



South Westnedge Enhancement Projects

Office of the City Manager

October 2004

Table of Contents

	Page
Executive Summary	1
Significance of South Westnedge Avenue to the Area	2
South Westnedge Enhancement Projects – Background	3
South Westnedge Enhancement Projects	
State of Michigan Key Projects	3
City of Portage Key Projects	4
South Westnedge Enhancement Projects – Anticipated Results	7
South Westnedge Enhancement Projects – Conclusion	8
Appendix	9

EXECUTIVE SUMMARY

A major South Westnedge Avenue improvement program is proposed to be initiated in FY2005-2006 that will encourage private sector investment and reinvestment and address traffic improvement needs. Consistent with the City Council Mission Statement, action areas and goals and objectives, this \$19.9 million program consists of public improvements which will be specifically coordinated with the \$50 million State of Michigan I-94/South Westnedge Avenue overpass reconstruction.

The strength and vitality of the South Westnedge Avenue Commercial Corridor is key for this community and for Kalamazoo County. South Westnedge Avenue is the major transportation facility serving the regional retail center: An estimated market value of \$84 million of commercial facilities exists between Kilgore Road and Milham Avenue. South Westnedge Avenue is a principal gateway into the Portage community.

City of Portage Key Projects include:

- South Westnedge Avenue widening, Kilgore Road to Milham Avenue
- Market Place Street widening, West Fork Crossing to South Westnedge Avenue
- Market Place and South Westnedge Avenue intersection improvements
- South Westnedge Avenue traffic signal upgrades
- Local/neighborhood street improvements - Andy and Amos Avenues and New Hampshire and Idaho Avenues access improvements
- Utility Infrastructure Upgrades - water system and utility undergrounding

It is projected that for each dollar invested in public street and infrastructure improvements by the city, six dollars of new private investment will result within the next 10 year period. New and planned development and redevelopment activities by the private sector along this segment of South Westnedge Avenue will be facilitated through this initiative and will result in \$120 million of added market value (\$60 million taxable value) to the commercial sector tax base over the next ten years.

These important public improvements are recommended in anticipation of the State of Michigan planned changes to the I-94 interchange and related freeway reconstruction project and will:

- Enhance safety and traffic flow along South Westnedge Avenue
- Encourage the continued success of existing commercial businesses
- Foster private sector development/redevelopment activities
- Improve the aesthetic character of the corridor and protect adjacent neighborhoods

SOUTH WESTNEDGE ENHANCEMENT PROJECTS

The City Administration proposes a major corridor improvement program beginning in FY 2005 – 2006 to facilitate continued economic development and to address identified traffic improvement needs along South Westnedge Avenue. This improvement program is consistent with the City Council mission statement, action areas and goals and objectives, and will be an important complement to the I-94 widening and reconstruction programmed by the State of Michigan to begin in FY 2008.

Significance of South Westnedge Avenue to the Area

The significance of the South Westnedge Avenue Corridor cannot be overstated:

The strength and vitality of the South Westnedge Avenue Commercial Corridor is key for this community and for Kalamazoo County. South Westnedge Avenue and Portage Commerce Square function as the “core” of the central business area in the community and is a retail center serving southwest Michigan: More than four million square feet of commercial space is situated along the corridor, which extends from Kilgore Road to Centre Avenue. The central business area is anchored by The Crossroads Mall, a nearly one million square foot regional mall owned by General Growth Properties, Incorporated, a leading company in the shopping center industry.

The estimated market value of commercial property and property improvements in the vicinity of the I-94 and South Westnedge Avenue interchange, extending from Kilgore Road to Milham Avenue, is approximately \$84 million.

South Westnedge Avenue connects Portage Commerce Square with neighborhoods in Portage, and also in Kalamazoo and adjacent communities, and serves as one of the most important, and most visible, streets for businesses and residents in the City of Portage and for visitors from throughout Southwest Michigan.

As a gateway into the community, particularly from I-94, South Westnedge Avenue is a major north-south thoroughfare that carries thousands of vehicles on a daily basis and also establishes the image of the community. South Westnedge Avenue carried 59,260 vehicles at the peak of the 2003 holiday shopping season.

South Westnedge Enhancement Projects – Background

Important street improvements are planned to further enhance safety and traffic flow along South Westnedge Avenue, between Kilgore Road and Milham Avenue, and to improve the aesthetic character of the corridor. These improvements and related public actions are programmed at this time to act to encourage the continued success of existing commercial businesses, protect adjacent neighborhoods, accommodate private sector development/redevelopment activities and in anticipation of the planned changes to the I-94 interchange and related freeway widening and reconstruction project through the City of Portage.

Midwestern Consulting, a traffic engineering and planning firm, was engaged by the City Administration to review roadway function and traffic flow characteristics particularly along South Westnedge Avenue from Kilgore Road to West Milham Avenue. Midwestern has developed recommended traffic and access management strategies – South Westnedge Enhancement Projects – to ensure the safe and efficient functioning of the street network. (Executive Summary – Appendix 1).

The investment by the city in public infrastructure serving the South Westnedge Avenue Commercial Corridor – street and utility systems – is essential to ensure the continued strength and vitality of the commercial tax base within the community.

South Westnedge Enhancement Projects State of Michigan / City of Portage Key Projects

❖ State of Michigan Key Projects

The State of Michigan has programmed the widening and reconstruction of I-94 within the city limits. It is projected that the cost of the effort to reconstruct I-94 through the City of Portage will total approximately \$182 million including \$50 million associated with the I-94/South Westnedge interchange. Two projects are included in the FY 2004-14 Capital Improvement Program:

- I-94 widening improvements – The widening and reconstruction of 6.7 miles of I-94 between South 12th Street and Portage Road including bridge structures and sound walls is identified in the presentation/discussion at the Kalamazoo Regional Chamber of Commerce by Ms. Bobbi Welke, MDOT Southwest Region Engineer, to have an estimated cost of \$182 million (2003 unit prices) of which \$3.55 million is city share (Appendix 2). The improvements are projected to begin in FY2008.
- I-94 interchange/overpass – The current interchange will be replaced by the state with a new interchange utilizing the design of the Single Point Urban Interchange (SPUI) model to manage access and more efficiently move traffic along I-94 and at South Westnedge Avenue. The project is estimated to cost \$7.5 million with \$2.1 million being city share. The project will incorporate new on and off ramps, a multi-lane overpass and a seven-lane South Westnedge Avenue improvement at the freeway and is to commence in FY 2012.

Total Cost of State of Michigan Projects: \$182,000,000

❖ City of Portage Key Projects

To maintain the strength and vitality of the South Westnedge Avenue Commercial Corridor and also Portage Commerce Square and to facilitate anticipated growth and development, the City Administration is recommending key public improvement projects along South Westnedge Avenue that will be accomplished in concert with the I-94 widening and interchange reconstruction by the State of Michigan. Investment in the projects by the City of Portage will total an estimated \$19.9 million and will be programmed in the annual Capital Improvement Program in the years between FY 2005 and FY 2013. This initiative will allow the city to capitalize on the funding and timing of the investment being planned by the State of Michigan. Attached (Appendix 3) is a map of the South Westnedge Avenue Commercial Corridor between Kilgore Road and West Milham Avenue that illustrates the proposed South Westnedge Enhancement Projects. Also in the appendix is additional information that identifies the project components planned along South Westnedge Avenue, between Kilgore Road and I-94 (Appendix 4), at the I-94/South Westnedge Avenue interchange (Appendix 5) and along South Westnedge Avenue, between I-94 and Milham Avenue (Appendix 6).

The projects are proposed to be funded and accomplished using available Federal funds, Michigan Transportation Fund, General Obligation and Utility Revenue Bonds, Capital Improvement Program funds, and as appropriate, through an amended Development Plan/Tax Increment Finance Plan using tax increment revenue captured from projects in the Downtown Development Authority area. Importantly, this initiative has been planned such that no tax increase is necessary to complete the following key projects.

- South Westnedge Avenue Widening – Anticipated growth and development of vacant and underutilized properties necessitates widening South Westnedge Avenue. With changes to I-94 including the installation of the Single Point Urban Interchange (SPUI) at I-94 and South Westnedge Avenue by the State of Michigan, additional lanes to ensure safe and efficient traffic movements are planned and will include approximately 1200 feet of a raised safety median with brick pavers north and south of the interchange. Consistent with the state access control and safety design, particularly for left turning vehicles, approximately 1000 feet of brick paver/landscaped boulevard up to 12 feet in width from south of Market Place/Andy Avenue north to Old Kilgore is also planned by the city. An added benefit to improved functionality will be enhanced aesthetics along the corridor. Improvements include the provision of three travel lanes and designated left turn locations for north and south traffic flow, access management through driveway elimination/modification, water main and storm drainage modifications, street lighting, pedestrian infrastructure and blight elimination actions requiring property acquisition and environmental remediation activities.

Sources:	General Obligation Bonds	\$ 5,895,000
	Michigan Transportation Bonds	2,500,000
	Federal Funds	1,700,000
	Utility Revenue Bonds	1,000,000
	Special Assessment Bonds	500,000
	Capital Improvement Program	250,000
	Total Cost	\$11,845,000

- Market Place Street Widening – Anticipated development of The Trade Centre project and adjacent areas west of South Westnedge Avenue will require widening of Market Place from West Fork Crossing to South Westnedge Avenue, street lighting and pedestrian infrastructure and modifications to water main and storm drainage facilities. Five lanes, including dual left turn lanes at South Westnedge Avenue, will improve traffic flow and safety.

Sources:	DDA Tax Revenue/Bonds	\$ 500,000
	General Obligation Bonds	200,000
	Capital Improvement Program	150,000
	Utility Revenue Bonds	<u>100,000</u>
	Total Cost	\$ 950,000

- Market Place and South Westnedge Avenue Intersection – Traffic projections indicate the necessity to expand the intersection to accommodate current traffic and turning movements associated with existing development, the further construction of The Trade Centre project and the anticipated redevelopment of properties along South Westnedge Avenue. Planned improvements include brick paver/landscaped boulevard of up to 12 feet in width and dual left turn lanes on South Westnedge with appropriate traffic signal modifications. These improvements may require property acquisition along South Westnedge Avenue.

Sources:	Federal Funds	\$ 900,000
	DDA Tax Revenue/Bonds	500,000
	General Obligation Bonds	500,000
	Michigan Transportation Fund	250,000
	Utility Revenue Bonds	<u>250,000</u>
	Total Cost:	\$ 2,400,000

- South Westnedge Avenue Traffic Signal Upgrade – This infrastructure project will improve computer systems that facilitate traffic flow along the corridor extending south from Kilgore Road. The traffic management system will utilize upgraded technology to optimize traffic flow characteristics at Kilgore Road, Market Place/Andy Avenue, the SPUI, Idaho Avenue and West Milham Avenue.

Sources:	Capital Improvement Program	\$ <u>250,000</u>
	Total Cost:	\$ 250,000

- Local/Neighborhood Street Improvement – The extension of a public connector drive with storm drainage facilities will be necessary between Amos Avenue and Andy Avenue to facilitate traffic flow and improve access to existing businesses due to the State of Michigan I-94 project. Access management through driveway elimination/modification will be employed, and to provide additional neighborhood protection, landscaping/buffering to create a transition between the major street and residential areas and eliminating blighting characteristics and sources of environmental concern will be accomplished. The public connector drive and related activities will necessitate the acquisition of right-of-way/easement area and buffer areas together with environmental remediation activities.

Sources:	General Obligation Bonds	\$ 1,100,000
	Capital Improvement Program	465,000
	Utility Revenue Bonds	<u>150,000</u>
	Total Cost:	\$ 1,715,000

- Local/Neighborhood Street Improvement – The extension of a minimum width connector public street with curb and gutter and storm drainage facilities will occur between Idaho Avenue and New Hampshire Drive to facilitate access into and out of these residential areas due to the State of Michigan I-94 project. Access management through driveway elimination and/or consolidation will be necessary, and to provide additional neighborhood protection, landscaping and buffering to create space and a transition between the major street and residential areas and eliminating blighting characteristics and sources of environmental concern will be accomplished. These public street and related project activities will necessitate the acquisition of right-of-way and buffer areas, environmental remediation and vacation and removal of existing New Hampshire Drive near South Westnedge Avenue.

Sources:	General Obligation Bonds	\$ 800,000
	Capital Improvement Program	290,000
	Utility Revenue Bonds	<u>150,000</u>
	Total Cost:	\$ 1,240,000

- Utility Infrastructure Upgrades – A new water main extension on the west side of South Westnedge between New Hampshire and Trade Centre Way will be installed. An additional component will include the undergrounding/relocating of existing overhead wires along South Westnedge Avenue to enhance the safety and appearance of the corridor.

Sources:	Utility Revenue Bonds	\$ 500,000
	Capital Improvement Program	500,000
	DDA revenue/Bonds	250,000
	Michigan Transportation Fund	<u>250,000</u>
	Total Cost:	\$ 1,500,000

Total Cost of City of Portage Key Projects: \$ 19,900,000

South Westnedge Enhancement Projects – Anticipated Results

In 2004, the existing tax base along the South Westnedge Avenue Corridor equaled \$84 million (\$37 million of taxable value), as indicated in the City Assessor property tax records. In addition to this significant level of existing commercial sector tax base, the anticipated development of The Trade Centre projects, the newly developing projects and future development and redevelopment activities by the private sector along this part of South Westnedge Avenue, are projected to add \$120 million of new market value (\$60 million taxable value) to the commercial sector of this community.

It is projected that for each dollar invested in public street and infrastructure improvements by the city, six dollars of new private investment will result within the next 10 year period. The total cost of the City of Portage Key Projects is \$19.9 million. The anticipated development and redevelopment along this segment of South Westnedge Avenue will result in very significant private investment and will expand the current commercial sector tax base accordingly. The accompanying table summarizes the positive tax revenue enhancement anticipated with the South Westnedge Enhancement Projects, which will significantly benefit the City of Portage and, importantly, all affected taxing units.

South Westnedge Avenue Market/Taxable Values and Tax Revenue Estimates

	<u>Values</u>		<u>Millage Rates</u>	<u>Estimated Annual Taxes</u>
	<u>Market Value</u>	<u>Taxable Value</u>		
2004	\$ 83,985,000	\$37,428,746	51.8387 (all tax units) 10.1442 (Portage)	\$1,940,258 \$379,685
New	\$120,000,000	\$60,000,000	51.8387 (all tax units) 10.1442 (Portage)	\$3,110,322 \$608,652
Totals	\$201,572,000	\$97,428,746	51.8387 (all units) 10.1442 (Portage)	\$5,050,579 \$988,337

Note: Calculated market values and taxable values for properties along this segment of South Westnedge Avenue and annual tax revenue estimates by the Office of the City Assessor. Tax revenue is determined using taxable values of real and personal property.

The existing and projected private sector investments are displayed on the Projected Developments Map (Appendix 7) and detailed on the South Westnedge Avenue Property Values and Tax Revenue Estimates Table (Appendix 8), which specifically identify existing properties within the corridor and a number of development/redevelopment projects (twelve) along South Westnedge Avenue between Kilgore Road and Milham Avenue that are anticipated to occur within the next 10 year period. These anticipated investments include new commercial and office developments by The Hinman Company, a store renovation/upgrade by Meijer, Incorporated, new office and commercial developments along Trade Centre Way by H&G LLC, and restaurant and retail projects by PlazaCorp and the Meyer C. Weiner Company, among other property owners and developers.

South Westnedge Enhancement Projects – Conclusion

The improvements proposed comport with specific community objectives adopted by City Council:

- **Transportation:** *Continue to plan and implement improvements to move traffic safely and effectively through the community.*
 - By –
 - Improving traffic safety and maintaining levels of service along South Westnedge Avenue
 - Facilitating access to planned office and commercial properties
 - Enhancing the function of key street intersections
 - Implementing access management strategies

- **Economic Development:** *Develop an infrastructure improvement strategy to ensure the continued strength of the central business area.*
 - By –
 - Taking full advantage of planned I-94 improvements to be accomplished by the State of Michigan
 - Constructing essential infrastructure to encourage private sector investment and reinvestment in property and associated job creation

- **Community Development:** *Further promote the quality of life in Portage by maintaining effective planning and development programs to promote growth and development.*
 - By –
 - Encouraging development consistent with adopted community plans
 - Addressing environmental concerns and eliminating sources of pollution
 - Implementing neighborhood protection measures

- **Finance and Budgeting:** *Maintain the financial health of the city.*
 - By –
 - Maximizing use of available federal and state funds
 - Utilizing a variety of financing methods including capital improvement millage, special assessments and captured tax increment revenue
 - Creating the environment to attract private sector investment and further strengthen and diversify the tax base of the community

The identified elements within the South Westnedge Enhancement Projects program will be included in the upcoming Ten-year Capital Improvement Program for the consideration of City Council.

APPENDIX

Appendix Number

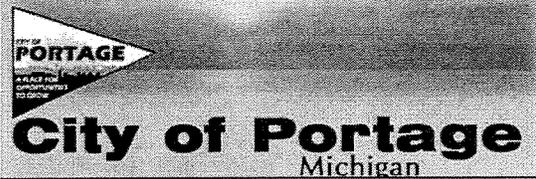
1. Midwestern Consulting, LLC, Traffic Impact Study Executive Summary
2. Presentation information from Ms. Bobbi Welke, Michigan Department of Transportation (Kalamazoo Regional Chamber of Commerce I-94 / US-131 discussion minutes, dated February 4, 2004)
3. South Westnedge Enhancement Projects - State of Michigan Key Projects and City of Portage Key Projects Map
4. South Westnedge Enhancement Projects - Kilgore Road to I-94 Project Components
5. South Westnedge Enhancement Projects - I-94 / South Westnedge Interchange Project Components
6. South Westnedge Enhancement Projects - I-94 to Milham Avenue Project Components
7. South Westnedge Enhancement Projects - Projected Developments Map
8. South Westnedge Property Values and Tax Revenue Estimates Table
9. South Westnedge Avenue / I-94 Improvements GIS Rendering Perspectives

**TRAFFIC IMPACT STUDY
FOR
TRADE CENTER SITE AND MDOT
SINGLE POINT URBAN INTERCHANGE**

CITY OF PORTAGE

EXECUTIVE SUMMARY

October 2004



Contact Information:
Ben Chen, PE, PTOE
 Midwestern Consulting, LLC
 3815 Plaza Drive
 Ann Arbor, MI 48108
 (734) 995-0200
bc@midwesternconsulting.com
<http://gis.midwesternconsulting.com>



Proposed development in the City of Portage Downtown Development Area will impact traffic volumes and traffic patterns along South Westnedge Avenue in the northernmost portion of the city. It is anticipated that the Trade Center project development will successfully continue and that redevelopment activities and further investment by the private sector will also occur in this area. Additionally, future physical changes to the configuration of the Interstate Highway 94 (I-94) interchange at South Westnedge Avenue are being planned and must be sufficient to convey future vehicle trips safely and efficiently through the area. Midwestern Consulting, LLC, was commissioned to: 1) examine existing traffic patterns; 2) develop an estimate of the anticipated increase in background traffic that will occur over the next ten years; 3) determine the impact on the future traffic flow occasioned by the full development of the Trade Center site; 4) identify traffic operations that will most likely accompany the construction of a replacement interchange at I-94 and Westnedge; and 5) suggest geometric and traffic management strategies aimed at mitigating any adverse impacts that are foreseen. This document summarizes the main report that details data gathered, the analysis methods used, and results and recommendations.

Based on the area development, the year 2014 PM peak hour capacity analysis is provided to display the projected traffic operations level-of-service performance for the Westnedge Avenue corridor.

Year 2014 PM Peak Hour Level of Service (before improvements)

Intersection	Control Type	LOS by Movement per Approach															
		NB				SB				EB				WB			
		Lt	T	Rt	Σ	Lt	T	Rt	Σ	Lt	T	Rt	Σ	Lt	T	Rt	Σ
Andy/Market Place	Signal	F	D	D	D	C	F	F	F	E	E	D	E	E	E	D	E
Trade Center Way	Stop	-	A	-	-	-	A	A	-	-	-	C	-	-	-	-	-
WB I-94 On Ramp	N/A	F	A	-	-	-	A	A	-	-	-	-	-	-	-	-	-
Amos	Stop	-	A	A	-	-	A	-	-	-	-	-	-	F	-	F	-
WB I-94 to SB Off Ramp	Yield	-	A	-	-	-	A	-	-	-	-	F	-	-	-	-	-
WB I-94 to NB Off Ramp	Stop	-	A	-	-	-	A	-	-	-	-	-	-	-	-	F	-
EB I-94 to SB Off Ramp	Stop	-	A	-	-	-	A	-	-	-	-	F	-	-	-	-	-
EB I-94 to NB Off Ramp	Yield	-	A	-	-	-	A	-	-	-	-	-	-	-	-	F	-
EB I-94 On-Ramp	N/A	-	A	A	-	F	A	-	-	-	-	-	-	-	-	-	-
New Hampshire	Stop	D	A	-	-	-	A	A	-	F	-	F	-	-	-	-	-
Dawnlee	Stop	-	A	A	-	D	A	-	-	-	-	-	-	F	-	D	-
Idaho	Signal	C	C	C	C	D	B	B	B	E	E	D	E	D	D	D	D

The PM hour represents the worst-case scenario since the traffic volumes, overall, are higher than in the AM and Midday cases. A level-of-service (LOS) rating for each intersection, based on control delay time, ranging from LOS A (the best) to LOS F (the worst), has been determined from the analysis. LOS A, B, C, and D typically represent acceptable operating conditions in urban areas during peak hours.

The signalized intersections of Andy/Market Place and Idaho have certain movements that will operate poorly in 2014. To mitigate poor level-of-service at the problem intersections, some modifications of the signal timing, geometric changes, and/or other improvement alternatives would be required.

RECOMMENDED IMPROVEMENTS

The final report analyzed various options and scenarios. Midwestern Consulting compiled a recommended course-of-action plan. The main improvements are as follows:

- Optimize the traffic signal timing plans along the Westnedge corridor to reflect the change in traffic patterns
- Add dual-left turn lanes at the NB and EB approaches and one more thru lane at the SB approach of the intersection of Westnedge and Andy/Market Place
- Widen South Westnedge Avenue to 6 lanes from Trade Center Way to Andy/Market Place
- Construct frontage-type connections between Andy and Amos on the east side of Westnedge as well as on the west side between New Hampshire and Idaho. The connections will provide alternative access to the properties in the areas where the proposed raised median in the MDOT SPUI would limit access
- Extend the proposed raised center median from Trade Center Way to Old Kilgore

Extending the median to Old Kilgore will yield the following:

- Improve the safety of Westnedge Avenue by prohibiting left turns from adjacent driveways attempting to cross multiple lanes of traffic.
- Compatible with the proposed MDOT SPUI plan
- Assist access management along the corridor
- Enhance the appearance and functionality of the major commercial area

This course-of-action plan simplifies and improves vehicular traffic operations, sets the path for organizing driveway access points and emphasizes traffic safety, all of which focus on benefiting the community. The plan will improve the level-of-service of the area traffic operations as illustrated in the following table.

Year 2014 PM Peak Hour Level of Service (after improvements)

Intersection	Control Type	LOS by Movement per Approach															
		NB				SB				EB				WB			
		Lt	T	Rt	Σ	Lt	T	Rt	Σ	Lt	T	Rt	Σ	Lt	T	Rt	Σ
Andy/Market Place	Signal	C	A	A	A	B	C	C	C	C	C	C	C	D	C	C	D
Trade Center Way	Stop	-	A	-	-	-	A	A	-	-	-	F	-	-	-	-	-
Amos	Stop	-	A	A	-	-	A	-	-	-	-	-	-	-	B	-	-
SPUI	Signal	C	B	-	B	D	A	-	B	C	-	-	C	D	-	-	D
New Hampshire	Stop	-	A	-	-	-	A	A	-	-	-	B	-	-	-	-	-
Dawnlee	Stop	-	A	A	-	D	A	-	-	-	-	-	-	F	-	D	-
Idaho	Signal	B	B	B	B	B	A	A	A	D	D	C	D	C	C	C	C

The improvement projects and funding sources should be discussed and a community endorsed course-of-action plan established that addresses the needs of the road system with regard to the needs of the community.

**I-94/US-131 CONNECTOR DISCUSSION
AGENDA FOR FEBRUARY 4, 2004**

1. Introductions/Welcome – 5 minutes
Chamber Representative: Marty Dodge

2. US-131; M-43 to M-89 Project Report – 5 minutes
MDOT Representative: Bobbi Welke

3. I-94 Widening Project Report – 20 minutes
MDOT Representative: Bobbi Welke
Parsons Brinckerhoff Representative: Dave Nummer

4. Ozone Attainment Challenge – 10 minutes
Congressman Upton's Representative: Ed Sackley
MDOT Representative: Bobbi Welke

5. Proposal Framework for MDOT Projects – 15 minutes
MDOT Representative: Bobbi Welke

6. I-94/US-131 Connector Proposal – 30 minutes
KCRC Representative: Ron Reid

7. What's Next – 5 minutes
Chamber Representative: Marty Dodge

PROPOSAL FRAMEWORK FOR MDOT PROJECTS
FEBRUARY 4, 2004

PROJECT DEVELOPMENT PROCESS WITH CONTEXT SENSITIVE DESIGN
(SOLUTIONS) FRAMEWORK

- Establish the decision process
- Identify project issues and community values
- Select project options
- Develop alternative solutions that reflect the context (community and environmental and engineering sensitivities)
- Evaluate alternatives and select preferred alternative

ACTION ITEMS

Arrange Resources to:

- a. Develop and implement a public involvement plan
 - Describe stakeholders
 - Identify what information they need to have meaningful input at each decision point
 - Identify what information is needed from them for KATS and MDOT to do its work at each decision point.
 - Determine what techniques will be used to achieve required information exchange
 - Develop a schedule of planned activities
 - Identify staff and budget resources needed to accomplish the planned activities
- b. Perform system modeling, if found meaningful, then;
- c. Perform corridor study, if found meaningful, then;
- d. Perform environmental clearances (environmental impact statement), if found meaningful, then;
- e. Perform the design of the preferred alternative

KALAMAZOO REGIONAL CHAMBER OF COMMERCE

I-94 / US-131 Connector Discussion

Wednesday, February 4, 2004

ATTENDEES:

Name	Representing	Phone
Ed Sackley	Cong. Fred Upton	269-385-0039
Juanita Halley	Rep. Lipsey	269-382-4676
Deb Shields	Senator George	269-226-0124
Dan DeGraw	City of Parchment	269-381-1801
Don Banner	City of Parchment	269-345-4017
Ron Fleckenstein	City of Parchment	269-349-3785
Terry L. Hageman	City of Parchment	269-344-5828
Dallas Williams	City of Portage	269-329-4436
Pat DiGiovanni	City of Kalamazoo	269-337-8031
Bobby Hopewell	City of Kalamazoo/NBA	269-341-6059
Bill Schomisch	City of Kalamazoo	269-337-8607
Jeff Sorensen	Cooper Charter Twp.	269-382-0223
Gary Cramer	Kalamazoo Township	269-381-8083
Ron Commissaris	Texas Township & COG	269-375-1591
John VanDyke	Oshtemo Township	269-375-4260
Don Gilmer	Kalamazoo County	269-381-8111
Ronald Reid	Kalamazoo County Road Commission	269-381-3171
Reed Youngs	Kalamazoo County Road Commission	269-381-3171
Daniel McGlin	Kalamazoo Board of Commissioners	269-324-3000
Marty Dodge	Kalamazoo Regional Chamber of Commerce	269-381-4000
Andy Wenzel	Kalamazoo Chamber; Transportation Committee	269-342-9831
Dave Sanford	Kalamazoo Chamber	269-207-1709
Bobbi Welke	MDOT - SW Region	269-337-3900
LeighAnn Mikesell	MDOT - Kzo TSC	269-377-3940
Mark Geib	MDOT - Kzo TSC	269-337-3950
Jason Latham	MDOT - SW Region	269-217-6354
Mark Barrone	MDOT - SW Region	269-337-3963
Julie Martin	MDOT - SW Region	269-208-7829
Jon Start	KATS	269-343-0766
Jill Bland	Southwest Michigan 1 st	269-553-9588
Brent Larson	Northside Business Assoc	269-226-7009
David Nummer	Parsons Brinckerhoff	517-886-7411
Pat Gibbons	Parsons Brinckerhoff	517-886-7413

DISCUSSION:

Mr. Marty Dodge began the meeting with introductions. The meeting agenda is attached. The Chamber of Commerce is very interested in the I-94/US-131 Connector Project and providing for a north by-pass through the City of Kalamazoo.

Ms. Bobbi Welke described the current status of the US-131 improvements between M-43 and M-89. Between April and May, the southbound right shoulder will be replaced, temporary ramps and guardrail built, and temporary crossovers built on the south and north ends of the project. This work will require a lane closure in each direction. Lane closures will not be allowed for southbound lanes from 6 a.m. to 9 a.m. Monday thru Friday, and northbound lanes from 6 a.m. to 9 a.m. and from 2 p.m. to 7 p.m. Monday thru Friday. User costs/liquidated damages for this portion of the project are \$70,000/day (was stated as \$35,000). Between June 1 and November 15, two way traffic will be maintained on the southbound lanes for the first stage and on the northbound lanes in the second. User cost/liquidated damages for this portion of the project are \$70,000/day.

Ms. Welke discussed that US-131 from 102nd to M-89 is programmed for construction between April and May 2005. Work will consist of concrete pavement repair.

Mr. Dave Nummer gave brief description of the I-94 Widening and Reconstruction project. I-94 is going to be reconstructed and widened one lane in each direction from just west of US-131 to just west of Sprinkle Road (6.7 miles total). 17 bridges are to be replaced. At the US-131 interchange, a southbound US-131 to eastbound I-94 slip ramp will be constructed, replacing the current southbound to eastbound loop ramp. The interchanges at US-131, Oakland Drive, Westnedge Avenue, and Portage Road are also planned to be reconstructed. A Single Point Urban Interchange will be provided at Westnedge Avenue. Two lanes of traffic plus auxiliary lanes between US-131 and Westnedge will be maintained throughout construction. The project has been split into 6 separate contracts. The Lovers Lane Bridge, Contract 6 is the first to be constructed, and includes widening I-94 for 1000 ft. in each direction. It is funded for construction in 2006. The next five contracts will be constructed from west to east, starting with the US-131 interchange, followed by the Oakland Drive interchange, the Westnedge Avenue interchange, Portage Road interchange, and finally east of Portage to Sprinkle. The remaining 5 contracts are not funded. The total cost is \$182 million based on year 2003 unit prices. The project is planned to be constructed over 11 years. Adjusting for inflation, the total cost is anticipated to be \$265 million when complete.

Ms. Welke indicated that the I-94 project would take 11 years due to funding constraints. MDOT-Southwest Region receives an allocation of approximately \$43 million per year, of which \$10 million per year is committed to construction of the existing portions of I-94 starting in 2007 and ending in 2011. Matching funds are necessary from MDOT-Lansing, which are not currently available. Additional funding will not be committed until the Federal Government approves a long term Transportation Funding Bill (TEA-21), and the State determines exactly how much revenue they will receive for highway projects and initiate prioritization modeling.

Mr. Ed Sackley of Congressman Upton's office gave a brief update of the status of the Transportation Funding Bill. President Bush has in his budget approximately \$256 billion allocated for TEA-21. The Senate and the Congress each have reauthorization bills for funding between \$317 billion and \$375 billion. Michigan has been lobbying for a return of \$0.95 instead of \$0.90 for every dollar of Federal Gas Tax paid. This provision is included in the Senate Bill. When the legislation is finalized, MDOT can determine how much federal money will be available for state transportation projects.

Mr. Sackley discussed the current Clean Air Act and Ozone Attainment Challenge. Due to pollution generated on the west and south sides of Lake Michigan, air currents, lake effect, and topography, high ozone levels in excess of federal standards are occurring in Kalamazoo and Calhoun counties, as well as other areas in northern Indiana and west Michigan. As a result, the Environmental Protection Agency (EPA) has designated these locations as Ozone Abatement Areas, and effective April 1, 2004, regulations to reduce ozone, such as reformulated gasoline and equipment, source point review (including construction), smog inspections for vehicles, and other regulations will be required. Mr. Sackley explained that even if all manufacturing was halted and no one lived in these areas, there would still be high ozone levels. Administrative rules are available that can grant exceptions, however environmental groups constantly challenge these exceptions and therefore legislative action is being pursued. Congressman Upton has introduced legislative relief as part of the current Energy Bill that would delay the requirements for Ozone Abatement for two years. If the Energy Bill is not passed he will attempt to attach this legislation to another bill.

Ms. Welke stated as a result of being in an Ozone Abatement Area, that the I-94 widening project will need to obtain an air quality review. If the above legislation is not passed, the Lovers Lane project will not be funded by the FHWA until the I-94 corridor project air quality review is approved. The air quality review requires a commitment of funding in specific years, something

MDOT is unable to do at this time. This could result in possible delay of the I-94/Lovers Lane Bridge reconstruction project.

Ms. Welke described the proposal framework for MDOT projects and the context sensitive design process (attached). An Executive Order from the Governor has been issued requiring MDOT to follow this process. This is a pro-active public involvement program. Mr. Nummer stated that this is no different than what has been done on the current I-94 Kalamazoo project, just different terminology.

Mr. Ron Reid discussed the I-94/US-131 Connector Proposal. He indicated that the top transportation priorities for the Kalamazoo Metropolitan Area included reconstruction and widening of I-94 in Kalamazoo and Portage, and investigating the possibility of connection of the US-131BR at the north end of the City of Kalamazoo with the I-94BL at the east end of the City of Kalamazoo.

Mr. Reid explained an idea that if the I-94/US-131 Connector was built prior to I-94 construction, I-94 could be closed with traffic detoured to the connector. Closing I-94 would reduce the time of construction and would reduce the overall cost of the I-94 project. It is possible savings resulting from more efficient construction with minimal maintenance of traffic could be applied to offset the cost of the I-94/US-131 Connector. A description of the proposal is attached, along with potential benefits and issues. Mr. Reid explained how this approach worked successfully on Sprinkle Road in Kalamazoo County. 30,000 vehicles were detoured, 3 bridges were constructed in less time, at lower cost and with higher quality than if a part-width construction alternative were used. Ms. Welke explained that this approach also worked successfully in Grand Rapids for reconstruction of the US 131 S-Curve.

The City of Kalamazoo expressed interest in the idea. They were concerned about the 11 years of construction of I-94 and the impact to the community. Mr. Nummer stated that even though traffic will be maintained on all interchange crossroads during construction, it is not advisable to concurrently construct adjacent roadways like Oakland and Westnedge. If I-94 is closed, construction could take 3 to 4 years with allowance for staggering work on the crossroads. Incentives could be provided to open I-94 from US-131 to Oakland Drive and from Sprinkle to Portage Road in less time to minimize impacts to the City of Portage.

The City of Kalamazoo inquired as to how long would it take to design and construct the I-94/US-131 Connector and then build I-94. Mr. Nummer indicated if a fast track approach were used, it would require approximately 2 years to do the design and obtain environmental clearance and 3 years to

purchase right of way and construct the I-94/US-131 Connector. I-94 would then be constructed approximately 3 years thereafter.

The City of Kalamazoo stated concern about the potential alignment of the I-94/US-131 Connector through the City of Kalamazoo. They were unwilling to commit to the idea until some alternatives were studied and the public was involved.

The City of Portage stated that impacts would need to be investigated to their community if I-94 were closed. Concern was raised about local business reaction. The City is interested in ways to reduce the anticipated construction time frame of I-94, without detouring I-94 completely. They have provided correspondence regarding some of the issues involving the I-94/US-131 Connector.

The City of Parchment expressed support for the idea. They questioned how a study for the I-94/US-131 Corridor should be pursued. FHWA would require system modeling, a corridor study, and then the environmental process to be performed. The project would need to be coordinated through the local Metropolitan Planning Organization (MPO), which is the Kalamazoo Area Transportation Study (KATS).

Mr. Start with KATS indicated that was the correct process. KATS would need to initiate the process and obtain municipal support to move forward. Funding for a potential I-94/US-131 Corridor study would need to be identified.

Congressman Upton has obtained approximately \$1.4 million to perform EPE to complete the US-131/US-131BR Interchange, providing for a full directional interchange. Mr. Sackley indicated that this funding was earmarked, however as long as it was related to the same project, it could be reallocated through an Administrative Decision.

Mr. Reid indicated that through KATS, the decision process would need to be identified, the community values associated with the project would need to be assessed, and a decision on when to get a consultant involved in the study phase would need to be made.

Ms. Welke concluded the meeting by stating that this was an exploratory meeting. Before the idea of the I-94/US-131 Connector is pursued, in any form, community issues, such as the February 3, 2004 letter from Portage need to be considered.

PLANNED ACTIONS:

1. KATS US-131BR sub-committee will begin consideration of these issues.
2. KATS will determine the flexibility of utilizing Congressman Upton's High Priority and Discretionary Funding for this project.
3. To determine their issues, meetings with Kalamazoo and Portage will be planned.
4. MDOT will reconsider the I-94 construction/funding schedule.
5. Considering any further actions await the outcome of the above actions.

Notes: Patrick Gibbons/Bobbi Welke

I-94/US-131 Connector Proposal

04 February 2004

Purpose:

To provide a detour route for the proposed I-94 reconstruction (widen from 4 to 6 lanes from just west of the I-94 at US-131 interchange to the I-94 South Sprinkle Road interchange) project the Michigan Department of Transportation (MDOT) plans to undertake during 2007-2017.

Rationale:

A traffic detour will significantly decrease the period of time (a maximum of 3 or 4 years instead of minimum of 11 years) that the roadway will be under reconstruction, save significant construction dollars (20% of construction costs), lessen the negative impact on and the inconvenience to the motoring public in a construction zone, and the 94/131 Connector will provide substantial transportation/economic benefits to the Kalamazoo Area Community.

Funding:

The substantial savings that MDOT will capture by not reconstructing the new I-94 roadway while under traffic (i.e. traffic management costs), plus the \$1 million High Priority Funding set aside by Congressman Upton in the TEA-21 legislation will fund the costs associated with the 94/131 Connector.

94/131 Connector termini:

The west terminus of the Connector will be the BR-131/US-131 north interchange. The interchange will be modified to a full four-way interchange. The Connector will continue east on the existing BR-131 to N. Westnedge Avenue and then continue easterly and southerly on an alignment to be determined which may include crossing the Kalamazoo River twice and connecting with the existing BL-94 (King Highway) right-of-way. The Connector will continue on a right-of-way route using the existing BL-94 right-of-way. The east terminus of the Connector will be the BL-94/I-94 interchange.

94/131 Connector cross section

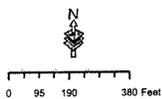
The principal arterial multilane roadway will be a mix of expressway, limited access and controlled access. The detoured traffic should be as free flowing as possible.

Connector benefits:

- MDOT completes the I-94 reconstruction project more quickly and efficiently
- Saves limited federal funding
- Provides an emergency detour route for both I-94 (between the US-131/I-94 interchange and South Sprinkle Road) and for US-131 (between the US-131/I-94 interchange and the BR-131/US-131 north interchange)
- Full four-way north interchange of BR-131/US-131
- Substantial segment is already built
- Would provide efficient expressway access to areas in the cities of Kalamazoo and Parchment and the township of Kalamazoo with its critical economic development potential
- Provides an opportunity for a more effective use of the transportation system in the City of Kalamazoo and for MDOT
- Much of the roadway/rights-of-way are already under the control of the MDOT and the City of Kalamazoo

Connector issues

- Need to ensure that the project traffic is not unreasonably slowed
- Need to ensure access to commercial enterprises in Portage and southern Kalamazoo
- Need to ensure adequate north/south traffic between the cities of Portage and Kalamazoo
- Need to utilize context sensitive solutions for public involvement and project processing





South Westnedge Enhancement Projects Kilgore Road to I-94 Project Components

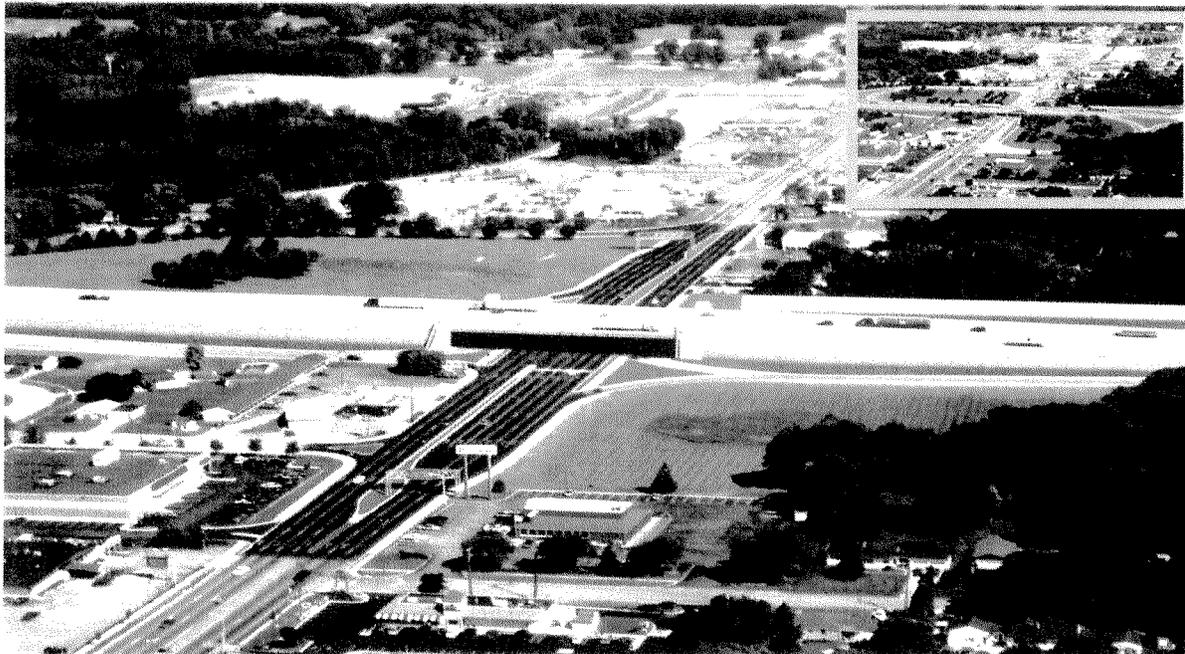
- Acquire additional street and access right-of-way and buffer / landscape area
- Construct additional lane from I-94 to Kilgore Road
- Widen Market Place, West Fork Crossing to South Westnedge Avenue
- Construct intersection improvements at Market Place and South Westnedge Avenue
- Signalization / intersection improvements along South Westnedge Avenue at Kilgore, Market Place and new I-94 interchange
- Landscaping / utility undergrounding / sidewalk improvements



South Westnedge Enhancement Projects

I-94 / South Westnedge Interchange Project Components

- Reconstruct additional lanes / Single Point Urban Interchange from Trade Centre Way to Dawnlee Avenue (State of Michigan)
- Landscaping/ sidewalk improvements/ utility undergrounding (State of Michigan and City of Portage)
- Construct water main extension between New Hampshire and Trade Centre Way (City of Portage)



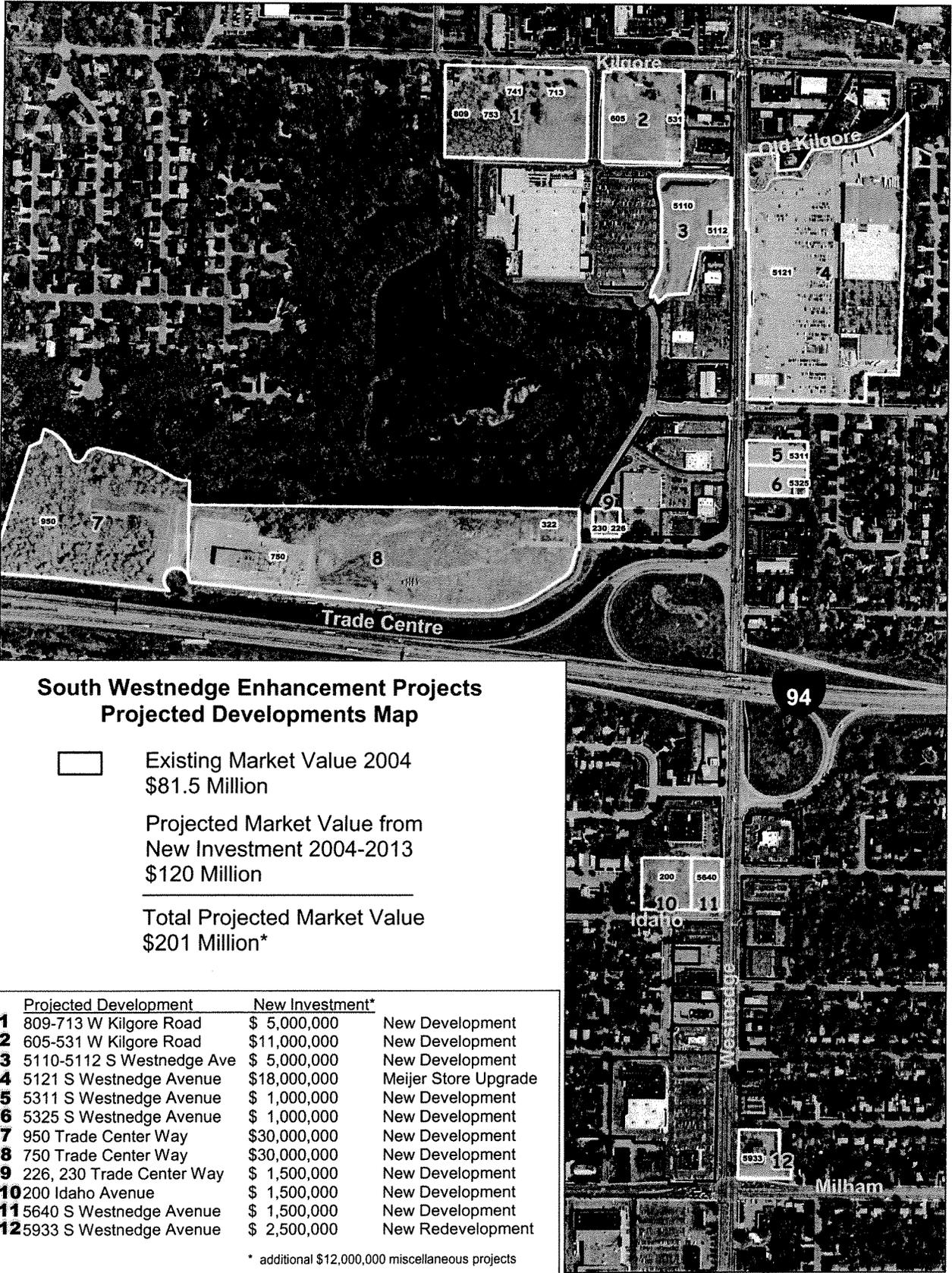
**Existing
Interchange**

Parsons, Brinkerhoff Consultants for
MDOT (2003)



South Westnedge Enhancement Projects I-94 to Milham Avenue Project Components

- Acquire additional street right-of-way and buffer / landscape area
- Construct additional lane from I-94 to Milham Avenue
- Construct local neighborhood connector street between New Hampshire Drive and Idaho Avenue
- Vacate and close New Hampshire Drive at South Westnedge Avenue.
- Signalization / intersection improvements along South Westnedge Avenue at Dawnlee / Idaho and Milham Avenue
- Landscaping / utility undergrounding / sidewalk improvements



**South Westnedge Enhancement Projects
Projected Developments Map**

Existing Market Value 2004
 \$81.5 Million

Projected Market Value from
 New Investment 2004-2013
 \$120 Million

Total Projected Market Value
 \$201 Million*

Projected Development	New Investment*	
1 809-713 W Kilgore Road	\$ 5,000,000	New Development
2 605-531 W Kilgore Road	\$11,000,000	New Development
3 5110-5112 S Westnedge Ave	\$ 5,000,000	New Development
4 5121 S Westnedge Avenue	\$18,000,000	Meijer Store Upgrade
5 5311 S Westnedge Avenue	\$ 1,000,000	New Development
6 5325 S Westnedge Avenue	\$ 1,000,000	New Development
7 950 Trade Center Way	\$30,000,000	New Development
8 750 Trade Center Way	\$30,000,000	New Development
9 226, 230 Trade Center Way	\$ 1,500,000	New Development
10 200 Idaho Avenue	\$ 1,500,000	New Development
11 5640 S Westnedge Avenue	\$ 1,500,000	New Development
12 5933 S Westnedge Avenue	\$ 2,500,000	New Redevelopment

* additional \$12,000,000 miscellaneous projects



0 120 240 480 Feet

South Westnedge Property Values and Tax Revenue Estimates Table

Address	Parcel #	Acres	SEV	Taxable Real Property	Taxable Personal Property	Existing Estimated Market Value	New Investment Est. Market Value	Projected Developments	
809 West Kilgore	03960017-O	1.6	\$100,900	\$52,716		\$201,800			
753 West Kilgore	03960016-O	1.4	\$65,600	\$65,600		\$131,200			
							\$5,000,000	1	Single-family lots 3960-014-O, 3960-016-O and 3960-017-O as one development site (Creekside office value estimated)
741 West Kilgore	03960014-O	0.96	\$110,300	\$54,541		\$220,600			
713 West Kilgore	03960010-A	3.2	\$550,600	\$167,422		\$1,101,200			
5108 S Westnedge	03960009-A 4001-C	15.5	\$4,785,300	\$4,574,139	\$1,195,700	\$11,962,000			
605 West Kilgore	03960005-A	3.2	\$657,300	\$173,311		\$1,314,600			
							\$11,000,000	2	Lots 3960-004-O and 3960-005-A as one development site (Bed Bath Beyond, Panera Bread, Babies R Us and Consumers Credit Union values estimated)
531 West Kilgore	03960004-O	0.8	\$100,100	\$100,100		\$200,200			
5012 S Westnedge	03960001-O	0.95	\$411,400	\$291,788	\$67,400	\$957,600			
5024 S Westnedge	00004010-O	0.41	\$128,300	\$101,583	\$3,600	\$263,800			
5003 S Westnedge	00003090-A	1.25	\$666,900	\$614,330	\$89,000	\$1,511,800			
5036 S Westnedge	00004005-O	0.96	\$468,100	\$424,020	\$58,500	\$1,053,200			
5029 S Westnedge	00003100-O	0.6	\$355,100	\$351,998	\$44,800	\$799,800			
451 West Kilgore	00003080-O	0.78	\$244,000	\$244,000	\$1,400	\$490,800			
185 Old Kilgore	00003105-O	0.6	\$124,000	\$106,192	\$11,200	\$270,400			
229 West Kilgore	00003075-A	0.83	\$275,200	\$232,530	\$1,100	\$552,600			
311 West Kilgore	00003075-B	0.86	\$265,500	\$244,639	\$4,000	\$539,000			
401 West Kilgore	00003070-O	0.64	\$198,000	\$178,952	\$10,800	\$417,600			
							\$5,000,000	3	Parcels 4-001-D and 4-002-O as one development site (Gander Mountain and Bennigans values estimated)
5110 S Westnedge	00004001-D	3	\$999,400	\$590,892		\$1,998,800			
5112 S Westnedge	00004002-O	0.6	\$352,100	\$352,100		\$704,200			
5220 S Westnedge	00004001-E	3.5	\$1,105,800	\$542,696	\$1,000	\$2,213,600			
186 Old Kilgore	00003120-O	0.27	\$22,000	\$17,894		\$44,000			
							\$18,000,000	4	Multi-million dollar store upgrade
5121 S Westnedge	00003125-A	20	\$4,748,400	\$4,463,417	\$1,084,900	\$11,666,600			
5220 S Westnedge	00004001-F	0.3	\$34,300	\$20,113		\$68,600			
5230 S Westnedge	00004025-A	1.4	\$286,900	\$255,894	\$40,300	\$654,400			
5250 S Westnedge	00004050-A	0.8	\$345,600	\$335,459	\$89,300	\$869,800			
5314 S Westnedge	00004045-B	1.5	\$649,900	\$588,720	\$78,800	\$1,457,400			
5348 S Westnedge	00004045-C	3.2	\$1,250,700	\$1,250,700	\$159,000	\$2,819,400			
5303 S Westnedge	01900004-O	0.9	\$297,300	\$232,958	\$26,200	\$647,000			
5311 S Westnedge	01900006-B	0.8	\$227,800	\$227,800		\$455,600	\$1,000,000	5	PlazaCorp site plan approved
5325 S Westnedge	01900006-C	0.96	\$265,300	\$265,300		\$530,600	\$1,000,000	6	PlazaCorp site plan approved
5333 S Westnedge	01900010-O	0.87	\$274,200	\$256,261	\$26,900	\$602,200			
5343 S Westnedge	01900012-O	1.1	\$452,000	\$410,090	\$17,400	\$938,800			
5413 S Westnedge	01900015-O	1	\$412,600	\$412,600	\$14,400	\$854,000			
5441 S Westnedge	01900018-O	0.18	\$118,900	\$118,900	\$7,400	\$252,600			
5342 S Westnedge	01900056-B	1.2	\$570,700	\$511,567	\$73,400	\$1,288,200			

Address	Parcel #	Acres	SEV	Taxable Real Property	Taxable Personal Property	Existing Estimated Market Value	New Investment Est. Market Value	Projected Developments	
950 Trade Centre Way	00004059-D	12	\$173,800	\$130,400		\$347,600	\$30,000,000	7	Estimated value based on the Trade Centre office building project
750 Trade Centre Way	01900150-O	19	\$2,533,900	\$2,533,900		\$5,067,800	\$30,000,000	8	Six acre Trade Centre project east 12 acres of lot 1900-150-O parcel 4-030-A as one development site (Best Buy, Gander Mountain, Bennigans, Hooters and Admiral Petroleum/Steak-n-Shake values estimated)
322 Trade Centre Way	00004030-A	0.9	\$191,700	\$191,700		\$383,400			
230 Trade Centre Way	01900065-O	0.2	\$62,200	\$23,681		\$124,400	\$1,500,000	9	Lots 1900-064-O and 1900-065-O as one development site (Dame office value estimated)
226 Trade Centre Way	01900064-O	0.2	\$62,200	\$36,110		\$124,400			
5348 S Westnedge	00004045-C	3.2	\$1,250,700	\$1,250,700	\$159,000	\$2,819,400			
200 Idaho	00004110-B	1.4	\$152,500	\$51,005		\$305,000	\$1,500,000	10	Chili's Restaurant value estimated
5640 S Westnedge	00004111-A	0.85	\$504,200	\$504,200		\$1,008,400	\$1,500,000	11	Chili's Restaurant value estimated
5630 S Westnedge	00004110-C	2.6	\$1,029,300	\$919,944	\$123,600	\$2,305,800			
5641 S Westnedge	00003170-O	1.5	\$759,900	\$645,624	\$97,700	\$1,715,200			
5540 S Westnedge	00004120-O	0.44	\$160,700	\$128,480	\$600	\$322,600			
5610 S Westnedge	00004125-O	0.05	\$8,200	\$5,571		\$16,400			
5600 S Westnedge	00004115-O	0.55	\$217,600	\$217,600		\$435,200			
5709 S Westnedge	00003-180-O	0.86	\$364,400	\$319,328	\$31,900	\$792,600			
5721 S Westnedge	00003-190-O	0.43	\$185,900	\$161,270	\$3,800	\$379,400			
5729 S Westnedge	01610-003-O	0.83	\$567,100	\$567,100		\$1,164,600			
5747 S Westnedge	01610-001-O	0.6	\$407,000	\$333,043	\$28,500	\$871,000			
122 Boston	01600-111-O	0.35	\$80,000	\$36,753		\$160,000			
5811 S Westnedge	01600-114-O	0.2	\$80,000	\$80,000	\$2,500	\$165,000			
5817 S Westnedge	01600-113-O	0.2	\$85,300	\$75,223	\$27,400	\$225,400			
5823 S Westnedge	01600-078-O	0.2	\$89,400	\$62,578	\$800	\$180,400			
5829 S Westnedge	01600-077-O	0.2	\$77,600	\$56,470	\$200	\$155,600			
5841 S Westnedge	01600-076-O	0.2	\$94,600	\$71,150	\$1,300	\$191,800			
5901 S Westnedge	01600-075-O	0.31	\$179,200	\$179,200	\$32,800	\$424,000			
5905 S Westnedge	01600-039-O	0.31	\$243,800	\$233,199	\$4,400	\$496,400			
5933 S Westnedge	01600-001-A	1.2	\$718,800	\$485,508	\$4,600	\$1,446,800	\$2,500,000	12	Estimated increased value
5730 S Westnedge	09067-021-B	0.53	\$392,700	\$352,761	\$92,500	\$970,400			
5743 Vermont	09067-030-O	0.22	\$44,700	\$33,539		\$89,400			
5800 S Westnedge	09067-013-O	0.86	\$445,200	\$408,375		\$890,400			
5812 S Westnedge	09067-009-B	0.43	\$197,100	\$162,128	\$7,100	\$408,400			
5822 S Westnedge	09067-005-B	0.65	\$324,100	\$277,108	\$32,000	\$712,200			
5830 S Westnedge	09067-001-A	0.7	\$385,700	\$385,700	\$76,900	\$925,200			
5942 S Westnedge	09050-001-A	5.9	\$3,473,600	\$3,149,276	\$679,600	\$8,306,400			
							\$12,000,000		Miscellaneous property/building improvements along this one mile segment of South Westnedge Avenue
	Value		\$37,463,600	\$32,899,846	\$4,528,900				
	Value		\$4,528,900	\$4,528,900					
	Total	134.19	\$41,992,500	\$37,428,746		\$83,985,000	\$120,000,000		

	Value	Millage	Generated Annual Tax Revenue	
2004 Existing Taxable	\$37,428,746 x	0.0518387	\$1,940,258	All Units
	\$37,428,746 x	0.0101442	\$379,685	City Only
2010 New Taxable	\$60,000,000 x	0.0518387	\$3,110,322	All Units
	\$60,000,000 x	0.0101442	\$608,652	City Only
2010 Combined Taxable	\$97,428,746 x	0.0518387	\$5,050,579	All Units
	\$97,428,746 x	0.0101442	\$988,337	City Only

Note: Market, Taxable, State Equalized Values, millage rates and tax revenue estimates provided by the Office of the City Assesor.

c:/comdev/erickson/westnedge Road ImprovementFunding Rev100804

South Westnedge Avenue / I-94 Improvements A GIS Rendering Perspective

