

**DELTA CHARTER TOWNSHIP
ROAD IMPROVEMENT PROGRAM
2009 EDITION**

Prepared by: Delta Township Planning Department – May, 2009

Reviewed by: Delta Township Transportation Committee – July 16, 2009

Adopted by: Delta Township Board of Trustees,

Delta Charter Township
Road Improvement Program
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Introduction

The Delta Township Road Improvement Program provides a general overview of the Township's future transportation needs. This document pertains to major motorized transportation projects. The information and recommendations herein will assist Township decision-makers when planning and financing future road improvements.

The current edition of the Delta Township Comprehensive Plan, adopted in June of 2006, acknowledges that the construction of new roads and improvements to existing roads are identified in the Delta Township Road Improvement Program. This document is reviewed every 3-4 years by Township officials and updated as projects are completed and new projects are identified. The Delta Township Board of Trustees has previously adopted prior editions of the Road Improvement Program in 1992, 1994, 1997, 2001 and 2006.

General Road Facts

1. The Eaton County Road Commission has jurisdiction over the majority of roads located in Delta Township. The Ingham County Road Commission and the City of Lansing share jurisdiction over portions of Waverly Road. Eaton Highway is under the jurisdiction of the Clinton County Road Commission. The Michigan Department of Transportation has jurisdiction over State trunk lines, such as M-43 (West Saginaw) as well as limited access expressways (I-96, I-496, I-96). The Township doesn't have jurisdiction over any roads.
2. As of January 2007 there were approximately 165 miles of roads in Delta Township under the jurisdiction of the Eaton County Road Commission. Approximately 94% of the roads in Delta Township are paved. There are 10 miles of gravel roads remaining in the Township. The mileage of gravel roads in the Township decreased from 16 miles in 2000 to 10 miles in 2007.
3. Most of the routine maintenance work such as summer blading, asphalt patching, snow removal, and sign maintenance, is done by the Road Commission. The Road Commission relies on private contractors for such services as street sweeping, culvert and catch basin cleaning, and roadside mowing. The Road Commission has a "satellite" maintenance garage on Sanders Road that serves Delta, Oneida, Benton, and Windsor Townships.
4. The Road Commission prepares an annual report detailing its expenditures for the prior year. A breakdown is included for Delta Township that specifies monies spent on the maintenance of roads and the construction of new roads.
5. The primary sources of funding for the Road Commission are fuel taxes, license fees & vehicle registration fees. No portion of a homeowner's property tax is used to directly fund the Road Commission.
6. "All Season" roads are designed & built with additional strength and durability such that they aren't subject to reduced loading restrictions in early spring. All residential subdivision streets are subject to a 25% reduction in allowable loading during the spring.
7. New subdivision streets in Delta Township are constructed at the expense of the developer and then turned over to the jurisdiction of the Road Commission. All new subdivision streets are required to be paved, a minimum of 30 feet in width, and have curb and gutter.
8. The Eaton County Road Commission's Subdivision Regulations provide standards for the construction of subdivision streets. The Eaton County Road Commission's Permit Policies provide regulations and design standards for urban and commercial roads.

Major Road Projects

High Priorities (2010-2020)

Priority #1

Michigan Avenue Extension (Creys to Canal)

Project Length:	One mile
Improvements:	Construct new 3 lane road
Estimated Cost:	Total: \$1,600,000, Local Match: \$320,000
Purpose(s):	Provide alternative access to M-43 & St. Joe Highway, provide access to adjacent parcels

This project programmed for 2010 in 2035 Regional Transportation Plan

Priority #2

Nixon Road (St. Joe to Rockbridge)

Project Length:	.60 miles
Improvements:	Widen from 2 to 3 lanes
Estimated Cost:	Total: \$800,000, Local Match: \$160,000
Purpose(s):	Improve traffic safety & carrying capacity

This project programmed for 2010 in 2035 Regional Transportation Plan

Priority #3

St. Joe Highway (Canal to Broadbent)

Project Length:	1 mile
Improvements:	Widen Road from 2 to 3 lanes with paved shoulders
Note:	The widening of the St. Joe Hwy. Bridge over I-96 is a separate MDOT project, see page 9.
Estimated Cost:	Total: \$1,200,000, Local Match: \$300,000

Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2013 in 2035 Regional Transportation Plan

Priority #4

St. Joe Highway (Broadbent to Nixon)

Project Length: 1 mile

Improvements: Widen from 2 to 3 lanes and add paved shoulders

Estimated Cost: \$1,200,000, Local Match: \$300,000

Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2015 in 2035 Regional Transportation Plan

Priority #5

Mt. Hope Ave. (Canal to Guinea)

Project Length: 1 mile

Improvements: Widen from 2 to 3 lanes & add paved shoulders

Estimated Cost: Total: \$1,200,000, Local Match: \$300,000

Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2016 in 2035 Regional Transportation Plan

Priority #6

Mt. Hope Highway (Guinea to Nixon)

Project Length: 1 mile

Improvements: Widen from 2 to 3 lanes and add paved shoulders

Estimated Cost: \$1,200,000, Local Match: \$300,000

Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2017 in 2035 Regional Transportation Plan

Priority #7

St. Joe Highway (Nixon to Royston)

Project Length: 1 mile
Improvements: Widen from 2 to 3 lanes and add paved shoulders
Estimated Cost: \$1,200,000, Local Match: \$300,000
Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2018 in 2035 Regional Transportation Plan

Priority #8

Creyts Road (Lansing Road to Dimondale Village limits)

Project Length: 2 miles, 500 ft. in Delta Township
Improvements: Widen from 2 to 3 lanes
Estimated Cost: Total: \$3,400,000, Local Match: \$680,000*
Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2018 in 2035 Regional Transportation Plan

Priority #9

Nixon Road (Rockbridge to M-43)

Project Length: .60 miles
Improvements: Widen from 2 to 3 lanes and add paved shoulders
Estimated Cost: \$800,000, Local Match: \$160,000
Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2019 in 2035 Regional Transportation Plan

Priority #10

Willow Hwy. (Canal to M-100)

Project Length: 4 miles, 3 miles in Delta Township
Improvements: Widen from 2 to 3 lanes, add bike lanes & sidewalk
Estimated Cost: Total: \$4,800,000, Local Match: \$960,000*
Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2019 in 2035 Regional Transportation Plan

Priority #11

Mt. Hope Highway (Nixon to M-100)

Project Length: 2 miles (1 mile in Delta Township)
Improvements: Widen from 2 to 3 lanes and add paved shoulders
Estimated Cost: \$2,400,000, Local Match: \$480,000
Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2020 in 2035 Regional Transportation Plan

*Projects which appear with an asterisk are partially located in a neighboring jurisdiction which is assumed to be responsible for providing a portion of the Local Match monies.

Lower Priorities (2021 and beyond) (Not Prioritized)

Canal Road (Delta Commerce Drive to Willow Highway)

Project Length: .64 miles
Improvements: Widen from to 3 lanes, add bike lanes & sidewalk
Estimated Cost: Total: \$800,000, Local Match: \$160,000
Purpose(s): Improve traffic safety & carrying capacity

This project programmed for 2022 in 2035 Regional Transportation Plan

East-West Collector (Mall Drive West to Creyts)

Project Length: .60 miles
Improvements: Construct new 3 lane road
Estimated Cost: Total: \$750,000, Local Match: \$150,000
Purpose(s): Improve access to the central business district,
provide alternative access to M-43

This project programmed for 2029 in 2035 Regional Transportation Plan

East-West Collector (Creyts to Canal, a.k.a. Woodstream Drive Extension)

Project Length: 1 mile
Improvements: Construct new 3 lane road
Estimated cost: Total: \$1,200,000, Local Match: \$240,000
Purpose(s): Provide alternative access to M-43 & Willow Hwy.

This project programmed for 2030 in 2035 Regional Transportation Plan

Nixon Road Bridge over the Grand River

Project Length: Project would include ½ mile extension of Nixon Rd. from Willow Hwy. to North River Hwy.
Improvements: Construction of a new 2 lane bridge and roadway
Estimated cost: \$2,000,000, Local Match: \$400,000
Purpose(s): Improve access to westernmost Delta Township

This project programmed for 2034 in 2035 Regional Transportation Plan

Broadbent Road Extension (Wheatdale Lane to Mt. Hope)

Project Length: .50 miles
Improvements: Extend existing 2 lane paved road

Purpose(s): Improve north-south access in western Delta Township

This project is not included in the 2035 Regional Transportation Plan

Notes Pertaining to Major Road Projects:

1. The Tri-County Regional Planning Commission has drafted the Regional 2035 Transportation Plan and the Township’s Road Improvement Program reflects the contents of the 2035 Plan.
2. Typically lower priority projects are moved up to replace higher priority projects which have been completed. Project descriptions may be altered in the future.
3. All of the above road projects are located within the Federal Aid Urban Boundary for the Tri-County Region and are eligible for federal funding.
4. Most road projects will be financed by Federal Surface Transportation Program (STP) monies. However, assessment districts may be used in non-residential areas. Typically STP monies finance 80% of the project cost and a local “match” of 20% is required.

**Projects in 2035 Regional Transportation Plan
Not Included in Delta Township Road Improvement Program**

St. Joe Highway Bridge @ I-69/I-96
(Jurisdiction: Michigan Department of Transportation)

Improvements: Widen bridge, estimated cost = \$2.0 million, Programmed for 2033 in 2035 Plan

Snow Road Bridge @ I-496
(Jurisdiction: Michigan Department of Transportation)

Improvements: Widen from 2 to 4 lanes & add non-motorized pathways, estimated cost = \$1,000,000, Programmed for 2035 in 2035 Plan

Waverly Road (Jolly Road to Moores River Drive)
(Jurisdiction: City of Lansing)

Improvements: Add center turn lane, estimated cost = \$3,000,000, Programmed for 2025 in 2035 Plan

Roads to be Constructed By Private Parties

Section 9 North/South Road

Construction of a new north/south road on the north side of M-43 to a possible depth of ½ to 1 mile. A north "leg" exists at the Marketplace/M-43 intersection which will permit the road to be extended to the north in the future. The north/south road would provide a connection to Sequoia Drive within the Shadow Glen Subdivision adjacent to Broadbent Road.

Sections 9 & 16 East/West Roads

Construction of new east/west roads in the interior of sections 9 and 16, west of I-96. The interior road in section 16 would extend from Broadbent Road to Marketplace Boulevard. The interior road in section 9 would extend from Broadbent Road to the aforementioned future North/South road.

Section 14 East/West Road

Construction of a new east-west road between Creyts Road and Cherbourg Drive.

Sanders Road Extension

Extension of Sanders Road from Pierson Highway to Mt. Hope Highway.

Ena Drive Extension

Extension of Ena Drive from Rickle Street to the north, possibly as far north as Mt. Hope Highway.

Connection of Blue Cross-Blue Shield Drive & Cornerstone Drive

Extension of Cornerstone Drive to the west to connect to Blue Cross-Blue Shield Drive.

Safety Improvement Projects (Not Prioritized)

Waverly Road Right Turn Lane @ M-43

Installation of a right turn lane on the west side of Waverly Road, north of M-43
The right turn lane would be approximately 200 feet long with a 50 ft. taper. The acquisition of right of way would be required.

Realignment of Barbara Drive/M-43

Shifting of the present M-43 access point to the east to align with Barbara Drive.

Annual Street Resurfacing Program

Since 1987, Delta Township has funded an annual program to resurface local subdivision streets which is a Township responsibility. In March-April of each year, the Township's Engineering Department analyzes the surface condition of local streets using a software program as well as a "windshield survey". The Township Board determines how much funding is available, selects the individual projects and notifies the Road Commission.

It should be noted that the maintenance and resurfacing of primary roads is a responsibility of the Eaton County Road Commission. However, because of past budgetary constraints on the Road Commission, the Township has occasionally financially assisted the Road Commission with the resurfacing of primary roads.

Township Policy Regarding the Paving of Gravel Roads

As of 2006 approximately 10 miles of gravel roads existed in Delta Township. It is generally recognized that hard surfaced streets are preferable in that they reduce maintenance costs, provide for safer travel and improve property values. It should be noted that prior to the conversion of gravel streets to hard surfaced streets, it may be necessary to improve the base (sand & gravel) of the road and provide for adequate drainage. In the past, several gravel streets in the Township have been paved via the initiation of citizen-generated petitions resulting in special assessment districts. When assessment districts are used for road improvements, the Township is assessed for the at-large portion of the project as determined by the Eaton County Road Commission. In the past, the Road Commission has "matched" the Township's contribution up to 25% of the total project costs.

On November 20, 2001 the Delta Township Board of Trustees established a policy for paving gravel roads. The policy limits the Township's annual appropriation to a maximum of \$75,000 for the paving of gravel roads.

**Gravel Roads
(Future Paving Projects)**

<u>Location</u>	<u>Length</u>	<u>Section(s)</u>
Eaton Highway (West Township line to Ingersoll) Note: Shared responsibility with the Clinton County Road Commission & Watertown Township.	3 ¾ mi.	3-6
Wardell Road (Lansing Road to dead end)	3/8 mi.	35 & 36
West Street (Lansing Road to Old Lansing Road)	1/8 mi.	35
Hasting Street (West Street east to Division Street)	1/16 mi.	35
Division Street (Millett Hwy. south to Old Lansing Road)	1/8 mi.	35
Munson Street (Millett Hwy. south to Old Lansing Road)	1/16 mi.	35
Oak Street (West Street to Division Street)	1/16 mi.	35
Royston Road (Davis Hwy. to St. Joe Hwy.) Note: Shared responsibility with Oneida Township.	3 mi.	19, 30 & 31
Nixon Road (Davis Hwy. to Mt. Hope Hwy.)	2 mi.	31 & 32

Existing Traffic Signals in Delta Township

Signals Controlled by MDOT

Waverly-West Saginaw
Robins- West Saginaw
Elmwood-West Saginaw
Mall Drive West – West Saginaw
Creys – West Saginaw
Canal-West Saginaw
Marketplace – West Saginaw
Nixon – West Saginaw
Lansing Road – Creys
Lansing Road – Mt. Hope
Lansing Road - Waverly

Signals Controlled by ECRC (Contracted to Board of Water & Light)

Elmwood – Willow
Elmwood – Mall Drive East
Michigan – Snow
Michigan – Mall Drive South
Michigan – Creys
Creys - Willow
Creys – St. Joe
Creys - Anacapri
Creys – Mt. Hope
Creys – Millett
Canal – St. Joe
Canal – Mt. Hope
Canal – Millett
Canal – Davis
Canal – Fire Station #1 (southbound Canal lanes only)
Snow – St. Joe
Snow – Mt. Hope
Marketplace – St. Joe

Signals Controlled by ICRC or City of Lansing

Waverly – Delta River Drive
Waverly – Willow
Waverly – Michigan
Waverly – St. Joe
Waverly – Old Lansing Road
Waverly – Moores River Drive
Waverly – Holmes Road
Waverly – Jolly Road

Future Traffic Signal Locations

Willow Highway @ Arden

- Presently a three-way stop.

Mall Drive South @ Ivan

- Presently three legs at this intersection with a westbound Ivan stop.

St. Joe Highway @ Nixon

- Presently a two-way (north-south) stop.

Broadbent Road @ West Saginaw

- Presently a two-way (north-south) stop

St. Joe Highway @ Broadbent

- Presently a two-way (north-south) stop

Notes

1. The above list is not all-inclusive.
2. The above locations are not presented in order of priority.
3. It should not be assumed that any of the above locations meet signal warrants.
3. Roundabouts may be considered as an alternative to traffic signals.

Transportation Services

Web Sites

The Eaton County Road Commission's Web Site, www.eatoncountyroad.com, has a map illustrating major roads in Delta Township. The web site also includes a chart listing the mileage of various road classifications in the Township.

Base Maps

Delta Township publishes a map illustrating streets and points of interest. The map is updated as needed and copies are available in the Planning Department.

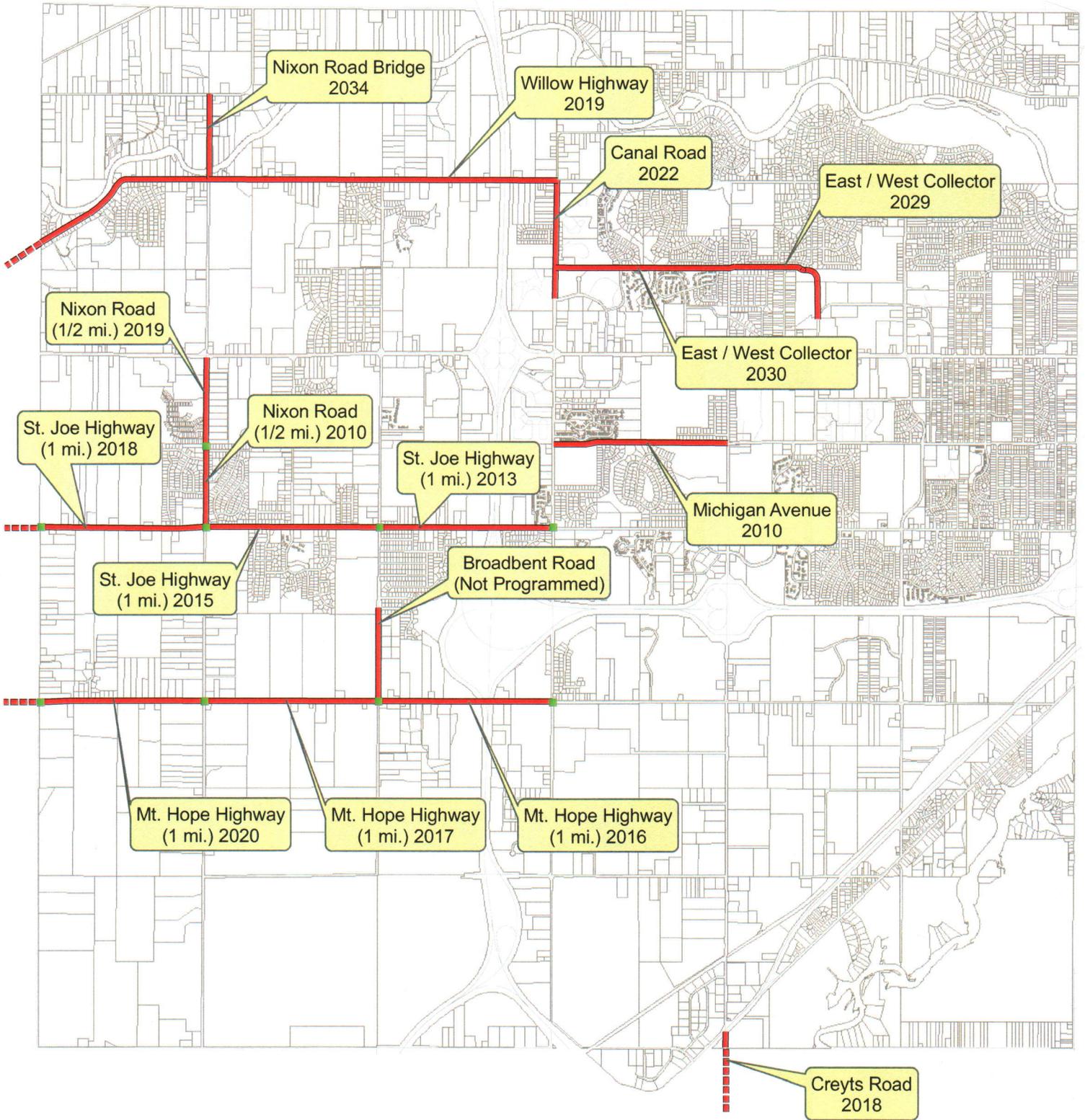
Dust Layer Program

Delta Township annually provides a financial contribution to the Eaton County Road Commission for a chemical application to the gravel roads in order to control dust. The Road Commission contracts with private firms who typically apply several applications during the summer months.

Traffic Impact Studies

Provisions in the Delta Township Zoning Ordinance and Subdivision Regulations mandate the preparation of a Traffic Impact Study by a transportation engineer for major developments. Criteria are provided for the preparation of the impact studies which must precede land use decisions by Township officials.

ROAD IMPROVEMENT PROGRAM 2009 EDITION



MAJOR ROAD PROJECTS - DELTA TOWNSHIP

No Scale

