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CHAPTER FOUR

Accomplishments

PROJECTS COMPLETED SINCE LAST PLAN

From 2019 to 2023, there have been 183 transportation projects completed in the MACC Area. The total amount obligated for these projects was approximately \$230 million and involved federal, state, and local funds. The table below illustrates the number of projects completed during each of the five years and the amount of money allocated. Projects included MDOT highway improvements (trunkline); resurfacing of local agency roads; non-motorized pathways; transit projects; bridge repair; rail improvements; safety; and other transportation projects such as collecting traffic counts, the Clean Air Action! program, and signal modernization.

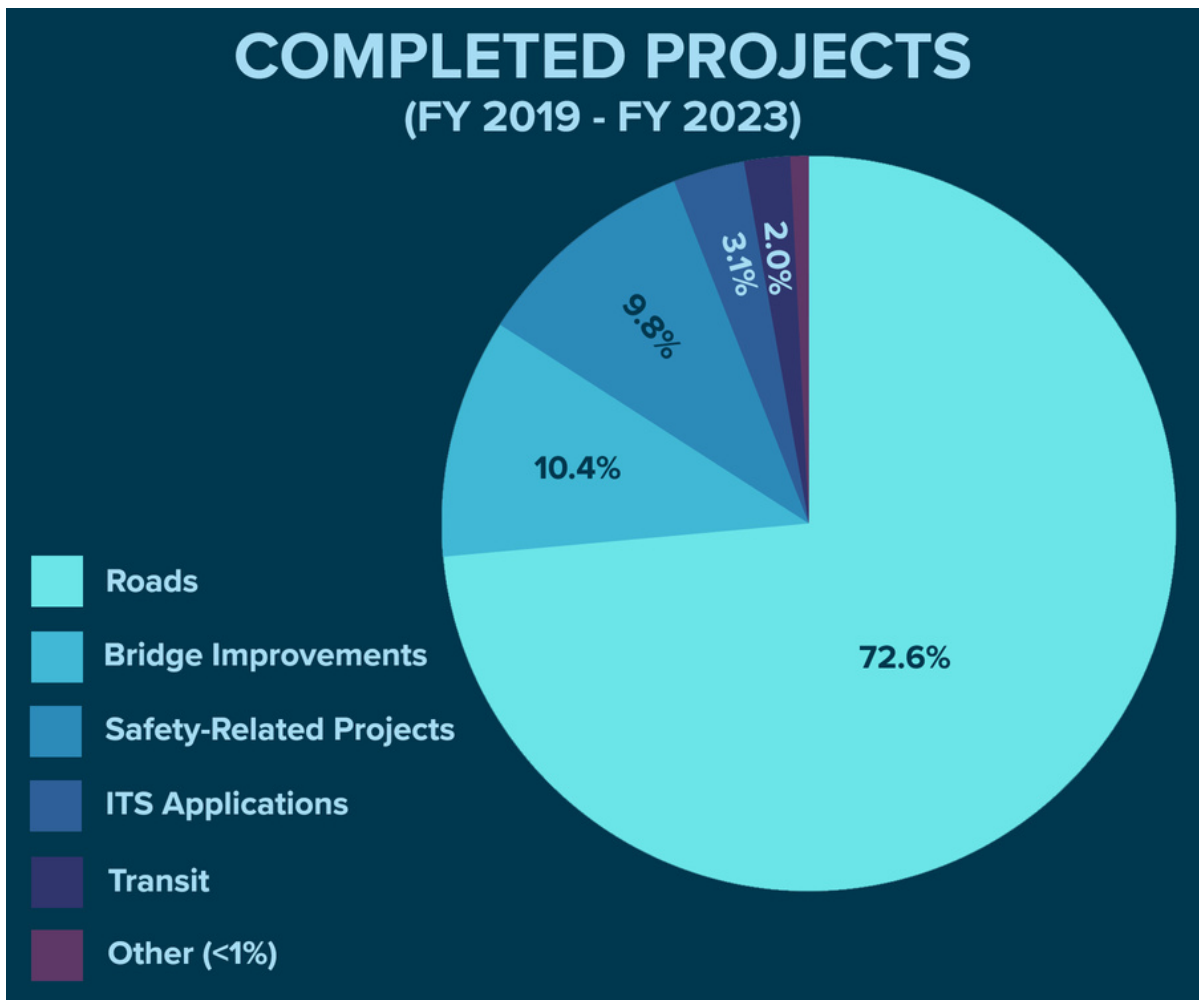
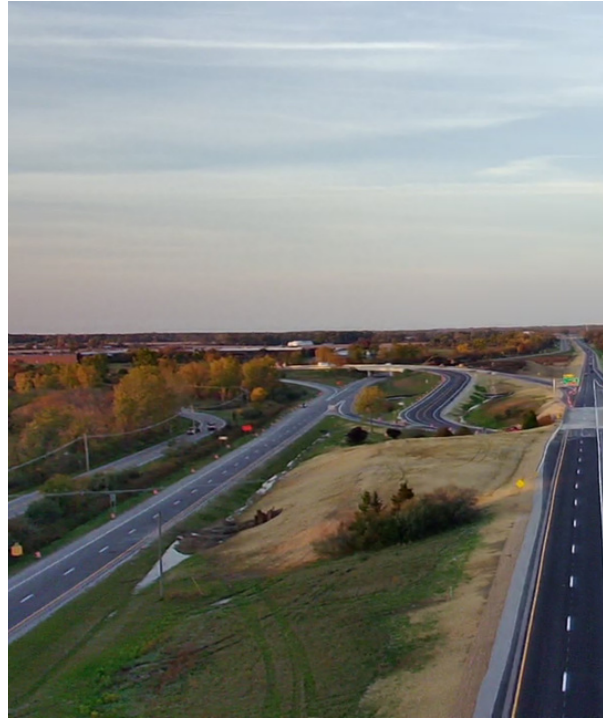
FISCAL YEAR	NUMBER OF PROJECTS	TOTAL OBLIGATED AMOUNT
FY 2019	30	\$15,123,062
FY 2020	34	\$12,296,357
FY 2021	37	\$60,645,789
FY 2022	35	\$127,003,584
FY 2023	47	\$15,635,843
TOTAL	183	\$230,434,635

Close examination of the types of projects completed and the breakdown of the total transportation investments can be seen in the chart below. The proportion of investment is primarily roads (72.6%); bridge improvements (10.4%); safety-related projects (9.8%); Intelligent Transportation System (ITS) applications (3.1%); transit (2.0%); non-motorized improvements (0.80%); railroads (0.009%); and for planning, research, and design (0.002%).

Several projects around the MACC area were made possible through the Rebuilding Michigan (Bond) Program, which was first implemented in FY 2020. The program, approved by the State Transportation Commission in January 2020, allows MDOT to sell a total of \$3.5 billion in bonds to finance new and modified road construction projects across the state between FY 2020 and 2024 and allows other projects to be accelerated with the remaining traditional funding. This financing aims to advance road and bridge fixes that result in longer road and bridge life and improve the overall infrastructure condition to achieve the trunkline pavement performance goal of 90 percent in “good or fair” condition, statewide.

Some of these major bonded projects, including estimated construction costs and year of obligation, include:

- FY 2021: WB I-196 reconstruction from 130th Avenue to US-31 (approximately \$27.15 million)
- FY 2022: I-196 reconstruction between Business Loop I-196 / Byron Road in Zeeland and 32nd Avenue in Hudsonville (approximately \$70.83 million)
- FY 2022: US-31 reconstruction between I-196 and Central Avenue (approximately \$25.28 million)



State Trunkline
Interstate 196
48th Ave. to Byron Rd.



Spanning two construction seasons (2022 and 2023) major reconstruction took place on Interstate 196 between Zeeland and Hudsonville. This project included road reconstruction, bridge replacement, culvert replacement, and ramp rehabilitation. This corridor serves as a vital link between the greater Holland/Zeeland area to Interstate 96 in Grand Rapids, and Interstate 94 in Benton Harbor.

In 2023, 64th Avenue between Byron Road and Chicago Drive (M-121) was resurfaced with the help of federal dollars that were allocated to the greater Holland/Zeeland area. In addition to resurfacing, three-foot paved shoulders were also added to increase safety along the roadway and extend the life of the pavement.



Local Agency Road
64th Ave.
Byron Rd. to Chicago Dr.

Non-Motorized
Quincy Street
96th Ave. to 88th Ave.



In 2023, Zeeland Charter Township, with the help of federal dollars allocated to the greater Holland/Zeeland area, installed a new non-motorized path along the south side of Quincy Street between 88th Avenue and 96th Avenue. This new path provides a vital link to existing non-motorized paths.

Rail

64th Avenue
at CSX Railroad



Some of the funding for rail-related projects in the greater Holland/Zeeland area went to things like the installation of flashing light signals, new roadway gates, upgraded warning signals, and pavement markings.

In 2023, the Ottawa County Road Commission, in coordination with Holland Charter Township, the City of Holland, and the MACC, reconstructed the intersection of 8th Street and Chicago Drive, which involved removing the slip lane from eastbound Chicago Drive to eastbound 8th Street, and changing all turning movements to one intersection. This project also reduced the road from four lanes to three lanes with paved shoulders, and added new sidewalks.



Safety

8th Street
US-31 to Chicago Drive

Transit

New
MAX Transit Van



Annual funding for transit is spent in a variety of ways in order to improve many different aspects of service. Some examples include: bus shelters, the electronics and computer systems on board the busses, equipment to service the busses, and the purchase of the vehicles themselves.