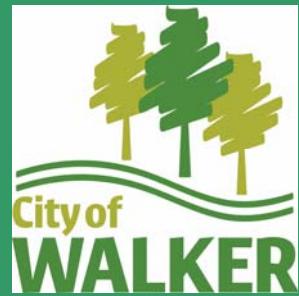


# **City of Walker**

## **2023 Transportation**

### **Asset Management Plan**



A plan describing the City of Walker's transportation assets and conditions

*Prepared by:*  
Travis Mabry, P.E.  
Assistant City Engineer

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# INTRODUCTION

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

This plan summarizes Walker’s transportation assets and their condition as well as the strategy that Walker uses to maintain and upgrade particular assets. This plan covers transportation assets traditionally related to motorized vehicles (roads, bridges, stormwater, and traffic signals). Non-motorized transportation assets (trails, sidewalks, bike lanes, and pedestrian bridges/tunnels) are addressed in separate City plans.

This plan is based on the framework of the TAMC provided Compliance Plan template. Since the TAMC template is based upon traditional asset management practices employed by large road commissions, the template has been significantly modified to accurately represent the asset management practices that Walker has implemented since 2007.

Public Act 325 of 2018 required the original submittal of this plan by October 1, 2020, with updates and resubmittal to TAMC every 3 years. This is the first update of the original plan. The next plan submittal is due by October 1, 2026.

Questions regarding the use or content of this plan should be directed to Travis Mabry at 616-791-6148 or [tmabry@walker.city](mailto:tmabry@walker.city).

# 1. PAVEMENT ASSETS

## Inventory

Walker is responsible for 118.68 miles of public roads. These roads are divided into different classifications based on surface type, road purpose/use, and funding priorities.

Walker has 118.28 miles of roads with an asphalt surface, 0.10 miles of roads with a concrete surface, and 0.30 miles of roads with a gravel surface.

Walker has 47.73 miles of roads that are classified as City Major, which is prioritized for state funding, and 70.95 miles of roads that are classified as City Local, which is prioritized for local funding. Most roads that are classified as City Major are also classified as Federal Aid eligible, which means that they are eligible for federal grants.

Walker also has 4.68 miles of the City Major system that are also classified as part of the National Highway System (NHS). The NHS is subject to special rules and regulations and has its own performance metrics dictated by the Federal Highway Administration (FHWA).

Additional details about Walker's road assets are available in various databases and files, including GIS and Roadsoft formats, which are maintained by the Walker Engineering Department, Walker Department of Public Works, and the Grand Valley Metropolitan Council.

## Condition

The condition of roads is rated using the Pavement Surface Evaluation and Rating (PASER) system. PASER utilizes a 1 to 10 scale to rate the pavement condition, with 10 being a newly constructed surface and 1 being a completely failed surface.

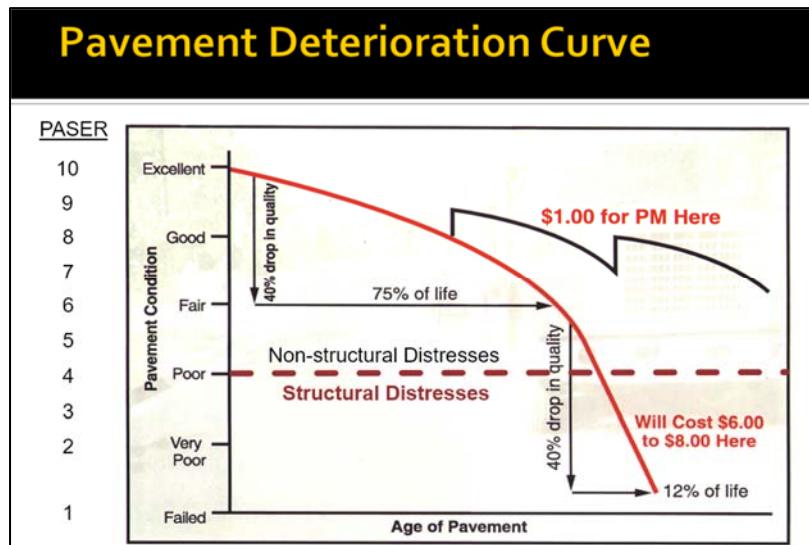
Walker works with the Grand Valley Metropolitan Council (GVMC) to collect PASER data every year on its City Major (Federal Aid) network. Walker utilizes its own funds to have GVMC collect PASER data on the City Local (Non-Federal Aid) network on an as-needed basis, which is typically every 1 to 3 years.

During the data collection process, each street segment receives a unique PASER rating. During the data analysis process, each PASER rating is weighed to account for the number of lanes on each segment. A lane-mile weighted average PASER rating is then calculated for the City Major and City Local networks.

In 2022, Walker's lane-mile weighted average PASER rating was 5.5 for the City Major network and 5.3 for the City Local network.

## Performance Goal

PASER ratings are grouped into TAMC definition categories of Good (8-10), Fair (5-7), and Poor (1-4). Walker's performance goal for our roads is to keep the lane-mile weighted average PASER rating for both the City Major and City Local networks in the Good and Fair categories (PASER >4). By keeping our road network average in the Good and Fair categories, we limit our exposure to the high costs associated with fixing roads that are in the Poor category.



## Strategy

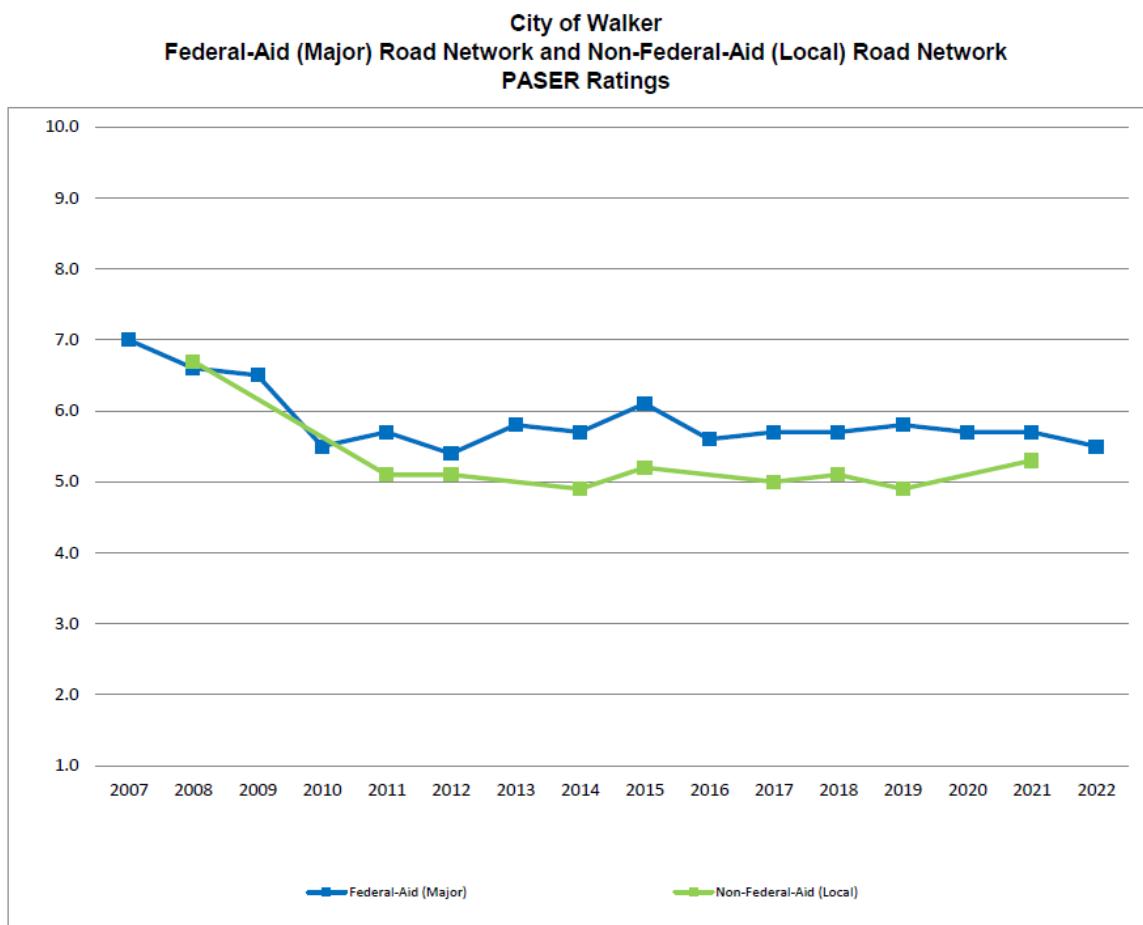
Walker utilizes the National Center for Pavement Preservation Quick Check process to aid in the asset management process for our roads. This tool has proven to be simple to use for City staff and easy to explain to elected officials and the public. It is also flexible enough to allow for the inclusion of local knowledge and political considerations. We have nicknamed this process the "Budget Decision Tool," since it helps us to set our annual road budget.

City of Walker Road Asset Management Budget Decision Tool - Example							
1) Inventory			3) Maintenance / Repair Options				
Major			Fix	Life Extension (yr)	Cost / Lane-Mile	Lane-Miles Fixed	Lane-Mile-Years Gained
Lanes	Miles	Lane-Miles	Road Reconstruction	20	\$390,000.00	2.00	40.00
5	3.17	15.85	Pavement Replacement	18	\$150,000.00	2.00	36.00
4	12.48	49.92	2" Overlay	13	\$85,000.00	5.00	65.00
3	11.33	33.99	Two Course MicroSeal	9	\$40,000.00	5.00	45.00
2	20.75	41.50	MicroSeal	6	\$25,000.00	5.00	30.00
	47.73	141.26	Mastic	4	\$7,000.00	10.00	40.00
			Crack Seal	3	\$5,000.00	10.00	30.00
Local							286.00
Lanes	Miles	Lane-Miles					\$1,950,000.00
3	0.34	1.02					
2	70.61	141.22					
	70.95	142.24					
Total							
	Miles	Lane-Miles					
	118.68	283.50					
2) Aging			4) Analysis				
Every year, the street network ages 283.50 Lane-Mile-Years			This year, the street network, with the mix of fixes and cost identified above, will achieve the following Lane-Mile-Years balance:				
							2.50

We have learned over the years that if the Budge Decision Tool achieves a zero balance, our lane-mile weighted average PASER rating largely remains the same. If a negative balance occurs, we can expect our PASER average to decrease. And if a positive balance occurs, we can expect our PASER average to increase. It should be noted that it is possible to throw-off this correlation if an appropriate mix of fixes is not utilized. However, we have largely been able to avoid this problem by having Walker Department of Public Works and Walker Engineering Department staff review the fixes the are implemented over the years, to ensure that an appropriate mix of fixes is being utilized over the long run.

## Performance Measurement

The graph below summarizes Walker's lane-mile weighted average PASER ratings for both the City Major and City Local networks.



Comparisons utilize lane-mile weighted Pavement Surface Evaluation and Rating (PASER) assessment methodology.  
PASER ratings range from 1-10.

# 2. BRIDGE ASSETS

## Inventory

Walker is responsible for 7 bridges that connect various points of the road network.

Bridge Inventory				
Location	Structure Type	Length Of Road Crossing	Year Constructed	NBIS Rating - 2022
Bristol Avenue over Indian Mill Creek	Steel Beam / Concrete Deck	40'	1930	5
Veterans Memorial Drive over Tallman Creek	Cast-in-place Concrete	25'	1931	7
Elmridge Avenue over Abandoned Railway	Corrugated Metal Plate Arch	39'	1978	6
Hall Street over Tallman Creek	CON/SPAN Precast Concrete	24'	1993	6
Northridge Drive over Indian Mill Creek	CON/SPAN Precast Concrete	36'	1994	7
Wilson Drive over East Fork Sand Creek	CON/SPAN Precast Concrete	32'	1996	8
3 Mile Road over Indian Mill Creek	CON/SPAN Precast Concrete	42'	2010	7

The City of Grand Rapids is responsible for inspecting, evaluating, and scheduling maintenance operations for the North Park over Grand River bridge. However, it should be noted that per the North Park bridge's construction agreement, Walker is a 50% funding partner in the maintenance of this bridge.

Additional details about Walker's bridges are available in various files and the MiBRIDGE database, which are maintained by the Walker Engineering Department, the Kent County Road Commission (Walker's consultant for bridge inspections and evaluations), and the Michigan Department of Transportation.

## Condition

The condition of bridges is rated using the National Bridge Inspection Standards (NBIS) rating scale. This rating system was created by the Federal Highway Administration to evaluate a bridge's deficiencies and to ensure the safety of road users. NBIS ratings are grouped into definition categories of Good (8-10), Fair (5-7), and Poor (1-4).

The current condition of Walker's 7 bridges, based on the NBIS, is 1 Good, 6 Fair, and 0 Poor.

Bridges are designed to carry legal loads in terms of vehicles and traffic. Due to a decline in condition, a bridge may be "posted" with a restriction for what would be considered safe loads passing over the bridge. Walker has 1 bridge, Bristol over Indian Mill Creek, that is posted with a load restriction. The load restriction is primarily due to the age of the bridge and the fact that the bridge footing type is unknown.

Designating a bridge as "posted" has no influence on its condition rating. A "closed" bridge is one that is closed to all traffic. Closing a bridge is contingent upon its ability to carry a set minimum live load. Walker has no bridges that are closed.

## Performance Goal

Walker's performance goal is for all bridges to be in the NBIS Good and Fair categories (NBIS > 4).

## Strategy

Walker seeks to implement a cost-effective program consisting of bridge removal, bridge replacement, preventative maintenance, and monitoring measures to maximize the useful service life and safety of the local bridges under its jurisdiction. This is accomplished by performing as-needed bridge projects based upon results of biennial bridge inspections.

Recent bridge projects include:

- Veterans Memorial Drive over Tallman Creek
  - 2020 - Saline Coating
  - 2022 - Epoxy Coating
- Elmridge Avenue over Abandoned Railroad
  - 2020 and 2022 - Deflection Monitoring
- Northridge Drive over Indian Mill Creek
  - 2020 - Saline Coating / Rip-rap Addition
- Wilson Avenue over East Fork Sand Creek
  - 2020 - Saline Coating
- 3 Mile Road over Indian Mill Creek
  - 2020 and 2022 - Epoxy Crack Fill
- Multiple Bridge Locations
  - 2020 and 2022 - Tree Removal / Brush Clearing

It should be noted that Walker will be replacing a 116-year-old railroad bridge over Bristol Avenue in 2024. The old structure only permitted the passage of a single lane of traffic. The new structure will allow for two-way traffic and sidewalk. Additionally, Walker is partnering with MDOT on the replacement and widening of the Fruit Ridge Avenue bridge over I-96. This project, which is scheduled for 2025, will widen the existing two-lane bridge to four-lanes, and add a non-motorized trail on one side.

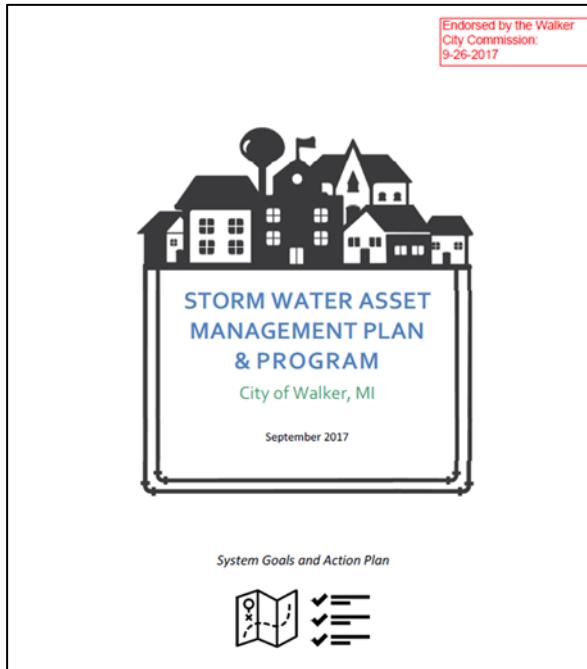
## Performance Measurement

The table listed in the Inventory section above summarizes the NBIS ratings for Walker's bridges as of 2022. These NBIS ratings will be updated in the Fall of 2024, when the next biennial bridge inspection is scheduled to occur.

# 3. STORMWATER ASSETS

## Inventory

A Stormwater Asset Management plan was completed in 2017. The plan identified that Walker is responsible for over 85 miles of stormwater pipe, 22 miles of open ditches with culverts, 1,500 manholes, 3,000 catch basins, and 13 detention ponds.



Additional details about Walker's stormwater assets are available in various databases and files, including a GIS format, which are maintained by the Walker Engineering Department, Walker Department of Public Works, and the Grand Valley Metropolitan Council.

## Performance Goal

Walker's performance goal is the preservation of our stormwater assets.

## Strategy

The strategy for achieving our performance goal is to maintain, repair, replace, and upgrade stormwater assets on an as-needed basis. Project opportunities identified in the Stormwater Asset Management Plan have also been included in the Capital Improvement Plan for funding consideration.

When possible, stormwater asset work is coordinated with public road projects, private development projects, and neighboring jurisdiction projects passing over or along nearby stormwater infrastructure.

# 4. TRAFFIC SIGNAL ASSETS

## Inventory

An inventory of traffic signals in Walker, with percentage ownership, as determined by jurisdiction of intersection legs is provided below:

Traffic Signal Inventory							
Street	Cross Street	Jurisdiction	% Walker	% MDOT	% KCRC	% GR	Configuration
3 Mile	Wilson	Walker	100	--	--	--	Mast Arm
3 Mile	Kinney	Walker	100	--	--	--	Diagonal Wire Span
3 Mile	Fruit Ridge	Walker	100	--	--	--	Mast Arm
3 Mile	Walker	Walker	100	--	--	--	Mast Arm
3 Mile	Bristol	Walker	100	--	--	--	Diagonal Wire Span
4 Mile	Fruit Ridge	Walker / KCRC	25	--	75	--	Box Wire Span
4 Mile	Bristol	Walker / KCRC	25	--	75	--	Box Wire Span
4 Mile	Hendershot	Walker / KCRC	25	--	75	--	Box Wire Span
Alpine	Avastar / Roger	Walker	100	--	--	--	Mast Arm
Alpine	Hillside	Walker	100	--	--	--	Box Wire Span
Alpine	3 Mile	Walker / MDOT	75	25	--	--	Mast Arm
Alpine	I-96 EB	MDOT	--	100	--	--	Diagonal Wire Span
Alpine	Center	Walker / MDOT	50	50	--	--	Diagonal Wire Span
Alpine	North Center / Old Orchard	Walker / MDOT	50	50	--	--	Diagonal Wire Span
Alpine	4 Mile	MDOT / KCRC	--	50	50	--	Box Wire Span
Center	Weatherford	Walker	100	--	--	--	Diagonal Wire Span
Fruit Ridge	I-96 WB	Walker / MDOT	75	25	--	--	Diagonal Wire Span
Fruit Ridge	Northridge	Walker	100	--	--	--	Mast Arm
Lake Michigan	Ferndale	Walker / MDOT	50	50	--	--	Diagonal Wire Span
Lake Michigan	Wilson	MDOT	--	100	--	--	Diagonal Wire Span
Lake Michigan	Cummings	Walker / MDOT	50	50	--	--	Mast Arm
Lake Michigan	Kinney	Walker / MDOT	50	50	--	--	Mast Arm
Lake Michigan	Maynard	Walker / MDOT / GR	12.5	50	--	37.5	Mast Arm
Leonard	Kinney	Walker	100	--	--	--	Mast Arm
Leonard	Remembrance	Walker	100	--	--	--	Mast Arm
Remembrance	Kinney	Walker	100	--	--	--	Diagonal Wire Span
Turner	US-131 SB	Walker / MDOT / GR	50	25	--	25	Box Wire Span
Walker	I-96 EB / Holton	Walker / MDOT	75	25	--	--	Mast Arm
Walker	I-96 WB	Walker / MDOT	66.7	33.3	--	--	Box Wire Span
Walker	Northridge	Walker	100	--	--	--	Mast Arm
West River	North Park	Walker	100	--	--	--	Diagonal Wire Span
Wilson	Butterworth	Walker / MDOT	33.3	66.7	--	--	Mast Arm
Wilson	Burton	Walker / MDOT	50	50	--	--	Diagonal Wire Span
Wilson	O'Brien	Walker / MDOT	50	50	--	--	Box Wire Span
Wilson	Westown / Meijer	Walker / MDOT	50	50	--	--	Mast Arm
Wilson	Leonard	Walker / MDOT	50	50	--	--	Diagonal Wire Span

Traffic Signals in Walker = 36

Traffic Signals Owned Wholly by Walker = 14 (39%)

Average % Ownership of Traffic Signals Throughout City

Walker	MDOT	KCRC	GR
64.2	26.4	7.6	1.7

Additional details about Walker's traffic signals are available by contacting the Walker Engineering Department and the City of Grand Rapids Traffic Safety Department (Walker's consultant for traffic signal inspections and maintenance).

## Performance Goal

Walker's performance goal is the preservation of our traffic signal assets. Opportunities to upgrade our traffic signal network are also considered as Walker continues to grow. This can occur through timing modifications to existing traffic signals, the addition of turn lanes at signalized intersections, and the installation of new traffic signals, when warranted. Walker enacted a mast arm traffic signal policy for new traffic signals in 2008.



## Strategy

The strategy for achieving our performance goal is to maintain, repair, and replace traffic signals on an as-needed basis. Project opportunities identified through consultation with the City of Grand Rapids Traffic Safety Department have also been included in the Capital Improvement Plan for funding consideration.

When possible, traffic signal work is coordinated with public road projects and private developments that intersect with nearby traffic signal infrastructure.

# 5. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. Therefore, Walker will provide a general overview of financial resources currently devoted to transportation infrastructure maintenance. This financial information is not intended to be a full financial disclosure or a formal report. Full details of Walker's financial status can be obtained by contacting the Walker Finance Department.

## Revenue Sources

Available revenue sources include:

- **State Sources** – Walker's principal source of transportation funding is received from the Michigan Transportation Fund (MTF). This fund is supported by vehicle registration fees and the state's per-gallon gas tax. Allocations from the MTF are distributed to state and local governmental units based on a legislated formula, which includes factors such as population, miles of certified roads, and vehicle registration fees for vehicles registered in the agency's jurisdiction.
- **Federal Sources** – These are typically competitive funding applications that are targeted at a specific project type to accomplish a specific purpose. These may include Surface Transportation Program (STP) grants, Congestion Mitigation and Air Quality (CMAQ) grants, Carbon Reduction Program (CRP) grants, Economic Development (EDFC) grants, National Highway Performance Program (NHPP) grants, Safety Program grants, and Bridge Program grants.
- **Contribution from Local Units** – This category includes city general fund transfers. It also includes funds received from private developers to mitigate the impact of commercial and residential development projects. Many local agencies in Michigan also use local tax millage to supplement their road-funding budget. Walker does not have a dedicated local tax millage for roads, bridges, stormwater, or traffic signals.
- **Other** – Other revenues can be gained through interest in invested funds, permit fees, equipment sales, etc.
- **Charges for Services** – Funds from partner agencies who contract with Walker to construct or maintain its roads, or roads under joint or neighboring jurisdictions.

## Expenditure Categories

Walker is required to report transportation fund expenditures to the State of Michigan using a prescribed format with predefined expenditure categories. The definitions of these categories according to Public Act 51 of 1951 (PA 51) may differ from common pavement management nomenclature and practice. For the purposes of reporting under PA 51, the expenditure categories are:

- **Construction/Capacity Improvement** – According to PA 51, this financial classification of projects includes, “new construction of highways, roads, streets, or bridges, a project that increases the capacity of a highway facility to accommodate that part of traffic having neither an origin nor destination within the local area, widening of a lane width or more, or adding turn lanes of more than 1/2 mile in length.”<sup>1</sup>
- **Preservation and Structural Improvement** – Preservation and structural improvements are “activit[ies] undertaken to preserve the integrity of the existing roadway system.”<sup>2</sup> Preservation includes items such as a reconstruction of an existing road or bridge, or adding structure to an existing road.
- **Routine and Preventive Maintenance** – Routine maintenance activities are “actions performed on a regular or controllable basis or in response to uncontrollable events upon a highway, road, street, or bridge”.<sup>3</sup> Preventive maintenance activities are “planned strategy[ies] of cost-effective treatments to an existing roadway system and its appurtenances that preserve assets by retarding deterioration and maintaining functional condition without significantly increasing structural capacity”.<sup>4</sup>
- **Winter Maintenance** – Expenditures for snow and ice control.
- **Trunkline Maintenance** – Expenditures spent under Walker’s maintenance agreement with MDOT for maintenance it performs on MDOT trunkline routes.
- **Administrative** – There are specific items that can and cannot be included in administrative expenditures as specified in PA 51. The law also states that the amount of MTF revenues that are spent on administrative expenditures is limited to 10 percent of the annual MTF funds that are received.
- **Other** – Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, etc.

Yearly finance summaries can be viewed on the Transportation Asset Management Council’s website dashboards: <http://www.mcgi.state.mi.us/mitrp/tamcDashboards>.

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<sup>1</sup> Public Act 51 of 1951, 247.660c Definitions

<sup>2</sup> Public Act 51 of 1951, 247.660c Definitions

<sup>3</sup> Public Act 51 of 1951, 247.660c Definitions

<sup>4</sup> Public Act 51 of 1951, 247.660c Definitions

# 6. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by Walker provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Key transportation links include:

- **Geographic Divides:** Areas where a geographic feature (river, lake, hilly terrain, or limited access road) limits crossing points of the feature.
- **Emergency Routes:** Roads and bridges that are used as alternate routes for high-volume roads during an emergency.
- **Limited Access Areas:** Roads and bridges that serve remote or limited access areas that result in long detours if closed.
- **Commercial District Access:** Areas with a large concentration of businesses or where large-size business will be significantly impacted if a road is unavailable.

Walker's road and bridge network includes the following critical assets:

- All bridges (both City-owned and neighboring jurisdiction-owned / MDOT-owned)
  - The Fruit Ridge Avenue over I-96 bridge is especially critical due to high traffic volumes and long detour routing due to the geographic divide it creates. Due to its importance to the nation's mobility, the Fruit Ridge Avenue bridge is also part of the National Highway System (NHS).
- All NHS routes
  - The Wilson Avenue / 3 Mile Road / Fruit Ridge Avenue corridor provides an important regional link for northbound traffic movements and access to I-96.
  - The Remembrance Road corridor provides an important link for Fire, Police, Court, and City Hall services, as well as providing alternate access to M-11 and I-96.
  - The Wilson Avenue (M-11) and Lake Michigan Drive (M-45) corridors are high volume state trunklines that provide access to the Standale downtown area.
  - The Alpine Avenue (M-37) corridor is a high volume state turnpike that provides access to the Alpine commercial district.
- 3 Mile Road corridor - Emergency route for I-96.

# 7. COORDINATION WITH OTHER ENTITIES

Walker coordinates work with other public and private infrastructure agencies that utilize the right-of-way under Walker's jurisdiction in the following ways:

- Stormwater (Walker and Kent County Drain Commission), watermain (Grand Rapids), sanitary sewer (Grand Rapids), and traffic signal (Walker, Grand Rapids, and MDOT) asset maintaining agencies are coordinated with during the design of Walker transportation projects.
  - Walker has strong working relationships with each of these public infrastructure owners. Walker meets with each jurisdiction multiple times a year to discuss and coordinate upcoming planned projects.
- Private utilities, such as gas (DTE), electric (Consumers Energy), phone (AT&T), cable (Comcast), and telecommunications (multiple) are coordinated with through the utilization of the MISS DIG design ticket process.
  - Over the last few years, Gas (DTE) has additionally reached-out to Walker to discuss the projects that they are planning on conducting over the next few years within the Walker right-of-way. This has been very beneficial, as it allows for the coordination of private and public infrastructure work.
- Public and private utilities are invited to the preconstruction meeting for Walker and private developer infrastructure projects.
- The Walker Department of Public Works issues permits for all work occurring in the right-of-way. This allows Walker to review construction methods for public and private utility work. When crossing under a roadway, underground boring operations are encouraged, and pavement open cut operations are discouraged.

# 8. PROOF OF ACCEPTANCE

## PUBLIC ACT 325 of 2018

### CERTIFICATION OF TRANSPORTATION ASSET MANAGEMENT PLAN

Certification Year: 2023

Local Road-owning Agency Name: City of Walker

Beginning October 1, 2020 and on a three-year cycle thereafter, certification must be made for compliance with Public Act 325 of 2018. A local road-owning agency with 100 certified miles or more must certify that it has developed an asset management plan for road, bridge, culvert (stormwater), and traffic signal assets. Signing this form certifies that the agency meets the minimum requirements as outlined by Public Act 325 of 2018.

This form must be signed by the chairperson of the local road-owning agency.

Signature	
Printed Name	Gary Carey, Jr.
Title	Mayor
Date	9/25/23

Due every three years based on agency submission schedule

Submittal Date: October 1, 2023

See attached resolution.

**CITY COMMISSION  
CITY OF WALKER  
KENT COUNTY, MICHIGAN**

**RESOLUTION NO. 23-683**

**A RESOLUTION TO APPROVE  
THE CITY OF WALKER  
2023 TRANSPORTATION ASSET MANAGEMENT PLAN**

At a meeting of the City Commission of the City of Walker, Michigan, held in the City Hall at 4243 Remembrance Road, NW, Walker, Michigan, on Monday, the 25th day of September 2023, at 6:30 p.m., there were:

PRESENT: Mayor Carey, Commissioners Gilbert, Babcock, Huizenga-Chase, Deschaine, and Burke

ABSENT: Commissioner Grooters

The following resolution was offered by Commissioner Gilbert and seconded by Commissioner Huizenga-Chase:

**WHEREAS**, the City of Walker is required by Public Act 325 of 2018 to submit an updated transportation asset management plan to the Michigan Transportation Asset Management Council by October 1, 2023; and

**WHEREAS**, the updated plan is required to be approved by the City Commission;

**NOW THEREFORE, IT IS RESOLVED** that:

1. The Walker City Commission approves the City of Walker 2023 Transportation Asset Management Plan, as created by the Walker Engineering Department, in collaboration with the Walker Department of Public Works.

2. The City Engineer and Assistant City Engineer are authorized to make minor administrative modifications to the plan, if necessary to ensure continued compliance with Public Act 325 of 2018.

Upon vote for the adoption of the Resolution, the vote was:

YEAS: 6

NAYS: 0

ABSENT: 1

The resolution was thereupon declared adopted.

## CERTIFICATION

The undersigned, being the duly qualified and acting Clerk of the City of Walker, Kent County, Michigan, hereby certifies that the foregoing is a true and complete copy of a resolution adopted by the City Commission of the City of Walker at a regular meeting held this 25th day of September, 2023, at which meeting a quorum was present and remained throughout, and that the resolution has not been amended or rescinded and that the original of the resolution is on file in the records of the City.

IN WITNESS WHEREOF, the official signature of the Clerk and the seal of the City of Walker are hereunto affixed this 26th day of September 2023.

Dated: September 26, 2023

Deborah Goudy  
Deborah Goudy, City Clerk

