

M-53 Comments
34 Mile Road to Bordman Road Reconstructin
Public Meeting – June 9, 2010

- I hope you reconsider paving Scotch Settlement and Bordman Road. To run traffic right down Van Dyke will be a summer nightmare for drivers and workers. It also makes snes for future detours when serious accidents occur on Van Dyke.

Certainly, a paved detour paralleling M-53 from 34 Mile up to Bordman would be a desirable option for maintaining the traffic during construction and into the future. However, paving this detour would be very costly and cannot be justified when there other acceptable, less costly means for maintaining traffic during construction.

- Please reconsider 37 Mile Rd and N. Kidder Rd. This is a real problem for Northbound travel at rush hour. Many left turns on 37 Mile create a real stopping back-up on Van Dyke. Also, many cars traveling north turn right onto N. Kidder. This creates a problem as the drivers refuse to leave the main highway and go onto the unpaved shoulder. A paved shoulder or right turn lane at the North Kidder would be of great help. We also need a left turn center lane at 37 Mile Rd.

The intersection at Van Dyke and 37 Mile Road is being improved with the addition of a passing lane to Northbound which will allow Northbound Van Dyke traffic to go around traffic making the left turn at 37 Mile Road. The intersection at N. Kidder will be improved as well which will provide room for Northbound traffic to ease off of Van Dyke to make the right turn. Also, 8' paved shoulders will be constructed throughout the project limits.

- Apel Drain must be cleaned East and West of M-53 to get 12'x7' culvert to drain properly. Field tile outlets will have to be retiled for drainage.

MDOT will look into adding drain cleanout to the project and will investigate the field tile locations.

- Your detour does not really work for the people who live west of Van Dyke. Our route home from the south would be 34 Mile to Gould, Hipp, 35 Mile, Nordstrom, Judges, Peters and the streets of San Marino and County Manor. Not only is this a more direct route, but it keeps residents out of your work area. While it might not be feasible to pave all the roads, there should at least be extra grading and maintenance during the construction Gould can easily become impassible without the strain of extra traffic.

The detour route (34 Mile, McKay, Ebeling) for the closure of M-53 at the Wilson Drain is the simplest, most cost effective way of routing through traffic around the closure area. Local residents will need to find the routes which work best for them.

- You should be addressing the issues of safety at the Old Van Dyke, M-53, 34 Mile intersection! The design and traffic light intervals do not lend themselves to safe traffic flow, particularly when turning south on M-53 from E 34 Mile or North on M-53 from west 34 Mile.

The 34 Mile and Old Van Dyke intersections with M-53 are not within the limits of the reconstruction project. However, a traffic study was performed at the 34 Mile Road intersection and the data did not meet the criteria for the installation of a traffic signal.