

Washtenaw County Road Commission
Proposed Service Level Adjustments
August 4, 2009

The following cost reductions items are being considered by the Road Commission:

1. Increase winter maintenance snow depth threshold to 4 inches on local roads

- a. In 2006 the Road Commission established a 3 inch snow depth threshold before authorizing overtime on subdivision and gravel roads.
- b. The current proposal would establish a 4 inch snow depth threshold before the Road Commission crews would be authorized for overtime on subdivision and gravel roads.

2. Drainage Maintenance Matching Program for local roads

- a. The Road Commission has recognized the need for directing more resources towards improving the drainage along our roads.
- b. The current proposal would establish a new drainage matching program for Townships, to assist with local non-curbed road drainage improvements.
- c. Annually, the Road Commission would establish the level of funding for the drainage matching program. This new initiative is in addition to the existing matching program.

3. Tree Removal Program for local roads

- a. The current proposal would establish a tree removal annual permit process where private contractors or experienced individuals would be permitted to remove trees on local roads.
- b. The program would be implemented on a township basis, provided a memorandum of understanding is executed between the Township and the Road Commission.
- c. Any private contractors or individuals who opt to participate in this tree removal program would be required to secure permit from the Road Commission.

4. Street Sweeping Program is reduced to 2 cycles for all roads

- a. The current proposal would reduce the number of sweeping cycles the Road Commission would pay to two (2) complete cycles of all curbed roads.
- b. Additional sweeping cycles could be funded by others.

5. Sign Maintenance on local roads

- a. The current proposal would reduce the number of signs maintained by the Road Commission to only those statutorily required or to address safety concerns on local roads.
- b. Additional signs in accordance with the Michigan Manual of Uniform Traffic Control Devices, could be funded by others.

7. Pavement Marking on local roads

- a. The current proposal would reduce the amount of pavement marking maintained by the Road Commission to only that which is statutorily required or to address safety concerns on local roads.
- b. Additional pavement markings in accordance with the Michigan Manual of Uniform Traffic Control Devices, could be funded by others.

8. Local Road Overlay Special Matching Fund

- a. The current proposal would eliminate the Special Overlay Matching Program for non-subdivision local roads.
- b. All local roads would be subject to the eligibility conditions provided in the standard local road matching program.

9. Road Widening Projects

- a. The current proposal would require all local costs for future primary road widening projects be funded with money other than MTF revenue.
- b. A township could elect to redirect local road matching funds to a primary road widening project.

10. Road Reconstruction Projects

- a. The current proposal would require all local costs for future primary road reconstruction projects that are not supported by asset management criteria to be funded with money other than MTF revenue.
- b. A township could elect to redirect local road matching funds to a primary road reconstruction project.

11. Road Preventative Maintenance Projects

- a. The current proposal would place a high priority on future primary road preventative maintenance projects, these projects could be funded with MTF revenue.
- b. A township could elect to redirect local road matching funds to a primary road preventative maintenance project.

12. Local Road Culvert Projects

- a. The current proposal would require 50% participation from sources other than the MTF revenue.
- b. All future local road culvert projects that require a MDEQ permit would be limited to 50% MTF revenue.
- c. A township could elect to fund the other 50% of a local road culvert with the new drainage matching program or the standard matching funds. These programs reduce the township participation to 25% of the project.

13. Intersection Improvement Projects

- a. Intersection improvement projects will continue to be considered through our capital improvement project selection process. These projects could be funded with MTF revenue.
- b. A township could elect to redirect local road matching funds to a primary road intersection improvement project.