

FEBRUARY 4, 2004

The Board of County Road Commissioners for Montcalm County held a meeting at its office located in Stanton, Michigan at 3:00 p.m. on February 4, 2004.

Present: Commissioners Dale Linton and Robert Brundage; Randy Stearns, Managing Director; Jack Johnson, Superintendent; Thomas Mayan, Consulting Engineer; Robert Buckowing, County Highway Engineer; and Karen Swan, Finance Director-Clerk. Absent: Donald McCracken, Member.

Moved by Brundage, supported by Linton, to approve the minutes of January 21, 2004 as presented. Carried.

Moved by Brundage, supported by Linton, to approve the agenda as presented. Carried.

Reviewed correspondence from several vendors offering to extend their current bid prices for a one-year period, as outlined and agreed to in the various original bid documents for the following services:

Moved by Brundage, supported by Linton, to accept Central Asphalt Paving's proposal to extend its current bid prices for bituminous paving through 2004. Carried. Ayes: Brundage, Linton.

Moved by Brundage, supported by Linton, to accept Clark Highway Services' proposal to extend its current bid prices for pavement marking through 2004. Carried. Ayes: Brundage, Linton.

Moved by Brundage, supported by Linton, to accept D & D Contracting's proposal to extend its current bid prices for seal coating through 2004. Carried. Ayes: Brundage, Linton.

Moved by Brundage, supported by Linton, to accept Greenscape's proposal to extend its current bid prices for catch basin cleaning through 2004. Carried. Ayes: Brundage, Linton.

Moved by Brundage, supported by Linton, to accept Sanisweep's proposal to extend its current bid prices for sweeping through 2004. Carried. Ayes: Brundage, Linton.

Developer Brian Hamersma came before the Board to request that the Road Commission certify and maintain the roads in the Autumn Ridge site condo project in Eureka Township. Mr. Hamersma stated that the township zoning administrator has approved it for the township. The Board explained to Mr. Hamersma that it requires a written resolution from the township board requesting that the road(s) be placed on certification and it has not received anything yet. Bob Buckowing stated that he has been dealing with Mr. Hamersma's representatives regarding problems with their density test procedures and results; however, that was recently settled to Bob's satisfaction. The Board advised Mr. Hamersma to contact the township to request that they provide a resolution to the Road Commission in this regard, so the Board can act on his request.

#### Manager's Report

- The Stanton area foreman's probationary period has been completed. The superintendent and I sat down with him and did a performance review. He is doing an excellent job working with employees, other supervisors and the public. Living on the east side of the county I've heard a lot of good comments about him and the way the roads are being maintained.
- We are getting a lot of good comments from the public regarding snow removal throughout the county. A business owner in Turk Lake recently left a message stating that in his business he travels in a lot of counties and that the snow removal in Montcalm County is the best he's seen.
- The heating and plumbing contractors are working on the Greenville garage. The floor was poured today in the Howard City garage.
- Mecosta County Road Commission is having an auction in March or April and they want to know if we'd like to participate. Kent County is having theirs on April 26<sup>th</sup>. Per the Board, we should put our equipment in the Kent County auction—should get a better price.
- I was finally able to get prices for pickup trucks under the state's Extended Purchasing Program. I got prices for a gas and a diesel, ¾-ton, 4-wheel drive, extended-cab, long-box truck. The cost difference is approximately \$5,000; however, when you look at fuel mileage and cost savings we would actually be farther ahead to purchase diesel pickup trucks. In addition, the diesel trucks should have no problem going at least 250,000 miles. When we purchased the gas-driven Dodge pickups in 2002, we paid \$22,500. The price for a 2004 four-wheel drive, diesel pickup truck as described above is just under \$26,000. We have also talked about eventually moving them into the fleet and putting a front plow on them so they could be used to replace the one-ton trucks that are currently used to plow in developments. Being four-wheel drive they should work much better than the current one-ton trucks when plowing snow. In the long run, the heavier duty trucks would be much more versatile and better equipped for hauling and for the various types of work our people do.

Moved by Brundage, supported by Linton, to set the Stanton area foreman's annual base wage at \$44,645 effective immediately. Carried. Ayes: Brundage, Linton.

Moved by Brundage, supported by Linton, to purchase three diesel, ¾-ton, 4-wheel drive, extended-cab, long-box pickup trucks, which will be assigned to the three area foremen, at the state's extended purchasing program price from Stanton Ford. Carried. Ayes: Brundage, Linton.

A conference call was made to Commissioner McCracken to discuss the purchase of the three pickup trucks and the Stanton area foreman's performance review and wage adjustment. Commissioner McCracken stated he was in agreement with the Chairman and Vice-Chairman in regard to both the purchase of the pickup trucks and the Stanton area foreman's wage adjustment.

While Commissioner McCracken was on the conference call, the Board also discussed a letter each of the Board members had recently received from an employee regarding the turbocharger on the truck assigned to his township. The employee made an accusation that the problems with the blown turbocharger on the truck was caused by the Fleet Superintendent not having the winter plate installed on the truck. Dale Linton stated that he and Randy Stearns made a conference call to Duthler Truck just prior to this board meeting to discuss the turbocharger. They specifically asked if not having the winter plate on the truck had anything to do with the blown turbocharger. The service manager informed them that it had absolutely nothing to do with what happened to the turbocharger and that neither the fleet superintendent nor anyone in the shop did anything to cause the problem. The service manager stated that there have been ongoing problems with the turbochargers on Caterpillar and Detroit Diesel engines and that the manufacturer is covering them 100 percent under warranty. In addition, he stated that Duthler Truck has replaced well over 100 of these same turbochargers in the past year and that a Grand Rapids trucking company has replaced over 200 of them in the past year. The service manager also stated that there is a good chance we could have problems with the other turbochargers, but they would be covered under warranty. There was a discussion about the winter plate, which does not come from the factory on a new truck—it is just something that is put on the truck by the Road Commission to keep snow from building up on the air cleaner and the driver having to stop and wait for it to thaw out or replace the air cleaner. In the summer the plate should be removed; but if it isn't, all that may happen is the truck may overheat and shut down. Superintendent Jack Johnson stated that in the past the installation or removal of the winter plates was the responsibility of the truck drivers when getting their trucks ready for winter or summer road maintenance; and if they needed assistance with it they could ask the shop for help. The Board directed the manager to send a reply on its behalf to the employee.

Engineer's Report

Bob Buckowing reported the following:

- A GI meeting for the Crystal enhancement and road project was held today—all involved parties were present. Everyone but the Crystal DDA has signed the funding agreement; the DDA is meeting tonight to discuss this. The next step is to get the final plans in to Lansing. The project is scheduled for a May letting with a June start and a September completion.
- A GI meeting for the federal aid projects on Sidney Road from M91 to Hillman Road and Crystal Road from M46 to North County Line Road is scheduled on March 3<sup>rd</sup>. Tom Mayan asked if the north end of Crystal Road is going to be realigned in conjunction with Isabella County's project? Bob explained that Isabella County has decided not to realign the road. Tom stated that the intersection of North County Line Road and Crystal Road should be reconstructed to remove the "Y" intersection just as we have done on other projects. Tom also suggested that concrete curb and gutter be installed at this intersection and the approach should be paved back at least 100 to 125 feet.
- The plans for WalMart's proposed store on the northeast corner of M57 and Satterlee Road call for the installation of a traffic light at this intersection. On the plan there are outlots along M57 that will have ingress and egress on a service road; however, outlots located along Satterlee Road do not—suggest that these lots also have ingress and egress on a service road rather than directly onto Satterlee Road. Discussed lane widths—per Tom Mayan, if there is going to be curb and gutter, we should go with a 12-foot paved width with an 11-foot painted edgeline.
- Regarding the Little Whitefish Woods site condo being constructed by developer Brian Hamersma, I have advised him that we will not accept the roads until problems with the bituminous asphalt are resolved and not until replacement curb and gutter is installed in place of the curb and gutter that was ordered to be removed several months ago because of incorrect installation.

Moved by Brundage, supported by Linton, to approve the 2/5/04 bills totaling \$185,721.77 and Payroll #3 totaling \$110,128.29. Carried. Ayes: Brundage, Linton.

There being no further business, the meeting adjourned at 5:05 p.m.

