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Important Dates:

May 3, 9:00am
Board Meeting

May 17, 9:00am
Board Meeting

May 31, 9:00am
Board Meeting

Office Hours:

Monday - Friday
7:30am – 4:00pm

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Brett Laughlin
Managing Director

Winter Maintenance Savings

The 2011/2012 winter season has ended and the Road Commission is pleased to announce that the light winter has provided some savings from the budgeted winter maintenance figures.

The Road Commission maintains over 425 miles of primary road and 1254 miles of local roads. The budget for both primary road and local road winter maintenance is developed based on average historical costs.

The following summarizes

this past winter maintenance season savings:

Primary Road

Budget = \$1,200,000
Actual = \$ 800,000
Savings = **\$ 400,000**

Local Road

Budget = \$1,400,000
Actual = \$ 700,000
Savings = **\$ 700,000**

The total winter maintenance savings was **\$1,100,000**.

These savings will be utilized to improve several

county roads. Culvert replacements, re-graveling, bituminous resurfacing, and other surface treatments will be implemented.

The Road Commission is under contract by MDOT to maintain over 112 miles of the state highway system in Ottawa County.

The MDOT system winter maintenance budget was approximately \$1.3 million with a \$743 thousand actual cost. These savings are likely to be used for state highway repairs.

Pavement Markings

Pavement markings have important functions in providing guidance and information to drivers. In some cases they supplement regulations or warnings given by other devices. In other cases they are used alone and produce results that cannot be obtained by any other device.

Many materials can be used for pavement markings. The choice depends on cost, durability, retroreflectivity, pavement surface, and drying time.

The Road Commission primarily uses paint.

Paint Types

Water based paint is the most commonly used pavement marking. It is low cost with a short drying time.

Oil based paint is used when air and pavement temperatures are too low for water base paint.

Glass beads are placed during the painting process to provide reflectivity of the paint line for night driving.

However, wet pavement conditions will diminish the visibility of the paint lines.

Winter maintenance operations and high traffic volumes tend to reduce the pavement marking life.

Typically, primary road pavement markings are repainted every year (some twice) and local roads every other year.

The Road Commission contracts the painting of 700 to 750 miles of roads annually in addition to another 130 miles of city streets.

The Road to Completion



Shown above is the contractor My-Con installing a new aluminized culvert on 96th Avenue.

Road improvements sometimes take longer than people think they should, but that is simply due to all the complex steps involved in getting the project completed.

A construction project doesn't just occur because somebody thought it was a good idea. Often a lot of **planning** and background work has been done.

Once a construction project has been identified, the **funding** source has to be determined.

Preliminary **engineering** that includes survey and the design work is completed next. Some projects may also require an **environmental review** or **right-of-way acquisition**.

Depending on the size

and type of project, there may be a **public hearing** to solicit comments.

Once the construction plans are completed, a **plan review** session is held with the utility companies and local units of government.

The project is **bid** out, then a **preconstruction meeting** is held, and finally the contractor starts **construction**.

Safe Roads for Everyone

The poor condition of the culvert crossing at 96th Avenue 1800' north of Quincy Street came to the attention of the Road Commission in November 2011, when sink holes were observed in the shoulder of 96th Avenue.

Given the time of year, the Road Commission monitored this crossing throughout the winter to assure the safety of the travelling public, and

planned to replace the culvert when asphalt plants opened this spring.

My-Con was contracted to replace the existing dual 80' long 73x55" corrugated metal culverts with an 85' long 112x75" aluminized corrugated metal culvert.

The Road Commission obtained a permit from both Michigan Department of Environmental Quality

and the Ottawa County Drain Commissioner's office prior to replacing the crossing.

The project took less than two weeks to complete with a cost of \$58,670.



Shown above is Theresa VanLeeuwen the Road Commission office secretary and receptionist.

Face Behind the Voice

If you call or visit the Road Commission during normal office hours, you will be greeted by a friendly voice. That voice is Theresa VanLeeuwen, the office secretary and receptionist.

Serving on the "front line"

since she was hired in 1999, Theresa has played a vital role in making sure callers and visitors are directed to the appropriate departments of the Road Commission.

Outside of work, Theresa enjoys taking care of and

riding horses, camping, and spending time with her family and daughter.

For over 8 years, Theresa was also a reserve and mounted deputy for the Ottawa County Sheriff's department.

