

2020 Street Resurfacing Improvements

WEDNESDAY, JANUARY 15, 2020

TRANSPORTATION COMMISSION

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Background & Overview

Goals & Objectives: Resurfacing improvements are intended to return the condition of pavements to a good or very good condition while also enhancing the functionality and safety for both motorized and non-motorized users.

Typically these improvements:

- Are identified through a planning process utilizing the City's Pavement Asset Management data, and programmed for funding and construction through the Capital Improvement Plan (CIP) process.
- May be non-structural (preservation) or structural (restoration/rehabilitation) in nature.
- Are contained within the existing footprint of the roadway, and involve very little, if any, geometric changes.
- Require very little, if any, survey data collection.
- Are less complex and involve minimal detailed design.
- Require no additional right-of-way or easements.
- Involve the selection of candidate streets for inclusion in one of various types of annual projects (i.e., street resurfacing, street surface treatments or preventative maintenance, stand-alone, etc.)

Background & Overview

Typical considerations and opportunities examined during project planning:

- Method(s) required to structurally rehabilitate or restore the pavement condition, or preserve the condition, which will ultimately extend the service life of the street or roadway.
- Feasibility to incorporate improvements identified in the City's Non-motorized Transportation Plan.
- Feasibility to incorporate stormwater management improvements, and other necessary drainage improvements.
- Necessary improvements to achieve compliance with current American's with Disabilities Act (ADA) standards.
- Feasible and/or necessary safety improvements.

Background & Overview

Typical pavement preservation, restoration, and rehabilitation methods:

Preservation (non-structural)

- Surface treatment/seal (micro-surface or cape seal).
- Thin overlay (no removal of the existing pavement) or thin mill & fill.
- Localized and minimal pavement repairs involving partial depth removal and replacement combined with an surface treatment/seal, thin overlay, or thin mill and fill.

Restoration (structural)

- Localized and more significant pavement repairs involving partial/full depth removal and replacement combined with a thicker overlay, or mill and overlay.
- Partial depth pavement removal and replacement (mill and overlay).

Rehabilitation (structural)

- Full depth pavement removal and replacement with base repairs, as required.
- Pavement pulverization, re-grading, and overlay.

Background & Overview

Typical Non-motorized Transportation Plan near-term improvements:

- Bike lanes.
- Narrower traffic lanes.
- Reconfiguration of traffic lanes (elimination of on-street parking, 4-to-3 or 3-to-2 lane conversions).
- Mid-block crossings.
- Addition of sidewalks or asphalt paths.

Background & Overview

Typical drainage and stormwater management improvements:

- Removal and replacement of concrete curb and gutter.
- Removal and replacement of stormwater curb inlets.
- Changing the pavement cross slope(s).
- Infiltration basins.
- Oversized storm sewer pipes and drainage control structures.

Background & Overview

Typical ADA improvements:

- Removal and replacement of concrete sidewalk and sidewalk ramps.
- Addition of small/missing segments of concrete sidewalk and sidewalk ramps.
- Sidewalk and sidewalk ramp repairs.

Background & Overview

Typical safety improvements:

- Shortened crosswalks using curb bump-outs at intersections and mid-block crossings.
- Enhanced pavement markings and traffic signing to provide better visibility and guidance for users.

2020 Major Street Project Locations with Proposed Non-Motorized Improvements

- Plymouth Road (Murfin Ave to Nixon Rd) - Restoration
- Boardwalk Drive (E Eisenhower Pkwy to Northerly Cul-de-sac) – Rehabilitation
- Granger Avenue (S State St to Packard St) – Rehabilitation
- S Main Street Shared Use Asphalt Path - Restoration
- W Oakbrook Drive Shared Use Asphalt Path – Rehabilitation
- E Stadium Boulevard (S Industrial Hwy to Packard St) - Preservation

Plymouth Road (Murfin Ave to Nixon Rd)

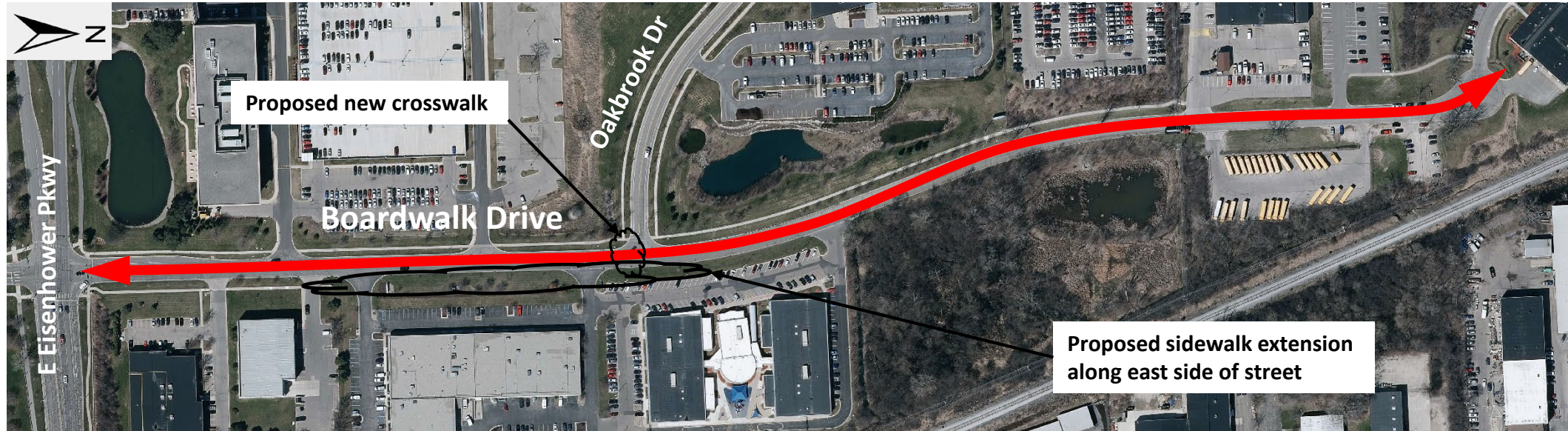
 Project Extents



Proposed Restoration Work Activities:
Mill and overlay to remove and replace the upper portion (2.5 inches) of existing asphalt pavement; minor removal and replacement of concrete curb and gutter segments and driveway openings, as required; remove and replace non-compliant (ADA) sidewalk ramps; placement of new pavement markings; new and replacement traffic signing; and restoration of any areas disturbed by construction.

Boardwalk Drive (Eisenhower Pkwy to Northerly End)

↔ Project Extents



Proposed Rehabilitation Work Activities: Full depth removal and replacement of the existing asphalt pavement; removal and replacement of drainage inlets, segments of concrete curb and gutter, driveway approaches, and non-compliant (ADA) sidewalk ramps, all as required; construction of new concrete sidewalk; placement new pavement markings; new and replacement traffic signing; and restoration of any lawn and turf areas disturbed by construction.

Granger Avenue (State St to Packard St)

↔ Project Extents



Proposed Rehabilitation Work Activities: Full depth removal and replacement of the existing asphalt pavement and underlying concrete base; removal and replacement of drainage inlets, segments of concrete curb and gutter, driveway approaches, and non-compliant (ADA) sidewalk ramps, all as required; placement of new pavement markings; new and replacement traffic signing; and restoration of any lawn and turf areas disturbed by construction.

Granger Avenue (S State St to Packard St)

Proposed non-motorized/safety opportunities:

- Advisory bike lanes in both the eastbound and westbound directions along the street
- Bump outs and new/modified crosswalks at minor intersecting streets

Existing Street Configuration



Proposed Street Configuration



S Main Street (E Eisenhower Pkwy to Ann Arbor-Saline Rd) Shared Use Asphalt Path

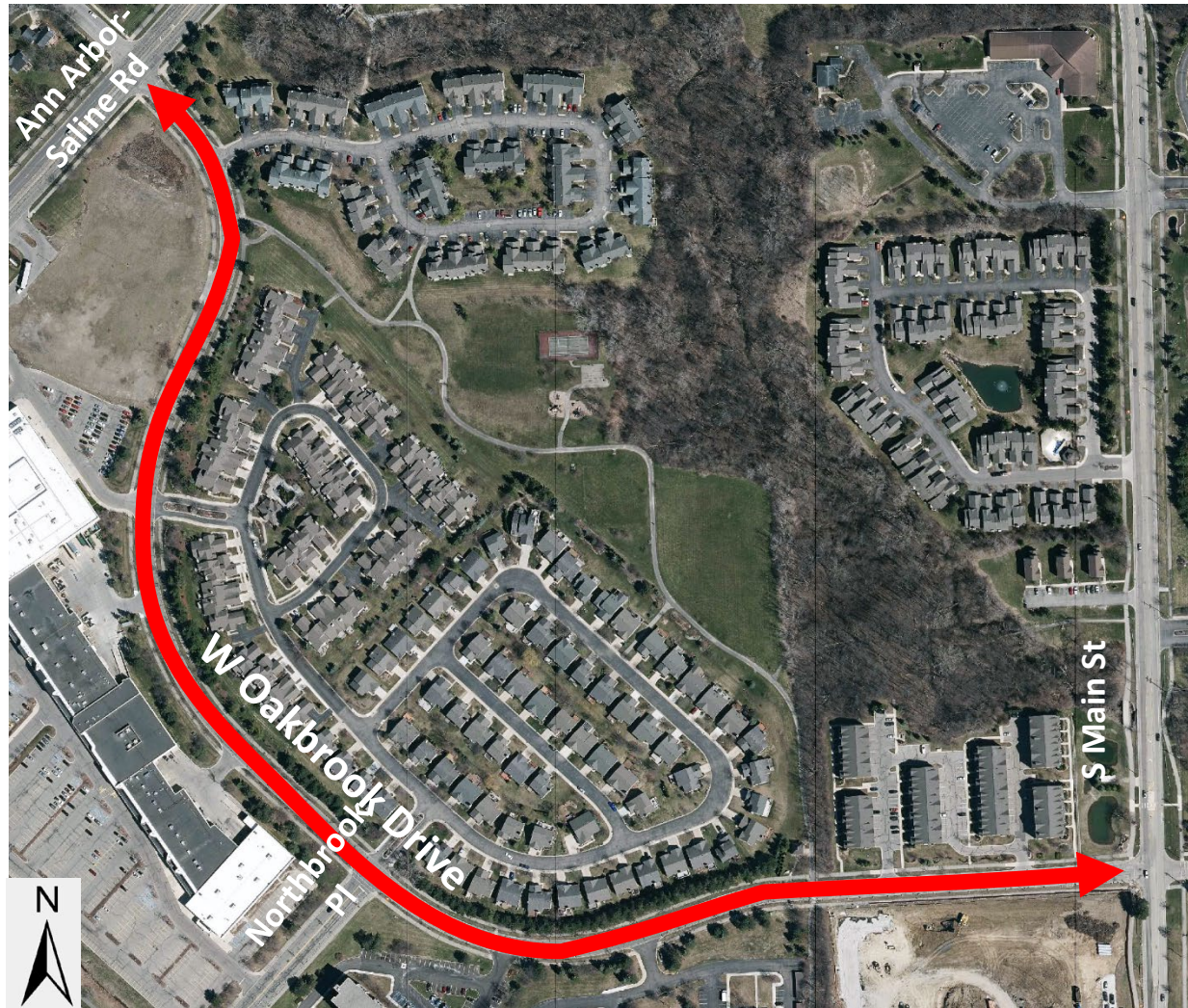
↔ Project Extents



Proposed Restoration Work Activities: Full depth removal and asphalt patching to address areas of deteriorated pavement on paths along both sides of roadway; concrete sidewalk and sidewalk ramp removal and replacement, as required; placement of a new asphalt overlay over the entire length of paths; and restoration of any lawn and turf areas disturbed by construction.

W Oakbrook Drive (Ann Arbor-Saline Rd to S Main St) Shared Use Asphalt Path

↔ Project Extents

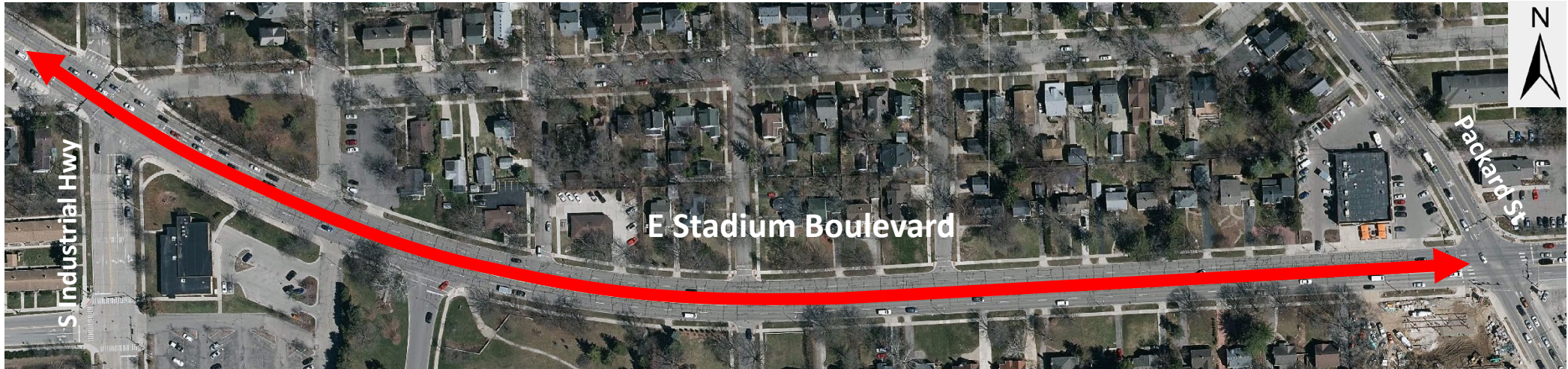


Proposed Rehabilitation Work Activities:

Crush and shape existing asphalt paths along both sides of roadway; perform base repairs, as required; concrete sidewalk and sidewalk ramp removal and replacement, as required; placement of a new asphalt surface over the entire lengths of paths; and restoration of any lawn and turf areas disturbed by construction.

E Stadium Boulevard (S Industrial Hwy to Packard St)

↔ Project Extents



Proposed Preservation Work Activities: Partial depth asphalt patching and crack/joint filling to address areas of deteriorated pavement, both as required; placement of a cape seal (micro-surfacing treatment over a chip seal); placement of new pavement markings; and the installation of new and replacement traffic signs.

E Stadium Boulevard (S Industrial Hwy to Packard St)

Proposed near-term opportunities identified in the City's Non-motorized Transportation Plan:

- Bike lanes in the eastbound and westbound direction.
- Narrower traffic lanes

Existing Lane Configuration



Proposed Lane Configuration



Next Steps

- Finalize designs: January & February 2020.
- Prepare final specifications and cost estimates: February 2020.
- Prepare final bid package for advertisement: February 2020.
- Project bid letting: March 2020.
- Construction: May – October 2020

Questions?
