

THE WASHTENAW COUNTY ROAD COMMISSION
 WISHES EVERYONE A SAFE, HAPPY AND HEALTHY
HOLIDAY SEASON!



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



Washtenaw County Road Commission

ROADS *in Review*

Road Commission's Successful 2013 Season

December 2013



The Washtenaw County Road Commission, in conjunction with our 20 townships, federal/state and developer funds, the Enbridge agreement, and Special Assessment Districts, have just completed one of the largest construction season workloads on record. For the 2013 construction season, nearly every township increased their contributions for road improvements resulting in \$6.4M of local dollars towards over 300 road improvement projects, including Collegewood and Senate Avenues which have been discussed for the past 20 years. The agreement we reached with the Enbridge Pipeline Company allowed us to invest an additional \$1.1M in gravel roads and sealcoat; that coupled with our \$500k contribution resulted in nearly 50 miles of sealcoat being completed this year. This year's federal/state and developer funds resulted in new roundabouts at the intersection of State Road/Ellsworth Road and Geddes Road/Ridge Road.

This outside funding also provided for various other

projects such as the replacement of the Ford Boulevard Bridge and a joint three-mile non-motorized path in Hudson Mills Metropark, a road diet on Michigan Avenue, a CMAQ (Congested Mitigation and Air Quality) signal interconnect project on Washtenaw Avenue, and over 30 miles of resurfacing was completed in addition to the four Special Assessment District projects.

All these projects, including numerous others, in addition to our everyday routine maintenance demands, would not have been completed without every employee's active participation. These additional funds from townships and other sources required our staff to maximize their workloads in order to successfully complete all the projects and responsibilities.

With that, I would like to personally thank all the Road Commission employees for their dedicated hard work that they have shown this year in accomplishing all of these projects and tasks.

What is next? Scio Township just approved a ten year township wide Special Assessment District (SAD) that assesses every parcel \$85/year and will generate over \$5M over those ten years. With these funds they plan to add 6" of gravel/limestone to all their local gravel roads,

invest in preventative maintenance on their reconstructed subdivision roads and set up incentive dollars to encourage other subdivision SAD projects.

At this year's annual Township meetings, we encouraged other townships to pursue the township wide SAD approach and continue to invest in their local road system. The Road Commission is also committed to working with our elected officials in Lansing to increase funding to help improve our deteriorating primary road and bridge network. We will also continue to pursue local county wide funding opportunities. The bottom line is that this may have been a record year for projects, but in my opinion we will still have numerous needs; with our excellent work force all we need is more revenue to make this an annual occurrence, which I will continue to pursue. □

Roy D. Townsend, P.E.
 Managing Director



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Please Welcome Barbara Fuller as Our New WCRC Road Commissioner



Barbara Ryan Fuller of Sharon Township was appointed as the newest member of the Washtenaw County Board of Road Commissioners (WCRC) on **October 16, 2013** by the Washtenaw County Board of Commissioners. Fuller replaces Kenneth Schwartz who stepped down from the Road Commission to take over as Superior Township Supervisor following Bill McFarlane's retirement. Barbara's recent appointment is for the remainder of Schwartz's six-year term and runs through December 31, 2018.

"Living on dirt roads in rural Washtenaw County townships for more than 30 years, I bring a unique point of view to the Washtenaw County Road Commission Board," Fuller remarked. "I look forward to adding the perspective of my life experience and applying my problem solving skills to the work of the Board."

Barbara Fuller, who lives in Sharon Township near the Village of Manchester, previously served as Deputy Supervisor in Pittsfield Township from 2008-2012. "Having regularly attended meetings of the WCRC in my capacity as Deputy Supervisor, developed an interest in and an appreciation for the matters that come before the Board," Fuller commented.

Working in Township government, she gained experience with Special Assessment Districts, Annual Local Road Agreements, Federal Transportation Grant applications, warrants for traffic control measures as well as traffic calming concerns and options for addressing them. Additionally, Fuller became familiar with the use of Pavement Surface & Evaluation Ratings (PASER) to inform prioritization of road maintenance projects and to guide multi-year plans for achieving road improvements. "This baseline understanding of road issues enables me to contribute immediately and learn quickly as member of the Board," Fuller offered.

Fuller is committed to further strengthening the WCRC's relationships with the public, elected officials, governmental units, agencies, and staff. She also supports the WCRC's approach to long range planning in an effort to maximize funding opportunities and smooth spikes in expenditures. "The current leadership has made it a priority to prevent avoidable emergencies, address overdue maintenance and budget for predictable obsolescence. I will do my best to complement this approach while the WCRC continues to face shrinking revenues," Fuller pledged.

The Washtenaw County Road Commission and Board of Road Commissioners are pleased to extend their congratulations to Barb on her appointment and welcome her to the Board. □

2014-2018 WCRC Capital Improvement Plan

The Washtenaw County Road Commission

is pleased to present our 2014-2018 Capital Improvement Plan (CIP) to the citizens of Washtenaw County. This is a 5-year blueprint for planning transportation infrastructure improvement projects under the Road Commission's jurisdiction utilizing allocated resources. The plan is intended to facilitate coordination between capital needs and the operating budget, identify the most economical means of financing capital projects, and increase opportunities for obtaining federal and state aid. In addition, the plan is a tool to relate public road and bridge facilities to other public and private development policies and plans, incorporate community objectives into project planning, and inform the public about future projects and plans.

Total expenditures in the 2014-2018 CIP are projected to be approximately \$47 million over the 5-year period. This year's projection is up again from the previous three years reflecting modest economic recovery and community agencies working together to capture all available federal and state grants.

Most of the planned capital improvements rely on federal and state grants that usually require a local match. The local match dollars are commonly provided by the Road Commission with Michigan Transportation Funds (MTF), townships, cities, villages, or other community partners.

LOOKING AHEAD

We are all facing financial challenges and business as usual is not an option. The Road Commission has restructured to maximize the skills and abilities of its staff, along with utilizing technology and developing partnerships to improve efficiencies within the agency. Responsiveness, accountability, fiscal responsibility, and deadlines are at the forefront of every assignment. Finding and maximizing outside funding sources for the benefit of Washtenaw County is sought out at every opportunity. The Road Commission's goal is to provide safe and reasonable roads at the best value for the taxpayers. □



The **Village of Dexter** hosted its second annual Big Truck Day on June 21, 2013. The Road Commission participated again this year and showcased one of its new 2013 CAT graders.

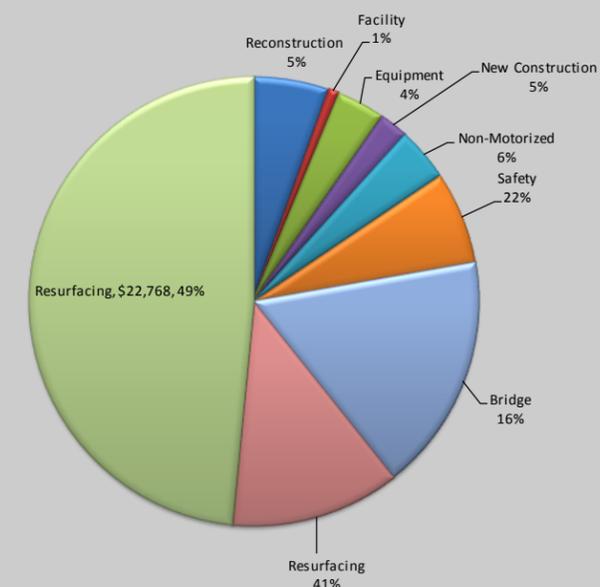


Grader Operator 'Ryan Lewis' with the new CAT Grader



Aaron Berkholz—Superintendent of Maintenance

2014-2018 Capital Improvement Program



**State Road at Ellsworth Road, in Pittsfield Township
Construct Modern Roundabout**

This joint project with the City of Ann Arbor, Pittsfield Township, and the Road Commission consisted of improving an existing congested signalized intersection and replacing it with a multi-lane modern roundabout, along with replacing watermain for the City of Ann Arbor. The project was funded by the City of Ann Arbor, Pittsfield Township, Road Commission, Costco and Federal Congestion Mitigation Air Quality (CMAQ) grant. The cost for this complete improvement project was nearly \$3,000,000.



**Geddes Road at Ridge Road, in Superior Township
Construct Modern Roundabout and Replace Existing Culvert**

This joint project with the National Heritage Academy Charter School, Superior Township and the Road Commission consisted of improving an existing congested multi-way stop intersection with a modern single lane roundabout intersection, in addition to installing a new box culvert on Ridge Road over the Fowler Creek. The project was funded by the National Heritage Academy, Superior Township and the Road Commission. The cost for this improvement was nearly \$1,500,000.



**Ford Boulevard Bridge over the MDOT Railroad, in Ypsilanti Township
Replace Existing Bridge Superstructure**

This project consisted of replacing the existing three lane 70 year old bridge over the MDOT railroad (formerly owned by Norfolk Southern R/R) with a new three-lane structure with raised sidewalks on each side and new road approaches. The project was funded with federal and state local bridge funds, Ypsilanti Township, and the Road Commission. The cost for the bridge replacement was over \$3,000,000.



**Sanford Road Bridge over Buck Creek, in York Township
Replace Existing Culvert Structure**

This project consisted of replacing an existing closed box culvert with a new timber bridge package and improving the associated road approaches. The project was funded through local funds shared between the Road Commission and York Township. The cost for this culvert replacement project was nearly \$140,000.



**Hudson Mills Border to Border Non-motorized Path Project, in Dexter Township
Construct 3-miles of new non-motorized path**

This joint project with Huron Clinton Metroparks Authority (HCMA), Washtenaw County Parks and Recreation (WCPAR), Village of Dexter, and the Road Commission, consisted of constructing three miles of non-motorized paved pathway and boardwalks along the Huron River from the Village of Dexter to the existing Hudson Mills HCMA park trail. This connection completes a five mile non-motorized trail from the Village of Dexter to North Territorial Road, and completes another large section of Washtenaw County's Border to Border trail system. The project was funded by HCMA, WCPAR, State MDNR Trust fund grant, federal enhancement grant, Village of Dexter and the Road Commission. The cost for this non-motorized improvement was \$2,000,000.

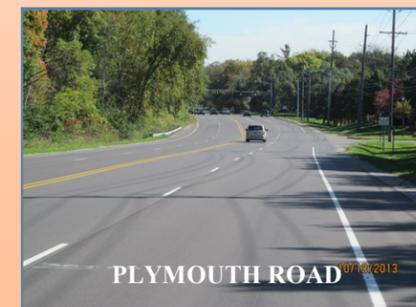
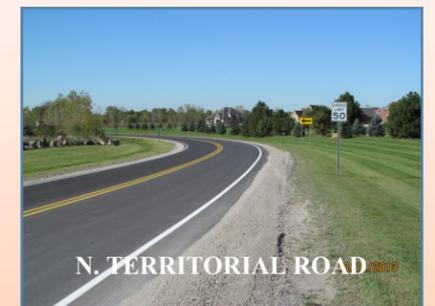


The Pavement Preservation Program is a program that targets various roads with preventative maintenance treatments (mill and/or overlay) to extend the life of roads that are in good to fair condition. Funding is allocated by the three categories of urban, rural, and Economic Development Funds, Category D. This \$3.5 million project was funded by Federal, State, Township, and Road Commission funds. The project included paving 35 miles of road in various locations throughout the county.

Here is a list of some of the projects:

- Geddes Road—Ridge to Prospect
- Holmes Road—Prospect to Midway
- Tyler Road—Dorsett to Wiard
- Austin Road—Boettner to Grass
- Ann Arbor-Saline Road—Textile to City of Saline
- Stoney Creek Road—Saline/Milan to Carpenter
- North Territorial Road—Pontiac Trail to Gotfredson (sections) *
- Gotfredson Road—Plymouth to N. Territorial
- Pontiac Trail—Dixboro to Seven Mile
- Dexter-Chelsea Road—Parker to Wylie
- Michigan Avenue—Hewitt to City of Ypsilanti
- Packard Road—Hewitt to City of Ypsilanti
- Plymouth Road—Dixboro to Whitehall

* Funded by Salem Township

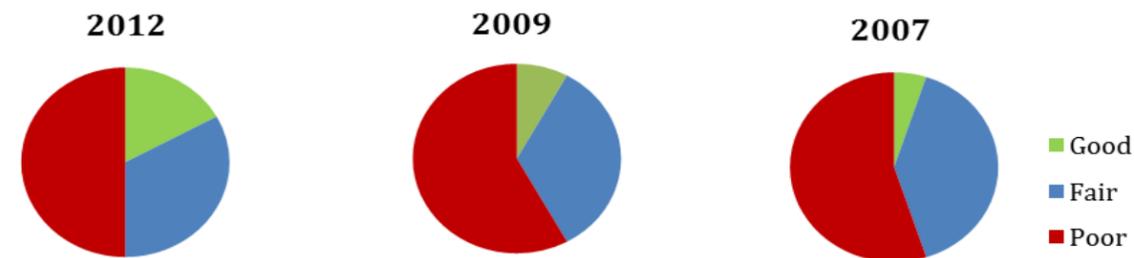


2014-2018 CAPITAL IMPROVEMENT PLAN

Asset Management and Performance

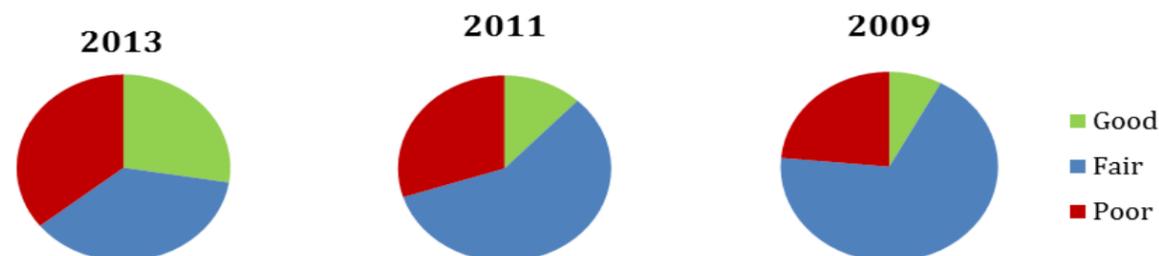
PASER ROAD CONDITION RATING – FEDERAL AID ROADS

The following graphs show the PASER road rating condition percentages from the previous three cycles for federal aid eligible roads that are paved hard surfaces (does not include gravel or local roads). Since implementing asset management, the WCRC has taken an intensive approach to improve the conditions of the roads where funding eligibility and availability allows. This initiative reflects in the trend towards an increase in the percentage of “good” ratings in the past five years. However, the miles of poor roads has not changed due to the fact of no funding increase since 1997. To improve the roads from poor to good condition takes a significant investment in our state’s infrastructure, which our legislators have elected not to fund.



PASER ROAD CONDITION RATING – LOCAL ROADS

The WCRC has worked with interested townships and citizen groups to examine alternative means to provide funding for the upkeep of local roads. In recent years, this effort has begun to show progress with the local groups who have pursued alternative funding (township mileages, special assessment districts (SAD), bonding, etc.) as shown in the graph trend below. Also, the local elected officials recognized their citizens want good roads and they are willing to make the necessary investments to keep local roads in good condition. As a result, local roads are in better condition than federal aid roads. However, even at this higher local investment level, the miles of poor paved roads have grown over the past five years as subdivision roads that were built during the 1990’s are starting to show their age.



2013 Preventative Maintenance Projects

Angle Road	Six Mile Road to Tower Road	Chipseal
Dixboro Road	Joy Road to North Territorial Road	Chipseal
Seven Mile Road	Pontiac Trail to Spencer Road	Chipseal
Seven Mile Road	Currie Road to Chubb Road	Milling, HMA resurfacing, shoulders, drainage
North Territorial Road	Earhart Road to Spencer Road	Milling, HMA resurfacing (15 patch areas)
Island Lake Road	Lima Center Road to Dancer Road	Chipseal (Enbridge funding)
N Territorial Road	M-52 to Madden Road	Chipseal (Enbridge funding)
Stofer Road	N Territorial Road to Island Lake Road	Chipseal (Enbridge funding)
Island Lake Road	Werkner Road to Stofer Road	Chipseal
Werkner Road	Island Lake Road to 0.95 miles southerly	Chipseal
Scio Church Road	M-52 to Parker Road	Chipseal (Enbridge funding)
Jackson Road	Fletcher Road to Dino Drive	Chipseal (Enbridge funding)
Earhart Road	Plymouth Road northerly to end of pavement	Crackseal
Clark Road	Leforge Road to Ridge Road	Crackseal
Dixboro Road	Plymouth Road to Joy Road	Chipseal
Prospect Road	Geddes Road to M-153	Chipseal
Dorset Avenue	Tyler Road to US-12 Bypass	Mill, HMA resurface, structures
Harris Road	M-17 (Ecorse Road) to Russell Street	Mill, HMA resurface, structures
Munger Road	US-12 to 0.4 miles north of Textile Road	Crackseal
Ridge Road	Clark Road to Mott Road	Mill, HMA resurface, shoulders
Russell Street	Ford Boulevard to Harris Road	Mill, HMA resurface, structures
Tuttle Hill Road	Martz Road to Huron River Drive	Crackseal
Pleasant Lake Road	Schneider Road to M-52	Chipseal (Enbridge funding)
Whittaker Road	Oakville-Milan Road to Bemis Road	Chipseal
Willow Road	Rawsonville Road to 0.4 miles east of Whittaker Road	Chipseal

