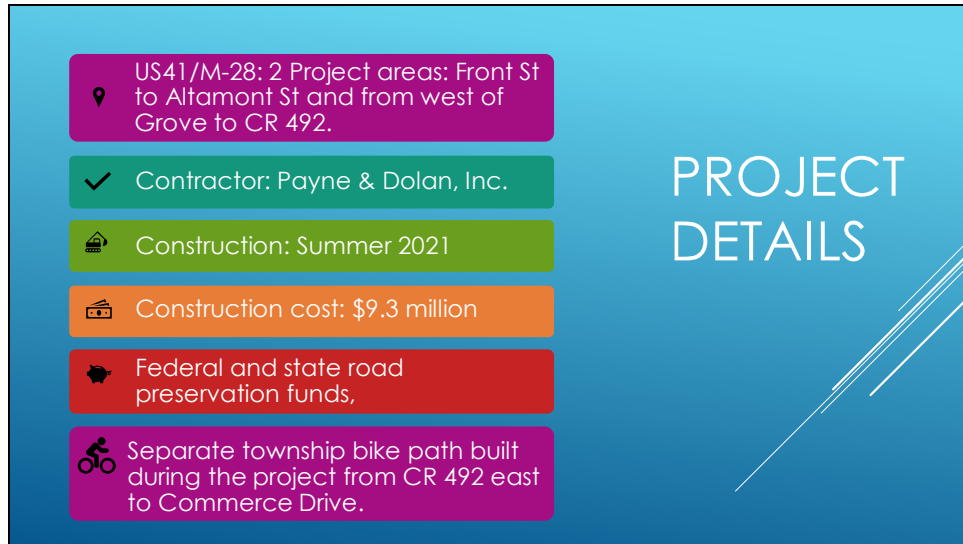




Welcome everyone to the Michigan Department of Transportation's public presentation on the 2021 US-41/M-28 repaving and rebuilding project in Marquette Township and the City of Marquette. I'm MDOT Communications representative Dan Weingarten. First, we'd like to thank the Marquette Township Board for giving us time in advance of their regular meeting. This year MDOT will be working on two sections of US-41/M-28 stretching from the Target/Walmart area down along the bypass to the roundabout on Front Street – one of the busiest stretches of roadway in the UP.

This evening, Jeff Rautiola, assistant construction engineer with our Ishpeming Transportation Service Center will give a brief project overview and Ben Carrigan, the Traffic & Safety engineer at the Ishpeming TSC, will talk about how the work will impact traffic. Then we'll moderate a brief question and answer period. Everyone is muted during the presentation, but you'll have an opportunity to ask questions in the Zoom Chat or speak after the presentation.

A graphic titled "PROJECT DETAILS" on a blue gradient background. It features six horizontal bars of different colors, each with an icon and text. The bars are: 1. Purple bar with a location pin icon: "US41/M-28: 2 Project areas: Front St to Altamont St and from west of Grove to CR 492." 2. Green bar with a checkmark icon: "Contractor: Payne & Dolan, Inc." 3. Light green bar with a construction hard hat icon: "Construction: Summer 2021" 4. Orange bar with a construction hard hat icon: "Construction cost: \$9.3 million" 5. Red bar with a piggy bank icon: "Federal and state road preservation funds," 6. Pink bar with a bicycle icon: "Separate township bike path built during the project from CR 492 east to Commerce Drive." The title "PROJECT DETAILS" is in white, sans-serif font on the right side of the graphic.


PROJECT DETAILS

- US41/M-28: 2 Project areas: Front St to Altamont St and from west of Grove to CR 492.
- Contractor: Payne & Dolan, Inc.
- Construction: Summer 2021
- Construction cost: \$9.3 million
- Federal and state road preservation funds,
- Separate township bike path built during the project from CR 492 east to Commerce Drive.

- **Review the project high points. Project construction work is necessary on these 2 portions of roadway in a busy urban area with upwards of 33,000 Average daily traffic.**
- **This project will be coordinated with work on a bike path construction between CR 492 and Commerce Drive with construction work being coordinated between the pathway and the driveways and intersections that the pathway crosses. In addition, it makes sense to perform at the same time to minimize the duration and impact to the corridor while it is already under construction.**

SCHEDULE

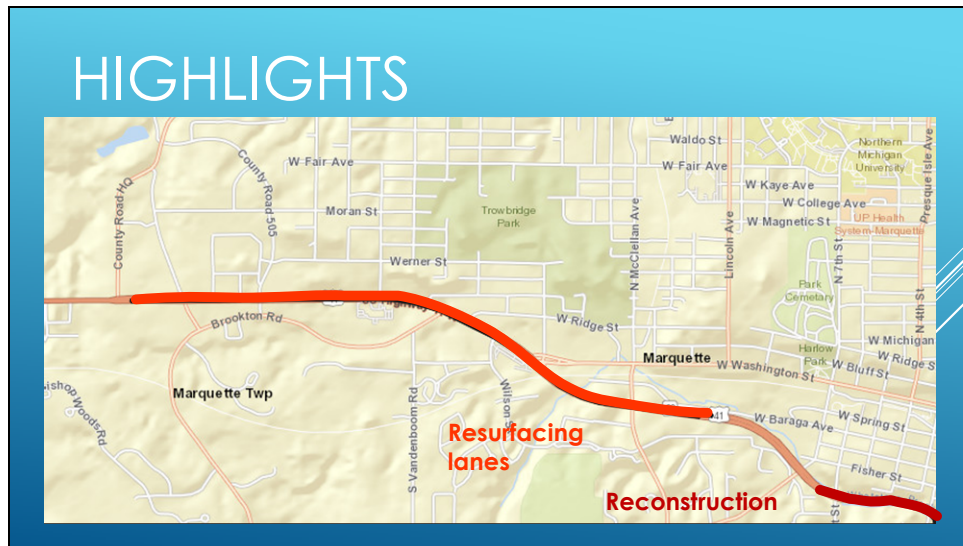
- 2021: May – October
- Paving work completed by Oct. 12



Project will start in early May and be completed by the end of October.

We had a preconstruction meeting this morning with the Contractor, subcontractors and utility companies and the project is on track to start as scheduled.

Additional updates and press releases will be provided as the project progresses. Township and City officials are welcome to attend progress meetings as the work progresses.



Project overview

The project can be broken down into two segments of US-41/M-28:

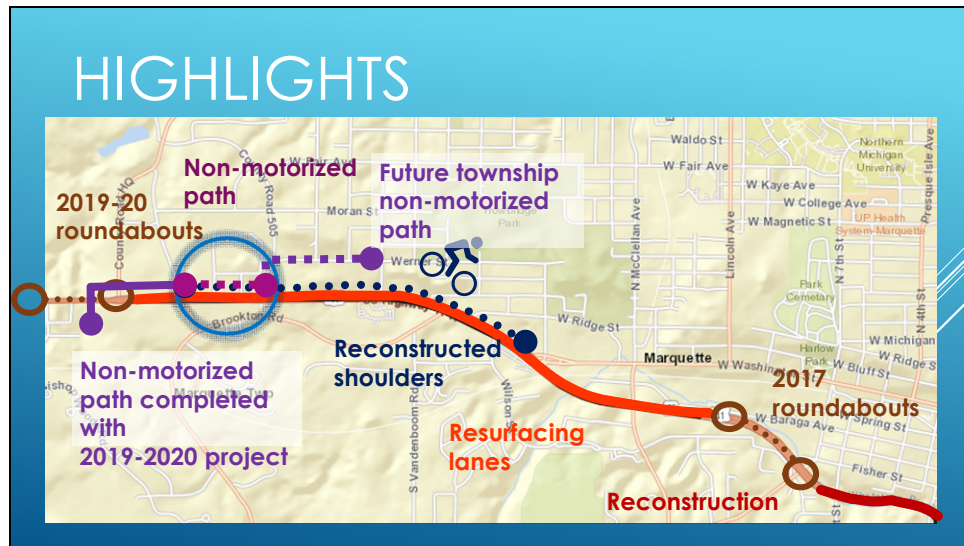
AREA 1: From CR492 to hospital roundabouts, where MDOT will rehabilitate the roadway, including asphalt resurfacing, storm sewer repairs, curb and gutter and sidewalk replacements, and related work.

AREA 2: From the hospital roundabouts to Front Street is a reconstruction project, involving complete rebuilding of the roadway.

PAVEMENT CONDITION



As can be seen from this image of the existing roadway condition, construction work is necessary for the continued operation of the roadway in this high-traffic area.



This will complete reconstruction on the corridor that's already seen major roundabout/reconstruction projects in 2017 and 2019-20

Improvements will include a smoother resurfaced pavement and reconstructed shoulders to benefit multiple users including bicyclists (from Wright Street to Washington Street). A separate non-motorized path is planned in conjunction with this project from Wright Street to Commerce Avenue. This path will provide safe access for bicycles and pedestrians and provide an important link between current (click) and future non-motorized improvements planned by Marquette Township.

Thru traffic will be maintained by lane shifts and lane reductions. Some local traffic detours during the project. Construction is being staged to minimize impacts to traffic during the heaviest traffic periods.

Ben Carrigan, the Traffic and Safety Engineer at our Ishpeming office, will now provide some more detail on the traffic impacts.

TRAFFIC CONTROL

LANE CLOSURES

- ▶ US-41/M-28 – one lane in each direction
- ▶ Switch between inside and outside
- ▶ Near capacity
- ▶ Night work

During our construction project this summer, traffic will be maintained with single lane closures. Currently we have 2 lanes of traffic in each direction, and they will each be reduced to one lane.

Early in the summer and later in the fall, we expect to leave two lanes open where possible to minimize the delays. But during the bulk of construction, we expect that it will be safer and less disruptive to traffic if that traffic stays in one lane rather than constantly merging in and out. This one lane of traffic will alternate between left and right as we work on various aspects of the project.

The section between Grove and Front St will be constructed independently, so you could start off shifted to the left in the first work zone, then further down the road be shifted to the other side.

This single lane configuration is similar to how traffic was maintained during the roundabout project a couple of years ago. Traffic models show that this will work, however we will be near capacity of a single lane, so expect some delays.

We will be using some mitigation strategies that we have available to us such as building temporary pavement, installing temporary signal timing to give more green time to US-41, and constructing some work during the night.



A lot of the construction will take place during the daytime. Anytime we don't need to work next to traffic, such as storm sewer work, ditching, concrete curb and gutter, even the full reconstruction between Grove St and Front St since we have additional pavement to run traffic on, we will perform the work during the day.

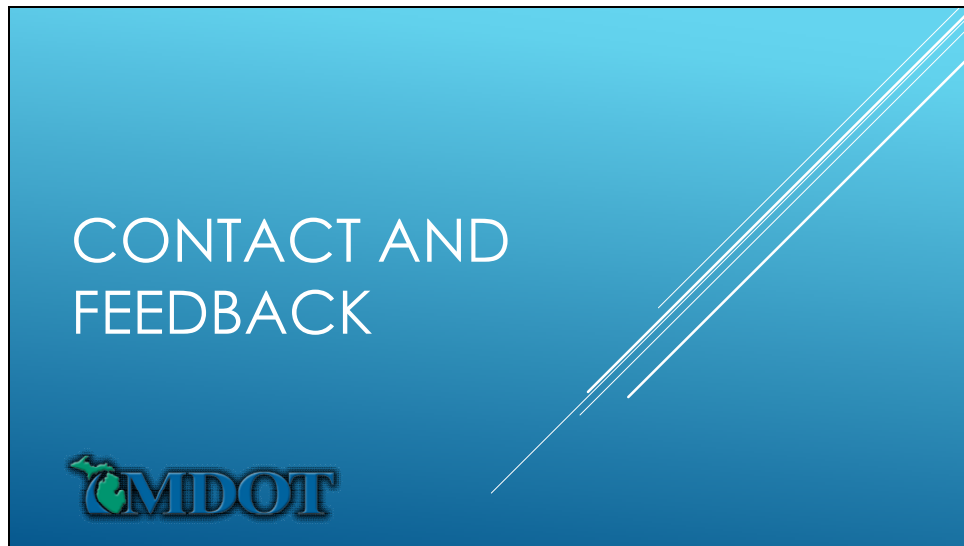
Anytime that we need to work up to the existing pavement joint between the two regular lanes, we will be close to active traffic lane, we plan to do that work at night. Throughout the project, width of the one open lane construction will be less than it normally is, however it will be narrower during nighttime construction to provide additional safety buffer for the workers.



As I stated earlier, there will always be one lane in each direction for thru traffic on US-41.

However, when we need to work in the approaches on the busier side streets, we will need to detour traffic from that side street. The only direct effect on US-41 traffic would be for anyone who intends to turn onto these roads, and they will need to follow the detour signing accordingly, otherwise this only affect traffic from the side street.

We plan to conduct these detours during the night to minimize the disruption and align with the planned work as the paving is intended to be performed at night.



**Thanks for taking the time to get the details on this major upcoming project.
We hope this presentation has provided a good overview.**

Looking for a printed copy of this presentation?
Want more detailed project drawings?

E-mail: weingartend@michigan.gov



If you'd like more information, contact us via e-mail weingartend@michigan.gov

We'll continue to release updates to the public and the media as the construction start gets closer.

We plan to have a project webpage live soon to serve as a hub for project background and contact information. Future news releases will have that link.

Title VI of the Civil Rights Act

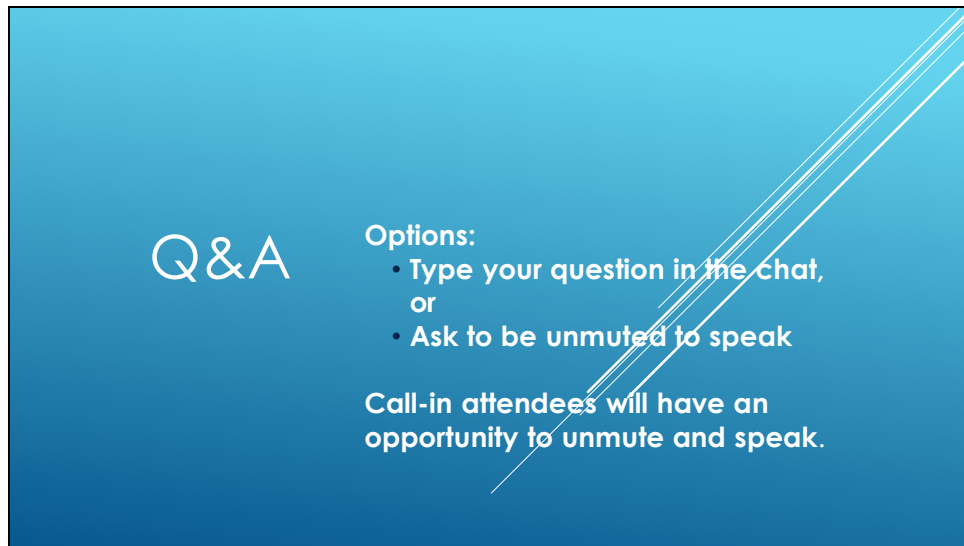
Title VI of the Civil Rights Act of 1964 requires MDOT to provide the opportunity for everyone to comment on transportation programs and activities that may affect their community. Please take this three-question survey. (Link is in the chat):

<https://bit.ly/3mOxDVF>

You can help MDOT comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.



Help us collect some demographic statistics. Take the short survey by following the link in the chat. Just three questions to help us assess our outreach efforts.



Q&A

Options:

- Type your question in the chat, or
- Ask to be unmuted to speak

Call-in attendees will have an opportunity to unmute and speak.

We have several MDOT folks from our Ishpeming service center in the meeting to answer questions, also Zach Lange – Payne & Dolan