

The
**Washtenaw County
 Road Commission**
 would like to wish everyone
 a very happy, relaxing and safe
 2012!



Washtenaw County Road Commission
 555 N. Zeeb Road
 Ann Arbor, MI 48103



Washtenaw County Road Commission

ROADS in Review

Steven M. Puuri Retires

After 25 years with the **Washtenaw County Road Commission**, **Steven M. Puuri, Managing Director**, has announced his retirement for December 23rd of this year. With 34 years in public service, Puuri stated, "The time is right. The organization is in a good place, considering the funding situation, with good people in place."

In 2002, Puuri was the recipient of the "Outstanding Civil Engineer of the Year Award", which was presented to him by the American Society of Civil Engineers (ASCE). He received this award for his "outstanding contributions to the community and his profession of Civil Engineering."

Road Commission Administration Building built in 2002, and the Maple/Foster Bridge historic renovation in 2004.

In this role, Puuri provided outstanding leadership to make the WCRC a recognized leader among Michigan road agencies. Instituting goals and objectives for the organization, Puuri helped to guide a changing Board through the development of Vision Statements, Guiding Principles, and Best Practices in becoming compliant with the International Standards Organization Quality Management Systems. These accomplishments have elevated the Washtenaw County Road Commission to be one of the highest performing road agencies in Michigan. We owe Steven Puuri a great deal of gratitude for his leadership in transforming the Washtenaw County Road Commission into one of the top road agencies in Michigan and wish him well with any future endeavors.

When asking Puuri what's next, he simply states he "wants to take some time off and has nothing immediate planned other than spending time with his family." □

Puuri received his Bachelor's Degree in Civil Engineering from Michigan State University in 1978, and attained his license as a Michigan Professional Engineer in 1983. Prior to coming to the Road Commission, Puuri spent nine years as a Project Engineer with the USDA Soil Conservation Service.



Puuri began his tenure with the Washtenaw County Road Commission in 1987 as the Assistant County Highway Engineer. He quickly worked his way through the ranks, furthering his expertise and career development in many aspects of the agency in assuming the roles of Traffic Engineer, County Highway Engineer, Director of Engineering, Deputy Managing Director / County Highway Engineer, and then Managing Director in January of 2003.

As Managing Director, Puuri has been responsible for many projects and accomplishments including numerous federal-aid highway projects, local road projects, and critical bridge projects. A few of these projects included the design and construction of the first phase of the Jackson Boulevard project in 1996, the Dixboro Road Bridge realignment and widening in 2005 in which he was instrumental in securing funds for the project, the construction of the current

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Thank you Steven Puuri -

Message from Steven Puuri (retired)

I want to thank all of those who supported the Road Commission throughout my career. Your encouragement was very important to me.

As I look back at all of the successful projects and routine services that our agency has performed, I want to thank the many people who contributed to our agency's success. Our Road Commissioners, our employees, project partners and stakeholders, and our consultants and contractors all deserve a tremendous share of the credit for their contributions that culminated in many successful projects and services.

Looking forward, I hope that all of our stakeholders continue to support good roads and the good people who are entrusted as the stewards of the county road system.

We are fortunate in Washtenaw County to live and work in a community that is a destination point; which provides challenges and opportunities to increase the pride we share to improve our communities.

Good luck to everyone, I will miss you all.

Steven M. Puuri ~



WCRC - CHANGES & THE ROAD AHEAD!

As the new Managing Director for the Washtenaw County Road Commission, I say goodbye to 2011 and hello to 2012, which brings staffing levels at the Road Commission to levels we have not seen since the early 1960's. The result of 14 retirements in December alone reduced the number of active full time employees to 109. In comparison, the Road Commission had 156 FTE's in 2007 (see table below). With the reductions in Michigan Transportation Funds and increased costs for fuel, salt and other materials, the Road Commission Board has imposed a hiring freeze to help stabilize our expenses.

The result is less employees to perform all the routine maintenance tasks including snow removal and managing the

numerous project initiatives. We are committed to providing the best services possible, but our customers also need to realize that with no change in revenue stream from Lansing in the last 14 years, services are going to be impacted. We will continue to explore future funding opportunities to help improve the revenue end of our budget, in addition to our continuous self- evaluation to monitor our cost of doing business. I look forward to a successful 2012, the opportunity to meet with our Township Officials and other elected and appointed officials, and get their input on possible improvements to the Road Commission. □

Roy Townsend, Managing Director

Full-Time Staffing Trend



2012-2016 WCRC CAPITAL IMPROVEMENT PLAN

The Washtenaw County Road Commission is pleased to present our 2012-2016 Capital Improvement Plan (CIP) to the citizens of Washtenaw County. Under the vision and direction of the Board of County Road Commissioners, the CIP is the culmination of the efforts of staff working together with township officials and other key stakeholders in developing a plan that will best utilize the limited resources available while integrating community needs.

We are confident the CIP will continue to provide our agency a workable *blueprint* for planning large transportation infrastructure projects in Washtenaw County over the next five years as it has for the past five years.

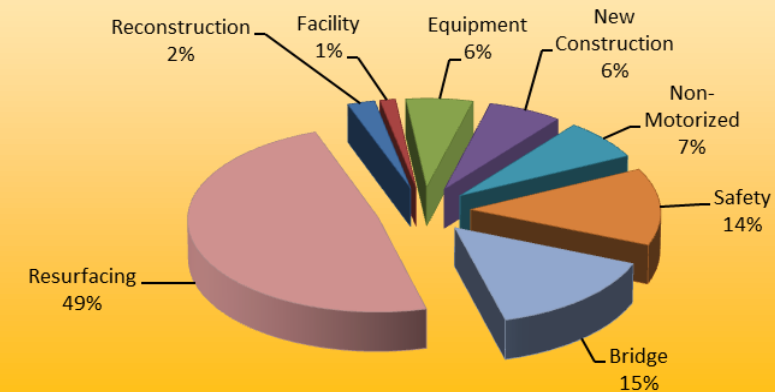
The CIP is a dynamic document that is refined each year to reflect fiscal realities, changing community needs, and capitalize on grant opportunities that arise.

We welcome input throughout the year in developing future CIP's, but strive to maintain consistency to the *blueprint* in our infrastructure improvement planning.

Although the needs to improve our infrastructure far outweigh our fiscal capacity, with this Capital Improvement Plan as our guide, we will continue to do our utmost to provide a sustainable transportation system in a fiscally responsible manner.

The **2012-2016 Capital Improvement Plan (CIP)** is available in its entirety for public viewing on our website at: www.wcroads.org □

2012-2016 Capital Improvement Program Funding by Project Type (in thousands)



**Dancer Road Bridge over Mill Creek
Replace Existing Bridge Superstructure**

Conducted in Lima Township, this project consisted of repairing the existing bridge abutments, replacing the existing bridge superstructure (beams and deck), and improving the associated road approaches. This project was funded through local funds, shared between the Road Commission and Lima Township. The cost for engineering and construction was \$120,000.00



**Lima Center Road Bridge over Mill Creek
Replace Existing Bridge Superstructure**

Conducted in Lima Township, this project consisted of repairing the existing bridge abutments, replacing the existing bridge superstructure (beams and deck), and improving the associated road approaches. The project was funded through local funds shared between the Road Commission and Lima Township. The cost for engineering and construction was \$100,000.00



**Waldo Road Bridge over Pleasant Lake Extension
Replace Existing Bridge Superstructure**

Located in Sharon Township, this project consisted of repairing the existing bridge abutments, replacing the existing bridge superstructure (beams and deck), and improving the associated road approaches. The project was funded through local funds shared between the Road Commission and Sharon Township. The cost for engineering and construction was \$100,000.00



**Holmes Road, Phase III, between Spencer Road and US-12
Road Reconstruction**

Conducted in Ypsilanti Township, this work consisted of 0.93 miles of road reconstruction including earthwork, underground storm drainage, sanitary sewer, watermain, asphalt paving, concrete curb and gutter, and signage and pavement markings. The \$2.2 million project was funded through Federal and State Funds, Ypsilanti Township, YCUA, and WCRC Funds



**Mast Road Bridge over the Huron River
Repair Existing Structure**

Conducted in Webster Township, this project located over the Huron River consisted of repairing the existing structure. The project was funded with Federal, State, and WCRC funds at a cost of \$425,000.00.



**James L. Hart Parkway
Roadway Rehabilitation**

Conducted in Ypsilanti Township, this project located between Frank Daniels Drive and Huron Road consisted of overlay work. Funding was paid for with our MDOT Transportation Economic Development grant with the local match being provided by Ypsilanti Township at a cost of \$400,000.00.



**Textile Road between Bridge and Rawsonville Roads
Roadway Rehabilitation**

Located in Ypsilanti Township, this project consisted of milling and resurfacing of the roadway, as well as sidewalk ramps and signal work at the Bridge Road intersection. The \$350,000 project was paid for with a MDOT Transportation Economic Development grant with the local match being provided by Ypsilanti Township and WCRC .



**Traffic Signal Upgrades - Various Locations within
Ypsilanti and Pittsfield Townships**

Conducted in both Ypsilanti and Pittsfield Townships, this project consisted of upgrades to 21 traffic signals and installation of three monopoles to provide real-time communication through a central traffic signal system. This \$1.3 million project was funded through Federal Congestion, Mitigation and Air Quality Funds (CMAQ) and the Road Commission .





Toma Road, from North Territorial Road to Stinchfield Woods Road:
 Located in Dexter Township, this work included shaping the existing surface, tree removal, roadside berm removal, application of 4" of 22a type gravel (approximately 3,100 tons), with associated dust control and project restoration. The cost for this project was \$33,725.64.



On December 8, 2011, the Board of Road Commissioners approved the 2012 budget and the new Capital Improvement Plan. These approvals assure that adequate funding will be available to accomplish all the planned projects and routine maintenance services that the Road Commission has committed to performing for 2012.

The hiring freeze and recent retirements will result in our lowest staffing levels since the 1960's. Our diminished staffing level bolsters our bottom line; however it will provide a tremendous challenge for the Road Commission in the area of service level response time. We recognize that traveling public expectations are anticipating steadily improved services, and we certainly strive to provide high quality and timely services. The reality is we all need to recognize that the money is no longer available to support "business as usual" service levels. Unfortunately, the traveling public will experience delays in service levels and fewer major improvement projects as we attempt to work within very difficult financial constraints. □

Our 2012 Budget anticipates that routine services and project expenditures will add up to \$29,952,000 as compared to \$32,973,000 in 2011. As for revenues, our budget anticipates \$2,230,000 less revenue in 2012 than in 2011, which explains why the Road Commission anticipated reducing our expenditures by \$3,020,000. This budget reflects a significant decrease in project funding during 2012, resulting in the number of unfunded road and bridge projects continuing to grow.



North Lake Road, from end of 2010 project westerly 0.9 miles:
 Located in Dexter Township, this work included shaping the existing surface, application of 4" of 23a type limestone (approximately 1,900 tons), with associated dust control and project restoration. The cost for this project was \$25, 681.00.

	PRIMARY ROADS		LOCAL ROADS
	Federal Aid	MTF Funding	Township Funded
Concrete Joint Repair	3.15 miles	--	--
Crack Sealing	--	5.5 miles	5.4 miles
Sealcoat	21.3 miles	12.2 miles	1.4 miles
Mill & Overlay	1.2 miles	2.9 miles	5.8 miles
Overlay	16.5 miles	--	0.3 miles
Limestone	--	1.0 miles	14.3 miles
Gravel	--	1.3 miles	3.1 miles
Pave Approaches	--	--	2 approaches
Ditching	--	65,000 lineal feet	125,000 lineal feet
Culverts	--	1,200 lineal feet	1, 840 lineal feet
Longitudinal Joint Repair	1 mile		

