

NOVEMBER 1, 2006

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 November 1, 2006.

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

Moved by McCracken, seconded by Brundage, to approve the minutes of October 18, 2006 as presented. Motion carried.

Moved by Brundage, seconded by McCracken, to approve the agenda as presented. Motion carried.

Carl Paepke, County Commissioner, and several members of the county's Parks Committee came before the Board to find out what the Board's counteroffer is for the Road Commission's 49-acre property located on Johnson Road in Section 19 of Montcalm Township. The committee members reviewed the Road Commission's counteroffer, and Carl Paepke stated that they would take the offer back to the full committee for review before taking it to the county commissioners.

Moved by McCracken, seconded by Brundage, to accept Liquid Dustlayer's offer to extend the 2006 bid price of \$0.42 per gallon for 38% liquid calcium chloride to the 2007 season. Motion carried.

Moved by McCracken, seconded by Brundage, to approve the Independent Contractor Agreement for Beaver Control Services with Carl Hartman for the period November 15, 2006 through November 14, 2007 and authorize the Chairman and Clerk to sign the contract. Motion carried.

Superintendent's Report

- All paving projects have been completed; crews are graveling the shoulders on McBride Road and Deaner Road and both should be completed by the end of the week. Pavement marking will be scheduled.
- We met earlier today with personnel from the Sheriff's Department, Central Dispatch, Michigan State Police and MDOT to discuss winter maintenance for the upcoming season.

Moved by Brundage, seconded by McCracken, that effective this date the following revision to the Road Commission's Snow Policy be made: Due to declining revenues, increased costs, especially fuel, and related budget limitations it has been determined that Road Commission crews will not work overtime (after regular hours or on weekends) on county *local* (township) roads or in subdivisions unless at least five inches of snow has fallen. Overtime on county local roads *will* be allowed in cases of freezing rain or extreme drifting of snow. As in the past, overtime will be worked, when needed, on state trunklines (M46, M57, M66, M82, M91 and US131) and county *primary* roads (e.g. 510, 522, 565, 585, 595, 599, etc). Motion carried.

The Board stated that due to the change in the Snow Policy, it expects all of the area foremen to anti-ice prior to snowfalls and whenever conditions are favorable. The foremen should make an effort to have the anti-ice trucks spray all paved roads—even local paved roads. Even if they have to work some overtime to accomplish this it should make it somewhat easier to remove packed snow during normal working hours, and it is much less expensive to pay overtime to three drivers spraying anti-ice material than it is to pay overtime to 20 drivers.

Carolyn Kane came before the Board to discuss a concern she has about Vickeryville Road north of M46. Mrs. Kane is concerned about the school bus stop and pine trees blocking the view of oncoming traffic coming around the curve. Mrs. Kane asked if some type of advance warning sign indicating that there is a school bus stop around the curve could be installed. Bob Buckowing stated that he would go up and check out the trees and visibility issues.

Ron Baker, County Commissioner, came before the Board to discuss vision obstruction at intersections. Mr. Baker said that he receives calls from his constituents in this regard—a recent call was about Tamarack Road at Gravel Ridge Road. Mr. Baker asked if the Board has a policy regarding intersections—why are some intersections cut way back and not others? Jack Johnson explained that on most county roads intersecting state trunklines the state owns, by deed, or has an easement for the clear vision areas, which is why those intersections are cut back so far. Also, some property owners keep their property mowed back at the corners; however, we do not have clear vision areas like the state does and we have to stay within the right-of-way. In actuality, the Road Commission does not own the right-of-way—the property belongs to the property owner and we only have an easement to use the right-of-way for road purposes. Mr. Baker asked if our truck drivers make us aware of the corners where there are problems—sometimes they do; however, they are sitting up much higher and do not see what the average driver sees sitting down much lower. Dale Linton advised Mr. Baker to tell his constituents to call in if they see a problem with a road or an intersection—our people don't get over every mile of road every day, so we are not always aware of a problem when it develops. Mr. Baker said he would pass that information on.

Clerk's Report

- Advised Board of 2007 Federal Aid allocation. Contacted Susan Richardson at MDOT, and she advised that more restrictive language had been inserted in the budget bill for this year concerning buyout of federal aid funds. According to Susan, at a minimum they will not be swapping federal and state D funds to maximize the amount of federal aid to be bought out—whatever we have in D money will remain in D money and must be administered through local agency programs, as in the past. We can only sell the STP funds. The City of Greenville will be getting \$80,000 or more for a transit bus this year—that comes off the top of the STP funds. Reviewed a list of possible primary road projects; the Board asked that Engineering put together some estimates, based on a normal federal aid project, for several roads to see what we could do with the federal aid funds. We need to make a decision as quickly as possible, because Rich will have to get the drawings done and in to Lansing by the end of December in order to have a spring letting; otherwise, the letting will be later in the summer.

Engineer's Report

- Discussed Viking Ridge plat, which is located north of Lake Montcalm Road in Reynolds Township. The developer is requesting a variance for the curb and gutter at the entrance. At the time the developer obtained the permit, several years ago, the road was private and the standards at that time did not call for curb and gutter just a tapered ingress and egress, which they have built. In addition, the developer has provided a five-year letter of credit that pertains to a temporary turnaround that has been constructed. Before the letter of credit expires, the developer will have to build the cul-de-sac or extend the letter of credit—how do you want to address this? Furthermore, the developer now wants the roads to be public. The roads have been constructed to the Road Commission's standards, and Reynolds Township has provided a resolution requesting that Olivia Lane, Brianna Way and Lindsey Court be placed on certification.
- We received the engineer's estimate from Scott Civil Engineering for the critical bridge project on Blackmer Road over Fish Creek in Crystal Township. The estimate is \$536,000. We will advise the township of their portion of the cost based on five percent of the construction cost and half of the design engineering cost

Moved by McCracken, seconded by Brundage, to accept Olivia Lane, Brianna Way and Lindsey Court in Viking Ridge Plat as public roads and place them on certification and to grant a variance from requiring curb and gutter. Motion carried.

Bob Buckowing asked that in light of the slow progress of this development would the Board want something in writing from the developer regarding the temporary turnaround and cul-de-sac stating that the cul-de-sac would be converted to a permanent cul-de-sac prior to expiration of the letter of credit or agree to extending the letter of credit at the end of five years? Bob stated that the temporary cul-de-sac is not constructed to permanent standards. The Board agreed.

Moved by McCracken, seconded by Brundage, to rescind the previous motion regarding certification of the roads in Viking Ridge Plat until such time that the developer provides a written agreement regarding the temporary turnaround, cul-de-sac and letter of credit. Motion carried.

Moved by McCracken, seconded by Brundage, to approve filling the Superintendent's position due to the upcoming retirement of Jack Johnson in December. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

Moved by Brundage, seconded by McCracken, to approve the 11/01/06 bills totaling \$379,152.87 and Payroll #22 totaling \$60,104.37. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

There being no further business, the meeting adjourned at 5:35 p.m.

Chairman

Clerk