

APPENDIX F

SITE AERIAL VIEWS

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
1	Alpena	Alpena	2000	US-23	Chisholm	0.4



Notes:	
Driveway Density	<p>Total Street Intersections: 4</p> <p>Total Commercial Driveways: 19</p> <p>Total Residential Driveways: 0</p> <p>Length: 0.4 mi</p>
Adjacent Land Use	
ADT	<p>1999 – 15,100 (320 Comm)</p> <p>2001 – 16,800 (130 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
2	Berrien	Berrien Springs	2007	M-139 (formerly Old 31)	N/A	1.4



Notes:	
Driveway Density	Total Street Intersections: 17 Total Commercial Driveways: 22 Total Residential Driveways: 4 Length: 1.4 mi Street Intersections: 3 Commercial Driveways: 1 Residential Driveways: 1
Adjacent Land Use	
ADT	2006 – 11,100 (280 Comm) 2008 – 11,300 (70 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
2	Berrien	Berrien Springs	2007	M-139 (formerly Old 31)	N/A	1.4



Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 6 Residential Driveways: 0 Total: 9
Adjacent Land Use	
ADT	2006 – 11,100 (280 Comm) 2008 – 11,300 (70 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
2	Berrien	Berrien Springs	2007	M-139 (formerly Old 31)	N/A	1.4



Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 7 Residential Driveways: 3 Total: 11
Adjacent Land Use	
ADT	2006 – 11,100 (280 Comm) 2008 – 11,300 (70 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
2	Berrien	Berrien Springs	2007	M-139 (formerly Old 31)	N/A	1.4



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 5 Residential Driveways: 0 Total: 6
Adjacent Land Use	
ADT	2006 – 11,100 (280 Comm) 2008 – 11,300 (70 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
2	Berrien	Berrien Springs	2007	M-139 (formerly Old 31)	N/A	1.4



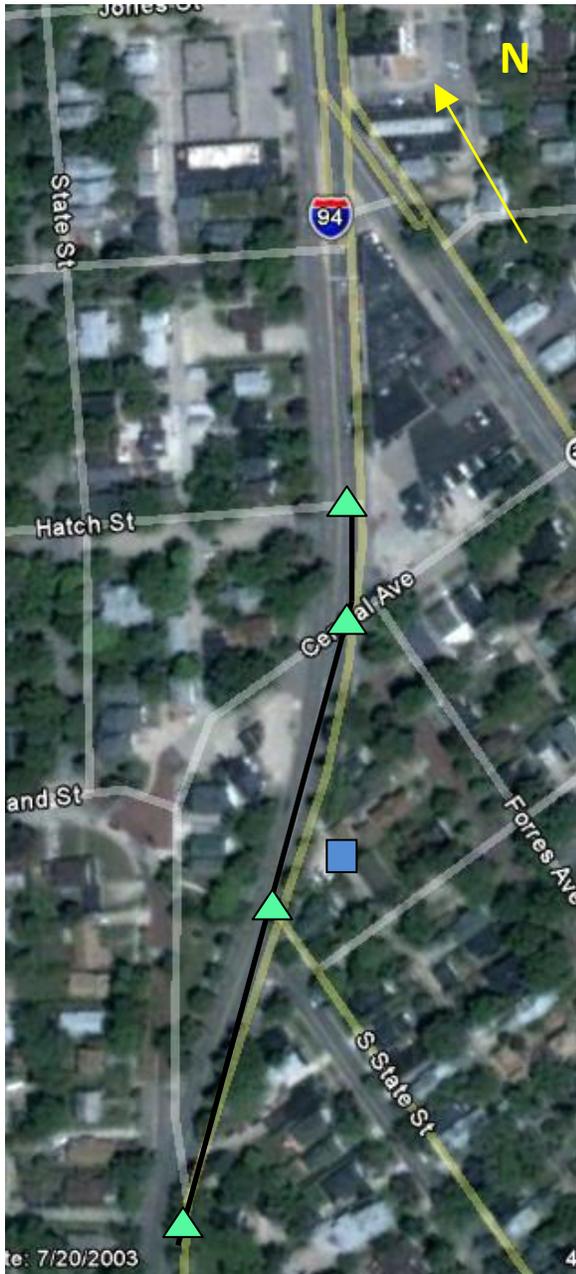
Notes:	
Driveway Density	Street Intersections: 7 Commercial Driveways: 3 Residential Driveways: 0 Total: 9
Adjacent Land Use	
ADT	2006 – 11,100 (280 Comm) 2008 – 11,300 (70 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
2	Berrien	Berrien Springs	2007	M-139 (formerly Old 31)	N/A	1.4



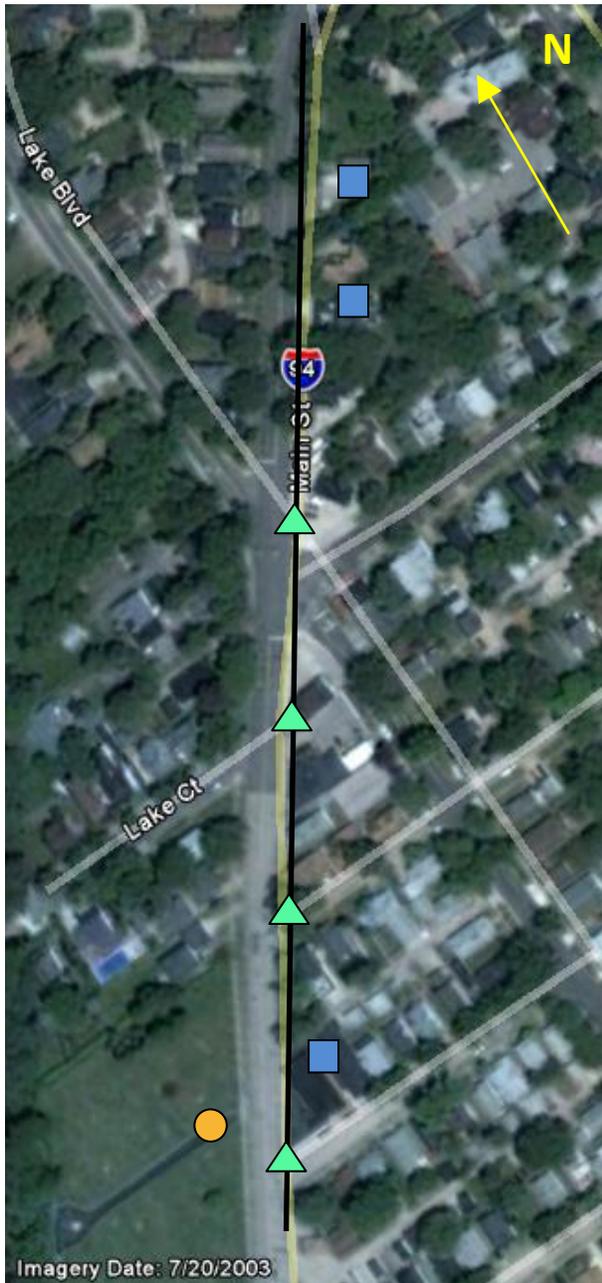
Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 0 Residential Driveways: 0 Total: 2
Adjacent Land Use	
ADT	2006 – 11,100 (280 Comm) 2008 – 11,300 (70 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Total Street Intersections: 35 Total Commercial Driveways: 37 Total Residential Driveways: 63 Length: 4.3 mi Street Intersections: 4 Commercial Driveways: 0 Residential Driveways: 1
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Street Intersections: 4 Commercial Driveways: 1 Residential Driveways: 3 Total: 8
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



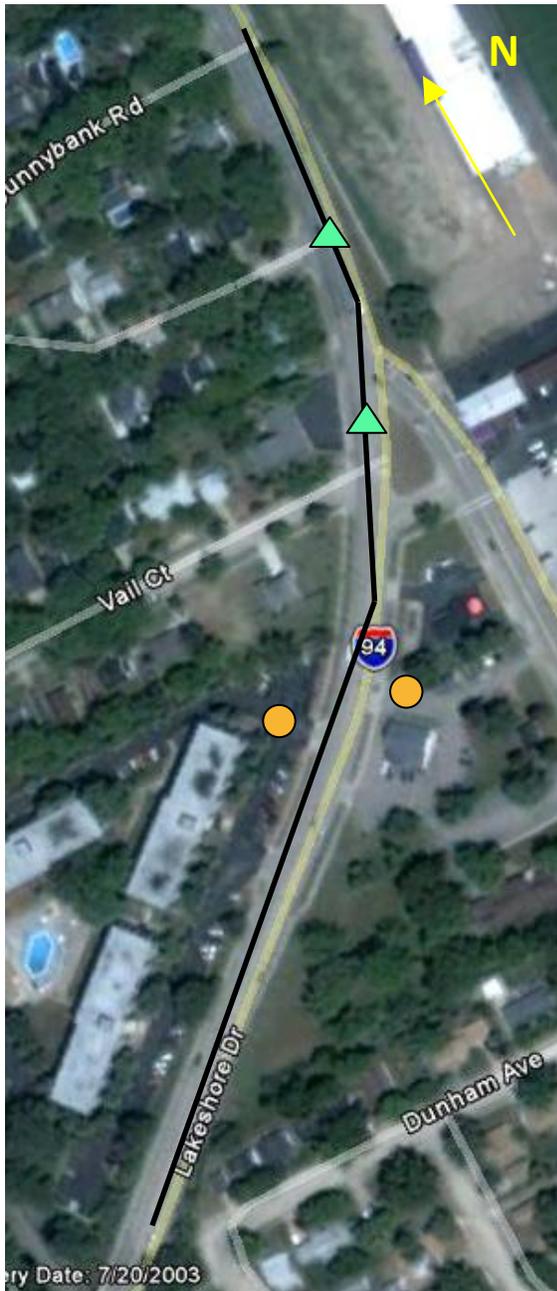
Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 1 Residential Driveways: 9 Total: 12
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



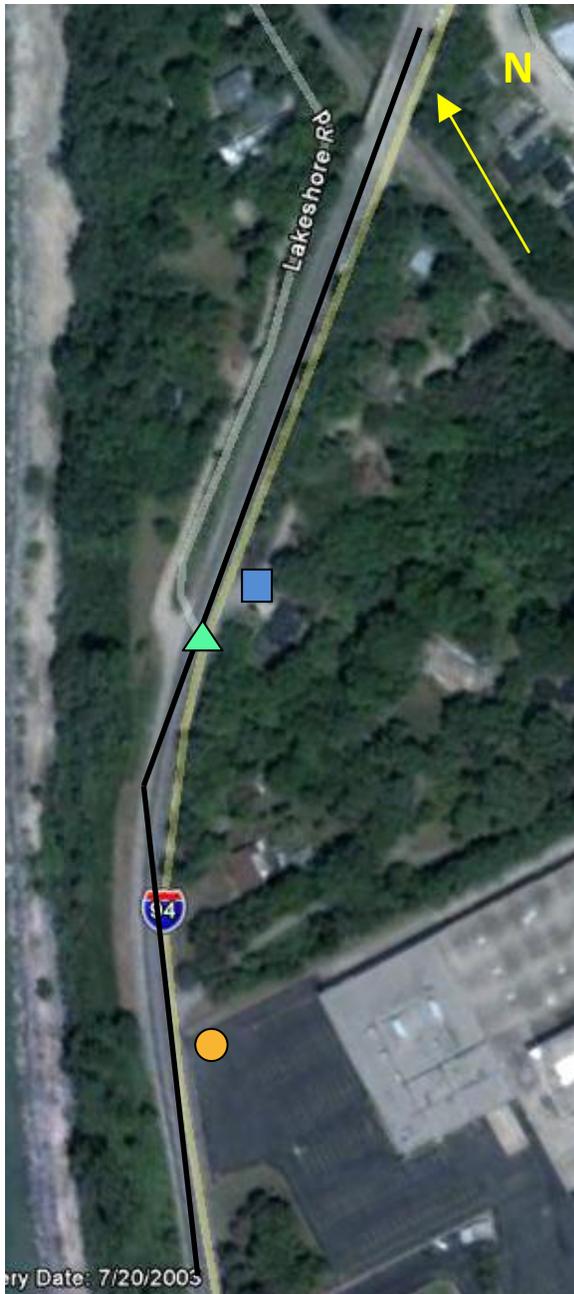
Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 2 Residential Driveways: 6 Total: 13
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



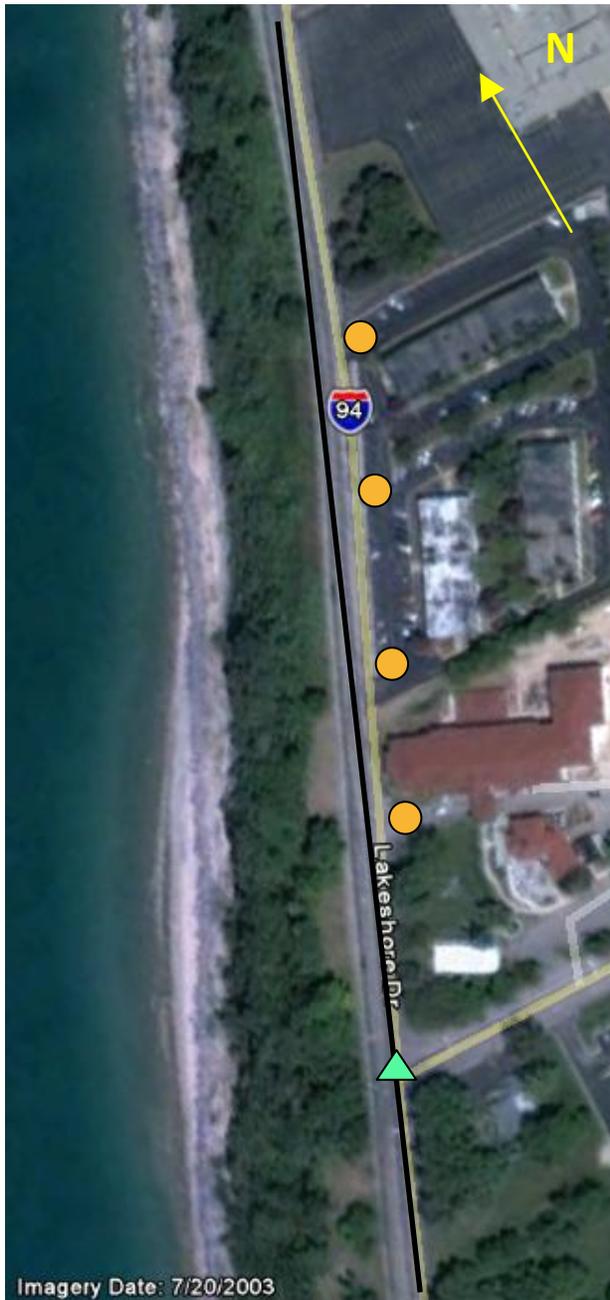
Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 2 Residential Driveways: 0 Total: 4
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 1 Residential Driveways: 1 Total: 3
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 4 Residential Driveways: 0 Total: 5
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



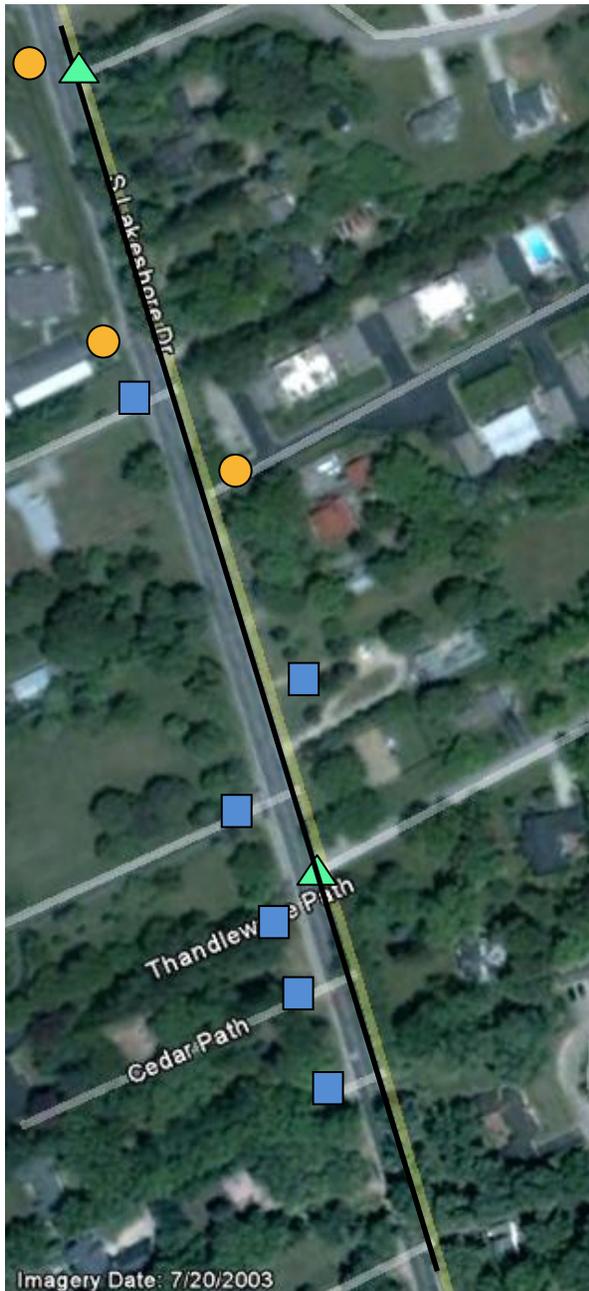
Notes:	
Driveway Density	Street Intersections: 0 Commercial Driveways: 1 Residential Driveways: 12 Total: 13
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



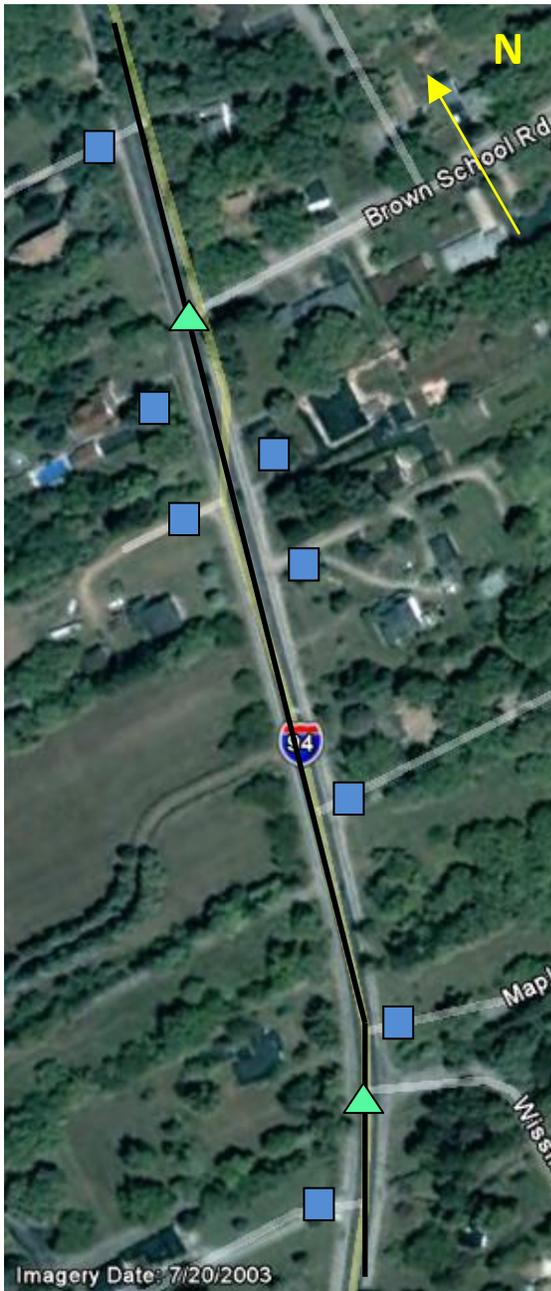
Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 4 Residential Driveways: 3 Total: 8
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



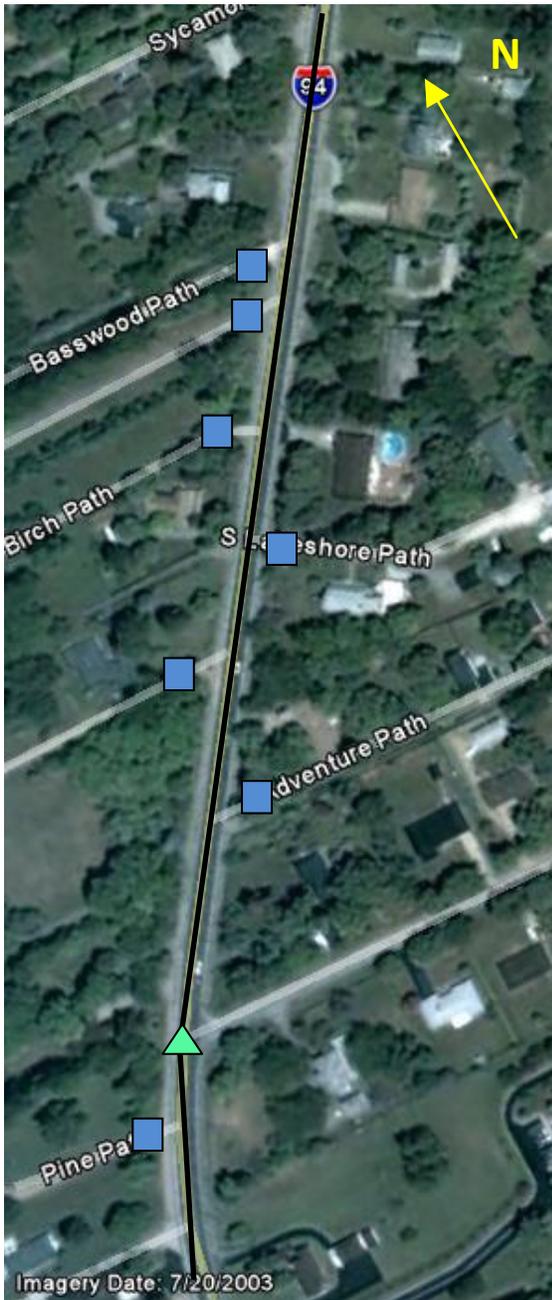
Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 3 Residential Driveways: 6 Total: 11
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 0 Residential Driveways: 8 Total: 10
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 0 Residential Driveways: 7 Total: 8
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



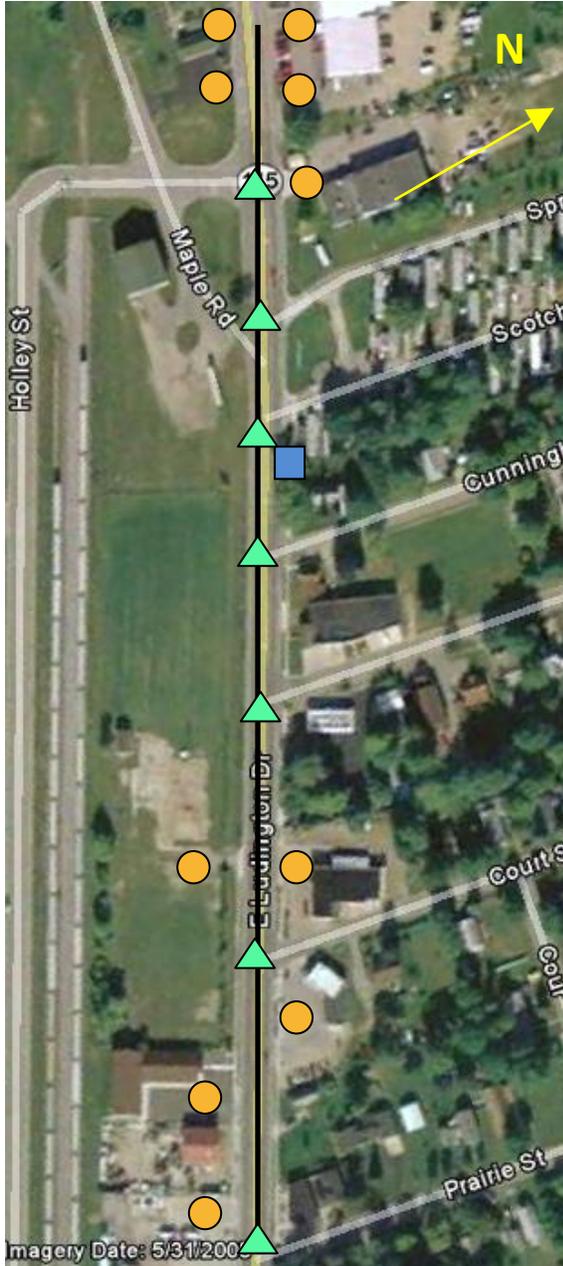
Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 4 Residential Driveways: 5 Total: 11
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
3	Berrien	St. Joseph	2005	I-94BL	N/A	4.3



Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 4 Residential Driveways: 2 Total: 11
Adjacent Land Use	
ADT	2004 – 12,600-32,900 (850 Comm) 2006 – 10,500-18,00 (840 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
4	Clare	Clare	2004	M-115	N/A	0.5



Notes:	
Driveway Density	Total Street Intersections: 8 Total Commercial Driveways: 15 Total Residential Driveways: 1 Length: 0.5 mi Street Intersections: 7 Commercial Driveways: 10 Residential Driveways: 1
Adjacent Land Use	
ADT	2003 – 9,400 (320 Comm) 2005 – 7,600 (370 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
4	Clare	Clare	2004	M-115	N/A	0.5



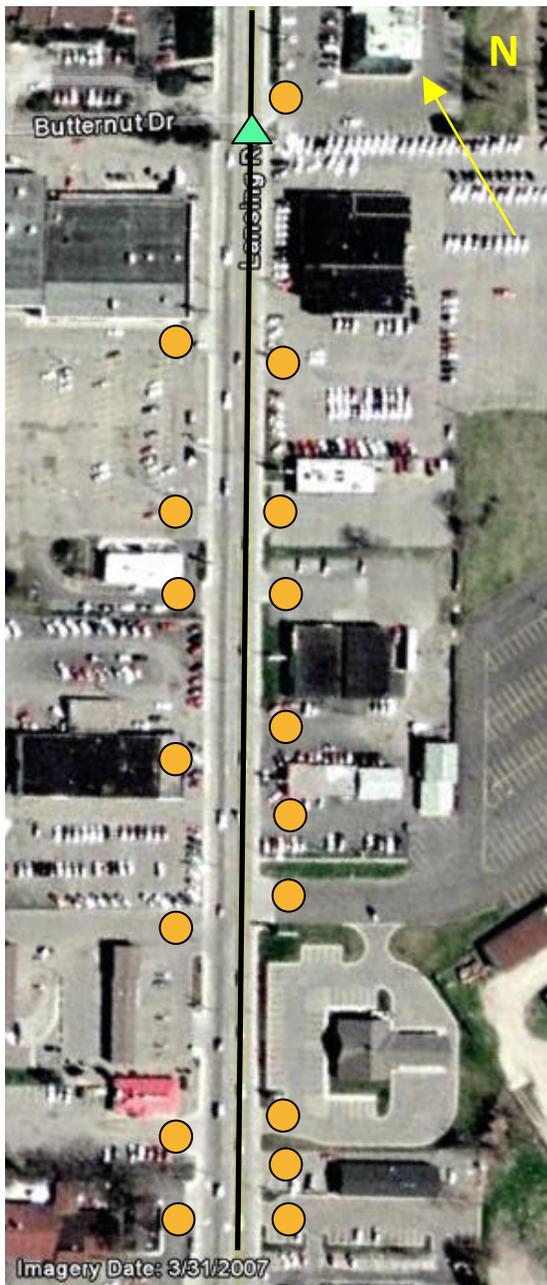
Driveway Density	Street Intersections: 1 Commercial Driveways: 5 Residential Driveways: 0 Total: 6
Adjacent Land Use	
ADT	2003 – 9,400 (320 Comm) 2005 – 7,600 (370 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
8	Eaton	Charlotte	2004	I-69BL	N/A	0.8



Notes:	
Driveway Density	<p>Total Street Intersections: 7</p> <p>Total Commercial Driveways: 42</p> <p>Total Residential Driveways: 7</p> <p>Length: 0.8 mi</p> <p>Street Intersections: 0</p> <p>Commercial Driveways: 6</p> <p>Residential Driveways: 1</p>
Adjacent Land Use	
ADT	<p>2003 – 15,900 (420 Comm)</p> <p>2005 – 13,200 (440 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
8	Eaton	Charlotte	2004	I-69BL	N/A	0.8



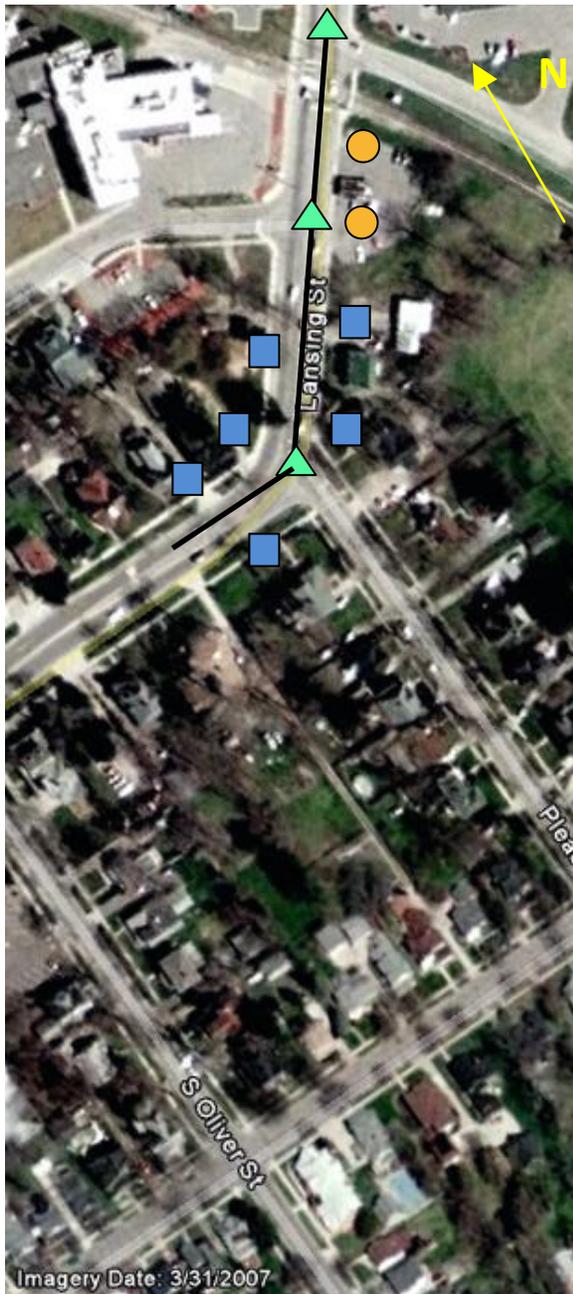
Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 17 Residential Driveways: 0 Total: 18
Adjacent Land Use	
ADT	2003 – 15,900 (420 Comm) 2005 – 13,200 (440 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
8	Eaton	Charlotte	2004	I-69BL	N/A	0.8



Notes:	
Driveway Density	Street Intersections: 3 Commercial Driveways: 17 Residential Driveways: 0 Total: 20
Adjacent Land Use	
ADT	2003 – 15,900 (420 Comm) 2005 – 13,200 (440 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
8	Eaton	Charlotte	2004	I-69BL	N/A	0.8



Notes:	
Driveway Density	Street Intersections: 3 Commercial Driveways: 2 Residential Driveways: 6 Total: 11
Adjacent Land Use	
ADT	2003 – 15,900 (420 Comm) 2005 – 13,200 (440 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
9	Eaton	Eaton Rapids	2005	M-50/M-99	N/A	0.5



Notes:	
Driveway Density	<p>Total Street Intersections: 8</p> <p>Total Commercial Driveways: 13</p> <p>Total Residential Driveways: 3</p> <p>Length: 0.5 mi</p> <p>Street Intersections: 1</p> <p>Commercial Driveways: 0</p> <p>Residential Driveways: 3</p>
Adjacent Land Use	
ADT	<p>2004 – 16,900 (420 Comm)</p> <p>2006 – 12,700 (340 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
9	Eaton	Eaton Rapids	2005	M-50/M-99	N/A	0.5



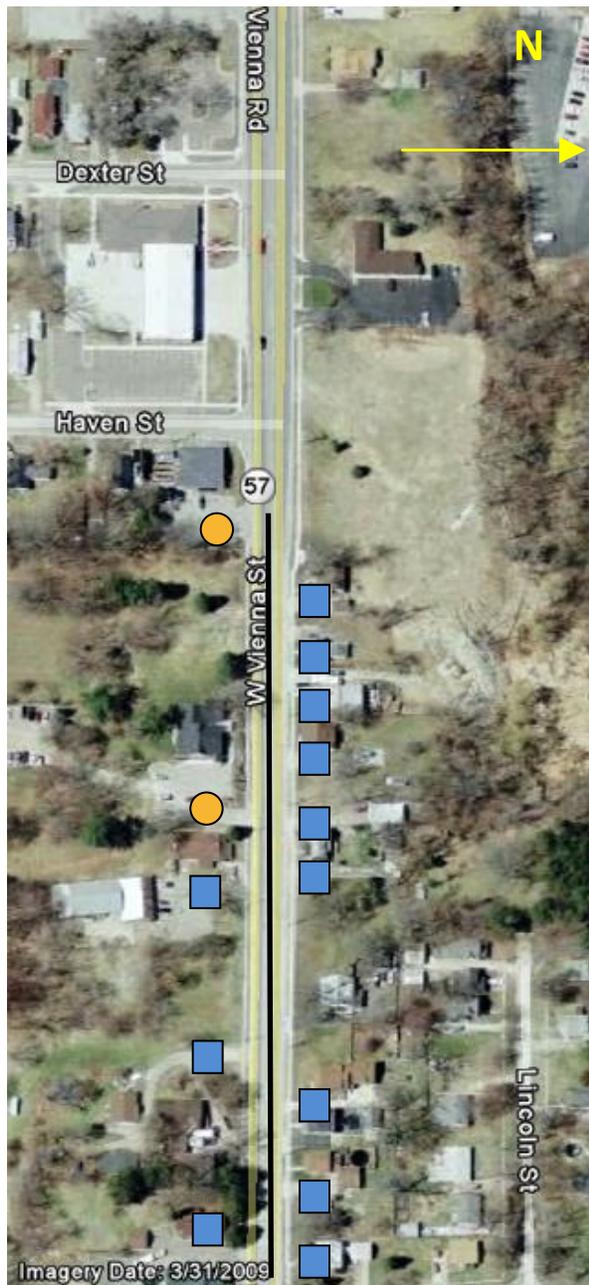
Notes:	
Driveway Density	Street Intersections: 4 Commercial Driveways: 4 Residential Driveways: 0 Total: 8
Adjacent Land Use	
ADT	2004 – 16,900 (420 Comm) 2006 – 12,700 (340 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
9	Eaton	Eaton Rapids	2005	M-50/M-99	N/A	0.5



Notes:	
Driveway Density	<p>Street Intersections: 3</p> <p>Commercial Driveways: 9</p> <p>Residential Driveways: 0</p> <p>Total: 18</p>
Adjacent Land Use	
ADT	<p>2004 – 16,900 (420 Comm)</p> <p>2006 – 12,700 (340 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
11	Genesee	Clio	2005	M-57	Vienna Rd	1.5



Notes:	
Driveway Density	<p>Total Street Intersections: 12</p> <p>Total Commercial Driveways: 29</p> <p>Total Residential Driveways: 51</p> <p>Length: 1.5 mi</p> <p>Street Intersections: 0</p> <p>Commercial Driveways: 2</p> <p>Residential Driveways: 12</p>
Adjacent Land Use	
ADT	<p>2004 – 13,900-160 (540 Comm)</p> <p>2006 – 15,800 (480 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
11	Genesee	Clio	2005	M-57	Vienna Rd	1.5



Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 9 Residential Driveways: 1 Total: 15
Adjacent Land Use	
ADT	2004 – 13,900-160 (540 Comm) 2006 – 15,800 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
11	Genesee	Clio	2005	M-57	Vienna Rd	1.5



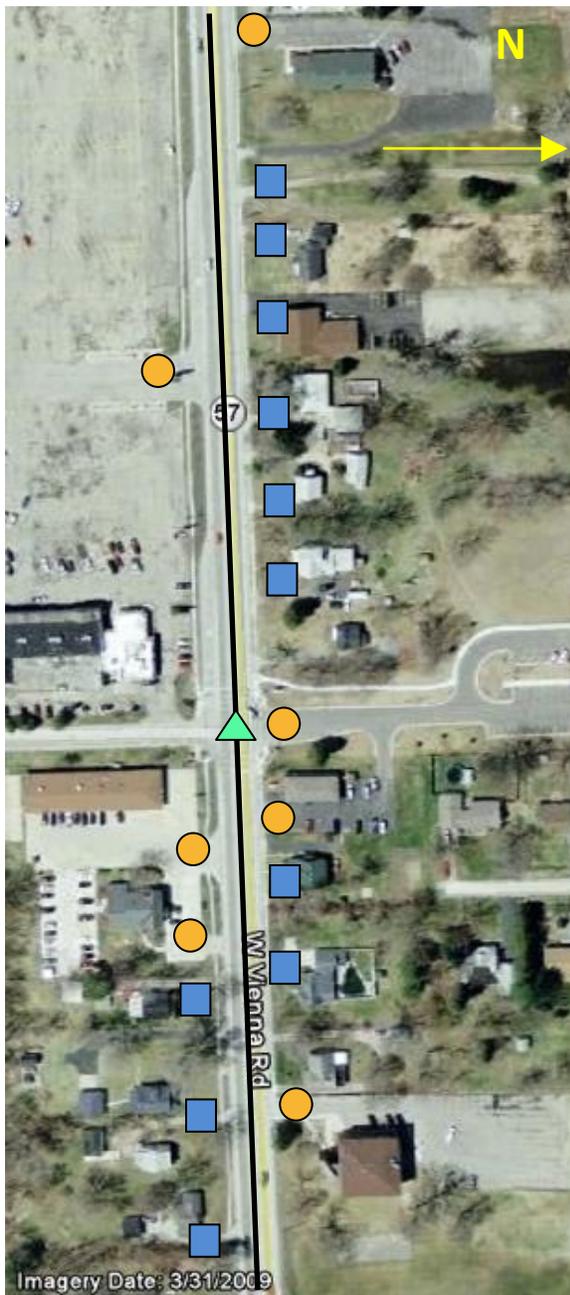
Notes:	
Driveway Density	Street Intersections: 3 Commercial Driveways: 4 Residential Driveways: 10 Total: 17
Adjacent Land Use	
ADT	2004 – 13,900-160 (540 Comm) 2006 – 15,800 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
11	Genesee	Clio	2005	M-57	Vienna Rd	1.5



Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 7 Residential Driveways: 13 Total: 22
Adjacent Land Use	
ADT	2004 – 13,900-160 (540 Comm) 2006 – 15,800 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
11	Genesee	Clio	2005	M-57	Vienna Rd	1.5



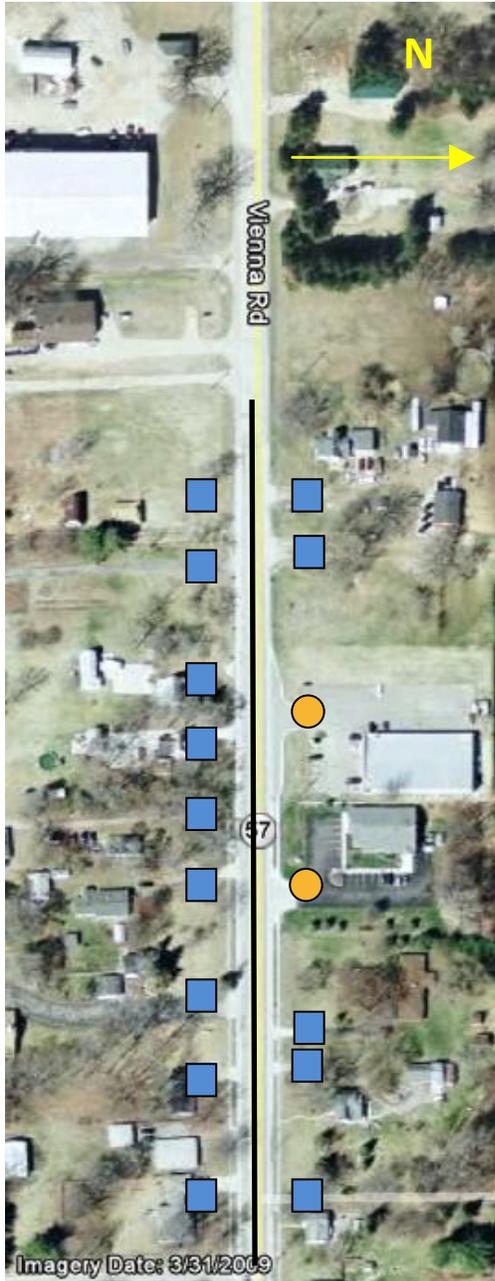
Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 7 Residential Driveways: 11 Total: 18
Adjacent Land Use	
ADT	2004 – 13,900-160 (540 Comm) 2006 – 15,800 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
11	Genesee	Clio	2005	M-57	Vienna Rd	1.5



Notes:	
Driveway Density	<p>Street Intersections: 1</p> <p>Commercial Driveways: 0</p> <p>Residential Driveways: 4</p> <p>Total: 6</p>
Adjacent Land Use	
ADT	<p>2004 – 13,900-160 (540 Comm)</p> <p>2006 – 15,800 (480 Comm)</p>

13	Genesee	Montrose	2003	M-57	State St	1.3
Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)



Notes:	
Driveway Density	Total Street Intersections: 11 Total Commercial Driveways: 35 Total Residential Driveways: 62 Length: 1.3 mi Street Intersections: 0 Commercial Driveways: 2 Residential Driveways: 14
	Adjacent Land Use
ADT	2002 – 6,900-8,200 (730 Comm) 2004 – 6,900-7,900 (770 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
13	Genesee	Montrose	2003	M-57	State St	1.3



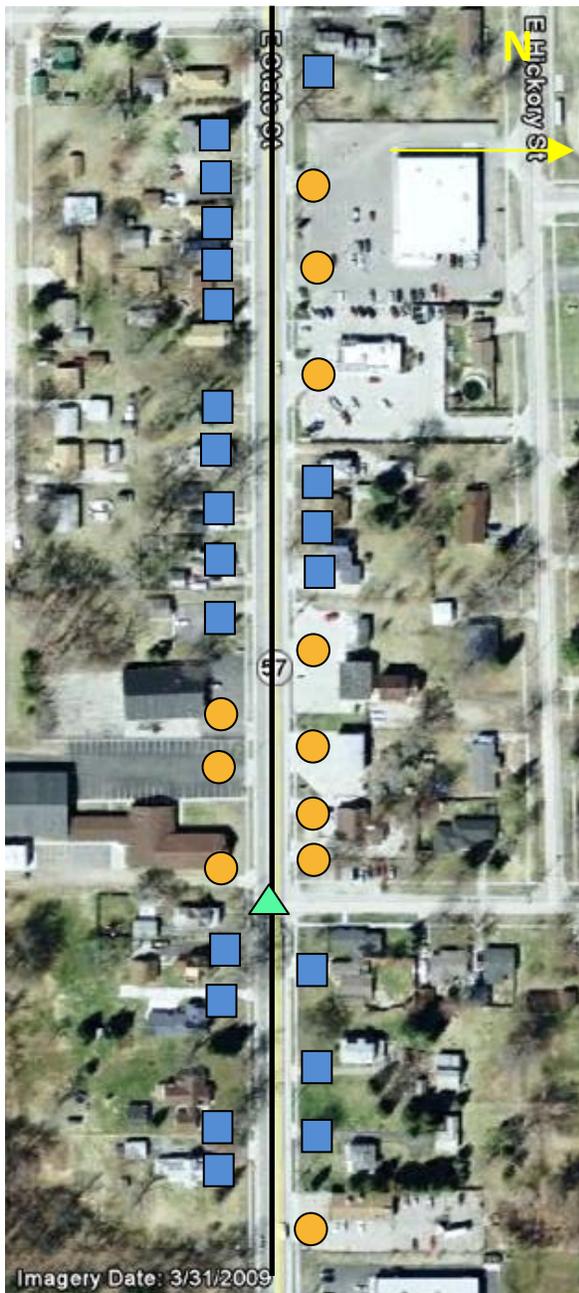
Notes:	
Driveway Density	Street Intersections: 4 Commercial Driveways: 9 Residential Driveways: 12 Total: 33
Adjacent Land Use	
ADT	2002 – 6,900-8,200 (730 Comm) 2004 – 6,900-7,900 (770 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
13	Genesee	Montrose	2003	M-57	State St	1.3



Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 5 Residential Driveways: 14 Total: 24
Adjacent Land Use	
ADT	2002 – 6,900-8,200 (730 Comm) 2004 – 6,900-7,900 (770 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
13	Genesee	Montrose	2003	M-57	State St	1.3



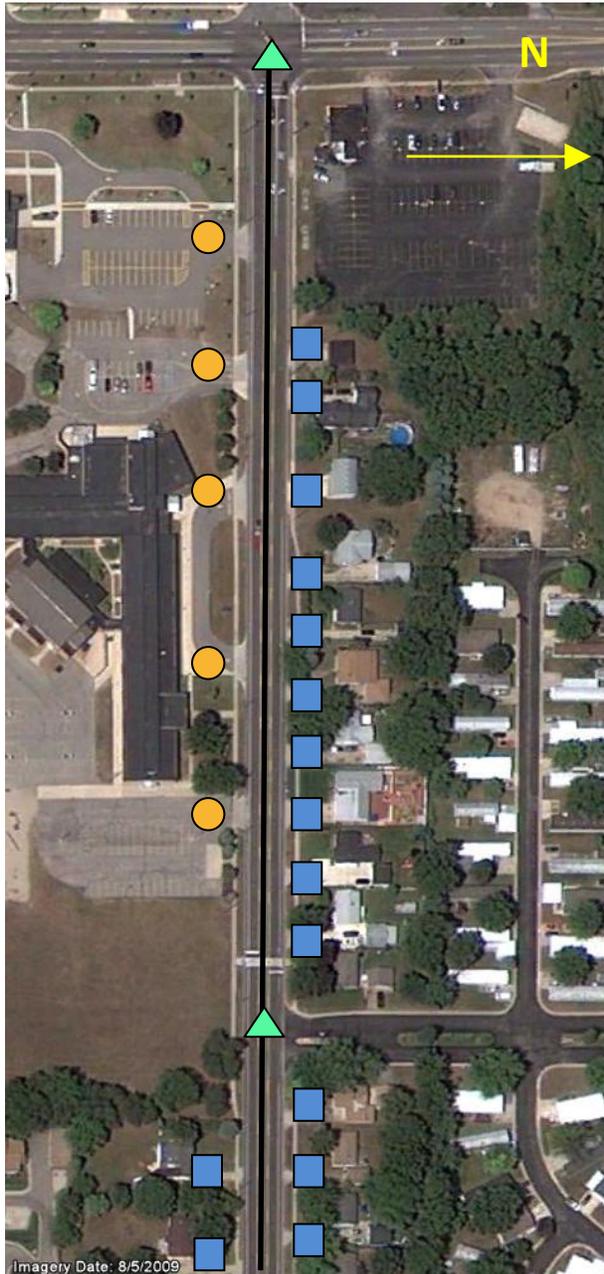
Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 11 Residential Driveways: 21 Total: 33
Adjacent Land Use	
ADT	2002 – 6,900-8,200 (730 Comm) 2004 – 6,900-7,900 (770 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
13	Genesee	Montrose	2003	M-57	State St	1.3



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 8 Residential Driveways: 1 Total: 10
Adjacent Land Use	
ADT	2002 – 6,900-8,200 (730 Comm) 2004 – 6,900-7,900 (770 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
16	Kent	Grand Rapids	2007	N/A	60 th Street	0.9



Notes:	
Driveway Density	<p>Total Street Intersections: 8</p> <p>Total Commercial Driveways: 7</p> <p>Total Residential Driveways: 51</p> <p>Length: 0.9 mi</p> <p>Street Intersections: 2</p> <p>Commercial Driveways: 5</p> <p>Residential Driveways: 15</p>
Adjacent Land Use	
ADT	<p>2006 – 10,833</p> <p>2009 – 11,291</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
16	Kent	Grand Rapids	2007	N/A	60 th Street	0.9



Notes:	
Driveway Density	Street Intersections: 3 Commercial Driveways: 0 Residential Driveways: 24 Total: 27
Adjacent Land Use	
ADT	2006 – 10,833 2009 – 11,291

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
16	Kent	Grand Rapids	2007	N/A	60 th Street	0.9



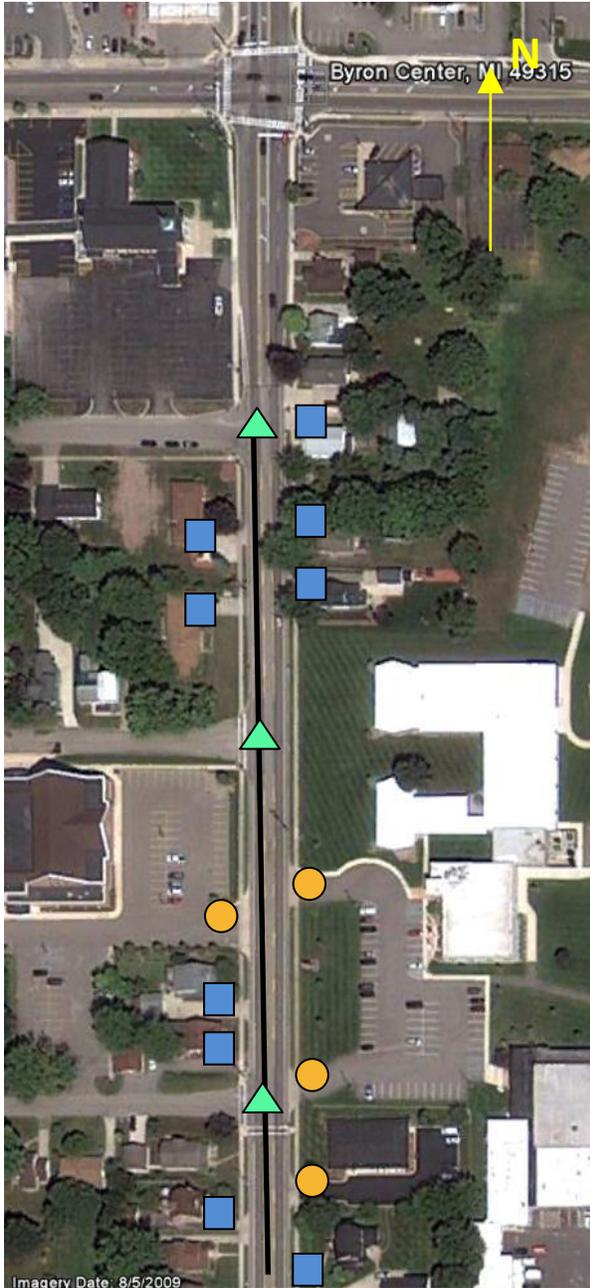
Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 2 Residential Driveways: 12 Total: 16
Adjacent Land Use	
ADT	N2006 – 10,833 2009 – 11,291

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
16	Kent	Grand Rapids	2007	N/A	60 th Street	0.9



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 0 Residential Driveways: 0 Total: 2
Adjacent Land Use	
ADT	2006 – 10,833 2009 – 11,291

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
18	Kent	Byron Center	2005	N/A	Byron Center Ave	1.0



Notes:	
Driveway Density	Total Street Intersections: 6 Total Commercial Driveways: 11 Total Residential Driveways: 44 Length: 1.0 mi Street Intersections: 3 Commercial Driveways: 4 Residential Driveways: 9
	Adjacent Land Use
ADT	2007 – 5,583 2008 – 9,515

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
18	Kent	Byron Center	2005	N/A	Byron Center Ave	1.0



Notes:	
Driveway Density	<p>Street Intersections: 1</p> <p>Commercial Driveways: 4</p> <p>Residential Driveways: 16</p> <p>Total: 21</p>
Adjacent Land Use	
ADT	<p>2007 – 5,583</p> <p>2008 – 9,515</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
18	Kent	Byron Center	2005	N/A	Byron Center Ave	1.0



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 3 Residential Driveways: 9 Total: 13
Adjacent Land Use	
ADT	2007 – 5,583 2008 – 9,515

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
18	Kent	Byron Center	2005	N/A	Byron Center Ave	1.0



Notes:	
Driveway Density	<p>Street Intersections: 1</p> <p>Commercial Driveways: 0</p> <p>Residential Driveways: 10</p> <p>Total: 11</p>
Adjacent Land Use	
ADT	<p>2007 – 5,583</p> <p>2008 – 9,515</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
20	Kent	Lowell	2006	N/A	Hudson St	0.7



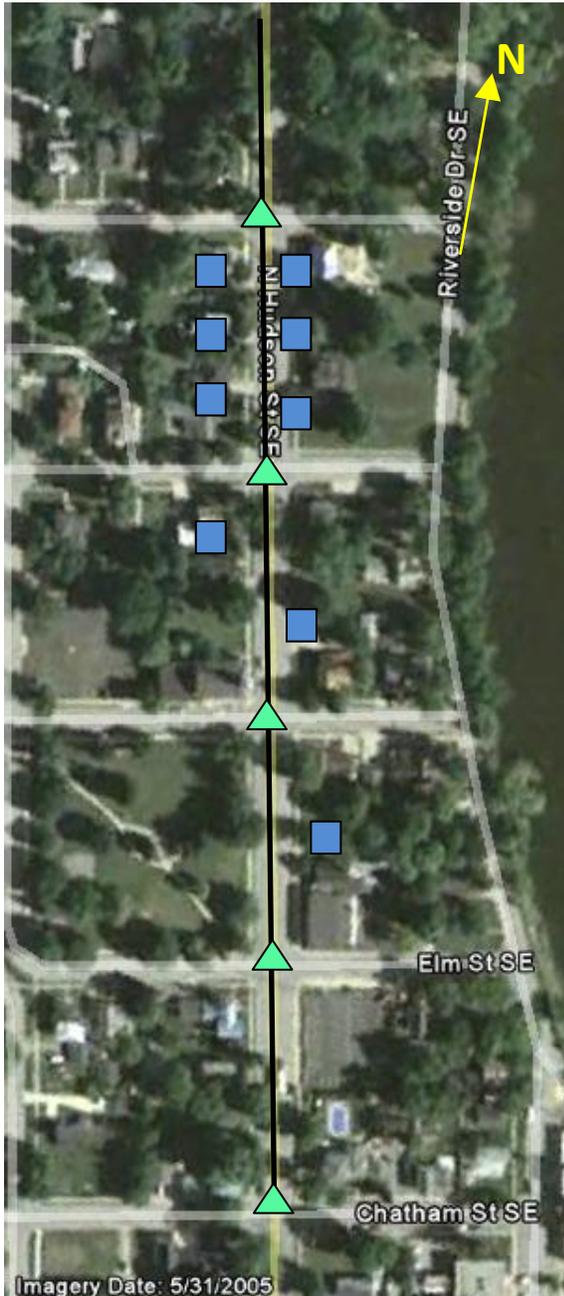
Notes:	
Driveway Density	<p>Total Street Intersections: 9</p> <p>Total Commercial Driveways: 1</p> <p>Total Residential Driveways: 33</p> <p>Length: 0.7 mi</p> <p>Street Intersections: 0</p> <p>Commercial Driveways: 1</p> <p>Residential Driveways: 14</p>
Adjacent Land Use	
ADT	<p>2005 – 13,799</p> <p>2008 – 12,908</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
20	Kent	Lowell	2006	N/A	Hudson St	0.7



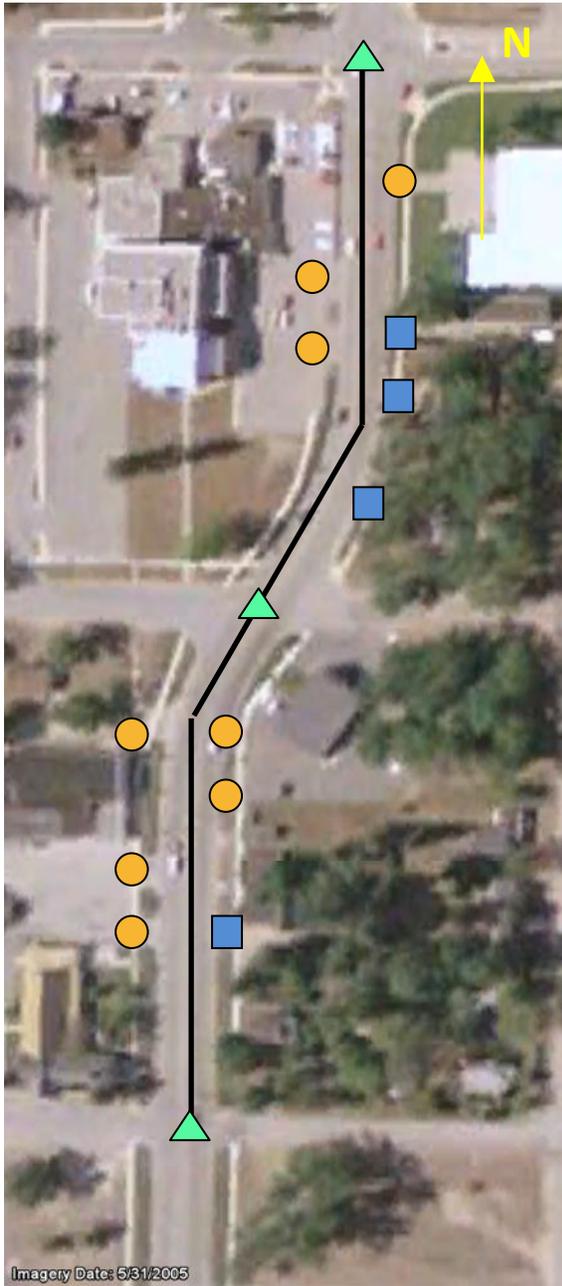
Notes:	
Driveway Density	Street Intersections: 4 Commercial Driveways: 0 Residential Driveways: 10 Total: 14
Adjacent Land Use	
ADT	2005 – 13,799 2008 – 12,908

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
20	Kent	Lowell	2006	N/A	Hudson St	0.7



Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 0 Residential Driveways: 9 Total: 14
Adjacent Land Use	
ADT	2005 – 13,799 2008 – 12,908

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
22	Lake	Baldwin	1998	M-37	Michigan Ave	0.2



Notes:	
Driveway Density	Total Street Intersections: 3 Total Commercial Driveways: 8 Total Residential Driveways: 4 Length: 0.2 mi
Adjacent Land Use	
ADT	1997 – 5,500 (280 Comm) 1999 – 5,800 (290 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
23	Iosco	Oscoda	2007	US-23	N/A	0.5



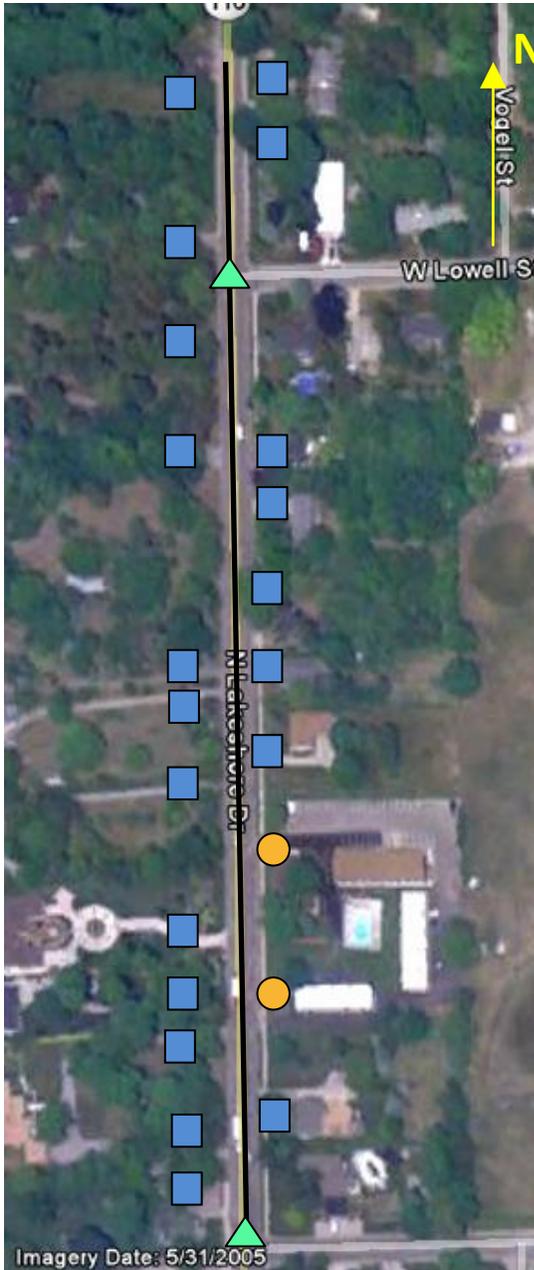
Notes:	
Driveway Density	<p>Total Street Intersections: 9</p> <p>Total Commercial Driveways: 21</p> <p>Total Residential Driveways: 2</p> <p>Length: 0.5 mi</p> <p>Street Intersections: 5</p> <p>Commercial Driveways: 15</p> <p>Residential Driveways: 1</p>
Adjacent Land Use	
ADT	<p>2006 – 8,600-9,000 (260 Comm)</p> <p>2008 – 5,100-7,600 (260 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
23	losco	Oscoda	2007	US-23	N/A	0.5



Notes:	
Driveway Density	Street Intersections: 4 Commercial Driveways: 6 Residential Driveways: 1 Total: 11
Adjacent Land Use	
ADT	2006 – 8,600-9,000 (260 Comm) 2008 – 5,100-7,600 (260 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
25	Mason	Ludington	2006	M-116	Lakeshore Dr	0.8



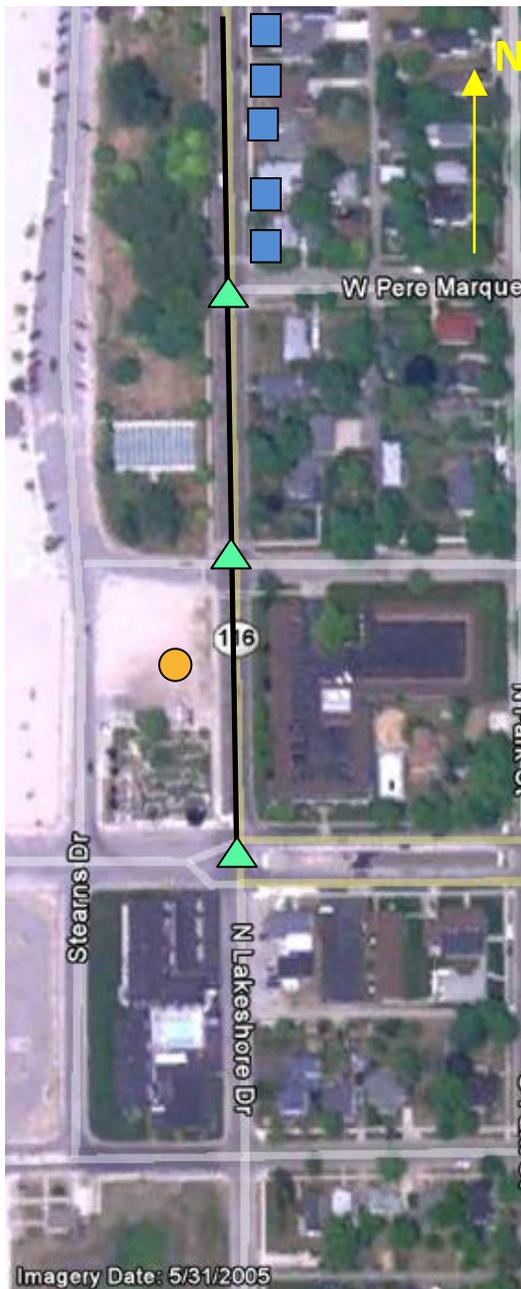
Notes:	
Driveway Density	<p>Total Street Intersections: 8</p> <p>Total Commercial Driveways: 4</p> <p>Total Residential Driveways: 34</p> <p>Length: 0.8 mi</p> <p>Street Intersections: 2</p> <p>Commercial Driveways: 2</p> <p>Residential Driveways: 20</p>
Adjacent Land Use	
ADT	<p>2005 – 10,000 (120 Comm)</p> <p>2007 – 4,200 (100 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
25	Mason	Ludington	2006	M-116	Lakeshore Dr	0.8



Notes:	
Driveway Density	Street Intersections: 3 Commercial Driveways: 1 Residential Driveways: 9 Total: 12
Adjacent Land Use	
ADT	2005 – 10,000 (120 Comm) 2007 – 4,200 (100 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
25	Mason	Ludington	2006	M-116	Lakeshore Dr	0.8



Notes:	
Driveway Density	Street Intersections: 3 Commercial Driveways: 1 Residential Driveways: 5 Total: 9
Adjacent Land Use	
ADT	2005 – 10,000 (120 Comm) 2007 – 4,200 (100 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
26	Missaukee	Lake City	2006	M-55/M-66	Morey Rd/Main St	0.6



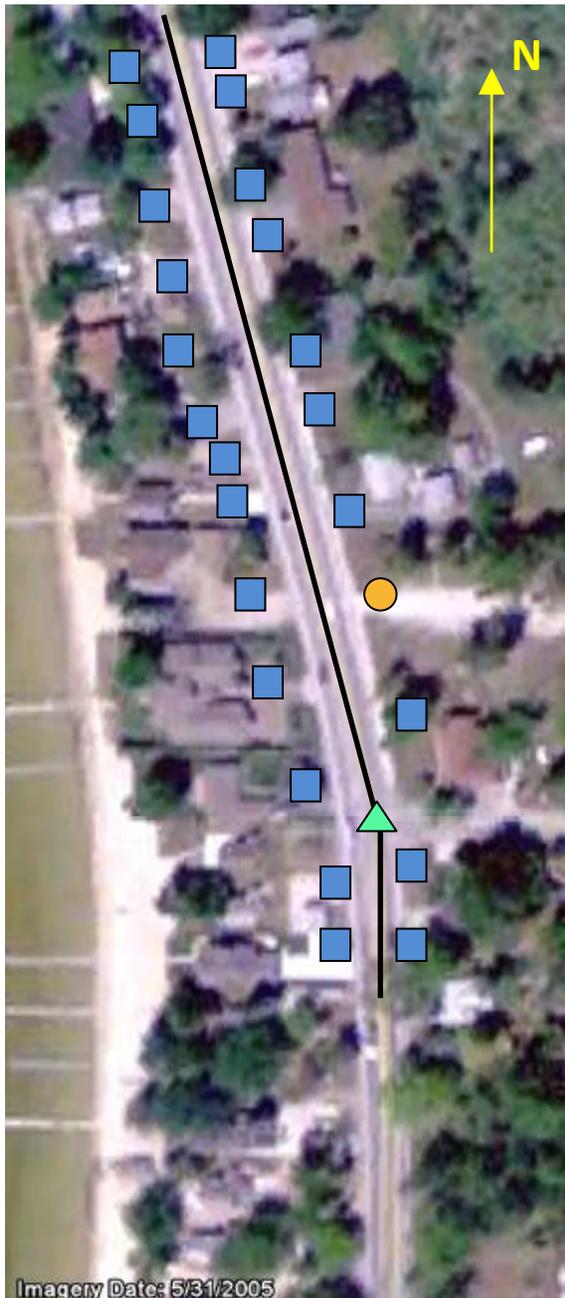
Notes:	
Driveway Density	<p>Total Street Intersections: 5</p> <p>Total Commercial Driveways: 3</p> <p>Total Residential Driveways: 36</p> <p>Length: 0.6 mi</p> <p>Street Intersections: 3</p> <p>Commercial Driveways: 2</p> <p>Residential Driveways: 2</p>
Adjacent Land Use	
ADT	<p>2001 – 11,800 (820 Comm)</p> <p>2003 – 11,700 (820 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
26	Missaukee	Lake City	2006	M-55/M-66	Morey Rd/Main St	0.6



Notes:	
Driveway Density	<p>Street Intersections: 1</p> <p>Commercial Driveways: 0</p> <p>Residential Driveways: 11</p> <p>Total: 12</p>
Adjacent Land Use	
ADT	<p>2001 – 11,800 (820 Comm)</p> <p>2003 – 11,700 (820 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
26	Missaukee	Lake City	2006	M-55/M-66	Morey Rd/Main St	0.6



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 1 Residential Driveways: 23 Total: 25
Adjacent Land Use	
ADT	2001 – 11,800 (820 Comm) 2003 – 11,700 (820 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
29	Otsego	Gaylord	2005	M-32	N/A	0.5



Notes:	
Driveway Density	<p>Total Street Intersections: 4</p> <p>Total Commercial Driveways: 2</p> <p>Total Residential Driveways: 28</p> <p>Length: 0.5 mi</p> <p>Street Intersections: 2</p> <p>Commercial Driveways: 2</p> <p>Residential Driveways: 11</p>
Adjacent Land Use	
ADT	<p>2004 – 10,100 (330 Comm)</p> <p>2006 – 4,100 (270 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
29	Otsego	Gaylord	2005	M-32	N/A	0.5



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 0 Residential Driveways: 10 Total: 11
Adjacent Land Use	
ADT	2004 – 10,100 (330 Comm) 2006 – 4,100 (270 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
29	Otsego	Gaylord	2005	M-32	N/A	0.5



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 0 Residential Driveways: 7 Total: 8
Adjacent Land Use	
ADT	2004 – 10,100 (330 Comm) 2006 – 4,100 (270 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
30	St. Joseph	Sturgis	2006	US-12	N/A	0.4



Notes:	
Driveway Density	Total Street Intersections: 8 Total Commercial Driveways: 9 Total Residential Driveways: 16 Length: 0.4 mi Street Intersections: 2 Commercial Driveways: 8 Residential Driveways: 0
	Adjacent Land Use
ADT	2005 – 6,500-8,200 (420 Comm) 2009 – 6,300-8,300 (330 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
30	St. Joseph	Sturgis	2006	US-12	N/A	0.4



Notes:	
Driveway Density	Street Intersections: 6 Commercial Driveways: 1 Residential Driveways: 16 Total: 23
Adjacent Land Use	
ADT	2005 – 6,500-8,200 (420 Comm) 2009 – 6,300-8,300 (330 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
33	Wexford	Mesick	2006	M-115/M-37	Mesick Ave	0.7



Notes:	
Driveway Density	Total Street Intersections: 6 Total Commercial Driveways: 12 Total Residential Driveways: 7 Length: 0.7 mi Street Intersections: 2 Commercial Driveways: 7 Residential Driveways: 3
Adjacent Land Use	
ADT	2005 – 7,400-7,700 (420 Comm) 2007 – 5,100-5,500 (330 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
33	Wexford	Mesick	2006	M-115/M-37	Mesick Ave	0.7



Driveway Density	<p>Street Intersections: 3</p> <p>Commercial Driveways: 7</p> <p>Residential Driveways: 3</p> <p>Total: 13</p>
Adjacent Land Use	
ADT	<p>2005 – 7,400-7,700 (420 Comm)</p> <p>2007 – 5,100-5,500 (330 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
33	Wexford	Mesick	2006	M-115/M-37	Mesick Ave	0.7



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 0 Residential Driveways: 1 Total: 2
Adjacent Land Use	
ADT	2005 – 7,400-7,700 (420 Comm) 2007 – 5,100-5,500 (330 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
34	Delta	Bark River	2006	US-2/US-41	N/A	0.5



Notes:	
Driveway Density	Total Street Intersections: 2 Total Commercial Driveways: 18 Total Residential Driveways: 4 Length: 0.5 mi Street Intersections: 2 Commercial Driveways: 13 Residential Driveways: 0
Adjacent Land Use	
ADT	2005 – 7,100 (330 Comm) 2007 – 7,900 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
34	Delta	Bark River	2006	US-2/US-41	N/A	0.5



Notes:	
Driveway Density	Street Intersections: 0 Commercial Driveways: 5 Residential Driveways: 4 Total: 9
Adjacent Land Use	
ADT	2005 – 7,100 (330 Comm) 2007 – 7,900 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
36	Delta	Powers	2005	US-41	N/A	0.9



Notes:	
Driveway Density	Total Street Intersections: 5 Total Commercial Driveways: 32 Total Residential Driveways: 10 Length: 0.9 mi Street Intersections: 1 Commercial Driveways: 17 Residential Driveways: 4
Adjacent Land Use	
ADT	2004 – 3,100-8,30 (410-600 Comm) 2006 – 2,800-6,500 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
36	Delta	Powers	2005	US-41	N/A	0.9



Notes:	
Driveway Density	<p>Street Intersections: 1</p> <p>Commercial Driveways: 6</p> <p>Residential Driveways: 6</p> <p>Total: 13</p>
Adjacent Land Use	
ADT	<p>2004 – 3,100-8,30 (410-600 Comm)</p> <p>2006 – 2,800-6,500 (480 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
36	Delta	Powers	2005	US-41	N/A	0.9



Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 9 Residential Driveways: 0 Total: 12
Adjacent Land Use	
ADT	2004 – 3,100-8,30 (410-600 Comm) 2006 – 2,800-6,500 (480 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
37	Eaton	Grand Ledge		M-100	Bridge St.	0.3



Notes:	
Driveway Density	<p>Total Street Intersections: 4</p> <p>Total Commercial Driveways: 4</p> <p>Total Residential Driveways: 0</p> <p>Length: 0.3 mi</p> <p>Street Intersections: 3</p> <p>Commercial Driveways: 4</p> <p>Residential Driveways: 0</p>
Adjacent Land Use	
ADT	<p>2003 – 7,200 (560 Comm)</p> <p>2007 – 6,300 (430 Comm)</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
37	Eaton	Grand Ledge		M-100	Bridge St.	0.3



Notes:	
Driveway Density	Street Intersections: 1 Commercial Driveways: 0 Residential Driveways: 0 Total: 1
Adjacent Land Use	
ADT	2003 – 7,200 (560 Comm) 2007 – 6,300 (430 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
39	Alpena	Alpena	2002	N/A	9 th St	0.4



Notes:	
Driveway Density	<p>Total Street Intersections: 5</p> <p>Total Commercial Driveways: 8</p> <p>Total Residential Driveways: 6</p> <p>Length: 0.4 mi</p>
Adjacent Land Use	
ADT	

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
41	Oscoda	Big Creek	2005	M-33	Morenci Ave	0.5



Notes:	
Driveway Density	Total Street Intersections: 7 Total Commercial Driveways: 29 Total Residential Driveways: 2 Length: 0.5 mi Street Intersections: 3 Commercial Driveways: 11 Residential Driveways: 2
Adjacent Land Use	
ADT	2004 – 3,400 (490 Comm) 2006 – 3,700 (300 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
41	Oscoda	Big Creek	2005	M-33	Morenci Ave	0.5



Notes:	
Driveway Density	Street Intersections: 4 Commercial Driveways: 18 Residential Driveways: 0 Total: 21
Adjacent Land Use	
ADT	2004 – 3,400 (490 Comm) 2006 – 3,700 (300 Comm)

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
43	Ingham	East Lansing	1999	N/A	Abbot Rd	0.8



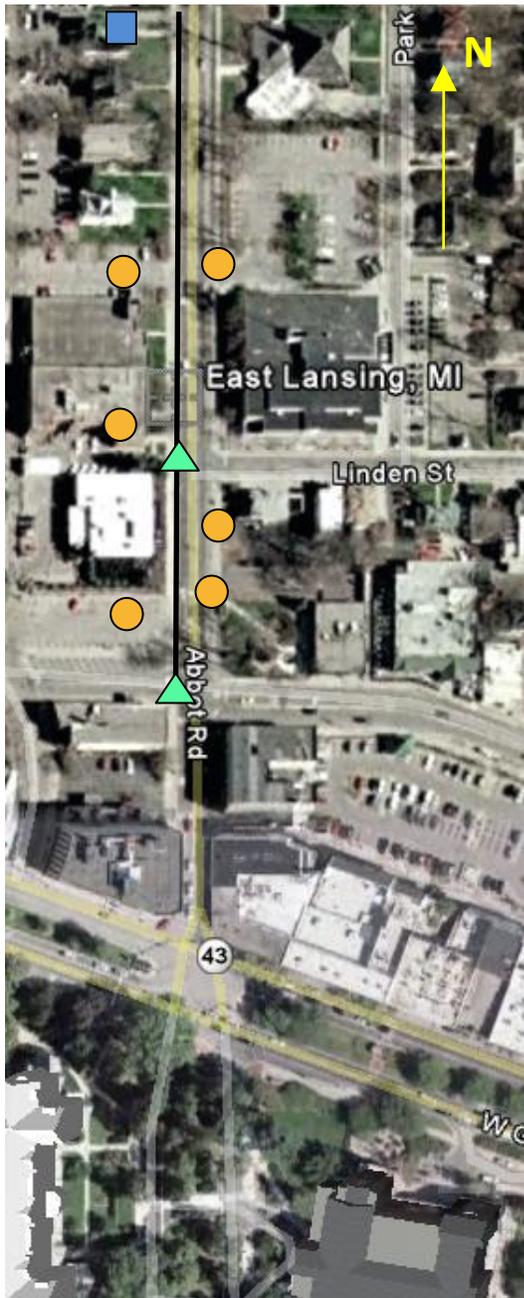
Notes:	
Driveway Density	<p>Total Street Intersections: 11</p> <p>Total Commercial Driveways: 14</p> <p>Total Residential Driveways: 13</p> <p>Length: 0.8 mi</p> <p>Street Intersections: 4</p> <p>Commercial Driveways: 3</p> <p>Residential Driveways: 4</p>
Adjacent Land Use	
ADT	<p>1997 – 14,311-15,190</p> <p>2000 – 8,239</p>

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
43	Ingham	East Lansing	1999	N/A	Abbot Rd	0.8



Notes:	
Driveway Density	Street Intersections: 5 Commercial Driveways: 5 Residential Driveways: 8 Total: 18
Adjacent Land Use	
ADT	1997 – 14,311-15,190 2000 – 8,239

Sr. #	county	city	Year of Construction	US or MDOT route #	street/road name (if not US or MDOT #)	length of project (nearest 0.1 miles)
43	Ingham	East Lansing	1999	N/A	Abbot Rd	0.8



Notes:	
Driveway Density	Street Intersections: 2 Commercial Driveways: 6 Residential Driveways: 1 Total: 9
Adjacent Land Use	
ADT	1997 – 14,311-15,190 2000 – 8,239

APPENDIX G

SURVEY INSTRUMENT FOR INITIAL SOLICITATION OF SITE INFORMATION

Reasons/Rationale for Road Diet Project	
<p>please indicate which of the listed reasons provided the motivation for this road diet project (check more than one as needed)</p>	<p>check all that apply...</p> <ul style="list-style-type: none"> <input type="checkbox"/> general community initiative <input type="checkbox"/> proposed by specific neighborhood please specify: <input type="checkbox"/> proposed by special interest group (e.g., bicyclists) please specify: <input type="checkbox"/> traffic calming <input type="checkbox"/> street/road safety <input type="checkbox"/> pedestrian/bicyclist safety <input type="checkbox"/> reduce vehicular speeds in corridor <input type="checkbox"/> reduce traffic <input type="checkbox"/> reduce left-turn problems at intersections <input type="checkbox"/> reduce mid-block turning movement problems <input type="checkbox"/> part of larger initiative (e.g., bike path network) please specify: <input type="checkbox"/> reduce excess capacity of street/road <input type="checkbox"/> save money <input type="checkbox"/> other, please specify:
<p>comment(s) about project rationale:</p>	
Intersection and Signal Data	
<p>intersection data <i>that could be provided</i> for intersections in diet section before and after treatment (separately from survey)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> list of signalized intersections (for both before and after if different) <input type="checkbox"/> type of signal (e.g., fixed, semi-actuated) for each intersection (for both before and after if different) <input type="checkbox"/> signal timing (for both before and after if different) <input type="checkbox"/> intersection turning counts <input type="checkbox"/> PHF values <input type="checkbox"/> speed study data <input type="checkbox"/> SYNCHRO or HCS work on intersections
<p>comment(s) about intersection/signal data:</p>	

Geometric and Other Descriptive Information	
street/road classification	<input type="checkbox"/> arterial <input type="checkbox"/> collector <input type="checkbox"/> local
curb-to-curb street/road width in feet	(insert number)
total number of vehicle travel lanes (not counting parking lanes)	before treatment: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
	after treatment: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
normal lane width	before treatment: <input type="checkbox"/> 9' <input type="checkbox"/> 10' <input type="checkbox"/> 11' <input type="checkbox"/> 12' <input type="checkbox"/> >12'
	after treatment: <input type="checkbox"/> 9' <input type="checkbox"/> 10' <input type="checkbox"/> 11' <input type="checkbox"/> 12' <input type="checkbox"/> >12'
parking lanes (in addition to travel lanes)	before treatment: <input type="checkbox"/> none <input type="checkbox"/> 1 side <input type="checkbox"/> both sides
	after treatment: <input type="checkbox"/> none <input type="checkbox"/> 1 side <input type="checkbox"/> both sides
TWLTLs	TWLTL before treatment: <input type="checkbox"/> yes <input type="checkbox"/> no
	TWLTL after treatment: <input type="checkbox"/> yes <input type="checkbox"/> no
turning lanes at intersection(s) check all that apply... Note: if there is significant variation in intersection layouts within the road diet application area, please make a note in the comment section below. Mark the responses to the right that represent the most common layout.	before treatment: <input type="checkbox"/> no LT lane <input type="checkbox"/> expand for left turn <input type="checkbox"/> use TWLTL for left turn <input type="checkbox"/> expand for right turn <input type="checkbox"/> no RT lane
	after treatment: <input type="checkbox"/> no LT lane <input type="checkbox"/> expand for left turn <input type="checkbox"/> use TWLTL for left turn <input type="checkbox"/> expand for right turn <input type="checkbox"/> no RT lane
sidewalks	before treatment <input type="checkbox"/> no sidewalks <input type="checkbox"/> adjacent to curb <input type="checkbox"/> back from curb if yes, distance from curb = width of sidewalk =
	after treatment <input type="checkbox"/> no sidewalks <input type="checkbox"/> adjacent to curb <input type="checkbox"/> back from curb if yes, distance from curb = width of sidewalk =

geometrics continues...

Geometric and Other Descriptive Information (continues)	
bicycle lanes	before treatment: <input type="checkbox"/> none <input type="checkbox"/> one side only <input type="checkbox"/> both sides <input type="checkbox"/> within traveled way (inside curb) <input type="checkbox"/> outside traveled way; if yes, distance from curb = width of bicycle lane =
	after treatment: <input type="checkbox"/> none <input type="checkbox"/> one side only <input type="checkbox"/> both sides <input type="checkbox"/> within traveled way (inside curb) <input type="checkbox"/> outside traveled way; if yes, distance from curb = width of bicycle lane =
marked/designated mid-block pedestrian crossings	before treatment <input type="checkbox"/> none <input type="checkbox"/> yes if yes, approximate number/block =
	after treatment <input type="checkbox"/> none <input type="checkbox"/> yes if yes, approximate number/block =
approximate average grade of road	~grade of road = %
number of driveways/block	(estimated)
comments about geometric and related data:	

Traffic Data	
speed limit	before treatment mph
	after treatment mph
annual traffic growth factor for corridor	%
traffic data that could be provided (separately from survey)—we will contact you for these	before treatment <input type="checkbox"/> ADT estimate <input type="checkbox"/> 24-hour count data <input type="checkbox"/> intersection turning counts <input type="checkbox"/> PHF values <input type="checkbox"/> vehicle type counts (total/commercial) <input type="checkbox"/> seasonal correction factors <input type="checkbox"/> speed study data <input type="checkbox"/> traffic growth factor <input type="checkbox"/> pedestrian volumes <input type="checkbox"/> bicycle volumes <input type="checkbox"/> Synchro/HCS network
	after treatment <input type="checkbox"/> ADT estimate <input type="checkbox"/> 24-hour count data <input type="checkbox"/> intersection turning counts <input type="checkbox"/> PHF values <input type="checkbox"/> vehicle type counts (total/commercial) <input type="checkbox"/> speed study data <input type="checkbox"/> pedestrian volumes <input type="checkbox"/> bicycle volumes <input type="checkbox"/> Synchro/HCS network
comments about traffic data:	

Safety Data (crash data are available from other sources, this section refers only to studies that have been done locally)	
safety-related studies done in the area that could be provided (separately from survey)—we will contact you for these	<p>before treatment</p> <input type="checkbox"/> written vehicular crash-related study done and available <input type="checkbox"/> anecdotal vehicular crash-related information available <input type="checkbox"/> written pedestrian/non-motorized-related study done and available <input type="checkbox"/> anecdotal pedestrian/non-motorized-related information available
	<p>after treatment</p> <input type="checkbox"/> written vehicular crash-related study done and available <input type="checkbox"/> anecdotal vehicular crash-related information available <input type="checkbox"/> written pedestrian/non-motorized-related study done and available <input type="checkbox"/> anecdotal pedestrian/non-motorized-related information available
comments about safety data:	
Information for follow-up contact on road diet applications...	
name: title: mailing address: e-mail address: telephone:	

Other general comments:

Please return the completed form to:

save the file with your answers (identify w/your initials) and send electronically via e-mail:

LYLES@egr.msu.edu (electronic attachments are fine)

hard copy via regular mail:

Richard W. Lyles
Department of Civil and Environmental Engineering
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APPENDIX H

CRASH RECLASSIFICATION SCHEME

Road Diet Crash Re-Coding

Re-coding for road-diet crashes and expectations of 1) whether a road diet should affect crash frequency and 2) whether a road diet should correct the specific crash type. Note that this chart should be used to re-code crash types—a new variable in the crash record for this study. For example, for a ped-involved crash, MDOT crash type = 13, the re-coded value reflects whether the crash occurred midblock or at an intersection (re-code values = 13A and 13B, respectively). The right-most column could be considered a statement of various hypotheses to be tested.

checked/re-coded crash type	road diet affects frequency of crash type	road diet could correct crash type
[00] uncoded and errors <ul style="list-style-type: none"> check and re-code as possible; otherwise probably eliminate 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a
[11] overturn	<ul style="list-style-type: none"> no 	<ul style="list-style-type: none"> no
[12] hit train	<ul style="list-style-type: none"> no 	<ul style="list-style-type: none"> no
[13] pedestrian <ul style="list-style-type: none"> midblock [13A] intersection [13B] 	<ul style="list-style-type: none"> yes maybe 	<ul style="list-style-type: none"> yes (refuge) maybe
[14] bicycle <ul style="list-style-type: none"> crossing main street [14A] longitudinal (going w/or against traffic) [14B] 	<ul style="list-style-type: none"> yes yes 	<ul style="list-style-type: none"> yes yes
[15] fixed object	<ul style="list-style-type: none"> maybe 	<ul style="list-style-type: none"> maybe
[16] other object	<ul style="list-style-type: none"> maybe 	<ul style="list-style-type: none"> maybe
[17] hit parked vehicle	<ul style="list-style-type: none"> n/a for MDOT study sites 	<ul style="list-style-type: none"> n/a for MDOT study sites
[18] animal <ul style="list-style-type: none"> eliminate! 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a
[19] misc single vehicle (check and re-code as possible)	<ul style="list-style-type: none"> maybe 	<ul style="list-style-type: none"> maybe
[20] misc multiple vehicle (check and re-code as possible)	<ul style="list-style-type: none"> maybe 	<ul style="list-style-type: none"> maybe

additional notes for crash types (e.g., [21] angle-straight) which are re-coded for left lane/right lane occurrence...

- by our convention, the lane indicated is always for the “dieted” street
- example application of convention for crash type [21] angle-straight in an intersection—“left lane-w/veh from left”...the vehicle in the left lane (whether it is getting hit or is doing the hitting) must be on the diet street with the other vehicle from the intersecting street
- for the “after” period, in general, there is no left lane...these crashes should be occurring in the right lane so the “left lane” crashes should be a moot point; if a crash occurs in the TWLTL, it could still be coded as “left lane” w/the understanding that it is in the TWLTL

checked/re-coded crash type	road diet affects frequency of crash type	road diet could correct crash type
<p>[21] angle-straight <i>[intersection only, check to convert into angle drive or angle turn]</i></p> <ul style="list-style-type: none"> • left lane –w/veh from left [21A] • left lane –w/veh from right [21B] • right lane –w/veh from left [21C] • right lane –w/veh from right [21D] 	<ul style="list-style-type: none"> • yes • yes • yes • yes 	<ul style="list-style-type: none"> • yes (eliminates conflict) • yes (eliminates conflict) • no (could incr w/vol) • no (could incr w/vol)
<p>[22] angle turn <i>[intersection only, check to convert into angle drive or head-on LT]</i></p> <ul style="list-style-type: none"> • left lane –w/veh from left [22A] • left lane –w/veh from right [22B] • right lane –w/veh from left [22C] • right lane –w/veh from right [22D] 	<ul style="list-style-type: none"> • no • no • yes • yes 	<ul style="list-style-type: none"> • no (should be no change) • no (should be no change) • no (could incr w/vol) • no (could incr w/vol)
<p>[23] head-on left-turn (not necessarily in intersection)</p> <ul style="list-style-type: none"> • left lane [23A] • right lane [23B] 	<ul style="list-style-type: none"> • yes • no (should be none) 	<ul style="list-style-type: none"> • maybe (could be offsetting) • no (should be none)
<p>[24] rear-end straight (not necessarily in intersection) watch for veh at front of</p>		

platoon—is it really going straight (this category) or turning left (should be other category, e.g., [34]) <ul style="list-style-type: none"> left lane [24A] right lane [24B] 	<ul style="list-style-type: none"> yes (eliminates conflict) yes (incr vol in right lane) 	<ul style="list-style-type: none"> yes (lane eliminated) no (could incr w/vol)
checked/re-coded crash type	road diet affects frequency of crash type	road diet could correct crash type
[25] rear-end left-turn <i>in/at intersection</i> <ul style="list-style-type: none"> left lane [25A] right lane [25B] 	<ul style="list-style-type: none"> yes (eliminates conflict) yes (should be rare in before) 	<ul style="list-style-type: none"> yes (should eliminate) yes (if occurs, should elim)
[26] rear-end right-turn <i>in/at intersection</i> <ul style="list-style-type: none"> left lane [26A] right lane [26B] 	<ul style="list-style-type: none"> yes (should be rare before) yes (incr vol in right lane) 	<ul style="list-style-type: none"> yes (should eliminate) no (could incr w/vol)
[27] dual left turn— shouldn't be occurring for sites	<ul style="list-style-type: none"> should be n/a 	<ul style="list-style-type: none"> should be n/a
[28] dual right turn— shouldn't be occurring for sites	<ul style="list-style-type: none"> should be n/a 	<ul style="list-style-type: none"> should be n/a
[31] head-on <ul style="list-style-type: none"> left lane [31A] right lane [31B] 	<ul style="list-style-type: none"> yes, RD reduces likelihood no, should be rare 	<ul style="list-style-type: none"> maybe (corrects some instances, incr head-on potential in TWLTL) no (should be rare)
[32] side-swipe same	<ul style="list-style-type: none"> yes 	<ul style="list-style-type: none"> yes
[33] side-swipe opposite	<ul style="list-style-type: none"> yes 	<ul style="list-style-type: none"> maybe (could be offsetting)
[34] angle-drive (watch for intersection vs. driveway, may need recode) <ul style="list-style-type: none"> left-lane [34A] right-lane [34B] 	<ul style="list-style-type: none"> yes yes 	<ul style="list-style-type: none"> yes no (could incr w/vol)
[35] rear-end drive (could incl veh turning LT or RT into a driveway and getting		

struck from behind; watch for long lines behind turning veh) <ul style="list-style-type: none"> • left-lane [35A] • right-lane [35B] 	<ul style="list-style-type: none"> • yes • yes 	<ul style="list-style-type: none"> • yes (should elim type) • no (could incr w/vol)
[36] other drive—hard category, check to re-code as 34, 35, 19, 15	<ul style="list-style-type: none"> • should be n/a 	<ul style="list-style-type: none"> • should be n/a
[37] backing—watch for needed re-code as driveway-related—otherwise should be n/a	<ul style="list-style-type: none"> • should be n/a 	<ul style="list-style-type: none"> • should be n/a

checked/re-coded crash type	road diet affects frequency of crash type	road diet could correct crash type
[38] parking—should be n/a for project sites	<ul style="list-style-type: none"> • should be n/a 	<ul style="list-style-type: none"> • should be n/a

Other comments/issues...

Crashes that are really random should be marked for elimination. For example, we had one crash which was a single-vehicle (motorcycle) crash where the throttle stuck and the MC was simply “laid-down” on the pavement/side of road. It was originally coded as an overturn...should be eliminated.

Crash types where all occurrences need to be manually reviewed for relationship to road diet study are:

- [00] uncoded/errors—can any be salvaged;
- [13] pedestrian—what are the circumstances of crash that relate to road diet;
- [14] bicycle—what are circumstances of crash that relate to road diet;
- [15] fixed object—so far, these seem very problematic with respect to having any relationship to the road diet (e.g., skid while turning and hit mailbox or sign post) and so, may be eliminated from analysis
- [16] other object—as fixed object, these seem very problematic with respect to having any relationship to the road diet (e.g., hit a pothole) and so, may be eliminated from analysis
- [19] misc single vehicle crash—can these be re-coded and/or related to road diet;
- [20] misc multiple vehicle crash—can these be re-coded and/or related to road diet (some of these are pretty bizarre and are being eliminated—e.g., a vehicle drifted backwards out of a driveway and across the street where it hit or was hit)

Cross street crashes...

Crashes that are assigned to cross streets (in the crash data base) have also been identified—the UD-10s have been captured, and are being reviewed individually. Basically, one of the following occurs:

- If a crash that was assigned to a side street actually occurred on the diet street, it is reassigned (switched) to the diet street. This is done through a review of the crash diagram. The exception to this is if the side street occurs at the end of the diet (see below).
- If a crash that was assigned to a side street actually occurs on the side street well back from the diet street (e.g., a driveway-related crash 100' back from the diet street) and has no conceivable relation to the road diet, it is eliminated from the analysis.
- If a crash that was assigned to a side street only involved vehicles on the side street (e.g., an angle-turn crash where neither vehicle was already on the diet street), it is eliminated from the analysis (crash has no relation to the diet activity).
- If the side street is an intersecting street at the end of the road diet, a crash involving side street vehicles that are turning on to the diet street toward the diet segment should be “switched” to the diet street. If the vehicle is on the side street and turning away from the diet segment, then it is eliminated as not associated with the diet.
 - For example, consider a N-S side street intersecting w/an E-W diet street but the diet is only on the east side of the intersection w/the west side untreated. If a northbound car turns right (east) toward the diet section and is involved in a crash, it counts in the analysis. If turns left (west) away from diet section, it does **not** count in the analysis.
 - This is also impacted by how the diet ends...sometimes, it is clearly done at the intersection; in other instances, the taper of the diet lanes takes place on the “other” side of the intersection.