

**Bedford Township**  
5 Year Local Road Plan

Year	Priority	Road Name	Limits	Length (Miles)	Current Surface Type	Last Treatment	Last Treatment Year	Current PASER	Expected PASER in Project Year †	Proposed Treatment*	Expected Post-Treatment PASER	Useful Service Life (Years)*	Expected Cost	Twp. Cost Per 509	CCRD Cost	Next Treatment Year*	Next Treatment*	
2024		Hamilton Rd	M-37 W County Line Rd	3.186	Asphalt	1.5" Overlay	2016	4	4	Chip Seal	8	5	\$159,300.00	\$79,650.00	\$79,650.00	2028	Chip Seal	
		Collier Ave	Meachem Rd Baseline Rd	1.732	Asphalt	3" Overlay	2016	5	5	Chip Seal	8	5	\$86,600.00	\$43,300.00	\$43,300.00	2028	Chip Seal	
		Baseline Rd	W County Line Rd Gravel Begins	2.060	Asphalt	3.5" Crush and Shape	2016	7	5	Chip Seal	8	5	\$103,000.00	\$51,500.00	\$51,500.00	2028	Chip Seal	
		W. County Line	Meachem Baseline	1.755	Asphalt	3" Overlay	2016	6	5	Chip Seal	8	5	\$87,750.00	\$43,875.00	\$43,875.00	2028	Chip Seal	
		Yawger Rd	Waubascon Rd North Ave	1.508	Asphalt	3" Overlay	2016	5	6	Chip Seal	8	5	\$75,400.00	\$37,700.00	\$37,700.00	2028	Chip Seal	
		Hubbard Rd	Twp Limits Dead End	1.497	Asphalt	1.5" Overlay	2016	6	5	Chip Seal	8	5	\$74,850.00	\$37,425.00	\$37,425.00	2028	Chip Seal	
			Northwood Subdivision (Between Yawger & Hubbard)	1.151	Asphalt	1.5" Overlay	2016	5	5	Chip Seal	8	5	\$66,182.50	\$33,091.25	\$33,091.25	2030	Chip Seal	
			Lin-Con-Shaw Subdivision (Off Hubbard)	0.788	Asphalt	2.5" Overlay	2016	6	5	Chip Seal	8	5	\$45,310.00	\$22,655.00	\$22,655.00	2030	Chip Seal	
			Suburban Knolls Subdivision (Off Hubbard)	0.463	Asphalt	2.5" Overlay	2016	6	5	Chip Seal	8	5	\$26,622.50	\$13,311.25	\$13,311.25	2030	Chip Seal	
				14.140										\$725,015.00	\$362,507.50	\$362,507.50		
2025			Hussey-Snow Subdivision (Between M-89 & Collier)	7.872	Asphalt	Combination Overlay	2015	5	4	Chip Seal	8	5	\$405,408.00	\$202,704.00	\$202,704.00	2029	Chip Seal	
			Kendal Acres No. 2 (Feld Ave)	0.815	Asphalt	2.5" Overlay	2015	6	4	Chip Seal	8	5	\$41,972.50	\$20,986.25	\$20,986.25	2029	Chip Seal	
			Kendal Acres (Leonard/Waupaka)	0.767	Asphalt	2" Overlay	2015	5	5	Chip Seal	8	5	\$39,500.50	\$19,750.25	\$19,750.25	2029	Chip Seal	
			S. & N. Gardner Subdivisions (Off M-89)	1.220	Asphalt	Combination Overlay	2015	5	5	Chip Seal	8	5	\$62,830.00	\$31,415.00	\$31,415.00	2029	Chip Seal	
			10.674										\$549,711.00	\$274,855.50	\$274,855.50			
2026		Hutchinson Rd	M-37 Baseline	1.796	Asphalt	3" Overlay	2016	6	5	Chip Seal	8	5	\$95,188.00	\$47,594.00	\$47,594.00	2028	Chip Seal	
		Cole Rd	M-37 Hutchinson Rd	0.241	Asphalt	2.5" Overlay	2016	7	6	Chip Seal	8	5	\$12,773.00	\$6,386.50	\$6,386.50	2028	Chip Seal	
			Bedford Village Streets	1.276	Asphalt	2.5" Overlay	2016	6	5	Chip Seal	8	5	\$67,628.00	\$33,814.00	\$33,814.00	2030	Chip Seal	
			Pine Ridge Subdivision (Off Kirby)	0.357	Asphalt	3" Overlay	2016	6	5	Chip Seal	8	5	\$18,921.00	\$9,460.50	\$9,460.50	2030	Chip Seal	
			Bowne Subdivision (Off M-37)	0.967	Asphalt	3" Overlay	2017	7	6	Chip Seal	8	5	\$51,251.00	\$25,625.50	\$25,625.50	2030	Chip Seal	
			Creekview Subdivision (Off M-37)	0.588	Asphalt	2" Overlay	2016	5	5	Chip Seal	8	5	\$31,164.00	\$15,582.00	\$15,582.00	2030	Chip Seal	
			Valhalla Heights Subdivision (Off Collier)	2.277	Asphalt	Combination Overlay	2016	5	5	Chip Seal	8	5	\$120,681.00	\$60,340.50	\$60,340.50	2030	Chip Seal	
			Blue Spruce	Collier Dead End	0.184	Asphalt	2.5" Overlay	2016	7	7	Chip Seal	8	5	\$9,752.00	\$4,876.00	\$4,876.00	2031	Chip Seal
			Lakeway Dr	Morgan Rd Dead End	0.477	Asphalt	3" Overlay	2016	5	5	Chip Seal	8	5	\$25,281.00	\$12,640.50	\$12,640.50	2030	Chip Seal
			Brown Dr	Morgan Rd Waubascon	0.329	Asphalt	2" Overlay	2016	5	5	Chip Seal	8	5	\$17,437.00	\$8,718.50	\$8,718.50	2030	Chip Seal
			Sassafras Dr	Waubascon Dead End	0.250	Asphalt	2" Overlay	2016	5	5	Chip Seal	8	5	\$13,250.00	\$6,625.00	\$6,625.00	2030	Chip Seal
			Adams Rd	Kirby Dead End	0.370	Asphalt	2.5" Overlay	2016	6	5	Chip Seal	8	5	\$19,610.00	\$9,805.00	\$9,805.00	2030	Chip Seal
			Kirby Bluffs	Kirby Dead End	0.318	Asphalt	2" Overlay	2016	5	5	Chip Seal	8	5	\$16,854.00	\$8,427.00	\$8,427.00	2030	Chip Seal
			Dana Dr	Kirby Dead End	0.244	Asphalt	2" Overlay	2016	5	5	Chip Seal	8	5	\$12,932.00	\$6,466.00	\$6,466.00	2030	Chip Seal
			P Dr N	M-37 Private Road	0.250	Asphalt	2" Overlay	2017	5	5	Chip Seal	8	5	\$13,250.00	\$6,625.00	\$6,625.00	2030	Chip Seal
			9.924										\$525,972.00	\$262,986.00	\$262,986.00			
2027			Randall Acres Subdivision (Off M-89)	0.526	Asphalt	1.5" Overlay	2015	5	5	Chip Seal	8	5	\$28,667.00	\$14,333.50	\$14,333.50	2031	Chip Seal	
			River Bend Park Subdivision (At M-89 Split)	0.644	Asphalt	1.5" Overlay	2015	5	5	Chip Seal	8	5	\$35,098.00	\$17,549.00	\$17,549.00	2031	Chip Seal	
			Morgan Woods & Orchard Park Subdivisions	4.198	Asphalt	2" Overlay	2016	5	5	Chip Seal	8	5	\$228,791.00	\$114,395.50	\$114,395.50	2031	Chip Seal	
			St Marys Lake Area	4.139	Asphalt	Combination Overlay	2016	5	5	Chip Seal	8	5	\$225,575.50	\$112,787.75	\$112,787.75	2031	Chip Seal	
			Ellis Rd	Harmonia Rd Dead End	0.387	Asphalt	3" Overlay	2016	8	7	Chip Seal	8	5	\$21,091.50	\$10,545.75	\$10,545.75	2031	Chip Seal
			9.894										\$539,223.00	\$269,611.50	\$269,611.50			
2028		Kirby Rd	Waubascon Rd W County Line Rd	4.585	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$256,760.00	\$128,380.00	\$128,380.00	2032	Chip Seal	
		Halbert Rd	Collier Ave Twp Line	4.034	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$225,904.00	\$112,952.00	\$112,952.00	2032	Chip Seal	
		Waubascon Rd	Jones Rd Baseline	0.518	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$29,008.00	\$14,504.00	\$14,504.00	2032	Chip Seal	
		Jones Rd	North Ave Waubascon Rd	1.392	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$77,952.00	\$38,976.00	\$38,976.00	2032	Chip Seal	
		Netop	Waubascon Rd Jones	0.191	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$10,696.00	\$5,348.00	\$5,348.00	2032	Chip Seal	
		Colonial Dr	M-89 Dead End	0.221	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$12,376.00	\$6,188.00	\$6,188.00	2032	Chip Seal	
		Hill Top Ln	W. County Line Dead End	0.146	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$8,176.00	\$4,088.00	\$4,088.00	2032	Chip Seal	
			Rio Vista Gardens (Off M-89)	1.624	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$90,944.00	\$45,472.00	\$45,472.00	2032	Chip Seal	
			Gull Pointe Subdivision (Off M-89)	0.373	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$20,888.00	\$10,444.00	\$10,444.00	2032	Chip Seal	
			Dead Ends Off of M-89 (Stillson to Sanborn)	1.451	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$81,256.00	\$40,628.00	\$40,628.00	2032	Chip Seal	
			Level Park, Meadow-Lawn Park, & Robinwood Subdivisions	1.998	Asphalt	Chip Seal	2022	8	5	Chip Seal	8	5	\$111,888.00	\$55,944.00	\$55,944.00	2032	Chip Seal	
				16.533										\$925,848.00	\$462,924.00	\$462,924.00		

Note: A standard inflation rate of 3% per year is assumed beginning in year 2 of this plan.

Treatment	Cost per Mile	
Pulverize Only	Return a failed hard surface road to gravel (100% CCRD Cost)	\$0
Regravel 3"	Add 3" of new gravel to a gravel road. Cost shown reflects cost of materials.	\$18,000
HMA Recon.	Reconstruct HMA road including drainage and profile correction	\$2,000,000
CSC3.5	Pulverize existing hard surface road and repave using 3.5" of HMA	\$575,000
HMA3.0	3" HMA overlay	\$430,000
HMA2.0	2" HMA overlay	\$260,000
HMA1.5	1.5" HMA overlay	\$210,000
Chip Seal	Preventative Maintenance chip seal and fog seal	\$50,000

Note: Cost/Mile become increasingly variable as the level of treatment is increased. These values do not include the cost of large culvert replacements which would need to be estimated on a case by case basis. All values assume a 22-ft wide road section.

## 2024 Preliminary Primary Road List

Pending Funding Availability

	Road Name	Limits	Length (Miles)	Proposed Treatment	
<b>Primary Chip Seal</b>	6½ Mile	Beadle Lake Rd	B Dr N	2.668	<b>Chip Seal</b>
	Pennfield Rd	M-66	Pine Lake Rd	2.239	<b>Chip Seal</b>
	N Dr N	13 Mile	14 Mile	1.005	<b>Chip Seal</b>
	Old-27	Baseline	N Dr N	5.298	<b>Chip Seal + Rut Fill</b>
	18½ Mile	L Dr S	T Dr S	3.981	<b>Chip Seal</b>
	J/K/L Dr S	13 Mile	Old-27	4.625	<b>Chip Seal</b>
	23 Mile	H Dr N	V Dr N	7.295	<b>Chip Seal</b>
	L Dr S	Old-27	20 Mile	3.178	<b>Chip Seal</b>
	Division Dr	22 Mile	24 Mile	2.019	<b>Chip Seal</b>
			Subtotal	32.31	
<b>Primary Overlay</b>	H Dr N	22½ Mile	24 Mile	1.888	<b>HMA1.5</b>
	K Dr S	M-66	6 Mile	1.495	<b>HMA1.5</b>
			Subtotal	3.38	
		Total	35.69		

2024 Calhoun County Local Road Project Selection

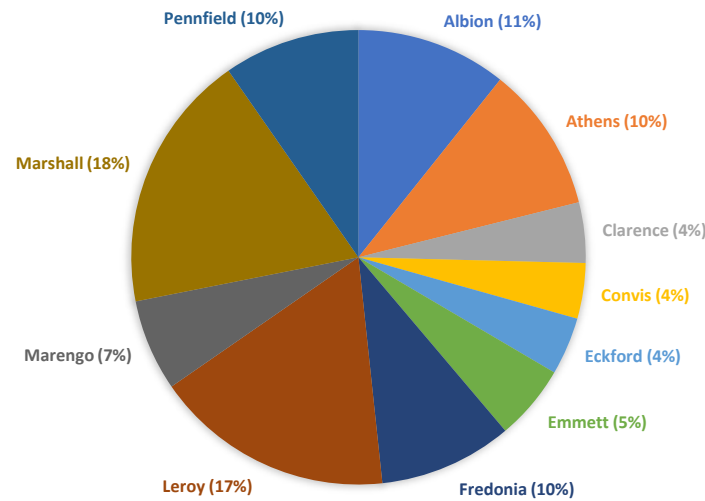
\$1,500,000 for CCRD Local Road Match

Township	Road Name	Limits		Scope	Overmatch (0-50)	Connectivity (0-10)	Safety Impact & ADT (0-20)	Cost Effectiveness (0-5)	Township Priority (0-10)	County Priority (0-5)	Resiliency (0-5)	Right Sizing Paved Network (0-5)	Number of Projects (-10-0)	Total Points	Project Cost	CCRD Cost	Running total
<b>Awarded Projects</b>																	
Pennfield	St. Marys Lake Rd	North Ave	M-66	Chip Seal	-	10	20	5	10	5	5	-	0	55	\$80,869.85	\$40,434.93	\$40,434.93
Fredonia	15 Mile / A Dr S	12 Mile	Marshall Twp Line	Chip Seal	-	10	13	5	10	3	5	-	0	46	\$148,960.43	\$74,480.22	\$114,915.14
Marshall	H Dr N	W. Twp Line	Verona Rd	HMA3.0	-	10	15	0	10	5	5	-	0	45	\$509,791.27	\$254,895.64	\$369,810.78
Pennfield	East Ave	Morgan Rd	Baseline Rd	Chip Seal	-	9	15	5	5	5	5	-	-3	41	\$215,978.10	\$107,989.05	\$477,799.83
Athens	T Dr S / 1½ Mile	1 Mile	S Dr N	Chip Seal	-	6	10	5	7	4	5	-	0	37	\$74,053.02	\$37,026.51	\$514,826.34
Convis	13 Mile	N Dr N	S Dr N	Chip Seal	-	8	5	5	10	3	5	-	0	36	\$120,837.54	\$60,418.77	\$575,245.11
Leroy	E Dr S	5 Mile	6 Mile	CSC3.5	-	6	8	0	10	5	5	-	0	34	\$522,964.20	\$261,482.10	\$836,727.21
Emmett	Shadowood Subdivision	N. Wattles Rd	10 Mile	Chip Seal	5	4	0	5	10	3	5	-	0	32	\$205,797.50	\$82,319.00	\$919,046.21
Albion	30 Mile	H Dr S	Brembo	HMA2.0	-	10	8	0	7	5	2	-	0	32	\$258,140.40	\$129,070.20	\$1,048,116.41
Eckford	23 Mile	D Dr S	E Dr S	Skip & Chip	-	7	5	3	10	3	1	-	0	29	\$125,864.78	\$62,932.39	\$1,111,048.80
Albion	D Dr S	24 Mile	25½ Mile	Chip Seal	-	5	5	5	10	1	5	-	-3	28	\$69,915.00	\$34,957.50	\$1,146,006.30
Athens	1 Mile	V Dr S	R Dr S	Chip Seal	-	10	2	5	5	4	5	-	-3	28	\$99,125.25	\$49,562.63	\$1,195,568.92
Marshall	15½ Mile	Tau Rd	Division	HMA2.0	-	6	10	0	7	4	3	-	-3	27	\$54,882.09	\$27,441.05	\$1,223,009.97
Fredonia	15½ Mile	B Dr S	Division	HMA1.5	-	7	10	0	7	4	2	-	-3	27	\$142,020.00	\$71,010.00	\$1,294,019.97
Clarence	M Dr N	Private Rd	26 Mile	HMA2.0	-	7	2	0	10	4	2	-	0	25	\$131,981.63	\$65,990.82	\$1,360,010.78
Marengo	21 Mile	H Dr N	J Dr N	HMA2.0	-	6	5	0	10	2	2	-	0	25	\$200,016.69	\$100,008.35	\$1,460,019.13
Athens	3½ Mile	M-66	2023 Project	HMA2.0 & Chip	-	7	5	1	10	4	3	-	-5	25	\$145,814.25	\$72,907.13	\$1,532,926.25

<b>Projects for Consideration if Additional Funding is Available</b>																	
Emmett	Fruin Subdivision	Golden Ave	Columbia Ave	Chip Seal	5	4	0	5	7	1	5	-	-3	24	\$145,873.50	\$58,349.40	\$1,591,275.65
Convis	17½ Mile	N Dr N	Old-27	Chip Seal	-	6	2	5	7	2	5	-	-3	24	\$35,224.59	\$17,612.30	\$1,608,887.95
Sheridan	27½ Mile Rd	J Dr N	H Dr N	CSC3.0	-	6	0	0	10	1	5	-	0	22	\$343,833.68	\$171,916.84	\$1,780,804.79
Pennfield	7½ Mile Rd	St. Mary's Lake Rd	White Rabbit	Chip Seal	-	6	0	5	7	1	5	-	-5	19	\$49,841.34	\$24,920.67	\$1,805,725.46
Clarendon	P Dr S	22 Mile	Dead End	CSC2.0	-	0	0	0	10	2	4	-	0	16	\$195,317.63	\$97,658.82	\$1,903,384.27
Convis	18 Mile	L Dr N	1500' North	Chip Seal	-	2	0	5	5	0	5	-	-5	12	\$16,056.75	\$8,028.38	\$1,911,412.65
Clarence	V Dr N	29½ Mile Rd	30 Mile	HMA2.0	-	4	0	0	7	1	2	-	-3	11	\$157,960.97	\$78,980.49	\$1,990,393.13
Albion/Eckford	24 Mile	D Dr S	1750' north	Chip Seal	-	2	0	5	5	0	4	-	-5	11	\$18,782.25	\$9,391.13	\$1,999,784.26
Clarence	Hatch Rd	24 Mile	M Dr N	HMA2.0	-	6	0	0	5	3	2	-	-5	11	\$138,484.08	\$69,242.04	\$2,069,026.30
Eckford	Linden & Ogden	22½ Mile	22½ Mile	Chip Seal	-	0	0	5	7	0	0	-	-3	9	\$16,056.75	\$8,028.38	\$2,077,054.67
Clarence	Country Club Way	R Dr N	Dead End	HMA2.0	-	2	0	0	3	0	2	-	-8	0	\$206,998.67	\$103,499.34	\$2,180,554.01

<b>Other Approved Local Projects (Selection Exempt)</b>																	
Athens	S Dr S	4½ Mile	5 Mile	Regravel3.0	-	-	-	-	-	-	-	-	-	-	\$50,000.00	\$40,856.00	
Pennfield	Roads East of M-66	Non-Subdivisions		Pavement Markings	-	-	-	-	-	-	-	-	-	-	\$18,442.29	\$0.00	

2024 LOCAL ROAD FUNDING  
\$1,500,000 BUDGET



**CALHOUN COUNTY  
BOARD OF COMMISSIONERS  
POLICY STATEMENT**

<b>SUBJECT:  ROAD IMPROVEMENT FUNDING PROGRAM</b>	<b>DATE APPROVED:</b>  2/2/2023	<b>EFFECTIVE:</b> Immediately	<b>POLICY NO.</b> 509
	<b>REPLACES:</b> Former Policy 509 (as adopted 5/19/22)		

**I. POLICY STATEMENT**

The Board of Commissioners as a road agency will ensure compliance with Michigan’s Public Act 51 of 1951, which sets forth the County’s responsibilities and restrictions for the receipt and use of Michigan Transportation Fund monies. The Board acknowledges its requirement to maintain the County’s road and bridge system for the safety of those who travel on them.

This policy applies to road improvement projects that are not considered routine maintenance and that generally involve grants or contracts for funding beyond the County’s match portion. The County Board of Commissioners values its relationships with other local units of government and is committed to work together with township boards toward long-term asset management plans, public education, and fair and reasonable agreements when townships do contribute to the cost of maintenance or improvement to the County road system.

**II. PURPOSE**

To provide guidance and levels of County matching funds for projects used to construct, reconstruct, or improve roadways located on the local and primary road systems within Calhoun County.

**III. LEGAL REFERENCE: MCL 247.662, Sections (9) – (15)**

Effective with the adoption of this policy, the Board of Commissioners will provide road improvement project matching funds pursuant to the above legal reference and in accordance with the following: The Road Department will provide the percentage of matching funds set forth below for road construction, reconstruction or improvement activities. Those activities will include, and not be limited to, the following:

- A. Paving Existing Gravel Roads** – includes clearing, deberming, driveway corrections and tie-ins, drainage corrections/improvements, benching/widening, storm sewer and utility structures and adjustments, storm sewer pipe and culvert replacements/installations, grading, sub-base, bituminous asphalt and/or concrete pavement, striping, signage, erosion control, slope/lawn restoration, gravel shoulders, design and construction engineering (includes construction administration, inspection, and quality assurance testing), and any other costs required to complete the project in its entirety as recommended by the Managing Director.

1. The County would commit to these projects if 100% of the funding is available from sources other than the County's Act 51 funds.

**B. Resurfacing (overlaying/repaving hard surface roads including crush & shape and roads previously returned to gravel) –** includes clearing, deberming, milling, driveway corrections and tie-ins, drainage corrections/improvements, storm sewer and utility structures and adjustments, storm sewer pipe and culvert replacements/installations, grading, selective milling/crushing/pulverizing and subbase replacement work, bituminous wedging, placement of bituminous asphalt pavement, striping, signage, erosion control, slope/lawn restoration, gravel shoulders, design and construction engineering (includes construction administration, inspection, and quality assurance testing), and any other costs required to complete the project in its entirety as recommended by the Managing Director.

1. The County is willing to match 50% for these projects.

**C. Heavy Maintenance (wedging and chip sealing paved roads) –** includes clearing, deberming, draining corrections/improvements, storm sewer and utility structures and adjustments, selective milling/pulverizing and subbase replacement work, bituminous wedging, chip seal, signage, striping, gravel shoulders, design and construction engineering (includes construction administration, inspection, and quality assurance testing), and any other costs required to complete the project in its entirety as recommended by the Managing Director.

1. The County is willing to match 50% for these projects.

**D. Option in lieu of chip sealing (microsurfacing, "Cape Seal", and similar treatments) –** includes all costs associated with the application of a thin overlay material to maintain and extend the useful life of local bituminous roads (instead of just applying chip seal), clearing, signage, striping, drainage and utility structure adjustments/corrections, design and construction engineering (includes construction administration, inspection, and quality assurance testing), other items as listed above in "Heavy Maintenance," and any other costs required to complete the project in its entirety as recommended by the Managing Director.

1. The County is willing to match 50% for these projects.

**E. Bridge Replacement –** includes repair or replacement of any structurally deficient bridge.

1. Bridge replacements are generally funded partially through the Michigan Department of Transportation's Local Bridge Replacement Grant Program with remaining construction, engineering, inspection, testing, and administration costs being paid for by the Road Department. The

County is willing to match 50% of the remaining costs, after grants, for these projects.

**F. Culvert and Drainage Structure Replacements** – not part of a road improvement project with a *replacement size* of or exceeding forty-eight inches (48”) in diameter.

1. The County is willing to match 50% for these projects.
2. Culverts with a diameter of less than forty-eight inches (48”) will be replaced by the Road Department under normal routine maintenance procedures provided that the replacement size is also less than 48”.
3. For road improvement projects, all culverts less than 48” in diameter replaced as part of a project defined elsewhere in this policy will include a County match as specified within the general terms of that particular project. The County is willing to match 50% for culverts or structures with a replacement size exceeding 48” on these projects.
4. The size defined herein will be determined as the required replacement size, or hydraulically equivalent size if not circular in shape, as determined by the Michigan Department of Environment, Great Lakes, and Energy (EGLE), or the County Water Resource Commissioner.

**G. Preliminary Estimates, Design Engineering, Construction Inspection/Testing, and Project Management/Administration** – includes surveying, design engineering, plan and specification preparation, permits, and bid documents on all local road improvement projects.

1. Preliminary estimates will be provided to a township upon request in writing from the township board and will be provided at no cost.
2. Preliminary estimates will be provided to individuals upon request, and the individual will be billed for the actual cost of preparing the estimate(s).
3. All costs for surveying, design, engineering, plan and specification preparation, permits, and bid documents on local road improvement projects will be included in the overall project costs for the respective project and will generally be counted as part of the Road Department’s in-kind services and contributions toward the project match.

**H. Right of Way** – includes negotiation and purchase of right of way for all local road projects.

1. The County is willing to purchase or acquire right of way for local road improvement projects only if 100% of the funding is available from sources other than the County’s Act 51 funds.

- I. **Administrative Overhead** – includes the cost of advertising, bidding, contract award, procurement of materials, accounting, and billing for the project.
  - 1. Costs for overhead on work performed by Road Department and County employees will be included based on the appropriate match depending on the project, at 8.5% of the project costs. Administrative overhead costs for material invoices and contracted work items will be absorbed by the Road Department.
  
- J. **Local Gravel Roads** – Bridge, drainage structure, and culvert replacements will be handled as outlined previously in this policy. The remaining cost to maintain local gravel roads will be 100% the responsibility of the Road Department.
  
- K. **Local Road Regraveling Prioritization** – The cost of aggregate will be paid 100% by the township, and all other construction costs will be 100% the responsibility of the Road Department. The Road Department will determine a per mile cost each year, and the township will be provided a fixed Lump Sum contract for the work.

**IV. Local Road Improvement Program**

- 1. Participation in this program requires that a Township provide at least 50% of the total project cost in accordance with MCL 247.662, Sections (9)- (15). Townships may elect to fund up to 100% of project costs.
  
- 2. For projects to be considered for Road Department funding, Townships must commit by December 15 to projects for the next year. For 2023 the deadline for townships to obligate funds is 30 days following the adoption of this policy.
  
- 3. Projects will be selected for funding based upon a rating matrix. Townships whose projects have been selected, will then receive a contract.
  
- 4. A township can request a return to gravel at any time in accordance with Policy 520.

**V. PRIMARY ROAD IMPROVEMENT PRIORITIZATION PROGRAM** - The County is responsible for the ongoing improvement of primary roads and bridges, generally with a combination of funding available to the Road Department through local, state and federal sources. The County will prioritize and budget for such projects based on asset management plans and available funding. Townships that are able to provide funding to prioritize primary roads over and above the County’s planned projects may request primary road prioritization contracts, which will include all costs required for constructing or improving county primary roads (as described earlier in this Policy for local road projects).

- 1. The County is willing to match 50% for these projects.

2. The Road Department will commence design and bidding as soon as feasibly possible, with construction of the project prioritized as stipulated in the project agreement between the township and the Road Department.
3. This program is subject to the availability of Road Department funds for primary road construction projects.

## V. **GUIDELINES**

An agreement will be prepared by the Road Department for all projects, which includes the total lump sum project cost, project specific match requirements, anticipated project schedule, and payment terms. This agreement must be approved and signed by the township board, with subsequent approval by the Managing Director and notification to the County Board of Commissioners after verification of available matching funds and project scheduling commitments. Deposits will be required before project construction commences to assist with the purchase of materials, and progress payments may be required for projects under construction for more than 30 days. The deposit and payments will be due as stipulated in the agreement.

Calhoun County encourages advance planning for local road construction, reconstruction, or improvement projects in each township. Because there are limited available Road Department matching dollars available each year, project agreements not executed and approved prior to completion of the year end budget planning process of the Road Department may be carried forward for construction during the following year if approved by the Managing Director and if County matching funds are available.

All matching dollars listed herein are only available for project work coordinated and completed by the Road Department or its contracted agents. Roadways eligible for matching fund allocations shall include local and urban roadways not part of a platted subdivision, as well as for local roadways and streets part of platted subdivisions in which the street or roadway provides a through access or a connector function.

The Road Department will retain the right to deny the allocation of matching funds to any proposed local roadway or street construction project located within a platted subdivision when the allocation of matching funds would delay completion of a higher priority project, as set forth by the Road Department's local road system management program.



## Local Road Project Scoring

1. Overmatch (0-50)
  - 50% = 0
  - 60% = 5
  - 70% = 10
  - 75% = 15
  - 80% = 25
  - 85% = 40
  - 90% = 50
  - 100% = Automatically Selected
  
2. Connectivity (0-10)
  - To what extent does this project connect to other fair or good quality roads in the area?
  - How well does this road connect to county primaries or state trunklines in the area?
  - Is the project considered sufficient length to provide economy of scale?
  
3. Impact on Safety: Average Daily Traffic (0-20)
  - 0-100 = 0
  - 101-200 = 2
  - 201-300 = 5
  - 301-400 = 8
  - 401-500 = 10
  - 501-750 = 13
  - 751-1000 = 15
  - 1000+ = 20
  
4. Cost Efficiency for Treatment (in-house or contractor) (0-5)
  - In-house = 5
  - Both Contractor and in-house = 1-4
  - Contractor = 0
  
5. Township Priority (0-10)
  - Priority of project will be established at the individual township meeting with the Road Department in the fall of each year. These priorities will be reflected in the township's 5-year plan.
    - 1<sup>st</sup> Priority = 10
    - 2<sup>nd</sup> Priority = 7
    - 3<sup>rd</sup> Priority = 5
    - 4<sup>th</sup> Priority = 2
    - 5<sup>th</sup> Priority & lower = 0

6. County Priority (0-5)
  - High = 5
  - Scale in between
  - Low = 0
  
7. Resiliency (0-5)
  - Extends service life of road (i.e. Not a kick the can down the road project)
  - Adequate fix to roadway based on PASER.
  
8. Right sizing of paved network (0-5)
  - 1 point per 1000' of failed hard surface pavement that is returned to gravel.
  - Maximum 5 points per year
  - Points will be applied to all projects submitted by that township for the current project year and all projects submitted in the following project year.
  
9. Number of projects already selected (0 to -10)
  - 0 = 0
  - 1 = -3
  - 2 = -5
  - 3 = -8
  - 4+ = -10



5-year	Type of Service	Cost Per Mile	Total Miles Completed Per Year	Twp Cost Per Year	*CCRD Cost Per Year
	Chip Seal	\$50,000	12.84	\$321,000.00	\$321,000.00
				<b>Total Cost Over 5 Years</b>	<b>Total Cost Over 5 Years</b>
				\$1,605,000.00	\$1,605,000.00
7-year	Type of Service	Cost Per Mile	Total Miles Completed Per Year	Twp Cost Per Year	*CCRD Cost Per Year
	Chip Seal	\$50,000	9.17	\$229,250.00	\$229,250.00
				<b>Total Cost Over 7 Years</b>	<b>Total Cost Over 7 Years</b>
				\$1,604,750.00	\$1,604,750.00
10-year	Type of Service	Cost Per Mile	Total Miles Completed Per Year	Twp Cost Per Year	*CCRD Cost Per Year
	Chip Seal	\$50,000	6.42	\$160,500.00	\$160,500.00
				<b>Total Cost Over 10 Years</b>	<b>Total Cost Over 10 Years</b>
				\$1,605,000.00	\$1,605,000.00
<b>64.2 = total miles of local township roads</b>					
<b>The above costs were calculated using the CCRD's 2023 5-year proposed plan; these costs are expected to increase annually</b>					
<b>*50/50 split road fund's from the CCRD are NOT guaranteed; the county match is dependent upon their budget and project availability</b>					
<b>**This spreadsheet is to be used as an EXAMPLE only. The above services are not a recommendation nor are they reflective of current township road conditions. An independent road assessment must be completed to provide accurate road ratings to determine a road maintenance plan.</b>					



# CHARTER TOWNSHIP OF BEDFORD

## Road Advisory Committee

### March 2024

### REPORT

This report consists of the duties and recommendations by the Charter Township of Bedford Road Advisory Committee. This report is divided into two sections.

Section I is an updated list of committee members and a general summary of the goals and objectives established by the committee during the meetings, topics that were reviewed, and items discussed for recommendation.

Section II is a summary of recommendations the Board of Trustees may consider when establishing and implementing a road maintenance plan.

## Section I: Goals and Objectives

Road Advisory Committee Members:

Mark Hires  
Scott Carr  
Dennis McKinley  
Mike Staib

### Goals & Objectives:

The Charter Township of Bedford Road Advisory committee has met a total of four times. The goals and objectives of the committee were as follows:

1. Compile data from the Calhoun County Road Department (CCRD) and provide an example of a 5-year, 7-year, 10-year maintenance plan.
2. Review CCRD policies and determine what recommendations are necessary to best utilize the current policies in place.
3. Determine if a Bedford Township Road Coordinator is necessary.
4. Determine the role of the road advisory committee in regards to recommendations made for the maintenance of township roads.
5. Discuss potential options for a competitive bid process.

<b>Meeting Date</b>	<b>Attendance</b>	<b>Items discussed</b>
September 24, 2023	Mark Hires Scott Carr Denis McKinley Mike Staib	Set future meeting dates Set goals for advisory committee General discussion of a road coordinator, how funding works, current funding from CCRD
October 28, 2023	Scott Carr Mark Hires Denis McKinley Mike Staib	Discussion of CCRD submitted plan for road maintenance; discussion of lack of funding from CCRD; discussion of expectations and requirements for not using the CCRD
December 14, 2023	Mike Staib Denis McKinley Mark Hires Scott Carr	Discussion of meeting attended by Dennis and Scott. Review of cost associated with maintenance. Continued discussion of having a township road coordinator.
February 15, 2024	Mark Hires Mike Staib Scott Carr	Final discussion involving report to the Board, recommendations regarding a local road coordinator, maintenance plan, and obtaining our own bids for projects

## **Section II: Summary of Recommendations**

### **Summary of Recommendations:**

1. Township Road Coordinator
  - Given the scope and complexities that long term road maintenance plans require, the committee is recommending that the Board consider hiring a Road Coordinator. Their role would be to serve as a liaison between the Board and CCRD, attend CCRD meetings as a township representative, attend Calhoun County Commission meetings regarding road funding as a township representative, assist with independent assessment of township roads, oversee work completed by the CCRD and/or outside contractors, assist with any Request for Proposal for projects that would NOT be done with the CCRD, and work with the Board to establish road requirements to be included in a Capital Improvement Plan.
  
2. Review of CCRD Policies
  - See attached Policy 509 for Road Funding 50/50 split for matching fund program. See attached Calhoun County Road Department Procedure for Township Contracting for Road Improvements Policy.

### 3. Township Road Assessment

- The committee highly recommends hiring an independent road assessor to score all township roads to compile a current and accurate list of projects to be completed and their priority.

### 4. Long Term Road Maintenance Plan

- A long-term maintenance plan is critical in any decision-making process moving forward. This plan would use the independent assessment to establish necessary routine maintenance (crack sealing, chip sealing, pothole repair etc.) and periodic maintenance (overlay, culvert repairs, tree canopy trimming etc.). Please see the attached examples for 5-year, 7-year, and 10-year plans. These examples should be used to help the Board understand the different potential road projects; *an independent road assessment should be completed prior to implementing any maintenance plan.*

### **In Summary:**

Since the previous special assessment in 2014, the process for maintaining township roads has changed drastically. The most impactful change being the road funding split going from 70/30 to 50/50. Calhoun County Road funds are not guaranteed, and are dependent upon the county's budget, road scoring, and requested projects for all townships within Calhoun County. Most of the road projects from the special assessment were completed 6 to 8 years ago, meaning those roads are now in need of maintenance to remain in good condition. Maintaining roads that are in good condition is the most cost-effective way to extend the life of our roads. It is the committee's recommendation that an independent assessment, review of funding options, and the hiring of a qualified employee dedicated to the oversight of township roads will be vital for a successful long-term maintenance plan.

### \*Attached for Reference

- Policy 509
- Calhoun Co. Road Dept. Procedure for Township Contracting for Road Improvements
- CCRD 2023 5-year Maintenance Plan
- Examples of 5-year, 7-year, 10-year plans
- The 2024 Local Road projects funded by CCRD
- The 2024 Preliminary list of Primary roads being done by the CCRD

CALHOUN COUNTY ROAD DEPARTMENT  
PROCEDURE  
FOR  
**TOWNSHIP CONTRACTING FOR ROAD IMPROVEMENTS**

CCRD

1 of 1

10-09-2023

The County is willing to grant right-of-way permits to townships that desire to utilize their own funding and select a contractor to perform local road improvements. The permit outlining the scope of work will include the following requirements:

- 1) The township will submit plans or project log to the CCRD (via OxCart) signed and sealed by a Professional Engineer licensed in the state of Michigan. Crack sealing operations are exempt from this requirement.
- 2) The township will provide to the CCRD evidence that the contractor selected by the township is Michigan Department of Transportation Prequalified for the work to be performed.
- 3) The township will hire a qualified consultant to provide construction inspection, including material testing and density tests as required by MDOT specifications. Copies of the reports will be provided to the CCRD. Crack sealing operations are exempt from this requirement.
- 4) The township will secure necessary permits from all applicable governmental agency and provide to the CCRD copies of the permits. (i.e. EGLE, MDOT...etc)
- 5) The township shall obtain a right-of-way permit (via OxCart) from CCRD and provide the necessary insurances.
- 6) The township will provide funding for the entire cost of the project.
- 7) If there is an issue with the work performed, the township will be notified of the area that needs to be corrected. The township will ensure the contractor completes the corrections in a timely manner. Failure to make the correction would result in CCRD making the repair, and the township reimbursing the County for its costs to do so.