

I-194 Battle Creek PEL

Community Conversation 1

June 14, 2023

What is PEL?

Planning and environment linkages (PEL) is a collaborative transportation decision-making approach that:

1. Considers environmental, community and economic goals early in the transportation planning process.
2. Uses the information, analysis and products developed during planning to inform the environmental review process (National Environmental Policy Act, or NEPA).

The **goal of PEL** is to reduce duplication of effort and facilitate informed decisions to expedite project delivery.



MDOT Need for the Project

Roads, Structures and Culverts





Objectives

1. Develop alternatives that efficiently and safely improve mobility and addresses the project's Purpose and Need.
2. Identify current and future deficiencies of the aging roadways, bridges and culverts of the I-194 corridor and study area roadways in anticipation of major reconstruction within the next 10 years.
3. Engage and communicate with local stakeholders and the public to ensure all play an important role in the decision-making process and deliver a successful project in the eyes of all stakeholders.

If this connection between Battle Creek and I-94 was built today under current traffic conditions, what would it be?

Why do we need a Purpose and Need Statement?

- Provides the basis for the alternatives evaluation.
- Required for environmental clearance and federal approval.
- Helps keep the alternatives from growing beyond project intent.

Draft Purpose

The purpose of the I-194 PEL is to replace the aging infrastructure, improve operations for all roadway users, minimize negative impacts on the natural environment and adjoining properties, and provide improved aesthetics and multimodal choices for users of the corridor.

This PEL process addresses the 4 miles of I-194 between I-94 and downtown Battle Creek, including the interchanges at M-96 (Columbia Avenue) and Dickman Road, and will:

- Replace the aging I-194 roadway and bridge infrastructure.
- Provide for the operational demands and right-sizing of current and estimated 2045 conditions.
- Accommodate multimodal connectivity that includes auto, pedestrian, bicycle, and public transit modes .
- Enhance the entrance/gateway to Battle Creek.
- Right-size the roadway and bridge infrastructure.
- Lower the long-term recurring operation and maintenance costs of the facility.
- Improve safety for all users along the corridor.

Draft Need

- Poor structural condition of the I-194 roadway and bridges that are approaching the end of their useful life.
- Limited pedestrian, bicycle and transit connectivity within the study area.



Transportation right-sizing

During the development of the State Long-Range Transportation Plan Michigan Mobility 2045 (MM2045), MDOT leadership approved the following right-sizing transportation infrastructure definition:

The modernization and changing of infrastructure to meet the current and future transportation needs of communities, people and freight movement.

It is a process by which a transportation agency makes intentional decisions to adjust the size, extent, function, and composition of its existing or planned infrastructure and service portfolio in response to changing needs over time.

Right-sizing transportation infrastructure is repurposing or physically re-sizing (either expansion or reduction) an existing asset or future asset for a newly understood economic function, purpose or need.

Right-sizing Examples

Examples of right-sizing may include the following:

Lane reallocation (road diets) without moving curbs.

- Conversion of traditional highways with multiple through-lanes to multimodal complete streets with bike lanes, wider shoulders, and/or bus lanes.

- One- to two-way conversions.

Replacing underused freeways with at-grade routes (e.g., freeway decommissioning).

Removal of underutilized bridges, with very low volumes and alternative bridges within a reasonable distance.

Local Advisory Group (LAG) Members

- Battle Creek Parks Department
- Battle Creek Area Chamber of Commerce
- Battle Creek Area Transit
- Battle Creek Area Transportation Study
- Battle Creek Neighborhood Planning Councils
- Battle Creek Police Department
- Battle Creek Small Business Development Office
- Battle Creek Unlimited
- Kellogg Company
- Lakeview Downtown Development Authority
- Calhoun County
- Calhoun County Community Development
- Calhoun County Parks Department
- Calhoun County Sheriff's Department
- Calhoun County Visitors Bureau
- Calhoun County Water Resources
- Calhoun County Trailway Alliance
- Cereal City Development Corporation Kellogg Arena
- Schweitzer Construction

Development of Alternatives

If this connection between Battle Creek and I-94 was built today under current traffic conditions, what would it be?

Essentially two different types of alternatives:

- Replace in-kind (freeway with grade separated intersections)
- Replace with a boulevard with at-grade intersections (indirect and direct lefts)

Boulevard Alternative



Alternative 1

At-Grade

Indirect Left Intersection



Alternative 2

At-Grade Signalized Indirect Left Intersection



Alternative 3

At-Grade

Indirect Left Intersection



Alternative 4

At-Grade Signalized Direct Left Intersection



Alternative 5

Signalized Direct Lefts



Contact Information

You can provide comments at the project website or by contacting MDOT staff below:

Josh Grab, MDOT Project Manager
GrabJ@Michigan.gov

Monica Monsma, MDOT Public Hearings Officer
MonsmaM@Michigan.gov

Next Steps

July-August

- Refine/evaluate alternatives

September

- Community conversation #2

October-November

- Recommended alternative
- Draft PEL report