

FEBRUARY 7, 2007

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 7, 2007.

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

Moved by Brundage, seconded by McCracken, to approve the minutes of January 17, 2007 as presented. Motion carried.

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

Carol Smith, P.E. of LS Engineering came before the Board to discuss the Fred Meijer Heartland Trail (FMHT) and the Fred Meijer Flat River Trail (FMFRT). Ms. Smith explained that Congressman Dave Camp had applied for and received approval for HPP Funds for the next phases of the FMHT and the FMFRT. In the original application Mr. Camp's office described both locations to be done with the funding; however, they identified both projects as the Heartland Trail. To correct this would require an amendment to the appropriation bill, which could take several years. To simplify things, the City of Greenville agreed to change the name of the portion of the trail to match the HPP application. Because this has held up the start of Greenville's project, the Friends of the FMHT (FFMHT) have agreed to transfer a portion of their private match dollars to the City of Greenville and in exchange the City of Greenville will transfer back a portion of their federal aid once they receive it. The Michigan Department of Transportation has asked that the FFMHT, the City of Greenville and the Road Commission be advised of the name changes on the map and the funding transfers and advise whether or not they are in favor of the changes. The FFMHT and the City have already agreed.

Moved by Brundage, seconded by McCracken, to advise the Michigan Department of Transportation that the Board has no objection to renaming a portion of the Fred Meijer Flat River Trail (beginning at Shearer Road, running southwesterly along Greenville West Drive, and ending at a point just south of M57) to the Fred Meijer Heartland Trail; and furthermore, it has no objection to the transfer of private funds and federal aid funds between the Friends of the Fred Meijer Heartland Trail and the City of Greenville. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

Moved by Brundage, seconded by McCracken, to open the public hearing at 3:27 p.m. for the purpose of reviewing the proposed 2007 primary road projects to be done with Federal STP and D Funds sold to the Michigan Department of Transportation. The proposed fee schedule for permits will also be reviewed. Motion carried.

- Fenwick Road (500), Crystal Road to Mt. Hope Road (3.5 miles)  
Crush, shape, pave with 330# mat; install concrete curb and gutter at all intersections; pave approaches - \$399,000.
- Bailey Road (601), Cannonsville Road to Coral Road (1.5 miles)  
Crush, shape, pave with 330# mat; install concrete curb and gutter at all intersections; pave approaches - \$189,020.

Reviewed and discussed the proposed changes to the fee schedule as follows: 1) public utility (gas, electric and telephone) permit fee - \$30 per permit; 2) private road name installation - \$300 per intersection; 3) public road name installation in new plats and site condos - \$300 per intersection; 4) permanent encroachment in right-of-way - \$150; 5) tapping storm or sanitary sewer - \$150; 6) bore and jacking in right-of-way - \$100; and 7) Failure to obtain a permit until after work has begun or has been completed - double the fee of the permit.

The public hearing ended at 3:40 p.m. and was followed by the regular meeting.

Moved by McCracken, seconded by Brundage, to approve the proposed 2007 primary road projects on Fenwick Road (500) from Crystal Road to Mt. Hope Road and on Bailey Road (601) from Cannonsville Road to Coral Road. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

Moved by Brundage, seconded by McCracken, to approve the proposed changes to the Fee Schedule, as discussed in the public hearing, effective March 12, 2007. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

The Finance Director reviewed the 2006 Act 51 Financial Report. Township contributions for local roads were down \$663,472 from the previous year. The maximum allowable transfer of 30% of primary road MTF funds had to be transferred to local roads along with an inter-fund adjustment from the Road Commission's fund balance in order to eliminate a \$1.4 million deficit in the Local Road fund balance.

Moved by Brundage, seconded by McCracken, to approve the 2006 Act 51 Financial Report as presented and to approve an inter-fund adjustment of \$452,899.61 from the County Road Commission Fund Balance

FEBRUARY 7, 2007

to the Local Fund Balance to eliminate a deficit in the Local Fund Balance. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

#### Manager's Report

- The whole crew did an excellent job this past weekend. They worked Friday night, all day Saturday and Sunday under some very trying conditions, and by the time they went home on Sunday all the roads in the county were open and passable.
- Under the Mutual Aid Agreement, we sent our three anti-icing trucks down to Kent County to assist them with built-up ice on their expressways. They will be going back down to Kent County tomorrow.
- We had more trouble with the AutoShift transmission in truck #42 last week and it quit again on Saturday. The lead mechanic took the computer out, cleaned the points, sealed it back up and reinstalled it, and it has been working fine ever since. Mark Christensen stated that from a maintenance standpoint it is hard to function when you don't know if the trucks will work when you really need them—not only do we have lost time, the mechanics have to spend so much time on repairs—we need to put some pressure on Eaton. Randy Stearns stated that there have been discussions with Eaton. Oakland County has 150 of these trucks and is very happy with them; but of course, with 150 trucks compared to our five trucks, you know whom Eaton is going to cater to.
- Discussed a complaint received about a mailbox that one of the drivers accidentally hit and the Board's policy to replace mailboxes with a standard metal post and mailbox or reimburse residents up to \$25. The complainant had an expensive plastic mailbox, and he feels we should reimburse the full amount, so he contacted an attorney who contacted us. Their feeling is that if someone puts a \$50 mailbox in, that's what they should get. If someone has a \$100 mailbox, they won't be satisfied with a \$50 maximum—we have to draw the line somewhere. Per the Board, the current policy is replacement with a standard metal mailbox and metal post or a maximum refund of \$25—there will be no change.
- Met with Andy Ilieff from MDOT last week to discuss the proposed Greenville salt storage building. MDOT has reviewed the new wording in their contract and has agreed to make some changes. Hopefully we will get the new salt storage building constructed this year.

#### Clerk's Report

- The February MTF check is down 5.86 percent compared to last February.
- Discussed the need to develop a written policy regarding Freedom of Information requests.
- Department of Treasury completed the 2006 financial audit; no adjustments were needed. At the exit conference they stated that the records were excellent. They also stated that they could see a big improvement in how inventory is being organized and handled. They were very pleased to hear that the stockroom will be locked when unattended and that all employees, including supervisors, must go through the Shop Clerk or Fleet Superintendent, or the Lead Mechanic in their absence, to get any items from the stockroom.

#### Superintendent's Report

- The storm cleanup went really well. Anti-icing helped but having trucks with patrol wings really helped—they push the snow further off the road, so it doesn't get sucked back onto the road by passing cars.
- On Saturday there were two accidents that involved the two tri-axle trucks. Both trucks were moving down the expressway plowing snow and were run into from behind—one vehicle hit so hard it got wedged under the salt spreader. The salt spreaders on both trucks were damaged; while the trucks were down, Kent County Road Commission helped out by sending their trucks up through our county to the north county line to keep the roads plowed.
- Our crews started at 3 a.m. on Sunday morning, so most roads were open by 11 a.m. The motorgraders will be pushing back snow banks the rest of the week to make room for the next snowfall.
- Met with Michigan Chloride last week to discuss dust control. Did garage inspections with John Wall from MCRCSIP. Spent this morning with John Joyce from MDOT; he was very pleased with the maintenance on the state trunklines this past weekend—he had nothing but good things to say.

#### Engineer's Report

- We recently had the grade inspection meeting with MDOT for the Blackmer Road Bridge. The bid letting has been moved up to May 4<sup>th</sup>. The tentative start date is sometime in June with a completion date of September 28<sup>th</sup>.
- Approval of the KBH Plat located on Johnson Road south of Wise Road in Eureka Township has been denied in Lansing. We were notified that the developer did not follow the new plat law and will have to go through the process again.

Moved by McCracken, seconded by Brundage, to approve the 2/7/07 bills totaling \$270,662.15 and Payroll #3 totaling \$96,719. Motion carried. Roll call: Yes-McCracken, Brundage, Linton.

There being no further business, the meeting adjourned at 5:10 p.m.

---

Chairman

---

Clerk