BAY COUNTY ROAD COMMISSION

TOWNSHIP INFORMATIONAL GUIDE



2025-26

Our Mission

is to maintain a reliable county road and bridge system, making it convenient for public travel.
We strive to provide cost-effective, high quality services and continually improve our transportation assets.

Our Work

is a co-operative effort – a partnership between employees, residents, townships, private entities and other government units.

Our Policy

is to be available and responsive to the needs of the citizens of Bay County.

Our Philosophy

is to create an environment where all employees:

- Support working together and are involved in the organization process.
- Are properly trained and informed to help achieve their full potential.
- Are willing to listen to and treat each other with respect.
- Are willing to be proactive and utilize problem solving to achieve cost effective results.
- Engage in continuous improvement and education in all aspects of our mission.
- Are proud to be members of the Road Commission team.

PREFACE



The Bay County Road Commission (BCRC) assembled this Informational Guide in order to help you understand who we are, what we do and outline options available to the townships to maintain and, in turn, extend the life of their Local (township) road system. Included are contact names and information, policy and procedure explanations and an outline of where the BCRC gets its funding to maintain both the Primary and Local Road and Bridge Systems here in Bay County.

We hope this Informational Guide provides answers and serves as your "go-to" document when questions arise related to the road system within Bay County. This guide provides a resource for you when deciding which of the various available road maintenance and improvement options to use in any given situation. As always, our office and field staff are available to assist you by providing additional information, plans and estimated costs for specific services or projects.

We look forward to working with you to improve the overall safety and driving experience of those frequenting our county road system.

James C. Lillo, PE
Engineer Manager

Bay County Road Commission | 2600 E Beaver Rd Kawkawlin, MI 48631 | **Phone:** 989-686-4610 | **Fax:** 989-686-4620

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COMMISSIONERS AND MEETING SCHEDULE

Our 2025-2026 Board of Commissioners



William E. Schumacher
Chairman



Kevin Shark
Vice-Chairman



William A. Jordan
Commissioner

The Board of County Road Commissioners, County of Bay (BCRC), consists of three commissioners who are elected by the public, by majority vote. The road commissioners serve six-year staggered terms (one commissioner being elected every two years). Their compensation, determined and set by the Bay County Board of Commissioners, is paid on a salary basis from road funds received annually.

The Board is the policy-making body of the BCRC and is responsible for establishing infrastructure priorities and managing an annual budget of approximately $17 million. This means they are not involved in day-to-day field operations of the BCRC. They are involved with and responsible for hiring management staff to handle the overall daily operation of the BCRC.

The Board holds a regularly scheduled public meeting every two weeks to conduct business and communicate with township officials and residents on a variety of road and bridge issues. The dates and times the Board is scheduled to meet can be found on our website at www.baycountyroadmi.gov. Past meeting minutes can also be found on our website.

MEETINGS 2025-26

PUBLIC NOTICE 2025

THE REGULAR MEETINGS OF THE BOARD OF COUNTY ROAD COMMISSIONERS, COUNTY OF BAY, MICHIGAN, WILL BE HELD IN THEIR MAIN OFFICE AT 2600 E. BEAVER ROAD, KAWKAWLIN, MICHIGAN, ON THE FOLLOWING DATES IN 2025 AT THE POSTED TIMES:

WED. JANUARY 8	9:00 a.m.	WED. JULY 9	9:00 a.m.
WED. JANUARY 22	9:00 a.m.	WED. JULY 23	9:00 a.m.
WED. FEBRUARY 5	9:00 a.m.	WED. AUGUST 6	9:00 a.m.
WED. FEBRUARY 19	9:00 a.m.	WED. AUGUST 20	9:00 a.m.
WED. MARCH 5	9:00 a.m.	WED. SEPTEMBER 3	9:00 a.m.
WED. MARCH 19	9:00 a.m.	WED. SEPTEMBER 17	9:00 a.m.
WED. APRIL 2	9:00 a.m.	WED. OCTOBER 1	9:00 a.m.
WED. APRIL 16	9:00 a.m.	WED. OCTOBER 15	9:00 a.m.
WED, APRIL 30	9:00 a.m.	WED. OCTOBER 29	9:00 a.m.
WED. MAY 14	9:00 a.m.	WED. NOVEMBER 12	9:00 a.m.
WED. MAY 28	9:00 a.m.	WED. NOVEMBER 26	9:00 a.m.
WED. JUNE 11	9:00 a.m.	WED. DECEMBER 10	9:00 a.m.
WED. JUNE 25	9:00 a.m.	TUES. DECEMBER 23	9:00 a.m.

PUBLIC NOTICE 2026

THE REGULAR MEETINGS OF THE BOARD OF COUNTY ROAD COMMISSIONERS, COUNTY OF BAY, MICHIGAN, WILL BE HELD IN THEIR MAIN OFFICE AT 2600 E. BEAVER ROAD, KAWKAWLIN, MICHIGAN, ON THE FOLLOWING DATES IN 2026 AT THE POSTED TIMES:

WED. JANUARY 7	9:00 a.m.	WED. JULY 8	9:00 a.m.
WED. JANUARY 21	9:00 a.m.	WED. JULY 22	9:00 a.m.
WED. FEBRUARY 4	9:00 a.m.	WED. AUGUST 5	9:00 a.m.
WED. FEBRUARY 18	9:00 a.m.	WED. AUGUST 19	9:00 a.m.
WED. MARCH 4	9:00 a.m.	WED. SEPTEMBER 2	9:00 a.m.
WED. MARCH 18	9:00a.m.	WED. SEPTEMBER 16	9:00 a.m.
WED. APRIL 1	9:00 a.m.	WED. SEPTEMBER 30	9:00 a.m.
WED. APRIL 15	9:00 a.m.	WED. OCTOBER 14	9:00 a.m.
WED. APRIL 29	9:00 a.m.	WED. OCTOBER 28	9:00 a.m.
WED. MAY 13	9:00 a.m.	WED. NOVEMBER 11	9:00 a.m.
WED. MAY 27	9:00 a.m.	WED. NOVEMBER 25	9:00 a.m.
WED. JUNE 10	9:00 a.m.	WED. DECEMBER 9	9:00 a.m.
WED. JUNE 24	9:00 a.m.	TUES. DECEMBER 23	9:00 a.m.

All meetings are subject to change. Please call or check our website before attending.

THE MEETINGS HELD AT THESE POSTED TIMES SHALL BE TO CONDUCT THE BUSINESS OF THE ROAD DEPARTMENT. THE BUSINESS OF THE DEPARTMENT OF WATER & SEWER WILL BE CONDUCTED AT MEETINGS TO BEGIN FOLLOWING THE ADJOURNMENT OF THE ROAD DEPARTMENT MEETINGS.

OFFICIAL MINUTES OF THE BOARD OF COUNTY ROAD COMMISSIONERS, COUNTY OF BAY, MICHIGAN, ARE STORED AND AVAILABLE FOR INSPECTION ON THE BCRC WEBSITE, WWW.BAYCOUNTYROADMI.GOV.

BCRC CONTACTS



PHONE: 989.686.4610 | FAX: 989.686.4620

		EXT	EMAIL	
Jim Lillo	**Engineer Manager**	**224**	**jlillo@baycountyroadmi.gov**	
Rod Pavlawk	**General Superintendent**	**228**	**rpavlawk@baycountyroadmi.gov**	
Danean Wright	**Finance Director**	**223**	**dwright@baycountyroadmi.gov**	
Cory Wale	**Director of Engineering**	**230**	**cwale@baycountyroadmi.gov**	
Jill McKeon	**Assistant Finance Director**	**221**	**jmckeon@baycountyroadmi.gov**	
Tiffany Westphal	**Inventory Supervisor/ Account Clerk II**	**235**	**twestphal@baycountyroadmi.gov**	
				CELL PHONE
Doug Kolka	**Right-of-Way Permit Agent**	**238**	**permitagent@baycountyroadmi.gov**	**989.415.5867**
Chad Dzurka	**District Foreman** *Bangor, Beaver, Kawkawlin, Monitor & Williams*	**237**	**cdzurka@baycountyroadmi.gov**	**989.233.0127**
Todd Eckerd	**East District Foreman** *Frankenlust, Hampton, Merritt & Portsmouth*	**247**	**teckerd@baycountyroadmi.gov**	**989.245.7585**
Andy Rivard	**North District Foreman** *Fraser, Garfield, Gibson, Mt. Forest & Pinconning*	**246**	**arivard@baycountyroadmi.gov**	**989.615.7708**
Tyler Cianek	**Sign Shop Foreman**	**234**	**tcianek@baycountyroadmi.gov**	**989.891.6553**

LOCAL ROAD MAINTENANCE PERFORMED BY THE BCRC

State law stipulates road commissions are to maintain local road systems in a "reasonably safe manner". The BCRC receives State funds to cover costs associated with maintaining the Local roadways, not rebuilding them. Those maintenance services included under the BCRC's umbrella are listed below. This list is not meant to be all inclusive.



- Snow and Ice Removal
- Pothole Repair
- Street Sweeping
- Ditch and Drainage Repair
- Guardrail Work
- Sign Maintenance
- Tree and Brush Removal
- Pavement Markings
- Shoulder Maintenance
- Road Cross Culvert Maintenance
- Hydro Seeding
- Gravel Road Grading
- Storm Sewer Maintenance and Repair

LOCAL ROAD MAINTENANCE *NOT* PERFORMED BY THE BCRC

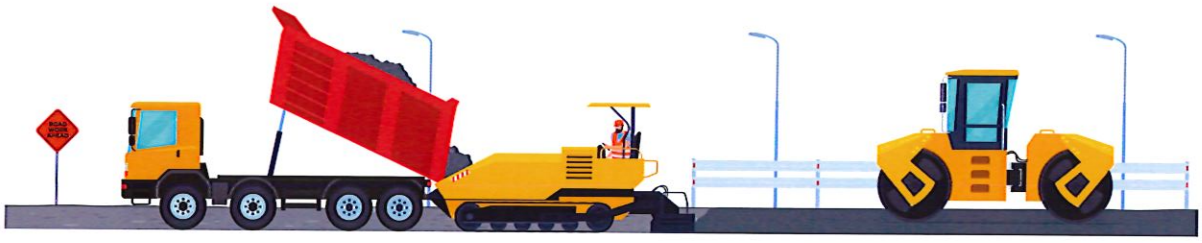
For Local Roads, the Township is responsible to cover the costs to install, construct and maintain the items listed below under the "**Township**" heading. For a Local or Primary Road, it is the property owner's responsibility to cover the costs to install, construct and maintain the items listed below under the "**Property Owner**" heading. This list is not meant to be all inclusive.

Township

- Adding gravel to an existing gravel road
- Purchasing and applying Dust Control
- Chip and Sealing (traditional or rubber modified)
- Fog Sealing
- Paving a Local road with Hot Mix Asphalt (HMA)
- Overlaying or repaving an existing HMA road
- Rehabilitating or reconstructing a Local road
- Removing or replacing a Local road bridge**
- Sidewalk installation and maintenance

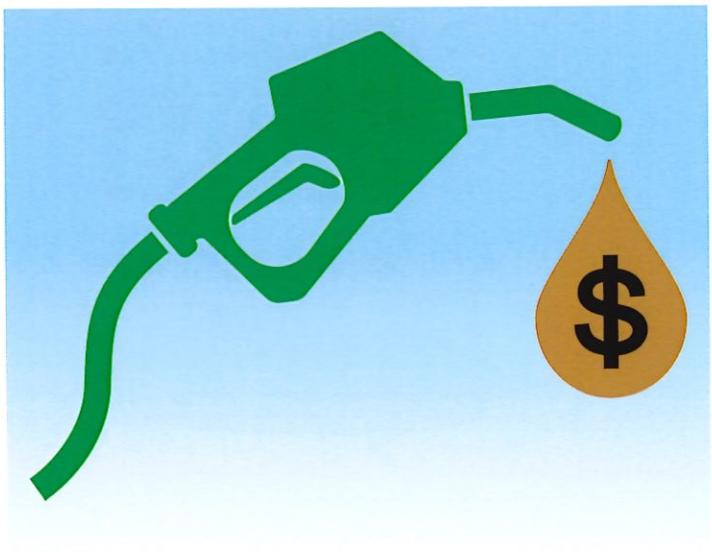
Property Owner

- Replacing mailboxes or mailbox posts
- Replacing or cleaning a plugged or failed driveway culvert
- Replacing or cleaning a plugged or failed ditch enclosure installed by a past or current property owner
- Install, replace, repair sump pump lines or property drainage lines
- Trees in the road right-of-way clearly planted by a current or past property owner



***Townships are directed to contact the BCRC with bridge replacement requests.*

FUNDS



STATE FUNDS

The BCRC does not receive any funding from property taxes to maintain the roads and bridges in Bay County. Road commissions, state-wide, have no taxing or bonding authority. The BCRC receives the vast majority of their funds from gasoline and diesel fuel taxes, license plate fees and vehicle registration fees. The funds the State of Michigan collects from these revenues are deposited into the Michigan Transportation Fund (MTF). Funds are distributed to the road commissions through a very complex formula. Using round numbers, dollars are allocated as follows; the Michigan Department of Transportation (MDOT), 39%, Road Commissions, 39% (divided between 83 counties), Cities and Villages receive the balance at 22%.

Public Act 51, first enacted in 1951 and most recently amended in July 1998, specifies the transportation funding formula used to distribute MTF dollars. Of historical note, the state gasoline tax was raised from 19 cents per gallon to 26.3 cents per gallon at the end of 2016. During the years between 1997 and 2017, road commissions struggled to maintain their roads and bridges resulting in significant deteriotation of the system. Since 2017, great strides have been made to "catch up", as the systems assets are noticeably improving.

LOCAL FUNDS

With no tax or bonding authority, road commissions have no other funding mechanism to raise additional dollars. They can impose fees for various roadway use permits, but revenue from this source equates to a very small percentage of the BCRC's overall budget.

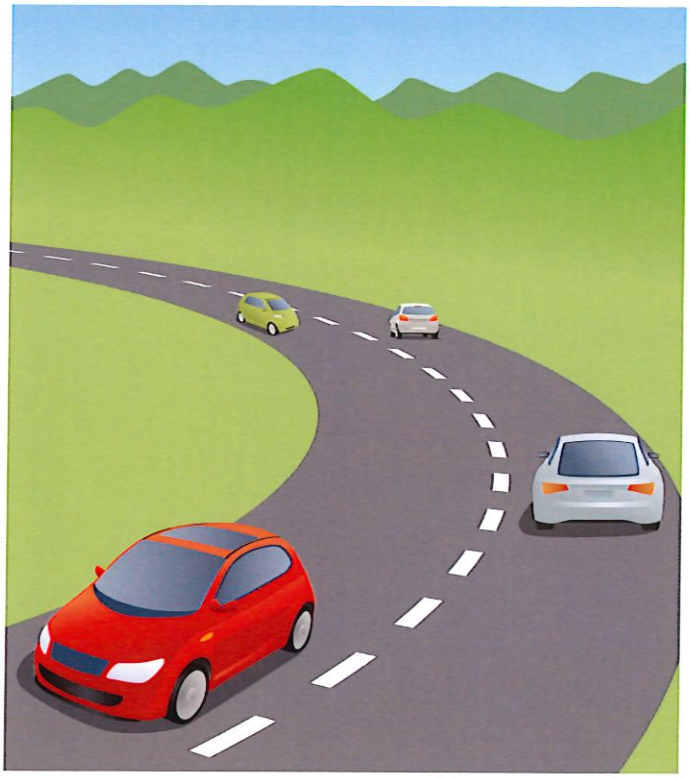
Townships have the ability, to ask the voters and then approve, a Local road millage and include it on the township's property taxes bill. The collected money is dedicated to improving Local roads and/or bridges. The millage language defines how the Township can use the collected funds.

Currently, 8 of the 14 townships in Bay County have a Local road millage. Townships that have passed an implemented a local road millage, have greatly improved their local road and bridge assets.

The BCRC does not use any of this money to maintain the township's Local road and bridge system. However, the townships do contract with the BCRC to complete Local road or bridge improvement projects for them, using either BCRC staff or a third-party contractor. These projects are paid for with road millage funds.



BUILDING BETTER LOCAL ROADS PROGRAM



The 2025 BBLRP was mailed and/or e-mailed to all Board members of all 14 Township. The BCRC ***highly*** encourages township officials to review the document, to more fully understand the program, how the funding the BCRC receives is used and the insight it offers to aid townships in improving and better maintaining their road system.

For over the past 30 years the BCRC has approved and administered a program that assists the townships improve and/or better maintain their Local road and bridge system. The Building Better Local Roads Program (BBLRP), is considered and approved annually by the BCRC Board. This program is the result of an ongoing cooperative effort between the BCRC and the townships to keep communication lines open. This allows the BCRC to keep the townships abreast of new technologies in the road and bridge building and maintenance industry. It also gives the townships the opportunity to communicate their Local road and bridge repair and maintenance needs to us.

The BCRC works with the Townships through the Roads Committee, members of which are appointed/elected through the Bay County Township Officials Association (BCTOA), to develop and implement the BBLRP. Please note, the BBLRP is funded with dollars originally generated by and dedicated to the Primary Road system. Thus, the funding for this program comes at a price. The program means less work will be completed on the BCRC's Primary Road system. However, the Board and staff believe this is a beneficial program and have kept it in place even through turbulent economic times.

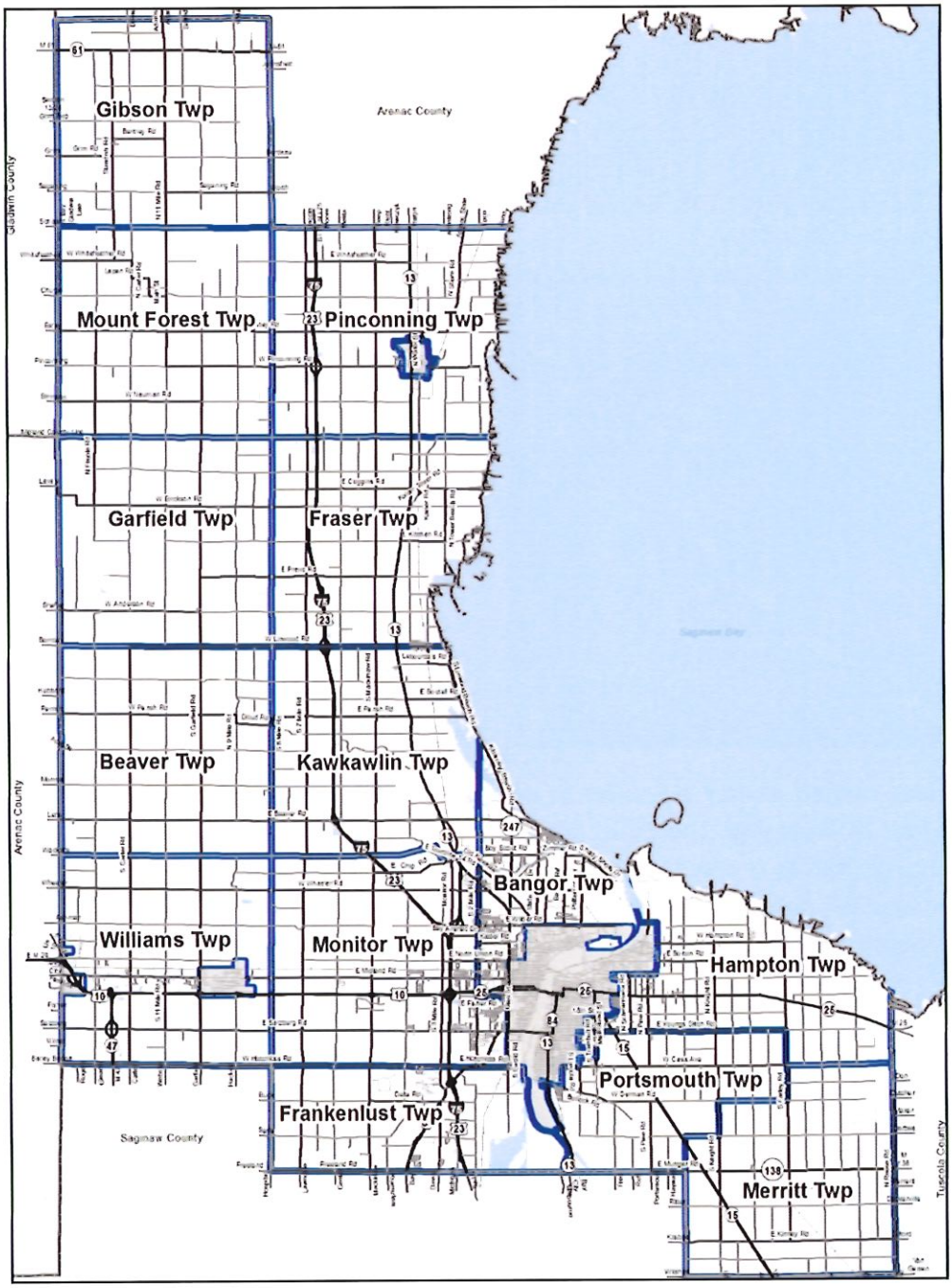
The 2025 BBLRP consists of the following components:

Local Road Program – $30,000 will be made available to each of the townships provided the township matches these dollars one for one. This money may be used, in whole or part, to fund projects to be completed by BCRC forces or a qualified outside Contractor. The exclusive use of BCRC forces is not a limiting factor when utilizing the Local Road Program.

Culvert Replacement Program – On Local roads, removal and replacement of existing road culvert crossings 36" in diameter (inclusive) and smaller, are paid for by the Bay County Road Commission. For culverts, larger than 36", the township is required to pay for the structure, headwall(s) and/or riprap slope protection materials, and a chip seal or HMA driving surface repair, if applicable. The BCRC will be responsible for costs associated with earthwork, backfill materials, any AMZ or DuraPatch road surface work, equipment, and labor. This policy does NOT apply to replacement of cross culverts in conjunction with a township road or bridge improvement project. If the township elects to replace a culvert(s) as part of a road improvement project (i.e. crush & shape, chip seal, HMA, gravel lift, etc.), the Township is responsible for all costs associated with the culvert's removal and installation.

Chloride Treatment Policy – The cost share for purchasing and applying calcium chloride dust control will be split evenly, 50% BCRC/50% Township. Oilwell brine for dust control is not allowed.

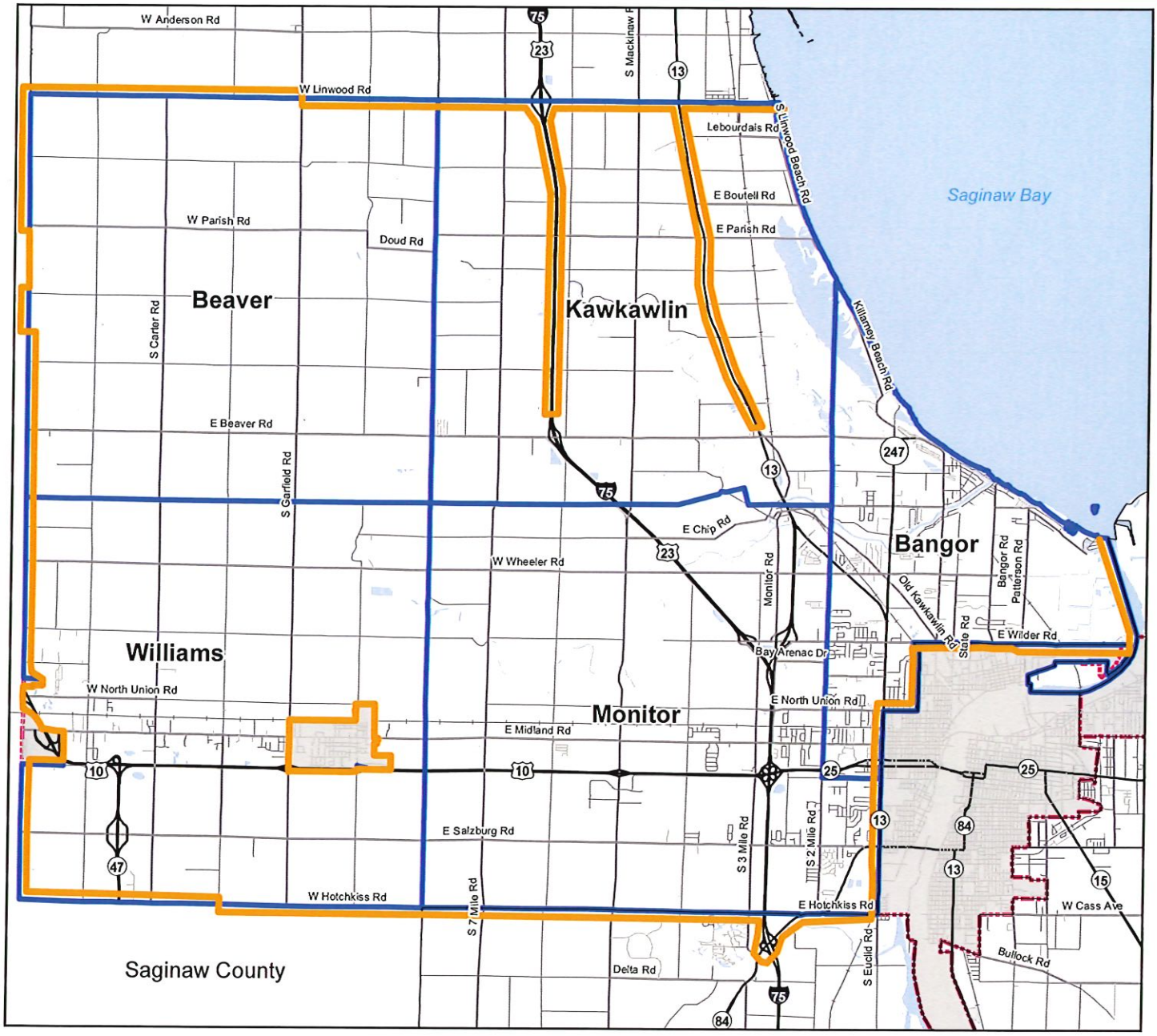
BAY COUNTY - MILEAGE



Township	Primary* Mileage	% of Primary* Mileage	Local* Mileage	% of Local Mileage	State** Trunkline	% of State Trunkline	Total Mileage	% of Total Mileage
West District Totals:	171.89	46.44%	233.89	35.33%	46.99	45.18%	452.77	39.85%
East District Totals:	72.84	19.68%	184.87	27.93%	23.39	22.49%	281.10	24.74%
North District Totals:	125.44	33.89%	243.26	36.75%	33.62	32.33%	402.32	35.41%
Grand Totals All Milage	370.17	100.00%	662.02	100.00%	103.99	100.00%	1136.18	100.00%

*Per Act 51 approved mileage **Per Michigan Geographic Framework

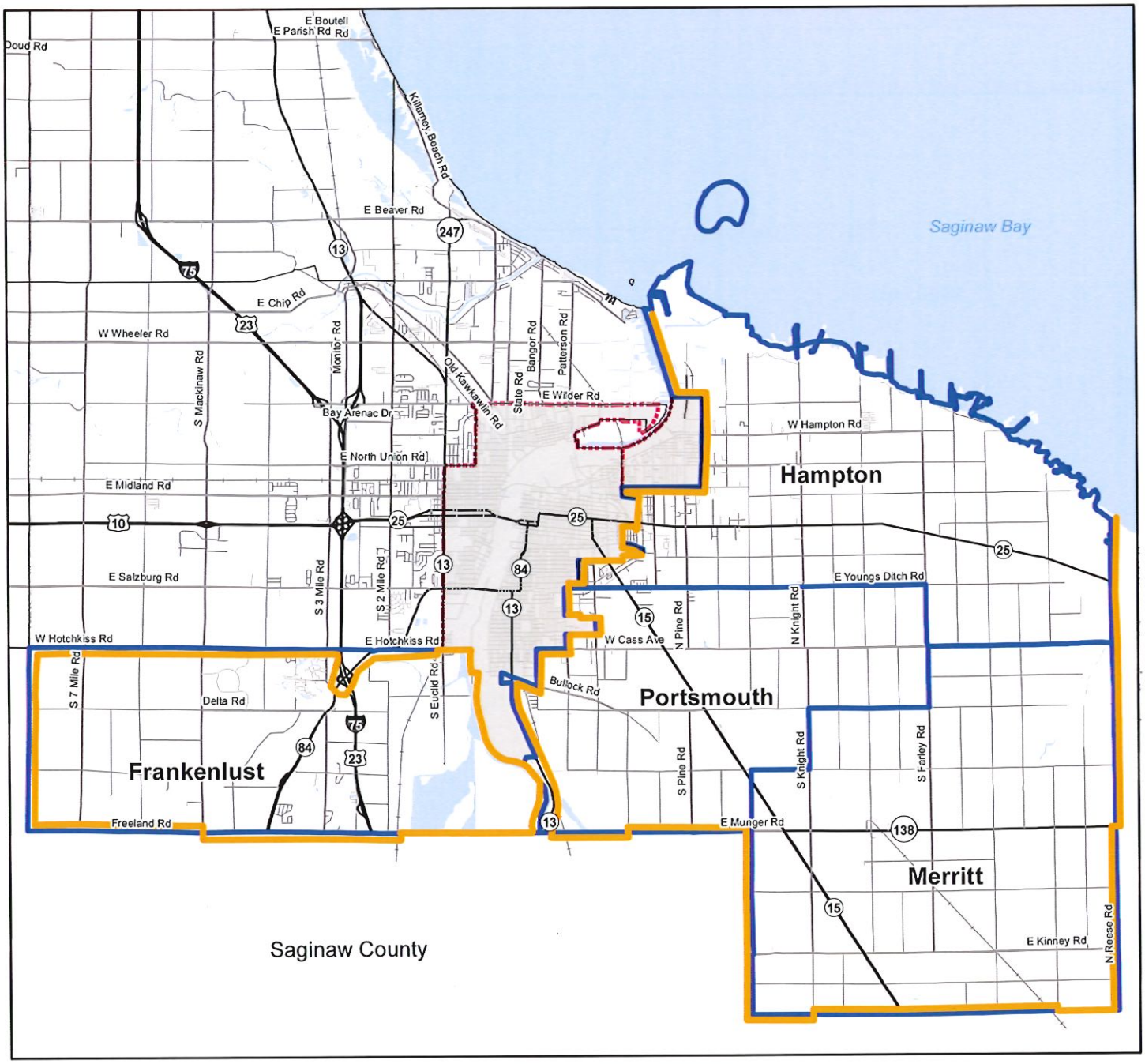
WEST DISTRICT- CHAD DZURKA, FOREMAN



Township	Primary* Mileage	% of Primary Mileage	Local* Mileage	% of Local Mileage	State** Trunkline	% of State Trunkline	Total Mileage	% of Total Mileage
Bangor	31.40	8.48%	43.59	6.58%	8.41	8.09%	83.40	7.34%
Beaver	24.18	6.53%	44.81	6.77%	0.00	0.00%	68.99	6.07%
Kawkawlin	27.89	7.53%	50.95	7.70%	12.54	12.06%	91.38	8.04%
Monitor	53.83	14.54%	58.95	8.90%	18.70	17.98%	131.48	11.57%
Williams	34.59	9.34%	35.59	5.38%	7.33	7.05%	77.51	6.82%
West District Totals:	171.89	46.44%	233.89	35.33%	46.99	45.18%	452.77	39.85%

*Per Act 51 approved mileage **Per Michigan Geographic Framework

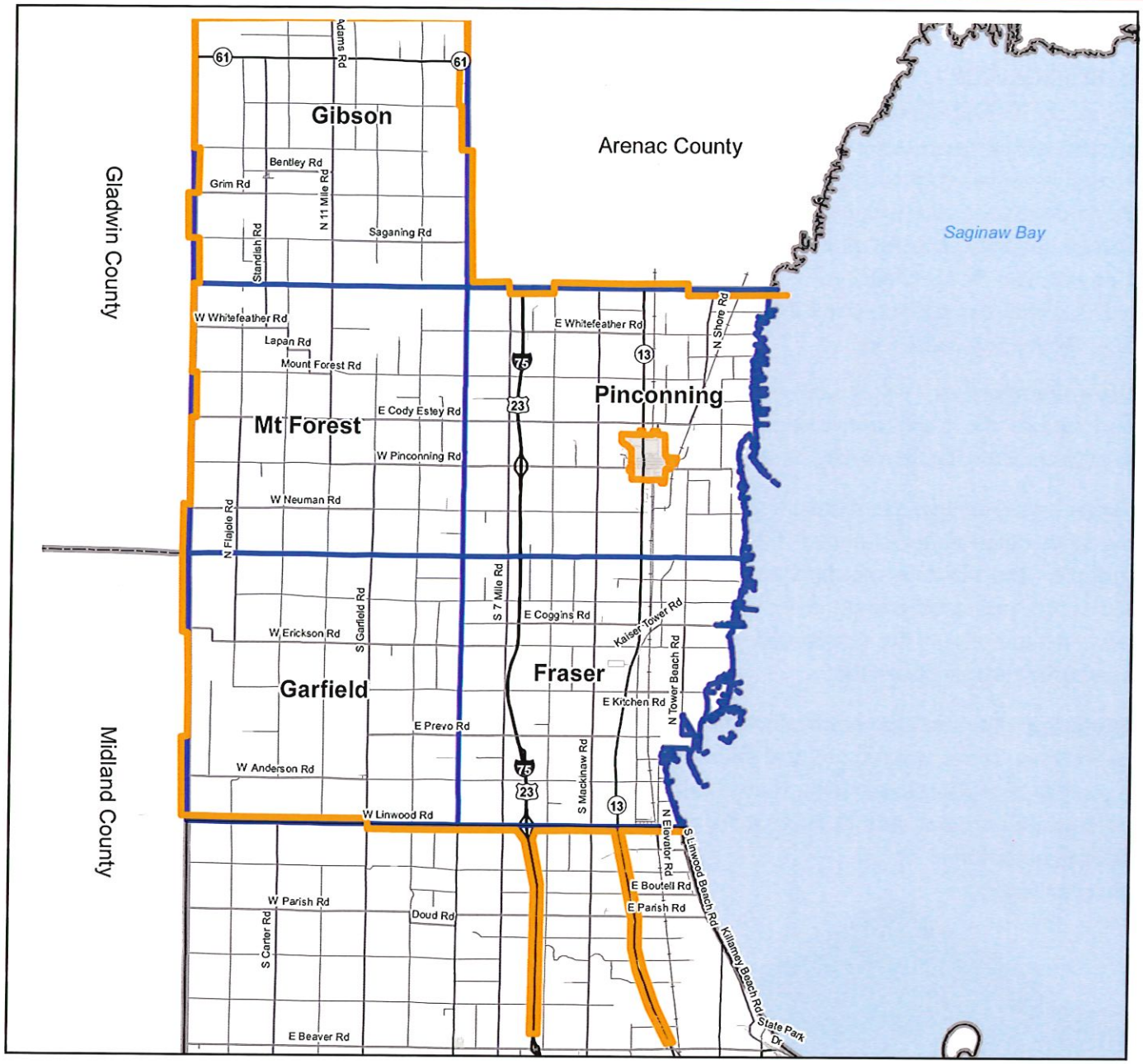
EAST DISTRICT - TODD ECKERD, FOREMAN



Township	Primary* Mileage	% of Primary* Mileage	Local* Mileage	% of Local Mileage	State** Trunkline	% of State Trunkline	Total Mileage	% of Total Mileage
Frankenlust	16.50	4.46%	29.91	4.52%	1.34	1.29%	47.75	4.20%
Hampton	20.87	5.64%	63.69	9.62%	8.35	8.03%	92.91	8.18%
Merritt	17.44	4.71%	56.49	8.53%	9.97	9.59%	83.90	7.38%
Portsmouth	18.03	4.87%	34.78	5.25%	3.73	3.59%	56.54	4.98%
East District Totals:	72.84	19.68%	184.87	27.93%	23.69	22.49%	281.10	24.74%

*Per Act 51 approved mileage **Per Michigan Geographic Framework

NORTH DISTRICT- ANDY RIVARD, FOREMAN



Township	Primary* Mileage	% of Primary Mileage	Local* Mileage	% of Local Mileage	State** Trunkline	% of State Trunkline	Total Mileage	% of Total Mileage
Fraser	28.39	7.67%	57.15	8.63%	12.03	11.57%	97.57	8.59%
Garfield	24.50	6.62%	41.59	6.28%	0.00	0.00%	66.09	5.82%
Gibson	16.97	4.58%	46.64	7.05%	0.00	0.00%	63.61	5.60%
Mt. Forest	27.14	7.33%	41.55	6.28%	0.00	0.00%	68.69	6.05%
Pinconning	28.44	7.68%	56.33	8.51%	11.95	11.50%	96.72	8.51%
Kawkawlin	0.00	0.00	0.00	0.00	9.63	9.26%	9.63	0.85%
North District Totals:	125.44	33.89%	243.26	36.75%	33.62	32.33%	402.32	35.41%

*Per Act 51 approved mileage **Per Michigan Geographic Framework

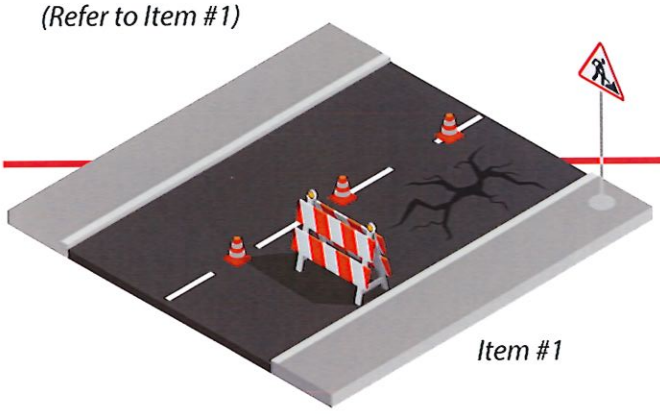
KEEP YOUR GOOD ROADS GOOD!

BACKGROUND – CAUSES OF DETERIORATION

What Causes Pavement Deterioration?

Four seasons a year is great for Midwesterners, but it's brutal on pavement. Our weather conditions accelerate the pavement aging process when compared to states that do not have freeze-thaw cycles. These cycles lead to cracks in the road surface, water intrusion and costly repairs. The leading causes are:

1. **Water Penetration** – Water seeps through the cracks and softens the road base, causing the pavement area to crack further, eventually creating a "pothole".
2. **Shade** – Pavement areas shaded a high percentage of the time, deteriorate faster than those that receive sunlight. The constant moisture, coupled with tree sap and/or insect "droppings", react with the asphalt oils, deteriorating the pavement surface and eventually, the pavement itself.
3. **Oxidation** – The sun, along with rain, heat/cold and freeze/thaw cycles, are triggers that cause asphalt oxidation of asphalt pavement. During oxidation, the asphalt hardens, shrinks and cracks, allowing waterpenetration.
   (Refer to Item #1)



Item #1



4. **Lack of Control Joints** – Unlike concrete, asphalt pavements do not have joints or saw cuts to direct or "predict" where the pavement will crack. As the asphalt ages, it becomes less flexible and brittle. As this happens, the repetition of expansion, contraction and vehicle weight, create "stress" cracks, again allowing water intrusion.
   (Refer to Item #1)

CRACK SEALING

Pavement Deterioration Prevention

The first line of defense against water intrusion is crack sealing. It is highly effective at a very affordable price. Proper crack sealing along with other maintenance techniques can prevent costly water damage and greatly increase the life of your asphalt pavements.

Crack Sealing Process

During the crack sealing process, cracks are cleaned with compressed air, to provide a clean, dry surface.

The cleaned crack also provides a reservoir for the sealant to penetrate/pool and seal properly. Cracks are sealed with a hot-pour, polymer-modified sealant, applied per manufacturer's specifications meeting or exceeding State and Federal standards.

CHIP SEAL AND FOG SEAL

SERVICES PERFORMED MID-JUNE THROUGH MID-AUGUST

Chip Seal

One of the most cost-effective ways to extend the life of a road surface is chip sealing. This operation is completed by BCRC equipment and crews through a signed agreement with the township. The chip seal process can extend a roadway's life by five to seven years.

The process includes; a layer of emulsion (a special formula of asphalt oil and polymers) spread on the road surface, followed by a layer of stone "chips" embedded into the wet emulsion using a roller. These stones are essentially all the same size and consist of 100% limestone. The emulsion fills voids and cracks in the existing pavement surface, thus limiting the amount of water that is able to penetrate the pavement. The stones or chips provide a hard, protective, skid resistant surface.

Fog Seal

Fog Seal is a final sealing process on a chip sealed road. A distributor truck will spray, or distribute, a layer of emulsion over a previously chip sealed road to "lock" the chips or stone in place. This process also gives the road the look of a freshly paved asphalt road. This is especially advantageous when center and edge line pavement markings are placed, as the dark surface makes the markings more visible.

Rubber-Modified Chip Seal

Starting in 2012, the BCRC has applied many miles of Rubber-Modified Chip Seal. Recycled scrap tires are ground into a fine powder and added to the asphalt oil. The rubber increases the flexibility of the chip seal surface, helping to counter act damage caused by the freeze/thaw cycle. This is an emerging technology in Michigan, with the BCRC at the forefront of its development.

ROADWAY PRESERVATION INCLUDING NEW CONSTRUCTION

Pavement management is a multi-layered, three-tier approach to constructing and maintaining roadways to maximize the long-term serviceability of a pavement. The three tiers consist of:

A. **Preventative Maintenance (PM) Treatments** - This is done prior to the onset of deterioration and is aimed at maintaining a current roadway in a good, serviceable condition.

B. **Rehabilitation and Resurface (3R) Treatments** – This includes restoring a road to a more operable level of service after it begins to deteriorate. The roadways included in this category have not reached a point where they have completely failed. They are still considered "salvageable" at a reasonable cost.

C. **Reconstruction (4R) Treatments** - A roadway that has experienced total pavement failure, is no longer maintainable, and requires a complete reconstruction or replacement, falls into this category. Work here includes a complete removal and replacement of subbase, base and pavement materials, usually installation of a new drainage system (roadside ditches or storm sewer) and addition of paved and/or gravel shoulders or curb and gutter.

The following table reference explains and categorizes common activities the BCRC utilizes when roads are categorized as PM, 3R, or 4R, as defined above. The BCRC has implemented numerous strategies over the years and continues to research, develop and implement new and innovative techniques to improve road construction.

See charts on pages 16-17

Current Treatment Types: (HMA is an abbreviation for Hot Mix Asphalt)

A. Preventative Maintenance (PM) Treatments

Crack Seal	**Overband Crack Sealing**	Clean crack with compressed air, and fill with rubberized crack fill material.
Surface Seal	**Chip Seal – Single**	Apply a single coat of asphalt emulsion to existing pavement and cover with stone chips as a friction course.
	Chip Seal – Double	Apply two coats of asphalt emulsion to existing pavement and cover with stone chips as a friction course.
	Chip Seal – Fiber Reinforced	Apply a single coat of asphalt emulsion, interlaid with fiberglass strands and cover with stone chips as a friction course.
	Chip Seal – Rubber - Modified	Apply a single coat of rubber - modified asphalt emulsion to existing pavement and cover with stone chips as a friction course.
Overlay	**Micro Surface**	Single course application, approximately ½"; consisting of asphalt emulsion, cement and stone.
	HMA Ultra- Thin Overlay (3/4")	Tack existing pavement, pave with HMA, usually minimal shoulder construction and driveway/ intersection approach paving.
	HMA Overlay (<1.5")	Tack existing pavement, pave with HMA, and construct new shoulders, wedge driveways and pave intersection approaches.
	Cold-Mill and Fill (<1.5")	Cold-Mill existing pavement and repave with new HMA pavement, minimal (or no) approach wedging or shoulders.

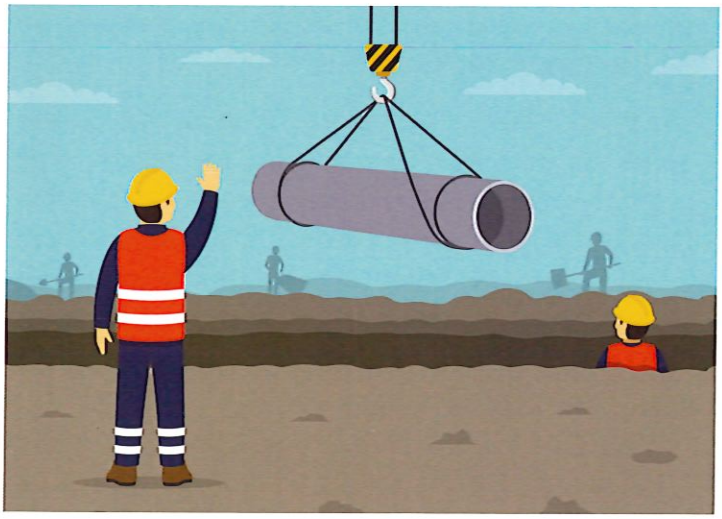
B. Rehabilitation and Resurface (3R) Treatments

Resurface	**HMA Overlay, 3" (2- course)**	Tack existing pavement, pave with two courses of HMA, construct new shoulders, wedge driveways and intersection approaches then pave with HMA.
	Cold-Mill and HMA Overlay, 3"	Cold-Mill existing pavement and repave with two courses of HMA pavement, minimal (or no) intersection approach or driveway wedging or shoulders.
Rehabilitate	**Pulverize and repave with HMA**	Full depth pulverization of existing pavement and mixing with the existing aggregate base. Additional gravel may be needed if the resulting mixed pavement/aggregate base is not sufficient to handle anticipated traffic loads.
	Pulverize and Stabilize existing aggregate base and repave with HMA	Process includes pulverizing, adding cement, emulsion or fly ash to the pulverized material, re-pulverizing/mixing, grading, compacting and pave with HMA. The BCRC has used cement or emulsion on a limited number of projects.
	Cold – In Place Recycle (CIPR) and repave with HMA	Recycle the existing HMA pavement in place on site. Recycling "train" includes, pulverizing the existing pavement, adding emulsion and reinstalling the new HMA mix with a paver. Once cured, a new course of HMA pavement is placed over the reinstalled material.

C. Reconstruction (4R) Treatments

Reconstruction	**Existing pavement removal and full HMA pavement reconstruction with paved shoulder (varies in width)**	This includes full reconstruction of failed pavement sections, full removal and replacement sand subbase, aggregate base, and HMA surface course. Varies in total thickness from 21" to 33". This will include a 6" socked under drain to provide base drainage and a combination of roadside ditches and storm sewer to collect and transport water runoff.
	Existing pavement removal and full HMA pavement reconstruction with concrete curb and gutter	This includes full reconstruction of failed pavement sections, full removal and replacement sand subbase, aggregate base, and HMA surface course. Varies in total thickness from 21" to 33". This will include a 6" socked under drain to provide base drainage, curb and gutter with a fully enclosed storm sewer to collect and transport water runoff.
	Existing pavement removal and full concrete pavement reconstruction	Uncommon in Bay County, portions of Wilder Road, Pine Road and Youngs Ditch Road, all Primary roads are examples. There are a few subdivisions that have concrete roadways. Past practice has been to completely remove the concrete roadway and base materials and replace with HMA. New drainage may be included depending on condition.

ROADSIDE DRAINAGE



The ***primary*** and sole function of a roadside ditch or enclosed storm sewer is to drain the road. They are designed to carry the water generated from the road and road right-of-way (usually 33' each side of the yellow road centerline). **Their function is not to drain adjacent private property or provide a drainage outlet for private properties.**

Adjacent properties are only allowed to drain into the roadside ditch or connect to an enclosed drain when **permitted by BCRC.** While the adjacent property owners often benefit from the drainage provided by the roadside ditch, this is a secondary benefit and not the primary function of the road ditch or drainage system. **Further, ditches are not maintained based on the needs of a private property owner!**

It is common for ditches to *hold* water. The function of a roadside ditch, is to collect, transport and hold storm water and keeping it off the roadway.

Many times, the BCRC is called to "fix" a water problem outside the road right-of-way. The BCRC cannot complete any work, or spend public dollars, on private property.

DUST CONTROL



At the township's request, the BCRC will provide dust control for gravel roads. The township must submit a written request (letter, fax, e-mail) to the BCRC's General Superintendent. The request must include the road name, with beginning and ending limits. The Township is responsible for for 50% of the cost to purchase and apply dust control, per the current BCRC Chloride Treatment Policy. The BCRC pays the remaining 50%.

The BCRC will provide dust control treatment in front of homes of residents that have medical conditions related to road dust. The resident must provide a letter from a physician stating their health condition and the need for dust control prior to the BCRC treating the roadway. Oilwell brine is not allowed for dust control. Recent Michigan Department of Environment, Great Lakes and Energy (EGLE), regulations have made it increasingly difficult to apply oil brine or any other chemical on gravel or roadways

Billing for Chloride Treatment will occur on a monthly basis, with payments due within 30 days of the invoice date.

PAVEMENT MARKINGS (LINE STRIPING) AND LEGENDS

THERE ARE A NUMBER OF HIGH TRAFFIC VOLUME ROADS THROUGHOUT BAY COUNTY THAT ARE PAINTED EVERY YEAR

Each year the BCRC contracts with a third- party vendor to place pavement markings on approximately 180 miles or about one-half of the BCRC's Primary roadway system. However, there are a number of high traffic volume roads throughout Bay County that are painted every year.

The BCRC has two roadway painting windows during the year. The first being in the spring, once temperatures are warm enough for paint application, the second being in the fall once all maintenance and construction work is complete. Local Secondary roads typically do not meet the warrant requiring pavement striping. However, the townships are welcome to request Local roads be painted.

The BCRC will review each request to verify the roadway meets the minimum requirements for painting and provide a cost. An agreement between the township and BCRC for the work is required. The BCRC will install and replace the required pavement marking legends on township Local roads as they become deficient. Any Local road that is painted will not be monitored by the BCRC for wear and visibility.



SOCIAL MEDIA



Please note – The best way to ask questions, report a road or bridge issue or concern, is to "click" on the ***"Citizen Connect"*** icon located in the top, left-hand corner of the BCRC website's home page **www.baycountyroadmi.gov**.

The BCRC maintains a social media presence as a means to distribute information to the public. The BCRC maintains both X and Facebook accounts. The public can view and "follow" each. By following either, the user will receive alerts from the BCRC regarding road and traffic conditions. These include; road and/or bridge closures, current and future construction work and general road/bridge information. To join either service, please go to the BCRC's website at **www.baycountyroadmi.gov** and "click" on the X and/or Facebook icon at the top of the home screen.

Both media platforms are maintained to provide Road and Bridge information to the public, as a public service announcement.

Again, the best way to ask questions, report a road or bridge issue or concern, is to "click" on the ***"Citizen Connect"*** icon located at the top left-side of the BCRC website's home page. By using the ***"Citizen Connect"*** option, the question or concern is sent directly to the BCRC staff member(s) responsible.

www.baycountyroadmi.gov

ROADSIDE & ROADNAME SIGNS

The BCRC is responsible for all roadside signs within road rights-of-ways under its jurisdiction. These include signs associated with speed limits, stop or yield, school, railroad, bridge, road conditions, roadnames, directional and other signs associated with the roads or bridges. This applies to the Primary and Local road systems.

The BCRC is not required to install and maintain speed limit signs on *prima facie* roadways or "specialty" signs. Please see the section titled "Speed Limits" for the definition of *prima facie*. Examples of "specialty signs" include; Deer Crossing, athlete or team recognition or supporting U. S. troops.

PLEASE NOTE – "Blind, Deaf, Children Playing signs are not recognized by Federal and State highway agencies, and therefore, not by the BCRC. They have been deemed hazardous based on results of various studies and by State and Federal courts of law. These signs invoke a false sense of security for those they are meant to protect. Further, they add "sign clutter" to the roadway, diverting the driver's attention away from the road related signage they should be paying attention to.



As for roadname signs, if the township is notified a Local road sign is damaged or missing, they can contact the BCRC via, e-mail, letter or fax, to request its replacement.

SNOW PLOWING PRIORITIES

The Bay County Road Commission's mission is to provide road snow removal in the most effective and efficient manner possible.

The BCRC's snow removal priorities are listed in order of importance below:

1. State Highways, including; I-75, US-10, M-13 and other "M" routes.
2. County Primary roads; examples being; Wilder, Beaver, Midland, Mackinaw, Garfield, Pinconning, Cass, Kinney, etc.
3. Township Local roads.
4. Subdivisions and dead ends, which could take up to three (3) days after a snow event, to clear.



IMPORTANT NOTE

These priorities are based on the assumption that no additional snow or wind events occur. With each additional snow or wind event, the priorities start over; potentially further delaying the snow removal for roads included in Items 3 and 4 as listed above.

PERMIT PROCESS



Apply • Pay • Review • Approve

"A permit from the BCRC is required for working within ANY portion of ANY county road right-of-way."

Concrete driveways <u>ARE NOT</u> allowed to the edge (the "white line") of the roadway, or to the edge of a paved shoulder.

A permit is <u>NOT VALID</u> unless signed by the Permit Agent and/or the BCRC. Submission of an application, payment and issuance of a payment receipt DOES NOT constitute an approved permit!

A person, partnership, association, corporation or governmental entity shall not construct, operate, maintain or remove a facility or perform any other work within the right-of- way of a county road, without first obtaining a permit from the BCRC. The right-of-way width and location varies throughout the county and the permit applicant must have the right-of-way location verified by BCRC personnel before beginning any construction.

Permit Holders are responsible for <u>ALL</u> maintenance costs associated with the permitted activity including; driveways, driveway culverts, ditch enclosures (frontage tile), catch basins/manholes, concrete or asphalt pavement, curb and gutter, drainage, landscaping, sidewalks, snow removal, and all other items associated with the permitted activity.

The BCRC uses Oxcart Permit Systems, a third-party vendor, to administer all of its permits. **Permit applications must be completed and submitted on-line. BCRC staff will assist those who do not have access to a computer or are not familiar with their operation.** The BCRC then reviews and approves /denies the permit. Each permit has a fee. The application and fees are included on the BCRC website at www.baycountyroadmi.gov.

<u>MAILBOXES</u>

The BCRC has a Mailbox Policy and the property owner must to adhere to the policy requirements. This policy can be found on the BCRC website at www.baycoroad.org. The BCRC **IS NOT** responsible for damage to mailboxes caused by BCRC snow removal activities. The BCRC does offer a $30 voucher to purchase repair parts or a new mailbox, if it is damaged during snow plowing. The BCRC **DOES NOT** pay the full cost to to repair or replace expensive decorative or specialty mailboxes. The owner of this type of mailbox will only receive the voucher amount. Any additional costs to repair or replace the mailbox, are the sole responsibility of the mailbox owner.

SPEED LIMITS

Speed limits are often taken for granted and, until a problem arises, most people pay little attention to the theory behind them. The following information will help you understand how speed limits are established and what they can and cannot do.

SPEED LIMIT MISCONCEPTIONS

Concerned citizens frequently ask the BCRC to lower the speed limit on a roadway. There are widely held misconceptions that speed limit signs will slow the speed of traffic, reduce crashes, and increase safety. **In reality, drivers drive at a speed they consider comfortable, regardless of the posted speed limit.** Before and after speed studies show there are no significant changes in average vehicle speeds following the posting of a new or revised speed limit. Furthermore, research has found no direct relationship between posted speed limits and crash frequency.

Prima Facie Speed

Under Michigan law, there are several instances ***where speed limits need not be posted to be enforced.*** These are called "***prima facie***" speed limits. These include:

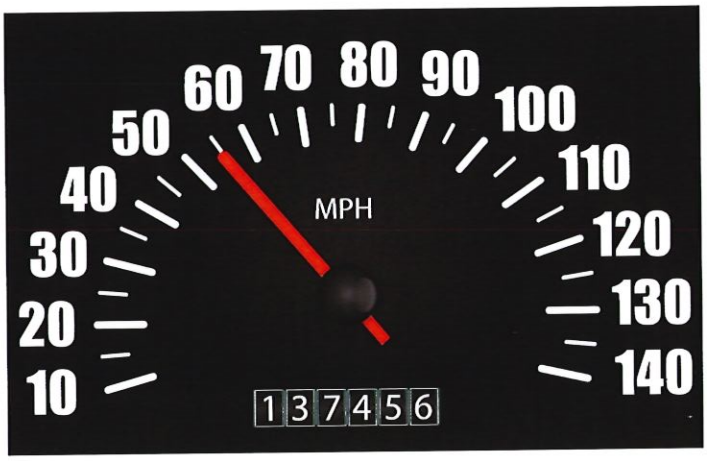
1. A Speed Limit of 55 mph for all, non-signed rural roadways.
2. A Speed Limit of 25 mph for all business and residential districts.

These are considered by State law to be safe and prudent under normal conditions. Again, these roadways do not require a speed limit sign.

Speed limits between 25 and 55 mph are established on the basis of a traffic engineering study. The study includes; an analysis of roadway conditions, crash records and a sampling of the speed vehicles are traveling (a speed study). The speed limit is then set at the speed 85% of the drivers were traveling at the time the speed study was taken. Road conditions and crash history may be used to modify the 85% result.

Traffic traveling at a uniform speed results in increased safety and fewer crashes. Drivers tend to be less impatient and are less apt to pass or tailgate, reducing head-on and rear-end crashes.

**"The BCRC is NOT an enforcing agency.
If you believe vehicles are speeding
CALL THE POLICE!"**



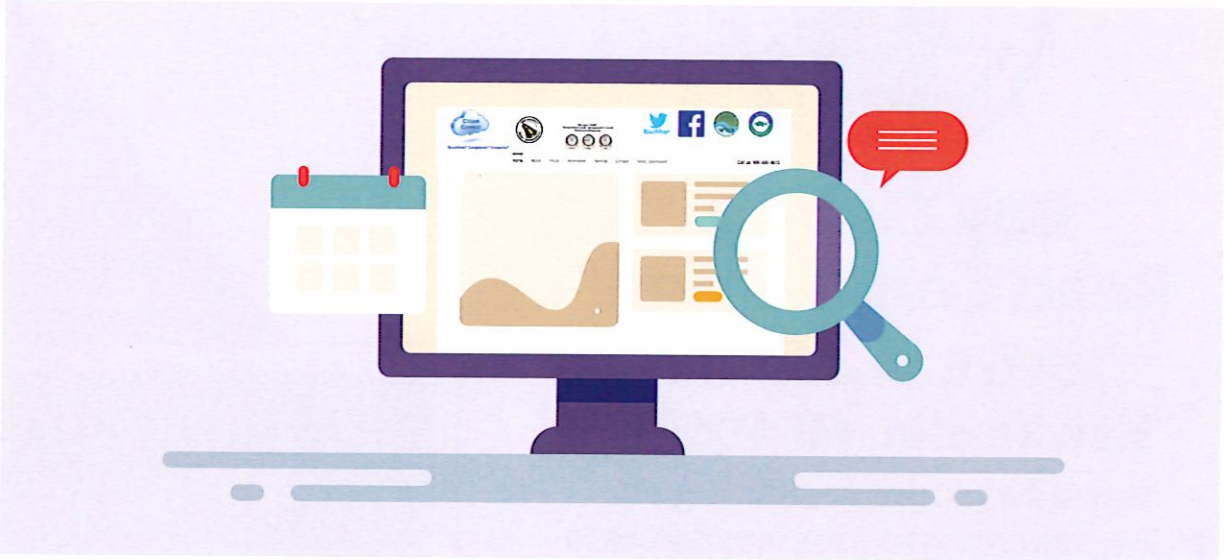
Setting Speed Limits

For business and residential areas, which include subdivisions, a speed limit cannot be set lower than 25 mph.

To set a speed limit other than prima facie 55 mph for a roadway, requires coordination between the Michigan State Police (MSP), BCRC and the Township. If the request is reasonable and determined valid, a speed study will be conducted by either the MSP or BCRC. The speed limit will be set at the speed 85% of the vehicles were traveling at the time of the study. The MSP, BCRC and Township must agree unanimously with the change. Only then will a speed limit be assigned to that section of roadway.

Requests to change an existing speed limit are routinely received by the BCRC. Reasons usually are as follows; vehicles are "speeding", children or elderly are in the area and/or they believe the posted speed "is just too fast". At this point, the validity of the request must be thoroughly evaluated. ***Be forewarned, this request can easily "backfire".*** If a speed study is completed and the results show 85% of the vehicles are traveling ***faster*** than the current posted speed, the MSP will ***raise*** the speed limit. Which is completely opposite of what the requesting party intended! **So, be careful!** However, if the speed study results show 85% of the vehicles are traveling below the current posted speed, the speed limit will, most likely, be lowered.

BCRC WEBSITE



Further information and useful forms can be found on our website at: **www.baycountyroadmi.gov** Some of the website features are listed below.

- **Citizen Connect:** This allows the public to send a service request directly to the BCRC. If requesting a work item or have a concern, this is a fast and effective way to contact us.
- **Permit Applications:** This includes permits for work within the road right-of-way, oversize/overweight trucks, etc.
- **BCRC Notification Service:** This allows an individual to sign up to receive e-mails when the BCRC posts information to the website concerning Employment, Frost Laws, Road Construction and Road or Bridge Closures.
- **Bidding Service/Bid Express:** This is mostly for third-party contractors bidding on materials or road related projects. Bid plans and specifications for projects can be found here.
- **Board Meeting Minutes:** The website contains approved minutes of regularly scheduled and special BCRC Board meetings.
- **Links to Associated Sites:** There are several weblinks to other sites that are associated with the operation and function of the BCRC and road commissions in general.
- **FAQ's (Frequently Asked Questions):** This section of the website lists many frequently asked questions with associated answers.
- **BCRC Operations:** This includes BCRC history, garage and administrative locations, personnel, hours of operation, and many other items associated with the overall operation and function of the BCRC.

www.baycountyroadmi.gov

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