

2008 Annual Report

Barry County Road Commission



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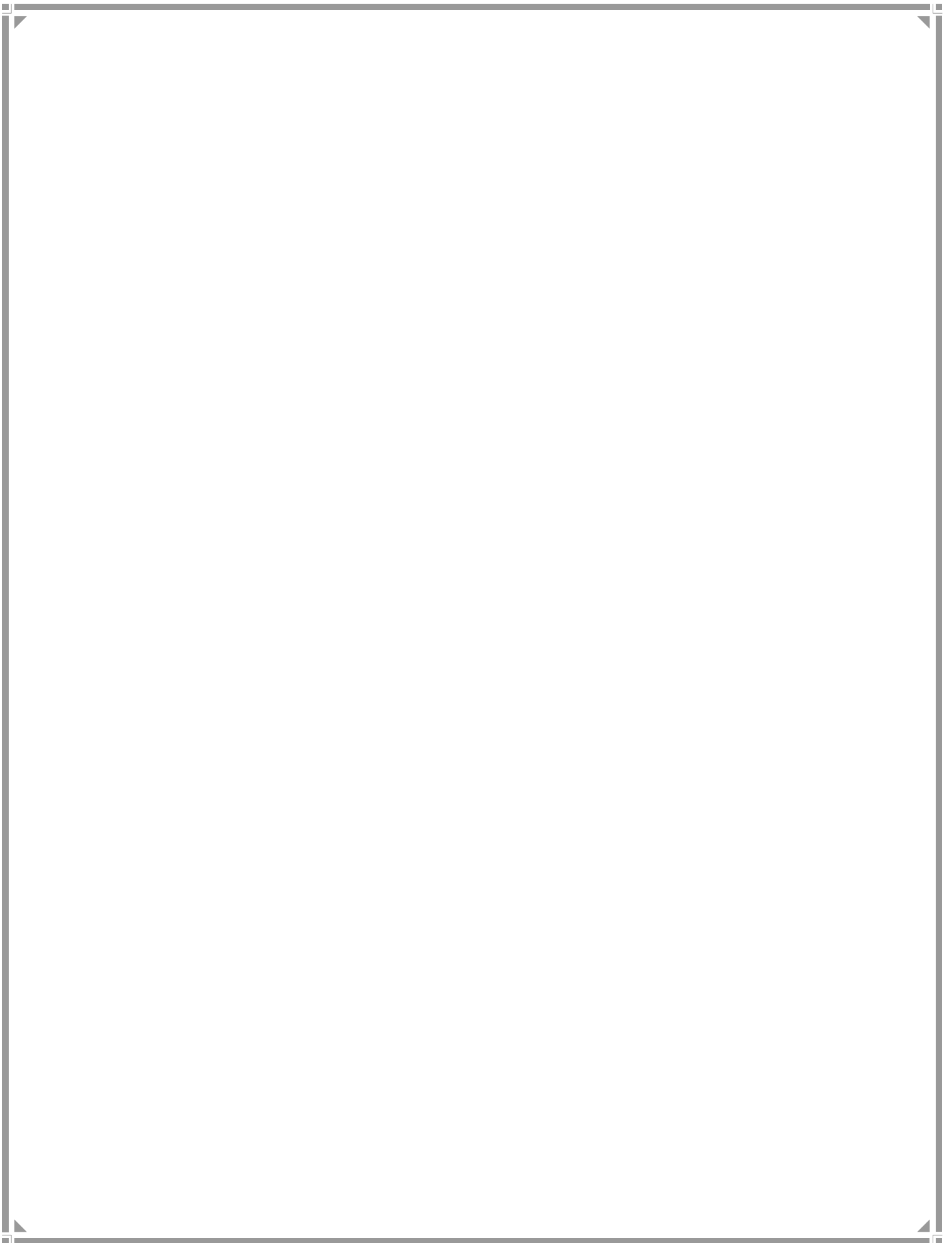


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INTRODUCTION

The conclusion of 2008 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 maintain all Barry county roads and bridges in a safe and convenient condition for public travel while practicing sound financial management, respect for the environment, and sensitivity to community concerns. 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.

"to maintain all Barry County road and bridges in a safe and convenient condition for public travel, while practicing sound financial management."

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 2008.

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 3.03% in 2008 compared to the previous year and is expected to decrease another 4% in 2009. See **Figure A** for the last 10 years of MTF Revenue.

The second largest revenue source for 2008 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 2008 revenues.

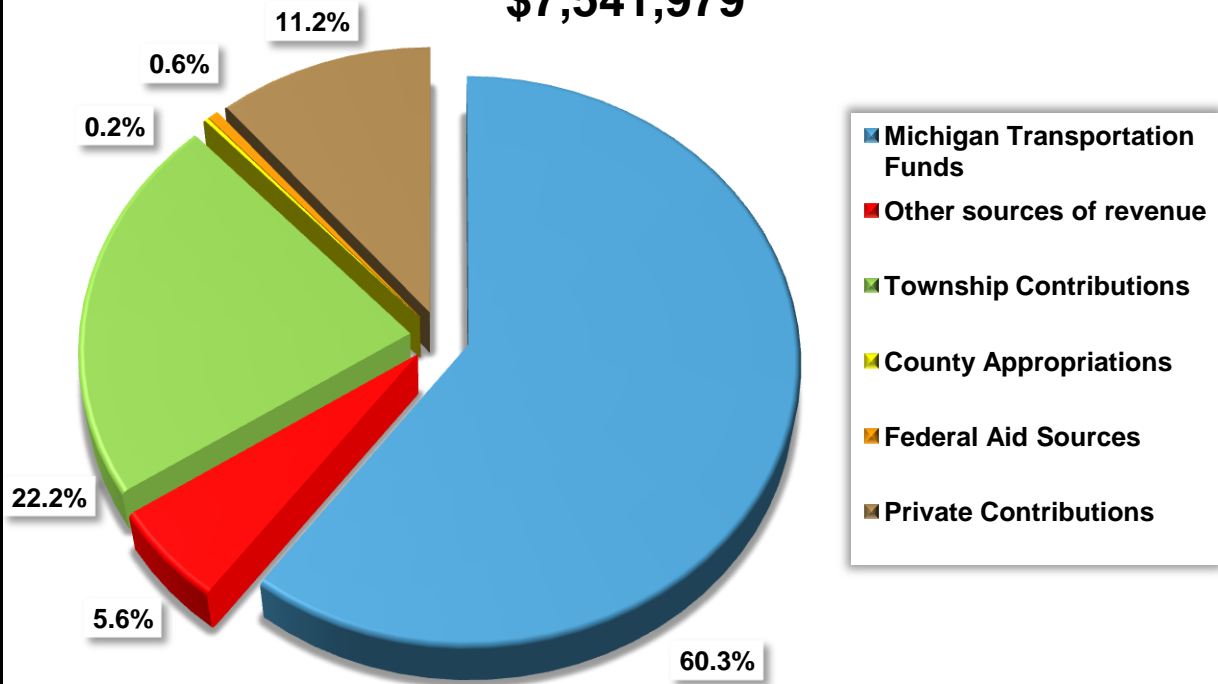
EXPENDITURES

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 **Figures B, C, & D** for the trends of some major expenditures over the past 10 years.

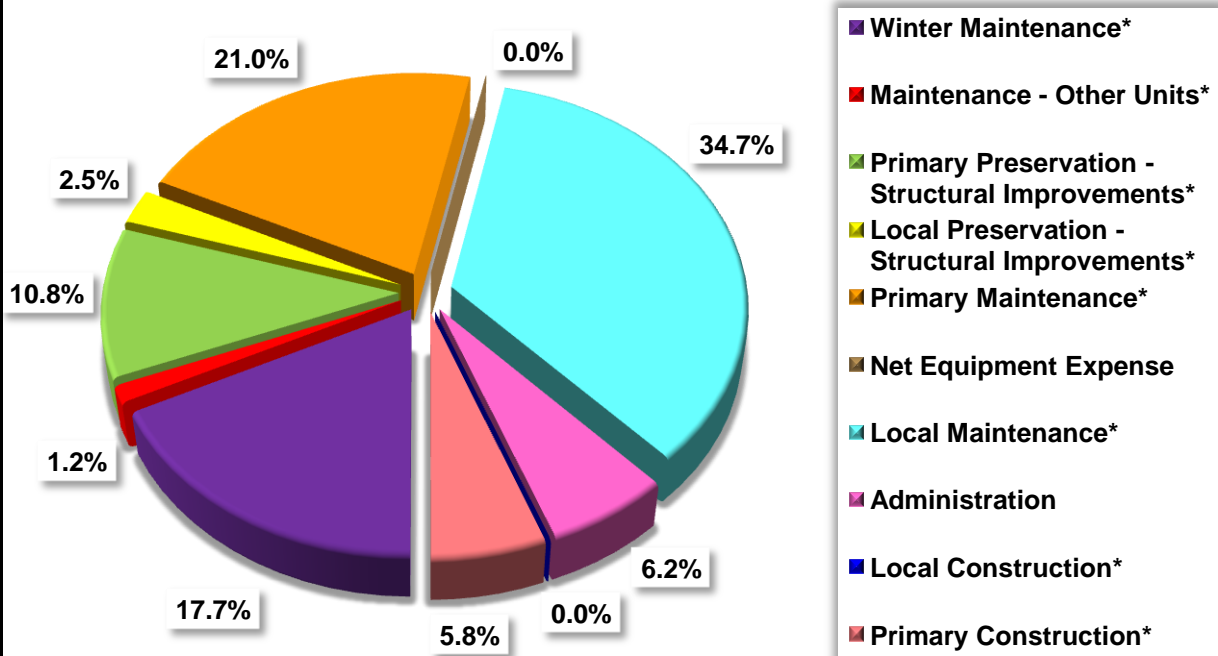
Winter Maintenance	labor and equipment expenses, sand and salt, other snow removal expenses
Primary Preservation - Structural Improvements	labor, equipment and materials for primary road and bridge construction, asphalt overlays and large drainage projects
Local Preservation - Structural Improvements	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 2008 expenditures.

2008 Revenues \$7,541,979



2008 Expenditures \$7,568,639



THE ROADWORK SELECTION PROCESS

This section of the 2008 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
2008 CONSTRUCTION
QUANTITIES BY TOWNSHIP**

County Wide Gravel	
<u>TOWNSHIP</u>	<u>GRAVEL (CYD)</u>
Assyria	973
Baltimore	4828
Barry	2437
Carlton	4266
Castleton	4248
Hastings	2701
Hope	5624
Irving	4848
Johnstown	2434
Maple Grove	2843
Orangeville	2496
Prairieville	570
Rutland	1474
Thornapple	3084
Woodland	2859
Yankee Springs	1660
TOTAL	47345

County Wide Crack Seals

			<u>Length</u>
<u>TOWNSHIP</u>	<u>Road Name</u>	<u>Limits</u>	<u>(Miles)</u>
Assyria	Tasker Rd	M-66 to west of Brady	2.07
	Tasker Rd	West of Brady to Cty Line	0.95
Barry	Fair Lake Dr	Off Cobb Rd	0.92
Carlton	Cunningham Rd	Brown to Vedder	0.97
Hastings	Nashville Rd	City Limits to M-79	2.52
	Barber Rd	Curve to Coats Grove	0.16
	Thornapple Lake Rd	M-79 to Twp Line	0.35
Irving	West State Rd	Woodruff to Robertson	4.19
	Stanton & Dewberry	Off State	0.82
Orangeville	Norris Rd	Keller to 700' S. of W. Guernsey Lake	1.05
	Keller Rd	Norris east to Twp Line	2.00
Rutland	Kathryn Dr	Off Tanner Lake	0.19
	West State Rd	City Limits to Woodruff	3.13
Woodland	Brown Rd	Cunningham to Woodland	3.03
	Woodland Rd	Davenport to County Line	4.00
	Martin Rd	Barnum to M-43	1.00
Yankee Springs	Shaw Lake Rd	M-37 to Yankee Springs	0.21
	Gun Lake Rd	Yankee Springs to Hastings Point	1.80
	Gun Lake Rd	Yankee Springs to Shaw	1.60
	Gun Lake Rd	Hastings Point to State Park	1.13
	Gun Lake Rd	State Park to M-179	0.97
	Beatrice Dr	Off Gun Lake	0.52
	Lakeridge & Edgecreek	Off Payne Lake	0.64
	Valley Dr	Patterson to Archwood	0.45
	Parker Dr	M-37 to Private	0.87
	Island Dr	Patterson east	0.14
	Sandy Beech, Wayland, Cleland	Off Patterson	0.52
	Lynn Dr	Off M-179	0.51
		TOTAL	36.71

County Wide Sealcoating

			<u>Length</u>
<u>TOWNSHIP</u>	<u>Road Name</u>	<u>Limits</u>	<u>(Miles)</u>
Assyria	Tasker Rd	M-66 to west of Brady	2.07
	Tasker Rd	West of Brady to County Line	0.95
	Day Rd	M-66 to Gravel	1.21
	Wing Rd	Jones to Love	0.71
	Wing Rd	Jones to Love (edge seal)	0.71
Barry	Brooklodge Rd	Hickory to Sheffield	1.08
	Hickory Rd	Kellogg School to Manning Lake	3.51
	Orchard Rd	M-43 to Brickyard	0.35
	Pleasant Lake Rd	Orchard to Floria	1.59
	Sheffield Rd	East of Williams	0.54
Baltimore	Dowling Rd	M-37 to 400' South on Banfield	1.86
Carlton	Cunningham Rd	Brown to Vedder	0.97
	Coats Grove Rd	Curve at Barber to Durkee	3.32
	Usborne Rd	M-43 to Brown	2.00
Castleton	Coats Grove Rd	Bridge approaches (between Woodland & M-66)	0.25
	Wellman Rd	State to Coats Grove	2.02
Hastings	Coats Grove Rd	Curve at Barber to Durkee	3.32
	Charlton Park Rd	M-79 to Center & State to Coats Grove	3.97
	McKeown Rd	Nashville to River	0.73
Hope	Harrington Rd	Eddy to Lakeview	0.44
	Lakeview Dr	Harrington North to Private	0.37
	Eddy Rd	Orchard to Harrington	0.62
	Guernsey Lake Rd	Otis Lake to M-43	1.69
	Head Lake Rd	M-43 to Wilkins	1.23
	Miller Rd	Stevens to Hayward	0.91

County Wide Sealcoating

			<u>Length</u>
<u>TOWNSHIP</u>	<u>Road Name</u>	<u>Limits</u>	<u>(Miles)</u>
Irving	Irving Rd	McCann to Twp Line	1.68
	Stanton & Dewberry	Off State	0.82
	Parmalee Rd	Robertson to Solomon	2.02
	Sisson Rd	Woodschool to Fighter	2.52
Johnstown	Hickory Rd	M-37 to Hutchinson	0.65
	Jones Rd	Hickory to Mill Lake	1.27
	Baseline Rd	Wabascon east to Twp Line	1.01
	Banfield Rd	Hobbs to Pifer	2.52
Maple Grove	Lawrence Rd	Assyria to M-66	2.09
Orangeville	Miller Rd	Stevens to Hayward	0.91
	Keller Rd	Marsh to Norris	2.60
	Bever Rd	Norris to Enzian	2.04
Prairieville	Cressey Rd	Lockshore to Doster	4.55
	Doster Rd	Cressey to 500' S. of Long Point	4.30
Rutland	West State Rd	Woodruff to Airport	1.27
Woodland	Cunningham Rd	Brown to Vedder	0.97
	Martin Rd	Davenport to M-43	2.01
	Maple & Beech St	Brown to Beech	1.07
	Eagle Point	Brown to Beech	1.37
	Coats Grove Rd	Bridge approaches (between Woodland & M-66)	0.25
Thornapple	Garbow Rd	M-37 to Creek	0.47
	Bender Rd	Adams to Village & Green Lake to Finkbeiner	1.76
Yankee Springs	Shaw Lake Rd	M-37 to Yankee Spring	0.21
	Cobb Lake Rd	Payne Lake to Briggs	0.51
		TOTAL	69.02

County Wide Asphalt Paving

<u>TOWNSHIP</u>	<u>Road Name</u>	<u>Limits</u>	<u>Length</u> <u>(Miles)</u>
Barry	Orchard Rd	M-43 to Brickyard	0.35
	Hickory Rd	Kellogg School to Manning Lake	3.51
Carlton	Usborne Rd	M-43 to Brown	2.00
Hope	Lakeview	North off Harrington	0.34
	Harrington Rd	Lakeview to Eddy	0.44
Thornapple	Bender Rd	Adams to Village Limits	0.75
	Bender Rd	Green Lake to Finkbeiner	1.01
		TOTAL	8.40

UPCOMING FEDERAL AID PROJECTS

Finkbeiner/Crane Road & Bridge Project (2009-2010)

Thornapple Township - Construction has begun on Phase 1 (from Patterson Rd to 1000' east of Cherry Valley Rd) of the project. Anticipated that Phase 2 (from 1000' east of Cherry Valley Rd to Whitneyville) will be let in 2009 and begin construction in early 2010.

CLOSING COMMENTS

The county road system in Barry County is in fair to good 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 and even reconstruction. 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 and is now approximately \$6,000,000. 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 **Figures A-D**).

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 higher 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 approximately \$7.0 million from the Townships in paved road repairs for 2009. The Townships average contribution to paved roads is about \$1.2 million (**Figure E**).

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. For years now a transportation funding initiative known as "Drive Michigan" has been working hard to increase transportation funding. Transportation agencies have not been successful in gaining enough support to increase road funding through the legislature.

In November 2008, the governor's Transportation Funding Task Force, a non-partisan group made up of four state legislators and nine business, labor and community leaders from across the state, came to the same conclusion as the road agencies. The Task Force, after closely studying roads and road funding for six months, concluded that Michigan needs to double its level of annual road funding just to maintain the existing road system in "good" condition. The Task Force concluded this would result in spending an additional \$3 billion per year on Michigan's roads.

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

County Road Commissioners

Frank M. Fiala – Chairman (2007-2012)
 D. David Dykstra – Vice Chairman (2005-2010)
 David D. Solmes – Member (2009-2014)

Brad Lamberg, P.E.
 Managing Director

Gary Vandecar
 Office Manager

Rob Richardson
 Equipment
 Superintendent

Scott Bond
 Superintendent

Heather Smith
 Assistant Engineer
Doug Peck
 Operations Engineer

Chris BeBeau
 Bookkeeper
Brandy Casey
 Administrative

Brian Heath⁺⁺
Randy Roush^{*}**
Scott Bustance^{*}**

Tom Chaffee⁺⁺	Mike Bateson*
Bill Johnston^{**}	Ben Byle*
Jim Raulston^{**}	Brent Cisler^{**}
Bruce Gutheridge^{**}	Steve Leary^{**}
Greg Hull*	Rich Vanderhoff*
Mike Hull^{**}	Mike Lucks^{**}
Daryl Brodbeck^{**}	Bob Miller*
Greg Shook*	Garry McKelvey*
Craig Hamilton*	Dave Kilmer*
Rob Garrett^{**}	Dan Burghdoff^{**}
Mike Keeler^{**}	Adam Nieland*
Dave Forman^{**}	Russ Chaffee^{**}
Dan Price⁺	

⁺⁺ Foreman	* Truck Driver
⁺ Sign Man	** Operator
^{***} Mechanic	

BOARD OF COUNTY ROAD COMMISSIONERS of BARRY COUNTY

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

Year Ending December 31, 2008

FACTS AND FIGURES

PEOPLE

BCRC Employees: 37

FACTS

Primary Road	341.06 Miles
Local Road Miles	727.26 Miles
Paved Road Miles	590.63 Miles
Gravel Road Miles	477.69 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	8.40 Miles
Full Width Seal Coat	69.02 Miles
Crack Seal	36.71 Miles
Total Resurfaced	69.02 Miles*
Total Gravel Placed	47,345 Cyd
Tons of Salt Used	3,376 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

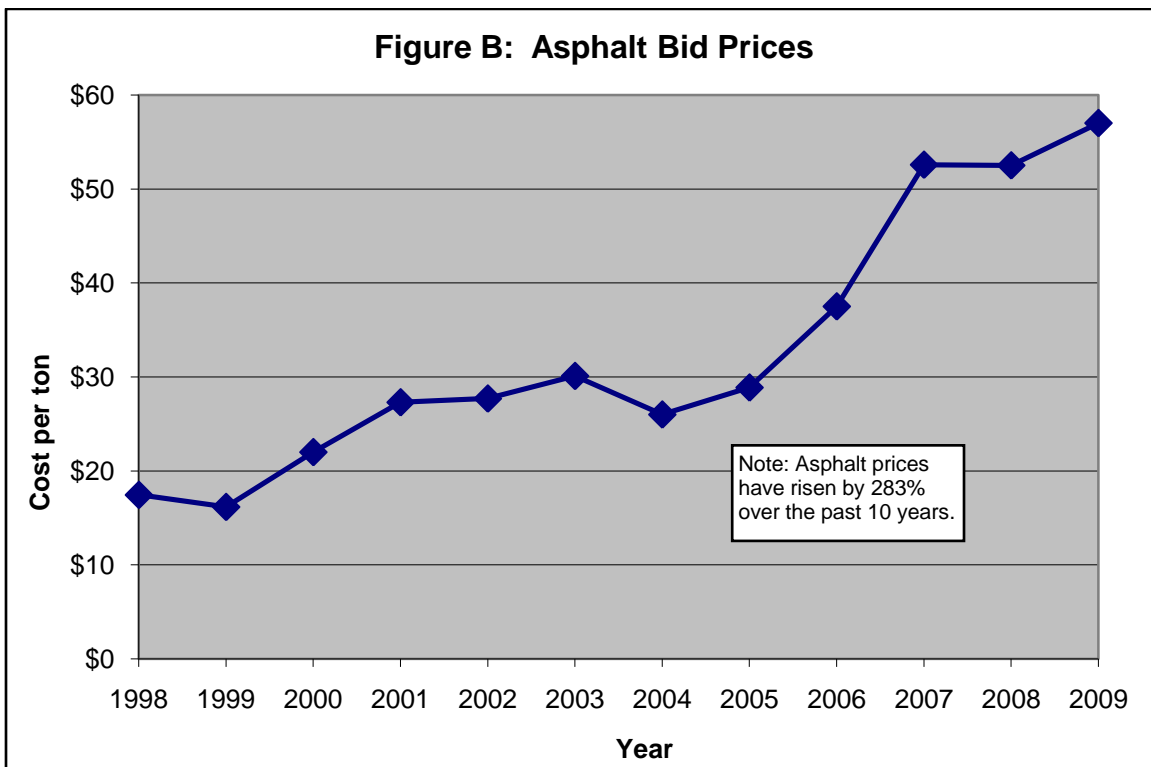
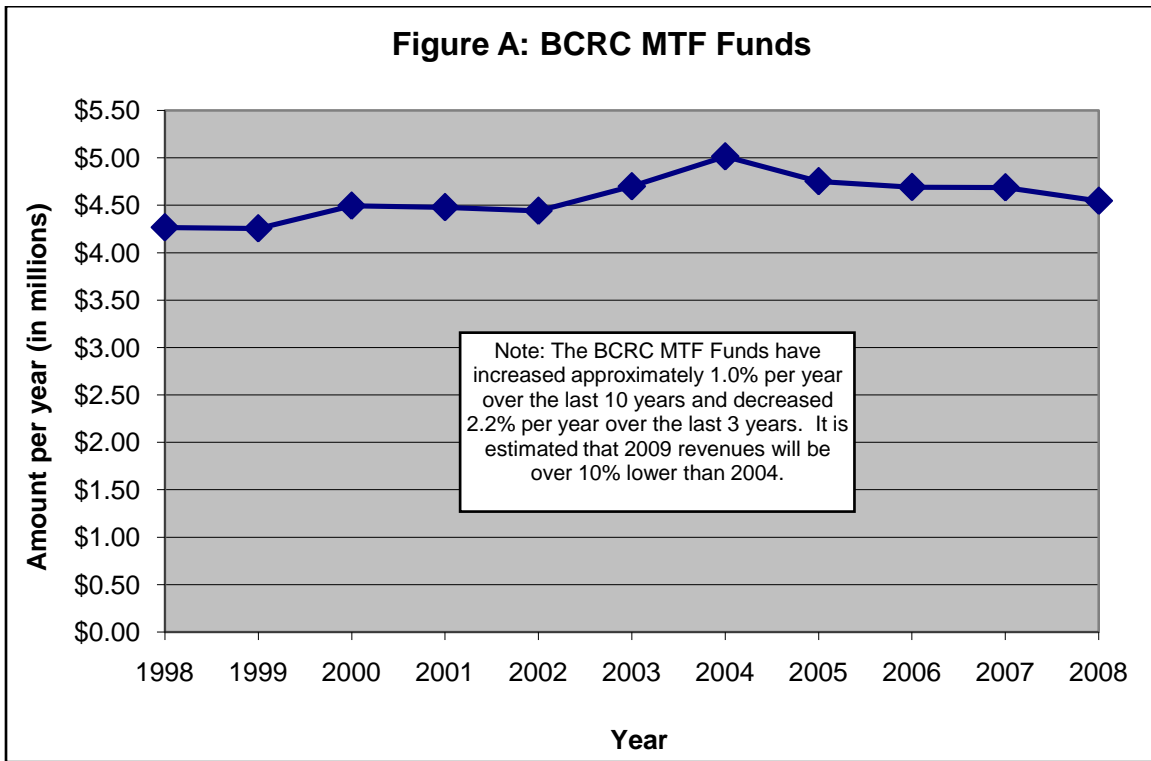


Figure C: Asphalt Emulsion Bid Prices - HFE 150

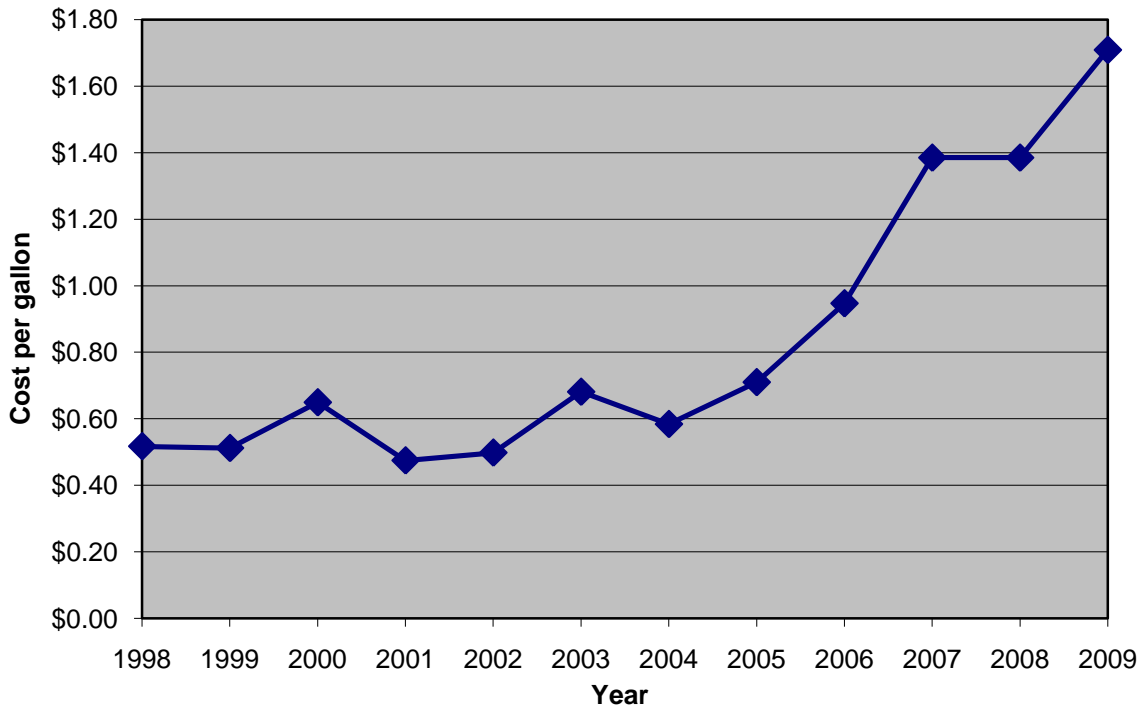
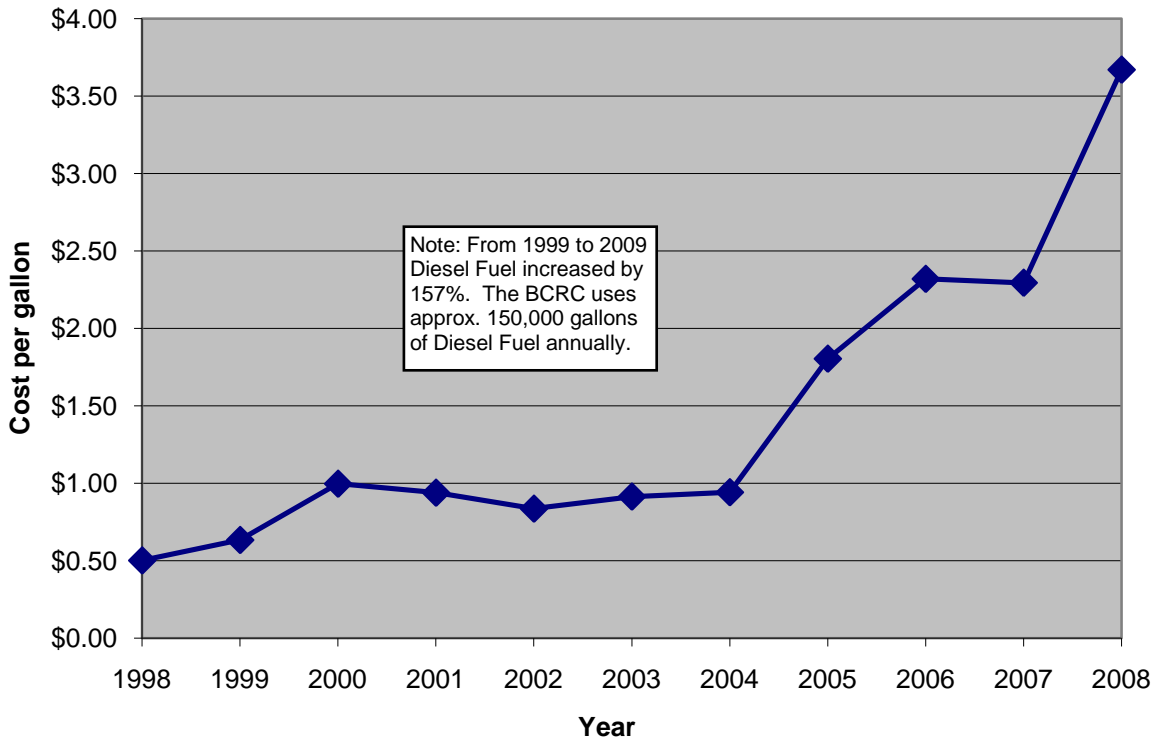
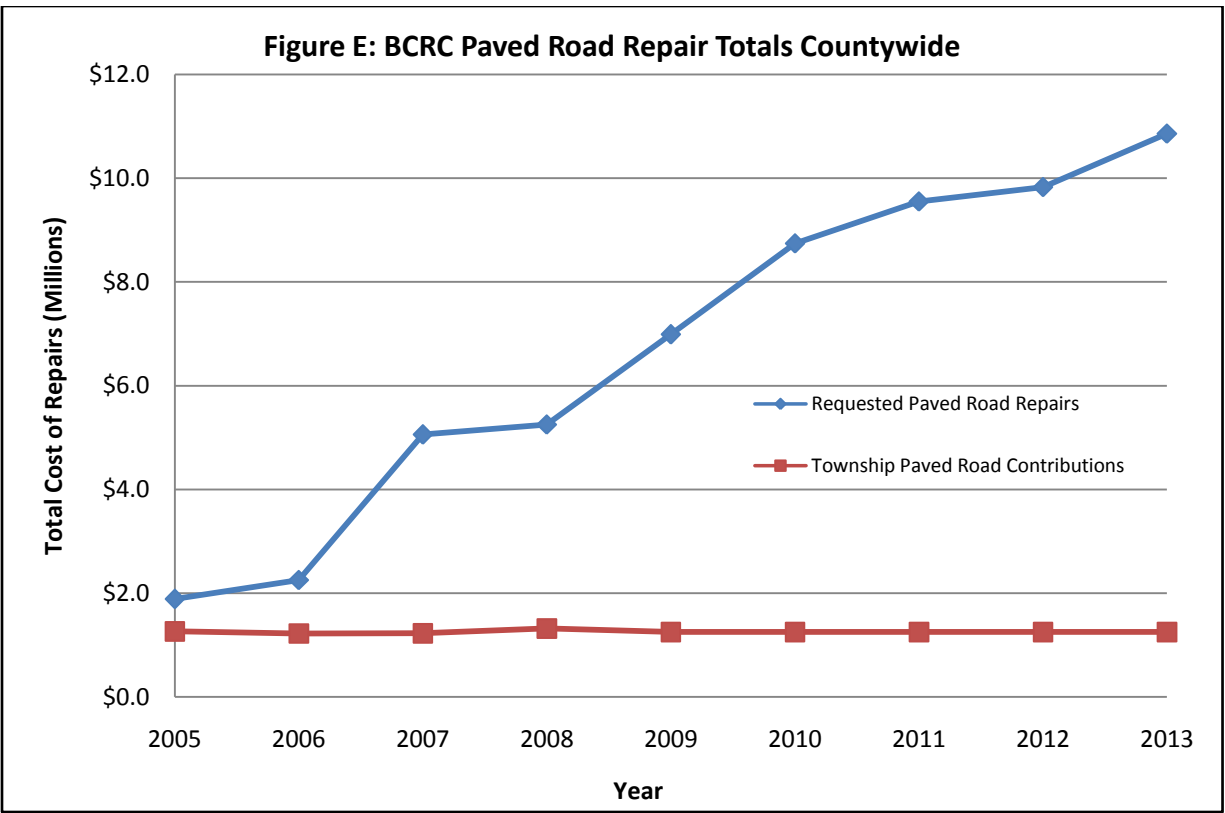


Figure D: Diesel Fuel Prices (per gallon)





Note: Years 2009 – 2013 totals are estimates only