

In This Issue:

- 2013 Road Commission Board
- Selecting Roads for Paving
- Bridge Slope Protection
- Safe Roads for Everyone
- Meet Your New Road Commissioner

Important Dates:

February 7, 9:00am
Board Meeting

February 21, 9:00am
Board Meeting

Office Hours:

Monday - Friday
7:30am – 4:00pm

14110 Lakeshore Drive
P.O. Box 739
Grand Haven, MI 49417
(616) 842-5400
www.ottawacorc.com

Brett Laughlin
Managing Director

2013 Road Commission Board

The Ottawa County Road Commission is governed by a five-member Board, appointed by the County Board of Commissioners for six-year terms. At least one member is appointed every two years.

Although the Board is appointed by the Ottawa County Board of Commissioners, the Road Commission is separate from county general government.

The Board establishes Road Commission policies and administers the

annual budget.

The Road Commission Board members from left to right as shown in the photo to the right are:

Jim Miedema resides in Jamestown Township and is a new Board member.

Tom Bird resides in Park Township and has been a Board member since 2011.

Tom Palarz resides in Grand Haven Township and has been a Board member since 2009.

Tom Elhart resides in the City of Grand Haven and has been a Board member since 2011.

Tim Grifhorst resides in Tallmadge Township and has been a Board member since 2011.



Selecting Roads for Paving

How roads are selected for paving?

The Road Commission continuously evaluates road conditions to identify replacement, repair, and maintenance needs. Project lists are developed with priorities based on the evaluation of data such as:

- PASER Road Ratings
- Traffic Volumes
- Capacity and Congestion Issues
- Accident History
- Maintenance History
- Funding Sources

Each year the Road Commission gathers input from local governmental officials, Metropolitan Planning Organizations (MPO), and the general public to determine improvement needs and develop a 6-year Strategic Improvement Plan.

The current 6-year Strategic Improvement Plan can be found at our website, www.ottawacorc.com.

Improvement needs not included in the Strategic Improvement Plan are typically addressed

through the recurring, day-to-day maintenance activities by the Road Commission.

Since 100% of the costs associated with resurfacing or other surface treatments applied to **Subdivision Streets** have been paid by the Townships and/or residents, the Townships determine which Subdivision Streets are selected.

The 2013 subdivision resurfacing and improvement programs are currently being developed.

Bridge Slope Protection



The above photo shows the concrete slope protection repair on the Green Street Bridge over Sterns Bayou in Robinson Township.

The erosion around bridge abutments or piers is a common cause of bridge failure. This type of erosion, called bridge scour, is caused by swiftly moving water that can scoop out holes, compromising the integrity of the bridge structure.

Slope protection is a typical treatment that prevents bridge scour. The most common types

of treatment are concrete and rip-rap.

Recently, Road Commission crews repaired the concrete slope paving of the Green Street Bridge over Sterns Bayou.



The existing concrete slope paving of the bridge was damaged by some vandalism.

Road crews completed the repairs in one day. The photos show the work in progress.



Safe Roads for Everyone

Can salt be put on roads and bridges before it snows?

Putting salt on the road surface prior to a snowfall generally will waste time and money. Salt will not adhere to a dry road during application and the portion that manages to land in the right location is subject to wind or traffic which blows or pushes it off the road before it can do its job.

Salt is most effective after snow has accumulated and the temperature is 20° Fahrenheit or higher. Under these conditions, the salt and snow will mix, melting snow into a slush that can be plowed off the pavement. (This melting action generally occurs within two hours, less if traffic is present.)

If the temperature is below 20°F, the salt will have difficulty melting the snow

and ice, so other methods are typically used.

Abrasives (like sand) are often put down with the salt for traction. Calcium chloride or other liquid treatments can be added to enhance the ability to melt the ice and snow.

The Road Commission may change the mixture of salt and additives based on the ground temperature.



Shown above is new Road Commissioner, Jim Miedema.

Meet Your New Road Commissioner

Jim Miedema was recently appointed by the County Board of Commissioners to serve as a Road Commissioner on the Road Commission Board.

Jim brings 20 years of Township experience to the Road Commission.

He was the Jamestown Township Supervisor for 12 years and a Trustee for 8 years.

Jim's appointment started on January 1, 2013, with a current term of six years that expires on December 31, 2018.

Jim is a retired body shop owner and currently resides in the Jamestown Township area.

The Road Commission welcomes new Road Commissioner Jim Miedema.