



US-131 S-Curve



C
S
S
e
x
c
h
a
n
g
e



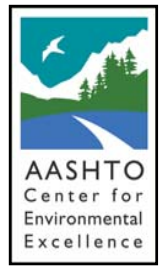


US-131 S-Curve

C
S
S
e
x
c
h
a
n
g
e

- Context
 - Downtown Grand Rapids, Michigan
 - 1.1 Miles Mainly Structure
 - Over 100,000 ADT
 - Structures Condition issues
 - Downtown was planning for redevelopment
 - \$127.3 Million Construction Cost
- Reconstructed in 2000





US-131 S-Curve

- Main CSS Elements
 - Flexibility
 - Stakeholder Engagement
 - Safety
 - Environmental Protection
 - Cultural/Historical Outreach

C
S
S
e
x
c
h
a
n
g
e



Location Map



C
S
S
e
x
c
h
a
n
g
e





CSS Approach

- What makes this a CSS project as opposed to the traditional format?
 - Traditional Methods would have yielded a State Trunkline project.
 - CSS yielded a community project.

C
S
S
e
x
c
h
a
n
g
e





Transportation Need

C
S
S
e
x
c
h
a
n
g
e

- S-Curve was sinking
 - Gypsum Deposits Dissolving
 - Large Settlement of Structure
 - Functional Deficiencies
 - Ramps
 - Narrow Shoulders
 - Alignment
 - Congestion
 - Only North/South Freeway



Compatibility with Natural Environment

C
S
S
e
x
c
h
a
n
g
e

- River Crossing with restricted access
- Likely Archaeological Sites under bridge
- Restricted timeline to coordinate.





Compatibility with Human Environment

C
S
S
e
x
c
h
a
n
g
e

- Area of Significance to Native Americans
- Maintaining access to business
- Minimizing construction schedule
- GVSC adjacent to Freeway
- Museum Storage Building
- City Planners Seeking to revitalize the neighborhood



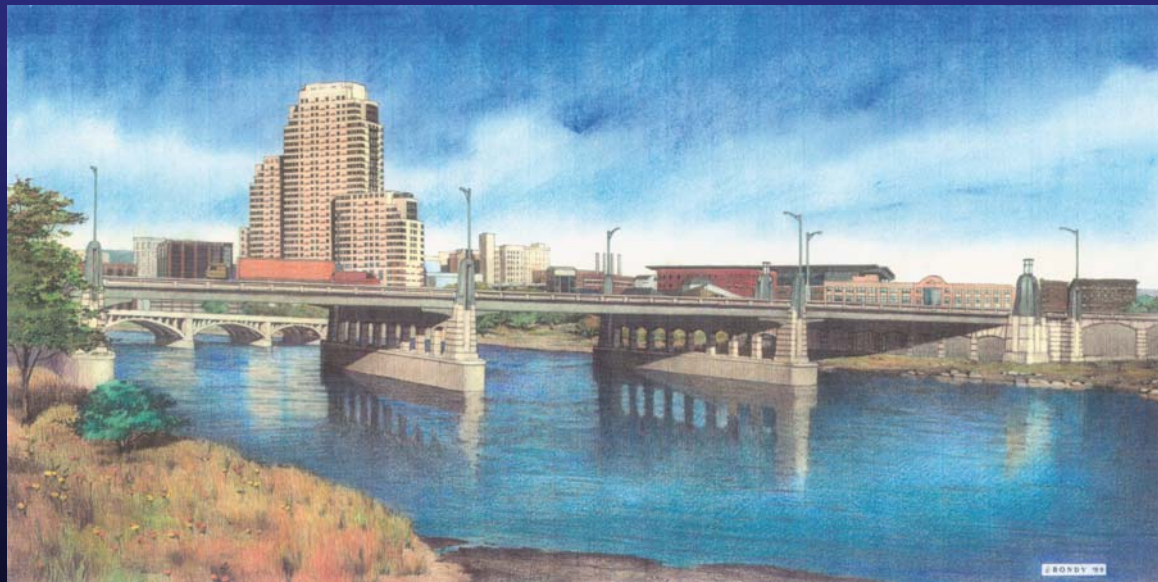
Initial Project Vision

- Repair or Replace the structure over the Grand River.



CSS Project Vision

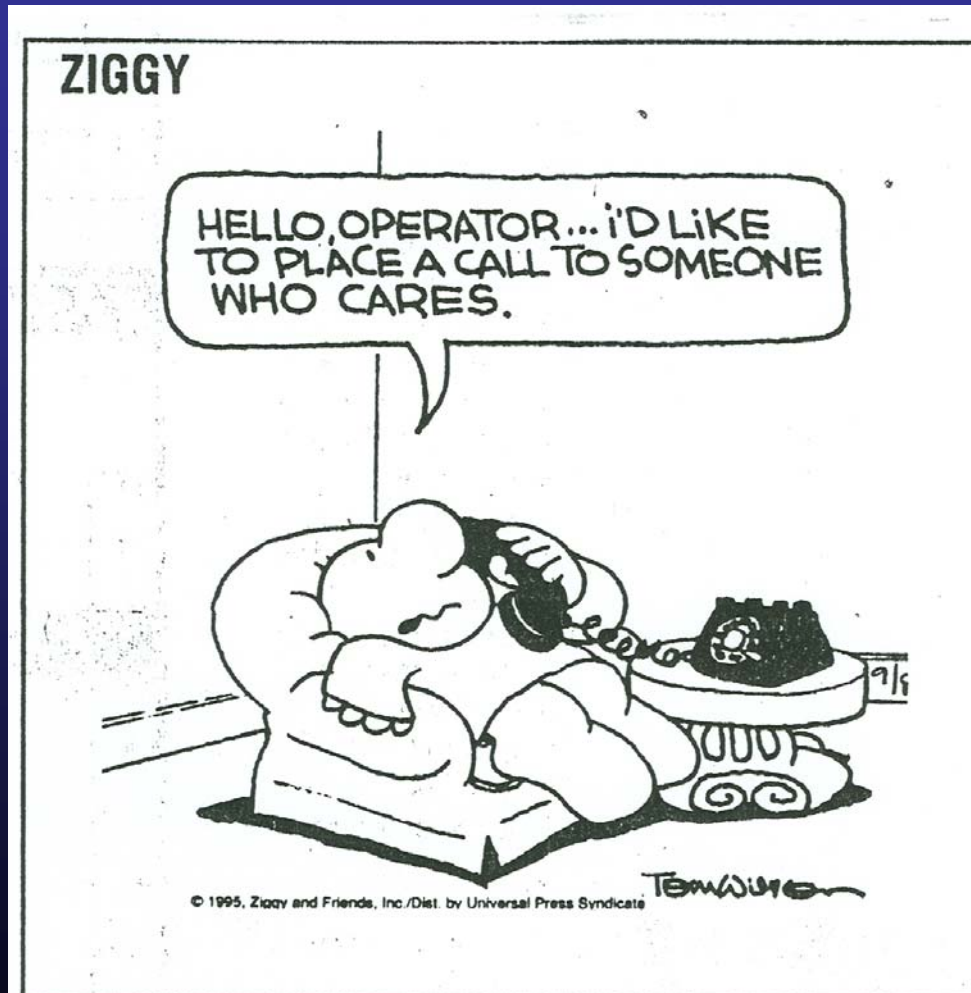
- Provide a safe transportation facility that meet future needs and enhances the downtown community

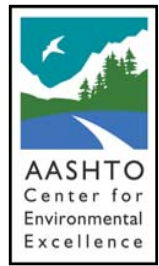


C
S
S
e
x
c
h
a
n
g
e



Stakeholder Involvement





Stakeholder Involvement

C
S
S
e
x
c
h
a
n
g
e

- Stakeholder Identification
 - Known Lists, Public Information Meetings, City and Business, Neighborhood groups, MPO
 - Mass Transit Coordination
- Garnering & Incorporating their Inputs
 - Multiple Meetings with feedback requirements
 - Built Partnerships





Stakeholder Involvement

C

S

S

e

x

c

h

a

n

g

e

- Consensus building approaches
 - Traffic Planning Sessions
 - Advisory Council
- Unique Approaches – Extensive Communication Network
 - Web Site Information
 - TV Panel
 - Active Campaign
 - Bill Board





Stakeholder Involvement

- Lessons worth Sharing
 - High Level Commitments
 - Interest Based Discussions
 - Resource Commitment

C
S
S
e
x
c
h
a
n
g
e





Stakeholder Involvement

- Lessons worth Sharing
 - MDOT/Community Common Focus
 - Built Trust/Use of Visualization

C
S
S
e
x
c
h
a
n
g
e





Transportation Success

C
S
S
e
x
c
h
a
n
g
e

- How was the project successful in meeting transportation needs?
 - Roadway alignment improved to from 45 to 50 mph design.
 - Ramps reconfigured to provide better traffic flow to downtown area.
 - Weave merge lanes added for better ingress and egress from ramps



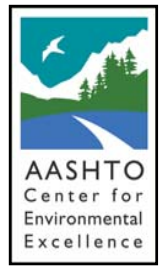
Transportation Success

- Full Shoulders
- Enhanced the local bus terminal
- Provided anti-icing system for better winter maintenance
- Addition of ITS



C
S
S
e
x
c
h
a
n
g
e



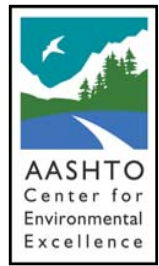


Facility as a Community Asset

C
S
S
e
x
c
h
a
n
g
e

- Only North/South freeway into and through the City.
- It is the main transportation corridor from Indiana to Central and Northern Michigan.
- Provides freeway access to the downtown business district, DeVos Arena, Grand Valley State College





Accomplishments

- Minimal Project Opposition.
- Created partnerships
- Improved transportation function and facilitated community improvements
- Preserved river environment and recovered historic artifacts
- Road Closure a non-event

C
S
S
e
x
c
h
a
n
g
e



Accomplishments

C
S
S
e
x
c
h
a
n
g
e

- Concept to Letting in 18 Months.
Construction in 12 Months
- Created a very pleasing amenity to community
- Best Practice to follow





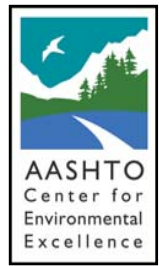
CSS Bottomline

C
S
S
e
x
c
h
a
n
g
e

How were our actions different?

- Continuous/Early Communication
- High Level Commitment
- Commitment to shared problem solving





CSS Bottomline

C
S
S
e
x
c
h
a
n
g
e

How was our attitude different?

- Open to input
- Desire to build Trust
- Committed but not forceful



CSS Bottomline

C
S
S
e
x
c
h
a
n
g
e

- How was our decisionmaking different?
 - Considered Stakeholder Input
 - Made after input not before
 - Included non-traditional highway items
 - Cross Functional Instead of Chimney





CSS Bottomline

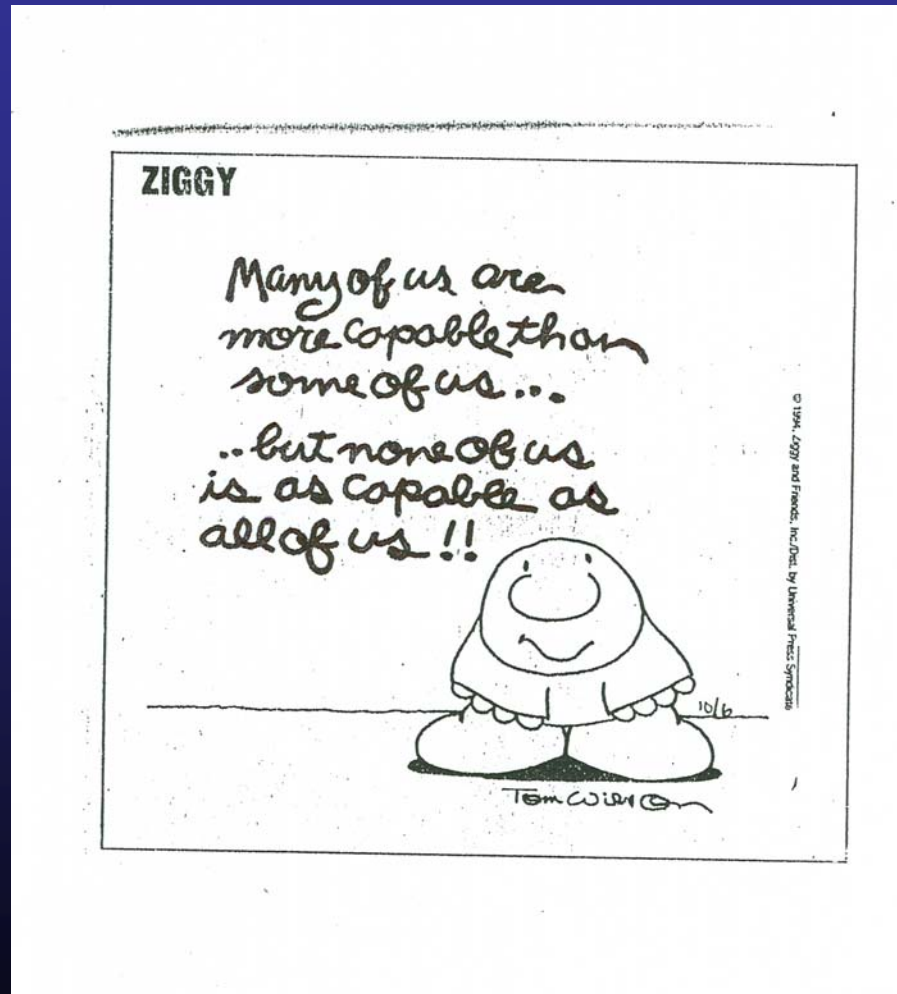
- How did our customers respond as partners?
Was there buy-in from all?
 - Started Rough but Built Trust
 - Created Lasting partnerships
 - Helped MDOT expedite project aspects
 - Even media came around

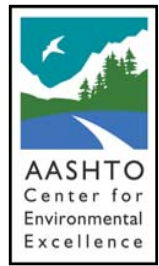
C
S
S
e
x
c
h
a
n
g
e





CSS Bottomline





Contact Information

C
S
S
e
x
c
h
a
n
g
e

Dennis Kent
Grand Region Planner
(616) 451-3091
kentd@michigan.gov

Lynn Lynwood
CSS Specialist
(517) 373-0026
lynwoodl@michigan.gov

