

M-37 ENVIRONMENTAL ASSESSMENT INTRODUCTION



Project Limits

The limits of the proposed widening extend from south of 92nd Street in the village of Caledonia to north of 76th Street where the existing M-37 widens into a four-lane boulevard in Caledonia Township.

Public Meeting #2

The Michigan Department of Transportation (MDOT) is proposing to improve and widen a 2.7-mile section of M-37 (Broadmoor Avenue) in Kent County. At this meeting, attendees will have the opportunity to learn more about the updates of the environmental assessment. All residents and business owners are welcome to stop by anytime to this open house.

Project representatives will be available to answer questions at various stations. If you would like to provide comments on this project, please take a comment form or submit your comment online by scanning the QR Code.



What Is An Environmental Assessment?

The National Environmental Policy Act (NEPA), requires that the significance of a project's environmental impact be evaluated for all federally funded projects. An environmental assessment (EA), is required when the significance of the environmental impacts are uncertain.

What Is Included in the Process?

During the EA, multiple environmental resources and impacts are analyzed and reviewed. For this project, the EA includes analysis of wetland, property impacts, cultural resources, and noise, among others.

What Is the Outcome of an EA?

After the EA, if there is no significant impacts associated with the project, Federal Highway Administration (FHWA) will issue a Finding of No Significant Impact (FONSI). The Project Team will move forward to the next phase of design and construction.



The EA document:

- ☒ Is a concise public document (with text, figures, tables).
- ☒ Briefly provides evidence and analysis of resources present.
- ☒ Includes brief discussions of resources impacted and does not contain long descriptions or detailed data.
- ☒ Meets FHWA requirements for length.
- ☒ Seeks to obtain a FONSI issued by FHWA.

Draft of the EA document will be published in early 2024 as the subject of the public hearing.

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PURPOSE AND NEED



Project Purpose

Based on the preliminary study and the public comments received during earlier engagement activities, the purpose of the proposed improvements to M-37 in Kent County is to **improve traffic flow, reduce heavy congestion, enhance traffic safety, and reduce the rate of crash incidents in the area.**

The proposed project would **improve mobility in the rapidly growing areas of Caledonia Township** including the village of Caledonia located in Kent County and the growing areas in northern Barry County.

M-37 is a main trunkline through these areas; therefore, the proposed project would **improve access to the Grand Rapids metropolitan area.**

Project Needs



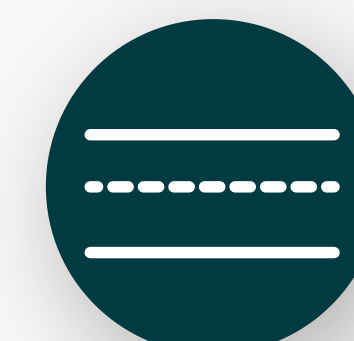
Traffic Volume

- The existing two-lane configuration of M-37 is not adequate to support current average daily traffic or the projected 2040 traffic increases.
- Lack of multimodal opportunities within the project area restricts travel options.



Safety

- A high crash rate exists along this corridor, specifically at M-37/84th Street intersection.



Pavement and Culvert Conditions

- Poor pavement ratings exist along M-37, along with undersized culverts within the proposed project area.



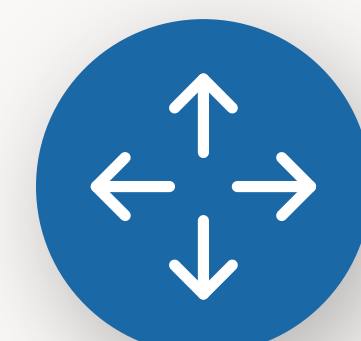
Growth and Development

- Expanding employment centers and residential areas have resulted in growth mainly carried out on greenfield sites along M-37.
- Current agricultural use sites along M-37 are identified for future residential and commercial development as set out in adopted land use plans.



Pedestrian and Nonmotorized Connectivity

- Sidewalks and non-motorized trails are not continuous within the corridor.
- Future improvements will not be precluded.



Access to Adjacent Land Uses

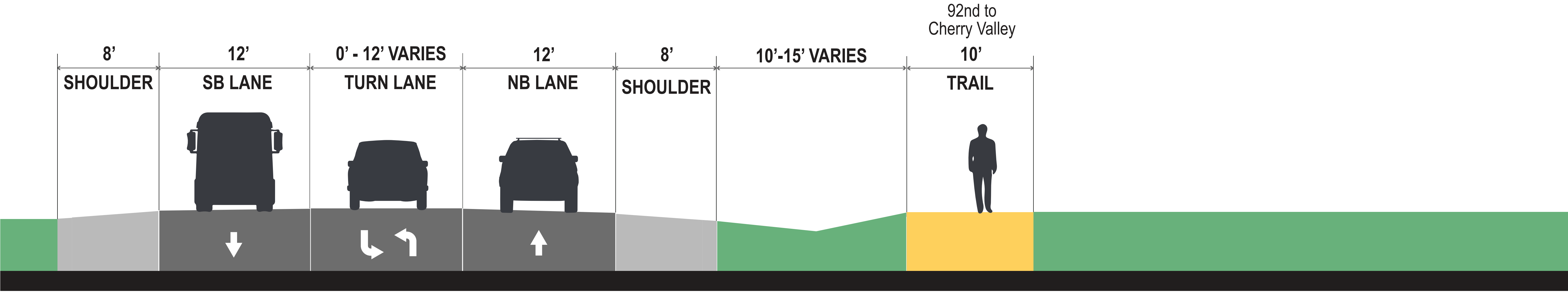
- In some locations, current driveway access along M-37 is not coordinated well with adjacent developments, resulting in driver confusion and safety issues.

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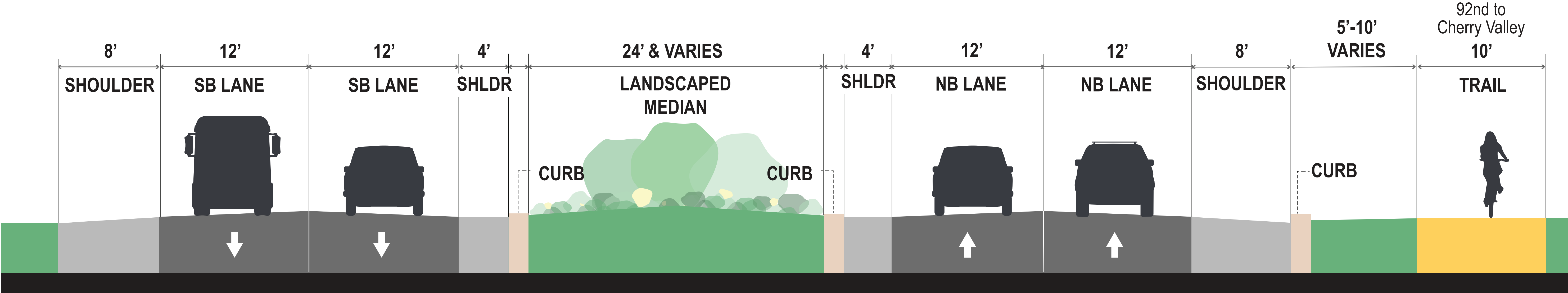
CROSS SECTIONS



Existing Typical Section



Proposed Boulevard Section

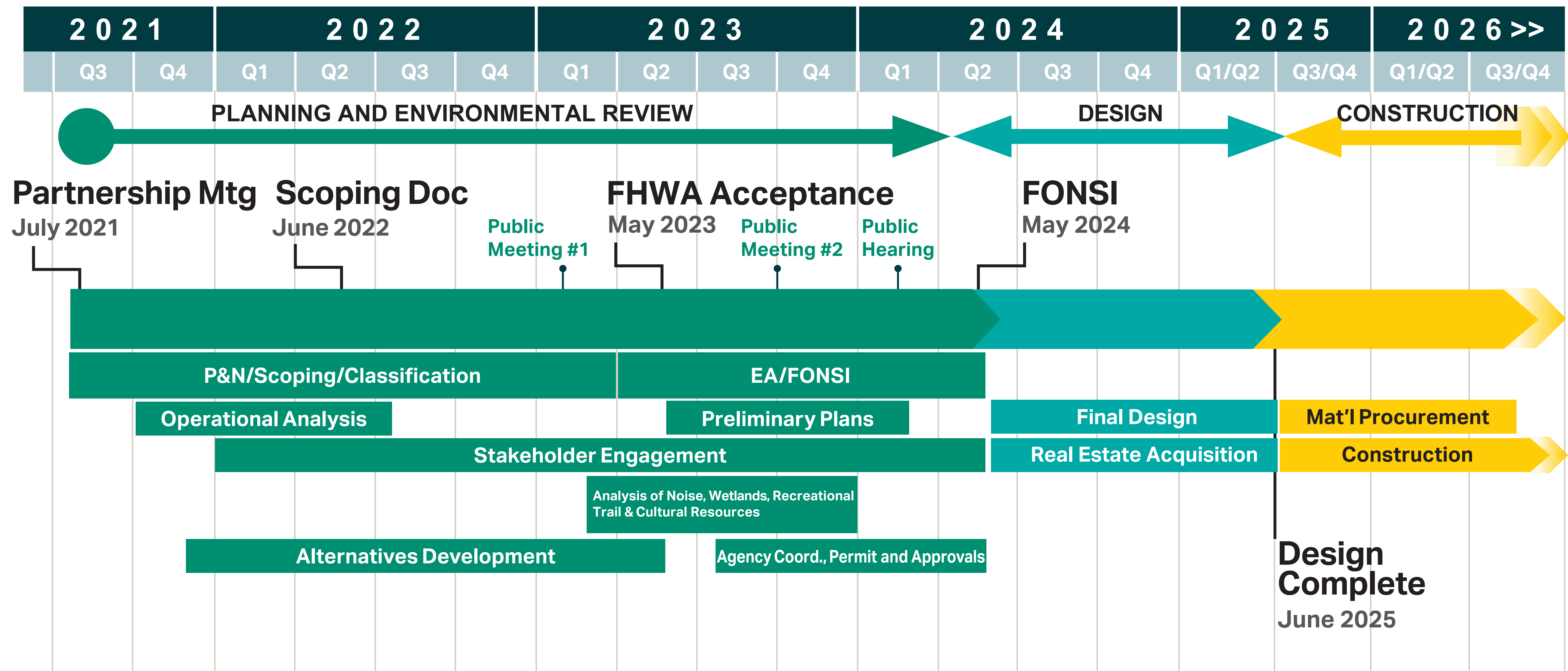


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PROJECT SCHEDULE



Project Schedule



Environmental Assessment Technical Components and Process

Wetland/Watercourses

- A delineation identifies and surveys wetlands and watercourses (as shown on the project map) within the study area.



- Findings discussed and preliminary impacts assessed in the EA.

Property Impacts

- Development of base plans and potential needs for property acquisition or easements.



- Potential needs assessed and discussed in the EA.

Cultural Resources

- Desktop and screening reviews of existing above and below ground (archaeological, historic architecture, and historic districts) resources.



- Fieldwork to confirm presence or absence of resources and develop effect findings.



- Submit report with effect findings to MDOT and SHPO for concurrence.

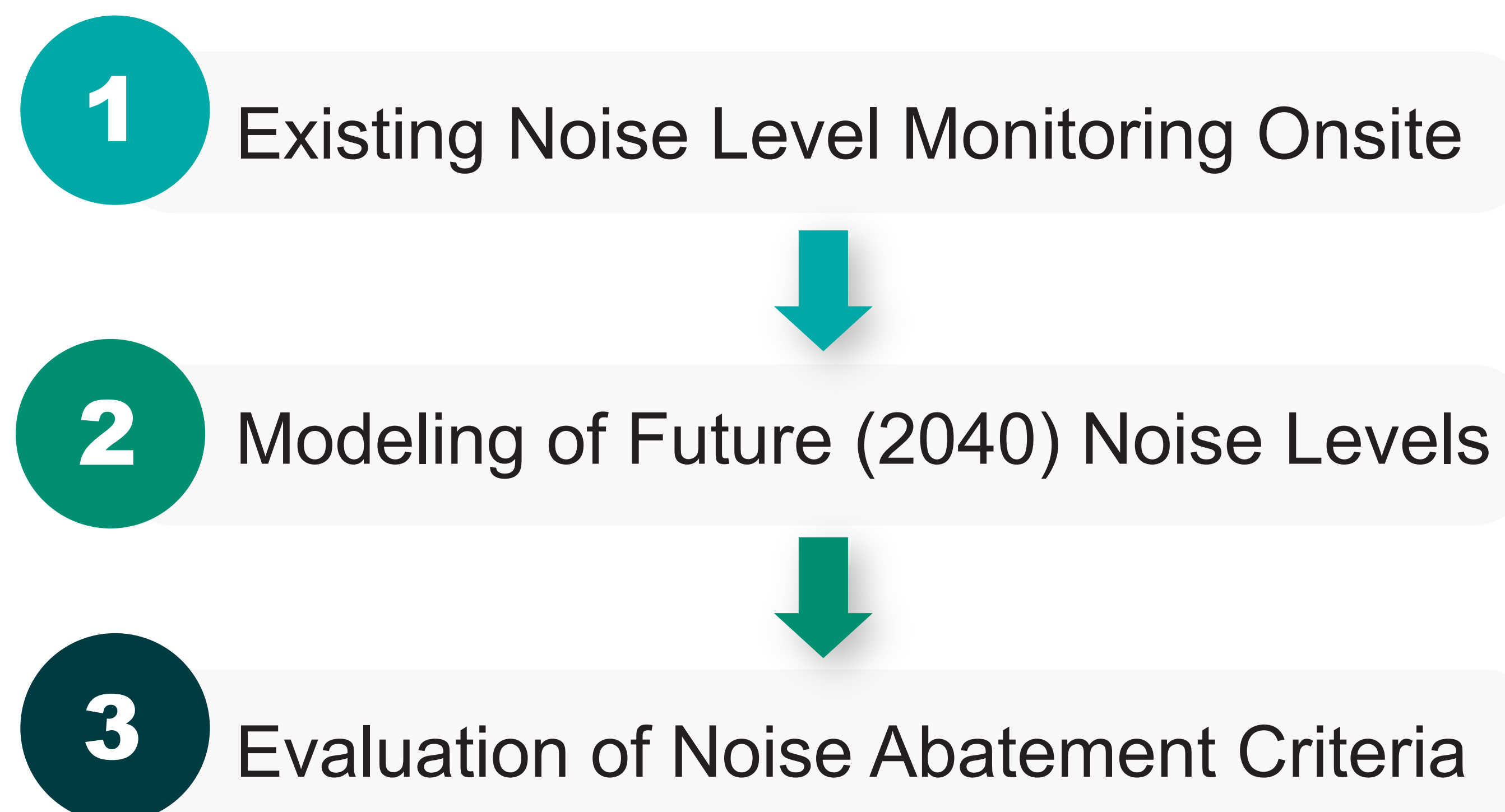


- Results of screening, fieldwork and effects findings discussed in the EA.

Overview

M-37 EA is categorized as a **Type I project** due to the potential increase in through-lanes in M-37. For Type I projects, noise impact and abatement is required per **23 CFR 772** and the **MDOT Noise Handbook**.

Noise Abatement and Analysis Study



Evaluation Process and Criteria

The study identifies potential impacts on sensitive noise receptors, such as residences and community facilities. If a noise impact is determined at the representative receptor in the common noise environment (CNE), then all receptors are studied in the noise abatement analysis.

MDOT considers two criteria for evaluation of noise abatement (typically a barrier such as a wall or earthen berm): **Feasibility** and **Reasonableness**.

Noise abatement measures considered as **Feasible**:

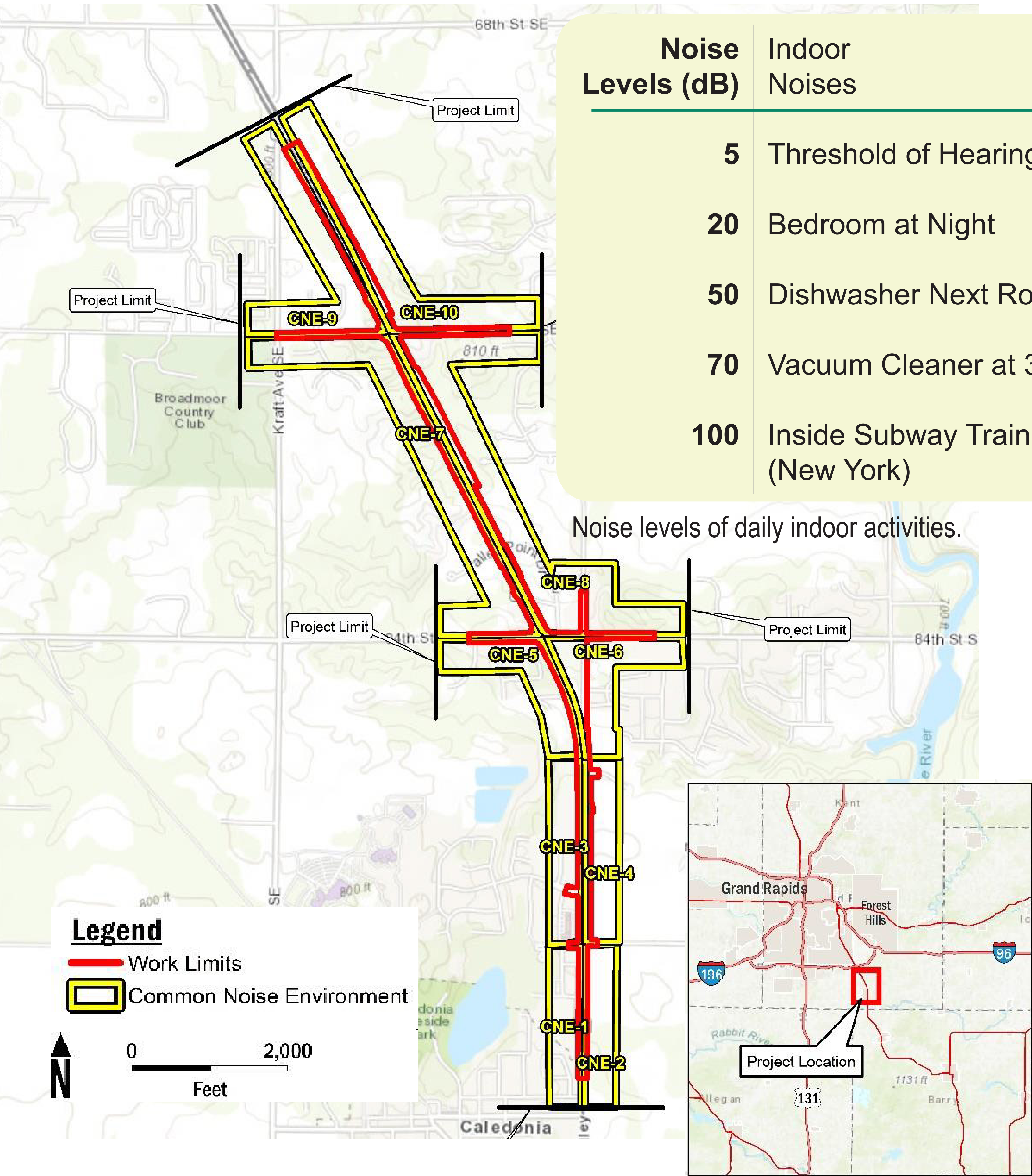
- Provide at least design year traffic noise reduction of 5 dB(A) for 75 percent of impacted receivers.

Noise abatement measures considered **Reasonable**:

- Cost per benefiting unit is less than \$52,248
- Provide a design year traffic noise reduction of 10 dB(A) for at least one benefitted unit and at least a 7 dB(A) reduction for 50 percent or more of the benefitted units.

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NOISE ABATEMENT - Study Results



Noise Levels (dB)	Indoor Noises
5	Threshold of Hearing
20	Bedroom at Night
50	Dishwasher Next Room
70	Vacuum Cleaner at 3 m
100	Inside Subway Train (New York)

Barrier ID	#of Modeled Receptors	Predicted Noise Level (dB)		Noise Abatement Recommendation
		Existing	Future Build	
CNE-1	15	49-71	51-73	NO
CNE-2	0	NA	NA	NO
CNE-3	7	54-58	56-61	NO
CNE-4	1	66	66	NO
CNE-5	32	42-68	44-70	NO
CNE-6	37	39-67	41-70	NO
CNE-7	40	46-71	47-74	NO
CNE-8	28	47-63	50-65	NO
CNE-9	64	46-72	48-73	NO
CNE-10	26	40-66	41-69	NO

Evaluation results for noise barriers.

Noise Study Results

At minimum, a noise barrier (wall or earthen berm) must be considered for noise abatement. The noise barrier tends to be the most practical and cost effective.

Ten CNEs and five potentials barriers were evaluated. Two noise walls are feasible. None of them were reasonable. Therefore, no barriers are recommended.

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RECREATIONAL TRAILWAY IMPACT



Recreational Trailway Information

To complete the M-37 project, MDOT is proposing to realign the existing trail located along the east side of M-37 and Cherry Valley Avenue **between 92nd Street and 84th Street**, shifting its location to the east to accommodate the proposed widened roadway section. During the project, there will be a temporary full closure of the trail section with no alternate route.

Public input is being sought to help recognize and address any concerns that may result from any recreational impacts to the adjacent Caledonia Township trail relocation and the temporary full closure of the trail pedestrian traffic during construction per a proposed de minimis impact finding under Section 4(f) of U.S. Department of Transportation Act of 1966.

If you have any specific comment regarding the temporary closure and relocation of the trail, please scan the QR code to submit it online by Nov. 18, 2023.

