

**City of Ann Arbor, Michigan
FY2008-2013 Capital Improvements Plan
Transportation – New Street Development**

New Street Development

Replacement of unimproved streets or construction of new streets

CAPITAL PROGRAM SUMMARY

The Public Services Area's New Street Development program was created to pave existing unimproved (i.e. gravel surface) streets and construct new streets. These projects typically include new pavement, curbs and gutters, sidewalks, and upgraded sewer and water facilities. Unimproved streets are those without curbs and gutters or an asphalt or concrete pavement surface. There are approximately 15 miles of gravel roads remaining in the city. The benefits of the program include enhancement of the appearance of neighborhoods, improved drainage, improved circulation and route continuity, and the elimination of the need for constant maintenance of unimproved streets.

NEEDS ASSESSMENT AND EVALUATION

The pavement program is based on a property owner petition process. Locations are identified from petitions submitted to the Public Services Area by a majority (over 50%) of the property owners on a block. City Council determines which streets will be improved in the order in which petitions are received. Property owners are assessed a portion of the total cost of the project. Streets are constructed upon the availability of funding and completion of engineering plans.

New street construction is determined by the recommendations of the City master plans, including the Transportation Plan Update. Street construction projects included in the City's CIP are also identified through the regional transportation planning process, coordinated by the Washtenaw Area Transportation Study (WATS) for the Washtenaw County component. Every five years, WATS works with member communities to analyze projected transportation needs and identify projects to address these needs. The 2030 Long-Range Transportation Plan Update for Washtenaw County, adopted in June 2004, contains a list of such projects. The Transportation Improvement Program for Washtenaw County (TIP) is a capital planning document containing various transportation projects from the Long-Range Plan that are proposed to be initiated in the next three years. Projects must be identified in the TIP if they are to receive federal funding.

PROJECT SELECTION CRITERIA

- Property owner requests
- Operational efficiency and street system
- Transportation Plan Update (1990)
- 2030 Long Range Transportation Plan Update for Washtenaw County (2004)
- FY2006-2008 Transportation Improvement Plan for Washtenaw County (2006)

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PROJECT NAME: Oakbrook Drive Extension (west of State Street)

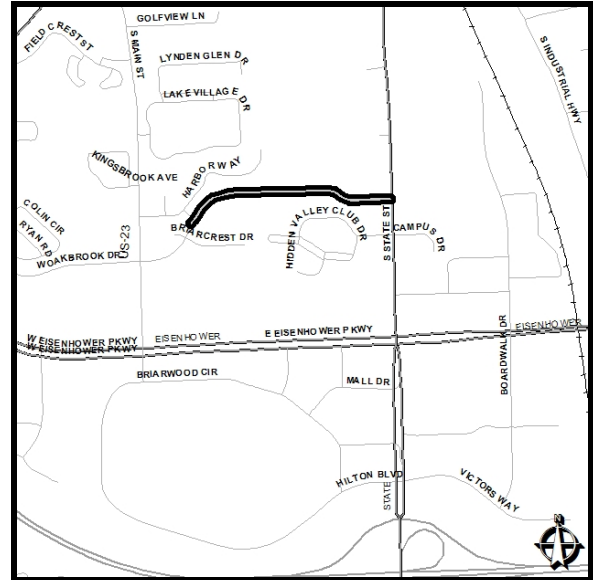
PROJECT ID: TR-NS-95-01
PROJECT TYPE: New Construction
SUBMITTED BY: PUBLIC SERVICES
 SYSTEM PLANNING

PLANNING AREA: South
PRIORITY: Important
TOTAL COST: \$2,000,000
YEARS IN CIP: 13

DESCRIPTION:

Construction a new street extension, including pavement, curb & gutter, sidewalk, and storm sewer.

LOCATION MAP:



PROJECT JUSTIFICATION:

Value indicates the degree to which the project will impact the below items:

-1 = Negative Impact; 0 = No Impact; 1 = Minimal Positive Impact;
 2 = Some Positive Impact; 3 = Positive Impact; 4 = High Positive Impact

- 1 Protects health, safety, lives of citizens
- 0 Meets new, or maintains existing, regulatory compliance
- 1 Provides a net savings in operations and/or maintenance costs
- 1 Enhances social, cultural, recreational or aesthetic opportunities
- 2 Improves customer service, convenience for citizens
- 1 Maintains or improves existing infrastructure, facilities [Expansion = (-1)]
- 1 Reduces energy consumption, impacts on the environment

3 TOTAL SCORE

BENEFICIAL IMPACTS:

Traffic will be reduced on Eisenhower, the only other east-west option in this area and provide access to U-M planned facilities.

MASTER PLAN REFERENCE: Ann Arbor Transportation Plan Update (1990)
 2002-2004 Transportation Improvement Program for Washtenaw County (2001)
 2025 Long Range Transportation Plan Update for Washtenaw County (2000)

STUDY REFERENCE:
POLICY/OTHER REFERENCE:

SCHEDULE:

	Start	End
Study:		
Design/Acquisition:	7/1/2010	3/1/2011
Construction:	7/1/2011	11/1/2011

SCHEDULE JUSTIFICATION:

As a special assessment project and involve the University of Michigan, time is necessary to prepare for the project. Also, this project is being delayed to allow upcoming City-wide Transportation Plan Update to confirm need of this road extension.

Rev	Revenue Source Name	Prior Years	Funding (in thousands) *							Total
			FY08	FY09	FY10	FY11	FY12	FY13	Beyond FY13	
6907	BOND/NOTE PROCEEDS	\$0	\$0	\$0	\$0	\$175	\$492	\$0	\$0	\$667
6988	DEVELOPER CONTRIBUTIONS	\$0	\$0	\$0	\$0	\$0	\$667	\$0	\$0	\$667
1626	SPECIAL ASSESS-ROAD IMPR	\$0	\$0	\$0	\$0	\$0	\$667	\$0	\$0	\$667
		\$0	\$0	\$0	\$0	\$175	\$1,825	\$0	\$0	\$2,000