

**Davison TSC's
2012 Presentation
for the
Genesee County Metro Alliance**

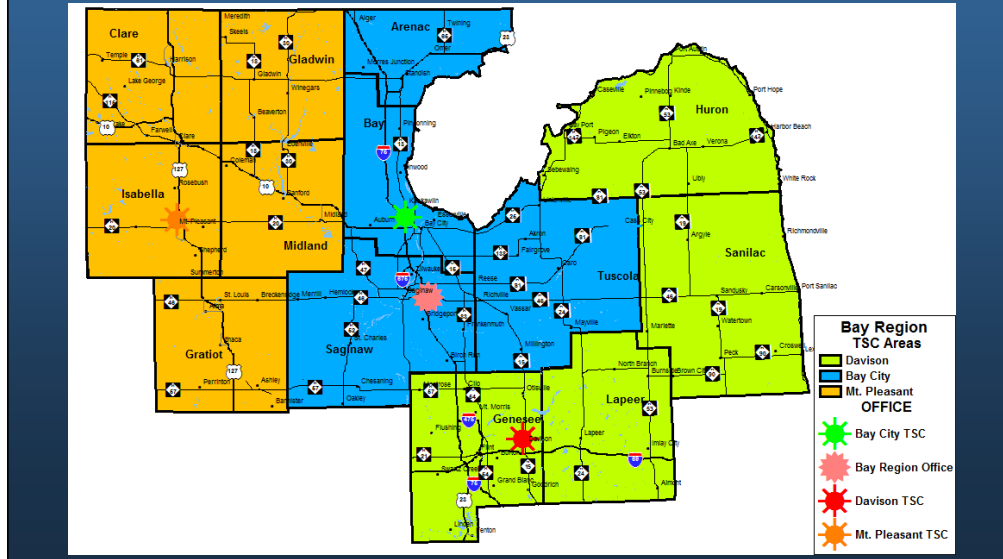
April 18, 2012

Linda Burchell, P.E.
Davison TSC Manager

Agenda

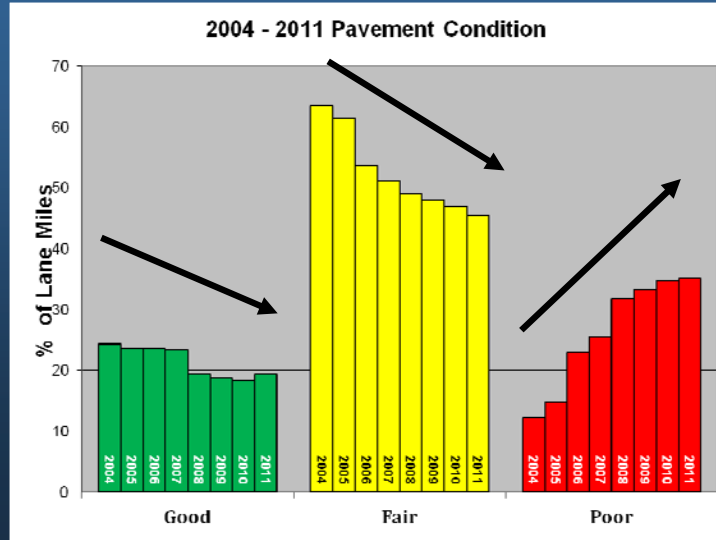
- Changes in Davison TSC jurisdiction
- Financial/Condition Update
- Salt Costs
- Performance Measures
- Bay Region Strategy
- 2012 Construction
- 2011 Accomplishments
- Questions

Bay Region



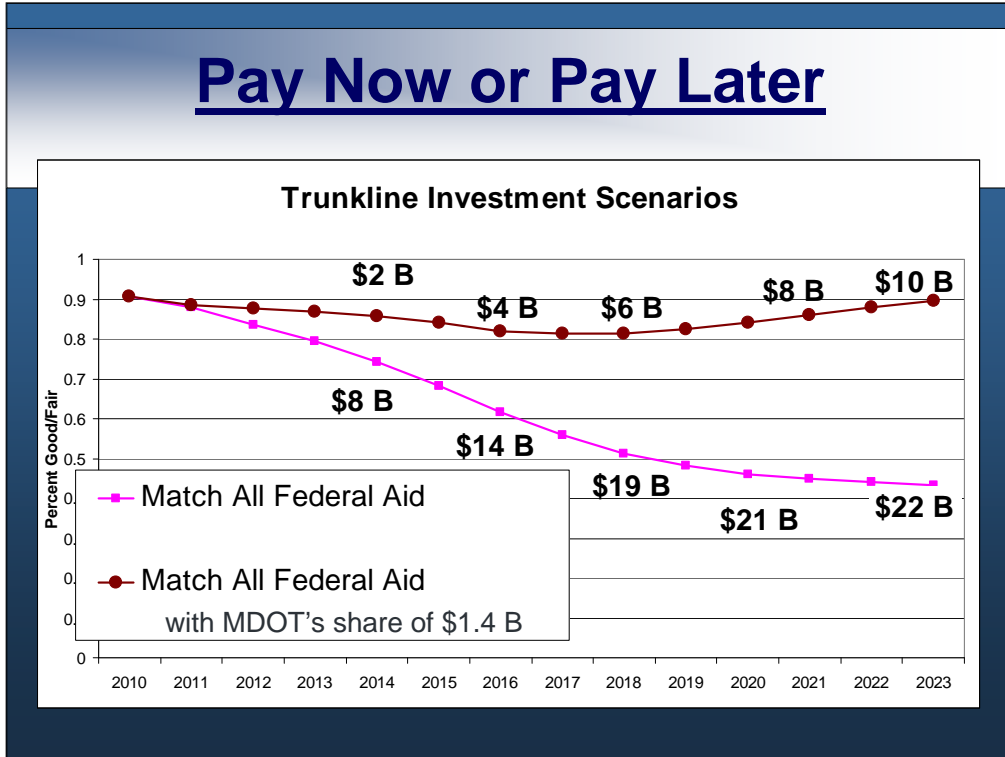
This past year the Bay Region was consolidated from 4 TSCs to 3 TSCs. (next) Tuscola County was added to the Bay City TSC and Huron and Sanilac County were added to the Davison TSC.

Condition of Federal-Aid Roads



This graph, which represents all federal aid eligible roads, not just MDOT trunkline, show that the current trends for pavement condition are rapidly declining. At the end of 2011, over 35 percent of all federal aid eligible roads were reported to be in poor condition by the Transportation Asset Management Council.

Pay Now or Pay Later



The bottom curve – “Match all federal aid” – shows the cost to reconstruct enough lane miles to bring the system back to 90% given the percent good/fair in that particular year. It is not cumulative and we would not do only reconstruction.

The top curve – “Match all federal aid with additional \$845” – shows the cumulative investment of doing a mix of fixes to bring condition back to 90% by 2023. In 2023, the additional investment would be \$10 B.

Salt Costs



Statewide Average Cost per Ton by Fiscal Year

2007	\$35.61
2008	\$36.97
2009	\$46.51
2010	\$56.98
2011	\$56.49
5 Year Avg	\$46.51
2012	\$59.07

Typical application rate:
450# / 2 lane miles

Genesee County has ~842 lane
miles of trunkline (state routes)

= 189,450 pounds (94.7 tons) to
cover the system once OR
\$5,600 just on salt

Increased fuel costs

Catching up with costs in other midwest states

100% original + at least 70% late (honor price for 70-130%)

Salt brine, sand mix and agg bi-products used in rural counties – creates issue in urban areas, where would need to be cleaned out of catch basins

Maintenance is 100% state costs – no federal participation

Performance Measures

Statewide Focus

- Michigan Dashboard
 - Infrastructure Dashboard
 - MDOT's Scorecard
 - MDOT System Measures
 - Commission Measures
 - Asset Management Council
 - FHWA Stewardship Agreement
- Aligning Measures is Critical to Efficiency*



www.michigan.gov/midashboard
www.michigan.gov/mdot

- In his January, 2011 State of the State address, Governor Snyder introduced the MIDashboard to provide a quick assessment to the public of the state's performance in key areas including: economic strength; health and education; value for money government; quality of life; and public safety. MDOT's measures on the MIDashboard are Structurally Deficient Bridges and Deaths/Injuries due to traffic accidents.
- As a second tier to the MIDashboard, Governor Snyder is working with departments on dashboards specific to individual areas. The Infrastructure Dashboard was announced by the Governor at a press event on Wednesday, October 26, 2011.
- Additionally, each department has produced a Scorecard of measures that are more specific and important to MDOT. This scorecard contains 24 measures in 8 major areas. We also have the MDOT System Measures website, and the Performance Management Task Force is looking at combining the scorecard and the system measures.
- The Dashboard and Scorecard will be used and updated in cooperation with the Transportation Commission, and other measures contained in the MDOT/FHWA Stewardship Agreement, and possible measures being considered by the Asset Management Council.

Bay Region Strategy

- System Preservation and Safety Needs
- Focus on Freeway System
- High Volume and High Value Routes

Transportation is one Key to Economic
Development in the State of Michigan

Bay Region Strategy

Right Road/Bridge

Right Fix

Right Time

2012 Construction



D-1	US-23	
	Livingston Co Ln-Thompson Rd	
D-5	M-57	
	Brent Run Creek to Linden Rd	
D-6	M-57	
	M-54 to M-15	
D-7	I-475	
	Third St to Lewis Street	
D-17	M-54	
	Atherton Rd to Lippincott Rd	
-	I-75	
	Auburn Hills to Grayling	

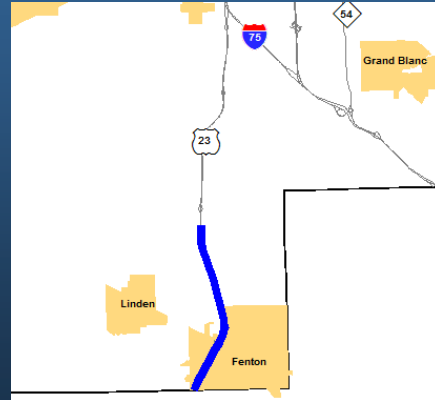
D-1: US-23, Livingston County Line to Thompson Road

Slab stabilization with
polyurethane foam

NB: June 4th to July 12th

SB: Sept 10th to Oct 25th

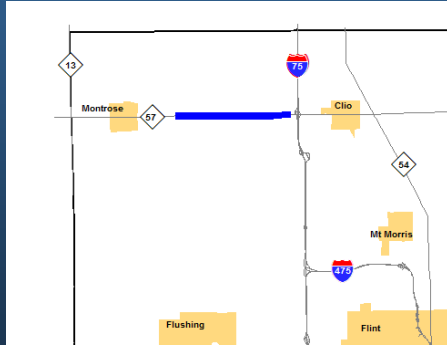
Maintaining Traffic: Single
lane closures at night



Potential to advance SB work to follow NB work – let separately, same contractor awarded

Uretec USA, Inc. \$1,061,000

D-5: M-57, Brent Run Creek to Linden Road



Mill and 2-Course Hot Mixed Asphalt (HMA) Overlay with Joint Repairs and Minor Culvert Work

August 13th – October 13th (after the Montrose Blueberry Festival)

Maintaining Traffic: Flag Control. Paving at night. Drainage work on weekends during the day.

No closures during the festival

- 1- Brent Run Creek to Elms, 8 pm – 8 am flagging
- 2- Elms to Linden, 9 pm – 6 am flagging

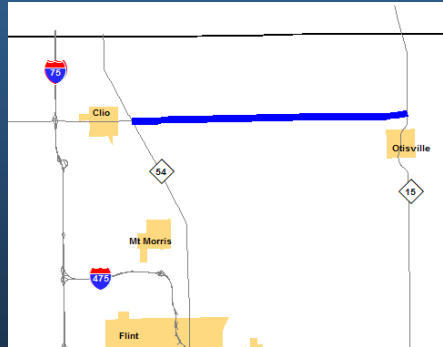
Saginaw Asphalt Paving Co \$2,540,311.83

D-6: M-57, M-54 to M-15

Double Chip Seal with Fog Seal

June 11th to July 3rd

Maintaining Traffic: Flag Control



M-54 and M-15 intersections: 9 am to 2 pm OR at night

Remainder: daytime work

Scott Transportation, Inc. \$873,922

D-7: I-475, Third Street to Lewis Street

Bridge Rehabilitation:

- I-475 under Third St
- I-475 under Kearsley St
- I-475 under EB RT Longway Blvd
- I-475 under WB RT Longway Blvd

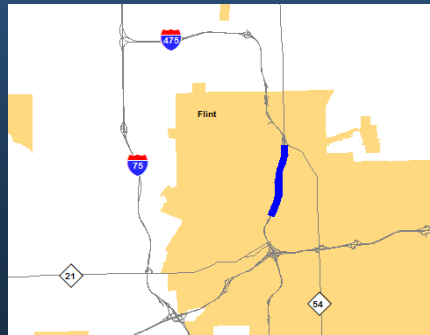
Soundwall Repairs:

- NB I-475 from Poplar St to Lewis St

April 16th to July 28th

Maintaining Traffic:

- Daytime - Single Lane Closure on I-475
- At Night – Double Lane Closure on I-475



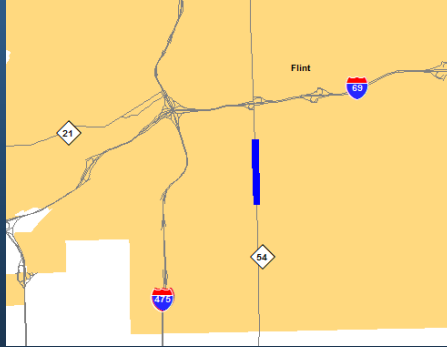
May be done early – Contractor expediting ahead of another job

- 1- Third St closed, traffic detoured; RT Longway single lane open
- 2- After Third complete, Kearsley: EB detoured in phase 1, WB maintained, Both maintained for phase 2

Later in project: I69 ramps to NB I-475 ramp closed for 7 days for painting

C.A. Hull \$2,045,984.78

D-17: M-54, Atherton Road to Lippincott Road



Concrete sidewalks and ADA ramps improvements.
Bridge railing upgrades on M-54 over Thread Creek

April 16th to July 21st (before Back to the Bricks Cruise, Crim Festival of Races, and Bikes on the Bricks)

Maintaining Traffic: Single lane closures in one direction

Safety Project

30 day cure time on bridge railing

Zito Construction \$789,124.06

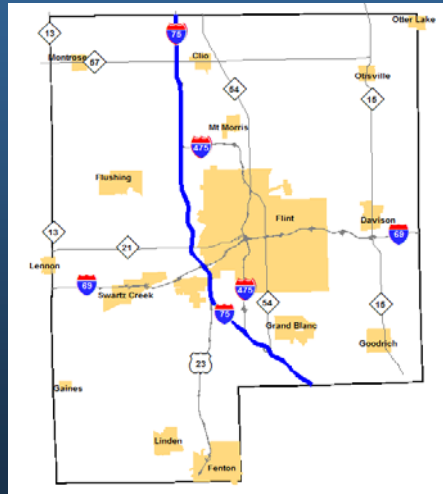
I-75, Auburn Hills to Grayling

Intelligent Transportation System (ITS)

- 3 Travel Time Signing
- 10 Closed Circuit TV cameras
- Remote Weather Information System (RWIS)
- 1 Dynamic Message Sign (SB I-75 by I-69)

2-year construction

Maintaining Traffic: Intermittent Shoulder Closures



Probably won't see any activity before June – line of sight reviews, shop drawings, etc.

J Ranck Electric, \$1,410,302.24

2011 Bridge Improvements

2011 was a BIG YEAR for Bridge
Improvements in Genesee County

21 bridges improved

- 16 on the I-75 Corridor
- 4 on the I-69 Corridor
- 1 on M-21 over Mistequay Creek

I-75: Of the 16 bridges, 9 of them were structurally deficient prior to last year's construction. We are pleased to announce that these have all been addressed.

2011 Pavement Improvements

5.3 miles improved in Genesee County

- M-21, I-75 to Miller Road (2.4 miles)
- M-57, Montrose west city limits to Brent Run Creek (2.6 miles)
- M-15 at Green Road (0.3 miles)

2011 Traffic Safety Achievement Award



MDOT and the Genesee County Metropolitan Planning Commission were the recipients of a Governor's Traffic Safety Advisory Commission award for Road Diets (4-to-3 lane conversions)

Any Questions?

Linda Burchell, P.E.
Davison TSC Manager
(810) 653-7470
burchell@michigan.gov