

CHARTER TOWNSHIP OF GARFIELD

RESOLUTION # 2022-07-T

**A RESOLUTION IN SUPPORT OF A HARTMAN-HAMMOND CROSSING
OVER THE BOARDMAN RIVER**

WHEREAS, Garfield Township is a growing community of over 20,000 residents and with currently only two Boardman River roadway crossings; and,

WHEREAS, Grand Traverse County Road Commission retained OHM Advisors to complete a focused Planning and Environmental Linkages (PEL) study of a potential Boardman River roadway crossing; and,

WHEREAS, the purpose of the Focused PEL is to assess technical aspects and environmental constraints, listen to people in the community, and determine the feasibility of adding a crossing over the Boardman River; and,

WHEREAS, consideration of various crossing alternatives were made, including a no-build alternative; and,

WHEREAS, the result of the Focused PEL identified a Hartman-Hammond crossing as the preferred scenario; and,

WHEREAS, a Hartman-Hammond crossing is a locally accepted alternative with support by Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), Environmental Protection Agency (EPA), Department of Natural Resources (DNR), and park areas known as Section 4(f) agencies; and,

WHEREAS, a Hartman-Hammond crossing results in the greatest percentage of reduced traffic volumes on South Airport Road and is the best overall traffic network improvement; and,

WHEREAS, a Hartman-Hammond crossing contains smallest acreage of wetland impacts and has the lowest number of residential displacements; and,

WHEREAS, a Hartman-Hammond crossing is most consistent with the Township's Master Plan; and,

WHEREAS, a Hartman-Hammond crossing provides redundancy for the South Airport Road corridor, particularly should it ever have to be shut down; and,

WHEREAS, a Hartman-Hammond crossing offers the possibility of a new US 31 route that alleviates traffic pressures on Grandview Parkway and Front Street in the City of Traverse City.

NOW, THEREFORE, BE IT RESOLVED, that the Charter Township of Garfield supports a Hartman-Hammond crossing of the Boardman River to improve east-west mobility and expand overall community connectedness.

Motion:

Supported:

Ayes:

Nays:

Absent and Excused:

Lanie McManus, Clerk

CERTIFICATION

I, Lanie McManus, Clerk of the Charter Township of Garfield, hereby certify that the above Resolution 2022-07-T is a true and correct copy of a Resolution adopted by the Township Board of the Charter Township of Garfield on this 12th day of April, 2022.

Lanie McManus, Clerk



BOARDMAN
RIVER CORRIDOR
FOCUSED PEL

GARFIELD TWP MEETING

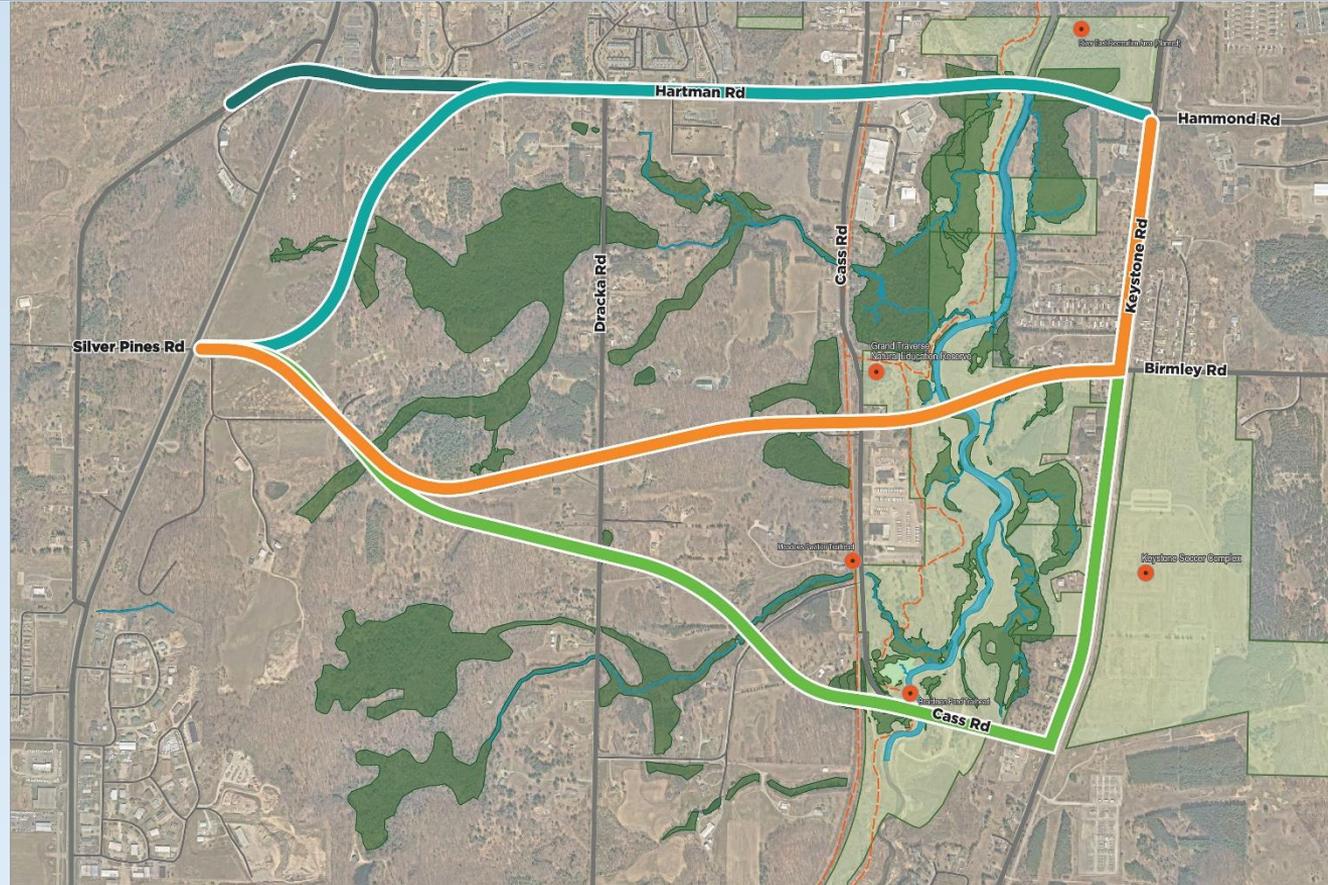
April 12th, 2022



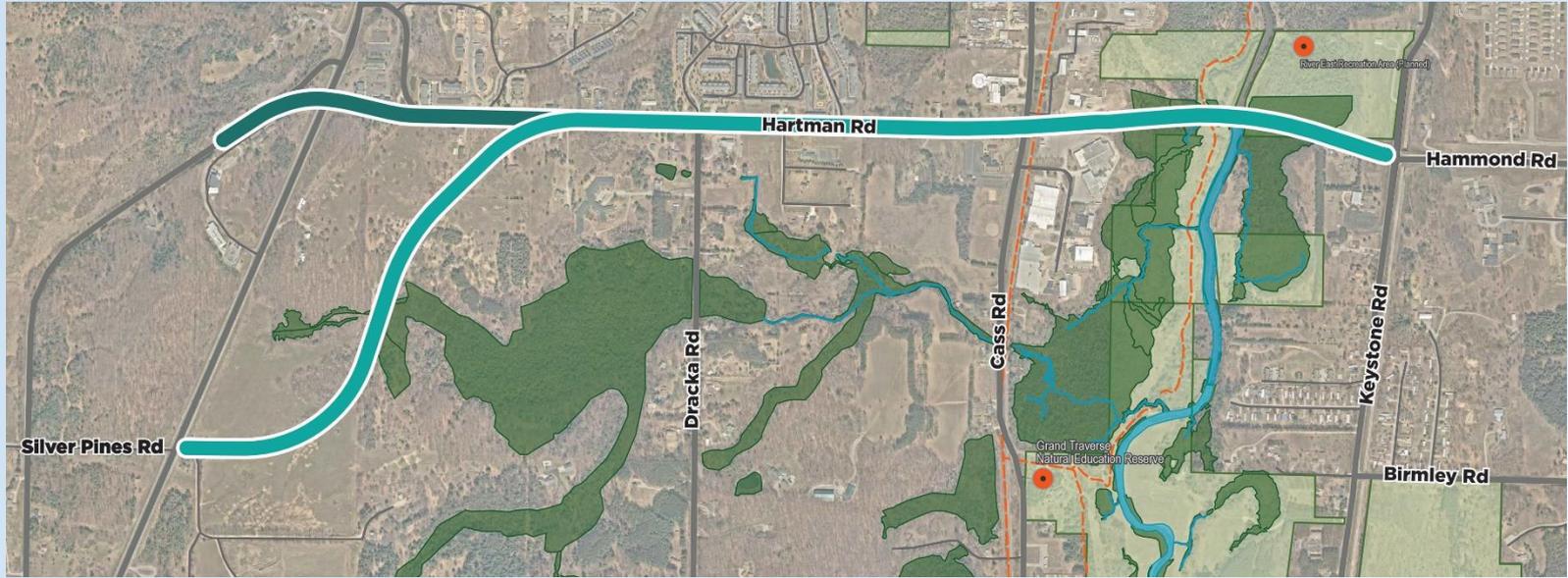
BOARDMAN CROSSING ALTERNATIVES

After considering numerous variants, focusing on three alternatives:

- **Hartman-Hammond** is most northern
- **Sabin Dam** is central alignment
- **Cass Road** crossing uses existing Cass Road bridge



HARTMAN-HAMMOND CROSSING



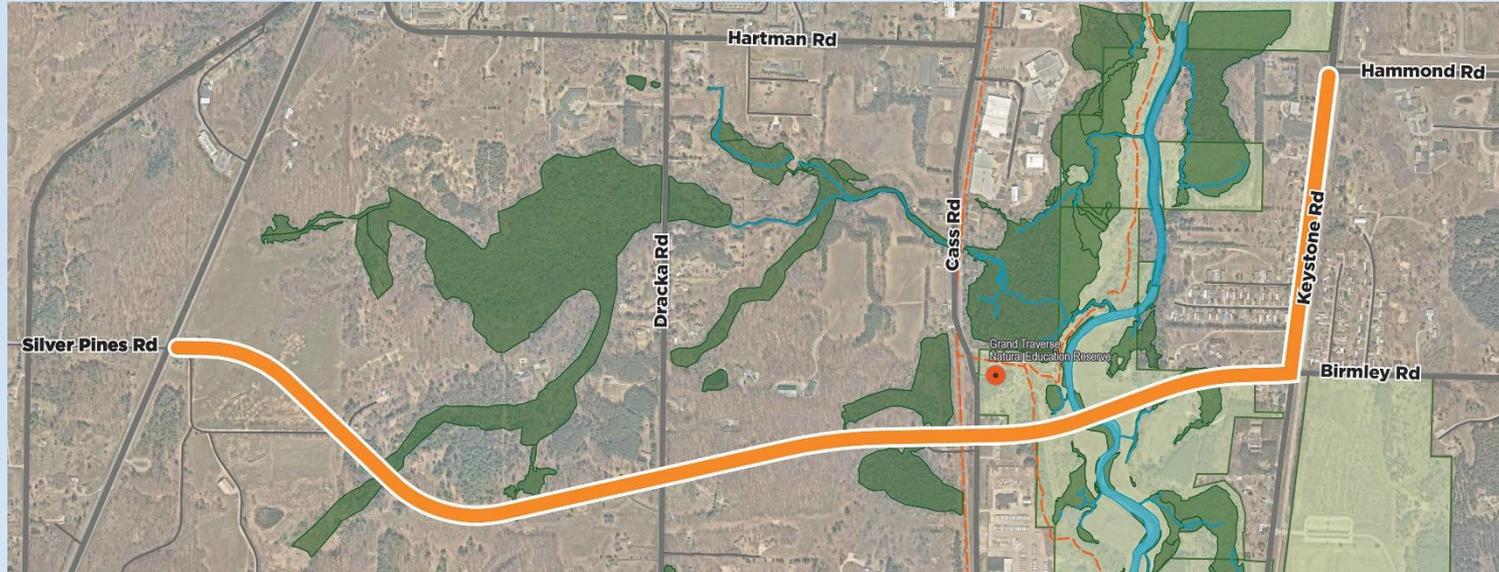
PROS

- Closest parallel route to S. Airport Road
- Utilizes the most existing right-of-way
- Improves network resiliency (new river crossing)
- Best utilization from traffic standpoint

CONS

- Forested wetland environmental impact
- Highest comparative cost to construct
- Parkland impacts
- Challenging connection to US-31

SABIN DAM CROSSING



PROS

- Fewer wetland impacts than HH
- Improves network resiliency (new river crossing)
- Takes advantage of area previously disturbed in Sabin Dam removal
- Good utilization from traffic standpoint

CONS

- High number of residential displacements
- New roadway would be costly to build
- Greatest parkland impacts, including the Boardman River Nature Center
- Future location of pedestrian bridge
- Challenging connection to US-31

CASS ROAD CROSSING



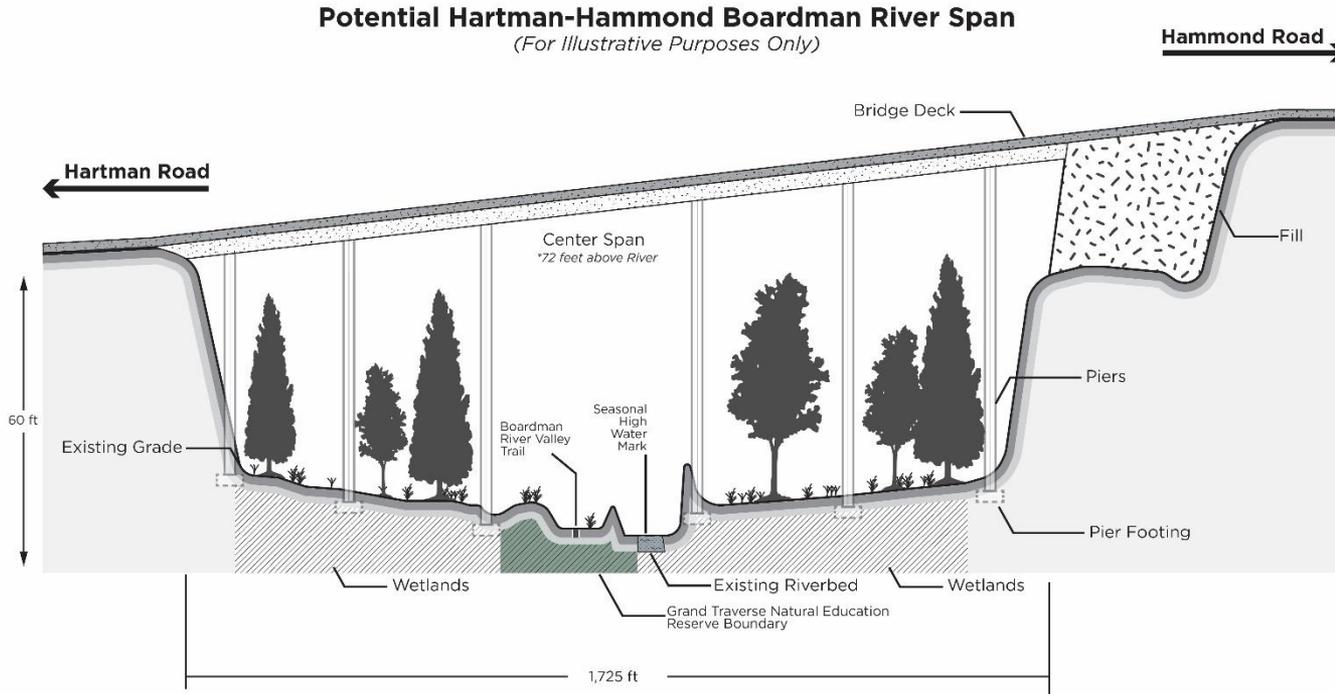
PROS

- Utilizes existing crossing infrastructure
- Lowest comparative cost to construct
- Fewest Boardman River environmental impacts
- Minor benefit from a traffic standpoint

CONS

- Most residential displacements
- Requires a new railroad crossing bridge
- Impacts to existing conservation easement
- Wetlands impact near RR west of Cass Rd
- Parkland impacts

POTENTIAL CROSSING OF BOARDMAN RIVER

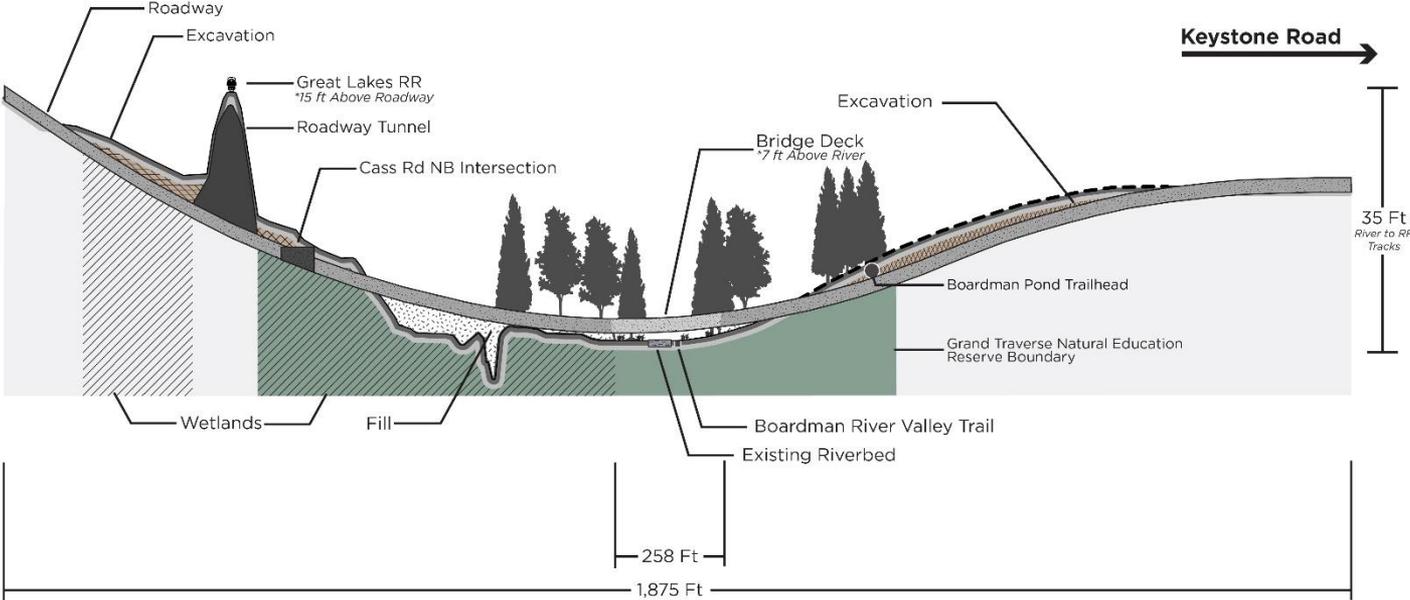


Considerations

- Non-Motorized Connection to Boardman River Trail
- Bridge Type and Design
- Context Sensitive Solutions

POTENTIAL CROSSING CASS ROAD

Potential Cass Road Boardman River Span
(For Illustrative Purposes Only)



GRAND TRAVERSE NATURAL EDUCATION RESERVE

All three alternatives would impact the reserve in some fashion.



PARKLAND IMPACTS

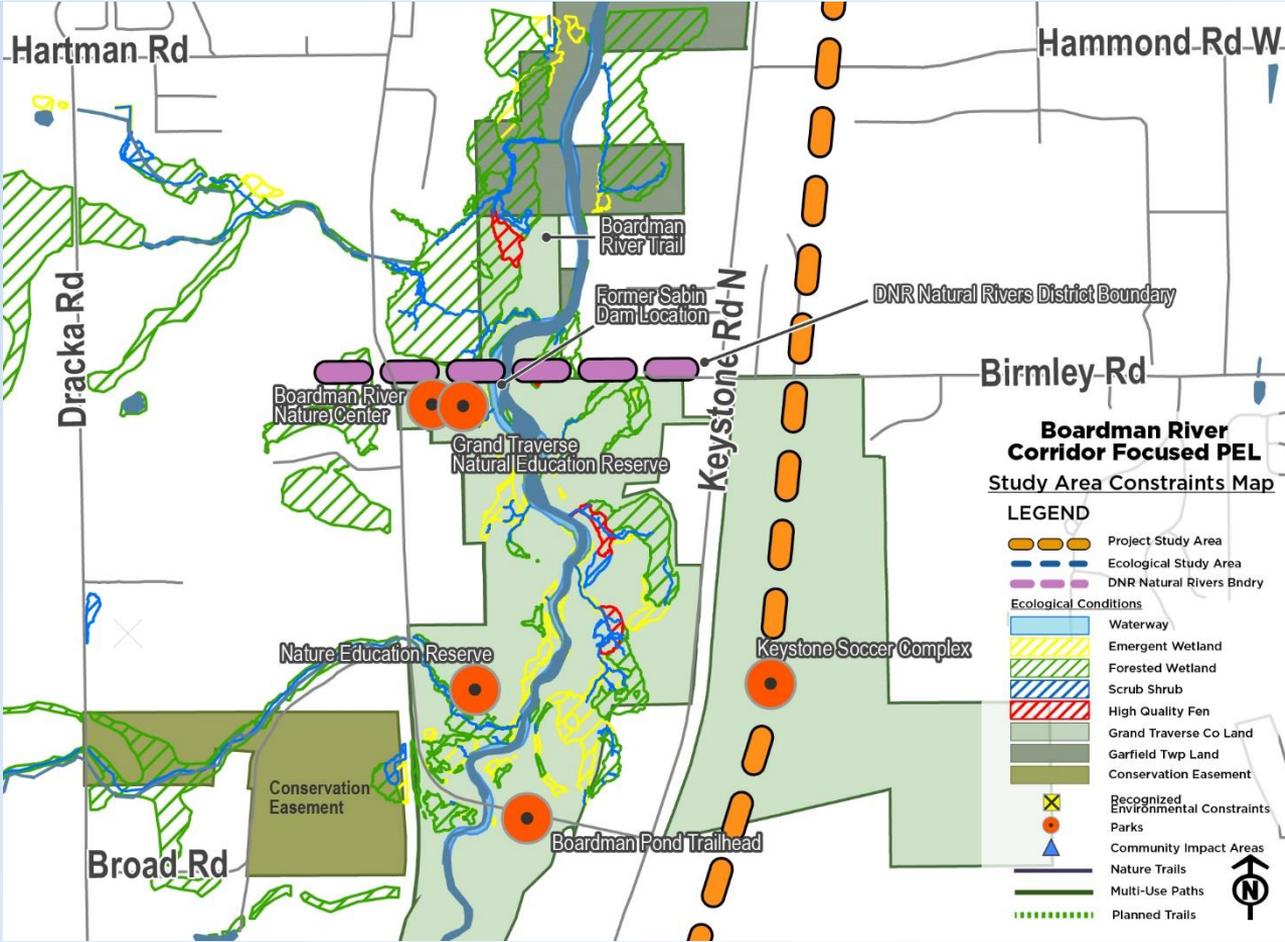
Least Overall Harm Alternative

When multiple alternatives use Parkland Property and the evaluation of avoidance alternatives concludes that there is no feasible and prudent avoidance alternative, then only the alternative that causes the least overall harm in light of the preservation purpose of the statute. A list of factors to consider in making this determination of least overall harm include:

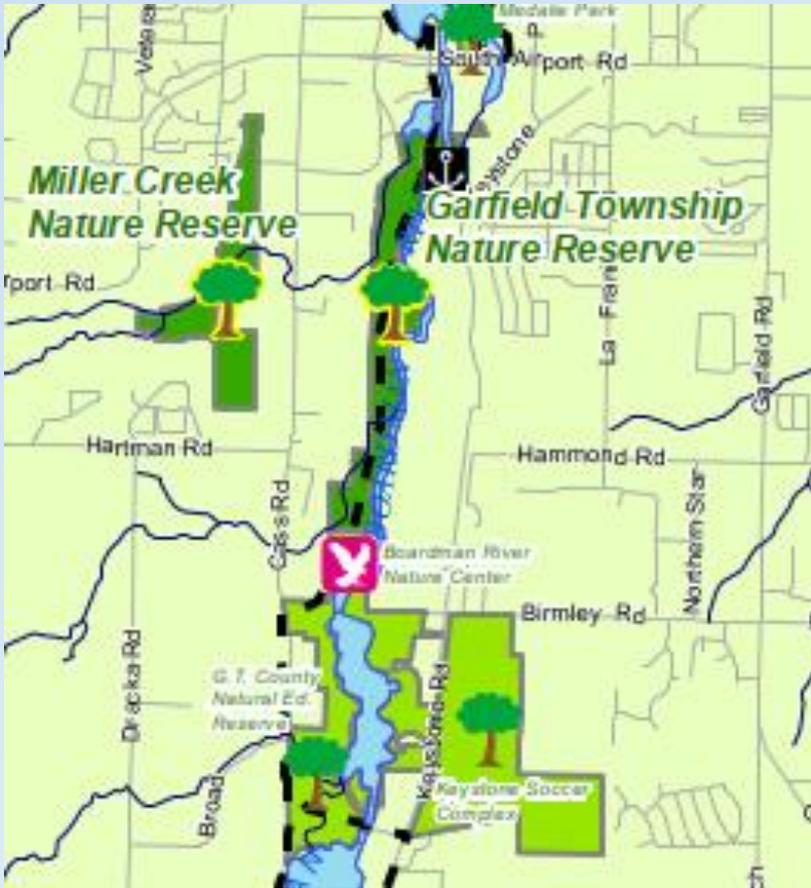
- The ability to mitigate adverse impacts to the park property.
- The relative severity of remaining harm, after mitigation, to the park property.
- The views of the officials with jurisdiction.

Other factors include the degree to which alternatives meet the project purpose and need, substantial differences in cost, and impacts to other resources.

CONSTRAINTS MAP



GARFIELD TOWNSHIP BOARDMAN NATURE RESERVE



ALTERNATIVES COMPARISON

Alternatives Comparison Matrix	Hartman-Hammond	Former Sabin Dam	Cass Road	No-Build
Permanent Wetland Impacts (forested/emergent)	1.0 acre	3.6 acres	4.7 acres	None
Temporary Wetland Impacts (forested/emergent)	1.1 acres	0 acres	0 acres	None
Forest Fragmentation	Yes	Yes	No	None
Reduced Traffic Volumes - Airport Road (2045)	-37%	-22%	-11%	0%
Improves Resiliency (additional river crossing)	Yes	Yes	No	No
Residential Displacements	15	21	25	None
Consistent with Township Master/Land Use Plan	Yes	No	No	No
New Railroad Crossing (west of river)	At-grade	At-grade	New bridge	None
Impacts Robbins Farm Conservation Easement Property	No	No	Yes	No
Parkland Impacts (NER and trails)	Yes	Yes	Yes	No
Provides Non-Motorized Facilities	Yes	Yes	Yes	No
Within Limits of Michigan's Natural Rivers Program	No	Yes	Yes	
Impacts Proposed Pedestrian Bridge Over River	No	Yes	No	No