

In This Issue:

- What is Plan “B”?
- Seal Coat Surfacing
- Dust Control
- Safe Roads for Everyone
- 2015 Primary Road Program

Important Dates:

June 11
9:00am Board Meeting

June 25
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

Commissioners:
Tom Bird
Tom Elhart
Betty Gajewski
Tim Grifhorst
Jim Miediema

Managing Director:
Brett Laughlin

What is Plan “B”?

Our Michigan legislators will be forced to consider an alternative to address Michigan’s deteriorating roads after voters resoundingly rejected the May ballot that would have increased taxes to pump \$1.2 billion a year more into transportation infrastructure.

Is there a “Plan B” for more road funding?

The Governor doesn’t have any specific plans waiting in the wings, and, apparently, neither do the

legislators.

Governor Snyder told reporters at a news conference after the vote that roads have been his top priority, and he is ready to get right back to work on the issue.

Snyder says the real challenge is finding something that will pass through both houses of the legislature.

The long-running debate will again center on whether to hike taxes or reduce other government

spending to boost road funding.

So, there is no Plan “B”.

You are encouraged to contact your legislators and urge them to derive an adequate road funding solution.

The Road Commission will continue to provide the best service possible with an 18 year old antiquated funding model, while road maintenance and repair costs have substantially increased and continues to do so.

Seal Coat Surfacing

The seal coat treatment process, sometimes called a “Chip Seal”, is a key part of the Road Commission Preventive Maintenance Program to maximize the service life of the road network.

Today’s technically advanced seal coats are economical surface treatments designed to protect and prolong the life of pavements for up to an additional 10 years. In a single seal coat process, an asphalt binder is sprayed onto the pavement, then immediately covered by a

single layer of uniformly sized aggregate. The new chip sealed surface is then rolled to seal the aggregate to the binder, broomed, fog sealed, striped, and ready for traffic.

Seal coats provide a quick and reliable surface treatment that will seal out the damaging effect of water, help to increase skid resistance, improve aesthetics and delineation, and provide a new wearing surface to protect the pavement for years to come.

By comparison to other road surface treatments, seal coat surfacing is one of the most economical, and long-lasting options available to the Road Commission.

This year’s seal coat program is anticipated to start in June and includes 26 miles of roads within Chester, Crockery, Grand Haven, Polkton, Robinson, and Spring Lake Townships.

More information about the seal coat surfacing program can be found on our website.

Dust Control

It is that time of year when you start to see dust coming off the gravel roads.

aggregate, causing potholes, ruts, washboard, loss of profile, loss of ditch lines, and other problems.

typically man-made or a **Mineral Well Brine** that is pumped from the ground are the most common dust control materials.



The photo above shows the application of dust control materials on a gravel road.

Road dust is made up of fine particles that act as the “cement” and are important to the stability of the road. These fines are small and feel like powder when rubbed between your fingers. When the fines blow away, the gravel road begins to break down. Traffic scatters the coarser

Moisture helps fines slide and adhere to each other and to aggregates, allowing for optimum compaction. Dust control materials provide this lubrication, as well as help to retain moisture for an extended period of time – unlike water that easily evaporates. **Calcium Chloride** solution that is

Each Township will select and purchase a dust control material, and determine the frequency and location of applications. The Road Commission will then grade the gravel road prior to the placement of the dust control.

Safe Roads for Everyone

Each spring, the Road Commission evaluates the primary and local paved road system to determine needs and necessary repairs.

couple hundred feet in length) to keep the pavement in a more consistent condition until a permanent improvement can be implemented.

asphalt surface may be milled to provide good joints or to maintain or alter grades.

In an effort to maximize the use of the limited funding, roads that were noticed to be in a good condition except for some short isolated segments of deteriorated pavement could be overlaid with asphalt (usually only a

This process is called “skip paving” and 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. The existing

This year’s skip paving program includes over 7,000 feet of different segments of roads within various townships across the county.

More information about the skip paving program can be found on our website.



The 2015 primary road program includes resurfacing projects that total over 5.4 million dollars. This total includes 3.1 million dollars from the Road Commission 2015 budget and 2.3 million dollars in federal and state grants.

2015 Primary Road Program

The Road Commission maintains over 426 miles of primary roads. Primary roads typically have higher traffic volumes and connect established population, business, or industrial areas to each other.

Commission develops a primary improvement program based on anticipated revenues from the State. Approximately 70% of these revenues are allocated to maintain primary roads.

improvements. They are:

Port Sheldon Street: 40th Avenue to Chicago Drive

Fruitport Road: M-104 to the Muskegon County line

Lakeshore Drive: New Holland Street to Butternut Drive

Byron Road: 24th Avenue to Kenowa Avenue

Each year, the Road

This year’s projects include over 12 miles of