



CITY OF ROOSEVELT PARK CITY COUNCIL MEETING

AGENDA

July 20, 2026

6:15 p.m.

1. Council Work Session
2. Call to Order and Roll Call
3. Pledge of Allegiance
4. Invocation by Mayor Pro Tem Sutton
5. Public Comment on Agenda Items

6. Approval of Consent Agenda
 - a. Regular Agenda
 - b. Minutes of July 6, 2026- Regular City Council Meeting
 - c. List of Bills

7. Unfinished Business

8. New Business
 - a. Roosevelt Park Day Committee-Set August Meeting Time and Date
 - b. Public Act 152 of 2011-FY 2027 Adoption
 - c. Michigan Municipal League-Convention Voting Delegates
 - d. Summit Intersection Study Results-Council Review

9. Public Comment

Please state your name and home address
Please limit comments to 3 minutes per individual presentation
(City Council Rules of Procedure: 10/7/2011)

10. Comments from the Mayor and City Council
11. Reports from City Manager, City Attorney & Department Heads
12. Closed Session-Closed Session for the Intent of Collective Bargaining Pursuant to section 15.268 subsection C of the Michigan Open Meetings Act
13. Adjournment

American Disability Act Compliance: For access to open meetings of the City Council and any of its committees or subcommittees, the City of Roosevelt Park will provide necessary reasonable auxiliary aids and services, to individuals with disabilities who want to attend the meeting, upon twenty-four-hour notice to the City of Roosevelt Park. Individuals with disabilities requiring auxiliary aids or services should contact the City of Roosevelt Park, City Clerk by writing or calling, 231-755-3721 or call the following: TDD: Dial 7-1-1 and request a representative to dial 231-755-3721.



City of Roosevelt Park

A Proud Community

To: Honorable Mayor and City Council
From: Jared Olson, City Manager
Date: July 16, 2026
Subject: **Monday, July 20, 2026– CITY COUNCIL MEETING**

The following is information pertaining to items on the agenda for your meeting:
COUNCIL WORK SESSION:

1. **Active Agenda Items**

COUNCIL MEETING:

- a. **Roosevelt Park Day-Set August Committee Meeting**- Staff is requesting the City Council review and set an August Roosevelt Park Day committee meeting. Staff is recommending the meeting be set at some point during the week of August 17th as this is one of the last meetings prior to the September 12th event.
- b. **Public Act 152 of 2011-FY 2027 Adoption**- As a requirement of Public Act 152, a public employer that offers a medical benefit plan for its employees shall pay no more of the annual costs than a total amount equal to the Hard Cap set by the State Treasury each year. This has been the annual option adopted since 2012.
- c. **2026 MML Annual Convention Voting Delegate**- The upcoming 2026 Michigan Municipal League convention will be held in Traverse City on October 7-9 and as requested in past years, a formal voting delegate and alternate delegate are requested. Attached to the formal memo is the convention information and delegate responsibility breakdown.
- d. **Summit Intersection Study Results-Council Review**- As part of the upcoming 2027 West Summit Street rehabilitation project, staff has engaged a professional traffic engineering firm to complete a study of both the Summit/Maple Grove intersection and the Summit/Roosevelt Intersection for possible changes. As the study was completed in May prior to the end of the school year, the completed report was forwarded for review in the previous weeks.

If you have questions, please contact me.



**CITY OF ROOSEVELT PARK
CITY COUNCIL
MEETING MINUTES
July 6th, 2026**

This meeting was called to order by Mayor Aaron Langlois at 6:15 p.m.

PRESENT: Council Members: Mayor Aaron Langlois, Mayor Pro-Tem Michael Sutton, Diane Goodman, Donald Nilson, Noah Crossno, Matt Johnson, and Derek Benson

STAFF: City Manager Jared Olson, City Treasurer Kate Dibble, DPW Superintendent Ben VanHoeven, Police Chief Shawn Bride, and City Attorney Brennan Gorman, Deputy Clerk/ Treasurer Sara Gappa

ABSENT: None

UNFINISHED BUSINESS

- None

WORK SESSION

Council discussed Agenda Items:

- Fiscal Year 2026 Budget Amendments - Second Quarter
- 2026 Holiday Tree Lighting Event - Council Approval
- 1367 W. Sherman Redevelopment RFP - Committee Recommendation
- 2025 MERS Pension Fund Valuation Report - Council Approval
- List of Bills

Special Guests:

- Mr. Benedict, SB Homes

Mayor Langlois called the Council meeting to order at 7:04 p.m.

2026-121 ROLL CALL

City Clerk Alison Johnson called the roll call.

2026-122 INVOCATION

Council Member Johnson provided the Invocation.

2026-123 PUBLIC COMMENT ON AGENDA ITEMS

None

2026-124 CONSENT AGENDA

Council Member Crossno, made a motion to approve the consent agenda as written. Council Member Goodman supported this motion.
Roll Call: 7 Ayes, 0 Nays. Motion Passes.

2026-125 UNFINISHED BUSINESS

None

2026-126 NEW BUSINESS

8A. Fiscal Year 2026 Budget Amendments - Second Quarter

Council Member Johnson moved to adopt the second quarter budget amendments as presented. This motion was supported by Council Member Nilson.

Roll Call: 7 Ayes, 0 Nays. Motion Passes

8B. 2026 Holiday Tree Lighting Event - Council Approval

Council Member Goodman moved to Approve the use of the Community Center for the 2026 Holiday Tree Lighting Event to be held on Tuesday evening of December 1st. This motion was supported by Council Member Crossno.

Roll Call: 7 Ayes, 0 Nays. Motion Passes.

8C. 1367 W. Sherman Redevelopment RFP - Committee Recommendation

Council Member Langlois moved to direct staff to engage SB Homes in the redevelopment of 1367 W. Sherman. This motion was supported by Mayor Pro-Tem Sutton.

Roll Call: 7 Ayes, 0 Nays. Motion Passes.

8D. 2025 MERS Pension Fund Valuation Report - Council Approval

Council Member Goodman moved to receive the 2025 MERS actuarial valuation report for the year ending 12/31/25. This motion was supported by Council Member Crossno.

Roll Call: 7 Ayes, 0 Nays. Motion Passes.

2026-127 COUNCIL COMMENTS

Council members shared comments.

2026-128 DEPARTMENT HEAD REPORTS

Department heads shared comments.

2026-129 PUBLIC COMMENTS

None

2026-130 ADJOURNMENT

Mayor Langlois moved to adjourn the meeting at 7:26 p.m. This motion was supported by Mayor Pro-Tem Sutton and carried unanimously.

Alison Johnson, City Clerk

**CITY OF ROOSEVELT PARK**

A Proud Community
900 OAK RIDGE ROAD
ROOSEVELT PARK, MI 49441
(231) 755-3721

COUNCIL LIST

1/2

Thursday, July 09, 2026

CHECK NUMBER	VENDOR NAME	DESCRIPTION	Invoice #	INVOICE AMT
6508 (E)	ACCIDENT FUND			
	WORKERS COMP - AUGUST		1002365099	1,256.30
			Check Total	1,256.30
6509 (E)	BANK OF AMERICA BUSINESS CARD			
	RP DAY TEMPORARY TATTOOS		112425076443	58.01
			Check Total	58.01
6510 (E)	BANK OF AMERICA BUSINESS CARD			
	RP DAY TEMPORARY TATTOOS		112431677227	9.95
			Check Total	9.95
6511 (E)	BANK OF AMERICA BUSINESS CARD			
	ACOUSTIC PANELS - PD INTEROGATION, BLUE		112888103507	231.70
			Check Total	231.70
6512 (E)	BANK OF AMERICA BUSINESS CARD			
	JOHNSON TRAVEL		061626	9.80
			Check Total	9.80
6513 (E)	BANK OF AMERICA BUSINESS CARD			
	JOHNSON TRAVEL		061726	32.80
			Check Total	32.80
6514 (E)	BANK OF AMERICA BUSINESS CARD			
	AUGER EXTENSION, 8" BIT		070726	144.98
			Check Total	144.98
6515 (E)	BANK OF AMERICA BUSINESS CARD			
	PD BLOOD TEST SHIPPING		070126	8.05
			Check Total	8.05
6516 (E)	BLUE CARE NETWORK OF MI			
	RETIREE HEALTH CARE - AUGUST		261880026551	2,718.94
			Check Total	2,718.94
6517 (E)	BLUE CROSS BLUE SHIELD OF MICH			
	RETIREE HEALTH CARE		228387710	2,993.61
			Check Total	2,993.61
6518 (E)	CONSUMERS ENERGY			
	1000 0015 6057 936 OAKRIDGE GUL 2		201543599705	1,722.75
			Check Total	1,722.75
6519 (E)	CONSUMERS ENERGY			
	1000 0017 0686 3106 ROOSEVELT RD		201543599706	20.52
			Check Total	20.52
6520 (E)	CONSUMERS ENERGY			
	1000 0038 5011 TRAFFIC LIGHTS		203323412794	283.42
			Check Total	283.42
6521 (E)	CONSUMERS ENERGY			
	1030 2926 0835 49441 LED LIGHT RD		204213320856	2,298.46
			Check Total	2,298.46
6522 (E)	FRONTIER			
	DPW GARAGE INTERNET - JULY		JULY26	44.99
			Check Total	44.99
6523 (E)	HEALTH EQUITY			
	DCFSA MONTHLY FEES		070126	75.00
			Check Total	75.00
6524 (E)	KENDALL ELECTRIC			
	FREIGHT - DDA LIGHTING PARTS		S116871913.0	47.81
			Check Total	47.81
6525 (E)	WEX BANK			

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COUNCIL LIST

2/2

Thursday, July 09, 2026

CHECK NUMBER	VENDOR NAME	DESCRIPTION	Invoice #	INVOICE AMT
		GAS (DPW 457.661, PD 579.741)	113534150	3,744.92
			Check Total	3,744.92
6526 (A)	BORGMAN TREE SERVICE	TREE REMOVAL	4885	4,200.00
			Check Total	4,200.00
6527 (A)	D & J SEWER	WATER SERVICES - 2921 ROOSEVELT, 1110 BR	8933,8932,89	9,500.00
			Check Total	9,500.00
6528 (A)	KENT COMMUNICATIONS INC	SUMMER TAX BILLS	360109	667.91
		ABSENTEE BALLOT MAILING	88761-	467.93
			Check Total	1,135.84
6529 (A)	MACQUEEN EQUIPMENT LLC	AUGUST VEHICLE MAINTENANCE LABOR	23952	926.10
			Check Total	926.10
6530 (A)	MUSKEGON CHARTER TOWNSHIP	CODE ENFORCEMENT - MAY	2600017444	943.42
		CODE ENFORCEMENT - JUNE	2600017445	943.42
		CODE ENFORCEMENT - JULY	2600017446	943.42
			Check Total	2,830.26
6531 (A)	PREIN & NEWHOF, P.C	WATER - RISK & RESILIENCY ASSESSMENT UPD	97095	2,500.00
			Check Total	2,500.00
6532 (A)	REPUBLIC SERVICES # 240	WASTE REMOVAL - JUNE	0240-	28,991.67
			Check Total	28,991.67
6533 (A)	WEST MICHIGAN RUBBER & SUPPLY	HOSE, FITTING	I2017759	64.79
			Check Total	64.79
38753	DETROIT LEGAL NEWS	NOTICE OF ADOPTION - EBIKE ORDINANCE	1888160	27.00
			Check Total	27.00
38754	PAUL SCHULTZ TRUCKING AND EXCAVATIN	SCREENED TOP SOIL	7689	700.00
			Check Total	700.00
			Report Total	66,577.67



Agenda Item ____ 8a ____

**CITY OF ROOSEVELT PARK
CITY COUNCIL MEETING
July 20, 2026**

Roosevelt Park Day Meeting Time and Date-August		Date: July 20, 2026
As we continue the planning for the 2026 RP day event, the upcoming Roosevelt Park Day event planning discussion needs to continue. Staff is recommending the next meeting be set at some point during the week of August 17th.		
Financial Impact: None		
Recommendation: Set a committee meeting for the next Roosevelt Park Day event.		
Signature:		Title: City Manager



**CITY OF ROOSEVELT PARK
CITY COUNCIL MEETING
July 20, 2026**

Public Act 152 – Publicly Funded Health Insurance Act of 2011		Date: July 20, 2026
Summary: As a requirement of Public Act 152, a public employer that offers a medical benefit plan for its employees shall pay no more of the annual costs than a total amount equal to the Hard Cap set by the State Treasury each year. For plan years beginning in 2027, the Hard Cap is set with the limits provided below: \$8,180.35– Single Person Coverage \$17,107– Individual and Spouse Coverage \$22,310.11-Family Coverage By approving the Hard Cap, the City will only pay up to the amount established by the Hard Cap for each employee’s health insurance plan. This reflects a 3% increase over FY2026. The City of Roosevelt originally adopted the PA 152 Hard Cap option beginning as required by law in 2012 and has operated under it annually with almost no change locally or statewide. This may be changing however as over the last eight months, numerous statewide levels of activity, review, and change have been approached. Staff will keep the City Council up-to-date on any upcoming legislation or changes that may occur.		
Financial Impact: This will be budgeted and accounted for in the upcoming 2027 Fiscal Year budget.		
Recommendation: Move to adopt the attached resolution for the Hard Cap set forth by the State Treasury in compliance with Public Act 152 of 2011 for FY 2027.		
Signature:		Title: City Manager



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TREASURY

RACHAEL EUBANKS
STATE TREASURER

March 27, 2026 – (Updated March 30, 2026)

**PUBLIC EMPLOYER CONTRIBUTIONS TO MEDICAL BENEFIT PLANS
ANNUAL COST LIMITATIONS – CALENDAR YEAR 2027**

For a medical benefit plan coverage year beginning on or after January 1, 2012, MCL 15.563, as last amended by 2018 Public Act 477, sets a limit on the amount that a public employer may contribute to a medical benefit plan.

For medical benefit plan coverage years beginning on or after January 1, 2013, MCL 15.563 provides that the dollar amounts that are multiplied by the number of employees with each coverage type be adjusted annually. Specifically, the dollar amounts shall be adjusted, by October 1 of each year after 2011 and before 2019, by the change in the medical care component of the United States consumer price index for the most recent 12-month period for which data are available. By April 1 of each year after 2018, the dollar amounts shall be adjusted by the change in the medical care component of the U.S. consumer price index for the most recent 12-month period for which data are available. For calendar year 2026, the limit on the amount that a public employer may contribute to a medical benefit plan was set to the sum of the following:

- \$7,942.09 times the number of employees and elected public officials with single-person coverage
- \$16,609.38 times the number of employees and elected public officials with individual -and- spouse coverage or individual-plus-1-nonspouse-dependent coverage
- \$21,660.30 times the number of employees and elected public officials with family coverage.

The limits for 2027 equal the 2026 limits increased by **3.0 percent**. The 3.0 percent is the percentage change in the medical care component from the period March 2024-February 2025 to the period March 2025-February 2026.

Thus, for medical benefit plan coverage years beginning on or after January 1, 2027, the limit on the amount that a public employer may contribute to a medical benefit plan equals the sum of the following:

- \$8,180.35* times the number of employees and elected public officials with single-person coverage
- \$17,107.66 times the number of employees and elected public officials with individual -and- spouse coverage or individual-plus-1-nonspouse-dependent coverage
- \$22,310.11 times the number of employees and elected public officials with family coverage.

Rachael Eubanks
State Treasurer

* There was a typo in the original notice for single-person coverage which listed \$8,108.35 instead of \$8,180.35.



Agenda Item #__8c_____

**CITY OF ROOSEVELT PARK
CITY COUNCIL MEETING
July 20, 2026**

2026 MML Convention Voting Delegate		Date: July 20, 2026
Summary: Pursuant to the provisions of the Michigan Municipal League bylaws, we are requested to designate by action of our governing body, one of our officials who will attend the MML Convention as the official representative to cast the vote of the municipality at the MML Annual Meeting. The convention is in Traverse City from October 7th through the 9th. The full MML notice is attached.		
Financial Impact: none		
Recommendation: Designate a City Councilmember as the voting delegate and a second councilmember as the secondary delegate on behalf of the City of Roosevelt Park for the 2026 MML convention.		
Signature:		Title: City Manager

Jared D. Olson

From: Michigan Municipal League <events@email.mml.org>
Sent: Monday, July 13, 2026 2:44 PM
To: Jared D. Olson
Subject: It's been too long: Join the League at Convention 2026!

i This message needs your attention

• You've never replied to this person.

Report or Mark Safe

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Convention 2026

October 7–9, 2026 | Grand Traverse Resort

We're Excited to Host You!

You are cordially invited to the League's premier annual event for local leaders:

Convention 2026! Early bird registration is now open.

We know how it is—the life of a local official can be a lot. Convention is designed with that in mind: You'll spend **three restorative, invigorating, and inspiring days** surrounded by colleagues and mentors who understand the issues our communities are facing.

At the League, we're hard at work curating an engaging, informative agenda specifically for people in your shoes. Expect sessions and workshops on:

- Preparing for A.I. in local government
- Legislative updates from our State & Federal Affairs team
- Smart budgeting and benefits planning
- Addressing homelessness and housing instability
- First Amendment issues
- Making philanthropy work for you
- The Vision Zero approach to local road safety
- Public service and mental health
- ...and much, much more!

Plus, get outside in the beautiful autumn air with your colleagues, and take a stroll through downtown Traverse City and surrounding communities for one of our **mobile education tours!**

There will be so much to take advantage of—check out **the official Convention 2026 website** for even more info.

Ready to register? Click on the button below or log in to the League Portal at **my.mml.org** and navigate to “Event Registration” using the menu on the left-hand side of the page.

Register

Hotel

A room block for Convention 2026 attendees has been set up from Tuesday, October 6, to Friday, October 9, 2026, at the Grand Traverse Resort and Spa and the Residence Inn Traverse City. Housing reservations will only be accepted for registered Convention attendees, and booking information will be in the Convention registration confirmation email.

Grand Traverse Resort & Spa

The last day to book reservations at the resort is **Monday, September 14, 2026**.

Residence Inn Traverse City

The last day to book reservations at the Residence Inn is **Monday, August 31, 2026**.

Wear Your Support with Pride!

Make a gift of **\$20 or more** to the **MML Foundation** and receive a special **commemorative pin** at check-in.

This year's pin features our host, Traverse City, and the beautiful Mission Point lighthouse. Wear it on your lanyard or lapel and help advance local leadership and community impact across the state.

Pins are limited to those registered for Convention. Check your registration confirmation email for more information.



**CITY OF ROOSEVELT PARK
CITY COUNCIL MEETING
July 20, 2026**

Item: Summit Intersection Study Results		Date: July 20, 2026
Summary: As part of the upcoming 2027 West Summit Street rehabilitation project, staff has engaged a professional traffic engineering firm to complete a study of both the Summit/Maple Grove intersection and the Summit/Roosevelt Intersection for possible changes. As the study was completed in May prior to the end of the school year, the completed report was forwarded for review. Staff will highlight and discuss the attached report and as of now, no formal action is being requested by the City Council.		
Financial Impact: none		
Recommendation: Review and discuss the attached report.		
Signature:		Title: City Manager

Memorandum

To: Moore & Bruggink, Inc.
Mr. Ryan Arends, PE

From: Hailey Savola, ROWE Professional Services Company

Date: June 15, 2026

RE: Intersection Safety Analysis: Maple Grove/Summit Avenue and Roosevelt Road/Summit Avenue – Roosevelt Park, Michigan

ROWE Professional Services Company has completed a safety analysis for the intersections of Maple Grove/Summit Avenue and Roosevelt Road/Summit Avenue in Roosevelt Park, Michigan. The analysis was to determine the warranted traffic control at the intersections.

Figure 1 depicts the study intersections. Maple Grove and Summit Avenue is a four-legged intersection with stop control on Maple Grove. Summit Avenue is free-flow with on-street parking along the south side of the road. All approaches have marked pedestrian crossings.

Roosevelt Road and Summit Avenue is a four-legged intersection with stop control on Summit Avenue with on-street parking along the south side of the roadway. Roosevelt Road is free flow. All approaches have marked pedestrian crossings.



Figure 1. Study Intersections

SINCE 1962

As part of each intersection study, ROWE reviewed the following:

- Crash Analysis for the last five years (2021-2025).
- Multi-Way Stop Control Warrants – per the *Michigan Manual on Uniform Traffic Control Devices, (MMUTCD) 2025 Version*
- Traffic Signal Warrant – per the *MMUTCD, 2025 Version* and Michigan Department of Transportation (MDOT) signal warrant spreadsheet.

Maple Grove and Summit Avenue Intersection Analysis

Crash Analysis

A review of the crash data at the Maple Grove and Summit Avenue intersection revealed a total of six crashes, which are listed by year in **Table 1**. **Table 2** lists crashes by severity. There were no fatal crashes or injury crashes at the intersection. All crashes resulted in property damage only (PDO).

Table 1: Summary of Crashes by Year

Year	2021	2022	2023	2024	2025
No. of Crashes	1	2	1	1	1

Table 2: Summary of Crashes by Severity

Severity	Fatal	A	B	C	PDO
No. of Crashes	0	0	0	0	6

Crashes were reviewed based on type of hazardous action at the intersection as shown in **Table 3**.

Table 3: Crash Characteristics

Crash Characteristics		2021	2022	2023	2024	2025	Total	%
Crash Severity	PDO	1	2	1	1	1	6	100.00%
	Injury C	-	-	-	-	-	0	0.00%
	Injury B	-	-	-	-	-	0	0.00%
	Injury A	-	-	-	-	-	0	0.00%
	Injury K	-	-	-	-	-	0	0.00%
	Total	1	2	1	1	1	6	100.00%
Crash Type	Backing	-	1	-	-	-	1	16.67%
	Angle	1	1	1	1	1	5	83.33%
	Total	1	2	1	1	1	6	100.00%

The crash types at the intersection were angle crashes as vehicles entered the intersection and did not yield for on-coming vehicles, primarily vehicles on Maple Grove not stopping at the stop sign and striking vehicles on Summit Avenue. These crashes all resulted in property damage only (PDO).

Full crash reports for this intersection are provided in **Attachment B**.

Multi-Way Stop Warrant Analysis

Section 2B.12 of the MMUTCD provides guidance for the installation of multi-way stop control. This section is included in **Figure 2** below.

Section 2B.12 All-Way Stop Control

Support:

01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.

02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

03 *The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:*

- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
- B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
- C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
- D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
- E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Figure 2. Section 2B.12 from the MMUTCD

For this warrant review, ROWE utilized recent traffic counts collected by ROWE's traffic count equipment on May 27, 2026. School was in session during this period. These counts are provided in **Attachment A**.

A review of Warrant D for Minimum Volumes was completed. The major approach, Summit Avenue, does not carry over 300 vehicles per hour over an eight-hour period. The minor approach, Maple Grove, does not carry over 200 vehicles per hour for a consecutive total of eight hours. The warrant for vehicle volumes is not met at this intersection for a multi-way stop. A summary of the volumes is shown below in **Table 4**.

Table 4: Traffic Volume Summary

	Minor	Minor	Major	Major	Total	Highest	Total
	NB	SB	EB	WB	Major	Minor	
00:01 - 01:00	4	0	6	10	16	4	20
01:00 - 02:00	3	1	3	13	16	3	20
02:00 - 03:00	2	0	2	2	4	2	6
03:00 - 04:00	3	0	6	1	7	3	10
04:00 - 05:00	7	1	14	1	15	7	23
05:00 - 06:00	15	5	46	8	54	15	74
06:00 - 07:00	39	7	66	21	87	39	133
07:00 - 08:00	73	17	154	82	236	73	326
08:00 - 09:00	81	20	116	107	223	81	324
09:00 - 10:00	76	19	87	61	148	76	243
10:00 - 11:00	66	25	80	81	161	66	252
11:00 - 12:00	81	21	82	116	198	81	300
12:00 - 13:00	106	27	93	128	221	106	354
13:00 - 14:00	92	41	93	118	211	92	344
14:00 - 15:00	100	39	90	149	239	100	378
15:00 - 16:00	113	42	136	212	348	113	503
16:00 - 17:00	112	40	114	207	321	112	473
17:00 - 18:00	122	35	125	261	386	122	543
18:00 - 19:00	84	27	103	159	262	84	373
19:00 - 20:00	63	28	78	116	194	63	285
20:00 - 21:00	44	16	60	104	164	44	224
21:00 - 22:00	33	13	43	73	116	33	162
22:00 - 23:00	19	9	13	48	61	19	89
23:00 - 00:00	13	3	8	31	39	13	55
Total	1351	436	1618	2109	3727	1351	5514

Traffic Signal Warrant

Section 4C.01 of the MMUTCD provides guidance for the basis of installation and removal of traffic control signals. This section is included in **Figure 3**.

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

- 01 Except for a temporary traffic control signal (see Section 4D.11) installed in a temporary traffic control zone, before a traffic control signal is installed at a particular location, an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at that location.
- 02 The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:
 - Warrant 1, Eight-Hour Vehicular Volume
 - Warrant 2, Four-Hour Vehicular Volume
 - Warrant 3, Peak Hour
 - Warrant 4, Pedestrian Volume
 - Warrant 5, School Crossing
 - Warrant 6, Coordinated Signal System
 - Warrant 7, Crash Experience
 - Warrant 8, Roadway Network
 - Warrant 9, Intersection Near a Grade Crossing
- 03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 3: Section 4C.01 From the MMUTCD

A signal warrant analysis was completed and shows that the intersection does not meet signal warrants outlined in the MMUTCD based on vehicle volumes and crash history. The warrant information is shown in **Attachment C**, and a summary of the analysis is provided in **Table 5** below.

Table 5: Summary of Signal Warrants

Summary of Warrants			
Spot Number:	0		
Major Street:	Summit Avenue	Minor Street:	Maple Grove
Intersection:	Summit Avenue at Maple Grove		
City/Twp:	Roosevelt Park		
Date Performed:	6/15/2026	Performed By:	ROWE
Date Volumes Collected:	5/27/2026		
Warrant	Condition	Is Warrant Met	
Data Validation Error		NO	
WARRANT 1: Eight-Hour Vehicular Volume		NO	
	Condition A	NO	
	Condition B	NO	
	Condition A&B	N/A	
WARRANT 2: Four-Hour Vehicular Volume	(100%)	NO	
WARRANT 3: Peak-Hour Vehicular Volume	(100%)	NO	
	Condition A	NO	
	Condition B	NO	
WARRANT 4: Pedestrian Volume	(100%)	NO	
	Four Hour	NO	
	Peak Hour	NO	
	(Threshold)	HAWK	NO
	(Threshold)	RRFB	NO
WARRANT 5: School Crossing		NO	
WARRANT 6: Coordinated Signal System		NO	
WARRANT 7: Crash Experience		NO	
	Condition A	NO	
	Condition B	NO	
WARRANT 8: Roadway Network		NO	
WARRANT 9: Intersection Near a Grade Crossing		#N/A	

Roosevelt Road and Summit Avenue Intersection Analysis

Crash Analysis

A review of the crash data at the Roosevelt Road and Summit Avenue intersection revealed a total of four crashes, which are listed by year in **Table 6**. **Table 7** lists crashes by severity. There were no fatal crashes or injury crashes at the intersection. There was one serious injury Type B crash which was a result of failing to yield at the intersection.

Table 6: Summary of Crashes by Year

Year	2021	2022	2023	2024	2025
No. of Crashes	0	0	2	2	4

Table 7: Summary of Crashes by Severity

Severity	Fatal	A	B	C	PDO
No. of Crashes	0	0	1	2	1

Crashes were reviewed based on type of hazardous action at the intersection as shown in **Table 8**.

Table 8: Crash Characteristics

Crash Characteristics		2021	2022	2023	2024	2025	Total	%
Crash Severity	PDO	-	-	2	-	-	2	50.00%
	Injury C	-	-	-	-	1	1	25.00%
	Injury B	-	-	-	-	1	1	25.00%
	Injury A	-	-	-	-	-	0	0.00%
	Injury K	-	-	-	-	-	0	0.00%
	Total	-	-	2	-	2	4	100.00%
Crash Type	Backing	-	-	1	-	-	1	25.00%
	Angle	-	-	1	-	2	3	75.00%
	Total	-	-	2	-	2	4	100.00%

The majority of the crash types at the intersection were angle crashes as vehicles entered the intersection and did not yield for on-coming vehicles, primarily vehicles on Summit Avenue not stopping at the stop sign and striking vehicles on Roosevelt Road. Most of these crashes resulted in property damage only (PDO) with the exception of one crash that occurred with northbound vehicles at the intersection which resulted in a serious injury, Type B crash.

Full crash reports for this intersection are provided in **Attachment B**.

Multi-Way Stop Warrant Analysis

Section 2B.12 of the MMUTCD provides guidance for the installation of multi-way stop control. This section is included in **Figure 4** below.

Section 2B.12 All-Way Stop Control

Support:

01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.

02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

03 *The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:*

- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
- B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
- C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
- D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
- E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Figure 4. Section 2B.12 from the MMUTCD

For this warrant review, ROWE utilized recent traffic counts collected by ROWE's traffic count equipment on May 27, 2026. School was in session during this period. These counts are provided in **Attachment A**.

A review of Warrant D for Minimum Volumes was completed. The major approach, Roosevelt Road, does not carry over 300 vehicles per hour over an eight-hour period. The minor approach, Summit Avenue, does not carry over 200 vehicles per hour for a consecutive total of eight hours. The warrant for vehicle volumes is not met at this intersection for a multi-way stop. A summary of the volumes is shown below in **Table 9**.

Table 9: Traffic Volume Summary

	Major	Major	Minor	Minor	Total	Highest	Total
	NB	SB	EB	WB	Major	Minor	
00:01 - 01:00	4	7	3	4	11	4	18
01:00 - 02:00	5	3	1	7	8	7	16
02:00 - 03:00	1	2	1	3	3	3	7
03:00 - 04:00	5	1	3	0	6	3	9
04:00 - 05:00	9	1	9	3	10	9	22
05:00 - 06:00	16	2	26	4	18	26	48
06:00 - 07:00	42	10	34	13	52	34	99
07:00 - 08:00	147	31	76	68	178	76	322
08:00 - 09:00	131	31	45	95	162	95	302
09:00 - 10:00	76	30	39	49	106	49	194
10:00 - 11:00	75	41	40	52	116	52	208
11:00 - 12:00	78	52	52	92	130	92	274
12:00 - 13:00	81	51	46	88	132	88	266
13:00 - 14:00	69	47	56	66	116	66	238
14:00 - 15:00	120	63	57	108	183	108	348
15:00 - 16:00	164	69	67	160	233	160	460
16:00 - 17:00	114	88	56	147	202	147	405
17:00 - 18:00	94	78	73	189	172	189	434
18:00 - 19:00	99	58	59	117	157	117	333
19:00 - 20:00	87	59	48	98	146	98	292
20:00 - 21:00	39	45	37	73	84	73	194
21:00 - 22:00	28	12	18	46	40	46	104
22:00 - 23:00	11	8	6	23	19	23	48
23:00 - 00:00	10	6	5	14	16	14	35
Total	1505	795	857	1519	2300	1579	4676

Traffic Signal Warrant

Section 4C.01 of the MMUTCD provides guidance for the basis of installation and removal of traffic control signals. This section is included in **Figure 5**.

Section 4C.01 <u>Studies and Factors for Justifying Traffic Control Signals</u>	
Standard:	
01	Except for a temporary traffic control signal (see Section 4D.11) installed in a temporary traffic control zone, before a traffic control signal is installed at a particular location, an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at that location.
02	The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants: Warrant 1, Eight-Hour Vehicular Volume Warrant 2, Four-Hour Vehicular Volume Warrant 3, Peak Hour Warrant 4, Pedestrian Volume Warrant 5, School Crossing Warrant 6, Coordinated Signal System Warrant 7, Crash Experience Warrant 8, Roadway Network Warrant 9, Intersection Near a Grade Crossing
03	The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 5: Section 4C.01 From the MMUTCD

A signal warrant analysis was completed and shows that the intersection does not meet signal warrants outlined in the MMUTCD based on vehicle volumes and crash history. The warrant information is shown in **Attachment C**, and a summary of the analysis is provided in **Table 10** below.

Table 10: Summary of Signal Warrants

Summary of Warrants			
Spot Number:	0		
Major Street:	Roosevelt Park	Minor Street:	Summit
Intersection:	Roosevelt Park at Summit		
City/Twp:	Roosevelt Park		
Date Performed:	6/15/2026	Performed By:	ROWE
Date Volumes Collected:	5/27/2026		
Warrant		Condition	Is Warrant Met
Data Validation Error			NO
Verify which is the Major Road			
WARRANT 1: Eight-Hour Vehicular Volume			NO
		Condition A	NO
		Condition B	NO
		Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume		(100%)	NO
WARRANT 3: Peak-Hour Vehicular Volume		(100%)	NO
		Condition A	NO
		Condition B	NO
WARRANT 4: Pedestrian Volume		(100%)	NO
		Four Hour	NO
		Peak Hour	NO
(Threshold)		HAWK	NO
(Threshold)		RRFB	NO
WARRANT 5: School Crossing			NO
WARRANT 6: Coordinated Signal System			NO
WARRANT 7: Crash Experience			NO
		Condition A	NO
		Condition B	NO
WARRANT 8: Roadway Network			NO
WARRANT 9: Intersection Near a Grade Crossing			#N/A

Conclusions and Recommendations

ROWE reviewed the intersections for traffic control warrants and found the intersections are not warranted for an all-way stop or traffic signal.

ROWE did review the corridor and noted that Summit Avenue is free flow at all intersections, with the side streets being stop controlled with the exception of at the intersection of Roosevelt Road. This could be a cause of confusion for the roadway users since it is not consistent throughout the corridor. In reviewing the traffic volumes at the Roosevelt Road intersection, it is clear that Summit Avenue is the minor approach and should remain stop controlled. To assist with making the corridor safer, the city could add advanced warning signs for the stop condition on Summit Avenue at Roosevelt Road.

Attachments

R:\Projects\2600298\Docs\Design\Intersection Warrant Analysis.docx

A. Traffic Data



ROWE Professional Service Company Kentwood
4345 44th Stree SE,Suite A

Kentwood, Michigan, United States 49512
(616) 272-7125 hsavola@rowepsc.com

Count Name: Maple Grove & Summit Ave
Site Code:
Start Date: 05/27/2026
Page No: 1

Turning Movement Data

Start Time	Maple Grove Southbound						Summit Ave Westbound						Maple Grove Northbound						Summit Ave Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	6	4	0	0	0	10	0	0	4	0	0	4	0	5	1	0	0	6	20
1:00 AM	1	0	0	0	0	1	4	8	1	0	0	13	0	1	2	0	0	3	0	2	1	0	0	3	20
2:00 AM	0	0	0	0	0	0	1	1	0	0	0	2	1	0	1	0	0	2	0	2	0	0	0	2	6
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	2	0	0	3	0	6	0	0	0	6	10
4:00 AM	0	1	0	0	0	1	0	1	0	0	0	1	1	3	3	0	0	7	0	14	0	0	0	14	23
5:00 AM	2	3	0	0	0	5	2	4	2	0	0	8	0	4	11	0	0	15	0	46	0	0	0	46	74
6:00 AM	2	4	1	0	0	7	9	12	0	0	0	21	2	9	28	0	0	39	1	60	5	0	1	66	133
7:00 AM	5	11	1	0	0	17	18	63	1	0	2	82	2	18	53	0	0	73	0	152	2	0	2	154	326
8:00 AM	7	10	3	0	0	20	21	79	7	0	1	107	13	25	43	0	1	81	1	107	8	0	1	116	324
9:00 AM	6	13	0	0	0	19	10	48	3	0	1	61	9	30	37	0	0	76	2	79	6	0	0	87	243
10:00 AM	5	18	2	0	0	25	22	50	9	0	1	81	8	29	29	0	2	66	5	65	10	0	1	80	252
11:00 AM	9	12	0	0	0	21	22	87	6	1	0	116	12	35	34	0	0	81	0	73	9	0	3	82	300
12:00 PM	6	21	0	0	1	27	30	86	12	0	4	128	11	42	53	0	1	106	1	80	12	0	1	93	354
1:00 PM	17	22	2	0	0	41	36	68	14	0	0	118	10	35	47	0	0	92	1	82	10	0	0	93	344
2:00 PM	6	31	2	0	0	39	37	107	5	0	1	149	20	46	34	0	0	100	0	76	14	0	3	90	378
3:00 PM	8	33	1	0	0	42	48	151	13	0	4	212	24	41	48	0	0	113	3	114	19	0	1	136	503
4:00 PM	11	25	4	0	2	40	52	145	10	0	2	207	15	44	53	0	0	112	2	103	9	0	4	114	473
5:00 PM	8	25	2	0	2	35	68	185	8	0	1	261	27	42	53	0	3	122	0	110	15	0	8	125	543
6:00 PM	5	21	1	0	4	27	41	110	8	0	0	159	22	31	31	0	1	84	1	89	13	0	2	103	373
7:00 PM	4	23	1	0	2	28	20	87	9	0	6	116	13	24	26	0	0	63	0	74	4	0	1	78	285
8:00 PM	3	12	1	0	3	16	24	78	2	0	3	104	7	16	21	0	1	44	3	45	12	0	0	60	224
9:00 PM	1	12	0	0	0	13	15	57	1	0	0	73	3	14	16	0	1	33	1	37	5	0	0	43	162
10:00 PM	3	6	0	0	0	9	13	31	4	0	1	48	3	5	11	0	0	19	0	10	3	0	0	13	89
11:00 PM	0	3	0	0	0	3	15	15	1	0	0	31	2	2	9	0	0	13	0	8	0	0	0	8	55
Grand Total	109	306	21	0	14	436	514	1478	116	1	27	2109	205	497	649	0	10	1351	21	1439	158	0	28	1618	5514
Approach %	25.0	70.2	4.8	0.0	-	-	24.4	70.1	5.5	0.0	-	-	15.2	36.8	48.0	0.0	-	-	1.3	88.9	9.8	0.0	-	-	-
Total %	2.0	5.5	0.4	0.0	-	7.9	9.3	26.8	2.1	0.0	-	38.2	3.7	9.0	11.8	0.0	-	24.5	0.4	26.1	2.9	0.0	-	29.3	-
Motorcycles	2	3	0	0	-	5	2	5	1	0	-	8	3	8	2	0	-	13	1	10	4	0	-	15	41
% Motorcycles	1.8	1.0	0.0	-	-	1.1	0.4	0.3	0.9	0.0	-	0.4	1.5	1.6	0.3	-	-	1.0	4.8	0.7	2.5	-	-	0.9	0.7
Cars	91	256	14	0	-	361	444	1264	96	1	-	1805	173	429	583	0	-	1185	13	1230	132	0	-	1375	4726
% Cars	83.5	83.7	66.7	-	-	82.8	86.4	85.5	82.8	100.0	-	85.6	84.4	86.3	89.8	-	-	87.7	61.9	85.5	83.5	-	-	85.0	85.7
Light Goods Vehicles	13	36	6	0	-	55	57	182	16	0	-	255	26	53	54	0	-	133	4	184	15	0	-	203	646
% Light Goods Vehicles	11.9	11.8	28.6	-	-	12.6	11.1	12.3	13.8	0.0	-	12.1	12.7	10.7	8.3	-	-	9.8	19.0	12.8	9.5	-	-	12.5	11.7
Buses	0	1	0	0	-	1	3	11	0	0	-	14	1	0	4	0	-	5	0	6	3	0	-	9	29

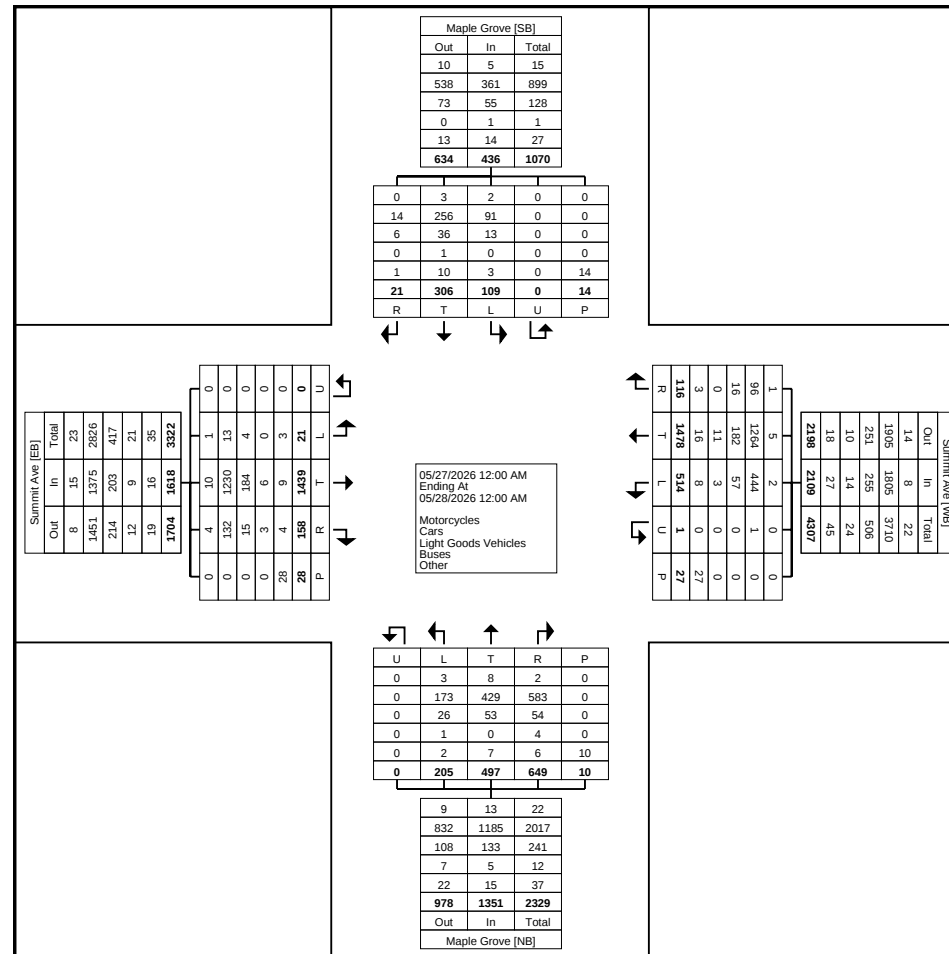
% Buses	0.0	0.3	0.0	-	-	0.2	0.6	0.7	0.0	0.0	-	0.7	0.5	0.0	0.6	-	-	0.4	0.0	0.4	1.9	-	-	0.6	0.5
Single-Unit Trucks	2	3	1	0	-	6	6	12	3	0	-	21	2	4	4	0	-	10	3	9	2	0	-	14	51
% Single-Unit Trucks	1.8	1.0	4.8	-	-	1.4	1.2	0.8	2.6	0.0	-	1.0	1.0	0.8	0.6	-	-	0.7	14.3	0.6	1.3	-	-	0.9	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	1	7	0	0	-	8	2	4	0	0	-	6	0	3	2	0	-	5	0	0	2	0	-	2	21
% Bicycles on Road	0.9	2.3	0.0	-	-	1.8	0.4	0.3	0.0	0.0	-	0.3	0.0	0.6	0.3	-	-	0.4	0.0	0.0	1.3	-	-	0.1	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	18.5	-	-	-	-	-	30.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	22	-	-	-	-	-	7	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	81.5	-	-	-	-	-	70.0	-	-	-	-	-	75.0	-	-



ROWE Professional Service Company Kentwood
4345 44th Stree SE,Suite A

Kentwood, Michigan, United States 49512
(616) 272-7125 hsavola@rowepsc.com

Count Name: Maple Grove & Summit Ave
Site Code:
Start Date: 05/27/2026
Page No: 3





ROWE Professional Service Company Kentwood
4345 44th Stree SE,Suite A

Kentwood, Michigan, United States 49512
(616) 272-7125 hsavola@rowepsc.com

Count Name: Maple Grove & Summit Ave
Site Code:
Start Date: 05/27/2026
Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

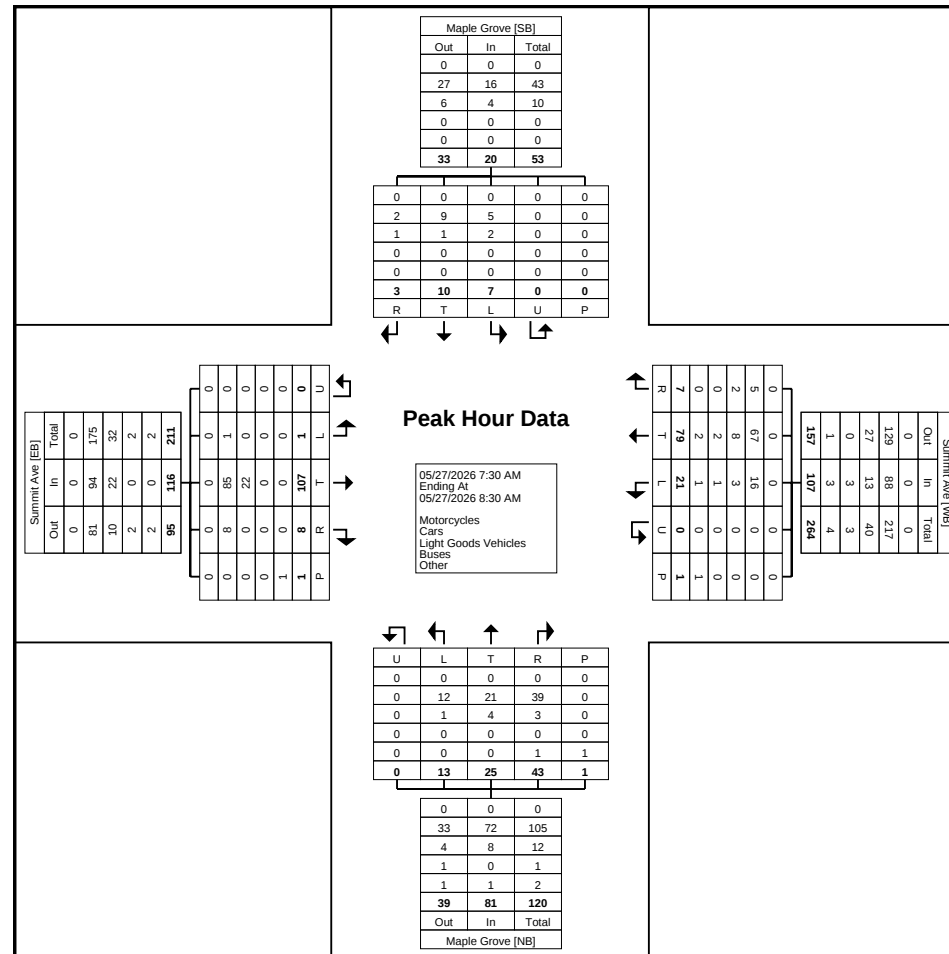
Start Time	Maple Grove Southbound						Summit Ave Westbound						Maple Grove Northbound						Summit Ave Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	7	10	3	0	0	20	21	79	7	0	1	107	13	25	43	0	1	81	1	107	8	0	1	116	324
Total	7	10	3	0	0	20	21	79	7	0	1	107	13	25	43	0	1	81	1	107	8	0	1	116	324
Approach %	35.0	50.0	15.0	0.0	-	-	19.6	73.8	6.5	0.0	-	-	16.0	30.9	53.1	0.0	-	-	0.9	92.2	6.9	0.0	-	-	-
Total %	2.2	3.1	0.9	0.0	-	6.2	6.5	24.4	2.2	0.0	-	33.0	4.0	7.7	13.3	0.0	-	25.0	0.3	33.0	2.5	0.0	-	35.8	-
PHF	0.500	0.458	0.750	0.000	-	0.667	0.917	0.602	0.250	0.000	-	0.631	0.563	0.667	0.738	0.000	-	0.821	0.250	0.792	0.375	0.000	-	0.833	0.858
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars	5	9	2	0	-	16	16	67	5	0	-	88	12	21	39	0	-	72	1	85	8	0	-	94	270
% Cars	71.4	90.0	66.7	-	-	80.0	76.2	84.8	71.4	-	-	82.2	92.3	84.0	90.7	-	-	88.9	100.0	79.4	100.0	-	-	81.0	83.3
Light Goods Vehicles	2	1	1	0	-	4	3	8	2	0	-	13	1	4	3	0	-	8	0	22	0	0	-	22	47
% Light Goods Vehicles	28.6	10.0	33.3	-	-	20.0	14.3	10.1	28.6	-	-	12.1	7.7	16.0	7.0	-	-	9.9	0.0	20.6	0.0	-	-	19.0	14.5
Buses	0	0	0	0	-	0	1	2	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	0.0	0.0	0.0	-	-	0.0	4.8	2.5	0.0	-	-	2.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9
Single-Unit Trucks	0	0	0	0	-	0	1	2	0	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	4
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	4.8	2.5	0.0	-	-	2.8	0.0	0.0	2.3	-	-	1.2	0.0	0.0	0.0	-	-	0.0	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



ROWE Professional Service Company Kentwood
4345 44th Stree SE,Suite A

Kentwood, Michigan, United States 49512
(616) 272-7125 hsavola@rowepsc.com

Count Name: Maple Grove & Summit Ave
Site Code:
Start Date: 05/27/2026
Page No: 5





ROWE Professional Service Company Kentwood
4345 44th Stree SE,Suite A

Kentwood, Michigan, United States 49512
(616) 272-7125 hsavola@rowepsc.com

Count Name: Maple Grove & Summit Ave
Site Code:
Start Date: 05/27/2026
Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

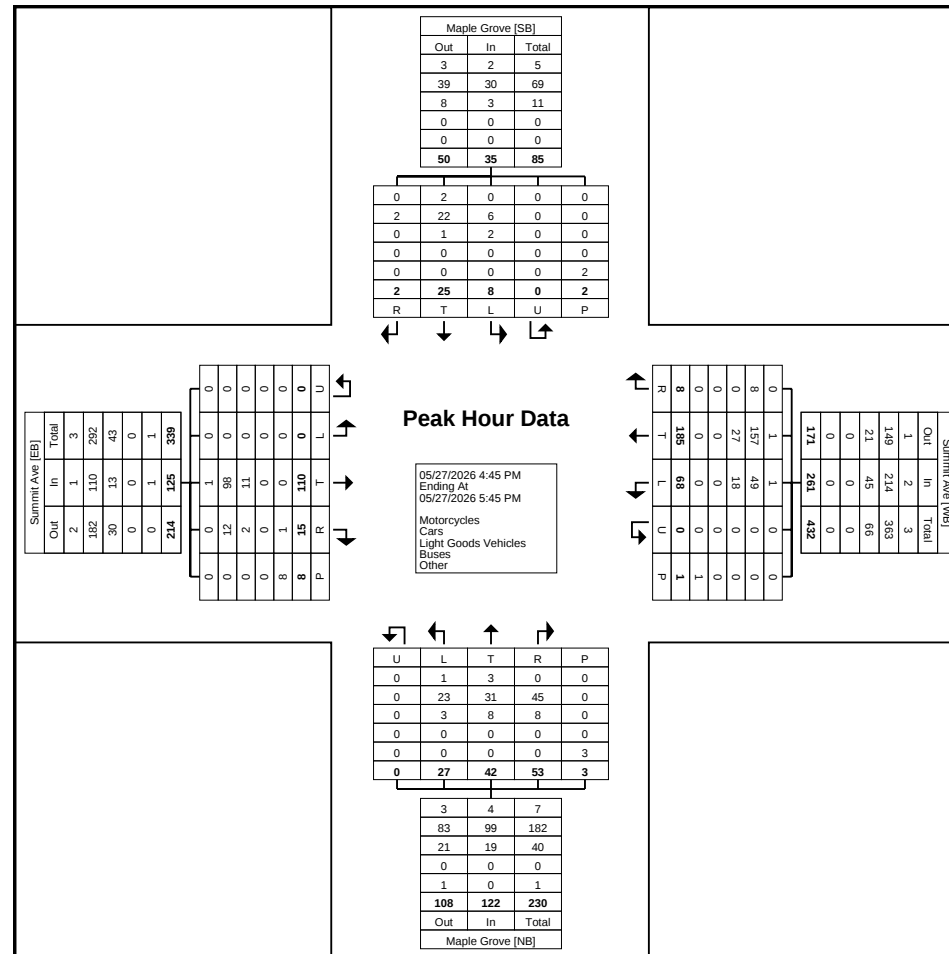
Start Time	Maple Grove Southbound						Summit Ave Westbound						Maple Grove Northbound						Summit Ave Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	8	25	2	0	2	35	68	185	8	0	1	261	27	42	53	0	3	122	0	110	15	0	8	125	543
Total	8	25	2	0	2	35	68	185	8	0	1	261	27	42	53	0	3	122	0	110	15	0	8	125	543
Approach %	22.9	71.4	5.7	0.0	-	-	26.1	70.9	3.1	0.0	-	-	22.1	34.4	43.4	0.0	-	-	0.0	88.0	12.0	0.0	-	-	-
Total %	1.5	4.6	0.4	0.0	-	6.4	12.5	34.1	1.5	0.0	-	48.1	5.0	7.7	9.8	0.0	-	22.5	0.0	20.3	2.8	0.0	-	23.0	-
PHF	0.500	0.833	0.750	0.000	-	0.854	0.903	0.850	0.500	0.000	-	0.840	0.675	0.783	0.554	0.000	-	0.651	0.000	0.867	0.458	0.000	-	0.897	0.823
Motorcycles	0	2	0	0	-	2	1	1	0	0	-	2	1	3	0	0	-	4	0	1	0	0	-	1	9
% Motorcycles	0.0	8.0	0.0	-	-	5.7	1.5	0.5	0.0	-	-	0.8	3.7	7.1	0.0	-	-	3.3	-	0.9	0.0	-	-	0.8	1.7
Cars	6	22	2	0	-	30	49	157	8	0	-	214	23	31	45	0	-	99	0	98	12	0	-	110	453
% Cars	75.0	88.0	100.0	-	-	85.7	72.1	84.9	100.0	-	-	82.0	85.2	73.8	84.9	-	-	81.1	-	89.1	80.0	-	-	88.0	83.4
Light Goods Vehicles	2	1	0	0	-	3	18	27	0	0	-	45	3	8	8	0	-	19	0	11	2	0	-	13	80
% Light Goods Vehicles	25.0	4.0	0.0	-	-	8.6	26.5	14.6	0.0	-	-	17.2	11.1	19.0	15.1	-	-	15.6	-	10.0	13.3	-	-	10.4	14.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	6.7	-	-	0.8	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	2	-	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	25.0	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	6	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	75.0	-	-	-



ROWE Professional Service Company Kentwood
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Count Name: Maple Grove & Summit Ave
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Start Date: 05/27/2026
Page No: 7



Summit Ave and Roosevelt - TMC

Wed May 27, 2026

Full Length (12 AM-12 AM (+1))

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US

Leg Direction	Summit Ave Southeastbound						Summit Ave Northwestbound						Roosevelt Rd Northeastbound						Roosevelt Rd Southwestbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-27 12:00AM	0	3	0	0	3	0	0	3	1	0	4	0	2	2	0	0	4	0	0	7	0	0	7	0	18
1:00AM	0	1	0	0	1	0	1	4	2	0	7	1	2	3	0	0	5	0	0	2	1	0	3	0	16
2:00AM	0	1	0	0	1	0	0	1	2	0	3	0	0	1	0	0	1	0	0	1	1	0	2	0	7
3:00AM	0	3	0	0	3	0	0	0	0	0	0	0	3	1	1	0	5	0	0	1	0	0	1	0	9
4:00AM	1	8	0	0	9	0	1	1	1	0	3	0	4	5	0	0	9	1	0	1	0	0	1	0	22
5:00AM	0	23	3	0	26	0	0	3	1	0	4	1	14	2	0	0	16	0	0	1	1	0	2	0	48
6:00AM	1	31	2	0	34	0	0	7	6	0	13	3	22	19	1	0	42	2	0	8	2	0	10	1	99
7:00AM	7	66	3	0	76	0	1	22	45	0	68	5	67	78	2	0	147	0	1	23	7	0	31	0	322
8:00AM	2	42	1	0	45	1	3	44	48	0	95	2	57	73	1	0	131	0	2	24	5	0	31	1	302
9:00AM	0	37	2	0	39	0	4	27	18	0	49	1	30	42	4	0	76	0	1	25	4	0	30	0	194
10:00AM	0	37	3	0	40	0	1	36	15	0	52	4	19	54	2	0	75	1	3	31	7	0	41	0	208
11:00AM	2	44	6	0	52	0	5	55	32	0	92	2	25	50	3	0	78	1	4	45	3	0	52	0	274
12:00PM	0	46	0	0	46	1	9	63	16	0	88	3	28	51	2	0	81	0	2	45	3	1	51	1	266
1:00PM	1	52	3	0	56	1	3	43	20	0	66	3	21	48	0	0	69	1	3	38	6	0	47	0	238
2:00PM	4	49	4	0	57	1	2	53	53	0	108	1	32	85	3	0	120	0	5	57	1	0	63	0	348
3:00PM	2	61	4	0	67	3	6	88	66	0	160	4	61	91	12	0	164	3	6	58	5	0	69	1	460
4:00PM	1	54	1	0	56	7	6	87	54	0	147	3	42	65	7	0	114	5	3	82	3	0	88	1	405
5:00PM	1	71	1	0	73	0	10	105	74	0	189	1	38	52	4	0	94	2	1	73	4	0	78	2	434
6:00PM	6	50	3	0	59	4	4	65	48	0	117	6	32	64	3	0	99	2	5	50	3	0	58	0	333
7:00PM	2	41	5	0	48	2	5	68	25	0	98	4	34	50	3	0	87	2	4	51	4	0	59	2	292
8:00PM	1	36	0	0	37	1	4	44	25	0	73	0	14	23	2	0	39	1	3	40	2	0	45	2	194
9:00PM	1	16	1	0	18	0	1	27	18	0	46	2	13	14	1	0	28	3	0	11	1	0	12	0	104
10:00PM	0	6	0	0	6	0	0	13	10	0	23	1	3	7	1	0	11	0	1	6	1	0	8	0	48
11:00PM	0	4	1	0	5	0	0	10	4	0	14	0	4	6	0	0	10	0	1	5	0	0	6	0	35
Total	32	782	43	0	857	21	66	869	584	0	1519	47	567	886	52	0	1505	24	45	685	64	1	795	11	4676
% Approach	3.7%	91.2%	5.0%	0%	-	-	4.3%	57.2%	38.4%	0%	-	-	37.7%	58.9%	3.5%	0%	-	-	5.7%	86.2%	8.1%	0.1%	-	-	-
% Total	0.7%	16.7%	0.9%	0%	18.3%	-	1.4%	18.6%	12.5%	0%	32.5%	-	12.1%	18.9%	1.1%	0%	32.2%	-	1.0%	14.6%	1.4%	0%	17.0%	-	-
Motorcycles	0	8	0	0	8	-	0	5	2	0	7	-	2	6	0	0	8	-	1	6	0	0	7	-	30
% Motorcycles	0%	1.0%	0%	0%	0.9%	-	0%	0.6%	0.3%	0%	0.5%	-	0.4%	0.7%	0%	0%	0.5%	-	2.2%	0.9%	0%	0%	0.9%	-	0.6%
Cars	23	655	36	0	714	-	54	739	495	0	1288	-	490	745	43	0	1278	-	36	573	54	0	663	-	3943
% Cars	71.9%	83.8%	83.7%	0%	83.3%	-	81.8%	85.0%	84.8%	0%	84.8%	-	86.4%	84.1%	82.7%	0%	84.9%	-	80.0%	83.6%	84.4%	0%	83.4%	-	84.3%
Light Goods Vehicles	6	105	5	0	116	-	11	103	77	0	191	-	64	117	9	0	190	-	6	97	10	1	114	-	611
% Light Goods Vehicles	18.8%	13.4%	11.6%	0%	13.5%	-	16.7%	11.9%	13.2%	0%	12.6%	-	11.3%	13.2%	17.3%	0%	12.6%	-	13.3%	14.2%	15.6%	100%	14.3%	-	13.1%
Single-Unit Trucks	3	5	2	0	10	-	0	9	3	0	12	-	4	7	0	0	11	-	2	3	0	0	5	-	38
% Single-Unit Trucks	9.4%	0.6%	4.7%	0%	1.2%	-	0%	1.0%	0.5%	0%	0.8%	-	0.7%	0.8%	0%	0%	0.7%	-	4.4%	0.4%	0%	0%	0.6%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	2	0	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0%	0.3%	-	0.1%
Buses	0	4	0	0	4	-	0	6	5	0	11	-	4	1	0	0	5	-	0	0	0	0	0	-	20
% Buses	0%	0.5%	0%	0%	0.5%	-	0%	0.7%	0.9%	0%	0.7%	-	0.7%	0.1%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.4%
Bicycles on Road	0	5	0	0	5	-	1	7	2	0	10	-	3	9	0	0	12	-	0	4	0	0	4	-	31
% Bicycles on Road	0%	0.6%	0%	0%	0.6%	-	1.5%	0.8%	0.3%	0%	0.7%	-	0.5%	1.0%	0%	0%	0.8%	-	0%	0.6%	0%	0%	0.5%	-	0.7%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	36	-	-	-	-	-	17	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	47.6%	-	-	-	-	-	76.6%	-	-	-	-	-	70.8%	-	-	-	-	-	54.5%	-
Bicycles on Crosswalk	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	52.4%	-	-	-	-	-	23.4%	-	-	-	-	-	29.2%	-	-	-	-	-	45.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summit Ave and Roosevelt - TMC

Wed May 27, 2026

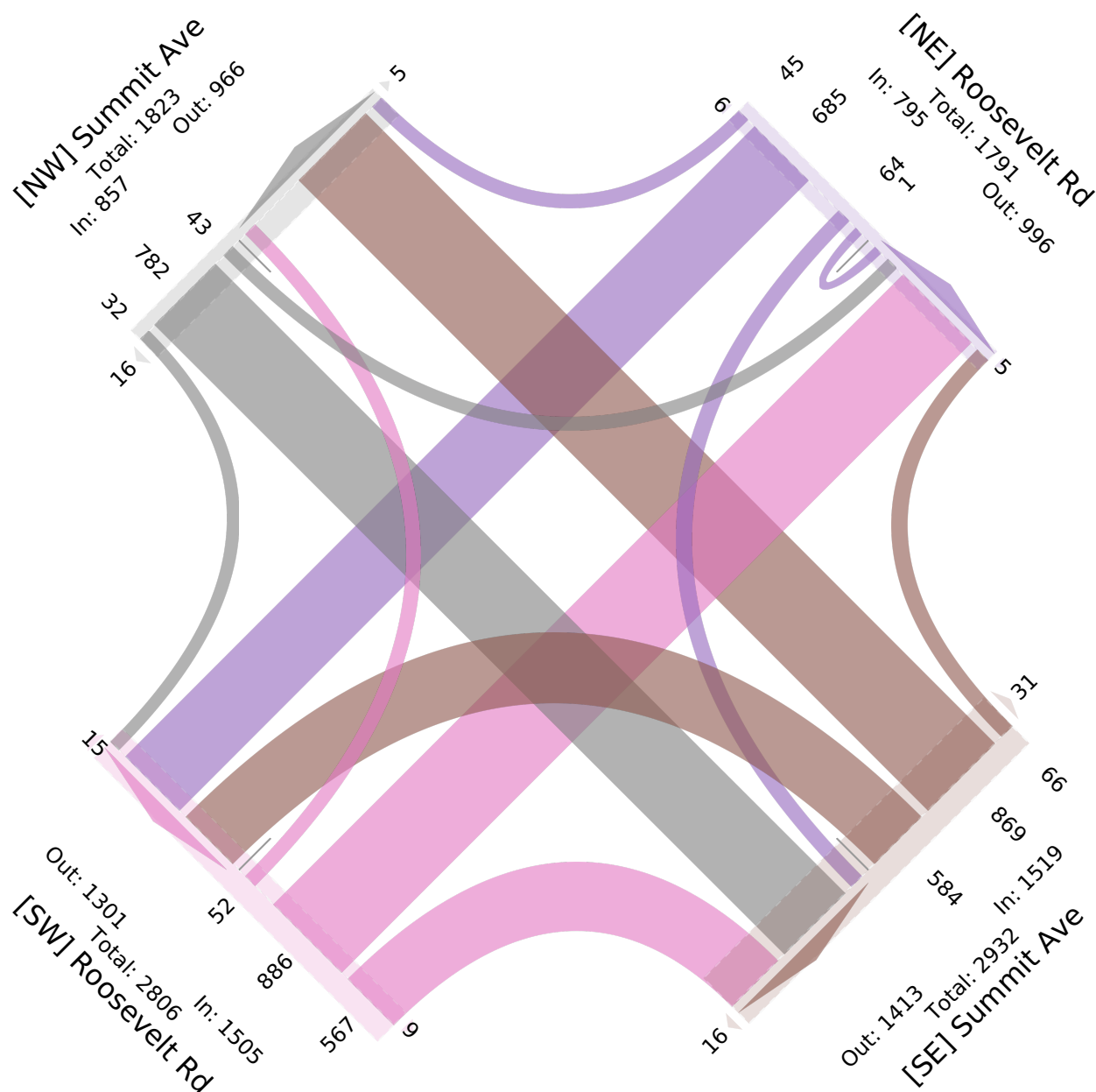
Full Length (12 AM-12 AM (+1))

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US



Summit Ave and Roosevelt - TMC

Wed May 27, 2026

AM Peak (7 AM - 8 AM)

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US

Leg Direction	Summit Ave Southeastbound					Summit Ave Northwestbound					Roosevelt Rd Northeastbound					Roosevelt Rd Southwestbound					
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int
2026-05-27 7:00AM	4	9	0	0	13 0	0	5	14	0	19 4	14	20	0	0	34 0	1	6	0	0	7 0	73
7:15AM	2	24	1	0	27 0	0	4	15	0	19 1	18	20	1	0	39 0	0	9	1	0	10 0	95
7:30AM	0	8	1	0	9 0	0	4	10	0	14 0	21	18	0	0	39 0	0	6	2	0	8 0	70
7:45AM	1	25	1	0	27 0	1	9	6	0	16 0	14	20	1	0	35 0	0	2	4	0	6 0	84
Total	7	66	3	0	76 0	1	22	45	0	68 5	67	78	2	0	147 0	1	23	7	0	31 0	322
% Approach	9.2%	86.8%	3.9%	0%	-	1.5%	32.4%	66.2%	0%	-	45.6%	53.1%	1.4%	0%	-	3.2%	74.2%	22.6%	0%	-	-
% Total	2.2%	20.5%	0.9%	0%	23.6%	0.3%	6.8%	14.0%	0%	21.1%	20.8%	24.2%	0.6%	0%	45.7%	0.3%	7.1%	2.2%	0%	9.6%	-
PHF	0.438	0.660	0.750	-	0.704	0.250	0.611	0.750	-	0.895	0.798	0.950	0.500	-	0.929	0.250	0.639	0.438	-	0.775	0.842
Motorcycles	0	1	0	0	1 -	0	0	0	0	0 -	0	1	0	0	1 -	0	0	0	0	0 -	2
% Motorcycles	0%	1.5%	0%	0%	1.3%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	0.7%	0%	0%	0%	0%	0%	0.6%
Cars	5	57	3	0	65 -	1	20	41	0	62 -	57	60	2	0	119 -	0	17	7	0	24 -	270
% Cars	71.4%	86.4%	100%	0%	85.5%	100%	90.9%	91.1%	0%	91.2%	85.1%	76.9%	100%	0%	81.0%	0%	73.9%	100%	0%	77.4%	83.9%
Light Goods Vehicles	1	6	0	0	7 -	0	1	3	0	4 -	10	14	0	0	24 -	1	5	0	0	6 -	41
% Light Goods Vehicles	14.3%	9.1%	0%	0%	9.2%	0%	4.5%	6.7%	0%	5.9%	14.9%	17.9%	0%	0%	16.3%	100%	21.7%	0%	0%	19.4%	12.7%
Single-Unit Trucks	1	0	0	0	1 -	0	1	0	0	1 -	0	1	0	0	1 -	0	1	0	0	1 -	4
% Single-Unit Trucks	14.3%	0%	0%	0%	1.3%	0%	4.5%	0%	0%	1.5%	0%	1.3%	0%	0%	0.7%	0%	4.3%	0%	0%	3.2%	1.2%
Articulated Trucks	0	0	0	0	0 -	0	0	0	0	0 -	0	0	0	0	0 -	0	0	0	0	0 -	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	2	0	0	2 -	0	0	1	0	1 -	0	0	0	0	0 -	0	0	0	0	0 -	3
% Buses	0%	3.0%	0%	0%	2.6%	0%	0%	2.2%	0%	1.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%
Bicycles on Road	0	0	0	0	0 -	0	0	0	0	0 -	0	2	0	0	2 -	0	0	0	0	0 -	2
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.6%	0%	0%	1.4%	0%	0%	0%	0%	0%	0.6%
Pedestrians	-	-	-	-	- 0	-	-	-	-	- 5	-	-	-	-	- 0	-	-	-	-	- 0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	- 100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	- 0	-	-	-	-	- 0	-	-	-	-	- 0	-	-	-	-	- 0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	- 0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summit Ave and Roosevelt - TMC

Wed May 27, 2026

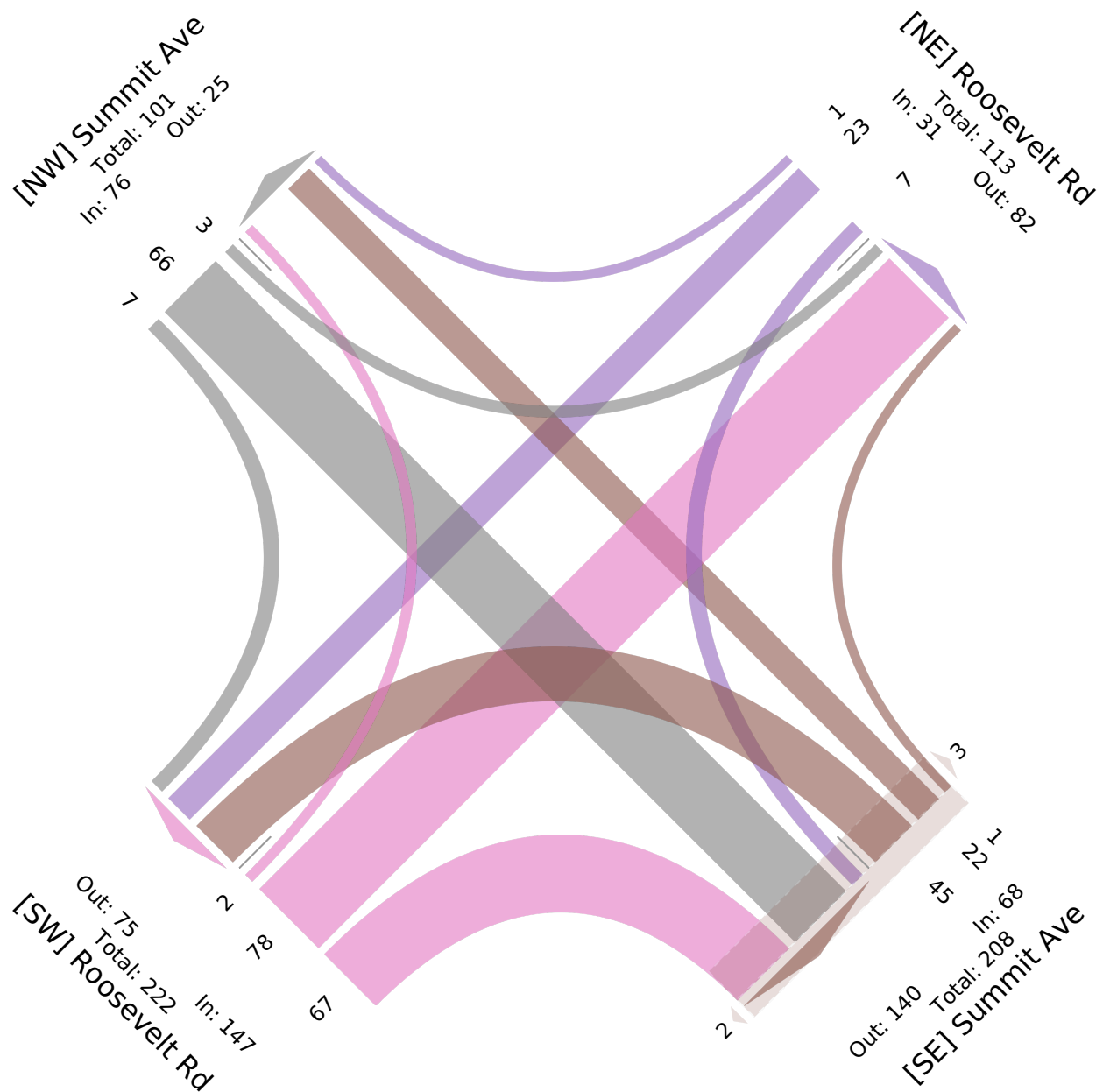
AM Peak (7 AM - 8 AM)

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US



Summit Ave and Roosevelt - TMC

Wed May 27, 2026

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US

Leg Direction	Summit Ave Southeastbound						Summit Ave Northwestbound						Roosevelt Rd Northeastbound						Roosevelt Rd Southwestbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-27 11:15AM	0	11	0	0	11	0	1	15	11	0	27	1	3	12	0	0	15	1	2	15	0	0	17	0	70
11:30AM	2	15	1	0	18	0	1	19	8	0	28	1	3	17	2	0	22	0	1	11	1	0	13	0	81
11:45AM	0	10	3	0	13	0	3	11	4	0	18	0	13	12	1	0	26	0	0	9	2	0	11	0	68
12:00PM	0	13	0	0	13	1	1	16	3	0	20	0	5	13	0	0	18	0	0	19	1	1	21	0	72
Total	2	49	4	0	55	1	6	61	26	0	93	2	24	54	3	0	81	1	3	54	4	1	62	0	291
% Approach	3.6%	89.1%	7.3%	0%	-	-	6.5%	65.6%	28.0%	0%	-	-	29.6%	66.7%	3.7%	0%	-	-	4.8%	87.1%	6.5%	1.6%	-	-	-
% Total	0.7%	16.8%	1.4%	0%	18.9%	-	2.1%	21.0%	8.9%	0%	32.0%	-	8.2%	18.6%	1.0%	0%	27.8%	-	1.0%	18.6%	1.4%	0.3%	21.3%	-	-
PHF	0.250	0.817	0.333	-	0.764	-	0.500	0.803	0.591	-	0.830	-	0.462	0.794	0.375	-	0.779	-	0.375	0.711	0.500	0.250	0.738	-	0.898
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Cars	1	39	3	0	43	-	5	52	20	0	77	-	22	42	1	0	65	-	1	43	3	0	47	-	232
% Cars	50.0%	79.6%	75.0%	0%	78.2%	-	83.3%	85.2%	76.9%	0%	82.8%	-	91.7%	77.8%	33.3%	0%	80.2%	-	33.3%	79.6%	75.0%	0%	75.8%	-	79.7%
Light Goods Vehicles	0	8	0	0	8	-	1	7	3	0	11	-	2	11	2	0	15	-	1	11	1	1	14	-	48
% Light Goods Vehicles	0%	16.3%	0%	0%	14.5%	-	16.7%	11.5%	11.5%	0%	11.8%	-	8.3%	20.4%	66.7%	0%	18.5%	-	33.3%	20.4%	25.0%	100%	22.6%	-	16.5%
Single-Unit Trucks	1	1	1	0	3	-	0	2	1	0	3	-	0	1	0	0	1	-	1	0	0	0	1	-	8
% Single-Unit Trucks	50.0%	2.0%	25.0%	0%	5.5%	-	0%	3.3%	3.8%	0%	3.2%	-	0%	1.9%	0%	0%	1.2%	-	33.3%	0%	0%	0%	1.6%	-	2.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	1	0	0	1	-	0	0	2	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	2.0%	0%	0%	1.8%	-	0%	0%	7.7%	0%	2.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summit Ave and Roosevelt - TMC

Wed May 27, 2026

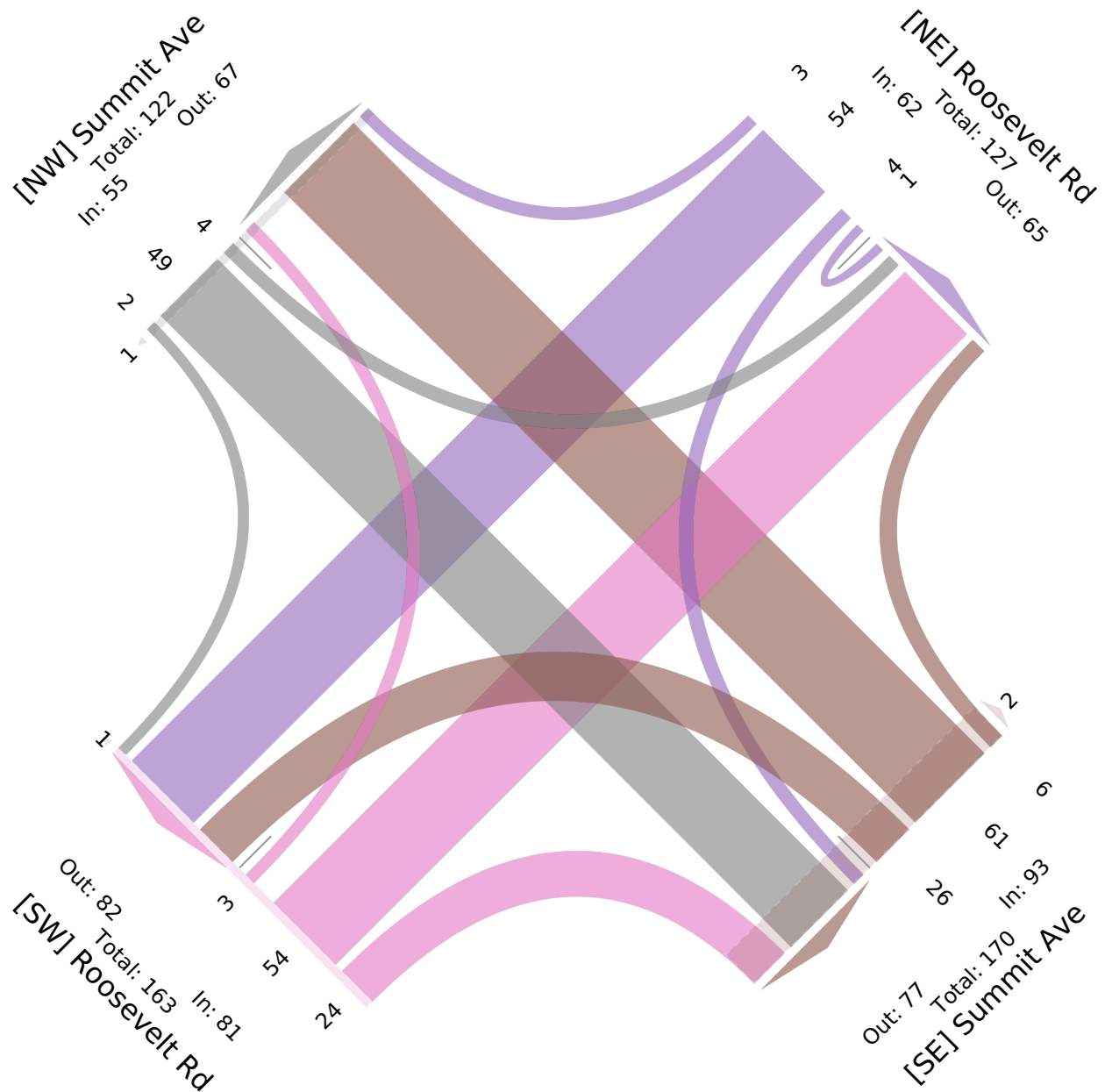
Midday Peak (11:15 AM - 12:15 PM)

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US



Summit Ave and Roosevelt - TMC

Wed May 27, 2026

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US

Leg Direction	Summit Ave Southeastbound						Summit Ave Northwestbound						Roosevelt Rd Northeastbound						Roosevelt Rd Southwestbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-27 3:30PM	0	24	1	0	25	2	1	30	18	0	49	1	23	28	6	0	57	0	3	15	2	0	20	1	151
3:45PM	1	17	1	0	19	1	1	22	16	0	39	0	18	24	3	0	45	3	0	15	1	0	16	0	119
4:00PM	1	12	1	0	14	3	1	18	9	0	28	0	15	12	3	0	30	0	1	20	1	0	22	0	94
4:15PM	0	14	0	0	14	2	3	23	13	0	39	1	9	25	2	0	36	0	0	17	0	0	17	1	106
Total	2	67	3	0	72	8	6	93	56	0	155	2	65	89	14	0	168	3	4	67	4	0	75	2	470
% Approach	2.8%	93.1%	4.2%	0%	-	-	3.9%	60.0%	36.1%	0%	-	-	38.7%	53.0%	8.3%	0%	-	-	5.3%	89.3%	5.3%	0%	-	-	-
% Total	0.4%	14.3%	0.6%	0%	15.3%	-	1.3%	19.8%	11.9%	0%	33.0%	-	13.8%	18.9%	3.0%	0%	35.7%	-	0.9%	14.3%	0.9%	0%	16.0%	-	-
PHF	0.500	0.698	0.750	-	0.720	-	0.500	0.750	0.778	-	0.776	-	0.707	0.786	0.583	-	0.732	-	0.333	0.838	0.500	-	0.852	-	0.772
Motorcycles	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Motorcycles	0%	3.0%	0%	0%	2.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
Cars	2	61	2	0	65	-	5	79	46	0	130	-	56	80	11	0	147	-	4	56	4	0	64	-	406
% Cars	100%	91.0%	66.7%	0%	90.3%	-	83.3%	84.9%	82.1%	0%	83.9%	-	86.2%	89.9%	78.6%	0%	87.5%	-	100%	83.6%	100%	0%	85.3%	-	86.4%
Light Goods Vehicles	0	4	1	0	5	-	1	9	9	0	19	-	7	7	3	0	17	-	0	11	0	0	11	-	52
% Light Goods Vehicles	0%	6.0%	33.3%	0%	6.9%	-	16.7%	9.7%	16.1%	0%	12.3%	-	10.8%	7.9%	21.4%	0%	10.1%	-	0%	16.4%	0%	0%	14.7%	-	11.1%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	2	0	0	0	2	-	0	0	0	0	0	-	2
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	3.1%	0%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	2	1	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	4
% Buses	0%	0%	0%	0%	0%	-	0%	2.2%	1.8%	0%	1.9%	-	0%	1.1%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.9%
Bicycles on Road	0	0	0	0	0	-	0	3	0	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	4
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	3.2%	0%	0%	1.9%	-	0%	1.1%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.9%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Summit Ave and Roosevelt - TMC

Wed May 27, 2026

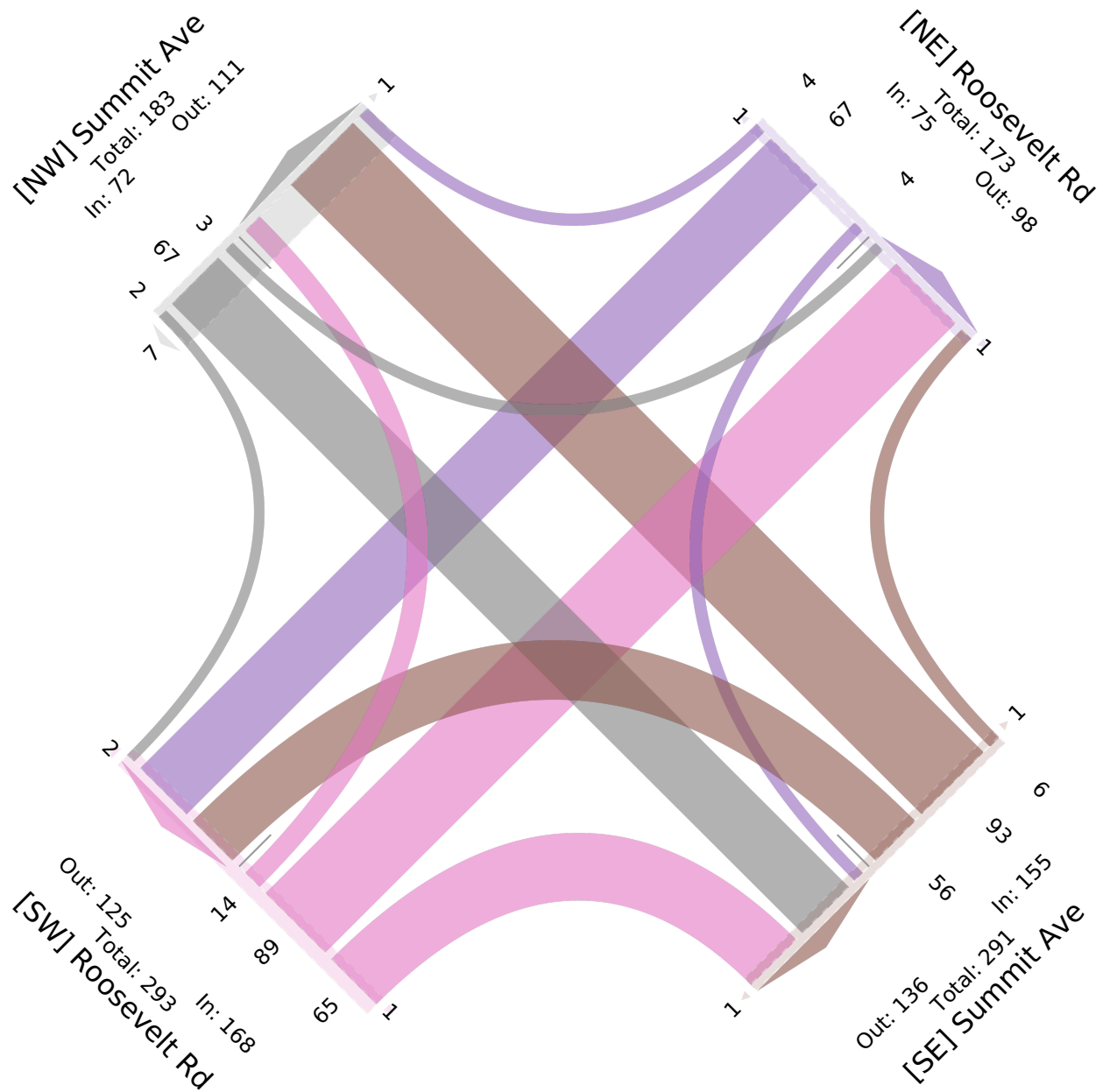
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1409723, Location: 43.199053, -86.272048

Provided by: Rowepsc
27280 Haggerty Road, Suite C-2,
Farmington Hills, MI, 48331, US



B. Crash Reports



National Transportation Safety Organization

Crash Detail for 1/1/2021 - 12/31/2025

Criteria: WHERE A.AGENCY_ID = 14 AND cast(A.DATE_VAL as date) BETWEEN '01/01/2021' AND '12/31/2025' AND A.LATITUDE IS NOT NULL AND A.LONGITUDE IS NOT NULL AND qeom

#1 **Location:** NB W SUMMIT (0.783) 11 feet Sof N W MAPLE GROVE RD **Crash ID:** 2282364
Date: 04/24/2021 **Day:** Sat **Hour:** 1pm **Weather:** clear **Roadway:** dry **Light:** day
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 0 **Injy 0:** 3 **How:** angle
CVT: Roosevelt Park **Area:** w/i intersection **HBD:** N **Drugs:** N **Complaint #:** 202100467

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	E	go straight	veh in transpt	none	none	none	none	car	rtrear
2	N	left turn	veh in transpt	none	none	none	none	pickup	rtfront

UD10: [2282364](#)

#2 **Location:** NB MAPLE GROVE (0.504) 3 feet Sof N SUMMIT AV **Crash ID:** 2734972
Date: 11/17/2022 **Day:** Thu **Hour:** 11a **Weather:** clear **Roadway:** wet **Light:** day
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 0 **Injy 0:** 2 **How:** angle
CVT: Roosevelt Park **Area:** w/i intersection **HBD:** N **Drugs:** N **Complaint #:** 202202016

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	N	go straight	veh in transpt	none	none	none	failed to yield	car	ctrfront
2	E	go straight	veh in transpt	none	none	none	none	car	rtrear

UD10: [2734972](#)

#3 **Location:** NB MAPLE GROVE (0.511) 30 feet Nof N SUMMIT AV **Crash ID:** 2772217
Date: 12/23/2022 **Day:** Fri **Hour:** 2pm **Weather:** blowing snow **Roadway:** ice **Light:** day
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 0 **Injy 0:** 7 **How:** back
CVT: Roosevelt Park **Area:** inter driveway **HBD:** N **Drugs:** N **Complaint #:** 202202245

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	E	backing	veh in transpt	none	none	none	failed to yield	car	ctrear
2	S	go straight	veh in transpt	none	none	none	other	car	rtrear

UD10: [2772217](#)

#4 **Location:** NB W SUMMIT (0.781) 0 feet Nof N W MAPLE GROVE RD **Crash ID:** 2799803
Date: 01/27/2023 **Day:** Fri **Hour:** 8am **Weather:** snow **Roadway:** ice **Light:** day
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 0 **Injy 0:** 5 **How:** angle
CVT: Roosevelt Park **Area:** w/i intersection **HBD:** N **Drugs:** N **Complaint #:** 202300184

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	go straight	veh in transpt	none	none	none	none	car	lftside
2	N	slow/stop on rd	loss of control	none	none	none	failed to yield	car	ctrfront

UD10: [2799803](#)



National Transportation Safety Organization

#5 Location: SUMMIT (0.779) 10 feet Wof MAPLE GROVE RD

Crash ID: 3368734

Date: 11/29/2024 Day: Fri Hour: 3pm Weather: snow

Roadway: ice

Light: day

Injy K: 0 Injy A: 0 Injy B: 0 Injy C: 0

Injy 0: 1

How: angle

CVT: Roosevelt Park

Area: w/i intersection

HBD: N

Drugs: N

Complaint #: RP2402730

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	go straight	veh in transpt	none	none	none	none	car	lftrear
2		go straight	veh in transpt	none	none	none	failed to yield	uncoded	rtfront

UD10: [3368734](#)

#6 Location: SUMMIT (0.78) 5 feet Wof MAPLE GROVE RD

Crash ID: 3623819

Date: 10/16/2025 Day: Thu Hour: 4pm Weather: clear

Roadway: dry

Light: day

Injy K: 0 Injy A: 0 Injy B: 0 Injy C: 0

Injy 0: 3

How: angle

CVT: Roosevelt Park

Area: w/i intersection

HBD: N

Drugs: N

Complaint #: RP2501636

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	S	enter rdwy	veh in transpt	none	none	none	failed to yield	car	rtside
2	E	go straight	veh in transpt	none	none	none	none	sm truck	lftfront

UD10: [3623819](#)



National Transportation Safety Organization

Crash Type

Count	Type
0	uncoded
0	single
0	head-on
0	head-on/lt
5	angle
0	rr-end
0	rr-end/lt
0	rr-end/rt
0	ss-same
0	ss-opp
1	back
0	other
0	unknown
Totals	6

Lighting Conditions

Count	Type
0	uncoded
6	day
0	dawn
0	dusk
0	dark/ltd
0	dark/unltd
0	other
0	unknown
Totals	6

Weather Conditions

Count	Type
0	uncoded
3	clear
0	cloudy
0	fog
0	rain
2	snow
0	wind
0	sleet/hail
1	blowing snow
0	blowing sand
0	smoke
0	unknown
Totals	6

Road Condition

Count	Type
0	uncoded
2	dry
1	wet
3	ice
0	snow
0	mud
0	slush
0	debris
0	water
0	sand
0	oily
0	other
0	unknown
Totals	6

Crashes by Month

Count	Type
1	January
0	February
0	March
1	April
0	May
0	June
0	July
0	August
0	September
1	October
2	November
1	December
Totals	6

Hazardous Action

Count	Type
6	none
0	speeding
0	spd too slow
5	failed to yield
0	disrgd traffic cntrl
0	wrong way
0	left of center
0	imprp passing
0	imprp lane use
0	imprp turn
0	imprp/no signal
0	imprp backing
0	unable to stop
1	other
0	unknown
0	reckls driving
0	carels driving
Totals	12

Unit Type

Count	Type
0	Bicyclist
0	Engineer
12	Vehicle
0	Pedestrian
Totals	12

Crashes by Year

Count	Type
1	2021
2	2022
1	2023
1	2024
1	2025
Totals	6



National Transportation Safety Organization

Crash Severity

	Fatal	A	B	C	No Injy	Total
Persons	0	0	0	0	0	0
Crashes	0	0	0	0	6	6

Alcohol in Crashes

	Fatal	A	B	C	PDO	Total
Drinking	0	0	0	0	0	0
Not Drinking	0	0	0	0	6	6
Totals	0	0	0	0	6	6

Crashes per Hour by Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12a-1a	0	0	0	0	0	0	0	0
1a-2a	0	0	0	0	0	0	0	0
2a-3a	0	0	0	0	0	0	0	0
3a-4a	0	0	0	0	0	0	0	0
4a-5a	0	0	0	0	0	0	0	0
5a-6a	0	0	0	0	0	0	0	0
6a-7a	0	0	0	0	0	0	0	0
7a-8a	0	0	0	0	0	0	0	0
8a-9a	0	0	0	0	0	1	0	1
9a-10a	0	0	0	0	0	0	0	0
10a-11a	0	0	0	0	0	0	0	0
11a-12p	0	0	0	0	1	0	0	1
12p-1p	0	0	0	0	0	0	0	0
1p-2p	0	0	0	0	0	0	1	1
2p-3p	0	0	0	0	0	1	0	1
3p-4p	0	0	0	0	0	1	0	1
4p-5p	0	0	0	0	1	0	0	1
5p-6p	0	0	0	0	0	0	0	0
6p-7p	0	0	0	0	0	0	0	0
7p-8p	0	0	0	0	0	0	0	0
8p-9p	0	0	0	0	0	0	0	0
9p-10p	0	0	0	0	0	0	0	0
10p-11p	0	0	0	0	0	0	0	0
11p-12a	0	0	0	0	0	0	0	0
Totals	0	0	0	0	2	3	1	6



National Transportation Safety Organization

Crash Detail for 1/1/2021 - 12/31/2025

Criteria: WHERE A.AGENCY_ID = 14 AND cast(A.DATE_VAL as date) BETWEEN '01/01/2021'
AND '12/31/2025' AND A.LATITUDE IS NOT NULL AND A.LONGITUDE IS NOT NULL AND geom

#1 **Location:** NB ROOSEVELT (0.246) 5 feet Nof N SUMMIT AV **Crash ID:** 2820295
Date: 02/16/2023 **Day:** Thu **Hour:** 3pm **Weather:** snow **Roadway:** ice **Light:** day
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 0 **Injy 0:** 6 **How:** back
CVT: Roosevelt Park **Area:** inter driveway **HBD:** N **Drugs:** N **Complaint #:** 202300319

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	backing	veh in transpt	none	none	none	carels driving	car	rtrear
2	N	go straight	veh in transpt	none	none	none	failed to yield	car	ctrfront

UD10: [2820295](#)

#2 **Location:** ROOSEVELT (0.248) 6 feet Sof SUMMIT AV **Crash ID:** 3072969
Date: 12/07/2023 **Day:** Thu **Hour:** 12p **Weather:** clear **Roadway:** dry **Light:** day
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 0 **Injy 0:** 3 **How:** other
CVT: Roosevelt Park **Area:** w/i intersection **HBD:** N **Drugs:** N **Complaint #:** 202302540

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	E	go straight	veh in transpt	none	none	none	none	car	rtside
2	S	go straight	veh in transpt	none	none	none	failed to yield	car	ctrfront

UD10: [3072969](#)

#3 **Location:** SUMMIT (0.565) 5 feet SEof ROOSEVELT RD **Crash ID:** 3430548
Date: 02/10/2025 **Day:** Mon **Hour:** 7am **Weather:** clear **Roadway:** dry **Light:** dawn
Injy K: 0 **Injy A:** 0 **Injy B:** 0 **Injy C:** 2 **Injy 0:** 0 **How:** angle
CVT: Roosevelt Park **Area:** w/i intersection **HBD:** N **Drugs:** N **Complaint #:** RP2500226

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	W	start on rdwy	veh in transpt	none	none	none	failed to yield	car	rtfront
2	S	go straight	veh in transpt	none	none	none	none	car	lftside

UD10: [3430548](#)

#4 **Location:** ROOSEVELT (0.247) 0 feet Xof N SUMMIT AVE **Crash ID:** 3673171
Date: 12/06/2025 **Day:** Sat **Hour:** 6pm **Weather:** cloudy **Roadway:** ice **Light:** dark/ltd
Injy K: 0 **Injy A:** 0 **Injy B:** 1 **Injy C:** 0 **Injy 0:** 2 **How:** other
CVT: Roosevelt Park **Area:** w/i intersection **HBD:** N **Drugs:** N **Complaint #:** RP2501908

Unit#	Veh Dir	Action Prior	Event 1	Event 2	Event 3	Event 4	Haz Action	Veh Type	Damage
1	N	left turn	veh in transpt	none	none	none	failed to yield	car	lftrear
2	N	go straight	veh in transpt	none	none	none	none	car	ctrfront

UD10: [3673171](#)



National Transportation Safety Organization

Crash Type

Count	Type
0	uncoded
0	single
0	head-on
0	head-on/lt
1	angle
0	rr-end
0	rr-end/lt
0	rr-end/rt
0	ss-same
0	ss-opp
1	back
2	other
0	unknown
Totals	4

Lighting Conditions

Count	Type
0	uncoded
2	day
1	dawn
0	dusk
1	dark/ltd
0	dark/unltd
0	other
0	unknown
Totals	4

Weather Conditions

Count	Type
0	uncoded
2	clear
1	cloudy
0	fog
0	rain
1	snow
0	wind
0	sleet/hail
0	blowing snow
0	blowing sand
0	smoke
0	unknown
Totals	4

Road Condition

Count	Type
0	uncoded
2	dry
0	wet
2	ice
0	snow
0	mud
0	slush
0	debris
0	water
0	sand
0	oily
0	other
0	unknown
Totals	4

Crashes by Month

Count	Type
0	January
2	February
0	March
0	April
0	May
0	June
0	July
0	August
0	September
0	October
0	November
2	December
Totals	4

Hazardous Action

Count	Type
3	none
0	speeding
0	spd too slow
4	failed to yield
0	disrgd traffic cntrl
0	wrong way
0	left of center
0	imprp passing
0	imprp lane use
0	imprp turn
0	imprp/no signal
0	imprp backing
0	unable to stop
0	other
0	unknown
0	reckls driving
1	carels driving
Totals	8

Unit Type

Count	Type
0	Bicyclist
0	Engineer
8	Vehicle
0	Pedestrian
Totals	8

Crashes by Year

Count	Type
2	2023
2	2025
Totals	4



National Transportation Safety Organization

Crash Severity

	Fatal	A	B	C	No Injy	Total
Persons	0	0	1	2	0	3
Crashes	0	0	1	1	2	4

Alcohol in Crashes

	Fatal	A	B	C	PDO	Total
Drinking	0	0	0	0	0	0
Not Drinking	0	0	1	1	2	4
Totals	0	0	1	1	2	4

Crashes per Hour by Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12a-1a	0	0	0	0	0	0	0	0
1a-2a	0	0	0	0	0	0	0	0
2a-3a	0	0	0	0	0	0	0	0
3a-4a	0	0	0	0	0	0	0	0
4a-5a	0	0	0	0	0	0	0	0
5a-6a	0	0	0	0	0	0	0	0
6a-7a	0	0	0	0	0	0	0	0
7a-8a	0	1	0	0	0	0	0	1
8a-9a	0	0	0	0	0	0	0	0
9a-10a	0	0	0	0	0	0	0	0
10a-11a	0	0	0	0	0	0	0	0
11a-12p	0	0	0	0	0	0	0	0
12p-1p	0	0	0	0	1	0	0	1
1p-2p	0	0	0	0	0	0	0	0
2p-3p	0	0	0	0	0	0	0	0
3p-4p	0	0	0	0	1	0	0	1
4p-5p	0	0	0	0	0	0	0	0
5p-6p	0	0	0	0	0	0	0	0
6p-7p	0	0	0	0	0	0	1	1
7p-8p	0	0	0	0	0	0	0	0
8p-9p	0	0	0	0	0	0	0	0
9p-10p	0	0	0	0	0	0	0	0
10p-11p	0	0	0	0	0	0	0	0
11p-12a	0	0	0	0	0	0	0	0
Totals	0	1	0	0	2	0	1	4

C. Signal Warrant

Michigan Manual of Uniform Traffic Control Devices
Volume Summary
Prepared by MDOT for the 2011 Edition of the MMUTCD

Spot Number:	0		
Major Street:	Summit Avenue		Minor Street: Maple Grove
Intersection:	Summit Avenue @ Maple Grove		
City/Twp:	Roosevelt Park		
Date Performed:	6/15/2026	Performed By:	ROWE
Date Volumes Collected:	5/27/2026		

	Minor	Minor	Major	Major	Total	Highest	Total
	NB	SB	EB	WB	Major	Minor	
00:01 - 01:00	4	0	6	10	16	4	20
01:00 - 02:00	3	1	3	13	16	3	20
02:00 - 03:00	2	0	2	2	4	2	6
03:00 - 04:00	3	0	6	1	7	3	10
04:00 - 05:00	7	1	14	1	15	7	23
05:00 - 06:00	15	5	46	8	54	15	74
06:00 - 07:00	39	7	66	21	87	39	133
07:00 - 08:00	73	17	154	82	236	73	326
08:00 - 09:00	81	20	116	107	223	81	324
09:00 - 10:00	76	19	87	61	148	76	243
10:00 - 11:00	66	25	80	81	161	66	252
11:00 - 12:00	81	21	82	116	198	81	300
12:00 - 13:00	106	27	93	128	221	106	354
13:00 - 14:00	92	41	93	118	211	92	344
14:00 - 15:00	100	39	90	149	239	100	378
15:00 - 16:00	113	42	136	212	348	113	503
16:00 - 17:00	112	40	114	207	321	112	473
17:00 - 18:00	122	35	125	261	386	122	543
18:00 - 19:00	84	27	103	159	262	84	373
19:00 - 20:00	63	28	78	116	194	63	285
20:00 - 21:00	44	16	60	104	164	44	224
21:00 - 22:00	33	13	43	73	116	33	162
22:00 - 23:00	19	9	13	48	61	19	89
23:00 - 00:00	13	3	8	31	39	13	55
Total	1351	436	1618	2109	3727	1351	5514

Summary of Warrants

Spot Number:	0		
Major Street:	Summit Avenue	Minor Street:	Maple Grove
Intersection:	Summit Avenue at Maple Grove		
City/Twp:	Roosevelt Park		
Date Performed:	6/15/2026	Performed By:	ROWE
Date Volumes Collected:	5/27/2026		

Warrant	Condition	Is Warrant Met
Data Validation Error		NO
WARRANT 1: Eight-Hour Vehicular Volume		NO
	Condition A	NO
	Condition B	NO
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(100%)	NO
WARRANT 3: Peak-Hour Vehicular Volume	(100%)	NO
	Condition A	NO
	Condition B	NO
WARRANT 4: Pedestrian Volume	(100%)	NO
	Four Hour	NO
	Peak Hour	NO
	(Threshold)	NO
	(Threshold)	NO
WARRANT 5: School Crossing		NO
WARRANT 6: Coordinated Signal System		NO
WARRANT 7: Crash Experience		NO
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		NO
WARRANT 9: Intersection Near a Grade Crossing		#N/A

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Summit Avenue @ Maple Grove		
Date	6/15/2026	by	ROWE

2	: No. of Lanes on Major St?
2	: No. of Lanes on Minor St?
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: if answer 4 is Yes, then what is the of the population isolated community?
NO	: Have other remedial measures been tried?

USE 100% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
Time	E-W	N-S											
00:01 - 01:00	16	4	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
01:00 - 02:00	16	3	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
02:00 - 03:00	4	2	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
03:00 - 04:00	7	3	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
04:00 - 05:00	15	7	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
05:00 - 06:00	54	15	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
06:00 - 07:00	87	39	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
07:00 - 08:00	236	73	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
08:00 - 09:00	223	81	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
09:00 - 10:00	148	76	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
10:00 - 11:00	161	66	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
11:00 - 12:00	198	81	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
12:00 - 13:00	221	106	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
13:00 - 14:00	211	92	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
14:00 - 15:00	239	100	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
15:00 - 16:00	348	113	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
16:00 - 17:00	321	112	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
17:00 - 18:00	386	122	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
18:00 - 19:00	262	84	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
19:00 - 20:00	194	63	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
20:00 - 21:00	164	44	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
21:00 - 22:00	116	33	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
22:00 - 23:00	61	19	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
23:00 - 00:00	39	13	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A

Number of Hours that met the warrant 1A =	0
Number of Hours that met the warrant 1B =	0
Number of Hours that met the warrant 1 A & B =	0

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)

NO

B. Is the Interruption of Continuous Traffic Met? (Condition B)

NO

C. Combination of Warrants A and B Criteria Met?

N/A

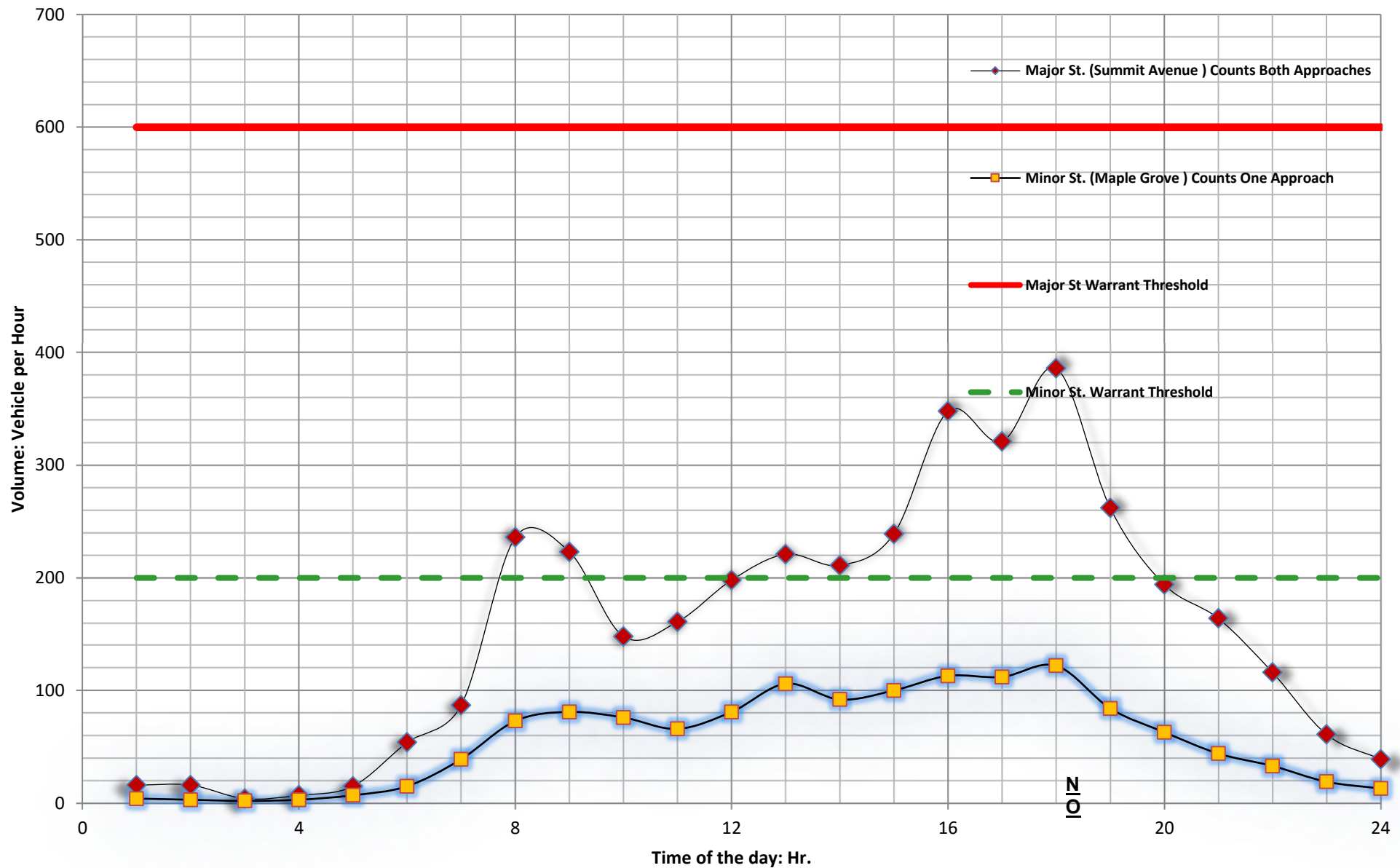


FIGURE 1: WARRANT 1A

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Summit Avenue @ Maple Grove

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A for signal installation?

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

Data Collection Date:

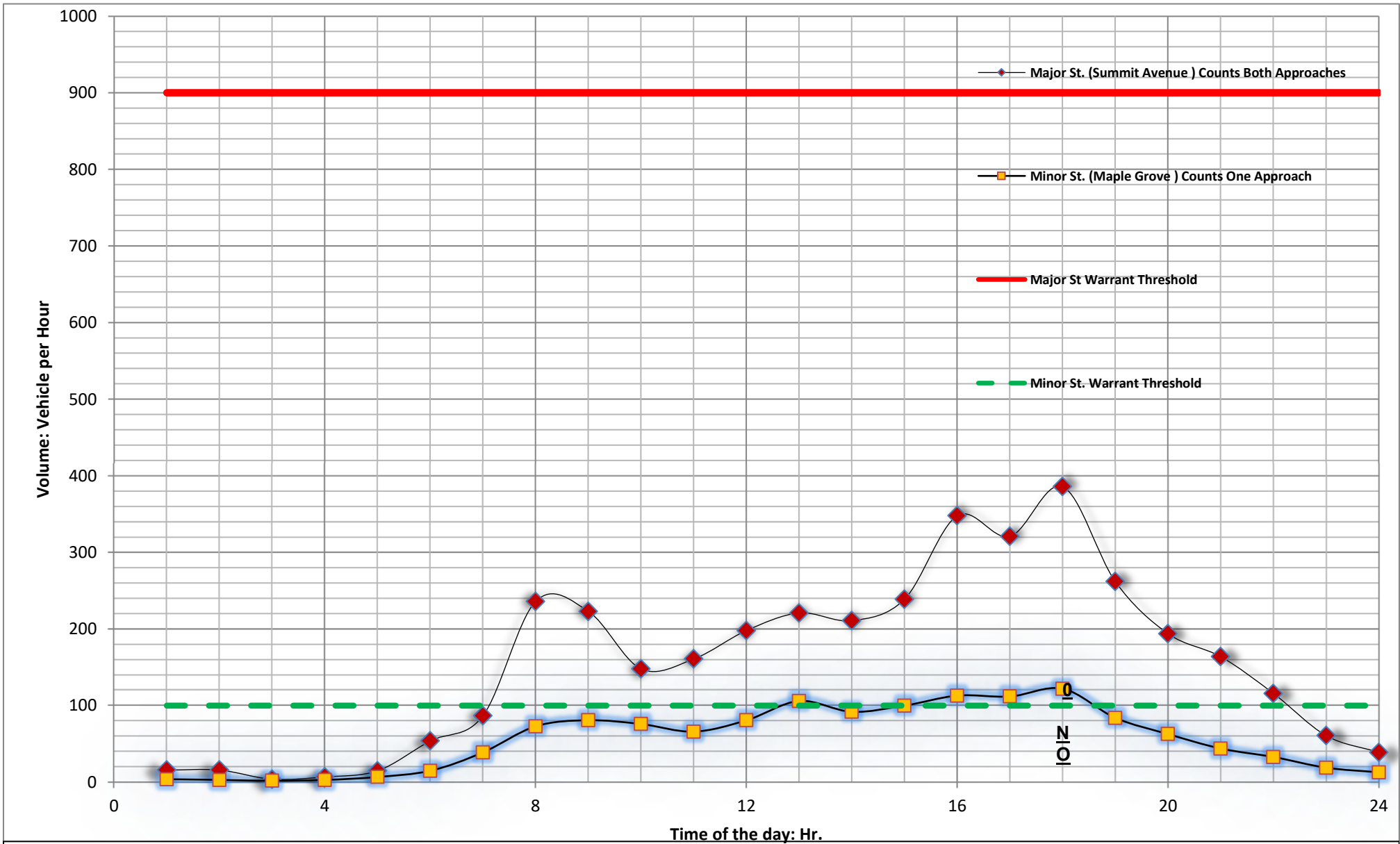


FIGURE 1: WARRANT 1B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Summit Avenue @ Maple Grove

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant:

Does this intersection meet Warrant 1B for signal installation?

Data Collection Date: 5/27/2026

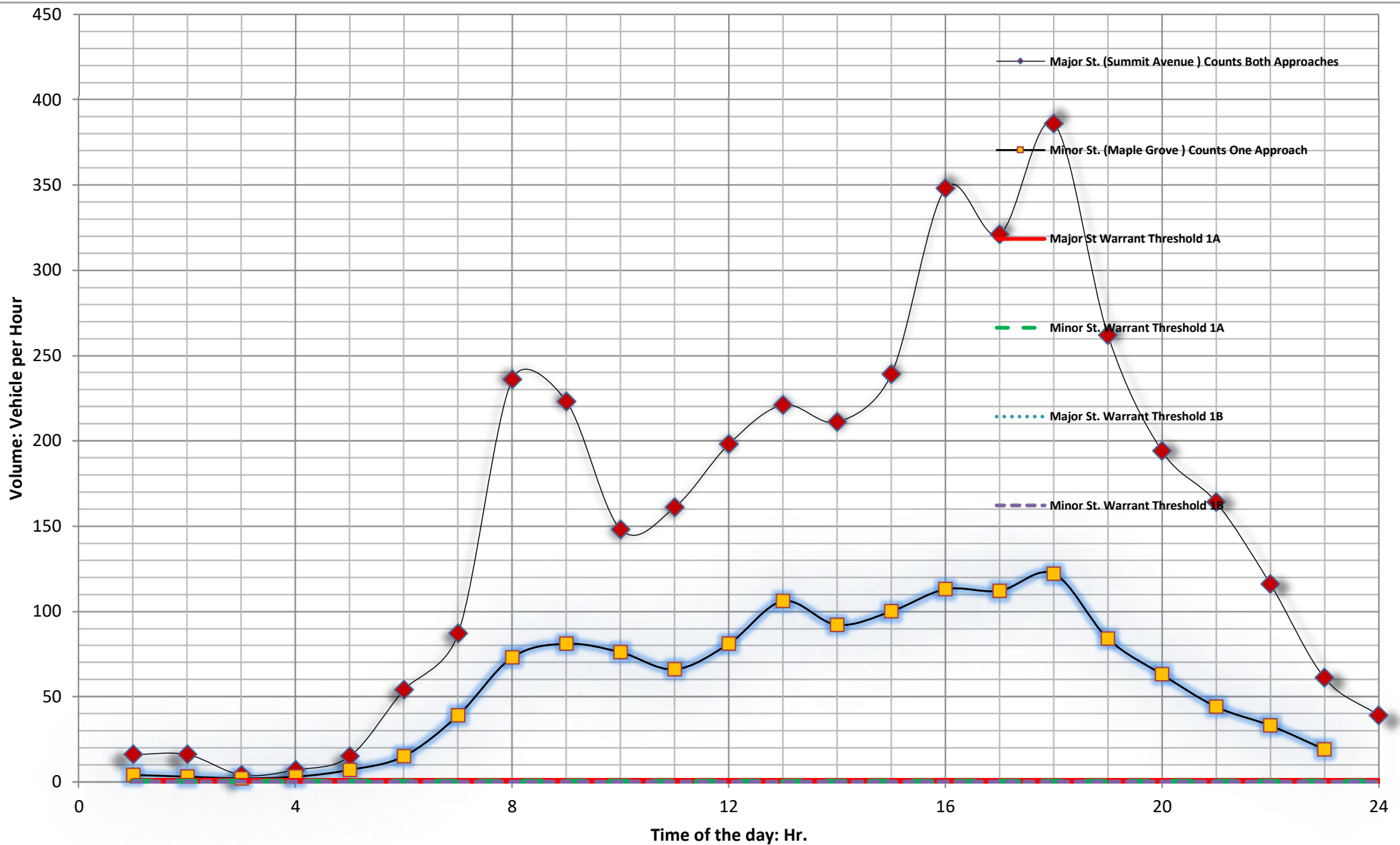


FIGURE 3: WARRANT 1A&B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Summit Avenue @ Maple Grove

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

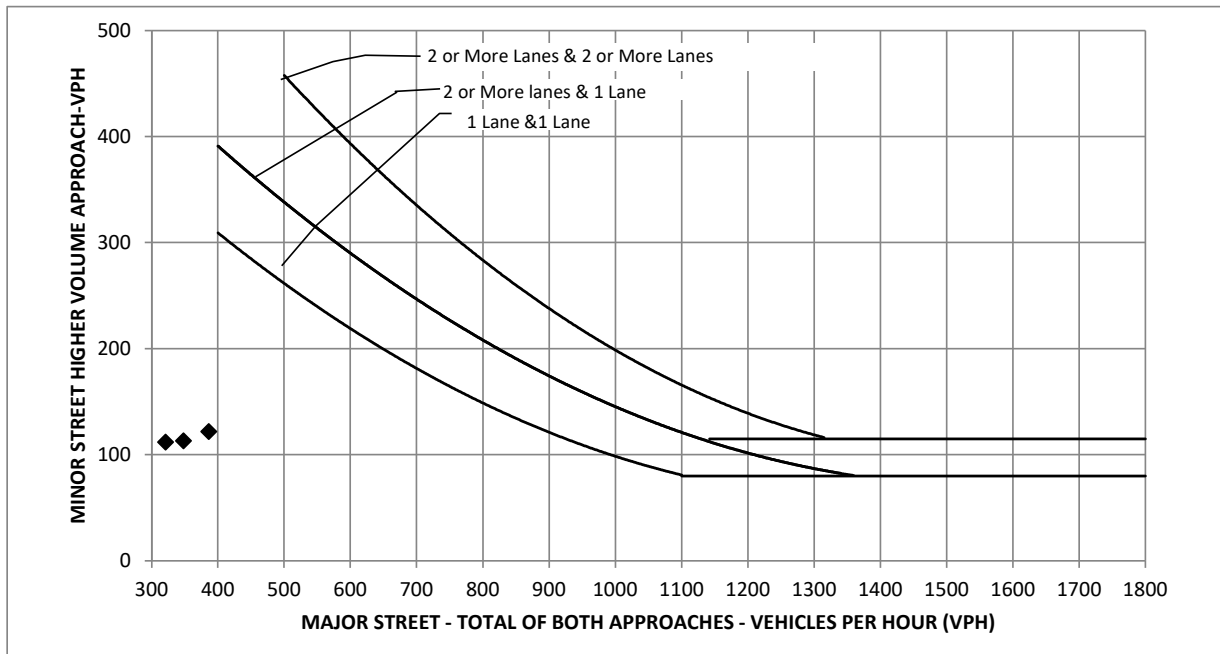
Does this intersection meet Warrant 1A&B for signal installation? N/A

Data Collection Date: 5/27/2026

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	0		
Intersection:	Summit Avenue @ Maple Grove		
Date	6/15/2026	by	ROWE

2	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met	0
Is Warrant 2 (100%) Met?	NO

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 3 A: Peak-Hour Vehicular Volume																					
Spot Number:	0																				
Intersection:	Summit Avenue @ Maple Grove																				
Date	6/15/2026	by	ROWE																		
NOT MET NOT MET NOT MET	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">0.25</td> <td style="width: 10%;"></td> <td style="width: 80%;">: Total Stop Time Delay (hrs)</td> </tr> <tr> <td style="text-align: center;">2</td> <td></td> <td>: Minor Street Approach Lanes</td> </tr> <tr> <td style="text-align: center;">4</td> <td></td> <td>: Total Approaches</td> </tr> <tr> <td style="text-align: center;">73</td> <td></td> <td>: Minor Approach Volume</td> </tr> <tr> <td style="text-align: center;">326</td> <td></td> <td>: Total Entering Volume</td> </tr> <tr> <td colspan="3" style="text-align: left;">07:00 - 08:00 : Peak Hour</td> </tr> </table>			0.25		: Total Stop Time Delay (hrs)	2		: Minor Street Approach Lanes	4		: Total Approaches	73		: Minor Approach Volume	326		: Total Entering Volume	07:00 - 08:00 : Peak Hour		
0.25		: Total Stop Time Delay (hrs)																			
2		: Minor Street Approach Lanes																			
4		: Total Approaches																			
73		: Minor Approach Volume																			
326		: Total Entering Volume																			
07:00 - 08:00 : Peak Hour																					
Is Warrant 3 A Met?			NO																		

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(100%): Peak-Hour Vehicular Volume

Spot Number:	0
Intersection:	Summit Avenue @ Maple Grove
Date	6/15/2026 by ROWE

2	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

Is Warrant 3 B (100%) Met?

NO

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 4 (100%): Four-Hour Pedestrian Volume

Spot Number: 0

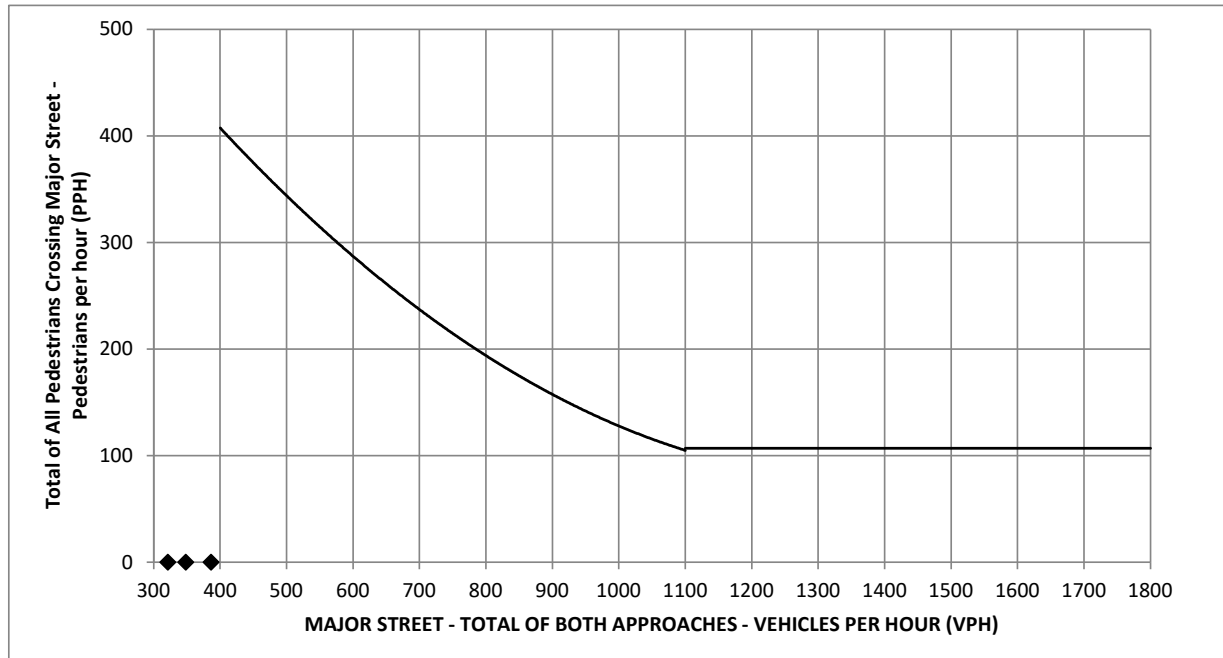
Intersection: Summit Avenue @ Maple Grove

Date: 6/15/2026

by:

ROWE

475	: Distance to Nearest Signal or Stop Control on Major Road
0%	: Percentage Reduction in Pedestrian Volumes
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

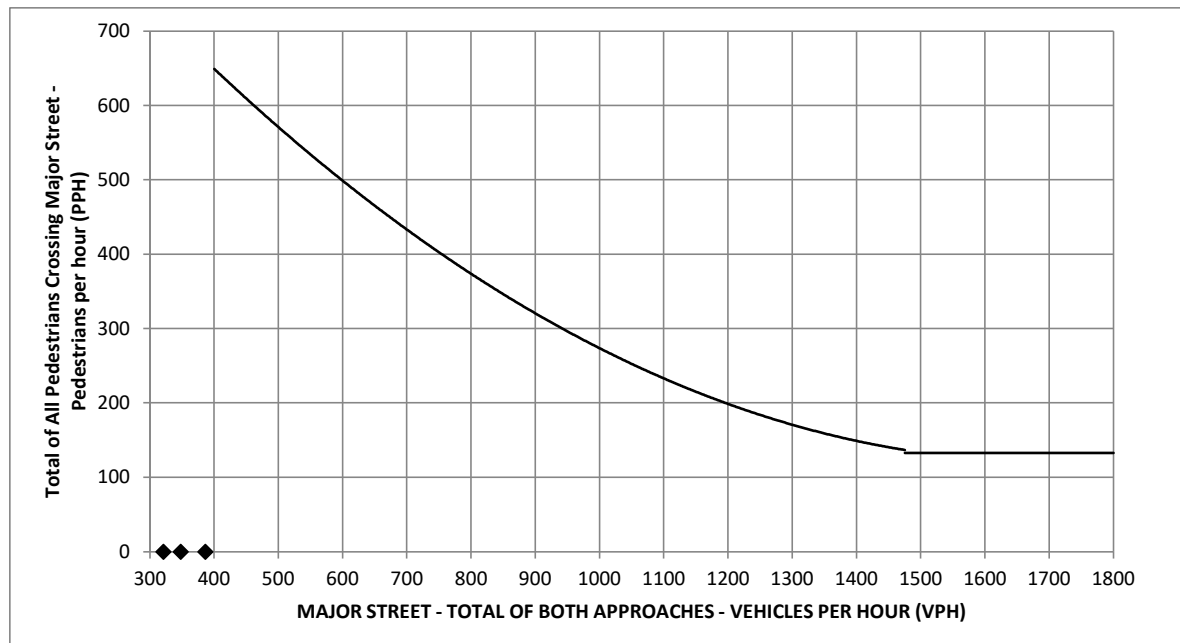
Is Warrant 4 B (100%): Four Hour Met?

NO

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 4 (100%): Peak-Hour Pedestrian Volume

Spot Number:	0		
Intersection:	Summit Avenue @ Maple Grove		
Date	6/15/2026	by	ROWE

475	: Distance to Nearest Signal or Stop Control on Major Road
0%	: Percentage Reduction in Pedestrian Volumes
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

Is Warrant 4 B (100%): Peak Hour Met?

NO

Michigan Manual of Uniform Traffic Control Devices																			
Worksheet for Signal Warrants (Section 4C)																			
WARRANT 5: School Crossing																			
Spot Number:	0																		
Intersection:	Summit Avenue @ Maple Grove																		
Date	6/15/2026	by	ROWE																
<table border="1"> <tbody> <tr> <td>475</td> <td>: Distance to Nearest Signal or Stop Control on Major Road</td> </tr> <tr> <td>32</td> <td>: Width of Street</td> </tr> <tr> <td>0</td> <td>: Number of Children per Group</td> </tr> <tr> <td>11</td> <td>: Safe Gap (Seconds)</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>0</td> <td>: Number of Gaps in Study Period</td> </tr> <tr> <td>0</td> <td>: Study Period (Minutes)</td> </tr> <tr> <td>0</td> <td>: Number of School Children</td> </tr> </tbody> </table>				475	: Distance to Nearest Signal or Stop Control on Major Road	32	: Width of Street	0	: Number of Children per Group	11	: Safe Gap (Seconds)			0	: Number of Gaps in Study Period	0	: Study Period (Minutes)	0	: Number of School Children
475	: Distance to Nearest Signal or Stop Control on Major Road																		
32	: Width of Street																		
0	: Number of Children per Group																		
11	: Safe Gap (Seconds)																		
0	: Number of Gaps in Study Period																		
0	: Study Period (Minutes)																		
0	: Number of School Children																		
Is Warrant 5 Met?			NO																

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 6: Coordinated Signal System			
Spot Number:	0		
Intersection:	Summit Avenue @ Maple Grove		
Date	6/15/2026	by	ROWE
The Progressive Movement warrant is satisfied when: 1. On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning, or 2. On a two-way street, adjacent signals do not provide the necessary degree of a platooning and the proposed or adjacent signals could constitute a progressive signal system. The installation of a signal according to this warrant should not be considered where the resultant signal spacing is less than 1,000 feet.			
Is Warrant 6 Met?			NO

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 7: Crash Experience																
Spot Number:	0															
Intersection:	Summit Avenue @ Maple Grove															
Date	6/15/2026	by	ROWE													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">2</td> <td>: No. of Lanes on Major St?</td> </tr> <tr> <td style="text-align: center;">2</td> <td>: No. of Lanes on Minor St?</td> </tr> <tr> <td style="text-align: center;">YES</td> <td>: Has adequate trial of remedial measure with adequate enforcement been tried?</td> </tr> <tr> <td style="text-align: center;">NO</td> <td>: Are there 5 or more Crashes Susceptable to Correction by Signalization in a 12 Month Period?</td> </tr> </table>									2	: No. of Lanes on Major St?	2	: No. of Lanes on Minor St?	YES	: Has adequate trial of remedial measure with adequate enforcement been tried?	NO	: Are there 5 or more Crashes Susceptable to Correction by Signalization in a 12 Month Period?
2	: No. of Lanes on Major St?															
2	: No. of Lanes on Minor St?															
YES	: Has adequate trial of remedial measure with adequate enforcement been tried?															
NO	: Are there 5 or more Crashes Susceptable to Correction by Signalization in a 12 Month Period?															
	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?								
Time	E-W	N-S														
00:01 - 01:00	16	4	480	160	NO	720	80	NO								
01:00 - 02:00	16	3	480	160	NO	720	80	NO								
02:00 - 03:00	4	2	480	160	NO	720	80	NO								
03:00 - 04:00	7	3	480	160	NO	720	80	NO								
04:00 - 05:00	15	7	480	160	NO	720	80	NO								
05:00 - 06:00	54	15	480	160	NO	720	80	NO								
06:00 - 07:00	87	39	480	160	NO	720	80	NO								
07:00 - 08:00	236	73	480	160	NO	720	80	NO								
08:00 - 09:00	223	81	480	160	NO	720	80	NO								
09:00 - 10:00	148	76	480	160	NO	720	80	NO								
10:00 - 11:00	161	66	480	160	NO	720	80	NO								
11:00 - 12:00	198	81	480	160	NO	720	80	NO								
12:00 - 13:00	221	106	480	160	NO	720	80	NO								
13:00 - 14:00	211	92	480	160	NO	720	80	NO								
14:00 - 15:00	239	100	480	160	NO	720	80	NO								
15:00 - 16:00	348	113	480	160	NO	720	80	NO								
16:00 - 17:00	321	112	480	160	NO	720	80	NO								
17:00 - 18:00	386	122	480	160	NO	720	80	NO								
18:00 - 19:00	262	84	480	160	NO	720	80	NO								
19:00 - 20:00	194	63	480	160	NO	720	80	NO								
20:00 - 21:00	164	44	480	160	NO	720	80	NO								
21:00 - 22:00	116	33	480	160	NO	720	80	NO								
22:00 - 23:00	61	19	480	160	NO	720	80	NO								
23:00 - 00:00	39	13	480	160	NO	720	80	NO								
Is there a reduction in the warrant thresholds to 56% = NO Number of Hours that met the warrant 7A = 0 Number of Hours that met the warrant 7B = 0																
A. Is the Minimum Vehicular Volume Warrant Met Based on Crash Patterns? (Condition A)								NO								
B. Is the Interruption of Continuous Traffic Met Based on Crash Patterns? (Condition B)								NO								

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 8: Roadway Network		
Spot Number:	0	
Intersection:	Summit Avenue @ Maple Grove	
Date	6/15/2026	by ROWE
The need for a traffic signal control study is applicable when the common intersection of two or more major routes meets one or both of the following criteria : (1) has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour and has five-year projected volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or (2) has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a non-normal business day (Saturday and/or Sunday).		
Is Warrant 8 Met?		NO

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 9: Intersection Near a Grade Crossing						
Spot Number:	0					
Intersection:	Summit Avenue @ Maple Grove					
Date	6/15/2026	by	ROWE			
Adjustment Factors <table border="1" style="margin: 5px auto; width: 100px;"> <tr><td style="text-align: center;">fail</td></tr> <tr><td style="text-align: center;">1</td></tr> <tr><td style="text-align: center;">#N/A</td></tr> </table>	fail	1	#N/A	Greater than 140	: Clear Storage Distance (ft)	
	fail					
	1					
	#N/A					
	0	: Number of Approach Lanes Crossing Tracks				
	0	: Peak Hour				
	#N/A	: Peak Hour Major Street Volume				
	#N/A	: Peak Hour Minor Street Volume				
	0	: Trains per Day				
	0%	: Percentage High Occupancy Busses				
	0	: Percentage Tractor Trailers				
#N/A	: Adjusted Minor Street Volume					
#N/A	: Is Figure 4C-10 Satisfied?					
Is Warrant 9 Met?			#N/A			

Michigan Manual of Uniform Traffic Control Devices
Volume Summary
Prepared by MDOT for the 2011 Edition of the MMUTCD

Spot Number:	0		
Major Street:	Roosevelt Park		Minor Street: Summit
Intersection:	Roosevelt Park @ Summit		
City/Twp:	Roosevelt Park		
Date Performed:	6/15/2026	Performed By:	ROWE
Date Volumes Collected:	5/27/2026		

	Major	Major	Minor	Minor	Total	Highest	Total
	NB	SB	EB	WB	Major	Minor	
00:01 - 01:00	4	7	3	4	11	4	18
01:00 - 02:00	5	3	1	7	8	7	16
02:00 - 03:00	1	2	1	3	3	3	7
03:00 - 04:00	5	1	3	0	6	3	9
04:00 - 05:00	9	1	9	3	10	9	22
05:00 - 06:00	16	2	26	4	18	26	48
06:00 - 07:00	42	10	34	13	52	34	99
07:00 - 08:00	147	31	76	68	178	76	322
08:00 - 09:00	131	31	45	95	162	95	302
09:00 - 10:00	76	30	39	49	106	49	194
10:00 - 11:00	75	41	40	52	116	52	208
11:00 - 12:00	78	52	52	92	130	92	274
12:00 - 13:00	81	51	46	88	132	88	266
13:00 - 14:00	69	47	56	66	116	66	238
14:00 - 15:00	120	63	57	108	183	108	348
15:00 - 16:00	164	69	67	160	233	160	460
16:00 - 17:00	114	88	56	147	202	147	405
17:00 - 18:00	94	78	73	189	172	189	434
18:00 - 19:00	99	58	59	117	157	117	333
19:00 - 20:00	87	59	48	98	146	98	292
20:00 - 21:00	39	45	37	73	84	73	194
21:00 - 22:00	28	12	18	46	40	46	104
22:00 - 23:00	11	8	6	23	19	23	48
23:00 - 00:00	10	6	5	14	16	14	35
Total	1505	795	857	1519	2300	1579	4676

Summary of Warrants

Spot Number:	0		
Major Street:	Roosevelt Park	Minor Street:	Summit
Intersection:	Roosevelt Park at Summit		
City/Twp:	Roosevelt Park		
Date Performed:	6/15/2026	Performed By:	ROWE
Date Volumes Collected:	5/27/2026		

Warrant	Condition	Is Warrant Met
Data Validation Error		NO
Verify which is the Major Road		
WARRANT 1: Eight-Hour Vehicular Volume		NO
	Condition A	NO
	Condition B	NO
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(100%)	NO
WARRANT 3: Peak-Hour Vehicular Volume	(100%)	NO
	Condition A	NO
	Condition B	NO
WARRANT 4: Pedestrian Volume	(100%)	NO
	Four Hour	NO
	Peak Hour	NO
	(Threshold)	HAWK
	(Threshold)	RRFB
		NO
WARRANT 5: School Crossing		NO
WARRANT 6: Coordinated Signal System		NO
WARRANT 7: Crash Experience		NO
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		NO
WARRANT 9: Intersection Near a Grade Crossing		#N/A

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE

2	: No. of Lanes on Major St?
2	: No. of Lanes on Minor St?
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: if answer 4 is Yes, then what is the of the population isolated community?
NO	: Have other remedial measures been tried?

USE 100% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
Time	N-S	E-W											
00:01 - 01:00	11	4	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
01:00 - 02:00	8	7	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
02:00 - 03:00	3	3	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
03:00 - 04:00	6	3	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
04:00 - 05:00	10	9	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
05:00 - 06:00	18	26	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
06:00 - 07:00	52	34	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
07:00 - 08:00	178	76	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
08:00 - 09:00	162	95	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
09:00 - 10:00	106	49	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
10:00 - 11:00	116	52	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
11:00 - 12:00	130	92	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
12:00 - 13:00	132	88	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
13:00 - 14:00	116	66	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
14:00 - 15:00	183	108	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
15:00 - 16:00	233	160	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
16:00 - 17:00	202	147	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
17:00 - 18:00	172	189	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
18:00 - 19:00	157	117	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
19:00 - 20:00	146	98	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
20:00 - 21:00	84	73	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
21:00 - 22:00	40	46	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
22:00 - 23:00	19	23	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
23:00 - 00:00	16	14	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A

Number of Hours that met the warrant 1A =	0
Number of Hours that met the warrant 1B =	0
Number of Hours that met the warrant 1 A & B =	0

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	NO
B. Is the Interruption of Continuous Traffic Met? (Condition B)	NO
C. Combination of Warrants A and B Criteria Met?	N/A

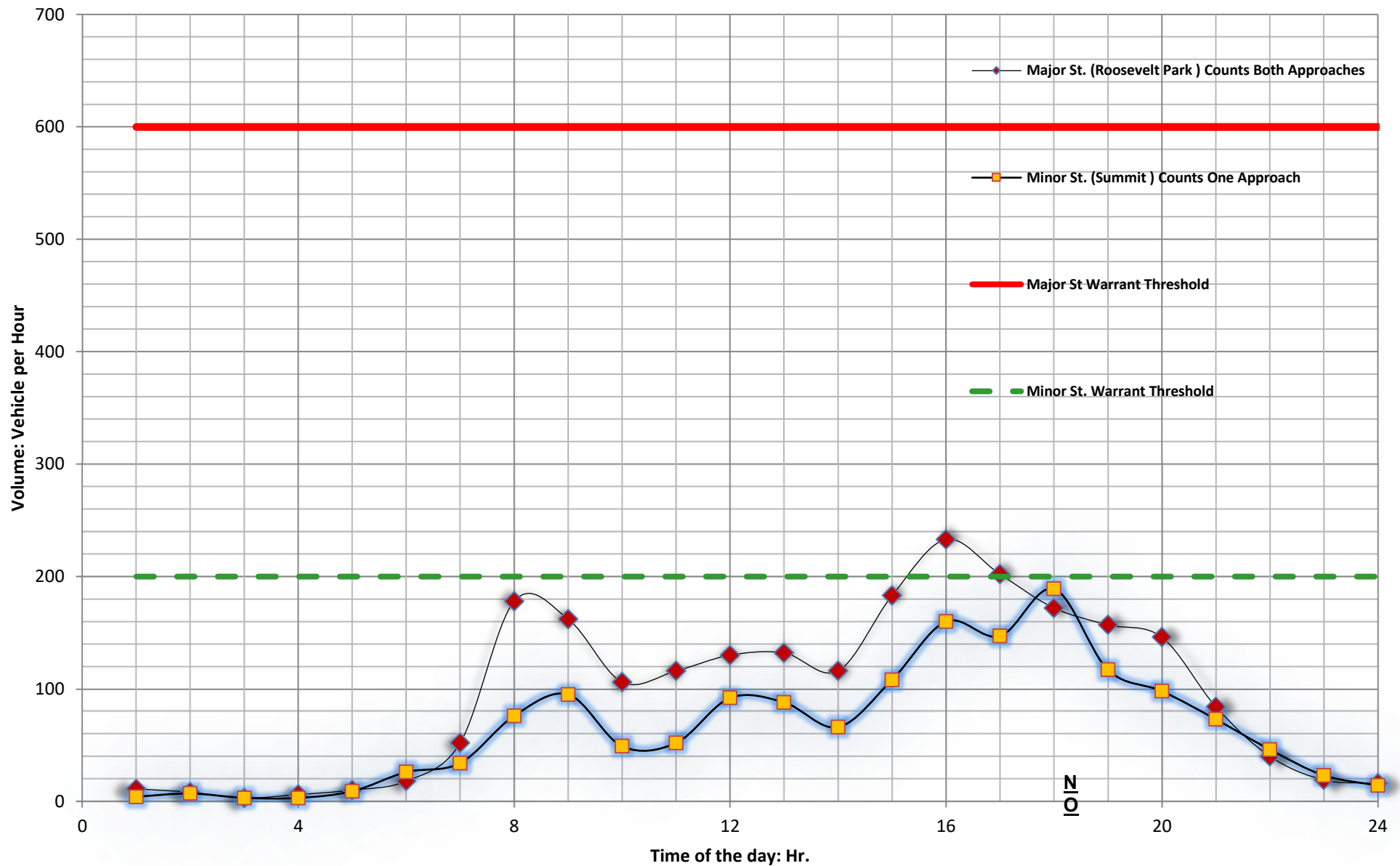


FIGURE 1: WARRANT 1A

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Roosevelt Park @ Summit

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A for signal installation?

Data Collection Date:

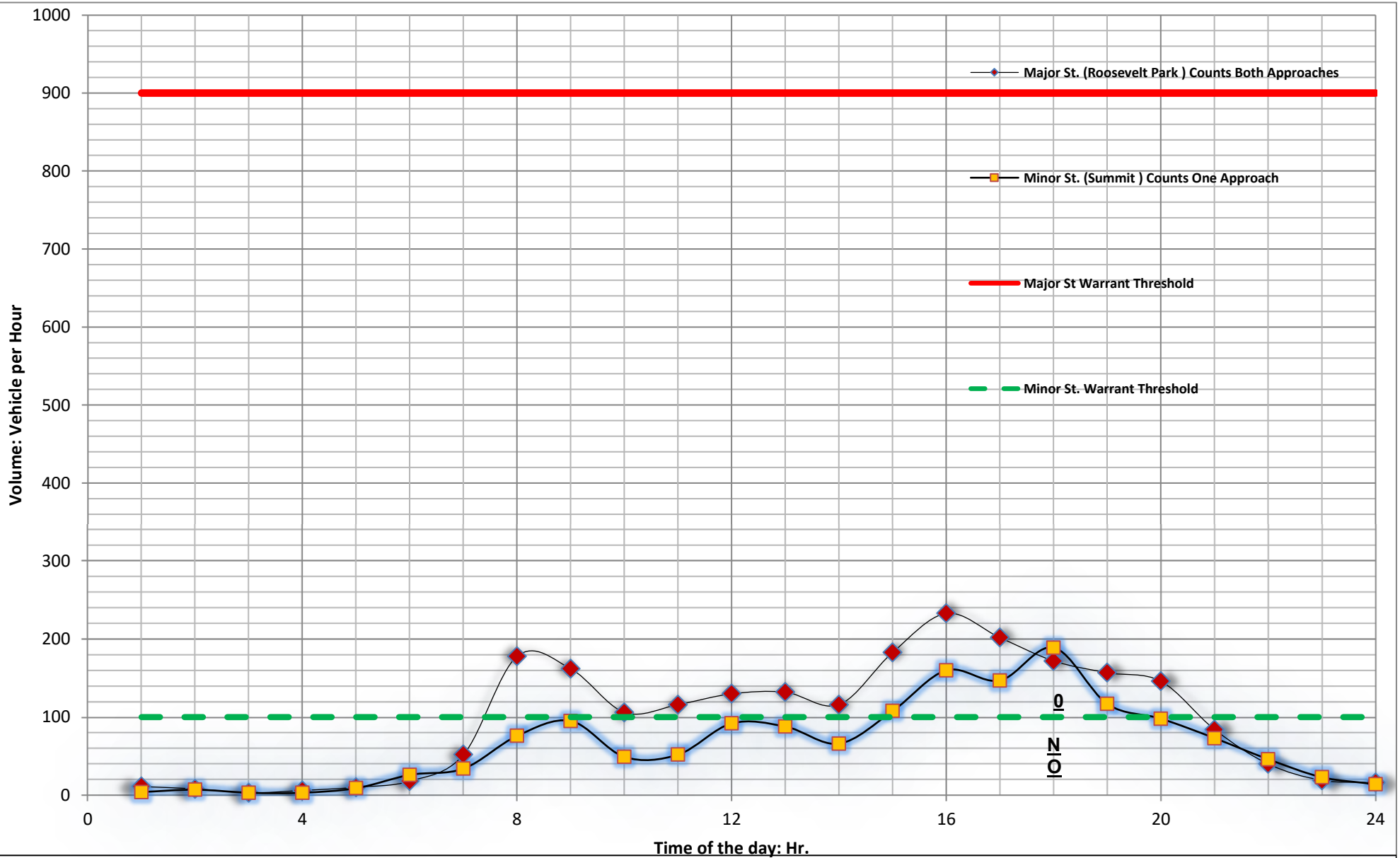


FIGURE 1: WARRANT 1B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO

70% ...

1- DUE TO
SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN
10,000? NO

Spot Number:

Roosevelt Park @ Summit

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant:

Does this intersection meet Warrant 1B
for signal installation?

Data Collection Date: 5/27/2026

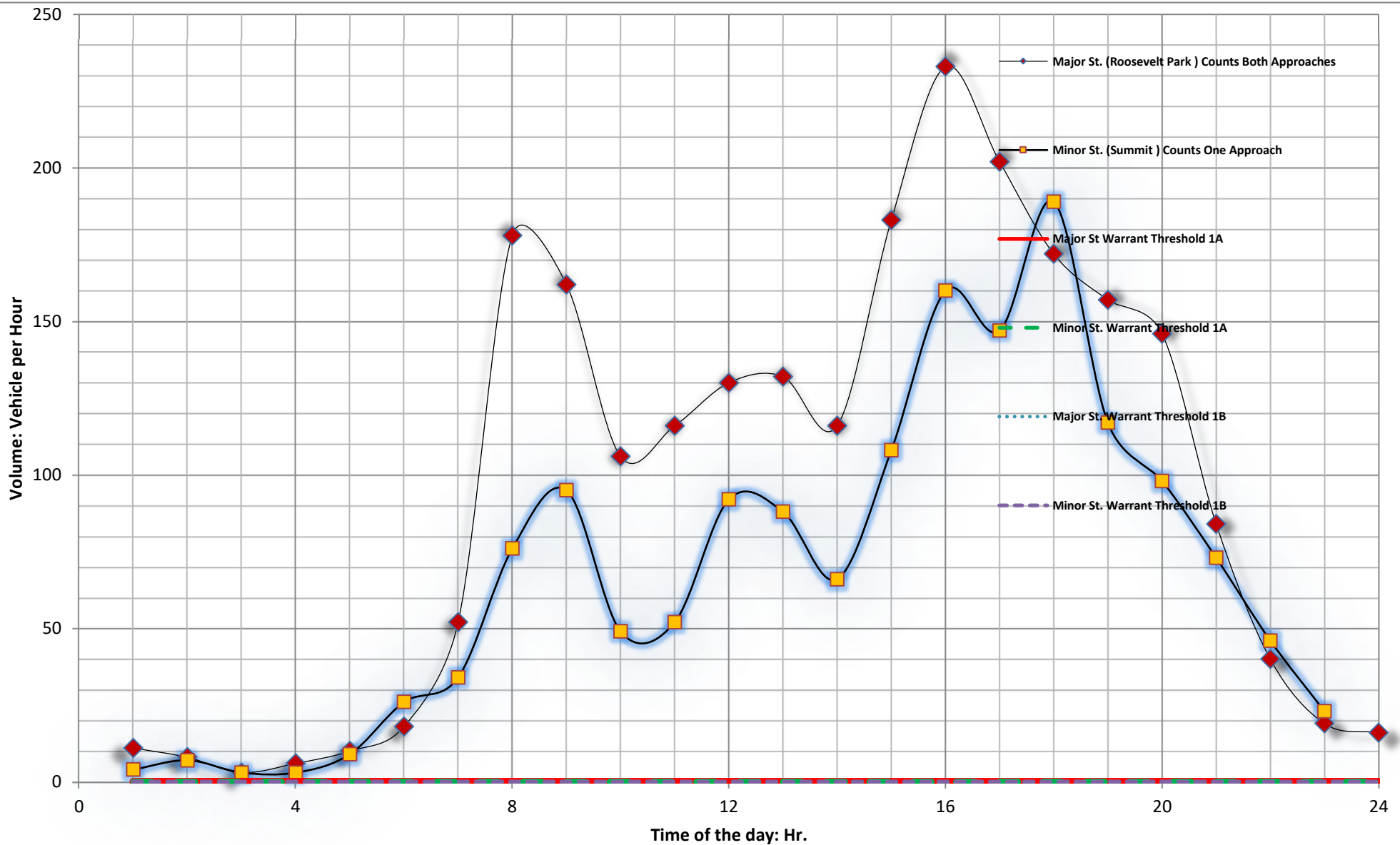


FIGURE 3: WARRANT 1A&B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Roosevelt Park @ Summit

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

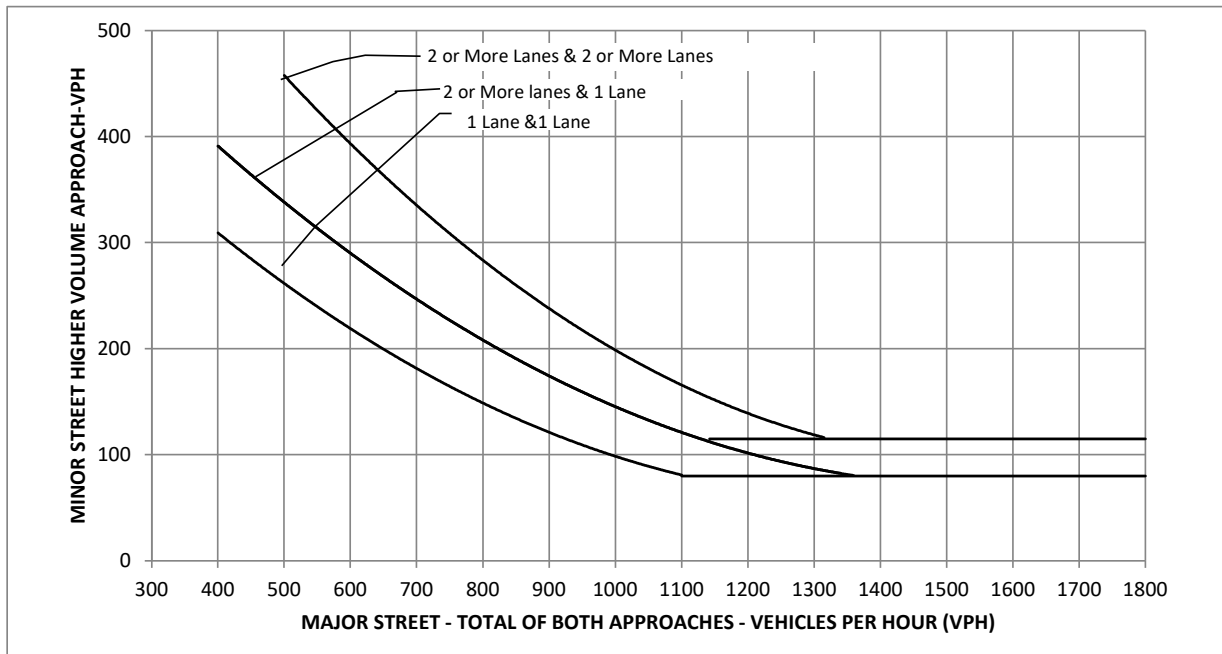
Does this intersection meet Warrant 1A&B for signal installation? N/A

Data Collection Date: 5/27/2026

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	0		
Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE

2	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

Is Warrant 2 (100%) Met?

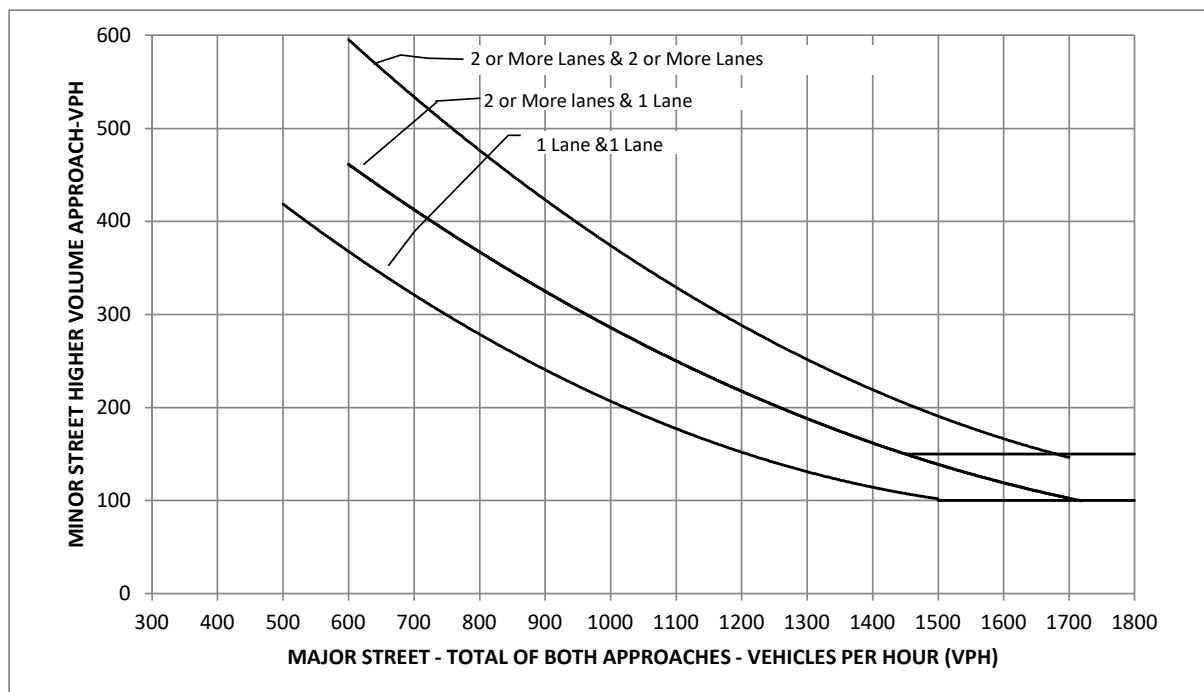
NO

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 3 A: Peak-Hour Vehicular Volume																					
Spot Number:	0																				
Intersection:	Roosevelt Park @ Summit																				
Date	6/15/2026	by	ROWE																		
NOT MET NOT MET NOT MET	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">0.25</td> <td style="width: 10%;"></td> <td style="width: 80%;">: Total Stop Time Delay (hrs)</td> </tr> <tr> <td style="text-align: center;">2</td> <td></td> <td>: Minor Street Approach Lanes</td> </tr> <tr> <td style="text-align: center;">4</td> <td></td> <td>: Total Approaches</td> </tr> <tr> <td style="text-align: center;">76</td> <td></td> <td>: Minor Approach Volume</td> </tr> <tr> <td style="text-align: center;">322</td> <td></td> <td>: Total Entering Volume</td> </tr> <tr> <td colspan="3" style="text-align: center;">07:00 - 08:00 : Peak Hour</td> </tr> </table>			0.25		: Total Stop Time Delay (hrs)	2		: Minor Street Approach Lanes	4		: Total Approaches	76		: Minor Approach Volume	322		: Total Entering Volume	07:00 - 08:00 : Peak Hour		
0.25		: Total Stop Time Delay (hrs)																			
2		: Minor Street Approach Lanes																			
4		: Total Approaches																			
76		: Minor Approach Volume																			
322		: Total Entering Volume																			
07:00 - 08:00 : Peak Hour																					
Is Warrant 3 A Met?			NO																		

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(100%): Peak-Hour Vehicular Volume

Spot Number:	0
Intersection:	Roosevelt Park @ Summit
Date	6/15/2026 by ROWE

2	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

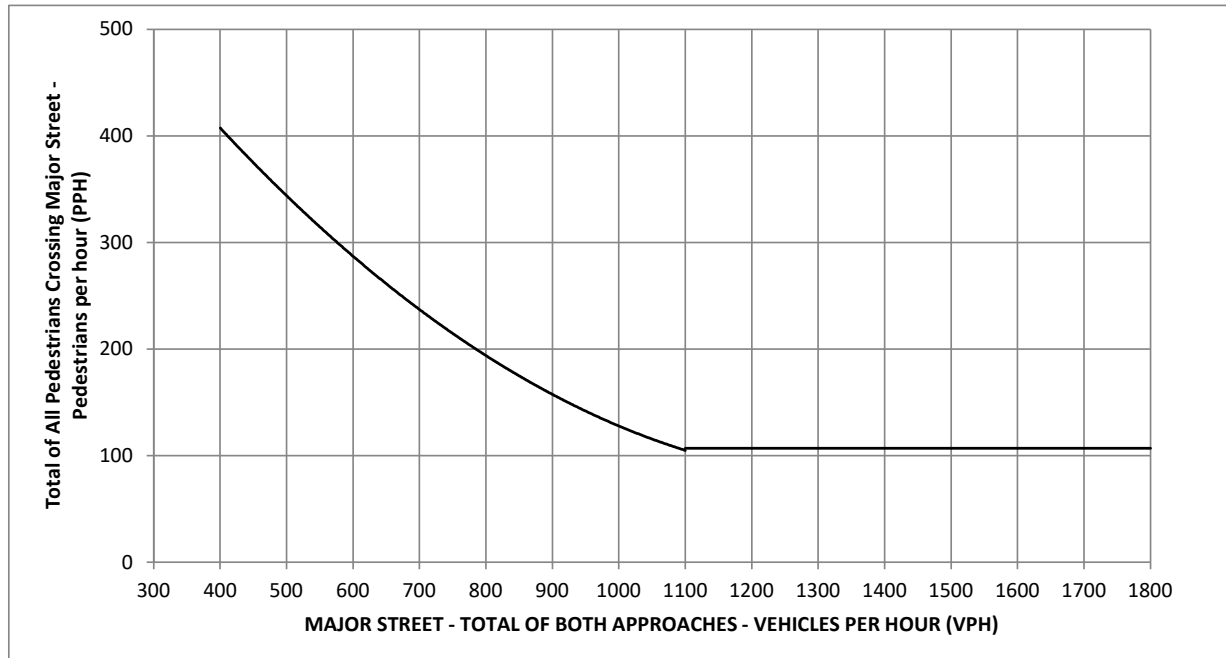
Is Warrant 3 B (100%) Met?

NO

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 4 (100%): Four-Hour Pedestrian Volume

Spot Number:	0		
Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE

475	: Distance to Nearest Signal or Stop Control on Major Road
0%	: Percentage Reduction in Pedestrian Volumes
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

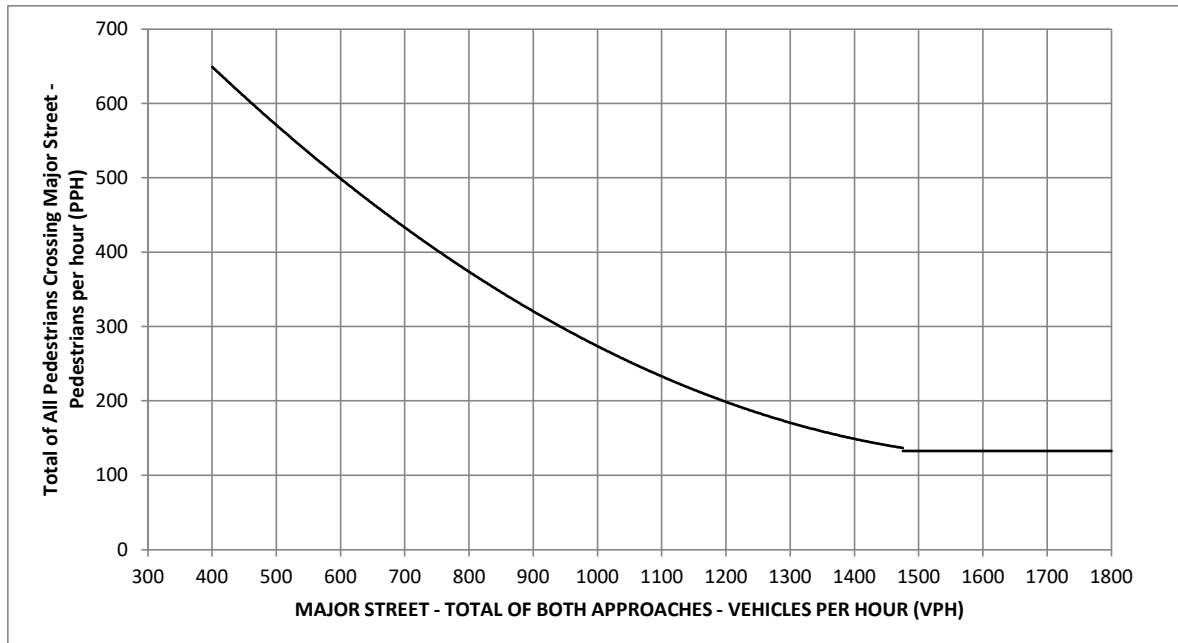
Is Warrant 4 B (100%): Four Hour Met?

NO

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 4 (100%): Peak-Hour Pedestrian Volume

Spot Number:	0		
Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE

475	: Distance to Nearest Signal or Stop Control on Major Road
0%	: Percentage Reduction in Pedestrian Volumes
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

Is Warrant 4 B (100%): Peak Hour Met?

NO

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 5: School Crossing																			
Spot Number:	0																		
Intersection:	Roosevelt Park @ Summit																		
Date	6/15/2026	by	ROWE																
<table border="1"> <tbody> <tr> <td>475</td> <td>: Distance to Nearest Signal or Stop Control on Major Road</td> </tr> <tr> <td>32</td> <td>: Width of Street</td> </tr> <tr> <td>0</td> <td>: Number of Children per Group</td> </tr> <tr> <td>11</td> <td>: Safe Gap (Seconds)</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>0</td> <td>: Number of Gaps in Study Period</td> </tr> <tr> <td>0</td> <td>: Study Period (Minutes)</td> </tr> <tr> <td>0</td> <td>: Number of School Children</td> </tr> </tbody> </table>				475	: Distance to Nearest Signal or Stop Control on Major Road	32	: Width of Street	0	: Number of Children per Group	11	: Safe Gap (Seconds)			0	: Number of Gaps in Study Period	0	: Study Period (Minutes)	0	: Number of School Children
475	: Distance to Nearest Signal or Stop Control on Major Road																		
32	: Width of Street																		
0	: Number of Children per Group																		
11	: Safe Gap (Seconds)																		
0	: Number of Gaps in Study Period																		
0	: Study Period (Minutes)																		
0	: Number of School Children																		
Is Warrant 5 Met?			NO																

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 6: Coordinated Signal System			
Spot Number:	0		
Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE
The Progressive Movement warrant is satisfied when: 1. On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning, or 2. On a two-way street, adjacent signals do not provide the necessary degree of a platooning and the proposed or adjacent signals could constitute a progressive signal system. The installation of a signal according to this warrant should not be considered where the resultant signal spacing is less than 1,000 feet.			
Is Warrant 6 Met?			NO

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 7: Crash Experience																
Spot Number:	0															
Intersection:	Roosevelt Park @ Summit															
Date	6/15/2026	by	ROWE													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">2</td> <td>: No. of Lanes on Major St?</td> </tr> <tr> <td style="text-align: center;">2</td> <td>: No. of Lanes on Minor St?</td> </tr> <tr> <td style="text-align: center;">YES</td> <td>: Has adequate trial of remedial measure with adequate enforcement been tried?</td> </tr> <tr> <td style="text-align: center;">NO</td> <td>: Are there 5 or more Crashes Susceptable to Correction by Signalization in a 12 Month Period?</td> </tr> </table>									2	: No. of Lanes on Major St?	2	: No. of Lanes on Minor St?	YES	: Has adequate trial of remedial measure with adequate enforcement been tried?	NO	: Are there 5 or more Crashes Susceptable to Correction by Signalization in a 12 Month Period?
2	: No. of Lanes on Major St?															
2	: No. of Lanes on Minor St?															
YES	: Has adequate trial of remedial measure with adequate enforcement been tried?															
NO	: Are there 5 or more Crashes Susceptable to Correction by Signalization in a 12 Month Period?															
	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?								
Time	N-S	E-W														
00:01 - 01:00	11	4	480	160	NO	720	80	NO								
01:00 - 02:00	8	7	480	160	NO	720	80	NO								
02:00 - 03:00	3	3	480	160	NO	720	80	NO								
03:00 - 04:00	6	3	480	160	NO	720	80	NO								
04:00 - 05:00	10	9	480	160	NO	720	80	NO								
05:00 - 06:00	18	26	480	160	NO	720	80	NO								
06:00 - 07:00	52	34	480	160	NO	720	80	NO								
07:00 - 08:00	178	76	480	160	NO	720	80	NO								
08:00 - 09:00	162	95	480	160	NO	720	80	NO								
09:00 - 10:00	106	49	480	160	NO	720	80	NO								
10:00 - 11:00	116	52	480	160	NO	720	80	NO								
11:00 - 12:00	130	92	480	160	NO	720	80	NO								
12:00 - 13:00	132	88	480	160	NO	720	80	NO								
13:00 - 14:00	116	66	480	160	NO	720	80	NO								
14:00 - 15:00	183	108	480	160	NO	720	80	NO								
15:00 - 16:00	233	160	480	160	NO	720	80	NO								
16:00 - 17:00	202	147	480	160	NO	720	80	NO								
17:00 - 18:00	172	189	480	160	NO	720	80	NO								
18:00 - 19:00	157	117	480	160	NO	720	80	NO								
19:00 - 20:00	146	98	480	160	NO	720	80	NO								
20:00 - 21:00	84	73	480	160	NO	720	80	NO								
21:00 - 22:00	40	46	480	160	NO	720	80	NO								
22:00 - 23:00	19	23	480	160	NO	720	80	NO								
23:00 - 00:00	16	14	480	160	NO	720	80	NO								
Is there a reduction in the warrant thresholds to 56% = NO Number of Hours that met the warrant 7A = 0 Number of Hours that met the warrant 7B = 0																
A. Is the Minimum Vehicular Volume Warrant Met Based on Crash Patterns? (Condition A)								NO								
B. Is the Interruption of Continuous Traffic Met Based on Crash Patterns? (Condition B)								NO								

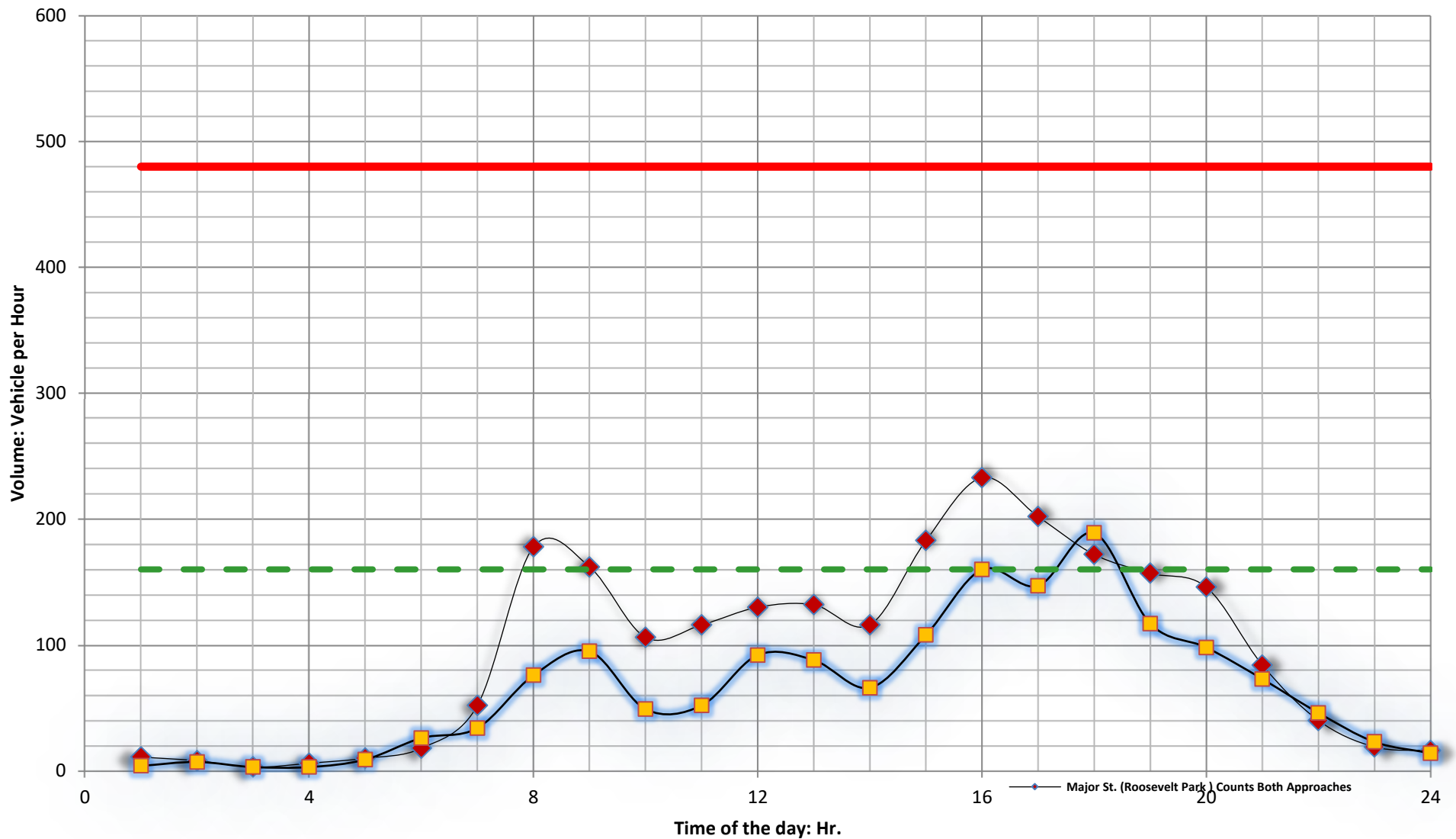


FIGURE 1: WARRANT 7A

Spot Number:

Roosevelt Park @ Summit

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Is there a reduction in the Warrant Threshold to 56%:

NO

Number of Hours that met the Warrant:

0

Does this intersection meet Warrant 7A for signal installation?

NO

Minor St. (Summit) Counts One Approach

Major St Warrant Threshold

Minor St. Warrant Threshold

Data Collection Date: 5/27/2026

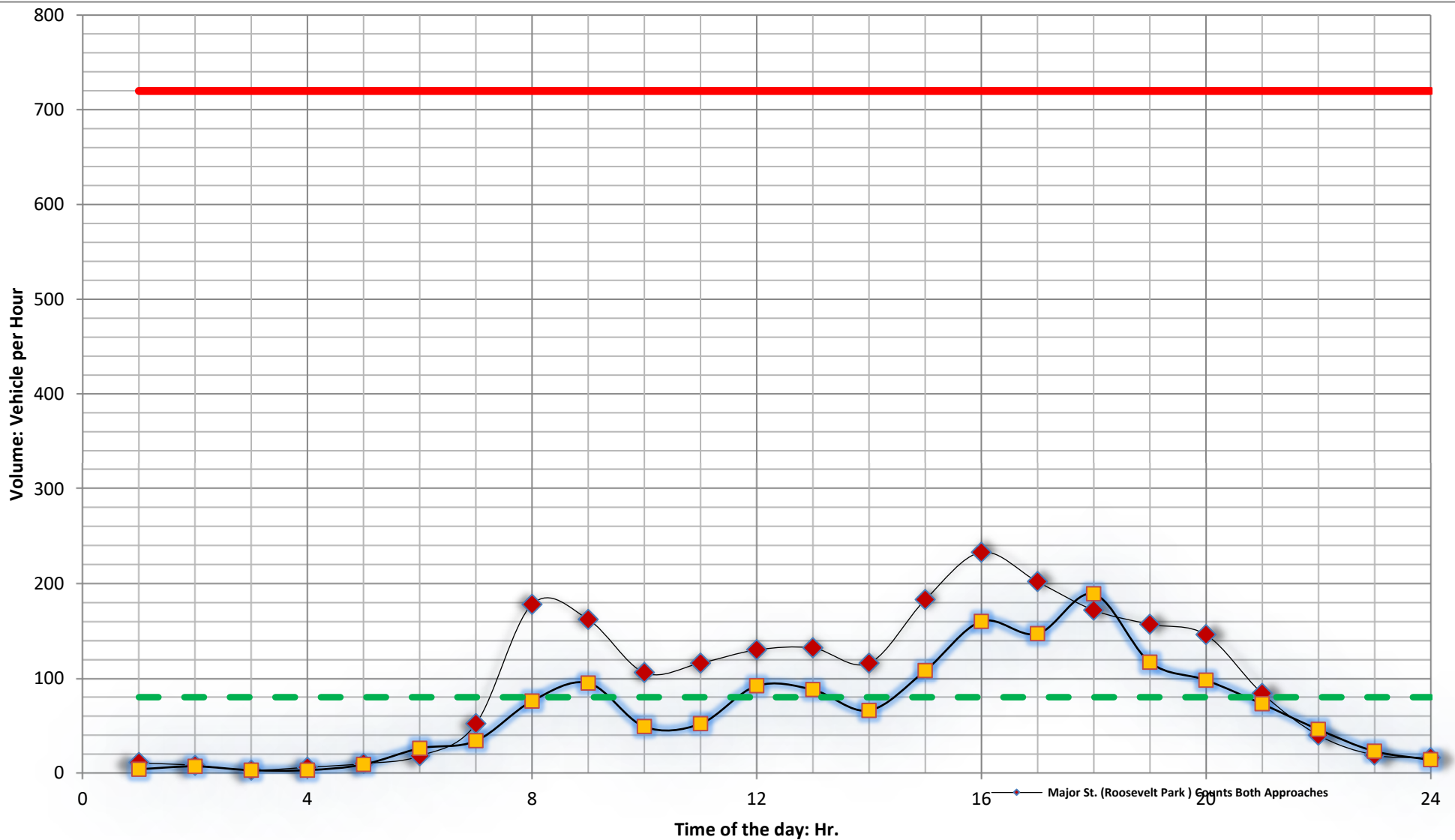


FIGURE 2: WARRANT 7B

Spot Number:

Roosevelt Park @ Summit

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 2

Is there a reduction in the Warrant Threshold to 56%:

NO

Number of Hours that met the Warrant:

0

Does this intersection meet Warrant 7B for signal installation?

NO

Minor St. (Summit) Counts One Approach

Major St Warrant Threshold

Minor St. Warrant Threshold

Data Collection Date: 5/27/2026

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 8: Roadway Network			
Spot Number:	0		
Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE
The need for a traffic signal control study is applicable when the common intersection of two or more major routes meets one or both of the following criteria : (1) has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour and has five-year projected volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or (2) has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a non-normal business day (Saturday and/or Sunday).			
Is Warrant 8 Met?			NO

Michigan Manual of Uniform Traffic Control Devices			
Worksheet for Signal Warrants (Section 4C)			
WARRANT 9: Intersection Near a Grade Crossing			
Spot Number:	0		
Intersection:	Roosevelt Park @ Summit		
Date	6/15/2026	by	ROWE
Adjustment Factors	Greater than 140	: Clear Storage Distance (ft)	
	0	: Number of Approach Lanes Crossing Tracks	
	0	: Peak Hour	
	#N/A	: Peak Hour Major Street Volume	
	#N/A	: Peak Hour Minor Street Volume	
	0	: Trains per Day	
	0%	: Percentage High Occupancy Busses	
	0	: Percentage Tractor Trailers	
	#N/A	: Adjusted Minor Street Volume	
	#N/A	: Is Figure 4C-10 Satisfied?	
	fail		
1			
#N/A			
Is Warrant 9 Met?			#N/A

City of Roosevelt Park

A Proud Community

Informational Updates

The following documents are informational updates and documents relating to our community. They are for your information only and no action is requested.

**City of Roosevelt Park
Muskegon County, Michigan
Ordinance Adoption No. ____**

THE CITY OF ROOSEVELT PARK HEREBY ORDAINS:

Chapter 30, Article IV of the Code of Ordinances of the City of Roosevelt Park, Michigan, concerning Electronic Scooters and Bikes is adopted to read as follows:

Sec. 30-151. Purpose.

The purpose of this article is to promote the health, safety and welfare of persons operating electric scooters and electric bikes within the city, and to protect the safety of other users of roads and bike trails.

Sec. 30-152. Definitions.

For the purposes of this article, the following words and phrases shall have the following meanings:

Bike path means the Linear Park Trailway, including the paved trail surface, shoulders, green space areas within the Trailway corridor.

Electric bike means a bicycle with an integrated electric motor which can be used for propulsion. Electric bike does not include a vespa or moped-like vehicles, motorcycles, dirt bikes, ORVs, gas scooters, or any similar vehicle.

Electric scooter means a light two-wheeled electric vehicle on which the driver stands on the floorboard or deck. Electric scooter does not include a vespa or moped-like vehicles, motorcycles, dirt bikes, ORVs, gas scooters, or any similar vehicle.

Operator means a person in actual physical control of an electric bike or electric scooter or otherwise causing an electric bike or electric scooter to move under its own power.

Sec. 30-153. Rules and Regulations.

This article is to establish guidance in the interest of public safety.

- (1) Electric scooters and electric bikes may be operated on local roads, public parks, and the bike path.
- (2) Electric scooters and electric bikes shall not be operated on or alongside any sidewalk. Electric scooters are prohibited on all state trunk roads.
- (3) Any person who operates an electric scooter or electric bike on a public road must adhere to all applicable state and local laws, regulations and ordinances,

including, but not limited to, those banning the possession and use of alcoholic beverages, and all other illegal drugs. In addition, no electric scooter or electric bike containing an open container of alcohol shall be operated on public roads.

- (4) The operator of an electric scooter or electric bike shall comply with all traffic rules and regulations adopted by the State of Michigan and the city which governs the operation of motor vehicles.
- (5) An operator may not allow the number of people in or on an electric scooter or electric bike at any one time to exceed the maximum capacity specified by the manufacturer. The operator shall not allow passengers to ride on any part of an electric scooter or electric bike not designed to carry passengers.
- (6) In no instances shall an electric scooter be operated at a speed greater than ten miles per hour on the bike path.
- (7) No electric scooter or electric bike may be operated at a speed greater than reasonable and prudent for the existing conditions.
- (8) Electric scooters and electric bikes must be operated at the right edge of the roadway and must yield to all vehicular and pedestrian traffic.
- (9) Electric scooters and electric bikes are prohibited from parking on any sidewalk or any other location that impedes vehicular or foot traffic. All other parking rules and limits apply.
- (10) Electric scooters and electric bikes must have basic equipment supplied by the manufacturer.

Sec. 30-154. Registration.

All electric scooters and electric bikes are subject to city registration requirements imposed upon bicycles.

Sec. 30-155. Enforcement.

Violation of the provisions of this article shall constitute a civil infraction and carry a penalty of not less than a \$100.00 fine for a first violation, not less than a \$250.00 fine for a first repeated violation, and not less than a \$500.00 fine for a second repeated offense or any subsequent repeat offense.

Sec. 30-156 – 30-200. Reserved.

This Ordinance Adopted:

Ayes: 7
Nays: 0

Adoption Date: 6/15/2026
Effective Date: 7/10/2026
First Reading: 6/1/2026
Second Reading: 6/15/2026



CITY OF Roosevelt Park

By: Alison Johnson
Alison Johnson
Clerk, City of Roosevelt Park

CERTIFICATE

The undersigned, being the duly qualified clerk of the City of Roosevelt Park, Muskegon County, Michigan, does hereby certify that the foregoing is a true and complete copy of an ordinance adopted by the City Commission of the City of Roosevelt Park, at a regular meeting of the City Commission on the 15th day of June, 2026 at which meeting a quorum was present and remained throughout, and that the original of said ordinance is on file in the records of the City of Roosevelt Park. I further certify that the meeting was conducted, and public notice was given, pursuant to, and in full compliance with Act No. 267, Public Acts of Michigan of 1976, as amended, and that minutes were kept and will be, or have been made available as required thereby.

CITY OF ROOSEVELT PARK

Published: June 26th, 2026

By: Alison Johnson
Alison Johnson, MCC
Clerk, City of Roosevelt Park

Publish: Notice of Adoption to be published once within ten (10) days of final adoption.

**CITY OF ROOSEVELT PARK
NOTICE OF ADOPTION**

TO: ALL PERSONS INTERESTED

Please take notice that on June 15, 2026 the City Commission of the City of Roosevelt Park adopted Chapter 30, Article IV, summarized as follows:

Sec. 30-151. Purpose. Explains that the ordinance is meant to keep electric scooter and e-bike riders, as well as other road and trail users, safe in the city.

Sec. 30-152. Definitions. Defines important terms used in the ordinance, including bike path, electric bike, electric scooter, and operator.

Sec. 30-153. Rules and Regulations. Sets the operating rules for electric scooters and e-bikes, including where they may be used, speed limits, traffic laws, parking restrictions, and safety requirements.

Sec. 30-154. Registration. Requires electric scooters and e-bikes to follow the same city registration rules as bicycles.

Sec. 30-155. Enforcement. States that violating the ordinance is a civil infraction that results in fines and penalties.

Secs. 30-156—30-200. Reserved

Copies of the ordinance may be viewed and purchased at reasonable cost at the Office of the City Clerk in the City Hall, 900 Oak Ridge Rd., Roosevelt Park, Michigan, 49440 during regular business hours.

This ordinance amendment is effective ten (10) days from the date of this publication.

CITY OF ROOSEVELT PARK

Published: June 26th, 2026

By: Alison Johnson
Alison Johnson
Clerk, City of Roosevelt Park

PUBLISH ONCE WITHIN TEN (10) DAYS OF FINAL PASSAGE

The Resource Recovery Center exists to improve the public health of Muskegon County citizens by receiving polluted wastewater, cleaning it up, and returning it the environment for reuse and enjoyment. We recognize the weight of our responsibility as stewards both of the environment and of our system infrastructure which enables us to do our job. Our goal is to offer our service to the people of Muskegon County at the best possible rate without compromising our stewardships.

~David Johnson, Director

FINANCIAL REPORT

Christine Morris / Administrative Manager

MAY FINANCIAL REPORT

The total operating expenses through the eighth month of the 2026 fiscal year were \$11,711,185, or 54% of the FY2026 budget. Total revenues for the same period were \$13,602,346 or 66% of the budget.

FARM REPORT

Mike Clover / Farm Manager

2026 GROWING SEASON

This month of June marks the halfway point of the year. Time has certainly flown by, and we've remained very busy across all areas of the farm operation. Hay harvest took place May 28 - June 2. Overall tonnage was approximately half of what we've achieved in previous years. The primary cause was the unusually cold temperatures experienced this spring, with eight consecutive days of frost. The average yield came in at 3.4 tons per acre, compared to our typical average of 6.6 tons per acre. That was disappointing, but the second cutting, which started at the end of this month, is showing signs of performing at or slightly above average, which is encouraging.

Triticale was harvested June 2 - 3. Overall tonnage was below expectations, averaging 4.2 tons per acre, short of my goal of 6.0 tons per acre. Once again, triticale has proven to be only a break-even venture for the RRC Farm. I'm still evaluating whether this will be a viable practice for our operation. The final assessment will depend largely on the performance of the corn crop that was planted June 3 - 10 in those fields after the triticale was cut. Unfortunately, our planting was delayed by frequent pop-up showers. The late-planted corn has progressed slowly because of the

stretch of 60-degree weather we experienced this month, but the heat-wave at the end of the month has certainly helped. Even if no one else likes the hot weather, the corn does! The rest of our corn crop, which was planted on the normal schedule, is looking excellent, and the soybeans are looking exceptional this year as well.

One challenge we encountered this season was a significant armyworm infestation. To protect our crops, every acre required treatment with an insecticide. Armyworms can devastate an entire field in a very short time. Unfortunately, our cover crops, while advantageous in many ways, create an environment that highly favors army worm development. Evidence of the infestation is particularly visible in the Rapid Infiltration beds, where much of the vegetation has been stripped of its leaves.

INFRASTRUCTURE MAINTENANCE AND IMPROVEMENT PROJECTS

Doug Noyes / RRC Engineer & Project Manager

SOUTHEAST REGIONAL FORCE MAIN

Contracts 1-3: The Entire Southeast Regional Force Main | Milbocker & Sons and Kamminga & Roodvoets

After plastic shavings from the HDPE pipe interfered with the seals of the air-release valves on the Southeast Regional Force Main and resulted in some leaking in April and May, Milbocker & Sons and Kamminga & Roodvoets went to every valve along the pipeline that and cleaned out all the shavings. After each air release was cleaned, its isolation valve was closed to prevent further leaking. The plan moving forward is to re-open a select few valves to see if leaking re-occurs. Containment will be placed under each re-opened valve to prevent any spillage. We'll see at that point if additional shavings need to be

removed. More valves will be re-opened following the same procedure as success is achieved.

STATISTICAL COMPARISONS

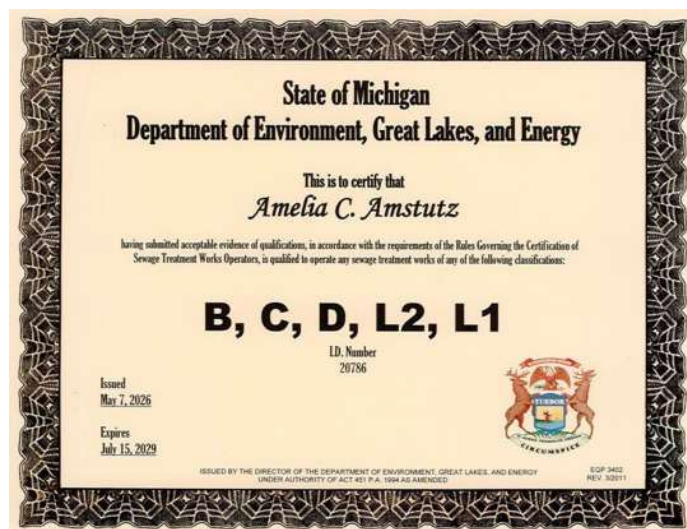
Amelia Amstutz / Operations Supervisor

FLOWS AND LAGOON LEVELS

The Southeast Regional Force Main continues to bolster our flows! In May we averaged 13.3 MGD through the pipe (Fig. 1), 25% higher than last year.

We received 8.0 MG of hauled waste in May, 42% lower than last May (Fig. 2). Despite a 74% increase that went into effect on May 1 for hauled grease trap waste, we still received 1.3 MG of it for the month, similar to what we received in April.

The farm began irrigating on May 13th, so we've begun to see the storage lagoon elevation drop. On May 26 the lagoon volume was 3,588 MG (Fig. 3), 21% higher than about the same time last year.



Somebody has a new letter on her license! Congratulations to Amelia Amstutz on getting her Wastewater Operator B License!



June is National Pollinator Month. Celebrate by walking the nature trail at the RRC. The nature trail takes two passes through our pollinator patch, which features native Michigan wildflowers and grasses.

Figure 1

2024 - 2026 Total Piped Wastewater Monthly Flow

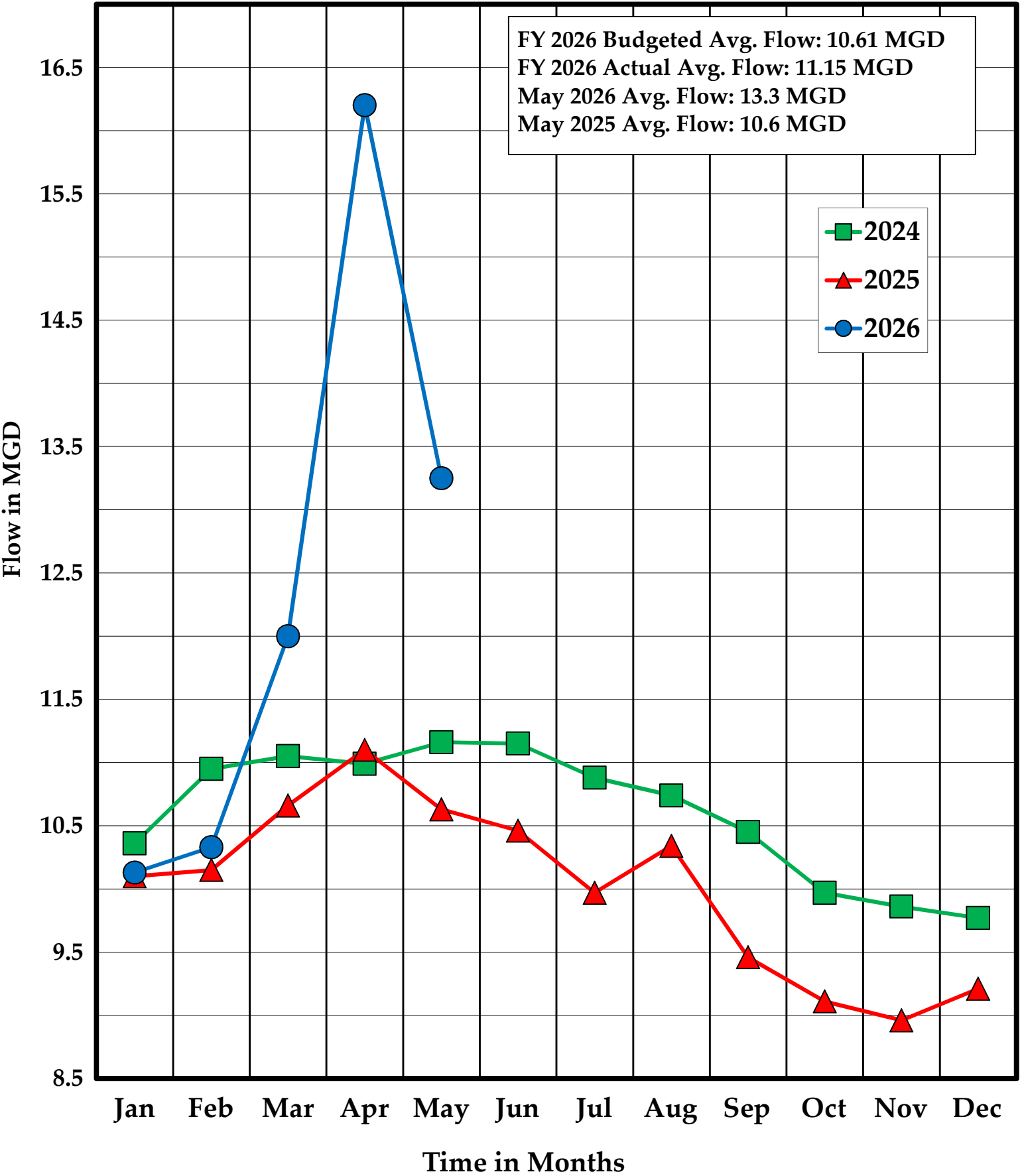


Figure 2

2024 - 2026 Hauled Waste Monthly Volume

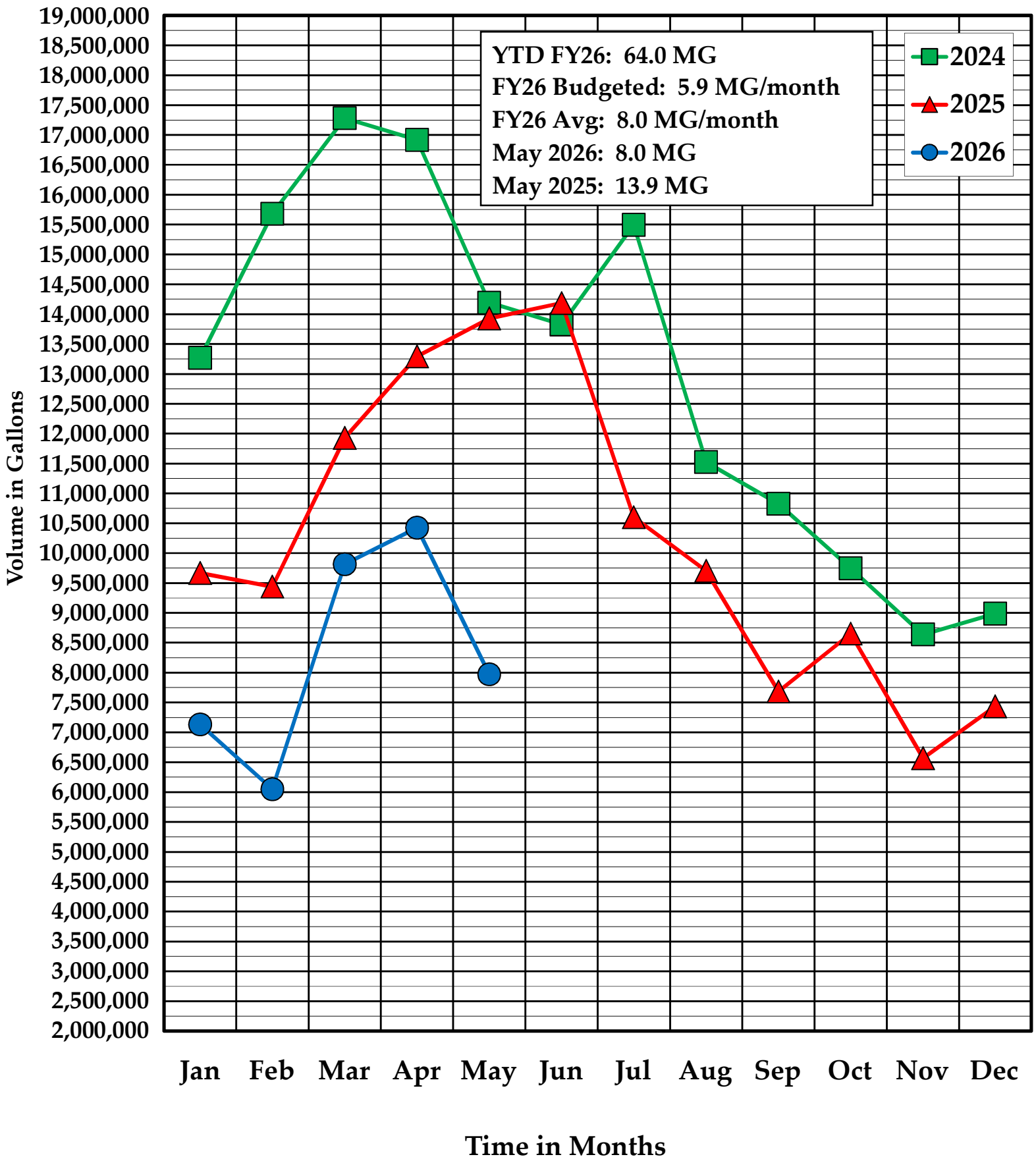
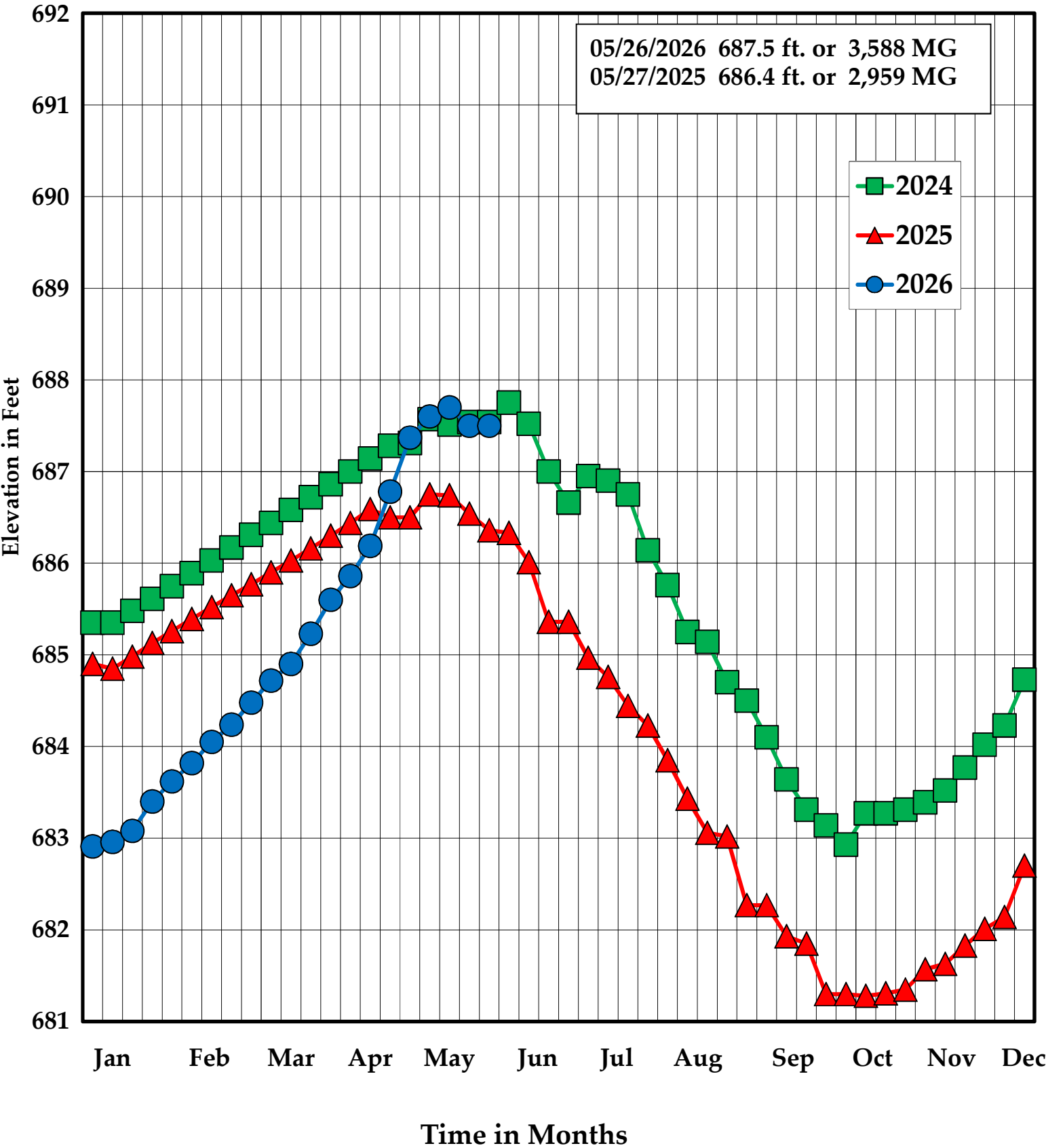


Figure 3

2024 - 2026 Metro Lagoon Elevation





Norton Shores Fire Department

QUARTERLY REPORT

ROOSEVELT PARK

April - June

2026



Protecting Your Future



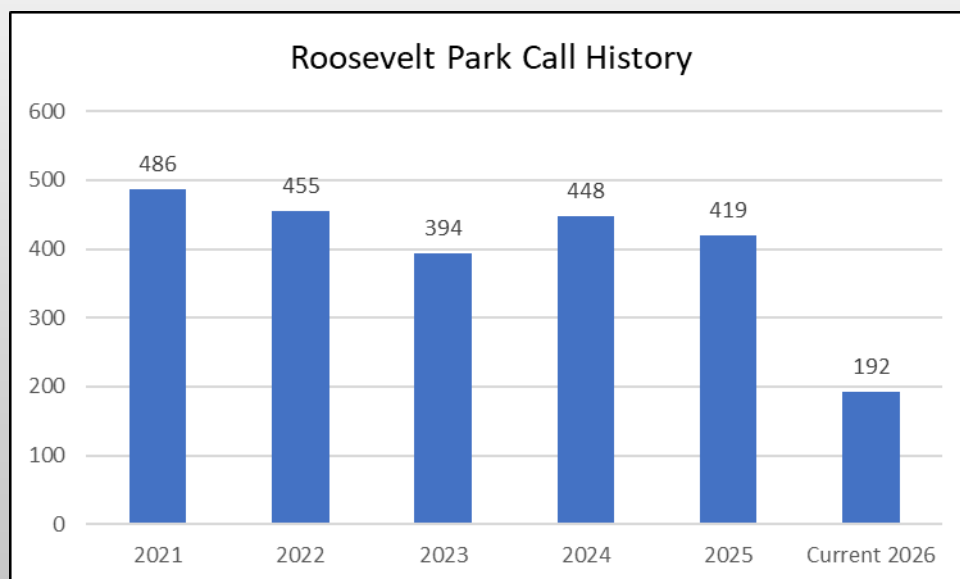
Administration

Fire Chief Tony Gutierrez

The information contained in this quarterly report serves as a representation of the hard work and dedication put in by the men and women of the Norton Shores Fire Department. Their commitment to the City and our Department helps to make it possible to achieve our overall mission which is *Protecting your Future.*

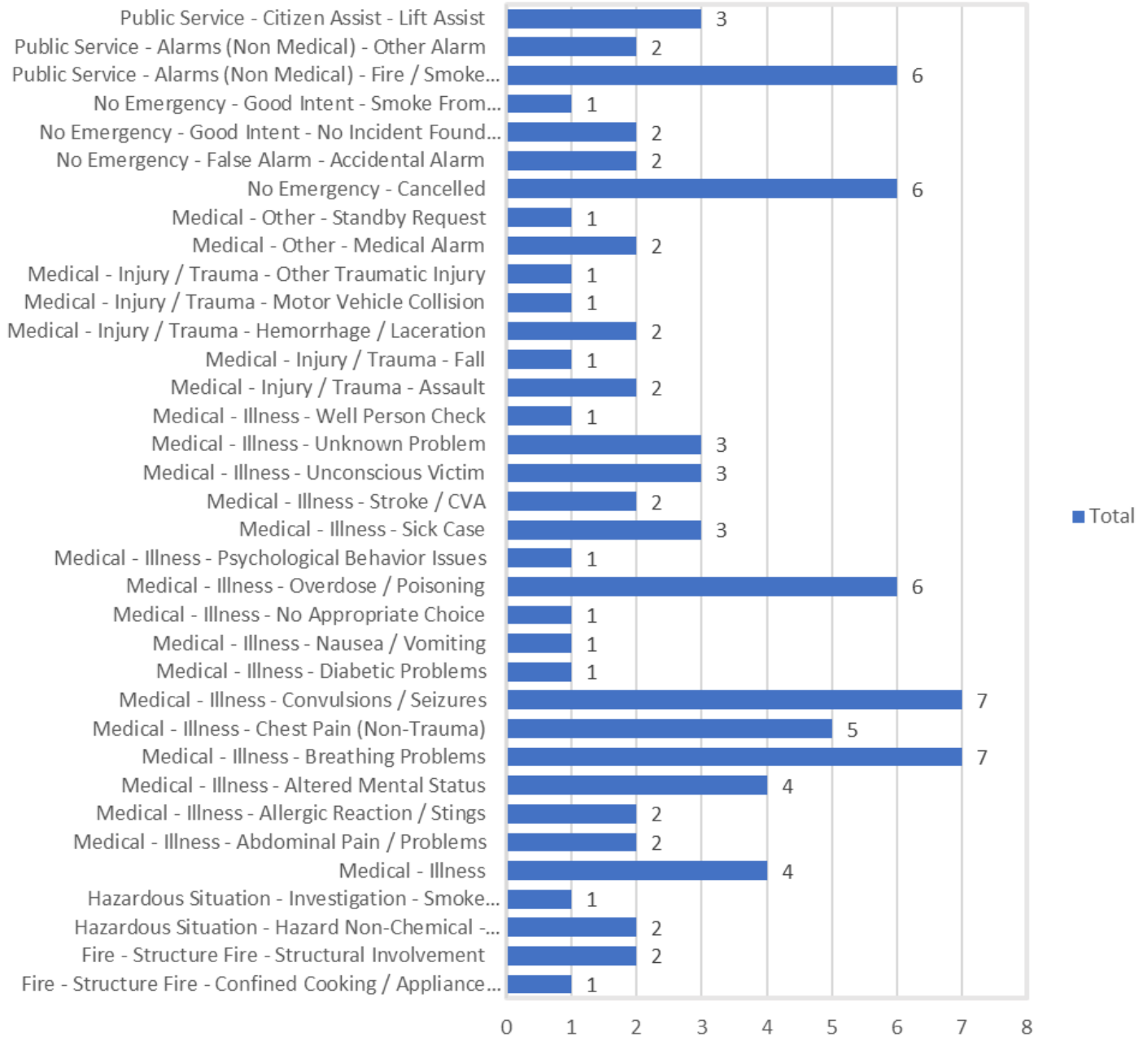
Quarterly Stats

- **1613** Calls for Service the NSFD responded to
- **192** Calls for Service in Roosevelt Park
- **149.5** Training Session Hours were held and consisted of
 - CFR Checkout
 - ARFF Live Fire
 - Knox Box Training
 - Elective/Shift Trainings
 - FAA Field Movement
 - Fire Control/Ventilation
 - 462 Checkout
 - Monthly Team Trainings
 - ARFF OPS I
 - FF Rescue/Mayday
 - Water Supply/Streams
- **2** Freedom of Information Act (FOIA) requests for Roosevelt Park



CALLS BY INCIDENT TYPE - ROOSEVELT PARK

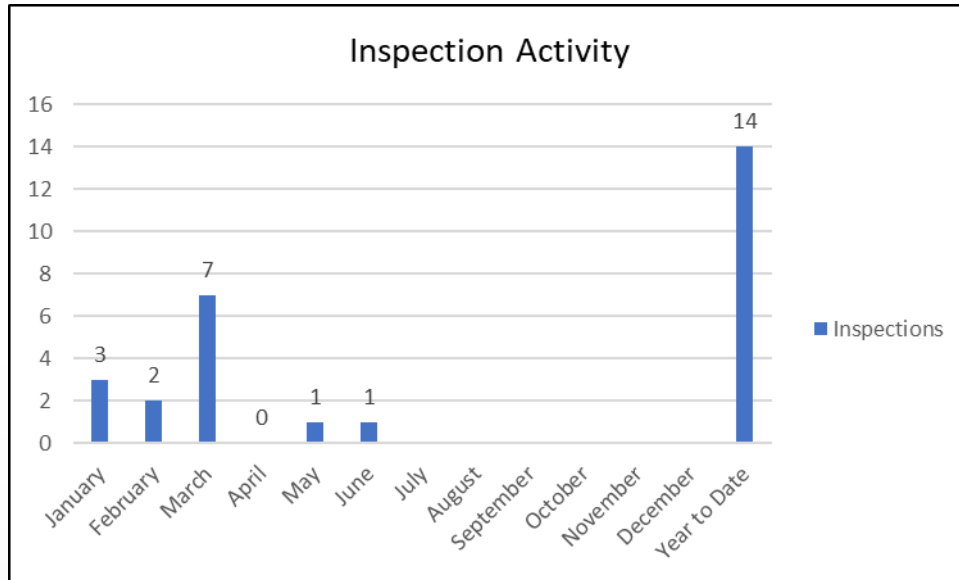
4/1/2026 - 6/30/2026





Fire Prevention Bureau

Fire Marshal Donald VanderKooi



FIRE INSPECTIONS / SITE VISITS

April-June

• April	0	1
• May	1	1
• June	1	0

Fire Inspections	2
Site Visits	2
Re-inspections	4
Total Inspections	6
Lids only for Knox Boxes	0
Knox Boxes	0

SMOKE ALARM INSTALLS

April-June: 5

Fire Alarm and Hydro Testing

April-June: 3

Plan Review & Building Plans

April-June: 1

FIRE INVESTIGATIONS

Roosevelt Park

1

Muskegon County

0

PUBLIC EDUCATION EVENTS

1



Social Media Monthly Data: Norton Shores Fire Dept.



@nortonshoresfd



@nortonshoresfire

NSFD Facebook

Followers	9,799
Total Interactions	2K
Views	107.9K

NSFD Instagram

Followers	495
Total Interactions	1
Views	19



Top content by views

