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## Important Dates:

September 8, 9:00am  
Board Meeting

September 22, 9:00am  
Board Meeting

## Office Hours:

**Monday - Friday**

**7:30am – 4:00pm**

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## Looking Ahead to 2012

The 2011 fiscal year for the Road Commission comes to an end on September 30.

Planning for 2012 has already started. A budget and strategic improvement plan (SIP) public hearing has been scheduled for **September 22, 10AM**, at the Road Commission office in Grand Haven.

This hearing will give an opportunity for the public to offer comments concerning the 2012 budget and the 2012-2017

Strategic Improvement Plan.

It is anticipated that the Road Commission will receive around \$15.8 million from the Michigan Transportation Fund in 2012. This amount is the basis for the 2012 budget and tentatively is broken down as follows:

\$5.5 million for Road and Drainage Improvements

\$6.5 million for Winter and Summer Maintenance

3.8 million for Capital Outlay and Operating Expenses

Additionally, over 2 million dollars in federal aid has been allocated to supplement projects in the 2012 primary road improvement program.

More information concerning the 2012 budget or the 2012-2017 SIP can be obtained from our website at [www.ottawacorc.com](http://www.ottawacorc.com). Public comments are desired and welcome.

## Heat Causes Road Problems

The excessive heat we experienced this past July caused the concrete pavement to buckle at several locations along US-31 and the business loop of I-196.

This buckling was caused as the concrete joints heated up below the surface and expanded. Since the joints did not have anywhere else to go but up, the concrete surface buckled causing hazards for drivers.

MDOT contracts the Road Commission to remove and repair the concrete joints. There were

approximately 20 joints that were fixed this past July.



Members of the Grand Haven garage jack hammering a concrete joint on US-31.

The joint repair process is tedious and time consuming, however, the

Road Commission has become very proficient at this type of work. Each joint is saw-cut on all four sides, the concrete is jack hammered loose and then removed. Steel reinforcing is placed in the hole and a high strength early cure concrete is poured.

A concrete patch is being finished as shown below.



## Crack Filling Program



The above picture shows Calvin Top from the Hudsonville garage placing crack filling material.

Every asphalt surface develops cracks over time. If left untreated, these cracks can lead to deterioration as water penetrates the pavement and weakens the road base. Potholes form, and the roadway steadily disintegrates. All of this can lead to expensive maintenance and reconstruction.

One of the most cost-effective and practical

methods of prolonging the life of any pavement is to seal the cracks to prevent continued road damage.

The construction process includes cleaning the cracks with compressed air to remove all loose dirt materials. A rubberized asphalt material is then placed within the crack or joint and an over-band material (typically a 3" width) is applied on the road surface.

Along with Road Commission crews, Highway Maintenance & Construction Co. has been contracted to crack seal over 106 miles of Primary Roads and over 50 miles of Local Roads.

It is estimated that over \$600,000 will be spent to complete the 2011 program, which includes contributions from both Grand Haven and Chester Townships.

## Safe Roads for Everyone

The Road Commission receives many requests from concerned residents and parents to install "Children at Play" signs along county roadways.

At first consideration, it might seem that this type of sign would provide some safety for youngsters playing in a neighborhood.

Unfortunately, this type of sign encourages parents to believe that children

have an added degree of protection; which the signs do not and cannot provide.

Studies have shown that this type of sign provides no evidence of reducing pedestrian crashes or vehicles speeds.

Obviously, children should not be encouraged to play in the roadway. The "Children at Play" sign is a direct and open

suggestion that it is acceptable to do so.

Federal standards discourage the use of this sign and they are not even recognized in Michigan's traffic sign manuals.

As an alternative, the Road Commission strives to remove vision obstructions and conduct speed surveys to provide a safe roadway for both pedestrians and motorists.



Shown above is the North Holland garage. Built and opened for operation in 2003.

## North Holland Facility Paid Off

Recognizing a need to upgrade the Holland area facilities, the Road Commission constructed a new North Holland garage on Ransom Street in 2003.

Designed by GMB Architects and Engineers,

the facility included a 62,000 square foot garage with a 17,000 square foot storage building.

The 5.8 million dollar project was managed by Lakewood Construction.

This past July, the Road

Commission paid the last payment on the construction loan and is debt free for facilities.

Other improvements, such as the 12,000 square foot salt storage building that was constructed in 2005, have been added.