

State Transportation Commission

February 22, 2007

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Michigan Department of Transportation

Overview

- **MI Transportation Plan Update**
- **State Rail Freight Policy**
- **“Dodge the Lodge”**



MI Transportation Plan: Moving Michigan Forward

**State Long-Range Plan 2005-2030
Update**

The MI Transportation Plan: Moving Michigan Forward

- **Kicked-off in December of 2005**
- **Defines:**
 - **Challenges**
 - **Vision**
 - **Goals**
 - **Decision Principles**
 - **Strategies**
- **Focus of Corridors of Highest Significance**



Needs and issues were identified through Input from:

- **Economic Advisory Group**
- **Stakeholder interviews and workshops**
- **Public meetings**
- **Household surveys**
- **Government-to-Government consultations with Tribal Governments of Michigan**
- **Web input**



The process produced comprehensive picture of the state of the transportation system including:

- **Defining corridors of significance**
- **Gaps between modes, gaps in service, and revenues**
- **Regional differences**



We heard that the public wants:

- **Greater transportation choices**
- **Greater access to transportation facilities**

This plan sets forth the decision principles necessary to advance the vision and move Michigan forward, recognizing limited resources of today



- **Final Draft Plan document going out to public for 45-day review and comment period – March**
- **Plan submitted to Governor - June 1, 2007**
- **Plan transmitted from Governor to Federal Highway Administration - June 28, 2007**

Final plan must be adopted and submitted by July 1, 2007, to meet SAFETEA-LU requirements



State Rail Freight Policy

State Rail Freight Policy

- **Current state rail policy relates to MDOT's ownership of active rail lines**
- **Encourages divestiture of state-owned rail lines**

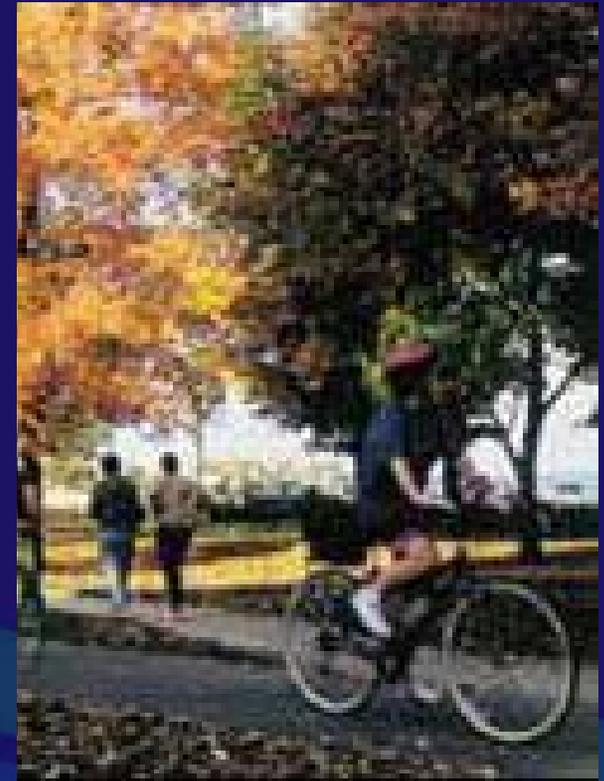


Revisions Proposed for Policy

- **Requested to clarify & strengthen MDOT's ability to acquire abandoned rail lines for bike/pedestrian transportation**
 - **Something we already do on an ad hoc basis**
- **Anticipating recommendations from the trail committee headed by DNR**
 - **MDOT is an active participant**
- **In response to increased public interest in bike/pedestrian trails**

Benefits of Revising Policy

- **Stronger defense for MDOT ownership or acquisition of rail ROW for all transportation purposes**
- **Trails preserve rail ROW for future rail use**
- **Greater flexibility for transportation needs**



“Dodge the Lodge”

M-10, Jefferson Avenue to Lahser Road

Road, Retaining Wall & Bridge Rehabilitation and Freeway Signing



MDOT
Michigan Department of Transportation

Road and bridge rehabilitation

DODGE THE LODGE II

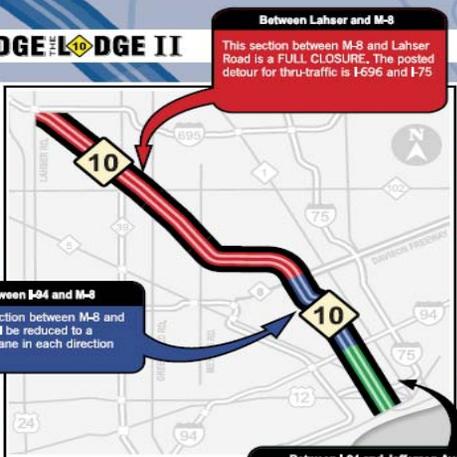


II

FULL CLOSURE BETWEEN LAHSER ROAD AND M-8 (DAVISON FREEWAY)



DODGE THE LODGE II



Between Lahser and M-8
This section between M-8 and Lahser Road is a FULL CLOSURE. The posted detour for thru-traffic is I-96 and I-75

Between I-94 and M-8
This section between M-8 and I-94 will be reduced to a single lane in each direction

Between I-94 and Jefferson Ave
This section between I-94 and Jefferson Avenue will have lane closures restricted to nights and weekends



Project Need



7.2 miles of Freeway Reconstruction

Project Need



7.2 miles of Freeway Reconstruction

Project Need



7.3 miles of Pavement Patching . . .

Project Need



... and Barrier Wall Repairs

Project Need



Rehabilitation of 50 Bridges

Project Need



Rehabilitation of 50 Bridges

Project Need



Repair & Surface Coating of Existing Retaining Walls

Project Need



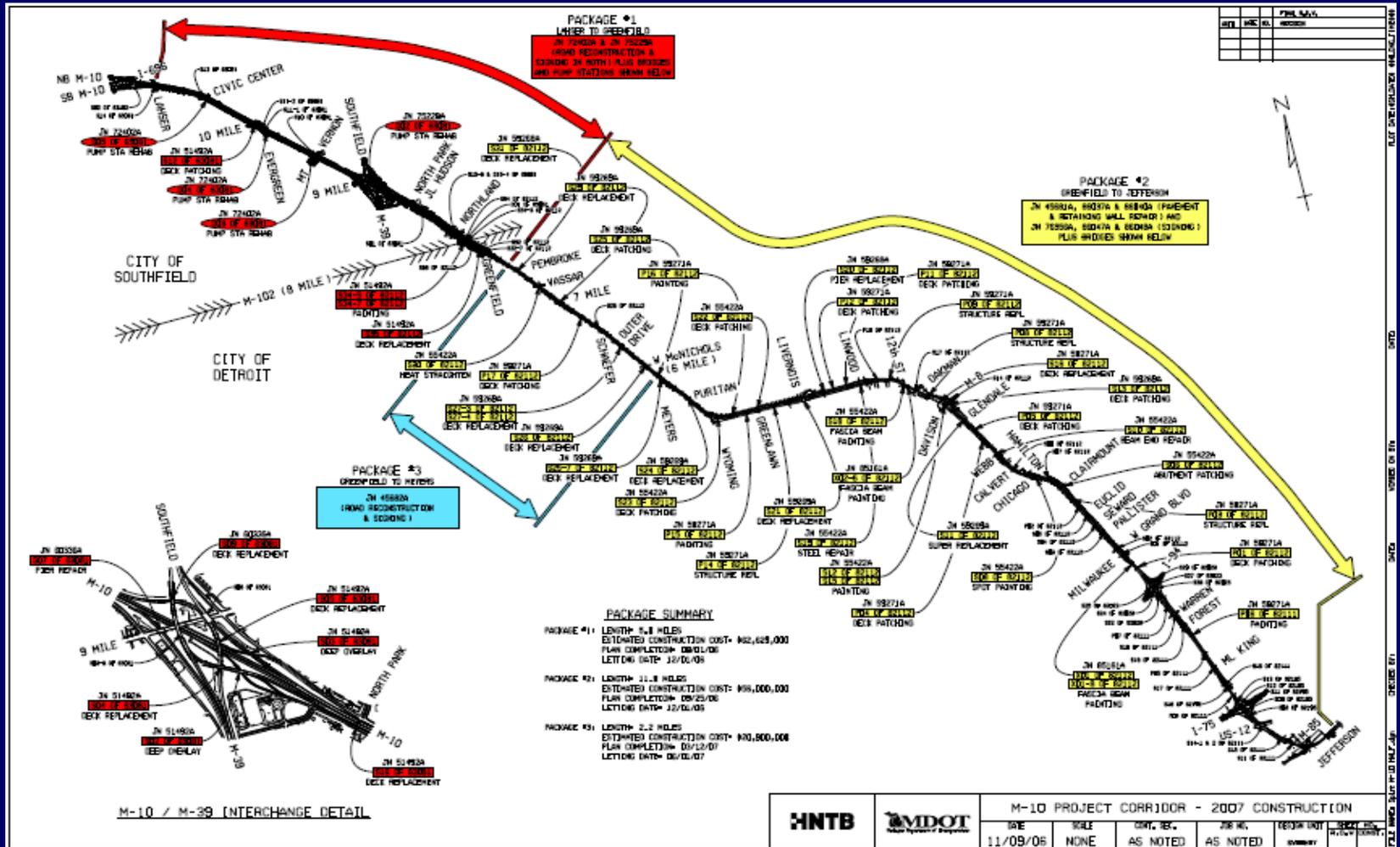
Repair & Surface Coating of Existing Retaining Walls

Project Need



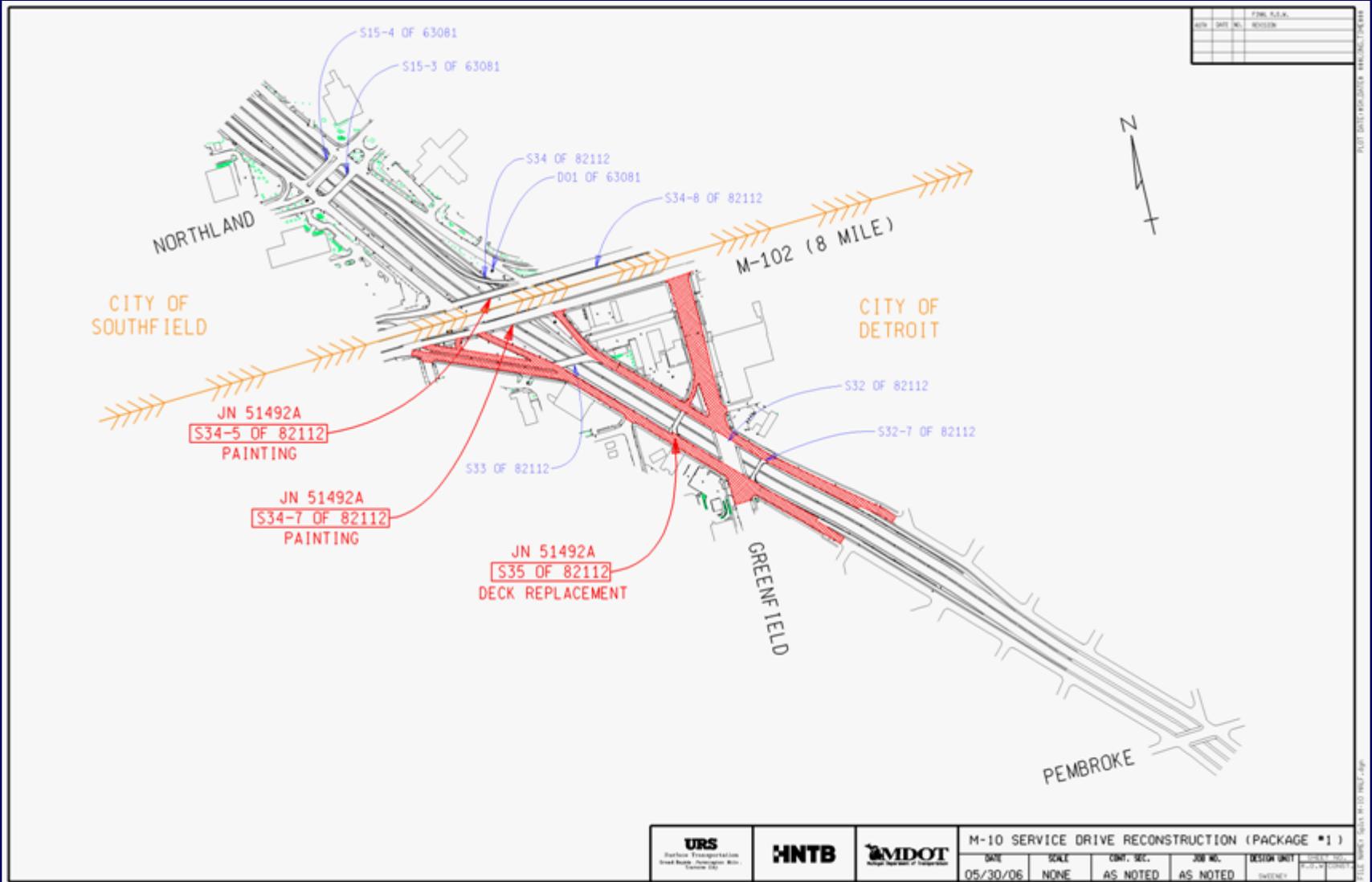
Slope Flattening & Restoration

Proposed Projects – Jefferson to Lahser



- 7.2 miles of Freeway Reconstruction
- 7.3 miles of Pavement Patching
- Rehabilitation of 50 Bridges
- Rehabilitation of 4 Pump Stations
- Repair and Surface Coating of Existing Retaining Walls
- December 2006 / June 2007 Bid Lettings
- Estimated \$133 Million Construction Cost

Package 1 – Reconstruction Limits for Service Drives Under MDOT Jurisdiction



Including Greenfield Road from M-10 to Eight Mile Road

Construction Schedule

- **Construction Start: February 2007**
- **Construction Complete: November 2007**

Interim Start and Completion dates will be used to keep sections of the freeway open where & when possible.

**Road, Bridge, Retaining Wall and
Signing Work For ENTIRE Project
Complete in 2007**

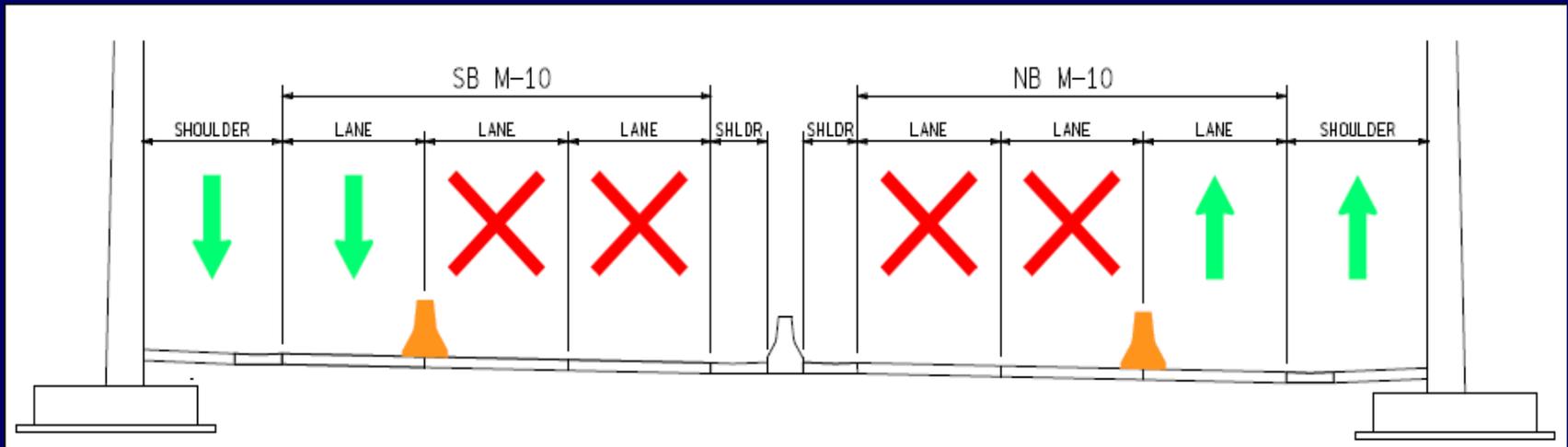
Maintenance of Traffic for M-10

Preferred Alternative is Full Closure from Davison To Lahser Road with One Local Lane in Each Direction from I-94 to Davison

Why Full Closure?

- **Bridge width constraints at M-39 and seven structures south of Eight Mile Road**
- **Significant travel delays if traffic is maintained**
- **Construction duration is minimized, allowing the work to be completed in 2007**
- **Provides for the safest work zone for the traveling public**

Other Maintenance of Traffic Alternatives Considered



Part-Width Construction Maintaining Two Lanes In Each Direction

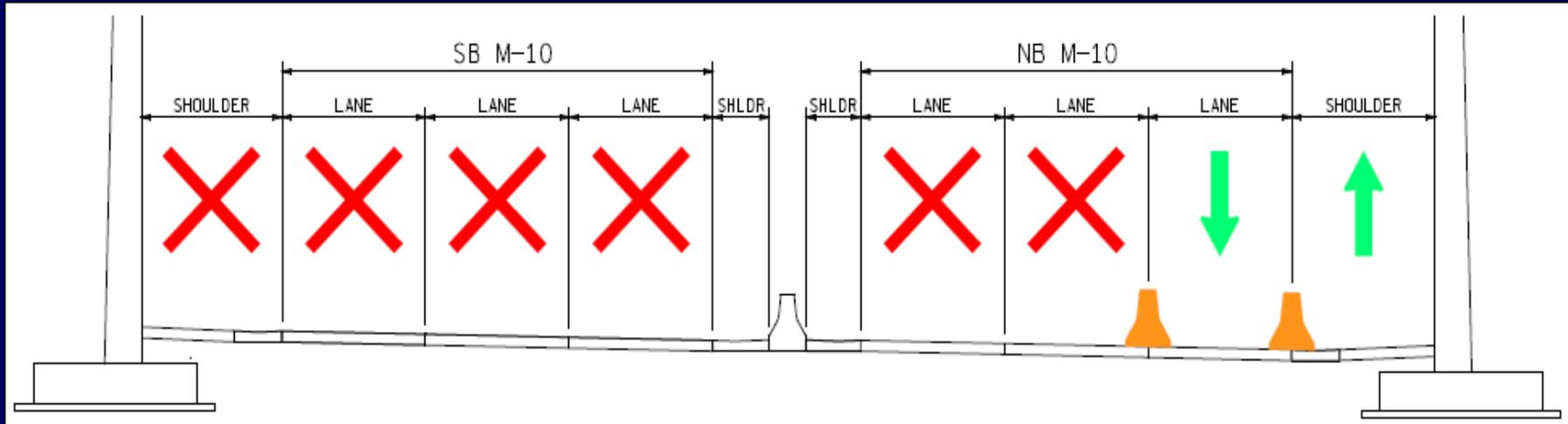
Pros

- Maintains two lanes in each direction
- No detours of freeway traffic required

Cons

- Not possible in all locations
- Intermixes construction & public traffic
- Longest construction duration

Other Maintenance of Traffic Alternatives Considered



Directional Crossover Maintaining One Lane In Each Direction

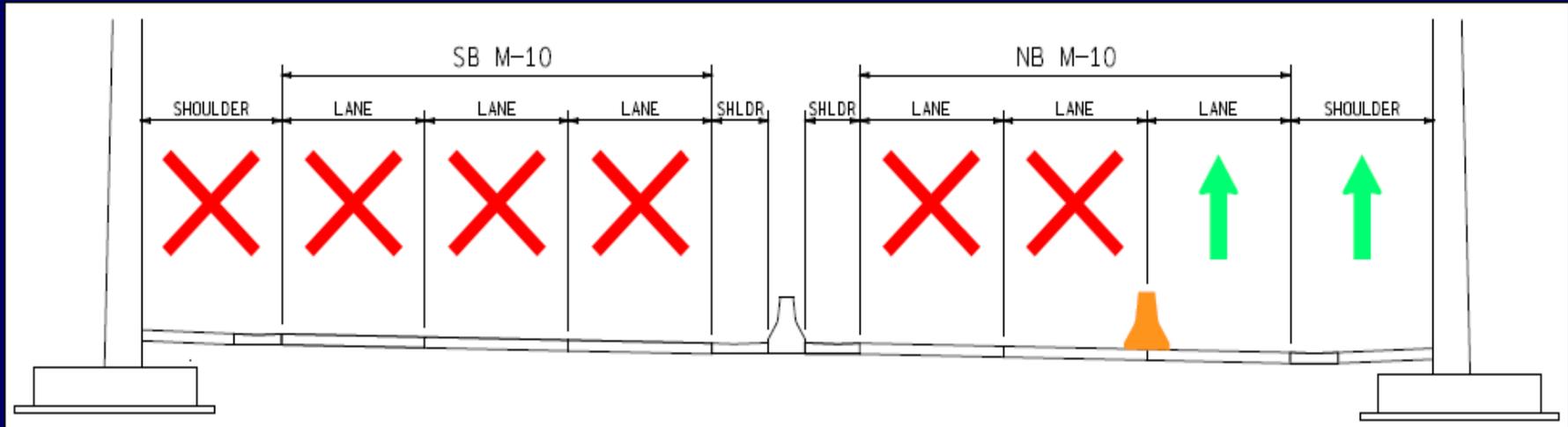
Pros

- Maintains one lane in each direction
- No detours of freeway traffic

Cons

- Significant travel delays
- Full ramp access may not be possible
- Increased construction duration

Other Maintenance of Traffic Alternatives Considered



Directional Closure While Maintaining Two Lanes In a Single Direction (ONLY)

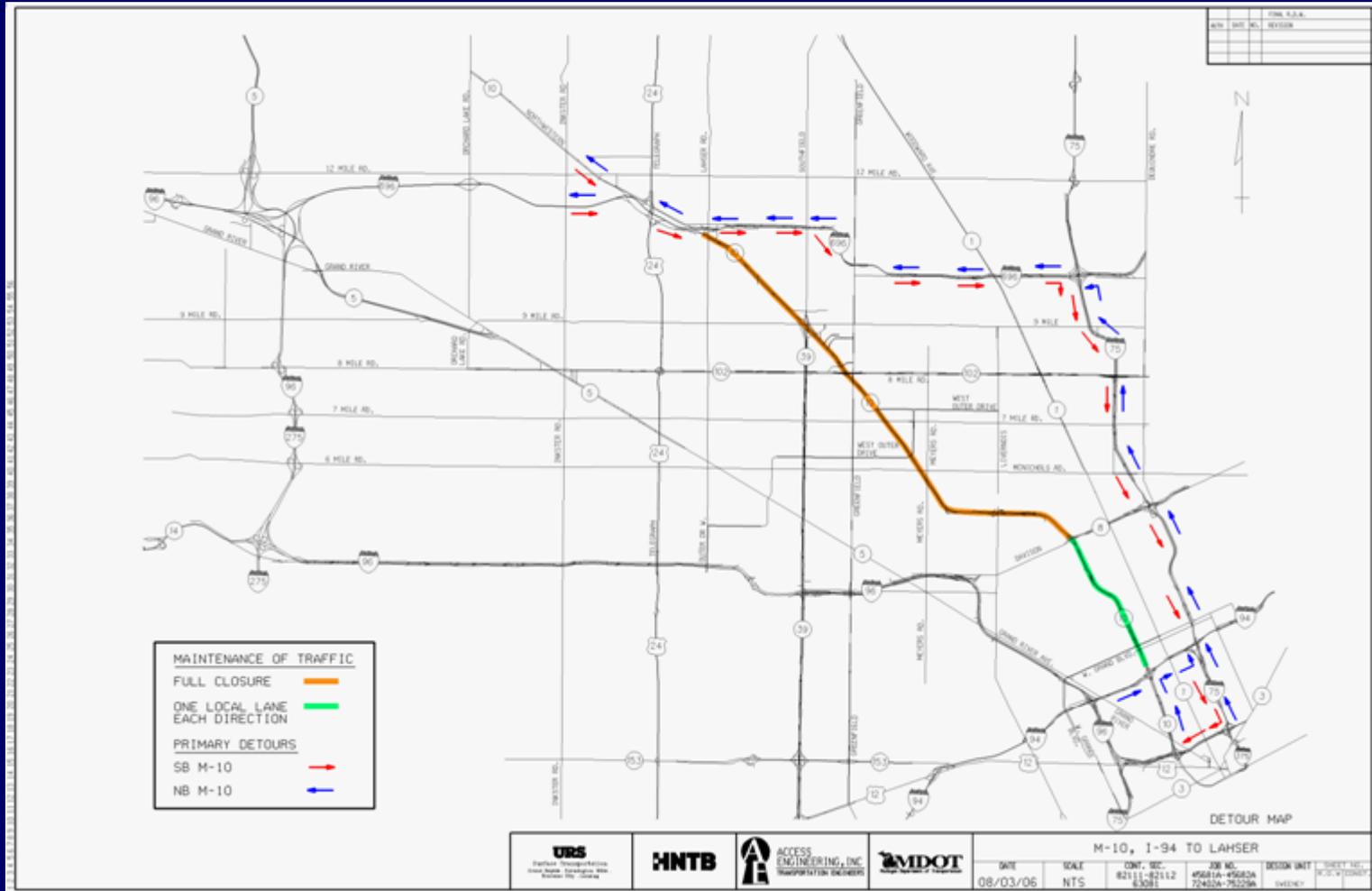
Pros

- Maintains two lanes in one direction
- Only single direction freeway detour

Cons

- Alternate direction will be closed
- Full ramp access may not be possible
- Increased construction duration

M-10 Full Closure & Primary Detour Routes



SIGNED DETOURS

Southbound M-10: EB I-696 to SB I-75 to SB M-10

Northbound M-10: NB I-75 to WB I-696 to NB M-10

EB & WB I-94 Traffic Bound for NB M-10: Diverted to NB I-75

M-10 Alternate Routes



- P SMART Bus/Park and Ride Lots**
- Orchard Lake Road near OCC Campus
 - Lahser Road north of 696
 - Northland Mall

- Green is the **posted detour** for each direction
- Yellow, blue and red are **preferred alternate routes**
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- Ambassador Bridge crossing
- Detroit/Windsor Tunnel
- Ford Field
- Comerica Park
- Cobo Center/Joe Louis Arena

Project Benefits

- **New pavement will reduce maintenance**
- **New signing & lighting will provide a safer roadway**
- **Drainage improvements will help reduce flooding**
- **Aesthetic treatments will provide clean, unified appearance**
- **Replacement trees & special landscaping will help maintain the natural look of existing green spaces**
- **New service drive fence and guardrail will enhance appearance along surface streets**

What to do:

- **Plan an alternate route**
- **Plan a backup alternate route in case of an incident on primary alternate**
- **Consider alternate means of commuting (bus, carpool, vanpool)**

Questions?