



**CITY OF MARQUETTE
COMMUNITY DEVELOPMENT
300 W. BARAGA AVENUE
MARQUETTE, MI 49855
(906) 228-0425
www.mqtcty.org**

MEMORANDUM

TO: City Planning Commission
FROM: Dennis Stachewicz, Community Development Director
Mike Angeli, City Manager
DATE: March 8, 2016
SUBJECT: US-41/M-28 Highway Access Project - MCL 125.3861

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As a result of multi-year negotiations with Duke LifePoint (DLP), the City of Marquette entered into a purchase agreement for the sale of property to facilitate perhaps the greatest modern economic development project in the history of the City for the construction of a new hospital at the current Municipal Service Center location.

The successful retention of the hospital in the City limits, and their subsequent commitment to establish a Level II Tertiary Care Facility to serve the entire Upper Peninsula and Northern Wisconsin, requires the modification of the US-41/M-28 highway corridor and local street network.

The City of Marquette hired DLZ Michigan, Inc. of Lansing, Michigan to assist with the US-41/M-28 Highway Access Project. Their experience as an MDOT Pre-Qualified Traffic Planning and Engineering Firm, as well as their successful completion of other MDOT projects has brought a high level of credibility to the project team. Also included on the project team are the Planning and Engineering Divisions of the City Community Development Department and the Michigan Department of Transportation.

This memorandum outlines the responsibility of the Planning Commission for this project and our recommendations for a Preferred Alternative.

Planning Commission Responsibility

The Planning Commission is being asked to review and approve the Location, Character, and Extent of the improvements to the US-41/M-28 highway corridor from an Early Preliminary Engineering (EPE) perspective (local street engineering level drawings will be separate approvals per standing procedure).

This process is defined in Public Act 33 of 2008:

125.3861 Construction of certain projects in area covered by municipal master plan; approval; initiation of work on project; requirements; report and advice.

Sec. 61. (1) A street; square, park, playground, public way, ground, or other open space; or public building or other structure shall not be constructed or authorized for construction in an area covered by a municipal master plan unless the location, character, and extent of the street, public way, open space, structure, or utility have been submitted to the planning commission by the legislative body or other body

having jurisdiction over the authorization or financing of the project and has been approved by the planning commission. The planning commission shall submit its reasons for approval or disapproval to the body having jurisdiction. If the planning commission disapproves, the body having jurisdiction may overrule the planning commission by a vote of not less than 2/3 of its entire membership for a township that on the enactment date of this act had a planning commission created under former 1931 PA 285, or for a city or village, or by a vote of not less than a majority of its membership for any other township. If the planning commission fails to act within 35 days after submission of the proposal to the planning commission, the project shall be considered to be approved by the planning commission.

Project Details

The City of Marquette (City) is conducting an EPE study and preparing an Environmental Assessment (EA) for proposed transportation system improvements related to the relocation of the U.P. Health Systems Marquette (UPHSM). UPHSM is proposed to be relocated from its existing location on West College Avenue to a proposed site on West Baraga Avenue.

As a result of the hospital relocation, roadway, non-motorized facility, and access improvements will be needed to accommodate increased traffic volumes, traffic pattern shifts, and access between the hospital and US-41/M-28. Potential improvement alternatives considered include construction of new hospital drive accesses onto US-41/M-28, Baraga Avenue, and Washington Street; a bridge carrying Grove/7th Street over US-41/M-28; intersection upgrades (signalization and roundabouts); widening 7th Street ; non-motorized facilities; re-configuration/removal of parking, and re-alignment of local roads.

During the course of the study, detailed investigations are being undertaken to identify potential Social, Economic, and Environmental (SEE) impacts related to the improvements being considered. These SEE impacts will be documented in an EA as required by the National Environmental Policy Act (NEPA). In addition to meeting the requirements of NEPA, compliance with other relevant environmental regulations (e.g., Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act, etc.) will be accomplished during the EA process.

In the course of identifying alternatives, there were several criteria that needed to be addressed:

- Traffic Operations
- Safety
- Direct Hospital Access
- Local Access/Community Impacts
- Environmental Impacts
- Property Acquisition
- Planning Level Construction Cost
- Long Term Operational Cost
- Breaks in Limited Access Right of Way
- Flood Control Impacts
- Non-motorized Facilities

Five alternatives (attached) were considered and are generally summarized below (note – all alternatives require additional traffic planning for the McClellan and Baraga Street Intersection to the far west of the new hospital):

- Alternative 1 – New Roundabout intersection connecting the Bypass to Baraga Avenue with mini-roundabout entrance to the new hospital, elimination of the current Grove

Street intersection with the Bypass, construction of a bridge to connect Grove/Seventh Street, and Homestead Street becomes highway access to Grove Street.

- Alternative 2 (Staff Recommended Preferred Alternative) - New Roundabout intersection connecting the Bypass to Baraga Avenue with signalized* entrance to the new hospital and reconfiguration of Grove Street intersection to a roundabout (*Note - recommended modification for Preferred Alternative is to make entrance to new hospital at Baraga Avenue a mini-roundabout).
- Alternative 3 – Multi-signalized entrance to new hospital, directional crossovers, and reconfiguration of Grove Street intersection to a roundabout.
- Alternative 4 – Multiple signals along Bypass with signalized entrance to new hospital, relocation of Grove Street intersection and creation of a bypass road with multiple roundabouts.
- Alternative 5 – Do nothing (must be evaluated during the EA).

Location

The location of the improvements is tied to the location of the new hospital, as well as a condition of the purchase agreement between DLP and the City that provides a clause for “direct access” to the new hospital from the US-41/M-28 Bypass.

Please see attached evaluation matrix for summary of alternatives and how they address established criteria.

Character

The existing character of the project area is primarily residential with a mix of businesses and assisted living on the south side of the US-41/M-28 highway, adjacent to the Grove Street intersection.

Please see attached evaluation matrix for summary of alternatives and how they address established criteria.

Of considerable importance were the evaluation of impacts on access to local roads, residences, and businesses. As well, the degree to which alternatives impact surrounding natural resources, particularly the unique Whetstone Brook, are important to maintain the character of the area.

Extent

The extent of the project can be considered as, “is it enough to accommodate present and future needs, or is it too much?”

Please see attached evaluation matrix for summary of alternatives and how they address established criteria.

Of considerable importance again were the evaluation of impacts on local roads, residences, and businesses. The degree to which alternatives impact surrounding natural resources, particularly the unique Whetstone Brook, as well as the important flood retention area, were also a high priority.

Summary and Recommendation

As part of this process, the City held a public meeting on the enclosed potential improvement

alternatives on February 25, 2016, from 6:00 – 9:00 p.m. in the Citizen's Forum at Lakeview Arena (401 E. Fair Avenue). The summary of the public meeting and responses to comments/questions is attached.

It is recommended that the Planning Commission concur with the project team's recommendation for the location, extent, and character of a modified Alternative 2 to include a mini-roundabout at the new hospital entrance from Baraga Avenue for the US-41/M-28 Highway Access Project, as it is shown to be the best option to address the evaluation criteria, and present it the City Commission as the Preferred Alternative for this project.



Proposed Signal at
McClellan Ave/
Baraga Ave

Proposed Roundabout
(Could also be a signal
see Alternatives 2, 3, 4)

Proposed Flood
Control Structure



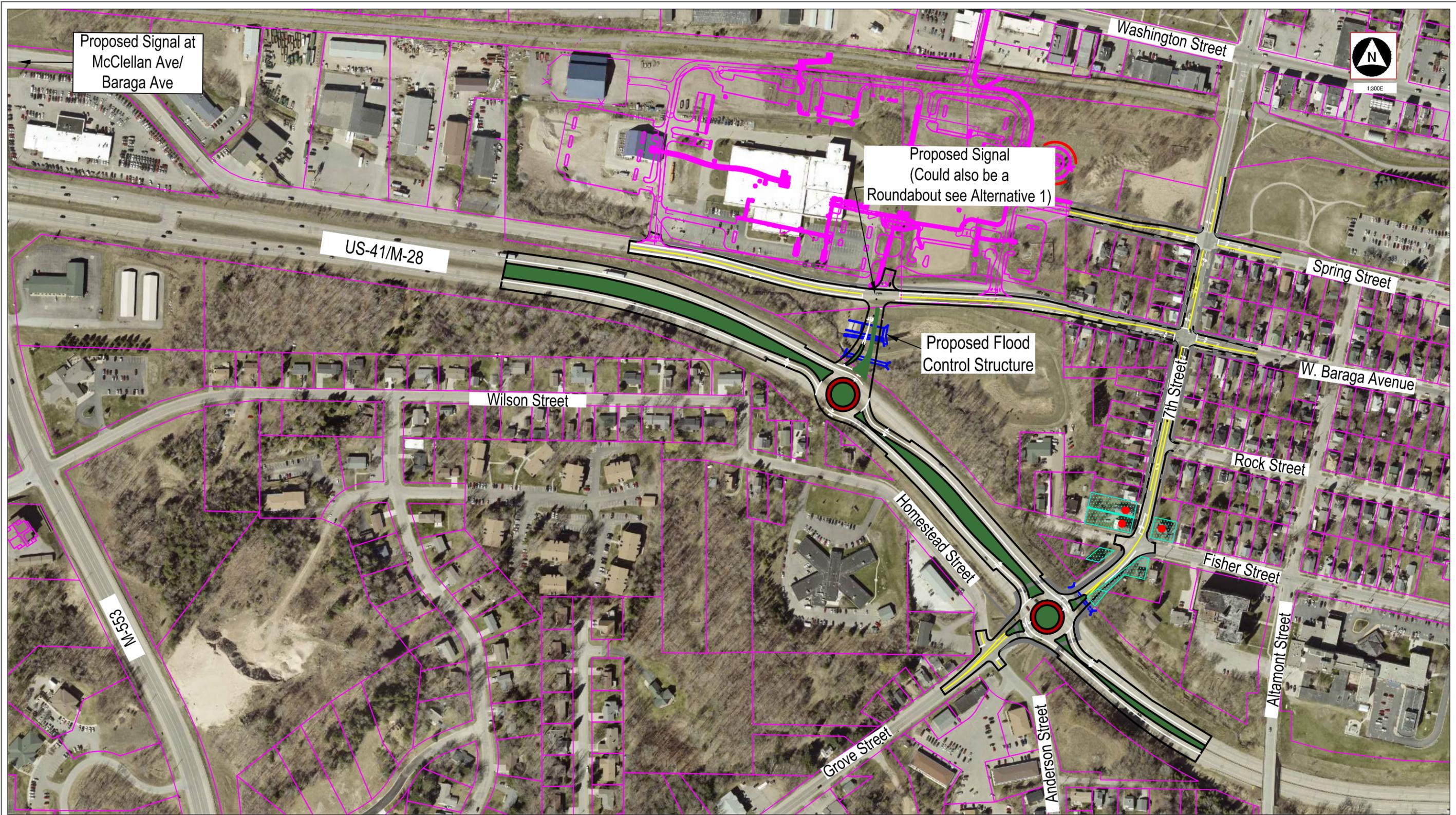
**CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY**



**FIGURE 1
ALTERNATIVE 1**

DRAFT
February 2016

Legend	
Proposed Hospital Site Plan	
Proposed Road Improvements	
Proposed Culvert	
Proposed Retaining Wall	
Proposed Bridge	
Proposed Median/Roundabout Islands	
Proposed Pavement Markings	
Proposed Pedestrian Facility	
Potential Property Acquisition	
Potential Relocation	



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 2
ALTERNATIVE 2

DRAFT

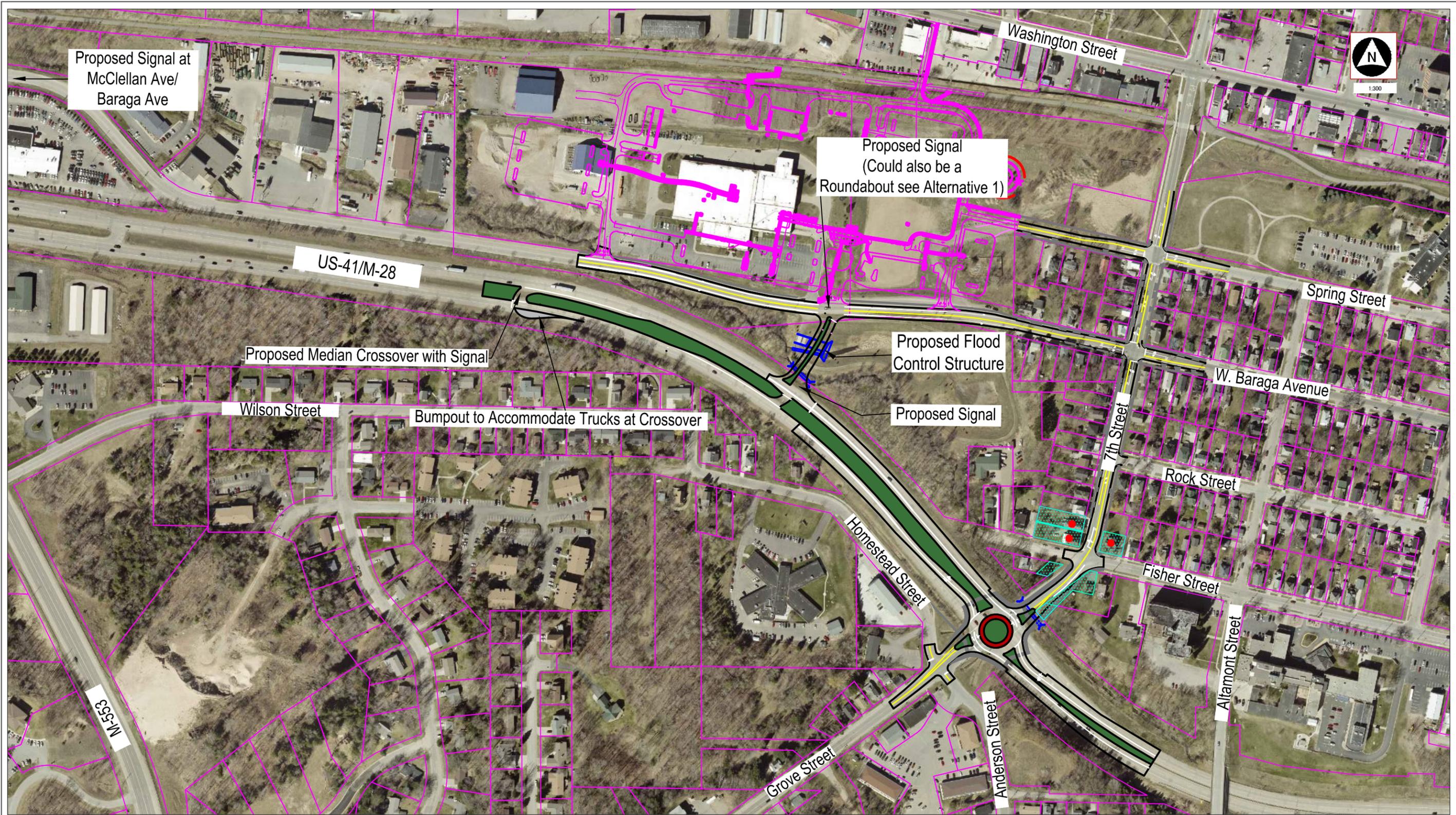
February 2016

- Proposed Hospital Site Plan 
- Proposed Culvert 
- Proposed Pedestrian Facility 

Legend

- Proposed Median/Roundabout Islands 
- Proposed Pavement Markings 

- Proposed Road Improvements 
- Potential Property Acquisition 
- Potential Relocation 



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 3
ALTERNATIVE 3

DRAFT

- Proposed Hospital Site Plan
- Proposed Culvert
- Proposed Pedestrian Facility

Legend

- Proposed Median/Roundabout Islands
- Proposed Pavement Markings
- Proposed Road Improvements
- Potential Property Acquisition
- Potential Relocation



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 4
ALTERNATIVE 4

DRAFT

- Proposed Hospital Site Plan
- Proposed Culvert
- Proposed Pedestrian Facility

- Legend**
- Proposed Median/Roundabout Islands
 - Proposed Pavement Markings

- Proposed Road Improvements
- Potential Property Acquisition
- Potential Relocation

City of Marquette - Hospital Relocation Study Comparative Evaluation of Transportation Improvement Alternatives (DRAFT)

Evaluation Criteria	Comments	Alternatives			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Traffic Operations	Overall efficiency of traffic operations. Factors include intersection operations and changes to travel time for local road network.	Moderate	High	Moderate	Moderate
Safety	Degree to which alternatives may reduce total crashes, injury crashes, and conflicts for vehicular and non-motorized users.	High	Moderate to High	Moderate	Moderate
Direct Hospital Access	Degree to which alternatives provide direct access from US-41/M-28 to hospital per purchase agreement between DLP and the City. Indicator of emergency response time and user convenience.	Provides full access from US-41/M-28 to hospital via roundabout intersection.	Provides full access from US-41/M-28 to hospital via roundabout intersection.	Allows all turning movements except direct left turn from hospital drive onto US-41/M-28.	Allows all turning movements except direct left turn from hospital drive onto US-41/M-28.
Local Access/Community Impacts	Degree to which alternatives impact access to local roads, residences, and businesses.	Eliminates direct access from US-41/M-28 to 7 th /Grove Street. Potential substantial impacts to businesses located near the US-41/M-28 & 7 th /Grove Street intersection.	Provides direct access to all local streets, residences, & businesses.	Provides direct access to all local streets, residences, & businesses.	Provides direct access to all local streets, residences, & businesses.
Environmental Impacts	Degree to which alternatives impact surrounding resources (e.g., wetlands, cultural resources, noise, streams, biotic communities, etc.)	Low to moderate	Low to moderate	Low to moderate	Low to moderate
Right-of-Way Acquisition	Impacts to businesses and residences caused by construction of project.	8 Residential Relocations 4 Partial Residential Acquisitions 4 Partial Commercial Acquisitions	2 Residential Relocations 3 Partial Residential Acquisitions	2 Residential Relocations 3 Partial Residential Acquisitions	12 Residential Relocations 1 Commercial Relocation 1 Partial Residential Acquisition 2 Partial Commercial Acquisitions
Planning Level Construction Cost	Includes construction cost, engineering costs, and ROW cost for improvements to US-41/M-28 and all local streets. All opinions in year 2017 dollars.	\$15,530,000	\$9,870,000	\$8,590,000	\$12,550,000
Long Term Operational Cost	Cost of ongoing operations including electricity (lighting), signal adjustment, bulbs/other equipment, mowing, maintenance, pavement markings, etc.	Moderate	Low to Moderate	Moderate	Moderate to High
Breaks in Limited Access Right-of-way	Net increase in number of breaks in limited access right-of-way	0	+1	+1	+1
Flood Control Structure Impacts	Degree to which alternatives impact flood control structure, floodplain, and storage basin.	Reconstruction of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Reconstruction of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Reconstruction of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Reconstruction of flood control structure. Significant impacts to storage basin. Significant impacts to floodplain.
Non-motorized Facilities	Degree to which alternatives accommodate bicyclists and pedestrians. Assessment is based upon (1) presence/type of crossing at 7 th St/US-41 intersection and (2) presence of sidewalks along local roads being improved.	High	Moderate to High	Moderate to High	Moderate to High

Notes:

The low/moderate/high rankings provide a qualitative comparison of relative impacts among the alternatives. These rankings were based on the professional judgment of the interdisciplinary project team.

The alternative(s) which best address each individual evaluation criteria are highlighted in green.



February 3, 2016





INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

OFFICE MEMORANDUM

DATE: 3/4/16
TO: Dennis Stachewicz, City of Marquette
FROM: Wes Butch, Consultant Project Manager
SUBJECT: Marquette Hospital Relocation Road Improvement Study
Summary of 2/25/16 Public Information Meeting

Meeting Purpose and Description

A public information meeting was held on February 25, 2016 at the Citizen's Forum located at Lakeview Arena in Marquette, Michigan. The purposes of the meeting were:

- to provide information to members of the public regarding the four transportation improvement alternatives under consideration
- to solicit input from the public regarding these alternatives and the relative advantages/disadvantages of each
- to provide members of the public an opportunity to ask questions regarding the alternatives, study process, and analysis results
- to allow City staff, City elected officials, and MDOT staff to gauge public opinion regarding the four alternatives

The meeting began at 6 PM with an open house format. Members of the public could circulate around the room and view various exhibits regarding the project. Staff members from the City, MDOT, and the City's consultant team were available for one-on-one discussions with members of the public. At 7 PM, there was a formal presentation regarding the project. At the conclusion of the presentation, members of the public were afforded the opportunity to ask questions or make comments, with responses provided by City staff, MDOT staff, and the City's consultant team. From approximately 8 PM until 9 PM, there was again an open house format session for residents to have one-on-one interaction with project representatives. It is estimated that approximately 75 people attended the meeting, though not all of them entered their information on the sign-in sheet.

Appendix A includes a variety of information related to this meeting, including an example of the notification letter which was widely distributed, the meeting sign-in sheet, the presentation which was given at the

meeting, the exhibits which were on display during the open house, and written comments which were received in relation to the meeting.

Summary of Comments with Responses

Substantive comments that were received during or related to the meeting are listed below, along with brief responses where applicable. Comments were provided via letters, emails, comment forms, and verbally during the meeting. Some of the comments received were focused upon matters that are not within the scope of the project study. Such comments have not been included in the list below. Where possible, similar comments have been paraphrased and combined together into one comment with one response. Written communications related to the public information meeting are included in Appendix A.

Comment #1: Concern was expressed regarding the existing intersection of 7th Street and Fisher Avenue. Residents pointed out that the existing intersection has problems with sight lines and steep grades.

Response: All of the proposed alternatives will address potential concerns regarding sight lines. To the extent practical, the project team will also consider flattening road profile grades as the project advances through the design process.

Comment #2: Several attendees inquired about how specific alternatives would affect their individual properties. A number of residents also inquired about the process for property acquisition and relocation assistance.

Response: Potential impacts to individual parcels were discussed with property owners. Regarding any property acquisition required for road right-of-way associated with the Preferred Alternative, the City will follow their established process which includes appraisals and an offer made at fair market value.

Comment #3: Attendees at the meeting inquired about the likelihood of traffic backing up onto US-41 from the proposed intersection of the new hospital drive with Baraga Avenue. Related to this, some residents spoke in favor of a roundabout at this intersection in order to minimize the likelihood of northbound traffic backing onto US-41. It was also suggested that the new Hospital Drive intersection with US-41 could be shifted east in order to increase the distance between these two intersections, thus providing additional storage length for queued traffic.

Response: As part of the Preferred Alternative, the City favors implementation of a roundabout at the new Hospital Drive/Baraga Avenue intersection. Additional detailed traffic analyses will also be performed for the Preferred Alternative, in order to determine the optimal design features which will minimize the likelihood of traffic queuing onto US-41. Shifting the US-41/Hospital Drive roundabout to the east would require the new Hospital Drive roadway to be located within the existing flood storage basin and would increase impacts to the Whetstone Brook (a regulated waterway). Considering the situation, the City does not intend to implement this change unless it is absolutely necessary for queue storage.

Comment #4: Some citizens expressed concern regarding the relatively steep grades along McClellan Avenue at Baraga Avenue, and how this may relate to installation of a traffic signal at the intersection. Other issues expressed regarding installation of a traffic signal at this intersection included concern that northbound traffic could back onto US-41, and also that installation of the signal would create three closely spaced signals at US-41, Baraga Avenue, and Washington Street. It was also suggested that a roundabout should be considered at the intersection of Baraga/McClellan Avenue.

Response: Additional detailed traffic analyses will also be performed for the Preferred Alternative, in order to determine the optimal design features which will minimize the likelihood of traffic queuing onto US-41. Interaction of the three signals along McClellan Avenue will also be assessed, as will the possibility of using a roundabout at the McClellan/Baraga intersection and adjustments to the roadway vertical profile.

Comment #5: Concern was expressed regarding the removal of existing parking along 7th Street, which would be required by Alternatives 1, 2, and 3.

Response: In order to install a center left turn lane along 7th Street, removal of on street parking will be required. The City believes that the safety and operational benefits of installing the center left turn lane outweigh the negative impacts of removing on street parking. These concerns will be further considered as the project advances through the design process.

Comment #6: Inquiries were received regarding what non-motorized facilities are planned to be provided, regardless of the alternative which is advanced.

Response: Non-motorized facilities will be provided at all locations where they currently exist or are identified for installation of new facilities per the City's non-motorized plan. A new non-motorized crossing of US-41 at Grove Street/7th Street is proposed as part of all of the alternatives.

Comment #7: Citizens inquired as to whether hospital access would be provided onto Washington Street.

Response: Hospital driveway access is proposed to connect to Washington Street, per the approved site plan.

Comment #8: Citizens inquired as to whether/how information presented at the meeting could be accessed.

Response: All of the information presented at the public meeting is available at the City's website: <http://www.mqtcty.org/hospital-relocation-project.php>

Comment #9: An inquiry was received regarding operating protocol for ambulance sirens and helicopter flight paths.

Response: Further research will be conducted regarding this topic, and relevant information will be included in the Environmental Assessment (EA) being prepared for the project.

Comment #10: Suggestions were received to consider upgrades to the intersection of US-41 and McClellan Avenue. Suggested improvements included additional through and turn lanes.

Response: Traffic analyses conducted to date do not show the need to improve this intersection for any of the alternatives. However, as the Preferred Alternative is further developed and analyzed, this suggestion will be revisited.

Comment #11: Numerous residents expressed general support for the use of roundabouts.

Response: Comment acknowledged.

Comment #12: One meeting attendee noted that the contingency factor of 30% which was used for the cost opinions could be unrealistically high.

Response: Considering that the alternatives represent conceptual designs, the project team feels that a 30% contingency is appropriate. As the project advances through the design process and engineering work is advanced, the contingency factor will be reduced at each milestone.

Comment #13: The Grove Street/7th Street intersection with US-41 should remain as full access, since that connection sees significant use. Not having that access point would be a substantial inconvenience to many motorists.

Response: Comment acknowledged and will be considered as a Preferred Alternative is selected.

Comment #14: Some citizens expressed concern regarding the fact that Alternative 1 would eliminate the existing access to US-41 at the Grove Street/7th Street intersection. This was a concern both for residents in the area as well as businesses at the Chippewa Square shopping area. Other citizens voiced support for Alternative 1 - it was noted that this option offers the most benefits to the most people. Specifically mentioned were improvements to safety travel times relative to the other alternatives. Removing the at-grade intersection with Grove Street/7th Street would also limit “unwanted” traffic along 7th Street. One proponent of Alternative 1 shared the opinion that the businesses at Chippewa Square are mostly “appointment driven”, and that access via the proposed roundabout and Homestead Street is viable for accessing these businesses.

Response: Comments acknowledged and will be considered as a Preferred Alternative is selected and engineering is advanced.

Comment #15: Support was expressed for Alternative 2 due to benefits related to safety and traffic operations, as well as this alternative being the second lowest cost of the four alternatives.

Response: Comments acknowledged and will be considered as a Preferred Alternative is selected.

Comment #16: Several attendees pointed out that Alternatives 3 and 4 would require additional traffic signals along US-41. These residents expressed concern regarding this situation, pointing out that traffic signals could have a negative effect on traffic operations and safety.

Response: Comments acknowledged and will be considered as a Preferred Alternative is selected.

Comment #17: With regard to Alternative 4, citizens expressed a variety of opinions ranging from favorable to unfavorable. They also suggested some minor adjustments to the improvements included as part of Alternative 4. Positive aspects of this alternative were noted as follows: would remove traffic from residential areas along 7th Street; would minimize new road facilities along 7th Street; maintains access to the Chippewa Square business area; and could be adapted to allow the Hospital main drive to tie into the same roundabout intersection as the rerouted growth Street and 7th Street. Disadvantages highlighted at the meeting included: significant impacts to the existing flood storage basin and Whetsone Brook; relatively high costs; potential for poor soils along the route; would require reconfiguration of hospital site plan; would negatively impact future planned fire station location; addition of two traffic signals along US-41 would increase potential for dangerous crashes causing injury or fatalities; and relatively steep topography along the route of rerouted 7th Street.

Response: Comments acknowledged and will be considered as a Preferred Alternative is selected and engineering is advanced.

Appendix A
Public Involvement Supporting Documentation

Public Information Meeting Notification Letter



February 10, 2016

RE: Public Meeting Notification
City of Marquette - Hospital Relocation Study - Environmental Assessment
Marquette, Michigan

Dear Sir or Madam:

The City of Marquette (City) is conducting an Early Preliminary Engineering (EPE) study and preparing an Environmental Assessment (EA) for proposed transportation system improvements related to the relocation of the Marquette General Hospital (MGH). MGH is proposed to be relocated from its existing location on West College Avenue to a proposed site on West Baraga Avenue. The enclosed map shows the location of the proposed MGH site and the study area.

As a result of the hospital relocation, roadway, non-motorized facility, and access improvements will be needed to accommodate increased traffic volumes, traffic pattern shifts, and access between the hospital and US-41/M-28. Potential improvement alternatives being considered include construction of new hospital drive accesses onto US-41/M-28, Baraga Avenue, and Washington Street; a bridge carrying Grove/7th Street over US-41/M-28; intersection upgrades (signalization and roundabouts); widening 7th Street; non-motorized facilities; re-configuration/removal of parking, and re-alignment of local roads.

During the course of the study, detailed investigations will be undertaken to identify potential Social, Economic, and Environmental (SEE) impacts related to the improvements being considered. These SEE impacts will be documented in an EA as required by the National Environmental Policy Act (NEPA). In addition to meeting the requirements of NEPA, compliance with other relevant environmental regulations (e.g., Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act, etc.) will be accomplished during the EA process.

As part of this process, the City will be holding a public meeting on the enclosed potential improvement alternatives on February 25, 2016, from 6:00 – 9:00 p.m. in the Citizen's Forum at Lakeview Arena (401 E. Fair Avenue). The public meeting will offer an opportunity for interaction with the project team and include a presentation on the project at 7:00 p.m.

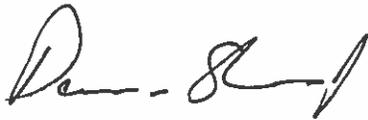
As a community stakeholder in the project, please consider attending this public meeting, where you will be given the opportunity to review and provide comment on the potential improvement

alternatives. If you cannot make the public meeting, or if you should have any questions, concerns, or seek additional information, please contact me:

Mr. Dennis M. Stachewicz, Jr
Director of Planning and
Community Development
City of Marquette
300 W. Baraga Avenue
Marquette, MI 49855
(906)225-8377
dstachewicz@mqcty.org

I look forward to seeing you at the meeting and your interest in this project is appreciated.

Very truly yours,

A handwritten signature in black ink, appearing to read "Dennis M. Stachewicz, Jr.", written in a cursive style.

Dennis M. Stachewicz, Jr.
Director of Planning and Community Development

Enclosure

Public Information Meeting Sign-In Sheet



CITY OF MARQUETTE MEETING SIGN-IN SHEET

Project: U.P. Health Systems Marquette New Hospital Transportation Planning

Meeting Date: 02/25/2016

Facilitator: City of Marquette, DLZ, Inc., MDOT, and U.P. Health Systems Marquette

Place/Room: Citizen's Forum at Lakeview Arena

Name	Address	Phone	E-Mail
Michael Fankhauser	609 Brunk Rd	226-2889	
Carl Goodman	106 W. College	226-2410	
David Aho	623 W. Baraga	226-6329	salmon@chartermi.net
Diare Aho	623 W. Baraga	458-7744	
Tena Rojen Bader	616 Fisher	273-1585	
Tiffany Bader	616 Fisher	273-1585	
Regina Bergh	304 Meeker #16	360-6922	
La-Tresha Syric	806 Homestead St	225-0490	jeff-syrta@att.net
TD KATJAMAH	605 SPRING	360 9018	now
Walt Anderson	436 N Lake Shore Blvd	226-5853	
Ray Jarvis	950 Woodridge	226-2030	jarvis3c@sbcglobal.net
SARA CAMBENSY	225 W. MICHIGAN ST.	361-7272	sacambensy@mgfcty.org
Joe Valente	1071 Merlin Ln	362-8136	valentejoe@charter.net
Jen Bleckner	545 Fisher	226-2922	



CITY OF MARQUETTE MEETING SIGN-IN SHEET

Project: U.P. Health Systems Marquette New Hospital Transportation Planning

Meeting Date: 02/25/2016

Facilitator: City of Marquette, DLZ, Inc., MDOT, and U.P. Health Systems Marquette

Place/Room: Citizen's Forum at Lakeview Arena

Name	Address	Phone	E-Mail
David Sprouse	750 W. Bluff St MOT	273-2169	
RICK BISSONNETTE	601 FISHER ST.	869-4912	rick.bissonnette@gmail.com
Christine Hillman Denise Crony	522 S 7th St	285-2474	
Claudette Puges	1000 Wilson St	715-432-6939	
Jesse & Susie Wright	906 Wilson St	226-6634	
Jesse & Emily Wright	235 Rider St.	250-5066	
DENNIS HOUGH	1730 ALTAMONT	285-5019	
Ken & Suzette Hartz	523 Spring	226-9145	
Mitch Koetje	746 W Bluff		
Charles Lamb	418 S 7th St	228-3627	
Dick Reina	494 Blumhacker	366 2841	
BOB CAMBENSY	306 N 6TH	226-3909	
JAN PECK	3076 Island Beach Rd	225-1485	peckjan@hotmail.com
JOHN PETERSON	912 Wilson St	250-2797	



CITY OF MARQUETTE MEETING SIGN-IN SHEET

Project: U.P. Health Systems Marquette New Hospital Transportation Planning

Meeting Date: 02/25/2016

Facilitator: City of Marquette, DLZ, Inc., MDOT, and U.P. Health Systems Marquette

Place/Room: Citizen's Forum at Lakeview Arena

Name	Address	Phone	E-Mail
Kris Baker	541 W Baraga	906-228-8709	—
Janice Howland	541 W. Baraga Ave	906-228-5674	—
Corley Salminen	900 Wilson St.	906-228-7046	—
Fred Stonebrook	875 Orianna Dr	2746014	—
Jeffrey Potter	112 Morgan Meadows	250 3575	
Leslie Desbroux	814 Hamstead St	228-9078	
Randy Mitchell Dredrick	441 Garden St	228-2270	
STEVE LAURY	1813 WOODLANDS	228-6697	
14M Clark	210 S 7th	225-1132	
GREGG Seiple	424 CEDAR St	226-3333	
Ron Bobb	914 Wilson St	250-6583	
Jim Johnson	816 Grove	360-4010	
KAY Dowling	11 Grove Hill Ct	226-8885	
Jim Dowling	11 Grove Hill Ct	226-8885	

Public Information Meeting Presentation

City of Marquette Hospital Relocation Road Improvement Study

Public Information Meeting
City of Marquette
February 25, 2016



INTRODUCTION

- Purpose of Today's Meeting
- Topics:
 - Background
 - Project Goals
 - Study Process to Date
 - Road Improvement Alternatives
 - Next Steps
 - Questions



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



Background

- Project Team
 - City of Marquette
 - Duke LifePoint Healthcare
 - DLZ Michigan, Inc.
- The team is coordinating closely with MDOT
- Hospital Relocation
- Large State of the Art Regional Facility
- Purchase Agreement - DLP & City



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



HOSPITAL RENDERING



Hospital and Clinical Services Building

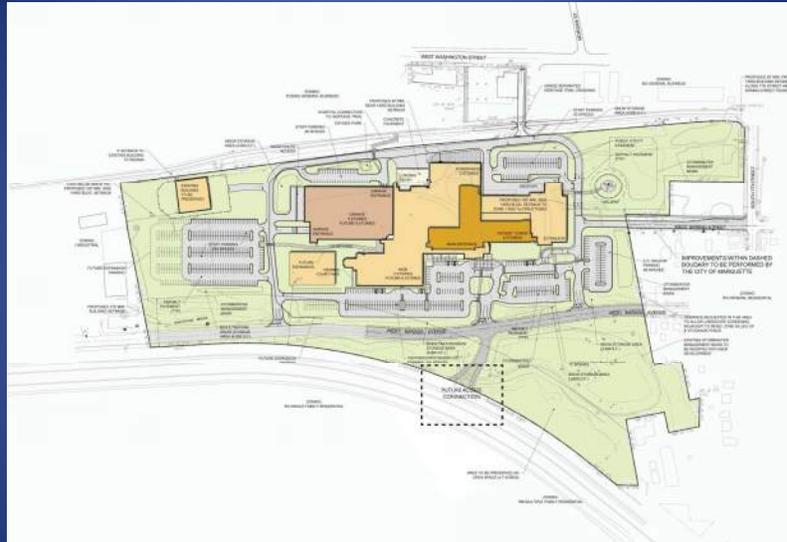
View from Baraga Street



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



HOSPITAL SITE PLAN



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



PROJECT GOALS

- Provide direct access to hospital from US-41/M-28 for all users, including emergency vehicles per purchase agreement
- Accommodate current and future traffic volumes resulting from hospital relocation
- Accommodate all modes of travel (bicyclists, pedestrians, automobiles, transit, helicopters)
- Improve safety
- Minimize impacts to surrounding property owners and natural resources
- Obtain MDOT and FHWA approvals for proposed road improvements



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



GENERAL PROJECT AREA



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



STUDY PROCESS TO DATE

- Extensive long-term coordination/negotiation between DLP & City / Purchase Agreement
- Hospital Site Plan Preliminary Approval
- Public Information Meeting (9-17-15)
- Traffic Analysis
- Environmental Field Investigations
- Development of Road Improvement Alternatives
- Evaluation of Road Improvement Alternatives
- Early coordination with local stakeholders & regulatory agencies
- Initial discussions with FHWA



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



ROAD IMPROVEMENT ALTERNATIVES

- Project Team
 - Developed initial preliminary concepts
 - Extensive coordination/input from MDOT
- Public input from Public Information Meeting (9-17-15)
- All alternatives meet project goals to varying degrees



City of Marquette Hospital Relocation
 Road Improvement Study
 Public Information Meeting
 February 25, 2016



ALTERNATIVE 1



ALTERNATIVE 1

Pros

- Greatest safety improvement
- Direct access from US-41 to hospital
- Good traffic operations
- Low environmental impacts
- Does not require additional access points on US-41 (i.e., intersections)

Cons

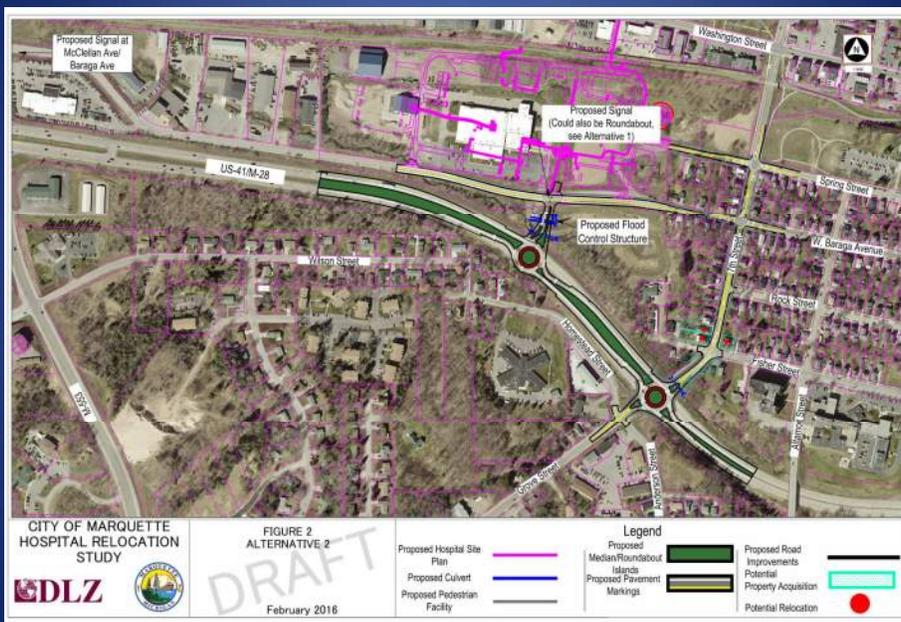
- Eliminates local access near US-41 & Grove/7th intersection
- Potential for significant economic impacts to businesses near US-41 & Grove/ 7th intersection
- Highest amount of ROW impacts
- Highest construction cost \$15,530,000
- Highest long-term maintenance cost



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



ALTERNATIVE 2



ALTERNATIVE 2

Pros

- Provides best traffic operations
- Excellent safety improvements
- Direct access from US-41 to hospital
- Provides access to all local streets
- Low environmental impacts
- Lowest amount of ROW impacts
- Lowest long term operational cost
- Second lowest cost - \$9,870,000

Cons

- Requires additional break in access (i.e., new intersection)
- Moderate impacts to floodplain/storage basin



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



ALTERNATIVE 3



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 3
ALTERNATIVE 3
February 2016

Legend	
Proposed Hospital Site Plan	Proposed Road Improvements
Proposed Culvert	Potential Property Acquisition
Proposed Pedestrian Facility	Potential Relocation
Proposed Median/Roundabout Islands	
Proposed Pavement Markings	

ALTERNATIVE 3

Pros

- Moderate traffic improvements
- Moderate safety improvements
- Provides access to all local streets
- Low environmental impacts
- Lowest ROW impact
- Lowest construction cost – \$8,590,000

Cons

- Does not provide full access between hospital and US-41
- Requires additional access points on US-41 (i.e., new intersection)
- Moderate impacts to floodplain/storage basin
- Requires two new signalized intersections on US-41
- When crashes occur at signals, severity higher than roundabouts



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



ALTERNATIVE 4



ALTERNATIVE 4

Pros

- Moderate traffic improvements
- Moderate safety improvements
- Provides access to all local streets
- Low environmental impacts

Cons

- Does not provide full access between hospital and US-41
- Requires additional access points on US-41 (i.e., new intersection)
- Highest ROW impact
- Significant impacts to floodplain/storage basin
- High construction cost \$12,550,000
- Requires two new signalized intersections
- When crashes occur at signals, severity higher than roundabout



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



COMPARISON OF ALTERNATIVES

City of Marquette - Hospital Relocation Study
Comparative Evaluation of Transportation Improvement Alternatives

Evaluation Criteria	Comments	Alternatives			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Traffic Operations	Overall efficiency of traffic operations. Factors include intersection operations and changes to travel time for local road network.	Moderate	High	Moderate	Moderate
Safety	Degree to which alternatives may reduce total crashes, injury crashes, and conflicts for vehicular and non-motorized users.	High	Moderate to High	Moderate	Moderate
Direct Hospital Access	Degree to which alternatives provide direct access from US-41M-28 to hospital per purchase agreement between DLR and the City. Indicator of emergency response time and user convenience.	Provides full access from US-41M-28 to hospital via roundabout intersection.	Provides full access from US-41M-28 to hospital via roundabout intersection.	Allows all turning movements except direct left turn from hospital drive onto US-41M-28.	Allows all turning movements except direct left turn from hospital drive onto US-41M-28.
Local Community Impacts	Degree to which alternatives impact access to local roads, residences, and businesses.	Eliminates direct access from US-41M-28 to 7 th Grove Street. Provides near the US-41M-28 & 7 th Grove Street intersection.	Provides direct access to all local streets, residences, & businesses.	Provides direct access to all local streets, residences, & businesses.	Provides direct access to all local streets, residences, & businesses.
Environmental Impacts	Degree to which alternatives impact surrounding resources (e.g., wetlands, cultural resources, noise, streams, basic communities, etc.)	Low to moderate	Low to moderate	Low to moderate	Low to moderate
Right-of-Way Acquisition	Impacts to businesses and residences caused by construction of project.	8 Residential Relocations 4 Partial Residential Acquisitions	2 Residential Relocations 3 Partial Residential Acquisitions	2 Residential Relocations 2 Partial Residential Acquisitions	12 Residential Relocations 1 Commercial Relocation 1 Partial Residential Acquisition 2 Partial Commercial Acquisitions
Planning Construction Cost	Includes construction cost, engineering costs, and ROW cost for improvements to US-41M-28 and all local streets. All options in year 2017 dollars.	\$15,930,000	\$9,870,000	\$8,990,000	\$12,850,000
Long Term Operational Cost	Cost of ongoing operations including: electricity (lighting), signal adjustment, busbooster equipment, periodic maintenance, equipment, etc.	Moderate	Low to Moderate	Moderate	Moderate to High
Breaks in Limited Access Right-of-way	Net increase in number of breaks in limited access right-of-way.	0	+1	+1	+1
Floodplain/Storage Basin Impacts	Degree to which alternatives impact structure, floodplain, and storage basin.	Disruption of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Disruption of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Disruption of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Disruption of flood control structure. Significant impacts to storage basin. Significant impacts to floodplain.
Non-motorized Facilities	Degree to which alternatives accommodate bicycles and pedestrians. Assessment is based upon: (1) presence/type of crossing at 7 th & US-41 intersection and (2) presence of sidewalks along local roads being improved.	High	Moderate to High	Moderate to High	Moderate to High

Note:
The low/moderate/high rankings provide a qualitative comparison of relative impacts among the alternatives. These rankings were based on the professional judgment of the interdisciplinary project team.
The alternative(s) which best address each individual evaluation criteria are highlighted in green.



NEXT STEPS

- Selection of Preferred Alternative
- MDOT Traffic Impact Study
- Draft Environmental Assessment
- FHWA Limited Access ROW Break Application
- Public Hearing
- FONSI (FHWA Decision Document)
- Property Acquisition (If Needed)
- Preparation of Construction Documents
- Spring 2017 Construction Start



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



QUESTIONS



City of Marquette Hospital Relocation
Road Improvement Study
Public Information Meeting
February 25, 2016



Public Information Meeting Exhibits

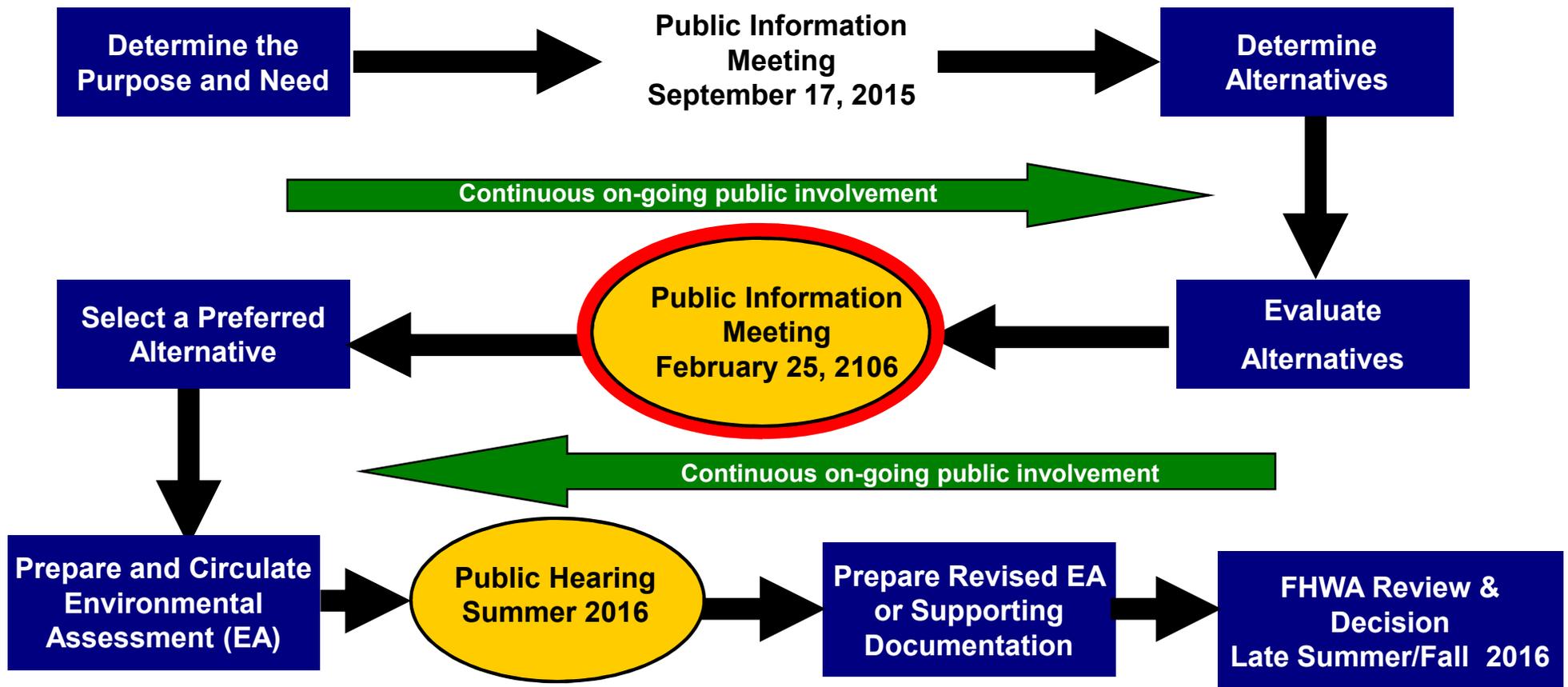
**Welcome to
The City of Marquette
Hospital Relocation
Road Improvement Study**

**Public Information Meeting
February 25, 2016**



THE NEPA PROCESS*

*The National Environmental Policy Act (NEPA) of 1969 study process for an Environmental Assessment (EA) typically includes these steps.



= Public Meeting
 = Project Milestone
 = Continuous Process



PROJECT GOALS

- Provide direct access to hospital from US-41/M-28 for all users, including emergency vehicles per purchase agreement
- Accommodate current and future traffic volumes resulting from hospital relocation
- Accommodate all modes of travel (bicyclists, pedestrians, automobiles, transit, helicopters)
- Improve safety
- Minimize impacts to surrounding property owners and natural resources
- Obtain MDOT and FHWA approvals for proposed road improvements





CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 1
ALTERNATIVE 1

February 2016

DRAFT

		Legend	
Proposed Hospital Site Plan		Proposed Median/Roundabout Islands	
Proposed Road Improvements		Proposed Pavement Markings	
Proposed Culvert		Proposed Pedestrian Facility	
Proposed Retaining Wall		Potential Property Acquisition	
Proposed Bridge		Potential Relocation	



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 2
ALTERNATIVE 2

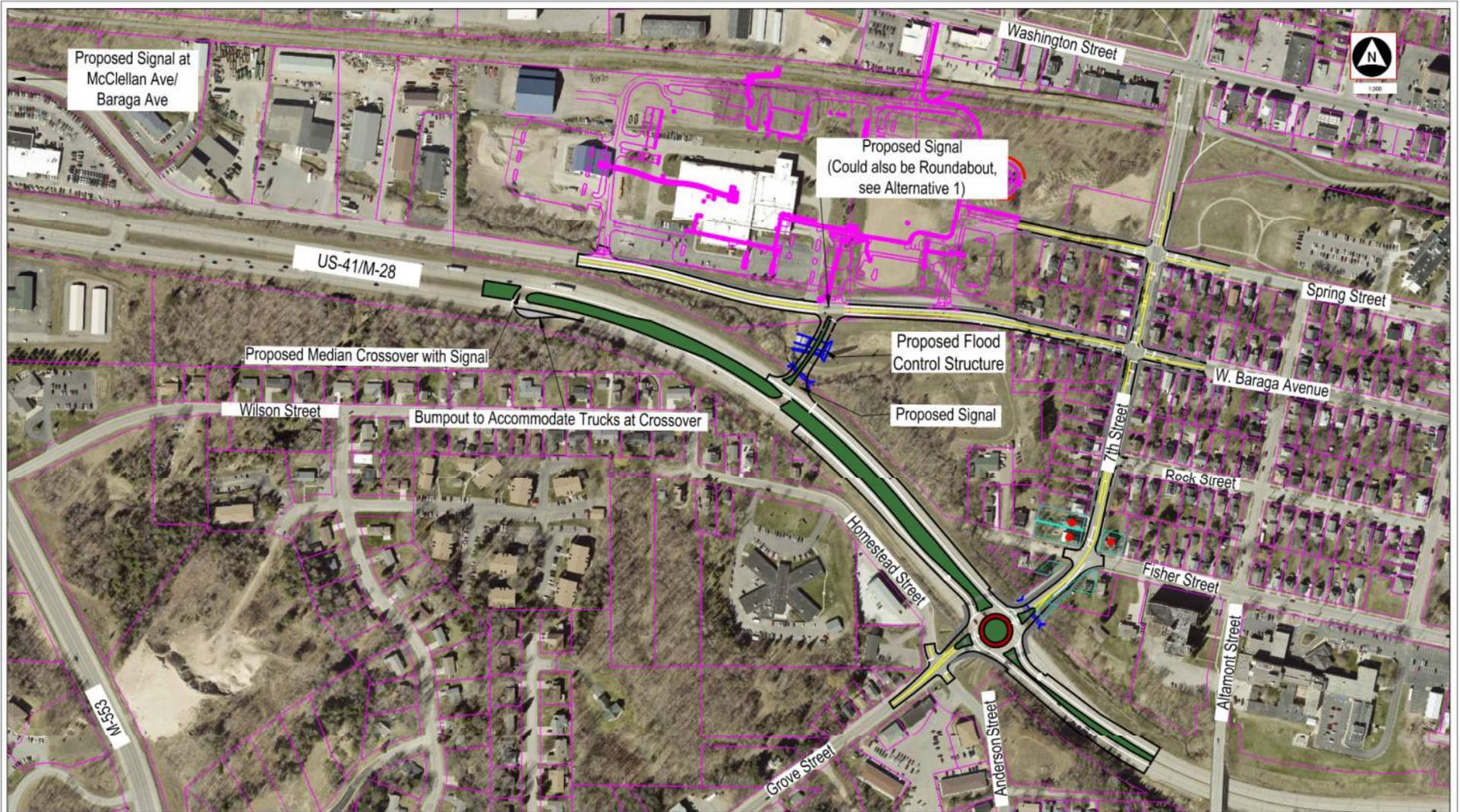
DRAFT

February 2016

- Proposed Hospital Site Plan
- Proposed Culvert
- Proposed Pedestrian Facility

- Legend
- Proposed Median/Roundabout Islands
 - Proposed Pavement Markings

- Proposed Road Improvements
- Potential Property Acquisition
- Potential Relocation



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 3
ALTERNATIVE 3

DRAFT

- Proposed Hospital Site Plan
- Proposed Culvert
- Proposed Pedestrian Facility

- Legend
- Proposed Median/Roundabout Islands
 - Proposed Pavement Markings

- Proposed Road Improvements
- Potential Property Acquisition
- Potential Relocation



CITY OF MARQUETTE
HOSPITAL RELOCATION
STUDY



FIGURE 4
ALTERNATIVE 4

DRAFT

- Proposed Hospital Site Plan
- Proposed Culvert
- Proposed Pedestrian Facility

- Legend**
- Proposed Median/Roundabout Islands
 - Proposed Pavement Markings

- Proposed Road Improvements
- Potential Property Acquisition
- Potential Relocation

City of Marquette - Hospital Relocation Study Comparative Evaluation of Transportation Improvement Alternatives

Evaluation Criteria	Comments	Alternatives			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Traffic Operations	Overall efficiency of traffic operations. Factors include intersection operations and changes to travel time for local road network.	Moderate	High	Moderate	Moderate
Safety	Degree to which alternatives may reduce total crashes, injury crashes, and conflicts for vehicular and non-motorized users.	High	Moderate to High	Moderate	Moderate
Direct Hospital Access	Degree to which alternatives provide direct access from US-41/M-28 to hospital per purchase agreement between DLP and the City. Indicator of emergency response time and user convenience.	Provides full access from US-41/M-28 to hospital via roundabout intersection.	Provides full access from US-41/M-28 to hospital via roundabout intersection.	Allows all turning movements except direct left turn from hospital drive onto US-41/M-28.	Allows all turning movements except direct left turn from hospital drive onto US-41/M-28.
Local Access/Community Impacts	Degree to which alternatives impact access to local roads, residences, and businesses.	Eliminates direct access from US-41/M-28 to 7 th /Grove Street. Potential substantial impacts to businesses located near the US-41/M-28 & 7 th /Grove Street intersection.	Provides direct access to all local streets, residences, & businesses.	Provides direct access to all local streets, residences, & businesses.	Provides direct access to all local streets, residences, & businesses.
Environmental Impacts	Degree to which alternatives impact surrounding resources (e.g., wetlands, cultural resources, noise, streams, biotic communities, etc.)	Low to moderate	Low to moderate	Low to moderate	Low to moderate
Right-of-Way Acquisition	Impacts to businesses and residences caused by construction of project.	8 Residential Relocations 4 Partial Residential Acquisitions 4 Partial Commercial Acquisitions	2 Residential Relocations 3 Partial Residential Acquisitions	2 Residential Relocations 3 Partial Residential Acquisitions	12 Residential Relocations 1 Commercial Relocation 1 Partial Residential Acquisition 2 Partial Commercial Acquisitions
Level Construction Cost	Includes construction cost, engineering costs, and ROW cost for improvements to US-41/M-28 and all local streets. All opinions in year 2017 dollars.	\$15,530,000	\$9,870,000	\$8,590,000	\$12,550,000
Long Term Operational Cost	Cost of ongoing operations including electricity (lighting), signal adjustment, bulbs/other equipment, mowing, maintenance, pavement markings, etc.	Moderate	Low to Moderate	Moderate	Moderate to High
Breaks in Limited Access Right-of-way	Net increase in number of breaks in limited access right-of-way	0	+1	+1	+1
Flood Control Structure Impacts	Degree to which alternatives impact flood control structure, floodplain, and storage basin.	Reconstruction of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Reconstruction of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Reconstruction of flood control structure. Moderate impacts to storage basin. Moderate impacts to floodplain.	Reconstruction of flood control structure. Significant impacts to storage basin. Significant impacts to floodplain.
Non-motorized Facilities	Degree to which alternatives accommodate bicyclists and pedestrians. Assessment is based upon (1) presence/type of crossing at 7 th St/US-41 intersection and (2) presence of sidewalks along local roads being improved.	High	Moderate to High	Moderate to High	Moderate to High

Notes:

The low/moderate/high rankings provide a qualitative comparison of relative impacts among the alternatives. These rankings were based on the professional judgment of the interdisciplinary project team.

The alternative(s) which best address each individual evaluation criteria are highlighted in green.



PROJECT PROCESS/SCHEDULE

- Project Start-----August 2015
- Public information Meeting-----September 17, 2015
- Data Collection-----September 2015
- Identification of Alternatives-----October 2015
- Fieldwork for Environmental Assessment Completed-----October 2015
- Evaluation of Alternatives-----January 2016
- Public Information Meeting-----February 25, 2016
- Selection of Preferred Alternative -----March 2016
- MDOT Traffic Impact Study-----Spring 2016
- Environmental Assessment-----Spring 2016
- FHWA ROW Break Application-----Spring 2016
- Public Hearing-----Summer 2016
- FHWA Approval/Decision-----Fall 2016
- Preparation of Construction Documents-----Winter 2016
- Construction Start-----Spring 2017



Public Information Meeting - Comments Received

From: Dennis Stachewicz [dstachewicz@mqtcty.org]
Sent: Friday, February 26, 2016 9:48 AM
To: Wes Butch; Jason Whitten; KEITH WHITTINGTON; Johnson, Aaron (MDOT);
Tervo, Robert
Subject: Fwd:

Comments received

----- Forwarded message -----

From: "Marv DeMilio" <marv.demilio.b0p3@statefarm.com>
Date: Feb 26, 2016 9:42 AM
Subject:
To: "Dennis Stachewicz (dstachewicz@mqtcty.org)" <dstachewicz@mqtcty.org>
Cc: "Dick Peura (rpeura@chartermi.net)" <rpeura@chartermi.net>, "Jeff Nemacheck (jeff.nemacheck@gmail.com)" <jeff.nemacheck@gmail.com>

Dennis, I'm down South for a few months, but I saw the photo example 4th proposal for two round-a-bouts East of the hospital campus. I spoke with Aaron from MDOT at the beginning of this discussion. He was in favor of a round-a-bout at the Grove intersection more than any other idea. Having a second round-a-bout and closing 7th to hospital traffic is a great idea. It will keep the thru traffic away from the neighborhoods in the scramble to get to South Front end of shifts. Two round-a-bouts would cost less than one bridge and not disrupt businesses at Chippewa Square. We get 3-4 ambulances a day through that intersection. It's a creative proposal of which I'm totally in favor. If you need any help pushing it through, please let me know. Thanks, Marv DeMilio, Trustee Chippewa Square Association

Jason Whitten

From: Dennis Stachewicz [dstachewicz@mqctcy.org]
Sent: Tuesday, March 01, 2016 4:39 PM
To: Wes Butch; Jason Whitten; KEITH WHITTINGTON; Johnson, Aaron (MDOT); Tervo, Robert
Subject: Fwd: Transportation plan
Attachments: 2016-03-01 11.26.11_zpsib5ftuwz.PNG

Comments received

----- Forwarded message -----

From: "james f" <joemitts@gmail.com>
Date: Mar 1, 2016 1:32 PM
Subject: Transportation plan
To: "Dennis Stachewicz" <dstachewicz@mqctcy.org>
Cc:

Good afternoon,

After reviewing the 4 options I still feel the 7st bridge is the cleanest and offers the most benefits to the most people. Everything from safety (traffic lights on highways are not safe) to efficiency in travel times for people using the bypass for its intended purpose. The bridge will also limit unwanted traffic to the residents of 7th st. As far as the businesses at Chippewa square, they are mostly appointment driven. People have purposeful intent to visit them and a round-about with signage and access to homestead is a viable route. I think also if the round-about is shifted east about 100 yards it would make for a longer lead in road to the hospital (better for preventing traffic backups) and a more obvious connection to Chippewa square. Also less property purchases. Chippewa square could also get connected to Grove street by purchasing the building that is currently for sale and building a short drive from the parking lot to Grove st. This would give the north and south neighborhood direct access to those businesses. Picture enclosed.

Thank you for your time

Jim fulsher



W Baraga Ave

W Baraga Ave

W Baraga Ave

W Spring St

W Spring St

W Baraga Ave

Wheatstone Brook

Wilson St

Ward St

Homestead St

Woodview Village Apartments

Homestead St

Homestead St

Spring St

Grove St

Image Makers Inc II

From: Dennis Stachewicz [dstachewicz@mqtcty.org]
Sent: Wednesday, February 24, 2016 2:21 PM
To: Wes Butch; Jason Whitten; Keith Whittington; Johnson, Aaron (MDOT); Tervo, Robert
Subject: Fwd: Bypass hospital access comment

Comments received.

----- Forwarded message -----

From: **Gary Miller** <benazach@outlook.com>
Date: Wed, Feb 24, 2016 at 11:16 AM
Subject: Bypass hospital access comment
To: "dstachewicz@mqtcty.org" <dstachewicz@mqtcty.org>

Hello.

I will not be able to attend the evening meeting concerning the possible changes to give access to the new hospital site but I have a concern that I want to express.

I truly hope that the 7th street intersection will be kept as is. My family and many others were so glad for that connection to Grove street and 7th street and use is constantly. Not having that access off the bypass to both Grove and 7th would be a BIG inconvenience to many and frankly would be a public relations negative for the site of the new hospital. Consideration must be given equally to the needs and convenience of non-hospital traffic. Please don't make it more difficult to move around Marquette than it currently is by eliminating this necessary and appreciated intersection.

Thank you.

Gary D. Miller

--

Dennis M. Stachewicz, Jr.
Director of Planning and Community Development
City of Marquette
906-225-8377

From: Dennis Stachewicz [dstachewicz@mqtccty.org]
Sent: Wednesday, February 24, 2016 8:53 AM
To: Wes Butch; Keith Whittington; Jason Whitten; Johnson, Aaron (MDOT); Tervo, Robert
Subject: Fwd: Mining Journal/MGH

Comments received below.

----- Forwarded message -----

From: **Manuel Vigil** <mvigil@nmu.edu>
Date: Wed, Feb 24, 2016 at 8:16 AM
Subject: Mining Journal/MGH
To: dstachewicz@mqtccty.org

RE: Traffic Options for new hospital.

Dennis,

My name is Manny Vigil and I live in Little Lake near KI Sawyer. I used to work at NMU until my retirement in Oct 2014. I drove to NMU via 553 an onto McClellan past Washington street and the same way back after work. I foresee a major problem at the intersection of McClellan and Baraga street once the new hospital is built. McClellan street has only one lane to cross US 41 in either direction, the other lane is a right turn lane only. There will me many cars wanting to make a left turn onto Baraga from McClellan to get to the hospital.

In my 19 years of driving home after work, headed south on McClellan, there would be a car or two making a left turn onto Baraga. The majority of traffic on this street is headed south, thus is on the left/middle lane and therefore must stop to wait for the car to complete the left turn. Meanwhile the other cars on the right/outer lane continue on, for they are making a right turn onto US 41 or, they opt to go around the left turning car to make it past US 41 before the light turns red. I have seen numerous times when cars that go around in order to get onto the through lane, have near misses with cars on the right lane. This is a dangerous situation that could be easily corrected. I would appreciate it if the committee would consider the following suggestions for this intersection.

1. Designate McClellan's 2 lanes through streets past US 41, and perhaps adding a right merge lane from McClellan, thus alleviating this problem. I have seen in many cities such as Milwaukee, right turn merge lanes with a yield sign only which permits cars making right turns to continue on without having to stop at light, thus reducing cars idling at intersections adding to congestion or wasting gas.

Or

2. Prevent vehicles headed north on McClellan to make left turns onto Baraga street.

Manuel (Manny) Vigil, MSgt USAF(RET1994)

1415 N Wilson Lake Dr

Skandia, MI 49885

[9063621837](tel:9063621837)

PS: I receive my mail via Skandia post office but live in Little Lake.

--

Dennis M. Stachewicz, Jr.
Director of Planning and Community Development
City of Marquette
906-225-8377

From: Dennis Stachewicz [dstachewicz@mqtcty.org]
Sent: Friday, February 26, 2016 7:28 AM
To: Wes Butch; KEITH WHITTINGTON; Jason Whitten; Aaron (MDOT) Johnson;
Robert Tervo
Subject: Fwd: Hospital us41

Comments received

----- Forwarded message -----
From: "james f" <joemitts@gmail.com>
Date: Feb 25, 2016 5:24 PM
Subject: Hospital us41
To: <dstachewicz@mqtcty.org>
Cc:

Good evening,
Not sure I can make the meeting but I would definitely like to say traffic lights and highways are a bad idea. Please no traffic lights... the bridge gets my vote, but I understand the cost.
Thanks
Jim fulsher



CITY OF MARQUETTE MEETING COMMENT FORM

Project: U.P. Health Systems Marquette New Hospital Transportation Planning	Meeting Date: 02/25/2016
Facilitator: City of Marquette, DLZ, Inc., MDOT, and U.P. Health Systems Marquette	Place/Room: Citizen's Forum at Lakeview Arena

Name	Address	Phone	E-Mail
TERRY D. KATAJAMAKI	605 SPRING	360 9218	NONE

Comments

ON ALT #4 CROSS BARRA FOR 75-100' BEFORE TURNING NE. THIS WILL MISS STRUCTURES ON END OF SPRING + BARRA. BUT STILL BE EAST OF EXISTING RUN AROUND FROM SPRING TO BARRA

ON THE WETLAND; WEST OF IS PERMANENT AT GREENWOODS BASIN A ROAD CROSSES NEAR THE MIDDLE OF THE BASIN - THEY USE A CONCRETE TO ALLOW WATER TO PASS.

PERHAPS THIS WOULD WORK HERE ??

THE COUNTY USES STEEL PIPE @ GREENWOODS BUT I THINK CONCRETE WOULD BE BETTER 4' OR 6' SHOULD BE ENOUGH I'D THINK.

with request to #4

Suggest cross street 75-100' before turning NE This will miss property's end end of spring & winter



CITY OF MARQUETTE
 HOSPITAL RELOCATION STUDY
 ENVIRONMENTAL ASSESSMENT

January 2016

STUDY AREA

Study Area



Proposed Hospital Site




Jason Whitten

From: Wes Butch
Sent: Tuesday, March 08, 2016 10:24 AM
To: Jason Whitten
Subject: FW: Map

From: Dennis Stachewicz [<mailto:dstachewicz@mqtcty.org>]
Sent: Monday, February 29, 2016 8:14 AM
To: Wes Butch; Keith Whittington; Jason Whitten; Johnson, Aaron (MDOT); Tervo, Robert
Subject: Fwd: Map

Comments received

----- Forwarded message -----

From: Dennis Stachewicz <dstachewicz@mqtcty.org>
Date: Sun, Feb 28, 2016 at 6:10 AM
Subject: Re: Map
To: Renee Wicklund <rwicklundmqt@yahoo.com>

Greetings Renee:

The options discussed may be found on this page:

<http://www.mqtcty.org/hospital-relocation-project.php>

Best,

Dennis S.

On Feb 27, 2016 9:33 AM, "Renee Wicklund" <rwicklundmqt@yahoo.com> wrote:
I missed the meeting.....please inform me about what took place.....how 540 W Baraga Ave will be affected.

Thanking you.....Renee Wicklund.....540 W Baraga Ave.

225-1270

Sent from my iPad

> On Feb 25, 2016, at 3:43 PM, Dennis Stachewicz <dstachewicz@mqtcty.org> wrote:
>
> Please see attached for the map you requested.
>
> My apologies for missing your call...I am running around getting ready for the meeting this evening.
>
> Dennis S.
>
>
>

> --
> Dennis M. Stachewicz, Jr.
> Director of Planning and Community Development
> City of Marquette
> [906-225-8377](tel:906-225-8377)
> <Study Area_Pre-MDOT_FHWA_Meeting.pdf>

--
Dennis M. Stachewicz, Jr.
Director of Planning and Community Development
City of Marquette
906-225-8377

Jason Whitten

From: Wes Butch
Sent: Tuesday, March 08, 2016 10:24 AM
To: Jason Whitten
Subject: FW: Tonight's meeting

From: Curt Goodman [<mailto:cgoodman@mgtcty.org>]
Sent: Thursday, February 25, 2016 8:18 PM
To: DENNIS STACHEWICZ
Cc: KEITH WHITTINGTON; Wes Butch; MIKE ANGELI
Subject: Tonight's meeting

Hi

Good job tonight. Very well presented I was there as a resident. One comment are the budget estimates realistic? Contingency seems high.

Curt goodman

Jason Whitten

From: Dennis Stachewicz [dstachewicz@mqctcy.org]
Sent: Monday, February 29, 2016 3:17 PM
To: Wes Butch; Jason Whitten; KEITH WHITTINGTON; Johnson, Aaron (MDOT); Tervo, Robert; DAVID STENSAAS
Subject: Fwd: Re: HOSPITAL TRANSPORTATION PLANNING

FYSA

----- Forwarded message -----

From: "Dennis Stachewicz" <dstachewicz@mqctcy.org>
Date: Feb 29, 2016 3:15 PM
Subject: Re: HOSPITAL TRANSPORTATION PLANNING
To: "RON" <mr.tire2@yahoo.com>
Cc:

Hi Ron:

The impact of the hospital on W. Washington Street, although a concern, is not the primary purpose of the US-41 planning effort.

The traffic along Washington will be modeled as part of an overall traffic study, and at this point, the impact is thought to be minimal.

Best,

Dennis S.

On Feb 29, 2016 2:34 PM, "RON" <mr.tire2@yahoo.com> wrote:

Dennis,

I was not able to attend the public meeting on February 25th. Will this have any effect on us at 800 W. Washington street ?

Thanks Ron

Sent from [Mail](#) for Windows 10