

## Chapter 7

# ACCESS MANAGEMENT RELATED ACCOMPLISHMENTS

### Introduction

The US-41/M-28 Access Management Plan was the first of its kind in the Upper Peninsula. Since 2004, when the Corridor Advisory Group first established a united front to improve access along the corridor, many improvements have occurred. This section of the Plan is a compilation of such accomplishments that have improved the safety along the US-41/M-28 corridor, one access point at a time.

### Summary of Major Accomplishments on the Corridor

#### US-41/M-28 and Front Street Roundabout, 2010, City of Marquette

The first roundabout in the Upper Peninsula was opened in August 2010 at Front Street and US-41/M-28. The former intersection had unique geometry (see Photo 7-1) with US-41/M-28 curving to the south to bypass downtown Marquette and Front Street merging into US-41/M-28. Traffic was required to crossover many lanes to complete turning movements without a traffic signal.

Photo 7-1: US-41/M-28/Front Street intersection BEFORE/AFTER



The roundabout allows steady and safe traffic progression and preserves, if not enhances, the level of service at the intersection. The roundabout is a beautiful entry to Marquette from the south.

Erickson Street Crossover, Marquette Township

The Erickson Street intersection was the highest crash location in Marquette Township. The crossover at the intersection was closed in 2009 requiring motorists on Erickson Street to perform an indirect U-turn in order to head east.

Photo 7-2: US-41/Erickson Street Crossover, Marquette Township

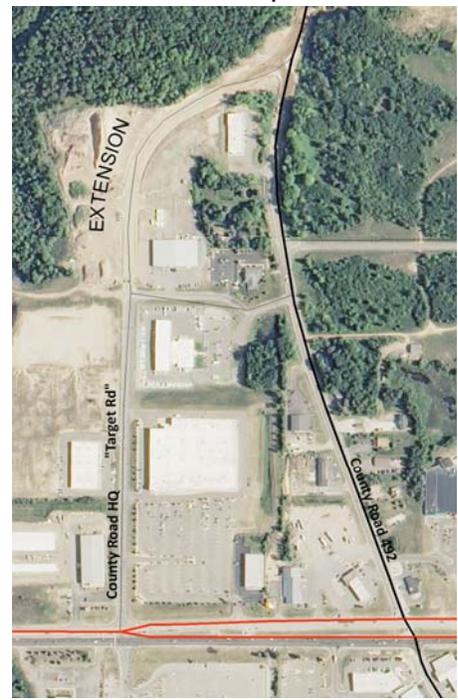


As part of the improvement, a right turning lane was constructed into the commercial complex at Hudson's Classic Grill.

Photo 7-3: Right Turn Lane, Marquette Township



Photo 7-4: Wright Street Extension, Marquette Township



County Road 492 Extension, Marquette Township

In 2009, the Marquette County Road Commission completed a road connection from current County Road 492 (Wright Street) near Forestville Road north to the traffic signal in front of Wal-Mart. This connection allows vehicles on Wright Street to move up the hill and turn onto westbound US-41/M-28 at a flatter grade. Truck traffic can make a direct left turn to head east at the traffic signal. Traffic turning left onto the new connection is controlled by a left turn arrow.

### Commerce Drive Extension, Marquette Township

During the summer of 2010, construction began on the extension of Commerce Drive to Brookton Road in Marquette Township. As part of this project, the traffic signal in front of Kohl's will be removed and a new signal installed at the US-41/M-28 and Commerce Drive intersection. This project improves north-south access along the corridor and provides better access for emergency services.

Photo 7-5: Commerce Drive Extension



### Lane Additions and Boulevard Extensions

#### Ely and Ishpeming Townships

A five-lane extension from County Road 496 in Ely Township, east to Westwood Drive in Ishpeming Township was completed. This project was a major capacity and safety improvement because the existing road was only two lanes. The extension accommodates the ingress and egress of traffic turning into the West Marquette County Transfer Station, turning onto Aspen Ridge Road, and turning into Country Road 496 at both intersections within this section of the corridor. This project eliminated the problem of sight interference from a power pole located along the northeast side of the US-41/M-28 and County Road 496 intersection.

#### Ishpeming and Negaunee Cities.

US-41/M-28 was widened to five-lanes from Malton Road in Ishpeming to Water Street in the City of Negaunee.

Other improvements to directional crossovers in Marquette Township:

- MDOT has painted the crossovers in Marquette Township with a crosshatch pattern to channel traffic into a single lane.
- The “Applebee’s” crossover was improved with the installation of a right in right out only island and hatching in the crossover. This crossover is now the primary Michigan left crossover for WB to EB traffic. The left turning lane was extended to accommodate more stacking as part of the Commerce Drive extension.
- The eastbound to westbound crossover directly east of the Target/Wal-Mart intersection was closed and the left turning lane was extended.

Adopted Access Management into Community Master/Comprehensive Plans:

- Marquette County- Adopted the US-41/M-28 Access Management Plan as part of the County’s Comprehensive Plan
- Marquette Township- Created and adopted a Road Facilities Plan in 2008.
- Negaunee Township- Currently drafting an access management plan as part of their Master Plan update.

Adopted Access Management Regulations into Zoning Ordinances:

- Ely Township,
- Negaunee Township,
- Marquette Township,
- Chocolay Township, and
- The City of Marquette adopts access management principles in form base code projects, district by district.

Accomplishments on the Corridor	
Municipality	Improvement/ Accomplishment
Ely Twp	Closed driveway and developed curb control at auto salvage on north side and closed one driveway at auto salvage yard across on south side of street, also improved curbing.
	Closed the second driveway 900' west of County Road CN.
	Constructed a passing flare at County Road CN.
	Closed off northbound connection and allow only southbound traffic on County Road CZ at US-41/M-28.
	Defined driveway using curbs at Marathon gas station parking area.
	Improved County Road 496 sight distance at intersection.
Ishpeming Twp	Extended five-lane from Westwood Drive in Ishpeming Township west through to Aspen Ridge School Drive.
	Added right-turn lanes at Cooper Lake Road for east and westbound traffic and opened the radius on the turns.
Ishpeming City	A five-lane widening from Second Street in City of Ishpeming to Water Street in City Negaunee.
	Improved pedestrian crossing at Second Street intersection with traffic signal upgrade and full pedestrian heads in 2010.
Negaunee City	Made improvements to Cambria Road intersection.
	Tilot Road (near Cambria Road, middle access point) was better defined.
	Better defined the driveways and curbs at Baldwin Avenue, southeast corner of US-41/M-28.
Negaunee Twp	Better defined driveways at SEMCO gas and encouraged connections between parcels.
	Closed driveway on south side 100 feet east of intersection on Pond Road.
	Closed middle driveway to M&G Party Store/Marathon (currently Kassel's Korner) on north side.
	Better defined curbs on south side between guard rails in Negaunee Township.
	Closed median opening in Negaunee Township.
	Made improvements to the easterly Midway Drive intersection.
	Better defined the driveways and curbs across from Industrial Park Road
	Closed County Road JPC approx. 100 feet east of railroad crossing.
	Lowered US-41/M-28 under the railroad crossing to increase the clearance from 14' to 14'6" to better accommodate westbound truck traffic.
	Widen width of median and better define median crossovers when improving boulevard from Negaunee Township to Marquette Township line (L). See page 4-2 for further discussion.
Marquette Twp	Right turn lanes off US-41/M-28 have been added at the Brickyard Road intersection.

	Closed driveway on the north side of US-41/M-28 east of Brickyard Road.
	"Target Drive" was extended to Wright Street (County Road 492).
	Culvers and Red Lobster parking lots were interconnected and rear access to Brookton Road was constructed.
	Right turn only island installed with right turn only signs coming out of Applebee's.
	Removed the traffic signal at Kohl's.
	A new signal with pedestrian crossing is established at Commerce Drive which was also extended south to Brookton Road.
	The west and middle driveways to Frei Chevrolet on south side have been blocked and are not being utilized.
	The Erickson Street crossover was removed. This was the highest crash intersection in Marquette Township. A right turn lane into the Hudsons/Comfort Suites development was constructed.
	Crossovers along the corridor have painted crosshatching to reduce double stacking of vehicles in these single lane crossovers.
	The eastbound to westbound crossover directly east of the Wal-Mart/Target intersection was closed and the left turning lane into Wal-Mart was extended.
Marquette City	Closed the west driveway to Big Boy.
	Extended Seventh Street creating an additional north-south access in the City of Marquette.
	Reconstructed the Front Street intersection into a roundabout.
	Closed the north driveway of Rent All (now Lakeshore Rental and Service) north of Genesee Street.
	Closed the south driveway of Cliff's Muffler Shop at Genesee Street.
	Closed the south driveway to Pepsi distributor at Furnace Street.
Chocolay Twp	A pedestrian tunnel was constructed linking the pedestrian/bicycle pathway on the east side of the highway to the newly constructed pathway on the west side.
	A bicycle path was constructed on the west side of US-41/M-28 from the new pedestrian tunnel to Silver Creek Road.
	The pedestrian overpass was removed.
	Intersection improvements were made at Silver Creek Road.
	Intersection and drive (The Dry Dock Bar) was improved.
	A service road was constructed at the northeast corner of the intersection with M-28 encompassing Holiday gas station, the building with Togos, and the Gateway Plaza.
	The Cherry Creek Road, M-28 intersection was reconstructed with new signals.
	Significant trail development occurred in Chocolay Township in 2010 including pedestrian/bicycle pathway along M-28 and a rail trail improvement into Alger County.

