US-23 Aesthetic Design Guidelines



US 23 CORRIDOR FROM M-14 TO SILVER LAKE ROAD –
ANN ARBOR CHARTER TOWNSHIP – LIVINGSTON & WASHTENAW COUNTY, MI

PARSONS

MDOT
Michigan Department of Transportation

AESTHETIC DESIGN GUIDELINES
PROCESS DOCUMENTATION

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EXECUTIVE SUMMARY

The Michigan Department of Transportation (MDOT) used the Context Sensitive Solutions (CSS) process to identify aesthetic and landscape concepts and elements that complement and integrate within the area's physical contexts the operational improvements planned for the US-23 FlexRoute project in Livingston and Washtenaw Counties, Michigan.

The US-23 corridor experiences severe congestion and delays in the southbound direction during peak morning traffic and in the northbound direction during peak evening traffic. In addition, outdated features, such as short acceleration/deceleration lanes at the interchanges, narrow median shoulders at locations, and sight distance shortages at local road and ramp intersections, exacerbate congestion, especially when incidents occur along the freeway. The US-23 FlexRoute project responds to these needs by proposing a set of improvements tailored to meet the transportation needs and operational deficiencies of the freeway and its appurtenances. Capacity and operational efficiencies will be achieved through the use of varied traffic management applications and construction of various improvements. These include freeway courtesy patrols, new Intelligent Transportation Systems (ITS) initiatives, extensions of deficient ramp terminals to meet current standards, the widening and reconstruction of existing bridges, the implementation of wider shoulders to carry traffic during peak hours, and crash investigation sites. Improvements to the corridor will start in 2016, completing in 2017.

Starting in August 2015, MDOT extended its collaborative effort with local stakeholders and the public to identify and select aesthetic and landscape concepts and elements to further the design efforts underway and achieve a project that, in addition to meeting the agency's needs, reflects the local community's values and historical context. Multiple stakeholders' meetings and a public Open House were held in the surrounding project area and resulted in the identification and development of 1) preferred aesthetic themes, and 2) preferred aesthetic concepts to be applied along the US-23 FlexRoute project. The process ended following the Open House held on November 12, 2016 at the Northfield Township Hall in Whitmore Lake with the refinement of the aesthetic and landscape concepts at:

- The interchanges at North Territorial Road, 6 Mile Road, and 8 Mile Road at US-23, including at the structures being replaced and the new roundabouts being constructed at 8 Mile Road and North Territorial Road,
- The widening of the bridge structure carrying US-23 over Barker Road and the replacement of the bridges carrying US-23 over the CN railroad,
- The rehabilitation of the bridges at Warren Road and Joy Road, and
- The noise wall to be constructed north of 8 Mile Road and east of northbound US-23.

The process used to arrive at these concepts and their applications along the freeway are herein documented. The selected concepts are presented on the following pages and in Section 3.8 of this Aesthetic Design Guide.

SELECTION OF THE FINAL LANDSCAPE AND AESTHETIC CONCEPT

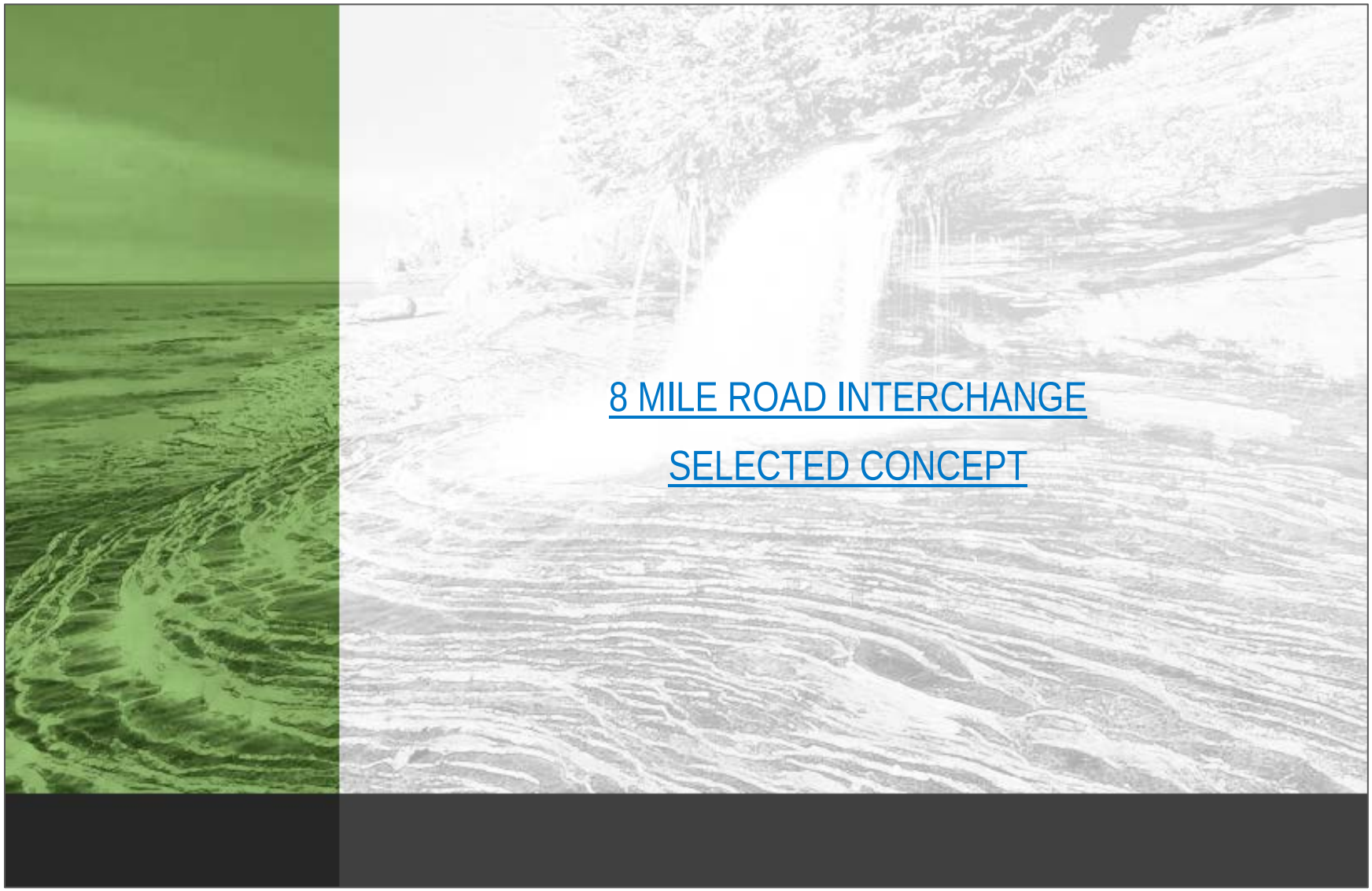
Input received at the Open House held on November 12, 2015 led to the selection of the Geomorphic (Stone) aesthetic concept for most of the corridor's new structures with a preference for the Gateway concept at 8 Mile Road.

The public also indicated its approval of the Woodland aesthetic concept at the Warren Road structure located near the City of Ann Arbor at the southern end of the corridor.

A simpler aesthetic was selected for the widening of the Barker Road structures.

The public expressed an interest for the forested landscape concept, however, concerns about future maintenance costs and sustainability of this concept led MDOT in consultation with some of its stakeholders, to the selection of the Geomorphic landscape elements to complement the selected Geomorphic aesthetic concept.

Figures ES-1 through ES-11 illustrate the selected elements and their application along the corridor.



8 MILE ROAD INTERCHANGE

SELECTED CONCEPT

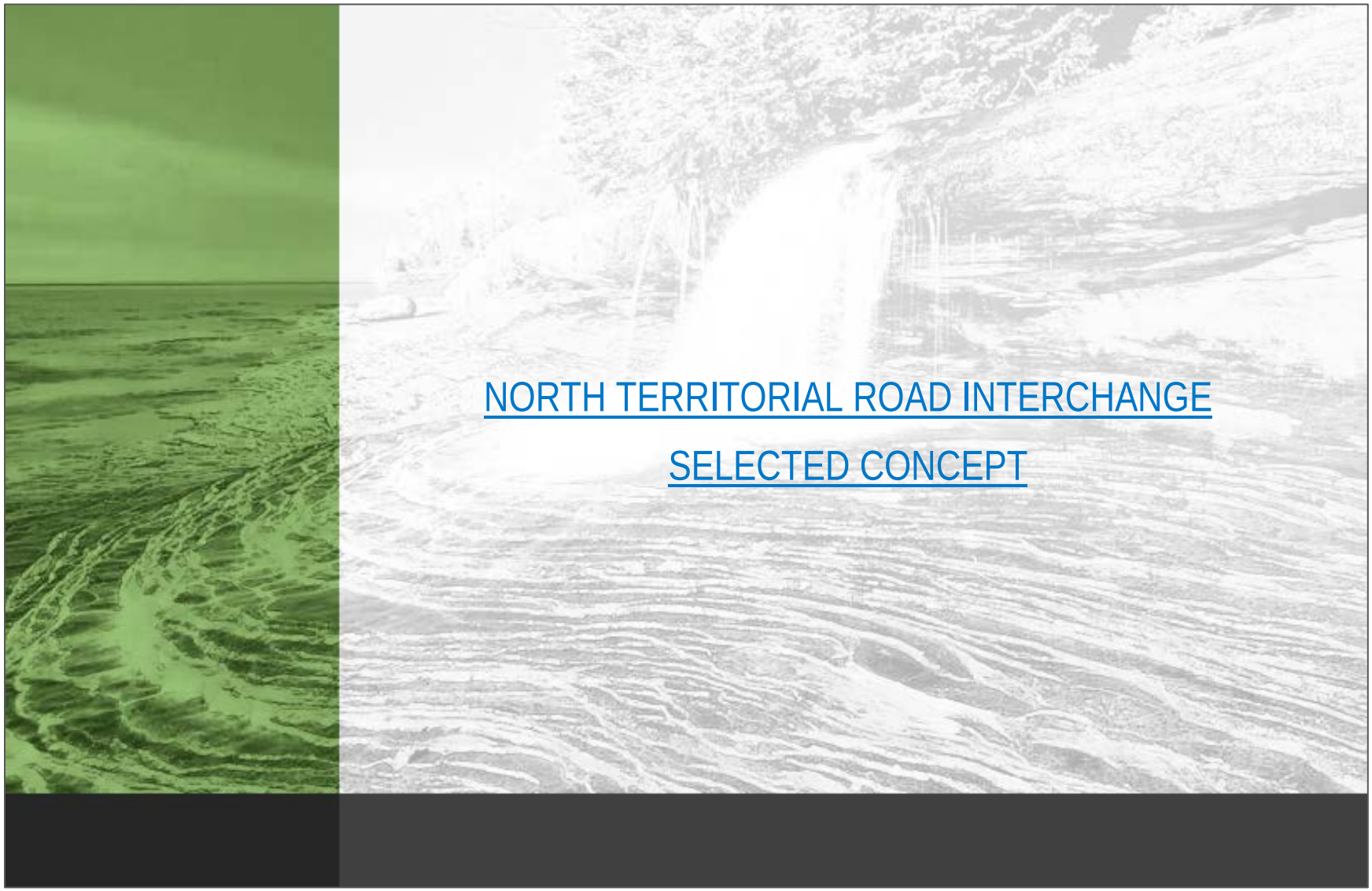
Figures ES-1 through ES-4 illustrate the selected Geomorphic landscape and aesthetic concepts as applied to the design of the 8 Mile Road interchange and the Gateway concept for the structure.

FIGURE ES-1 – 8 MILE ROAD INTERCHANGE – OVERALL AERIAL VIEW
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE ES-2 – 8 MILE ROAD INTERCHANGE – ROUNDABOUT PLAN - GEOMORPHIC
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE ES-3 – 8 MILE ROAD INTERCHANGE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE ES-4 – 8 MILE ROAD INTERCHANGE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


NORTH TERRITORIAL ROAD INTERCHANGE
SELECTED CONCEPT

Figures ES-5 and ES-6 illustrate the selected Geomorphic landscape and aesthetic concepts as applied to the North Territorial Road interchange and structure. The same concept would apply at the 6 Mile Road structure.

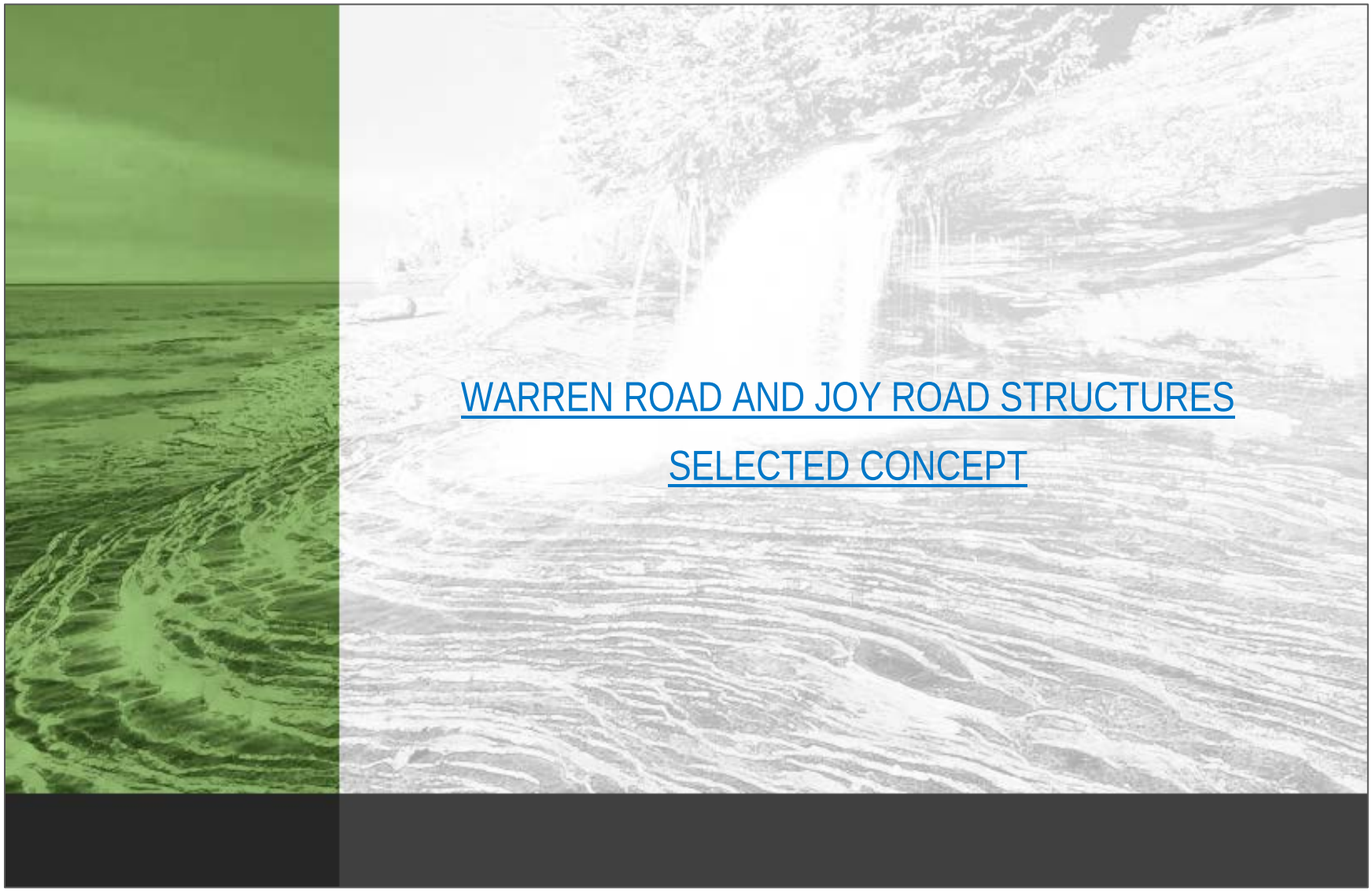
FIGURE ES-5 – NORTH TERRITORIAL ROAD INTERCHANGE – OVERALL AERIAL VIEW
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE ES-6 – NORTH TERRITORIAL ROAD INTERCHANGE – OVERALL AERIAL VIEW
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


BARKER ROAD STRUCTURE
SELECTED CONCEPT

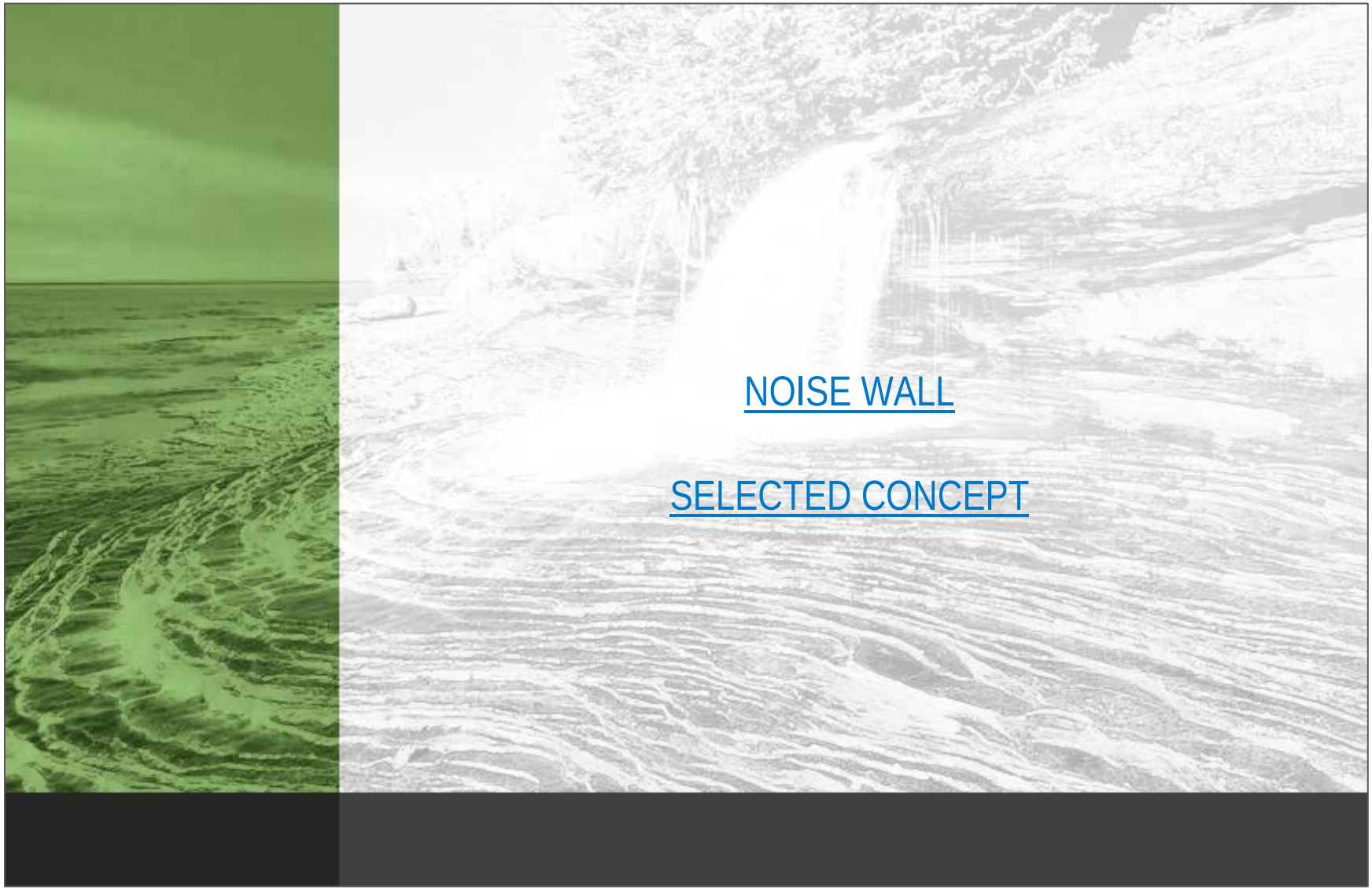
The selected aesthetic concept for the structure carrying US-23 over Barker Road is illustrated in Figure ES-7. This concept would also apply at future structure widening carrying US-23 over local roads or other infrastructures.

FIGURE ES-7 – BARKER ROAD STRUCTURE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


WARREN ROAD AND JOY ROAD STRUCTURES
SELECTED CONCEPT

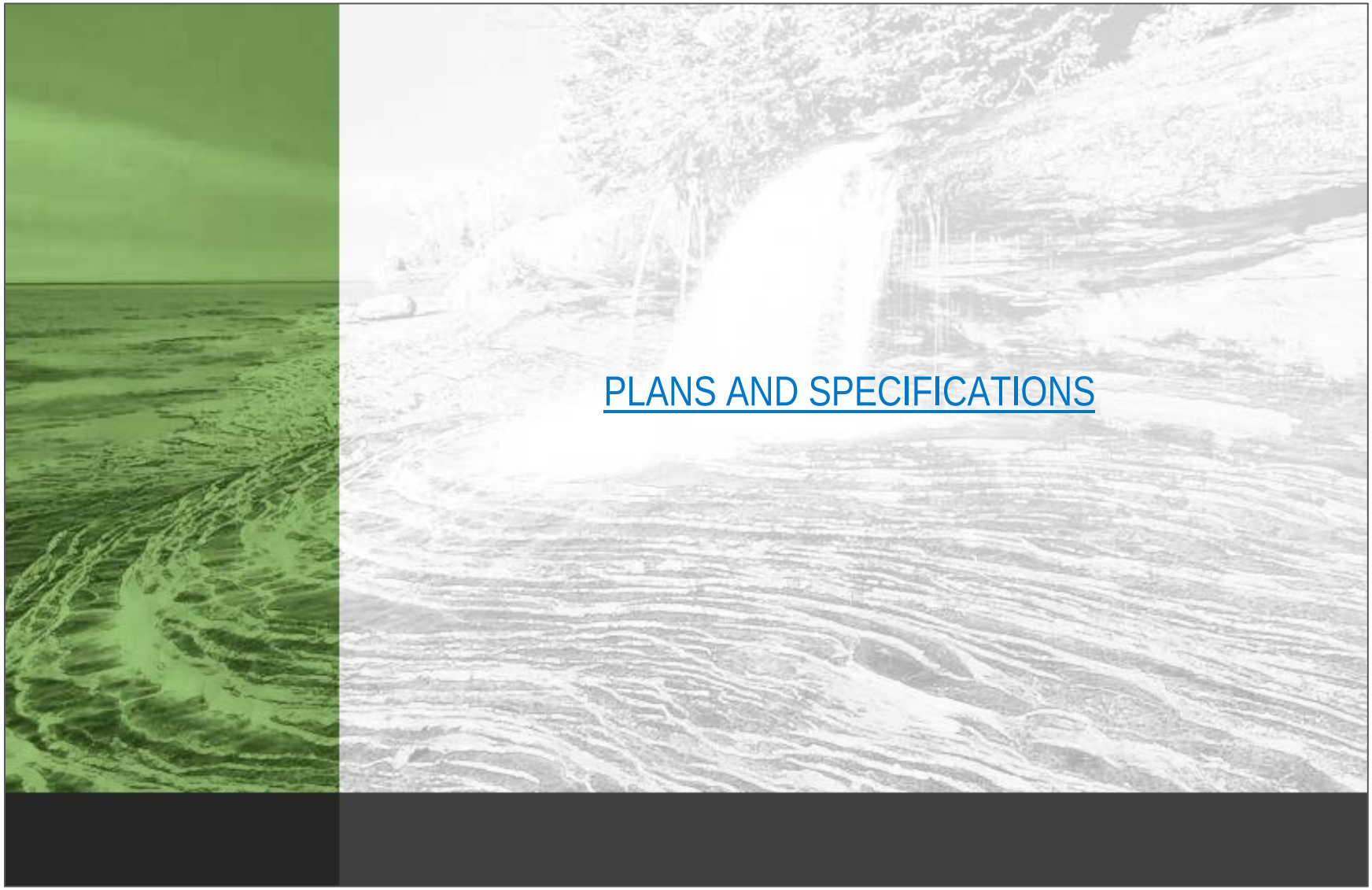
The selected aesthetic concepts for the structures at Warren Road and Joy Road are illustrated in Figures ES-8.

FIGURE ES-8 – WARREN ROAD AND JOY ROAD STRUCTURES
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


NOISE WALL
SELECTED CONCEPT

The decision was made to apply the Geomorphic (Stone) aesthetic concept chosen for the structure at 8 Mile Road for the noise wall as shown in Figure ES-9.

FIGURE ES-9 – 8 MILE ROAD INTERCHANGE – NOISE WALL
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


PLANS AND SPECIFICATIONS

Figures ES-10 and ES-11 illustrate the specifications for the form details to be used for the aesthetic concepts at the structures.

FIGURE ES-10 – FORMLINER PATTERNS AND COLOR
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

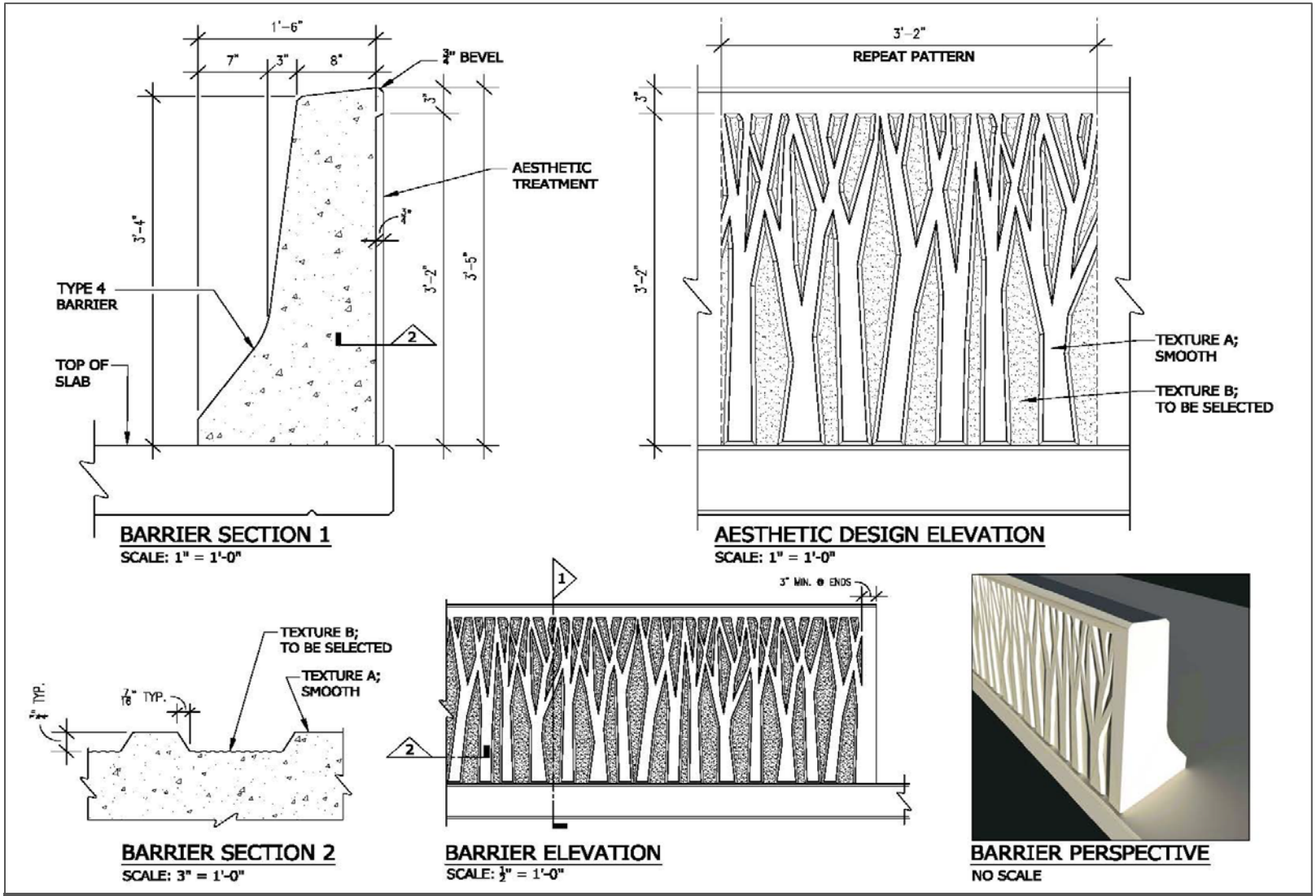


FIGURE ES-11 – BARRIER
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

1.0 INTRODUCTION

In August 2015, the Michigan Department of Transportation (MDOT) commissioned a study of the US-23 corridor that would complement the findings from the US-23 FlexRoute project Environmental Assessment and provide input into the subsequent development of transportation improvements along the corridor. The study, geared towards the development and recommendation of aesthetic and landscape concepts, follows the precepts and guidelines of a Context Sensitive Solutions (CSS) process started during the environmental and planning phases of the FlexRoute project. The continuous CSS process is planned to address operational efficiency and community transportation needs, while contributing to the community's character and value.

The Aesthetic Design Guide documents the process MDOT used to arrive at aesthetic and landscape themes and concepts that are to be incorporated into the design plans and specifications for the US-23 FlexRoute project. The themes and concepts developed during the process and their applications are herein documented.

MDOT's staff responsible for overseeing the development of the Aesthetic Design Guide:

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2.0 GOALS AND OBJECTIVES

Project Background

The US-23 corridor under study passes through Ann Arbor and Northfield Townships, north of the City of Ann Arbor in Washtenaw County and continues through Green Oak Township southeast of the City of Brighton in Livingston County, (See Figure 1 – Project Location Map). The corridor presents some unique characteristics; the townships located along the 9-mile long corridor – Ann Arbor, Northfield, and Green Oak – are rural in character, with scattered pockets of industrial and commercial activity along with residential properties located primarily near the three local interchanges, at North Territorial Road, 6 Mile Road and 8 Mile Road. The Ann Arbor Charter Township just north of Ann Arbor offers the most developed area due to its proximity to the City and the University of Michigan but still manages to preserve some of its semi-rural identity.

Although rural in character, the US-23 corridor in the project area experiences severe congestion and delays in the southbound direction during the morning peak and in the northbound direction during the evening peak. Through environmental and planning studies and numerous public meetings over the years, MDOT has identified mobility and safety improvements to reduce the impacts of the heavy directional commuter traffic and outdated features along the corridor. These improvements, grouped under the umbrella of the US-23 FlexRoute/Active Traffic Management (ATM) project, will be implemented in 2016 and 2017.

The US-23 FlexRoute solution includes the following improvements:

- The reconstruction of the median shoulders to carry directional traffic during peak hours,
- The implementation of Intelligent Traffic System applications, such as message signing placed at intervals over the roadway lanes on signing gantries, changeable message boards, and cameras to direct traffic when it is permissible to use the median shoulders as a travel area and when it is time for the shoulders to revert to their original function as congestion diminishes and normal traffic flow resumes,
- The reconstruction and widening of the ramp carrying traffic from SB US-23 to EB M-14,
- The reconstruction of ramps, cross-roads, and bridge replacements at two interchanges, located at the North Territorial Road and 8 Mile Road interchanges,
- A bridge replacement at 6 Mile Road,
- The widening of the bridge structure at Barker Road, and the replacement of the bridges carrying US-23 over the CN railroad,
- Structural repairs to the bridges at Warren Road and Joy Road,
- MDOT is also introducing a series of six crash investigation sites along the corridor between M-14 and Silver Lake Road, which will provide a pull-off area for disabled vehicles to wait for assistance, allowing through traffic to continue uninterrupted when incidents occur, and
- Construction of a noise wall, located north of 8 Mile Road and east of northbound US-23, scheduled for completion during the later years of the project's construction.

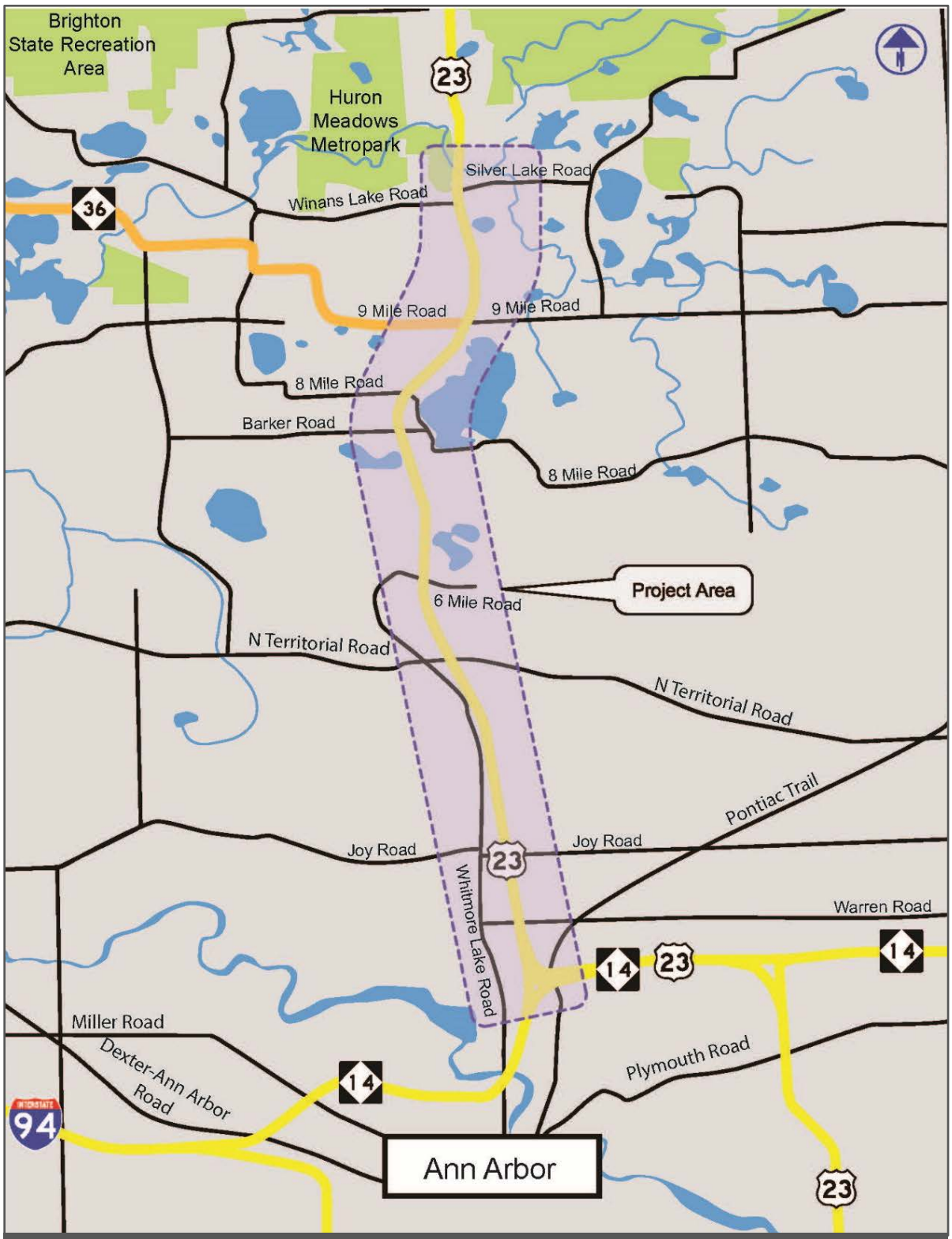


FIGURE 1 – PROJECT LOCATION MAP
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Planned improvements under the FlexRoute initiative are illustrated in Figure 2.

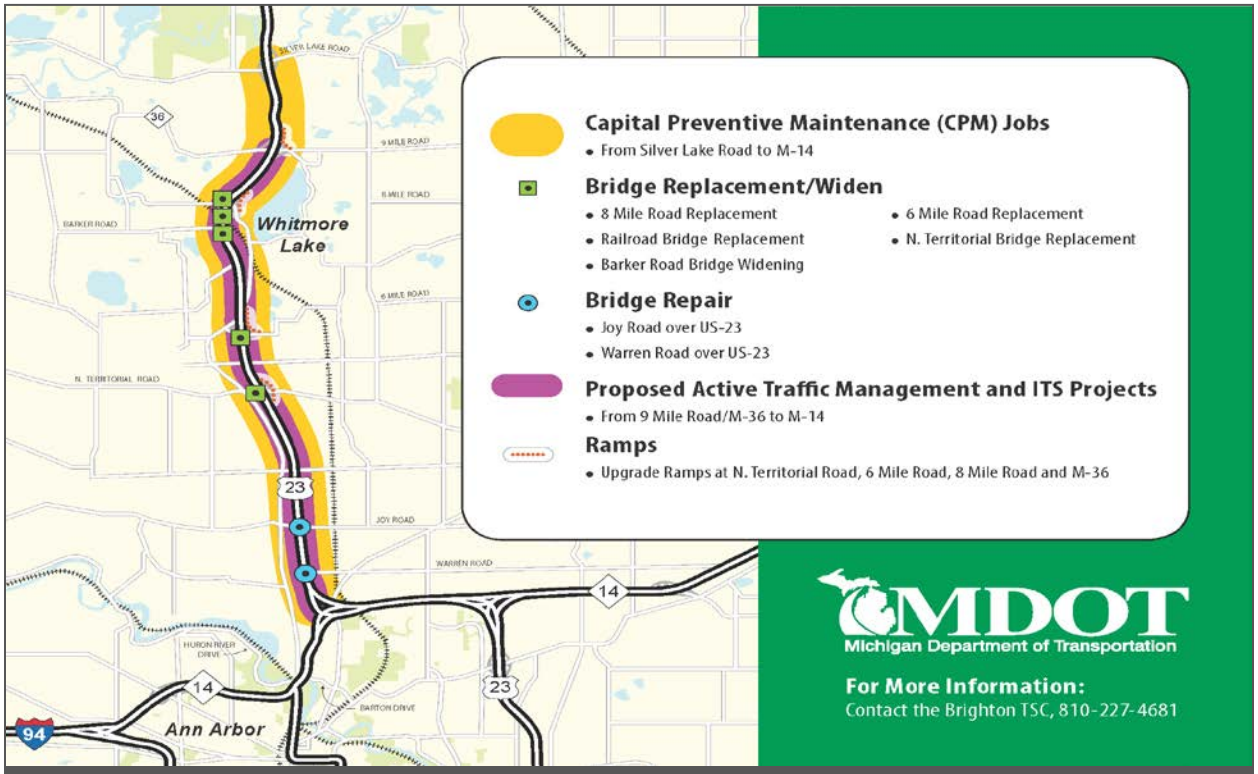


FIGURE 2 – PLANNED IMPROVEMENTS
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Purpose of the Project

The purpose of the US-23 FlexRoute project is to address the capacity and operational efficiency of the US-23 corridor from M-14 to Silver Lake Road. Results are to be achieved through the use of varied traffic management applications and construction of various improvements, including freeway courtesy patrols, new Intelligent Transportation Systems (ITS) initiatives, extensions of deficient ramp terminals to meet current standards, the widening and reconstruction of existing bridges, the implementation of wider shoulders to carry traffic during peak hours, and crash investigation sites.

Project Goal

The US-23 FlexRoute/ATM project is planned to address the freeway's operational deficiencies, the community transportation needs, and to ensure that the project contributes to the adjacent community's character and value through the implementation of the MDOT CSS process.

Project Objectives

The following objectives were established to support the project's goal. These objectives, accomplished through early and continuous public and agency involvement, serve to achieve:

1. The implementation of community-specific themes and/or aesthetic elements and materials compatible with existing City and Township aesthetic improvements and themes, ensuring compatibility with the communities' character and values.

2. The development of a natural landscape theme for the entire corridor.
3. The integration of proposed aesthetics within the design of the new and rehabilitated structures and other features through the input of different stakeholders, MDOT and other designers to arrive at reasonable, feasible and practical alternatives.
4. The identification of the structure at 8 Mile Road as a gateway structure into Northfield Township and Green Oak Township located in Washtenaw and Livingston Counties, respectively.

It is an MDOT objective to apply the aesthetic guidelines herein documented to influence the design of future improvements beyond the 9-mile stretch covered by this study.

3.0 CONTEXT SENSITIVE SOLUTIONS (CSS) PROCESS

The segment of the US-23 corridor is a 9-mile long portion of freeway that passes through Ann Arbor and Northfield Townships, north of the City of Ann Arbor in Washtenaw County, and then travels north into Green Oak Township in Livingston County. During the planning, environmental and early design phases of the project, MDOT worked with the local communities to raise awareness of the impacts and opportunities that would be presented by the project. The CSS process is the tool used by MDOT to engage stakeholders and the public in identification of feasible and practical aesthetic improvements that reflect the community's values while meeting the driving public's needs along the corridor.

3.1 DEFINITION AND SCOPE

According to FHWA, "The CSS process is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making."

The CSS process for the determination of aesthetic and landscape concepts undertaken for the US-23 FlexRoute project started in August 2015 and ended in January 2016 with the finalization of the selected concepts. The process included the following components:

- Project Kick-Off Meeting
- Stakeholders' Engagement and Public Involvement
- Context Investigation and Data Collection
- Development and Evaluation of Aesthetic Themes and Concepts
- Development of an Aesthetic Design Guide

3.2 PROJECT KICK-OFF MEETING

The project kick-off meeting was held on August 25, 2015 at the MDOT Brighton Transportation Service Center. At this meeting the roles and functions of project Study Team members were discussed and identified. The Study Team also established the parameters for the project's communications protocol, identified the location of available data and confirmed the study tasks and schedule. In addition, the following information was reviewed:

1. The public engagement process for the noise wall located north of 8 Mile Road east of northbound US-23,
2. The upcoming Stakeholders' meeting,
   a. Date and location
   b. Presentation Materials
   c. Confirmation of list of Stakeholders
3. The approval process for deliverables,
4. The Public Meeting,
   a. Timing and Location
   b. Presentation Materials
   c. Invitation flyers and postcards
5. The Project Goals and Objectives, and

6. The process for developing Aesthetic Themes and Concepts

The meeting also served to:

1. Confirm the project's scope,
2. Review and clarify MDOT and the design team's role and involvement, and
3. Establish a sequence of events and team meetings and finalize the project schedule.

Notes from the meeting are included in Appendix A.

3.3 STAKEHOLDERS' ENGAGEMENT AND PUBLIC INVOLVEMENT

The Study Team followed MDOT's "Guidelines for Stakeholder Engagement" in preparation of a stakeholder engagement and public involvement plan. The plan outlined a framework for public input into the aesthetic design decision process and documented its steps. The public involvement plan included details on the level, methods, and scale of interaction with the stakeholders and the public, the tools to use to implement the public involvement process and the approach for documenting how the public engagement process would influence the development of the key aesthetics themes and concepts. An integral part of the CSS process was to engage commuting motorists and the wider public that may not have been able to attend public meetings by providing documents and graphics for posting on the MDOT's Project website.

Stakeholders Meeting

A list of stakeholders from relevant public agencies, community and environmental organizations with a stake in the process and its results was developed. The stakeholders' meeting was held at the Northfield Township Hall on October 5, 2015. An information packet on the project was prepared and mailed to the stakeholders in advance of the meeting.

The meeting took place following the context investigation and data collection phase of the study conducted by the Study Team. The Team presented the results of its research into the project area history and context and concurrent field investigation that laid the foundation for the Team's selection of the aesthetic themes. The identified aesthetic themes and their application along the corridor were then reviewed with the stakeholders to confirm their adherence to the project's goals and objectives and verify alignment with each community's vision and plans.

Materials presented at the Stakeholders' Meeting included:

- A description of the CSS process, its scope and timeline.
- The Stakeholders' contribution to the process and the concurrent public involvement.
- Data collected describing the existing visual environment of the study area, including site photographs and mapping.
- A confirmation of community goals on visual quality.
- Proposed goals and objectives and purpose and need for the project.
- Potential aesthetic themes based on context investigation and data collected. The themes were localized based on project's context and visual significance. The stakeholders were engaged to provide feedback on the various themes and their localization within the corridor.

The Stakeholders' meeting helped the Study Team confirm the study's assumptions to date, select and refine the landscape and aesthetic themes for concept development. Other

discussions included an overview of the project technical background, limits, construction costs, schedule, construction staging, access and impact, as well as safety issues.

Notes from the meeting are included in Appendix A.

Public Meeting

The US-23 FlexRoute project public engagement meeting was held on November 12, 2015. The Study Team developed landscape and aesthetic concepts based on aesthetic themes selected from input gathered from the stakeholders. The concepts were presented and explained to the public and additional feedback obtained. This feedback helped to identify a selected landscape concept at the interchanges and aesthetic concepts for the structures along the corridor and the noise wall located north of 8 Mile Road and east of NB US-23.

Public Meeting Invitations

A mailing list was created using InfoUSA as the primary collection/distribution system to reach residents within two-miles either side of the corridor. Invitations were sent to these residents and also to all parties who had indicated an interest in the project through previous participation in other related project meetings or who had contacted the Study Team indicating an interest in the project. More than seven thousand (7,000) postcards were sent via US Mail to all stakeholders, businesses and the public located within these four miles. Meeting notices were sent to the local governing bodies of the municipalities and local agencies in the Study Area. The meeting was advertised on local radio station and posted to the Project's website in an effort to reach freeway users residing outside the project area that use this US-23 project segment when traveling.

Public Input and Project Meeting Notes

The Public Information Meeting followed the format of an Open House. The public attending was invited to express their concerns, likes, and dislikes both directly to Project Team members and in writing through comment forms that were made available at the meeting. The Open House was held from 4:00 to 7:00 PM and was attended by more than 100 people. The Study Team provided a summary of comments and feedback gathered from the public meeting attendees and that resulted in the Study Team's decision on selected concepts for implementation.

A summary of these comments and notes from the meeting are included in Appendix A to this Aesthetics Design Guide.

Noise Wall

Letters and ballots were sent to all noise wall benefiting properties, a total of 28 properties ahead of the public meeting. The letters were to provide benefiting property owners and residents with the opportunity to vote and approve of the noise wall and to indicate their preference on the aesthetics of the wall panel patterns. A copy of the letter and ballot is included in Appendix A. Construction of the noise wall was approved along with its aesthetics. The Noise Wall's aesthetics were selected to match the selected concept for the structure at 8 Mile Road.

Location of the Stakeholders and the Public Meetings

The stakeholders and public involvement meetings were held at the Northfield Township Hall where previous project related meetings took place. The Northfield Township Hall is easily accessible from the US-23 interchange at 8 Mile Road and is located at 8350 Main Street, Whitmore Lake, MI 48189.

Electronic Media

An existing MDOT project web page was updated with relevant information as the project progressed.

3.4 CONTEXT INVESTIGATION AND DATA COLLECTION

In August 2015, during the context investigation and data collection phase of the study, the Study Team conducted a site visit of the US-23 corridor from its interchange with M-14 northerly to its interchange with I-96 to determine the character of the project's physical environment. The team traveled the corridor from Brighton to Ann Arbor and with photographs and field notes documented existing conditions and views of the areas surrounding the project's length. As part of this task, the Study Team:

- Visited and photographed the surrounding areas to observe and record the architectural and visual environment. The team utilized GIS technology to record the location, height, and orientation of each photograph taken for use in the theme development stage.
- Identified and recorded the various landscape components within the study area, including landform, water, vegetation, and manmade development.
- Identified and recorded the various visual pattern elements within the landscape including form, line, color and texture.
- Utilized existing topographic information to analyze viewshed and line-of-sight profiles.
- Reviewed the proposed operational improvements to the freeway to determine potential impacts to the project area.
- Identified potential themes which described the visual, architectural, cultural, and/or historical character of the study area.

This Study Team field visit led to the following observations of the project's overall corridor characteristics.

Overall Character

In general, the roadway character currently goes from a suburban character associated with Brighton Township to an increasingly rural character as one travels south on the corridor, with the Ann Arbor Charter Township being the most rural with an agricultural component not necessarily visible from the freeway. Immediately south of this area and beginning with the interchange merging with SR-14, the area becomes more urbanized with the neighboring City of Ann Arbor.

The identification, study and documentation of the visual, architectural, cultural and historical character of the study area led to the characterization of zones that are described in more detail in the next section. This process led to the selection and development of aesthetic and landscape themes for the corridor.

3.5 IDENTIFICATION OF LANDSCAPE AND AESTHETIC THEMES

The Study Team used the following three step approach to identify and develop aesthetic themes for the corridor.

- First, the general context along the corridor was documented.
- Second, the unique characteristics of different zones within the corridor were identified.
- Finally, a range of project themes was developed based on the zone characteristics and on the need to provide consistency throughout the corridor.

The project corridor was divided into three general zones for the purpose of developing aesthetic themes. These zones were based on landscape character, land use, level of development and location. While each zone was not completely homogenous in character, the current development and landscape patterns are broadly of one character.

These zones are:

- **Lake District Zone:** The Lake Zone begins at the Silver Lake Road Interchange on the north and extends south to the gore points of the ramps on the south side of the Six Mile Road Interchange. The significant characteristic of this zone are the numerous lakes and ponds on the east side of the highway. This zone is generally focused around the Whitmore Lake area.
- **Rural District Zone:** The Rural District Zone extends south of the Six Mile Road Interchange through to the Warren Road overcrossing. The defining characteristic of this zone is the quilt of forested areas and agricultural fields.
- **Gateway to Ann Arbor Zone:** This zone begins just south of the Warren Road overcrossing and ends at the US-23/M-14 Interchange. The dominating characteristic of this zone is still rural with pockets of wetland and woodland along the corridor.

With the character of these different zones, a few themes began to emerge. For the proposed themes, the Study Team developed an approach to create elements that can be applied throughout the corridor for a base design with the intent of providing consistency throughout the corridor. Additional design elements, associated with specific locations related to different areas of the corridor, can then be added to the base design. This approach created overall consistency while allowing for unique expressions as warranted by special conditions. The proposed aesthetic and landscaping themes are listed below:

Theme 1: Agriculture

Over time, this region has been shaped by people working and farming the land. The recognizable geometries of agriculture, overlaid on the landscape, are visible throughout the corridor. This theme might express the underlying order and geometries of agriculture to provide texture and detail for both structures and landscape. Images or details of agriculture, farming machinery and farm architecture may be referenced to generate detail. Color and scale were utilized to build upon this theme.

The following lists elements for the agricultural theme:

- Structural forms imitate regular patterns and are used in a rhythmic manner;
- Emphasis was placed on arrangement of materials to appear orthogonal, rectilinear, or geometric;
- Materials, textures, and forms create hard edges, smooth surfaces, and clean appearances, and
- Built forms look mechanized and ordered.

The following lists elements for the productive landscape style:

- Regular patterns of linear plantings are interwoven with sculpted landforms or structural elements;
- Side slopes are to sculpt landforms in regular geometric solids;
- Stormwater channels and retention/detention ponds are to be naturally lined, but with rectilinear organization and clean slopes;
- Plantings are organized with the creation of small groves, and
- Large shade trees and evergreens are placed to represent wind breaks along the open fields and are also used as visual screens.

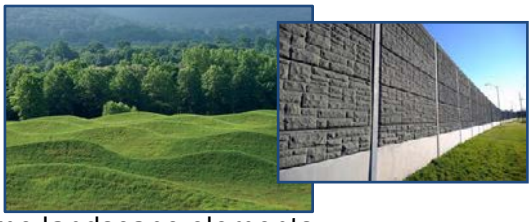
Potential Color Palettes

Theme 2: Woodland

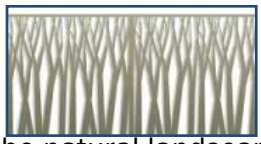
Before settlement of this area, the native forest and wildlife shaped the region. Areas of native woodlands are still extant and visible to travelers along the corridor. The textures, patterns and forms of the native woodlands provide inspiration for a range of design solutions for structures and landscape. While the native woodlands may appear uncontained and free form, the forests provide visual "edges" between the old growth and grasslands or wetlands. These edges tend to be transition zones of varying widths or pockets consisting of understory (ornamental) trees and flowering shrubs. The color and texture of these zones will provide the visual variety and nuance to punctuate the monochromatic edge of the forested areas. In addition, the native landscape provides an abundance of inspiration for colors and textures.

The following are descriptions of the Woodland theme structural elements:

- Structural forms/solutions based on organic structures (cantilevers and fractals);
- Emphasis placed on arrangement of materials to reflect the density and texture of woodlands;
- Materials, textures and forms are organic;
- Land forms blend with structural elements;
- Structural features are patterned;
- Color palettes include earth tones.



The following are descriptions for the Woodland theme landscape elements:



- Large free-flowing planted areas;
- Meandering, soft curve edges;
- Minimal disruption of existing natural vegetation;
- Informal, naturalistic massing of plantings to mimic the natural landscape,
- Large masses of native grasses, wildflowers and low-growing seed mixes.

Potential Color Palettes

Theme 3: Lakeside Reflections

Within the limits of the corridor, there are a number of lakes and ponds. These provide recreational opportunities and open vistas that provide a natural contrast with the woodlands. The ebb and flow of the water, waves along the shore, and the water surface provide organic and dynamic reference for textures and forms. These textures and forms can be translated into corridor landscape and structures. The unique forms and colors of the freshwater aquatic world as well as the effects of the water on the shoreline can also be utilized to generate details. These forms may convey a calming reminder of what lies beyond the roadway in the woodlands.

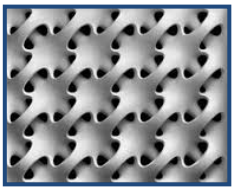
The following are descriptions of the Lakeside theme structural elements:

- Structural forms have rhythmic textures and rounded forms;
- Forms and surfaces are more continuous and smooth;
- Materials, textures and patterns are more random and fluid;
- Structural elements will contrast with the landscape;
- Built features may recall nautical forms;
- Color palettes recall water and reflected light.

Potential Color Palette

Theme 4: Innovation

The US-23 corridor is the primary northern gateway to the City of Ann Arbor and the University of Michigan campus. Contributions of the University of Michigan to a wide-range of fields have advanced many facets of modern life. In addition, the innovation theme applies to the application of Advanced Traffic Management to improve operations and enhance mobility throughout the corridor. Innovation, as an idea, may be expressed through inventive patterns and textures applied to structures and landscape elements as well as corridor details. The theme of innovation also looks forward, to ongoing contributions and improvements to how we live.

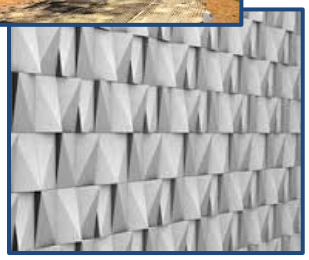


The following are descriptions of the Innovation theme structural elements:

- Structural forms and lines are forward looking and dynamic;
- Structural types may be innovative;
- Materials, textures and forms are contemporary in nature, smoother in texture;
- Incorporate standalone gateway features or integrate these elements within the structural design;
- Built features are clearly synthetic, i.e. man-made.

The following are descriptions for the Innovation theme landscape elements:

- Uniform and symmetrical patterns of plantings rich in color and texture;
- Planting forms appear manicured and sculpted;
- Density and massing are lower scale to elements focus attention to the structural features;
- Stormwater channels and retention/detention ponds may be combined with structural elements;
- Rectilinear organization and clean lines in plantings.



Potential Color Palette

Theme 5: Geomorphology

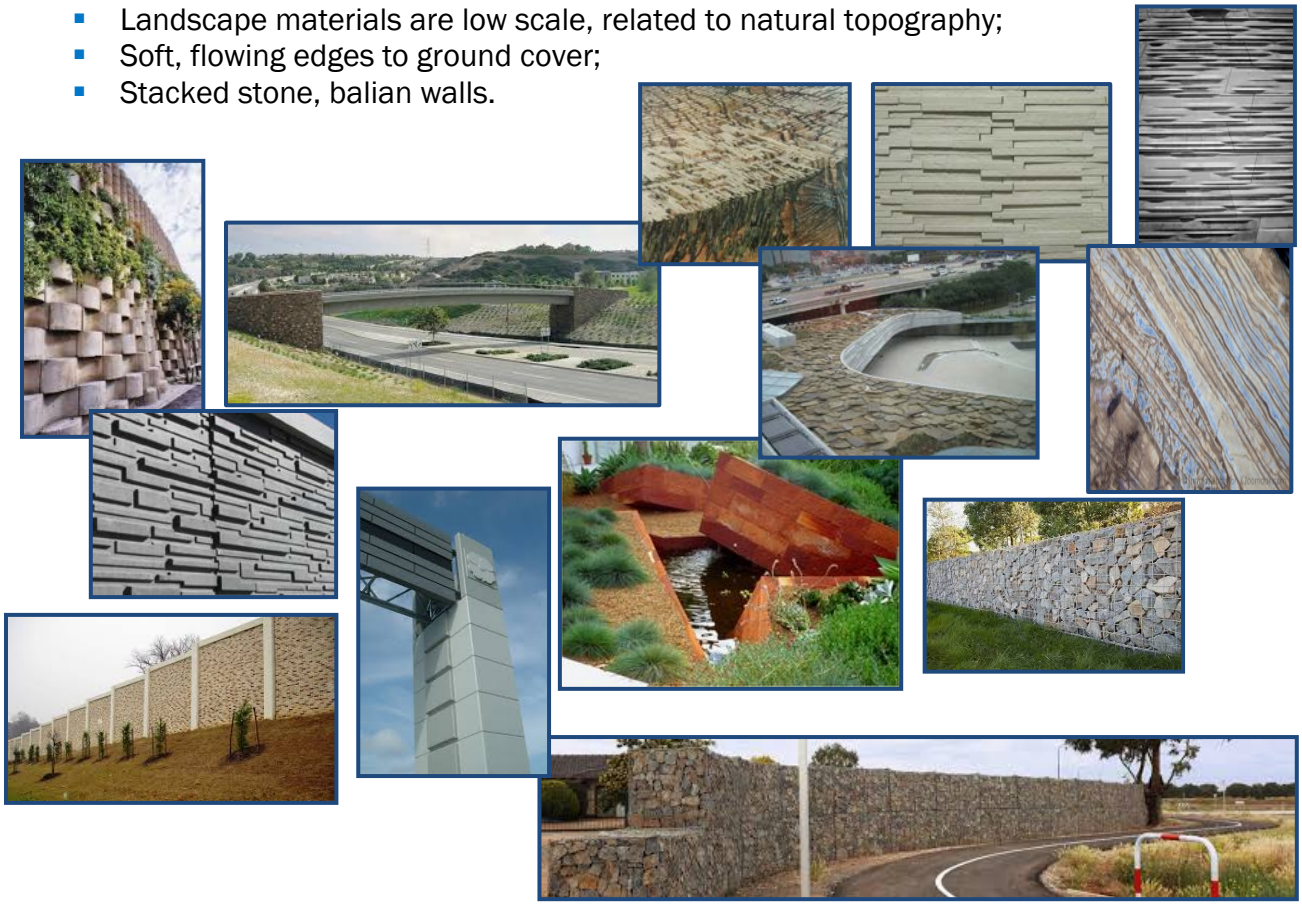
The landscape of pre-historic Michigan was shaped and then reshaped by the glacial shifting of the last ice age. The resulting gently rolling landforms, geologic formations and rock outcroppings provide inspiration for the landscape design and structures of the corridor. The colors, textures and forms of native rock may be reflected in the design of various corridor elements.

The following are descriptions of the Geomorphology theme structural elements:

- Structural forms reference strata and geography;
- Horizontal organization of materials;
- Use of layers;
- Irregularly patterns and texture.

The following are descriptions for the Geomorphology theme landscape elements:

- Large free-flowing planted areas;
- Graphic expression of land forms in plant massing;
- Landscape materials are low scale, related to natural topography;
- Soft, flowing edges to ground cover;
- Stacked stone, balian walls.



Potential Color Palette

3.6 IDENTIFICATION OF LANDSCAPE AND AESTHETIC CONCEPTS

The aesthetic themes were presented to the stakeholders at a meeting on October 5, 2015. After review of the comments and input gathered at the Stakeholders' meeting, the consensus was to select the Geomorphology aesthetic theme for concept development along the corridor. This choice was made to keep a uniform look throughout the corridor with a component on the south side of the project near the City of Ann Arbor that would embody the tree as the symbol of the City and its emphasis on sustainability and protection of the environment. This is reflected in the Woodland Theme.

The concepts developed from these themes would take into account the type of repair at each structure and the proposed aesthetics would be integrated within the design of the new and rehabilitated structures to arrive at reasonable, feasible, and practical alternatives.

The Study Team developed three main Geomorphic concepts from the Geomorphology Theme (Stone, Strata, and Layers), as shown in Figure 3:

STONE CONCEPT

STRATA CONCEPT

LAYERS CONCEPT

FIGURE 3 – CANDIDATE AESTHETIC THEME – GEOMORPHIC THEME
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 4 illustrates the aesthetic concept developed for the woodland theme near the southern end of the project.

FIGURE 4 – WARREN ROAD BRIDGE – WOODLAND CONCEPT
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Color palettes were also selected to complement the Geomorphology and the Woodland Themes.

Figure 5 illustrates the palettes of colors that are reflective of the Geomorphic Theme.

FIGURE 5 – CONCEPT STRUCTURES AND LANDSCAPE GEOMORPHIC THEME COLOR PALETTE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 6 illustrates the palettes of colors that are reflective of the Woodland Theme.

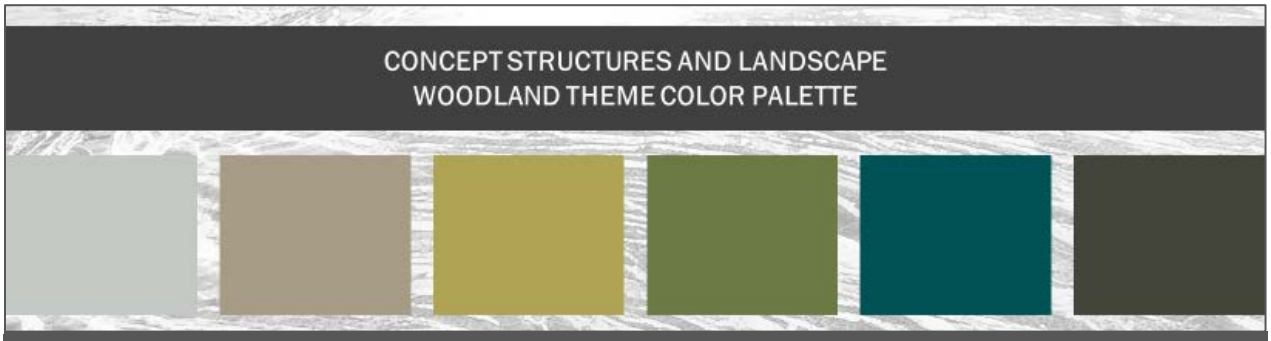


FIGURE 6 – CONCEPT STRUCTURES AND LANDSCAPE WOODLAND THEME COLOR PALETTE
US-23 Corridor from M-14 to Silver Lakes Improvements Project

Landscape options were also developed to match the two main aesthetic themes Geomorphic and Woodland (Forested). The landscape and aesthetic concepts that were developed from these themes as shown in Figures 7 and 8. Figures 9 and 10 illustrate the choice of landscape materials that are reflective of these two concepts.

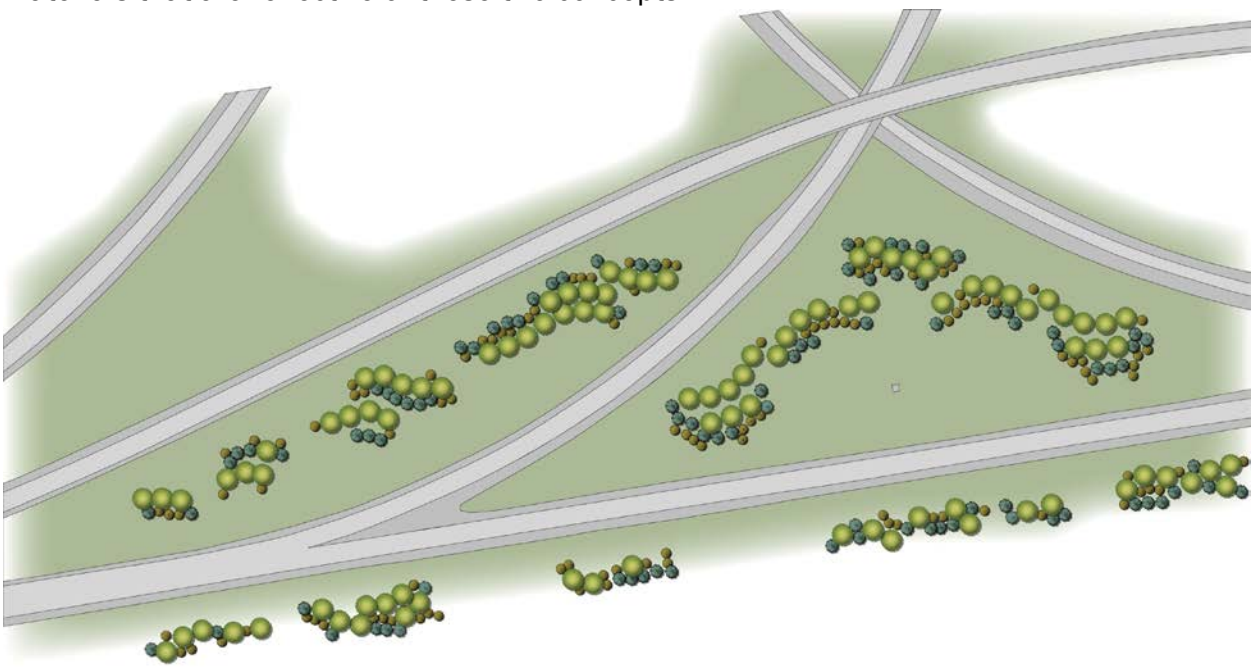


FIGURE 7 – TRI-LEVEL INTERCHANGE – LANDSCAPE PLAN -GEOMORPHIC
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

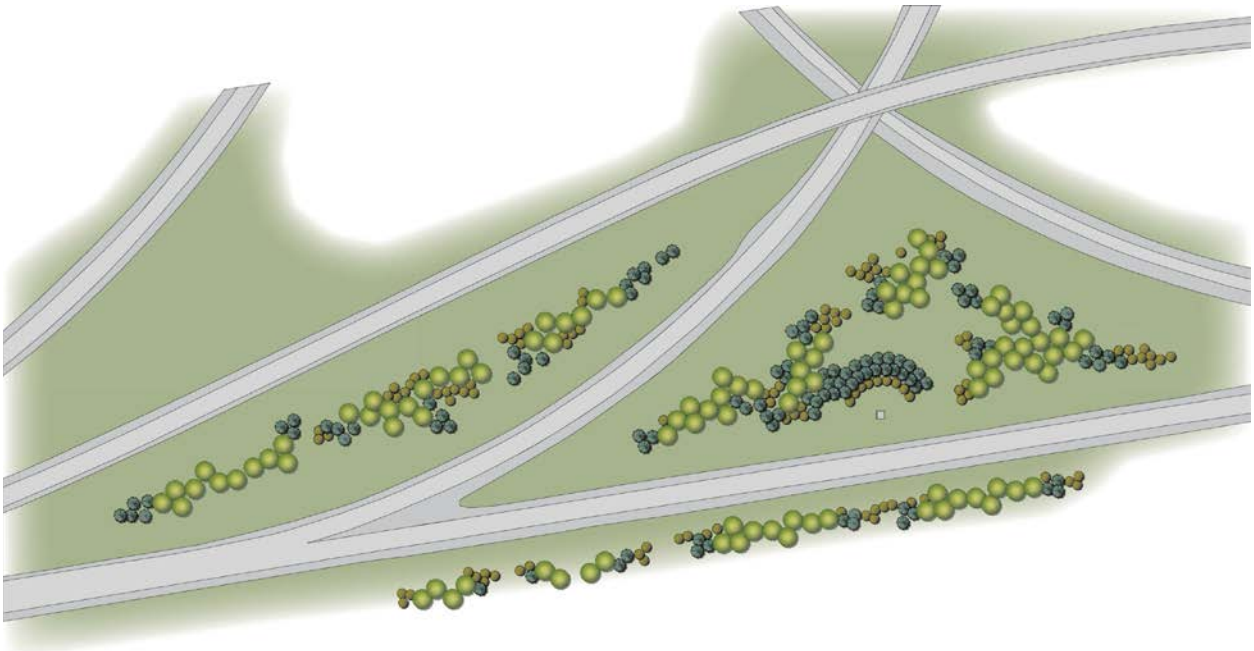


FIGURE 8 – TRI-LEVEL INTERCHANGE – LANDSCAPE PLAN – WOODLAND (FORESTED)
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 9 illustrates the choice of landscape materials that complement the Geomorphic Theme.

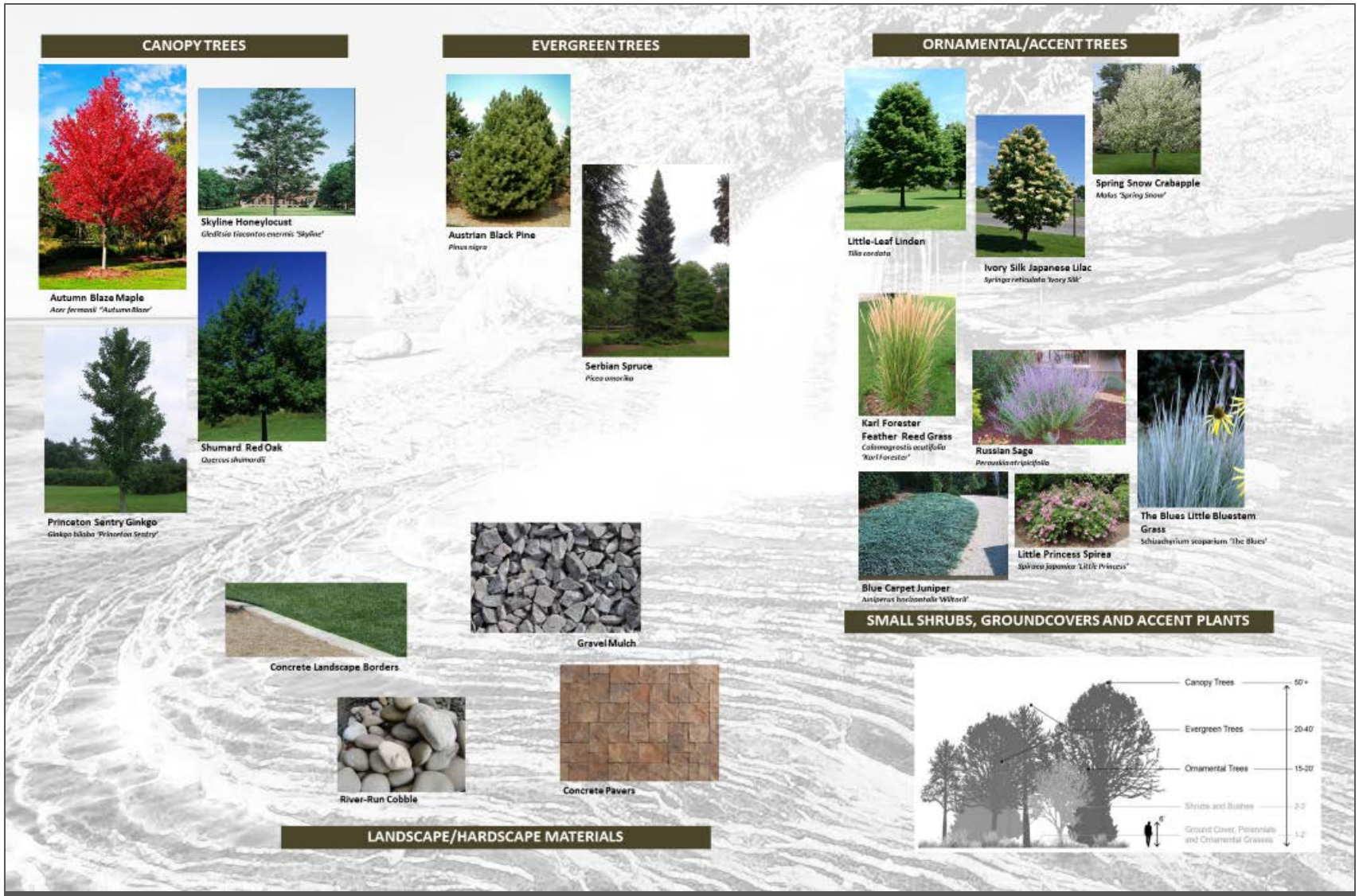


FIGURE 9 – CANDIDATE PLAN PALETTE AND MATERIALS – GEOMORPHIC THEME
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 10 illustrates the choice of landscape materials that complement the Woodland (Forested) Theme.

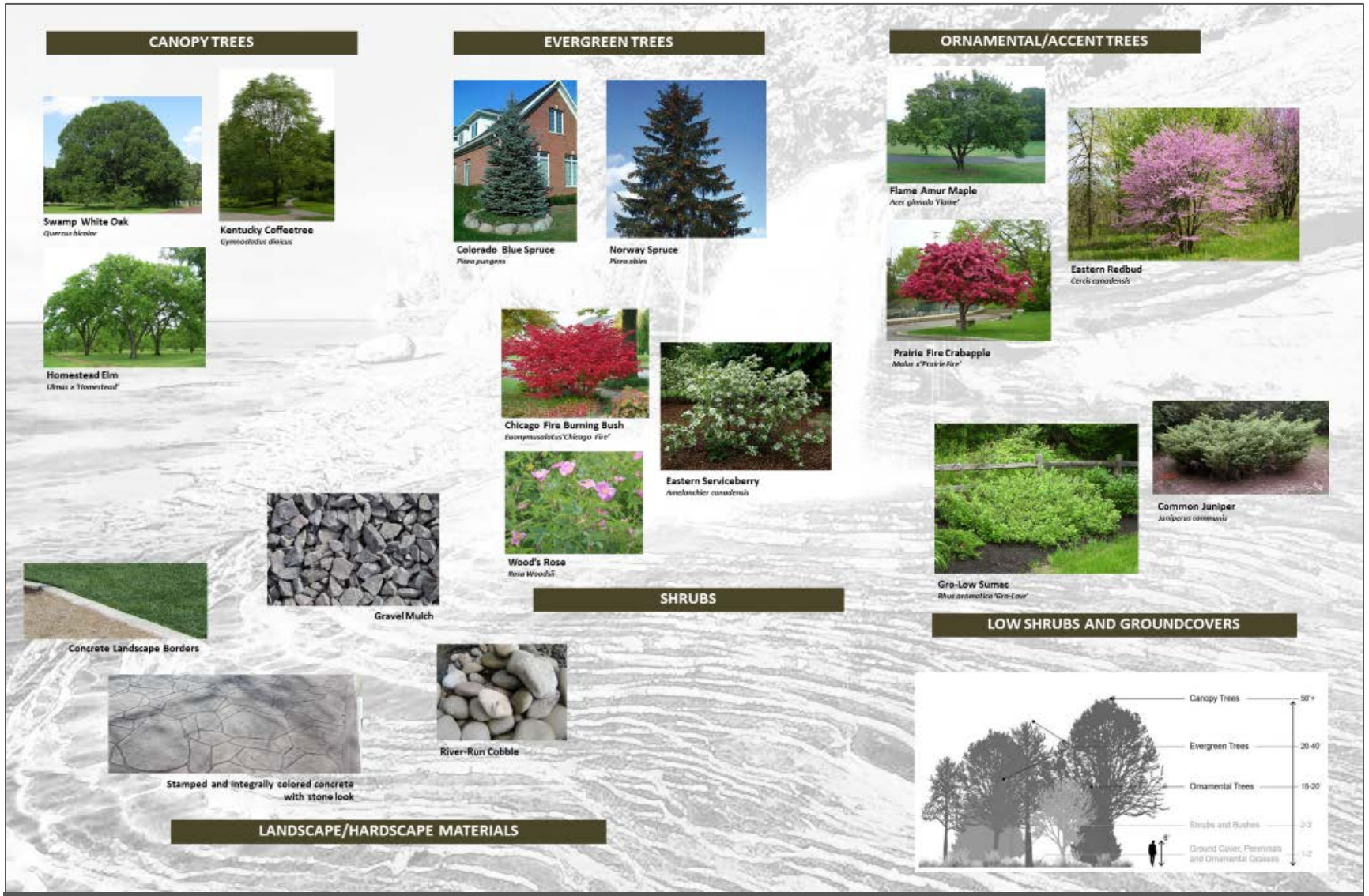


FIGURE 10 – CANDIDATE PLAN PALETTE AND MATERIALS – WOODLAND (FORESTED) THEME
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

3.7 APPLICATION OF LANDSCAPE AND AESTHETIC CONCEPTS

Figures 11 through 26 illustrate the application of the selected concepts at specific structures and interchanges along the corridor.

These concepts were presented to the public at the November, 2015 Open House.

8 MILE ROAD INTERCHANGE CONCEPTS

Figure 11 illustrates the Geomorphic and Woodland Landscape concepts developed for the 8 Mile Road interchange.

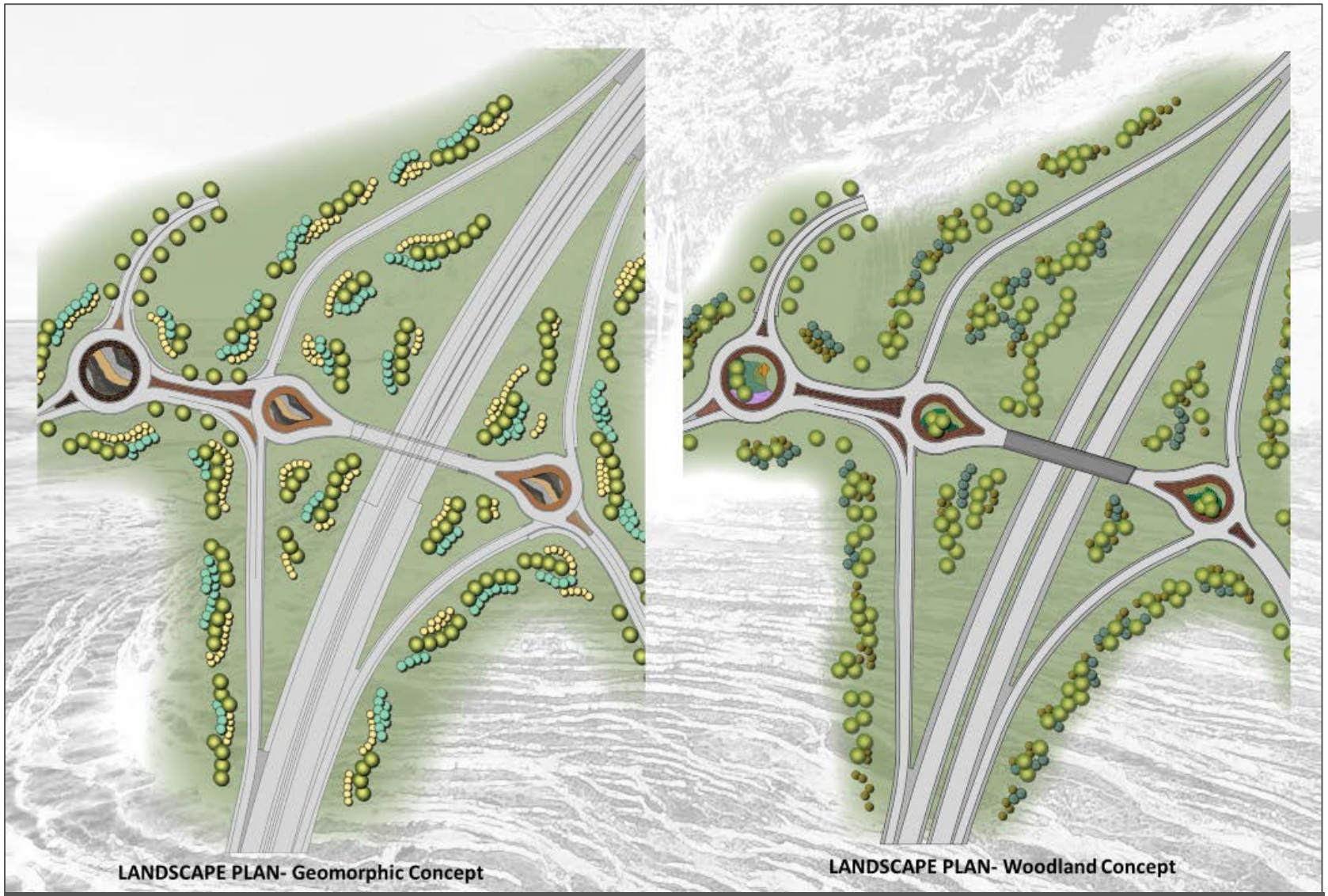


FIGURE 11 – 8 MILE ROAD INTERCHANGE – LANDSCAPE PLAN
US-23 Corridor from M-14 Silver Lake Road Improvements Project

Figure 12 illustrates the Woodland (Forested) and Geomorphic roundabout concepts developed for the 8 Mile Road and the North Territorial Road interchanges.

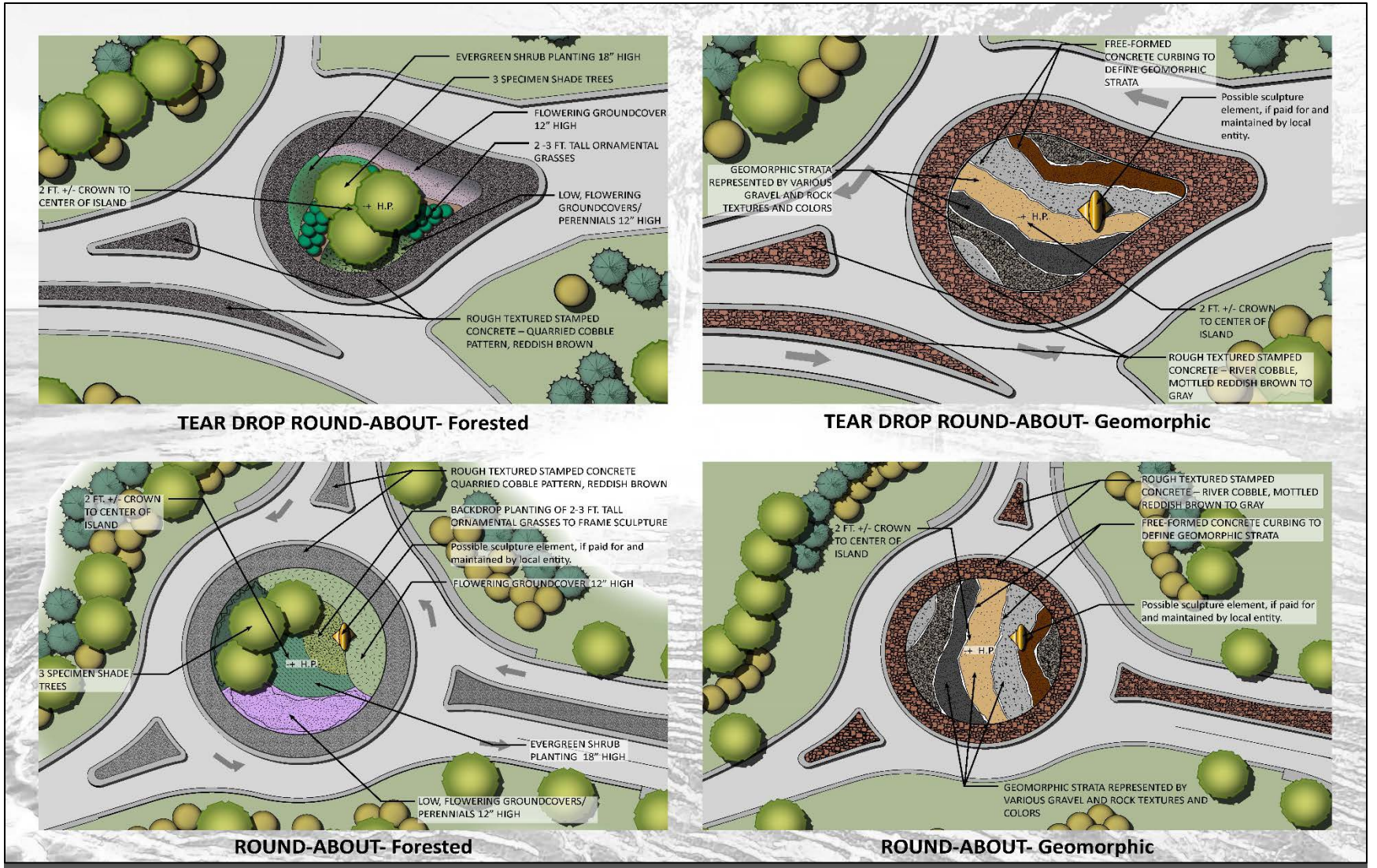


FIGURE 12 – 8 MILE ROAD AND NORTH TERRITORIAL ROAD INTERCHANGES – ROUNDABOUT & TEARDROP PLAN
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 13 illustrates the Geomorphic Stone concept developed for the 8 Mile Road structure.

FIGURE 13 – 8 MILE ROAD INTERCHANGE – CONCEPT RENDERINGS – GEOMORPHIC STONE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 14 illustrates the Geomorphic Strata concept developed for the 8 Mile Road structure.

FIGURE 14 – 8 MILE ROAD INTERCHANGE – CONCEPT RENDERINGS - GEOMORPHIC STRATA
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 15 illustrates the Geomorphic Layers concept developed for the 8 Mile Road structure.

FIGURE 15 – 8 MILE ROAD INTERCHANGE – CONCEPT RENDERINGS - GEOMORPHIC LAYERS
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

In addition, a Gateway Concept was developed for the 8 Mile Road structure, as illustrated below in Figure 16.

FIGURE 16 – 8 MILE ROAD INTERCHANGE – GATEWAY CONCEPT
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

NORTH TERRITORIAL ROAD INTERCHANGE CONCEPTS

Figure 17 illustrates the Geomorphic and Woodland Landscape concepts developed for the North Territorial Road interchange. These concepts also apply to the 6 Mile Road interchange.

FIGURE 17 – NORTH TERRITORIAL ROAD AND 6 MILE ROAD INTERCHANGES – LANDSCAPE PLAN
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 18 illustrates the Geomorphic Stone concept developed for the North Territorial Road structure.

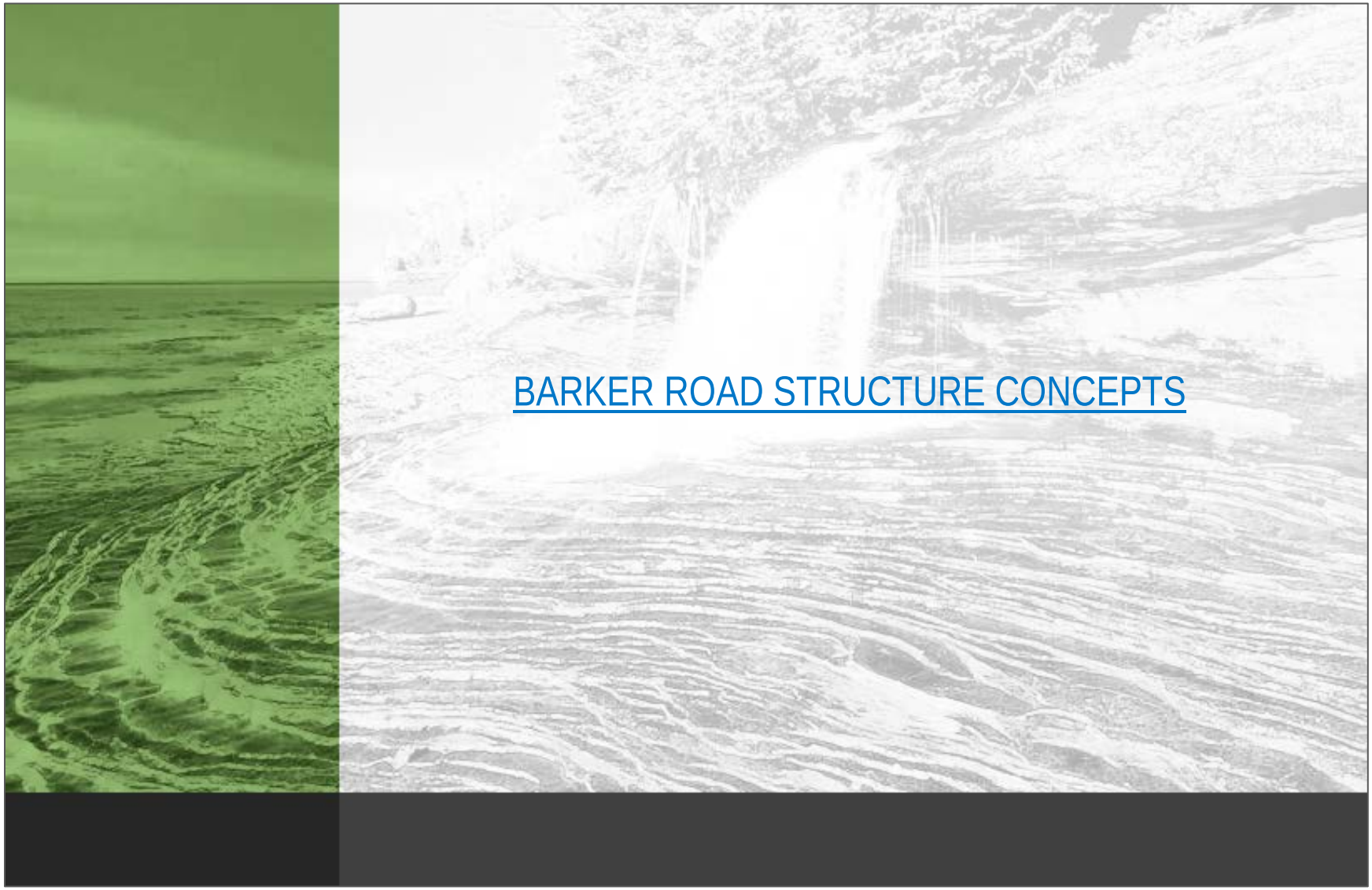
FIGURE 18 – NORTH TERRITORIAL ROAD INTERCHANGE – CONCEPT RENDERINGS – GEOMORPHIC STONE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 19 illustrates the Geomorphic Strata concept developed for the North Territorial Road structure.

FIGURE 19 – NORTH TERRITORIAL ROAD INTERCHANGE – CONCEPT RENDERINGS – GEOMORPHIC STRATA
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 20 illustrates the Geomorphic Layers concept developed for the North Territorial Road structure.

FIGURE 20 – NORTH TERRITORIAL ROAD INTERCHANGE – CONCEPT RENDERINGS – GEOMORPHIC LAYERS
US-23 Corridor from M-14 to Silver Lake Road Improvements Project



BARKER ROAD STRUCTURE CONCEPTS

Figure 21 illustrates the Geomorphic and Woodland Landscape concepts developed for the Barker Road interchange. These concepts would also apply at the future bridge widenings along the corridor.

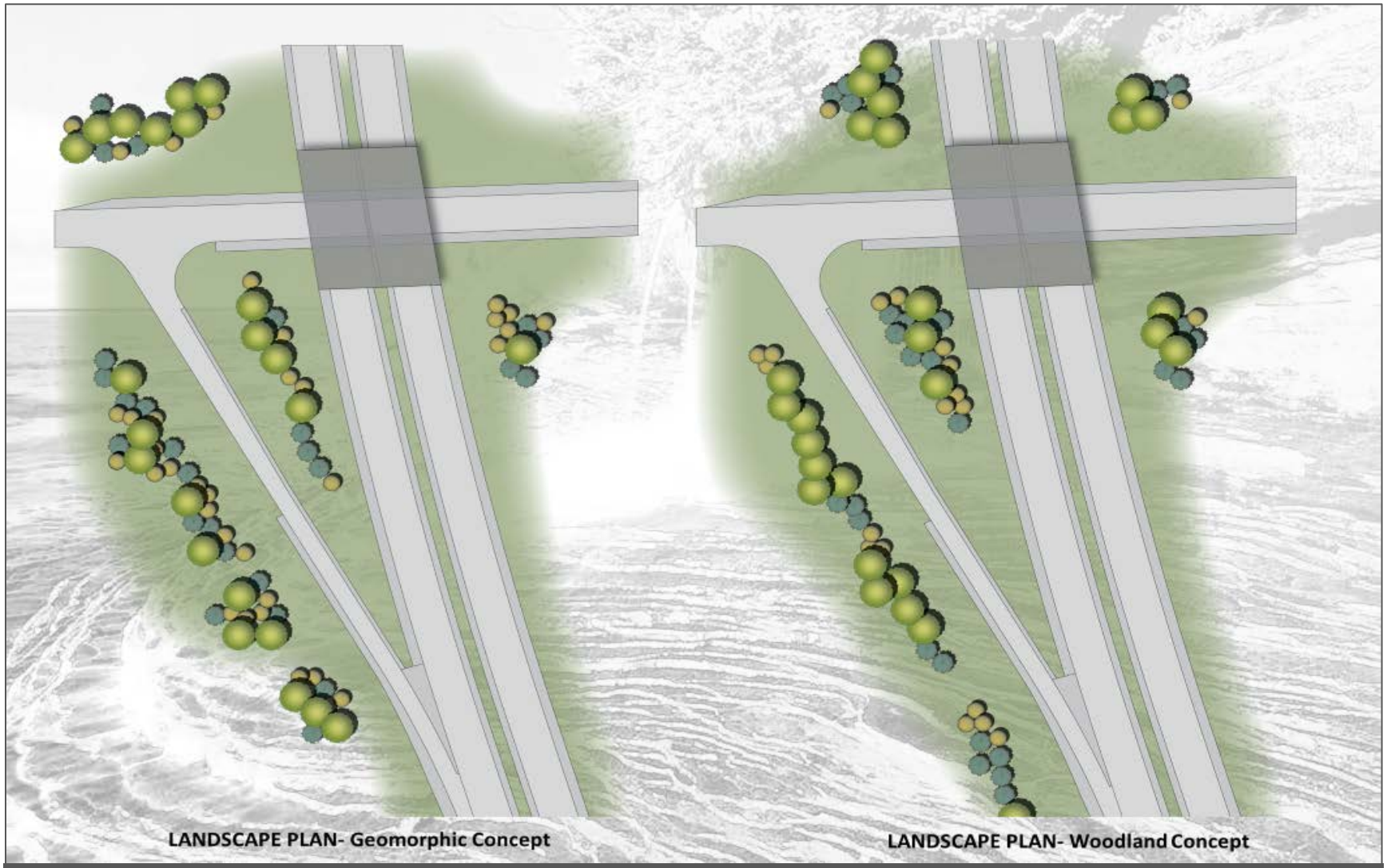


FIGURE 21 – BARKER ROAD INTERCHANGE – LANDSCAPE PLAN
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 22 illustrates the Geomorphic Stone concept developed for the Barker Road structure.

FIGURE 22 – BARKER ROAD STRUCTURE – CONCEPT RENDERINGS – GEOMORPHIC STONE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 23 illustrates the Geomorphic Strata concept developed for the Barker Road structure.

FIGURE 23 – BARKER ROAD STRUCTURE – CONCEPT RENDERINGS – GEOMORPHIC STRATA
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

Figure 24 illustrates the Geomorphic Layers concept developed for the Barker Road structure.

FIGURE 24 – BARKER ROAD STRUCTURE – CONCEPT RENDERINGS – GEOMORPHIC LAYERS
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

WARREN ROAD STRUCTURE CONCEPTS

Figure 25 illustrates the Woodland concepts developed at Warren Road. These concepts also apply to Joy Road.

FIGURE 25 – WARREN ROAD STRUCTURE – CONCEPT RENDERINGS
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


NOISE WALL CONCEPTS
US-23 / 8 MILE ROAD INTERCHANGE

Figure 26 illustrates the Noise Wall concepts developed north of the 8 Mile Road interchange.

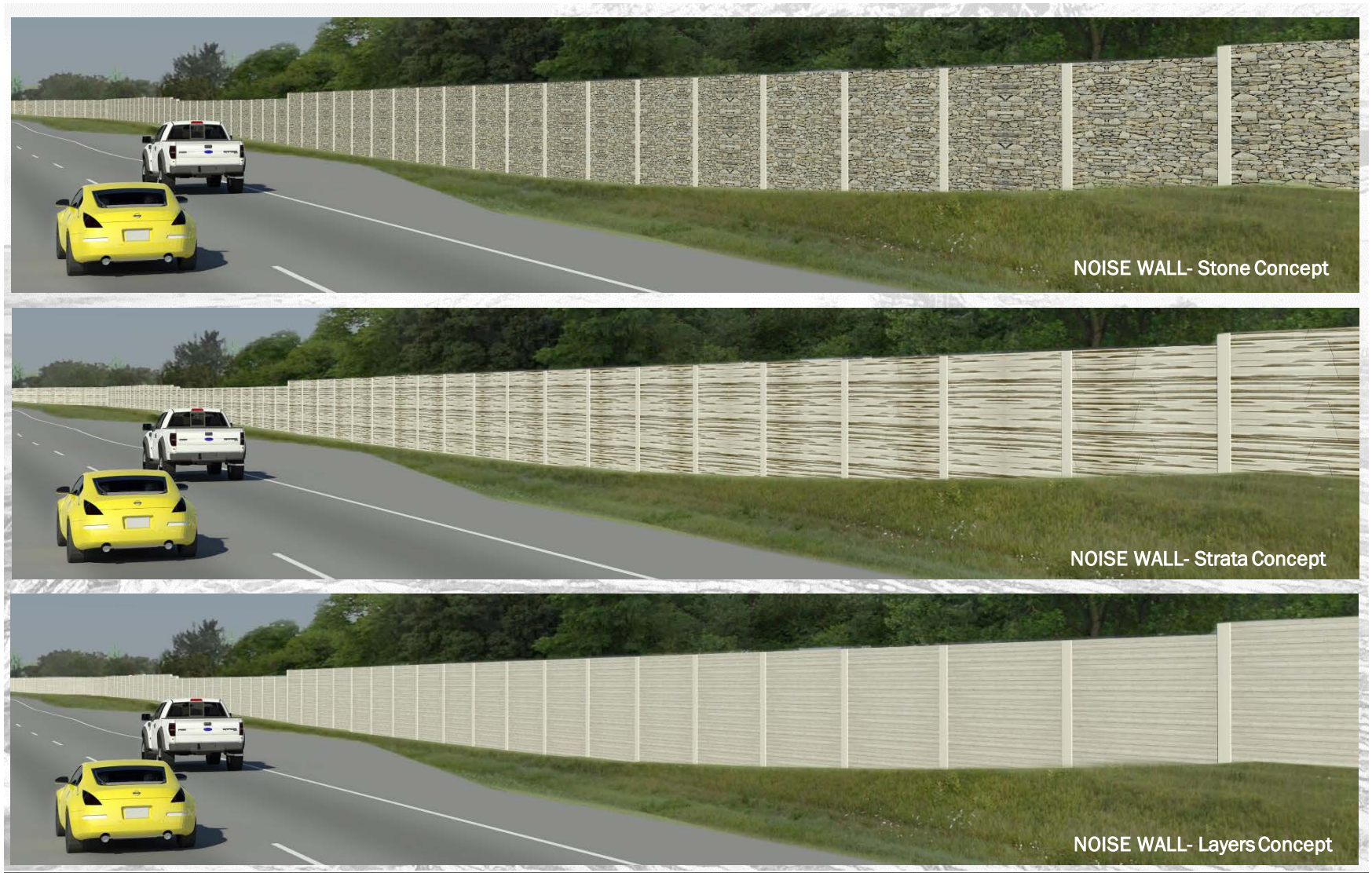


FIGURE 26 – 8 MILE ROAD INTERCHANGE – NOISE WALL CONCEPT RENDERINGS
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

3.8 SELECTION OF THE FINAL LANDSCAPE AND AESTHETIC CONCEPT

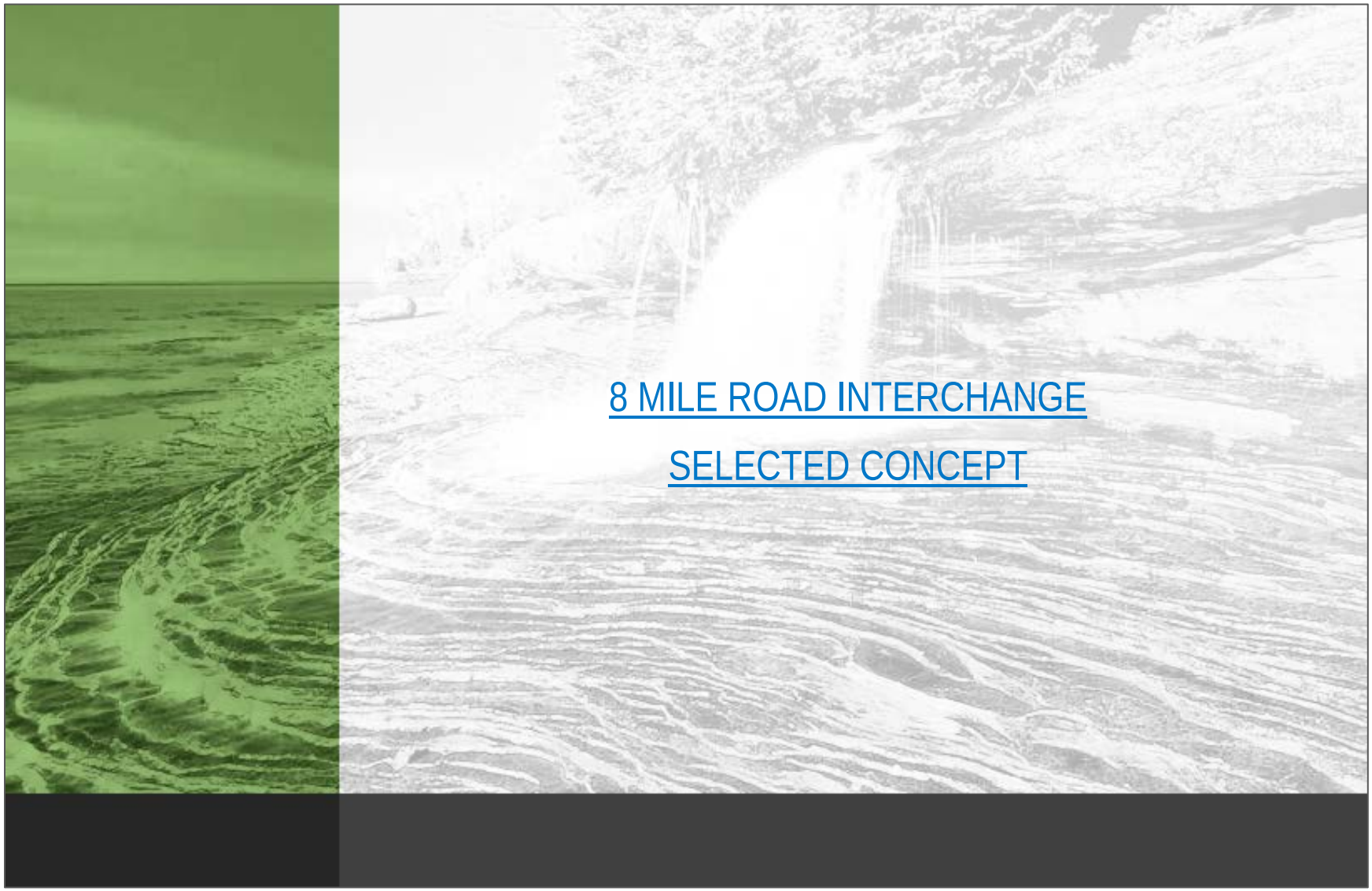
Input received at the Open House held on November 12, 2015 led to the selection of the Geomorphic (Stone) aesthetic concept for most of the corridor's new structures with a preference for the Gateway concept at 8 Mile Road.

The public also indicated its approval of the Woodland aesthetic concept at the Warren Road structure located near the City of Ann Arbor at the southern end of the corridor.

A simpler aesthetic was selected for the widening of the Barker Road structures.

The public expressed an interest for the forested landscape concept, however, concerns about future maintenance costs and sustainability of this concept led MDOT in consultation with some of its stakeholders, to the selection of the Geomorphic landscape elements to complement the selected Geomorphic aesthetic concept.

Figures 27 through 37 illustrate the selected elements and their application along the corridor.


8 MILE ROAD INTERCHANGE
SELECTED CONCEPT

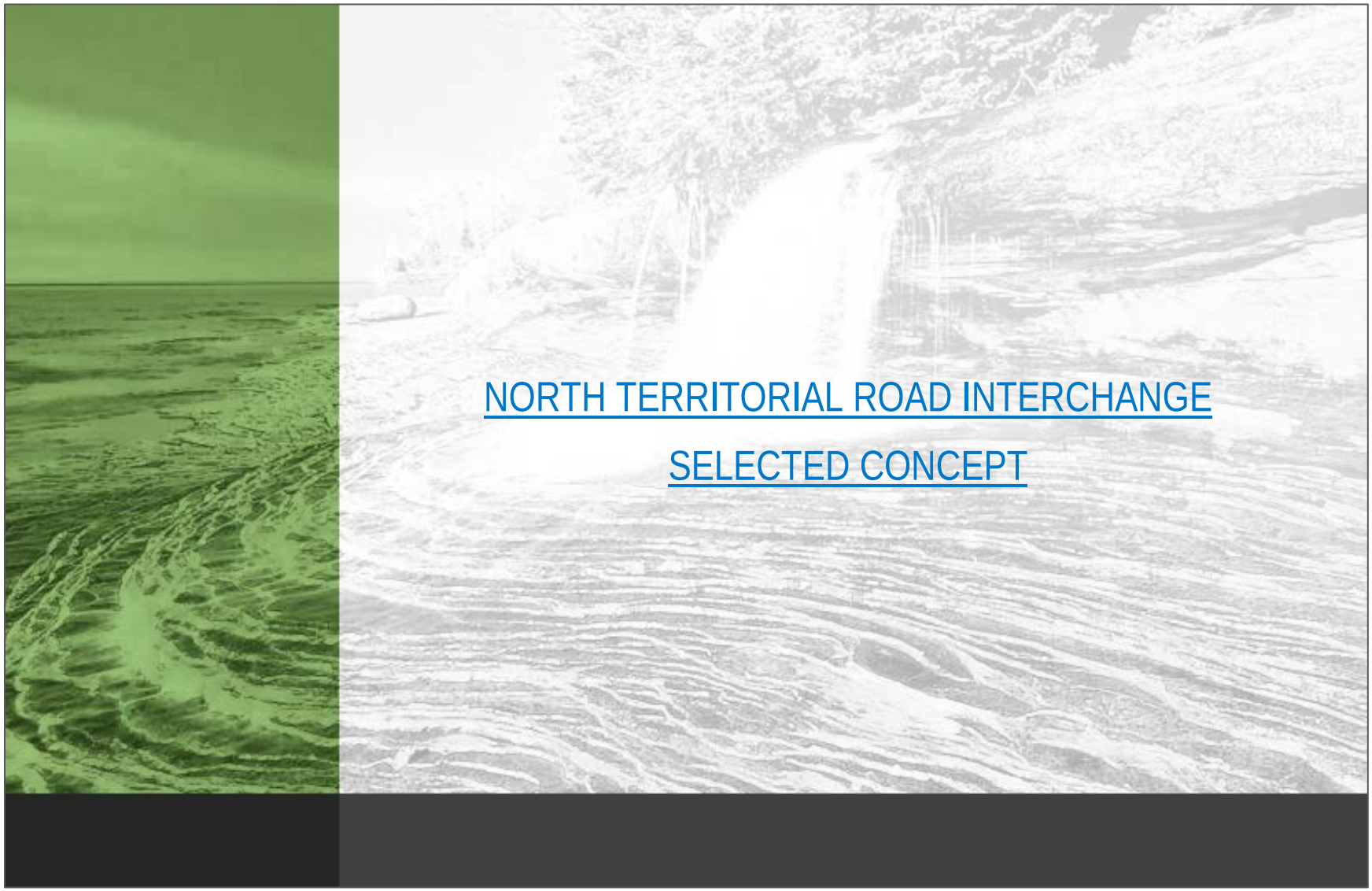
Figures 27 through 30 illustrate the selected Geomorphic landscape and aesthetic concepts as applied to the design of the 8 Mile Road interchange and the Gateway concept for the structure.

FIGURE 27 – 8 MILE ROAD INTERCHANGE – OVERALL AERIAL VIEW
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE 28 – 8 MILE ROAD INTERCHANGE – ROUNDABOUT PLAN - GEOMORPHIC
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE 29 – 8 MILE ROAD INTERCHANGE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE 30 – 8 MILE ROAD INTERCHANGE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


NORTH TERRITORIAL ROAD INTERCHANGE
SELECTED CONCEPT

Figures 31 and 32 illustrate the selected Geomorphic landscape and aesthetic concepts as applied to the North Territorial Road interchange and structure. The same concept would apply at the 6 Mile Road structure.

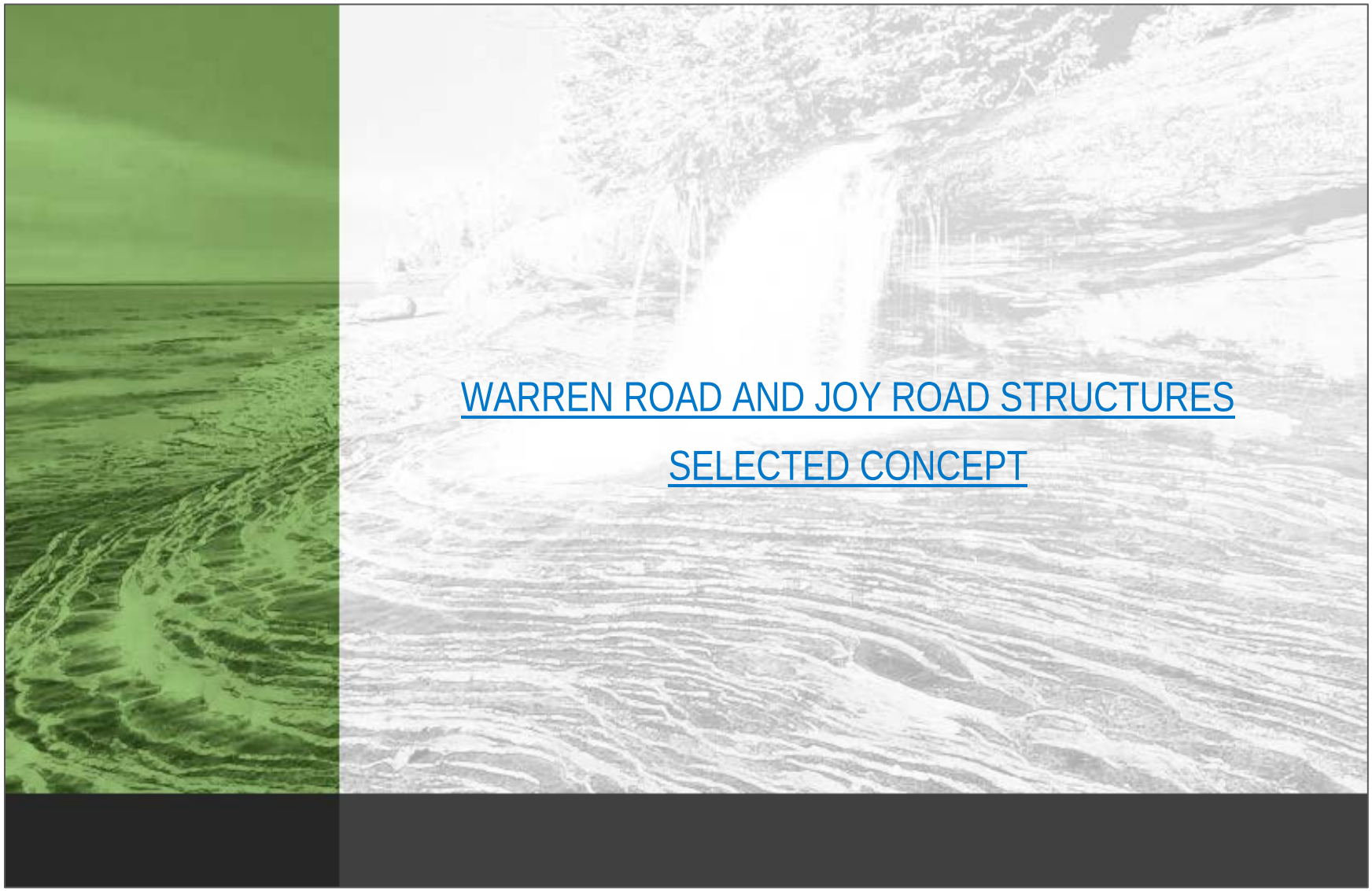
FIGURE 31 – NORTH TERRITORIAL ROAD INTERCHANGE – OVERALL AERIAL VIEW
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

FIGURE 32 – NORTH TERRITORIAL ROAD INTERCHANGE – OVERALL AERIAL VIEW
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


BARKER ROAD STRUCTURE
SELECTED CONCEPT

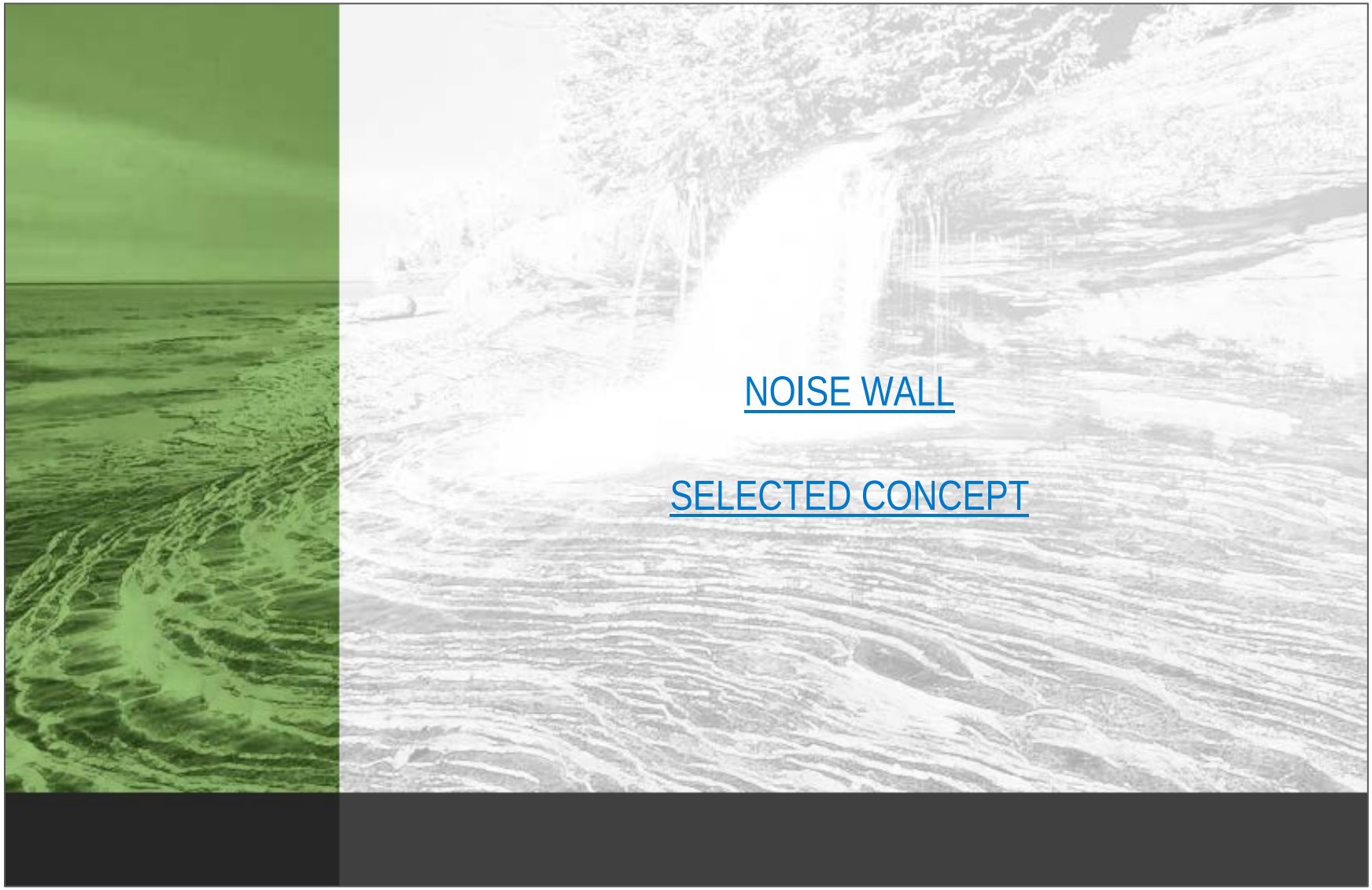
The selected aesthetic concept for the structure carrying US-23 over Barker Road is illustrated in Figure 33. This concept would also apply at future structure widening carrying US-23 over local roads or other infrastructures.

FIGURE 33 – BARKER ROAD STRUCTURE
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


WARREN ROAD AND JOY ROAD STRUCTURES
SELECTED CONCEPT

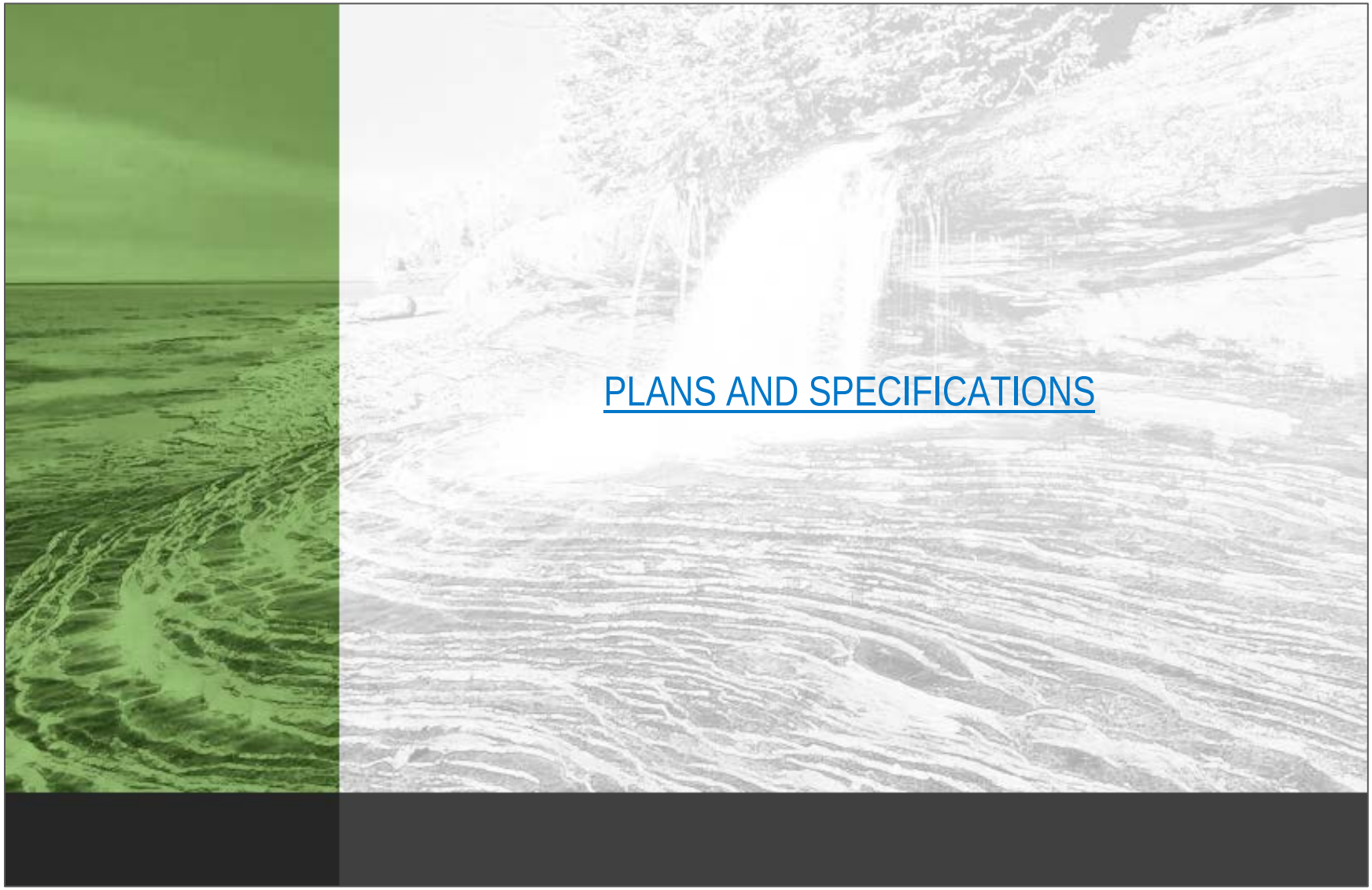
The selected aesthetic concepts for the structures at Warren Road and Joy Road are illustrated in Figures 34.

FIGURE 34 – WARREN ROAD AND JOY ROAD STRUCTURES
US-23 Corridor from M-14 to Silver Lake Road Improvements Project


NOISE WALL
SELECTED CONCEPT

The decision was made to apply the Geomorphic (Stone) aesthetic concept chosen for the structure at 8 Mile Road for the noise wall as shown in Figure 35.

FIGURE 35 – 8 MILE ROAD INTERCHANGE – NOISE WALL
US-23 Corridor from M-14 to Silver Lake Road Improvements Project



PLANS AND SPECIFICATIONS

Figures 36 and 37 illustrate the specifications for the form details to be used for the aesthetic concepts at the structures.

FIGURE 36 – FORMLINER PATTERNS AND COLOR
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

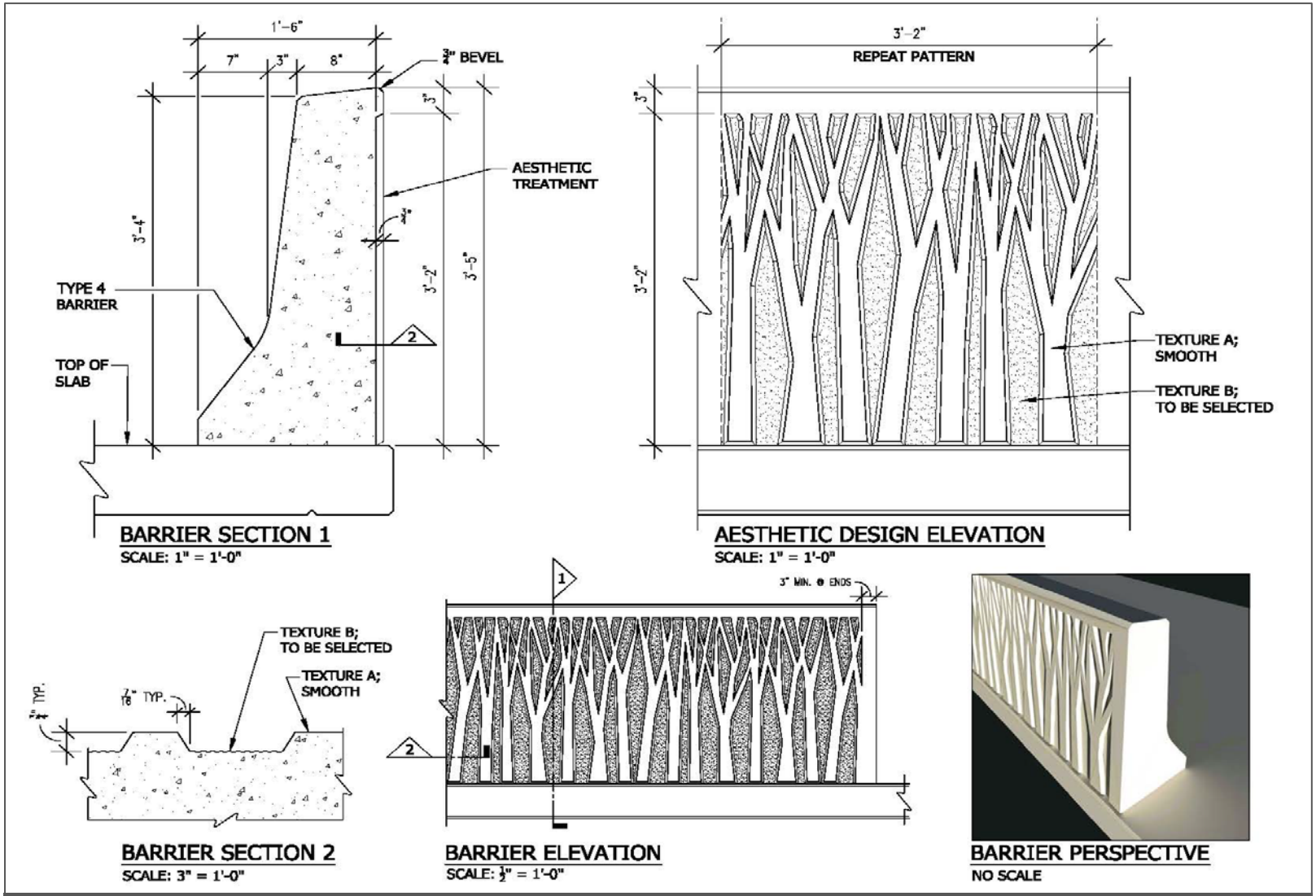
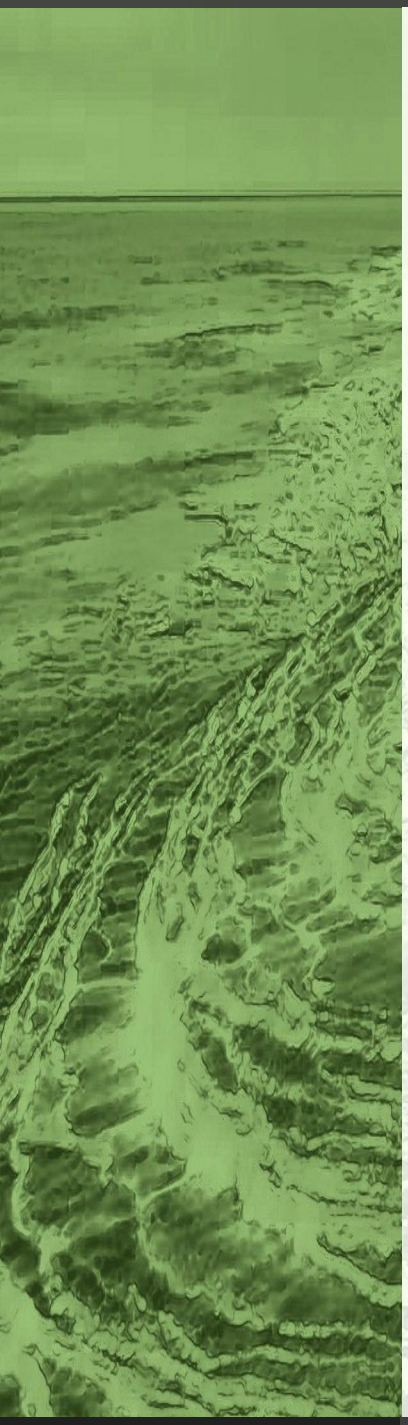


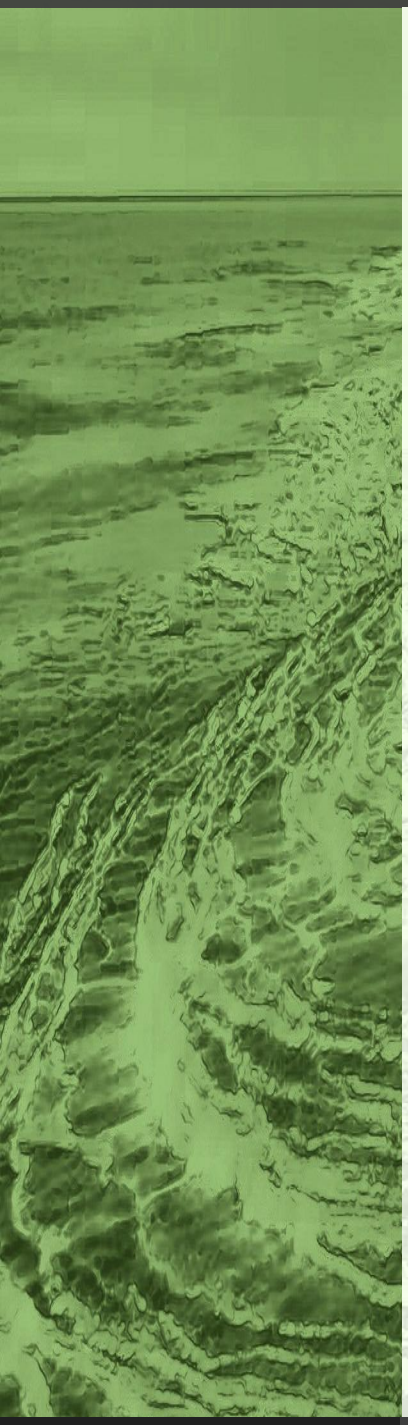
FIGURE 37 – BARRIER
US-23 Corridor from M-14 to Silver Lake Road Improvements Project

APPENDIX A
PROJECT MEETINGS INFORMATION



Appendix A
Project Meetings Information

Kick-Off Meeting
August 25, 2015



US-23 ATM CSS Design, Washtenaw and Livingston Counties
MDOT JN 123268C – CS 81075, 47013
Kick-Off Meeting
Tuesday, August 25, 2015
Conference Call: 10:00 am – 11:00 am

- Introductions
  - MDOT Key Personnel
  - Parsons Key Personnel
  - Project Team
- Project Review
- Data Collection & Investigation of Project Context
  - Update
  - Next Steps
- Stakeholders and Public Meetings
  - Logistics
    - Invitations
      - Review Time
      - Timing of Mailing and Posting on Web
  - Project web site
  - Facebook Account
  - Twitter Account
- Others

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MEETING NOTES

Subject:	US-23 CSS Kick-Off Meeting
Project No.:	MDOT JN 123268C – CS 81075, 47013
Meeting Location:	Conference Call
Date/Time:	Tuesday, August 25, 2015 / 10:00AM-11:00AM
Recorded By:	Janny Milton
Participants:	Lynne Kirby MDOT Jack Rick (MDOT) Kari Arend (MDOT) Jaime Nauta (MDOT) Mark Sweeney (MDOT) Regine Beauboeuf (Parsons) Renell Apacanis (Parsons) Janny Milton (Parsons)

Meeting Purpose: US-23 Corridor CSS conference call to discuss project coordination, aesthetic themes, noise walls, stakeholders' involvement and public meeting

Project Review

Stakeholders' Meeting and the Public Meeting will be held at the Northfield Township Hall.

Discussion on Noise Wall:

- The neighborhood abutting the noise wall must be asked if it is in agreement that a wall is needed, and if constructed, which aesthetic concept the neighborhood favors.
- Invitation flyers or postcards for the neighborhood abutting the noise wall will be different from the flyer/postcard invitation sent to other entities, groups and communities along the corridor. The invitation must stipulate that residents' contribution is two-fold as previously mentioned.
- The public meeting is scheduled tentatively for Thursday, November 12, 2015 at the Northfield Township Hall.
- The noise wall is planned for the area located north of 8 Mile, east of northbound US-23. Jack Rick will send vicinity sheets showing the area to meeting attendees.

Stakeholders Meeting

A Stakeholders Meeting is tentatively scheduled for Tuesday, October 6, 2015 at the Northfield Township Hall. Parsons will prepare the following:

- A PowerPoint Presentation
- The Project's Goals and Objectives
- Choice of aesthetic themes for the stakeholders' input

Invitations will be mailed to all stakeholders.

In addition, Jack Rick will make available, through ProjectWise, a copy of a video developed by HNTB that illustrates the operational improvements along the corridor.
Parsons will need access to ProjectWise so we can view the video and other information such as ongoing bridge studies and design work on the project.

Public Meeting

The meeting is tentatively scheduled for Thursday, November 12, 2015 at the Northfield Township Hall. The following was discussed:

- Open House format – no formal presentation
- Comment box available to the public
- Handouts including schedule and information on other aspects of the project
- Project's Goals and Objectives prepared for distribution
- Boards and Exhibits (the project team will determine what information is provided)
- Stations for each aspect of the project to be hosted by other consultants or MDOT staff

MDOT

- Lynne Kirby will check calendar to make sure that October 6 is available for all.
- Lynne will follow up with providing ProjectWise access to Parsons. Regine Beauboeuf already sent a list of the people who need access.
- Discussion on FaceBook and Twitter accounts for the project.

Parsons

- A Logo and Slogan are priority so the project website can be launched. At the moment MDOT is using the study website. Parsons will submit examples to MDOT for review by first week of September.

- Key phrase to be used in determining the slogan: this project is proposing Operational and Safety Improvements on another freeway for the University Region.

- Parsons will develop a project video. This video will not be shown at the public meeting. The ATM improvements will be the emphasis of the video, not just CSS design. Safety improvement and operational improvements are the focus of the project. Public involvement will also be

addressed in the video.

- Parsons will send draft aesthetic themes to MDOT for review by September 18, 2015 per the project's schedule.

- Invitations will be sent to the list of stakeholders and to residents along the corridor within a two mile radius of US-23. In addition, the Public Meeting will be advertised on radio and other media outreach tools. Parsons will create the invitations and mail the flyers/postcards. That information will be provided to MDOT for its timely review.

- Parsons will reserve the room for the meetings.

Next conference call will be scheduled the week of September 21, 2015.

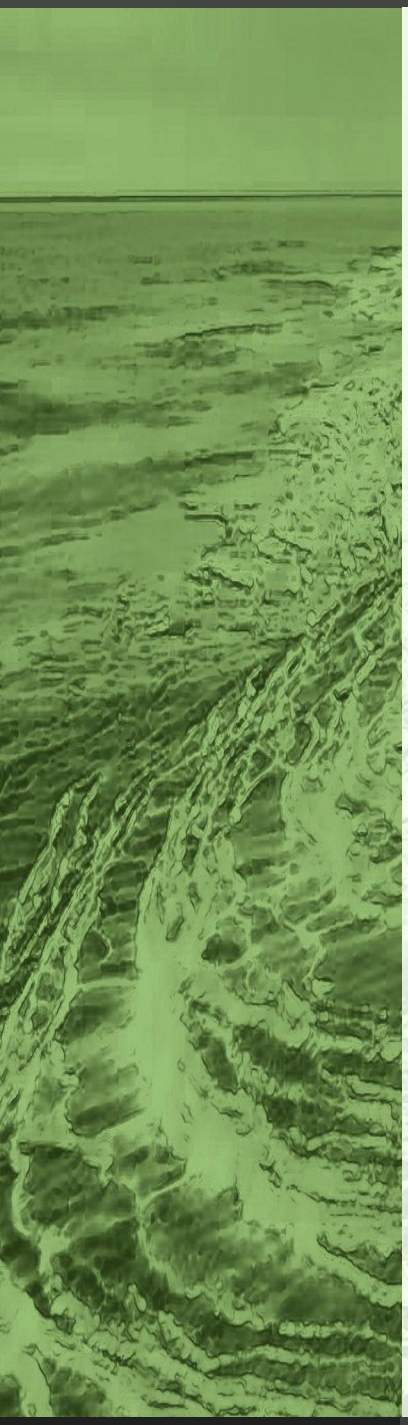
Respectfully submitted,

Regine Beauboeuf, PE
Project Manager

cc: Lynne Kirby, MDOT (for distribution to appropriate MDOT staff)
Jack Rick, MDOT

Appendix A
Project Meetings Information

Stakeholders' Meeting
October 5, 2015



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MEETING NOTES

Subject:	US-23 Aesthetic Themes Development Stakeholders Meeting
Project No.:	MDOT JN 123268C – CS 81075, 47013
Meeting Location:	Northfield Township Hall
Date/Time:	Monday, October 5, 2015 9:00 AM-10:00 AM
Recorded By:	Janny Milton (Parsons)
Meeting Purpose:	Aesthetic Themes Development

After introductions of attendees and greetings by Lynne Kirby, Regine Beauboeuf of Parsons gave an overview of the project stressing the project's goals and objectives. Her PowerPoint presentation covered the aesthetic themes developed by Parsons for the project. The five proposed themes were covered in depth during the presentation. They are the following:
Theme 1: Agriculture
Theme 2: Woodlands
Theme 3: Lakeside Reflections
Theme 4: Innovation
Theme 5: Geomorphology

Regine Beauboeuf stressed that this meeting's purpose is to get the stakeholders' input on the choice of aesthetic themes. In the past the stakeholders' comments have been on point regarding what would be acceptable to the public.

Several questions/comments were raised by the attendees:

- Incorporation of Art work in the corridor (could work well with the Innovation Theme)
  Budget for Public Art – space can be allocated for such project with the parameters being defined by MDOT
- Ann Arbor representative stressed the need for sustainability – keep natural look – Sustainability is very big in the community of Ann Arbor
- Need for low maintenance treatment for landscaping
- Cost of landscape
- Issues with Main Street in Ann Arbor, concerns that after US-23 project is done that work will start on Main Street. Need to coordinate with MDOT so improvements on US-23 can be combined with work on Main Street. (MDOT will take under consideration)
- Project timeline
- Question about the ATM project limits and the project limits for the aesthetics portion was raised. MDOT is planning for the entire corridor and any future projects outside the ATM limits. As of now, it is limited only to the ATM project limits.

At the end of the presentation, Jack Rick discussed the status of the project including:

- ROW acquisition process currently underway by MDOT
- Relocation of private utilities
- Utilities companies have started their evaluation for potential conflicts
- Tree removal
- Some work might continue during the winter months
- Mobility study before construction to mitigate for the impacts of construction on the public
- Traffic will be shifted to the north to maintain traffic in the first phase of the project. MDOT will consider the impacts of construction at the 6 Mile Road interchange and mitigate in accordance with its mobility policy
- MDOT will discuss the bridge construction schedule at the 6 Mile Road interchange with the Township in a separate meeting.
- Target goal for Plan review is November 9, 2015 – completion by April 2016
- Will know more details in the next two months – no construction date at this time

Public Meeting scheduled for Thursday, November 12, 2015.

Following the stakeholders' meeting, MDOT decided to grant the stakeholders another week to provide comments. The comment period would end on Friday, October 16.

MDOT requested that the presentation be forwarded to the list of stakeholders for distribution within their respective agencies to gather additional comments. The comments would be provided directly to Lynne Kirby, the MDOT Project Manager who will transmit to Parsons for a summary and a recommendation on the themes that would advance to the Concept stage.

Respectfully Submitted,

Janny Milton - Parsons

Company/Agency	Contact, Title	Address Line1	City, State Zip
Ann Arbor Charter Township	Ann Arbor Charter Township	3792 Pontiac Trail	Ann Arbor, MI 48105
Ann Arbor Charter Township	Michael Moran-Supervisor	3792 Pontiac Trail	Ann Arbor, MI 48105
Ann Arbor Charter Township	Rena Basch-Clerk	3792 Pontiac Trail	Ann Arbor, MI 48105
Ann Arbor Charter Township Fire Department	Brian Thurston, Fire Chief	4319 Goss Road	Ann Arbor, MI 48105
Ann Arbor Charter Township Utilities Department	Rick Judkins , Utilities Director	3792 Pontiac Trail	Ann Arbor, MI 48105
City of Ann Arbor	Christopher Taylor, mayor	301 E. Huron Street	Ann Arbor, MI 48104
City of Ann Arbor	Jacqueline Beaudry - City Clerk	301 E. Huron St.Larcom City Hall -Second Floor	Ann Arbor, MI 48104
City of Ann Arbor	Sabra Briere (Ward 1)	1418 Broadway	Ann Arbor, MI 48105
City of Ann Arbor	Sumi Kailasapathy (Ward 1)	2530 Mallard Ct.	Ann Arbor, MI 48105
City of Ann Arbor	Jane Lumm (Ward 2)	3075 Overridge Drive	Ann Arbor, MI 48104
City of Ann Arbor	Kirk Westphal (Ward 2)	3505 Charter Place	Ann Arbor, MI 48105
City of Ann Arbor	Stephen Kunselman (Ward 3)	2885 Butternut	Ann Arbor, MI 48108
City of Ann Arbor	Julie Grand (Ward 3)	1604 Brooklyn Ave.	Ann Arbor, MI 48104
City of Ann Arbor	Jack Eaton (Ward 4)	1606 Dicken Drive	Ann Arbor, MI 48103
City of Ann Arbor	Graydon Krapohl (Ward 4)	1502 Golden Avenue	Ann Arbor, MI 48104
City of Ann Arbor	Mike Anglin (Ward 5)	549 S. First St.	Ann Arbor, MI 48103
City of Ann Arbor	Chuck Warpehoski (Ward 5)	2020 Winewood	Ann Arbor, MI 48103
City of Ann Arbor	Steve Powers, City Administrator	301 E. Huron St.	Ann Arbor, MI 48104
City of Ann Arbor	Lisa Wondrash, Communications Director	301 E. Huron St.Larcom City Hall -Third Floor	Ann Arbor, MI 48104
City of Ann Arbor Police Department	Jim Baird, Interim Chief/Deputy Chief of Operations	301 E. Huron St., Ann Arbor, MI 48104	Ann Arbor, MI 48104
City of Ann Arbor - Fire Department	Larry Collins, Fire Chief	301 E. Huron Street	Ann Arbor, MI 48104
City of Ann Arbor	Emergency Services	301 E. Huron Street	Ann Arbor, MI 48104
Ann Arbor Area Schools	Dr. Jeanice K. Swift, Superintendent	2555 South State St	Ann Arbor, MI 48104
Public Services	Craig Hupy, Area Administrator	Larcom City Hall - 6th Floor - 301 E. Huron St.	Ann Arbor, MI 48104
City Engineer	Nicholas Hutchinson, P.E.,	Larcom City Hall - 6th Floor - 301 E. Huron St.	Ann Arbor, MI 48104
Environmental Coordinator	Matthew Naud	Larcom City Hall - 6th Floor - 301 E. Huron St.	Ann Arbor, MI 48104
Financial and Administrative Services Area Administrator	Tom Crawford	Larcom City Hall - 6th Floor - 301 E. Huron St.	Ann Arbor, MI 48104
Community Services Area Administrator	Sumedh Bahl	Larcom City Hall -1st Floor - 301 E. Huron St.	Ann Arbor, MI 48104
Construction and Building	Lisha Turner-Tolbert, General Permit Manager	Larcom City Hall - 301 E. Huron St.	Ann Arbor, MI 48104
Ann Arbor Historic Preservation	Jill Thacher, Coordinator	P.O. Box 3336	Ann Arbor, MI 48106-3336
Ann Arbor Library	Josie Parker, Library Director	343 South Fifth Avenue	Ann Arbor, MI 48104
Ann Arbor Ypsilanti Regional Chamber Office	Diane Keller, President & CEO	115 W Huron St., 3rd Floor	Ann Arbor MI 48104
Rotary Club of Ann Arbor	John White, Club Administrator	P.O. Box 131217	Ann Arbor MI 48113-1217
Planning & Development Services	Wendy Rampson, AICP	301 E. Huron Street	Ann Arbor, MI 48107
Ann Arbor Senior Center	Pam Simmons, Recreation Supervisor	1320 Baldwin Ave.	Ann Arbor, MI 48104
Brighton Area Fire Authority	Michael O'Brian, Fire Chief	615 W. Grand River	Brighton, MI 48116
Brighton Area Historical Society	Brighton Area Historical Organization	PO Box 481	Brighton, MI 48116-0481
Brighton Area Schools	Brighton Area Schools	125 South Church Street	Brighton, MI 48116
Brighton Dept. of Public Works	City of Brighton, Dave Blackmar, Director	420 S. Third Street	Brighton, MI 48116
Brighton Police Department	Thomas Wightman, Police Chief	440 S. Third Street	Brighton, MI 48116
Charter Township of Brighton	Ann M. Bollin, CMC	4363 Buno Road	Brighton, MI 48114
Charter Township of Brighton	Brian Vick, Township Manager	4363 Buno Road	Brighton, MI 48114
City of Brighton	Jim Bohn, Councilmember	200 North First Street	Brighton, MI 48116
City of Brighton	Matthew Modrack, DDA & Community Development Director	200 North First Street	Brighton, MI 48116
City of Brighton	Dana Foster, City Manager	200 North First Street	Brighton, MI 48116
City of Brighton	Amy Cyphert, Planning & Zoning Department	200 North First Street	Brighton, MI 48116
City of Brighton	Susan Gardner, Councilmember	200 North First Street	Brighton, MI 48116
City of Brighton	Diana Lowe, City Clerk	200 North First Street	Brighton, MI 48116
City of Brighton	Jim Muzzin, Mayor	200 North First Street	Brighton, MI 48116
City of Brighton	Shawn Pipoly, Mayor Pro Tem	200 North First Street	Brighton, MI 48116
City of Brighton	Ricci Bandkau, Councilmember	200 North First Street	Brighton, MI 48116
City of Brighton	Kristoffer Tobbe, Councilmember	200 North First Street	Brighton, MI 48116
City of Brighton	Shanda Willis, Councilmember	200 North First Street	Brighton, MI 48116
City of Brighton Utilities Department	Tim Krugh - Utilities Director	7377 Challis Road	Brighton, MI 48116
City of Howell	Shea Charles, City Manager	611 E. Grand River	Howell, MI 48843
Chelsea	Jason Lindauer, Mayor	305 S. Main St., Suite 100	Chelsea, MI 48118
Cohoctah Township	Mark Fosdick, Township Supervisor	6950 Owosso Road	Fowlerville, MI 48836
Conway Township	Michael Rife, Township Supervisor	PO Box 1157	Fowlerville, MI 48836
Deerfield Township	Tom Green, Township Supervisor	4492 Center Road	Linden, MI 48451
Dexter City Office	Shawn Keough, Mayor	8140 Main Street	Dexter, Michigan 48130
Dexter Council	Jim Carson	8140 Main Street	Dexter, Michigan 48130
Dexter Council	Donna Fisher	8140 Main Street	Dexter, Michigan 48130
Dexter Council	Julie Knight	8140 Main Street	Dexter, Michigan 48130
Dexter Council	Joe Semifero	8140 Main Street	Dexter, Michigan 48130
Dexter Council	Jim Smith	8140 Main Street	Dexter, Michigan 48130
Dexter Council	Ray Tell, Mayor Pro Tem	8140 Main Street	Dexter, Michigan 48130
Dexter Planning Commission	Matt Kowalski, Chair	8140 Main Street	Dexter, Michigan 48130
Dexter Downtown Development Authority	Steve Brouwer, Chair	8140 Main Street	Dexter, Michigan 48130
FHWA Michigan Division Office	Julie Johnston, Area Engineer	315 W. Allegan, Room 201	Lansing, MI 48933
Genesee County Metropolitan Planning Commission	Alan Himelhoch, Chairperson	1101 Beach Street, Room 223	Flint, MI 48502-1470
Genoa Charter Township	Michael Archinal, Township Manager	2911 Dorr Road	Brighton, MI 48116
Greater Brighton Area Chamber of Commerce	City of Brighton	218 East Grand River	Brighton, MI 48116
Green Oak Charter Township	Mark St. Charles, Township Supervisor	10001 Silver Lake Road	Brighton, MI 48116
Hamburg Township	Patrick J. Hohl, Township Supervisor	PO Box 157	Hamburg, MI 48139
Handy Township	Dr. Henry Vaupel, Township Supervisor	135 N. Grand Ave., PO Box 189	Fowlerville, MI 48836
Hartland Township	James Wickman, Township Manager	2655 Clark Road	Hartland, MI 48353
Howell Area Chamber of Commerce	Pat Convery, President	123 E. Washington Street	Howell, MI 48843
Howell Township	Mike Coddington, Township Supervisor	3525 Byron Road	Howell, MI 48855
Ingham County Economic Development	Sandy Gower, Director	121 E. Maple	Mason, MI 48854
Iosco Township	William C. Miller, Township Supervisor	2050 Bradley Road, PO Box 1079	Webberville, MI 48892
Jackson Area Comprehensive Transportation Study (JACTS)	Jackson County Tower Building	120 W. Michigan Avenue, 9th Floor	Jackson, MI 49201
Jackson County	Dave Lutchka, Community Planning Commissioner	120 West Michigan	Jackson, MI 49201
Kiwanis Club – Michigan District	Kiwanis	315 Kiwanis Drive, PO Box 231	Mason, MI 48854
Livingston County Board of Commissioners	Livingston County Commissioners	304 E. Grand River Ave., Suite 201	Howell, MI 48843
Livingston County Building Department	Jim Rowell, Building Official	2300 E. Grand River Ave.	Howell, MI 48843
Livingston County Farm Bureau	Deb Holmes, County Administrative Manager	1004 S. Michigan Ave., Suite 101	Howell, MI 48843
Livingston County Planning Department	Livingston County Planning Commission	304 E. Grand River Ave., Suite 206	Howell, MI 48843
Livingston County Road Commission	Michael Craine	3535 Grand Oaks Drive	Howell, MI 48843
Livingston Daily Press & Argus	Livingston Daily	323 E. Grand River Ave., Suite 206	Howell, MI 48843
Marion Township	Robert Harvey, Township Supervisor	2877 W. Coon Lake Road	Howell, MI 48843
Michigan Department of Natural Resources	Keith Creagh, Director	PO Box 30028	Lansing, MI 48909
Michigan Department of Transportation, Brighton TSC	Lynne Kirby, BTSC Cost Scheduling Engineer	10321 E. Grand River, Suite 500	Brighton, MI 48116
Michigan Department of Transportation, Brighton TSC	Mark Sweeney	10321 E. Grand River, Suite 500	Brighton, MI 48116
Michigan Senate	Senator Joe Hune – 22nd District	PO Box 30036	Lansing, MI 48909-7536
Michigan Senate	Mary Heffman c/o Senator Joe Hune's Office	505 Farnum Bldg., PO Box 30036	Lansing, MI 48909-7536
Michigan Senate	Senator Carl M. Levin	124 W. Allegan Street, Suite 1810	Lansing, MI 48933
Michigan Senate	Senator Debbie Stabenow	124 W. Allegan Street, Suite 1810	Lansing, MI 48933
Northfield Township	Howard Fink, Township Manager	8350 Main St # A	Whitmore Lake, MI 48189-9041
Northfield Township Admin Ofc	Marilyn Engstrom, Township Supervisor	8350 Main St # A	Whitmore Lake, MI 48189-9041
NorthfieldTownship Clerk	Angela Westover	8350 Main Street	Whitmore Lake, MI 48189-9041
Northfield Township Fire Dept	William E. Wagner Jr, Fire Chief	8350 Main Street - Headquarters	Whitmore Lake, MI 48189-9500
Northfield Township Library	Northfield Library	125 Barker Rd	Whitmore Lake, MI 48189-9507
Northfield Twp Police Dept	Northfield Police	8350 Main St # A	Whitmore Lake, MI 48189-9041
Northfield Township Building Department	Lisa Bradford	8350 Main St # A	Whitmore Lake, MI 48189-9041
Northfield Township Code Enforcement	Bill Lenaghan, Officer	8350 Main St # A	Whitmore Lake, MI 48189-9041
Northfield Township Community Center	Tami Averill, Director	9101 Main Street	Whitmore Lake, Michigan 48189
Northfield Township Public Schools	Whitemore Lake	8845 Main Street	Whitmore Lake, MI 48189
Ann Arbor Public Schools	Ann Arbor Public Schools	8845 Main Street	Whitmore Lake, MI 48189
South Lyon Public Schools	South Lyon Public Schools	345 South Warren	South Lyon, MI 48178
Dexter Public Schools	Dexter Public Schools	7714 Ann Arbor Street,	Dexter, MI 48130
Oceola Township	William J. Bamber, Township Supervisor	1577 N. Latson Road	Howell, MI 48843
Putnam Township	Ronald Rau, Township Supervisor	3280 West M-36	Pinckney, MI 48169
Rotary Club of Brighton	Rotary Club	555 Brighton Street	Brighton, MI 48116
Salem Township Board of Trustees	Gary Whittaker, Supervisor	PO Box 75002	Salem, MI 48175
Salem Township	Del Wensley, Township Clerk	PO Box 75002	Salem, MI 48175
Salem Township Fire Department	Jim Rachwal, Fire Chief	PO Box 75002	Salem,, MI 48175
South Lyon	Tedd Wallace, Mayor	217 Whipple Street	South Lyon, MI 48178
South Lyon	Lynne Ladner, City Manager:	219 Whipple Street	South Lyon, MI 48178
South Lyon Department of Public Works	Bob Martin	520 Ada Street	South Lyon, Michigan 48178
South Lyon Fire Department	Chief Mike Kennedy	217 Whipple Street	South Lyon, MI 48178
South Lyon Police Department	Lloyd Colllins	219 Whipple Street	South Lyon, MI 48178
Lyon Township	Lannie Young, Supervisor	58000 Grand River Avenue	New Hudson, MI 48165
Lyon Township	Michele Cash, City Clerk	58000 Grand River Avenue	New Hudson, MI 48165
Scio Township	E. Spaulding Clark, Supervisor	827 N. Zeeb Road	Ann Arbor, Michigan 48103
Scio Township	Nancy C. Hedberg, Clerk	827 N. Zeeb Road	Ann Arbor, Michigan 48103
Shiawassee County	Margaret McAvoy, County Administrator	201 N. Shiawassee Street, Surbeck Building	Corunna, MI 48817
Southeast Livingston County Recreation Association (SELCRA)	Derek O. Smith, CPRP - Director	125 South Church Street	Brighton, MI 48116
Southeast Michigan Council of Governments (SEMCOG)	Carmine Palombo, Deputy Executive Director	1001 Woodward Avenue, Suite 1400	Detroit, MI 48226
Tri-County Regional Planning Commission (TCRPC)	Paul Hamilton, Chief Transportation Planner	3135 Pine Tree Road, Suite 2C	Lansing, MI 48911
Tyrone Township	Mike Cunningham, Supervisor	10408 Center Road	Fenton, MI 48430
Unadilla Township	Dwight Crowe, Zoning Administrator	126 Webb Street, PO Box 120	Gregory, MI 48137-0120
Village of Fowlerville	Wayne Copeland, Village Manager	213 South Grand Avenue	Fowlerville, MI 48836
Village of Pinckney	Lind Lavey, President	220 S. Howell	Pinckney, MI 48169
Village of Pinckney	Linda Lavey, Village President	220 S. Howell	Pinckney, MI 48169
Village of Pinckney	Amy Salowitz, Clerk	220 S. Howell	Pinckney, MI 48169
Village of Pinckney	Jeffrey Newton, Police Chief	220 S. Howell	Pinckney, MI 48169
Village of Pinckney	David Marshall, Director, DPW	220 S. Howell	Pinckney, MI 48169
Washtenaw County	Verna McDaniel, County Administrator	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Kent Martinez-Kratz (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Dan Smith (R)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Alicia Ping (R)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Felicia Brabec (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Ruth Ann Jamnick (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Ronnie Peterson (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Ruth Ann Jamnick (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Ronnie Peterson (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Andy LaBarre (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Yousef Rabhi (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenaw County Commissioner	Conan Smith (D)	220 N. Main, PO Box 8645	Ann Arbor, MI 48107
Washtenau County Road Commission	Roy D. Townsend, Managing Director	555 N. Zeeb Road	Ann Arbor, MI 48103
Washtenau County Road Commission	Douglas E. Fuller (Chair)	555 N. Zeeb Road	Ann Arbor, MI 48103
Washtenau County Road Commission	Barbara Ryan Fuller (Vice-Chair)	555 N. Zeeb Road	Ann Arbor, MI 48103
Washtenau County Road Commission	William McFarlane	555 N. Zeeb Road	Ann Arbor, MI 48103
Washtenaw County	Sheryl Soderholm Siddall, P.E. County Highway Engineer	555 N. Zeeb Road	Ann Arbor, MI 48103
Washtenaw County	Matthew F. MacDonell, P.E., Assistant Director of Engineering	555 N. Zeeb Road	Ann Arbor, MI 48103
WHMI 93.5 FM	Reed Kittredge, Operations Manager	PO Box 935	Howell, MI 48844
Webster Towship	John Kingsley, Supervisor	5665 Webster Church Rd	Dexter, Michigan 48130

US-23 ATM
Aesthetics Themes Development
Stakeholders' Meeting

US-23 Corridor - US-23/M-14 to Silver Lake Road
Livingston and Washtenaw Counties

MDOT
Michigan Department of Transportation

NORTHFIELD TOWNSHIP HALL
8350 MAIN STREET
WHITMORE LAKE, MI 48189

October 5, 2015

Presenters

Lynne Kirby, PE - MDOT

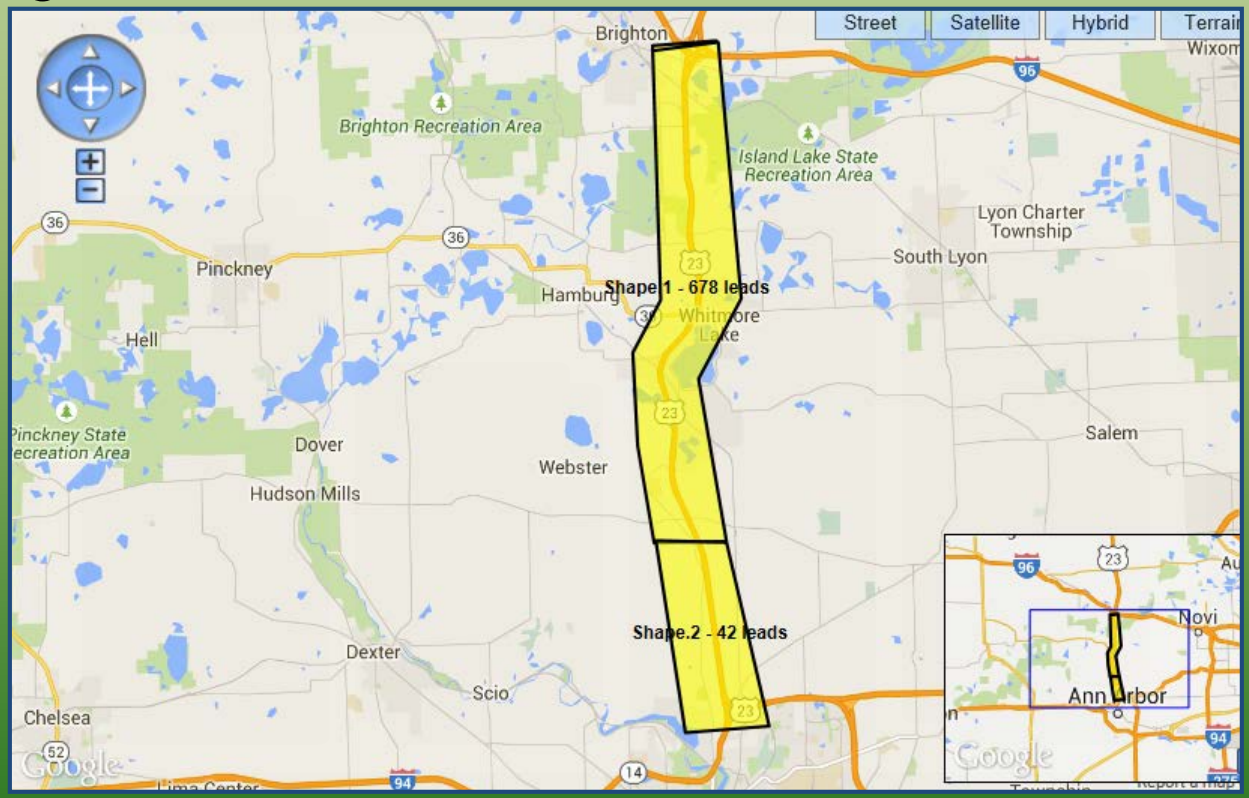
Jack Rick, PE - MDOT

Regine Beauboeuf, PE - Parsons

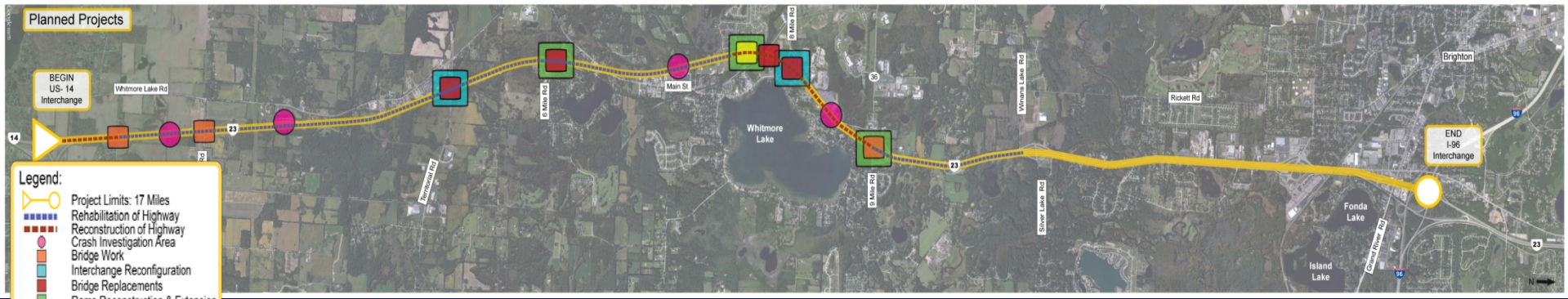
- Agenda
  - Project Goal
  - Project Presentation
  - Project Aesthetic Objectives
  - Presentation of Aesthetic Themes
  - Stakeholders’ Inputs
  - General Discussion
  - Next Steps

- Project Goal
  - The US-23 ATM project is planned to address the operational efficiency, community transportation needs, and ensure the project contributes to the community's character and value in to the future.

- Project Limits
  - US-23 Corridor - US-23/M-14 to Silver Lake Road Livingston and Washtenaw Counties



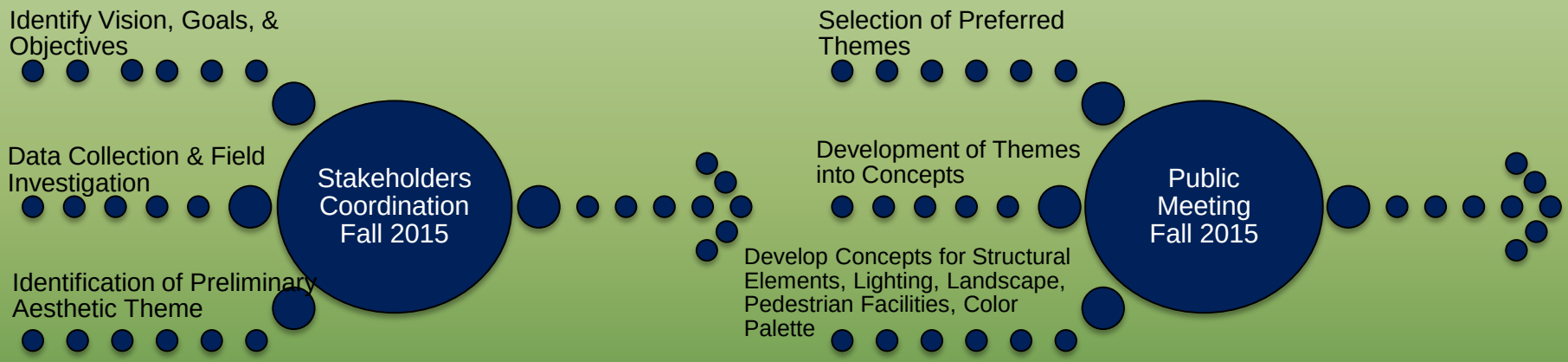
- Proposed Improvements
  - The US-23 ATM project
    - Intelligent Transportation Systems
    - Improvements to existing ramps
    - Widening and reconstruction of existing bridges
    - Implementation of wider shoulders to carry traffic during peak hour
    - Crash investigation sites



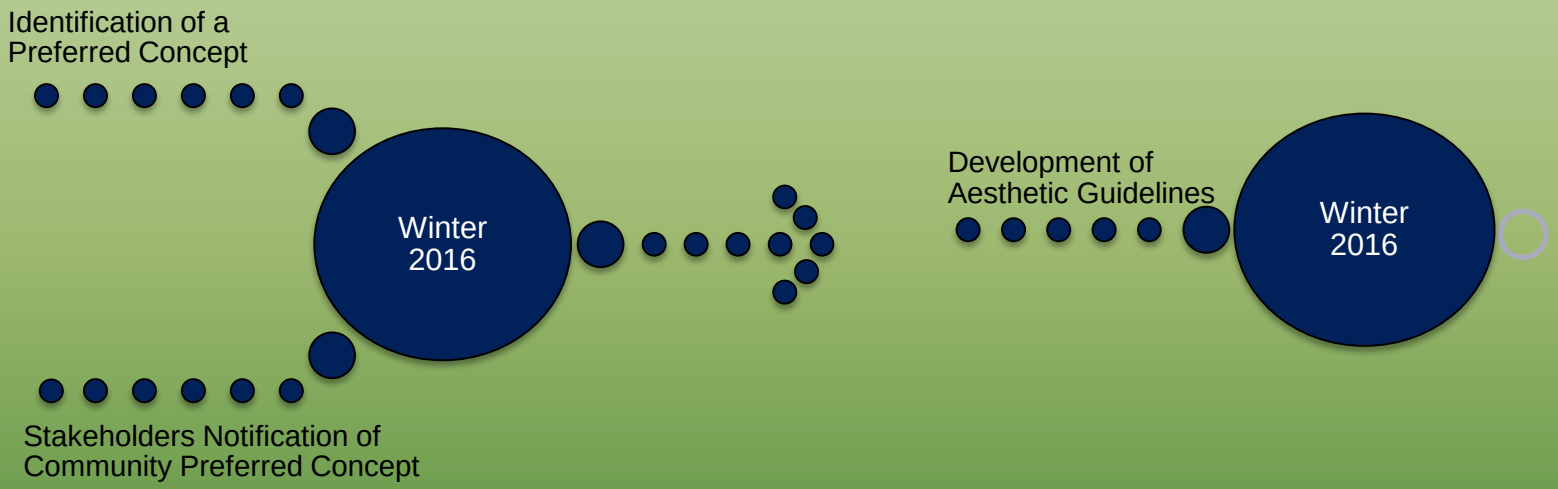
Project Aesthetic Objectives

- Implement community-specific themes and/or aesthetic elements and materials compatible with existing City and Township aesthetic improvements and themes
- Develop a natural landscape theme for the entire corridor
- Integrate newly designed structures within the proposed aesthetics
- Improve and expand pedestrian crossing, trail and pathway access to existing area facilities
- Work to harmonize input from different stakeholders, MDOT and other designers to arrive at reasonable, feasible and practical alternatives

- Scope & Schedule



- Scope & Schedule (Cont.)



- Data Collection
  - Guiding Documents
    - US-23 Environmental Assessment
    - Various online websites on the history and culture of Livingston and Washtenaw Counties
  - Field Visits
    - August 13-15, 2015
  - Public and Stakeholders comments

- Analysis Process
  - Documentation of the general context along the corridor
  - Identification of unique characters of different zones within the corridor
  - Range of project themes developed based on the character of the different zones and on the need to provide consistency throughout the corridor




- Characteristics of US-23 Corridor
  - Four Zones
    - Suburban District Zone
    - Lake District Zone
    - Rural District Zone
    - Gateway to Ann Arbor Zone

Theme 1: Agriculture

- Elements for the Agricultural Theme:
  - Structural forms imitate regular patterns and are used in a rhythmic manner
  - Emphasis on arrangement of materials to appear orthogonal, rectilinear, or geometric

Theme 1: Agriculture (Cont.)

- Elements for the Agricultural Theme:
  - Materials, textures, and forms create hard edges, smooth surfaces, and clean appearances
  - Built forms look mechanized and ordered

Theme 1: Agriculture (Cont.)

- Elements for the Agricultural Landscape Style:
  - Regular patterns of linear plantings interwoven with sculpted landforms or structural elements
  - Side slopes to sculpt landforms in regular geometric solids
  - Stormwater channels and retention/detention ponds to be naturally lined, but with rectilinear organization and clean slopes

Theme 1: Agriculture (Cont.)

- Elements for the Agricultural Landscape Style:
  - Plantings organized with the creation of small groves
  - Large shade trees and evergreens placed to represent wind breaks along the open fields but used as visual screens

Potential Color Palettes
Agriculture

Theme 2: Woodlands Description of Woodlands

Theme Structural Elements:

- Materials, textures and forms are organic
- Land forms blend with structural elements
- Structural features are patterned
- Color palettes include earth tones

Theme 2: Woodlands (Cont.)

- Description of Woodlands Theme Structural Elements:
  - Structural forms/solutions based on organic structures
  - Emphasis placed on arrangement of materials to reflect the density and texture of woodlands

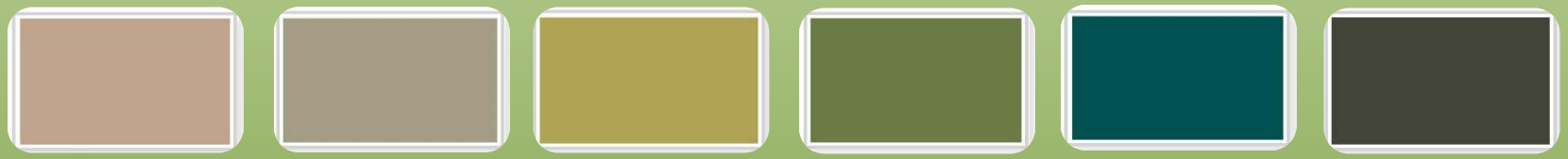
Theme 2: Woodlands (Cont.)

- Description of Woodlands Theme Landscape Elements:
  - Large free-flowing planted areas
  - Meandering, soft curve edges
  - Minimal disruption of existing natural vegetation

Theme 2: Woodlands (Cont.)

- Description of Woodlands Theme Landscape Elements:
  - Informal, naturalistic massing of plantings to mimic the natural landscape
  - Large masses of native grasses, wildflowers and low-growing seed mixes

Potential Color Palettes
Woodlands Theme

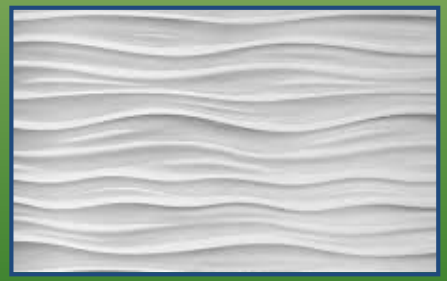


Theme 3: Lakeside Reflections

- Description of Lakeside Reflections Theme Structural Elements:
  - Structural forms have rhythmic textures and rounded forms
  - Forms and surfaces are more continuous and smooth
  - Materials, textures and patterns are more random and fluid

Theme 3: Lakeside Reflections (Cont.)

- Description of Lakeside Reflections Theme Structural Elements:
  - Structural elements will contrast with the landscape
  - Built features may recall nautical forms
  - Color palettes recall water and reflected light



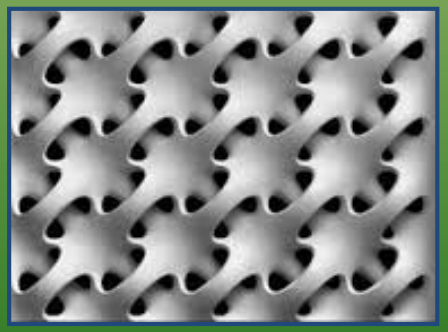
Potential Color Palettes
Lakeside Reflections Theme

Theme 4: Innovation

- Description of Innovative Theme Structural Elements:
  - Structural forms and lines are forward looking and dynamic
  - Structural types may be innovative

Theme 4: Innovation (Cont.)

- Description of Innovative Theme Structural Elements:
  - Materials, textures and forms are contemporary in nature, smoother in texture
  - Incorporate stand alone gateway features or integrate these elements within the structural design
  - Built features are clearly synthetic, i.e. man-made



Theme 4: Innovation

- Description of Innovative Theme Landscape Elements
  - Uniform and symmetrical patterns of plantings rich in color and texture
  - Planting forms appear manicured and sculpted
  - Density and massing are lower scale to elements focus attention to the structural features

Theme 4: Innovation

- Description of Innovative Theme Landscape Elements
  - Stormwater channels and retention/detention ponds may be combined with structural elements
  - Rectilinear organization and clean lines in plantings

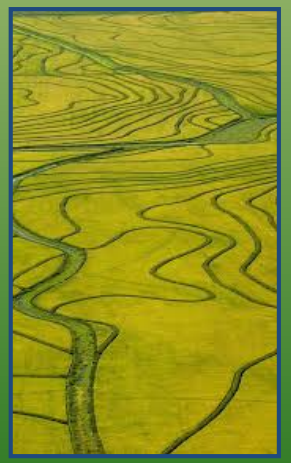
Potential Color Palettes
Innovation Theme

Theme 5: Geomorphology

- Description of Geomorphology Theme Structural Elements:
  - Structural forms reference strata and geography
  - Horizontal organization of materials
  - Use of layers
  - Irregularly patterns and texture

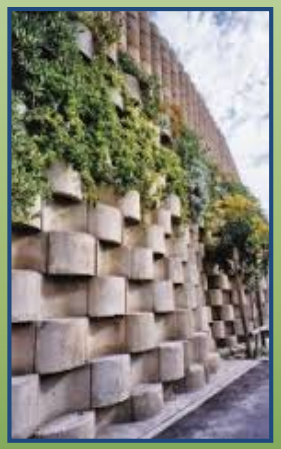
Theme 5: Geomorphology (Cont.)

- Description of Geomorphology Theme Landscape Elements:
  - Large free-flowing planted areas
  - Graphic expression of land forms in plant massing
  - Landscape materials are low scale, related to natural topography

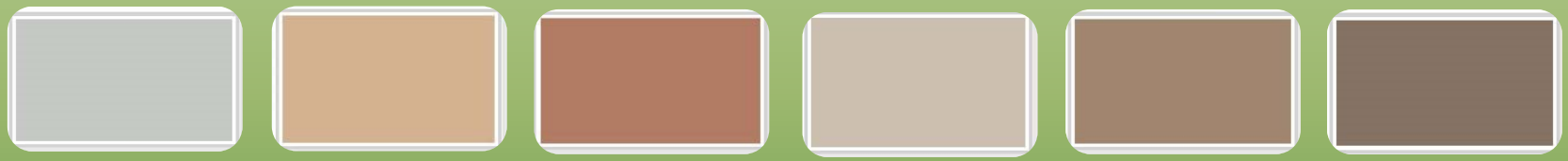


Theme 5: Geomorphology (Cont.)

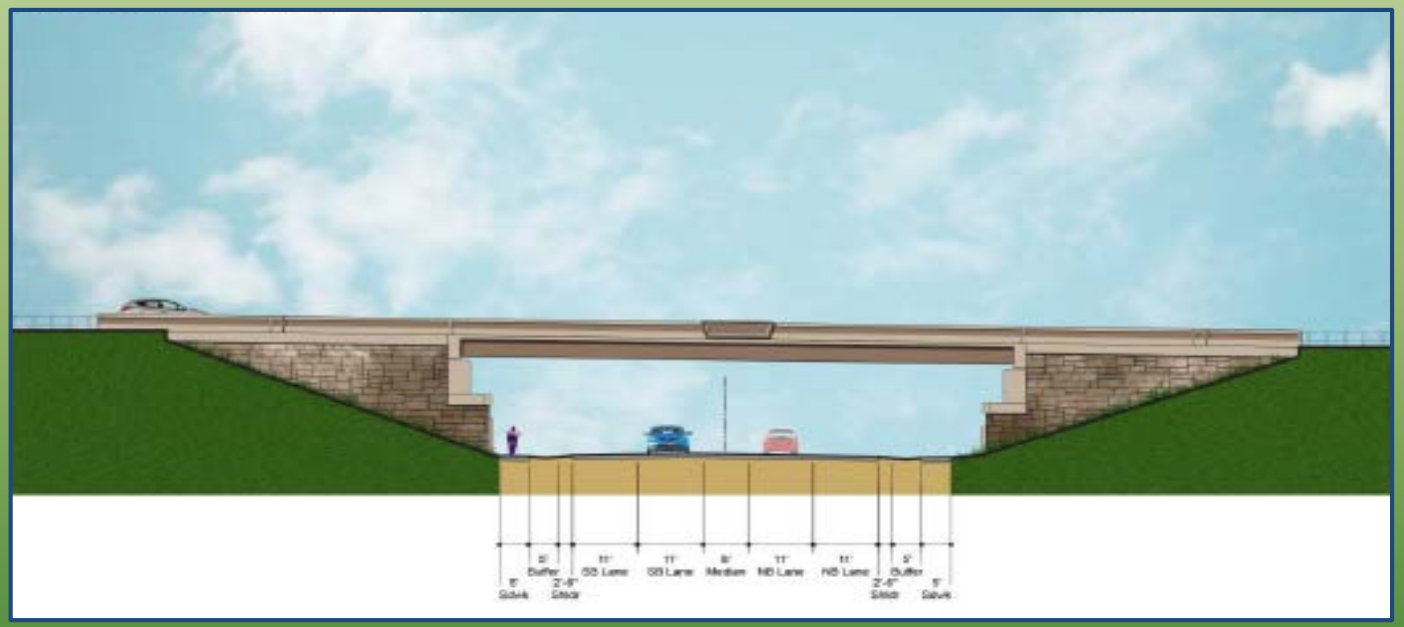
- Description of Geomorphology Theme Landscape Elements:
  - Soft, flowing edges to ground cover
  - Stacked stone, balian walls



Potential Color Palettes
Geomorphology Theme



- Next Steps



Questions?

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Brighton Transportation Service Center
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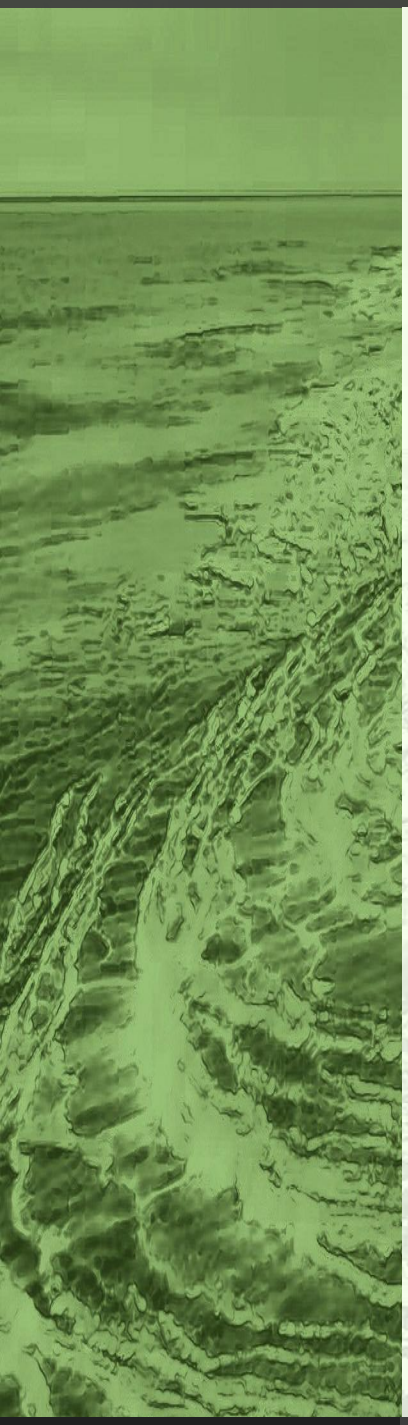
Appendix A
Project Meetings Information

Public Meeting
November 12, 2015



US-23 CORRIDOR FROM M-14 TO I-96 AESTHETIC CONCEPTS
OPEN HOUSE

The Michigan Department of Transportation (MDOT) held an Open House for the US-23 corridor from M-14 to I-96 Aesthetic Concepts on November 12, 2015 – 4:00pm-7:00pm at the Northfield township hall. Over 7300 invitation postcards were mailed to the stakeholders, businesses and residents.

105 names were recorded on the Sign-In sheets. The number of attendees is higher; that number is not taking into account many couple who only signed in one name and attendees who entered the hall through the back door. Approximately 120 people attended the Open House.

COMMENTS SUMMARY AND VOTING RESULTS

Summary of Comments

71 Comments sheets were returned that evening. 3 were received electronically. Total of 74 Comment Sheets

Some attendees took the comment form and promised to send back to MDOT.
13 forms had no comments - but voted for the aesthetic concepts.

Aesthetic Concept

Geomorphic – Stone - 53 votes
Geomorphic – Strata - 13 votes
Geomorphic – Layers - 3 votes
No aesthetic concept - 3 votes

Comments

- Most simplistic and elegant is the Stone.
- Strata and stone concepts always end up looking like the DOT is making a last-minute attempt to cover up concrete walls/piers. It always ends up looking worse than doing nothing.
- Like the combination of materials shown in the overall geomorphic theme poster.
- Strata concept is nice but seems more indicative of Southern Indiana. Stone concept seems more "Michigan".

Landscape Concept

Forested - 38 votes
Geomorphic - 29 votes

Comments:

- Please use native plant materials – There are beautiful and functional Michigan native plants.
- Plant tons of trees.
- Invest in a complete finished project to enhance the image that people have of Whitmore Lake that will boosts our local economy through a positive perception.
- Do not obstruct line of sight at roundabouts.
- Like the Forested concept but Concern with vegetation not trimmed or maintained.
- Forested landscape architecture plan is much better than Geomorphic – the earthen roundabout treatments in the geomorphic concept are hideous.
- Prefer that the structures support the rural neighborhoods it traverses. The forested concept does this best, especially if the selection of plants is strongly native.

- Use Native plants and grasses exclusively. No grass to cut.
- Consider "mix and match" for the landscape choice. Will maximize color for spring and fall seasons.
- Strongly suggest that all plantings should be native species indigenous to this area.
- Safety first- Keep eyes on the road, no sightseeing – Better use money for a third lane.
- Did not vote for any of the highly landscaped alternatives because I am fine with a simple "grass only" alternative (not offered) until funding can be identified for trees in the future.

8 Mile Road Gateway Concept

Gateway Concept - 30 votes
No Concept - 8 votes

Comments:

- Great – nice bridge concept.
- Damn Ugly.
- Rural area prefer gateway.
- Yes, if it includes a pedestrian/bike path.
- No – Also Northbound gateway to Livingston County.
- Not worth paying extra for.
- Not fond of the Gateway concept. I am not surprised that the local politicians voted for that poor idea.

Warren Road Bridge Woodland Concept

Woodland Concept – 37votes
No Concept - 3 votes

Comments:

- Not worth paying extra for.
- Keep same chosen theme for all the bridges and abutments.
- Please keep same theme in Phase II to I-96.

Lighting

- Respect the dark skies ordinance – could be automated on and off as cars approach
- Like use of minimum use of street lights.
- We have a Dark Skies Ordinance in Northfield Township. Please do whatever you can to light the rotaries and bridges according to its guidelines. Also, if you can install smart traffic lights, why not consider smart overhead lighting that only illuminates when cars or pedestrians are utilizing the area. It would save energy and help keep our night skies bright with stars.
- Reduce use of lighting to a minimum; reflective markers could be used in the pavement or next to it for entrance and exit ramps.

Color Palette

- Color palette nice

Noise Barrier

- Why sound barriers. I get more noise from Boom box cars. Let's fix the roads. Spend money on roads and bridges. Aesthetics are secondary. (Driver watches the roads not the side stuff).
- Please work on designing quieter roadways - either through alternate surfacing or by overall design. I've lived nearly a mile west of US23 since 1980. Back in 1980, you only heard the highway occasionally. Something changed dramatically in August of 2000, and now I hear the highway almost all the time - it's a background "roar" that has lowered my quality of life, unfortunately.
- Noise adds stress and stress is bad for everyone's health.
- Would appreciate a sound barrier wall between 6 Mile and 8 Mile.
- Where there is not a sound barrier, trees should be planted to help with noise. ATM will bring more noise. Plant trees where possible. Consider graffiti possibilities and means to correct it.
- Geomorphic - Layers for the sound wall.
- It seems as though the only noise barrier options explored were concrete walls. Have additional alternatives been considered for areas deemed difficult to place concrete walls?
- More sound barriers.
- Disappointed that no noise barrier planned North of 6 Mile (East Side)
- Concerns about increase noise levels for the entire length of the project. Is it possible to add noise wall in the stretch to the South.
- Very impressed. All of the changes are a plus. I am especially exited about the noise reduction wall.
- Sound barrier should extend north far enough to give us some noise relief and additional safety. Please study the noise a little further for extending the way north beyond the homes on Elmcrest. It has been a blessing that no accident on US-23 caused a vehicle to go over the rail onto theses homes.
- Hope that noise abatement wall would run to Lee Road on the west side. Maybe in the future!
- Noise barriers are more attractive in "stone" Keep that even if the strata or layers are selected.
- Would like sound barrier on west side between 6 Mile Rd and North Territorial.
- Why a sound wall North of 8 Mile as it is not densely populated.
- Consider more forestation and less concrete in sound barrier.
- Sound is a concern to many. We understand the costs of walls are extreme, please if possible use trees in place.
- Add noise barriers, even if it is evergreen trees in the Horseshoe Lake area.

ATM

- Permanent 3 lanes both North and South bound from M14 to I-96.
- Ramps that merge in from the left should be eliminated.
- No Concept or artist rendering of the ATM lane. Did I miss it?
- It is a start; hopefully these designs can accommodate a future permanent lane in each direction.
- Three lanes Northbound and Southbound should be a part of the project. We need 23 to be thee lanes wide.
- Spent so much on studies instead of fixing the problem - 3 lanes each way.
- What about bottle neck left on 23 North from M-36 to I-96 (2 lanes)?
- Concern about traffic from M-36 to Silverlake Road in the pm.
- Educational Signage on ATM will be key to project success.
- Implement zipper merging to improve traffic flow. All that is needed is a graphic sign.
- Drivers will use the ATM lane all the time assuming it is the "high speed lane". US-23 requires 3 full lanes and has for many years.
- No lights for lane usage, Just 3 permanent lanes.

- The MDOT open house was a disaster. Asking the public to vote on irrelevant landscape alternatives was a political diversion. There was one ATM poster/person and 20 landscape posters reflecting the priorities of MDOT. I am a supporter of ATM and understand smart highway technologies. If there is a current lack of funding why spend on lavish landscape instead of real safety by widening US-23 to 3 full lanes. Using the inside shoulder as the high speed lane for passing trucks is a bad idea. Doing that on a part time basis with red or green arrows adds to the confusion. Using the inside shoulders a light duty HOV and EV lane could provide some congestion relief but not substitute for a full 3rd lane. The inside shoulder lane also runs alongside the center median barrier making the roadway a permanent construction driving zone – vehicles will crash/ jump over the center barrier! The "lack of funding" is an MDOT management problem that needs to be resolved before proceeding and not camouflaged in landscape or "shoulder lane" ideas under the name of ATM.

Roundabouts

- Like the use of roundabouts for traffic flow.
- Glad to see the roundabouts, they do improve traffic (folks just need to learn how to use them).
- The teardrop roundabout design has a serious flaw; the right lane pushes a driver directly to the freeway, if the driver does not want to go on the freeway there is no opportunity of correct. With the Circle Design, there is a chance for a driver to correct his course before being forced 15-20 miles out of his way (Brighton Lee Road is an example of this problem).
- A lot of roundabouts – confusing.
- No Roundabouts – people have too much trouble driving in them.
- Roundabouts are great.
- Keep roundabouts clean. No plantings of any kind. Need to have a full view of traffic.
- More cooperation with the County Road Commission is needed to unify the Territorial Road/Whitmore Lake Rd. with the new roundabouts at each end of the roads.

Pedestrians and Bikes Paths

- Include throughout roundabouts and overpass (North Territorial and possibly at 8 Mile Road.
- Underpass paths at M-36 and Silver lake Roads.
- PLEASE include pedestrian and bicycle pathways in all US-23 crossings, particularly North Territorial. The gateway concept there showed a beautiful pedestrian path over 23 but I was told that might not be included. US-23 is a major barrier to safe hiking and biking from east to west.
- Thanks for improving the pathway under 23 at Barker Road underpass.

General Comments

- Thanks for all the effort keeping community informed and allowing input and feedback. You can't and won't make everyone happy (as you know) but at least folks can have their say.
- Appreciate MDOT planning to make innovative improvements in a cost-effective manner, rather than waiting for money that may never come to do improvements the conventional way. Hopefully this type to thinking and technology influences future projects.
- Thank you for the opportunity to participate.
- Very informative! Thank you!
- Concepts are great! Nicely done on the project boards and lots of people available to answer questions.
- Pleased to have the work done prescribed by MDOT. This has been a nightmare with traffic and this will help.
- Really don't care that much about how it looks – just get it done.
- Nice Job/Great Work.
- Space between 5 Mile and North Territorial should be used to put in a Park-n-Ride, replacing the one that is being removed.

- Very interesting concepts and aggressive timeline.
- Thanks to all the MDOT people for coming and answering questions.
- Thank you for a very informative meeting where we can see what things will look like when completed. Perhaps have some input regarding the choices of coverings for the bridge supports. The MDOT and Parsons reps were very knowledgeable and willing to answer questions.
- There should have been a post card available with looks and schematics for the proposed construction. The renderings of the Barker Road overpass were not even remotely reflective of the large turn there. Was looking for something much more accurate. There were too many MDOT reps here today who do not know US-23 at all; I knew more info about this area than them.
- Everyone very helpful answering questions.
- Looking forward to the improvements being proposed. Concern on the North end part. This will still be a congestion point, but after speaking with MDOT reps found out that future plans are being considered when money become available. Thank you for providing all of these information meetings, Job well done!
- Great Job!
- Everything looks fine!
- Everything looks wonderful!
- Please, Please, Please be sure to make it Easy for local residents to go both North and South during entire period of construction. Do not start construction on all bridges at the same time.
- Thanks for the public info presentation at Northfield Township. It was very well presented.
  That is a great model for the other underpasses to the north, namely M-36 and also Silver Lake Road, where Green Oak Township is currently building trail connections. The M-36 underpass is particularly important as it is the prime route for the Lakelands Trail connection, which is part of the Great Lake-to-Lake Trail across Lower Michigan. Green Oak is very close to completing the connection along M-36 to the Lakelands Trail at the Hamburg Township line. This is a very exciting time for trails, and we greatly appreciate MDOT's support for the efforts to complete this connection!
- Nice work. It is great to see something practical and beautiful will be constructed. Traffic flow will be much better North and South along US-23 during rush hour.
- Most cost effective, best life and maintenance factors. Moves traffic safely and efficiently. I don't consider aesthetically appropriate, appropriate in highway design.
- Who is the mentally challenged engineer who is funneling 3 lanes into 2. Are these roundabouts going to be much bigger than the ones at Lee Rd?
- Thank you for the very professional detailed information about the US-23 corridor project. Unfortunately Whitmore Lake between Warren Rd and 6 Mile has been left out.
- Do not waste money on Aesthetics. Have the bridges work for 3 lanes NB and SB from I-96 to M-14 period. Roundabouts on surface roads like 8 Mile and N. Territorial are a waste of money. UD-23 must be 3 lanes 24 hours a day. I expected a speaker with questions and answers. This venue was a waste of time.
- Would like to see concept extended to I-96.
- Please don't do Teardrop.
- Please do not put a crash investigation site directly behind my house as shown online. I own almost ½ mile of property adjacent to SB US-23. The last thing I need is a parking spot for delinquents behind the house when there is plenty of room elsewhere.
- US-23 from Ann Arbor to Brighton needs 3 lanes each direction. At a previous Open House you indicated that there was not enough money. Now the Federal Congress and the Michigan Legislature have come up with money so let's start building. Please be proactive and plan ahead. The N. Territorial exits are just ignoring the coming of a Meijer.
- Appreciate time and respect to the public in giving us an Open House. Thank You.

US-23 ATM CSS Study, Washtenaw and Livingston Counties
JN 123268C – CS 81075, 47013
PROJECT GOALS AND OBJECTIVES
September 22, 2015

Project Background

The US-23 corridor passes through Ann Arbor and Northfield Townships, northeast of the city of Ann Arbor in Washtenaw County and through Green Oak and Brighton Townships southeast of the city of Brighton in Livingston County. North of Ann Arbor, the freeway runs through woodland and near several lakes. The townships located along the 17-mile freeway are rural in character, with only scattered pockets of industrial and commercial activity and residential properties, primarily near the seven local interchanges along the corridor. Ann Arbor Charter Township just north of Ann Arbor offers the most developed area due to its proximity to the City and the University of Michigan but still manages to preserve some of its semi-rural identity.

Although rural in character, the US-23 corridor in the project area experiences severe congestion and high delays in the southbound direction during the morning peak hour and in the northbound direction during the evening peak hour. The Michigan Department of Transportation (MDOT) has identified some mid-term and long-term mobility and safety initiatives to mitigate the impacts of the heavy directional commuter travel pattern. These initiatives, grouped under the umbrella of the US-23 Active Traffic Management (ATM) project will be implemented over multiple years as funding becomes available. Conscious of this fact and wanting to maintain uniformity and consistency along the corridor and deliver a project which solutions fit its context and reflect the public's concerns and needs along its length, MDOT is utilizing its Context Sensitive Solutions (CSS) process to guide future design work over the years along the corridor.

Purpose of the Project

With the current lack of funding, a widening of the existing facility is not feasible, thus the subsequent development of the US-23 ATM project; which consists of varied components including freeway courtesy patrols, new Intelligent Transportation Systems (ITS) initiatives, extensions of deficient ramp terminals to meet current standards, the widening and reconstruction of existing bridges, the implementation of wider shoulders to carry traffic during peak hours, and crash investigation sites.

Project Goal

Through the MDOT CSS process, the US-23 ATM project is planned to address the operational efficiency, community transportation needs, and ensure the project contributes to the community's character and value in to the future.

Project Objectives

The following objectives have been established to support the project's goal. These would be achieved through the MDOT's Context Sensitive Solutions process which includes public and agency involvement early and continuously through the project.

1. Implement community-specific themes and/or aesthetic elements and materials compatible with existing City and Township aesthetic improvements and themes ensuring compatibility with the communities' character and values.
2. Develop a natural landscape theme for the entire corridor.
3. Integrate newly-designed structures within the proposed aesthetics.
4. Improve and expand pedestrian crossing, trail and pathway access to existing area facilities.
5. Work to harmonize input from different stakeholders, MDOT and other designers to arrive at reasonable, feasible and practical alternatives.

Project Approach

Parsons will facilitate the CSS process by performing the following:

- Document the project corridor and surrounding landscape. Base information will be collected and analyzed to produce a comprehensive understanding of the corridor, and the adjacent communities' character, landscape and overall context.
- Conduct, lead, and evaluate stakeholder engagement activities. In addition, we will assist MDOT in the development of aesthetic design documents for the project.
- Develop a range of aesthetically-appropriate design solutions based upon the corridor, the general context and public input. The design solutions will serve to generate further input, discussion and enable the public to understand the project and the potential range of aesthetic options.
- Create a feeling of ownership through continuous community involvement during the conceptual design phase, as they will have helped to create the final aesthetic solutions.
- Review all designs to ensure they will conform to current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards including the Road Design Manual, Standard Plans, Drainage Manual, Roadside Design Guide, A Policy on Geometric Design of Highways and Streets, and the Michigan Manual of Uniform Traffic Control Devices.

US-23 Corridor from M-14 to I-96 Aesthetic Concepts
Open House

Thursday, November 12, 2015 from 4-7 p.m.
Northfield Township Hall - 2nd Floor Commission Room
8350 N. Main St. Whitmore Lake, MI 48189

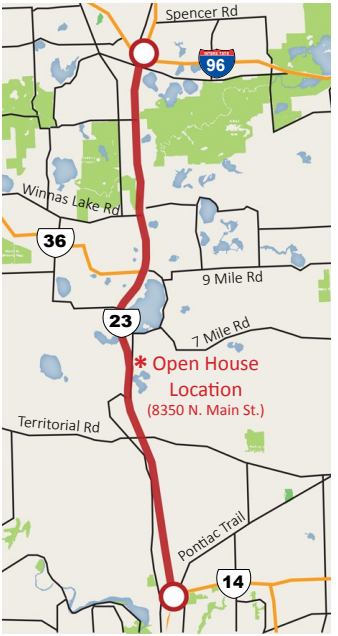
The purpose of the Open House is to bring the public up to date on the project schedule and solicit input on the aesthetic concepts that were identified as part of the context sensitive solution for this important regional and local project. The public will be encouraged to provide comments and indicate its preferences on the aesthetic concepts during the Open House. There will be no formal presentation. Information regarding the project and the meeting can also be found on MDOT's website.

Questions?
Lynne Kirby
MDOT Brighton TSC
(810) 225-2627

http://www.michigan.gov/mdot/0,4616,7-151-9621_11058-316825--,00.html

MDOT
Michigan Department of Transportation

PARSONS
26777 Central Park Blvd., Suite 275
Southfield, Michigan 48076



US-23 Corridor from M-14 to I-96 Aesthetic Concepts

The US-23 Active Traffic Management (ATM) Project Team and public stakeholders determined the Geomorphic aesthetic theme for the US-23 corridor. The Context Sensitive Design (CSD) Team has developed alternative aesthetic concepts, based on this theme, for the corridor bridges, landscape, sound walls and interchanges. These concepts are shown on the display boards for review and consideration.

Please indicate which of the following is your preferred aesthetic concept:

- ☐ Geomorphic – Strata
- ☐ Geomorphic – Stone
- ☐ Geomorphic – Layers

Please indicate which of the following is your preferred landscape concept:

- ☐ Forested
- ☐ Geomorphic

8 Mile Road is the gateway into Washtenaw County. Please indicate if you prefer the gateway concept at 8 Mile Road by checking the following:

- ☐

The Warren Road Bridge shows a Woodland Concept to be applied closer to the city of Ann Arbor. Please indicate if you prefer the Woodland Concept for the Warren Road Bridge by checking the following:

- ☐

November 2, 2015

(Name)
(Street Address)
Whitmore Lake, MI 481XX

You are receiving this information because you have been identified as a noise wall benefiting property owner/resident.

The Michigan Department of Transportation (MDOT) is currently in the process of improving the busy US-23 corridor from the US-23/M-14 west interchange north to Silver Lake Road. MDOT's policy is to install noise abatement measures found to be feasible and reasonable that are associated with transportation improvements.

A noise barrier that satisfies the feasibility and reasonableness criteria was identified for the proposed US-23 project. A noise wall is planned for the area located north of 8 Mile, east of northbound US-23 at the location identified on the attached map.

An Open House will be held on Thursday, November 12, 2015 from 4-7p.m., Northfield Township Hall - 2nd Floor Commission Room located at 8350 N. Main St. Whitmore Lake, MI 48189.

The purpose of the Open House is twofold:

1. To bring the public up to date on the project schedule and solicit input on the aesthetic concepts that were identified as part of the context sensitive solution for this important regional and local project
2. To provide benefiting property owners and residents with the opportunity to vote to approve of the noise wall and to indicate their preference on the aesthetics (wall panel patterns) at this meeting.

Please find enclosed a ballot with a map of the location of the noise barrier for your vote in the event you cannot attend the Open House on November 12, 2015. Please mail it back to us in the enclosed self-addressed stamped envelope. Information regarding the project and the meeting can also be found on MDOT's website at http://www.michigan.gov/mdot/0,4616,7-151-9621_11058-316825--,00.html.

Sincerely,

Lynne Kirby, BTSC Cost Scheduling Engineer
10321 E. Grand River, Suite 500
Brighton, MI 48116
Fax: (810) 227-7929
kirbyl@michigan.gov

PROPOSED NOISE BARRIER BALLOT

Name: _____

Street Address: _____

City: _____ State_____ Zip Code_____

Check one: Property Owner ☐ Renter ☐

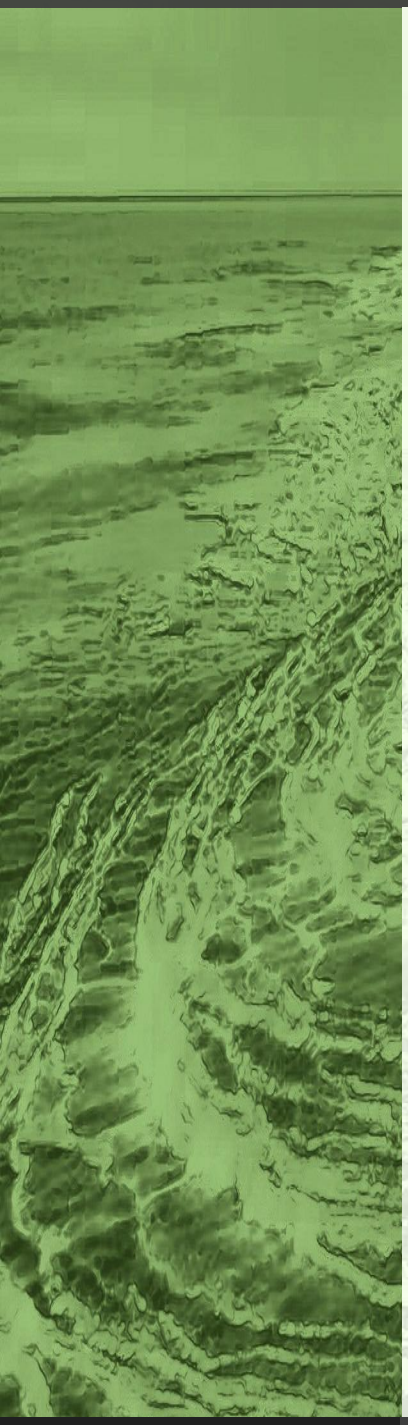
Q: **Do you approve of the proposed noise barrier as a highway noise abatement measure?**

YES ☐ **NO** ☐

Noise Barrier Location

Proposed Noise Barrier

Please plan to attend the Open House on Thursday, November 12, 2015 from 4-7p.m. at the
Northfield Township Hall
2nd Floor Commission Room
8350 N. Main St.
Whitmore Lake, MI 48189



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