Local Road Funding Packet

Spring 2025

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Introduction

Each year, the Washtenaw County Board of County Road Commissioners (the WCRC Board) and township boards partner to provide local road improvements. In 2024, the WCRC Board increased its investment in local infrastructure to $2 million, expanded its criteria of culvert maintenance replacements, and will continue to perform dust control as normal maintenance. While road funding is limited, both parties work hard to spend this precious funding efficiently and effectively. The following packet was assembled for both seasoned officials who are very familiar with the process and for officials new to their positions to help them better understand the intricacies of local road funding.

Manchester Township Summary

The following is a summary of the roads, bridges and culverts located in Manchester Township and the 2025 allocation made by the WCRC Board for local roads in Manchester Township.

Primary Roads

- 10.80 miles of paved primary roads
- 8.81 miles unpaved primary roads
- 1 bridge (more than 20’ span)
- 1 culvert, greater than 5’ in diameter

Local Roads

- 1.20 miles of local paved roads
- 46.41 miles of local unpaved roads
- 1 bridge (more than 20’ span)
- 7 culverts on local collector roads, greater than 5’ in diameter

2025 Local Road Matching Program Allocation

Notification of the intent to use matching funds is due to WCRC by **Friday, May 2, 2025.** See Appendix B for the full program conditions.

Township	Allocation
Manchester	$67,285

Local Road Needs

Township	Paved Local Road Needs	Unpaved Local Road Needs	Total Local Road Needs	Average 10-year Annual Expenditure Needed
Manchester	$138,320	$2,802,200	$2,940,520	$294,052

Local Road Bridges/Culverts of Concern

The chart below shows local road bridges or culverts in the township that are in poor or failed condition. WCRC regularly inspects these structures. Additional load restrictions, up to road closure, may be put in place as conditions deteriorate.

The WCRC Board remains committed to partnering with townships to invest in culverts and bridges located on local roads. See page 6 for more information.

Township	Road Name	Type	Condition Rating (1- failed, 10 – good)	Span (inches)	Length (feet)	Material Type	Legal Posting
Manchester	Scully Rd	Culvert	4	60	40	Corrugated Steel Pipe	Load Rating 36/55/65
Manchester	Noggles Rd	Culvert	4	114	17.5	Concrete	
Manchester	Allen Rd	Culvert	4	168	49	Concrete	

Historic Township Road Contributions 2020 – 2024

This chart includes all contributions made by the township to WCRC including local road investments, non-motorized improvements, bond payments, primary road investments by a township, etc. See Appendix D for a map of these investments.

Township	2020	2021	2022	2023	2024	5 -Yr. Annual Average
Manchester	$31,502	$67,212	$136,612	$353,356	$106,520	$139,040

Contact Information

District Foreman	Director of Operations	WCRC's Customer Service
Roark Freeman freemanr@wcroads.org Office: (734) 761-1500	Adam Lape lapea@wcroads.org Office: (734) 327-6697	Main phone: (734) 761-1500 wcrc@wcroads.org Submit a road request via wcroads.org or download the WCRC Fix It App

Funding for Local Roads

Overview

Roads in Michigan have been chronically underfunded for decades. There are numerous reasons behind this fact but no matter the cause, Michiganders see the results. This is especially true for local roads, which connect people from the primary road system to their homes and businesses. Local roads can be further divided into local collector roads and subdivision roads. Local collector roads are those that connect residential and business areas to the primary road system. Local subdivision roads mostly service residents or businesses within subdivisions and business parks.

Washtenaw County has more than 1,060 centerline miles of local roads. See Appendix A for a chart breaking down mileage by township.

Primary and local designations are determined by MDOT. These designations are critical since they play an important role in how much WCRC receives from the Michigan Transportation Fund (MTF)[1]. In 2024, WCRC received $3,044 for each mile of rural primary road and $3,355 for each mile of rural local road. In the urban areas, the amount increases to reflect additional traffic and lanes. The urban primary roads receive $20,416 per mile and urban local roads receive $6,250 per mile.

In addition to this part of the formula, WCRC receives funds from vehicle registration fees collected through the Secretary of State. Vehicle registration fees are distributed to county road agencies based on the number of vehicles registered in each county.

[1] Michigan Transportation Fund (MTF) is WCRC's primary source of funding. It is made up of revenue from state fuel tax and vehicle registration fees which are allocated through a formula to MDOT, county road agencies and cities/villages. WCRC is expecting to receive $36,000,000 from MTF in 2025.

Local Road Matching Program

Unfortunately, the MTF allocated for local roads barely covers WCRC's costs for routine maintenance such as snow plowing, pothole patching, grading, and dust control. In addition, under current state law, any improvements to a local road (for example resurfacing) must have at least 50% of its funding come from a source other than the road commission, often the township.

Knowing that local road funding is a challenge, the WCRC Board has historically provided a Local Road Matching Program.

WCRC's Local Road Matching Program is made up of two elements.

1. Local Road Matching
2. Local Road Culverts and Bridges Matching

The full conditions of the Local Road Matching Program can be found in Appendix B.

Local Road Projects

The WCRC Board approved a total of $2 million for the Local Road Matching Program in the 2025 WCRC budget. These funds are allocated to each township based on the distribution formula used by MDOT to distribute road funds to the 83 counties of Michigan. In 2024, townships collectively funded over $9.6 million in local road improvements.

See Appendix B for a listing of each township's matching fund allocation.

See Appendix C for a listing of each township's contribution from 2020 – 2024.

See Appendix D for a map showing Manchester Township's investment over the past 5 years.

Local Road Culvert and Bridges Projects

In addition, the WCRC Board remains committed to matching 50% of the cost of replacing local road culverts, existing size of 5' diameter and larger, and bridges. This funding source is separate from the $2 million local road matching funds and dependent on WCRC budget availability. WCRC will replace existing culverts less than 5 feet in diameter at no cost to the township.

Planning Your Investments

Roads, like any other public infrastructure, require a lot of investment. Unfortunately, in Michigan, the needs far outweigh the funds available in any given year. So, how do WCRC and townships in Washtenaw County decide the best way to invest limited funds?

WCRC utilizes the principles of asset management when planning investments. According to Michigan's Transportation Asset Management Council, asset management is the "ongoing process of maintaining, preserving, upgrading and operating physical assets cost-effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals."

While this may be a daunting definition, the overall concept is simple. Staying on top of low-cost maintenance items is more cost-effective in the long run.

The WCRC Board adopted a Transportation Asset Management Plan 2024 -2026 for the primary road system in 2024. Visit wcroads.org to read the full report.

Inventory and Condition Assessment

For asset management to be effective, an agency must first understand what assets are under its jurisdiction and the current conditions of these assets. This is done through an inventory or physical inspection of each asset. The inventory and condition assessment process are different for paved roads and unpaved roads.

Paved Roads

For paved roads, WCRC uses the Pavement Surface Evaluation and Rating (PASER) system. The PASER system rates paved roadways on a scale of 1 to 10. Roads are then designated into three groups: Good (10-8 rating), Fair (7-5 rating) and Poor (4-1 rating). All primary paved roads are evaluated every year, and all local paved roads are evaluated every two years in Washtenaw County.

The latest PASER for the roads in Manchester Township are shown in the following map.

Manchester Township

Primary & Local Paved Roads

PASER RATINGS

PASER stands for Pavement Surface Evaluation and Rating. The PASER rating ranges from 1- failed conditions, to 10 - brand new pavement. A pavement will only be a 10 the first year of its life, the second year it will automatically become a 9. Any condition of 8 or greater is considered to be a good condition; 7, 6 or 5 are fair; 4 or lower is poor.

- PASER based on current ratings and project improvements
- Private and Gravel roads not rated.

THE RIGHT FIX AT THE RIGHT TIME

The WCRC determines the best fix to optimize service life for each of our projects. Good pavement management involves less expensive treatments earlier in the life of the pavement in order to take full advantage of infrastructural investments.

Road Classification

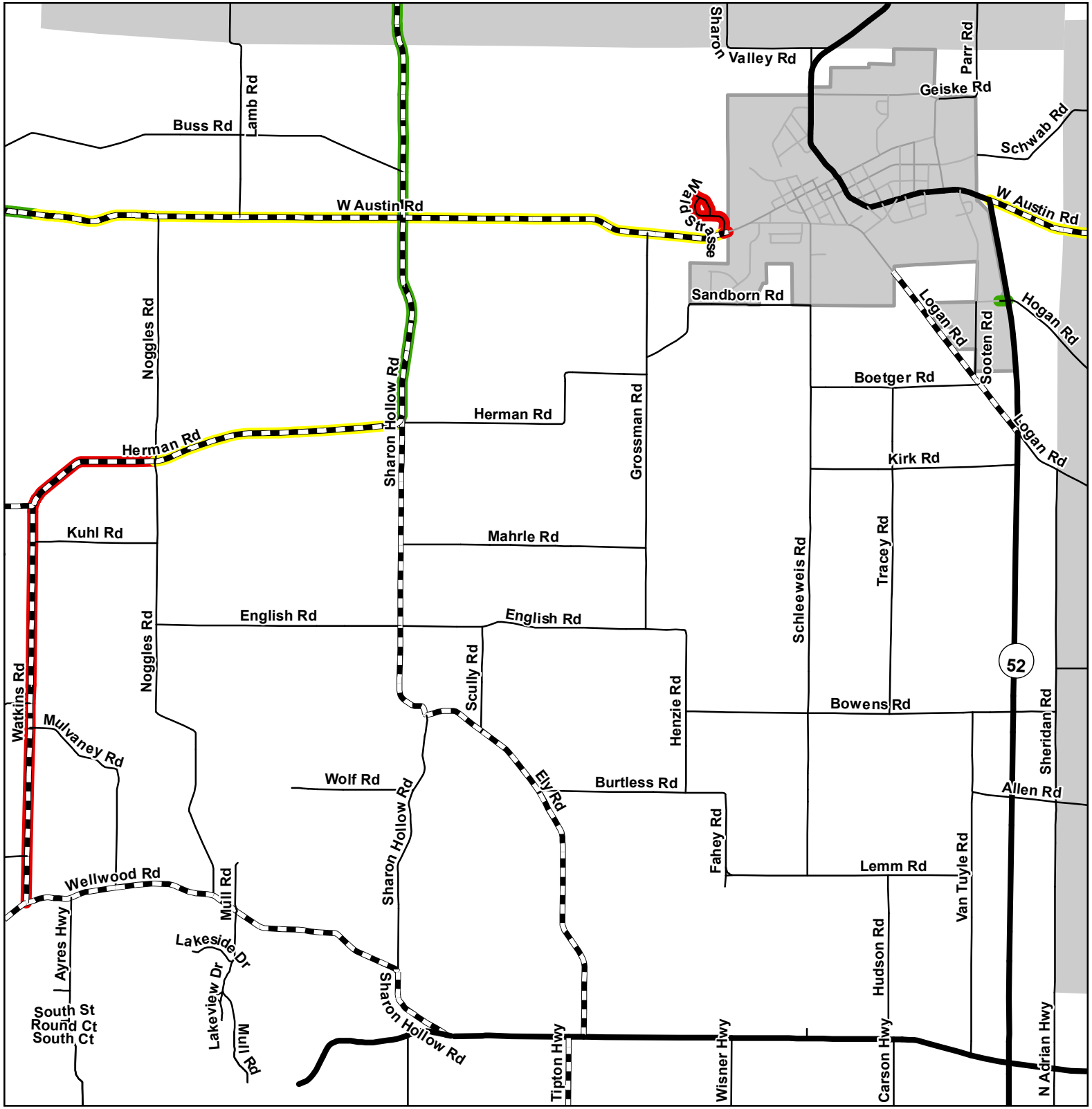
- State Trunkline
- County Primary
- County Local
- City
- City/Village Boundary

Road Ratings

- Good (10, 9, 8)
- Fair (7, 6, 5)
- Poor (4, 3, 2, 1)

0 0.5 1 Miles

N



Unpaved Roads

Michigan has thousands of miles of unpaved roads, including more than 700 miles in Washtenaw County. In Washtenaw County, unpaved roads are surfaced with limestone or gravel. WCRC does not use an official condition rating scale for unpaved roads since surface conditions depend so much on the weather. While subjective, each district foreman is highly familiar with the roads in his area and can provide an informal condition rating for each of them based upon the type of material present, drainage facilities and last date of improvements.

Bridges and Culverts

Bridges are structures that span 20’ or more. There are 125 bridges on Washtenaw County roads. By law, WCRC inspects bridges at least every two years. Bridges are rated Good, Fair or Poor.

Culverts are structures less than 20’ span and vary in description, from a corrugated metal pipe (CMP) to an old-fashioned short-span bridge. There are not any state requirements to inspect culverts but in 2014 WCRC implemented an inspection program for culverts 5’ or larger in diameter.

These inspections help WCRC staff and townships identify problems and plan for replacement costs, minimizing surprises. Inspections have also resulted in weight restrictions or culvert closures on primary and local roads for the safety of the traveling public.

WCRC bears all the cost to replace failed structures on primary roads but must partner with the respective township on local roads. To help, the WCRC Board will match 50% of the cost to replace certain culverts and bridges on local roads dependent on WCRC budget availability (see page 6 for more information).

See Appendix E for a map showing the latest culvert condition ratings on local collector roads in Manchester Township.

Mix of Fixes

Paved Roads

PASER can and should be used to make investment decisions on the paved road system. Before any decisions can be made, it is important to understand the various treatments available for paved road maintenance depending on the road condition. The key is applying the right fix at the right time on the right road.

Pavement Condition (PASER)	Possible Treatment	Estimated Cost per Mile for Two-Lane Road	Estimated Life Expectancy	Who can conduct the work?
Good (10-8 rating)	Crack sealing	$10,000	Can last up to 3 years	WCRC crews
	Seal coat (chip seal, fog seal)	$45,000	Can extend the life of a road by 3-5 years	WCRC crews
Fair (7-5 rating)	Seal coat (chip seal, fog seal)	$45,000	Can extend the life of a road by 3-5 years	WCRC crews
	Mill and resurface	$250,000	Can extend the life of a road for 5-7+ years (with proper maintenance)	Contractor with WCRC inspection
Poor (4-1 rating)	Pulverize and resurface	$450,000	Can extend the life of a road for 10-15+ years (with proper maintenance)	Contractor with WCRC inspection
	Reconstruct	$1,500,000+	Can last up to 15 to 20 years (with proper maintenance)	Contractor with WCRC inspection

On the primary road system, WCRC's strategy is to focus most of the investment on maintaining roads already in good condition and elevating roads from fair to good. In addition, WCRC strives to fix a few miles of poor roads each year, depending on funding.

> ***Example:*** Primary Road X was rated a 5 in the last round of PASER. This year, WCRC elects to mill and resurface it for $250,000 per mile elevating it to a 10 rating. Next year, WCRC plans to apply a seal coat to it (both chip seal and fog seal) for $45,000 per mile. WCRC will need to seal coat it again in approximately 5 years to keep it in good condition.

On the local road system, the strategy depends on the funding partner, usually the township. WCRC staff are happy to work with each township to develop the best strategy for the local paved road system and the township's budget.

Unpaved Roads

Similar to paved roads, there is a range of treatment options for unpaved roads, and it is important to apply the right fix at the right time.

As a part of WCRC's routine maintenance, every unpaved road in Washtenaw County will be graded a couple times per year and WCRC crews will do limestone/gravel patching and dust control as needed.

Just like paved roads, unpaved roads require more than just routine maintenance including ongoing drainage improvements to keep water from standing on the roadway which leads to deterioration of the road. Unpaved roads also require resurfacing, which will be gravel or limestone depending upon the type of road.

Any work beyond routine maintenance on local roads comes at the direction of and is funded by the township. Funds from the Local Road Matching Program described on page 6 can be used for any of the following treatments.

Possible Treatment	Estimated Cost	Recommended Frequency	Who can conduct the work?
Drainage improvements (ditching, berming, tree trimming)	Varies significantly by project	Varies	WCRC crews
Resurfacing (with either limestone or gravel)	Typically, $60k per mile	Should be done every 8 – 10 years	WCRC crews
Paving an unpaved road[2]	$1.5 million+ per mile	N/A	Contractor with WCRC inspection

Bridges and Culverts

There are fewer options available on bridges and culverts to help extend the life of the structure. WCRC will often invest money to rehabilitate or preserve a bridge deck or substructure. Some culverts can be lined to help extend their life. Most often, investments in culverts, especially those on local roads, are for a full replacement after the condition has deteriorated significantly.

[2] It should be noted, especially when considering whether to pave local unpaved roads, many residents have expressed strong feelings against paving the road they live on, while other residents and drivers expect the road to be paved.

Project Selection

As shown in the charts above, there are more options for investing in the local road system than the funding available. To help prioritize where to invest each year, WCRC staff work with township officials to create an annual proposed local road improvement program with project estimates. These discussions typically start in late fall and carry on throughout the winter. Final project agreements are created in mid to late spring. The full conditions of the Local Road Matching Program can be found in Appendix B.

See Appendix F for a summary of needs on local paved and unpaved roads, by township.

Funding Options for Townships

Townships are not legally required to contribute to the maintenance, construction or reconstruction of county roads. However, Act 51 does restrict how much state funding a road commission can spend on local county road construction. In addition, road commissions do not have taxing authority, so their funding sources are limited.

Washtenaw County is not alone in its challenges securing much needed local road funding. Looking beyond county lines, we see townships throughout Michigan turning to other taxing mechanisms to generate the revenue necessary to repair and maintain local roads.

Whereas WCRC does not have any legal taxing authority, townships have three options to help raise revenue to fund road improvements: a millage through Act 51, a township-wide millage or a special assessment district.

Act 51 Millage

Act 51 of 1951 outlines two options for townships to raise revenue for the maintenance and improvement of local roads.

1. Township boards can levy a property tax of no more than three mills in any year, without a vote of the people, for the maintenance or improvement of county roads within the township.
2. With voter approval, township boards may levy a property tax of no more than 6 mills in any year for the maintenance or improvement of county roads within the township.

Township-Wide Millage

Section 6 of Article IX of the Constitution of Michigan of 1963 authorizes townships to levy millages with a majority vote of the people.

See Appendix G for taxable values with various millage scenarios, by township.

Special Assessment Districts

Public Act 188 of 1954 allows townships to pay for road improvements through a special assessment district (SAD). A SAD is an area where the majority of property owners agree to allow a government agency to levy a property tax in exchange for a specific service such as road improvements. Act 188 outlines the process for levying a SAD.

Appendix A: Public Road Miles Chart, By Township

Townships	Primary Paved	Primary Unpaved	Primary Bridges	Primary Culverts	Local Paved	Local Unpaved	Local Bridges	Local Culverts
Ann Arbor	22.56	0.00	2	8	5.68	13.99	4	7
Augusta	28.98	2.49	6	20	9.24	48.33	13	22
Bridgewater	12.24	9.16	1	7	0.55	39.68	3	6
Dexter	25.85	3.75	3	3	13.14	25.99	0	2
Freedom	11.92	4.47	0	2	1.68	46.27	0	5
Lima	18.94	5.75	3	6	5.45	40.45	12	7
Lodi	18.85	2.53	0	8	13.36	42.35	5	19
Lyndon	14.42	3.62	0	0	0.58	37.35	1	1
Manchester	10.80	8.81	1	1	1.20	46.41	1	7
Northfield	25.81	4.64	1	8	11.45	47.33	2	8
Pittsfield	42.80	0.00	0	11	81.82	14.73	0	8
Salem	34.25	0.94	0	12	7.5	33.6	2	17
Saline	12.21	11.65	1	9	1.97	27.96	3	10
Scio	48.98	0.00	12	9	28.30	30.96	8	10
Sharon	10.18	11.00	2	1	0.25	34.69	3	2
Superior	32.90	0.00	6	14	32.09	29.13	1	12
Sylvan	16.5	0.44	1	7	15.00	26.5	3	7
Webster	22.81	4.70	2	4	1.27	41.82	1	11
York	41.96	3.89	6	20	28.44	27.17	4	16
Ypsilanti	60.10	0.00	8	9	137.16	9.93	2	9
Totals	**513.06**	**77.84**	**55**	**159**	**395.41**	**665.31**	**68**	**186**

Appendix B: Local Road Matching Program Conditions

Washtenaw County Road Commission's
2025 Local Road Matching Program

The Washtenaw County Road Commission (WCRC) is anticipating it will receive approximately $37 million in Michigan Transportation Fund (MTF) revenues for 2025 as presented in its 2025 Preliminary Budget adopted on December 4, 2024.

WCRC recognizes that local road funds are inadequate to maintain the 1,060 centerline miles of local roads in Washtenaw County. As a result, WCRC has historically transferred funds from its Primary Road Fund to its Local Road Fund.

Matching Funds

a. **Road Projects**: WCRC has budgeted $2,000,000 in 2025 for the Local Road Matching Program. The program distributes the total amount to all twenty townships based on the formula used by the Michigan Department of Transportation to allocate local road funds to the 83 counties of Michigan.

Township	2025 Local Matching Program Allocation	2024 Local Matching Program Allocation
Salem	$74,547	$74,547
Northfield	101,480	101,480
Webster	75,517	75,517
Dexter	71,082	71,082
Lyndon	55,655	55,655
Sylvan	62,292	62,292
Lima	70,147	70,147
Scio	133,253	133,253
Ann Arbor	39,266	39,266
Superior	126,552	126,552
Ypsilanti	372,441	372,441
Pittsfield	253,551	253,551
Lodi	90,435	90,435
Freedom	63,359	63,359
Sharon	49,092	49,092
Manchester	67,285	67,285
Bridgewater	54,877	54,877
Saline	44,542	44,542
York	99,609	99,609
Augusta	95,015	95,015
	$2,000,000	$2,000,000

b. **Culverts & Bridges:** 50% of the cost for improvements to local road culverts, existing size of 5' diameter and larger, and bridges will be funded by WCRC. This funding source is separate from the $2 million local road matching funds and dependent on WCRC budget availability. Existing culverts less than 5' in diameter shall be the responsibility of WCRC to fund and replace.

As was the case in 2024, WCRC will continue to cover all costs for dust control applications on local roads as a maintenance cost. Dust control will be applied by WCRC crews as needed throughout the season, typically May – October.

Townships must notify WCRC on or before Friday, May 2, 2025, of their intent to use matching funds.

The WCRC Matching Program is subject to the following conditions:

a) Project Overruns

WCRC staff will provide an estimated cost for each individual project to be included within an agreement between the township and WCRC. If, prior to beginning an individual project, WCRC determines that the original cost estimate will not cover project costs, WCRC will notify the township to determine if the township desires to proceed with the project with a reduced scope or an additional funding commitment. Budgets are closely monitored on each project and every effort is made to avoid overruns. Any unexpected project cost overrun shall be taken from any unexpended funds remaining in that township's total township agreement. If the overrun exceeds the total township agreement, WCRC may bill the township up to an additional 10 percent of the total agreement amount with the township. At the township's option, such overruns can be taken from the following year's matching funds.

b) Billing Procedures

WCRC will send the first billing mid-summer for an amount that equates to 50 percent of the estimated project costs. Township payment is required within 30 days from receipt of the invoice. The final billing will be sent upon completion of the project(s) and due 30 days from receipt of final invoice. Any credits due to townships will be returned at the time of final billing or credited to the following year, as determined by the township. Standard fringe and overhead rates will be applied as defined by PA 51 of 1951, as amended.

c) Primary Road Matching

Any township board may, at their option, request that a part or all of its allocated WCRC matching funds, along with an equal amount of township funds, be used on a primary road project within the township boundaries.

d) Local Matching Fund Carryover

If a township determines that they desire to carry over the funds allocated for a given year into the following year, the township must provide written notification to WCRC that they are requesting this carryover and identify an eligible project for which the funds will

be held. The WCRC carryover fund will be preserved for one year. After this time, WCRC will reallocate the funds as stated in Paragraph d.

e) Reallocation of Funds

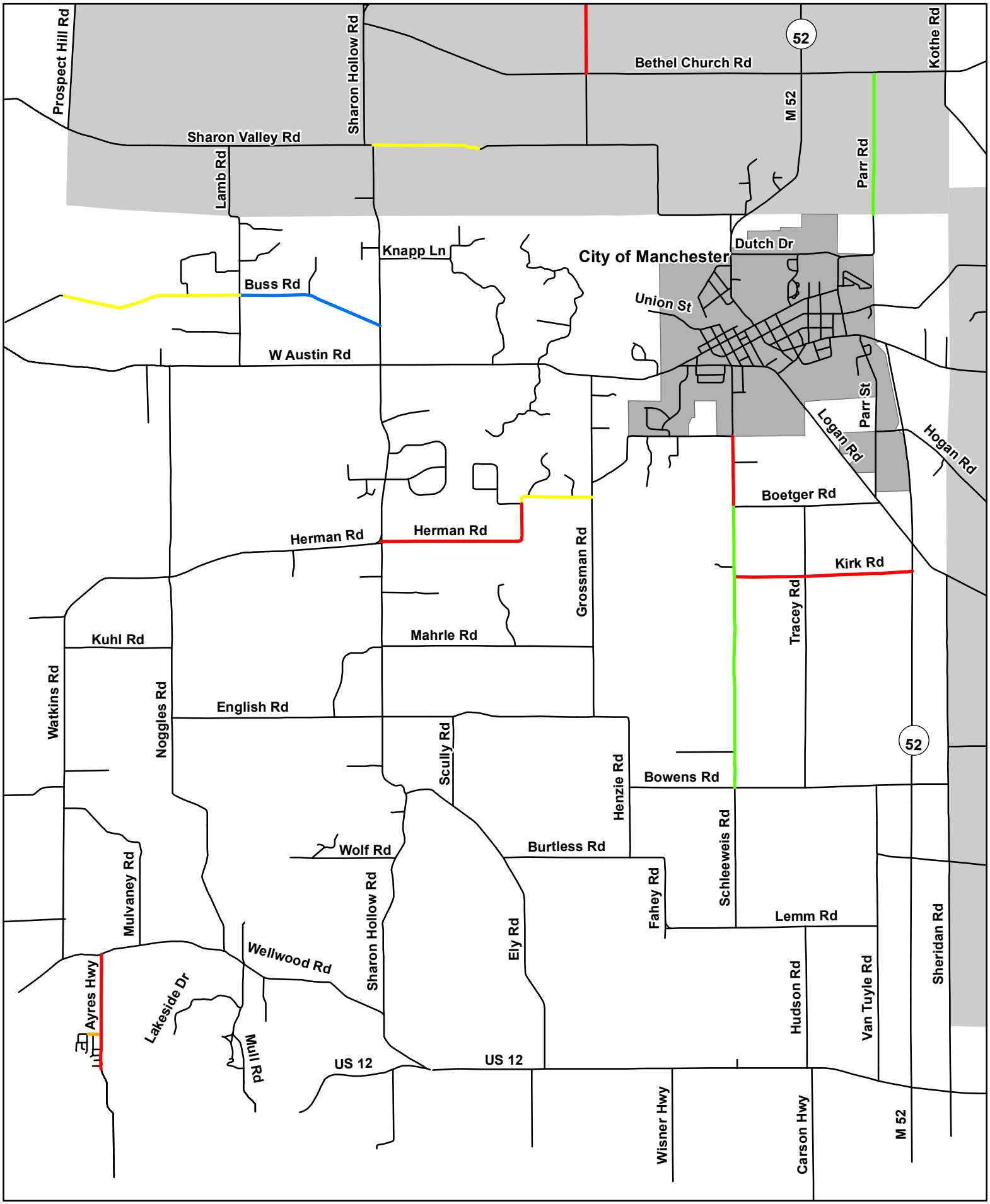
Any township that has not notified WCRC of their intent to use matching funds **on or before Friday, May 2, 2025,** will forfeit the allocated matching money. WCRC will determine the amount of unused matching funds and reallocate these funds to primary road maintenance.

Appendix C: Township Contribution Summary, 2020 – 2024

This chart includes all contributions made by a township to WCRC including local road investments, non-motorized improvements, primary road investments by a **township, etc.**

Township	2020	2021	2022	2023	2024	5-Year Average
Ann Arbor	240,137	601,919	115,034	418,599	336,485	342,435
Augusta	277,080	174,157	330,775	342,894	305,974	286,176
Bridgewater	16,831	59,417	63,105	97,709	96,555	66,723
Dexter	96,797	75,393	723,922	723,926	453,437	414,695
Freedom	44,743	70,463	144,034	158,564	115,434	106,648
Lima	206,634	199,727	211,230	267,561	275,851	232,201
Lodi	117,308	511,702	629,674	964,296	854,104	615,417
Lyndon	17,424	76,395	72,297	118,210	168,606	90,586
Manchester	31,502	67,212	136,612	353,356	106,520	139,040
Northfield	74,283	106,071	231,864	245,447	260,702	183,673
Pittsfield	994,362	1,798,975	886,052	2,302,344	1,939,853	1,584,317
Salem	1,740,718	235,209	86,211	270,001	51,085	476,645
Saline	557,529	145,983	219,427	199,347	202,646	264,986
Scio	501,479	230,744	350,224	469,462	1,187,286	547,839
Sharon	54,138	109,206	248,572	48,258	37,954	99,626
Superior	65,626	450,374	186,050	167,544	410,215	255,962
Sylvan	114,611	96,908	106,823	90,822	131,603	108,153
Webster	38,428	487,377	412,905	74,693	308,291	264,339
York	375,053	843,327	1,008,932	564,022	291,502	616,567
Ypsilanti	809,371	978,513	968,850	1,765,042	2,045,053	1,313,366
Totals	**6,374,053**	**7,319,072**	**7,132,591**	**9,642,096**	**9,579,157**	**8,009,395**

Appendix D: Township Local Road Investment Map



2020 2023
2021 2024
2022

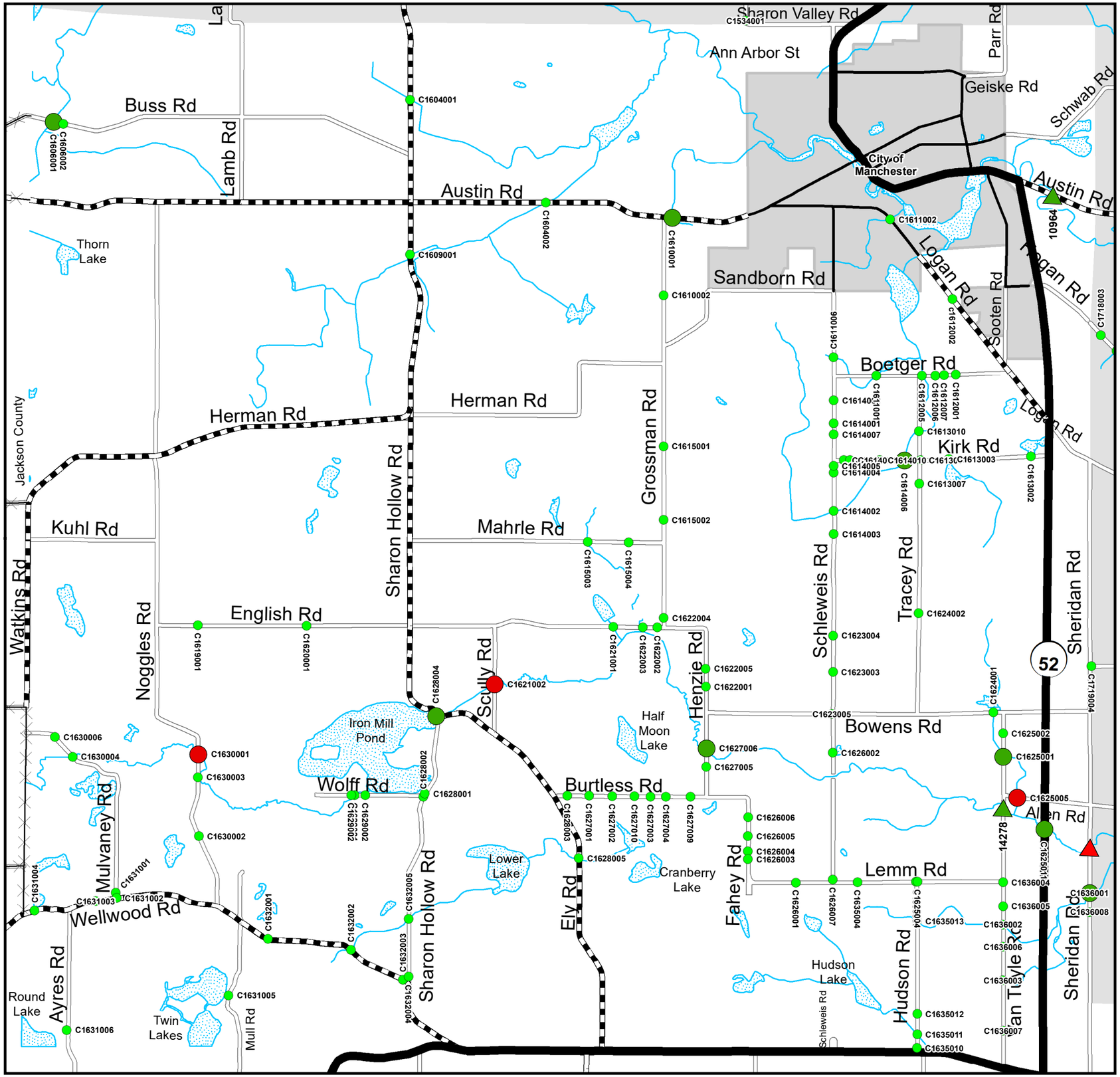
Manchester Township

Locally Funded
Road Improvement Projects
2020 - 2024

0 0.5 1 Miles

N

Appendix E: Local Collector Road Bridges and Culverts



MANCHESTER TOWNSHIP

LEGEND

- State Trunkline
- County Primary
- County Local
- Township Boundary
- Lake/River

Culvert Locations — Span Size
- Less than 5 feet
- Greater than 5 feet
- Poor Condition Rating

Bridge Locations
- 20 Feet and Greater
- Poor Condition Rating

N W E S

0 0.5 1 Miles

Appendix F: Summary of Local Road Needs, By Township

Township	Total Needs for Local Paved Roads	Total Needs for Local Unpaved Roads	Total Needs for Local Roads	Average 10-year Annual Expenditure Needed for Local Roads
Ann Arbor	$1,898,900	$921,000	$2,819,900	$281,990
Augusta	$2,411,440	$2,936,200	$5,347,640	$534,764
Bridgewater	$240,680	$2,433,000	$2,673,680	$267,368
Dexter	$3,690,340	$1,598,600	$5,288,940	$528,894
Freedom	$71,880	$2,776,200	$2,848,080	$284,808
Lima	$1,468,740	$2,427,000	$3,895,740	$389,574
Lodi	$2,599,600	$2,553,000	$5,152,600	$515,260
Lyndon	$100,320	$2,282,800	$2,383,120	$238,312
Manchester	$138,320	$2,802,200	$2,940,520	$294,052
Northfield	$3,575,680	$2,952,600	$6,528,280	$652,828
Pittsfield	$17,439,380	$928,600	$18,367,980	$1,836,798
Salem	$1,356,860	$2,033,000	$3,389,860	$338,986
Saline	$137,440	$1,683,200	$1,820,640	$182,064
Scio	$5,558,520	$2,011,200	$7,569,720	$756,972
Sharon	$3,800	$2,081,400	$2,085,200	$208,520
Superior	$8,075,860	$1,757,200	$9,833,060	$983,306
Sylvan	$5,978,680	$1,618,200	$7,596,880	$759,688
Webster	$574,160	$2,552,400	$3,126,560	$312,656
York	$8,126,280	$1,664,400	$9,790,680	$979,068
Ypsilanti	$37,046,760	$605,200	$37,651,960	$3,765,196
TOTALS	**$100,493,640**	**$40,617,400**	**$141,111,040**	**$14,111,104**

Appendix G: Taxable Valuation Data, By Township

Township	2024 Taxable Value	Millage Amount			
		0.50	1.00	2.00	3.00
Ann Arbor	$707,476,821	$353,738	$707,477	$1,414,954	$2,122,430
Augusta	$326,081,193	$163,041	$326,081	$652,162	$978,244
Bridgewater	$122,763,204	$61,382	$122,763	$245,526	$368,290
Dexter	$526,270,982	$263,135	$526,271	$1,052,542	$1,578,813
Freedom	$256,626,118	$128,313	$256,626	$513,252	$769,878
Lima	$325,653,324	$162,827	$325,653	$651,307	$976,960
Lodi	$571,328,444	$285,664	$571,328	$1,142,657	$1,713,985
Lyndon	$233,004,795	$116,502	$233,005	$466,010	$699,014
Manchester	$184,143,788	$92,072	$184,144	$368,288	$552,431
Northfield	$489,426,078	$244,713	$489,426	$978,852	$1,468,278
Pittsfield	$2,708,862,759	$1,354,431	$2,708,863	$5,417,726	$8,126,588
Salem	$506,459,770	$253,230	$506,460	$1,012,920	$1,519,379
Saline	$163,710,876	$81,855	$163,711	$327,422	$491,133
Scio	$1,759,946,324	$879,973	$1,759,946	$3,519,893	$5,279,839
Sharon	$129,348,824	$64,674	$129,349	$258,698	$388,046
Superior	$899,664,803	$449,832	$899,665	$1,799,330	$2,698,994
Sylvan	$302,874,435	$151,437	$302,874	$605,749	$908,623
Webster	$571,611,565	$285,806	$571,612	$1,143,223	$1,714,835
York	$590,029,982	$295,015	$590,030	$1,180,060	$1,770,090
Ypsilanti	$1,828,695,908	$914,348	$1,828,696	$3,657,392	$5,486,088
Totals	**$13,203,979,993**	**$6,601,990**	**$13,203,980**	**$26,407,960**	**$39,611,940**