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Important Dates:

May 2, 9:00am
Board Meeting

May 16, 9:00am
Board Meeting

May 30, 9:00am
Board Meeting

Office Hours:

Monday - Friday
7:30am – 4:00pm

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Brett Laughlin
Managing Director

Fiscal Year 2012 Audit

The Michigan Department of Treasury has been given the responsibility of implementing the requirements of [PA 283 of 1909](#), as amended, to prescribe uniform accounting and reporting standards for the Road Commission.

The primary purpose for the auditing and reporting requirements is to maintain the citizens' confidence in the Road Commission and the integrity of the financial reporting by the Road Commission.

The audit also helps to ensure compliance with legal requirements and continuation of fiscal responsibility.

The Road Commission utilizes an independent CPA to provide constructive recommendations which, when adopted, will enhance fiscal control and make budgets more easily understood.

Vredeveld Haefner LLC performed the fiscal year 2012 audit for the Road Commission.

The auditing firm examined the amounts and disclosures in the financial statements and assessed the accounting principles used by the Road Commission, as well as evaluated the overall financial position of the Road Commission.

The Road Commission received a clean opinion of the financial statements and no instances of non-compliance or other matters that are required to be reported under Government Audit Standards.

Winter Maintenance Costs

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 is always dependent upon inclement weather conditions and the duration of the winter months.

2012-2013 Winter Maintenance Costs

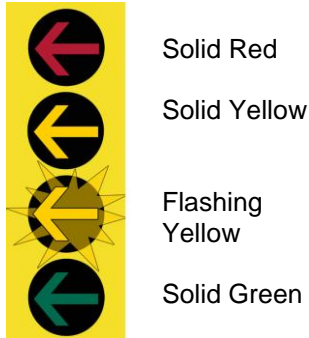
	2011/2012 <u>Actual</u>	2012/2013 <u>Budget</u>	2012/2013 <u>Actual</u>
Primary Roads	\$ 797,771	\$ 1,200,000	\$ 1,249,371
Local Roads	\$ <u>693,258</u>	\$ <u>1,400,000</u>	\$ <u>1,220,211</u>
TOTAL	\$ 1,491,029	\$ 2,600,000	\$ 2,469,582
State Roads	\$ 743,771	\$ 1,200,000	\$ 1,269,339

In an effort to reduce costs and environmental concerns, the Road Commission developed a Salt Management Plan to provide guidance on minimizing road salt

usage while maintaining appropriate road safety.

The Salt Management Plan can be found on the Road Commission website.

Left Turn Logistics



Solid Red

Solid Yellow

Flashing Yellow

Solid Green

The above picture shows left turn signal requirements for new installations.

Solid Red: Drivers may not turn.

Solid Yellow: Drivers are cautioned the light is about to change.

Flashing Yellow: Drivers may turn but must yield to pedestrians and oncoming traffic.

Solid Green: Drivers may turn.



Shown above is recent retiree from the Coopersville Garage, Dan Petznik.

There are two modes of left turn signal control: permitted mode and protected mode.

In the **permitted mode**, a left turning motorist is provided either a flashing red ball or a flashing yellow arrow. The driver is permitted to turn left whenever there is an adequate gap in opposing traffic.

In the **protected mode**, a

left turning motorist is provided a green arrow display while opposing traffic is stopped.

Most left turn signal operations consist of a combination of the permitted and protected modes. However, there are instances where a left turn signal is operated in the protected-only mode (green arrow) and left turn vehicles are not given the opportunity to make a

permissive left turn.

The considerations for installation of a protected-only left turn signal include:

- High left turn traffic volume
- High opposing through volume
- An existing crash history
- Limited sight distance
- High speed opposing through traffic
- Left turning vehicles must cross 3 or more lanes of opposing through traffic
- There are multiple left turn lanes

Safe Roads for Everyone

The Michigan Department of Transportation (MDOT) is responsible for routine maintenance on all state highways.

MDOT contracts with the Road Commission to maintain the state highways located in Ottawa County. The highways are; I-96, I-196, US-31, M-6, M-45, M-104, M-121, and BL I-196.

These contracted services

include snow plowing, pothole filling, grass mowing, sweeping, guardrail repair, and other maintenance items as directed.

MDOT provides the Road Commission an annual budget for winter and summer maintenance services. The 2012-2013 fiscal year budget is \$1,200,000 for winter maintenance and \$1,450,000 for summer

maintenance of the MDOT system.

Additional revenues may be added by MDOT for special maintenance projects like concrete joint repairs as shown below.



Petznik Retires

With over 32 years of service, Dan Petznik recently retired from the Road Commission.

Dan started and retired as an employee from the Coopersville Garage. Early in his career, he worked various

assignments including winter night patrol. Dan spent the last 14 years as a Gradall Operator cleaning out ditches and other maintenance activities.

Dan has been married for 34 years and has 2

children. During retirement, he plans to spend time with family and enjoy more hunting and fishing.

The Road Commission wishes Dan the best in retirement and thanks him for his dedicated service.