

**VILLAGE OF FRANKLIN  
2016 GENERAL ELECTION  
BALLOT PROPOSAL  
2017/2018 ROAD PROGRAM QUESTIONS AND ANSWERS**

On November 8, 2016, Franklin Village voters will be asked to approve a ballot proposal on the Village Road Improvement Project. A brief description of the proposal and related costs is as follows:

**Village of Franklin Road Improvement Project**

- Hubbell, Roth, and Clark, the Village Road Engineering Consultant, has evaluated our local Village roads utilizing the nationally-recognized Pavement Surface Evaluation and Rating (PASER) system and concluded that the existing road deterioration requires rehabilitation due to major cracking, joint flaws, rutting, raveling and base failure.
- The proposed Village Road Improvement Program has been developed to reconstruct and/or overlay over 90% of the local roads in Franklin over a 2 year period.
- Some of the roads will be pulverized (ground up) and reconstructed with new asphalt. The majority of the remaining roads will be milled down several inches followed by an asphalt overlay. A fewer number of roads will receive only a thin mill and overlay application, patch replacement or joint sealing.
- The total program, including engineering, will require two full years to complete. Phase I construction will take place during Summer/Fall, 2017. Priorities during the first phase will include reconstructing many roads presently in the worst condition.
- Phase II construction will take place during Summer/Fall, 2018 and will be fully completed by November 15, 2018. Phase II immediately will follow completion of Phase I and will include reconstructing and asphalt overlaying the remaining roads not covered in Phase I.
- Construction of the project in this manner will have the least amount of disruption for the residents, and limiting the number of phases to just two takes advantage of economies of scale, (larger bids usually have lower units costs) and keeps down fixed costs associated with additional phases.
- The estimated total project cost is approximately \$15 million, or an average cost of 3.2776 mills. This translates into a \$3.28 per \$1,000.00 of **taxable value** for a 15-year period. The last road paving program was in 2000/2001 and only covered 40% of the Village roads. As you might expect, costs have escalated substantially since 2000/2001, and at this time more than 90% of local roads are being improved, instead of just 40%.
- Additionally, approximately \$500,000 of the \$15 million bond will be reserved for the local match to cover the repaving of Franklin Road from 14 Mile to the south Village limits when funds become available from Road Commission of Oakland County (RCOC) through their Federal Aide to Highway Systems (FAHS) Program.

The following series of Questions and Answers are intended to provide additional detailed information on the proposal. While it is hope that these address the most common questions asked, all residents are encouraged to contact the Village Council or Village Administrator for additional information.

The Village Council or Village Administrator may be contacted by calling (248) 626-9666 or by visiting the Village of Franklin's website at: [www.franklin.mi.us](http://www.franklin.mi.us).

1. Question: What are the specifics of the Bond Proposal?

*Answer: The intent of the bond proposal is to generate \$15 million needed for the proposed Phase I and Phase II road program, which includes repair of over 90% of the Village Public Roads. The \$15 million of bonds are to be issued in one or more series, with a portion planned to be sold in 2017 to cover reconstruction of the roads presently in the worst condition. The remaining to be sold in 2018 to cover repair of the remaining roads identified as needing repair. In addition, the Village will hold \$500,000 in reserve for Franklin Road if and when we receive R.C.O.C. FAHS Road Funding for the project.*

*The bond debt would be retired in no more than 15 years. The first levy for debt service payment would be on the July 1, 2017 tax bill.*

*The estimated millage required from the homeowners to retire the Bonds is an average 3.2776 mills based on property **taxable value**, which is shown on your tax bill, equating to \$3.28 per thousand dollars (\$1,000) of **taxable value**. For example, if a property's taxable value is \$200,000 (usually about 1/2 of market value), the amount of taxes levied for debt service would be \$656 (200 x \$3.28). It is expected that the millage will only vary slightly during the term of the debt.*

*The ballot language is below:*

**STREET IMPROVEMENT BOND PROPOSITION**

*Shall the Village of Franklin, Oakland County, Michigan, borrow a sum of money not to exceed Fifteen Million Dollars (\$15,000,000) and issue its general obligation unlimited tax bonds therefor in one or more series for the purpose of constructing improvements to Village streets, including but not limited to pulverizing, constructing, repairing and otherwise improving major and local road streets and rights of way and appurtenances and attachments thereto, and making related drainage and safety improvements? The maximum number of years each series of bonds may be outstanding, exclusive of refunding, is 15 years; the estimated millage that will be levied to pay the proposed bonds in the first year that the levy is authorized is 3.3104 mills (which is equal to \$3.3104 per \$1,000 of taxable value of real and tangible personal property in the Village); and the estimated simple average annual millage that will be required to retire the bonds is 3.2776 mills.*

YES \_\_\_\_\_ NO \_\_\_\_\_

2. Question: What is the present condition of the Village Roads?

*Answer: Based on a Fall 2015 survey completed by the Village engineers a pavement rating summary using the nationally recognized PASER Road Rating System was completed as follows:*

**VILLAGE ROAD RATING SUMMARY**

VERY GOOD	0%	0 miles
GOOD	7.14%	2 miles
FAIR	67.86%	19 miles
<u>POOR</u>	<u>25.00%</u>	<u>7 miles</u>
		28 miles

Please note that the last Village wide roads program occurred over 15 years ago in 2000/2001 and only covered approximately 40% of the oldest Village roads. Many Village roads are still original.

3. Question: How will the roads be repaired?

*Answer: Roads identified in the worst condition (poor) will be reconstructed by pulverizing the existing pavement followed by grading the pulverized material with some additional aggregate materials to improve the base/subgrade, if necessary, and placing at least three (3") inches of new asphalt. For roads in fair condition, the repair would include milling of the top surface, base repairs and between 2" and 4" of full width asphalt overlay. Just a few roads may only require a thin sealcoat layer or joint and crack sealing.*

4. Question: Which roads would not be paved under the proposed program?

*Answer: The program would exclude new roads and private roads. The attached map shows the roads, which are part of the program as well as those that are excluded. Private roads are excluded, as the Village does not maintain private roadways.*

5. Question: How long are the repairs expected to last?

*Answer: With proper maintenance the pulverized roads will last at least 20 years. Roads that are milled and overlaid have a 10 year service life on average.*

6. Question: If the November bond issue passes, how will the project be planned?

*Answer: Phase I surveying of the roadways and design engineering would take place during Fall and Winter 2016-2017. The project would be bid during Spring 2017 with construction to follow in Summer, 2017 and completion in Fall, 2017. This phase of the project would address many of those roads, which are presently in the worst condition. There is a higher percentage of road mileage in poor condition east of Franklin Road, so that is projected to be Phase I of the project. When Phase I is completed, Phase II would begin with design engineering during Winter and Spring of 2017 and 2018, and bidding in the Spring of 2018 with construction in Summer/Fall of 2018. The entire two-phase project, including final cleanup, would be complete by November 15, 2018.*

7. Question: How will local traffic be handled during construction?

*Answer: Generally, residents will be able to access their neighborhoods and homes at all times. At least one lane of the roadway will remain open during construction. Short-term inconveniences may occur when construction equipment is passing homeowner's driveways or working in road intersections. Residents will be notified in advance of construction in their neighborhood.*

8. Question: Will any more drainage work be done in the Village?

*Answer: No extensive defined drainage program will be done as part of these improvements. There will be driveway culvert replacements and grade adjustments where warranted to assist drainage.*

9. Question: When Phases I and II are completed, what will the overall condition of roads be throughout the Village?

*Answer: At completion of the Phase II program, all roads will be rated as "Very Good" and "Good".*

10. Question: In order to preserve this investment in our roads, does the Village have plans for future maintenance of the roads.

*Answer: A long term maintenance program will be necessary for such items as pavement crack sealing, local patch repairs, shoulder maintenance and restoration, etc. this would be funded through Act 51 Road monies for local roads. The Village is considering also a load restriction and weight enforcement program for reducing heavy truck loads.*

11. Question: What about problems within ten to twenty years on selected roads?

*Answer: Maintenance programs will slow road deterioration during the life of the bond issue. Act 51 monies, which are formula revenues received from the State, are used for those maintenance programs. This money is typically utilized throughout the Village for items such as snow removal, tree trimming, signage work, pothole repairs, etc. The village has extended the life of the current roads through maintenance with patching and pothole repairs.*

12. Question: Are there plans for any other improvements within the road right of way?

*Answer: If Federal Aid Highway Systems (FAHS) grant funding through the Road Commission of Oakland County (RCOC) for Franklin Road becomes available there may be opportunities for other improvements within the road right of way along that corridor. Non-motorized improvements and utilities within the road right of way will be considered as part of that process.*