



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 \_\_\_\_\_  
David R. Peckens, Chairman

Signed \_\_\_\_\_  
Michael Craine, Managing Director