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## Important Dates:

June 2, 9:00am  
Board Meeting

June 16, 9:00am  
Board Meeting

June 30, 9:00am  
Board Meeting

## Office Hours:

**Monday - Friday**  
**7:30am – 4:00pm**

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Brett Laughlin  
Managing Director

## Celebration a Success

It was 100 years to the day, as several hundred visitors came and enjoyed the Road Commission's 100-year Anniversary.



The event included a showcase of historic photos, documents, plans, and equipment.



Everyone who participated had a great time. Shown above are Road Commission retirees Dirk Dornbos and Rich Smallenberg.

The celebration would not have been a success without the help of many

current employees who volunteered their time to set up, decorate, and give tours to the visitors.

A special thank you goes out to Marjorie Viveen for digitizing several of the photos on display, Rycenga Lumber and Jim Loftis for displaying their antique vehicles, and Michigan Cat for bringing in a road grader simulator.



## Controlling Gravel Road Dust

One of the drawbacks of gravel roads is they are prone to giving off dust. Road dust is made up of fine particles that are important to the stability of the road. As a road dries out, the fines blow away, breaking down the gravel road. Daily traffic scatters the remaining coarser aggregates that have become loose; causing potholes, ruts, washboard, loss of profile, loss of ditch lines, and other problems.

Keeping the road moist helps fines adhere to each other and to aggregates, allowing for optimum

compaction. There are several different types of products that help control dust and retain moisture. The most commonly used are:

Calcium Chloride is a man made solution generally at 26% to 35% concentration.

Mineral Well Brine is a naturally-occurring salt water that is pumped from the ground.

When applied to gravel roads, both the chloride and brine products draw moisture from the air and

ground. This moisture binds the materials in the road, reducing the amount of dust that becomes airborne and providing a better driving surface.

The 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. A tank truck with a rear distribution bar is typically used to spread the liquid dust control evenly over the road.

## Preventative Maintenance Bids

In an effort to keep our county roads in good condition, the Road Commission has received bids for the 2011 Seal Coat and Crack Seal programs.

A seal coat is an asphalt binder that is sprayed onto the pavement, then immediately covered by a single layer of uniformly sized aggregate. The new surface is then rolled to

seal the aggregate and binder; which is then broomed, fog sealed, striped, and ready for traffic.

The low bid was \$529,200 for almost 29 miles of Seal Coat surfacing throughout the county.

One of the most cost-effective and practical methods of prolonging the life of any pavement is to seal the cracks to prevent

continued surface and base damage. The crack or joint is cleaned and filled with an overband layer of rubberized asphalt.

It is anticipated that Road Commission crews will complete about 50 miles of crack sealing this year. Bids were taken to supplement our work with an additional 107 miles of crack sealing. The low bid was \$296,365.



*Working with the MDOT Bridge Crew this summer are Phil Vandenberg and Mitch Smith from the Hudsonville Garage.*

## Safe Roads for Everyone

### How are speed limits established?

Speed limits are established in accordance with the Michigan Vehicle Code and State Legislature.

Currently, regulatory speed limits are set by State Statute at a maximum 55 mph on county roads or 25 mph for business and residential districts known

as “prima facie” speed limits. These speed limits are generally not posted on county roads.

Regulatory speed limits can be modified based on a unanimous recommendation from a traffic survey team consisting of representatives from the Michigan State Police, Road Commission, and Local Township. The recommendation is based

primarily on results of a traffic engineering study that includes the collection of speed data, review of the crash history, and roadway characteristics.

The Lansing office of the State Police has to accept the recommendation of the survey team in order to establish a modified speed limit. Once approved, signs for the new speed limit can be posted.



*Also working with the MODT Bridge Crew this summer are Kurt Shuck, alternate Gary Jennings, and Dale Walters from the North Holland Garage.*

## Collaboration with MDOT

Since 2007, the Road Commission and MDOT have worked together for summer and winter maintenance on both the state and county road systems.

During the winter months, MDOT has sent up to 4 of

their employees to work in our garages to perform winter maintenance and other duties.

In the summer, the Road Commission sends employees to work on the MDOT Bridge Crew. There have been up to 4

Road Commission employees sent to MDOT.

This collaboration has helped both agencies provide services during seasonal needs, while saving money and keeping a consistent, skilled labor force.