

ALLEGAN COUNTY ROAD COMMISSION

2008 LOCAL & PRIMARY ROAD SYSTEM POLICY

LOCAL MAINTENANCE

On the Local and Primary Road System, the Road Commission assumes the cost of the following Maintenance items:

1. Blading or scraping gravel roads
2. Blading shoulders on blacktop roads
3. Filling washouts
4. Patching soft spots or low areas on gravel roads - 50 yards of gravel or less
5. Patching holes and cracks in blacktop roads
6. Mowing weeds and brush one time per year (*)
7. Removing dead or dying trees
8. Cleaning culverts and catch basins
9. Maintaining traffic signs and street name signs
10. Repairing guard rail & guard posts
11. Painting centerlines
12. Plowing snow
13. Placing sand & salt for ice control
14. Tree trimming and removal
15. Maintaining bridges
16. Replacing deteriorated road culverts up to 30 inches in diameter
17. Replace deteriorated driveway culverts as needed.

The funds to perform the above listed work come from the Michigan Transportation Fund. (Motor Fuel Tax & Registration Fees).

- (*) Townships may perform or contract for the mowing of their roadsides and the road commission will reimburse the township up to the rate of \$32.40 per centerline mile on local and primary roads one time per year. Any contractor who mows on county roads must obtain a permit from the Allegan County Road Commission. The Road Commission will also competitively bid and contract for mowing within all townships, unless the township chooses to do their own, and include a second mowing if the township agrees to pay the bid price. All mowing performed must meet county road commission specifications for county participation. If the road commission is mowing a township with its own forces, and the township requests a second mowing, the township will be invoiced at the rate of the current contract cost per centerline mile.

LOCAL SPECIAL MAINTENANCE

The following items of maintenance work which are specifically requested by townships on a Work Order form, are paid for by the township according to the following schedule:

1. Gravel Resurfacing -
By Contract - Unit price per yard as bid, plus the county distributive (overhead) cost on the contract cost.
2. Blacktop Resealing -
By Contract - Whatever the total contract and material costs are, plus the county distributive (overhead) cost on the contract cost.

3. Dustlayer Application -

By Contract - Actual cost as billed to the Road Commission by the contractor. No charge to the township for preparing roads for dustlayer. Costs for contract applications may be obtained by townships, but must be billed through the Road Commission.

4. Brush and Tree Trimming - Beyond Normal Maintenance

By Contract or Machine - Actual cost as billed to the Road Commission by the contractor for work specifically requested by townships.

LOCAL ROAD CONSTRUCTION

The Board of Road Commissioners has established the following policies in regard to Local Road Construction.

The following listed items will be done at no cost to the townships:

1. The Road Commission will establish the right-of-way for all local roads scheduled for reconstruction.
2. The Road Commission will furnish, install and maintain all required traffic control signs and street name signs on all local roads including newly reconstructed ones.
3. The Road Commission will perform the work necessary to prepare a local road project for construction by Road Commission forces or for competitive bidding by contractors. Such work includes: (1) Right-of-way establishment (2) Design (3) Plans and Specifications (4) Advertisement for Bids and bidding documents.
4. The Road Commission will acquire and pay for any additional right-of-way or easements.

The following listed charges will be paid by the townships for Local Road Construction work:

1. Machine-laid, Hot Asphalt Surfacing or Resurfacing -

By Contract - Actual cost as billed to the Road Commission for final quantities placed plus charges for staking and inspection by Road Commission and any necessary preparation and restoration work not included in the contract, based on labor** and equipment costs, and distributive (overhead) charge.

By Road Commission Forces - This type of work is not done by County Forces

2. Complete Reconstruction of a Section of Road -

By Contract - Actual cost of the work as billed to the Road Commission for final quantities completed by the contractor plus the actual charge for construction staking and inspection not to exceed 10% of the contract cost, based on labor** and equipment costs, and distributive (overhead) charge.

By Road Commission Forces - Actual cost of all county labor and county equipment including materials furnished by the road commission. Charges for materials delivered to the project, rented equipment and sub-contractors will be added to the project bill.

3. Guard Rail Installation or Complete Replacement - as required by the road work or current standards, will be an expense paid for by the township, as part of the project cost of a road construction project.

4. Culvert Replacement -

By definition a culvert has a span (width of stream) of 20 feet or less.

If a culvert is to be replaced as part of a road reconstruction project, the full cost of the culvert replacement will be part of the total road project cost. If a culvert is to be replaced as an individual separate or emergency project, the township will be billed for the total cost of the work, whether by contract or by road commission labor** and equipment costs. Culverts under 36 inches in diameter will be replaced by the road commission at their expense. Culverts 36 inches and larger would be paid for by the township, either by bid contract or at road commission costs.

5. Bridge Replacement -

All of the remaining inadequate bridges with spans of 20 feet or more have been placed on the State's Critical Bridge Replacement List. This list is a priority list that is revised annually. If and when any of these bridges should become eligible for replacement, 80% of the cost of such replacement would come from Federal funds, and 15% would come from State funds. The remaining 5% would come from Road Commission funds. Townships would be expected to participate in the cost of extensive or unusual approach road construction, when they exceed the limits of federal and state funding.

The cost of bridge replacement, if the replacement is to be done other than through the State Critical Bridge program, the Road Commission will still pay 5% of the construction costs with the township funding any remaining local cost, or as negotiated

6. Undeveloped Roads or Seasonal Roads

Construction costs on undeveloped roads which are currently being certified would be negotiated between the Road Commission and the effected township, with the Road Commission targeting to pay 25% of the cost to build to standards, if funds are available that year.

** Actual cost of all county labor and county equipment will include a 66.84% (2006) charge for fringe benefits on county labor and a 3.89% (2006) charge for distributive (overhead) cost on the total of county labor, equipment and materials furnished by the county, rented equipment, and sub-contractors. (These percentages may change slightly based on previous year end audit. The actual 2007 audited figures will be used for 2008 invoicing.)

PRIMARY HEAVY MAINTENANCE

1) Primary Road Construction

When a County Primary Road is constructed for pavement, or when a currently paved County Primary Road is completely reconstructed for repaving, the township shall contribute \$50,000 per mile and the Road Commission shall obtain funds for all other costs.

2) Primary Road Renovation

When an existing paved Primary Road is resurfaced and major renovation work is required, such as extensive building of shoulder widths, ditch relocation, tree removals and spot grade improvements, but most of the original surface is only resurfaced, the township shall contribute \$35,000 per mile towards these renovation costs.

3) Primary Road Shoulder Paving

When the shoulders of a County Primary Road is being resurfaced, and the shoulders are to be paved for the first time, the township shall pay the cost of the top two inches of asphalt, based on the bid unit cost of the asphalt to be used. Future road resurfacing shall include the cost of the shoulders as part of the project.