

Local Road Funding Packet

2026



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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 December of 2025, the WCRC Board approved a \$4 million budget for the Local Matching Program, see Appendix B. 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.

Lyndon Township Summary

The following is a summary of the roads, bridges, and culverts located in Lyndon Township and the 2026 Local Road Matching Program allocation for local roads in Lyndon Township.

Primary Roads

- 14.42 miles of paved primary roads
- 3.62 miles unpaved primary roads
- 0 bridges (more than 20' span)
- 0 culverts, greater than 5' in diameter

Local Roads

- 0.58 miles of local paved roads
- 37.35 miles of local unpaved roads
- 1 bridge (more than 20' span)
- 1 culvert on local collector roads, greater than 5' in diameter

2026 Local Road Matching Program Allocation

Notification of the intent to use matching funds is due to WCRC by **Friday, May 1, 2026**. See Appendix B for the full program conditions.

Township	Allocation
Lyndon	\$111,324

Local Road Needs

Township	Paved Local Road Needs	Unpaved Local Road Needs	Total Local Road Needs	Average 10-year Annual Expenditure Needed
Lyndon	\$9,120	\$2,946,200	\$2,955,320	\$295,532

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.

WCRC 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
Lyndon	Joslin Dr	Culvert	4	60	30	Steel corrugated metal pipe	

Historic Township Road Contributions 2021 – 2025

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

Township	2021	2022	2023	2024	2025	5 -Yr. Annual Average
Lyndon	\$76,395	\$72,297	\$118,210	\$168,606	\$153,026	\$117,707

Contact Information

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

Funding for Local Roads

Overview

In October of 2025, the State of Michigan passed a significant increase in transportation funding. The 6% sales tax on gasoline was eliminated, and the motor fuel tax rate increased from 31 cents per gallon to 51 cents per gallon which began January 1, 2026. This additional revenue will increase Michigan Transportation Funds (MTF).

Additionally, the State of Michigan established new revenue for transportation called Neighborhood Roads Fund (NRF) which is funded by a corporate income tax (PA 23 of 2025) and a new 24% wholesale tax on marijuana (PA 24 of 2025).

Although this is all welcome news, WCRC will not receive any additional revenue until March 2026. However, the WCRC Board did increase the Local Road Matching Program from \$2 million to \$4 million for 2026 recognizing the increased funding levels and the need for local road investment.

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

Local Road Matching Program

Under current state law for MTF, 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.

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

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

See the Local Road Matching Program in Appendix B.

Local Road Projects

The WCRC Board approved a total of \$4 million for the Local Road Matching Program in the 2026 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 2025, Townships collectively funded over \$6.1 million in local road and culvert 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 2021 – 2025.

See Appendix D for a map showing Lyndon 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 \$4 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, the need far outweighs 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 improvements 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 Lyndon Township are shown in the following map.

Lyndon 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

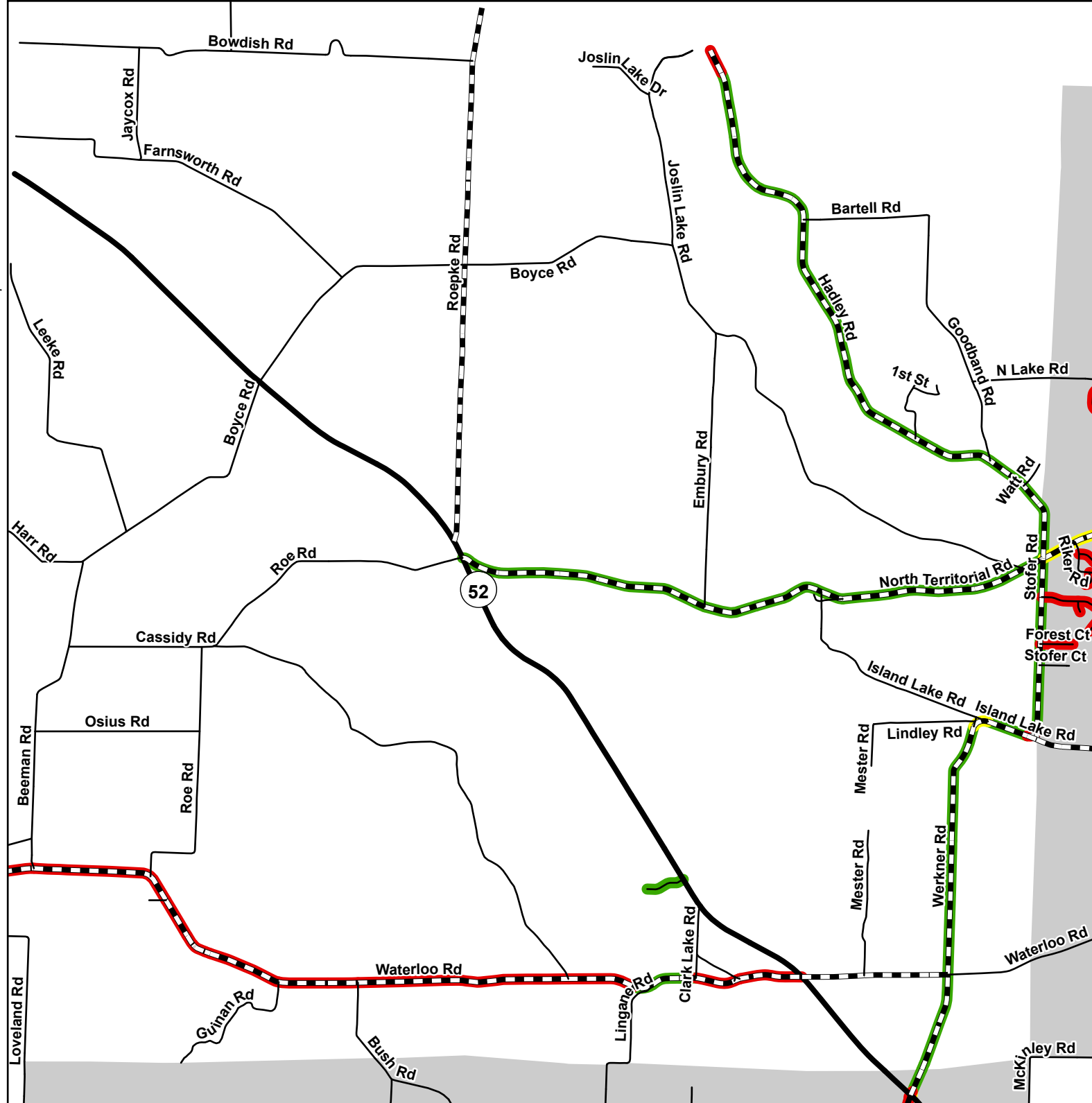
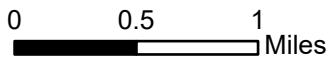
The WCRC determines the best fix to optimize service life for each of our projects. Good pavement management involves less expensive treatments earlier in the life of the pavement in order to take full advantage of infrastructural investments.

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)



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 126 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 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 improve primary roads but must partner with the respective Township on local roads. To help, the WCRC Board will match 50% of the cost to rehabilitate or replace 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 roads in Lyndon 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 available funding. 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. Funds from the Local Road Matching Program 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	\$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.

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 (SAD).

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	23.40	0.00	2	8	4.83	14.00	5	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	13.14	42.57	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	10.88	47.90	2	8
Pittsfield	42.80	0.00	0	11	82.42	14.13	0	8
Salem	34.25	0.94	1	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	13	9	29.58	29.68	8	10
Sharon	10.18	11.00	2	1	0.25	34.69	3	2
Superior	32.90	0.00	6	14	31.70	29.52	1	12
Sylvan	16.50	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	138.39	8.70	2	9
Totals	513.90	77.84	57	159	397.16	662.72	69	186

Appendix B: Local Road Matching Program



Washtenaw County Road Commission 2026 Local Road Matching Program

The Washtenaw County Road Commission (WCRC) is anticipating it will receive approximately \$45 million in Michigan Transportation Fund (MTF) revenues for 2026 as presented in its 2026 Preliminary Budget adopted on December 2, 2025.

Matching Funds

- a. **Road Projects:** WCRC has budgeted \$4,000,000 in 2026 for the Local Road Matching Program. This is an increase of \$2 million as compared to 2025. The program distributes the total amount to all twenty townships based on local road miles and population which is similar to the formula used by the Michigan Department of Transportation to distribute MTF to the 83 county road agencies in Michigan.

Township	2026 Local Matching Program Allocation	2025 Local Matching Program Allocation
Ann Arbor	\$78,318	\$39,266
Augusta	190,052	95,015
Bridgewater	109,769	54,877
Dexter	142,179	71,082
Freedom	126,737	63,359
Lima	140,311	70,147
Lodi	180,891	90,435
Lyndon	111,324	55,655
Manchester	134,588	67,285
Northfield	203,154	101,480
Pittsfield	507,138	253,551
Salem	149,110	74,547
Saline	89,096	44,542
Scio	266,528	133,253
Sharon	98,198	49,092
Superior	252,539	126,552
Sylvan	124,600	62,292
Webster	151,049	75,517
York	199,239	99,609
Ypsilanti	745,182	372,441
	\$4,000,000	\$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 \$4 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.



Washtenaw County Road Commission 2026 Local Road Matching Program

As was the case in 2025, 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 1, 2026 of their intent to use matching funds for road projects.

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.

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. 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) Program Deadline

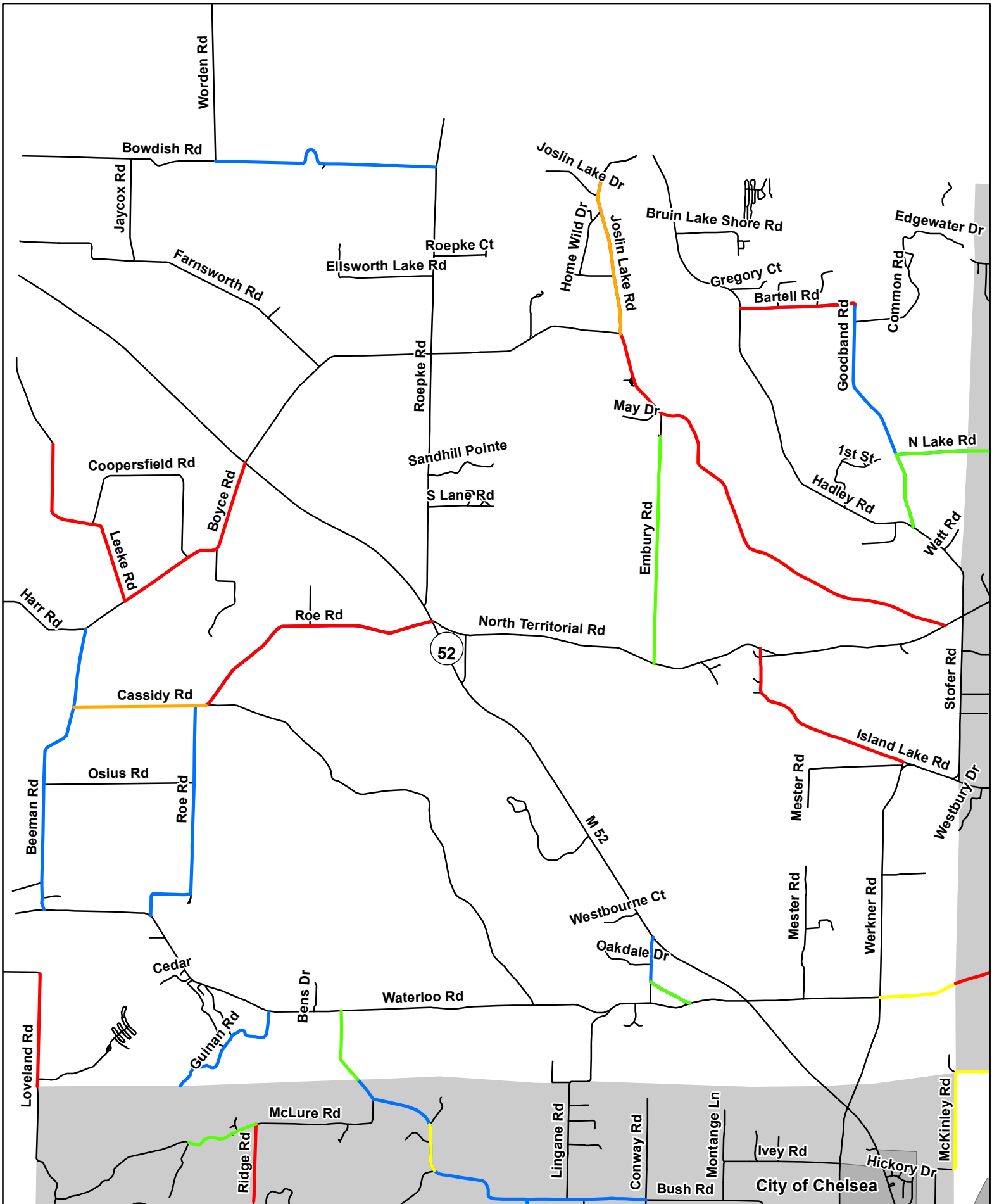
Any township that has not notified WCRC of their intent to use matching funds **on or before Friday, May 1, 2026** will forfeit the allocated matching money.

Appendix C: Township Contribution Summary, 2021 – 2025

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	2021	2022	2023	2024	2025	5-Year Average
Ann Arbor	601,919	115,034	418,599	336,485	277,427	349,893
Augusta	174,157	330,775	342,894	305,974	424,753	315,711
Bridgewater	59,417	63,105	97,709	96,555	19,755	67,308
Dexter	75,393	723,922	723,926	453,437	240,667	443,469
Freedom	70,463	144,034	158,564	115,434	241,378	145,975
Lima	199,727	211,230	267,561	275,851	329,862	256,846
Lodi	511,702	629,674	964,296	854,104	439,726	679,900
Lyndon	76,395	72,297	118,210	168,606	153,026	117,707
Manchester	67,212	136,612	353,356	106,520	54,913	143,723
Northfield	106,071	231,864	245,447	260,702	167,619	202,341
Pittsfield	1,798,975	886,052	2,302,344	1,939,853	351,788	1,455,802
Salem	235,209	86,211	270,001	51,085	282,798	185,061
Saline	145,983	219,427	199,347	202,646	243,880	202,257
Scio	230,744	350,224	469,462	1,187,286	335,513	514,646
Sharon	109,206	248,572	48,258	37,954	30,383	94,875
Superior	450,374	186,050	167,544	410,215	335,724	309,981
Sylvan	96,908	106,823	90,822	131,603	152,568	115,745
Webster	487,377	412,905	74,693	308,291	450,609	346,775
York	843,327	1,008,932	564,022	291,502	90,092	559,575
Ypsilanti	978,513	968,850	1,765,042	2,045,053	1,455,304	1,442,552
Totals	7,319,072	7,132,591	9,642,096	9,579,157	6,077,784	7,950,140

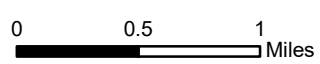
Appendix D: Township Local Road Investment Map



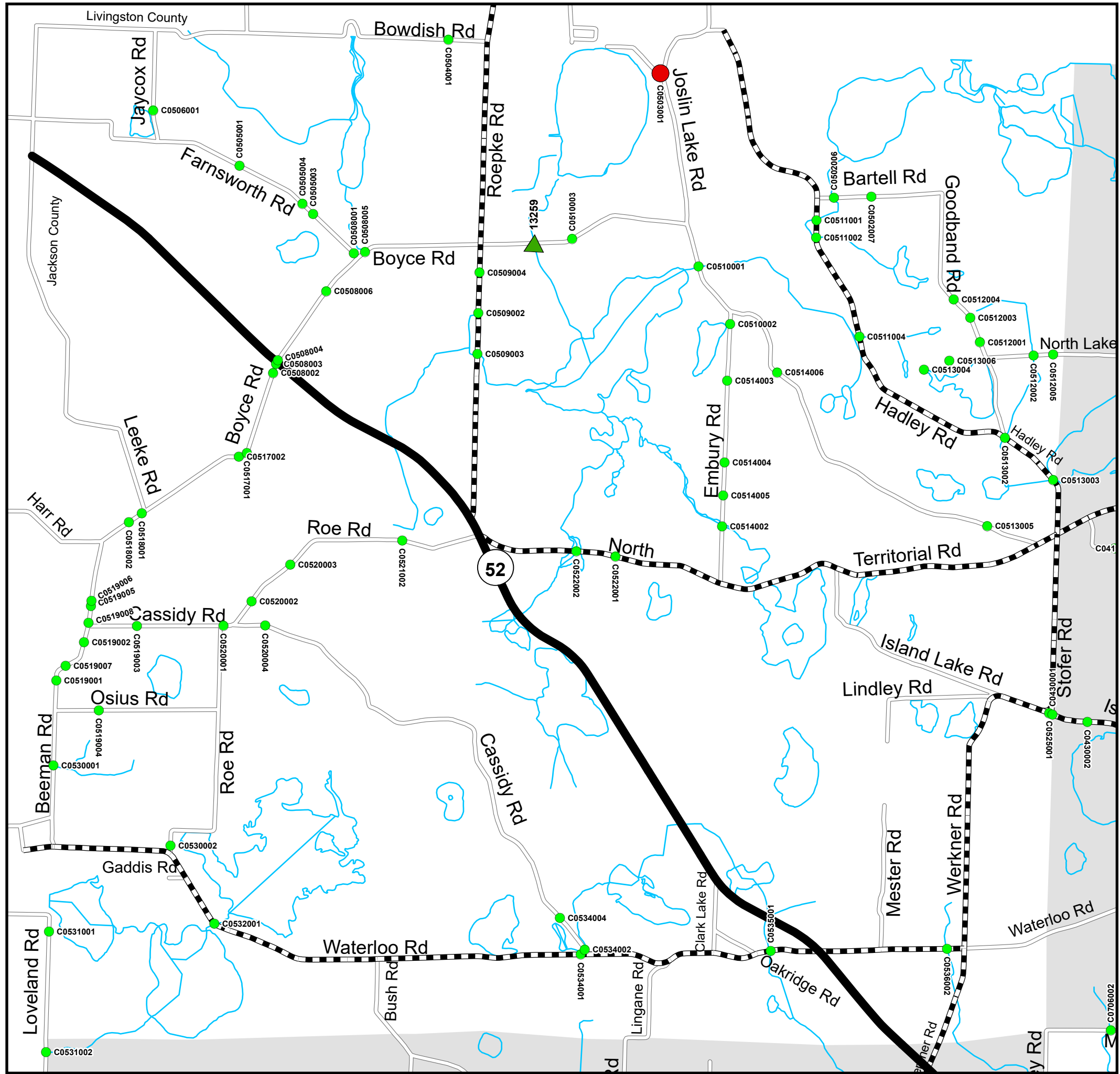
Lyndon Township
 Locally Funded
 Road Improvement Projects
 2021 - 2025



- 2021 — 2024 —
- 2022 — 2025 —
- 2023 —



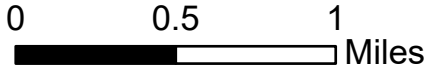
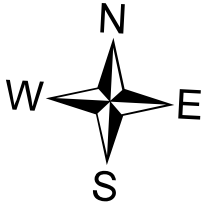
Appendix E: Local Collector Road Bridges and Culverts



LYNDON TOWNSHIP

LEGEND

- State Trunkline
- County Primary
- County Local
- Township Boundary
- Lake/River
- Culvert Locations Span Size
 - Less than 5 feet
 - Greater than 5 feet
- Bridge Locations Poor Condition Rating
 - 20 Feet and Greater
 - Poor Condition Rating



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	\$1,772,380	\$1,045,400	\$2,817,780	\$281,778
Augusta	\$2,800,620	\$3,830,000	\$6,630,620	\$663,062
Bridgewater	\$240,680	\$3,174,400	\$3,415,080	\$341,508
Dexter	\$3,975,440	\$2,040,000	\$6,015,440	\$601,544
Freedom	\$71,880	\$3,701,600	\$3,773,480	\$377,348
Lima	\$1,563,080	\$3,236,000	\$4,799,080	\$479,908
Lodi	\$2,975,800	\$3,393,600	\$6,369,400	\$636,940
Lyndon	\$9,120	\$2,946,200	\$2,955,320	\$295,532
Manchester	\$243,920	\$3,695,200	\$3,939,120	\$393,912
Northfield	\$4,002,040	\$3,758,800	\$7,760,840	\$776,084
Pittsfield	\$17,987,920	\$1,085,600	\$19,073,520	\$1,907,352
Salem	\$1,678,120	\$2,671,000	\$4,349,120	\$434,912
Saline	\$147,880	\$2,231,200	\$2,379,080	\$237,908
Scio	\$5,978,880	\$2,220,800	\$8,199,680	\$819,968
Sharon	\$3,800	\$2,775,200	\$2,779,000	\$277,900
Superior	\$8,899,320	\$2,352,200	\$11,251,520	\$1,125,152
Sylvan	\$5,865,260	\$2,091,800	\$7,957,060	\$795,706
Webster	\$574,160	\$3,302,400	\$3,876,560	\$387,656
York	\$8,504,560	\$2,139,400	\$10,643,960	\$1,064,396
Ypsilanti	\$40,559,560	\$686,600	\$41,246,160	\$4,124,616
TOTALS	\$107,854,420	\$52,377,400	\$160,231,820	\$16,023,182

Appendix G: Taxable Valuation Data, By Township

Township	2025 Taxable Value	Millage Amount			
		0.50	1.00	2.00	3.00
Ann Arbor	\$732,830,768	\$366,415	\$732,831	\$1,465,662	\$2,198,492
Augusta	\$341,083,631	\$170,542	\$341,084	\$682,167	\$1,023,251
Bridgewater	\$129,577,805	\$64,789	\$129,578	\$259,156	\$388,733
Dexter	\$551,955,357	\$275,978	\$551,955	\$1,103,911	\$1,655,866
Freedom	\$260,445,342	\$130,223	\$260,445	\$520,891	\$781,336
Lima	\$352,006,413	\$176,003	\$352,006	\$704,013	\$1,056,019
Lodi	\$596,555,463	\$298,278	\$596,555	\$1,193,111	\$1,789,666
Lyndon	\$241,718,504	\$120,859	\$241,719	\$483,437	\$725,156
Manchester	\$193,856,969	\$96,928	\$193,857	\$387,714	\$581,571
Northfield	\$523,464,340	\$261,732	\$523,464	\$1,046,929	\$1,570,393
Pittsfield	\$2,870,087,562	\$1,435,044	\$2,870,088	\$5,740,175	\$8,610,263
Salem	\$536,069,949	\$268,035	\$536,070	\$1,072,140	\$1,608,210
Saline	\$186,549,278	\$93,275	\$186,549	\$373,099	\$559,648
Scio	\$1,856,398,089	\$928,199	\$1,856,398	\$3,712,796	\$5,569,194
Sharon	\$137,880,064	\$68,940	\$137,880	\$275,760	\$413,640
Superior	\$958,307,219	\$479,154	\$958,307	\$1,916,614	\$2,874,922
Sylvan	\$316,247,125	\$158,124	\$316,247	\$632,494	\$948,741
Webster	\$600,257,144	\$300,129	\$600,257	\$1,200,514	\$1,800,771
York	\$622,920,806	\$311,460	\$622,921	\$1,245,842	\$1,868,762
Ypsilanti	\$1,905,835,784	\$952,918	\$1,905,836	\$3,811,672	\$5,717,507
Totals	\$13,914,047,612	\$6,957,024	\$13,914,048	\$27,828,095	\$41,742,143