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Important Dates:

- December 13, 9:00am Board Meeting
- December 27, 9:00am Board Meeting

Office Hours:

Monday - Friday
7:30am – 4:00pm

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Snowplow Roadeo

The Midwest Michigan Branch of the American Public Works Association recently held the 2012 Snowplow Roadeo.

The Roadeo is a competition on an obstacle course designed to simulate actual snow plowing driving operations where drivers are timed and scored for accuracy, safety, and speed.

The obstacle course is laid out with cones and barrels to challenge the driver's ability to operate a plow truck through

stations that simulate maneuvering around parked cars, inside and outside curves, diminishing clearance, offset intersections, serpentine areas, and backing into a loading dock.



The Road Commission sent 4 teams of participants that

represented all of the garages.

The teams were Mark Krause and Kurt Potts, Ken Kossen and Calvin Top, Jon Vandenbrink and Paul Ortman, and congratulations to the team of John Gappa and Gerald VanHouten who finished first in the competition.



A Taste of Salt

To ensure efficient and safe use of the roads in winter, the Road Commission primarily uses road salt (sodium chloride) to melt snow and ice, and sand to provide traction for traffic.

With the rise in salt costs, as shown in the chart and salt bids for this winter season at **\$59.50/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. Stay tuned.

OCRC WINTER SEASON SALT COSTS PER TON

SEASON	\$ / TON	TONNAGE
2011/12	\$61.04	14,302
2010/11	\$61.00 / \$61.10	28,458
2009/10	\$51.30 / \$61.00	21,494
2008/09	\$34.20 / \$51.30	22,330
2007/08	\$34.20	30,227
2006/07	\$34.20	24,489
2005/06	\$29.79	22,116
2004/05	\$26.87	20,146
2003/04	\$25.59	29,012
2002/03	\$25.85	35,993
2001/02	\$35.56	20,994
2000/01	\$27.21 / \$30.13	40,804
1999/2000	\$29.54	22,035
1998/99	\$30.13	16,731
1997/98	\$29.54	15,578
1996/97	\$28.04	19,137
1995/96	\$29.55	18,476
1994/95	\$29.59	10,007
1993/94	\$27.39	14,241

State Road Culverts Replaced

The existing triple culverts at the Bark Creek crossing of State Road (east of 130th Avenue) in Crockery Township were recently replaced.

These culverts were made of corrugated metal, placed side by side with a length of 80' and a diameter of 81"x59" each. The culverts were deteriorated and perched, which contributed to scouring at their

downstream end and resulted in an obstacle to fish migration.

The Road Commission obtained bids and awarded My Con, Inc. the contract to remove the existing triple culverts and replace them with a single 92' long by 17'3" wide by 11' rise Aluminum Multi-plate Pipe Arch Culvert. It took four My Con employees 4 days to assemble the multi-plate

culvert, which came in pieces that contained 84 plates and 18 five gallon buckets of nuts and bolts.

The photo below shows My Con, Inc. assembling the multi-plate culvert.



The above photo shows the assembled 13,000 pound culvert being lifted and ready for installation at the Bark Creek crossing of State Road.

Safe Roads for Everyone

Every winter, the Road Commission is asked a similar question from residents;

“I’ve seen snowplows driving down the road during a snow storm with their plows raised. Why aren’t they plowing?”

There are a couple of reasons the snowplow trucks aren't always pushing snow during

winter maintenance operations.

The snowplow trucks may be in operation only to spread materials (like salt and sand), or may be out of materials to spread and are headed back to the garage to reload.

It is also possible that the road may have been treated with salt or de-icing products, and plowing could remove the

materials before the salt or de-icing products have an opportunity to work.

Snowplow routes are designed to minimize travel, create efficiencies, and provide the best level of service. To accomplish this, each driver leaves the garage and heads to his assigned area for plowing.

More information can be found on our website.



Courtesy of MDOT, the above photo shows a cable barrier system.

Comparison Costs

- Cable barrier: \$12-\$15/foot
- Steel guardrail: \$28-\$33/foot
- Concrete barrier: \$80+/foot

I-96 Cable Barrier

MDOT has installed cable barrier along several highway medians like I-96 that have a history of crossover crashes.

Cable barrier reduces the severity of crashes, and is a very cost-effective safety measure when

compared to other protective systems.

The cable barrier is designed to prevent a vehicle from crossing into lanes of oncoming traffic. The cable also absorbs most of the impact, preventing the vehicle

from bouncing back into traffic.

Under the maintenance agreement with MDOT, the Road Commission maintains and repairs the entire cable barrier system along I-96 within Ottawa County.