



Saginaw County Road Commission

Informational Reference Guide

PREFACE

The Saginaw County Road Commission has put together this Informational Reference Guide in order to help educate you as to who we are, what we do and options that are available for the local townships to maintain, and potentially extend, the life of the road system. We have taken this opportunity to explain different maintenance options that are available. Also included are an explanation of such things as how the Road Commission is funded & how speed limits are established

We hope that this Reference Guide serves as your “go-to” in understanding & planning maintenance services and options. As always, our office and staff are available if you need further information or an estimate on a particular service or project.



Dennis L. Borchard, Managing Director
Saginaw County Road Commission
3020 Sheridan Avenue
Saginaw, Michigan 48601
Phone: (989) 752-6140
Fax: (989) 752-8934
Website: www.scr-mi.org

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COMMISSIONERS

The Saginaw County Board of Road Commissioners consists of a five members board appointed by the Saginaw County Board of Commissioners. Annually, the Saginaw County Board of Road Commissioners organize with the election of a member to serve as chairperson. The Board also elects a member to serve as the vice-chairperson. Our 2016 Board of Commissioners are pictured below:



Richard H, Crannell, PE
Chairman



Deb Kestner
Vice-Chairman



John D. Sangster
Member



Todd M. Hare
Member



Ronald L. Sholtz
Member

The Saginaw County Road Commission's Managing Director, Dennis L. Borchard, is responsible for overseeing the day-to-day activities of the road commission. The Manger has several department heads who report to him to keep him abreast of the operations of the road commission.

SCRC CONTACTS

		<u>Office Phone</u>	<u>Cell Phone</u>
Managing Director	Dennis Borchard	989-399-3772	989-737-3232
Director of Engineering	Joe Wisniewski	989-399-3761	989-280-0373
Director of Finance & Benefits	Mike Girard	989-399-3759	989-280-0570
Admin. Asst./Board Secretary	Jennifer Brieske	989-399-3775	
Director of Maintenance	Dan Medina	989-399-3772	989-239-0837
Maintenance Superintendent	Rob Hudec	989-399-3755	989-239-4682
District 2 Foreman <i>Birch Run, Blumfield, Bridgeport, Buena Vista, Frankenmuth, Spaulding & Taymouth</i>	Joe Popp	989-399-3766	989-737-3250
District 3 Foreman <i>Albee, Brady, Brant, Chapin, Chesaning, Maple Grove, Marion & St. Charles</i>	Paul Gohs	989-399-3767	989-737-3230
District 4 Foreman <i>Fremont, James, Jonesfield, Lakefield, Richland, Swan Creek & Thomas</i>	Jason Brown	989-399-3762	989-239-9459
District 6 Foreman <i>Carrollton, Kochville, Saginaw Tittabawassee & Zilwaukee</i>	Todd Ferguson	989-399-3774	989-763-8474
Permit/Safety Officer	Scott Hare	989-399-3754	989-737-3226
Project Manager	Joe Periard	989-399-3765	989-239-1305
Office Receptionist	Jerry Schmidt	989-752-6140	

SCRC MAINTENANCE SERVICES

- ◆ **Snow & Ice Removal**
- ◆ **Pot Hole Repair**
- ◆ **Street Sweeping**
- ◆ **Ditch and Drainage Repair**
- ◆ **Guard Rail Work**
- ◆ **Sign Maintenance**
- ◆ **Roadside Grass Mowing**
- ◆ **Tree & Brush Removal**
- ◆ **Line Striping & Pavement Markings**
- ◆ **Traffic Signals**
- ◆ **Shoulder Maintenance**
- ◆ **Culvert Maintenance**
- ◆ **Hydro-Seeding**
- ◆ **Gravel Road Grading**

ROAD COMMISSION FUNDING



The Road Commission does not receive any of your property tax dollars. As established by the State Constitution, Michigan's road commissions are funded primarily through the state collected gas tax, vehicle registration fees, and diesel tax. Your property tax dollars go to your township, the county general government, the state, your school district, etc.

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 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.

In 2015, the State of Michigan finally successfully passed a Transportation Package that will increase our road funding. What does that mean for Saginaw County? It means that in 2017 we should see just over \$3 million in additional road funding from vehicle registration fees. In 2018 we will see an additional \$0.075 increase in fuel tax per gallon for diesel and \$0.035 increase in gas tax per gallon for gas.

Federal Funds

A federal fuel tax of 18.4 cents per gallon is collected on each gallon sold in the United States. Michigan receives approximate 99 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.

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.

TOWNSHIP AUTHORIZATION FORM

SAGINAW COUNTY ROAD COMMISSION One Road Per Sheet Please

Township Name: _____ Date: _____

Township Official: _____
(Please Print Clearly Name and Title)

Construction Year: _____

CHOOSE ONE OF THE FOLLOWING:
(Please make sure to include Authorizing Signature)

Estimate ONLY at this Time: <input type="checkbox"/> (check here and sign in next block.)	Signature of Authorized Township Official:
Authorize to PROCEED with project: <input type="checkbox"/> (check here and sign in next block.) – (Township will participate in cost of project)	Signature of Authorized Township Official:
Township wishes to CANCEL project: <input type="checkbox"/> (check here and sign in next block.)	Signature of Authorized Township Official:

Road Name: _____

FROM: _____ TO: _____

Is this a Township / County Line Road? _____ YES _____ NO

(If yes please indicate the other Township / County) _____

All Projects on Township or County Line Roads Require You to Contact the Neighboring Township to Obtain Authorization for Participation in this Request.

TYPE OF CONSTRUCTION (Please mark an "x" next to the appropriate type)

Annual Dust Control	Drainage Only
Crack Sealing	Design - Survey
Chip & Seal	Drainage and Chip Seal
Sweeping after Local Chip Seal	Drainage and Paving
Chip Lock	Paving Only
Maintenance Limestone	Bridge Repair
Hot Patching	Bridge Replacement
Cross-Culvert Replacement	Traffic Signal
Other: _____	

IMPORTANT ----- MAIL THIS FORM TO:
Saginaw County Road Commission, Attn: Project Request Department
3020 Sheridan Avenue, Saginaw, MI 48601

www.scr-mi.org

TOWNSHIP PARTICIPATION

POLICY NUMBER: 1.16

Township Participation in Construction & Maintenance Work

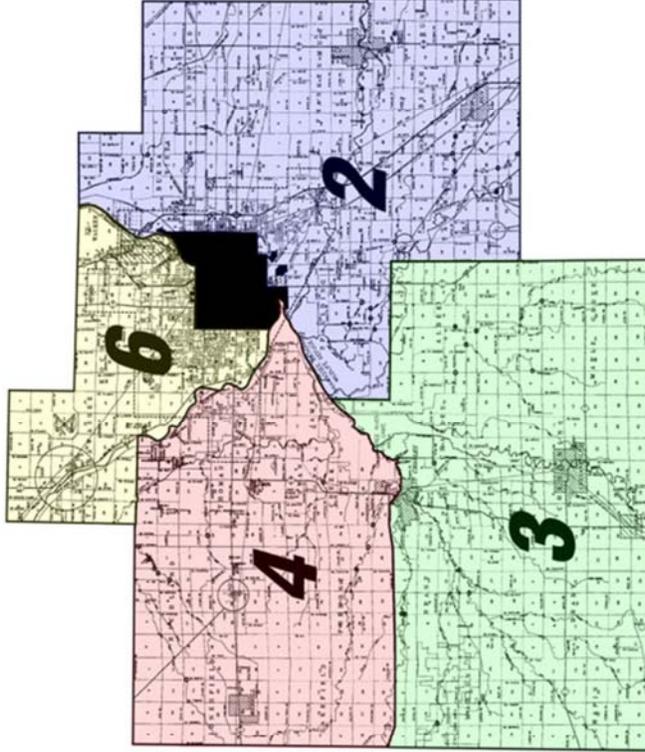
Description of Work	Township Cost	Chargeable against Rd. Comm. allocation to Twp.
Roadside Drainage Construction or Reconstruction	50% of Total Costs (Until allocations are exhausted)	Yes
Cross Culvert Replacement	50% of Total Costs (Until allocations are exhausted)	Yes
Concrete Patches	50% of Total Costs (Until allocations are exhausted)	Yes
Bridge Replacement	50% of Total Costs (Unless Federal & State funds are being used; then 50% of all unfunded costs.) (Until allocations are exhausted)	Yes
Bituminous Resurface	50% of Total Cost (Until allocations are exhausted)	Yes
Gravel Resurface (Maintenance / Construction)	50% of All Materials (Labor provided by SCRC) (Until allocations are exhausted)	Yes
Brine	50% Total Cost (Until allocations are exhausted)	Yes
Crack Sealing	50% of Total Costs (Until allocations are exhausted)	Yes
Chip & Seal	50% of Total Costs (Until allocations are exhausted)	Yes
Hot Patching	50% of Total Costs (Until allocations are exhausted)	Yes
County Line Project	25% Township 25% SCRC 50% Other County (Until allocations are exhausted)	Yes

www.scrc-mi.org

Saginaw County – Mileage Totals



Director of Maintenance
Dan Medina
989-233-0837



Maintenance Superintendent
Rob Hudec
989-239-4682

	Primary Mileage	Local Mileage	Total Mileage	Township Population	County Population
Saginaw CRC Total	499.24	1349.52	1848.76	142,059	200,169

Saginaw County Road Commission

Certified by State of Michigan 12-31-13

All miles are based on centerline miles – not lane miles.

District 2 - Mileage



Foreman – Joe Popp
3020 Sheridan
Saginaw, MI 48601
989-737-3250

Township Name	Primary Mileage	% of Primary Mileage	Local Mileage	% of Local Mileage	Total Mileage	% of Total Mileage	Population	% of Population
Birch Run	20.06	4.0%	55.71	4.1%	75.77	4.1%	6,033	4.2%
Blumfield	2.54	0.5%	60.49	4.5%	63.03	3.4%	1,960	1.4%
Bridgeport	44.38	8.9%	71.56	5.3%	115.94	6.2%	10,514	7.4%
Buena Vista	20.52	4.1%	82.26	6.1%	102.78	5.5%	8,676	6.1%
Frankenmuth	16.44	3.3%	62.60	4.6%	79.04	4.3%	1,959	1.4%
Spaulding	7.24	1.5%	27.02	2.0%	34.26	1.9%	2,153	1.5%
Taymouth	31.89	6.4%	52.78	4.0%	84.67	4.6%	4,520	3.2%
TOTAL DISTRICT 2	143.07	28.7%	412.42	30.6%	555.49	30.1%	35,815	25.2%

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Saginaw County Road Commission

District 3 - Mileage



Foreman – Paul Gohs
700 Lansing St.
Chesaning, MI 48616
989-737-3230

Township Name	Primary Mileage	% of Primary Mileage	Local Mileage	% of Local Mileage	Total Mileage	% of Total Mileage	Population	% of Population
Albee	27.24	5.5%	42.26	3.1%	69.50	3.7%	2,160	1.5%
Brady	12.14	2.4%	54.08	4.0%	66.22	3.6%	2,218	1.6%
Brant	18.97	3.8%	61.92	4.6%	80.89	4.4%	2,012	1.4%
Chapin	8.03	1.6%	36.23	2.7%	44.26	2.4%	1,060	.8%
Chesaning	17.20	3.4%	36.34	2.7%	53.54	2.9%	4,659	3.3%
Maple Grove	18.24	3.7%	46.40	3.4%	64.64	3.5%	2,668	1.9%
Marion	14.63	2.9%	32.62	2.4%	47.25	2.6%	923	.6%
St. Charles	17.72	3.6%	45.99	3.4%	63.71	3.4%	3,330	2.3%
TOTAL DISTRICT 3	134.17	26.9%	355.84	26.3%	490.01	26.5%	19,030	13.4%

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Saginaw County Road Commission

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District 4 - Mileage



Foreman – Jason Brown
 330 Cedar St.
 Hemlock, MI 48626
 989-239-9459

Township Name	Primary Mileage	% of Primary Mileage	Local Mileage	% of Local Mileage	Total Mileage	% of Total Mileage	Population	% of Population
Fremont	30.56	6.1%	48.72	3.6%	79.28	4.3%	2,096	1.5%
James	7.75	1.5%	17.08	1.3%	24.83	1.3%	2,023	1.4%
Jonesfield	13.60	2.7%	31.01	2.3%	44.61	2.4%	1,667	1.2%
Lakefield	17.41	3.5%	28.78	2.1%	46.19	2.5%	1,029	.7%
Richland	18.23	3.7%	74.91	5.6%	93.14	5.0%	4,144	3.0%
Swan Creek	6.36	1.3%	35.72	2.6%	42.08	2.3%	2,456	1.7%
Thomas	24.02	4.8%	73.05	5.4%	97.07	5.3%	11,985	8.4%
TOTAL DISTRICT 4	117.93	23.6%	309.27	22.9%	427.20	23.1%	25,400	17.9%

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Saginaw County Road Commission

All miles are based on centerline miles – not lane miles.

District 6 - Mileage



Foreman – Todd Ferguson
 3020 Sheridan
 Saginaw, MI 48601
 989-763-8474

Township Name	Primary Mileage	% of Primary Mileage	Local Mileage	% of Local Mileage	Total Mileage	% of Total Mileage	Population	% of Population
Carrollton	8.14	1.6%	28.68	2.1%	36.82	1.9%	6,103	4.3%
Kochville	17.60	3.5%	31.81	2.4%	49.41	2.7%	5,078	3.6%
Saginaw	40.56	8.2%	145.36	10.8%	185.92	10.1%	40,840	28.7%
Tittabawassee	32.19	6.4%	63.22	4.7%	95.41	5.2%	9,726	6.8%
Zilwaukee	5.58	1.1%	2.92	0.2%	8.50	0.4%	67	0.1%
TOTAL DISTRICT 6	104.07	20.8%	271.99	20.2%	376.06	20.3%	61,814	43.5%

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Saginaw County Road Commission

All miles are based on centerline miles – not lane miles.

MAINTENANCE vs. NEW CONSTRUCTION

ROAD MAINTENANCE

A road surface will only last so long. The weight of vehicles and movement of the earth below causes cracks. Water infiltrates the cracks, freezes and thaws, and causes the pavement to deteriorate.

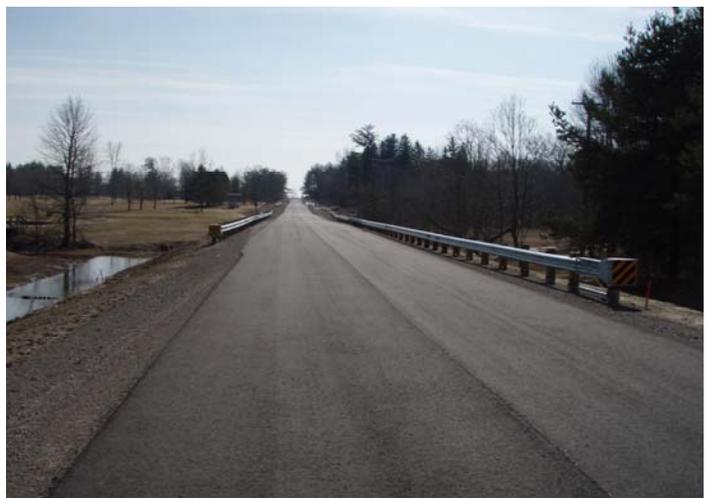
One of the most cost-effective ways to extend the life of a road surface is called chip sealing. As practiced by the Saginaw County Road Commission, the chip seal process can extend roadway life by five to seven years.

During the process, a layer of emulsion – a special formulation of asphalt and polymers – is spread on the road surface. Then a layer of stone “chips” are embedded in the emulsion. These stones are carefully graded to be the same size, and consist of a 50/50 blend of limestone and trap rock. The emulsion helps seal out water, while the stone surface is hard, protective and provides a level of skid resistance.

NEW CONSTRUCTION

Once a road has gotten beyond maintenance repair, the only way to salvage it is to reconstruct it. Reconstruction of a road is a very costly process. The old road must be removed and a new sub-base, base and surface must be built. Normally during these types of projects, we also include roadside drainage work to help ensure that water properly drains off the road and does not pool on or under the new road causing accelerated deterioration. Road reconstruction can shut down a stretch road for an extended amount of time. The cost of total reconstruction including drainage is approximately \$350,000 — \$750,000 per mile.

Long term integrity of a road is dependent upon proper routine maintenance procedure such as chip seal, crack seal, and shoulder maintenance will help ensure that capital investments reach their full life cycles.



ROADSIDE DRAINAGE & DITCH CLEANING

Authority over Roadside Drainage

Drainage Responsibility—Roadside ditches, swales, storm sewer, culverts, or other similar drainage features are installed to convey storm water from the road surface and roadbed to an outlet such as a pond, county drain, creek, infiltration area, or other waterway.

These roadside drainage systems are typically located in the county road right-of-way and maintained by the Road Commission or in some instances the Drain Commissioner.

Importantly, the primary role of roadside drainage is to drain the road, not adjacent private property, unless the roadside drainage system has been established as a County Drain.

Maintaining Proper Drainage

A proper roadside drainage system helps reduce damage to both the road surface and the underlying layers of the roadbed from water. Flooding, washouts, and potholes coincide with poor drainage, which typically results in costly repairs. Throughout the year, the Road Commission and Drain Commissioner are committed to maintaining their respective roadside drainage systems to improve poor drainage within and alongside roadways.

Help Maintain Roadside Drainage

Recognizing the purpose of the Roadside Drainage system and qualities of effective, environmentally friendly drainage is the first step. Adjacent property owners should not do the following activities: Place any materials in or alongside the roadside ditches including: yard debris such as grass clippings or leaves (burning still contributes to the problem), landscaping such as trees or shrubs, or any other items that may impede drainage. Scrape, excessively mow, or expose bare soil near or within a roadside drainage system, as this can contribute to erosion and sediment pollution. Fertilize or apply herbicides near a roadside drainage system, as this may pollute the water.

Driveway culverts are the homeowners responsibility to maintain and repair, if damaged. Property owners adjacent to public roads are encouraged to proactively maintain their driveway culverts or other private drainage system to keep them clear of debris and obstructions.

TAILGATE GRAVEL

Services Performed Spring & Fall



The biggest problem we have faced with gravel road is the unseasonable freeze/thaw cycle that we experienced. There is little we can do to smooth a road when it thaws, turns to mud, gets rutted and then quickly freezes again (we can't grade a frozen road or a road that is mud). We face a seesaw of freeze/thaw, which makes any type of road maintenance, virtually impossible.

BRINE (DUST CONTROL)

Services Performed Spring & Fall

Drive down a gravel road, and you're going to kick up some dust. But that amount of dust can be controlled. The Saginaw County Road Commission uses a brine solution to alleviate seasonal dust problems. This solution is applied to all gravel roads in any township that requests it.

The process starts with the road being graded, to open the surface of the gravel and to remove bumps. Then a mineral well brine solution is applied at a rate of 2,000—3,000 gallons per mile, based on weather conditions..



CRACK SEALING

Services Performed Spring thru Fall (Weather Dependent)

Pavement Deterioration Prevention – Timely Maintenance Saves Money

The first line of defense against water intrusion is crack sealing. Proper crack sealing along with other maintenance techniques (i.e. installing control joints on new asphalt) can prevent costly water damage and greatly increase the life of your asphalt pavements.

What Causes Asphalt Pavement to Crack?

Four seasons a year is great for Midwesterners, but it's brutal on pavement. Add daily traffic use, water seeping in from rain, and the winter freeze-thaw cycles. This environment will prematurely crack and age asphalt. Leaving this deterioration untreated leads to costly repairs.

Water Penetration

Water penetrates through the cracks in the pavement and into the sub base. The base is then softened which leads to cracks working their way up to the surface, then to “alligatored” areas and eventually potholes.

Sunlight

The second cause of pavement cracking is due to oxidation. Since asphalt pavement is approximately 94% aggregate and only 6% asphalt oil, it is very susceptible to the elements. Sun, rain, heat and cold trigger the asphalt to oxidize, causing it to harden and shrink.

Lack of Control Joints

Most asphalt surfaces, unlike concrete, do not have control joints and thus cracks appear where the most stress is placed.

Crack Sealing Process

- Cracks are mechanically routed. This provides a reservoir for the sealant to work properly.
- Compressed air and heat lances are used on the routed cracks. Sealant requires a clean and dry surface for proper adhesion.
- Cracks are sealed with a hot-pour polymer modified sealant that meets or exceeds State & Federal specifications.



CHIP SEAL/CHIP LOCK

Services Performed Mid-June thru Mid-August

CHIP SEAL

A road surface will only last so long. The weight of vehicles and movement of the earth below causes cracks. Water infiltrates the cracks, freezes and thaws, and causes the pavement to deteriorate.

One of the most cost-effective ways to extend the life of a road surface is called chip sealing. As practiced by the Saginaw County Road Commission, the chip seal process can extend roadway life by five to seven years.

During the process, a layer of emulsion – a special formulation of asphalt and polymers – is spread on the road surface. Then a layer of stone “chips” are embedded in the emulsion. These stones are carefully graded to be the same size, and consist of a 50/50 blend of limestone and trap rock. The emulsion helps seal out water, while the stone surface is hard, protective and non-skid.



CHIP LOCK

Chip lock is a final sealing process on a chip sealed road. The distribution truck will spray a dark layer of chip lock over a chip sealed road to “lock” the chips or stone in place. This process also gives the road an aesthetic value of a freshly paved road.

SWEEPING AFTER LOCAL CHIP SEAL

Sweeping after a Local Chip Seal process has many benefits.

- Safety of the traveling public. Sweeping can help prevent the loss of vehicle tire traction.
- It can help prevent stone from being thrown by moving vehicle into the front yards of residents on the road.
- It can help aid in keeping catch basins clean. The sweeping helps keep debris out of the curb and gutter area; that if not removed, would end up in the drains, ultimately helping to keep the waters of the state clean.

The Road Commission strongly recommends that if a Township is considering a Local Chip Seal process, that they also request that Sweeping take place following this procedure.



ASPHALT OVERLAY



Asphalt overlay is a method in which an existing asphalt surface is paved over with a new asphalt cross section.

Asphalt Overlay is constructed in the following steps:

- Asphalt overlay begins by milling the road. A cold mill machine will “shave” the top of an asphalt surface down to enable the new asphalt to match existing asphalt, curb and gutter, sidewalks, or concrete pads. The mill typically shaves the existing asphalt down to the thickness that the overlaid surface receives. Areas that cannot be accessed by the mill will be removed.
- After that, most asphalt overlays require removal and replacement of the very poor areas in a process known as base patching.
- Next, a street sweeper prepares the surface and a tack coat adhesive is applied.
- After the area is prepared, the first layer of asphalt, known as the “leveling course” is applied. This layer helps re-grade areas of the existing asphalt that may have drainage issues. Thickness of this layer may vary because of the inconsistencies of the existing surface.
- Finally, the surface layer of asphalt is applied.



HOT PATCHING

Services Starts Early Spring



Hot Patching is a more permanent solution to pothole patching. This process is used on large potholes and sections of road that have “exploded” during the freeze-and-thaw cycle.

The area to be patched is cleared of loose debris and then patched with the emulsions & chips, similar to the chip seal operation, just on a smaller scale.



LINESTRIPING

Services Performed August thru September



Over the last couple of years, one of the most common topics in question is line striping. More specific questions are: When will it be done? What roads will be done and how are they chosen? How do I get my road striped? Why this road and not that road?

Generally speaking, line striping is considered a maintenance function as roads are selected to be “Re-Striped” to enhance their visibility. In addition to maintenance, there is the striping of some of the

roads resurfaced during the construction season, and of course the annual striping of the recently completed chip seal projects.

Traditionally, our line striping program has consisted of our entire primary road system in addition to local roads that have curves or hills within them, school areas, rail crossings, multiple lanes,

SNOW PLOWING PRIORITIES

The Saginaw County Road Commission intends to provide the same level of service this year that we did in the previous winter season. It is our intent to address snow clearing in the most effective and efficient manner possible, in order to provide a safe traveling route for the residents of Saginaw County.

ALL ROADS WILL BE CLEARED USING THE FOLLOWING PRIORITY:

1. **Emergency Routes** – These are mutually agreed upon routes for emergency vehicles use throughout the County.
2. **Primary Roads** – These can generally be identified by roads that have line striping.
3. **High-Priority Local Roads** – These are local roads where schools and fire stations are located.
4. **High-Volume Local Roads** – These are section line roads that through traffic count reports; need to be cleared as soon as possible.
5. **Local Roads** – These are section line roads throughout the County that may be surfaced with gravel, asphalt or concrete.
6. **Subdivision Roads** – These are generally the last road to be plowed, and can take up to two to three days after a snow event to get these roads plowed.

These priorities are based on the assumption that no additional snow or wind events occur. With each additional snow or wind event, the priorities start over; potentially further delaying the snow removal process.

The Saginaw County Road Commission, as a general rule, will not work overtime on any local roads unless these roads become impassable; as determined by the Director of Maintenance or Maintenance Superintendent of the Road Commission.

In the event of a snow emergency, the Road Commission will work directly with Saginaw County Emergency Operations Center (EOC) to ensure that emergency routes are clear and that emergency vehicles can get to their destination in a safe efficient manner.



ESTABLISHING SPEED LIMITS

Complaints regarding the speed of traffic and even petitions for lower speeds are very common. The Michigan Vehicle Code requires that drivers should, at all times drive at “reasonable and proper” speeds, given the conditions. The law states: “Any person driving a vehicle on a highway shall drive at a careful and prudent speed not greater than nor less than what is reasonable and proper, having due regard to the traffic, surface and width of the highway and of any other conditions; and no person shall drive any vehicle upon a highway at a speed greater than will permit him to bring it to a stop within the assured clear distance ahead. ”Prima facie speed limits The Michigan Vehicle Code sets speed limits for roads even where no speed limit is posted. These unposted speed limits are known as “prima facie” speed limits. The prima facie speed limits identified in the law are:

- Residential and business streets: Where no speed limit is posted, the prima facie speed limit on paved or gravel residential streets and streets in business districts is 25 mph.
- Parks: Unless a different speed is posted, the prima facie speed limit in parks is also 25 mph.

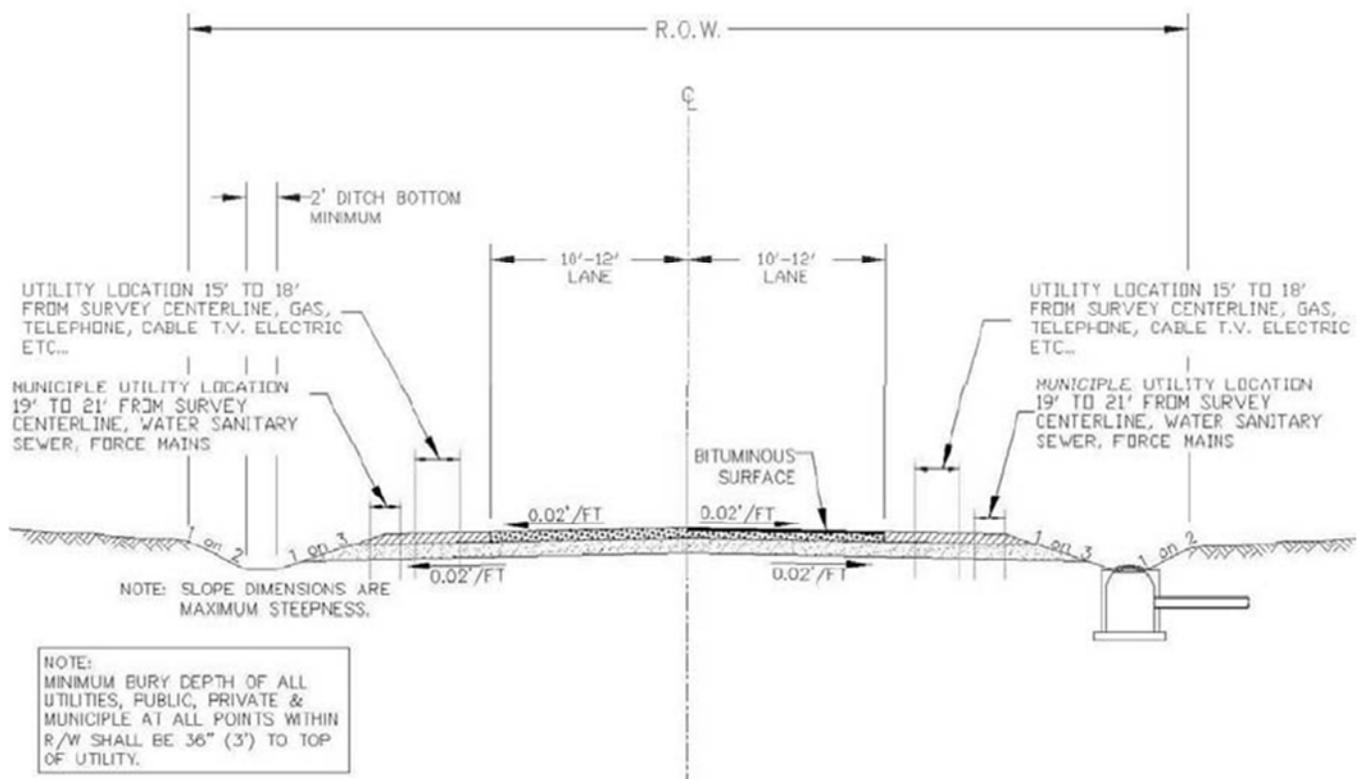
Highways: On highways outside of residential or business districts, if no speed limit is posted, the prima facie speed limit is 55 mph.

When the prima facie limit is considered too high on a county road, the State Police, in conjunction with the road commission, conduct a speed study to determine the “reasonable and proper” speed for the road. Road agencies around the country have established standardized methods for conducting speed studies. These methods include engineering and traffic studies that examine such things as current traffic speed, traffic volume, accident rates, the character of the street (whether there are sidewalks, the number of driveways, sight obstructions, etc.), pedestrian activities and potential hazards that might not easily be detected by drivers. To get an enforceable speed limit set or changed on a county road, it is necessary that the state police conduct a speed study and that the state police and the Road Commission concur on the speed limit. Unless the state police concur with the proposed speed limit, it is not legally enforceable. You can also learn more about speed limits by reading [Section 257.627 of the Michigan Vehicle Code](#).



ROAD COMMISSION PERMIT PROCESS

The Saginaw County Road Commission is charged with the duty and responsibility of protecting the road right-of-ways under our control. As you may know any and all public utilities have the right, through legislative action, to use the public right-of-ways for providing service to the residents of the state of Michigan; providing they abide by the rules and regulations of the local Public Act 51 agency (Saginaw County Road Commission in most areas) and their placement cannot be denied. We have determined longitudinal placement for all public utilities within the road right-of-way which was established by the McNitt Act of 1928 as being 2 rods each side of the survey centerline of any and all roads in which jurisdiction was transferred from the local townships to the road commission by this Act. A "rod" is equal to 16 ½ feet; thereby establishing the 33 foot right-of-way to which you are all aware. The offset distances from center line of road for each utility are illustrated in the following diagram taken from page 50 of our permit book.



The bury depth shown applies to utilities placed parallel with the roadway, the minimum bury depth for utilities crossing under roadways is 48". We require all utilities crossing roadway to be placed allowing the road commission to use its "fusing the bore method". This saves on maintenance costs to the road commission and local townships.

All permits are generated using electronic methods and copies of these permits can be emailed to you if a valid email is provided. A copy of the plans will also be included in this email. **Please be advised some of these documents are considered proprietary and must not be shared with the public.**

ROAD COMMISSION LAND DIVISION PROCESS

The Land Division and Sub-Division Control Act was modified by the legislature of Michigan in 1997. In this modification, the local road agency was charged with the responsibility of preventing the creation of “land locked” parcels within their respective jurisdictions.

In May of 2000, the Board of Commissioners for the Saginaw County Road Commission established accessibility standards for all parcels being created along roadway under its jurisdiction. These standards were very simple in nature and were intended to reduce possible expenses for the Townships and the Road Commission associated with these new parcels. The standard was as follows: Prior to any land division accessibility being approved, the entire parent parcel shall have all trees removed from the road right-of-way and shall have positive drainage for all portions of the parcel where it abuts the road right-of-way.

These standards were adjusted in 2005, removing the positive drainage requirement for the entire parent parcel and applying this only to the newly created parcel. All trees were still required to be removed from the right-of-way of the entire parent parcel.

In 2012, this was modified again requiring the application of the current tree policy of the road commission be applied to land divisions.

Each and every township has the duty and responsibility to either approve or deny any application for land division submitted to it. The Land Division Act requires these applications be processed within 45 days of submission of a completed application.

The road commission suggests that the application not be considered complete until an “Approval of Driveway Location” has been issued by the Saginaw County Road Commission for each new parcel. This can help reduce costs to the township related to these new parcels. All new residential parcels will need positive drainage in order to meet requirements of the Saginaw County Health Department for septic systems and sewage discharge. If these parcels are approved without the Road Commission’s approval, any drainage work needed for these parcels will become the responsibility of the local township.

SCRC WEBSITE

www.scrc-mi.org

We've continued to add functionality to the Road Commission's website. Visit our website to see:

- The Road Work section includes a "Townships" section where you can find the TOWNSHIP AUTHORIZATION FORM.
- The Road Work section also includes listings and maps of construction projects, chip seal locations and road closures.
- Plow Locator. This is an AVL map that allows visitors to see where the plow trucks are and when roads have been plowed.
- Notification Service. This allows you to sign up to receive email when we post information on our website. You can select from Weight Restrictions, New Bids, Road Closings, Road Construction Projects, Employment Opportunities and Headlines & Press Releases.
- Service Requests. This allows you to send a Customer Service Request directly to us. If you have work that needs to be done or a concern you would like us to look into, this all can be done quick and efficiently through the SCRC website.
- Facebook View. Our daily Facebook posts are now located on the front page of our website. So now, those residents who do not have a Facebook account can still see our daily posts.

[Saginaw County Road Commission](#) [About Us](#) [Plow Locator](#) [Contact](#) [Road Work](#) [Maps](#) [Permits](#) [Proposals/Bids](#) [Links](#)

Quick Links

- [Service Request](#)
- [Road Projects](#)
- [Permits](#)
- [Plow Locator](#)

Information

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Fax: 989-752-8934

Office Hours
Monday - Friday
7:00 a.m. - 3:30 p.m.

Directions

News Releases

- 2016 SCRC Coloring Contest
- The Mile Marker Newsletter – December 2015
- Bridge Closure – Orr Road over the Marsh Creek
- Press Release – Closure of Morseville Road over the Silver Creek
- Bueche Road & Steel Road Bridge Closures

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