



Transportation Project Updates August 2017

2017 Construction Projects

Stadium Boulevard Reconstruction:

The Stadium Boulevard Reconstruction Project has been under construction since November 21, 2017. The project is on schedule; re-opening of the roadway is anticipated prior to the first University of Michigan (U–M) home football game.

E. Stadium between Main Street and the Stadium Boulevard Bridges is currently reopened to two-way traffic. Since Stadium Boulevard west of Main Street is still closed to through traffic, westbound traffic on Stadium is still being detoured along the posted detour route that has been in place since the beginning of the project

The current phase of the project is scheduled to be completed by August 21, 2017; however, it does not appear that the contractor will complete the work by this date. It is expected that the work will be completed and the roadways fully open to traffic (weather permitting) prior to the first U–M home football game on September 9, 2017.

Annual Street Resurfacing Project:

Encompasses the majority of the City's street resurfacing activities, including several major and multiple local streets (identified in the Project Management Services Unit 2017 Work Plan). Work began on May 15th and is scheduled to go through October. Catherine is currently under construction, as well as various locations in the Old West Side neighborhood. The project also just completed a resurfacing of the asphalt path along the north side of Green Road east of Nixon. A full list of streets included in this project can be found at www.a2gov.org/roadconstruction .

Annual Sidewalk Repair Program:

An annual project to repair sidewalks throughout the City. Further information on the program and a list of 2017 target areas can be found at www.a2gov.org/sidewalks.

School Safety Improvements:

As referenced in the February 23, 2017 memo to City Council, Tier 1 & 2 work is underway. Pavement marking updates and installation of school speed zones have been completed. Updating of signage is in progress.

Tier 2 work for which the City is responsible, is scheduled to be performed throughout the 2017 construction season (except where noted below). This work will be accomplished primarily through a combination of the Annual Sidewalk Repair Program and City forces. Specific work scheduled includes (updated through the end of June):



- a) Community High: Bumpouts on Division; gateway treatments on Division and Fifth – scheduled for August
- b) Huron High: Rectangular Rapid Flashing Beacon (RRFB) installation at Gallup Park (done). Extension of the sidewalk on the south side of Fuller and relocation of the crosswalk has been postponed for further consideration. More information on this project will be provided when available. A grant has been received from Safe Kids Huron Valley to install changeable speed signs, which will be installed later this summer.
- c) Pathways to Success: RRFB and gateway treatment on Packard (RRFB done; gateway treatment in progress)
- d) Pioneer High: RRFB on Seventh Street (done)
- e) Forsythe/Wines: Gateway treatment at Newport & Red Oak (later this summer)
- f) Scarlett/Mitchell: Gateway treatment on Lorraine (later this summer); ADA ramps (done)
- g) Slauson: Crosswalk improvements on Eighth (2017) – August 2017; Washington in 2018 as part of a scheduled watermain replacement project.

RRFB Installations:

Installation of Rectangular Rapid Flashing Beacons (RRFBs) to enhance several crosswalks throughout the City. The locations for installations this year were selected from the 2013 Non-Motorized Transportation Plan Update and from citizen requests. In addition to the locations mentioned in the School Safety Improvements section above, it is anticipated that approximately 8 additional locations will receive RRFB treatments in 2017. The construction contract for this project was approved by City Council on August 10th, and work is expected to begin this fall.

Stone School Sidewalks:

Filling of a sidewalk gap on the west side of Stone School Road around Clinton Park, as well as the replacement of a deteriorated asphalt sidewalk just south of Packard. Construction on this project began in mid-June and is now complete.

Nixon/Green/Dhu Varren Intersection:

Realignment of Dhu Varren Road and the construction of a roundabout at the realigned intersection. In addition to City funds, this project also includes funding from Toll Brothers (the adjacent developer) and Congestion Mitigation Air Quality (CMAQ) funding. Construction began June 19th and will be substantially completed and open to traffic by the end of August. During construction, the intersection is completely closed to motorized traffic, with the exception of emergency vehicles. Pedestrian and bicycle traffic will be maintained. Construction is currently on schedule. Further information on this project can be found at: www.a2gov.org/nixon.

Plymouth/Green Intersection:

Work continues on the replacement of the watermain and subsequent rebuilding of the roadway. The project is currently on schedule and is expected to be completed by the end of September.

**Miller/Maple Sidewalk Gaps:**

Filling of sidewalk gaps along the north side of Miller Avenue between Maple and M-14, and along part of the west side of Maple Road. The project will include an enhanced crosswalk on both Miller and Maple. The project will utilize Federal aid. Bids were opened by MDOT on June 2nd, and while bid prices were slightly higher than estimated, the project will move forward as scheduled. Construction is currently underway, and is scheduled to be completed in September.

Projects Currently in Design/Planning**Annual Street Resurfacing Project:**

Encompasses the majority of the City's street resurfacing activities, including several major and multiple local streets. While this project is still in the early planning phases, some of the streets on the tentative list for the 2018 program include Jackson Ave, State Street (Packard to Hoover), and various local residential streets.

Pauline Boulevard (Stadium to Seventh):

Watermain replacement, street resurfacing and a review of potential crosswalk improvements throughout the corridor. This project is currently in the design phase. Construction is scheduled for the 2018 construction season.

Scio Church (Main to Seventh):

Road resurfacing project including filling the sidewalk gap on the south side of the road, potential addition of a sidewalk on the north side of the road adjacent to the Pioneer High School property, crosswalk improvements at the Scio Church/Seventh intersection, a midblock crossing at Chaucer, and narrowing of the existing pavement to provide a traffic calming effect, a reduced impervious surface, and additional space for stormwater management features. This project is currently in the design phase. Construction is scheduled for the 2018 construction season.

Fifth Avenue (Kingsley to Catherine):

Road reconstruction project including watermain replacement, stormwater management improvements, ADA ramp replacement, crosswalk improvements, and streetscape improvements. The project is currently being designed as a joint effort between the City and the DDA. Construction is scheduled for 2018.

Seventh Street Improvements:

Previously mentioned in this update is the installation of buffered bike lanes and high visibility crosswalks on Seventh Street from Huron to Scio Church. This work is planned to be combined with a surface treatment project to improve the pavement condition on parts of Seventh Street, thus the new markings will be placed on a fresh surface. This combined project will utilize Highway Safety Improvement Program grant funding and Federal Surface Transportation Program funds. Additional speed control treatments are currently being evaluated and considered for Seventh Street. More information will be



provided when available. This project is currently in the design phase. Construction is anticipated in spring of 2018.

In addition to this, the City hired a consultant to perform additional analysis on the Seventh Street corridor and provide additional recommendations for slowing traffic. The resulting report, along with a summary that organizes the recommendations into Short Term, Mid Term, and Longer Term opportunities are posted on a2gov.org/seventh and linked below. Near term recommendations are anticipated to be done in 2017. Mid term recommendations would be done along with the work referenced in the above paragraph. Longer term recommendations represent more significant infrastructure improvements, and thus will be considered as part of the City's capital planning process.

- [Seventh Street Speed Management Study](#)
- [Seventh Street Speed Management Study Appendix](#)
- [Summary of Recommendations](#)

Ellsworth/Research Park Drive Intersection:

Installation of a crosswalk and related treatments, such as expanding the sidewalk on the south side to service Ann Arbor Transportation Authority (AAATA) riders. This project is currently being evaluated for the appropriate treatments. Construction is scheduled for the 2018 construction season.

Green & Federal Sidewalk Gaps:

Filling sidewalk gaps on the north side of Federal/Commerce Drive, and along the north/east side of Nixon Road near Burbank Drive. This project will utilize Federal aid. This project is currently in the design phase. Construction is scheduled for the 2018 construction season.

Dhu Varren & Nixon Sidewalk Gaps:

Filling sidewalk gaps on the north side of Dhu Varren Road from Omlesaad to the west property line of the Nixon Farms development, and on the west side of Nixon Road from Traver to the south property line of the Nixon Farms development. This project will utilize Federal aid. This project is currently in the planning phase. Construction is scheduled for the 2019 construction season.

Fuller/Maiden Lane/E. Medical Center Drive Area:

Potential reconstruction of the intersection, rehabilitation work on the East Medical Center Bridge, painting of the Fuller and Maiden Lane bridges, a connection of the Border to Border Trail under the Maiden Lane bridge, and a non-motorized connection under the East Medical Center Drive Bridge. This consists of a grouping of multiple potential projects that are still in the early planning and scoping stages. Construction dates are still to be determined, but are anticipated for the 2019-2021 timeframe.

Allen Creek Berm Opening:



The City of Ann Arbor has been awarded a grant of \$971,250.00 from the Transportation Alternative Program for this project. The project team is approaching 30 percent design plans for the shared-use path.

Washtenaw/Pittsfield Crosswalk:

Per MDOT: As of February 2017 the plan was to allocate FY 2018 funding for a pedestrian crosswalk with signal indication on the east leg of the Washtenaw/Pittsfield intersection. MDOT has been contacted for an update on this project. Stay tuned.

Other Updates and Information**Ann Arbor Station:**

The City of Ann Arbor is continuing to coordinate with the Federal Railroad Administration (FRA). An Environmental Assessment is anticipated to be ready for public review by mid/late - August.

The latest project updates are provided in Appendix A. For additional background please visit the [project website](#).

Signs, Lines and Markings:

Line and pavement marking refreshing has been resumed, and will continue intermittently throughout the summer. This work includes lane lines, turning arrows, crosswalk markings, and symbols (such as those for bike lanes).

Driver Behavior Study:

The City of Ann Arbor, under the guidance of Dr. Ron Van Houten and his team from Western Michigan University, continue with the Changing Driver Behavior study. The study will measure the impact of enhanced enforcement at crosswalks and communications feedback on stopping/yielding rates on major commuting routes within Ann Arbor. The study will replicate work Van Houten [performed in Gainesville, Florida](#).

A number of major commute routes are part of the study, with half receiving enhanced enforcement and stopping/yielding rate feedback, the other half acting as controls where data will be collected to find if compliance rates outside the targeted routes improve. The study uses road signage as well as local and social media to provide feedback to drivers on the yielding/stopping rates from the previous week compared to the record rate.

The Ann Arbor Police Department will issue tickets and educational material during a wave of enforcement in August. Subsequent waves of enforcement will occur this Fall

S. State Street Transportation Corridor:

The South State Transportation Corridor Project includes transforming the South State Street Corridor, Eisenhower to Ellsworth, from an auto-centric street to a complete street with opportunities for all modes to travel both along and across the corridor. Following the City's S. State Street Vision project, this transportation planning project is the next step in transportation planning to complement the vision plan for this part of the



city. Base mapping, traffic data collection, system modeling and conceptual planning have been completed. City Council amended the contract with Parson Brinckerhoff of Michigan on April 17th allowing the project proceed through a public meeting where the draft final plan will be proposed for public comment. Following consideration of public input a final report including an implementation strategy will be developed. MDOT is reviewing the geometrics of the proposed I-94 ramps reconfiguration. Once we have their review, we will schedule a public meeting.

MDOT Coordination:

The city has regular coordination with MDOT on all projects. MDOT allows for local installed improvements on their facilities, subject to their review.

League of American Bicyclists, Bike Friendly Community application: The City of Ann Arbor hosted a community meeting on August 3 collecting information to include in our application. The meeting was well attended, approximately 25 participants. It resulted in new or enhanced information for our application. The application will be submitted before August 17, 2017, as required by the League of American Bicyclists.

Traffic Calming Program Update:

Staff is working on an update to the existing Traffic Calming Program. Speed criteria, public support criteria, and other program details are being reviewed for updates. Updates to the Traffic Calming Program will require City Council approval. Transportation Commission feedback will be sought before changes are presented to Council.

Related materials:

- a2gov.org/trafficcalming
- [Traffic Calming Program Guidebook](#)
- [Response to Council Resolution 16-352: Design Criteria for Local Streets Speed Limits and Traffic Calming; November 6, 2016](#)

Traffic Calming Program Submittals:

The City of Ann Arbor received a petition for Traffic Calming from Bluett Road residents on July 31, 2017. The petition is currently under review to determine if minimum qualification criteria are satisfied to be scheduled for a speed study.

Appendix A: Ann Arbor Station Update



TO: Mayor and Council
FROM: Howard S. Lazarus, City Administrator
DATE: June 21, 2017
SUBJECT: Ann Arbor Train Station Project

I am forwarding this memorandum to provide an update on the status of the Environmental Assessment (EA) and Preliminary Engineering (PE) efforts on the Ann Arbor Train Station project. As you are aware, the proposed schedule we provided to the Federal Railroad Administration (FRA) in my May 26th letter has slipped. However, we are continuing to make progress and are working collaboratively with our partners at FRA and the Michigan Department of Transportation (MDOT). The entire team shares the goal of getting the completed draft EA into the public domain for review as swiftly as possible.

Draft Environmental Assessment

AECOM (the City's consultant for preparing the EA) has completed revisions to and resubmitted an entire Cultural Resources Assessment and Draft EA except Chapter 3. Chapter 3 is currently under development is expected tomorrow. Once reviewed, Chapter 3 will be forwarded to MDOT and FRA, completing a full report for their review.

FRA will complete their review of the resubmitted and revised documents and schedule a call with the Michigan State Historic Preservation Office (MISHPO). MISHPO has the authority to make determinations on the implications of the proposed design alternatives on historic resources. The current draft documents reflect the current state of consideration recognizing specific detail regarding impacts on historic resources. The preliminary determinations were addressed between FRA, MDOT, City and AECOM staff including resource experts via teleconference on June 6, 2017.

Pending FRA Regional Team acceptance of the documents, the internal FRA review including FRA Management will be conducted. Staff has been notified that FRA Management review could take approximately two weeks. Once the FRA Management signs off on the document, the materials are ready for public review.

The public review process will include making all materials available via the Project Website and available for review in City Hall. Additionally, three public input opportunities will be held; a Leadership Advisory Group meeting, a Citizens Work Group meeting and a public hearing.

Following FRA authorization to release the materials for public comment, Staff will present the materials to the Ann Arbor Park Advisory Commission (PAC). At this time, all four design options include interaction with parks and recreational lands and features. In order to advance a federally funded construction project with implications on park facilities; a letter acknowledging such impacts must be provided to the FRA by the park owner. The PAC will provide their comments to the City Council for its consideration. The City of Ann Arbor, as the owner of Parks and recreation features in the City, will forward its findings and authorizations to the FRA. The schedule anticipates a late August or early September City Council Meeting.

Preliminary Engineering

PE was initiated on May 22, 2017. Progress is being made on three of the four design alternatives. A letter was hand delivered to management of the Gandy Dancer on May 22, 2017. The correspondence indicated our interest in pursuing a new train station and requested access to the interior of the facility. Access is necessary to facilitate undertaking a historic structure assessment. The City has not received authorization to enter the facility to conduct such assessment and as such consideration of that design alternative has been suspended for the purpose of PE activities.

Good progress has been made in compiling base mapping information, gaining an understanding of the project program, site characteristics, and has resulted in some refinements to the materials in the draft EA. The City and its PE team have agreed to suspend continuing development of PE on multiple sites as of June 30, 2017. When the public review process results in the definition of a preferred alternative, PE will resume on the "preferred alternative" advancing design commensurate with project Agreement requirements.

Financial Implications

The FRA/MDOT and City have agreed to a tapered match approach to work during the federal funding period. The tapered match approach allows for invoicing 100% of all costs through the federal funding period to be borne by the FRA. The overall match for the final project remains at the 80:20 percent ratio. The local share of funds will support work as it continues beyond the June 30, 2017, federal funding period. A final accounting to determine match ratios will be developed at the completion of all work. The City has approved up to \$700,000 of local match for this project. That local match was authorized as contracts were brought before City Council reflecting the anticipated full agreement and local share. It appears the Federal share will be less than the \$2.8M initial awarded. In order to complete the work associated with the grant it appears the City will need to expend the \$700,000 already authorized for this effort. If the city costs run beyond the twenty percent share, that is acceptable to the FRA and is noted as an overmatch.

The attached document provides an updated work plan schedule. As previously noted, this schedule is both compressed and aggressive, but all partners have committed to advancing the EA/PE process as expeditiously as possible. Staff will continue to provide progress updates as we move toward a successful project completion.

As always, please do not hesitate to contact me if you have any questions or if I can be of further assistance.

1 ATTACHMENT

DISTRIBUTION:

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**UPDATED WORK PLAN FOR COMPLETION OF THE ANN ARBOR TRAIN STATION
ENVIRONMENTAL ASSESSMENT/PRELIMINARY ENGINEERING GRANT PROJECT**

EA Phase (AECOM)

- Draft Cultural Resources Report and Completed Draft EA to FRA (June 21)
- FRA response on updated Draft EA, cultural resources and 4(f) Memo (June 28)
 - FRA Review to include Coordination communication with MISHPO
- AECOM prepares updated documents incorporating FRA input (July 7)
- Complete responsive administrative Draft EA to FRA (July 7)
- FRA's regional team completes full review of the document. Providing any comments or edits back to MDOT and Ann Arbor (July 21, typically a two-week process).
- Once FRA Team review completed, FRA Management review and sign-off in anticipation of a public release of the EA (July 28).
- FRA Authorizes release of EA for 30 day public review (July 30)
- Parks Advisory Commission Meeting (August 15 Meeting)
- City Council authorization to send letter regarding parkland availability (August 21 or Sept 5 meeting)
- Public meetings, LAG and CWG/ Public Hearing on Draft EA (mid to late August)
- Public comment (closed September 8 – Following City Council Action)
- Preparation of Comment/Response document (late Sept)
- Draft Environmental Finding to MDOT/FRA (Sept 29)

PE Phase (NS)

- Kick-off meeting May 22, 2017 (completed)
- Public Participation – two opportunities
 - PE Process Overview and PE Team introduction (Mid-September following completion of EA Public process)
 - Review of final PE Effort (late fall - October/December 2017)
- PE activities initiated on four Design Alternatives
 - *Base data files provided to NS (completed)*
 - *Letter requesting access to the Michigan Central Depot for preparation of Historic Structure Report (completed)*
 - Base materials compiled (mid June)
 - Utility coordination (summer)
 - Preliminary Site Design (summer)
 - Preliminary Architectural Services (summer)
 - Preliminary Mechanical, Electrical and Plumbing Plans (summer)
 - Transportation Study (summer)
 - Track and Civil Design (summer)
 - Explore Joint Development (summer)
 - Art Integration (summer)
 - Conduct Historic Structure Report (summer/early fall)
- Narrow focus to Preferred Alternative (Sept 8 – following completion of EA public comment period)
- Complete at least 5% PE for Preferred Alternative (early fall 2017)
- Draft Construction Project Cost Estimate submitted to MDOT/FRA for review (October 2017)

- Draft Financial Planning Documentation submitted to MDOT/FRA for review (October 2017)
- Draft Construction Project Implementation Schedule submitted to MDOT/FRA for review (October 2017)
- Draft Construction Project Benefits Estimate submitted to MDOT/FRA for review (October 2017)
- Draft Project Management Documentation submitted to MDOT/FRA for review (October 2017)
- FRA Completes Review (November 2017)
- Construction Project Cost Estimate (December 2017)
- Financial Planning Documentation (December 2017)
- Construction Project Implementation Schedule (December 2017)
- Construction Project Benefits Estimate (December 2017)
- Project Management Documentation (December 2017)