



CITY OF ANN ARBOR, MICHIGAN

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FOR IMMEDIATE RELEASE

WEST STADIUM RECONSTRUCTION PROJECT COMPLETED MID-NOVEMBER

ANN ARBOR, Mich. — Oct. 31, 2006 — The traffic cones and detour lanes will soon be removed from West Stadium in Ann Arbor. The two-year road reconstruction project wraps up in time for the year-end holiday shopping season in mid-November, according to City of Ann Arbor Senior Project Engineer Elizabeth Rolla, P.E., and West Washtenaw Business Association President Rick Stites. While the contractors are putting the final touches on the road markings and landscape installations, the city and West Stadium merchants would like to thank customers and commuters for their patience in navigating through the construction zones for the past two years.

The West Stadium road reconstruction project was made possible by the city being able to leverage matching grants from state and federal road funds with Ann Arbor's road reconstruction millage dollars. Eighty percent of the roadway construction cost of this project came from the Federal Highway Administration (FHWA) through programs administered by the Michigan Department of Transportation (MDOT). The 20 percent required matching funds came from the city's road reconstruction millage. Ann Arbor's road reconstruction millage is on the Nov. 7 ballot. Since 1984 voters have approved the Road Reconstruction Millage, assessed at 2 mills annually for every five years.

Since the first jackhammer sounded the start of road construction season in 2005, the West Stadium road reconstruction project has provided the following improvements:

- Reconstruction of the sub-bases and asphalt road surfaces of West Stadium between Maple Road and Liberty.
- Removal and replacement of the pavement, curbs, gutters, driveways, and sidewalks.
- Installation of bicycle lanes and pedestrian refuge islands.

(more)

- Upgrading new decorative street lighting to provide better lighting for sidewalk and vehicular travel below the lights, and retaining “dark sky” features overhead.
- Installation of new underground water mains and storm drains, including the incorporation of several large "Aqua-Swirl™ Concentrators" under the road. The new storm water drainage system is able to capture and treat the initial half-inch of each rainfall, defined as “first flush.” “First flush” rainwater contains up to 90 percent of all storm water pollutants, including gasoline, motor oil, and runoff lawn chemicals. This particular system is designed to treat 75 percent to 90 percent of the annual runoff, remove 80 percent of suspended sediment particles of 50 microns and larger, and to remove 60 percent to 95 percent of free oil. These improvements will provide cleaner water entering the Huron River from the West Stadium storm water system.
- Providing greater capacity to handle storm water runoff on site and reduce flooding to the Allen Creek drain system. Additional rainwater storage capacity throughout the reconstruction area was sized to contain a two-inch approximate rainfall, called a “bankfull.”
- Replacing and upsizing the water mains to provide greater fire flow and longer service life.
- Installing a sanitary sewer main to provide greater capacity.
- Adding landscape improvements adjacent to walkways.
- Recycling the asphalt and concrete.

To assist with the road reconstruction project design, West Stadium merchants and neighbors were active participants in early public planning sessions held in 2003. At these forums, stakeholders identified their interests in increasing the West Stadium street amenities by improving vehicular traffic flow with traffic light timing and placement of driveway curb cuts; improving AATA bus access points; and creating more pedestrian-friendly areas with the creative placement of sidewalks, lighting, and plantings. In addition to these suggestions, people also voiced interest in increasing storm water management on-site, to reduce sending heavy rainwater into the Allen Creek storm system.

These community stakeholder interests were included in the West Stadium road reconstruction design, which will be seen to its full advantage by mid-November when the project is completed. The city greatly appreciates the support and patience of the West Stadium area businesses, neighbors, and customers during the construction and to the contractors responsible for the design and construction of the road reconstruction. In particular, Beckett & Raeder Inc., was hired to design the new streetscape and guide the community participation and planning process. Washtenaw Engineering Co. designed and administered the reconstruction. Cadillac Asphalt of Whitmore Lake was the primary contractor. D.N. Higgins Inc. of Ann Arbor performed all the underground work.

More information on the West Stadium road reconstruction project design and stakeholder sessions is posted on the city’s Web site at www.a2gov.org or by contacting Senior Project Manager Elizabeth Rolla, P.E., 734.994.6155.

(fact sheet follows)

City of Ann Arbor

West Stadium Road Reconstruction Project Completion Summary November 2006



Project Overview and History

The West Stadium Road Reconstruction project involves the complete reconstruction of the roadway, including the installation of new water mains, storm sewers, and decorative street lighting; the removal and replacement of the pavement, curbs, and sidewalks; and the installation of bicycle lanes and pedestrian crossing islands. The project was undertaken in two sections, with the section from Maple to Liberty constructed in 2005 and the section from Liberty to Pauline constructed in 2006. Beckett & Raeder, Inc. was hired to design the new streetscape and guide the community participation and planning process. Washtenaw Engineering Co. was hired to design and administer the reconstruction. Design of the project began in October 2003, and was completed in December 2004. The project was advertised for bidding through the Michigan Department of Transportation, and bids were opened on January 21, 2005. Cadillac Asphalt of Whitmore Lake was the primary contractor. D.N. Higgins, Inc. of Ann Arbor performed all the underground work.

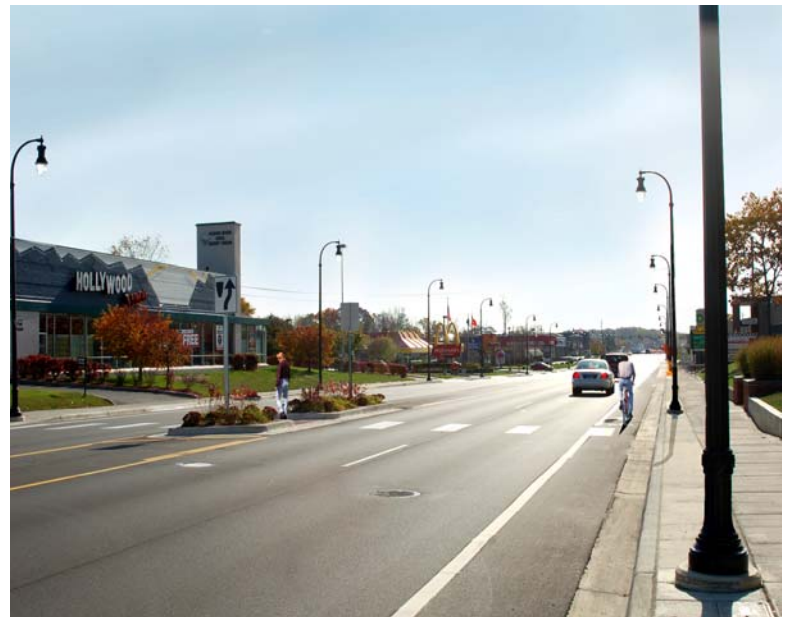
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The West Stadium road reconstruction project improvements include:

- Reconstruction of the sub-bases and asphalt road surfaces of West Stadium between Maple Road and Liberty.
- Removal and replacement of the pavement, curbs, gutters, driveways, and sidewalks.
- Installation of bicycle lanes and pedestrian refuge islands.
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West Stadium Road Reconstruction Before/After images from the north end of the project, showing new road surface and curbs, pedestrian refuge island, bike lanes, lighting, sidewalks, and streetscape. Not visible are the underground improvements to the water mains that transport drinking water, sanitary sewage, and storm water.

Public Involvement in Site Improvement Designs

To assist with the road reconstruction project design, West Stadium merchants and neighbors were active participants in early public planning sessions held in 2003. At these forums, stakeholders identified their interests in increasing the West Stadium street amenities by improving vehicular traffic flow with traffic light timing and placement of driveway curb cuts; improving AATA bus access points; and creating more pedestrian-friendly areas with the creative placement of sidewalks, lighting, and plantings. In addition to these suggestions, people also voiced interest in increasing storm water management on-site, to reduce sending heavy rainwater into the Allen Creek storm system.

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