UPDATE & COMMUNITY AWARENESS

Charles Landefeld

Dec. 13th, 2025

Agenda

- Welcome & ground rules
- LMSA Membership
- History of Lakeshore Dr. Bluff Instability
- Review of ACRC Proposed Solution and Budget
- Discussion/Questions
- LMSA Membership
- Next Steps

GOAL of LAKESHORE DRIVE MANAGED RETREAT

As portions of Lakeshore Drive are destroyed due to bluff erosion anytime in the future, to provide emergency and private vehicular access to all properties between Wiley Road and 126th

History of Bluff Instability & Erosion

- **1988 Wash-Out**
  - Resulted in making LSD a dead-end road coming south from Wiley and running north from M-89
- **2008 Culvert Wash-Out**
  - A mother and son were killed
  - Eliminated vehicular access to properties north to the 1988 wash-out

Large sink hole closed Lakeshore Drive in 2021

Source: Lakeshore Drive Feasibility Study. Managed Retreat in Saugatuck Township. September 30, 2022.

- Eliminated vehicular access to properties north to the 1988 wash-out
- Retaining wall built with guardrails (funded by County)

Current Bluff Erosion at Wiley Road

Lakeshore Drive faces a severe and recurring safety threat due to its proximity to Lake Michigan, where persistent erosion has significantly compromised the roadway (**Figure 1.1**). The erosion near the roadway has created dangerous conditions, increasing the risk of roadway collapses and jeopardizing the safety of road users. Over the years, many attempts have been made to maintain the road's usability and mitigate the erosion impacts, but these measures have provided only temporary relief against the forces of nature.

FIGURE 1.1 | LAKESHORE DRIVE AT WILEY ROAD—EROSION OVER TIME

2015 2020 2022

The proposed Project will address these erosion challenges by implementing a managed retreat strategy—relocating the north-south roadway inland, away from the vulnerable shoreline area. This inland shift not only mitigates the immediate threats posed by erosion, but also enhances the long-term safety and resilience of roadway infrastructure in Saugatuck Township.

Public Hearing at Saugatuck HS, July 2022

- Presentation focused on four alternative road configurations that were generated. Image 3
- Lakeshore Drive Bluff erosion risk ratings generated by Prein &Newhoff. Image 4
- Preferred scheme of four was reviewed in detail. – Images 5 & 6
-

Public Hearing at Saugatuck HS, July 2022

- Four alternative road configurations

Public Hearing at Saugatuck HS, July 2022

Figure 16: Road Risk Assessment Categories

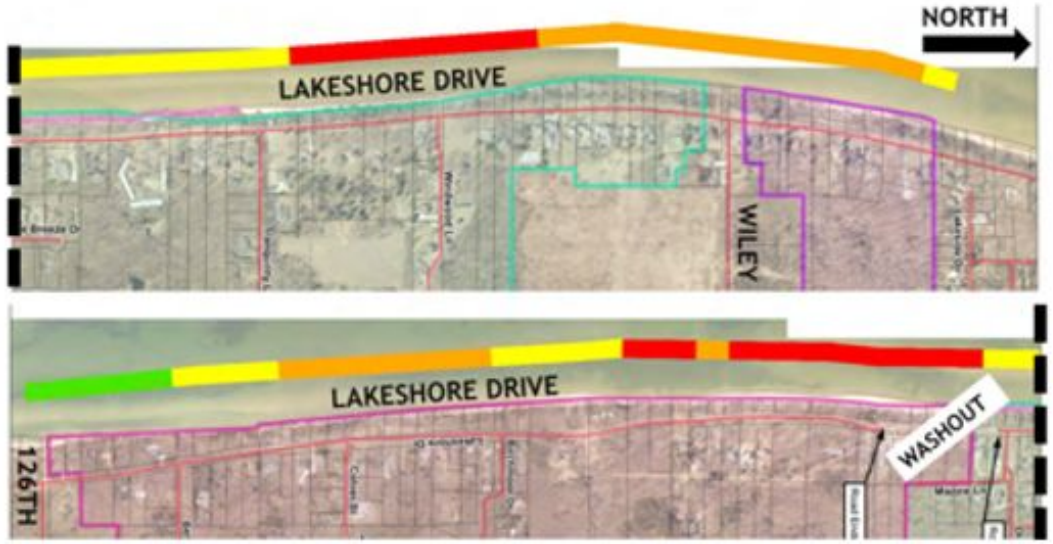
LONG-TERM, UNLIKELY

LONG-TERM, POSSIBLE

SHORT-TERM, POSSIBLE

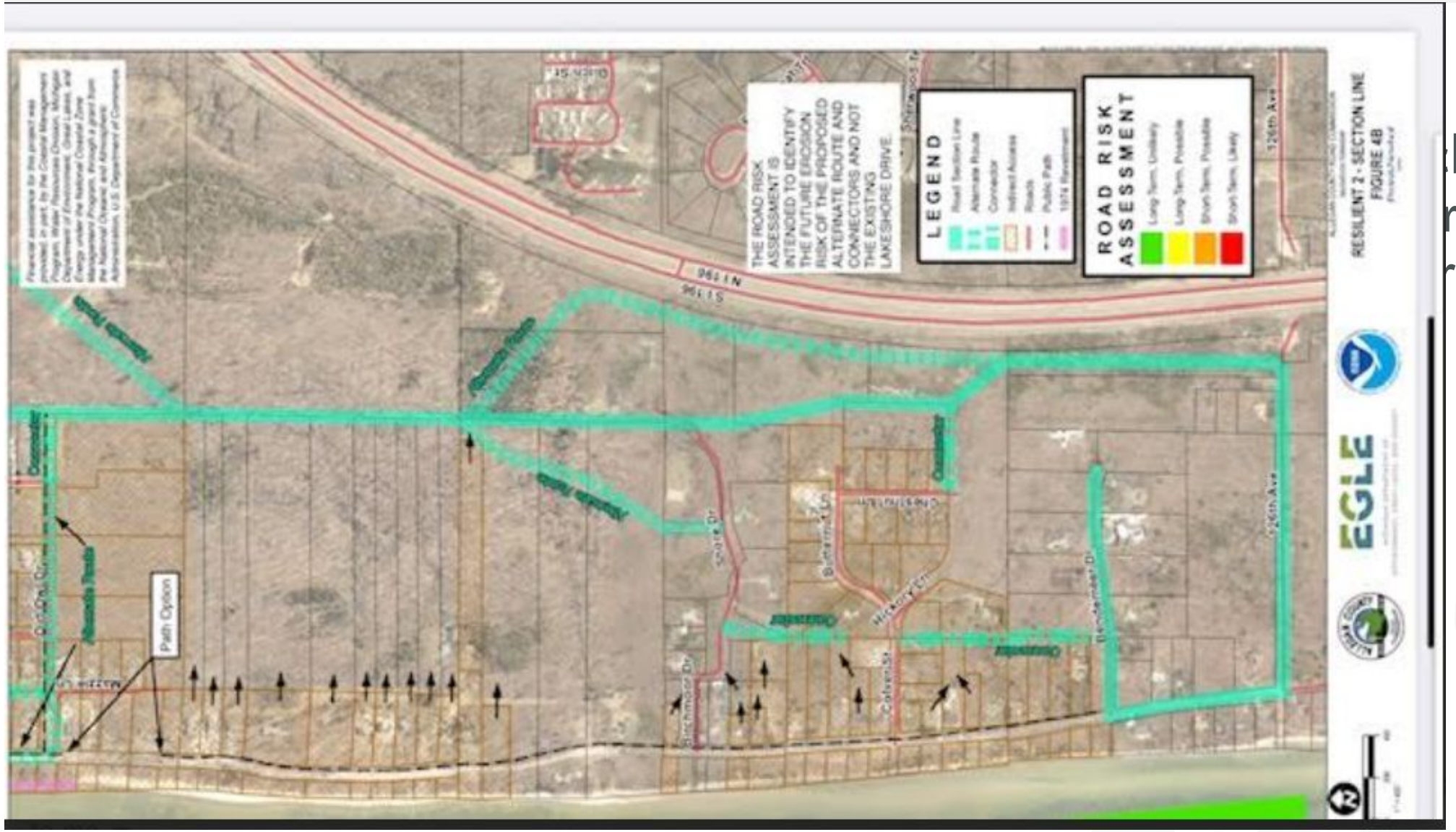
SHORT-TERM, LIKELY

The categories Short-term Likely, Short-term Possible, Long-term Possible, and Long-term Unlikely represent imminent risk, less-imminent risk, lesser long-term risk, and virtually no long-term risk scenarios, respectively. Maps identifying each category of risk were created to communicate risk as part of a public meeting and to use in developing management alternatives for the roadway. Results of the risk assessment are shown in Figure 17. Results also appear on the detailed maps and figures in the Maps section of this report.



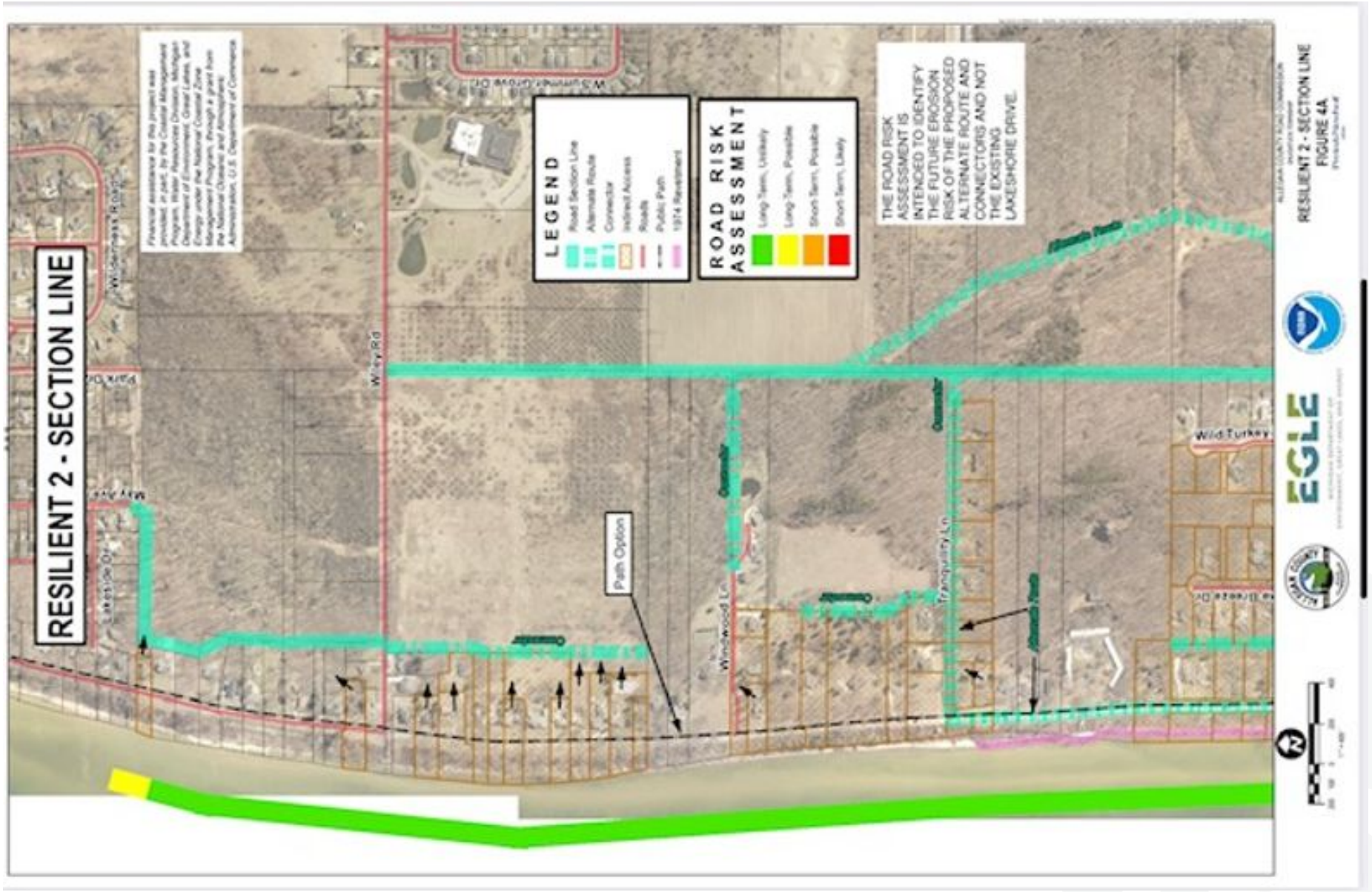
- Lakeshore Drive bluff erosion risk ratings generated by Prein & Newhoff

Public Hearing at Saugatuck HS, July 2022:



Preferred theme of four routes was reviewed in detail

Public Hearing at Saugatuck HS, July 2022:



Preferred scheme of four routes was reviewed in detail

Neighborhood Meeting, March 2023

- Attended by Craig Atwood with ACRC, Dana Burd, with Prein&Newhoff, Kat and Todd Needham, Charles Landefeld, and Wayne Kidder

- Outcome Highlights & Feedback from that meeting

Final Solution Selected by ACRC

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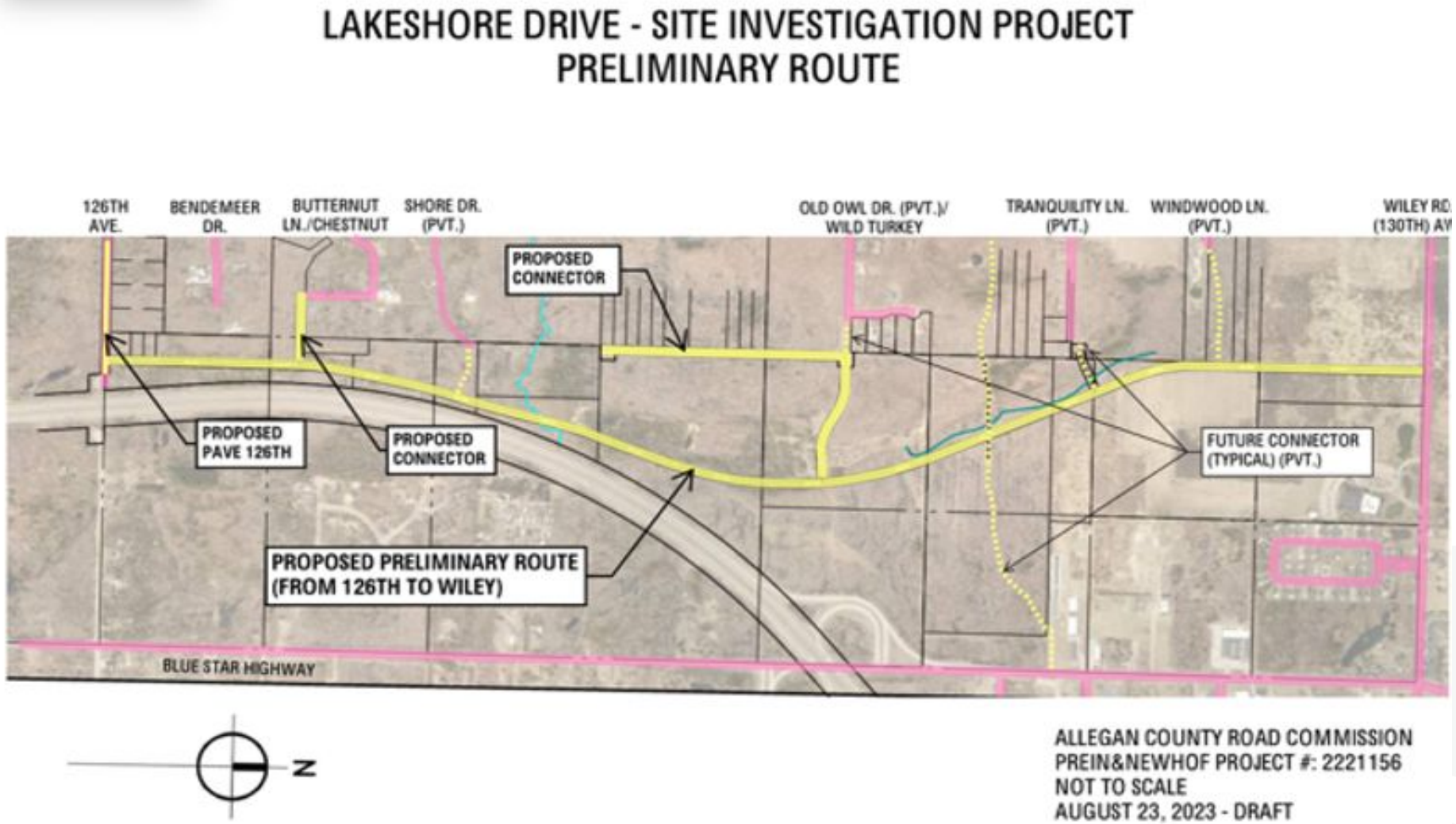


Incorporated into final Grant Application

Final Solution Selected by ACRC: Project Budget

2.2 Sources, Uses, and Availability of Funds

This Project will be included in Michigan's State Transportation Improvement Program (STIP) and ACRC Transportation Improvement Program (TIP), which are expected to be finalized in Spring 2025. The non-federal funding will be provided by the Michigan Infrastructure Office Technical Assistance Center (MIO-TAC) ($450,000 towards ROW acquisition, $200,000 towards final design costs, and $350,000 towards any needed contingency) and Saugatuck Township ($250,000 towards ROW acquisition). The only condition to be satisfied to utilize this funding is that ACRC must secure the federal funding requested in this application. ACRC will execute agreements with MIO-TAC and Saugatuck Township detailing the terms of the cost-sharing structure for this project. ACRC will make up the remainder, including any cost overruns. **Table 2.4** details the cost sharing proposed for this Project.

TABLE 2.4 | PROJECT BUDGET BY COST TYPE

Cost Type	Federal (80%)	ACRC (6%)	MIO-TAC (11%)	Saugatuck Township (3%)	Total (100%)
Right-of-way	$0	$0	$450,000	$250,000	$700,000
Design	$0	$0	$200,000	$0	$200,000
Construction	$7,200,000	$0	$0	$0	$7,200,000
Contingency	$0	$550,000	$350,000	$0	$900,000
Total	**$7,200,000**	**$550,000**	**$1,000,000**	**$250,000**	**$9,000,000**

ACRC has also developed a detailed estimate of construction item costs (**Table 2.5**).

ACRC Position

- At this point, ACRC views this project as a life/safety issue and is committed to making it happen
- ACRC has spent a lot of time and money studying the issue and generating alternative solutions
- Initial grant denied
- ACRC will most likely submit an application for another grant in February, 2026.

Image 9

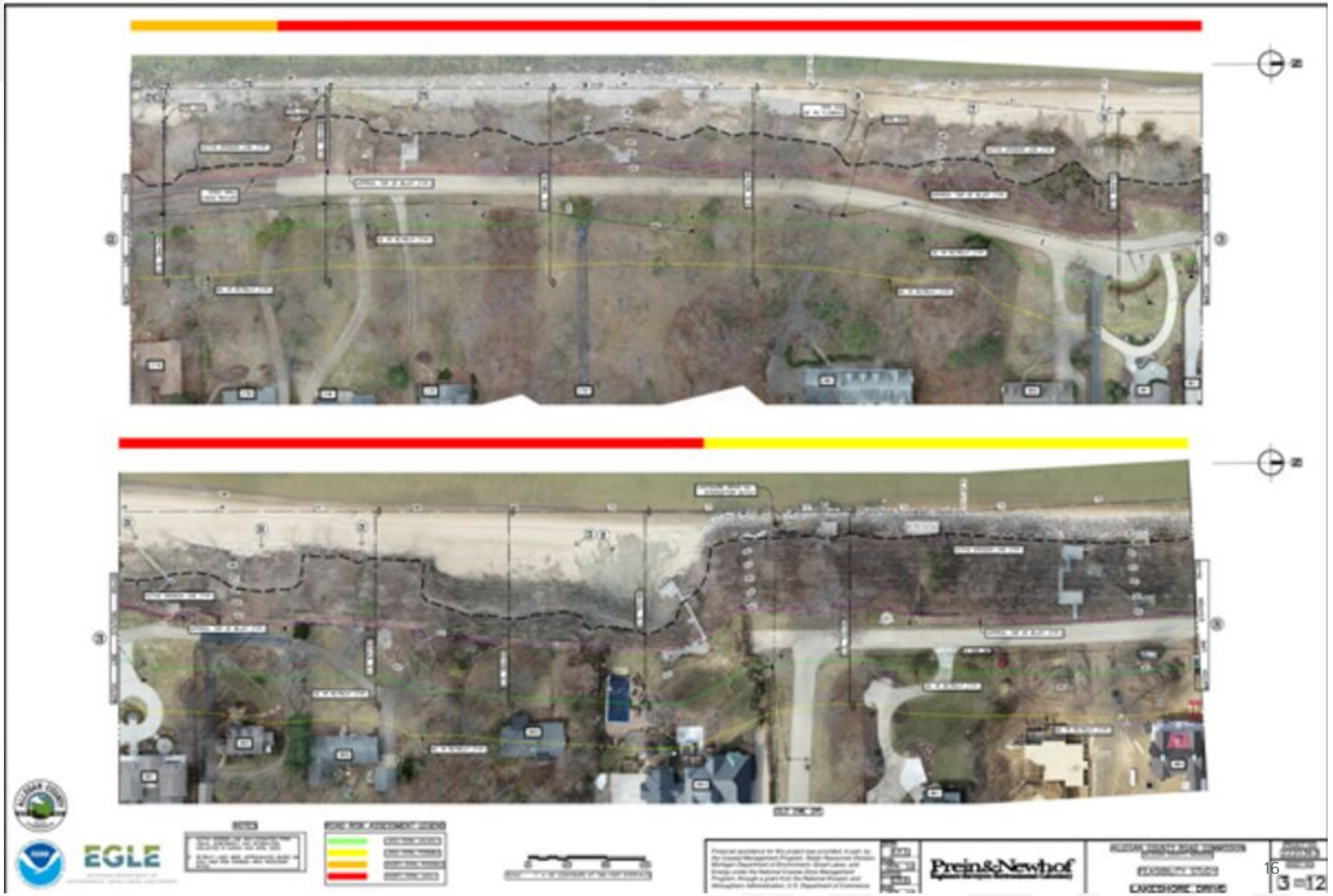
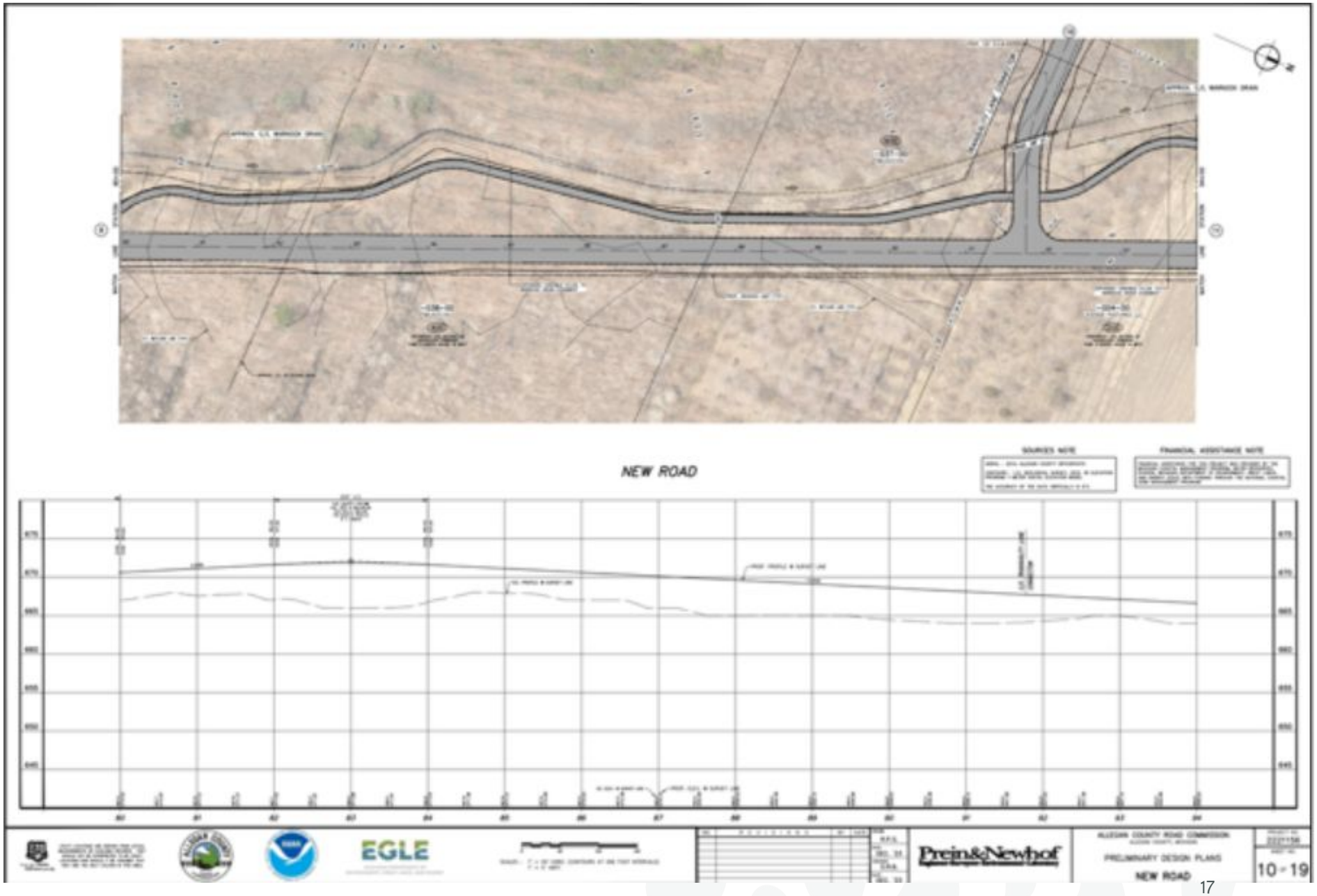


Image 10


NEW ROAD
EGLE
Prein&Newhof
PRELIMINARY DESIGN PLANS
NEW ROAD
10 - 19

Who is Supporting this Project?

- **Letters of support from each of the following were included in the Grant Application:**
  - Saugatuck Township
  - US Congressman Huizenga
  - US Senator Peters
  - State Senator Nesbitt
  - State Representative Andrew's
  - Allegan County Board of Commissioners

Next Steps: What can impacted residents do at this time?

- Develop alternative solutions that ACRC has not already considered
  - This would primarily look at an alternative primary road running from Wiley Road to 126th
- Make suggested changes to the designs generated by ACRC

LMSA Suggested Changes (*from LMSA 2025 Newsletter*)

Current documents prepared for ACRC show the design of this road to be 11' driving lanes with 6' paved shoulders. This yields an overall road pavement width of 34'. The road is being designed for a speed limit of 55 mph with no posted speed limit signs. In addition, there is a 10' wide bike/pedestrian path that is typically separated from the road edge by 5'. ACRC has indicated that these plans are "preliminary". LMSA is currently having discussions with ACRC to make the following changes;

- Reduce the speed limit from 55 mph to 30 mph which is the posted speed limit on Lakeshore Drive to the south.
- Reduce the dimensions of the road to the current design of Lakeshore Drive south of M89 (10' driving lanes and 4' paved shoulders).
- The bike/pedestrian path as currently specified would typically remove an additional 15' swatch of trees. In order to minimize the amount of trees that would need to be removed, consider widening the paved shoulder.

QUESTIONS & DISCUSSION

Lake Michigan
SHORE ASSOCIATION

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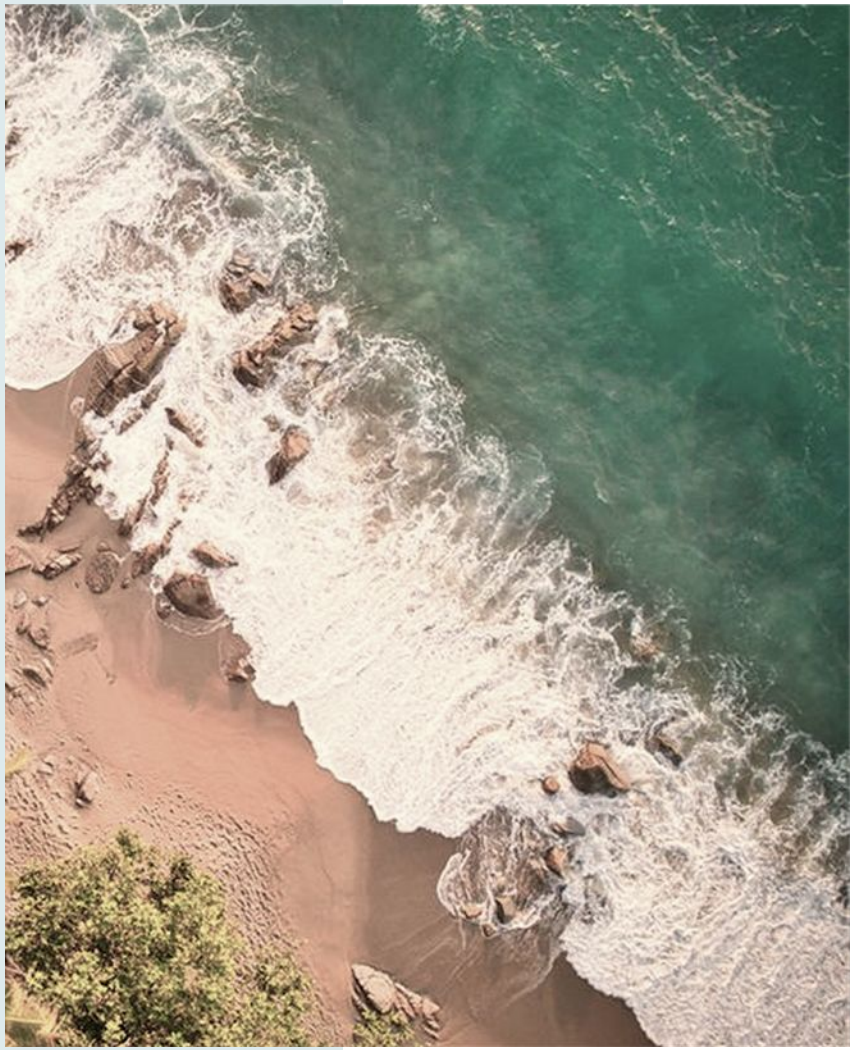
Membership through June 30, 2026 for $25!

www.lakemichiganshore.org

NEXT STEPS