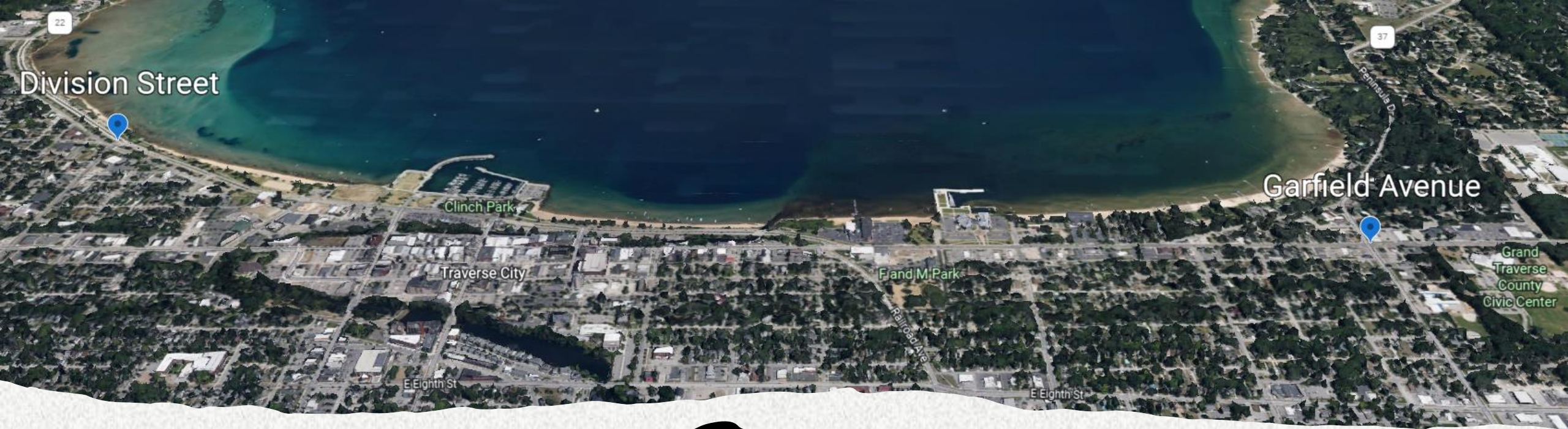


Grandview Parkway Letter of Understanding

CHRIS ZULL, PE – TRANSPORTATION PRACTICE LEADER, PROGRESSIVE AE

OUTLINE

- Project Overview
- 1947 Agreement
- What is the purpose of the LOU?
 - Successes
- Schedule
- 5-2-22 Commission Feedback
- Consequences of a Yes vote
- Consequences of a No vote



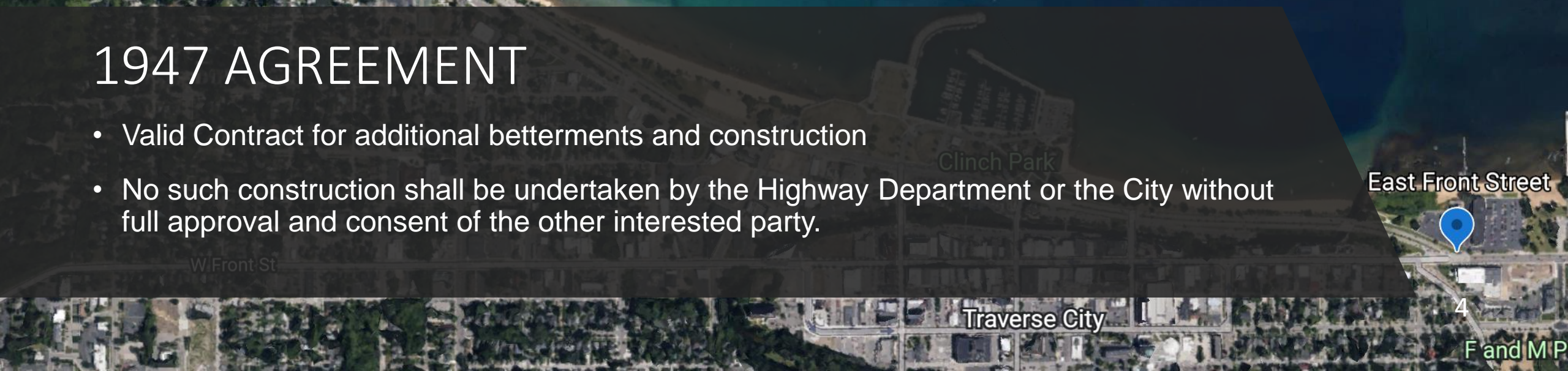
PROJECT OVERVIEW

- US-31/M-37/M-72 (Grandview Parkway) from Division Street (US-31/M-37) to Garfield Avenue
- City of Traverse City, Grand Traverse County
- \$21.7M Programmed Investment



1947 AGREEMENT

- Valid Contract for additional betterments and construction
- No such construction shall be undertaken by the Highway Department or the City without full approval and consent of the other interested party.



3-21-22 MDOT LETTER OF UNDERSTANDING

- MDOT to construct as coordinated through weekly project team meetings
 - Plan detail development continues
 - Design is substantially complete (95+%)
- Incorporate City water and sanitary sewer utility work as part of the project
- Coordinate grading and traffic detour permitting with Traverse City Engineering
- Incorporate signage to encourage the use of Garfield Avenue
- Increase left turn lane storage for EB Front at Garfield Avenue
- Look to program a future project for M-37 north of Front Street

SUCSESSES – TRAVERSE CITY

The design process proceeded with the mutual **intent to slow traffic** and improve infrastructure for all users resulting in benefits to the City in excess of \$1.15M. These successes include:

1. Geometric improvements at intersections to improve traffic safety, pedestrian and cyclists' mobility, and operations
2. Improvement of sidewalks, trails, and related non-motorized facilities within the project
 - a. Including intentional design consideration for future trail and lighting projects*
3. Landscaping along the corridor including new medians with plantings
4. Traffic control and pavement replacement to install City water distribution and sanitary sewer system infrastructure
5. Installation of a water quality treatment system at the Barlow Street intersection, improving water quality along the shore of West Bay adjacent to the Senior Center
6. Installation of a water quality treatment system at the Rose Street intersection, improving water quality along the shore of West Bay adjacent to the Rose Street right of way
7. Increased storage for the storm water system

SUCSESSES - PROJECT

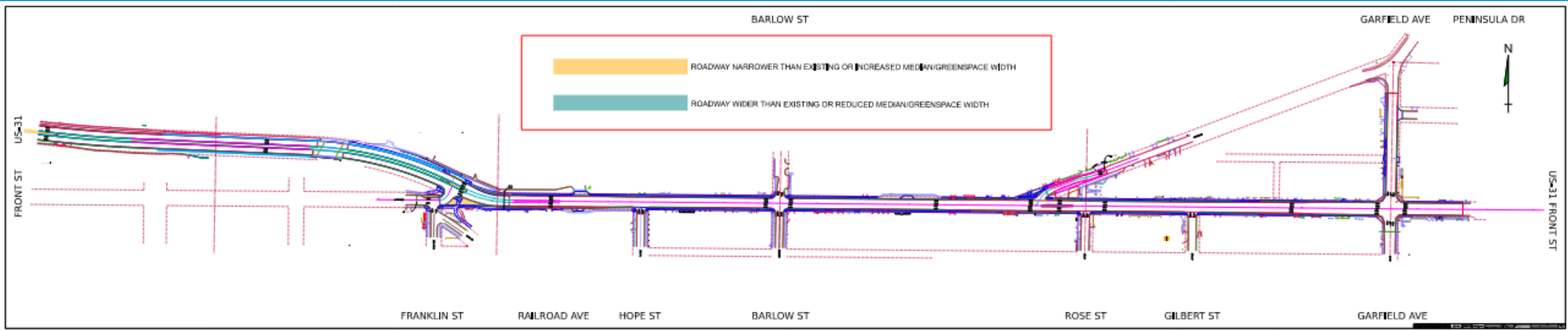
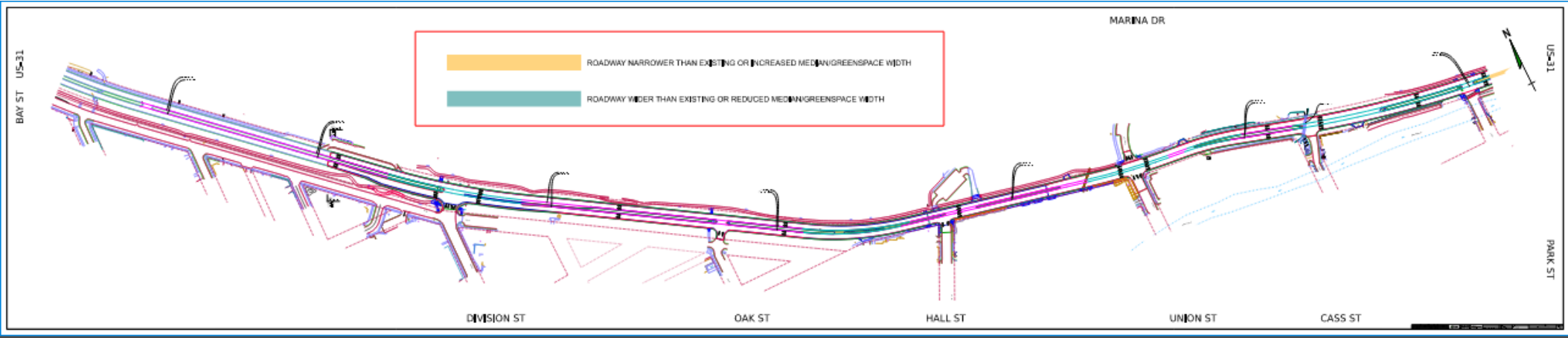
As a direct result of our commitment to design together, the following examples of design successes that directly relate to the mutual **intent to slow traffic** and improve infrastructure for all users include:

1. Front Street and Grandview Parkway intersection design
2. Design variance for narrowed travel lanes on NHS route (potentially first ever approved in Michigan)
3. Project is designed in such a way as to not preclude any potential future trail expansion or lighting projects
4. All pedestrian/trail crossings of Grandview Parkway will be 12' wide along with:
 - a) New pedestrian island and marked crossing near Rose/Peninsula
 - b) Underground conduit for potential future PHB at Rose/Peninsula, Hope, and Oak
 - c) Audible pedestrian signals at Division, Union, and East Front Street

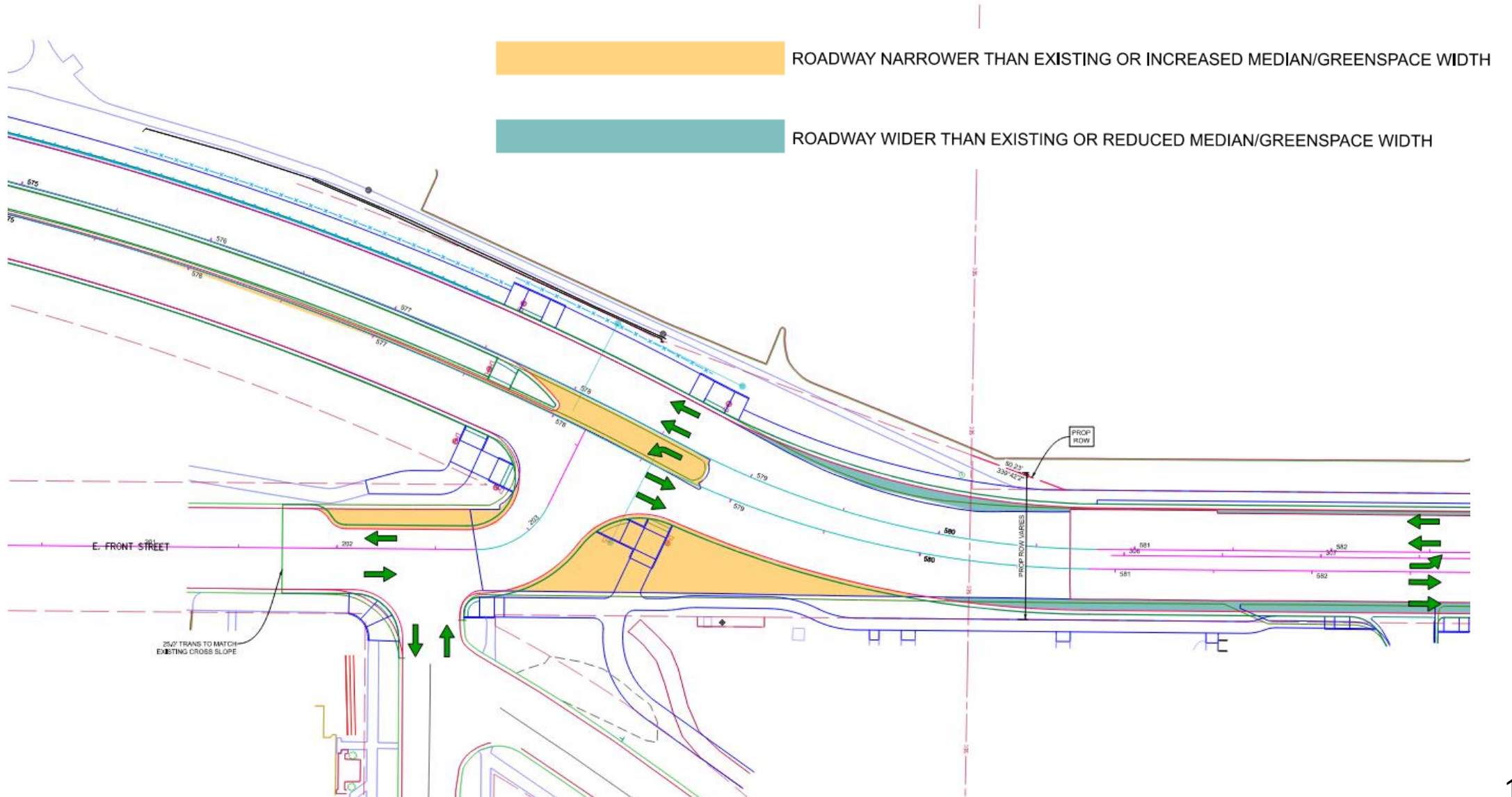
5-2-22 CITY COMMISSION FEEDBACK

- Design Exception – Lane Width
 - MDOT reports that the design exception for this project is to be approved at the region level and all indications are that this will be approved
- Curb to Curb map
- Radius of WB Grandview Parkway at Front Street
- HAWK Installation Cost
 - Estimated \$60-100K
- Garfield Intersection
- Division Total Crossing Distance
- Stormwater Maps

CURB TO CURB MAP



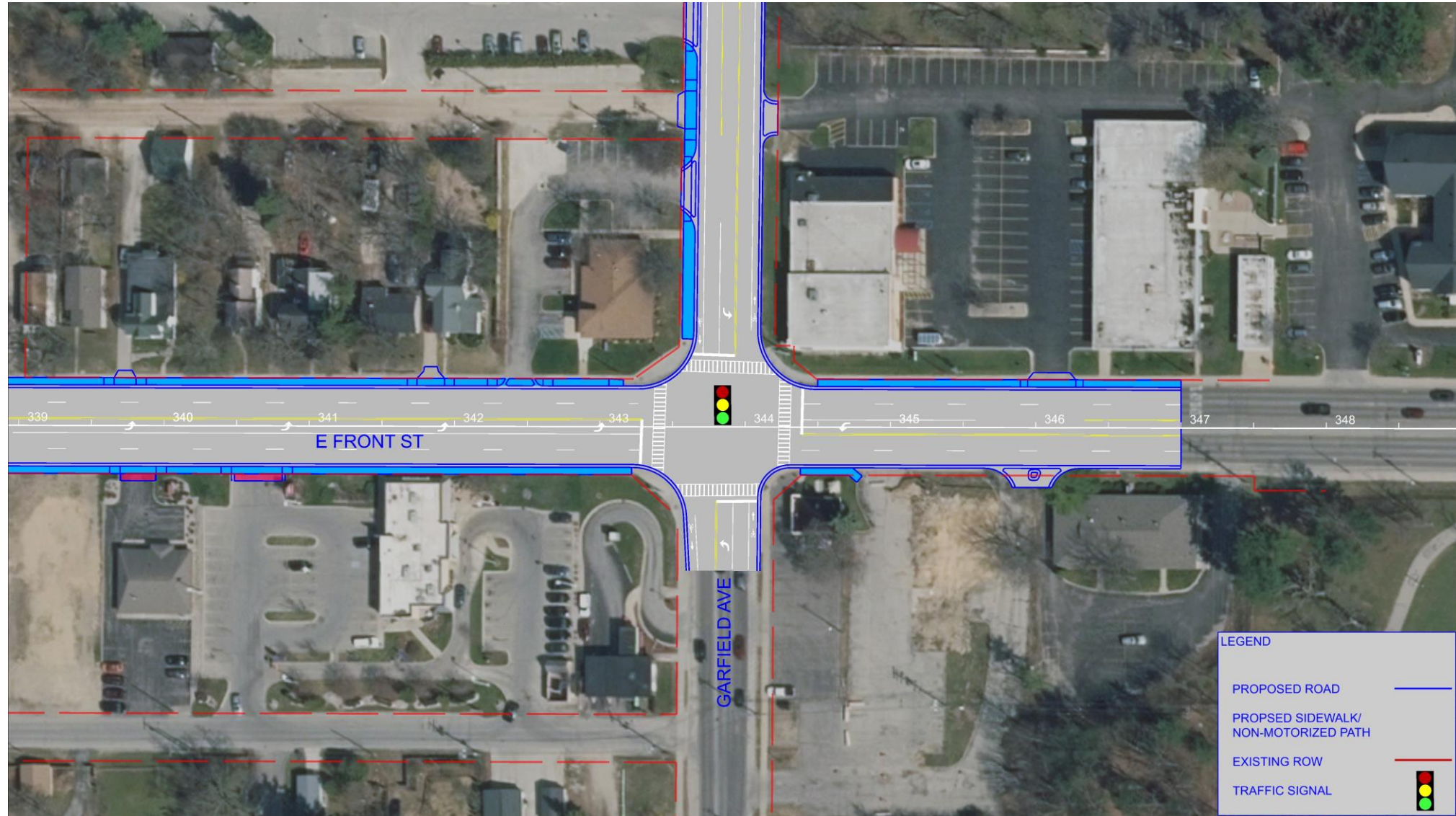
Radius of WB Grandview Parkway at Front Street



TOTAL PROJECT PAVEMENT IMPACTS

- Paved travel way **increase:** **19,210 sft**
- Paved travel way **decrease:** **30,210 sft**
- Total **decrease:** **11,000 sft**

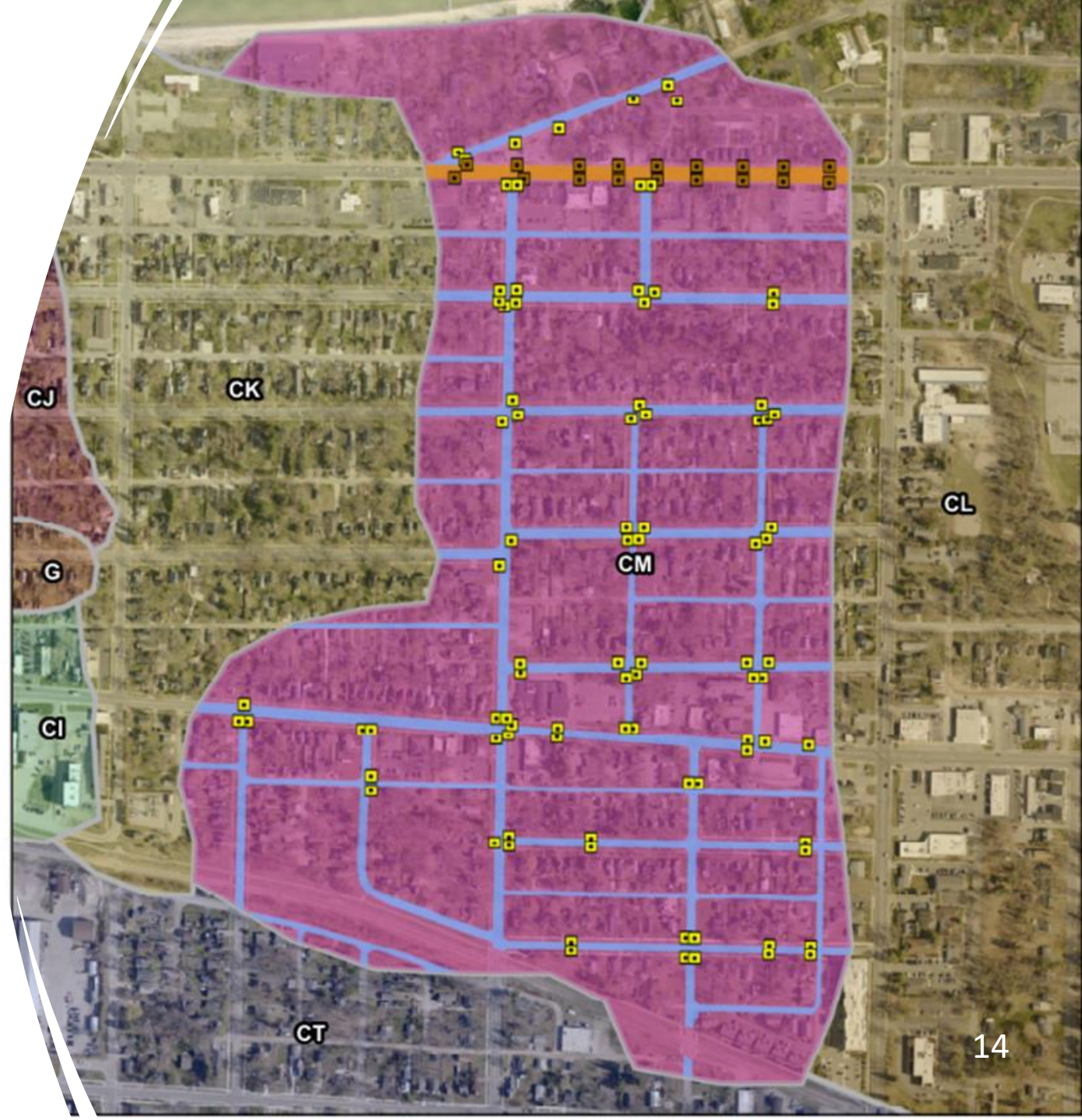
E Front Street and Garfield Intersection



DIVISION TOTAL CROSSING DISTANCE

- Existing – 120':
 - Division – approximately 50'
 - Grandview Parkway
 - East Leg 70'
 - West Leg – no crossing
- Proposed – 161':
 - Division – 77'
 - Grandview Parkway – 84'
 - East Leg – no crossing
 - West Leg – eastbound (40'), median (18'), westbound (26')

WATER QUALITY
TREATMENT
SYSTEM AT
BARLOW
STREET SERVES:



WATER QUALITY
TREATMENT
SYSTEM AT
ROSE STREET
SERVES:



WHAT'S NEXT?

- Scheduling
 - Phasing
 - Coordination with local bridge construction
 - Special Events coordination
- Permitting and Agreements
 - Consent to Grade
 - Detour Routes
 - Traffic Control Plan
 - Cost Share
- Where are we in the process?
 - Final MDOT plan submittal is pending, November letting
- What comes next?
 - Future opportunities
 - TART Trail expansion
 - Lighting improvements
 - Coordination on other projects in the MDOT 5-year capital plan

SCHEDULE

- Project is targeting a November 2022 Bid Letting
- Parkway Construction will not be concurrent with 2023 Traverse City bridge projects
- Prep and some utility work to be completed after Labor Day 2023
- Full construction to occur the entire construction season of 2024 (March-November)
- Final restoration in spring of 2025



CONSEQUENCES OF A YES VOTE

- Reconstructed road per design in 2024
- Safety benefits of design realized sooner
- Major traffic impacts during construction
 - **Local detours due to city requested utility work**
- City cost participation
- Improved relations with MDOT

CONSEQUENCES OF A NO VOTE

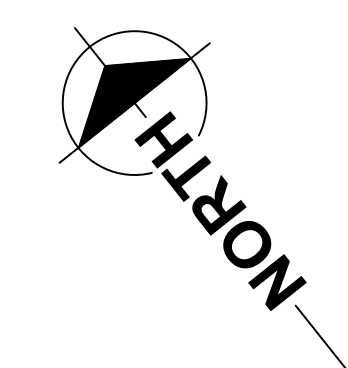
- **Grandview Parkway and East Front Street do not get reconstructed until 2029 at the earliest**
- **Pavement preservation project likely to be programmed instead**
- **\$19M investment spread to other projects in the region**
- **Damaged partnership with MDOT**

Thank you,

Chris Zull

ZULLC@PROGRESSIVEAE.COM

progressive|ae



SCALES
PLAN 1"=100'

MATCH LINE
US-31 GRANDVIEW PARKWAY

US-31 GRANDVIEW PARKWAY

ELMWOOD AVE

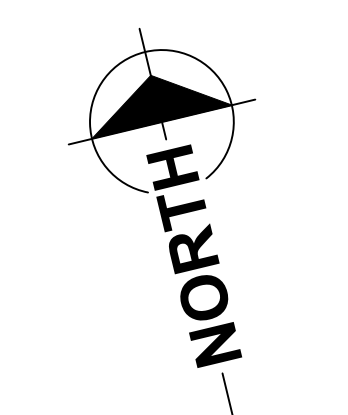
SPRUCE ST

CEDAR ST

WAYNE ST

US-31

OAK ST



SCALES
PLAN 1"=100'

MATCH LINE
US-31 GRANDVIEW PARKWAY

MATCH LINE
US-31 GRANDVIEW PARKWAY

PROPOSED: 36'
EXISTING: 45'

HALL ST

PROPOSED: 52'
EXISTING: 50'

PROPOSED: 43'
EXISTING: 43'

UNION ST

PROPOSED: 52'
EXISTING: 56'

PROPOSED: 40'
EXISTING: 40'

CASS ST

PROPOSED: 60'
EXISTING: 60'

PROPOSED: 41'
EXISTING: 41'

PARK ST

30,210 SFT ROADWAY NARROWER THAN EXISTING OR INCREASED MEDIAN/GREENSPACE WIDTH

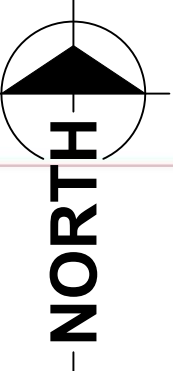
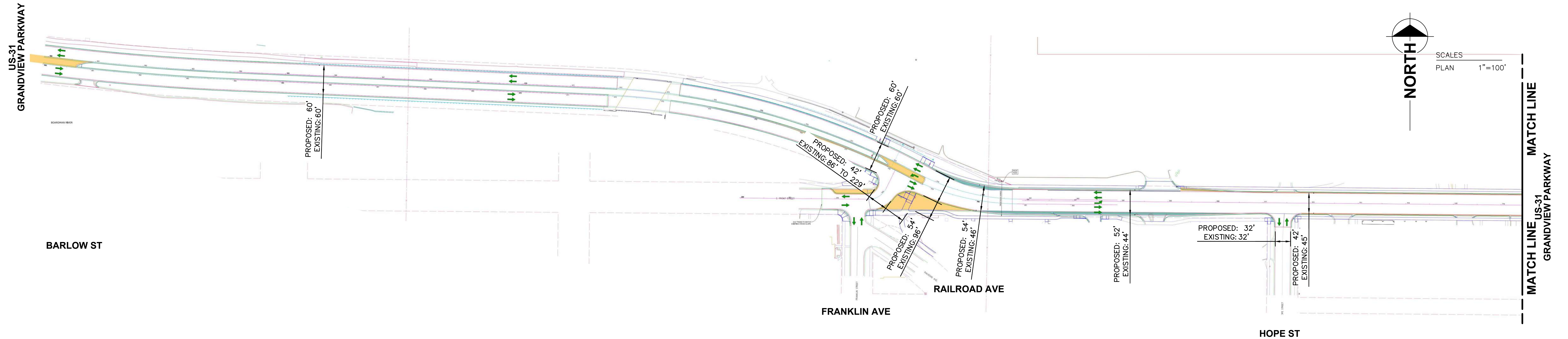
$\Delta = 11,000$ SFT

19,210 SFT ROADWAY WIDER THAN EXISTING OR INCREASED MEDIAN/GREENSPACE WIDTH

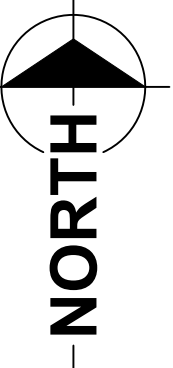
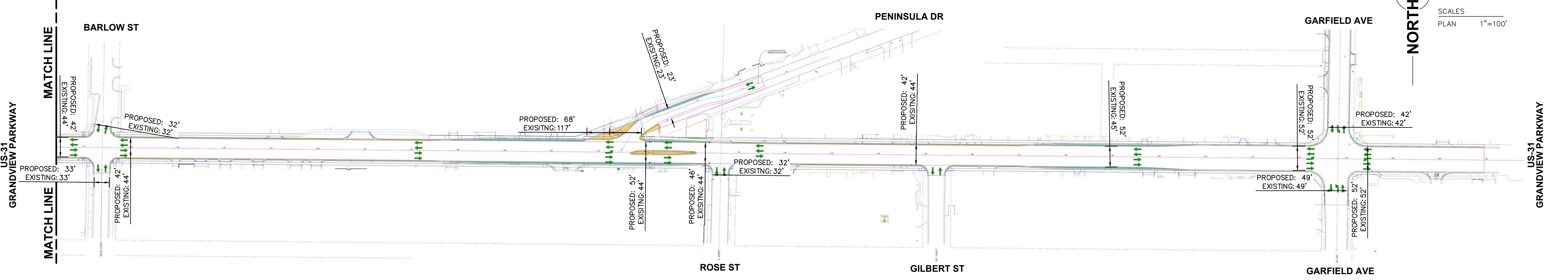
RECONSTRUCTION OF
GRANDVIEW PARKWAY
ROADWAY EXISTING
AND PROPOSED DIMENSIONS



SHEET: 1 of 2



SCALES
PLAN 1"=100'



SCALES
PLAN 1"=100'

30,210 SFT	ROADWAY NARROWER THAN EXISTING OR INCREASED MEDIAN/GREENSPACE WIDTH
$\Delta = 11,000$ SFT	
19,210 SFT	ROADWAY WIDER THAN EXISTING OR INCREASED MEDIAN/GREENSPACE WIDTH

RECONSTRUCTION OF
GRANDVIEW PARKWAY
ROADWAY EXISTING AND PROPOSED DIMENSIONS

