

Public Meeting
M-20/US-10 Business Route
City of Midland
2025 Road Reconstruction Project

July 20th, 2022



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General Project Information

Total Project Construction Cost: **\$33.5 million**

Schedule:

- Base Plans Prepared – 04/29/2022
- 1st Stakeholder/Public Information Meetings – 07/20/2022
- Preliminary Plans Prepared – 01/2023
- 2nd Stakeholder/Public Information Meetings – Spring 2023
- Final Plans Prepared – Early 2024
- Construction - 2025



Online Comment
Form

Project History

US-10BR Roundabout Construction - 2014

Eastman Avenue Design-Build - 2015

US-10BR Corridor Study - 2016

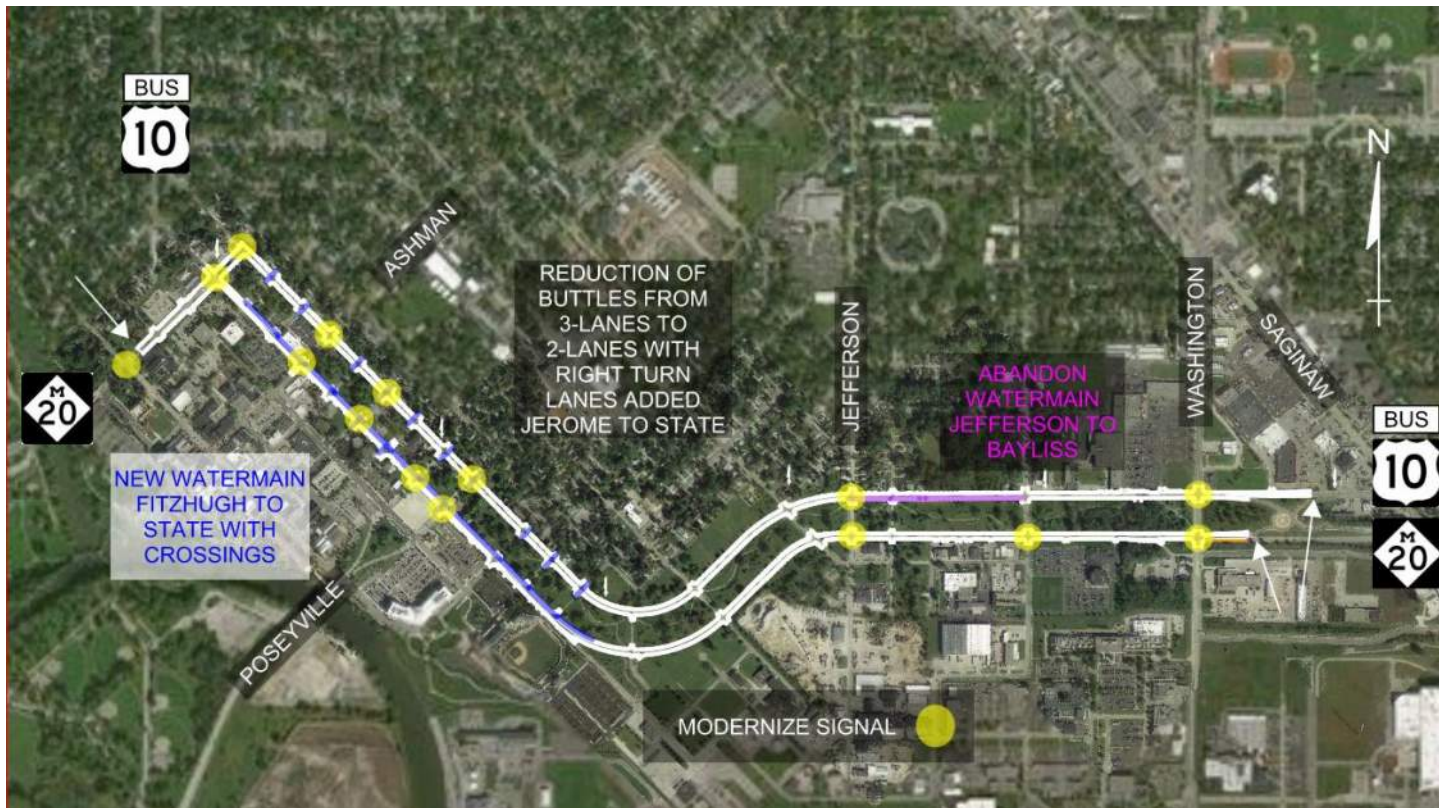
M-20 Bridge Reconstruction - 2018

Project Location



- M-20 FROM NORTH OF MAIN ST TO INDIAN ST
- US-10 BR FROM JEROME ST TO EAST OF WASHINGTON ST

Elements of Design



- Roadway and Drainage Reconstruction
- Redesign of Buttles between M-20/Jerome St and State St
- Sidewalk Repairs/Non-Motorized Path
- Watermain Construction
- Signal Modernization
- Corridor Lighting
- Streetscape Considerations

On-Going Coordination

- Conversion of Ashman St and Rodd St from one-way roadways to two-way roadways
- Construction of City Watermain
- Moving Overhead utilities along Buttles St underground
- Non-Motorized Path along Buttles St

Alternatives for Non-Motorized Route



VIEW FROM ASHMAN ST TO RODD ST.



VIEW FROM RODD ST TO ASHMAN ST.

REPAIR SIDEWALK AS NEEDED (Base Plan)

Alternatives for Non-Motorized Route



VIEW FROM ASHMAN ST TO RODD ST.



VIEW FROM RODD ST TO ASHMAN ST.

WITHOUT MOVING UTILITY POLES

Alternatives for Non-Motorized Route



VIEW FROM ASHMAN ST TO RODD ST.



VIEW FROM RODD ST TO ASHMAN ST.

WITH MOVING UTILITY POLES

Maintenance of Traffic

- Several options were analyzed
- Selected Option – Part-Width Construction along M-20 and EB and WB US-10BR
 - No temporary widening needed – minimize negative impacts
 - Maintain one lane in each direction
 - Reduced construction duration – both directions constructed at same time
 - Some traffic backups during peak hours

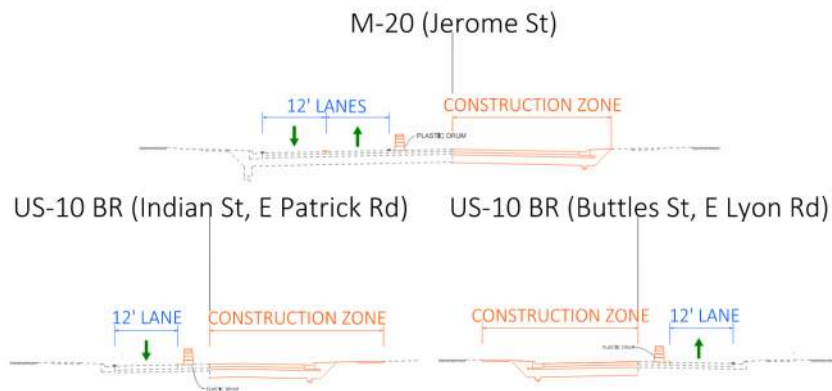
Maintenance of Traffic



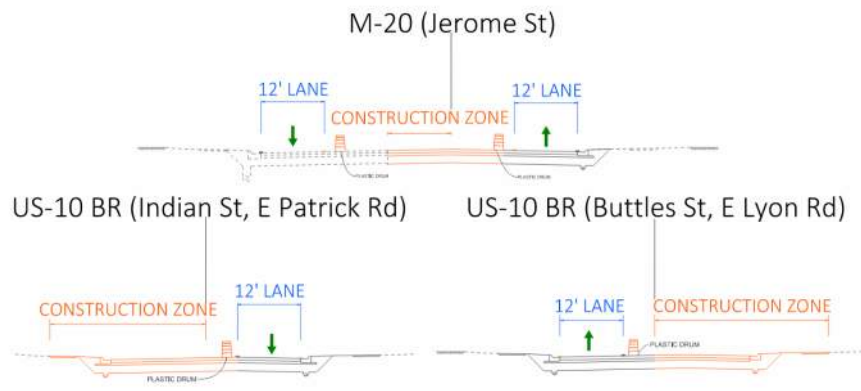
Preferred Option for Maintaining Traffic During Construction
Part Width Construction

Maintenance of Traffic

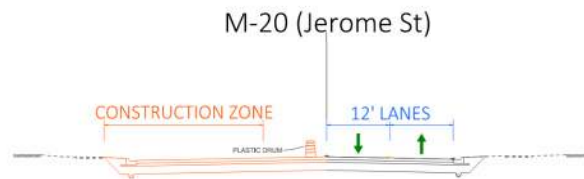
STAGE 1



STAGE 2



STAGE 3



Maintaining Traffic Typical Cross Sections

Maintenance of Traffic

Other Maintaining Traffic Alternatives Considered

Part Width Construction with Crossovers

During construction on each bound, one lane of traffic is kept next to the work area and one lane of traffic is shifted next to traffic on the opposite bound using a crossover.

Pros

- Limited or no temporary road widening
- Always maintains two lanes of traffic in each direction

Cons

- Requires temporary road crossovers to move traffic between Indian St/E Patrick Rd and Buttles St/E Lyon Rd
- Requires two construction seasons
- Changes traffic patterns by introducing two-way traffic on a previously one-way road
- Additional signal costs

US-10 BR/M-20 Closure with Detours

During construction on each bound, the roadway is completely closed and all traffic follows a signed detour route to the end of the closure. Saginaw Road/Eastman Avenue was primary detour route considered.

Pros

- Overall cost savings
- Reduced construction schedule

Cons

- Detour route options are inconvenient and would experience long traffic delays
- Limits access to local businesses and residences

Nexts Steps for Project

- Preliminary Design Complete 01/2023
- Determine Streetscape Features including Lighting
- Non-Motorized Path along Buttles St
- Coordinate with City regarding Ashman-Rodd Conversion

Questions?

Thank you!

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Comment Forms are Available