Regional Transportation Study

April 2009

WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION

WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION (WMSRDC)

The WMSRDC is a regional council of governments representing 127 local governments in the West Michigan counties of Lake, Mason, Muskegon, Newaygo, Oceana, and northern Ottawa.

The mission of WMSRDC is to promote and foster regional development in West Michigan… through cooperation amongst local governments.

WMSRDC
WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION

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CHAPTER 1: INTRODUCTION

The regional transportation inventory was undertaken by WMSRDC staff to establish a base of knowledge regarding the transportation system and how it relates to both land use and economic development.

It is important to consider the link between transportation, land use, and economic development, in both terms of past and future development. The most evident link can be noticed by simply looking at a road map. Chances are a majority of the development and utilities will follow closely down existing road corridors. Many cities and villages throughout the country were formed from simple "cross-roads" where transportation corridors met. Transportation must be looked at as a major component of economic development and land use planning.

There is a direct correlation between transportation, land use/zoning, and economic development. For example, if we examine the development of the Lakes Mall and associated development in southern Muskegon County, the construction of the interchange at US-31 at Sternberg Road, in combination with land use and zoning changes, spurred the development of the mall. For the developments to become reality, the associated infrastructure was developed, including water, sewer, and the area roadways widened and/or reconstructed.

Another example of the link between transportation and economic development can be seen in looking at the viability of the region's downtowns, most of which are located along a state trunk line. A thriving downtown is essential to attracting tourists and businesses for development and redevelopment to the region to diversify and strengthen the economic base.

The impact that transportation has doesn't just come from building new roads; in fact it is very rare that a new road is built these days, but rather from either improving or expanding capacity on existing roads. In the terms of linking transportation, land use, and economic development, all forms of transportation must be considered. These include roadways, pedestrians, bike paths, rail (passenger and freight), shipping, and air, among others. This study will link transportation, land use, and economic development for the five counties in the region.

Forums were conducted in all five counties and representatives from all road agencies within the five counties were invited to participate, as well as economic development professionals.

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CHAPTER 2: BACKGROUND AND DEMOGRAPHICS

General Description of the Region

The West Michigan Shoreline Regional Development Commission serves five counties along the eastern shore of Lake Michigan and is characterized by coastal plains and immense lakeshore sand dunes, inland rolling hills, and high ridges. The region is well known for its productive fruit orchards and expansive forests. The Manistee National Forest covers a large portion of the region, most notably in Lake County. Some of the most pristine and flourishing rivers in the Midwest exist in this region. Among these are the Pere Marquette, White, Pentwater, Muskegon, Big Sable, and Manistee rivers. Many fishermen make these rivers their destination, especially for salmon, steelhead, and trout.

The industrial and commercial hub of the region is the Muskegon metropolitan area. Over 50 percent of the population in the region resides in this metropolitan area. Ludington, the county seat of Mason County, serves as the secondary nucleus of the region. Other localities that serve as commercial and industrial centers for the surrounding areas are the cities of Fremont and Newaygo in Newaygo County, the White Lake area in northern Muskegon County, and the City of Hart and Village of Shelby in Oceana County. Much of the remaining area is rural residential and sparsely populated or classified as national or state forests, state game areas, state or county parks, natural dunes, or other preserved and protected land.

One hundred twenty local units of government, consisting of cities, villages, townships, and counties make up the region. Nearly three-fourths of these units currently enforce local zoning ordinances, and approximately one-half have developed master plans or other types of future land use strategies. Most rural zoning is designed to promote recreational, low-density residential or agricultural land uses whereas the cities and villages employ more diversified zoning classifications. Most urban areas have set aside land for industrial, commercial, recreational, and varying densities of residential development.

Agricultural and food processing activities are an important component of the region's economy. Fruit growing has always been a prosperous activity, especially along the highly productive fruit ridge. The fruit ridge is located along the eastern boundary of the region in Muskegon and Newaygo counties extending through Oceana and Mason counties to Lake Michigan. The most notable crops harvested are blueberries, apples, and strawberries. Although fruit growing is boasted as the most productive agricultural activity in the region, many farmers grow more traditional crops such as corn, alfalfa, asparagus, and potatoes. Also, many of the rural communities such as Holton and Ravenna in Muskegon, and Grant in Newaygo County, are heavily influenced by the prosperity of the surrounding agricultural endeavors.

The region, heavily dependent on tourism revenues, is home to several popular state and county parks and other tourist activities. Six state parks are located along the shoreline from P.J. Hoffmaster in southern Muskegon County, to Ludington State Park in Mason County. The most unique state facility is the Hart-Montague Trail State Park. It is a 26-mile trail built along a defunct railroad right-of-way leading from the City of Hart to the City of Montague. Furthermore, all five of the counties operate independent park systems.

Public Utilities

Muskegon County is home to one of the most advanced wastewater treatment facilities in the nation. A lagoon and irrigation treatment facility larger than 15,000 acres, serves the southern portion of the county. The management system consists of a three step process in which raw sewage arrives and is pumped into an extended aeration lagoon where it is fully mixed and stored for one and a half days while bacteria breaks down most of the impurities. In the second step the wastewater is pumped into a settling lagoon where 70-80 percent of the solids are filtered out. The third stage involves movement to another storage lagoon where the water is then distributed onto field crops such as soybeans, alfalfa, and corn. By this time the water is already clean enough to discharge. By using the water to irrigate crops, organisms and soil further refine the water, which seeps through the soil and is caught in drainage pipes and then discharged into the surface water supply at nearly drinking water quality. A recent $25 million expansion has increased the capacity of the treatment facility, which presently operates at only 55 to 60 percent of capacity. The Muskegon County solid waste facility is also located at the site with the wastewater treatment facility.

Municipal water service is available via treatment of well water in the cities of Montague and Whitehall and also for Muskegon and Muskegon Heights, who pump and treat water from Lake Michigan. The latter two cities supply all of the municipal water service for the metropolitan area. Consumers Energy (electric), DTE Energy formerly MichCon (natural gas), and Verizon, formerly GTE (telephone), are the main private utility companies in Muskegon County. They service nearly 85 percent of the county. Areas not serviced by these companies are supported by rural electric cooperatives, propane or fuel oil.

The southwestern portion of Mason County is serviced with water and sewer. This area includes the cities of Ludington and Scottville and portions of Amber, Pere Marquette, and Hamlin townships. The water is provided by the City of Ludington, which also furnishes the sewer capacity for the city and the townships, while Scottville treats its own wastewater. The Village of Custer has been working on a sewer system to serve the surrounding area. There is a desire to develop a county-wide sewer and water authority. Consumers Energy serves Scottville, Ludington, and other portions of Mason County. Western Michigan Electric provides electricity to the remainder of the county. DTE Energy is the primary natural gas provider and the phone service is handled primarily by Michigan Bell.

The cities of Fremont, Grant, Newaygo, and White Cloud in Newaygo County operate their own water and sewer systems. Rural parts of the county are powered by Great Lakes Energy while the cities receive service from Consumers Energy.

In Oceana County, the City of Hart and villages of Shelby and Pentwater have water and sewer delivery systems. In the late 1980's, Hart's wastewater treatment plant completed an EDA funded expansion of their system, and is once again nearing capacity. Shelby is operating near capacity and Pentwater is planning to expand their capability. The surrounding townships in Oceana County are all dependent on septic systems and well water. The City of Hart provides electricity to its residents. However, most of the county is served by either rural cooperatives or Consumers Energy. Natural gas is provided by DTE Energy in the villages and in Hart, while most rural residences rely on propane or fuel oil. Nearly all of the county's telephone needs are met by General Telephone.

At present, the only area in Lake County with municipal water and sewer service is in and near the Village of Baldwin, but the service area and capacity are being expanded. Consumers Energy and Great Lakes Energy serve the county's electrical needs, while Michigan Bell and Verizon, provide phone service. Only a small percentage of the population utilizes natural gas, which is provided by DTE Energy.

Transportation Infrastructure

The district is located along the routes of U.S. 31 and Interstate 96, which are two major state transportation arteries linking the area to all major regional population and economic centers such as Chicago, Detroit, Grand Rapids, Lansing, Indianapolis, and Milwaukee. U.S. 31 runs north and south along the Lake Michigan shoreline from South Bend, Indiana to Mackinaw City, Michigan. However, the classification of U.S. 31 as an expressway terminates at Ludington, Michigan, where it becomes a state highway generally served by only two lanes. The course of Interstate 96 is an east-west direction from Muskegon to Detroit by way of Grand Rapids and Lansing.

Muskegon Lake presently serves as the major deep water port in the region. Ludington also has a deep water port; however it receives little commercial shipping activity. Ludington is the home port of the U.S.S. Badger, the only steam ferry on the Great Lakes, which provides lake crossing service to Manitowoc, Wisconsin from early May to mid-October. In June 2004, Muskegon began receiving car ferry service to Milwaukee, Wisconsin by way of the Lake Express. This diesel-powered catamaran-style ferry travels at speeds of up to 40 miles per hour. Service is provided numerous times a day from late April through October.

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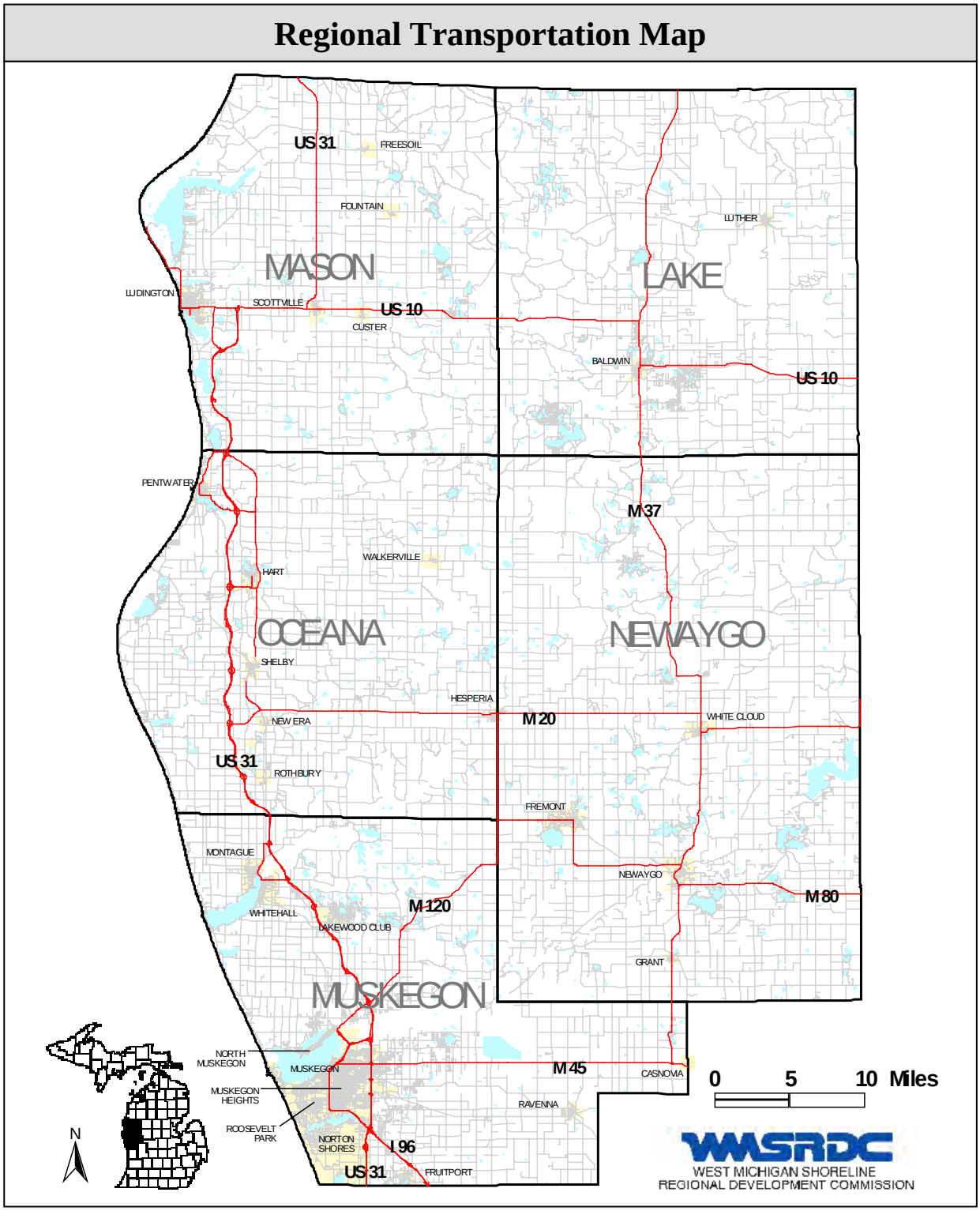
Figure 1


Regional Transportation Map
US 31
FREESOIL
FOUNTAIN
LUTHER
MASON
LAKE
LUDINGTON
SCOTTVILLE
US 10
CUSTER
BALDWIN
US 10
PENTWATER
M 37
WALKERVILLE
HART
OCEANA
NEWAYGO
SHELBY
HESPERIA
M 20
WHITE CLOUD
NEW ERA
US 31
ROTHBURY
FREMONT
MONTAGUE
NEWAYGO
M 80
WHITEHALL
M 120
LAKEWOOD CLUB
GRANT
MUSKEGON
NORTH MUSKEGON
MUSKEGON
M 45
CASNOVIA
MUSKEGON HEIGHTS
RAVENNA
ROOSEVELT PARK
NORTON SHORES
I 96
US 31
FRUITPORT
N
0 5 10 Miles
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Natural Resources

The general consensus regarding the natural resources in the region is to maintain and protect current resource levels, develop only what is needed, reuse land once developed (in order to minimize sprawl), strive to improve environmental conditions, and improve access to these resources to enhance recreational and tourism opportunities.

Sources of freshwater head a long list of the many natural resources, which are found within the region. There are over 400 lakes, 250 streams (some of which are ranked among the top fisheries in the nation), and over 75 miles of Lake Michigan coastline. The main uses of this freshwater resource include recreation, municipal services, manufacturing, and transportation. The pristine beaches of Lake Michigan draw well over 1 million visitors every year, greatly enhancing the tourism economy of West Michigan.

In the 1880's, the City of Muskegon was known as the “Lumber Queen of the United States.” Lumber from Muskegon’s vast number of mills helped rebuild Chicago after the great fire, which destroyed almost the entire city. Immense sand dunes are located along the shore of Lake Michigan and have been utilized in local foundries for many years. However, mining these dunes has become more restrictive in recent years due to their importance in the ecology and habitat of the lakeshore. The dunes are also used for recreation and enhance the aesthetic value of the lakeshore communities. Natural sand dunes, such as those found along the Lake Michigan shoreline, are protected under Michigan’s Critical Dunes Act.

Undeveloped land is another prime natural resource for the West Michigan Shoreline Economic Development District. Much of this land is owned by either the state or federal government and is used principally for recreational pursuits. Numerous acres of undeveloped woodlands are found in the Pere Marquette State Forest and the Manistee National Forest in the northern portions of the region. There is a popular tendency for local governments to adopt open space policies to bolster the quality of life and to preserve natural resources.

Wetlands also comprise a large portion of natural land cover in the region. The Muskegon State Game Area, which is located along the Muskegon River immediately before it empties into Muskegon Lake, represents the largest wetland in the region. The area is owned and maintained by the Michigan Department of Natural Resources for the purpose of providing habitat for waterfowl. In 1979, Michigan wetlands became protected under the Geomare-Anderson Wetlands Protection Act, which was the most stringent wetland regulation in the nation. Michigan wetlands are now protected under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). Some wetlands in coastal areas are given additional protection under Part 323, Shoreline Protection and Management, of NREPA.

Political Geography

The West Michigan Shoreline Regional Development Commission is composed of 120 units of local government ranging from rural townships to the metropolitan area of Muskegon. Most local units conduct their own zoning and development ordinances with Mason County having the only significant county-wide zoning. A large portion of Lake County does not have any zoning at all. Each county has a county-wide comprehensive development plan.

School district boundaries are often inter-jurisdictional. For instance, Hesperia Community Schools has students from both Newaygo and Oceana counties. There are over 30 school district jurisdictions within the region varying from Class A, which are the largest schools as designated by the State of Michigan, to Class D, which are the smallest. School district boundaries seldom change and the scope and responsibilities of the districts remain very consistent.

County Population

An official population count is provided by the Census Bureau every 10 years with estimated population counts given every two years in the interim. Table 1 shows the actual Census population counts for the years 1980, 1990, and 2000 as well as the most recent 2007 estimated population counts for each individual county in the region, the region as a whole, and the state. The percent change from 1990 to 2000 and from 2000 to 2007 is also given.

TABLE 1

Population

Area	1980	1990	2000	2007 Estimates	1990 to 2000 Population Change		2000 to 2007 Population Change Estimates	
					Number	Percent	Number	Percent
Lake	7,711	8,583	11,333	11,153	2,750	32%	-180	-1.6%
Mason	26,365	25,537	28,274	28,750	2,737	10.7%	476	1.7%
Muskegon	157,589	158,983	170,200	174,386	11,217	7.1%	4,186	2.5%
Newaygo	34,917	38,206	47,874	49,171	9,672	25.3%	1,297	2.7%
Oceana	22,002	22,455	26,873	27,800	4,419	19.7%	927	3.5%
Region 14	248,584	253,764	284,554	291,260	30,790	12.1%	6,706	2.4%
Michigan	9,262,078	9,295,287	9,938,444	10,071,822	643,147	6.9%	133,378	1.3%

Source: U.S. Census Bureau

Compiled by: West Michigan Shoreline Regional Development Commission

A comparison between population figures from 1980 to 2000 show a long term growth trend throughout the region. This trend is further emphasized when comparing the population in 1990 to 2000. Between 2000 and 2007, Oceana County showed the largest percent change in population at 3.5 percent with Newaygo and Muskegon Counties close behind at 2.7 percent and 2.5 percent respectively. Mason County followed with a 1.7 percent. Lake County was the only county in the region to show a negative population change at -1.6 percent.

Between 2000 and 2007, the entire region showed a 2.4 percent increase in population. When comparing this to the state percent change during the same period, it can be seen that the region has shown a higher growth rate than the state. When comparing the change in growth between the region and the state from 1990 to 2000, the region also showed a higher percent change at 12.1 percent compared to the state at 6.9 percent.

TABLE 2

County Population by Sex and Race

	Total	Male	Female	White	Black	American Indian	Asian	Native Hawaiian	Other	2 or More Races	Hispanic
1990 Lake County	8,583	4,203	4,380	7,337	1,146	81	8	1	10	NA	60
2000 Lake County	11,333	5,914	5,419	9,595	1,266	114	17	4	65	272	191
Difference	2,750	1,711	1,039	2,258	120	33	9	3	55	NA	131
Percent Difference	32%	40.7%	23.7%	30.8%	10.5%	40.7%	112.5%	300.0%	550.0%	NA	218.3%
1990 Mason County	25,537	12,436	13,101	24,957	155	188	75	0	162	NA	399
2000 Mason County	28,274	13,961	14,313	27,098	206	220	78	6	232	434	852
Difference	2,737	1,525	1,212	2,141	51	32	3	6	70	NA	453
Percent Difference	10.7%	12.3%	9.3%	8.6%	32.9%	17.0%	4.0%	600%	43.2%	NA	113.5%
1990 Muskegon County	158,983	77,648	81,335	133,931	21,617	1,338	554	11	1,542	NA	3,623
2000 Muskegon County	170,200	84,359	85,841	138,291	24,166	1,402	718	21	2,184	3,418	6,001
Difference	11,217	6,711	4,506	4,360	2,549	64	164	10	642	NA	2,378
Percent Difference	7.1%	8.6%	5.5%	3.3%	11.8%	4.8%	29.6%	90.9%	41.6%	NA	65.6%
1990 Newaygo County	38,202	18,789	19,413	36,758	468	248	98	5	625	NA	968
2000 Newaygo County	47,874	23,891	23,983	45,386	535	311	140	14	779	709	1,845
Difference	9,672	5,102	4,570	8,628	67	63	42	9	154	NA	887
Percent Difference	25.3%	27.1%	23.5%	23.5%	14.3%	25.4%	42.9%	180.0%	24.6%	NA	91.6%
1990 Oceana County	22,454	11,027	11,427	21,211	58	242	35	15	893	NA	1,390
2000 Oceana County	26,873	13,544	13,329	24,284	86	279	67	8	1,640	509	3,119
Difference	4,419	2,517	1,902	3,073	28	37	32	7	747	NA	1,729
Percent Difference	19.7%	22.8%	16.6%	14.5%	48.3%	15.3%	91.4%	87.5%	83.7%	NA	124.4%

Source: U.S. Census of Population and Housing
Compiled by: West Michigan Shoreline Regional Development Commission
NA (Not Available) – During the 1990 Census, individuals were not allowed to check more than one race category, however, during the 2000 Census, they were allowed to check more than one race category.

Minor Civil Division Population

As seen in Table 1, Lake County experienced the highest percentage of growth in population of the five counties in Region 14 from 1990 to 2000 at 32 percent. A portion of this growth can be attributed to the opening of the Michigan Youth Correctional Facility in Webber Township in 1999. The prison, however, was stripped of state funding and subsequently closed in 2005. Some of the fastest growing areas within Lake County are the townships of Webber, Eden, Pinora, Elk, and Cherry Valley. Webber Township grew by 93.7 percent between 1990 and 2000, and Eden Township grew by 60.4 percent during the same time. Despite the unfortunate youth prison closing, Lake County is expected to continue to experience growth in the coming years. Between 2000 and 2006 Lake County grew by an estimated 460 persons (4.1 percent).

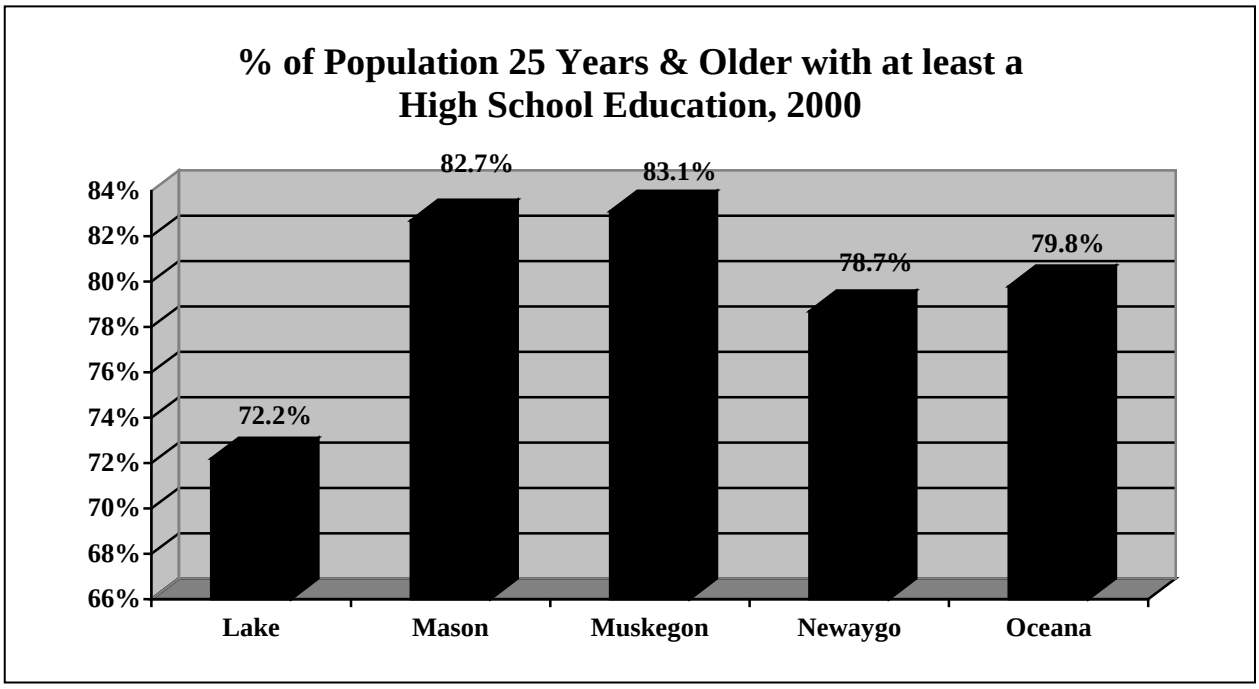
Mason County grew by 10.7 percent between 1990 and 2000. Between 1990 and the year 2000, Meade, Logan, and Victory townships showed the highest rates of growth at 102.1 percent, 62.1 percent, and 33.2 percent respectively. All other areas within the county are expected to grow steadily out to the year 2035. Mason County grew an additional 2.7 percent (771 persons) by 2006.

Muskegon County grew at a modest rate of 7.1 percent between 1990 and 2000. Between 1990 and the year 2000, Blue Lake Township, the Village of Lakewood Club, and the Village of Ravenna showed the highest rates of growth at 61.1 percent, 52.7 percent, and 31.2 percent respectively. Most other minor civil divisions within the county are expected to show slow but steady rates of growth out to the year 2035 as projected by the Regional Commission. By 2006, Muskegon County added another 5,031 persons to its population, which is a 3.0 percent increase.

Newaygo County experienced the second largest rate of growth of all the counties in the region between 1990 and 2000 at 25.3 percent. Some of the fastest growing areas within the county are the townships of Croton, Goodwell, Beaver, Big Prairie, and Troy. Croton Township grew the fastest at 54.8 percent from 1990 to the year 2000 and Goodwell Township grew the second fastest at 53.9 percent. Between 2000 and 2006 Newaygo County had an additional growth of 4.1 percent or 1,966 persons.

Oceana County showed a growth rate of 19.7 percent between 1990 and 2000. During this time, Otto Township experienced the greatest growth as its population swelled 63.9 percent. Other fast growing areas within the county include the townships of Colfax at 54.5 percent, Elbridge at 50.4 percent, and Golden at 39 percent. Between 2000 and 2006, Oceana County experienced the most growth in the region with an increase of 6.6 percent totaling 1,766 persons. The county is expected to grow steadily through the year 2035.

FIGURE 2



Source: Census of Population and Housing

Educational Attainment

Figure 2 shows the percent of the population 25 years and older who have a high school education or higher by county as of 2000. These percentages include persons who have a high school diploma, those who have had some college but no degree, and those who have graduated from college with an Associate, Bachelor, Graduate, or other professional degree.

As can be seen from the graph, Muskegon County showed the most educated population in 2000 with just over 83.1 percent of the population 25 years or older having attained at least a high school education. Mason County followed closely with 82.7 percent having a minimum of a high school diploma. Oceana and Newaygo counties showed 79.8 and 78.7 percent of the population 25 years and older having a high school education or better.

Of all the counties in the region, Lake County had the least educated population in 2000 with 72.2 percent of persons 25 or older having at least a high school education. Although this percentage is somewhat lower than the other counties in the region, Lake County has shown a substantial increase in the level of educational attainment of the population. In 1980, only 49 percent of the population 25 and older had at least a high school education and in 1990 that number grew to 60.9 percent. This figure has increased by over 20 percent in just twenty years.

CHAPTER 3: ROAD CONDITIONS AND LEVEL OF SERVICE

In meetings with local transportation stakeholders, one concern that was heard multiple times was that road commissions were having trouble maintaining the roads they already had, let alone initiating any new projects. The conditions of all the federal aid eligible roads in the five-county region are examined here. In addition, the condition of the State trunkline system is also examined separate from the other federal aid roads.

With increasing amounts of traffic and ever-changing weather, paved roads are constantly subjected to wear. In order to maximize the lifespan of the roadway infrastructure, the condition of all roads must be identified so that action can be taken. Once the roads have been rated, the most deteriorated can be prioritized for reconstruction. Further, those roads that are slightly deteriorated must also be identified so that preventative maintenance can be done to extend the functional life of the pavement.

Asset management is a concept in the transportation industry that is emerging as an important planning tool for public officials, planners, engineers, and others that see data collection as a useful tool. Asset Management is based on an inventory of each local road network within the region. It will provide data that will allow transportation officials to monitor, plan, and strategically improve the road network. Every year WMSRDC evaluates the federal aid roads within the five-county region. The data used for this report was based on RoadSoft data gathered in a physical inventory of the roads in June of 2007 and June of 2008.

This inventory examines the state trunkline system separately as well as the entire federal aid road system within the five counties. Beginning in 2002 and continuing through the year 2007, regional staff collected data on 100% of the federal aid roads throughout the region. Beginning in 2008 the Michigan Asset Management Council changed their procedures and recommended only rating 50% of the federal aid network in a given year.

Each year the federal aid roads in the five county region were rated “1” through “10” based upon the Pavement Surface and Evaluation Rating (PASER) system, consistent with the system used to rate all of the federal aid roads within the Region. The data was collected through a windshield survey, conducted by County Road Commission staff, MDOT staff, and WMSRDC staff when driving all of the federal aid eligible roads.

PASER Rating System

The PASER road rating system was developed by the University of Wisconsin-Madison Transportation Information Center to be use as the State of Wisconsin’s standard road rating system. PASER is a “windshield” road rating system that uses a 1 to 10 rating

scale, with a value of 10 representing a new road and a value of 1 representing a failed road. Condition ratings are assigned by monitoring the type and amount of visual defects along a road segment while driving the segment. The PASER system interprets these observations into a condition rating. PASER rating charts for asphalt, concrete, and gravel roads have been included with this report.

The State of Michigan Asset Management Council has requested that the information gathered in this survey be reported using the following categories:

• **Roads with PASER ratings of 8-10 require Routine Maintenance**. Routine maintenance is the day-to-day maintenance activities that are scheduled, such as street sweeping, drainage clearing, shoulder gravel grading, and sealing cracks, to prevent standing water and water penetration.

• **Roads with PASER ratings of 5-7 require Capital Preventive Maintenance**.
Capital preventive maintenance is a planned set of cost effective treatments to an existing roadway system and its appurtenances that preserves, retards future deterioration and maintains or improves the functional condition of the system without significantly increasing structural capacity. The purpose of capital preventive maintenance fixes is to protect the pavement structure, slow the rate of pavement deterioration and/or correct pavement surface deficiencies. Surface treatments are targeted at pavement surface defects primarily caused by the environment and by pavement material deficiencies.

• **Roads with PASER ratings of 1-4 require Structural Improvements**. This category includes work identified as rehabilitation and reconstruction which address the structural integrity of a road.

This Road Rating system is illustrated on the following page as Figure 3.

Figure 3: Pavement Rating System

Surface Rating		Visible Distress	General Condition / Treatment Measures
10	Excellent	None	New construction
9	Excellent	None	Recent overlay, like new.
8	Very Good	• No longitudinal cracks except reflection of paving joints. • Occasional transverse cracks, widely spaced (40' or greater).	Recent sealcoat or new road mix. Little or no maintenance required.
7	Good	• Very slight or no raveling, surface shows some traffic wear. • Longitudinal cracks (open 1/4") spaced due to reflection or paving joints. • Transverse cracks (open 1/4") spaced 10 feet or more apart, little or slight crack raveling. • No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6	Good	• Slight raveling (loss of lines) and traffic wear. • Longitudinal cracks (open 1/4" - 1/2") due to reflection and paving joints. • Transverse cracking (open 1/4" - 1/2") some spaced less than 10 feet. • Slight to moderate flushing or polishing. • Occasional patching in good condition.	Show signs of aging, sound structural condition. Could extend life with sealcoat.
5	Fair	• Moderate to severe raveling (loss of lines and coarse aggregate). • Longitudinal cracks (open 1/2") show some slight raveling and secondary cracks. First signs of longitudinal cracks near wheel path or edge. • Transverse cracking and first signs of block cracking. Slight crack raveling (open 1/2"). • Extensive to severe flushing or polishing. • Some patching or edge wedging in good condition.	Surface aging, sound structural condition. Needs sealcoat or non-structural overlay.
4	Fair	• Severe surface raveling. • Multiple longitudinal and transverse cracking with slight raveling. • Block cracking (over 25 - 50% of surface). • Patching in fair condition. • Slight rutting or distortions (1" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.
3	Poor	• Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. • Block cracking over 50% of surface. • Some alligator cracking (less than 25% of surface). • Patches in fair to poor condition. • Moderate rutting or distortion (1" or 2" deep). • Occasional potholes.	Need patching and major overlay or complete recycling.
2	Very Poor	• Alligator cracking (over 25% of surface). • Severe distortions (over 2" deep). • Extensive patching in poor condition. • Potholes.	Severe deterioration. Needs reconstruction with extensive base repair.
1	Failed	• Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

After analyzing the data, and as is illustrated in the maps on the following pages, the State trunkline system within the Region is in fairly decent shape. Of the 478 miles of State trunklines in the five-county region, 170 miles are rated as excellent (37%), 258 would be considered as good (54%), and only 50 miles are ranked as poor (10%).

The conditions of the federal aid roads by county are given below. The information is also shown in the table located on the following page.

Oceana County

Approximately 404 miles of federal-aid eligible roads were evaluated for Oceana County. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project.

PASER Rating Prescribed Fix Miles Percent of Total Miles Rated
1-4 Structural Improvements **280 miles** (69%)
5-7 Capital Preventative Maintenance **80 miles** (20%)
8-10 Routine Maintenance **44 miles** (11%)

Mason County

Approximately 324 miles of federal aid eligible roads were evaluated for Mason County. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project.

PASER Rating Prescribed Fix Miles Percent of Total Miles Rated
1-4 Structural Improvements **163 miles** (50%)
5-7 Capital Preventative Maintenance **108 miles** (33%)
8-10 Routine Maintenance **53 miles** (17%)

Muskegon County

Approximately 684 miles of federal aid eligible roads were evaluated for Muskegon County. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project.

PASER Rating Prescribed Fix Miles Percent of Total Miles Rated
1-4 Structural Improvements: **103 miles** (15%)
5-7 Capital Preventative Maintenance: **342 miles** (50%)
8-10 Routine Maintenance: **239 miles** (35 %)

Lake County

Approximately 297 miles of federal aid eligible roads were evaluated for Lake County. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project.

PASER Rating Prescribed Fix Miles Percent of Total Miles Rated
1-4 Structural Improvements **132 miles (44%)**
5-7 Capital Preventative Maintenance **134 miles (45%)**
8-10 Routine Maintenance **31 miles (11%)**

Newaygo County

Approximately 471 miles of federal aid eligible roads were evaluated for Newaygo County. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project.

PASER Rating Prescribed Fix Miles Percent of Total Miles Rated
1-4 Structural Improvements **124 miles** (26%)
5-7 Capital Preventative Maintenance **275 miles** (58%)
8-10 Routine Maintenance **72 miles** (15%)

As a whole, the non-state trunkline federal aid roads fared much worse than the State trunklines. Overall there were 420 miles which would be classified as Excellent (20%), 929 mile rates as Good (43%), and 798 miles rated as Poor (37%). Maps illustrating these ratings can be found on the following pages.

Table 3: Regional Federal Aid Road Ratings

	Ratings 1-4 (Poor)	Ratings 5-7 (Good)	Ratings 8-10 (Excellent)
Lake County	44% (132 miles)	45% (134 miles)	11% (31 miles)
Mason County	50% (163 miles)	33% (108 miles)	17% (53 miles)
Muskegon County	15% (103 miles)	50% (342 miles)	35% (239 miles)
Newaygo County	26% (124 miles)	58% (275 miles)	15% (72 miles)
Oceana County	69% (280 miles)	20% (80 miles)	11% (44 miles)
State Trunklines	10% (50 miles)	54% (258 miles)	37% (170 miles)

Figure 4

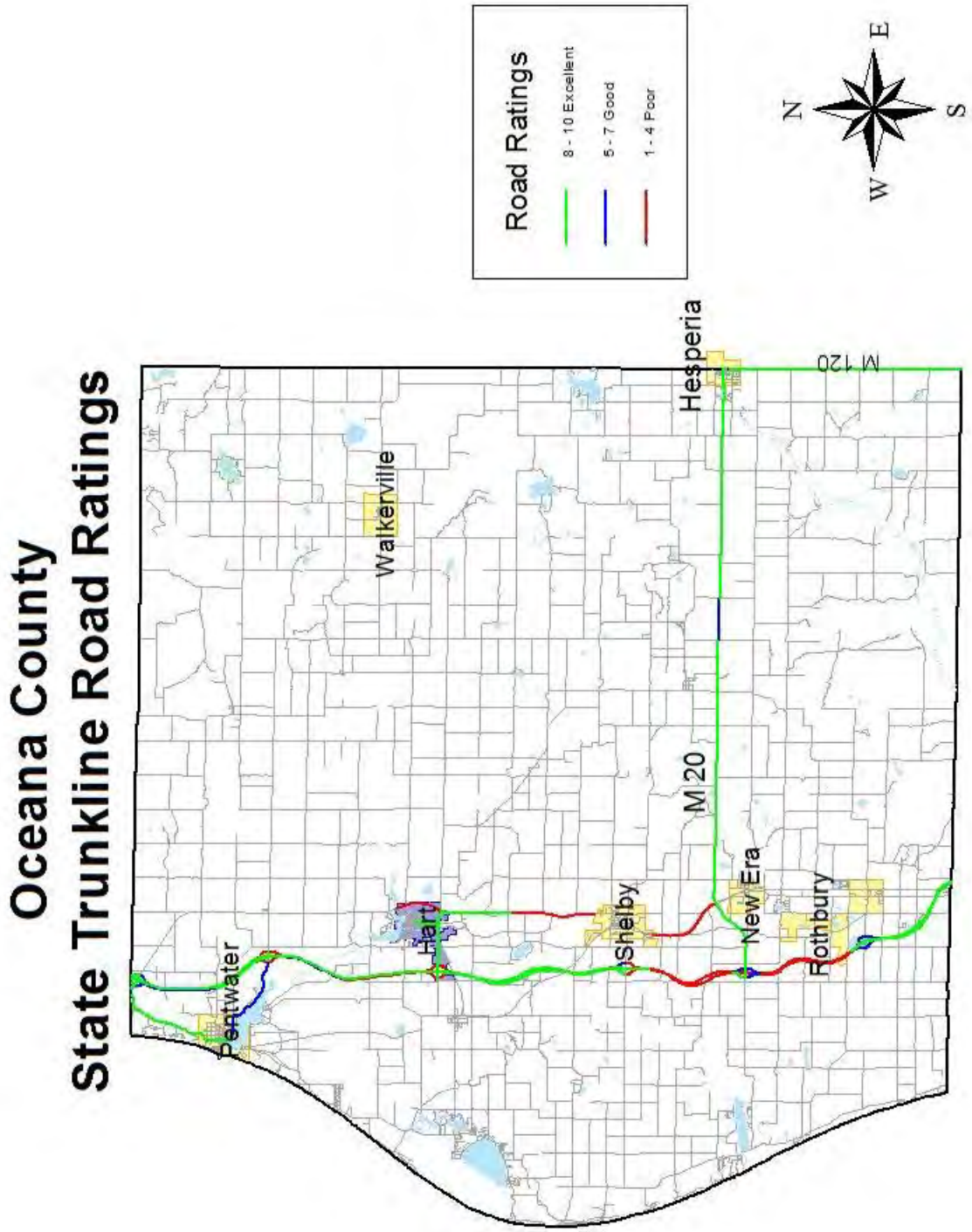

Oceana County
State Trunkline Road Ratings
Road Ratings
8 - 10 Excellent
5 - 7 Good
1 - 4 Poor
N
E
S
W
Hesperia
M 120
Walkerville
M 20
Pentwater
Hart
Shelby
New Era
Rothbury

Figure 5

Oceana County
Federal Aid Roads

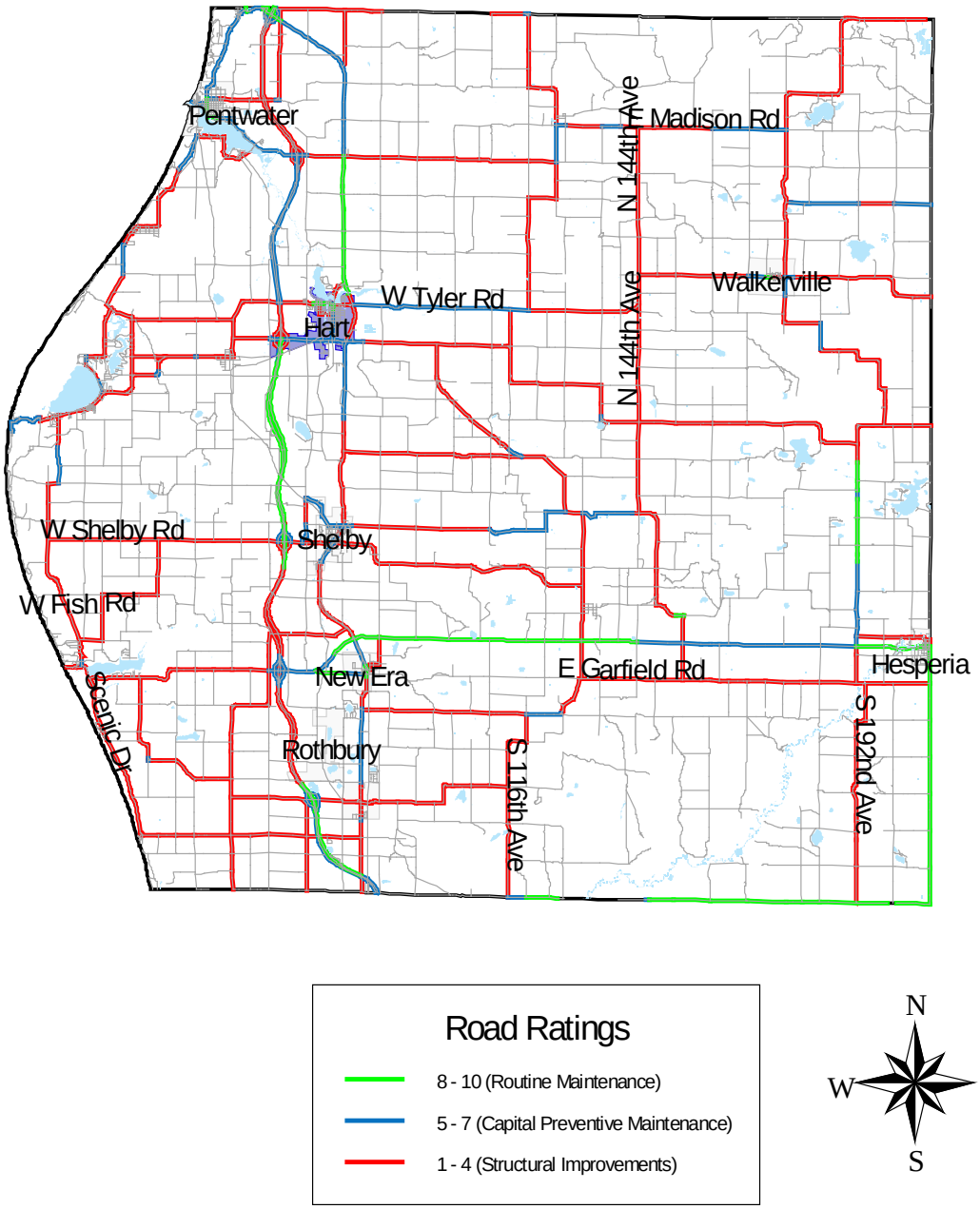


Figure 6

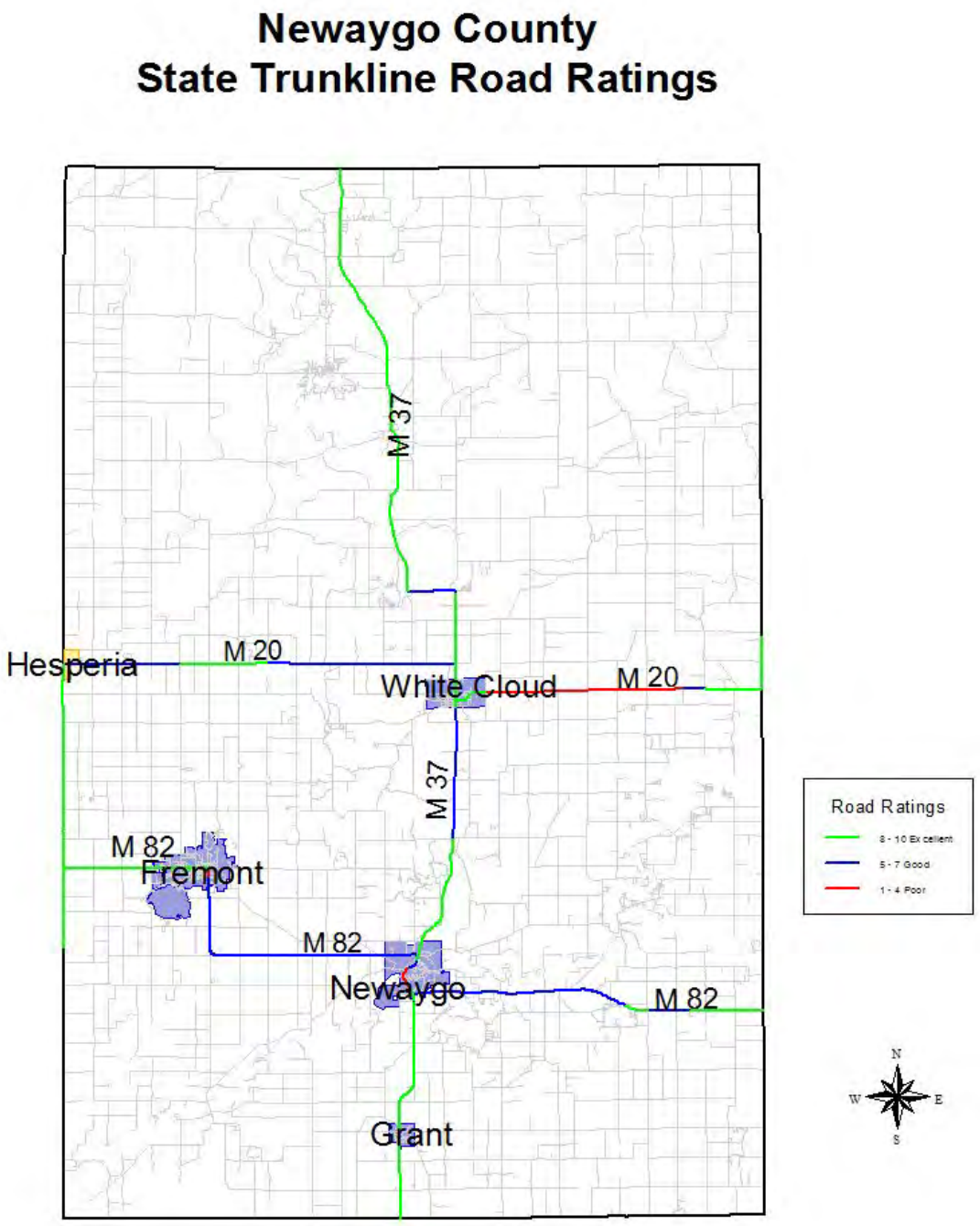

Newaygo County
State Trunkline Road Ratings
M 37
Hesperia
M 20
White Cloud
M 20
M 37
M 82
Fremont
M 82
Newaygo
M 82
Grant
Road Ratings
8 - 10 Excellent
5 - 7 Good
1 - 4 Poor
N
W
E
S

Figure 7

Newaygo County
Federal Aid Roads

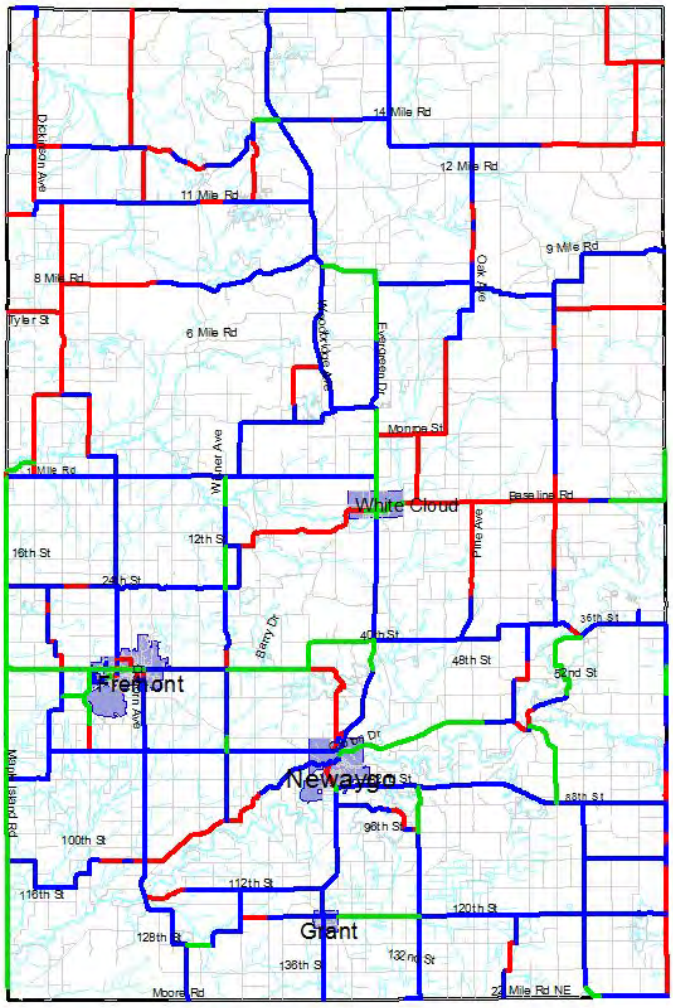


Figure 8

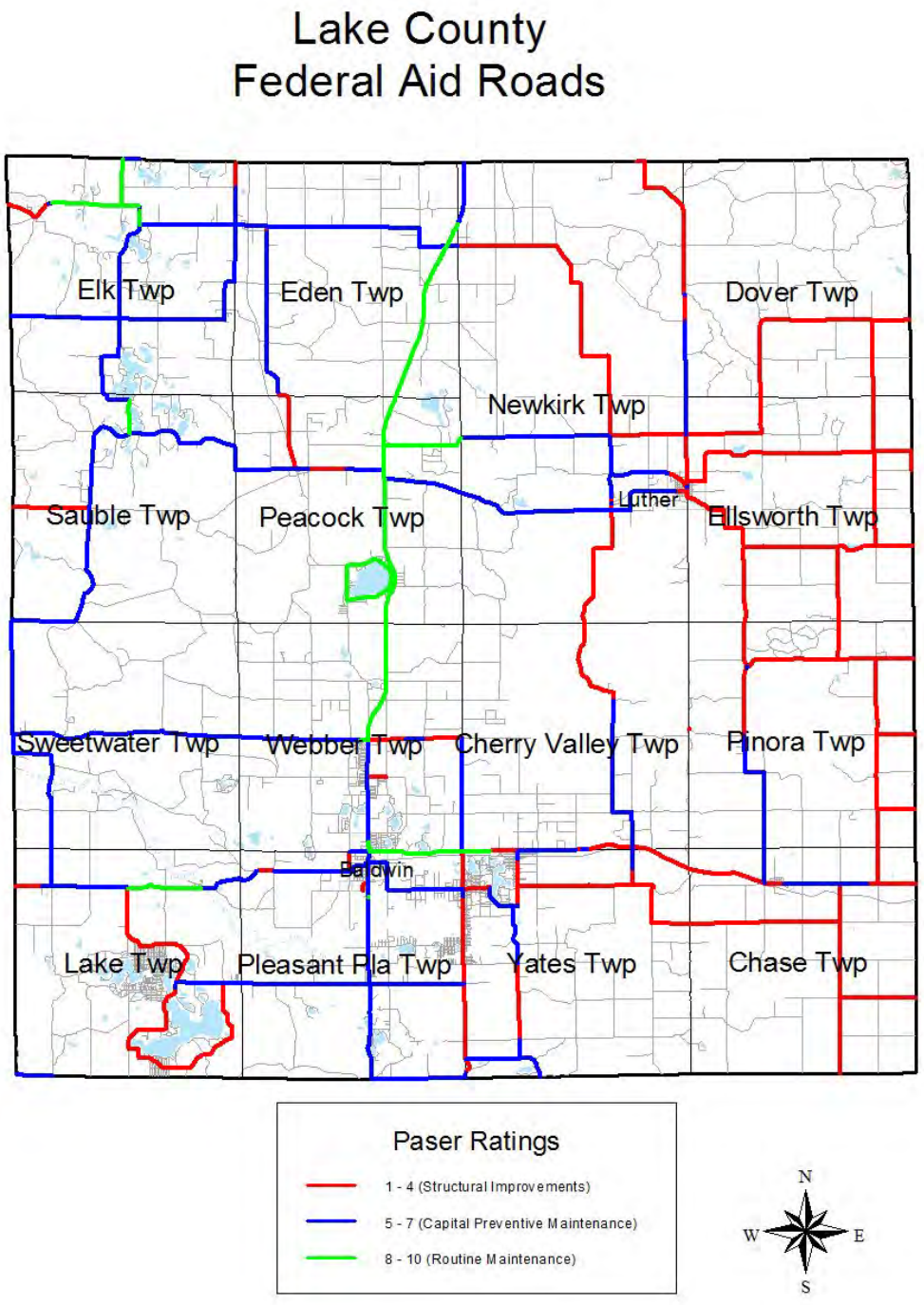

Lake County
Federal Aid Roads
Elk Twp
Eden Twp
Dover Twp
Newkirk Twp
Luther
Sauble Twp
Peacock Twp
Ellsworth Twp
Sweetwater Twp
Webber Twp
Cherry Valley Twp
Pinora Twp
Baldwin
Lake Twp
Pleasant Pla Twp
Yates Twp
Chase Twp
Paser Ratings
1 - 4 (Structural Improvements)
5 - 7 (Capital Preventive Maintenance)
8 - 10 (Routine Maintenance)
N
W
E
S

Figure 9

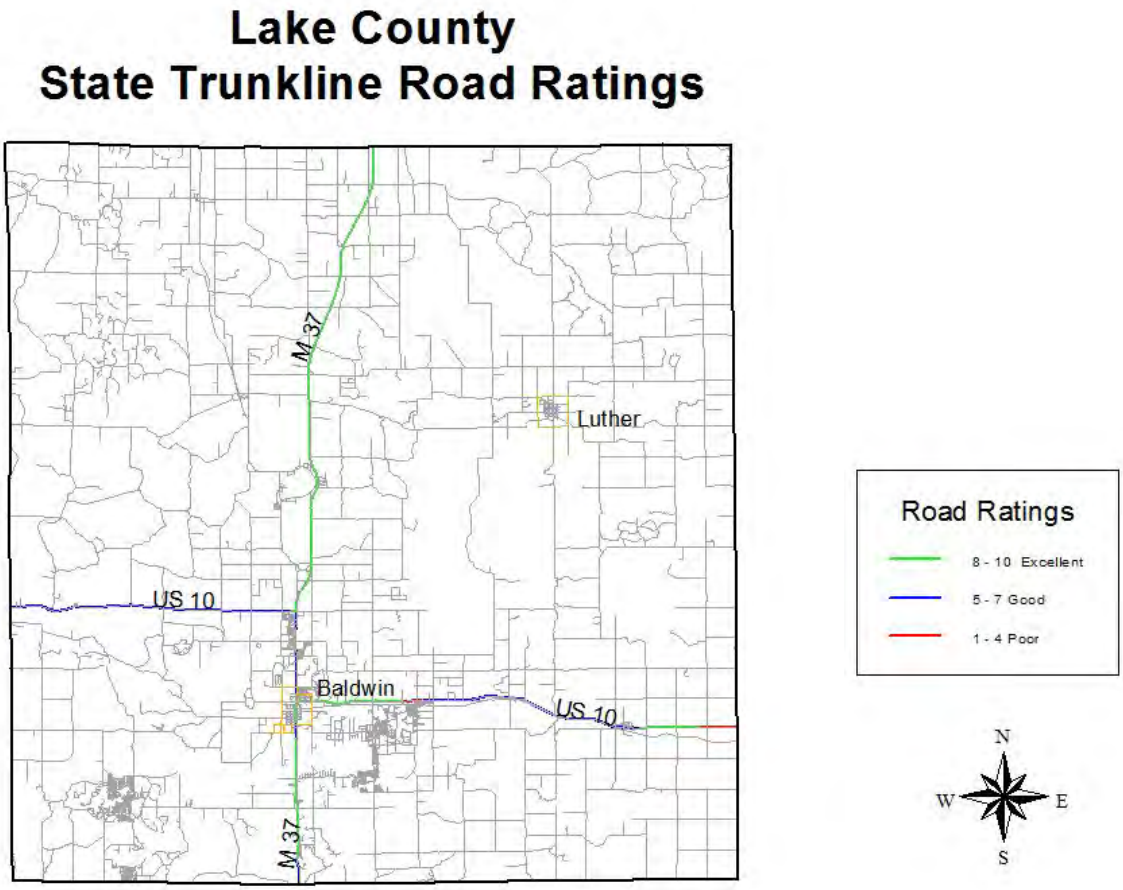

Lake County
State Trunkline Road Ratings
M 37
Luther
US 10
Baldwin
US 10
M 37
Road Ratings
8 - 10 Excellent
5 - 7 Good
1 - 4 Poor
N
W
E
S

Figure 10

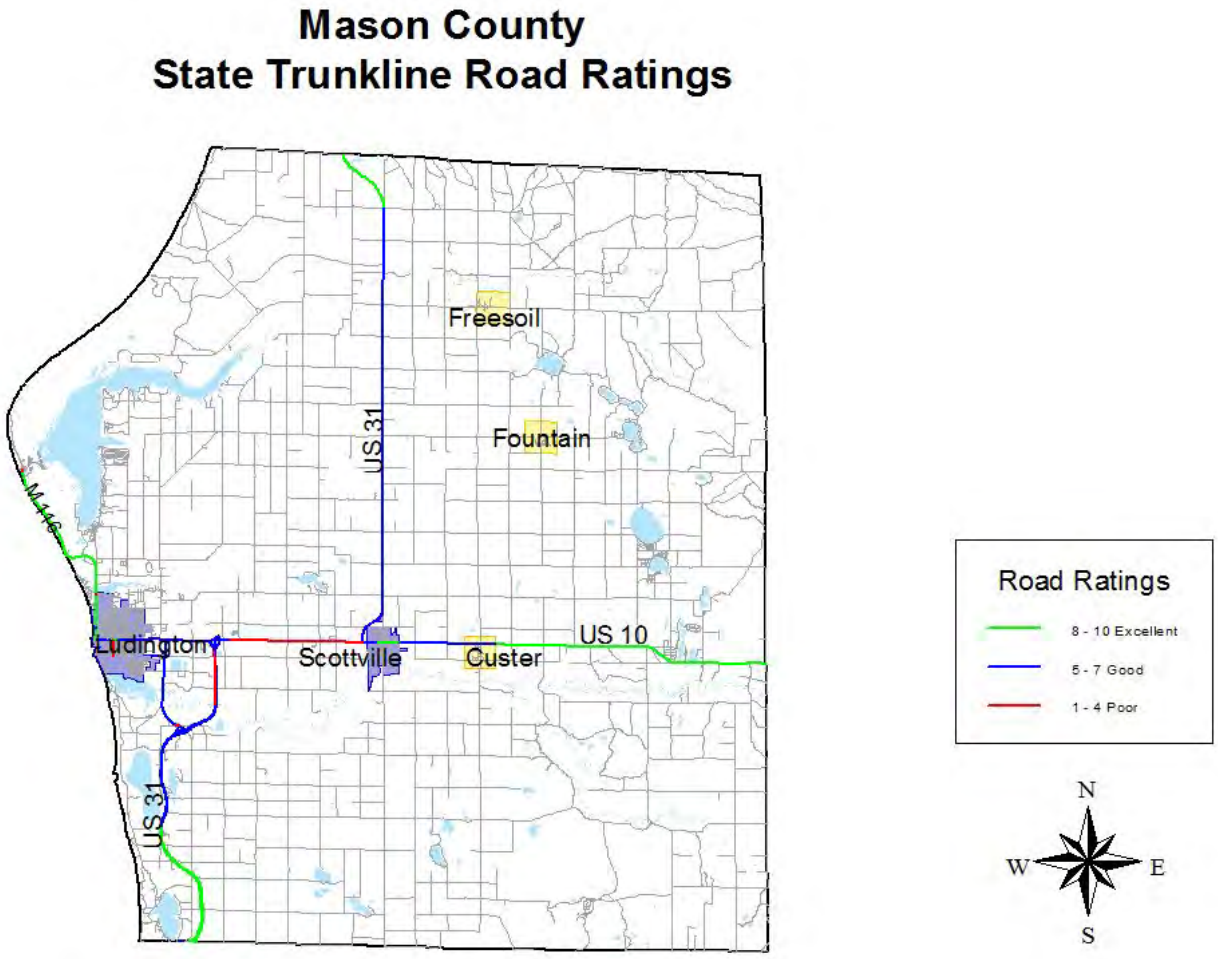

Mason County
State Trunkline Road Ratings
Freesoil
Fountain
US 31
M-116
Ludington
Scottville
Custer
US 10
US 31
Road Ratings
8 - 10 Excellent
5 - 7 Good
1 - 4 Poor
N
W
E
S

Figure 11

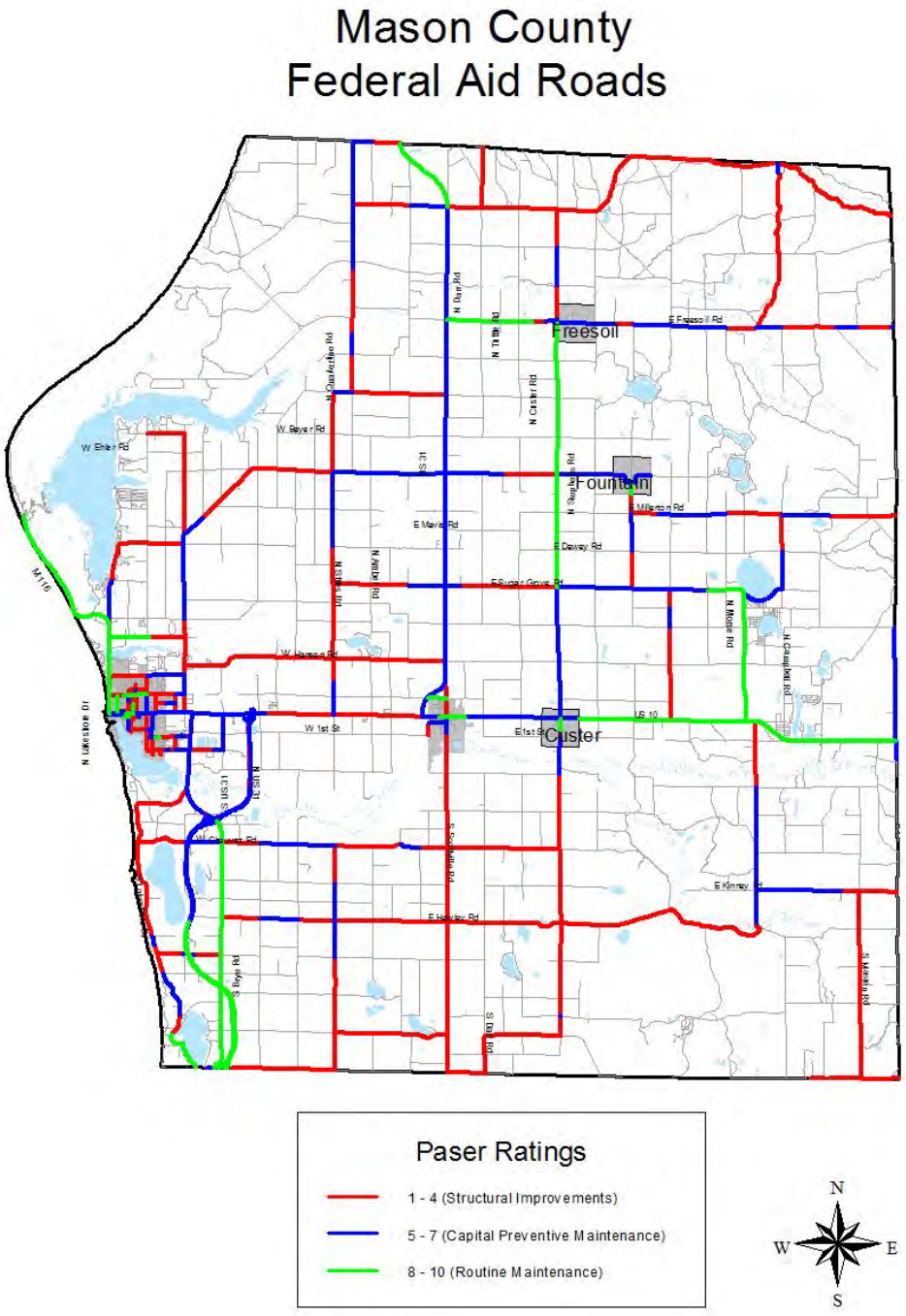

Mason County
Federal Aid Roads
Freesoil
Fountain
Custer
Paser Ratings
1 - 4 (Structural Improvements)
5 - 7 (Capital Preventive Maintenance)
8 - 10 (Routine Maintenance)
N
W
E
S

Figure 12

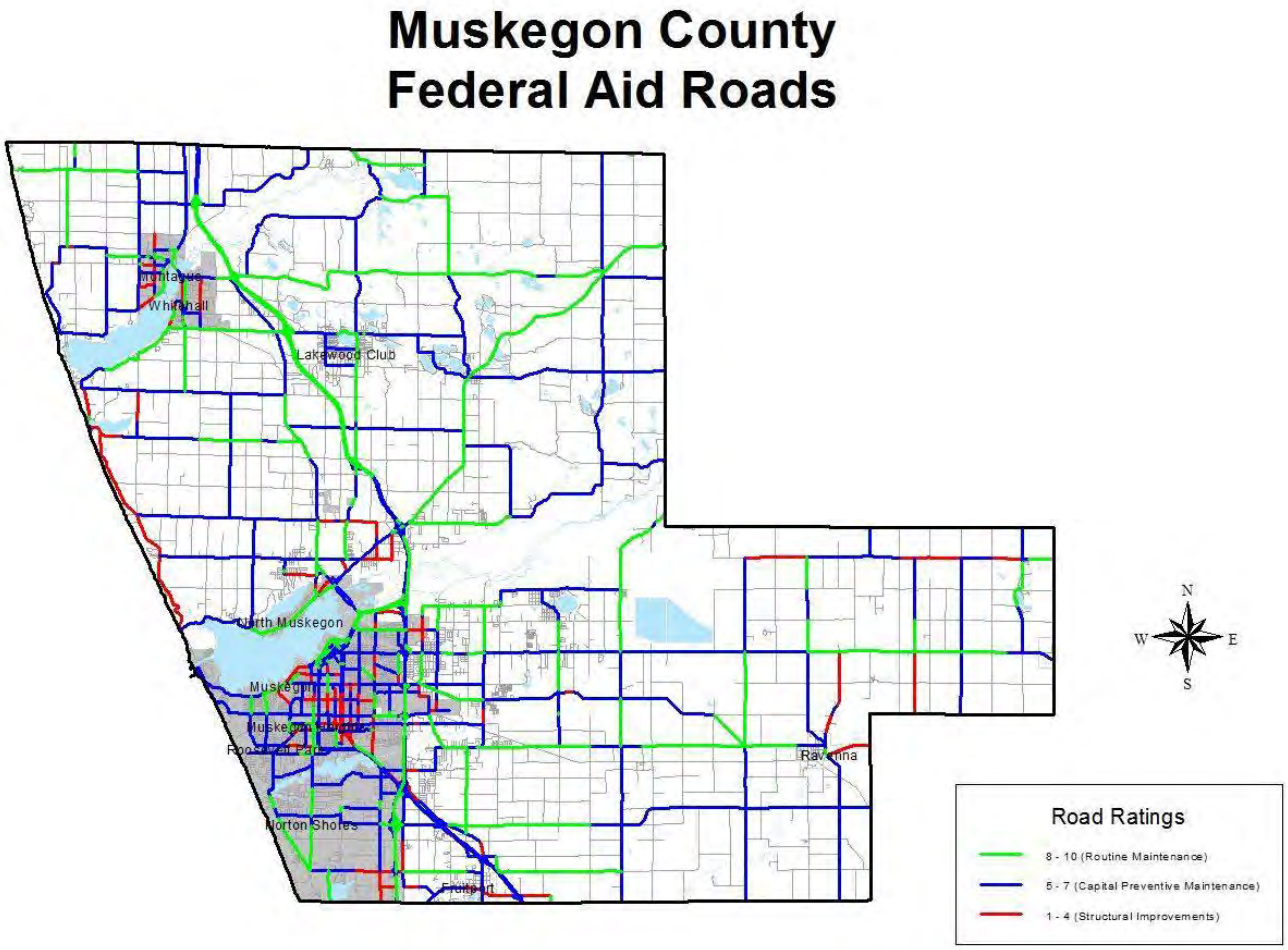
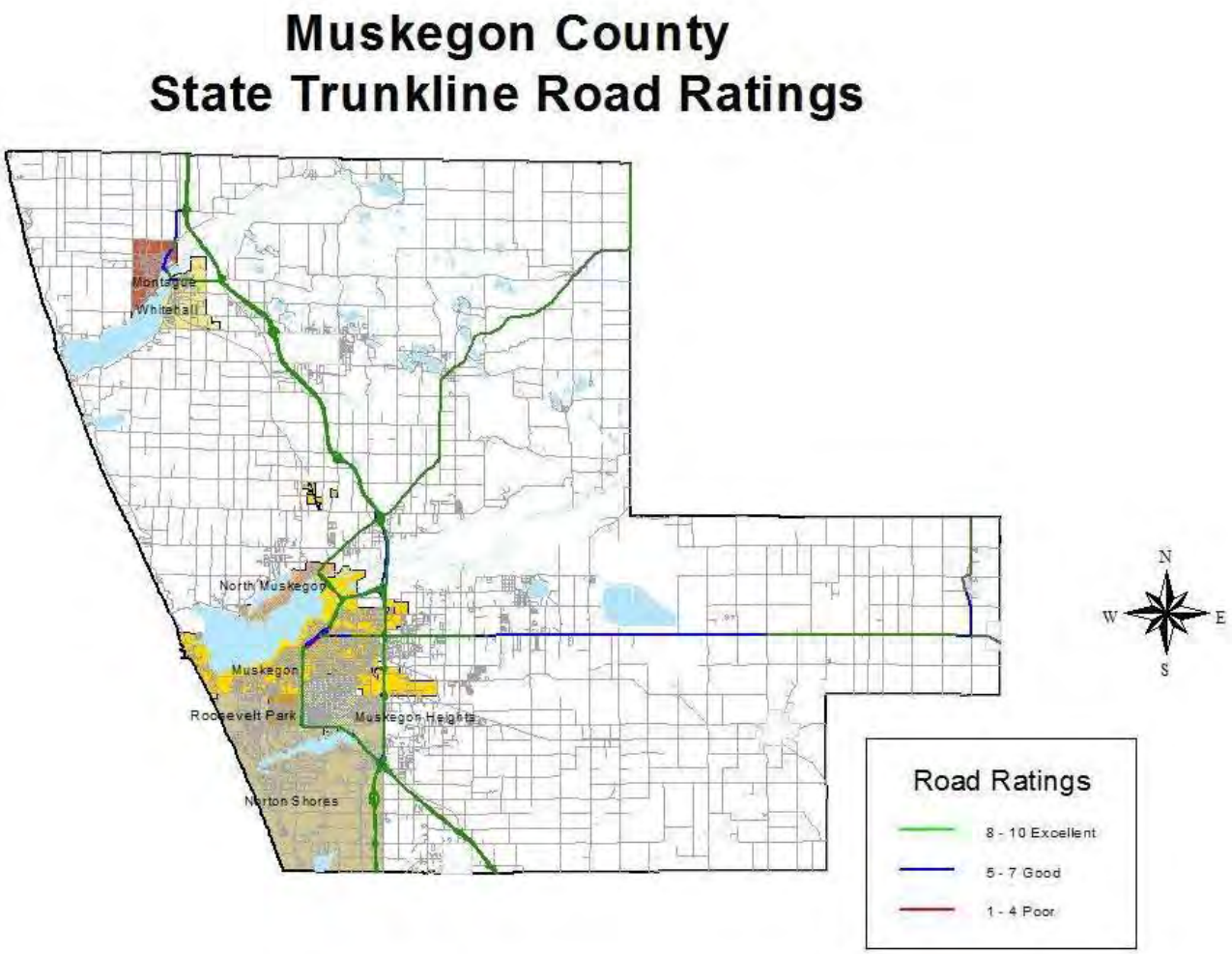

Muskegon County
Federal Aid Roads
Montague
Whitehall
Lakewood Club
North Muskegon
Muskegon
Muskegon Heights
Roosevelt Park
Norton Shores
Fruitland
Ravenna
N
W
E
S
Road Ratings
8 - 10 (Routine Maintenance)
5 - 7 (Capital Preventive Maintenance)
1 - 4 (Structural Improvements)

Figure 13


Muskegon County
State Trunkline Road Ratings
Montague
Whitehall
North Muskegon
Muskegon
Roosevelt Park
Muskegon Heights
Norton Shores
N
W
E
S
Road Ratings
8 - 10 Excellent
5 - 7 Good
1 - 4 Poor

CHAPTER 4: ECONOMIC DEVELOPMENT & TRANSPORTATION

The industrial and commercial hub of the region is the Muskegon metropolitan area. Over 50 percent of the population in the region resides in this metropolitan area. Ludington, the county seat of Mason County, serves as the secondary nucleus of the region. Other localities that serve as commercial and industrial centers for the surrounding areas are the cities of Fremont and Newaygo in Newaygo County, the White Lake area in northern Muskegon County, and the City of Hart and Village of Shelby in Oceana County.

Agricultural activities are an important component of the region's economy. Fruit growing has always been a prosperous activity, especially along the highly productive fruit ridge. The fruit ridge is located along the eastern boundary of the region in Muskegon and Newaygo counties extending through Oceana and Mason counties to Lake Michigan. The most notable crops harvested are blueberries, apples and strawberries. Although fruit growing is boasted as the most productive agricultural activity in the region, many farmers grow more traditional crops such as corn, alfalfa, asparagus, and potatoes. Also, many of the rural communities such as Holton and Ravenna in Muskegon, and Grant in Newaygo County, are heavily influenced by the prosperity of the surrounding agricultural endeavors.

The region, heavily dependent on tourism revenues, is home to several popular state and county parks and other tourist activities.

Regional Industrial Parks

While manufacturing as a whole has declined as far as numbers of jobs, it still remains an important part of the regional economy. With that being the case, the certified industrial parks within the region are the backbone of the infrastructure necessary to retain and expand manufacturing in the region.

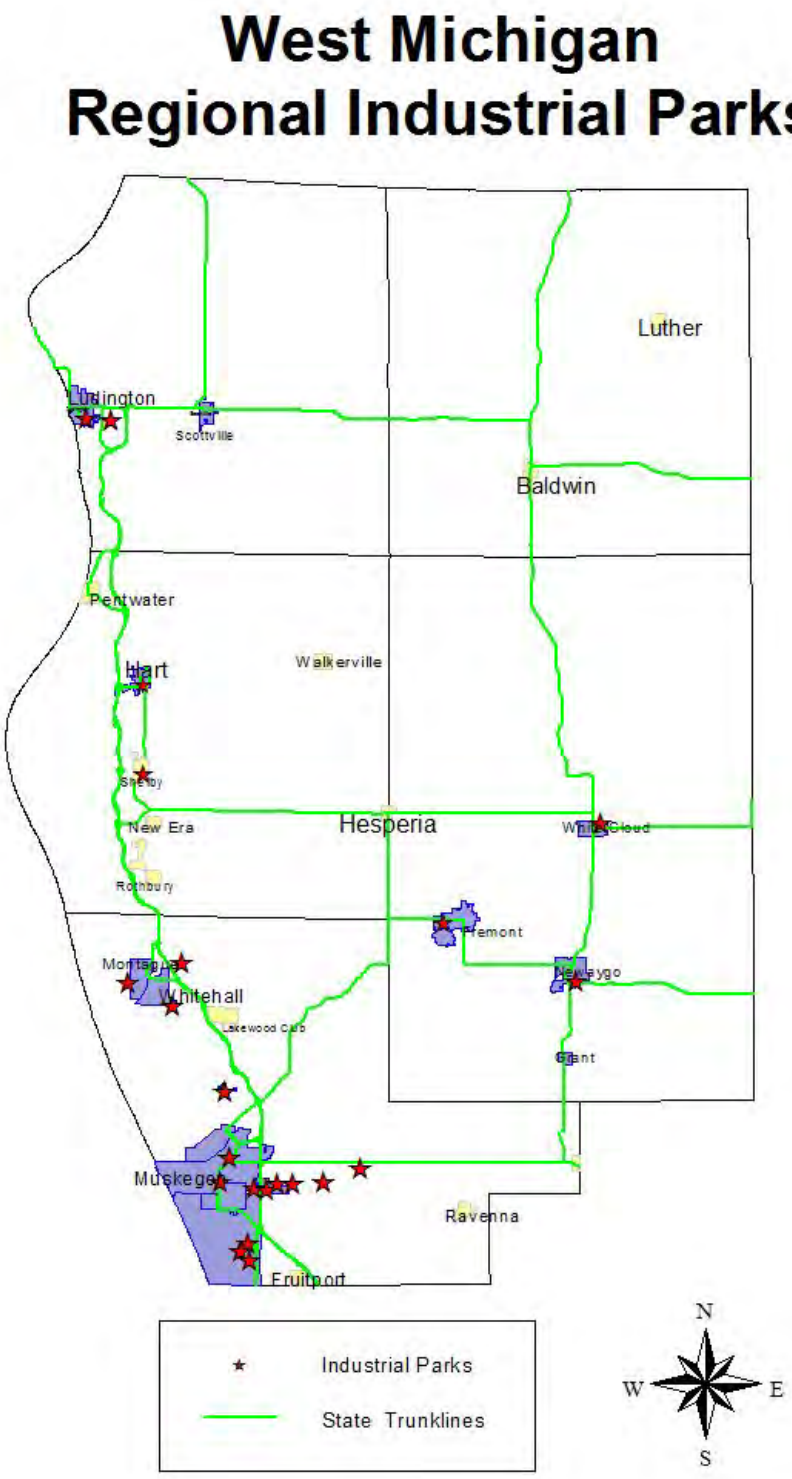
The strategic location of these industrial parks is an important factor for a number of different reasons. One of these is access to labor. Secondly, access to markets is also an important factor. Both of these primary issues are illustrated in the maps on the following pages. The maps show the locations of industrial parks within the region and their proximity to workforce (cities and villages) as well as their accessibility to markets (State trunk line system.)

The importance of the road system to economic development can be seen from the map. The region is located along the routes of U.S. 31 and Interstate 96, which are two major state transportation arteries linking the area to all major regional population and economic centers such as Chicago, Detroit, Grand Rapids, Lansing, Indianapolis, and Milwaukee. U.S. 31 runs north and south along the Lake Michigan shoreline from South Bend, Indiana to Mackinaw City, Michigan. However, the classification of U.S. 31 as an expressway terminates at Ludington, Michigan, where it becomes a state highway

generally served by only two lanes. The course of Interstate 96 is an east-west direction from Muskegon to Detroit by way of Grand Rapids and Lansing.

Other transportation modes which directly affect economic development include railroads, air transportation, and port activity.

Figure 14


West Michigan
Regional Industrial Parks
Luther
Scottville
Baldwin
Pentwater
Walkerville
Hart
Shelby
New Era
Hesperia
Rothbury
Fremont
Whitehall
Lakewood Club
Grant
Muskegon
Ravenna
Fruitport
Industrial Parks
State Trunklines
N
W
E
S

Port Activity

Three counties within the region are directly linked to Lake Michigan; Muskegon, Oceana, and Mason Counties. These counties are economically impacted by the availability of ports within their borders, both for movement of goods as well as tourism.

Muskegon Lake presently serves as the major deep water port in the region. Ludington also has a deep water port; however it receives little commercial shipping activity. Ludington is the home port of the U.S.S. Badger, the only steam ferry on the Great Lakes, which provides lake crossing service to Manitowoc, Wisconsin from early May to mid-October. In June 2004, Muskegon began receiving car ferry service to Milwaukee, Wisconsin by way of the Lake Express. This diesel-powered catamaran-style ferry travels at speeds of up to 40 miles per hour. Service is provided numerous times a day from late April through October.

In addition the economies of the port cities of Muskegon and Ludington are affected by the transport of goods. The most visible products are raw materials, sand, aggregate, coal, salt, etc. There is no port authority in the Muskegon Lake area and there are at least a half a dozen companies that import aggregate to their individual properties along Muskegon Lake. In addition, Consumers Energy operates the Cobb plant adjacent to Muskegon Lake. Freighters offload coal which is burned to generate electricity. Ludington also has industrial shipping, most visibly from Dow Chemical.

Traffic in other ports in the Region, such as Pentwater and the White Lake area, are important for the tourism industry in West Michigan, but do not play much of a role in shipping.

Rail

At this time there is no rail passenger service within the five-county region. The closest cities with Amtrak service are Grand Rapids and Holland. Amtrak's Pere Marquette route connects these two cities with Chicago.

Rail service within the region is limited to freight transit. From talks with local economic development professionals, it appears that this freight mostly consists of bulk raw materials such as chemicals, aggregate, coal, etc. While it seems that freight transit may be underutilized within the region, it appears that this capacity could be used to enhance economic development, especially if used in conjunction with intermodal links to the ports in Ludington and Muskegon.

Per Capita Income

Table 4 illustrates the Per Capita Income (PCI) for the counties in the region for the years 1980, 1990 and 2000. For purposes of comparison, the PCI for the State of Michigan is given as well. Per Capita Income reflects the mean income of each county and is derived by dividing the total income of a particular county by the total population of the county.

TABLE 4

Per Capita Income					
County	**1980**	**1990**	**2000**	**% Change 1980 – 1990**	**% Change 1990 – 2000**
Lake	4,640	8,195	14,457	76.6%	76.4%
Mason	6,192	10,848	17,713	75.2%	63.3%
Muskegon	6,358	11,315	17,967	78.4%	58.4%
Newaygo	5,696	10,307	16,976	81.0%	64.7%
Oceana	5,627	9,582	15,878	70.3%	65.7%
Michigan	7,688	14,154	22,168	84.1%	56.6%

Source: U.S. Department of Commerce, and U.S Bureau of the Census

In 1990, Muskegon County had the highest PCI of all the counties in the region followed fairly closely by Mason and Newaygo counties. The counties of Muskegon, Lake, and Newaygo also showed the largest percent change in PCI from 1980 to 1990. With the exception of Lake County, each county showed at least a 75 percent increase in PCI from 1980 to 1990. In 2000, Muskegon County again showed the largest PCI followed by Mason and Newaygo counties. It is interesting to note that Lake and Oceana counties, followed by Newaygo County, show the largest changes in Per Capita Incomes from 1990 to 2000.

With the exception of Lake County, the changes in PCI from 1990 to 2000 are much lower than the changes from 1980 to 1990. This is due in part to plant closures and layoffs that left many unemployed, causing relocation to more economically stable communities. The manufacturing base, which had been the backbone of the economy for decades, began to weaken and other sectors had yet to emerge as solid contributors to the economy.

TABLE 5

Median Family Income					
County	**1980**	**1990**	**2000**	**% Change 1980 – 1990**	**% Change 1990 – 2000**
Lake	11,210	18,333	32,086	63.5%	75.0%
Mason	16,924	26,271	41,654	55.2%	58.6%
Muskegon	18,716	30,152	45,710	61.1%	51.6%
Newaygo	16,468	26,601	42,498	61.5%	59.8%
Oceana	16,334	25,786	40,602	57.9%	57.5%
Michigan	22,108	36,652	53,457	65.8%	45.9%

Source: U.S. Census Bureau

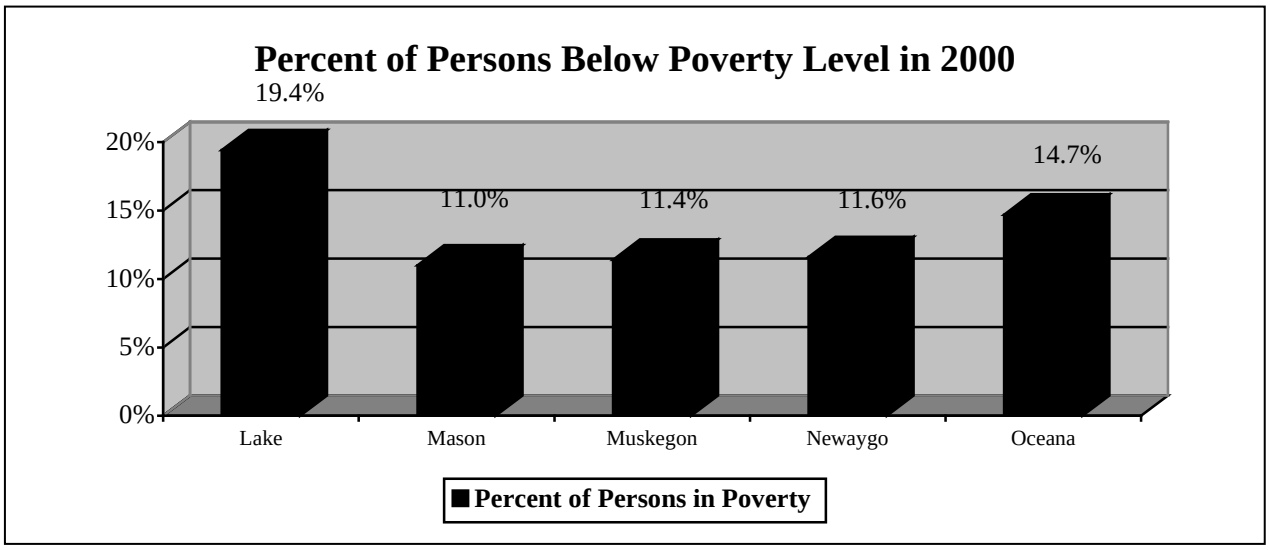
Median Family Income

Table 5 shows the Median Family Incomes (MFI) for the counties in the region for the years 1980, 1990, and 2000. The State of Michigan is included for purposes of comparison. MFI refers to the baseline income from which half of the family incomes in a particular area fall below and half of the family incomes rise above.

In 1990, Muskegon County showed the highest MFI in the region followed by Newaygo and Mason. Although Muskegon County had the highest MFI in 1990, Lake County showed the largest percentage change in MFI from 1980 to 1990 at 63.5 percent. This was followed by Newaygo County and Muskegon County at 61.5 and 61.1 percent respectively. Similar MFI trends continued in 2000 with Muskegon having the highest in the region, followed by Newaygo and Mason counties. However, the largest change in MFI from 1990 to 2000 was in Lake County at 75.0 percent followed by Newaygo and Mason at 59.8 and 58.6 percent respectively.

During the recession of the early 1980's the region lost much of its manufacturing base and highly trained work force and subsequently, income levels declined. However, the economic tide is turning in the region as new business and industrial opportunities are appearing while the existing base economy is expanding rapidly.

FIGURE 15



Source: U.S. Census Bureau

Poverty

Figure 15 shows the percent of persons below the poverty level in 2000 for each county in the region. Poverty levels are directly related to income, so by comparing Figure 6 with the Per Capita and Median Family Income information presented in Tables 4 and 5, a detailed picture of income by county can be obtained.

As can be seen from the graph, Mason County had the lowest percentage of persons below poverty in 2000 of all the counties in the region at 11 percent. When looking at the information contained in Tables 4 and 5, it can be seen that Mason County also enjoyed one of the highest Per Capita and Median Family Incomes in the region during that time period.

Lake County, which had the lowest Per Capita and Median Family Income, shows the highest percentage of persons below the poverty level in 2000 at 19.4 percent. It should be noted that Lake County also showed a large increase over time to both its Per Capita and Median Family Income so it is expected that the percent of persons in poverty will begin to show a substantial decrease.

The remaining counties in the region all showed between 11 and 15 percent of the population as below the poverty level in 2000.

TABLE 6

Civilian Labor Force by County
1997 – 2007

County	1997	1998	1999	2000	2001	2002	2003	2004*	2005*	2006*	2007*
Lake	3,080	3,233	3,442	3,683	3,701	3,704	3,843	4,481	4,408	4,240	4,135
Mason	14,013	13,918	14,229	15,126	15,854	15,734	15,827	15,212	15,281	15,172	15,077
Muskegon	81,011	81,921	84,102	84,984	84,821	83,521	83,506	89,683	90,505	91,040	90,075
Newaygo	20,216	20,510	20,645	21,715	21,639	21,537	22,212	23,068	23,543	23,566	23,662
Oceana	13,855	13,872	14,217	14,356	14,657	14,530	14,720	13,930	14,466	14,840	14,552

Source: Michigan Department of Labor and Economic Growth
* not seasonally adjusted

Labor Force

The West Michigan Shoreline Regional Development Commission continuously retrieves employment statistics from the Michigan Department of Career Development's (MDCD) web page. This information includes civilian labor force, employment, and unemployment figures as well as the previous year's annual average for each of the above mentioned categories. The MDCD provides timely and useful information for evaluating the labor market for every county in the State of Michigan. Table 6 illustrates these annual averages for the counties in the West Michigan Shoreline Economic Development District.

The civilian labor force is a definite asset to the regional economy. Muskegon County showed the largest labor pool with 90,075 persons who were actively involved in the labor market in 2007. Newaygo County had the second largest labor pool with 23,662 employable persons.

Between 2000 and 2007, the largest increase in the civilian labor force was 12.3 percent for Lake County. Newaygo and Muskegon counties experienced increases of 9.0 and 6.0 percent, while Oceana County saw an increase of 1.4 percent. Mason County was the only county that experienced a decline in civilian labor force at a 0.3 percent loss.

TABLE 7

Employed Persons by County
1997 – 2007

County	1997	1998	1999	2000	2001	2002	2003	2004*	2005*	2006*	2007*
Lake	2,824	2,988	3,189	3,437	3,381	3,355	3,425	4,001	3,957	3,801	3,692
Mason	13,027	13,074	13,437	14,333	14,195	13,819	13,945	13,782	14,096	13,977	13,919
Muskegon	77,178	78,547	80,542	81,159	79,261	75,956	75,030	82,784	84,241	84,799	83,647
Newaygo	18,660	19,140	19,334	20,426	20,008	19,639	20,053	21,252	21,795	21,880	21,851
Oceana	12,809	12,907	13,272	13,401	13,562	13,259	13,352	12,751	13,300	13,592	13,341

Source: Michigan Department of Labor and Economic Growth
* not seasonally adjusted

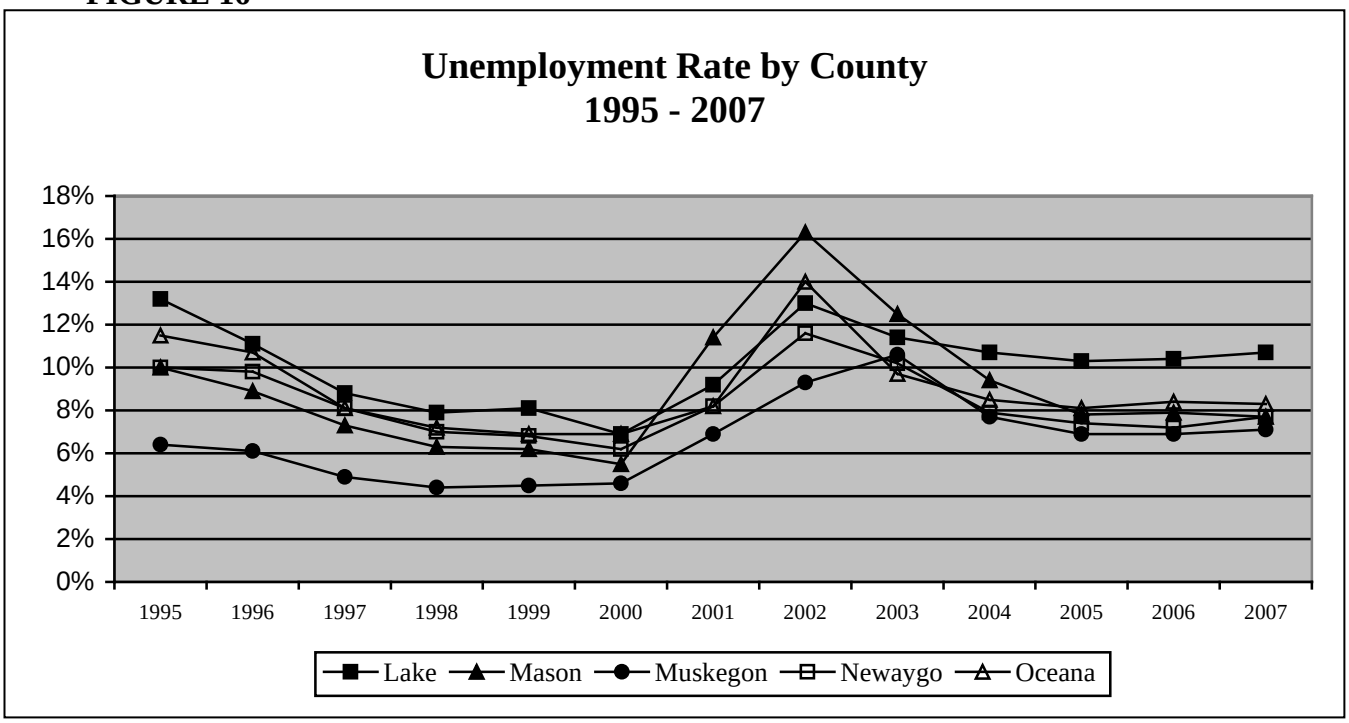
Employment

Annual average employment figures from 1997 to 2007, which were provided by the Michigan Department of Labor and Economic Growth, are shown in Table 7. These figures provide insight as to how much of the labor force is actually employed compared to how many available workers are in the market.

By comparing the number of employed persons in Table 7 with the number of persons in the labor force shown in Table 6, it can be seen that the region has generally enjoyed a high rate of employment. In 2007, Muskegon County showed the highest employment rate at approximately 92.9 percent, followed by Newaygo and Mason with a rate of 92.3 percent. Oceana County showed an employment rate of 92.7 percent and Lake County experienced the lowest percentage of employment at 89.3 percent.

When comparing the number of employed persons in 2007 to those employed in 1997, it can be seen that every county in the region has experienced a temporary decline in employment at some point over the past decade. In 1997, Muskegon County showed the highest employment rate in the region at 95.1 percent. Mason was second at 92.7 percent. Newaygo and Oceana counties followed with 91.9 percent each for the year. Finally, Lake County trailed closely with an employment rate of 91.2 percent. The number of employed persons in all five counties has increased between 1997 and 2007 with Lake County showing a 30.7 percent increase, Newaygo a 17.1 percent increase, Muskegon showing an 8.4 percent increase, while Mason and Oceana experienced 6.9 and 4.2 percent increases.

FIGURE 16



Source: Michigan Department of Economic Labor and Growth

Unemployment

Figure 16 charts the annual average unemployment rate, provided by the Michigan Department of Economic Labor and Growth, for each county in the region over the past 12 years. A detailed picture of regional employment opportunities is given through the comparison of Figure 5 with the civilian labor force and employment information provided in Tables 6 and 7.

From 2000 to 2002, each county within the region suffered significant increases in unemployment rates. In 2001, the five counties saw the rates approach five-year highs, and in 2002, unemployment numbers nearly reached twelve-year highs. The greatest unemployment during this economic downturn was suffered by Mason County with 16.3 percent in 2002. Lake County had the second highest rate with 13 percent in the same year. In 2003, Muskegon finally reached its peak unemployment rate (10.6 percent), while the other counties enjoyed a reduction of unemployment rates. In 2007 Lake County lead the region with the highest unemployment rate at 10.7 percent. Oceana County had the second highest unemployment with 8.3 percent. Mason and Newaygo counties were next at 7.7 percent each. Muskegon County had the lowest unemployment rate in the region at 7.1 percent.

TABLE 8

Lake County Employment By Sector
2001 & 2006

Sector	2001	2006	% of Total 2001	% of Total 2006
Government	584	541	16.2%	14.2%
Retail Trade	472	506	13.1%	13.3%
Accommodation/Food Services	298	302	8.3%	7.9%
Construction	325	407	9.0%	10.7%
Other Services, except Public Administration	262	339	7.3%	8.9%
Real Estate/Rental and Leasing	(D)	306	N/A	8.1%
Manufacturing	101	113	2.8%	3.0%
Finance and Insurance	(D)	107	N/A	2.8%
Professional and Technical Services	110	137	3.0%	3.6%
Arts, Entertainment, & Recreation	61	72	1.7%	1.9%
Total Employment	3,612	3,801		

Source: Regional Economic Information System

(D) – Withheld to avoid disclosing data for individual companies; data are included in broader industry totals.

Lake County Employment by Sector

Table 8 shows the employment distribution by sector for Lake County in 2001 and 2006. In 2006, the Government sector accounted for 14.2 percent of the total employment in Lake County. The Retail Trade, Accommodation/Food Services, Construction, Other services, and Real Estate/Rental and Leasing except Public Administration sectors accounted for 13.3, 7.9, 10.7, 8.9 and 8.1 percent respectively. Collectively these sectors accounted for over 63 percent of all employment in the county in 2006. The remaining primary sectors contributed anywhere between 3.6 and 1.9 percent of the remaining employment in the county. It should be noted that Lake County is the only county in the region that does not get a significant percentage of its total employment from the Manufacturing sector.

TABLE 9

Mason County Employment By Sector 2001 & 2006				
Sector	**2001**	**2006**	**% of Total 2001**	**% of Total 2006**
Manufacturing	2,618	2,289	16.9%	14.5%
Retail Trade	2,521	2,225	16.3%	14.1%
Government	2,164	2,045	14.0%	12.9%
Health Care & Social Assistance	1,421	1,592	9.2%	10.1%
Accommodation/Food Services	1,166	1,135	7.5%	7.2%
Construction	980	1,181	6.3%	7.5%
Other Services, except Public Administration	805	945	5.2%	6.0%
Real Estate/Rental and Leasing	572	868	3.7%	5.5%
Professional and Technical Services	465	461	3.0%	2.9%
Finance and Insurance	393	444	2.5%	2.8%
Total Employment	15,497	15,823		

Source: Regional Economic Information System

Mason County Employment by Sector

Mason County's employment distribution in 2001 and 2006 is shown in Table 9. In 2006, the Manufacturing sector provided 14.5 percent of the total employment in Mason County followed closely by Retail Trade at 14.1 percent, and Government at 12.9 percent, comprising more than 41 percent of the total employment in the county. Health Care & Social Assistance accounts for another 10.1 percent of the total employment. Altogether, these four sectors make up more than 51 percent of the total employment with the remaining sectors each contributing roughly 7.5 percent or less.

TABLE 10

Muskegon County Employment By Sector 2001 & 2006				
Sector	**2001**	**2006**	**% of Total 2001**	**% of Total 2006**
Manufacturing	14,793	13,559	18.1%	15.7%
Retail Trade	11,669	13,809	14.3%	10.0%
Health Care and Social Assistance	9,525	12,132	11.7%	14.1%
Government	9,883	9,647	12.1%	11.2%
Accommodation/Food Services	6,240	6,693	7.6%	7.8%
Other Services, except Public Administration	4,203	4,742	5.1%	5.5%
Construction	4,640	4,766	5.7%	5.5%
Administrative/Waste Services	2,425	3,848	3.0%	4.5%
Real Estate/Rental and Leasing	2,806	3,424	3.4%	4.0%
Professional and Technical Services	2,913	2,557	3.6%	3.0%
Total Employment	81,627	86,284		

Source: Regional Economic Information System

Muskegon County Employment by Sector

Table 10 illustrates the major sector employment distribution for Muskegon County in 2001 and 2006. In 2006, the Retail Trade sector for the first time contained the largest percentage of the total employment with 16.0 percent followed by Manufacturing at 15.7 percent. Health Care and Social Assistance, and Government sectors followed with 14.1 and 11.2 percent respectively. It is interesting to note that Muskegon County showed the lowest percentage of employment from the Government sector (11.2 percent) than any other county in the region in both 2001 and 2006. The remaining sectors each contributed 7.8 percent or less of the county's total employment.

TABLE 11

Newaygo County Employment By Sector 2001 & 2006				
Sector	**2001**	**2006**	**% of Total 2001**	**% of Total 2006**
Government	2,858	2,739	17.1%	15.6%
Retail Trade	2,077	2,164	12.4%	12.3%
Manufacturing	2,364	1,918	14.1%	10.9%
Health Care and Social Assistance	1,398	1,594	8.4%	9.1%
Other Services, except Public Administration	1,143	1,357	6.8%	7.7%
Construction	1,135	1,364	6.8%	7.7%
Accommodations/Food Services	910	931	5.4%	5.3%
Finance and Insurance	567	733	3.4%	4.2%
Administrative & Waste Services	(D)	584	N/A	3.3%
Real Estate/Rental and Leasing	536	883	3.2%	5.0%
Total Employment	16,706	17,610		

Source: Regional Economic Information System

Newaygo County Employment by Sector

Newaygo County's major sector employment distribution in 2001 and 2006 is presented in Table 11. In 2001, the Government sector contributed just over 17 percent of all employment within the county with Retail Trade and Manufacturing each contributing an additional 12.4 and 14.1 percent respectively. The Health Care and Social Assistance sector accounted for roughly 8.4 percent of the total employment with the other major employment sectors each comprising 6.8 percent or less of the remaining employment.

The Government sector continued to comprise the largest percentage of total employment in 2006 at 15.6 percent. The Retail sector showed the second highest percentage at 12.3 percent followed closely by the Manufacturing sector at 10.9 percent.

Manufacturing in Newaygo County has shown the same trend as other counties in the region. Manufacturing, which was at 18.3 percent in 1990, dropped to 14.1 percent in 2001, and dropped again in 2006 to 10.9 percent. This steady decline in Manufacturing is expected to continue throughout the region in the coming years. The remaining sectors account for 9.1 percent or less of the remaining employment in the county.

TABLE 12

Oceana County Employment By Sector 2001 & 2006				
Sector	**2001**	**2006**	**% of Total 2001**	**% of Total 2006**
Government	1,642	1,610	15.8%	14.8%
Manufacturing	1,364	2,056	13.1%	19.0%
Accommodation/Food Services	879	1,236	8.4%	11.4%
Retail Trade	1,051	1,111	10.1%	10.2%
Construction	722	791	6.9%	7.3%
Other Services, except Public Administration	551	624	5.3%	5.8%
Health Care and Social Assistance	516	524	5.0%	4.8%
Real Estate/Rental and Leasing	334	447	3.2%	4.1%
Arts, Entertainment, and Recreation	258	226	2.5%	2.1%
Professional and Technical Services	359	212	3.5%	2.0%
Total Employment	10,411	10,845		

Source: Regional Economic Information System

Oceana County Employment by Sector

Table 12 illustrates the major sector employment distribution for Oceana County in 2001 and 2006. Oceana County employment in 2001 was similar to the rest of the region in that the Government sector contained the highest percentage of total employment with 15.8 percent, followed by Manufacturing with 13.1 percent, Retail Trade with 10.1 percent, and Accommodation/Food Services with 8.4 percent. It is interesting to note that with the exception of Lake County, Oceana County contained the lowest percentage of employment in the Manufacturing sector in 2001 at just 13.1 percent. All other sectors claimed 6.9 percent or less.

In 2006, the Manufacturing sector jumped to the top employment sector with 19.0 percent, followed by Government with 14.8 percent, as well as Accommodation/Food Service and Retail Trade with 11.4 and 10.2 percent respectively. The remaining sectors made up approximately 8.2 percent or less of the total employment. It is important to note that Oceana County was the only county in the region to have an increase in Manufacturing between 2001 and 2006.

TABLE 13

Michigan Employment By Sector 2001 & 2006				
Sector	**2001**	**2006**	**% of Total 2001**	**% of Total 2006**
Manufacturing	843,743	673,211	15.2%	12.1%
Government	699,496	676,081	12.6%	12.2%
Retail Trade	654,619	623,831	11.8%	11.3%
Health Care and Social Assistance	551,775	617,021	10.0%	11.1%
Accommodation/Food Services	350,383	366,473	6.3%	6.6%
Professional and Technical Services	366,306	360,970	6.6%	6.5%
Administrative/Waste Services	322,152	354,636	5.8%	6.4%
Other Services, except Public Administration	285,445	312,185	5.2%	5.6%
Construction	304,276	310,920	5.5%	5.6%
Finance and Insurance	207,866	221,794	3.8%	4.0%
Total Employment	5,539,887	5,542,222		

Source: Regional Economic Information System

Michigan Employment by Sector

The employment distribution for the State of Michigan is presented in Table 13. This information is provided for purposes of comparing state and regional employment trends.

Not unlike the counties in the West Michigan Shoreline Economic Development District, Michigan's strongest employment sector in 2001 was Manufacturing. In fact, the Manufacturing sector is the only employment area, which has seen significant change in employment. All other sectors of employment have increased or declined slightly from 2001 to 2006.

The loss of many manufacturing jobs can be attributed to the relocation and downsizing of the "Big Three" automakers. At one time, Michigan was the stalwart of automobile and associated manufacturing operations for the entire world. Manufacturing, which was once the greatest employer in the state, has been on the decline and is expected to continue to do so. This trend may be stalled somewhat with the introduction of new technology based industries into the state.

Retail Trade employment has remained highly stable from 2001 to 2006, as have other major employment sectors such as Government, Health Care and Social Assistance, Accommodation/Food Service, and Professional/Technical Services. These sectors are not expected to show any significant changes over the next few years.

TABLE 14

United States Employment By Sector
2001 & 2006

Sector	2001	2006	% of Total 2001	% of Total 2006
Government	23,180,000	24,011,000	13.9%	13.5%
Retail Trade	18,528,000	19,201,400	11.1%	10.8%
Health Care and Social Assistance	15,611,400	17,619,500	9.3%	9.9%
Manufacturing	16,994,600	14,760,400	10.2%	8.3%
Accommodation/Food Services	10,825,200	11,960,200	6.5%	6.7%
Professional and Technical Services	10,575,800	11,701,000	6.3%	6.6%
Administrative/Waste Services	9,621,000	10,699,900	5.8%	6.0%
Construction	9,846,700	11,580,000	5.9%	6.5%
Other Services, except Public Administration	9,049,600	10,155,500	5.4%	5.7%
Finance and Insurance	7,839,600	8,470,300	4.7%	4.8%
Total Employment	167,014,700	178,332,900		

Source: Regional Economic Information System

United States Employment by Sector

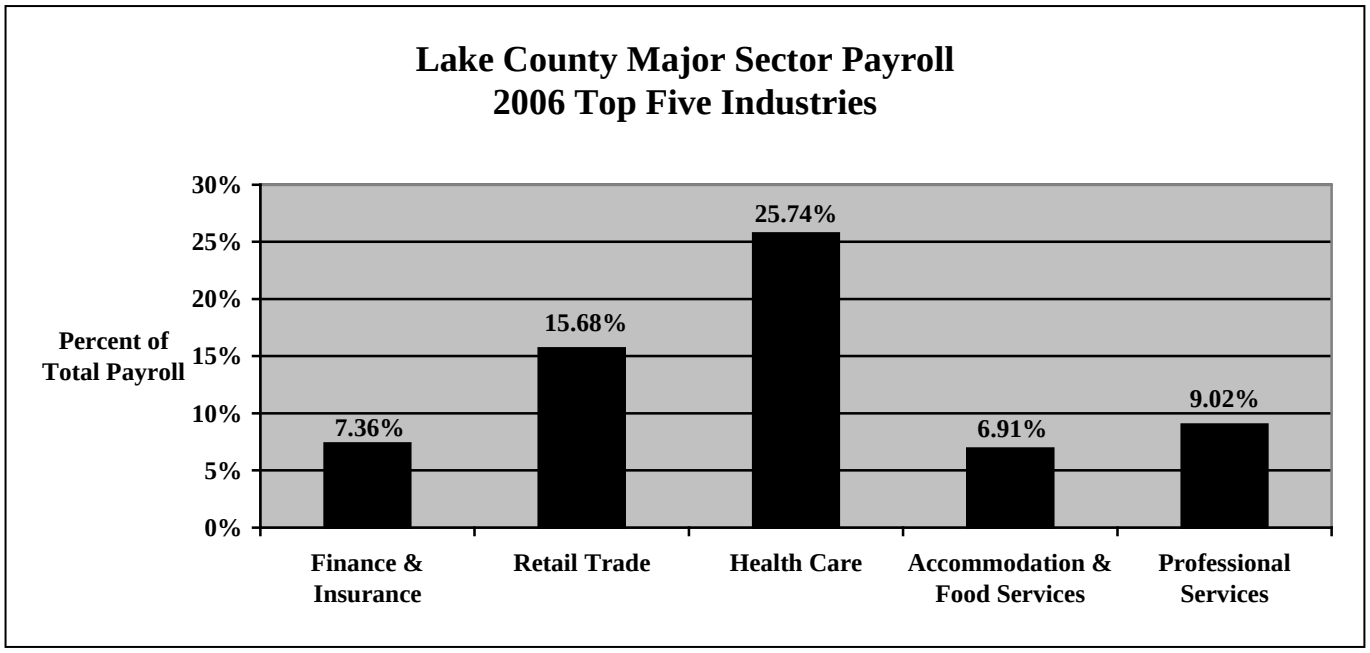
National employment statistics are displayed in Table 14. This information is provided for purposes of comparing national, state, and regional employment trends.

When comparing national employment to that of the state and region, it is clear that the nation as a whole has a much more diverse employment base. With the exception of the Government and Retail Trade sectors, which consists of 13.5 and 10.8 percent of the employment, all other sectors do not contribute an overwhelming percentage of total employment in either 2001 or 2006. Health Care and Social Assistance, and Manufacturing each account for approximately 9.9 and 8.3 percent of the total employment while the remaining sectors all contribute roughly 6.7 or less percent.

As has been the trend at the state and local level, the Manufacturing sector has been on the decline. This sector dropped from 10.2 percent to 8.3 percent from 2001 to 2006. There are no other sectors that showed any significant changes. The remaining sectors

have shown either a slight increase or decrease during this time frame. No significant changes are expected to occur in the national employment sectors over the next few years with the exception of a continued decline in the Manufacturing sector and a steady increase in the Services sector.

FIGURE 17



Source: County Business Patterns

Lake County Major Sector Payroll

Figure 17 displays the annual taxable payroll for the top five sectors in Lake County for 2006. Total annual payroll is the combined amount of wages paid, tips collected, and other compensation including salaries, vacation allowances, bonuses, commissions, sick leave pay, and value of payment in kind (such as meals and lodging) paid to employees before deductions such as social security, income tax, insurance, or union dues. In addition, detailed information pertaining to business establishments by sector in Lake County in 2006 is given in Table 15 on page 48.

Lake County's greatest payroll contributor in 2006 was the Health Care at 25.74 percent of the total payroll in the county. As Figure 6 shows, the Retail sector represented 15.68 percent of the county's total payroll. The third, fourth, and fifth highest payrolls in the county were Professional Services (9.02%), Finance & Insurance (7.36%), and Accommodation & Food Services (6.91%).

It should be noted that some sectors have no information displayed for certain years. This is due to the fact that disclosure of payroll data for these sectors during specific years would reveal a single employer in that particular sector. For information pertaining to the employment class size of these sectors, please refer to Table 15.

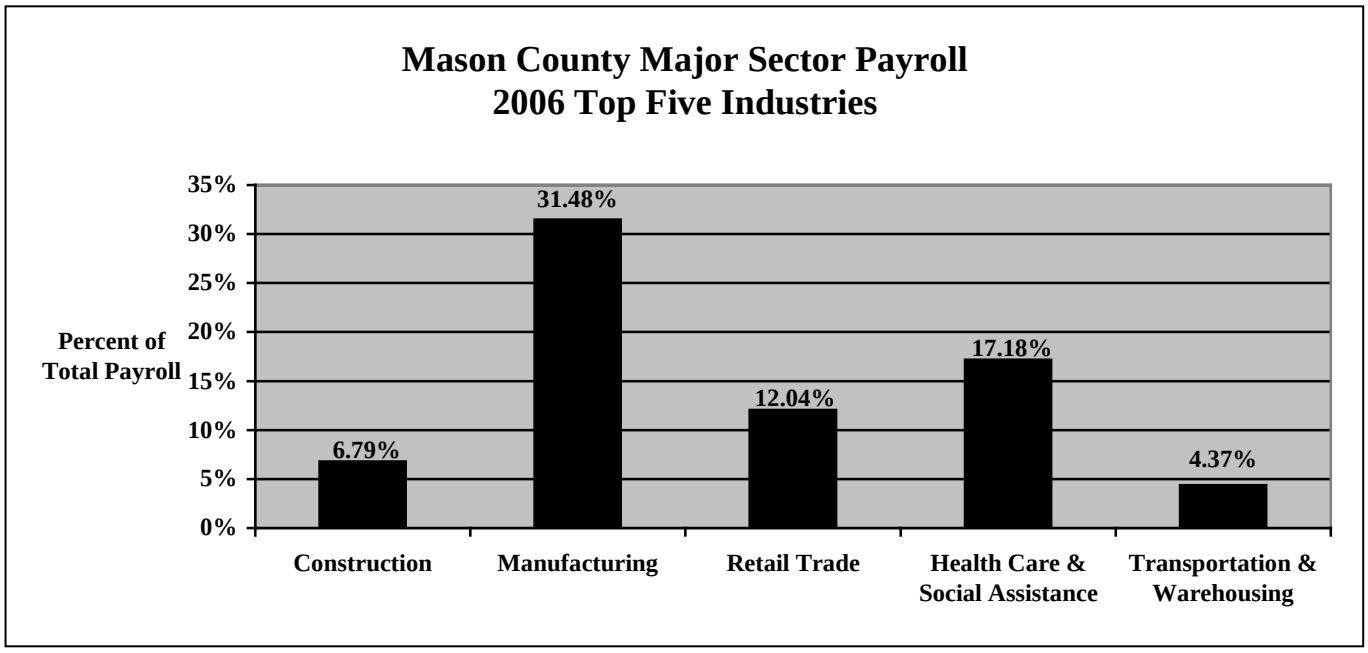
TABLE 15

Number of Business Establishments in Lake County in 2006

			Payroll (1,000)		Number of Establishments by Employment-Size Class									
NAICS Code	Industry	Number of Employees for week including March 12	First Quarter	Annual	Total number of establishments	1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1,000 or more
	Total	1,121	4,951	23,948	166	102	32	21	8	3	--	--	--	--
11	F.F.H. & A. Support*	20 – 99	--	--	4	3	--	--	1	--	--	--	--	--
23	Construction	20 – 99	--	--	24	20	3	1	--	--	--	--	--	--
31	Manufacturing	100 - 249	--	--	7	1	2	1	3	--	--	--	--	--
42	Wholesale Trade	0 – 19	--	--	4	3	--	1	--	--	--	--	--	--
44	Retail Trade	201	797	3,754	33	17	10	5	1	--	--	--	--	--
48	Transportation	0 – 19	--	--	6	5	1	--	--	--	--	--	--	--
51	Information	0 – 19	--	--	3	3	--	--	--	--	--	--	--	--
52	Finance & Insurance	54	366	1,762	6	5	--	--	1	--	--	--	--	--
53	Real Estate	0 – 19	--	--	8	6	2	--	--	--	--	--	--	--
54	Professional Serv.	109	465	2,161	6	4	1	--	--	1	--	--	--	--
55	Management	0 – 19	--	--	1	--	1	--	--	--	--	--	--	--
56	Admin. Services	0 – 19	--	--	3	2	--	--	--	--	1	--	--	--
62	Health Care	215	1,398	6,164	10	3	2	3	--	2	--	--	--	--
71	Arts, Ent., & Rec.	0 – 19	--	--	6	5	--	1	--	--	--	--	--	--
72	Accom. & Food Serv.	165	304	1,655	27	12	8	6	1	--	--	--	--	--
81	Other Services	92	143	640	17	12	2	2	1	--	--	--	--	--
99	Unclassified	0 – 19	--	--	1	1	--	--	--	--	--	--	--	--

Source: County Business Patterns

FIGURE 18



Source: County Business Patterns

Mason County Major Sector Payroll

The annual taxable payroll for the top five sectors in Mason County for 2006 is given in Figure 18. In addition, detailed countywide business information provided is organized by sector in Table 16 on page 50.

In 2006, the Manufacturing sector accounted for the highest percentage of the total payroll at 31.48 percent. This is down from roughly 46 percent in 1990 and approximately 54 percent in 1980. It is expected that the payroll in this sector will continue to decline in the coming years.

Next, the Health Care sector accounted for 17.18 percent of the total payroll in Mason County. Retail, Construction, and Transportation & Warehousing each accounted for 12.04, 6.79, and 4.37 percent respectively.

The Health Care sector as a whole has been steadily increasing over the past few years, and is expected to show a continued increase in total payroll over the next few years. By contrast, Construction operations, which once accounted for over 10 percent of the total payroll, have been steadily declining over the past 20 years.

TABLE 16

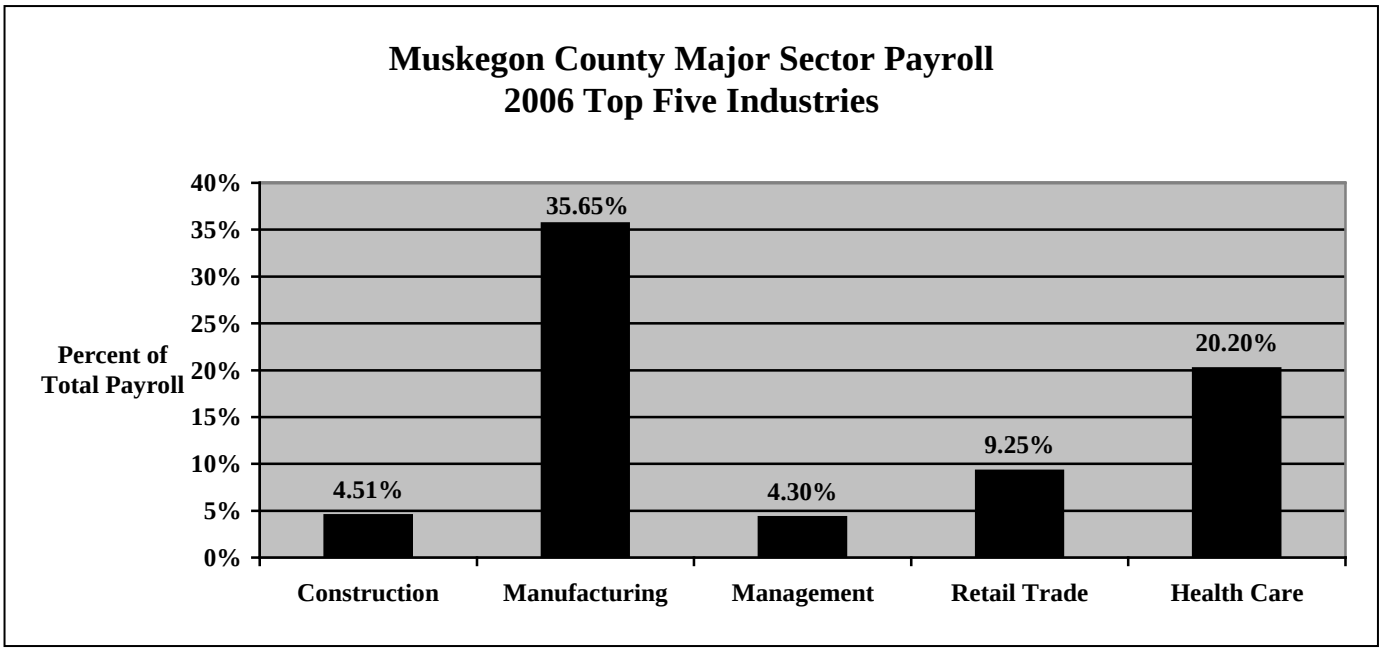
Number of Business Establishments in Mason County in 2006

			Payroll (1,000)		Number of Establishments by Employment-Size Class									
NAICS Code	Industry	Number of Employees for week including March 12	First Quarter	Annual	Total number of establishments	1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1,000 or more
	Total	8,798	59,949	264,439	815	454	183	98	50	15	11	3	1	--
11	F.F.H. & A. Support*	100 – 249	--	--	5	4	1	--	--	--	1	--	--	--
21	Mining	20 – 99	--	--	2	--	1	--	--	1	--	--	--	--
22	Utilities	95	2,036	7,116	5	--	1	3	1	--	--	--	--	--
23	Construction	438	3,021	17,943	90	63	16	9	1	1	--	--	--	--
31	Manufacturing	2,167	20,790	83,256	42	13	6	3	7	4	8	1	--	--
42	Wholesale Trade	165	1,310	5,625	16	7	4	3	1	1	--	--	--	--
44	Retail Trade	1,515	7,266	31,846	146	80	37	22	3	21	--	2	--	--
48	Transportation	305	2,180	11,550	27	11	5	6	5	--	--	--	--	--
51	Information	193	1,133	4,497	14	4	4	2	3	1	--	--	--	--
52	Finance & Insurance	249	2,140	8,462	46	28	11	6	--	1	--	--	--	--
53	Real Estate	140	986	4,367	24	15	4	2	3	--	--	--	--	--
54	Professional Serv.	244	1,632	7,469	57	41	9	6	1	--	--	--	--	--
55	Management	0 – 19	--	--	4	3	1	--	--	--	--	--	--	--
56	Admin. Services	222	994	6,530	33	24	7	1	--	--	1	--	--	--
61	Educational Services	0 – 19	--	--	6	4	2	--	--	--	--	--	--	--
62	Health Care	1,300	10,371	45,421	96	43	30	14	6	1	1	--	1	--
71	Arts, Ent., & Rec.	98	510	2,237	18	9	6	2	1	--	--	--	--	--
72	Accom. & Food Serv.	945	2,111	11,397	87	43	16	9	16	3	--	--	--	--
81	Other Services	419	1,632	7,110	94	59	23	10	2	--	--	--	--	--
99	Unclassified	0 – 19	--	--	3	3	--	--	--	--	--	--	--	--

Source: County Business Patterns

* Forestry, Fishing, Hunting, and Agriculture Support

FIGURE 19



Source: County Business Patterns
* Professional, Scientific & Technical Services

Muskegon County Major Sector Payroll

Figure 20 shows the annual taxable payroll for the top five sectors in Muskegon County for the 2006. Additional information on business establishments from 2006 is located in Table 17 on page 52.

In 2006, the Manufacturing sector accounted for the largest portion of Muskegon County's total payroll at 35.65 percent. Like other counties in the region, payroll in this sector has been on the decline since 1980 when the percentage of total payroll was approximately 52 percent.

The Health Care sector represented the second largest payroll sector in the county at 20.20 percent. Next, the Retail Trade sector, which has been experiencing growth in total payroll since 1980, accounted for 9.3 percent of the payroll in the county. Finally, Construction along with Management finished off the top five sectors at 4.15 and 4.30 percent respectively.

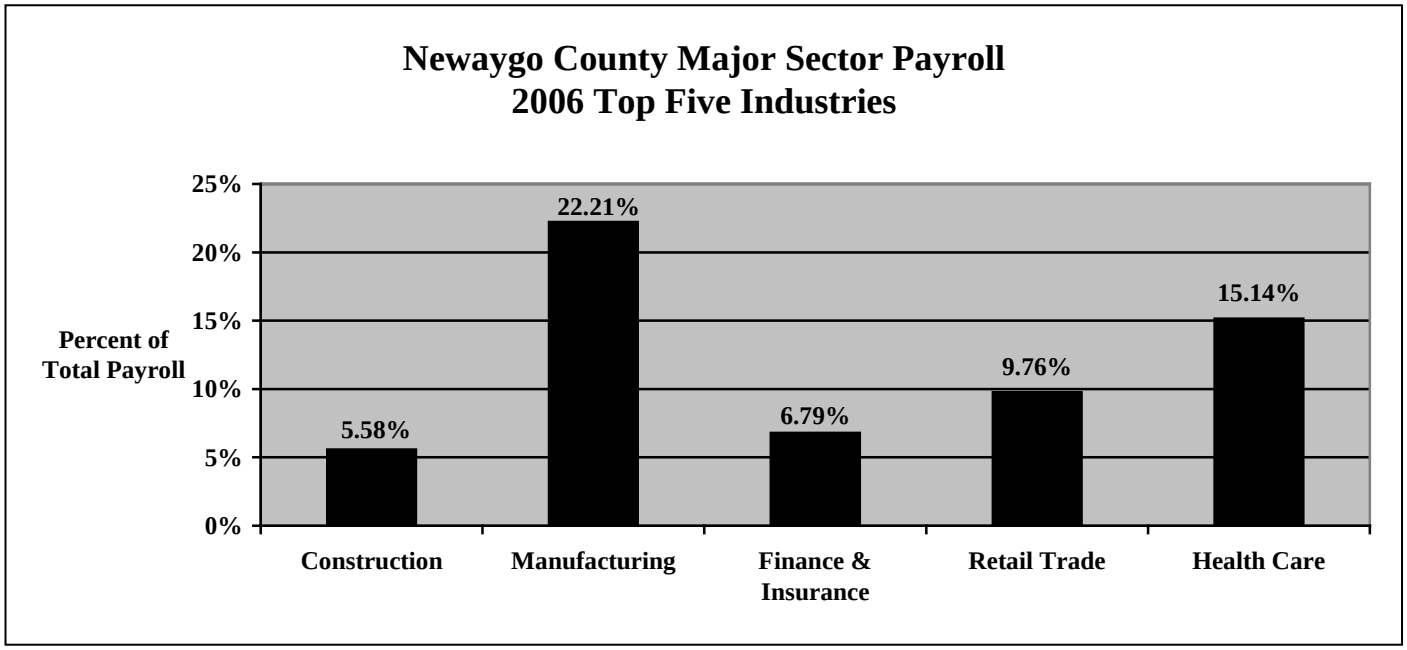
TABLE 17

Number of Business Establishments in Muskegon County in 2006

			Payroll (1,000)		Number of Establishments by Employment-Size Class									
NAICS Code	Industry	Number of Employees for week including March 12	First Quarter	Annual	Total number of establishments	1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1,000 or more
	Total	54,048	431,219	1,773,325	3,558	1,729	771	535	333	114	52	19	2	3
11	F.F.H. & A. Support*	20 – 99	--	--	6	4	1	1	--	--	--	--	--	--
21	Mining	20 – 99	--	--	1	--	--	--	1	--	--	--	--	--
22	Utilities	250 – 499	--	--	4	1	--	--	--	1	2	--	--	--
23	Construction	1,975	17,867	79,887	371	251	62	43	13	1	1	--	--	--
31	Manufacturing	13,741	159,396	632,141	288	76	58	39	62	24	15	11	2	1
42	Wholesale Trade	1,522	15,057	65,321	133	63	29	18	16	7	--	--	--	--
44	Retail Trade	8,508	39,423	163,978	623	246	175	112	57	21	9	3	--	--
48	Transportation	711	6,464	27,536	83	48	17	9	7	1	1	--	--	--
51	Information	873	8,606	33,706	66	35	14	7	6	3	1	--	--	--
52	Finance & Insurance	1,210	12,113	47,927	184	109	31	29	14	1	--	--	--	--
53	Real Estate	492	2,658	10,645	106	69	21	14	2	--	--	--	--	--
54	Professional Serv.	1,590	13,525	60,143	245	163	40	27	13	--	2	--	--	--
55	Management	1,063	26,876	76,317	23	5	7	2	4	2	2	1	--	--
56	Admin. Services	2,840	11,768	52,828	136	73	33	10	7	6	5	2	--	--
61	Educational Services	665	3,488	12,926	30	16	2	6	4	--	1	1	--	--
62	Health Care	9,104	78,784	358,146	395	157	100	79	26	21	10	--	--	2
71	Arts, Ent., & Rec.	713	3,205	18,458	67	33	12	13	7	2	--	--	--	--
72	Accom. & Food Serv.	5,945	13,953	62,370	328	96	54	77	76	22	2	1	--	--
81	Other Services	2,647	11,045	45,826	440	259	112	48	18	2	1	--	--	--
99	Unclassified	48	120	455	29	25	3	1	--	--	--	--	--	--

Source: County Business Patterns * Forestry, Fishing, Hunting, and Agriculture Support

FIGURE 20



Source: County Business Patterns

Newaygo County Major Sector Payroll

Figure 20 shows the annual taxable payroll for the top five sectors in Newaygo County for 2006. The 2006 number of business establishments is illustrated in Table 18 on page 54.

As can be seen from the graph, Newaygo County continues the regional trend with the Manufacturing sector accounting for the greatest percentage of the total payroll in 2006 at 22.21 percent. This is down from approximately 60 percent in 1990 and roughly 57 percent in 1980. The Health Care sector represents 15.14 percent, while the Retail Trade sector makes up 9.76 percent of the total payroll. Next, the Finance & Insurance sector checked in at 6.79 percent of the total payroll and Construction rounding off the top five sectors at 5.58 percent.

Currently, a disproportionate amount of residents in Newaygo County and the region depend on manufacturing dollars as a source of income. With the continued decline of employment in the Manufacturing sector, it is expected that other sectors, such as the recent growth seen in all of the Service sectors, will emerge as more prominent contributors of payroll in the coming years.

TABLE 18

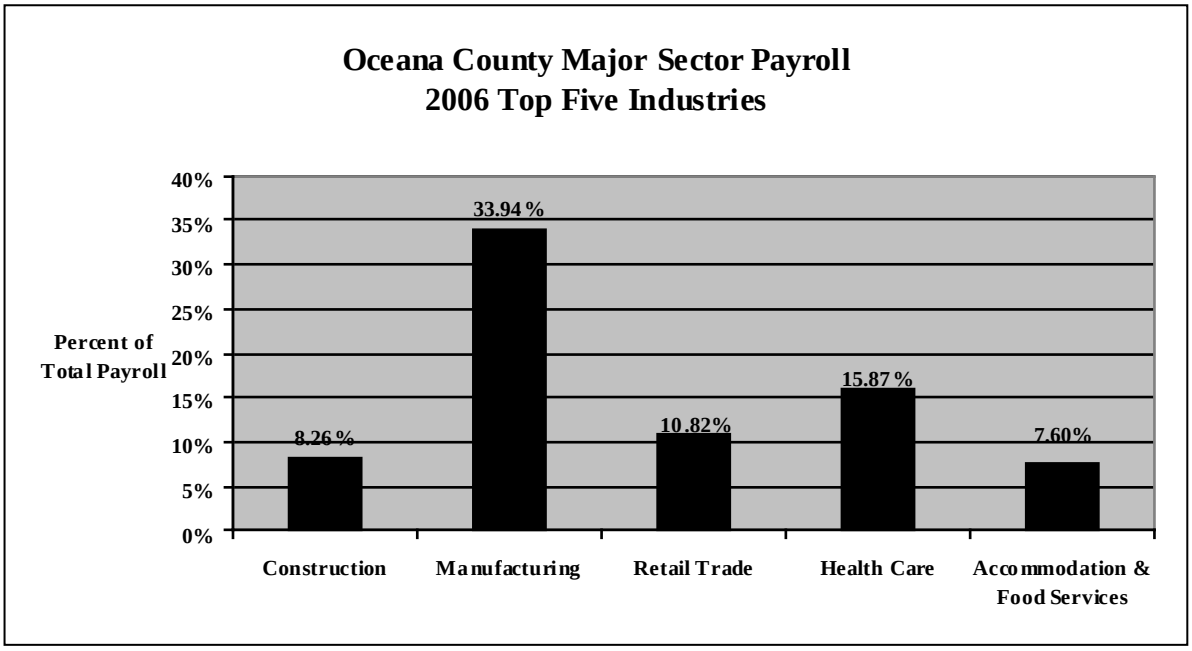
Number of Business Establishments in Newaygo County in 2006

			Payroll (1,000)		Number of Establishments by Employment-Size Class									
NAICS Code	**Industry**	**Number of Employees for week including March 12**	**First Quarter**	**Annual**	**Total number of establishments**	**1-4**	**5-9**	**10-19**	**20-49**	**50-99**	**100-249**	**250-499**	**500-999**	**1,000 or more**
	Total	10,148	79,494	325,108	842	473	194	93	59	12	5	3	2	1
11	F.F.H. & A. Support*	20 – 99	--	--	8	7	1	--	--	--	--	--	--	--
21	Mining	0 – 19	--	--	3	2	1	--	--	--	--	--	--	--
22	Utilities	88	1,333	5,155	7	3	2	--	2	--	--	--	--	--
23	Construction	503	3,834	18,134	109	80	18	6	3	2	--	--	--	--
31	Manufacturing	1,998	18,224	72,203	47	24	10	2	6	1	1	2	1	--
42	Wholesale Trade	197	1,712	7,956	22	13	4	--	5	--	--	--	--	--
44	Retail Trade	1,657	7,418	31,739	165	75	47	29	11	2	--	1	--	--
48	Transportation	154	1,115	5,144	24	20	3	--	--	--	1	--	--	--
51	Information	70	398	1,516	9	4	2	3	--	--	--	--	--	--
52	Finance & Insurance	539	6,195	22,071	42	21	11	7	1	1	1	--	--	--
53	Real Estate	124	585	2,315	28	21	5	--	2	--	--	--	--	--
54	Professional Serv.	246	1,659	7,204	46	31	11	2	2	--	--	--	--	--
55	Management	1,000 – 2,499	--	--	4	--	1	1	--	1	--	--	--	1
56	Admin. Services	322	1,315	5,993	33	24	4	3	--	1	1	--	--	--
61	Educational Services	20 – 99	--	--	6	2	1	1	2	--	--	--	--	--
62	Health Care	1,459	12,083	49,209	73	31	17	14	7	2	1	--	1	--
71	Arts, Ent., & Rec.	10 – 99	--	--	12	9	3	--	--	--	--	--	--	--
72	Accom. & Food Serv.	859	1,894	9,009	72	22	15	16	18	1	--	--	--	--
81	Other Services	604	1,928	7,818	124	77	38	8	--	1	--	--	--	--
99	Unclassified	0 – 19	--	--	8	7	--	1	--	--	--	--	--	--

Source: County Business Patterns

* Forestry, Fishing, Hunting, and Agriculture Support

FIGURE 21



Source: County Business Patterns

Oceana County Major Sector Payroll

Annual taxable payroll for the top five sectors in Oceana County for 2006 is shown in Figure 21. Table 19 on page 56 provides additional information pertaining to the number of business establishments in 2006.

Not unlike the rest of the region, Oceana County has relied heavily on the Manufacturing sector for a large percentage of its total payroll in 2006 when it accounted for 33.94 percent. Next is Health Care at 15.87 percent and the Retail Trade sector at 10.82 percent of the total payroll in the county. The Retail Trade has shown the most dramatic decrease in payroll since 1980 when it accounted for almost 23 percent of the total payroll. In 1990, that percentage dropped to roughly 15 percent. Construction and Accommodations and Food Services are next largest sectors at 8.26 and 7.60 percent respectively.

Table 19

Number of Business Establishments in Oceana County in 2006														
			Payroll (1,000)		Number of Establishments By Employment-Size Class									
NAICS Code	Industry	Number of Employees for week including March 12	First Quarter	Annual	Total number of establishments	1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1,000 or more
	Total	4,955	24,232	119,988	583	355	133	52	28	7	5	3	--	--
11	F.F.H. & A. Support*	0 – 19	--	--	5	3	2	--	--	--	--	--	--	--
21	Mining	0 – 19	--	--	1	--	1	--	--	--	--	--	--	--
22	Utilities	20 – 99	--	--	2	1	--	1	--	--	--	--	--	--
23	Construction	323	1,711	9,911	90	64	16	8	2	--	--	--	--	--
31	Manufacturing	1,583	7,879	40,724	41	18	9	3	4	2	2	3	--	--
42	Wholesale Trade	229	1,443	4,818	10	4	2	1	1	2	--	--	--	--
44	Retail Trade	786	2,884	12,978	112	57	34	12	6	3	--	--	--	--
48	Transportation	123	723	3,662	16	8	3	3	2	--	--	--	--	--
51	Information	20 – 99	--	--	8	5	1	2	--	--	--	--	--	--
52	Finance & Insurance	127	890	3,942	24	13	10	--	1	--	--	--	--	--
53	Real Estate	65	184	1,396	21	16	2	3	--	--	--	--	--	--
54	Professional Serv.	71	590	2,999	22	16	6	--	--	--	--	--	--	--
56	Admin. Services	94	612	3,407	14	8	3	2	1	--	--	--	--	--
61	Educational Services	0 -19	--	--	2	1	1	--	--	--	--	--	--	--
62	Health Care	664	4,429	19,038	51	26	12	8	3	--	2	--	--	--
71	Arts, Ent., & Rec.	20 – 99	--	--	20	18	2	--	--	--	--	--	--	--
72	Accom. & Food Serv.	585	1,408	9,119	79	47	14	10	7	--	1	--	--	--
81	Other Services	184	593	2,593	63	48	15	--	--	--	--	--	--	--
99	Unclassified	0 – 19	--	--	2	2	--	--	--	--	--	--	--	--

Source: County Business Patterns

*Forestry, Fishing, Hunting, and Agriculture Support

CHAPTER 5: TRANSPORTATION AND LAND USE

One of the main focuses of this project was the regional transportation system and its relationship to land use in the region. The transportation system can be used to promote efficient land use and transportation and land use need to be mutually supportive. Land use planning can also provide policies that can order and regulate future decisions that can ultimately affect transportation and infrastructure. This relationship between transportation and land use has been well studied and documented throughout history.

During the pre-automobile days, many of the urbanized centers were established where main roads crossed, and people generally lived and worked in these areas. Many cities and villages throughout the country were formed from simple "cross-roads" where transportation corridors met. With the development of more modern transportation, such as automobiles and trains, land use patterns changed and urbanized centers began to expand. As this expansion happened, people moved farther from work and commercial areas, and the need for more and improved roads increased. These newly developed areas on the outskirts of population centers often begin to take on an identity of their own. Small areas with commercial developments pop up to serve these areas. Ultimately, these changes in development can completely change the character of the region. This is not a good or bad thing, but just something that happens and must be accounted for when planning for the future.

State and federal legislation has made a concerted effort to incorporate the relationship through policies for several decades. In 1956, the Federal-Aid Highway Act of 1956 authorized the funding and construction of the Interstate Highway System. Through this legislation, several roads in our region were developed including US-31 and I-96. This system of road networks completely changed the landscape of West Michigan. The focus of this legislation was to create a national transportation network with the premise being military based, that would allow efficient movement of people and troops in the case of a national emergency.

There was another important piece of legislation that more directly transformed the infrastructure in Michigan; Michigan Public Act 51 of 1951. This act created the Michigan Transportation Fund (MTF). The MTF is funded by revenues collected through highway user taxes, state motor fuel taxes, vehicle registration fees, and other automobile related taxes. This source of funding has been essential for cities and road commissions to maintain and enhance existing infrastructure and operations costs. Most local transportation projects are tied to this funding source. This act also served to provide for the classification of all public roads, streets, and highways in this state. In addition, the federal government has classified all public roads in the United States, based on function and traffic volumes.

Roadway overview

In Michigan, roads are separated into classifications based on their function and use or service they provide. The Federal Highway Administration (FHWA) provides specific guidelines when assigning roadway classifications. If a road is not federally classified, the road may not be eligible for federal funding. In that case, local money may be used for improvements. A general summary of the selected classifications are as follows:

FHWA Hierarchy of functional systems

Rural areas	**Urbanized areas**	**Small Urban areas**
Principal arterials	Principal arterials	Principal arterials
Minor arterial roads	Minor arterial streets	Minor arterial streets
Collector roads	Collector streets	Collector streets
Local roads	Local streets	Local streets

Trunk lines are the highest classified roads, and are regulated by state and federal agencies. Cities, villages and road commissions maintain all other roads down to the local level. Other local governments that are not road agencies, such as townships, do not receive federal funding for road projects. In these cases the county road commission would have jurisdiction over the road and would work with the local government on projects. The classification system includes Interstates, Other Freeways, Arterials, collectors, and locals. In order to receive federal funding, a road must be classified higher than a "local" road.

Road Classifications:

Interstate Highways: These roads are always four-lane limited access highways, whose primary function is high speed travel. I-96 and most of US-31 serve under the Interstate Highway Network in our region.

Arterials (Principle and Minor): These roads serve major centers of activity within the metropolitan area. Principle and Minor Arterials should carry the majority of non-freeway traffic within the network.

Collectors (Major and minor): Collectors distribute trips from the arterial system to ultimate destinations. These roads usually provide traffic access and circulation to residential, commercial and industrial areas.

Local Roads: These roads offer the lowest level of mobility and provide access to both land and higher roadway systems within the network. There are approximately 7,800 miles of public roads in the WMSRDC region. Of this total, 2,183 miles are federal aid eligible roads, and the remaining 5,617 road miles are classified as local. This is important because the majority of funding that is received by the region is federal based and can only be spent on federal aid roads. This table shows the breakdown in the region between federal and non-federal roads.

Lake	Fed Aid	297.367
	Non Fed Aid	996.918
Mason	Fed Aid	323.897
	Non Fed Aid	880.488
Muskegon	Fed Aid	684.95
	Non Fed Aid	1303.434
Newaygo	Fed Aid	472.374
	Non Fed Aid	1449.419
Oceana	Fed Aid	404.672
	Non Fed Aid	988.612

Access Management

Access Management is an important planning tool that should be incorporated into land use decisions that could have impact on a transportation network. The concept of Access Management revolves around the idea of having a coordinated plan and review process requiring a cooperative effort between MDOT and local government agencies that provide or manage access to land development while simultaneously preserving the flow of traffic—mobility—on the surrounding road network. In many instances, capacity and safety concerns can be addressed through a local program of highway-land use access management. WMSRDC has encouraged the practice of access management throughout the years, and have addressed it in many of the transportation studies that have been completed throughout the region (M-37, M-120, Polk Road, Whitehall Road). WMSRDC and MDOT offer technical assistance to local governments through workshops and regional forums. Some of the tools that can be used include shared driveways, dedicated service drives, and improved turn lanes. There are workshops several times a year that are hosted by either MDOT or WMSRDC that deal with these concepts.

General Description by County

Oceana

There are approximately 1,393 miles of classified roads in Oceana County. About 70 miles are classified as State Trunkline. The trunkline routes are US-31, M-20, and M-120. According to Michigan Center for Geographical Information (MCGI) Framework data, the predominant land cover in Oceana County is "forested." The data shows that 29% of the current cover is agriculture based. Less than 1% of the current land cover is developed, and 57% of the land cover is forested. Much of the forested acreage is state and federal land. Based on these numbers, it is evident that Oceana is a relatively rural county. The population centers lie along trunkline routes or are adjacent to them, and much of the area along these routes are mixed with commercial, industrial and residential uses. Although the population in Ocean County is low relative to other areas in the region, the county still deals with similar issues that higher populations deal with such as urban sprawl patterns and congestion along transportation networks. It is important to look at these issues in a relative sense because opinions may differ when looking at rural versus urban. The county seat for Oceana County is the City of Hart. Other municipalities include the Village of Pentwater, Village of Walkerville, Village of Shelby, Village of New Era, Village of Rothbury, and the Village of Hesperia. There are also 16 townships in Oceana County.

US-31

US-31 is a limited access highway through Oceana County and is the main route through the county. US-31 directly serves the Villages of Rothbury, New Era, Shelby and Pentwater, as well as the City of Hart. US-31 runs approximately 34 miles from the southern county line near the City of Montague to the Mason County line near the Village of Pentwater. US-31 has 6 access points in Oceana County. For the most part, there has been limited development around these interchanges, aside from the Polk Road area, which has experienced significant growth in the last 10 years. An access management plan was completed for a portion of the Polk Road corridor, West of US-31, and has been incorporated into planning decisions for Golden Township and the Oceana County Road Commission. Based on recent trends and discussions with representatives from local and county agencies, it is not expected that development along the US-31 corridor will increase in the near future, but access management principals should be considered when planning and developing the areas around the interchanges to preserve the desired character of the area. There are also two segments of Business Routes for US-31 (BR-31) that are located in the City of Hart and the Village of Pentwater. BR-31 runs along two streets in Hart, Polk Rd. and State St. The western terminus of Business US-31 is at US-31 at the interchange with Polk Rd. The eastern terminus is at the corner of State St and Johnson St.

M-20

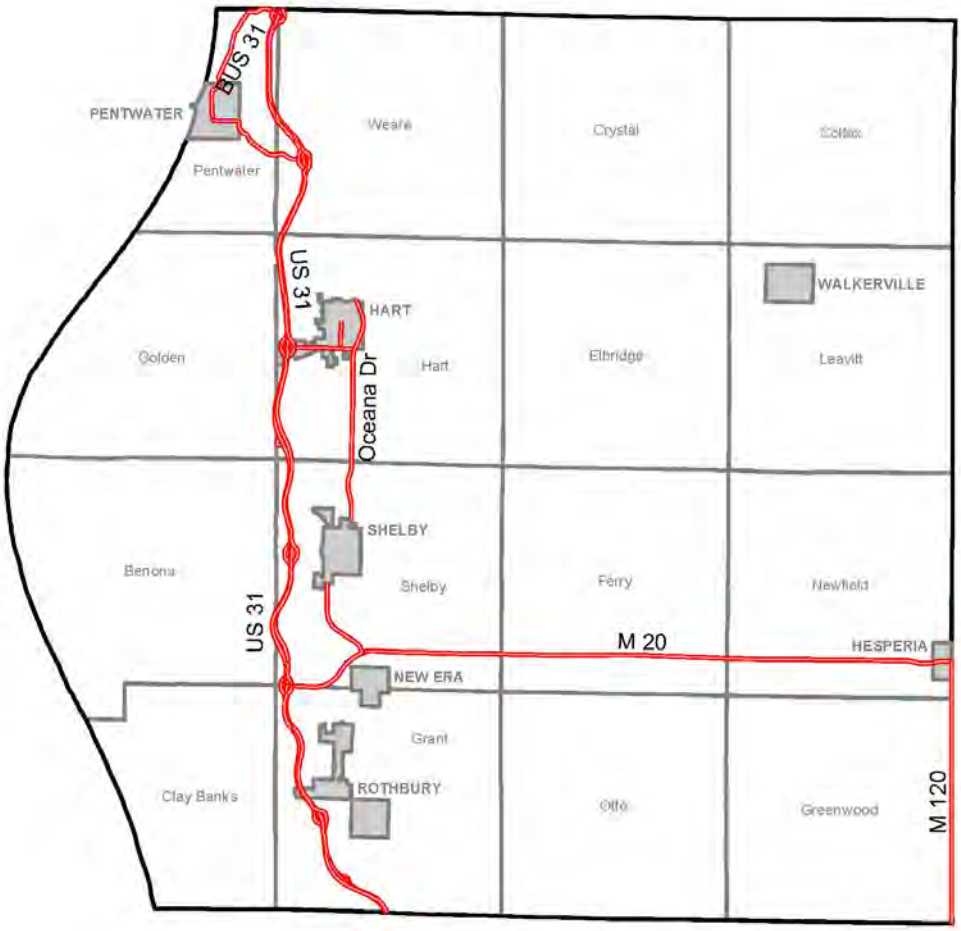
The M-20 Corridor is an east/west route that is approximately 24 miles in length, and in Ocean County runs from the Village of New Era to the Village of Hesperia. Most of this route is rural in character, with many larger parcel residential and agricultural areas, and a few commercial land uses scattered along the corridor. The area around the Village of Hesperia is the most heavily developed on that corridor. An area that may be looked at for potential growth would be where the intersection of US-31 and M-20 meet, just east of the Village of New Era. There is not much development in that area at this time but factors such as the Double JJ Ranch and its future could have some affect on this area.

There are also several local roads that are important within the county. Oceana Drive, or "Old 31" is a major route that runs parallel to US-31 and has a large amount of Commercial and some Industrial activities associated.

M-120

M-120 is a trunkline route that runs for a short distance (7.5 miles) on the county's eastern border with Newaygo County. M-120 is a major north-south route that connects the areas around the City of Fremont and other cities further south to the Village of Hesperia and the surrounding areas. M-120 connects with M-20 in the Village of Hesperia. There has been extensive work on this section of roadway in the past 5 years by the Michigan Department of Transportation. Most of this route is light commercial and agricultural in character, with some light industrial uses along the way.

Trunkline Roads in Oceana County



Muskegon County

There are approximately 1,988 miles of classified roads in Muskegon County. Of those, about 100 miles are classified as State Trunkline. The trunkline routes include US-31, I-96, M-20, M-37, and M-46. These routes serve as connectors to eleven cities and villages in the county that are the population centers, as well as sixteen townships. The City of Muskegon is the county seat. According to the Michigan Center for Geographical Information (MCGI) Framework data, the predominant land cover in Muskegon County is forested. Data shows that Muskegon County is 10% developed, 25% Agricultural, and 52% forested. There are several large pockets of state and federal land in Muskegon County, which account for much of the forested land. The population centers in the county are along the lakeshore, with a few smaller areas in the eastern part of the county. Muskegon County is the most urbanized county in the region and because of the population is served by a Metropolitan Planning Organization (MPO). The MPO produces detailed plans for short and long range transportation planning in the county.

The Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) outline future projects, as well as goals for the county. Any federally funded transportation project is listed in the TIP. These documents also provide tools for future planning and outline routes and corridors of concern in the county. One of the recent areas of development in the county is the Lakes Mall area. This developing or emerging area or corridor is not as much defined by the transportation network itself, but deeply embedded in the transportation and commercial development connections that have taken root, caused by certain transportation improvements in and around the City of Norton Shores and Fruitport Township. The Lakes Mall area and its associated developments have, in recent years, become the major destination for retail within the county. A great majority of the development that exists today can be accredited to the construction of the US-31/Sternberg Road interchange in the mid-1990s. Before the construction of the interchange, this area was used primarily for agriculture. After it was completed, besides improving the access to the area, it resulted in hundreds of millions of dollars in commercial, office, residential, and industrial development, including a new regional mall.

I-96

Interstate 96 (I-96) connects Muskegon County with Detroit, and several other large cities along the way. I-96 merges into BR-31 near the US-31 interchange in the City of Norton Shores. There are approximately five miles of I-96 that run through Muskegon County. The original connection between the existing I-96 near Coopersville and US-31 in Muskegon County was established in the early 1960's. This route replaced the previous route known as US-16 through Muskegon County. Like most state trunk lines, local road agencies provide maintenance services along this stretch of roadway. There are several access points along this five mile stretch. Exits 4 and 5 provide access on and off from I-96 to the Fruitport area, and there is an exit farther west at the Hile Road area.

There is a connection to US-31 that allows travelers to go north or south on US-31. This is a most important junction because of the new Lakes Mall and the Muskegon County Airport that is in the vicinity, as well as an industrial park and several other potential developments in the area. There is an ongoing effort to provide a more efficient transition from the I-96 corridor to the US-31 corridor by means of an additional access point along I-96. Formerly, US-16 also had a ferry connection between Muskegon, Michigan and Milwaukee, Wisconsin; ferry service on this route was restored and now runs as the Lake Express.

US-31

US-31, in its entirety, traverses from southern Alabama to Michigan. In Muskegon County, US-31 is a north/south limited access route that runs from the southern border near Norton Shores, to the northern border near Montague. Much of US-31 in Muskegon has existed as a trunk line since the 1930's & 1940's. There are eleven access points along the roughly 28 mile stretch inside Muskegon County. Most of the interchanges have development around them, but there are a few in the northern county that remain undeveloped. The most heavily developed areas are around the Sternberg Road area, the Laketon and Sherman areas, the M-46 area, and the M-120 area. There is also some development in the White Lake area around the Colby Road interchange. US-31 plays an important role for the county, serving Michigan's Adventure amusement park, as well as the Muskegon County Airport and several other commercial and industrial areas. There are two business route portions of US-31 in Muskegon County. Starting in the south, there is BR-31 that extends from the western termination of I-96 near the US-31/I-96 Interchange, north to M-120 near the B.C. Cobb power plant in The City of Muskegon. Most of this route is divided with access points scattered along the way, at just about every crossing. Recently, this portion of BR-31 was re-routed to provide more direct access to the downtown area of the City of Muskegon. There are several indirect turns along the way to help with access and congestion issues. There are also traffic signals along the entire route. The second BR-31 is in the White Lake area, near the Cities of Whitehall and Montague. This route begins at the Colby Road/US-31 interchange and travels through the City of Whitehall and into the City of Montague, terminating at the Fruitvale Road/US-31 interchange, north of Montague. This route ranges from 5 lanes to 3 lanes along the route, and has no limited access, meaning there are many drive ways and curb cuts along the route.

M-120

M-120 (Holton Road) begins in the City of Muskegon, near the border with the City of North Muskegon, and heads in a north-easterly direction into Oceana and Newaygo County near the Holton area. Most of this roadway is two lanes, other than a few areas where turn lanes have been added to accommodate turn movements. There are approximately 20 miles of road that are designated as M-120 in Muskegon County. The most heavily developed areas are in the southern portion of the road, in the Charter Township of Muskegon, and in Dalton

Township. In 2000, WMSRDC completed an access management study called the M-120 Corridor Study, which addressed issues along the route, within Muskegon County. Several communities along the way have adopted the recommendations from the study and are currently using it as a guide for future decision making. Sewer and water currently serve much of the southern portion of this road. It is anticipated that with zoning changes and development pressures, the northern portion will experience future growth. As a result, the amount of activity along the roadway will also increase. MDOT has recently (2005) completed extensive improvements along a majority of this corridor. It should also be noted that capacity was increased, as well as an additional ramp was added to the M-120/US-31 interchange in 2002.

M-37

M-37 is another north/south route that traverses a large area in the state, but in Muskegon County, only about five miles. The Muskegon portion begins near the Village of Casnovia and heads north through Bailey before entering Newaygo County. Most of the road in that area is two lanes, with a few added turn lanes or flares for accommodating turn movements. There are a few pockets of commercial activity along the route, but most of the land use is agriculture based.

M-46

M-46, or Apple Avenue, is a major trunk line route in Muskegon County, and provides east-west travel through the entire county. From the east, at the intersection of M-37, the road runs west to the City of Muskegon and terminates just west of US-31. M-46 has experienced considerable growth with Muskegon Community College and Baker College now located in the same vicinity, along with the Orchard View School District and the campus of Mercy Hospital. Transportation access issues have again surfaced in this growing area of East Muskegon. There is also a new High School and Higher Education Tech Center in the same area. M-46 is a continually growing commercial area, which has seen many recent MDOT funded projects which were aimed at dealing with the ever growing congestion issues, such as traffic signal work, turn lanes and re-designing the areas directly around the US-31/M-46 freeway interchange area. It is anticipated that this area will continue to develop, due to adequate utilities and infrastructure that is in place. Commercial and high densities residential appear to be the trends around this area. The road agencies responsible for this area include MDOT, the Muskegon County Road Commission, and the City of Muskegon. Opportunities to coordinate land use and transportation planning activities through access management techniques should be looked at for this route. In 2007, WMSRDC completed the Higher Education Area Access Management Study (HEAAS), which looked at access management solutions for congestion. There was allocated federal money available, and several projects resulted from this study including improvements that will reduce congestion on M-46 and direct the traffic to other key access points.

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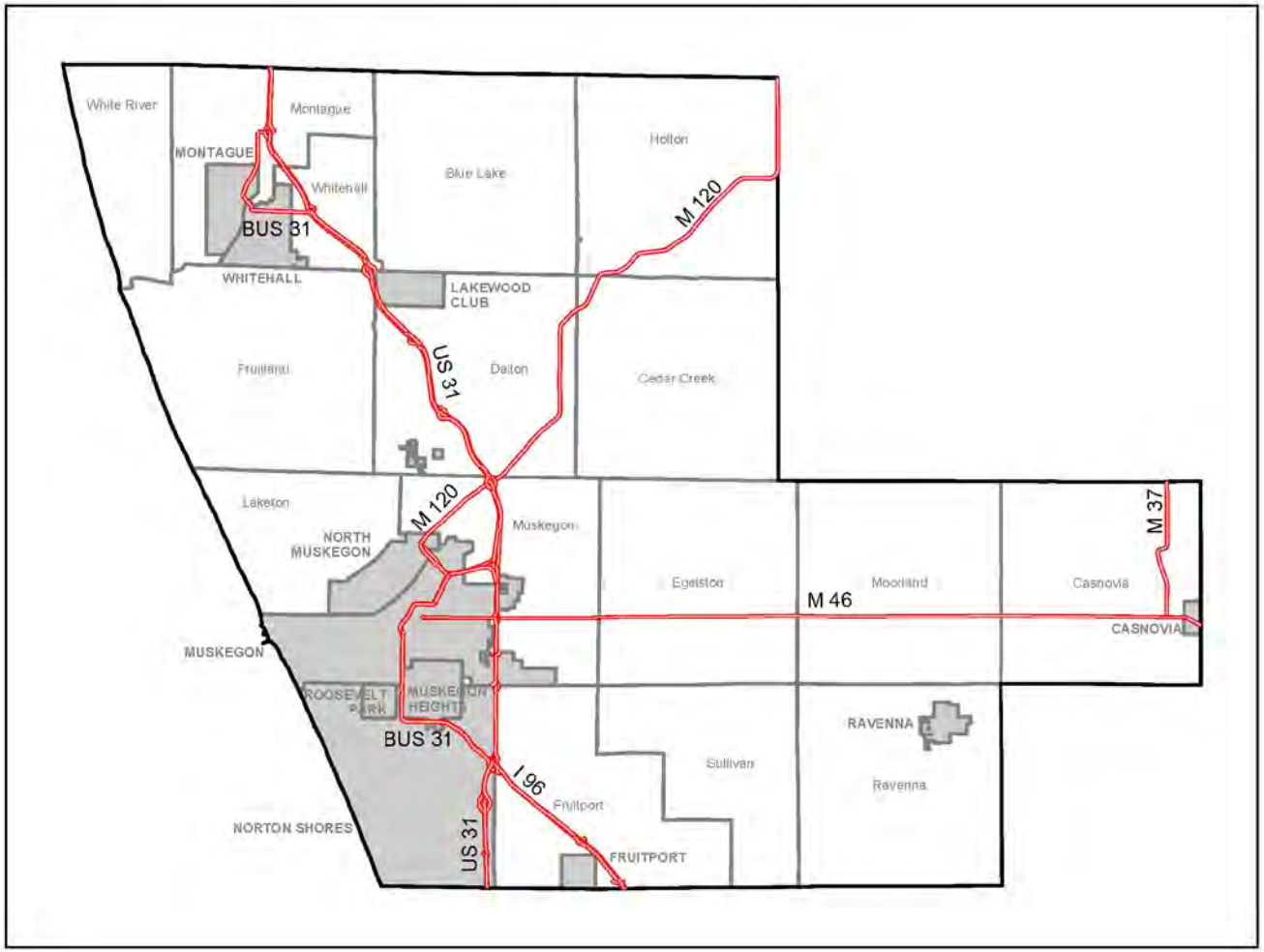
Trunkline Roads in Muskegon County



Newaygo County

There are approximately 1,922 miles of classified roads in Newaygo County. Of those, about 80 miles are classified as State Trunkline. The trunkline routes include M-37, M-20, and M-82. These routes serve as connectors to the county's four cities and one village that are the population centers, as well as 24 townships. According to Michigan Center for Geographical Information (MCGI) Framework data, the predominant land cover in Newaygo County is forested. Data shows that Newaygo County is less than 1% developed, 29% Agricultural, and 57% forested. There are several large pockets of state and federal land in Newaygo County. Much of Newaygo County is rural in character, with many recreational lakes and cottages throughout the county. There are several cities and villages throughout the county, most of them of along the M-37 route. The cities in Newaygo County include Fremont, Newaygo, White Cloud, and Grant. The Village of Hesperia also resides within the county.

M-20

This route travels east/west, and cuts through the center of the county from Hesperia to the east county line near Stanwood (Mecosta County). M-20 is a 2-lane road for the majority of its length (approximately 26 miles) within Newaygo County. M-20 passes through Hesperia and White Cloud, which are the most developed areas along that route, and the other segments are fairly rural in nature.

M-37

This is a north/south route that also cuts through the center of the county. The southern entry point into the county is just south of Grant and to the north just south of Baldwin (Lake County). M-37 travels through Grant, Newaygo, White Cloud, and several other small developed areas. The length of this route in the county is about 41 miles. M-37 is still a heavily used route for travelers heading north and serves as an alternate route to US-31 and US-131.

M-82

Approximately 27 miles in length, this route winds across the county in an east/west fashion, with connections in the Cities of Fremont and Newaygo. M-82 traverses completely through the county and provides another east-west route. Many improvements have been completed in recent years along this route.

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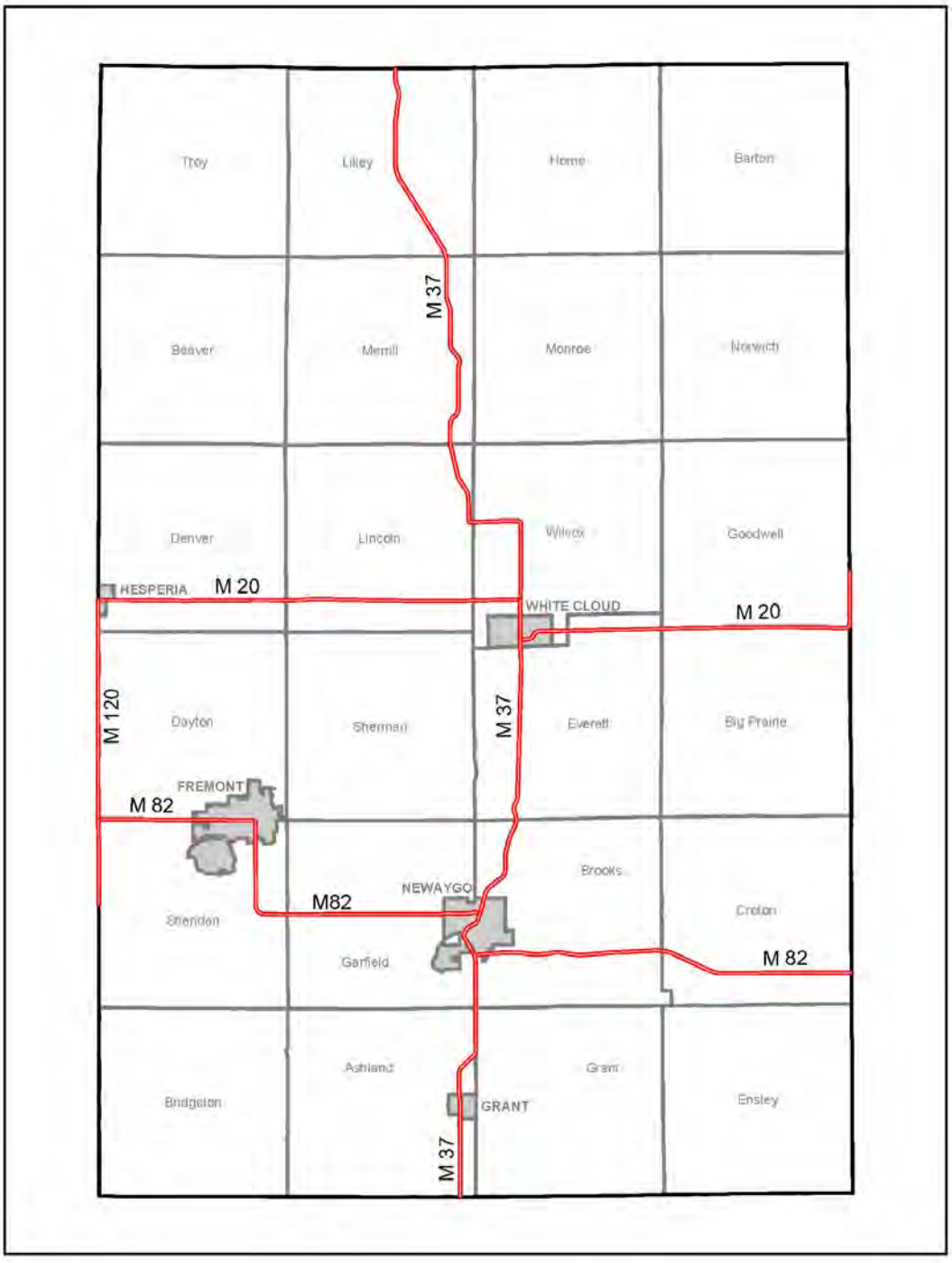
Trunkline Roads in Newaygo County



Mason County

There are approximately 1,204 miles of classified roads in the county. There are three major trunk-line roads that serve Mason County; US-31, US-10, and M-116. US-31 travels north from the Oceana County line, near Pentwater, and runs to the intersection with US-10 in Ludington. From there, US-31 follows US-10 to the east into the City of Scottville, where it turns back north and runs into Manistee County, and eventually to Traverse City. US-31 is a limited access highway from the Oceana County line to the intersection of US-10 in Ludington. From there, US-31 becomes a two lane road with access points at all cross roads. Local roads can be accessed along the limited access portion at Washington Road (Pentwater), Pere Marquette Highway, and US-10. US-10 is an east/west trunk-line route that begins in Ludington, and runs to the east county line near Branch. This highway eventually connects with I-75 and is considered a major route for commercial traffic. US-10 is mostly 4-5 lanes through the county and is not limited access in any part of Mason County. There is also another trunk-line route, M-116, which extends from the endpoint of US-10 and terminates at the Ludington State Park to the north. Mason County is less than 1% developed, 23% agricultural, and 52% forested.

US-31

US-31 stretches for approximately 30 miles through the county. About half of the route is limited access, and the other half is two lanes. Access points along the limited access stretch include Washington Road, and US-10. There is a small section of BR-31, which is a 3.1 mile business spur running into the Ludington downtown area along a former routing of US-31. BR-31 runs along Pere Marquette Highway.

M-116 is a state trunkline that is 6.85 miles in length. The route begins in Ludington at an intersection with US-10 at James Street and Ludington Avenue near the Ludington-Manitowoc ferry docks. The road travels northward, much of it along the shore of Lake Michigan before reaching its terminus at the entrance to Ludington State Park. M-116 provides the only road access to the park from the south.

US-10 is an east-west United States highway. US-10 was once one of the original long-haul highways, from Detroit, Michigan, to Seattle, Washington. The route crosses Lake Michigan by ferry (the SS Badger) between Ludington, Michigan and Manitowoc, Wisconsin. US-10 is one of only two US Highways that include a ferry ride in the route. US-10 fluctuates between 2 lanes and up to 5 lanes at some points. Most of the land use along this route is commercial and light industrial.

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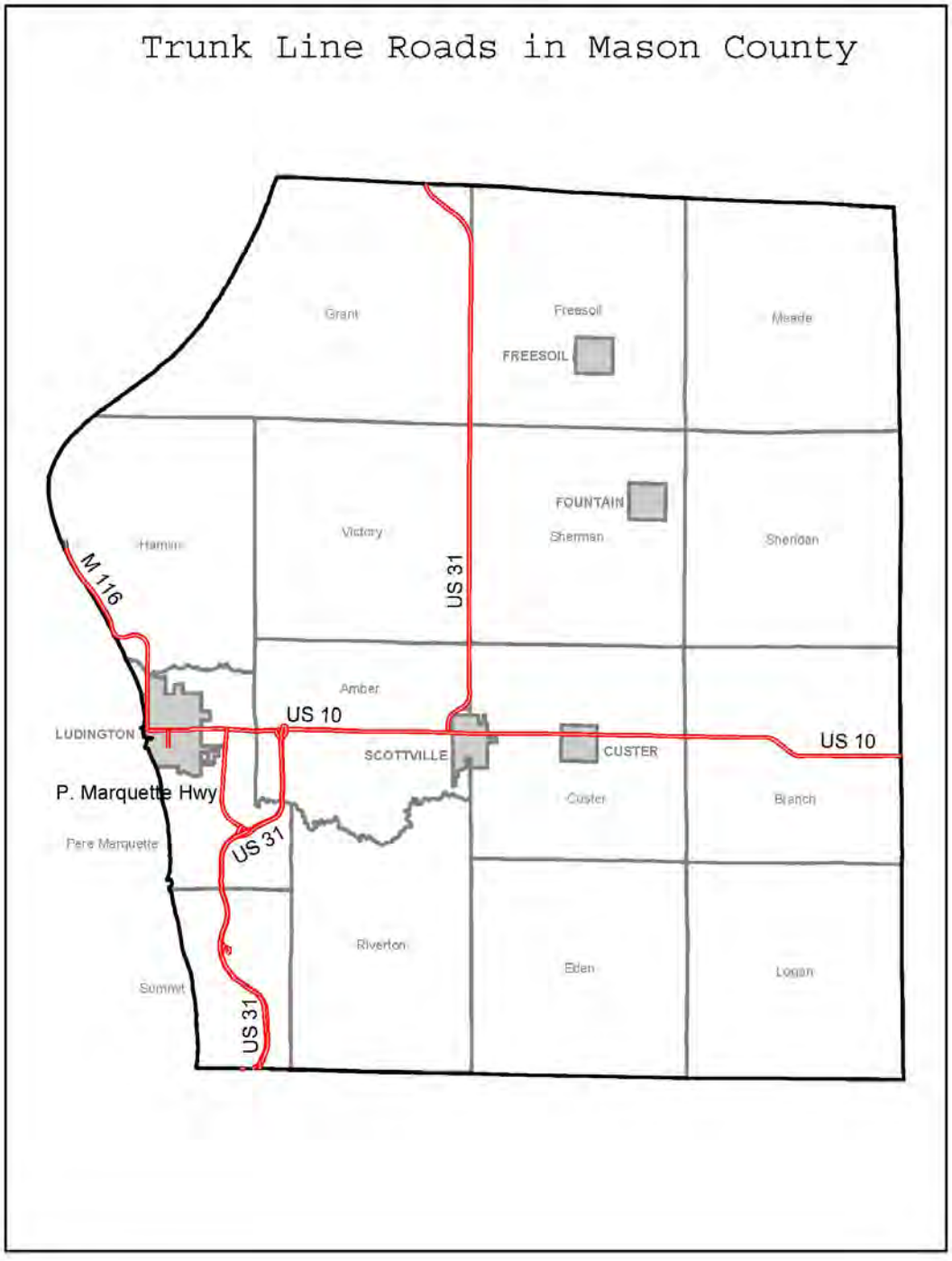
Trunk Line Roads in Mason County
Grant
Freesoil
FREESOIL
Meade
FOUNTAIN
Victory
Sherman
Sheridan
Hamlin
M 116
US 31
Amber
US 10
LUDINGTON
SCOTTVILLE
CUSTER
US 10
P. Marquette Hwy
Custer
Branch
Pere Marquette
US 31
Riverton
Eden
Logan
US 31

Lake County

Lake County is less than 1% developed, 11% agriculture, and 83% forested. Lake County is served by two major trunk lines, US-10 and M-37. In the late 1800's much of the area's forests were cut down by the logging industry, However, today much of the County is still forested, with the Manistee National Forest being an important part of the County. The Pere Marquette River has been designated a national scenic waterway and is enjoyed by fisherman and canoeists alike.

The resort community of Idlewild catered to African/Americans during the depression and World War II. It declined during the 1960's as the civil rights movement gained momentum. Idlewild is now on the National Register of Historic Places.

M-37

This is a north/south route that also cuts through the center of the county. The southern entry point into the county is just south of Grant and to the north just south of Baldwin (Lake County). M-37 travels through Grant, Newaygo, White Cloud, and several other small developed areas.

US-10

As previously stated, US-10 was once one of the original long-haul highways, from Detroit, Michigan to Seattle, Washington, before losing much of its length to the Interstate highways. As of 2006, it is 565 miles (909 km) long. The route crosses Lake Michigan by ferry (the SS Badger) between Ludington, Michigan, and Manitowoc, Wisconsin.

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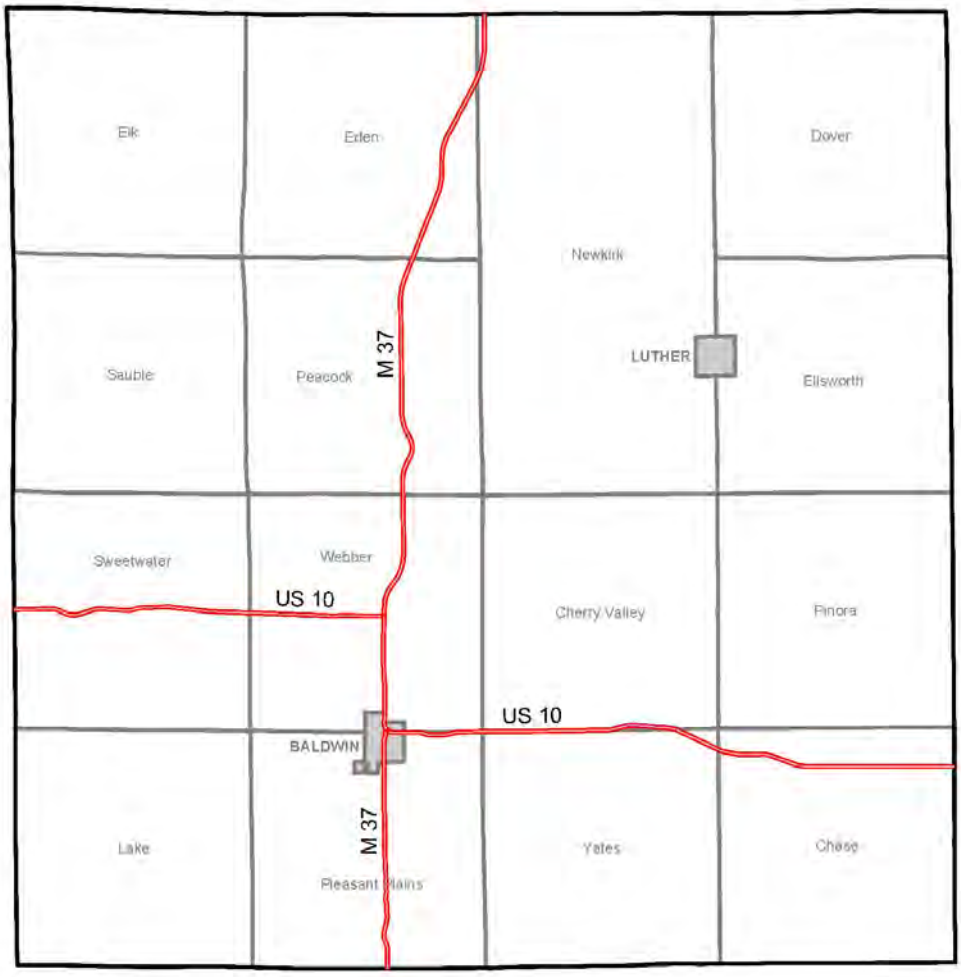
Trunkline Roads in Lake County



Environmental Factors

As part of the regional transportation inventory, WMSRDC staff has conducted a preliminary environmental review of the five-county region. The purpose of this inventory is to have a starting point to correlate with future transportation projects; identifying any projects which may have negative environmental impacts. An assessment should be performed well in advance of construction so any potential impacts on the environment can be identified. The goal being to balance transportation needs with environmental protection.

The West Michigan Shoreline Regional Development Commission is a region that includes 2,954.56 acres of the Lake Michigan watershed. Virtually all of the lakes and streams within the WMSRDC region are under the stewardship of a volunteer watershed group or lake association. These groups partner with conservation districts, universities, and state and federal agencies to carry out their missions. WMSRDC is compiling a Watershed Partners Inventory to summarize the watershed-based activity occurring within the region. The inventory lists water quality plans, regulatory programs and contacts for each watershed. It provides information for local governments and watershed partners to draw upon in their efforts to improve and protect West Michigan's sensitive, water based ecosystems, communities and economies.

Air quality is another important resource that the Regional Commission actively works to protect. Muskegon County has recently been classified as an Ozone Attainment/Maintenance Area by the U.S. Environmental Protection Agency. However, the primary reason for higher levels is that the region receives transported ozone pollution from cities such as Chicago, Illinois; Milwaukee, Wisconsin; and Gary, Indiana. Industries in the aforementioned cities expel polluted air, which is frequently caught by air currents and subsequently carried to West Michigan. The Regional Commission works to protect air quality through the Clean Air Action Program and other efforts.

Factors Used in Environmental Assessment

WMSRDC staff identified the following list of environmental factors.

- Floodplains - Use of the land adjacent to a stream has a major impact on protecting water quality, avoiding flood damage, and maintaining wildlife habitat. This area adjacent to the stream channel serves as a natural reservoir for storing excess water during a flood.

- Wetlands - Wetlands play a vital role in water resource protection, recreation, tourism, and the economy in West Michigan. Specifically, wetlands provide:

• Flood and storm control via hydrologic absorption and storage capacity;
• Wildlife habitat for breeding, nesting, feeding grounds, and cover for many forms of wildlife.
• Protection of subsurface water resources, valuable watersheds, and recharge for groundwater supplies
• Erosion control by serving as a sedimentation area and filtering basin, absorbing silt and organic matter.

Factors Not Evaluated

There are a number of other potential environmental factors which were considered, however, complete and accurate data is not available for many of these factors. Listed below are a number of other potential factors which could be evaluated, should more complete information become available in the future.

- Threatened and Endangered Species – The data available is insufficient to accurately map. As part of the consultation phase the Fish and Wildlife Service was contacted. In response, they noted that the following threatened and/or endangered species may be present in the region: The Indiana bat, the Karner Blue Butterfly, Bald Eagles, the Pitcher's Thistle, the Piping Plover, and the Eastern Massassauga Rattlesnake.

- Historic Sites – Preservation of historic resources can contribute to economic development and tourism, and an overall higher quality of life for citizens. The goal is to create a balance by integrating historic preservation into community and transportation planning. Although the State of Michigan Historic Preservation office has a website with historic sites listed, many of them are not mapped.

- Cemeteries - Preservation of cemeteries and burial grounds, demonstrates societal respect for their sacred, artistic, historical, and genealogical significance. Cemeteries face pressures from many fronts, including development (residential, commercial, and transportation related), abandonment, and neglect.

- Parks and Recreation - Preservation of parks and recreation areas is important to meeting the recreational needs of citizens. Many communities have recreation plans for acquiring, maintaining, and improving parks and recreation areas consistent with identified community recreation goals.

- Archeological sites – There is no complete data that is available to the public.

- Unique habitat - The data available is incomplete and insufficient to accurately map.

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CHAPTER 6: TRANSIT AND MULTI-MODAL

While previous transportation plans were mainly concerned with just the road system, WMSRDC is committed to taking a comprehensive multimodal look at transportation including pedestrian and bicycle paths, ports, railways, and airports.

The region currently has numerous pedestrian and bicycle transportation facilities. These existing and proposed networks should be linked, if possible, to encourage their use by casual travelers, commuters, and for recreational purposes. An extensive bicycle and pedestrian network not only stimulates single-mode trips (walking or biking alone), but also encourages the use of public transit when linked to existing transit routes.

Likewise, although only Muskegon, Oceana and Mason Counties are situated on Lake Michigan, the other two counties in the region, Newaygo and Lake, are linked to the ports in Muskegon and/or Ludington. Although these linkages are not extensively used at this time, the existence of these connections allows for the possibility for increased economic activity along these routes.

The following section details existing multimodal facilities in the five-county region. A map from the Michigan Department of Transportation showing multimodal facilities in three of the counties in the region is included as Figure 22.

Transit Providers

The Muskegon metropolitan area is provided with public transit opportunities through the Muskegon Area Transit System (MATS). Lake County's only local transit service is the Yates Dial-A-Ride, which provides public transportation to the county through a demand-response system, and also has a partnership with Baldwin Community Schools to provide school transportation.

The cities of Ludington and Scottville also provide public transportation through the Ludington Mass Transportation Authority (LMTA) call response service provided by the Area Agency on Aging provides limited transit service within Oceana County. Newaygo County has conducted studies in the past which have shown that transit was not feasible. There is some transit provided to seniors and handicapped through the Commission on Aging.

The Muskegon metropolitan area is provided with public transit opportunities through the Muskegon Area Transit System (MATS). The Muskegon Area Transit System (MATS) was originally formed in 1969 as the Muskegon County Metropolitan Transportation System (MCMTS). In 1972, MCMTS absorbed the operation of another public transit organization, the Muskegon Area Transit Authority (MTA), and became the Muskegon Area Transit System. MATS is a

Department within Muskegon County Government and is authorized to provide public mass transportation services within the County. MATS currently operates service on nine fixed-routes with a 100 percent handicap accessible fleet utilizing 10 buses during maximum peak service and serving the urbanized areas of Muskegon, Muskegon Heights, Roosevelt Park, Norton Shores and Muskegon Township. Muskegon Trolley is operational from Memorial Day to Labor Day, 11 a.m. - 6 p.m. Monday to Saturday. MATS also provides paratransit services to meet the public demand. MATS has a total of 26 vehicles and employs 44 people. According to the Michigan Department of Transportation, for the fiscal year of 2002, MATS traveled approximately 622,000 miles, served approximately 402,400 passengers and had over 41,000 vehicle hours. The hours of operation are Monday through Friday, 7:00 am to 6:00 pm and Saturdays 10:00 am to 6:00 pm.

In addition to MATS there are a number of other non-profits within the region which provide specialized transit services. Many of these non-profits access funding through the 5310 program.

Intercity Bus Service

Intercity Bus Service in the Region is limited to Muskegon County. Greyhound services the City of Muskegon. The Greyhound bus station is also the MATS transfer station located in downtown Muskegon. A map of the State of Michigan's intercity bus routes is included as Figure 23.

Rail

At this time there is no rail passenger service within the five-county region. The closest cities with Amtrak service are Grand Rapids and Holland. Amtrak's Pere Marquette route connects these two cities with Chicago.

Rail service within the region is limited to freight transit. From talks with local economic development professionals it appears that this freight mostly consists of bulk raw materials such as chemicals, aggregate, coal, etc. While it seems that freight transit may be underutilized within the region, it appears that this capacity could be used to enhance economic development, especially if used in conjunction with intermodal links to the ports in Ludington and Muskegon. A map of the State of Michigan's rail network is included as Figure 24.

Air Service

Commercial air service is available at the Muskegon County Airport with daily service to Detroit. The Major airline that operates out of Muskegon is Northwest Airlines.

Other small municipal airports are important transportation links in the Region. Many of these small airports are used extensively by private businesses. Some of these other airports are located in Ludington, Fremont, White Cloud, the Hart/Shelby airport in Oceana County, and the municipal airport in Baldwin.

Ports

Muskegon Lake presently serves as the major deep water port in the region. Ludington also has a deep water port; however it receives little commercial shipping activity. Ludington is the home port of the U.S.S. Badger, the only steam ferry on the Great Lakes, which provides lake crossing service to Manitowoc, Wisconsin from early May to mid-October. In June 2004, Muskegon began receiving car ferry service to Milwaukee, Wisconsin by way of the Lake Express. This diesel-powered catamaran-style ferry travels at speeds of up to 40 miles per hour. Service is provided numerous times a day from late April through October.

Traffic in other ports in the Region, such as Pentwater and the White Lake area, are important for the tourism industry in West Michigan, but do not play much of a role in shipping. Newaygo and Lake Counties are linked to the port in Ludington. Although there is not much commercial use in these counties currently, there is the possibility for future economic impacts because of these linkages.

Existing Bikeways and Pedestrian Facilities

Regional efforts are focused on a strategic approach to creating safe and easily identified routes throughout the area, as well as connecting to other regional facilities. The Region currently has numerous pedestrian and bicycle transportation facilities. These existing and proposed networks should be linked, if possible, to encourage their use by casual travelers, commuters, and for recreational purposes. An extensive bicycle and pedestrian network not only stimulates single-mode trips (walking or biking alone), but also encourages the use of public transit. Transit agencies have provided crucial links to the non-motorized system in the area by adding bicycle racks to the busses that service the Muskegon urbanized area.

Pedestrian facilities include sidewalks, bike lanes, greenways, and trails. Sidewalks are common in a majority of the cities and villages within the Region, but are less common in the rural areas. Many of the communities in the Region also utilize expanded lanes on the roadway for bikers and walkers.

The primary inter-city bicycle route in the region is the Hart-Montague Trail State Park. The trail spans 22.5 miles from Hart in Oceana County to Whitehall in Muskegon County. Efforts are being made to construct the Fred Meijer Berry

Junction Trail, which is a 10-mile stretch of trail between Whitehall and North Muskegon. This will connect the Hart-Montague Trail to the City of Muskegon's Lakeshore Trail. This trail covers about 12 miles throughout Muskegon. Another path, the Musketawa Trail, extends 26 miles eastward from Muskegon to Marne in Ottawa County. Future trail projects will include connection of the Musketawa and the Lakeshore trails, and the eastward extension of the Musketawa into Kent County.

Lakeshore Trail System (Muskegon County)

This system of trails in the City of Muskegon was started in 1998. The trail system is approximately 13 miles in length, and offers a variety of routes throughout the city. Future plans include linking the Laketon Avenue section with the Musketawa Trail to the east. There are also plans on connecting the Shoreline Route with another connector in North Muskegon, which will link this system up with the Muskegon State Park and the Hart-Montague Trail.

Musketawa Trail (Muskegon County)

This trail system contains approximately 26 miles of paved recreational trail, which extends from the City of Marne in Ottawa County, west to the City of Muskegon, in Muskegon County. This trail is used by bikers, horseback riders, inline skaters, cross country skiers, wheelchair travelers, and nature lovers. Future plans include linking up with other trail systems in Muskegon County.
Future trail projects will include connection of the Musketawa and the Lakeshore trails, and the eastward extension of the Musketawa into Kent County.

Hart-Montague Trail (including the Whitehall portion)

This trail system runs from Hart, Michigan, south to Whitehall. It is approximately 24 miles in length currently, and future plans are to extend it as far as Muskegon, where it would link up with other existing trails listed previously. The townships of Fruitland, Laketon, and Dalton have a committee formed to explore the possibility of extending segments of this trail system into those communities. Potential future links include the Muskegon State Park, the Duck Lake State Park, areas around the Michigan's Adventure Park, and links with Whitehall Township and The City of North Muskegon.

Meijer Berry Junction Trail

Efforts are being made to construct the Fred Meijer Berry Junction Trail, which is a 10-mile stretch of trail between Whitehall and North Muskegon. This will connect the Hart-Montague Trail to the City of Muskegon's Lakeshore Trail.

North Country Trail

The North Country National Scenic Trail is a footpath that stretches for about 4,600 miles linking communities, forests, and prairies across seven northern

states. The North Country Trail winds its way through much of the Region, running from the south border of Newaygo County, continuing north through Lake County, and continuing through Mason County.

Other Trails

In addition to these major trails there are a number of other local trails within the Region. Mason County officials were not aware of any multi-modal paths in Mason County. However, many of the County roads do have paved shoulders which allow for bicycling. Lake County has a number of trails including over 300 miles of ORV trails. Other Lake County trails include those at Bouman Bridge, Horseshoe Lake, and Ruby Creek. In Newaygo County there are a number of trails in the City of Newaygo, as well as the City of Fremont.

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Figure 22

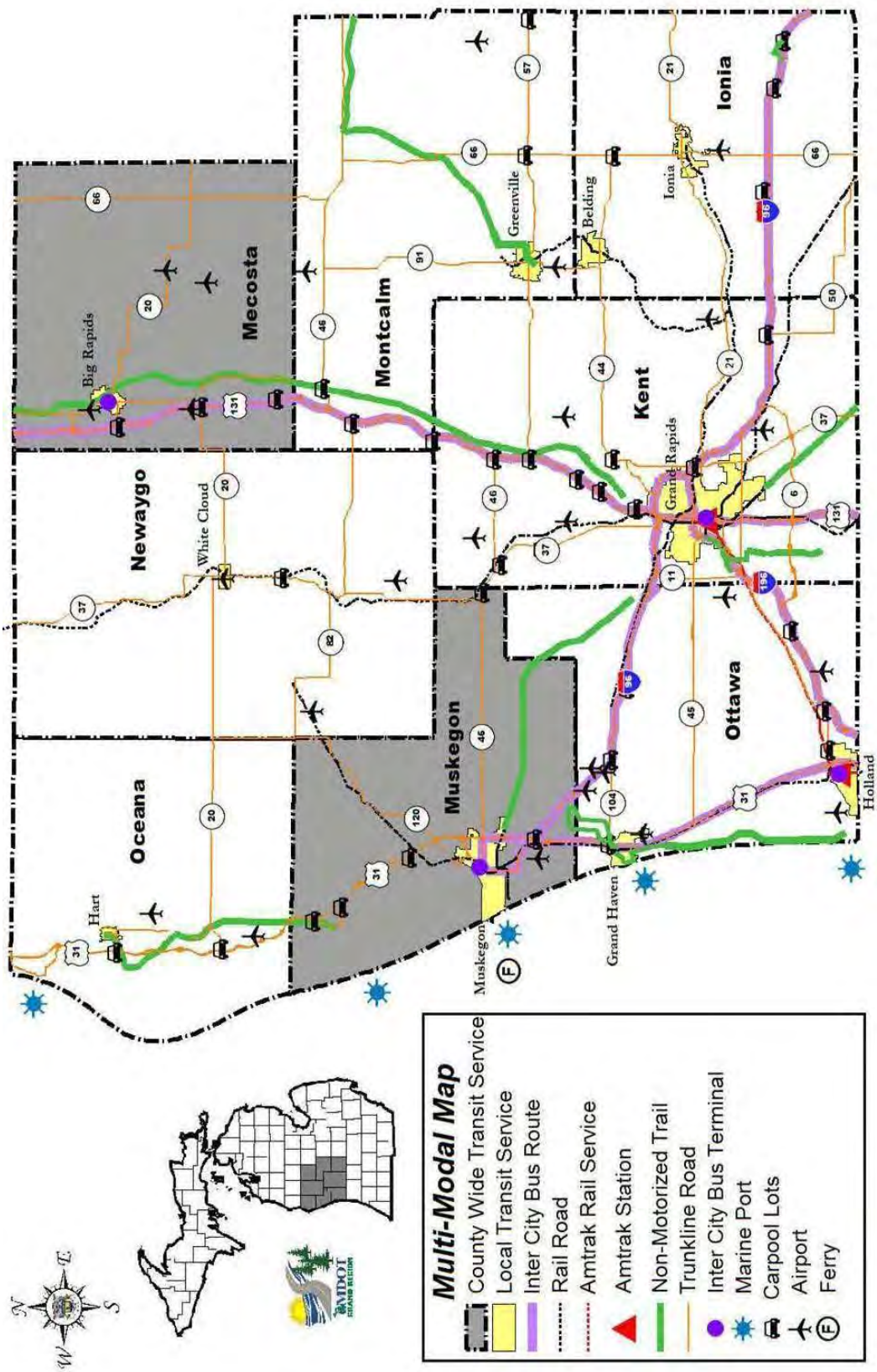
Multi-Modal Map
County Wide Transit Service
Local Transit Service
Inter City Bus Route
Rail Road
Amtrak Rail Service
Amtrak Station
Non-Motorized Trail
Trunkline Road
Inter City Bus Terminal
Marine Port
Carpool Lots
Airport
Ferry
Mecosta
Big Rapids
Newaygo
White Cloud
Oceana
Hart
Montcalm
Greenville
Muskegon
Muskegon
Kent
Belding
Grand Rapids
Ionia
Ionia
Ottawa
Grand Haven
Holland
MDOT

Figure 23


MICHIGAN'S RAILROAD SYSTEM
LAKE SUPERIOR
LAKE MICHIGAN
LAKE HURON
LAKE ERIE
RAILROADS OPERATING IN MICHIGAN
CLASS I RAILROADS
CN Canadian National Railway
CSX CSX Transportation
NS Norfolk Southern Railway
CR Consolidated Rail Corporation (Owned by CSX and NS)
Note: A Class I railroad is one with annual operating revenue greater than $256 million
OTHER RAILROADS
ADBF Adrian & Blissfield Railroad
AMTK Amtrak (National Railroad Passenger Corporation)
AA Ann Arbor Railroad
CP Canadian Pacific Railway*
CHS Charlotte Southern Railroad
DC Delray Connecting Railroad
DCON Detroit Connecting Railroad
ELS Escanaba & Lake Superior Railroad
GRE Grand Rapids Eastern Railroad
GLC Great Lakes Central Railroad
HE Huron & Eastern Railway
IN Indiana Northeastern Railroad
IO Indiana & Ohio Railroad
LS Lake State Railway
LSI Lake Superior & Ishpeming Railroad
LIRR Lapeer Industrial Railroad
MQT Marquette Rail
MAL Michigan Air-Line Railway
MS Michigan Shore Railroad
MSO Michigan Southern Railroad
MM Mid-Michigan Railroad
SBS Saginaw Bay Southern
WMI West Michigan Railroad
Intercity Passenger Rail Service (Amtrak)
* Canadian Pacific is a Class I railroad but owns limited track in Michigan
DETROIT AREA INSET
CP Rail Tunnel
ONTARIO
WAYNE COUNTY
MONROE COUNTY
Miles
MARQUETTE
MUNISING
SAULT STE MARIE
ESCANABA
MENOMINEE
PETOSKEY
GAYLORD
ALPENA
TRAVERSE CITY
CADILLAC
MANISTEE
LUDINGTON
MIDLAND
BAY CITY
SAGINAW
MT. PLEASANT
MUSKEGON
GRAND RAPIDS
FLINT
PORT HURON
LANSING
BATTLE CREEK
KALAMAZOO
JACKSON
ANN ARBOR
SEE INSET
MRA
MICHIGAN RAILROADS ASSOCIATION
MDOT
MCGI
Produced by
Michigan Center for Shared Solutions
Department of Information Technology
November 2008
www.michigan.gov/cgi
TEL (517) 373-7910
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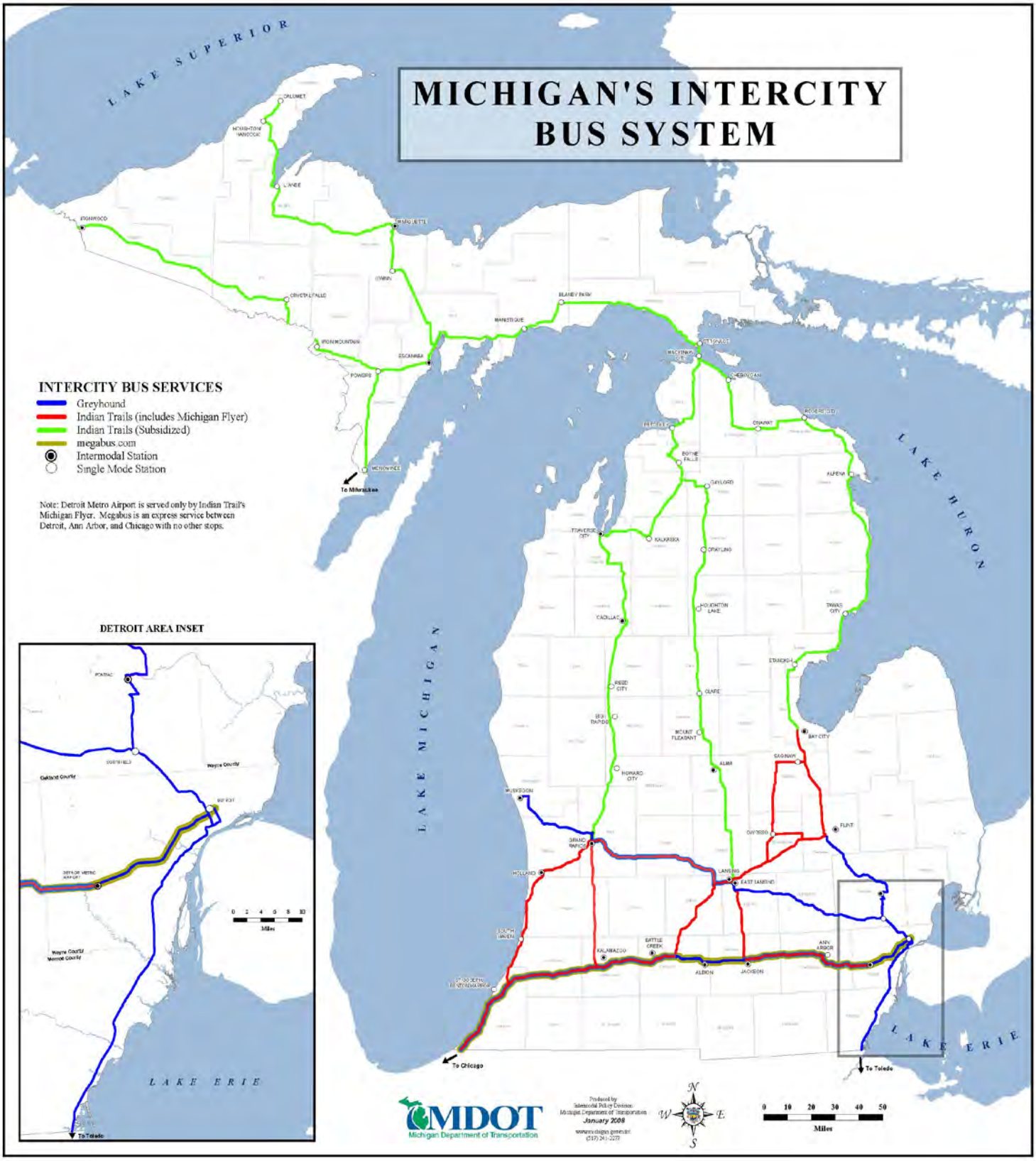
Miles

Figure 24


MICHIGAN'S INTERCITY BUS SYSTEM
LAKE SUPERIOR
LAKE MICHIGAN
LAKE HURON
LAKE ERIE
INTERCITY BUS SERVICES
Greyhound
Indian Trails (includes Michigan Flyer)
Indian Trails (Subsidized)
megabus.com
Intermodal Station
Single Mode Station
Note: Detroit Metro Airport is served only by Indian Trail's Michigan Flyer. Megabus is an express service between Detroit, Ann Arbor, and Chicago with no other stops.
To Milwaukee
To Chicago
To Toledo
DETROIT AREA INSET
Wayne County
Oakland County
Monroe County
Miles
MDOT
Michigan Department of Transportation
January 2008
0 10 20 30 40 50
Miles

CHAPTER 7: TRANSPORTATION FUNDING

The most consistent concern, which was voiced by participants in the individual county meetings held during the preparation of this inventory was that of funding. In order to improve the conditions of the Region's roads a variety of funding sources should be considered. Funds through the federal gas and diesel tax are deposited in the Federal Highway Trust Fund. Michigan receives most of its federal highway funding from the following programs: The Interstate Maintenance Program, the National Highway System Program, the Surface Transportation Program, the Highway Bridge Replacement & Rehabilitation Program, and the Congestion Mitigation & Air Quality Program. High Priority Project funding was allocated by earmarks in SAFETEA-LU for individual local and state projects. State and local governments have substantial flexibility in the use of some of their federal transportation funds, to choose the best mode or combination of modes where their dollars will be invested.

In addition, local units of government should consider other funding sources. Some options may be funding from other entities such as the DDA, the use of special assessments, bonding, grant funding, or some combination of these items. Because of limited road budgets, but a large number of roads in need of maintenance and repair, additional funding sources should be sought to maximize the existing funding. Examples may include using Federal funds, such as Enhancement, CMAQ, and/or Safety funds in conjunction with local funds.

The most commonly used federal-aid programs are described below.
Various federal funds include:

- Surface Transportation Program – Urban (STUL)
- Surface Transportation Program – Rural (ST)
- Small Urban (ST)
- Federal Transit Administration (FTA) Section 5307, 5309, or 5310
- Highway Safety Improvement Program (HSIP)
- Enhancement (STE)
- Congestion Mitigation Air Quality (CM)
- Transportation Economic Development Fund Category A (EDA)
- Transportation Economic Development Fund Category D (EDD)
- Transportation Economic Development Fund Category F (EDF)
- Critical Bridge Program (BRT)
- High Priority Projects (HPP)

State Funding

Collection and distribution of gasoline and diesel fuel taxes in Michigan is regulated under State Act 51 of 1951. Michigan's fuel tax of $0.19 per gallon is collected and deposited into the Michigan Transportation Fund (MTF). Most

states, as well as the federal government, distribute all or some portion of the tax for support of highways and mass transit improvements. MTF dollars are distributed to MDOT, county road commissions, cities and villages, and the Comprehensive Transportation Fund (CTF). The CTF was established to fund public transportation systems. In Michigan, a portion of the registration fees for automobiles and trucks are also deposited in the MTF.

Local Funding

Cities and villages may provide additional local funding for transportation improvements. Typical funding sources at this level include a community's general fund, mileages, general obligation bonds, contributions from county governments and other communities, tax increment financing, and special assessment districts. Local governments at this time are not permitted by the State of Michigan to assess or impose a gasoline tax or a vehicle registration fee. Some communities also accumulate interest on MTF revenue after it has been distributed to them. County road commissions supplement their budgets through contributions from townships. Some enter into maintenance agreements with MDOT for work on state trunk lines within the county.

Several local communities allocate general fund money to assist in transportation projects. These funds are used in a variety of ways, including local road repairs, matching grants, transit assistance, non-motorized projects, and other transportation-related improvements, including general maintenance. The amount of funds provided by the local units of government can vary widely based on needs.

Other Sources

Several non-traditional sources of transportation funding may exist for use in appropriate occasions. There are sources related to historical or recreational uses that may pay for transportation improvements to a significant location or facility. There are also numerous community or civic foundations that may be willing to contribute to unique transportation endeavors, particularly of a transit or public service nature.

The private sector has also become a substantial source of funds in some areas, primarily when a developer pays for the construction of drives or access roads leading to a development. Improvements of this type are often included in the overall plans and cost of development. However, it is difficult to identify and project in advance the precise location and value of such private improvements to the system, which will be actuated by various market forces.

Federal Highway Funding

Local Jurisdiction Programs

STP-Urban (STUL)

The Surface Transportation Program will continue to provide funds for urban projects through this category. The small MPO program is funded for areas of population between 50,000 and 200,000.

STP-Small Urban (ST)

The Surface Transportation Program will continue to provide funds for projects through this category through the Small Urban Committee. This funding category is available for communities that have a population between 5,000 and 50,000.

STP-Rural, TEDF-D, TEDF-F (ST, EDD, EDF)

The Surface Transportation Program will continue to work through the Rural Task Forces to provide funds for rural projects through this category. Transportation Economic Development Funds are provided through five different categories. Category D includes both federal and state funds and is designed for the construction/maintenance of an all-season road system in areas with less than 5,000 in population. The Transportation Economic Development Fund Category F is intended for the continuation of all-season routes through urban areas. Rural Task Force 14, which covers Muskegon, Ottawa, and Oceana Counties and is administered by MDOT, has significant responsibilities for transportation programming in non-metropolitan areas, also oversees project submittals for this category.

High Priority Projects (HPP)

Federal HPP funds were earmarked by Congress through the creation of the current highway bill, SAFETEA-LU. They are assigned to individual projects with random locations and amounts awarded nationwide. The funds are eligible to be spent on specified projects only, with the total federal amounts not to exceed 20% per year over the life of the current transportation bill (FY05-FY09 time period for SAFETEA-LU).

Highway Safety Improvement Program (HSIP)

The Safety category of funds is a statewide competitive category. The anticipated size of these safety projects range from approximately $100,000 to $200,000 each.

STP-Enhancement (STE)

Enhancement funds are distributed on a competitive basis among states and local agencies. The Surface Transportation Program Enhancement category has provided funding for a number of transportation enhancement activities in recent years, including bike and pedestrian facilities, landscaping and streetscaping, historic preservation projects, and highway run-off prevention. As this is a statewide competitive category of funds, a funding target is not guaranteed.

Local/Critical Bridge (BRT)

The local bridge program is a statewide highly-competitive program where funds are available to replace bridges within the state.

Congestion Mitigation Air Quality (*CM)*

As an attainment/maintenance area for ozone, the MPO is eligible for a portion of the Congestion Mitigation Air Quality funds which the State of Michigan receives. These funds are intended for transportation projects, which reduce traffic congestion or in other ways improve air quality in an area. The MPO expects to continue to receive a portion of the CMAQ funds allocated to the state.

MDOT Programs

Trunkline (STUL)

Funds that the Michigan Department of Transportation (MDOT) spends on highway repairs are not allocated at a specific level of funding every year to each geographic area. Priorities are set on a statewide basis depending on the condition of the state trunkline system. These funds can be used for such things as rehabilitation, reconstruction, bridge repair, passing relief lanes, capacity improvements, new roads, or roadside projects.

Federal Transit Fund Program

The public transit program funding is based on the following FTA-funded transit programs.

Transit Section 5307 Capital

The Federal Transit Administration provides funds for acquisition of capital items and for planning through this category. Based on transit needs, there may be a large influx of these funds in certain years to replace bus fleets or provide for other periodic capital needs.

Transit Section 5307 Operating

The Federal Transit Administration provides operating assistance to transit providers.

Transit Section 5309

The Federal Transit Administration provides discretionary capital assistance for projects not covered by other federal capital programs, including Section 5307. This category section of funding provides capital funding for such projects including fixed guide way modernization, new systems, and bus and bus-related projects. This program distributes its funding through a grant application process

Transit Section 5310 Capital

The Federal Transit Administration provides funds for acquisition of capital items to private nonprofit organizations or public transit agencies to meet the special needs of the elderly and disabled.

State-Raised Funding

These funding categories include the following:

State Transit Operating Assistance (Comprehensive Transportation Fund)

The Michigan Department of Transportation provides a percentage of the local match for operating assistance to transit providers.

State Transit Capital Assistance (Comprehensive Transportation Fund)

The Michigan Department of Transportation provides a percentage of the local match for assistance for the purchase of capital equipment by transit providers.

MTF Forecast and Allocations (Act 51 funds)

In regards to other state funds, MDOT has previously conducted long-term revenue forecasts, using a model based on expected travel and tax structure data. Travel data

includes the registered number of vehicles and forecasted vehicle miles of travel to predict revenue from gasoline taxes, diesel fuel taxes, liquid petroleum gas fuel taxes, vehicle registrations, and other related fees. These revenues contribute to the Michigan Transportation Fund (MTF). After portions of this fund are taken off the top, up to 10% is reserved for transit and deposited into CTF.

The remainder of the MTF is distributed by a specific formula established in the State of Michigan Public Act 51. MDOT receives 39.1%, county road commissions receive 39.1%, and 21.8% goes to cities and villages. None of this money goes directly to townships. Public roads in townships are under the jurisdiction of the respective county road commissions. MTF funds are the primary source for making the general 20% local match to 80% federal funds for transportation, and may also be used for a wide variety of transportation projects, including mostly small, light maintenance projects. Regular maintenance needs must also be funded both within cities and villages, and on county roads. Activities such as snow plowing, salt and sand application to road surfaces, lawn mowing, and tree trimming related to roadways, are categorized as maintenance. Maintenance may also include those activities that improve the quality of a road surface, but do not completely resurface a roadway such as filling potholes, improving signage, or road painting and marking.

Operations and Maintenance

In addition to the funding provided by the state and federal governments, some of the local municipalities contribute to transportation projects from their general fund or from special funding sources that include mileages or levies. Activities such as snow plowing, salt and sand application to road surfaces, lawn mowing, and tree trimming related to roadways, are categorized as maintenance. Maintenance may also include those activities that improve the quality of a road surface, but do not completely resurface a roadway such as filling potholes, improving signage, or road painting and marking.

There is a need to balance the construction of Improve/Expand projects, Preservation/ Reconstruction, and non-motorized projects with the operating and maintenance of the system. A major portion of the state MTF allocation to individual communities is also spent on operating and maintaining the system.

Appendix A – Road Conditions

Current Surface Rating by Act 51 Legal System

Report Module: Road Surface Management Analysis

Today's Date: 6/17/2008

Report Filter

Field Name	Operator	Value(s)
Act51	=	1-State Trunkline
County	=	Lake,Mason,Muskegon,Newaygo,Oceana

6/17/2008 3:27:45 PM
RoadSoft Version 6.8.1

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Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		W Main St	Merchant	N Darling Ave	4.842	4.916	0.074	Fremont	Urban Min Art	Asphalt-Standard	0	2007	5	3
		W Main St	N Darling Ave	Stewart	4.916	5.002	0.086	Fremont	Urban Min Art	Asphalt-Standard	0	2007	5	3
3620011	72nd St													
		72nd St	Warner/72nd cutoff	end	0.000	0.811	0.811	Sheridan Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		72nd St	Luce	City/Twp Line	0.811	5.798	4.987	Garfield Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Fremont St	City/Twp Line	John St	5.798	6.392	0.594	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	6	1
		Fremont St	John St	[Undescribed Rating Segmen	6.392	6.550	0.158	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Fremont St	[Undescribed Rating Segmen	Curve	6.550	6.599	0.049	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	6	1
0711307	88th St													
		82nd St	Mason	City/Twp Line	0.000	0.034	0.034	Garfield Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		82nd St	City/Twp Line	Evergreen	0.034	0.047	0.013	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St			0.047	0.054	0.007	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St		Pine Lake	0.054	0.230	0.176	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St		Pine Lake	0.230	0.265	0.035	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St			0.265	0.332	0.067	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St	City/Twp Line	Southpark	0.332	0.407	0.075	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St	Southpark	Poplar Ave	0.407	4.000	3.593	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		82nd St	Poplar Ave	City/Twp Line	4.000	5.999	1.999	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		88th St	City/Twp Line	Elizabeth Ter	5.999	7.393	1.394	Croton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		88th St	Elizabeth Ter	Elm Ave	7.393	8.192	0.799	Croton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		88th St	Elm Ave	Cypress Ave	8.192	9.184	0.992	Croton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		88th St	Cypress Ave	Mapleridge Dr	9.184	9.655	0.471	Croton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		88th St	Mapleridge Dr	County Line	9.655	12.187	2.532	Croton Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
0858105	Airline/E I 96 RAMP													
		Airline/E I 96 RAMP	Airline	E I 96	0.000	0.167	0.167	Fruitport Twp	UrbMnSt	Asphalt-Standard	0	2007	7	9
0857702	Airline/N US 31 RAMP													
		Airline/N US 31 RAMP	Airline	N US 31	0.000	0.284	0.284	Fruitport Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	8	4
3610260	Airline/S US 31 RAMP													
		Airline/S US 31 RAMP	Airline	W Airline/S US-31	0.000	0.040	0.040	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	4	-3
		Airline/S US 31 RAMP	W Airline/S US-31	S US 31	0.040	0.117	0.077	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	8	8

Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System:		**State Trunkline**												
		Apple Ave	N US-31/Apple	Shonat	2.277	2.368	0.089	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		Apple Ave	Shonat	Gordon St	2.368	2.622	0.256	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Gordon St	Barlow St	2.622	3.378	0.758	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Barlow St	Walker Rd	3.378	3.752	0.374	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Walker Rd	Dangl Rd	3.752	4.254	0.502	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Dangl Rd	Milliron	4.254	4.755	0.501	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Milliron	Brooks	4.755	5.260	0.505	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Brooks	Lintner Rd	5.260	5.602	0.342	Egelston Twp	Urban Min Art	Asphalt-Standard	0	2007	5	1
		Apple Ave	Lintner Rd	Drent Rd	5.602	5.652	0.050	Egelston Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		Apple Ave	Drent Rd	Hilton Park	5.652	8.146	2.494	Egelston Twp	Urban Min Art	Asphalt-Standard	0	2007	5	1
		Apple Ave	Hilton Park	Maple Island	8.146	9.143	0.997	Egelston Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Apple Ave	Maple Island	Sullivan Rd	9.143	10.136	0.993	Egelston Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		Apple Ave	Sullivan Rd	Miller	10.136	10.645	0.509	Egelston Twp	RuralMinArt	Asphalt-Standard	0	2007	4	1
		Apple Ave			10.645	11.140	0.495	Egelston Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		Apple Ave	City/Twp Line	Moorland	11.140	13.165	2.025	Moorland Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		Apple Ave	Moorland	Ravenna	13.165	15.185	2.020	Moorland Twp	RuralMinArt	Asphalt-Standard	0	2007	4	1
		Apple Ave		Slocum Rd	15.185	16.186	1.001	Moorland Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	Slocum Rd	Squires	16.186	17.192	1.006	Moorland Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	Squires	Behler	17.192	18.119	0.927	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	Behler		18.119	18.617	0.498	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		Apple Ave	Trent	Shaw	18.617	19.119	0.502	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		Apple Ave	Shaw	Brown	19.119	19.618	0.499	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	Brown	Canada	19.618	20.115	0.497	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	Canada		20.115	21.583	1.468	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Apple Ave		Newaygo	21.583	22.104	0.521	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
0660504	Apple Ave													
		Apple Ave	Main st. In Casnovia	Waterloo St	0.000	0.433	0.433	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		Apple Ave	Waterloo St		0.433	0.563	0.130	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8
		Apple Ave			0.563	1.017	0.454	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	8	8

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Act 51 Legal System: State Trunkline														
		Colby St	Franklin	Elizabeth	1.361	1.445	0.084	Whitehall	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		Colby St	Elizabeth	Livingston St	1.445	1.612	0.167	Whitehall	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		Colby St	Livingston St	Mears	1.612	1.778	0.166	Whitehall	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Colby St	Mears	First St	1.778	1.821	0.043	Whitehall	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Colby St	First St	Bridge 7578	1.821	1.860	0.039	Whitehall	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Colby St	Bridge 7578	Thompson	1.860	1.864	0.004	Whitehall	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0859106	Colby/S US 31 RAMP													
		Colby/S US 31 RAMP	Colby	S US 31	0.000	0.273	0.273	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
0857607	E I 96													
		E I 96	Bridge 7627	Bridge 7627	0.000	0.010	0.010	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
		E I 96	Bridge 7627	E I-96/N US-31	0.010	0.050	0.040	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		E I 96	E I-96/N US-31	City/Twp Line	0.050	0.099	0.049	Norton Shores	UrbInst	Asphalt-Standard	0	2007	7	9
		E I 96	City/Twp Line	Bridge 7626	0.099	0.293	0.194	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	9
		E I 96	Bridge 7626	Hile/E I-96	0.293	0.503	0.210	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	9
		E I 96	Hile/E I-96	Bridge 7629	0.503	1.756	1.253	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	9
		E I 96	Bridge 7629	Fruitport/E I 96 RAMP	1.756	5.378	3.622	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	9
		E I 96	Fruitport/E I 96 RAMP		5.378	5.432	0.056	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	8
0858103	E I 96/Airline RAMP													
		E I 96/Airline RAMP	E I 96	Airline	0.000	0.263	0.263	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	9
0858010	E I 96/Hile RAMP													
		E I 96/Hile RAMP	E I 96	Hile	0.000	0.222	0.222	Fruitport Twp	UrbInst	Asphalt-Standard	0	2007	7	8
0857606	E I 96/N US 31 RAMP													
		E I 96/N US 31 RAMP	E I 96	N US 31	0.000	0.220	0.220	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0859305	E I 96/S US 31 RAMP													
		E I 96/S US 31 RAMP	Seaway	S US 31	0.000	0.334	0.334	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	6	7
0711607	Evergreen Dr													
		State Rd	Croton	68th	0.000	0.488	0.488	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	68th	Evergreen	0.488	0.727	0.239	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Evergreen Dr	Evergreen	64th	0.727	1.147	0.420	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		Evergreen Dr	64th	Willow Ave	1.147	1.512	0.365	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	Willow Ave	Oring	1.512	3.328	1.816	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2

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Act 51 Legal System: State Trunkline														
0859501	Fruitvale/S US 31 RAMP													
		Fruitvale/S US 31 RAMP	Fruitvale	S US 31	0.000	0.327	0.327	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	8	5
1541205	Garfield/US 31 RAMP													
		Garfield/US 31 RAMP	Garfield	US 31	0.000	0.371	0.371	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	2
1541410	Garfield/US 31 RAMP													
		Garfield/US 31 RAMP	Garfield	US 31	0.000	0.374	0.374	Shelby Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	6
1541307	Hart Rest Area													
		Hart Rest Area	US 31	Hart Rest Area	0.000	0.575	0.575	Hart Twp	Unk	Undefined	0	0	0	0
3640137	Hart Rest Area													
		Hart Rest Area	Hart Rest Area	US 31	0.000	0.440	0.440	Hart Twp	Unk	Undefined	0	0	0	0
3640072	E Hayes Rd													
		W Garfield Rd	Garfield Rd/US 31	Bridge 8332	5.252	5.369	0.117	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		W Garfield Rd	Bridge 8332	Bridge 8332	5.369	5.409	0.040	Grant Twp	RuralMinArt	Concrete-Standar	0	2007	3	6
		W Garfield Rd	Bridge 8332	Garfield Rd/US 31	5.409	5.526	0.117	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	4	1
		W Garfield Rd	Garfield Rd/US 31	66th	5.526	5.629	0.103	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	5	5
		W Garfield Rd	66th	City/Twp Line	5.629	6.205	0.576	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		W Garfield Rd	City/Twp Line	City/Twp Line	6.205	6.255	0.050	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		W Garfield Rd	City/Twp Line	Garfield	6.255	6.404	0.149	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		Stony Lake Rd	Garfield	Water	6.404	6.716	0.312	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		Stony Lake Rd	Water	Pike	6.716	7.083	0.367	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	5
		Stony Lake Rd	Pike	Oceana Rd/Stony Lake Rd C	7.083	7.689	0.606	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	7
		Stony Lake Rd	Oceana Rd/Stony Lake Rd C	Oceana	7.689	7.764	0.075	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	10
		M-20	Oceana	88th	7.764	8.471	0.707	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	7
		M-20	88th	112th	8.471	11.467	2.996	Shelby Twp	RuralMinArt	Asphalt-Standard	0	2007	5	5
		E Hayes Rd	112th	140th	11.467	14.972	3.505	Ferry Twp	RuralMinArt	Asphalt-Standard	0	2007	5	5
		E Hayes Rd	140th	144th	14.972	15.481	0.509	Ferry Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		E Hayes Rd	144th	154th	15.481	16.723	1.242	Ferry Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		E Hayes Rd	154th	158th	16.723	17.223	0.500	Ferry Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		E Hayes Rd	158th	City/Twp Line	17.223	17.475	0.252	Ferry Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		E Hayes Rd	City/Twp Line	162nd	17.475	17.722	0.247	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2

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Act 51 Legal System: State Trunkline														
		Holton Rd	Old Orchard	Koonsman	3.252	3.477	0.225	Dalton Twp	Urban Min Art	Asphalt-Standard	0	2007	7	9
		Holton Rd	Koonsman	Hilt	3.477	3.628	0.151	Dalton Twp	Urban Min Art	Asphalt-Standard	0	2007	8	9
		Holton Rd	Hilt	Hilt Rd	3.628	3.686	0.058	Dalton Twp	Urban Min Art	Asphalt-Standard	0	2007	7	9
		Holton Rd	Hilt Rd	Pillon	3.686	4.310	0.624	Dalton Twp	Urban Min Art	Asphalt-Standard	0	2007	8	9
		Holton Rd	Pillon	Mcmillan	4.310	4.478	0.168	Dalton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Mcmillan	Rich	4.478	5.703	1.225	Dalton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Rich	Bard	5.703	5.830	0.127	Dalton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Bard	Main	5.830	8.596	2.766	Dalton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Fourth	Dalson	8.596	9.035	0.439	Dalton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Dalson		9.035	10.302	1.267	Cedar Creek Tw	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	City/Twp Line	Ewing	10.302	10.651	0.349	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Ewing	Crystal Lake	10.651	12.842	2.191	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	8	9
		Holton Rd	Crystal Lake	Schow	12.842	12.909	0.067	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Holton Rd	Schow	Byrne	12.909	14.240	1.331	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Holton Rd	Marvin	Holton Duck Lake Rd	14.240	14.342	0.102	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Holton Rd	Holton Duck Lake Rd	Hoppman Rd	14.342	14.787	0.445	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		Holton Rd	Hoppman Rd	Cedar Creek Dr	14.787	15.050	0.263	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Holton Rd	Cedar Creek Dr	Brickyard	15.050	15.687	0.637	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Holton Rd	Brickyard	Maple Island	15.687	16.708	1.021	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
0868002	Holton Whitehall/N US 31 RAMP													
		Holton Whitehall/N US 31 RA	Holton Whitehall	N US 31	0.000	0.339	0.339	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0867901	Holton/N US 31 RAMP													
		Holton/N US 31 RAMP	Holton	City/Twp Line	0.000	0.173	0.173	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		Holton/N US 31 RAMP	City/Twp Line	N US 31	0.173	0.285	0.112	Dalton Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
0868404	Holton/S US 31 RAMP													
		Holton/S US 31 RAMP	Holton	S US 31	0.000	0.269	0.269	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	8	8
0712104	Jackson St													
		Jackson St	Evergreen/Jackson cutoff	Foss	0.585	2.022	1.437	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
		Jackson St	Foss	Woodbridge	2.022	2.143	0.121	Lincoln Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
0215605	N James St													

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Act 51 Legal System: State Trunkline														
		Ludington Rest Area	N US 31	Ludington Rest Area RAMP	0.000	0.400	0.400	Summit Twp	Unk	Undefined	0	0		
3630083	Ludington Rest Area RAMP													
		Ludington Rest Area RAMP	Ludington Rest Area RAMP	N US 31	0.000	0.332	0.332	Summit Twp	Unk	Undefined	0	0		
0223306	M 116													
		M 116	N Lakeshore Dr	N Piney Ridge Rd	0.000	0.527	0.527	Hamlin Twp	Urban Coll	Asphalt-Standard	0	2007	5	2
		M 116	N Piney Ridge Rd	Attribute Change	0.527	0.534	0.007	Hamlin Twp	Urban Coll	Asphalt-Standard	0	2008	5	2
		M 116	Attribute Change	State Park Rd	0.534	4.027	3.493	Hamlin Twp	RuralMajColl	Asphalt-Standard	0	2007	5	3
0859701	M 120													
		M 120	US 31 BR	S M-120/N BR US-31	0.000	0.109	0.109	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		M 120	S M-120/N BR US-31	S BR US-31/N M-120	0.109	0.131	0.022	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		M 120	S BR US-31/N M-120	M 120	0.131	0.246	0.115	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
3610261	M 120													
		M 120	M 120	City/Twp Line	0.000	0.433	0.433	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		M 120	City/Twp Line	M 120	0.433	0.865	0.432	North Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
1338906	M 37													
		M 37	96th	S L Lakes View Dr	0.000	0.729	0.729	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	S L Lakes View Dr	L Lakes View	0.729	0.731	0.002	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	1
		M 37	L Lakes View	UNKWN	0.731	0.866	0.135	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	1
		M 37	UNKWN	S Cottage St	0.866	0.897	0.031	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	S Cottage St	Hummingbird	0.897	1.646	0.749	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	Hummingbird	W 68th St	1.646	3.509	1.863	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	W 68th St	68th	3.509	3.510	0.001	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	68th	68th	3.510	3.519	0.009	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	68th	Weby	3.519	4.831	1.312	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	Weby	W Weby Ln	4.831	4.841	0.010	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	W Weby Ln	Streamwood	4.841	5.170	0.329	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M 37	Third	W Carrolls Trl	5.170	5.239	0.069	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	1
		M 37	W Carrolls Trl	Carrolls	5.239	5.241	0.002	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		M 37	Carrolls	Fourth	5.241	5.262	0.021	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		S Michigan Ave	Fourth	W Riverbend Trl	5.262	5.272	0.010	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-3

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Act 51 Legal System: State Trunkline														
		M 37	W 4 Mile Rd	W Old M 63 Rd	7.341	7.984	0.643	Peacock Twp	Rural/MinArt	Asphalt-Standard	0	2007	6	5
		M 37	W Old M 63 Rd	Old M 63	7.984	7.991	0.007	Peacock Twp	Rural/MinArt	Asphalt-Standard	0	2007	6	5
		M 37	Old M 63	Dercole	7.991	8.142	0.151	Peacock Twp	Rural/MinArt	Asphalt-Standard	0	2007	6	5
		M 37	Dercole	N James Rd	8.142	8.404	0.262	Peacock Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	2
		M 37	N James Rd	James	8.404	8.409	0.005	Peacock Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	2
		M 37	James	City/Twp Line	8.409	9.325	0.916	Peacock Twp	Rural/MinArt	Asphalt-Standard	0	2007	4	0
		M 37	City/Twp Line	W 7 Mile Rd	9.325	10.351	1.026	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	4	-1
		M 37	W 7 Mile Rd	7 Mile	10.351	10.358	0.007	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	4	0
		M 37	7 Mile	W 8 Mile Rd	10.358	11.403	1.045	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	W 8 Mile Rd	8 Mile	11.403	11.409	0.006	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	8 Mile	W 9 Mile Rd	11.409	12.414	1.005	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	W 9 Mile Rd	9 Mile	12.414	12.421	0.007	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	9 Mile	W 10 Mile Rd	12.421	13.547	1.126	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	W 10 Mile Rd	10 Mile	13.547	13.552	0.005	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	10 Mile	Forman	13.552	14.224	0.672	Eden Twp	Rural/MinArt	Asphalt-Standard	0	2007	8	11
		M 37	Forman		14.224	15.261	1.037	Newkirk Twp	Rural/MinArt	Asphalt-Standard	0	2008	7	10
		M 37		12 Mile	15.261	15.675	0.614	Newkirk Twp	Rural/MinArt	Asphalt-Standard	0	2008	7	10
1542310	Maple Island Ave													
		Maple Island Ave	Skeels	Roosevelt	0.000	0.971	0.971	Greenwood Twp	Rural/MinArt	Asphalt-Standard	0	2007	3	-9
		Maple Island Ave	Roosevelt	McKinley	0.971	0.996	0.025	Greenwood Twp	Rural/MinArt	Asphalt-Standard	0	2007	3	-9
		Maple Island Ave		Garfield	0.996	5.986	4.990	Greenwood Twp	Rural/MinArt	Asphalt-Standard	0	2007	3	-9
		Maple Island Ave	Garfield	Sunset	5.986	6.486	0.500	New Field Twp	Rural/MinArt	Asphalt-Standard	0	2007	3	-9
		S Division St	Sunset	E Kuhart Dr	6.486	6.673	0.187	New Field Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	8
		S Division St	E Kuhart Dr	Stone	6.673	6.736	0.063	New Field Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	8
		S Division St	Stone	Church St	6.736	6.887	0.151	New Field Twp	Rural/MinArt	Asphalt-Standard	0	2007	3	-9
		S Division St	Church St	South	6.887	6.987	0.100	New Field Twp	Rural/MinArt	Asphalt-Standard	0	2007	3	-8
3610270	Maple Island Rd													
		Maple Island Rd	Maple Island	Mid-Michigan Railroad	0.000	0.513	0.513	Holton Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	3
		Maple Island Rd	Mid-Michigan Railroad	Mills	0.513	0.524	0.011	Holton Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	2
		Maple Island Rd	Mills	North St	0.524	0.588	0.064	Holton Twp	Rural/MinArt	Asphalt-Standard	0	2007	5	2

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		State Rd	River	Quarterline St	8.998	9.262	0.266	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	6	7
		State Rd	Quarterline St	Water	9.262	9.395	0.133	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	6	7
		State Rd	Water	Rowe	9.395	9.526	0.131	Newaygo	RuralMinArt	Concrete-Standar	0	2007	7	12
		State Rd	Rowe	State	9.526	9.554	0.028	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	6	4
1876309	Michigan/Washington Cutoff													
		Michigan/Washington Cutoff	Michigan	Washington	0.000	0.179	0.179	Webber Twp	RuralOtPrmArt	Asphalt-Standard	0	2007	6	2
1541506	W Monroe Rd													
		W Monroe Rd	Oceana	Bridge 8360	9.132	9.260	0.128	Weare Twp	RuralMajColl	Asphalt-Standard	2002	2007	7	8
		W Monroe Rd	Bridge 8360	Bridge 8355	9.260	9.298	0.038	Weare Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-9
		W Monroe Rd	Bridge 8355	Monroe Rd/US 31	9.298	9.433	0.135	Weare Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-9
		W Monroe Rd	Monroe Rd/US 31	City/Twp Line	9.433	10.050	0.617	Weare Twp	RuralMajColl	Asphalt-Standard	0	2007	5	1
		W Monroe Rd	City/Twp Line	Longbridge	10.050	10.526	0.476	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	5	2
		W Monroe Rd	Longbridge	Lakeview	10.526	10.980	0.454	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	-2
		W Monroe Rd	Lakeview	Old State	10.980	11.340	0.360	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	0
		W Monroe Rd	Lakeview	Old State	11.340	11.367	0.027	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	0
		W Monroe Rd	Old State	Monroe	11.367	11.478	0.111	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	-1
		N Hancock St	Monroe	6th	11.478	11.546	0.068	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	-2
		N Hancock St	6th	Morris	11.546	11.824	0.278	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		N Hancock St	Morris	Judd	11.824	11.912	0.088	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		N Hancock St	Judd		11.912	12.001	0.089	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		N Hancock St	Bean	Wythe	12.001	12.088	0.087	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	1
		N Hancock St	Wythe	Carroll	12.088	12.150	0.062	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	5	2
		N Hancock St	Carroll		12.150	12.210	0.060	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	5	4
		N Hancock St		2nd St	12.210	12.458	0.248	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		N Hancock St	2nd St	Lowell	12.458	12.584	0.126	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		N Hancock St	Lowell	E Concord St	12.584	12.647	0.063	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-9
		N Hancock St	E Concord St	Park	12.647	12.708	0.061	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-9
		N Hancock St	Park	E Hanover St	12.708	12.832	0.124	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-9
		N Hancock St	E Hanover St	N Wythe St	12.832	13.141	0.309	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		N Hancock St	N Wythe St		13.141	13.288	0.147	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-9

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Act 51 Legal System:		**State Trunkline**												
		N US 31	E I-96/N US-31	Bridge 7627	3.699	3.762	0.063	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	4
		N US 31	Bridge 7627	Bridge 7627	3.762	3.769	0.007	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	4
		N US 31	Bridge 7627	N US-31/W I-96	3.769	3.809	0.040	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	4
		N US 31	N US-31/W I-96	City/Twp Line	3.809	3.934	0.125	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	4
		N US 31	City/Twp Line	Airline/N US-31	3.934	4.126	0.192	Fruitport Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	4
		N US 31	Airline/N US-31	Bridge 7573	4.126	5.805	1.679	Fruitport Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		N US 31	Bridge 7573	N US-31/Sherman	5.805	5.885	0.080	Fruitport Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		N US 31	N US-31/Sherman	Sherman/N US-31	5.885	6.065	0.180	Fruitport Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		N US 31	Sherman/N US-31	Bridge 7574	6.065	6.085	0.020	Fruitport Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	4
		N US 31	Bridge 7574	N US-31/Laketon	6.085	6.275	0.190	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	5
		N US 31			6.275	6.925	0.650	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	9
		N US 31	N US-31/Laketon	City/Twp Line	6.925	6.974	0.049	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	9
		N US 31	City/Twp Line	Laketon/N US-31	6.974	7.065	0.091	Muskegon Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		N US 31	Laketon/N US-31	Bridge 7570	7.065	7.085	0.020	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	5
		N US 31	Bridge 7570	Bridge 7575	7.085	8.101	1.016	Muskegon Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		N US 31	Bridge 7575	W Apple/N US-31	8.101	8.271	0.170	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		N US 31	W Apple/N US-31	Bridge 7593	8.271	8.854	0.583	Muskegon	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	2
		N US 31	Bridge 7593	City/Twp Line	8.854	9.102	0.248	Muskegon	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	2
		N US 31	City/Twp Line	N US-31/S BR US-31	9.102	9.354	0.252	Muskegon Twp	FwyUrbOtPrAr	Composite	0	2007	5	3
		N US 31		US 31 BR	9.354	9.929	0.575	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	8	11
		N US 31	US 31 BR	N US-31/Holton	9.929	11.900	1.971	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	8	11
		N US 31	N US-31/Holton	Bridge 7597	11.900	12.190	0.290	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	5
		N US 31	Bridge 7597	City/Twp Line	12.190	12.364	0.174	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	5
		N US 31	City/Twp Line	Holton/N US 31	12.364	12.460	0.096	Dalton Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	5
		N US 31	Holton/N US-31	Bridge 7592	12.460	14.121	1.661	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		N US 31	Bridge 7592	N US 31/Russell RAMP	14.121	14.501	0.380	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	4
		N US 31	N US 31/Russell RAMP	Russell/N US-31	14.501	15.242	0.741	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		N US 31	Russell/N US-31	Bridge 7610	15.242	18.658	3.416	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		N US 31	Bridge 7610	City/Twp Line	18.658	19.164	0.506	Lakewood Club	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System:		**State Trunkline**												
		N US 31		Bridge 8349	11.394	12.320	0.926	Shelby Twp	RuralOtFrwy	Composite	0	2007	5	3
		N US 31	Bridge 8349	Bridge 8342	12.320	12.569	0.249	Shelby Twp	RuralOtFrwy	Composite	0	2007	5	3
		N US 31	Bridge 8342	City/Twp Line	12.569	13.320	0.751	Shelby Twp	RuralOtFrwy	Composite	0	2007	5	3
		N US 31	City/Twp Line	Bridge 8350	13.320	15.412	2.092	Hart Twp	RuralOtFrwy	Composite	0	2007	5	3
		N US 31	Bridge 8350	US 31/Polk Rd	15.412	16.052	0.640	Hart Twp	RuralOtFrwy	Composite	0	2007	5	3
		N US 31	US 31/Polk Rd	Bridge 8351	16.052	16.416	0.364	Hart Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	3
		N US 31	Bridge 8351	Polk Rd/US 31	16.416	16.821	0.405	Hart Twp	RuralOtFrwy	Composite	0	2007	6	6
		N US 31	Polk Rd/US 31	City/Twp Line	16.821	19.440	2.619	Hart Twp	RuralOtFrwy	Composite	0	2007	6	6
		N US 31	City/Twp Line	US 31/Monroe Rd	19.440	21.113	1.673	Weare Twp	RuralOtFrwy	Composite	0	2007	6	6
		N US 31	US 31/Monroe Rd	Bridge 8360	21.113	21.561	0.448	Weare Twp	RuralOtFrwy	Composite	0	2007	4	1
		N US 31	Bridge 8360	Monroe Rd/US 31	21.561	21.887	0.326	Weare Twp	RuralOtFrwy	Composite	0	2007	5	1
		N US 31	Monroe Rd/US 31	City/Twp Line	21.887	22.975	1.088	Weare Twp	RuralOtFrwy	Composite	0	2007	5	2
		N US 31	City/Twp Line	Bridge 8356	22.975	23.340	0.365	Pentwater Twp	RuralOtFrwy	Composite	0	2007	5	2
		N US 31	Bridge 8356	US 31/Pere Marquette Rd	23.340	25.289	1.949	Pentwater Twp	RuralOtFrwy	Composite	0	2007	5	2
		N US 31	US 31/Pere Marquette Rd	City/Twp Line	25.289	25.683	0.394	Pentwater Twp	RuralOtFrwy	Composite	0	2007	6	4
		N US 31	City/Twp Line		25.683	25.895	0.212	Weare Twp	RuralOtFrwy	Composite	0	2007	6	4
1906409	N US 31													
		N US 31		Washington/N US 31 RAMP	0.000	0.119	0.119	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	4
		N US 31	Washington/N US 31 RAMP	Bridge 6649	0.119	2.312	2.193	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	6
		N US 31	Bridge 6649	Ludington Rest Area RAMP	2.312	4.169	1.857	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	4
		N US 31	Ludington Rest Area RAMP	W Apple Ln	4.169	5.517	1.348	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	W Apple Ln	City/Twp Line	5.517	5.622	0.105	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	City/Twp Line	Bridge 6652	5.622	7.578	1.956	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		N US 31	Bridge 6652	Pere Marquette/N US 31 RA	7.578	7.847	0.269	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		N US 31	Pere Marquette/N US 31 RA	Bridge 6654	7.847	8.945	1.098	Amber Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	5
		N US 31	Pere Marquette/N US 31 RA	Bridge 6654	8.945	9.447	0.502	Amber Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	4
		N US 31	Bridge 6654	Bridge 6655	9.447	10.940	1.493	Amber Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
3530729	N US 31													
		N US 31	Bridge 6655	N US 31/W US 10 RAMP	0.000	0.300	0.300	Amber Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		N US 31/W I 96 RAMP	City/Twp Line	City/Twp Line	0.054	0.184	0.130	Fruitport Twp	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
		N US 31/W I 96 RAMP	City/Twp Line	W I 96	0.184	0.211	0.027	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0857906	N US 31/White Lake RAMP													
		N US 31/White Lake RAMP	N US 31	White Lake	0.000	0.264	0.264	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
0860503	Newago/Apple Cutoff													
		Newago/Apple Cutoff	Apple Ave	Newaygo Rd	0.000	0.080	0.080	Casnovia Twp	Rural Local	Undefined	0	0		
0856105	Newaygo Rd													
		M-37 / Newaygo Rd	Apple	Newago/Apple cutoff	2.011	2.058	0.047	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M-37 / Newaygo Rd	Newago/Apple cutoff	Second	2.058	3.406	1.348	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	4	1
		M-37 / Newaygo Rd	Second	Moon	3.406	3.552	0.146	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	4	0
		M-37 / Newaygo Rd	Moon	White	3.552	4.090	0.538	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
		M-37 / Newaygo Rd	White	White	4.090	4.230	0.140	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
		M-37 / Newaygo Rd	White	Lee	4.230	4.725	0.495	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
		M-37 / Newaygo Rd	Lee	Pine St	4.725	5.104	0.379	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	7	10
		M-37 / Newaygo Rd	Pine St	Moore	5.104	6.244	1.140	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
3540655	Newcosta Ave													
		Baseline Rd	Beech		0.000	0.885	0.885	Big Prairie Twp	RuralMinArt	Asphalt-Standard	0	2007	0	14
		Newcosta Ave	City/Twp Line		0.885	0.919	0.034	Goodwell Twp	RuralMinArt	Asphalt-Standard	0	2007	3	-8
		Newcosta Ave		County Line	0.919	1.059	0.140	Goodwell Twp	RuralMinArt	Asphalt-Standard	0	2007	8	12
		Newcosta Ave	County Line		1.059	1.468	0.409	Goodwell Twp	RuralMinArt	Asphalt-Standard	0	2007	8	12
		Newcosta Ave			1.468	2.472	1.004	Goodwell Twp	RuralMinArt	Asphalt-Standard	0	2007	8	12
		Newcosta Ave		County Line	2.472	2.758	0.286	Goodwell Twp	RuralMinArt	Asphalt-Standard	0	2007	8	12
1540310	N Oceana Dr													
		S Oceana Dr	Hayes	Oceana Rd/Stony Lake Rd C	6.987	7.079	0.092	Shelby Twp	RuralMajColl	Composite	0	2007	4	0
		S Oceana Dr	Oceana Rd/Stony Lake Rd C	Hayes	7.079	7.332	0.253	Shelby Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-6
		S Oceana Dr	Hayes	Water	7.332	8.382	1.050	Shelby Twp	RuralMajColl	Composite	0	2007	2	-7
		S Oceana Dr	Water	W Baker Rd	8.382	8.997	0.615	Shelby Twp	RuralMajColl	Asphalt-Standard	0	2007	2	-9
		S Oceana Dr	W Baker Rd		8.997	9.251	0.254	Shelby Twp	RuralMajColl	Asphalt-Standard	0	2007	2	-9
		N Oceana Dr	City/Twp Line	79th Ave	11.140	12.178	1.038	Shelby Twp	RuralMajColl	Composite	0	2007	4	-1
		N Oceana Dr	79th Ave	Water	12.178	12.436	0.258	Shelby Twp	RuralMajColl	Composite	0	2007	3	-2

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		S Pere Marquette Hwy	Francis	County Line	0.000	0.265	0.265	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	1
		W Washington Rd	County Line	County Line	0.265	0.396	0.131	Other	RuralMajColl	Asphalt-Standard	0	2007	7	9
		S Pere Marquette Hwy	County Line	Pere Marquette Rd/US 31	0.396	0.569	0.173	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	4	-1
		S Pere Marquette Hwy	Pere Marquette Rd/US 31	Bridge 8357	0.569	0.717	0.148	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	5	2
		S Pere Marquette Hwy	Bridge 8357	Bridge 8357	0.717	0.736	0.021	Weare Twp	RuralMajColl	Asphalt-Standard	0	2007	4	-2
		N Oceana Dr			0.736	0.758	0.020	Weare Twp	RuralMajColl	Asphalt-Standard	0	2007	4	-3
		N Oceana Dr	Bridge 8357	Oceana Rd/US 31	0.758	0.909	0.151	Weare Twp	RuralMajColl	Asphalt-Standard	0	2007	4	1
1906505	Pere Marquette/N US 31 RAMP													
		Pere Marquette/N US 31 RA	Pere Marquette/N US 31 RA	N US 31	0.000	0.253	0.253	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
1906506	Pere Marquette/S US 31 RAMP													
		Pere Marquette/S US 31 RA	S Pere Marquette Hwy	S US 31	0.000	0.375	0.375	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
1806102	Pere Marquette/US 31 RAMP													
		Pere Marquette/US 31 RAMP			0.000	0.403	0.403	Pentwater Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	3
1548806	W Polk Rd													
		W Polk Rd	CS Start	City/Twp Line	1.080	1.103	0.023	Hart	RuralMinArt	Concrete-Standar	0	2007	4	0
		W Polk Rd	City/Twp Line	Polk Rd/US 31	1.103	1.132	0.029	Hart Twp	RuralMinArt	Concrete-Standar	0	2007	4	-1
		W Polk Rd	Polk Rd/US 31	Polk Rd/US 31	1.132	1.477	0.345	Hart Twp	RuralMinArt	Concrete-Standar	0	2007	4	1
		W Polk Rd	Polk Rd/US 31	City/Twp Line	1.477	1.519	0.042	Hart Twp	RuralMajColl	Concrete-Standar	0	2007	4	1
		W Polk Rd	City/Twp Line	Comfort Dr	1.519	1.534	0.015	Hart Twp	RuralMajColl	Concrete-Standar	0	2007	4	1
		W Polk Rd	Comfort Dr	Hart-Montague	1.534	2.240	0.706	Hart Twp	RuralMajColl	Concrete-Standar	0	2007	5	1
		W Polk Rd	Hart-Montague	Industrial Park	2.240	2.353	0.113	Hart	RuralMajColl	Concrete-Standar	0	2007	4	1
		W Polk Rd		Industrial Park Dr	2.353	2.385	0.032	Hart	RuralMajColl	Concrete-Standar	0	2007	5	2
		W Polk Rd	Industrial Park Dr	State Line	2.385	2.395	0.010	Hart	RuralMajColl	Concrete-Standar	0	2007	5	1
		W Polk Rd			2.395	2.417	0.022	Hart	RuralMajColl	Concrete-Standar	0	2007	5	1
		W Polk Rd	State Line	Parmington Ave	2.417	2.454	0.037	Hart Twp	RuralMajColl	Concrete-Standar	0	2007	4	1
		W Polk Rd	Parmington Ave	Young	2.454	2.601	0.147	Hart Twp	RuralMajColl	Concrete-Standar	0	2007	5	1
		W Polk Rd	Young	State	2.601	2.707	0.106	Hart Twp	RuralMajColl	Concrete-Standar	0	2007	5	4
		W Polk Rd	State	Dryden	2.707	2.777	0.070	Hart Twp	RuralMajColl	Asphalt-Standard	0	2007	4	1
		W Polk Rd	Dryden	City/Twp Line	2.777	2.832	0.055	Hart Twp	RuralMajColl	Asphalt-Standard	0	2007	5	1
		W Polk Rd			2.832	2.992	0.160	Hart Twp	RuralMajColl	Asphalt-Standard	0	2007	5	1

Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		S US 31	Bridge 7580	S US-31/W Stemberg	2.516	2.917	0.401	Norton Shores	FwyUrbOtPrAr	Asphalt-Standard	0	2007	7	8
		S US 31	S US-31/W Stemberg	Bridge 7561	2.917	3.549	0.632	Norton Shores	FwyUrbOtPrAr	Asphalt-Standard	0	2007	7	8
		S US 31	Bridge 7561	E I-96/S US-31	3.549	3.567	0.018	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	7
		S US 31	E I-96/S US-31	S US-31/E I-96	3.567	3.748	0.181	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		S US 31	S US-31/E I-96	Bridge 7627	3.748	3.770	0.022	Norton Shores	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	2
		S US 31	Bridge 7627	Bridge 7627	3.770	3.777	0.007	Norton Shores	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		S US 31	Bridge 7627	Airline/S US 31 RAMP	3.777	3.807	0.030	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	6
		S US 31	Airline/S US 31 RAMP	Bridge 7625	3.807	3.880	0.073	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	9
		S US 31	Bridge 7625	S US-31/Airline	3.880	4.089	0.209	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	9
		S US 31	S US-31/Airline	Bridge 7572	4.089	4.339	0.250	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	6
		S US 31	Bridge 7572	Bridge 7573	4.339	5.806	1.467	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	9
		S US 31	Bridge 7573	Bridge 7574	5.806	6.085	0.279	Norton Shores	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		S US 31	Bridge 7574	S US-31/Sherman	6.085	6.225	0.140	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	9
		S US 31	S US-31/Sherman	Bridge 7576	6.225	6.481	0.256	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	12
		S US 31	Bridge 7576	Laketon/S US-31	6.481	6.945	0.464	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	7	12
		S US 31	Laketon/S US-31	City/Twp Line	6.945	6.974	0.029	Muskegon	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		S US 31	City/Twp Line	Bridge 7571	6.974	7.085	0.111	Muskegon Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		S US 31	Bridge 7571	E Apple/S US-31	7.085	7.921	0.836	Muskegon Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	7
		S US 31	E Apple/S US-31	Bridge 7575	7.921	8.102	0.181	Muskegon Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	6	8
		S US 31	Bridge 7575	W Apple/S US-31	8.102	8.192	0.090	Muskegon	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	4
		S US 31	W Apple/S US-31	S US-31/Apple	8.162	8.292	0.130	Muskegon	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		S US 31	S US-31/Apple	Bridge 7593	8.292	8.855	0.563	Muskegon	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		S US 31	Bridge 7593	City/Twp Line	8.855	9.105	0.250	Muskegon	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		S US 31	City/Twp Line	N BR US-31/S US-31	9.105	9.389	0.284	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	1
		S US 31	N BR US-31/S US-31	Bridge 7595	9.389	9.708	0.339	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	2
		S US 31	Bridge 7595	US 31 BR	9.708	10.001	0.293	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		S US 31	US 31 BR	Holton/S US-31	10.001	11.925	1.924	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		S US 31	Holton/S US-31	Bridge 7596	11.925	12.185	0.260	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	6	4
		S US 31	Bridge 7596	City/Twp Line	12.185	12.381	0.196	Muskegon Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		S US 31	US 31/Winston Rd	State Line	3.783	3.977	0.194	Grant Twp	RuralOtFrwy	Composite	0	2007	4	1
		S US 31	US 31/Winston Rd	State Line	3.977	4.267	0.290	Grant Twp	RuralOtFrwy	Composite	0	2007	4	1
		S US 31	US 31/Winston Rd	State Line	4.267	5.294	1.027	Grant Twp	RuralOtFrwy	Composite	0	2007	4	1
		S US 31	Bridge 8330	State Line	5.294	6.790	1.496	Grant Twp	RuralOtFrwy	Composite	0	2007	4	0
		S US 31	Garfield Rd/US 31	Bridge 8332	6.790	7.130	0.340	Grant Twp	RuralOtFrwy	Composite	0	2007	4	-1
		S US 31	Bridge 8332	US 31/Garfield Rd	7.130	7.547	0.417	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	-1
		S US 31	US 31/Garfield Rd	Station 468	7.547	7.561	0.014	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	0
		S US 31	Station 468	City/Twp Line	7.561	8.388	0.827	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	0
		S US 31	City/Twp Line	State Line	8.388	9.168	0.780	Benona Twp	RuralOtFrwy	Composite	0	2007	4	0
		S US 31	City/Twp Line	Shelby Rd/US 31	9.168	10.398	1.230	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	-1
		S US 31	Shelby Rd/US 31	Bridge 8347	10.398	10.813	0.415	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	0
		S US 31	Bridge 8347	US 31/Shelby Rd	10.813	11.269	0.456	Shelby Twp	RuralOtFrwy	Composite	0	2007	5	2
		S US 31	US 31/Shelby Rd		11.269	11.399	0.130	Shelby Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31			11.399	11.604	0.205	Shelby Twp	RuralOtFrwy	Composite	0	2007	6	4
		S US 31		Bridge 8340	11.604	12.619	1.015	Shelby Twp	RuralOtFrwy	Composite	0	2007	6	4
		S US 31	Bridge 8340	State Line	12.619	13.349	0.730	Shelby Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31	City/Twp Line	Hart Rest Area	13.349	13.614	0.265	Hart Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31	Hart Rest Area	Hart Rest Area	13.614	14.213	0.599	Hart Twp	RuralOtFrwy	Composite	0	2007	6	4
		S US 31	Hart Rest Area	City/Twp Line	14.213	14.268	0.055	Hart Twp	RuralOtFrwy	Composite	0	2007	5	3
		S US 31	City/Twp Line	State Line	14.268	14.969	0.701	Golden Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31	State Line	Bridge 8350	14.969	15.445	0.476	Hart Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31	Bridge 8350		15.445	15.799	0.354	Hart Twp	RuralOtFrwy	Composite	0	2007	5	4
		S US 31		Bridge 8341	15.799	16.011	0.212	Hart Twp	RuralOtFrwy	Composite	0	2007	5	3
		S US 31	Bridge 8341	Bridge 8359	16.011	16.450	0.439	Hart Twp	RuralOtFrwy	Composite	0	2007	5	3
		S US 31	Bridge 8359	US 31/Polk Rd	16.450	16.819	0.369	Hart Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31	US 31/Polk Rd	Bridge 8352	16.819	17.461	0.642	Hart Twp	RuralOtFrwy	Composite	0	2007	5	2
		S US 31	Bridge 8352	City/Twp Line	17.461	19.478	2.017	Hart Twp	RuralOtFrwy	Composite	0	2007	6	5
		S US 31	City/Twp Line	Bridge 8353	19.478	19.580	0.102	Weare Twp	RuralOtFrwy	Composite	0	2007	6	4
		S US 31	Bridge 8353	State Line	19.580	21.304	1.724	Weare Twp	RuralOtFrwy	Composite	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
0858507	S US 31/Laketon RAMP													
		S US 31/Laketon RAMP	S US 31	Laketon	0.000	0.156	0.156	Muskegon Twp	FwyUrbOtPrArt	Concrete-Standar	0	2007	8	7
1906504	S US 31/Pere Marquette RAMP													
		S US 31/Pere Marquette RA	S US 31	S Pere Marquette Hwy	0.000	0.292	0.292	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
0859304	S US 31/Pontaluna RAMP													
		S US 31/Pontaluna RAMP	S US 31	Pontaluna	0.000	0.184	0.184	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	1
0859407	S US 31/Russell RAMP													
		S US 31/Russell RAMP	S US 31	Russell/S US-31	0.000	0.353	0.353	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	1
0859310	S US 31/Sherman RAMP													
		S US 31/Sherman RAMP	S US 31	Sherman	0.000	0.196	0.196	Muskegon	FwyUrbOtPrArt	Asphalt-Standard	0	2007	6	6
3611001	S US 31/Sternberg RAMP													
		S US 31/Sternberg RAMP	Sternberg	S US 31	0.000	0.430	0.430	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
3611005	S US 31/Sternberg RAMP													
		S US 31/Sternberg RAMP	Sternberg	S US 31	0.000	0.309	0.309	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
0859107	S US 31/White Lake RAMP													
		S US 31/White Lake RAMP	S US 31	White Lake	0.000	0.324	0.324	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0859813	Seaway Dr													
		Seaway Dr	Bridge 7627	US 31 BR	0.000	0.086	0.086	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	7	12
		Seaway Dr	US 31 BR	[Surface Segment Split]	0.086	0.278	0.192	Norton Shores	NFWyUrbOtP/Art	Concrete-Standar	0	2007	6	6
		Seaway Dr	[Surface Segment Split]		0.278	0.470	0.192	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Bridge 7619	US 31 BR	0.470	0.569	0.099	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	7	7
		Seaway Dr	US 31 BR	Grand Haven/S BS US 31	0.569	0.905	0.336	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Grand Haven/S BS US 31	Getty St	0.905	1.325	0.420	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Getty St	Airline CONN	1.325	1.587	0.262	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	6	5
		Seaway Dr	Airline CONN	Memorial	1.587	1.807	0.220	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Memorial	Green/S BR US-31	1.807	1.879	0.072	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	6	6
		Seaway Dr	Green/S BR US-31	Green	1.879	1.921	0.042	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Green	Hoyt St	1.921	2.181	0.260	Muskegon Heigh	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	6	6
		Seaway Dr	Hoyt St	City/Twp Line	2.181	2.426	0.245	Muskegon Heigh	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	City/Twp Line	City/Twp Line	2.426	3.155	0.729	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Norton	Summit	3.155	3.188	0.033	Norton Shores	NFWyUrbOtP/Art	Asphalt-Standard	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		Seaway Dr	Eighth	Webster	5.915	6.091	0.176	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	3	-6
1541301	Shelby/US 31 RAMP													
		Shelby/US 31 RAMP	Shelby	US 31	0.000	0.466	0.466	Shelby Twp	RuralOtFrwy	Concrete-Standar	0	2007	8	6
1541502	Shelby/US 31 RAMP													
		Shelby/US 31 RAMP	Shelby	US 31	0.000	0.451	0.451	Shelby Twp	RuralOtFrwy	Concrete-Standar	0	2007	8	6
0857706	Sherman/N US 31 RAMP													
		Sherman/N US 31 RAMP	Sherman	N US 31	0.000	0.147	0.147	Fruitport Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	3
0859306	Sherman/S US 31 RAMP													
		Sherman/S US 31 RAMP	Sherman	S US 31	0.000	0.136	0.136	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0858204	Skyline Dr													
		Skyline Dr	Sixth	Fifth St	0.000	0.086	0.086	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	0
		Skyline Dr	Fifth St	Second St	0.086	0.351	0.265	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	-1
		Skyline Dr	Second St	Apple	0.351	0.396	0.045	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	0
		Skyline Dr	Apple	First	0.396	0.428	0.032	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	0
		Skyline Dr	First	Jefferson	0.428	0.488	0.060	Muskegon	NFwyUrbOtPrArt	Composite	0	2007	4	0
		Skyline Dr	Jefferson	Terrace	0.488	0.569	0.081	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	5	3
		Skyline Dr			0.569	0.579	0.010	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
		Skyline Dr	Terrace	Pine	0.579	0.667	0.088	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	-3
		Skyline Dr	Pine	Spring	0.667	0.755	0.088	Muskegon	NFwyUrbOtPrArt	Composite	0	2007	4	1
		Skyline Dr	Spring	Spring St	0.755	0.756	0.001	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	4
		Skyline Dr	Spring St		0.756	0.966	0.210	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	6
		Skyline Dr		Eastern	0.966	0.993	0.027	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	6
		Skyline Dr	Eastern	Eastern Ave	0.993	0.996	0.003	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Skyline Dr	Eastern Ave	Shoreline Dr	0.996	1.047	0.051	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	4
		Skyline Dr	Shoreline Dr	Marquette	1.047	1.438	0.391	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Skyline Dr	Marquette	N M-120	1.438	1.878	0.438	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	7
		Skyline Dr	N M-120	S M-120/N BR US-31	1.878	2.085	0.209	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	4
		Skyline Dr	S M-120/N BR US-31	Getty	2.085	2.391	0.306	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	6
		US 31 BR	Getty	N BR US 31/S US 31 RAMP	2.391	2.954	0.563	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	8	5
		US 31 BR	N BR US 31/S US 31 RAMP	N US 31	2.954	3.574	0.620	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	8	5

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		W Ludington Ave	S Robert St	N James St	0.068	0.209	0.141	Ludington	Urban Min Art	Asphalt-Standard	0	2007	8	9
		E Ludington Ave	N James St	S Harrison St	0.209	0.279	0.070	Ludington	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	8	9
		E Ludington Ave	S Harrison St	N Rowe St	0.279	0.348	0.069	Ludington	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		E Ludington Ave	N Rowe St	N Washington Ave	0.348	0.629	0.281	Ludington	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	7	8
		E Ludington Ave	N Washington Ave	[Surface Segment Split]	0.629	0.773	0.144	Ludington	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	7	8
		E Ludington Ave	[Surface Segment Split]	S Staffon St	0.773	0.881	0.108	Ludington	NFWyUrbOtPrArt	Composite	0	2007	4	0
		E Ludington Ave	S Staffon St	S Jackson Rd	0.881	1.132	0.251	Ludington	NFWyUrbOtPrArt	Composite	0	2007	4	0
		US 10	S Jackson Rd	N Nelson Rd	1.132	1.384	0.252	Pere Marquette	NFWyUrbOtPrArt	Composite	0	2007	8	5
		US 10	N Nelson Rd	S Pere Marquette Hwy	1.384	1.842	0.458	Pere Marquette	NFWyUrbOtPrArt	Composite	0	2007	8	5
		US 10	S Pere Marquette Hwy	[Surface Segment Split]	1.842	1.959	0.117	Pere Marquette	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		US 10	[Surface Segment Split]	S Meyers Rd	1.959	2.682	0.723	Pere Marquette	NFWyUrbOtPrArt	Concrete-Standar	0	2007	7	8
		US 31	S Meyers Rd	Wildwood Crst	2.682	2.886	0.204	Amber Twp	NFWyUrbOtPrArt	Concrete-Standar	0	2007	7	10
		US 31	Wildwood Crst	US 10/S US 31 RAMP	2.886	3.218	0.332	Amber Twp	NFWyUrbOtPrArt	Concrete-Standar	0	2007	7	9
		US 31	US 10/S US 31 RAMP	N US 31/W US 10 RAMP	3.218	3.457	0.239	Amber Twp	NFWyUrbOtPrArt	Concrete-Standar	0	2007	7	8
		US 31	N US 31/W US 10 RAMP	N Brye Rd	3.457	3.625	0.168	Amber Twp	NFWyUrbOtPrArt	Concrete-Standar	0	2007	7	10
		US 31	N Brye Rd	[Surface Segment Split]	3.625	3.785	0.160	Amber Twp	NFWyUrbOtPrArt	Concrete-Standar	0	2007	7	8
		US 31	[Surface Segment Split]	N Dennis Rd	3.785	4.123	0.338	Amber Twp	NFWyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
		US 31	N Dennis Rd	N Gordon Rd	4.123	7.120	2.997	Amber Twp	RuralOtPrnArt	Asphalt-Standard	0	2007	4	1
		US 31	N Gordon Rd	US 10	7.120	7.989	0.869	Amber Twp	RuralOtPrnArt	Asphalt-Standard	0	2007	4	1
		US 31	US 10	City/Twp Line	7.989	8.118	0.129	Amber Twp	RuralOtPrnArt	Asphalt-Standard	0	2007	5	3
		E State St	City/Twp Line	N Reinberg Ave	8.118	8.401	0.283	Scottville	RuralOtPrnArt	Asphalt-Standard	0	2007	8	4
		E State St	N Reinberg Ave	N Main St	8.401	8.615	0.214	Scottville	RuralOtPrnArt	Asphalt-Standard	0	2007	7	9
		E State St	N Main St		8.615	9.095	0.480	Scottville	RuralOtPrnArt	Asphalt-Standard	0	2007	8	9
		US 10		N Darr Rd	9.095	9.599	0.504	Custer Twp	RuralOtPrnArt	Asphalt-Standard	0	2007	7	9
		US 10	N Darr Rd	N Tuttle Rd	9.599	10.597	0.998	Custer Twp	RuralOtPrnArt	Asphalt-Standard	0	2007	7	8
		US 10	N Tuttle Rd	City/Twp Line	10.597	11.147	0.550	Custer Twp	RuralOtPrnArt	Asphalt-Standard	0	2007	8	8
		E State St	City/Twp Line	S Monroe St	11.147	11.498	0.351	Custer	RuralOtPrnArt	Asphalt-Standard	0	2007	5	2
		E State St	S Monroe St	N Main St	11.498	11.647	0.149	Custer	RuralOtPrnArt	Asphalt-Standard	0	2007	4	1
		E State St	N Main St	City/Twp Line	11.647	12.136	0.489	Custer	RuralOtPrnArt	Asphalt-Standard	0	2007	8	4

Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System:		**State Trunkline**												
		US 10	M 37	W 24th St	9.438	9.439	0.001	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	W 24th St	W Ann St	9.439	9.560	0.121	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	W Ann St	W Ferndale St	9.560	9.803	0.243	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	W Ferndale St	W Dewey St	9.803	10.030	0.227	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	W Dewey St	W 32nd St	10.030	10.405	0.375	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	W 32nd St	Springtime	10.405	10.645	0.240	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Springtime	W Springtime St	10.645	10.647	0.002	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	W Springtime St	W Springtime St	10.647	10.653	0.006	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	W Springtime St	Springtime	10.653	10.655	0.002	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Springtime	Wilmas	10.655	11.385	0.730	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Wilmas	44th	11.385	11.889	0.504	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	1
		S Michigan Ave	44th	Center	11.889	12.127	0.238	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	1
		W Washington St			12.127	12.158	0.031	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		W Washington St	Center	W Center St	12.158	12.165	0.007	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		W Washington St	W Center St	Prospect	12.165	12.254	0.089	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	1
		W Washington St	Prospect	W Prospect St	12.254	12.261	0.007	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		W Washington St	W Prospect St	Michigan/Washington Cutoff	12.261	12.288	0.027	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		W Washington St	Michigan/Washington Cutoff	Michigan/Washington cutoff	12.288	12.291	0.003	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		W Washington St	Michigan/Washington cutoff	Washington	12.291	12.387	0.096	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		W Washington St	Washington	W Washington St	12.387	12.393	0.006	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	1
		W Washington St	W Washington St	Michigan/Washington Cutoff	12.393	12.522	0.129	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		W Washington St	Michigan/Washington Cutoff		12.522	12.854	0.332	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10		Merrillville	12.854	13.050	0.196	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	Merrillville	City/Twp Line	13.050	13.249	0.199	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10			13.249	13.257	0.008	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	City/Twp Line	S Whalen Lake Dr	13.257	13.971	0.714	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	S Whalen Lake Dr	Whalen Lake	13.971	13.972	0.001	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		US 10	Whalen Lake	City/Twp Line	13.972	14.151	0.179	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	City/Twp Line	Forest	14.151	14.244	0.093	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1

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Act 51 Legal System: State Trunkline														
		US 10	S Deer Lake Rd	Deer Lake	26.025	26.026	0.001	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	3	-3
		US 10	Deer Lake	Lakota	26.026	27.015	0.989	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	3	-3
1906510	US 10/S US 31 RAMP													
		US 10/S US 31 RAMP	US 10	S US 31	0.000	0.338	0.338	Amber Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0217507	US 31													
		US 31	US 10	N Main St	0.000	1.118	1.118	Amber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		US 31	N Main St	E Decker Rd	1.118	2.732	1.614	Custer Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		US 31	E Decker Rd	W Fountain Rd	2.732	6.733	4.001	Sherman Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		US 31	W Fountain Rd	E Ehler Rd	6.733	7.233	0.500	Sherman Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 31	E Ehler Rd	E Beyer Rd	7.233	7.729	0.496	Sherman Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 31	E Beyer Rd	E Colburn Rd	7.729	8.229	0.500	Sherman Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 31	E Colburn Rd	E Townline Rd	8.229	8.828	0.599	Sherman Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 31	E Townline Rd	W Freeman Rd	8.828	9.831	1.003	Fresnoil Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 31	W Freeman Rd	W Fresnoil Rd	9.831	10.841	1.010	Fresnoil Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 31	W Fresnoil Rd	Lake Michigan Dr	10.841	12.081	1.240	Fresnoil Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 31	Lake Michigan Dr	E Hoague Rd	12.081	13.838	1.757	Fresnoil Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 31	E Hoague Rd	N Budde Rd	13.838	13.932	0.094	Fresnoil Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 31	N Budde Rd	E County Line Rd	13.932	16.025	2.093	Grant Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
0859808	US 31 BR RAMP													
		US 31 BR RAMP	Seaway	Airline	0.000	0.072	0.072	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	2
0859901	US 31 BR													
		US 31 BR	Airport	Seaway	0.000	0.148	0.148	Norton Shores	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	8
1541209	US 31/Garfield RAMP													
		US 31/Garfield RAMP	US 31	Garfield	0.000	0.449	0.449	Shelby Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	2
1541409	US 31/Garfield RAMP													
		US 31/Garfield RAMP	US 31	Garfield	0.000	0.446	0.446	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	-1
1541506	US 31/Monroe RAMP													
		US 31/Monroe RAMP	US 31	Monroe Rd/US 31	0.000	0.474	0.474	Weare Twp	RuralOtFrwy	Composite	0	2007	4	-2
1761209	US 31/Monroe RAMP													
		US 31/Monroe RAMP	US 31	Monroe	0.000	0.495	0.495	Weare Twp	RuralOtFrwy	Composite	0	2007	2	-9
1806010	US 31/Pere Marquette RAMP													

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Act 51 Legal System: State Trunkline														
3810274	W Sherman/N US31 RAMP													
		W Sherman/N US31 RAMP			0.000	0.209	0.209	Muskegon	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
0712604	Warner Ave													
		S Stewart Ave	Main	Butterfield St	0.518	0.840	0.322	Fremont	Urban Min Art	Asphalt-Standard	0	2007	4	-1
		S Stewart Ave	Butterfield St	City/Twp Line	0.840	1.111	0.271	Fremont	Urban Min Art	Asphalt-Standard	0	2007	4	-1
		S Stewart Ave	City/Twp Line	City/Twp Line	1.111	1.155	0.044	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	4	-1
		Warner Ave	City/Twp Line	64th	1.155	2.500	1.345	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	4	-1
		Warner Ave	64th	Warner/72nd cutoff	2.500	3.385	0.885	Sheridan Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-1
0713604	Warner/72nd Cutoff													
		Warner/72nd Cutoff	Warner	72nd	0.000	0.201	0.201	Sheridan Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
1806101	Washington/S US 31 RAMP													
		Washington/S US 31 RAMP	S US 31	County Line	0.000	0.300	0.300	Summit Twp	RuralOtPrArt	Asphalt-Standard	0	2007	6	4
		US 31/Pere Marquette RAMP	County Line	Pere Marquette	0.300	0.386	0.086	Pentwater Twp	RuralOtPrArt	Composite	0	2007	4	-4
3841184	N Water Rd													
		S State St	Polk	Hanson	3.480	3.666	0.186	Hart	RuralMajColl	Concrete-Standar	0	2007	5	2
		S State St	Hanson	Enterprize	3.666	3.767	0.101	Hart	RuralMajColl	Concrete-Standar	0	2007	5	2
		S State St	Enterprize	Jefferson	3.767	4.112	0.345	Hart	RuralMajColl	Concrete-Standar	0	2007	5	2
		S State St	Jefferson	Johnson	4.112	4.202	0.090	Hart	RuralMajColl	Concrete-Standar	0	2007	3	-6
0857609	White Lake/N US 31 RAMP													
		White Lake/N US 31 RAMP	White Lake	N US 31	0.000	0.351	0.351	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
0856410	White Lake/S US 31 RAMP													
		White Lake/S US 31 RAMP	White Lake	S US 31	0.000	0.358	0.358	Fruitland Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	1
0859906	Whitehall Rd													
		M 120	S M-120	S M-120	0.000	0.854	0.854	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	0
		M 120			0.854	1.066	0.212	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	0
		M 120	S M-120	Holton	1.066	1.096	0.030	North Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	0
0860702	Whitehall Rd													
		Water St	Dowling	Hunt St	0.078	0.276	0.196	Montague	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Water St	Hunt St	Lasley St	0.276	0.360	0.084	Montague	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
		Water St	Lasley St	Stanton	0.360	0.513	0.153	Montague	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
		Water St	Stanton	Walsh Rd	0.513	0.788	0.275	Montague	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
0710705	I Mile Rd													
		E South St	Division	Greenback	0.000	0.250	0.250	Denver Twp	RuralMinArt	Asphalt-Standard	0	2007	6	4
		E South St	Greenback	Smith	0.250	0.507	0.257	Denver Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		1 Mile Rd	Smith	Dickinson Ave	0.507	1.007	0.500	Denver Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		1 Mile Rd	Dickinson Ave	Stone Rd	1.007	3.998	2.991	Denver Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		1 Mile Rd	Stone Rd	Luce	3.998	5.992	1.994	Denver Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		1 Mile Rd	Luce	Croswell Ave	5.992	6.963	0.971	Lincoln Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		1 Mile Rd	Croswell Ave	Centerline	6.963	11.946	4.983	Lincoln Twp	RuralMinArt	Asphalt-Standard	0	2007	4	1
		1 Mile Rd	Centerline	Tulip Ave	11.946	13.204	1.258	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	4	1
		1 Mile Rd	Tulip Ave	Evergreen	13.204	13.457	0.253	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
3610154	1st St													
		1st St	Webster	Muskegon	0.088	0.138	0.088	Muskegon	NFwyUrbCtPrArt	Concrete-Standar	0	2007	4	-2
		1st St	Muskegon	Apple	0.138	0.181	0.025	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	2
0712309	48th St													
		48th St	Maple Island	[Undescribed Rating Segmen	0.000	0.162	0.162	Sheridan Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		48th St	[Undescribed Rating Segmen	Comstock	0.162	2.011	1.849	Sheridan Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		48th St	Comstock	Orchard	2.011	2.670	0.659	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		48th St	Orchard	Country	2.670	2.835	0.165	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		48th St	Country	[Undescribed Rating Segmen	2.835	3.093	0.258	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		48th St	Country	[Undescribed Rating Segmen	3.093	3.144	0.051	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		48th St	[Undescribed Rating Segmen		3.144	3.379	0.235	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	8	13
		W Main St	Dewitt	Snyder	3.379	3.410	0.031	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	8	13
		W Main St	Dewitt	Snyder	3.410	3.444	0.034	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	7	8
		W Main St	Snyder	City/Twp Line	3.444	3.477	0.033	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	8	13
		W Main St		[Undescribed Rating Segmen	3.477	3.607	0.130	Sheridan Twp	Urban Min Art	Asphalt-Standard	0	2007	8	13
		W Main St	[Undescribed Rating Segmen	Stone Rd	3.607	4.007	0.400	Fremont	Urban Min Art	Asphalt-Standard	0	2007	8	5
		W Main St	Stone Rd	Weaver	4.007	4.543	0.536	Fremont	Urban Min Art	Asphalt-Standard	0	2007	8	5
		W Main St	Weaver	[Undescribed Rating Segmen	4.543	4.629	0.086	Fremont	Urban Min Art	Asphalt-Standard	0	2007	5	4
		W Main St	[Undescribed Rating Segmen	Division	4.629	4.754	0.125	Fremont	Urban Min Art	Asphalt-Standard	2004	2007	8	11
		W Main St	Division	Merchant	4.754	4.842	0.088	Fremont	Urban Min Art	Asphalt-Standard	2004	2007	7	11

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Act 51 Legal System: State Trunkline														
3811053	Airline/S US 31 RAMP													
		Airline/S US 31 RAMP	Airline	Airline/S US 31	0.000	0.014	0.014	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	2
0657803	Apple Ave													
		Apple Ave	Muskegon	First	0.000	0.036	0.036	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		Apple Ave	First	First	0.036	0.041	0.005	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	First	Pine St	0.041	0.319	0.278	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	8
		Apple Ave	Pine St	Concord Ave	0.319	0.341	0.022	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Apple Ave	Concord Ave	Spring St	0.341	0.424	0.083	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	8
		Apple Ave	Spring St	Ambrosia St	0.424	0.529	0.105	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Apple Ave	Ambrosia St	Fork St	0.529	0.560	0.031	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	8
		Apple Ave	Fork St	Chestnut	0.560	0.909	0.349	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Apple Ave	Chestnut	Chestnut St	0.909	0.910	0.001	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Apple Ave	Chestnut St	Scott	0.910	0.920	0.010	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		Apple Ave	Scott	Scott St	0.920	0.921	0.001	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	8
		Apple Ave	Scott St	Maple St	0.921	0.981	0.060	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Apple Ave	Maple St	Kenneth St	0.981	1.066	0.085	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	8
		Apple Ave	Kenneth St	Eastgate	1.066	1.361	0.295	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	8
		Apple Ave	Eastgate	Stevens	1.361	1.422	0.061	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	5	3
		Apple Ave	Stevens	Roberts St	1.422	1.736	0.314	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	6	7
		Apple Ave	Roberts St	Plymouth	1.736	1.799	0.063	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	6	8
		Apple Ave	Plymouth	Burton Rd	1.799	1.848	0.049	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	6	7
		Apple Ave	Burton Rd	Creston	1.848	1.990	0.142	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	6	7
		Apple Ave	Creston	Home	1.990	2.094	0.104	Muskegon Twp	NFwyUrbOtPrArt	Concrete-Standar	0	2007	6	8
		Apple Ave	Home	S US-31/Apple	2.094	2.158	0.064	Muskegon Twp	NFwyUrbOtPrArt	Concrete-Standar	0	2007	6	7
		Apple Ave	S US-31/Apple	W Apple/S US-31	2.158	2.183	0.025	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		Apple Ave	W Apple/S US-31	Bridge 7575	2.183	2.211	0.028	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
		Apple Ave	Bridge 7575	Bridge 7575	2.211	2.225	0.014	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
		Apple Ave	Bridge 7575	City/Twp Line	2.225	2.241	0.016	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
		Apple Ave	City/Twp Line	E Apple/N US-31	2.241	2.255	0.014	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
		Apple Ave	E Apple/N US-31	N US-31/Apple	2.255	2.277	0.022	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		Apple Ave			1.017	1.073	0.056	Casnovia Twp	RuralMinArt	Asphalt-Standard	0	2007	6	6
0857802	Apple/N US 31 RAMP													
		Apple/N US 31 RAMP	Apple	N US 31	0.000	0.132	0.132	Muskegon Twp	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0857804	Apple/N US 31 RAMP													
		Apple/N US 31 RAMP	Apple	City/Twp Line	0.000	0.111	0.111	Muskegon Twp	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
		Apple/N US 31 RAMP	City/Twp Line	N US 31	0.111	0.177	0.066	Muskegon	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0858505	Apple/S US 31 RAMP													
		Apple/S US 31 RAMP	Apple	S US 31	0.000	0.188	0.188	Muskegon Twp	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0858506	Apple/S US 31 RAMP													
		Apple/S US 31 RAMP	Apple	S US 31	0.000	0.142	0.142	Muskegon	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0712101	Baseline Rd													
		Pine Hill Ave	Morgan	Catalpa	1.576	2.016	0.438	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	9	14
		Baseline Rd	Catalpa	Spruce	2.016	2.520	0.504	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Baseline Rd	Spruce	City/Twp Line	2.520	2.533	0.013	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Baseline Rd	City/Twp Line	[Undescribed Rating Segmen	2.533	3.520	0.987	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Baseline Rd	[Undescribed Rating Segmen		3.520	3.552	0.032	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Baseline Rd		Pine	3.552	5.527	1.975	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Baseline Rd	Pine	Cherry	5.527	8.783	3.256	Big Prairie Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Baseline Rd	Cherry	Cottonwood	8.783	9.522	0.739	Big Prairie Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Baseline Rd	Cottonwood	Cedar Ave	9.522	10.206	0.684	Big Prairie Twp	RuralMinArt	Asphalt-Standard	0	2007	9	14
		Baseline Rd	Cedar Ave	Baseline	10.206	10.517	0.311	Big Prairie Twp	RuralMinArt	Asphalt-Standard	0	2007	9	14
0857910	Colby St													
		Colby Rd	Hinton Whitehall	N US 31/Hilton Whitehall RA	0.000	0.014	0.014	Whitehall Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	7
		Colby Rd	N US 31/Hilton Whitehall RA	N US 31/Hilton Whitehall RA	0.014	0.071	0.057	Whitehall Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	6
		Colby Rd	N US 31/Hilton Whitehall RA	Colby/S US 31 RAMP	0.071	0.189	0.118	Whitehall Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	7
		Colby Rd	Colby/S US 31 RAMP	Whitehall	0.189	0.251	0.062	Whitehall Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	6
		Colby Rd	Whitehall	Peterson	0.251	0.697	0.446	Whitehall Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	7
		Colby St	Peterson	Hall	0.697	1.112	0.415	Whitehall	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Colby St	Hall	Covell	1.112	1.278	0.166	Whitehall	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	5
		Colby St	Covell	Franklin	1.278	1.361	0.083	Whitehall	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		Evergreen Dr	City/Twp Line	[Undescribed Rating Segmen	3.328	4.388	1.058	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	[Undescribed Rating Segmen	[Undescribed Rating Segmen	4.388	5.393	1.007	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	[Undescribed Rating Segmen	28th St	5.393	5.840	0.447	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	28th St	18th St	5.840	7.374	1.534	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	18th St	[Undescribed Rating Segmen	7.374	8.374	1.000	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		Evergreen Dr	[Undescribed Rating Segmen	City/Twp Line	8.374	8.871	0.497	Everett Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		N Charles St	Townline	Wilcox	8.671	9.100	0.229	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	5	3
		N Charles St	Wilcox	[Undescribed Rating Segmen	9.100	9.832	0.732	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	6	5
		N Charles St	[Undescribed Rating Segmen	City/Twp Line	9.832	9.859	0.027	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	6	5
		Evergreen Dr	City/Twp Line	1 Mile Rd	9.859	10.372	0.513	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	6	5
		Evergreen Dr	1 Mile Rd	3 Mile Rd	10.372	12.379	2.007	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	9	14
		Evergreen Dr	3 Mile Rd	Evergreen	12.379	12.784	0.405	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	9	14
		Evergreen Dr	Evergreen	Jackson	12.784	12.920	0.136	Wilcox Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
0868108	Farr/W I 96 RAMP													
		Farr/W I 96 RAMP	Farr		0.000	0.180	0.180	Fruitport Twp	UrbInt/st	Asphalt-Standard	0	2007	7	9
3810273	Farr/W I 96 RAMP													
		Farr/W I 96 RAMP			0.000	0.023	0.023	Fruitport Twp	UrbInt/st	Asphalt-Standard	0	2007	7	9
0711601	Fremont St													
		Fremont St	Fremont	Evergreen	0.000	0.157	0.157	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	5	1
		Fremont St	Evergreen	Bridge 7726	0.157	0.262	0.105	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		Fremont St	Bridge 7726	State	0.262	0.358	0.094	Newaygo	RuralMinArt	Asphalt-Standard	0	2007	4	-1
0868107	Fruitport/E I 96 RAMP													
		Fruitport/E I 96 RAMP	Fruitport	E I 96	0.000	0.383	0.383	Fruitport Twp	UrbInt/st	Asphalt-Standard	0	2007	8	9
0871605	Fruitvale Rd													
		Fruitvale Rd	Whitehall	Fruitvale/S US-31	4.051	4.279	0.228	Montague Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		Fruitvale Rd	Fruitvale/S US-31	Bridge 7607	4.279	4.388	0.109	Montague Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		Fruitvale Rd	Bridge 7607	Bridge 7606	4.388	4.427	0.039	Montague Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		Fruitvale Rd	Bridge 7606	Fruitvale/N US-31	4.427	4.532	0.105	Montague Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
0858006	Fruitvale/N US 31 RAMP													
		Fruitvale/N US 31 RAMP	Fruitvale	N US 31	0.000	0.307	0.307	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		E Hayes Rd	182rd	176th	17.722	19.464	1.742	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		E Hayes Rd	176th	184th	19.464	20.462	0.998	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		E Hayes Rd	184th	192nd	20.462	21.460	0.998	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		E Hayes Rd	192nd		21.460	22.963	1.503	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		W South Ave		Munn	22.963	23.058	0.095	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	4
		W South Ave	Munn	S State St	23.058	23.296	0.238	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	8
		W South Ave	S State St	Lynn	23.296	23.338	0.042	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		W South Ave	Lynn	Maple Aly	23.338	23.416	0.078	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	6
		W South Ave	Maple Aly	Alley	23.416	23.422	0.006	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		W South Ave	Alley	Division	23.422	23.461	0.039	New Field Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-3
0658101	Hile/E I 96 RAMP													
		Hile/E I 96 RAMP	Hile	E I 96	0.000	0.305	0.305	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
0660003	Holton Rd													
		Holton Rd	Whitehall	Celery	0.000	0.100	0.100	North Muskegon	NFwyUrbOtPrArt	Composite	0	2007	5	2
		Holton Rd	Celery	Riverview	0.100	0.298	0.198	North Muskegon	NFwyUrbOtPrArt	Composite	0	2007	7	8
		Holton Rd	Riverview	City/Twp Line	0.298	0.408	0.110	North Muskegon	NFwyUrbOtPrArt	Composite	0	2007	5	3
		Holton Rd	City/Twp Line	Russell	0.408	0.536	0.128	Muskegon Twp	NFwyUrbOtPrArt	Composite	0	2007	7	8
		Holton Rd	Russell	[Surface Segment Split]	0.536	1.178	0.642	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Holton Rd	[Surface Segment Split]	Linden	1.178	1.414	0.236	Muskegon Twp	NFwyUrbOtPrArt	Composite	0	2007	5	3
		Holton Rd	Linden	Riblet	1.414	1.624	0.210	Muskegon Twp	NFwyUrbOtPrArt	Composite	0	2007	7	8
		Holton Rd	Riblet	Joslyn	1.624	1.762	0.138	Muskegon Twp	NFwyUrbOtPrArt	Composite	0	2007	5	3
		Holton Rd	Joslyn	Pappas	1.762	2.350	0.588	Muskegon Twp	NFwyUrbOtPrArt	Composite	0	2007	7	8
		Holton Rd	Pappas	[Surface Segment Split]	2.350	2.511	0.161	Muskegon Twp	NFwyUrbOtPrArt	Composite	0	2007	7	8
		Holton Rd	[Surface Segment Split]	Holton/S US 31 RAMP	2.511	2.672	0.161	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Holton Rd	Holton/S US 31 RAMP	Bridge 7597	2.672	2.831	0.159	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Holton Rd	Bridge 7597	Holton/N US-31	2.831	2.948	0.115	Muskegon Twp	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Holton Rd	Holton/N US-31	River	2.946	3.070	0.124	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		Holton Rd			3.070	3.107	0.037	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		Holton Rd			3.107	3.146	0.039	Muskegon Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		Holton Rd	River	Old Orchard	3.146	3.252	0.106	Dalton Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3

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Act 51 Legal System: State Trunkline														
		S James St	E Laura St	E Dowland St	0.000	0.057	0.057	Ludington	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		S James St	E Dowland St	E Danaher St	0.057	0.199	0.142	Ludington	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		S James St	E Danaher St	E Foster St	0.199	0.269	0.070	Ludington	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		S James St	E Foster St	E Ludington Ave	0.269	0.482	0.213	Ludington	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0216810	N Lakeshore Dr													
		N Lakeshore Dr	W Ludington Ave	W Court St	0.158	0.229	0.071	Ludington	Urban Min Art	Asphalt-Standard	0	2007	5	2
		N Lakeshore Dr	W Court St	Stearns Rd	0.229	0.570	0.341	Ludington	Urban Min Art	Asphalt-Standard	0	2007	5	1
		N Lakeshore Dr	Stearns Rd	W Fitch St	0.570	0.581	0.011	Ludington	Urban Min Art	Asphalt-Standard	0	2005	5	1
		N Lakeshore Dr	W Fitch St	W Tinkham Ave	0.581	0.651	0.070	Ludington	Urban Min Art	Asphalt-Standard	0	2007	5	3
		N Lakeshore Dr	W Tinkham Ave	W Lowell St	0.851	0.901	0.250	Ludington	Urban Min Art	Asphalt-Standard	0	2007	5	2
		N Lakeshore Dr	W Lowell St	W Bryant St	0.901	1.153	0.252	Ludington	Urban Min Art	Asphalt-Standard	0	2007	5	3
		N Lakeshore Dr	W Bryant St	W Lake Ave	1.153	1.356	0.203	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2007	6	5
		N Lakeshore Dr	W Lake Ave	N Lincoln Ave	1.356	1.603	0.247	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2007	5	3
		N Lakeshore Dr	N Lincoln Ave	Plank Ave	1.603	1.635	0.032	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2008	4	0
		N Lakeshore Dr	Plank Ave	City/Twp Line	1.635	1.716	0.081	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2007	5	2
		N Lakeshore Dr	City/Twp Line	W Abrahamson Rd	1.716	1.919	0.203	Hamlin Twp	Urban Min Art	Asphalt-Standard	0	2007	5	2
		N Lakeshore Dr	W Abrahamson Rd	W Golfwood Rd	1.919	2.505	0.586	Hamlin Twp	Urban Min Art	Asphalt-Standard	0	2007	5	3
		N Lakeshore Dr	W Golfwood Rd	M 116	2.505	2.579	0.074	Hamlin Twp	Urban Min Art	Asphalt-Standard	0	2007	5	1
0857709	Laketon/N US 31 RAMP													
		Laketon/N US 31 RAMP	Laketon	N US 31	0.000	0.155	0.155	Muskegon	FwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
0859510	Laketon/S US 31 RAMP													
		Laketon/S US 31 RAMP	Laketon	City/Twp Line	0.000	0.152	0.152	Muskegon Twp	FwyUrbOtPrArt	Concrete-Standar	0	2007	8	7
		Laketon/S US 31 RAMP	City/Twp Line	S US 31	0.152	0.183	0.031	Muskegon	FwyUrbOtPrArt	Concrete-Standar	0	2007	6	5
0216403	W Ludington Ave													
		W Ludington Ave	N William St	S Lewis St	0.000	0.073	0.073	Ludington	Urban Min Art	Asphalt-Standard	0	2007	3	-3
		W Ludington Ave	S Lewis St	N Lakeshore Dr	0.073	0.361	0.288	Ludington	Urban Min Art	Asphalt-Standard	0	2007	3	-3
3530728	W Ludington Ave													
		W Ludington Ave	N William St	S Lewis St	0.000	0.073	0.073	Ludington	Urban Min Art	Asphalt-Standard	0	2007	3	-3
		W Ludington Ave	S Lewis St	N Lakeshore Dr	0.073	0.361	0.288	Ludington	Urban Min Art	Asphalt-Standard	0	2007	3	-3
1906406	Ludington Rest Area													

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System:		**State Trunkline**												
		S Michigan Ave	W Riverbend Trl	Riverbend	5.272	5.273	0.001	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	3	-5
		S Michigan Ave	Riverbend	W Fifth St	5.273	5.355	0.082	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-3
		S Michigan Ave	W Fifth St	Sixth	5.355	5.445	0.090	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-2
		S Michigan Ave	Sixth	W 6th St	5.445	5.446	0.001	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-2
		S Michigan Ave	W 6th St	Lake	5.446	5.537	0.091	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		S Michigan Ave	Lake	W Lake St	5.537	5.538	0.001	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		S Michigan Ave	W Lake St	Seventh	5.538	5.635	0.097	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	1
		S Michigan Ave	Seventh	W Seventh St	5.635	5.636	0.001	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		S Michigan Ave	W Seventh St	Eighth	5.636	5.727	0.091	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	1
		S Michigan Ave	Eighth	W Eighth St	5.727	5.728	0.001	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		S Michigan Ave	W Eighth St	Ninth	5.728	5.814	0.086	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
		S Michigan Ave	Ninth	W Ninth St	5.814	5.816	0.002	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-2
		S Michigan Ave	W Ninth St	Tenth	5.816	5.918	0.102	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		S Michigan Ave	Tenth	W Tenth St	5.918	5.922	0.004	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		S Michigan Ave	W Tenth St	Washington	5.922	6.033	0.111	Pleasant Pla Tw	RuralMinArt	Asphalt-Standard	0	2007	4	0
3430101	M 37													
		M 37	US 10	John S	0.000	0.354	0.354	Webber Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	John S	S John S Rd	0.354	0.355	0.001	Webber Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		M 37	S John S Rd	8th	0.355	1.908	1.553	Webber Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	8th	W 8th St	1.908	1.910	0.002	Webber Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		M 37	W 8th St	Centerline	1.910	3.188	1.278	Webber Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	Centerline	W Carnahan Dr	3.188	4.574	1.386	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		M 37	W Carnahan Dr	N Wolfe Ave	4.574	5.135	0.561	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		M 37	N Wolfe Ave	W 2 Mile Rd	5.135	5.306	0.171	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		M 37	W 2 Mile Rd	2 Mile	5.306	5.309	0.003	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	4	-1
		M 37	2 Mile	W Pine Tree Rd	5.309	6.596	1.287	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	W Pine Tree Rd	W 3 Mile Rd	6.596	7.117	0.521	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	5	1
		M 37	W 3 Mile Rd	3 Mile	7.117	7.120	0.003	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	5	2
		M 37	3 Mile	W 4 Mile Rd	7.120	7.341	0.221	Peacock Twp	RuralMinArt	Asphalt-Standard	0	2007	6	5

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System:		**State Trunkline**												
		Maple Island Rd	North St	Skeels	0.588	2.682	2.094	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	5	3
		Maple Island Rd			2.682	2.864	0.182	Holton Twp	RuralMinArt	Asphalt-Standard	0	2007	6	4
0711701	Mason Dr													
		Mason Dr	Moore	City/Twp Line	0.000	2.378	2.378	Ashland Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Mason Dr	City/Twp Line	City/Twp Line	2.378	2.422	0.044	Ashland Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		S Maple St	City/Twp Line	W Commerce St	2.422	2.757	0.335	Grant	RuralMinArt	Asphalt-Standard	0	2007	7	9
		S Maple St	W Commerce St	State	2.757	3.010	0.253	Grant	RuralMinArt	Asphalt-Standard	0	2007	7	9
		S Maple St	State	City/Twp Line	3.010	3.271	0.261	Grant	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Mason Dr	City/Twp Line		3.271	4.847	1.576	Ashland Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Mason Dr	Centerline	104th	4.847	5.228	0.381	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	7	8
		Mason Dr	104th	96th	5.228	6.239	1.011	Grant Twp	RuralMinArt	Asphalt-Standard	0	2007	7	10
		Mason Dr	96th	Edgewood Dr	6.239	7.645	1.406	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	7	10
		Mason Dr	Edgewood Dr	Carole St	7.645	7.711	0.066	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	7	10
		Mason Dr	Carole St	City/Twp Line	7.711	7.764	0.053	Brooks Twp	RuralMinArt	Asphalt-Standard	0	2007	7	11
		Mason Dr	City/Twp Line	John	7.764	7.829	0.065	Garfield Twp	RuralMinArt	Asphalt-Standard	0	2007	6	8
		Mason Dr	John	[Undescribed Rating Segmen	7.829	7.906	0.077	Garfield Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Mason Dr	[Undescribed Rating Segmen	Allen	7.906	7.939	0.033	Garfield Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Mason Dr			7.939	7.988	0.049	Garfield Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Mason Dr	Allen	Pine Lake Dr	7.988	7.995	0.007	Garfield Twp	RuralMinArt	Composite	0	2007	6	5
		Mason Dr	Pine Lake Dr	City/Twp Line	7.995	8.056	0.061	Garfield Twp	RuralMinArt	Composite	0	2007	6	5
		Mason Dr	City/Twp Line	Cooperative Center	8.056	8.076	0.020	Newaygo	RuralMinArt	Composite	0	2007	6	6
		Mason Dr		City/Twp Line	8.076	8.281	0.205	Newaygo	RuralMinArt	Composite	0	2007	6	6
		State Rd			8.281	8.306	0.025	Garfield Twp	RuralMinArt	Composite	0	2007	6	6
		State Rd	East	W Brooks St	8.306	8.433	0.127	Newaygo	RuralMinArt	Composite	0	2007	6	6
		State Rd	W Brooks St	Jefferson	8.433	8.497	0.064	Newaygo	RuralMinArt	Composite	0	2007	6	5
		State Rd	Jefferson	Washington	8.497	8.558	0.061	Newaygo	RuralMinArt	Composite	0	2007	6	6
		State Rd	Washington		8.558	8.694	0.136	Newaygo	RuralMinArt	Composite	0	2007	6	6
		State Rd	Main	Bridge	8.694	8.818	0.124	Newaygo	RuralMinArt	Concrete-Standar	0	2007	7	9
		State Rd	Bridge	River	8.818	8.996	0.178	Newaygo	RuralMinArt	Concrete-Standar	0	2007	7	9

Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		S Pere Marquette Hwy		Midland	13.288	13.715	0.427	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		S Pere Marquette Hwy	Midland	Dana Vista	13.715	14.890	1.175	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-7
		S Pere Marquette Hwy	Dana Vista	Watson Ave	14.890	15.302	0.412	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-7
		S Pere Marquette Hwy	Watson Ave	Midland Ave	15.302	15.310	0.008	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
		S Pere Marquette Hwy	Midland Ave	Vaughn	15.310	15.317	0.007	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-7
		S Pere Marquette Hwy	Vaughn	Pere Marquette	15.317	15.502	0.185	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	3	-8
1541406	Monroe/US 31 RAMP													
		Monroe/US 31 RAMP	Monroe	US 31	0.000	0.343	0.343	Weare Twp	RuralOtFrwy	Composite	0	2007	2	-7
1761205	Monroe/US 31 RAMP													
		Monroe/US 31 RAMP	Monroe	US 31	0.000	0.408	0.408	Weare Twp	RuralOtFrwy	Composite	0	2007	3	-6
0719107	Morgan St													
		Morgan St	Wilcox	[Undescribed Rating Segmen	0.000	0.217	0.217	White Cloud	RuralMinArt	Asphalt-Standard	2004	2007	8	11
		Morgan St	[Undescribed Rating Segmen	Webster St	0.217	0.324	0.107	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	9	14
		Morgan St	Webster St	Pine Hill	0.324	0.390	0.066	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	9	14
0859406	Muskegon Rest Area RAMP													
		Muskegon Rest Area RAMP	Muskegon Rest Area	S US 31	0.000	0.251	0.251	Dalton Twp	Unk	Undefined	0	0		
0859409	Muskegon Rest Area RAMP													
		Muskegon Rest Area RAMP	S US 31	Muskegon Rest Area	0.000	0.173	0.173	Dalton Twp	Unk	Undefined	0	0		
0859517	Muskegon Rest Area													
		Muskegon Rest Area	Muskegon Rest Area RAMP	Muskegon Rest Area RAMP	0.000	0.223	0.223	Dalton Twp	Unk	Undefined	0	0		
3611054	Muskegon Rest Area													
		Muskegon Rest Area	Muskegon Rest Area RAMP	Muskegon Rest Area RAMP	0.000	0.197	0.197	Dalton Twp	Unk	Undefined	0	0		
0859403	N BR US 31/S US 31 RAMP													
		N BR US 31/S US 31 RAMP	US 31 BR	S US 31	0.000	0.495	0.495	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	-1
0857508	N US 31													
		N US 31		[Surface Segment Split]	0.000	0.845	0.845	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		N US 31	[Surface Segment Split]	[Surface Segment Split]	0.845	1.005	0.160	Norton Shores	FwyUrbOtPrArt	Composite	0	2007	7	9
		N US 31	[Surface Segment Split]	Stemberg/N US-31	1.005	2.916	1.911	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		N US 31	Stemberg/N US-31	N US-31/Hile	2.916	3.339	0.423	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		N US 31	N US-31/Hile	Bridge 7581	3.339	3.548	0.209	Norton Shores	FwyUrbOtPrArt	Composite	0	2007	5	5
		N US 31	Bridge 7581	E I-96/N US-31	3.548	3.699	0.151	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	5

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Act 51 Legal System:		**State Trunkline**												
		N US 31			19.164	19.729	0.565	Fruitland Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		N US 31	Bridge 7602	N US 31/White Lake RAMP	19.729	19.759	0.030	Whitehall Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	1
		N US 31	N US 31/White Lake RAMP	[Surface Segment Split]	19.759	22.278	2.519	Whitehall Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	3
		N US 31	[Surface Segment Split]	N US 31/Holton Whitehall	22.278	22.318	0.040	Whitehall Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	4
		N US 31	N US 31/Holton Whitehall	Holton Whitehall/N US-31	22.318	22.567	0.249	Whitehall Twp	FwyUrbOtPrAr	Concrete-Standar	0	2007	5	5
		N US 31	Holton Whitehall/N US-31	City/Twp Line	22.567	23.825	1.258	Whitehall Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	City/Twp Line	Bridge 7606	23.825	24.311	0.486	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	Bridge 7606	Bridge 7606	24.311	24.982	0.671	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	Bridge 7606	N US-31/Fruitvale	24.982	25.018	0.036	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	N US-31/Fruitvale	Fruitvale/N US-31	25.018	25.252	0.234	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		N US 31	Fruitvale/N US-31		25.252	26.910	1.658	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	11
1540403	N US 31													
		N US 31		[Surface Segment Split]	0.000	0.465	0.465	Grant Twp	RuralOtFrwy	Composite	0	2007	5	3
		N US 31	[Surface Segment Split]	Bridge 8333	0.465	0.659	0.194	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	4
		N US 31	Bridge 8333	Rothbury Rest Area	0.659	1.038	0.379	Grant Twp	RuralOtFrwy	Composite	0	2007	7	7
		N US 31	Rothbury Rest Area	Rothbury Rest Area	1.038	1.685	0.647	Grant Twp	RuralOtFrwy	Composite	0	2007	7	7
		N US 31	Rothbury Rest Area		1.685	3.826	2.141	Grant Twp	RuralOtFrwy	Composite	0	2007	7	7
		N US 31		Bridge 8331	3.826	3.951	0.125	Grant Twp	RuralOtFrwy	Composite	0	2007	4	0
		N US 31		Bridge 8331	3.951	4.237	0.286	Grant Twp	RuralOtFrwy	Composite	0	2007	4	0
		N US 31		Bridge 8331	4.237	5.264	1.027	Grant Twp	RuralOtFrwy	Composite	0	2007	4	-1
		N US 31	Bridge 8331	US 31/Garfield Rd	5.264	6.694	1.430	Grant Twp	RuralOtFrwy	Composite	0	2007	4	0
		N US 31	US 31/Garfield Rd	Bridge 8332	6.694	7.114	0.420	Grant Twp	RuralOtFrwy	Composite	0	2007	3	-4
		N US 31	Bridge 8332	Garfield Rd/US 31	7.114	7.455	0.341	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	-1
		N US 31	Garfield Rd/US 31	City/Twp Line	7.455	8.635	1.180	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	0
		N US 31	City/Twp Line	City/Twp Line	8.635	8.649	0.014	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	1
		N US 31	City/Twp Line	City/Twp Line	8.649	9.069	0.420	Benona Twp	RuralOtFrwy	Composite	0	2007	4	0
		N US 31	City/Twp Line		9.069	10.078	1.009	Shelby Twp	RuralOtFrwy	Composite	0	2007	4	0
		N US 31		Shelby Rd/US 31	10.078	11.184	1.106	Shelby Twp	RuralOtFrwy	Composite	0	2007	7	9
		N US 31	Shelby Rd/US 31		11.184	11.394	0.210	Shelby Twp	RuralOtFrwy	Composite	0	2007	5	1

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Act 51 Legal System: State Trunkline														
0857801	N US 31/Apple RAMP													
		N US 31/Apple RAMP	N US 31	Apple	0.000	0.195	0.195	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
1906507	N US 31/E US 10 RAMP													
		N US 31/E US 10 RAMP	Bridge 6647	US 31	0.000	0.365	0.365	Amber Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0858005	N US 31/Fruitvale RAMP													
		N US 31/Fruitvale RAMP	N US 31	Fruitvale	0.000	0.201	0.201	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
0857604	N US 31/Hile RAMP													
		N US 31/Hile RAMP	N US 31	Hile	0.000	0.305	0.305	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0857809	N US 31/Holton RAMP													
		N US 31/Holton RAMP	N US 31	Holton	0.000	0.341	0.341	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
0858001	N US 31/Holton Whitehall RAMP													
		N US 31/Holton Whitehall RA	N US 31	N US-31/E Holton-Whitehall	0.000	0.150	0.150	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		N US 31/Holton Whitehall RA	N US-31/E Holton-Whitehall	Holton Whitehall	0.150	0.232	0.082	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
1916505	N US 31/Holton Whitehall RAMP													
		N US 31/Holton Whitehall RA	N US 31/Holton Whitehall	Holton Whitehall	0.000	0.049	0.049	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0857706	N US 31/Laketon RAMP													
		N US 31/Laketon RAMP	N US 31	Laketon	0.000	0.205	0.205	Muskegon	FwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
1906501	N US 31/Pere Marquette RAMP													
		N US 31/Pere Marquette RA	N US 31	Pere Marquette/N US 31 RA	0.000	0.491	0.491	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
0857510	N US 31/Pontaluna RAMP													
		N US 31/Pontaluna RAMP	N US 31	Pontaluna	0.000	0.166	0.166	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	1
0857902	N US 31/Russell RAMP													
		N US 31/Russell RAMP	N US 31	Russell	0.000	0.358	0.358	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
0857807	N US 31/S BR US 31 RAMP													
		N US 31/S BR US 31 RAMP	N US 31	US 31 BR	0.000	0.528	0.528	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
0857705	N US 31/Sherman RAMP													
		N US 31/Sherman RAMP	N US 31	City/Twp Line	0.000	0.217	0.217	Fruitport Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9
		N US 31/Sherman RAMP	City/Twp Line	Sherman	0.217	0.222	0.005	Muskegon	FwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
3811003	N US 31/Sternberg RAMP													
		N US 31/Sternberg RAMP	N US 31	Sternberg/N US-31	0.000	0.375	0.375	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	1
0857609	N US 31/W I 96 RAMP													
		N US 31/W I 96 RAMP	N US 31	City/Twp Line	0.000	0.054	0.054	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4

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Act 51 Legal System: State Trunkline														
		N Oceana Dr	Water	Baseline	12.436	12.685	0.249	Shelby Twp	RuralMajColl	Composite	0	2007	4	-1
		N Oceana Dr	Baseline	Scout	12.685	13.184	0.499	Hart Twp	RuralMajColl	Composite	0	2007	3	-2
		N Oceana Dr	Scout	[Surface Segment Split]	13.184	13.619	0.435	Hart Twp	RuralMajColl	Composite	0	2007	3	-4
		N Oceana Dr	[Surface Segment Split]	Filmore	13.619	13.694	0.075	Hart Twp	RuralMajColl	Composite	2007	2007	8	11
		N Oceana Dr	Filmore	Star Hill Dr	13.694	13.888	0.194	Hart Twp	RuralMajColl	Composite	2007	2007	8	12
		N Oceana Dr	Star Hill Dr	City/Twp Line	13.888	15.429	1.541	Hart Twp	RuralMajColl	Composite	2007	2007	8	12
		N Oceana Dr	City/Twp Line	City/Twp Line	15.429	15.486	0.057	Hart Twp	RuralMajColl	Composite	2007	2007	8	12
		N Oceana Dr	City/Twp Line	Polk	15.486	15.684	0.198	Hart Twp	RuralMajColl	Composite	2007	2007	8	12
		N Oceana Dr	Polk	City/Twp Line	15.684	16.269	0.585	Hart	RuralMajColl	Composite	0	2007	2	-8
		N Oceana Dr	City/Twp Line	City/Twp Line	16.269	16.613	0.344	Hart Twp	RuralMajColl	Composite	0	2007	2	-8
		N Oceana Dr	City/Twp Line	Main	16.613	16.733	0.120	Hart	RuralMajColl	Asphalt-Standard	0	2007	2	-7
		N Oceana Dr	Main	City/Twp Line	16.733	17.001	0.268	Hart	RuralMajColl	Composite	0	2007	2	-8
		N Oceana Dr	City/Twp Line	Lake	17.001	17.069	0.068	Hart Twp	RuralMajColl	Composite	0	2007	3	-3
		N Oceana Dr			17.069	17.090	0.021	Hart Twp	RuralMajColl	Asphalt-Standard	0	2007	9	14
1606009	Oceana/US 31 RAMP													
		Oceana/US 31 RAMP	US 31/Pere Marquette Rd	County Line	0.000	0.288	0.288	Weare Twp	RuralOtFrwy	Composite	0	2007	6	4
		Washington/N US 31 RAMP	County Line	N US 31	0.288	0.360	0.112	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	4
3530802	Pentwater Turnout													
		Pentwater Turnout	Ludington Rest Area		0.000	0.261	0.261	Summit Twp	Unk	Undefined	0	0		
3530803	Pentwater Turnout													
		Pentwater Turnout	Ludington Rest Area		0.000	0.059	0.059	Summit Twp	Unk	Undefined	0	0		
0217004	S Pere Marquette Hwy													
		S Pere Marquette Hwy	Pere Marquette	County Line	0.000	0.016	0.016	Pentwater Twp	RuralMajColl	Asphalt-Standard	0	2007	7	7
		S Pere Marquette Hwy	Pere Marquette/N US 31 RA	Pere Marquette/S US 31 RA	6.709	6.999	0.290	Pere Marquette	RuralMinArt	Asphalt-Standard	0	2007	8	6
		S Pere Marquette Hwy	Pere Marquette/S US 31 RA	W Hesslund Rd	6.999	7.130	0.131	Pere Marquette	RuralMinArt	Asphalt-Standard	0	2007	8	5
		S Pere Marquette Hwy	W Hesslund Rd	W Iris Rd	7.130	7.902	0.772	Pere Marquette	RuralMinArt	Asphalt-Standard	0	2007	5	3
		S Pere Marquette Hwy	W Iris Rd	W Conrad Rd	7.902	8.556	0.654	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2007	6	4
		S Pere Marquette Hwy	W Conrad Rd	W 1st St	8.556	9.318	0.762	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2007	5	3
		S Pere Marquette Hwy	W 1st St	US 10	9.318	9.946	0.628	Pere Marquette	Urban Min Art	Asphalt-Standard	0	2007	5	2
3530102	S Pere Marquette Hwy													

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Act 51 Legal System: State Trunkline														
		W Polk Rd	Flood	Griswold	2.992	3.048	0.056	Hart Twp	RuralMajColl	Asphalt-Standard	0	2007	4	0
		W Polk Rd	Griswold	Oceana	3.048	3.087	0.039	Hart Twp	RuralMajColl	Asphalt-Standard	0	2007	4	0
1541310	Polk/US 31 RAMP													
		Polk/US 31 RAMP	Polk	US 31	0.000	0.345	0.345	Hart Twp	RuralOtFrwy	Composite	0	2007	4	-1
1541504	Polk/US 31 RAMP													
		Polk/US 31 RAMP	Polk	US 31	0.000	0.457	0.457	Hart Twp	RuralOtFrwy	Composite	0	2007	3	-2
0857602	Pontaluna/N US 31 RAMP													
		Pontaluna/N US 31 RAMP	Pontaluna	N US 31	0.000	0.141	0.141	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	1
0859305	Pontaluna/S US 31 RAMP													
		Pontaluna/S US 31 RAMP	Pontaluna	S US 31	0.000	0.141	0.141	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	-1
1761206	Rothbury Rest Area RAMP													
		Rothbury Rest Area RAMP	US 31	Rothbury Rest Area	0.000	0.581	0.581	Grant Twp	Unk	Undefined	0	0	0	0
3660127	Rothbury Rest Area													
		Rothbury Rest Area	Rothbury Rest Area	US 31	0.000	0.357	0.357	Grant Twp	Unk	Undefined	0	0	0	0
0857904	Russell/N US 31 RAMP													
		Russell/N US 31 RAMP	Bard	N US 31	0.000	0.376	0.376	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
0859406	Russell/S US 31 RAMP													
		Russell/S US 31 RAMP	Russell	S US 31	0.000	0.292	0.292	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	3
0859904	S BR US 31/N M 120													
		S BR US 31/N M 120	US 31 BR	N M-120	0.000	0.215	0.215	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
0859503	S BR US 31/Norton													
		S BR US 31/Norton	Seaway	Norton	0.000	0.059	0.059	Norton Shores	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	8	8
0859905	S M-120													
		S M-120	US 31 BR	Ottawa	0.000	0.070	0.070	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		S M-120	Ottawa	S M-120/N BR US-31	0.070	0.132	0.062	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	6
		S M-120	S M-120/N BR US-31	M-120	0.132	0.177	0.045	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
0858702	S M-120/N BR US 31													
		S M-120/N BR US 31	S M-120	US 31 BR	0.000	0.207	0.207	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		S M-120/N BR US 31	US 31 BR	US 31 BR	0.207	0.275	0.068	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	6
0859302	S US 31													
		S US 31		S US-31/E Sternberg	0.000	2.496	2.496	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	8
		S US 31	S US-31/E Sternberg	Bridge 7560	2.496	2.516	0.020	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	7	9

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Act 51 Legal System: State Trunkline														
		S US 31	City/Twp Line	S US-31/Holton	12.381	12.502	0.121	Dalton Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	2
		S US 31	S US-31/Holton		12.502	13.441	0.939	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		S US 31		Bridge 7591	13.441	14.111	0.670	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	0
		S US 31	Bridge 7591	Russell/S US 31 RAMP	14.111	14.426	0.315	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		S US 31	Russell/S US 31 RAMP	Bridge 7598	14.426	14.756	0.330	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	0
		S US 31	Bridge 7598	S US 31/Russell RAMP	14.756	14.986	0.230	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	1
		S US 31	S US 31/Russell RAMP	Muskegon Rest Area RAMP	14.986	16.966	1.980	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	0
		S US 31	Muskegon Rest Area RAMP	Bridge 7609	16.966	18.695	1.729	Dalton Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	1
		S US 31	Bridge 7609	City/Twp Line	18.695	18.982	0.287	Lakewood Club	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	1
		S US 31		City/Twp Line	18.982	19.001	0.019	Lakewood Club	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	0
		S US 31	City/Twp Line	White Lake/S US 31 RAMP	19.001	19.480	0.479	Fruitland Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	5	1
		S US 31	White Lake/S US 31 RAMP	Bridge 7601	19.480	19.760	0.280	Fruitland Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	1
		S US 31	Bridge 7601	S US-31/White Lake	19.760	20.100	0.340	Whitehall Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	0
		S US 31	S US-31/White Lake	Colby/S US 31 RAMP	20.100	22.032	1.932	Whitehall Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	1
		S US 31	Colby/S US 31 RAMP	Bridge 7603	22.032	22.282	0.250	Whitehall Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	0
		S US 31	Bridge 7603	S US-31/Colby	22.282	22.541	0.259	Whitehall Twp	FwyUrbOtPrAr	Asphalt-Standard	0	2007	4	1
		S US 31	S US-31/Colby	City/Twp Line	22.541	23.853	1.312	Whitehall Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	0
		S US 31	City/Twp Line	Bridge 7605	23.853	24.301	0.448	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	-2
		S US 31	Bridge 7605	Fruitvale/S US-31	24.301	24.707	0.406	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	1
		S US 31	Fruitvale/S US-31	Bridge 7607	24.707	24.997	0.290	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	0
		S US 31	Bridge 7607	S US-31/Fruitvale	24.997	25.295	0.298	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	4	1
		S US 31	S US-31/Fruitvale		25.295	26.927	1.632	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	8	8
1540402	S US 31													
		S US 31		Bridge 8325	0.000	0.406	0.406	Grant Twp	RuralOtFrwy	Asphalt-Standard	0	2007	7	8
		S US 31	Bridge 8325	Bridge 8327	0.406	0.606	0.200	Grant Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	8
		S US 31	Bridge 8327	Bridge 8328	0.606	2.322	1.716	Grant Twp	RuralOtFrwy	Asphalt-Standard	0	2007	7	9
		S US 31	Bridge 8328	State Line	2.322	2.994	0.672	Grant Twp	RuralOtFrwy	Asphalt-Standard	0	2007	7	8
		S US 31	Winston Rd/US 31	Bridge 8329	2.994	3.334	0.340	Grant Twp	RuralOtFrwy	Asphalt-Standard	0	2007	8	9
		S US 31	Bridge 8329	US 31/Winston Rd	3.334	3.783	0.449	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	4

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Act 51 Legal System: State Trunkline														
		S US 31	Monroe Rd/US 31	Bridge 6355	21.304	21.597	0.293	Weare Twp	RuralOtFrwy	Composite	0	2007	4	0
		S US 31	Bridge 6355	US 31/Monroe Rd	21.597	22.112	0.515	Weare Twp	RuralOtFrwy	Composite	0	2007	6	4
		S US 31	US 31/Monroe Rd	City/Twp Line	22.112	22.900	0.788	Weare Twp	RuralOtFrwy	Composite	0	2007	5	1
		S US 31	City/Twp Line	Bridge 6356	22.900	23.381	0.481	Pentwater Twp	RuralOtFrwy	Composite	0	2007	5	1
		S US 31	Bridge 6356	Pere Marquette Rd/US 31	23.381	25.442	2.061	Pentwater Twp	RuralOtFrwy	Composite	0	2007	4	1
		S US 31	Pere Marquette Rd/US 31	Bridge 6357	25.442	25.771	0.329	Pentwater Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	8
		S US 31	Bridge 6357		25.771	25.804	0.033	Weare Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	7
		S US 31			25.804	25.934	0.130	Weare Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	8
1900810	S US 31													
		S US 31			0.000	4.433	4.433	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	4
		S US 31		City/Twp Line	4.433	5.609	1.176	Summit Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		S US 31	City/Twp Line	Bridge 6651	5.609	6.599	0.990	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		S US 31	Bridge 6651	Pere Marquette/S US 31 RA	6.599	7.152	0.553	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		S US 31	Pere Marquette/S US 31 RA	Bridge 6653	7.152	7.583	0.431	Pere Marquette	RuralOtFrwy	Asphalt-Standard	0	2007	5	3
		S US 31	Bridge 6653	Bridge 6654	7.583	8.922	1.339	Amber Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		S US 31	Bridge 6653	Bridge 6654	8.922	9.433	0.511	Amber Twp	RuralOtFrwy	Asphalt-Standard	0	2007	5	2
		S US 31	Bridge 6654	Bridge 6646	9.433	10.602	1.169	Amber Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
		S US 31	Bridge 6646	US 10/S US 31 RAMP	10.602	10.613	0.011	Amber Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2008	5	3
0859305	S US 31/Airline RAMP													
		S US 31/Airline RAMP	S US 31	W Airline/S US-31	0.000	0.221	0.221	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
0858504	S US 31/Apple RAMP													
		S US 31/Apple RAMP	S US 31	Apple	0.000	0.204	0.204	Muskegon	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
0859109	S US 31/Colby RAMP													
		S US 31/Colby RAMP	S US 31	Colby/S US-31	0.000	0.255	0.255	Whitehall Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	5	2
0859306	S US 31/E I 96 RAMP													
		S US 31/E I 96 RAMP	S US 31	Seaway	0.000	0.252	0.252	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	5	4
0859502	S US 31/Fruitvale RAMP													
		S US 31/Fruitvale RAMP	S US 31	Fruitvale	0.000	0.318	0.318	Montague Twp	RuralOtFrwy	Asphalt-Standard	0	2007	6	-1
0859406	S US 31/Holton RAMP													
		S US 31/Holton RAMP	S US 31	City/Twp Line	0.000	0.111	0.111	Dalton Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0
		S US 31/Holton RAMP	City/Twp Line	Holton	0.111	0.368	0.257	Muskegon Twp	FwyUrbOtPrArt	Asphalt-Standard	0	2007	4	0

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Act 51 Legal System: State Trunkline														
		Seaway Dr		Sherman	3.188	4.160	0.972	Norton Shores	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Sherman	Laketon	4.160	5.169	1.009	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Laketon	Glade	5.169	5.185	0.016	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Glade	Southern Ave	5.185	5.480	0.295	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Southern Ave	Southern	5.480	5.481	0.001	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Seaway Dr	Southern		5.481	5.693	0.212	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	5	3
		Seaway Dr		Nineth	5.693	5.752	0.059	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	0
		Seaway Dr	Nineth	Ninth St	5.752	5.753	0.001	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2006	5	3
		Seaway Dr	Ninth St	Eighth	5.753	5.841	0.088	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	5	3
		Seaway Dr	Eighth	Seventh	5.841	5.929	0.088	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	3	-5
		Seaway Dr	Seventh	Sixth	5.929	6.016	0.089	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	4	0
0659917	Seaway Dr													
		Seaway Dr	Bridge 7627	S US-31/E I-96	0.000	0.024	0.024	Norton Shores	FwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Seaway Dr	S US-31/E I-96	E I-96/S US-31	0.024	0.209	0.185	Norton Shores	FwyUrbOtPrArt	Concrete-Standar	0	2007	6	9
		Seaway Dr	E I-96/S US-31	Grand Haven/S BS US-31	0.209	0.891	0.682	Norton Shores	NFwyUrbOtPrArt	Composite	0	2007	6	4
		Seaway Dr	Grand Haven/S BS US-31	S BS US-31/Grand Haven	0.891	0.963	0.072	Norton Shores	NFwyUrbOtPrArt	Composite	0	2007	6	4
		Seaway Dr	S BS US-31/Grand Haven	Green	0.963	1.910	0.947	Norton Shores	NFwyUrbOtPrArt	Composite	0	2007	6	4
		Seaway Dr	Green	Hoyt	1.910	2.170	0.260	Muskegon Heigh	NFwyUrbOtPrArt	Composite	0	2007	6	4
		Seaway Dr	Hoyt	City/Twp Line	2.170	2.414	0.244	Muskegon Heigh	NFwyUrbOtPrArt	Composite	0	2007	7	7
		Seaway Dr	City/Twp Line	Seminole	2.414	2.676	0.262	Norton Shores	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Seaway Dr	Seminole	Norton Ave	2.676	3.184	0.508	Norton Shores	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Seaway Dr	Norton Ave	Sherman	3.184	4.186	1.002	Norton Shores	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Seaway Dr	Sherman	Southern	4.186	5.505	1.319	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	4
		Seaway Dr	Southern	Nineth	5.505	5.679	0.174	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	11
		Seaway Dr			5.679	5.791	0.112	Muskegon	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	7	11
		Seaway Dr			5.791	5.826	0.035	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	5	3
		Seaway Dr	Nineth	Webster	5.826	5.870	0.044	Muskegon	NFwyUrbOtPrArt	Composite	0	2007	4	1
		Seaway Dr	Webster	Eighth St	5.870	5.914	0.044	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	5	3
		Seaway Dr	Eighth St	Eighth	5.914	5.915	0.001	Muskegon	NFwyUrbOtPrArt	Concrete-Standar	0	2007	5	3

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Act 51 Legal System: State Trunkline														
0859903	Skyline Dr													
		Skyline Dr	Sixth	Fifth	0.000	0.089	0.089	Muskegon	NFwyUrbCtPrArt	Concrete-Standar	0	2007	3	-6
		Skyline Dr	Fifth	First St	0.089	0.439	0.350	Muskegon	NFwyUrbCtPrArt	Concrete-Standar	0	2007	4	-3
		Skyline Dr	First St	First	0.439	0.441	0.002	Muskegon	NFwyUrbCtPrArt	Concrete-Standar	0	2007	3	-4
		Skyline Dr	First	Jefferson	0.441	0.498	0.057	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	4	-2
		Skyline Dr	Jefferson	Terrace	0.498	0.578	0.080	Muskegon	NFwyUrbCtPrArt	Concrete-Standar	0	2007	3	-6
		Skyline Dr		Terrace St	0.578	0.588	0.010	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	4	0
		Skyline Dr	Terrace St	Pine	0.588	0.675	0.087	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	4	1
		Skyline Dr	Pine	Spring	0.675	0.764	0.089	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	4	1
		Skyline Dr	Spring		0.764	0.832	0.068	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	5	3
		Skyline Dr		Eastern	0.832	0.950	0.118	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	7	10
		Skyline Dr	Eastern	Skyline Dr	0.950	0.951	0.001	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	5
		Skyline Dr	Skyline Dr	Shoreline Dr	0.951	1.021	0.070	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	5
		Skyline Dr	Shoreline Dr	Marquette Ave	1.021	1.408	0.387	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	4
		Skyline Dr	Marquette Ave	S M-120	1.408	1.826	0.418	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	5
		Skyline Dr	S M-120	S BR US-31/N M-120	1.826	2.111	0.285	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	5
		Skyline Dr	S BR US-31/N M-120	Getty	2.111	2.396	0.285	Muskegon	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	5	3
		US 31 BR	Getty	N US-31/S BR US-31	2.396	3.066	0.670	Muskegon Twp	FwyUrbCtPrArt	Asphalt-Standard	0	2007	5	3
		US 31 BR	N US-31/S BR US-31	S US 31	3.066	3.477	0.411	Muskegon Twp	FwyUrbCtPrArt	Asphalt-Standard	0	2007	5	5
3811002	Sternberg/N US 31 RAMP													
		Sternberg/N US 31 RAMP	Sternberg	N US 31	0.000	0.444	0.444	Norton Shores	FwyUrbCtPrArt	Asphalt-Standard	0	2007	5	1
3811004	Sternberg/S US 31 RAMP													
		Sternberg/S US 31 RAMP	S US 31	S US-31/W Sternberg	0.000	0.391	0.391	Norton Shores	FwyUrbCtPrArt	Asphalt-Standard	0	2007	4	0
0859301	Thompson St													
		Thompson St	Colby	Hanson	0.000	0.088	0.088	Whitehall	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	5	3
		Thompson St	Hanson	City/Twp Line	0.088	0.318	0.230	Whitehall	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	6	5
		Thompson St	City/Twp Line	Lake	0.318	0.459	0.141	Montague	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	5	3
		Dowling St	Lake	Water	0.459	0.536	0.077	Montague	NFwyUrbCtPrArt	Asphalt-Standard	0	2007	5	3
0218003	US 10													
		W Ludington Ave	N William St	S Robert St	0.000	0.068	0.068	Ludington	Urban Min Art	Asphalt-Standard	0	2007	7	9

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Act 51 Legal System:		**State Trunkline**												
		US 10	City/Twp Line	N Stephens Rd	12.139	12.639	0.503	Custer Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 10	N Stephens Rd	N Schoenherr Rd	12.639	14.588	1.949	Custer Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 10	N Schoenherr Rd	S Budzynski Rd	14.588	15.080	0.492	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		US 10	S Budzynski Rd	N Benson Rd	15.080	16.588	1.508	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 10	N Benson Rd	S Walhalla Rd	16.588	16.838	0.250	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	7	6
		US 10	S Walhalla Rd	E Wever Rd	16.838	16.901	0.063	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 10	E Wever Rd	Gibson Rd	16.901	17.002	0.101	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	7	6
		US 10	Gibson Rd	E 1st St	17.002	17.912	0.910	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 10	E 1st St	S Maple Rd	17.912	18.224	0.312	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
		US 10	S Maple Rd	S Tyndall Rd	18.224	20.739	2.515	Branch Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	6	4
3430100	US 10													
		US 10	Tyndall	S Grantsyn Trl	0.000	0.320	0.320	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	S Grantsyn Trl	Grantsyn	0.320	0.326	0.006	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	Grantsyn	W Federal Forest Road 5198	0.326	2.149	1.823	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	W Federal Forest Road 5198	Mack	2.149	4.061	1.912	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Mack	S Mac Rd	4.061	4.063	0.002	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	S Mac Rd	Dexter	4.063	5.040	0.977	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Dexter	S Dexter Rd	5.040	5.047	0.007	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	-1
		US 10	S Dexter Rd	City/Twp Line	5.047	6.028	0.981	Sweetwater Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	City/Twp Line	S Peacock Trl	6.028	7.959	1.931	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	S Peacock Trl	Astor	7.959	8.956	0.997	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Astor	S Astor Rd	8.956	8.960	0.004	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	S Astor Rd	Railroad	8.960	9.019	0.059	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Railroad	S Railroad St	9.019	9.023	0.004	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	-1
		US 10	S Railroad St	Cass	9.023	9.151	0.128	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Cass	W Cass St	9.151	9.154	0.003	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	1
		US 10	W Cass St	Princetonway	9.154	9.198	0.044	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	0
		US 10	Princetonway	S Princetonway Ave	9.198	9.200	0.002	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	4	-1
		US 10	S Princetonway Ave	M 37	9.200	9.438	0.238	Webber Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2

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PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System:		**State Trunkline**												
		US 10	Forest	Forman	14.244	14.880	0.616	Pleasant Pla Tw	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	Forman	Josh	14.880	14.895	0.035	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	Josh	E Josh Dr	14.895	14.899	0.004	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	E Josh Dr	S Dixie St	14.899	15.591	0.692	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	8	3
		US 10	S Dixie St	Dixie	15.591	15.593	0.002	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	2
		US 10	Dixie	S Waverly St	15.593	15.832	0.239	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	3	0
		US 10	S Waverly St	S Shallow Dr	15.832	16.156	0.324	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	3	-1
		US 10	S Shallow Dr	S Broadway St	16.156	16.327	0.171	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	3	-1
		US 10	S Broadway St	S Lilly St	16.327	16.455	0.128	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	5	0
		US 10	S Lilly St	Lilly	16.455	16.461	0.006	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	5	0
		US 10	Lilly	S Jasper Dr	16.461	16.479	0.018	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	4	4
		US 10	S Jasper Dr	Jasper	16.479	16.480	0.001	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	8	5
		US 10	Jasper	S Spruce Rd	16.480	17.835	1.355	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	5	3
		US 10	S Spruce Rd	City/Twp Line	17.835	18.009	0.174	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	4	1
		US 10	City/Twp Line	E Knight St	18.009	18.149	0.140	Cherry Valley T	RuralOtPrinArt	Asphalt-Standard	0	2008	5	3
		US 10	E Knight St	Kings	18.149	19.357	1.208	Cherry Valley T	RuralOtPrinArt	Asphalt-Standard	0	2008	4	1
		US 10	Kings	City/Twp Line	19.357	19.783	0.426	Cherry Valley T	RuralOtPrinArt	Asphalt-Standard	0	2008	4	1
		US 10	City/Twp Line	State	19.783	20.972	1.189	Yates Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	4	1
		US 10	State	S Frank Smith Rd	20.972	23.023	2.051	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	4	1
		US 10	S Frank Smith Rd	US 10	23.023	23.527	0.504	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	4	1
		US 10	US 10	S Rosencrans St	23.527	23.590	0.063	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	5	3
		US 10	S Rosencrans St		23.590	23.813	0.223	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	8	4
		US 10		S Saddler Rd	23.813	24.027	0.214	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	8	6
		US 10	S Saddler Rd	Saddler	24.027	24.031	0.004	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	7	7
		US 10	Saddler		24.031	24.528	0.497	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	8	2
		US 10		S Hawkins Rd	24.528	25.024	0.496	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	8	2
		US 10	S Hawkins Rd	Hawkins	25.024	25.025	0.001	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
		US 10	Hawkins		25.025	25.739	0.714	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	8	4
		US 10		S Deer Lake Rd	25.739	26.025	0.286	Chase Twp	RuralOtPrinArt	Asphalt-Standard	0	2008	4	-2

Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		US 31/Pere Marquette RAMP	US 31	City/Twp Line	0.000	0.256	0.256	Pentwater Twp	RuralOtFrwy	Composite	0	2007	3	4
		US 31/Pere Marquette RAMP	City/Twp Line	Oceana Rd/US 31	0.256	0.434	0.178	Weare Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	7
1541402	US 31/Polk RAMP													
		US 31/Polk RAMP	US 31	Polk	0.000	0.409	0.409	Hart Twp	RuralOtFrwy	Composite	0	2007	3	2
1541503	US 31/Polk RAMP													
		US 31/Polk RAMP	US 31	Polk	0.000	0.421	0.421	Hart Twp	RuralOtFrwy	Composite	0	2007	4	3
1541305	US 31/Shelby RAMP													
		US 31/Shelby RAMP	US 31	Shelby	0.000	0.488	0.488	Shelby Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	6
1541501	US 31/Shelby RAMP													
		US 31/Shelby RAMP	US 31	Shelby	0.000	0.490	0.490	Shelby Twp	RuralOtFrwy	Concrete-Standar	0	2007	6	8
1541206	US 31/Winston RAMP													
		US 31/Winston RAMP	US 31	Winston	0.000	0.384	0.384	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	4
1541407	US 31/Winston RAMP													
		US 31/Winston RAMP	US 31	Winston	0.000	0.483	0.483	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	4
0857606	W I 96													
		W I 96	Bridge 7627	Bridge 7627	0.000	0.009	0.009	Norton Shores	FwyUrbOtPrAri	Concrete-Standar	0	2007	7	11
		W I 96	Bridge 7627	N US-31/W I-96	0.009	0.059	0.050	Norton Shores	FwyUrbOtPrAri	Concrete-Standar	0	2007	7	12
		W I 96	N US-31/W I-96	City/Twp Line	0.059	0.094	0.035	Norton Shores	UrbInIst	Asphalt-Standard	0	2007	5	3
		W I 96	City/Twp Line	W I-96/N US-31	0.094	0.269	0.175	Fruitport Twp	UrbInIst	Concrete-Standar	0	2007	7	12
		W I 96	W I-96/N US-31	Bridge 7631	0.269	3.490	3.221	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
		W I 96	Bridge 7631	Farr/W I 96 RAMP	3.490	3.524	0.034	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
		W I 96	Farr/W I 96 RAMP	W I 96/Farr RAMP	3.524	3.730	0.206	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
		W I 96	W I 96/Farr RAMP	W I 96/Fruitport RAMP	3.730	5.437	1.707	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
		W I 96	W I 96/Fruitport RAMP		5.437	5.472	0.035	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2006	7	8
0858110	W I 96/Farr RAMP													
		W I 96/Farr RAMP	W I 96	Farr	0.000	0.220	0.220	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
0858201	W I 96/Fruitport RAMP													
		W I 96/Fruitport RAMP	W I 96	Fruitport	0.000	0.250	0.250	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	7	8
0857701	W I 96/N US 31 RAMP													
		W I 96/N US 31 RAMP	W I 96		0.000	0.147	0.147	Fruitport Twp	UrbInIst	Asphalt-Standard	0	2007	8	8
		W I 96/N US 31 RAMP		N US 31	0.147	0.436	0.289	Fruitport Twp	UrbInIst	Concrete-Standar	0	2007	8	8

Current Surface Rating by Act 51 Legal System

PR No.	Road Name	Segment Name	From Description	To Description	P.O.B.	P.O.E.	Length	City/ Twp	NFC	Surf Subtype	Last Resurf	Last Eval	PASER Rating	RSL
Act 51 Legal System: State Trunkline														
		Water St	Walsh Rd	Ellers	0.788	1.100	0.312	Montague	NFwyUrbOtPrArt	Asphalt-Standard	0	2007	6	5
		Whitehall Rd	Ellers	Fruitvale	1.100	2.079	0.979	Montague Twp	RuralOtPrinArt	Asphalt-Standard	0	2007	5	3
0718604	Wilcox Ave													
		Wilcox Ave	Charles	State	1.593	1.699	0.106	White Cloud	RuralMinArt	Asphalt-Standard	2004	2007	8	11
		Wilcox Ave			1.699	1.709	0.010	White Cloud	RuralMinArt	Asphalt-Standard	0	2007	4	1
		Wilcox Ave	State	Morgan	1.709	1.862	0.153	White Cloud	RuralMinArt	Asphalt-Standard	2004	2007	8	11
1541205	Winston/US 31 RAMP													
		Winston/US 31 RAMP	Winston	US 31	0.000	0.429	0.429	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	4
1541406	Winston/US 31 RAMP													
		Winston/US 31 RAMP	Winston	US 31	0.000	0.441	0.441	Grant Twp	RuralOtFrwy	Concrete-Standar	0	2007	5	4
0712105	Woodbridge Ave													
		Woodbridge Ave	Salvia	City/Twp Line	0.000	5.491	5.491	Merrill Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
		Woodbridge Ave	City/Twp Line	98th	5.491	11.934	6.443	Lilley Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9
0723610	Woodbridge Ave													
		Woodbridge Ave	Jackson	6 Mile	0.000	2.603	2.603	Lincoln Twp	RuralMinArt	Asphalt-Standard	0	2007	7	7
		Woodbridge Ave	6 Mile	Woodbridge	2.603	3.286	0.683	Merrill Twp	RuralMinArt	Asphalt-Standard	0	2007	7	9

Total Mileage for Act 51 Legal System State Trunkline: 478.325

Total Mileage for all roads: 478.325

References

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