



WELCOME!

AGENDA

- **9:00 - 9:15 a.m.**
Welcome & Purpose of the Day
- **9:15 – 9:35 a.m.**
The \$1 Billion Infrastructure Investment Portfolio (2026-2031)
- **9:35 - 10:00 a.m.**
Macomb County Department of Roads – William P. Rosso Road Project
- **10:00 – 10:20 a.m.**
Macomb County Public Works – Irwin Tucker Drain Project
- **10:20 - 10:30 a.m.**
Closing Remarks
- **10:30 - 11:00 a.m.**
Networking





Vicky Rowinski

Director
Macomb County Planning
& Economic Development



Brig Gen Leah Voelker

Wing Commander
Selfridge ANGB, 127th Wing



Candice Miller

**Macomb County
Public Works Commissioner**



CMSgt Erik Wolford

**Senior Enlisted Leader
Initiatives/Joint Staff, MING**

**Chief-F-15EX/KC-46
Program Integration Office, 127 WG**



The \$1 Billion Investment Selfridge Air National Guard Base



**Two of the most elite aircraft
in the Air Force inventory.
Coming to Selfridge.**

**Michigan's airpower ecosystem,
rebuilt for the next generation.**

MICHIGAN AIR NATIONAL GUARD · 127TH WING

F-15EX Eagle II → Selfridge

21 aircraft projected

Aircraft Arrival: ~FY2028 · Replaces the A-10 Thunderbolt

Air superiority, homeland defense, and advanced sensor fusion. The most capable variant of the Eagle ever built.

KC-46A Pegasus → Selfridge

8 aircraft projected

Aircraft Arrival: ~FY2030 · Replaces the KC-135 Strato-tanker

Aerial refueling, cargo, aeromedical evacuation, and coalition support — extending Selfridge's global strategic reach.



F-15EX / KC-46 BEDDOWN "SELFRIDGE ANG BASE"



DATE: 07 APR 2026

The \$1 Billion Investment

Unified program spanning four critical initiatives

Interconnected projects to accomplish F-15EX and KC-46 – Mission Next



RUNWAY ENCROACHMENT

4

Solution

projects

Rosso Highway/Irwin Drain
Runway/Airfield
Taxiway Alpha
Taxiway Bravo

F-15EX

11

Beddown

projects

8-Bay Maintenance Complex
Squadron Operations
Aerospace Ground Equip. Shop
Munition Facilities
Temporary Facilities
Aircraft Arresting System

KC-46

7

Beddown

projects

Dual Bay Maintenance Complex
Aircrew Training Complex
Squadron Operations
Aerospace Support Equip. Shop
Cargo/Equipment Storage
Airfield Pavement

FOUNDATIONAL

9

Infrastructure

projects

Utility Study
Perimeter Road Repair
Electrical Feeders/Switch House
Sanitary Sewer System
Storm Water Distribution System
Demolition

Runway Encroachment Solution

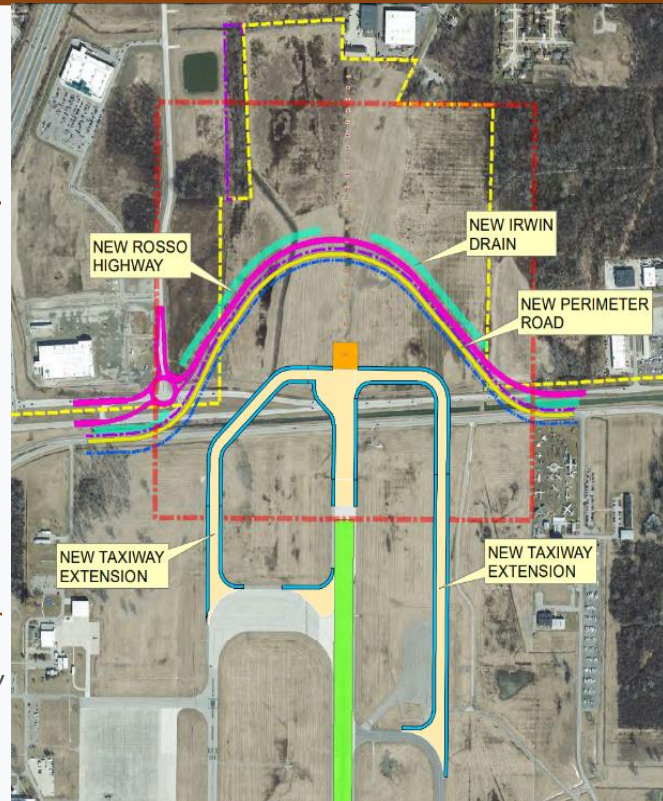
Problem: Encroachment

Solution: Shift South Clear Zone North

Scope

- Land Acquisition
- Realign Rosso Highway
- Realign Irwin Drain
- Extend Runway North
- Connect Taxiways
- Install Blast Deflector

Taxiway Alpha alternative as well as "no action" alternative are under consideration as required by the National Environmental Policy Act (NEPA)



Runway / Airfield



Clear Zone Background

- Clear Zone Requirements
- 1979 Compromise
- Recent Basing Actions (F-35 & Foreign Military Sales)

Key Issue

Residences currently exist within the South Clear Zone, creating a safety and operational conflict that must be resolved to meet DoD standards.



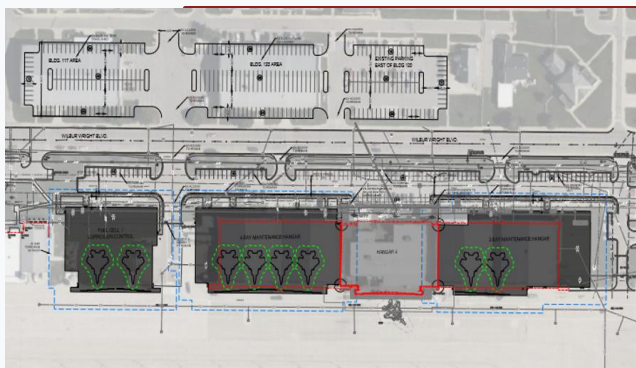
(SOUTH CLEAR ZONE - EXISTING & PROPOSED)

F-15EX Facilities



New F-15EX Hangar (121K SF)

- Eight covered parking spaces
 - Three independent structures
 - Significant demolition of current facilities
-
- Reuse Fuel Cell for Aerospace Ground Equipment (AGE) Shop
 - Renovate Squadron Operations Building
 - New Simulator Space



KC-46 Main Operating Base 8 Facilities



Problem: No facility on Selfridge can fit a KC-46

Solution: New Dual-Bay Hangar: 162K SF

Problem: (3) Full Motion Simulators are required

Solution: Renovate existing hangar for Aircrew Training Complex

- Squadron Operations Building
- Aerospace Ground Equipment Shop
- Cargo Storage/Service Area
- Airfield Pavements

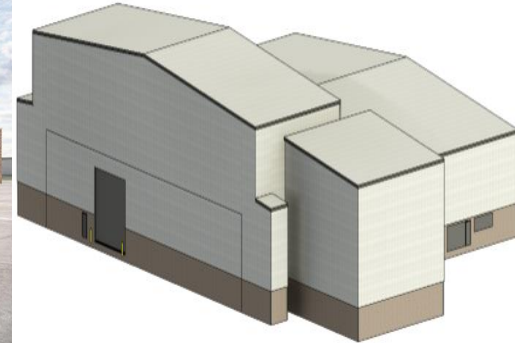
Dual Bay Maintenance Complex



Squadron Operations



Aircrew Training Complex



Infrastructure



Problem: Aging Infrastructure

Solution: Comprehensive utility/infrastructure plan

- Road Network
- Electrical Grid
- Water Distribution
- Sanitary Sewer
- Storm Water





Scott Wanagat

County Highway Engineer

Macomb County Department of Roads

Macomb County's Transportation Infrastructure

Scott Wanagat, County Highway Engineer
Macomb County Department of Roads

June 2026



Strengthening our Transportation Network

THE MACOMB COUNTY DEPARTMENT OF ROADS IS RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF MORE THAN:



**1,700 miles of
county roadways**



225 bridges



830 culverts



**900 traffic
signals**



**350 traffic
cameras**



**60,000 traffic
signs**



SERVING OUR COMMUNITY



Managing construction and maintenance of Macomb County roadways



Engineering and designing all road and bridge projects under the jurisdiction of Macomb County



Planning, developing, and implementing Macomb County road programs



Managing service requests for patching potholes, grading, ditching, dust control, and other road maintenance duties



Managing snow and ice removal operations



Providing real-time construction, lane closure, and traffic update information to road users



Oversight and inspecting all incoming requests for permits within the roads right of way



Providing permits for residential, commercial, and other construction within the roads right of way



Monitoring road conditions, real-time traffic flow, signal operations, and managing emergency responses to incidents on the roadways



ROAD JURISDICTIONS

State

- Roads with I, M or US: I-696, I-94, Hall Road (M-59), Gratiot Avenue (M-3), Groesbeck Highway (M-97), etc.

County

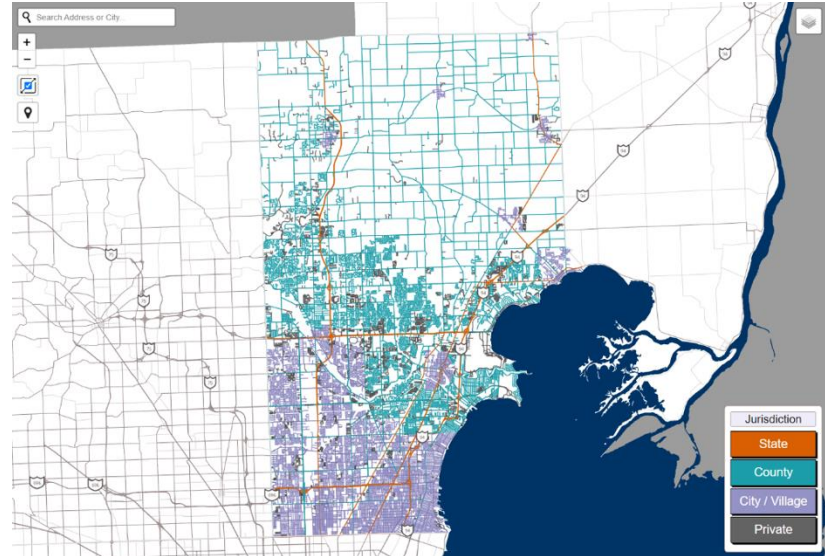
- Primary and local roads: Metropolitan Parkway, Mound Road, Romeo Plank Road, 10 Mile Road, 25 Mile Road, etc. (even numbered mile roads within cities)

City and Village

- Some mile roads (odd numbered mile roads), some north and south roads (Hoover Road and Ryan Road) and all residential streets

Township

- All roads in townships are under Macomb County jurisdiction (except private roads and state trunklines)



maps.semcog.org/roadjurisdiction



TRANSPORTATION ASSET MANAGEMENT



- MCDR takes a strategic approach to managing Macomb County's road, bridge and transportation network.
- Plan projects and allocate resources based on data, conditions and community needs.
- Use a mix of preventative maintenance, rehabilitation and reconstruction fixes best suited for each individual situation to improve Macomb County's road and bridge system.



Community outreach and road education

The strength of our infrastructure relies on the strength of our community partnerships. Through the Community Outreach and Road Education (CORE) program, MCDR works with all local municipalities within Macomb County to provide the public with a quality transportation system.

MCDR meets regularly with local community leaders to identify and prioritize transportation infrastructure improvement projects, including planning and budgeting for road, bridge, and traffic projects.

How are projects selected?

MCDR takes a comprehensive approach to managing Macomb County's road, bridge, and transportation network. The chart below outlines the process and steps for planning, budgeting for, and selecting road projects.



Need Identified →	Project Selection →	Budgeting/Planning →	Project Development →	Construction →	Project Completion
Community engagement Transportation asset management planning Pavement Surface Evaluation and Rating (PASER) data Stakeholder or public request	Project feasibility determination Engineering and traffic studies (if applicable) Project application submittal by local community for eligible MCDR, state or federal programs	Funding identification (local, county, state or federal) MCDR review of project application Macomb County Federal Aid Committee (if project is federal aid eligible) Cost share agreement between MCDR and local community	Determine anticipated project timing, staging, and traffic management Preliminary engineering Design Environmental review and permitting (if applicable) Right of way acquisition (if necessary) Project advertising, bid letting and contractor selection	Utility relocation coordination Construction Material testing Inspection	Road or bridge open to traffic Restoration and punch list work



PROJECT PROCUREMENT

1. Assemble bid packages with plans, specifications and cost estimates.
 - Includes special provisions for construction, traffic plans, utility coordination clauses and progress schedules.
2. Projects are advertised to prospective bidders requesting packages for bid with a final due date.
3. Electronic bids are received and are available online.
 - Completed bids are posted once bidding had closed.
4. Contracts are drafted and sent to selected contractors for review, signature and project-specific insurance with MCDR and its agents named as additional insured.
5. Contracts are presented to the Macomb County Board of Commissioners. Once formally approved, contracts are awarded, and work begins.





PROJECT EXECUTION



1. Preconstruction meeting is held with MCDR, contractor and project stakeholders.
 - Determine schedule, detours and traffic, project phasing and other details.
2. Project information is emailed and mailed to local stakeholders, emergency services and municipalities.
 - Construction updates are provided via email newsletter, website and social media.
3. Traffic signs and devices are installed to establish lane closures and restrictions.
4. Contractor mobilizes equipment to the site.



PROJECT CONSTRUCTION

1. Work begins with any removal of signs, trees, pavement, etc.
2. Temporary paving (if necessary) is done to help facilitate traffic.
3. Underground drainage is constructed including storm sewer, manholes, catch basins, underdrain and culverts.
4. Backfilling with sand is done up to subbase. Aggregate subbase is placed, graded and compacted.
5. Paved surface is placed over the engineered base.
 - Concrete is finished and cured.
 - Asphalt is rolled to proper density.
6. Once paved surface is ready, traffic is switched to allow construction of the other lanes (if applicable).
7. Restoration work including gravel shouldering and turf establishment is completed prior to placement of final pavement markings.
8. Project is open to traffic.
9. Final punch list items are noted and miscellaneous work is completed.





PROJECT MANAGEMENT



MCDR has various roles and responsibilities to ensure successful project documentation and proper execution according to the project design, plans and specifications.

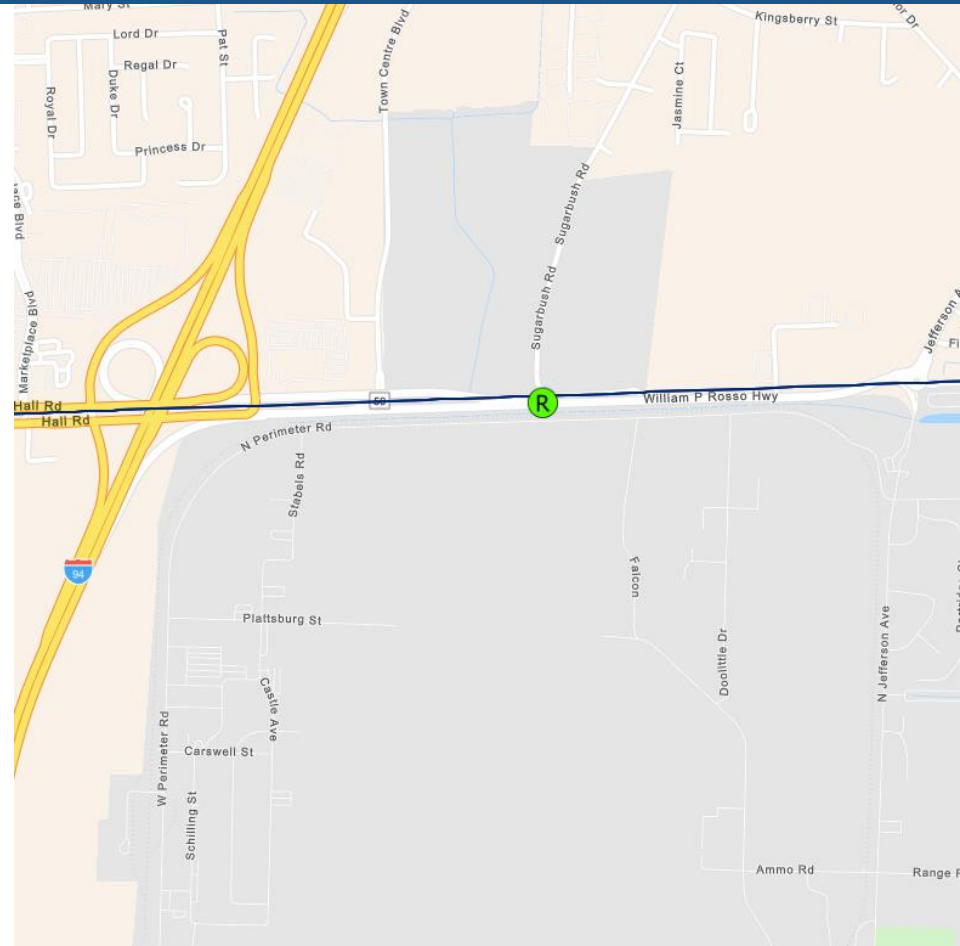
1. Survey crews
 - Establish road alignments, set control points and benchmarks
2. Inspectors
 - Ensure all contract work is done in accordance with project plans and specifications
3. Lab technicians
 - Review pavement designs and contractor quality control and assurance plans, conduct tests on material samples and perform strength tests on cured pavement
4. Office technicians
 - Maintain project files and documentation and ensure contractors provide all material source lists and certifications of any material used on the project
5. Engineers
 - Serve as the primary point of contact for project management with the contractor



WILLIAM P. ROSSO HIGHWAY OVERVIEW

Anticipated Project Stages

- Stage 1: Preloading and offline earthwork (August 2026 – March 2027)
- Stage 2: Towne Center Boulevard and drain work (April 2027 – June 2027)
- Stage 3: Completion of road and drain work (July 2027– November 2027)
- Stage 4: Remove existing roadway (December 2027 – February 2028)
- Spring 2028: Complete restoration work and begin airfield work





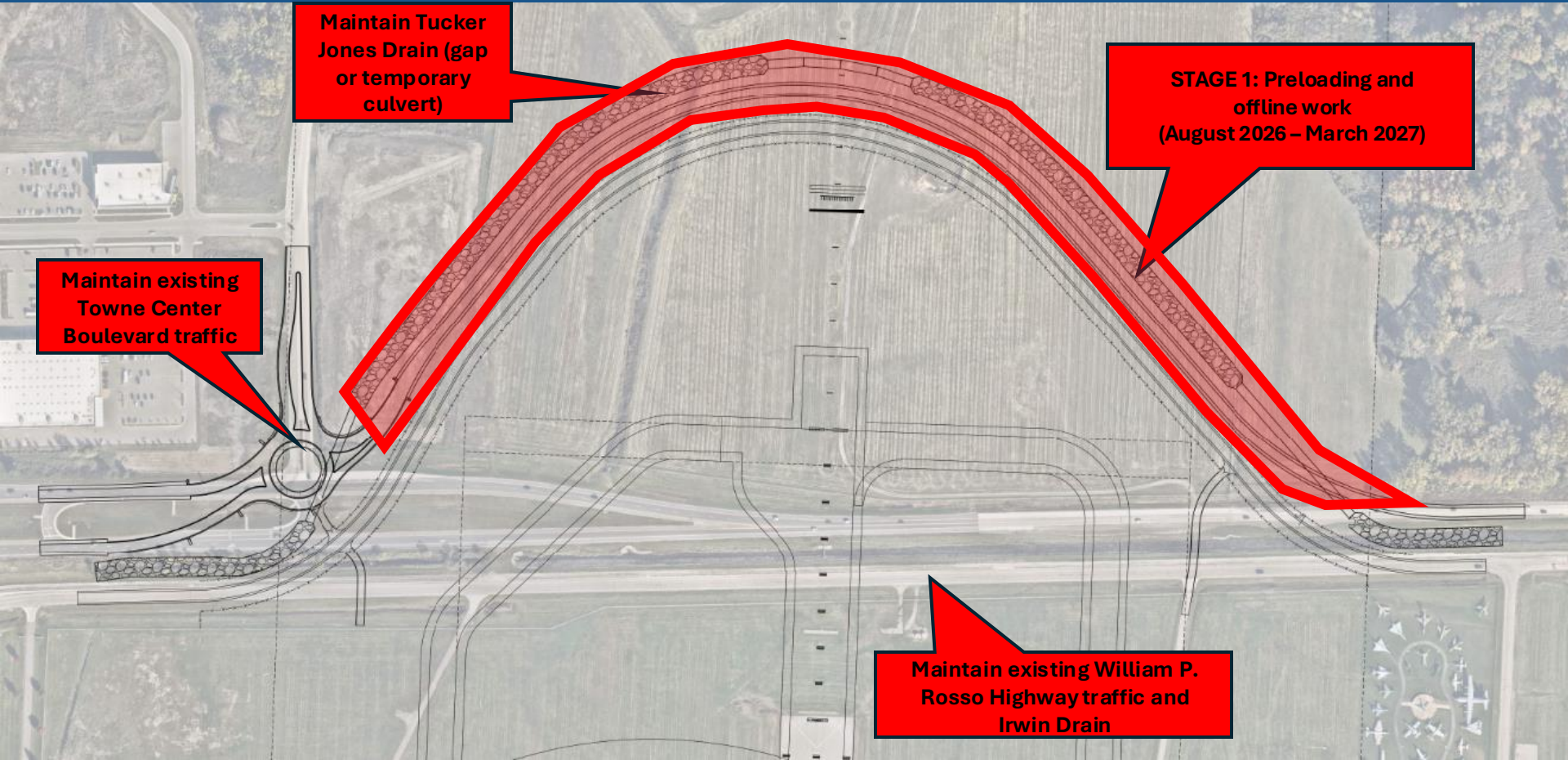
CONSTRUCTION STAGING – STAGE 1

Maintain Tucker Jones Drain (gap or temporary culvert)

Maintain existing Towne Center Boulevard traffic

**STAGE 1: Preloading and offline work
(August 2026 – March 2027)**

Maintain existing William P. Rosso Highway traffic and Irwin Drain





CONSTRUCTION STAGING – STAGE 2

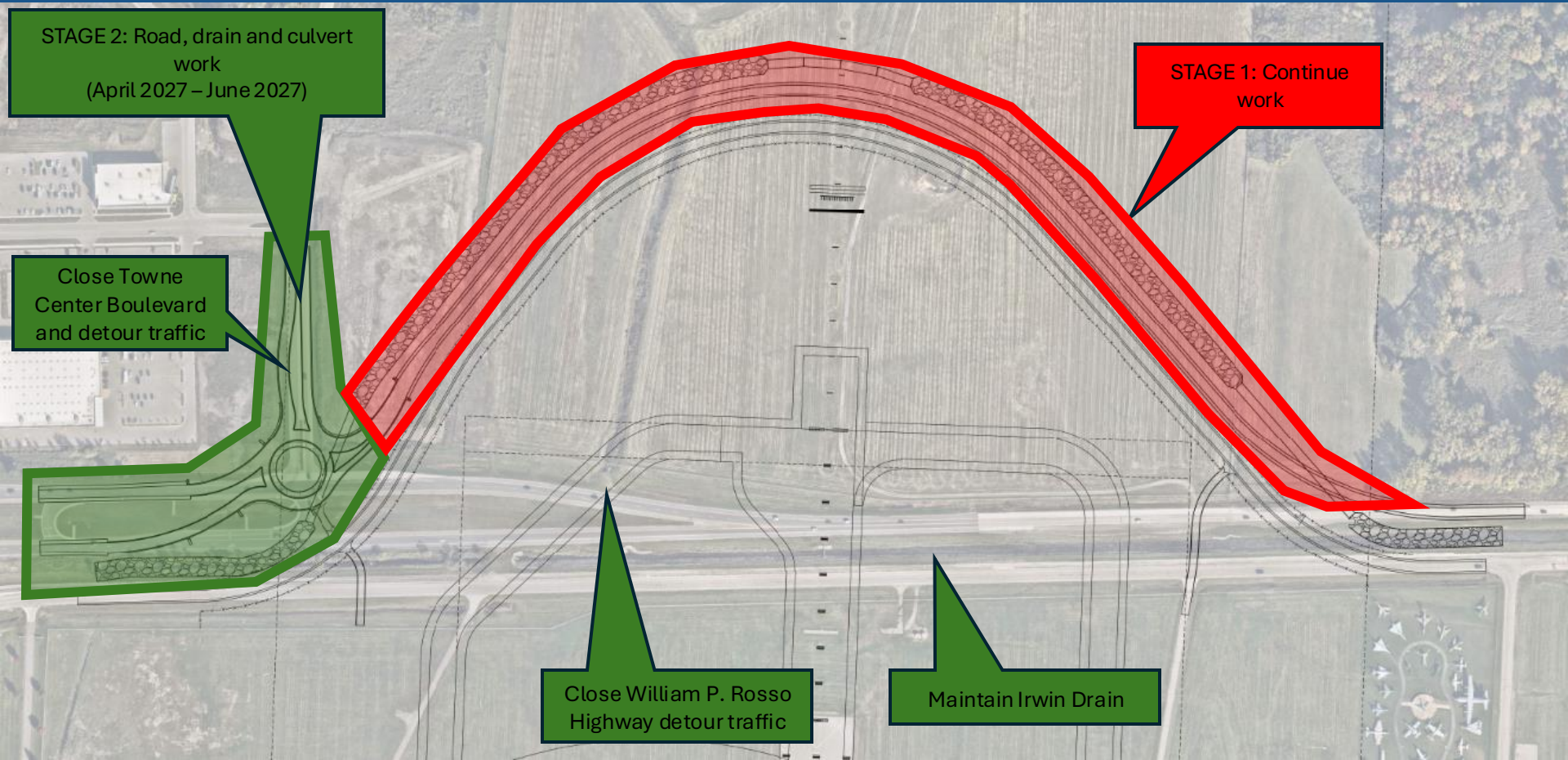
STAGE 2: Road, drain and culvert work
(April 2027 – June 2027)

Close Towne
Center Boulevard
and detour traffic

STAGE 1: Continue
work

Close William P. Rosso
Highway detour traffic

Maintain Irwin Drain





CONSTRUCTION STAGING – STAGE 3

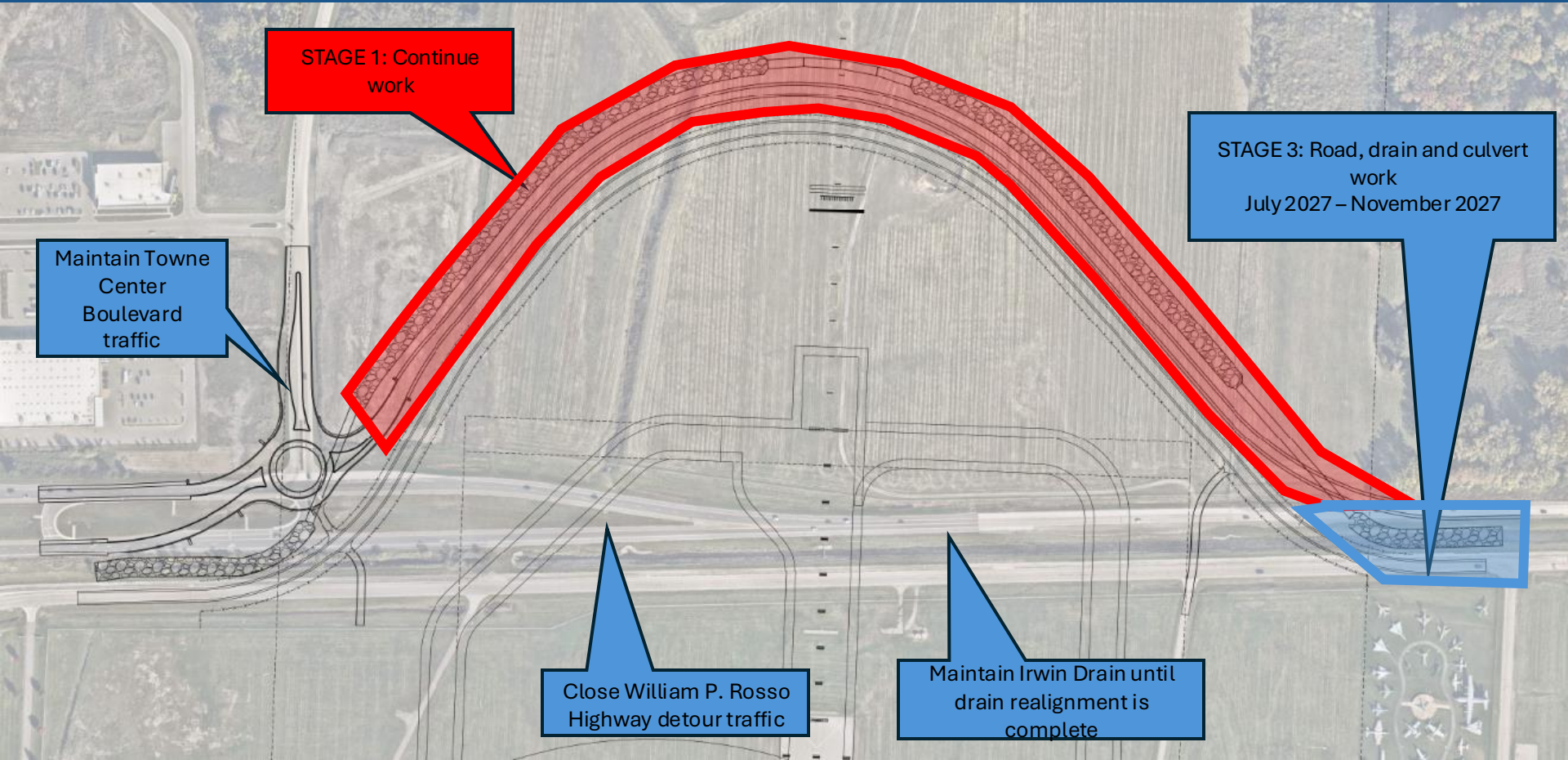
STAGE 1: Continue work

Maintain Towne Center Boulevard traffic

STAGE 3: Road, drain and culvert work
July 2027 – November 2027

Close William P. Rosso Highway detour traffic

Maintain Irwin Drain until drain realignment is complete





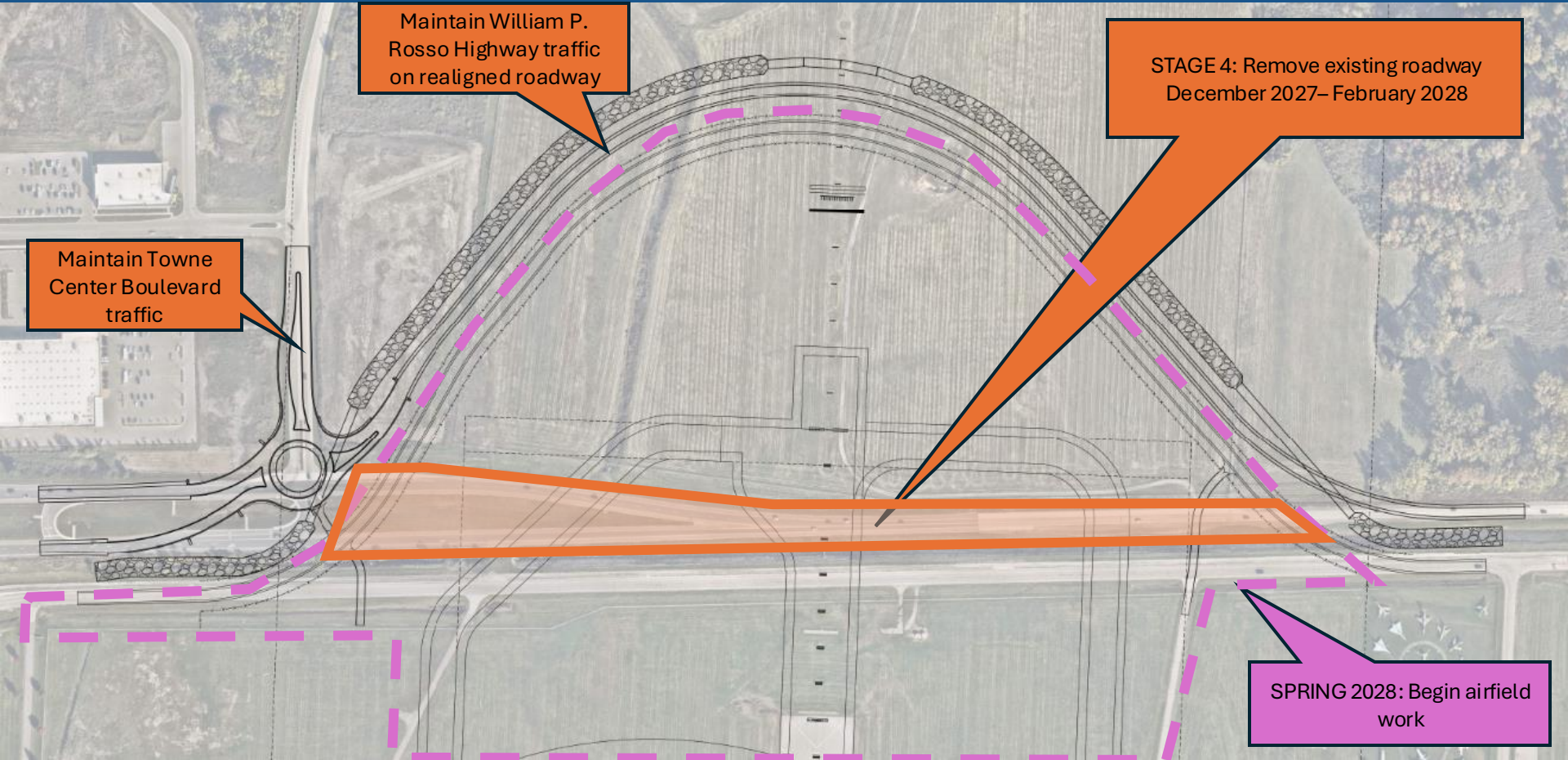
CONSTRUCTION STAGING – STAGE 4

Maintain William P.
Rosso Highway traffic
on realigned roadway

Maintain Towne
Center Boulevard
traffic

STAGE 4: Remove existing roadway
December 2027– February 2028

SPRING 2028: Begin airfield
work





WORK ZONE AWARENESS AND SAFETY

Helpful Work Zone Driving Tips



Avoid Distractions



Move Over



Obey Road Crews & Signs



Plan Ahead



Slow Down



Watch For Sudden Stoppages



MACOMB WORK ZONE

To help Macomb County motorists and road users navigate local construction work, the **Macomb Work Zone** is built to keep the public informed and up to date of what's happening on our roadways.

- Dedicated web page with project information
- Email distributed weekly to subscribers with project information, department news and community resources
- Real-time text updates distributed to subscribers with lane closure and construction information
- Interactive project map



macombgov.org/macombworkzone

Sign up! **STAY INFORMED**



Department of Roads

GET IN TOUCH:

- ▶ 586-463-8671
- ▶ geninfo@rcmcweb.org
- ▶ macombgov.org/roads

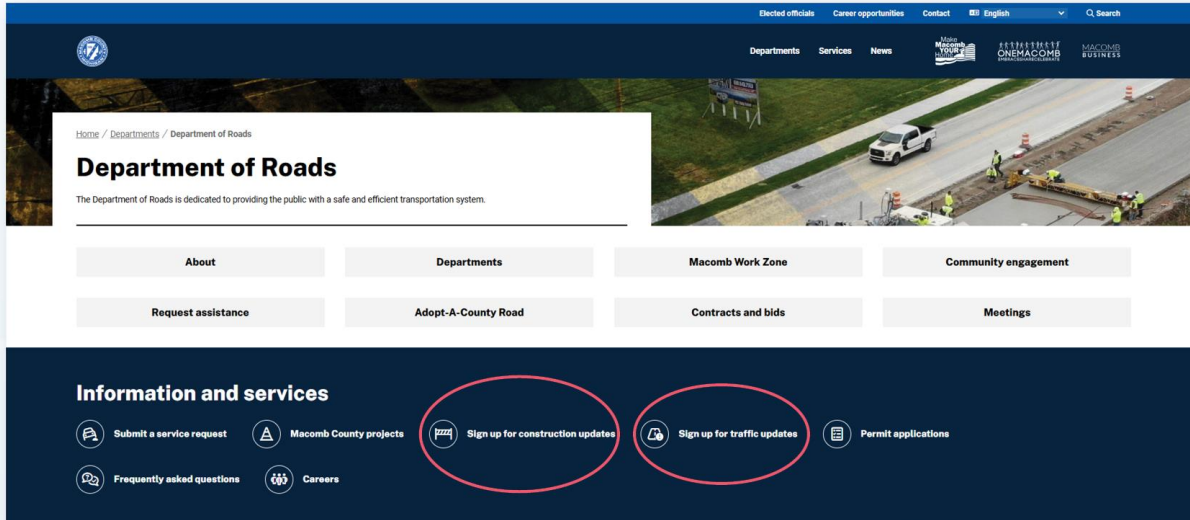
CONNECT WITH US:



@MacombRoads



117 South Groesbeck Highway
Mount Clemens, MI 48043



For the latest traffic and construction updates
macombgov.org/macombworkzone



Jeff Bednar, PE

Civil & Environmental Resources Manager
Macomb County Public Works

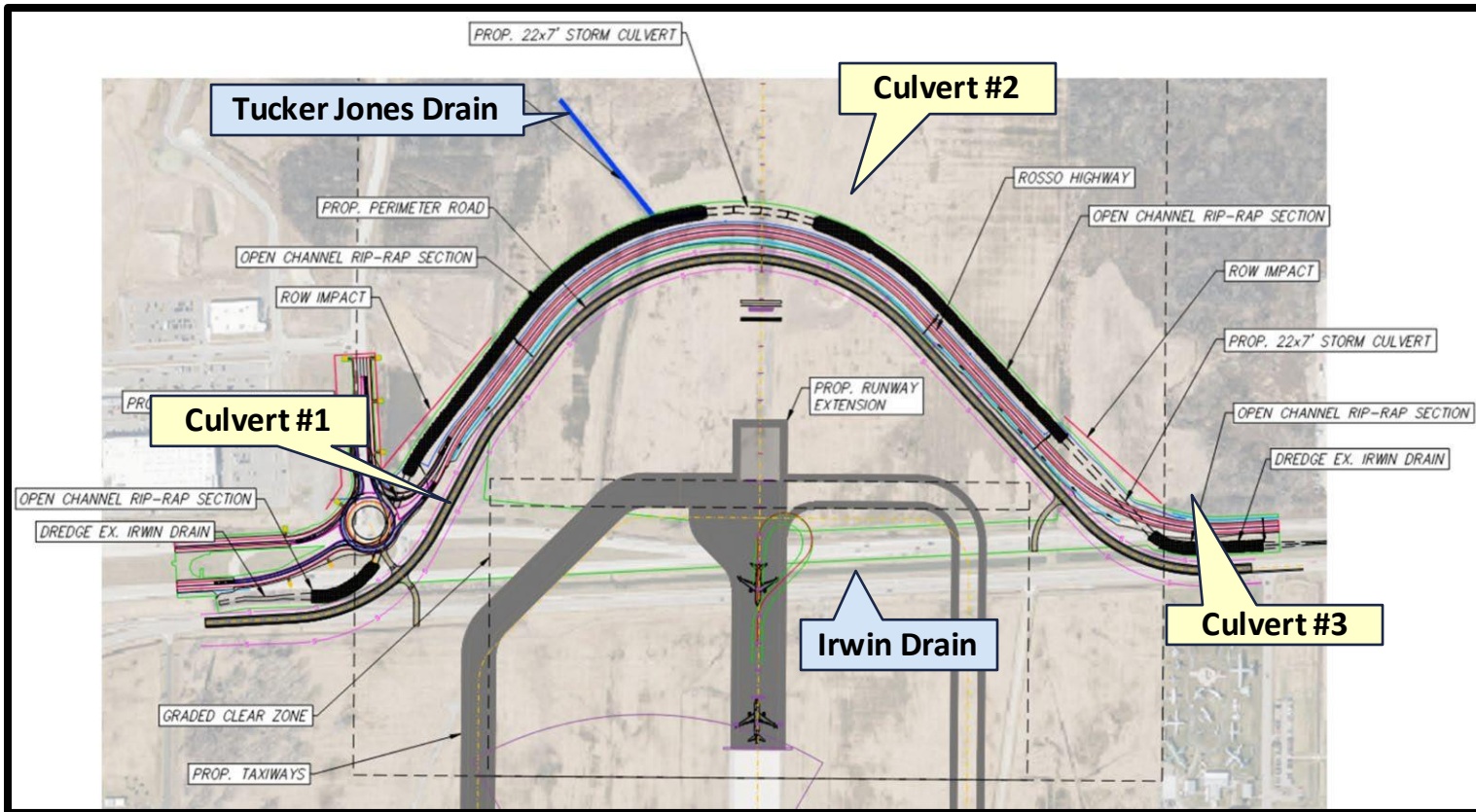
CANDICE S. MILLER

Macomb County Public Works Commissioner



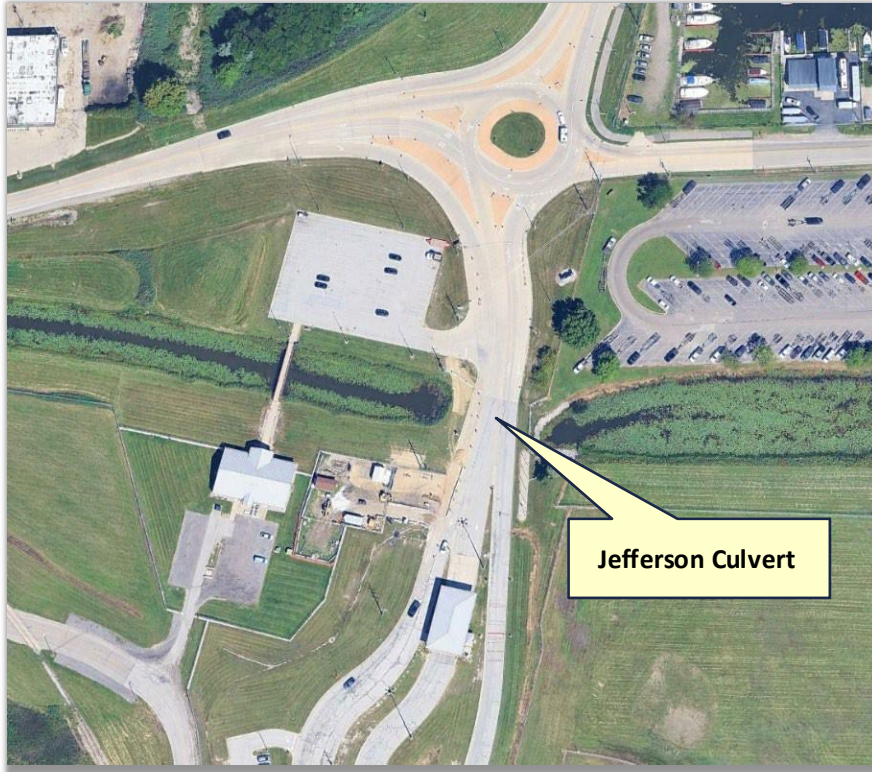
Selfridge Airfield / Irwin Relocation Project
Presented by: Jeff Bednar, PE

Overview: Irwin Relocation



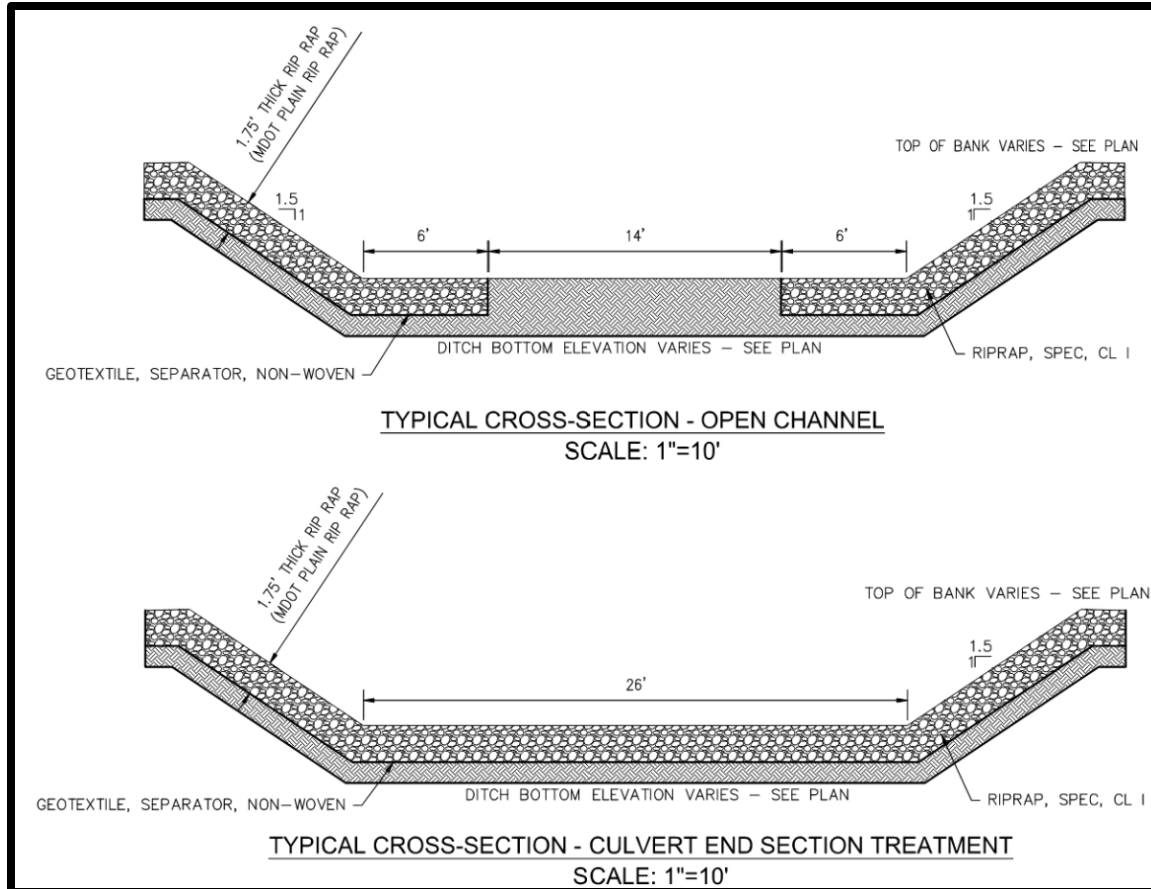
- 2 County Drains
- ~4,400 ft of stream relocation
- 3 new box culverts in relocation
- 1 new box culvert at Jefferson Ave.
- Utility relocations
- Non-Hazardous fill on site
- Highway closures
- Detailed staging plan

Overview: Jefferson Culvert



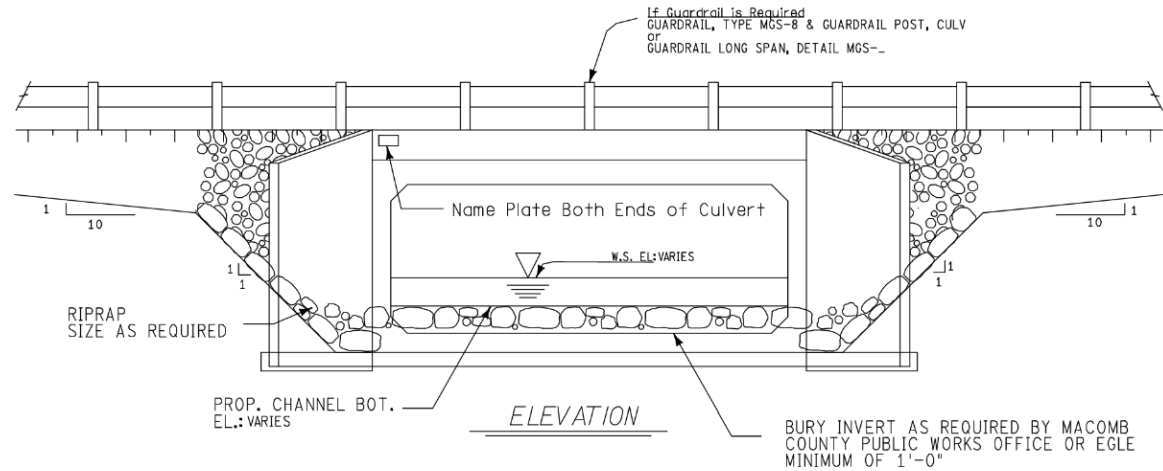
- Existing dual 72" CMPs
- Replace with 22' x 7' concrete box culvert
- Channel clean out between relocation and Jefferson culvert.
- Primary entrance to Selfridge

Typicals



- Riprap both banks
9" diameter average riprap
- Bank heights generally
range 10 to 5 feet tall
- Channel center remains
natural
- Riprap throughout entire
relocation
- Riprap in bottom of culverts
and wingwalls

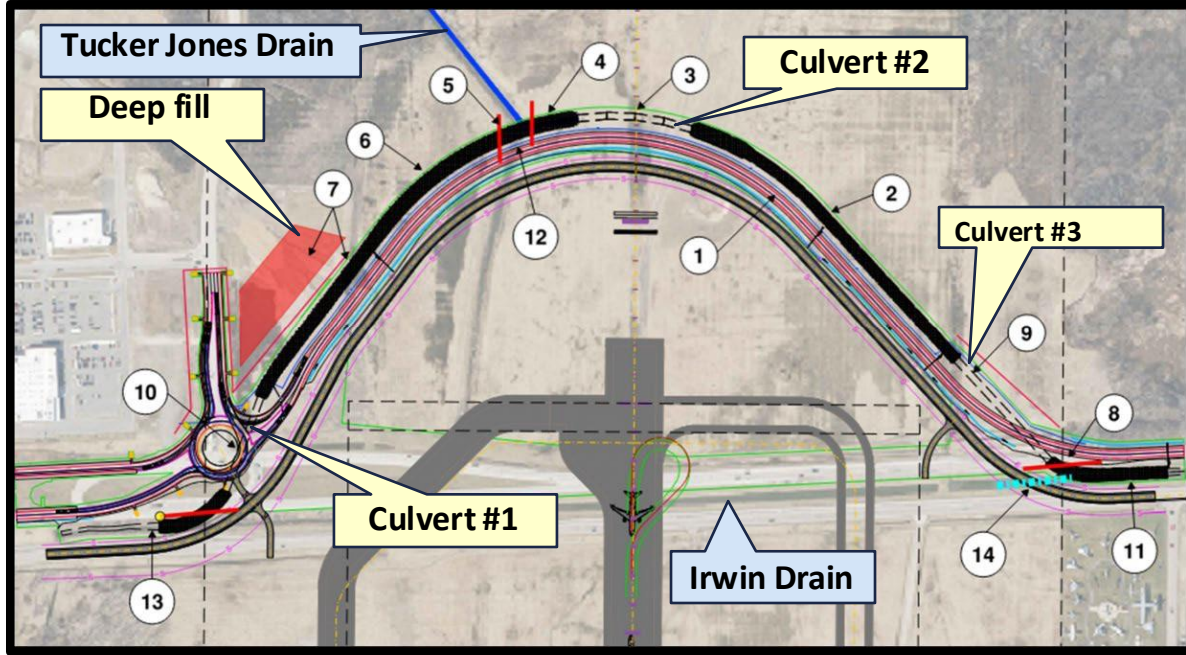
Culverts



- 4 Conc. Box Culverts
- Culvert #2 has a shorter alternate
- All culverts with wingwalls and riprap

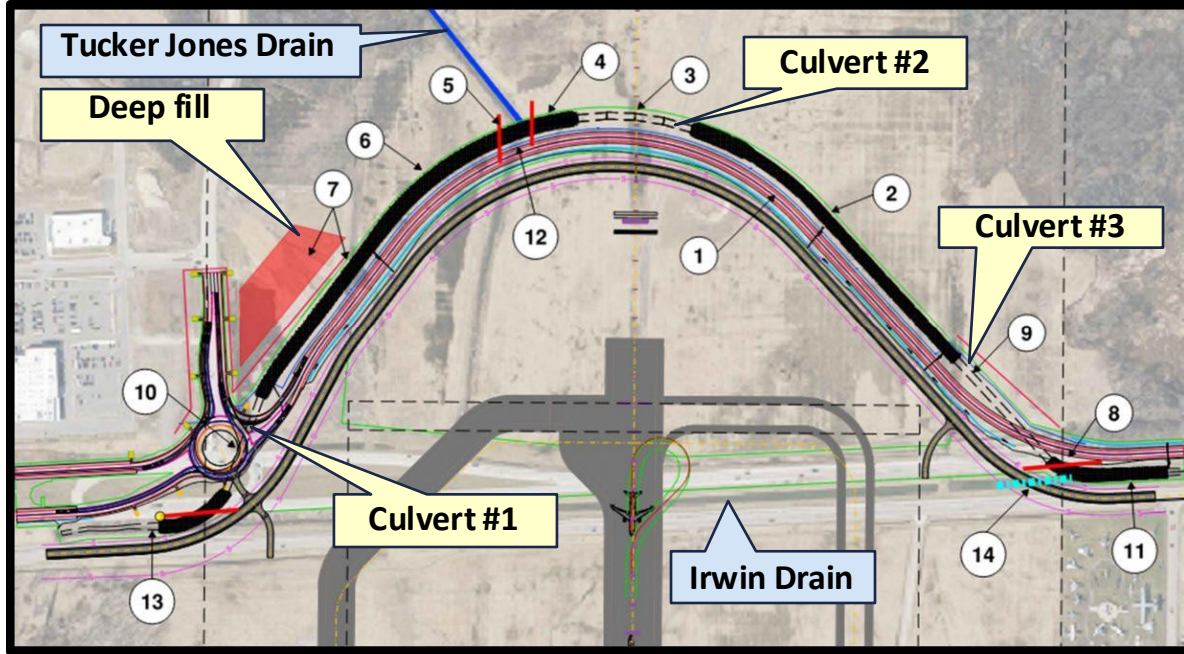
BOX CULVERT DIMENSIONS			
CULVERT NO.	HEIGHT (FT)	WIDTH (FT)	LENGTH (FT)
1	7	20	351
2A	7	22	60
2B	7	22	400
3	7	22	481
4	7	22	142

Staging



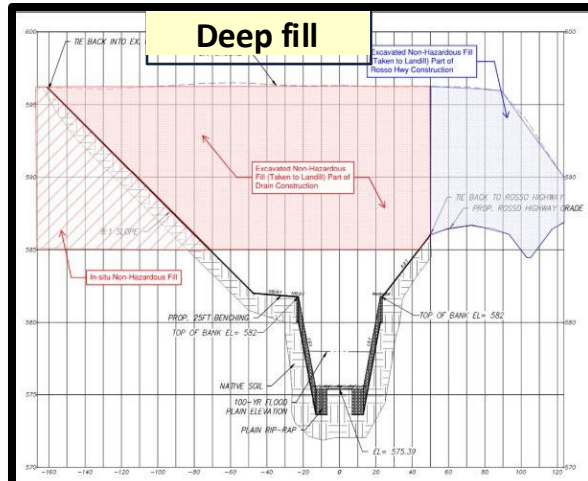
1. Preload roadway
2. Cut from culvert #2 to #3
3. Install Culvert #2
4. Cut from Culvert #2 to east of Tucker Jones (do not breach)
5. Cut west of Tucker Jones to deep fill section (do not breach)
6. Cut from deep fill section to Culvert #1
7. Remove deep fill embankment
8. Cut downstream of Culvert #3 and Install SESC pumping to Irwin (do not breach Irwin)

Staging Continued

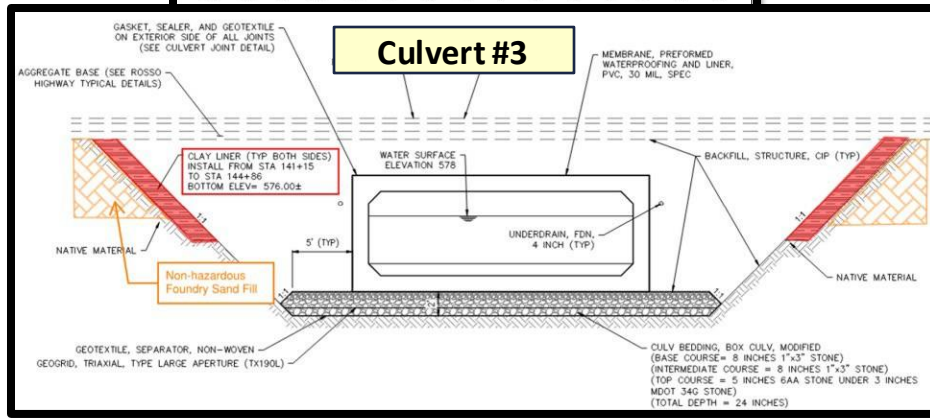


9. Install Culvert #3 (Hwy Closed)
10. Install Culvert #1 (Hwy Closed)
11. Riprap existing Irwin downstream of Culvert #3 then connect (Hwy Closed)
12. Tie in Tucker Jones to new Irwin & block existing Tucker Jones
13. Cut upstream new Irwin tie-in and block existing Irwin
14. Install temp. culvert under proposed perimeter road. Block downstream end of legacy Irwin Drain.
15. Legacy Irwin and Tucker Jones will provide temp. drainage for new runway project.

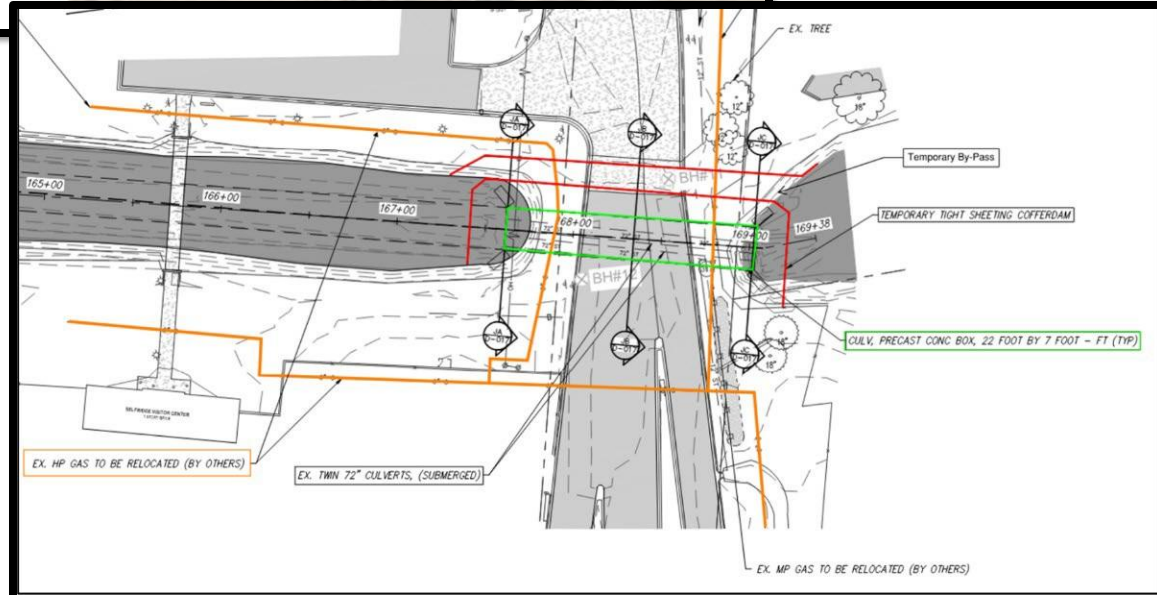
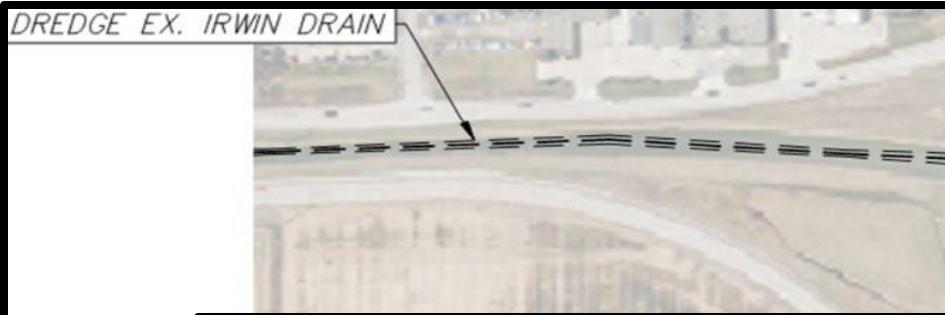
Deep Fill Section & Culvert #3



1. Non-hazardous materials including foundry sands exist on-site
2. Excavated Non-Hazardous Fill (taken to Landfill)
3. At deep fill section: Stabilize in-situ non-hazardous fill at an 8H:1V slope
4. At Culvert #3: Provide clay liner to prevent movement of non-hazardous materials.
5. Temporary storage of non-hazardous material for no more than 30 days



Jefferson Culvert



1. Relocate Existing Gas Lines
2. Temporary sheeting cofferdams to bypass flows
3. Install 22' X 7' Box Culvert
4. Remove Sheeting
5. Riprap
6. Dredge existing Irwin

Utility Crossings and Taps (non comprehensive)

- 5 new storm water taps to Irwin Drain (18" to 24")
- 16" water main downstream of Culvert #1
- Unknown pipe between culvert #1 and #2 (possible abandoned storm)
- Electrical and telecom. at culvert #2
- 16" water main upstream of culvert #3
- Gas & Water main under culvert #3
- Gas and Telephone downstream of Culvert #3
- Gas, Electric, and overhead lines near Jefferson Ave.



BG Scott E. House

**Deputy Commanding General
46th Police Command**

**Director of Construction & Facility Maintenance
Michigan Army National Guard**



Selfridge Industry Day Series

Meeting #3 –

TBD

Questions?

SelfridgeMissionNext.com

Or

Info@SelfridgeMissionNext.com