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Important Dates:

September 4
9:00am Board Meeting

September 18
9:00am Board Meeting
10:00am Public Hearing
for 15' Budget & SIP

Office Hours:

Monday - Friday

7:30am – 4:00pm

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Tom Bird
Tom Elhart
Tim Grifhorst
Jim Miedema
Tom Palarz

Managing Director:
Brett Laughlin

Road Millage on the Ballot

The Ottawa County Board has approved the following County Wide Road Millage Ballot question for the November 4, 2014 vote:

“Shall the limitation on the total amount of taxes which may be levied against taxable property within the County of Ottawa, Michigan, as provided for by Section 6 of Article IX of the Michigan Constitution of 1963, be increased up to the amount of \$0.50 per thousand dollars of taxable valuation (0.50

mills) for a period of ten (10) years, 2015 through 2024, inclusive, for the purposes of providing a fund for the reconstruction, resurfacing, and preventative maintenance of roads included in the Ottawa County Road System and for the reconstruction, resurfacing, and preventative maintenance of streets within the incorporated limits of villages and cities within Ottawa County, thereby raising in the first year an estimated \$5,012,875?”

Road Millage Facts

100% of the millage revenues generated within a Township, City, or Village over the millage period will ONLY be spent on road improvements within the said jurisdiction.

The Road Commission will focus on major roadways for road millage funded projects with public input on project selection.

More information can be found on our website: www.ottawacorc.com

Rising Salt Costs Leave Bitter Taste

The impact of the harsh winter last year is having repercussions for the upcoming winter maintenance season. Bids are in and road salt costs have increased over 30% from last year.

With the rise in salt costs, **\$64.89/ton**, this once convenient and inexpensive method has the Road Commission looking at alternatives such as pre-wetting and other de-icing and anti-icing products.

To put the change in perspective, applying the new salt bid price per ton

to last season's salt usage total would cost the Road Commission an additional \$550,528 that would give a final salt cost of over \$2 million.

The Road Commission has developed a salt management plan and utilizes a 60% salt to 40% sand mixture to provide the most cost effective yet service orientated practice for winter maintenance operations.

Most people are aware that rain and melting snow can turn into ice. When this ice sets up on the roadways, there is a need

to break down the icy layer, making it possible for tires to maintain traction on the surface of the roads.

This is where salt/sand mixture on icy roads comes into play. The presence of the salt causes what is known as freezing point depression. That is, salt helps to lower the temperature at which water will freeze.

Placing salt on icy roads helps to inhibit the formation of ice, as well as break down any ice that may have already formed.

Seal Coat Partnership



The picture above shows combined Montcalm, Muskegon, and Ottawa County road crews placing a seal coat surface on a road.

Partnering with Montcalm and Muskegon County Road Commissions to complete over 14 miles of seal coat surfacing in Ottawa County has proved to be both successful and economical.

Seal coat surfacing is a treatment that provides an improvement for the least amount of money and helps a road last longer.

The seal coat process

begins with placement of a water/liquid asphalt emulsion on the road surface. This layer of emulsion penetrates and seals small cracks in the existing pavement and acts as a binder for the stone layer.

The stone, also known as “chips”, sticks to the emulsion and, after rolling and sweeping, provides a slightly roughened skid resistant surface to

improve safety.

The photo below shows Muskegon and Ottawa road crews placing a seal coat on 104th Avenue in Olive Township.



Safe Roads for Everyone

Speed limits are established in accordance with the Michigan Vehicle Code and State Legislature.

Currently, regulatory speed limits are set by State Statute at a maximum 55 mph on county roads or 25 mph for business and residential districts known as “prima facie” speed limits. These speed limits are generally not posted

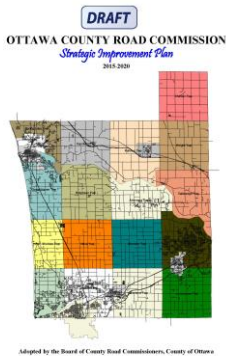
on county roads.

Regulatory speed limits can be modified based on a unanimous recommendation from a traffic survey team consisting of representatives from the Michigan State Police, Road Commission, and Local Township. The recommendation is based primarily on results of a traffic engineering study that includes the collection

of speed data, review of the crash history, and roadway characteristics.

The Lansing office of the State Police has to accept the recommendation of the survey team in order to establish a modified speed limit.

For more information watch this video from the Michigan State Police, <http://www.youtube.com/watch?v=j5pzYoX1cTw>



The Draft 2015-2020 Strategic Improvement Plan can be found on our website at:

www.ottawacorc.com

2015 Budget & SIP Public Hearing

On an annual basis, the Road Commission develops a Strategic Improvement Plan (SIP) to manage county road assets, identify improvement needs, and determine economical methods to finance improvement projects.

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

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

A public hearing for the 2015-2020 SIP and 2015 Budget has been scheduled for September 18th, 10:00am at the Road Commission offices.

Written comments are encouraged and can be received any time prior to the public hearing.