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STATEWIDE ACCOMPLISHMENTS

The Michigan Department of Transportation (MDOT) has, since 1999, completed more than 93 percent of the **road and bridge preservation program** announced in the Five-Year Programs. This translates to more than 1,000 miles of roadway improved, more than 62 miles of passing relief lanes constructed, and approximately 1,100 bridges being upgraded. MDOT invested more than \$2.2 billion dollars in the past three years to achieve this. More than 88 percent of the vehicle miles of travel (VMT) on Michigan freeways are done on good pavement.

The **capital preventive maintenance (CPM) program** treated 3,710 route miles of highway during the past three years, investing \$176 million. This treatment increased the life span of these pavements by up to 7 years. In addition to the CPM program, MDOT invested more than \$645 million in routine maintenance during the past three years. Routine maintenance activities include mowing, snow plowing, pothole filling, and other such activities.

Because of the strategies we have employed for fixing our system, the pavement condition of the roadways was improved from 64 percent “good” in 1996 to 78 percent “good” in 2001. We have just completed the second year in our five year transition to full implementation of our **Strategic Investment Plan for Trunkline Bridges**. In these early years of transition, we have been successful in stabilizing our bridge network condition to stabilize the deterioration rate. We have realized a bridge

network condition improvement from 79 percent “good” in 1997 to 81 percent “good” in 2001. Our non-freeway bridge condition is currently at 83 percent “good” – only 2 percent away from our goal of 85 percent “good” for our non-freeway bridges.

MDOT began or continued construction on many new road and capacity improvement projects that were announced in the past three five-year programs at an investment totaling \$909 million dollars. Some high-profile projects included:

- South Beltline, M-6, known as the Paul B. Henry Freeway in Grand Rapids,
- US-131 Cadillac Bypass,
- US-131 S-Curve in Grand Rapids,
- US-31 relocated in Berrien County,
- M-5, Haggerty Connector and
- NB I-75, from Square Lake Rd to M-59 in Oakland County.

MDOT opened almost 80 miles of **widened roadways and passing relief lanes** to relieve congestion, reduce delays, and improve safety. It is estimated that in the past three years, more than 460 million vehicle miles of travel will occur on these improved roadway segments.

ADDITIONAL PROGRAM ACCOMPLISHMENTS

Safety is our priority in all projects. Part of the design process is analyzing safety improvements for every project we do. MDOT's comprehensive **Safety** program has implemented many efforts to improve driver safety over the past three years. They are:

- Keeping Vehicles on the Roadway
- Safety Improvement for Road Construction Projects
- Signals Projects
- Work Zone Safety

To help keep vehicles on the road, we have improved our pavement marking and signing, adopted a standard of rumble strips on highway shoulders to warn motorists who leave the roadway, and minimized the consequences of leaving the road by upgrading guardrails and adding approach terminals at the ends of our barrier systems to better absorb impacts.

Safety improvement projects typically involved improving safety at high crash intersections. Signal projects focused on improving and modernizing hundreds of signals that improve air quality, reduce congestion, smooth traffic flow, decrease aggressive driving, and decrease crash severity. Work zone safety involved funding increased law enforcement along with increasing fines and penalties for traffic violations to protect workers and drivers in work zones.

The **Transportation Economic Development Fund (TEDF)**, in cooperation with the Michigan Economic Development Corporation (MEDC), awarded 93 projects totaling more than \$99 million in TEDF Category A money in the past three years. These projects will support the creation or retention of more than 29,600 jobs in targeted industries in Michigan. The companies served by these projects plan to or have invested nearly \$4 billion more in improving their current location or expanding to other locations. As a result, an average of \$40 of private money will be invested for every \$1 of state money.

The TEDF also provides money to local agencies to help relieve congestion (Category C) and build a secondary all-season commercial network (Categories D and F) to support the state trunkline system. In addition, more than \$15 million was distributed to 47 counties in the state to assist in providing access to forest areas for the lumber industry (Category E).

Sources: MDOT, *Five-Year Road & Bridge Program, Vol IV - 2002 to 2006*, Statewide Planning Section, (517) 373-9193

ADDITIONAL PROGRAM ACCOMPLISHMENTS CON'T

During the past three years, the **Congestion Mitigation and Air Quality (CMAQ)** program has invested \$125 million in transportation projects in the non-attainment areas of Detroit, Grand Rapids, and Muskegon.

The accomplishments of the CMAQ program include a massive effort at information technology which combines safety, traffic flow improvements, equipment modernization, and air quality benefits. Michigan has the largest and most advanced ITS system in the nation.

Expansion of the already successful Courtesy Patrol which began in 2001. This program assists stranded motorists by removing vehicles from the travel lanes, making minor repairs on disabled vehicles, arranging for tows, transporting drivers and passengers, and assisting with local emergency phone calls.

very popular and competitive
Transportation Enhancement Program awarded more than \$25 million to 131 state and local projects designed to beautify the highway system, preserve history and expand non-motorized recreational opportunities. Together with matching funds, the total value of these

projects is \$27 million. The projects, located in 52 of Michigan's 83 counties, include pedestrian/bicycle paths, landscaping, brick street restoration, storm water runoff mitigation, scenic lookouts, development of corridor management plans and a variety of other initiatives that go above and beyond traditional highway work.

There were several major accomplishments of MDOT's 2000 **Roadside Program**. Two new modern safety rest areas were completed at a cost of \$2.5 million; one on I-69 east of the city of Potterville, the other on US-2 east of Garden Corners in Delta County. Two landscaping projects were also completed at a cost of more than \$850,000; one on M-5 in the city of Novi, the other on M-59 from Romeo Plank Road east to the I-94 interchange in Macomb County.

In 2000, the **Carpool Parking Lot Program** expanded two lots, paved seven and purchased property for a new lot. More than 2,600 vehicles use the 209 statewide lots daily, saving more than 49 million miles of statewide travel per year.

Research: Freeway modernization studies were completed for Ann Arbor and Kalamazoo. Freeway studies are underway for the Grand Rapids freeway system, for I-94 in Jackson and for I-75 in the urban areas of Flint, Saginaw and Bay City. A similar study completed for Detroit in the early 1990s has provided the information to help set priorities for investment decisions on the Metro Region's freeway system and will be updated over the next two years.

ENVIRONMENTAL ACCOMPLISHMENTS

The Michigan Department of Transportation (MDOT) is a nationally-recognized leader in environmental stewardship. Our preservation activities received national awards for the highest quality standards routinely employed in our undertakings.

An example of these initiatives is the recent S-curve reconstruction project on US-131 in downtown Grand Rapids, which received the Federal Highway Administration (FHWA)/American Association of State Highway and Transportation Officials' (AASHTO) National Quality Initiative Bronze Award for Partnering. The \$1 million archaeological project preserved a record of the peoples who lived along the shores of the Grand River in Grand Rapids for a period spanning more than 2,000 years.

The underlying key to this project's success was through the early partnering of such diverse groups as the Grand River Bands of Ottawa Indians, city of Grand Rapids, Kent County Road Commission, Grand Valley State University, Office of the State Archaeologist and various areas within MDOT.

MDOT's archaeological program was the focus of a segment aired on Michigan Radio, which is a National Public Radio (NPR) affiliate. In the interview, our staff

archaeologist revealed the wealth of archaeological and cultural resources that are present right here in Michigan. It was also revealed how seriously MDOT pursues it's responsibility for preserving this rich cultural heritage within the lands under our ownership and/or control. As a testament to the popularity of the subject, the interview was re-broadcasted by other NPR affiliates in neighboring states.

Under contract with Equity Studios of Sturgis, Michigan MDOT completed a film on the state's historic bridges called *Archways to Our Past: The Story of Michigan's Historic Highway Bridges*. The half-hour documentary film was aired on all 10 Michigan public television stations. VHS copies were provided to all Michigan colleges, universities, public libraries, intermediate school districts and historical museums.

MDOT chose the documentary film medium to help our customers understand the context and extent of environmental laws protecting historic bridges. The film is an effective public outreach tool, helping to educate historic bridge owners, engineers, students and the public.

Sources: MDOT, Bureau of Planning, Environmental Section, (517) 335-2622