



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
GAYLORD TSC/NORTH REGION

PAUL AJEGBA  
DIRECTOR

April 25, 2019

Mr. Vern Goodwin  
Supervisor  
Melrose Township  
2321 State Road  
Walloon Lake, Michigan 49796

Dear Mr. Goodwin:

Subject: US-131 and Springvale Road (M-75)

Thank you for having us at the April 8, 2019, town hall meeting regarding safety and operations at the US-131 and Springvale Road (M-75) intersection.

We have summarized comments and ideas on how best to improve the intersection, and plan to further assess improvement options in two separate studies including a traffic signal warrant study and a Road Safety Audit. Both studies are quite involved in terms of data collection and participation of outside resources.

We have already commenced requests for the traffic signal warrant study and expect completion in up to 6 to 10 months. We are also working on committing funding to complete the road safety audit. We plan periodic engagement with the Township as the studies progress, particularly during the summer when traffic has picked up. As the analysis begins to yield recommendations, we will also check-in with the Township to discuss potential short-term improvements that perhaps can be implemented sooner.

The following is a summary of considerations, as well as an approximate time line of action and further study.

Improvement Considerations

1. No left turn onto northbound US-131, and installation of an indirect left turn to the south of the intersection.
2. Other concepts including islands/boulevard.
3. Grade improvements for trucks climbing northbound.
4. Grade improvements for southbound right turning vehicles on to westbound Springvale sliding into other lane during the winter months.
5. High-friction surface to address above items.
6. Improve dip on US-131 (both directions).

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7. Lengthen southbound right turn lane.
8. Construct a separated right turn ramp for southbound right turns.
9. Provide more offset (widen 15 feet) to the southbound right turn lane – vehicles often swing into the hatched area when making their turns.
10. On eastbound leg, left turners block right turners – consider stop bar adjustments and /or lane assignment changes.
11. Consider pedestrian and bicycle counts in the studies as this activity has been on the rise.
12. Analyze/install traffic signal – consider a ‘smart’ traffic signal with actuation and flashing operation during lower demand periods.
13. Assess stacking on the eastbound Springvale approach where vehicles have longer wait times during peak periods and often get impatient and take more risky turns onto US-131.
14. Analyze benefits of a roundabout.
15. Intersection is confusing in the sense that it is relatively wide with multiple turn lanes on each leg – assess possibility of removing some of the turn lanes (perhaps the northbound right turn lane).
16. Consider “your speed is” signs on US-131; speed limit reduction.
17. Consider active warning flashers/signs on US-131.
18. Blips across intersection to ensure better lane assignment crossing intersection.
19. In general, look at a range of improvement possibilities including assessment of long-term plans of US-131 north of Manton, and alternatives that address all operational and safety considerations (e.g., delay, crashes, pollution, right-of-way) as well as community considerations and goals.

#### Approximate Timeline

April-May	Townhall meeting; MDOT discussions on study requests and funding commitment for the road safety audit; summary letter to the township.
June-July	Engage township; road safety audit kick-off (township included); data collection; potential early recommendations for short term actions.
August-November	If all goes well, results of the studies will be presented to the township in the fall. If not, we will check-in with the township to discuss progress.
December-February	MDOT/community input and agreement on a long-term plan for the intersection as well as short-term measures that are consistent with future projects.

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As we move forward, please provide the Gaylord TSC office any further ideas and considerations that are not included in the above summary. The timeline above is just a guideline. We will be happy to meet with you at any time to discuss these matters further.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Gailitis", with a long horizontal stroke extending to the right.

Jay Gailitis, P.E.  
Manager  
Gaylord Transportation Service Center  
MDOT – North Region

c: Representative Triston Cole  
Scott Thayer  
Bill Wahl  
Garrett Dawe  
Matt Radulski  
Andrew Krzysnik  
James Lake  
Troy Hagon