

## WHAT IS MAINTENANCE?

Included in the areas covered under maintenance are:

- Paving
- Chip Sealing
- Zone Patching
- Pothole Patching
- Stoning
- Sign/Signal Installation
- Shoulder Work
- Grading
- Ditch/Drainage Improvement
- Chloriding
- Mowing
- Tree Removal (when a safety factor)
- Roadside Trash Pick Up



The MCRC is committed to providing excellent service to the public. If you have concerns or would like to speak with anyone at the MCRC regarding any road related topic, please contact our customer service desk at 734-240-5102 and you will be connected with the appropriate person.



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Monroe, MI 48161

## MAINTAINING ROADWAYS



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### ~Road Commission Leadership~

#### *Commissioners*

*Paul Iacoangeli*, Chairman  
*Dan Minton*, Vice Chairman  
*Charles A. Londo*, Member  
*Stephen J. Pace*, Member  
*Greg W. Stewart*, Member

#### *Staff*

*Randy D. Pierce*, Managing Director /Dir. Of Operations  
*Scott F. Assenmacher*, County Highway Engineer  
*Phillip C. Masserant*, Director of Finance  
*Keith C. Richard*, Director of Operations  
*Camden Regis*, Human Resource Director  
*Cheryl A. U'Ran*, Admin. Assistant/Deputy Clerk

# Maintaining Roadways

The Monroe County Road Commission (MCRC) is governed by the Board of Road Commissioners, who set policy, and is organized under three Divisions:

- Administration Division
- Engineering Division
- Maintenance Division

The Maintenance Division certainly has a more visible role and more opportunity for contact with the public. The Maintenance Division operates out of two districts: the West District located in Dundee, and the East District located in Monroe. The Director of Maintenance oversees the entire operation, and the Superintendent of Maintenance organizes the projects and labor force.

The MCRC is responsible for maintaining over 425 miles of primary roads and 900 miles of local roads. In addition the MCRC contracts with the Michigan Department of Transportation (MDOT) to maintain state and interstate highways. The MCRC attempts to do the best job possible in maintaining these roads with the funds and staff available.



Maintaining our roadways involves addressing “wear and tear” issues, daily upkeep, and protection of all aspects of the road right-of-way. Some of those concerns are:

## ~Potholes~

Potholes occur mainly because of the freeze and thaw cycles in Michigan. Water seeps through the pavement and then gets caught in the road bed or edge of the road. The water then freezes and causes the gravel or pavement to shift. The weight of vehicles cause a break in the surface of the road and before long a pothole appears.



Because potholes can cause damage, drivers should reduce their speed, and try to avoid them. In the warmer months potholes are filled with “Hot Mix” asphalt, and in the cooler months we fix the potholes with “Cold Patch”. Hot mix is more durable but is usually only applied in the warmer months because of its chemical makeup.

Sometimes, the same hole must be patched several times. This is due to water remaining under the pavement and continuing to cause problems. Limited funding prevents the MCRC from always doing a total drainage fix in the case of each pothole.

## ~Shoulder Work~

The shoulder is the gravel portion of the road between the pavement and the ditch. Shoulder work is necessary to provide drainage of water from the road. Shoulders also enhance safety by providing a recovery area if a vehicle leaves the paved surface. Many times crews must scrape vegetation along the edge of the road to improve drainage.



## ~Tree Removal~

Some trees in the right-of-way pose a problem to maintaining the road. The MCRC **only** removes trees under the following conditions:

- The tree must be within the road right of way.
- The tree must be completely dead, with no green leaves or pose an immediate safety problem.
- The tree must be obstructing vision and/or be a sight distance problem.

## ~Ditch Cleaning~

Debris collects and vegetation grows up in roadside ditches. When this happens the MCRC drainage crews must clean and re-grade the ditch so it can flow properly. Occasionally many years of growth may cause a ditch to “fill in” and new ditches must be dug where there appeared to be no ditch.

## ~Mowing~

Roadside mowing is necessary for aesthetics, sight distance issues, and proper drainage. Mowing on local roads is arranged by the township, and mowing on primary roads is done by the Road Commission.

