

# STRAIGHT LINES

Summer 2023



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# RECREATION GRANTS 2022

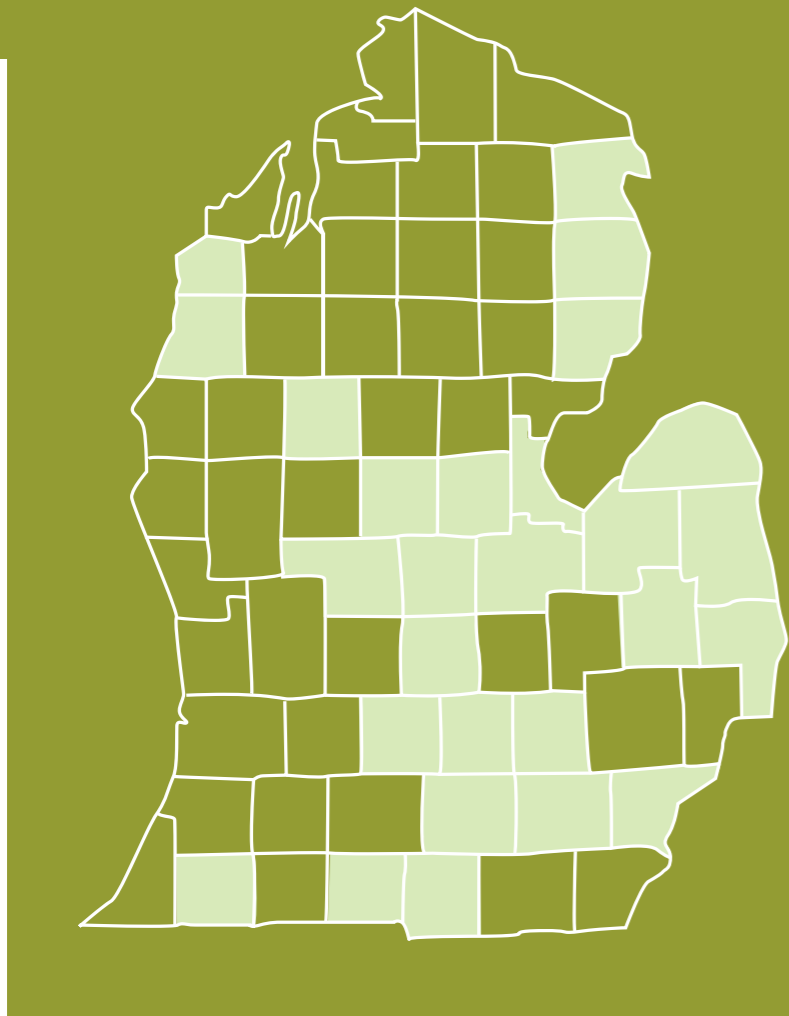


2022 GRANT AWARDS

**\$4,138,100**

2011-2022 GRANT FUNDING SUCCESS

**\$35,672,690**



IN 2022, SPICER GROUP ASSISTED MULTIPLE COMMUNITIES ACROSS MICHIGAN WITH SUCCESSFULLY WRITING 11 different recreation grant applications totaling \$4,138,100 that will help make recreation projects a reality. The grants were funded through the Michigan Department of Natural Resources (DNR) grant programs, the Waterways Program Grant, the Land and Water Conservation Fund Grant, the Spark Grant, and the Trust Fund Development Grant. Since 2011, Spicer group has written over 128 successful grant applications totaling \$35,672,690. The communities below have received their funding notices from the DNR and have begun working on designs for their projects.

**LIBERTY HARBOR MARINA DOCK REPLACEMENT – CITY OF BAY CITY**

WATERWAYS PROGRAM GRANT  
\$300,000

The City of Bay City received \$300,000 in grant funding for the removal and replacement of a dock at the Liberty Harbor Marina. The current floating docks were originally built in the late 1980s and are over 32 years old. They are in poor condition due to aging and deterioration. This is a multi-year plan which will start phase one of the dock replacements. The project scope for this phase and future phases will include replacement of dockage, gangway, head pier, and fingers.

**LAKE LANSING PARK NORTH BOARDWALK & TRAIL – INGHAM COUNTY**

LAND & WATER CONSERVATION FUND GRANT  
\$500,000

Lake Lansing Park North received funding from the Land and Water Conservation Fund to renovate a portion of the existing dirt loop trail in the park for people of all abilities. The highly popular recreation area project includes the replacement of many badly deteriorated boardwalks and improvements to the loop trail to make it universally accessible. The project will also include interpretive signage, benches, and mile markers along the trail.

**PONDSIDE PARK IMPROVEMENTS – HAMPTON CHARTER TOWNSHIP**

LAND & WATER CONSERVATION FUND GRANT  
\$375,000

This grant will be used for improvements to the 30-acre Pondsides Park in Hampton Charter Township. The park spans about 30 acres and is a popular recreational destination in need of updates. These universally accessible improvements include the replacement of an unsafe playground, an accessible walkway, a 1.3-mile trail, the development of 5 acres of naturalized area, and the improvement of ADA-accessible parking. The improvements will be supplemented with benches, trash receptacles, and interpretive signage.

**HAWK ISLAND BOARDWALK REPLACEMENT, PHASE 3 – INGHAM COUNTY TRUST FUND DEVELOPMENT GRANT**

\$300,000

Hawk Island Park is located off East Cavanaugh Road in Lansing. The park was a former gravel pit that was developed into the County’s most popular park with over 500,000 visitors per year. The 30-acre pond at the park has a boardwalk running a majority of the length of the pond’s east side. Phases 1 and 2 were funded in previous years with grant funding; Phase 3 of the boardwalk replacement will be the last part of this project and will include a fishing pier and trail replacement along with the removal of the existing boardwalk. The original boardwalk is roughly 25 years old and was experiencing deterioration, wearing, and some heaving.

**RIVERWALK TRAIL AND CROOKED BRIDGE RESTORATION – CITY OF BAY CITY TRUST FUND DEVELOPMENT GRANT**

\$300,000

The Crooked Bridge extends across the Saginaw River in Bay City from Bigelow Park (Middlegrounds Island) to Fitness Park on the west side of the river. Funding from this grant will be used to provide renovations and improvements to the over 30-year-old boardwalk bridge, such as new decking, repairs to the structural components, replacement and painting of railings where there is damage, new paved approaches to the bridge, and replacement of the lighting and electrical along the bridge. Some of the bump-out areas of the bridge will be renovated with lowered railings for universally accessible fishing, while others will contain benches or interpretive signage. There will be a universally accessible picnic node, and the parking lot at Bigelow Park will be re-stripped with ADA parking spaces.

**MSU TO LAKE LANSING CONNECTOR TRAIL – INGHAM COUNTY**

TRUST FUND DEVELOPMENT GRANT

\$300,000

This project will include 5,500 feet of trail connecting Lake Lansing Park North to the MSU to Lake Lansing Trail. The path will be made of crushed stone to ensure it is universally accessible. It will also have benches, interpretive signage, trailhead/ethics signage, mile markers, bike racks, and native plantings. This connector trail will provide a trailhead for the MSU to Lake Lansing Trail while still allowing the community access to the rich natural resources, nature, and experience of the parks and outdoor scenery that Ingham County provides.

**SEBEWAING MAIN PARK PLAYGROUND RENOVATION – VILLAGE OF SEBEWAING**

SPARK GRANT

\$1,000,000

The Village of Sebewaing received a Michigan Spark Grant for \$1 million to improve the Main Park playground. The current playground is made mostly of wood and is roughly 23 years old. It has many wooden posts and structures that are deteriorating and need to be replaced. The grant money will go towards funding an updated structure made of recycled plastic and metal to increase longevity. A new path will also be constructed to increase connectivity between park features.

**INDEPENDENCE PARK AND RIVER ACCESS IMPROVEMENTS – BANGOR CHARTER TOWNSHIP**

TRUST FUND DEVELOPMENT GRANT

\$210,100

Independence Park in Bangor Charter Township is an 11-acre park with designated access along the Saginaw Bay Blueways Trail, which is part of a larger regional network of water trails. With a 10-lane boat launch on the Saginaw River, just shy of the Saginaw Bay and Lake Huron, the park is very popular for boating and water-related activities. The Township received a grant to fund updates to the park and river access which will include a universally accessible canoe/kayak launch, a pavilion near the existing boat launch, access road improvements, access walkways to the new improvements, accessible picnic tables, benches, a trash receptacle, and landscaping with native plantings. The new features will all be universally accessible.

**BAILEY BRIDGE HISTORIC REHABILITATION – MIDLAND COUNTY**

TRUST FUND DEVELOPMENT GRANT

\$300,000

The Bailey Bridge is a historic landmark and commonly referred to as Smiths Crossing Bridge. It is located off Smiths Crossing Road and stretches over 300 feet across the Tittabawassee River. The historic metal truss bridge was originally constructed in 1907 and has been closed to the public since 1989. Once rehabilitated, it will be part of the Great Lakes Bay Regional Trail, which is widely used for biking and hiking. Along with an MDOT TAP grant in 2020 and other funding raised through the Michigan Trails Fund and the Midland Community Foundation, the secured funding will be used to replace the historic bridge and will provide a non-motorized trail along Smiths Crossing Road from Saginaw Road to River Road.

**BENNETT PARK RENOVATIONS AND WATER TRAIL ACCESS IMPROVEMENTS – HAMBURG CHARTER TOWNSHIP**

TRUST FUND DEVELOPMENT GRANT

\$300,000

Manly Bennett Memorial Park in Hamburg Charter Township is a 384-acre park along the Huron River. The Township was awarded this grant to provide improvements to Bennett Memorial Park and the Water Access Trail. This project will provide key accessibility updates to the aging park which will include renovating the existing dirt path to an ADA-accessible crushed stone pathway. Other renovations are to replace the 20-year-old playground equipment, the existing restroom building to create unisex and accessible restroom options, and the addition of 12 new ADA-accessible parking spaces in the existing parking lot. Additionally, this project will improve the Bennett Park launch site of the Huron River Water Trail network by adding a paved path to a concrete canoe and kayak launch with accessible features. Other amenities added to the project include benches, interpretive signage, a drinking fountain, and a rain garden with native plantings.

**FINN ROAD PARK AND LAKE ACCESS IMPROVEMENTS – HAMPTON CHARTER TOWNSHIP**

TRUST FUND DEVELOPMENT GRANT

\$253,000

Finn Road Park is Hampton Charter Township’s main park along the shoreline of the Saginaw Bay/Lake Huron. This project will provide needed improvements to the park which has seen an increase in use over the past few years. The park is also along the Saginaw Bay Blueways Trail, which runs along the shoreline of the Saginaw Bay. The improvements include a new and updated playground as well as an accessible canoe/kayak launch. The park will also be expanding its parking with added ADA paved parking spaces. New universally accessible walkways will connect the parking, playground, and launch. The project will also include new benches and a trash receptacle. A vegetated swale with native plantings will be designed to filter stormwater and runoff before it gets to the lake.

# SINCE 2011

SPICER GROUP HAS WRITTEN NEARLY 130 successful recreation grants totaling over \$35 million in funding assistance for:

- MULTI-USE PARKS
- TENNIS/PICKLEBALL COURTS
- PLAYGROUNDS
- LAND ACQUISITIONS
- BOAT LAUNCHES
- WILDLIFE VIEWING
- CANOE/KAYAK LAUNCHES
- FISHING DOCKS
- CAMPING CABINS
- TRAIL HEADS
- BASKETBALL COURTS
- WATERFRONT ACCESS
- NONMOTORIZED TRAILS



# NEW ROUNDAABOUT In Standish Provides Smoother Flow of Traffic

Spicer Group's Construction Service Group Assists in Successful Outcome of Project

**STANDISH** – On a sunny day in August of 2022, the bright orange and white barricades were moved aside, and a brand-new roundabout traffic structure officially opened with its asphalt still bright black and pavement markings freshly yellow. Vehicles big and small began to hum through the lanes, traveling smoothly through an area that once held an aging bridge connecting US-23 to M-13.

The roundabout, the first of its kind in Arenac County, now connects US-23 and I-75 with M-13 just south of Sagatoo Road in Standish. As part of a larger Michigan Department of Transportation (MDOT) project, its construction was one of the beneficiaries of the Rebuilding Michigan Program, a funding initiative which allowed MDOT to sell a total of \$3.5 billion in bonds to finance more than 120 new and modified road construction projects across the state.

Prior to the roundabout, motorists traveling south along M-13 used an on-ramp to access US-23 and I-75, and those traveling north on US-23 crossed M-13 via a bridge which had an additional on-ramp to M-13 at the Sagatoo Road intersection. Paul Schiefer, P.E., a Construction Engineer with MDOT's Bay City Transportation Service Center, said the bridge and roadway were originally built in the 1960's as part of a future US-23 bypass project that never happened.

"The existing bridge structure over M-13 was in need of repairs," he said. "There were safety issues with the eastbound US-23 connector ramp to



Roundabout created to improve the safety and geometrics of the M-13 and US-23 interchange

northbound US-23 acceleration lane being short due to the Sagatoo Road intersection, and truck rollovers on the ramp."

Schiefer said the roundabout design was selected to improve the safety and geometrics of the interchange, along with reducing the long-term maintenance costs in the area.

In addition to the roundabout interchange's construction, the project also included more than six miles of roadway resurfacing from just south of the roundabout at Bertha Street, north through Standish to Grove Street, and the rehabilitation of 19 structures throughout the area due to varying deteriorated components.

"The roadway surface was deteriorating and in need of a more in-depth fix. There were drainage structures in the roadway that had been damaged, and areas of ponding water were happening in the curb and gutters," Schiefer said. "We rehabilitated 19 structures with varying deteriorated components. This work included bridge deck replacement, concrete deck patches, substructure repairs, beam repairs, bridge painting, and scour protection."

The project was in the design stages for a little more than a year in 2020 and 2021 before construction began in early 2022. Spicer Group was hired by MDOT to provide construction administration and inspection services on this project.

Spicer's team of trained technicians assisted MDOT with day-to-day inspections and material testing on the project. This work ensures everything is built to



the specifications and standards laid out by MDOT and includes performing density testing utilizing a nuclear density gauge, asphalt paving inspection, concrete testing, bridge paint inspections, sub-base and aggregate base inspections, and more.

Schiefer said all Spicer staff on the project upheld the highest of standards that MDOT expects for their projects. During the height of construction season, even more Spicer team members were brought in to assist with overseeing paving operations when there was more activity going on than there was staff available, he said.

"On this job, our inspectors worked alongside MDOT's team daily and were on-site anytime something was happening," Spicer Group Construction Manager Nate Pfenninger, P.E., said.

When a personnel change took place within MDOT, Pfenninger also joined the team to provide construction management services on this large and complex project.

"On this construction site, with so many moving parts, I was working daily with all (of MDOT's) different divisions to make sure that everyone on the team was aware of what was going on in that timeframe on the project," he said. "This required communication between all involved entities—from the design engineers to the client and the contractor—even the public. That communication is key when challenges or last-minute changes arise throughout the project's construction phase."

One of those unexpected occurrences happened during the demolition phase of the project when crews uncovered a portion of buried highway beneath an area adjacent to M-13 where the roundabout was to be placed. Pfenninger said when crews were excavating the dirt down to sub-grade level to install the roundabout, they discovered an old concrete roadway that still had pavement markings on it. Crews took extra time to remove all the concrete roadway that had been buried when M-13 was built.

**"That communication is key when challenges or last-minute changes arise throughout the project's construction phase."  
- Nate Pfenninger, P.E.**



PHOTO CREDIT: MDOT MEDIA SERVICES



PHOTO CREDIT: MDOT MEDIA SERVICES

"It was challenging to make sure that not only was everything that was supposed to happen with the project happening, but that the necessary day-to-day changes that happened while the project was under construction were seamlessly integrated to finish the project and minimize their impact on the overall budget," Pfenninger said.

Much of the construction was completed by the end of summer in 2022 with minimal work still being finished up in 2023.

"The project has been delivered with great success and was received well by the public," Schiefer said. "At MDOT, we strive to make all of our roadways safe for the motoring public and this project takes us another step closer to achieving that goal."

# MAPLE STREET BRIDGE

## Receives Enhancements to Extend Its Service Life

**CITY OF MANISTEE** – Originally built in 1964, the Maple Street moveable bridge in Manistee, Michigan serves as a primary route of transportation over the Manistee River. The structure has an overall length of 286 feet and is 37 feet wide, supporting two lanes of two-way traffic. Sidewalks line both sides of the bridge and provide a popular spot for pedestrians to stop and view the river and boats.

The Maple Street Bridge has an average daily traffic count of 6,000 cars per day and is an important route to keep open since it is only one of two river crossings in downtown Manistee. The other is the MDOT-owned Memorial Bridge, or US-31 bridge. If both bridges were to be closed at the same time, the only other detour route across the Manistee River would be to travel 12.1 miles around the entire Manistee Lake. Additionally, this moveable bridge must be opened periodically to allow freighters and pleasure craft to traverse the channel and access marinas and commercial ports.

The Manistee River is a unique marine transportation route overseen by the U.S. Coast Guard. This high-traffic channel serves as a direct throughway into and out of Lake Michigan, which is located to the west. Large freighters use the channel approximately 35 times a season to deliver coal, aggregate, rock salt, bituminous asphalt, and other items.

The Maple Street Bridge is a bascule bridge, meaning that each side (or leaf) is able to be lifted. This type of moveable bridge has been around for centuries and is commonly referred to

as a drawbridge. The bridge operates via large rolling girders supporting the bridge deck, and a gear that rolls on a horizontal rack to drag the girder and cause the bridge to open when electric controls are activated. This allows the many cargo ships and boats to pass through the channel.

Federal law requires routine bridge inspections to check for quality and safety at least every two years. Because of the structure's complex nature, specific inspection procedures must be documented and completed. The City of Manistee is responsible for ensuring these inspections are completed, and the bridge has performed very well as a result of the City's regular maintenance to the bridge.

For the past 10 years, Spicer Group has performed these required routine, mechanical/electrical, fracture critical, and underwater inspections for the City of Manistee. These inspections provide condition assessments to supplement the City's management and preservation of this structure.

"These inspections are especially important for this bridge because they're nonredundant steel tension members," Richard Kathrens, P.E., a Project Manager from Spicer Group said. "This means there are two main girders holding up the whole bridge and if one of those members were to fail, the bridge would collapse."

The girders, along with the bridge's many other features, were carefully checked during the 2021 inspection.

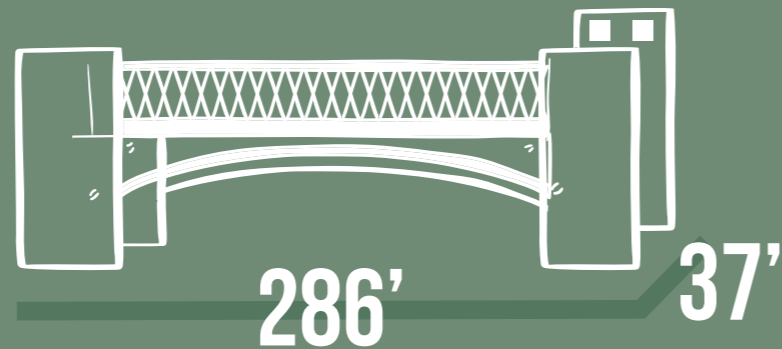


The City of Manistee takes great care in maintaining their structures, so the bridge was already in good shape. However, during this inspection, several areas of the structure were identified for general maintenance, and repair recommendations were made to the City by Spicer Group.



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# THESE INSPECTIONS ARE ESPECIALLY IMPORTANT FOR THIS BRIDGE BECAUSE THEY'RE NONREDUNDANT STEEL TENSION MEMBERS...



**ON A BASCULE BRIDGE each side is able to be lifted**

The identified preventative maintenance repairs included structural steel paint, minor structural steel repairs, concrete deck and sidewalk patching, epoxy overlay on the deck surface, healer sealer on the sidewalk, and miscellaneous electrical repairs.

Spicer Group worked with the City of Manistee to prepare and apply for Local Agency Program funding from MDOT and the Federal Highway Administration. The funding was awarded and went towards covering 95% of the construction costs of nearly \$1 million.

The construction documents and specifications for the bridge repairs were all developed by Spicer Group, who also provided construction oversight and inspection during the renovations— this included steel inspection, paint inspection, and bridge balancing, along with daily reports, LAP, and office technician work.

Federal law states the Maple Street Bascule bridge must be opened to vessels on demand from May 1 to October 31 of each year. If the

bridge is not operational, it must be left in the open position as the navigation of vessels takes precedence over vehicle traffic. This was accounted for during the planning phase of the project when the team noted the bridge would need to be tarped to contain the sand blast material from the painting process. The bridge would not be able to be opened or closed during construction. Maintenance activities were scheduled to be completed in the winter months which also meant heating the tarped area to provide the proposed painting environment.

The project was completed a year before the \$14 million renovations of the Memorial Bridge began taking place and is used as part of the local detour.

## PREVENTATIVE MAINTENANCE REPAIRS

- *Structural Steel Paint*
- *Minor Structural Steel Repairs*
- *Concrete Patching*
- *Healer Sealer*
- *Miscellaneous Electrical Repairs*



# RENOVATING THE IDENTIFIED AREAS NOT ONLY FIXED THE CURRENT ISSUES OF THE BRIDGE BUT ALSO SERVED AS PREVENTATIVE WORK TO KEEP THE BRIDGE FUNCTIONING FOR MANY YEARS DOWN THE ROAD.

### TABITHA ARNOLD

Tabitha was recently hired as a Project Assistant in the Municipal Service Group at our Bingham Farms office.

### JILL BANK

Jill was recently hired as an Office Technician in the Construction Service Group at our Saginaw office. She earned her bachelor's degree in Business Administration from Baker College.

### KATIE BEAMISH

Katie recently joined our Water Resources Service Group at our Bryon Center office as a Project Assistant. She earned her bachelor's degree in Advertising from Grand Valley State University.

### LUCAS BEHM

Lucas was recently hired as an Environmental Technician in our Water Resources Service Group at our Lansing office. He earned his bachelor's degree in Environmental Science from Wayne State University.

### SHAWN BRAND

Shawn recently joined the Municipal Service Group at our Saginaw office as a Construction Service Technician. He is also a member of the U.S. Navy Reserves.

### RICHARD BROWN

Richard was recently hired as a Survey Technician in the Survey Service Group at our Saginaw office. He earned his associate's degree in Applied Science from Davenport University.

### PETER CHESEBRO

Peter was recently hired as a Design Engineer in the Water Resources Service Group at our Byron Center office. He earned his bachelor's degree in Civil Engineering from Calvin University and was an intern at Spicer Group for two years.

### BENJAMIN CLARK

Benjamin was recently hired as a Construction Services Technician in the Construction Service Group at our Saginaw office. He comes to Spicer with eight years of professional utility location experience.

### ANDREW FARRON, P.E.

Andrew recently joined the Municipal Service Group at our Traverse City office as a Project Manager. He earned his bachelor's degree in Mechanical Engineering from the University of Michigan and comes to Spicer with more than 10 years of experience.

### DENNIS FITZGERALD, P.E.

Dennis was recently hired as a Project Manager in the Transportation Service Group at our Dundee office. He earned his bachelor's degree in Construction and Contracting Technology from Purdue University. He is a licensed professional engineer and comes to Spicer with more than 39 years of experience.

### JAY GALLANT

Jay was recently hired as a Construction Services Technician in the Construction Service Group at our Saginaw office. He earned his bachelor's degree in Construction Engineering & Technology Management from Lawrence Technological University and was an intern with Spicer for one year.

### JOSEPH IVAN

Joseph recently joined the Corporate Service Group at our Saginaw office as a Project Analyst. He earned his bachelor's degree in Accounting from Northwood University.

### DANTE KILLEY

Dante was recently hired as a Construction Services Technician in the Construction Services Group at our Saginaw office.

### JACOB LANDREY

Jacob was recently hired as a Designer in the Municipal Service Group at our Saginaw office. He is currently earning his bachelor's degree in Mechanical Engineering from Saginaw Valley State University and has been an intern at Spicer since 2018.

### KAITLIN LEIPHEIMER

Kaitlin was recently hired as an Administrative Assistant at our Manistee office. She earned her bachelor's degree in Human Resources Management from Michigan State University.

### FERNANDO OLVERA

Fernando was recently hired as a Construction Services Technician in the Municipal Service Group at our Lansing office.

### BRENNAN PIKE

Brennan was recently hired as a Construction Engineer in the Construction Service Group at our Saginaw office. He earned his bachelor's degree in Civil Engineering from Michigan Technological University and spent the past four years as an intern with Spicer.

### MARY POLETTI

Mary was recently hired as a Project Assistant in the Water Resources Service Group at our St. Johns office. She comes to Spicer Group with more than 10 years of municipal clerk experience.

### CONNOR RAMMLER

Connor recently joined the Construction Service Group at our Saginaw office as a Construction Services Technician. He earned his bachelor's degree in Construction Management from Michigan Technological University.

### JORDAN RILEY

Jordan was recently hired as a Survey Technician in the Survey Service Group at our Dundee office.

### RYAN SPARKS

Ryan was recently hired as a Survey Technician in the Survey Service Group at our Atlanta Georgia office.

### KYLE STANGE

Kyle was recently hired as a Survey Technician in the Survey Service Group at our Saginaw office.

### SARA THIEL

Sarah recently joined the Planning Service Group in our Saginaw office as a Landscape Architect. She earned her bachelor's degree in Landscape Architecture from Ohio State University. She comes to Spicer with 20 years of experience in the public and private sectors.

### BRITTANY WALTERS-BARDWELL

Brittany was recently hired as a Project Assistant in the Water Resources Service Group at our Dundee office. She earned her bachelor's degree in Business Administration from the University of Toledo.

### TYLER WIELAND

Tyler was recently hired as a Construction Services Technician in the Construction Service Group at our Saginaw office. He comes to Spicer with more than a year of professional utility location experience.

### TRAVIS YELL

Travis recently joined the Water Resources Service Group in our Saginaw office as a Design Engineer. He earned his bachelor's degree in Environmental Engineering from Michigan Technological University.

### KORRINA YOUNG

Korrina was recently hired as a Construction Engineer in the Construction Service Group at our Saginaw office. She earned her bachelor's degree in Geological Engineering from Michigan Technological University.

# SPICER GROUP NEW HIRES

## Welcome to the Team



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