

**US-31 / Holland to Grand Haven
Michigan Department of Transportation (MDOT)**

May 2009

BACKGROUND

- After completion of the Draft Environmental Impact Statement (EIS) and public hearing, MDOT initially selected (~2000) an alternative that included a new off-alignment freeway between I-96 and I-196, and existing route improvements in Holland and Grand Haven (Alternative F/J-1).
- As time progressed, and based on the current economic climate in Michigan, it became clear that MDOT could not complete the entire F/J-1 alternative as described in the Draft EIS, estimated at over \$1.0 Billion.
- In 2004-06, MDOT held over 15 meetings with over 100 people from local agencies located in the corridor study area, as well as the Holland and Muskegon Metropolitan Planning Organizations (MPO). The purpose of the meetings was to review local and state, priorities and needs, in the US-31 corridor. As a result of those discussions, MDOT identified a modified Preferred Alternative (PA), referred to as **Alternative F-1a**. It includes the following segments, all within the original F/J-1 alignment:
 - Constructing a new route (M-231) between M-45 and I-96 just west of 120th Avenue, including a new Grand River crossing and improvements to the I-96/M-104/112th Avenue interchange area. This new route will initially be constructed as a 2-lane highway with property acquired as "Limited Access" Right-of-Way (ROW), to protect the corridor from adjacent development.
 - Improving priority segments of existing US-31 in Grand Haven from south of Franklin Street, north to the Jackson Street intersection vicinity; and from Lakewood Boulevard north through the Quincy Street intersection in the Holland area. Improvements include adding through lanes, turning lanes and intersection modifications primarily within the existing ROW.
- A public meeting was held in November, 2006 in Ottawa County to present this PA to the public and local agencies. The PA was amended into the MPO Transportation Plans in 2007. The estimated cost for completing Alternative F-1a is **\$150 Million** (in 2004 dollars).

NEXT STEPS

- The Final EIS will be completed based on this PA, as required by federal regulations. Additional time was needed to complete the Final EIS to address changes in federal environmental regulations.
- The Final EIS is currently being reviewed by the Federal Highway Administration (FHWA) and other federal agencies. Federal approval is anticipated in **mid 2009**.
- Upon FHWA approval of the Final EIS, MDOT will begin final design and engineering for the PA segments, starting with the new Grand River crossing, using federal ear-marked funds and state matching funds. Detailed ROW plans will be completed as part of the design process and property acquisition should begin in **late 2009**.
- After the design and property acquisition process is complete, MDOT will be able to start construction on the new Grand River bridge, planned for late 2010 or 2011. Timeframes for completing construction on all segments of the PA will depend on statewide funding levels.

PROPOSED TIMELINE:

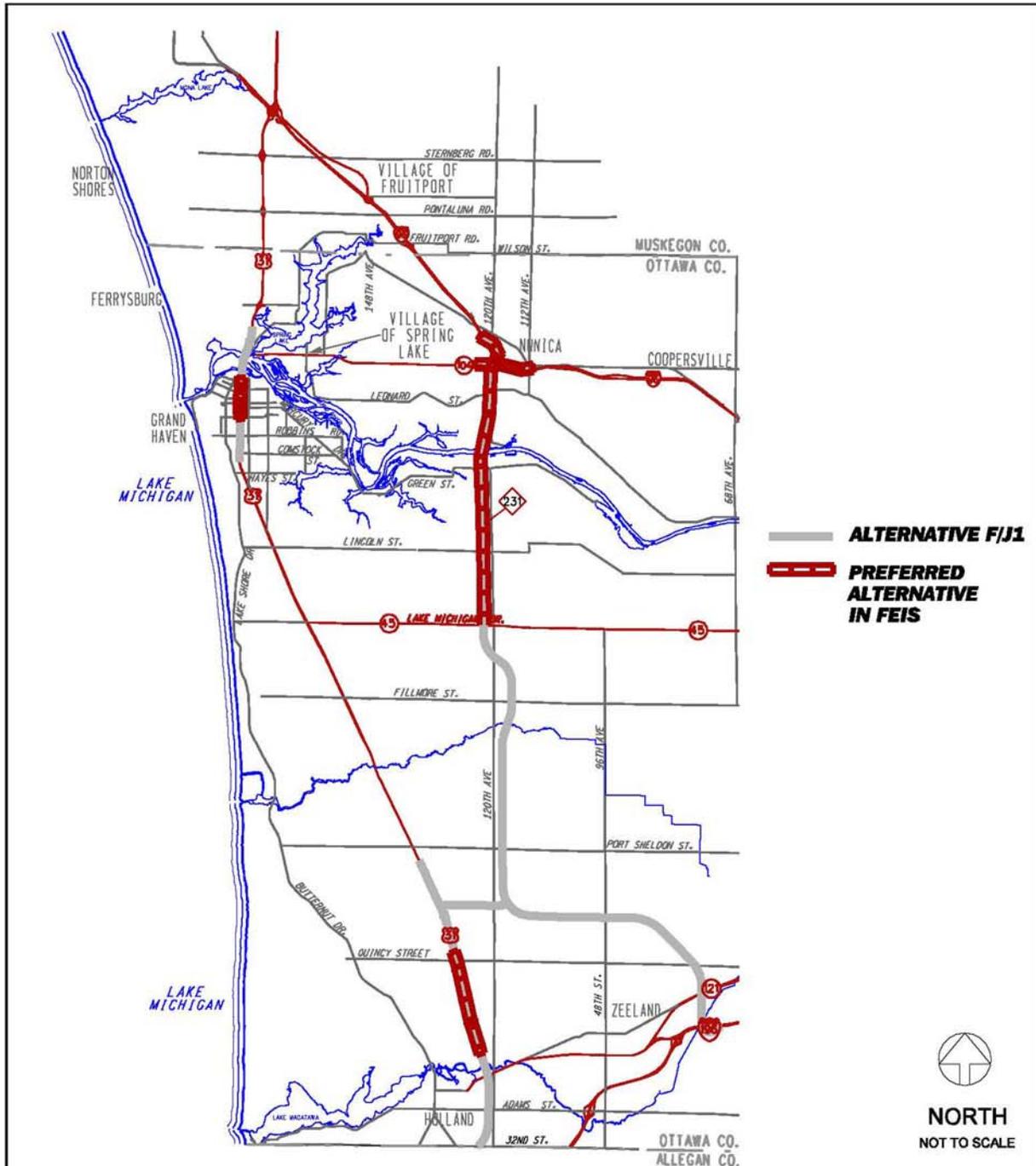
Public Meeting
2006

EIS Completion/Approval
2009

Final Design
2009

Begin ROW Purchases
Late 2009

Start Construction - Proposed
2010/2011



US-31 FINAL ENVIRONMENTAL IMPACT STATEMENT
(FEIS) HOLLAND TO GRAND HAVEN

PREFERRED ALTERNATIVE (F-1a)

MDOT
Michigan Department of Transportation