

In This Issue:

- Road Commission Receives “Clean” Audit
- House Unveils Road Funding Plan
- PASER
- Safe Roads for Everyone
- Shoulder Work

Important Dates:

May 1
9:00am Board Meeting

May 15
9:00am Board Meeting

May 29
9:00am Board Meeting

Office Hours:

Monday - Friday

7:30am – 4:00pm

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Road Commission Receives “Clean” 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 2013 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 they found no instances of non-compliance or other matters that are required to be reported under Government Audit Standards.

House Unveils Road Funding Plan

In a striking, perhaps surprising, show of support for road funding, Speaker of the House Jase Bolger recently announced a new bipartisan Transportation Plan, the centerpiece of which is \$450 million (\$500 million by 2018) of funds to be directed to Michigan roads.

The proposal is a great start, but it is obviously less than 25 percent of the \$2.18 billion annual need for increased revenue to maintain Michigan's paved road system.

While this proposal is not the total funding solution, it is an important first start as it marks a clear shift from whether or not road funding is necessary, and away from one-time appropriations.

Details of the plan are yet to be worked out, but Speaker Bolger did speak of significant efficiencies, road warranties, competitive bidding and increases in heavy truck fees. Some issues are controversial, perhaps to politically balance a call for ending the 19 cents per gallon gas tax and 15

cents per gallon diesel tax and replacing them with a 6 percent tax on fuel at wholesale.

The plan is revenue-neutral, although the wholesale tax is indexed to inflation and contains both a ceiling and a floor.

The number of road users experiencing real damage to their vehicles cause by the crumbling road system continues to rise exponentially. Increased investment from Lansing will help the Road Commission better serve Ottawa county residents.

PASER



The Road Commission has 3 certified PASER personell on staff. From left to right they are Jack Klein, Dan Zant, and Jeff Mussatto.

PASER is an acronym for PAVement Surface Evaluation and Rating system. It is a system for visually rating the surface condition of a pavement from a scale of 1 to 10, with 1 being a pavement in a failed condition and 10 being a pavement in excellent condition.

Pavements age with time and gradually deteriorate due to environmental effects and traffic

loadings. Two pavements constructed at the same time may have significantly different lives, or certain portions of a pavement may deteriorate more rapidly than others due to various reasons.

The Road Commission has recognized the benefits of performing regular pavement condition surveys.

The PASER data is

instrumental in the strategic planning and allocation of maintenance and construction funding.

Typically, roads are rated by a team that includes representatives from MDOT, Road Commission, and Metropolitan Planning Organization (MPO).

Primary roads are rated biannually, while local roads are rated every three years.

Safe Roads for Everyone

Why are seasonal weight restrictions placed on county roads?

Each spring, as roads thaw out from the top down, moisture is trapped near the surface. When this occurs, heavy loads will cause the break-up of gravel and bituminous surfaces.

Weight restrictions are placed on roads to protect

them during the thaw. When weight restrictions are being enforced, most heavy trucks must reduce their speeds and axle loads. These measures reduce the impact that vehicles have on the fragile road surface.

Speeds are reduced to 35 MPH. Loads can either be reduced by carrying partial loads or by adding additional axles.

During a normal travel day, the State of Michigan allows more weight per axle than any of our adjoining states. Because the extent of frost action and resultant thaw are weather related, it is impossible to set specific dates to commence and end seasonal weight restrictions on an annual basis. Each year must be evaluated independently.



The above photo shows a Road Commission crew from the Grand Haven garage grading shoulders along M-45 with a motor grader.

Shoulder Work

Road Commission crews pull gravel shoulders along paved roads in the county every spring.

The goal is to do this before the grass begins to grow on the side of the road. This maintenance is done to restore the shoulder shape and

function. A typical problem that develops is that the gravel surface of the shoulder does not meet the paved edge of the roadway.

If the shoulder is too high, the road will not drain properly; if the shoulder is too low, a hazardous

drop-off condition can result.

Reshaping of a gravel shoulder is a routine maintenance activity performed by Road Commission staff using a motor grader.