THAT the meeting was called to order by Commissioner Peckens at 9:30 A.M. in the Board Room of the Livingston County Road Commission, 3535 Grand Oaks Drive, Howell, Michigan. Notice of the meeting was posted in accordance with Act #267 of 1976.

## A. ROLL CALL

Commissioners Present: Stephen F. Crane

John T. Dunleavy David R. Peckens

Staff Present: Michael Craine, Managing Director

Rick Little, Technical Services Supervisor Jodie Tedesco, County Highway Engineer Steve Wasylk, Director of Operations

Others Present: Mike Cunningham, Tyrone Township Supervisor

Mike Rife, Conway Township Supervisor

#### B. APPROVAL OF AGENDA

ACTION: It was moved by Commissioner Dunleavy, seconded by Commissioner Crane, to approve the agenda as presented.

Ayes: Commissioners Crane, Dunleavy, Peckens.

Nays: None. Motion Carried.

# C. CALL TO THE PUBLIC (1)

Mike Cunningham, Supervisor of Tyrone Township, introduced himself to the Board. He stated that he wanted to work with the Road Commission in the furtherance of infrastructure improvements in Tyrone Township. He provided some background to his activities in the past. He stated that he looked forward to working with the Board and its staff to improve and maintain public roads in Tyrone Township. Chairman Peckens thanked Mr. Cunningham for his attendance at the meeting today and told him that he was certain to find the pavement preservation strategy discussion interesting.

## D. ACTION ITEMS

# 1. Primary Pavement Strategies

Mr. Craine indicated that this was the second discussion of pavement preservation and the 2011 Road Commission budget. Last meeting there was a discussion of revenue tracking to date and how it might impact cash balance. The purpose of today's discussion was to look at the condition of the primary road network and to answer questions about various strategies considered by staff to improve road conditions. A decision will be made at the April 14 meeting regarding funding levels for the pavement program for 2011.

There was a brief review of the pavement evaluation process and related pavement management databases. The primary road network is evaluated on a continuing basis. This evaluation is done with a team representing SEMCOG and MDOT. Roads are rated at least every two years because one-half of the system is rated annually. The distress levels and current conditions were discussed with the Board. Sixty-eight percent of the primary roads are in fair to good condition and the remaining 32% are in poor condition. This is similar to state-wide trends.

The general trends over the last five years have included more lane-miles becoming poor than are becoming good. Approximately 33% of the lane-miles deteriorated from good or fair

condition to poor while only 19% of the lane-miles improved from poor or fair condition to good. Although the township contributions received in 2010 helped to make a dent in the problem, the recovery will be hard to sustain.

The current costs for repair are \$46 million for primary roads and \$85 million for local roads. Clearly this is not something that can be completed in a single year or even a few years. Staff has prepared three investment options to test for effectiveness. Staff also evaluated the impact of spending no money on pavement preservation, which resulted in 80% of the system being in poor condition by 2020.

Investment strategy #1 was based upon the investment of \$250,000 per year for a ten-year period. The number of good roads declined in this period, although the number of poor roads stabilized. The data suggest that the strategy is not sustainable after 10 years.

Investment strategy #2 invests \$500,000 annually or a total of \$5 million for the 10-year planning period. It focuses on keeping good roads in good condition and improving fair roads. Although it does not reduce the number of roads in poor condition, it does reach a breakeven point in terms of deterioration.

Investment strategy #3 invests \$1 million per year for a total of \$10 million over the planning period. It decreases the amount of miles considered poor to less than 50% in the planning period and puts the balance in good condition.

Mr. Craine compared the strategy of the last 10 years with the proposed strategy for the next 10 years. He stated that previous policy had focused on establishing partnerships with local governments and private businesses. This has resulted in some important work being completed but generally could be described as a type of subsistence policy. The proposed policy would commit to a minimum investment level and make it a part of the annual budget process much as the maintenance of gravel roads, snow and ice control, and other routine items are handled. Mr. Craine said that the Road Commission was at a point of making a decision between continuing the ad hoc program that it had undertaken in the past or adopting a program that makes pavement preservation routine. Neither of these is going to be an easy course but staff will be making specific recommendations for the Board meeting of April 14.

### E. INFORMATION ITEMS

The following items were presented to the board as information only:

- 1. Clip Sheets (March 10-16, 2011)
- 2. Clip Sheets (March 17-23, 2011)

## F. CALL TO THE PUBLIC (2)

Mike Rife, Supervisor of Conway Township, asked the Board if it was possible for Conway to focus on spot repairs on the gravel road system in the township. This is in distinction to undertaking an entire mile. Mr. Craine commented that the Road Commission often focused on spot repairs and that staff looked forward to reviewing candidates for repairs as suggested by the township. Mr. Rife also indicated that he wants to wedge and seal a portion of Chase Lake Road between Gregory and Fowlerville Road.

Mike Cunningham addressed the Board again. He stated that he thought cold patch was more likely to stay in the hole if workers squared up the holes and compacted the material that was put into them. Mr. Craine indicated that this is the preferred method of patching in the summer when hot mix materials are available. He stated that during periods such as seasonal frost changes, a more short-run program of filling was undertaken. There was also brief discussion about the special assessment administration issues in Tyrone Township. He stated that it was possible that the funds collected by the county for administrative fees might be able to be redirected to roads at some future time.

### G. LEGAL

No Report

## H. ADMINISTRATIVE BUSINESS

### 1. Minutes

a. Regular Board Meeting March 10, 2011

The proposed minutes of the meeting of March 10, 2011, were presented to the Board for its review and approval.

ACTION: It was moved by Commissioner Crane, seconded by Commissioner Dunleavy, to approve the meeting minutes of March 10, 2011.

Ayes: Commissioners Crane, Dunleavy, Peckens.

Nays: None. Motion Carried.

### 2. Bills

ACTION: It was moved by Commissioner Dunleavy, seconded by Commissioner Crane, to approve vouchers 070079 through 070149 in the net amount of \$127,560.18.

Ayes: Commissioners Crane, Dunleavy, Peckens.

Nays: None. Motion Carried.

## 3. Meetings Announced

a. Next Regular Board Meeting April 14, 2011 - 9:30 a.m.

## 4. Financial Reports Reviewed

a. Cash Position Statement

#### 5. Miscellaneous Road Items

Jodie Tedesco brought the Board up to date on the status of construction of the Latson Road bridge.

Chairman Peckens asked about when frost laws would be removed. Mr. Craine said that it was not determined when this would be but that he would inform Board members once a decision had been made.

# I. ADJOURNMENT

There being no further business to come before the Board, Chairman Peckens declared the meeting adjourned at 10:55 a.m. Motion carried.

Signed	Signed
David R. Peckens, Chairman	Michael Craine, Managing Director