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## Important Dates:

September 6, 9:00am  
Board Meeting

September 20, 9:00am  
Board Meeting

## Office Hours:

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

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## Draft SIP Available

Annually, the Road Commission develops a six year **Strategic Improvement Plan** (SIP) to manage county road assets, identify improvement needs, and determine economical methods to finance improvement projects.

The review of the county road assets helps identify replacement, repair, and maintenance items to be incorporated into the SIP.

County road assets are inventoried in the following categories:

- Primary Roads
- Local Paved Roads
- Preventative Maintenance
- Bridge
- Local Gravel Roads
- Culvert and Drainage
- Traffic & Safety

Once the inventory reviews are compiled, project lists are developed with cost estimates, and a draft SIP is created.

Part of the SIP process is to gather input and comments from local governmental officials and the general public.

The draft of the 2013-2018 SIP is available online at [www.ottawacorc.com](http://www.ottawacorc.com) for review and comment.

A public hearing for the SIP has been scheduled on September 20<sup>th</sup>, 10:00am during the regular Board meeting.

## What is Microsurfacing?

Microsurfacing is a polymer modified cold-mix paving system that is a very cost effective preventative maintenance treatment.

Microsurfacing begins as a mixture of dense-graded aggregate, asphalt, emulsion, water, and mineral fillers with advance polymers and other modern additives.

The mixture is made and applied to existing pavements by a specialized machine which carries all components, mixes them

on the site, and spreads the mixture onto the road surface. Materials are continuously and accurately measured and then thoroughly combined in the machine's mixer.

As the machine moves forward, the mixture is spread across the width of the traffic lane in a single pass. The new surface is a dark brown color and changes to a finished black surface as the water is chemically ejected and the surface cures.

Micosurfacing is also a major component of cape

sealing, another preventative maintenance treatment.

Cape seals use the advantages of combining a chip seal treatment with a microsurface overlay.

The Road Commission implemented a cape seal and mircrosurfacing program this year as a result of the winter maintenance savings.

Five (5) roads totaling almost ten miles have received one of these preventative maintenance treatments.

## By-Pass Lane Construction



Shown above is a photo of My-Con Construction Company constructing a by-pass lane along the north side of Bauer Road @ 28<sup>th</sup> Avenue.

At three-legged or “Tee” intersections on two lane roads, the construction of a by-pass lane on the shoulder can be an effective substitute for a left turn lane.

The by-pass lane has pavement markings as a travel lane to encourage drivers that want to continue on to use the by-pass lane to go around vehicles waiting to turn left.

The Road Commission has found this treatment to cost substantially less than constructing a conventional left turn lane.

As part of reconstruction or resurfacing projects, the Road Commission will evaluate by-pass lane needs for three-legged or “Tee” intersections.

Recently, a by-pass lane along Bauer Road at 28<sup>th</sup> Avenue was added to the

resurfacing project of Bauer Road from 56<sup>th</sup> Avenue to 24<sup>th</sup> Avenue.

The by-pass lane was constructed to have sufficient structural strength to withstand repeated use, even by truck traffic.

The Road Commission will continue to monitor for other potential by-pass lanes to be constructed at appropriate intersections.

## Safe Roads for Everyone

### Will a stop sign slow traffic down on your street?

Stop signs installed at the wrong place for the wrong purpose usually create more problems than they solve.

One common misuse of stop signs is to arbitrarily interrupt traffic, either by causing it to stop or by causing such an inconvenience that

motorists are forced to use other routes.

Traffic studies indicate that there is a high incidence of intentional violations where stop signs are installed as “nuisances” or “speed breakers.”

The studies also show that drivers increase their speeds between unwarranted stop signs to make up for the lost time.

Based on these studies and the increased speeds of drivers on streets with unwarranted stop signs, the Michigan Manual of Uniform Traffic Control Devices clearly states that “Stop signs should not be used for speed control.”

A stop sign placed at the right place and under the right conditions, tells drivers and pedestrians who has the right of way.



Shown above is the application of the experimental waterproof spray filler within a corrugated metal pipe culvert joint.

## Experimental Culvert Maintenance

Sometimes performing minor maintenance to culverts under county roads can extend their life expectancy and can delay complete replacements by several years.

Joint separation in culverts is a common

maintenance problem. If left untreated, the gap at the joint will eventually cause material loss of the road bed and result in a hole in the road surface.

The typical maintenance method requires the road to be dug up to make the

necessary culvert repairs.

The Road Commission is trying waterproof joint filler that is applied from the inside of the culvert. Applications are limited, but we are eager to monitor the results of the experiment.