

US-23 (I-94 to M-14)

Environmental Assessment & Design

Local Coordination Project Kick-Off Meeting



AGENDA FOR TODAY

The purpose of this kickoff meeting is to:

1. Introduce the project & team
2. Review the scope & schedule
3. Review considerations, local plans/policies & data collection
4. Review the environmental assessment process
5. Discuss the purpose and need for the project
6. Review the public involvement plan in general
7. Review alternatives
8. Obtain input from the group members
9. Next steps/meeting

PROJECT TEAM



Jason Pittman, P.E.
(Project Manager, University Region)
Jackson TSC Cost & Scheduling Engineer

Mike Davis, Jr (Planning)
Senior University Region Planner

Aaron Jenkins (Communications)
University Region Communications Rep.

Monica Monsma (Environmental Public Outreach)
Public Involvement and Hearings Officer



*Project Management, Lead Road and Bridge Design,
Environmental Support - NEPA & Noise*

Rob Leppala, PE
Project Manager

Jeremy Hedden, PE
Technical Lead

OTHER CONSULTANT SPECIALISTS:



*Lead Traffic Operations Studies,
Environmental Support & Road and
Bridge Design*

Mike Devires, PE
Vice President
Lead Traffic Operations Engineer



*Early Preliminary Engineering,
Engineering, Environmental Lead &
Engagement and Communications
Support*

Barbara Arens, PE, PTOE
Managing Principal

Dena Berrios
Operations/Communications



*Community and Stakeholder
Engagement & Aesthetic
Guidelines*

Brad Strader, AICP, PTP
Principal

Ann Marie Kerby, AICP
Senior Associate, Planner



PROJECT SCOPE

PROJECT STUDY AREA:

US-23 from I-94/US-23 interchange area north to east M-14/US-23 interchange area in the City of Ann Arbor, Pittsfield Township, and Ann Arbor Township in Washtenaw County.

THIS PROJECT INCLUDES THE PREPARATION OF:



**Environmental
Assessment**



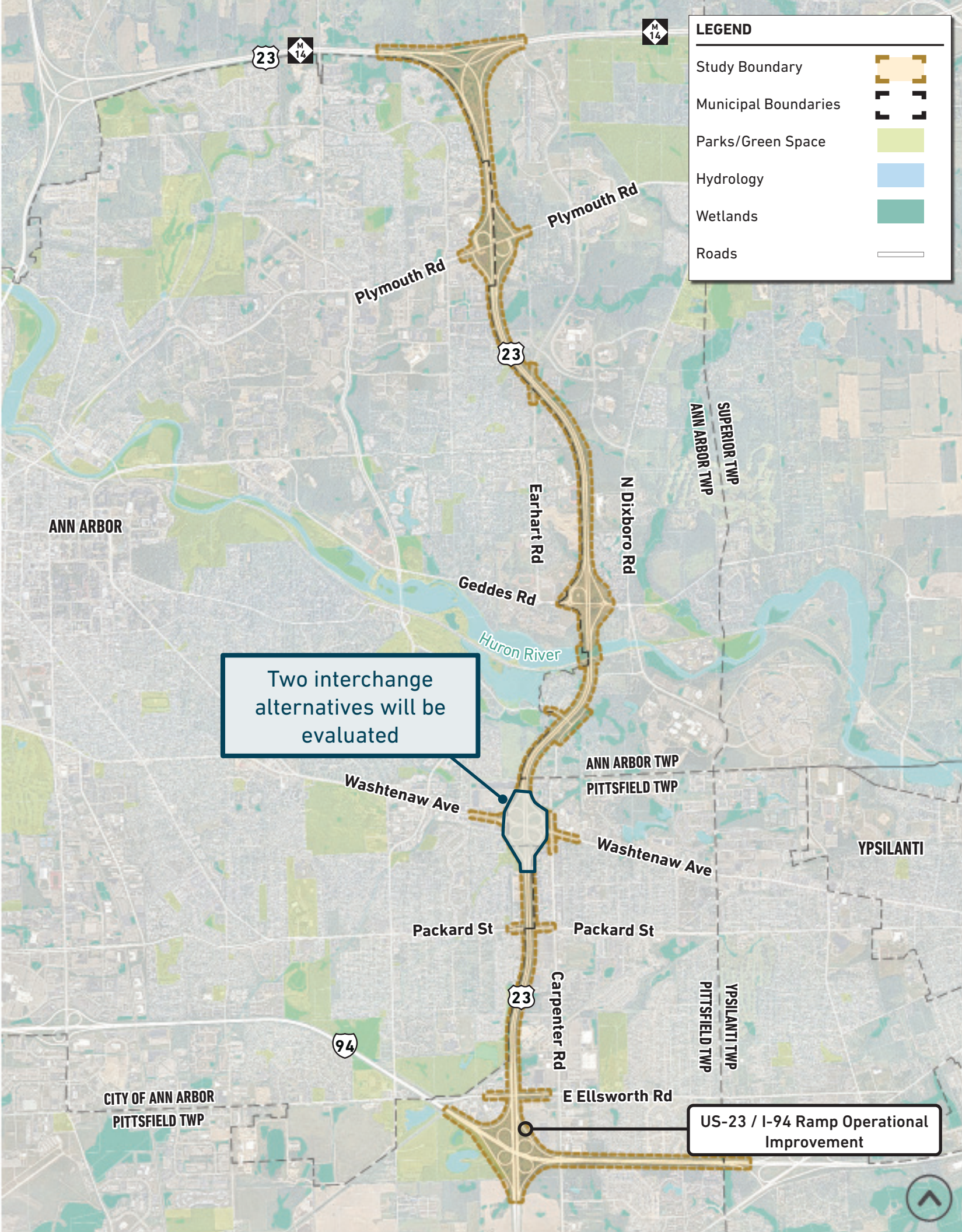
**Development
Studies**



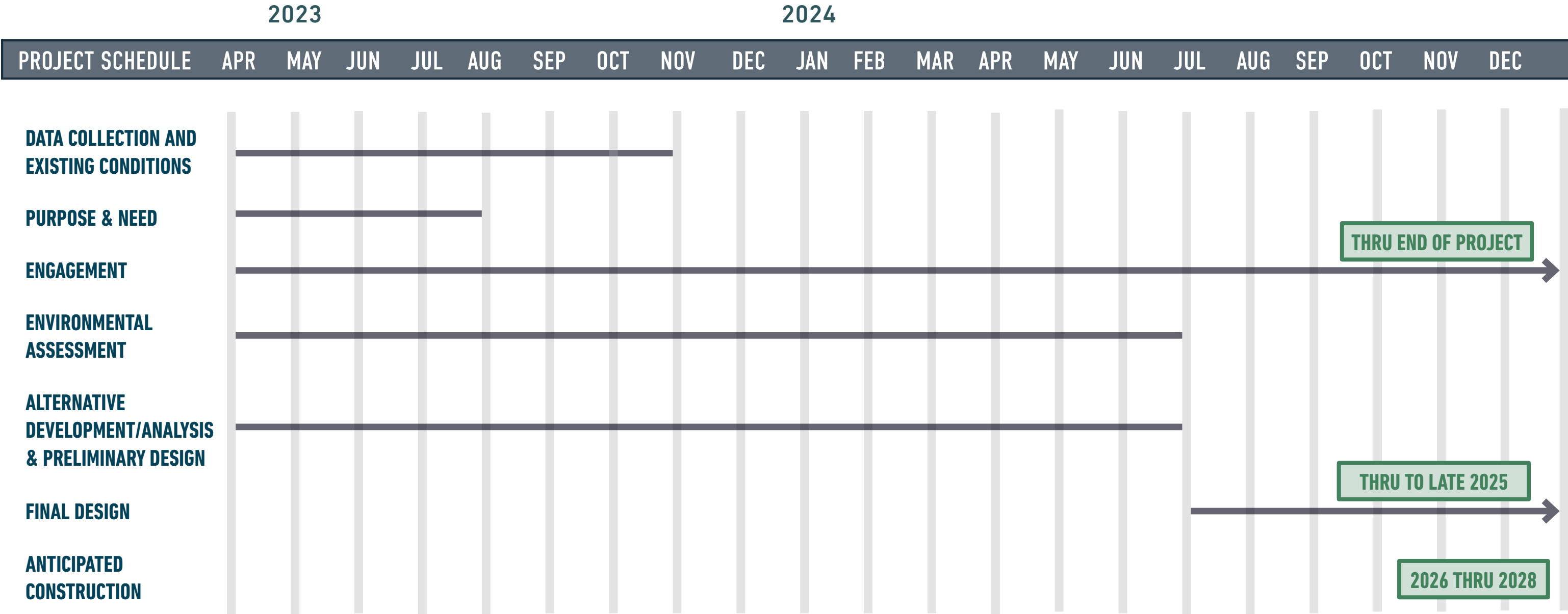
**Road & Bridge
Design**

Our team will coordinate with the other MDOT efforts, including the two ongoing Planning & Environmental Linkage Studies, in the area.

- M-17 Washtenaw Ave PEL
- M-14 Barton Drive Interchange PEL Study



PROJECT SCHEDULE



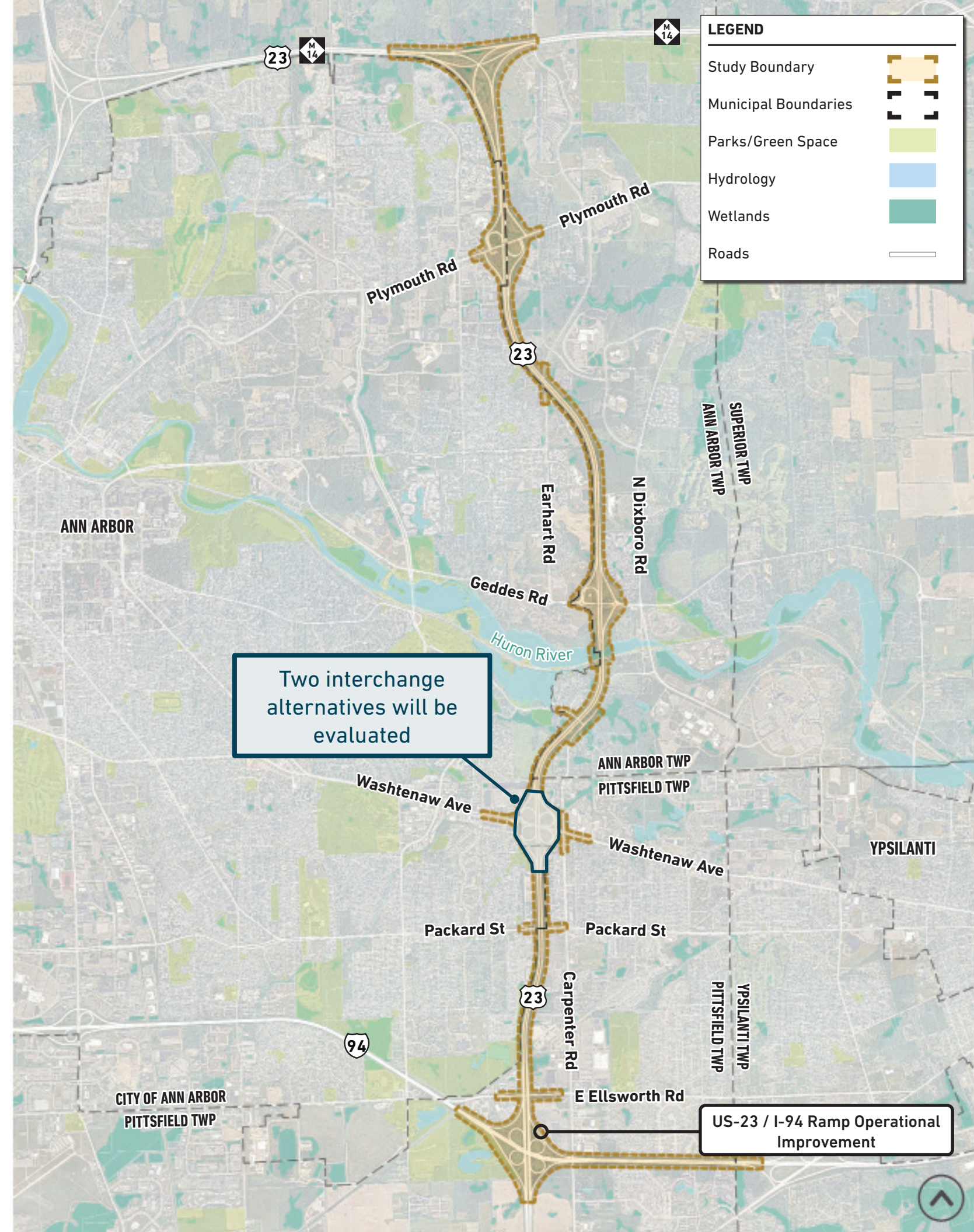
BACKGROUND: CONSIDERATIONS, LOCAL PLANS/POLICIES & DATA COLLECTION



ISSUES & DATA ANALYSIS

The team is in the process of collecting environmental and other data. Some of the issues to be addressed include:

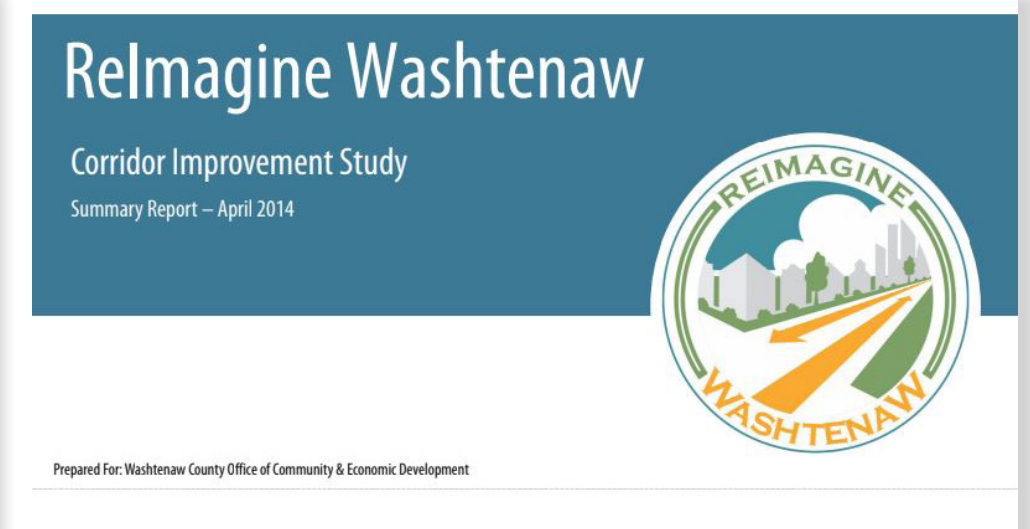
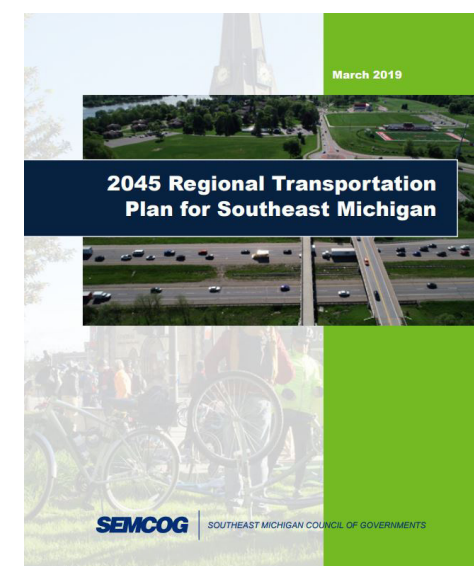
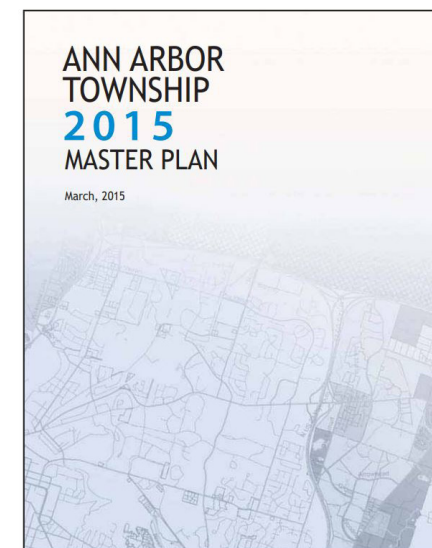
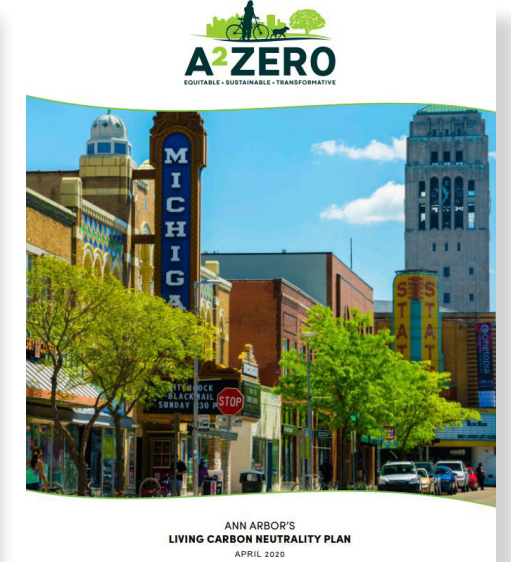
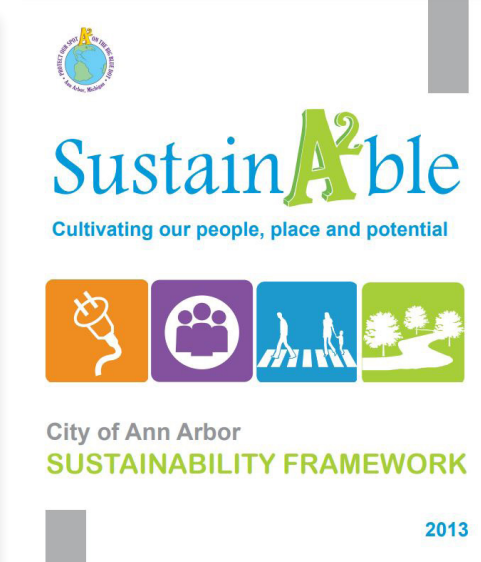
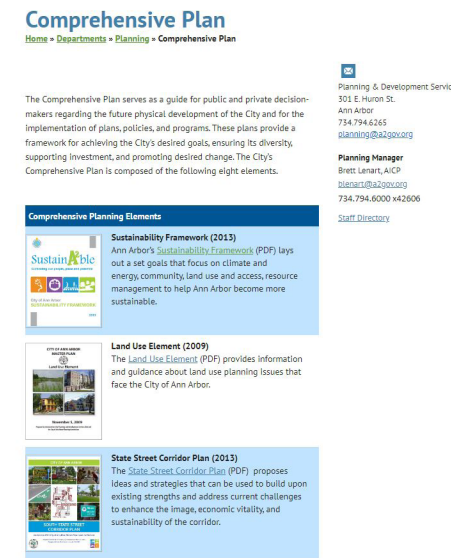
- Pavement condition
- Bridge condition including maintenance and full replacement options
- Safety
- Stormwater quality
- Corridor congestion and operational deficiencies
- Non-motorized and transit connections across US-23
- Aesthetics along corridor
- Noise and other impacts on land uses



LOCAL PLANS & POLICIES

- City of Ann Arbor Master Plan
- City of Ann Arbor Sustainability Framework
- City of Ann Arbor Carbon Neutral and other Policies
- Ann Arbor Township Master Plan
- WATS Long Range Plan
- Relmagine Washtenaw (Washtenaw County)
- The Ride Plans and Studies
- Regional Transit Authority Plans

What other plans should we be reviewing?



ENVIRONMENTAL REVIEW PROCESS

- Prepare a purpose & need statement
- Collect data for social, economic, and environmental in the corridor
- Identify the alternative courses of action to address the needs
- Analyze and assess alternatives and the environmental impacts of the proposed action and alternatives
- Coordinate and communicate with agencies and stakeholders
- Remains an environmental assessment (EA) if there is a finding of no significant Impact (FONSI)
- Prepare document, conduct public hearing, revisions and approval

PURPOSE, NEED & EVALUATION CRITERIA



PURPOSE & NEED

Purpose and need helps define a problem, identify action and why it is needed and decide on solutions and actions responding to the problem.

PRELIMINARY PURPOSE & NEED

NEEDS TO BE ADDRESSED FOR THE US-23 CORRIDOR PROJECT INCLUDE:

- Aged infrastructure, as the roadway and bridges were constructed in the early 1960's
- Geometric elements of US-23 are antiquated and require modernization
- Traffic congestion exists, with over 70,000 vehicles on a typical weekday

Other needs?

GOALS TO MEET THE NEEDS INCLUDE:

- Safe operation for multi-modal users along and crossing the corridor
- Provide an adaptive series of solutions to meet the changing mobility needs, including use of transit and use of the existing park and ride lot
- Embrace the Michigan Department of Transportation Moving Michigan Toward Zero Deaths
- Embrace the Ann Arbor Moving Together Toward Vision Zero Comprehensive Transportation Plan
- Address safety and peak hour congestion along the corridor and at key interchanges, by investigating innovative alternatives that preserve the natural environment and complement the character of the area
- Create an Aesthetic Guide, with community input, to address the aesthetic and landscape elements to complement the context

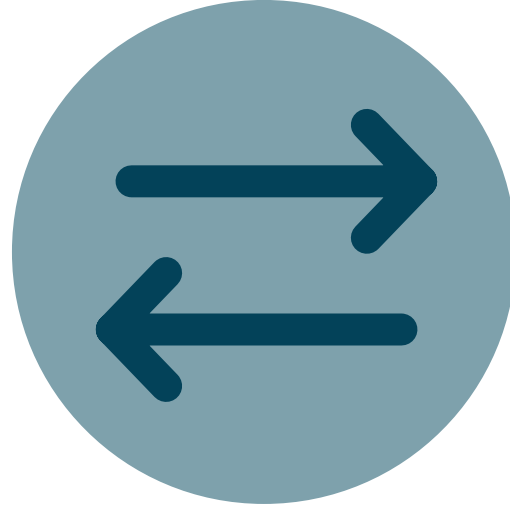
Other goals?

EVALUATION CRITERIA

Evaluation criteria will be developed and used to compare alternatives.



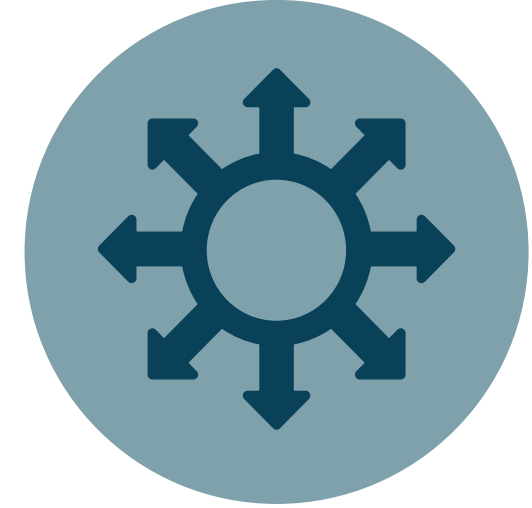
SAFETY



**CONGESTION/
OPERATIONS**



**ENGINEERING
FEASIBILITY**



IMPACTS



**AESTHETICS/
DESIGN**



**NEEDS & GOALS
CONSISTENCY**



**PUBLIC
INPUT**



COST

ALTERNATIVES



ALTERNATIVES BACKGROUND

PRIOR STUDIES:

- 2020 Traffic Operations and Safety Study includes recommendations for improvements to the WB I-94 to NB US-23 ramp
- 2021 Traffic Operations and Safety Study includes the US-23 corridor and the M-14 and M-17 interchanges
- Michigan Statewide Tolling Study looked at managed lane tolling along US-23 (all day or peak hour only) and was dismissed by MDOT due to:
 - Short corridor length, only six miles (M-14 and I-94)
 - Only one priced lane per direction
 - Limited with four lane separation (double white painted markings)
 - Toll revenue would not cover the annual toll operation costs

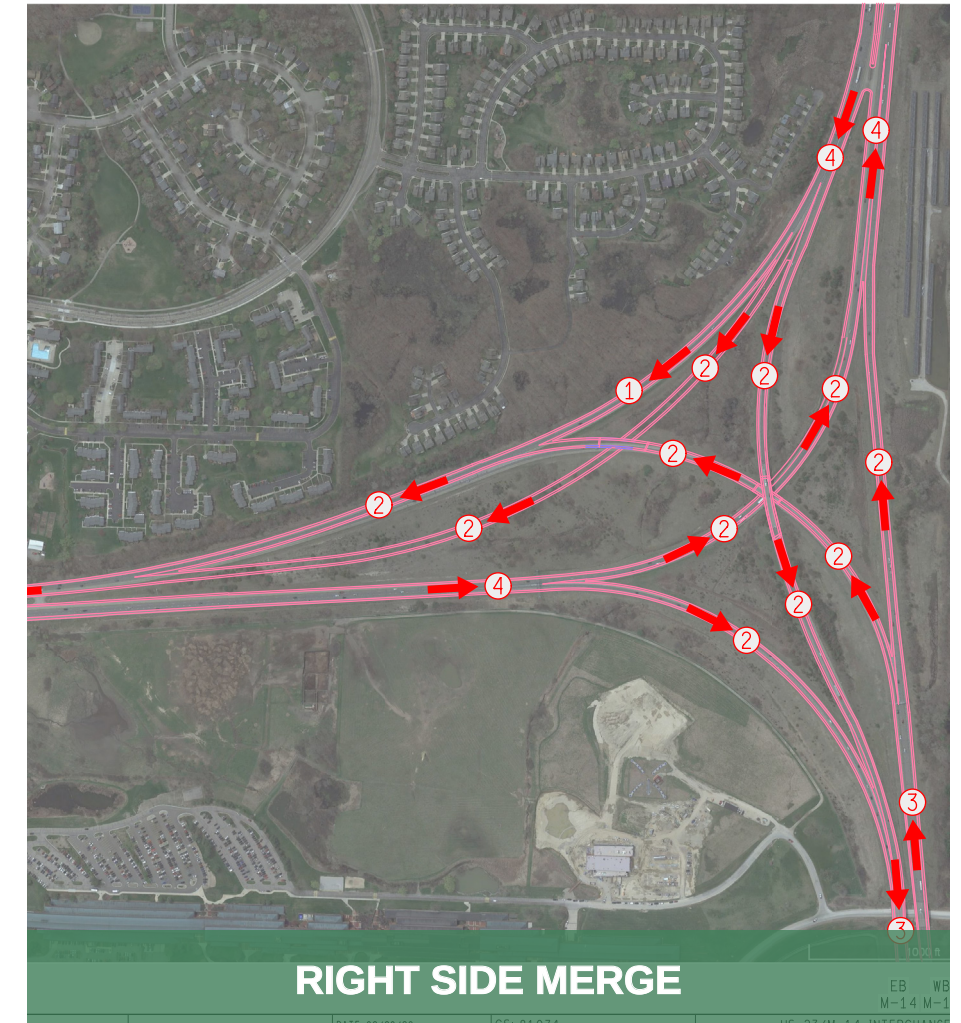
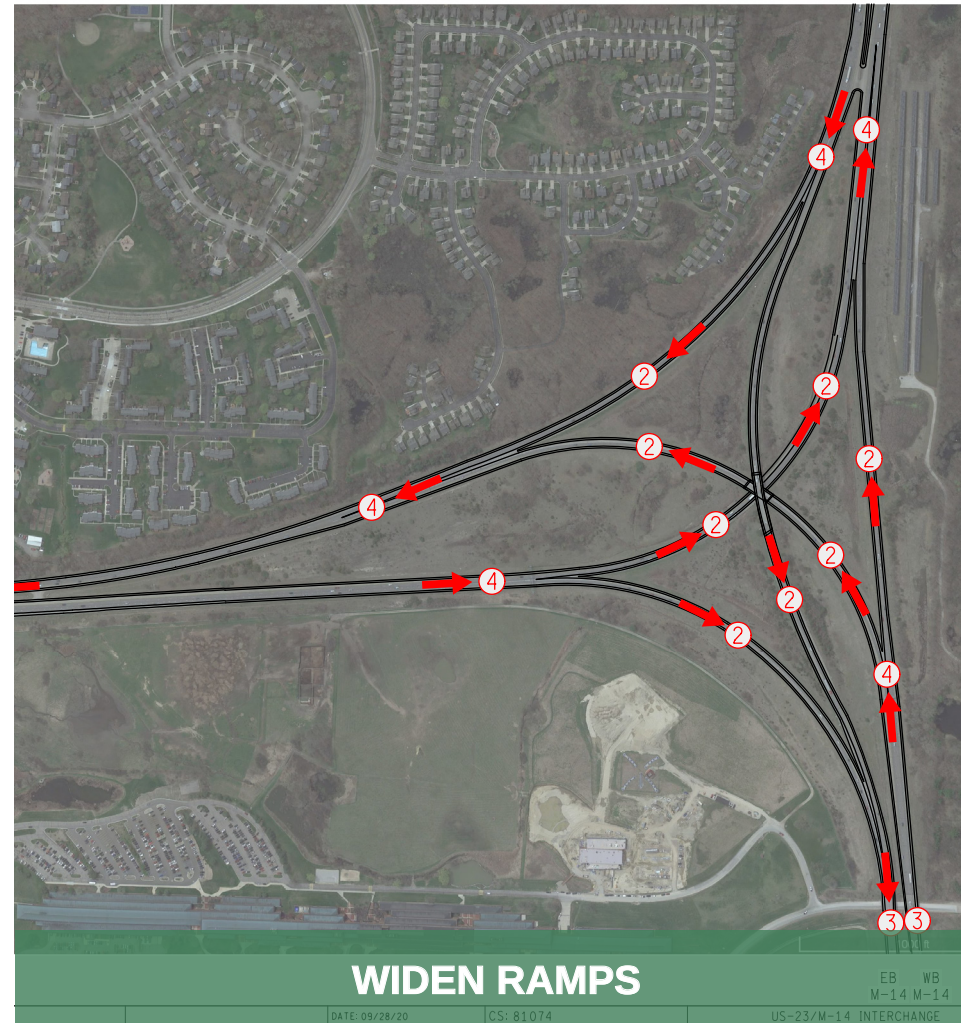


ALTERNATIVES BACKGROUND

INFRASTRUCTURE CONDITION AND NEEDS ASSESSMENT:

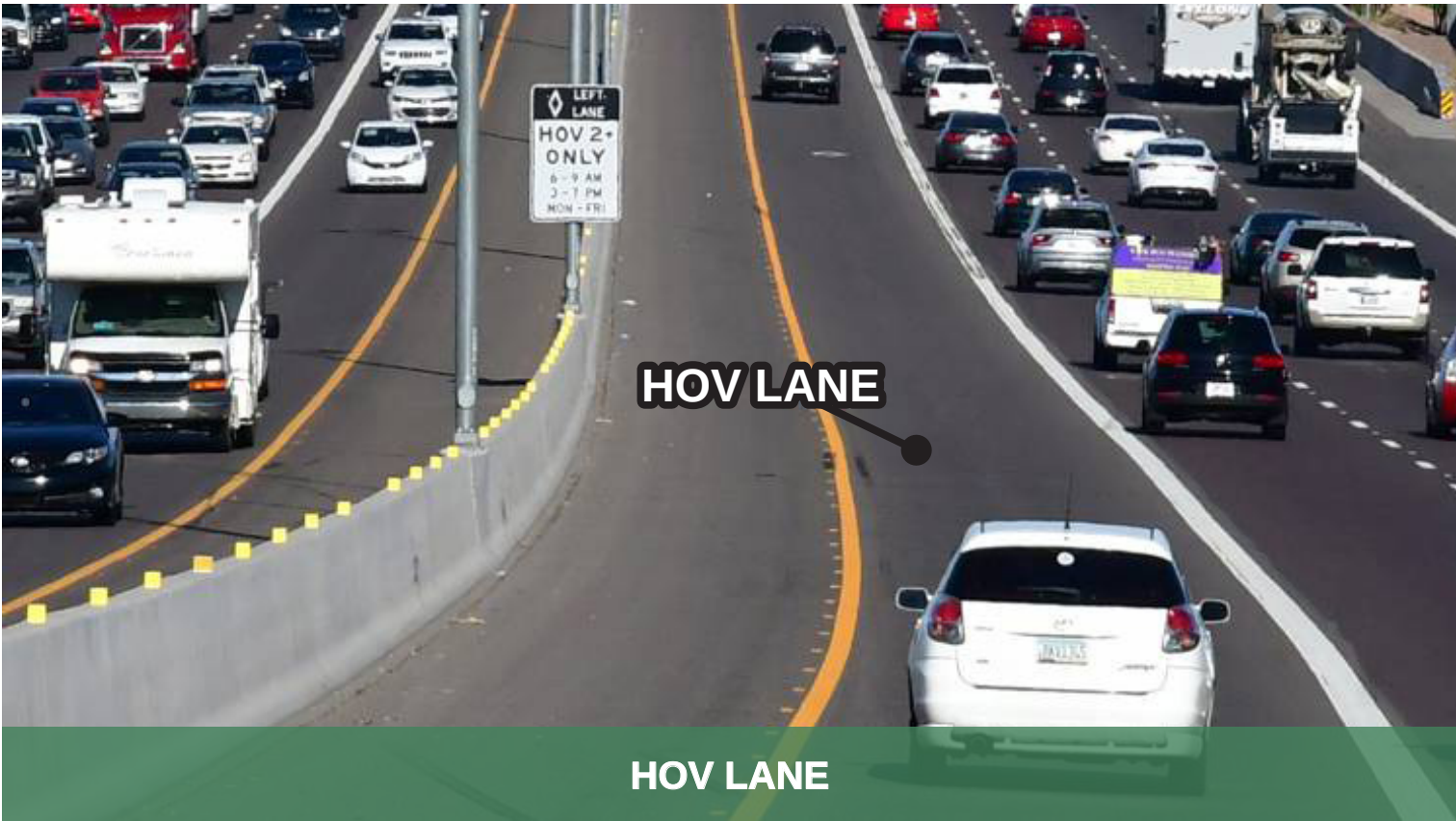
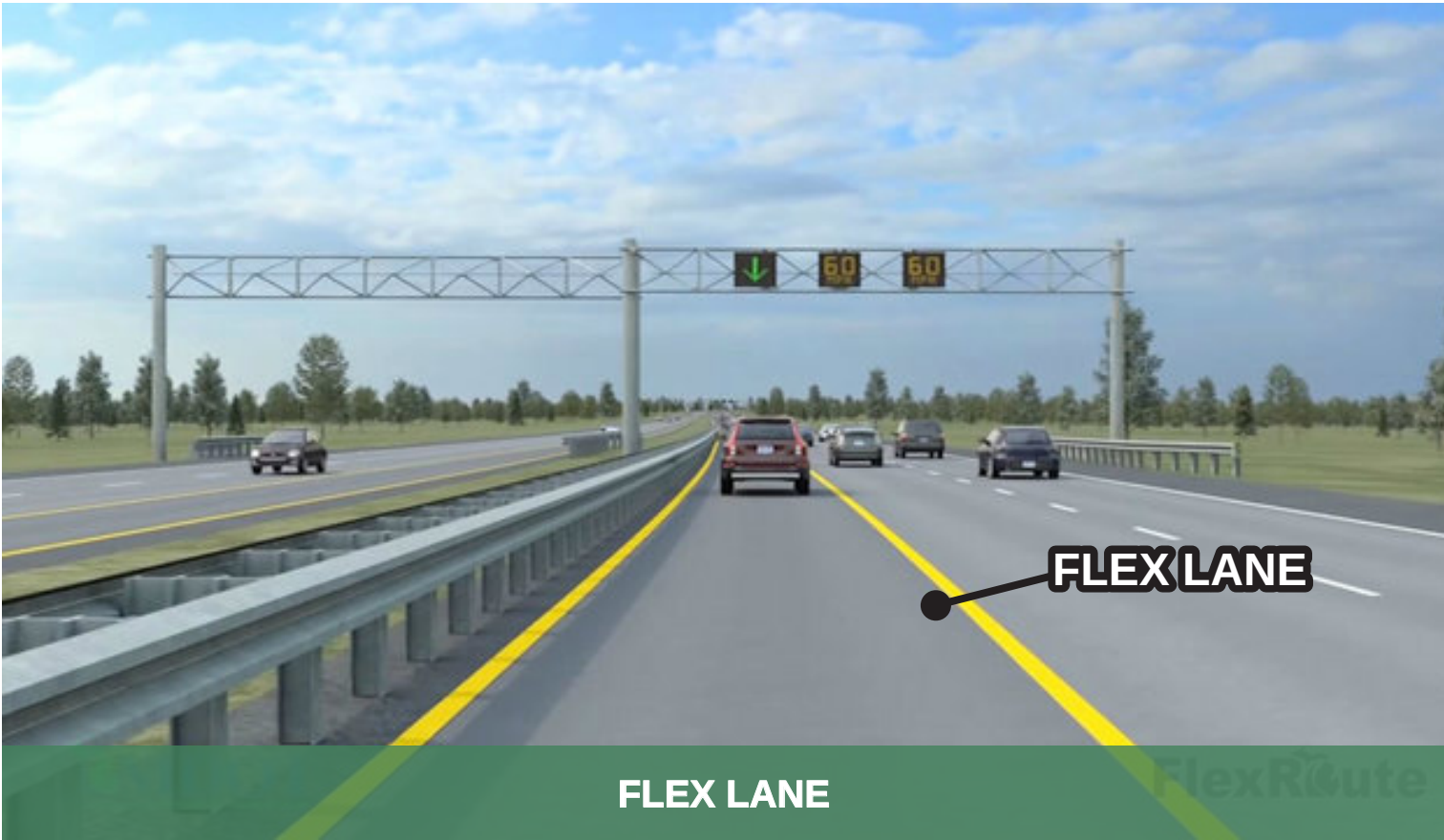
- 2021 detailed inspections and scope of work assessments for all the bridges within the US-23 corridor from I-94 to Plymouth Road
- 2017 detailed roadway scoping along US-23 from Bemis Road to M-14
- US-23 Corridor Study

The conclusions and recommendations from these previous studies form the basis for the alternatives being carried forward into this current study.

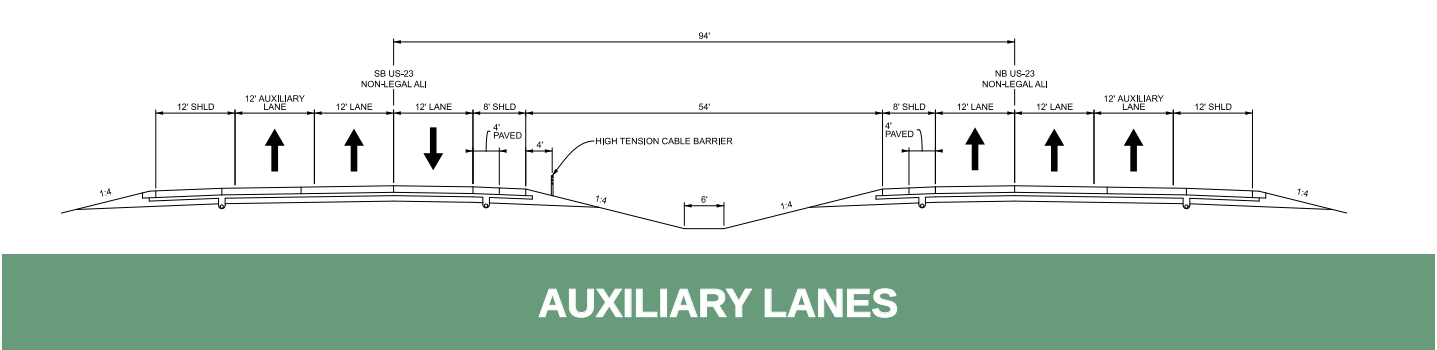
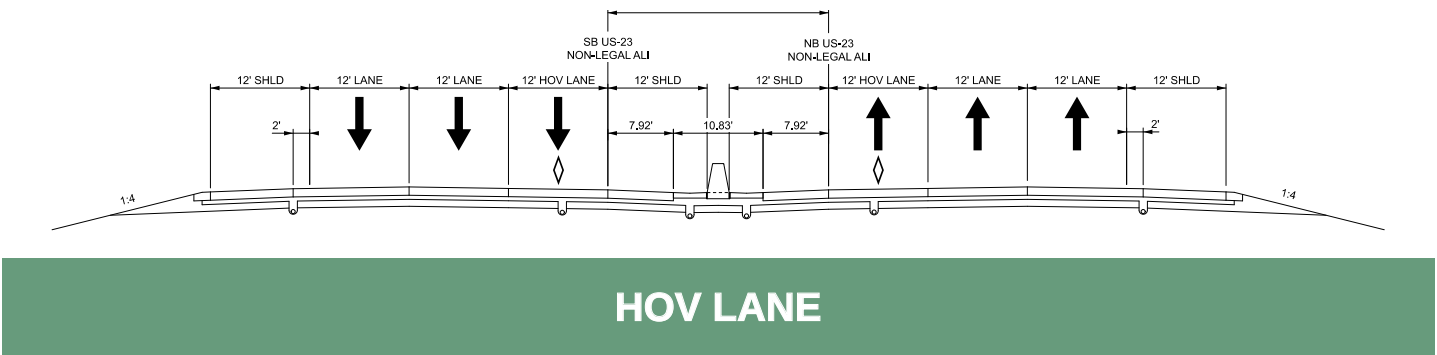
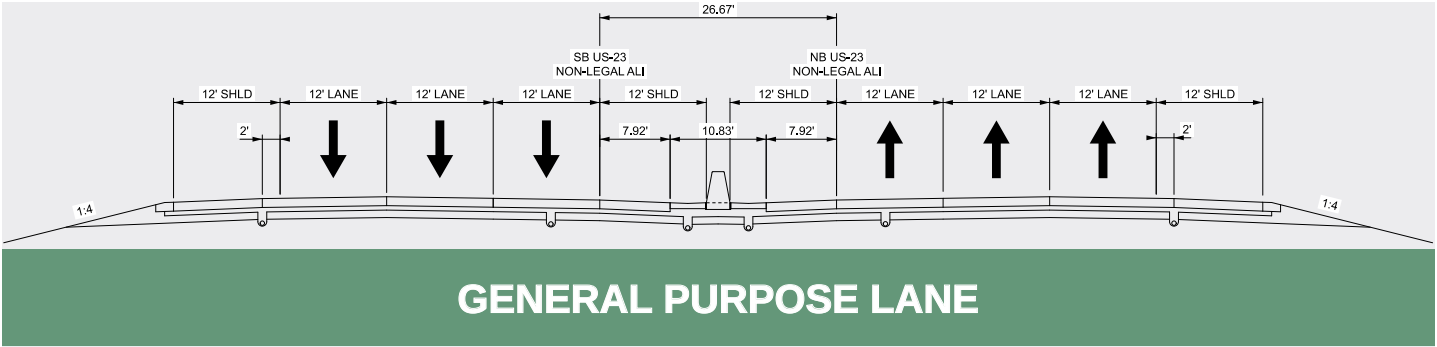
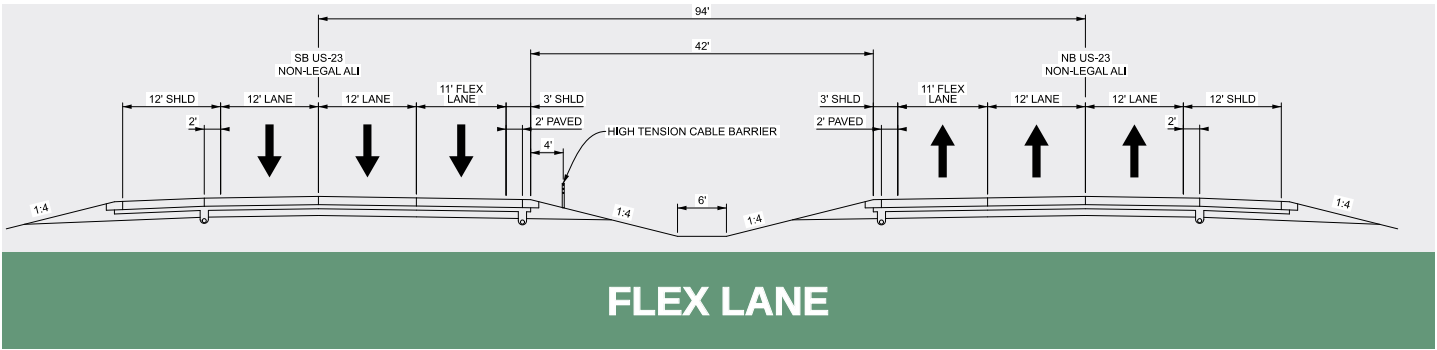
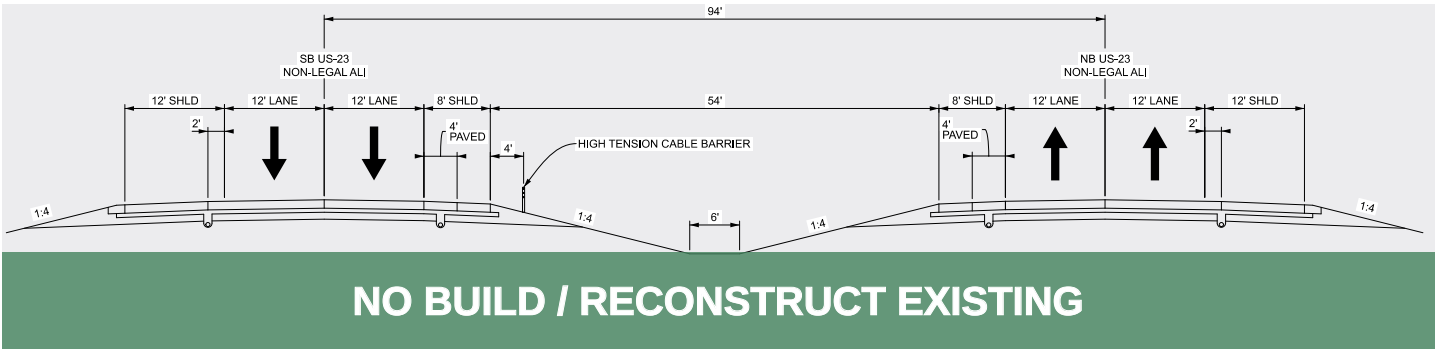


Example of potential future improvements to M-14 interchange that will be taken into consideration for this study.

US-23 MAINLINE CONCEPTUAL ALTERNATIVES

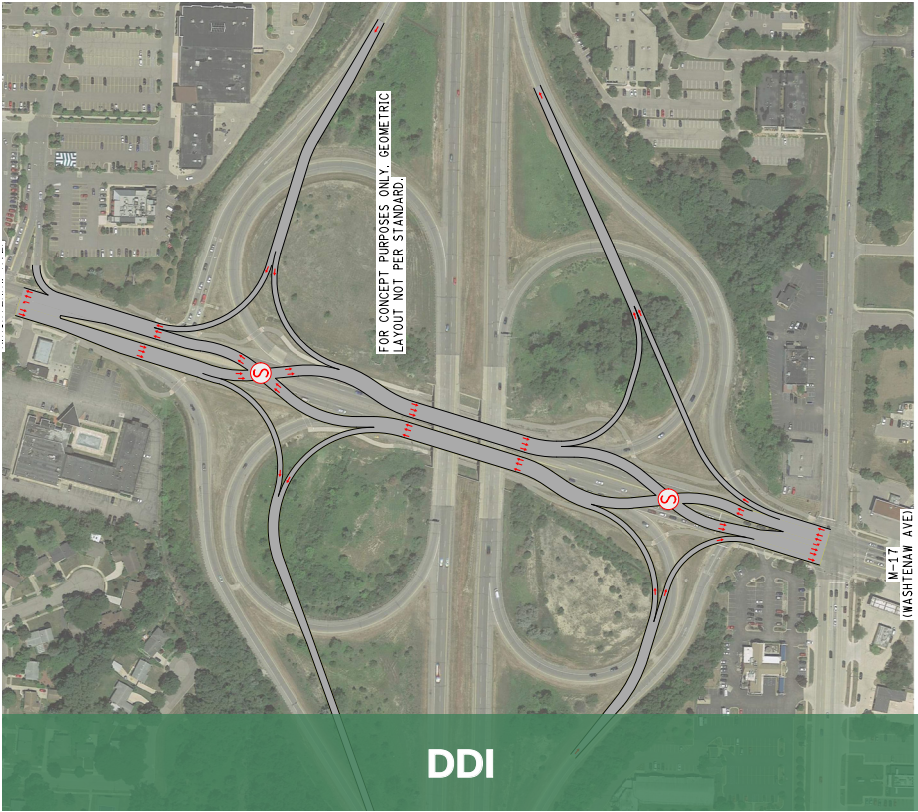


US-23 MAINLINE FREEWAY ALTERNATIVES

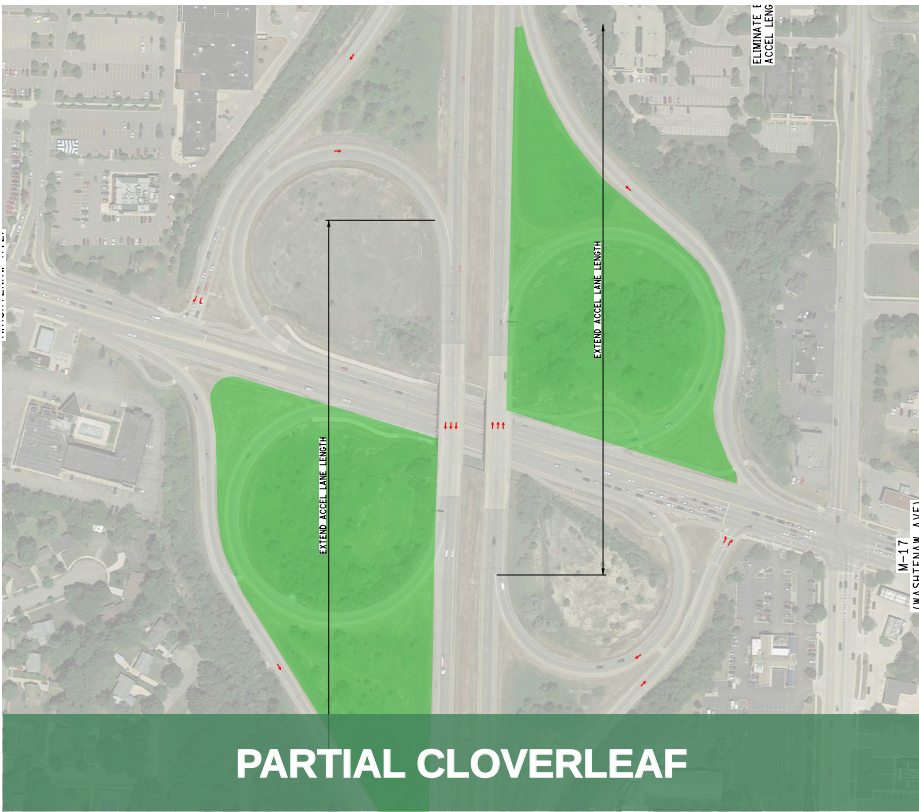


- Maintains the existing laneage
- Extensive queuing and poor traffic operations
- Adds median flex lane as additional lane to increase capacity during the peak hours
- Overall congestion is alleviated. Flex lanes will likely need to be open for more hours of the day as compared to US-23 flex route north of M-14
- Adds third general purpose lane along NB/SB US-23 from north of I-94 to south of M-14
- Alleviates congestion
- Adds third lane along NB/SB US-23 from north of I-94 to south of M-14 designated as HOV lane
- Not previously studied
- Adds auxiliary lanes along NB/SB US-23 from north of I-94 to south of M-17. Also adds auxiliary lane along NB US-23 from Plymouth Road to M-14
- Improvements not as effective as other options

M-17 INTERCHANGE ALTERNATIVES - DISMISSED



- Limited stacking space



- Long backups

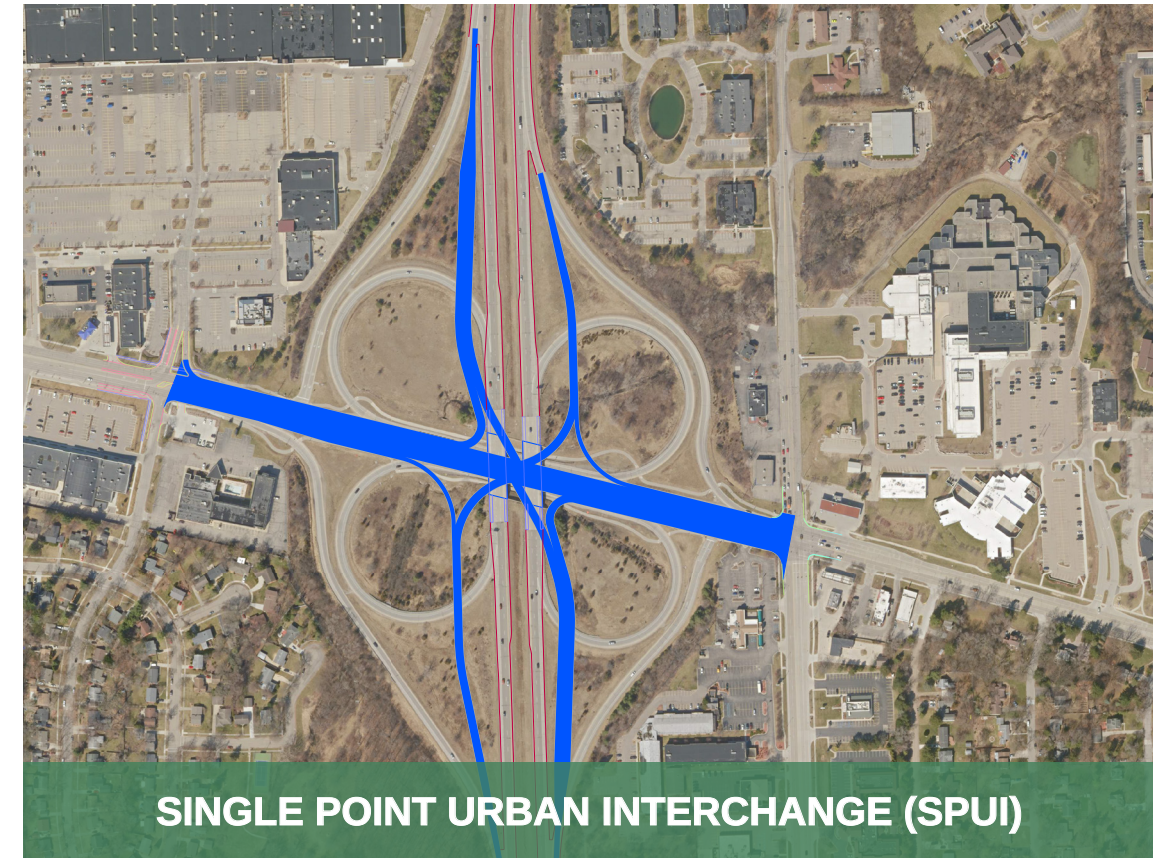
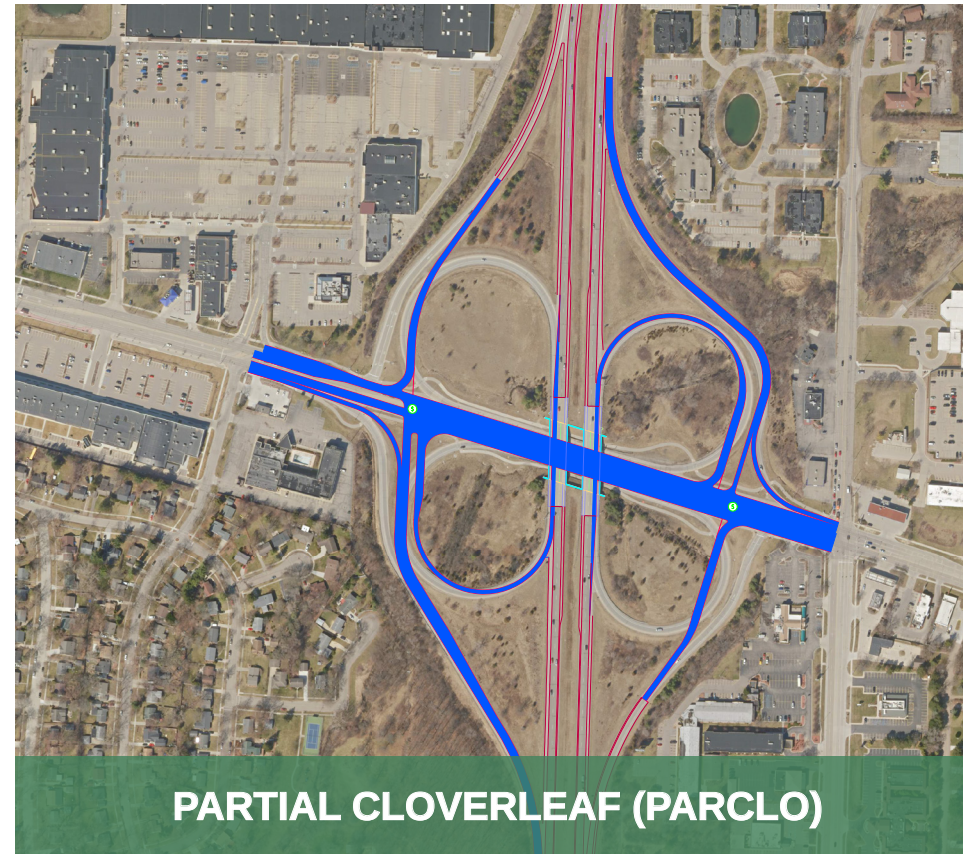


- Traffic backups from adjacent signals



- Requires widening of the bridge and facilities without notable improvement to traffic operations

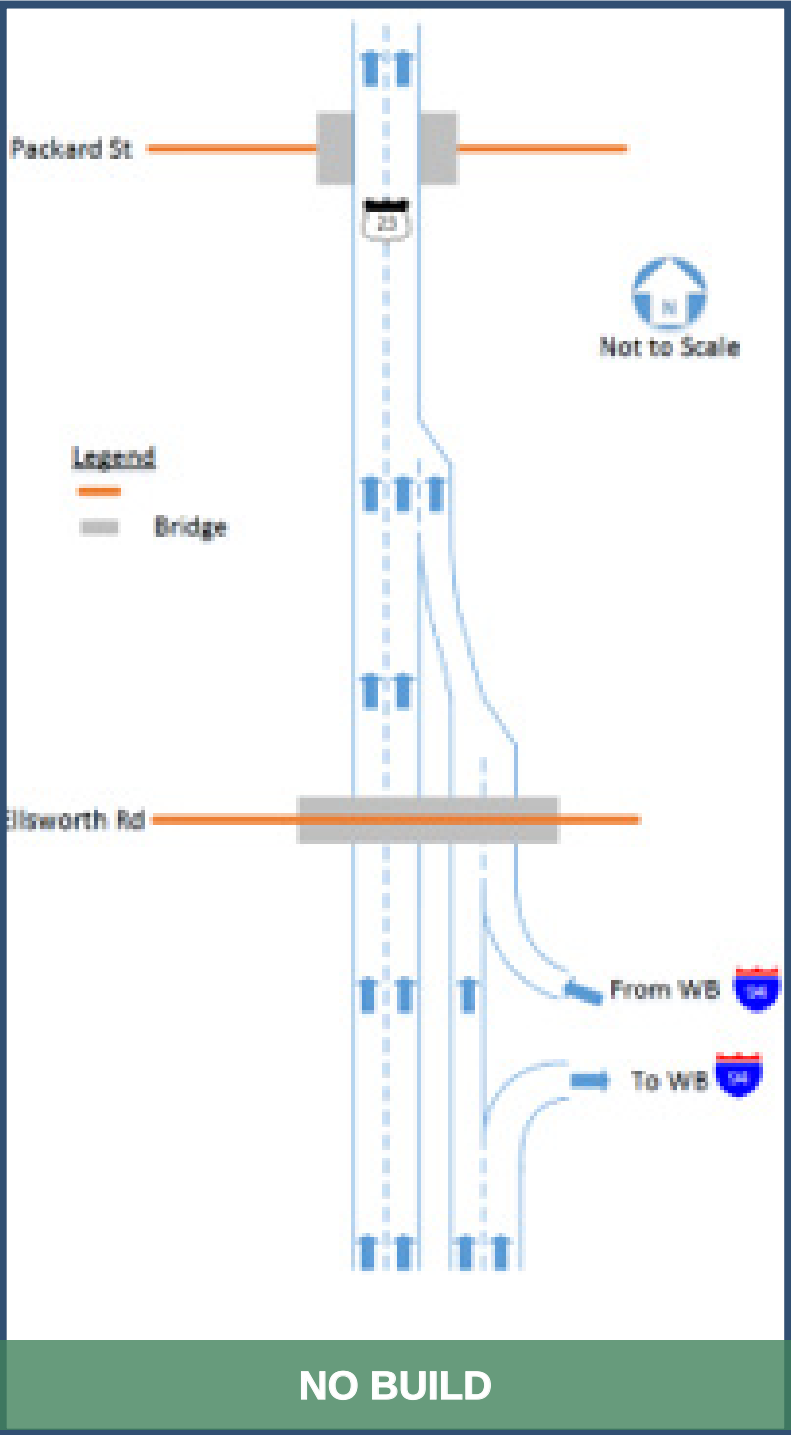
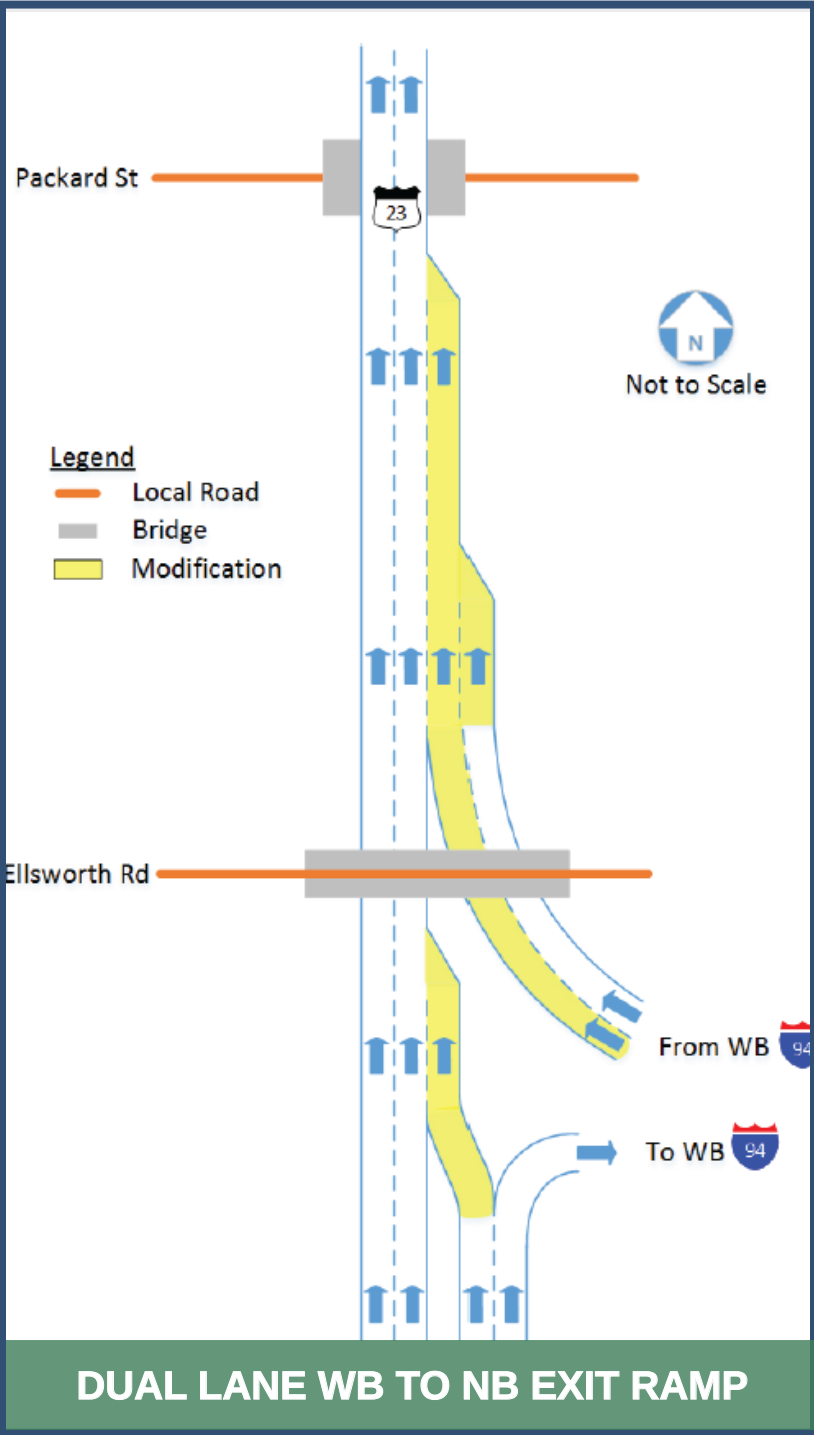
M-17 INTERCHANGE ALTERNATIVES BEING CONSIDERED



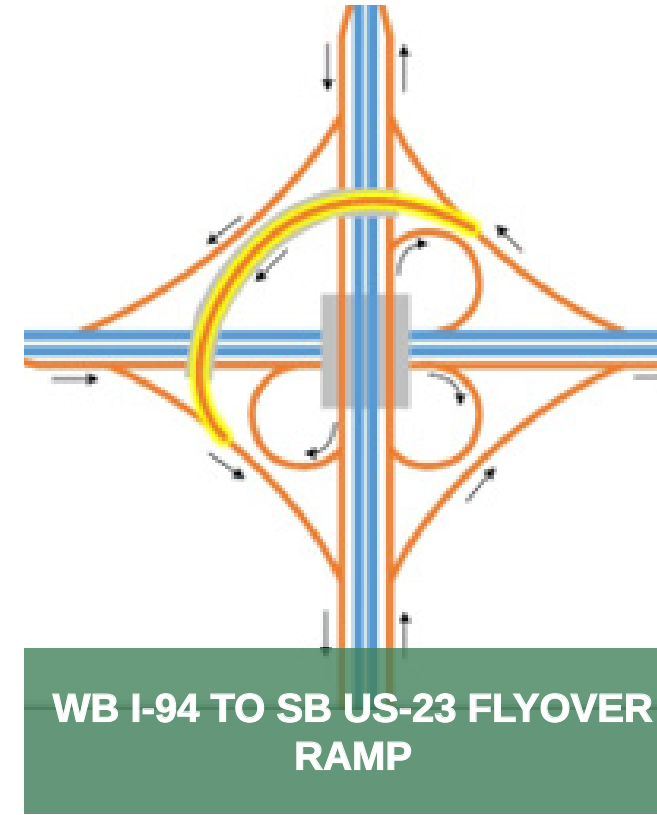
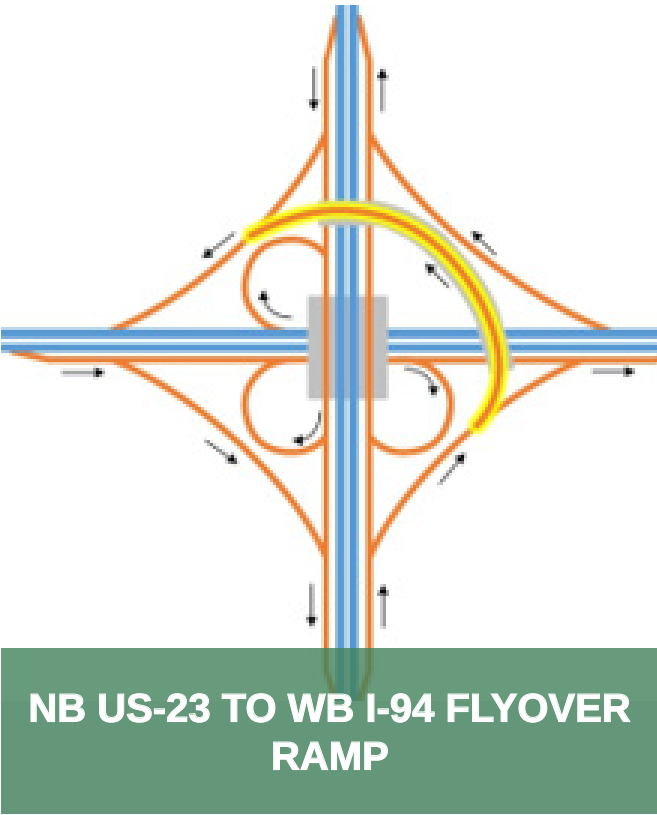
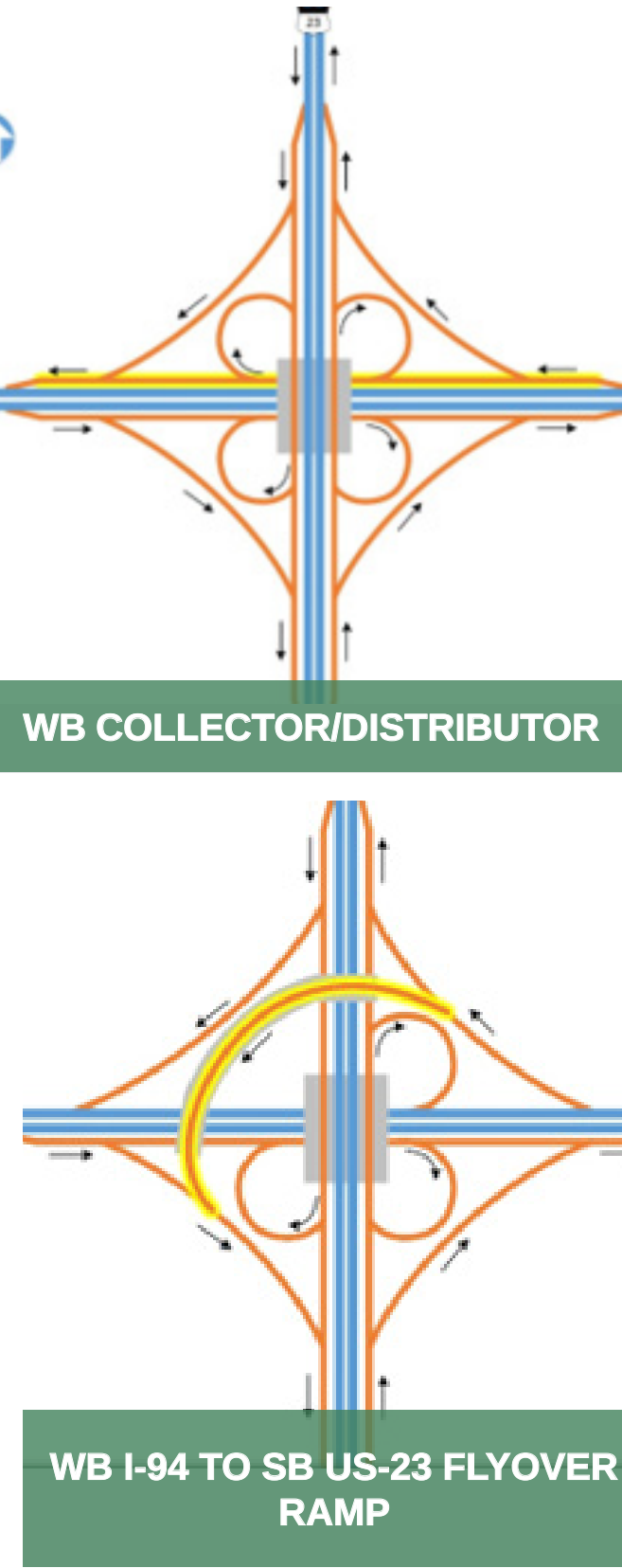
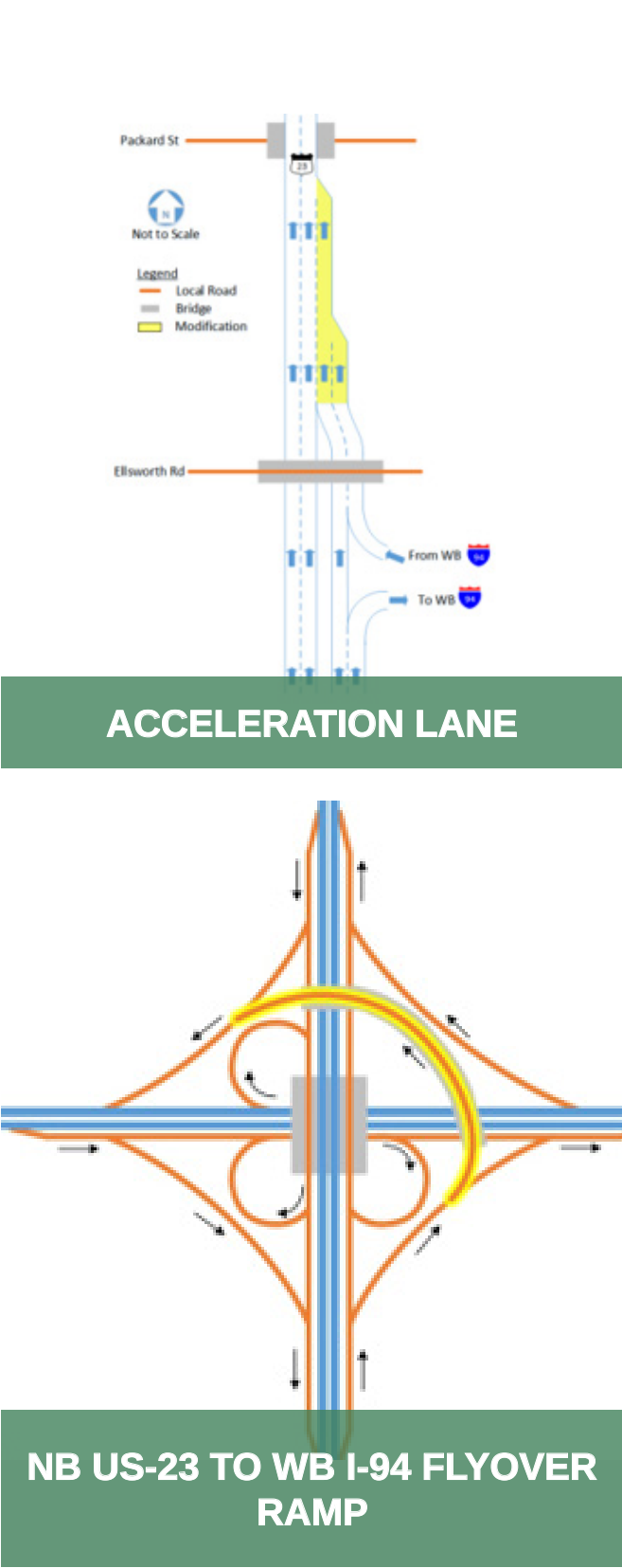
- Congestion reduced
- Some operational issues

I-94 INTERCHANGE

ALTERNATIVES BEING CONSIDERED



DISMISSED ALTERNATIVES



OPERATIONAL CONSIDERATIONS

Additional items being investigated as part of the study:

- WB I-94 to NB US-23 ramp operational improvements
- Potential auxiliary lanes along US-23 between I-94 and M-17
- Potential auxiliary lanes along US-23 between Plymouth Road and M-14
- Address traffic weaving issues on SB US-23 between the entrance ramp from WB M-14 and the exit ramp to Plymouth Road
- AM peak period traffic backups along SB US-23 exit ramp to Plymouth Road
- AM peak period traffic backups along SB US-23 exit ramp to Geddes Road
- Pedestrian / non-motorized access along Earhart Road over US-23
- Pedestrian / non-motorized access along Plymouth Road over US-23
- **Other stakeholder input / considerations?**

PUBLIC ENGAGEMENT



PUBLIC INVOLVEMENT

Collaborative process through the project.



**AGENCY &
GOVERNMENT
GROUP(S)**

**LOCAL ADVISORY
GROUP**

PUBLIC INVOLVEMENT

STAKEHOLDER GROUP

LOCAL COORDINATION

The project team will work with two local coordination groups:

AGENCY & GOVERNMENT GROUP

A more technical group of administrators, planners and engineers.

Scheduled meetings (once a month or every six weeks)

LOCAL ADVISORY GROUP

A large group of municipal and agencies, major employers, advocacy groups and others.

Meet 5-6 times

AGENCY & GOVERNMENT GROUP(S)

- FHWA
- City of Ann Arbor
- WATS
- SEMCOG
- The Ride
- Southeast MI RTA
- U of M
- Concordia University
- Washtenaw County Community College
- MI Senate Representatives
- MI House Representatives
- Ann Arbor Chamber of Commerce
- SPARK

LOCAL ADVISORY GROUP

- City of Ann Arbor Transportation/Engineering
- Ann Arbor Township
- Ypsilanti Township
- Pittsfield Township
- City of Ypsilanti
- Superior Township
- Scio Township
- Washtenaw County Office of Community and Economic Development
- Washtenaw County Resource Commission
- City and County Parks Departments
- Washtenaw County Road Commission
- The Ride
- WATS
- SEMCOG

STAKEHOLDERS

The project team will work with other stakeholders through specific focus groups:

INSTITUTIONAL STAKEHOLDERS, PARTNER GROUP, MAJOR STAKEHOLDERS, ADVOCACY STAKEHOLDERS

A group of universities, hospitals, schools and other key local stakeholders.

Focus groups - beginning, end and during project process (as needed)

INSTITUTIONAL STAKEHOLDERS

- University of Michigan
- University of Michigan Hospital
- St. Joseph/Trinity Health Care
- Huron Valley Ambulance
- Ann Arbor Public Schools
- Washtenaw Community College
- City and Township Police, State Police, fire, and EMS
- Eastern Michigan University
- Greenhills School
- Concordia University

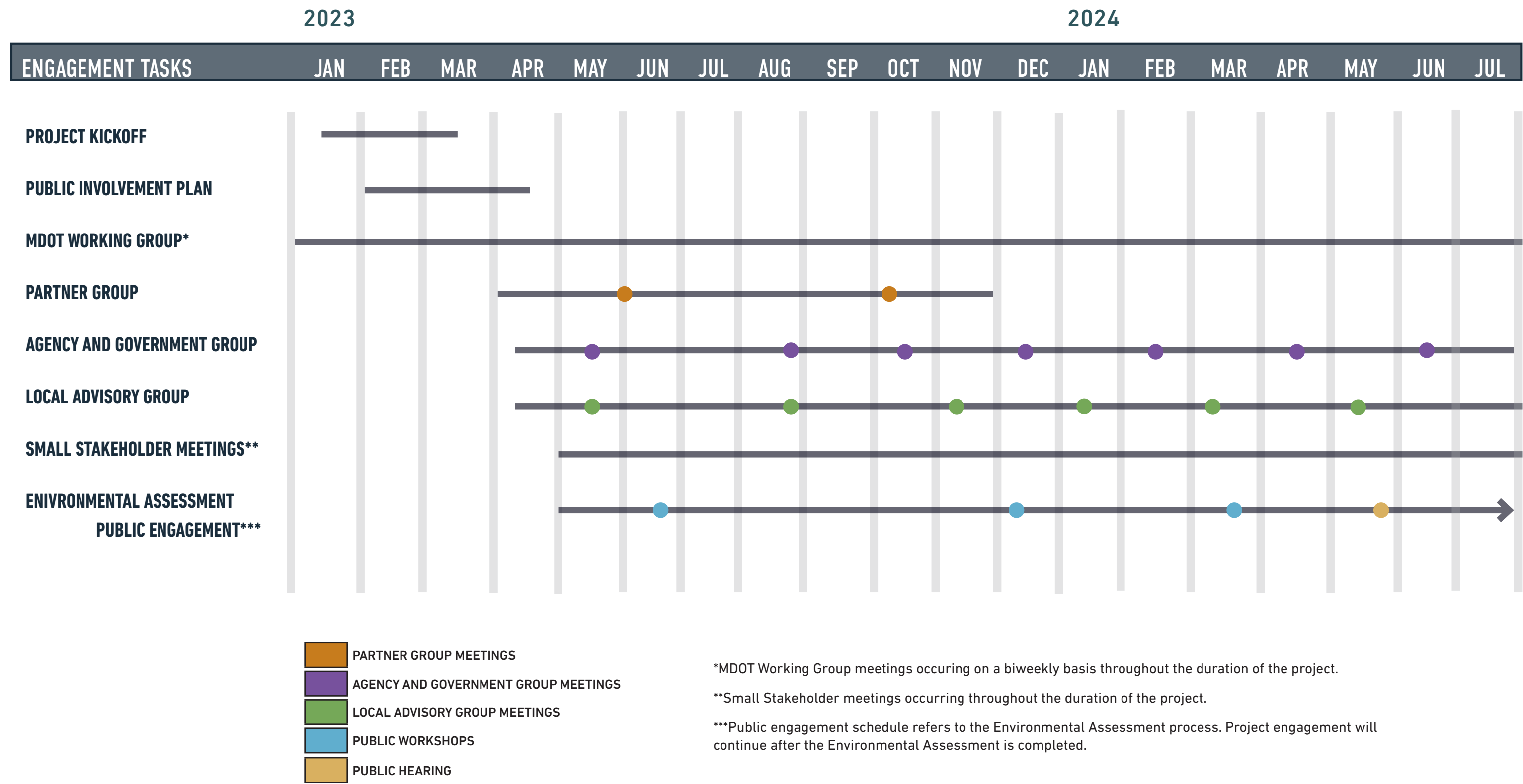
MAJOR EMPLOYER STAKEHOLDERS

- Domino Farms
- Arborland
- Toyota
- Others?

ADVOCACY STAKEHOLDERS

- Friends of the Huron River
- Bicycle Alliance
- Walk Bike Washtenaw
- Trucking and Delivery providers
- Representatives from neighborhoods
- Others?

PUBLIC ENGAGEMENT SCHEDULE



PUBLIC ENGAGEMENT PROCESS

IN ADDITION TO THE GROUPS NOTED, THE PUBLIC WILL BE ENGAGED THROUGH:

- Three live public workshops with information repeated virtually afterwords
- Online opportunities
 - Project website will provide important updates and feedback methods, including a survey and interactive map
- Social media strategy to maximize the project's community outreach
- A summary of feedback will be completed after each workshop

VISIT OUR WEBSITE TO
FIND MORE ENGAGEMENT
OPPORTUNITIES AND INFO!



WEBSITE & INTERACTIVE MAP

US-23 Improvement Project Study, Ann Arbor

Projects & Studies > Studies > US-23 Improvement Project Study, Ann Arbor

MDOT is undertaking an Environmental Assessment (EA) study on US-23 in Washtenaw County between M-14 and I-94. This corridor carries approximately 70,000 vehicles on a typical weekday. Throughout the EA, MDOT will develop and evaluate different alternatives for the corridor to improve operations and safety. The study area is along the US-23 corridor in the city of Ann Arbor, Pittsfield Township, and Ann Arbor Township.

Overview

A Purpose and Need statement will be prepared that establishes the project's overall goals. This document will be developed based on input from the communities, users of US-23, and property owners and residents, as part of a public involvement plan. The Purpose and Need will form the foundation to develop and evaluate alternatives. The EA will be performed per the [National Environmental Policy Act \(NEPA\)](#) to assess impacts to the environment resulting from any of the proposed alternatives, which also includes a no-action alternative.

An aesthetic guide will also be developed with community input to address the aesthetic and landscape elements that complement and integrate with the area's physical contexts along the corridor. The aesthetic guide will provide a vision and a series of recommendations to be implemented during the design and construction of the project.

Contacts

Project Manager
[Jason Pittman](#), University Region

Media
[Aaron Jenkins](#), Communications

Public Outreach
[Monica Monsma](#), Environmental
517-335-4381

Get Involved

Submit a question/comment

Stay Informed






Sign up for updates


Engagement Opportunities

The outcome of this project will be shaped by public and stakeholder input. Community and stakeholder participation is important, and the engagement process will incorporate community values early on and carry those through the Purpose and Need, alternative development, evaluation, selection of a preferred alternative, and design.

There will be multiple ways and opportunities throughout the project process for public participation, including live workshops and online surveys.

Follow us





VISIT THE WEBSITE!

MDOT PROJECT WEBSITE PAGE

US-23 Improvement Project Study

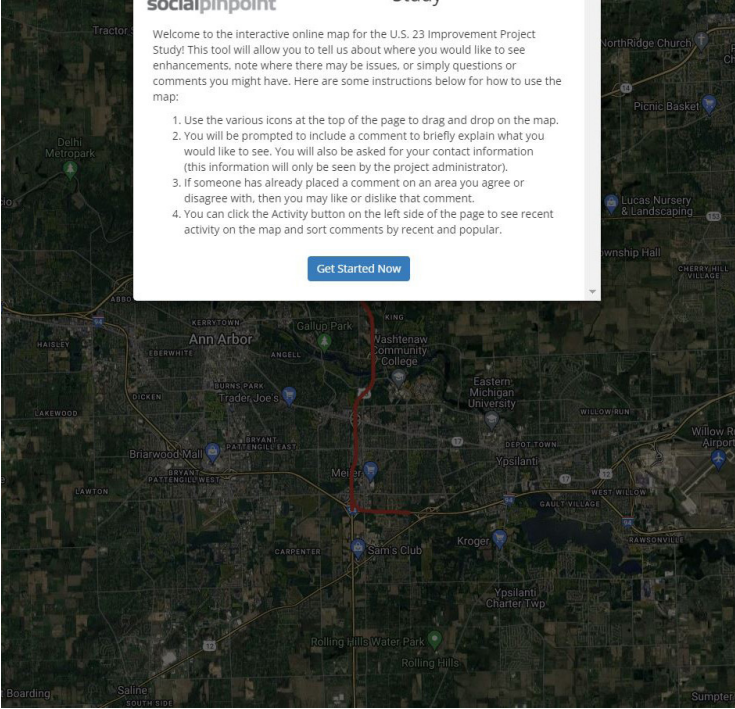
Welcome to the interactive online map for the U.S. 23 Improvement Project Study! This tool will allow you to tell us about where you would like to see enhancements, note where there may be issues, or simply questions or comments you might have. Here are some instructions below for how to use the map:

1. Use the various icons at the top of the page to drag and drop on the map.
2. You will be prompted to include a comment to briefly explain what you would like to see. You will also be asked for your contact information (this information will only be seen by the project administrator).
3. If someone has already placed a comment on an area you agree or disagree with, then you may like or dislike that comment.
4. You can click the Activity button on the left side of the page to see recent activity on the map and sort comments by recent and popular.

Get Started Now

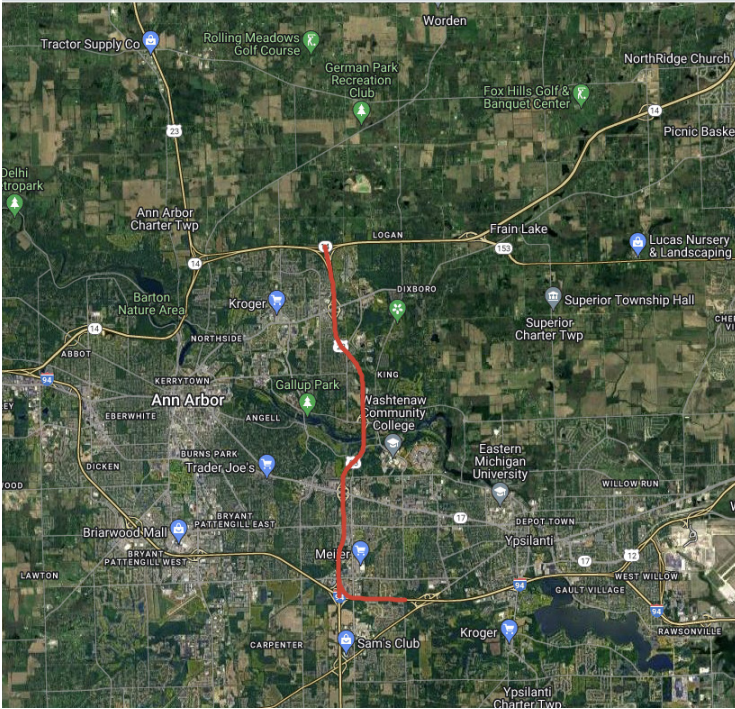
Drag to comment >

Noise Aesthetics Traffic and Congestion Safety Environmental What else?



Drag to comment >

Noise Aesthetics Traffic and Congestion Safety Environmental What else?



Leave us your comment

Comment* (Required)

First name Last name

First name Last name

Phone

Phone Number

Zip code

Zip code

Attach an optional photo

Camera icon Attach

Supports png, jpg/jpeg, gif and heic

Your email* (Required)


Email

Email required

Remember

I agree my comment will be used as indicated in the terms and conditions* (Required)

Add Comment



INTERACTIVE MAP

AESTHETIC GUIDE

OUTLINE:

- **1.0 Introduction**
 - 1.1 Table of Contents
 - 1.2 Executive Summary
 - 1.3 Goals and Objectives
 - 1.4 Context Map: Key Findings
- **2.0 Context Sensitive Solutions (CSS) Process**
 - 2.1 Definition and Process
 - 2.2 Review of Existing Community Plans
 - 2.3 Site Analysis and Data Collection
 - 2.4 Stakeholder and Public Engagement
 - 2.5 Identification of Landscape and Aesthetic Themes
 - 2.6 Identification of Landscape and Aesthetic Concepts
 - 2.7 Selection of the Final Concept
- **3.0 Application of Aesthetic Elements**
 - 3.1 Bridges
 - 3.2 Walls
 - 3.3 Pedestrian Pavement and Linkages
 - 3.4 Underpass Slope Paving



2.7 SELECTION OF FINAL CONCEPT

The US-23 Design Services for Phase 1 spans from I-94/ US 23 interchange area north to the M-14/ US 23 interchange area and along the Westbound I-94 ramp to northbound US-23 in the City of Ann Arbor, in Pittsfield and Ann Arbor Townships in Washtenaw County. Design Services for this phase include environmental assessment, development studies, road and bridge design. This is an all-encompassing project that receives input from multiple disciplines over a wide range of scope items that compose the redesign of this corridor.

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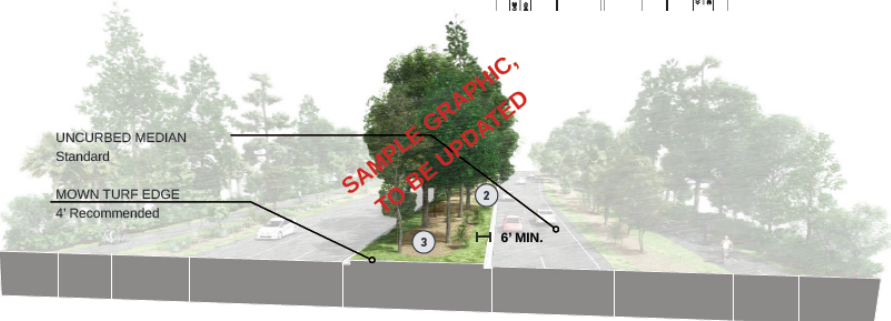
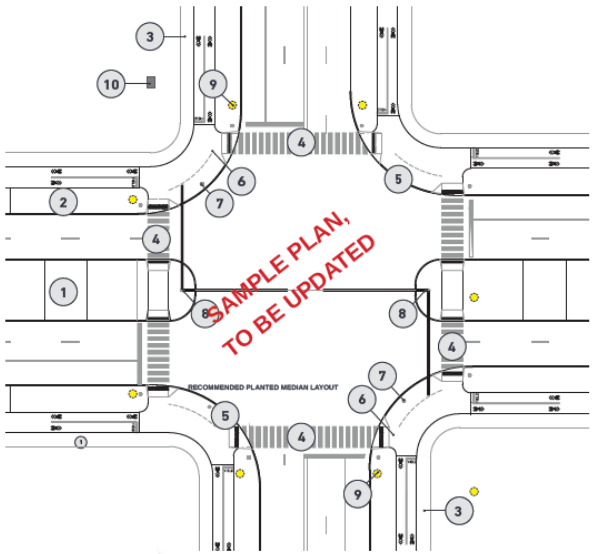
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CONCEPT 1

- 1 Planted median and pedestrian refuge area
- 2 Pedestrian Buffer Zone
- 3 Maintained area (varies)
 - Area between the required Adjacent Street Buffer and pathways or roadside.
- 4 High visibility crosswalk markings
- 5 Reduced curb radii
- 6 Additional pedestrian queuing space
 - In low-traffic pedestrian and bike areas, space should be replaced with lawn.
- 7 Wayfinding / street signage
- 8 Intersection mast arm and signal
 - New mast arms are recommended to be located in Planted Median whenever possible.
- 9 Overhead lighting
 - Lighting to be located in Pedestrian Buffer Zone.
- 10 Electrical transformer
 - Transformers shall be located behind the maintained area recommended for inclusion in the LMO.



NEXT STEPS



NEXT STEPS- PUBLIC OPEN HOUSE

- 1st Public Open House to introduce the project
 - **Date:** Wednesday, June 21
 - **Times:**
 - 12:00 PM - 2:00 PM
 - 4:00 PM - 6:00 PM
 - **Location:** Washtenaw Community College
 - Room 105 in the Morris Lawrence Building
- Help spread the word! A promotional flyer will be sent electronically to you soon - please distribute within your network.



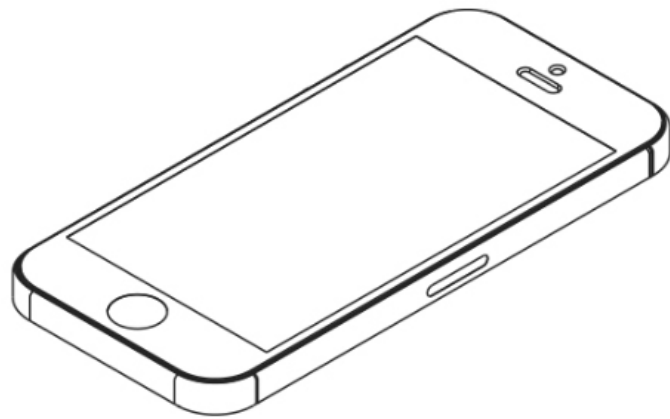
NEXT STEPS

- Next meeting - September
 - Review data collection findings in the corridor
 - Present existing traffic conditions
 - Further refine purpose & need
 - Further engagement discussion
 - Alternative evaluation criteria

SUMMARY & DISCUSSION



SUMMARY & DISCUSSION



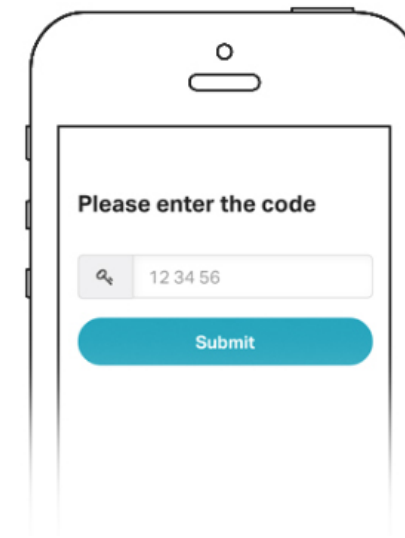
1

Grab your phone or open
a browser window

www.menti.com

2

Go to www.menti.com



3

Enter the code on the
screen and vote!

Enter code:
7577 7698

HOV LANE ALTERNATIVE

High Occupancy Vehicle Lane - 2 or more passengers per vehicle

HOV Lane Benefits

- Reduce congestion
- Enhance personal mobility
- Advance movement of freight/goods
- Improve safety
- Increase travel time reliability
- Promotes shared travel
- Supports City's Sustainability Policies

How HOV Lanes would work on US-23?

- No fees or charges
- HOV only during peak travel times
- All users during off-peak operations

How will we know if HOV lanes along US-23 could be successful?

- Simulations of Projected Useage
- Operation at 45mph or greater (approximately 90% of time)
- Other lanes are less congested during operations

