

# **INFORMATIONAL MEETING**

## **FINKBEINER & CRANE ROADS**

### **AND BRIDGE PROJECT**

**(PATTERSON TO WHITNEYVILLE)**

#### **Thornapple Township**

200 East Main Street  
Middleville, MI 49333  
Phone (269) 795-7202  
Fax (269) 795-8812

#### **Barry County Road Commission**

1725 W. M-43 Hwy  
Hastings, MI 49058  
Phone (269) 945-3449  
Fax (269) 945-4580

#### **Village of Middleville**

100 East Main Street  
Middleville, MI 49333  
Phone (269) 795-3385  
Fax (269) 795-8889

# AGENDA

- I. INTRODUCTION OF PROJECT
- II. HISTORY OF MIDDLEVILLE BRIDGES
- III. TRANSPORTATION ISSUES
- IV. WHY FINKBEINER & CRANE?
- V. FUNDING
- VI. APPROACH TO DESIGN
- VII. ESTIMATED TIMEFRAME

# **INTRODUCTION**

**A. PROJECT APPLICATION**

**B. PROJECT DESCRIPTION**

**C. PROJECT LOCATION**

# PROJECT APPLICATION

January 2003, U.S. Congressman Vern Ehlers requested applications for High Priority Projects as part of the reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The Barry County Road Commission was appropriated \$3,520,000.

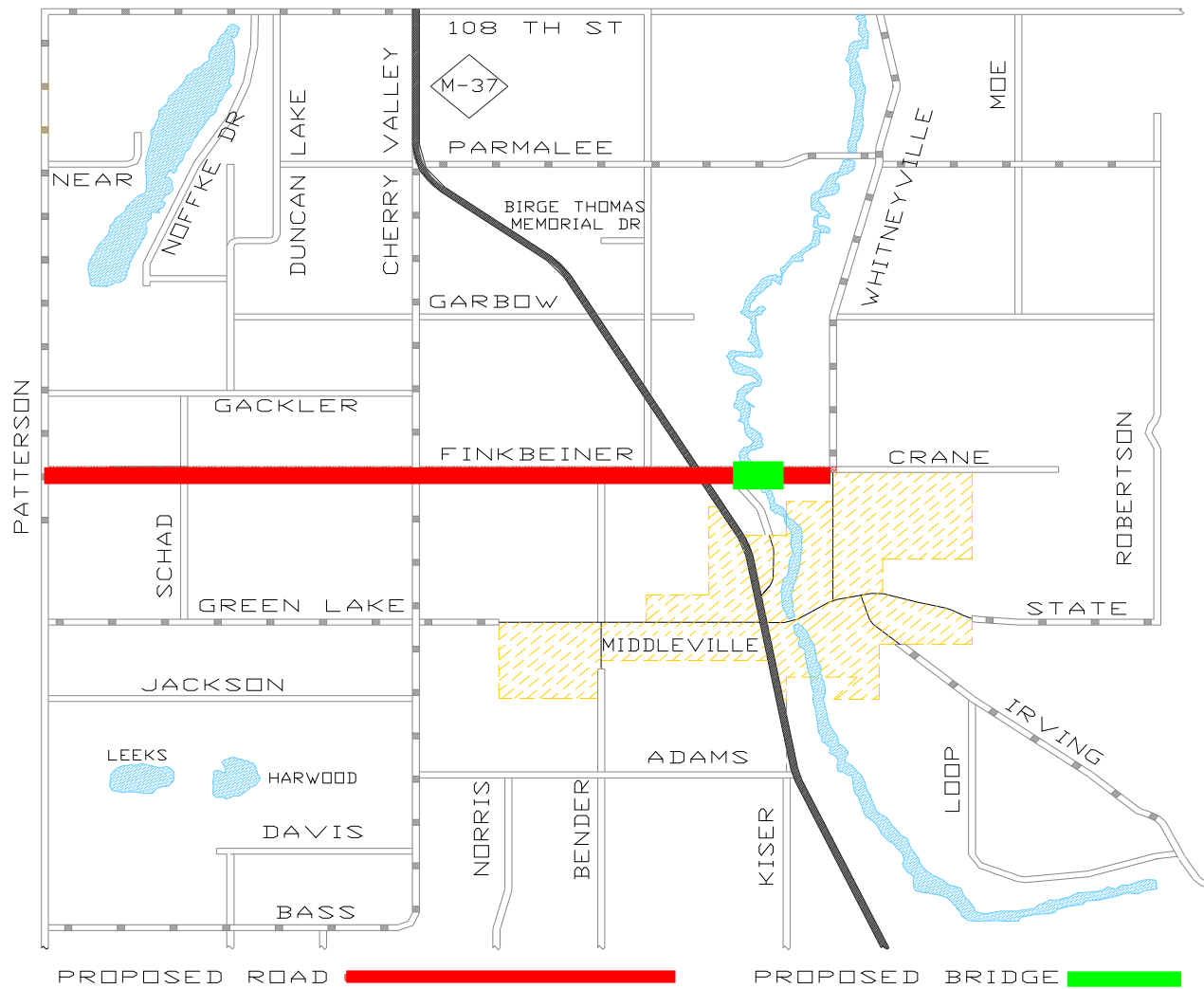
# PROJECT DESCRIPTION

**The construction of 4¼ miles of Finkbeiner and Crane Roads from Patterson Road east to Whitneyville Road including a new bridge over the Thornapple River in Thornapple Township, Barry County, Michigan.**

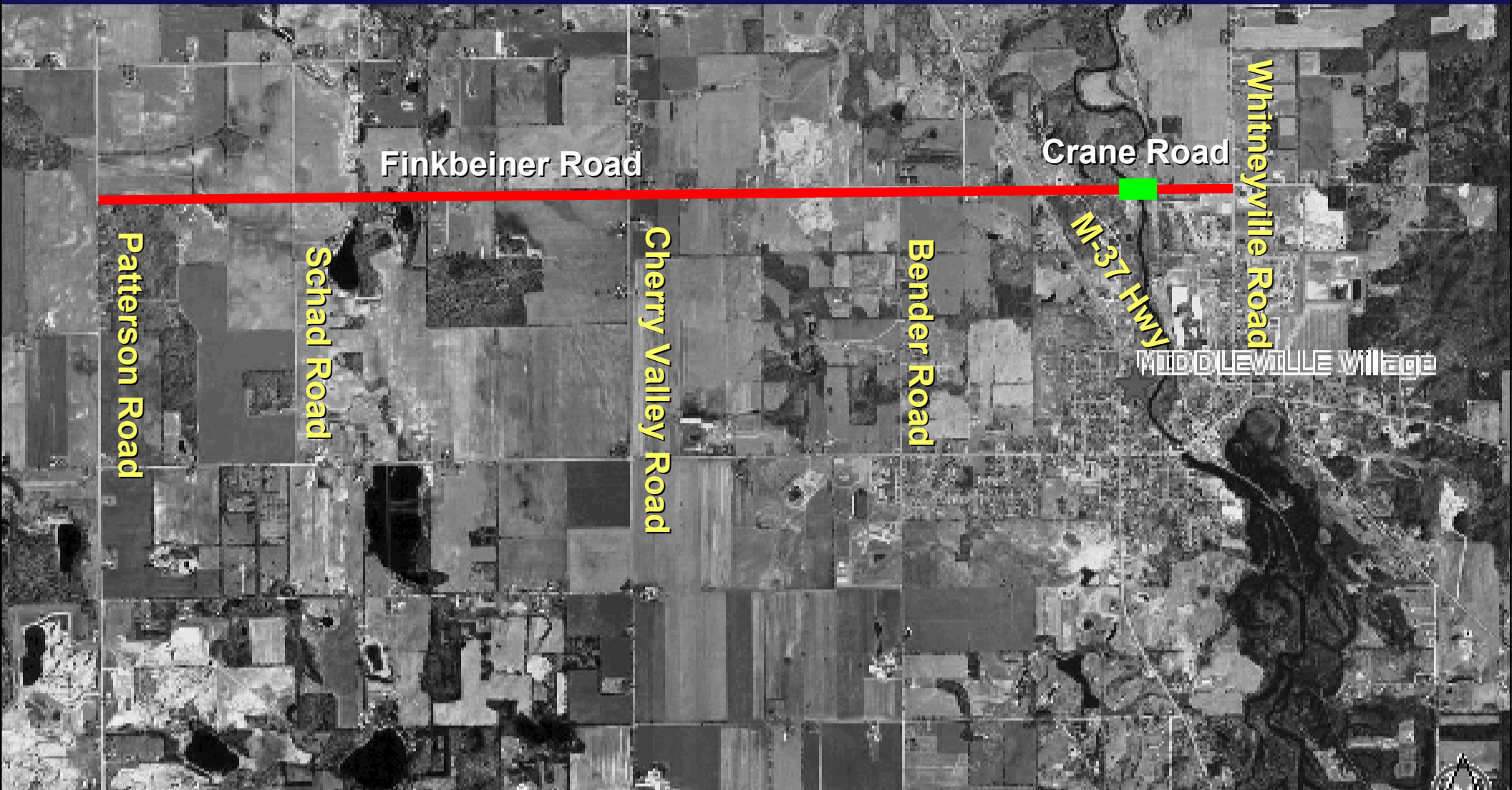
# PROJECT LOCATION



## Thornapple Township



# PROJECT LOCATION



# **HISTORY OF MIDDLEVILLE BRIDGES**

**A. EXISTING MIDDLEVILLE BRIDGE**

**B. CONCERNS WITH A SINGLE  
BRIDGE**

**C. ALTERNATIVE BRIDGE  
LOCATIONS**

# EXISTING MIDDLEVILLE BRIDGE

- **Constructed in 1929**
- **65 Ton Limit**



# CONCERNS WITH A SINGLE BRIDGE

## ➤ **Bridge Closure**

- **Repairs or replacement**
- **Natural events**
- **Vehicle or pedestrian accidents**

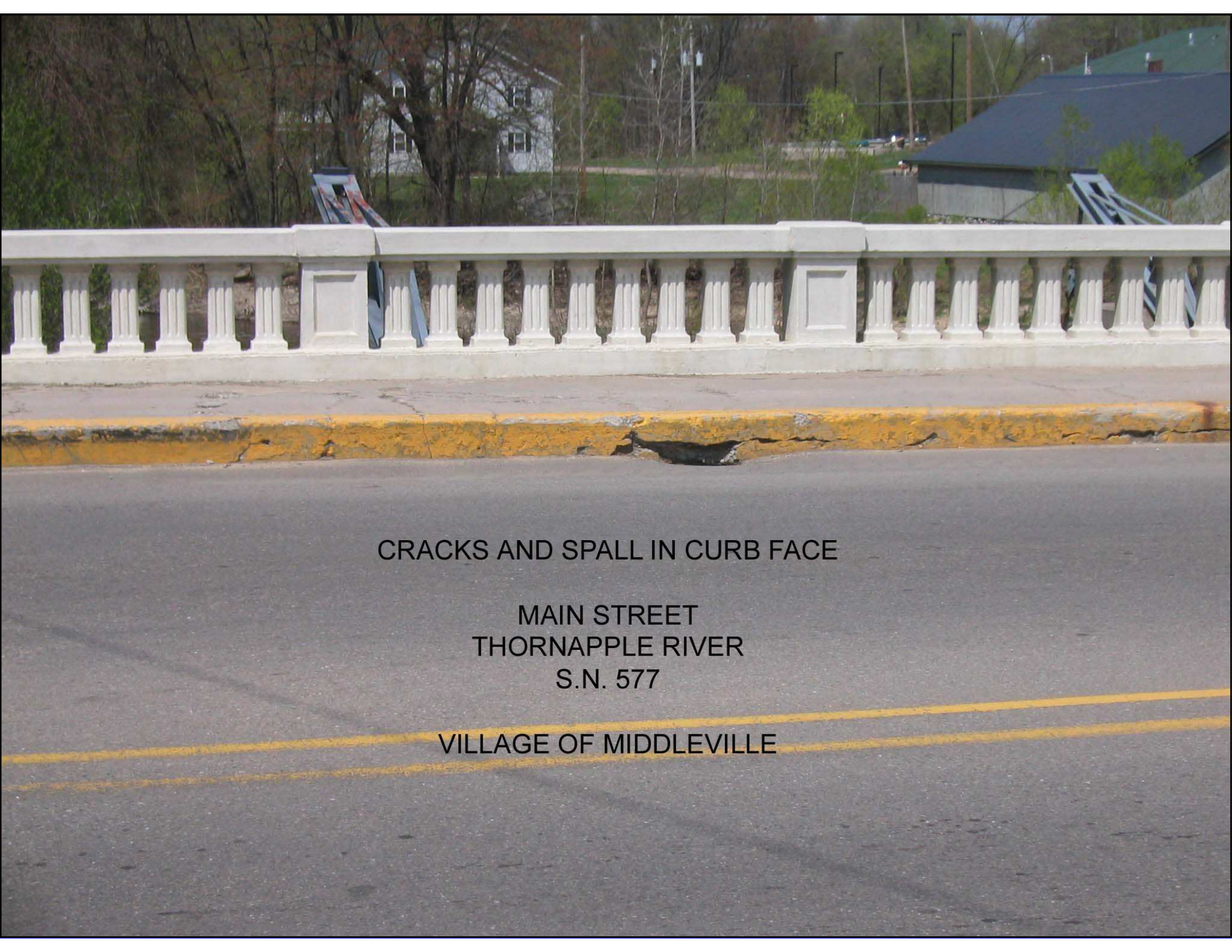
# CONCERNS WITH A SINGLE BRIDGE

## ➤ **Result of Closure**

- **Increased response time for Fire and EMS services**
  - **Detour 7.6 miles north to Parmalee**
  - **Detour 8.9 miles south to McCann**
- **Inconvenience to residents and businesses**

# ALTERNATIVE BRIDGE LOCATIONS


- In 2000, the Village of Middleville had a bridge study conducted by a well know Detroit Engineering Firm - Wade Trim  
The study considered five possible bridge locations. After further review of the alternative locations, the summaries are as follows.



CRACKS AND SPALL IN CURB FACE

MAIN STREET  
THORNAPPLE RIVER  
S.N. 577

VILLAGE OF MIDDLEVILLE



CRACKS AND SPALLS IN  
SIDEWALK NEAR CENTER PIER

MAIN STREET  
THORNAPPLE RIVER  
S.N. 577

VILLAGE OF MIDDLEVILLE



BRIDGE PIER

MAIN STREET  
THORNAPPLE RIVER  
S.N. 577

VILLAGE OF MIDDLEVILLE



LARGE SPALL ON PIER CAP

MAIN STREET  
THORNAPPLE RIVER  
S.N. 577

VILLAGE OF MIDDLEVILLE

# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative A – Garbow Road**  
(Existing Garbow Road Alignment)

# ALTERNATIVE "A"



# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative A – Garbow Road**  
(Existing Garbow Road Alignment)
  - **Creates a second bridge**
  - **Minimal traffic reduction on Main, east of M-37**
  - **Most Right of Way needed**
  - **Too far from Main Street**

# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative B – Washington Street**  
(High Street to M-37)

# ALTERNATIVE "B"



# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative B – Washington Street**  
(High Street to M-37)
  - **Creates a second bridge**
  - **Reduces traffic on Main, east of M-37**
  - **Least amount of Right of Way needed**
  - **Too close to Main Street**

# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative C – Crane Road**  
(Whitneyville to M-37 north of Spring Creek Court)

# ALTERNATIVE "C"



# ALTERNATIVE BRIDGE LOCATIONS

## ➤ **Alternative C – Crane Road**

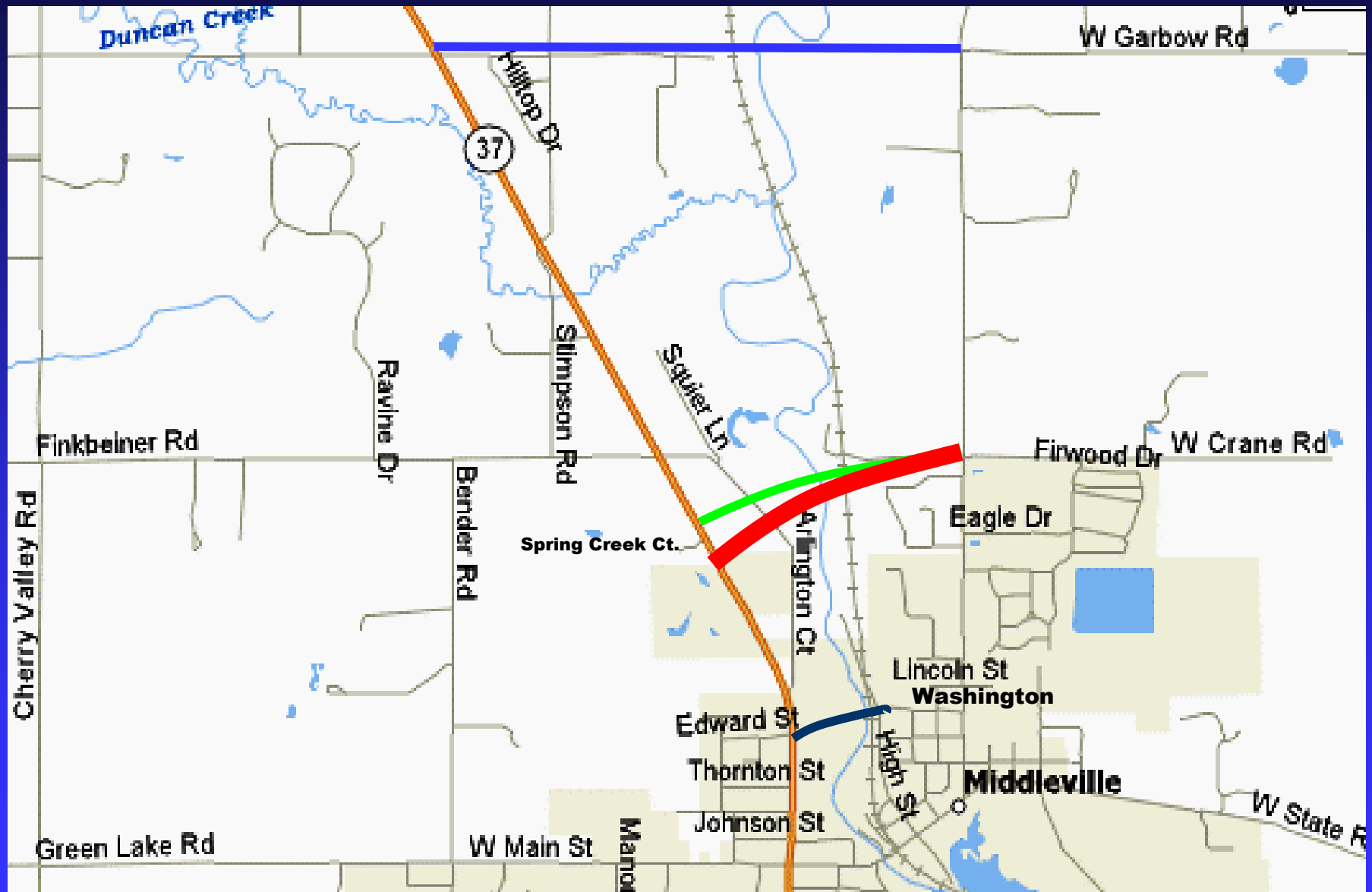
(Whitneyville to M-37 north of Spring Creek Court)

- **Creates a second bridge**
- **Reduces traffic on Main, east of M-37**
- **Right of Way needed**
- **Desirable separation from Main**
- **Dead ends at M-37**

# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative D – Crane Road**  
(Whitneyville to M-37 south of Spring Creek Court)

# ALTERNATIVE "D"



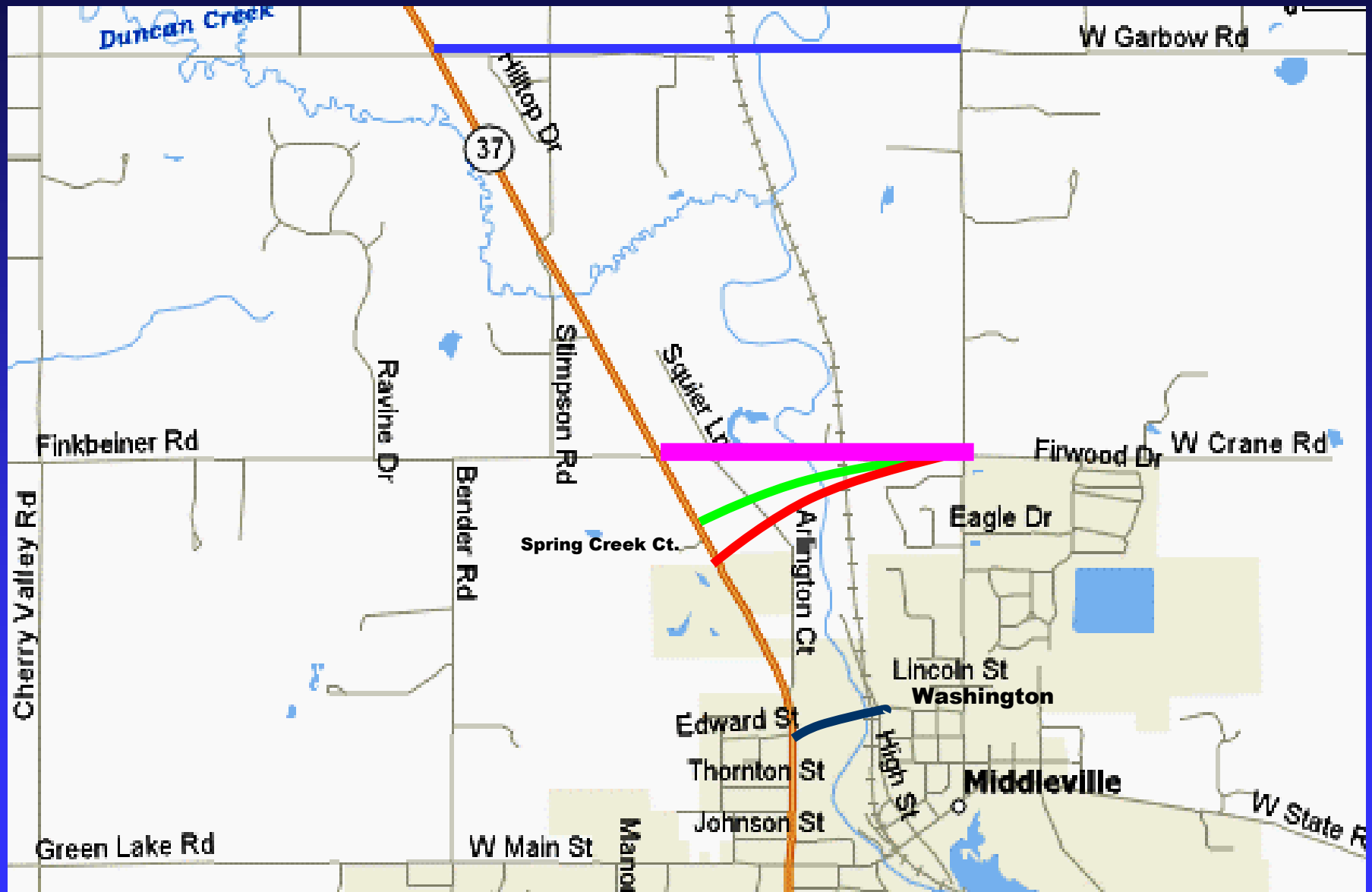
# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative D – Crane Road**  
(Whitneyville to M-37 south of Spring Creek Court)
  - **Creates a second bridge**
  - **Reduces traffic on Main, east of M-37**
  - **Right of Way needed**
  - **Desirable separation from Main**
  - **Dead ends at M-37**

# ALTERNATIVE BRIDGE LOCATIONS

- **Alternative E – Crane/Finkbeiner Rd**  
(Whitneyville to M-37)

# ALTERNATIVE "E"



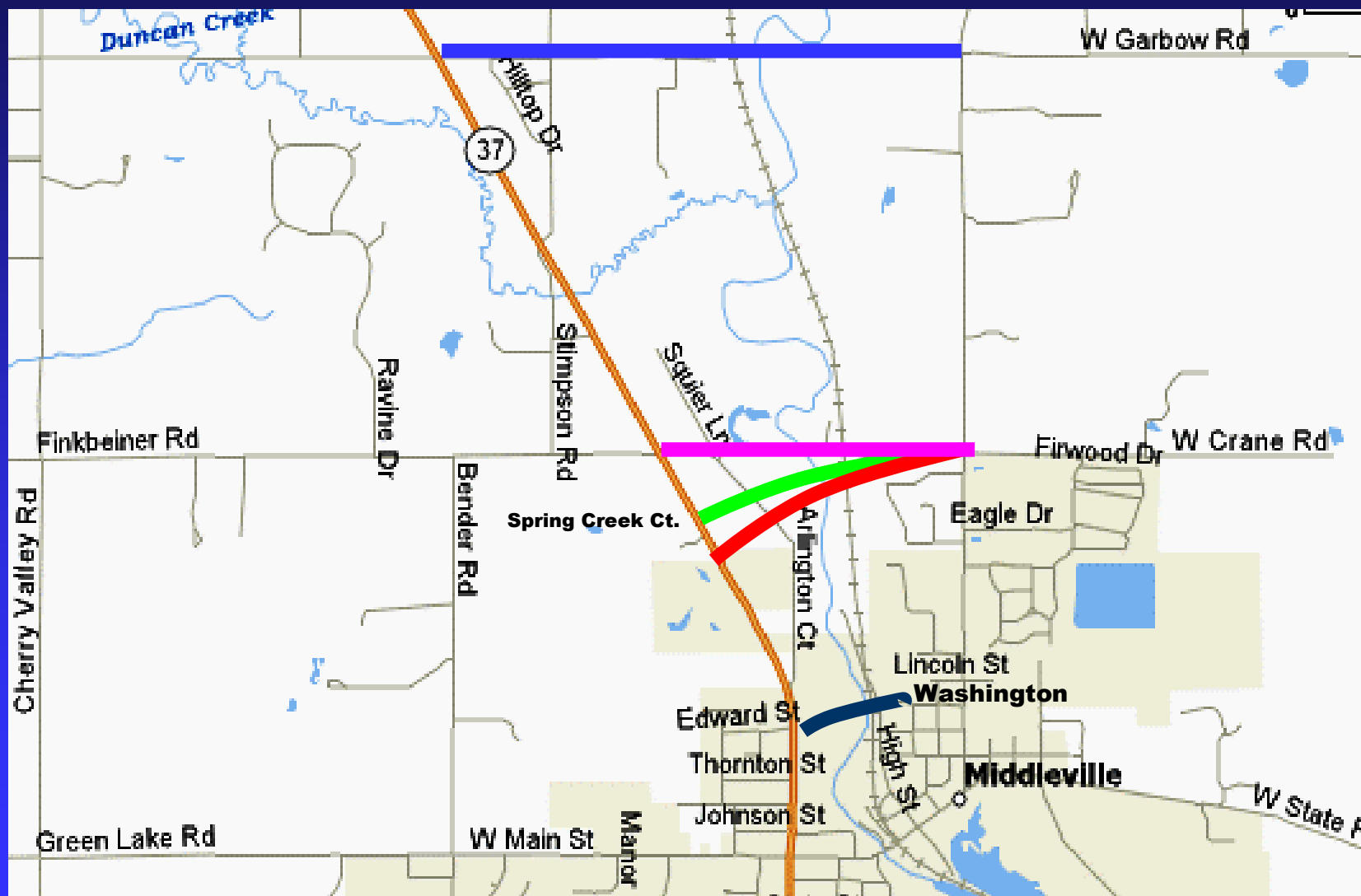
# ALTERNATIVE BRIDGE LOCATIONS

## ➤ **Alternative E – Crane/Finkbeiner Rd**

(Whitneyville to M-37)

- **Creates a second bridge**
- **Reduces traffic on Main, east and west of M-37**
- **Right of Way needed**
- **Desirable separation from Main**
- **Connects to Finkbeiner west of M-37**

# ALTERNATIVE BRIDGE LOCATIONS



# **TRANSPORTATION ISSUES**

- A. WEST MAIN STREET AND THE SCHOOLS**
- B. WEST MAIN STREET AND BENDER ROAD**
- C. NO EAST-WEST ALL SEASON ROUTE**
- D. BARRY COUNTY INDUSTRY**
- E. POPULATION GROWTH**

# WEST MAIN STREET AND THE SCHOOLS

- **Primary access for all Thornapple Kellogg Schools**
  - **Student & Pedestrian Traffic**
  - **Bus & School Related Traffic**
- **Average Daily Traffic = estimated at 8,000 veh/day**
  - **Congestion at peak times**

# **WEST MAIN STREET AND BENDER ROAD**

- **Congestion at Peak Times**
- **Numerous Public Concerns and Suggestions**
- **Occasional Media Coverage**

# NO EAST-WEST ALL SEASON ROUTE



TRANSPORTATION ISSUES

# BARRY COUNTY INDUSTRY

- **Barry County is home to numerous industries including Bradford White, Barry County's largest employer**
- **Limited east – west truck routes**
- **Trucking through downtown Middleville**
- **Trucking through school zones**
- **Bridge weight restrictions**

# POPULATION GROWTH

	1990	2000	Est. 2005	Est. 2010	Est. 2015
Village of Middleville	1,966	2,721	3,005	3,667	4,142
Thornapple Township	3,363	3,964	4,451	5,305	5,915
Combined Twp. & Vil.	5,328	6,685	7,453	8,972	10,057
Barry County	50,057	54,600	56,300	57,900	59,300

\*Note: Estimates are from the Barry County Master Plan (2005)

# POPULATION GROWTH

**As population increases, so does commerce and traffic. This will place an additional burden on the previously outlined transportation issues.**

# WHY FINKBEINER & CRANE?

- A. TRAFFIC REDUCTION ON MAIN STREET**
- B. CONNECTION TO ALLEGAN COUNTY**
- C. CREATION OF AN ALL SEASON ROUTE**
- D. SUMMARY**

# TRAFFIC REDUCTION ON MAIN STREET

## ➤ Proposed Route

- Provide more efficient east-west traffic movement
- Deter thru traffic from Main Street
  - Increase safety for students and downtown pedestrians
  - Increase level of service at M-37 and Bender intersections
- Proposed “Truck Route”

# CONNECTION TO ALLEGAN COUNTY

- **Four segments needed for a complete connection**
  - **2 miles of 142<sup>nd</sup> Street in Dorr**
    - **Planned for 2008**

# CONNECTION TO ALLEGAN COUNTY



WHY FINKBEINER & CRANE?

# CONNECTION TO ALLEGAN COUNTY

- **Four segments needed for a complete connection**
  - **2 miles of 142<sup>nd</sup> Street in Dorr**
    - **Planned for 2008**
  - **3.25 miles of 142<sup>nd</sup>, 2<sup>nd</sup>, 141<sup>st</sup> in Leighton Twp**
    - **Planned for 2006**

# CONNECTION TO ALLEGAN COUNTY



WHY FINKBEINER & CRANE?

# CONNECTION TO ALLEGAN COUNTY

- **Four segments needed for a complete connection**
  - **2 miles of 142<sup>nd</sup> Street in Dorr**
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  - **3.25 miles of 142<sup>nd</sup>, 2<sup>nd</sup>, 141<sup>st</sup> in Leighton Twp**
    - **Planned for 2006**
  - **1 mile of 142<sup>nd</sup> in Leighton Twp**
    - **Estimated for 2010**

# CONNECTION TO ALLEGAN COUNTY

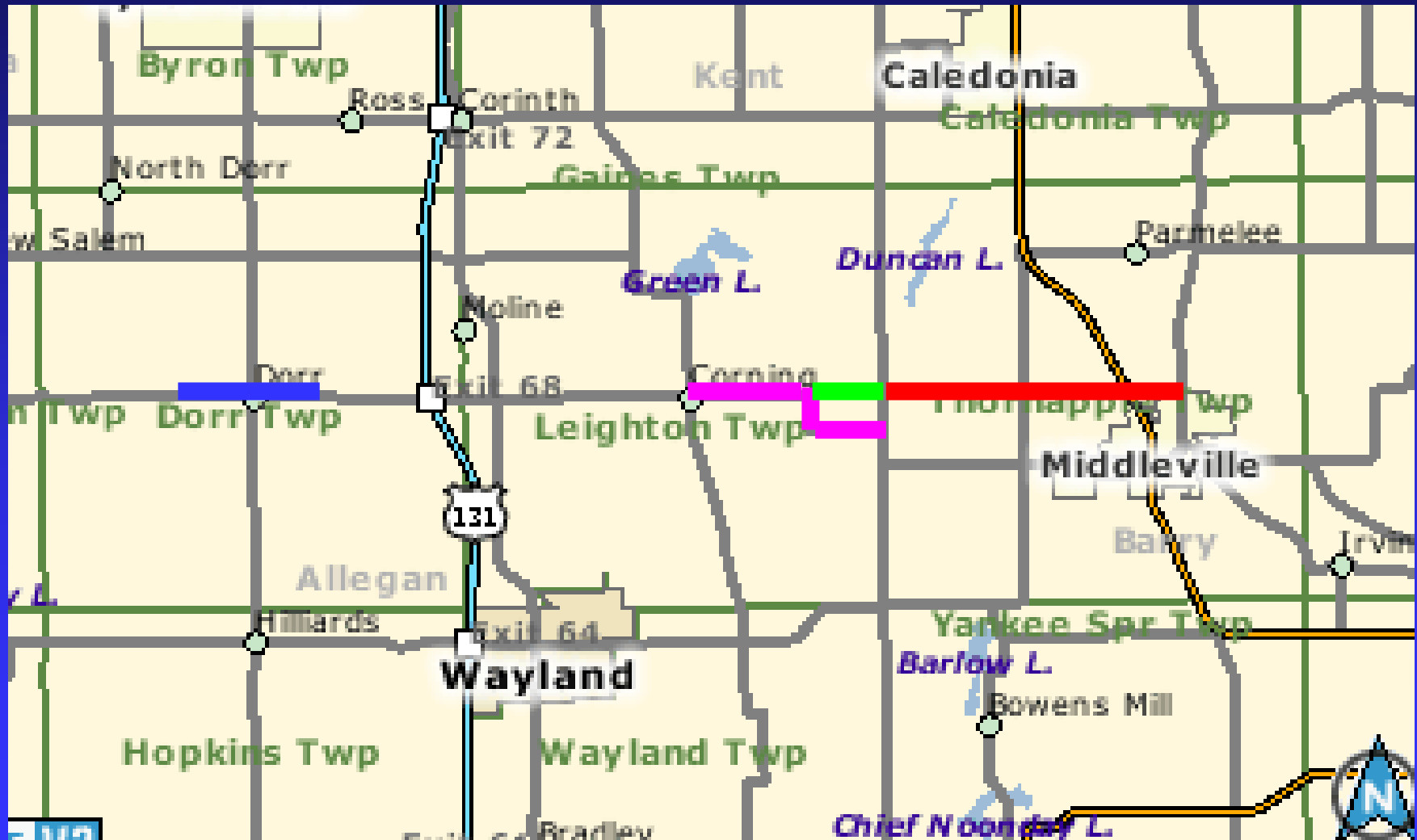


WHY FINKBEINER & CRANE?

# CONNECTION TO ALLEGAN COUNTY

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    - **Planned for 2008**
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    - **Planned for 2006**
  - **1 mile of 142<sup>nd</sup> in Leighton Twp**
    - **Estimated for 2010**
  - **4.25 miles of Finkbeiner/Crane**
    - **Estimated for 2010**

# CONNECTION TO ALLEGAN COUNTY



WHY FINKBEINER & CRANE?

# CREATION OF AN ALL-SEASON ROUTE

- **All-season travel from Barry County to US-131, M-40, and I-196**
- **Increased trucking efficiency for Barry County Industries**
- **More convenient travel for all Barry County residents and visitors**

# CREATION OF AN ALL-SEASON ROUTE



WHY FINKBEINER & CRANE?

# SUMMARY

- **The proposed Finkbeiner & Crane road project is the only alignment that addresses all the issues previously presented.**
  - **Second river crossing in Middleville**
  - **Desirable separation between major intersections**
  - **Traffic Reduction on Main Street, east and west of M-37.**
  - **Creation of an east – west connecting All Season Route**

# FUNDING

**A. PRELIMINARY COST ESTIMATE**

**B. FUNDING SOURCES**

# PRELIMINARY COST ESTIMATE

## Finkbeiner/Crane Roads & Bridge

➤ Construction	\$6,657,500
➤ Engineering	\$ 850,000
➤ Right of Way Acquisition	\$1,000,000 (est)
➤ BCRC	\$ 60,860
➤ BCRC	\$ 80,000 (est)
<b>TOTAL</b>	<b>\$8,648,360</b>

FUNDING

# FUNDING SOURCES

<b>Federal High Priority Funds (HPP)</b>	<b>\$3,060,000</b>
<b>Federal STP Funds</b>	<b>\$1,200,000</b>
<b>Federal Category D Funds</b>	<b>\$ 600,000</b>
<b>State Category D Funds</b>	<b>\$ 360,000</b>
<b>JOBS TODAY</b>	<b>\$1,182,000</b>
<b>Local Funds</b>	<b>\$ 940,860</b>
<b>Other State Funds</b>	<b>\$ 150,000</b>
<b>TOTAL</b>	<hr/> <b>\$7,494,860</b>

# FEDERAL HIGH PRIORITY FUNDS

- **The Barry County Road Commission has been allocated \$3.52 million strictly for the Finkbeiner Road project in the 2005 Federal Highway Bill SAFETEA-LU. (\$3.06 million available for construction)**
- **This is a one time allocation received 20% annually for the 5-year life of SAFETEA-LU.**

# FEDERAL GAS TAX

- **The Barry County Road Commission annually receives Federal STP (Surface Transportation Program), and Federal Category D Funds from the federal gas tax legislation for the construction of all season routes throughout Barry County.**
- **The road commission has elected to use several years of these funds toward the Finkbeiner/Crane Project.**

# STATE “D” FUNDS

- **The Barry County Road Commission annually receives State Category D Funds from the state of Michigan for the construction of all season routes throughout Barry County.**
- **The road commission has elected to use several years of these funds toward the Finkbeiner/Crane Project.**

# JOB'S TODAY FUNDS

- **\$1,182,000 in JOB'S TODAY fund has been allocated for this project.**
- **The Barry County Road Commission & supporting entities are currently working on an extension of these funds.**

# OTHER STATE FUNDS

- **Other state funds will be sought in an attempt to reduce the funds needed from local entities.**

# MISCELLANEOUS GRANTS

- **\$150,000 in a High Risk Rural Road Grant has been received for this project.**

# APPROACH TO DESIGN

**A. THE ENVIRONMENT**

**B. DESIGN STANDARDS**

**C. POST DESIGN HEARINGS**

# THE ENVIRONMENT

## ➤ Environmental Impacts

- Wetland fill
- Potential floodplain impacts
- Other impacts
  - Cutting hills, filling valleys, constructing ditches, etc.

➤ The design and construction methods will attempt to minimize impacts.

# THE ENVIRONMENT

- **The Michigan Department of Environmental Quality will be consulted and necessary permits obtained**
- **Required clearances will be obtained**
  - **NEPA, EPA, U.S. Fish and Wildlife, ARMY Corp. of Engineers, SHPO, etc.**

# DESIGN STANDARDS

- **American Association of State Highway Transportation Officials (AASHTO)**
  - **“A Policy on Geometric Design of Highways and Streets”**
- **Michigan Department of Transportation (MDOT)**
  - **Guidelines, Standards, Special Provisions, Contracts, etc.**

# POST DESIGN HEARINGS

## ➤ Formal Public Hearings

- Will take place when FHWA has released its decision on the EA.
- Project design made public
- Allow for additional public comments and input
- Property owners and the public will be notified of the dates and times

# **TIMEFRAME**

- **Design Phase**
- **Formal Public Hearings**
- **Decision to proceed to construction**
- **Landowner Meetings**
- **Environmental Clearances & Permits**
- **Right-of-Way Acquisition**
- **Project Letting & Award**
- **Construction**

# DESIGN PHASE

- **The BCRC consultant Wilcox Professional Services will design entire project**
- **Currently working on the Preliminary Design**
  - **2006 – 2008**

# FORMAL PUBLIC HEARINGS

- **Formal public hearings will be held following the completion of the preliminary design. These hearings will allow for additional public comment.**
  - **2008**

# DECISION TO PROCEED TO CONSTRUCTION

- **Thornapple Township, the Village of Middleville and the Barry County Road Commission will make their final decision to proceed with the project construction**
  - **2008**

# INDIVIDUAL LANDOWNER MEETINGS

- **Have already begun and will continue throughout the project completion.**
  - **2006 – 2008**

# ENVIRONMENTAL CLEARANCES & PERMITS

- **Awaiting approvals on the EA (Environmental Assessment) document by FHWA (Federal Highway Administration) and & DEQ permit.**
  - **2008**

# RIGHT OF WAY ACQUISITION

- **Begin after a FONSI (Finding of No Significant Impact) has been issued by FHWA and will continue up to the bid letting.**
  - **2008**

# PROJECT LETTING AND AWARD

- **Contracts, advertising, bid letting, bidding, and award through MDOT**
  - **TBD 2008**

# CONSTRUCTION

- **Contractors will perform the work as designed and awarded by MDOT.**
  - **2008 - 2009**

# NOTE

The dates from the Consultant Selection Process through Construction are TENATIVE at this time. Dates will be revised and available periodically throughout the entire project.



**Thank you for your interest and attendance. We look forward to hearing your comments and input at the upcoming Preliminary Public Hearings.**

**Copies of this presentation and brochures are available in the lobby.**