

THE MILE MARKER

SEPTEMBER 24, 2009

FROM THE MANAGER'S DESK

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SPECIAL POINTS
OF INTEREST:

- **SCRC Gets New Invoice Program**
- **SCRC Employee Golf Outing**
- **Thank You Participants**
- **SCRC Anniversaries**

Hear we are again, another summer has gone by, and we're just around the corner of staring old man winter dead in the eye. As I look back over the summer, I see many successful projects either completed or nearing completion. Unfortunately, I can't help but notice that the number of projects continue to be less and less every year.

Why you ask? Like everyone else across the state, the Saginaw County Road Commission is suffering from steadily declining revenues over the last four years to a point that 2008 revenues were the same as they were in 1998. In addition, it is anticipated that 2009 revenues will decrease by another 4% - 5%. Couple that with significant cost increases during those same four years for necessary items such as fuel, asphalt, salt, and gravel just to name a few.

Allow me to provide one very simple example. Over the last ten years, we have used 16,000 tons of salt per year on average. In 1998 we were paying approximately \$20 per ton of salt, today we are paying \$52.04 per ton of salt. Assuming we will again use

16,000 tons this winter, our annual expense will have increased by \$512,640 for salt alone, but with the same revenues. Now add in all of the other increased costs, and the answer to the question begins to become a lot clearer.

I'm sure it goes without saying, but fewer projects on an annual basis will eventually result in a lesser quality transportation system. To make matters worse, the current rate of deterioration is such that we cannot repair, resurface, and replace the needed areas fast enough to keep our system at its current status.

In light of all of this, the Saginaw County Road Commission, in coordination with State and Federal campaigns, has recently launched a "Local Roads Matter" campaign. The Local Roads Matter Campaign is designed to educate motorists on the need for additional state and federal transportation revenue. For more information you can

visit, www.micountyroads.org and click on the 'Local Roads Matter' icon.

The Michigan Transportation Team, a state-wide coalition supporting increased transportation funding, announced a toll-free number for Michigan residents fed-up with the lack of road funding to call and be connected with their legislator. Residents wishing to speak to their legislator on road funding reforms should call **888-719-3087**.

We need the county residents to call legislators and tell them to make the funding of Michigan's transportation infrastructure a priority. For additional information regarding statewide road conditions and the current funding crisis, you can visit www.scrc-mi.org and view the news releases.

Brian



Fog Seal Program

I first learned of this process in November 2007, while attending a seminar on pavement preservation. It entailed applying a thin (FOG) coat of liquid asphalt on top of a newly chip sealed road. This increases the embedment of the stone into the asphalt, preventing stone loss and locking any loose stone into place.

I would like to thank Thomas Township and Russ Taylor for having the courage to try something new. When they submitted their request for chip seal, they requested a fog seal on three cul-de-sacs: Westlawn, Winchester, & Liskow, located west off of Miller Road just north of the State Street intersection.

These locations were completed in late-August and will provide a good test for the fog seal process. After this material is "fog sealed", it has the appearance of new asphalt, as it has a very dark black color. It does, however, still have the somewhat rough surface that comes with any chip seal project.

In addition to these three streets, we also applied a small test plot of this process on Lawndale Road, just north of Shattuck Road in Saginaw Township.

We are studying this process and may do more of this in the future. Some of the benefits we are hoping to gain are as follows:

- * Because of the darker color of the surface, quicker melt-off of snow and ice.
- * Increased visibility of line stripes and pavement markings.
- * Increased durability of the chip seals.
- * Better stone retention through snow removal operations.

Please feel free to drive by these locations to see how they look. The residents seem to be very pleased.

Please feel free to contact me at (989) 399-3754 if you would like more information on this process.

Scott A. Hare, Director of Maintenance

2009 Saginaw County Fair

2009—A year of new and exciting things for the Saginaw County Road Commission!

The Road Commission hosted an informational booth and equipment display at the 2009 Saginaw County Fair. The event took place August 4th—8th at the Saginaw County Fairgrounds in Chesaning. The fair offers fun for the whole family - from the livestock competitions, the midway full of games and rides, not to mention the great food, and the grandstand which consists of entertaining events for people of all ages. The Road Commission joined a group of local businesses and organizations in networking and promoting their services to the residents of Saginaw County. Road Commission employees answered questions from the public regarding practices performed and services needed. The kids, and adults alike, had fun checking out the equipment. The Road Commission had a ring toss where the winners' names were put in a drawing to win a ride in a snowplow this winter. This year's winners are: Kristina Wolfgang, Dylan Ecker & Trevor Berlin. Arrangements will be made for the rides as the winter gets closer.

A very special thank you to all of the Road Commission employees who volunteered their time. Several comments were heard from the public that it was nice to see the Road Commission participating in the Saginaw County Fair. Putting ourselves out there and meeting face-to-face with the residents of Saginaw County definitely makes a difference. Residents can now put a face with a name instead of us just being a voice on the phone or a responder to an email. We look forward to participating in future Saginaw County Fairs.

Line Striping Inspection

Why does the Saginaw County Road Commission actively inspect its line striping? It is done in an effort to make the roads safer due to enhanced visibility. There are 5 factors that make up benefits to high quality line striping:

1. Safety: decreases fatal and injury crashes
2. Reduce costly congestion and lane interruptions
3. Proven low cost countermeasure
4. Immediate results because of short implementation time
5. Economics – very high benefit to cost ratio

The key to high quality pavement markings lies in proper installation. To assure high quality installation, proper inspection procedures are essential. As the inspector, I am looking for 4 points of inspection:

1. Surface condition: the road must be clean and dry for example, with an ambient temperature of 40 degrees and rising.
2. Paint thickness and width
3. Alignment
4. Glass bead embedment/uniformed dispersion

The way in which inspecting is done is to check for paint thickness by using a paint mill gauge. It is our goal to achieve 15-16 mills of paint thickness. To line stripe one mile of road at 15-16 mills thick and 4" in width, the gallon per mile ratio is as follows:

- Double yellow no pass: 32 gallons of paint
- Solid skip yellow: 20 gallons of paint
- Skip lines: 4 gallons per mile
- Edge line: 16 miles per gallon

To check the width, a standard tape measure is used to insure that the line stripe is painted 4" wide. If, for example, a line where painted at 3 3/4", the county would be shorted a lot of paint. It is important to keep the contractors honest to ensure that the county is getting what it paid for.

The same goes for checking glass bead embedment and uniformed dispersion. On average it takes about 8 pounds of beads per mile for proper installation. As an inspector I am making sure that the amount we are paying for matches up to the product applied. Also, it is very important that the embedment of the beads is not too deep or too shallow. If the beads are installed too deep, they will not reflect. If the beads are embedded too high, they will be knocked out by something like a snow plow. This is all part of working with the line stripe contractor to inform them of honest/dishonest mistakes and to get them corrected.

The easiest and safest way to inspect bead and paint quality is to duck tape a template down prior to painting the line. After the crew has painted the area, the template is taken back to the shop to be measured for paint thickness, magnified bead embedment, and measured in width, all in the safety of the office away from moving traffic. This also makes it easier to talk to the contractor about what, if anything, needs to be fixed.

The line stripe program takes a lot of coordination with the foremen, chip/seal operations, road project start dates, line stripe contractors and any other unforeseen variables. This is a very busy time that has been in motion months prior to painting. Inspecting pavement marking classes are given from time to time through L.T.A.P (Michigan's Local Technical Assistance Program). The class is put on by experts in the field who teach what to look for in proper inspecting. This article is just a small sample of what I've learned in the classroom and what I implement in the field. Contractors now know that in Saginaw County they are being watched to ensure quality line striping.

Rob Hudec, Maintenance Superintendent

Where the Money Comes From

The Michigan Transportation Fund

The primary source of revenue to county road agencies comes from the Michigan Transportation Fund (MTF). All state fuel taxes, vehicle registration fees and other transportation-related fees are deposited into the MTF and distributed according to a formula established in Public Act 51 of 1951.

For many years, the largest source of income to the MTF has been the state gasoline tax. A combination of more fuel-efficient vehicles and motorist changing driving habits and purchasing less fuel have eroded the power of fuel taxes, making their future as a long term funding solution uncertain.

The Michigan Legislature last increased the gasoline tax in 1997 from 15 cents per gallon to 19 cents per gallon. The tax on diesel fuel was not increased. Of this four cent increase, three cents were distributed to state and local road agencies. The other penny was dedicated to bridges, with one half cent directed to MDOT to fix seriously deficient bridges on the state road system, and the other half cent directed to local road agencies under the Local Bridge Program.

Federal Funds

A federal fuel tax of 18.4 cents per gallon is collected on each gallon sold in the United States. Michigan receives approximately 92 cents on each dollar sent to Washington D.C.

Approximately 75 percent of federal funding is allocated to MDOT, leaving 25 percent to be distributed among 83 county road commissions and 533 cities and villages across the state. These funds are dispersed according to regional formulas.

Both MDOT and local road agencies are required to provide a match to federal funds. If local and state road agencies cannot provide the matching funds, the federal funds are returned to the Federal Highway Trust Fund, and made available to other states.

By 2010, Michigan stands to lose nearly \$1 billion annually in federal funding due to the lack of sufficient state and local funds to provide the required match to federal aid. This means tax revenues collected in Michigan will be given to other states, severely reducing or eliminating federal funding available to Michigan's state and local road agencies.

Local Funds

The ability of counties and townships to generate additional funding with special assessments and millages varies significantly around the State, ranging from 0 to as much as 20 percent.

Article from: County Road Association of Michigan (CRAM) - Michigan's County Road Commissions—Driving Our Economy Forward

TECHNICAL CORNER

Updates

AVL Update

Earlier this year, SCRC was approached by the City of Saginaw (CoS) and the Mosquito Abatement Commission (MAC) for information to implement an AVL system in their organizations. The discussions resulted in a unique opportunity. SCRC has reached agreements with both the CoS and MAC to process and store their AVL information. In return, the SCRC will charge each organization a yearly support fee. Not only does this provide a financial benefit for all organizations, but also shows the public how we strive to use their tax dollars efficiently.

Radio Update

We are in the process of updating our radio templates to include a couple new features. The Motorola XTS 1500 model radios will now be able to scan the 911 channel. This will allow all 1500 models to hear all communication on the 911 channel without having to select it on the dial. This provides the capability for employees to possibly respond to emergencies in a more timely fashion. A new channel for the Fleet/Facilities department will also be added in this template update. The goal is to have all radios updated by the end of September.

Website Update

Check out the new Road Work maps on our website. The maps let the public view upcoming/ongoing/completed projects throughout the county including: chip seal, drainage, paving, road closures, etc. Let me know what you think.

Tom Luck, Systems Administrator

SAFETY CORNER

Housekeeping on the Jobsite

Good housekeeping begins with individual pride and proper work planning. Take a look around your work area today, are materials stacked up and out of the way? Are your tools in the right places? Do you have cords positioned where they do not create trip hazards? No matter what task you're involved in, take some time to clean up as you work to prevent accidents and injuries.

When you use the lunchroom or other designated eating areas (including trucks), do your part to keep it clean. Put lunch wrappers, bottles and cans in the waste receptacle. Don't throw trash on the ground or floor so that someone else has to clean it up.

Take a moment to think about the whole jobsite. Are there any areas where housekeeping could be improved? Are there trip hazards that can be corrected? What can you do today to reduce the potential for accidents? Good housekeeping isn't just about preventing slips, trips and falls. Keeping tools and materials where they belong means you can find the right tool and the right part when you need them to get a job done quickly and safely.

Today on the jobsite, practice the housekeeping skills you learned from your mother...pick it up and put it away.

Randy Erneott, Fleet & Facilities Manager

UPCOMING MAINTENANCE SCHEDULE

****Estimated Dates****

Maintenance Information Provided By Scott Hare

OCTOBER, 2009

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13 Board Mtg 9:30 AM	14	15	16	17
18	19	20	21	22	23	24
25	26	27 Board Mtg 9:30 AM	28	29	30	31

NOVEMBER, 2009

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6 Flu Shots 3:30 PM Board Room	7
8	9	10 Board Mtg 9:30 AM	11 HOLIDAY OFFICE CLOSED	12	13	14
15	16	17	18	19	20	21
22	23	24 Board Mtg 9:30 AM	25	26 HOLIDAY OFFICE CLOSED	27 HOLIDAY OFFICE CLOSED	28
29	30					

DECEMBER, 2009

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8 Board Mtg 9:30 AM	9	10	11	12
13	14	15	16	17	18	19
20	21	22 Board Mtg 9:30 AM	23	24 HOLIDAY OFFICE CLOSED	25 HOLIDAY OFFICE CLOSED	26
27	28	29	30	31 HOLIDAY OFFICE CLOSED		

New Invoice Program

The accounting department has recently started using a new invoice program. The Road Commission contracted with Cogitate, our accounting package vendor, to develop a program that would take expenses incurred on a project during a particular month and automatically enter them on an invoice.

In addition to automatically inputting the information, it assigns an invoice number, then makes the debit and credit entries in the General Ledger. All of these items save time and help eliminate typing errors.

Another exciting part of this invoice program is the connection with posting checks received. Now that all the invoices are in the system, when we receive a check it will pull the outstanding invoices, allow us to post payments against them, and automatically post the debit/credit entries.

We look forward to using this new package, along with the reporting abilities, and hope other Road Commission's that use Cogitate's software can also take advantage of it.

Julie Lightfoot, Director of Finance & Benefits

Annual Bruce Weiss Employee Golf Outing

The Annual Bruce Weiss Memorial Golf Outing was a huge success! The event was held on Friday, August 14, 2009 at Valley View Farms Golf Course in Shields. The weather couldn't have been better for the event. It was a day of fun for employees and retirees alike.

The golf course was buzzing with excitement as the golfers prepared to tee off. The day was full of light-hearted fun for all who participated.

After 18 holes of golf, everyone gathered for a catered lunch and drawings for door prizes.

A huge thanks goes out to Ryan Whitehorse for donating his time and ideas to put together a great day of fun for all of the hard-working employees and retirees of the Saginaw County Road Commission.

A big thank you goes out to everyone who helped to collect door prizes for this event.

A very special thank you to all of the vendors and sponsors who donated to this event and helped make it a success.

We look forward to seeing everyone again next year!

SCRC Employee Flu Shots

Flu Shots for SCRC employees are scheduled for Friday, November 6, 2009 from 3:30 P.M. to 4:30 P.M. in the Board Room. Family members wishing to get a flu shot at this time can do so at the cost of \$27.00. Please watch for the informational posting and sign up sheet.

2009 CONSTRUCTION SEASON

Listed below are SCRC budgeted projects that are contingent on State funding and right-of-way acquisition.

Township	Road	Location	Type of Improvement	Start of Construction	End of Construction
Buena Vista	Outer Dr.	Hess to Perkins	Reconstruction	August	November
Thomas/Richland	Orr Rd.	At Gratiot Rd.	Intersection Reconstruction	September	November
Thomas/Richland	Orr Rd.	At HSC Driveway	Widening & Reconstruction	September	November
Thomas	Miller Ct.	Gratiot to Shields Dr.	Reconstruction	September	November
James	Miller Rd.	Hart to Swan Creek	Reconstruction	September	November
Buena Vista	Pleasant Valley Sub.	Off Outer Drive	Reconstruction	October	November
Swan Creek	Spencer Rd.	Stello to the Marsh Creek	Drainage	October	November
Saginaw/James	Center Rd.	Over the Tittabawassee River	Bridge Replacement	December	June, 2010

We're On The Web!

www.scrs-mi.org

SAGINAW COUNTY ROAD COMMISSION

3020 Sheridan Avenue
Saginaw, MI 48601

Phone: 989-752-6140
Fax: 989-752-8934

REGULAR OFFICE HOURS: Monday–Friday
7:00 A.M.–3:30 P.M.

EXTENDED SUMMER OFFICE HOURS:
September 8th – October 1st
Monday–Thursday 6:30 A.M.–4:30 P.M.
CLOSED FRIDAY

COMMISSIONERS

John D. Sangster – Chairperson
Richard F. Mallette – Vice-Chairperson
Wallace “Butch” Warner – Member

Managing Director

Brian J. Wendling



THANK YOU PARTICIPANTS

We would like to thank the following employees who participated in providing quotes for the Annual Report: Don Holland, Matt Ely, Wayne Kozuch, Mike Ecker, Lonnie Wood, Ben Iliff, Jerry Schmidt, Tom Kramer, Rob Hudec, Elmer Shepherd, Kim Lubarda, Jason Brown, Roger Clauss, Matt Peek, Tom Luck, Ed Krupp and Ryan Whiteherse. We appreciate you taking pride in where you work and the job you do. It is employees like you that make the Road Commission a great place to work.

SCRC ANNIVERSARIES

Service Years Based on Hire Date—Not Seniority Date

EMPLOYEE	OCTOBER	YRS. OF SERVICE
Roger Clauss	4	5
Richard Vollmer	5	5
Mark Grove	20	23
Mark Herbers	23	19
Chet Allen	23	3

EMPLOYEE	NOVEMBER	YRS. OF SERVICE
Dennis Borchart	1	19
John Inman	5	6
Todd Ferguson	7	15
Tony Faltny	12	35
Donald Holland	14	1
Scott Gunther	17	1
Timothy Reisterer	21	4
Jennifer Brieske	27	9
Lonnie Wood	29	15

EMPLOYEE	DECEMBER	YRS. OF SERVICE
Paul Gohs	19	4
Michael Wendling	27	10

Saginaw County Road Commission has over 1,847 miles of roads to maintain. Although local townships share in the cost of maintaining some of the roads, the Saginaw County Road Commission is responsible for most of the cost.

The extensive number of rivers and drains in Saginaw County means there are also over 200 bridges to maintain. Smaller tributaries and ditches add more than 2,800 culverts to the road system and the list continues to grow as new roads are built to meet the needs of our ever changing and expanding community.

As you can see, maintaining the county road system is no easy task; however, everyone at the Saginaw County Road Commission is committed to giving you the best road system for your money. We are proud to be a part of the Saginaw Community and are committed to building a quality road system which will last for many generations to come.

HEALTH CORNER - MIGRAINES

The National Headache Foundation estimates that 28 million Americans suffer from migraines. More women than men get migraines and a quarter of all women with migraines suffer four or more attacks a month; 35% experience 1 – 4 severe attacks a month, and 40% experience one or less than one severe attack a month. Each migraine can last from four hours to three days. Occasionally, it will last longer.

The exact causes of migraines are unknown, although they are related to changes in the brain as well as to genetic causes. People with migraines may inherit the tendency to be affected by certain migraine triggers, such as fatigue, bright lights, weather changes, and others.

Many migraines seem to be triggered by external factors. Possible triggers include: emotional stress; sensitivity to specific chemicals and preservatives in foods; caffeine; changing weather conditions; excessive fatigue; skipping meals; changes in normal sleep pattern.

Symptoms of migraine headaches can occur in various combinations and include: A pounding or throbbing headache that often begins as a dull ache and develops into throbbing pain. The pain is usually aggravated by physical activity. The pain can shift from one side of the head to the other, or it can affect the front of the head or feel like it's affecting the whole head. It can cause sensitivity to light, noise and odors. It can be accompanied by nausea and vomiting, stomach upset and/or abdominal pain, paleness, fatigue, dizziness, blurred vision, diarrhea and fever (rare).

Symptoms that signal the onset of a migraine are used to describe two types of migraines. Migraine with aura (known as “classic” migraine) and migraine without aura (known as “common”

migraine). An “aura” is a physiological warning sign that a migraine is about to begin. Migraines with auras occur in about 20% - 30% of migraine sufferers. An aura can occur one hour before the attack of pain and last from 15 to 60 minutes. The symptoms always last less than one hour. Visual auras include: bright flashing dots or lights, blind spots, distorted vision, temporary vision loss and/or wavy or jagged lines.

Migraines without auras are more common, occurring in 80% - 85% of migraine sufferers. Several hours before the onset of the headache, the person can experience vague symptoms, including: anxiety, depression, fatigue or tiredness.

There is not a cure for migraines. However, there are many medications that are available to treat or even prevent some migraines. Some people may also reduce the frequency of migraines by identifying and avoiding triggers that lead to the migraine such as drinking red wine or getting too little sleep. Over-the-counter medications are often effective pain relievers for some people with migraines. Abortive medicines (stop migraines) – if used at the first sign of a migraine, may stop the process that causes the headache pain. Preventative (prophylactic) medications – reduce the frequency and severity of the headaches and are generally taken on a regular, daily basis.

All of these treatments should be used under the direction of a headache specialist or doctor familiar with migraine treatments. As with any medication, it is important to carefully follow the label instructions and your doctor's advice.