

NIXON CORRIDOR IMPROVEMENT PROJECT TRANSPORTATION COMMISSION MEETING

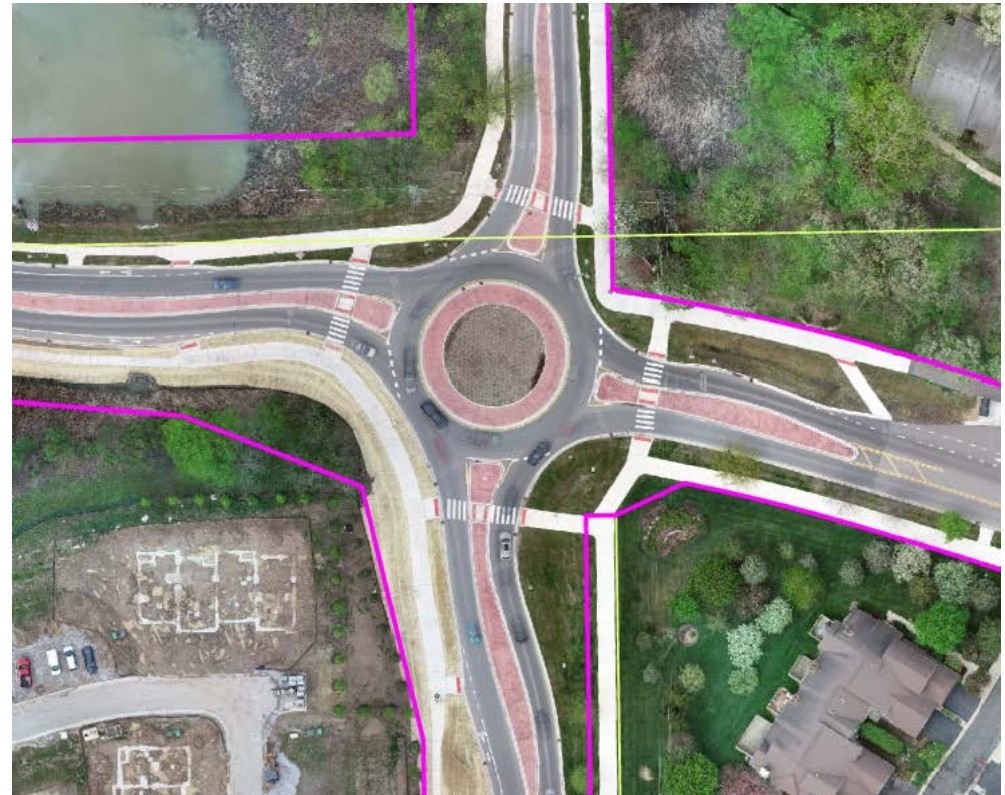
Ann Arbor City Hall • August 15, 2018



Project Overview - Continuation

Continuation of past Nixon/Green/Dhu Varren projects:

- Roundabout
- Corridor Study



Project Overview – Roundabout Corridor

Roundabout Corridor was the preferred alternative

- Best addressed goals of **safety**, **non-motorized facilities** and **user-delays**



Project Overview

May 15, 2017 - City Council direction to design improvements

- Wade Trim performing data collection and design
- Initial stages of design
- Public engagement

Schedule

- Design completion – Summer 2019 estimated
- Construction – to be determined (CIP Process)

Data Collection

- Soil borings
- Survey
- Utility research
- Tree identification

Important Aspects of Project

Design for Users

- Pedestrians & ADA compliant facilities
- Biker facilities & roundabout integration
- Bus facilities
- Vehicles
 - Locals
 - Pass through

Complete Streets

Context Sensitive



Intersections - Roundabouts

Validation of study

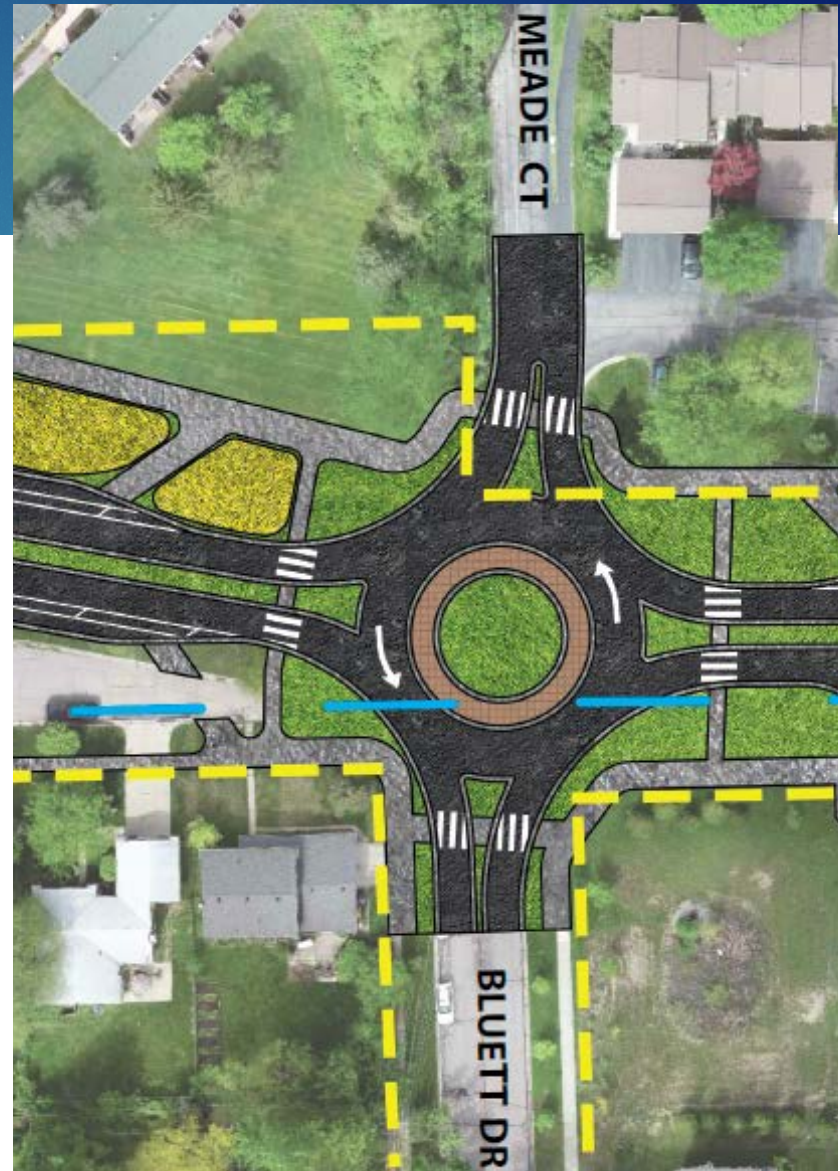
- Reviewed traffic circulation, user-delays and basic layout
- Confirmed use of single-lane roundabouts

Locations

- Sandalwood Circle (north intersection)
- Meade Court/Bluett Drive
- Traver Boulevard
- Argonne Drive
- Barclay Way

Roundabout Example

Meade / Bluett Drive



Intersections - Stop Sign Controlled

Possible limited turn access

- Right-in/Right-out; U-turns at roundabouts

Locations

- Sandalwood Circle/Aurora Street
- Nadia Court
- Clague Street
- Westbury Court
- Spurway Drive/Haverhill Court
- Windwood Court

Stop Sign Controlled Example

Westbury Court
(right-in/right-out)



Road Layout Options

Roadway cross-section options

- Boulevard
- 3-Lane
- 2-Lane

Cross-Section - Boulevard

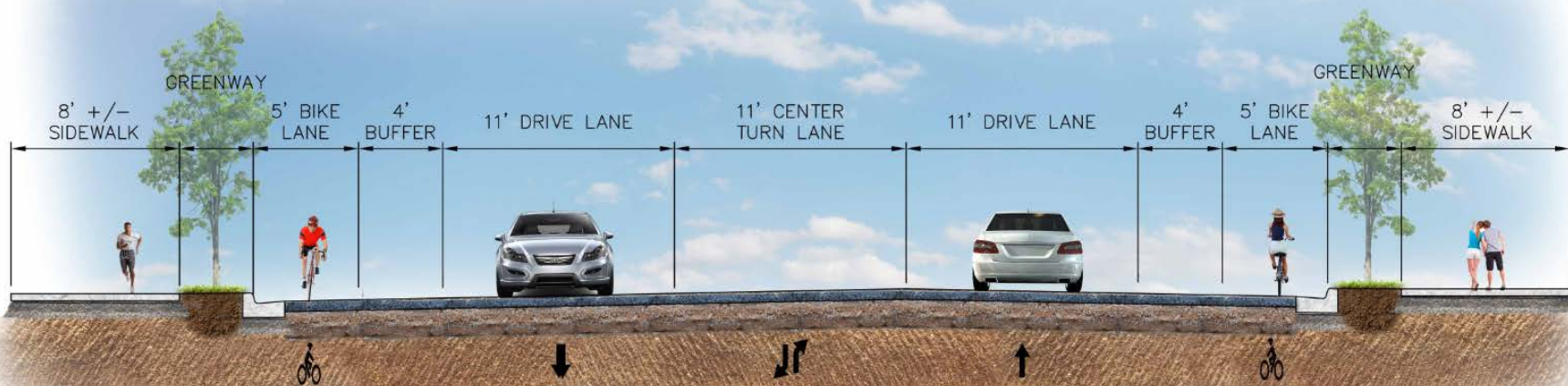


NIXON ROAD
BOULEVARD TYPICAL SECTION

Bluett to Traver - Boulevard

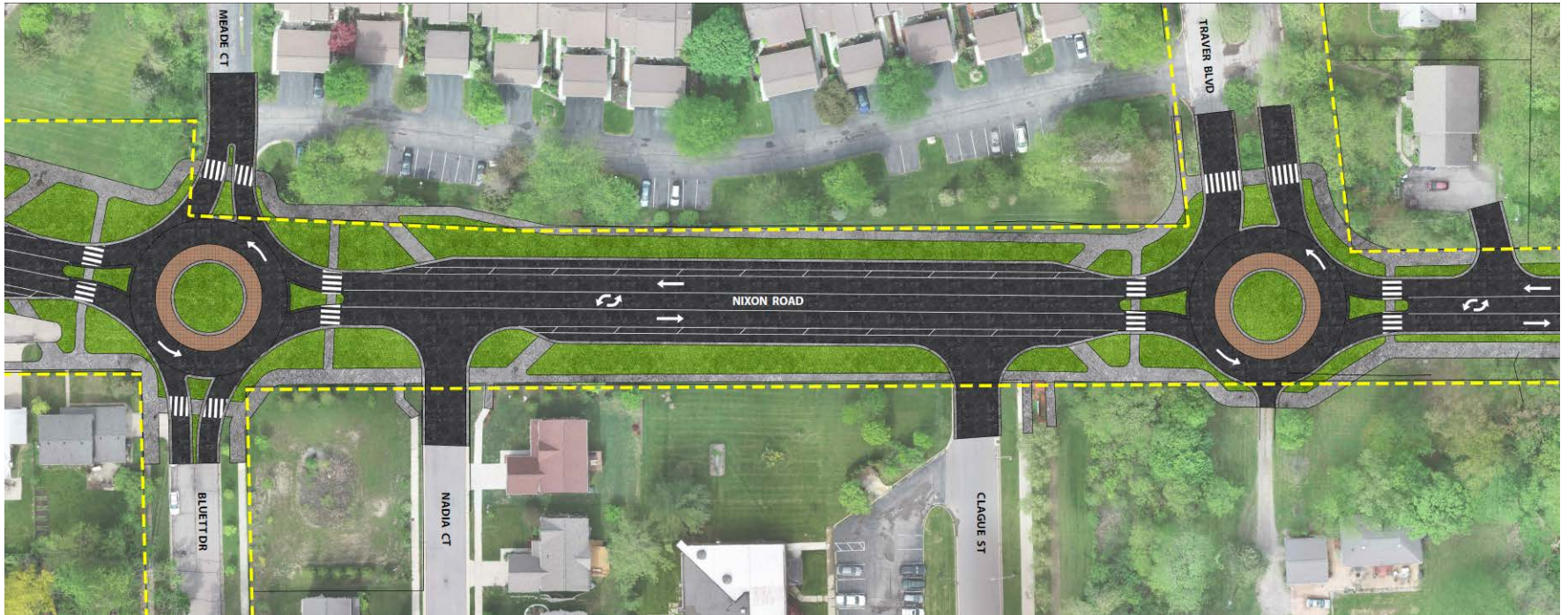


Cross-Section - 3-Lane



NIXON ROAD
3-LANE TYPICAL SECTION

Bluett to Traver - 3-Lane



Cross-Section - 2-Lane



NIXON ROAD
2-LANE TYPICAL SECTION

Bluett to Traver - 2-Lane



Cross-Section Pros/Cons

	Pros	Cons
Boulevard	<ul style="list-style-type: none"> • Median separates traffic flow • Lower queuing & user-delay • Peds cross one traffic lane at a time • Improved safety 	<ul style="list-style-type: none"> • Higher cost • Restricted turns at some cross streets
3-Lane	<ul style="list-style-type: none"> • Potential for unrestricted turns at some cross streets • Direct access to driveways 	<ul style="list-style-type: none"> • More queueing & user-delays on cross streets • Additional conflict points from left turning vehicles • Less greenspace
2-Lane	<ul style="list-style-type: none"> • Lower cost • Less environmental impacts • Potential for unrestricted turns at some cross streets • Direct access to driveways 	<ul style="list-style-type: none"> • Higher queueing & user-delays • Additional conflict points from left turning vehicles

Boulevard at Side Street



Road Layout with Boulevard



Road Layout with Boulevard



Road Layout with Boulevard



Road Layout with Boulevard



Road Layout with Boulevard



Road Layout with Boulevard



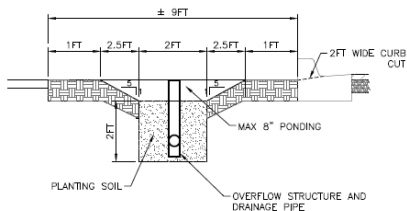
Road Layout with Boulevard



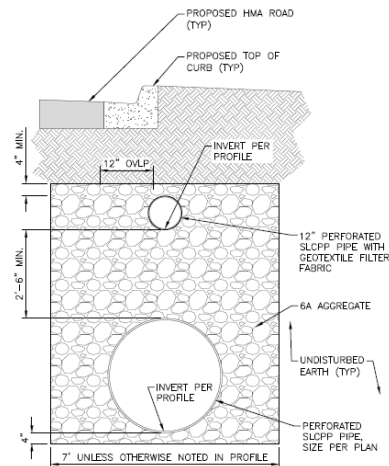
Utilities

Stormwater

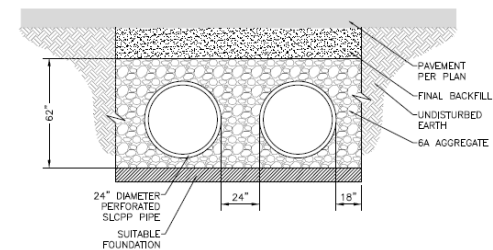
- Improve stormwater management & water quality
- Required as part of reconstruction project



EXAMPLE BIORETENTION GREENBELT
NTS



EXAMPLE PERFORATED STORAGE PIPE DETAIL
NTS



EXAMPLE PIPE BUNDLE DETAIL
NTS

Utilities



Watermain

- Upsize to 16-inch from Huron Parkway to south of Traver
- Likely place within road reconstruction limits

Moving Forward

Design

- Review options & feedback
- Further refinements
- Bring back updates for additional feedback

Future public engagement opportunities

Project Resources

- GovDelivery Email
- City's website



Questions

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