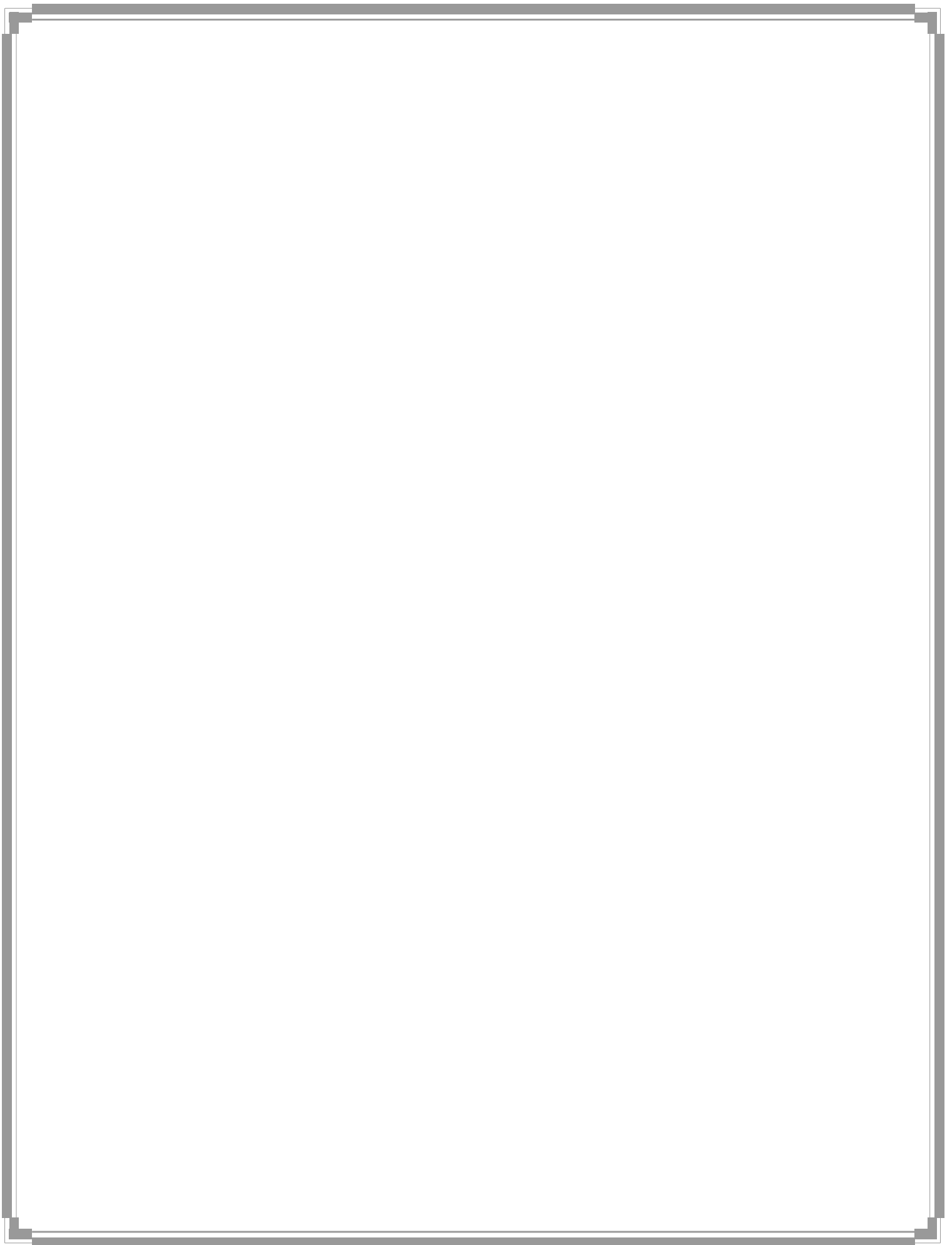


**ANNUAL REPORT**  
**BARRY COUNTY ROAD COMMISSION**  
**2007**



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## INTRODUCTION

The conclusion of 2007 marked another successful year at the Barry County Road Commission. Construction projects were completed on schedule and within budgets. The challenging weather did not cause major damage to the infrastructure. Most importantly, the employees completed the work safely without significant accidents or injuries. The primary objective of the Barry County Road Commission remained unchanged: to provide the safest, most convenient road system possible for everyone using Barry County roads. Through the use of an extremely dedicated, skilled workforce and professional staff, the Barry County Road Commission was able to further increase our responsiveness to the needs of our community. In spite of increasing demands, inclement weather and funding shortages the Barry County Road Commission believes it has provided one of the best county road systems in Michigan. This report documents the revenues, expenditures, as well as the completed projects which allowed us to strive toward our objectives in 2007.

## REVENUES

The main source of funding for county road commissions is the Michigan Transportation Fund. The Michigan Transportation Fund is comprised of the state fuel taxes and vehicle registration fees. The funds are distributed by the Michigan Department of Treasury using the following formula: 39.1% Michigan Department of Transportation, 39.1% County Road Commissions, 21.8% Cities and Villages. The 39.1% that all county road commissions receive is further split through a somewhat complex, state legislated formula based on road mileage, population and vehicle registration fees. The result is the Barry County Road Commission annually receives approximately 0.297% of the total Michigan Transportation Fund. Revenue from the Michigan Transportation Fund decreased by 2.1% in 2007 compared to the previous year and is expected to decrease another 4% in 2008. See **Appendix A** for the last 10 years of MTF Revenue.

The second largest revenue source for 2007 was received from the 16 Townships in Barry County. Revenue from the townships is considered the key source of funding to the Barry County Road Commission. Township contributions are by far the largest non-mandated revenue source, and without it the Road Commission would only be able to provide routine maintenance. Maintaining a strong working relationship with all the townships has and will continue to be an important part of daily life at the Barry County Road Commission.

Please refer to page 4 for a detailed chart of 2007 revenues.

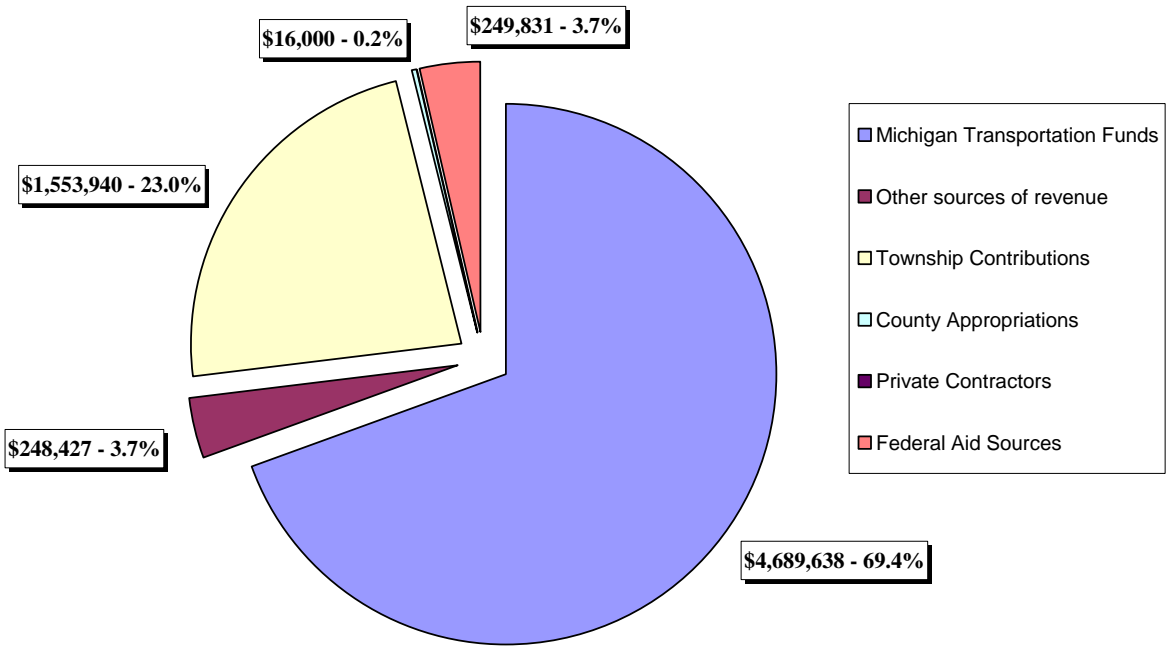
## EXPENDITURES

Various types and amounts of expenditures can be seen in the chart of expenditures on page 4. A brief explanation of what each expenditure category includes is listed below. The next section in this report titled “The Roadwork Selection Process” will explain the details of how these expenditures are determined. See **Appendix A** for the trends of some major expenditures over the past 10 years.

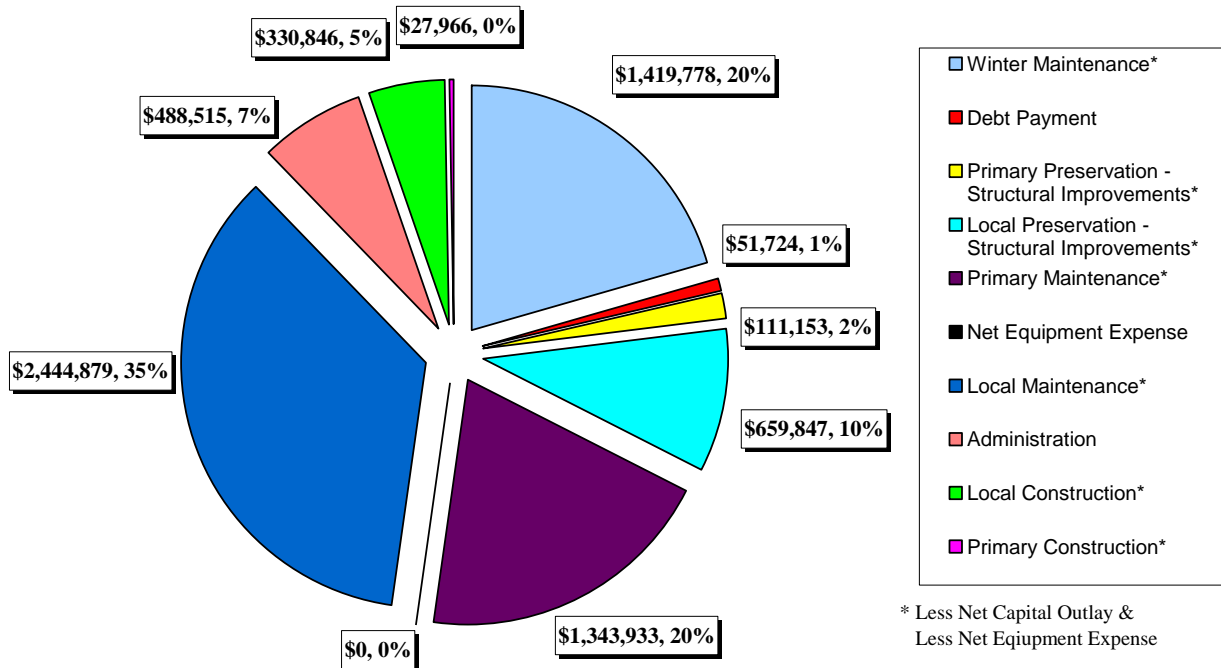
Winter Maintenance	labor and equipment expenses, sand and salt, other snow removal expenses
Primary Preservation - Structural Improvements	labor, equipment and materials for primary road and bridge construction, asphalt overlays and large drainage projects
Local Preservation - Structural Improvements	labor, equipment and materials for local road and bridge construction, asphalt overlays and large drainage projects
Primary Maintenance	labor, equipment and materials for primary road sealcoating, grading, shoulder work, signing, center and edge line striping, and minor drainage projects
Net Equipment Expense	equipment expenses less rental rates
Local Maintenance	labor, equipment and materials for local road sealcoating, grading, shoulder work, signing, center and edge line striping, and minor drainage projects
Administration	office supplies, office/survey equipment, utility expenses, training, advertising, public information, county maps, labor expenses for administrative staff and road commissioners, etc.
Local Construction	construction of new local roads, primarily subdivisions
Primary Construction	new construction or upgrades of primary roads (additional lanes, etc.)
Debt Payment	payments on capital outlay

Please refer to page 4 for a detailed chart of 2007 expenditures.

### Barry County Road Commission 2007 Revenues - \$6,757,836



### Barry County Road Commission 2007 Expenditures - \$6,878,641



## THE ROADWORK SELECTION PROCESS

This section of the 2007 annual report will explain the process used for selecting which roads will receive which type of roadwork, from routine maintenance and snow removal to major reconstruction. The staff of the Barry County Road Commission takes this process very seriously. The proper and efficient expenditure of public funds is one of the most crucial aspects of working for a government agency. While numerous specific variables come into play to differing degrees, three general factors are always present: sound judgment, outside input from elected officials and citizens, and available funds. Each of these factors alone often yields a different answer. As you will see below, the Road Commission strives diligently to balance these three factors.

Routine maintenance requests for such things as grading, brush control, dust control, patching, snow removal, etc. are responded to promptly by the staff at the Road Commission. These requests come from residents over the phone, in person and also at board meetings. Scheduling these repairs often depends on availability of products, time of year, funding, and weather conditions.

Both primary and local road preservation & structural improvements as well as a significant portion of the primary and local road maintenance are selected largely through input from local elected officials and citizens. These projects include such things as major reconstruction, bridge projects, paving of gravel roads, asphalt overlays, sealcoating, gravel road needs and major drainage projects. Each fall the engineering staff at the Road Commission assesses the condition of every paved county road in Barry County. A "paved road condition report" is compiled for each township for roads within their boundaries. These reports contain repair recommendations as well as costs and past histories for every section of paved road.

By December this paved road condition report, a center and edge line paint report, dust control maps, and miscellaneous other statistics and information are mailed to each township.

Generally the second week of January the Board of County Road Commissioners and management staff hold individual, two-hour meetings with all 16 Townships. The paved road condition report is presented formally to the townships and thoroughly discussed. Gravel road needs including gravel and dust control, road side mowing, snow removal, brush cutting and any other concerns that may come up are also addressed. Management staff and the Board of County Road Commissioners use these suggestions and input when amending or formulating future policies for the Road Commission.

Usually around April, the Road Commission offers a “spring gravel road tour” to each township. In a small passenger van, staff of the road commission along with township board members and citizens, travel the gravel roads within each township. Gravel road needs are pointed out and discussed. Often other road related issues are looked at and addressed at this time.

Throughout the spring, all sixteen townships send a resolution to the Road Commission stating which roads and repairs they will help fund. The Road Commission bids materials, hires contractors and performs much of the work itself throughout the upcoming summer and early fall months. If all goes well and Mother Nature cooperates, work is completed just prior to starting the process all over again.

**BARRY COUNTY ROAD COMMISSION  
2007 RESURFACING & GRAVEL  
QUANTITIES BY TOWNSHIP**

**ASSYRIA**

**Gravel**

367 cubic yards of gravel placed in Assyria Township.

**BALTIMORE**

**Gravel**

4,743 cubic yards of gravel placed in Baltimore Township.

**Slag Seal**

Cloverdale Road	M-37 Hwy to South Broadway	1.37 Miles
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**BARRY**

**Gravel**

6,361 cubic yards of gravel placed in Barry Township.

**Newly Constructed**

Brooklodge Road	Hickory Rd to Sheffield Rd	1.08 Miles
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**Asphalt Patch**

Orchard Road	Swamp	0.08 Miles
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**Slag Seal**

*Orchard Road	Brickyard Rd to Pifer Rd	2.67 Miles
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Cedar Creek Road	Pifer Rd to Drake Rd	0.60 Miles
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Sprague Road	Floria Rd to South Shore Dr	0.74 Miles
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Scott Park	South side of Gilkey Lake	0.89 Miles
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South Shore Drive	West off Sprague Rd	0.25 Miles
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## CARLTON

### Gravel

3,940 cubic yards of gravel placed in Carlton Township.

### Asphalt Overlay

Barnum Road	Charlton Park Rd to Durkee Rd	1.01 Miles
Welcome Road	M-43 Hwy to Messer Rd	1.20 Miles

### Slag Seal

Barnum Road	Charlton Park Rd to Durkee Rd	1.01 Miles
Welcome Road	M-43 Hwy to Messer Rd	1.20 Miles

### Crack Seal

* Coats Grove Road	Curve at Barber Rd to Durkee Rd	3.34 Miles
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## CASTLETON

### Gravel

1,367 cubic yards of gravel placed in Castleton Township.

### Asphalt Patch

Devine Road	North off of M-79 Hwy	0.08 Miles
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### Slag Seal

Center Road	State Rd to Township Line	2.55 Miles
* Coats Grove Road	Woodland Rd to County Line	3.10 Miles

### Crack Seal

* Coats Grove Road	Durkee Rd to Woodland Rd	2.57 Miles
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## HASTINGS

### Gravel

2,515 cubic yards of gravel placed in Hastings Township.

**Slag Seal**

South Broadway                      Campground Rd to Sager Rd                      0.90 Miles

East State Road                      City Limits to Durkee Rd                      4.02 Miles

**Crack Seal**

\*Coats Grove Road                      Curve at Barber Rd to Durkee Rd                      3.34 Miles

**HOPE**

**Gravel**

6,012 cubic yards of gravel placed in Hope Township.

**Asphalt Patch**

\*Miller Road                      Skip Patch on Curve                      0.15 Miles

**Slag Seal**

Ashby Road                      East off M-43                      0.04 Miles

Anders Road                      West off M-43                      0.09 Miles

Keller Road                      Otis Lake Rd to Gravel                      1.13 Miles

Tillotson Lake Road                      Stub off M-43 Hwy                      0.07 Miles

Brogan Road                      Cedar Creek Rd to Township Line                      1.06 Miles

Stevens Road                      M-43 Hwy to Miller Rd                      1.13 Miles

\*Orchard Road                      Brickyard Rd to Pifer Rd                      2.67 Miles

\*Miller Road                      Hayward Rd to Otis Lake Rd                      1.18 Miles

**IRVING**

**Gravel**

4,853 cubic yards of gravel placed in Irving Township.

**Slag Seal**

Buehler Road	Sission Rd to Eckert Rd	1.62 Miles
Grange Road	Woodschool Rd to W. State Rd	2.43 Miles

**JOHNSTOWN**

**Gravel**

1,907 cubic yards of gravel placed in Johnstown Township.

**Slag Seal**

Leinaar Road	Manning Lake Rd east to Banfield Rd	1.28 Miles
Hobbs Road	Banfield Rd to Mill Lake Rd	1.72 Miles
Hutchinson Road	Fruin Rd to Baseline Rd	3.57 Miles

**MAPLE GROVE**

**Gravel**

3,547 cubic yards of gravel placed in Maple Grove Township.

**Asphalt Overlay**

Cloverdale Road	M-66 Hwy to Guy Rd	1.00 Miles
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**Slag Seal**

Cloverdale Road	M-66 Hwy to Guy Rd	1.00 Miles
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**ORANGEVILLE**

**Gravel**

2,265 cubic yards of gravel placed in Orangeville Township.

**Asphalt Overlay**

*Miller Road	Skip Patch on Curve	0.15 Miles
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**Slag Seal**

Guernsey Lake Road	Off Norris Rd	0.14 Miles
Keller Road	West off of Otis Lake Rd	0.12 Miles
Lindsey Road	Keller Rd to Pine Lake Rd	3.92 Miles
Rook Road	South off of Wildwood Rd	0.26 Miles
Marsh Road	Patterson Rd to South Boulter	3.89 Miles
* Miller Road	Hayward Rd to Otis Lake Rd	1.18 Miles
* Pine Lake Road	Norris Rd to Township Line	5.38 Miles

**Crack Seal**

Marsh Road	Patterson Rd to Wildwood Rd	2.00 Miles
Norris Road	Mullen Rd to 0.40 Mile S. of Wildwood	1.19 Miles

**PRAIRIEVILLE**

**Gravel**

2,025 cubic yards of gravel placed in Prairieville Township.

**Asphalt Overlay**

Cressey Road	at Kane Rd Intersection	0.11 Miles
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**Slag Seal**

* Pine Lake Road	Norris Rd to Township Line	5.38 Miles
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**RUTLAND**

**Gravel**

4,885 cubic yards of gravel placed in Rutland Township

**Slag Seal**

Upton Road	M-37 Hwy to Whitmore Rd	1.81 Miles
Whitmore Road	M-37 Hwy to M-179 Hwy	2.04 Miles
Airport Road	M-37 Hwy to Heath Rd	0.33 Miles

**THORNAPPLE**

**Gravel**

9,733 cubic yards of gravel placed in Thornapple Township

**New Construction - Asphalt**

Garbow Road	West off of M-37 Hwy	0.47 Miles
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**Slag Seal**

Moe Road	Garbow Rd to Gravel	0.50 Miles
Garbow Road	Whitneyville Rd to Moe Rd	1.00 Miles
Adams Road	Cherry Valley Rd to Pit Drive	1.51 Miles
Parmalee Road	Cherry Vally Rd to Whitneyville Rd	2.53 Miles
Schad Road	North off of Green Lake Rd	0.50 Miles

**WOODLAND**

**Gravel**

3,490 cubic yards of gravel placed in Woodland Township

**Asphalt Overlay**

Davenport Road	700' E. of Velte Rd to M-66 Hwy	0.86 Miles
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**Slag Seal**

Martin Road	M-43 Hwy to Brown Rd	2.01 Miles
Davenport Road	Woodland Rd to 700' E. of Velte Rd	1.14 Miles
Davenport Road	700' E. of Velte Rd to M-66 Hwy	0.86 Miles

Brown Road	Woodland Rd to M-50 Hwy	1.24 Miles
* Coats Grove Road	Woodland Rd to County Line	3.10 Miles
<b><u>Crack Seal</u></b>		
* Coats Grove Road	Durkee Rd to Woodland Rd	2.57 Miles
Davenport Road	Velte Rd to M-66 Hwy	0.99 Miles

**YANKEE SPRINGS**

**Gravel**

2,328 cubic yards of gravel placed in Yankee Springs Township

**Slag Seal**

Briggs Road	M-179 Hwy to Bass Rd	3.95 Miles
Cobb Lake Road	Patterson Rd to Payne Lake Rd	0.94 Miles
Bownens Mill Road	Patterson Rd to Payne Lake Rd	0.95 Miles

**Crack Seal**

Bowens Mill Road	Payne Lake Rd to Briggs Rd	0.51 Miles
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\* Designates that the road is on a Township Line

## UPCOMING FEDERAL AID PROJECTS

### Coats Grove Road Bridge Replacement

Castleton and Woodland Townships - began construction in February 2008, expected completion June 2008

### Finkbeiner/Crane Road & Bridge Project

Thornapple Township - Pending all environmental clearances, Right-of-Way acquisition, and board clearances construction could begin fall 2008.

## CLOSING COMMENTS

The county road system in Barry County is in fair condition; however, many roads need immediate attention. Preventative maintenance, done at the optimal time while the road is in good condition, will prolong the life of the roadway. The cost effective preventative maintenance type repairs are no longer an option when road conditions warrant structural improvements. We are experiencing this at many locations throughout the county. The roads in Barry County are aging and the seal coats are not lasting the anticipated 6-10 years. More and more roads are falling into the more costly repair category of asphalt overlays. Despite the Townships' and Road Commission's best efforts, the gap between what needs to be done and what can be done continues to grow. The townships of Barry County are a major contributor to Barry County roads, but they can no longer keep up with the growing road demands. Due to rising material costs and decreased funding, less and less road work can be done each year (see **Appendix A**).

The primary funding source for roads in Michigan is the Michigan Transportation Fund which is comprised of the state gas tax and vehicle registration fees. The current gas tax does not provide near enough revenue to meet the needs of the county road system in Barry County. This tax is per gallon and with high gasoline prices, people are attempting to conserve, which actually is a detriment to revenues. The Townships in Barry County have typically come through and helped the Barry County Road Commission fund its annual shortfalls by contributing to road projects. However many townships are finding it more and more difficult to meet the requests of the Barry County Road Commission. The Barry County Road Commission requested over \$5.5 million from the Townships in paved road repairs for 2008. The Townships average contribution to roads is about \$1.5 million.

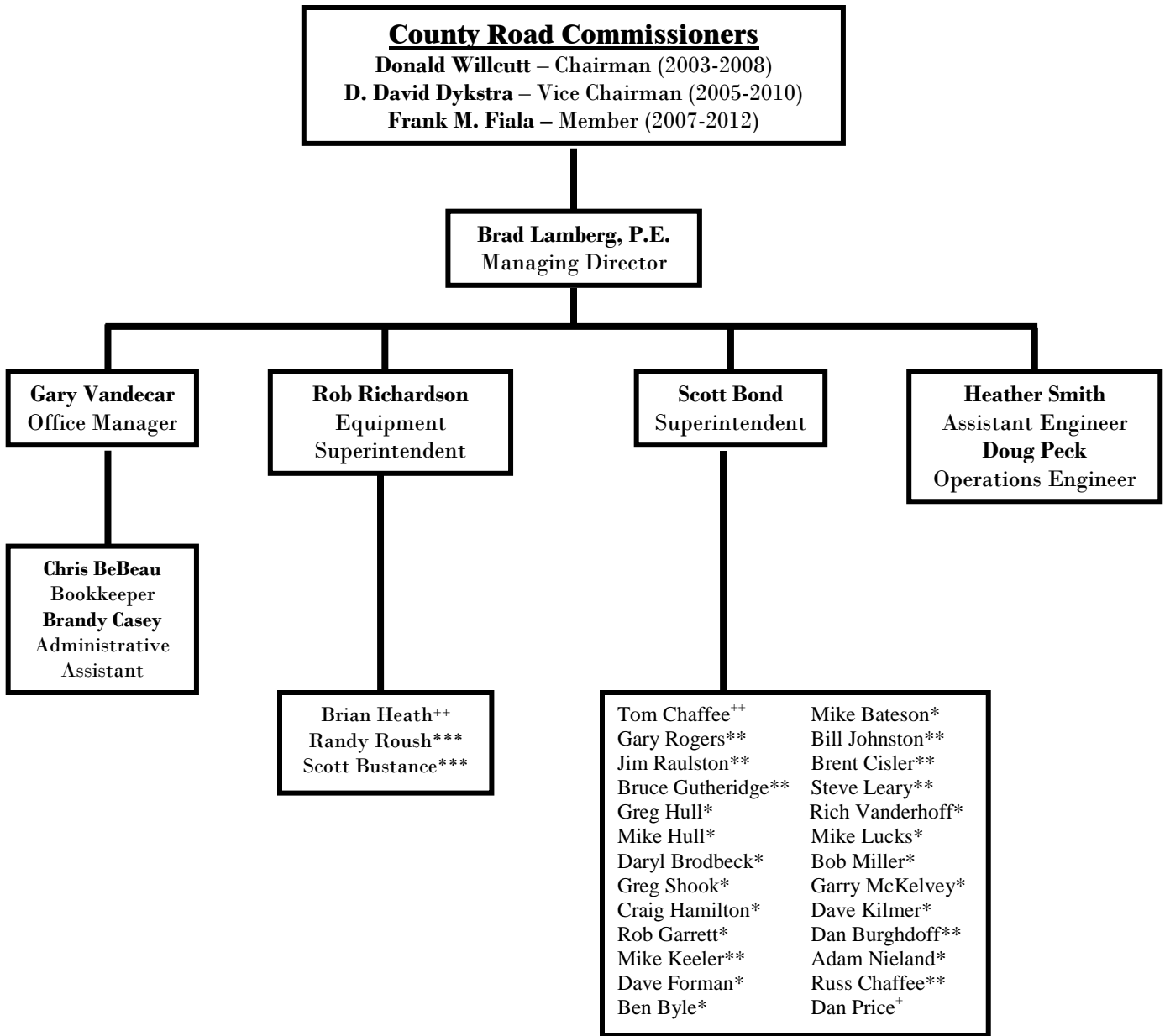
The last state gas tax increase was in 1997. A gas tax increase is drastically needed to maintain Michigan's highways and roads, at the state, city and county levels. Last year at this time a transportation funding initiative known as "Drive Michigan" was gaining momentum. Transportation agencies were not successful in gaining enough support and the initiative failed.

Governor Granholm has recently appointed a new committee to make recommendations to the legislature on transportation funding. This committee is particularly charged with analyzing alternative funding sources along with the state gas tax and vehicle registration fees. An initial report is due in October 2008 with the final report due in April 2009, conveniently after the next election.

Due to the political climate and economy in Michigan, any kind of tax or fee increase is very unlikely. A state gas tax increase with the current fuel prices, would be unacceptable to most citizens. However, the Barry County Road Commission believes that a user fee, such as the state gas tax, is the most equitable way to fund roads. The more you use the service, the more you pay.

The current state gas tax is 19 cents/gallon regardless of the actual cost of a gallon of gasoline. Assuming an average fuel economy of 19 miles per gallon, it would cost 1 cent/mile in State gas tax to use the public roads in Michigan. A citizen that drives 30,000 miles per year and gets 19 miles per gallon would pay \$300 annually in state gas tax for the use of Michigan roads. Almost everyone believes they pay enough taxes, but no one knows where they all go. With regard to roads - the taxes, costs and direct benefits are so simple to explain and comprehend that it is a shame that everyone doesn't understand. Educating the public on the high costs of infrastructure and the relatively low individual cost for the use of it, is what the Barry County Road Commission believes to be the beginning of a solution to Michigan's Transportation problem.

# Barry County Road Commission



++Foreman      \* Truck Driver  
 + Sign Man      \*\* Operator  
 \*\*\* Mechanic

# BOARD OF COUNTY ROAD COMMISSIONERS of BARRY COUNTY

Donald F. Willcutt, Chairman  
D. David Dykstra, Vice Chairman  
Frank M. Fiala, Member  
Bradley S. Lamberg, P.E., Managing Director

Year Ending December 31, 2007

## FACTS AND FIGURES

### PEOPLE

BCRC Employees: 37

### FACTS

Primary Road	341.06 Miles
Local Road Miles	728.24 Miles
Paved Road Miles	589.92 Miles
Gravel Road Miles	479.38 Miles
All Season Roads	60.31 Miles
Subdivisions/Plat Roads	61.07 Miles

Total Bridges	26
Restricted Bridges	4
Closed Bridges	3
No Thru Truck Roads	12

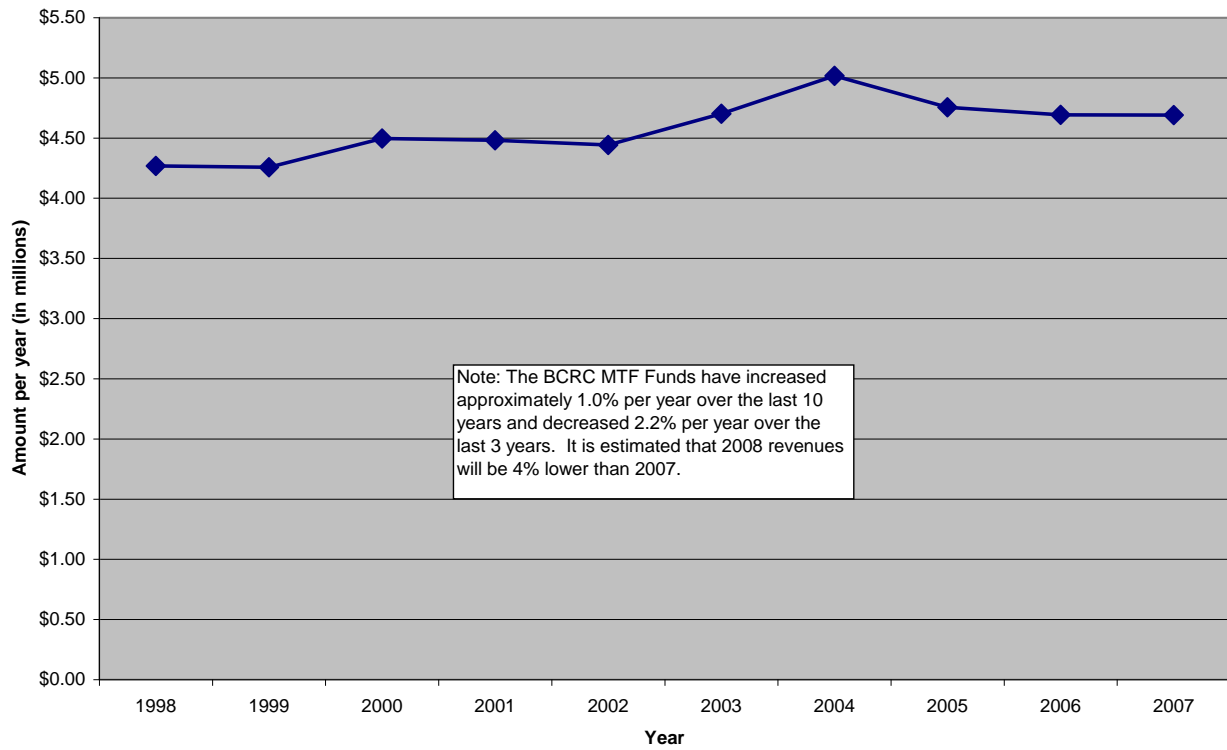
### CONSTRUCTION & MAINTENANCE FIGURES

Overlay	4.97 Miles
Full Width Seal Coat	68.83 Miles
Crack Seal	9.33 Miles
Total Resurfaced	68.90 Miles*
Total Gravel Placed	60,338 Cyd
Tons of Salt Used	5,930 Tons

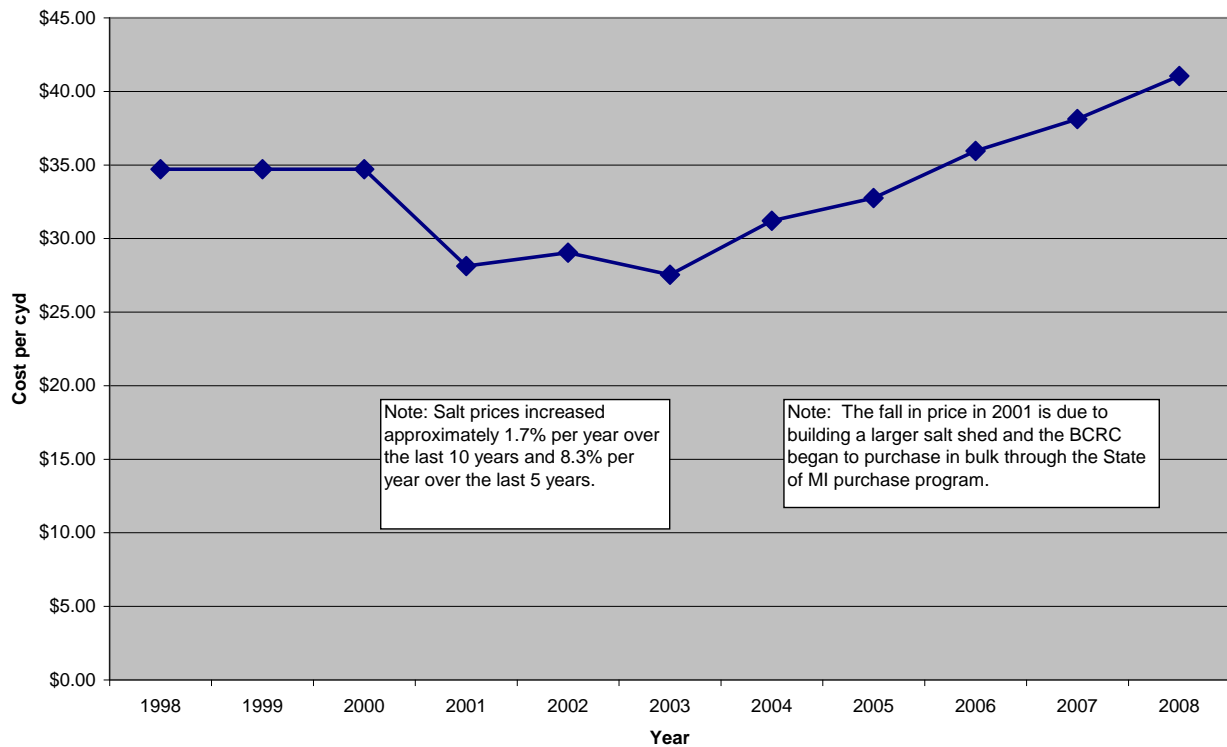
\*This total is less than the sum of the individual types of resurfacing listed above because the condition of some roads required more than just one treatment.

# Appendix A

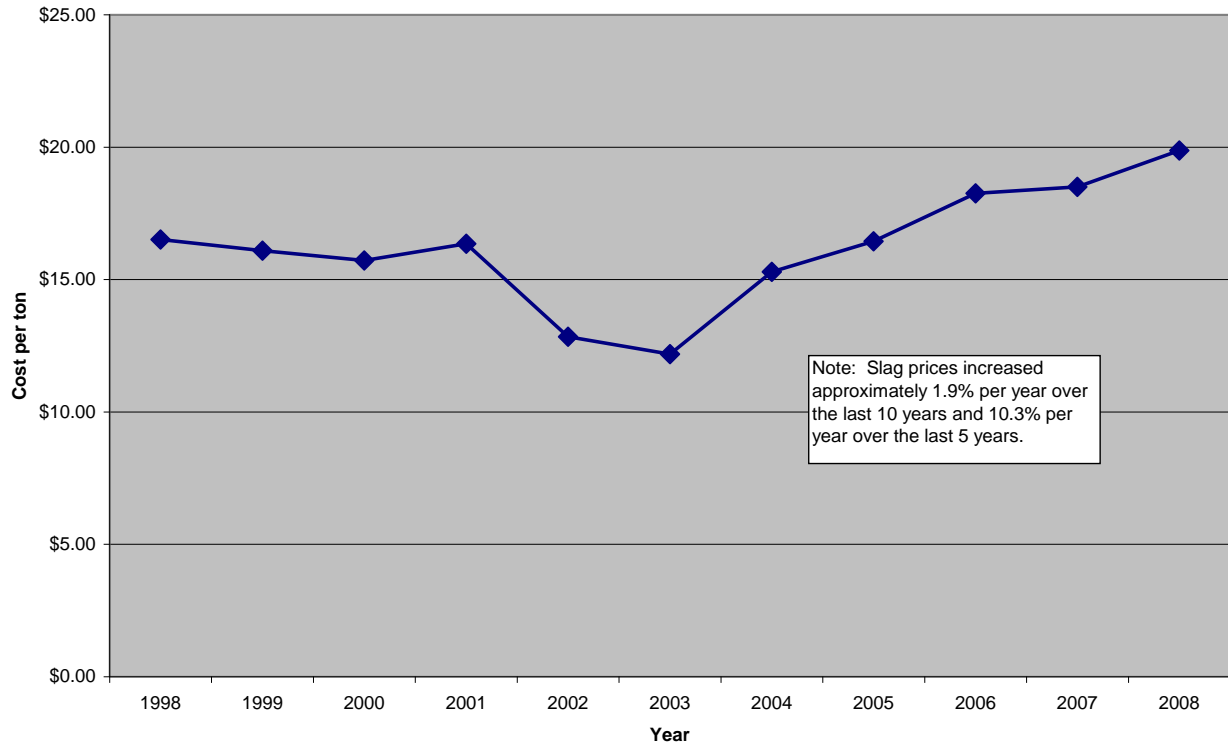
## BCRC MTF Funds



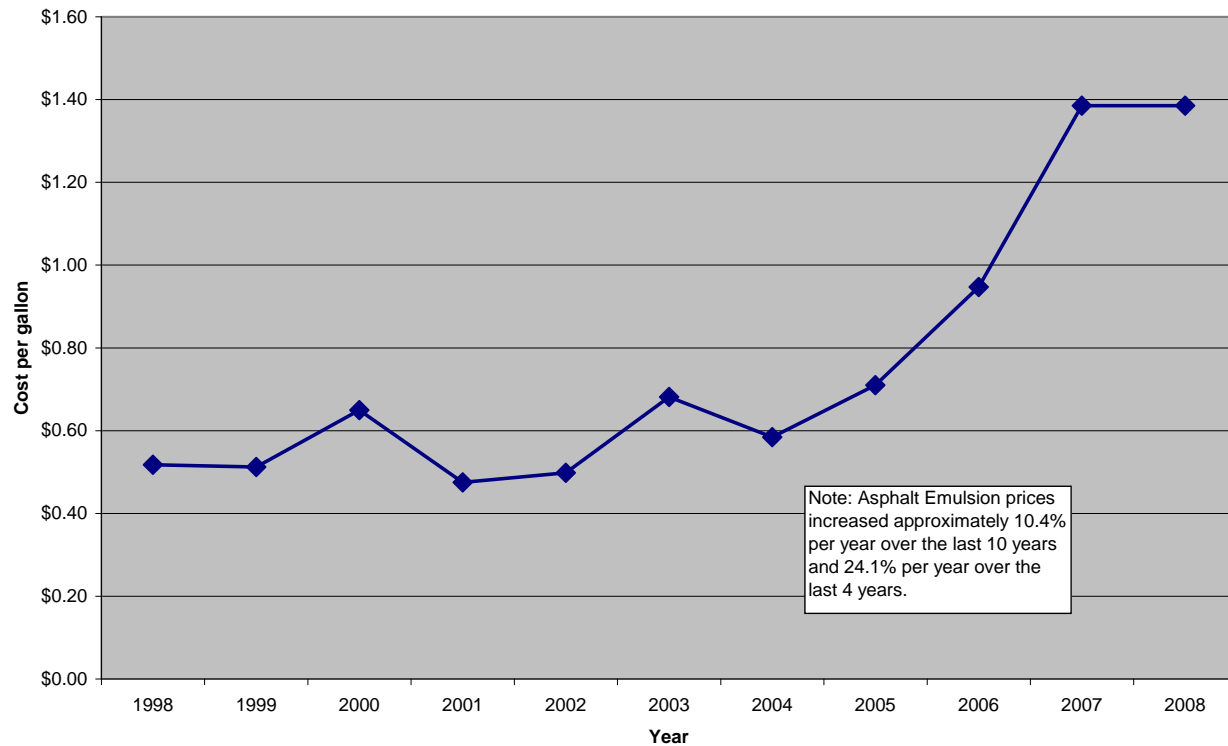
## Salt Prices per cyd



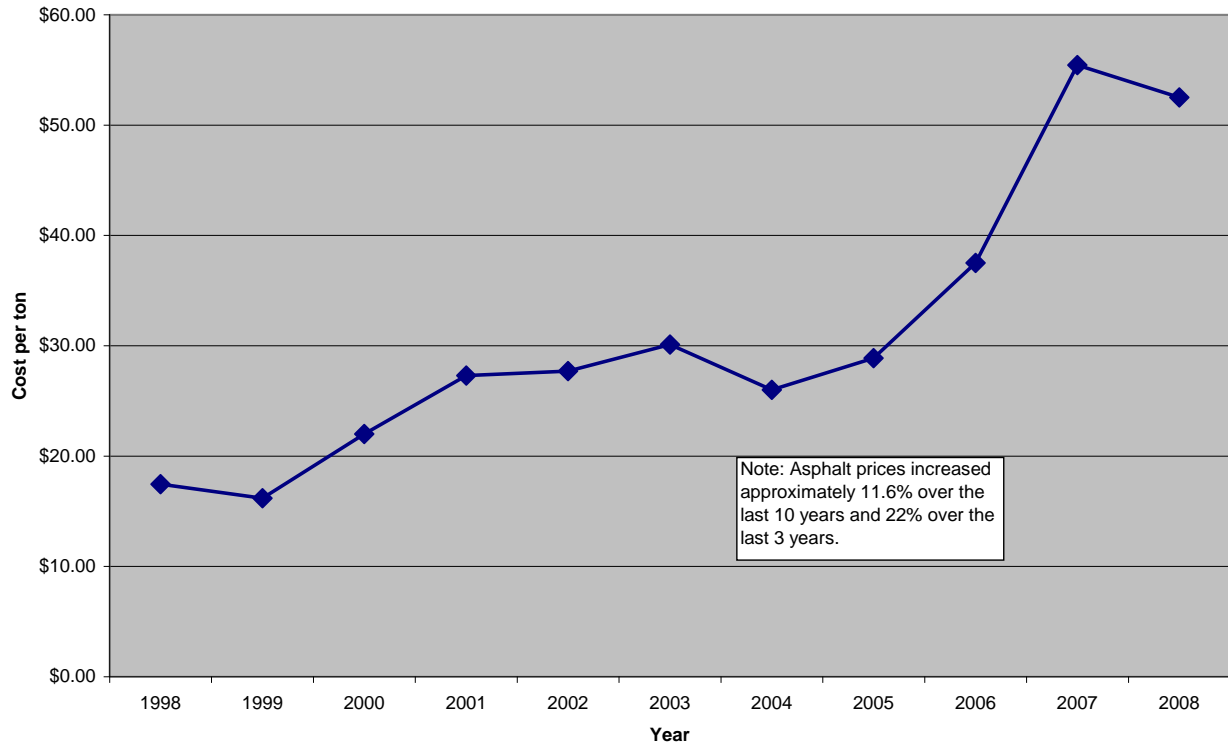
### Slag Bid Prices



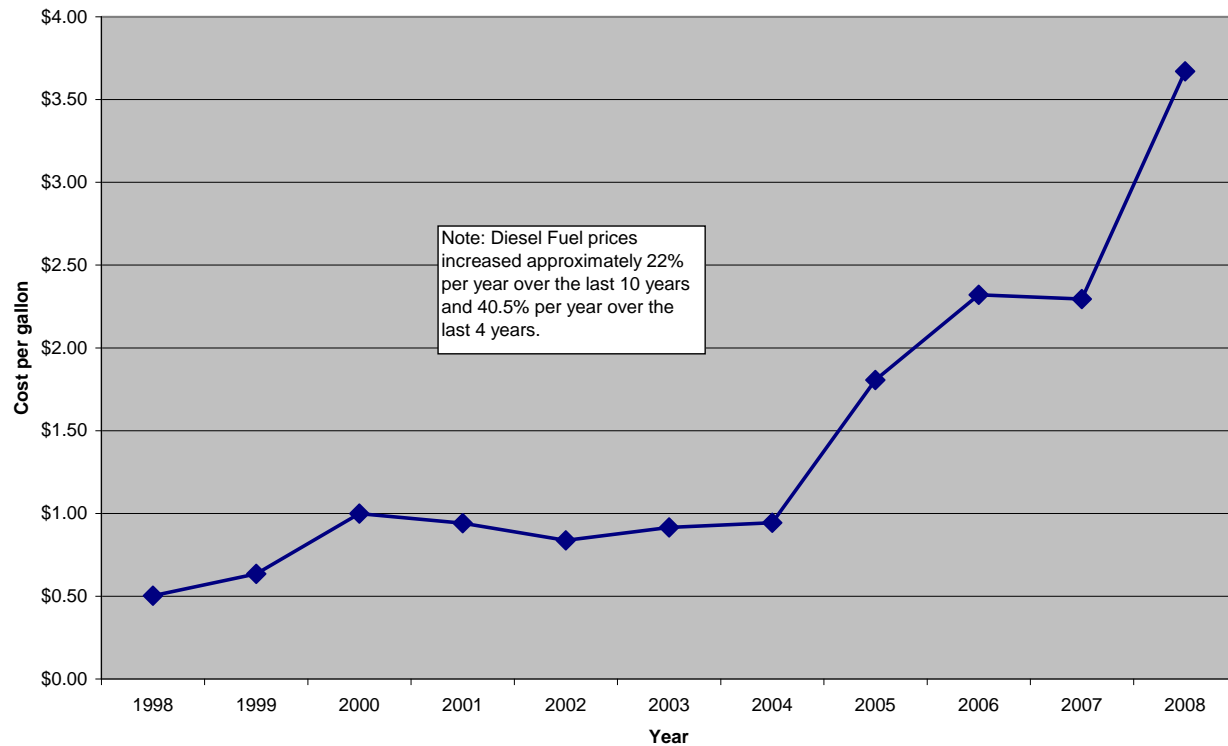
### Asphalt Emulsion Bid Prices - HFE 150



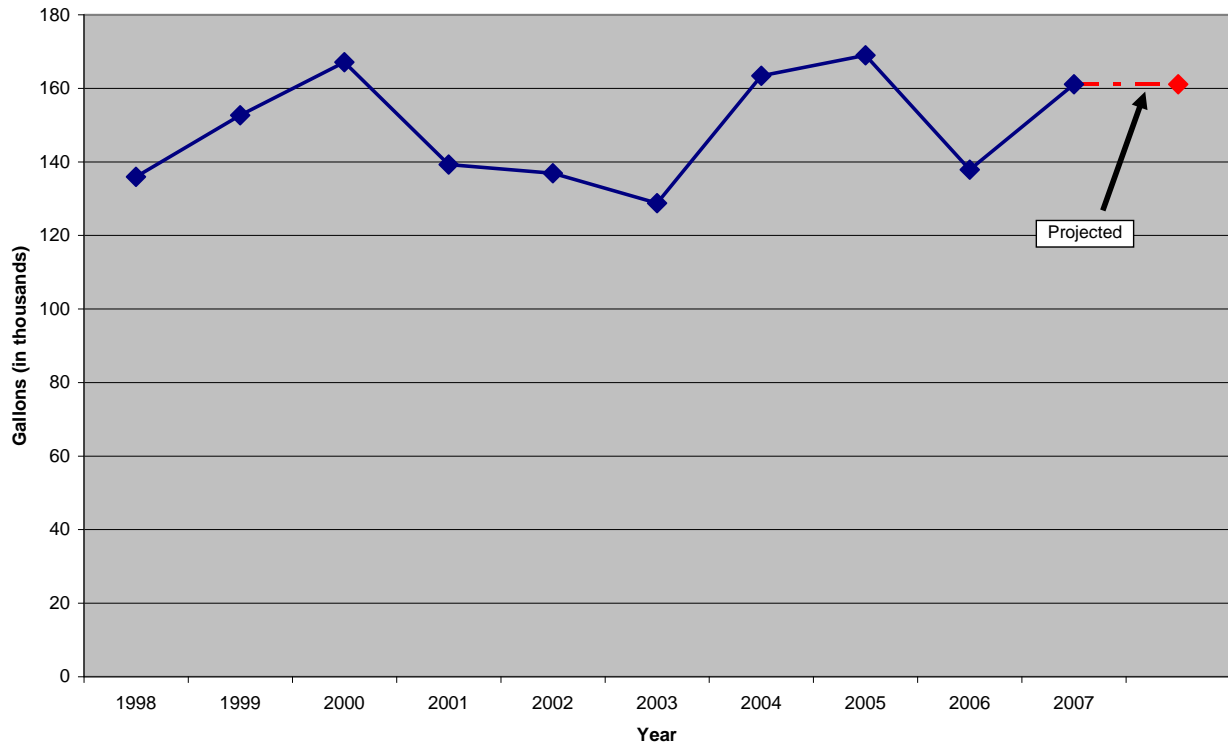
### Asphalt Bid Prices



### Diesel Fuel Prices (per gallon)



**Diesel Fuel Used by BCRC**



**Cost of Diesel Fuel Used by BCRC**

