

Report on Street Millage Funded Projects in 2012

Dated: January 22, 2013

Overview

The following report is intended as a summary of the major projects that were done in the 2012 construction season using Street Reconstruction Millage money. This includes road, bridge, sidewalk, and curb ramp projects constructed during the 2012 calendar year.

Road Construction Projects

2012 Annual Street Resurfacing Project

In 2012, the Annual Street Resurfacing Project was completed under two separate contracts. The scope of work on the Resurfacing Project typically includes replacement of concrete ramps to meet current ADA standards, replacement of some curb, and removal and replacement of the pavement (i.e., resurfacing). Occasionally, a street repair requires replacement of the underlying base and the installation of edge drain (i.e., reconstruction).

In 2012, approximately 25 lane miles on 36 different streets were resurfaced or reconstructed. The total construction cost was approximately \$8,165,600 with approximately 33% spent on Major streets and 67% spent on Local (residential) streets. See Attachment A for a complete list of streets that were resurfaced through the 2012 Street Resurfacing Project.

Dexter Avenue Improvements

In 2012, Dexter Avenue (Maple to Huron) was reconstructed with new curb & gutter, ADA-compliant sidewalk ramps, improved site distance, the addition of bike lanes, and an upsized water main. To provide storm water improvements, we constructed water quality structures, weir structures, oversized pipes, and a bioretention area in Vets Park. The parking lot at Vets Park was improved with this project. Sidewalk was also added to eliminate the only remaining sidewalk gap in this section of Dexter Avenue.

The final total cost of the project is estimated to be approximately \$4,610,000. Of this amount, \$1,100,000 was spent from the Street Reconstruction Millage. This Millage money was used as a local share to obtain an additional \$2,300,000 of available federal funds.

Packard & Hill Resurfacing

This project included the installation of new 12-inch ductile iron pipe water main within Packard Street, from Platt Road to just east of Burton Road. After the completion of the water main installation, the full width of Packard Street was resurfaced. The project also included the replacement of the wooden retaining wall beneath Interstate U.S. 23 with a modular block retaining wall with new guardrails. In addition, the sidewalk and ramps within the project limits were replaced in order to comply with ADA standards, and a pedestrian island was added just east of Burton with a rapid flashing beacon.

The full width of Hill Street was also resurfaced between South Forest Avenue and Washtenaw Avenue, which included pavement replacement, some curb replacement and installation of ADA-compliant sidewalk ramps.

The total project cost was approximately \$4,136,000. Of this amount, \$1,043,000 was spent from the Street Reconstruction Millage. This Millage money was used as a local share to obtain an additional \$1,186,623 of available federal funds.

East Stadium Boulevard

The East Stadium Boulevard Improvements project was completed in the 2012 construction season and included the replacement of approximately 5,550 feet of existing 6-inch water main on north and south sides of the road between Packard and Brockman, resurfacing of East Stadium from Packard to Washtenaw Avenue, installation of the new ADA ramps, and addition of the marked midblock pedestrian crossings just east of Baldwin Avenue and east of Ferdon Road. New bike lanes were also added on both sides of the street.

The project was funded from the Street Resurfacing Millage (\$ 1.7 million) and Water Revenue Fund (\$1.15 million).

Bridge Construction Projects

The East Stadium Boulevard Bridges Replacement Project was begun in November 2011 and completed in November 2012. On November 14, 2012 both bridges along East Stadium Boulevard were opened to pedestrian and vehicular traffic. Minor ancillary work will be completed in the Spring of 2013.

The budget for the project was approximately \$23 million, which included the replacement of two bridges, the construction of six major retaining walls, the reconstruction of approximately 2,000 lineal feet of 4 to 5 lane roadway utilizing concrete and bituminous pavement, the replacement of approximately 1,000 lineal feet of 30-inch water main, 3 major underground storm water detention structures, several hundred feet of various sized storm sewer, landscaping improvements, and other related items of work.

As of September 30, 2012, expenditures for the project consisted of:

- \$15,317,000 Federal funds
- \$6,598,600 Street Millage funds
- \$507,200 Major Street Funds,
- \$57,200 Water Supply System Funds,
- \$26,400 Sewage Disposal System Funds,
- \$318,600 Alternative Transportation Funds, and
- \$174,700 Storm Water System Funds

Sidewalk Repair Program

In November of 2011, voters approved a 1/8-mil increase to the Street Reconstruction Millage for the purpose of repairing sidewalks in the public right-of-way. Prior to the passage of this millage, adjacent property owners were responsible for repair or replacement of deficient sidewalks adjacent to their property. Beginning in the summer of 2012, the City assumed responsibility for these repairs, which will be performed through this project over the course of the next five years. The amount collected in the first year by this addition to the millage was \$ 568,374, plus \$17,500 expected from the DDA.

The repairs to be made through this program focus on removing any hindrances to the mobility of users, such as:

- Vertical deflections of more than ½ inch.
- Areas of severe water ponding/icing.
- Slabs that have settled or been lifted out of place enough to cause a serious hindrance to mobility.

The City's contractor used two primary means for repair. These included replacement of sidewalk slabs, as well as horizontally cutting the sidewalk to remove vertical deflections (which results in leveling out adjacent slabs that have been displaced).

The horizontal cutting is a relatively new technology that is being used for the first time in the City. Staff has been impressed with the results, which have shown multiple benefits such as:

- Vertical deflections are removed with a clean and professionally done cut.
- The work is quick and minimally invasive, requiring fewer driveway and lane closures and less disruption to a neighborhood.
- The environmental impact is less than that of removing and replacing concrete.
- Substantial cost benefits are realized. Based on the 2012 contract unit prices, it is anticipated that approximately \$730,000 was saved by using the horizontal cutting technology in lieu of replacing all defective slabs.

As of the end of 2012, the City has completed sidewalk repairs in approximately 20% of the City. For a map of the areas addressed in 2012, see Attachment B.

In 2012, the City replaced approximately 1,475 slabs of sidewalk through the Sidewalk Repair Program, and trimmed an additional 6,380 slabs. This work represents a total project cost of approximately \$561,000. This does not include the repair of asphalt sidewalks in the 2012 work areas. It is anticipated that major asphalt sidewalk repairs will be undertaken under a separate contract in a later year of the Sidewalk Repair Program.

It should be noted that, while the Sidewalk Repair Program and the Curb Ramp Replacement Program (see below) are being constructed jointly, they are being accounted for separately. Funding for the Ramp Replacement Program is taken from the Street Reconstruction Millage, while funds collected from the Sidewalk Millage are being dedicated solely to the repair of sidewalks (not ramps).

Based on what we have seen during the 2012 season, we anticipate this volume of work to continue throughout the full five year cycle of the Sidewalk Millage.

Comments received from the public during this first year of the Sidewalk Repair Program were generally positive.

Curb Ramp Replacement Program

The Americans with Disabilities Act, which went into effect in 1992 requires that pedestrian facilities adjacent to any public project be brought up to current ADA standards. This includes the curb ramps adjacent to any road reconstruction or resurfacing project that was done from 1992 to the present. The City is currently under a consent decree to retroactively bring all corner ramps into compliance on streets that were resurfaced or reconstructed between 1992 and 2004 by the year 2018.

Therefore, the City is focusing its resources on completing all of the curb ramps on the above referenced list. Because of the need to complete the ramps that are on this list within the required timeframe, some ramps within any given neighborhood may be replaced through this program while others will not.

Currently, the work to complete the ramp replacements is being done in conjunction with the Sidewalk Repair Program, and areas of focus for ramp replacements are the same for each year as the Sidewalk Repair Program (see Attachment B). It should be noted that, while the two programs are being constructed jointly, they are being accounted for separately. Funding for the Ramp Replacement Program is taken from the Street Reconstruction Millage, while funds collected from the Sidewalk Millage passed by voters in 2011 are being dedicated solely to the repair of sidewalks (not ramps).

In 2012, a total of 395 ramp corners were completed from the consent decree list. Of these, 166 were completed by the 2012 Ramp Replacement Program, 144 were completed by the previous fiscal year's Ramp Replacement Program managed by Field Services, and 85 were completed through other road resurfacing and private development projects.

The total project cost for the 2012 Ramp Replacement Project was approximately \$650,000, which was approximately \$2,900 per corner.

Attachment A

2012 Street Resurfacing Project – Streets Completed

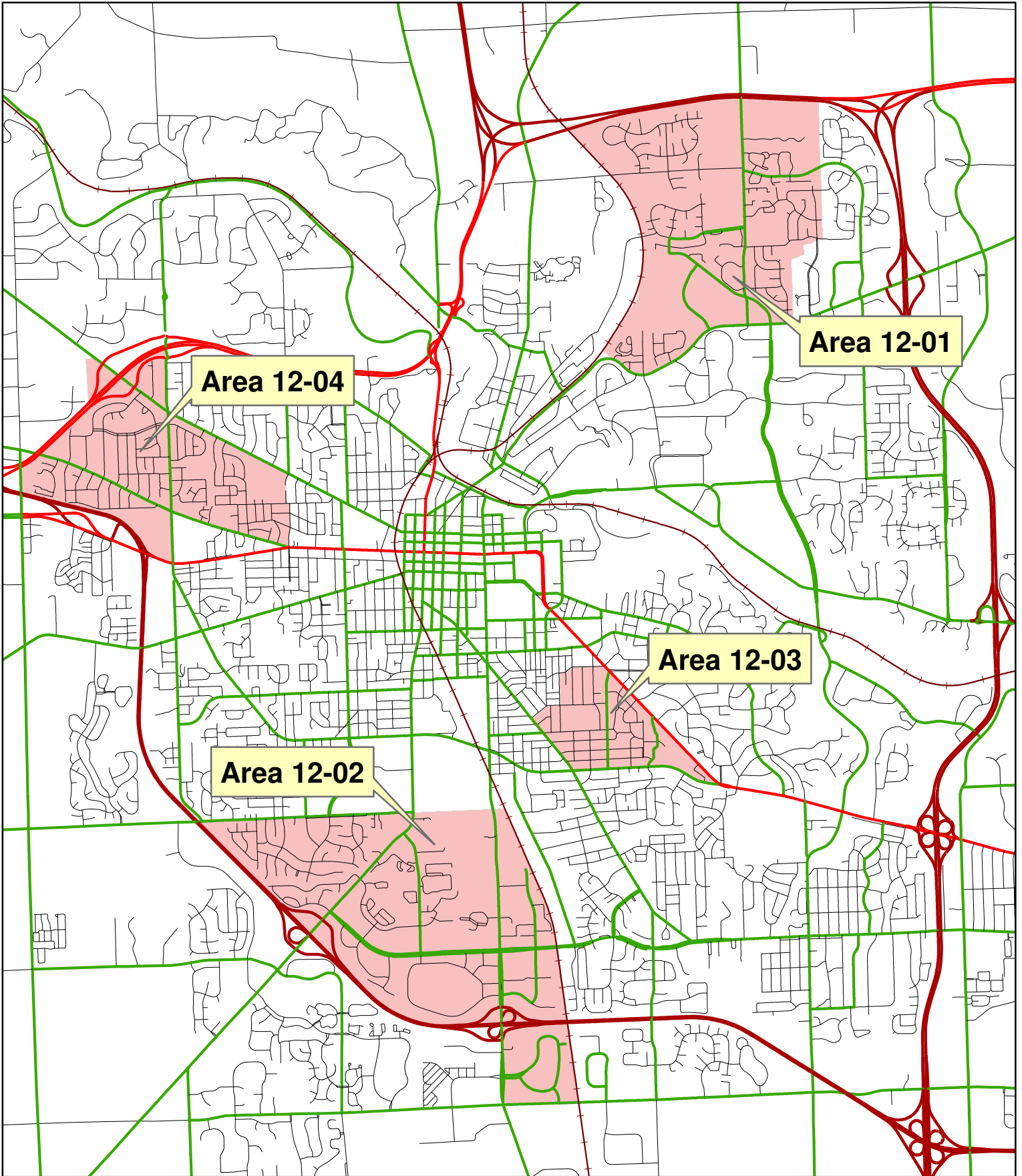
Major Streets

South Fifth Ave (Huron to Liberty)
Glen Ave (Huron to RR Bridge)
Geddes Ave (Awixa to Apple Way)
Huron Pkwy (Hubbard to Fuller)
West Liberty St (Seventh to First Street)
Research Park Dr – Eastbound (State to first block)
South Seventh St (Madison to Pauline)

Local/Residential Streets

Berkshire (Vinewood to Washtenaw)
David Ct (Traver to End)
Dorset (Onondaga to Berkshire)
Esch Ave & Ct (King George to Page)
Eton Ct (Tudor to End)
Forest (Hill to Granger)
Fourth Street (William to Liberty)
Glenwood Service Dr (Arlington to Overridge)
Hatcher Crescent (E/Side Hatcher St to Miller)
Jones Dr (Broadway to Plymouth)
Londonderry (Glendaloch to Bedford)
Manhattan (Mt Vernon to Mt Pleasant)
Martha (Ardmoor to Meadowbrook)
Meadowbrook (Pauline to Martha)
Mt Pleasant (Madison to Sunnyside)
Mt Vernon (Madison to Manhattan)
Palomar (Las Vegas to Catalina)
Page Ct (Page Ave to End)
Park Ave (Mt Vernon to End)
Pine Valley Ct (Esch Ave to End)
Pineview Ct (Riverview to End)
Riverview Ct (Riverview to End)
Third Street (William to Liberty)
Tremmel Ave (Harpst to Rosewood)
Vinewood - Eastbound (Washtenaw to Berkshire)
Vinewood - Westbound (Washtenaw to Avon)
William (Fourth St to Ashley)
Woodside Dr (Scottwood to Wallingford)

Attachment B:
Ramp & Sidewalk Repair Program
2012 Construction Areas



Legend

 2012 Sidewalk & Ramp Repair Areas

