MMUNGA ECA
BALMORAL DR	FRANKLIN APRIL
BALMORAL DR	LANSING HOUSING COMMISSION

GLENBURNE BLVD	PIERSON TROY A
GLENBURNE BLVD	WOLFSEN KEITH & WELCH LINDA
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	CASTILLA RICARDO & PAMELA
GLENBURNE BLVD	RAPPE KRISTY
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	CONNORS JENNIFER & WILLIAM III
GLENBURNE BLVD	HENGESBACH JANICE M
GLENBURNE BLVD	HARTLEY NATHAN & JULIE
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	CANTU SIMONA
GLENBURNE BLVD	CAO, MARY ANN
COURTLAND DR	STEVE L L C
COURTLAND DR	LANSING HOUSING COMMISSION
COURTLAND DR	VO THU VAN PHAN & MINH TIEN
COURTLAND DR	BROWN RAYMOND & PEGGY
COURTLAND DR	SANDERS JAN A
COURTLAND DR	MWANGU ANGELEE
COURTLAND DR	LANSING HOUSING COMMISSION
COURTLAND DR	STRONG GLORIA M
COURTLAND DR	VUE CHRIST & YANG SANDY
GLENBURNE BLVD	POWELL ROGER & ADAMS-POWELL KAREN
GLENBURNE BLVD	CITY OF LANSING
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	HEATHCOTE JEROME G
GLENBURNE BLVD	INHULSEN JOHN & INHULSEN MICHAEL
GLENBURNE BLVD	PANJAITAN EDWARD
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	CAPITAL AREA HOUSING PARTNERSHIP
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	HAAN TYLER
GLENBURNE BLVD	BOUIE HEATHER
GLENBURNE BLVD	LANSING HOUSING COMMISSION
GLENBURNE BLVD	CAPITAL AREA HOUSING PARTNERSHIP
DUMFRIES CIRCLE	COREY ASHLEY
DUMFRIES CIRCLE	HICKS CARRIE E & DODD BOB F
DUMFRIES CIRCLE	DOWRICK TODD
DUMFRIES CIRCLE	HESTER KENNETH L
SEAWAY DR	FREEMAN MYRON S SR & DELORES
SEAWAY DR	KEO RABIA V
SEAWAY DR	DEFRENN DENNIS D
GLENBURNE BLVD	SIMMER TROY M & NATASHA L
BALMORAL DR	PIGGOTT EMILY & BRIAN
BALMORAL DR	AKWANGIRO JOHN
BALMORAL DR	PACHECO JESSICA
BALMORAL DR	BUSH SHAIRES
BALMORAL DR	LANSING HOUSING COMMISSION

BALMORAL DR	THOLE RUTH
BALMORAL DR	LLOYD THOMAS J & HEATHER L
BALMORAL DR	LANSING HOUSING COMMISSION
BALMORAL DR	LOPEZ RAFAEL & RUIZ MARIA C
BALMORAL DR	J & D PROPERTIES OF MICHIGAN L L C
BALMORAL DR	LANSING HOUSING COMMISSION
BALMORAL DR	AUSTIN SETH CHRISTIAN
BALMORAL DR	KELLER KAREN
BALMORAL DR	ALTON JOHN F
BALMORAL DR	LIRA EDWARD & BEVERLY S
BALMORAL DR	VALERIO SHAMEREL R & VALERIO MARY
GLENBURNE BLVD	RAYMOND CAMIE
COURTLAND DR	MIKALA ROGER FOTUE
COURTLAND DR	LANSING HOUSING COMMISSION
COURTLAND DR	STEWART TERRELL A & JESSICA L
COURTLAND DR	HILL CASSIETTA
SEAWAY DR	NEFF WILLIAM S
SEAWAY DR	HOWARD RUTH & HOWARD JULIE
SEAWAY DR	HOLLIE XERION
SEAWAY DR	PUETZ WILLIAM J & VICKIE E
SEAWAY DR	SHANKLIN ROGER & ADAMS WILLIE MAE
SEAWAY DR	SANCHEZ JOSE & ELEANOR H
GLENBURNE BLVD	MORALES RAFAEL C
GLENBURNE BLVD	SANCHEZ ERNESTO & HERLINDA
GLENBURNE BLVD	HOMICK DEVIN
GLENBURNE BLVD	HART EMERLISA
OLD CASTLE CIRCLE	BUKUR OREN
OLD CASTLE CIRCLE	HOUSTON JANIELLE L
OLD CASTLE CIRCLE	ESCOJIDO CRUZ L
OLD CASTLE CIRCLE	VUE PHONE
OLD CASTLE CIRCLE	BOOKER CHRISTOPHER M &
OLD CASTLE CIRCLE	PARKER ASHLEY N
OLD CASTLE CIRCLE	GEORGE DANIEL M & JAMIE
OLD CASTLE CIRCLE	FILEDS ANTHONY
OLD CASTLE CIRCLE	HAYES JOHN H & JOYCE
OLD CASTLE CIRCLE	FOREMAN HEATH
OLD CASTLE CIRCLE	HOMICK DARRYL & SMITH DOUGLAS A
GLENBURNE BLVD	SEARS MICHAEL J & NANCY R
GLENBURNE BLVD	KENTFIELD MAKENSIE LYNN
GLENBURNE BLVD	DELEON RALPH & MARY F
GLENBURNE BLVD	VOLKER KEVIN L & MICHELE
GLENBURNE BLVD	POLAND TRAVIS L & ERIKA A
GLENBURNE BLVD	WILLIAMS GEORGE E & MARCIA
MACDOUGAL CIRCLE	M S H D A
MACDOUGAL CIRCLE	TEMPLETON LEONARD L &
MACDOUGAL CIRCLE	TOLBERT JANICE F
MACDOUGAL CIRCLE	MARTIN JOSEPH B

LIMERICK CIRCLE	SMITH SAMANTHA & PARR JASON
LIMERICK CIRCLE	BROOKS THERESA
LIMERICK CIRCLE	BAKER MARTHA
LAUDERHILL CIRCLE	MCINTYRE FRANKIE E & JOANNE
LAUDERHILL CIRCLE	HATT LINDA
LAUDERHILL CIRCLE	DOWRICK TODD K & SANDRA L
LAUDERHILL CIRCLE	ROUSER JEANETTE K
CHADBURNE DR	VOLKER GARY L & ELAINE R
LIMERICK CIRCLE	RIPLEY LARRY A & MELANIE M
GLENBURNE BLVD	BOWLER DARCY Y
GLENBURNE BLVD	WILLIAMS NORMA J
GLENBURNE BLVD	BERRY LORETTA M
GLENBURNE BLVD	DYER JEFFREY A &
GLENBURNE BLVD	KING LINDA M
GLENBURNE BLVD	BENNETT THOMAS
GLENBURNE BLVD	MICHIGAN LAND BANK FAST TRACK AUTH
GLENBURNE BLVD	CITY OF LANSING
GLENBURNE BLVD	CITY OF LANSING
LIMERICK CIRCLE	MICHIGAN LAND BANK FAST TRACK AUTH
LIMERICK CIRCLE	CITY OF LANSING
LIMERICK CIRCLE	CITY OF LANSING
LIMERICK CIRCLE	VINING GARY
LIMERICK CIRCLE	FOX JEROME C & MILLICENT I
LIMERICK CIRCLE	MORLOCK PATTY J
GLENBURNE BLVD	SEARS MICHAEL J & NANCY R
GLENBURNE BLVD	SEARS MICHAEL J & NANCY R
WINDEMERE DR	HOSSINGER JEFFERY R
CHADBURNE DR	SMITH JEFFREY D & PAMELA J &
CHADBURNE DR	BREHLER JOSEPH C
LAUDERHILL CIRCLE	WILLIAMS SHALEEN CORA
LAUDERHILL CIRCLE	GALLEGOS ERNESTO
LAUDERHILL CIRCLE	ALLEN LEROY
LAUDERHILL CIRCLE	NELSON MAURICE
LAUDERHILL CIRCLE	IAFANO ROBERT & ZIEGLER KELSEY
WINDEMERE DR	KENNY LORETTA D
WINDEMERE DR	RUIZ ARTURO R & EVA C
WINDEMERE DR	DOWRICK TODD
WINDEMERE DR	GARCIA MARISOL G
WINDEMERE DR	MCCLINTOCK DALE W & MARSHA

Taxpayer Name	Owner Mailing Address	Owner Mailing Address City
NORTHERN STAR MORTGAGE FUND L L C	2334 E CAVANAUGH RD	LANSING
	4223 LOCHINVER CIRCLE	LANSING
	4215 LOCHINVER CIR	LANSING
	913 W HOLMES RD, #240F	LANSING
	4201 LOCHINVER CIR	LANSING
	4200 LOCHINVER CIRCLE	LANSING
	4210 LOCHINVER CIRCLE	LANSING
	419 CHERRY ST	LANSING
	4310 BALMORAL DR	LANSING
	4324 BALMORAL DR	LANSING
	4336 BALMORAL DR	LANSING
	908 LONGWOOD	CHALFONT
	4348 BALMORAL DR	LANSING
	4412 GLENBURNE BLVD	LANSING
	3798 SHEARWATER LN	EAST LANSING
	4024 SEAWAY DR	LANSING
	4028 SEAWAY DR	LANSING
	4034 SEAWAY DR	LANSING
	4038 SEAWAY DR	LANSING
	4042 SEAWAY DR	LANSING
	1378 FOXCROFT RD	EAST LANSING
	4050 SEAWAY DR	LANSING
	4054 SEAWAY DR	LANSING
	4058 SEAWAY DR	LANSING
	4062 SEAWAY DR	LANSING
	4100 SEAWAY DR	LANSING
	4104 SEAWAY DR	LANSING
	4110 SEAWAY DR	LANSING
	984 MARYLANE	LESLIE
	4122 SEAWAY DR	LANSING
	4128 SEAWAY DR	LANSING
	4134 SEAWAY DR	LANSING
	4200 SEAWAY DR	LANSING
	4206 SEAWAY DR	LANSING
	TILLSONBORG ON N4G 4G7	
	4304 DUMFRIES CIRCLE	LANSING
LEVKOVITZ NOAM	33 RASHI ST	
	124 W MICHIGAN AVE	LANSING
	4023 SEAWAY DR	LANSING
	4029 SEAWAY DR	LANSING
	4037 SEAWAY DR	LANSING
	4045 SEAWAY DR	LANSING
	4101 SEAWAY DR	LANSING
	6435 HEATHFIELD DR	EAST LANSING

	4111 SEAWAY DR	LANSING
	4115 SEAWAY DR	LANSING
	4121 SEAWAY DR	LANSING
	4127 SEAWAY DR	LANSING
	PO BOX 80131	LANSING
	4135 SEAWAY DR	LANSING
	4154 HEATHGATE DR	LANSING
	4148 HEATHGATE DR	LANSING
	4144 HEATHGATE DR	LANSING
	4140 HEATHGATE DR	LANSING
	P O BOX 70001	LANSING
	P O BOX 70001	LANSING
	13199 BLAISDELL DR	DEWITT
	4201 SEAWAY DR	LANSING
	4149 HEATHGATE DR	LANSING
	10147 HOLT HWY	DIMONDALE
	4137 HEATHGATE DR	LANSING
	1010 SEMINOLE RD	NORTON SHORES
	4127 HEATHGATE DR	LANSING
	4123 HEATHGATE DR	LANSING
	4117 HEATHGATE DR	LANSING
	13501 COTTONWOOD CT	DEWITT
	4109 HEATHGATE DR	LANSING
	4101 HEATHGATE DR	LANSING
	4206 KILLARNEY CT	LANSING
	1340 S WAVERLY RD SUITE H	LANSING
	4214 KILLARNY CT	LANSING
	4218 KILLARNEY CT	LANSING
	16302 CONCORD FALLS LN	SUGARLAND
	4223 KILLARNEY CT	LANSING
	4219 KILLARNEY CT	LANSING
	4215 KILLARNEY CT	LANSING
	3678 E HIAWATHA DR	OKEMOS
	4207 KILLARNEY CT	LANSING
	4053 HEATHGATE DR	LANSING
	5453 HOUGHSTON RD	HARBOR SPRINGS
	4112 HEATHGATE DR	LANSING
	4106 HEATHGATE DR	LANSING
	6435 HEATHFIELD DR	EAST LANSING
	1340 S WAVERLY RD SUITE H	LANSING
ADDISS JON W	4048 HEATHGATE DR	LANSING
	4042 HEATHGATE DR	LANSING
	4038 HEATHGATE DR	LANSING
NDB REALTY LLC	4034 HEATHGATE DR	LANSING
	4030 HEATHGATE DR	LANSING
	13199 BLAISDELL DR	DEWITT
	4018 HEATHGATE DR	LANSING

330 S MARTIN LUTHER KING	LANSING
4010 HEATHGATE DR	LANSING
4008 HEATHGATE DR	LANSING
4000 HEATHGATE DR	LANSING
3944 WINDEMERE DR	LANSING
7020 DEEPWATER POINT RD	WILLIAMSBURG
3932 WINDEMERE DR	LANSING
3926 WINDEMERE DR	LANSING
3920 WINDEMERE DR	LANSING
3916 WINDEMERE DR	LANSING
4430 GLENCOE DR	WILLIAMSTON
3900 WINDEMERE DR	LANSING
6435 HEATHFIELD DR	EAST LANSING
1340 S WAVERLY RD SUITE H	LANSING
4037 HEATHGATE DR	LANSING
2542 HOLLY ST	FULLERTON
4025 HEATHGATE DR	LANSING
1701 S WAVERLY RD	LANSING
4017 HEATHGATE	LANSING
4013 HEATHGATE DR	LANSING
4009 HEATHGATE DR	LANSING
4 HARRIMAN CT	CAMERON
4200 CHADBURNE DR	LANSING
4206 CHADBURNE DR	LANSING
16910 BLACK WALNUT LN	EAST LANSING
308 N SWEGLES ST	SAINT JOHNS
519 W KALAMAZOO ST	LANSING
PO BOX 13007	LANSING
519 W KALAMAZOO ST	LANSING
419 CHERRY ST	LANSING
4324 COURTLAND DR	LANSING
4308 COURTLAND DR	LANSING
419 CHERRY ST	LANSING
4236 COURTLAND DR	LANSING
2611 COCHISE LN	OKEMOS
4224 COURTLAND DR	LANSING
4219 BALMORAL DR	LANSING
419 CHERRY ST	LANSING
4229 BALMORAL DR	LANSING
419 CHERRY ST	LANSING
4241 BALMORAL DR	LANSING
4301 BALMORAL DR	LANSING
4325 BALMORAL DR	LANSING
419 CHERRY ST	LANSING
4337 BALMORAL DR	LANSING
4345 BALMORAL DR	LANSING
419 CHERRY ST	LANSING

	4342 GLENBURNE BLVD	LANSING
	4336 GLENBURNE BLVD	LANSING
	419 CHERRY ST	LANSING
	4324 GLENBURNE BLVD	LANSING
	4318 GLENBURNE BLVD	LANSING
	419 CHERRY ST	LANSING
	4306 GLENBURNE BLVD	LANSING
	4260 GLENBURNE BLVD	LANSING
	4254 GLENBURNE BLVD	LANSING
	419 CHERRY ST	LANSING
CONKLIN ELIZABETH	315 E MT HOPE AVE	LANSING
	4232 GLENBURNE BLVD	LANSING
	2303 SHAWNEE TRL	OKEMOS
	419 CHERRY ST	LANSING
	4237 COURTLAND DR	LANSING
	4307 COURTLAND DR	LANSING
	4311 COURTLAND DR	LANSING
	4315 COURTLAND DR	LANSING
	419 CHERRY ST	LANSING
	4325 COURTLAND DR	LANSING
	4331 COURTLAND DR	LANSING
	4417 GLENBURNE BLVD	LANSING
FINANCE DEPARTMENT	124 W MICHIGAN AVE FL 8TH	LANSING
	419 CHERRY ST	LANSING
	PO BOX 4341	EAST LANSING
	4355 GLENBURNE BLVD	LANSING
	4347 GLENBURNE BLVD	LANSING
	419 CHERRY ST	LANSING
	600 W MAPLE ST SUITE D	LANSING
	419 CHERRY ST	LANSING
	4321 GLENBURNE BLVD #23	LANSING
	4315 GLENBURNE BLVD	LANSING
	419 CHERRY ST	LANSING
	600 W MAPLE ST SUITE D	LANSING
	4312 DUMFRIES CIR	LANSING
	4316 DUMFRIES CIR	LANSING
	6435 HEATHFIELD DR	EAST LANSING
	4324 DUMFRIES CIR	LANSING
	6023 SLEEPY HOLLOW LN	EAST LANSING
	4336 SEAWAY DR	LANSING
	4340 SEAWAY DR	LANSING
	16295 NULL RD	THREE RIVERS
	4108 BALMORAL DR	LANSING
	4114 BALMORAL DR	LANSING
	4120 BALMORAL DR	LANSING
	4126 BALMORAL DR	LANSING
	419 CHERRY ST	LANSING

CHARTRAND MARY

4138 BALMORAL DR	LANSING
4200 BALMORAL DR	LANSING
419 CHERRY ST	LANSING
4218 BALMORAL DR	LANSING
13199 BLAISDELL DR	DEWITT
419 CHERRY ST	LANSING
4205 BALMORAL DR	LANSING
4135 BALMORAL DR	LANSING
4123 BALMORAL DR	LANSING
1669 HARTEL RD	CHARLOTTE
4109 BALMORAL DR	LANSING
4214 GLENBURNE BLVD	LANSING
4200 COURTLAND DR	LANSING
419 CHERRY ST	LANSING
4212 COURTLAND DR	LANSING
4218 COURTLAND DR	LANSING
4223 SEAWAY DR	LANSING
4227 SEAWAY DRIVE	LANSING
4301 SEAWAY DR	LANSING
4305 SEAWAY DR	LANSING
4311 SEAWAY DR	LANSING
4317 SEAWAY DR	LANSING
4154 GLENBURNE BLVD	LANSING
4146 GLENBURNE BLVD	LANSING
TILLSONBORG ON N4G 4G7	
4138 GLENBURNE BLVD	LANSING
FROID 34	
4312 OLD CASTLE CIR	LANSING
4306 OLD CASTLE CIR	LANSING
4302 OLD CASTLE CIRCLE	LANSING
4300 OLD CASTLE CIR	LANSING
4301 OLD CASTLE CIR	LANSING
4305 OLD CASTLE CIR	LANSING
2194 CEDARBEND DR	HOLT
4311 OLD CASTLE CIR	LANSING
4315 OLD CASTLE CIR	LANSING
225 GOSHEN RD	
16910 BLACK WALNUT LN	EAST LANSING
4104 GLENBURNE BLVD	LANSING
4100 GLENBURNE BLVD	LANSING
4052 GLENBURNE BLVD	LANSING
4048 GLENBURNE BLVD	LANSING
4044 GLENBURNE BLVD	LANSING
3637 SENTARA WAY	VIRGINIA BEACH
4322 MACDOUGAL CIR	LANSING
4318 MACDOUGAL CIR	LANSING
4312 MACDOUGLE CIR	LANSING

	4308 MACDOUGAL CIR	LANSING
	4304 MACDOUGAL CIR	LANSING
	4300 MACDOUGAL CIRCLE	LANSING
	4301 MACDOUGAL CIR	LANSING
	16910 BLACK WALNUT LN	EAST LANSING
	6435 HEATHFIELD DR	EAST LANSING
	13199 BLAISDELL DR	DEWITT
	4319 MACOUGAL CIR	LANSING
	4325 MACDOUGAL CIR	LANSING
	6435 HEATHFIELD DR	EAST LANSING
	4333 MACDOUGAL CIRCLE	LANSING
	4014 GLENBURNE BLVD	LANSING
	4008 GLENBURNE BLVD	LANSING
	4336 CHADBURNE DR	LANSING
	4330 CHADBURNE DR	LANSING
	4328 CHADBURNE DR	LANSING
	4324 CHADBURNE DR	LANSING
MOORE DENNIS & AMY	4318 CHADBURNE DR	LANSING
	4314 CHADBURNE DR	LANSING
	PO BOX 881	EAST LANSING
	4306 CHADBURNE DR	LANSING
	1105 EASTFIELD RD	LANSING
	419 CHERRY ST	LANSING
	7721 WILLIAMS RD	LANSING
	4133 GLENBURNE BLVD	LANSING
	3339 WAVERLY HILLS RD	LANSING
	3339 WAVERLY HILLS RD	LANSING
	4109 GLENBURNE BLVD	LANSING
	3339 WAVERLY HILLS RD	LANSING
KITE AARON T	3500 KAREN ST	LANSING
	4043 GLENBURNE BLVD	LANSING
	605 N GUNNELL RD	EATON RAPIDS
	419 CHERRY ST	LANSING
	13130 HIDE AWAY LN	DEWITT
	6435 HEATHFIELD DR	EAST LANSING
	16910 BLACK WALNUT LN	EAST LANSING
	31731 NORTHWESTERN HWY STE 25	FARMINGTON HILLS
	2440 SOWER BLVD	OKEMOS
	31731 NORTHWESTERN HWY STE 25	FARMINGTON HILLS
	31731 NORTHWESTERN HWY STE 25	FARMINGTON HILLS
	419 CHERRY ST	LANSING
	600 W MAPLE ST SUITE D	LANSING
	600 W MAPLE ST SUITE D	LANSING
	PO BOX 308	CHARLOTTE
	4315 CHADBURNE DR	LANSING
	3928 LIMERICK CIR	LANSING
	3922 LIMERICK CIR	LANSING

ASTERA CREDIT UNION

3914 LIMERICK	LANSING
3906 LIMERICK CIR	LANSING
3609 JERREE ST	LANSING
3901 LAUDERHILL CIR	LANSING
3909 LAUDERHILL CIR	LANSING
6435 HEATHFIELD DR	EAST LANSING
3923 LAUDERHILL CIR	LANSING
4307 CHADBURNE DR	LANSING
3937 LIMERICK CIR	LANSING
1885 MAPLE ST	HOLT
3944 GLENBURNE BLVD	LANSING
3441 LAREDO DR UNIT 37	LEXINGTON
3932 GLENBURNE BLVD	LANSING
3926 GLENBURNE BLVD	LANSING
1865 E STOLL RD	LANSING
300 N WASHINGTON SQ	LANSING
124 W MIGHIGAN AVE	LANSING
124 W MICHIGAN AVE	LANSING
300 N WASHINGTON SQ	LANSING
124 W MICHIGAN AVE	LANSING
124 W MICHIGAN AVE	LANSING
P O BOX 70001	LANSING
3925 LIMERICK CIR	LANSING
3931 LIMERICK CIR	LANSING
16910 BLACK WALNUT LN	EAST LANSING
16910 BLACK WALNUT LN	EAST LANSING
3939 WINDEMERE DR	LANSING
4209 CHADBURNE DR	LANSING
4213 CHADBURNE DR	LANSING
3924 LAUDERHILL CIR	LANSING
4828 INGHAM ST	LANSING
3914 LAUDERHILL CIR	LANSING
3908 LAUDERHILL CIR	LANSING
3900 LAUDERHILL CIR	LANSING
3901 WINDEMERE DR	LANSING
3911 WINDEMERE DR	LANSING
6435 HEATHFIELD DR	EAST LANSING
3923 WINDEMERE DR	LANSING
3927 WINDEMERE DR	LANSING

Owner Mailing State	Owner Mailing Zip	Number of Housing Units		
MI	48910-5815	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48910	0	\$	-
MI	48911-2575	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2566	1	\$	53.97
MI	48911-2566	1	\$	53.97
MI	48911	1	\$	53.97
PA	18914-4427	1	\$	53.97
MI	48911-2566	1	\$	53.97
MI	48911	1	\$	53.97
MI	48823	1	\$	53.97
MI	48911-2551	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2551	1	\$	53.97
MI	48911-2551	1	\$	53.97
MI	48911	1	\$	53.97
MI	48823	1	\$	53.97
MI	48911-2551	1	\$	53.97
MI	48911-2551	1	\$	53.97
MI	48911-2551	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2553	1	\$	53.97
MI	48911-2553	1	\$	53.97
MI	48911-2553	1	\$	53.97
MI	48911-2553	1	\$	53.97
MI	49251	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2553	1	\$	53.97
MI	48911-2553	1	\$	53.97
MI	48911-2555	1	\$	53.97
MI	48911-2555	1	\$	53.97
	XXXXX	1	\$	53.97
MI	48911	1	\$	53.97
	XXXXX	1	\$	53.97
MI	48933-2500	0	\$	-
MI	48911-2552	1	\$	53.97
MI	48911-2552	1	\$	53.97
MI	48911-2552	1	\$	53.97
MI	48911-2552	1	\$	53.97
MI	48911	1	\$	53.97
MI	48823	1	\$	53.97

MI	48911-2554	1	\$	53.97
MI	48911-2554	1	\$	53.97
MI	48911-2554	1	\$	53.97
MI	48911-2554	1	\$	53.97
MI	48908-0131	1	\$	53.97
MI	48911-2554	1	\$	53.97
MI	48911-2518	1	\$	53.97
MI	48911-2518	1	\$	53.97
MI	48911-2518	1	\$	53.97
MI	48911-2518	1	\$	53.97
MI	48908	1	\$	53.97
MI	48908	1	\$	53.97
MI	48820-8188	1	\$	53.97
MI	48911-2556	1	\$	53.97
MI	48911-2517	1	\$	53.97
MI	48821	1	\$	53.97
MI	48911-2517	1	\$	53.97
MI	49441-4344	1	\$	53.97
MI	48911-2517	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48820-9057	1	\$	53.97
MI	48911-2517	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2530	1	\$	53.97
MI	48917	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2530	1	\$	53.97
TX	77498	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2530	1	\$	53.97
MI	48911-2530	1	\$	53.97
MI	48864-4040	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2515	1	\$	53.97
MI	49740-9041	1	\$	53.97
MI	48911-2516	1	\$	53.97
MI	48911	1	\$	53.97
MI	48823	1	\$	53.97
MI	48917	1	\$	53.97
MI	48911-2514	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48820-8188	1	\$	53.97
MI	48911	1	\$	53.97

MI	48915	1	\$	53.97
MI	48911-2514	1	\$	53.97
MI	48911-2514	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2519	1	\$	53.97
MI	49690-9248	1	\$	53.97
MI	48911-2519	1	\$	53.97
MI	48911-2519	1	\$	53.97
MI	48911-2519	1	\$	53.97
MI	48911-2519	1	\$	53.97
MI	48895	1	\$	53.97
MI	48911-2519	1	\$	53.97
MI	48823	1	\$	53.97
MI	48917	1	\$	53.97
MI	48911	1	\$	53.97
CA	92835-4418	1	\$	53.97
MI	48911	1	\$	53.97
MI	48917-4300	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2515	1	\$	53.97
MI	48911-2515	1	\$	53.97
NC	28326-6375	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2576	1	\$	53.97
MI	48823-9656	1	\$	53.97
MI	48879-1632	1	\$	53.97
MI	48933-2080	0	\$	-
MI	48901-3007	0	\$	-
MI	48933-2080	0	\$	-
MI	48933	1	\$	53.97
MI	48911-2571	1	\$	53.97
MI	48911-2571	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2569	1	\$	53.97
MI	48864-2055	1	\$	53.97
MI	48911-2569	1	\$	53.97
MI	48911-2565	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2567	1	\$	53.97
MI	48911-2568	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2568	1	\$	53.97
MI	48933	1	\$	53.97

MI	48911-2543	1	\$	53.97
MI	48911-2543	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2543	1	\$	53.97
MI	48911-2543	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2543	1	\$	53.97
MI	48911-2541	1	\$	53.97
MI	48911-2541	1	\$	53.97
MI	48933	1	\$	53.97
MI	48910	1	\$	53.97
MI	48911	1	\$	53.97
MI	48864	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2572	1	\$	53.97
MI	48911-2572	1	\$	53.97
MI	48911	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2572	1	\$	53.97
MI	48911-2572	1	\$	53.97
MI	48911-2546	1	\$	53.97
MI	48933-1665	0	\$	-
MI	48933	1	\$	53.97
MI	48826-4341	0	\$	-
MI	48911-2544	1	\$	53.97
MI	48911-2544	1	\$	53.97
MI	48933	1	\$	53.97
MI	48906	0	\$	-
MI	48933	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48933	1	\$	53.97
MI	48906	0	\$	-
MI	48911	1	\$	53.97
MI	48911-2573	1	\$	53.97
MI	48823-9659	1	\$	53.97
MI	48911-2573	1	\$	53.97
MI	48823-9225	1	\$	53.97
MI	48911-2726	1	\$	53.97
MI	48911-2726	1	\$	53.97
MI	49093	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2562	1	\$	53.97
MI	48933	1	\$	53.97

MI	48911-2562	1	\$	53.97
MI	48911-2564	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2564	1	\$	53.97
MI	48820-8188	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2563	1	\$	53.97
MI	48911-2563	1	\$	53.97
MI	48813-9331	1	\$	53.97
MI	48911-2563	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-2569	1	\$	53.97
MI	48911	1	\$	53.97
MI	48917	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2727	1	\$	53.97
MI	48911-2727	1	\$	53.97
MI	48911-2727	1	\$	53.97
MI	48911-2538	1	\$	53.97
MI	48911-2538	1	\$	53.97
	XXXXX	1	\$	53.97
MI	48911-2538	1	\$	53.97
	XXXXX	1	\$	53.97
MI	48911-2528	1	\$	53.97
MI	48911-2528	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2528	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2528	1	\$	53.97
MI	48842	1	\$	53.97
MI	48911-2528	1	\$	53.97
MI	48911-2528	1	\$	53.97
	XXXXX	1	\$	53.97
MI	48823-9656	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2536	1	\$	53.97
MI	48911-2535	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2535	1	\$	53.97
VA	23452	1	\$	53.97
MI	48911-2529	1	\$	53.97
MI	48911-2529	1	\$	53.97
MI	48911	1	\$	53.97

MI	48911-2529	1	\$	53.97
MI	48911-2529	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2529	1	\$	53.97
MI	48823-9656	1	\$	53.97
MI	48823-9659	1	\$	53.97
MI	48820-8188	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48823	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2533	1	\$	53.97
MI	48911-2740	1	\$	53.97
MI	48911-2740	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2740	1	\$	53.97
MI	48826-0881	1	\$	53.97
MI	48911	1	\$	53.97
MI	48917-2347	1	\$	53.97
MI	48933	1	\$	53.97
MI	48911-3046	1	\$	53.97
MI	48911-2537	1	\$	53.97
MI	48917	1	\$	53.97
MI	48917	1	\$	53.97
MI	48911-2537	1	\$	53.97
MI	48917	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48827-9385	1	\$	53.97
MI	48933	0	\$	-
MI	48820	1	\$	53.97
MI	48823-9659	1	\$	53.97
MI	48823-9656	1	\$	53.97
MI	48334	1	\$	53.97
MI	48864-3251	1	\$	53.97
MI	48334	90	\$	4,857.61
MI	48334	66	\$	3,562.24
MI	48933	1	\$	53.97
MI	48906	0	\$	-
MI	48906	0	\$	-
MI	48813	0	\$	-
MI	48911-2741	1	\$	53.97
MI	48911-2527	1	\$	53.97
MI	48911-2527	1	\$	53.97

MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2635	1	\$	53.97
MI	48911-2526	1	\$	53.97
MI	48911-2526	1	\$	53.97
MI	48823-9659	1	\$	53.97
MI	48911-2526	1	\$	53.97
MI	48911-2741	1	\$	53.97
MI	48911-2527	1	\$	53.97
MI	48842	1	\$	53.97
MI	48911-2531	1	\$	53.97
KY	40517-2241	1	\$	53.97
MI	48911-2531	1	\$	53.97
MI	48911-2531	1	\$	53.97
MI	48906	0	\$	-
MI	48933-1244	0	\$	-
MI	48911	0	\$	-
MI	48933	0	\$	-
MI	48933-1244	0	\$	-
MI	48933	0	\$	-
MI	48933	0	\$	-
MI	48908	0	\$	-
MI	48911-2527	1	\$	53.97
MI	48911-2527	1	\$	53.97
MI	48823-9656	1	\$	53.97
MI	48823-9656	1	\$	53.97
MI	48911-2520	1	\$	53.97
MI	48911-2577	1	\$	53.97
MI	48911-2577	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2526	1	\$	53.97
MI	48911-2526	1	\$	53.97
MI	48911	1	\$	53.97
MI	48911-2520	1	\$	53.97
MI	48911-2520	1	\$	53.97
MI	48823-9659	1	\$	53.97
MI	48911-2520	1	\$	53.97
MI	48911	1	\$	53.97
		451	\$	24,341.00

CITY OF LANSING
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Public Hearing will be held on Monday, Monday, August 31, 2020 at 7 p.m. during the regularly schedule City Council Meeting, via ZOOM Conferencing, Meeting ID 840 5989 1689 for the purpose of considering:

An Ordinance of the City of Lansing, Michigan, to amend the Lansing Codified Ordinances by a repealing Chapter 404, Section 404.01(j), to eliminate the prohibition on street parking between 2:00 am and 5:00 a.m. on any day.

Governor Whitmer declared a statewide State of Emergency due to the spread of the novel coronavirus (COVID-19). To mitigate the spread of COVID-19 and to provide essential protections to vulnerable Michiganders and this State's health care system and other critical infrastructure, it is crucial that all Michiganders take steps to-limit in-person contact, particularly in the context of large groups. Therefore, the public hearing will be conducted via audio/video conference.

The public hearing will be electronically in accordance with the Open Meetings Act in an effort to protect the health and safety of the public. A Michigan Executive Order provides temporary authorization of remote participation in public meetings and hearings. Members of the public wishing to participate in the meeting may do so by logging into or calling into the meetings using the website or phone number and Meeting ID provided on the August 31, 2020 meeting agenda. (Note: this option requires downloading Zoom software. If you have not already installed the software, this may take a few minutes)

Persons with disabilities who need an accommodation to fully participate in these meetings should contact the City Council Office at 517-483-4177 (TDD (517) 483-4479) 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation requests.

For more information, please call 517-483-4177. If you are interested in this matter, please attend the public hearing or send a representative. Written comments will be accepted between 8 a.m. and 5 p.m. on City business days if received before 5 p.m., on the day of the Public Hearing at the City Clerk's Office, Ninth Floor, City Hall, 124 West Michigan Ave., Lansing, MI 48933 or email city.clerk@lansingmi.gov.

Chris Swope, Lansing City Clerk, MMC/CMMC
www.lansingmi.gov/Clerk
www.facebook.com/LansingClerkSwope

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, TO REPEAL
CHAPTER 404, SECTION 404.01(j), TO ELIMINATE THE PROHIBITION ON STREET
PARKING BETWEEN 2:00AM AND 5:00AM ON ANY DAY.

THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 404, Section 404.01(j), of the Codified Ordinances of the City of
Lansing, Michigan, be and is hereby repealed in its entirety and shall be null and void and of no
effect.

Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules
inconsistent with the provisions hereof are hereby repealed in their entirety and shall be null and
void and of no effect.

Section 3. Should any section, clause or phrase of this ordinance be declared to be
invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof
other than the part so declared to be invalid.

Section 4. This ordinance repeal shall take effect on the 30th day after enactment, unless
given immediate effect by City Council.

Approved as to form:

City Attorney

Dated: _____

CITY OF LANSING
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Public Hearing will be held on Monday, Monday, August 31, 2020 at 7 p.m. during the regularly schedule City Council Meeting, via ZOOM Conferencing, Meeting ID 840 5989 1689 for the purpose of considering:

An Ordinance of the City of Lansing, Michigan, to amend the Lansing Codified Ordinances by a repealing Chapter 404, Section 404.13, to eliminate annual and temporary permits for overnight street parking.

Governor Whitmer declared a statewide State of Emergency due to the spread of the novel coronavirus (COVID-19). To mitigate the spread of COVID-19 and to provide essential protections to vulnerable Michiganders and this State's health care system and other critical infrastructure, it is crucial that all Michiganders take steps to-limit in-person contact, particularly in the context of large groups. Therefore, the public hearing will be conducted via audio/video conference.

The public hearing will be electronically in accordance with the Open Meetings Act in an effort to protect the health and safety of the public. A Michigan Executive Order provides temporary authorization of remote participation in public meetings and hearings. Members of the public wishing to participate in the meeting may do so by logging into or calling into the meetings using the website or phone number and Meeting ID provided on the August 31, 2020 meeting agenda. (Note: this option requires downloading Zoom software. If you have not already installed the software, this may take a few minutes)

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Chris Swope, Lansing City Clerk, MMC/CMMC
www.lansingmi.gov/Clerk
www.facebook.com/LansingClerkSwope

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, TO REPEAL
CHAPTER 404, SECTION 404.13, TO ELIMINATE ANNUAL AND TEMPORARY
PERMITS FOR OVERNIGHT STREET PARKING.

THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 404, Section 404.13, of the Codified Ordinances of the City of
Lansing, Michigan, be and is hereby repealed in its entirety and shall be null and void and of no
effect.

Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules
inconsistent with the provisions hereof are hereby repealed in their entirety and shall be null and
void and of no effect.

Section 3. Should any section, clause or phrase of this ordinance be declared to be
invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof
other than the part so declared to be invalid.

Section 4. This ordinance repeal shall take effect on the 30th day after enactment, unless
given immediate effect by City Council.

Approved as to form:

City Attorney

Dated: _____

CITY OF LANSING
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Public Hearing will be held on Monday, Monday, August 31, 2020 at 7 p.m. during the regularly schedule City Council Meeting, via ZOOM Conferencing, Meeting ID 840 5989 1689 for the purpose of considering:

An Ordinance of the City of Lansing, Michigan, to amend the Lansing Codified Ordinances by amending Chapter 404 of the Lansing Codified Ordinances by adding Section 404.12 to provide for the declaration of snow emergencies during and after weather events that will require salting and/or plowing of roadways; to provide for how notice shall be given for snow emergencies; to prohibit parking in roadways during declared snow emergencies; and to provide for penalties for persons parking on the roadways during declared snow emergencies.

Governor Whitmer declared a statewide State of Emergency due to the spread of the novel coronavirus (COVID-19). To mitigate the spread of COVID-19 and to provide essential protections to vulnerable Michiganders and this State's health care system and other critical infrastructure, it is crucial that all Michiganders take steps to-limit in-person contact, particularly in the context of large groups. Therefore, the public hearing will be conducted via audio/video conference.

The public hearing will be electronically in accordance with the Open Meetings Act in an effort to protect the health and safety of the public. A Michigan Executive Order provides temporary authorization of remote participation in public meetings and hearings. Members of the public wishing to participate in the meeting may do so by logging into or calling into the meetings using the website or phone number and Meeting ID provided on the August 31, 2020 meeting agenda. (Note: this option requires downloading Zoom software. If you have not already installed the software, this may take a few minutes)

Persons with disabilities who need an accommodation to fully participate in these meetings should contact the City Council Office at 517-483-4177 (TDD (517) 483-4479) 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation requests.

For more information, please call 517-483-4177. If you are interested in this matter, please attend the public hearing or send a representative. Written comments will be accepted between 8 a.m. and 5 p.m. on City business days if received before 5 p.m., on the day of the Public Hearing at the City Clerk's Office, Ninth Floor, City Hall, 124 West Michigan Ave., Lansing, MI 48933 or email city.clerk@lansingmi.gov.

Chris Swope, Lansing City Clerk, MMC/CMMC
www.lansingmi.gov/Clerk

www.facebook.com/LansingClerkSwope

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, TO AMEND CHAPTER 404 OF THE LANSING CODIFIED ORDINANCES BY ADDING SECTION 404.12 TO PROVIDE FOR THE DECLARATION OF SNOW EMERGENCY DURING AND AFTER WEATHER EVENTS THAT WILL REQUIRE SALTING AND/OR PLOWING OF ROADWAYS; TO PROVIDE FOR HOW NOTICE SHALL BE GIVEN FOR SNOW EMERGENCIES; TO PROHIBIT PARKING IN ROADWAYS DURING DECLARED SNOW EMERGENCIES; AND TO PROVIDE FOR PENALTIES FOR PERSONS PARKING ON THE ROADWAYS DURING DECLARED SNOW EMERGENCIES.

THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 404 of the Lansing Code of Ordinances of the City of Lansing is hereby amended to add Section 404.12 as follows:

404.12 – PARKING PROHIBITED DURING SNOW EMERGENCIES

WHEN WEATHER EVENTS REQUIRE SALTING AND/OR PLOWING OF SNOW AND ICE FROM THE ROADWAYS TO ENSURE SAFE TRAVEL, SNOW EMERGENCIES WILL BE DECLARED IN ACCORDANCE WITH THE PROVISIONS OF THIS SECTION. DURING DECLARED SNOW EMERGENCIES, NO PERSON MAY PARK ANY VEHICLE, OR LEAVE ANY VEHICLE PARKED, UPON ROADWAYS WITHIN THE CITY OF LANSING DESCRIBED BY THIS SECTION.

(A) DECLARATION AND PUBLIC ANNOUNCEMENT OF SNOW EMERGENCY.

THE DIRECTOR OF PUBLIC SERVICE WILL DECLARE A SNOW EMERGENCY WHENEVER A WEATHER EVENT, OR ANTICIPATED WEATHER EVENT, WILL

1 REQUIRE SALTING AND/OR PLOWING OF SNOW AND ICE FROM THE ROADWAYS IN
2 THE CITY. THE CHIEF OF POLICE SHALL CAUSE EACH DECLARATION OF A SNOW
3 EMERGENCY TO BE PUBLICLY ANNOUNCED BY MEANS OF TELEVISION AND
4 RADIO BROADCASTS AND/OR TELECASTS FROM STATIONS WITH A NORMAL
5 OPERATING RANGE COVERING THE CITY, INCLUDING CABLE TELEVISION
6 FRANCHISEES OPERATING WITHIN THE CITY. THE CHIEF OF POLICE MAY CAUSE
7 SUCH DECLARATION TO BE FURTHER MADE IN A NEWSPAPER OF GENERAL
8 CIRCULATION IF NECESSARY AND FEASIBLE.

9 (B) THREE LEVELS OF SNOW EMERGENCY.

10 THERE SHALL BE THREE LEVELS OF SNOW EMERGENCY WHICH MAY BE
11 DECLARED PURSUANT TO THIS SECTION, DEFINED AND DESCRIBED AS FOLLOWS:

12 (I) LEVEL 1 – DURING A LEVEL 1 SNOW EMERGENCY, PARKING WILL BE
13 PROHIBITED BETWEEN 2-6 AM IN THE DOWNTOWN, AND DURING ALL
14 HOURS ON SELECT ARTERIAL, NEIGHBORHOOD, AND TRANSIT
15 ROUTE ROADWAYS, WHICH WILL BE NAMED WHEN THE SNOW
16 EMERGENCY IS DECLARED.

17 (II) LEVEL 2 – DURING A LEVEL 2 SNOW EMERGENCY, PARKING WILL BE
18 PROHIBITED BETWEEN 2-6 AM IN THE DOWNTOWN, AND DURING ALL
19 HOURS IN THE REST OF THE CITY.

20 (III) LEVEL 3 – DURING A LEVEL 3 SNOW EMERGENCY, PARKING WILL BE
21 PROHIBITED 24 HOURS A DAY THROUGHOUT THE CITY.

22 (C) TERMINATION OF SNOW EMERGENCY AND PARKING PROHIBITION.

1 ONCE IN EFFECT, THE PROHIBITION ON PARKING IN ROADWAYS SHALL REMAIN
2 IN EFFECT UNTIL TERMINATED BY ANNOUNCEMENT OF THE CHIEF OF POLICE, IN
3 COORDINATION WITH THE DIRECTOR OF PUBLIC SERVICE, BY THE SAME MEANS
4 SET FORTH IN SUBSECTION (A). ADDITIONALLY, A ROADWAY THAT HAS BEEN
5 PLOWED OF SNOW AND ICE, FOR THE ENTIRETY OF THE BLOCK ON BOTH SIDES,
6 AFTER DECLARATION AND ANNOUNCEMENT OF A SNOW EMERGENCY, SHALL
7 BECOME EXCLUDED FROM THE PROHIBITION ON PARKING:

8 (C) VIOLATIONS AND PENALTIES.

9 ANY PERSON WHO VIOLATES THIS SECTION WILL BE TICKETED FOR A PARKING
10 VIOLATION AND FINED CONSISTENT WITH THIS CHAPTER. IN ANY PROCEEDING
11 FOR A VIOLATION OF THIS SECTION, PROOF THAT A PARTICULAR INDIVIDUAL
12 WAS THE REGISTERED OWNER OF A PARTICULAR VEHICLE AT THE TIME OF THE
13 VIOLATION SHALL CREATE THE PRESUMPTION THAT THE REGISTERED OWNER
14 WAS THE PERSON WHO PARKED THE VEHICLE IN VIOLATION.

15 (D) TOWING AND IMPOUNDMENT OF VEHICLES PARKED IN ROADWAY DURING
16 SNOW EMERGENCY.

17 ANY VEHICLE PARKED OR LEFT ON ANY CITY ROADWAY IN VIOLATION OF THIS
18 SECTION CONSTITUTES A PUBLIC HAZARD AND AN OBSTRUCTION OF TRAFFIC
19 AND MAY BE TOWED AND IMPOUNDED IMMEDIATELY. NO PERSON MAY
20 RECOVER ANY IMPOUNDED VEHICLE WITHOUT FIRST PAYING THE COST OF
21 REMOVAL AND STORAGE, NOTWITHSTANDING, AND APART FROM, ANY FINE
22 WHICH MAY ALSO BE IMPOSED FOR VIOLATION OF THIS CHAPTER.

1 Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules
2 inconsistent with the provisions hereof are hereby repealed in their entirety and shall be null and
3 void and of no effect.

4 Section 3. Should any section, clause or phrase of this ordinance be declared to be invalid,
5 the same shall not affect the validity of the ordinance as a whole, or any part thereof other than the
6 part so declared to be invalid.

7 Section 4. This ordinance shall take effect on March 1, 2020, unless given immediate effect
8 by City Council, and pursuant to Section 3-307 of the City Charter, this Chapter shall expire
9 December 31, 2028.

10

BY THE COMMITTEE ON DEVELOPMENT & PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Jeffrey Johnson, a regional business owner, Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2021; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on August 18, 2020 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Jeffrey Johnson, a regional business owner, Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board for a term to expire July 31, 2021.

BY THE COMMITTEE ON DEVELOPMENT & PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor recommends the reappointment of Heather Goupil, 431 N Magnolia, Lansing MI, 48912 as a Member of the Historic District Commission for a term to expire June 30, 2023; and

WHEREAS, the Mayor's office has verified that the nominee has been vetted and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on August 18, 2020 and took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Heather Goupil, 431 N Magnolia, Lansing MI, 48912 as a Member of the Historic District Commission for a term to expire June 30, 2023.

BY THE COMMITTEE ON DEVELOPMENT & PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor recommends the appointment of Samantha Troutman of 115 N. Jenison, Lansing MI 48915 as a Member of the Historic District Commission for a term to expire June 30, 2023;

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on August 18, 2020 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Samantha Troutman of 115 N. Jenison, Lansing MI 48915 as a Member of the Historic District Commission for a term to expire June 30, 2023;

BY THE COMMITTEE ON GENERAL SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Versey Althea Williams of 4834 Anson Street, Lansing, MI 48911 as a 3RD Ward Member of the Human Relations & Community Services Board (HRCS) for a term to expire June 30, 2023; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on General Services met on August 11, 2020 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Versey Althea Williams of 4834 Anson Street, Lansing, MI 48911 as a 3RD Ward Member of the Human Relations & Community Services Board (HRCS) for a term to expire June 30, 2023.

BY THE COMMITTEE ON GENERAL SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Josephine (Jody) Washington of 521 Nantucket Street, Lansing, MI 48906 as a First Ward Member of the Human Relations & Community Services Board (HRCS) for a term to expire June 30, 2021; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on General Services met on August 11, 2020 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Josephine (Jody) Washington of 521 Nantucket Street, Lansing, MI 48906 as a First Ward Member of the Human Relations & Community Services Board (HRCS) for a term to expire June 30, 2021.

BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of DeYeya E. Jones, 1710 Moores River Drive, Lansing, MI 48910 an At-Large Member of the Board of Police Commissioners for a term to expire June 30, 2024;

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Public Safety met on August 13, 2020 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms appointment of DeYeya E. Jones, 1710 Moores River Drive, Lansing, MI 48910 an At-Large Member of the Board of Police Commissioners for a term to expire June 30, 2024.

BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Holly McDermitt, a 1st Ward Member of the Board of Police Commissioners for a term to expire June 30, 2021;

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Public Safety met on August 13, 2020 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Holly McDermitt, a 1st Ward Member of the Board of Police Commissioners for a term to expire June 30, 2021;

BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor recommends the reappointment of Rodney Kevin Singleton, 820 Riverview, Lansing, MI 48915 as an At Large Member of the Board of Fire Commissioners for a term to expire June 30, 2024; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee of the Whole took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Rodney Kevin Singleton, 820 Riverview, Lansing, MI 48915 as an At Large Member of the Board of Fire Commissioners for a term to expire June 30, 2024.

BY COUNCIL MEMBER SPADAFORE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, on March 16, 2020 under Resolution 2020-053, City Council approved Mayor Schor's Declaration of Emergency through April 10, 2020; and

WHEREAS, on April 9, 2020 under Resolution 2020-053, City Council approved Mayor Schor's Declaration of Emergency through April 30, 2020; on April 27th, 2020 under Resolution 2020-069 City Council approved Mayor Schor's Declaration of Emergency through May 15, 2020, on May 11, 2020 under Resolution 2020-077 City Council approved the Declaration of Emergency through June 8, 2020, on June 8, 2020 under Resolution 2020-084 Council approved the Declaration of Emergency to continue through June 30, 2020, on June 22, 2020 under Resolution 2020-089 approved continuation of the Declaration of Emergency through July 14th, 2020 and on July 27, 2020 extended the Declaration of Emergency through August 25, 2020 under Resolution 2020-113;and

WHEREAS, the Resolutions emphasized the fact that the novel coronavirus (COVID-19) is a respiratory disease that can result in serious illness or death. It is caused by a new strain of coronavirus that had not been previously identified in humans and can easily spread from person to person; and

WHEREAS, on January 31, 2020, the United States Department of Health and Human Services Secretary Alex Azar declared a public health emergency for COVID-19, and affected state and local governments have also declared states of emergency; and

WHEREAS, on March 23, 2020 Governor Whitmer signed a "Stay Safe, Stay Home" Executive Order in response to the severe health and concerns relating to the COVID-19 outbreak in the State of Michigan, and under the authority granted under Chapter 234.05, the Lansing Emergency Management Ordinance, the Mayor declared a local state of emergency on March 16, 2020 taking effect March 17, 2020; and

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council finds that the circumstances warrant an extension of the Mayor's emergency declaration and continuation of the emergency response plan to ensure that public health is protected; and

BE IT FINALLY RESOLVED that the City Council approves an extension of the declaration of emergency, through and including September 22, 2020, and authorizes such powers and duties as provided by Chapter 234.05, the Lansing Emergency Management Ordinance, together with those powers provided by statute, including those set forth in MCL § 30.401 et seq.

BY THE COMMITTEE ON GENERAL SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, Against All Odds requested \$500.00 to defray costs for facilities rental associated with their event, "Back to School/Home School Drive Thru" to be held August 29, 2020; and

WHEREAS, the maximum total amount of Community Funding Account to be awarded to an organization in one fiscal year is \$500.00; and

WHEREAS, the Committee on General Services met on August 11, 2020, reviewed the request and approved \$1,000.00.

THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby approves an allocation from the Community Funding Account to , Against All Odds in the amount of \$1,000.00 to defray costs for facilities rental associated with their event, "Back to School/Home School Drive Thru" to be held August 29, 2020; and

BE IT FURTHER RESOLVED that the Mayor and the Finance Department shall process this request by charging \$1,000.00 to the Council Community Promotion Account – 101.112101.741289.0.

BE IT RESOLVED that Against All Odds submit a written analysis of the event, including information regarding the number of attendees, a detailed account as to contributors, funds received, expended and residual funds to the Lansing City Council within 60 days after the event.

BY THE COMMITTEE ON GENERAL SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City Clerk has forwarded an application for a City License, which has been routinely processed without objection, and is ready for final action by this Council; and,

WHEREAS, all required signatures have been obtained supporting the application for a fireworks display license;

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council, hereby, approves the application for a City License as follows:

FIREWORKS DISPLAY LICENSE:

Lansing Lugnuts/Melrose Pyrotechnics Inc. for a public display of fireworks in the City of Lansing at 505 E Michigan Ave to be held on August 28, 2020, August 29, 2020 September 18,2020 and September 19, 2020

BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

PUBLIC IMPROVEMENT I, II

WHEREAS, the City Council established the need for construction of storm sewer improvements within the Montgomery Drain Drainage District and petitioned the Ingham County Drain Commissioner for these improvements as detailed in resolutions 2014-030, 2014-072, and 2014-106; and

WHEREAS, the City Council has determined that this proposed public improvement will benefit especially properties in the vicinity of the work to be done and that a benefit district pursuant to Chapter 1026 of the Lansing Code of Ordinances should be established to be specially assessed for the public improvement; and

WHEREAS, in connection with the issuance of bonds (the "Bonds") by the Montgomery Drain Drainage District for the purpose of paying costs of constructing improvements to the Montgomery Drain, a Preliminary Official Statement and a Final Official Statement (collectively, the "Official Statement") will be prepared describing the Bonds.

NOW, THEREFORE BE IT RESOLVED that the Administration on behalf of the City is hereby authorized to provide financial and demographic information regarding the City for inclusion in the Official Statement, and the Administration is further authorized and directed to (i) approve information in the Official Statement with respect to the City's financial and demographic information and sign a continuing disclosure certificate with respect to such information, and (ii) submit any necessary applications or filings with the Michigan Department of Treasury with respect to the issuance of the Bonds.

BE IT FURTHER RESOLVED that the City Council hereby determines it to be of a public necessity to construct the following public improvements: storm sewer repairs and upgrades within the Montgomery Drain Drainage District, as defined by the Ingham County Drain Commissioner and Montgomery Drain Drainage Board.

BE IT FURTHER RESOLVED that approximately 50% of the cost of these improvements is to be financed by special assessment to the benefitted property owners.

BE IT FURTHER RESOLVED that the Department of Public Service is hereby authorized to finalize the necessary plans and specifications for these improvements with the Montgomery Drain Board, which is obtaining the necessary easements for construction, determining the cost of said project based on bids received, and will forward this information to the Public Service Department.

BE IT FINALLY RESOLVED that the Department of Public Service is hereby authorized to determine the applicable assessment to the properties in the district, and to furnish said information to the City Assessor, who is hereby ordered to prepare the assessment roll and forward this to the Mayor and City Council.

DRAFT

XIII C 3 c

INTRODUCTION OF ORDINANCE

Council Member Dunbar introduced:

An Ordinance of the City of Lansing, Michigan, for the purpose of repealing Chapter 404, Section 404.01(j), to eliminate the prohibition on street parking between 2:00 am and 5:00 a.m. on any day.

The Ordinance is referred to the Committee on Public Services

RESOLUTION #2020-____

RESOLUTION SETTING PUBLIC HEARING BY CITY COUNCIL

Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, August 31, 2020 at 7 p.m. via audio/video ZOOM Meeting for the purpose of repealing Chapter 404, Section 404.01(j), to eliminate the prohibition on street parking between 2:00 am and 5:00 a.m. on any day.

Interested Persons are invited to attend this Public Hearing

DRAFT

XIII C 3 d

INTRODUCTION OF ORDINANCE

Council Member Dunbar introduced:

An ordinance of the City of Lansing, Michigan, for the purpose of repealing Chapter 404, Section 404.13, to eliminate annual and temporary permits for overnight street parking.

The Ordinance is referred to the Committee on Public Services

RESOLUTION #2020-

RESOLUTION SETTING PUBLIC HEARING BY CITY COUNCIL

Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, August 31, 2020 at 7 p.m. via audio/video ZOOM Meeting for the purpose of repealing Chapter 404, Section 404.13, to eliminate annual and temporary permits for overnight street parking.

Interested Persons are invited to attend this Public Hearing

INTRODUCTION OF ORDINANCE

Council Member Dunbar introduced:

An ordinance of the City of Lansing, Michigan, for the purpose of amending Chapter 404 of the Lansing Codified Ordinances by adding Section 404.12 to provide for the declaration of snow emergencies during and after weather events that will require salting and/or plowing of roadways; to provide for how notice shall be given for snow emergencies; to prohibit parking in roadways during declared snow emergencies; and to provide for penalties for persons parking on the roadways during declared snow emergencies.

The Ordinance is referred to the Committee on Public Services

RESOLUTION #2020-**RESOLUTION SETTING PUBLIC HEARING
BY CITY COUNCIL**

Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, August 31, 2020 at 7 p.m. via audio/video ZOOM meeting for the purpose of amending Chapter 404 of the Lansing Codified Ordinances by adding Section 404.12 to provide for the declaration of snow emergencies during and after weather events that will require salting and/or plowing of roadways; to provide for how notice shall be given for snow emergencies; to prohibit parking in roadways during declared snow emergencies; and to provide for penalties for persons parking on the roadways during declared snow emergencies.

Interested Persons are invited to attend this Public Hearing

INTRODUCTION OF ORDINANCE

_____ introduced:

An Ordinance of the City of Lansing, Michigan, to amend Chapter 890 of the Lansing Codified Ordinances by amending Section 890.01, to reform guidelines for poverty exemptions for real property and to remove true cash value of a principal residence as a criteria for eligibility, consistent with State law.

The Ordinance is referred to the Committee on _____

**RESOLUTION SETTING PUBLIC HEARING
BY CITY COUNCIL**

Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, _____, 2020 at 7 p.m. via audio/video ZOOM Meeting for the purpose of amend Chapter 890 of the Lansing Codified Ordinances by amending Section 890.01, to reform guidelines for poverty exemptions for real property and to remove true cash value of a principal residence as a criteria for eligibility, consistent with State law.

Interested Persons are invited to attend this Public Hearing

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, TO AMEND CHAPTER 890 OF THE LANSING CODIFIED ORDINANCES BY AMENDING SECTION 890.01, TO REFORM GUIDELINES FOR POVERTY EXEMPTIONS FOR REAL PROPERTY AND TO REMOVE TRUE CASH VALUE OF A PRINCIPAL RESIDENCE AS A CRITERIA FOR ELIGIBILITY, CONSISTENT WITH STATE LAW.

THE CITY OF LANSING ORDAINS:

Section 1. That Section 890.01 of the Lansing Code of Ordinances of the City of Lansing is hereby amended as follows:

890.01. - Adoption.

Pursuant to MCL 211.7u, as amended, the City hereby adopts the following guidelines for the City Assessor and Board of Review to implement poverty exemptions for property that qualifies under MCL 211.7dd as a principal residence from taxation. The guidelines shall include, but not be limited to, the specific income and asset levels of the claimant and all persons residing in the household of the claimant including the contributions of other parties to support the claimant, ~~and including any property tax credit returns filed in the current or immediately preceding year.~~

To be eligible for a poverty exemption from such taxation, a person shall meet all of the following on an annual basis:

(a) Be an owner of and occupy as a principal residence the property for which an exemption is requested;

(b) File a claim with the City Assessor or Board of Review on a form provided by the City Assessor, accompanied by Federal and State income tax returns for all persons residing in the principal residence including the contributions of other parties to support the claimant, ~~and including any property tax credit returns filed in the immediately preceding year or in the current year;~~

(c) Produce a valid driver's license or other form of identification if requested;

(d) Produce a deed, land contract or other evidence of ownership of the property for which an exemption is requested, IF SUCH PROOF OF OWNERSHIP IS REQUESTED BY THE ASSESSOR OR BOARD OF REVIEW;

(e) Meet the Federal poverty guidelines as updated annually in the Federal Register by the United States Department of Health and Human Services under authority of Section 673 of Subtitle B of Title VI of the Omnibus Budget Reconciliation Act of 1981, Public Law 97-35, 42 U.S.C. 9902;

~~(f) Own and occupy a principal residence having a true cash value which is less than the average true cash value of all principal residence properties in the City, based on the previous year values;~~

~~(g)~~(F) File a claim for exemption after January 1, but before the day prior to the last day of the Board of Review meeting; and

~~(h)~~(G) Have assets, not including homestead, less than five times annual household income.

~~(i)~~ Any relief granted is a reduction over and above the maximum homestead property tax credit granted, or which would have been granted had the claimant applied, by the State of Michigan.

Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules inconsistent with the provisions hereof are hereby repealed in their entirety and shall be null and void and of no effect.

Section 3. Should any section, clause or phrase of this ordinance be declared to be invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof other than the part so declared to be invalid.

Section 4. This ordinance shall take effect on the 30th day after enactment, unless given immediate effect by City Council, and shall expire on December 31, 2028.



Chris Swope
Lansing City Clerk

August 21, 2020

President and Council Members
10th Floor City Hall
Lansing, MI 48933

Dear President and Council Members:

My office has received and placed on file on August 18, 2020:

[Amendment to the Delta Twp Public Act 425 Agreement with Bridgewater Interiors LLC - 8/21/2020](#)

[Amendment to the Delta Twp Public Act 425 Agreement with Stir Lansing LLC - 8/21/2020](#)

[Amendment to the Delta Twp Public Act 425 Agreement with Android Industries LLC - 8/21/2020](#)

This document is available for review at the office of the City Clerk or at <http://www.lansingmi.gov/clerk> under the heading of Documents Placed on File.

Sincerely,

Chris Swope, CMC
Lansing City Clerk



Andy Schor, Mayor

PUBLIC SERVICE DEPARTMENT

Wastewater Division

1625 Sunset Avenue

Lansing, Michigan 48917

(517) 483-4404

FAX: (517) 483-4536

<http://publicservice.cityoflansingmi.com/pubwater/>

August 20, 2020

Mr. Chris Swope
City Clerk
City Hall
Lansing, Michigan

RE: Board of Public Service: Budget Priorities Resolution for FY 2021/22

Dear Mr. Swope:

The attached resolution was adopted at the Board of Public Service meeting held August 20, 2020.

Please place on the Council Agenda.

Please let me know if you have any questions.

Respectfully submitted,

Janette Tate
Recording Secretary

Attachment

LANSING BOARD OF PUBLIC SERVICE BUDGET PRIORITIES RESOLUTION

AUGUST 20, 2020

RESOLVED, recognizing the financial challenges facing the City of Lansing ("City") and its Public Service Department ("Department"), including the Department's obligations to comply with numerous mandates (including unfunded mandates) the Lansing Board of Public Service supports the efforts of the Department.

RESOLVED, the Board of Public Service supports and recommends the following budget priorities to the Lansing City Council for consideration with Council's Budget Policies and Priorities for the Fiscal Year July 1, 2021–June 30, 2022:

1. Increase general fund support for implementation of the City's Street System Asset Management Plan, with a priority placed on reconstructing and preserving neighborhood streets, especially in those areas of the city which have been historically underserved. We encourage the Department to continue utilizing new and innovative ways to extend the life of our existing streets;
2. Maintain and expand funding for sidewalk repairs and right-of-way maintenance and improvement, with a priority placed on underserved areas; this should all be done while keeping safety a priority for Lansing residents and visitors, and meeting or exceeding the compliance with the Americans with Disabilities Act;
3. Maintain and expand funding to update and improve the fleet of city vehicles, with specific priority for the Department;
4. Establish Lansing as a leader in PFAS regulation, testing, monitoring and enforcement through maintaining and increasing funding for educational and training purposes, and working with relevant federal, state, county and local governments, and non-government organizations;
5. Expand opportunities for multi-family residential and business recycling;
6. Follow recommendations (to the greatest extent feasible) of the energy audit of all facilities and properties to save on energy and cut costs by replacing wasteful devices with ones that are energy efficient and reduce the carbon footprint of the City of Lansing.

RESOLVED, as the Department generates savings through improved efficiencies in service delivery and other areas, these savings should be maintained within the Department.

BY THE COMMITTEE ON PUBLIC SERVICE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

Acceptance of Pavement Asset Management Plan

WHEREAS, Michigan Public Act 325 of 2018 requires local road agencies to develop and submit an asset management plan to the Transportation Asset Management Council (TAMC) including an asset inventory, performance goals, risk of failure analysis, anticipated revenues and expenses and performance outcomes to be submitted to TAMC; and

WHEREAS, local road agencies responsible for 100 or more certified miles of road, based on the 2017 PA 51 Mileage Certification, including all 83 Michigan counties and 39 Michigan cities are required to submit their completed asset management plans in designated phases beginning October 1, 2020; and

WHEREAS, The City of Lansing has a deadline of October 1, 2020 to submit a Pavement Asset Management Plan to the TAMC; and

WHEREAS, the City of Lansing Public Service Department has completed a Pavement Asset Management Plan containing the required information; and

WHEREAS, the TAMC requires a resolution accepting the Asset Management Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby accepts the 2020 Pavement Asset Management Plan; and

BE IT FINALLY RESOLVED that a copy of this resolution be added to the Pavement Asset Management Plan before submittal to the TAMC.

City of Lansing 2020 Pavement Asset Management Plan



Andy Schor, Mayor

This is a plan describing the City of Lansing's roadway assets and conditions.

Prepared by:

Ann M. Parry, P.E.

Engineer

Ann.parry@lansingmi.gov, 517-483-4454

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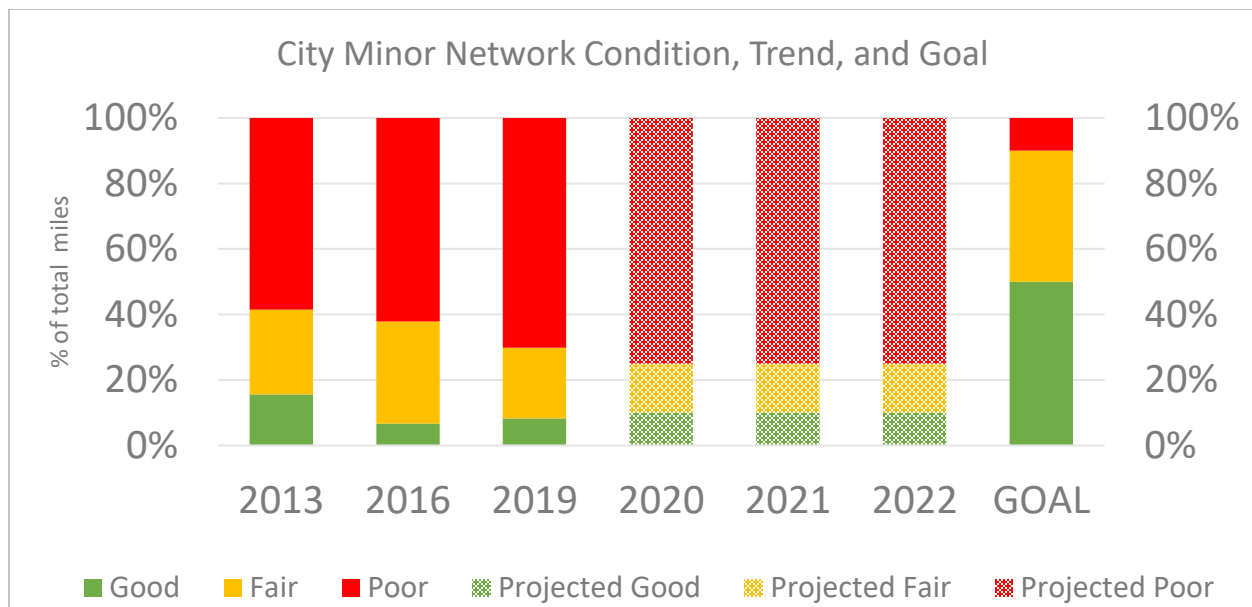
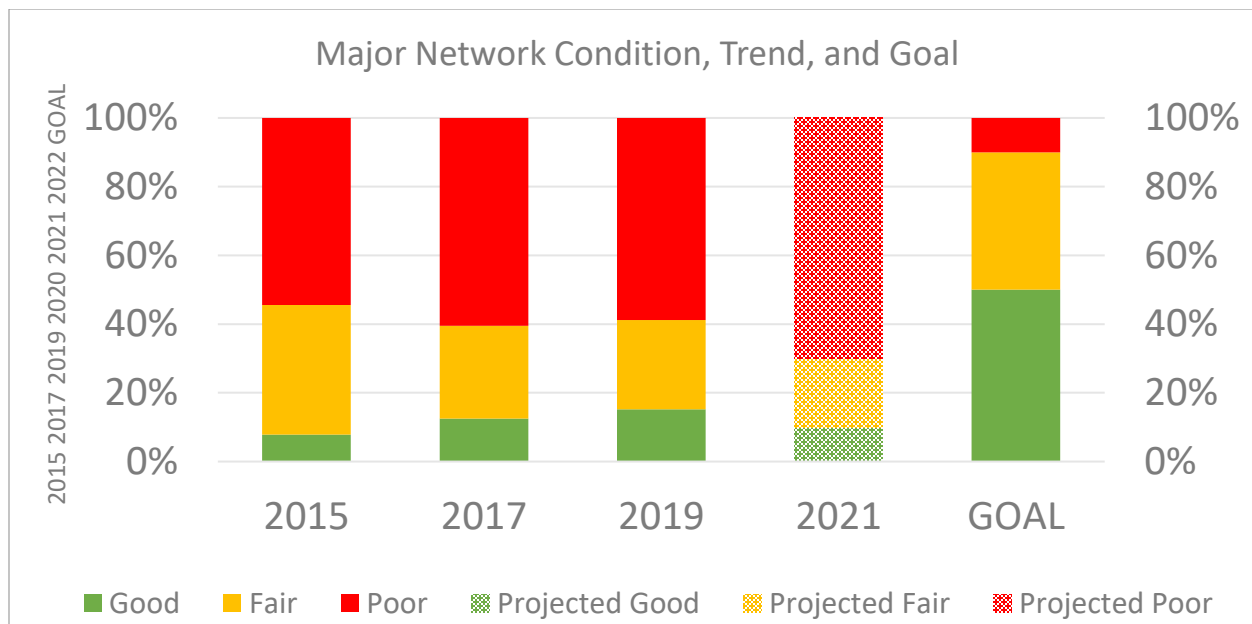
EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, roads are among the most important assets in any community along with other assets like bridges, culverts, traffic signs, traffic signals, and utilities that support and affect roads. The City of Lansing's (COL) roads, other transportation assets and support systems are also some of the most valuable and extensive public assets—all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining roads, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build and maintain the road network in an efficient and effective manner. This asset management plan (AMP) is intended to report on how the COL is meeting its obligations to maintain the public assets for which it is responsible.

This plan overviews the COL's road assets and conditions, and explains how COL works to maintain and improve the overall condition of those assets. These explanations can help answer the following questions:

- What kinds of road assets the COL has in its jurisdiction, who owns them, and the different options for maintaining these assets.
- What tools and processes the COL uses to track and manage road assets and funds.
- What condition the COL's road assets are in compared to statewide averages.
- Why some road assets are in better condition than others and the path to maintaining and improving road asset conditions through proper planning and maintenance.
- How agency transportation assets are funded and where those funds come from.
- How funds are used and the costs incurred during the COL's road assets' normal life cycle.
- What condition the COL can expect its road assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of the COL's road assets.

The COL owns and/or manages 413.808 centerline miles of roads. This road network can be divided into the city major network, the city minor network, the unpaved road network and the National Highway System (NHS) network based on the different factors these roads have that influence asset management decisions. A summary of the COL's historical and current network conditions, projected trends and goals for city major minor networks can be seen in the following graphs:



An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of the COL's obligations towards meeting these requirements. This asset management plan also helps demonstrate the COL's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of the COL's road assets. The AMP also provides taxpayers with the information that they need to make informed decisions about investing in its essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals.” In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League (MML), County Road Association of Michigan, the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA). The COL is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The COL has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users’ expectations. COL is responsible for maintaining and operating over 413,808 centerline miles of roads.

This plan outlines how the COL determines its strategy to maintain and upgrade road asset condition given agency goals, priorities of its road users and resources provided. An updated plan is to be released approximately every two years to reflect changes in road conditions, finances and priorities.

Questions regarding the use or content of this plan should be directed to Ann M. Parry, PE, at 124 W. Michigan Avenue 7th Floor, Lansing, MI 48933 or at 517-483-4454 and/or ann.parry@lansingmi.gov.

A copy of this plan can be accessed on the COL's website at www.lansingmi.gov/streets. Key terms used in this plan are defined in COL's comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 or 2018.

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to pavements.

Pavement Primer

Roads come in two basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat and brick-and-block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

The decision to pave with a particular material as well as the decision to leave a road unpaved allows road-owning agencies to tailor a road to a particular purpose, environment and budget. Thus, selecting a pavement type or leaving a road unpaved depends upon purpose, available materials and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how condition is assessed and treatment options that can lengthen a road's service life.

Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance and type of maintenance. These factors can have benefits affecting asset life and road user experience.

Paved Surfacing

Typical benefits and trade-offs for hard surface types include:

- **Concrete Pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- **Hot-Mix Asphalt Pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part due to the closer link between HMA material costs and oil prices that HMA pavements have in

comparison with other pavement types). However, they require frequent maintenance activities to maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.

- **Composite Pavement:** Composite pavement is a combination of concrete and asphalt layers. Typically, composite pavements are old concrete pavements exhibiting ride-related issues that were overlaid by several inches of HMA in order to gain more service life from the pavement before the need for reconstruction. Converting a concrete pavement to a composite pavement is typically used as a “holding pattern” treatment to maintain the road in usable condition until reconstruction funds become available.
- **Sealcoat Pavement:** Sealcoat pavement is a gravel road that has been sealed with a thin asphalt binder coating that has stone chips spread on top (not to be confused with a chip seal treatment over HMA pavement). This type of a pavement relies on the gravel layer to provide structure to support traffic, and the asphalt binder coating and stone chips shed water and eliminate the need for maintenance grading. Nonetheless, sealcoat pavement does require additional maintenance steps that asphalt and gravel do not require. While sealcoat pavement does not last as long as HMA pavement, it provides a low-cost alternative for lightly-trafficked areas and competes with asphalt for ride quality when properly constructed and maintained. Sealcoat pavement can provide service for ten or more years before the surface layer deteriorates and needs to be replaced.

Unpaved Surfacing

Typical benefits and tradeoffs for non-hard surfacing include:

- **Gravel:** Gravel is a low-cost, easy-to-maintain road surface made from layers of soil and aggregate (gravel). However, there are several potential drawbacks such as dust, mud and ride smoothness when maintenance is delayed or traffic volume exceeds design expectations. Gravel roads require frequent low-cost maintenance activities. Gravel can be very cost effective for lower-volume, lower-speed roads. In the right conditions, a properly constructed and maintained gravel road can provide a service life comparable to an HMA pavement and can be significantly less expensive than the other pavement types.

Pavement Condition

Besides traffic congestion, pavement condition is what road users typically notice most about the quality of the roads that they regularly use—the better the pavement condition, the more satisfied users are with the service provided by the roadwork performed by road-owning agencies. Pavement condition is also a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between “windows” of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life. Routine maintenance is day-to-day, regularly-scheduled and low-cost activity applied to “good” roads to prevent water or debris damage. Capital

preventive maintenance (CPM) is a planned set of cost-effective treatments for “fair” roads that corrects pavement defects, slows further deterioration and maintains the functional condition without increasing structural capacity. COL uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. More detail on this topic is included in the *Pavement Treatment* section of this primer.

Pavement condition data is also important because it allows road owners to evaluate the benefits of preventive maintenance projects. This data helps road owners to identify the most cost-effective use of road construction and maintenance dollars. Further, historic pavement condition data can enable road owners to predict future road conditions based on budget constraints and to determine if a road network’s condition will improve, stay the same, or degrade at the current or planned investment level. This analysis can help determine how much additional funding is necessary to meet a network’s condition improvement goals.

Paved Road Condition Rating System

COL is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. COL uses the Pavement Surface Evaluation and Rating (PASER) system to assess its paved roads. PASER was developed by the University of Wisconsin Transportation Information Center to provide a simple, efficient and consistent method for evaluating road condition through visual inspection. The widely-used PASER system has specific criteria for assessing asphalt, concrete, sealcoat and brick-and-block pavements. Information regarding the PASER system and PASER manuals may be found on the TAMC website at:

http://www.michigan.gov/tamc/0,7308,7-356-82158_82627---,00.html.

The TAMC has adopted the PASER system for measuring statewide pavement conditions in Michigan for asphalt, concrete, composite, sealcoat and brick-and-block paved roads. Broad use of the PASER system means that data collected at COL is consistent with data collected statewide. PASER data is collected when trained inspectors in a slow-moving vehicle use GPS-enabled data collection software provided to road-owning agencies at no cost to them. The method does not require extensive training or specialized equipment, and data can be collected rapidly, which minimizes the expense for collecting and maintaining this data.

The PASER system rates surface condition using a 1-10 scale. The scale reads as follows: 10 is a brand new road with no defects that can be treated with routine maintenance, 5 is a road with distresses but is structurally sound that can be treated with preventive maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction.

Roads with lower PASER scores generally require costlier treatments to restore their quality than roads with higher PASER scores. The cost effectiveness of treatments generally decreases as the PASER number decreases. In other words, as a road deteriorates, it costs more dollars per mile to fix it, and the dollars spent are less efficient in increasing the road’s service life. Nationwide experience and asset management principles tell us that a road that has deteriorated to a PASER 4 or less will cost more to improve, and the dollars spent will be less efficient. Understanding this cost principle helps to draw meaning from the current PASER condition assessment.

The TAMC has developed statewide definitions of road condition by creating three simplified condition categories—“good,” “fair” and “poor”—that represent bin ranges of PASER scores having similar contexts with regard to maintenance and/or reconstruction. The definitions of these rating conditions are:

- “Good” roads, according to the TAMC, have PASER scores of 8, 9, or 10. Roads in this category have very few, if any, defects and only require minimal maintenance; they may be kept in this category longer using CPM. These roads may include those that have been recently seal coated or newly constructed. Figure 1 illustrates an example of a road in this category.
- “Fair” roads, according to the TAMC, have PASER scores of 5, 6, or 7. Roads in this category still show good structural support, but their surface is starting to deteriorate. Figure 1 illustrates two road examples in this category. CPM can be cost effective for maintaining the road’s “fair” condition or even raising it to “good” condition before the structural integrity of the pavement has been severely impacted. CPM treatments can be compared to shingles on a roof of a house; while the shingles add no structural value, they protect the house from structural damage by maintaining the protective function of a roof covering.
- “Poor” roads, according to the TAMC, have PASER scores of 1, 2, 3, or 4. These roads exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like a heavy overlay, crush and shape, or total reconstruction. Figure 1 illustrates a road in this category.



Figure 1: *Top image, right*– PASER 8 road that is considered “good” by the TAMC exhibit only minor defects. *Second image, right*– PASER 5 road that is considered “fair” by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image, right*– PASER 6 road that is considered “fair” by the TAMC. *Bottom image, right*– PASER 2 road that is considered “poor” by the TAMC exhibiting significant structural distress.

The TAMC’s good, fair and poor categories are based solely on the above definitions. Therefore, caution should be exercised when comparing other condition assessments with these categories because other condition assessments may have “good,” “fair,” or “poor” designations similar to the TAMC condition

categories but with a potentially different definition. Often, other condition assessment systems define the “good,” “fair” and “poor” categories differently, thus rendering the data of little use for cross-system comparison. The TAMC’s definitions provide a statewide standard for all of Michigan’s road-owning agencies to use for comparison purposes.

PASER data is collected 100 percent every two years on all federal-aid-eligible roads in Michigan. The TAMC dictates and funds the required training and the format for this collection, and it shares the data both regionally and statewide. In addition, COL collects 50 percent of its paved non-federal-aid-eligible network annually using its own staff and resources.

Unpaved Road Condition Rating System (IBR System™)

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The PASER system works well on most paved roads, which have a relatively-stable surface condition over several months, but it is difficult to adapt to unpaved roads. To address the need for a reliable condition assessment system for unpaved roads, the TAMC adopted the Inventory Based Rating (IBR) System™; COL also uses the IBR System™ for rating its unpaved roads. Information about the IBR System™ can be found at <http://ctt.mtu.edu/inventory-based-rating-system>.

The IBR System™ gathers reliable condition assessment data for unpaved roads by evaluating three features—surface width, drainage adequacy and structural adequacy—in comparison to a baseline, or generally considered “good” road. These three assessments come together to generate an overall 1-10 IBR number. A high IBR number reflects a road with wide surface width, good drainage and a well-designed, well-constructed base. On the contrary, a low IBR number reflects a narrow road with no ditches and little gravel. A good, fair, or poor assessment of each feature is not an endorsement or indictment of a road’s suitability for use, but simply provides context on how these road elements compare to a baseline condition.

Figure 2 illustrates the range over which features may be assessed. The top example in Figure 2 shows an unpaved road with a narrow surface width, little or no drainage and very little gravel thickness. Using the IBR System™, these assessments would yield an IBR number of “1” for this road.

The middle example in Figure 2 shows a road with fair surface width, fair drainage adequacy and fair structural adequacy. These assessments would yield an IBR number of “7” for this road. The bottom

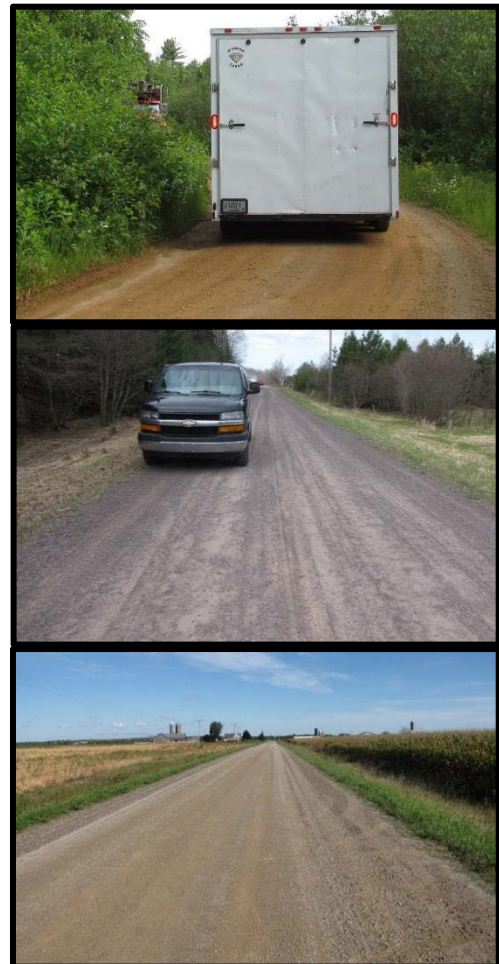


Figure 2: *Top*— Road with IBR number of 1 road that has poor surface width, poor drainage adequacy, and poor structural adequacy. *Middle*— Road IBR number of 7 that has fair surface width, fair drainage adequacy, and fair structural adequacy. *Bottom*— Road with IBR number of 9 road that has good surface width, good drainage adequacy, and good structural adequacy.

example in Figure 2 shows a road with good surface width, good drainage adequacy and good structural adequacy. These assessments would yield an IBR number of “9” for this road.

Unpaved roads are constructed and used differently throughout Michigan. A narrow, unpaved road with no ditches and very little gravel (low IBR number) may be perfectly acceptable in a short, terminal end of the road network such as on a road segment that ends at a lake or serves a limited number of unoccupied private properties. However, high-volume unpaved roads that serve agricultural or other industrial activities with heavy trucks and equipment will require wide surface width, good drainage and a well-designed and well-constructed base structure (high IBR number). The location and purpose of an unpaved road determines how the road must be constructed and maintained; a road does not need to be upgraded just because it has a low IBR number. The IBR numbers are not an endorsement or indictment of the road’s suitability for use but rather an indication of a road’s capabilities to support different traffic volumes and types in all weather.

The COL has 5.9 miles of unpaved streets; all are city minor streets. This section is included for information purposes. This Asset Management Plan will mainly focus on the paved street network.

Pavement Treatments

Selection of repair treatments for roads aims to balance costs, benefits and road life expectancy. All pavements are damaged by water, traffic weight, freeze/thaw cycles and sunlight. Each of the following treatments and strategies—reconstruction, structural improvements, capital preventive maintenance and others used by COL—counters at least one of these pavement-damaging forces.

Reconstruction

Pavement reconstruction treats failing or failed pavements by completely removing the old pavement and base and constructing an entirely new road (Figure 3). Every pavement has to eventually be reconstructed, which is usually done as a last resort after more cost-effective treatments are done, or if the road requires significant changes to road geometry, base or buried utilities. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the roadway and therefore, also the most expensive per mile and disruptive to regular traffic patterns. Reconstructed pavement will subsequently require one or more of the previous maintenance treatments to maximize



Figure 3: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair.

service life and performance. A reconstructed road lasts approximately 15 years and costs \$555,000 per lane mile. The following descriptions outline the main reconstruction treatments used by COL.

Full-depth Concrete Repair

A full-depth concrete repair removes sections of damaged concrete pavement and replaces it with new concrete of the same dimensions (Figure 3). It is usually performed on isolated and deteriorated joint locations or entire slabs that are much further deteriorated than adjacent slabs. The purpose is to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next and eliminate the need to perform costly, temporary patching. This repair lasts approximately 12 years and typically costs \$100,000 per mile.

Structural Improvement

Roads requiring structural improvements exhibit alligator cracking and rutting and are rated poor in the TAMC scale. Road rutting is evidence that the underlying structure is beginning to fail and it must be rehabilitated with a structural treatment. Examples of structural improvement treatments include HMA overlay with or without milling and crush and shape (Figure 4). The following descriptions outline the main structural improvement treatments used by COL.

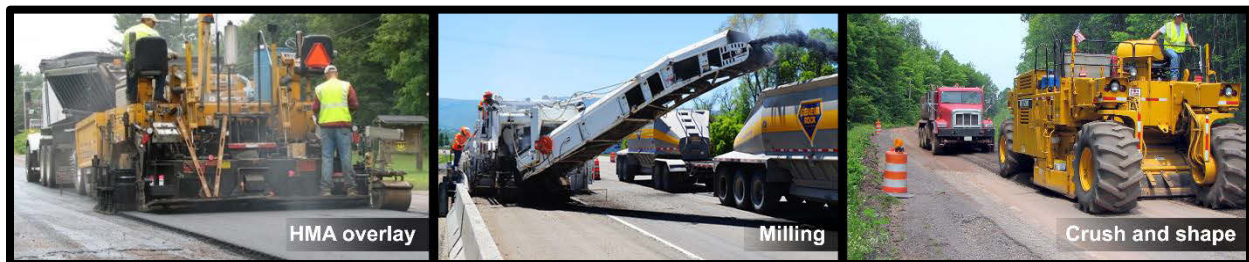


Figure 4: Examples of structural improvement treatments—(from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project.

Hot-mix Asphalt (HMA) Overlay with/without Milling

An HMA overlay is a layer of new asphalt (liquid asphalt and stones) placed on an existing pavement (Figure 4). Depending on the overlay thickness, this treatment can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris and sunlight damage. An HMA overlay lasts approximately five to ten years and costs \$283,000 per lane mile. The top layer of severely damaged pavement can be removed by milling, a technique that helps prevent structural problems from being quickly reflected up to the new surface. Milling is also done to keep roads at the same height of curb and gutter that is not being raised or reinstalled in the project. Milling adds \$10,000 per lane mile to the HMA overlay cost.

Crush and Shape

During a crush and shape treatment, the existing pavement and base are pulverized. The road surface is then reshaped and excess material is removed (Figure 4). A new wearing surface (HMA) is added. This treatment is usually done on city minor streets. Crush and shape treatments last approximately 12 years and cost \$335,000 per lane mile.

Capital Preventive Maintenance

Capital preventive maintenance (CPM) addresses pavement problems of fair-rated roads before the structural integrity of the pavement has been severely impacted. CPM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. Examples of such treatments include crack seal, fog seal, chip seal, slurry seal and microsurface (Figure 5). The purpose of the following CPM treatment is to protect the pavement structure, slow the rate of deterioration and/or correct pavement surface deficiencies. The following descriptions outline the main CPM treatments used by COL:



Figure 5: Examples of capital preventive maintenance treatments—(from left) crack seal, fog seal, chip seal, and slurry seal/microsurface.

Crack Seal

Water that infiltrates the pavement surface softens the pavement structure and allows traffic loads to cause more damage to the pavement than in normal dry conditions. Crack sealing helps prevent water infiltration by sealing cracks in the pavement with asphalt sealant (Figure 5). COL seals pavement cracks early in the life of the pavement to keep it as best and long functioning as possible. Crack sealing lasts approximately two years and costs \$5,400 per lane mile. Even though it does not last very long compared to other treatments, it does not cost very much compared to other treatments. This makes it a very cost effective treatment when the COL evaluates crack filling costs per year of the treatment's life.

Fog Seal

Fog sealing sprays a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight (Figure 5). Fog seals are best for good to very good pavements and last approximately two years at a cost of \$3,000 per lane mile.

Chip Seal

A chip seal, also known as a sealcoat, is a two-part treatment. First, a liquid asphalt is sprayed onto an old pavement surface. Then, a single layer of small stone chips is spread onto the layer of wet liquid asphalt (Figure 5). The liquid asphalt seals the pavement from water and debris and holds the stone chips in place, providing a new wearing surface for traffic that can correct friction problems and help prevent further surface deterioration. Chip seals are best applied to pavements that are not exhibiting problems with strength since their purpose is to help preserve such strength. These treatments last approximately five years and cost \$22,000 per lane mile.

Partial-Depth Concrete Repair

A partial-depth concrete repair involves removing spalled (i.e., fragmented) or delaminated (i.e., separated into layers) areas of concrete pavement, usually near joints and cracks, and replacing such areas with new concrete (Figure 6). This is done to provide a new wearing surface in isolated areas to slow down water infiltration and to help delay further freeze/thaw damage. This repair lasts approximately five years and typically costs \$20,000 per mile.



Figure 6: Examples of capital preventive maintenance treatments, cont'd—(from left) concrete road prepared for partial-depth repair, gravel road undergoing maintenance grading, and gravel road receiving dust control application (dust control photo courtesy of Weld County, Colorado, weldgov.com).

Innovative Treatments

Innovative treatments are newer, unique and non-standard treatments that provide ways of treating pavements using established engineering principles in new and cost-effective ways. COL strives to be innovative with its pavement treatments by looking for ways to prevent pavement damage and save taxpayer dollars.

Chip and Fog

In the past few years, the City of Lansing has tried different treatments from those that they have considered in the past. A chip seal would not normally be considered for an urban setting, because it leaves behind loose stones that may end up in the storm sewer system, and the rough surface left by the chip seal is not desirable for residents who are walking or biking on the street. The City has combined two preventive treatments—chip seal and fog seal—to create a “chip and fog” treatment, which has exhibited good results. The chip and fog treatment is applied to streets in the 5-7 PASER range. It is expected to last seven years and costs about \$25,000 per lane mile.

Mastic Crack Seal

The City’s street maintenance crews have started using a mastic crack seal material. The material is used to fill substantial cracks that would not be able to be filled with normal crack seal material. This is used in select locations, because the material and labor costs are higher than crack seal. It is expected to last three years and costs about \$7,000 per lane mile.

Maintenance

Maintenance is the most cost-effective strategy for managing road infrastructure and prevents good and fair roads from reaching the poor category, which require costly rehabilitation and reconstruction treatments to create a year of service life. It is most effective to spend money on routine maintenance and CPM treatments, first; then, when all maintenance project candidates are treated, reconstruction and rehabilitation can be performed as money is available. This strategy is called a “mix-of-fixes” approach to managing pavements.

1. PAVEMENT ASSETS

Building a mile of new road can cost over one million dollars due to the large volume of materials and equipment that are necessary. The high cost of constructing road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. The specific needs of every mile of road within an agency's overall road network is a complex assessment, especially when considering rapidly changing conditions and the varying requisites of road users; understanding each road-mile's needs is an essential duty of the road-owning agency.

In Michigan, many different governmental units (or agencies) own and maintain roads, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, [patching] repairs, traffic control, safety and winter maintenance for any given road. MDOT is responsible for state trunkline roads, which are typically named with "M," "I," or "US" designations regardless of their geographic location in Michigan. Cities and villages are typically responsible for all public roads within their geographic boundary with the exception of the previously mentioned state trunkline roads managed by MDOT. County road commissions (or departments) are typically responsible for all public roads within the county's geographic boundary, with the exception of those managed by cities, villages and MDOT.

In cases where non-trunkline roads fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Quite frequently, roads owned by one agency may be maintained by another agency because of geographic features that make it more cost effective for a neighboring agency to maintain the road instead of the actual road owner. Other times, road-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and to take advantage of those efficiencies.

The COL is responsible for a total of 413.808 centerline of public roads, as shown in Figure 7.

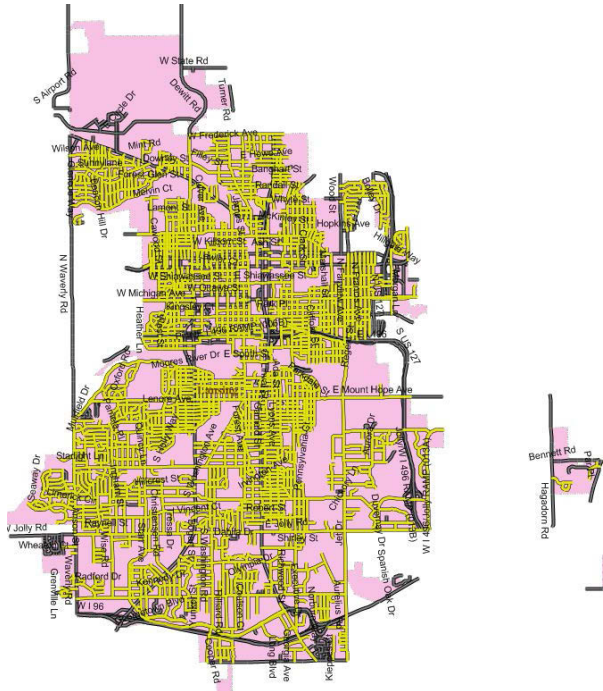


Figure 7: Map showing location of COL's paved roads (i.e., those managed by COL) and their current condition for paved roads with green for good (i.e., PASER 10, 9, 8), yellow for fair (i.e., PASER 7, 6, 5), and red for poor (i.e., PASER 4, 3, 2, 1), as well as the location of COL's unpaved roads in blue

Inventory

Michigan Public Act 51 of 1951 (PA 51), which defines how funds from the Michigan Transportation Fund (MTF) are distributed and spent by road-owning agencies, classifies roads owned by the COL as either city major or city minor roads. State statute prioritizes expenditures on the city major road network.

Figure 8 illustrates the percentage of roads owned by COL that are classified as city major and city minor roads.

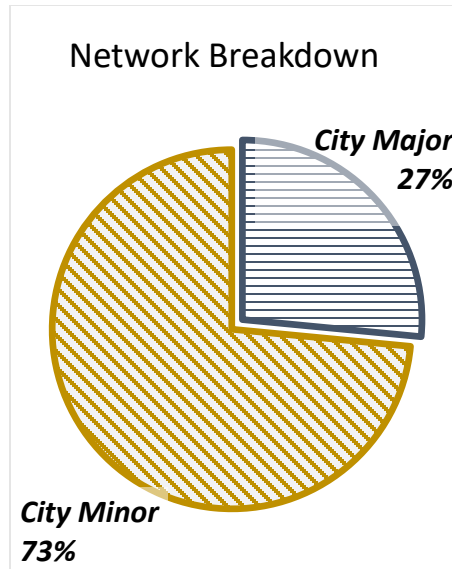


Figure 8: Percentage of city major and city minor roads for COL.

The COL manages 13.239 miles of roads that are part of the National Highway System (NHS)—roads that are critical to the nation’s economy, defense and mobility—and monitors and maintains their condition. The NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. While most NHS roads in Michigan are managed by MDOT, COL manages a percentage of those roads located in its jurisdiction, as shown in Figure 9.

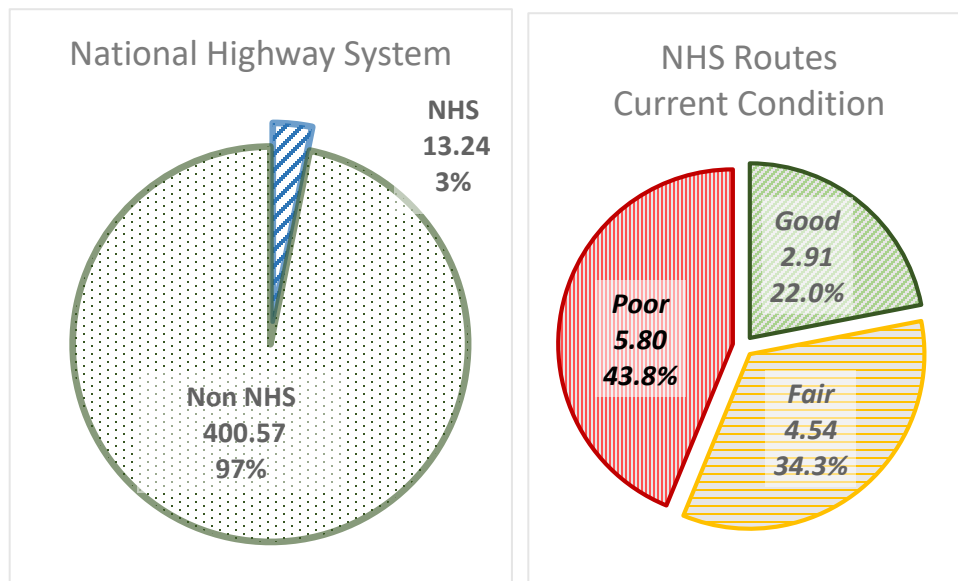


Figure 9: Miles of roads managed by COL that are part of the National Highway System and condition.

COL also owns and manages 5.953 miles of unpaved roads.

Types

The COL has multiple types of pavements in its jurisdiction, including asphalt, concrete and brick/block. The COL also has unpaved roads (i.e, gravel and/or earth). Factors influencing pavement type includes cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life and road user experience. More information on pavement types is available in the *Introduction's Pavement Primer*.

Figure 10 illustrates the percentage of various pavement types that the COL has in its network.

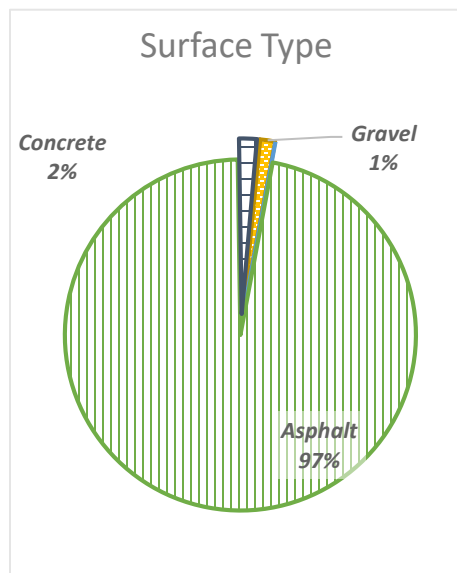


Figure 10: Pavement type by percentage maintained by COL

Locations

Locations and sizes of each asset can be found in the COL's Roadsoft database. For more detail, please refer to the agency contact listed in the *Introduction* of this pavement asset management plan.

Condition

The road characteristic that road users most readily notice is pavement condition. Pavement condition is a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. The COL uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. Pavement condition data enables the COL to evaluate the benefits of preventive maintenance projects and to identify the most cost-effective use of road construction and maintenance dollars. Historic pavement condition data can be used to predict future road conditions based on budget constraints, as well as to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis helps to determine how much

additional funding is necessary to meet a network's condition improvement goals. More detail on this topic is included in the *Introduction's Pavement Primer*.

Paved Roads

The COL is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. The COL uses the Pavement Surface Evaluation and Rating (PASER) system, which has been adopted by the TAMC for measuring statewide pavement conditions, to assess its paved roads. The PASER system provides a simple, efficient and consistent method for evaluating road condition through visual inspection. More information regarding the PASER system can be found in the *Introduction's Pavement Primer*.

The COL collects 100 percent of its PASER data every two years on all federal-aid-eligible roads in Michigan. In addition, the COL collects 50 percent of its paved non-federal-aid-eligible network using its own staff and resources.

The COL's 2019 paved city major road network has 13 percent of roads in the TAMC good condition category, 25 percent in fair and 62 percent in poor (Figure 11A). The paved city minor road network has 8 percent in good, 20 percent in fair and 72 percent in poor (Figure 11B).

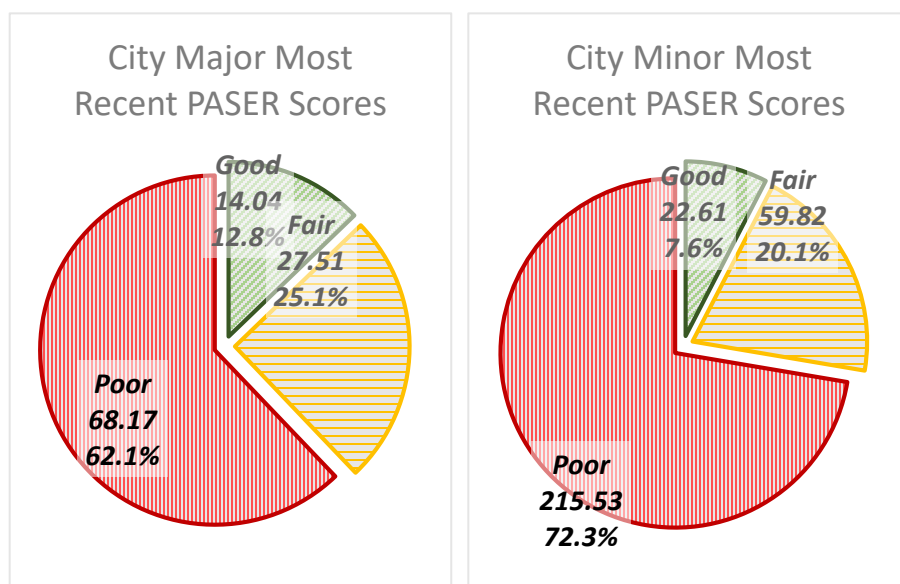


Figure 11: (A) Left: COL paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor

In comparison, the statewide paved city major road network has 20 percent of roads in the TAMC good condition category, 40 percent in fair and 40 percent in poor (Figure 12A). The statewide paved city minor road network has 19 percent in good, 38 percent in fair and 49 percent in poor (Figure 12B). Figure 11A and Figure 12A, in comparison, show that the COL's paved city major road network is worse than similarly-classified roads in the rest of the state. Figure 11B and Figure 12B show that the COL's paved city minor road network is also worse than similarly-classified roads in the rest of the state. Other road

condition graphs can be viewed on the TAMC pavement condition dashboard at:
<http://www.mcgi.state.mi.us/mitrp/Data/PaserDashboard.aspx>.

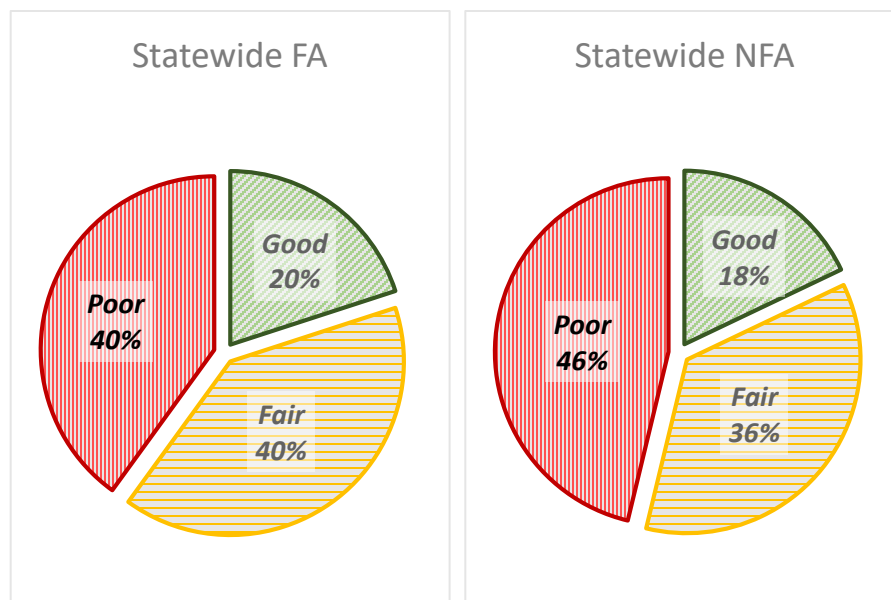


Figure 12: (A) Left: Statewide paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor

Many of Michigan’s roadways are in rural areas, which means that agencies are able to spread their funding further than in urban areas. Many rural roads have low traffic volumes, which causes less deterioration of the roads. They also generally do not have to contend with other utilities within the roadway, which can deteriorate roads with utility repair cuts. Rural areas also do not generally have to deal with sidewalk crossings, which can devour budget dollars in a roadway project. The COL is an urban area with high traffic roads, many utilities and an extensive sidewalk network that must be updated to current standards—all of which contribute to road decay and funding shortages.

Figure 13 and **Error! Reference source not found.** show the number of miles for the COL’s roads with PASER scores expressed in TAMC definition categories for the paved city major road network (Figure 13) and the paved city minor road network (**Error! Reference source not found.**). The COL considers road miles on the transition line between good and fair (PASER 8). The COL considers the transition line between fair and poor (PASER 5) as representing parts of the road network where there is a risk of losing the opportunity to apply less expensive treatments that gain significant improvements in service life.

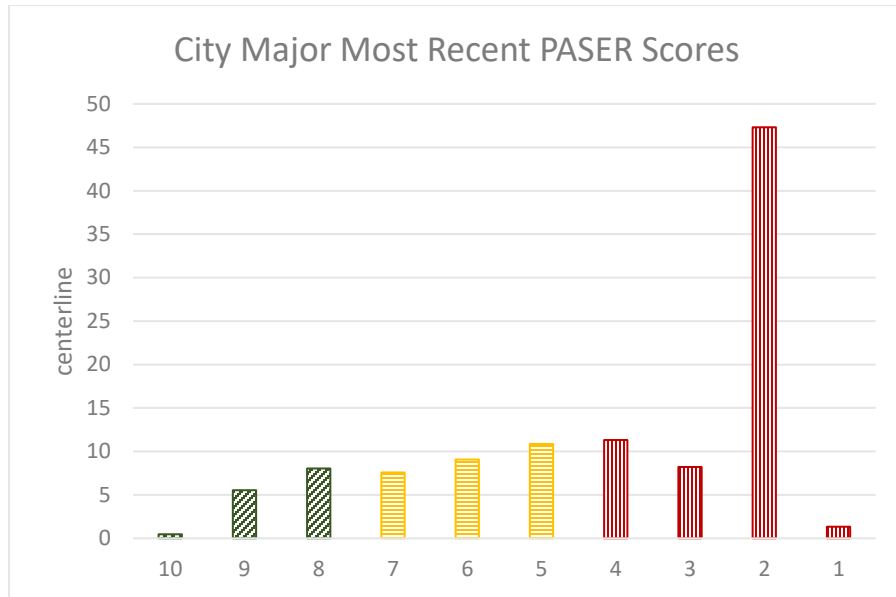


Figure 13: COL paved city major road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations.

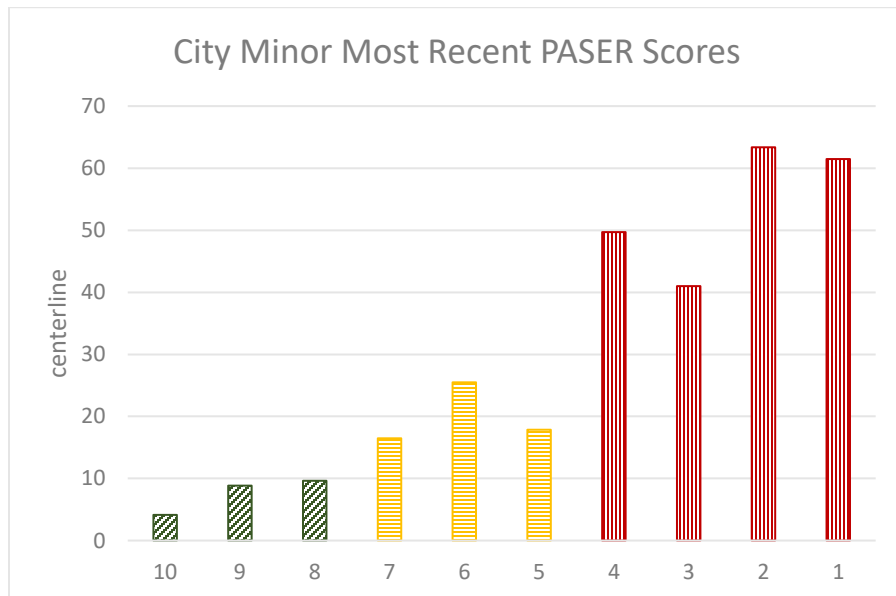


Figure 14: COL paved city minor network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations.

Figure 15 provides a map illustrating the geographic location of paved roads and their respective PASER condition. An online version of the most recent PASER data is located at <https://www.mcgi.state.mi.us/tamcMap/>.

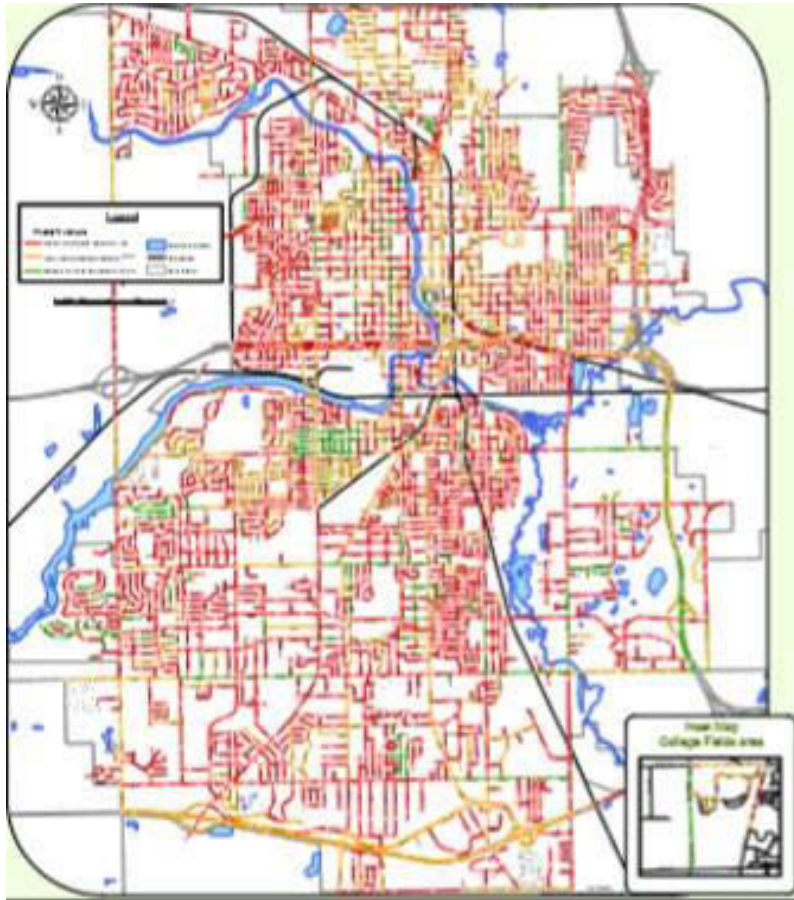


Figure 15: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, and poor (PASER 4, 3, 2, 1) shown in red. Only Roads owned by COL are shown.

Historically, the overall quality of the COL's paved city major roads have been decreasing, as exhibited in Figure 16. The decrease in overall condition of the COL's paved city major road system can be observed in Figure 28 by noting the increase in roads that are in poor condition. Between 2011 and 2015, the percentage of roads in poor condition increased dramatically, from 24% of the network to 60% of the network. This indicates an increasing number of roads that will require costly reconstruction or rehabilitation. The percentage has remained stable since 2015, which may indicate that the road conditions have reached the maximum percentage of poor condition that the system will reach with the current funding. The percentage of fair roads decreased during this same period, indicating the window of opportunity for preventive maintenance projects. This class of roads requires attention before they transition into costlier reconstruct projects.

Comparing the COL's paved city major road condition trends illustrated in Figure 16 with overall statewide condition trends for similarly-classified roads, which are illustrated in Figure 17, shows a different trend locally in comparison to the rest of the state. The COL roads are declining at a faster rate than the average for the rest of the state.

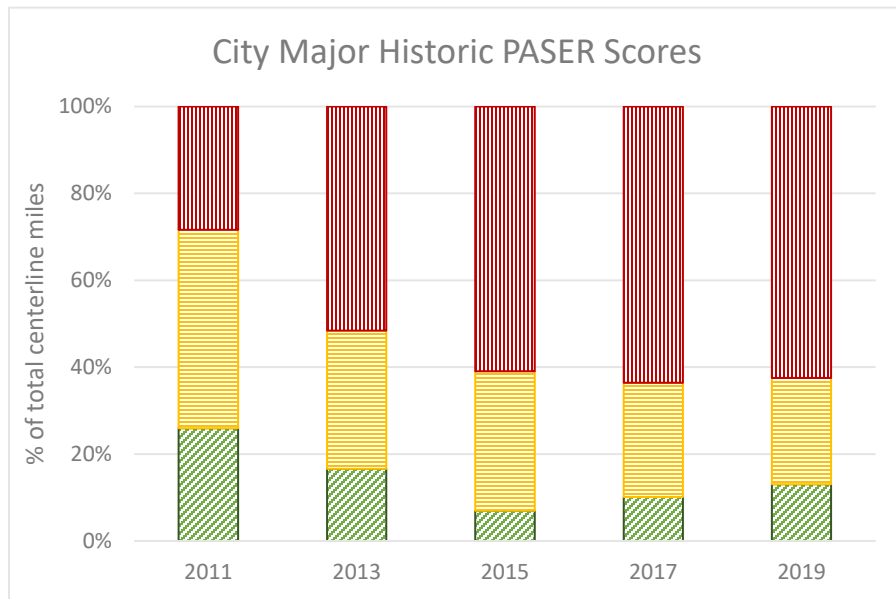


Figure 16: Historical COL paved city major road network condition trend

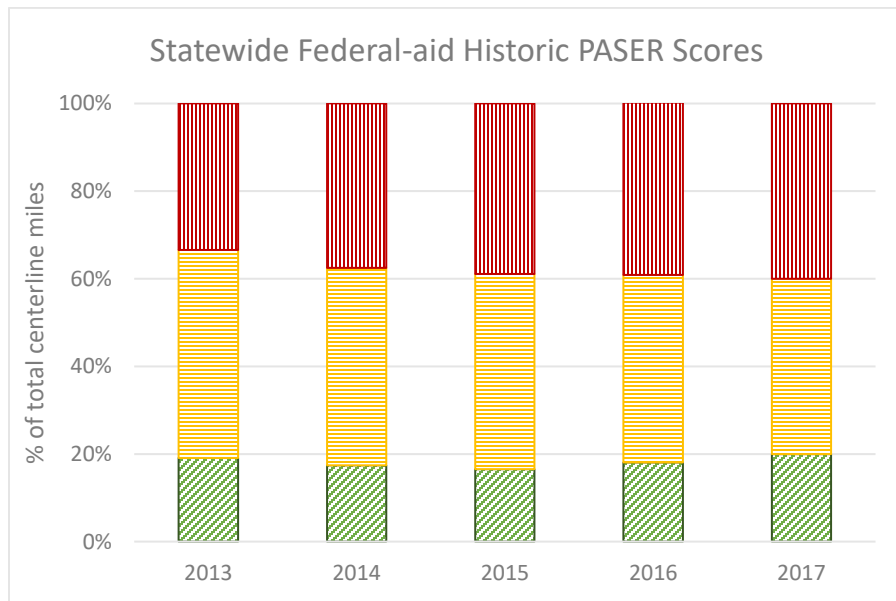


Figure 17: Historical statewide city major road network condition trend

Historically, the overall quality of the COL's paved city minor roads have been decreasing more than the paved city major road network because they lack a source of state and federal funding, and therefore, must be supported locally. Figure 18 illustrates the condition of the paved city minor road network in the COL while Figure 19 illustrates these conditions statewide.

Comparing the COL's paved city minor road condition trends illustrated in Figure 18 with overall statewide condition trends for all paved city minor roads illustrated in Figure 19 indicates a different trend locally than the rest of the state. The statewide trend shows an improvement in city minor street conditions, where the COL streets seem to be in stable condition, although with a greater percentage of streets in poor condition. The year-to-year variation in the paved city minor road network is likely due to the fact that only a portion of the network is collected each year, both locally and statewide. This variation is likely a result of reporting bias since a representative sample of roads is not collected each year statewide.

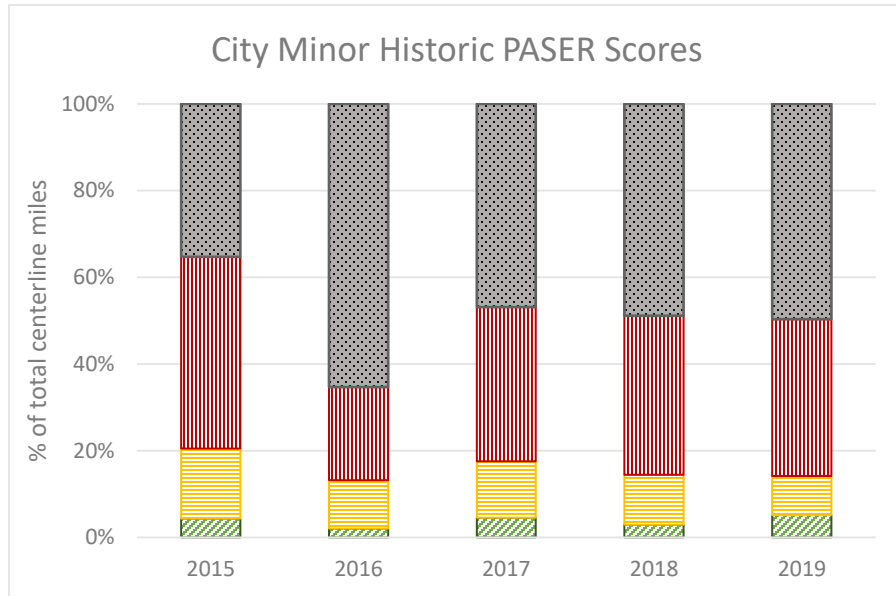


Figure 18: Historical COL paved city minor road network condition trend. The gray represents the streets not rated in a given year,

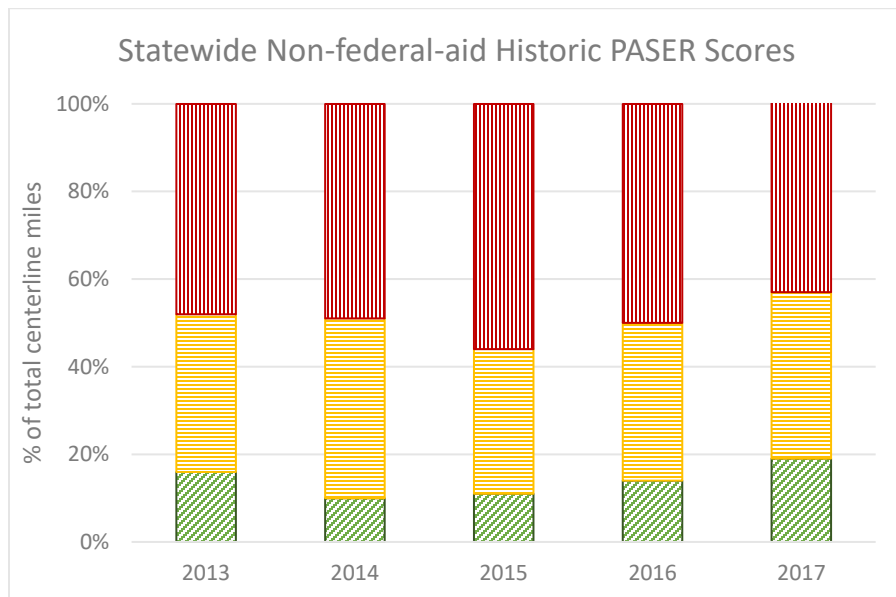


Figure 19: Historical statewide paved city minor road network condition trend

Unpaved Roads

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The TAMC adopted the Inventory Based Rating (IBR) System™ for rating unpaved roads, which the COL uses. More information regarding the IBR System™ can be found in *Introduction's Pavement Primer*.

The COL's nearly six miles of unpaved streets are all city minor streets. They consist of short segments of streets, roughly a block or two long, located throughout the City. Historically, the City has assessed property owners for street improvements, like stormsewer and curb and gutter. Much of the City was built by those who developed the area and then turned it over to the City at the time of completion. At one time, the City had a goal and program to pave all of the gravel streets. The funding was from the City's general fund, which has not been set aside since approximately 2007. An economic recession and opposition from residents to assess paving streets contributed to the loss of funding set aside to pave gravel streets. Since then, the City has only paved gravel streets with a valid petition from the affected property owners.

Many gravel street segments are difficult for our city crews to adequately maintain. The Engineering Department works with City Operations and Maintenance (O&M) to create solutions for problem areas. A few areas have had some spot drainage improvements to help with maintaining the street.

Figure 20 shows the percentage of unpaved roads in each IBR number ranges of 10, 9, and 8; 7, 6, and 5; and 4, 3, 2, and 1, for all roads.

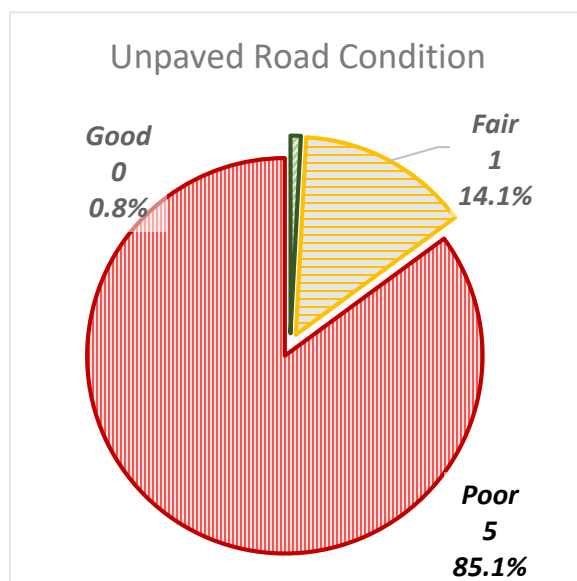


Figure 20: COL's unpaved road network condition by percentage of roads with IBR numbers of 10, 9, and 8; roads with IBR numbers of 7, 6, and 5; and IBR numbers of 4, 3, 2, and 1.

Goals

Goals help set expectations for how pavement conditions will change in the future. Pavement condition changes are influenced by water infiltration, soil conditions, sunlight exposure, traffic loading and repair work performed. The COL is not able to control any of these factors fully due to seasonal weather changes, traffic pattern changes and its limited budget. In spite of the uncontrollable variables, it is still important to set realistic network condition goals that efficiently use budget resources to build and maintain roads meeting taxpayer expectations. An assessment of the progress toward these goals is provided in the *1. Pavement Assets: Gap Analysis* section of this plan.

Goals for Paved City Major Roads

The overall goal for the COL's paved city major road network is to maintain or improve road conditions network-wide at 2019 levels. The baseline condition for this goal is illustrated in Figure 21. The ultimate goal for the system, with adequate resources, is shown below.

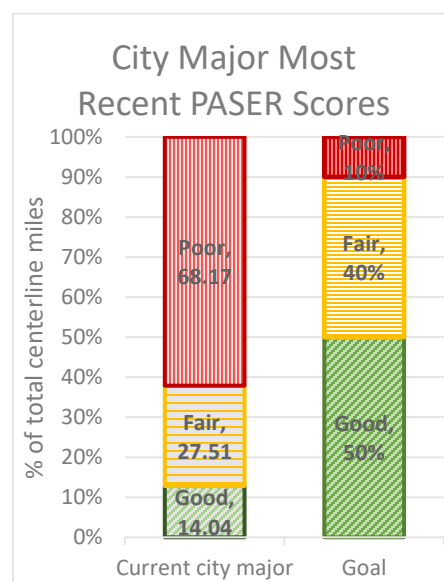


Figure 21: COL's 2019 city major road network condition by percentage of good/fair/poor

The COL's network-level pavement condition strategy for paved city major roads is:

1. Prevent its good and fair (PASER 10 - 5) paved city major from becoming poor (PASER 4 - 1).
2. Keep the percentage of paved city major roads in the poor category from growing.

Goals for Paved City Minor Roads

The overall goal for the COL's paved city minor road network is to maintain or improve road conditions network-wide at 2019 levels. The baseline condition for this goal is illustrated in Figure 22. The ultimate goal for the system, with adequate resources, is shown below.

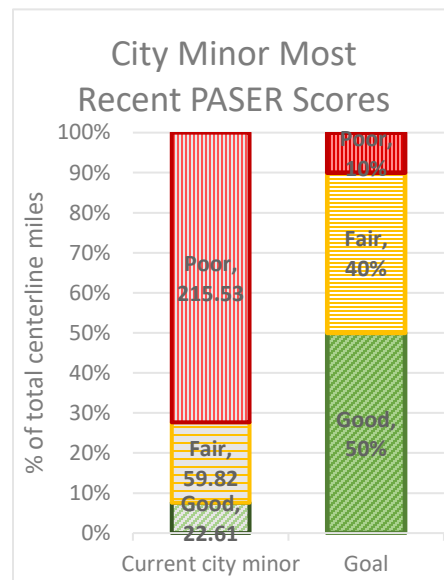


Figure 22: COL 2019 paved city minor road network condition by percentage of good/fair/poor

The COL's network-level pavement condition strategy for paved city minor roads is:

1. Prevent its good and fair (PASER 10 - 5) paved city minor roads from becoming poor (PASER 4 - 1).
2. Keep the percentage of paved city minor roads in the poor category from growing.

Modelled Trends

Roads age and deteriorate just like any other asset. All pavements are damaged by water, traffic weight, freeze/thaw cycles, sunlight and traffic weight. To offset natural deterioration and normal wear-and-tear on the road, the COL must complete treatment projects that either protect and/or add life to its pavements. The year-end condition of the whole network depends upon changes or preservation of individual road section condition that preservation treatments have affected.

The COL uses many types of repair treatments for its roads, each selected to balance costs, benefits and road life expectancy. When agency trends are modeled, any gap between goals and accomplishable work becomes evident. Financial resources influence how much work can be accomplished across the network

within agency budget and what treatments and strategies can be afforded. A full discussion of the COL's financial resources can be found in the *5. Financial Resources* section.

Treatments and strategies that counter pavement-damaging forces include reconstruction, structural improvement, capital preventive maintenance, innovative treatments and maintenance. For a complete discussion on the pavement treatment tools, refer to the *1. Introduction's Pavement Primer*.

Correlating with each PASER score are specific types of treatments best performed either to protect the pavement (CPM) or to add strength back into the pavement (structural improvement) (Table 1). MDOT provides guidance regarding when a specific pavement may be a candidate for a particular treatment. These identified PASER scores "trigger" the timing of projects appropriately to direct the right pavement fix at the right time, thereby, providing the best chance for a successful project. The information provided in Table 1 is a guide for identifying potential projects; however, this table should not be the sole criteria for pavement treatment selection. Other information such as future development, traffic volume, utility projects and budget play a role in project selection. This table should not be a substitute for engineering judgement.

Another factor for roads in the COL is the Combined Sewer Overflow (CSO) separation program. Streets are generally reconstructed when the combined sewers are separated in the area. Sometimes, streets are in very poor condition and cannot wait until CSO construction before receiving some kind of maintenance. Such streets are evaluated based on when the CSO construction is expected and are treated based upon the years of road life needed until reconstruction.

When choosing candidates for street projects, the City also tries to balance the funding between the four City Counsel Wards within the City.

Table 1: Service Life Extension (in Years) for Pavement Types Gained by Fix Type¹

Fix Type	Life Extension (in years)*			
	Flexible	Composite	Rigid	PASER
HMA crack treatment	1-3	1-3	N/A	6-7
Overband crack filling	1-2	1-2	N/A	6-7
One course non-structural HMA overlay	5-7	4-7	N/A	4-5****
Mill and one course non-structural HMA overlay	5-7	4-7	N/A	3-5
Single course chip seal	3-6	N/A	N/A	5-7†
Double chip seal	4-7	3-6	N/A	5-7†
Single course microsurface	3-5	**	N/A	5-6
Multiple course microsurface	4-6	**	N/A	4-6****
Ultra-thin HMA overlay	3-6	3-6	N/A	4-6****
Paver placed surface seal	4-6	**	N/A	5-7
Full-depth concrete repair	N/A	N/A	3-10	4-5***
Concrete joint resealing	N/A	N/A	1-3	5-8
Concrete spall repair	N/A	N/A	1-3	5-7
Concrete crack sealing	N/A	N/A	1-3	4-7
Diamond grinding	N/A	N/A	3-5	4-6
Dowel bar retrofit	N/A	N/A	2-3	3-5***
Longitudinal HMA wedge/scratch coat with surface treatment	3-7	N/A	N/A	3-5****
Flexible patching	**	**	N/A	N/A
Mastic joint repair	1-3	1-3	N/A	4-7
Cape seal	4-7	4-7	N/A	4-7
Flexible interlayer "A"	4-7	4-7	N/A	4-7
Flexible interlayer "B" (SAMI)	4-7	4-7	N/A	3-7
Flexible interlayer "C"	4-7	4-7	N/A	3-7
Fiber reinforced flexible membrane	4-7	4-7	N/A	3-7
Fog seal	**	**	N/A	7-10
GSB 88	**	**	N/A	7-10
Mastic surface treatment	**	**	N/A	7-10
Scrub seal	**	**	N/A	4-8

* The time range is the expected life extending benefit given to the pavement, not the anticipated longevity of the treatment.

** Data is not available to quantify the life extension.

*** The concrete slabs must be in fair to good condition.

**** Can be used on a pavement with a PASER equal to 3 when the sole reason for rating is rutting or severe raveling of the surface asphalt layer.

† For PASER 4 or less providing structural soundness exists and that additional pre-treatment will be required for example, wedging, bar seals, spot double chip seals, injection spray patching or other pre-treatments.

¹ Part of Appendix D-1 from *MDOT Local Agency Programs Guidelines for Geometrics on Local Agency Projects* 2017 Edition Approved Preventive Maintenance Treatments

NCPP Network Quick Check to Forecast Future Trends

The National Center for Pavement Preservation (NCPP) has developed an analysis method that gives an overall indicator of likely future road network condition trends. An example of this method along with a description is included as *Appendix D*.

The NCPP Quick Check works under the premise that a one-mile road segment loses one year of life each year that it is not treated with a maintenance, rehabilitation, or reconstruction project. For example, a 100-mile network loses 100 mile-years worth of life each year that it is not treated. Construction and maintenance projects add life to a road network, offsetting the steady yearly loss. For example, an overlay project that is expected to last 10 years and constructed on 5 miles of pavement will add 10-years x 5 miles = 50 mile-years of improvement, which is about half the value lost in one year on the example 100-mile network. In order for the network to remain stable, an agency would need to complete projects every year that offset all of the mile-years of loss. For this example, that would be 100 mile-years.

All Paved City Roads

Table 2 illustrates the calculations for the NCPP Quick Check method of the COL's paved city major road network for the years 2015- 2019. Results from the NCPP Quick Check for the paved city street network indicate that the average volume of work that the COL has been able to afford over the last five years has fallen far short and is not keeping up with the natural deterioration of the road network due to age and use. This number is an average of 699.38 out of an average of 928 lane miles, or 75% deficiency. **In other words, the COL's annual input into road projects is only 25% of the lane miles needed to just keep the roads from further deterioration.** Continuing the current treatment volume on this network will result in an ongoing 75% deficit of mile-years of project benefit to stabilize this trend and maintain current conditions.

Table 2			Life Extension	Total
		Lane	Per Mile	Life Extension
Project/Treatment	Miles	Miles	(Years)	(lane-mile-years)
Major Streets				
Reconstruct	0.848	2.69	15	40.35
Crush and Shape	0.504	1.008	12	12.096
Mill and Fill, 3.5 inches	8.241	26.608	10	266.08
Mill and Fill, 2 inches	3.477	8.402	7	58.814
Mill and Fill, 1.5 inches	0.393	1.416	7	9.912
Mastic Crack Seal	1.366	5.265	3	15.795
Spray Patch	3.908	12.564	2	25.128
Crack Seal	17.311	60.262	2	120.524
Local (Minor) Streets				
Reconstruct	5.105	10.23	15	153.45
Crush and Shape	3.05	6.52	12	78.24
Mill and Fill, 3.5 inches	3.969	8.128	10	81.28
Mill and Fill, 2 inches	1.254	2.508	10	25.08
Overlay, 1.5 inches	7.114	14.908	7	104.356
Chip and Fog Seal	3.628	7.256	7	50.792
Crack Seal	24.963	50.59	2	101.18
				1143.077
				228.6154
Average Total Street System Lane Miles		928	Average Yearly Loss Lane Miles	699.38

The NCPP analysis of the COL's planned projects from its currently-available budget does not allow the COL to reach its pavement condition goal given the projects planned for the next three years. The goal for the City street system is an Average PASER rating of 7. In order to achieve that goal within 10 years, the City estimates that the annual street system needs are more than **\$36 million**. Each year that this funding level is not achieved, the overall condition of the street system decreases.

Demonstration Areas

The City of Lansing, after many years of declining street conditions and inadequate funding available, decided to demonstrate what could happen when a street program has adequate funding.

Two areas of the City were chosen as demonstration project areas. The current street conditions within these areas are representative of typical residential areas in the City with corresponding local street conditions. A 10-year improvement program has been devised for these areas that is intended to raise the overall condition of the streets to acceptable levels. The City has committed to providing adequate funding for these two areas over the next ten years. The City is now in the second year of the pilot demonstration. More information on the Pilot Demonstration Areas is available in *Appendix E*.

Planned Projects

The COL tries to plan construction and maintenance projects a few years in advance. A multi-year planning threshold is required due to the time necessary to plan, design and finance construction and maintenance projects on the paved city major road network. This includes planning and programming requirements from state and federal agencies that must be met prior to starting a project and can include:

- Studies on environmental and archeological impacts
- Review of construction and design documents and plans
- Documentation of rights-of-way ownership
- Planning and permitting for stormwater discharges
- Other regulatory and administrative requirements

Per PA 499 of 2002 (later amended by PA 199 of 2007), road projects for the upcoming three years are required to be reported annually to the TAMC. Planned projects represent the best estimate of future activity; however, changes in design, funding and permitting may require the COL to alter initial plans.

The *1. Pavement Assets: Modelled Trends* section of this plan provides a detailed analysis of the impact of the proposed projects on their respective road networks.

For 2020-2022, the COL plans to do the following projects:

Paved City Major Projects

The COL is currently planning the construction and maintenance projects listed in *Appendix A* for the paved city major road network. The City spends approximately \$3,000,000 per year on construction and maintenance projects on the major streets network.

Paved City Minor Projects

The COL's list of possible construction and maintenance projects for the paved city minor road network can be found in *Appendix B*. The COL spend approx. \$3,000,000 on paving and maintenance projects each year.

Unpaved City Streets

A list of unpaved COL streets is in *Appendix C*. The City does not have a program for gravel streets. Paving of gravel streets is done on a case-by-case basis and is usually initiated by the residents of the street through a petition signed by more than 50 percent of the property owners. A portion of the costs are assessed to the affected property owners, which usually totals to about 30 % of the total construction cost. In writing, there are no planned projects on unpaved streets.

More detailed information on these projects can be found in *Appendix A-C*.

Gap Analysis

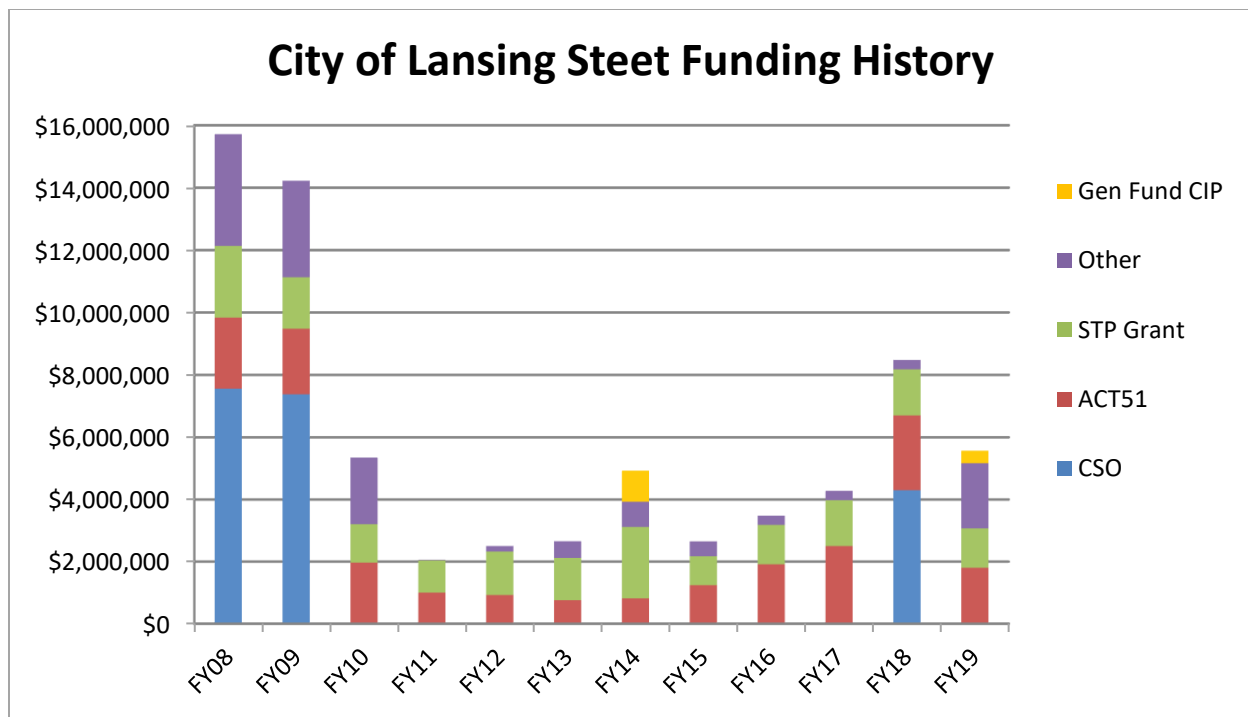
The current funding levels that the COL receives are not sufficient to meet the goals for the paved city major road network, the paved city minor road network and the unpaved road network. However, the COL believes that the overall condition of this network can be maintained or improved with additional funding for construction and maintenance. The City is dedicated to preventive maintenance projects on the good and fair streets to extend the life and deter deterioration. The remaining budget is spent on improving the streets and then maintaining them. The City may see an increase in overall system condition at some time in the future. The network is currently deteriorating at a faster rate than the effort the City can afford to put into the network, as shown in Table 2 above.

2. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. The COL will overview its general expenditures and financial resources currently devoted to pavement maintenance and construction. This financial information is not intended to be a full financial disclosure or a formal report. Michigan agencies are required to submit an Act 51 Report to the Michigan Department of Transportation each year; this is a full financial report that outlines revenues and expenditures. This report can be obtained by request submitted to the City's agency contact (listed in this plan).

The COL had a total budget for pavement asset management of \$5,570,000 in 2019. While insufficient funding levels continue, the Asset Management Plan will help the City better understand and communicate the consequences of continued under-funding. Likewise, it will enable the City to apply the funds that are available in a manner that is most beneficial for the overall condition of the street system. The estimated annual street system needs are more than **\$36 million**. Each year that the funding level is not achieved, the overall condition of the street system decreases. The chart below indicates the recent funding history associated with the street program.

The City's CSO projects provided substantial funding for reconstruction of city streets within the project areas until the program was disrupted for several years. The CSO program restarted in 2018. The lowest amount of road funding was in 2011, due to budget cuts during a recession. Funding has remained lower than pre-2011 Levels. A voted millage passed in recent years for street paving. It adds about \$2 million for use on residential streets.



City Street Network

The COL has historically spent \$1.5 to \$2 million annually on pavement-related major street projects. Over the next three years, the COL plans to spend approximately \$3,000,000 or more on city major-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement and preventive maintenance. Spending on projects depends on revenue from Michigan Transportation Fund (MTF), millage and federal/state programs.

City Minor Network

The COL has historically spent a portion of the annual streets budget on pavement-related projects. Over the next three years, the COL plans to spend \$6,000,000 or more on city minor-network projects consisting of, but not limited to reconstruction, overlay, and preventive maintenance. Spending on projects depends on revenue from Michigan Transportation Fund (MTF), millage, and federal/state programs.

3. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by the COL provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There may be, however, key links in a transportation system that may cause significant inconvenience to users if unexpectedly closed to traffic. The following types of situations may be considered critical points of a system:

- **Geographic Divides:** Geographic divides are areas where a geographic feature (river, lake, mountain or limited access road) limits crossing points of the feature.
- **Emergency Alternate Routes for High-Volume Roads:** These are roads that are routinely used as alternate routes for high volume roads or roads that are included in an emergency response plan.
- **Limited Access Areas:** Limited access areas are roads that serve remote or limited access areas that result in long detours if closed.
- **Main Access to Key Commercial Districts:** These are areas where large number or large size business will be significantly impacted if a road is unavailable.

The City of Lansing has no critical assets considered key links based on the above criteria. There are multiple alternate options to navigate the City in the event a road is closed.

4. COORDINATION WITH OTHER ENTITIES

An asset management plan provides a significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. The COL communicates with both public and private infrastructure owners to coordinate work in the following ways:

- The City of Lansing holds quarterly meetings with the major utilities to discuss and coordinate projects. This includes Consumers Energy, who supplies the gas for the City. Consumers has ongoing infrastructure upgrade projects through the City, as well as any upgrading needed ahead of planned city projects. With the quarterly meetings and close communication, the City is able to coordinate projects.
- The City also holds quarterly utility meetings with the Lansing Board of Water and Light (BWL), who maintains the drinking water, electricity and steam lines in the City. The BWL often partners with the City on projects to perform any necessary upgrades to their systems in conjunction with city projects. The BWL performs system upgrade projects independently as well, with efforts coordinated with the City to ensure traffic detours do not excessively impede traffic flow.
- The biggest coordination efforts between the utilities and the City is the City's Combined Sewer Overflow (CSO) separation program. Projects are planned years in advance and all infrastructure is updated at once. The streets within the project areas are generally reconstructed when the sewers are replaced. By upgrading the infrastructure all at once, the City does not anticipate major construction needs in an area again for at least 20 years.
- The City also has good working relationships with surrounding community and county agencies. If a project impacts a nearby agency, the City tries to alert them so that any necessary coordination can take place. The City maintains a map of all planned projects on their website, which includes any utility or MDOT projects within the area as well.

APPENDIX A: PAVED CITY MAJOR STREET PLANNED PROJECTS

	Year	Treatment	Street	From	To	Length	Lanes	Life	Lane Mile Years
									Added
	2020	Crack Seal	E Michigan Ave	Holmes St	Kipling Blvd	0.923	5	2	9.23
			Clippert St	Kalamazoo	Saginaw	0.731	2	2	2.924
			N Pennsylvania Ave	Michigan	E Shiawassee St	0.248	5	2	2.48
			S Clemens Ave	W I 496	Kalamazoo	0.36	2	2	1.44
			S Washington Ave	Moore's River	Main	0.656	3	2	3.936
			Turner St	Clinton St	North	0.178	2	2	0.712
			Aurelius Rd	Luwanna	Jolly	0.694	3	2	4.164
			E Cavanaugh Rd	Stabler	Cedar	0.244	2	2	0.976
			E Holmes Rd	Washington	Cedar	0.917	3	2	5.502
			E Jolly Rd	Pennsylvania	Collins	2.014	3	2	12.084
			Keystone Ave	Pennsylvania	Executive	0.198	2	2	0.792
			W Holmes Rd	Pleasant Grove	Express Ct	0.41	3	2	2.46
			W Holmes Rd	Express Ct	M L King, Jr Blvd	0.347	5	2	3.47
			W Holmes Rd	M L King, Jr Blvd	Washington	0.151	4	2	1.208
			S Washington Ave	Holmes	Greenlawn	0.622	3	2	3.732
			W Jolly Rd	Waverly	MLK Jr Blvd	1.781	3	2	10.686
			N MLK Jr Blvd	W Ionia St	Oakland	0.454	4	2	3.632
			N MLK Jr Blvd	Oakland	Bridge over Grand River	0.911	3	2	5.466
			N Pine St	W Madison St	Willow	0.451	2	2	1.804
			N Pine St	Ottawa	Shiawassee	0.181	3	2	1.086
			N Walnut St	Saginaw	Oakland	0.179	3	2	1.074
			S Grand Ave	Saint Joseph	Kalamazoo	0.253	3	2	1.518
			S Pine St	Saint Joseph	Allegan	0.429	3	2	2.574
			W Willow St	City/Twp Line	Comfort	0.372	3	2	2.232
			W Willow St	Comfort	Linwood	0.352	2	2	1.408
	2020	Chip and Fog Seal	Turner	Randolph	Sheridan	0.669	2	7	9.366
			Haag Rd	Miller	MLK	0.567	2	7	7.938
			Victor Ave	Pleasant Grove	Pattengill	0.516	2	7	7.224
			Mt Hope	Newcastle	Pleasant Grove	0.692	3	7	14.532
			Holmes	Waverly	Pleasant Grove	1.063	3	7	22.323
			Northrup	Washington	Cedar	0.775	2	7	10.85
			Dunckel	Collins	Jolly	1.164	4	7	32.592
			Cavanaugh	Dunckel	Aurelius	0.596	2	7	8.344
	2020	Mill and Resurface, 3.5 inch	Aurelius Rd.	Miller Rd.	Jolly Rd.	0.95	2	10	19
			Jolly Road	ML King Blvd.	Ora St.	0.657	3	10	19.71

			Delta River Dr.	Waverly Rd.	Grand River Ave.	1.264	2	10	25.28
	2020	Contract Millage paving, 2" M&F	Lake Lansing	Larch	East	0.077	3	7	1.617
	2020	Reconstruct	Forest Rd.	Stoneleigh	400 ft W/Alliance	0.588	2	15	17.64
			Enterprise	Aurelius Rd	Keystone Ave.	0.497	2	15	14.91
	2021	Reconstruct	Aurelius	Mt. Hope	Malcolm X	0.832	2	15	24.96
			Grand River	Willow	Grand River	0.343	3	15	15.435
	2021	Millage Paving, 2" M&F	Greenlawn	Cedar	Lyons	0.311	2	7	4.354
	2021	Mill and Resurface 3.5 inch	Kalamazoo	Holmes St.	Mifflin	0.908	3	10	27.24
	2021	Mill and Resurface 4.5 inch	Jolly Rd.	Cedar St.	Pennsylvania Ave.	0.503	4	10	20.12
	2022	Reconstruct	Waverly Road	Jolly	Holmes	1	3	15	45
	Future	Reconstruct	Pennsylvania	Health Care Ct.	Mt. Hope	0.512	4	15	30.72
			Pennsylvania	Mt Hope	Fayette	0.416	4	15	24.96
		Mill and Resurface 3.5 inch	Cavanaugh	Cedar	Pennsylvania	0.507	1	10	5.07
			Pleasant Grove	Holmes	Jolly	1.002	1	10	10.02

APPENDIX B: PAVED CITY MINOR STREET PLANNED PROJECTS

	Year	Treatment	Street	From	To	Length	Lanes	Life	Lane Mile Years
	2020	Crack Seal	Armstrong Rd	Granger	Glenwood	0.06	2	2	0.24
			Ash St	Cedar	Larch	0.097	2	2	0.388
			Ballard St	Porter	Grand River	0.125	2	2	0.5
			Bates St	East	7th	0.108	2	2	0.432
			Beaver St	Center	East End	0.088	2	2	0.352
			Bement St	Hosmer	Heald	0.054	2	2	0.216
			Congress St	West End	East End	0.11	2	2	0.44
			Creston Ave	Randolph	Harris	0.075	2	2	0.3
			Donora St	Mount Hope	Baker	0.315	2	2	1.26
			Elvin Ct	Jerome	North End	0.125	2	2	0.5
			Eureka St	Rosamond St	Clifford St	0.057	2	2	0.228
			Farrand St	Porter	Grand River	0.129	2	2	0.516
			Francis Ave	Michigan	Vine	0.164	2	2	0.656
			Gary Ave	Mosley	Thomas	0.085	2	2	0.34
			Hayford Ave	Saginaw	Grand River	0.165	2	2	0.66
			Hickory St	Euclid	Holmes	0.387	2	2	1.548
			Hill St	Prospect	South End	0.053	2	2	0.212
			Horton St	Jerome	North End	0.128	2	2	0.512
			Hosmer St	Prospect	Michigan	0.166	2	2	0.664
			Hosmer St	E St Joseph	Euclid	0.188	2	2	0.752
			Hunt St	Chilson	Howe	0.073	2	2	0.292
			Jerome St	N Hosmer St	N 8th St	0.079	2	2	0.316
			Kipling Blvd	Lasalle Blvd	Lasalle Gdns	0.08	2	2	0.32
			Larch St	Liberty	North	0.198	2	2	0.792
			Lasalle Blvd	Kipling	East End	0.127	2	2	0.508
			Lasalle Blvd	Fernwood	Saginaw	0.169	2	2	0.676
			Lasalle Gdns	Kipling	Howard	0.203	2	2	0.812
			Lee Blvd	Midvale	Howard	0.082	2	2	0.328
			Lyons Ave	Pacific	Baker	0.554	2	2	2.216
			Maple St	Larch	Center	0.18	2	2	0.72
			Maryland Ave	Grand River	Congress	0.074	2	2	0.296
			Maryland Ave	Saginaw	May	0.094	2	2	0.376
			Museum Dr	Michigan	South End	0.314	2	2	1.256
			Northampton Way	Montego	Meadowcroft	0.094	2	2	0.376
			Oak St	New York	Massachusetts	0.065	2	2	0.26
			Ohio Ave	Taft	Oak	0.115	2	2	0.46
			Pearl St	Center	East End	0.089	2	2	0.356

			Perkins St	Dakin St	Lathrop St	0.113	2	2	0.452
			Pershing Dr	Harding	Lindbergh Dr	0.189	2	2	0.756
			Porter St	West End	Case	0.08	2	2	0.32
			Rheamont Ave	Lake Lansing	North End	0.176	2	2	0.704
			Strathmore Rd	Washington (N)	Washington (S)	0.458	2	2	1.832
			Vermont Ave	Taft St	North	0.218	2	2	0.872
			Winston Ave	Mosley	Gier	0.145	2	2	0.58
			Callihan Ct	Provincial House	South End	0.083	2	2	0.332
			Cooper Rd	Fisher	Willoughby	0.36	2	2	1.44
			Devonshire Ave	Maplehill Ave	Pennway	0.065	2	2	0.26
			Devonshire Ave	Pacific Ave	Mount Hope	0.253	2	2	1.012
			Donald St	Cox	Potter	0.08	2	2	0.32
			Glendale Ave	Southgate	Parkway	0.092	2	2	0.368
			Harding Ave	Pershing Dr	Sunnyside Ave	0.147	2	2	0.588
			Hunter Blvd	Cedar	Ridgewood	0.138	2	2	0.552
			Kessler Dr	Vans	North End	0.061	2	2	0.244
			Lindbergh Dr	Pennsylvania	Shubel Ave	0.149	2	2	0.596
			Maplehill Ave	Rosemont	Wildwood	0.083	2	2	0.332
			Pennway Dr	Alpha	Devonshire	0.058	2	2	0.232
			Pinewood Ave	Laurie	Kessler	0.056	2	2	0.224
			Reo Rd	MLK Jr Blvd	Burchfield	0.22	2	2	0.88
			Richard Rd	Willoughby	Dadson	0.22	2	2	0.88
			Rosemont St	Maplehill	Hunter	0.127	2	2	0.508
			Shubel Ave	Pershing Dr	Parkdale	0.096	2	2	0.384
			Sunnyside Ave	Elmore	Mount Hope	0.086	2	2	0.344
			Vernon Ave	Wildwood	Southgate	0.127	2	2	0.508
			Wayne St	Aurelius	East End	0.221	2	2	0.884
			Atlanta Pl	Ronald	Reo	0.057	2	2	0.228
			Attwood Dr	Manor Dr	Washington	0.257	2	2	1.028
			Balmoral Dr	Glenburne Blvd	Glenburne Blvd	0.311	2	2	1.244
			Bayview Dr	Windward Dr	Woodcreek Ln	0.207	2	2	0.828
			Bliesener St	Pleasant Grove	Pheasant	0.177	2	2	0.708
			Catalpa Dr	Penrose Dr	Swanee	0.056	2	2	0.224
			Georgetown Blvd	Haag Rd	East End	0.33	2	2	1.32
			Georgetown Blvd	W Edgewood Blvd	Balfour	0.58	2	2	2.32
			Granary Ln	Old Farm Ln	North End	0.057	2	2	0.228
			Granary Ln	Old Farm Ln	South End	0.096	2	2	0.384
			Ingham St	Jolly	Reo Rd	0.251	2	2	1.004
			Jerree St	Stillwell	Barclay	0.055	2	2	0.22

			Joshua St	Cameo	South End	0.104	2	2	0.416
			Lochmoor Dr	Clayborn	Brighton	0.2	2	2	0.8
			Midwood St	Wise	Renee	0.261	2	2	1.044
			Picardy St	Miller	Bliesener	0.085	2	2	0.34
			Ronald St	Atlanta	Wainwright	0.116	2	2	0.464
			Stratford Ave	Hepfer	Churchill	0.263	2	2	1.052
			Victor Ave	Deerfield	Pleasant Grove	0.494	2	2	1.976
			Wainwright Ave	Risdale	Hillcrest	0.251	2	2	1.004
			Woodcreek Ln	Blue River Dr	Bayview Dr	0.242	2	2	0.968
			Bell St	Turner	West End	0.085	2	2	0.34
			Bluff St	Sycamore	Pine	0.091	2	2	0.364
			Chestnut St	Ottawa	Ionia	0.091	2	2	0.364
			Chicago Ave	Saginaw	Daleford	0.252	2	2	1.008
			Cypress St	Christopher	Emerson	0.062	2	2	0.248
			Frederick Ave	Northdale	Turner	0.208	2	2	0.832
			Genesee St	Butler	Pine	0.233	2	2	0.932
			Greenoak Ave	Downey	Windsor	0.057	2	2	0.228
			Hillsdale St	S Jenison Ave	MLK Jr Blvd	0.16	2	2	0.64
			Howe Ave	West End	Turner	0.27	2	2	1.08
			Huron St	Lenawee	Kalamazoo	0.09	2	2	0.36
			Hylewood Ave	Northdale	Turner	0.212	2	2	0.848
			Lenawee St	Jenison	East End	0.215	2	2	0.86
			Madison St	Sycamore	Pine	0.091	2	2	0.364
			Maple St	State	N Walnut St	0.287	2	2	1.148
			Northdale Rd	Frederick	Sheridan	0.122	2	2	0.488
			Northwest Ave	Delta River	Lafayette	0.181	2	2	0.724
			Osband Ave	Gordon	Lenore	0.131	2	2	0.524
			Park Ave	Alsdorf	Moores River	0.124	2	2	0.496
			Pattengill Ave	Lenore	Moores River	0.534	2	2	2.136
			Paul Ave	Lafayette	Wilson	0.137	2	2	0.548
			Pettis St	Blair	Moores River	0.084	2	2	0.336
			Pingree St	Boston	Corbett	0.051	2	2	0.204
			Princeton Ave	Saginaw	Daleford	0.254	2	2	1.016
			Pulaski St	Birch	MLK Jr Blvd	0.104	2	2	0.416
			Quentin Ave	Berkeley	Barnes	0.14	2	2	0.56
			Rulison St	Hillsdale	Lenawee	0.091	2	2	0.364
			S Cambridge Rd	Cambridge	Nottingham	0.304	2	2	1.216
			Seymour Ave	Ottawa	Shiawassee	0.182	2	2	0.728
			Smith Ave	Coleman	Bradley	0.237	2	2	0.948

			Stirling Ave	Cooper	Lenore	0.05	2	2	0.2
			Sycamore St	Saginaw	Brook	0.294	2	2	1.176
			Thomas St	Curtis	Turner	0.103	2	2	0.412
			Wellington Rd	Loraine	Gordon Ave	0.149	2	2	0.596
			Westchester Rd	Cambridge	Cambridge	0.34	2	2	1.36
			Wisconsin Ave	Saginaw	Daleford	0.251	2	2	1.004
	2020	Chip and Fog Seal	S Fairview Ave	Hopkins	Tulane	0.563	2	7	7.882
			Tulane Dr	Northhampton	Bolley	0.584	2	7	8.176
			Chester Rd	Tulane	City limits	0.478	2	7	6.692
			Creston Ave	Randolph	Sheridan	0.669	2	7	9.366
			Howe Ave	Creston	Turner	0.201	2	7	2.814
			Jackson St	Creston	Turner	0.192	2	7	2.688
			Randolph	Creston	Turner	0.13	2	7	1.82
			Haverhill Dr	Haag	Ashley	0.378	2	7	5.292
			Ashley	Haag	Northrup	0.278	2	7	3.892
			Winterset	Haverhill	Miller	0.145	2	7	2.03
			Gordon Ave	MLK	Fairfax	0.664	2	7	9.296
			Fairfax Rd	Cooper	Victor	0.306	2	7	4.284
			Loraine Ave	Fairfax	Marion	0.557	2	7	7.798
			Rundle Ave	Chatham	Pattengill	0.395	2	7	5.53
	2020	Crush and Shape	Reo	Ballard	Pleasant Grove	0.436	2	12	10.464
			Beaujardin	Dunckel	Oakbrook	0.518	2	12	12.432
			Massachusetts	Grand River	North	0.299	2	12	7.176
			Massachusetts	Whyte	David	0.116	2	12	2.784
			Sheffield	W of Bayview	Seaway	0.392	2	12	9.408
			Windward	Waverly	Bayview	0.135	2	12	3.24
			Old Farm Lane	Waverly	Dead End	0.096	2	12	2.304
			Hamelon	Aurelius	Scarborough	0.278	2	12	6.672
			Scarborough	Hamelon	Robinson	0.096	2	12	2.304
	2020	O&M Millage Paving	Loa	MLK	Atlas	0.247	2	7	3.458
		2 inch M&F	Shepard	Michigan	Kalamazoo	0.251	2	7	3.514
			Hillsdale	Cherry	River	0.114	2	7	1.596
			McPherson	Lenawee	Kalamazoo	0.132	2	7	1.848
			Valencia	MLK	Kennedy	0.191	2	7	2.674
			Herbert	Baker	Mt Hope	0.327	2	7	4.578
			Eastlawn	Cavanaugh	Hazelwood	0.171	2	7	2.394

			Birch	Hammond	Edward	0.059	2	7	0.826
			Dexter	Pennsylvania	Cedar Brook	0.271	2	7	3.794
			Rose Court	MLK	Dead End	0.043	2	7	0.602
			Capitol	Willow	Cesar Chavez	0.09	2	7	1.26
			N. Washington	Willow	Cesar Chavez	0.091	2	7	1.274
			Irvington	Aurelius	dead end	0.259	2	7	3.626
	2020	Contract Millage Paving	Carson	Aurelius	Reno	0.1	2	7	1.4
		2 inch M&F	Fairmont	Aurelius	Reno	0.1	2	7	1.4
			Reno	Carson	Fairmont	0.049	2	7	0.686
			Marcus	Clemens	Hayford	0.187	2	7	2.618
			Fairview	Elizabeth	Harton	0.117	2	7	1.638
			Ronald	Anson	Stilwell	0.227	2	7	3.178
			Chestnut	Kalamazoo	St Joseph	0.248	2	7	3.472
	2020	Reconstruction	Enterprise Dr.	Keystone Ave.	Dead End	0.151	2	15	4.53
	2021	Chip and Fog Seal	Chester	Mayfair	Tulane	0.32	2	7	4.48
			Elizabeth	Clifford	Clemens	0.362	2	7	5.068
			Holmes St	Dead end	E Main	0.312	2	7	4.368
			Maplewood	Willard	Rockford	0.377	2	7	5.278
			N Fairview	E Michigan	Saginaw	0.504	2	7	7.056
			N Foster Ave	E Michigan	E Saginaw	0.502	2	7	7.028
			New York Ave	Grand River	Oak	0.195	2	7	2.73
			Riley	Cedar	Dead End	0.376	2	7	5.264
			Rockford	Forest	Maplewood	0.105	2	7	1.47
			Armstrong	Joshua	Pennsylvania	0.242	2	7	3.388
			Conrad	Orchard	Richwood	0.065	2	7	0.91
			Grant	Hamilton	Willard	0.156	2	7	2.184
			Louisa	Joshua	Pennsylvania	0.244	2	7	3.416
			Lyons	Hamilton	Greenlawn	0.268	2	7	3.752
			Mason	Stabler	Cedar	0.241	2	7	3.374
			Richwood	Conrad	Louisa	0.265	2	7	3.71
			Stabler	Cavanaugh	Holmes	0.497	2	7	6.958
			Stafford	Jolly	Graham	0.445	2	7	6.23
	2021	Millage Paving	Woodview	Hampden	Wellesley	0.13	2	7	1.82
		2 inch M&F	Denver	Everett	Lyons	0.542	2	7	7.588

			Frederick	E. End	Dead End	0.559	2	7	7.826
			Regent	Malcolm X	Perkins	0.233	2	7	3.262
			Amherst	Delta River	Wilson	0.216	2	7	3.024
			Arcadia	Amherst	Wilson	0.181	2	7	2.534
			Pino	Arcadia	Amherst	0.071	2	7	0.994
	2021	Reconstruction	Fairway Lane	Shelter Lane	Hillgate Way	0.327	2	15	9.81
			Stonewood Drive	Hillgate Way	Coolidge Road	0.189	2	15	5.67
			Melody Lane	Holiday Drive	Coolidge Road	0.151	2	15	4.53
			Shelter Lane	Holiday Drive	Stonewood Drive	0.201	2	15	6.03
			Holiday Drive	Shelter Lane	East End	0.12	2	15	3.6
			Clippert Street	Fairway Lane	Road Bend	0.037	2	15	1.11
			Fairway Court	Fairway Lane	West End	0.104	2	15	3.12
			Hillgate Way	Fairway Lane	Shelter Lane	0.177	2	15	5.31
			Hillgate Circle	Hillgate Way	East End	0.025	2	15	0.75
			Devonshire	Cavanaugh	Jolly	0.496	2	15	14.88
			Alpha	Cavanaugh	Jolly	0.495	2	15	14.85
	2022	Chip and Fog Seal	Dunlap	Pleasant Grove	Maloney	0.106	2	7	1.484
			Georgetown	Edgewood	Dead End	1.26	2	7	17.64
			Haag	Georgetown	Miller	0.39	2	7	5.46
			Hughes	Pathway	Dead End	0.789	2	7	11.046
			Stillwell	Karen	Hepfer	0.44	2	7	6.16
			Wainwright	Jolly	Reo	0.251	2	7	3.514
			Wexford	Jolly	Dead End	0.425	2	7	5.95
			Comfort	Saginaw	Willow	0.504	2	7	7.056
			Hillsdale	West	MLK	0.256	2	7	3.584
			Lansing	Willow	Dead End	0.425	2	7	5.95
			Pattengill	Gordon	Mt Hope	0.214	2	7	2.996
			Sunset	Willow	Melvin	0.535	2	7	7.49
			Tecumseh River	Waverly	Grand River	1.728	2	7	24.192
	2022	Reconstruct	Pattengill	Victor	Gordon	0.263	2	15	7.89
			Marion	Victor	Lenore	0.425	2	15	12.75
			Cooper	Pattengill	MLKing	0.23	2	15	6.9

			Poxon	Pattengill	MLKing	0.231	2	15	6.93
			Gordon	Pattengill	MLKing	0.231	2	15	6.93
			Woodbine	Pattengill	MLKing	0.23	2	15	6.9
			Kelsey	Pattengill	MLKing	0.231	2	15	6.93
			Loraine	Pattengill	MLKing	0.232	2	15	6.96
			Rundle	Pattengill	MLKing	0.234	2	15	7.02
			Victor	Pattengill	MLKing	0.245	2	15	7.35
	Each Year	Millage Paving	Streets Chosen from a list of Candidates			2	2	7	28
		2 inch M&F							

APPENDIX C: UNPAVED STREETS

			Gravel Streets		
		Street	From	To	Length
		Harton St	Fairview	Magnolia	0.063
		Harton St	Magnolia	Hayford	0.062
		Elizabeth St	Hayford	S Foster Ave	0.063
		Elizabeth St	S Foster Ave	Francis	0.061
		Summerville Ave	Pavement change	Daleford	0.05
		Leonard Ct	Madison	Oakland	0.083
		Edison Ave	Alpha	Pennsylvania	0.066
		Kenwood Ave	Dead End or Start	Donora	0.022
		Kenwood Ave	Pennsylvania	Alpha St	0.067
		Kenwood Ave	Alpha St	Dead End or Start	0.042
		McKim Ave	Dead End or Start	Donora	0.02
		Cady Ct	Pennsylvania Ave	Dead End or Start	0.035
		Tecumseh River Rd	Biltmore	Attribute Change	0.023
		Windsor St	Greenoak	Tecumseh Ave	0.079
		Windsor St	Tecumseh Ave	Mildred	0.094
		Chilson Ave	Dead End or Start	[Surface Segment Split]	0.138
		E Howe Ave	Dead End or Start	[Surface Segment Split]	0.015
		Stockman Ct	Grand River	Dead End or Start	0.072
		W Frederick Ave	Dead End or Start	Northdale	0.045
		W Paulson St	Felt	Dead End or Start	0.093
		E Harris St	Dead End or Start	Creston	0.056
		Garland St		Orchard Glen	0.039
		8th Ave	Dead End or Start	Gier	0.017
		N Washington Ave	Reasoner	Russell	0.076
		Kaplin St	Sunset	Dead End or Start	0.087
		Redwood St	Glenrose	Roselawn Ave	0.043
		Redwood St	Roselawn Ave	Robertson	0.051
		Muskegon Ave	Comfort	Glenrose	0.184
		Muskegon Ave	Glenrose	Robertson	0.092
		Glenrose Ave	Muskegon	Attribute Change	0.035
		Cross St	Knollwood	Christopher	0.061
		Cypress St	Knollwood	Christopher	0.061
		Glenn St	Martin Luther King Jr	Princeton	0.065
		S Grand Ave	Hazel	Dead End or Start	0.03
		Platt St	Elm	E Hazel St	0.093
		Fauna Ave	Deerfield	Catherine	0.067
		Fauna Ave	Catherine	Ingham St	0.094
		Fauna Ave	Ingham St	Viking	0.08
		Fayette St	Dead End or Start	Ada	0.035
		Elmore St	Dead End or Start	Devonshire	0.019
		Elmore St	Clifton	Sunnyside	0.051
		Garfield St	Greenlawn	Lincoln	0.059
		E Willard Ave	Ruth	Aurelius	0.166
		Ruth Ave	Willard	Hoyt Ave	0.273

		Ruth Ave	Hoyt Ave	Dead End or Start	0.073
		Hoyt Ave	Aurelius	Ruth	0.164
		Ruth Ave	Dead End or Start	Rex	0.126
		Ruth Ave	Irvington	Holmes	0.175
		Stirling Ave	Loa	Dunlap St	0.062
		Stirling Ave	Dunlap St	Dead End or Start	0.027
		Atlas Ave	Dunlap	Dead End or Start	0.026
		Starr Ave	Reo	Dead End or Start	0.093
		Hughes Rd	Reo	Dead End or Start	0.052
		Marion Ave	Hillcrest	Pompton	0.088
		Eaton Ct	Martin Luther King Jr	Dead End or Start	0.056
		Kennedy Dr	Selfridge	Valencia	0.071
		Kennedy Dr	Valencia	Hughes Rd	0.072
		Kennedy Dr	Hughes Rd	Haag	0.074
		Taffy Pkwy	Hughes	Haag	0.176
		Southgate Ave	Vernon	Parkway	0.029
		Boettcher Ct	Jolly	Dead End or Start	0.074
		Irene St	Aurelius	Dead End or Start	0.141
		Worden St	Aurelius	Dead End or Start	0.111
		Balzer St	Ferley	Dead End or Start	0.048
		Southbrook Ave	Miller	Dead End or Start	0.087
		Daft St	Dead End or Start	Victoria	0.015
		Labelle St	Labelle	Kenbrook Rd	0.049
		Labelle St	Kenbrook Rd	Grovenburg	0.068
		Kenbrook Rd	Labelle	Annetta Rd	0.07
		Kenbrook Rd	Annetta Rd	Martin Luther King Jr	0.126
		W Willow St	Washington	Dead End or Start	0.034
		W Fairfield Ave	Felt	Dead End or Start	0.111
		Newark Ave	Martin Luther King Jr	Dead End or Start	0.052
		E Holmes Rd	Holmes	Dead End or Start	0.054
		Annetta Rd	Kenbrook	Dead End or Start	0.059
		Emily Ave		Cavanaugh	0.059
		Lawler Ct	Chestnut	Dead End or Start	0.052
		Taylor St	Attribute Change	Randolph	0.036
				Total Miles	5.637

APPENDIX D

A Quick Check of Your Highway Network Health

*By Larry Galehouse, Director, National Center for Pavement Preservation
and*

Jim Sorenson, Team Leader, FHWA Office of Asset Management

Historically, many highway agency managers and administrators have tended to view their highway systems as simply a collection of projects. By viewing the network in this manner, there is a certain comfort derived from the ability to match pavement actions with their physical/functional needs. However, by only focusing on projects, opportunities for strategically managing entire road networks and asset needs are overlooked. While the “bottom up” approach is analytically possible, managing networks this way can be a daunting prospect. Instead, road agency administrators have tackled the network problem from the “top down” by allocating budgets and resources based on historical estimates of need. Implicit in this approach, is a belief that the allocated resources will be wisely used and prove adequate to achieve desirable network service levels.

Using a quick checkup tool, road agency managers and administrators can assess the needs of their network and other highway assets and determine the adequacy of their resource allocation effort. A quick checkup is readily available and can be usefully applied with minimum calculations.

It is essential to know whether present and planned program actions (reconstruction, rehabilitation, and preservation) will produce a net improvement in the condition of the network. However, before the effects of any planned actions on the highway network can be analyzed, some basic concepts should be considered.

Assume every lane-mile segment of road in the network was rated by the number of years remaining until the end of life (terminal condition). Remember that terminal condition does not mean a failed road. Rather, it is the level of deterioration that management has set as a minimum operating condition for that road or network. Consider the rated result of the current network condition as shown in Figure 1.

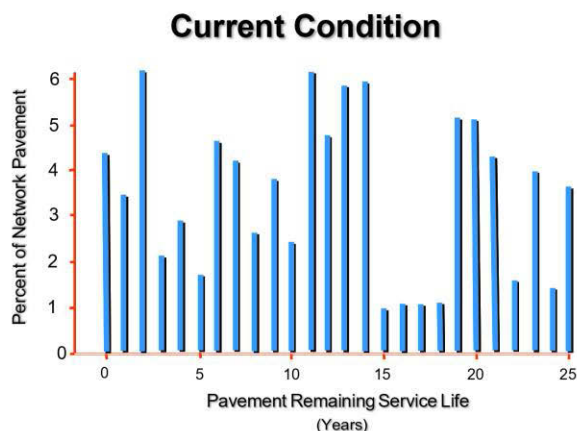


Figure 1 – Current Condition

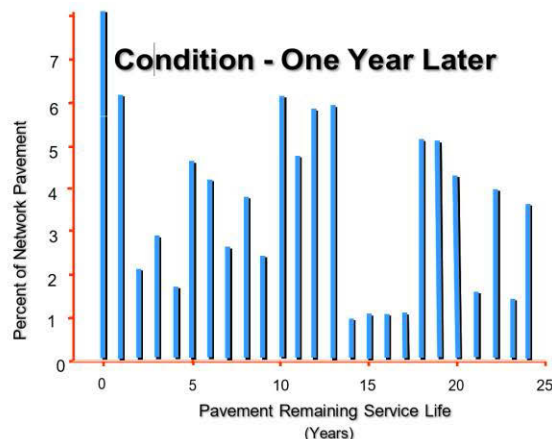


Figure 2 – Condition 1-Year Later

If no improvements are made for one year, then the number of years remaining until the end of life will decrease by one year for each road segment, except for those stacked at zero. The zero- stack will increase significantly because it maintains its previous balance and also becomes the recipient of those roads having previously been stacked with one year remaining. Thus, the entire network will age one year to the condition shown in Figure 2, with the net lane-miles in the zero stack raised from 4% to 8% of the network.

Some highway agencies still subscribe to the old practice of assigning their highest priorities to the reconstruction or rehabilitation of the worst roads. This practice of “worst first”, i.e., continually addressing only those roads in the zero-stack, is a proven death spiral strategy because reconstruction and rehabilitation are the most expensive ways to maintain or restore serviceability. Rarely does sufficient funding exist to sustain such a strategy.

The measurable loss of pavement life can be thought of as the network’s total lane-miles multiplied by 1 year, i.e., lane-mile-years. Consider the following quantitative illustration. Suppose your agency’s highway network consisted of 4,356 lane-miles. Figure 3 shows that without intervention, it will lose 4,356 lane-mile-years per year.

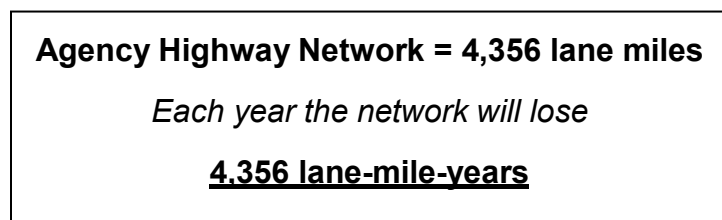


Figure 3 – Network Lane Miles

To offset this amount of deterioration over the entire network, the agency would need to annually perform a quantity of work equal to the total number of lane-mile-years lost just to maintain the status quo. Performing work which produces fewer than 4,356 lane-mile-years would lessen the natural decline of the overall network, but still fall short of maintaining the

status quo. However, if the agency produces more than 4,356 lane-mile-years, it will improve the network.

In the following example, an agency can easily identify the effect of an annual program consisting of reconstruction, rehabilitation, and preservation projects on its network. This assessment involves knowing the only two components for reconstruction and rehabilitation projects: lane-miles and design life of each project fix. Figure 4 displays the agency's programmed activities for reconstruction and Figure 5 displays it for rehabilitation.

Reconstruction Evaluation

Projects this Year = 2

Project	Design Life	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 1	25 yrs	22	550	\$463,425	\$10,195,350
No. 2	30 yrs	18	540	\$556,110	\$10,009,980
Total			= 1,090		\$20,205,330

Figure 4 - Reconstruction

Rehabilitation Evaluation

Projects this Year = 3

Project	Design Life	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 10	18 yrs	22	396	\$263,268	\$5,791,896
No. 11	15 yrs	28	420	\$219,390	\$6,142,920
No. 12	12 yrs	32	384	\$115,848	\$3,707,136
Total			= 1,200		\$15,641,952

Figure 5 – Rehabilitation

When evaluating pavement preservation treatments in this analysis, it is appropriate to think in terms of “extended life” rather than design life. The term design life, as used in the reconstruction and rehabilitation tables, relates better to the new pavement's structural adequacy to handle repetitive loadings and environmental factors. This is not the goal of pavement preservation. Each type of treatment/repair has unique benefits that should be targeted to the specific mode of pavement deterioration. This means that life extension depends on factors such as type and severity of distress, traffic volume, environment, etc. Figure 6 exhibits the agency's programmed activities for preservation.

Preservation Evaluation

Project	Life Extension	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 101	2 yrs	12	24	\$2,562	\$30,744
No. 102	3 yrs	22	66	\$7,743	\$170,346
No. 103	5 yrs	26	130	\$13,980	\$363,480
No. 104	7 yrs	16	112	\$29,750	\$476,000
No. 105	10 yrs	8	80	\$54,410	\$435,280
Total			= 412		\$1,475,850

Figure 6 – Preservation

To satisfy the needs of its highway network, the agency must accomplish 4,356 lane-mile-years of work per year. The agency's program will derive 1,090 lane-mile-years from reconstruction, 1,200 lane-mile-years from rehabilitation, and 412 lane-mile-years from pavement preservation, for a total of 2,702 lane-mile-years. Thus, these programmed activities fall short of the minimum required to maintain the status quo, and hence would contribute to a net loss in network pavement condition of 1,653 lane-mile-years. The agency's programmed tally is shown in Figure 7.

Network Trend

Programmed Activity	Lane-Mile-Years	Total Cost
Reconstruction	1,090	\$20,205,330
Rehabilitation	1,200	\$15,641,952
Preservation	412	\$1,475,850
Total	2,702	\$37,323,132
Network Needs (Loss)	(-) 4,356	
Deficit	= - 1,654	

Figure 7 – Programmed Tally

This exercise can be performed for any pavement network to benchmark its current trend. Using this approach, it is possible to see how various long-term strategies could be devised and evaluated against a policy objective related to total-network condition.

Once the pavement network is benchmarked, an opportunity exists to correct any shortcomings in the programmed tally. A decision must first be made whether to improve the network condition or just to maintain the status quo. This is a management decision and system goal.

Continuing with the previous example, a strategy will be proposed to prevent further network deterioration until additional funding is secured.

The first step is to modify the reconstruction and rehabilitation (R&R) programs. An agonizing decision must be made about which projects to defer, eliminate, or phase differently with multi- year activity. In Figure 8, reductions are made in the R&R programs to recover funds for less costly treatments in the pavement preservation program. The result of this decision recovered slightly over \$6 million.

Program Modification

<u>Programmed Activity</u>	<u>Lane-Mile-Years</u>	<u>Cost Savings</u>
Reconstruction <i>31 lane miles</i> (40 lane miles)	<i>820</i> (1,090)	<i>\$5,004,990</i>
Rehabilitation <i>77 lane miles</i> (82 lane miles)	<i>1,125</i> (1,200)	<i>\$1,096,950</i>
Pavement Preservation (84 lane-miles)	(412)	0
Total =	<i>2,357</i> (2,702)	<i>\$6,101,940</i>

Figure 8 – Revised R & R Programs

Modifying the reconstruction and rehabilitation programs has reduced the number of lane-mile- years added to the network from 2,702 to 2,357 lane-mile-years. However, using less costly treatments elsewhere in the network to address roads in better condition will increase the number of lane-mile-years added to the network. A palette of pavement preservation treatments, or mix of fixes, is available to address the network needs at a much lower cost than traditional methods.

Preservation treatments are only suitable if the right treatment is used on the right road at the right time. In Figure 9, the added treatments used include concrete joint resealing, thin hot-mix asphalt (HMA) overlay ($\leq 1.5''$), microsurfacing, chip seal, and crack seal. By knowing the cost per lane-mile and the treatment life-extension, it is possible to create a new strategy (costing \$36,781,144) that satisfies the network need. In this example, the agency saved in excess of \$500,000 from traditional methods (costing \$37,323,132), while erasing the 1,653 lane-mile-year deficit produced by the initial program tally. Network Strategy

Programmed Activity		Lane Mile Years	Total Cost
Reconstruction (31 lane-miles)		820	\$15,200,340
Rehabilitation (77 lane-miles)		1,125	\$14,545,002
Pavement Preservation (84 lane-miles)		412	\$1,475,850
Concrete Resealing	(4 years x 31 lane-miles)	124	\$979,600
Thin HMA Overlay	(10 years x 16 lane-miles)	160	\$870,560
Microsurfacing	(7 years x 44 lane-miles)	308	\$1,309,000
Chip Seal	(5 years x 79 lane-miles)	395	\$1,104,420
Crack Seal	(2 years x 506 lane-miles)	1,012	\$1,296,372
Total =		4,356	\$36,781,144

Figure 9 – New Program Tally

In a real-world situation, the highway agency would program its budget to achieve the greatest impact on its network condition. Funds allocated for reconstruction and rehabilitation projects must be viewed as investments in the infrastructure. Conversely, funds directed for preservation projects must be regarded as protecting and preserving past infrastructure investments.

Integrating reconstruction, rehabilitation, and preservation in the proper proportions will substantially improve network conditions for the taxpayer while safeguarding the highway investment.

APPENDIX E: CITY OF LANSING PILOT AREAS

City of Lansing
Asset Management
Plan
Demonstration Areas
2019

Forward

The City of Lansing (COL) is responsible for maintaining and operating over 413 miles of roads. Building a new road can cost well over a million dollars per mile due to the large volume of materials and equipment that are necessary. The high cost of road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. Understanding the specific needs of every mile of road is a challenge given the size of our road network, its rapidly changing conditions, and the varying needs of road users. Prioritizing the use of the limited resources that the COL has while meeting user expectations also presents a challenge. To overcome these challenges, the COL uses a business process called asset management.

Asset management is defined by Public Act 499 of 2002 as *“An ongoing process of maintaining, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment”*. In other words, asset management is a process that uses data to cost effectively manage and track roadway assets using a combination of engineering and business principles.

Asset management ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The City of Lansing, after many years of declining street conditions and inadequate funding available, decided to demonstrate what could happen when a street program has adequate funding.

Two areas of the City have been chosen as demonstration projects. The current street conditions within these areas are representative of typical residential areas in the City with corresponding local street conditions. A 10-year improvement program has been devised for these areas that is intended to raise the overall condition of the streets to acceptable levels. The City has committed to providing adequate funding for these two areas over the next ten years.

Inventory of Assets

The City of Lansing is responsible for approximately 413 miles of public streets.

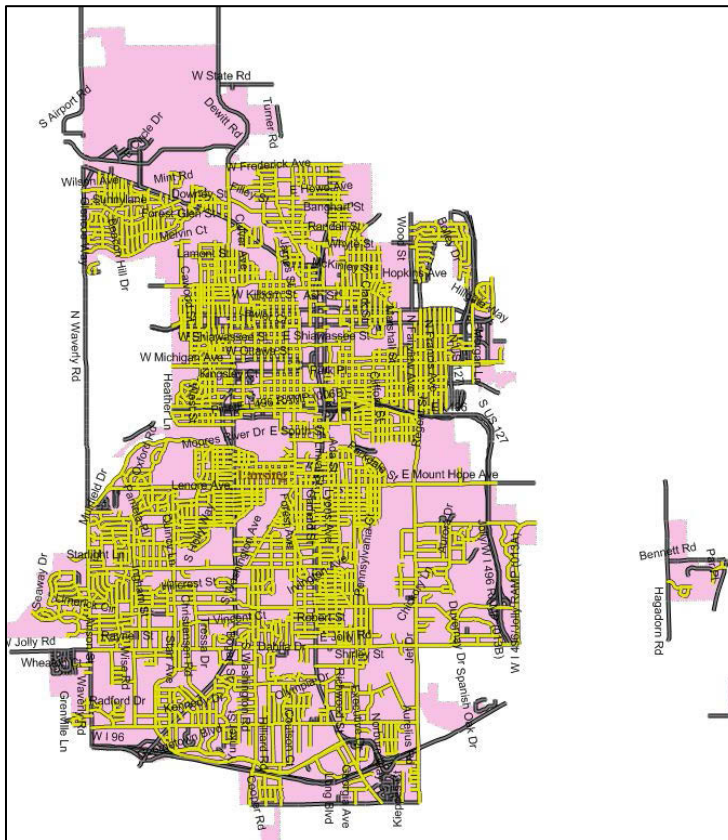


Figure 1 – Streets that are the responsibility of the City of Lansing

These streets can be broken down by their legal classification as City Major or City Minor streets. You can think of road systems as tree-like branched systems, with the larger parts of the road network emphasizing mobility closer to the “trunk” and the roads nearer to the “leaves” intended to provide property access. City Major streets tend to be the higher traffic roads or the larger tree branches, with City Minor streets being the smaller branches, such as in neighborhoods.

The City is responsible for approximately 108 miles of major streets and 305 miles of local streets.

Pavement Condition

Like many communities, the condition of the street network in Lansing has been steadily declining for several years. This decline has been measured and documented with pavement condition data collected over several years using the **PA**vement **S**urface **E**valuation **R**ating system. The PASER rating system is summarized below.

PASER = PAvement Surface Evaluation and Rating

10	Good - Little or No Maintenance Needed
9	
8	
7	Fair - Preventative Maintenance Needed
6	
5	
4	Poor - Structural Improvement Needed
3	
2	
1	

The PASER condition data is entered into asset management software (Roadsoft) which allows for collecting, storing and analyzing our street network condition data. The City endeavors to keep the data current and rates all City streets every two years. The message the data reveals is that the poor condition of Lansing's street network is a result of years of a severely underfunded street program.

The 2018 condition of the City local streets is an average PASER of 3.02. The average PASER of all City streets in 2018 was 3.17. The following graphic shows the street rating distribution.

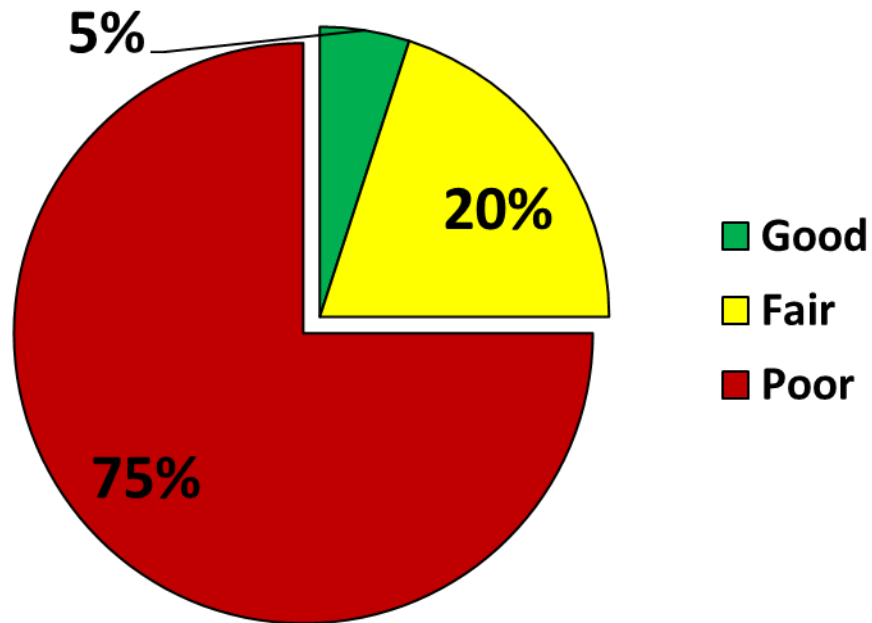


Figure 2 – 2018 Citywide Street Conditions

The Historical Average PASER rating trend shown the steadily declining condition of the City Streets.

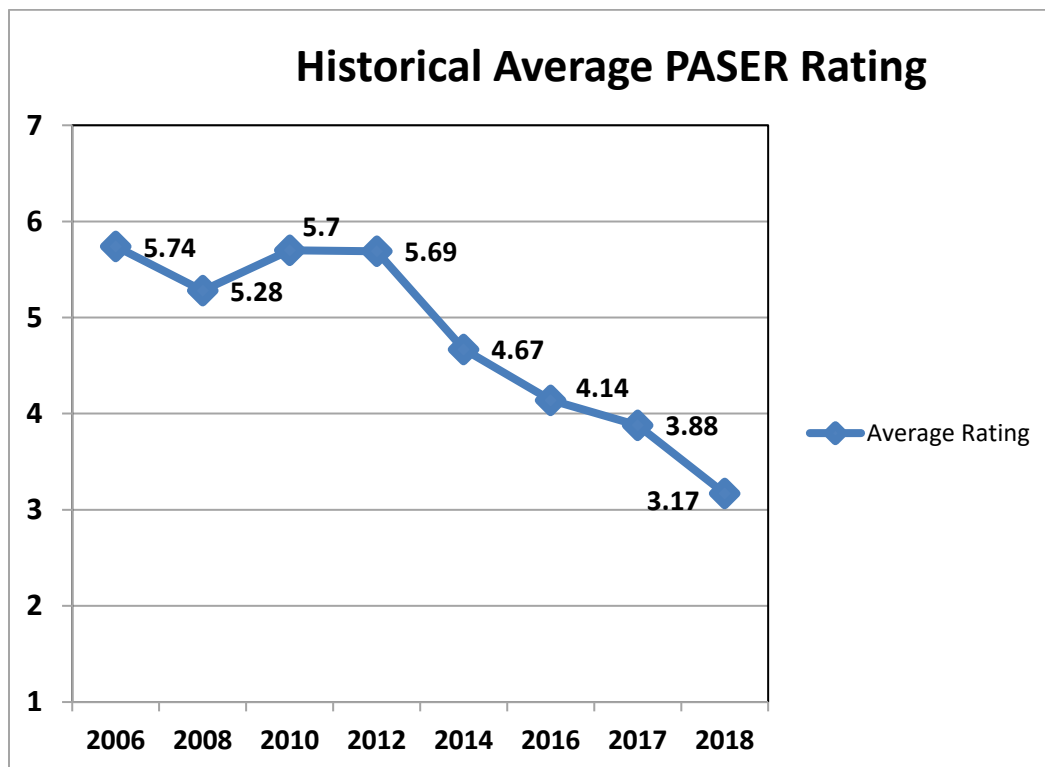


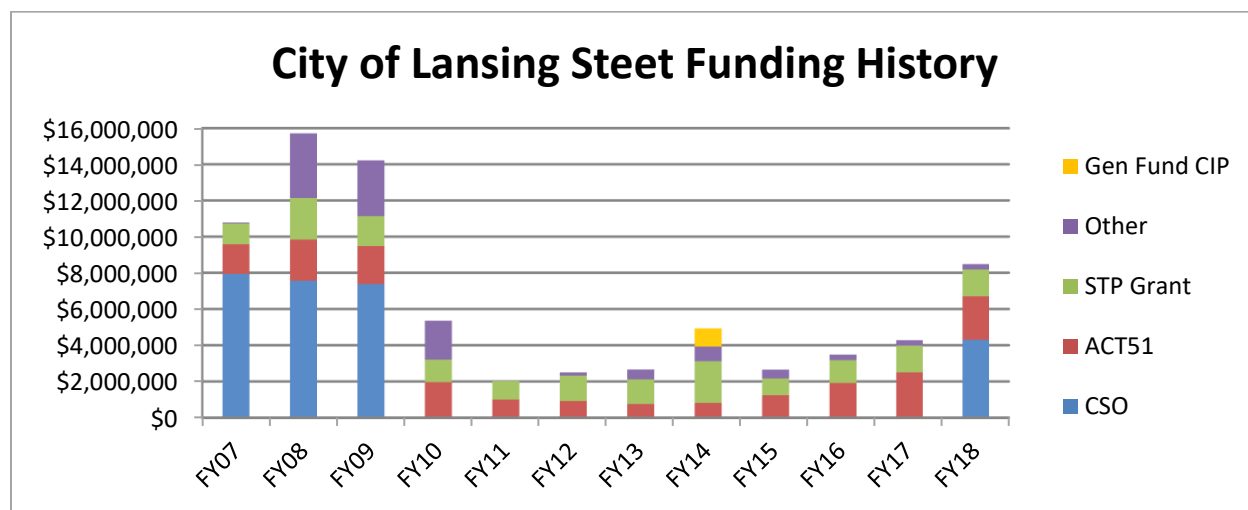
Figure 3 – Historical Average PASER Rating – all City Streets

The goal for the City street system is an Average PASER rating of 7. In order to achieve that goal within 10 years, we estimate that the annual street system needs are more than **\$36 million**. Each year that this funding level is not achieved the overall condition of the street system decreases.

Funding

The City of Lansing Street funding has been grossly below what is needed to maintain the system for several years. While insufficient funding levels continue, the Asset Management Plan will help us better understand and communicate the consequences of continued under-funding as well as enable us to apply the funds that are available in a manner that is most beneficial for the overall condition of the street system. The chart below indicates the recent funding history associated with the street program.

Figure 4 – Street Funding History



In order to improve and maintain the street system, a reliable and sustainable funding source must be established. In using two areas of the City as Demonstration Projects for ten years, and providing adequate funding to reach the system condition goals, we want to show what could be done City-wide with adequate funding.

Pavement Treatment Tools

The COL uses many types of repair treatments for our roads, each selected to balance costs, benefits, and road life expectancy. All pavements are damaged by water, traffic weight,

freeze/thaw cycles, and sunlight. Each of the following treatments and strategies counters at least one of these pavement damaging forces.

Capital Preventive Maintenance

Capital preventive maintenance (CPM) addresses pavement problems of fair-rated roads before the structural integrity of the pavement has been severely impacted. CPM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and that maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of the following CPM treatments is to protect the pavement structure, slow the rate of deterioration, and/or correct pavement surface deficiencies.

Crack Fill

Water that infiltrates the pavement surface softens the pavement structure and allows traffic loads to cause more damage to the pavement than in normal dry conditions. Crack filling helps prevent water infiltration by sealing cracks in the pavement with asphalt sealant. We seal pavement cracks early in the life of the pavement to keep it functioning as strong as it can and for as long as it can.

Spray Patch

A spray patch treatment is similar to a crack seal, but is used in areas where the crack has widened and needs material to be added.

Cape Seal

A cape seal is a chip seal covered with a micro surface. A chip seal is a two-part treatment that starts with liquid asphalt sprayed onto the old pavement surface followed by a single layer of small stone chips spread onto the wet liquid asphalt layer. The liquid asphalt seals the pavement from water and debris and holds the stone chips in place. The main ingredients of a micro-surface treatment are modified liquid asphalt, small stones, water, and portland cement. A micro-surfacing can be used for filling pavement ruts. The final treatment thickness is usually less than a half an inch, so it does not add any amount of strength to the pavement and only protects the pavement's existing strength. The purpose of a micro-surface treatment is to seal the pavement from sunlight and water damage and needs to be done before cracks are too wide and too numerous.

Hot Mix Asphalt (HMA) Overlay

An HMA overlay with or without milling in a single layer of 2 inches or less is a Capital Preventive Maintenance Treatment that is used. The surface is milled and the HMA layer replaced or an HMA layer is placed directly over the existing roadway. The City has been using a 1.5 inch overlay on some of the worst City streets as a stopgap measure.

Structural Improvement

Roads requiring structural improvements exhibit alligator cracking and rutting and rated poor in the PASER scale. The underlying road structure is beginning to fail and can no longer be treated with Capital Preventive Maintenance Treatments

Mill and HMA Overlay

A Mill and HMA overlay treatment is a removal of the top layer of pavement and replacement of the removed layer with a new HMA layer. Depending on the overlay thickness, this treatment that can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris, and sunlight damage.

Severely damaged pavement can be removed by the milling, which helps prevent structural problems from being quickly reflected in the new surface. Milling is also done to keep roads at the same height of curb and gutter that is not being raised or reinstalled in the project. This treatment is used on streets that the base does not appear to be failing, or is done with some spot base repairs.

Crush and Shape

During a crush and shape treatment the existing pavement and base is pulverized and then the road surface is reshaped to correct imperfections in the road's profile. A new HMA leveling course and wearing surface are placed over the pulverized base. This treatment is usually done on local streets with curbs in good to fair condition.

Reconstruction

Pavement reconstruction involves a complete removal of the old pavement and base and construction of an entirely new road. This is the most costly treatment and every pavement has to eventually be reconstructed, and it is usually done as a last resort after more cost effective treatments are done first, or if significant changes to road geometry, base, or buried utilities are required. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the roadway, and are therefore also the most expensive per mile and most disruptive to regular traffic patterns. Reconstructed pavement will eventually require one or more of the previous maintenance treatments to maximize service life and performance.

Demonstration Area Specifics

Our goal for the two demonstration areas are to achieve an average PASER rating of 7 at the end of 10 years. The areas are representative of typical Lansing neighborhoods. The Roadsoft software program was used to help project the funding needed in each area in order to achieve our goal. Roadsoft was also used to help determine candidate projects within the demonstration areas for the next 10 years. The result are in an appendix at the end of this document. The document will be updated each year to help keep our goals on track.

The ultimate goal of this project is to demonstrate that with sufficient dedicated funding levels, using asset management principles, Lansing's entire street network can similarly be improved

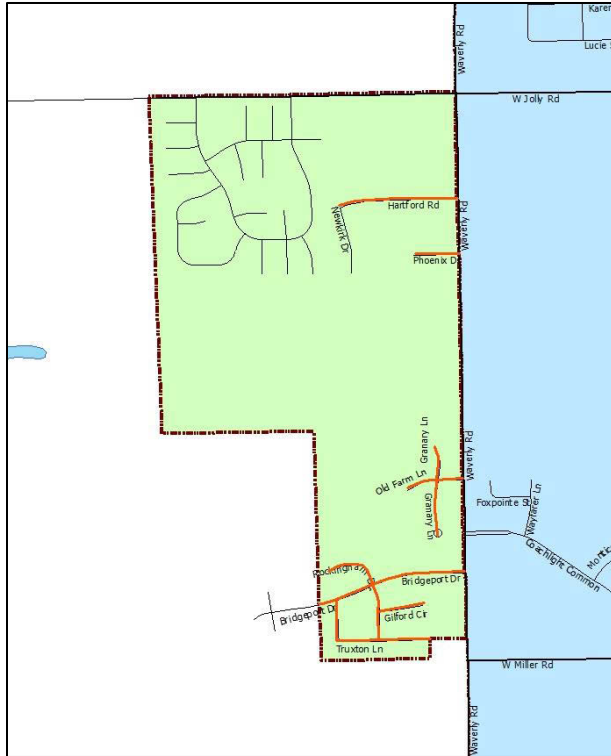


Figure 5 – City of Lansing Streets located within Eaton County

There are two areas of streets located north and South of Jolly Road. This comprises a total of 8.4 miles of streets.

Current Street Condition

The average PASER for demonstration area #1 was 3.38 (Poor) in 2018. Figure 6 shows the distribution of the conditions.

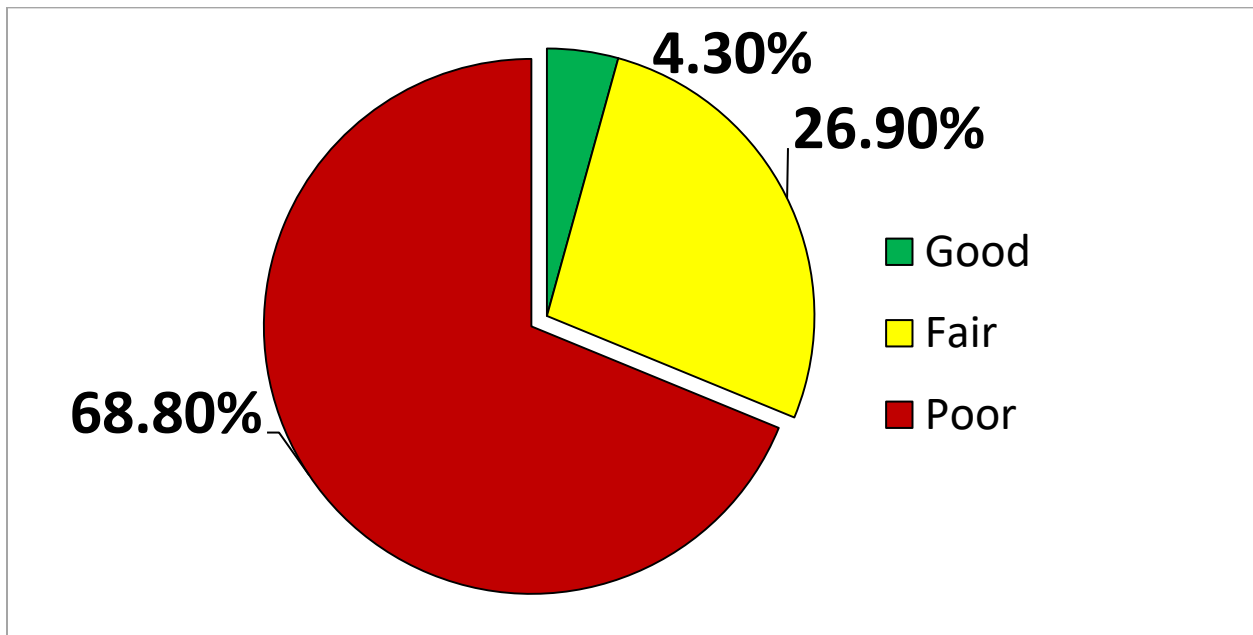


Figure 6 – 2018 Street Condition in Demonstration Area #1

Using Asset Management, we predict the average PASER for the same area will be 7 in 10 years with adequate funding.

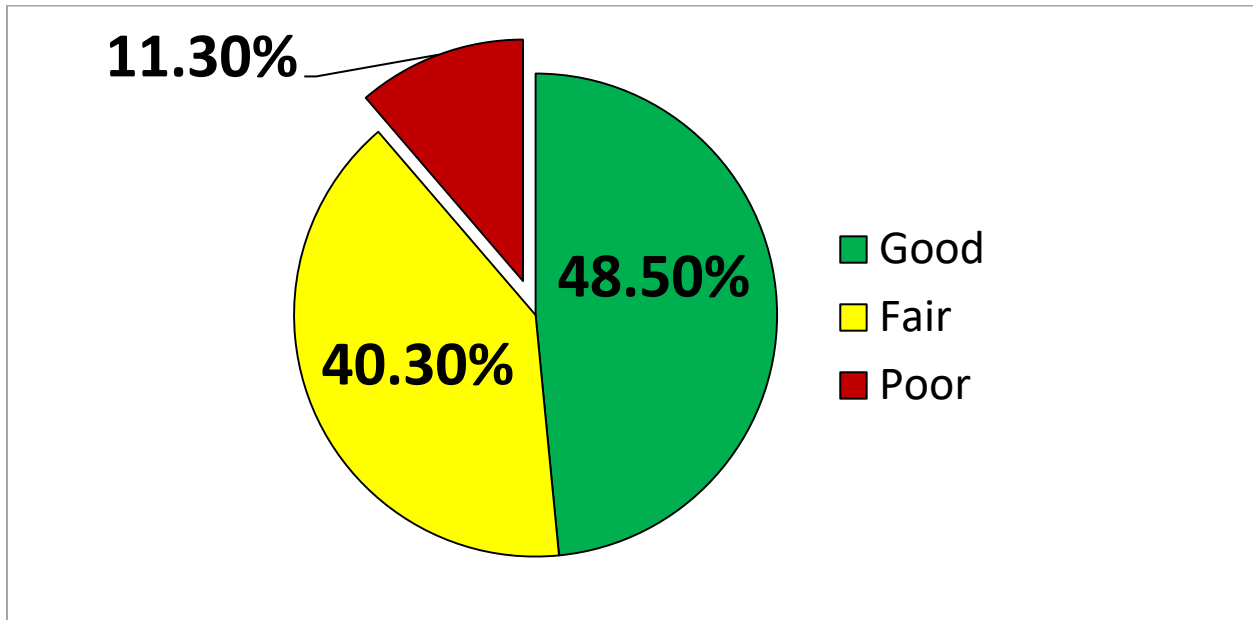


Figure 7 – Projected 10-year Street Conditions in Demonstration Area #1

Demonstration Area #2 – East of Aurelius Road, South of Forest Road

There are 5.8 miles of local streets located within Demonstration Area #2. Roadsoft was used to determine the funding needed to achieve street improvements to reach our goal of an average PASER of 7 in 10 years. A total of \$325,000 was determined to be need and will be used in this area annually to help achieve our goal.

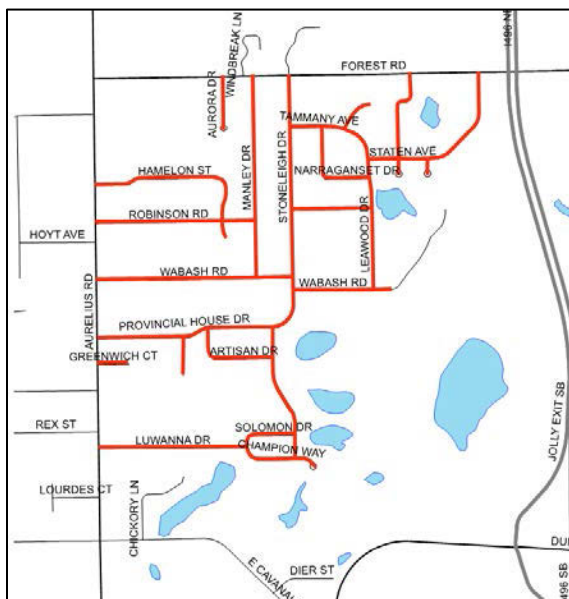


Figure 8 – Demonstration Area #2
– 5.8 Miles

Current Street Condition

The average PASER for demonstration area #2 was 2.08 (Poor) in 2018. Figure 9 shows the distribution of the conditions.

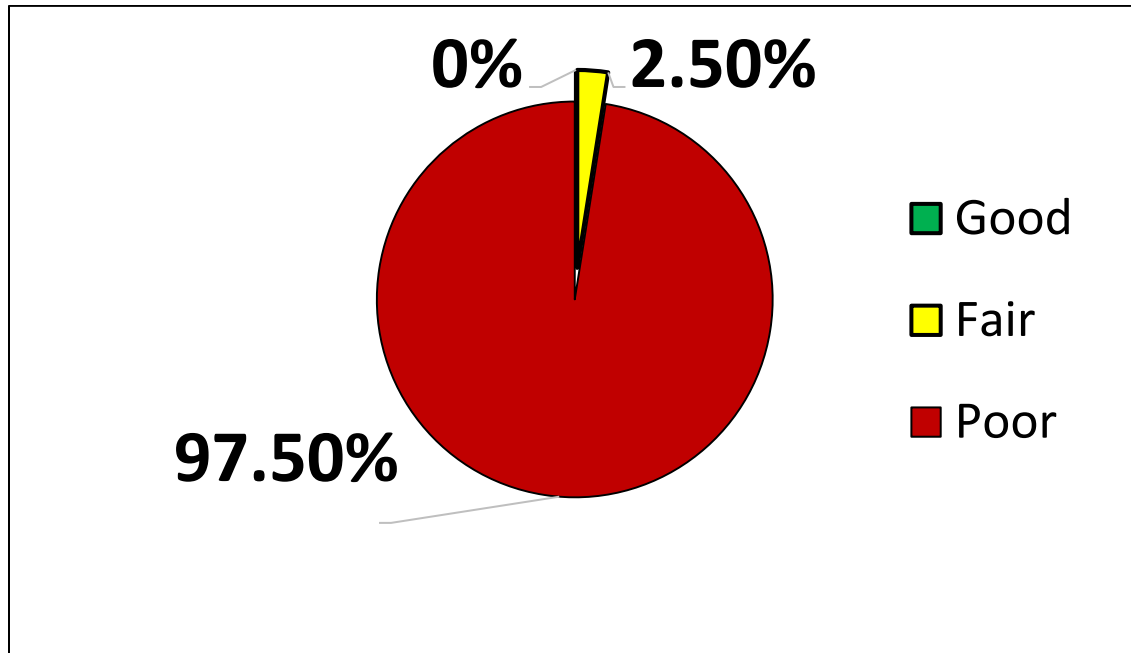


Figure 9 – 2018 Street Condition in Demonstration Area #2

Using Asset Management, we predict the average PASER for the same area will be 7 in 10 years with adequate funding.

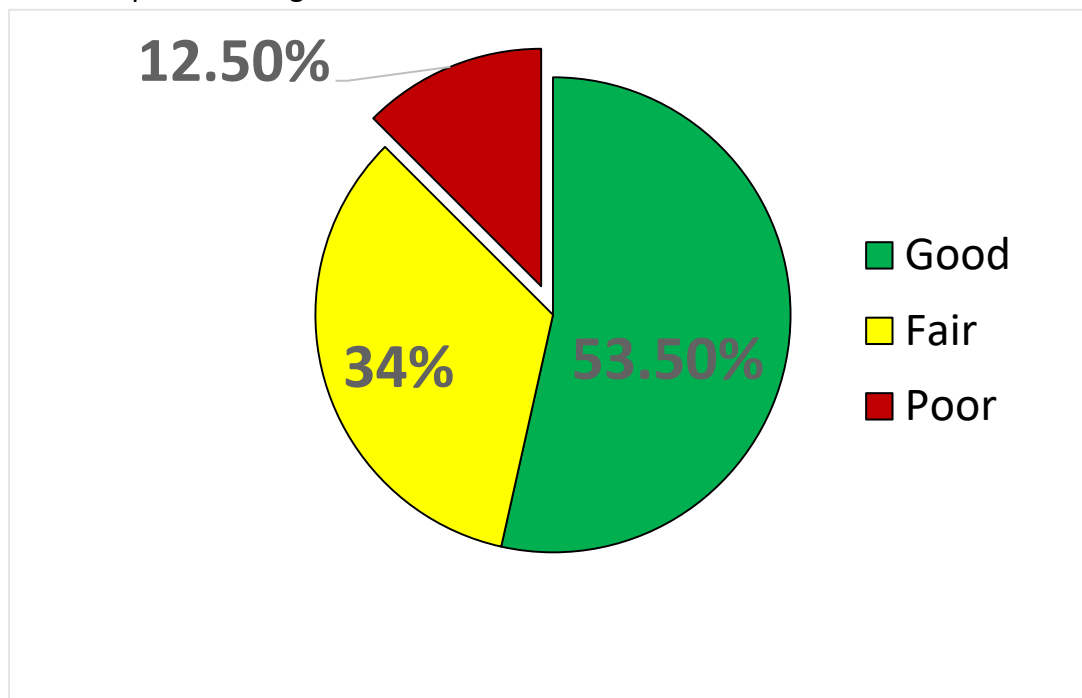
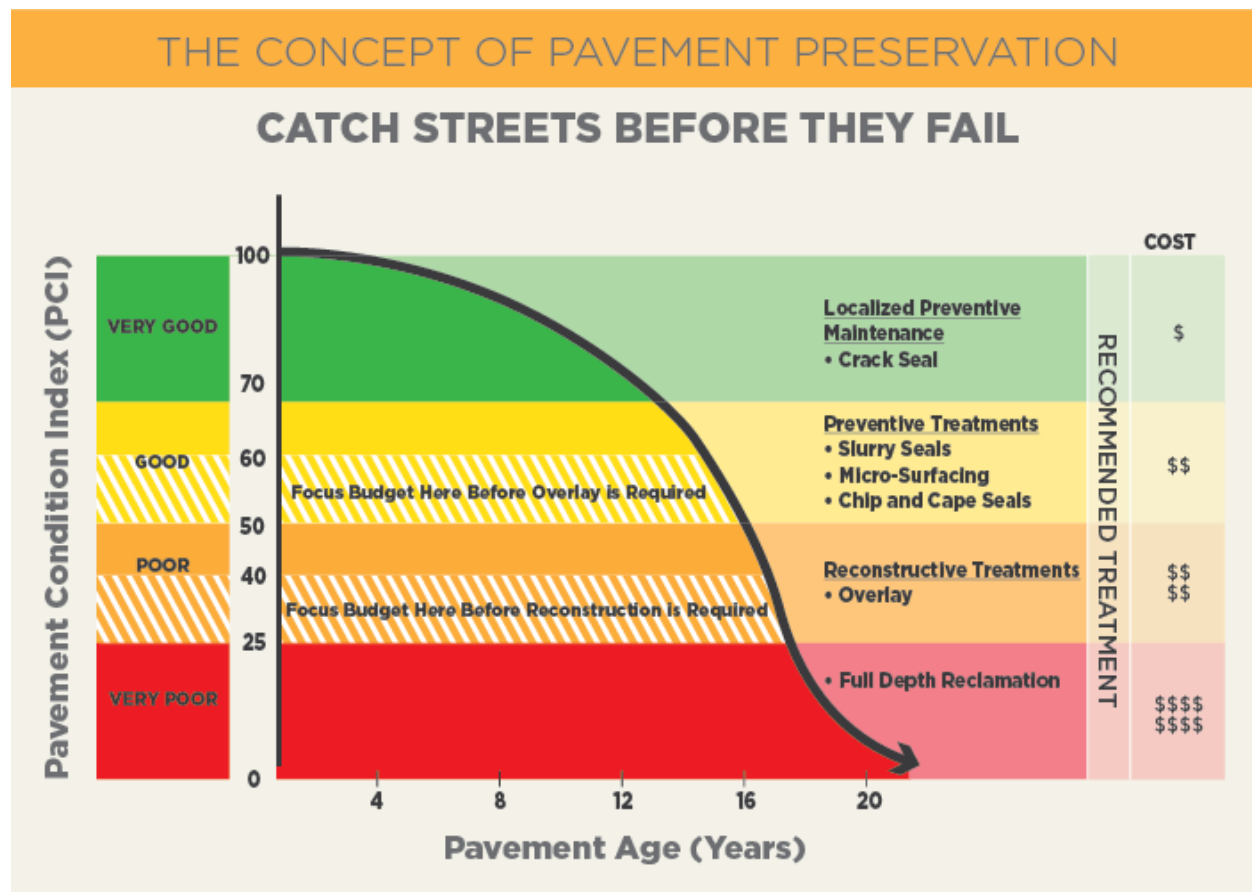


Figure 10 – Projected 10-year Street Conditions in Demonstration Area #2

Maintaining Improved Streets

Once streets are improved, by applying principles of asset management, we predict that maintaining the streets into the future would require about half of the funding needed to improve the streets. Asset Management means applying the “right fix at the right time”, like the use of CPM treatments to prevent deterioration of the streets. The following graphic (from the City of Elk Grove, California) shows a typical pavement deterioration curve (condition vs. time) and possible treatments to apply at the correct time. This also shows the relative costs of each area of treatment, showing that preserving a pavement in fair condition is less costly than waiting until the pavement is in poor condition.



Appendix 1

Demonstration Area #1

10-Year Comprehensive Strategy, \$350K

Annually

Projects By Year – 10 Years

Strategy Comprehensive Report

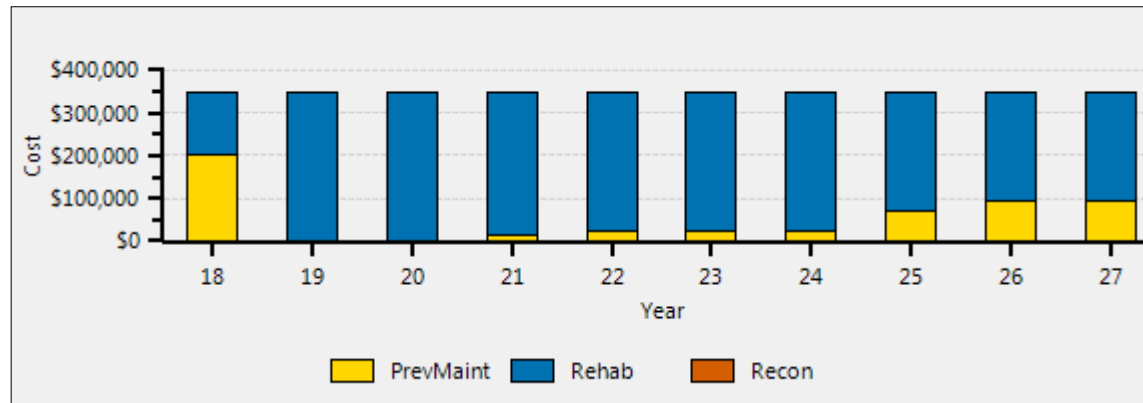
350K Demonstration Area

Base Year 2018
 Percent Inflation 0.03
 Number of Years 10
 Optimized Yes
 Current Filter Eaton County - Lansing Jurisdiction

Subtype	Treatment	Trigger	Reset	Cost/Ln Mile	Budget	Lane Miles	Year
Asphalt-Standard	RH (SI) CRSH Crush & Reshape	1 - 4	9	\$335,573.33			
					\$148,156	0.442	2018
					\$350,007	1.043	2019
					\$350,012	1.042	2020
					\$334,297	0.995	2021
					\$324,284	0.965	2022
					\$324,281	0.965	2023
					\$324,277	0.965	2024
					\$278,102	0.827	2025
					\$254,168	0.756	2026
					\$254,144	0.755	2027
	PM (CPM) CKS Crack Seal	6 - 7	7	\$6,071.59			
					\$12,374	2.038	2021
					\$46,181	7.597	2025
	PM (CPM) CPS - Cape Seal	4 - 6	9	\$50,336.00			
					\$201,847	4.010	2018
					\$3,325	0.066	2021
					\$25,702	0.510	2022
					\$25,710	0.510	2023
					\$25,718	0.510	2024
					\$25,725	0.510	2025
					\$95,818	1.899	2026
					\$95,846	1.899	2027

Strategy Comprehensive Report

Cost Distribution

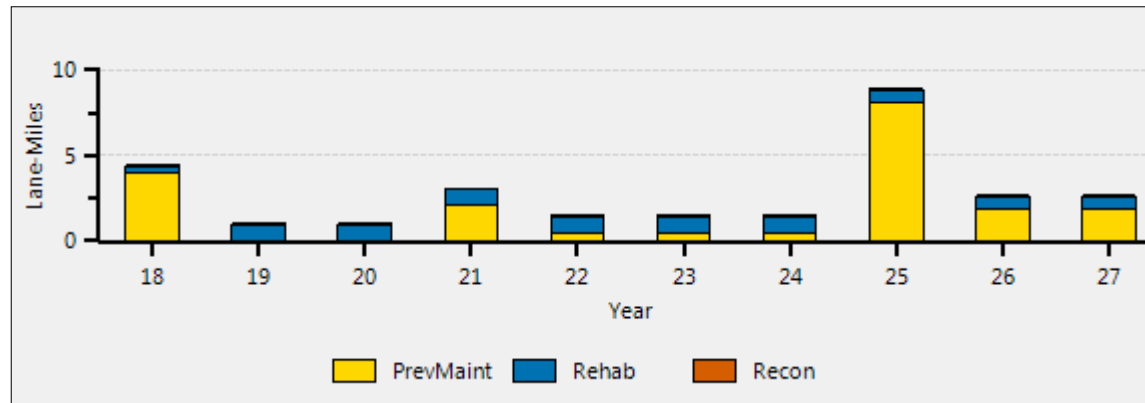


350K Demonstration Area

Maintenance Type	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Prev Maint	\$201,847	\$0	\$0	\$15,699	\$25,702	\$25,710	\$25,718	\$71,907	\$95,818	\$95,846
Rehab	\$148,156	\$350,007	\$350,012	\$334,297	\$324,284	\$324,281	\$324,277	\$278,102	\$254,168	\$254,144
Recon	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$350,003	\$350,007	\$350,012	\$349,996	\$349,986	\$349,991	\$349,995	\$350,009	\$349,986	\$349,990

Strategy Comprehensive Report

Maintenance Performed

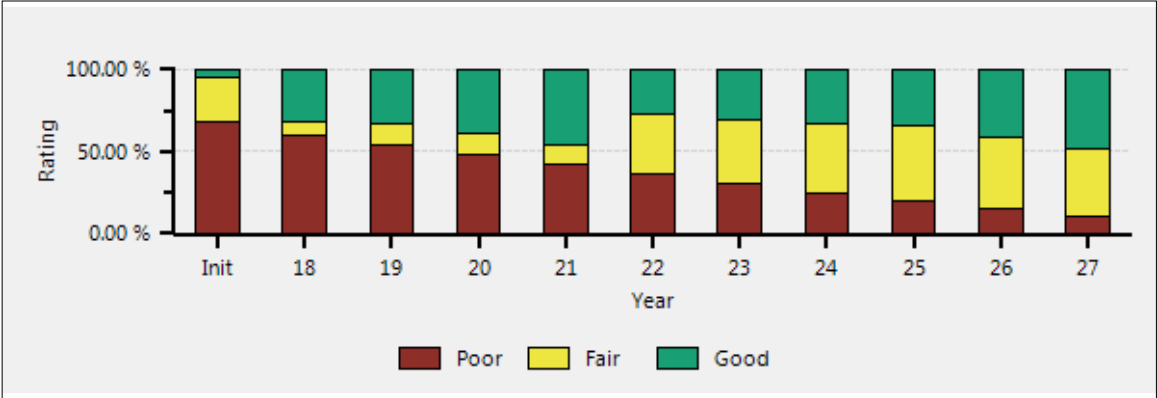


350K Demonstration Area

Maintenance Type in Lane Miles	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Prev Maint	4.010	0.000	0.000	2.104	0.510	0.510	0.510	8.107	1.899	1.899
Rehab	0.442	1.043	1.042	0.995	0.965	0.965	0.965	0.827	0.756	0.755
Recon	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	4.452	1.043	1.042	3.099	1.475	1.475	1.475	8.934	2.655	2.654

Strategy Comprehensive Report

Rating Distribution

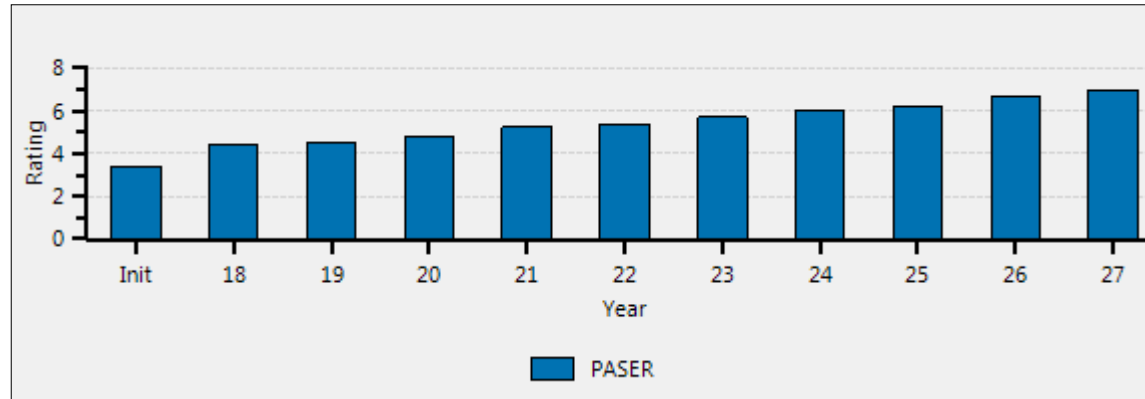


350K Demonstration Area

Initial Values																								
Lane Miles	%	Rating	2018		2019		2020		2021		2022		2023		2024		2025		2026		2027			
0.782	4.7	Good	5.234	31.2	5.559	33.2	6.537	39.0	7.598	45.3	4.621	27.6	5.053	30.2	5.486	32.7	5.762	34.4	6.942	41.4	8.121	48.5		
4.512	26.9	Fair	1.386	8.3	2.104	12.6	2.168	12.9	2.104	12.6	6.046	36.1	6.579	39.3	7.111	42.4	7.661	45.7	7.237	43.2	6.813	40.7		
11.466	68.4	Poor	10.141	60.5	9.098	54.3	8.055	48.1	7.060	42.1	6.095	36.4	5.130	30.6	4.165	24.9	3.338	19.9	2.583	15.4	1.828	10.9		
16.760	100.0	Total																						

Strategy Comprehensive Report

PASER Distribution

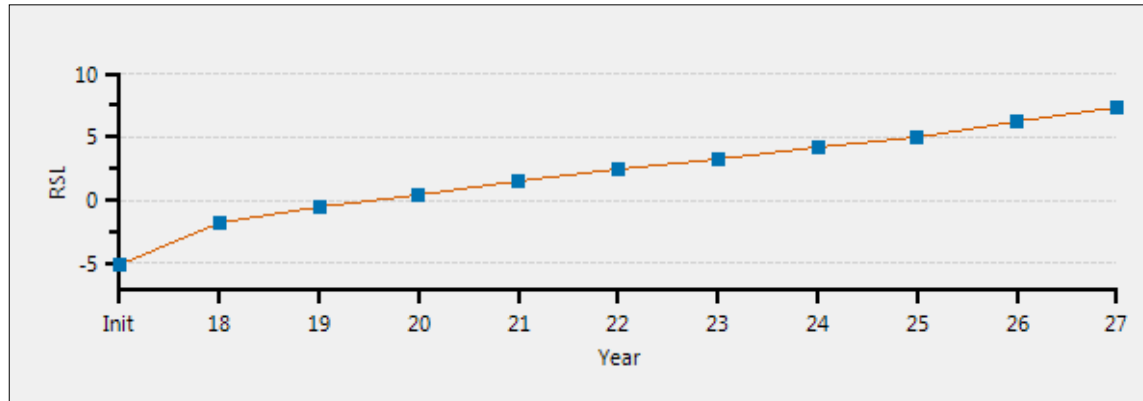


350K Demonstration Area

Initial Value		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Lane Miles	PASER										
0.000	10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	9	4.452	1.043	1.042	1.061	1.475	1.475	1.475	1.337	2.655	2.654
0.782	8	0.782	4.516	5.495	6.537	3.146	3.578	4.011	4.425	4.287	5.467
1.386	7	1.386	2.104	2.168	2.104	6.046	6.579	7.047	7.661	7.237	6.813
2.536	6	0.000	0.000	0.000	0.000	0.000	0.000	0.064	0.000	0.000	0.000
0.590	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.884	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2.636	3	2.636	1.366	0.120	0.000	0.000	0.000	0.000	0.000	0.000	0.000
3.390	2	3.390	3.868	4.302	4.348	3.278	2.636	1.366	0.120	0.000	0.000
4.556	1	4.115	3.864	3.633	2.712	2.817	2.494	2.799	3.218	2.583	1.828
3.395	Average	4.465	4.531	4.839	5.249	5.378	5.710	6.002	6.236	6.648	6.989

Strategy Comprehensive Report

RSL Distribution



350K Demonstration Area

Initial Value		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Lane Miles	RSL										
0.000	13	4.452	1.043	1.042	1.061	1.475	1.475	1.475	1.337	2.655	2.654
0.000	12	0.000	4.452	1.043	1.042	1.061	1.475	1.475	1.475	1.337	2.655
0.064	11	0.064	0.000	4.452	1.043	1.042	1.061	1.475	1.475	1.475	1.337
0.718	10	0.718	0.064	0.000	4.452	1.043	1.042	1.061	1.475	1.475	1.475
1.320	9	1.320	0.718	0.064	0.510	4.452	1.043	1.042	1.964	1.475	1.475
0.066	8	0.066	1.320	0.718	0.574	0.510	4.452	1.043	1.899	1.964	1.475
0.000	7	0.000	0.066	1.320	0.510	0.574	0.510	4.452	1.899	1.899	1.964
0.000	6	0.000	0.000	0.066	0.510	0.510	0.574	0.510	1.899	1.899	1.899
2.506	5	0.000	0.000	0.000	0.000	0.000	0.000	0.064	0.000	0.000	0.000
0.030	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.590	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.116	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.392	-1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.376	-2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.120	-3	0.120	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1.246	-4	1.246	0.120	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1.270	-5	1.270	1.246	0.120	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.642	-6	0.642	1.270	1.246	0.120	0.000	0.000	0.000	0.000	0.000	0.000
1.070	-7	1.070	0.642	1.270	1.246	0.120	0.000	0.000	0.000	0.000	0.000
0.074	-8	0.074	1.070	0.642	1.270	1.246	0.120	0.000	0.000	0.000	0.000
0.812	-9	0.812	0.074	1.070	0.642	1.270	1.246	0.120	0.000	0.000	0.000
0.792	-10	0.792	0.812	0.074	1.070	0.642	1.270	1.246	0.120	0.000	0.000
0.250	-11	0.250	0.792	0.812	0.074	1.070	0.642	1.270	1.246	0.120	0.000

Strategy Comprehensive Report

0.194	-12	0.194	0.250	0.792	0.812	0.074	1.070	0.642	1.270	1.246	0.120
0.308	-13	0.308	0.194	0.250	0.792	0.812	0.074	0.887	0.642	1.217	1.246
0.352	-14	0.352	0.308	0.194	0.250	0.792	0.708	0.000	0.060	0.000	0.462
0.146	-15	0.146	0.352	0.308	0.194	0.069	0.000	0.000	0.000	0.000	0.000
0.492	-16	0.492	0.146	0.352	0.308	0.000	0.000	0.000	0.000	0.000	0.000
1.136	-17	1.136	0.492	0.146	0.282	0.000	0.000	0.000	0.000	0.000	0.000
0.172	-18	0.172	1.136	0.492	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.058	-19	0.058	0.172	0.287	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	-20	0.000	0.022	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	-21	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1.448	-22	1.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
-5.126	Average	-1.815	-0.581	0.422	1.494	2.448	3.301	4.130	5.028	6.152	7.275

Project Planner Summarized Projects By Year Report

Lansing (CityVillage)

Report Module: Planner Evaluation

Today's Date: Wednesday, July 22, 2020

wow 10 year plan

Last Modified: 7/22/2020

Percent Inflation: 0.03

Number of Years: 10

Strategy/Filter Name: 350K Demo - WOW FS

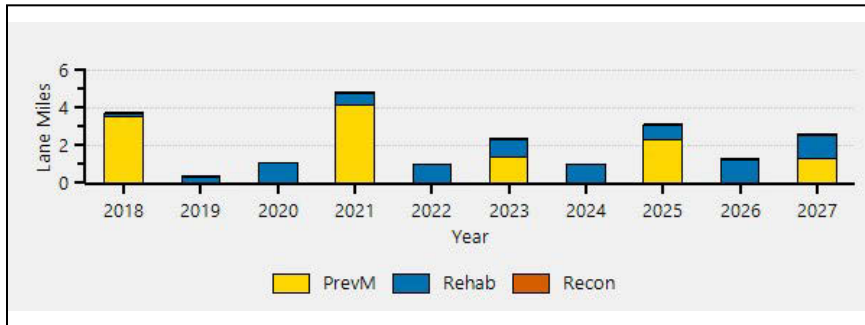
Strategy Filter: Eaton County - Lansing Jurisdiction

Plan Memo:

Project Planner Summarized Projects By Year Report

wow 10 year plan

Type of Maintenance Performed - Lane Miles



Type of Maintenance Performed - Cost



Project Planner Summarized Projects By Year Report

wow 10 year plan

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
2018								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Seaway Dr	0.086	0.172	\$57,719
		PM (CPM)	FGS - Fog Seal	9	Glenburne Blvd	1.542	3.084	\$69,657
		PM (CPM)	FGS - Fog Seal	9	Heathgate Dr	0.088	0.176	\$3,975
		PM (CPM)	FGS - Fog Seal	9	Seaway Dr	0.117	0.234	\$5,285
		PM (CPM)	FGS - Fog Seal	9	Courtland Dr	0.009	0.018	\$407
		PM (CPM)	FGS - Fog Seal	9	Old Castle Cir	0.009	0.018	\$407
		PM (CPM)	FGS - Fog Seal	9	Balmoral Dr	0.014	0.028	\$632
		PM (CPM)	FGS - Fog Seal	9	Macdougall Cir	0.008	0.016	\$361
Year 2018 Totals:						1.873	3.746	\$138,443
2019								
		RH (SI)	CRSH Crush & Reshape	9	Windward Dr	0.135	0.270	\$90,632
		RH (SI)	CRSH Crush & Reshape	9	Old Farm Ln	0.052	0.104	\$34,910
Year 2019 Totals:						0.187	0.374	\$125,542
2020								
		RH (SI)	CRSH Crush & Reshape	9	Dumfries Cir	0.023	0.046	\$15,446
		RH (SI)	CRSH Crush & Reshape	9	Seaway Dr	0.311	0.622	\$208,852
		RH (SI)	CRSH Crush & Reshape	9	Phoenix Dr	0.073	0.146	\$49,023
		RH (SI)	CRSH Crush & Reshape	9	Old Farm Ln	0.044	0.088	\$29,548
		RH (SI)	CRSH Crush & Reshape	9	Bridgeport Dr	0.096	0.192	\$64,469
Year 2020 Totals:						0.547	1.094	\$367,338
2021								
		RH (SI)	CRSH Crush & Reshape	9	Hartford Rd	0.201	0.402	\$135,022
		RH (SI)	CRSH Crush & Reshape	9	Bridgeport Dr	0.159	0.318	\$106,808
		PM (CPM)	FGS - Fog Seal	9	Windward Dr	0.135	0.270	\$6,104

Project Planner Summarized Projects By Year Report

wow 10 year plan

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
		PM (CPM)	FGS - Fog Seal	9	Seaway Dr	0.397	0.794	\$17,950
		PM (CPM)	FGS - Fog Seal	9	Old Farm Ln	0.096	0.192	\$4,341
		PM (CPM)	FGS - Fog Seal	9	Granary Ln	0.152	0.304	\$6,873
		PM (CPM)	FGS - Fog Seal	9	Rockingham Dr	0.096	0.192	\$4,341
		PM (CPM)	FGS - Fog Seal	9	Phoenix Dr	0.073	0.146	\$3,301
		PM (CPM)	FGS - Fog Seal	9	Balmoral Dr	0.311	0.622	\$14,062
		PM (CPM)	FGS - Fog Seal	9	Woodcreek Ln	0.242	0.484	\$10,942
		PM (CPM)	FGS - Fog Seal	9	Bayview Dr	0.207	0.414	\$9,359
		PM (CPM)	FGS - Fog Seal	9	Dumfries Cir	0.023	0.046	\$1,040
		PM (CPM)	FGS - Fog Seal	9	Bridgeport Dr	0.096	0.192	\$4,341
		PM (CPM)	FGS - Fog Seal	9	Roscommon Dr	0.032	0.064	\$1,447
		PM (CPM)	FGS - Fog Seal	9	Teller Trl	0.058	0.116	\$2,622
		PM (CPM)	FGS - Fog Seal	9	Burneway Dr	0.142	0.284	\$6,420
Year 2021 Totals:						2.420	4.840	\$334,971
2022								
		RH (SI)	CRSH Crush & Reshape	9	Courtland Dr	0.180	0.360	\$120,951
		RH (SI)	CRSH Crush & Reshape	9	Bayview Dr	0.126	0.252	\$84,666
		RH (SI)	CRSH Crush & Reshape	9	Heathgate Dr	0.163	0.326	\$109,528
		RH (SI)	CRSH Crush & Reshape	9	Old Castle Cir	0.043	0.086	\$28,894
Year 2022 Totals:						0.512	1.024	\$344,040
2023								
		RH (SI)	CRSH Crush & Reshape	9	Hunters Ridge Dr	0.237	0.474	\$159,300
		RH (SI)	CRSH Crush & Reshape	9	Truxton Ln	0.159	0.318	\$106,872
		RH (SI)	CRSH Crush & Reshape	9	Grenville Ln	0.069	0.138	\$46,379
		PM (CPM)	FGS - Fog Seal	9	Hartford Rd	0.201	0.402	\$9,093
		PM (CPM)	FGS - Fog Seal	9	Bridgeport Dr	0.159	0.318	\$7,193
		PM (CPM)	FGS - Fog Seal	9	Courtland Dr	0.180	0.360	\$8,143
		PM (CPM)	FGS - Fog Seal	9	Old Castle Cir	0.043	0.086	\$1,945

Project Planner Summarized Projects By Year Report

wow 10 year plan

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
		PM (CPM)	FGS - Fog Seal	9	Bayview Dr	0.126	0.252	\$5,700
Year 2023 Totals:						1.174	2.348	\$344,628
2024								
		RH (SI)	CRSH Crush & Reshape	9	Gilford Cir	0.079	0.158	\$53,116
		RH (SI)	CRSH Crush & Reshape	9	Woodbridge Dr	0.145	0.290	\$97,492
		RH (SI)	CRSH Crush & Reshape	9	Rockingham Dr	0.097	0.194	\$65,218
		RH (SI)	CRSH Crush & Reshape	9	Limerick Cir	0.088	0.176	\$59,167
		RH (SI)	CRSH Crush & Reshape	9	Windemere Dr	0.100	0.200	\$67,236
Year 2024 Totals:						0.509	1.018	\$342,229
2025								
		RH (SI)	CRSH Crush & Reshape	9	Rivershell Ln	0.248	0.496	\$166,794
		RH (SI)	CRSH Crush & Reshape	9	Seaway Dr	0.177	0.354	\$119,043
		PM (CPM)	FGS - Fog Seal	9	Hunters Ridge Dr	0.237	0.474	\$10,729
		PM (CPM)	FGS - Fog Seal	9	Grenville Ln	0.069	0.138	\$3,124
		PM (CPM)	FGS - Fog Seal	9	Truxton Ln	0.159	0.318	\$7,198
		PM (CPM)	FGS - Fog Seal	9	Windemere Dr	0.100	0.200	\$4,527
		PM (CPM)	FGS - Fog Seal	9	Limerick Cir	0.088	0.176	\$3,984
		PM (CPM)	FGS - Fog Seal	9	Heathgate Dr	0.163	0.326	\$7,379
		PM (CPM)	FGS - Fog Seal	9	Woodbridge Dr	0.145	0.290	\$6,564
		PM (CPM)	FGS - Fog Seal	9	Gilford Cir	0.079	0.158	\$3,576
		PM (CPM)	FGS - Fog Seal	9	Rockingham Dr	0.097	0.194	\$4,391
Year 2025 Totals:						1.562	3.124	\$337,307
2026								
		RH (SI)	CRSH Crush & Reshape	9	Lochinver Cir	0.026	0.052	\$17,492
		RH (SI)	CRSH Crush & Reshape	9	Seaway Dr	0.246	0.492	\$165,499
		RH (SI)	CRSH Crush & Reshape	9	Silver Bay Ln	0.031	0.062	\$20,856

Project Planner Summarized Projects By Year Report

wow 10 year plan

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
		RH (SI)	CRSH Crush & Reshape	9	Lauderhill Cir	0.066	0.132	\$44,402
		RH (SI)	CRSH Crush & Reshape	9	Heathgate Dr	0.279	0.558	\$187,700
Year 2026 Totals:						0.648	1.296	\$435,948
2027								
		RH (SI)	CRSH Crush & Reshape	9	Seaway Dr	0.338	0.676	\$227,461
		RH (SI)	CRSH Crush & Reshape	9	Windward Dr	0.320	0.640	\$215,347
		PM (CPM)	FGS - Fog Seal	9	Heathgate Dr	0.279	0.558	\$12,637
		PM (CPM)	FGS - Fog Seal	9	Seaway Dr	0.246	0.492	\$11,143
		PM (CPM)	FGS - Fog Seal	9	Lochinver Cir	0.026	0.052	\$1,178
		PM (CPM)	FGS - Fog Seal	9	Silver Bay Ln	0.031	0.062	\$1,404
		PM (CPM)	FGS - Fog Seal	9	Lauderhill Cir	0.066	0.132	\$2,989
Year 2027 Totals:						1.306	2.612	\$472,160
Report Totals:						10.738	21.476	\$3,242,605

Appendix 2

Demonstration Area #2

10-Year Comprehensive Strategy, \$325K

Annually

Projects By Year – 10 Years

Strategy Comprehensive Report

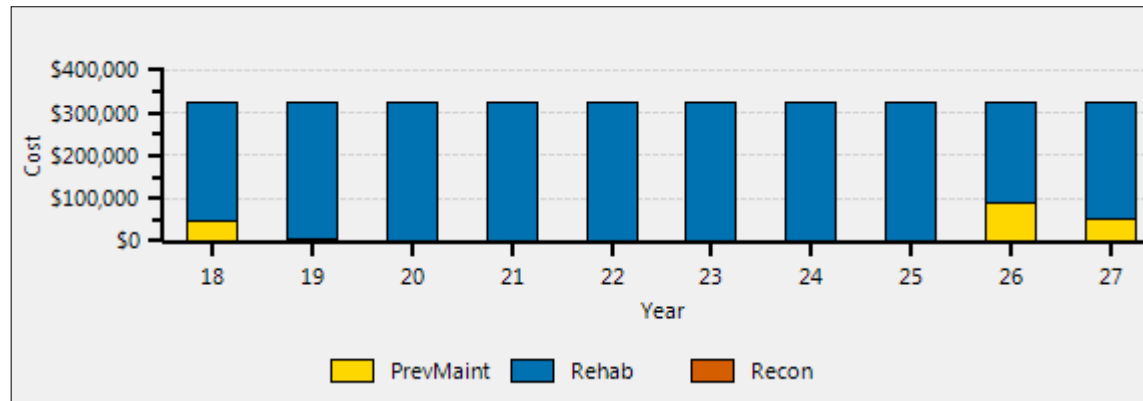
Aur-Forest Area 325K 10 Yrs

Base Year 2018
 Percent Inflation 0.03
 Number of Years 10
 Optimized Yes
 Current Filter Demo Area

Subtype	Treatment	Trigger	Reset	Cost/Ln Mile	Budget	Lane Miles	Year
Asphalt-Standard	RH (SI) CRSH Crush & Reshape	1 - 4	9	\$335,573.33			
					\$278,593	0.830	2018
					\$322,113	0.960	2019
					\$322,814	0.961	2020
					\$323,347	0.963	2021
					\$324,083	0.965	2022
					\$324,079	0.964	2023
					\$324,109	0.964	2024
					\$324,105	0.964	2025
					\$237,619	0.706	2026
					\$274,433	0.816	2027
	PM (CPM) CKS Crack Seal	6 - 7	7	\$6,066.13			
					\$1,007	0.166	2018
					\$765	0.126	2019
					\$583	0.096	2020
					\$437	0.072	2021
	PM (CPM) CPS - Cape Seal	4 - 6	9	\$50,336.00			
					\$45,403	0.902	2018
					\$2,115	0.042	2019
					\$1,612	0.032	2020
					\$1,209	0.024	2021
					\$907	0.018	2022
					\$907	0.018	2023
					\$908	0.018	2024
					\$908	0.018	2025
					\$87,391	1.732	2026
					\$50,573	1.002	2027

Strategy Comprehensive Report

Cost Distribution

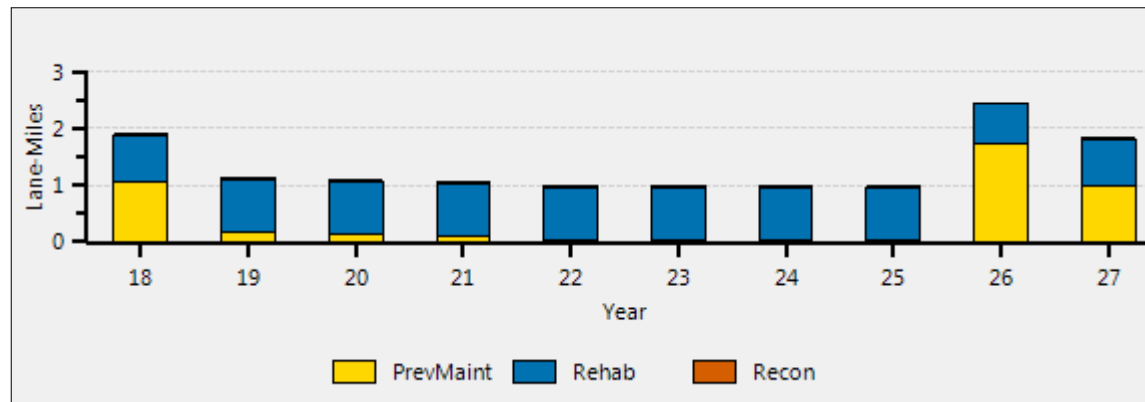


Aur-Forest Area 325K 10 Yrs

Maintenance Type	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Prev Maint	\$46,410	\$2,879	\$2,194	\$1,646	\$907	\$907	\$908	\$908	\$87,391	\$50,573
Rehab	\$278,593	\$322,113	\$322,814	\$323,347	\$324,083	\$324,079	\$324,109	\$324,105	\$237,619	\$274,433
Recon	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$325,003	\$324,992	\$325,008	\$324,993	\$324,990	\$324,986	\$325,017	\$325,013	\$325,010	\$325,006

Strategy Comprehensive Report

Maintenance Performed

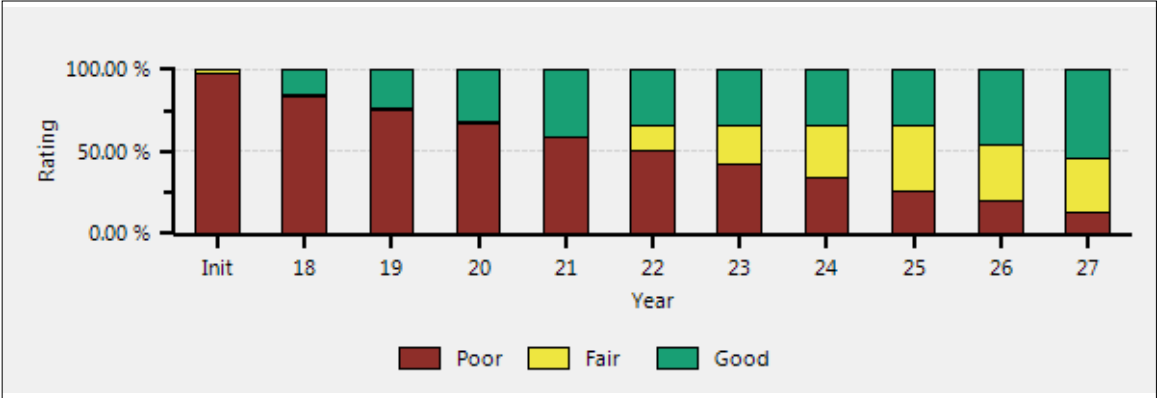


Aur-Forest Area 325K 10 Yrs

Maintenance Type in Lane Miles	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Prev Maint	1.068	0.168	0.128	0.096	0.018	0.018	0.018	0.018	1.732	1.002
Rehab	0.830	0.960	0.961	0.963	0.965	0.964	0.964	0.964	0.706	0.816
Recon	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	1.898	1.128	1.089	1.059	0.983	0.982	0.982	0.982	2.438	1.818

Strategy Comprehensive Report

Rating Distribution

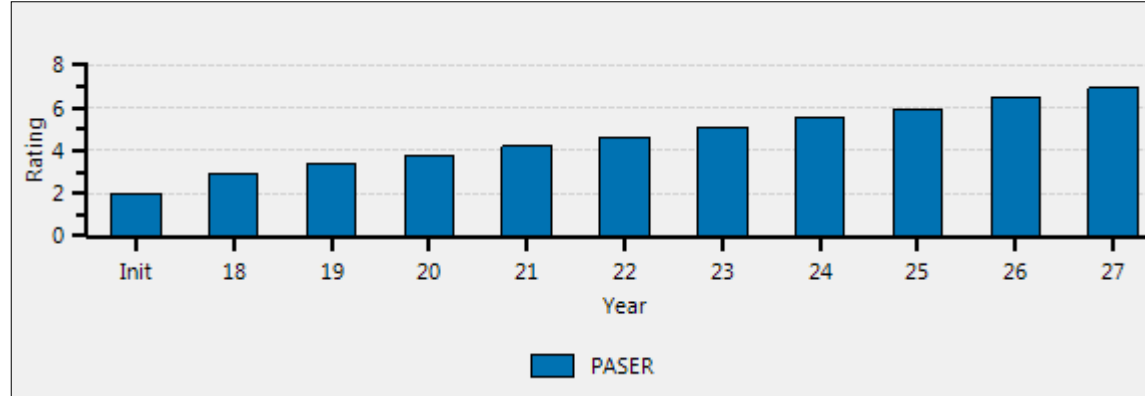


Aur-Forest Area 325K 10 Yrs

Initial Values					2018		2019		2020		2021		2022		2023		2024		2025		2026		2027	
Lane Miles	%	Rating																						
0.000	0.0	Good	1.732	14.9	2.734	23.6	3.727	32.1	4.714	40.6	3.965	34.2	3.945	34.0	3.934	33.9	3.929	33.8	5.384	46.4	6.220	53.6		
0.296	2.6	Fair	0.168	1.5	0.128	1.1	0.096	0.8	0.072	0.6	1.786	15.4	2.770	23.9	3.745	32.3	4.714	40.6	3.965	34.2	3.945	34.0		
11.310	97.5	Poor	9.708	83.6	8.748	75.4	7.787	67.1	6.824	58.8	5.860	50.5	4.895	42.2	3.931	33.9	2.967	25.6	2.261	19.5	1.445	12.5		
11.606	100.0	Total																						

Strategy Comprehensive Report

PASER Distribution

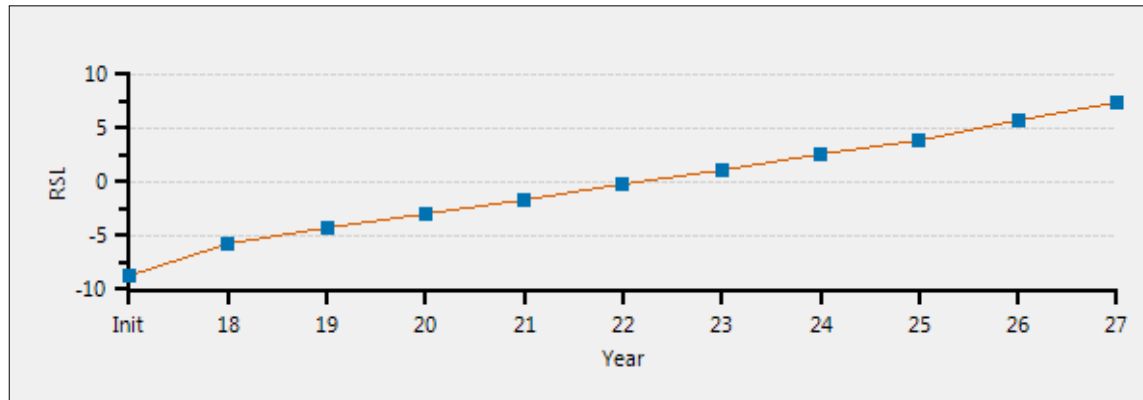


Aur-Forest Area 325K 10 Yrs

Initial Value		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Lane Miles	PASER										
0.000	10	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	9	1.732	1.002	0.993	0.987	0.983	0.982	0.982	0.982	2.438	1.818
0.000	8	0.000	1.732	2.734	3.727	2.982	2.963	2.952	2.947	2.946	4.402
0.166	7	0.168	0.128	0.096	0.072	1.786	2.770	3.745	4.714	3.965	3.945
0.000	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.130	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.772	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2.476	3	2.476	1.902	0.898	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2.966	2	2.966	2.740	2.210	2.830	2.476	2.476	1.902	0.898	0.000	0.000
5.096	1	4.266	4.106	4.679	3.994	3.384	2.419	2.029	2.069	2.261	1.445
2.012	Average	2.963	3.364	3.727	4.208	4.611	5.108	5.556	5.967	6.505	6.945

Strategy Comprehensive Report

RSL Distribution



Aur-Forest Area 325K 10 Yrs

Initial Value		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Lane Miles	RSL										
0.000	13	1.732	1.002	0.993	0.987	0.983	0.982	0.982	0.982	2.438	1.818
0.000	12	0.000	1.732	1.002	0.993	0.987	0.983	0.982	0.982	0.982	2.438
0.000	11	0.000	0.000	1.732	1.002	0.993	0.987	0.983	0.982	0.982	0.982
0.000	10	0.000	0.000	0.000	1.732	1.002	0.993	0.987	0.983	0.982	0.982
0.000	9	0.042	0.032	0.024	0.018	1.732	1.002	0.993	0.987	0.983	0.982
0.000	8	0.042	0.032	0.024	0.018	0.018	1.732	1.002	0.993	0.987	0.983
0.000	7	0.042	0.032	0.024	0.018	0.018	0.018	1.732	1.002	0.993	0.987
0.166	6	0.042	0.032	0.024	0.018	0.018	0.018	0.018	1.732	1.002	0.993
0.000	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.130	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.276	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.496	-1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	-2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.898	-3	0.898	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1.004	-4	1.004	0.898	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.574	-5	0.574	1.004	0.898	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.000	-6	0.000	0.574	1.004	0.898	0.000	0.000	0.000	0.000	0.000	0.000
0.354	-7	0.354	0.000	0.574	1.004	0.898	0.000	0.000	0.000	0.000	0.000
0.278	-8	0.278	0.354	0.000	0.574	1.004	0.898	0.000	0.000	0.000	0.000
1.534	-9	1.534	0.278	0.354	0.000	0.574	1.004	0.898	0.000	0.000	0.000
0.800	-10	0.800	1.534	0.278	0.354	0.000	0.574	1.004	0.898	0.000	0.000
0.898	-11	0.898	0.800	1.534	0.278	0.354	0.000	0.574	1.004	0.898	0.000

Strategy Comprehensive Report

1.426	-12	1.426	0.898	0.800	1.534	0.278	0.354	0.000	0.574	1.004	0.898
0.874	-13	0.874	1.426	0.898	0.800	1.534	0.278	0.354	0.000	0.359	0.547
1.254	-14	1.068	0.874	1.426	0.898	0.800	1.534	0.278	0.354	0.000	0.000
0.044	-15	0.000	0.108	0.021	0.484	0.418	0.253	0.823	0.137	0.000	0.000
-8.756	Average	-5.653	-4.301	-2.947	-1.604	-0.223	1.151	2.510	3.918	5.789	7.337

Project Planner Summarized Projects By Year Report

Lansing (CityVillage)

Report Module: Planner Evaluation

Today's Date: Wednesday, April 24, 2019

ForRelius 10 yr 4-24-19

Last Modified: 4/24/2019

Percent Inflation: 0.03

Number of Years: 10

Strategy/Filter Name: Aur-Forest Area 325K 10 Yrs

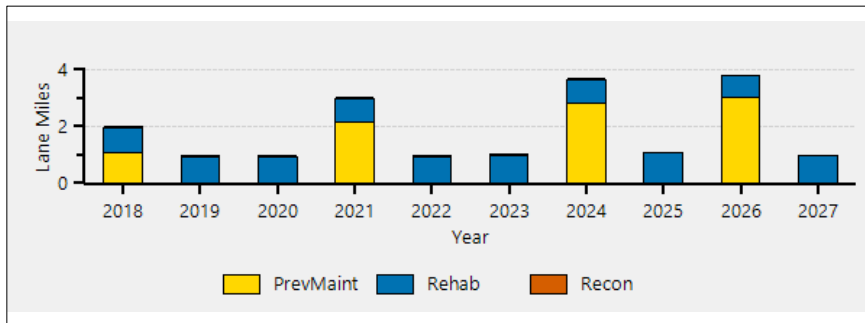
Strategy Filter: Demo Area

Plan Memo:

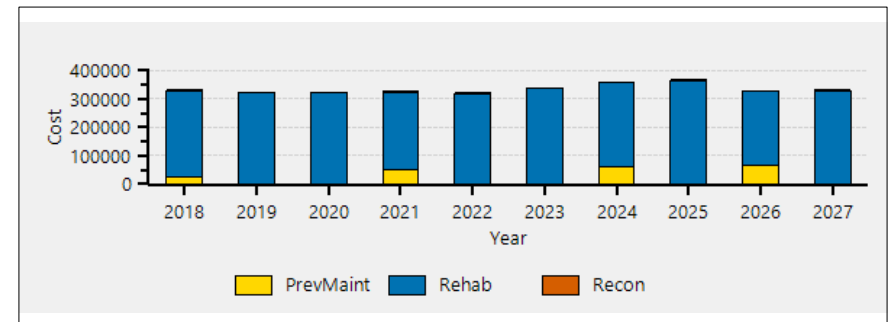
Project Planner Summarized Projects By Year Report

ForRelius 10 yr 4-24-19

Type of Maintenance Performed - Lane Miles



Type of Maintenance Performed - Cost



Project Planner Summarized Projects By Year Report

ForRelius 10 yr 4-24-19

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
2018								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Tammany Ave	0.069	0.138	\$46,309
		RH (SI)	CRSH Crush & Reshape	9	Canarsie Dr	0.112	0.224	\$75,168
		RH (SI)	CRSH Crush & Reshape	9	Narraganset Dr	0.097	0.194	\$65,101
		RH (SI)	CRSH Crush & Reshape	9	Stoneleigh Dr	0.180	0.360	\$120,806
		PM (CPM)	FGS - Fog Seal	9	Provincial House Dr	0.187	0.374	\$8,447
		PM (CPM)	FGS - Fog Seal	9	Callihan Ct	0.083	0.166	\$3,749
		PM (CPM)	FGS - Fog Seal	9	Artisan Dr	0.199	0.398	\$8,989
		PM (CPM)	FGS - Fog Seal	9	Stoneleigh Dr	0.065	0.130	\$2,936
Year 2018 Totals:						0.992	1.984	\$331,508
2019								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Hamelon St	0.278	0.556	\$186,635
		RH (SI)	CRSH Crush & Reshape	9	Scarborough Rd	0.135	0.270	\$90,632
		RH (SI)	CRSH Crush & Reshape	9	Robinson Rd	0.072	0.144	\$48,337
Year 2019 Totals:						0.485	0.970	\$325,604
2020								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Robinson Rd	0.276	0.552	\$185,348
		RH (SI)	CRSH Crush & Reshape	9	Trudy Ln	0.206	0.412	\$138,339
Year 2020 Totals:						0.482	0.964	\$323,687

Project Planner Summarized Projects By Year Report

ForRelius 10 yr 4-24-19

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
2021								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Staten Ave	0.379	0.758	\$254,594
		RH (SI)	CRSH Crush & Reshape	9	Trudy Ln	0.036	0.072	\$24,183
		PM (CPM)	FGS - Fog Seal	9	Tammany Ave	0.119	0.238	\$5,380
		PM (CPM)	FGS - Fog Seal	9	Narraganset Dr	0.097	0.194	\$4,386
		PM (CPM)	FGS - Fog Seal	9	Robinson Rd	0.348	0.696	\$15,734
		PM (CPM)	FGS - Fog Seal	9	Hamelon St	0.278	0.556	\$12,569
		PM (CPM)	FGS - Fog Seal	9	Scarborough Rd	0.135	0.270	\$6,104
		PM (CPM)	FGS - Fog Seal	9	Canarsie Dr	0.112	0.224	\$5,064
Year 2021 Totals:						1.504	3.008	\$328,015
2022								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Stoneleigh Dr	0.233	0.466	\$156,565
		RH (SI)	CRSH Crush & Reshape	9	Solomon Dr	0.125	0.250	\$83,994
		RH (SI)	CRSH Crush & Reshape	9	Champion Way	0.121	0.242	\$81,306
Year 2022 Totals:						0.479	0.958	\$321,865
2023								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Wabash Rd	0.349	0.698	\$234,582
		RH (SI)	CRSH Crush & Reshape	9	Greenwich Ct	0.067	0.134	\$45,034
		RH (SI)	CRSH Crush & Reshape	9	Champion Way	0.052	0.104	\$34,952
		RH (SI)	CRSH Crush & Reshape	9	Truman Cir	0.036	0.072	\$24,198
Year 2023 Totals:						0.504	1.008	\$338,766

Project Planner Summarized Projects By Year Report

ForRelius 10 yr 4-24-19

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
2024								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Manley Dr	0.440	0.880	\$295,836
		PM (CPM)	FGS - Fog Seal	9	Stoneleigh Dr	0.233	0.466	\$10,544
		PM (CPM)	FGS - Fog Seal	9	Solomon Dr	0.125	0.250	\$5,657
		PM (CPM)	FGS - Fog Seal	9	Champion Way	0.173	0.346	\$7,829
		PM (CPM)	FGS - Fog Seal	9	Wabash Rd	0.349	0.698	\$15,794
		PM (CPM)	FGS - Fog Seal	9	Greenwich Ct	0.067	0.134	\$3,032
		PM (CPM)	FGS - Fog Seal	9	Staten Ave	0.379	0.758	\$17,152
		PM (CPM)	FGS - Fog Seal	9	Trudy Ln	0.036	0.072	\$1,629
		PM (CPM)	FGS - Fog Seal	9	Truman Cir	0.036	0.072	\$1,629
Year 2024 Totals:						1.838	3.676	\$359,103
2025								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Wabash Rd	0.079	0.158	\$53,132
		RH (SI)	CRSH Crush & Reshape	9	Stoneleigh Dr	0.467	0.934	\$314,084
Year 2025 Totals:						0.546	1.092	\$367,216
2026								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Provincial House Dr	0.198	0.396	\$133,206
		RH (SI)	CRSH Crush & Reshape	9	Stoneleigh Dr	0.105	0.210	\$70,640
		RH (SI)	CRSH Crush & Reshape	9	Geert Ct	0.083	0.166	\$55,839
		PM (CPM)	FGS - Fog Seal	9	Wabash Rd	0.079	0.158	\$3,577
		PM (CPM)	FGS - Fog Seal	9	Stoneleigh Dr	0.532	1.064	\$24,090
		PM (CPM)	FGS - Fog Seal	9	Manley Dr	0.440	0.880	\$19,924
		PM (CPM)	FGS - Fog Seal	9	Provincial House Dr	0.187	0.374	\$8,468
		PM (CPM)	FGS - Fog Seal	9	Callihan Ct	0.083	0.166	\$3,758
		PM (CPM)	FGS - Fog Seal	9	Artisan Dr	0.199	0.398	\$9,011
Year 2026 Totals:						1.906	3.812	\$328,513

Project Planner Summarized Projects By Year Report

ForRelius 10 yr 4-24-19

Year	SubType	Maint. Type	Treatment	Reset	Road Name	Length	Lane Length	Surface Cost
2027								
	Asphalt-Standard	RH (SI)	CRSH Crush & Reshape	9	Tammany Ave	0.090	0.180	\$60,566
		RH (SI)	CRSH Crush & Reshape	9	Leawood Dr	0.284	0.568	\$191,121
		RH (SI)	CRSH Crush & Reshape	9	Aurora Dr	0.119	0.238	\$80,082
Year 2027 Totals:						0.493	0.986	\$331,770
Report Totals:						9.229	18.458	\$3,356,046

APPENDIX F: MEETING MINUTES VERIFYING PLAN ACCEPTANCE BY GOVERNING BODY

**RESOLUTION 2020-
BY THE COMMITTEE ON GENERAL SERVICES
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING**

WHEREAS, the City of Lansing Department of Public Service will be reconstructing the existing Willard Ave sanitary pump station and associated utilities in the Willard Ave right-of-way west of Aurelius Rd; and

WHEREAS, this pump station reconstruction and associated utility improvements, are necessary to support and serve the forthcoming, new McLaren Greater Lansing Hospital Development; and

WHEREAS, this pump station reconstruction work requires 24-hour by-pass pumping and monitoring of sanitary flows to ensure continued service for approximately 1,000 City of Lansing tax parcels; and

WHEREAS, in accordance with the construction contract, the contractor, Hoffman Brothers, Inc., is required to complete a large amount of work in a short timeframe prior to the late-October completion date; and

WHEREAS, for the period from September 19, 2020, through October 19, 2020, Hoffman Brothers, Inc. has requested a waiver of the noise ordinance at the project site on Saturdays from 7:00 AM to 5:00 PM and on Sundays from 12:00 PM to 5:00 PM; and

WHEREAS, the City of Lansing Public Service Department recommends that the contractor be granted the requested noise waiver in order to:

- limit the amount of time local access for property owners is impacted; and
- keep the project on-schedule.

NOW THEREFORE BE IT RESOLVED that a public hearing be held on _____, _____, 2020, at 7:00 PM in the City of Lansing Council Chambers, 124 W. Michigan, in consideration of the request for granting a waiver of the noise ordinance for construction noise at and around the Willard Avenue Pump Station and Sanitary Force Main Rehabilitation project on Saturdays from 7:00 AM to 5:00 PM and Sundays from 12:00 PM to 5:00 PM for the period September 19, 2020, through October 19, 2020.

BE IT FINALLY RESOLVED that the City Clerk is directed to mail notice of the public meeting to all residential properties within 500 feet of the project.

BY THE COMMITTEE ON WAYS AND MEANS
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, due to the ongoing effects of the COVID-19 pandemic on the businesses within the City of Lansing, the City and the Lansing Economic Development Corporation (LEDC) have determined that there is a need for a single position responsible for locating and obtaining additional funds to assist business recovery; and

WHEREAS, the LEDC will provide the City with \$100,000.00 in funding for such a position, with no City match, if the City will administrate and establish the contract for the position.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves acceptance of the \$100,000.00 grant for the purposes of funding an Economic Recovery Resource Developer position;

BE IT FINALLY RESOLVED, the Administration is authorized to execute any documents necessary to accept the funds, receive the funds, create the necessary accounts, and make necessary transfers for administration in accordance with the requirements of the LEDC.

BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Engineering Division of the Public Service Department Has conducted a Traffic Signal Removal/Upgrade Study at the intersection of Cesar E. Chavez Avenue and High Street to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants;

WHEREAS, the Traffic Signal Removal/Upgrade Study was conducted as part of an overall evaluation of the Traffic Signal System to determine if the signal should be modernized or removed as a result of recent traffic volume reductions;

WHEREAS, the Engineering Division's study determined the existing traffic volumes at the intersection of Cesar E. Chavez Avenue and High Street do not meet current MMUTCD Traffic Signal Warrants;

WHEREAS, field observations determined the placement of the traffic signal in flash on Cesar E. Chavez Avenue at High Street would improve traffic operations at the intersection;

WHEREAS, The Engineering Division has received no complaints from businesses or residents since the signal was placed in flash on May 6, 2019;

WHEREAS, there have been no reported accidents at this intersection since the signal was placed in flash;

WHEREAS, Based on the observations and no public concern, the City of Lansing's Transportation Section recommends the permanent removal of the traffic signals with stop signs installed on High Street requiring all High Street traffic to stop prior to entering the intersection at Cesar E. Chavez Avenue;

WHEREAS, the Public Service Board has reviewed and voted unanimously to recommend the removal of traffic signals and the installation of stop signs on High Street at the Cesar E Chavez Avenue and High Street intersection;

WHEREAS, the draft minutes for the Public Service Board containing their review of this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Engineering Division;

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Administration;

BY THE COMMITTEE ON PUBLIC SAFETY
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 20-07, thereby authorizing the Transportation Engineer to install stop signs on High Street at the High Street and Cesar E. Chavez Avenue intersection;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-07 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

RESOLUTION # _____
BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City of Lansing (City) and Delta Charter Township (Township) are "local units" as defined by Public Act 425 of 1984, as amended (Act 425), (MCL 124.21 et seq.); and

WHEREAS, Act 425 enables two local units of government to conditionally transfer property by written agreement for the purpose of economic development projects; and

WHEREAS, on September 16, 2005, the City and Township conditionally transferred certain property from the Township to the City pursuant to Act 425; and

WHEREAS, a proposed First Amendment to the Agreement for Conditional Transfer of Property Pursuant to 1984 P.A. 425 Executed on the 16th Day of September, 2005 (Renewal Agreement) providing for the continuation of the original PA 425 agreement and for matters permitted and required under Act 425 has been negotiated and prepared; and

WHEREAS, the proposed Renewal Agreement was placed on file with the City Clerk on _____; and

WHEREAS, the proposed Renewal Agreement has been presented to Council for review and approval;

NOW, THEREFORE, BE IT RESOLVED that the City finds that the continuation of the conditional transferred property from the Township to the City pursuant to the Renewal Agreement on file with the City Clerk will provide for the division of municipal powers, functions, and responsibilities to allow for the joint administration of the transferred area and will continue to support economic development and be beneficial to the residents of the City and the Township.

BE IT FURTHER RESOLVED that the Lansing City Council hereby approves the City entering into the Renewal Agreement as on file in the office of the City Clerk.

BE IT FURTHER RESOLVED that pursuant to and in compliance with Act 425, the Mayor is hereby authorized to execute the Renewal Agreement that will continue the Conditional Transfer of Property Pursuant to 1984 PA 425, subject to the City Attorney's prior approval and correction of minor technical revisions, if any, for the property particularly described in Exhibit A, attached hereto and part hereof.

BE IT FINALLY RESOLVED that after the Renewal Agreement is executed, the City Clerk will file a duplicate original of the Renewal Agreement with the County Clerk of the County of Ingham and with the Secretary of the State of Michigan in the office of the Great Seal.

EXHIBIT A
LEGAL DESCRIPTION OF Transferred Area

PART OF THE NORTHWEST ¼ OF SECTION 27, T4N, R3W, DELTA TOWNSHIP, EATON COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 27; THENCE SOUTH 89 DEG 52' 09" EAST, 1400 FEET ALONG THE NORTH LINE OF SAID SECTION 27; THENCE SOUTH 00 DEG 19' 48" WEST, 800 FEET PARALLEL WITH THE WEST LINE OF SAID SECTION 27; THENCE NORTH 89 DEG 52' 09" WEST, 1400 FEET PARALLEL WITH SAID NORTH LINE TO SAID WEST LINE; THENCE NORTH 00 DEG 19' 48" EAST, 800 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING. CONTAINS 25.711 ACRES.

RESOLUTION # _____
BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City of Lansing (City) and Delta Charter Township (Township) are "local units" as defined by Public Act 425 of 1984, as amended (Act 425), (MCL 124.21 et seq.); and

WHEREAS, Act 425 enables two local units of government to conditionally transfer property by written agreement for the purpose of economic development projects; and

WHEREAS, on August 4, 2005, the City and Township conditionally transferred certain property from the Township to the City pursuant to Act 425; and

WHEREAS, a proposed First Amendment to the Agreement for Conditional Transfer of Property Pursuant to 1984 P.A. 425 Executed on the 4th Day of August, 2005 (Renewal Agreement) providing for the continuation of the original PA 425 agreement and for matters permitted and required under Act 425 has been negotiated and prepared; and

WHEREAS, the proposed Renewal Agreement was placed on file with the City Clerk on _____; and

WHEREAS, the proposed Renewal Agreement has been presented to Council for review and approval;

NOW, THEREFORE, BE IT RESOLVED that the City finds that the continuation of the conditional transferred property from the Township to the City pursuant to the Renewal Agreement on file with the City Clerk will provide for the division of municipal powers, functions, and responsibilities to allow for the joint administration of the transferred area and will continue to support economic development and be beneficial to the residents of the City and the Township.

BE IT FURTHER RESOLVED that the Lansing City Council hereby approves the City entering into the Renewal Agreement as on file in the office of the City Clerk.

BE IT FURTHER RESOLVED that pursuant to and in compliance with Act 425, the Mayor is hereby authorized to execute the Renewal Agreement that will continue the Conditional Transfer of Property Pursuant to 1984 PA 425, subject to the City Attorney's prior approval and correction of minor technical revisions, if any, for the property particularly described in Exhibit A, attached hereto and part hereof.

BE IT FINALLY RESOLVED that after the Renewal Agreement is executed, the City Clerk will file a duplicate original of the Renewal Agreement with the County Clerk of the County of Ingham and with the Secretary of the State of Michigan in the office of the Great Seal.

EXHIBIT A
LEGAL DESCRIPTION OF TRANSFERRED AREA

PART OF THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 SECTION 27, T4N, R3W, DELTA TOWNSHIP, EATON COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 27; THENCE SOUTH 00°19'48" WEST, 800 FEET ALONG THE WEST LINE OF SAID SECTION 27 TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°52'09" EAST, 1000 FEET PARALLEL WITH THE NORTH LINE OF SAID SECTION 27; THENCE SOUTH 00°19'48" WEST, 1013.53 FEET PARALLEL WITH SAID WEST LINE; THENCE NORTH 89°54'42" WEST, 299.50 FEET PARALLEL WITH THE EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF CENTRAL CIRCLE DRIVE; THENCE SOUTH 00°19'48" WEST, 340.50 FEET PARALLEL WITH SAID WEST LINE; THENCE NORTH 89°54'42" WEST, 700.50 FEET PARALLEL WITH THE EXTENSION OF SAID SOUTH RIGHT OF WAY LINE TO SAID WEST LINE; THENCE NORTH 00°19'48" EAST, 1354.77 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING. CONTAINS 28.751 ACRES MORE OR LESS.

RESOLUTION # _____
BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City of Lansing (City) and Delta Charter Township (Township) are "local units" as defined by Public Act 425 of 1984, as amended (Act 425), (MCL 124.21 et seq.); and

WHEREAS, Act 425 enables two local units of government to conditionally transfer property by written agreement for the purpose of economic development projects; and

WHEREAS, on November 28, 2005, the City and Township conditionally transferred certain property from the Township to the City pursuant to Act 425; and

WHEREAS, a proposed First Amendment to the Agreement for Conditional Transfer of Property Pursuant to 1984 P.A. 425 Executed on the 28th Day of November, 2005 (Renewal Agreement) providing for the continuation of the original PA 425 agreement and for matters permitted and required under Act 425 has been negotiated and prepared; and

WHEREAS, the proposed Renewal Agreement was placed on file with the City Clerk on _____; and

WHEREAS, the proposed Renewal Agreement has been presented to Council for review and approval;

NOW, THEREFORE, BE IT RESOLVED that the City finds that the continuation of the conditional transferred property from the Township to the City pursuant to the Renewal Agreement on file with the City Clerk will provide for the division of municipal powers, functions, and responsibilities to allow for the joint administration of the transferred area and will continue to support economic development and be beneficial to the residents of the City and the Township.

BE IT FURTHER RESOLVED that the Lansing City Council hereby approves the City entering into the Renewal Agreement as on file in the office of the City Clerk.

BE IT FURTHER RESOLVED that pursuant to and in compliance with Act 425, the Mayor is hereby authorized to execute the Renewal Agreement that will continue the Conditional Transfer of Property Pursuant to 1984 PA 425, subject to the City Attorney's prior approval and correction of minor technical revisions, if any, for the property particularly described in Exhibit A, attached hereto and part hereof.

BE IT FINALLY RESOLVED that after the Renewal Agreement is executed, the City Clerk will file a duplicate original of the Renewal Agreement with the County Clerk of the County of Ingham and with the Secretary of the State of Michigan in the office of the Great Seal.

EXHIBIT A
LEGAL DESCRIPTION OF TRANSFERRED AREA

Part of the Northwest 1/4 of Section 27, T4N, R3W, Delta Township, Eaton County, Michigan, described as: Commencing at the Northwest corner of said Section 27; thence S89°52'09"E 1400.00 feet along the North line of said Section 27 to the point of beginning of this description; thence continuing S89°52'09"E 1240.69 feet to the North 1/4 corner of said Section 27; thence S00°14'00"W 1602.30 feet along the North-South 1/4 line of said Section 27; thence N89°54'42"W 270.00 feet; thence N00°14'00"E 773.30 feet; thence N89°52'09"W 972.09 feet parallel with said North line; thence N00°19'48"E 829.21 feet parallel with the West line of said Section 27 to the point of beginning. Contains 28.42 acres.

BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

That the following grant acceptance is approved:

WHEREAS the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Public Law 116-136 provides for funding to reimburse and/or pay for qualifying hazard pay premiums for first responders who have performed hazardous duty or work involving physical hardship related to COVID-19.

WHEREAS the City of Lansing has applied to the Michigan Department of Treasury's First Responder Hazard Pay Premiums Program (FRHPPP) on July 22, 2020 and submitted a request for advance funding August 5, 2020.

WHEREAS the program provides up to \$1,000 in hazard pay for Law Enforcement Officers, Firefighters, Emergency Medical Technicians, Paramedics, and Corrections Officers whose services are substantially dedicated to mitigating or responding to the COVID-19 public health emergency.

WHEREAS the Michigan Department of Treasury has not yet announced grant awards for the FRHPPP program as of August 20, 2020.

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves the acceptance of the FRHPPP funds up to the requested amount of \$381,000, once awarded by the Michigan Department of Treasury; and,

BE IT FURTHER RESOLVED, the administration is authorized to create appropriation accounts and to make the necessary operating transfers for the expenditure and control of the balance of the awarded grant funds; and,

BE IT FINALLY RESOLVED, the administration is authorized to issue the awarded hazard pay premiums at any date following receipt of advance funding.