

## All Season Network

Category D - Secondary All-Season Roads Web link  
[https://www.michigan.gov/mdot/0,4616,7-151-9621\\_17216\\_18230-26763---00.html](https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18230-26763---00.html)

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## Goal and Purpose

- **Program Goal:**  
To serve development by establishing and integrating a local secondary all-season road system with the state trunkline system.
- **Purpose:**  
To provide funding for transportation projects which: Complement the existing state trunkline system with improvements on connecting local routes that have high commercial traffic
  - Minimize disruptions that result from seasonal load restrictions

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## Eligible Jurisdictions

- Eligible jurisdictions are county road commissions and city/village (5000 or less population) road agencies in counties with a population of less than 400,000
- Cannot be used in an Adjusted Urban Census Boundary (ACUB)
  - Projects will be coordinated with TEDF-Category F projects to establish all-season system continuity within cities and villages in an ACUB
- Category F link [https://www.michigan.gov/mdot/0,4616,7-151-9621\\_17216\\_18230\\_18239---00.html](https://www.michigan.gov/mdot/0,4616,7-151-9621_17216_18230_18239---00.html)

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### Proposed All-Season Route vs All-Season Route

- Proposed All-Season Network is a route that a road agency wishes to improve to all-season construction standards
  - Road agency commits to improving the entire route to all-season construction standards
- All-Season Network is a route that is build and maintained at the all season construction standards
- A road must be on a designated Proposed All-Season Network or an All Season Network to be eligible for TEDF Category D funds (State D)

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### Route and Project Eligibility

- The route must be essential to the creation of an all-season road system
- The route must be on a rural primary road or major street in a small city or village (population of 5,000 or less) in counties with a population of less than 400,000
- Unless waived by the specific Rural Task Force, the route must be eligible for federal-aid (NFC 1-6) and must be on existing hard surface roads
- Any project must meet all-season construction standards
- Routes must begin and end at an existing all-season road or highway or a point-of-loading origin
  - Truck generator such as Warehouse, industrial park, etc.

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### Route Designation

- Road agency brings the proposed route forward at Regional RTF meeting
- Regional RTF Committee is responsible for vetting the eligibility of the route and approving the addition of the route to the Proposed All-Season Network or All-Season Network
- Action is recorded in the meeting minutes
- RPA identifies the action in their monthly report to MDOT RTF Staff
- MDOT RTF Staff makes the change in the All-Season Web Application map
- <https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0>
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### Status of the Web Application Map

- Shapefile layer updated over the summer with info provided by Counties
- Map is available
- Format not finalized
- Have not completed quality checks, in progress
- If you see issues please contact RTF coordinator

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### Web Application Map

- Web map is the current record
- Link on the 1799 form
- Link on the RTF website soon
- This is the map that RPAs, MDOT RTF team, and LAP will use to confirm the eligibility of your projects

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