



CITY OF BRIGHTON

"Providing quality service"

City Hall

200 N. First St.
Brighton, MI 48116-1593
(810) 227-1911
Fax# 227-6420
TDD Phone: (810) 227-8357

City Manager

225-8022
City Clerk
227-0463
Human Resources Director
225-9251
Cemetery/ Voter
Registration
227-0463

Community Development

Building
227-9005
Building Inspection Line
227-0419
Planning / Zoning
225-9257
Community Development/
DDA
225-8025

Finance

Accounts Payable
225-8019
Assessing Assistant
227-9006
City Assessor
225-8024
City Treasurer
225-8023
Finance Director
225-9283
Assistant Finance Director
227-7738
Property Taxes
227-0179
Utility Billing
225-8041

Police Department

440 S. Third St.
(810) 227-2700
Fax# 227-2063

Department of Public Services

420 S. Third St.
(810) 225-8001
Fax# 225-9249
DPS Director
225-9284
Assistant DPS Director
225-9282
Water Plant
227-2968
Wastewater Plant
227-9479

January 17, 2014

Jack Rick, Region Design Engineer
State of Michigan Department of Transportation, University Region
4701 W. Michigan Avenue
Jackson, MI 49203

Mr. Rick:

Thank you for your time in recent meetings that you have conducted regarding the upcoming U.S. 23 & I-96 interchange improvement project. Thank you also for your time in answering questions in those meetings from City of Brighton staff members in attendance including myself. We appreciate and respect the complexities of the subject project for which I understand you are serving as the project manager. The City of Brighton City Council and I also recognize and appreciate the traffic safety and traffic management improvements that the subject project will produce for our region.

Since it is our understanding that MDOT is willing to consider additional inputs on the project scope, the purpose of this letter is to formally transmit the City of Brighton's requests with regards to the Spencer Road & I-96 interchange elements of the project. At the January 16, 2014 City of Brighton City Council Meeting, the Brighton City Council voted to direct me to send this letter to respectfully request the following:

1. For MDOT to consider implementing Recommendations 1, 2, 3-a, and 3-b of the attached January 13, 2014 letter from our City Engineer, Mr. Gary Markstrom. The Brighton City Council voted to concur with the recommendations and related analysis of that January 13th letter from Mr. Markstrom and to direct me to transmit same to you/MDOT. As you will see, the primary focus of our City Engineer's recommendations is to keep the Eastbound I-96 Exit Ramp open for non-truck traffic during the Spencer Road interchange bridge closure part of the overall project.
2. And for MDOT to consider the following timing related requests with respect to when the Spencer Road interchange bridge is closed for the bridge improvements part of the overall U.S. 23 & I-96 interchange project which we understand is important to be completed in the earliest part of the overall project timeline:

2a. The City of Brighton City Council agrees that it would be best for MDOT to implement a complete Spencer Road bridge closure so that the bridge related improvements can be completed quicker. We understand from you that the projected completion time for the bridge improvements with a complete closure would be approximately 45 days.



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2b. The City of Brighton would ideally prefer the Spencer Road interchange bridge closure to begin no earlier than September 7, 2014 which is one day after the upcoming "Smokin' Jazz & Barbecue Blues Festival" (SJBB Festival) of September 5 & 6 in downtown Brighton. The SJBB Festival is the largest and highest-profile annual civic event in Brighton in terms of attraction of visitors to our community and its related economic importance for our city. Although we recognize that you and your fellow project staff members with MDOT have developed a logical traffic detour plan for the Spencer Road interchange bridge closure period of time, it is our city government's view that the Spencer Road interchange bridge closure could be detrimental relative to the overall attendance at our SJBB Festival.

2c. And, if MDOT determines that September 7th is too late to start the Spencer Road interchange bridge closure , then the City of Brighton City Council and I are respectfully requesting that MDOT and its project contractor begin the Spencer Road interchange bridge closure (both lanes) as early as possible in July of 2014 and to reopen the subject bridge prior to the above-referenced SJBB Festival dates of September 5 & 6, 2014 .

The City of Brighton will be ready to work with MDOT and the Livingston County Road Commission to implement traffic signal timing adjustment at Grand River Avenue intersections whenever needed. We recognize that traffic signal timing changes may be needed at various points of time with respect to traffic redistribution via the project's detour routes.

Thank you for your time with this letter and related information. Thank you for your consideration of the City of Brighton's requests as presented in this letter and related attachments. The City of Brighton looks forward to working with you and the Livingston County Road Commission staff on this important transportation improvement project as it moves forward into implementation.

Sincerely,

Dana W. Foster
City Manager

cc: City of Brighton City Council
Mike Craine, Livingston County Road Commission Managing Director
Gary Markstrom, City of Brighton City Engineer/Tetra Tech Unit Vice President
Pam McConeghy, President & CEO, Greater Brighton Area Chamber of Commerce
File



January 13, 2014

Mr. Dana Foster
City of Brighton
200 North First Street
Brighton, MI 48116

**Re: MDOT I-96 and US 23 Improvements Project
Spencer Road Bridge Truck Traffic Review**

Dear Mr. Foster:

Last week we attended a meeting with City staff at the MDOT TSC to review the preliminary traffic detour plans for the upcoming I-96/ US-23 interchange improvements. The interchange project is very extensive and includes replacement of several bridges and the addition of through lanes for I-96. This work will require traffic to be detoured off of the affected expressways to facilitate the work. It also includes the replacement and upgrade to the Spencer Road bridge and ramps to access Spencer Road.

During the course of the work, MDOT is proposing to close the off-ramp for eastbound I-96 to Spencer Road even though no work was being proposed for the ramp. This will restrict traffic flow into the downtown area to the Grand River exit ramp or the Lee Road area. MDOT's rationale for closing this ramp was the prohibition of truck traffic coming into the city along Spencer Road. They indicated that trucks may inadvertently exit to Spencer then get caught not being able to maneuver along Spencer Road. Discussions at the meeting concluded that the City should review the truck prohibition on Spencer and determine if the limiting factors in the road geometry and turning movements can be mitigated. If so, then MDOT would consider altering the proposed detour plan and maintain access to the city from Spencer Road during construction.

As requested, our roads group has reviewed the existing configuration of Spencer Road and performed an analysis of the turning movements for various truck types. The critical area for turning movements is at the Spencer Road and Main Street intersection which was narrowed in a past project to facilitate traffic calming and overall reduce speeds along Spencer and Main Streets. At this intersection we analyzed the turning movements for both WB-62 and WB-40 design vehicles (see attached drawings for vehicle profiles). The turning movements were analyzed using the current roadway geometry (Figures 1, 2) and for an alternative which shifted the outbound traffic closer to the outbound curb and gutter (Figures 3, 4). As shown in the figures, there is very little difference in wheel paths in either alternative. The WB-62 will significantly encroach outside the roadway with either scenario, and the WB-40 will travel slightly beyond the existing curb and gutter. Due to the existing features in the area including utility poles and steep slopes, it is most likely infeasible to temporarily re-grade the area to facilitate WB-62 turning movements.

Tetra Tech

401 South Washington Square, Suite 100, Lansing, MI 48933
Tel 517.316.3930 Fax 517.484.8140 www.tetrattech.com

Mr. Dana Foster
MDOT I-96 and US 23 Improvements Project
Spencer Road Bridge Truck Traffic Review
January 13, 2014
Page 2

Another option for handling the truck traffic that may exit from eastbound I-96 is to have the trucks perform a U-turn from the exit ramp to the on-ramp at the Spencer interchange. Turning movements were analyzed to determine what improvements would be necessary to facilitate this movement. As shown in the attached Figures 5 and 6, this option is practical. Minimal temporary pavement and signage will be necessary to allow trucks that inadvertently exit to turn around and re-enter eastbound I-96 and then utilize a truck detour as described below.

Therefore, based on the review of the affected roadways we recommend the following:

1. Maintain the Spencer Road ramps (do not close the eastbound exit ramp).
2. Maintain the truck restriction on Spencer Road (MDOT may need additional signage on I-96 indicating no trucks to Spencer Road).
3. Request MDOT place a truck detour for the eastbound I-96 exit to Spencer. Possible routes include:
 - a. To Downtown: EB I-96 to SB US-23 to Lee to Rickett, or detour to the Grand River exit.
 - b. To Spencer/ Old 23: EB I-96 to SB US-23 to Lee to NB Old 23.

We believe it is practical to maintain access for vehicles to the Spencer Road eastbound off-ramp. This will alleviate some of the anticipated congestion at the Grand River exit, which at times currently backs up to the travel lanes of I-96. The truck detour and signage will alleviate any traffic concerns while maintaining a critical access point to downtown businesses. We recommend the City present this information to MDOT and request their comments and inclusion in the plan preparation.

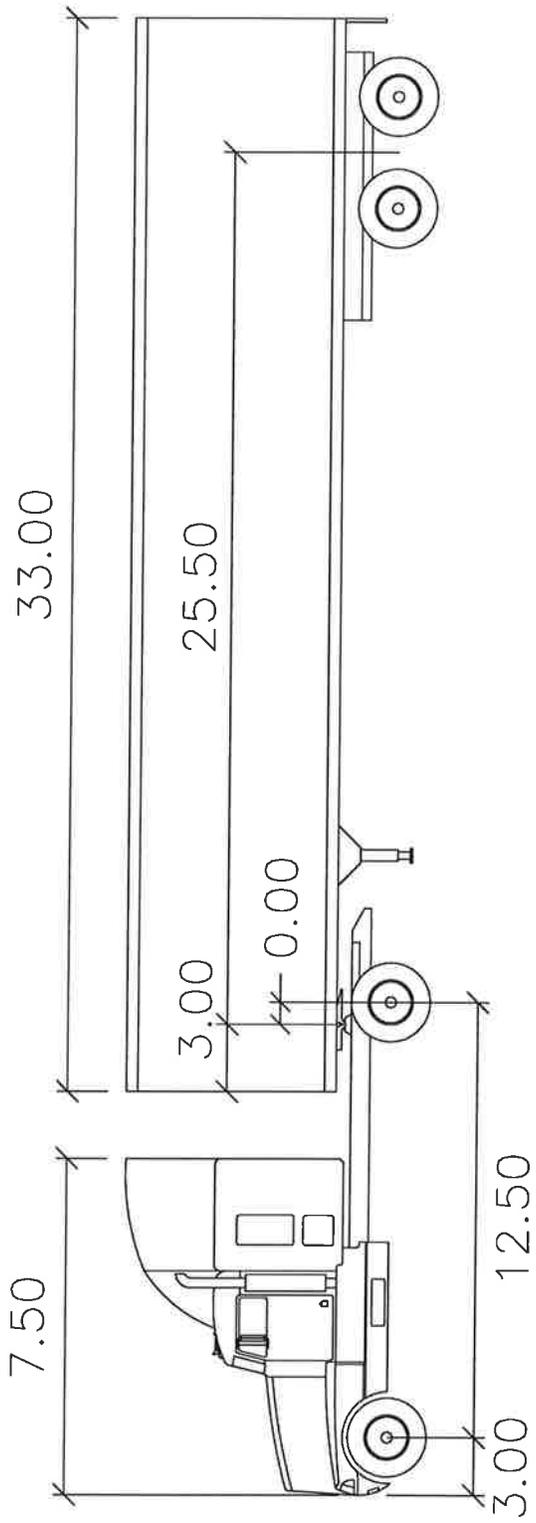
We trust this meets your immediate needs. If you have any questions regarding this information please call.

Sincerely,



Gary J. Markstrom, P.E.
Unit Vice President

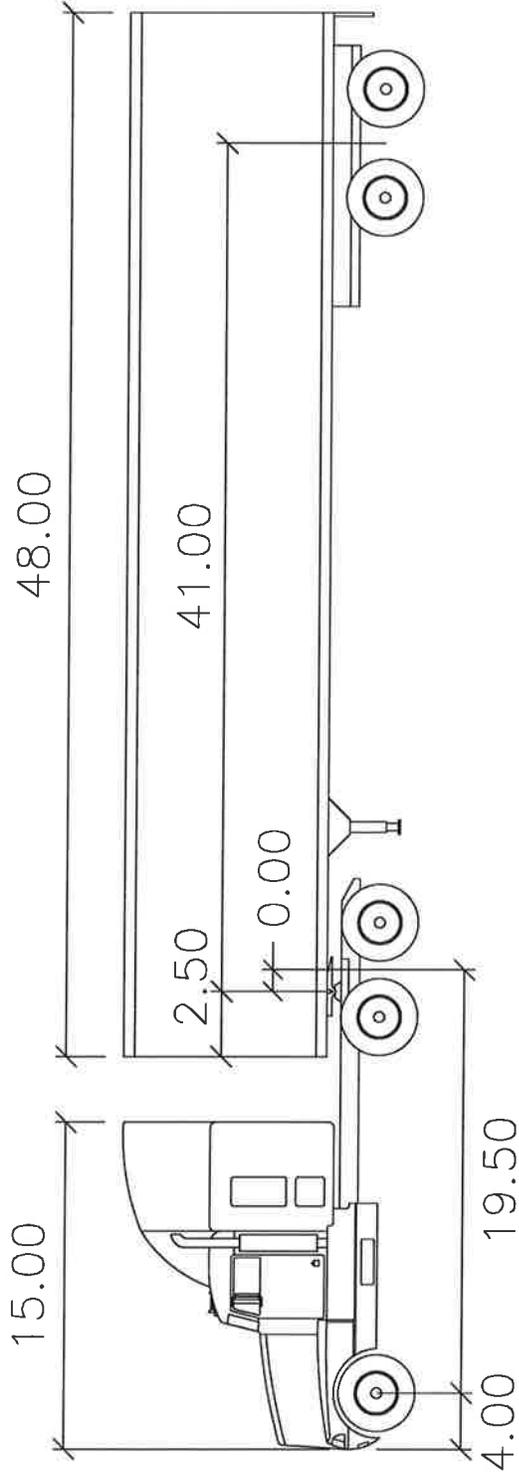
copy: Dave Blackmar



WB-40

feet

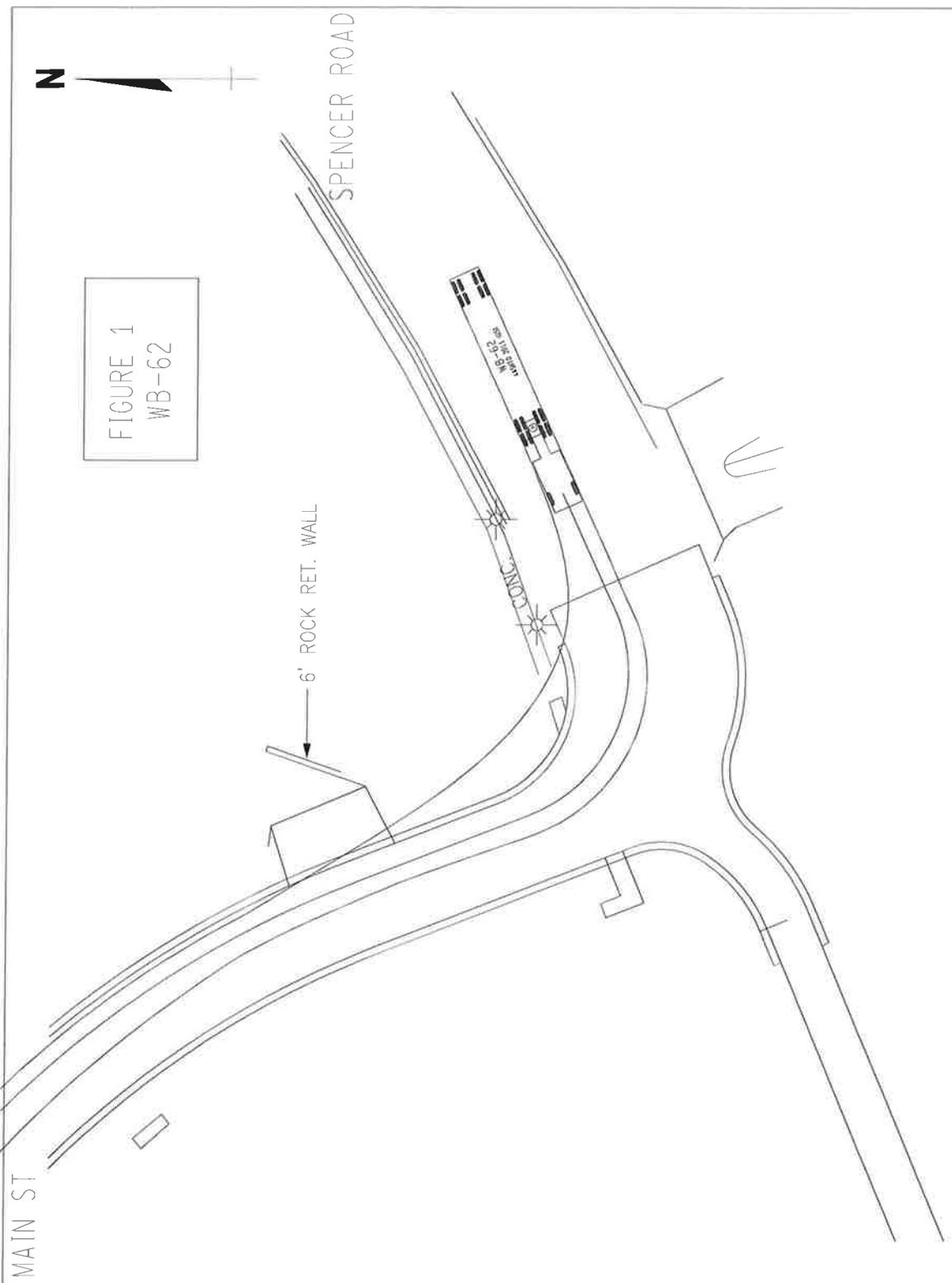
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Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		



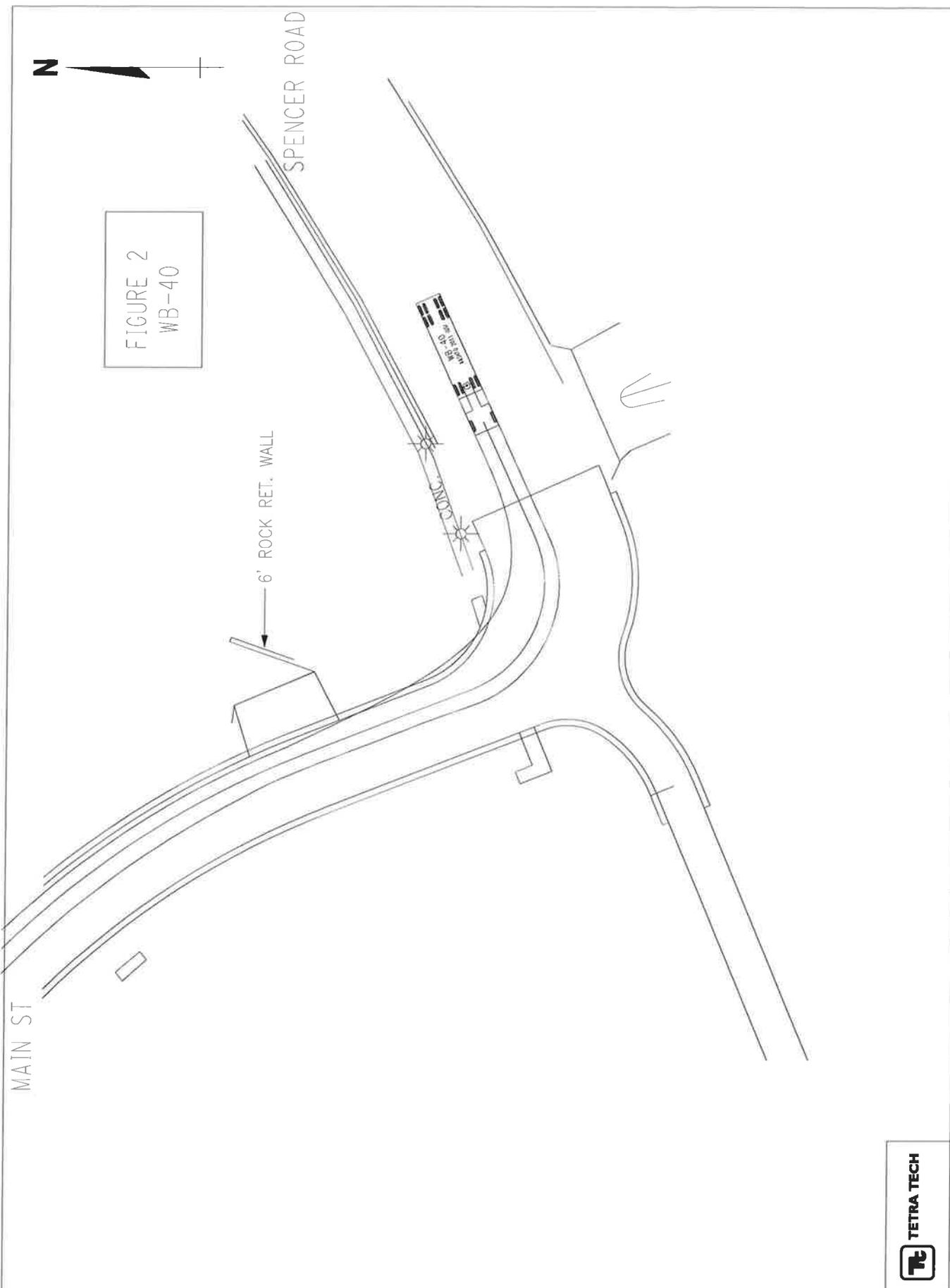
WB-62

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



DATE: 01/10/14	CS:	DRAWING	SHEET
DESIGN UNIT:	JN:		SERVO 2
TSC:			
VERT. (FT)	0		
HORIZONTAL SCALE			
HORZ. (FT)	0	80	
FILE:			



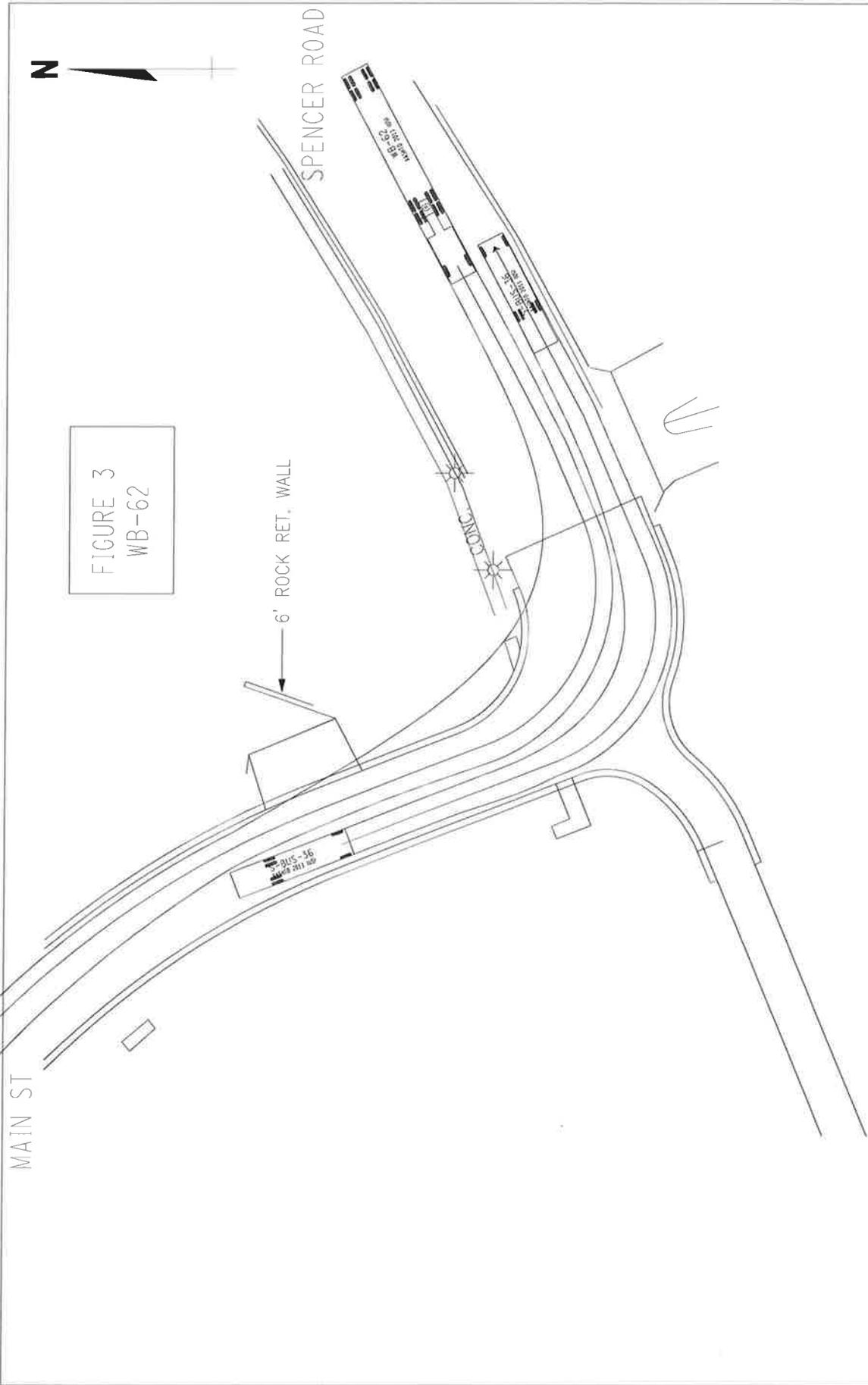


FIGURE 3
WB-62



DATE: 01/10/14	CS:	DRAWING	SHEET
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NO SCALE			
HORZ. (FT) 0	80		
FILE:			

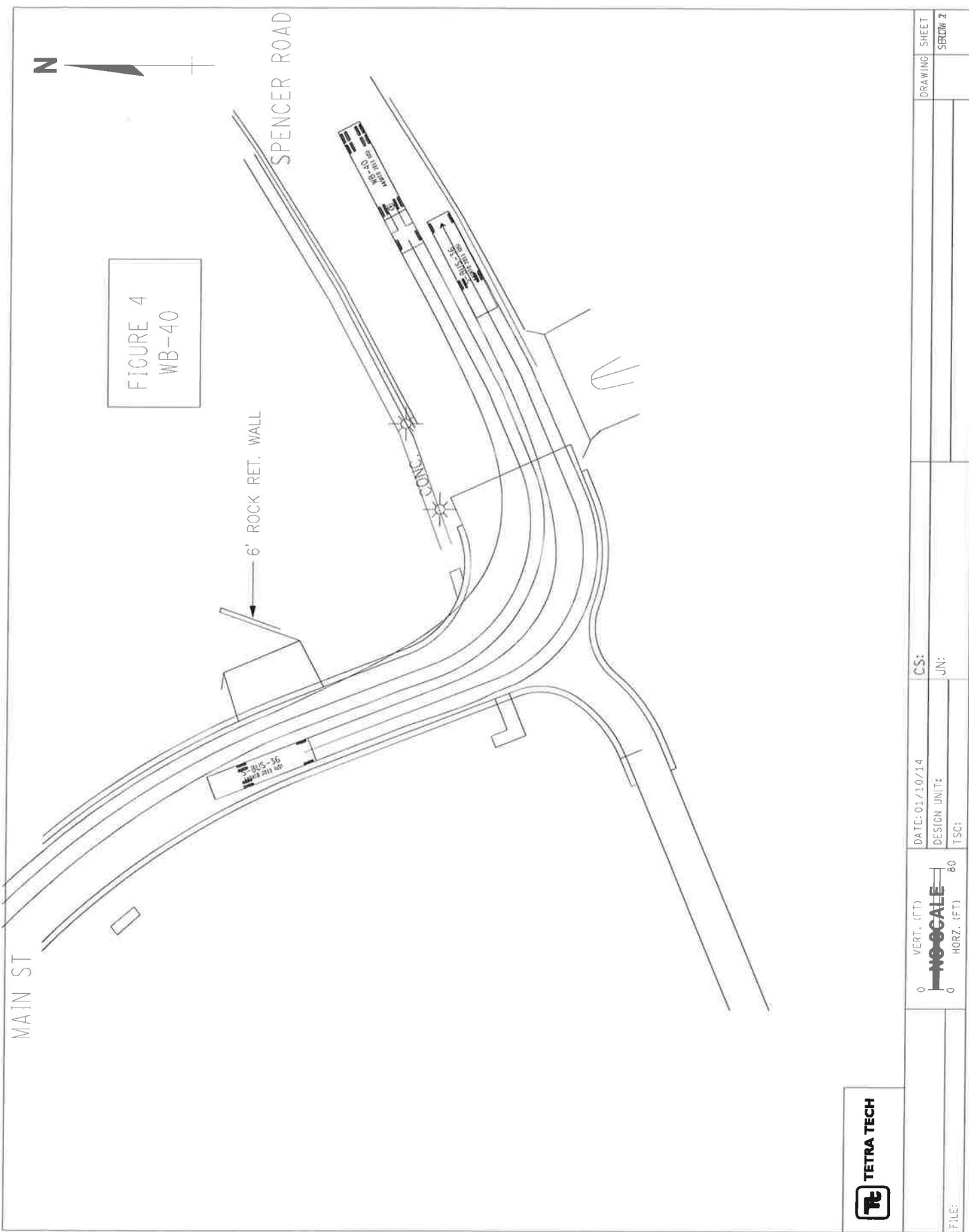


FIGURE 4
WB-40

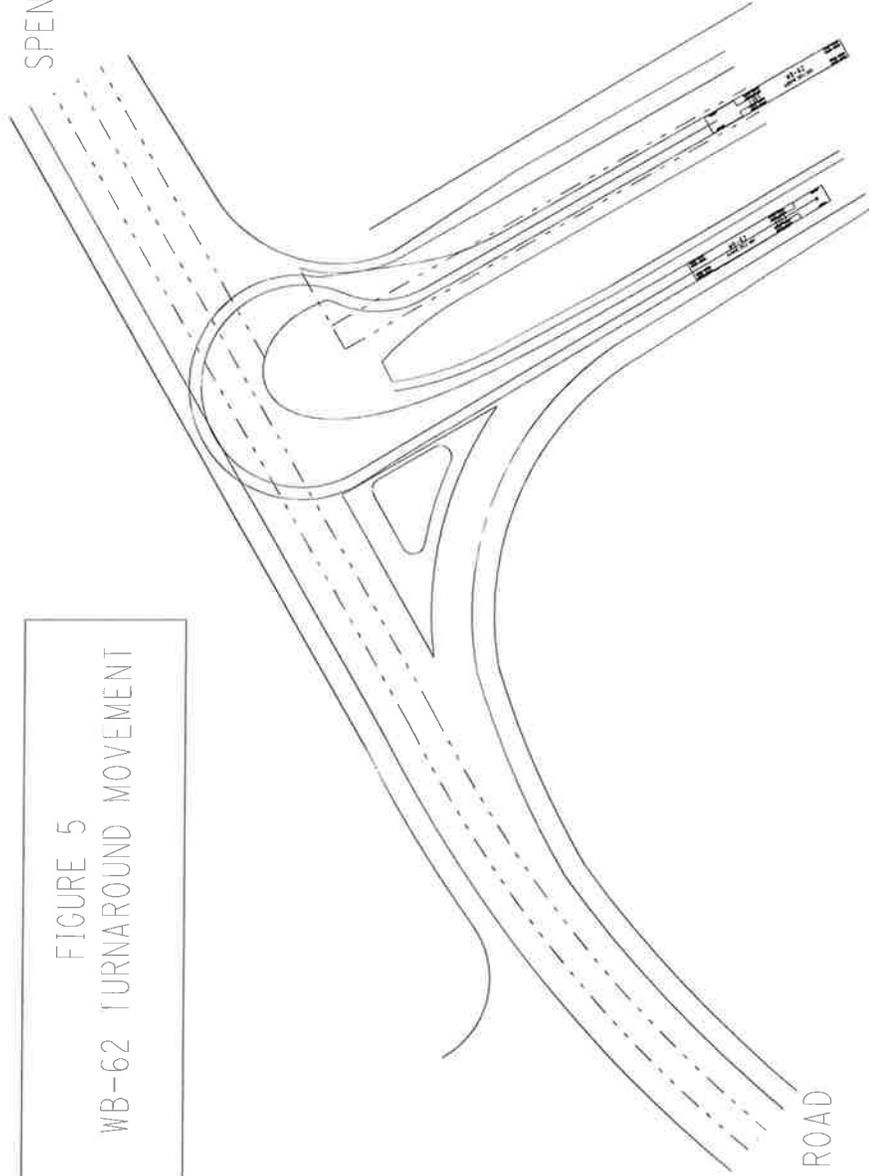


DATE: 01/10/14	CS:	DRAWING SHEET
DESIGN UNIT:	JN:	SECTION 2
TSC:		
VERT. (FT) 0		
HORZ. (FT) 0		
FILE:		



SPENCER ROAD

FIGURE 5
WB-62 TURNAROUND MOVEMENT



EB I-96 RAMP
TO SPENCER

SPENCER RAMP
TO EB I-96

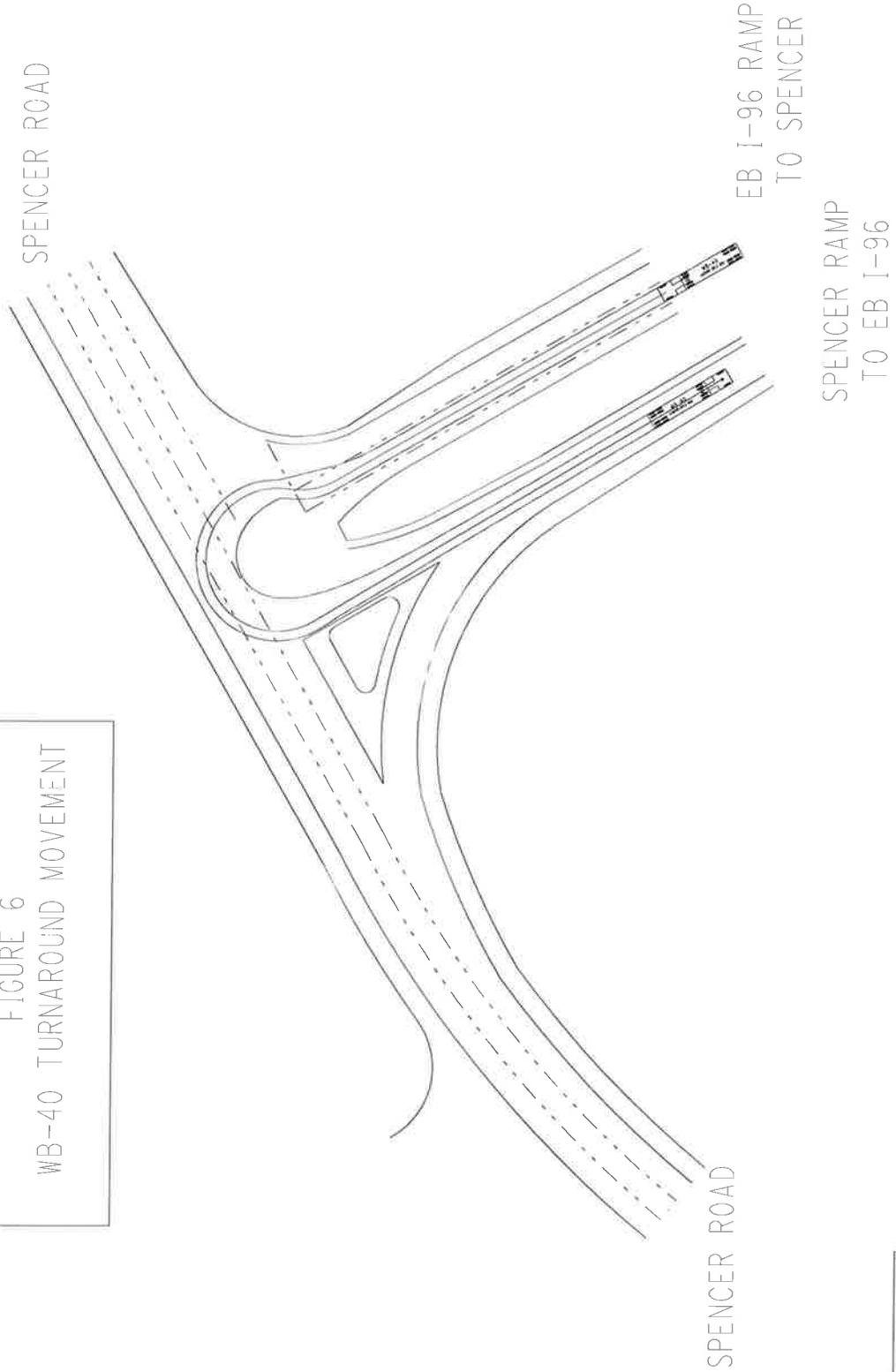
SPENCER ROAD



DATE: 01/10/14	CS:	DRAWING	SHEET
DESIGN UNIT:	JN:		SECTION 2
TSC:			
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NO SCALE			
HORZ. (FT) 0	80		
FILE:			



FIGURE 6
WB-40 TURNAROUND MOVEMENT



FILE:	DATE: 01/10/14	CS:	DRAWING	SHEET
	DESIGN UNIT:	JN:		SEROW 2
	TSC:			
VERT. (FT)	0			
HORIZONTAL SCALE				
HORZ. (FT)	0			
	80			