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## Important Dates:

July 14, 9:00am  
Board Meeting

July 28, 9:00am  
Board Meeting

## Office Hours:

**Monday - Friday**

**7:30am – 4:00pm**

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Brett Laughlin  
Managing Director

## SIP Receives Award

The Road Commission received an organizational achievement award from the Michigan Asset Management Council for its 2011-2016 Strategic Improvement Plan (SIP).

This award is an acknowledgement for the Road Commission's efforts to incorporate the principles of asset management and adopt an asset management plan to help guide investment decisions.

With increasing costs and

declining revenues, the Road Commission utilized the asset management process in 2007 and implemented the first annual SIP.

The plan was developed to manage Road Commission assets and programs, identify and prioritize needs, develop methods to finance projects, and to get public input.

The 2012-2017 Strategic Improvement Plan will be developed over the

summer. The current SIP can be found on our website. Comments are always welcome.



*From the left accepting the award are David Vander Kooi and Brett Laughlin of the OCRC, and Carmine Palombo Chair of the Asset Management Council.*

## Green Light!

How does a traffic signal detect a vehicle that has pulled up and is waiting for the light to change?

Traffic signals are operated on either a timer giving a predetermined fixed allotment of green time to all directions of travel or they have a vehicle detection device that allocates green time to various directions of travel based on the detection of vehicles. The Road Commission utilizes three different detection devices: inductive loops, video cameras and microwave sensors.

The most common detection device utilized is the inductive loop. Inductive loops consist of coiled wire embedded in the pavement surface. They provide consistent and accurate vehicle detection data to the electronic traffic signal controller. However, inductive loops are easily damaged due to construction activities or deteriorating pavement conditions.

Another type of device is a pole mounted video camera. Video cameras detect vehicles that enter

a superimposed vehicle detection grid over the video feed. Inclement weather conditions can affect the accuracy of this type of device.

The latest technology has provided microwave detectors. Microwave detectors are mounted on poles and emit waves that detect moving objects in a predetermined zone. This type of device is not affected by weather conditions but may not be as accurate as inductive loops. The illustration on the next page shows how this device works.

## What is a Right-of-Way?

County roads are located within land which is referred to as road right-of-way. The width and length of a road right-of-way is established by deed, statute, or through the platting process.

In general, the county road right-of-way is typically 33 feet on both sides of the centerline of the road for a total width of 66 feet. However, both the right-of-way width and

the location of the center of the right-of-way can vary. There are instances where the road centerline does not match the right-of-way centerline.

The road right-of-way is reserved for use of the traveling public and maintenance of the county road system. The Road Commission will also issue permits to public utilities and Townships to place facilities such as:

sanitary sewer, water, natural gas, electric, telephone, cable, sidewalk, and non-motorized paths.

If you have a question concerning a road right-of-way, please contact our office for more information. To identify the true locations of property lines and right-of-ways, a professional surveyor should be hired.



The above drawing shows how a microwave vehicle detection device works.

## Safe Roads for Everyone

In early April, the Road Commission received notice from 911 that a hole had developed in Wilson Street east of 130<sup>th</sup> Avenue. It was determined that a culvert crossing (Bowen Intercounty Drain) was failing and causing issues.

As shown in the photo, the area was patched and monitored.

Working with the Intercounty Drain Board and MDEQ, the Road Commission expedited the permit process to replace the existing dual 72" CMP culverts.

The culvert was replaced in the beginning of June with a 117"x79" elliptical aluminized culvert.



These photos show the construction and completion of the culvert.



The Engineering Department from left to right; Art Vela, Jack Klein, Jeff Mussatto, Dan Zant, Joe Wallace, Ryan Kempainen, Joe Bush, and Steve VanHoeven.

## Road Engineering

The Road Commission's engineering department is composed of 5 engineers, 3 technicians, and an environmental coordinator. Please view the photo to the left.

The department is responsible to develop

plans and specifications for county road and bridge projects.

Once the project is bid, the department provides construction engineering and surveying services, then oversees and inspects the contractor's

construction activities.

The department works on various types of projects including road resurfacing, road reconstruction, bridge replacement, bridge rehabilitation, and culvert replacement.