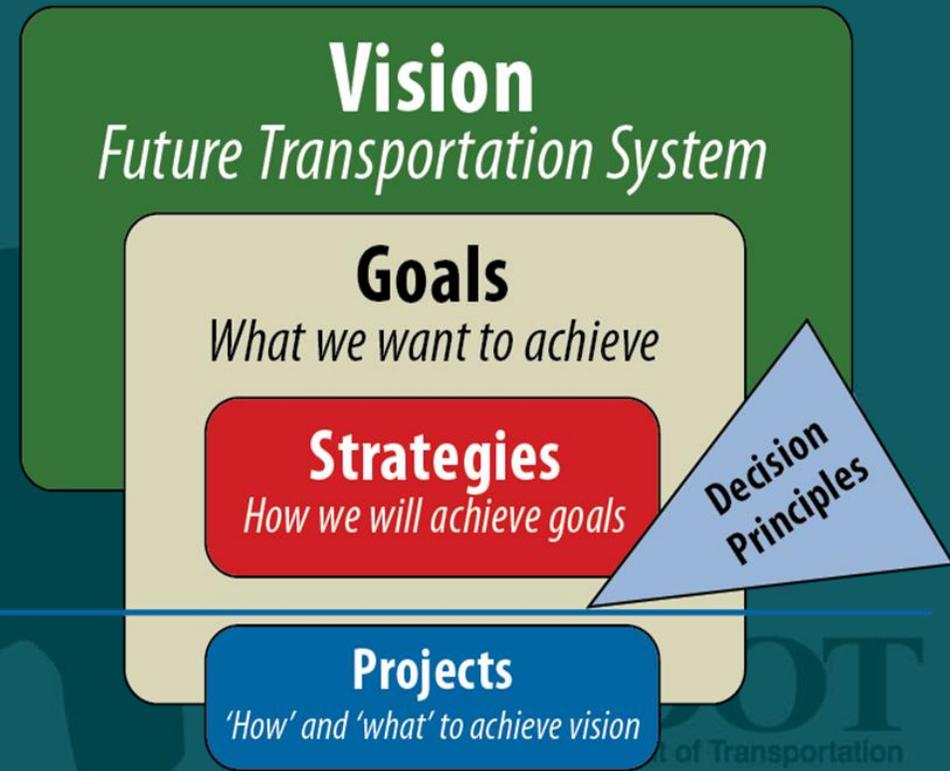




# Moving Michigan Forward

2040  
State Long-Range  
Transportation Plan





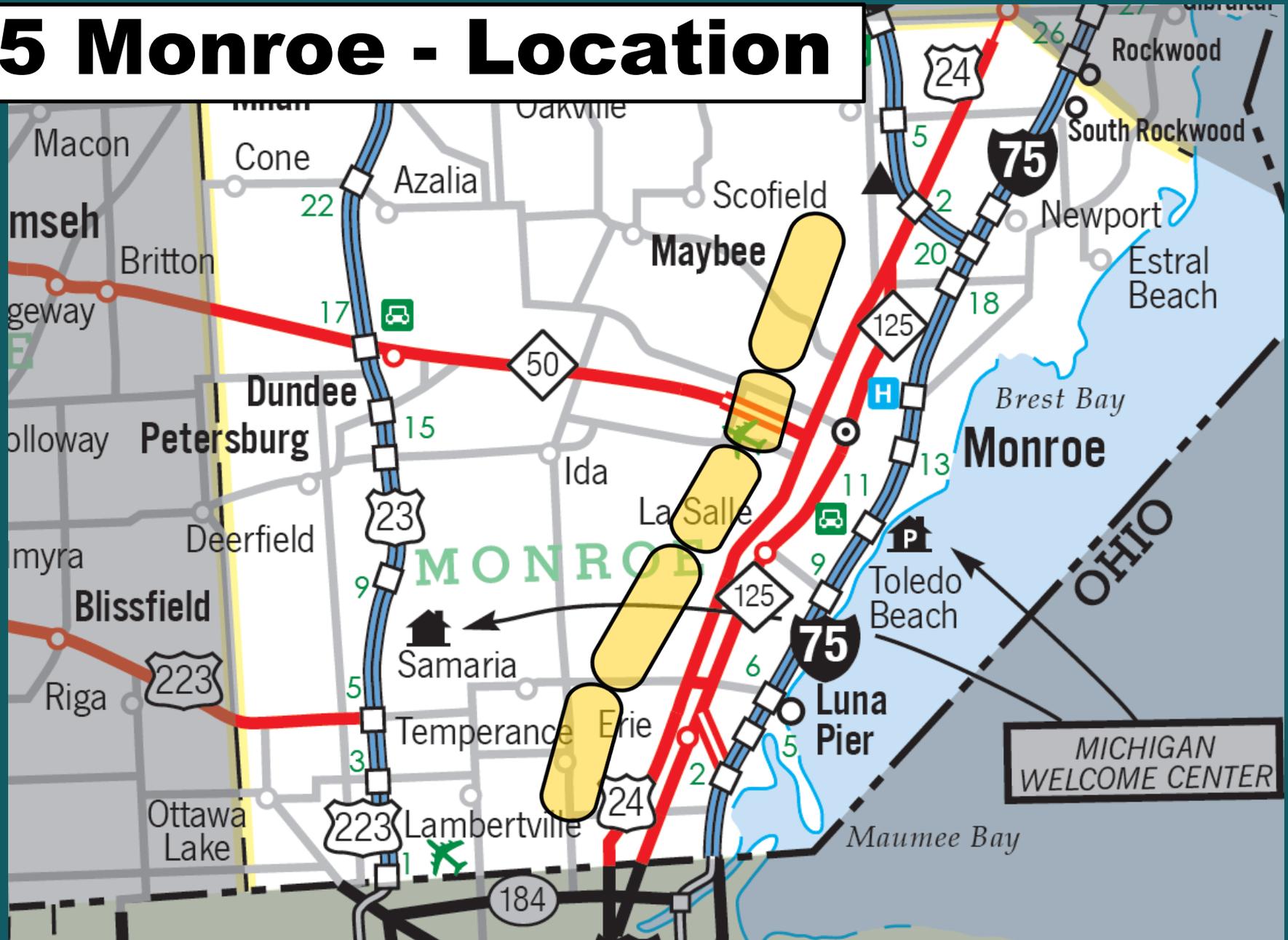
# I-75 Multi-Year Reconstruction Monroe County

- State Line to I-275

# I-75 Monroe - Existing Conditions



# I-75 Monroe - Location



# I-75 Monroe - Phases

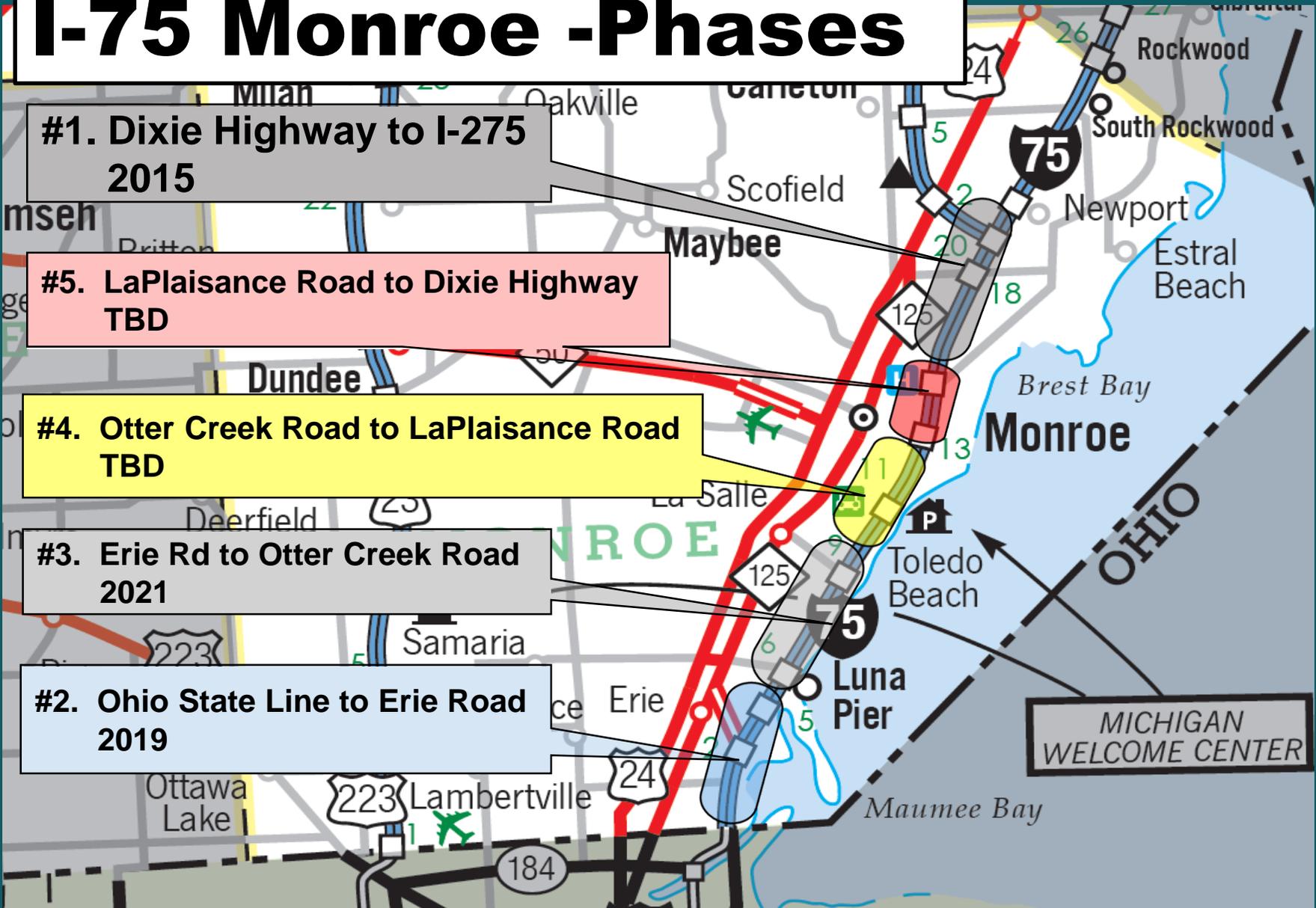
#1. Dixie Highway to I-275  
2015

#5. LaPlaisance Road to Dixie Highway  
TBD

#4. Otter Creek Road to LaPlaisance Road  
TBD

#3. Erie Rd to Otter Creek Road  
2021

#2. Ohio State Line to Erie Road  
2019





# I-75 Monroe - Conservation Plan



# I-75 Monroe - Conservation Plan

Aerial Migrants



Coastal Tributaries



Migratory Fish



Coastal Marsh



Inland Wetlands



Amphibians and Reptiles



Rare Plant Communities



# I-75 Monroe - Conservation Plan



# I-75 Monroe - Stakeholder Engagement



## Corridor Design Committee

I-75 RECONSTRUCTION PROJECT  
Monroe County



# I-75 Monroe - Stakeholder Engagement



## Selected Landscape Concept Rural Approach

- Edited version of today's landscape offering a neat but natural looking combination of grasses, trees and shrubs.
- Blueprint for possible future interchange landscaping.
- Local participation required for full interchange landscaping to be included in future projects.
- All projects will include restoration and replacement trees.

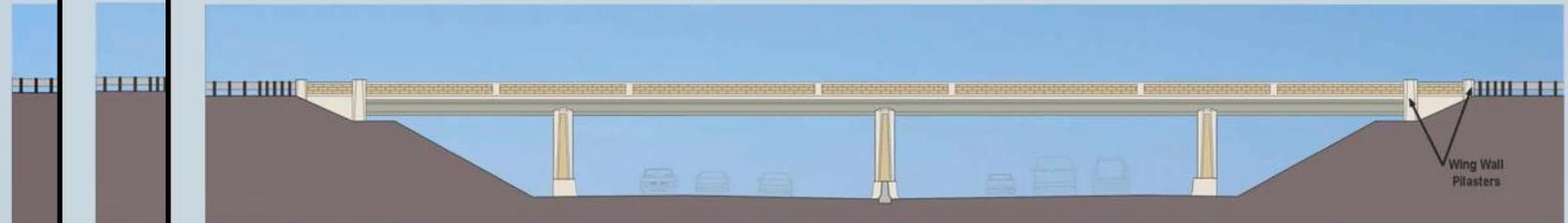


Monroe/Dixie Highway Interchange

# I-75 Monroe - Stakeholder Engagement



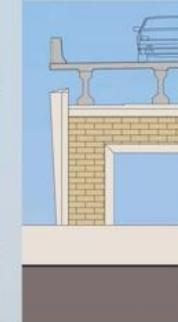
## Bridge Alternative C



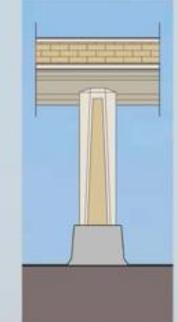
Mainline Bridge Elevation



Mainline Bridge Perspective



Pier Details



Bridge Pier Elevation - Section - Perspective



Existing I-75 Corridor Bridge

- DESIGN PRINCIPLES**
1. Replacement Bridges consistent architecturally with existing corridor bridges.
  2. Colors of bridge elements consistent through I-75 corridor as bridges are replaced and renovated.
  3. Abutment pilasters consistent with bridge piers

# I-75 Monroe - Stakeholder Engagement



# I-75 Monroe - Stakeholder Engagement



# Michigan Department of Transportation

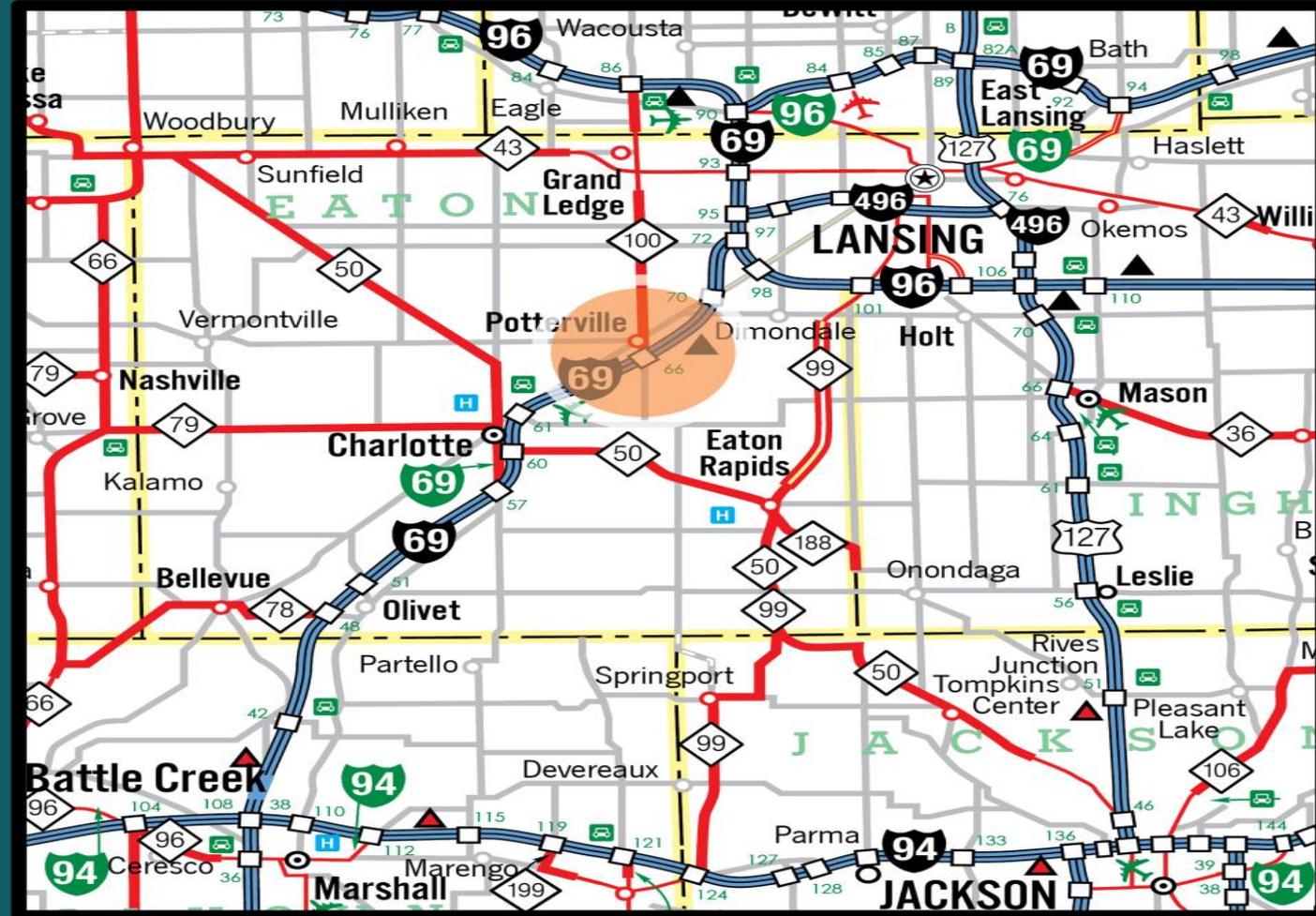




# M-100 Bridge Slide Eaton County

- 2015 Potterville
- Over CN GTW Railroad

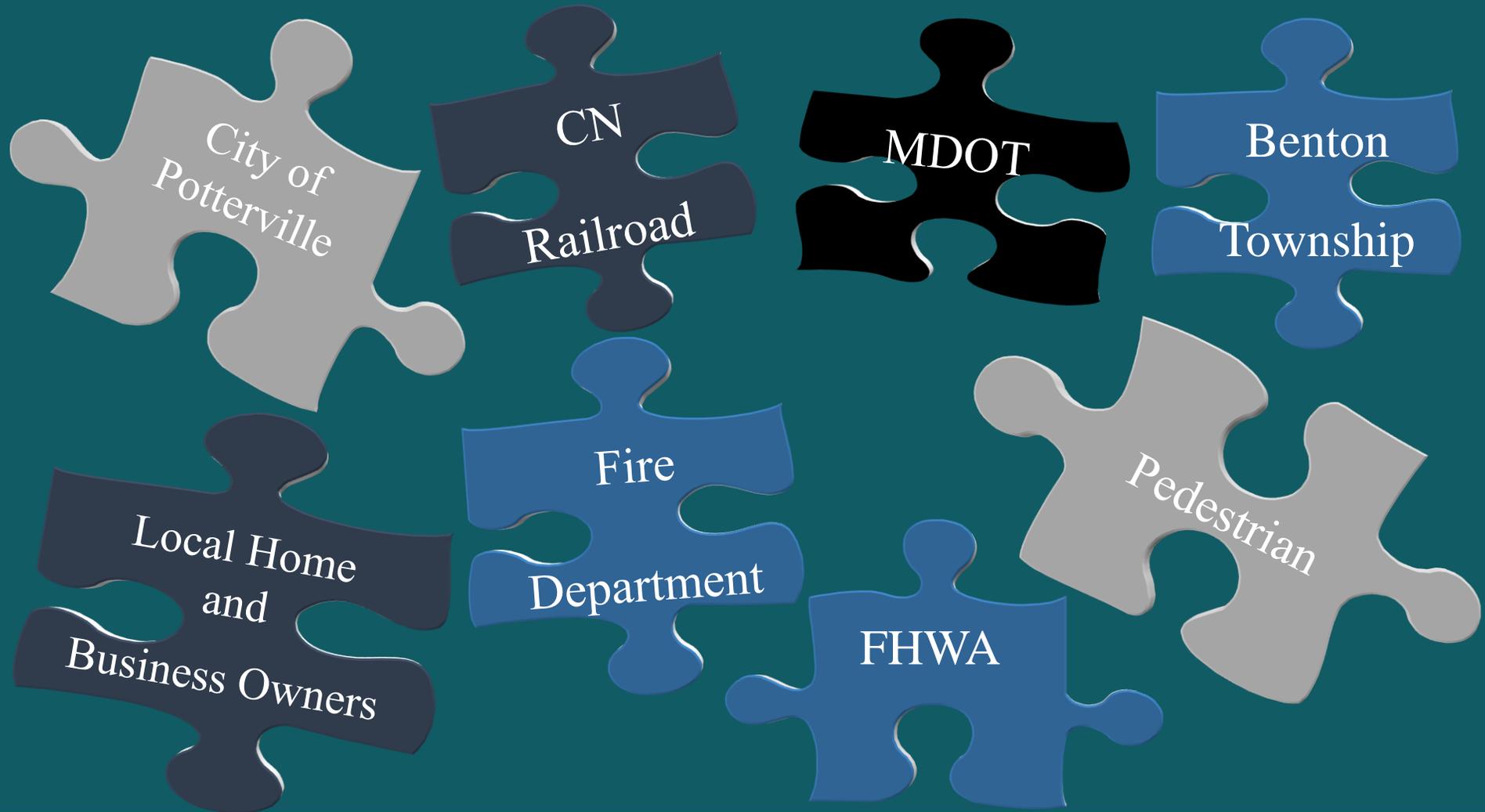
# M-100 - Bridge Slide



# M-100 - Bridge Slide



# M-100 - Stakeholders



# M-100 - Existing Condition

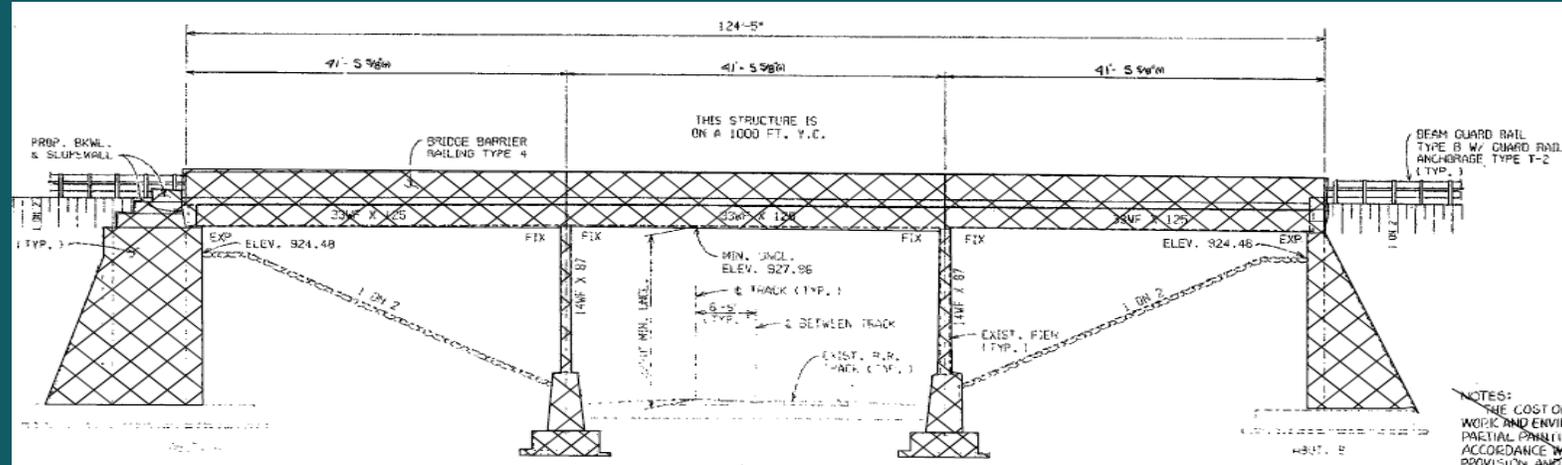


- ❑ Original Construction:  
1940

- ❑ Width of Structure:  
40 feet



# M-100 - Why slide this bridge?



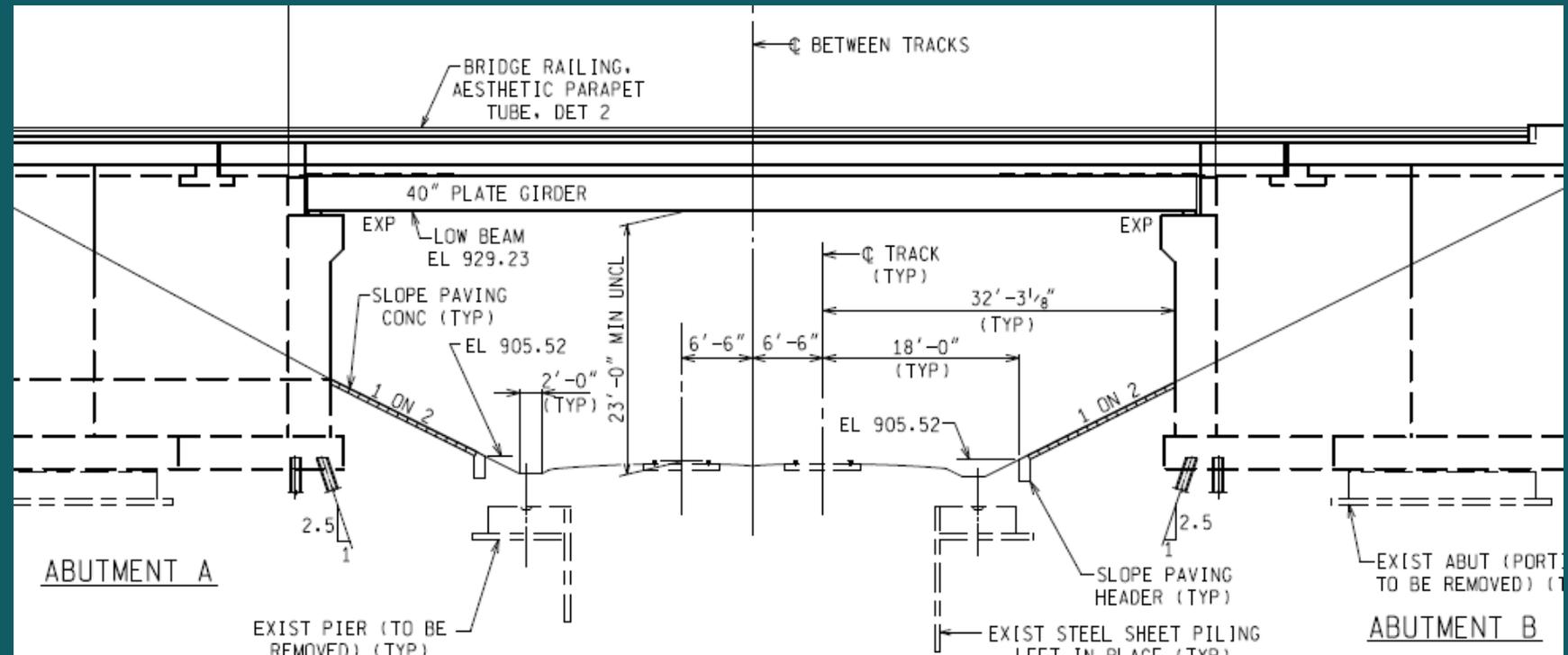
# M-100 - Why slide this bridge?



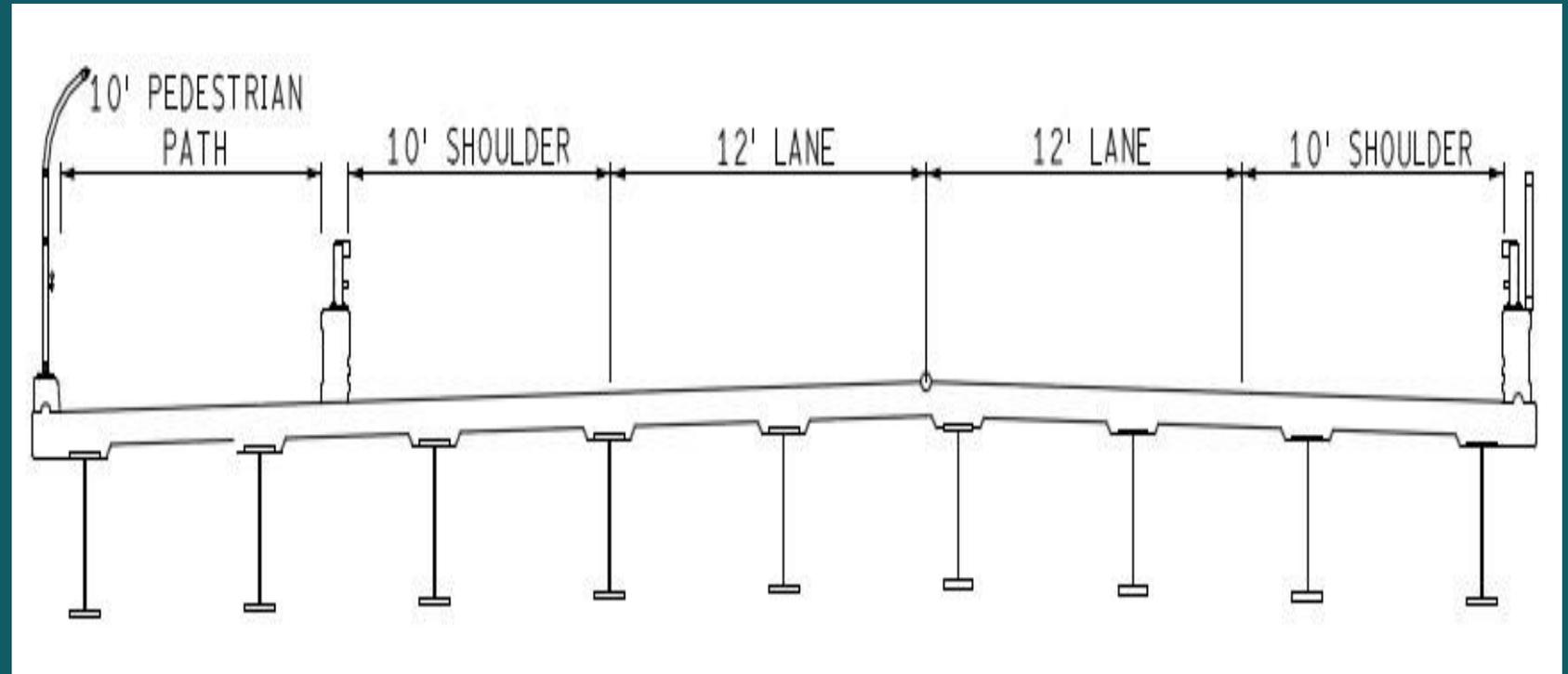
# M-100 - Why slide this bridge?



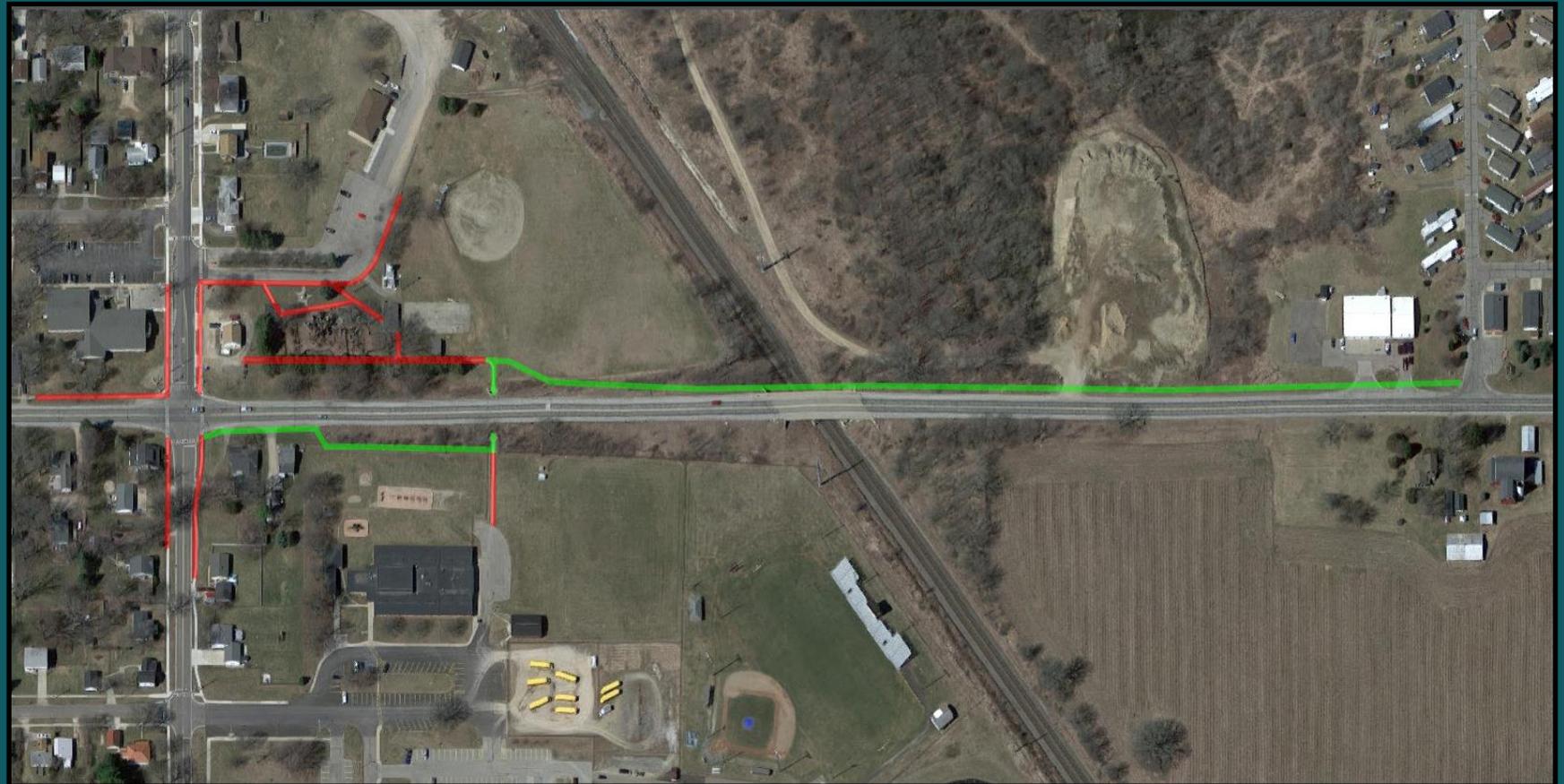
# M-100 - Proposed Condition



# M-100 - Proposed Condition



# M-100 - Pedestrian Facilities



# M-100 - Benefits

- ❑ New bridges = reduced maintenance costs
- ❑ Only short-term M-100 closure required
- ❑ Minor disruption to the 32 trains a day
- ❑ Improved safety
- ❑ Improved pedestrian facilities



# Michigan Department of Transportation





# I-96/US-23 Interchange Reconstruction Livingston County

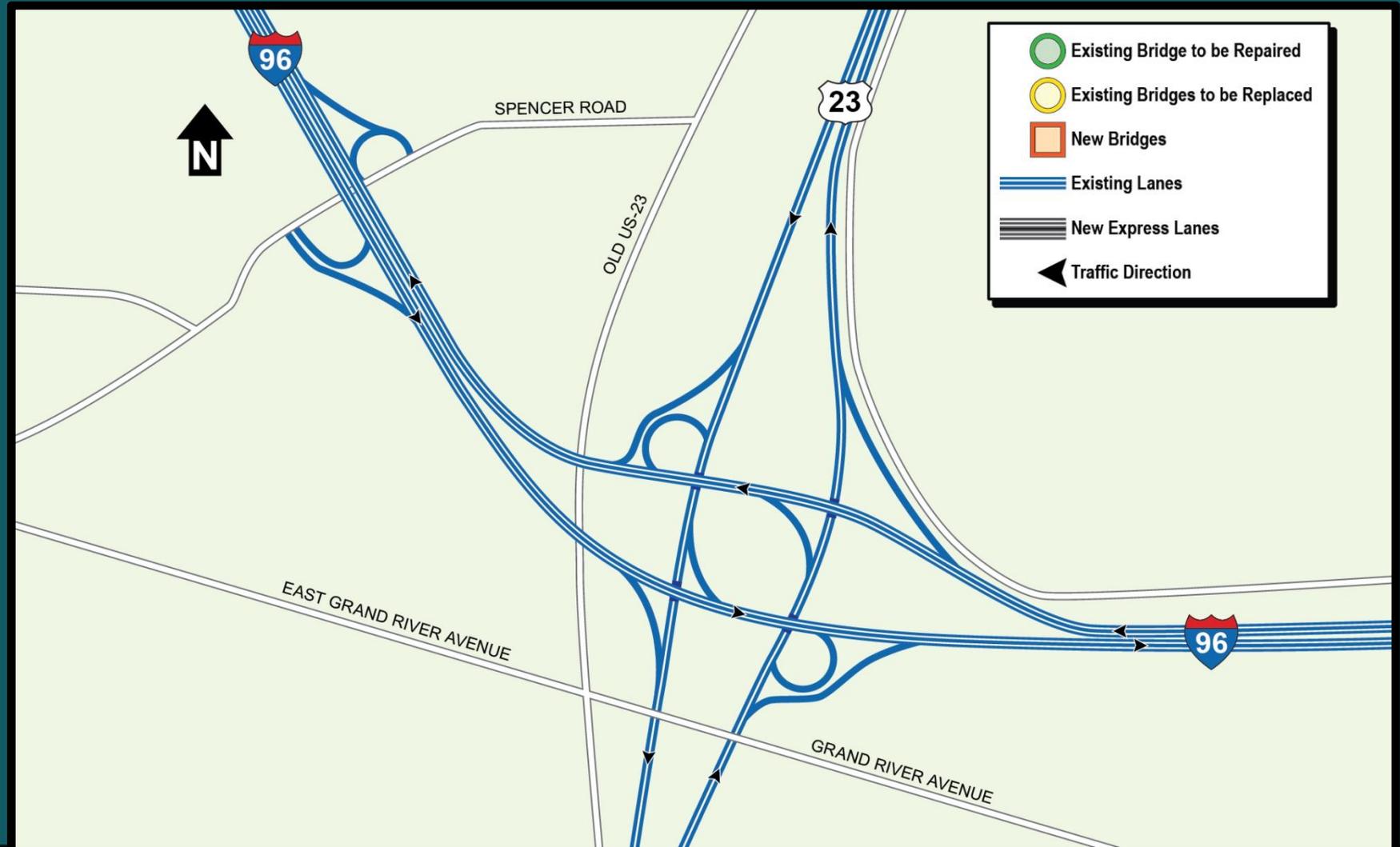
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• 2015 - 2016 Brighton Area

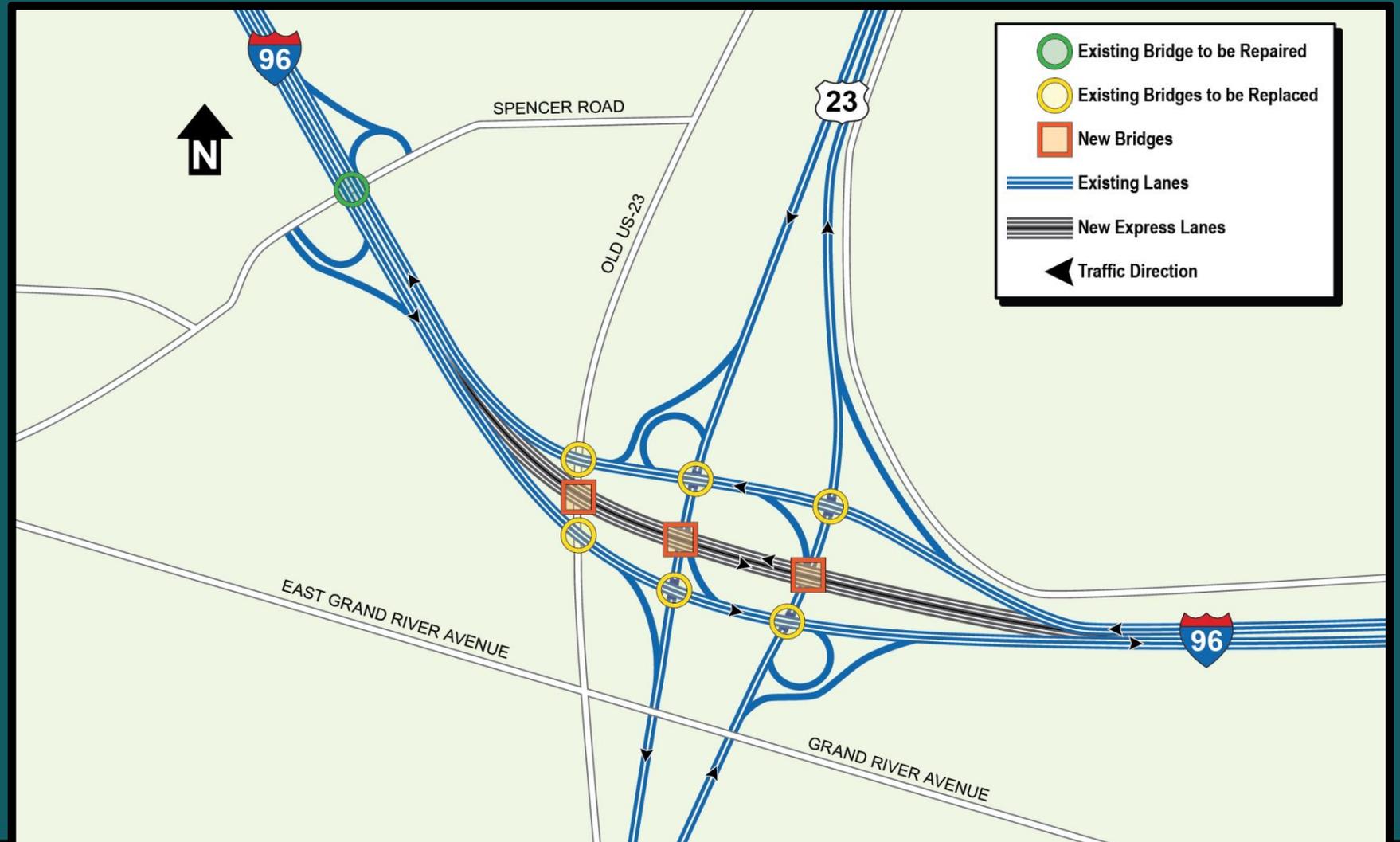
# I-96/US-23 Interchange



# I-96/US-23 - Previous Condition

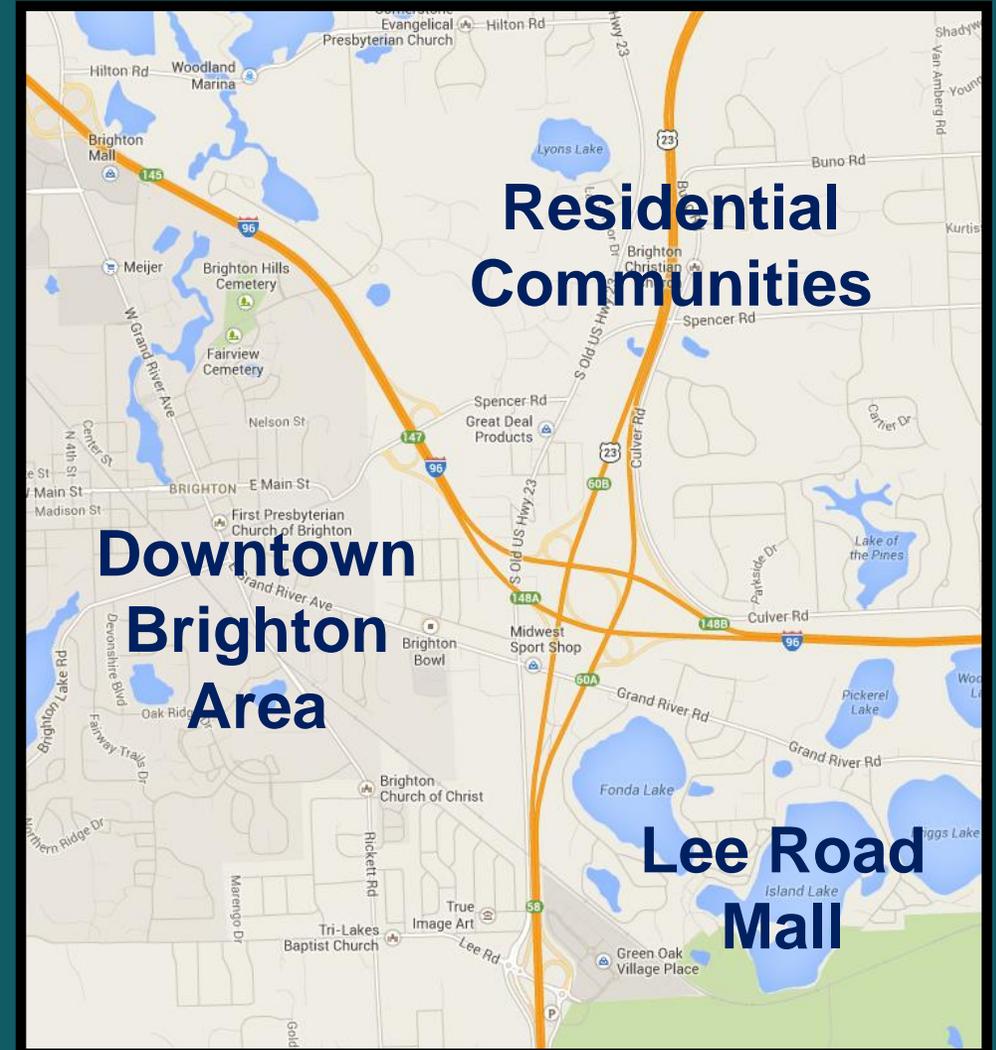


# I-96/US-23 - Proposed Project



# I-96/US-23 - Customer Impact

- Downtown Brighton area
- Lee Road Mall
- Residential communities
- Commercial areas
- Rush hour through-traffic





# Old US-23 - Accommodations

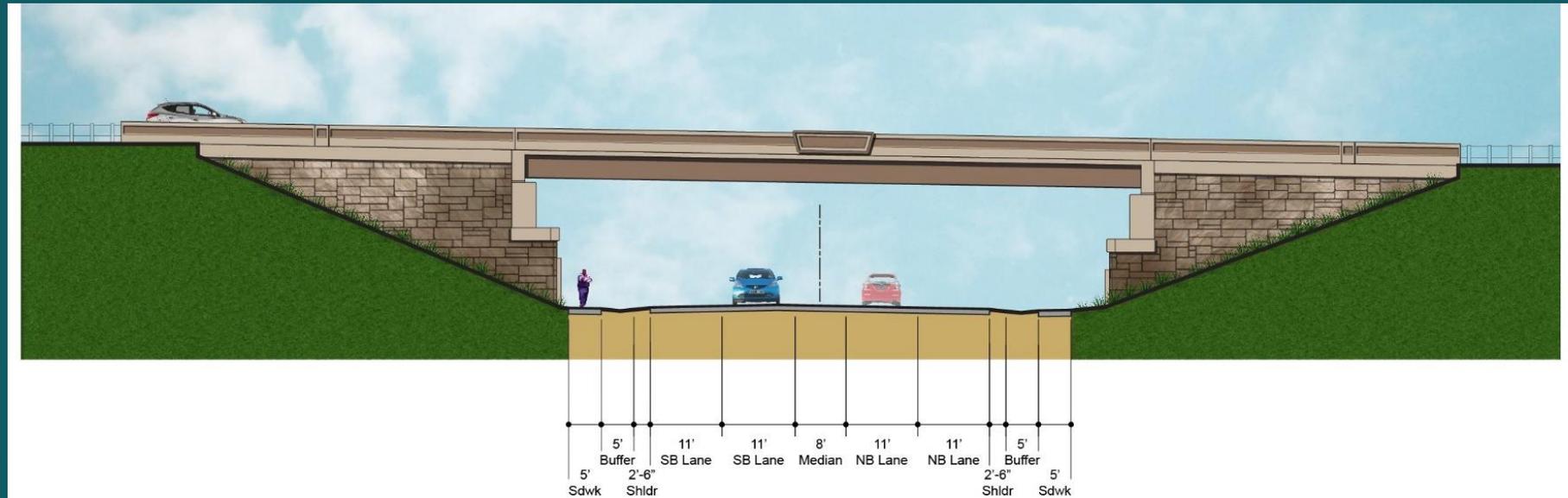
Existing two-lane road with 8-foot shoulders have no room for future county expansion plans.



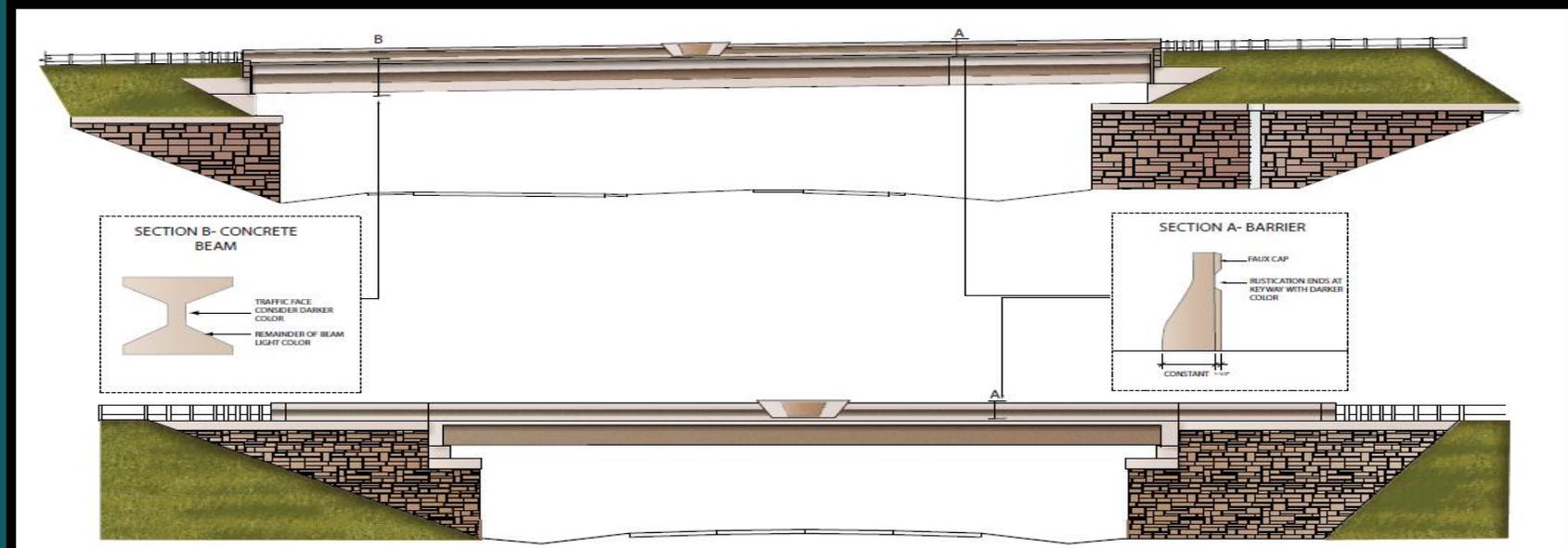
# I-96/US-23 -

# Future Opening on Old US-23

New bridges over Old US-23 will provide accommodations for a five-lane section with room for pedestrian walkways.



# I-96/US-23 - Context Sensitive Solutions



# I-96/US-23 - Aerial 5: 10-Year Growth



# I-96/US-23 - Existing Construction



# Michigan Department of Transportation



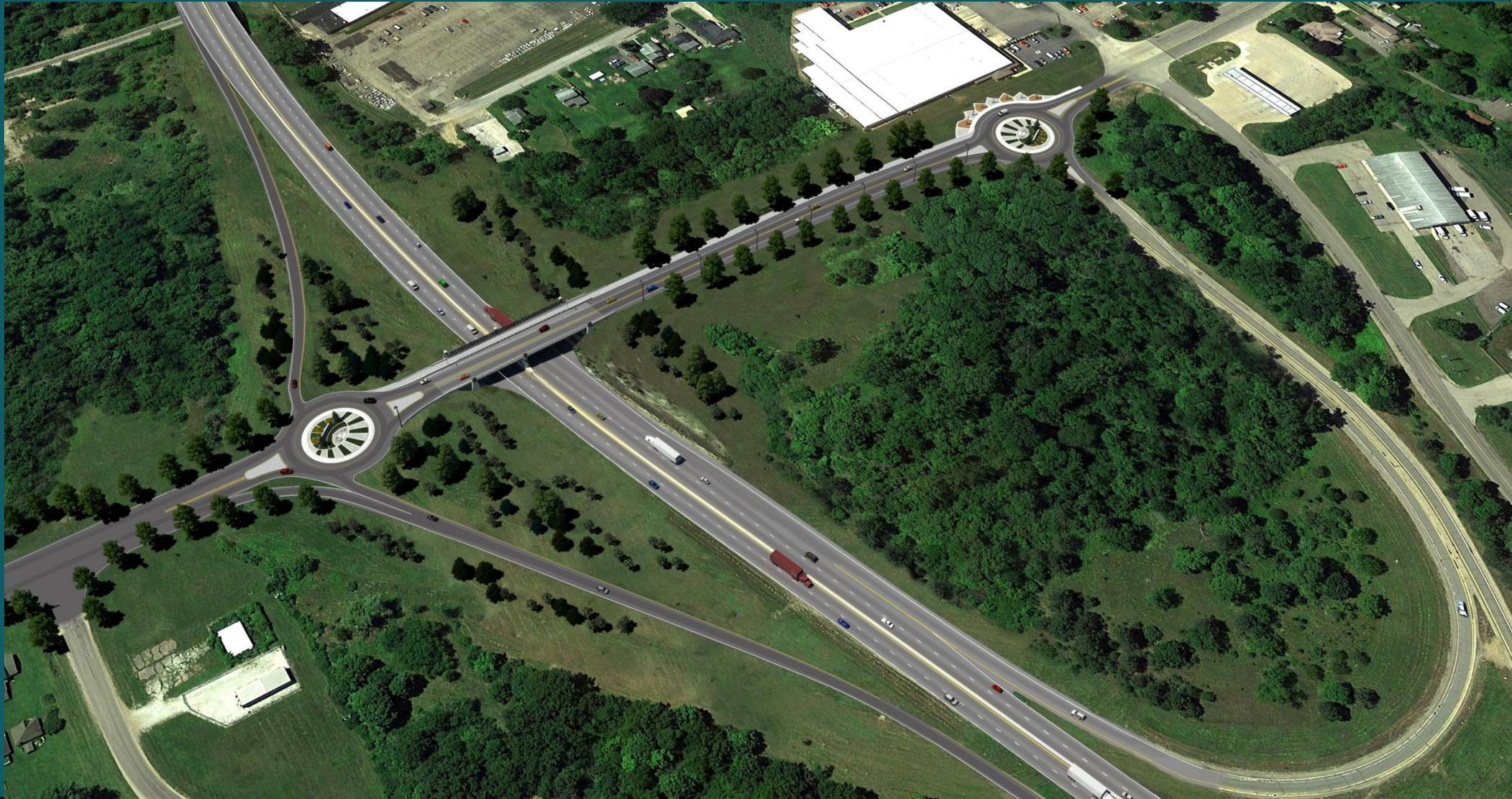


# I-94 Reconstruction Jackson County

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- 2015 - 2016  
Context Sensitive Solutions
- 2018 - 2019 Construction

# I-94 Jackson - Cooper Street



# I-94 Jackson - Cooper Street



# I-94 Jackson – Architectural Pylon (Stone)



# I-94 Jackson - Architectural Pylon (full height abutment)



# I-94 Jackson - Architectural Pylon Gateway (Brick)



# I-94 Jackson - Architectural Pylon Gateway (brick with full height abutment)



# I-94 Jackson - (base only)



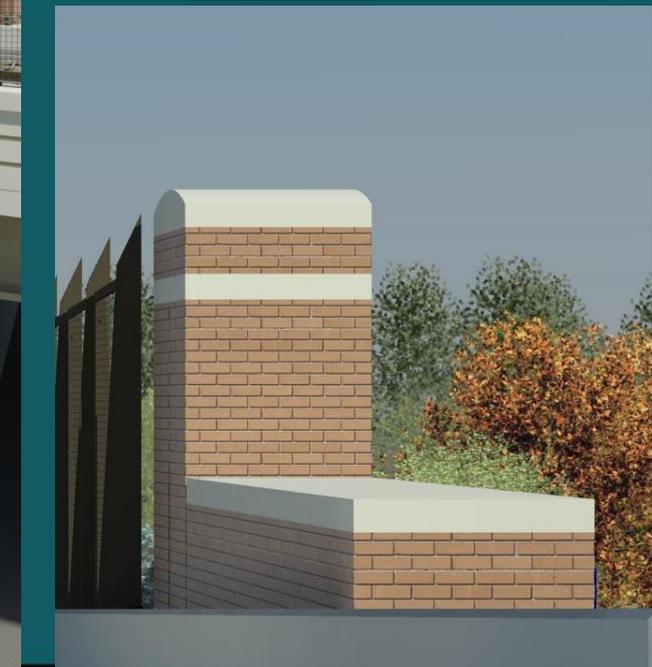
# I-94 Jackson - (base-only deck view)



# I-94 Jackson - Architectural Pylon



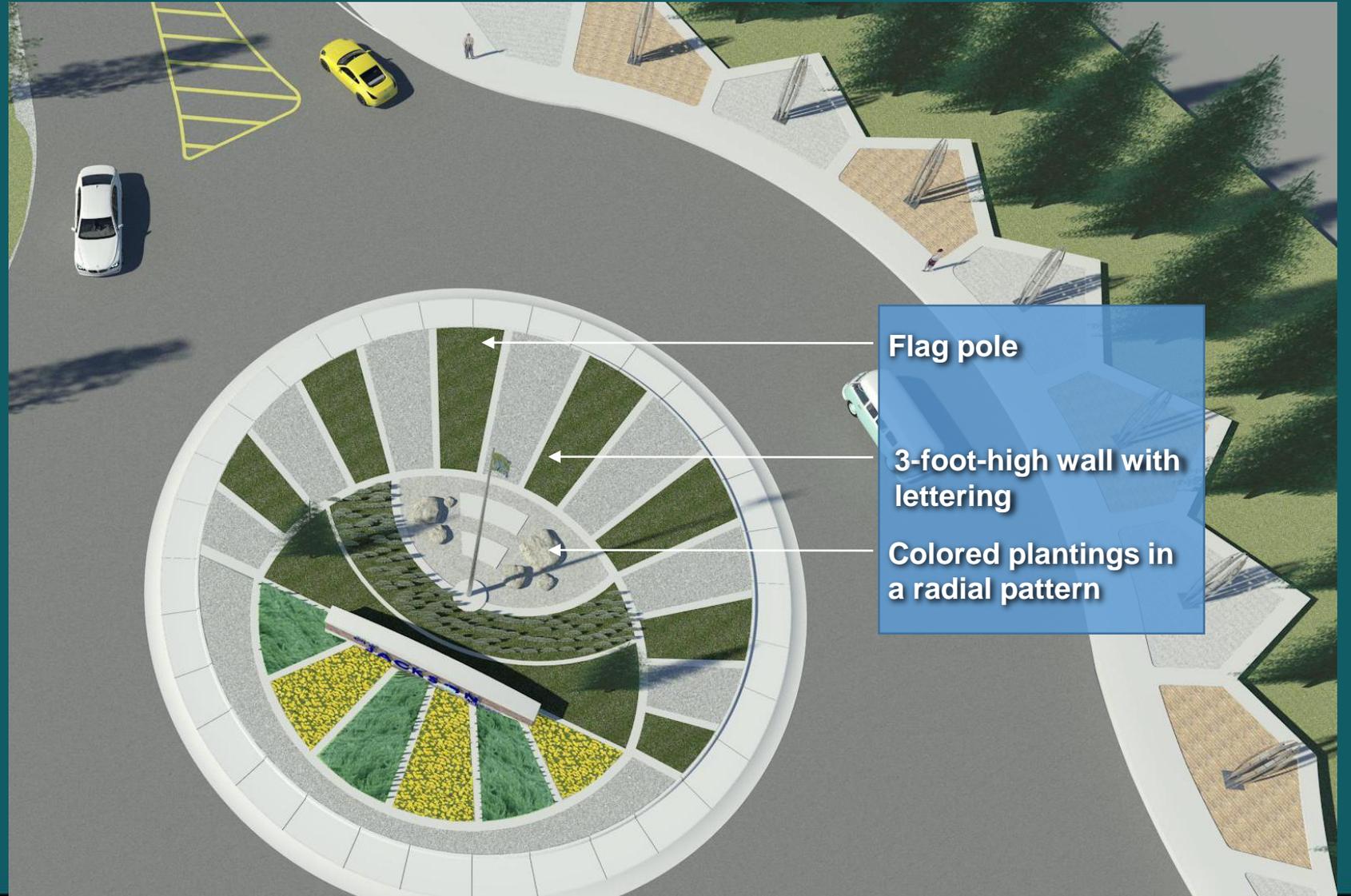
# I-94 Jackson - Architectural Pylon Gateway Details



# I-94 Jackson - Landscape Plan



# I-94 Jackson - Roundabout Landscape Plan



Flag pole

3-foot-high wall with lettering

Colored plantings in a radial pattern

# I-94 Jackson – Roundabout Landscape



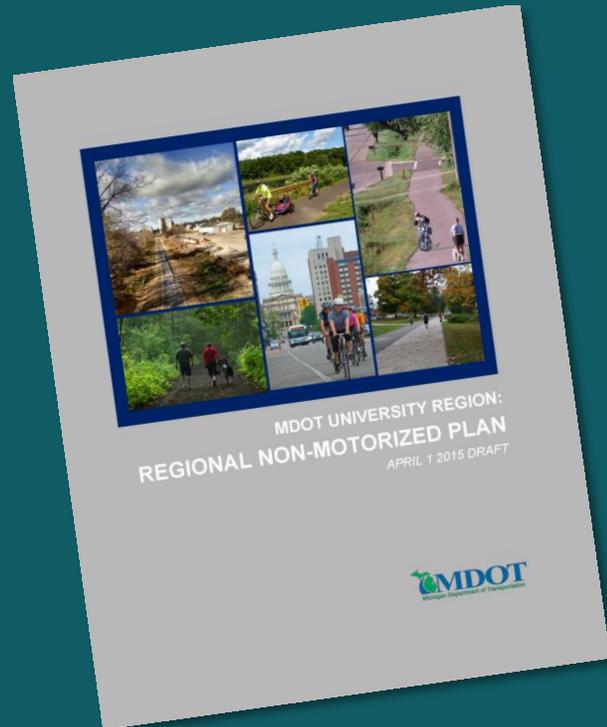
# Michigan Department of Transportation





# University Region: Regional Nonmotorized Transportation Plan 2015

# University Region Plan - Primary Goals



- Document existing and proposed network.
- Identify opportunities to enhance nonmotorized transportation.
- Use as a tool to help prioritize nonmotorized investment in region.
- Provide a vision for a nonmotorized network to guide public and private initiatives.
- Foster cooperative planning across municipal/county boundaries.

# University Region Plan

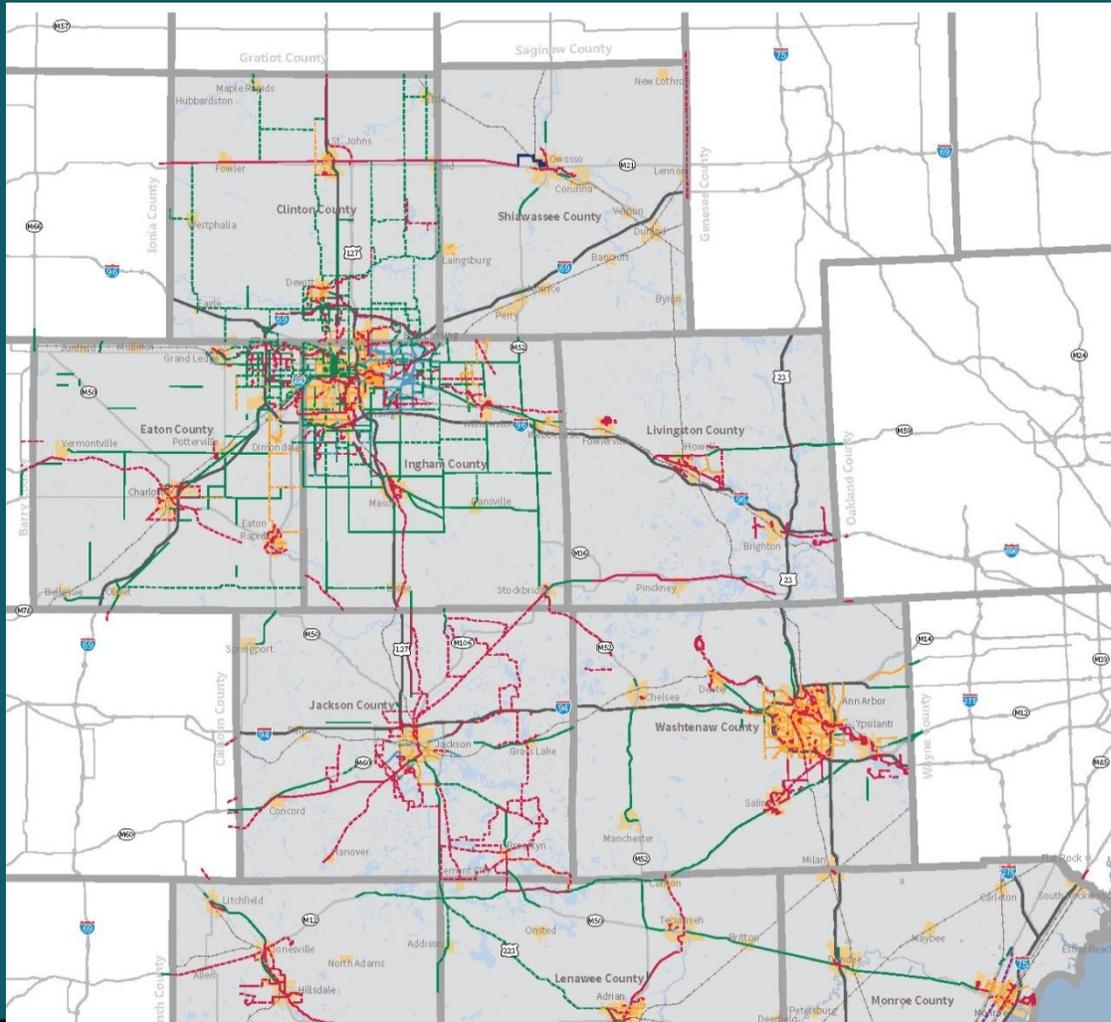
- Doesn't supersede local planning efforts.
- Documents generally where connections or additional planning may be desired but does not prescribe exact location or type of facility.
- Focused at the regional level, so it doesn't include all facility types (i.e., sidewalks, crosswalks, intersection improvements).
- Network is evolving at a rapid pace - the plan and maps represent a "snapshot" in time. Things will change, priorities will shift, updates will be necessary over time.



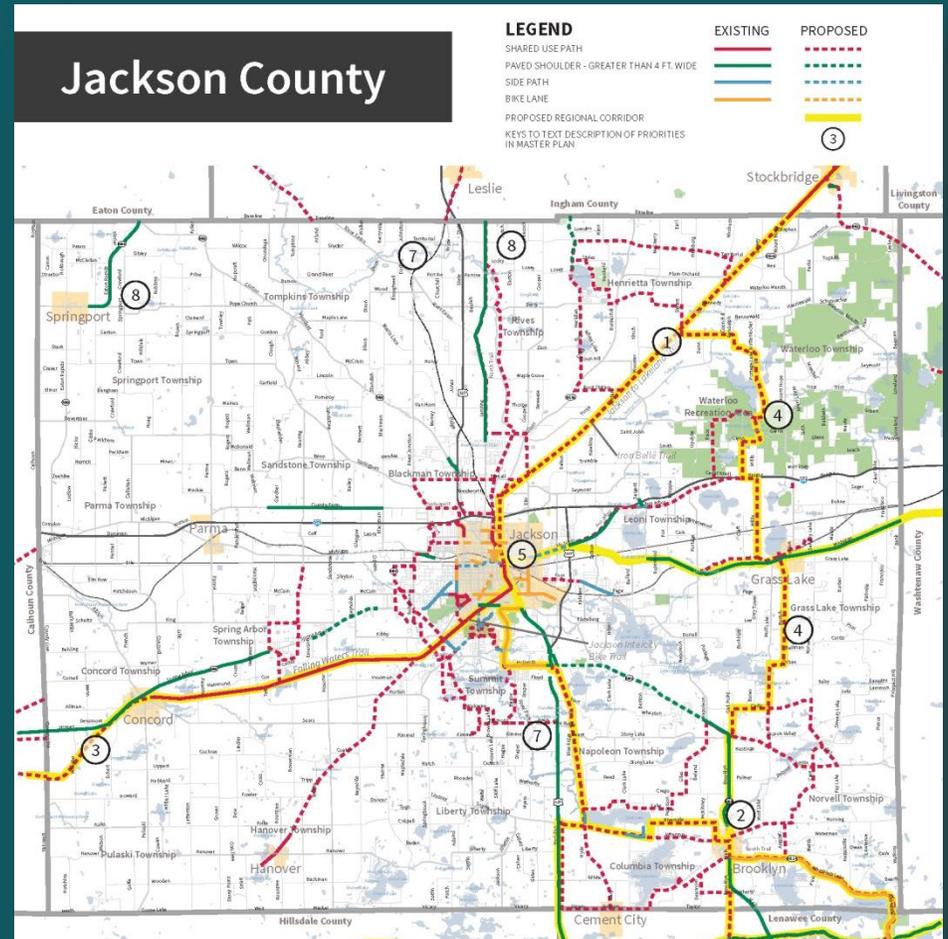
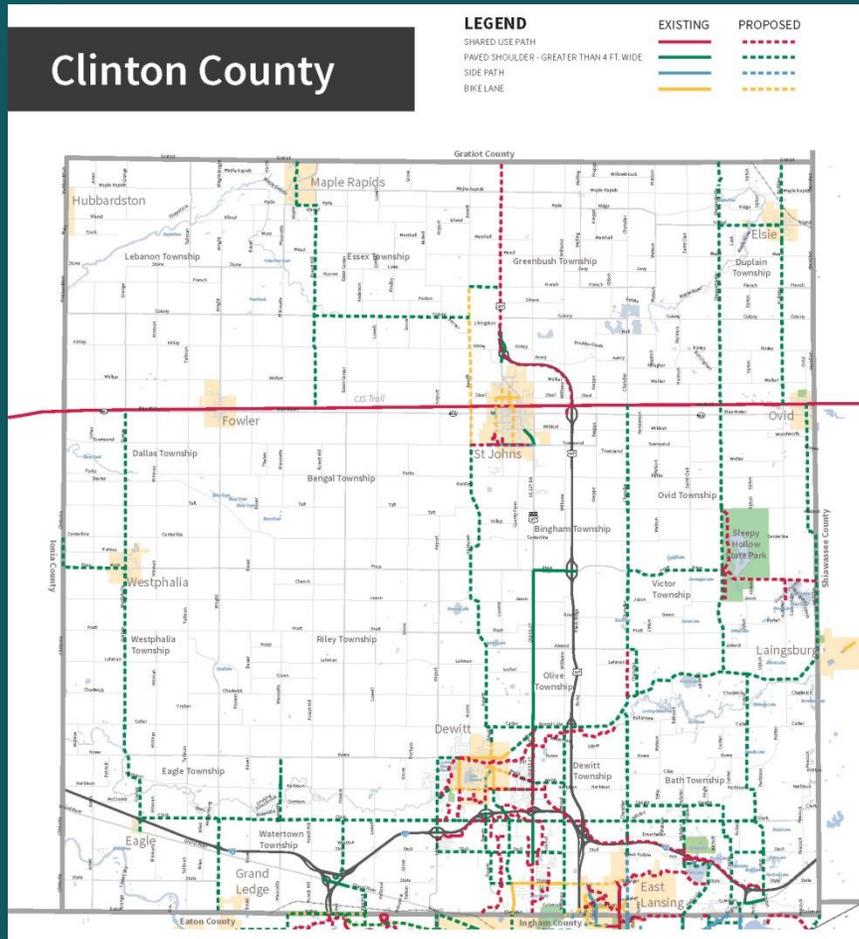
# University Region Plan Existing Conditions

Considerable effort collecting data from state, regional, county and local agencies to develop a database of what is existing and what folks are planning in the future.

**There are currently  
1,216 miles of  
facilities in  
University Region.  
Another 1,500 miles  
are planned!**

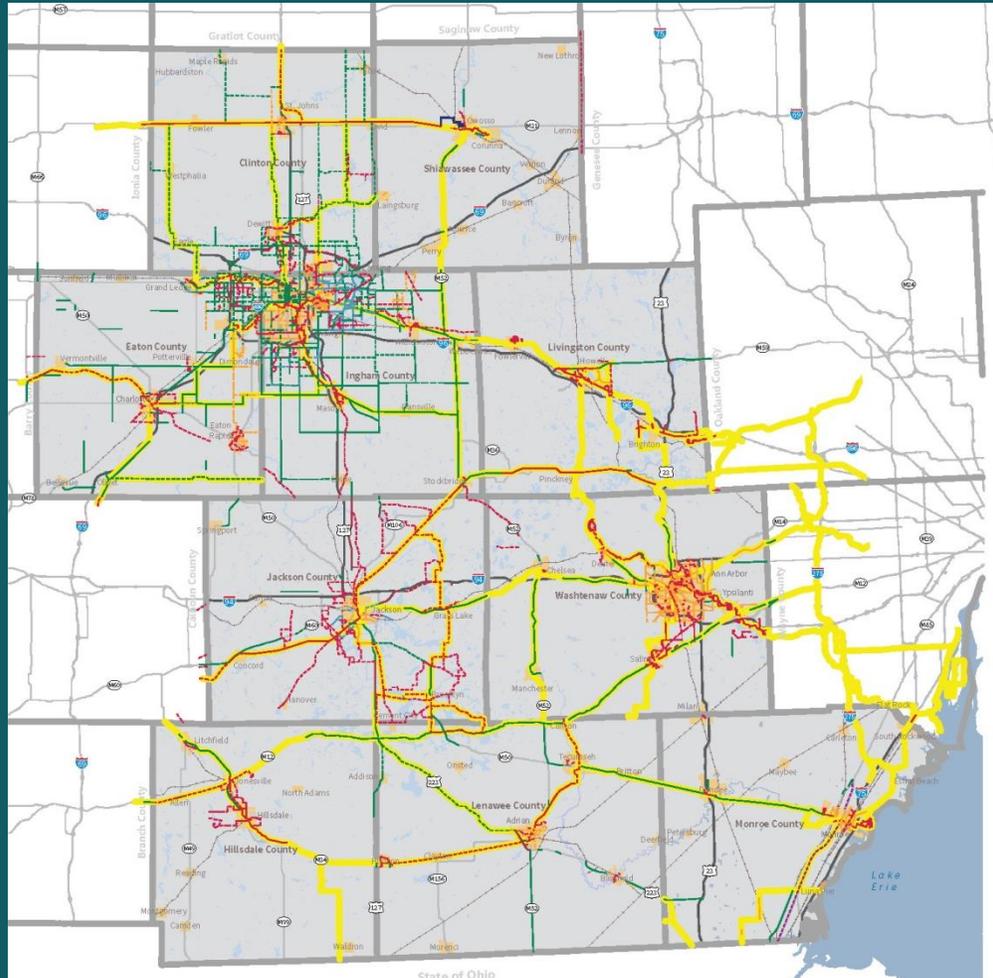


# Maps and GIS data available for each county



# Regional Corridors

- Portions of a corridor may change if other routes prove more feasible.
- Regional corridors may be added over time. More local planning is needed in several areas.
- Encourage local agencies to coordinate their bicycle and pedestrian planning efforts with this document, strengthening local, county and regional efforts.



# Plan includes priorities for each county



## Priorities in Clinton County

1. The Clinton County Parks Department continues to lead the development and modification of a county-wide non-motorized plan. This effort includes extensive coordination between stakeholders, road agencies and communities. The completion of the **County Plan**, its on-going maintenance, and incorporation into the **Tri-County Transportation Plan** remains a high priority to ensure coordinated efforts moving forward.
2. The opening of the **Clinton-Ionia-Shiawassee Trail (CIS)** in 2015 was an enormous accomplishment. Providing additional access points, trailheads, and programming on the trail is a priority. As are providing connections to and from the CIS trail to the downtowns and residential areas of St. Johns, Fowler, and Ovid.
3. The 2600+ acre **Sleepy Hollow State Park** is a primary destination in both Clinton and Shiawassee Counties. Connections to/from Sleepy Hollow State Park to the CIS Trail, Laingsburg, Dewitt, Bath Township and surroundings is a priority voiced by many at the outreach meetings conducted as a part of this process.
4. A **north/south non-motorized connection** the entire length of the County, perhaps in and around the **US-127 corridor, Old US 27, or DeWitt Road** in order to facilitate safe pedestrian/bike travel to and from the CIS Trail, the River Trail system to the south in Ingham County, and the Fred Meijer Heartland Trail to the north.
5. Incorporating **wide paved shoulders** along a number of County Roads is an important improvement and consideration as the non-motorized network evolves in Clinton County.