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MEETING MINUTES ARTERIAL TRAFFIC MANAGEMENT COMMITTEE

Date: April 5, 2006

HRC Job No. 20050887.02

Time: 9:00 A.M.

Meeting Held: MDOT Office – Southfield

Michigan Department of Transportation (MDOT) ITS Telecommunications Study

MDOT has prepared a draft Metro Region ITS Telecommunications Study that is being reviewed and is subject to revisions. Matt Smith from MDOT explained that this study is not yet ready for distribution and/or explanation.

Traffic Incident Management Plans for Freeway Reconstruction Projects in Metro Detroit

Matt Smith explained that MDOT is preparing work zone incident management plans for the freeway reconstruction projects in southeast Michigan. The first projects to be addressed will be the I-696/Lodge reconstruction and the M-14 reconstruction. The M-14 reconstruction will affect stakeholders in both Wayne and Washtenaw Counties. Stakeholder meetings for both projects will be scheduled for April 27, 2006.

Integrated Corridor Management

MDOT is pursuing a US DOT grant for an integrated corridor study. In the first stage, sites in eight (8) metro areas will be selected as “pioneer” sites and asked to develop a concept of operations. This first grant is worth approximately \$195,000. In the second stage, four (4) pioneer sites will be selected for simulation modeling. This stage is worth approximately \$300,000. In the third stage, the Federal Highway Administration provides funds for a \$10,000,000 project to implement the concept of operations.

MDOT has selected the I-696 and 8 Mile corridor between I-275 and Gratiot. MDOT believes that there is additional capacity available on 8 Mile Road to handle traffic diverted from I-696.

MDOT sees the major stakeholders involved in this process to be the Road Commission for Oakland County, Road Commission of Macomb County, the Detroit Department of Transportation, Suburban Mobility Authority for Regional Transportation, and MDOT. MDOT is preparing the application to be a pioneer site and that application will be submitted before May 15, 2006.

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Meeting Minutes
Arterial Traffic Management Committee
HRC Job No. 20050887.02
April 5, 2006
Page 2

Both SMART and DDOT have routes along 8 Mile Road, so this project should be able to demonstrate multi-modal solutions in the corridor. The project will take advantage of transit signal priority information developed as part of the Woodward transit signal priority project.

These minutes are intended to be a summary of those items discussed. Any corrections and/or comments should be noted to the writer as soon as possible.

Respectfully submitted,

HUBBELL, ROTH & CLARK, INC.

Richard F. Beaubien, P.E., P.T.O.E.

RFB/jjb
pc: All present
HRC; File