

APPENDIX G
PROJECT CORRESPONDENCE



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Telephone Conversation

Lansing · Gaylord · Grand Rapids

Conversation With:	Terry Johnson	Date & Time:	Feb 13, 2009 10:00 am
Representing:	MDOT	By:	
Project No.:	08-219	Routing:	
Project Description:	Bath Charter Township Proposed Bicycle and Non-Motorized Pathways		
Location:	Bath Charter Township, MI		

I spoke with Terry Johnson, MDOT region bridge engineer out of Jackson, about the possibility of crossing I-69 in Bath Township for pedestrians. He informed me that they were not planning on replacing any of the existing overpasses in the foreseeable future and the existing bridges were too narrow for pedestrian traffic. However, in Ann Arbor, they constructed a pedestrian component that hung over the side of existing overpasses. Terry does not like these and would much rather see a stand alone pedestrian bridge to cross the interstate.

If we would like to set up a meeting with him, he is available after March 6, 2009 and would like Larry Doyle, the Lansing TSC project engineer to be involved.

Terry can be reached by phone at 517-750-0423
 Or by email at johnsonte@michigan.gov

C2AE Project #08-219
Bicycle & Non-Motorized Pathway Development
Bath Charter Township

Information Meeting with Clinton County Road Commission

Summary

Bath Charter Township Offices
14480 Webster Rd.
P.O. Box 247
Bath, MI 48808

April 22, 2009

Those in Attendance:

Planning Team

Tom Schneider – Township Supervisor
Troy Feltman, Township Manager
James Foulds, Planning Director
Jeff Garity
Becky Goodwin
Amy Mazure, C2AE

Clinton County Road Commission

Joe Pulver
Dan Armentrout

DISCUSSION

1. The meeting began shortly after 9:00 AM.
Purpose of the meeting:
 - Share with the road commission the intentions of the sidewalk and non-motorized pathway plan
 - Determine any possible upcoming opportunities for implementation from the road commission
2. Park Lake:
 - May be more conducive to have sidewalk on the lake side of Lake Lansing.
 - Lake Lansing – purchased additional ROW.
 - Park Lake has 66' of ROW -- No less than that but could be more in some areas.
 - Statutory ROW has not been deeded.
 - Old Plats should show ROW for lake access.
 - No scheduled resurfacing for Park Lake at this time.
 - The road commission would like to know the priority of the trail system

3. Priority Corridors:

- Webster Road – Expressway to Downtown. CBD/Mixed Use.
- Traditional sidewalks and streetscape.
- How to cross the expressway.
- The Road Commission has granted permission for the dumping of pedestrian and bikes onto the paved shoulder over the expressway
- Jeff suggested removing the center turn lane on Webster Road. The Road Commission is not willing to consider this option. If this option were ever approved, it should coincide with the resurfacing of Webster Road and would require a traffic analysis.
- The current setbacks are 30' for buildings.

4. General Comments:

- The Road Commission would be the ACT 51 Agency for Safe Routes 2 School grants.
- Safe Routes 2 School grants are a 100% match, but they do not cover engineering and testing fees.
- The paved shoulder should not be more than 5'-6' wide. This encourages motorists to use this as another lane if it is any wider.
- The Road Commission doesn't see a problem with the walks being located behind the curbs.
- On the roads with ditches there would not be enough room to push everything back. There is the possibility of tiling the ditch.
- When the project becomes a priority the Road Commission would work with the Township.
- This plan would be put into the Tri-County System for future funding availability.
- CMAQ Funds: 80/20 match for paths with defined beginning and destination. These funds are geared toward pathways made for congestion mitigation air quality.

The meeting ended at approximately 10:00 AM

If there are any corrections or additions to the above meeting minutes, please provide written notification, within five days from today (May 12, 2009). Please do not hesitate to call if there are any questions or concerns.

C2AE Project #08-219
Bicycle & Non-Motorized Pathway Development
Bath Charter Township

Information Meeting with Michigan Dept. of Transportation (MDOT)

Summary

Bath Charter Township Offices
14480 Webster Rd.
P.O. Box 247
Bath, MI 48808

May 27, 2009

10:00 a.m. – 11:00 a.m.

Those in Attendance:

Planning Team

Troy Feltman, Township Manager
James Foulds, Planning Director
Jeff Garity
Terry Johnson, MDOT
Hilary Owen, MDOT
Amy Mazure, C2AE

DISCUSSION

1. Bridges:

- All bridges crossing I-69 in the township are in good condition.
- No major reconstruction is expected in the near future.
- All ratings on inspection reports are 7 or 8.
- The Webster Road Bridge is 47' wide; 43' of clear roadway width; likely 11' lanes and possibly 10' shoulders.
- Chandler Road Bridge looks as wide.
- Troy indicated that he did not feel comfortable just dumping people off on the bridge and would like to have something in place to move pedestrians across the bridge.
- Jeff asked if there was the possibility that the road could shift.

2. Traffic Issues:

- Bicycle crossings need to be directional across bridge – must have crossings before the bridge to get cyclists and pedestrians to the correct side.
- Crashes and site distance need to be analyzed for locations of the crossings.
- Is there a possibility for pedestrians to have access on one side and bike accessibility on the other?
- The Road Commission would be the best place to start with the necessary lane widths.

- Because it's not really clear who owns everything concerning the bridges, MDOT felt it would be best to run all decisions by both MDOT and the Road Commission to be safe.
 - Barriers to separate pedestrians and automobiles would need to be analyzed for loading on the bridges.
3. Funding/Budget:
- Federal funding can be used for less than 10' if alternatives have been considered.
4. Crossing Options
- Striping only- Might not even need a permit if only painting is used
 - Separate pedestrian structure (under MDOT jurisdiction)- Will cost approximately \$500,000 (not including approaches). Structure will be adjacent to existing traffic bridge - 20' in between 2 bridges, and have a higher clearance.
 - MDOT does not like the attached pedestrian structures. They destroy the traffic bridges.
 - It may be necessary to contact Deirdra Thompson, the MDOT Pedestrian Coordinator at 517.335.2834 to further discuss this issue.
4. General Discussion
- On Nichols, the bridge may not be as wide as the others, but still quite wide.
 - In Grayling – narrowed lanes on the bridges.
 - Do pedestrians go with or against the traffic?
 - Possibility of doing traffic shift on the bridge. Will need to get approval by the Road Commission.
 - Could grind off the existing striping and microsurface the existing asphalt to hide the grind marks before restriping.
 - The right-of-way was used on 275 expressway in the Detroit area for a non-motorized trail. It is not likely that we will be able to use this option here to get around Park Lake, but it is not impossible.
 - A non-motorized trail along the back edge just outside of the right-of-way is fine.

The meeting ended at approximately 11:00 AM

If there are any corrections or additions to the above meeting minutes, please provide written notification, within five days from today (June 9, 2009). Please do not hesitate to call if there are any questions or concerns.

C2AE Project #08-219
Bicycle & Non-Motorized Pathway Development
Bath Charter Township

Information Meeting with Clinton County Road Commission

Summary

Bath Charter Township Offices
14480 Webster Rd.
P.O. Box 247
Bath, MI 48808

July 14, 2009

Those in Attendance:

Planning Team

Tom Schneider
Troy Feltman
Jim Foulds
Jeff Garity
Becky Goodwin
Anne Marie Kerby
Mark Vysoky, C2AE
Amy Mazure, C2AE

Clinton County Road Commission

Dan Armentrout

DISCUSSION

1. The meeting began shortly after 11:00 am.

Purpose of the meeting:

- Discuss with the Road Commission the options for crossing I-69 along Webster Road
- Determine any possible upcoming opportunities for implementation from the Road Commission

2. Webster/Chandler Bridges:

Currently has 11' wide lanes with a 10' ROW

Crossing opportunities include:

- Directional bicycle crossings with crosswalks before the bridge on each side.
- Pedestrian Access on 1 side, bicycle access on the other.
- Possible Adjustment of lane widths. Grayling narrowed their lanes on a bridge when they added a bicycle path.

- Not sure what the MDOT owns and what the Road Commission owns.
- Possibly restripe the lanes, grind off existing & microsurface the existing HMA surface.

3. General Comments:

- Dan would still like to see pedestrians and cyclists have a path that ends at the bridge and starts on the other side with no additional improvements.
- Troy expressed his opposition to this option.
- Dan recommended shared use markings.

- Process for establishing crossing:
 - Road Commission would like a crosswalk at on & off ramps.
 - Curbed radius would need to be sawcut for a new walk. This would need to be paid for by the Township
 - Road Commission will paint the bridge and cover the costs associated with both the painting on the bridges and the crosswalk striping.
- A sidewalk could be constructed to tie in all sidewalks at the new housing developments, such as Eyde's new development, Somerset Park.
- The Road Commission wants the Township to pay for all sidewalks, ADA ramps, etc.

Dan:

- No signals at pedestrian crossings on ramps.
- Room for 8' walk on Webster Road, possibly even 10' in some places.
- Webster Road should be safe enough for bicycles the way it is with the middle lane – just add the sidewalks for pedestrians.

Becky:

- Wants to know if the rumble strips could be put just inside the white line. Dan is not sure that type of extent is necessary.

Dan:

- Okay to paint the bike path symbols along the shoulders on Webster Road from Park Lake to Drumheller.
- The Road Commission usually completes the pavement markings in September of each year.

Concern was expressed by the group over when to paint the shoulders and add the sidewalks, this year or next year. If the work was completed this year, where would the path lead? If it ended at Drumheller, it would basically be a path to nowhere.

Jim & Troy think it should be treated as a pedestrian crossing first before considering a bike path because bicyclists will use the road anyway.

Some funding requires a certain width on a pathway, and it was brought up whether or not this could still be used in the future to fund other parts of the pathway along Webster Road. Dan commented that it can be used as long as the Webster Road bridge is considered an existing structure to be upgraded at a later date.

Troy:

- The grade problems with Webster Road appear to be North of Drumheller.

Dan:

- Recommends keeping the pedestrian path on east side because there is more room and fewer trees.
- Might look at running a sidewalk at the bottom of the hill near the post office.

Troy:

- It may be feasible to create the first link from Park Lake to Drumheller this year from the capital improvement funds and then worry about designing the portion north of Drumheller next year.

The Road Commission can have the striping work completed this year. All they need is a simple plan to show what improvement goes where. Drawing a line on an aerial showing where the sidewalk will be going, etc. will be sufficient. They will just need to know how far off the road it will be.

Troy would like C2AE to submit a proposal to the Township for the Webster Road improvements from Park Lake to Drumheller. Information to be included in the Board Packets must be submitted to them a week prior to the August 3rd meeting.

Later, it was decided to have the path run from Park Lake Road to Somerset Park to help eliminate the “sidewalk to nowhere”.

4. Major Issues:

- Trees
- Ditches
- New Meijer has been delayed for a couple of years.
- When constructing a project with funding, a \$100,000 project is at the break even point where it becomes feasible for a city or township to do the project. When using Safe Routes 2 School funds, that number is a little less.
- The area may lose CMAQ funds soon because the air quality is improving in the area.

The meeting ended at approximately 12:00 pm.

If there are any corrections or additions to the above meeting minutes, please provide written notification, within five days from today (May 12, 2009). Please do not hesitate to call if there are any questions or concerns.