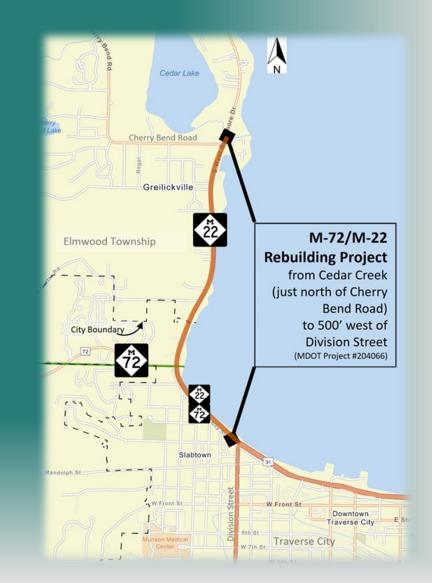
M-72/M-22 Rebuilding Project, Grand Traverse and Leelanau Counties



Project Overview

- Project limits Cedar Creek (just north of Cherry Bend Road to 500 feet west of Division Street)
- Length Approximately 2.2 miles
- Estimated project cost: \$24.6 million
 - Funded with state/federal dollars (20/80)
 - Tap Grant (Elmwood Township as joint applicant)
 - Federal rural grant funding
- 2025 construction
- Improves all modes of transportation:
 - Pavement reconstruction
 - Drainage stormwater quality improvements
 - Safety and operational improvements
 - Nonmotorized paths and Americans with Disabilities Act upgrades
 - Transit stops



Building on Previous Efforts

- Traverse City Bayfront Study July 2010
- Commercial Corridor Sub-Area Master Plan, Elmwood Township, August 2013
- Commercial Corridor Traffic Study Elmwood Township, July 2016
- Road Safety Audit Report M-22 MDOT February 2020
- Grandview Parkway, Bay Shore Drive Concept Review and Discussion MDOT, February 2022
- Road Safety Audit Report Grandview Parkway MDOT April 2022



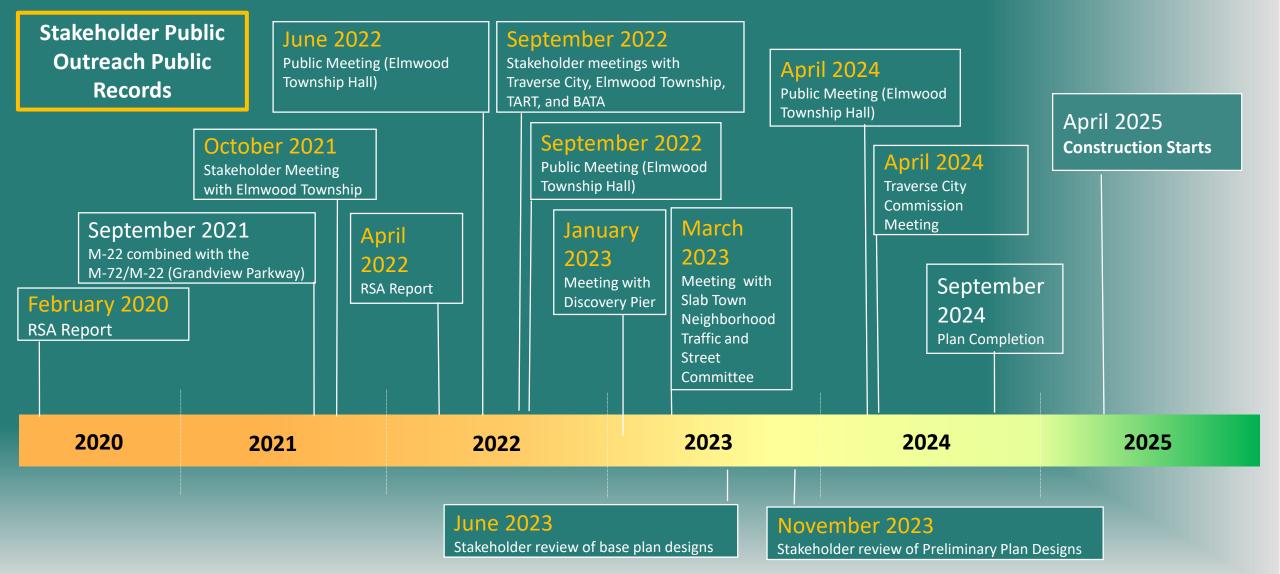
Participating Stakeholders, Design Elements of Local Interest

• Elmwood Township

- City of Traverse City
- Grand Traverse County
- Grand Traverse County Road Commission
- Leelanau County
- Leelanau County Road Commission
- Traverse City Area Public Schools (TCAPS)
- Bay Area Transit Authority (BATA)
- Traverse Area Recreation Trails (TART)
- Discovery Center and Pier
- Slabtown Neighborhood Association
- Bingham Township
- Local newspaper/media outlets

- Roundabout operation
- Pathway/trailway connectivity
- Safety improvements
- Transit facilities
- Maintenance of traffic during construction
- Right of way parcels
- Access management
- Stormwater quality
- Utility coordination

Stakeholders and Public Outreach Efforts



Initial Concepts Presented June 14, 2022

CONCEPT: CONSTRUCT ROUNDABOUT AND MAINTAIN BAY STREET ACCESS AT M-72



FEATURES: - ONE WAY ACCESS ON BAY STREET - MAINTAINS PARKING ON BAY STREET - CREATES "STOP" CONDITION, "DO NOT ENTER" AT SPRUCE STREET



CONCEPT: MAINTAIN ACCESS TO BAY STREET FROM GRANDVIEW PARKWAY

FEATURES: - TWO WAY ACCESS ON BAY STREET - REDUCES PARKING ON BAY STREET - CREATES "STOP" CONDITIONS ON BAY STREET





CONCEPT: CONSTRUCT ROUNDABOUT AND CLOSE BAY STREET ACCESS AT M-72 FEATURES:

- MINIMIZES RIGHT OF WAY IMPACTS - MAY BE COMBINED WITH ACCESS OPTIONS TO BAY STREET DIRECTLY FROM - GRANDVIEW PARKWAY - HIGHEST LEVEL OF SERVICE (A) PERFORMANCE AT M-72 INTERSECTION

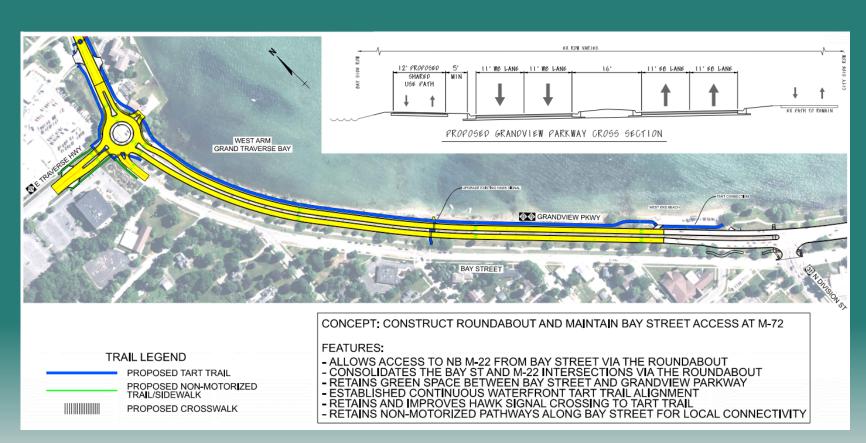


CONCEPT: INDIRECT LEFT TURNS FROM M-72 UTILIZING MEDIAN CROSSOVERS TO GO NORTH ON M-22 FEATURES: - ALLOWS DIRECT LEFT TURNS ONTO M-72 FROM GRANDVIEW PKWY - MEDIAN CROSSOVERS MAY NEED TO PROHIBIT TRUCK MOVEMENTS - ACCESS TO BAY STREET FROM M-72 IS OPTIONAL





Updated Concept Presented September 2022





Nonmotorized Pathway Improvements

Features:

- Continuous 12-foot-wide shared use pad along Grandview Parkway
- Continuous 5-foot-wide sidewalk on west side of M-22
- Continuous 10-foot-wide path on east side of M-22
- High-visibility locations
- Retains and improves existing HAWK signal at westend beach
- Allows for future connections to Leelanau Trail
- Keeps pathways along Bay Street



Pedestrian Crossings

Accessible Visible Site-specific Optimally located Safe for all users



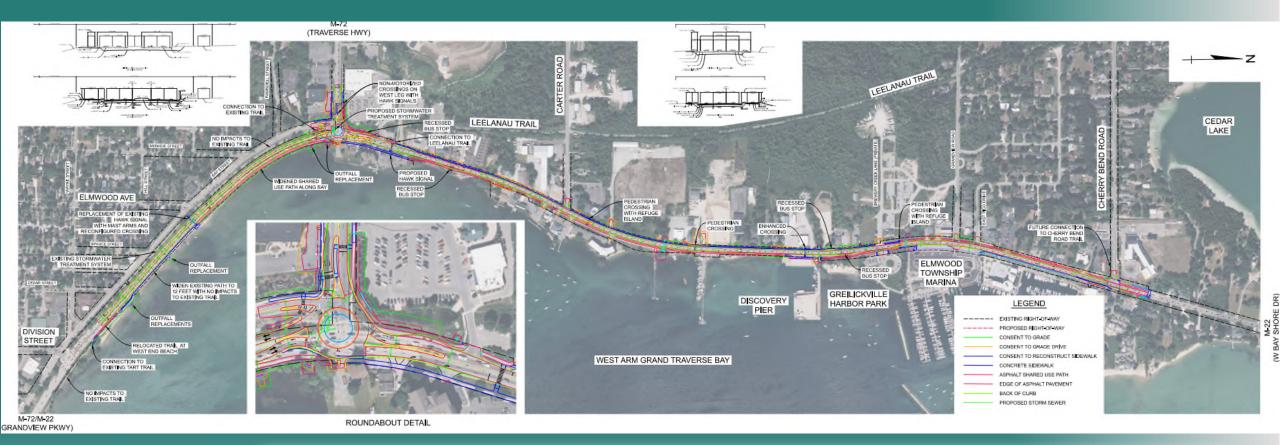








MDOT Project Information





Visit the MDOT project webpage for project information: www.Michigan.gov/MDOT/Projects-studies/M-Route-Construction/M72-M22-Rebuilding-Project-Grand-Traverse-County

