

MULLETT TOWNSHIP

# Topinabee Green Corridor

TIGER II Grant Application

Topinabee, Michigan

2010

4502 ONAWAY ROAD, INDIAN RIVER, MICHIGAN 49749

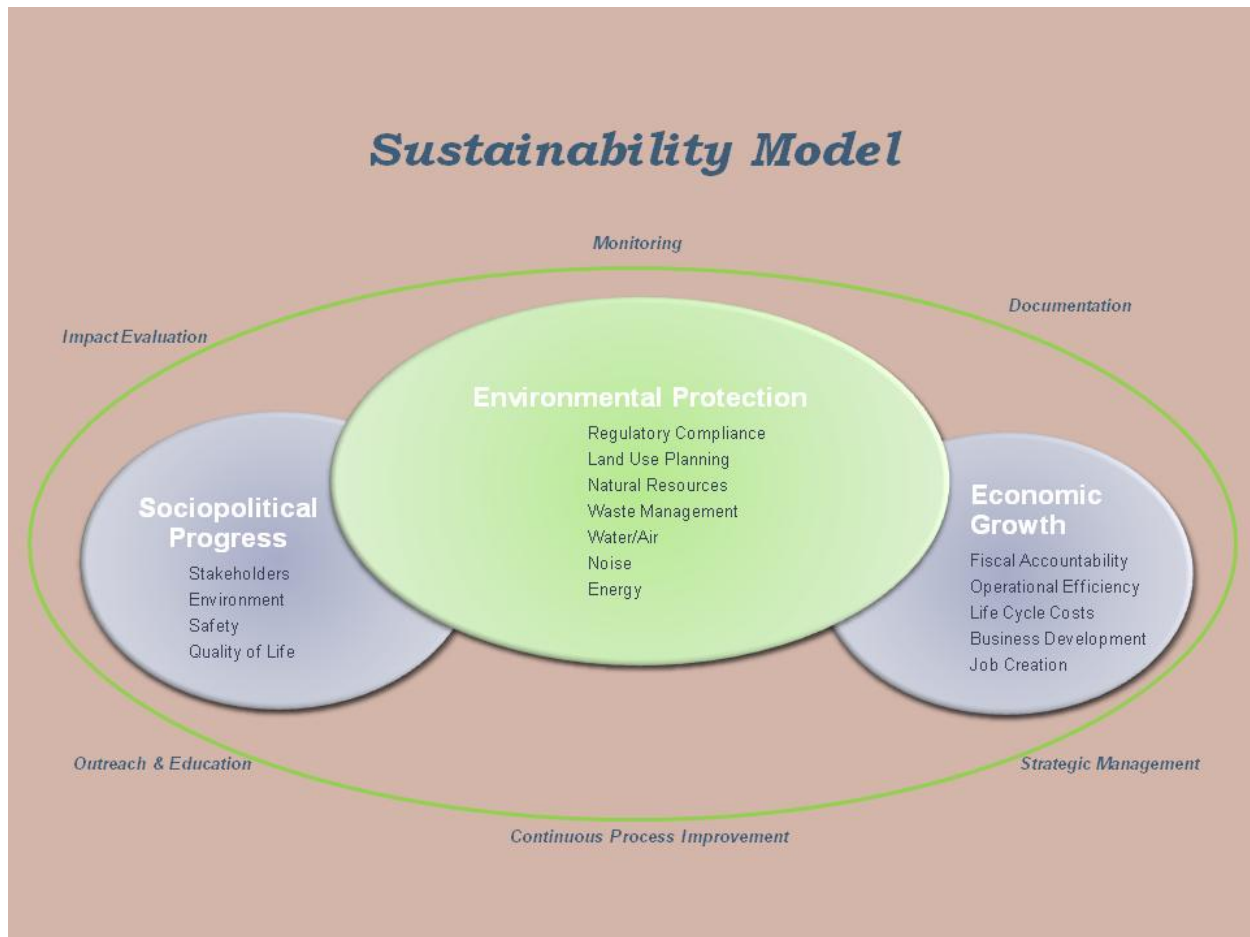
*This page intentionally left blank.*

## *Table of Contents*

<b>1.0</b>	<b>Background and Significance</b> .....	1
<b>2.0</b>	<b>Administration: Topinabee Green Corridor (GBC)</b> .....	3
4.1	<u>Context Sensitive Solution (CSS)</u> .....	3
4.2	<u>Value Engineering</u> .....	3
4.3	<u>Legal Counsel</u> .....	3
4.4	<u>Engineering QA/QC</u> .....	3
4.5	<u>Wade Trim Engineering</u> .....	3
4.6	<u>Project Management Plan (PMP)</u> .....	4
<b>3.0</b>	<b>Multidisciplinary Team</b> .....	5
<b>4.0</b>	<b>Topinabee Green Corridor (TGC) Project Description</b> .....	6
<b>5.0</b>	<b>Project Schedule</b> .....	9
<b>6.0</b>	<b>Economic Development Impact of the TGC</b> .....	9
6.1	<u>Direct and Indirect Job Creation</u> .....	9
6.2	<u>Supporting Economic Growth</u> .....	10
<b>7.0</b>	<b>Community Outreach</b> .....	10
<b>8.0</b>	<b>Project Partnerships</b> .....	11
<b>9.0</b>	<b>Grant Funding</b> .....	12
<b>10.0</b>	<b>Legislative Approvals</b> .....	12
<b>11.0</b>	<b>Financial and Technical Feasibility</b> .....	13
<b>12.0</b>	<b>References</b> .....	14

## Executive Summary

The concept of sustainability has become a rhetorical catch phrase, while its overall meaning has been lost through the business of branding. “The earth’s capacity to yield products for human consumption, to absorb or sequester human wastes (especially novel compounds), and to yield ecosystem services are all limited.”<sup>1</sup> We need to be proactive and adopt an effective and efficient strategy, which serves to re-orient the concept of sustainability. This pursuit can best be understood as a social trajectory, a choice of paths. Therefore, the Topinabee Green Corridor (TGC) project will be based on a process approach to sustainability. As demonstrated in Figure 1, there is an inequity between the main components of sustainability, however the primary obligation is to protect and preserve the environment through sound business practices and appropriate resource allocation.

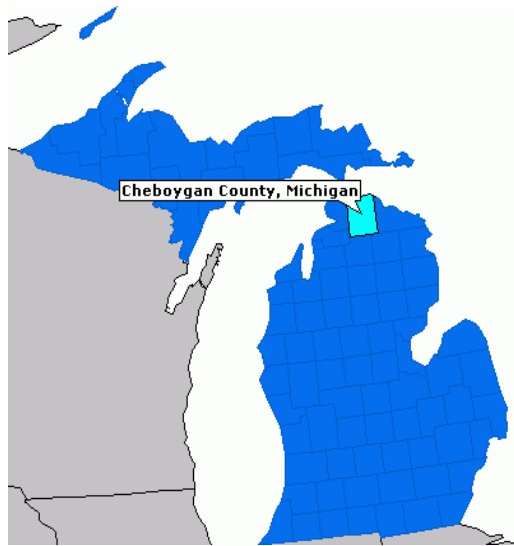


By September 30, 2012, there will be a safe aesthetic walkable streetscape in Topinabee Village that will improve the aquatic environment of Mullett Lake, encourage economic development, and quality of life in the community. This goal will be accomplished through:

- **Environmental Protection:** *Water filtration systems will filter run off from roads, farms, businesses and private residences that are now flowing unfiltered directly into Mullett Lake.*

- Economic Growth: *The Village of Topinabee is a trailhead on the Department of Natural Resources, Gaylord to Mackinac recreational path used by snowmobilers, bicyclist, joggers and walkers. A rejuvenated village center will be more attractive to residents and visitors who use the trail or are driving on the north-south M-27 state trunk-line, "the scenic route" to northern Michigan.*
- Sociopolitical Progress: *The M-27 state trunk-line runs through the central business district of the village. The design, construction and installation of sidewalks, curb, gutters, streetlights and trees will create a walkable community by improving safety and overall quality of life within the community.*

## 1.0 Background and Significance



The Village of Topinabee is located within the Township of Mullett in Cheboygan County (<http://www.topinabeevillage.com/>). The population was 1,284 at the 2000 census. Both the township and Mullett Lake are named for John Mullett, who surveyed much of the area between 1840 and 1843. Topinabee is an unincorporated community about 13 miles southwest from Cheboygan on the southwest shore of Mullett Lake. According to the United States Census Bureau, the township has a total area of 35.7 square miles (92.5 km<sup>2</sup>), of which, 19.0 square miles (49.3 km<sup>2</sup>) of it is land and 16.7 square miles (43.1 km<sup>2</sup>) of it (46.67%) is water. The M-27 north-south state trunk-line, a scenic route to Mackinac and

the Upper Peninsula of Michigan traverses the Village of Topinabee. M-27 is the last State designated portion of "Old 27", which originally extended from the City of Cheboygan, Michigan down to Miami, Florida. M-27 is to the "North", what the legendary Route 66 is to the "West".

The Village of Topinabee is a small rural community situated next to Mullett Lake, which is part of the 42 mile long Inland Waterway Route. Topinabee acts as a gateway to the rest of Mullett Lake, the Cheboygan River corridor and the City of Cheboygan.

The village center has a carefully and authentically maintained historic depot built in 1882. Currently the depot is a library, but there are plans to convert it to a historic museum. The area is rich in Native American history; in fact Topinabee is named after a Pottawattamie Indian Chief.

The pure artesian water freely flowing from springs in the village is purported to be some of the finest in the country dating back to the railroad days when it was sold as "Sanitas Springs" water to passengers. The Michigan Central Railroad made Topinabee a destination at the turn of the century bringing passengers to Mullett Lake and the local resorts. The railroad grade now serves as a Department of Natural Resources and Environment (DNRE) trail with the Village of Topinabee as the trailhead used by snowmobilers in the winter and hikers and bicyclists in the summer.

The geographic area now known as Topinabee was an essential stopover for the Michigan Native American Indians on the Inland Waterway Route between what is presently Petoskey and Cheboygan. The recorded history of Topinabee dates back to 1881, when Henry H. Pike began construction of a hotel along the shores of Mullett Lake for lodging during the lumber era. Some of the land purchased by Pike was platted into lots, which attracted businesses and residential development to the area.

The Michigan Central Railroad (MCCR) extended its track from Grayling to Topinabee in 1881. The depot was built in January 1882, on the west side of the track where the original structure still stands. The depot needed a permanent name to be placed on the company' itinerary train schedule. Mr. Phelps, the chief engineer of the railroad, named it Portage however that was a common name for other locales in the State.

Henry H. Pike had been acquainted with the the Potawatomi Chief Topenebee, who primarily resided in southwestern Michigan. The Indian translation of Topinabee is Great Bear Heart. Henry H. Pike suggested the name to honor the Chief and also because he knew the unusual name would attract attention. Through the promotional endeavors of both Pike and the MCCR, Topinabee became a magnetic word that drew people to the area. There seemed to be no end to the words of praise used to describe Topinabee. A roving news reporter wrote to the editor of the Owosso Press in July 1884 that the shoreline and bluff sites were "as handsome as ordinary mortals could or should desire". By 1887, water and rail transportation delivered lumber for the construction of Topinabee's homes and businesses. Manufactured supplies came from suppliers in the south and were shipped to the docks in Topinabee.



By the mid 1900's the Topinabee Hotel as it was known, was still a prosperous enterprise catering to summer visitors from Detroit, Grand Rapids and all points South. Two grocery stores, two gas stations, a bakery, two restaurants, a marina and hardware store served the needs of locals and visitors alike. MCCR remained an integral part of the landscape carrying passengers along with iron ore, grain and other

products from the mines of Michigan, Minnesota and the Plains of the American and Canadian Mid-West.

The last half of the 20th century saw the inevitable continuation of change, the most dramatic being the loss of the Topinabee Hotel replaced by residential homes and the loss of the railroad replaced by the Gaylord to Mackinaw City railway. While the grocery store has expanded and added gasoline service and the Breakers Bar has been modernized, many other businesses have declined or closed.

## **2.0 Administrative: Topinabee Green Corridor (TGC)**

### **2.1 Context Sensitive Solution (CSS)**

The application of Context Sensitive Solutions (CSS) has been the basis of program decision-making and engineering design to ensure that community input, land use, safety and mobility are taken into account during the all phases of the TGC project. Prior to submission of this application, outreach presentations were conducted to describe the proposed TGC project. Emphasis was placed on collaboration and partnerships between residents, businesses and local organizations. Feedback was obtained and used to address public concerns. As a result, the TGC project will include several innovative techniques related to the development of media outreach activities to provide full disclosure to the public during construction, operations and maintenance.

### **2.2 Contracting Incentives**

Construction contracts will be developed to include contractor initiated savings and an early completion incentive structure. The goal is to facilitate financial and time savings. The early completion incentive would be calculated similar to the standard liquidated damage amounts, but paying the contractor a dollar amount per day for every day in advance of the scheduled completion date.

### **2.3 Legal Counsel**

The most common constraint identified on public infrastructure projects is contractor initiated claims for 'extras' that are beyond what would be considered normal in a construction project. These claims can result in delays, unforeseen costs due to litigation or claim settlements that push the project over budget. To preempt this from happening, Mullett Township will retain legal counsel to provide a thorough review of all contract documents prior to accepting a bid and provide immediate guidance and response related to claims that go beyond what is expected for a project. The goal will be to make a contractor aware prior to execution of the contract that such claims will be aggressively challenged.

### **2.4 Value Engineering**

Engineering contracts will require review for documented verification of Quality Assurance and Quality Control on all plans and specifications. This will reduce the opportunity for a construction contractor to seek loopholes in the plans as a basis for additional claims. It will also shift a level of responsibility and liability to the engineer to ensure that the plans are tightly developed and protected against legal claims. All work will be closely monitored for compliance with industry standards.

### **2.5 Wade Trim Engineering**

Wade Trim will be hired as the General Engineering Contractor (GEC) for the TGC project. It will be imperative to maintain consistency and implement tight project management controls to ensure the success of the GBC project. Wade Trim offers access to professional engineers specializing in transportation, municipal engineering, water resources, and construction engineering disciplines as well as planning, land development and landscape architecture services. Wade Trim's Transportation market segment will keep the TGC traffic flowing by



integrating local issues into the overall solutions to deliver context-sensitive designs, including boulevard and highway designs, traffic signal design, traffic and safety operations studies, comprehensive transportation planning, and coordination between municipal agencies, utility owners, and the public. Wade Trim will also provide surveying, design and construction engineering services to the TGC on intersection safety studies.

Wade Trim has strong working relationships with the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA):

- **Federal Highway Administration (FHWA)**

Wade Trim is directly involved with the FHWA standards and guidelines that impact local projects such as implementation of ADA requirements for non-motorized facilities, work zone safety and mobility policies, and context-sensitive solution. Wade Trim continues to work with the FHWA on emerging technologies to improve safety and traffic operations.

- **Michigan Department of Transportation (MDOT)**

Wade Trim has been working with MDOT since 1988; pre-qualifications date back to when MDOT first implemented the process in 1995. The Wade Trim team knows how to move projects through MDOT's Local Agency Program (LAP) approval process and how to perform construction engineering tasks that meet MDOT standards. Wade Trim has designed numerous projects directly for MDOT and for various communities for bid through the Local Agency Program (LAP) process. The Wade Trim approach utilizes a number of steps to achieve the goals of the community while meeting the MDOT requirements. Administration and inspection of the TGC project will follow MDOT requirements for payment of the contract and contract close-out. We regularly use Field Manager, SAPW, and MERL for transportation projects. Wade Trim has experience with the Rural and Urban Programs, Local Agency Bridge Program, and Transportation Enhancement Programs.

## 2.6 Program Management Plan (PMP)

Wade Trim will be the General Engineering Contractor (GEC) of the TGC project to ensure consistency, effective communication and regulatory compliance. In the event an award is made, a Project Management Plan (PMP) will be written and submitted to the US DOT as part of the first quarterly report. The PMP will clearly define the roles, responsibilities, control processes and activities by and between the City of Gaylord and the US DOT. The PMP will ensure that the TGC is:

- On time (pursuant to the project schedule)
- Within budget
- Meets and/or exceeds all US DOT quality standards
- Conducted in a safe manner for workers and the public
- Creates minimal impact to the environment, traffic, and the surrounding/adjacent residents, businesses, and public spaces/facilities

The PMP will include a process evaluation method that will consider ongoing data collection and information used to modify the TGC project in an effort to improve efficiencies and productivity. All modifications will be appropriately documented and archived.

### **3.0 GBC Multidisciplinary Team**

The TGC project is composed of a dedicated multidisciplinary team considered experts in their respective fields. The TGC Team culture will be based on two-way communication and a culture of shared leadership. Below is a professional summary for each TGC Team member with a corresponding link to their current resume.

#### **General Contracting Engineer (GEC)**

Paul Repasky, PE, has over 18 years of experience as a Design Engineer and Project Manager with Wade Trim. He has been involved with all phases of engineering projects from schematic design, design development, preparation of technical specifications, contract documents, bidding, construction administration and start-up. Mr. Repasky has experience with various civil engineering projects and has served as the project manager on several municipal infrastructure projects including water supply, distribution and computer modeling, waste water collection, pumping and treatment, storm water control, retention and sewer design, streetscapes, recreational trails and parks. In addition, he has provided direct supervision for surveying, inspection and materials testing. Mr. Repasky also has experience as a road and bridge designer and as a construction engineer for numerous county road commissions and has worked directly for the Michigan Department of Transportation (MDOT).

[http://www.otsego.org/gbc/core\\_staffing/resumes/Paul%20Repasky%20\(Resume%202010\).pdf](http://www.otsego.org/gbc/core_staffing/resumes/Paul%20Repasky%20(Resume%202010).pdf)

#### **Environmental Review**

Lisa Fought has over 14 years of experience as the primary author for State and National Environmental Policy Act (SEPA/NEPA) documents including environmental assessments, reviews, reports and checklists and managed the development of supporting documentation including Section 4(f) analyses, Section 106 compliance for major public works projects. Her responsibilities on the TGC project will include facilitating the process for impact analyses and identifying mitigation measures, reviewing technical discipline reports and preparing the draft and final EIS documents of the TGC project.

[http://www.otsego.org/gbc/core\\_staffing/resumes/Lisa%20Fought%20\(Resume%202010\).pdf](http://www.otsego.org/gbc/core_staffing/resumes/Lisa%20Fought%20(Resume%202010).pdf)

#### **Construction Contracting Attorney**

Michael Edwards has 13 years of experience practicing law and in construction contracting, acquiring real property for government entities under the Uniform Act and administering private consultant right-of-way acquisition, and relocation suit/condemnation contracts. He will function as the project manager responsible for interviewing, contracting and all legal activities associated with TGC project.

#### **Fiscal Management**

Matthew Rooyakkar, CPA, is the managing member and co-founder of Rooyakkar & Sitz, PLLC in Gaylord, Michigan. He has 12 of experience in public accounting with expertise in services

related to assurance, accounting and taxation. He has significant experience serving clients in the construction, gas and oil, manufacturing and hospitality industries. Mr. Rooyakkar will be responsible for fiscal accountability of the TGC project pursuant to the applicable Code of Federal (CFR) regulations and preparation of the annual fiscal report.

[http://www.otsego.org/gbc/core\\_staffing/resumes/Resume%20-%20Matthew%20Rooyakkar.pdf](http://www.otsego.org/gbc/core_staffing/resumes/Resume%20-%20Matthew%20Rooyakkar.pdf)

### **Grant Oversight and Regulatory Compliance**

Karyn M. Warsaw is a doctoral candidate at the Johns Hopkins Bloomberg School of Public Health in the department of Health Policy Management and Leadership. Ms. Warsaw has over 25 years of experience in conducting federally funded research according to applicable regulatory guidelines with expertise in grant writing and main authorship, program development, strategic management, monitoring and evaluation (impact analysis) and regulatory compliance. She will be responsible for the general administrative oversight of all TGC TIGER grant activities and regulatory compliance reporting.

[http://www.otsego.org/gbc/core\\_staffing/resumes/Transportation%20CV%20\(Warsow\).pdf](http://www.otsego.org/gbc/core_staffing/resumes/Transportation%20CV%20(Warsow).pdf)

### **Media and Educational Outreach Specialist**

Robert O. Felt, Jr. has over 20 years of experience implementing various communications strategies and methodologies. Mr. Felt is an award-winning creative consultant that has received high marks for his writing abilities, effective community and media relations, and, creative campaigns as recognized by AASHTO's sub-committee on Public Affairs via the National Transportation Public Affairs Workshop skills awards. He will handle all TIGER II external communication components of the grant, advising and training partner agency personnel and connecting with local, regional, and statewide media outlets, and the general public. Mr. Felt currently works as a safety outreach/communications specialist for the Michigan Department of Transportation's (MDOT) Executive Division in the Office of Communications.

[http://www.otsego.org/gbc/core\\_staffing/resumes/Bob%20Felt%20Resume%202010.pdf](http://www.otsego.org/gbc/core_staffing/resumes/Bob%20Felt%20Resume%202010.pdf)

## **4.0 Topinabee Green Corridor (TGC) Project Description**

Many rural towns and villages grew up around a main street, which in most cases, was part of the through highway providing access to communities, businesses, public buildings, and institutions, as well as many homes. Since World War II, vehicle traffic has increased and now dominates the main streets. As a result, a single-function main street has emerged with street design and driver behavior creating a barrier between traffic and the community. The Topinabee Green Corridor (TGC) project is part of a broad plan by the Township of Mullett and Cheboygan County to improve the economy and safety of its residents and visitors through sustainable infrastructure development. Creating an aesthetically pleasing, pedestrian friendly and environmentally conscious community will attract new businesses and tourists to the area, thus creating jobs and greater tax revenues for local, state and federal governments.

The TGC project involves the Access Management of geometric design, engineering and reconstruction of approximately .6 miles of M-27 through the village center of Topinabee to enhance capacity, operation and safety to motorists and pedestrians entering adjacent businesses and properties. The project will include approximately 11,000 square feet of sidewalks, storm sewers, curbs/gutters, 132,000 square feet of highway repaving, water filtration vortexes, bio-swales and other devices to improve the quality of storm water run-off flowing from the roadway and businesses into Mullett Lake. The TGC project will also incorporate landscaping, park benches, trash receptacles, street lighting, bicycle racks and fencing along the right of way. Sidewalks will create a “walkable” community and features where none exists today.

Geographically situated halfway between Gaylord and Mackinaw City; Topinabee has been designated as a trail head along the 62 mile DNRE trail. Consequently the volume of tourists accessing the trail in Topinabee has caused an increase in congestion and hazardous safety conditions for pedestrians and for those individuals residing in cottages and homes located on the west side of the highway who cross the congested M-27 roadway to access parks and beach areas located along Mullett Lake.



Creating a Green Street right-of-way through a variety of design and operational treatments will give priority to pedestrian circulation and open space over other transportation uses. The treatments will include sidewalk widening, landscaping, traffic calming, and other pedestrian-oriented features. The TGC project will incorporate raised curbs, landscaped features, walkways, and entrance features to towns. The aim of these techniques is to:

- Improve driver behavior to be more considerate of other road users
- Increase the level of respect for non-motorized road users
- Create a feeling of safety
- Improve safety and convenience for road users, including residents, motorists, bicyclists, pedestrians, transit riders, and people with disabilities
- Reduce the number and/or severity of MVC
- Reduce noise and air pollution
- Provide space for non-traffic activities (e.g., shopping, rest, and play)
- Enhance street appearance and reduce the number of traffic signs

- Reduce speeds of motor vehicles where incompatible with adjacent land use
- Reduce the need for police enforcement
- Reduce short-cut motor vehicle traffic
- Achieve an overall improvement of the community's quality of life

The Center for Disease Control and Prevention has recently provided recommendations to improve health through transportation policy by expanding public transportation, promoting active transportation (i.e., biking and walking) and encouraging community designs that protect residents from traffic pollution and reduce pedestrian injury and death. In keeping with this recommendation, pathway improvement along north-south M-27 trunk-line will be designed to create pedestrian, bicycle and visitor access to enhance livability and preserve the visual and scenic quality of the area by removing the jagged interface of poorly sited commercial and retail development. The construction of the TGC will enable Mullett Township to re-establish a sense of community around the main street compromised by high traffic volumes that place non-motorists and pedestrians at risk. Over the long-term, the Green Corridor will improve the quality of life through an integrated accessible economic and social framework within the community.

In addition to the improvements described, the TGC project will address the long standing need for passenger and service vehicle parking as well as tourist driving motor-homes or car-trailer combinations. These parking areas will be linked to the DNRE trail for easy and safe access by snowmobilers, bikers and hikers and walkers. Parking areas will include picnic and playground space to keep children in safe away from vehicular traffic. The development of additional parking will make it more convenient for shoppers to visit the retail establishments in the community, thereby stimulating positive economic activity.

A problem that is unique to Topinabee is a result of the unique topography on the west side of M-27. Throughout this area, extreme elevations extend from the west side of M-27 to the shoreline. Homes and farms connected to M-27 through a mix of roadways, become cascading torrents during periods of heavy precipitation. Run-off containing persistent bio-accumulative toxics (PBT's) from yards and farm areas wash down to M-27 and ultimately drain unfiltered directly into Mullett Lake. The TGC Project will address this environmental issue through the construction of a protective barrier. Improvements will preserve the pristine quality of Mullett Lake, which is part of the Inland Waterway route flowing into the Great Lakes. Some of the environmental improvements associated with the TGC project involve reducing erosion from nearby steep intersecting roads at M-27. Permanent soil erosion control devices will be included as part of the project. Also, underground storm water retention and sedimentation basins will partially treat storm water collected from M-27 and adjacent roads allowing the sediment and other particulates carried in the storm water to settle into an underground basin(s) prior to a direct discharge into Mullett Lake.

Concept Design Plans: <http://www.topinabeevillage.com/future.html>

Photos: [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/topinabee.htm](http://www.otsego.org/gbc/rural_mentoring/topinabee/topinabee.htm)

Engineering Cost Estimate:

[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Topinabee%20Cost%20Estimate.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/Topinabee%20Cost%20Estimate.pdf)

#### Environmental Assessment:

A Class III Environmental Assessment will be completed pursuant to an award being made to the Township of Mullett in support of the TGC project. This assessment would include an environmental review record, statutory checklist and an environmental assessment checklist. In addition to communication with the State Historic Preservation Office and other agencies with a potential interest in the project, as well a narrative discussing: The purpose and need for project, alternatives to the project action, affected environment/environmental consequences, and a summary of mitigation. It is anticipated that a review of this nature will take approximately 90 days to complete and will not interfere with the proposed construction schedule.

**Total Cost: \$2,619,201**

### **5.0 Project Schedule**

The following TGC project construction schedule is based on the experience of Wade Trim Engineering taking into account the environment, traffic, and the surrounding/adjacent residents, businesses, and public spaces/facilities and the shorter construction season in Northern Lower Michigan. [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Topinabee%20Project%20Schedule.xlsx](http://www.otsego.org/gbc/rural_mentoring/topinabee/Topinabee%20Project%20Schedule.xlsx)

### **6.0 Economic Development Impacts of the TGC**

Over the past couple of decades Topinabee has experienced a downturn in economic activity within the community. Where a busy Shell service station once served tourists and local citizens alike there now stands a vacant building. Where a real estate office and thriving restaurant once stood there is now a blighted and deteriorated building shell. A landlord who used to enjoy strong occupancy in his mixed use facility now has a "For Rent" sign hanging for months in his vacant storefront window.

Many of the problems that exist today are due to the poor condition of the public infrastructure surrounding the buildings in the main business district of the community. If something is not done in the near future to improve and enhance the overall aesthetics of the "downtown area", it can only be expected that as existing business owners continue to retire and potentially move to other parts of the country, there won't be anyone interested in acquiring their real estate to operate an ongoing business in the community. A case in point exists with the hardware store owner who has owned a prominently located building in the community for many years and will most likely soon retire due to health reasons. It is unlikely, given the thoroughfare conditions surrounding his building that anyone would buy it to operate a similar or different business. Consequently the environment will further deteriorate leading to higher levels of unemployment, more "blight" and less tax revenues for various governmental entities.

#### 6.1 Direct and Indirect Job Creation

The economic benefits of the completed TGC were assessed in terms of their importance to the local economy.

- Central Business District - Improving the viability of the central business district is essential for maintaining the viability of the surrounding economy. Creating a pedestrian oriented

downtown area will enhance the marketability of vacant retail spaces by increasing the volume of retail traffic. Many are expected to be owner operated and sole proprietorship-type artisan and retail businesses.

- Local and Regional Tourism

## 6.2 Supporting Economic Growth

- The Topinabee Development Association will assist all new development locating within the project areas and work closely with the local state employment services agency, as well as Michigan Rehabilitation Services, the state agency responsible for assisting employers to hire the physically challenged workers. All potential employers are made aware of and encouraged to use the services of these two agencies in their hiring process.
- Potential contractors will be subject to a formal background verification process to determine federal debarment by name and company prior to a bid award.
- Contract documents will contain Executive Order 112246 and Section 3 Claus requiring adherence to federal equal opportunity provisions and rules.
- The unemployment rate for Northern Lower Michigan (24 counties) is 13.6 percent as compared to the National average of 9.7 percent,<sup>1</sup> with a per capita income of \$27,407, representing 74% of the national average at \$36,794; thus defining the region as economically distressed.
- The TGC will procure its construction contracts through a competitive bidding process with most materials such as sand, gravel, concrete and asphalt purchased directly from local suppliers.

## 7.0 **Community Outreach**

The key to a successful outreach plan is to begin early. The TGC staff will establish early contact with stakeholders, develop the public relations plan specific to the audience, and respond immediately to problems and questions. In the interest of full disclosure, quarterly construction and progress reports will be published in the local newspapers and read or presented by the Education/Media Specialist on the local radio station. In addition, presentations with a question and answer session will be scheduled at the publically held township board meetings. Outreach activities will include, but not be limited to:

- **Publicity** – The TGC staff will work to raise awareness through radio and quarterly construction reports. The TGC staff will work closely with local media to build trust, confidence and credibility.
- **Presentation Materials** – PowerPoint presentations will be used as a visual communication tool with easy to understand graphically rich information that is culturally and educationally appropriate for the intended audience.
- **News Releases** – News releases will be used as an opportunity to frame the TGC project in a positive, proactive manner. Well-written press releases will be used to stimulate media coverage to inform and involve the public.

---

<sup>1</sup> Based on May 2010 estimates of the Labor Force Statistics from the Current Population Survey provided by the Bureau of Labor Statistics collected on 7/20/2010.

- **Collateral Materials** – Project ads, newsletters, brochures, fact sheets, and FAQs will be developed to get the project message of sustainability across to communicate with residents, businesses, and policymakers.

## 8.0 Project Parties: Mullett Township and the Topinabee Development Association

The Township of Mullett is a political body created by and operates under the Michigan Constitution of 1963, the statues of the State of Michigan. It is a municipal entity charged with the assessment and regulation of taxes. The Township also provides fire, operates 3 parks and facilitates local transportation infrastructure projects.



### Topinabee Development Association (TDA)

In the fall of 2007 the Mullett Township Board to finalize plans for the construction of a new public restroom facility along the shores of Mullett Lake in Topinabee. After attending a public Board meeting and hearing about the construction plans, a few residents who attended the meeting asked if they could review the restroom facility design plans. The citizens met with the architect and after consultation, it was agreed that

the designs would incorporate several recommendations made by the residents so that the facility would complement the design characteristics of the adjacent Victorian era depot.

This experience caused those that participated in the restroom design review to advocate for other improvements which might be addressed in the community. As a result it was agreed that the concerned residents would hold an open meeting in a private home. Word began to spread about the meeting throughout the community. On January 5, 2008 sixty-five people met to enjoy fellowship and explore the possibility of organizing to develop a conceptual plan that would assure that any future changes would come about in a way that was consistent with the interests of the entire community. Without dissent the residents adopted a vision and mission for a new organization they called the Topinabee Development Association (TDA). That night they also pledged in excess of \$8,000 to retain an architectural design firm to develop a future vision for the community.

Consistent with its mission, the Topinabee Development Association (TDA) has helped facilitate economic development in the community of Topinabee. It has worked with local landlords to identify artisans and other craftsmen who might become tenants in their buildings and are interested in establishing businesses in Topinabee but do not possess the requisite business skills and experience to do so on their own. It has helped a prospective bakery operator identify resources in other nearby communities that the operator might partner with to



handle the "back room" production needs of the bakery. Two years ago it launched an initiative with the Retail Management Program of Ferris State University which resulted in a professor using a local retail establishment as a "live laboratory" for her students. Numerous trips were made by the Professor and several of her students to Topinabee to meet with the store owner to conduct customer surveys, develop "plan-o-grams" for his store and provide recommendations on how to better and more profitably merchandise his goods.

## 9.0 Grant Funding

As an economically depressed rural project site, the Township of Mullett is requesting a total of **\$2,840,172** in funding as outlined in the corresponding line-item budget: [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Topinabee%20Tiger%20II%20Budget.xlsx](http://www.otsego.org/gbc/rural_mentoring/topinabee/Topinabee%20Tiger%20II%20Budget.xlsx)

On September 7, 2010 the Mullett Township Board will make a formal motion to commit **\$100,000** to the TGC project. Therefore, the total TIGER II amount requested for the TGC Project is **\$2,740,172**. In conjunction with the financial match to the TGC, the Township of Mullett is also providing a match for the following projects:

### 1) Michigan Natural Resources Trust Fund (MNRTF) Grant

In the spring of 2010, the Mullett Township Board finalized plans for proposed improvements to the Township Park located along the shore of Mullett Lake in Topinabee. The plan includes improved access to the waterfront park, additional recreational amenities and a pathway system for individuals with disabilities. The plan also solves a long standing erosion problem.

Project cost:           \$270,000  
Township Match:       30%

### 2) Michigan Economic Development Corporation (MEDC) CDBG Façade Improvement Grant.

In early 2010, three businesses in Topinabee applied for a façade improvement grant from the MEDC. For the grant the businesses in total have committed to employ 11 additional individuals from the community. The grant will be used to make improvements proposed by the architectural firm retained by the Topinabee Development Association (TDA).

Project cost:           \$107,000  
Business match:       \$27,500

### 3) United States Department of Agriculture (USDA) Rural Area Grant

In July 2010 the Mullett Township Board submitted a grant request to the USDA to restore an historic schoolhouse and convert it to the Mullett Township Library. The schoolhouse which dates to the 1930's has been part of the history of Topinabee and is one of the few remaining schoolhouses in the state which maintains its original design.

Project cost:           \$280,650  
Township match:       50%

## 10.0 Legislative Approvals

The TGC is all about community partnerships and full disclosure of all project activities. As a result we have obtained a resolutions and Letters of support from a most of the local divisions of government, state representatives, township boards and several public and private agencies. The enthusiasm we have encountered during the initial outreach activities demonstrates the not only the buy-in by the community, but a community that cares about long-term sustainability.

### Letters and Resolutions of Support

- State Senator Jason Allen  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/tda%20support\\_20100802154027.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/tda%20support_20100802154027.pdf)
- State Representative Kevin Elsenheimer  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Elsenheimer%20\[Topinabee-Support%20Letter\]%20\(08.10.10\).PDF](http://www.otsego.org/gbc/rural_mentoring/topinabee/Elsenheimer%20[Topinabee-Support%20Letter]%20(08.10.10).PDF)
- US Senator Debbie Stabenow  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/hh%20tda%20tiger2.PDF](http://www.otsego.org/gbc/rural_mentoring/topinabee/hh%20tda%20tiger2.PDF)
- US Representative Bart Stupak [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T15%20-%20Full%20page%20photo%20-%20Stupak.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T15%20-%20Full%20page%20photo%20-%20Stupak.pdf)
- Berean Bible Church  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Berean%20Bible%20Church--Tiger%20001.jpg](http://www.otsego.org/gbc/rural_mentoring/topinabee/Berean%20Bible%20Church--Tiger%20001.jpg)
- Cheboygan County Board of Commissioners  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Cheboygan%20Commission-Tiger.tif](http://www.otsego.org/gbc/rural_mentoring/topinabee/Cheboygan%20Commission-Tiger.tif)
- Cheboygan County Community Development Department  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Cheboygan%20Community%20Developement-Tiger%20001.tif](http://www.otsego.org/gbc/rural_mentoring/topinabee/Cheboygan%20Community%20Developement-Tiger%20001.tif)
- Cheboygan County Road Commission  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T17%20-%20Full%20page%20photo%20-%20Road%20Comission.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T17%20-%20Full%20page%20photo%20-%20Road%20Comission.pdf)
- Mullett Township Board [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T7%20-%20Full%20page%20photo%20-%20Mulliett%20Twn.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T7%20-%20Full%20page%20photo%20-%20Mulliett%20Twn.pdf)
- Cheboygan Daily Tribune [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T14%20-%20Full%20page%20photo%20-%20Cheboygan%20Tribune.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T14%20-%20Full%20page%20photo%20-%20Cheboygan%20Tribune.pdf)
- Cheboygan, Otsego, Presque Isle Educational Service District  
[http://www.otsego.org/gbc/rural\\_mentoring/topinabee/C.O.P.Educational%20Service%20District--Tiger%20001.jpg](http://www.otsego.org/gbc/rural_mentoring/topinabee/C.O.P.Educational%20Service%20District--Tiger%20001.jpg)
- Dave Langhorst, MDOT [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T11%20-%20Full%20page%20photo%20-%20MDOT.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T11%20-%20Full%20page%20photo%20-%20MDOT.pdf)
- Grand Hotel, Mackinac Island [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T12%20-%20Full%20page%20photo%20-%20Grand%20Hotel.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T12%20-%20Full%20page%20photo%20-%20Grand%20Hotel.pdf)
- Inland Lakes School [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T9%20-%20Full%20page%20photo%20-%20Inland%20Lakes%20Schools.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T9%20-%20Full%20page%20photo%20-%20Inland%20Lakes%20Schools.pdf)
- Indian River Chamber of Commerce [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T13%20-%20Full%20page%20photo%20-%20IR%20Chamber.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T13%20-%20Full%20page%20photo%20-%20IR%20Chamber.pdf)
- Indian River Snowmobile Club [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T8%20-%20Full%20page%20photo%20-%20IR%20Snowmobile.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T8%20-%20Full%20page%20photo%20-%20IR%20Snowmobile.pdf)
- Little Traverse Conservancy [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T10%20-%20Full%20page%20photo%20-%20LT%20Conservancy.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T10%20-%20Full%20page%20photo%20-%20LT%20Conservancy.pdf)

- Michigan Environmental Council [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T5%20-%20Full%20page%20photo%20-%20Env%20Council.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T5%20-%20Full%20page%20photo%20-%20Env%20Council.pdf)
- Mullett Area Preservation Society (MAPS) [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T6%20-%20Full%20page%20photo%20-%20MAPS.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T6%20-%20Full%20page%20photo%20-%20MAPS.pdf)
- Paralyzed Veterans of America [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T2%20-Full%20page%20photo%20-%20PV.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T2%20-Full%20page%20photo%20-%20PV.pdf)
- Steve Schnell, Cheboygan County Community Development Director [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T3%20-%20Full%20page%20photo%20-%20Schnell.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T3%20-%20Full%20page%20photo%20-%20Schnell.pdf)
- Tip of the Mitt Snowmobile Club [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T4%20-%20Full%20page%20photo-%20TOM%20Snowmobile.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T4%20-%20Full%20page%20photo-%20TOM%20Snowmobile.pdf)
- Tipp of the Mitt Watershed Council [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Tip\\_of\\_the\\_Mitt\\_Watershed\\_Council--Tiger\\_001.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/Tip_of_the_Mitt_Watershed_Council--Tiger_001.pdf)
- Topinabee Athletic Club [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Topinabee\\_Athletic\\_Club--Tiger\\_001.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/Topinabee_Athletic_Club--Tiger_001.pdf)
- Topinabee Community Church [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/Topinabee\\_Community\\_Church--Tiger\\_001.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/Topinabee_Community_Church--Tiger_001.pdf)
- Topinabee Friends of the Library [http://www.otsego.org/gbc/rural\\_mentoring/topinabee/T1%20-%20Full%20page%20photo%20-%20FOL.pdf](http://www.otsego.org/gbc/rural_mentoring/topinabee/T1%20-%20Full%20page%20photo%20-%20FOL.pdf)

## 11. Financial and Technical Feasibility

The Township of Mullett anticipates a minimum start up time due to the extensive experience of the TGC Team in transportation, strategic and financial management and regulatory compliance. The facilities, equipment and organizational support are outstanding. The intellectual interaction within the multidisciplinary group is well established. In summary, we are confident of the plausibility of the TGC project and the feasibility of our proposal. The time and resources requested are realistic for the successful completion of the TGC project. It has been a pleasure to have had the opportunity to submit the TGC project proposal to the USDOT TIGER II Team for consideration.

## 12.0 References

1. Sustainability
2. Profile for Cheboygan County, Michigan, Michigan (August 15, 2010). Retrieved From: <http://www.epodunk.com/cgi-bin/genInfo.php?locIndex=21697>
3. Mullett Township, Michigan (August 15, 2010). Retrieved From: [http://en.wikipedia.org/wiki/Mullett\\_Township,\\_Michigan](http://en.wikipedia.org/wiki/Mullett_Township,_Michigan)
4. Planning for Transportation in Rural Areas (July 21, 2009). Retrieved From: <http://www.fhwa.dot.gov/planning/rural/planningfortrans/index.html>
5. Guidebook for Including Access Management in Transportation Planning, NCHRP Report 548, Transportation Research Board. (August 18, 2009) Retrieved From: <http://144.171.11.107/Main/Public/Blurbs/156568.aspx>
6. Department of Planning & Community Development, White Paper (March 30, 2009). Retrieved: <http://www.kalcounty.com/>