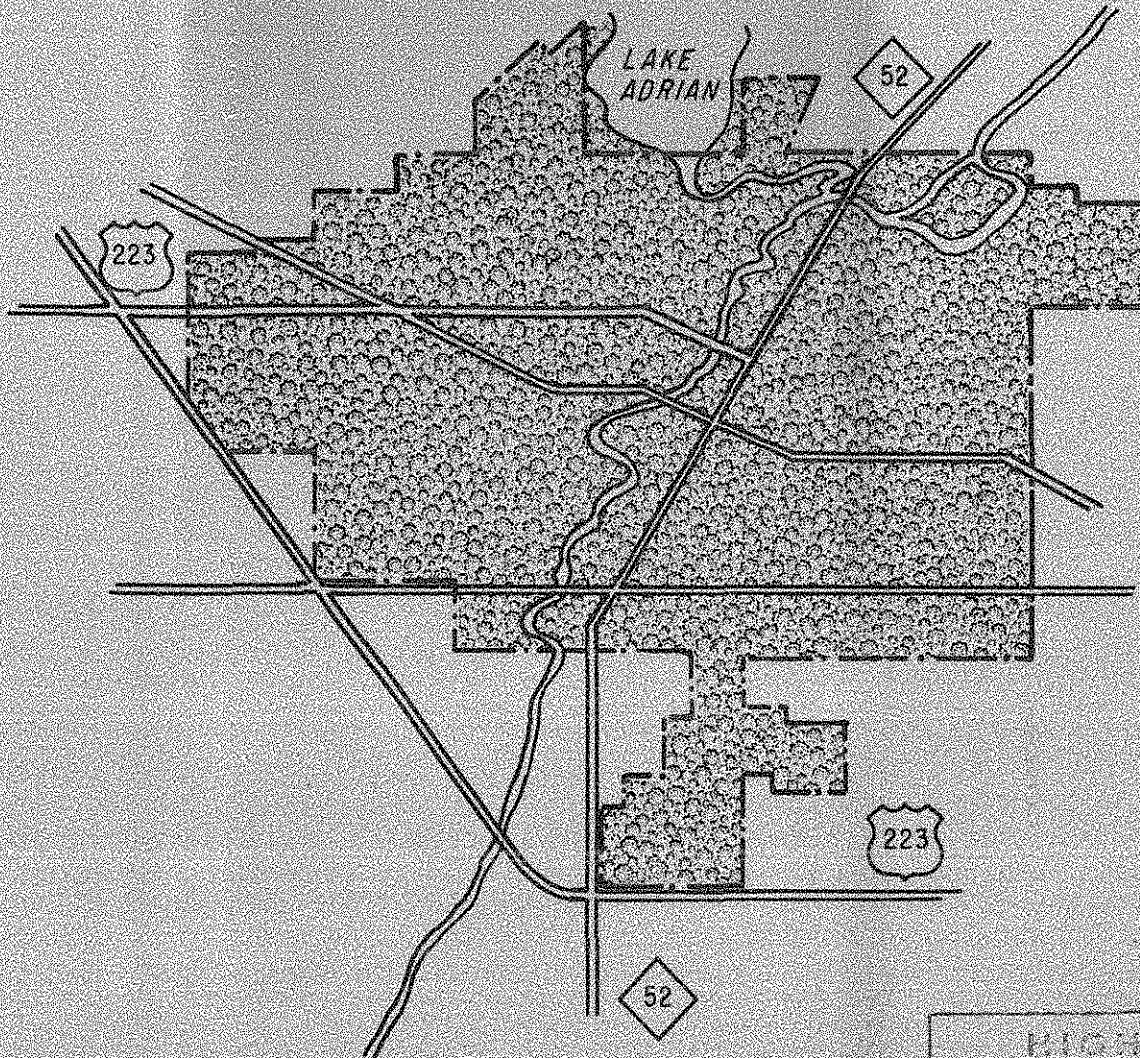


# ADRIAN TRUNKLINE PLAN



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DEPARTMENT — LANSING

## PLANNING DIVISION

MICHIGAN STATE HIGHWAY DEPARTMENT

JOHN C. MACKIE—COMMISSIONER

# MICHIGAN STATE HIGHWAY DEPARTMENT

## LANSING, 26



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January 30, 1961

J. D. Cruise  
Chief Planning Engineer  
Michigan State Highway Department  
Lansing, Michigan

Dear Mr. Cruise:

This will introduce the "Trunkline Plan for the City of Adrian". This plan was developed co-operatively by G. A. Geile and R. J. Lilly of the Planning Division of the Michigan State Highway Department and the Planning Commission of the city of Adrian. It represents, as do other trunkline plans prepared by the Planning Division, the level of agreement which has been attained by state and local planners on long-range planning objectives. In this plan, the agreement covers the entire trunkline system as herein presented.

Certain elements of this plan will require further study and precisising before they can become a final program item. These include the Church and Maumee street extensions on US-223 BR and the Winter Street extension of M-52. We thereby recommend that Route Location be requested to make further engineering studies of these two routes so that final programming can be attained.

Respectively submitted,

Robert F. Van Hoef, Director  
Planning Division



OFFICE OF  
Chairman  
Adrian City Planning Commission

**City of Adrian**  
MICHIGAN

September 7, 1960

RESOLUTION OF THE PLANNING COMMISSION  
CITY OF ADRIAN

WHEREAS: The City of Adrian has a Planning Commission duly constituted according to existing planning enabling legislation, which Planning Commission has been given the responsibility for the preparation of a Master Plan for the City, and;

WHEREAS: The Planning Commission, in pursuance of this delegated responsibility, has caused to be made detailed and comprehensive studies of existing conditions and development trends, and on the basis of these studies, made projections of the future development of the community, part or parts of which have been adopted as elements of a Master Plan of Community Development, and;

WHEREAS: The Planning Division of the Office of Planning of the Michigan State Highway Department has been delegated the responsibility of preparing, in cooperation with City Planners, a trunkline plan, which plan represents the level of agreement which has been reached on long-range planning objectives, and;

WHEREAS: The City Planning Commission and representatives of the Planning Division have cooperatively studied this problem and have prepared such a trunkline plan, now;

THEREFORE BE IT RESOLVED: That the plan entitled "State Trunkline Development Plan for Adrian", as presented, is consistent with and compatible to the planning and development objectives of the City of Adrian, and;

AND BE IT FURTHER RESOLVED: That the said trunkline plan as cooperatively developed and presented herewith be approved for presentation to the State Highway Department for programming.

I hereby certify that the above is a true and compared copy of a resolution duly adopted and recorded at the Adrian City Planning Commission on September 7, 1960.

*Vaughn M. Roberts*  
Vaughn M. Roberts  
Acting City Clerk

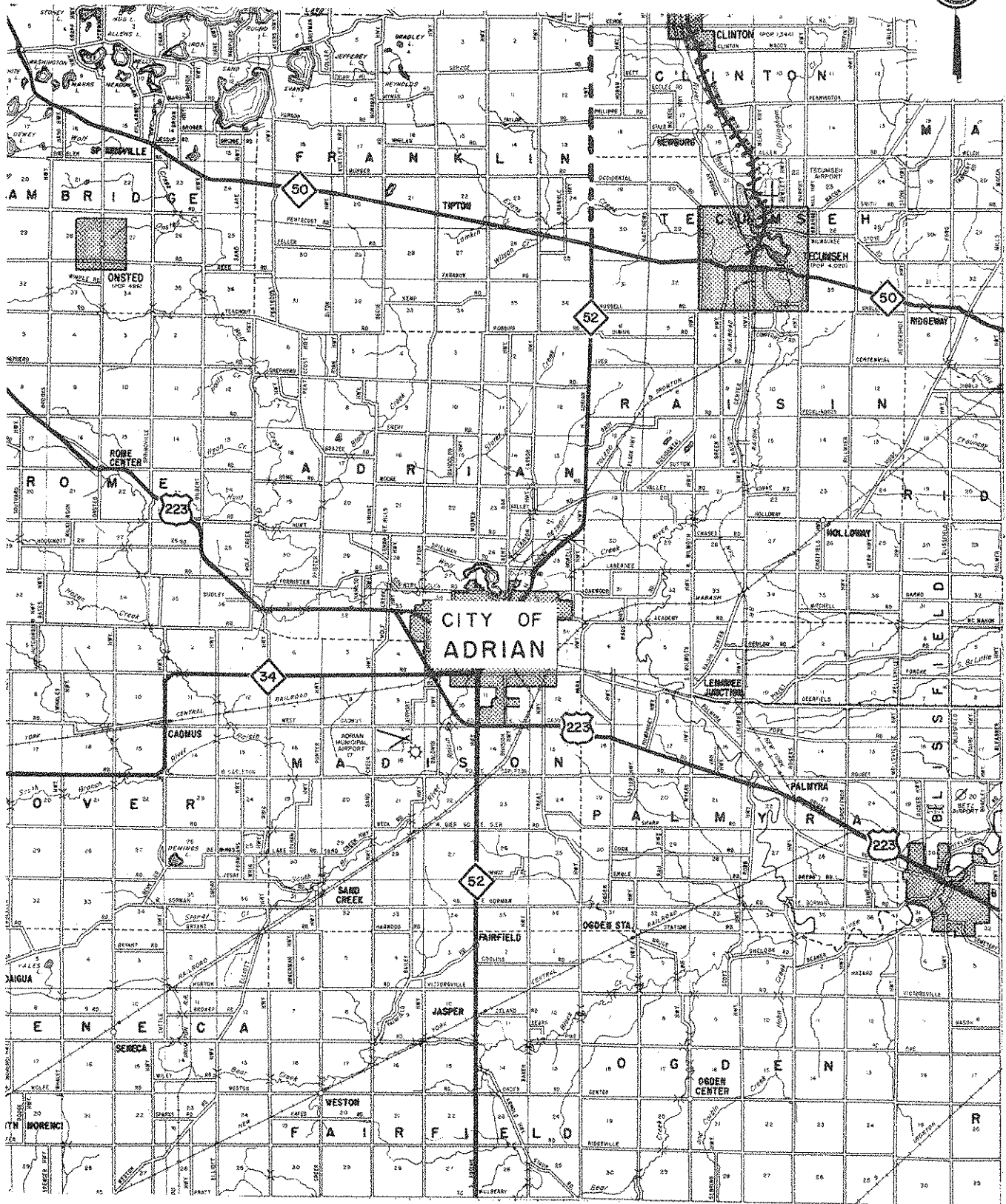
## INTRODUCTION

The Michigan State Highway Department under the direction of Commissioner Mackie has employed a priority method for the selection and the scheduling of trunkline construction projects in the State of Michigan. Under this method, the money to be spent in Urban Areas is selected on a basis of need. Each Urban Area is thoroughly studied to determine if and when they are to be the recipient of a portion of these urban funds. The Planning Division has prepared this report to show the need for better trunkline facilities and to justify the expenditure of urban funds in Adrian.

The Trunkline Plan, as presented herein, can be expected to remain an integral part of the Trunkline System for many years to come. However, should the need arise to alleviate future heavy traffic volumes, additions and/or alterations can be made to this Trunkline System that will enhance the operation of this system and thereby increase traffic capacity. We are confident that the people of the State of Michigan, in general, and those in this area, in particular, will receive optimum benefit from the tax dollars which will be expended in the development of this plan.

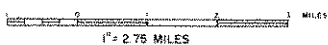
# ADRIAN AREA




## TRUNKLINE PLAN



### LEGEND

SCALE



-  EXISTING STATE TRUNKLINE
-  TRUNKLINE ADDITION
-  TRUNKLINE DELETION

## ADRIAN AREA TRUNKLINE PLAN

Although we are concerned here with the trunkline system within the city of Adrian, an analysis must be made of the surrounding area and the factors that affect trunkline traffic in and around the city in order to recommend improvements in the existing Trunkline System.

Adrian, in addition to being located in the geographical center of agriculturally rich Lenawee County, is located at the junction of M-34, M-52 and US-223. These facts, coupled with the relatively short distances from large metropolitan areas such as Ann Arbor, Detroit, Jackson, and Toledo, Ohio, create traffic volumes within the city that must be handled by state trunkline facilities. Some of the areas within the city, such as the commercial, industrial and residential districts, also have a bearing on the traffic volumes and the type of traffic that is generated, which in turn affects the type of transportation facility which will be required to handle the traffic.

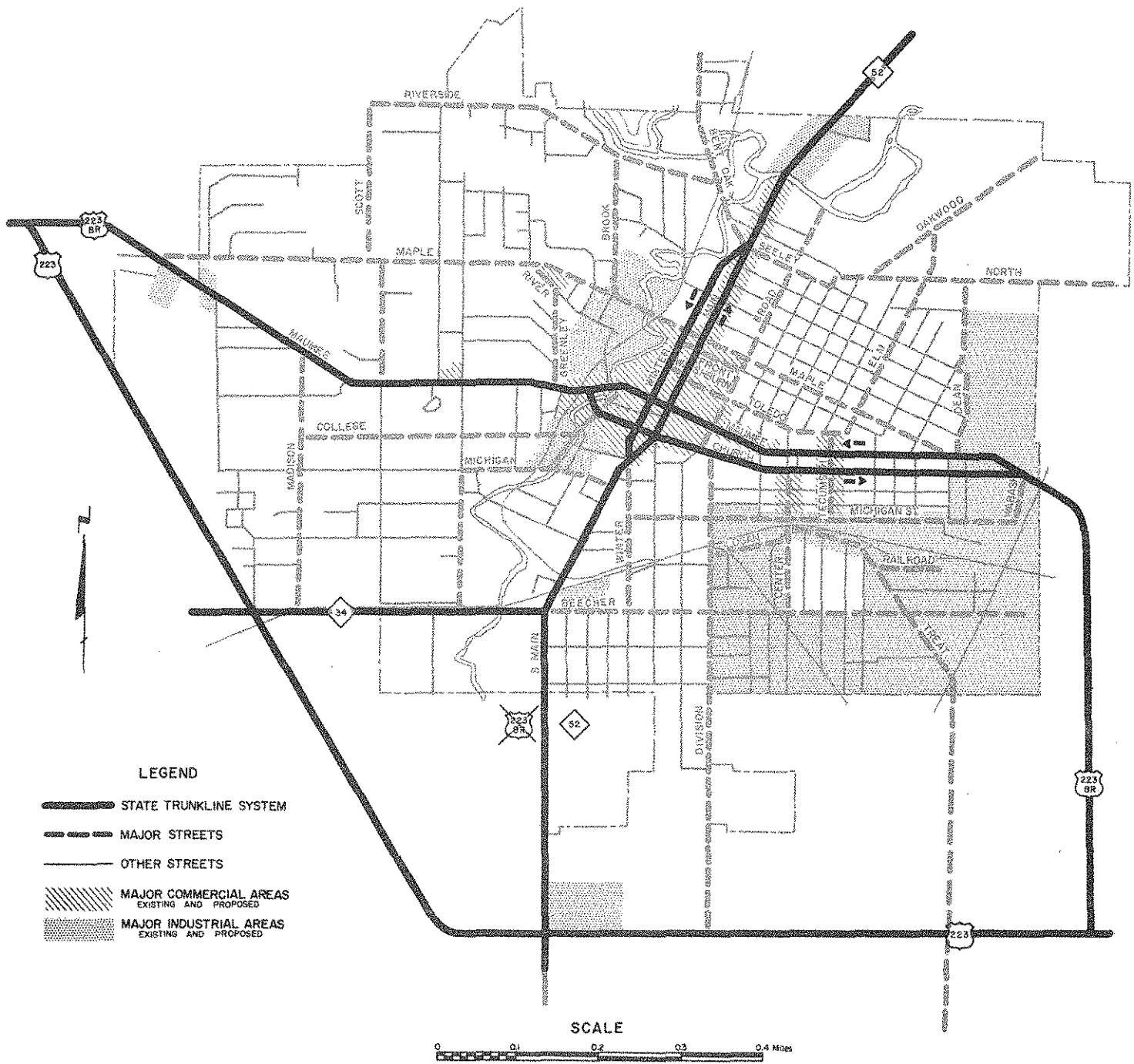
Traffic volumes on US-223 have been increasing at a greater rate than is normally expected on a trunkline facility of this type. Therefore, studies are now being made for a possible relocation of US-223 as a freeway type facility. These increased traffic volumes also indicate a need for a better Business Route connection than now exists.

There are several possible alignments of the US-223 relocation which will have a bearing on the internal system of Adrian. The proposed projects within the city are adaptable to these different alignments but would show a definite advantage for an eastern by-pass of US-223.

At present, the nearest expressway facility in the area is US-23 on a north-south axis in Monroe County and I-94 thru Ann Arbor and Jackson on an east-west axis. These expressways serve adequately in the capacity for which they were intended. However, they do not relieve the traffic situation in and around the city of Adrian.

MICHIGAN STATE HIGHWAY DEPARTMENT  
JOHN C. MACKIE, COMMISSIONER

# CITY OF ADRIAN



## ADRIAN CITY TRUNKLINE SYSTEM

This trunkline plan is a result of cooperative studies made by the Adrian City Planning Commission and the Michigan State Highway Department. It represents a long range plan designed to provide the city of Adrian with a system of traffic corridors that will best serve the city and its surrounding area.

The urban trunkline system, as shown, is in keeping with good transportation planning in that it works in conjunction with the city major street system and the external trunkline system. Church and E. Maumee Streets have been added to the system as an extension to US-223 BR. This establishment serves several purposes. First, it serves the industrial area in the eastern portion of the city. The city of Adrian has repeatedly requested the Michigan State Highway Department to provide trunkline service into this area. Second, it gives the motorist on south US-223 a shorter distance to travel into Adrian. Last, but by no means least, it will relieve the congestion problem on M-52 which presently serves as both US-223 BR and M-52. Another factor to be considered in favor of these one-way streets is the added safety to both the pedestrian and driver.

Some factors considered in the extension of Winter Street were the longer axis as a one-way street system and a smoother turning movement, which is the result of the elimination of two right-angle turns. This particular stretch of highway carries tremendous amounts of vehicular traffic, of both local and trunkline nature. The combination of these volumes and the need for good turning movements can only be handled by the use of one-way streets. The city of Adrian should be commended on its foresight and its use of these one-way streets in the heart of the Central Business District. It is only by the extensive use of these one-way streets that large volumes of traffic have been able to move with a minimum of congestion.

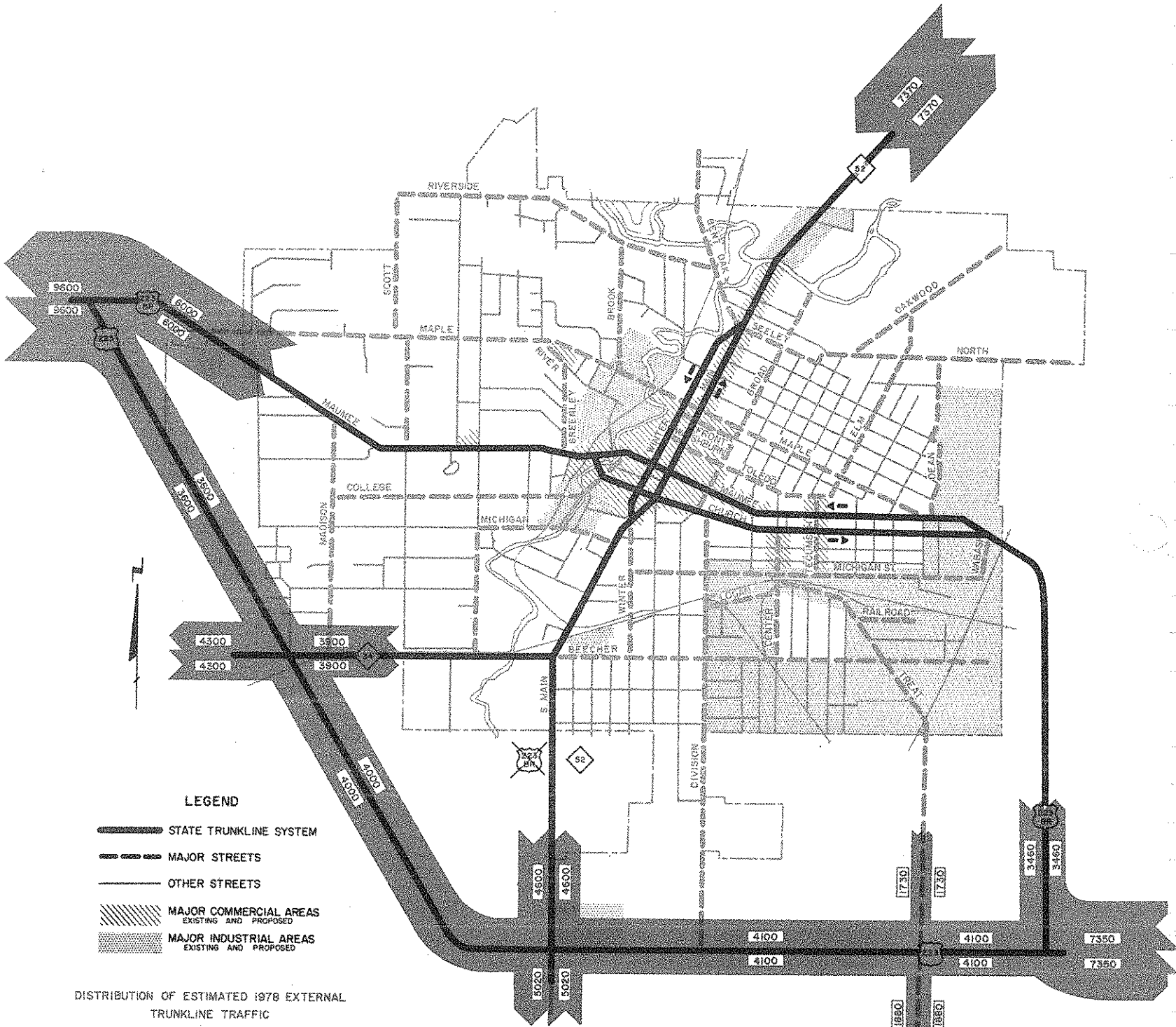
Adrian is becoming increasingly aware of the need for adequate off-street parking facilities and is in the process of providing more areas for this purpose. These off-street parking areas are in accord with the Michigan State Highway Department's policy of prohibition of parking on trunkline routes where additional capacity is needed.

It is the responsibility of the Michigan State Highway Department to provide trunkline service into and through all cities of state-wide importance. These highways in Michigan cities are usually designed and located so that they carry a large volume of local traffic as well as the state trunkline traffic. These routes will continue to be expanded and developed as the future traffic demands. It is absolutely essential that the local planners and city officials be cognizant of the ever increasing traffic requirements. The capacity of the city arterial system must also be expanded, to facilitate its fair share of this traffic burden, if a truly efficient transportation system is to become a reality.



MICHIGAN STATE HIGHWAY DEPARTMENT  
 JOHN C. MACKIE, COMMISSIONER

CITY OF  
 ADRIAN



## ADRIAN TRUNKLINE TRAFFIC

Upon a request by the Adrian City Planning Commission and the City Council, the Michigan State Highway Department performed an External Origin and Destination Traffic Study in the Adrian area in 1959. This study was designed to show the principal areas of traffic attraction and the number of vehicles entering and leaving these areas. These volumes have been expanded to indicate the future 1978 traffic and thereby justify the need for this expanded trunkline system.

In order to better understand the need for trunkline improvements, the over-all traffic pattern and the factors that affect a need for traffic movements were studied. Two major areas in Adrian were found to have the greatest need for a trunkline facility, these being the Central Business District and the industrial area in the eastern portion of the city. Existing US-223 BR and M-52 serve the Central Business District, but do not provide service to the industrial area.

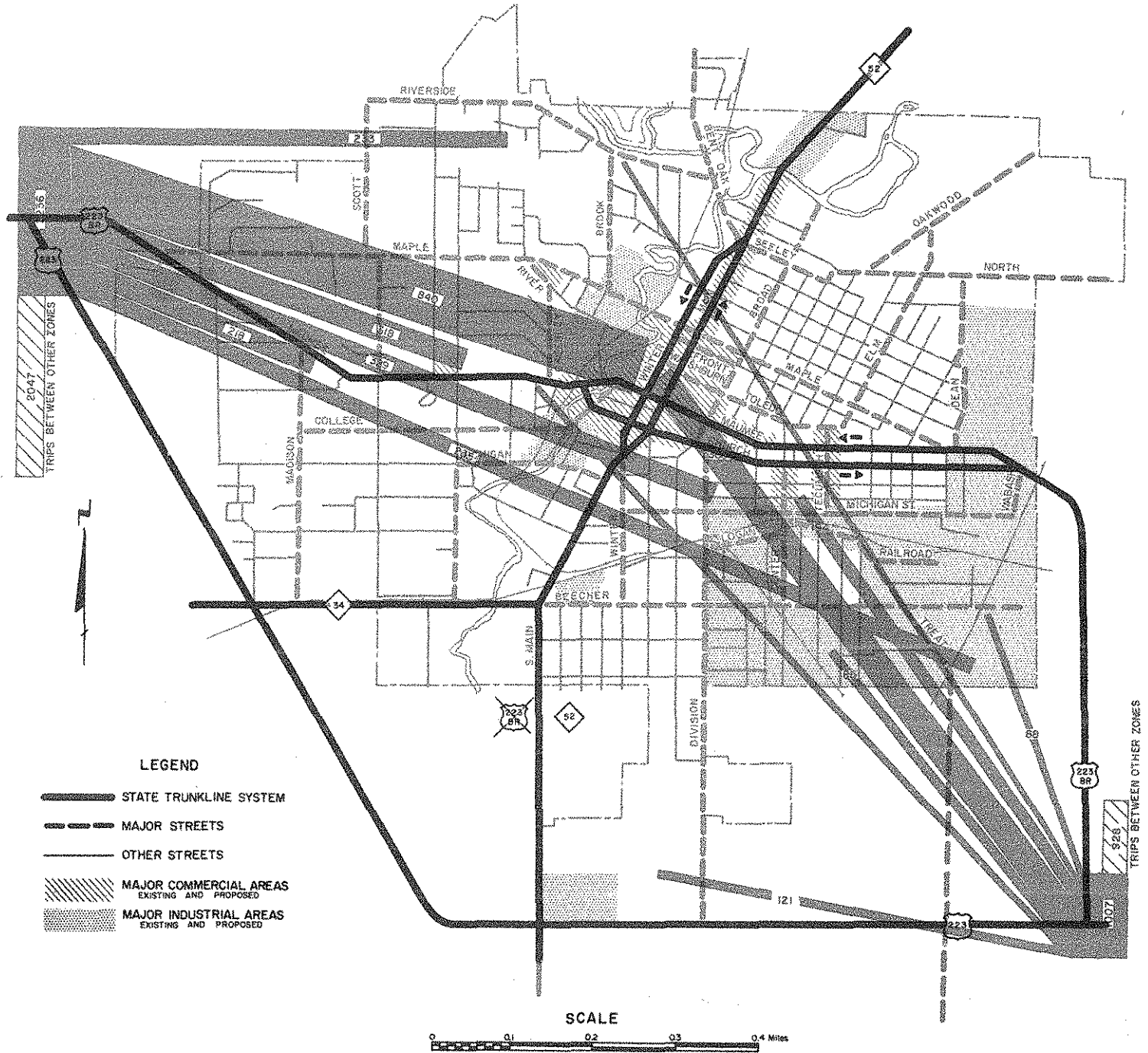
Existing M-52, from the Central Business District south to the US-223 by-pass, serves both M-52 and US-223 BR traffic. Some of the congestion created on this route can be eliminated by the proposed widening project on M-52. However, as traffic volumes continue to rise, a better system of trunklines will be needed. For this reason the proposed extension of Church and Maumee Streets as trunkline, to connect with US-223 south-east of Adrian, has been proposed as the business route connection. This connection will not only eliminate much of the traffic on present M-52 but will also provide a needed route through the industrial area. As can be seen, much of the traffic having a terminal in the industrial area must now pass through the Central Business District but with the proposed connection this problem will decrease considerably.

The plates on the following 2 pages indicate traffic having terminals in their respective areas. These volumes are actual 1959 counts taken by interviews of each vehicle passing through the area. As shown on these plates the major portion of this traffic terminates in two areas, the Central Business District and the industrial area, with the remainder of the traffic scattering to the rest of the city. It is therefore evident that the proposed business route connection of US-223 will serve the industrial area and the Central Business District and also provide good traffic operation with M-52 in the Central Business District.

MICHIGAN STATE HIGHWAY DEPARTMENT  
JOHN C. MACKIE, COMMISSIONER

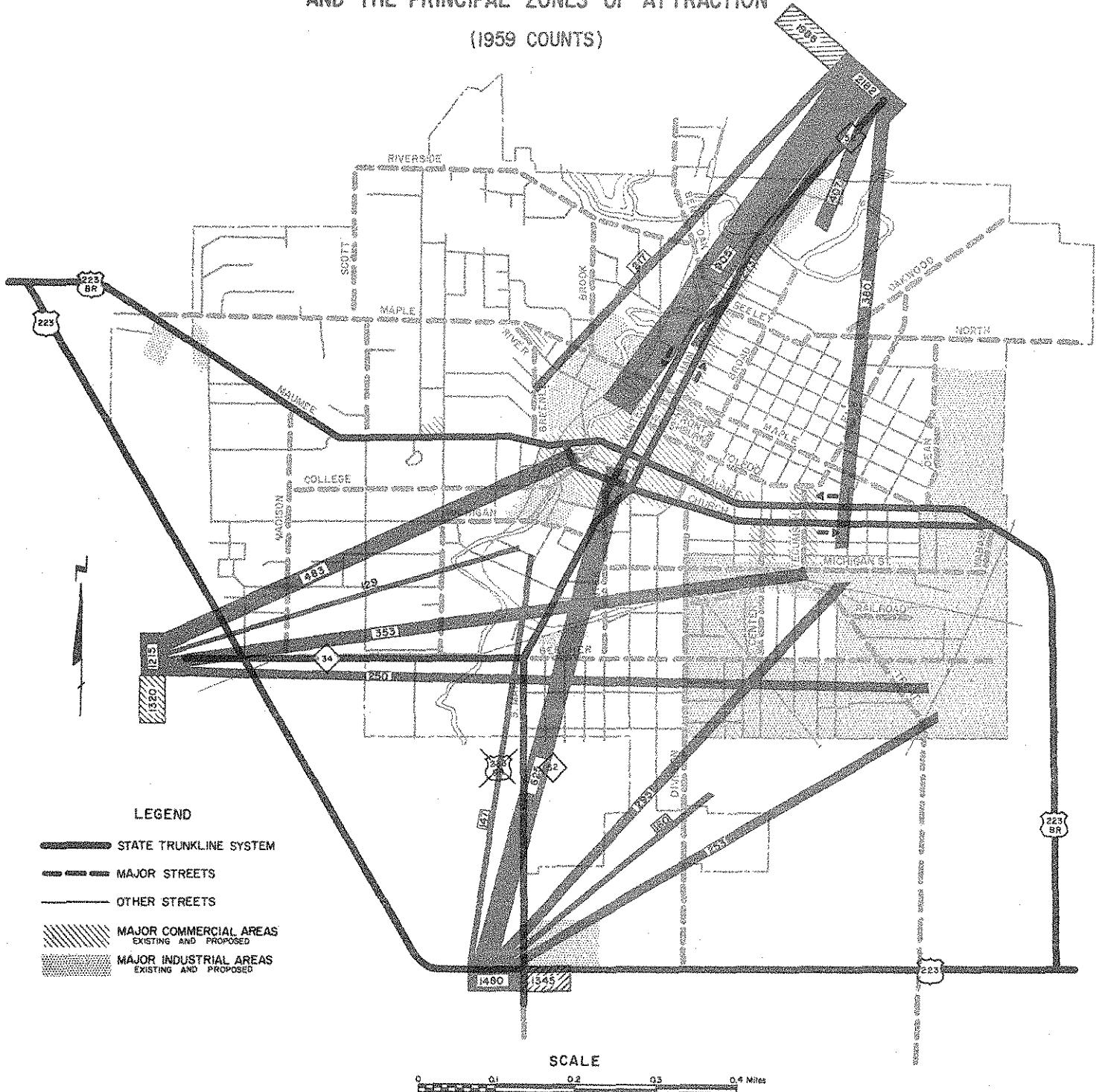
# CITY OF ADRIAN

TOTAL TRAFFIC TRIPS BETWEEN US-223  
AND THE PRINCIPAL ZONES OF ATTRACTION  
(1959 COUNTS)



# CITY OF ADRIAN

TOTAL TRAFFIC TRIPS BETWEEN M-52 & M-34  
 AND THE PRINCIPAL ZONES OF ATTRACTION  
 (1959 COUNTS)



# OFFICE MEMORANDUM



MICHIGAN  
STATE HIGHWAY DEPARTMENT  
JOHN C. MACKIE, COMMISSIONER

October 11, 1960

File: 46000 C-10

To: R. Van Hoef, Director  
Planning Division

From: Harold G. Bauerle, Director  
Traffic Division

*Harold G. Bauerle*

Subject: Ultimate Trunkline Plan for the City of Adrian,  
Lenawee County.

We have reviewed the ultimate trunkline plan for the City of Adrian in accordance with your request of September 19th.

Our reactions to the proposed plan are very favorable, and items discussed below should be considered details in supplement to the trunkline plan as proposed. The proposed plan not only provides for sufficient trunkline capacity and for a high standard of trunkline operation in the City of Adrian but also provides for a considerable growth in traffic volumes in the City of Adrian. Implementation of this plan will result in direct economic benefits for trunkline traffic with origins or destinations in Adrian in terms of reduced cost of vehicle operation, time savings, and reductions in accidents. It has also been our experience that an efficient transportation system, such as would be provided for in this trunkline plan, results in considerable economic benefits to the community.

Detailed comments are as follows:

1. Traffic on M-52 (Main Street) near the north City limits of Adrian is high enough so as to create undesirable operating conditions on that facility during peak hours. It is recommended that consideration be given to the widening of this roadway at as early a date as practicable.
2. At the time the detailed study for the extension of Winter Street to Bent Oak Avenue is made, consideration should be given to carrying a divided portion of M-52 to north of Bent Oak. It would be more desirable to start this divided section north of the intersection rather than at the intersection.
3. If West Maumee Street is retained as part of the trunkline system, it will be desirable to improve the West Maumee-Church Street intersection to a standard higher than the present channelization at that location.

HGB:EMH:vio

cc: G. F. Baker