



Washtenaw County Road Commission Service Level Adjustments October 6, 2009

The following service level adjustments have been approved by the Road Commission:

1. Increased winter maintenance snow depth threshold to limit overtime expenses on local roads

- a. While the Road Commission recognizes the importance of providing safe roads in neighborhoods, the Road Commission has established that the local road snow removal services during overtime operations will be performed when there is 4 inches of snow, severe blowing and drifting or ice storm conditions.
- b. The roads that would be impacted by this change are the gravel roads and the subdivision streets. These roads are generally our lowest traffic volume roads, traveled at low speeds.
- c. All other roads will continue to receive the same winter maintenance service levels.

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 Road Commission established a new drainage matching program for Townships, to assist with local non-curbed road drainage improvements.
- c. Annually, the Road Commission will establish the level of funding for the drainage matching program. This new drainage matching program is in addition to the existing matching program.

3. Tree Removal Program for local roads

- a. The Road Commission established a tree removal annual permit process where private contractors or experienced individuals would be permitted to remove trees on local roads.
- b. The program will 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 will be required to secure a permit from the Road Commission.

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

- a. The Road Commission established that two complete cycles of sweeping will be performed by the Road Commission on all curbed roads.
- b. Additional sweeping cycles could be funded by others.

5. Sign Maintenance on local roads

- a. The Road Commission established that the traffic signs maintained by the Road Commission on local roads will be limited to only those statutorily required or to address safety concerns.
- b. Additional signs in accordance with the Michigan Manual of Uniform Traffic Control Devices could be funded by others.

6. Pavement marking on local roads

- a. The Road Commission established that the pavement marking by the Road Commission on local roads will be limited to only those markings that are statutorily required or to address safety concerns.
- b. Additional pavement markings in accordance with the Michigan Manual of Uniform Traffic Control Devices could be funded by others.

7. Local Road Overlay Special Matching Fund

- a. The Road Commission eliminated the Special Overlay Matching Program for non-subdivision local roads.
- b. All non-subdivision local roads could be resurfaced utilizing the standard local road matching program.

8. Road widening projects

- a. The Road Commission established that all local costs for future primary road widening projects will 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.

9. Road reconstruction projects

- a. The Road Commission established that all local costs for future primary road reconstruction projects that are not supported by asset management criteria are 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.

10. Road preventative maintenance projects

- a. The Road Commission established 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.

11. Local road culvert projects

- a. The Road Commission established that 50% participation will be required on all large road culverts.
- b. All future local road large culvert projects (requiring a MDEQ permit) will 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.

12. Intersection improvement projects

- a. The Road Commission established a high priority on future intersection improvement projects. These projects will continue to be considered through our capital improvement project selection process and they could be funded with MTF revenue.
- b. A township could elect to redirect local road matching funds to a primary road intersection improvement project.