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Important Dates:

November 3, 9:00am
Board Meeting

November 17, 9:00am
Board Meeting

Office Hours:

Monday - Friday

7:30am – 4:00pm

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Winter Maintenance Operations

Winter is just around the corner and the Road Commission has started to prepare for winter maintenance on all county roads and State Trunklines.

Winter maintenance activities include applying salt and sand, as well as plowing snow on roads and shoulders.

During a typical year, the Road Commission will respond to approximately 50 winter maintenance callouts, and will use

about 20,000 to 25,000 tons of salt, and 14,000 to 18,000 tons of sand.

The cost of winter maintenance can easily be up to **\$3.7 million** annually, depending upon inclement weather conditions and the duration of the winter months.

A policy was recently implemented to provide cost effective winter maintenance operations and to inform the public about the level of winter maintenance services for

roadways maintained by the Road Commission.

Winter maintenance operations are conducted in accordance with the established priority system based on traffic volumes, road classification, and location. The priorities are as follows:

- 1 – State Trunklines
- 2 – Multi-lane Primary Roads
- 3 – Primary Roads
- 4 – Local Paved Roads
- 5 – Subdivision Streets
- 6 – Local Gravel Roads
- 7 – Dead End Streets and Cul-de-sacs

Skip Paving Program

Have you ever noticed that there are several county roads that are in good shape but have a few isolated spots of deteriorated pavement?

In 2009, the Road Commission implemented the skip paving program with the idea that road maintenance crews would overlay small segments of bad or failed pavement with asphalt in order to keep the entire roadway in a good condition.

The skip paving process consists of placing a single layer of asphalt

over a deteriorated or problem area of the paved roadway. The thickness of this overlay is typically 1 1/2 inches. Usually, the length of the overlay is a couple hundred feet.

The existing asphalt surface may be milled to provide good joints or to maintain or alter grades. Milling is a process by which a machine is used to plane the pavement surface to an appropriate depth before the new asphalt surface is placed.

It is anticipated that approximately 4 miles of

skip paving can be performed per year and the Road Commission budgets approximately \$500,000 annually for the program.

Shown below is the skip paving crew working on 112th Avenue in Holland Township.



Where the Sidewalk Ends



The above picture is the pedestrian bridge over I-196 for the Adams Street non-motorized path.

Non-motorized facilities such as sidewalks, paths, and trails are often constructed adjacent to a county road.

Who pays for this?

The Road Commission is not responsible for any costs associated to the construction or maintenance of non-motorized facilities; this is generally paid for by the respective Township.

Since non-motorized facilities do provide links and access to commercial districts, schools, businesses, government offices, and recreation areas, the Road Commission has been very supportive of their development.

The Road Commission will often assist Townships in obtaining funding and implementing projects.



Shown above is the Fred Meijer Kenowa Trail along Byron Road next to the Zeeland Charter Township office.

Safe Roads for Everyone

What is a speed bump?

A speed bump is a bump of asphalt about a foot wide, 3 to 4 inches high, and placed laterally across the traveled portion of the road. However, the speed bump poses as an increased hazard to motorists, the cause of an undesirable increase in noise, and a real problem for snow removal.

The purpose of a speed

bump is to make the ride over it uncomfortable for the driver, encouraging him/her to reduce their speed. With the various vehicle suspensions and wheel bases, the speed bump has shown an inability to successfully control speeds.

Speed bumps can cause maintenance problems to any vehicle and increase response time for emergency services.

Because speed bumps have considerable potential for liability suits, Michigan has officially rejected them as a standard traffic control device on public streets.

The control of speeding in neighborhoods is a widespread concern which requires compliance by residents, patience and persistent effort by law enforcement – not speed bumps.



Shown above is a snow deflector to protect a mailbox.

October 15 is Shake Your Mailbox Day.

Shake Your Mailbox

This is a good time to check your mailbox. The weather is conducive to shaking it out to see what repairs are needed. Doing it now will save many headaches as compared with waiting until winter.

A simple check:

If you can physically shake your mailbox and it "gives", even just a little, it will give out when the snow and ice removal operations commence.

Snow and ice coming off the plow at 35 MPH and in mass quantities pack a much bigger punch than any snowball ever could!

Please visit our website for more information.