

**SAUGATUCK
TOWNSHIP**

Tri-Community Non-Motorized Trail Study Committee Agenda August 13, 2021 at 2:00 pm

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF AGENDA**
- 4. APPROVAL OF MINUTES**
 - a. July 30, 2021**
- 5. PUBLIC COMMENTS/TODAY'S AGENDA TOPICS ONLY (LIMIT 3 MINUTES)** *Use the "raise hand" button in the participant's screen found in the Zoom interface or enter *9 if calling in by phone to raise hand.*
- 6. REVIEW OF WORKING DESIGNS/COSTS FOR DISCUSSION:**
 - A. Final Review of Alternatives for Public Input**
 - B. Estimate of Updated Costs**
 - C. Discussion of Public Input Meeting**
 - D. Schedule of Meetings w/ each Local Unit of Government**
- 7. PUBLIC INFORMATION MEETING/OPEN HOUSE**
- 8. REVIEW NEXT STEPS**
- 9. PUBLIC COMMENTS (LIMIT 3 MINUTES)** *Use the "raise hand" button in the participant's screen found in the Zoom interface or enter *9 if calling in by phone to raise hand.*
- 10. MEMBER CLOSING COMMENTS**
- 11. ADJOURN (ROLL CALL)**

NOTICE:

This public meeting will be held using **Zoom** video/audio conference technology due to the COVID-19 restrictions currently in place.

Join online by visiting:

<https://us02web.zoom.us/j/2698572603>

Join by phone by dialing:

(312) 626-6799

-or-

(646) 518-9805

Then enter "Meeting ID":

2698572603

Please send questions or comments regarding meeting agenda items prior to meeting to:

hleo@saugatuckcity.com

Tri-Community Trail Committee (TCC)

Minutes July 30, 2021 Meeting

Meeting commenced at 2:00 PM.

Present: Cindy Osman, Kathy Mooradian, Jerry Donovan, Holly Leo, Ken Trester, John Adams, Richard Donovan. Brenda Marcy. Joe Frey (Township)for the first 40 minutes, Rich Labombard (Douglas), Ryan Heise(Saugatuck)

Also attending: Craig Atwood from Allegan Road Commission, Greg Janik and M, Betts from SDFD. Larry Fox, Emily Myerson and Tyler ? from C2AE.

Motion to approve agenda made by Marcy, seconded by R. Donovan.

Motion to approve minutes from July 16 made by Trester, seconded by Osman.

PUBLIC COMMENTS. None

New Business: Leo gave the floor to Larry Fox to Review latest working designs and share the cost estimates on the options.

Fox had four areas to cover. Started with the Township sections.

Maple Street to Old Allegan. Straightforward, no options. Timber Costly and requires maintenance. Mentioned cement as alternative but much costlier to begin with, little maintenance after though.

North street to Holland via Amelanchier Park section: Area has wetlands so a bridge is needed. Discussion of whether a shared use road could avoid having a separated trail on final piece. Pretty rural there. No houses. Fox shared that a grant won't cover a shared use road but cheap to do with signage. Atwood stated that the commission works with trail groups but are pure road people. The Road commission board will make the decision when options are brought before it. Uncertainty about whether a sidewalk is necessary on a shared use road. Fox will find out for sure. Township Manager Frey okay with the designs.

Washington to Lake Street section: Shared slides; Fox sees no issue with coming into Douglas . Gradual shift in traffic that lines up with Douglas in time.

Shooting to do without a curb due to structure, cost and other factors so vertical separators become a must. Delineators discussed. Concerns over aesthetics, public favor. Fox said compromises are needed here to meet ASHTO standards. Safety most important.

Two lane and three lane discussed again. Chief Janik's team strongly prefers the 3 lane but will work with whatever is decided. Committee asked if it is possible to submit both designs to

MDOT and get their preference. Emily stated it is better to go with one as MDOT will give what they want and we can make refinements and resubmit.

Lake Street to Maple section: Discussion about traffic signals. Higher than expected prices. Chief Janik is okay without them for now for we are still awaiting traffic studies. May be more critical to have a light at Old Allegan and BStar. Fox was also in a wait and see mode of thinking. Move on with trail. R Donovan wants C2AE to at least analyze the look at the Lake street intersection for us in terms of aesthetics, can we not have delineators there etc. Artsy delineators were one idea that was discussed. Pretty heavy costs in this area due to terrain. Needs retaining wall-boardwalk solutions.

PUBLIC INFO MEETING AND OPEN HOUSE: The committee agree to a date of August 24 from 4-6 at Isabels at the corner of Wiley and Blue Star Hwy.

Fox asked committee if we should take the 3 lane or 2 lanes to the public or both. Per Adams: The 3 lane seems to be the preference due to Fire Dept wishes but if MDOT rejects due to not meeting Ashto perfectly, it is good to have a backup already discussed with the public to save time. Myerson agreed. IF not, project could experience up to a one-year delay.

Fox suggested a way it is done. He'll have three team members there. Each will field questions, talk to public at stations. Public will also get a form to submit their feedback. C2AE will summarize it all for MDOT.

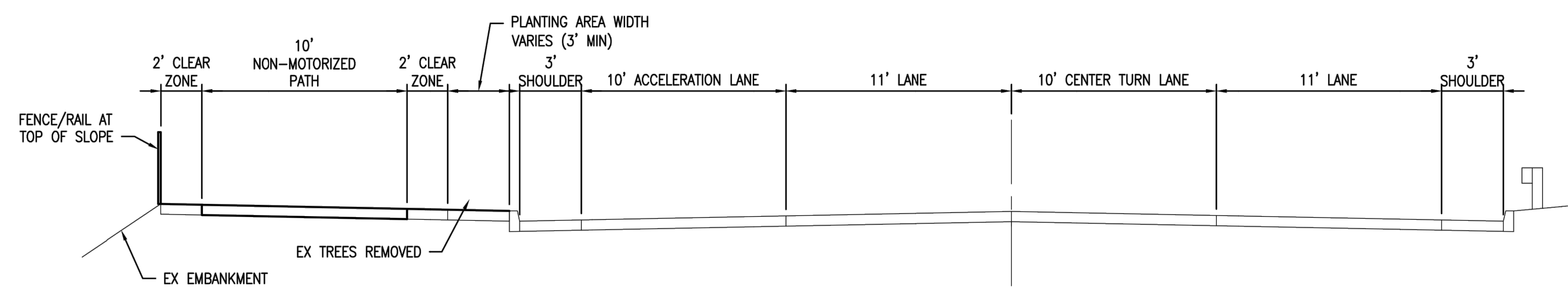
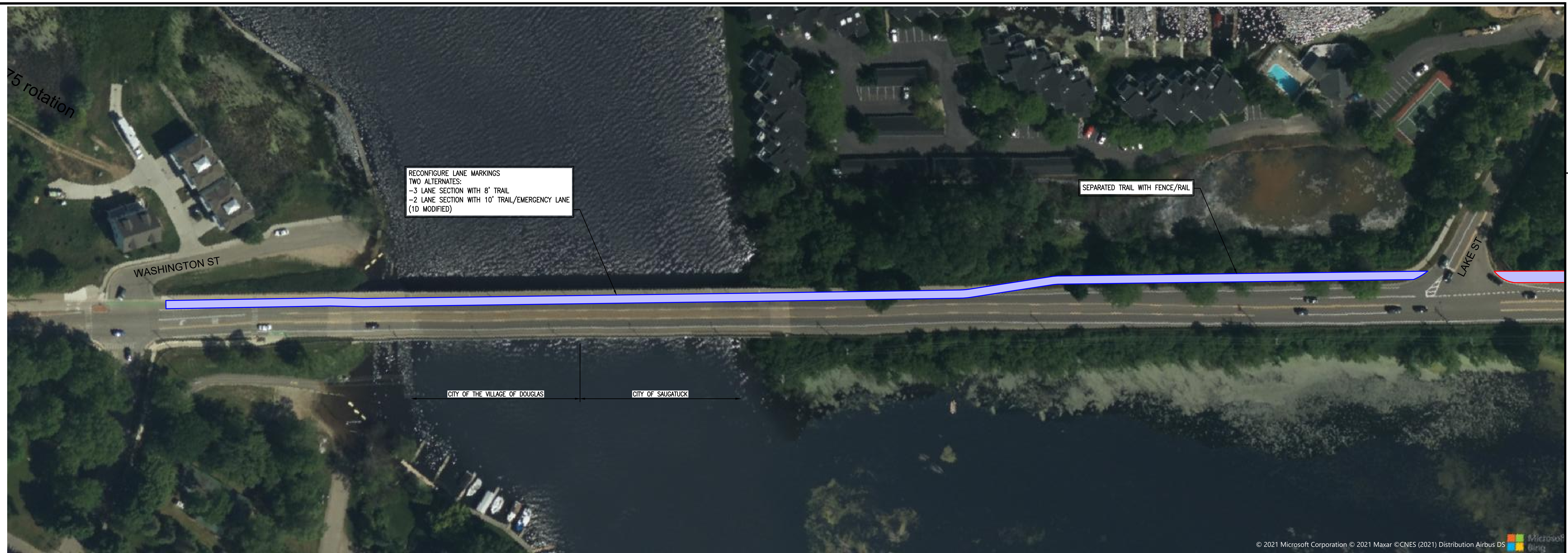
NEXT STEPS: It was discussed that we must get out the Public meeting notices by Aug 14 to as many places as possible. Also, each city's management should DIRECTLY send a notice to property owners within 300 feet of the proposed work. It was agreed to meet again in two weeks . We are awaiting the interlocal agreement to be finished and taken to our councils.

Trester would like to see the maintenance costs pinned downed before it goes to the councils

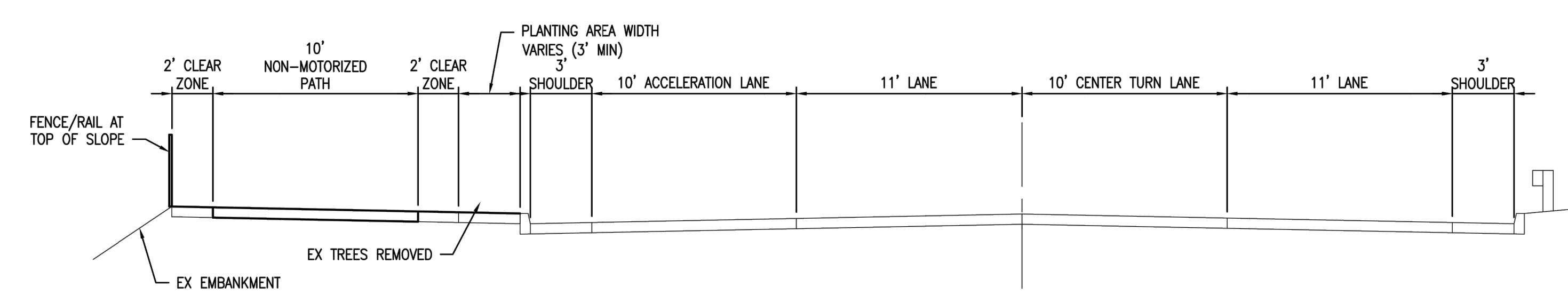
PUBLIC COMMENTS: NONE

OTHER COMMITTEE COMMENTS/DISCUSSION: Fox showed that local costs after grants would be approximately 405K. Adams expressed concern over the estimated costs being so much higher than predicted and more than previous designs. Would be tough on his group. Asked if any tradeoffs with MDOT could be done. Fox sees that as a risk. Emily also stated that MDOT hates making exceptions and could care less about costs.

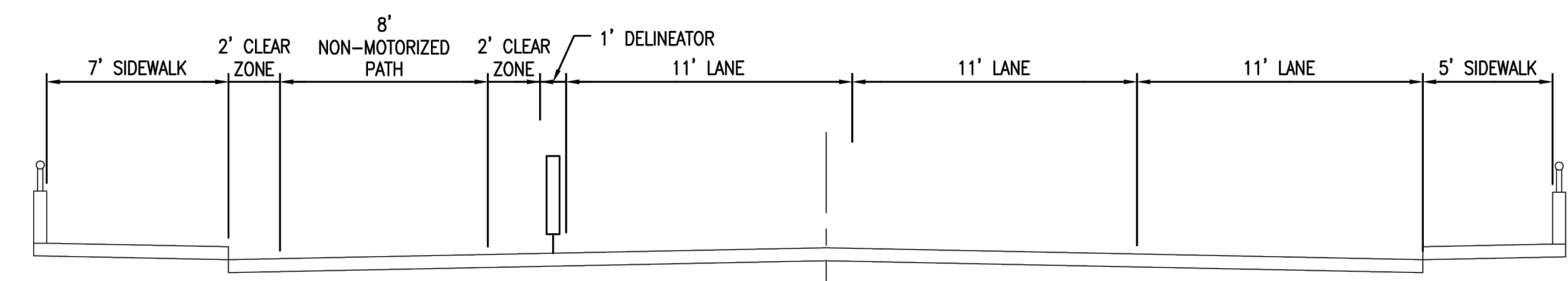
Mooradian made a motion to adjourn, R. Donovan seconded. Meeting ended at 4:15 PM



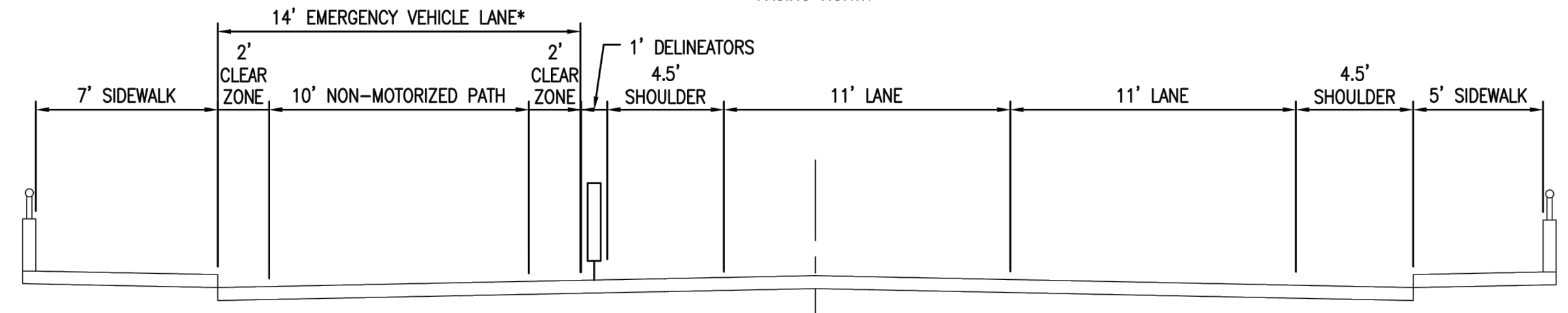
WASHINGTON ST. TO LAKE ST. - 3-LANE CONFIGURATION - NORTHERN BRIDGE APPROACH
FACING NORTH



WASHINGTON ST. TO LAKE ST. - OPTION 1D MODIFIED - NORTHERN BRIDGE APPROACH
FACING NORTH

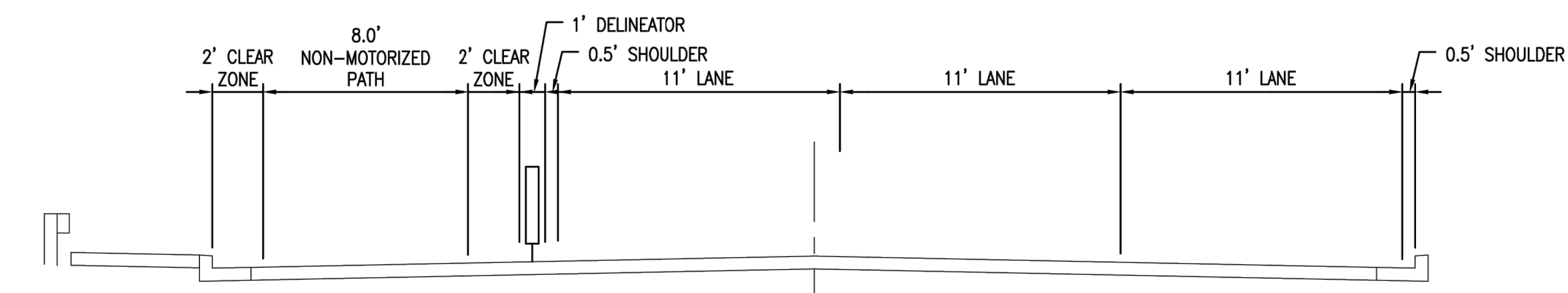


WASHINGTON ST. TO LAKE ST. - 3-LANE CONFIGURATION - BRIDGE SECTION
FACING NORTH

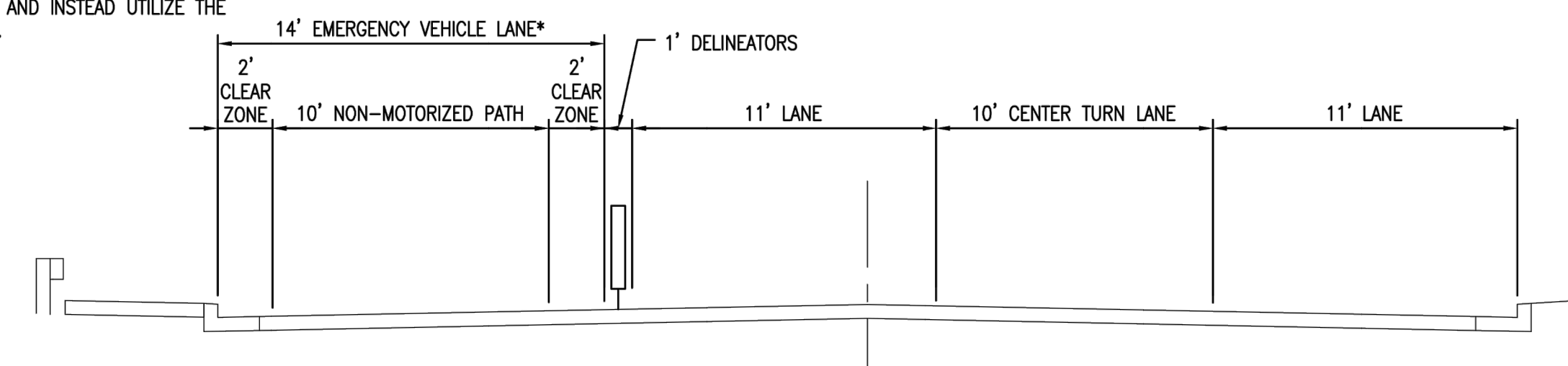


WASHINGTON ST. TO LAKE ST. - OPTION 1D MODIFIED - BRIDGE SECTION
FACING NORTH

*A THIRD OPTION IS TO ADD A TRAFFIC SIGNAL AT THE LAKE STREET INTERSECTION. THIS WOULD ELIMINATE THE NEED FOR EMERGENCY VEHICLES TO UTILIZE THE TRAIL FOR CROSSING THE BRIDGE AND INSTEAD UTILIZE THE SOUTHBOUND TRAFFIC LANE.

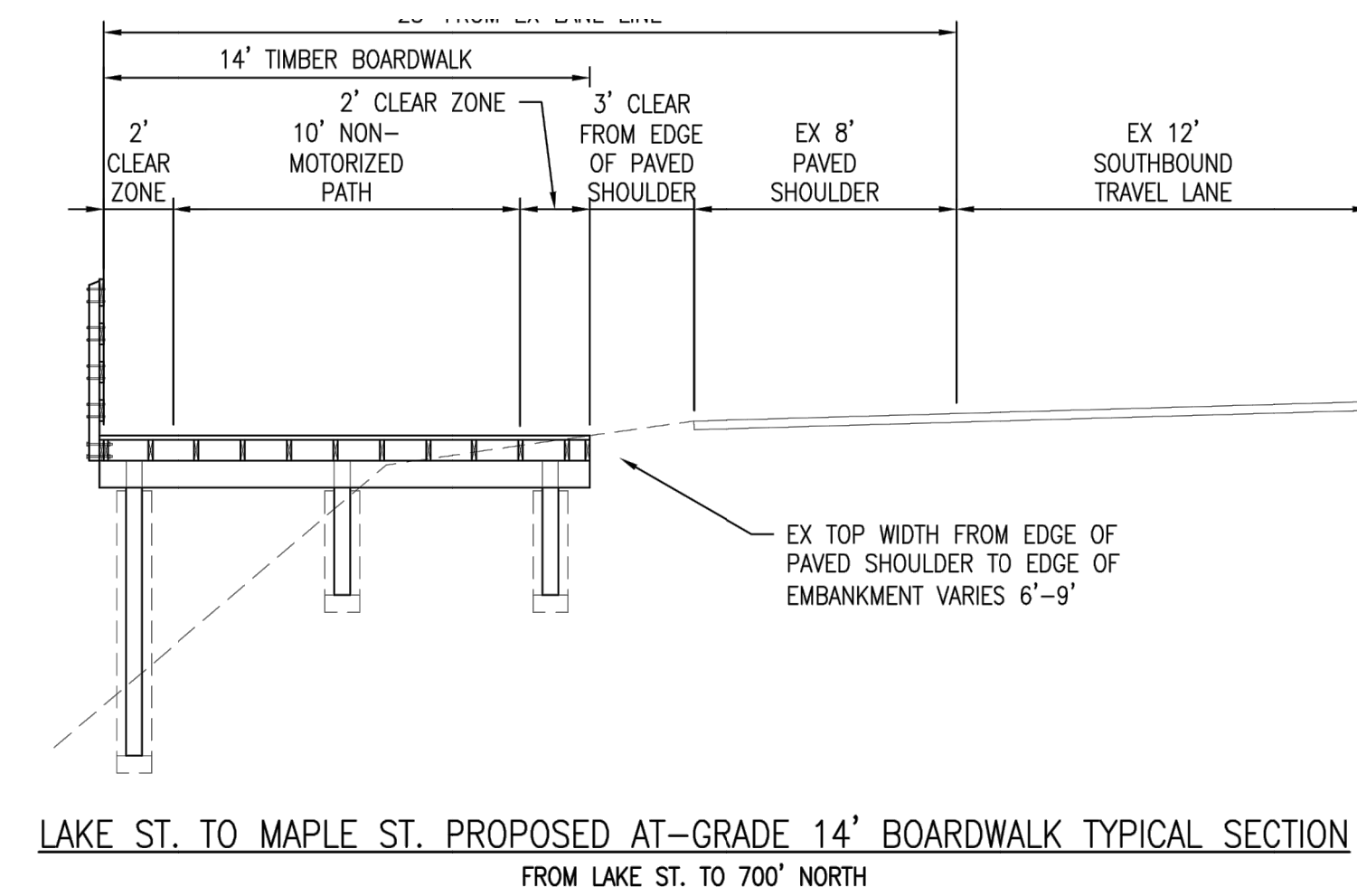
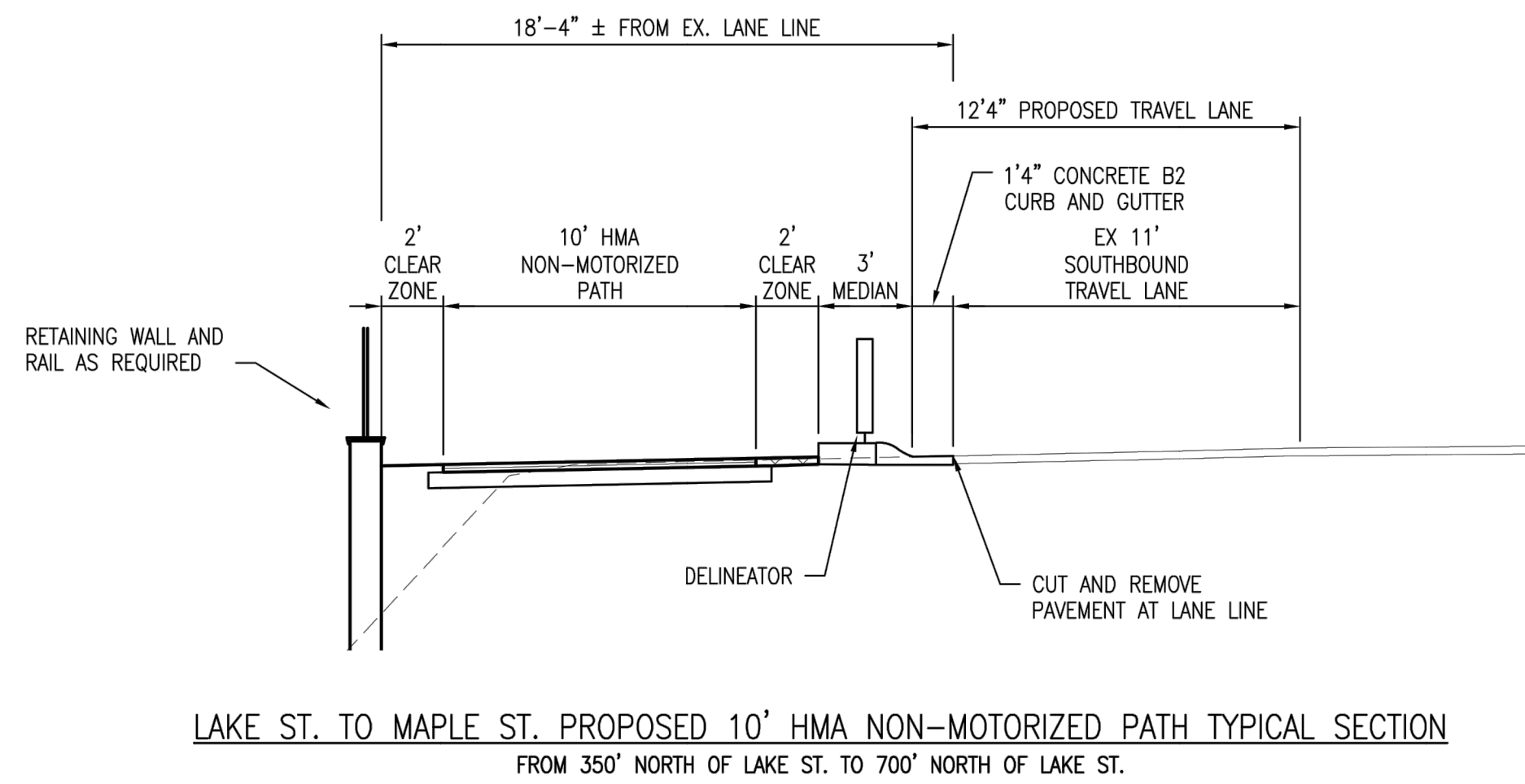
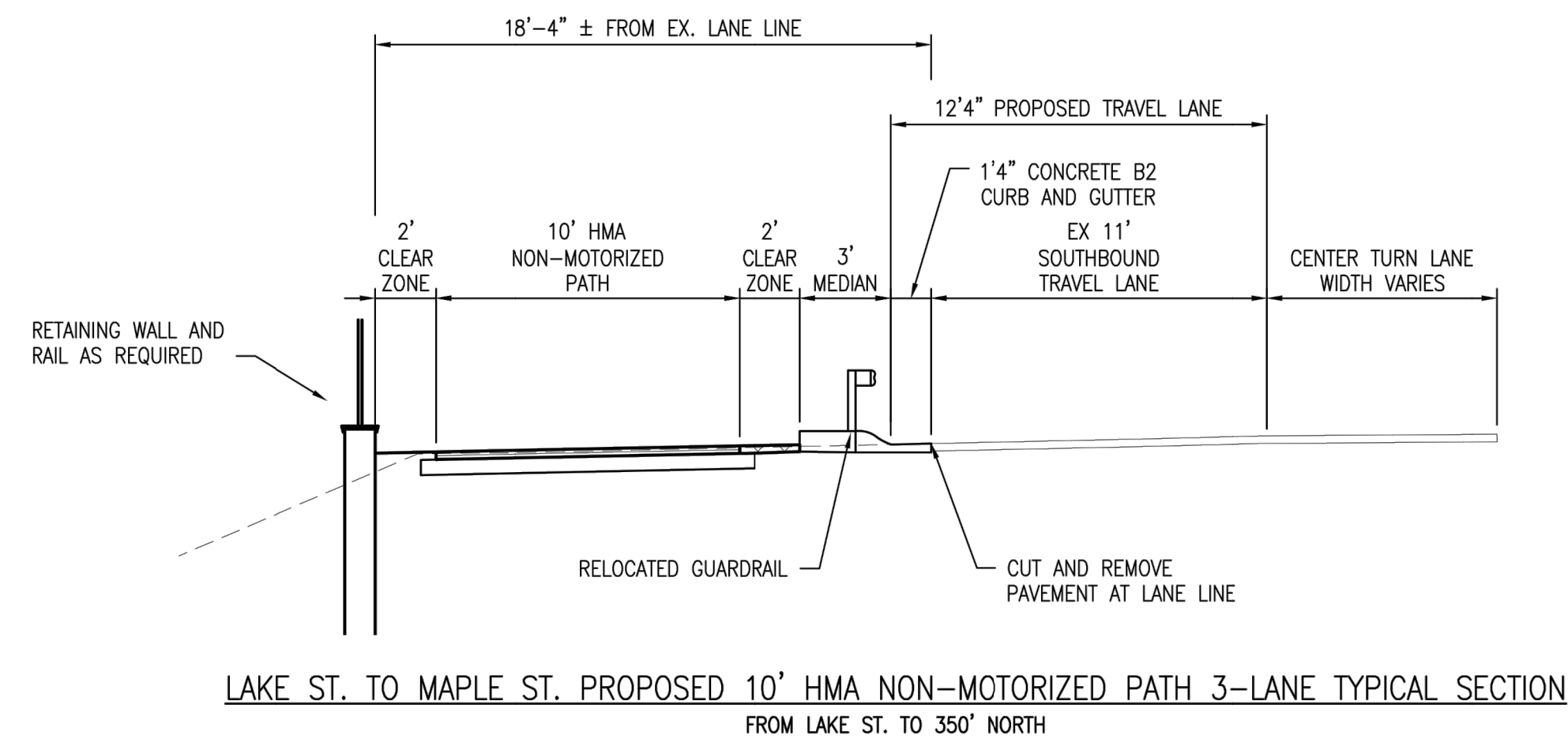


WASHINGTON ST. TO LAKE ST. - 3-LANE CONFIGURATION - SOUTHERN BRIDGE APPROACH
FACING NORTH

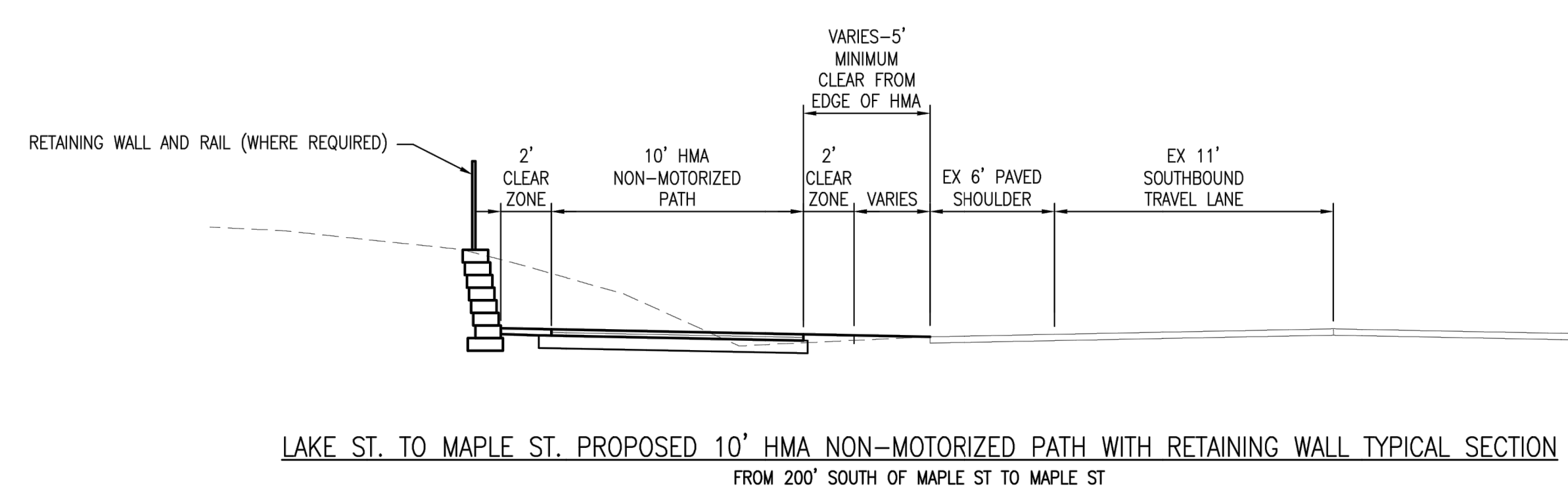


WASHINGTON ST. TO LAKE ST. - OPTION 1D MODIFIED - SOUTHERN BRIDGE APPROACH
FACING NORTH

REVISIONS		
REV	DESCRIPTION	DATE

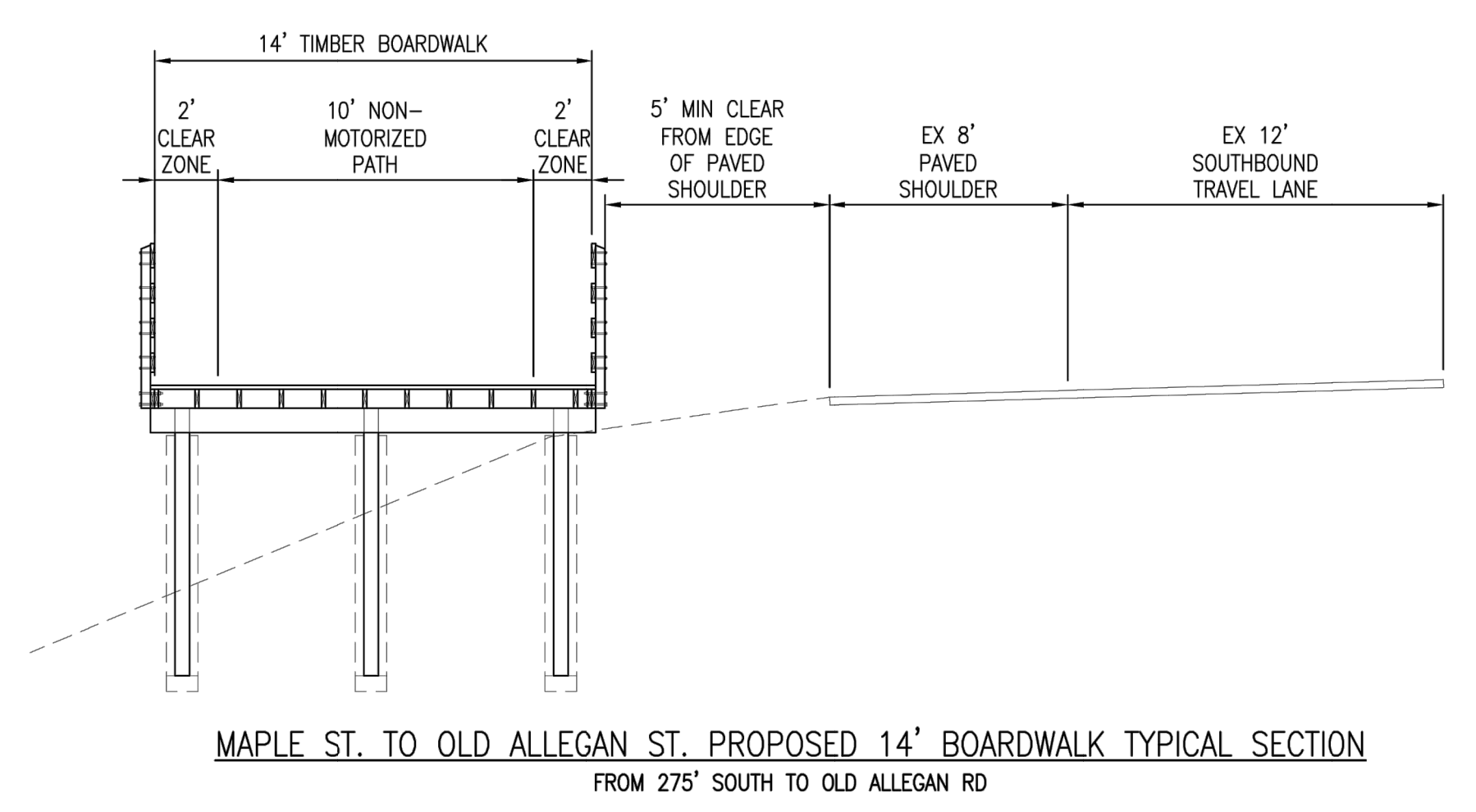
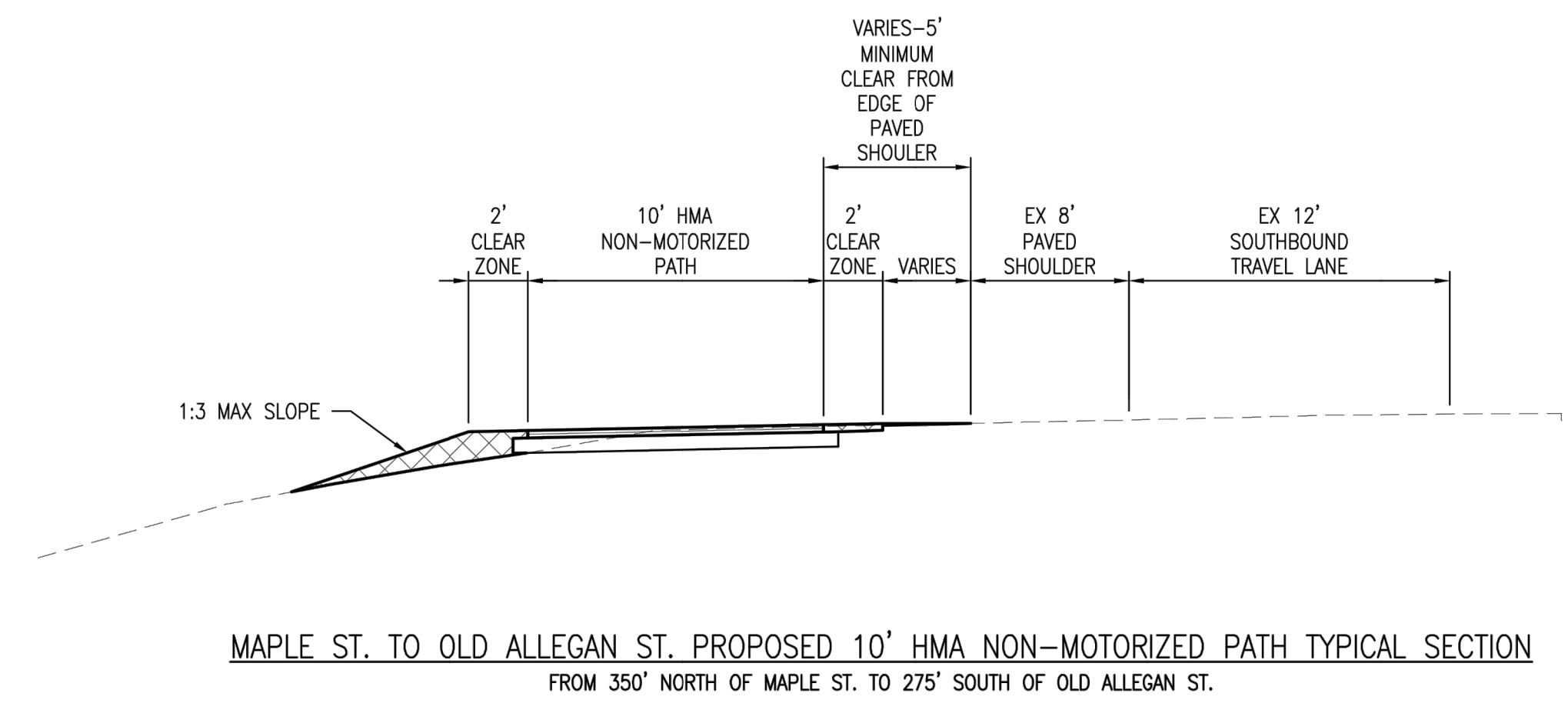
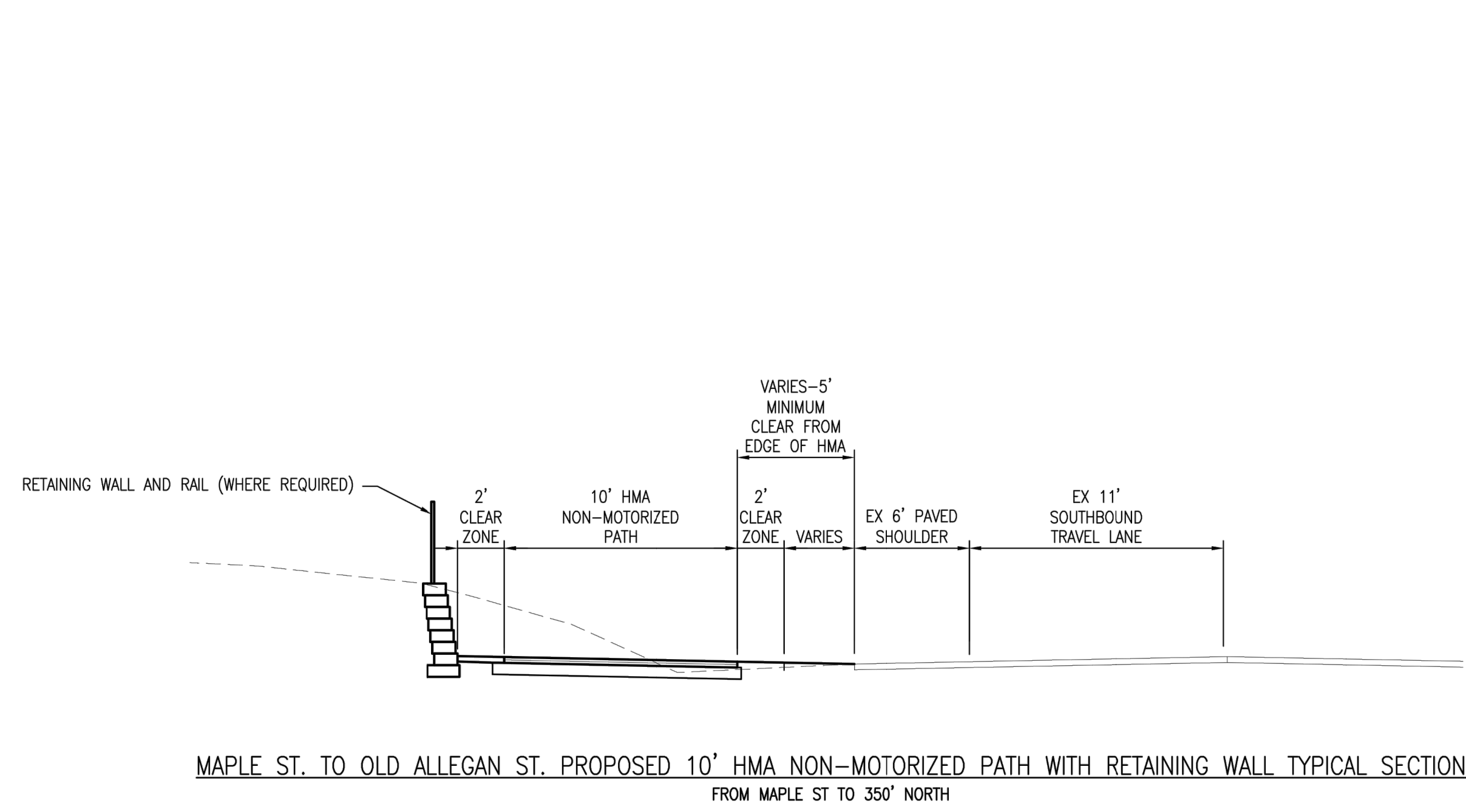
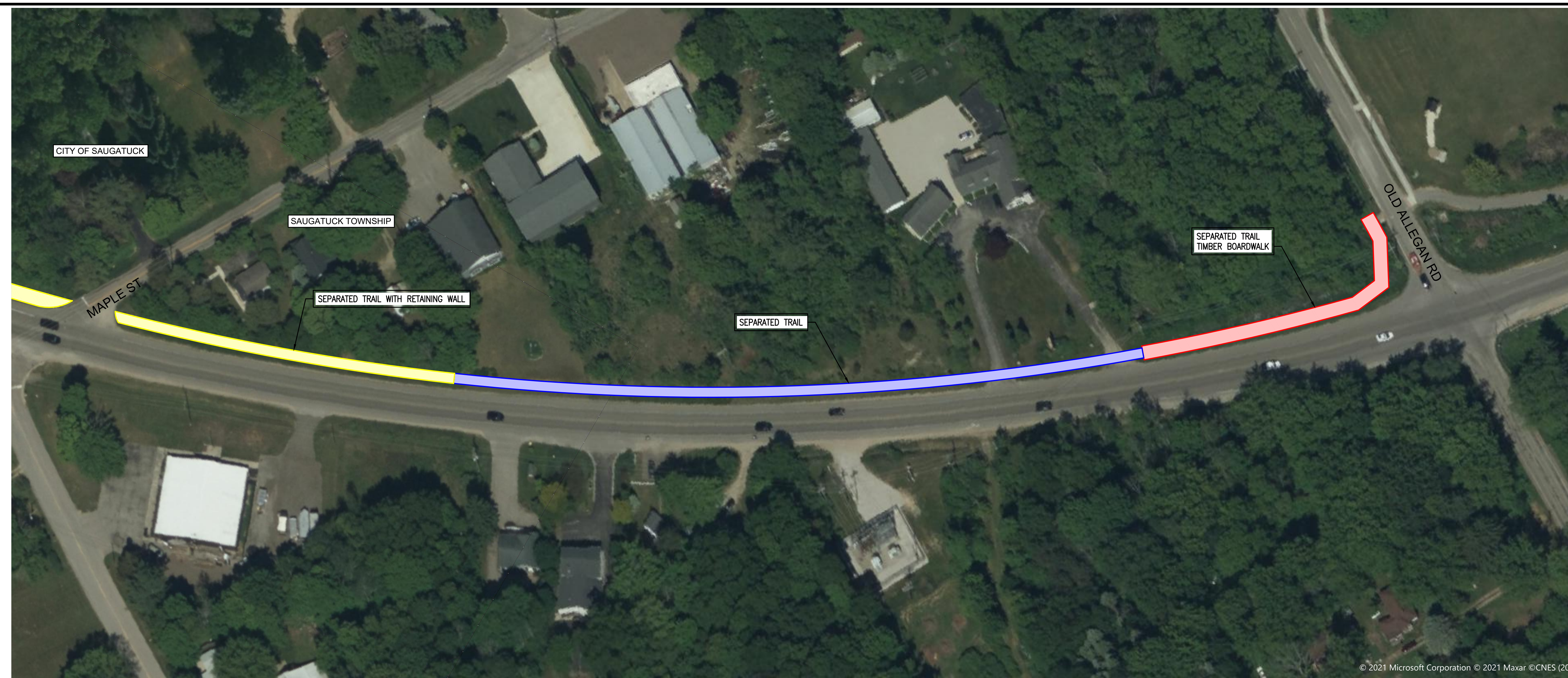


ALTERNATE PERMANENT SHEET PILE RETAINING WALL OPTION MAY BE VIABLE HERE IN PLACE OF TIMBER BOARDWALK SECTION AT INCREASED CAPITAL COST

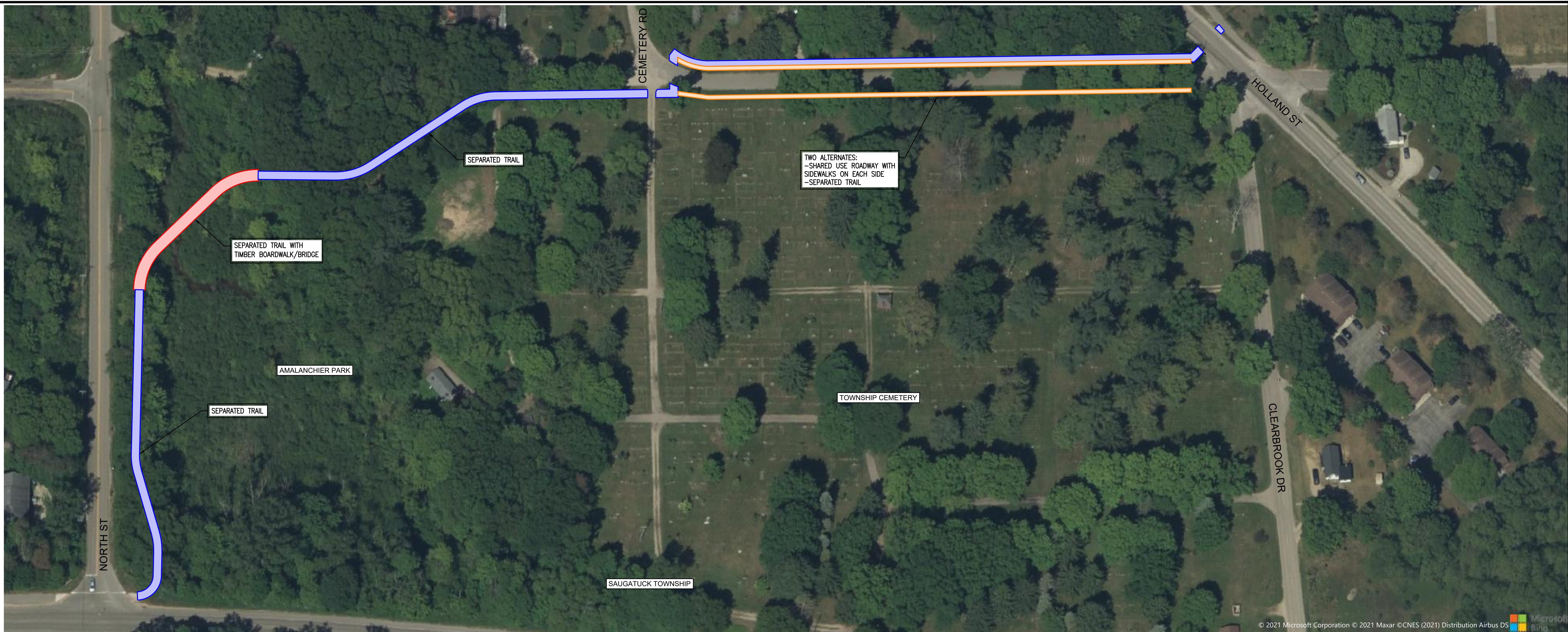


REV	DESCRIPTION	DATE

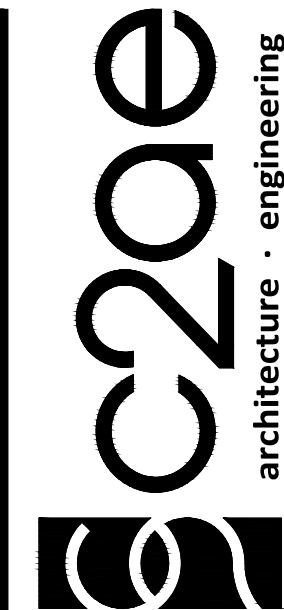
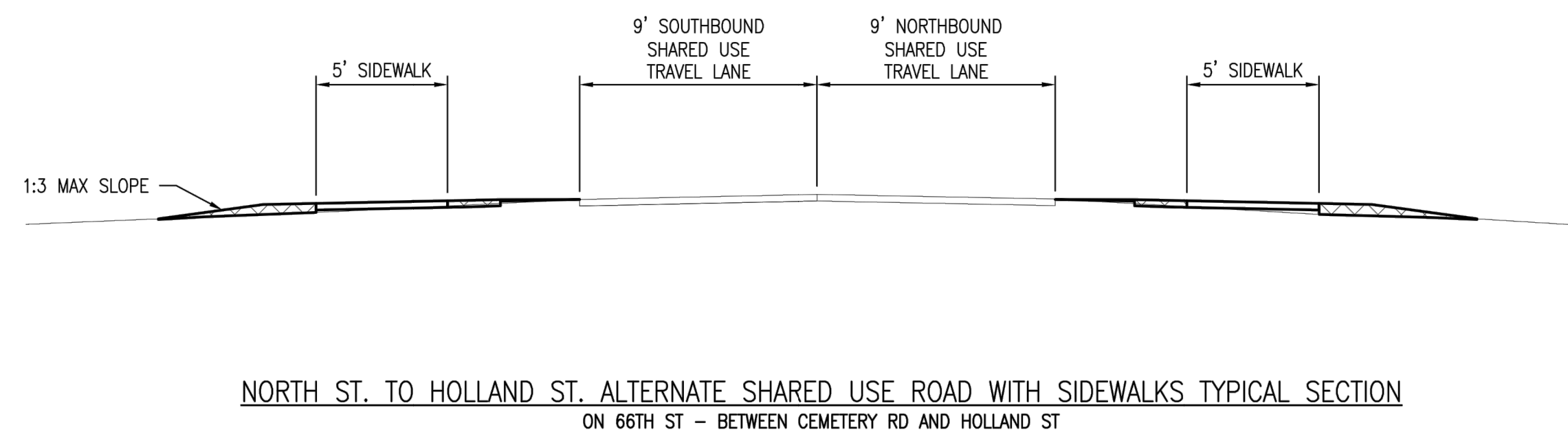
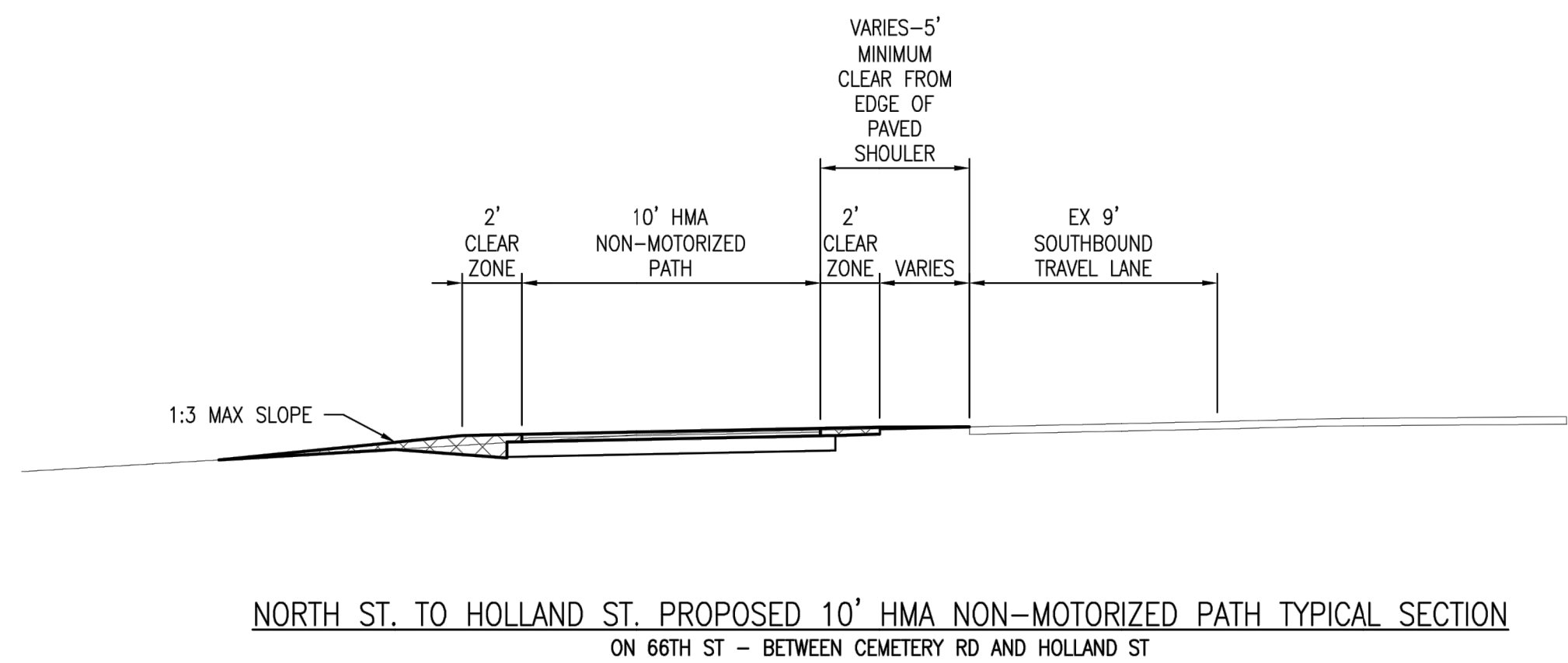
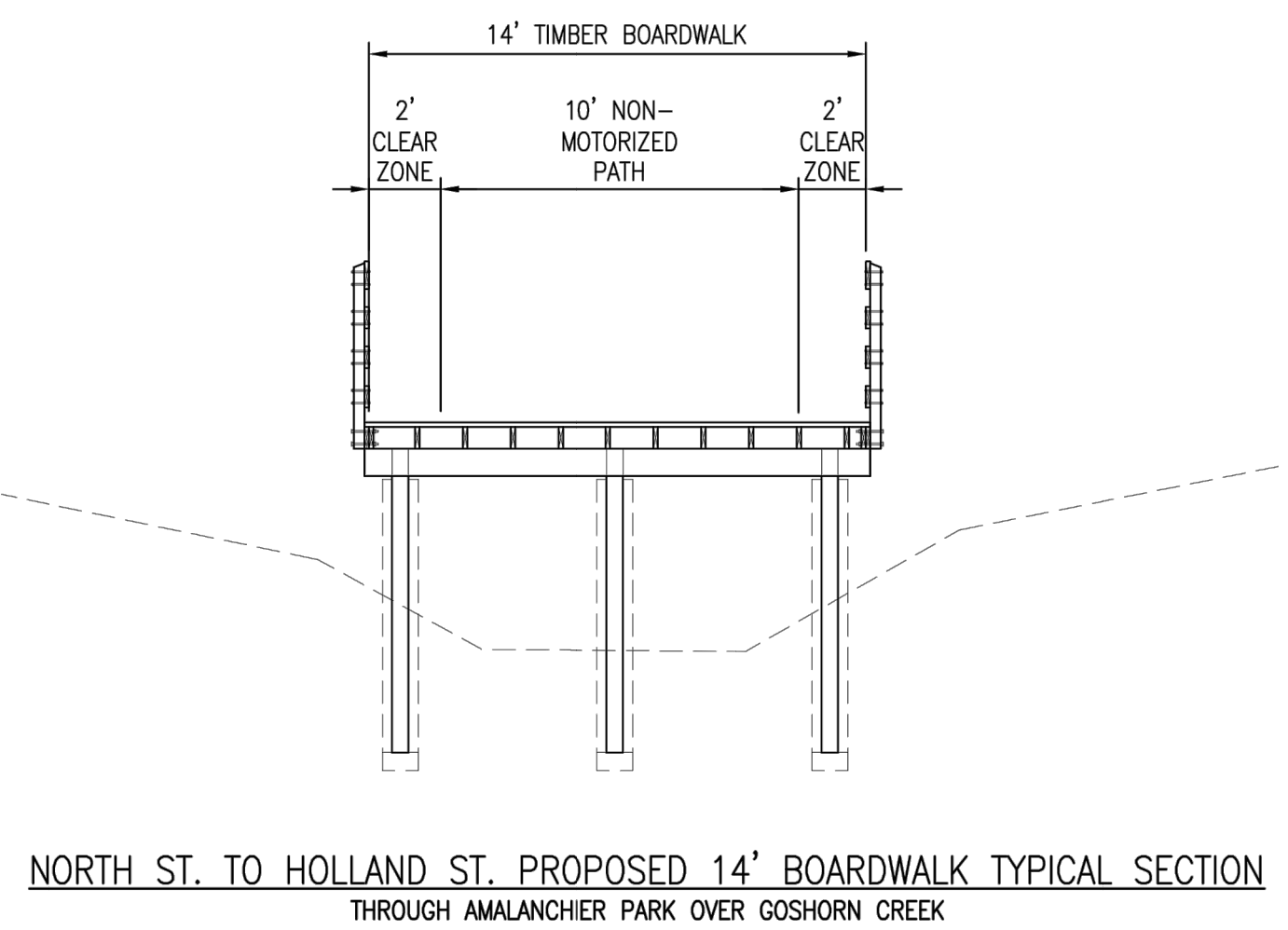
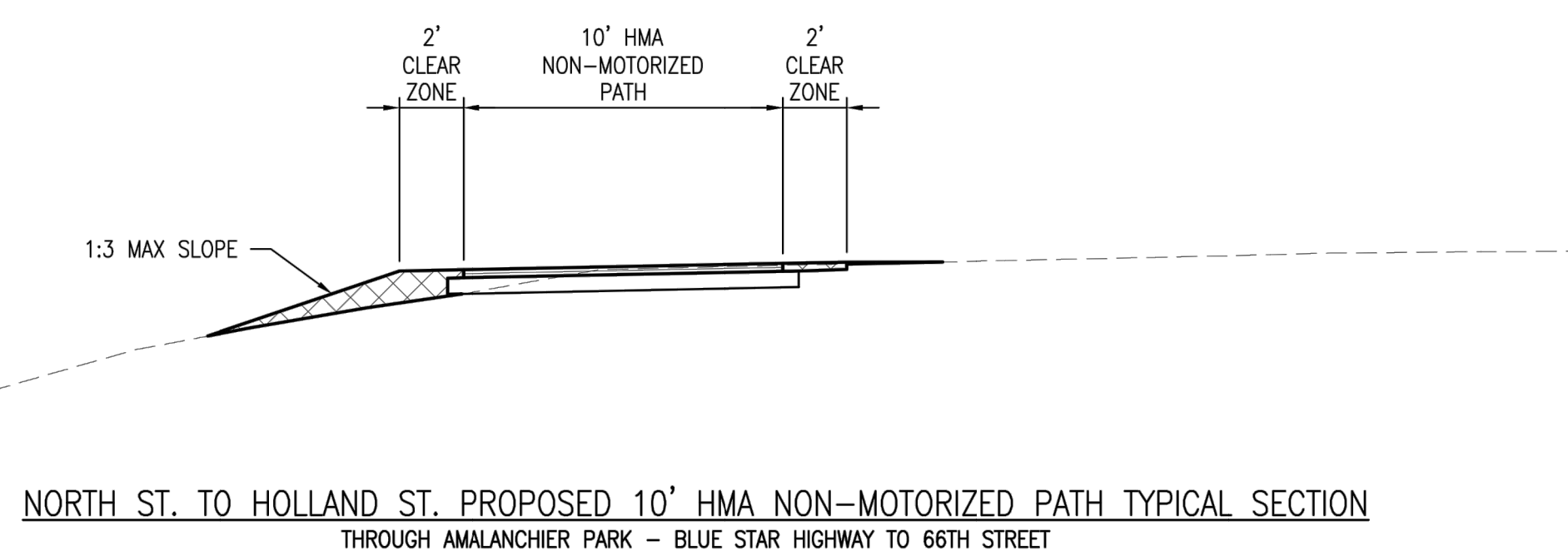
THE BAR BELOW SHOWS GRAYSCALE FROM WHITE TO SOLID BLACK. WE RECYCLE



PLOTTED BY: RUEL, MATTHEW 8/20/21 11:13 AM
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CHECKED BY:



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 DESIGNED BY: .
 CHECKED BY: .
 APPROVED BY: .



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TRI-COMMUNITY JOINT STUDY COMMITTEE FOR THE BLUE STAR TR.
 BLUE STAR TRAIL - PRELIMINARY DESIGN PHASE
 ALLEGAN COUNTY, MI

NORTH ST TO HOLLAND ST

REVISIONS		
REV	DESCRIPTION	DATE

PROJ #: 210097
 DATE: AUGUST 2021

SHEET
4

PRELIMINARY

Blue Star Trail

Route Descriptions and Alternates (Draft for Discussion – Updated 8/12/21)

Washington Street to Lake Street (Douglas and Saugatuck)

Option 1 – 3 Lane Roadway with 8’ Non-motorized Trail

- Restripe roadway to provide three each 11 foot traffic lanes
- Add 3 foot separation between trail and southbound traffic lane via pavement marking and vertical separation (traffic delineators, or other to be determined).
- Provides 8 foot non-motorized pathway with paved 2 foot clear zones on each side.
- North bridge approach includes a 10 foot wide separated trail behind the curb with a bike rail on the west side along the embankment (same for both alternates).

Observations/Discussion

- May require “design exception” for 8 foot wide trail. Good justification is available.
- Vertical separation proposed through use of traffic delineators. MDOT may require curb or other separation technique.
- Maintains full 3 lane section through bridge and approaches. 11 foot center lane highly desirable by emergency services.
- North bridge approach includes a 10 foot wide separated trail behind the curb with a bike rail on the west side along the embankment (same for both alternates).

Option 2 – 2 Lane Roadway with 10’ Non-motorized Trail

- Restripe roadway to provide 2 lane bridge crossing with 4.5 foot paved shoulders and greater separation from non-motorized trail. Vertical separation also required or highly recommended (traffic delineators or other to be determined).
- Provides 14 foot wide non-motorized trail and designated emergency service vehicle lane (lines up with existing path south of Washington).
- South bridge approach transitions back to 3 lanes for left turns at Washington Street. This section has 2 each 11’ travel lanes with a 10’ left turn lane and no shoulders.
- North bridge approach includes a 10 foot wide separated trail behind the curb with a bike rail on the west side along the embankment (same for both alternates).

Observations/Discussion

- Short left turn lane stacking at south end of bridge may cause traffic backups
- Vertical separation proposed through use of traffic delineators. MDOT may require curb or other separation technique.
- Provides dedicated emergency vehicle lane across bridge. This does not appear to be desirable by Emergency Responders.

Option 3 – Add Traffic Signals w/ remote operation for Emergency Vehicle Operation

- Requires traffic signals in addition to Options 1 or 2 above
- Provides the following benefits:

- Southbound traffic lane through bridge can be cleared of traffic via remote control of the signal before emergency vehicles get to the bridge. Deletes the need to utilize the trail for emergency access.
- Would provide traffic control of vehicular and pedestrian traffic at the Lake Street intersection during normal operation.
- Adds fairly significant cost (approx. \$150,000), of which approximately 20% would be eligible for funding participation.

Lake Street to Maple Street (City of Saugatuck)

Option 1 – Full Roadway Separation with At Grade Boardwalk or Retaining Wall Section

- Maintains existing roadway as-is
- Requires guardrail relocation north of Lake Street
- Limited top width and steep embankment section on northwest side of roadway requires adding at-grade boardwalk or retaining wall section north to Bridge Street to provide 10' separated trail with required clear zone (5' from edge of paved shoulder).
- From Bridge Street to Maple Street, embankment reverses and retaining wall on west side of trail likely required.

Observations/Discussion

- AASHTO Compliant separation
- No roadway configuration changes

Option 2 – 10' Non-motorized Trail with Reduced Separation

- Because of the high cost of Option 1, it may be possible to reduce the roadway separation requirement by adding a vertical separation component. This option would add concrete curb and gutter to the west side of the roadway along with a vertical component such as delineators. This can then reduce the separation from the travel lane to approximately 4 feet, and reduces the overall top width requirement by approximately 7 feet from Option 1.
- Requires existing guardrail relocation to face of curb.
- Roadway reconfiguration consists of cutting and removing paved shoulder and adding concrete curb and gutter at lane line.
- From Bridge to Maple, embankment reverses and retaining wall on west side of trail likely required.

Observations/Discussion

- Reduced horizontal separation from AASHTO minimum 5 feet requires vertical element and MDOT approval.
- Vertical separation proposed through use of traffic delineators and curb and gutter.
- Drainage reconfiguration required

Maple Street to Old Allegan Road (Saugatuck Township)

Three Distinct Typical Cross Sections Apply to the Area (No Alternates Provided)

All Sections are AASHTO compliant Separated Trails with No Roadway Reconfiguration

10' HMA Trail with Retaining Wall - From Maple to approximately 350' north

This section has a steep embankment up from the roadway and some structures close to the right of way line that will require a retaining wall to be constructed in order to construct the path within the right of way.

10' Separated Trail

The section from 350 feet north of Maple to 900 feet north of Maple has grades that allow for a standard separated trail construction.

- AASHTO Compliant separation
- No roadway configuration changes

Boardwalk – Old Allegan Road to 300 feet South

The northernmost section of trail to Old Allegan Road has wetland/low area adjacent to the roadway and will require a boardwalk section.

Blue Star Highway to Holland Street via North Street, Amalanchier Park and 66th Street (Saugatuck Township))

Two Distinct Typical Cross Sections Apply to the Area

All Sections are AASHTO compliant Separated Trails with No Roadway Reconfiguration

10' Separated Trail

The section will apply along North Street (construction along old RR grade, through Amalanchier Park (except Boardwalk section) and then along the west or east side of 66th Street.

Boardwalk

This section will apply to the wetland/creek crossing in Amalanchier Park. The length of boardwalk will be limited as much as practical.

Alternate for 66th Street Section

Use existing 66th Street as a Shared Use Roadway for bicycles.

Observations/Discussion

In order to be eligible for TAP funding, 5' concrete sidewalks on both sides of the road would be needed for pedestrians in addition to the shared use road.

An alternate for TAP eligibility would be to construct a small gravel parking area at the north side of Amalanchier Park (trailhead) as the trail endpoint.

Engineer's Opinion of Costs

Project Number: 210097 Estimate Number: 1: Blue Star Trail Project Type: Miscellaneous Location: Saugatuck Blue Star Trail Description: Blue Star Trail	Project Engineer: Lawrence M. Fox, PE Date Created: 7/15/2021 Date Edited: 8/12/2021 Fed/State #: Fed Item: Control Section:
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Line	Pay Item	Description	Quantity	Units	Unit Price	Total
Category: 0001 Washington St. to Lake St.						
0001	1500001	Mobilization, Max	1.000	LSUM	\$12,600.00	\$12,600.00
0002	2020004	Tree, Rem, 6 inch to 18 inch	8.000	Ea	\$300.00	\$2,400.00
0003	2040020	Curb and Gutter, Rem	50.000	Ft	\$10.00	\$500.00
0004	2040055	Sidewalk, Rem	430.000	Syd	\$10.00	\$4,300.00
0005	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$1,000.00	\$1,000.00
0006	8020038	Curb and Gutter, Conc, Det F4	20.000	Ft	\$20.00	\$400.00
0007	8030030	Curb Ramp Opening, Conc	20.000	Ft	\$30.00	\$600.00
0008	8030034	Sidewalk Ramp, Conc, 4 inch	200.000	Sft	\$7.00	\$1,400.00
0009	8030044	Sidewalk, Conc, 4 inch	200.000	Sft	\$5.00	\$1,000.00
0010	8060011	Shared use Path, Aggregate, LM	180.000	Cyd	\$50.00	\$9,000.00
0011	8060030	Shared use Path, Grading	500.000	Ft	\$15.00	\$7,500.00
0012	8060040	Shared use Path, HMA	130.000	Ton	\$120.00	\$15,600.00
0013	8087001	_ Fence, Bike Rail, 42 inch	450.000	Ft	\$50.00	\$22,500.00
0014	8107050	_ Traffic Delineator	210.000	Ea	\$100.00	\$21,000.00
0015	8110233	Pavt Mrkg, Waterborne, 6 inch, White	3,050.000	Ft	\$0.50	\$1,525.00
0016	8110234	Pavt Mrkg, Waterborne, 6 inch, Yellow	4,575.000	Ft	\$0.50	\$2,287.50
0017	8120210	Pavt Mrkg, Longit, 6 inch or Less Width, Rem	7,625.000	Ft	\$1.00	\$7,625.00
0018	8127051	_ Traffic Control	1.000	LSUM	\$17,600.00	\$17,600.00
0019	8167011	_ Slope Restoration	280.000	Syd	\$5.00	\$1,400.00

Category 0001 Total: \$130,237.50

Category: 0002 Washington St. to Lake St. (Alt - Traffic Signal)						
0020	1500001	Mobilization, Max	1.000	LSUM	\$12,600.00	\$12,600.00

Line	Pay Item	Description	Quantity	Units	Unit Price	Total
0021	2020004	Tree, Rem, 6 inch to 18 inch	8.000	Ea	\$300.00	\$2,400.00
0022	2040020	Curb and Gutter, Rem	50.000	Ft	\$10.00	\$500.00
0023	2040055	Sidewalk, Rem	430.000	Syd	\$10.00	\$4,300.00
0024	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$1,000.00	\$1,000.00
0025	8020038	Curb and Gutter, Conc, Det F4	20.000	Ft	\$20.00	\$400.00
0026	8030030	Curb Ramp Opening, Conc	20.000	Ft	\$30.00	\$600.00
0027	8030034	Sidewalk Ramp, Conc, 4 inch	200.000	Sft	\$7.00	\$1,400.00
0028	8030044	Sidewalk, Conc, 4 inch	200.000	Sft	\$5.00	\$1,000.00
0029	8060011	Shared use Path, Aggregate, LM	180.000	Cyd	\$50.00	\$9,000.00
0030	8060030	Shared use Path, Grading	500.000	Ft	\$15.00	\$7,500.00
0031	8060040	Shared use Path, HMA	130.000	Ton	\$120.00	\$15,600.00
0032	8087001	_ Fence, Bike Rail, 42 inch	450.000	Ft	\$50.00	\$22,500.00
0033	8107050	_ Traffic Delineator	210.000	Ea	\$100.00	\$21,000.00
0034	8110233	Pavt Mrkg, Waterborne, 6 inch, White	3,050.000	Ft	\$0.50	\$1,525.00
0035	8110234	Pavt Mrkg, Waterborne, 6 inch, Yellow	4,575.000	Ft	\$0.50	\$2,287.50
0036	8120210	Pavt Mrkg, Longit, 6 inch or Less Width, Rem	7,625.000	Ft	\$1.00	\$7,625.00
0037	8127051	_ Traffic Control	1.000	LSUM	\$17,600.00	\$17,600.00
0038	8167011	_ Slope Restoration	280.000	Syd	\$5.00	\$1,400.00
0039	8197051	_ Traffic Signals	1.000	LSUM	\$150,000.00	\$150,000.00

Category 0002 Total: \$280,237.50

Category: 0003		Lake St. to Maple St. (Alternate Median Section)				
0040	1500001	Mobilization, Max	1.000	LSUM	\$62,500.00	\$62,500.00
0041	2040021	Curb, Rem	900.000	Ft	\$10.00	\$9,000.00
0042	2040035	Guardrail, Rem	200.000	Ft	\$1.50	\$300.00
0043	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$5,600.00	\$5,600.00
0044	4017051	_ Drainage Improvements	1.000	LSUM	\$30,000.00	\$30,000.00
0045	5010005	HMA Surface, Rem	500.000	Syd	\$3.50	\$1,750.00
0046	7047051	_ Steel Sheet Pile with Steel Cap and Rail	1.000	LSUM	\$310,000.00	\$310,000.00
0047	8020016	Curb and Gutter, Conc, Det B2	900.000	Ft	\$25.00	\$22,500.00
0048	8030034	Sidewalk Ramp, Conc, 4 inch	200.000	Sft	\$7.00	\$1,400.00
0049	8037010	_ Concrete Median, 6 inch	1,800.000	Sft	\$8.00	\$14,400.00

Line	Pay Item	Description	Quantity	Units	Unit Price	Total
0050	8060011	Shared use Path, Aggregate, LM	310.000	Cyd	\$50.00	\$15,500.00
0051	8060030	Shared use Path, Grading	900.000	Ft	\$15.00	\$13,500.00
0052	8060040	Shared use Path, HMA	270.000	Ton	\$120.00	\$32,400.00
0053	8070004	Guardrail, Type MGS-8	200.000	Ft	\$20.00	\$4,000.00
0054	8107050	_ Traffic Delineator	140.000	Ea	\$100.00	\$14,000.00
0055	8110233	Pavt Mrkg, Waterborne, 6 inch, White	1,800.000	Ft	\$0.50	\$900.00
0056	8127051	_ Traffic Control	1.000	LSUM	\$28,000.00	\$28,000.00
0057	8167011	_ Slope Restoration	500.000	Syd	\$5.00	\$2,500.00
0058	8507010	_ Modular Block Retaining Wall	600.000	Sft	\$50.00	\$30,000.00

Category 0003 Total: \$598,250.00

Category: 0004 Lake St to Maple St (Alternate Timber Boardwalk)

0059	1500001	Mobilization, Max	1.000	LSUM	\$64,200.00	\$64,200.00
0060	2040035	Guardrail, Rem	200.000	Ft	\$1.50	\$300.00
0061	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$5,100.00	\$5,100.00
0062	8030034	Sidewalk Ramp, Conc, 4 inch	200.000	Sft	\$7.00	\$1,400.00
0063	8060011	Shared use Path, Aggregate, LM	60.000	Cyd	\$50.00	\$3,000.00
0064	8060030	Shared use Path, Grading	200.000	Ft	\$15.00	\$3,000.00
0065	8060040	Shared use Path, HMA	45.000	Ton	\$120.00	\$5,400.00
0066	8070004	Guardrail, Type MGS-8	200.000	Ft	\$20.00	\$4,000.00
0067	8127051	_ Traffic Control	1.000	LSUM	\$30,500.00	\$30,500.00
0068	8167011	_ Slope Restoration	500.000	Syd	\$5.00	\$2,500.00
0069	8507001	_ Pressure Treated Wood Boardwalk, 14 Ft	700.000	Ft	\$750.00	\$525,000.00
0070	8507010	_ Modular Block Retaining Wall	600.000	Sft	\$50.00	\$30,000.00

Category 0004 Total: \$674,400.00

Category: 0005 Maple St. to Old Allegan

0071	1500001	Mobilization, Max	1.000	LSUM	\$40,300.00	\$40,300.00
0072	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$9,200.00	\$9,200.00
0073	4017051	_ Drainage Improvements	1.000	LSUM	\$30,000.00	\$30,000.00
0074	8060011	Shared use Path, Aggregate, LM	305.000	Cyd	\$50.00	\$15,250.00
0075	8060030	Shared use Path, Grading	1,025.000	Ft	\$15.00	\$15,375.00
0076	8060040	Shared use Path, HMA	220.000	Ton	\$120.00	\$26,400.00

Line	Pay Item	Description	Quantity	Units	Unit Price	Total
0077	8127051	_ Traffic Control	1.000	LSUM	\$19,200.00	\$19,200.00
0078	8157010	_ Modular Block Retaining Wall	1,400.000	Sft	\$50.00	\$70,000.00
0079	8167011	_ Slope Restoration	1,500.000	Syd	\$5.00	\$7,500.00
0080	8507001	_ Pressure Treated Wood Boardwalk, 14 Ft	275.000	Ft	\$800.00	\$220,000.00

Category 0005 Total: \$453,225.00

Category: 0007 North St. to Holland St. (66th Street Separated Trail)

0081	1500001	Mobilization, Max	1.000	LSUM	\$26,500.00	\$26,500.00
0082	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$3,000.00	\$3,000.00
0083	8030034	Sidewalk Ramp, Conc, 4 inch	300.000	Sft	\$7.00	\$2,100.00
0084	8060011	Shared use Path, Aggregate, LM	415.000	Cyd	\$50.00	\$20,750.00
0085	8060030	Shared use Path, Grading	1,500.000	Ft	\$20.00	\$30,000.00
0086	8060040	Shared use Path, HMA	300.000	Ton	\$120.00	\$36,000.00
0087	8127051	_ Traffic Control	1.000	LSUM	\$12,600.00	\$12,600.00
0088	8167011	_ Slope Restoration	1,700.000	Syd	\$5.00	\$8,500.00
0089	8507001	_ Pressure Treated Wood Boardwalk/ Bridge, 14 Ft	210.000	Ft	\$900.00	\$189,000.00

Category 0007 Total: \$328,450.00

Category: 0008 North St. to Holland St. (66th St. Alt Shared Road/Sidewalk)

0090	1500001	Mobilization, Max	1.000	LSUM	\$26,500.00	\$26,500.00
0091	2087051	_ Soil Erosion and Sedimentation Control	1.000	LSUM	\$3,000.00	\$3,000.00
0092	8030034	Sidewalk Ramp, Conc, 4 inch	400.000	Sft	\$7.00	\$2,800.00
0093	8030044	Sidewalk, Conc, 4 inch	6,000.000	Sft	\$5.00	\$30,000.00
0094	8060011	Shared use Path, Aggregate, LM	270.000	Cyd	\$50.00	\$13,500.00
0095	8060030	Shared use Path, Grading	900.000	Ft	\$20.00	\$18,000.00
0096	8060040	Shared use Path, HMA	195.000	Ton	\$120.00	\$23,400.00
0097	8110233	Pavt Mrkg, Waterborne, 6 inch, White	1,200.000	Ft	\$0.50	\$600.00
0098	8127051	_ Traffic Control	1.000	LSUM	\$12,600.00	\$12,600.00
0099	8167011	_ Slope Restoration	1,700.000	Syd	\$5.00	\$8,500.00
0100	8507001	_ Pressure Treated Wood Boardwalk/ Bridge, 14 Ft	210.000	Ft	\$900.00	\$189,000.00

Category 0008 Total: \$327,900.00

**Blue Star Trail
Preliminary Funding (Draft)
7/30/2021**

Assumes 50% TAP + 2 MNRTF Grants @ \$300k

Total Project Construction Cost*	\$ 1,825,000
Total Engineering Costs (15%)	\$ 275,000
Total Project Cost	<u>\$ 2,100,000</u>
TAP Grant 50% of Construction	\$ 912,500
MNRTF Grants	\$ 600,000
Total Local Share	\$ 587,500
Total Funding	<u>\$ 2,100,000</u>

**City of Saugatuck Section (+ Douglas)
(Washington to Maple)**

Construction*	\$ 925,000
Engineering (15%)	\$ 140,000
Total Project Cost	<u>\$ 1,065,000</u>

Funding	
TAP 50% of Construction	\$ 462,500
City MNRTF	\$ 300,000
Local Share	\$ 302,500
Total	<u>\$ 1,065,000</u>

**Saugatuck Township Section:
(Maple to Old Allegan and BSH to Holland Street)**

Construction*	\$ 900,000
Engineering (15%)	\$ 135,000
Total Project Cost	<u>\$ 1,035,000</u>

Funding	
TAP 50% of Construction	\$ 450,000
Twp MNRTF	\$ 300,000
Local Share	\$ 285,000
Total	<u>\$ 1,035,000</u>

Assumes 60% TAP + 2 MNRTF Grants @ \$300k

Total Project Construction Cost*	\$ 1,825,000
Total Engineering Costs (15%)	\$ 275,000
Total Project Cost	<u>\$ 2,100,000</u>
TAP Grant 60% of Construction	\$ 1,095,000
MNRTF Grants	\$ 600,000
Total Local Share	\$ 405,000
Total Funding	<u>\$ 2,100,000</u>

**City of Saugatuck Section (+ Douglas)
(Washington to Maple)**

Construction*	\$ 925,000
Engineering (15%)	\$ 140,000
Total Project Cost	<u>\$ 1,065,000</u>

Funding	
TAP 60% of Construction	\$ 555,000
City MNRTF	\$ 300,000
Local Share	\$ 210,000
Total	<u>\$ 1,065,000</u>

**Saugatuck Township Section:
(Maple to Old Allegan and BSH to Holland Street)**

Construction*	\$ 900,000
Engineering (15%)	\$ 135,000
Total Project Cost	<u>\$ 1,035,000</u>

Funding	
TAP 60% of Construction	\$ 540,000
Twp MNRTF	\$ 300,000
Local Share	\$ 195,000
Total	<u>\$ 1,035,000</u>

* Denotes Construction Estimate + 15% Contingency

**Blue Star Trail
Public Input/Open House
Tuesday August 24, 2021
4:00 – 6:00 p.m.
Isabel's**

Intent:

- To gain public input on the proposed routes in order to make modifications prior to going to local boards for support and grant submittal.
- If there are individual property owner concerns, follow up should be done with on-site meetings to make modifications on site by site basis.
- Afterward the meetings, document how the plans changed related to the public comment if applicable to include in grant.

Public Awareness of the open house:

- Article in the paper + corrections
- Do we need/want to advertise this? If yes, who is doing this?
- Flyer developed and posted at each government building (Who is doing this?)
- Post the flyer around town (Who is doing this?)
- Send flyer to all adjacent property owners (suggest everyone within 300') (Has this been done?)

Keep a list of where the open house was advertised, and a list of all property owners notified to include in grant.

Open House format:

- Have a sign in sheet for all those in attendance.
- Three stations with hard copy maps of the routes plus sticky notes and pens.
- 1 person from C2AE will be at each station to answer questions.
- 1 person from the committee will be at each station, who will that be?
- Should there be a government representative for each jurisdiction in attendance or is committee representative enough?
- Have a feedback form, pens and table for people to make written comments. (Should we do a survey type form or just written comments?)
- Feedback can also be on sticky notes that are left directly on the maps if it is preferred.
- How do we make it clear that other options were considered and what those other options were? Should we have a written document on the other options considered? Or have maps of those other options to share with people if they ask?

Post Open House feedback:

- Have each government post the plans on their website and have a comment form for feedback. What is the best type of form, fill out online or printable pdf that is dropped off, emailed or mailed?
- Leave a set of maps for each government to have out at their offices and provide the comment form for people to fill out. Allow for public comment through September 1st. Have each

government scan the comments and send to C2AE as they come in, providing them no later than September 2nd.

- All comments will be compiled by C2AE into one feedback document to share with the committee and include with the grants.

Covid Precautions:

What are the local standards?

Should we limit the number of people in the room?

Require masks?

Have hand sanitizer available

Next Steps:

Funding discussion

- Who is the TAP applicant?
- Maintenance Plan
 - Costs
 - Responsible party
- Local contributions, *will this be a part of the resolutions of support?*

Grant Preparation

Small committee to assist with grant assembly?

Native American Tribes outreach

Regional Plan documents? (Transportation, recreation, economic development, master plans)

Notify support of MPO

Is the project in the TIP or STIP?

Environmental impacts; EGLE preliminary transportation review.

Public Meetings prior to the October 13th TAP deadline:

- City of Douglas: October 5th
- City of Saugatuck: September 27th or October 11th
- Saugatuck Township: Will need a special meeting
- Allegan County Road Commission if needed: September 22nd or October 6th