



**CITY OF YPSILANTI
REGULAR COUNCIL MEETING
Tuesday, March 18, 2025 @ 7:00 PM
Council Chambers
One South Huron, Ypsilanti, MI 48197**
[Launch Meeting - Zoom](#)

I. CALL TO ORDER

II. ROLL CALL

III. A MOMENT TO CENTER AND FOCUS

IV. AGENDA APPROVAL

V. PUBLIC COMMENT - 45 MINUTES TOTAL (3 MINUTES/EACH SPEAKER)

VI. PRESENTATIONS

- A. Roads Presentation

VII. ORDINANCES FIRST READING

- A. Ordinance No. 1443 - An Ordinance to Amend Chapter 71, Entitled "Administrative Hearings Bureau" of the Code of Ordinances by Amending Article II, Section 71-33 "Administrative Hearings Officer - Powers and Duties", Section 71-34 "Administrative Hearings Officer - Training Requirements", and Section 71-43 "Violations of Orders and Failure to Pay Civil Fine and Costs" to Update to be in Compliance With State Law. Public Hearing Resolution No. 2025-047, close the public hearing. Resolution No. 2025-046, determination.

VIII. RESOLUTIONS/MOTIONS/DISCUSSIONS

- A. Resolution No. 2025-048 Approving the minutes of the regular Council meeting of March 4, 2025.
- B. Resolution No. 2025-049 Appointing Residents to Boards and Commissions.
- C. Resolution No. 2025-050 Approving the Prospect Street Bridge Replacement Study, with a cost not to exceed \$41,000, which shall be expended from the major streets fund, and that the Mayor and City Clerk be authorized to sign this proposal and the City Manager be authorized to sign any change orders, all subject to review and approval by the City Attorney.
- D. Resolution No. 2025-051 Authorizing to decertify the entirety of Green Road, to comply with Act 51.

- E. Resolution No. 2025-052 Authorizing to certify Green Road, to comply with Act 51.

IX. BOARD AND COMMISSION - LIAISON REPORTS

- A. Police Advisory Commission
- B. Human Relations Commission
- C. Parks and Arts Commission
- D. Sustainability Commission
- E. Historic District Commission
- F. Planning Commission
- G. Zoning Board of Appeals

X. LIAISON REPORTS

- A. SEMCOG Update
- B. Washtenaw Area Transportation Study
- C. Urban County
- D. Ypsilanti Downtown Development Authority
- E. Friends of Rutherford Pool

XI. COUNCIL PROPOSED BUSINESS

XII. COMMUNICATIONS FROM THE MAYOR

XIII. COMMUNICATIONS FROM THE CITY MANAGER

XIV. COMMUNICATIONS

XV. PUBLIC COMMENT - CONTINUED (3 MINUTES/EACH SPEAKER)

XVI. REMARKS FROM THE MAYOR

XVII. ADJOURNMENT

- A. Resolution No. 2025-, adjourning the City Council Meeting.
- B. Please click [here](#) to access the City Council Contact Form. This form can be used to submit any comments/concerns you might have about this agenda.

City of Ypsilanti

2024 Transportation Asset Management Plan



A plan describing the City of Ypsilanti's road, bridge and pedestrian assets & conditions

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EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, roads are among the most important assets in any community along with other assets like bridges, culverts, traffic signs, traffic signals, and utilities that support and affect roads. The City of Ypsilanti's (Ypsilanti) roads, other transportation assets, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining roads, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road network in an efficient and effective manner. This asset management plan is intended to report on how Ypsilanti is meeting its obligations to maintain the public assets for which it is responsible.

This plan overviews Ypsilanti's road assets and condition, and explains how Ypsilanti works to maintain and improve the overall condition of those assets. An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of City of Ypsilanti's obligations towards meeting these requirements. This plan and its supporting documents are intended to be much more than a fulfillment of required reporting. This asset management plan helps to demonstrate Ypsilanti's responsible use of public funds by providing elected and appointed officials as well as the general public with the inventory and condition information of City of Ypsilanti's assets, and it gives taxpayers the information they need to make informed decisions about investing in Ypsilanti's essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”. In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). Ypsilanti is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The City of Ypsilanti (Ypsilanti) has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users’ expectations. Ypsilanti is responsible for maintaining and operating over 72.805 centerline of roads (166.775 lane miles).

This plan outlines how Ypsilanti determines its strategy to maintain and upgrade road asset condition given agency goals, priorities of its road users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Bonnie Wessler at 1 South Huron Street, Ypsilanti, MI 48197 or at 734-483-1421 and/or wesslerb@cityofypsilanti.com.



1. PAVEMENT ASSETS

Building a mile of new road can cost over \$1 million due to the large volume of materials and equipment that are necessary. The high cost of constructing road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. The specific needs of every mile of road within an agency's overall road network is a complex assessment, especially when considering rapidly changing conditions and the varying requisites of road users; understanding each road-mile's needs is an essential duty of the road-owning agency. Costs for pavement construction also include storm water, ADA Ramps and other utilities that may be impacted by the roadway construction.

In Michigan, many different governmental units (or agencies) own and maintain roads, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, [patching] repairs, traffic control, safety, and winter maintenance for any given road. MDOT is responsible for state trunkline roads, which are typically named with "M", "I", or "US" designations regardless of their geographic location in Michigan. Cities and villages are typically responsible for all public roads within their geographic boundary with the exception of the previously mentioned state trunkline roads managed by MDOT. County road commissions (or departments) are typically responsible for all public roads within the county's geographic boundary, with the exception of those managed by cities, villages, and MDOT.

In cases where non-trunkline roads fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Quite frequently, roads owned by one agency may be maintained by another agency because of geographic features that make it more cost effective for a neighboring agency to maintain the road instead of the actual road owner. Other times, road-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and take advantage of those efficiencies.

The Ypsilanti is responsible for a total of 72.805 centerline of public roads, as shown in Figure 1. 4

Inventory of Assets



Figure 1: Map showing location of Ypsilanti's paved roads (i.e., those managed by Ypsilanti) and their current condition for paved roads with green for good (i.e., PASER 10, 9, 8), yellow for fair (i.e., PASER 7, 6, 5), and red for poor (i.e., PASER 4, 3, 2, 1), as well as the location of Ypsilanti's unrated roads in grey

Michigan Public Act 51 of 1951 (PA 51), which defines how funds from the Michigan Transportation Fund (MTF) are distributed to and spent by road-owning agencies, classifies roads owned by Ypsilanti as either city major or city local roads. State statute prioritizes expenditures on the city major road network.

Figure 2 illustrates the percentage of roads owned by Ypsilanti that are classified as city major and city local roads.

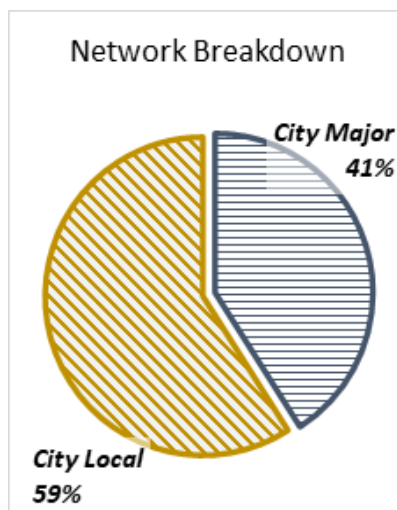


Figure 2: Percentage of city major and city local roads for Ypsilanti.

Ypsilanti manages 1.651 miles of roads that are part of the National Highway System (NHS)—in other words, those roads that are critical to the nation’s economy, defense, and mobility—and monitors and maintains their condition. The NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. While most NHS roads in Michigan are managed by MDOT, Ypsilanti manages a percentage of those roads (W. Cross Street, Washtenaw Road, S. Huron Street, S. Hamilton Street, and W. & E. Michigan Avenue) located in its jurisdiction, as shown in Figure 3.

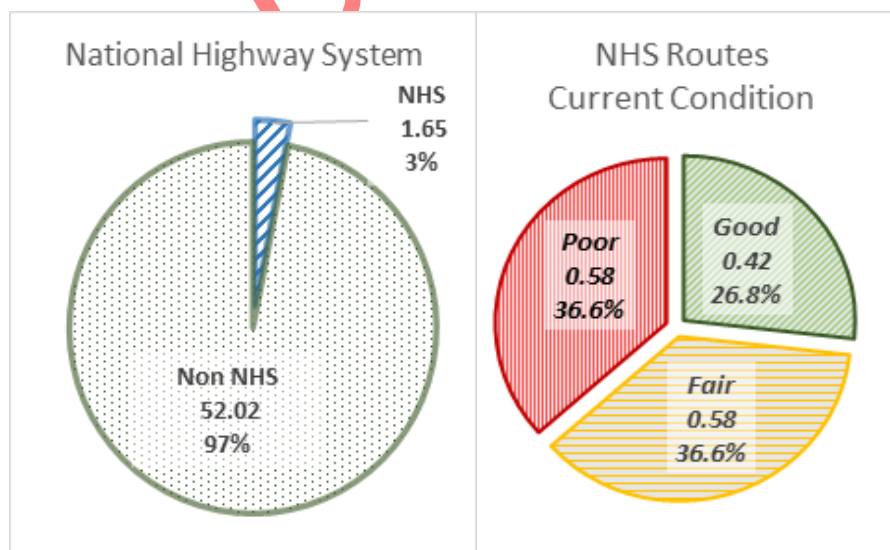


Figure 3: Miles of roads managed by Ypsilanti that are part of the National Highway System and condition.

Ypsilanti also owns and manages 0.138 miles of unpaved roads.

Types

Ypsilanti has multiple types of pavements in its jurisdiction, including: asphalt, concrete, and undefined; it also has unpaved roads (i.e., gravel and/or earth). Factors influencing pavement type include cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life, and road user experience. More information on pavement types is available in the Introduction's Pavement Primer.

Figure 4 illustrates the percentage of various pavement types that Ypsilanti has in its network.

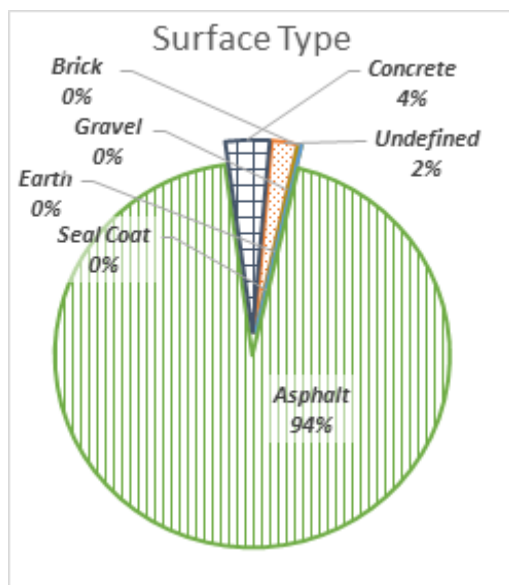


Figure 4: Pavement type by percentage maintained by Ypsilanti

Conditions, Goals, & Trends

Paved Roads

Ypsilanti is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. Ypsilanti uses the Pavement Surface Evaluation and Rating (PASER) system, which has been adopted by the TAMC for measuring statewide pavement conditions, to assess its paved roads. The PASER system provides a simple, efficient, and consistent method for evaluating road condition through visual inspection.

Ypsilanti collects 100 percent of its PASER data every two years on all federal-aid-eligible roads in Michigan. In addition, Ypsilanti collects 100 percent of its paved non-federal-aid-eligible network using its own staff and resources.

Ypsilanti's 2023 paved city major road network has 9 percent of roads in the TAMC good condition category, 41 percent in fair, and 50 percent in poor (Figure 5A, next page). The paved city local road network has 2 percent in good, 44 percent in fair, and 54 percent in poor (Figure 5B, next page).

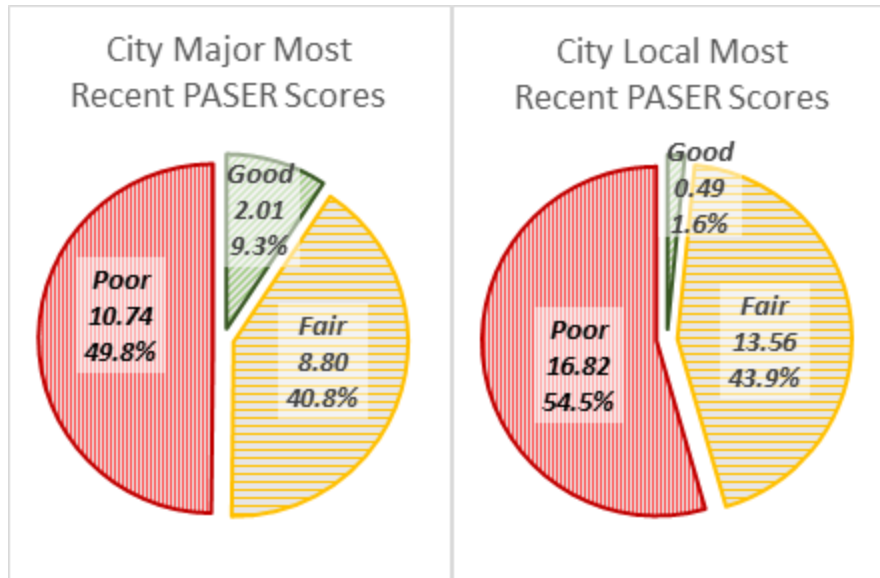


Figure 5: (A) Left: Ypsilanti paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city local road network conditions by percentage of good, fair, or poor

Figure 6 and Figure 7 show the number of miles for Ypsilanti's roads with PASER scores expressed in TAMC definition categories for the paved city major road network (Figure 6) and the paved city local road network (Figure 7). Ypsilanti considers road miles on the transition line between good and fair (PASER 8) and the transition line between fair and poor (PASER 5) as representing parts of the road network where there is a risk of losing the opportunity to apply effectively less expensive treatments that gain significant improvements in service life. Reference **Appendix A: Pavement Asset Management Plan Supplement** for additional information on preventative maintenance treatments.

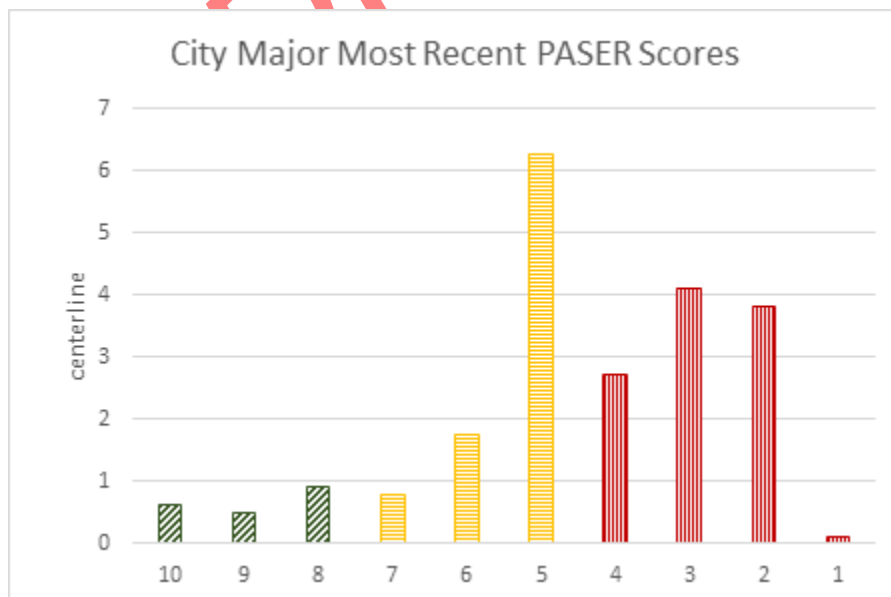


Figure 6: Ypsilanti paved city major road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations.

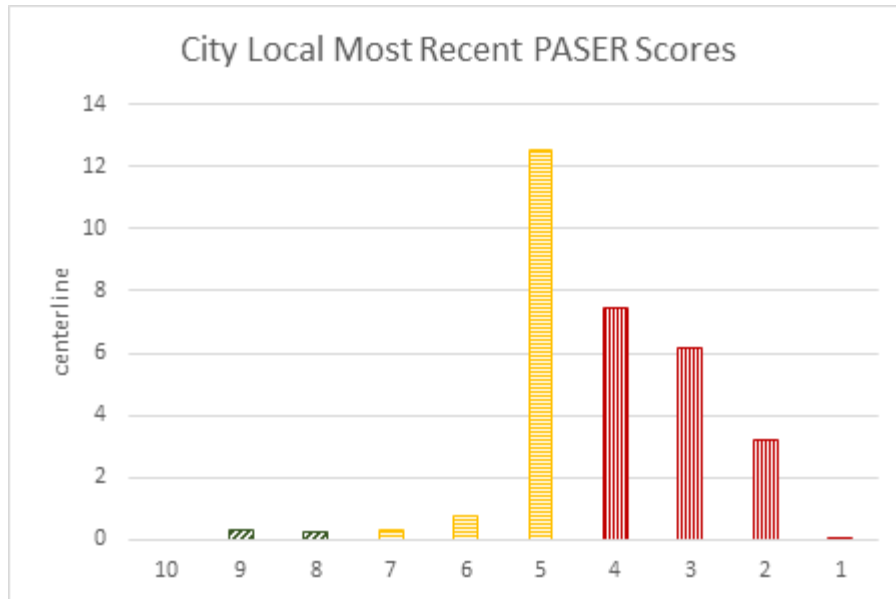


Figure 7: Ypsilanti paved city local network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations.

Comparing Ypsilanti's paved city local road condition trends illustrated in Figure 8 with overall statewide condition trends for all paved city local roads illustrated in Figure 9 indicates a fairly consistent condition of the roadways in the past few years. The year-to-year variation in the paved city local road network is likely due to the fact that only a portion of the network is collected each year, both locally and statewide. This variation is likely a result of reporting bias since a representative sample of roads is not collected each year.

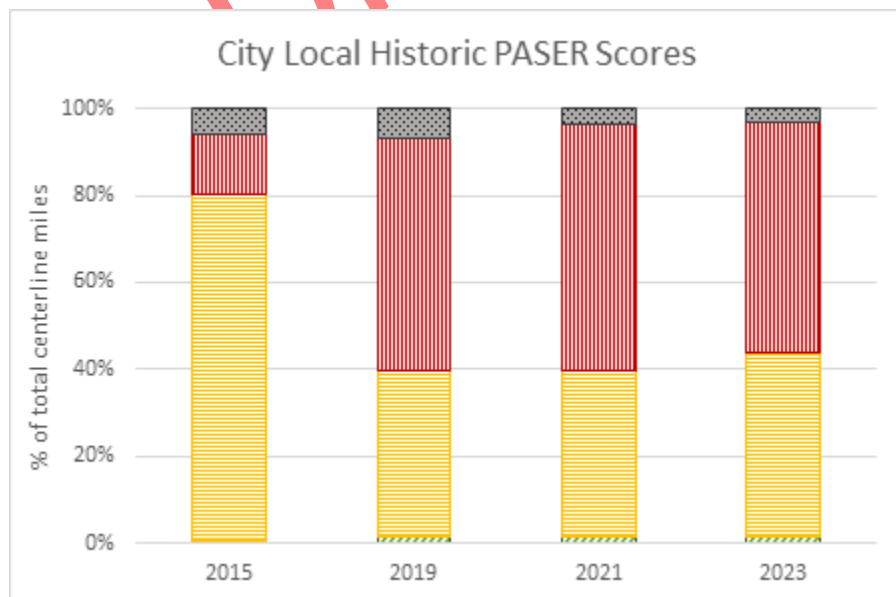


Figure 8: Historical Ypsilanti paved city local road network condition trend

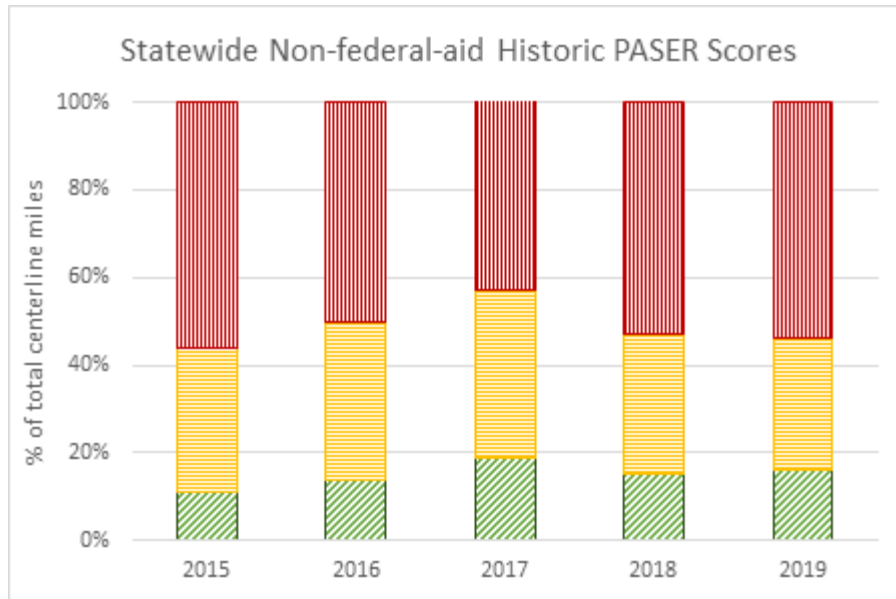


Figure 9: Historical statewide paved city local road network condition trend

Goals

Goals help set expectations to how pavement conditions will change in the future. Pavement condition changes are influenced by water infiltration, soil conditions, sunlight exposure, traffic loading, and repair work performed. Ypsilanti is not able to control any of these factors fully due to seasonal weather changes, traffic pattern changes, and its limited budget. In spite of the uncontrollable variables, it is still important to set realistic network condition goals that efficiently use budget resources to build and maintain roads meeting taxpayer expectations.

A summary of Ypsilanti historical and current network conditions, projected trends, and goals for city major network and city local network can be seen in the two figures, below:

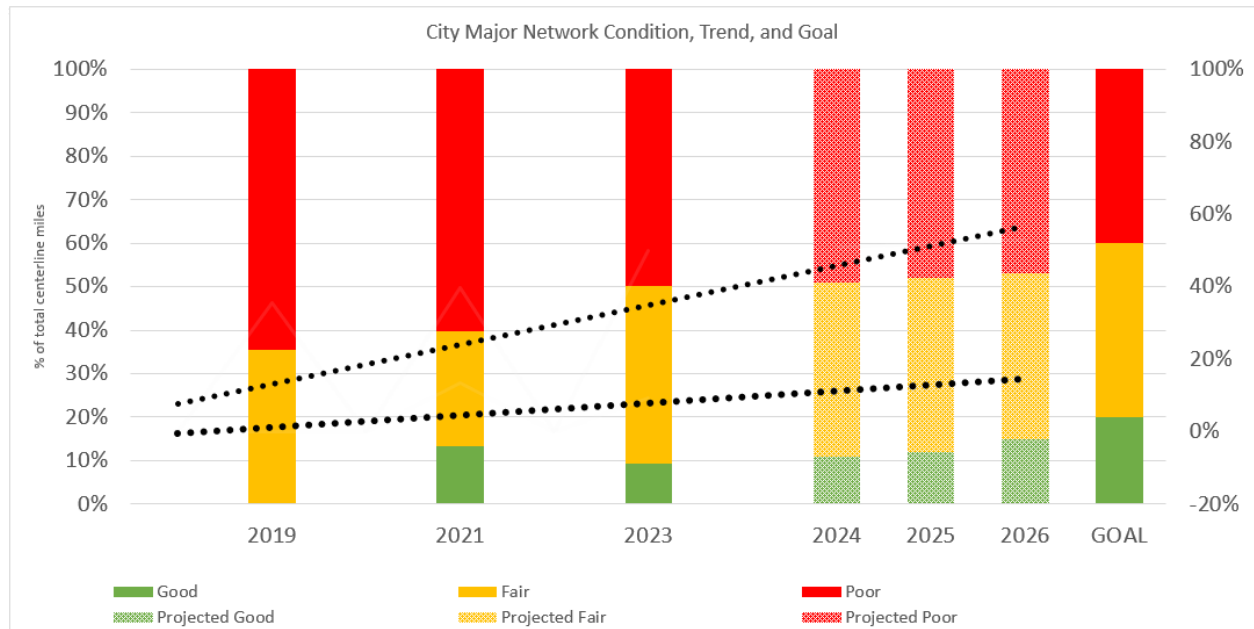


Figure 10: City Major Network Condition, Trend and Goal

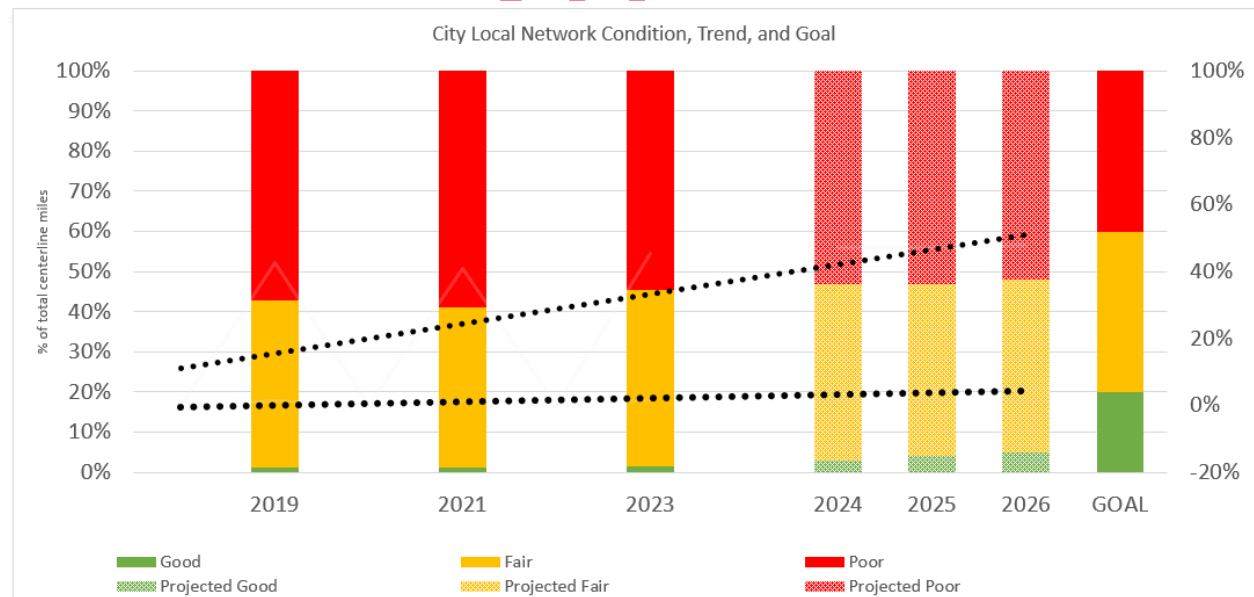


Figure 11 City Local Network Condition, Trend and Goal

Modelled Trends, Gap Analysis, & Planned Projects

Roads age and deteriorate just like any other asset. All pavements are damaged by water, traffic weight, freeze/thaw cycles, sunlight, and traffic weight. To offset natural deterioration and normal wear-and-tear on the road, Ypsilanti must complete treatment projects that either protect and/or add life to its pavements. The year-end condition of the whole network depends upon changes or preservation of individual road section condition that preservation treatments have affected. Ypsilanti uses many types of repair treatments for its roads, each selected to balance costs, benefits, and road life expectancy.

Table 1: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for Ypsilanti's Road Assets			
Pavement Condition Forecast			
Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Asphalt: Mill & Overlay	1	20	3, 4-9
Asphalt: Pulverize & Overlay	1	20	3, 4-9
Concrete: Reconstruction	0	30	1, 2, 3-10
Concrete: Full Depth/Slab Replacement	0.5	25	1, 2, 3-10

The NCPP analysis of Ypsilanti's planned projects from the currently-available budget does allow the City to head in the direction of its pavement condition goal given the projects planned for the city major and city minor networks over the next three years.

Unpaved Road Condition Trends

The City of Ypsilanti currently has 0.138 miles of unpaved roads (Merritt Road). The City will continue to provide grading and adding any additional aggregate to maintain the gravel road.

Planned Projects

Ypsilanti plans construction and maintenance projects several years in advance. A multi-year planning threshold is required due to the time necessary to plan, design, and finance construction and maintenance projects on the paved city major road network. This includes planning and programming requirements from state and federal agencies that must be met prior to starting a project and can include studies on environmental and archeological impacts, review of construction and design documents and plans, documentation of rights-of-way ownership, planning and permitting for storm water discharges, and other regulatory and administrative requirements.

Per PA 499 of 2002 (later amended by PA 199 of 2007), road projects for the upcoming three years are required to be reported annually to the TAMC. Planned projects represent the best estimate of future activity; however, changes in design, funding, and permitting may require Ypsilanti to alter initial plans. Project planning information is used to predict the future condition of the road networks that Ypsilanti maintains.

The City of Ypsilanti plans to expend resources on improvements as listed below for the next three years.

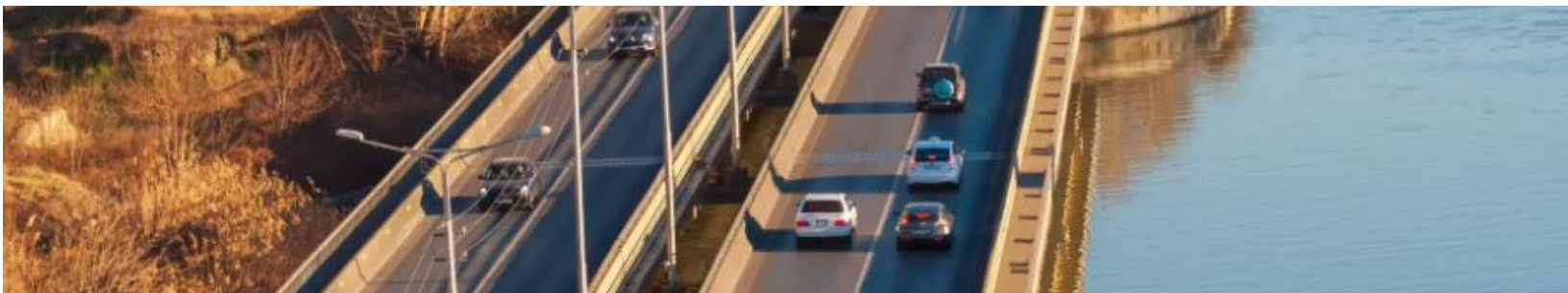
Table 2: City Planned Projects 2025-2027

Fiscal Year	Project Name	Limits	Length	Primary Work Type	Project Description	Federal Cost	Local Cost	Local Fund Source	Total Con Phase Cost
2025	Harriet	1st-Hawkins	1,260	Reconstruct	HMA reconstruction	612,000	307,000	CITY	919,000
2025	Harriet	Hawkins-Huron	981	Reconstruct	HMA reconstruction	526,000	264,000	CITY	790,000
2026	Various	Various	Various	Resurface	HMA resurface	464,000	225,000	CITY	689,000
2027	Cornell	Washtenaw-Kingwood	1,505	Reconstruct	HMA reconstruction	771,000	373,000	CITY	1,144,000
2027	Cornell	Kingwood-Huron River Dr	1,953	Reconstruct	HMA reconstruction	916,000	444,000	CITY	1,360,000

Shown in the figure below are the upcoming project planned for 2025-2027:



Figure 12 : City Planned Projects 2025-2027



2. BRIDGE ASSETS

Ypsilanti seeks to implement an asset management program for its bridge structures. The City owns and/or manages five (5) bridges. The bridges are identified by a structure number and name. The following are identifiers: Factory [Spring] Street over Huron River (Structure ID 11088; Cross Street over Huron River (Structure ID 11089); Forest Avenue over Huron River (Structure ID 11090); Leforge Street over Huron River (Structure ID 11091); and Prospect Street over Conrail (Structure ID 11092). This program balances the decision to perform reconstruction, rehabilitation, preventive maintenance, scheduled maintenance, or new construction, with Ypsilanti's bridge funding in order to maximize the useful service life and to ensure the safety of the local bridges under its jurisdiction. In other words, Ypsilanti's bridge asset management program aims to preserve and/or improve the condition of its local bridge network within the means of its financial resources.

Nonetheless, Ypsilanti recognizes that limited funds are available for improving the bridge network. Since preservation strategies like preventive maintenance are generally a more effective use of these funds than costly alternative management strategies like major rehabilitation or replacement, Ypsilanti seeks to identify those bridges that will benefit from a planned maintenance program while addressing those bridges that pose usability and/or safety concerns.

The three-fold goal of Ypsilanti's asset management program is the preservation and safety of its bridge network, increase of its bridge assets' useful service life by extending of the time that bridges remain in good and fair condition, and reduction of future maintenance costs. To quantify this goal, Ypsilanti specifically aims to have to have 80% or more of the agency's local bridges in fair to good condition and to have less than 20% classify as structurally deficient over its 10-year plan.

Thus, Ypsilanti's asset management plan objectives are:

- To establish the current condition of the county's bridges
- To develop a "mix of fixes" that will:
 - Program scheduled maintenance actions to impede deterioration of bridges in good condition
 - Implement selective corrective repairs or rehabilitation for degraded bridge elements order to restore functionality
 - Identify and program those eligible bridges in need of replacement
- To identify available funding sources, such as:
 - Dedicated City resources
 - State and Federal funding through Michigan's Local Bridge Program
 - Opportunities to obtain other funding
- To prioritize the programmed actions within available funding limitations
- To improve the condition of bridges currently rated poor (4 or lower) and/or preserve bridges currently rated fair (5 or higher) in their current condition in order to extend their useful service life].

Inventory of Assets

Ypsilanti is responsible for five (5) local bridges. Table 3 summarizes Ypsilanti's bridge assets by type, sizes by bridge type, and condition by bridge type. Additional inventory data is not presented in additional tables due to the low number of bridge assets owned by the city compared with other large municipalities. Ypsilanti prefers to manage its bridge assets on a case-by-case basis.

Types

Of the Ypsilanti's five (5) structures, all 5 are pre-stressed concrete bridges, including four (4) adjacent box beam bridges and one (1) concrete I-beam bridge.

Locations and Sizes

Figure 13 illustrates the locations of bridge assets owned by Ypsilanti. Details about the locations and sizes of each individual asset can be found in Ypsilanti's MiBRIDGE database. For more information, please refer to the agency contact listed in the *Introduction* of this bridge asset management plan.

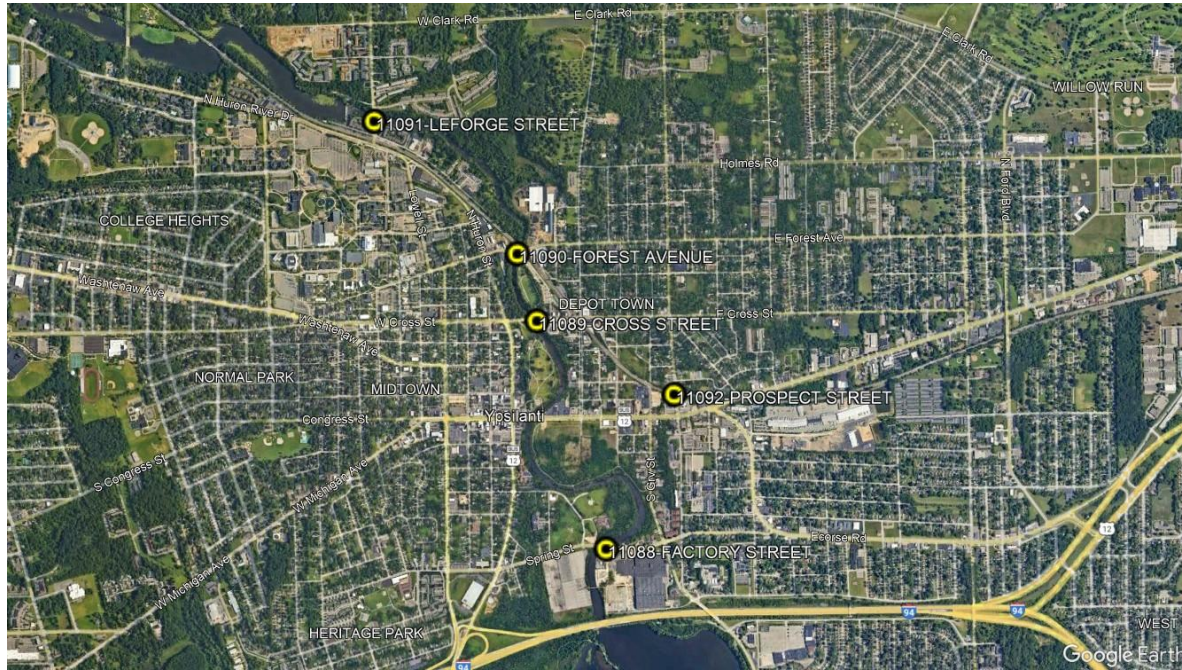


Figure 13: Map illustrating locations Ypsilanti's of bridge assets

Condition

Ypsilanti evaluates its bridges according to the National Bridge Inspection Standards rating scale, with a rating of 9 to 7 being like new to good condition, a rating of 6 and 5 being fair condition, and a rating of 4 or lower being poor or serious/critical condition. The current condition of Ypsilanti's bridge network is one (1) bridge (20%) is good, one (1) bridge (20%) is fair, and 3 bridges (60%) are poor or lower.

Another layer of classification of Ypsilanti's bridge inventory classifies 3 (60%) bridges as structurally deficient, 3 (60%) bridges as posted, and 0 (0%) bridges as closed. Structurally deficient bridges are those with a deck, superstructure, substructure, and/or culvert rated as "poor" according to the NBI rating scale, with a load-carrying capacity significantly below design standards, or with a waterway that regularly overtops the bridge during floods. Posted bridges are those that have declined in condition to a point where a restriction is necessary for what would be considered a safe vehicular or traffic load passing over the bridge; designating a bridge as "posted" has no influence on its condition rating. Closed bridges are those that are closed to all traffic; closing a bridge is contingent upon its ability to carry a set minimum live load.

Table 3: Bridge Assets by Type: Inventory, Size, and Condition								
Bridge Type	Total Number of Bridges	Total Deck Area (sq ft)	Condition: Structurally Deficient, Posted, Closed			2024 Condition		
			Struct. Defic	Posted	Closed	Poor	Fair	Good
Adjacent Box Beam	4	53613	3	3	0	3	1	0
Concrete I-Beam	1	8815	0	0	0	0	0	1
Total SD/Posted/Closed			3	3	0			
Total	5	62428				3	3	1
Percentage (%)			60%	60%	0%	60%	20%	20%

Statewide, MDOT's statistics for local agency bridges show that 14% are poor and 86% are good/fair, indicating that the Ypsilanti has a greater percentage of poor bridges compared to the statewide average for local agencies. Correspondingly, Ypsilanti has 40% of its bridges in fair/good condition versus the statewide average of 86% for local agency bridges. Statewide, 8% of local agency bridge deck area classifies as structurally deficient compared to 60% of Ypsilanti's bridge deck area.

Condition, Goals and Trends

The goal of Ypsilanti's asset management program is the preservation and safety of its bridge network; it also aims to extend the period of time that bridges remain in good and fair condition, thereby increasing their useful service life and reducing future maintenance costs.

Specifically, this goal translates into long-range goals of having 80% of its bridges rated fair/good and having less than 20% classify as structurally deficient within 10 years. These goals are juxtaposed with the historic and current condition and the projected trend in Figure 14.

Several metrics will be used to assess the effectiveness of this asset management program. Ypsilanti will monitor and report the annual change in the number of its bridges rated fair/good (5 or higher) and the annual change in the number of its bridges classified as structurally deficient.

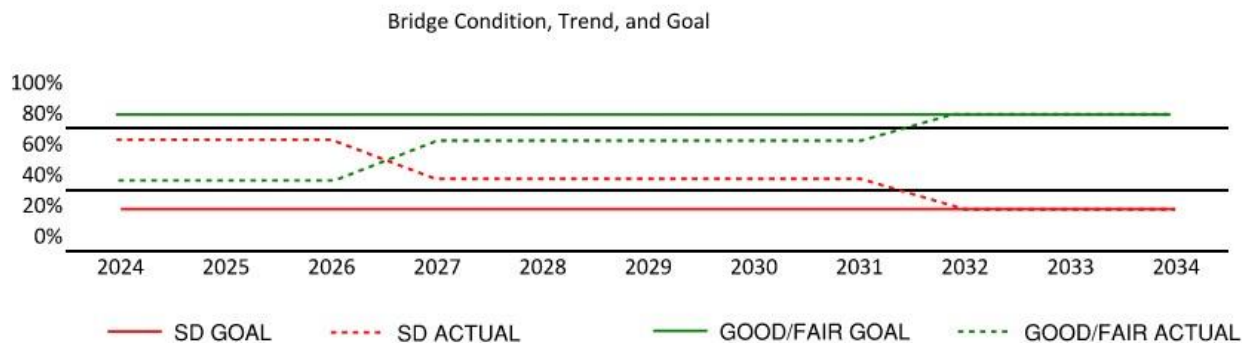


Figure 14: Progress tracking graph indicating Ypsilanti's historic and current bridge conditions, projected trends, and goals.

Based on past inspection records and condition ratings, Ypsilanti will monitor the rate of deterioration on a per bridge basis. Priorities will be set based on condition and local community needs.

Prioritization, Programmed/Funded Projects, and Planned Projects

Prioritization

Ypsilanti's asset management program aims to address the structures of critical concern by targeting elements rated as being in poor condition and to improve and maintain the overall condition of the bridge network to good or fair condition through a 'mix-of-fixes' strategy. Therefore, Ypsilanti prioritizes bridges for projects by evaluating local traffic needs, trucking needs, cost and available funding sources, and community importance. Priority will be given to bridges on a case-by-case basis to develop a long term repair and maintenance strategy.

Ypsilanti annually reviews the current condition of each of its bridges using the NBIS inspection data contained in the *MDOT Bridge Safety Inspection Report* and the inspector's work recommendations contained in MDOT's *Bridge Inspection Report*. The inspection inventory and condition data maintained in the MiBridge application online. The management and preservation actions are selected in accordance with criteria contained in the *Summary of Preservation Criteria* table (below) and adapted to Ypsilanti's specific bridge network.

Table 4: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Replacement		
Total Replacement	- NBI rating of 3 or less [1] [2] - OR Cost of rehabilitation exceeds cost of replacement [1] - OR Bridge is scour critical with no counter-measures available [1]	70 years

Table 4: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Superstructure Replacement	- NBI rating of 4 or less for the superstructure [1] [2] - OR Cost of superstructure and deck rehabilitation exceeds cost of replacement [1]	40 years ^[1]
Deck Replacement Epoxy Coated Steel Black Steel	- Use guidelines in MDOT's Bridge Deck Preservation Matrix [3] [4] - NBI rating of 4 or less for the deck surface and deck bottom [1] [2] - Deck bottom has more than 25% total area with deficiencies [1] - OR Replacement cost of deck is competitive with rehabilitation [1]	60+ years ^{[3] [4]}
Rehabilitation		
Substructure Replacement (Full or Partial)	- NBI rating of 4 or less for abutments, piers, or pier cap [1] [2] - Has open vertical cracks, signs of differential settlement, or active movement [1] - Pontis rating of 3 or 5 for more than 30 percent of the substructure [1] [5] - OR Bridge is scour critical with no counter-measures available	40 years ^[1*]
Steel Beam Repair	- More than 25% section loss in an area of the beam that affects load carrying capacity [1] - OR To correct impact damage that impairs beam strength [1]	40 years ^[1*]
Prestressed Concrete Beam Repair	- More than 5% spalling at ends of prestressed I-beams [1] - OR Impact damage that impairs beam strength or exposes prestressing strands [1]	40 years ^[1*]
Substructure Concrete Patching and Repair	- NBI rating of 5 or 4 for abutments or piers, and surface has less than 30% area spalled and delaminated [1] [2] - OR Pontis rating of 3 or 4 for the column or pile extension, pier wall, and/or abutment wall and surface has between 2% and 30% area with deficiencies [1] [5] - OR In response to inspector's work recommendation for substructure patching [1]	
Abutment Repair/Replacement	- NBI rating of 4 or less for the abutment [1] [2] - OR Has open vertical cracks, signs of differential settlement, or active movement	
Railing/Barrier Replacement	- NBI rating greater than 5 for the deck [1] [2] - NBI rating less than 5 for the railing with more than 30% total area having deficiencies [1] [2] - OR Pontis rating is 4 for railing [1] [5] - OR Safety improvement is needed [1]	
Culvert Repair/Replacement	- NBI rating of 4 or less for culvert or drainage outlet structure - OR Has open vertical cracks, signs of deformation, movement, or differential settlement	
Preventive Maintenance		
Shallow Concrete Deck Overlay	- NBI rating is 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] - NBI rating of 4 or 5 for deck bottom, and deck bottom has between 5% and 30% area with deficiencies [1] [2] - OR In response to inspector's work recommendation [1]	12 years

Table 4: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Deep Concrete Deck Overlay	- NBI rating of 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] - NBI deck bottom rating is 5 or 6, and deck bottom has less than 10% area with deficiencies [1] [2] - OR In response to inspector's work recommendation [1]	25 years
HMA Overlay with Waterproofing Membrane	- NBI rating of 5 or less for deck surface, and both deck surface and bottom have between 15% and 30% area with deficiencies [1] [2] - OR Bridge is in poor condition and will be replaced in the near future and the most cost-effective fix is HMA overlay [1]	
HMA Overlay Cap without Membrane	- Note: All HMA caps should have membranes unless scheduled for replacement within five years. - NBI rating of 3 or less for deck surface and deck bottom, and deck surface and deck bottom have more than 30% area with deficiencies. Temporary holdover to improve ride quality for a bridge in the five-year plan for rehab/replacement. [1] [2]	3 years
Concrete Deck Patching	- NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with delamination and spalling [1] [2] - OR In response to inspector's work recommendation [1]	5 years
Steel Bearing Repair/Replacement	NBI rating of 5 or more for superstructure and deck, and NBI rating 4 or less for bearing [2]	
Deck Joint Replacement	- Always include when doing deep or shallow concrete overlays [1] - NBI rating of 4 or less for joints [1] [2] - OR Joint leaking heavily [1] - OR In response to inspector's work recommendation for replacement [1]	
Pin and Hanger Replacement	- NBI rating of 4 or less for superstructure for pins and hangers [1] [2] - Pontis rating of 1, 2, or 3 for a frozen or deformed pin and hanger [1] [5] - OR Presence of excessive section loss, severe pack rust, or out-of-plane distortion [1]	15 years
Zone Repainting	- NBI rating of 5 or 4 for paint condition, and paint has 3% to 15% total area failing [1] [2] - OR During routine maintenance on beam ends or pins and hangers [1] - OR less than 15% of existing paint area has failed and remainder of paint system is in good or fair condition [1]	10 years
Complete Repainting	- NBI rating of 3 or less for paint condition [1] [2] - OR Painted steel beams that have greater than 15% of the existing paint area failing [1]	
Partial Repainting	See Zone or Spot Painting	
Channel Improvements	- Removal of vegetation, debris, or sediment from channel and banks to improve channel flow - OR in response to inspector's work recommendation	
Scour Countermeasures	Pontis scour rating of 2 or 3 and is not scheduled for replacement [1] [5]	

Table 4: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
	OR NBI comments in abutment and pier ratings indicate presence of scour holes [1] [2]	
Approach Repaving	- Approach pavement relief joints should be included in all projects that contain a significant amount of concrete roadway (in excess of 1000' adjacent to the structure). The purpose is to alleviate the effects of pavement growth that may cause distress to the structure. Signs of pavement growth include: - Abutment spalling under bearings [1] - Beam end contact [1] - Closed expansion joints and/or pin and hangers [1] - Damaged railing and deck fascia at joints [1] - Cracking in deck at reference line (45 degree angle) [1]	
Guard Rail Repair/Replacement	- Guard rail missing or damaged ^[2*] - OR Safety improvement is needed ^[2*]	
Scheduled Maintenance		
Superstructure Washing	- When salt contaminated dirt and debris collected on superstructure is causing corrosion or deterioration by trapping moisture [1] - OR Expansion or construction joints are to be replaced and the steel is not to be repainted [1] - OR Prior to a detailed replacement [1] - OR In response to inspector's work recommendation [1]	2 years
Drainage System Clean-Out/Repair	- When drainage system is clogged with debris [1] - OR Drainage elements are broken, deteriorated, or damaged [1] - OR NBI rating comments for drainage system indicate need for cleaning or repair [1] [2]	2 years
Spot Repainting	- For zinc-based paint systems only. Do not spot paint with lead-based paints. - Less than 5% of paint area has failed in isolated areas [1] - OR In response to inspector's work recommendation [1]	5 years
Slope Paving Repair	- NBI rating is 5 or less for slope protection [1] [2] - OR Slope is degraded or sloughed - OR Slope paving has significant areas of distress, failure, or has settled [1]	
Riprap Installation	To protect surface when erosion threatens the stability of side slopes of channel banks	
Vegetation Control	- When vegetation traps moisture on structural elements [1] - OR Vegetation is growing from joints or cracks [1] - OR In response to inspector's work recommendation for brush cut [1]	1 year
Debris Removal	- When vegetation, debris, or sediment accumulates on the structure or in the channel - OR In response to inspectors work recommendation	1 year
Deck Joint Repair	- Do not repair compression joint seals, assembly joint seals, steel armor expansions joints, and block out expansion joints; these should always be replaced. [1] - NBI rating is 5 for joint [1] [2]	

Table 4: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
	• OR In response to inspector's work recommendation for repair [1]	
Concrete Sealing	• Top surface of pier or abutments are below deck joints and, when contaminated with salt, salt can collect on the surface [1] • OR Surface of the concrete has heavy salt exposure. Horizontal surfaces of substructure elements are directly below expansion joints [1]	
Concrete Crack Sealing	• Concrete is in good or fair condition, and cracks extend to the depth of the steel reinforcement [1] • OR NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with deficiencies [1] [2] • OR Unsealed cracks exist that are narrow and/or less than 1/8" wide and spaced more than 8' apart [1] • OR In response to inspector's work recommendation [1]	5 years
Minor Concrete Patching	• Repair minor delaminations and spalling that cover less than 30% of the concrete substructure [1] • OR NBI rating of 5 or 4 for abutments or piers, and comments indicate that their surface has less than 30% spalling or delamination [1] [2] • OR Pontis rating of 3 or 4 for the column or pile extension, pier wall and/or abutment wall, and surface has between 2% and 30% area with deficiencies [1] [5] • OR In response to inspector's work recommendation [1]	
HMA Surface Repair/Replacement	• HMA surface is in poor condition • OR In response to inspector's work recommendation	
Seal HMA Cracks/Joints	• HMA surface is in good or fair condition, and cracks extend to the surface of the underlying slab or sub course • OR In response to inspector's work recommendation	
Timber Repair	• NBI rating of 4 or less for substructure for timber members • OR To repair extensive rot, checking, or insect infestation	
Miscellaneous Repair	• Uncategorized repairs in response to inspector's work recommendation	
This table was produced by TransSystems and includes information from the following sources: [1] MDOT, <i>Project Scoping Manual</i>, MDOT, 2019. [2] MDOT, <i>MDOT NBI Rating Guidelines</i>, MDOT, 2017. [3] MDOT, <i>Bridge Deck Preservation Matrix - Decks with Uncoated "Black" Rebar</i>, MDOT, 2017. [4] MDOT, <i>Bridge Deck Preservation Matrix - Decks with Epoxy Coated Rebar</i>, 2017. [5] MDOT, <i>Pontis Bridge Inspection Manual</i>, MDOT, 2009. * From source with interpretation added.		

In terms of management and preservation actions, Ypsilanti's asset management program uses a 'mix-of-fixes' strategy that is made up of replacement, rehabilitation and preventive maintenance.

Replacement involves substantial changes to the existing structure, such as bridge deck replacement, superstructure replacement, or complete structure replacement, and is intended to improve critical or closed bridges to a good condition rating.

Rehabilitation is undertaken to extend the service life of existing bridges. The work will restore deficient bridges to a condition of structural or functional adequacy, and may include upgrading geometric features. Rehabilitation actions are intended to improve the poor or fair condition bridges to fair or good condition.

Preventive maintenance work will improve and extend the service life of fair bridges, and will be performed with the understanding that future rehabilitation or replacement projects will contain appropriate safety and geometric enhancements. Preventive maintenance projects are directed at limited bridge elements that are rated in fair condition with the intent of improving these elements to a good rating. Most preventive maintenance projects will be one-time actions in response to a condition state need.

Ypsilanti's **scheduled maintenance** program is an integral part of the preservation plan and is intended to extend the service life of fair and good structures by preserving the bridges in their current condition for a longer period of time. Scheduled maintenance is proactive and not necessarily condition driven. In-house maintenance crews will perform much of this work.

Certain of the severely degraded and structurally deficient bridges require replacement or major rehabilitation. Several of the remaining bridges require one-time preventive maintenance actions to repair defects and restore the structure to a higher condition rating. Most bridges are included in a scheduled maintenance plan with appropriate maintenance actions programmed for groups of bridges of similar material and type, bundled by location.

The replacement, rehabilitation, and preventive maintenance projects will be generally eligible for funding under the local bridge program, and any requests for funding may or may not be submitted with TCRC's annual applications.

To achieve its goals, a primary objective of Ypsilanti's asset management program is improvement of bridges rated poor (4 or lower) to a rating of fair (5) or higher and/or preservation of bridges currently rated fair (5) or higher in their current condition within a 10-year time period through management and/or preservation activities. The primary work activities that will be used to meet this improvement objective include a combination of superstructure replacements with substructure patching, preventive maintenance, and scheduled maintenance. The work has been prioritized by considering each individual bridge's needs, its importance, the present costs of improvements, and the impact of deferral (i.e., cost increase due to increased degradation). Additionally, Ypsilanti's asset management program incorporates preservation of bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life. The primary work activities used to meet this preservation objective include some combination of scheduled and preventive maintenance. Three of the five bridges owned by Ypsilanti have recently received preventative maintenance or rehabilitation work and the remaining two need superstructure

replacements. Thus a table summarizing the scheduled maintenance is not included in this report at this time as the next preventative maintenance work falls outside of the time horizon of this report.

Programmed/Funded Projects

Ypsilanti received \$1,879,000 in total funding for the years 2023-2024. To achieve its goals, Ypsilanti plans to spend \$75,000 in the next year on preventive maintenance of bridges. Ypsilanti does not plan to replace any bridges in the next 10 years. Ypsilanti has received \$3,259,300 for funding year 2026 for the Cross Street bridge and is seeking other funding sources to replace the superstructure in the 2026-2027 construction seasons. By performing the aforementioned preventive maintenance and replacement of bridge structures, Ypsilanti will not meet its overall bridge network condition goals in the next 5 years. Ypsilanti intends to apply for funding to replace the superstructure of the Prospect Road bridge after the Cross Street bridge work is complete.

Ypsilanti computes the estimated cost of each typical management and/or preservation action using unit prices in the latest *Bridge Repair Cost Estimate* spreadsheet contained in MDOT's *Local Bridge Program Call for Projects*. The cost of items of varying complexity, such as maintenance of traffic, staged construction, scour counter-measures, and so forth, are computed on a bridge-by-bridge basis. The cost estimates are reviewed and updated as needed. A summary of the programmed/funded projects and investments can be found in Table 4, the Cost Projection table, below.

Planned Projects

Ypsilanti identifies additional priority projects that remain unfunded. These are identified according to high, medium, and low priority in the below table.

Planned Projects								
Strategy	2024	2025	2026	2027	2028	2029	2030	2031
Superstructure Replacement								
11089			\$ 6,000,000					
11092								\$ 5,630,000
Preventative Maintenance								
11088	\$ 366,000							
11091	\$ 268,000							
11092	\$ 61,000							
Total	\$ 695,000	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,630,000

Table 5: Cost Projection Table

Planned total construction expenditures over the next 10 years inclusive of 2024 expenditures.

Gap Analysis

When Ypsilanti compares its funding and its programmed/funded projects with all of its prioritized projects as shown in Table 4, Ypsilanti believes it should be able to achieve a portion of its asset management goals for the period of this plan. For projects that it is unable to complete, Ypsilanti will continue to monitor those bridge assets and take any necessary steps within its budget to prevent or mitigate a condition decline or a need to post or close the structure. Ypsilanti will also continue to seek funding through the MDOT Local Bridge Program and other federal, state and local grant programs.

Financial Resources

Anticipated Revenues

Ypsilanti has been granted funding for the purpose superstructure replacement of the Cross Street bridge for the fiscal year 2026 which can be deferred to fiscal year 2027 if needed. This funding accounts for approximately half of the anticipated cost of construction. Ypsilanti plans on pursuing additional funding sources to secure the remainder of the funds required. Cross Street is the top priority for rehabilitation at the moment.

Ypsilanti has recently (within the last two years) secured funding and completed rehabilitation of the substructure and superstructure of the Forest Ave bridge and completed preventative maintenance work on the Factory and LeForge Street bridges. Ypsilanti anticipates only routine DPW crew maintenance efforts at these 3 structures for the foreseeable future. Ypsilanti plans to apply for funding to replace the superstructure of the Prospect Road bridge after the Cross Street bridge work is complete. Ypsilanti has taken steps to ensure the Prospect Road bridge remains open with a preventative maintenance narrowing of the bridge to take place in fall 2024.

Anticipated Expenses

Scheduled maintenance activities and minor repairs that are not affiliated with any applications, grants, or other funded projects will be performed by the agency's in-house maintenance forces and funded through the agency's annual operating budget.

Risk Management

Ypsilanti recognizes that the potential risks associated with bridges generally fall into several categories:

- Personal injury and property damage resulting from a bridge collapse or partial failure;
- Loss of access to a region or individual properties resulting from bridge closures, restricted load postings, or extended outages for rehabilitation and repair activities; and
- Delays, congestion, and inconvenience due to serviceability issues, such as poor quality riding surface, loose expansion joints, or missing expansion joints.

Ypsilanti addresses these risks by implementing regular bridge inspections and a preservation strategy consisting of preventive maintenance.

Ypsilanti administers the biennial inspection of its bridges in accordance with NBIS and MDOT requirements. The inspection reports document the condition of Ypsilanti’s bridges and evaluates them in order to identify new defects and monitor advancing deterioration. The summary inspection report in Appendix 1 identifies items needing follow-up, special inspection actions, and recommended bridge-by-bridge maintenance activities.

Bridges that are considered “scour critical” pose a risk to Ypsilanti’s road and bridge network. Scour is the depletion of sediment from around the foundation elements of a bridge commonly caused by fast-moving water. According to MDOT’s *Michigan Structure Inventory and Appraisal Coding Guide*, a scour critical bridge is one that has unstable abutment(s) and/or pier(s) due to observed or potential (based on an evaluation study) scour. Bridges receiving a scour rating of 3 or less are considered scour critical. Ypsilanti has scour critical bridges, which are listed in Table 6.

Table 6: Scour Critical Bridges	
Bridge Structure Number	Scour Critical Rating
11088	3
11090	U

Ypsilanti has posted or closed bridges that are critical to accessing entire areas or individual properties within its jurisdiction. These bridges are listed in Table 7.

Table 7: Posted/Closed Bridges that are Critical Links		
Bridge Structure Number	P/K	Comments
11089	P	Cross street is the main link through Depot Town
11091	P	Leforge is the main link N-S to EMU.
11092	P	Prospect is the main N-S truck route east of town. Middle lanes closed fall 2024.

The preservation strategy identifies actions in the operations and maintenance plan that are preventive or are responsive to specific bridge conditions. The actions are prioritized to correct critical structural safety and traffic issues first, and then to address other needs based on the operational importance of each bridge and the long-term preservation of the network. The inspection results serve as a basis for modifying and updating the operations and maintenance plan frequently.

Bridge Repair History and Short/Long-Term Plan of Work

Structure

Number Plan of Work

- 11088 Factory (Spring) St over Huron River: Preventative maintenance project completed in 2024 repaired surface, sidewalk, barriers and approaches. Short-term strategy is to keep water from penetrating the surface to preserve the beams and substructure.
- 11089 Cross St over Huron River: Recommended repair strategy is superstructure replacement with substructure patching. This bridge has received approximately 50% of the funding required to perform the work by 2027. Short term strategy is to continue to patch the surface until superstructure can be replaced.
- 11090 Forest Ave over Huron River: This bridge was rehabilitated in 2023 with substructure patching, concrete deck overlay, joint replacement, bearing replacement and approach replacement. Short term strategy is to continue to monitor deck condition and apply an epoxy overlay when appropriate to further seal water out of the deck.
- 11091 Leforge St over Huron River: Preventative maintenance project completed in 2024 repaired surface, sidewalk, substructure, and approaches. Short-term strategy is to keep water from penetrating the surface to preserve the beams and substructure. Long term strategy is to replace the superstructure of this bridge when condition warrants.
- 11092 Prospect St over Conrail: The left lanes of this structure were closed in fall 2024 to remove traffic from deteriorating center beams. Short-term strategy will be to continue to monitor the structure and seal out water through patching. Long-term strategy is to replace the superstructure and patch the substructure.



3. NON-MOTORIZED ASSETS

Inventory of Assets

In Michigan, many different governmental units (or agencies) own and maintain non-motorized facilities, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, repairs, traffic control, safety, and winter maintenance for any given non-motorized route. Typically, with the exception of specially designated non-motorized routes (for example, the I-275 bike path in Wayne County, the Border-to-Border Trail in Washtenaw, etc.), the City is responsible for all facilities within its border; even if it is located along a county road or MDOT road. In cases where facilities fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Sometimes, path-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and take advantage of those efficiencies. The City of Ypsilanti owns the approximately XX miles of self-designated non-motorized facilities located within its borders. One of the Ypsilanti Corridor's most featured assets would be the 11.67 miles of the B2B Trail, featuring views of the Huron River and Ford Lake, with a segment passing right through the heart of the City. This portion of the B2B trail is fully owned and maintained by the City. A map of this segment are shown in Figure 15 on the following page.

Pavement Types

The City of Ypsilanti has two types of pavements in the non-motorized facilities under its jurisdiction. Factors influencing pavement type include cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life, and user experience. Typical benefits and tradeoffs for each pavement type are described here:

A. Concrete pavement: Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts longer than flexible pavement when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life.

B. Hot-mix asphalt pavement (HMA): HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement. However, they typically

require more frequent maintenance activities to maximize their service life and require preventative maintenance within a few years of initial construction.

Asset Types

The City of Ypsilanti maintains a variety of non-motorized assets within its right-of-way. These break down into the following designations: sidewalk routes, shared-use pathways, and road routes. An explanation of each of these classifications can be seen below:

- Sidewalk Route: Sidewalk routes are 5-foot wide, concrete pathways that are designated for both foot and non-motorized vehicular traffic. These consist of typical concrete sidewalks that can be seen throughout subdivisions across the City and along street sides.

- Shared-Use Path: Shared-use paths within the City of Ypsilanti are constructed of concrete or HMA pavement at a varying width of 8-10 feet. These pathways are often marked with signage, indicating that it is a designated bike route.

- Road Routes: Road Routes indicate that

the roadway is to be shared by motorized and non-motorized vehicular traffic. Pavement can be either HMA or concrete, depending on the material used on the road segment. Signs indicating the presence of these routes can be found along each segment.

Pavement Condition

Pavement condition is what non-motorized route users typically notice most about the quality of the paths that they regularly use—the better the pavement condition, the more comfortable the experience and the more satisfied they are with the amenity provided by the municipality. Pavement condition is also a major factor in determining the most cost-effective treatment—routine maintenance, capital preventive

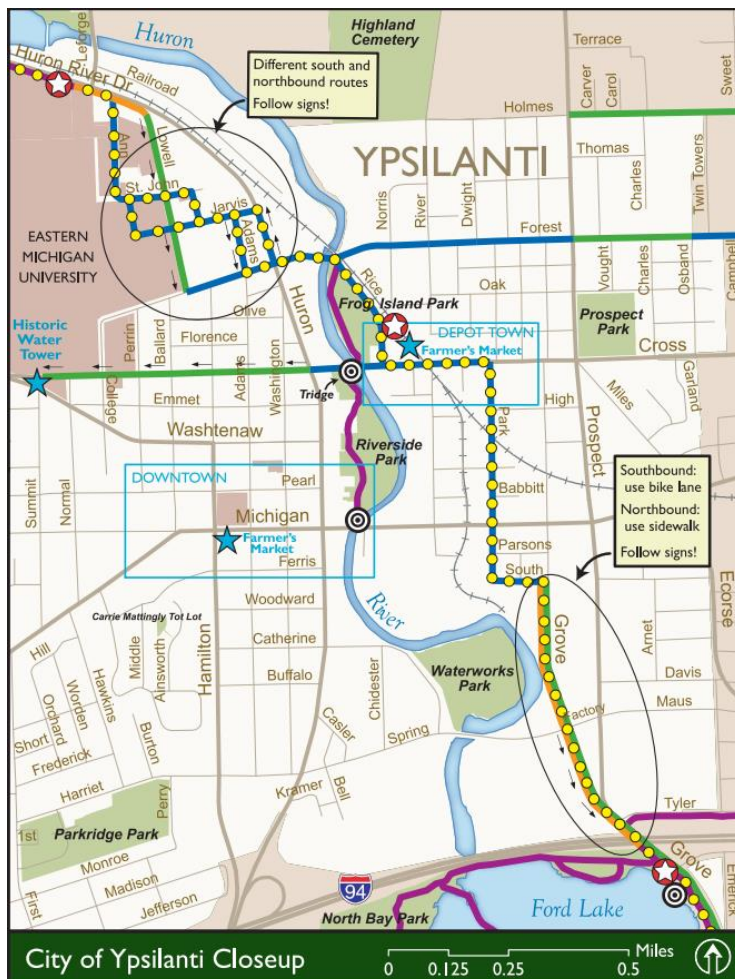


Figure 15: B2B Trail within City of Ypsilanti

maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between “windows” of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life.

At this time the City of Ypsilanti does not rate their non-motorized assets but does have a Non-Motorized Asset Committee that meets monthly to review available grant dollars, inventory of current assets, collect public feedback and recommend areas for projects.

Network Goals

The City of Ypsilanti’s primary goals for its non-motorized facility network, per its Non-Motorized Transportation Master Plan (adopted 17 March 2010) is to connect residential areas to parks, schools, employment, shopping, and entertainment centers. An interconnected system of bike routes, bike lanes, sidewalks, and pathways not only help meet the overall goal of a healthy community, but also provides an alternate mode of travel. A more walkable community can provide significant health benefits to its residents, enhance economic activity and reduce traffic volumes. To continue to provide these benefits, the City must set realistic condition goals for its non-motorized network. To reflect the varying needs of motor vehicles versus non-motorized users, the goals for on-street and off-street facilities will differ slightly. Specific goals for each subset of facility are discussed below.

Goals for On-street Non-Motorized Facilities

Due to the shared nature between on-street facilities and roadways, their conditions are inexorably tied together, and as such, it does not make fiscal sense to repair one and not the other. Therefore, rather than plan out rehabilitation and reconstruction projects for on-street facilities, it is recommended these facilities are repaired in tandem with roadways. Given the needs of local street pavements that remain, the City may consider adding prioritization to street segments with on-street non-motorized facilities. This will allow for the City to take advantage of economies of scale, and repair more with less.

Goals for Off-street Non-Motorized Facilities

Unlike on-street facilities, as the name suggests, off-street facilities are not tied to roadways when planning construction and maintenance. Though economies of scale do exist when off-street facility projects are performed in tandem with road projects; it is not as crucial as with on-street facilities. The City’s goals are to continue to provide safe trail system access and use to all through use of funding in dedicated millages, grant programs, and the Michigan Transportation Fund. The Non-Motorized Asset Committee meets monthly to discuss the system.



4. CULVERT ASSETS

Inventory of Assets

At present, Ypsilanti does not track inventory data of its culvert assets.

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Goals

The goal of the City is the preservation of its culvert network. They are responsible for preserving all inventoried culverts as well as any un-inventoried culverts that underlie the entire road network. There are XX culverts under the City of Ypsilanti jurisdiction. The City's goal is to begin culvert inventory in 2025 and collect the data in a three-year cycle.



5. TRAFFIC SIGNAL ASSETS

Inventory of Assets

At present, the City of Ypsilanti, tracks only inventory data for traffic signals. Ypsilanti has inventoried 19 traffic signals.

More detail about these traffic signal assets can be obtained by contacting Jim Horton at jhorton@cityofypsilanti.com.

Goals

The goal of City of Ypsilanti's asset management program is the preservation of its traffic signals. Ypsilanti is responsible for preserving 19 inventoried traffic signals as well as any un-inventoried traffic signals along its entire road network.

Planned Projects

City of Ypsilanti's policy is to evaluate traffic signal assets based on condition assessment for replacement or repair during any reconstruction, rehabilitation, preventive maintenance, of schedule maintenance activities on the roadway affected by the particular signal. It also conducts replacements or repairs for those traffic signal assets reported as non-functional or as performing with reduced function. Ypsilanti adheres to regular maintenance and servicing policies outlined in the Michigan Manual of Uniform Traffic Control Devices.



6. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. Ypsilanti will overview its general expenditures and financial resources currently devoted to pavement maintenance and construction. This financial information is not intended to be a full financial disclosure or a formal report. Full details of Ypsilanti's financial status can be found by request submitted to our agency contact (listed in this plan) and financial reports can be viewed on our website at <https://city-ypsilanti-mi-budget-book.cleargov.com/16010/>.

Ypsilanti has a total budget for pavement asset management of approximately \$3,000,000.

City Major Network

Ypsilanti has historically spent \$1,400,000 annually on pavement-related projects. Over the next three years, Ypsilanti plans to spend \$2,260,000 on city major-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement, and preventive maintenance. Spending on projects depends on revenue from federal/state programs.

City Local Network

Ypsilanti has historically spent \$437,000 annually on pavement-related projects. Over the next three years, Ypsilanti plans to spend \$729,000 on city local-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement, and preventive maintenance. Spending on projects depends

on revenue from federal/state programs Many local agencies in Michigan use local tax millages to supplement their road-funding budget. These taxes can provide for additional construction and maintenance for new or existing roads that are also funded using MTF or MDOT funds. Ypsilanti does not have local tax millages in its road-funding budget.

Anticipated Revenues & Expenses

Ypsilanti receives funding from the following sources:

- **State funds** –City of Ypsilanti's principal source of transportation funding is received from the Michigan Transportation Fund (MTF) at an annual average of \$1.8 Million (over the past 10 years). This fund is supported by vehicle registration fees and the state's per-gallon gas tax. Allocations from the MTF are distributed to state and local governmental units based on a legislated formula, which includes factors such as population, miles of certified roads, and vehicle registration fees for vehicles registered in the agency's jurisdiction. Examples of state grants also include local bridge grants, economic development funds, and metro funds.
- **Federal and state grants for individual projects** – These are typically competitive funding applications that are targeted at a specific project type to accomplish a specific purpose. These may include safety enhancement projects, economic development projects, or other targeted funding. Examples of federal funds include Surface Transportation Program (STP) funds, C and D funds, bridge funds, MDOT payments to private contractors, and negotiated contracts.
- **Local government entities or private developer contributions to construction projects for specific improvements** – This category includes funding received to mitigate the impact of commercial developments as a condition of construction of a specific development project, and can also include funding from a special assessment district levied by another governmental unit. Examples of contributions from local units include city, village, and township contributions to the county; special assessments; county appropriations; bond and note proceeds; contributions from counties to cities and villages; city general fund transfers; city municipal street funds; and capital improvement funds.
- **Interest** – Interest from invested funds.
- **Permit fees** – Generally, permit fees cover the cost of a permit application review.
- **Other** – Other revenues can be gained through charges for services, disposition or installation, private sources, and financing. Washtenaw County Road Millage reimbursement averages approximately \$150 thousand a year.

Ypsilanti is required to report transportation fund expenditures to the State of Michigan using a prescribed format with predefined expenditure categories. The definitions of these categories according to Public Act 51 of 1951 may differ from common pavement management nomenclature and practice. For the purposes of reporting under PA 51, the expenditure categories are:

- **Construction/Capacity Improvement Funds** – According to PA 51 of 1951, this financial classification of projects includes, “new construction of highways, roads, streets, or bridges, a project that increases the capacity of a highway facility to accommodate that part of traffic having neither an origin nor destination within the local area, widening of a lane width or more, or adding turn lanes of more than 1/2 mile in length.”¹
- **Preservation and Structural Improvement Funds** – Preservation and structural improvements are “activities undertaken to preserve the integrity of the existing roadway system.”² Preservation includes items such as a reconstruction of an existing road or bridge, or adding structure to an existing road.
- **Routine and Preventive Maintenance Funds** – Routine maintenance activities are “actions performed on a regular or controllable basis or in response to uncontrollable events upon a highway, road, street, or bridge”.³ Preventive maintenance activities are “planned strategy[ies] of cost-effective treatments to an existing roadway system and its appurtenances that preserve assets by retarding deterioration and maintaining functional condition without significantly increasing structural capacity”.⁴
- **Winter Maintenance Funds** – Expenditures for snow and ice control.
- **Trunkline Maintenance Funds** – Expenditures spent under Ypsilanti’s maintenance agreement with MDOT for maintenance it performs on MDOT trunkline routes.
- **Administrative Funds** – There are specific items that can and cannot be included in administrative expenditures as specified in PA 51 of 1951. The law also states that the amount of MTF revenues that are spent on administrative expenditures is limited to 10 percent of the annual MTF funds that are received.
- **Other Funds** – Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to/from adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

¹ Public Act 51 of 1951, 247.660c Definitions

² Public Act 51 of 1951, 247.660c Definitions

³ Public Act 51 of 1951, 247.660c Definitions

⁴ Public Act 51 of 1951, 247.660c Definitions

Table 8: Annual Fiscal Year Expenditures

City of Ypsilanti Expenses			
Category	2020/2021	2021/2022	2022/2023
Construction & Capacity	\$0.00	\$0.00	\$0.00
Preservation & Structural	\$1,356,923.64	\$1,631,653.08	\$1,288,036.30
Routine Maintenance	\$237,487.72	\$173,978.34	\$177,816.08
Winter Maintenance	\$107,401.42	\$181,529.47	\$176,779.04
Trunkline Maintenance	\$67,295.48	\$86,947.84	\$94,441.53
Administrative	\$60,784.83	\$49,627.69	\$51,851.49
Other	\$0.00	\$0.00	\$76,380.54
Total Expenses	\$1,829,893.09	\$2,123,736.42	\$1,865,304.98

*You can find your agency's information in the TAMC dashboard at
<https://www.mcgi.state.mi.us/mitrp/Data/PaserDashboard.aspx>*

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7. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by Ypsilanti provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Key transportation links include:

- **Geographic divides:** Areas where a geographic feature (river, lake, mountain or limited access road) limits crossing points of the feature; bridge failures, in particular, can create loss of access to entire regions
- **Emergency alternate routes for high-volume roads:** Roads and bridges which are routinely used as alternate routes for high volume roads or roads that are included in an emergency response plan
- **Limited access areas:** Roads and bridges that serve remote or limited access areas that result in long detours if closed
- **Main access to key commercial districts:** Areas where large number or large size business will be significantly impacted if a road is unavailable.

Our road network includes the following critical assets: N. & S. Huron River Drive, Factory Street, E. Forest Avenue, E. & W. Cross Street, Leforge Road, and N. Prospect Street (see Figure 16). These routes are integral in providing access to Eastern Michigan University and local freeways.



Figure 16: Key transportation links in Ypsilanti's road network

8. COORDINATION WITH OTHER ENTITIES

An asset management plan provides a significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. Ypsilanti communicates with both public and private infrastructure owners to coordinate work in the following ways:

Ypsilanti Department of Public Works coordinates with Ypsilanti Community Utilities Authority (YCUA) for drinking water, sanitary and storm sewer assets in addition to transportation assets. Ypsilanti follows an asset management process for all its assets by coordinating the upgrade, maintenance, and operation of all major assets.

Planned projects for subsurface infrastructure that Ypsilanti owns are listed in the following asset management plans: drinking water distribution system asset management plan, wastewater collection system asset management plan, storm sewer system asset management plan. These three sub-surface utility plans are coordinated with the transportation infrastructure plans to maximize value and minimize service disruptions and cost to the public.

Ypsilanti takes advantage of coordinated infrastructure work to reduce cost and maximize value using the following policies:

- Roads which are in poor condition that have a subsurface infrastructure project planned which will destroy more than half the lane width will be rehabilitated or reconstructed full width using transportation funds to repair the balance of the road width.
- Subsurface infrastructure projects which will cause damage to pavements in good condition will be delayed as long as possible, or will consider methods that do not require pavement cuts.
- Subsurface utility projects will be coordinated to allow all under pavement assets to be upgraded in the same project regardless of ownership.
- Road reconstruction projects will not be completed until agency owned sub surface utilities are upgraded to have at least a 40 years of remaining service life.

9. PROOF OF ACCEPTENACE

See following page for City Council Resolution.

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APPENDIX A: PAVEMENT ASSET MANAGEMENT PLAN SUPPLEMENT

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Pavement Management Supplement

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. Roads come in two basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat, and brick and block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

The decision to pave with a particular material as well as the decision to leave a road unpaved allows road-owning agencies to tailor a road to a particular purpose, environment, and budget. Thus, selecting a pavement type or leaving a road unpaved depends upon purpose, materials available, and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how condition is assessed, and treatment options that can lengthen a road's service life.

Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance, and type of maintenance. These factors can have benefits affecting asset life and road user experience.

Paved Surfacing

Typical benefits and tradeoffs for hard surface types include:

- **Concrete pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- **Hot-mix asphalt pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part, due to the closer link between HMA material costs and oil prices that HMA pavements have in comparison with other pavement types). However, they require frequent maintenance activities to maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.
- **Composite pavements:** Composite pavement is a combination of concrete and asphalt layers. Typically, composite pavements are old concrete pavements exhibiting ride-related issues that were overlaid by several inches of HMA in order to gain more service life from the pavement

before it would need reconstruction. Converting a concrete pavement to a composite pavement is typically used as a “holding pattern” treatment to maintain the road in usable condition until reconstruction funds become available.

- **Sealcoat pavement:** Sealcoat pavement is a gravel road that have been sealed with a thin asphalt binder coating that has stone chips spread on top (not to be confused with a chip seal treatment over HMA pavement). This type of a pavement relies on the gravel layer to provide structure to support traffic, and the asphalt binder coating and stone chips shed water and eliminate the need for maintenance grading. Nonetheless, sealcoat pavement does require additional maintenance steps that asphalt and gravel do not require and does not last as long as HMA pavement, but it provides a low-cost alternative for lightly-trafficked areas and competes with asphalt for ride quality when properly constructed and maintained. Sealcoat pavement can provide service for ten or more years before the surface layer deteriorates and needs to be replaced.

Unpaved Surfacing

Typical benefits and tradeoffs for non-hard surfacing include:

- **Gravel:** Gravel is a low-cost, easy-to-maintain road surface made from layers of soil and aggregate (gravel). However, there are several potential drawbacks such as dust, mud, and ride smoothness when maintenance is delayed or traffic volume exceeds design expectations. Gravel roads require frequent low-cost maintenance activities. Gravel can be very cost effective for lower-volume, lower-speed roads. In the right conditions, a properly constructed and maintained gravel road can provide a service life comparable to an HMA pavement and can be significantly less expensive than the other pavement types.

Pavement Condition

Besides traffic congestion, pavement condition is what road users typically notice most about the quality of the roads that they regularly use—the better the pavement condition, the more satisfied users are with the service provided by the roadwork performed by road-owning agencies. Pavement condition is also a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between “windows” of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life. Routine maintenance is day-to-day, regularly-scheduled, low-cost activity applied to “good” roads to prevent water or debris intrusion. Capital preventive maintenance (CPM) is a planned set of cost-effective treatments for “fair” roads that corrects pavement defects, slows further deterioration, and maintains the functional condition without increasing structural capacity. Ypsilanti uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. More detail on this topic is included in the *Pavement Treatment* section of this primer.

Pavement condition data is also important because it allows road owners to evaluate the benefits of preventive maintenance projects. This data helps road owners to identify the most cost-effective use of road construction and maintenance dollars. Further, historic pavement condition data can enable road

owners to predict future road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis can help determine how much additional funding is necessary to meet a network's condition improvement goals.

Paved Road Condition Rating System

Ypsilanti is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. Ypsilanti uses the Pavement Surface Evaluation and Rating (PASER) system to assess its paved roads. PASER was developed by the University of Wisconsin Transportation Information Center to provide a simple, efficient, and consistent method for evaluating road condition through visual inspection. The widely-used PASER system has specific criteria for assessing asphalt, concrete, sealcoat, and brick and block pavements. Information regarding the PASER system and PASER manuals may be found on the TAMC website at: http://www.michigan.gov/tamc/0,7308,7-356-82158_82627---,00.html.

The TAMC has adopted the PASER system for measuring statewide pavement conditions in Michigan for asphalt, concrete, composite, sealcoat, and brick-and-block paved roads. Broad use of the PASER system means that data collected at Ypsilanti is consistent with data collected statewide. PASER data is collected using trained inspectors in a slow-moving vehicle using GPS-enabled data collection software provided to road-owning agencies at no cost to them. The method does not require extensive training or specialized equipment, and data can be collected rapidly, which minimizes the expense for collecting and maintaining this data.

The PASER system rates surface condition using a 1-10 scale where 10 is a brand new road with no defects that can be treated with routine maintenance, 5 is a road with distresses but is structurally sound that can be treated with preventive maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction.

Roads with lower PASER scores generally require costlier treatments to restore their quality than roads with higher PASER scores. The cost effectiveness of treatments generally decreases as the PASER number decreases. In other words, as a road deteriorates, it costs more dollars per mile to fix it, and the dollars spent are less efficient in increasing the road's service life. Nationwide experience and asset management principles tell us that a road that has deteriorated to a PASER 4 or less will cost more to improve and the dollars spent are less efficient. Understanding this cost principle helps to draw meaning from the current PASER condition assessment.

The TAMC has developed statewide definitions of road condition by creating three simplified condition categories—“good”, “fair”, and “poor”—that represent bin ranges of PASER scores having similar contexts with regard to maintenance and/or reconstruction. The definitions of these rating conditions are:

- “Good” roads, according to the TAMC, have PASER scores of 8, 9, or 10. Roads in this category have very few, if any, defects and only require minimal maintenance; they may be kept in this category longer using PPM. These roads may include those that have been recently seal coated or newly constructed. Figure 1-A illustrates an example of a road in this category.
- “Fair” roads, according to the TAMC, have PASER scores of 5, 6, or 7. Roads in this category still show good structural support, but their surface is starting to deteriorate. Figure 1-A illustrates two road examples in this category. CPM can be cost effective for maintaining the road’s “fair” condition or even raising it to “good” condition before the structural integrity of the pavement has been severely impacted. CPM treatments can be likened to shingles on a roof of a house: while the shingles add no structural value, they protect the house from structural damage by maintaining the protective function of a roof covering.
- “Poor” roads, according to the TAMC, have PASER scores of 1, 2, 3, or 4. These roads exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like a heavy overlay, crush and shape, or total reconstruction. Figure 1-A illustrates a road in this category.

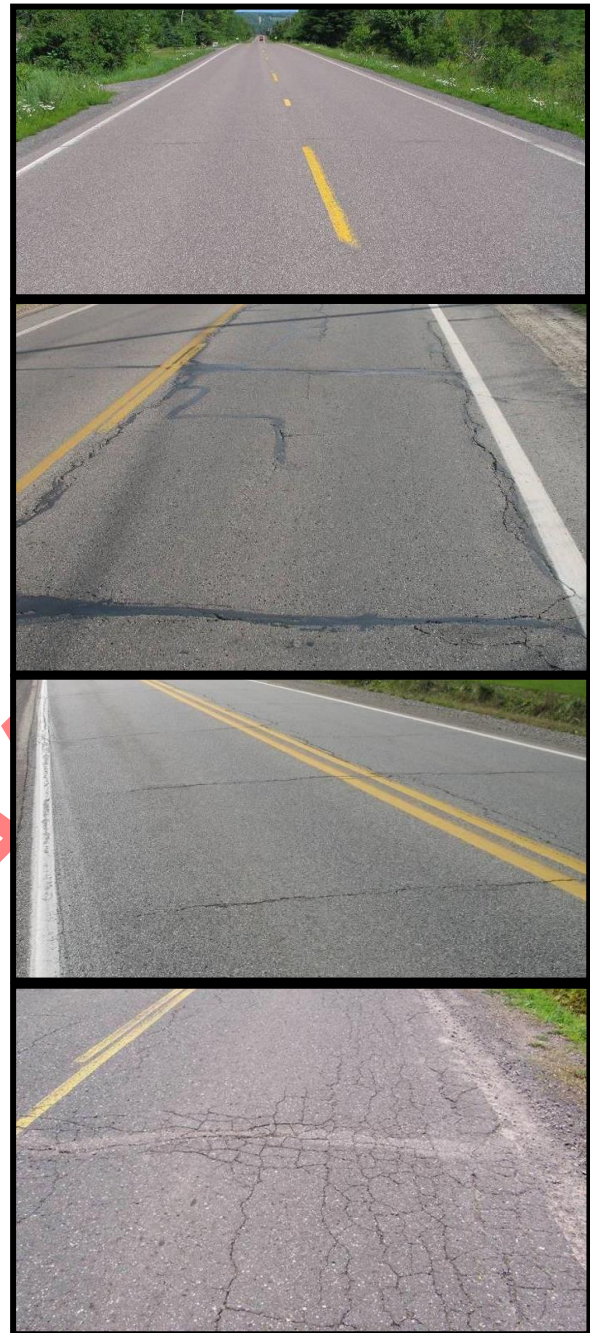


Figure 1-A: *Top image, right*– PASER 8 road that is considered “good” by the TAMC exhibit only minor defects. *Second image, right*– PASER 5 road that is considered “fair” by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image, right*– PASER 6 road that is considered “fair” by the TAMC. *Bottom image, right*– PASER 2 road that is considered “poor” by the TAMC exhibiting significant structural distress.

The TAMC’s good, fair, and poor categories are based solely on the definitions, above. Therefore, caution should be exercised when comparing other condition assessments with these categories because other

condition assessments may have “good”, “fair”, or “poor” designations similar to the TAMC condition categories but may not share the same definition. Often, other condition assessment systems define the “good”, “fair”, and “poor” categories differently, thus rendering the data of little use for cross-system comparison. The TAMC’s definitions provide a statewide standard for all of Michigan’s road-owning agencies to use for comparison purposes.

PASER data is collected 100 percent every two years on all federal-aid-eligible roads in Michigan. The TAMC dictates and funds the required training and the format for this collection, and it shares the data regionally and statewide.

Unpaved Road Condition Rating System (IBR System™)

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The PASER system works well on most paved roads, which have a relatively-stable surface condition over several months, but it is difficult to adapt to unpaved roads. To address the need for a reliable condition assessment system for unpaved roads, the TAMC adopted the Inventory Based Rating (IBR) System™, and Ypsilanti also uses the IBR System™ for rating its unpaved roads. Information about the IBR System™ can be found at <http://ctt.mtu.edu/inventory-based-rating-system>.

The IBR System™ gathers reliable condition assessment data for unpaved road by evaluating three features—surface width, drainage adequacy, and structural adequacy—in comparison to a baseline, or generally considered “good”, road. These three assessments come together to generate an overall 1-10 IBR number. A high IBR number reflects a road with wide surface width, good drainage, and a well-designed and well-constructed base, whereas a low IBR number reflects a narrow road with no ditches and little gravel. A good, fair, or poor assessment of each feature is not an endorsement or indictment of a road’s suitability for use but simply provides context on how these road elements compare to a baseline condition.

Figure 2 illustrates the range over which features may be assessed. The top example in Figure 2 shows an unpaved road with a narrow surface width, little or no drainage, and very little gravel thickness. Using the IBR System™, these assessments would yield an IBR number of “1” for this road. The middle example in Figure 2-A shows a road with fair surface width, fair drainage adequacy, and fair structural adequacy. These assessments

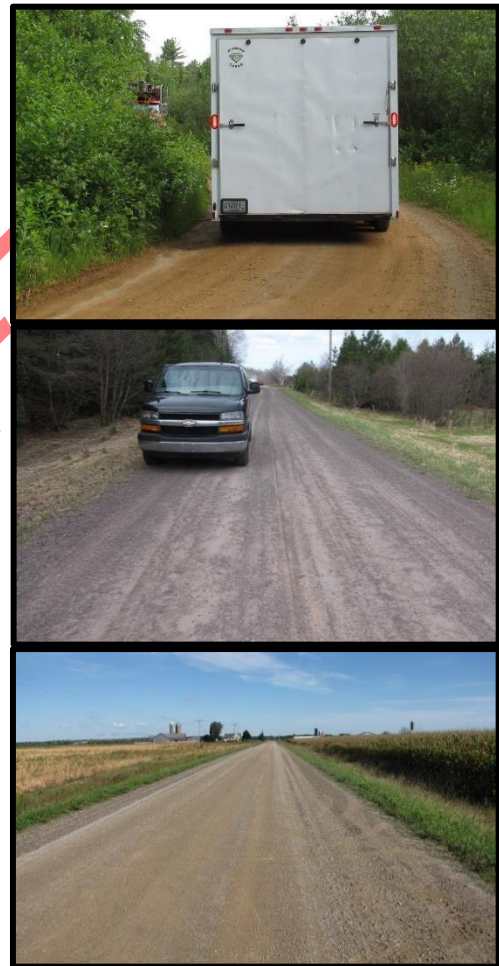


Figure 2-A: *Top*— Road with IBR number of 1 road that has poor surface width, poor drainage adequacy, and poor structural adequacy. *Middle*— Road IBR number of 7 that has fair surface width, fair drainage adequacy, and fair structural adequacy. *Bottom*— Road with IBR number of 9 road that has good surface width, good drainage adequacy, and good structural adequacy.

would yield an IBR number of “7” for this road. The bottom example in Figure 2 shows a road with good surface width, good drainage adequacy, and good structural adequacy. These assessments would yield an IBR number of “9” for this road.

Unpaved roads are constructed and used differently throughout Michigan. A narrow, unpaved road with no ditches and very little gravel (low IBR number) may be perfectly acceptable in a short, terminal end of the road network, for example, on a road segment that ends at a lake or serves a limited number of unoccupied private properties. However, high-volume unpaved roads that serve agricultural or other industrial activities with heavy trucks and equipment will require wide surface width, good drainage, and a well-designed and well-constructed base structure (high IBR number). Where the unpaved road is and how it is used determines how the road must be constructed and maintained: just because a road has a low IBR number does not necessarily mean that it needs to be upgraded. The IBR number are not an endorsement or indictment of the road’s suitability for use but rather, an indication of a road’s capabilities to support different traffic volumes and types in all weather.

Pavement Treatments

Selection of repair treatments for roads aims to balance costs, benefits, and road life expectancy. All pavements are damaged by water, traffic weight, freeze/thaw cycles, and sunlight. Each of the following treatments and strategies—reconstruction, structural improvements, capital preventive maintenance, and others used by Ypsilanti—counters at least one of these pavement-damaging forces.

Reconstruction

Pavement reconstruction treats failing or failed pavements by completely removing the old pavement and base and constructing an entirely new road (Figure 3-A). Every pavement has to eventually be reconstructed and it is usually done as a last resort after more cost-effective treatments are done, or if the road requires significant changes to road geometry, base, or buried utilities. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the roadway and therefore, also the most expensive per mile and most disruptive to regular traffic patterns. Reconstructed pavement will subsequently require one or more of the previous maintenance treatments to maximize service life and performance. A reconstructed road lasts



Figure 3-A: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair.

approximately 15 years and costs \$250,000 per lane mile. The following descriptions outline the main reconstruction treatments used by Ypsilanti.

Full-depth Concrete Repair

A full-depth concrete repair removes sections of damaged concrete pavement and replaces it with new concrete of the same dimensions (Figure 3). It is usually performed on isolated deteriorated joint locations or entire slabs that are much further deteriorated than adjacent slabs. The purpose is to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching. This repair lasts approximately twelve years and typically costs approximately \$100,000 per mile.

Gravel Overlay (for Unpaved Roads)

Unpaved roads will exhibit gravel loss over time due to traffic, wind, and rain. Gravel on an unpaved road provides a wear surface and contributes to the structure of the entire road. Unpaved roads typically need to be overlaid with four inches of new gravel every 15 years at a cost of roughly \$25,000 per mile.

Structural Improvement

Roads requiring structural improvements exhibit alligator cracking and rutting and rated poor in the TAMC scale. Road rutting is evidence that the underlying structure is beginning to fail and it must be either rehabilitated with a structural treatment. Examples of structural improvement treatments include HMA overlay with or without milling, and crush and shape (Figure 4). The following descriptions outline the main structural improvement treatments used by Ypsilanti.

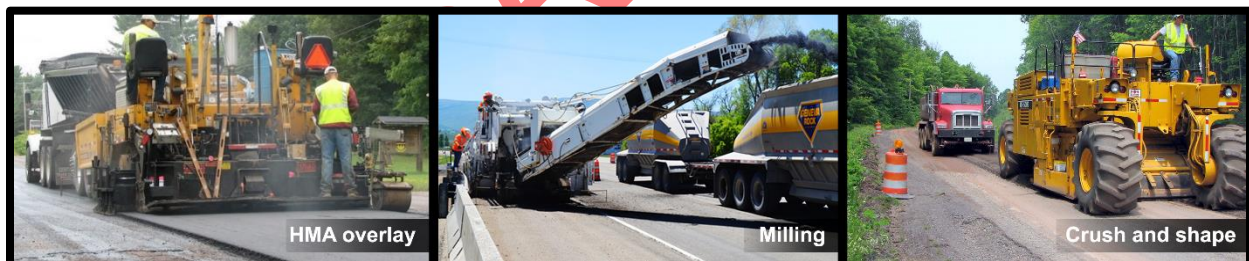


Figure 4-A: Examples of structural improvement treatments—(from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project.

Hot-mix Asphalt (HMA) Overlay with/without Milling

An HMA overlay is a layer of new asphalt (liquid asphalt and stones) placed on an existing pavement (Figure 4-A). Depending on the overlay thickness, this treatment can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris, and sunlight damage. An HMA overlay lasts approximately five to ten years and costs \$50,000 to \$100,000 per lane mile. The top layer of severely damaged pavement can be removed by the milling, a technique that helps prevent structural problems from being quickly reflected up to the new surface. Milling is also done to keep roads at the same height of curb and gutter that is not being raised or reinstalled in the project. Milling adds \$10,000 per lane mile to the HMA overlay cost.

Crush and Shape

During a crush and shape treatment, the existing pavement and base are pulverized and then the road surface is reshaped to correct imperfections in the road's profile (Figure 4). An additional layer of gravel is often added along with a new wearing surface such as an HMA overlay or chip seal. Additional gravel and an HMA overlay give an increase in the pavements structural capacity. This treatment is usually done on rural roads with severe structural distress; Adding gravel and a wearing surface makes it more prohibitive for urban roads if the curb and gutter is not raised up. Crush and shape treatments last approximately 14 years and cost \$150,000 per lane mile.

Maintenance

Maintenance is the most cost-effective strategy for managing road infrastructure and prevents good and fair roads from reaching the poor category, which require costly rehabilitation and reconstruction treatments to create a year of service life. It is most effective to spend money on routine maintenance and preventative maintenance treatments, first; then, when all maintenance project candidates are treated, reconstruction and rehabilitation can be performed as money is available. This strategy is called a “mix-of-fixes” approach to managing pavements.

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APPENDIX B: CULVERT ASSET MANAGEMENT PLAN SUPPLEMENT

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Culvert Management Supplement

Culverts are structures that lie underneath roads, enabling water to flow from one side of the roadway to the other (Figure C-1 and Figure C-2). The important distinguishing factor between a culvert and a bridge is the size. Culverts are considered anything under 20 feet while bridges, according to the Federal Highway Administration, are 20 feet or more. While similar in function to storm sewers, culverts differ from storm sewers in that culverts are open on both ends, are constructed as straight-line conduits, and lack intermediate drainage structures like manholes and catch basins. Culverts are critical to the service life of a road because of the important role they play in keeping the pavement layers well drained and free from the forces of water building up on one side of the roadway.

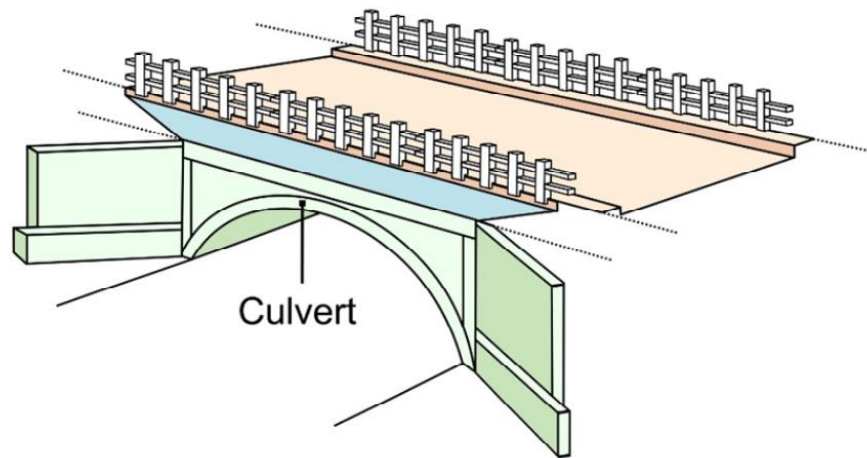


Figure B-1: Diagram of a culvert structure



Figure B-2: Examples of culverts. Culverts allow water to pass under the roadway (left), they are straight-line conduits with no intermediate drainage structures (middle), and they come in various materials (left: metal; middle and right: concrete) and shapes (left: arch; middle: round; right: box).

Culvert Types

Michigan conducted its first pilot data collection on local agency culverts in the state in 2018. Of almost 50,000 culverts inventoried as part of the state-wide pilot project, the material type used for constructing culverts ranged from (in order of predominance) corrugated steel, concrete, plastic, aluminum, and masonry/tile, to timber materials. The shapes of the culverts were (in order of predominance) circular, pipe arch, arch, rectangular, horizontal ellipse, or box. The diameter for the majority of culverts ranged from less than 12 inches to 24 inches; a portion, however, ranged from 30 inches to more than 48 inches.

Culvert Condition

Several culvert condition assessment practices exist. The FHWA has an evaluation method in its 1986 Culvert Inspection Manual. In conjunction with descriptions and details in the Ohio Department of Transportation's 2017 Culvert Inspection Manual and Wisconsin DOT's Bridge Inspection Field Manual, the FHWA method served as the method for evaluating Michigan culverts in the pilot. In 2018, Michigan local agencies participated in a culvert pilot data collection, gathering inventory and condition data; full detail on the condition assessment system used in the data collection can be found in Appendix G of the final report

(https://www.michigan.gov/documents/tamc/TAMC_2018_Culvert_Pilot_Report_Complete_634795_7.pdf).

The Michigan culvert pilot data collection program led to the creation of the 2021 Michigan Non-NBI Culvert Structure Inspection Guide, which utilizes a Good/Fair/Poor/Severe rating system to assess culvert condition. Each of the different culvert material types requires the assessment of features unique to that material type, including structural deterioration, invert deterioration, section deformation, blockage(s) and scour. Corrugated metal pipe, concrete pipe, plastic pipe, and masonry culverts require an additional assessment of joints and seams. Slab abutment culverts require an additional assessment of the concrete abutment and the masonry abutment. Assessment of timber culverts only relied on blockage(s) and scour.

Culvert Treatments

The MDOT Drainage Manual addresses culvert design and treatments. Of most importance to the longevity of culverts is regular cleaning to prevent clogs. More extensive treatments may include re-positioning the pipe to improve its grade and lining a culvert to achieve more service life after structural deterioration has begun.

APPENDIX C: TRAFFIC SIGNALS ASSET MANAGEMENT PLAN SUPPLEMENT

DRAFT

Traffic Signals Management Supplement

Types

Electronic traffic control devices come in a large array of configurations, which include case signs (e.g., keep right/left, no right/left turn, reversible lanes), controllers, detection (e.g., cameras, push buttons), flashing beacons, interconnects (e.g., DSL, fire station, phone line, radio), pedestrian heads (e.g., hand-man), and traffic signals. This asset management plan is only concerned with traffic signals (Figure C-1) as a functioning unit and does not consider other electronic traffic control devices.



Figure C-1: Example of Traffic Signals

Condition

Traffic signal assessment considers the functioning of basic tests on a pass/fail basis. These tests include battery backup testing, components testing, conflict monitor testing, radio testing, and underground detection.

Treatments

Traffic signals are maintained in accordance with the Michigan Manual on Uniform Traffic Control Devices. Maintenance of traffic signals includes regular maintenance of all components, cleaning and servicing to prevent undue failures, immediate maintenance in the case of emergency calls, and provision of stand-by equipment. Timing changes are restricted to authorized personnel only.

APPENDIX D: BRIDGE ASSET MANAGEMENT PLAN SUPPLEMENT

DRAFT

Bridge Asset Management Supplement

Bridge Types

Bridges are structures that span 20 feet or more. These bridges can extend across one or multiple spans.

If culverts are placed side by side to form a span of 20 feet or more (for example, three 6-foot culverts with one-foot between each culvert), then this culvert system would be defined as a bridge. (Note: The Compliance Plan Appendix C contains a primer on culverts not defined as bridges.)

Bridge types are classified based on two features: design and material.

The most common bridge design is the **girder system** (Figure 1). With this design, the bridge deck transfers vehicle loads to girders (or beams) that, in turn, transfer the load to the piers or abutments (see Figure 6).

A similar design that lacks girders (or beams) is a **slab bridge** (Figure 2, and see Figure 6). A slab bridge transfers the vehicle load directly to the abutments and, if necessary, piers.

Truss bridges were once quite common and consist of a support structure that is created when structural members are connected at joints to form interconnected triangles (Figure 4). Structural members may consist of steel tubes or angles connected at joints with gusset plates.

Another common bridge design in Michigan is the three-sided pre-cast box or arch bridge (Figure 4).

Michigan is also home to several unique bridge designs.

Adding another layer of complexity to bridge typing is the primary construction materials used (Figure 5). Bridges are generally constructed from concrete, steel, pre-stressed concrete, or timber. Some historical bridges or bridge components in Michigan may be constructed from stone or masonry.

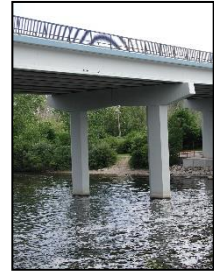


Figure 1-D: Girder bridge



Figure 2-D: Slab bridge



Figure 3-D: Truss bridge



Figure 4-D: Three-sided box bridge



Figure 5-D: Examples of common bridge construction materials used in Michigan

Bridge Condition

Michigan inspectors rate bridge condition on a 0-9 scale known as the National Bridge Inventory (NBI) rating scale (see Table for a summary of the NBI Rating scale). Elements of the bridge's superstructure, deck, and substructure receive a 9 if they are in excellent condition down to a 0 if they are in failed condition. A complete guide for Michigan bridge condition rating according to the NBI can be found in the MDOT Bridge Field Services' *Bridge Safety Inspection NBI Rating Guidelines* (https://www.michigan.gov/documents/mdot/BIR_Ratings_Guide_Combined_2017-10-30_606610_7.pdf).

Table 1-D: Summary of the NBI Rating Scale	
NBI Rating	General Condition
9-7	Like new/good
6-5	Fair
4-3	Poor/serious
2-0	Critical/failed

Bridge Treatments

Replacement

Replacement work is typically performed when a bridge is in poor condition (NBI rating of 4 or less) and will improve the bridge to good condition (NBI rating of 7 or more). The Local Bridge Program, a part of MDOT's Local Agency Program, defines bridge replacement as full replacement, which removes the entire bridge (superstructure, deck, and substructure) before re-building a bridge at the same location (Figure 6). The decision to perform a total replacement over rehabilitation (see below) should be made based on a life-cycle cost analysis. Generally, replacement is selected if rehabilitation costs more than two-thirds of the cost of replacement. Replacement is generally the most expensive of the treatment options.

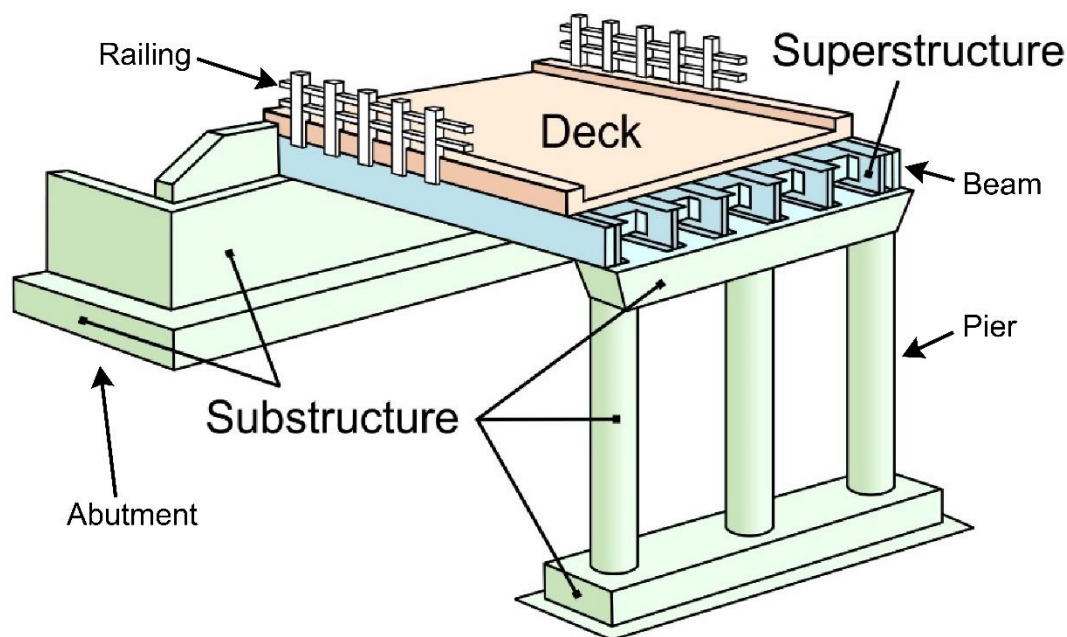


Figure 6-D: Diagram of basic elements of a bridge

Rehabilitation

Rehabilitation involves repairs that improve the existing condition and extend the service life of the structure and the riding surface. Most often, rehabilitation options are associated with bridges that have degraded beyond what can be fixed with preventive maintenance. Rehabilitation is typically performed on poor-rated elements (NBI rating of 4 or less) to improve them to fair or good condition (NBI rating of 5 or more). Rehabilitation can include superstructure replacement (removal and replacement of beams and deck) or deck replacement. While typically more expensive than general maintenance, rehabilitation treatments may be more cost-effective than replacing the entire structure.

- **Railing retrofit/replacement:** A railing retrofit or replacement either reinforces the existing railing or replaces it entirely (Figure 6). This rehabilitation is driven by a need for safety improvements on poor-rated railings or barriers (NBI rating less than 5).
- **Beam repair:** Beam repair corrects damage that has reduced beam strength (Figure 6). In the case of steel beams, it is performed if there is 25 percent or more of section loss in an area of the beam that affects load-carrying capacity. In the case of concrete beams, this is performed if there is 50 percent or more spalling (i.e., loss of material) at the ends of beams.
- **Substructure concrete patching and repair:** Patching and repairing the substructure is essential to keep a bridge in service. These rehabilitation efforts are performed when the abutments or piers

are fair or poor (NBI rating of 5 or 4), or if spalling and delamination affect less than 30 percent of the bridge surface.

Preventive Maintenance

The Federal Highway Administration's (FHWA) *Bridge Preservation Guide* (2018) defines preventive maintenance as "a strategy of extending service life by applying cost-effective treatments to bridge elements...[that] retard future deterioration and avoid large expenses in bridge rehabilitation or replacements."

Preventive maintenance work is typically done on bridges rated fair (NBI rating of 5 or 6) in order to slow the rate of deterioration and keep them from falling into poor condition.

- **Concrete deck overlay:** A concrete deck overlay involves removing and replacing the driving surface. Typically, this is done when the deck surface is poor (NBI rating is less than 5) and the underneath portion of the deck is at least fair (NBI rating greater than 4). A shallow or deep concrete overlay may be performed depending on the condition of the bottom of the deck. The MDOT *Bridge Deck Preservation* matrices provide more detail on concrete deck overlays (see https://www.michigan.gov/mdot/0,4616,7-151-9625_24768_24773---,00.html).
- **Deck repairs:** Deck repairs include three common techniques: HMA overlay with or without waterproof membranes, concrete patching, deck sealing, crack sealing, and joint repair/replacement. An HMA overlay with an underlying waterproof membrane can be placed on bridge decks with a surface rating of fair or lower (NBI of 5 or less) and with deficiencies that cover between 15 and 30 percent of the deck surface and deck bottom. An HMA overlay without a waterproof membrane should be used on a bridge deck with a deck surface and deck bottom rating of serious condition or lower (NBI rating of 3 or less) and with deficiencies that cover greater than 30 percent of the deck surface and bottom; this is considered a temporary holdover to improve ride quality when a bridge deck is scheduled to undergo major rehabilitation within five years. All HMA overlays need to be accompanied by an updated load rating. Patching of the concrete on a bridge deck is done in response to an inspector's work recommendation or when the deck surface is in good, satisfactory, or fair condition (NBI rating of 7, 6, or 5) with minor delamination and spalling. To preserve a good bridge deck in good condition, a deck sealer can be used.

Deck sealing should only be done when the bridge deck has surface rating of fair or better (NBI of 5 or more). Concrete sealers should only be used when the top and bottom surfaces of the deck are free from major deficiencies, cracks, and spalling. An epoxy overlay may be used when between 2 and 5 percent of the deck surface has delaminations and spalls, but these deficiencies must be repaired prior to the overlay. An epoxy overlay may also be used to repair an existing epoxy overlay. Concrete crack sealing is an option to maintain concrete in otherwise good condition that has visible cracks with the potential of reaching the steel reinforcement. Crack sealing may be performed on concrete with a surface rating of good, satisfactory, or fair (NBI rating of 7, 6, or 5) with minor surface spalling and delamination; it may also be performed in

response to a work recommendation by an inspector who has determined that the frequency and size of the cracks require sealing.

- **Steel bearing repair/replacement:** Rather than sitting directly on the piers, a bridge superstructure is separated from the piers by bearings. Bearings allow for a certain degree of movement due to temperature changes or other forces. Repairing or replacing the bearings is considered preventive maintenance. Girders and a deck in at least fair condition (NBI of 5 or higher) and bearings in poor condition (NBI rating of 4 or less) identifies candidates for this maintenance activity.
- **Painting:** Re-painting a bridge structure can either be done in totality or in part. Total re-painting is done in response to an inspector's work recommendation or when the paint condition is in serious condition (NBI rating of 3 or less). Partial re-painting can either consist of zone re-painting, which is a preventive maintenance technique, or spot re-painting, which is scheduled maintenance (see below). Zone re-painting is done when less than 15 percent of the paint in a smaller area, or zone, has failed while the rest of the bridge is in good or fair condition. It is also done if the paint condition is fair or poor (NBI rating of 5 or 4).
- **Channel improvements:** Occasionally, it is necessary to make improvements to the waterway that flows underneath the bridge. Such channel improvements are driven by an inspector's work recommendation based on a hydraulic analysis or to remove vegetation, debris, or sediment from the channel and banks (Figure 6).
- **Scour countermeasures:** An inspector's work recommendations or a hydraulic analysis may require scour countermeasures (see the *Risk Management* section of this plan for more information on scour). This is done when a structure is categorized as scour critical and is not scheduled for replacement or when NBI comments in abutment and pier ratings indicate the presence of scour holes.
- **Approach repaving:** A bridge's approach is the transition area between the roadway leading up to and away from the bridge and the bridge deck. Repaving the approach areas is performed in response to an inspector's work recommendation, when the pavement surface is in poor condition (NBI rating of 4 or less), or when the bridge deck is replaced or rehabilitated (e.g., concrete overlay).
- **Guardrail repair/replacement:** A guardrail is a safety feature on many roads and bridges that prevents or minimizes the effects of lane departure incidents. Keeping bridge guardrails in good condition is important. Repair or replacement of bridge guardrail should be done when a guardrail is missing or damaged, or when it needs a safety improvement.

Scheduled Maintenance

Scheduled maintenance activities are those activities or treatments that are regularly scheduled and intend to maintain serviceability while reducing the rate of deterioration.

- **Superstructure washing:** Washing the superstructure, or the main structure supporting the bridge, typically occurs in response to an inspector's work recommendation or when salt-contaminated dirt and debris collected on the superstructure is causing corrosion or deterioration by trapping moisture.
- **Drainage system cleanout/repair:** Keeping a bridge's drainage system clean and in good working order allows the bridge to shed water effectively. An inspector's work recommendation may indicate drainage system cleanout/repair. Signs that a drainage system needs cleaning or repair include clogs and broken, deteriorated, or damaged drainage elements.
- **Spot painting:** Spot painting is a form of partial bridge painting. This scheduled maintenance technique involves painting a small portion of a bridge. Generally, this is done in response to an inspector's work recommendation and is used for zinc-based paint systems only.
- **Slope repair/reinforcement:** The terrain on either side of the bridge that slopes down toward the channel is called the slope. At times, it is necessary to repair the slope. Situations that call for slope repair include when the slope is degraded, when the slope has significant areas of distress or failure, when the slope has settled, or if the slope is in fair or poor condition (NBI rating of 5 or less). Other times, it is necessary to reinforce the slope. Reinforcement can be added by installing Riprap, which is a side-slope covering made of stones. Riprap protects the stability of side slopes of channel banks when erosion threatens the surface.
- **Vegetation control and debris removal:** Keeping the area around a bridge structure free of vegetation and debris safeguards the bridge structure from these potentially damaging forces. Removing or restricting vegetation around bridges prevents damage to the structure. Vegetation control is done in response to an inspector's work recommendation or when vegetation traps moisture on structural elements or is growing from joints or cracks. Debris in the water channel or in the bridge can also cause damage to the structure. Removing this debris is typically done in response to an inspector's work recommendation or when vegetation, debris, or sediment accumulates on the structure or channel.
- **Miscellaneous repairs:** These are uncategorized repairs in response to an inspector's work recommendation.

APPENDIX E: GLOSSARY & ACRONYM

DRAFT

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REQUEST FOR LEGISLATION
March 18, 2025

For: Mayor and City Council

From: Andrew Hellenga, City Manager, Randy Barker

Subject: Ordinance No. 1443 - An Ordinance to Amend Chapter 71, Entitled "Administrative Hearings Bureau" of the Code of Ordinances by Amending Article II, Section 71-33 "Administrative Hearings Officer - Powers and Duties", Section 71-34 "Administrative Hearings Officer - Training Requirements", and Section 71-43 "Violations of Orders and Failure to Pay Civil Fine and Costs" to Update to be in Compliance With State Law.

Public Hearing Resolution No. 2025-047, close the public hearing.

Resolution No. 2025-046, determination.

SUMMARY & BACKGROUND: The AHB is governed by law and that law has been updated. This resolution brings the City Ordinance into compliance with the law.

RECOMMENDED ACTION: Approval

ATTACHMENTS:

1. Resolution No 2025-046 AHB Ordinance
2. Ord 1443 AHB
3. Resolution No 2025-047 Close Public Hearing

CITY MANAGER APPROVAL:

COUNCIL AGENDA DATE: March 18, 2025

CITY MANAGER COMMENTS:

FISCAL SERVICES DIRECTOR APPROVAL:



RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

NOW THEREFORE BE IT RESOLVED, THAT the attached ordinance entitled "AN ORDINANCE TO AMEND CHAPTER 71 "ADMINISTRATIVE HEARINGS BUREAU" OF THE YPSILANTI CITY CODE, BY AMENDING ARTICLE II "ADMINISTRATIVE HEARINGS BUREAU", SECTION 71-33 "ADMINISTRATIVE HEARING OFFICER—POWERS AND DUTIES", SECTION 71-34 "ADMINISTRATIVE HEARING OFFICER—TRAINING REQUIREMENTS", AND SECTION 71-43 "VIOLATIONS OF ORDERS AND FAILURE TO PAY CIVIL FINE AND COSTS" TO UPDATE TO BE IN COMPLIANCE WITH STATE LAW", be adopted, upon first reading.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:



CITY OF YPSILANTI
Ordinance No. 1443

AN ORDINANCE TO AMEND CHAPTER 71 “ADMINISTRATIVE HEARINGS BUREAU” OF THE YPSILANTI CITY CODE, BY AMENDING ARTICLE II “ADMINISTRATIVE HEARINGS BUREAU”, SECTION 71-33 “ADMINISTRATIVE HEARING OFFICER—POWERS AND DUTIES”, SECTION 71-34 “ADMINISTRATIVE HEARING OFFICER—TRAINING REQUIREMENTS”, AND SECTION 71-43 “VIOLATIONS OF ORDERS AND FAILURE TO PAY CIVIL FINE AND COSTS” TO UPDATE TO BE IN COMPLIANCE WITH STATE LAW.

THE CITY OF YPSILANTI HEREBY ORDAINS:

Section 1: Amendments, additions, and deletions to the Code of Ordinances, City of Ypsilanti, Michigan.

Chapter 71 of the Ypsilanti City Code, entitled “Administrative Hearings Bureau”, is hereby amended by amending Article II “Administrative Hearings Bureau”, Section 71-33 “Administrative Hearing Officer—Powers and Duties” which Section shall read as follows:

Sec. 71-33. - Administrative Hearing Officer—Powers and duties.

Each administrative hearing officer appointed by the city manager with consent of the city council must be an attorney admitted to the practice of law in the State of Michigan for at least five years and is removable only upon reasonable cause. Each administrative hearing officer has all power necessary to conduct fair and impartial hearings including, but not limited to, the power to:

- (1) Hold conferences for the settlement or simplification of the issues;
- (2) Administer oaths and affirmations;
- (3) Hear testimony;
- (4) Rule upon motions, objections, and the admissibility of evidence;
- (5) Subpoena the attendance of relevant witnesses and the production of relevant books, records, or other information, subject to the restrictions contained in [section 71-41](#) at the request of any party or on the administrative hearing officer's own motion;
- (6) Preserve and authenticate the record of the hearing and all exhibits and evidence introduced at the hearing;
- (7) Regulate the course of the hearing in accordance with this chapter, the rules adopted by the bureau, or other applicable law;

- (8) Discuss administrative adjudication proceedings with a supervisor, if one is appointed;
- ~~(9) Issue a final order, which includes findings of fact and conclusions of law; Issue a determination, based on the evidence presented at the hearing, whether a blight violation exists or existed at the time the citation was issued to the offending owner(s). The determination must be in writing and must include written findings of fact, a decision, and an order.~~
- (10) Impose penalties and fines according to the schedules established by City Council from time to time by resolution, and issue orders that are consistent with applicable code provisions and assess costs upon finding a party liable for the charged violation; provided, however, that an administrative hearing officer does not have the authority to: (i) impose a penalty of imprisonment; (ii) except in cases to enforce the collection of any tax imposed and collected by the city, in which this limitation shall not apply, impose a fine in excess of \$10,000.00 exclusive of costs of enforcement or costs imposed to secure compliance with this Code; or (iii) waive or reduce any fines, fees, or costs established by City Council for such violations unless reasonable mitigating factors for reduction of a fine are established by the Respondent by clear and convincing evidence and detailed in the hearing officer's written findings of fact; except, however, that the administrative hearing officer may in his or her discretion, upon oral or written motion of the City Attorney or Building Official (or their respective designees) at the time of the hearing, waive a fine for a blight violation at an owner-occupied residential dwelling for a first time offender of a blight ordinance, but only if the offender has, to the satisfaction of the Building Official or their designee, corrected the circumstances for the violation prior to or within a reasonable time (not to exceed 30 days) after the hearing, and
- (11) Subject to the limitations of section 71-33(10), assess costs upon affirming the order or determination.

Chapter 71 of the Ypsilanti City Code, entitled "Administrative Hearings Bureau", is hereby amended by amending Article II "Administrative Hearings Bureau", Section 71-34 "Administrative hearing officer—Training requirements" which Section shall read as follows:

Sec. 71-34. - Administrative Hearing Officer—Training requirements.

Before conducting any administrative adjudication proceeding, an administrative hearing officer must have successfully completed a formal training program, which includes the following:

- (1) Instruction on the rules of procedure of the administrative hearings, which he or she will conduct;
- (2) Orientation to each subject area of the code violations, which he or she will adjudicate;
- (3) Observation of administrative hearings; and
- (4) Participation in hypothetical cases, including ruling on evidence and issuing final orders; and-
- (5) The importance of impartiality in the conduct of the administrative hearing and adjudication of the violation; and
- (6) Instructions on the preparation of a record that is adequate for judicial review.

Prior training and/or experience as an administrative hearings officer and/or jurist may, in the reasonable determination of the City Manager, be deemed to satisfy any applicable portions of the training requirements set forth above.

Chapter 71 of the Ypsilanti City Code, entitled “Administrative Hearings Bureau”, is hereby amended by amending Article II “Administrative Hearings Bureau”, Section 71-43 “Administrative hearing officer—Powers and duties” which Section shall read as follows:

Sec. 71-43. - Violations of orders and failure to pay civil fine and costs.

(a) Violation of orders.

(1) *Elements of the offense and penalty.* A person violates this subsection if ~~he or she~~ a hearing officer or circuit court grants a final decision and order finding a person in violation of a blight ordinance and the person fails to correct the violation no later than 30 days after the final decision and order is granted. A person who violates this section is responsible for a municipal civil infraction or guilty of a misdemeanor as follows:

(a) If the person is excluded from misdemeanor violations by subsections (c) or (d), then the person is responsible for a municipal civil infraction, subject to payment of a civil fine as set forth in [section 70-38](#). Repeat offenses under this article shall be subject to increased fines as set forth in [section 70-38](#).

(b) If the person is not excluded from misdemeanor violations by subsections (c) or (d), then the person is guilty of a misdemeanor and upon conviction thereof shall be punished by imprisonment in the county jail for not more than 90 days or by a fine of not more than \$500.00, or both, in the discretion of the court.

~~(i) Is served notice of a blight violation, and is afforded an opportunity to be heard under this Code; and~~

~~(ii) Knowingly fails to comply with an order issued by an administrative hearings officer under this chapter, including any requirement of a subpoena.~~

(2) Each day that the violation occurs is a separate and distinct offense.

~~(3) *Sentence.* A person convicted under this subsection is guilty of a misdemeanor and punishable by a period of jail not greater than 90 days, a fine of not more than \$500.00, or both, and the costs of the enforcement.~~

(b) Failure to pay civil fine and costs.

(1) *Elements of the offense.* If the civil fine and costs imposed against a person by an administrative hearings officer are \$1,000.00 or more, in the aggregate, and the person does not pay the civil fine and costs imposed within 30 days after a final decision and order of the administrative hearings officer or of the circuit court.

(2) *Sentence.*

(i) 1st violation: For a first violation, the person is responsible for a civil infraction and may be ordered to pay a civil fine of not more than \$500.00.

(ii) 2nd or subsequent violation: For a second or subsequent violation, a person is guilty of a misdemeanor punishable by imprisonment for not more than 93 days or a fine of not more than \$500.00, or both.

(c) (3) Misdemeanor violations for Subsection (a) Violations of Orders and all violations for Subsection (b): Failure to pay civil fine and/or costs do ~~does~~ not apply to any of the following that become ~~becomes~~ the owner of a property after foreclosure or after taking a deed in lieu of foreclosure:

(i) *A government-sponsored enterprise.* As used in this subsection, "government-sponsored enterprise" means the term as defined in 2 USC 622(8), or the state housing development authority created under the state housing development authority act of 1966, 1966 PA 346, MCL 125.1401 to 125.1499c.

(ii) *A financial institution.* As used in this subsection, "financial institution" means that term as defined in section 4(c) of the Michigan strategic fund act, 1984 PA 270, MCL 125.2004.

(iii) *A mortgage servicer.* As used in this subsection, "mortgage servicer" means that term as defined in section 1a of the mortgage brokers, lenders, and servicers licensing act, 1987 PA 173, MCL 445.1651a, that is subject to the mortgage brokers, lenders, and servicers licensing act, 1987 PA 173, MCL 445.1651 to 445.1684.

(iv) A credit union service organization that is organized under the laws of this state or the United States.

(d) (4) Misdemeanor violations for Subsection (a) Violations of Orders and all violations for Subsection (b): The criminal penalty for failure to pay civil fine and/or costs do ~~does~~ not apply to the owner of a property if, at the time the civil fine and/or costs are imposed against the owner, the owner had filed a principal residence exemption affidavit as provided under section 7cc of the general property tax act, 1893 PA 206, MCL 211.7cc, certifying that the property is owned and occupied as a principal residence by the owner.

(e) (5)—An entity described in subsection (b)(3) above that becomes the owner of a property after foreclosure or after taking a deed in lieu of foreclosure must adhere to all ordinances relating to vacant property or blight violations adopted by the city.

(f) (6) As used in this section ~~subsection (b) failure to pay fine and costs~~, "person" means not only an individual, partnership, corporation, limited liability company, association, or other legal entity, but also includes the partners, ~~or members,~~ and managers of a firm, a partnership, or an association, ~~and the officers of a corporation, property manager(s), and agents of any of the foregoing.~~

(g) (e) *Defenses.* It is an affirmative defense to this section that a court of competent jurisdiction stayed the order issued by the administrative hearing officer before the effective date of the order and that the order is currently stayed.

(h) (d) *Prohibited defenses.* It is not a defense to this section that a person:

(1) Came into compliance or attempted to come into compliance with the order after the date the order by its terms required compliance; or

(2) Sought judicial review of the order, but failed to obtain a stay of the order before the date the order by its terms required compliance.

(i) ~~(e)~~ *Venue*. The City Attorney must institute actions under this section in a court of competent jurisdiction.

2. Severability. If any clause, sentence, section, paragraph, or part of this ordinance, or the application thereof to any person, firm, corporation, legal entity, or circumstances, shall be for any reason adjudged by a court of competent jurisdiction to be unconstitutional or invalid, such judgment shall not effect, impair, or invalidate the remainder of this Ordinance and the application of such provision to other persons, firms, corporations, legal entities, or circumstances by such judgment shall be confined in its operation to the clause, sentence, section, paragraph, or part of this Ordinance thereof directly involved in the case or controversy in which such judgment shall have been rendered and to the person, firm, corporation, legal entity, or circumstances then and there involved. It is hereby declared to be the legislative intent of this body that the Ordinance would have been adopted had such invalid or unconstitutional provisions not been included in this Ordinance.

3. Repeal. All other Ordinances inconsistent with the provisions of this Ordinance are, to the extent of such inconsistencies, hereby repealed.

4. Savings Clause. The balance of the Code of Ordinances, City of Ypsilanti, Michigan, except as herein or previously amended, shall remain in full force and effect. The repeal provided herein shall not abrogate or affect any offense or act committed or done, or any penalty or forfeiture incurred, or any pending fee, assessments, litigation, or prosecution of any right established, occurring prior to the effective date hereof.

5. Copies to be available. Copies of the Ordinance are available at the office of the city clerk for inspection by, and distribution to, the public during normal office hours.

6. Publication and Effective Date. The City Clerk shall cause this Ordinance, or a summary of this Ordinance, to be published according to Section 11.13 of the City Charter. This Ordinance shall become effective after publication at the expiration of 30 days after adoption.

Tracey L. Boudreau

City Clerk

Published in Washtenaw Legal News, 03-06-25



Resolution No. 2025-047
March 18, 2025

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI –

**That the public hearing to Amend Chapter 71, Entitled “Administrative Hearing Bureau”,
of the Ypsilanti Code be officially closed.**

OFFERED BY

SECONDED BY

YES:

NO:

ABSENT:

VOTE:



REQUEST FOR LEGISLATION
March 18, 2025

For: Mayor and City Council

From: Tracey Boudreau, City Clerk

Subject: Resolution No. 2025-048 Approving the minutes of the regular Council meeting of March 4, 2025.

SUMMARY & BACKGROUND:

RECOMMENDED ACTION: Approval

ATTACHMENTS:

1. Resolution No 2025-048 Minutes
2. March 4, 2025 Council Meeting Minutes

CITY MANAGER APPROVAL:

COUNCIL AGENDA DATE: March 18, 2025

CITY MANAGER COMMENTS:

FISCAL SERVICES DIRECTOR APPROVAL:



Resolution No. 2025-048
March 18, 2025

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the minutes of the March 4, 2025 City Council Meeting be approved.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:



**MINUTES
REGULAR COUNCIL MEETING
7:00 PM - Tuesday, March 4, 2025
Council Chambers
One South Huron, Ypsilanti, MI 48197**

I. CALL TO ORDER

Mayor Brown called the meeting to order at 7p.m.

II. ROLL CALL

PRESENT at roll call were Mayor Brown, Mayor Pro-Tem Wilcoxon, Council Member King, Council Member McLean, Council Member Simmon, Council Member Fellows, and Council Member Tooson. ABSENT: None.

III. A MOMENT TO CENTER AND FOCUS

IV. AGENDA APPROVAL

Council Member Tooson moved to Approve the AGENDA. Council Member King seconded the motion.

Council Member Fellows, supported by Council Member Tooson, requested to add a discussion regarding additional funds for Water Street.

Council Member King requested to add a discussion regarding the MML Police Chief Search.

Council Member Tooson moved to Approve the AGENDA, as amended. Council Member King seconded the motion. The motion passed unanimously upon a voice vote.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean, Amber Fellows
No: 0 None
Absent: (0)

V. PUBLIC COMMENT - 45 MINUTES TOTAL (3 MINUTES/EACH SPEAKER)

9 Members of the public spoke.

VI. PRESENTATIONS

A. Peacenic Community Transformation Coalition

B. Dark Sky Compliance presented by Planning Commission

VII. RESOLUTIONS/MOTIONS/DISCUSSIONS

A. Resolution Approving an additional \$1,000 for purposes of supporting relocation assistance services for persons currently housed on lands requiring hazardous materials site preparation and removal. (added at the table)

Council Member Simmons moved to Approve an additional \$1,000 for purposes of supporting relocation assistance services for persons currently housed on lands requiring hazardous materials site preparation and removal. (added at the table) Council Member King seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean, Amber Fellows
No: 0 None
Absent: (0)

B. Resolution No. 2025-037 Approving the minutes of the meeting of February 18, 2025.

Council Member Tooson moved to Approve Resolution No. 2025-037 Approving the minutes of the meeting of February 18, 2025. Council Member McLean seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

C. Resolution No. 2025-038 Approving the request to waive the park rental fees of \$1,085, police field services fees of \$1,913, and administrative fees of \$191.30, totaling \$3,189.30 for the Peacenic Festival 2025.

Council Member King moved to Approve Resolution No. 2025-038 Approving the request to waive the park rental fees of \$1,085, police field services fees of \$1,913, and administrative fees of \$191.30, totaling \$3,189.30 for the Peacenic Festival 2025. Council Member McLean seconded the motion.

Council Member Simmons moved, seconded by Council Member Fellows, to table the resolution. Council Members Simmons and Fellows withdrew their motion to table.

Council Member Simmons moved to Amend Resolution No. 2025-038 by removing the waiving of police field services fees of \$1,913. Council Member Fellows seconded the motion. The motion failed upon a roll call vote as follows:

Yes: (2) Desirae Simmons, Amber Fellows

No: 5 Michelle King, Roland Tooson, Steve Wilcoxon, Nicole Brown, Patrick McLean

Absent: (0)

Council Member Tooson called the question, seconded by Mayor Pro Tem Wilcoxon.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

Council Member King moved to Approve Resolution No. 2025-038 Approving the request to waive the park rental fees of \$1,085, police field services fees of \$1,913, and administrative fees of \$191.30, totaling \$3,189.30 for the Peacenic Festival 2025. Council Member McLean seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

D. Resolution No. 2025-039 Approving the request to waive the park rental fees for A Brighter Way Barbecue 2025 in the amount of \$1,785.

Council Member Fellows moved to Approve Resolution No. 2025-039 Approving the request to waive the park rental fees for A Brighter Way Barbecue 2025 in the amount of \$1,785. Council Member McLean seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

E. Resolution No. 2025-040 Honoring the heroic acts of Patrolman Douglas Downing by approving the ceremonial renaming of Park St South of Michigan Ave., to Douglas Downing St, so that he may always be remembered.

Council Member Fellows left the Chambers at 8:47p.m.

Council Member McLean moved to Approve Resolution No. 2025-040 Honoring the heroic acts of Patrolman Douglas Downing by approving the ceremonial renaming of Park St South of Michigan Ave., to Douglas Downing St, so that he may always be remembered. Council Member Tooson seconded the motion.

Yes: (6) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxon, Nicole Brown, Patrick McLean

No: 0 None

Absent: (1) Amber Fellows
Council Member Fellows returned to the Chambers at 8:49 p.m.

F. Resolution No. 2025-041 Appointing Residents to Boards and Commissions.

Mayor Brown left the Chambers at 8:49p.m.

Council Member Simmons moved to Approve Resolution No. 2025-041 Appointing Residents to Boards and Commissions. Mayor Pro-Tem Wilcoxen seconded the motion.

Yes: (6) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxen, Patrick McLean, Amber Fellows

No: 0 None

Absent: (1) Nicole Brown

Mayor Brown returned to the Chambers at 8:55p.m.

G. Resolution No. 2025-042 Appointing Bonnie Wessler as WRRMA Delegate, and Ryan Dillon as WRRMA Alternate Delegate, both with a term expiring December 31, 2025.

Mayor Pro-Tem Wilcoxen moved to Approve Resolution No. 2025-042 Appointing Bonnie Wessler as WRRMA Delegate, and Ryan Dillon as WRRMA Alternate Delegate, both with a term expiring December 31, 2025. Council Member King seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxen, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

H. Resolution No. 2025-043 Authorizing the City Manager to submit the Renewable Energy and Electrification Infrastructure Enhancement Grant application, and for the City to act as Fiduciary in its administration.

Council Member Simmons moved to Approve Resolution No. 2025-043 Authorizing the City Manager to submit the Renewable Energy and Electrification Infrastructure Enhancement Grant application, and for the City to act as Fiduciary in its administration. Mayor Pro-Tem Wilcoxen seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxen, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

I. Resolution No. 2025-044 Approving the PUD (CR 2024-124) Agreement and Master Deed for 124 Pearl Street and 120 Pearl.

Mayor Pro Tem Wilcoxen moved, seconded by Council Member Tooson, to extend the meeting until 11p.m. The motion passed unanimously upon a voice vote.

Council Member King left the Chambers at 9:12p.m. and returned at 9:14p.m.

Council Member Tooson moved to Approve Resolution No. 2025-044 Approving the PUD (CR 2024-124) Agreement and Master Deed for 124 Pearl Street and 120 Pearl. Council Member King seconded the motion. Council Member McLean left Chambers at 9:44p.m. and returned at 9:46 p.m. The motion passed upon a roll call vote as follows:

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxen, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

J. Resolution No. 2025-045 Approving a Memorandum of Understanding with the Washtenaw County Board of Commissioners for Millage funds reporting and directing the City Manager to sign on the city's behalf.

Council Member Fellows moved to Approve Resolution No. 2025-045 Approving a Memorandum of Understanding with the Washtenaw County Board of Commissioners for Millage funds reporting and directing the City Manager to sign on the city's behalf. Council Member King seconded the motion.

Yes: (7) Michelle King, Roland Tooson, Desirae Simmons, Steve Wilcoxen, Nicole Brown, Patrick McLean, Amber Fellows

No: 0 None

Absent: (0)

VIII. BOARD AND COMMISSION - LIAISON REPORTS

A. Police Advisory Commission

Council Member Tooson expressed with great excitement that there is a potential Ward 1 appointment forthcoming. Also, a long project has come to fruition - there is now a Police Interaction Survey and anyone involved in an interaction with a Police Officer will be given a QR code to go online and fill out a survey which will gauge interactions with Police Officers. This is not a complaint process. The next meeting is March 27th at 7p.m.

City Manager Hellenga added that as of February 28th, the Detective Bureau is now up and running.

B. Human Relations Commission

Council Member King reported that the meeting was very short and 2 resolutions were tabled. The next meeting is March 20th at 6p.m.

C. Parks and Arts Commission

Council Member McLean reported the next meeting is March 17th.

D. Sustainability Commission

Council Member Simmons reported the next meeting is March 10th.

E. Historic District Commission

Council Member McLean reported the next meeting is March 11th.

F. Planning Commission

Mayor Pro Tem Wilcoxon reported the next meeting is March 19th. He also mentioned the Dark Sky presentation and that the Commission will be discussing this and had a good discussion on Camping, but the commission is asking for guidance from Council on the scope.

G. Zoning Board of Appeals

Mayor Pro Tem Wilcoxon reported that the last meeting was cancelled.

IX. LIAISON REPORTS

A. SEMCOG Update

No report.

B. Washtenaw Area Transportation Study

No report.

C. Urban County

No report.

D. Ypsilanti Downtown Development Authority

Mayor Brown reported there will be a special meeting this Thursday.

E. Friends of Rutherford Pool

No report.

X. COUNCIL PROPOSED BUSINESS

Council Member King -

- Asking again for a Team-building Session
- Offered a tour of St. Luke's Shelter to Council
- Requesting to add, to the next meeting, a resolution appointing Ravyn Kalfyan to the HRC. Council Member Simmons supported.

Council Member Tooson -

- Will be hosting "Walk the Ward" on Tuesdays this spring to hear from residents about things that are out of place or out of order. The first will be around Ainsworth Circle. Details on Social Media - you can call or email.

Council Member Simmons -

- Residents asking about Bird Flu & vaccines.

- Appreciation to staff for all the work regarding Arbor One.
- County Commissioners had a retreat facilitated by Dr. Milner and areas of discussion were outreach, innovation and resource management.
- UMS is coming to the Freighthouse and they have priority registration for Ypsilanti residents.
- Offered to collaborate on a team-building event. It was decided that Council Members King and Simmons will work with City Manager and Clerk to plan a team-building event.

Council Member Fellows -

- Excited about the meeting next week for "All things commissions"
- Appreciates the coordination of the Clerk and City Manager with Washtenaw Camping Outreach to help with solutions for those on Water St.
- Believes we need a constituent services role, but knows funding is needed.
- Wants to discuss Tenant Right of First Refusal.
- Regarding Brownfield Redevelopments - other cities have an oversight committee to hold these businesses to the promises they made to receive the Brownfield designation.
- Requesting information on the cost to change the lights on Frog Island.

Council Member McLean -

- Requesting a presentation on the City's bonding capacity. Council Member Simmons supported.
- Discussed the impact of tariffs.

Mayor Pro Tem Wilcoxon -

- Discussed the conditions at Arbor One and commended County Prosecutor and City Staff for joining in lawsuit. Visited residents and discussed a Tenant Union. Wants to ensure tenants are getting accurate information and assistance.

XI. COMMUNICATIONS FROM THE MAYOR

- Thanking staff for the collaboration between City and County Prosecutors Office regarding Arbor One.
- Celebrating Women's History Month and Social Workers Month
- Attended Black History Program at Parkridge Community Center which was wonderful to hear local history, visit with seniors and youth.
- Invited to speak last week at NOBLE Executive Conference regarding relationship between Mayors and Police Departments. Learned a lot and hoping to share that information.

XII. COMMUNICATIONS FROM THE CITY MANAGER

- Departments are having budget meetings now and Council will have the proposed budget on April 30th.
- Administration is retooling and reformatting the Council Information Letter (CIL) to make it a more effective communication tool.
- Ypsi Housing Commission Director, Zac Fosler, will be here to present to Council on April 1st Meeting.
- Mayor and City Manager met with AATA and will be setting up Quarterly Meetings, which will include members of the board.
- Reminder of Work Session to discuss all things commissions on March 12th at 7p.m.

XIII. COMMUNICATIONS

XIV. PUBLIC COMMENT - CONTINUED (3 MINUTES/EACH SPEAKER)

XV. REMARKS FROM THE MAYOR

XVI. ADJOURNMENT

Mayor Brown adjourned the meeting at 11 p.m.

A. Resolution No. 2025-, adjourning the City Council Meeting.

B. Please click [here](#) to access the City Council Contact Form. This form can be used to submit any comments/concerns you might have about this agenda.



REQUEST FOR LEGISLATION
March 18, 2025

For: Mayor and City Council

From: Roland Tooson, Council Member, Steve Wilcoxon, Mayor Pro-Tem, Patrick McLean, Council Member

Subject: Resolution No. 2025-049 Appointing Residents to Boards and Commissions.

SUMMARY & BACKGROUND: Council Member Tooson offered Perry for appointment and Mayor Pro Tem Wilcoxon offered Mowrey for appointment. Council Member McLean supported both.

RECOMMENDED ACTION: Approval

ATTACHMENTS:

1. Resolution 2025-048 Appointment
2. Perry App_Redacted

CITY MANAGER APPROVAL:

COUNCIL AGENDA DATE: March 18, 2025

CITY MANAGER COMMENTS:

FISCAL SERVICES DIRECTOR APPROVAL:



Resolution No. 2025-049
March 18, 2025

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT, the following residents be appointed to the City of Ypsilanti Boards and Commissions as indicated below:

<u>Name</u>	<u>Board</u>	<u>Expiration</u>
Anthony Perry 914 Jefferson Ypsilanti, MI 48197	Police Advisory Board	05/01/2028
Kirsten Mowrey 109 Oakwood St Ypsilanti, MI 48197	Huron River Watershed Council	07/01/2028

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:

Citizen Advisory Boards and Commissions Participation Resume

The people of Ypsilanti are involved in their City government and are an important part of the community's achievements. Individuals interested in receiving more information in regards to serving on an advisory board or commission are invited to contact the City Clerk's Office at 734-483-1100. Alternatively, citizens who would like to participate can submit their information in the form below. After you apply, nomination to a board or a commission under the City Charter either by the Mayor or by two Council Members, and is subject to the approval and confirmation by a majority vote of the City Council.

Qualifications

Must be a resident/business owner in the city for at least two years. Or Council must determine your expertise is essential and not available in an applicant that meets the qualifications above. Must be eligible to vote in the state if not applying for youth membership.

Name	Anthony Perry
------	---------------

Email Address	
---------------	--

Address	914 Jefferson
---------	---------------

City	Ypsilanti
------	-----------

State	Mi
-------	----

Zip Code	48197
----------	-------

Phone Number	
--------------	--

Number of Years in the Community	40
----------------------------------	----

Ward You Live In	1st
------------------	-----

Education	<i>Field not completed.</i>
-----------	-----------------------------

Occupation	Service/Maintenance Lead
------------	--------------------------

Employer	McKinley Properties
Are you applying for youth membership?	No
Are you registered to vote in the City of Ypsilanti?	Yes
I would like to be considered and could devote sufficient time to serve on the following board or commission:	Police Advisory Commission
Party Affiliation	<i>Field not completed.</i>
	<i>Field not completed.</i>
Why are you interested in serving on these boards/commissions?	I have a desire to become more active in city government and look forward to uniting YPD with my community.
Work/volunteer experience related to the board or commission:	Youth mentor, community league athletic director and football coach.
I understand that appointment to a City of Ypsilanti board or commission requires regular attendance at board meetings.	Yes
I hereby certify that all of the information above is true.	<i>Field not completed.</i>



REQUEST FOR LEGISLATION
March 18, 2025

For: Mayor and City Council

From: Bonnie Wessler, DPS Director

Subject: Resolution No. 2025-050 Approving the Prospect Street Bridge Replacement Study, with a cost not to exceed \$41,000, which shall be expended from the major streets fund, and that the Mayor and City Clerk be authorized to sign this proposal and the City Manager be authorized to sign any change orders, all subject to review and approval by the City Attorney.

SUMMARY & BACKGROUND:

RECOMMENDED ACTION: Approval

ATTACHMENTS:

1. Prospect- Council- RFL_Resolution
2. Prospect Street Bridge Study Proposal
3. Prospect 11092 - 2025 Local Bridge Program Application

CITY MANAGER APPROVAL:

COUNCIL AGENDA DATE: March 18, 2025

CITY MANAGER COMMENTS:

FISCAL SERVICES DIRECTOR APPROVAL:



From: Bonnie Wessler, Director of Public Works

Subject: Prospect Bridge Study

The Prospect Road Bridge over the railroad was constructed in 1979. The most recent annual bridge inspections conducted by OHM indicate that the bridge is in serious condition, and recently lanes were closed on the bridge to improve safety and prolong its life. This bridge likely requires a deck replacement, similarly to Cross Street Bridge, and with a similar cost.

In order to present the best case for grant applications and to conclusively determine that this course of action is the best one, we are proposing to retain OHM to perform a feasibility study on this bridge, similarly to the process used with Cross. OHM is proposing a not to exceed fee of \$41,000 for this study; this will be drawn from a new capital account in Major Streets (202) that will be funded from unexpended Cross St Bridge design engineering funds (202-9078-7818-00) upon the approval of this proposal.

RECOMMENDED ACTION: Approval

ATTACHMENTS: OHM proposal for study; condition report

FY2024/2025 Goal Alignment

- **Strategic Goal 1: Capital Improvements and revitalization of City owned facilities and spaces.**
 - Strategic Goal 2: Staff retention and creating greater efficiencies.
 - Strategic Goal 3: Community Engagement
 - Strategic Goal 4: Community Development
 - **Strategic Goal 5: Infrastructure and investment**
 - **Strategic Goal 6: Financial Planning**
-



RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Prospect Road Bridge has been identified as being in "Serious" condition; and

WHEREAS, due to the level of complexity involved in such a replacement and its funding, pre-planning is required; and

WHEREAS, the information supplied in a study will help to ensure a smooth replacement process;

NOW THEREFORE BE IT RESOLVED that the Ypsilanti City Council approve the proposal entitled "Prospect Street Bridge Replacement Study," with a cost of not to exceed \$41,000,

THAT, the cost for this study be expended from the major streets fund; and

THAT the Mayor and City Clerk are authorized to sign this proposal, subject to review and approval by the City Attorney; and

THAT the City Manager is authorized to sign any change orders that may be needed to complete the project, subject to review and approval by the City Attorney.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:



March 11, 2025

Bonnie Wessler, AICP
DPS Director
City of Ypsilanti
14 W Forest Avenue
Ypsilanti, MI 48197

RE: Proposal for Professional Services
Prospect Road Bridge Rehabilitation Study

Dear Ms. Wessler:

OHM Advisors (OHM) is pleased to submit this proposal for professional services supporting a study of the existing bridge on Prospect Road over the railroad to evaluate rehabilitation options and potential construction costs to allow for a better understanding of the scope to assist in applying for funding.

We thank you for this opportunity and we are excited to continue working with the City of Ypsilanti to provide professional services for studying options at the Prospect Road bridge. Should you find our proposal acceptable, please sign the attached Scope of Services and provide a copy to us for our files. Please contact me at 734-466-4454 or kim.orear@ohm-advisors.com if you have any questions or comments.

Sincerely,
OHM Advisors

A handwritten signature in blue ink that reads "Kimberly O'Rear". The signature is written in a cursive, flowing style.

Kimberly O'Rear, PE, Senior Project Manager

Encl: Scope of Services
cc: Andrew Hellenga, City Manager
Rachel Jackson, PE, OHM
Kent Early, PE, OHM



EXHIBIT A

Cost Proposal for: Prospect Road Bridge Study

General Project Description

Prospect Road over the railroad is a three-span bridge in poor condition. The existing deck and beams are in poor condition and there are some areas of moderate deterioration on the substructure. Due to the extensive cost of replacement of the superstructure, it's our understanding that the City would like to perform a study of the bridge to determine what options exist for different beam types, roadway profiles, and lane configurations in order to more accurately determine costs for replacing the existing superstructure and patching the existing substructure.

Scope of Services

The following OHM services are included for the structure study:

- ▶ Perform conventional (GPS and Total Station) topographic survey of Prospect Road, Right-of-Way to Right-of-Way plus 25-feet outside of Right-of-Way, from High Street to US-12. Perform Static Terrestrial Scanning of underside of bridge to avoid personnel being on or around the railroad tracks. The survey will be used to aid in the study of the road and bridge geometrics.
- ▶ A desktop review of Federal and State threatened and endangered species in the area. This will likely include plants, snakes, and bats. Services provided will be to outline and advise on the recommended timeline, planning, and potential costs the City can expect to navigate the environmental process for this site.
- ▶ Prepare an alignment and up to two (2) profiles of the roadway (existing and proposed) and provide proposed vs existing linework for the bridge approaches considering a two-lane replacement of the existing four-lane superstructure including proposed driveway grades.
- ▶ Investigate the width and location of the proposed superstructure accounting for railroad clearance, capacity of road volumes, and neighboring business and residences.
- ▶ Perform a planning-level traffic capacity analysis of N. Prospect Road, from north of Martin Place to Michigan Avenue (US-12BR) to determine how many vehicular travel lanes are needed over the bridge. The analysis will examine traffic volumes, intersection level-of-service, delays, and queue lengths, to determine recommended turn lane storage lengths and roadway capacity.
- ▶ Currently, Prospect Road is a 2-lane roadway north of Martin Place, widening to 4-lanes (two lanes in each direction) between Martin Place and Michigan Avenue (US-12BR), including over the existing bridge, and then becomes an unbalanced 3-lane road (two lanes northbound and one lane southbound) south of Michigan Avenue. It is our understanding that the City of Ypsilanti seeks to determine the “right-size” of this segment of Prospect Road in planning for the future bridge replacement.
- ▶ OHM will obtain current 8-hour turning movement traffic counts at the two intersections that bookend the 4- lane segment: Prospect Road at Michigan Avenue (US-12BR) and Prospect Road at Martin Place. We will review available historic traffic count data to estimate the current traffic diversion rate due to the ongoing lane closures at the bridge and will adjust the current turning movement count volumes accordingly. OHM will obtain existing traffic signal timings and determine future traffic growth rates using SEMCOG traffic projections. We will confirm traffic diversion, growth rate, and horizon year assumptions with the City prior to additional analysis.
- ▶ The traffic capacity analysis will focus on the current year (2025) and one anticipated future horizon year (anticipated 2050). OHM will perform traffic operations analysis for the AM and PM peak hour for both the current year and the future horizon year using Synchro / SimTraffic. The analysis will evaluate intersection queue lengths and recommended turn lane storage lengths and determine the anticipated traffic impacts associated with the potential lane reduction at the bridge. We will prepare a technical memorandum that summarizes the traffic capacity analysis findings.



- Prepare a single plan sheet with plan view, elevation view, proposed profile, and cross section of the bridge for up to two (2) beam configurations
- Prepare up to two (2) high-level opinion of probable construction costs based on the refined proposed road and bridge geometrics.
- Begin utility investigation by submitting a miss-dig ticket to understand the extent of the existing utilities.
- Outline the timeline of railroad coordination effort that will be required once funding is secured.

Assumptions

- Project is through the study phase only and additional work toward bridge rehabilitation design will be part of a separate project.
- Geotechnical investigation is not needed for this phase and has not been included.

Exclusions

- Right-of-Way acquisition.
- Environmental T&E species surveys
- Public meetings
- Crash analysis
- Railroad right of entry permits
- Railroad flagging

Deliverables

The deliverables are to consist of a discussion of the superstructure, profile, and bridge width options. Type, Size and Location plan sheet, an engineer's estimate of the recommended option will be provided. A technical memorandum of the traffic capacity findings will be provided.

Schedule

OHM will begin work within two (2) weeks of signed authorization. The deliverables will be provided to the City within 22 weeks from the date of authorization.

Fee

This work will be invoiced monthly on an hourly basis in accordance with the continuing services agreement between OHM and the City. Invoices will be sent monthly as work is performed.

We submit an **HOURLY, NOT TO EXCEED FEE** of \$41,000 for this project.

City of Ypsilanti

Proposal for Prospect Road Bridge Rehabilitation Study

Accepted By: _____

Printed Name: _____

Title: _____

Date: _____

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 11092

BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
PROSPECT STREET	42.2423 / -83.6023	814747800127R01	Serious Condition(3)
Feature	Length / Width / Spans	Owner	
CONRAIL RAILROAD	146 / 61 / 3	City: YPSILANTI(7478)	
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status
IN CITY OF YPSILANTI	1979 / / /	Brighton(3)	P Posted for load(353852)
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation
University(6) / Washtenaw(81)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	08/23/2024 / QW0H	N Not Over Waterway



NBI INSPECTION

QW0H

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	08/23/2024

GENERAL NOTES

Posted 35, 38, 52 tons. Advanced warning signs in place. SB advanced warning and posting sign are the same due to proximity of the nearest alternate route to the bridge which appears appropriate for the context of this site. Reduced to 12-month cycle in 2019 due to beam condition.

*Update post 2024 routine inspection - Temporary concrete barrier added to block off inside lanes of traffic at owner's preference to disallow traffic from deteriorating beam in SB center lane. No adjustments will be made to current load posting condition which is posted lower than current rating requires after removing traffic from inside lanes at owner's preference.

Weight limit signs in place on both ends of bridge	YES
Weight limit shown on signs at bridge	353852
Required advance warning weight limit signs in place	YES
Weight limit shown on advance warning signs	353852

DECK

08/22 08/23 08/24

1. Surface (SIA-58A)	4	4	4	HMA with sealed cracks and a few open cracks. Several potholes in SB lanes all spans. General raveling and crumbling pavement around potholes. North span has large potholes that are open and show torn/missing waterproofing membrane and exposed tops of beams. Some of the potholes have been filled with cold patch Impact of driving over potholes cause significant vibration under normal traffic (08/24) HMA with sealed cracks and a few open cracks. Several potholes in SB lanes all spans. General raveling and crumbling pavement around potholes. North span has large potholes that are open and show torn/missing waterproofing membrane and exposed tops of beams. Some of the potholes have been filled with cold patch Impact of driving over potholes cause significant vibration under normal traffic (08/23) HMA with sealed cracks and a few open cracks. Several potholes in SB lanes all spans. General raveling and crumbling pavement around potholes. North span has large potholes that are open and show torn/missing waterproofing membrane and exposed tops of beams. Impact of driving over potholes cause significant vibration under normal traffic (08/22)
2. Expansion Joints	6	6	6	Debris filled in expansion joint device. Sidewalk cover plates missing at south pier joint. A few bolts missing in northeast cover plate. (08/24) Debris filled in expansion joint device. Sidewalk cover plates missing at south pier joint. A few bolts missing in northeast cover plate. (08/23) Debris filled in expansion joint device. Sidewalk cover plates missing at south pier joint. A few bolts missing in north east cover plate. (08/22)
3. Other Joints	6	6	6	HPR at cracks at abutment reference lines. Portions of reflective cracking are unsealed. Crack at south end is unsealed. North end cracking does not follow bridge end. Some raveling adjacent to joints. (08/24) HPR at cracks at abutment reference lines. Portions of reflective cracking are unsealed. Crack at south end is unsealed. North end cracking does not follow bridge end. (08/23) HPR at cracks at abutment reference lines. Portions of reflective cracking are unsealed. Crack at south end is unsealed. (08/22)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 11092

BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
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IN CITY OF YPSILANTI	1979 / / /	Brighton(3)	P Posted for load(353852)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
University(6) / Washtenaw(81)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	08/23/2024 / QW0H	N Not Over Waterway	

4. Railings	6	6	6	Concrete parapet with one tube railing. Chain link fence on outside in center span (over railroad). Several vertical cracks and minor spalls and rust spots at the bottom of the posts. The top tube in the northwest quad is damaged and there is map cracking on the concrete rail in the northwest quad. The anchor bolts have minor corrosion and there is corrosion on the fence. (08/24) Concrete parapet with one tube railing. Chain link fence on outside in center span (over railroad). Several vertical cracks and minor spalls and rust spots at the bottom of the posts. The top tube in the northwest quad is damaged and there is map cracking on the concrete rail in the northwest quad. The anchor bolts have minor corrosion and there is corrosion on the fence. (08/23) Concrete parapet with one tube railing. Chain link fence on outside in center span (over railroad). Several vertical cracks and minor spalls and rust spots at the bottom of the posts. The top tube in the northwest quad is damaged and there is map cracking on the concrete rail in the northwest quad. The anchor bolts have minor corrosion and there is corrosion on the fence. (08/22)
5. Sidewalks or Curbs	6	6	6	Toe of walk has been patched, east side in spans 2 and 3S. Longitudinal and transverse cracking throughout east walk. South pier cover plate missing. (08/24) Toe of walk has been patched, east side in spans 2 and 3S. Longitudinal and transverse cracking throughout east walk. South pier cover plate missing. (08/23) Toe of walk has been patched, east side in spans 2 and 3S. Longitudinal and transverse cracking throughout east walk. South pier cover plate missing (08/22)
6. Deck Bottom Surface (SIA-58B)	N	N	N	No structural deck. HMA surface on side-by-side box beams. (08/24) No structural deck. HMA surface on side-by-side box beams. (08/23) No structural deck. HMA surface on side-by-side box beams. (08/22)
7. Deck (SIA-58)	4	4	4	HMA with sealed cracks and a few open cracks. Several potholes in SB lanes all spans. General raveling and crumbling pavement around potholes. North span has large potholes that are open and show torn/missing waterproofing membrane and exposed tops of beams. Some of the potholes have been filled with cold patch Impact of driving over potholes cause significant vibration under normal traffic. No structural deck. HMA surface on side-by-side box beams. Leaking at beam joints and edge spalling on beams. (08/24) HMA with sealed cracks and a few open cracks. Several potholes in SB lanes all spans. General raveling and crumbling pavement around potholes. North span has large potholes that are open and show torn/missing waterproofing membrane and exposed tops of beams. Some of the potholes have been filled with cold patch Impact of driving over potholes cause significant vibration under normal traffic. No structural deck. HMA surface on side-by-side box beams. Leaking at beam joints and edge spalling on beams. (08/23) HMA with sealed cracks and a few open cracks. Several potholes in SB lanes all spans. General raveling and crumbling pavement around potholes. North span has large potholes that are open and show torn/missing waterproofing membrane and exposed tops of beams. Impact of driving over potholes cause significant vibration under normal traffic. Active leaking underneath at joints. (08/22)
8. Drainage				Bridge is at high point in road. No problems noted. (08/24) Bridge is at high point in road. No problems noted. (08/23) Bridge is at high point in road. No problems noted. (08/22)

SUPERSTRUCTURE

08/22 08/23 08/24

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 11092

BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
PROSPECT STREET	42.2423 / -83.6023	814747800127R01	Serious Condition(3)
Feature	Length / Width / Spans	Owner	
CONRAIL RAILROAD	146 / 61 / 3	City: YPSILANTI(7478)	
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status
IN CITY OF YPSILANTI	1979 / / /	Brighton(3)	P Posted for load(353852)
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation
University(6) / Washtenaw(81)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	08/23/2024 / QW0H	N Not Over Waterway



9. Stringer (SIA-59) 3 3 3

South Span:
 Bm 4 W spall from 1/4 to midspan w/ 3 broken strands.
 Bm 5 W spall from 1/4 to end w/ 3 broken strands & at north beam end.
 Bm 6 and 7W spalls near mid span with estimated 3 broken strands.
 Bm 9 W spall from 1/4 to 3/4 span w/ 10 broken strands (8 on west visible and 2 suspected under spall). Underside spalling throughout.
 Bm 10 W spall from start to 3/4 span w/ 4 broken strands.
 Several beams have cracks at bottom corners in south span.
 Middle span:
 Bm 5W spall from 1/2 span to N end with 5 broken strands
 Beams 2-6, 13, 15-18 have spalls at the bottom corners.
 Beam 16 spall near midspan with 3 broken strands
 Beam 18 spall near midspan with 3 broken strands
 Beam 19 spall near midspan with 4 broken strands
 North span:
 Bm 2W at abutment spalled.
 Bm 4& 5W, cracks
 BM 5 spall at midspan with 1 broken strand
 Bm 6W and 5E spalls
 Bm 6 and 7W cracks and spalls full length with 4 broken strands
 Bm 16 W spall at 1/2 span with 1 broken strand
 Bm 19 W spall at 1/3 span with 1 broken strand
 Bm 3 W spall at 1/2 span with 2 broken strand
 Spalling at corners of various beams at piers.
 Leaking between beams in all spans. (08/24)
 South Span:
 Bm 4 W spall from 1/4 to midspan w/ 2 broken strands.
 Bm 5 W spall from 1/4 to end w/ 3 broken strands & at north beam end.
 Bm 6 and 7W spalls near mid span
 Bm 9 W spall from 1/4 to 3/4 span w/ 5 broken strands (2 on west visible and 2 suspected under spall). Underside spalling throughout.
 Bm 10 W spall from start to 3/4 span w/ 2 broken strands.
 Several beams have cracks at bottom corners in south span.
 Middle span:
 Bm 5W spall from 1/2 span to N end with 4 broken strand
 Beams 2-6, 13, 15-18 have spalls at the bottom corners.
 North span:
 Bm 2W at abutment spalled.
 Bm 4& 5W, cracks
 BM 5 spall at midspan with 1 broken strand
 Bm 6W and 5E spalls
 Bm 6 and 7W cracks and spalls full length with 4 broken strands
 Bm 16 W spall at 1/2 span with 1 broken strand
 Bm 19 W spall at 1/3 span with 1 broken strand
 Bm 3 W spall at 1/2 span with 1 broken strand
 Spalling at corners of various beams at piers.
 Leaking between beams in all spans. (08/23)
 South Spans:
 Bm 4 W spall from 1/4 to midspan w/ 2 broken strands.
 Bm 5 W spall from 1/4 to end w/ 3 broken strands & at north beam end.
 Bm 6 and 7W spalls near mid span
 Bm 9 W spall from 1/4 to 3/4 span w/ 4 broken strands (2 on west visible and 2 suspected under spall). Underside spalling throughout.
 Bm 10 W spall from start to 3/4 span w/ 2 broken strands.
 Several beams have cracks at bottom corners in south span.
 Middle span:
 Bm 5W spall from 1/2 span to N end with 3 broken strand
 Beams 2-6, 13, 15-18 have spalls at the bottom corners.
 North span:
 Bm 2W at abutment spalled.
 Bm 4& 5W, cracks
 BM 5 spall at midspan with 1 broken strand
 Bm 6W and 5E spalls
 Bm 6 and 7W cracks and spalls full length with 2 broken strand

MICHIGAN DEPARTMENT OF TRANSPORTATION

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				Bm 16 W spall at 1/2 span with 1 broken strand Bm 19 W spall at 1/3 span with 1 broken strand Bm 3 W spall at 1/2 span with 1 broken strand Spalling at corners of various beams at piers. Leaking between beams in all spans. (08/22)
10. Paint (SIA-59A)	N	N	N	(08/24) (08/23) (08/22)
11. Section Loss	2	2	2	(08/24) Broken strands. See stringer comments. (08/23) Broken strands (08/22)
12. Bearings	6	6	6	difficult to assess. Evidence of rusting at piers. Suspect some deterioration. (08/24) difficult to assess. Evidence of rusting at piers. Suspect some deterioration. (08/23) difficult to assess. Evidence of rusting at piers. Suspect some deterioration. (08/22)

SUBSTRUCTURE

	08/22	08/23	08/24	
13. Abutments (SIA-60)	6	6	6	A couple of minor vertical cracks with a few delaminations. Minor spalling on south abutment. (08/24) A couple of minor vertical cracks with a few delaminations. Minor spalling on south abutment. (08/23) A couple of minor vertical cracks with a few delaminations. (08/22)
14. Piers (SIA-60)	5	5	5	Concrete cap on columns and crash wall. A few transverse leaching cracks in the pier cap. South pier columns have vertical cracks with some delaminations. North pier columns 1, 2, 5, & 6 W have vertical crack. There are a few vertical cracks in the crashwalls. N pier cap at west end, spalling and exposed rebar at bottom between column 1 and 2 and 2-3. Isolated cracking throughout. (08/24) Concrete cap on columns and crash wall. A few transverse leaching cracks in the pier cap. South pier columns have vertical cracks with some delaminations. North pier columns 1, 2, 5, & 6 W have vertical crack. There are a few vertical cracks in the crashwalls. N pier cap at west end, spalling and exposed rebar at bottom between column 1 and 2 and 2-3. Isolated cracking throughout. (08/23) Concrete cap on columns and crash wall. A few transverse leaching cracks in the pier cap. South pier columns have vertical cracks with some delaminations. North pier columns 1, 2, 5, & 6 W have vertical crack. There are a few vertical cracks in the crashwalls. N pier cap at west end, spalling and exposed rebar at bottom between column 1 and 2 and 2-3. Isolated cracking throughout. (08/22)
15. Slope Protection	7	7	7	Slope paving in good condition. (08/24) Slope paving in good condition. (08/23) Slope paving in good condition. (08/22)
16. Channel (SIA-61)	N	N	N	(08/24) (08/23) (08/22)
17. Scour Inspection	N	N	N	(08/24) (08/23) (08/22)

APPROACH

	08/22	08/23	08/24	
18. Approach Pavement	6	6	6	HMA with some cracks. Some cracks are sealed and some are unsealed. pavement is even with no rutting evident. (08/24) HMA with some cracks. Some cracks are sealed and some are unsealed. (08/23) HMA with some cracks. Cracks are unsealed. (08/22)

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19. Approach Shoulders Sidewalks	5	5	5	Some settling up to 1/2" in SW quadrant approach work. (08/24) Some settling up to 1/2" in SW quadrant approach work. (08/23) Some settling up to 1/2" in SW quadrant approach work. (08/22)
20. Approach Slopes				Erosion in northeast quad. Slopes are steep but vegetated. (08/24) Erosion in northeast quad. Slopes are steep but vegetated. (08/23) Erosion in northeast quad. Slopes are steep but vegetated. (08/22)
21. Utilities				Lights in NW and SW quads. Pole in NE & SE quads. Overhead over span 3 and 50' east of east fascia. Hydrant in SE quad. (08/24) Lights in NW and SW quads. Pole in NE & SE quads. Overhead over span 3 and 50' east of east fascia. Hydrant in SE quad. (08/23) Lights in NW and SW quads. Pole in NE & SE quads. Overhead over span 3 and 50' east of east fascia. Hydrant in SE quad. (08/22)
22. Drainage Culverts				(08/24) (08/23) (08/22)

MISCELLANEOUS

Guard Rail

<u>Item</u>	<u>Rating</u>
36A. Bridge Railings	1
36B. Transitions	0
36C. Approach Guardrail	0
36D. Approach Guardrail Ends	0

Other Items

<u>Item</u>	<u>Rating</u>
71. Water Adequacy	N
72. Approach Alignment	6
Temporary Support	0 No Temporary Supports
High Load Hit (M)	No
Special Insp. Equipment	
Underwater Insp. Method	0

False Decking (Timber) Removed to Complete Inspection

N/A - No False Decking

Critical Feature Inspections (SIA-92)

	<u>Freq</u>	<u>Date</u>
92A. Fracture Critical		
92B. Underwater		
92C. Other Special		
92D. Fatigue Sensitive		

MICHIGAN DEPARTMENT OF TRANSPORTATION

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STRUCTURE INVENTORY AND APPRAISAL

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
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Feature	Length / Width / Spans	Owner	
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Bridge History, Type, Materials		Route Carried By Structure(ON Record)		Route Under Structure (UNDER Record)	
27 - Year Built	1979	5A - Record Type	1	5A - Record Type	
106 - Year Reconstructed		5B - Route Signing	5	5B - Route Signing	
202 - Year Painted		5C - Level of Service	0	5C - Level of Service	
203 - Year Overlay		5D - Route Number	02006	5D - Route Number	
43 - Main Span Bridge Type	5 05	5E - Direction Suffix	0	5E - Direction Suffix	
44 - Appr Span Bridge Type		10L - Best 3m Unclr-Lt	0 0	10L - Best 3m Unclr-Lt	
77 - Steel Type	0	10R - Best 3m Unclr-Rt	99 99	10R - Best 3m Unclr-Rt	
78 - Paint Type	0	PR Number		PR Number	
79 - Rail Type	6	Control Section		Control Section	
80 - Post Type	0	11 - Mile Point	0	11 - Mile Point	
107 - Deck Type	1	12 - Base Highway Network	0	12 - Base Highway Network	
108A - Wearing Surface	6	13 - LRS Route-Subroute	0000014281 06	13 - LRS Route-Subroute	
108B - Membrane	2	19 - Detour Length	1	19 - Detour Length	
108C - Deck Protection	0	20 - Toll Facility	3	20 - Toll Facility	
Structure Dimensions		26 - Functional Class	16	26 - Functional Class	
34 - Skew	15	28A - Lanes On	4	28B - Lanes Under	
35 - Struct Flared	N	29 - ADT	7000	29 - ADT	
45 - Num Main Spans	3	30 - Year of ADT	2017	30 - Year of ADT	
46 - Num Apprs Spans	0	32 - Appr Roadway Width	47.9	42B - Service Type Under	2
48 - Max Span Length	51.8	32A/B - Ap Pvt Type/Width	5 48	47L - Left Horizontal Clear	
49 - Structure Length	146	42A - Service Type On	5	47R - Right Horizontal Clear	
50A - Width Left Curb/SW	5.9	47L - Left Horizontal Clear	0.0	54A - Left Feature	
50B - Width Right Curb/SW	5.9	47R - Right Horizontal Clear	58.7	54B - Left Underclearance	99 99
33 - Median	0	53 - Min Vert Clr Ov Deck	99 99	54C - Right Feature	
51 - Width Curb to Curb	23	100 - STRAHNET	0	54D - Right Clearance	99 99
52 - Width Out to Out	61	102 - Traffic Direct	2	Under Clearance Year	
112 - NBIS Length	Y	109 - Truck %	0	55A - Reference Feature	R
Inspection Data		110 - Truck Network	0	55B - Right Horiz Clearance	
90 - Inspection Date	08/23/2024	114 - Future ADT	8400	56 - Left Horiz Clearance	0
91 - Inspection Freq	12	115 - Year Future ADT	2037	100 - STRAHNET	
92A - Frac Crit Req/Freq	N	Freeway	0	102 - Traffic Direct	
93A - Frac Crit Insp Date		Structure Appraisal		109 - Truck %	
92B - Und Water Req/Freq	N	36A - Bridge Railing	1	110 - Truck Network	
93B - Und Water Insp Date		36B - Rail Transition	0	114 - Future ADT	
92C - Oth Spec Insp Req/Freq	N	36C - Approach Rail	0	115 - Year Future ADT	
93C - Oth Spec Insp Date		36D - Rail Termination	0	Freeway	
92D - Fatigue Req/Freq	N	67 - Structure Evaluation	3	Proposed Improvements	
93D - Fatigue Insp Date		68 - Deck Geometry	2	75 - Type of Work	
176A - Und Water Insp Method	0	69 - Underclearance	3	76 - Length of Improvement	
58 - Deck Rating	4	71 - Waterway Adequacy	N	94 - Bridge Cost	
58A/B - Deck Surface/Bottom	4 N	72 - Approach Alignment	6	95 - Roadway Cost	
59 - Superstructure Rating	3	103 - Temporary Structure		96 - Total Cost	
59A - Paint Rating	N	113 - Scour Criticality	N	97 - Year of Cost Estimate	
60 - Substructure Rating	5	Miscellaneous		Load Rating and Posting	
61 - Channel Rating	N	37 - Historical Significance	5	31 - Design Load	0
62 - Culvert Rating	N	98A - Border Bridge State		41 - Open, Posted, Closed	P
Navigation Data		98B - Border Bridge %		63 - Fed Oper Rtg Method	6
38 - Navigation Control	N	101 - Parallel Structure	N	64F - Fed Oper Rtg Load	1.41
39 - Vertical Clearance	0	EPA ID		64MA - Mich Oper Rtg Method	6
40 - Horizontal Clearance	0	Stay in Place Forms		64MB - Mich Oper Rtg	.86
111 - Pier Protection		143 - Pin & Hanger Code		64MC - Mich Oper Truck	17
116 - Lift Brdg Vert Clear	0	148 - No. of Pin & Hangers		65 - Inv Rtg Method	6
				66 - Inventory Load	.84
				70 - Posting	0
				141 - Posted Loading	353852
				193 - Overload Class	

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 11092

WORK RECOMMENDATIONS

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
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WORK RECOMMENDATIONS

QW0H

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	08/23/2024

RECOMMENDATIONS & ACTION ITEMS

Recommendation Type	Priority	Description
Substr Repair	M	Patch substructure
Super Repl.	H	Replace superstructure.
Other	H	Seal cracks in HMA

2a. Situation Map

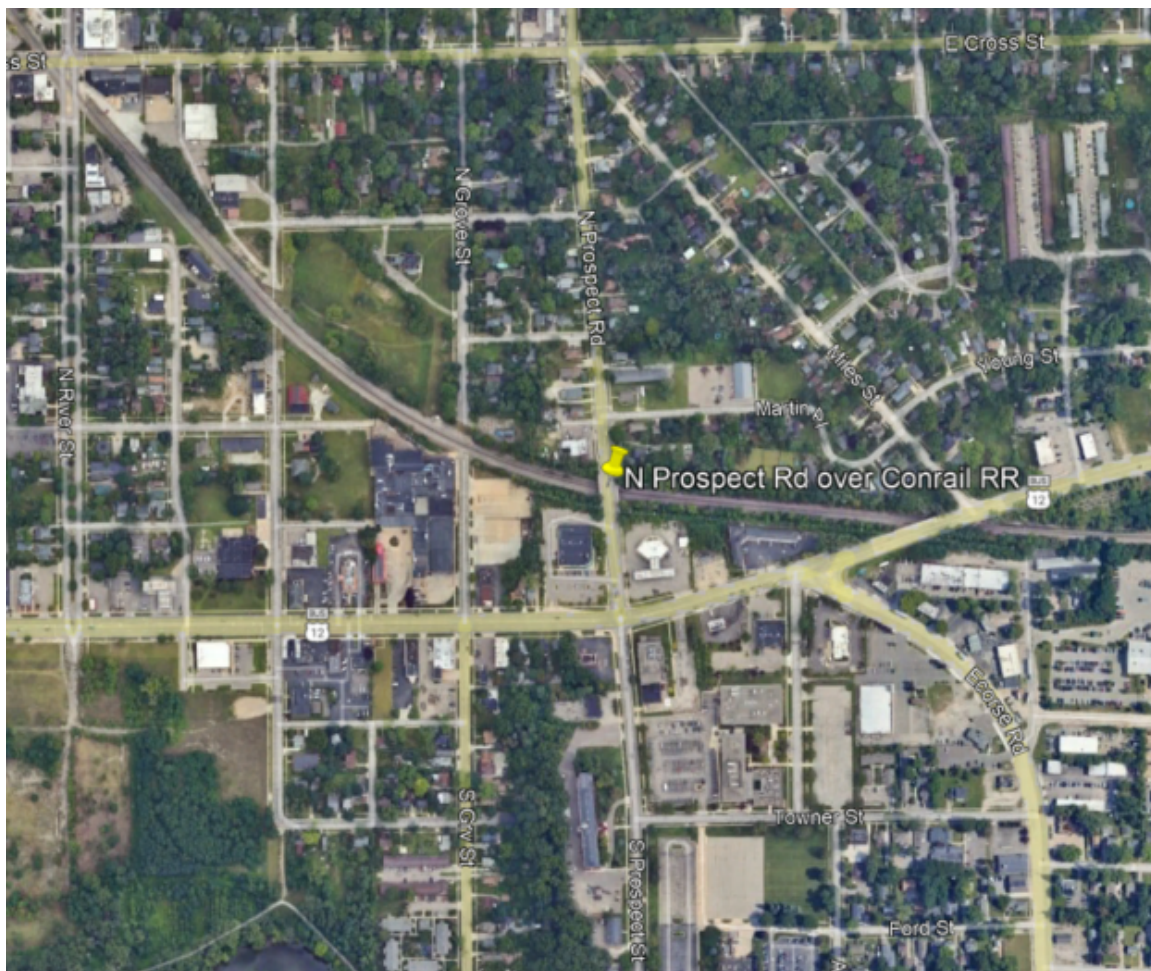


Image from Google Earth



N Prospect Rd.
To E Michigan Ave (US-12 Bus)
To N Harris St.
To E Cross St
To N Prospect Rd.

Detour Length: 2.41 Miles

Image from Google Earth

3. Photographs



South approach looking north



Surface pothole



Typical abutment



Typical face of pier



Exposed strands in beams

4. Application Requirements for N Prospect Rd over Conrail Railroad

A. Local Agency Contact Person

Bonnie Wessler, AICP
Public Works Director
(734) 483-1421

B. The purpose of this application is for the rehabilitation of the bridge carrying N Prospect Road over Conrail Railroad. Funding requested for a superstructure replacement and approach work. The City of Ypsilanti will provide a funding match of 5% for this project.

C. Economic Importance of the Structure

Located in the center of Ypsilanti, this structure provides access to businesses, residences, and educational facilities servicing residents and business owners. Directly between Cross St and E Michigan Ave, Prospect Rd carries 7,000 vehicles between these roads connecting businesses and students daily.

Prospect Road is classified as a Minor Arterial with an AADT of 7,000.

The Prospect Road bridge is a 3-span structure that is 146' long and crosses Conrail Railroad. It is an adjacent prestressed concrete box beam bridge. The overall condition of the bridge is serious, rated a 3 due to the condition of the

box beams. The bridge is currently posted to 35, 38, and 52 tons and the inside lanes of the roadway have been closed to keep traffic away from seriously deteriorated beams in the SB, center lane. Additionally, the inspection cycle has been accelerated to every 12 months due to the condition of the beams.

In the south span, beam 4W is spalled from 1/4 point to midspan with 3 broken strands. Beam 5W is spalled from 1/4 point to end with 3 broken strands. Beam 6 and 7W have spalling near mid span with estimated 3 broken strands. Beam 9W is spalled from 1/4 to 3/4 span with 10 broken strands (8 on west visible and 2 suspected under spall). Underside has significant spalling throughout. Beam 10W is spalling from start to 3/4 span with 4 broken strands. Several beams have cracks at bottom corners in south span. In the middle span, beam 5W is spalled from 1/2 span to N end with 5 broken strands, beams 2-6, 13, 15-18 have spalls at the bottom corners. Beam 16 is spalled near midspan with 3 broken strands, beam 18 is spalled near midspan with 3 broken strands, beam 19 is spalled near midspan with 4 broken strands. In the north span, beam 2W is spalling at the abutment. Beams 4& 5W have cracks throughout. Beam 5 is spalled at midspan with 1 broken strand. Beam 6W and 5E are spalling throughout. Beam 6 and 7W have cracks and spalls full length with 4 broken strands. Beam 16 W is spalled at 1/2 span with 1 broken strand. Beam 19 W is spalled at 1/3 span with 1 broken strand. Beam 3 W is spalled at 1/2 span with 2 broken strands. Spalling is visible at the corners of various beams at piers. Leaking is present between beams in all spans.

The deck surface consists of an HMA overlay with several major potholes exposing the top of beams and causing significant impact vibration from traffic uncommon with normal loading.

The recommended repair for the bridge is a superstructure replacement. The condition of the box beams warrants replacement due to the exposed and broken strands, major spalling evident, and a significant amount of broken prestressing strands. The only repair option for this structure is replacement of the beams. The substructure is in fair condition with few cracks isolated to the construction joint locations. The substructure will be patched while the beams are removed to improve their condition.

D. If there is a current detour, what does it affect?

Currently the bridge is open to traffic and there is no detour. Two of the four lanes on the bridge have been closed due to beam deterioration.

E. If the structure were to be closed, what would the detour affect?

If the structure were to be closed, the local traffic detour would affect motorists and students. Closing the structure would result in delays in peak hours for students, busses and emergency vehicles due to the length of the detour. Emergency vehicles would have to take a longer route to reach

emergencies in the area. As seconds matters in an emergency, this could become a public safety issue. Truck traffic would experience a longer detour than local traffic. Pedestrian traffic would be the largest burden with nearly a mile detour.

F. The structure has center lanes closed due to beam deterioration; however, it is still open to traffic with one lane in each direction.

G. Maintenance of the Structure

A preventative maintenance project was performed in 2014. The work consisted of joint replacement and HMA and waterproofing membrane replacement. The curb faces were also patched at the time. The waterproofing membrane and HMA has since lost its effectiveness to keep moisture out of the beams and has exceeded the estimated service life of that type of fix according to the MDOT bridge deck preservation matrix.

5. Estimated Rehabilitation Costs

Superstructure Replacement and Approach Work	
A. Approach Construction	\$ 632,000.00
B. Structure Construction	\$ 4,188,000.00
Total (A & B)	\$ 4,820,000.00

For a breakdown of Construction costs, see Appendix A. **The City of Ypsilanti will provide a funding match of 5% for this project.**

6. Priority List

1. Prospect Rd. over Conrail RR (Rehabilitation - Superstructure Replacement)

7. Resolution

The resolution is attached in Appendix B.

8. Previous Applications

It is understood that all previous applications have been discarded and that this application will be used to select funding.

APPENDIX A

Exhibit 4 - Cost Estimating Worksheet

2025

BRIDGE COST ESTIMATE WORKSHEET

REV. 02/6/2024

- CPM, REHAB, REPLACE -

DATE: 3/11/2025

ENGINEER: KSO

OWNER: YPSILANTI

FISCAL YEAR: 2028

REGION: University
TSC: Brighton

PR: #N/A

MP: #N/A

LENGTH

Out to Out

Curb to Curb

WIDTH

WIDTH

STRUCTURE ID: 11092

BRIDGE ID: N/A

LOCATION: PROSPECT STREET over CONRAIL RAILROAD

PRIMARY WORK ACTIVITY Superstructure Replacement

DECK AREA: 8,906

SFT

STR. TYPE: Prestressed Concrete

OTHER WORK:

CLEAR ROADWAY: 6,847

SFT

Box Beam or Girders - Mu

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$435.00/SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)		SFT	\$525.00/SFT	
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$470.00/SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$565.00/SFT	
NEW SUPERSTRUCTURE					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)	8,906.0	SFT	\$310.00/SFT	\$2,760,860.00
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$315.00/SFT	
WIDENING					
Structure Widening, _____ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$630.00/SFT	
NEW DECK					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$150.00/SFT	
DEMOLITION					
Entire Structure, Grade Separation			SFT	\$75.00/SFT	
Entire Structure, Over Water			SFT	\$95.00/SFT	
DECK REPAIR / TREATMENTS					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$750.00/FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$29.00/FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$85.00/SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$68.00/SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$46.00/SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$48.00/SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$125.00/FT	
Expansion Joint Replacement	(incl. removal)		FT	\$860.00/FT	
Full Depth Patch			SFT	\$140.00/SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$30.00/SYD	
HMA Overlay with WP membrane			SYD	\$60.00/SYD	
Overlay Removal	(Epoxy: \$22/syd Latex: \$26/syd HMA: \$7/syd)		SYD	\$22.00/SYD	
Reseal Bridge Joints			FT	\$28.00/FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$46.00/SFT	
SUPERSTRUCTURE REPAIR					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$6,450.00/EA	
Heat Straightening	(incl. clean and coat)		EA	\$57,000.00/EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$1,150.00/FT	
Paint - Complete	(incl. clean & coat)		SFT	\$30.00/SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$60.00/SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00/EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$17,000.00/EA	
Structural Steel Repair	(based on 6ft repair length)		EA	\$4,000.00/EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	\$1,500.00/EA	
SUBSTRUCTURE REPAIR					
Substructure Patching	(measured x 2) replace if repair area > 30%	200.0	CFT	\$360.00/CFT	\$72,000.00
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$375.00/CFT	
Substructure Horizontal Surface Sealer			SYD	\$75.00/SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	\$4,000.00/EA	
MISCELLANEOUS					
Articulating Concrete Block System (ACB)			SYD	\$320.00/SYD	
Concrete Surface Coating			SYD	\$47.00/SYD	
Culvert Cleanout			FT	\$125.00/FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$70.00/FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$28.00/SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$110.00/FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$275.00/SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$7.00/SFT	
Slope Protection Repairs			SYD	\$150.00/SYD	
Other					
STRUCTURE CONSTRUCTION BUDGET					\$2,832,860
ROAD WORK					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	208.4	SYD	\$230.00/SYD	\$47,942.22
Approach Curb & Gutter	(incl. removal) 40' ea. quadrant	80.0	FT	\$57.00/FT	\$4,560.00
Guardrail Anchorage to Bridge	(each quadrant)	4.0	EA	\$2,540.00/EA	\$10,160.00
Guardrail	(incl. removal) < 200ft beyond reference line		FT	\$41.00/FT	
Guardrail Terminal	(each quadrant)	4.0	EA	\$3,900.00/EA	\$15,600.00
Roadway Approach Work	(beyond approach pavement)	1.0	LSUM	\$200,000.00/LSUM	\$200,000.00
Utilities			LSUM		
TRAFFIC CONTROL Unit Cost to be determined by Region or TSC Traffic & Safety					
Part Width Construction			LSUM		
Crossovers			EA	/EA	
Temporary Traffic Signals			set	/set	
RR Flagging		1.0	LSUM	\$100,000.00/LSUM	\$100,000.00
Detour		1.0	LSUM	\$50,000.00/LSUM	\$50,000.00
RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET					\$428,262
CONTINGENCY (10% - 20%) (use higher contingency for small projects)					
MOBILIZATION (estimate at 10%)					
INFLATION (assume 4% per year, beginning in 2025)					

(Does not include PE or CE)

(Refer to programming guidelines in Bridge Cost Estimating Worksheet-Key for CE, PE & PE-S)

TOTAL CONSTRUCTION BUDGET	\$4,820,000
% CE	CON BUDGET
% PE	PE BUDGET
% PE	PE-S BUDGET

APPENDIX B



REQUEST FOR LEGISLATION
March 18, 2025

For: Mayor and City Council

From: Bonnie Wessler, DPS Director

Subject: Resolution No. 2025-051 Authorizing to decertify the entirety of Green Road, to comply with Act 51.

SUMMARY & BACKGROUND:

RECOMMENDED ACTION: Approval

ATTACHMENTS:

1. Green Rd- Council- RFL
2. CENTERLINES OF GreenRoad
3. GreenRoad
4. Resolution No 2025-051 Green Rd

CITY MANAGER APPROVAL:

COUNCIL AGENDA DATE: March 18, 2025

CITY MANAGER COMMENTS:

FISCAL SERVICES DIRECTOR APPROVAL:



From: Bonnie Wessler, Director of Public Works

Subject: Act 51 Decertification of the entirety of Green Rd (1020 ft) and Certification of Green Rd (1254.7 ft)

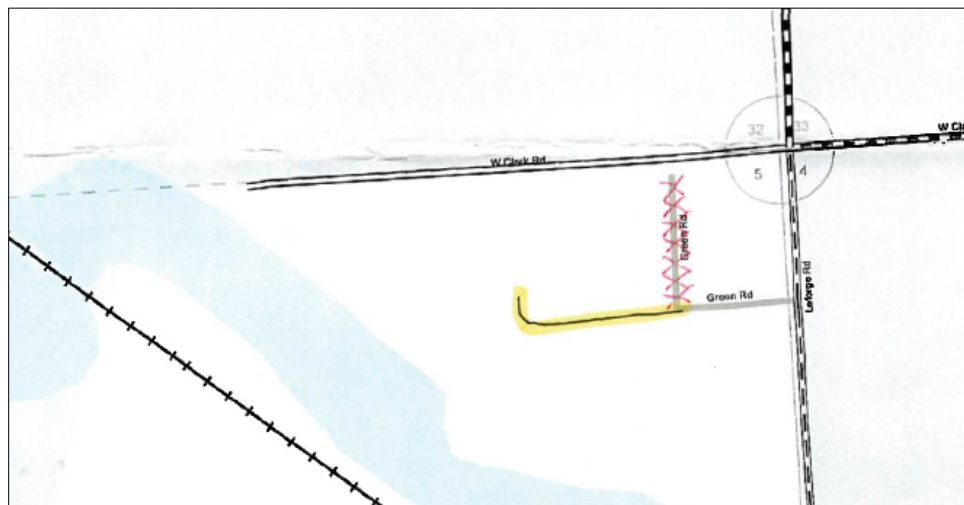
The City is annually required to certify which streets are under its jurisdiction, as well as the classification of those streets, to the Michigan Department of Transportation (MDOT) in order to receive a share of the Michigan Transportation Fund (known as "Act 51 funds"). The City of Ypsilanti receives these funds to offset the costs of maintaining the streets. This disbursement is based on a formula that includes Census population, number of centerline miles of major streets, and number of centerline miles of local streets. Upon review, we have noted Green Rd was depicted incorrectly, both in length and direction. MDOT requires both certification and decertification be done by Council resolution. There are two resolutions associated with this RFL; one to decertify the incorrect length, and one to certify the correct length.

Decertification

Name	Class	Extents	Distance
Green Rd	Local	Entirety	1,020'
			1,020 feet/0.19 miles

Certification

Name	Class	Extents	Distance
Green Rd	Local	Entirety	1,254.7'
			1,254.7'/0.24 mile



RECOMMENDED ACTION: Approval

ATTACHMENTS: Survey; Centerline description

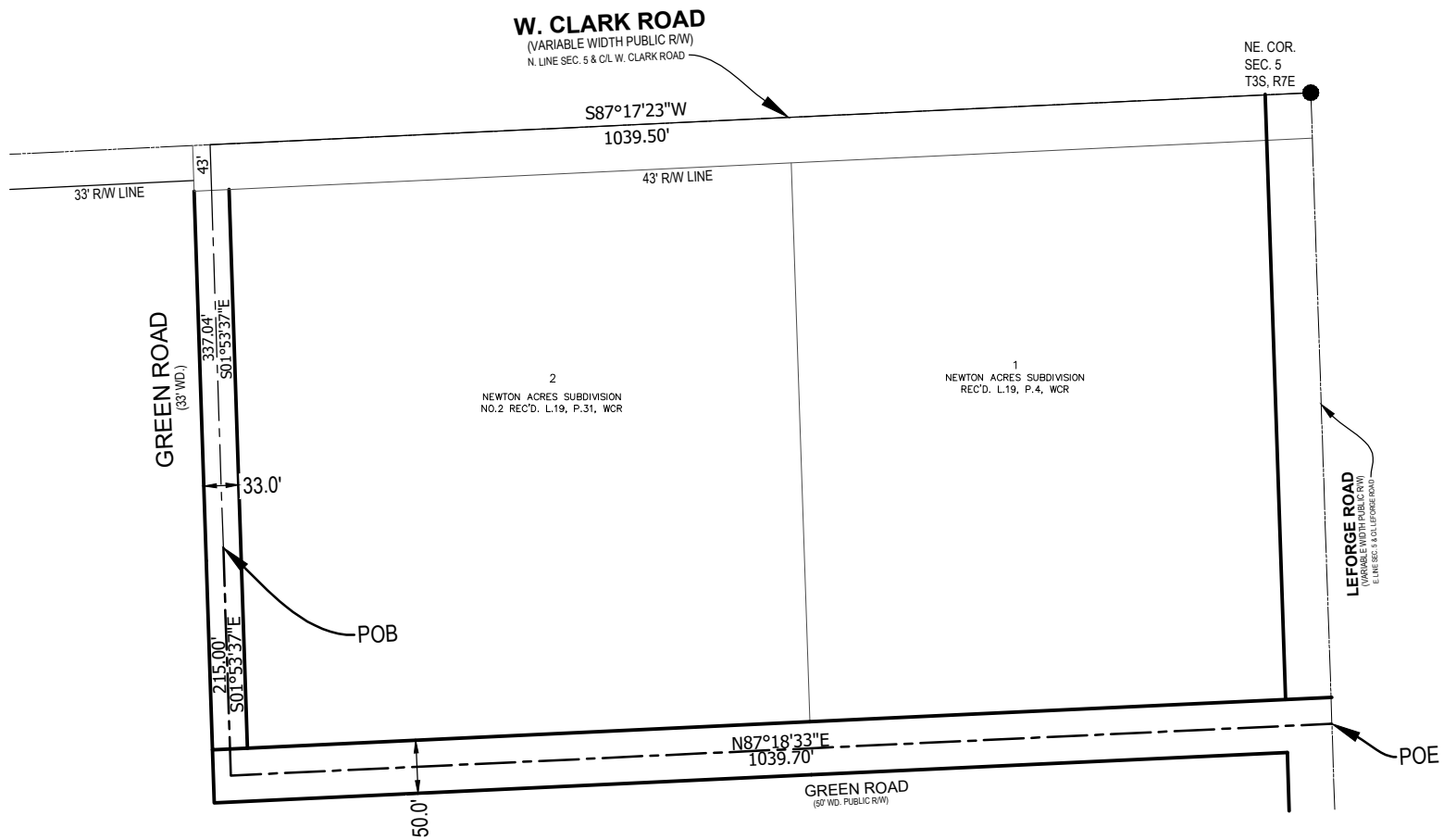
FY2024/2025 Goal Alignment

- Strategic Goal 1: Capital Improvements and revitalization of City owned facilities and spaces.
 - Strategic Goal 2: Staff retention and creating greater efficiencies.
 - Strategic Goal 3: Community Engagement
 - Strategic Goal 4: Community Development
 - **Strategic Goal 5: Infrastructure and investment**
 - **Strategic Goal 6: Financial Planning**
-

CENTERLINE OF GREEN ROAD (VARIABLE WIDTH)

A centerline of road being situated in the NE 1/4 of Section 5, Town 3 South, Range 7 East, City of Ypsilanti, Washtenaw County, Michigan, described as follows:

Commencing at the NE corner of said Section 5; thence S 87°17'23" W 1039.50 feet along the North line of said Section 5 and the centerline of W. Clark Road; thence S 01°53'37" E 43.00 feet to a point on the South right of way line of W. Clark Road and the centerline of Green Road (33 feet wide); thence continuing along said centerline S 01°53'37" E 337.04 feet to the Point of Beginning; thence along the centerline of Green Road (33 feet wide), S 01°53'37" E 215.00 feet to a point on the centerline of Green Road (50 feet wide); thence along said centerline N 87°18'33" E 1039.70 feet to a point on the East line of said Section 5 and the centerline of Leforge Road, also being the Point of Ending.





NOW THEREFORE IT IS RESOLVED:

Whereas, the City of Ypsilanti does wish to decertify the entirety of Green Road, for a total length of 1,020 feet.

Resolution duly adopted.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:



REQUEST FOR LEGISLATION
March 18, 2025

For: Mayor and City Council

From: Bonnie Wessler, DPS Director

Subject: Resolution No. 2025-052 Authorizing to certify Green Road, to comply with Act 51.

SUMMARY & BACKGROUND:

RECOMMENDED ACTION: Approval

ATTACHMENTS:

1. Resolution No 2025-052 Green Rd

CITY MANAGER APPROVAL:

COUNCIL AGENDA DATE: March 18, 2025

CITY MANAGER COMMENTS:

FISCAL SERVICES DIRECTOR APPROVAL:



NOW THEREFORE IT IS RESOLVED:

Whereas, the City of Ypsilanti did acquire the title to Green Road;

Whereas, it is necessary to furnish certain information to the State of Michigan to place this street within the City Street System for the purpose of obtaining funds under Act 51, P.A., 1951 as amended;

Now therefore it is resolved:

1. That the Centerline of said street is described as:

CENTERLINE OF GREEN ROAD (VARIABLE WIDTH)

A centerline of road being situated in the NE 1/4 of Section 5, Town 3 South, Range 7 East, City of Ypsilanti, Washtenaw County, Michigan, described as follows:

Commencing at the NE corner of said Section 5; thence S 87°17'23" W 1039.50 feet along the North line of said Section 5 and the centerline of W. Clark Road; thence S 01°53'37" E 43.00 feet to a point on the South right of way line of W. Clark Road and the centerline of Green Road (33 feet wide); thence continuing along said centerline S 01°53'37" E 337.04 feet to the Point of Beginning; thence along the centerline of Green Road (33 feet wide), S 01°53'37" E 215.00 feet to a point on the centerline of Green Road (50 feet wide); thence along said centerline N 87°18'33" E 1039.70 feet to a point on the East line of said Section 5 and the centerline of Leforge Road, also being the Point of Ending.

2. That said street is located within a City right-of-way and is under the control of the City of Ypsilanti
3. That said street is a public street and is for public street purposes.
4. That said street is accepted into the municipal street system and is open to the public for public use before December 31, 2024.

Resolution duly adopted.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE: