

Major thrust to kick off road repairs

By Casey Hane
staff writer

Farmington is gearing up for an \$805,000 road project to repair Farmington Road, Power and Shawassee this summer.

The major road project is just the beginning of repairs needed to streets throughout Farmington, City Manager Robert Deadman told the city council Monday.

He estimates that more than \$6 million in work to roads such as Orchard Lake, Freedom and several subdivision roads, including Chatham Hills plus others, will be necessary over the next 10 years.

A report detailing where the money will come from for the several-year effort is expected to be presented at the next regular council meeting.

AS THE city prepares to pay off its remaining highway debt this year, council members Monday approved the sale of \$750,000 in high-way revenue bonds to finance the majority of the major road project. The balance will be paid through existing highway fund money, Deadman said.

Under state formula, the city can assume about \$110,000 of new highway debt. Deadman is recommending a portion of this be retained for future work on Orchard Lake Road.

The 1986 major road project will be broken down into two parts for construction purposes, according to city engineer Dan Fredendall of Orchard, Hiltz & McCilment of Livonia.

All concrete road work including Farmington Road, Power Road and portions of Shawassee will be bid separately from asphalt work done

on Shawassee and in other parts of the city.

THE ENGINEERS did a condition report in 1983, recommending repairs to the three major roads in the city, which were put off until now. They said about \$1.5 million was needed, but took city administrative budgets and worked within those guidelines.

The project, in the order of importance, will improve the following segments of road:

- Complete reconstruction of Farmington Road from Shawassee to 10 Mile because of base failure, \$377,875.

- On Power from Grand River to Shawassee, removal and replacement of deteriorating concrete slabs, bridge guardrail improvements and stopping erosion around storm drains; also slab replacement from

Shawassee to 10 Mile and a milling of the surface to improve driveability, \$151,185.

- Four sections of Shawassee from Farmington Road to Orchard Lake Road, including special attention to an area in front of Farmington High School. Repairs involve replacement of concrete slabs and curbs, installation of a large edge drain between northbound Farmington Road and Power, and an asphalt overlay from Power to Mooney, \$376,356.

A NEW process that involves cracking the concrete slabs before overlaying it with asphalt will also be used on Shawassee. The process, called "cracking and sealing," is expected to keep the road joints from showing through in a few years following the overlaying.

Another major road, Gill, is "just starting to exhibit first phases of deterioration," Fredendall added.

The planned improvements are expected to keep the roads smooth

and in good shape for the life of the bond debt. "We are trying to get a road system to last the length of the debt," Deadman said. "That's just about how long they've lasted" this time.

An annual interest and principal payment for the city is expected to be about \$81,000, according to Deadman.

"Your streets — even Shawassee is a serviceable road," Fredendall said. "I think you're smart to do something at this time."

In Chatham Hills

Hearing slated on crumbling streets

By Casey Hane
staff writer

A silly, deteriorating foundation is causing Chatham Hills streets to crumble so a public hearing has been called to discuss the situation with residents who would be assessed for a portion of repairs.

Without estimating other road repairs, just putting new edge drains into the subdivision will cost about \$300,000, officials said.

The Farmington City Council voted unanimously to set a hearing at 8 p.m. Monday, Feb. 23, with the location yet to be decided. Because a large subdivision attendance is expected, officials will look for a larger facility to hold the meeting.

"We're eating up all the local road money in one subdivision," city manager Robert Deadman explained Monday. "Practically all the roads in there have one problem or another. It's aggravated because of the hilly condition.

"All of this has been found over the years, but it's all been after the fact."

TRUCKS HAVE reportedly sunk on through the 20-year-old streets and homeowners have lost their driveways because of the condition. The problems have been discussed between city officials and the homeowners association board of directors, with the directors agreeing to circulate petitions supporting a hearing on the matter.

Although only 57 property owners, or 22 percent, signed petitions that were submitted to the city last month, council members acted on their own to establish the hearing.

Deadman said once a road repair program has been completed, the responsibility for maintaining the roads will rest with both the city and the homeowners.

"We're in it together," he said. "We're going to have to keep the roads sealed and they're going to

have to keep the driveways sealed." Sump pump water will have to go into edge drains and not directly onto pavement.

THE CITY is proposing to pay 40 percent of the repairs. The remainder could be assessed either on a front foot basis, or per lot. The city share of such a project is normally 15-20 percent, Deadman added.

"This is far in excess of what we would normally spend, but it's not their fault the road is falling apart. There are unusual ground conditions," he said.

Under normal conditions, a 7-8 percent water content in the ground soil is normal, Deadman said. In Chatham Hills, 14-16 percent water content has been discovered. This creates additional problems in the winter when excess water freezes and breaks up city catch basins.

Chatham Hills homeowners will receive official notification from the city about the public hearing.

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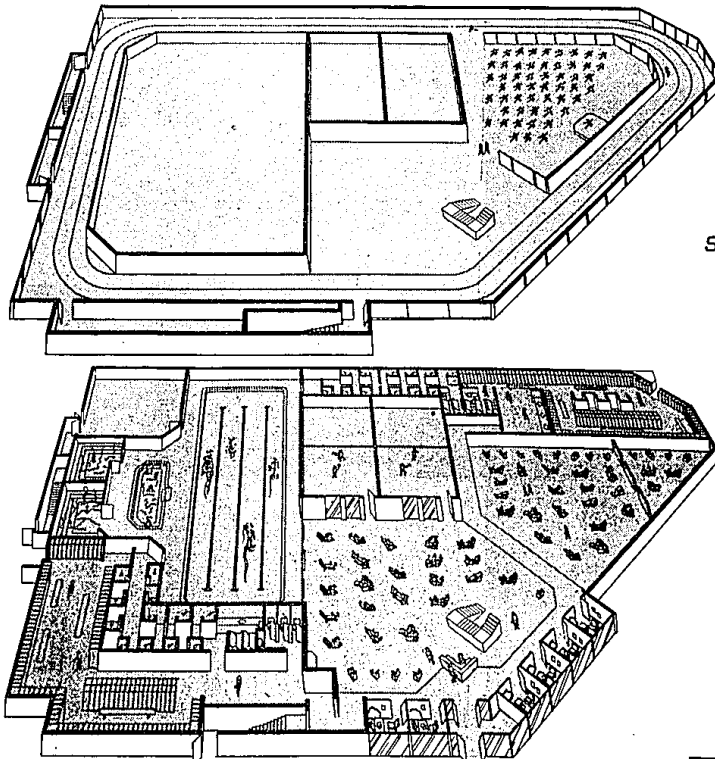
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