



# **FIVE-YEAR TRANSPORTATION PROGRAM ACCOMPLISHMENTS**

**FY 2009**

**JANUARY 2010**

**MDOT FY 2009  
TRANSPORTATION  
PROGRAM  
ACCOMPLISHMENTS**

The following is a brief summary of the Michigan Department of Transportation's (MDOT's) FY 2009 Transportation Program accomplishments. This program supports the creation of jobs, growth of the economy, preservation of our environment, the safety and security of the transportation system, and implements the direction set by Governor Jennifer M. Granholm and the State Transportation Commission.

As the reader reviews this document, it is important to keep in mind that MDOT has achieved many accomplishments in a time when it is being confronted with high user demand, declining revenue, stretched budgets, and an aging infrastructure. MDOT's asset management approach and efficiencies have enabled the department to stay focused and turn these challenges into opportunities. A few significant achievements are noted below with more detailed accomplishments highlighted on the following pages.

- We have successfully achieved our 10-year pavement condition goal of having 90 percent of the state trunkline network in good condition by FY 2007. We are currently at 91 percent good.

- We have achieved the statewide non-freeway bridge condition goal of 85 percent good and fair by FY 2008, achieving the goal two years early. Projections indicate that we will be able to sustain both freeway and non-freeway bridge condition into the future.
- We continue to deliver a high level of road and bridge preservation program projects announced (96 percent) in FY 2008.
- MDOT let two Capacity Improvement projects that were announced in 2008 (US-131 under 44th Street, bridge replacement in Grand Rapids and M-59 east of Tooley, widening/noise wall). Three construction projects not included in this announcement were also let during FY 2009, utilizing American Recovery and Reinvestment Act (ARRA) funding.
- The goal of Michigan's 2008 Strategic Highway Safety Plan (SHSP) is to reduce traffic fatalities and serious injuries on all Michigan roadways from 1,084 and 7,485 reported respectfully in 2007 to 850 and 5,900 in 2012. For 2008, there were 980 fatalities and 6,725 serious injuries reported statewide for a reduction of 9.6 percent and 10.2 percent respectfully. These reductions exceed the required 4.6 percent required to meet 2012 goals. Note: Data for 2009 will not be available until the spring of 2010.
- MDOT issued over \$235 million in operating and capital contracts to support local transit, intercity bus and passenger rail services.

- The Michigan Vendor Showcase and Transit Summit held this summer allowed MDOT to gather input from the transit industry on the best use of the ARRA funds allocated to the state for public transit.
- The FY 2009 Transportation Program focused on making government effective and inclusive, providing a safe transportation system, improving air quality, protecting natural resources, and supporting job creation and economic growth.

The FY 2009 Transportation Program invested a total of \$2.08 billion, including:

- \$1.71 billion for Highways - \$1.43 billion for capital and \$285 million for routine maintenance
- *Of the \$1.43 billion Highway Capital program investment, federal stimulus (ARRA) investment accounted for \$473 million*
- \$133 million for Aviation
- *Of the \$133 million Aviation program investment, ARRA investment accounted for \$29.4 million*
- \$239.5 million for Passenger Transportation, Rail Freight, and Marine/Port programs
- *Of the \$239.5 million Passenger Transportation, Rail Freight, and Marine/Port program investment, ARRA investment accounted for \$13.2 million*

# MDOT FY 2009 HIGHWAY PROGRAM ACCOMPLISHMENTS

## (Capital and Maintenance Programs)

MDOT FY 2009 Highway Capital and Maintenance Program investments totaled approximately \$1.71 billion, including pre-construction phases (project scoping, environmental clearance, design, and right-of-way acquisition) and construction projects. Based on an economic benefits study by the University of Michigan, this program investment supported more than 21,000 jobs throughout Michigan.

MDOT delivered on its commitments to the public with the implementation of the FY 2009 Transportation Program. In FY 2009, MDOT awarded 96 percent of the road and bridge preservation projects that were announced in September 2008. MDOT announced 114 projects (road rehabilitation and reconstruction and bridge). Of the 114 projects announced, 110 were let to contract. In addition, MDOT was able to take advantage of opportunities to award an additional 105 projects (53 road preservation projects and 52 bridge preservation projects) that were not identified at the time of the FY 2009 announcement. This resulted in total delivery of 215 projects, translating into 241 miles of improved roads and 128 bridges, as well as managing good and fair roads by extending nearly 1,700 miles of pavement life through the Capital Preventive Maintenance Program (CPM). Total investment to repair and rebuild roads and bridges during FY 2009 was approximately \$810 million. More detailed information on the FY 2009 road and bridge preservation program is further highlighted on the next page.

The FY 2009 Highway Capital and Maintenance Program maintained the 9,700 mile state trunkline system by investing \$285 million in routine maintenance activities such as pothole filling, snow plowing, sweeping, and grass cutting.

Safety is one of MDOT's highest priorities. In addition to the safety elements that are incorporated into each transportation project, MDOT also implements a comprehensive safety program. In FY 2008, MDOT began to address a specific area stated in the Michigan's Strategic Highway Safety Plan – Lane Departure. Statewide lane departure related crashes has accounted for approximately 40 percent of all fatalities. With an additional \$17 million funding increase, MDOT began a three-year program to place non-freeway shoulder and centerline rumble strips on rural, 55 mph roadways, and cable barrier on critical divided highway corridors to reduce crossover crashes.



## FY 2009 Road and Bridge Preservation Program Statistics

In FY 2009, MDOT awarded 96 percent of the road and bridge preservation projects that were announced in September 2008. MDOT announced 114 projects (road rehabilitation and reconstruction and bridge). Of the 114 projects announced, 110 were let to contract. In addition, MDOT also took advantage of opportunities to award an additional 105 projects (53 road preservation projects and 52 bridge preservation projects) that were not identified at the time of the FY 2009 announcement. Of these, 66 major reconstruct and resurfacing jobs were associated with the American Recovery and Reinvestment Act (ARRA) and 39 involved miscellaneous rehabilitation and reconstruction as well as sewer separation and ramp reconstruction. This resulted in total delivery of 215 projects. MDOT improved 241 miles of roads and 128 bridges. Total investment to repair and rebuild roads and bridges was approximately \$810 million. Announced bridge projects did not include Bridge Preventive Maintenance and Special Needs. As part of these programs 122 bridges were let under preventive maintenance and 14 bridges were let as special needs. The table provides statistics on the delivery of FY 2009 road and bridge construction projects.

## FY 2009 Road and Bridge Preservation Program Statistics

Work	Projects Announced September, 2008	Announced and Awarded	Announced % Awarded	Opportunity Lettings**	Route Miles
Road Preservation	37	34	92%	53	241
Bridge Preservation*	77	76	99%	52	
<b>Total</b>	<b>114</b>	<b>110</b>	<b>96%</b>	<b>105</b>	<b>241</b>

\*Bridge statistics are number of structures announced and let.

\*\*Opportunity lettings are due to bid savings and the addition of projects from American Recovery and Reinvestment Act (ARRA).



MDOT successfully achieved and sustained through FY 2009 the 10-year statewide pavement condition goal of having 90 percent of the state trunkline network in good condition by FY 2007. The pavement system is currently at 91 percent good condition. The overall system health of trunkline pavements has improved from 6.8 years average remaining life in 1996 to 10.2 years average remaining life at the end of FY 2009 – representing a 50 percent improvement. MDOT has achieved the statewide non-freeway bridge condition goal of 85 percent good and fair by FY 2008, achieving the goal two years early.

### ***FY 2009 Capacity Improvement and New Road Program***

In FY 2009, MDOT began construction of six capacity improvement projects. Funding for these projects was made available through the SAFETEA-LU Transportation Reauthorization Bill and the American Recovery and Reinvestment Act (ARRA), as well as through traditional state gas tax funding.

Approximately six miles of I-94 between US-131 and Sprinkle Road in Kalamazoo is being widened in five stages as funding becomes available. Stages one and two, consisting of the one mile long widening between US-131 and Oakland Drive, were completed in 2009. ARRA funding, received in 2009, provided for the construction of stage three, a two mile long segment between Oakland Drive and Lover's Lane. This project includes a new Single Point Urban Interchange (SPUI) at Westnedge Avenue. Construction will continue through 2011.

Construction contracts were approved for total bridge replacements at I-94 and Hawkins Road and I-94 and Dettman Road in Jackson County.

These projects were identified during the Freeway Modernization Study of I-94 between Sargent Road and M-60 that was completed in 2006. The bridges will be lengthened to accommodate the future widening planned for I-94.

Construction on US-131 at 44th Street began in April. The widening of the 44th Street Bridge is expected to be completed at the end of the year. The bridge will be widened and transformed from a diamond interchange to a SPUI in conjunction with a local project that will see the addition of turn lanes for operational improvements.

Construction began on a noise wall along M-59 east of Tooley Road in Livingston County. The project is part of the M-59 improvements between I-96 and Michigan Avenue and is expected to be completed in 2010.

ARRA provided funding to widen approximately six miles of M-59 between Crooks Road and Ryan Road in Oakland and Macomb counties. The project will add a third lane in each direction and rehabilitate bridges at Livernois Road, Auburn Road, Rochester Road, John R. Road, Dequindre Road and Ryan Road. Construction began this year and will continue through 2010.

Construction of a bridge replacement on US-131 over the Manistee River in Wexford County was begun. The bridge is being replaced with a wider structure to be consistent with a previous road widening north and south of the river. ARRA and other earmarks provided funds for this project. Construction will be completed in late 2010.

MDOT completed the environmental clearance for the Detroit River International Crossing (DRIC) project in January. Preliminary engineering activity has begun. This project includes a new border crossing, modern border inspection facilities and new freeway connections. Companion studies will be completed in Canada this year.

In March, MDOT completed the environmental clearance for the expansion of the Blue Water Bridge Plaza in Port Huron. This project includes improvements to access roads and nearby interchanges. Design work has begun for I-94/I-96, including the new Black River Bridge leading to the plaza. The design for new interchanges at Lapeer and Water Street also is under way.

The Final Environmental Impact Statement for the Detroit Intermodal Freight Terminal (DIFT) is anticipated to be completed near the end of 2009. A Record of Decision is expected from the Federal Highway Administration early next year. Subsequent project phases will commence following federal approval.

### ***FY 2009 Safety Program***

Accomplishments included adding 150 million feet of pavement markings statewide and replacing special markings at school, pedestrian, railroad crossing and intersection approaches in approximately 40 Michigan counties. MDOT also upgraded signs on 594 miles of non freeway facilities and 80 miles of freeway. An additional 202 miles of emergency route signing was installed to assist motorists. MDOT installed one new traffic signal, a new warning sign beacon, and two new school devices.

The department also upgraded/modernized 143 traffic signals and overhead beacons, 12 school devices, seven traffic sign beacons and removed two signals and eight other devices and upgrade 556 signal locations to LED lights. Through the use of signal funding, 314 additional traffic signals on state trunkline were retimed.

In an effort to address lane departure crashes 1,580 miles of centerline and 575 miles of shoulder rumble strips were constructed on non freeways and 142 miles of cable median barrier and 60 miles of guardrail were placed along state trunkline. Twenty eight safety improvement projects were constructed in response to traffic crash analysis. As a result, MDOT estimates a reduction of 63 severe injuries and 16 fatalities.

Beyond construction projects, the Safety Program allocated funding toward several non traditional safety initiatives. Such initiatives included:

- Implementation of the traffic incident management plan of providing portable changeable message boards at key locations throughout the state.
- A pilot project is to promote the use of photogrammetry, an innovative technology developed for crash reconstruction and forensic measurement to improve on-site Traffic Incident Management (TIM).
- Promotion of attendance at the Annual Traffic and Safety Summit by local agencies through scholarships.
- Improving the mapping of crash data and the crash locating process.
- Engage public universities in providing data support, technical development and enhancement of additional safety tools, and general support of Geographical Information System (GIS) techniques to improve local road safety analysis.

## ***FY 2009 Congestion Mitigation and Air Quality (CMAQ)***

At FY 2009 funding levels, the Congestion Mitigation and Air Quality program invested about \$34 million in State Trunkline projects in 25 eligible counties. Major accomplishments include:

- Michigan has the largest and most advanced Intelligent Transportation Systems (ITS) program in the nation. CMAQ funds continue to aid in the massive ITS effort to integrate information technology, safety, traffic flow improvements, equipment modernization, incident management and air quality improvements.
- State-sponsored transit projects of note include increased operations for a MICHIVAN vanpool program that is expanding in metropolitan areas in Michigan.

## ***FY 2009 Enhancement Program***

MDOT's Office of Economic Development committed \$24 million in Transportation Enhancement (TE) funding, coupled with \$23 million in matching funds, for a total investment of over \$47 to support both trunkline and local projects in 75 communities. The projects included 12 miles of roadway streetscape, creating or improving 190 miles of pedestrian/bicyclist facilities, restoring historic cobblestone and brick streets, preserving a historic mining engine house, and improving the water quality of highway runoff in two locations along state trunkline.

## ***FY 2009 Rest Area Program***

In FY 2009, \$6.5 million was invested in the Rest Area Program to improve five rest areas, including reconstructing two existing facilities. Contracts for new facilities at existing sites at southbound I-75 at the Hartwick Pines Rest Area and southbound US-23 at the Northfield Church Rest Area, were let. Improvements included new accessible energy-efficient buildings with geothermal heating systems, expanded parking areas and utility improvements. In partnership with the Michigan State Police Motor Carrier Division, Permanent Intermittent Truck Weigh Scales are being installed at both sites to support commercial vehicle enforcement efforts. The Northfield Church Rest Area will open in July; the Hartwick Pines Rest Area will open in June.

Development was also begun to replace aging rest room buildings and make associated site improvements at three other locations.

An early preliminary study was initiated to acquire right of way for a replacement of the Coloma Rest Area on eastbound I-94, which is closed due to a sanitary system failure.

In addition, reconstruction of the Glenn Rest Area on northbound I-196 was made possible with \$2.23 million in ARRA roadsides funding. This project was advanced in conjunction with an adjacent I-196 ARRA-funded road reconstruction project, to further leverage roadside resources.

Landscape improvements are being made at three rest areas: Grass Lake on westbound I-94; Sandstone on eastbound I-94, and Muskegon on southbound US-31. In addition, landscape development was started for plantings at four other locations.

## ***FY 2009 Context Sensitive Solutions Accomplishments***

MDOT continues to implement the Context Sensitive Solutions (CSS) policy adopted in 2005 on all projects and department outreach. In February, MDOT released the Guidelines for Stakeholder Engagement document. The result of collaboration by MDOT staff and the CSS Steering Committee, which is comprised of 19 state and federal organizations, the document is designed to assist MDOT staff. It discusses the importance of stakeholder engagement and the timeline for obtaining meaningful stakeholder input, establishes levels of stakeholder engagement expected on projects and provides guidance on how to engage and follow-up with stakeholders.

The document received an award from the Federal Highway Administration's Exemplary Human Environment Initiatives (EHEI) in the category of Education and Training. The EHEI, now in its third year, recognizes and publicizes transportation initiatives that make transportation systems work better for the people who use it.

The document also has been selected to be presented at the CSS National Dialog workshop series sponsored by Federal Highway Administration and the Center for Transportation and Environment at North Carolina State University in 2010.

MDOT obtained Records of Decision (ROD) for the Detroit River International Crossing in January 2009 and the Blue Water Bridge Plaza Study in May. In both of these environmental studies, CSS was a crucial part of building partnerships and maintaining schedule progress. As part of stakeholder engagement, MDOT has implemented the use of Aesthetic Design Guides (ADG) where appropriate. The ADG is a tool that helps MDOT and communities work together to develop the "look and fit" of transportation facilities to their physical and cultural surroundings. MDOT works with community representatives to develop guidance documents that are then used to help facilitate design, operation, and maintenance activities for the proposed project elements.

MDOT has continued its partnering and outreach with organizations concerned with transportation and land use issues. In November 2009, MDOT co-sponsored a workshop in Lansing with the Michigan Chapter of the American Planning Association that attracted more than 150 participants. The "Transforming Transportation: Creating Systems that Integrate Design, Physical Activity, and Community Engagement" workshop offered training and hands-on workshop project examples. Topics of discussions included, "Complete Streets," and the Michigan Safe Routes to School program. The workshop encouraged participants to consider planning and transportation aspects from different perspectives and professions.

## ***FY 2009 Transportation Economic Development Program***

The Transportation Economic Development Fund (TEDF) Program provided over \$55 million in grants to local and state transportation agencies. These funds were used to build commercial routes, relieve congestion, bring forest products to market, and generate private investment and job creation. The programs support Michigan's target industries, help to relieve urban congestion, construct or reconstruct all-season roads and aid in the safe and efficient collection and transportation of forest raw materials. TEDF - Category A projects supported private investment of over \$1.7 billion and creation or retention of 6,408 jobs.

### **Category A (Target Industries):**

\$12.1 million was granted for road projects in 18 communities. These projects supported private investment of over \$1.7 billion and the creation or retention of 6,408 jobs.

### **Category C (Urban Congestion Relief):**

\$17.3 million in state and federal dollars was distributed by formula based on state law to five urban counties for congestion relief projects.

### **Category D (Rural All-Season Roads):**

\$18.3 million was distributed by formula based on state law to rural counties to construct or reconstruct secondary commercial routes.

### **Category E (Forest Roads):**

\$5 million was distributed by formula based on state law to eligible counties for projects that aid in the safe and efficient collection and transport of forest raw materials.

### **Category F (All-Season Road in Cities in Rural Counties):**

\$2.5 million was granted to construct or reconstruct secondary commercial routes in cities in rural counties.

## **American Recovery and Reinvestment Act (ARRA) of 2009 - Highlights**

On March 31, 2009, Governor Granholm signed legislation authorizing Michigan to spend nearly \$850 million in ARRA highway funding. The bill allowed the state to invest nearly \$629 million on state trunklines (US, I and M routes) and with \$217 million directed to programs administered by local jurisdictions and \$25.8 million for rural and intercity bus capital projects.

On June 4, 2009, Governor Granholm and State Transportation Director Kirk T. Steudle announced that MDOT had met the 120-day obligation requirement by obligating \$296.5 million of American Recovery and Reinvestment Act (ARRA) projects - three weeks ahead of the June 29 deadline imposed by federal legislation. The \$296.5 million in highway funding was the first use of almost \$7 billion in ARRA funding allocated to Michigan.

Total ARRA obligation for state trunklines, as of the end of FY 2009, was more than \$470 million. Some of the investment outcomes include the following:

### **State Trunkline ARRA Statistics**

Road Rehabilitation and Reconstruction - \$236 M; 37 jobs (117 miles, 10 structures improved)

Road CPM - \$48 M; 38 jobs (283 miles improved)

Bridges - \$44 M; 26 jobs (61 structures improved)

Capacity Improvements & New Roads - \$104 M; 4 jobs, 15 structures

Other\* - \$38 M; 35 jobs

(\* Other includes Carpool Parking, Enhancement, Freeway Lighting, Safety, Roadsides, Intelligent Transportation Systems, and Passing Relief Lanes)



## MDOT REGION PROJECT ACCOMPLISHMENTS

The following information provides a list of projects selected by each region for regional significance. The list does not reflect all the projects the MDOT regions completed in FY 2009. The regions are listed in alphabetical order.

### BAY REGION

The Bay Region, which has four Transportation Service Centers in Cass City, Davison, Bay City and Mt. Pleasant, was able to complete or initiate 14 projects, of which five were part of the scheduled program and nine were advanced into the 2009 program with additional funding through the American Recovery and Reinvestment Act (ARRA).

#### *Freeway Improvements*

Replacement of the M-21 bridge over I-75, Genesee County, was designed, built and financed by a consultant/contractor team. This was the first Design/Build/private-financed project let for bid in Michigan. Work included widening to add a right-turn lane and adding a separate 10-foot non-motorized path.

The reconstruction of I-69, from M-15 to M-24 in Genesee and Lapeer counties, is a two-year project that includes concrete reconstruction with guard-rail and drainage improvements and bridge work on 12 structures. Work on this 9.6-mile project began with the reconstruction of eastbound I-69 in FY 2009. The reconstruction of westbound I-69 will begin in FY 2010.

The Swartz Creek Rest Area at eastbound I-69 was reconstructed with a new building and expanded parking lot.

Bay Region is making major improvements to I-675 from the I-75 south junction to the I-75 north junction through the city of Saginaw and Saginaw County. Work that began in FY 2009 along the southbound lanes consisted of concrete pavement repairs to the travel lanes and interchange ramps, shoulder trenching and asphalt paving, new freeway lighting and sign replacement. It also included a multiple bridge rehabilitation that involved replacing the deck of the 1,600-foot Henry Marsh Bridge over the Saginaw River. Work on the northbound lanes and structures of I-675 will begin in FY 2010.

US-127, from the Blanchard Road interchange east of Shepherd to the US-127 Business Route near Mt. Pleasant, was repaved, improving 4.8 miles of the route in Isabella County. This project was advanced to FY 2009, made possible with ARRA funds.

Nearly 12.5 miles of US-10 in Midland County was resurfaced with asphalt pavement and the Sanford Lake bridges were replaced.

#### *Non-Freeway Projects – American Recovery and Reinvestment Act (ARRA) funding*

The following eight projects were advanced into the FY 2009 schedule as the result of ARRA funding:

M-13 in Genesee County was repaved from M-21 to M-57. The project covered 12.3 miles and included an overlay of the bridge deck over Mistequay Creek.

A 1.2 mile project on M-13 from Hess to M-46 in the City of Saginaw was started in FY 2009 and will be completed in FY 2010. The project will include the replacement of sewer and water main systems along the corridor and pavement reconstruction.

Sixteen bridges in Midland County received deck sealant to extend their service life. The bridges are located along US-10 in much of the rural portion of the county and along the M-20/US-10 Business Route in the City of Midland.

M-46 over Tittabawassee River had new joints installed and the concrete barrier railing replaced with an open galvanized aluminum railing to provide views of the Tittabawassee River.

The Pere Marquette Path was paved from Farwell to east of East Washington Road in Clare County. The project extends the paved portion of the trail by 5.54 miles. The trail is proposed as part of a non-motorized route on US 20.

83.4 miles of non-motorized shoulders were paved on M-13, US-23, M-25 and M-15 in Bay, Arenac, Huron, Sanilac and Tuscola counties. This puts in place much of the Bay Inter-regional non-motorized system of “on-system” shoulders and “off-system” trails.

Six carpool parking lots were repaved in Genesee, Lapeer and Arenac counties.

US-23 over Big Creek in Arenac County had scour countermeasures installed.

## GRAND REGION

### ***I-196 (Gerald R. Ford Freeway) in Kent and Ottawa counties:***

The new I-196/Chicago Drive/Baldwin Street interchange was opened to traffic. This interchange now provides a vital commuter connection from eastern Ottawa County to downtown Grand Rapids. Improvements to both eastbound and westbound lanes, along with the replacement of the CSX Railroad and Buck Creek Bridges, were completed. The I-196/College Avenue bridge replacement and interchange improvement project also was completed. This project provides pedestrians and motorists with improved access to and from Grand Rapids Life Sciences Corridor.

### ***I-196 Freeway Lighting:***

Efficient freeway lighting is crucial for improved safety and night vision. The lighting on one of Grand Rapids busiest freeways from M-45 to Monroe Avenue was replaced and modernized. This new efficient lighting also will reduce costs and energy consumption.

### ***Access and Safety Improvements:***

Completion of the new eastbound I-96 to westbound M-21 (East Fulton Street) off-ramp now provides better access for eastbound I-96 drivers to M-21, as well as alternate access to M-37 (the East Beltline). In keeping with MDOT's continuing efforts to improve safety, new median cable barrier was installed along US-131 from the Kent/Allegan county line north to 76th Street. Installation of the cable barrier along with double faced guardrail was started within the I-96 median from M-104 east to the Kent/Ottawa county line. A center left turn lane also was constructed at M-37 and 76th Street.

### ***Capital Preventative Maintenance Projects (CPM) on I-96 and M-6:***

Two major CPM projects were completed, including milling and resurfacing the heavily used corridor from Bristol Avenue east to M-11 (28th Street) and milling and resurfacing M-6 from East Paris Avenue east to the bridge over the CSX Railroad.

### ***I-96 Bridge Projects:***

Continued bridge improvements were finished in the I-96 corridor. This included joint replacement and deck patching of bridges over the CSX Railroad, West River Drive, US-131 the Grand River, Monroe Avenue and Coit Avenue.

### ***M-104 in Ottawa County:***

MDOT completed a mill and resurface overlay project from Buchanan Street in Spring Lake east to 148th Avenue was completed and improved operations by adding left turn lanes to M-104 at the 144th Avenue intersection.

### ***US-31 in Oceana County:***

This important rural freeway corridor had two major rehabilitation projects completed: M-20 to Shelby Road and the Pentwater River to the northern county line.

### ***US-31 in Ottawa County:***

In cooperation with the Ottawa County Road Commission, direct left turns were added to the Stanton and Fillmore intersections to improve traffic operations and safety. Freeway lighting was replaced from the south channel of the Grand River to Ridge Street, including the M-104 interchange.

This corridor also saw the installation of Intelligent Transportation System (ITS) data collection devices and advance informational signs for incident management operations for the bascule bridge in Grand Haven. The ITS installation also continued on US-31 into Muskegon County from north of I-96 to south of Sherman Road.

### ***US-131 (Grand Rapids Area):***

The construction of a Single Point Urban Interchange (SPUI) was completed at the 44th Street interchange, in partnership with the City of Wyoming. This urban freeway corridor averages daily traffic of approximately 76,000 vehicles at the 44th Street interchange and 39,000 vehicles daily on 44th Street; the new SPUI will address congestion and improve operations for users of the interchange.

### ***M-20 in Mecosta County:***

A conditioning and resurfacing project was completed on M-20 from the Village of Mecosta to the Village of Remus. Safety improvements were made to the road grade and intersections throughout the corridor.

### ***M-91 in Montcalm County:***

A project to mill and resurface M-91 from Gibson Street to Greenville West Road and to reconstruct pavement north to Wise Road was completed. The project included upgrading pedestrian sidewalk ramps in the City of Greenville.

### ***M-37 in Newaygo County:***

As part of the Grand Region's Traffic and Safety Program, the intersections at 8th and 40th were improved with the construction of left turn lanes and right turn lanes in both directions.

## ***American Recovery and Reinvestment Act (ARRA) Projects***

### ***I-196 Improvements:***

Resurfacing and bridge improvements were undertaken throughout the I-196 corridor. In Ottawa County, the roadway was milled and resurfaced from 64th Avenue to Kenowa Avenue. The bridge over 48th Avenue had the joints replaced along with substructure repairs. The I-196 Business Loop also was resurfaced from US-31 to the Macatawa River. In Kent County, improvements were completed between the I-96 junction and Fuller Avenue to prepare for a major I-196 reconstruction project in 2010.

### ***US-131 in Mecosta County:***

On US-131, the bridge under Old State Road was improved with substructure repairs, pin and hanger replacement, deck patch and painting. Construction also took place on US-131 Business Route in Big Rapids with two projects, the first resurfaced from US-131 east to Northland Drive (Perry Street); the second was an overlay from US-131, including ramps, to Northland Drive (19 Mile Road).

Improvements were made to rural trunklines throughout the Grand Region including a resurfacing of M-66 from Grand River Avenue north to Sprague Road in Ionia County. In Montcalm County, a chip seal project was completed on M-91, from Colby Road to Kendaville Road, along with resurfacing M-57 from Berridge Road to west of M-66.

M-37/M-46 in Muskegon County was the location of the first state trunkline roundabout in the Grand Region. The roundabout was completed at this intersection to improve safety along these well traveled corridors. Two key bridge improvements

also were completed with deep overlays on bridge decks at I-96 under Fruitport Road, and US-31 under Russell Road.

### ***Bridge Projects on US-131 in Kent County:***

The Pine Island, 10 Mile Road and Post Road bridges received upgrades through substructure repairs, joint replacements, deck patches and painting.

### ***I-96 in Ottawa County:***

This important stretch of freeway between Muskegon and Grand Rapids was resurfaced from M-104 east to 68th Avenue.

### ***M-45 in Ottawa County:***

M-45 was resurfaced from US-31 east to 68th Avenue.

The US-31 bridge under Taylor in Oceana County received capital preventative maintenance repairs of substructure work, joint repair and deck patching.

## **METRO REGION**

The Metro Region awarded more than \$427 million in construction contracts in FY 2009. Of that total, \$185 million was funded through the American Recovery and Reinvestment Act (ARRA). The projects allowed the motoring public, goods and services to move around the region in a safer, more efficient manner. With the completion of several additional, accelerated projects from the ARRA program to the existing Metro Region program, mobility was a challenge, but was successfully maintained and even enhanced, as projects were completed. In FY 2009, 316 miles of road were improved with 269 resurfaced or reconstructed and 47 rehabilitated. Metro Region improved the condition of 119 of its 1,520 bridges. Of these, 40 aging bridges rated "poor" were improved to "good" condition.

Several significant construction accomplishments in the four-county Metro Region include:

### ***Detroit***

At the M-10 (Lodge Freeway)/M-102 (Eight Mile Road) interchange in the City of Detroit, pavement was resurfaced, bridge decks were replaced and associated approach work and upgrades were completed for 80,000 vehicles that travel through this interchange area daily.

The M-102 (Eight Mile Road) corridor through the City of Detroit from I-94 to M-10 (Lodge Freeway) was improved and resurfaced for safety and increased mobility. The M-102 corridor carries approximately 61,000 vehicles daily.

The Gateway project in Detroit reconstructed and realigned 2.5 miles of roadway on I-96/I-75 from Warren Avenue to Clark Street. Twelve new bridges were constructed to improve efficiency for commercial vehicles exiting the Ambassador Bridge plaza by removing truck traffic from local streets and providing for future traffic needs. This extensive project was completed and opened to traffic five months ahead of schedule, allowing motorists to move more safely and efficiently in the area.

### ***Oakland County***

In the aftermath of the I-75/9 Mile bridge tanker hit in the City of Hazel Park, a Metro Region contracting crew completed clean-up work in two days. Demolition of the remaining bridge, general debris removal, and pavement cleaning and resurfacing were all completed within an expedited time frame in order to alleviate the interruption of traffic along I-75 and through adjacent communities. The freeway at this location carries about 164,000 vehicles a day.

Thirteen miles of I-696 freeway from Halsted Road to Scotia Road in the cities of Farmington Hills, Huntington Woods, Lathrup Village, Oak Park and Southfield were improved; and included pavement and bridge repair, bridge deck replacements and approach work. Forty-two structures on I-696, US-24, M-10 and M-1 were improved.

The I-96/I-696 freeway from Novi Road to Halsted Road was improved and included more than four miles of freeway reconstruction, pavement repair, ramp reconstruction, bridge replacements and ITS upgrades throughout the cities of Novi and Farmington Hills. This busy section of the freeway carries approximately 135,000 vehicles daily.

In the City of Farmington Hills, the pedestrian bridge over I-696 that connects two schools was replaced with a context sensitive design. Sidewalks were added to connect the elementary school sidewalk directly to the bridge and the bridge itself was widened so it could be used as an evacuation route for emergency purposes.

The US-24 Business Route (Square Lake Road) in Bloomfield Township and the City of Pontiac carries approximately 52,000 vehicles per day which was resurfaced from US-24 (Telegraph) to Woodward Avenue with ARRA funding.

### **Wayne County**

The M-153 (Ford Road) at Evergreen Road interchange in the cities of Detroit, Dearborn Heights and Dearborn was improved as part of a reconstruction project that included the replacement of the bridge decks at northbound and southbound Evergreen Road. M-153 in this area carries 60,000 vehicles daily.

The I-75 freeway from the South Wayne County Line to Gibraltar Road in the cities of Flat Rock

and Rockwood, and Brownstown Township was rehabilitated and reconstructed and five bridges were replaced. The freeway in this area carries approximately 68,000 vehicles daily.

Several projects were completed to improve the safety and operations of the roadways in Wayne County. The stretch of US-24 (Telegraph Road) carrying approximately 23,000 vehicles from West Road to Carter Road in Brownstown Township was updated and improved. The portion of US-24 from Vreeland Road to the county line was resurfaced as a part of the acceleration of ARRA projects. The I-275 corridor from M-153 (Ford Road) to I-696 in the communities of Canton Township, Plymouth, Livonia, Farmington Hills and Northville Township had approximately 11 miles of median cable guard rail installed. This corridor carries about 181,000 vehicles daily.

On US-24 in the City of Flat Rock, approximately one mile of pavement was resurfaced. In Redford Township, southbound US-24 from Joy Road to Plymouth Road also was resurfaced. These portions of US-24 respectively carry approximately 20,000 and 55,000 vehicles daily.

I-94 at Belleville Road and I-94 at Haggerty Road, both in Van Buren Township, were resurfaced under the ARRA program. They respectively carry approximately 21,000 and 40,000 vehicles daily.

The US-12 (Michigan Avenue) bridges over the Rouge River in the City of Dearborn were replaced.

### **St. Clair County**

I-69 from the west county line to Miller Road in Mussey Township and Capac was reconstructed. Six miles of this freeway were improved and five bridges were rehabilitated as part of a design-build-finance project that was successfully executed and constructed three years ahead of a

conventional project schedule. This portion of I-69 carries approximately 13,000 vehicles per day.

Eight miles of the I-94 freeway from the south St. Clair County line to the St. Clair Highway was reconstructed in Casco Township. The freeway carries approximately 23,000 vehicles daily.

Ten miles of M-136/M-19 from Kilgore Road to the north St. Clair County line was resurfaced and the bridges over Mill Creek and Pine Creek were replaced in the cities of Avoca and Yale, and the townships of Kenockee and Brockway.

### **Macomb County**

The I-696/Mound Road interchange in the City of Warren was reconstructed and included the rehabilitation of 22 bridges, increasing safety within the I-696 corridor. The interchange carries approximately 70,000 vehicles daily.

Nine miles of M-53 were resurfaced between 18 Mile Road and 27 Mile Road. M-53 carries approximately 59,000 vehicles through the communities of Sterling Heights, Shelby Township and Washington Township. This extensive project included replacing the 26 Mile Road overpass with two new roundabouts at the west and east ends of the new overpass, and a new interchange reconfiguration at M-53 and 23 Mile Road. A new entrance ramp was constructed from westbound 23 Mile Road to southbound M-53.

M-19 from 33 Mile Road to Ashery Creek, carrying about 10,000 vehicles daily, was resurfaced in the cities of Memphis and Richmond as a part of the ARRA program.

In addition to the numerous construction projects that were completed, accomplishments in planning also were achieved. Planning studies are the precursors to design and construction of road and bridge projects.

They help identify impacts and look at alternatives that fit with the needs and desires of MDOT, surrounding communities and other stakeholders.

In FY 2009, Metro Region partnered with the Southeast Michigan Council of Governments (SEMCOG) and Macomb County to conduct an Access Management Study regarding M-3/M-19 (Gratiot Avenue). The completed study provides local communities with recommendations for managing access to and from the roadway to increase safety and operations. The communities of Eastpointe, Roseville, Clinton Township, Mt. Clements, Macomb Township, Chesterfield Township, New Haven, Lenox Township and Richmond participated in the study.

## 2009 Initiatives

### *Design-Build*

A portion of the Nine Mile Road overpass above I-75 in the City of Hazel Park collapsed on July 15 when a crash involving a tanker truck caused an explosion and fire. The bridge collapse interrupted traffic flow on the busy I-75 freeway through Oakland County, affecting the commuters, adjacent communities and businesses that rely on this roadway and bridge network. To expedite the replacement of the bridge and the required associated work, the project was awarded as a "design-build project," which expedited procurement of designers and contractors and allows construction to be initiated more rapidly. In addition to the bridge replacement, other improvements include the reconstruction of a portion of the impacted freeway, geometric enhancements, and replacement of signs, signals, lighting and ITS equipment.

The future I-75 expansion project was considered in the development of this project and accommodations were incorporated to the extent possible. Construction began in October; completion is anticipated by the end of the year.

## NORTH REGION

### *Urban Areas*

Trunkline reconstruction in small urban areas was a focus in the region. Four major downtown road reconstructions occurred in the Cities of Cadillac, Cheboygan and Grayling, and the Village of Mancelona.

The Cadillac project incorporated both reconstruction and capital preventive maintenance on Business Route 131 through the downtown area. The project included local replacement of utilities, streetscape elements through a Transportation Enhancement Grant, elimination and relocation of driveways in accordance with a recently completed access management plan, and replacement of outdated barrier-free facilities.

The Cheboygan project centered on the reconstruction of a portion of M-27 through Cheboygan's downtown. The City of Cheboygan replaced and resized utilities as part of the project. A Transportation Enhancement grant was used to improve the downtown streetscape and barrier-free facilities.

The project in Grayling on M-72 and the I-75 Business Route, included the replacement of older utilities, the extension of Grayling's streetscape elements along the business route and the improvement of storm-water discharge quality into the AuSable River.

The reconstruction of US-131 through Mancelona continued a region-wide improvement program for the US-131 corridor. The Mancelona project included streetscape elements funded through a Transportation Enhancement grant and an opportunity to promote better access management along the route.

Extensive context sensitive activities were conducted prior to beginning each project and local issues were minimized with constant attention by TSC staff during design and construction.

### *North Region ARRA Program*

North Region programmed 19 projects in the American Recovery and Reinvestment Act (ARRA) program. All of these projects have been successfully advertised and let to bid, and nine were completed in FY 2009. The remaining 10 projects are slated for construction in spring/summer 2010. The ARRA projects will improve 154 miles of roadway in North Region, including:

- Replacement of the US-131 bridge over the Manistee River
- Seven road rehabilitation and reconstruction projects
- Three safety-related projects
- One Intelligent Traffic Systems (ITS) project to install environmental sensors
- One passing relief lane project on M-72 in Leelanau County
- Six Capital Preventive Maintenance projects

## **SOUTHWEST REGION**

The Southwest Region will continue to prioritize road and bridge preservation needs along major trunkline routes, to address system condition needs, and to support the economy of this region within the available funding. Project selection strategies focus on preserving and upgrading the system, with an emphasis on freeway modernization, safety, and traffic flow improvements, consistent with the Michigan Transportation Plan Corridors of Highest Significance.

### ***I-94 Widening and Reconstruction in Kalamazoo County***

MDOT began work to widen and reconstruct I-94 from east of Oakland Drive to east of Lovers Lane in Kalamazoo County, and included the reconstruction of the four bridges with a “poor condition” rating. Construction of the project was funded by American Recovery and Reinvestment Act (ARRA) and will be completed in the fall of 2011.

### ***I-94 Rehabilitation in Calhoun County***

MDOT completed a major rehabilitation of I-94 in Calhoun County from 11 Mile Road to 17 1/2 Mile Road. This project greatly improved pavement condition on a stretch of I-94 with heavy interstate commercial traffic. In addition, MDOT rehabilitated the I-69 collector bridges and ramps feeding traffic onto I-94. The project improved traffic flow at this busy interchange and improved ride quality.

### ***I-94 Bridge Replacement in Berrien County***

MDOT replaced the Riverside Drive bridge over I-94 in the City of Battle Creek. The new bridge was constructed using a blended cement-concrete mix design and stainless steel reinforcement which resulted in faster construction and will provide a longer bridge life.

### ***US-31 Reconstruction in Berrien County***

MDOT rebuilt 3 miles of US-31 from the state line to US-12. This was a pilot project for the alternate bid process, which allowed both asphalt and concrete contractors to bid on the project and resulted in lower prices for the construction.

### ***I-94 Business Loop Reconstruction in Berrien County***

In 2009, MDOT rebuilt half of the 1.7 mile I-94 Business Loop (BL) in the City of Benton Harbor from Fair Avenue to River Street. The project included the construction of two roundabouts, and a water main replacement, as well as numerous streetscape amenities such as sidewalks, street lighting, brick pavers, benches and landscaping. This project will be completed in 2010.

### ***I-196 Reconstruction in Allegan County***

MDOT used ARRA funds to rebuild 7 miles of I-196 from south of 71st Street to north of 118th Street near Saugatuck. This project greatly improved pavement conditions on a stretch of I-196 that carries considerable tourist traffic. The project included a deep overlay on the I-196 bridge over 71st Street, installation of median cable guardrail and the reconstruction of the Glenn Rest Area. The Glenn Rest Area is being converted to geothermal heat to conserve energy and reduce heating costs.

### ***Median Cable Guardrail Construction in Allegan, Berrien and Kalamazoo counties***

MDOT installed 58 miles of median cable guardrail at various locations along I-94, I-196 and US-131. Cable guardrail prevents a vehicle from crossing the median into oncoming lanes while absorbing the impact and keeping the vehicle safely out of moving traffic.

### ***Safe Routes to School Collaboration with the City of Benton Harbor***

MDOT worked with the Seeley McCord and Calvin Britain elementary schools to make pedestrian and bicyclist safety improvements through the Safe Routes to School program. Parking was eliminated on McCord Street and replaced with bicycle lanes, and a dedicated student pick-up/drop-off area was developed. The sidewalk on Britain Avenue between Calvin Britain Elementary School and Pipestone Road was redesigned to provide a safe place for students to walk.

## **SUPERIOR REGION**

### ***US-2/M-95/US-141, Dickinson County***

US-2/M-95/US-141, from Traders Mine Road to M-95, was reconfigured from four to five lanes. Among other safety improvements, access management principles were incorporated throughout this corridor via driveway consolidation and/or elimination. MDOT also was able to partner with the City of Iron Mountain to determine probable locations of future streets and commercial development. Street returns were installed at identified locations to accommodate future land use changes.

### ***US-41 Reconstruction, Marquette County***

A section of US-41 was reconstructed from Brown Road to the Baraga County line. The project included the replacement of a box culvert and the realignment of the roadway. MDOT also collaborated with Michigan Technological University to analyze potential environmental concerns related to old iron ore mine shafts located near the project.

### ***US-41 Reconstruction, Houghton County***

US-41 (Sheldon Avenue), through downtown Houghton was reconstructed as part of a major downtown redevelopment project. MDOT partnered with the City of Houghton and historic preservation experts to develop ideas and seek funding to restore the city's historic downtown. Sheldon Avenue was reconstructed utilizing the original brick pavement. The project also included new sidewalks, curbs, water main, storm sewer, and street lighting.

### ***US-41 Widening, Houghton County***

A section of US-41 passing through the Michigan Technological University campus was widened to create safe-refuge locations in the median for students wishing to cross the highway. The project also included improvements to street lighting and storm sewer replacements.

### ***I-75 Business Loop, Mackinac County***

As part of a project to resurface a mile of I-75 through downtown St. Ignace, MDOT coordinated with the city to upgrade sidewalk ramps to current ADA standards and to relocate water main and other utilities within the project area. MDOT also coordinated the road project with the construction of a new inter-city bus terminal, located at Church Street in St. Ignace.

### ***M-94 Reconstruction, Schoolcraft County***

Approximately 10.5 miles of M-94 was reconstructed from Manistique city limits, north to Dodge Lake Road. The project included the realignment of a portion of M-94, allowing for an existing snowmobile trail to cross the highway at a safer angle. MDOT partnered with the local snowmobile club and the Michigan Department of Natural Resources to make additional improvements to the connecting portions of the trail.

### ***M-64 Reconstruction, Ontonagon County (ARRA-Funded)***

MDOT rehabilitated 12 miles of M-64 from Silver City to Ontonagon. The project included constructing eight-foot-wide shoulders and provided a much needed connection between the Ontonagon River Bridge and the 107th

Engineers Memorial Highway, formerly M-107. This completed a multi-phase project to connect the Village of Ontonagon to the Porcupine Mountains State Park. This project was funded through the America Recovery and Reinvestment Act (ARRA).

### ***Carpool Lots Public/Private Partnerships***

The Superior Region expended considerable effort in establishing new public/private partnerships with four U.P. businesses. Under five-year agreements, the businesses are leasing a portion of their parking lots for carpool lot activities, which allows MDOT to efficiently establish new facilities at key locations throughout the U.P. The Superior Region also worked with transit providers to establish bus stops at several MDOT carpool lots in the central U.P.

### ***2009 America Recovery and Reinvestment Act (ARRA) Summary***

In FY 2009, the America Recovery and Reinvestment Act (ARRA) funded over \$15 million in road construction projects. A total of 12 ARRA road projects were selected in Baraga, Gogebic, Houghton, Mackinac, Marquette, Dickinson, and Ontonagon counties.

## UNIVERSITY REGION

### *I-96 Rehabilitation in Livingston County*

The Brighton TSC resurfaced 3.8 miles of this heavily traveled I-96 corridor from the US-23 expressway to the eastern Livingston County line. The project also included reconstruction of six freeway interchange ramps, shoulder widening, bridge rehabilitation and reconstruction, and safety upgrades. The Kensington Road bridge was completely reconstructed, and the Pleasant Valley Road bridge was rehabilitated. The bridge, ramp, and freeway mainline work required close coordination with the Oakland County Road Commission for detour routes. Construction staging was carefully planned in order to maintain full freeway capacity during peak hour travel times on weekdays.

### *US-23 in Livingston County*

The Brighton TSC resurfaced 8.3 miles of the US-23 corridor in Livingston County from south of the I-96 interchange to north to the M-59 interchange. Recent unexpected pavement deterioration required a rapid response. The project was designed and constructed on an expedited schedule to minimize disruption to daily commuters and the numerous weekend travelers who use this roadway. The majority of the pavement was removed and replaced within a single week.

### *M-36 and Pettys Road in Livingston County*

This project included the replacement of an existing box culvert, and reconstruction of the roadway including adding a left turn lane to improve traffic mobility. The project required extensive soil excavation and an anticipated two-month closure and detour of M-36. When local business owners voiced strong opposition to the detour, MDOT made major revisions to the project design.

The end result was a context sensitive design that reduced the detour to less than two weeks, produced a stable roadbed, and pleased business owners and stakeholders.

### *I-94 Corridor near the City of Jackson*

More than 6.5 miles of mainline of I-94 and 14 ramps were resurfaced within the vicinity of the City of Jackson. This work was completed at night in order to minimize the impact on motorists.

Bridge repair work also occurred on the Elm Road bridge over I-94. This emergency bridge project was designed and constructed efficiently due to the pressing need to re-open the entire bridge. Using night time detours and a daytime detour involving one direction of Elm Road, this project was completed with minor impacts to the public.

The first of two bridge replacements over I-94 within the Jackson area was completed. This involved the replacement of the Hawkins Road bridge over I-94. This bridge had reached the end of its life span and was a source of constant maintenance expenditures. The bridge was replaced with a new structure that will accommodate the future widening of I-94 through the Jackson area.

MDOT also installed more than 5 miles of rumble strips on I-94 on the west side of the county to provide a safer roadway for motorists.

### *M-49 and M-99 Corridors in Hillsdale County*

The Jackson Transportation Service Center completed the last phase of small town reconstructions in Litchfield, Reading and Hillsdale in Hillsdale County.

Major reconstruction occurred on M-49 within the city limits of Litchfield and Reading. Both projects included major municipal utility upgrades and each received a Transportation Enhancement

grant for streetscape improvements. Both projects required effort, coordination and cooperation between the Jackson MDOT staff, city staff and local businesses. Even with the major impacts caused by these complex projects, a tremendous partnering effort by MDOT with stakeholders made both projects successful.

The last phase of the reconstruction of M-99 also was completed in the City of Hillsdale, requiring major cooperation and communication with the county. MDOT staff worked diligently to ensure that construction did not disrupt the Hillsdale County Fair events, since the fair has been a tradition since 1851.

In addition, more than 24 miles of M-49 was resurfaced from the Ohio state line to the City of Litchfield. Also, 15.9 miles of M-99 through the City of Litchfield to the Calhoun County line and from the Ohio state line to M-34 was resurfaced.

### *US-223 and Treat Highway in Lenawee County*

Lenawee County is eligible for Congestion Mitigation, and Air Quality (CMAQ) funds. The Jackson TSC partnered with the Lenawee County Road Commission to apply for a CMAQ grant to complete improvements at the intersection of US-223 and Treat Highway, a location that experienced congestion during peak periods due to the proximity of a large school district to the south and industrial area to the north. Using CMAQ funding, Jackson TSC staff completed the design and construction of a project that included a new traffic signal, left-turn lanes on Treat Highway and a right-turn lane on US-223. The project has significantly improved the flow of traffic at this intersection.

### ***Safety Improvements on US-127 in Jackson County***

Utilizing federal safety funds, the Jackson TSC designed and constructed 1.5 miles of new center left-turn lane on a busy section of US-127 southbound that has many industrial sites along the roadway. This project also provided a 12-foot-wide shoulder on northbound US-127 to allow exiting traffic from the Michigan International Speedway (MIS) traffic to flow better.

### ***M-50 in Lenawee County***

The Jackson TSC resurfaced over 4.8 miles of M-50. The project included intersection, guardrail and drainage improvements.

### ***M-71 in Livingston County***

MDOT rehabilitated 0.8 miles of M-71 from Woodworth to Legion in the City of Corunna. The project included utility work, drainage and intersection improvements and streetscape enhancement.

### ***M-52 in Livingston County***

MDOT rehabilitated 0.66 miles of M-52 from I-96 to M-43 in the Village of Webberville. The project included widening for a center left turn lane, drainage improvements, intersection improvements, carpool lot expansion and a railroad crossing reconstruction that included the installation of new crossing flashers and gates.

### ***US-127 in Clinton County***

The Lansing TSC milled and resurfaced 5.4 miles of US-127 from Livingston Road to the Clinton/Gratiot county line and added indirect lefts to improve safety at French Road, Hyde Road and Uncle John's Cider Mill. Rumble strips were added to road shoulders to warn drivers when they have drifted from their lane.

### ***I-496/US-127 in Ingham County***

MDOT milled and resurfaced 3.3 miles of I-496/US-127 from I-96 to Trowbridge Road, rehabilitated six bridges and replaced two bridges including the Dunckel Bridge over US-127 and the flyover bridge for southbound I-496 to eastbound I-96 over westbound I-96. The project also included widening ramps at the Dunckel Road interchange, widening Dunckel Road to provide additional turn lanes and a bike lane, concrete patches, shoulder improvements, drainage upgrades, and rumble strips.

### ***I-96 in Eaton and Ingham counties***

The Lansing TSC milled and resurfaced 18.8 miles of I-96 from Lansing Road to M-52, completing 6.8 miles of shoulder widening and crossovers in preparation for the maintaining traffic for the reconstruction of I-96 between College Road and Meridian Road.

### ***I-69 in Clinton County***

The Lansing TSC restored 6.1 miles of I-69 from Chandler Road to Peacock Road, including concrete patches, ramp improvements, and diamond grinding to improve the riding surface and increase pavement longevity.

### ***M-43 in Ingham County***

The Lansing TSC reconstructed M-43 in Meridian Township from Wellington Drive to Meridian Road. The project included 0.8 miles of center-turn widening to improve safety and reduce congestion, intersection improvements and drainage upgrades.

## RAIL FREIGHT PROGRAM

### Capital Development Program

MDOT manages approximately 530 miles of state-owned rail lines, operated by four railroad companies. The Capital Development Program provides on-going property management and infrastructure rehabilitation in an effort to maintain the safety of the lines and the existing level of service to the shippers, with a goal of ultimately making the lines viable again in the private sector.

In FY 2009, MDOT completed the first phase of a major rehabilitation project on a state-owned line between Cadillac and Yuma. This project included tie replacement, rail replacement, the application of additional ballast stone, and track surfacing.

MDOT also completed projects to replace four failing culverts north of Ann Arbor and to replace 3,500 ties along a 7-mile stretch near Mancelona.

### Rail Safety Program

During FY 2009, MDOT facilitated 108 Diagnostic Study Team Reviews/Formal Investigations. These meetings bring together representatives of railroads, road authorities and other parties to assess safety conditions at existing or proposed public at-grade crossings and determine if enhancements are needed. MDOT issued 85 regulatory orders as a result of the meetings.

MDOT also continued to provide funding assistance to Michigan Operation Lifesaver to support educational and training programs regarding grade crossing safety and trespassing issues.



### Local Grade Crossing Program

MDOT works to enhance motorist safety at the approximately 4,500 at-grade crossings on roads under the jurisdiction of counties, cities and villages. On an annual basis, the Local Grade Crossing Program evaluates all crossings, including the roughly 300 crossings on state trunklines, to determine which should be reviewed for potential safety enhancements. The program can fund the resulting installation of active warning devices or other safety enhancements on the local road system.

Through its FY2009 prioritization program, MDOT identified 67 crossings for review and a determination of whether safety enhancements are needed. Diagnostic Study Team Reviews were conducted at 30 of those crossings in the fall of 2008 and the other 37 in the spring of 2009.

During FY2009, MDOT invested a total of \$6.7 million for 34 safety enhancement projects.

## Port Program

MDOT provided \$468,200 in legislatively-mandated operating assistance to the Detroit Wayne County Port Authority for administrative and marketing expenditures.



## Intelligent Transportation Systems and IntelliDrive<sup>SM</sup>

MDOT's Intelligent Transportation systems (ITS) program transitioned in FY 2009 from significant planning efforts into the development of a long-term ITS deployment strategy and implementation plan. MDOT completed a statewide ITS architecture that included an update to the Southeast Michigan Council of Governments (SEMCOG) area, which includes seven counties (Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne). Modernization of the ITS infrastructure in the Metro Region, originally deployed in 1996, is under way to reduce operating and maintenance supported by funding from ARRA. Deployments are also under way in Bay and University Regions.

The first environmental sensor stations to determine the surface conditions of roadways in the Upper Peninsula were deployed and operational for the first time during the winter of 2008/09 and are undergoing a significant expansion due to ARRA funding as well. Finally, the Grand Rapids High Priority Project as part of SAFETEA-LU is being constructed and will be complete in mid-2010.

The Vehicle Infrastructure Integration (VII) program continues to take on a significant role at MDOT in terms of the future of traffic operations and transportation safety, although the U.S. Department of Transportation has renamed the program IntelliDrive<sup>SM</sup>. During FY 2009, the MDOT VII program accomplished the following:

- Coordinated with AASHTO and the U.S. Department of Transportation to host multiple national leadership and working meetings in the Detroit area.
- Worked with FHWA to complete initial testing of the system and document the test results. Continued to operate and maintain VII test facilities in Farmington Hills/Novi, Auburn Hills and Southfield.



- Continued development of the Data Use and Analysis Processing program that aims to identify the impacts the VII program and its related data will have on state DOT operations, including outfitting a number of MDOT vehicles to collect additional information on road surface conditions and asset management.
- Demonstrated VII technologies in May at the 2009 ITS Michigan Showcase in Novi, Mi., working with multiple VII partners.

## PASSENGER TRANSPORTATION ACCOMPLISHMENTS

The Bureau of Passenger Transportation provided ongoing support of passenger transportation services by providing financial and technical assistance and oversight of public, private and non-profit transportation providers. By the end of the fiscal year, MDOT had issued over \$239 million in operating and capital contracts, completed over 500 separate contract transactions and made over 2,500 payments to support local transit, intercity bus and passenger rail services. MDOT's development, issuance, oversight, audit and close-out of financial assistance contracts, including ensuring compliance with state and federal funding requirements, remained a significant task.

The accomplishments for the Bureau of Passenger Transportation also include activities associated with MDOT's passenger rail program. In June 2009, MDOT's passenger rail program was temporarily assigned to the new Office of High Speed Rail and Innovative Project Advancement. This office was created to promote and accelerate the development of infrastructure needed to support intercity passenger rail, commuter rail, and rail rapid transit services.

### Local Transit Programs

In April, MDOT announced that transit ridership reached 100 million in FY 2008; a seven-percent increase from the prior year. MDOT's support for local transit in FY 2009 included the following programs:

#### *Financial Support of Transit Operations*

MDOT continued to support local transit operations by issuing \$166.6 million in Comprehensive Transportation Fund (CTF) monies for local bus operating assistance and \$3.97 million in CTF specialized services payments.

#### *Transit Capital Investment*

MDOT continued to support local transit infrastructure operations.

- MDOT committed over \$14 million in CTF capital match to transit agencies. This CTF match, along with \$11.1 million in toll credits, leveraged approximately \$113 million in federal funds.
- MDOT secured CTF and federal funds for rural transit agencies and private non-profit agencies for purchase of up to 193 vehicles

#### *Transit Facilities*

During FY 2009, the following projects were completed:

- The City of Adrian Dial-A-Ride and Lenawee Transportation transit systems moved their operations into their new facility in December

2008. All operations, including vehicle storage, are located under one roof. The 14,300-square-foot building includes storage for vehicles, a driver's room, dispatch office, mechanic's office, administrative office and conference room. The \$1.5 million facility was funded by FTA, MDOT, EPA, DEQ and local funds.

- The Rosa Parks Transit Center in Detroit opened on July 14. The three-story, 25,700-square-foot facility owned by the city will serve as a 24-hour central connection for the Detroit Department of Transportation, SMART and Transit Windsor bus routes and the Detroit People Mover. On site are a waiting area, restrooms, retail space, transit police offices, transit services, taxi stand and a Detroit Police Department mini station.

#### *Coordination Activities*

Michigan transit agencies are looking at innovative ways to become more attractive to more riders and more effectively coordinate services:

- In December 2008, the Regional Transit Coordinating Council's board approved a Comprehensive Regional Transit Service Plan (CRTSP) and identified next steps. The plan assessed and made recommendations for enhancement and improved coordination for DDOT, SMART and Detroit Transportation Corporation, and recommends a phased approach to implement a new regional transit network consisting of arterial rapid transit, bus rapid transit, light rail and commuter rail.

•RideConnect, a new mobility management service in Washtenaw County, began operation in June. After a few months of planning, organizing and collecting data, three Transportation Coordination Specialists have been hired and trained. RideConnect also provides travel training to the public. RideConnect is jointly funded with federal funds awarded by FTA to the Ann Arbor Transportation Authority and awarded by MDOT to People's Express and Western-Washtenaw Area Value Express.

### ***Commuter Alternatives***

MDOT's MichiVan Vanpool Program experienced continued growth. The number of vanpools increased five percent to more than 330 vans. Over 2,000 individuals are currently taking advantage of the MichiVan Program either through their own personal initiative or an employer-sponsored program.

### ***Performance Measurement***

Another key effort was to fund the development of performance factors to measure the condition of the state's public transportation system. This project will carry over into the next fiscal year and will provide invaluable information as we plan for the future of passenger transportation in Michigan.

## **Intercity Bus Programs**

MDOT continued to support intercity bus service in Michigan through procurement of services in northern Lower Michigan and the Upper Peninsula. It also provided capital assistance for intercity bus operations throughout the state in the form of motorcoach replacements, facility improvements and one newly constructed facility.

### ***Intercity Bus Operations***

MDOT used state and federal funds to provide operating assistance for five intercity bus routes in northern Lower Michigan and the Upper Peninsula (U.P.). Through this contract, nearly 100 Michigan communities received intercity bus service. This past year, MDOT worked with Indian Trails to create brand names for the five state subsidized routes to provide the routes with a stronger identity. The five routes are now called: Huron - Bay City to St. Ignace; Sleeping Bear - Grand Rapids to St. Ignace; Hiawatha - St. Ignace to Ironwood; Superior - Calumet to Milwaukee and the Straits -Lansing to St. Ignace.

### ***Intercity Bus Capital***

MDOT used a combination of state and federal funds to improve intercity bus passenger facilities including improvements in Battle Creek, Southfield and Detroit. MDOT completed demolition of the Pontiac bus/rail facility, making way for the construction of a new multi-modal facility in 2010. In September, the city of St. Ignace and MDOT, in conjunction with Indian Trails, Inc., opened the new St. Ignace Transportation Facility. In a unique partnership, MDOT and the city of St. Ignace built the state-of- the-art facility that will better serve customers, and also provide overnight accommodations for Indian Trails' bus drivers. The \$1.7 million facility was financed with a combination of state and federal funds granted from MDOT to the city. The new station is the first-ever, permanent bus facility in the U.P and is the northern-most terminal for daily bus service throughout Michigan, which links nearly 150 cities and towns throughout the state. Service is provided between St. Ignace and Ironwood (via Escanaba), and between Calumet, Mich. and Milwaukee, Wis.

(via Marquette and Gwinn). Service also is provided for Alma, Mt. Pleasant, Clare, Harrison, Houghton Lake, Grayling, Gaylord, and Indian River, then connecting to the U.P. service.

## **Passenger Rail Program**

MDOT supported passenger rail service in Michigan in a variety of ways.

### ***Passenger Rail Operations***

Under the passenger rail program, \$7.1 million was provided to Amtrak for the *Pere Marquette* (Grand Rapids-Chicago) service and the *Blue Water* (Port Huron-Chicago) service. Michigan's passenger rail service revenue for all services was down six percent and ridership was down 5.6 percent, as compared to the similar time period last year. While this is a decline from the previous record year, it remains the second-highest ridership year for these services. The decline can be attributed to lower fuel prices and the fact that Michigan continues to experience a high unemployment level.

Michigan celebrated the 25th anniversary of the *Pere Marquette* service and the 35th anniversary of the *Blue Water* Service in October.

For the fifth consecutive year, MDOT teamed up in June with Travel Michigan, Amtrak and local convention visitor's bureaus throughout the state to participate in a major promotion of Michigan's travel destinations at Amtrak's Chicago Union Station. This event spotlighted Michigan to over 10,000 daily commuters.

### ***Passenger Rail Capital***

In FY 2009, MDOT continued to work on projects which enhance rail passenger service within the state. This includes three current station stops. The former passenger rail/bus passenger station at

Pontiac has been demolished. Final plans are being developed to build a new station in Pontiac in FY 2010. In addition, the Detroit New Center station plans are underway where state/federal funds are being used to clean up a vacant site adjacent to the current rail station. The new site will provide additional parking for current rail passenger service, as well additional parking for potential increases in service from the proposed Ann Arbor to Detroit commuter rail demonstration project.

### ***Passenger Rail Safety***

Passenger rail safety was addressed through the following programs and projects:

- Testing continued on Michigan's use of the Incremental Train Control System (ITCS) signal system on the Detroit to Chicago high speed rail corridor. Although FRA approval for 110 mph speeds has not yet been achieved, the ITCS territory has been extended from MP 150 to MP 221.88, just short of the Michigan/Indiana state border. Completion of testing, verification, and validation is on-going and the waiver for 110 mph has been submitted to FRA for approval. Once approved, the 72-mile territory (Kalamazoo to roughly the state line) will increase speeds to 110 mph.
- MDOT worked with Berrien County to close the grade crossing at Batton Road. The crossing was removed and a new access road was built that parallels Amtrak's right of way.
- Though a unique public/private partnership, MDOT is involved with the testing of an innovative grade crossing warning device system which uses barriers that can be raised and retracted down the centerline of the road. The barriers prevent vehicle traffic from driving around crossing gates. This the first national test of the device. Testing and evaluation will continue in 2010 for application of this technology nationwide.

## **Transit ARRA Accomplishments**

The American Recovery and Reinvestment Act (ARRA) spurred several activities for the bureau. The bureau sponsored a Michigan Vendor Showcase and Transit Summit in July to showcase Michigan vendors and products that were innovative, efficient, and green. The event also allowed us to gather input from Michigan transit providers regarding their priorities for the use of ARRA funds. Based on the program goals for ARRA,

it was also determined that the bureau would bid out for a small hybrid bus that could be purchased by transit agencies using their ARRA funds as well as other state and federal funds. Additional information about MDOT's use of ARRA transit funds is provided below.

Under the ARRA Transit Capital Formula program, the Federal Transit Administration (FTA) apportioned funds to the states and to individual urban transit agencies under two existing FTA programs-Section 5307 Urban Formula and Section 5311 Nonurban Formula.

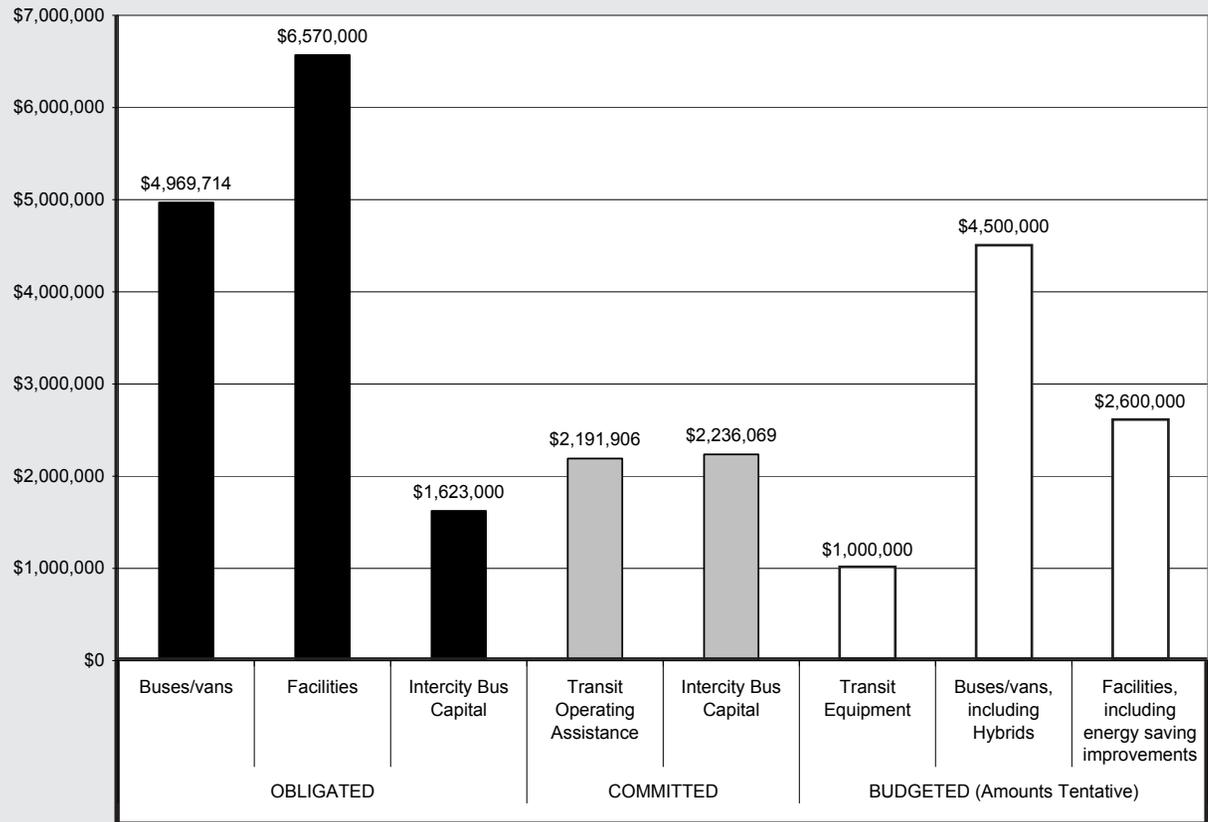


**STATUS OF RURAL TRANSIT ARRA FUNDS APPORTIONED TO MDOT**

**Rural Transit – Section 5311**

Federal Section 5311 Nonurban Formula funds are apportioned to the states to support public transportation in areas of less than 50,000 populations, including rural transit and intercity bus. MDOT is the designated recipient of these funds. Under existing federal law, 15 percent of the apportionment must be used to assist rural intercity bus service and the remainder can be used for rural local transit. Up to 10 percent of the apportionment can be used for operating assistance.

In addition, \$100,000 of Phase 1 funding is being used for energy audits for 24 rural transit facilities. The audit results will be used to determine facility improvements in Phase II to help reduce costs and improve energy efficiencies at the facilities.



\*(As of October 6, 2009)

OBLIGATED	COMMITTED	BUDGETED
<p>Fifty percent of the funds (\$13,262,714) were obligated in August 2009 in a grant between MDOT and FTA.</p> <p>MDOT has issued contracts to pass through the funds for sub recipient projects as follows:</p> <ul style="list-style-type: none"> <li>• \$4,969,714 - Replace 53 buses/vans at 16 rural agencies that have vehicles eligible for replacement</li> <li>• \$6,570,000 - Four new rural facilities</li> <li>• \$1,623,000 - Replace up to five intercity motor coaches that will meet their useful life in FY2009 and complete several intercity terminal projects</li> <li>• \$100,000 - Energy audits for 24 rural transit facilities</li> </ul>	<p>MDOT has made the following funding commitments, but has not yet submitted the application to FTA to obligate the funds.</p> <ul style="list-style-type: none"> <li>• \$2,191,906 - Rural transit operating assistance to 70 agencies (may not exceed 10% of the apportionment)</li> <li>• \$2,236,069 - Replace additional intercity motor coaches and additional intercity terminal projects (to complete required 15% of the apportionment for intercity bus)</li> </ul>	<p>Of the remaining funds, MDOT has established the following tentative funding allocations and is conducting a call for projects. ≈ \$1,000,000 - Equipment to meet communications and/or safety and security needs at rural transit agencies</p> <ul style="list-style-type: none"> <li>• ≈ \$4,500,000 - Additional rural transit vehicles including hybrids</li> <li>• ≈ \$2,600,000 - Energy improvements at existing rural transit facilities and three new facilities that were not shovel ready for first application to FTA</li> </ul>
<p>An application for these funds will be submitted to the FTA by December 2009.</p>		

## **STATUS OF URBAN TRANSIT ARRA PROGRAM**

### **Urban Transit – Section 5307**

Under the ARRA Transit Capital Formula program, funds were apportioned to the states and to individual urban transit agencies under two existing FTA programs, Section 5307 Urban Formula and Section 5311 Nonurban Formula.

Over \$109 million was apportioned to Michigan urbanized areas (UZAs). FTA awards these funds directly to the individual urban transit agencies that serve the UZA.

- The large urban agencies (in Lansing, Flint, Detroit, Grand Rapids and Ann Arbor UZAs) received a total of \$89,941,248. Each agency will use these funds for bus replacements, facility expansions, preventive maintenance and other ARRA-eligible projects. The large urban agencies are not required to report their progress to MDOT as they implement their ARRA programs.
- Small urban agencies (UZAs with population between 50,000 - 200,000) were allocated \$17,939,508 and also will be using the funds for bus replacements, facility expansions, preventive maintenance, etc. Agencies report their ARRA progress to MDOT. As of Sept. 1, 10 small urban projects had been started and three were complete. The agencies reported four jobs created or sustained with the expenditures to date.
- Of the small urban areas (UZAs with population between 5,000 - 50,000) funds, \$530,000 was programmed directly by MDOT because several small urban transit agencies could not make use of the funds within the ARRA timeframe. MDOT has proposed using the funds for a demonstration project to purchase and install “mini-hybrid kits” in existing vehicles to improve fuel efficiency.

The project will involve the purchase, installation and testing the mini-hybrid components. This project is pending approval by the FTA and the Michigan Legislature.

### **ARRA Transit Facilities**

Under both the Section 5307 and 5311 program, non-urban and urban transit agencies initiated facility projects in late FY 2009, including:

- The Clare County Transit Corporation broke ground Sept. 25 for a \$3.7 million, 44,000-square-foot transit facility in Harrison. The new facility will contain space for 40 buses, dispatch, maintenance and administration. Storing the buses inside will protect them from the elements and reduce fuel consumption by cutting the idle time needed to warm the buses during the winter months. Many energy-saving ideas and materials will be used to make the building “green.” Funding for the project came from Congressional appropriations and ARRA funds awarded by MDOT. The facility is expected to be completed in the summer of 2010.
- Allegan County Transportation began constructing Phase II of a new transit facility that provides for the indoor storage of two dozen vehicles with the use of ARRA funds awarded to the transit agency by MDOT. Completion of Phase II is expected by early spring of 2010. Phase I was completed and included construction of administration, dispatching and vehicle maintenance space. Transit staff have been operating out of this facility since summer 2009.
- ITP/The Rapid in Grand Rapids awarded a contract in August to begin the agency’s \$35.7 million Wealthy Operations Center expansion—the largest construction project the agency has undertaken. The project is two years ahead of schedule because of \$10.6 million of ARRA funds approved for this project by

FTA. This project will expand the agency’s current facility to house and maintain 174 buses. The facility will also include the addition of three maintenance bays, two repair bays and an additional bus washer. The building is planned to be a LEED (Leadership in Energy and Environmental Design) certified building. The bus washer will use reclaimed water and the building will have a green roof. The agency also has applied for funds to install a system to use solar water heating along with six wind turbines. The expected completion date is December 2011.

- MDOT also awarded an ARRA enhancement grant of \$938,000 to the City of Jackson to stabilize and lead to a complete restoration of the historic Jackson train depot. This work will begin in FY 2010.

### **Discretionary Transit ARRA Programs**

#### **Transit Investments for Greenhouse Gas and Energy Reduction Grants**

In May, the FTA conducted a competitive application process for the ARRA Transit Investments for Greenhouse Gas and Energy Reduction Grants (TIGGER) program. State and local transit providers could make applications for projects that would reduce the energy consumed and greenhouse gases emitted by transit operations. MDOT and six local agencies in Michigan submitted funding requests. Of these, two applications submitted directly to the FTA by the Flint Mass Transportation Authority (MTA) and by Thunder Bay Transportation Authority (TBTA) in Alpena were awarded TIGGER grants. The agencies will use the grants to purchase energy-efficient vehicles.

# AVIATION PROGRAM ACCOMPLISHMENTS

## AVIATION PROGRAMS

### Airport Improvement Program

MDOT conducts annual inspections at all public-use airport and heliports. MDOT licenses 235 public-use landing sites, 214 aircraft dealers, 63 flight schools, 77 hospital heliports, and the on-demand temporary landing sites. In FY 2009, approximately 7,000 aircraft were registered.

During FY 2009, MDOT contracted for 164 airport improvement projects. All have significant safety benefits, and are developed to either preserve the existing infrastructure or expand runway capacity.

#### All Weather Airport Access Program

With the completion of the FY 2008 All Weather Airport Access Program installations, 61 percent of eligible airports in Michigan will have achieved all-weather accessibility. Maintenance of all 39 state-owned Automated Weather Observation Systems was completed throughout the year.

#### Workshops and Publications

The annual Aviation/Aerospace Teacher Workshop is designed to help teachers incorporate aviation and aerospace concepts into their classrooms. The 16th annual workshop, held at the Kalamazoo Air Zoo on May 16, was attended by 125 teachers, plus approximately 50 staff, presenters and vendors.

This year's keynote speaker was former NASA astronaut Dave Leestma, who is now working at the Johnson Space Center.

Pilot safety seminars are conducted throughout the state to provide recurrent training for pilots on issues designed to help pilots improve their skills, enhance their knowledge, and prevent accidents. MDOT cooperates closely with the Federal Aviation Association, state colleges and universities, and various aviation groups and organizations in conducting these seminars. In FY 2009, about 17 seminars with an estimated attendance of 850 people were conducted.

Michigan Aeronautical Chart and Airport Directory are annual publications designed to promote safe flying and provide pilots and aviation-oriented organizations with information regarding Michigan airports. Charts are given to 18,000 pilots and over 1,800 are sold. The Airport Directory is given to registered aircraft owners and over 2,100 have been issued.

#### Air Service Program

During FY 2009, this discretionary program was on hold due to budget constraints.

Percent by Work Type	Number of Projects	Percent by Work Type	Contract Amount	Percent by Dollar Value
Preservation & Security	126	77%	\$93 million	70%
Capacity Enhancement	38	23%	\$40 million	30%
Total	164	100%	\$133 million	100%

## 2009 AWARDS AND RECOGNITION

In January, a project by the Macomb Transportation Service Center in Metro Region won the National Asphalt Pavement Association's 2008 Quality in Construction Award. The \$37 million project on eastbound and westbound I-94 in Macomb County included cold milling on the existing surface, construction of 2.8 miles of new median barrier wall, 266,000 tons of asphalt overlay, and the rehabilitation of 10 structures. The project was planned to be completed in two years, but was finished six months early.

Also in January, the Bay Region's Cass City Transportation Service Center received the 2007 Perpetual Pavement Award from the Asphalt Pavement Alliance for a project on M-24 from the Cass River Bridge to the Lapeer county line. The project is featured in the January/February edition of Hot Mix Asphalt Technology magazine. The annual award recognizes asphalt pavements that have stood the test of time.

At the Geospatial Information Systems in Transportation (GIS-T) Symposium in Oklahoma City in April, two MDOT publications swept the category of Best Transportation Publication, Honorable Mention. Congratulations to the producers of the "Official 2009 Transportation Map" and the "University Region Road and Trail Bicycling Guide." The Official Transportation Map is produced by the Mapping and Graphics Unit within Finance and Administration, and the Road and Trail Bicycling Guide is sponsored by the Intermodal Services Unit within Planning.

The publications were recognized at the annual Geospatial Information systems in Transportation Symposium.

In May, work by MDOT and the Arenac Heritage Route Authority to preserve the historic Standish Depot was recognized by the Michigan Historic Preservation Network (MHPN) with the MHPN's 2009 Building Award. The work on the depot property included constructing a restroom facility and a static rail car display, along with the rehabilitation of the existing building, landscaping, installing decorative lighting, restoring brick walkways and adding parking facilities.

Also in May, 54 Michigan high school and junior high school students from across the state competed in a bridge building competition sponsored by MDOT as part of the Transportation and Civil Engineering (TRAC) Program. A team from Negaunee High School was selected by AASHTO to compete in the national semifinals on May 15 in Bedford, Pa. and placed first in the bridge building competition in the suspension bridge category. This marked the first time a team from Michigan placed first at the national level.

In May, the Mid-Michigan Chapter of the American Red Cross award selection committee selected MDOT to receive the 2008 Hometown Heroes Award for outstanding achievement and dedication to annual blood drives. Since 2004, MDOT has contributed 898 pints of blood through drives in Lansing.

In June, the Transportation Asset Management Council presented its first Annual Organizational Award to MDOT for outstanding achievement in implementing the core principles of Asset Management.

In July, MDOT won two regional "American's Transportation Awards" from the American Association of State Highway and Transportation Officials (AASHTO), AAA, and the U.S. Chamber of Commerce. The awards recognized projects in Kalamazoo County, Southwest Region, and Clare County, Bay Region. MDOT was awarded the "On Time Medium Project- \$26-199 Million" for a \$58 million project to rebuild and widen I-94 from west of US-131 to east of Oakland Drive in Kalamazoo County. The other winning project was M-115 in Clare County, which won the "Innovative Management, Small Project- \$25 Million or Less" category, using a \$1 million grant from FHWA's "Highways for Life" safety program. The project was designed to promote innovative techniques in construction, and was completed 20 days ahead of schedule.

AASHTO issued a national news release in July praising MDOT's use of Twitter, a social media Web site, to keep thousands of motorists informed in the aftermath of the I-75 closure in Metro Region that resulted from a tanker explosion. "We commend the Michigan Department of Transportation for a job well done," said John Horsley, executive director of AASHTO.

"Americans rely on their highways and they can depend on states to do what must be done to keep them informed and our highways open and operating safely." MDOT's Twittering of the 1-75 crash also was noted by a newspaper in the Netherlands, the Cleveland Plain Dealer, the Detroit Free Press and the Minneapolis Star Tribune. The MDOT Office of Communications maintains a Twitter site, a Facebook page and a YouTube site for the department.

In August, Amtrak's Pere Marquette passenger train service between Grand Rapids and Chicago celebrated its 25th anniversary. Service along this route has grown every year since 2001. The Pere Marquette is one of two state-supported routes in Michigan.

In September, the Michigan Chapter of the American Society of Landscape Architects selected the Dequindre Cut Greenway for an Honor Award. The Dequindre Cut Nonmotorized Path, constructed in Metro Region, is a 1.3-mile pathway connecting the Detroit Riverfront at Tri-Centennial State Park to Gratiot near Eastern Market in Detroit. The project was considered a success because it provided an important nonmotorized connection and converted a blighted area into a beautiful public space and was a major coordinated effort between MDOY, the city and various public sector and private sector groups.

Also in September, the Southern Links Trailway in Bay Region won the 2009 Michigan American Society of Civil Engineers (ASCE) Quality of Life Award. The Trailway is a 10.2-mile nonmotorized path and equestrian trailway with accessibility features along an abandoned rail corridor. The Cass City Transportation Service Center oversaw the project.

In October, that same project won the 2009 Michigan American Society of Civil Engineers (ASCE) Quality of Life Award. The trailway offers scenic views of open fields, wetlands, wooded forests and farm lands. Phase I of the project, completed in 2008, extends the path from Columbiaville north to Otter Lake. Phase II, which is currently underway, includes work to convert the former Penn Central Railroad into a nonmotorized path, and extends a 5.4-mile section of the path from the village of Otter Lake north to the village of Millington.

Amtrak's Blue Water passenger train service celebrated its 35th anniversary in October. The partnership between Amtrak and the State of Michigan began in 1974. Since then, the route has provided continuous daily service to Durand, East Lansing, Flint, Lapeer and Port Huron, carrying about 3.8 million passengers. This service is one of two state-supported routes in Michigan. From 2002 to 2008, Amtrak ridership on all three train routes in Michigan - Pere Marquette, Wolverine and Blue Water - grew by a combined 60 percent.