

## **M-43/Saginaw St. Bridge Q & A from the Public Meeting held on Nov. 17 at Lansing Community College (LCC)**

### Written Comments:

Q1. - Need to insure that people know that the Oakland detour does not begin at Seymore St. or further west.

**A 1.- The detour signing for this project has been designed to be as concise as possible while still providing motorists with adequate advance notification. Advanced message boards will be used prior to the start of construction to notify the public of the start date for the detour. Additional signing will be used as needed.**

Q2.- What traffic control devices will be in place?

**A2. - Traffic control along Saginaw St. will consist of the familiar orange barrels, arrow boards and message boards. Oakland Ave. will have a short length of temporary concrete barrier placed to protect the two directions of traffic at Center St. Between Grand Ave. and Center St. MDOT will be utilizing a special epoxy anchored cone on Oakland Ave. to separate two way traffic.**

Q3. - What impact will there be by reducing lanes from 5-to-4 on eastbound M-43 during rush hour?

**A3. - MDOT has modeled the local roadway system extensively and found no significant impact from reducing the lane configuration from 5 lanes down to 4 lanes.**

Q4.- I believe the traffic control plan at Grand Ave. and Saginaw St. fails to address the needs of LCC. The Gannon Parking Ramp sees 3,000- 3,500 vehicles per day (M-TH), with very heavy peak periods. Also, LCC's parking lot at Grand Ave. and Saginaw St. will have trouble handling vehicles trying to exit the lot.

**A4. - During this project, it is our intent to minimize the traffic delay on the surrounding community. Saginaw St. accommodates 19,000 vehicles per day and is a primary artery for the City and LCC. Traffic on Grand Ave. will be reduced to a single lane with a stop condition at the intersection of Saginaw. Traffic on Grand Ave. will also have the ability to detour down Schoolcraft to avoid the construction zone. We understand that construction is inconvenient and MDOT's construction staff will continuously monitor traffic flow in an effort to keep traffic moving during construction.**

Q5. - Concern with Center St. and the possible need to pave it, especially the north end from Oakland Ave. to Monroe St.

**A5. - Plans to repair Center St. and Grand Ave., between Oakland Ave. and Saginaw St., have been added to the contract. Once the detour route is no longer needed, MDOT and**

**the City of Lansing will review the route to ensure that roadways are left in good condition upon completion of the project.**

Q6. - The proposed reduction of lanes between MLK and the bridge appears to be too quick and compact and will cause traffic jams that will discourage the public from using Saginaw St. at all.

**A6. - The project and associated detour were designed to minimize back-ups and impact as little of the surrounding area as possible. This includes the lane drops leading to a single lane at M-43 and Grand Ave. If the length of the lane closures were increased, additional homes and businesses would be impacted west of MLK. Longer lane reductions would also result in more closed lanes with no work being preformed. It is MDOT's policy to minimize any lane closures where no work is taking place. MDOT will monitor operations and adjust traffic control devices accordingly to provide safe and efficient traffic operations.**

Q7. - After the last meeting (in the spring of 2011), MDOT addressed concerns about making a turn lane for westbound M-43 traffic into a certain location (O'Leary Paint). Wondering can you consider a traffic signal activated by the weight of a car for those customers wanting to head west?

**A7. - Installing a temporary signal at the O'Leary Paint driveway would increase the risk of rear end accidents as traffic would not expect to stop at this location. The safest way for motorists to go west on Oakland Ave. from O'Leary Paint is to follow the eastbound M-43 detour to Saginaw St. and then use Larch St. back to Oakland Ave.**

Verbal Suggestions:

Q8. - Could MDOT delay the project one year to allow those business owners time to recover from construction on M-43 in 2011?

**A8. - There is an impetus to replace the structure due to its condition. The structure was originally constructed in 1928 and then widened in the 1950's. It has a bridge deck that is rated a 3, which places it in serious / critical condition. The steel beams are rated a 4, which places the superstructure in poor condition. While the piers and abutments appear to be in fair condition, the piers are founded on spread footings instead of driven piles or other deep foundation. This leaves the bridge vulnerable to scouring during extreme flood events. Scouring is when the stream bed washes out from around or under the foundation causing large settlements and/or bridge failure. If funding delays this project beyond a year, these elements could become even more critical.**

**This project was originally programmed for the 2012 construction season as a part of a multi-year corridor plan for M-43. In 2013 we will be working on the I-496 corridor, thus MDOT does not wish to be working on Saginaw St. at the same time. This Saginaw St. bridge project would need to be delayed by at least two-years due to the planned construction on I-496.**

**In anticipation of this project in 2012, MDOT has worked closely with several utility companies, both municipal and private, to accommodate the proposed construction. A large commitment on the part of the many utility companies involved with this project is**

**underway now. Work has already begun by AT&T that involves removing the pavement along eastbound M-43 within the project limit. This pavement has been replaced with temporary pavement in anticipation that it will be permanent next year. The temporary pavement in this area will not last more than one winter season and must be replaced in the spring.**

**The City of Lansing also has a financial commitment in the project, both Act 51 participation and also work by the City. The City has made a financial commitment based on the work taking place in 2012.**

Q9. - Could you use Washington Ave. as the detour route instead of Grand Ave. and start the two-way street option on Oakland Ave. at Washington Ave.?

**A9. - Minimizing the length of the detour was paramount to ensure motorists were impacted as little as possible. We have reviewed the potential of utilizing Washington Ave. as part of the detour and found that it presents a few drawbacks with on-street parking and with opposing traffic. On-street parking would have to be eliminated due to the potential for accidents. Opposing traffic also would have to be eliminated thus effecting access to businesses along the route.**