



OUR COUNTY ROADS IN VIEW

A periodic newsletter of the Ingham County Road Commission for public officials and citizens of Ingham County.
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2009 Road Projects Underway or Starting Soon

With Winter coming to an end soon, the Ingham County Road Commission has plans underway to begin major road improvements on a number of highly traveled primary roads throughout the county. By the press time for this newsletter, work has started or will be starting soon on the following projects:

Williamston Road (from Bismark Street to Haslett Road):
This project will involve in-place recycling of the existing old asphalt pavement and new asphalt resurfacing. Work has started and will be completed in late August 2009.

In-place recycling is a relatively new technique that involves grinding the old pavement in-place and mixing in new oil binder to create a stabilized base out of existing materials. This saves removal, hauling, and virgin material costs. It also saves related impacts to the environment and depletion of virgin resources, while saving on construction time and motorist inconvenience. In addition, in-place recycling provides a more durable pavement for longer road life expectancy.

This project will include a 4 foot paved shoulder for non-motorized use. Traffic will be maintained with posted detours for through traffic for major grading and paving operations and with flag control for short durations within isolated work areas. For the southern project segment, between Bismark Street and Sherwood Road, Williamston Road traffic will be detoured via East Church Street to Beeman Road to Sherwood Road. For the northern project segment, between Sherwood Road and Haslett Road, Williamston Road traffic will be detoured via Sherwood Road to Zimmer Road to Haslett Road.

Contractor: C&D Hughes of Charlotte

Bid Cost: \$1.4 million

Funding Source: Combination of regular federal aid programs and "Stimulus" funds with local match provided by the Road Commission.

Waverly Road

(St. Joseph Avenue to Grand River Avenue)

Milling off the old deteriorated surface and repaving with new asphalt. This includes widening for a center left turn lane at Willow Street, and signal improvements for better traffic flow. New water mains will also be installed on the east side.

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"In-place recycling is a relatively new technique that involves grinding the old pavement in-place and mixing in new oil binder to create a stabilized base out of existing materials. This saves on removal, hauling, and virgin material costs. It also provides a savings on related impacts to the environment and depletion of virgin resources, while saving on construction time and motorist inconvenience."

Traffic will be maintained with various lane closures. The work is expected to start June 2009. Waverly Road from St. Joseph Avenue to north of Willow Street will be complete by the end of November 2009, with an option to complete in early 2010. Waverly Road from Willow Street to Grand River Avenue will be done in early 2010.

Bids will be taken May 1, 2009.

Estimated total cost: \$2.9 million

Funding Source: Combination of regular Federal Aid, Federal "Stimulus," and State Economic Development funds. The local match will be provided by the Road Commission.

2009 Road Projects Underway or Starting Soon, from page 1

Various Segments of Hamilton Road and Marsh Road:

*Hamilton Road between Okemos Road and Marsh Road,
Marsh Road between Hamilton Road and Grand River Ave.,
Marsh Road between Tihart Road and the Canadian National
Railroad overpass (south of Haslett Road),
Marsh Road between Baker Street and Business Loop 69
(In cooperation with Clinton County)*

At these segments, the Road Commission will be milling off the old deteriorated surface and re-paving with new asphalt. Base, curb and drainage repairs will be made as necessary. Traffic will be maintained with various periodic lane closures.

Work is expected to start July 2009 and to be completed September 2009.

Bids to be taken: June 2009

Estimated Total Cost: \$815,000

Funding Source: A combination of regular Federal Aid and “Stimulus” funds, with local match provided by ICRC

Holt Road

(From west of Aurelius Road to east of Cedar Street)

On this project the Road Commission will be milling off the old deteriorated surface and re-paving with new asphalt. Base, curb and drainage repairs will be made as necessary. Traffic will be maintained with various periodic lane closures.

Work is expected to start July 2009 and to be completed September 2009.

Bids will be taken: July 2009

Estimated Cost: \$650,000

Funding Source: Federal “Stimulus” funds

Barnes Road (Between College Road and Meridian Road)

Bellevue Road (Between Onondaga Road and Hull Road)

Heeney and Morton Roads (Between Parman Road and M-52)

These projects will involve chip sealing with, base and shoulder repairs as necessary. There will be brief one-day closures of one mile at a time with posted detours.

Work is expected to begin in August 2009.

Estimated Total Cost: \$250,000

Funding Source: 100% Federal “Stimulus” funds

Mark your Calender for these Upcoming Public Hearings on Future Projects:

May 11th – Future projects (see more on page 3 regarding 2010–2013 projects and Long Range Plan options).

May 26th – Projects in 2009 & 2010

Both hearings will be at 6:30pm at the Road Commission’s Mason Office, 301 Bush Street, Mason, MI 48854.

“By now most people have heard a great deal about the Economic Stimulus bill now formally known as the American Recovery and Reinvestment Act of 2009, (ARRA). While this funding is certainly a welcome shot in the arm for our roads, it should not be mistaken as a cure-all for our deteriorating pavements. It can be thought of as an extra typical year’s worth of federal aid. It does not, however, provide the continuing level of funding needed to restore all of our deteriorating roads to good condition and keep them that way.”

Stimulus Funding Helps, Not a Cure All

By now most people have heard a great deal about the Economic Stimulus bill, now formally known as the American Recovery and Reinvestment Act of 2009 (ARRA).

While this funding is certainly a welcome shot in the arm for our roads, it should not be mistaken as a cure-all for our deteriorating pavements. It can be thought of as an extra typical year’s worth of federal aid. It does not, however, provide the continuing level of funding needed to restore all of our deteriorating roads to good condition and keep them that way.

Ingham County’s urban roads will receive \$2.2 million in ARRA funding and our rural roads will receive \$450,000. The urban area is located roughly northwest of Harper and Meridian Roads, while the rest of the county is the rural area. The county road system does not include streets inside city boundaries, such as those within Lansing and East Lansing, which are receiving additional ARRA funding. The entire Tri-County Region (Ingham, Clinton, and Eaton Counties and the cities within) received a total of \$8.8 million in ARRA funding for roads. The region will also receive ARRA funding for many other types of public improvements.

ICRC has determined that approximately \$35 million would be needed this year to do the resurfacing and other work necessary to get our county primary road system into good condition. If that were to happen, then the \$2 million a year in federal aid that the Road Commission receives could be used to help maintain our roads in good condition.

Unfortunately, we will be balancing rehabilitation of poor condition roads with preserving good roads for the foreseeable future. Nevertheless, we will certainly accept any funding that comes our way to help us maintain our county roads.

Contact Your State Legislators to Increase Funding

What is needed most besides federal aid is a state road revenue increase. State road revenue consisting of fuel taxes and vehicle registration fees is used for our routine road maintenance and Road Commission operations, whereas federal road funds can only be used for specific road projects. As discussed in the last edition of "Our County Roads in View", flat to declining state road revenue and steeply rising costs for critical supplies such as fuel, asphalt, and salt have greatly constricted our purchasing power. These constrictions are of such magnitude that little or no summer maintenance, paving, or chip sealing outside the Federal and Township match projects may occur in 2009, or beyond, until the State Legislature acts to increase this revenue shortage.

It is expected that the legislature will consider a transportation revenue increase this year. We urge all citizens and elected officials to contact their state senators and representatives to line up their support for a transportation revenue increase. The additional tax on citizens will be much less than the cost of new tires, wheels or shocks for their vehicles.

Readers are referred to the attached publication from the County Road Association of Michigan (CRAM) for more in-depth coverage of the State Gas Tax issue.

County Roads Win Federal Funding in 2010–2013

The Road Commission plans major resurfacing and other improvements on the roads listed below. These projects have been assigned Federal funding in the 2010 to 2013 period. This is dependent however on Congress passing a new federal highway funding bill, as the current one expires in 2009. Citizens are encouraged to contact their Congressional representatives to support a new federal highway bill.

2010

Mt Hope Road (Farm Lane to Okemos Road)

Waverly Road (Columbia Road to Pleasant River Drive)

Dobie Road Bridge replacement over Red Cedar River

2011

Waverly Road (Miller Road to Jolly Road),

Includes widening to three lanes for a center left turn lane and non-motorized lanes on both sides.

Waverly Road (Moores River Drive to Lansing Road)

Okemos Road (Sandhill Road to I-96)

Includes widening and resurfacing for the creation of a center left turn lane.

2012

Cedar Street (South of Holt Road to Keller Avenue)

"We urge all citizens and elected officials to contact their state senators and representatives to line up their support for a transportation revenue increase. The additional tax on citizens will be much less than the cost of new tires, wheels, or shocks for your car."

Willoughby Road (Washington Road to east of Aurelius Road)
Includes a left turn lane and minor re-alignment at Aurelius Road.

Washington Road (Holt Road to Willoughby Road)

2013

Lake Lansing Road (West of Okemos Road to Marsh Road)

Includes a center left turn lane at Okemos Roads.

Haslett Road (Okemos Road to Marsh Road)

Kipp Road (Dexter Trail to US-127)

Zimmer Road (Grand River Avenue to Haslett Road)

Proposed Long Range Projects

Every five years Tri-County Regional Planning Commission (TCRPC) updates its countywide traffic growth prediction model, which identifies roads on which traffic volumes are, or may become, greater than the roads' traffic flow capacity. The socio-economic growth data for this model comes from input from local units of government. This modeling includes testing the data to see if transit, traffic management and other general corridor improvements will address the traffic flow deficiencies without widening the roads. The resulting list (found on the next page) shows the roads that the model recommends widening to accommodate current or future expected traffic flow. These projects are placed in TCRPC's Long Range Plan (LRP) per federal rules for major widening projects to allow time for public input. All of the potential projects listed except those marked new have been in the current, 2005 to 2030, LRP. Those marked new have just been added for consideration in the next, 2010 to 2035, LRP based on the most recent traffic model update.

The roads listed in the LRP have not, at this time, undergone detailed study or design to verify the model's recommendations. These potential widening or other lane change options are simply being put out for public comment. If public and Township consensus oppose any of the proposed Long Range projects, alternate strategies to those proposed will be pursued to provide whatever capacity improvement alternate strategies can yield.

The Ingham County Road Commission welcomes input and comments on the Long Range Project options list from all Townships and citizens.

LONG RANGE PLAN OPTIONS FOR CONSIDERATION ON INGHAM COUNTY ROADS

Location	Length (miles)	Termini	Potential Option	Estimated Construction Cost (2009 dollars)
Aurelius Road	1.50	Harper (west leg) to Holt Road	Harper to Wilcox: widen from 2 to 3 lanes; Wilcox to Holt: reduce from 4 to 3 lanes; add roundabout at Holt-Aurelius intersection; bike lanes on both sides	1,500,000
Forest/Farm Lane Corridor	0.88	College to Farm Lane; Forest to Mt. Hope	Widen from 2 to 4 lanes with roundabout at Forest and College; add curve radius; bike lanes on both sides	2,000,000
Hagadorn Road	1.10	Bennett to Mt. Hope	Widen from 2 to 4 lanes with roundabout at intersection with Bennett; includes bike lanes	2,000,000
Holt Road * (Public comment to date, indicates preference to not pursue this option as it may foster undesired development in the rural/urban fringe area.)	0.88	US 127 to Hagadorn	Widen from 2 to 4 lanes; add roundabouts at intersection with Hagadorn	1,600,000
Jolly Road	2.10	Collins to Hagadorn	Widen from 2 to 4 lanes; possible roundabout at College and Jolly intersection; bike lanes on both sides.	2,900,000
Lake Lansing Road	1.70	I-69 BL (Saginaw) to Marsh	I-69 BL to Lac Du Mont: widen from 2 to 3 lane; Lac Du Mont to Marsh: reduce from 4 to 3 lanes; add roundabout at Okemos-Lake Lansing intersection; bike lanes on both sides; and add a center left turn lane	3,000,000
Marsh Road	0.50	Central Park to Tihart	Widen from 4 to 5 lanes; possibly add roundabouts at Central Park, Times Square and Tihart intersections with Marsh	2,100,000
Michigan Avenue	1.00	Waverly to Lansing city limit	Reduce from 4 to 3 lanes; includes bike lanes and the creation of a center left turn lane	500,000
Okemos Road * (Township and public comment to date, has indicated preference to only provide center left turn lanes where necessary at side streets and to raise road grade and provide a larger bridge to prevent re-occurring road flooding.)	1.50	Central Park to Haslett	Left turn lanes at side streets, grade raising and larger bridge OR Widen from 2 to 4 lanes with center left turn lanes at side streets. Does not include grade raising and new bridge.	10,000,000 3,600,000
Willow Road	0.95	Waverly to Lansing city limit	Reduce from 4 to 3 lanes, includes bike lanes and the creation of a center left turn lane	500,000
Holt Road	1.25	Washington to Eifert	Widen from 2 to 4 lanes with center left turn lanes where necessary; possible roundabouts (not included in estimate)	2,500,000
Okemos Road		Hamilton Road intersection	Construct modern roundabout (1 to 2 lanes)	800,000
Cedar Street	1.00	Holt to Keller	Reduce from 4 to 3 lanes, includes bike lanes and the creation of a center left turn lane	500,000
Cedar Street	2.00	College to Hollbrook	Reconstruct to provide wider median allowing safer uni-directional turn-arounds, dependent on funding being arranged by Delhi Twp. DDA	9,000,000

ICRC Needs Your Mowing Assistance

The ICRC is requesting help from rural landowners and farmers to mow their own road frontages this year as the urban and suburban residents do for their properties. In the past the Road Commission has maintained these rural roadside areas, however considering growing budget constraints that have been affected by our struggling Michigan economy, the ICRC is trying to cut costs where possible. Residents and farmers who will maintain their own frontage will greatly assist the Road Commission in saving scarce revenue on mowing costs. This will also allow the Road Commission to devote more funds and labor to the maintenance of our county roads.

We also request that farmers keep some vegetative buffer between tilled crop areas and the roadside. This helps reduce erosion, snow drifting, and drainage problems due to disturbance of road ditches by tilling. These practices will benefit both the landowner and road users while saving costs. The ICRC greatly appreciates your cooperation.

New Chair, Vice Chair, and New Members of the Board

As 2009 brought an end to the old year, ICRC also wished former Chair, Larry R. Smith, farewell. After serving on the ICRC Board for the past 12 years, 2008 brought an end to his second term. The ICRC thanks and congratulates the former Chair for providing many years of appreciated service to Ingham County.

Joe Guenther of Mason has been elected to serve as the new Chair of the Board of Road Commissioners. Mr. Guenther previously served as the Financial Secretary/Treasurer for Laborers' Local 998. He was a member of the Ingham County Economic Development Corporation for 11 years and Chair of the Board for 9 of those years. "I am looking forward to working with my new colleagues to try to make Ingham County roads the best in the state," said Mr. Guenther.

Elected to serve as the Vice Chair of the Board of Road Commissioners is Shirley M. Rodgers of Lansing. Ms. Rodgers is retired from the Lansing School District. She currently serves on the Tri-County Regional Planning Commission and also the City of Lansing's Public Service Board. "Our roads are a welcome mat to each one of our communities and how we maintain and care for them says a lot about us. I look forward to making them as safe and smooth as possible for all of us. I have to drive on them, too."

This year also brought more changes to the Road Commission Board as a result of the Board of Ingham County Commissioners expanding the Road Commission Board from three to five members. Consequently, the ICRC welcomes Jim Dravenstatt-Moceri, Norman Gear, and Tom Mitchell to the Board.

"Residents and Farmers who will maintain their own frontage will greatly assist the Road Commission in saving on mowing cost. This will also allow the Road Commission to devote more funds and labor to the maintenance of our county roads. The ICRC greatly appreciates your cooperation."

Jim Dravenstatt-Moceri is a Field Service Leader at the Lansing Board of Water and Light and also an Assistant Business Manager of International Brotherhood of Electrical Workers. In addition, he also serves as an Executive Board member of the Greater Lansing Labor Council. Mr. Dravenstatt-Moceri and his wife, Karen, have been married 17 years and have two children, daughter Wendy and son Michael, and a granddaughter Andie. "I am proud to serve the citizens of Ingham County," said Mr. Dravenstatt-Moceri, "My goal is to make sure the roads in Ingham County are safe, and that all future construction and maintenance is done in accordance with our standards." He added that he looks forward to the challenges ahead, especially during these tough economic times.

Norman Gear is the Principal of Gardner Middle School in the Lansing School District. He and his wife, Carmen, have been married for 32 years and have a daughter in her second year at the University of Michigan. Mr. Gear enjoys hunting and fishing when he can find time. "My focus will be on making sure we have safe and well maintained roads in Ingham County. I support the Commission in providing for the needs of the citizens who live in Ingham County," said Mr. Gear. "I plan to have longevity with the Road Commission and want to be an effective leader in the road business. I encourage the citizens of Ingham County to contact me for any of their road related issues."

Tom Mitchell is the Owner/Manager of Barrett's Store for Men in Williamston. He has been a lifelong resident of the Williamston area and is a current Board member of the Williamston DDA. He was also a past member of the Ingham County Board of Commissioners and the Ingham County Fair Board. Mr. Mitchell and his wife, Shirley, have been married for 34 years and have three adult daughters; two currently live in California and one lives in Lake Orion, Michigan. "I am looking forward to meeting the challenges of providing a safe and effective road system for Ingham County residents during these difficult economic times, said Mr. Mitchell.

The Ingham County Board of Road Commissioners invites the public to attend their Board meetings and express any concerns with them regarding road related issues. Public Board meetings are held every other Monday at 6pm, unless the Monday falls on a recognized holiday, in which case the meeting is held on Tuesday. For a listing of Board meeting dates and access to minutes, please visit our website at www.inghamcrc.org.

ICRC's Outstanding Mechanic Staff Keeps Trucks Rolling

The Ingham County Road Commission is very proud of our extraordinary mechanic staff who have successfully handled the challenge of balancing multiple duties during this climate of budget constraints. The Road Commission mechanics were at one time a staff consisting of 11 employees with first and second shifts. The talented repair shop crew that is managed by Fleet Manager, Duane Yerks, now consists of seven personnel that work only a first shift that includes some overtime, due to vacant positions that can't be filled at this time.

These employees maintain a fleet of: 12 automobiles, 41 pickups/light duty dump trucks, 12 trailers, 7 tractors, 30 pieces of off-road equipment, 7 aerial units, 52 snow plow dump trucks and over 100 miscellaneous items.

These employees often travel to satellite garage locations and service calls on the road for equipment that has failed. In addition, they also assemble all of the new equipment.

ICRC Appoints New Operations Director

Jim Benjamin, a 22-year Road Commission veteran was appointed to the position of Operations Director on March 30 to replace the retiring Director, Jim Charles (see separate article on Mr. Charles and other recent retirements).

Jim Benjamin was born in Ingham County and worked as a farmer and construction worker before joining the ICRC in 1987. His career at the Road Commission began as a road crew worker in the Metro District. In 1988 he transferred to the maintenance shop where he worked as a mechanic for a couple of years. He later transferred to the Eastern District in 1991 as a truck driver and loader operator. In 1998 he transferred to the Western District as a heavy equipment operator. He would go on to later be promoted to the position of Assistant Supervisor for the Eastern District in 2005, and worked in that role until becoming the Director of Operations.

Jim is also married with five children (three daughters, ages 25, 20, and 18; and two sons, ages 19, and 16). The Ingham County Road Commission congratulates Jim on his promotion.



Photo of Staff in front of new tandem axle live bottom stainless steel dump truck with a mid mounted material cross conveyor being assembled. Pictured left to right: Rob Hahn, Clare Piepkow, Jay Phelps, Jeff Switzenberg, Chuck Barrett, Don Warvel, Duane Yerks. Not pictured in this photo is Jim White.

Assembly consists of installing underbody scrapers, front snow plow hitches, dump boxes, material spreaders and all the hydraulic components with the electronic controls. This frequently involves custom fabrication and alteration of the basic truck as purchased.

The ICRC would like to extend special recognition to Duane Yerks and his staff for their outstanding work in servicing all of the equipment during this harsh winter. As a result of their hard work the Road Commission was able to keep our plow trucks running and our roads clear to travel.

Recent Road Commission Retirements

The Road Commission bids a very fond farewell to the following veteran staff that has retired recently, or will retire in 2009:

Jim Charles, Interim Director of Operations – Jim retires April 30th, after 32 years of service at ICRC. Jim began his career at the Road Commission in 1977 as a night shift Mechanic's Helper in the maintenance shop. Then in 1979 he transferred to join the Sign Shop crew. After several years of working in the Sign Shop he transferred to join the Purchasing Department staff in 1987. Later on in 1988 Jim went back to the Maintenance Shop and became the Shop Equipment Supervisor. After a couple of years he returned to the Sign Shop to become the Sign Shop Supervisor in 1990, and then the Sign/Signal Manager in 2006. Finally, April 29th 2008, Jim accepted the position of becoming the Interim Director of Operations until his retirement on April 30, 2009.

Abel Garza, Metro District Employee – Abel began his 34-year career at ICRC in 1974. As a devoted employee, Abel worked for many years in the Metro District, and often worked the night patrol during the winter months. Abel's last day on the job was March 20, 2009.

Brian Hansen, Sign Shop Employee – In 1981 Brian began his career being hired first as an assistant night mechanic. In the shop he worked for a number of years before he transferred to join the sign shop crew. Brian spent the remainder of his career in the Sign Shop until he retired December 19, 2008.

ICRC extends its congratulations and thanks to these extraordinary employees. They will be greatly missed and we wish them a happy retirement!

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Norman L. Gear, Member

Thomas M. Mitchell, Member

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Managing Director

Robert H. Peterson, P.E.
Director of Engineering

James L. Charles
Interim Director of Operations (Retiring)

James M. Benjamin
(New) Director of Operations

Tina M. Henry
Director of Finance

Deborah L. Bellows
Secretary to the Board

Rahman M. Shareef
Public Relations Coordinator