

Crossroads

The Quarterly Journal of the County Road Association of Michigan

Volume 5 | Issue 4

Summer 2020

WAVE GOODBYE TO SOME SHORELINE ROADS...

*... highest Great Lakes water levels
in years threaten county roads.*

Page 9



IN THIS ISSUE:

CRA offices make the move downtown!

How road agencies are working through COVID-19



One Team — One Goal.



- 20 FULL SERVICE LOCATIONS
- 24/7 FIELD SERVICE
- 120+ FIELD SERVICE TRUCKS
- 20+ PARTS DROP LOCATIONS
- 24/7 ONLINE PARTS ORDERING
- 150+ DEDICATED SERVICE BAYS
- 350+ SERVICE TECHNICIANS
- 45+ PARTS EXPERTS
- 20,000+ RENTABLE UNITS
- 24/7 RENTAL SUPPORT



NOVI

24800 Novi Road
Novi, MI 48375
(248) 349-4800

GRAND RAPIDS

7700 Caterpillar Ct.
Grand Rapids, MI 49548
(616) 827-8000

KALKASKA

3990 U.S. Highway 131
Kalkaska, MI 49646
(231) 258-8265

BROWNSTOWN TWP.

19500 Dix-Toledo Hwy.
Brownstown Twp., MI 48183
(734) 479-5800

POWER SYSTEMS

25000 Novi Road
Novi, MI 48375
(248) 349-7050

MACOMB

12550 23 Mile Road
Shelby Twp, MI 48315
(586) 997-5300

SAGINAW

3141 Wolf Road
Saginaw, MI 48601
(989) 752-7300

LANSING

7650 Millett Hwy.
Lansing, MI 48917
(517) 699-4800

KALAMAZOO

5140 Meredith St.
Portage, MI 49002
(269) 383-7880

WATERFORD

2210 Scott Lake Rd.
Waterford, MI 48328
(248) 674-0000

GALESBURG

144 N. 33rd St.
Galesburg, MI 49053
(269) 665-7608

LANSING

7825 Northport Dr
Lansing, MI 48917
(517) 394-2233

BROWNSTOWN TWP.

2625 W.Sibley Court
Brownstown Twp. MI 48193
(734) 225 - 2292

WIXOM

52700 Pontiac Trail
Wixom, MI 48393
(248) 714-8300

TRAVERSE CITY

4195 Meadow Lane Dr
Traverse City, MI 49685
(231) 932-2255

NILES

2147 S 11th St.
Niles, MI 49120
(269) 262-4600

MIDLAND

3213 South Saginaw Rd
Midland, MI 48640
(989) 496-7511

BYRON CENTER

6190 Clyde Park Ave SW
Byron Center, MI 49315
(616) 530-2233

SHELBY TWP.

17171 23 Mile Rd,
Shelby Twp. MI 48042
(586) 786-4606

SITECH

24800 Novi Rd.
Novi, MI 48375
(248) 380-1407

Crossroads

Crossroads is the quarterly publication of the County Road Association (CRA) of Michigan. The 83 county members of CRA represent the unified, credible and effective voice for a safe and efficient county road system in Michigan.

The Association is dedicated to helping members promote and maintain a safe, efficient county road system including stewardship of the county road right-of-way in rural and urban Michigan.

CRA BOARD

PRESIDENT:	Richard B. Timmer, Chippewa
VICE PRESIDENT:	Fred Peivandi, PE, Genesee
SECRETARY-TREASURER:	Burt R. Thompson, PE, Antrim
DIRECTORS:	John M. Hunt, Huron James M. Iwanicki, PE, Marquette Joanna I. Johnson, Kalamazoo Dennis G. Kolar, PE, Oakland Bradley S. Lamberg, PE, Barry Michael A. Maloney, PE, Ontonagon Douglas J. Mills, PE, Baraga Larry Orcutt, Alpena David Pettersch, Gladwin Douglas Robidoux, Mason Walter J. Schell, PE, Macomb Steven A. Warren, Kent Joyce Whisenant, Muskegon
DIRECTOR & PUBLISHING TEAM:	Denise Donohue, CAE, APR Rachael Cieslik, rcieslik@micountyroads.org Dustin Earley, dearley@micountyroads.org

No part of this publication may be reproduced without permission of the editor and the County Road Association of Michigan. Opinions expressed by columnists and contributing authors are not necessarily those of the County Road Association of Michigan, its officers, employees or the editor.

Advertisers and sponsors are solely responsible for the accuracy of information in their ads.

© 2020, County Road Association of Michigan

ON THE COVER:

County Road 107, Porcupine Mountains, Ontonagon County

IN THIS ISSUE

- 4 PRESIDENT'S CORNER**
- 6 PROFILE OF COUNTY ROAD AGENCIES:**
Essential workers in a crisis.
- 9 INNOVATION ALLEY**
High Great Lakes water levels threaten county roads.
- 15 LEGISLATOR PROFILE**
House Representative Leslie Love.
- 17 NEW ROAD MONEY, NEW POLICY DECISIONS**
Creating fairness with new road funding.
- 21 COUNTY ROAD ASSOCIATION MOVES ON DOWN(TOWN)**
- 23 AWARDS SPOTLIGHT**
The 49th annual CRA Awards Breakfast.
- 29 BETWEEN THE LINES**
Foreshadowing more responsibility for county road agencies.
- 33 ASK ... DUSTIN EARLEY**
Engagement on the new Tool Crib resource.
- 37 COMMUNICATION CORNER**
CRA's new Tool Crib brochures.
- 41 EVENT CALENDAR**
Check out what's coming soon!
- 41 CHANGING LANES**
Key transitions at ...
- 42 EDITOR'S NOTE**



COMING SOON Our new look!



Crossroads is getting a makeover in our next issue! We're debuting a new design with enhanced content, vibrant photos and bold graphics.

Crossroads' editorial team wants to hear from you! Call CRA at 517.482.1189 and share ideas for future issues.

Read **Crossroads** online!
Visit micountyroads.org/Crossroads.

PRESIDENT'S CORNER



With all that's happening during the COVID-19 outbreak as I write my first President's Column in the first week of April, I must ask where do you start and where do you end a column like this?

I'd like to begin by saying I am truly honored to be elected President of CRA.

For those who may not know me, after spending 30 years in construction management and 12 years in construction consulting and education, I've been fortunate to serve as a commissioner for the Chippewa County Road Commission since 2011. I'm currently chair of the board.

I've also served the last eight years on the CRA board. With the last year as Vice President, I've seen first-hand how the bright minds leading our county road agencies come together to make everyone stronger.

I'm proud to be a part of an organization pulling information together and sharing between counties so we can all make educated, better decisions!

This is what we're good at: Sharing knowledge and approaching problems from new, innovative directions.

A lot of what road agencies are doing right now is different from the job description of working on roads.

Thanks to COVID-19, we have a new focus on maintaining a safe workplace and healthy work force during this unparalleled pandemic in modern times. But we're tackling it the same way we have many of the other problems county road agencies regularly face.

I'd like to end by reinforcing something I very firmly believe. Our unity makes us strong. The more we contribute and participate, the stronger we are. In that strength and unity, we will survive this.

What the future looks like right now, we're not sure. But by working together, we will overcome.

Thank you,

Richard B. Timmer
CRA President and
Chair of the
Chippewa County Road Commission

Vegetation control methods vary.
Our results don't.
Guaranteed!

UTILITY HIGHWAY INDUSTRIAL PIPELINE DRAINAGE

DALTONS^{INC}
chemical vegetation control
weeds · bareground · brush · invasives

p.o. box 724
north webster, in 46555
phone 574.267.7311
fax 574.267.7043
cell 574.483.1229
email lex@thedaltoninc.com

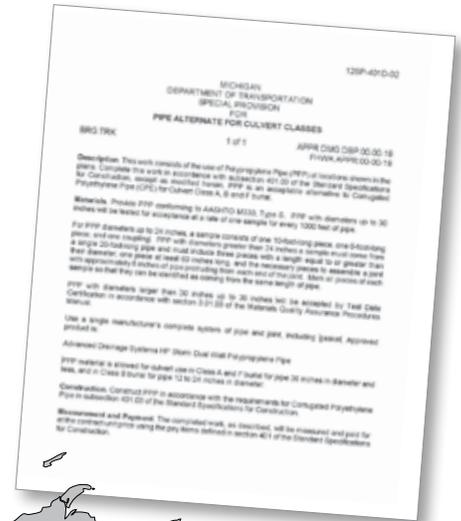
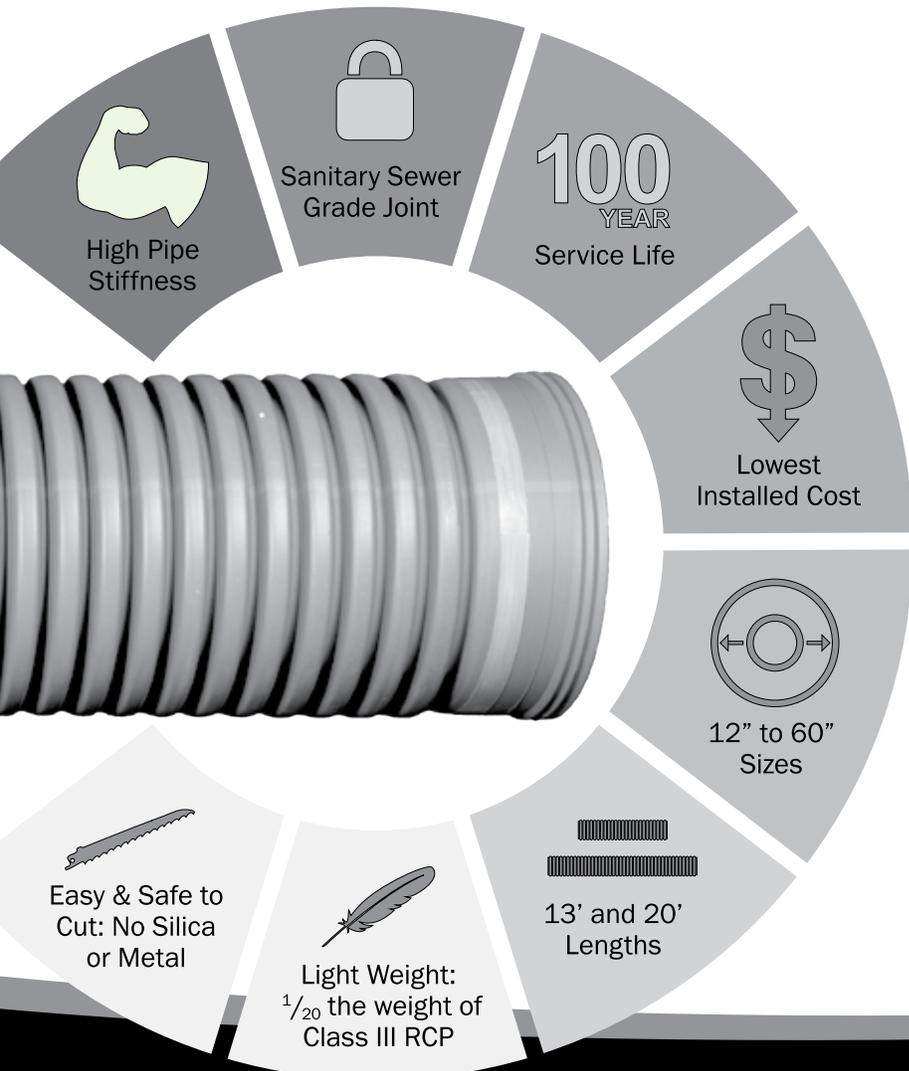
GUARDRAIL ROADSIDE OFF-ROAD RIGHT-OF-WAY since 1972

EVERBLADES
HEATED WIPER BLADES
www.everblades.com

MDOT EXPANDS THE USE OF POLYPROPYLENE PIPE

Michigan DOT approves the use of dual-wall PP pipe for storm sewer and culvert applications. Specifically, it is approved as follows:

- **12"-24" Diameters** - Approved for storm sewer & culvert applications under all roadways including under highways with fill heights up to 16 feet (Class B)
- **30"-36" Diameters** - Approved for storm sewer & culvert applications under all roadways including under highways with fill heights up to 10 feet (Class A, F)
- **42"-48" Diameters** - Approved for culvert applications under for roadways with average daily traffic (ADT) up to 20,000 vehicles per day with fill heights up to 10 feet (Class A, F)



FOR MORE INFORMATION PLEASE CONTACT:

JOHN FREEMAN
Regional Sales Manager
517-862-2099
john.freeman@ads-pipe.com

CHRIS OWEN
Engineered Products Manager
248-431-1361
christopher.owen@ads-pipe.com

PROFILE OF COUNTY ROAD AGENCIES:

Essential workers in a crisis

As this issue of *Crossroads* was written, Michigan's 83 county road agencies had withstood the COVID-19 pandemic, remaining on the job and strategizing about 2020 roadwork.

With winter meetings over and an early spring warm-up that saw no seasonal weight restrictions in some counties, it looked like roadwork would take off. Both Gov. Whitmer's EO and a pivotal US Homeland Security memo said transportation infrastructure employees and contractors were essential workers to society during the COVID-19 pandemic.

But, wait ... As the virus peaked, the ground shifted.

Road agency leaders had to rethink worker protection against the most insidious virus since the Spanish flu of 1918. Our collective thoughts of COVID-19 being just another flu, impacting only the elderly and immunocompromised, or not being possible in a healthy 21st century population, were shattered.

With the Governor's Stay Home Stay Safe EO issued on March 23 and re-issued April 10, managers were challenged to re-invent their practices. Most agencies tried work from home for staff who could, dispatching operations staff from remote locations, and trimming 2020 roadwork budgets anticipating a significant hit to the Michigan Transportation Fund's (MTF) gas tax revenue component.

This issue, *Crossroads* is sharing some of the new ways that road agencies continued to work on the road system at this unprecedented time.

What changes did you make in road commission operations that you didn't expect to when COVID-19 was just beginning?

Chippewa County Road Commission (CCRC), Rob Laitinen, PS, superintendent/manager:

"At the onset we imposed more strict rules. After the initial case in Chippewa County came in through the airport, things got real; the spouse of one of our operators is a TSA agent at the airport. I was approached by other employees asking me to not allow him back into the workplace.

"The second event that led to our unbelievable decision to stay at home and work on-call was the occurrence of a case at the Kinross Correctional facility. We have several employees whose spouses work there. With that occurrence we really made some serious decisions."



Gladwin County Road Commission (GCRC), Dave Pettersch, managing director:

"We had just broken ground on our new office-shop building when the pandemic became real in Michigan. Making more changes to accommodate the pandemic made things really interesting.

"We started by promoting sanitizers, hand washing and limiting access to certain areas. Then, we started meeting employees at the door, directing them straight to their vehicles. And not switching them out of any vehicles."

Kent County Road Commission (KCRC), Steve Warren, managing director:

"KCRC is prepared to respond to the unexpected, but the situation surrounding COVID-19 is like nothing we have experienced before.

"We continue to adjust the deployment of employees, equipment and material. This includes staggering work schedules, providing employees with resources



to work from home, aligning PPE and practices with CDC and county health department guidelines, and focusing operations on 'mission critical' activities."

Road Commission of Kalamazoo County (RCKC), Joanna Johnson, managing director: "RCKC



was fortunate to have invested in technology for permit applications, payments, purchasing, telephone instant messaging, etc.

"We did bid openings by video or conference call; our administrative team worked remotely; and staff meetings started using Microsoft Teams. We moved our road maintenance operations to be dispatched from remote locations, including assigning equipment to one operator, and using our employee mass notification system for updates and scheduling.

"We limited the on-site facilities to only one employee for the administrative and road maintenance buildings."

Shiawassee County Road Commission (SCRC), Brent Friess, managing director:



"We went to four 10-hour days, split our crews in half with one crew working 10 hours and the other crew on standby for the day, and the opposite the next day. We assigned each employee the same piece of equipment daily.

"We made all job assignments by call or text. We have a table with rubber gloves and wipes so employees can disinfect their equipment, and established timekeeping by texting their foreman."

Wayne County Department of Public Services (WCDPS) – Roads Division, Beverly Watts, director: "We maintain



social distancing, identifying essential employees, eliminating risk of congested areas, cleaning and supplying equipment to protect and maintain available staffing.

"All working locations still active are being cleaned during and after each shift. Employees are monitored at the beginning of each shift and have been advised of the preventive measures and symptoms to be aware of."

What is your road agency doing that you never even considered before?

CCRC, Laitinen: "We have nearly full capability for every administrative employee to work remotely. In the garages with the maintenance workers, this has caused beneficial changes in housekeeping practices."

GCRC, Pettersch: "Probably the biggest change came when the Governor's order to shut down the entire state came about.

"We told the crew we would be going to an on-call work situation. We had to slow down, separate people and find out what was happening before we could continue.

"Luckily, with our set-up and good weather, we have worked more than anticipated. We're able to keep things moving and keep our people healthy."

Saginaw County Road Commission (SCRC), Dennis Borchard, managing director:



"Not being aware of the severity of the virus at that time, I definitely did not expect that I would close our buildings to the public and that I would have my employees working remotely and/or on an emergency call basis."

How are your employees reacting?

GCRC, Pettersch: "Most employees are happy that we are continuing to work and like the fact that we are trying our best to balance both obligations: The Stay Home Order and maintaining the county's infrastructure."

KCRC, Warren: "We have received support from our board, the union, contracted partners, townships and the public. Employees have shared positive feedback for KCRC's focus on safety and addressing only 'mission critical' work.

"We're in this together and we want our employees, partners and community members to feel that from us."

"It's reassuring to know we all have our own unique situations and problems, yet are all facing this same epidemic together as a road commission community."

RCKC, Johnson: "We're working on how we can have some fun and build our team spirit remotely.

"We are learning every day and finding ways to make a challenging issue a positive story. We anticipate some of what we are doing now to change the way we do business in the future. Leadership and innovation have the greatest opportunity to move us forward."

WCDPS, Watts: "The employees of the County of Wayne are seasoned professionals who always rise high when needed! There are concerns, but they have communicated those concerns and they are being addressed as they occur.

"Also during these perilous times, the Wayne County Department of Public Services along with volunteers from the Roads Division and other divisions assisted with Meals on Wheels."

What changes have you made in your 2020 road improvement plans?

CCRC, Laitinen: "For this year we had a huge local road paving project that consists of resurfacing over 30 miles of local roads all over the county. This project is a compilation of numerous road agreements with our townships and its total value is about \$3.1 million. The CCRC local share of that is 15% and the townships all cover the remaining 85%."

"In addition, we have a primary road project, North Hulbert Road, that we are building with 80% road commission funding from one of the special appropriations a couple years ago, and we have three sizable federal aid projects with significant CCRC shares.

"We have postponed the North Hulbert Road project again this year. Regarding the \$3.1 million project, we've applied to the MDOT Small Infrastructure Bank (SIB) to help us continue to deliver these projects on time. So much work went into putting this together we decided it was well worth financing our share if need be."

KCRC, Warren: "For projects determined to be 'critical,' KCRC will seek a mutual agreement with the applicable contractor

to proceed with the project [meeting all applicable health and safety precautions] ... For 'noncritical' projects, KCRC will delay the project to later in 2020 or postpone it to 2021."

RCKC, Johnson: "RCKC is currently evaluating what/if any changes will be made in our 2020 plans. Much of this planning may be hindered not only due to Michigan Transportation Fund revenue, but also by contractor and vendor availability."

SCRC, Borchard: "We haven't made any changes to our improvement plan to date, but we are *strategizing* in regard to our road improvement plans so that we are prepared should our way of living continue this way for an extended period of time."

SCRC, Friess: "No change to our 2020 road improvement plans yet. We are holding off on any further capital outlay that is remaining to the tune of approximately \$233,000.

"Shiawassee has implemented a hiring freeze as we have one open hourly position. We're also holding on our MDOT adjustment of about \$508,000 instead of using it to pay down our unfunded liabilities."

WCDPS, Watts: "The 2020 road improvement plan is currently being reviewed and prioritized in an effort to be proactive in the event that the consequences of the virus require changes. There have not been any changes at this point." ---

DURABILITY. RELIABILITY. PRODUCTIVITY.

Introducing the latest in paving from LeeBoy and your Michigan CAT dealer.



MAXIMIZER 3

The Maximizer 3 features an EZ-Spray extendible spray bar. This makes radius and taper spraying, along with maneuvering for obstacles such as bridges, a smooth and efficient operation.

RA-400

One person controls all patching functions from the safety and comfort of the RA-400's cab. The industry-leading hydraulic Patch-on-the-Go system allows for patching on the move.

3000

LeeBoy's 3000 Force Feed Loader is a year-round workhorse, picking up snow, soil, milling and other materials for fast, low cost material loading.

FOR MORE INFORMATION: CALL OUR PAVING SPECIALIST TODAY!

Contract Pricing Available!

Tom Wietor
586-651-3878
tom.wietor@michigancat.com



WAVE after WAVE ... eating up scenic roads

⊕ Erosion on Pequaming Road adjacent to Keweenaw Bay Indian Community Fish Hatchery, Baraga County.

Michigan county roads with Great Lakes shoreline require \$53 million in immediate fixes.

Towering mountains. Lush forests. Roaring waterfalls.

It's what 450,000 visitors a year expect when they vacation at Porcupine Mountains Wilderness State Park, Michigan's largest state park located in the northwest corner of the Upper Peninsula.

But park access is now threatened by one of the most troubling issues affecting the state of Michigan today: High Great Lakes water levels that are eroding lakeshore and sometimes road right-of-way.

Porcupine Mountains' story

County Road 107, the road to the park's east entrance used by most Michigan tourists, has Lake Superior's sometimes pounding waves licking the road edge in some spots. It's a phenomenon that's destroying roads faster than road agencies can fix them.

Mike Maloney, PE, engineer-manager of the **Ontonagon County Road Commission (OCRC)**, says CR 107 damage will have a major impact on local tourism. The roadbed erosion could cut off access to Lake of the Clouds and the park's ski area.

"My initial reaction to the damage was, 'Oh boy, we're in trouble,'" Maloney said. "To see such a well-traversed county road eroded like that is jarring. CR 107 has been an important road to generations of tourists as they visit the state park. It's concerning how this is going to affect our community."

OCRC is partnering with the Michigan Department of Natural Resources (MDNR) and the Army National Guard to restore 1,700 feet of shoreline this summer, but the search for a long-term solution continues.

To date, OCRC has spent \$800,000 of its \$8 million annual budget, including \$200,000 from MDNR, on a CR 107 project that began this winter.

Uncharted waters

Take a drive along the Great Lakes shoreline almost anywhere in Michigan, and it's evident many waterfront county roads are being challenged by the highest water levels in years.

But is the tide turning? Unfortunately, it may be turning for the worse.

The Great Lake Basin, which drains parts of Canada and six surrounding states including Michigan, has experienced the highest precipitation on record over the last 12 months. Longer range, the Basin's five-year rolling average precipitation since 1999 is much higher than average.

In Antrim County, high water has caused erosion on North Bayshore Drive, one of the most-traversed county roads in the area. The shoreline erosion is within three to five feet of the pavement in certain spots. According to **Burt Thompson**, PE, engineer-manager of **Antrim County Road** ▶

Commission, it appears rising water will continue to jeopardize the road unless the road commission takes costly corrective action.

“We did some emergency work in November to make sure we didn’t lose any of the pavement, installing rip-rap [large boulders to break the surf] as a temporary fix,” Thompson said. “We have to rebuild and protect the slope that was washed away.”

“And that requires getting easements, since this area is partially on private property. We’re working on permanent solutions, but the situation is not looking good – they’re predicting that Lake Michigan will continue to rise for the next few months,” he said.

The cycle continues

Akron and Wisner Townships in Tuscola County, Michigan’s “thumb,” are also facing high Lake Huron levels. According to **Jay Tuckey**, manager of **Tuscola County Road Commission**, northerly winds blow water into Saginaw Bay, which can raise the water levels two to three feet in a short amount of time.

“We’ve had to close several roads short-term, mainly in the Quanicassee area, which are all on our local system,” Tuckey said. “Some paved roads are starting to fail due to the sub-base being saturated all the time.”

“When the wind quits or changes direction, the water can go down as fast as it came in. Most of the time, these are short-term events,” Tuckey said. “We had the same problems in the late ’70s and ’80s when the water levels were high. It’s part of a cycle we cannot control – but we must keep the roads safe and passable.”

The new normal?

Back to the UP, **Doug Mills**, PE, engineer-manager of the **Baraga County Road Commission** (BCRC), is concerned



⊕ *CR 107 lane closure, Porcupine Mountains, Ontonagon County.*



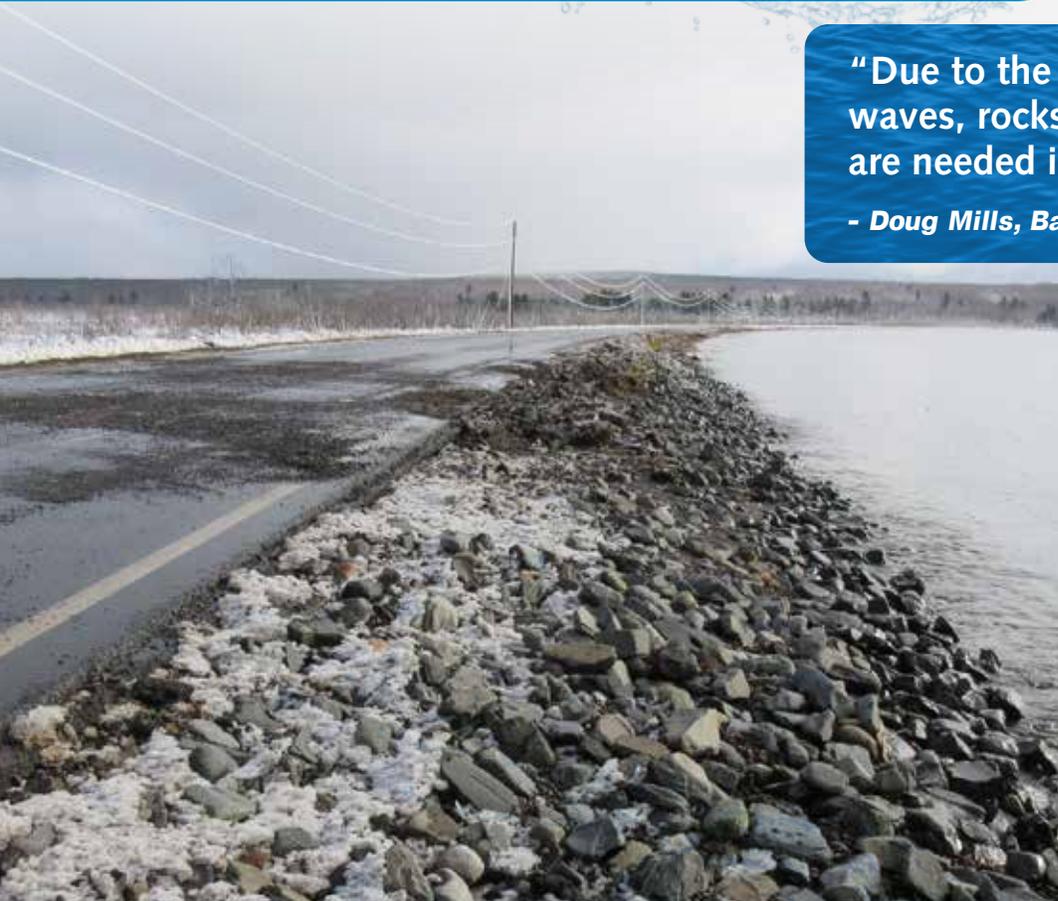
+ Eroded roadbed, Porcupine Mountains, Ontonagon County.

that current water levels could be the new normal, and the high-water cycle is being reset at a higher level.

In the meantime, temporary and permanent repair measures include large rock, rip-rap protection and armoring the shore.

“These methods are very expensive undertakings and there’s a lack of readily available sources for the material needed,” Mills said. “Due to the force of Lake Superior waves, rocks the size of a Volkswagen are needed in some areas. Placement of rocks and moving material and equipment down to the shoreline are only some of the challenges we face.”

In Baraga County, erosion has created a need to relocate road segments, which is not entirely new to the county.



+ Previous emergency repair on Pequaming Road, Baraga County.

“Due to the force of Lake Superior waves, rocks the size of a Volkswagen are needed in some areas.”

- Doug Mills, Baraga County Road Commission

“Many segments of US 41 were re-aligned previously due to the proximity of and resulting effect of Lake Superior,” Mills said. “One such segment was turned over to BCRC in the 1950s. Now, that segment is in peril with several homes and camps located on it. Portions of the old highway are completely gone.”

“Unfortunately, the road commission ended up with a huge unfunded liability to maintain the road in perpetuity when the state ‘gave’ it to the road commission,” Mills said. “The amount received in Act 51 funding barely covers routine maintenance on the road. There is no readily available funding source for the tens of thousands of dollars that are now needed to protect or relocate the road.”

PROVIDING TRANSPORTATION
SOLUTIONS THAT TAKE
YOU FURTHER



FLEIS & VANDENBRINK
DESIGN. BUILD. OPERATE.

800.494.5202
www.fveng.com

Pavement Maintenance Systems, LLC

A Leader in Pavement Preservation



A HERITAGE GROUP COMPANY

(810) 724-4767

384 Industrial Parkway
Imlay City, Michigan 48444
(810) 724-4524 FAX



Flexamat[®]
PERMANENT EROSION CONTROL

Locally Supplied by:



High Hydraulic Capabilities: Non-vegetated: *24+ PSF and 19+ FT/Sec.
*ASTM D 6460 - 30% channel testing over Sandy Loam (USDA)

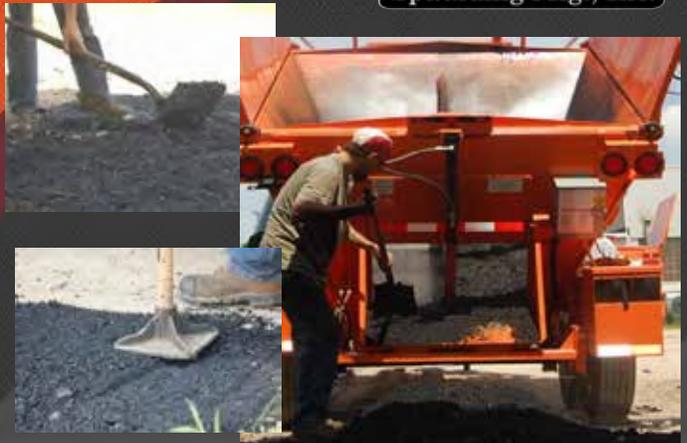
**Stabilize channels, streambanks, riverbanks,
canals, inlet/outlets, spillways and shorelines.**

www.interface2o.com | 616-931-5584

SPAULDING MFG., INC.

5366 East Rd. Saginaw, MI 48601
Phone: 989-777-4550

www.spauldingmfg.com



**Many companies say they can reclaim,
but can they do it at ½ the cost?**

Spaulding Mfg., Inc. has a hot patcher with the technology to save time, cost and material. With an oil jacket hot patcher you can reclaim millings and used material using only one burner. For more information and a demo contact a Spaulding Mfg., Inc. representative today. Don't wait to start saving time, man hours, material and money. Spaulding is now on MiDeal.





+ *Jurmu Road, Baraga County.*



+ *Pequaming Road, Baraga County.*

According to Mills, “Pequaming Road and Bayshore Drive in L’Anse Township have various segments in peril with repair costs estimated in the millions. In Arvon Township, a segment of Pt. Abbatye Road leading to the county park is nearly gone, sandstone ledge exposed where once was a roadbed and slope.”

Until water levels become stable, solutions are limited and may come at the expense of the rest of the county road and bridge system.

While the scope of Great Lakes shoreline damage likely meets emergency funding thresholds, all of

those programs are typically meant to address single-event storms. A special appropriation, state or federal, will be needed for this problem, Mills said.

Taking action

In spring 2020, CRA surveyed the 41 county road agencies with Great Lakes shoreline to gather damage estimates for roads, bridges and right-of-way caused by encroaching water. Responding counties pegged the damage at \$53.4 million, affecting 134 locations and 19 miles of pavement or right-of-way that require immediate restoration. “We

need help!” Mills said. “Hopefully the state legislators and our Congressional delegation can provide some funding to address this issue before it spirals out of control. The current problem is ongoing and is exacerbated by each storm event and the normal pounding of the shoreline by waves.”

In February, Gov. Gretchen Whitmer created a High Water Action Team, which brings together state and federal agencies around the goal of identifying assets to address high water issues. CRA is working with this team. ---



UNSURPASSED RELIABILITY



We've got you covered!

SALES PARTS SERVICE RENTAL



Jeff Ely
SouthWest MI
517-204-2127
jely@aisequip.com

Chris Robinson
SouthEast MI
248-866-3168
crobinson@aisequip.com

Dan Novak
Nothern MI
231-631-6168
dnovak@aisequip.com

Yes We Can!

www.aisequip.com

LEGISLATOR PROFILE



STATE REPRESENTATIVE LESLIE LOVE

State Rep. Leslie Love is serving her third term representing the 10th House District, which includes Redford Charter Township and a portion of northwest Detroit in Wayne County.

Rep. Love serves on the House Appropriations Subcommittee on Transportation, and previously served on the House Transportation Committee.

Before being elected to office, Rep. Love was director of theatre operations and adjunct professor at Marygrove College for 12 years, and professor for Wayne County Community College District. In her spare time, Rep. Love pursued acting

and stand-up comedy – though there's nothing funny about her politics and advocacy.

CRA deputy director **Ed Noyola** and *Crossroads* spoke with Rep. Love to discuss her road to the Michigan Legislature, and what transportation issues have her attention.

CRA: Tell us a little about your background as an educator and entertainer and how that has played into your political success.

Rep. Love: I think those two fields, being an educator and entertainer, they come with some fundamental skills that you can apply across any career.

As an entertainer, I did stand-up and live theatre, so you must be quick on your feet. Legislators can be stuck focusing on one way of doing something. In stand-up we have something called “Yes, and...,” which is an improv exercise where we never reject an idea and have to work with it. That really applies to being a legislator.

Things happen that you can't predict, and you have to work on the spot. I have what I call a third eye, my director's eye, where I don't see people as good or bad, right or wrong. People have a point of view and they have a perspective. I like to look at things objectively and try to see from that perspective, and it helps me work through tough issues.

And lastly, I can laugh at myself. I have a sense of levity, and I don't take myself seriously all the time. I can recognize the human condition.

CRA: You were a vocal proponent of Proposal 1 in 2015. With road funding still top-of-mind for Michigan voters and talks ongoing in the Legislature, what do you think the Legislature has learned from Proposal 1 and do you see any part of that resurfacing in an ultimate solution?

Rep. Love: Proposal 1 had good nuggets in it. Unfortunately, we left some of the good ideas and have over time enacted some of the not-as-good ideas.

We didn't raise the amount of money we really needed. People are averse to raising revenue through taxation. But it's one of the strongest mechanisms to get to where we need to go with overall funding. We also haven't seen things like increased revenue sharing or securing the School Aid Fund.

The Legislature learned that while Proposal 1 was a large and complex piece

of legislation, it was in the right direction. It can be frustrating to pick away at the problem, but we are still borrowing from Prop 1 one thing at a time.

I can't predict what will continue to resurface, especially with the Governor taking out bonds for the state system.

CRA: Michigan may be facing some tumultuous economic times in the aftermath of the COVID-19 pandemic. How do you see this affecting transportation in the months and year ahead?

Rep. Love: I really think we'll be looking more at mass transit. In the City of Detroit, we kept the bus service going. Essential workers need this service every day. Whether it's a generational thing or insurance rates, public transportation is only going to keep becoming more important, as well the underlying infrastructure of the entire transportation system.

I think we'll see a surge of jobs displacement where regional transit will be needed. We need to ensure everyone's safety while keeping things moving forward.

CRA: Can you tell us about your relationships with road agencies in your district?

Rep. Love: When transportation-related topics have come up, we have had great communications that continue to develop. I know the resource is there and reliable. I still have weekly calls with county executives from Wayne, Oakland and Washtenaw.

CRA: Anything else you'd like to add?

Rep. Love: You know, one of the things I appreciate about going through this pandemic is recognizing who our essential workers really are. Those working on the infrastructure, fixing and maintaining roads, I see them and think, “Wow, thank God they're working.”

I'm hoping now, particularly with transportation, we will prioritize those workers. I hope we can generate some empathy for those who continue to work on roads. I'm very proud of those who work in this industry and I want to help make sure they are recognized. 🚗



*Award Winning
Asphalt Paving & Aggregate Supply
With over 50 years of excellence*



Put Safety First | Continuously Create Value
Do What We Say And Act With Integrity | Operate Locally, But Act As One Company
Build Enduring Relationships

(734) 397-2050

www.michiganpaving.com

(734) 241- 8966

www.stoneco.net



Specializing in Online Auctions of Municipal Assets



SOLD

- ONLINE AUCTION BIDDING
- FREE LISTINGS FOR MUNICIPALITIES
- ITEMS SELL FROM YOUR LOCATION
- PROFESSIONALLY MARKETED

SOLD

Cal Yonker

616-890-5514 • CYonker@Rangerbid.com
601 Gordon Industrial Ct., Byron Center, MI



NEW ROAD \$\$, NEW POLICIES

Creating fairness among townships with road funding



+ *Rodrick Green, commissioner of Washtenaw County Road Commission, presents during the "Creating Fairness with Road Funding" session at the 2020 Highway Conference. Seated (from left): Brian Gutowski, Patrick Harmon and Tim O'Rourke.*

It's a new balancing act, quickly becoming familiar to every county road agency: For the first time since 1997, significant new road funds are arriving (written pre-COVID-19) and suddenly long-term board policies on township matching funds don't work.

Fair road funding distribution is part of a road agency's soul. But how does every road agency ensure each of its townships get a piece of the pie, especially when some couldn't pass a meaningful millage or sustain a meaningful township general fund balance?

Four road agencies participated in the standing-room-only **Creating Fairness with Road Funding** panel discussion moderated by CRA legislative liaison **Ed Noyola** at the 2020 Highway Conference.

And each county had a different answer to the question. All agreed, it requires a good working relationship with townships, flexibility and new ways of thinking.

Putting citizen dollars to work

One of the first options many communities consider is passing township or county-wide road millages. That's what happened in Emmet County.

Brian Gutowski, PE, engineer-manager of the **Emmet County Road Commission** (ECRC), said many road agencies are struggling to get the local matching fund to make improvements to the local road systems.

"Our road commission has considered the townships our road partners for decades," he said. "We treat each one with respect and annually we provide them with PASER ratings and other needs data for the road system. That makes the decision to improve a road personal to those township officials."

In 2004, ECRC worked with its townships and the county board to pass a county-wide millage that boosted the dollars available to townships to meet their ECRC policy-required match for local and primary road improvements.

"Since the millage was first collected in 2005, more than \$40 million has been spent on our county road system in cooperation with our townships," Gutowski said. "The average road rating on our local road system went from an average of less than 5.5 in 2005 to 7 [on a 10-point scale] in 2019."

"The topic of shared responsibility in local roads has long been misunderstood ... It is counterintuitive that the county road commission owns the road but the investment in local roads requires partnership with ... the township."

**– Rodrick Green, Commissioner
Washtenaw County Road Commission**

Working together to improve roads

Not every county has the ability to pass a millage due to low property values; the county's economy could be very limited; or there could be large tracts of state, federal or Native reservation land.

A county with only five township millages and no county-wide millage, the **Roscommon County Road Commission** (RCRC), has had limited funds to share with townships, said Tim O'Rourke, RCRC manager.

A decade ago, RCRC allocated \$140,000 a year total to all of Roscommon County's 11 townships, requiring



How do you resurface an aging road, protect the environment, plus save time and money?

Call Gallagher.



We'll show you how to dramatically reduce your pavement resurfacing program's budget, and do your part to help protect the environment.

Hot-in-Place Recycling is not only a very green process that reduces the carbon footprint by 28% versus mill and overlay, it also reduces congestion and user-delays with far less trucking required.



Gallagher Asphalt Corporation
18100 S. Indiana Avenue
Thornton, IL 60476

800.536.7160
hotinplacerecycling.com




HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

Engineering. Environment. Excellence.
248.454.6300 | hrcengr.com |   

each township to contribute a 50% match to a project. In 2019, this allocation increased to \$900,000 and RCRC decided the 50% match wasn't working for its townships, so the board changed its policy to an 80% road commission contribution and 20% township match. RCRC also took on 100% of the cost of some tasks including brining, and paid for it out of the maintenance budget.

"We've always worked very hard on our township relationships," including establishing an area-wide asset management team, O'Rourke said. "Roscommon makes sure everyone receives the same treatment, and we want to tell and, most importantly, show them that we can make the overall road system better, spending that money while getting bang for your buck."

It's against RCRC rules for technicians and foremen to pass by a township hall without stopping by to check in. That personal touch strengthens relationships between townships and road agencies, he said. In 2020, RCRC will be putting a .5 mill county-wide local road millage on the ballot.

Working the combo millage

In Charlevoix County, 11 of 15 townships have millages for the local road system. And in 2008, residents voted for a 15-year county-wide road millage that generates \$2 million annually. The road commission receives 75% of it, and three cities split the rest.

"It's unbelievable what the money from the county-wide millage has done for our entire county, from the resort half of our county around Lake Charlevoix and along Lake Michigan to the more rural eastern half of the county," said **Patrick Harmon**, manager of the **Charlevoix County Road Commission**.

He stressed the importance of finding a funding solution that caters closely to the needs of each county.

"Every county is different," he said. "Each should do what works best for that individual county. One size doesn't fit all. It depends on where you are geographically in the state, what your residents want to see and what they're willing to support."

Moving forward

According to **Rodrick Green**, commissioner of **Washtenaw County Road Commission** (WCRC), Washtenaw's 1,059-mile local road system is in overall poor condition due to the lack of dedicated road revenue streams for local roads.

"WCRC offers a \$1.1 million local road matching program, \$200,000 drainage matching program and a 50/50 split on



+ *Washtenaw County Road Commission director of operations Jim Harmon, PE (left), speaks at a millage meeting with township officials in Fall 2019.*

our local road culvert replacement program," Green said. "On average, townships contribute \$5.8 million into the road system each year."

In 2016, Washtenaw County voters passed a four-year roads and non-motorized millage, a .5 mill that is dedicated to primary roads. It's up for renewal this year.

"The topic of shared responsibility in local roads has long been misunderstood by officials and the general public," Green said. "It is counterintuitive that the county road commission owns the road but the investment in local roads requires partnership with another entity, usually the township."

"The public expects us to fix the problems they see on their local roads every day and they expect us to work together on the solution," he said. "I think healthy and open partnerships with townships are the best way for all of us to move forward." ---



Jensen
BRIDGE & SUPPLY CO.

Corrugated Steel Pipe • Waterman Gates
Geotextile Fabrics

SANDUSKY
400 Stoney Creek Drive, Sandusky, MI 48471
810-648-3000 Fax: 810-648-3549

MICHIGAN'S PREMIER TRUCK UPFIT & BODY COMPANY



FEATURING:
 **SWAPLOADER**[®]
U.S.A. LTD.

HOOK LIFT HOIST SYSTEMS



Dutton (616) 698-8215

Special thanks to our partners:

Howell (517) 552-3855

Rexroth
Bosch Group

MONROE
TRUCK EQUIPMENT

 **TRUCK BODIES**
& EQUIPMENT INTERNATIONAL
Subsidiary of Federal Signal Corporation

 **Roll-Rite**
Automated Covering Systems

weather guard

BOSS
SNOW PLOW

 **VANAIR**
MOBILE POWER SOLUTIONS

County Road Association moves on down(town)

By Denise Donohue, CAE, APR
CRA director

Michigan and Washington.

Two of the most important words when you work transportation public policy in Michigan. And equally important, the new address of the County Road Association of Michigan in downtown Lansing.

When CRA accepted “delivery” of its new office space at the corner of Washington Square and Michigan Avenue within sight of the State Capitol’s front door in mid-March, the Association marked a new era of influence in Lansing.

The board first considered the move in 2017, and staff conducted a patient hunt for just the right space throughout 2018 and 2019. While the Capitol View Building, now under renovations by its owner the Michigan County Road Commission Self-Insurance Pool (MCRCSIP), is located *near* downtown Lansing, it isn’t directly in the legislative corridor where most of CRA’s peer associations, lobbying groups and legislators are rubbing shoulders.

The purpose of the move is to be more visible and to have more interactions with legislators, administration officials, and other movers and shakers in the State Capitol arena.

This meets one of the **CRA Board’s** four strategic goals for the last eight years: To create a strong and vocal constituency for roads. This goal – a pillar really – emphasizes building close relationships with the Legislature and Administration, and growing CRA’s visibility and presence with them.

As with our peer associations, we will make the conference room space available for legislative fundraisers and other governmental and legislative groups requiring a meeting space.

With our rebranding complete and our operational systems modernized and optimized, this is the next step CRA must take to be more effective and influential at the State Capitol.

More functional space

The space itself is 3,500 square feet with a 2nd floor conference room overlooking the Washington and Michigan intersection. It’s across the street from Troppo and a soon-to-reopen Tavern & Tap, both popular lunch and dinner locations for the legislative crowd.



The CRA office suite is located in the Sentinel Building, which also houses Gongwer News Service, Midwest Strategy Group, Michigan Association of State Universities, Michigan Licensed Beverage Association, the University of Michigan’s lobbying offices and others.

Importantly, 101 S. Washington also houses the County Road Association Self-Insurance Fund on the 7th floor, with which CRA shares a staff position and other resources.

CRA’s foyer includes more room for side conversations, viewing the Michigan Government Television channel on the big screen, and watching comings and goings down on the street.

A tall table in the hallway allows stand-up staff meetings, and a smaller conference room is available to legislators who need to conduct business off state property. Interns will have a separate workspace, instead of crowding into staff offices.

Taking CRA’s history along

As our 102-year-old association moves into this strategically-located space with an industrial vibe, our team thought long and hard about our brand.

From our own personal appearance to office conditions, people *do* judge a book by its cover. And this book wants to tell its story! ▶

As a result, we selected carpet that resembles tire tracks with two 3-inch yellow "lane markers" running the length of the conference room, which connects with a modern galley-style kitchen. On the conference room's rough-hewn brick wall, we'll hang four county road signs with plaques explaining their significance in the Upper and Lower Peninsulas, and a "Road Work Ahead" sign.

Our lobby already has a well-loved working traffic signal, a gift from **Steve Puuri**, PE, CRA's first engineering specialist and retired long-time manager of the **Washtenaw County Road Commission**.

We'll bring along the "old" CRA logo cut from a glass window panel, and the fantastic copper sailing vessel framed and gifted to CRA from the **UP Road Builders Association** years ago. We'll freshen up the look of our past presidents "wall" by redesigning these important volunteers into a pull-up banner.



⊕ The CRA board holds a ribbon cutting at the new office on March 9, 2020.

The goal is to keep our history and remind visitors that county road agencies have been committed to Michigan's transportation infrastructure for over 100 years, with many more to come.

Move-in date?

With any luck, by the time you read this our papers will be filed away and we (all) will be back to business as usual.

After the office-warming that closed out the 2020 Highway Conference, COVID-19 ballooned into a pandemic that postponed our move. When it's safe for us to gather around and finish packing those boxes, we will be building your profile.

At the corner of Michigan and Washington. 📍

616.531.8705
www.gebsafety.com

Michigan's Premier provider of traffic control services and equipment

Warning Signs to inform traffic of changing conditions

Innovation in traffic control equipment to maximize work zone safety

Exceptional Expertise and Customer Service for the ultimate traffic control partnership

Delineator Devices to direct traffic flow away from work zones

Barricades to close work zones from roadways and walkways

Precise Traffic Plan Designs and deployment throughout Michigan

And SO MUCH more!
Call our traffic control experts today!

Pledged to Traffic Safety Excellence

GRAND RAPIDS 2610 Sanford Ave. Grandville, MI 49418 616.531.8705	JACKSON 3201 W. Michigan Ave. Jackson, MI 49202 517.459.0643	MARQUETTE 100 Industrial Dr. Marquette, MI 49855 906.249.1892	SAGINAW 3302 W. Sawyer Dr. Saginaw, MI 48601 989.752.6333	TRAVERSE CITY 6502 M-37 South Kingsley, MI 49849 231.263.6625
---	---	--	--	--

ST REGIS

CULVERT INC.

202 Morrell St. • Charlotte, MI 48813
(517) 543-3430 • (800) 527-4604

PRODUCTS WITH PRIDE

- Corrugated Steel Pipe
- Storm-water Detention Structures
- Culvert Liners
- CSP Fabrications
- Custom Window Wells
- Campfire Rings
- Aluminum & Steel Structural Plate
- Aluminum & Steel Box Culverts
- Erosion Control Fabric
- Guard Rail
- Snow Plow & Grader Blades

CRA AWARD SPOTLIGHT



CRA AWARDS Breakfast

The 49th annual CRA Awards Breakfast ceremony celebrated the many accomplishments of county road agency staff by exemplary service to the profession with Member Awards or via special projects submitted for IMPRESS Awards in communications, collaboration and operations.

Congratulations to all the winners!

MERIT AWARDS



Brad Dahlstrom, Roscommon
Organized 2020 County
Engineers Workshop

Picture: Tim O'Rourke accepting
on behalf of Dahlstrom



Frank Fiala, Barry
Organized 2019
Commissioners Seminar



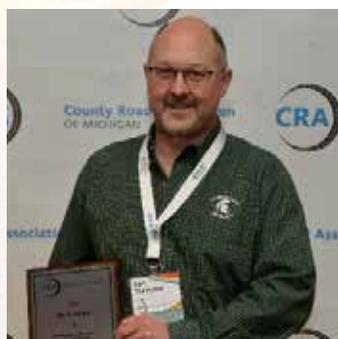
Macy Barcheski, Kent
Organized 2019 Finance &
Human Resources Seminar



Craig Bryson, APR, Oakland
Organized 2019 Public
Relations Workshop



Brad Lamberg, PE, Barry
Organized 2019 Friends of
Transportation Roads+™
Golf Outing



Burt Thompson, PE, Antrim
Organized 2019 Northern
Roads+™ Golf Outing



Joe Girskis, Montcalm
Organized 2019 Southern
Roads+™ Golf Outing

Picture: Mark Christensen accepting
on behalf of Girskis



Dave Czerniakowski, Oakland
Organized 2019 Urban
Roads+™ Golf Outing



TWO MACHINES. ONE GOAL ELIMINATE POTHOLES



KM T-2 Asphalt Recycler

Produces 4 Tons per Hour
Recycle millings or saw cut material
Meets plant mix specifications



KM 8000T Asphalt Hotbox

Maintain asphalt temps for 2 days
Reclaim excess or bulk stored asphalt
Reduce your dependence on cold patch

HOW CAN KM HELP YOU? CONTACT US TO FIND OUT AVAILABLE ON

800-492-1757

sales@kminternational.com
www.kminternational.com



★ DISTINGUISHED SERVICE AWARDS



Joanna Johnson,
Managing Director,
Road Commission of
Kalamazoo County



Terry Palmer, PE, Managing
Director (ret'd.), Midland
County Road Commission

Pictured: Jon Myers accepting on
behalf of Palmer



Darrell Moilanen, PE,
Engineer-Manager, Menominee
County Road Commission

Pictured: Darrell Cass and Tony Kakuk
accepting on behalf of Moilanen

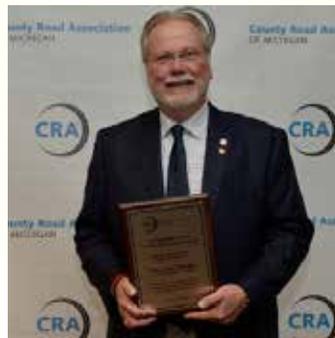


BARAGA COUNTY
MICHIGAN

Roy Koski, Commissioner,
Baraga County Road
Commission



Dorothy Pohl, CPA,
Managing Director (ret'd.),
Ionia County Road Commission



Rep. Jack O'Malley, Chair,
House Transportation
Committee



Sen. Tom Barrett, Chair,
Senate Transportation &
Infrastructure Committee

Pictured: Tim Langholz accepting
on behalf of Sen. Barrett

★ CRA IMPRESS AWARDS ON COLLABORATION



Gladwin County Road
Commission and Roscommon
County Road Commission
Safety Project Collaboration
along F-97

Pictured: Tim O'Rourke, Roscommon;
Dave Pettersch, Gladwin



Oakland County Cooperative
Invasive Species Management
Area Collaboration

Pictured: Brad Knight,
Road Commission for Oakland County



Plastic Roads

Pictured: Jon Myers,
Midland County Road Commission



Collaboration Makes a Better
Road – CR 607 ECR
Research Project

Pictured: Lance Malburg, PE,
Dickinson County Road Commission



THE GOOD STUFF®
Repair Material



If it isn't UPM® cold mix, IT ISN'T PERMANENT.



Tim & Sonya Flanagan
231-266-8090
uniquepavingmaterials.com

Available
throughout
Michigan. Call
for locations.



Legal counsel that helps road commissions work effectively.

Our Local Government Law practice group works with road commissions to ensure the efficient and cost-effective delivery of vital public services.

- Road project and equipment financing
- Contracts
- Real property acquisition and condemnation
- Road end regulation
- Vacation and abandonment
- Plat amendments
- Labor contracts and arbitration
- Employee benefits
- Elections
- Environmental regulation

For more than 50 years, skilled Mika Meyers attorneys have helped public-sector entities meet the ever-increasing needs of their constituents and communities.

Mika Meyers PLC

Attorneys at Law

mikameyers.com

(616) 632-8000



PRECISION
computer solutions, inc.

Road Commission Software Solutions Since 1983



810-987-8748

www.PrecisionCS.net

★ CRA IMPRESS AWARDS ON COMMUNICATIONS



Paving the Way at MiCareer Quest

Pictured: Tim O'Rourke and Stefanie Simmons, Roscommon County Road Commission



Countywide Road Millage: A Piece of the Road Funding Puzzle Video

Pictured: Brett Laughlin, PE, and Alex Doty, Ottawa County Road Commission



WCRC's Digital Sign Project
Washtenaw County Road Commission



Modernization of Local Road Costshare Agreement
Calhoun County Road Department



Road Commission for Oakland County Strategic Video Messaging

Pictured: Craig Bryson, APR, Road Commission for Oakland County



Community Report

Pictured: John Rogers, Kalkaska County Road Commission



Public Input Survey

Pictured: Jon Myers, Midland County Road Commission



110 Years of Service at the Road Commission of Kalamazoo County

Pictured (from left): David Pawloski, Travis Bartholomew, Mike Boersma, Ann Simmons, Mark Worden, Deb Buchholtz, Thom Brennan and Larry Stehouwer

★ CRA IMPRESS AWARDS ON OPERATIONS



"The Undertaker" Under Guardrail Cleaner

Pictured: Ryan Kempainen and Alex Doty, Ottawa County Road Commission



WCRC's Core Machine Mount
Washtenaw County Road Commission



Culvert Yard Clean-up

Pictured: Tim O'Rourke and Stefanie Simmons, Roscommon County Road Commission



Combo Tar Distributer/Plow Truck

Pictured: John Lindsay, St. Joseph County Road Commission

☆ CRA IMPRESS AWARDS ON OPERATIONS



Cellular communications project for video and traffic-signal operations

Pictured: Danielle Deneau, PE, Road Commission for Oakland County



Roadside Vegetation Response

Pictured (from left): David Pawloski, Travis Bartholomew, Mike Boersma, Ann Simmons, Mark Worden, Deb Buchholtz, Thom Brennan and Larry Stehouwer of Road Commission of Kalamazoo County



Master Project Schedule 2.0

Pictured: Jason Latham, PE, and Kari Bennett of Berrien County Road Department

QBS

Qualifications-Based Selection is a simple and competitive process to match the right design professional to your project.

Projects that use QBS

- Fewer cost overruns (70% fewer)
- Shorter schedules
- Improved construction quality

“It’s a very good system. We use it now for all engineering because it just saves a bunch of potential problems”
Steve Sobers, Former Big Rapids City Manager”

Website: QBS-MI.org • Email: info@QBS-MI.org • Phone: (517) 332-2066

Does the Macomb County Department of Roads case before the Michigan Supreme Court foreshadow more responsibility for county road agencies?



CRA'S Legal Issues Corner

Carson J. Tucker, JD, MSEL, Lex Fori, PLLC

Macomb County Department of Roads (Macomb) has asked the Supreme Court to consider two significant issues under the highway exception in the Governmental Tort Liability Act (GTLA).

In June 2013, the claimant, Ryan Menard, was injured when his bike was struck from behind by a vehicle driven by Terry Imig. Imig testified he did not have time to stop because he was blinded by headlights of an oncoming vehicle driven by Sharyl Everson.

The claimant was riding his bike in dark clothes on an unilluminated dirt road (Hipp Road) at 10 p.m. on a Friday evening. Hipp Road was being used as a detour due to nearby road construction and traffic was heavier than usual.

The claimant notified Macomb of its intent to file suit under the highway exception in October 2013.

Plaintiff filed suit against Imig and Everson in 2014. In 2015, he added Macomb alleging that a panoply of highway defects caused the accident.

The trial court denied Macomb's immunity motion. The Court of Appeals reversed, ruling plaintiff failed to prove the alleged defects caused the accident.

The Court considered additional issues raised as moot because it had ruled in Macomb's favor. After oral argument on plaintiff's application, the Supreme Court remanded for reconsideration of the causation analysis.

On remand, the Court of Appeals affirmed the trial court. The Court also addressed the issues raised by Macomb in its initial appeal. Citing *Plunkett v. DOT*, the panel ruled that a description of the location and nature of a defect was acceptable under the highway exception's notice provision, if it is "understandable and sufficient to bring important facts to the governmental entity's attention..."

Proper "strict" interpretation of notice?

Macomb challenged whether this standard remains viable in light of the strict interpretation principles enunciated by the Supreme

Court in *Rowland v. Washtenaw County Rd Comm'n*. *Rowland* required enforcement of the notice provision "as written."

This includes the provision's "contents" requirement, i.e., that the notice "shall specify the exact location and nature of the defect, the injury sustained and the names of the witnesses known at the time..."

Despite its prominence in GTLA jurisprudence, *Rowland* has not been uniformly applied. In fact, the standard being applied by lower courts harkens back to pre-*Rowland* case law notions of "reasonable" or "substantial compliance."

The Supreme Court was poised to consider this issue last term, but because it found that the notice had been provided to the proper individual, it did not reach the issue of sufficiency of the notice's contents.

Adequate standard of review?

A second issue being raised by Macomb is whether the trial court applied the proper "standard of review" to Macomb's immunity motion under MCR 2.116(C)(7). The Court was prepared to consider this issue in 2016 in the case of *Yono v. MDOT*, but found instead that the claimant had failed to prove the existence of a defect.

Lower courts have applied a "mixed" standard of review rather than holding the plaintiff to the burden to both plead and prove in avoidance of immunity before the courts can exercise jurisdiction to proceed with litigation of the elements of the claim under whatever exception to immunity is being invoked.

Another issue raised by Macomb is the extent to which the 60- and not 120-day limitation period for providing notices can be asserted to dismiss the suit per *Streng v. Bd. of Mackinac County Road Commissioners*. The notice in this case was provided under the 120-day provision.

Streng ruled that the 60-day provision applies to county road commissions and certain other counties by election. A series of

Tri-County International Trucks/C&S Motors, Inc.

Your MIDEAL Supplier of Medium/Heavy Duty Trucks



HX & HV Models Offer:

- Single Frame Rails
Up To 3.5M+ RBMs
- Best-In-Class Turning
Radius
- Clean CA For Easy
Equipment Upfitting



A26 13L Diesel Offers:

- Up To 500 HP &
1750 ft/lb Of Torque
- B10 Life of 1.2M Miles
- 4 Yr /100K Mile Unlimited
Hour Warranty Including
Electronics, Turbo, Water
Pump & Fuel Injectors



Offering the Industry's Best Snowplow Combinations:

International HV / HX with the A26 Or Cummins Diesel Engines!



For More Information, Call Us @ (888) 390-6576 or Visit Us @ www.tricotruck.com

Tri-County International Has Five Southeast Michigan Branches To Serve You:

DEARBORN / FLINT / JACKSON / WARREN / YPSILANTI



PERMITTING THE PENINSULAS

ANTRIM • ARENAC • BARAGA • BAY • BRANCH • CLINTON • CHIPPEWA • DELTA • EMMET • GENESEE • GLADWIN • GRAND TRAVERSE • HILLSDALE • IONIA • IOSCO • ISABELLA • JACKSON • KALAMAZOO • KALKASKA • LEELANAU • LENAWEE • MARQUETTE • MIDLAND • MONROE • MUSKEGON • OGEMAW • ROSCOMMON • SAGINAW • WASHTENAW • WEXFORD

OXCARTPERMITS.COM



County Road Association
OF MICHIGAN

subsequent cases are currently on abeyance pending the outcome of *W A Foote Memorial Hosp v. Mich Assigned Claims Plan*.

However, in ruling on the application in the latter case, the Supreme Court left intact the Court of Appeals' retroactivity analysis. So, it would seem the 60-day provision would apply in this case. Moreover, as this case is still open, there is no need to consider retroactive application because the 60- not 120-day provision would apply to jurisdictionally preclude the claimant's suit in any event. ---

“The history of this case demonstrates an unfortunate erosion of the protective concepts that have been instilled in Michigan governmental immunity jurisprudence over the past four decades.”

Broader liabilities on the road ahead?

In addition to the lenient interpretation of the notice provision and the mixed standard of review allowing the initial burden to prove immunity to be placed on the government, the fallout of allowing multiple (fractional) causes to be included within or as a potential “proximate cause” by the government actor or agency per *Ray v. Swager*, has irreversibly and negatively impacted the outcome of this case. In *Swager*, the Court applied a more lenient “causation” standard than has traditionally been applied in actions against governmental and quasi-governmental entities.

The prior and proper application was that intervening causes were seen as superseding ones. The public policy umbrella that has previously defined proximate cause in a manner protecting these entities has been significantly narrowed.



For your complete cooling needs!

ALUMINUM FABRICATION AND WELDING

**Radiators • Condensers
Charge Air Coolers • Oil Coolers**

**PICK UP, DELIVERY AND
SAME DAY SHIPPING**

LIQUIDOW™ CALCIUM CHLORIDE

Controls dust, improves & stabilizes gravel roads



**Dust Control
Base Stabilization
Full Depth Reclamation**

DOWFLAKE™ Xtra
TM The Dow Chemical Company

TM Occidental Chemical Corporation

Bay Dust Control

Division of Liquid Calcium Chloride Sales

2715 S. Huron Rd., Kawkawlin, MI 48631
Ph: 989-684-5860 Fx: 989-684-9953
www.LiquidCalciumChloride.com

CTT EQUIPMENT LLC

HEAVY DUTY LIFTING SOLUTIONS

SALES - SERVICE - DISTRIBUTION

steril **KONI**

Leaders In Heavy
Duty Vehicle Lifts



SERVICING ALL OF MICHIGAN

989-205-1139
WWW.CTTEQUIPMENT.COM

TOMLINSON

TOMLINSON

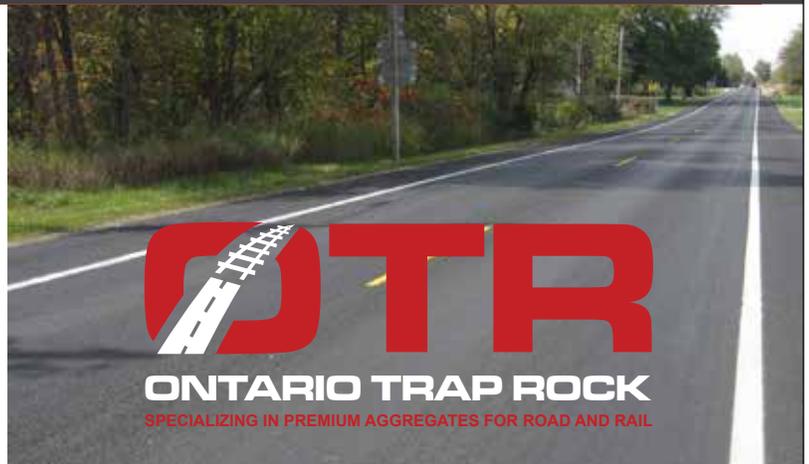
**ONTARIO TRAP ROCK (OTR) IS A SUPPLIER OF
HIGH QUALITY MDOT APPROVED AGGREGATES
FOR YOUR CHIP SEAL NEEDS**

MDOT SOURCE #95-10
MDOT AGGREGATE WEAR INDEX (AWI): 306
PRODUCTS: CS-2 & CS-T

**OTR'S PRODUCTS REDUCE
EMULSION APPLICATION RATES
AND LOWER OVERALL
MAINTENANCE COSTS.**

**CURRENT MICHIGAN
DOCKS SUPPLIED:**

Benton Harbor // Cheboygan // Detroit
Ferrysburg // Ludington // Marysville
Muskegon // Saginaw



OTR

ONTARIO TRAP ROCK

SPECIALIZING IN PREMIUM AGGREGATES FOR ROAD AND RAIL

FRANK HURKMANS
REGIONAL SALES MANAGER - CANADA
(519) 709-4377 // fhurkmans@tomlinsongroup.com

BILL SANDERS
REGIONAL SALES MANAGER - US
(219) 775-5783 // bsanders@tomlinsongroup.com

www.tomlinsongroup.com

Ask ... Dustin Earley

CRA's manager of communications and engagement on the new Tool Crib resource



Having a rich cache of spot-on documents, photos, infographics and templates poses a new challenge: How do you organize it so you can actually find stuff?

The CRA team found itself stashing documents in nooks and crannies all over its website, so that locating items from job templates to pavement warranty specs was becoming a real problem. Staff put on its thinking cap – and voila! Out came the Tool Crib.

Crossroads magazine recently talked to Dustin Earley (OK, we interviewed ourself), CRA's manager of communications and engagement, to discuss the new Tool Crib website feature.

Crossroads: Why the name "Tool Crib?"

Dustin Earley (DE): The **tool crib** in the county road agency garage, is that well-organized, hold-all place where staff can find whatever tool they need to help complete whatever the task at hand.

The CRA **Tool Crib**, which we launched at the 2020 Highway Conference, does the same thing for CRA's electronic tools and resources for members.

Crossroads: What's in the Tool Crib?

DE: The Tool Crib is comprised of 12 drawers full of unique tools helpful across the road agency staff spectrum. There are resources for finance and human resources staff, engineers, managers, commissioners, road agency communicators, you name it.

Crossroads: Will more resources continue to be added to the Tool Crib?

DE: Yes! Each drawer will continue to grow and evolve as more resources are created.

Crossroads: What's one thing you'd like to highlight to get CRA members excited about the Tool Crib?



DE: How flexible it is and how quickly it can be updated are both exciting.

For example, in the first week of the COVID-19 pandemic hitting Michigan and before the "Stay Home, Stay Safe" Executive Order, CRA held a webinar on the topic with over 120 attendees. Within five minutes of the webinar's conclusion, it was uploaded to the Tool Crib Videos drawer, ready to be watched by all CRA members.

I think that's pretty exciting!

**BETTER
BRINE,
EVERY TIME**

Cargill



It's Just That **Simple!**

Whatever your production needs, Cargill has an option. Available on the Sourcewell and MiDEAL purchasing contracts



Hassle free installation, operation and cleanout



More brine in less time



Spot on accuracy and efficiency



Custom brine blends

Purchase your Cargill Brine Maker today from Michigan's only authorized dealer.

Bell Equipment Company Since 1951

248-370-0000

Crossroads: How does the Tool Crib fit in with other CRA tools? And where is it?

DE: The Tool Crib is part of **MyCRA**, which is the members-only side of CRA's website. MyCRA still includes CRA committee and District Council information, past event presentations and materials, the Local Federal Fund Exchange match-maker table and more.

Also in MyCRA is **MiRAD**, an extensive collection of Act 51 numbers, compensation data and other proprietary information. MiRAD helps road agencies benchmark with others. If you haven't visited MyCRA, contact the CRA office to obtain a login identity and password.

The Tool Crib is a significant addition to the CRA "garage" of resources. It's one simple, visual location to find tools and templates to help county road agencies not re-invent the wheel on common tasks.

Crossroads: Anything else you'd like to add?

DE: Contact me at dearly@micountyroads.org or anyone at CRA for help accessing MyCRA, MiRAD and our great new Tool Crib! 🛠️



FINANCE AND HUMAN RESOURCES DRAWERS

The **Job Templates** drawer has 15 job description templates developed by CRA's Finance & Human Resources (FHR) Committee. **Sample Policies** holds 31 sample road agency policies covering everything from debt management to conflict of interest.



ENGINEERING DRAWER

The **Engineering Dropbox** drawer contains information on unified permits, the Local Agency Pavement Warranty Program, guidance on threatened and endangered species and more.



ROAD AGENCY COMMUNICATORS DRAWERS

For county road agency communicators, open **Brochure Templates** (see story, p. 37), **Illustrations**, **Infographics**, **Photos** and **Video** drawers. There's also a drawer stuffed with the last five years of **PR Tips**, the brainchildren of CRA's Public Relations Committee.



MANAGERS AND COMMISSIONERS DRAWERS

There's also the **Grant Resources** drawer, with information on 16 different grants or alternative funding sources for county road agencies, something CRA is committed to expanding.

WE KEEP MICHIGAN RUNNING

Our 14,000 members bring unsurpassed safety, unity, pride, and productivity to every job site.

We also build solid careers.

By receiving the BEST skilled trades training available, our apprentices become highly qualified, certified, and employed, and our journeymen are consistently training on the newest equipment, standards, and techniques.



Matt Gibson
2018 MASCI Apprentice of the Year

Krystle Schnell
2015 MASCI Apprentice of the Year

Joe Prusi
2018 UPCC Apprentice of the Year

Corey Chandler
2017 MASCI Apprentice of the Year



WE BUILD. WE OPERATE. WE MAINTAIN.

Operating Engineers 324/ Business Manager: Douglas W. Stockwell
www.OE324.org

World Class! Built to Last!

FLX-1510 Flex Arm | XH1500 Series 4 Rotary Cutter

Having the tractor operate from the top of the road reduces rollovers and wear and tear on the tractor and improves operator visibility and comfort. The Schulte FLX-1510 Flex Arm holds its position on a steep ditch bank better than any competitive arm.



New technology now available from Schulte for your county and DOT mowing. Improve efficiencies while maintaining roadsides. Check out the benefits at www.schulte.ca

Farmco Distributing
13619 S. DeWitt Rd, Lansing MI
517-669-8391



Quality Asphalt Products

Blake Baumgartner
574.250.9671

Gary Chapman
989.992.9689



Your quality source for Emulsions,
Crack Pour and PG Graded Asphalts



989.684.0341

401 Tiernan Road, Bay City, MI

We need you! To join Roads+!

Roads+™ is a political action committee for people like you—who understand how important it is to have good roads and bridges, and protect the right-of-way. We need you to financially support this work.

Roads+™ promotes better road policies and legislation in Michigan by contributing to the campaigns of candidates for state office and incumbents who understand road and bridge issues and will advocate for them.

Contribute today!

Member Dues

\$50

*Contributions are accepted in all amounts.

Contribute at tinyurl.com/Roads-Contributions.



417 Seymour Ave., Ste. 1
Lansing, MI 48933
517.482.1189

Kenneth Hulka, Chair
Denise Donohue, Treasurer

Paid for by Roads+™ the political action committee of the County Road Association of Michigan

Taking your print message up a notch: Visit the Tool Crib for brochure templates

Even in this digital age, many people prefer physical books to Kindles and tablets. Or maybe they prefer skimming a newspaper to browsing the news online.

The point is, print is not dead – and in some situations, it’s making a comeback.

One area where brochures continue to be popular is the reception areas of most county road agencies. Sometimes the public doesn’t even know they’re interested in a topic, until the brochure reminds them.

But can we build a better brochure?

Most county road agencies do not have staff to write and lay out brochures that resonate with the public. How the association can help agencies more easily publish that professional product has been a topic of discussion by CRA’s Public Relations Committee for over a year.

Anytime brochures are displayed, it’s important that they stand up and not droop over. That usually calls for the trifold format, which also folds easily into one’s pocket or purse. A sturdy paper stock (read: stronger than copy paper) and good print job are also important to catch the eye.

The first challenge in any successful communication, is getting people to pay attention to it!



Taking these design considerations into account, CRA staff and the PR Committee came up with a list of topics common across most road agencies and a “family-look” format.

The end product is a series of turn-key professional brochure templates on six popular topics, that CRA rolled out at the March 2020 Highway Conference. They’re now tucked away in the online Tool Crib, awaiting road agencies to customize and print them.

The initial list includes:

- Dust control
- Gravel maintenance
- Mailbox placement
- Right-of-way
- Roadside ditching
- Driving roundabouts

“Print is not dead. It remains a highly trusted source with the ability to maintain an audience’s attention and establish credibility over other forms of communication.”

– **Kathy Backus**
President, Backus Public Relations
2020 Highway Conference presenter





Your Partner in RETIREMENT

MERS provides customized benefits to fit your workforce and your budget

- Retirement plans
- Other post-employment benefits
- Group life and disability insurance



www.mersofmich.com

800.767.MERS (6377)



Pavement Maintenance Contractors
EEO/AA Employer

YOUR ASPHALT IS A BIG INVESTMENT

It's time to trust the experts

- Crack Sealing
- Chip Sealing
- Fog Sealing

www.FahrnerAsphalt.com

989-752-9200



MACKINAW
ADMINISTRATORS, LLC

THE RECOGNIZED LEADER IN THE INSURANCE AND ALTERNATIVE RISK FIELD

- Multi-Line Claims Administration
- Risk Management Services
- Self-Insured Claims Administration
- Excess Workers' Comp Placement
- Flexible Claim Reporting Options
- Local Claim Service
- Loss Prevention & Safety Consulting

Donna K. Cianciolo

810-844-3945 | dcianciolo@mackadmin.com

WWW.MACKADMIN.COM

Mike Ingison, Mason County Road Commission (MCRC) board member, believes print materials are very relevant, and is excited to use the Tool Crib templates. MCRC plans to distribute them at its booth at the Mason County Fair and at Ludington's summer Friday Night Live events.

MCRC is considering placing brochure holders in each of the county's 15 township halls, the county courthouse and at the MCRC customer service window.

"The brochures will allow us to provide clear, concise and consistent messaging for the traveling community," Ingison said. "They are very useful for road commissions, such as MCRC, that have limited staff and funding to create public affairs products such as these."

"Today, we are inundated by electronic media, and in my opinion, people tend to tune it out if the spam filter or algorithm hasn't already done that for them," he said. "Having a brochure available that allows someone to only look at the topic they are interested in, and that is presented in a clear, concise and consistent manner, cuts through the information fog."

Ingison also stresses that the brochures apply to all Michiganders, even if they don't live in Mason County.

"The county sees a lot of tourists, and visitors to the area can pick up brochures and know that the issues presented also apply to the road system they call home."



Main messages made available:

Dust control:

Why is dust control necessary? What is used for dust control?

Gravel maintenance:

How do road agencies maintain gravel roads? When is the best time to re-gravel?

Mailboxes:

What are the restrictions on mailbox construction and placement? How can you protect your mailbox from damage?

Right-of-way:

Why is the right-of-way important to road safety and maintenance? Who oversees the right-of-way?

Roadside ditching:

Why is ditch maintenance important? How do road agencies maintain roadside ditches?

Roundabouts:

What are the benefits of roundabouts? How do you drive in a roundabout? 🚗

Ready to get on board?

Find the brochures in the new Tool Crib on MyCRA. Click on "Tool Crib – Brochure Templates" in the left-hand menu to access the order form. Questions or need passwords to MyCRA? Contact Dustin Earley at 517.482.1189 or dearley@micountyroads.org.

MICHIANA LAND SERVICES, INC.

Specializing in Right of Way services for public utilities, private industry and local public agencies. Experienced agents, serving Michigan, Indiana, Illinois, and Ohio.

MICHIANA LAND SERVICES, INC.
505 Pleasant Street, Ste. 400
St. Joseph, MI 49085

Zach Meyer, President
269-332-7121
zmeyer@michianalandservices.com
www.Michianalandservices.com

TIME IS MONEY

BUILD VALUE WITH ASPHALT



New asphalt pavement surfaces typically last 18 years before needing easy-to-perform maintenance, and Perpetual Pavement designs allow the structure of a road to last indefinitely. That's the value owners and drivers demand, for today, tomorrow and the future.

WHEN IT COMES TO LONG-TERM **VALUE** ASPHALT PERFORMS



SUSTAINABILITY



INNOVATION



VALUE



FLEXIBILITY

LEARN MORE AT WWW.DRIVEASPHALT.ORG

ASPHALT PAVEMENT ASSOCIATION OF MICHIGAN
800.292.5959 | WWW.APA-MI.ORG



CROSSROADS
EVENT Calendar

Coming soon ... Roads+™ Golf Outings!

Find one in your area, and get out on the course with your family and friends, all while supporting the Roads+™ advocacy group.



2020 Roads+™ Friends of Transportation Golf Outing
Binder Park Golf Course, Battle Creek



2020 Roads+™ Southern Mid-Michigan Golf Outing
The Emerald Golf Course, St. Johns



2020 Roads+™ Urban Council Golf Outing
The Links of Novi, Novi



2020 Roads+™ 23rd Annual Northern Golf Outing
The Chief Golf Course, Bellaire

To register, and for details on all CRA events, visit www.micountyroads.org/events.
Check back often as COVID-19 restrictions may impact these events.



Key transitions at...

...Road Commissions and Departments

Ryan Brege is now managing director of the **Alpena County Road Commission**.

Pamela Carmody is the new payroll clerk at the **Luce County Road Commission**.

Merle Harmon has been appointed commissioner for the **Clare County Road Commission**.

Pamela Peterson is now finance/human resources director at the **Delta County Road Commission**.

Bill Simpson has been appointed commissioner for the **Clare County Road Commission**.

Marc Trotter, PE, has been hired as engineer for the **Clinton County Road Commission**.

Mile Marker

Larry Orcutt, managing director of the **Alpena County Road Commission**, has retired after 32 years of service. He served on the CRA board for six years.

In Memoriam

On March 31, 2020, **Richard Runnels**, commissioner for the **Lake County Road Commission**, passed away.

Do you have a staff member you want recognized in *Crossroads*? Call Dustin Earley at 517.482.1189, or email dearley@micountyroads.org.

EDITOR'S NOTE



Standing on the shoulders of CRA history

A move to new quarters brings scrutiny of "stuff" while packing.

As I sorted through CRA's most valued papers, two things became clear.

First, the dedication of the staff, leaders and committee members.

Another observation is how much easier technology has made our lives!

CRA stuffed file folders with letters confirming logistical arrangements. I found letters from road commissions expressing support (or not) for legislative bills.

Perusing *Highways and Byways*, our former publication, I saw articles on whether roads can keep pace with automotive development (1949), techniques for ice control (1953), damage caused by trucks and community relations (1951).

There were articles about road treatments, whether bonding for highway work is the answer (1950) and features by road agency managers.

I enjoyed the baby picture of a road commission manager (1951) and the jokes in each issue. Also, the 1950 article querying whether "Our Roads [Can] Take Another War?" and essential worker status.

I came away with the impression that CRA has always been a hardworking, forward-looking group willing to get involved not only in the Association but in state government affairs. Our staff is proud to be part of this winning line-up.

Denise Donohue

Denise Donohue, CAE, APR
CRA Director | ddonohue@micountyroads.org

CRA Highways & Byways, March 1949

Counsel to police witness: "But if a man is in the middle of the road on his hands and knees, that doesn't necessarily prove that he was intoxicated."

Policeman: "No sir, it doesn't, but this man was trying to roll up the white stripe!"



When It Comes To Infrastructure Repair Don't Just "Kick The Can" Down The Road

Concrete Pipe is an economical and effective material for the replacement of failing culverts and storm sewers. With a 100+ year service life, **it will outlast and outperform all competitive products.**

So don't just keep "kicking the can down the road". For your next culvert repair, specify **Concrete Pipe**, and fix it right the first time. It's a durable choice for long term value.



Call Northern Concrete Pipe For Your Next Project

800-222-9918 - www.ncp-inc.com

BAY CITY • LANSING • CLARKSTON
GRAND RAPIDS • TOLEDO





Family Owned & Operated Since 1982

Call Us Today For A Customized Quote
810.695.7516

www.ActionTraffic.net

SALES, INSTALLATION, REPAIR & SERVICE



**ROAD SIGNS
& FENCE**

**GUARDRAIL &
ATTENUATORS**

*For All Your Signing,
Cutting, And Printing Needs*

810.695.7529

www.Michigan-Highway-Signs.com



**D.O.T. ROAD
SIGNS**

WATERJET

**LARGE FORMAT
DIGITAL PRINTING**

**SCREEN
PRINTING**



5182 S. Saginaw Rd - Flint, MI 48507

County Road Association of Michigan
101 S. Washington Square, Suite 200
Lansing, MI 48933-1143



*"Professionals Dedicated to Preserving
America's Roadways"*

Micro Surfacing

FiberMat

SAMI Interlayer

Overband Crack Seal

Chip Seal

Slurry Seal

Emulsified Asphalts

FDR

Soil Stabilized Base

*Axys/Onyx Mastic
Surface Treatment*

For further information please contact:
Malcolm Smith, Pierre Peltier, or Andrew Friend
www.strawserconstruction.com

Strawser Construction, Inc.
1392 Dublin Road
Columbus, OH 43215

Phone: 614.276.5501
Fax: 614.276.0570