

***** PLEASE NOTE *****
CHANGE IN MEETING LOCATION

**JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)
TECHNICAL ADVISORY COMMITTEE**

**FOR FURTHER INFORMATION
CONTACT:**

DATE: Tuesday, November 14, 2017

TIME: 9:30 A.M.

**Steven Duke, Executive Director
Region 2 Planning Commission
(517) 788-4426**

PLACE: Jackson County Tower Bldg.
120 W. Michigan Ave-5th Floor
Jackson, MI 49201

A G E N D A Comments will be solicited on each item following discussion and prior to any final action.

1. Call to Order
2. Public Comment
3. Approve Minutes of the Technical Advisory Committee Meeting of October 10, 2017 and Receive the Minutes of the Policy Committee Meeting of October 19, 2017 (enclosed) – **ACTION**
4. Agency Status Reports (see enclosures) – **DISCUSSION**
 - City of Jackson
 - Jackson Area Transportation Authority
 - Jackson County Department of Transportation (did not submit)
 - Michigan Department of Transportation
 - Jackson County Airport-Reynolds Field
 - Enterprise Group (<http://www.enterprisegroup.org>)
5. ****OPPORTUNITY FOR PUBLIC COMMENT**** - Proposed Amendments/Administrative Modifications to the JACTS FY 2017-2020 Transportation Improvement Program – **ACTION**
 - City of Jackson (enclosed)
6. JACTS Travel Demand Model – 2045 Capacity Projects Update, Tyler Kent, MDOT (enclosed) - **DISCUSSION**
7. JACTS 2045 Long Range Transportation Plan Update - **DISCUSSION**
8. Other Business
 - MDOT Local Agency Programs Environmental Review Process (enclosed)
 - Approval of the JACTS 2018 Proposed Meeting Calendar (enclosed)
9. Public Comment
10. Adjournment

MINUTES

JACTS TECHNICAL ADVISORY COMMITTEE

Jackson City Hall – 10th Floor
161 W. Michigan Avenue
Jackson, Michigan 49201

Tuesday, October 10, 2017

Members Present: Angela Kline, Vice-Chair, Jackson County Dept. of Transportation
Rick Fowler, MDOT- Lansing
Mike Davis (Alt.), MDOT-University Region
Jon Dowling, Chair, City of Jackson – Engineering
Todd Knepper, City of Jackson Public Works
Mike Rand, Jackson County Dept. of Transportation
Kent Maurer, Jackson County Airport – Reynolds Field
Tanya DeOliveira (Alt.), Region 2 Planning Commission

Members Absent: Andy Pickard, FHWA (Ex-officio)
Mike Brown, Jackson Area Transportation Authority
Amy Torres, The Enterprise Group
Bob Griffis, Jackson County Dept. of Transportation
Jack Ripstra, Blackman Charter Township
Troy White, City of Jackson-Engineering

Others Present: Jeff Franklin, MDOT – Lansing
Bret Taylor, Jackson County Dept. of Transportation
Tyler Kent, MDOT – Lansing
Kelby Wallace, MDOT–TSC

ITEM 1 CALL TO ORDER

Chair Dowling called the meeting to order at 9:34 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

ITEM 3 APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF SEPTEMBER 12, 2017 AND RECEIVE THE POLICY COMMITTEE MINUTES OF SEPTEMBER 21, 2017

A motion was made by Mr. Rand, and supported by Vice-Chair Kline to approve Technical Advisory Committee meeting minutes of September 12, 2017 as presented, and receive the Policy Committee meeting minutes of September 21, 2017 as presented. The motion passed unanimously.

ITEM 4 AGENCY STATUS REPORTS

Project status updates were presented by the City of Jackson, Jackson County Department of Transportation, Michigan Department of Transportation, and the Jackson County Airport-Reynolds Field

ITEM 5 **TRAVEL DEMAND MODEL BASE YEAR (2014) AND FUTURE YEAR (2045)**
RESULTS

Mr. Kent, MDOT, led the discussion on the results of the Travel Demand Model capacity deficiency results for 2014 base year and future year 2045 for the 2045 for the Long Range Transportation Plan. There was discussion to confirm the capacity issues in the area, as laid out on the map, especially at it relates to congestion on Cooper/M-106 near I-94.

Mr. Kent noted that there is a 30 day comment period, and the JACTS committees and the public are invited to make comments, suggest edits, and/or provide additional roads or potential projects to test during the 30-day review period.

ITEM 6 **OTHER BUSINESS**

Ms. DeOliveira informed the Committee members the following information for the upcoming MDOT Traffic Summits:

- Hillsdale Co. – Wednesday, November 1st at 9:00 am, Emery Park, Hillsdale, MI
- Jackson Co. – Wednesday, November 1st at 1:00 pm, Blackman Township Office, Jackson, MI
- Lenawee Co. – Thursday, November 9th at 1:00 pm, Adrian Public Library, Adrian, MI

Mr. Wallace, MDOT-Jackson TSC, stated that formal invitations will follow in the mail.

ITEM 7 **PUBLIC COMMENT**

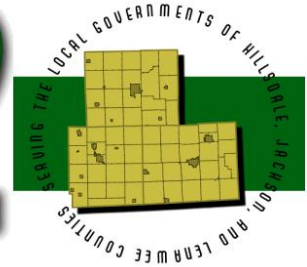
No public comments were received.

ITEM 8 **ADJOURNMENT**

There being no further business, Chair Dowling adjourned the meeting at 10:29 am.

Tanya DeOliveira
Principal Transportation Planner

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

MINUTES

JACTS POLICY COMMITTEE

Jackson County Tower Building
120 W. Michigan Avenue – 5th Floor
Jackson, Michigan

Thursday, October 19, 2017

Members Present: Steve Shotwell, Chair, Jackson County Board of Commissioners
Mike Trudell, Summit Township
David Herlein, Spring Arbor Township
Pete Jancek, Vice-Chair, Blackman Charter Township
Phil Moilanen, Jackson Area Transportation Authority
Jon Dowling, JACTS Technical Advisory Committee
Keith Acker, Sandstone Charter Township
Judy Southworth (Alt.), Leoni Township
Elwin Johnson, Region 2 Planning Commission
Rick Fowler (Alt.), MDOT - Lansing
Patrick Burtch, City of Jackson
Mike Overton, Jackson County Department of Transportation

Members Absent: Bill Jors, Mayor, City of Jackson
Kim Gamez, Napoleon Township
John Feldvary, Jackson County Airport-Reynolds Field

Others Present: Steve Duke, Region 2 Planning Commission
Tanya DeOliveira, Region 2 Planning Commission
Angie Kline, JCDOT
Mike Brown, Jackson Area Transportation Authority
Kelby Wallace, MDOT-Jackson TSC
Mike Davis, MDOT – University Region
Tyler Kent, MDOT – Lansing
Bret Taylor, JCDOT
Corey Cleveland, JDOT
Phil Preston, Blackman Township

ITEM 1 CALL TO ORDER

Chair Shotwell called the meeting to order at 8:04 AM with a quorum present.

JACTS POLICY COMMITTEE MINUTES

October 19, 2017

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ITEM 2 PUBLIC COMMENT

No public comments were received.

ITEM 3 APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF SEPTEMBER 21, 2017 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MEETING MINUTES OF SEPTEMBER 12, 2017

The motion was made by Mr. Johnson, supported by Mr. Trudell to approve the Policy Committee meeting minutes of September 21, 2017 and to receive the Technical Advisory Committee meeting minutes of September 12, 2017. The motion carried unanimously.

ITEM 4 AGENCY STATUS REPORTS

Project status updates were reviewed by the Jackson County Department of Transportation, City of Jackson, and Michigan Department of Transportation.

ITEM 5 "TRAVEL DEMAND MODEL BASE YEAR (2014) AND FUTURE YEAR (2045) RESULTS," TYLER KENT, MDOT PRESENTATION

Mr. Kent from MDOT led the discussion on the results of the Travel Demand Model capacity deficiency results for 2014 base year and future year 2045 for the Long Range Transportation Plan. There was discussion to confirm the capacity issues in the area, as presented, on the 2014 Federal-Aid Road Projected Deficiencies and Transportation Improvement (TIP) Network maps.

Discussion followed on how the results of the 2045 Federal-Aid Road Projected Deficiencies maps show traffic congestion on I-94. There was particular concern on how the off and on ramps at Cooper Street currently cause back-up on I-94, and why that level of congestion did not show up on the 2045 maps. Mr. Kent and Mr. Wallace, MDOT, responded that the modernization construction projects that are scheduled to take place will address this issue with the improvements on the ramps and the installation of a roundabout. Mr. Acker, Mr. Moilanen, and Mr. Preston asked about the assumptions of the model. MDOT addressed this by stating that the socioeconomic and traffic data inputs into the model were discussed and reviewed by the City, County and Townships within the past year. There was some discussion and push back on how the model projections show traffic in the year 2045, however, there was no action to change the results as presented.

Mr. Kent noted that there is a 30 day comment period, and the JACTS committees and the public are invited to make comments, suggest edits, and/or provide additional roads or potential capacity projects to test during the 30-day review period.

ITEM 6 OTHER BUSINESS

Vice-Chair Jancek asked for other business. The MDOT Jackson County Traffic Summit will be held on Wednesday, November 1st at 1:00 am at the Blackman Township Offices.

Vice Chair Jancek thanked JATA for providing transportation at the Walkable Communities Coalition October meeting which was a driving tour of new and proposed non-motorized facilities in the area.

JACTS POLICY COMMITTEE MINUTES

October 19, 2017

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ITEM 7 **PUBLIC COMMENTS**

Vice-Chair Jancek asked for any public comment. No comments were received.

ITEM 8 **ADJOURNMENT**

There being no further business, Vice Chair Jancek adjourned the meeting at 9:20 AM.

Tanya DeOliveira
Transportation Planner

TO: JACTS Technical Advisory and Policy Committees

DATE: November 8, 2017

FROM: Jon H. Dowling, P.E.

SUBJECT: TIP Project Status

2017

Kibby Road: City Limits to West Ave (Urban) - Reconstruct pavement on south side of boulevard islands, roundabout at Denton and non-motorized path from City limits to Denton. MSG is the City's consultant. Bailey Excavating is the contractor for the project. **Contractor has completed the water main along Kibby and has started to grade for the bike path from City Limits to Denton Road.**

2018

Fourth Street: Horton to Audubon (Urban) – Roadway resurfacing with a new roundabout at Hickory and Fourth. MSG is the City's consultant. Survey is complete. **The consultant has submitted the GI plans to MDOT.**

2019

Francis Street: Morrell to Mason (Urban) – Reconstruct roadway. No design work at this time.

2020

Greenwood/Wilkins Streets: Morrell to Jackson (Urban) – Reconstruct roadway. No design work at this time.



2350 EAST HIGH STREET
JACKSON, MICHIGAN 49203-3490
(517) 787-8363 FAX (517) 787-6833

Projects
2017-2020 TIP
(November) 2017 Report)

FY2017

1. Bus & Bus Facilities

- a. Replace radio system and bus radios – Pending MDOT
- b. Replace HVAC system at main office – Design Stage
- c. Replacing Hard drives in Bus Camera Systems – RFP Done
- d. New Bus Stop Signs on bus routes – RFP Done

FY2018

1. Facility Upgrades/Buses

- a. Admin office rehab and update – January 2018
- b. Transfer Center Employee lounge – Start work in November
- c. (2) Medium duty Vans – Pending MDOT
- d. 5310 funds – (4) Gillig Bus Replacements –Pending FTA

FY2019

1. Vehicle Procurements

- a. Bus Replacement (2 full-size)



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

November 2, 2017

FY 2017

I-94 BL/W. Michigan Ave. (Brown St. to Washington / Louis Glick) – Full concrete pavement roadway reconstruction with water main, lighting and sidewalk replacement. Paving of the WB lanes should be occurring the week of November 6th with WB lanes still detoured. Closure of Michigan Ave for reconstruction of railroad crossing by Amtrak started on Oct 30th and should take about 2 weeks. Signal, sidewalks, curb, signing, pavement markings and other work related to the two-way conversion will be happening over the next month.

M-50 (US-127 to Napoleon Rd.) – Two Course Mill and Resurface. Working on restoration items and paving the top course as weather permits.

FY 2018 - All three projects below will be let together

I-94 (Over Conrail and the Grand River) – Bridge Replacement

I-94 (M-60 to Sargent Rd) – Reconstruction and rehabilitation

I-94 (M-106 NB & SB (Cooper St)) – Bridge Replacement

M-106 (Lakelands Trail Expansion Phase 1 & 2) – Non-Motorized Trail

M-99 (I-94 to Willow St), M-106 (Ganson to Porter), EB M-60 (Spring Arbor Rd to I-94) & M-50/US-127BR (Washington Ave. to South St), M-52 (Co. line to M-106) – Capital Preventive Maintenance

M-60 (Chapel to Emerson Rd) – Resurfacing, Widening with CLTL

I-94 BL (Areawide) – Pavement markings

US-127 (@ Floyd Rd) – Overhead flashing beacon



Jackson County Airport – Reynolds Field

Flying Jackson Forward!

Kent L. Maurer, Airport Manager

JACTS Airport Report **November 2017**

Runway Safety Project: On November 1, 2017 the Runway 7-25 safety project was substantially completed with the opening to air traffic of all paved surfaces including Runway 14-32 that had been closed for construction activities for 6 weeks.

Steps remaining: FAA Flight Check to confirm Runway 7-25 approach procedures and ILS operability. Grooving of new runway pavements in April of 2018 coupled with final paint markings. Perimeter fencing replacement continues.

Other: Airport capital plan now directs attention to rehabilitation of the main and corporate aircraft parking ramps and eventually rehabilitation of the taxi streets around the hangars.



Runway Paint Marking

November 8, 2017

Steve Duke, Executive Director
 Region 2 Planning Commission
 120 W. Michigan Avenue
 Jackson MI 49201

Re: FY 2018 TIP Amendment

Dear Mr. Duke:

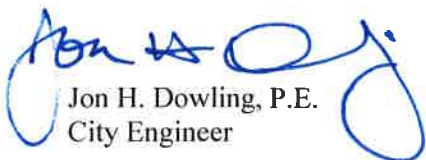
The City of Jackson is hereby requesting approval from the Region 2 Planning Commission, JACTS Technical Advisory & JACTS Policy Committees concerning the following Transportation Improvement Program (TIP) Amendment for FY 2017-2020:

FY	Street	Description	Funding	Action
2018	Ganson Signal at Steward	Reconstruct Signal	Federal \$85,000 City \$21,000	Delete
2018	Fourth Street Signal at Horton Road	Reconstruct signal with mast arms	Federal \$85,000 City \$21,000	Add
2018	Fourth Street Audubon to Horton	Single course mill resurface, construct roundabout at Hickory, with intersection realignment at Fourth & Horton, and connect PAKA Trail to Ella Sharp Museum	Federal \$782,000 Local \$195,000	Scope Change

During the design phase of Fourth Street and after the construction of the PAKA Trail, the City determined that the intersection of Fourth and Horton should be realigned to a Tee intersection with a new mast arm signal installed and to connect the PAKA Trail to the Ella Sharp Museum. The City is requesting to move the funding for the signal improvement at Ganson and Steward to Fourth and Horton and that this project be combined with the existing Fourth Street project for FY 2018. There is no change in the Federal Funding.

Thank you for your assistance with this request. If you have any questions or need additional information, please contact me at (517) 788-4160.

Sincerely,



Jon H. Dowling, P.E.
 City Engineer

C: Patrick H. Burtch, City Manager
 Troy R. White, P.E., Assistant City Engineer

JACTS

Roadway Transportation Deficiencies and Recommended Projects

Chapter 12

Roadway Transportation Deficiencies and Recommended Projects

JACTS

The JACTS area-wide Travel Demand Forecast Model (TDFM), discussed in Chapter 11, was utilized to identify potential solutions (needed improvements) to the recognized deficiencies. These solutions assist state and local governmental decision-makers in the development and prioritization of transportation improvement projects, programs, and studies for inclusion in the JACTS 2040 Long Range Transportation Plan.

Capacity deficiencies are identified for both the “base” year and for the future “no-build” scenarios. The base year of 2010 is based on the road system as it was then. The 2040 capacity deficiencies are based on a “no-build” scenario which assumes that there will be no improvements to the roadway network beyond the currently committed projects. A capacity deficiency occurs on the roadway network when existing or forecasted volumes exceed the acceptable capacity of the roadway.

Some factors that affect the level of service are speed, freedom to maneuver, traffic interruptions, amount of commercial traffic, and safety. The level of service measures range from A to F, where A is free flow, D and E are stable flow with some restrictions in speed and maneuverability, and F is a breakdown in the flow of traffic creating stop-and-go conditions. For the purpose of the Jackson 2040 Long Range Transportation Plan, the acceptable capacity of each link in the roadway network is defined as the capacity at level-of-service D.

Table 12-1
Volume to Capacity Severity Range

VOLUME TO CAPACITY RATIO	OPERATING CONDITIONS SEVERITY	LEVEL OF SERVICE
0 TO 0.84	Traffic at free to stable flow	A - C
0.85 to 0.99	High density of traffic, but stable flow	D
1.00 to 1.24	Traffic at near or capacity level	E
1.25 and greater	Forced or breakdown of traffic flow	F

LEVEL OF SERVICE

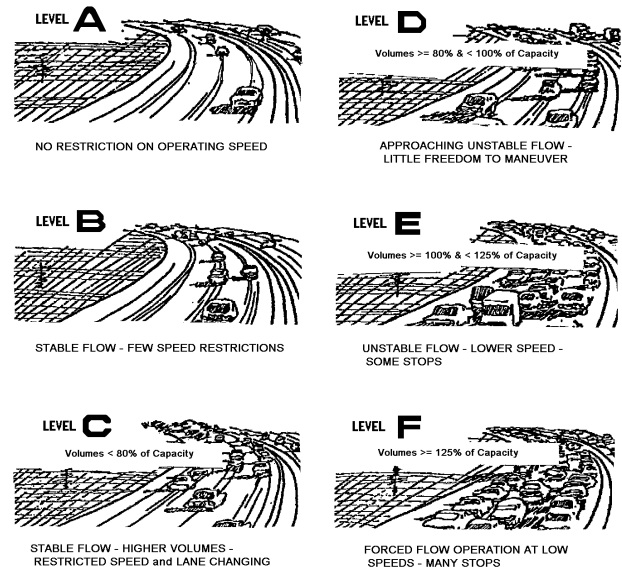


Figure 12-1

Chapter 12

Roadway Transportation Deficiencies and Recommended Projects

JACTS

The TransCAD computer model provided projected traffic volumes on area network roadways based on projected socio-economic data provided by the Region 2 Planning Commission. These projected volumes were then compared to the capacity of the same roadways. The result of this comparison was a volume to capacity ratio: the higher the volume/capacity ratio, the worse the congestion.

2010 Capacity Deficiencies

Capacity deficiencies in the 2010 base year of the Jackson 2040 Long Range Transportation Plan occur on roadway or corridor segments or at intersections where existing traffic volumes exceed acceptable capacity. Roadways in the model study area which exceed acceptable capacity limits for 2010 include:

- I-94 – from Cooper Street to Clear Lake Road, including the interchanges of Ann Arbor, Sargent Roads, Mt. Hope and Race Roads
- I-94 Ramps – at Airport Road and Elm Roads
- US-127 Ramps – Ann Arbor Road and Michigan Avenue
- Wildwood Avenue – Daniel Road to West Avenue
- Francis Street – at Cooper Street
- Fourth Street – Horton Street to Hickory Street
- Brooklyn Road (M-50) – South Street to Moon Lake Road
- Brooklyn Road (M-50) – Napoleon Road to Stony Lake Road
- Airport Road – I-94 to County Farm Road
- Airport Road – I-94 WB Ramps to Boardman/O’Neill Roads
- Clinton Road – at US-127/I-94 Interchange
- Clinton Road – West Street to Boardman/Andrew Streets
- Clinton Road – Monroe Street to Lansing Avenue
- Cooper Street – North Street to Francis Street
- Cooper Street – Porter Street to Monroe Street
- Cooper Street/Michigan Cut Off – at Cooper Street/Michigan Avenue
- Main Street, Brooklyn – North of Mill to North of Wamplers Lake Road
- Morrell Street – Greenwood Avenue to Blackstone Street
- South Street – at US-127 Interchange
- South Street – US-127 to Flansburg Road
- Spring Arbor Road – Moscow Road to end of expressway

The study area's 2010 roadway capacity deficiencies are illustrated in Figures 12-1a and 12-1b and listed in Table 12-2.

Chapter 12

Roadway Transportation Deficiencies and Recommended Projects

JACTS

The forecasted roadway capacity deficiencies, based on the TransCAD model for 2040, assuming no additional roadway improvements are completed, are illustrated in Figures 12-2a and 12-2b and listed in Table 12-3. The list of 2040 capacity deficiencies indicate a slight increase in the number of roadways that will be operating in excess of their capacity if no additional improvements are made to the 2010 base network transportation system. As the congestion on these roadways approaches or exceeds acceptable capacity, traffic will move to alternate, less congested routes in the area.

2040 Capacity Deficiencies

The roadways listed as capacity deficient in 2010 remain deficient in the year 2040 No-Build scenario. Additional roadways that are forecasted to carry volumes that equal or exceed the roadway's design capacity in the 2040 No-Build Scenario include:

- I-94 EB and WB – Cooper Street to Washtenaw County Line
- Lansing Road – Steward Street to Blackstone Street
- Blackstone Street – Lansing Street to Louis Glick Highway
- Greenwood Street – Wilkins Street to Morrell Street
- I-94 EB – Off Ramp at US-127 North
- Wilkins Street – Greenwood Street to Jackson Street
- Francis Street – Washington Street to Franklin Street
- Brown Street – Franklin Street to Spring Arbor Road
- Franklin Street – Jackson Street to Mechanic Street

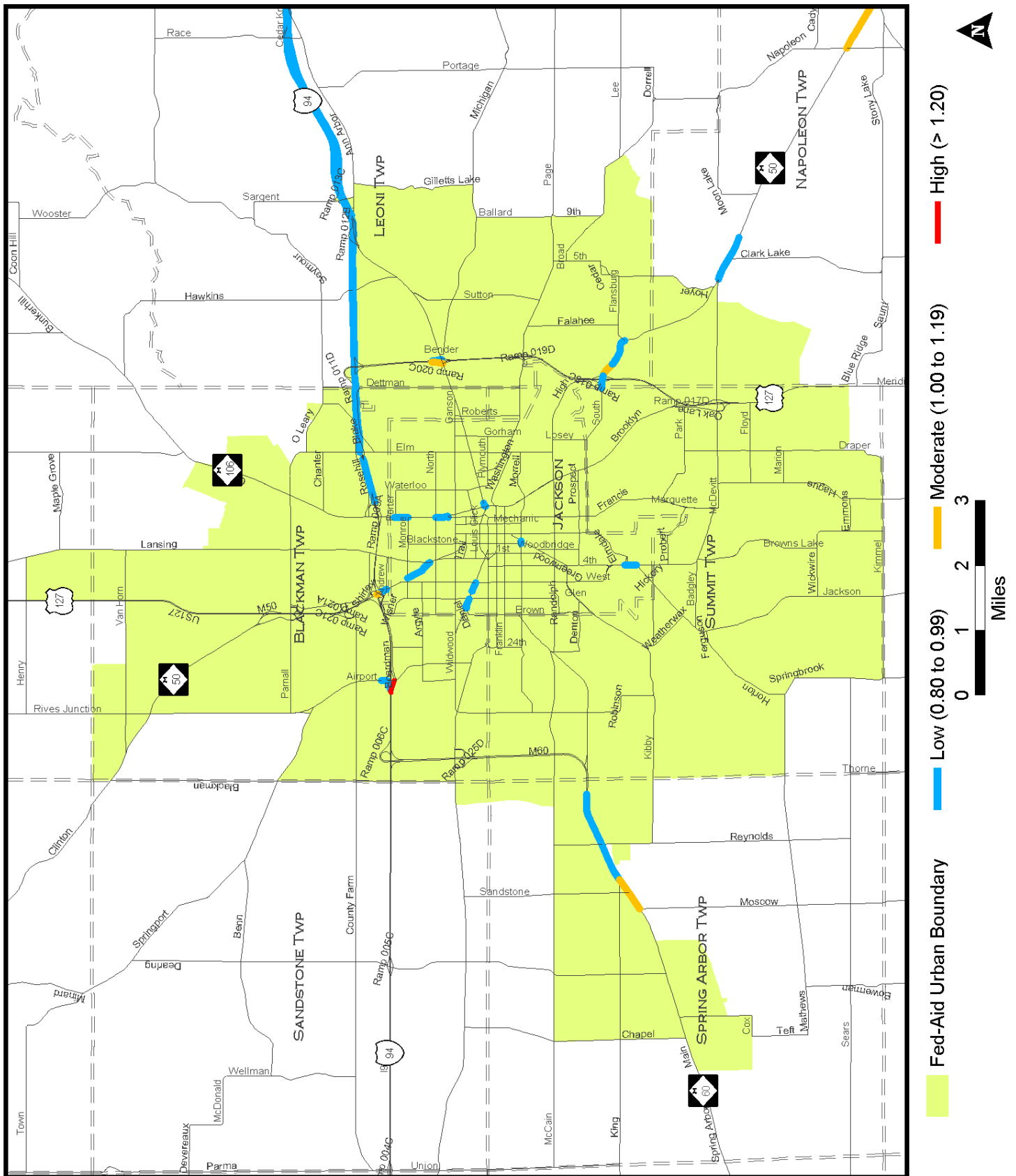


Figure 12-1a
Base Year Scenario: Jackson Urbanized Area

2010 Capacity Deficiencies

JACTS

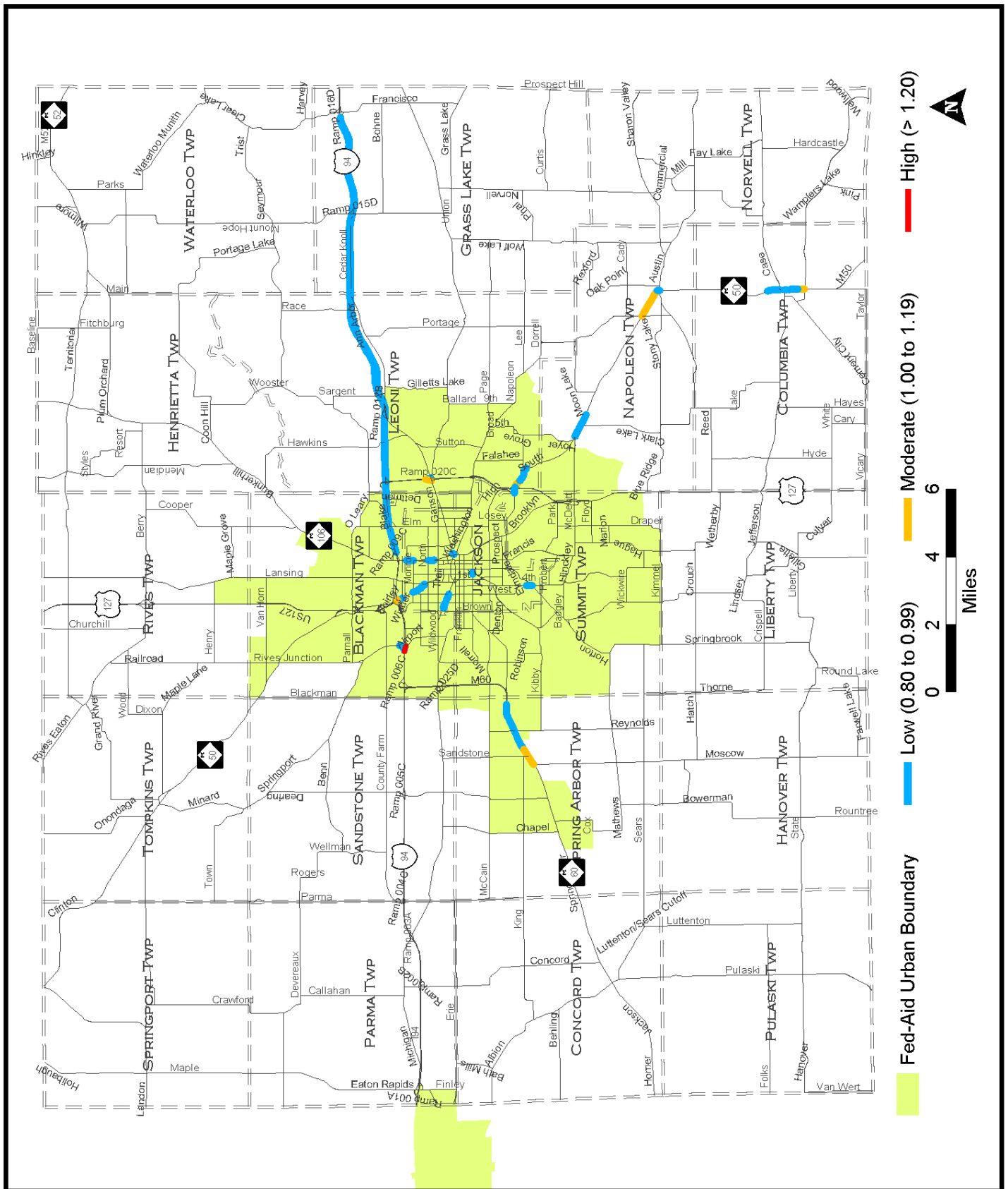


Figure 12-1b
Base Year Scenario: Jackson County

2010 Capacity Deficiencies

JACTS

Chapter 12
Roadway Transportation Deficiencies
and Recommended Projects

JACTS

Table 12-2
2010 Deficient Corridors

ROUTE NAME	FROM	TO	LENGTH (Miles)	V/C RATIO	THRU LANES	TOTAL LANES
I-94 EB Off Ramp	Airport Road Interchange		0.187	1.27	1	1
Brooklyn Rd (M-50)	Napoleon Road	Austin Road	0.877	1.08-1.11	2	2
Spring Arbor Rd	Moscow Road	End of M-60 Expressway	1.977	0.85-1.08	2	2
Clinton Street	US-127/I-94 Interchange	Boardman and Andrew Streets	0.175	0.91-1.07	4	4
US-127 SB Off Ramp	Michigan Avenue Interchange		0.174	1.02	1	1
E. South Street	US-127	Flansburg Road	0.855	0.93-1.01	2	2
S. Main Street, Brooklyn	Wamplers Lake Road	Brooklyn Town Square	0.459	0.87-1.00	2	3
I-94 East Bound	US-127	Clear Lake Road	10.905	0.80-0.99	2	2
Cooper Street	Porter Street	Monroe Street	0.209	0.86-0.96	2	3
I-94 West Bound	US-127	Clear Lake Road	11.087	0.80-0.96	2	2
Clinton Street	Monroe Street	Lansing Road	0.423	0.90-0.94	2	2
US-127 NB On Ramp	Ann Arbor Road Interchange		0.136	0.93	1	1
Cooper/Michigan Cut Off	@ Cooper Street & Michigan Avenue		0.061	0.90	1	1
I-94 WB On Ramp	Airport Road Interchange		0.147	0.90	1	1
Wildwood Avenue	Daniel Street	Wisner Street	0.155	0.87-0.90	2	3
N. Main Street, Brooklyn	North of Mill Street		0.376	0.89	2	3
I-94 West Bound	Cooper Street	US-127	1.340	0.80-0.88	2	2
N. Main Street, Brooklyn	South of Marshall Street		0.064	0.87	2	3
Fourth Street	Horton Road	Hickory Street	0.177	0.81-0.86	2	2

Chapter 12
Roadway Transportation Deficiencies
and Recommended Projects

JACTS

Table 12-2
2010 Deficient Corridors
(Continued)

ROUTE NAME	FROM	TO	LENGTH (Miles)	V/C RATIO	THRU LANES	TOTAL LANES
Brooklyn Road (M-50)	Austin Road	Stony Lake Road	0.091	0.86	2	2
Cooper Street	North Street	Francis Street	0.178	0.85	2	3
N. Francis Street	@ Cooper Street		0.018	0.84	2	3
Brooklyn Road (M-50)	South Street	Clark Lake Road	0.350	0.83	2	2
I-94 East Bound	Cooper Street	US-127	1.619	0.81-0.83	2	2
I-94 WB Off Ramp	Elm Road Interchange		0.177	0.83	1	1
Airport Road	I-94 WB Ramps	Wayland Street	0.086	0.82	4	4
Brooklyn Road (M-50)	Clark Lake Road	Moon Lake Road	0.367	0.81	2	2
Wildwood Street	Wisner Street	West Avenue	0.147	0.80-0.81	2	2
W. Morrell Street	Greenwood Avenue	Blackstone Street	0.043	0.80	2	3
Airport Road	I-94 WB Ramps	Boardman/O'Neill Roads	0.160	0.64-0.78	4	6
I-94 EB Off Ramp	Cooper Street In- terchange		0.160	0.63	1	1

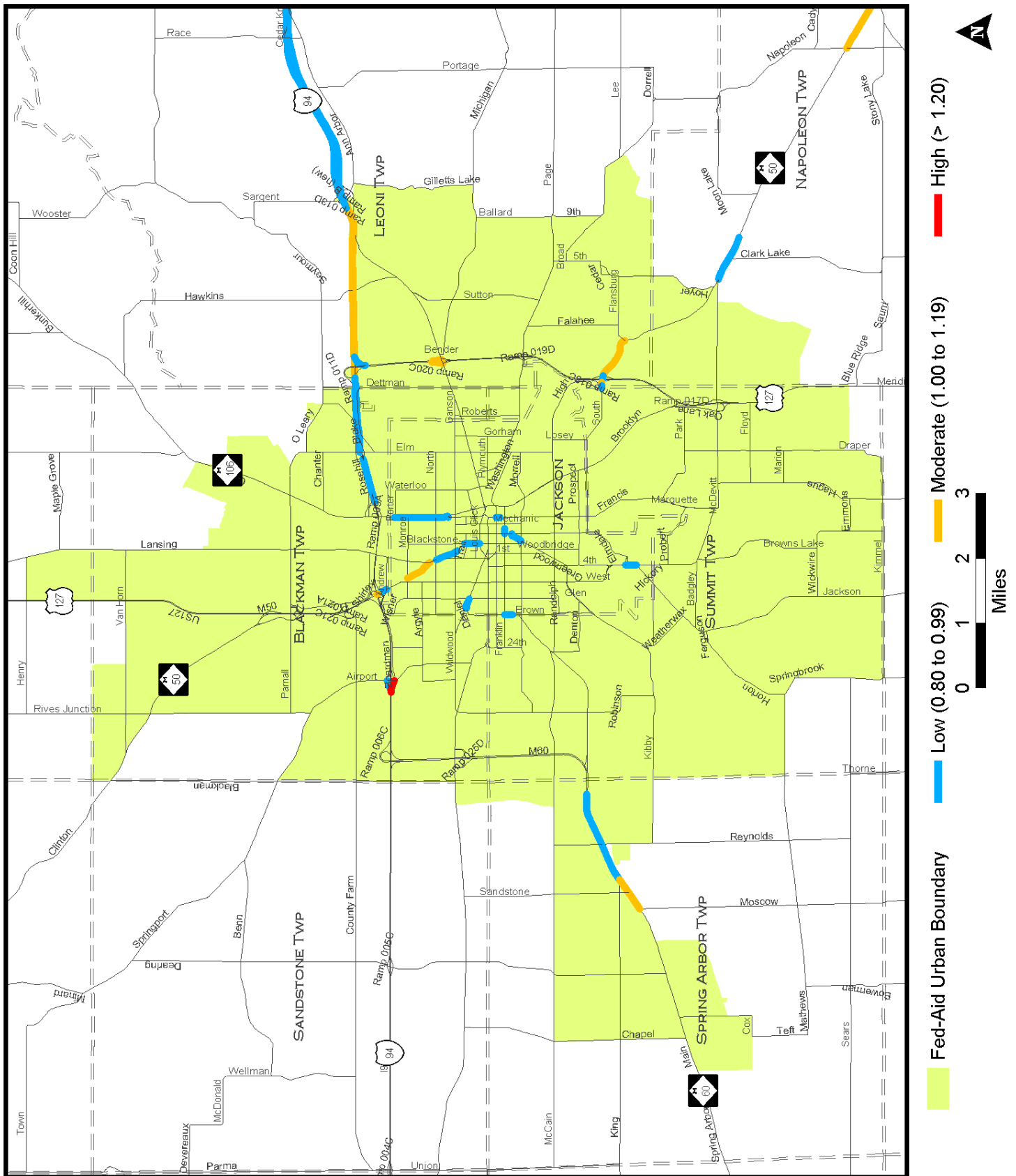


Figure 12-2a
No-Build Scenario: Jackson Urbanized Area

2040 Capacity Deficiencies

JACTS

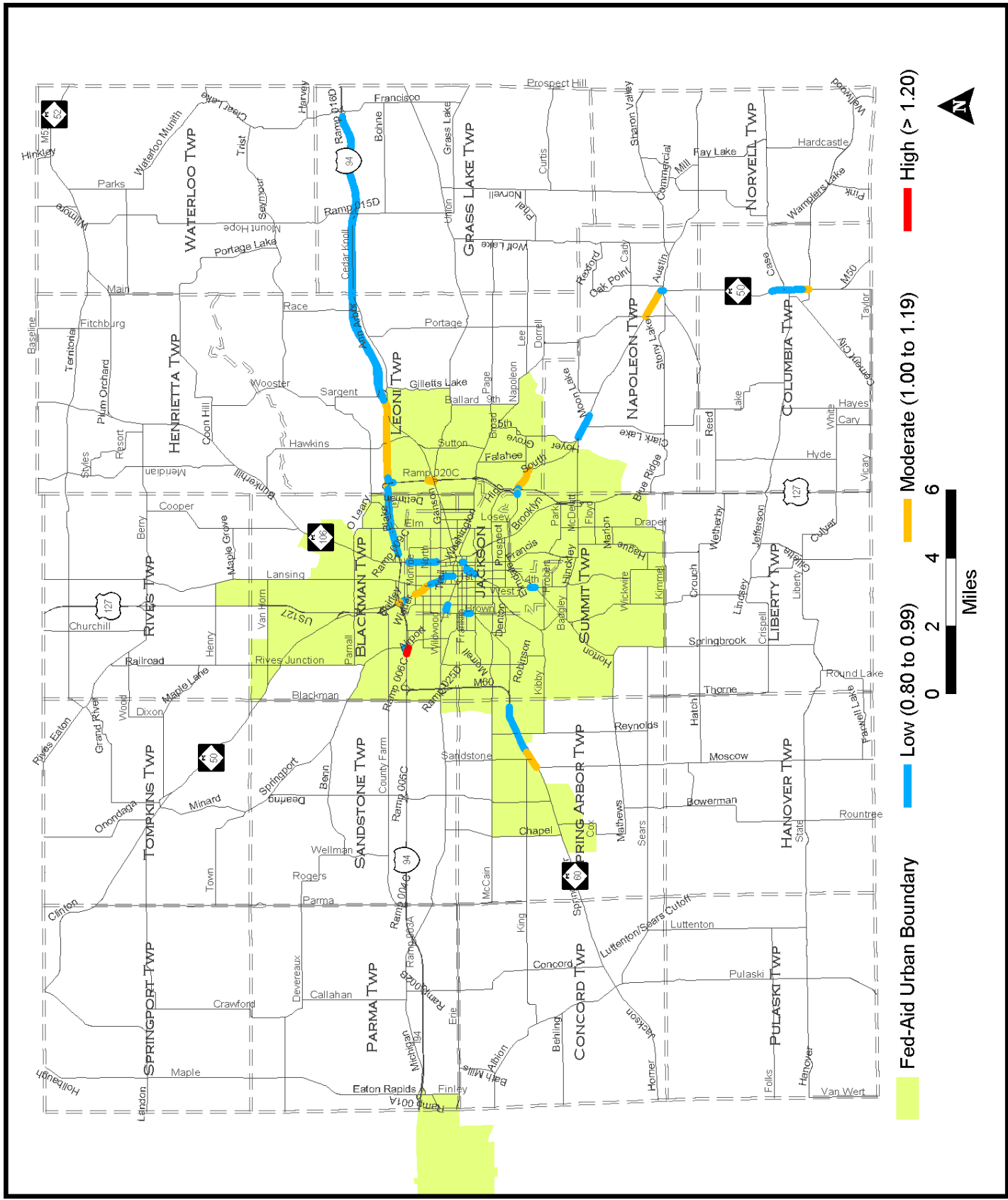


Figure 12-2b
No-Build Scenario: Jackson County

2040 Capacity Deficiencies

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Chapter 12
Roadway Transportation Deficiencies
and Recommended Projects

JACTS

Table 12-3
2040 “No-Build” Scenario Deficient Corridors

ROUTE NAME	FROM	TO	LENGTH (Miles)	V/C RATIO	THRU LANES	TOTAL LANES
I-94 EB Off Ramp	Airport Road Interchange		0.187	1.32	1	1
Brooklyn Road (M-50)	Napoleon Road	Austin Road	0.877	1.15-1.18	2	2
US-127 SB Off Ramp	Michigan Avenue Interchange		0.174	1.18	1	1
Clinton Street	US-127/I-94 Interchange	Boardman and Andrew Streets	0.175	0.94-1.11	4	4
Spring Arbor Rd	Moscow Road	End of M-60 Expressway	1.977	0.84-1.09	2	2
E. South Street	US-127	Flansburg Road	0.855	0.97-1.06	2	2
US-127 NB On Ramp	Ann Arbor Road Interchange		0.136	1.06	1	1
Clinton Street	Monroe Street	Lansing Road	0.423	1.01-1.05	2	2
S. Main Street, Brooklyn	Wampers Lake Road	Brooklyn Town Square	0.459	0.89-1.03	2	3
I-94 East Bound	Cooper Street	Washtenaw County Line	14.215	0.80-1.01	2	2
I-94 West Bound	Cooper Street	Washtenaw County Line	13.441	0.80-1.00	2	2
Cooper Street	Porter Street	Francis Street	0.807	0.81-0.97	2	3
Lansing Street	Steward Street	Blackstone Street	0.350	1.099-1.197	2	2
I-94 WB On Ramp	Airport Road Interchange		0.147	0.92	1	1
Blackstone Street	Lansing Street	Louis Glick Highway	0.233	0.84-0.91	2	2
N. Main Street, Brooklyn	North of Mill Street		0.582	0.81-0.91	2	3
Brooklyn Road (M-50)	Austin Road	Stony Lake Road	0.091	0.90	2	2
Greenwood Street	Wilkins Street	Morrell Street	0.158	0.87-0.88	2	2
US-127 NB Off Ramp	I-94 East Bound		0.227	0.88	1	1

Chapter 12
Roadway Transportation Deficiencies
and Recommended Projects

JACTS

Table 12-3
2040 “No-Build” Scenario Deficient Corridors
(Continued)

ROUTE NAME	FROM	TO	LENGTH (Miles)	V/C RATIO	THRU LANES	TOTAL LANES
Brooklyn Road (M-50)	South Street	Clark Lake Road	0.350	0.87	2	2
Wildwood Street	Daniel Street	Wisner Street	0.155	0.83-0.85	2	3
Brooklyn Road (M-50)	Clark Lake Road	Moon Lake Road	1.090	0.80-0.85	2	2
N. Francis Street	@ Cooper Street		0.018	0.84	2	3
Wilkins Street	Greenwood Street	Jackson Street	0.029	0.84	2	2
Fourth Street	Horton Road	Hickory Street	0.166	0.83	2	2
I-94 WB Off Ramp	Elm Road Interchange		0.177	0.83	1	1
Francis Street	Washington Street	Franklin Street	0.056	0.82	2	2
Brown Street	Franklin Street	Spring Arbor Road	0.112	0.82	2	2
Franklin Street	Jackson Street	Mechanic Street	0.154	0.80-0.82	2	2

RECOMMENDED IMPROVE/EXPAND PROJECTS

After completion of the transportation modeling process and the subsequent identification of the congestion deficiencies, it is necessary to decide what, if any, action should be taken to address both current and anticipated deficiencies. With the knowledge of available federal, state, and local revenues for the 28-year span of the LRTP, the JACTS Long Range Plan Steering Committee, taking into account local community concerns and issues, determined what improvements should be programmed in the coming years.

The specific projects identified included local road projects proposed by the City of Jackson and the Jackson County Department of Transportation (JCDOT); trunkline projects on state highways under the jurisdiction of the Michigan Department of Transportation (MDOT); and public transit projects which will be developed and implemented by the Jackson Area Transportation Authority (JATA). The proposed costs of the projects were initially estimated in present year dollars, then adjusted to account for an inflation rate of 3 percent annually for both road construction and transit capital and operation expenditures.

The 2040 LRTP provides an overall vision of Jackson County's transportation system through the year 2040. Those transportation improvements included in the first years (2014-2017) of the Plan are considered firm commitments by the implementing jurisdictions. This means that funding has been assigned to the specific improvement which will be completed unless unforeseen circumstances prevent completion. The remaining years of the 2040 Plan are a "vision" of how the transportation system may develop based on the existing land use and zoning plans of the City of Jackson, villages, and townships of Jackson County, and the current forecast of available transportation revenues. The transportation improvements in the "out" years (2018-2040) of the Plan represent current priorities for the future. The transportation plan is updated every five years and the priorities listed for the later years may change as conditions warrant.

Recommendations

As in the previous long range transportation plans completed for the JACTS study area, the top priority of the JACTS planning process is the overall preservation and maintenance of the current transportation system. This means that although the capacity projects identified are valid and important, they are generally deemed to be of a lower priority than the projects aimed at preserving the existing system. Preservation projects generally include the reconstruction and resurfacing of a roadway within its existing right-of-way. These types of projects however are not required to be specifically identified within this Plan.

Chapter 12 Roadway Transportation Deficiencies and Recommended Projects

JACTS

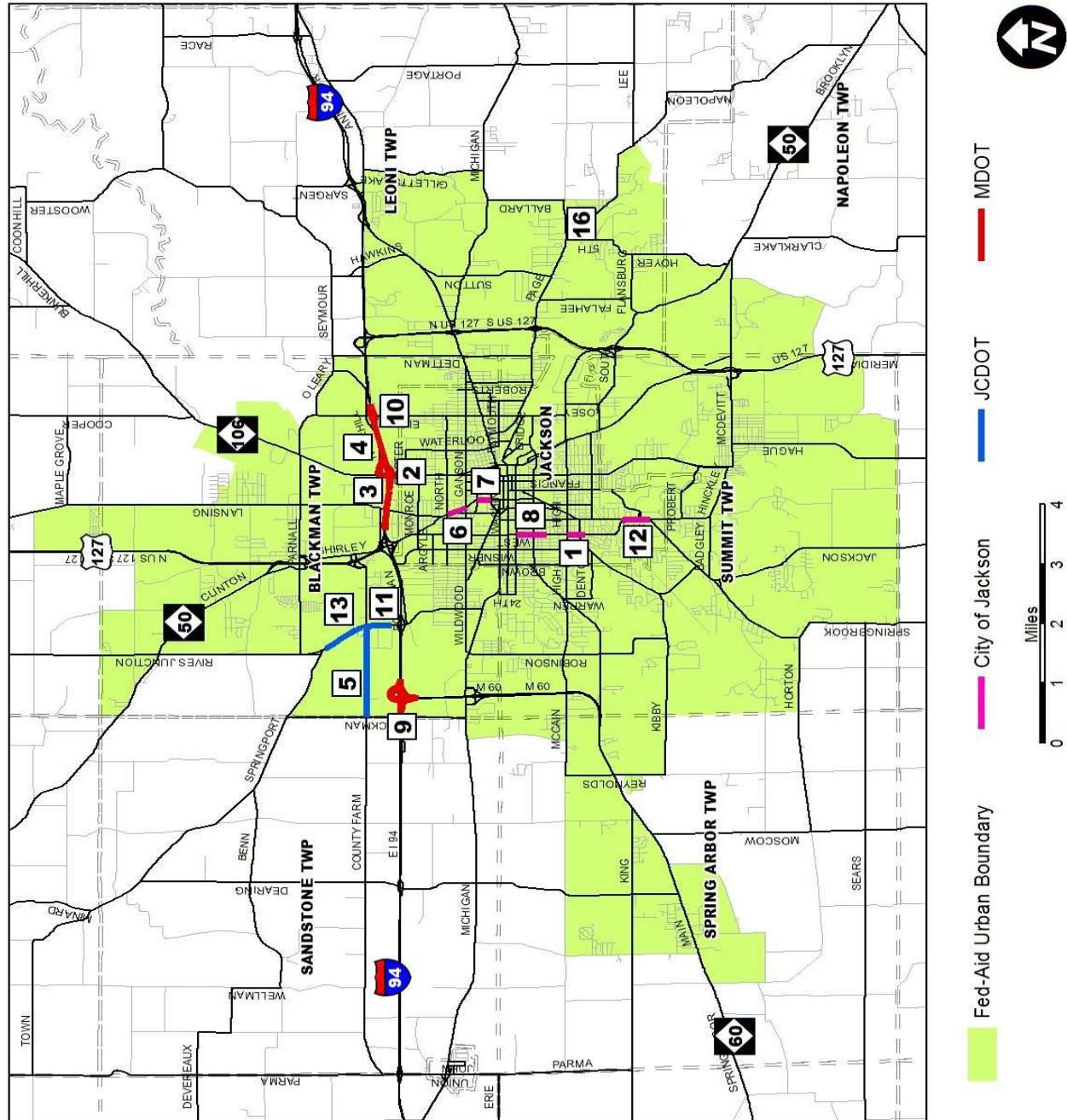


Figure 12-3a
Proposed Improve & Expand Projects
Jackson Urbanized Area

JACTS

Chapter 12
Roadway Transportation Deficiencies
and Recommended Projects

JACTS

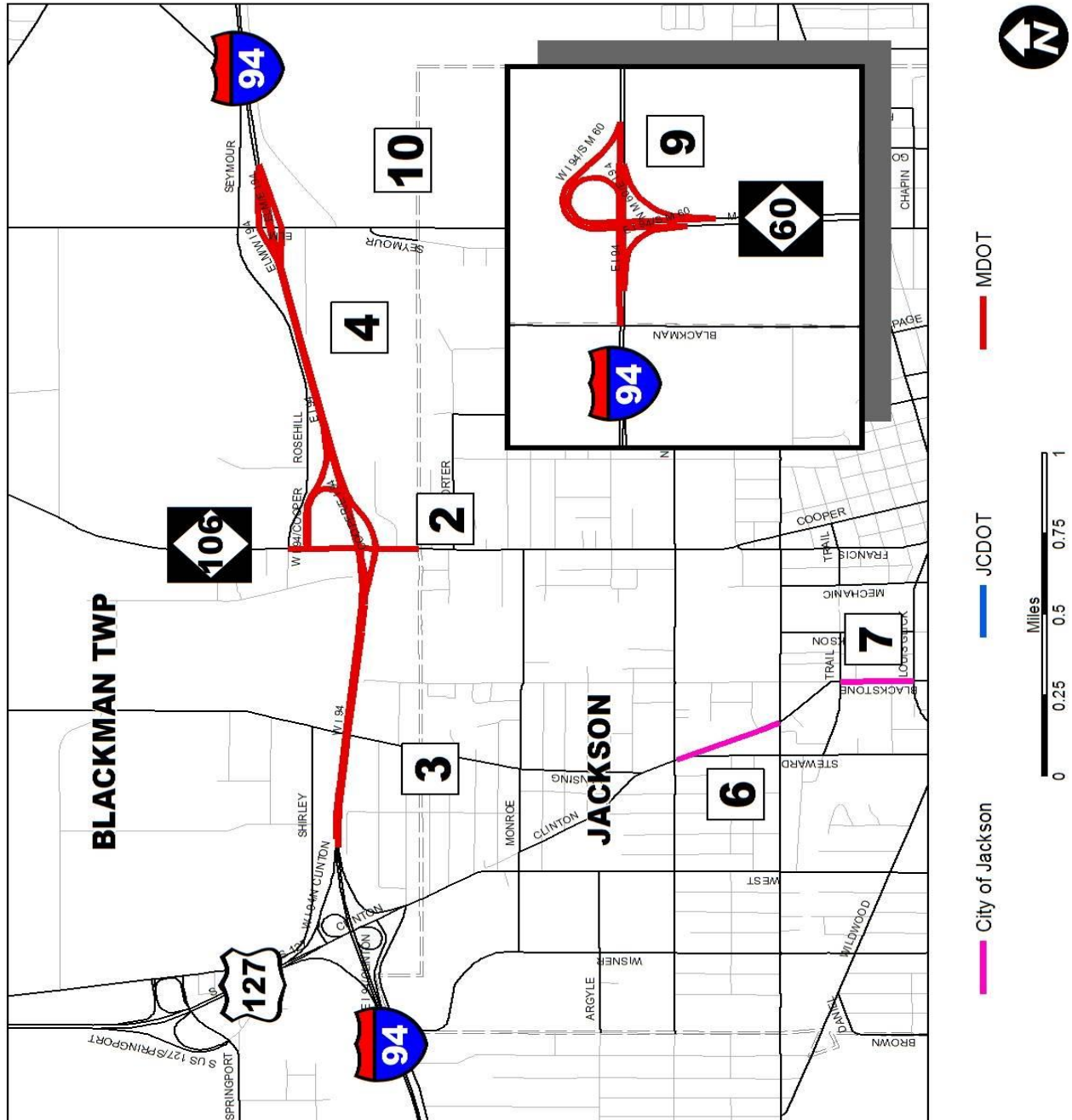


Figure 12-3b
 Proposed Improve & Expand Projects
Interstate 94 Projects

JACTS

**Table 12-4
Proposed Improve & Expand Projects**

KEY	PROJECT	LIMITS	LENGTH (Miles)	DESCRIPTION	TOTAL COST	RESPONSIBLE AGENCY	YEAR
1	West Avenue	Bloomfield Street to High Street	0.27	Add SB Right Turn Lane at Kibby Road	\$ 630,400	City of Jackson	2015
2	Interstate 94 (I-94)	Cooper Street Interchange	0.16	Bridge Replacement & Associated Road Work	\$14,077,201	MDOT	2018
3	Interstate 94 (I-94)	Over ConRail and Grand River	0.40	Realign and Replace Structure	\$20,177,000	MDOT	2018
4	Interstate 94 (I-94)	Lansing Road to Elm Road	1.52	Reconstruction and Realignment	\$20,000,000	MDOT	2018
5	County Farm Road	Airport Road to Blackman Road	1.50	Widen to 3 Lanes	\$ 1,518,000	JCDOT	2020
6	Lansing Avenue	Ganson Street to Steward Avenue	0.30	Widen to 3 Lanes for 2-Way Conversion	\$ 817,000	City of Jackson	2020
7	Blackstone Street	Louis Glick High- way to Trail Street	0.21	Widen to 3 Lanes for 2-Way Conversion	\$ 1,275,000	City of Jackson	2020
8	West Avenue	Glenwood Street to Franklin Street	0.45	Widen to 3 Lanes	\$ 1,287,000	City of Jackson	2020
9	Interstate 94 (I-94)	At M-60	0.20	Interchange Recon- struction	\$15,900,000	MDOT	2020
10	Interstate 94 (I-94)	At Elm Road	0.15	Interchange Recon- struction	\$15,900,000	MDOT	2021
11	Airport Road	Wayland Drive to Springport Road	0.40	Add 5 th Lane	\$ 500,000	JCDOT	2024
12	Fourth Street	Horton Road to West Avenue	0.36	Widen to 3 Lanes with Roundabout at Hickory Street	\$ 1,623,000	City of Jackson	2025
13	Springport Road	County Farm Road to Rives Junction Road	0.90	Widen to 3 Lanes	\$ 1,481,000	JCDOT	2026
GRAND TOTAL					\$95,185,601		

MDOT – Michigan Department of Transportation
JCDOT – Jackson County Department of Transportation

The projects listed in Table 12-4 and illustrated in Figures 12-3a through 12-3d, specifically identify the proposed Improve and Expand (I & E) projects that would increase the capacity on a roadway. Examples of improve and expand projects may be the addition of traffic lanes, turn lanes, or the construction of a new roadway. Also, only those roadways located on the federal-aid roadway network (Figures 5-2a and 5-2b) are eligible for inclusion in the 2040 LRTP project list. The total estimated cost for the state trunkline I & E projects totals \$54.3 million, with the local agency capacity projects totaling approximately \$9.1 million.

Through a comparison of the 28-year list of projects proposed for capacity improvements and the capacity deficiencies previously identified, it is evident that not all of the 2010 and 2040 capacity deficiencies have been addressed by the plan. Improvements have not been proposed for a number of the deficiencies primarily due to funding availability or environmental, social, or political issues rendering the project unfeasible during the 2040 Long Range Transportation Plan's time frame.

Only those I & E projects for which funding is projected to be available, based on anticipated federal, state and local revenues, are included in 2040 LRTP list of projects. Other unfunded projects and areas of concern discussed during the planning process by both MDOT and local agencies can be included in the Plan as "illustrative" projects but not programmed for implementation.

Previously in this chapter (Table 12-2), the transportation modeling process identified the existing (2010) volume/capacity corridor deficiencies based on the existing road network. The second system analysis included future (2040) trips on the existing network if no improvements to the system were made. This is referred to as the "No Build" alternative, and usually includes just those projects which are committed to be built in the near future.

The final scenario included in the system modeling analysis is a review of the future trips on the future road system. The 2040 "Build" network model includes the suggested road widening and capacity improvements proposed to alleviate congested sub-areas or corridors. It is important to remember that the volume to capacity ratio reflects a 24-hour volume and a 24-hour capacity. It does not reflect deficiencies that only occur briefly at certain time periods, because of road geometrics, or roadway conditions. Adding the 2040 'Build' projects to the travel-demand forecast model resulted in minimal impacts on the forecasted volumes on the future network (Figure 12-4a and 12-4b and Table 12-5).

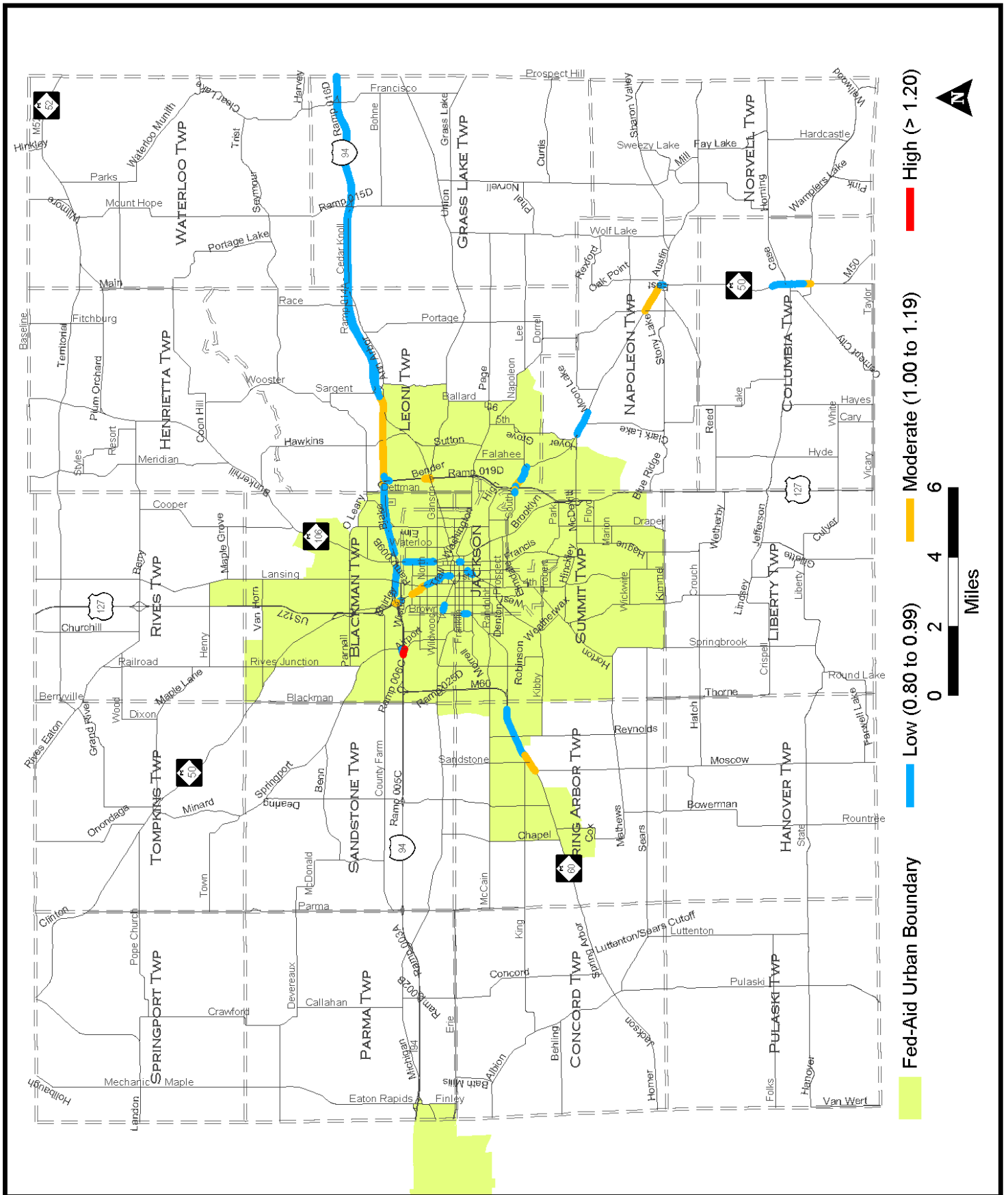


Figure12-4b
Build Scenario: Jackson County

2040 Capacity Deficiencies

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Chapter 12
Roadway Transportation Deficiencies
and Recommended Projects

JACTS

Table 12-5
2040 “Build” Scenario Deficient Corridors

ROUTE NAME	FROM	TO	LENGTH (Miles)	V/C RATIO	THRU LANES	TOTAL LANES
I-94 EB Off Ramp	Airport Road Interchange		0.187	1.31	1	1
Brooklyn Road (M-50)	Napoleon Road	Austin Road	0.877	1.13-1.16	2	2
US-127 SB Off Ramp	Michigan Avenue Interchange		0.174	1.13	1	1
Clinton Street	US-127/I-94 Interchange	Boardman and Andrew Streets	0.175	0.94-1.11	4	4
Spring Arbor Rd	Moscow Road	End of M-60 Expressway	1.977	0.84-1.09	2	2
E. South Street	US-127	Flansburg Road	0.855	0.96-1.04	2	2
US-127 NB On Ramp	Ann Arbor Road Interchange		0.136	1.05	1	1
Clinton Street	Monroe Street	Lansing Road	0.423	1.06-1.10	2	2
S. Main Street, Brooklyn	Wamplers Lake Road	Brooklyn Town Square	0.459	0.89-1.03	2	3
I-94 East Bound	West Avenue (US-127 NB)	Washtenaw County Line	15.254	0.64-1.01	2	2
I-94 West Bound	West Avenue (US-127 NB)	Washtenaw County Line	15.241	0.71-1.00	2	2
Cooper Street	Porter Street	Francis Street	0.807	0.81-0.96	2	3
Lansing Street	Steward Street	Blackstone Street	0.350	0.81-0.91	2	3
I-94 WB On Ramp	Airport Road Interchange		0.147	0.92	1	1
Blackstone Street	Lansing Street	Louis Glick Highway	0.233	0.75-0.83	2	3
N. Main Street, Brooklyn	North of Mill Street		0.582	0.80-0.90	2	3
Brooklyn Road (M-50)	Austin Road	Stony Lake Road	0.091	0.89	2	2
Greenwood Street	Wilkins Street	Morrell Street	0.158	0.84-0.85	2	2
US-127 NB Off Ramp	I-94 East Bound		0.227	0.88	1	1

Chapter 12
Roadway Transportation Deficiencies
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JACTS

Table 12-5
2040 “Build” Scenario Deficient Corridors
(Continued)

ROUTE NAME	FROM	TO	LENGTH (Miles)	V/C RATIO	THRU LANES	TOTAL LANES
Brooklyn Road (M-50)	South Street	Clark Lake Road	0.350	0.86	2	2
Wildwood Street	Daniel Street	Wisner Street	0.155	0.82-0.84	2	3
Brooklyn Road (M-50)	Clark Lake Road	Moon Lake Road	1.090	0.79-0.84	2	2
N. Francis Street	@ Cooper Street		0.018	0.85	2	3
Wilkins Street	Greenwood Street	Jackson Street	0.029	0.81	2	2
I-94 WB Off Ramp	Elm Road Interchange	<i>(Scheduled for 2021)</i>	0.177	0.86	1	1
Francis Street	Washington Street	Franklin Street	0.056	0.82	2	2
Brown Street	Franklin Street	Spring Arbor Road	0.112	0.82	2	2
Elm Street	@ I-94 Interchange		0.063	0.80	2	2

Chapter 12

Roadway Transportation Deficiencies and Recommended Projects

JACTS

I-94 MODERNIZATION STUDY

The Michigan Department of Transportation (MDOT) completed the Final Environmental Impact Statement and Final Section 4(f) Evaluation for the I-94 Freeway Modernization Study in November, 2006 and the Record of Decision (ROD) was approved by the Federal Highway Administration in March, 2007 (Appendix B). The project study area included a nine-mile segment of I-94 extending from the M-60 interchange to just east of the Sargent Road interchange. The project area encompassed approximately nine miles of existing highway, eight interchanges, local frontage roads adjacent to I-94, and 18 distinct bridge structures at 14 locations.

The purpose of the project is to (1) improve the deteriorating condition of existing bridges and road segments consistent with an overall corridor improvement plan, (2) improve travel efficiency and roadway capacity in the I-94 corridor by replacing existing road segments, interchanges, and bridges with modern facilities designed to accommodate projected year 2025 traffic volumes, and (3) to improve motorist safety (Figure 12-5).

Because of the projected cost of the project (\$409 million in 2005 dollars), it was decided to phase project implementation over the next several years based on traffic volume needs, congestion, and funding availability.

Completed Projects: The Sargent Road bridge, including the southern portion of the interchange and the closure of the I-94 BL interchange, was completed in 2012. The replacement of the Hawkins Road and Dettman Road bridges was completed in 2009 and 2010, respectively.

Programmed Projects: The I-94 at Cooper Street interchange and the I-94 bridge over the Grand River and railroad and the realignment of I-94 from Lansing Road to Elm Road are programmed for reconstruction in 2018. These reconstruction projects will be built in accordance with the I-94 Modernization Study and will preclude a future widening of the I-94 corridor.

Future Committed Projects: The interchanges at I-94 and Elm Road and at I-94 and M-60 will be reconstructed in 2020/21.



Legend

- Interstate Route
- Business Route
- U.S. Route
- State Route

- Open Water
- Proposed I-94 Mainline and Ramp Improvements
- Proposed Local Road Improvements
- Proposed Bridge Structure



*Figure 1
Preferred Alternative
(Overall View)*

I-94 Jackson Freeway Modernization Project
M-60 to Sargent Road
Jackson County, Michigan

Future Unfunded Projects: The remaining bridges/interchanges along the corridor will be programmed by MDOT once funding has been identified. These remaining bridges/interchanges include:

- 1). I-94 at Airport Road;
- 2). I-94 at West Avenue (US-127/M-50);
- 3). I-94 at Lansing Road; and
- 4). US-127 South.

Once funding becomes available and the bridges along the corridor have been lengthened and widened, the I-94 mainline will be widened incrementally from M-60 to east of Sargent Road.

As future funding is identified and becomes available for implementing the findings included in the I-94 Modernization Study, the JACTS committees will continue to assist MDOT in programming the projects to address the capacity and safety improvements outlined in the study.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

October 3, 2017

Mr. Jason Nordberg, Chairperson
Michigan Transportation Planning Association
1101 Beach Street, Room 223
Flint, Michigan 48505-1470

RECEIVED
GENESEE COUNTY

OCT 11 2017

METROPOLITAN
PLANNING COMMISSION

Dear Mr. Chairperson:

Michigan Department of Transportation
Local Agency Programs Environmental Review Process

The Michigan Department of Transportation (MDOT) asks you share the following information with the Michigan Transportation Planning Association and membership:

The environmental review process for all local projects processed through MDOT's Local Agency Programs office will be changing due to insufficiencies which were identified as a result of the most recent Federal Highway Administration's Compliance Assessment Program review. A plan to address the insufficiencies is currently being developed and MDOT is soliciting input from local agencies through the Michigan Municipal League (MML) and County Road Association of Michigan (CRA).

What does this mean for local agency projects? While solutions are still being discussed, it is certain that local agencies will be required to submit specific documentation justifying their National Environmental Policy Act (NEPA) classification. Reviewing the needed environmental documentation will require additional up-front time by MDOT. It is expected that the required NEPA documentation will need to be submitted six to eight weeks before the grade inspection package.

If you have any questions or require information, please contact me at 517-335-2233 (LeixT@michigan.gov), your MML representative or CRA representative.

Sincerely,

Tracie Leix, PE
Michigan Department of Transportation
Local Agency Programs

To: MTPA Attendees
 From: MTPA Performance Measures Subcommittee

Re: Timeline for LRP and TIP boilerplate language development

The MTPA Performance Measures Subcommittee is working to develop boilerplate language for Long Range Transportation Plans and Transportation Improvement Programs Plans for MPOs to use across the state. This is similar to the financial chapter in the TIP, while many elements will stay the same there is always an opportunity to include specific MPO details in the section.

The afternoon Performance Measures meeting in November will carve out some additional time to discuss the draft language if needed. We would like comments back to Suzann Flowers and Jay Anderson no later than January 8.

Long Range Transportation Plan Timeline

Draft LRP language to MTPA	Review draft LRP Language by all transportation agencies	MTPA subcommittee review and update comments	Approve LRP language at MTPA	If plan is amended or new plan adopted due date
November 2017	December-January 8	January 2018	February 2018	May 27, 2018

Transportation Improvement Program Plan Timeline

Draft TIP outline presented at MTPA	Review draft TIP Language by all transportation agencies	MTPA subcommittee review and update comments	Approve TIP language at MTPA	If plan is amended or new plan adopted due date
January 2018	February 1-Feb 15	By end of February	March 2018	May 27, 2018

The information collected from the LRP plan development will be similar for the TIP. Once the language has been reviewed by FHWA, FTA, MDOT, and MPOs across the state it will be easier to move the language along for the TIP.

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

The following is the 2018 schedule for the **Jackson Area Comprehensive Transportation Study (JACTS) Policy Committee** meetings (3rd Thursday of every month):

January 18, 2018
February 15, 2018
March 15, 2018
April 19, 2018
May 17, 2018
June 21, 2018
July 19, 2018
August 16, 2018
September 20, 2018
October 18, 2018
November 15, 2018
December 20, 2018

Meetings are held at 8:00 a.m. in the Jackson County Tower Bldg., 120 W. Michigan Avenue, 5th Floor Commission Chambers, Jackson, Michigan.

The following is the 2018 schedule for **Jackson Area Comprehensive Transportation Study (JACTS) Technical Advisory Committee** meetings (2nd Tuesday of every month):

January 9, 2018
February 13, 2018
March 13, 2018
April 10, 2018
May 8, 2018
June 12, 2018
July 10, 2018
August 14, 2018
September 11, 2018
October 9, 2018
November 13, 2018
December 11, 2018

The meetings are held at 9:30 a.m. at Jackson City Hall, 161 W. Michigan Avenue, 10th Floor, Jackson, MI.