

In This Issue:

- Prime and Double Seal
- Roadkill Roundup
- Cape Seal Work Completed
- Safe Roads for Everyone
- Foltz Retires

Important Dates:

October 4, 9:00am
Board Meeting

October 18, 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

Brett Laughlin
Managing Director

Prime and Double Seal

From the 1960's to the early 1980's, a prime and double seal was a typical treatment performed by the Road Commission.

Prime and double sealing is a method of covering a gravel road with a layer of liquid asphalt and then a layer of small rocks embedded in the asphalt. The process is then repeated for a "double" seal.

For gravel roads, a prime and double seal was a cost-effective procedure that prevented water from

penetrating the road surface, improved skid resistance, and suppressed road dust.

Comparing the cost to the life expectancy, asphalt eventually became the surface treatment of choice.

Recently, Zeeland Township approached the Road Commission about revisiting the prime and double seal treatment as an alternative to paving.

80th Avenue, a ½ mile long gravel road north off

of Adams Street was selected as a pilot project.

It is anticipated that the prime and double seal, as shown below, will extend the useful life of 80th Avenue by providing a "hard" wearing surface.



Roadkill Roundup

We have all seen dead animals alongside the road. So who is required to pick them up?

The responsibility for picking up and disposing of dead animals has been a long-running debate. Surprisingly, there is no statutory requirement for any agency in Michigan to perform this service.

Animal control authorities and the Michigan Department of Natural Resources (MDRE) have both stated they have no authority on the issue.

Citizens usually call the local road agency to pick up the dead animals. While most road agencies will not dispose of the dead animals, they will move the carcasses that pose a hazard to motorists off the traveled portion of the road.

Over the years, the Road Commission has picked up and disposed of dead animals as a courtesy service for the public.

However, costs and budget constraints have limited this service to just one day a week, and only

dead deer or other large animals will be picked up.

State regulations regarding the disposal of dead animals can be very confusing. The Road Commission brings dead animals to a local land fill for disposal.

The costs to pick up and dispose of dead deer have ranged from \$7,500 to \$15,000 per year.

The Road Commission also picks up dead deer along the state highways under the MDOT maintenance contract.

Cape Seal Work Completed



Shown above is a photo of the contractor placing the microsurface portion of the cape seal treatment on 144th Avenue north of Ottawa Beach Road.



Shown above is a picture of Mark Foltz with the "hot rod" he built. The car received first place at a recent show in Grand Haven.

As part of the winter maintenance savings, the Road Commission recently implemented another preventative maintenance surfacing program called Cape Seal.

A cape seal uses the advantages of two sealing and rehabilitation methods to provide a new surface for existing bituminous roads.

First is the application of a

chip seal that is followed within a few weeks by an overlay of a microsurface.

The following roads were completed with a cape seal treatment:

144th Avenue: M-104 to Fruitport Road

144th Avenue: New Holland Street to Port Sheldon Street

144th Avenue: Ottawa Beach Road to Riley Street

18th Avenue/20th Avenue: M-121 to Baldwin Street

In addition, **Gooding Street** from 24th Avenue to 8th Avenue was microsurfaced.

The Road Commission intends to continue utilizing cape seal treatments as part of the annual preventative maintenance program.

Safe Roads for Everyone

When a construction project impacts the normal use of a county road, warning devices such as barrels, signs, and arrow boards are placed in accordance with a traffic control plan.

The basic objective of a traffic control plan is to permit construction work within the county road right of way in an efficient and effective manner, while maintaining a safe,

uniform flow of traffic.

The construction work and motorists, bicycles, and pedestrians traveling through the work zone must be given equal consideration when developing a traffic control plan.

Each traffic control plan is developed to be consistent with the Manual on Uniform Traffic Control Devices (MUTCD).

The Road Commission relies on the cooperation of various news media in publicizing the implementation of major road closures and detours as a method of keeping the public well informed.

The latest information concerning road closures and/or detours on county roads can also be found on the Road Commission website, www.ottawacorc.com.

Foltz Retires

Mark Foltz retires with over 40 years of service in the Road Commission Engineering Department.

Mark started working at the Road Commission as a summer co-op student in 1969, while attending high school and college.

After receiving an Associate's Degree in Surveying and Topographical Drafting from Ferris State University in 1972, Mark was hired full time as an Engineering Aide.

He was promoted to a

Civil Engineer in 1996 and has been performing those duties ever since.

Mark has many hobbies including restoring and building "hot rod" cars.

Congratulations to Mark on his retirement.