



Proposed 4 to 3 Lane Conversion

I-94BL (Jackson Ave), From Maple Rd to Dexter Ave



Agenda

- Road Project Overview
- 4 to 3 Lane Conversion
- Traffic simulation model
- Questions
 - Comments on 4 to 3 Lane Conversion
 - Engineering plans for road rehabilitation project

I-94BL(Jackson/Huron) from I-94 to Main St



Road Rehabilitation Project Summary

- Limits: I-94BL(Jackson/Huron) from I-94 interchange(including ramps) to Main St
- Length: 2.4 miles
- Cost: \$6.5 million
- Tentative Let Date: 10/2012
- Tentative Construction Schedule: 4/2013 to 11/2013

Road Rehabilitation Project Summary

- Mill and two-course hot mix asphalt overlay
- Ramp rehabilitation/reconstruction
- Curb & gutter replacement
- Drainage improvements
- Sidewalk ramp upgrades
- Traffic signal upgrades

Road Rehabilitation Project Maintaining Traffic During Construction

- Weekend I-94 ramp closures
- Full time lane closures on Jackson/Huron
- EB detours of Jackson/Huron during certain Phases

4 to 3 Lane Conversion- Background

- Requested by the City of Ann Arbor
- Jackson/Maple intersection will remain the same
- Federal Highway Administration (FHWA) must approve conversion
- Can re-stripe back to 4-lane in future if traffic increases warrant

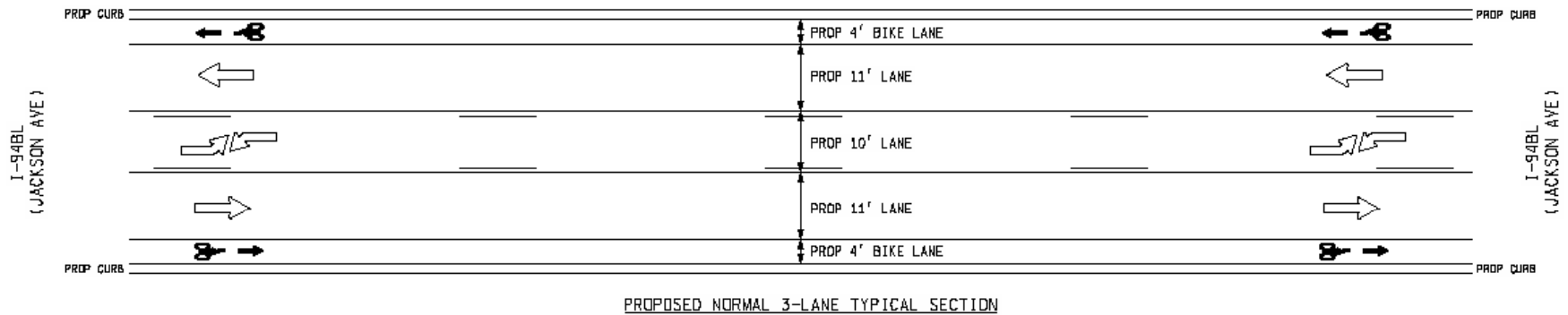
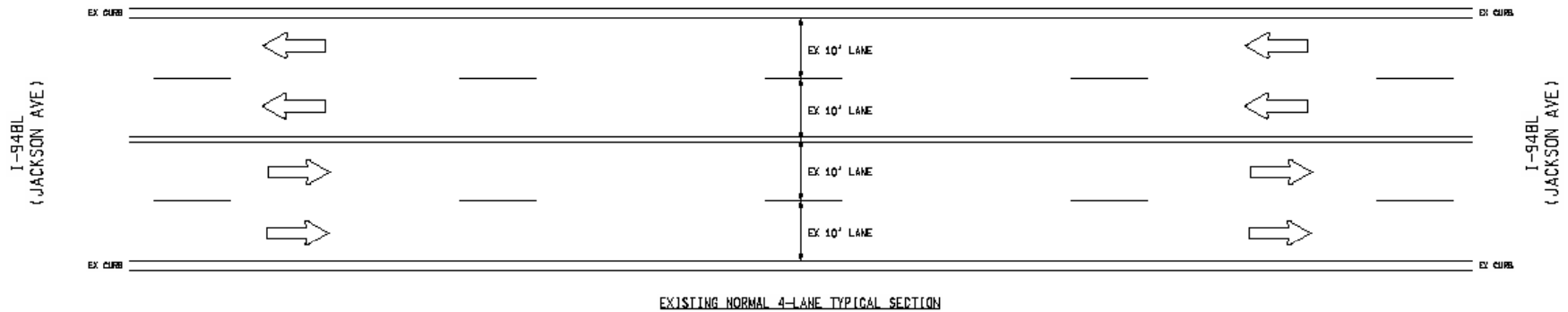


4 to 3 Lane Selection Criteria

- Roadway segment with Average Daily Traffic (ADT) less than 15,000 vehicles per day-very successful
- Roadway segments with ADT between 15,000-20,000 need more detailed traffic analysis & public involvement
- Jackson-Maple to Dexter 15,500 ADT
- Other segments don't qualify (over 20,000 ADT)

I-94BL (JACKSON AVE) 4-TO-3 LANE CONVERSION MAPLE RD TO DEXTER AVE

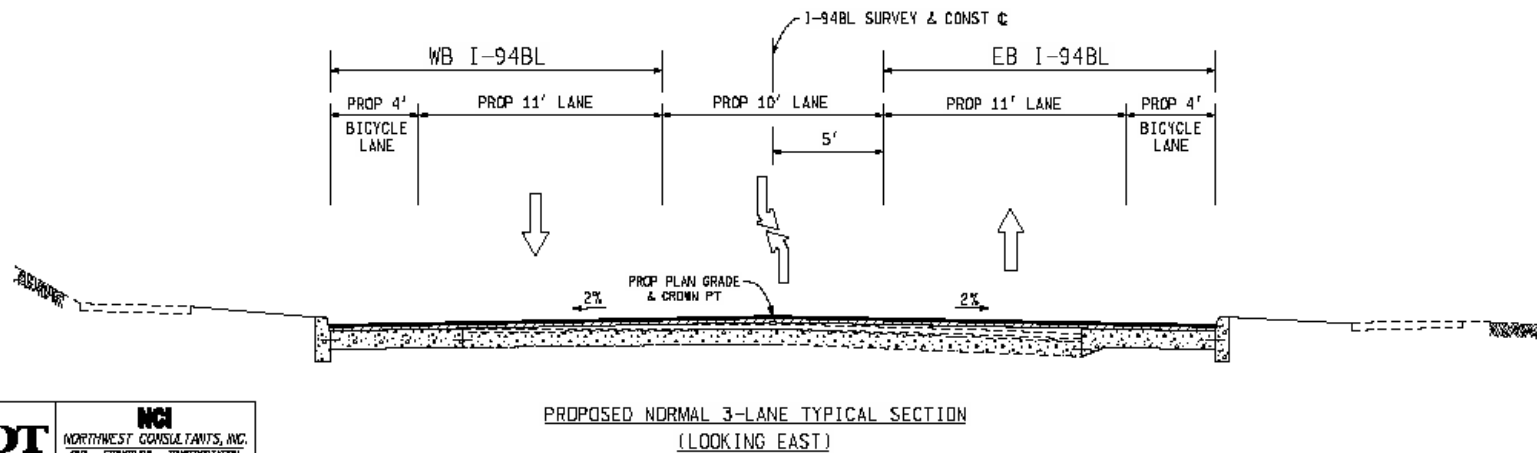
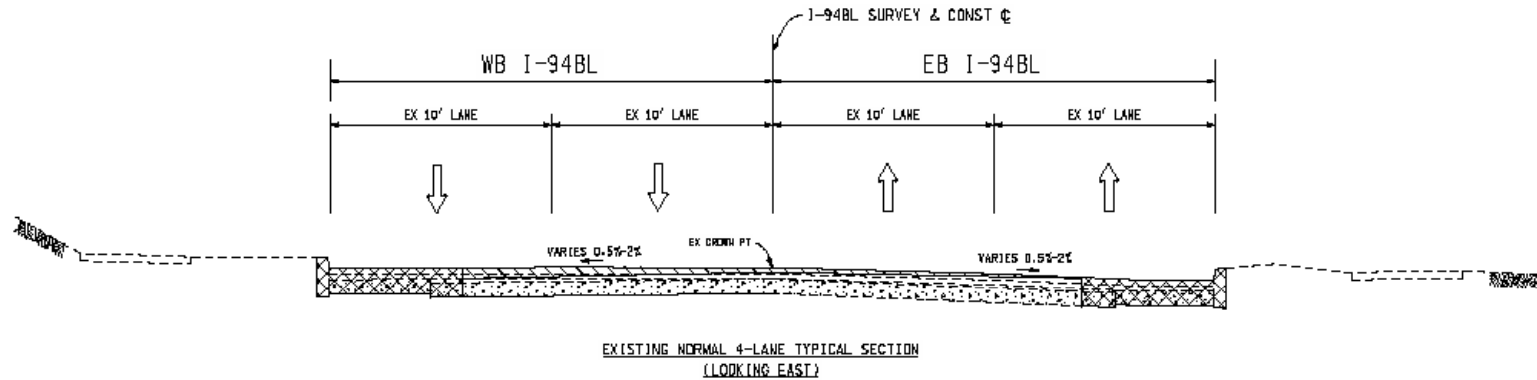
PLAN VIEW LAYOUTS



 <p>MDOT Michigan Department of Transportation</p>	<p>NCI NORTHWEST CONSULTANTS, INC. ONE - STRUCTURAL - TRANSPORTATION 1401 WEST 40TH AVENUE, SUITE 400 DENVER, COLORADO 80202</p>
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I-94BL (JACKSON AVE) 4-TO-3 LANE CONVERSION MAPLE RD TO DEXTER AVE

TYPICAL CROSS SECTIONS

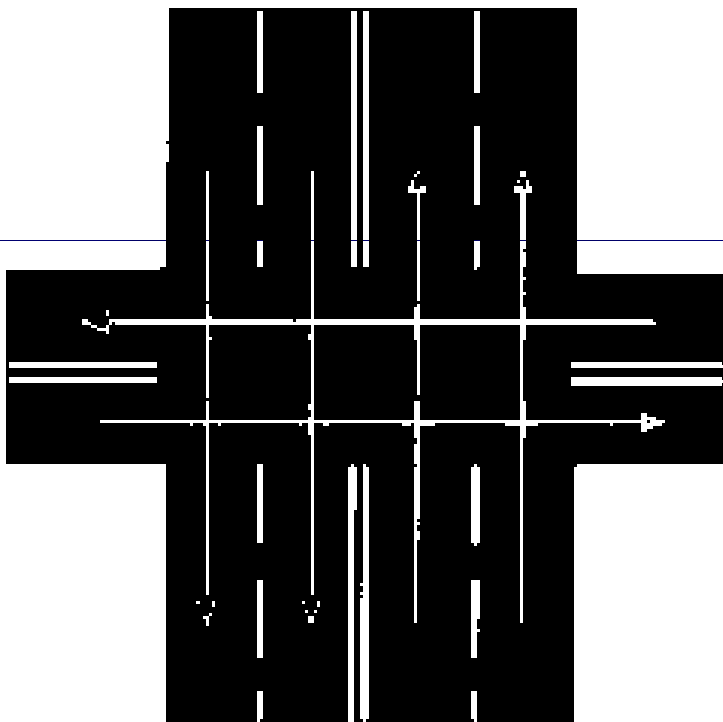


NCI
NORTHWEST CONSULTANTS, INC.
CONS - STRUCTURAL - TRANSPORTATION
PLANNING - CIVIL - ENVIRONMENTAL - GEOTECHNICAL

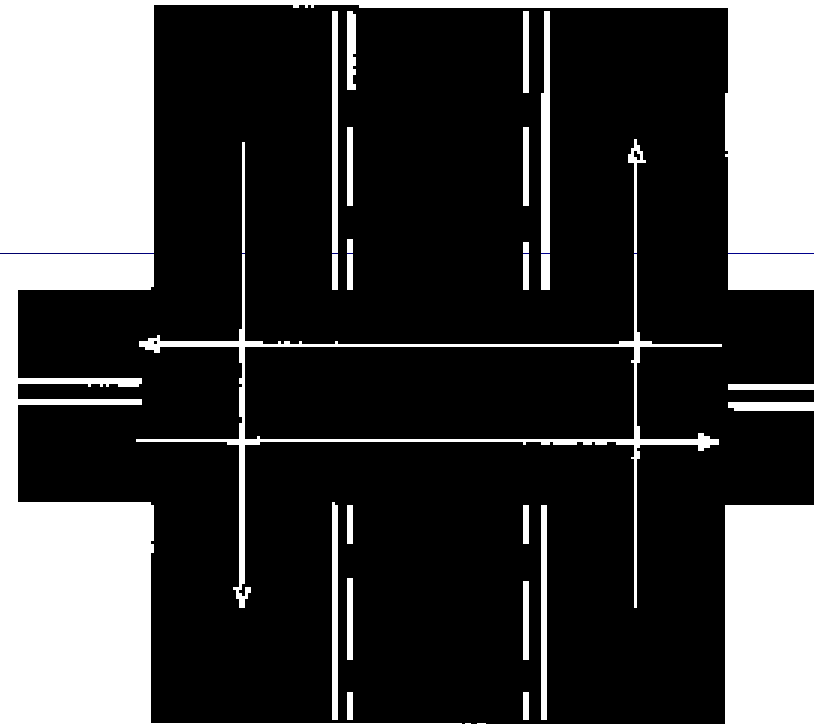
4 to 3 Lane Conversion-Traffic Flow Benefits

- Vehicles have a dedicated lane to decelerate to make a left turn
- More straight forward decision
- Don't have to worry about vehicle behind you
- Traffic calming effect (uniform speeds)
- Eliminates lane weaving
- More bicycle and pedestrian friendly

Cross-Traffic Conflict Points



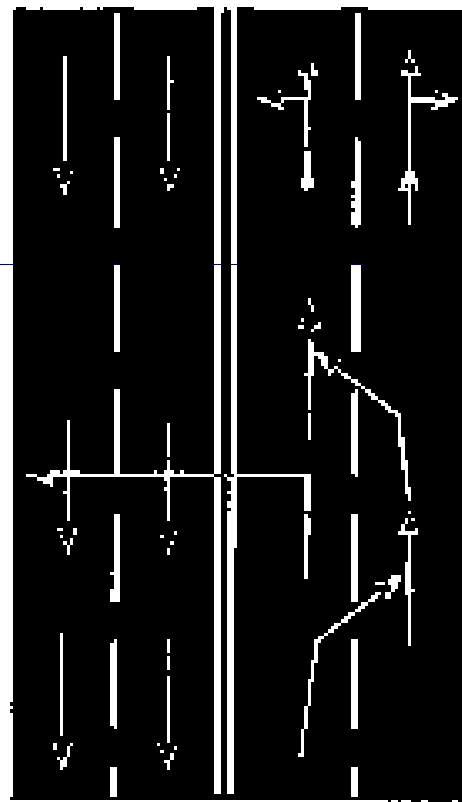
4 Lane



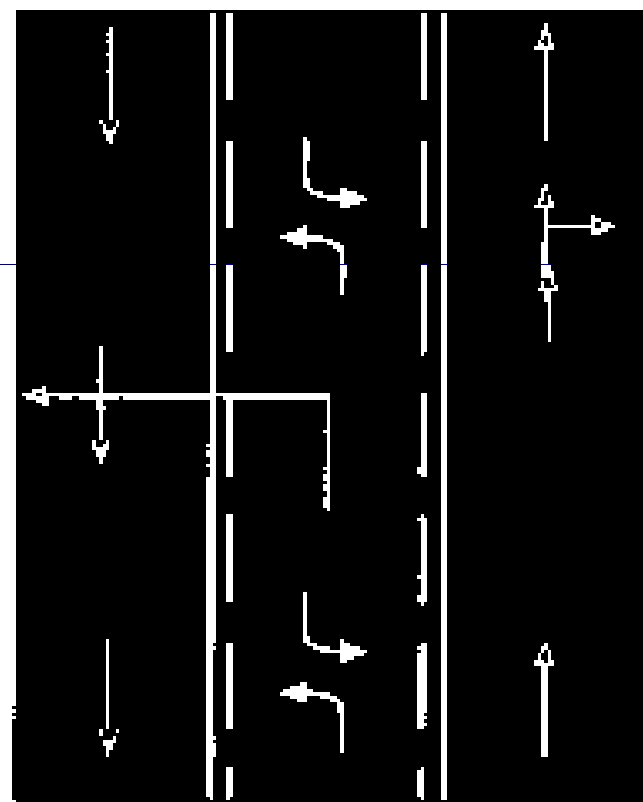
3 Lane

○ Conflict Points

Mid-Block Conflict Points



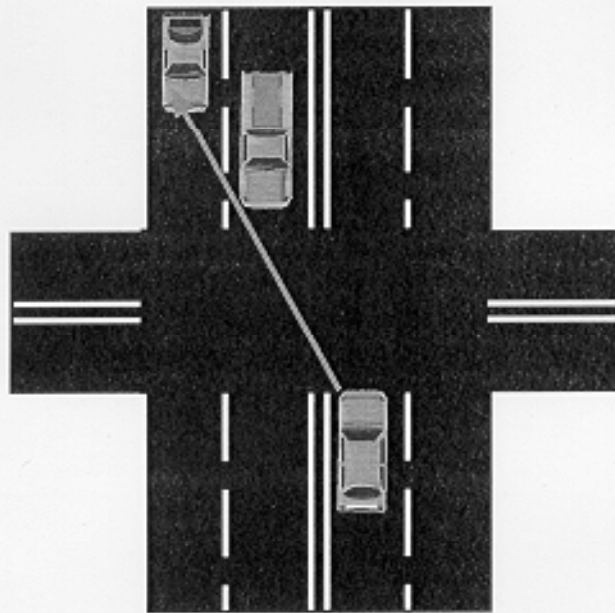
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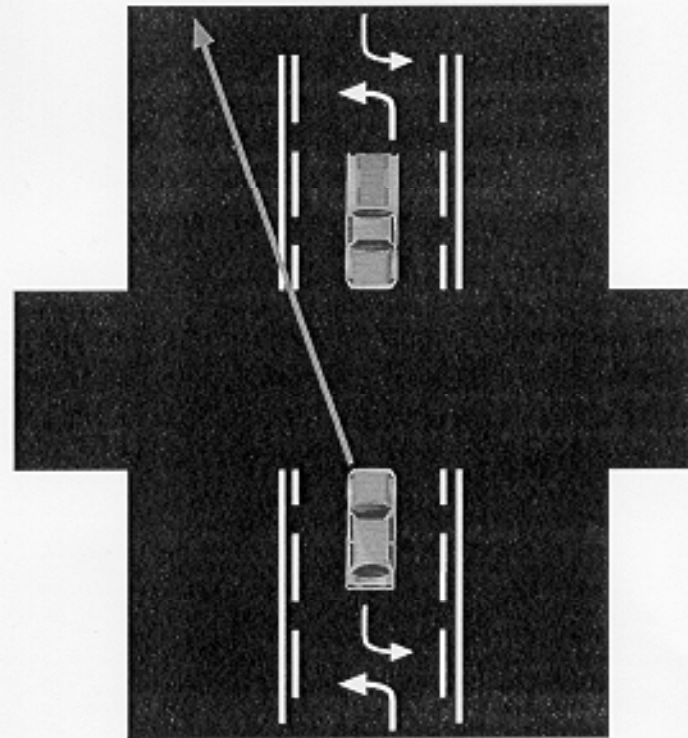
3 Lane

○ Conflict Points

Intersection Sight Distance



4 Lane



3 Lane

4 to 3 Lane Conversion- Crash Reduction/Safety Benefits

- Based on Previous Research total number of crashes reduced
- Anticipated crash reductions for these crash types
 - Rear end left turn
 - Head on left turn
 - Angle
 - Rear end
 - Sideswipe
- Crash severity slightly reduced

4 to 3 Lane Conversion Potential Disadvantages

- Increased delay at unsignalized access points
- Loss of passing opportunities
 - Slow moving vehicles/aggressive drivers
- Potential increased delay on Jackson Ave
- Additional vehicle stacking at Jackson /Maple intersection

RECENT 4-3 LANE CONVERSIONS

City of Ann Arbor

- South Main, Ann-Arbor Saline to Eisenhower (13,300 ADT)
- Platt, Packard to Ellsworth(13,800 ADT)
- Packard, Stadium to Jewett (12,000 ADT)
- Huron Parkway, Nixon to Plymouth (6,100 ADT)
- West Stadium Blvd, Seventh to Pauline (14,900 ADT)
- Green, Plymouth to Glazier Way (9,200 ADT)

RECENT 4-3 LANE CONVERSIONS

Washtenaw County Road Commission

- Ford Blvd, Holmes to US-12 (12,435 ADT)
- Grove Rd, City of Ypsilanti to Harris (7,061 ADT)
- Grove Rd, Harris to Bridge Rd (12,981 ADT)

4 to 3 Lane Traffic Simulation

COMMENT FORMS

- Please fill out
- Leave comment forms on table, MDOT employee or mail/FAX them to us

Questions, Comments & Answers

