

CALHOUN COUNTY
BOARD OF COMMISSIONERS
POLICY STATEMENT 509

SUBJECT: Local Road Improvement Funding Program (Replaces former Local Road Cost Sharing Program Policy)

DATE APPROVED: February 20, 2014

EFFECTIVE: Immediately

REPLACES: Former Policy 509 (as adopted November 1, 2012)

I. POLICY STATEMENT:

The Board of Commissioners realizes the significance and importance of the need for a partnership between Calhoun County's township boards and the Calhoun County Road Department. Funding and economics related to road improvements and maintenance are constant concerns of the County Board of Commissioners when setting fair and reasonable policies. This policy is being adopted to fully inform all townships of the required participation in local road improvement projects.

II. PURPOSE:

To provide a uniform method to allocate matching funds used to construct, reconstruct or improve roadways located on the local road system 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 local road 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 shall include, but shall not be limited to, the following:

- A. Road Construction (paving gravel roads)** - includes clearing, drainage corrections, grading, placement of sub-base, bituminous mix surface, gravel shoulders and construction engineering (includes administration, inspection and testing on all road projects.)
 - i. Participation in this program requires that a Township and/or residents share 70% of the project costs.

B. Resurfacing (re-paving bituminous roads) - includes clearing, drainage improvements, culvert replacements, bituminous wedging, placement of bituminous mix surface and gravel shoulders.

ii. Participation in this program requires that a Township and/or residents share 70% of the project costs.

C. Heavy Maintenance (wedging and chipping bituminous roads) - includes bituminous wedging, chip seal over the wedging and gravel shoulders.

i. Participation in this program requires that a Township and/or residents share 70% of project costs.

D. Re-gravelling - includes adding gravel to a full length section of existing gravel road.

Gravel purchased by a Township, affected property owners, and/or other interested parties, from a source approved by the Road Department will be spread with a share of share of 50% of project costs.

E. Option in lieu of seal coating - includes all costs associated with a thin overlay to maintain and extend the useful life of local bituminous roads instead of seal coating.

i. This option is being made available for those residents that choose, through their respective townships, to apply a thin bituminous surface over an existing bituminous road instead of a seal coat.

ii. Participation in this program requires that a Township, effected property owners, and/or other interested parties, but not the Board, pay 70% of the project costs.

F. Bridge Replacement - includes repair or replacement of any structurally deficient bridge.

Bridge replacements are funded partially through the federal/state bridge program with the remainder being paid for by County. Local bridge repair/replacement may require the Township to participate at a cost share of 50% if other revenue sources are not available.

G. Culvert Replacement – not part of a project in excess of forty-eight inches (48”).

i. Participation in this program requires that the Township, effected property owners, and/or other interested parties share 50% of the project costs.

ii. Culverts with a diameter of less than forty-eight inches (48”) will be determined to be replaceable under normal routine maintenance procedures.

H. Preliminary and Design Engineering - includes preliminary surveying, design engineering, plans, permits and bid documents on all local road improvement projects.

All construction estimates provided to the township must be requested in writing from the township board, and will be provided at no cost. Estimates provided for individuals will be provided, and the individual will be billed for the actual cost of preparing the estimates.

I. Right of Way - includes negotiation and purchase of right of way for all local road projects.

Purchase or acquisition of right of way for local road improvement projects requires that a Township, affected property owners, and/or other interested parties, but not the Board, pay 100% of the acquisition costs.

J. Administrative Overhead - includes the cost of advertising, bidding, contract awarding, accounting and billing for the project.

Costs for overhead on work performed by Road Department employees will be paid based on the preceding cost sharing at 8.5% of the project costs. Administrative overhead costs for contracted work will be absorbed by the Road Department.

IV. GUIDELINES:

Township share of construction projects may be spread over a two year payment schedule. In the event a township board determines it to be in its best interest to bond for local road construction projects, the repayment period may be extended to be commensurate with the bonding repayment schedule. Calhoun County encourages advance planning for local road construction, reconstruction or improvement projects in each township. Absent approval by the Board of Commissioners, projects not approved prior to completion of the year end budget planning process of the Road Department will not be constructed during the next year unless paid for by the Township at 100% of the projected cost during the year constructed.

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.