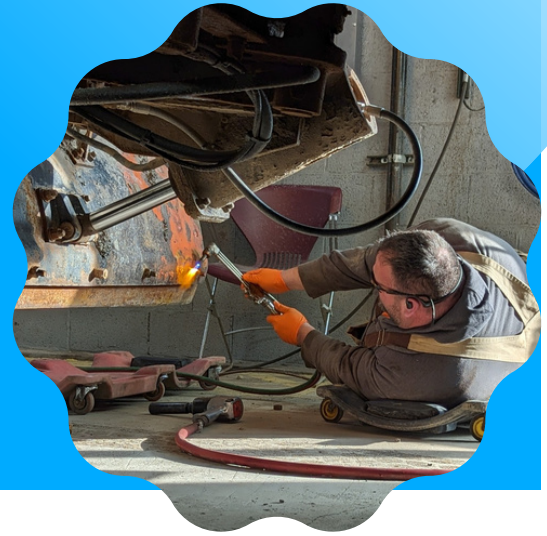


The ROADWAYS Report

JANUARY 2023

Our mission is to collectively provide and maintain a safe, cost efficient and quality road system for motorists in Genesee County.



Letter From The Managing Director

BY FRED PEIVANDI, P.E.

Aside from the snowstorm our area experienced over Christmas weekend, Genesee County has had a relatively mild winter. Still, the Genesee County Road Commission remains prepared for whatever Mother Nature may throw our way with assistance from cutting-edge technology. GCRC constantly seeks to improve winter maintenance efficiency and cost-effectiveness by incorporating different tools within our tool bag.

One of these tools is using ClearPath Weather (DTN) which allows GCC to weigh winter maintenance decisions through MDSS (Maintenance Decision Support System) based on forecasted weather patterns. MDSS provides recommendations for salting, plowing, and liquid applications in connection with predicted/current weather patterns.

Another tool is the RWIS (Road Weather Information Systems) which provides essential data from ten various points throughout Genesee County. Each RWIS unit provides ambient air temperature, road temperature, a snapshot image of the road, and other resources, allowing GCRC to mobilize resources appropriately.

The final tool is the SkyHawk AVL system which renders data that allows GCRC to analyze each weather event in order to find ways to increase efficiency and cost-effectiveness.

GCRC will continuously seek ways to improve winter maintenance efficiency through people, processes, and technology so we can provide the motoring public with a safe, cost-efficient, and quality county road system.

Directors

Fred Peivandi, P.E.
Managing Director

Randy Dellaposta
Deputy Managing Director

Anthony Branch
Director of Maintenance

Eric Johnston, P.E.
Director of Engineering

Kendra Love-Brezzell
Fleet Maintenance & Facilities Director

Tracy Khan
Finance Director

Donna Poplar
H.R. Director

Commissioners

Chairperson - Timothy Elkins

Vice Chair - Cathy Lane

Members - John Mandelaris
Cloyce L. Dickerson
David Arceo



WINTER MAINTENANCE

GCRC maintains more than 1,600 miles of roads within townships and 764 miles of state highways through a contract with MDOT. How do snow plow drivers get it done? By knowing their routes, their equipment, and how deicing products work in different weather conditions.

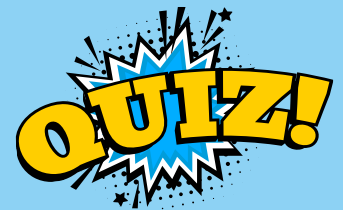
Plowing Priorities

GCRC's winter maintenance policy outlines the order in which roads are plowed. Expressways are the main priority. Next is primary roads which typically have a higher traffic volume and then is local roads. Once those roads are passable, GCRC will plow subdivision streets and gravel roads.

Please be patient as our crew works to clear our road network and remember to drive for the current conditions.

Avoid the "Second Shovel"

People can play a part in ensuring the ends of their driveways remain clear of snow even after their local snowplow comes through. Shoveling a "corner" of the right-of-way free of snow in the area several feet before the driveway will help keep that same snow from being pushed into the driveway in an icy, heavy pile. Clearing an area large enough to hold the snow coming off the plow may help reduce the "second shovel."



HOW MUCH DO YOU KNOW ABOUT GCRC'S WINTER MAINTENANCE OPERATIONS?

1. How much salt does the trunklines salt barn hold?

- A. 2,500 tons
- B. 5,000 tons
- C. 10,000 tons

2. What goes into the brine mixture that's made on-site?

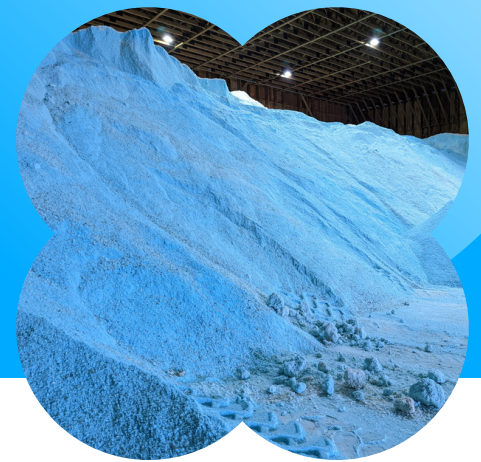
- A. Salt, water, and magnesium chloride
- B. Salt, water, calcium chloride, and Boost
- C. Beet juice

3. By law, drivers are required to move over for GCRC vehicles stopped on the side of the road.

- A. True
- B. False

All about SALT

JANUARY 2023



Pre-wetting

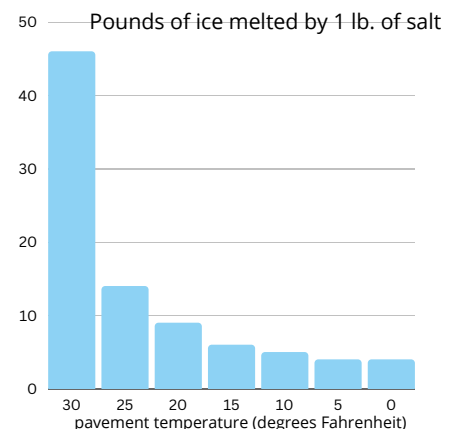
Before it hits the road, salt is pre-wet with liquid chloride. This helps to ensure that more of the salt stays on the road, allowing GCRC to use less salt. It costs \$1.99 per lane mile to put down dry rock salt where as pre-wet salt costs .27 cents per lane mile.

Anti-Icing

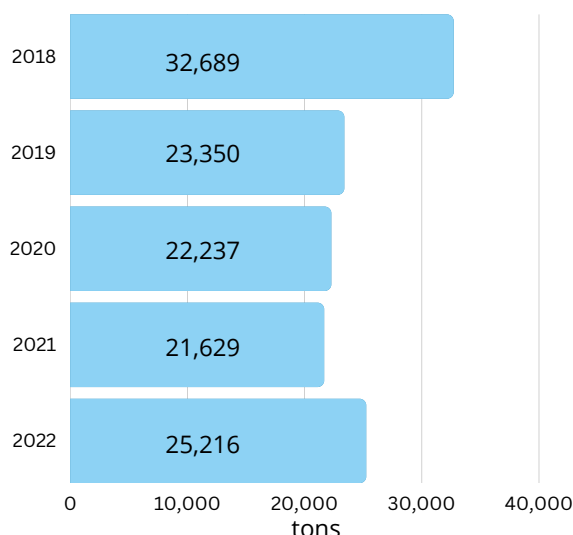
Anti-icing is the practice of applying a liquid deicer to dry pavement before a storm. This weakens the bond between the pavement and the snow, making snow removal easier and allowing for less salt to be applied during or after the storm. It is not intended to melt all of the snow that falls. GCRC makes its own anti-icing mixture on site. The maintenance garage in Flint has two storage tanks that hold 10,000 gallons of brine and 10,000 of Boost, an additive that enhances salt's melting power.

Effectiveness

As you can see from the graph on the right, salt begins to lose its effectiveness when the pavement temperature falls below 20 degrees. Pre-wetting salt also helps the product to work at lower temperatures. All GCRC trucks are equipped with sensors to read the pavement temperature and to track salt application. GCRC uses sand (mixed with chloride) sparingly in trouble spots. It is not used regularly because it clogs storm sewers.



GCRC SALT USAGE



Cost and Usage

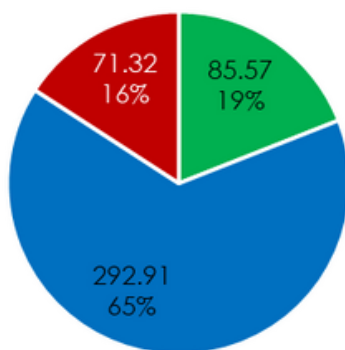
On average, GCRC uses about 25,000 tons of salt each fiscal year. For the 2022/2023 fiscal year, salt costs GCRC \$62.08 per ton.

2022 PASER Ratings

What is PASER?

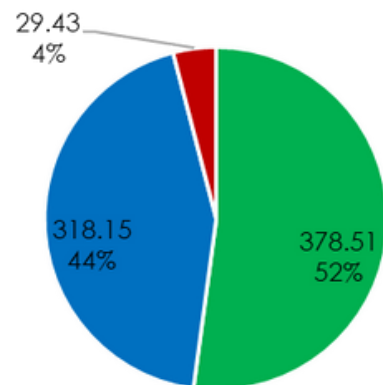
PASER is a rating system for road conditions. It uses visual inspection to evaluate the pavement surface. Roads are rated on a scale from 1 (poor) to 10 (excellent) with 10 being a brand new road and 1 requires reconstruction. Currently, every even year, the Genesee County Road Commission evaluates all hard surface roads, and every odd year, GCRC evaluates all hard surface roads except subdivisions. The 2022 PASER ratings show the majority of primary and local roads in Genesee County are in good or fair condition. GCRC will continue to work with residents and townships to improve subdivision streets through Special Assessment Districts.

Multi-Lane Primary (over two lanes)



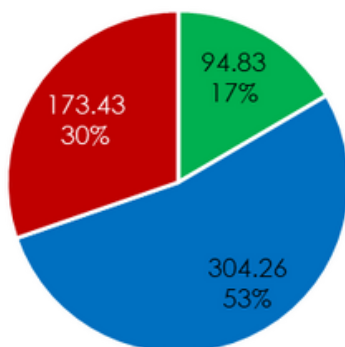
■ Good ■ Fair ■ Poor

Two-Lane Primary



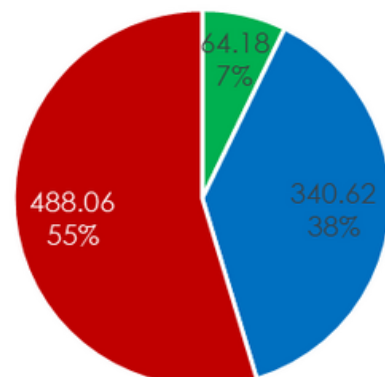
■ Good ■ Fair ■ Poor

Local Section Line Roads



■ Good ■ Fair ■ Poor

Substreets Lane Miles



■ Good ■ Fair ■ Poor

Employee *Spotlight*

When someone calls or visits the Road Commission, the first person they talk to is Receptionist Alyssa Springsteen. She began working for GCRC in October of 2021, and has the important job of helping residents find the answers they're seeking. "I try to let hem know,

'I understand what you're saying.' They want you to sympathize, and I try to make them understand that we do care about what we're doing," she said. It's a job that requires patience and the ability to connect with people - two skills that Alyssa exemplifies. Some calls require more patience than others. "The bad ones are memorable," she said.



"I like when people call back and say, 'I appreciate that you took care of this for me. I'm so glad someone addressed my concerns.'"

Often, her job is a thankless one as far as the motoring public is concerned, but those who work for the Road Commission know how valuable Alyssa is to the organization. She also has a hand in planning events around the administration office, bringing in treats, and making sure everyone's birthday is recognized. Outside of work, Alyssa spends a lot of time taking her two boys to baseball and football games and tractor pulls.

**Who should be featured
in the next Employee
Spotlight?**

Email kdontje@gcrc.org
with your suggestions.



at GCRC

CONGRATULATIONS!

New Hires

Dennis Long
Engineering Aide III
Munro Donovan
Equipment Operator
Taryn Wilcox
Engineering Aide II
Douglas Carlton II
Mechanic
Bruce Walls
Engineering Aide II



Retiring

Mike Dubie - 25 years
Equipment Operator

many
THANKS

Promoted

Sue Charnesky
Traffic Engineering Manager
Jake Keeling
Traffic Engineering Technician
Michelle Morse
Maintenance Coordinator II

Transfers

Todd Bigler
Traffic Engineer
Danielle Seavey
Fleet Maintenance Specialist
Shelly Clifford
Maintenance Secretary

WELL
DONE!

Infrastructure Anniversaries

- Washburn and Miller Roads were reconstructed in 2008 (15 years)
- The City of Burton took jurisdiction over all of its roads in 2003 (20 years)
- The Meier Rd. Bridge over the Shiawassee River, the last truss bridge in Genesee County, was rebuilt in 1993 (30 years)

The Genesee County Road Commission will be closed January 16 in observance of Martin Luther King Jr. Day.



Genesee County Road Commission
211 W. Oakley St. Flint, MI 48503