



CITY COUNCIL REPORT

Date: May 15, 2014

To: Brian Kischnick, City Manager

From: Steve Vandette, City Engineer
Paul Evans, Zoning and Compliance Specialist
Milton Stansbury, Police Officer
Brenda Carter, Interim Assistant to the City Manager

Subject: TroyRoadsRock Presentation

Overview of TroyRoadsRock Construction Status and Outlook

Construction on our \$10.5 million road repair program started April 16th on Long Lake Road between Rochester and I-75. Sawcutting the pavement to facilitate removal took about 2 weeks. Traffic disruption was minimal as only one lane was closed for sawing and it was a moving lane closure. The first week of May, pavement removal started on westbound Long Lake at Rochester. The first concrete was poured on Thursday May 8th and the contractor continued pouring every day through that Saturday and every weekday since.

Portions of the Rochester/Long Lake intersection were poured first. This resulted in Rochester being down to one lane in each direction and there were significant backups on Rochester and Long Lake. We asked the RCOG to adjust the signal timing, which they did, and backups were reduced. From start to finish the intersection work took about a week and all lanes of Rochester were reopened to traffic.

The westbound right lane of Long Lake is projected to be poured out by May 17th. Pavement removal is in progress on the eastbound side; the pour crew will flip to eastbound and follow the removal crew back to Rochester Road.

The contractor has made excellent progress thus far, but wet weather has slowed production. We continue to be on track to finish Long Lake by the end of June, but there may be some gaps at driveways and intersections that may linger on into July.

As work is progressing on Long Lake, the contractor started sawing pavement two weeks ago on John R from Wattles to Maple. That work is nearing completion. No date has been set, but the contractor will soon move to John R to start removing pavement and pouring concrete. We anticipate that there will be some overlap, where both Long Lake and John R will be under construction at the same time. The schedule for John R and other roads in the TroyRoadsRock program will be announced as the work goes on through this summer and fall.

Overview of Affected Business Community

Staff identified that potentially 1000 businesses could be affected by road lane closures associated with the project. If a road lane adjacent to a business is closed due to construction, the Troy Sign Code allows each business one temporary road closure construction sign. The sign can be either a ground or wall sign, as large as 36 square feet in area, and 10 feet in height. The sign could be placed only on private property, not within the right of way. A Sign Permit is required, and the temporary sign would have to be removed when adjacent road lanes are reopened. Applicants apply and receive their Sign Permit via e-mail, and these Sign Permits are free.



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As part of the TroyRoadsRock program, staff designed postcards and mailed one to each of the nearly 1000 businesses. The postcards explain the scope of the project, and inform business that they may have an additional temporary sign. Because, all business addresses may not be in our database, some businesses may not have been mailed a postcard. In order to assure as much business as possible are aware, staff will make door to door personal contact with businesses. Postcards have been mailed and door to door contact will start the week of May 12.

Overview of Weighmaster Actions

Several studies, including one done by the U.S. Government Accountability Office (GAO, CED-79-94A) have found that one of the major reasons urban roads are in such poor shape is due to the lack of commercial motor vehicle enforcement. In rural areas, commercial motor vehicle enforcement is a much higher priority and their roads are generally in better shape.

Statewide, commercial motor vehicle operators frequently ignore frost laws counting on the fact that they are rarely caught. In fact, the first two overweight violations issued in Troy during this detail were issued to operators who had been both warned the day before by our officers not to drive those vehicles on the roads. Both did and both were issued overweight citations. Many others operators cited during the detail admitted to intentionally ignoring weight restrictions.

Commercial motor vehicle enforcement is a time-consuming and complicated assignment, but our Motor Carrier Officers are very good at what they do. They have the training and the experience to complete this task. They can tell by looking at a truck if it is overweight or not. They are motivated and, when given the opportunity, can be counted on to take appropriate action.

There are many benefits to commercial motor vehicle enforcement. The list of benefits include; educating operators, removing unsafe vehicles and drivers from our roads, and improving public safety. Enforcement also helps establish Troy's reputation in the trucking industry as being protective of our roadways and our motoring population. This enforcement effort was effective in several ways and for several reasons. Troy's roads incurred less damage than they would have had we not enforced the frost laws, but most importantly, our roads are safer because we removed dangerous motor vehicles and drivers.

The reasons this detail was effective include having qualified and highly motivated officers, and giving them the time needed to perform this valuable function.

