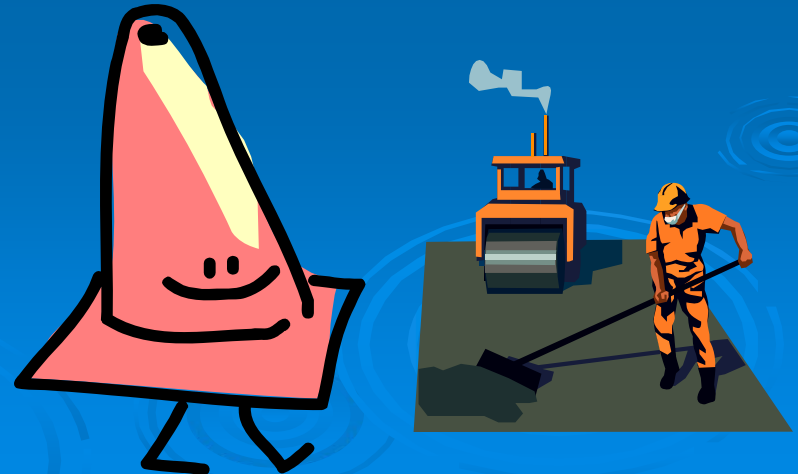
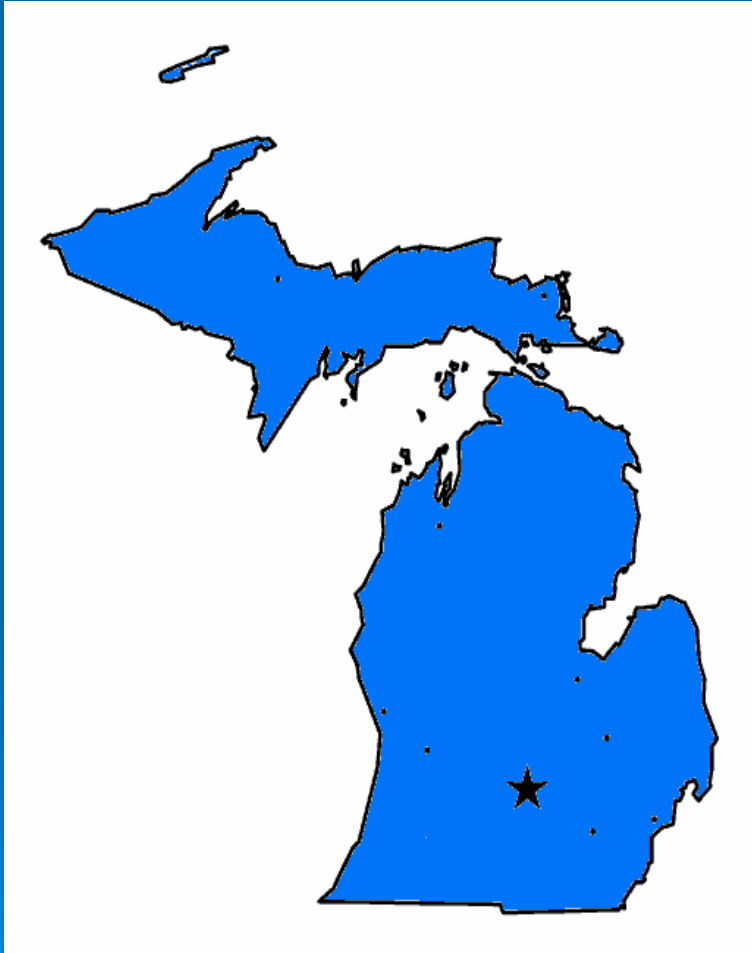




This is not
just your run
of the **MILL**
AND
RESURFACE
PROJECT

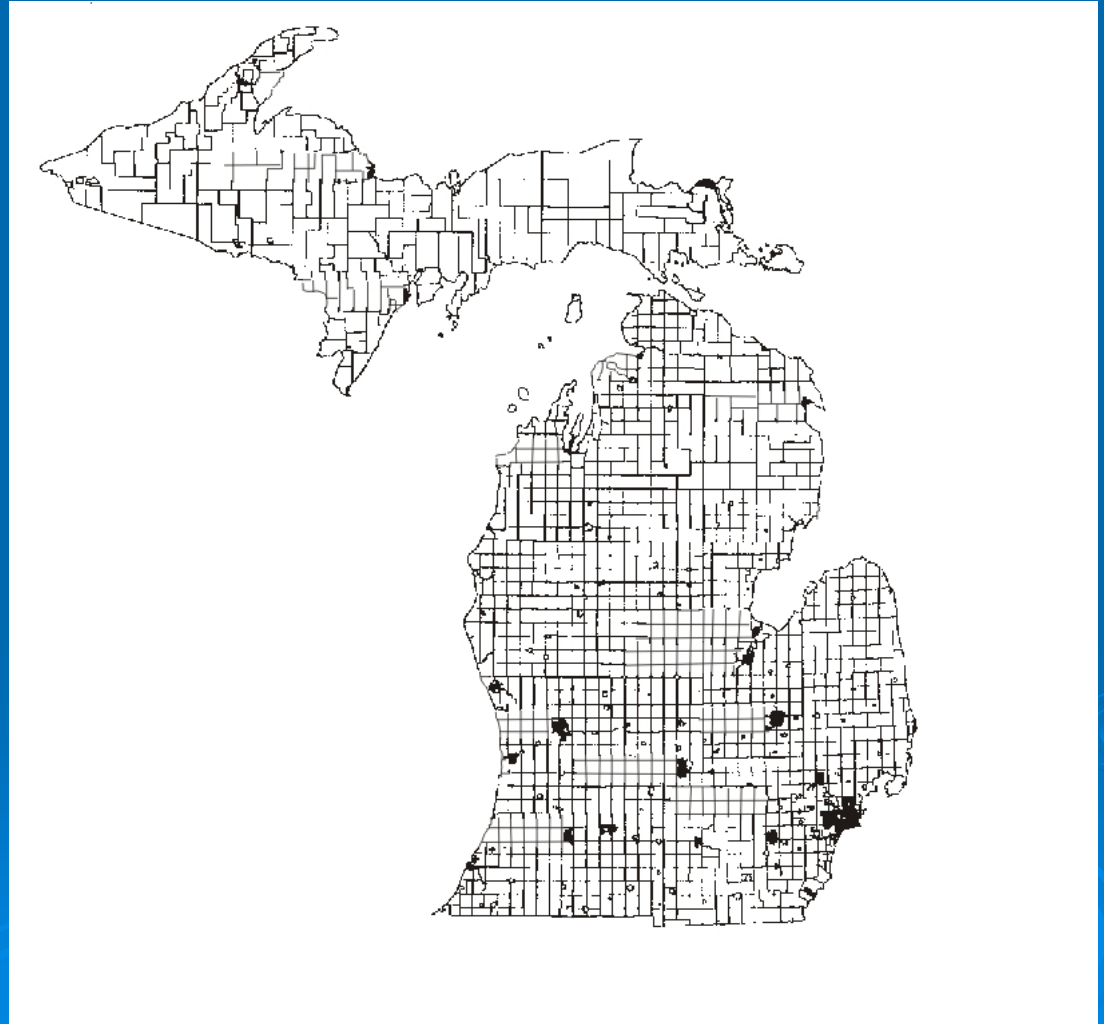


Presentation Outline

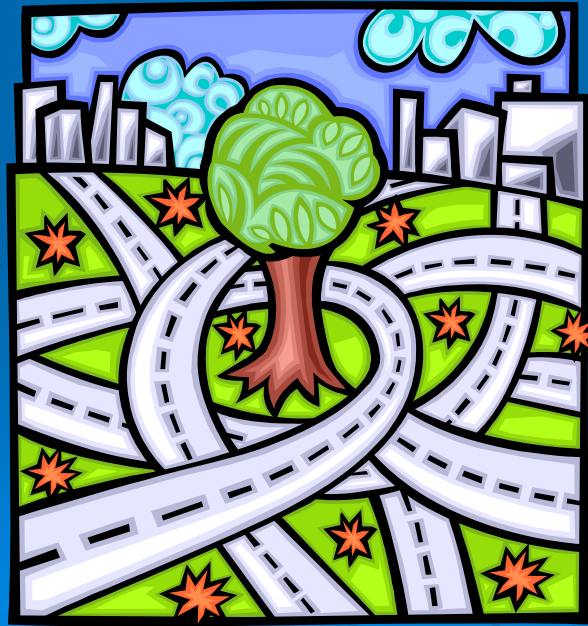
- Access Management in Michigan & emphasis areas.
- A change in the program – Capacity & New Construction to Rehabilitation Projects
- Example of efforts required in rehabilitation projects.

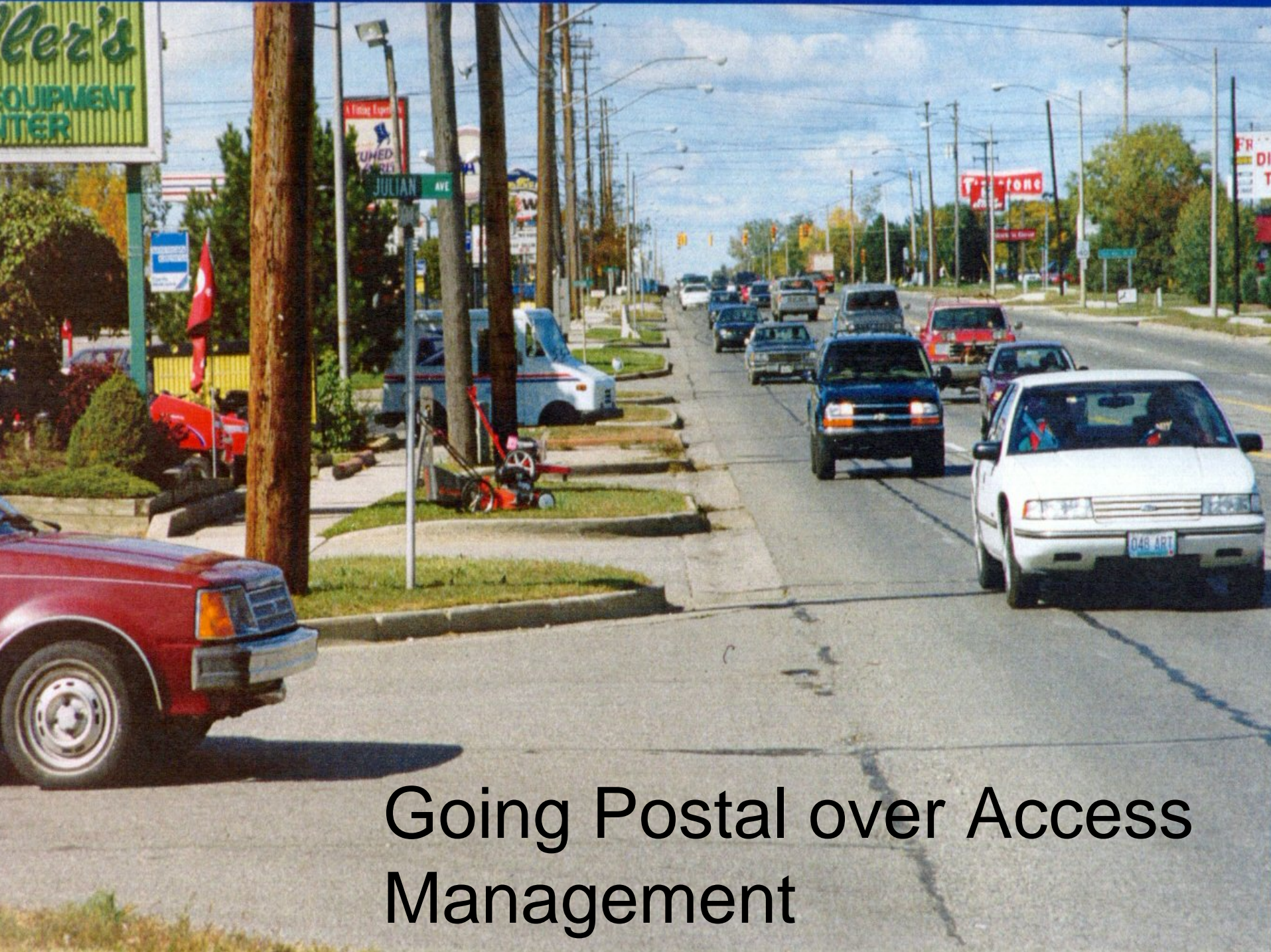
Michigan's Unique Problem

There are 1800 units of local government in Michigan, 1400 + with land use planning authority, all with independent decision making,



All but 249 jurisdictions have a state highway traversing along its borders or through it.



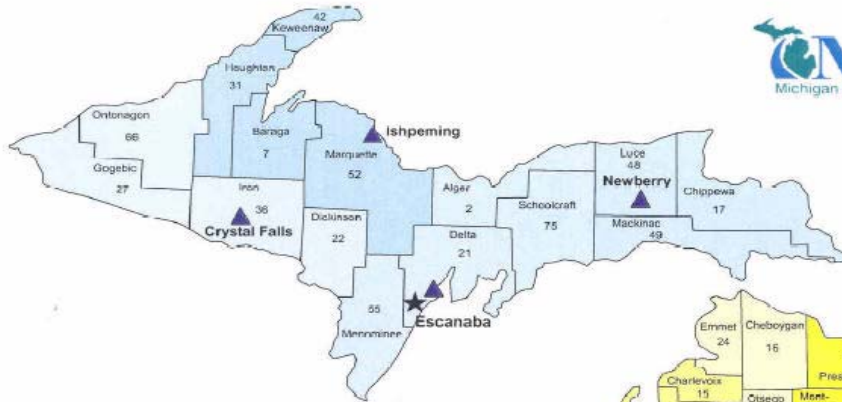


Going Postal over Access
Management

MDOT's Regional Offices

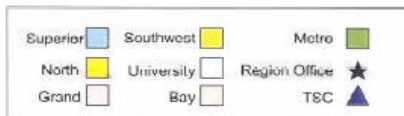
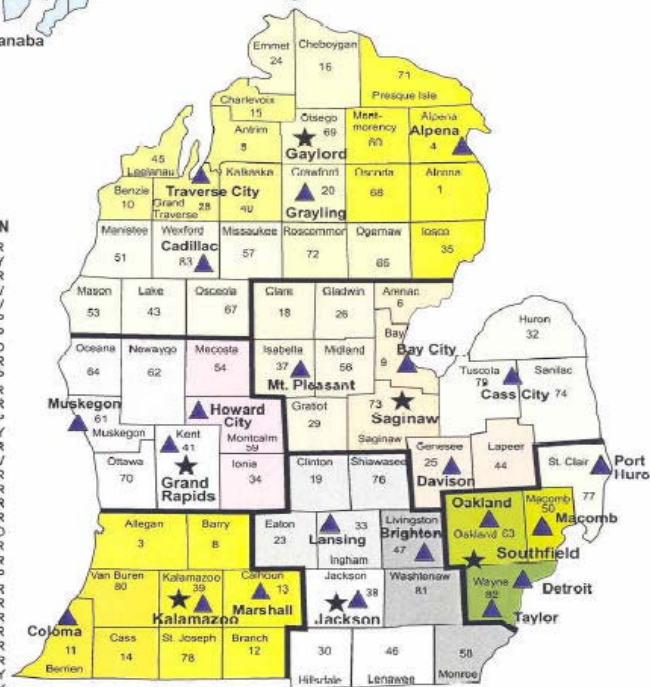


MDOT Regions and Transportation Service Centers



COUNTIES

REGION	REGION
1. ALCONA.....NOR	43. LAKE.....NOR
2. ALFFR.....SUP	44. LAPEER.....BAY
3. ALLEGAN.....SWR	45. LEELENAU.....NOR
4. ALPENA.....NOR	46. LENEXEE.....UNIV
5. ANTRIM.....NOR	47. LIVINGSTON.....UNIV
6. ARENAC.....BAY	48. LUCE.....SUP
7. BARAGA.....SUP	49. MACKINAC.....SUP
8. BARRY.....SWR	50. MACOMB.....METRO
9. BAY.....BAY	51. MANISTEE.....NOR
10. BENZIE.....NOR	52. MARQUETTE.....SUP
11. BERRIEN.....SWR	53. MASON.....NOR
12. BRANCH.....SWR	54. MECOSTA.....GR
13. CALHOUN.....SWR	55. MICHIGAN.....SUP
14. CASS.....SWR	56. MIDLAND.....BAY
15. CHARLEVOIX.....NOR	57. MISSAUKEE.....NOR
16. CHEBOYGAN.....NOR	58. MONROE.....UNIV
17. CHIPPEWA.....SUP	59. MONTCALM.....GR
18. CLARE.....BAY	60. MONTMORENCY.....NOR
19. CLINTON.....UNIV	61. MUSKEGON.....GR
20. CRAWFORD.....NOR	62. NEVAYGO.....GR
21. DELTA.....SUP	63. OAKLAND.....METRO
22. DICKINSON.....SUP	64. OCEANA.....GR
23. FATON.....UNIV	65. OCFMAW.....NOR
24. EMMET.....NOR	66. ONTONAGON.....SUP
25. GENESEE.....BAY	67. OCEOLA.....NOR
26. GLADWIN.....BAY	68. OSCODA.....NOR
27. GOGEBIC.....SUP	69. OTSEGO.....NOR
28. GD TRVERSE.....NOR	70. OTTAWA.....GR
29. GRATIOT.....BAY	71. PRESQUE ISLE.....NOR
30. HILLSDALE.....UNIV	72. ROSCOMMON.....NOR
31. HOUGHTON.....SUP	73. SAGINAW.....BAY
32. HURON.....BAY	74. SANILAC.....BAY
33. INGHAM.....UNIV	75. SCHOOLCRAFT.....SUP
34. IONIA.....GR	76. SHIAWASSEE.....UNIV
35. IOSCO.....NOR	77. ST. CLAIR.....METRO
36. IRON.....SUP	78. ST. JOSEPH.....SWR
37. ISABELLA.....BAY	79. TUSCOLA.....BAY
38. JACKSON.....UNIV	80. VAN BUREN.....SWR
39. KALAMAZOO.....SWR	81. WASHTEENAW.....UNIV
40. KALKASKA.....NOR	82. WAYNE.....METRO
41. KENT.....GR	83. WEXFORD.....NOR
42. KEWEENAW.....SUP	



MDOT has 26 Transportation Service Centers from which all driveway permits are granted.

Each Permit Agent or Engineer is involved in Access Management Activities.

MDOT Access Management Program

Formal Program began
in October, 2001 with
the publication of the
MDOT Guidebook

Available:
accessmanagement.gov

Reducing Traffic Congestion
and Improving Traffic Safety
in Michigan Communities:

**THE
ACCESS MANAGEMENT
GUIDEBOOK**



Road Hierarchy
Different types of roads serve different functions. It is important to manage access appropriately on each type of road.

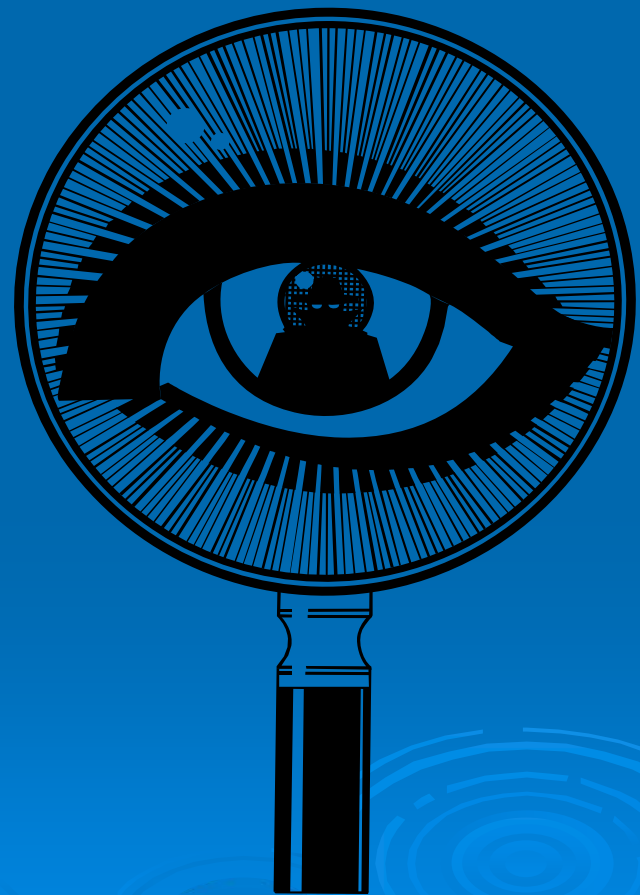
Speed Differential
11mph
24mph
SPEED DIFFERENTIAL
The more space between driveways and access points, the less speed differential there will be.
THIS INCREASES SAFETY

Community Authority
COMMUNITY A
COMMUNITY B
AREA OF AUTHORITY
ROAD

Michigan Department
of
Transportation

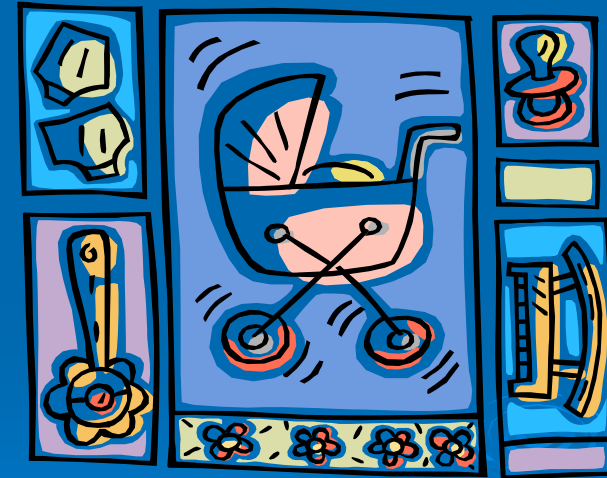
MDOT's Primary Focus in Access Management

- Along developing corridors that MDOT plans to add capacity.
- Want to maintain safety with corridor A.M. Plan
- Would **protect the initial financial investment** by maintaining capacity



A Change Has Occurred

- Michigan Elects a New Governor.
- Highway Policy Change –
Invest in reconstruction & rehabilitation.
- Defer highway capacity projects to the future.



New Challenge

- Working Access Management into a Rehabilitation Program.
- Urban rehabilitation projects along developed corridors
- Land use and access has been defined by past decisions.



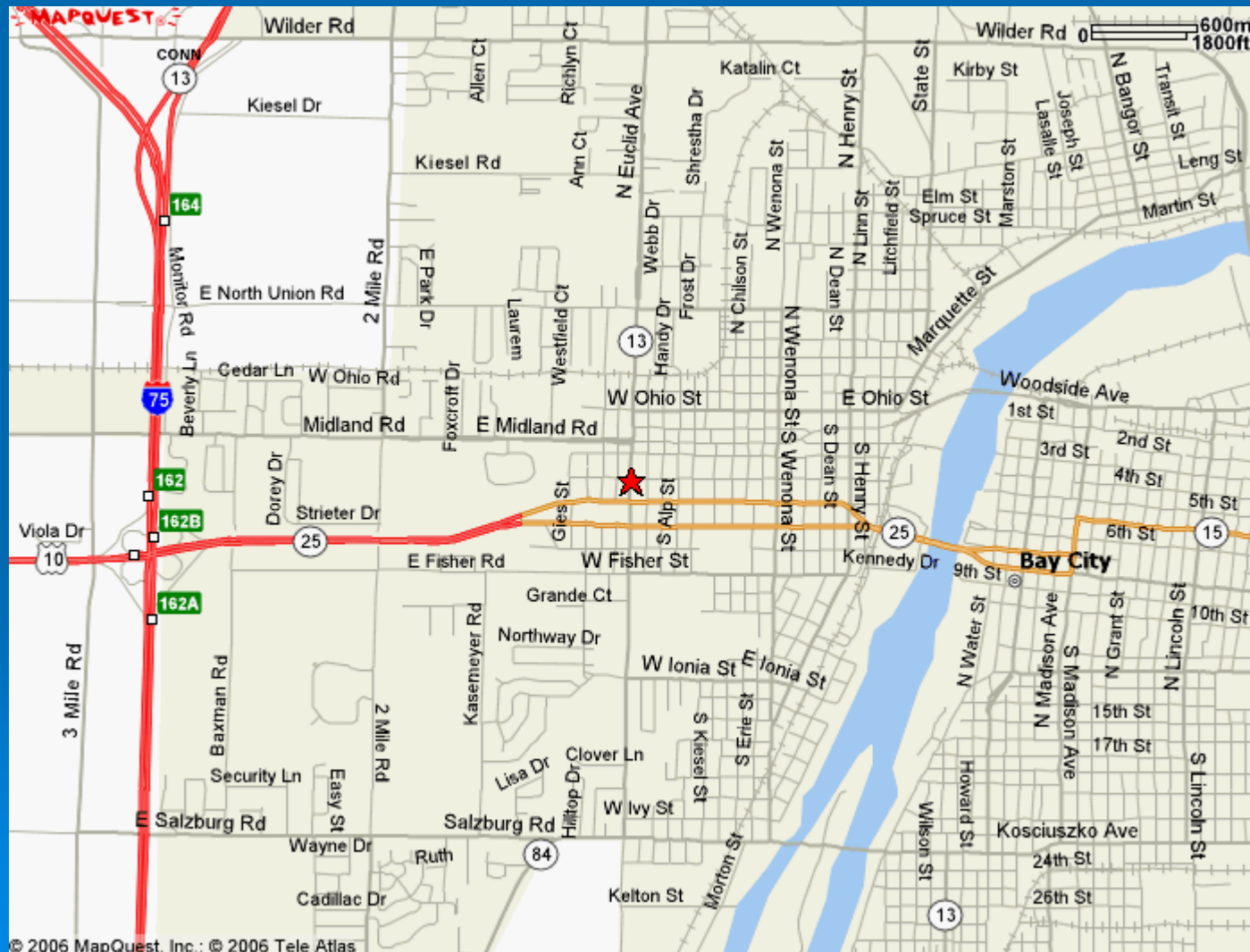
A Run @ Mill & Resurfacing

M-13/Euclid Avenue
Bay City Michigan



M-13/ Euclid Avenue Bay City Project

Location: Fisher to Wilder



M-13/ Euclid - Characteristics

- Commercial Corridor – 2 Miles in Length
- Average daily traffic range – 21,400 to 29,000
- 5 Lane cross-section
- 171 access points or 85 per mile
- 709 crashes in 5 years – 333 are rear end.

Example of access conflict along M-13/Euclid



Example of poor access management along M-13

Challenge:

This location has 4 driveways to one building, but serves 3 parcels owned by 3 persons with 4 businesses

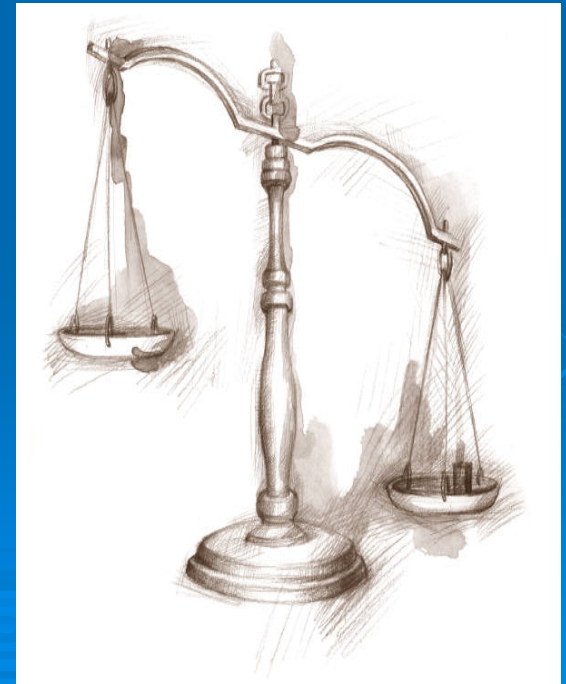


M-13/Euclid: Fisher to Wilder Bay City, Michigan

- MDOT project to mill & resurface – May, 2005 .
- Field review (May, 2004) – 61 possible voluntary closures
- Access Management would provide some operational & safety improvements to M-13
- Funding? - to close, relocate and reconstruct driveways - \$200,000 Safety

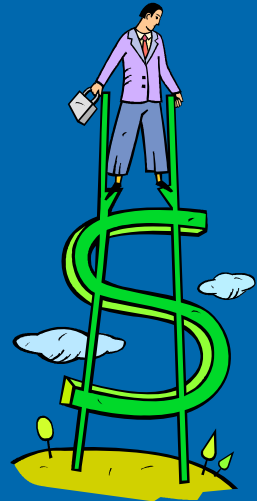
Developing Our Justification

- There are driveways not meeting design, spacing or offset standards
- Mid-block crash history is significant
- Field assessment of potential access changes
- Costs would be MDOT's expense



Seeking Local Support

- Present Plan to Twp Supervisor, City Manager, Engineer and/or Planner
- Present to Local Planning Commissions
- Presentation to Local Elected officials.
- Secure parcel owner names, tax role addresses, parcel numbers and phone numbers.



Public Contact

- Public meeting on the project and access plan.
- **Personal invitation Letter to all property owners with access issues.**
- Present scope of project & access plan – illustrations/ benefits to drivers & property owners – (Access Mgmt brochure).
- **Individual packets with photos & proposal for change**
- Schedule property owners present for initial on-site meeting.

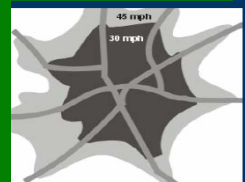


How Can Access Management Benefit Your Business?

Eliminating unnecessary driveways provides your business increased road frontage which in turn can be used for landscaping and other beautification efforts. These aesthetic treatments tend to enhance your customers shopping experience, as well as add value to your business.



A 1996 National Highway Institute study found that as speeds are lowered, the business market area is likely to be reduced. In other words, by preserving the capacity of the roadways serving your business, you are likely to have a greater market from which to attract customers. So it becomes a win-win situation for both the business owner and the MDOT.



This commercial corridor has many closely spaced driveways, lacks setbacks from the roadway, and is difficult for drivers and customers to access the business of their choice.

Following Access Management



40 mph

30 mph

20 mph

[illegible]

On-Site Negotiations

- Who: Property Owner, Lessee, Business Manager
- MDOT: Designer
- MDOT: Permits
- MDOT: Planner



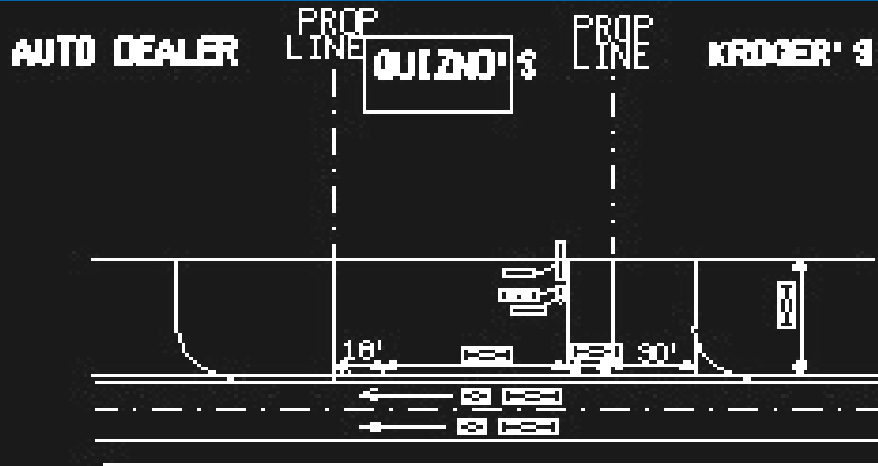
We Expected Conflicts



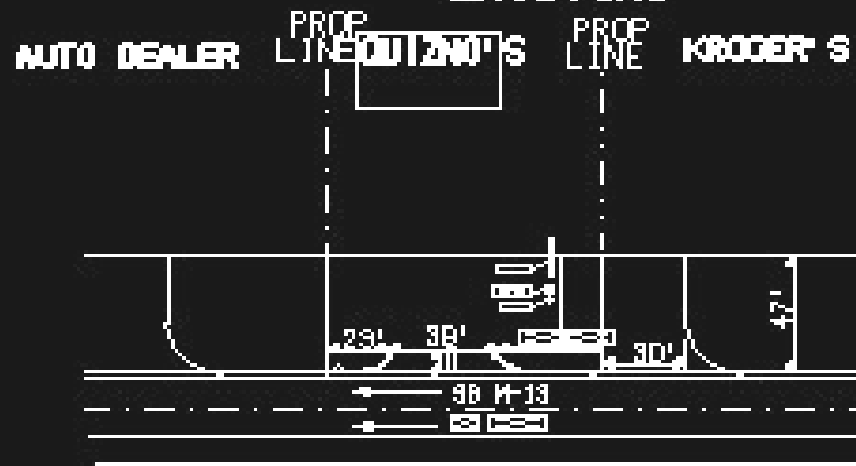
Wide Openings



Wide Openings



EXISTING



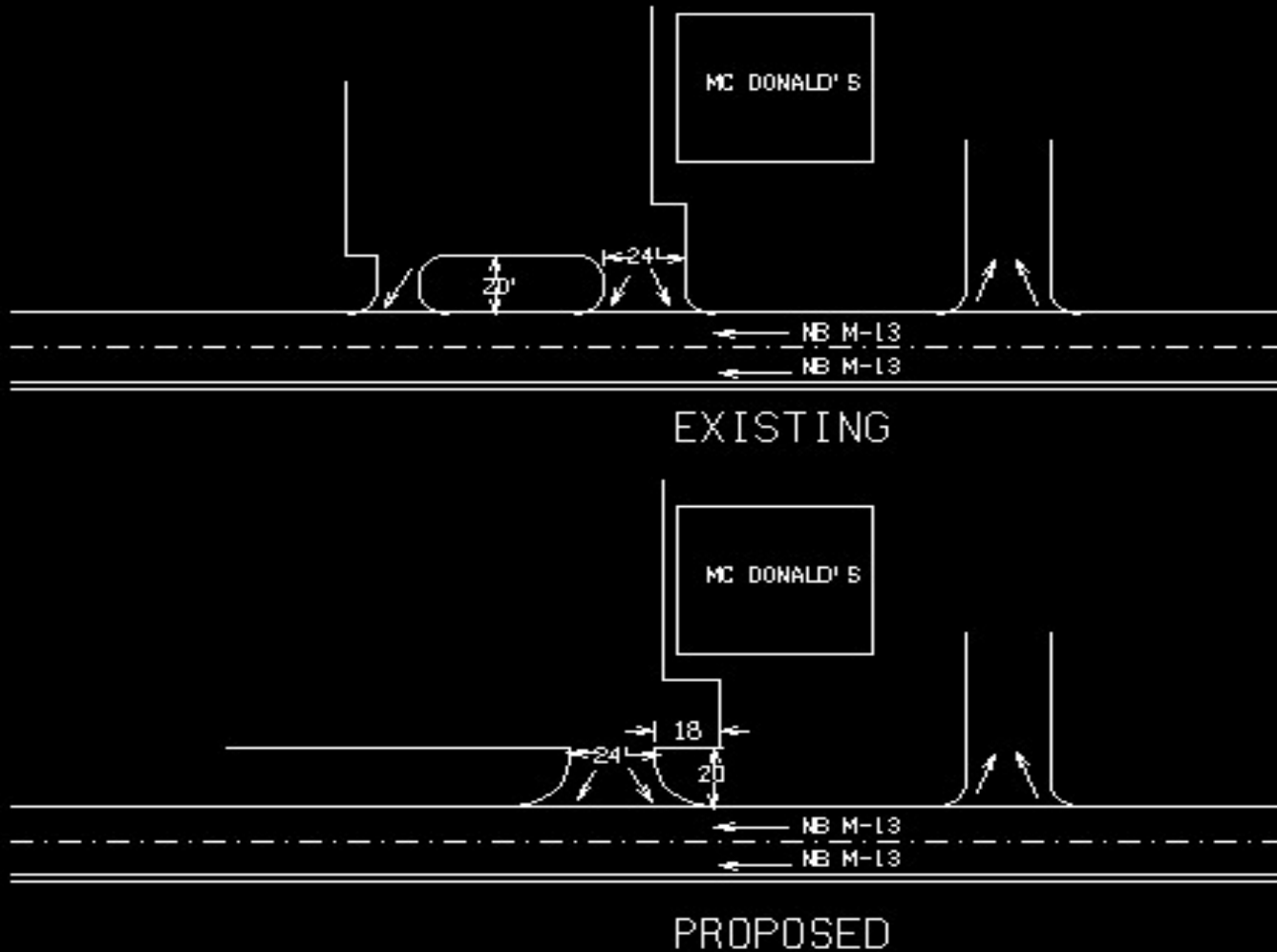
PROPOSED



Partnering with Owners



Partnering with Owners



McDonald's Even Recognizes the Risk of Poor Access



Driveway Consolidation



Driveway Consolidation

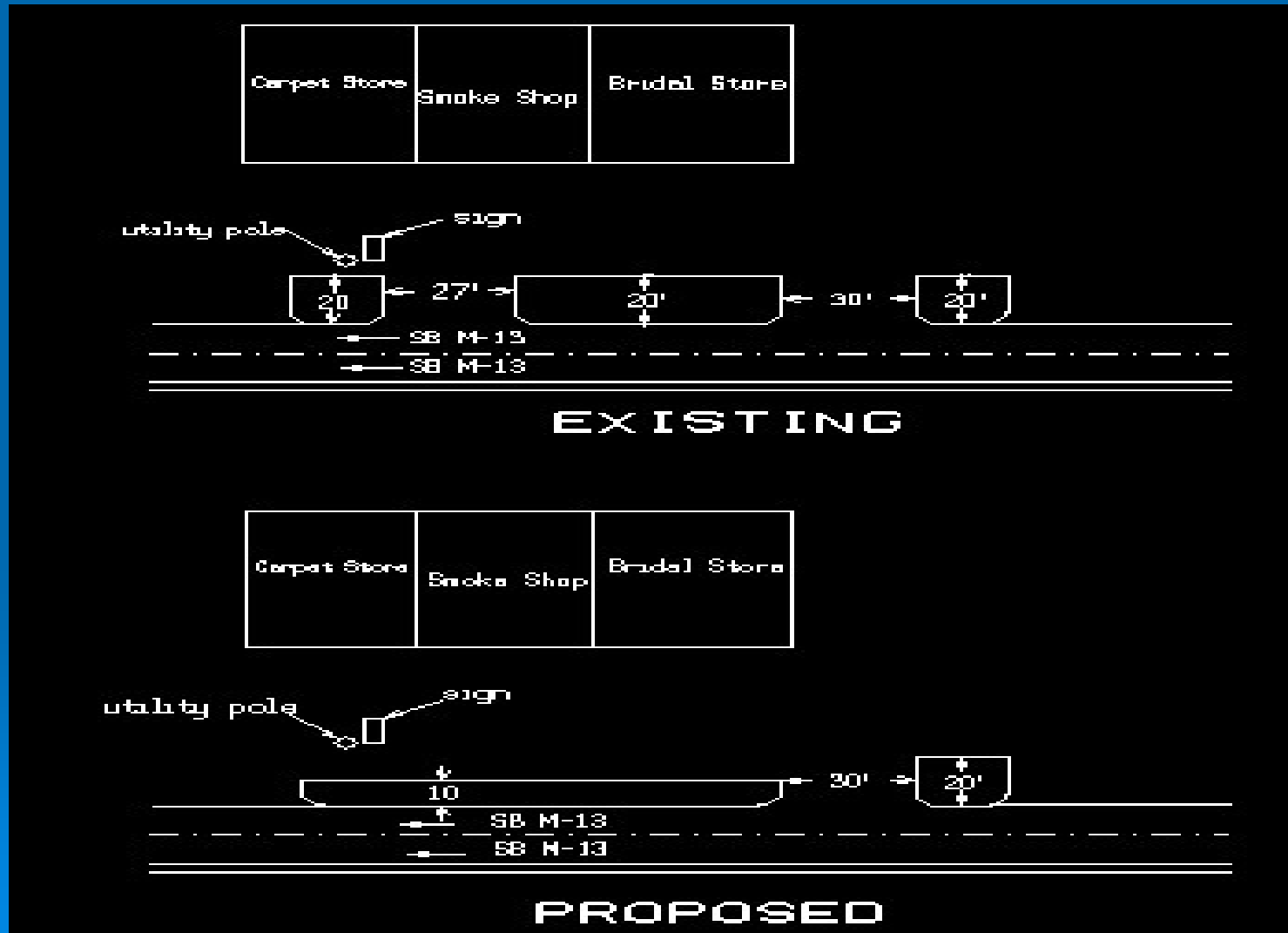


Driveway Consolidation



19 10:08 AM

Driveway Consolidation



Results

- 61 Potential Driveway Closures
- 33 Driveways Modified
- 17 Complete Closures
 - Of the 33 Modified, there were at least 3 field meetings with the owner or tenant to discuss changes.
 - Some involved redesign of the parking or traffic flows.
 - Additional quantities for people who change their minds.



Time Frame



- Had 6 months, but would **recommend 9 to 12 months**, especially if franchise businesses are more than 25% of the establishments.
- Recommend **contingency \$**, if possible, for businesses that change from their negative position.
- Publicize the project & **identify businesses** that **worked cooperatively** with MDOT.

Michigan's Success Efforts To-Date FY- 2005 & 2006

- 13 of the 26 MDOT Transportation Service Centers Reporting.
- 161 Driveway Closures
- 32 Driveway Relocations
- 253 Driveway Modifications to Standard

Questions

