

In This Issue:

- 2014 Primary Road Program
- Cape Seal Program to Start
- Dust Control
- Safe Roads for Everyone
- Reasons for Crumbling Roads

Important Dates:

June 12
9:00am Board Meeting

June 26
9:00am Board Meeting

Office Hours:

Monday - Friday

7:30am – 4:00pm

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Tom Bird
Tom Elhart
Tim Grifhorst
Jim Miediema
Tom Palarz

Managing Director:
Brett Laughlin

2014 Primary Road Program

The Road Commission maintains over 426 miles of primary roads. Primary roads typically have higher traffic volumes and connect established population, business, or industrial areas to each other.

Each year, the Road Commission develops a primary improvement program based on anticipated revenues from the State. Approximately 70% of these revenues are allocated to maintain primary roads.

The 2014 primary road program includes resurfacing and intersection improvement projects that total over 5.3 million dollars, including over 2.6 million dollars in federal and state grants.

This year's resurfacing projects include over 12 ½ miles of improvements. They are **Bauer Road**: 24th Avenue to Cottonwood Drive, **Lincoln Street**: 152nd Avenue to 144th Avenue, **Cleveland Street**: 96th Avenue to 48th Avenue,

96th Avenue: County Line to south of Perry Street, and **Ottawa Beach Road**: 160th Avenue to 144th Avenue.

In addition, there are 3 intersections receiving the following improvements. A center left turn lane for east and west **Ottawa Beach Road at 144th Avenue**, a right turn lane for east bound **Riley Street at 136th Avenue**, and right turn lanes in all directions for **Riley Street at 96th Avenue**.

Cape Seal Program to Start

The 2014 Cape Seal Program will start shortly after Memorial Day.

Cape seal combines the processes of a seal coat (chip seal) and a micro-surface to form a single, more durable surface.

Here's how the process works:

Step 1: Road Preparation — this includes sealing cracks, patching potholes, and cleaning the pavement surface.

Step 2: Emulsion — spray a thick layer of polymerized oil on the

pavement using a distributor truck.

Step 3: Dispense Aggregate — a chip spreader is used to disperse the aggregate on top of the oil evenly.

Step 4: Roll — a pneumatic-tire roller is used to press the aggregate into the oil.

Step 5: Remove Extra Aggregate — any loose aggregate that didn't stick is swept up.

Step 6: Micro-surface — usually within a week, a

thin layer of asphalt (micro-surface) is placed on top of the chip seal with a paver.

Approximately 15 ½ miles of cape seal surfacing will be constructed this year. The projects are:

Fillmore Street: US-31 to 72nd Avenue

112th Avenue: Lakewood Boulevard to New Holland Street

64th Avenue: Byron Road to Chicago Drive

Dust Control

It is that time of year when you start to see dust coming off the gravel roads.



The photo above shows the application of dust control materials on a gravel road.

Road dust is made up of fine particles that act as the “cement” and are important to the stability of the road. These fines are small and feel like powder when rubbed between your fingers. When the fines blow away, the gravel road begins to break down. Traffic scatters the coarser

aggregate, causing potholes, ruts, washboard, loss of profile, loss of ditch lines, and other problems.

Moisture helps fines slide and adhere to each other and to aggregates, allowing for optimum compaction. Dust control materials provide this lubrication, as well as help to retain moisture for an extended period of time – unlike water that easily evaporates. **Calcium Chloride** solution that is

typically man-made or a **Mineral Well Brine** that is pumped from the ground are the most common materials.

Each Township will select and purchase a dust control material, and determine the frequency and location of applications. The Road Commission will then grade the gravel road prior to the placement of the dust control.

Safe Roads for Everyone

The Road Commission reviews request to remove or trim trees within the county road right-of-way. If it is determined there is an immediate danger to the public, the tree or limb will be scheduled for removal as soon as possible. Otherwise, the request will be handled as time and resources allow.

One of the most efficient and productive portable power tools used for tree

trimming and removal is the chain saw. It can also be one of the most dangerous.

The Road Commission provides chain saw safety training to assure employees are able to safely perform their assigned tasks.

Some of the items discussed at a training session include:

- personal protective equipment (PPE) requirements
- chainsaw maintenance procedures
- chain sharpening procedures
- proper felling techniques
- limbing techniques
- brush chipper safety and operation
- hazard identification.



The local road network is critical to business and economic development, to schools, to emergency response times and public safety, to agriculture, to revitalization, to the economy, to every Michigan resident.

Reasons for Crumbling Roads

5 Simple Reasons Why Michigan Roads are Crumbling Now.

1. Every year **\$1 billion** that we pay at the pump – the state sales tax on fuel – **doesn't go to roads.**
2. The last gas tax in 1997

has **not adjusted to inflation.** That 4¢ then has the purchasing power of 2¢ now.

3. Since 2004, the recession and spike in fuel prices have caused **motorists to drive less, paying less gas tax.**

4. Today's vehicles are **more fuel efficient,** leading to **less gas tax** revenue.

5. The 1960's saw a boom in road construction. Many of these **roads and bridges** are now at the **end of their life span.**