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## Important Dates:

February 9, 9:00am  
Board Meeting

February 23, 9:00am  
Board Meeting

## Office Hours:

**Monday - Friday**

**7:30am – 4:00pm**

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## 2012 Primary Road Program

The Road Commission maintains over 424 miles of primary roads. Primary roads typically have higher traffic volumes and connect established population, business, or industrial areas to each other.

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

The 2012 primary road program includes resurfacing and reconstruction projects that total over 6.7 million dollars.

This year's resurfacing projects include over nine miles of improvements. They are: **Byron Road** - 64<sup>th</sup> Avenue to 48<sup>th</sup> Avenue, **Bauer Road** - 56<sup>th</sup> Avenue to 24<sup>th</sup> Avenue, **96<sup>th</sup> Avenue** - Van Buren Street to Polk Street, and **Apple Drive** - 144<sup>th</sup> Avenue north to the County line.

In addition, there are approximately 1.3 miles of proposed reconstruction and water system improvements along **136<sup>th</sup> Avenue** - Butternut Drive to Riley Street and intersection improvements to **112<sup>th</sup> Avenue/Apple Drive/Cleveland Street** - as part of MDOT's M-231 project.

For more information about the Road Commission primary and other programs, please visit our website and review the [Strategic Improvement Plan](#).

## MPO Spotlight

A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy making organization that is made up of representatives from local governments and transportation authorities.

The purpose of a MPO is to insure that federal transportation funds are spent in a manner that is based on region-wide planning developed through inter-governmental collaboration, rational analysis, and consensus based decision making.

The Road Commission is a member of the 3 MPO's that represent Ottawa County. They are:

**Macatawa Area Coordinating Council** (MACC) - represents the Holland/Zeeland area and includes the Townships of Park, Holland, Zeeland, Port Sheldon, and Olive.

**Grand Valley Metropolitan Council** (GVMC) - represents the Grand Rapids area and includes the Townships of Jamestown, Blendon, Georgetown, Allendale, Tallmadge, and Wright.

**West Michigan Shoreline Regional Development Commission** (WMSRDC) - represents the Grand Haven/Muskegon area and includes the Townships of Grand Haven, Robinson, Spring Lake, and Crockery.

It is anticipated that over 16 million dollars in federal and state program aid will be distributed through these MPO's over the next 5 years to help supplement proposed Road Commission transportation system improvements.

## Bridge Repairs Coming Soon



The above photo shows the existing condition of the West Spring Lake Road bridge over Cornelius Bayou.

The Ottawa County Road Commission is responsible to maintain 136 bridge structures. A bridge structure is defined as bridge or culvert(s) that has a clear span as measured along centerline of the roadway of at least 20 feet.

The major funding sources for bridge improvements are obtained from the MDOT Local Bridge Program

(formerly known as the Critical Bridge Program). The Road Commission was successful in obtaining bridge funding to improve two bridges for 2012.

The first bridge is located in Wright Township on **8<sup>th</sup> Avenue over Lau Bach Drain** that is currently posted at 18 tons for Gross Vehicle Weight.

The second bridge is

located in Spring Lake Township on **West Spring Lake Road over Cornelius Bayou** that is currently posted at 10 tons for Gross Vehicle Weight.

Both bridges are rehabilitation projects where new beams will be placed and a new deck will be constructed on the existing substructure. New railings and approach work will also be implemented.

## Safe Roads for Everyone

### Why can't salt be put on roads and bridges before it snows?

Putting salt on the road surface prior to a snowfall generally will waste time and money. Salt will not adhere to a dry road during application and the portion that manages to land in the right location is subject to wind or traffic which blows or pushes it off the road before it can do its job.

Salt is most effective after snow has accumulated and the temperature is 20° Fahrenheit or higher.

Under these conditions, the salt and snow will mix, melting snow into a slush that can be plowed off the pavement. (This melting action generally occurs within two hours, less if traffic is present.)

If the temperature is below 20°F, the salt will have difficulty melting the

snow and ice, so other methods are typically used.

Abrasives (like sand) are often put down for traction. Calcium chloride or other liquid treatments can be added to enhance the ability to melt the ice and snow.

The Road Commission may change the mixture of salt and additives based on the ground temperature.



Shown above are Mark Krause, John Gappa, and Craig Merkins from the Grand Haven garage using the kiosk system.

## Kiosk System Implemented

The Road Commission finance department has completed the first stage of implementing an electronic employee time card system, otherwise known as a kiosk system.

The Grand Haven office

and garage systems have been installed and are up and running. It is anticipated that the other garage installations will be completed by March.

The kiosk system is a hardware/software solution designed to

handle tracking of labor, equipment charges, production management, and material placement and usage.

The kiosk system can also be used as a reporting tool for daily job activities and inventory control.