

In This Issue:

- Paving Bid Results
- Roadside Drainage
- Six Retire in May
- Safe Roads for Everyone
- New Faces in Engineering

Important Dates:

July 11, 9:00am
Board Meeting

July 25, 9:00am
Board Meeting

Office Hours:

Monday - Friday
7:30am – 4:00pm

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Brett Laughlin
Managing Director

Paving Bid Results

The county wide asphalt resurfacing program was bid in June.

The program compiled several resurfacing and related work projects on several primary, local and subdivision streets.

The engineer's estimate for the 2013 county wide paving program was \$3,651,558.

Rieth-Riley Construction was the apparent low bidder of \$2,805,392. That is a bid **savings** of **\$845,626**.

Other bids were also taken recently for primary roads with federal aid.

The following projects consist of full width milling and resurfacing.

James Street: US-31 to 136th Avenue
\$825,000 Estimate
\$514,112 Bid

Baldwin Street: 20th Avenue to Cottonwood Dr
\$950,000 Estimate
\$577,753 Bid

The following projects involves resurfacing the

existing width and adding a 3 foot paved shoulder (144th Avenue Only).

144th Avenue: Lincoln Street to Mercury Drive
\$480,000 Estimate
\$395,839 Bid

64th Avenue: County Line to Byron Road
\$725,000 Estimate
\$523,017 Bid

Please visit our website for more information on other projects to be bid later this year.

Roadside Drainage

Roadside ditches, swales, storm sewer, culverts, and other similar drainage features are installed to convey storm water from the road surface and roadbed to an outlet such as a pond, county drain, creek, infiltration area, or other waterway. These roadside drainage systems are typically located in the county road right-of-way, and are maintained by the Road Commission or in some instances the Water Resources Commission.

It is important to note that, the primary role of

roadside drainage is to drain the road, not adjacent private property, unless the roadside drainage system has been established as a County Drain.

Roadside ditching is scheduled when crews are not needed for other activities, such as patching, grading, mowing, etc.

The maintenance supervisor takes into consideration several questions when establishing priorities for ditching, such as:

1. Is the current ditch elevation creating a road problem? (Elimination of flooding on the roadway or shoulder would take precedence over standing water in the ditch);

2. Is there an outlet readily available? (Ditching will create a deeper grade for water to stand in, if a creek or County Drain is not available to drain the water into)

To inquire about having a roadside ditch cleaned out, please contact our office at 616-842-5400 or utilize our online service request form.

Six Retire in May

With approximately 141 combined years of dedicated service, six employees recently retired from the Road Commission.

North Holland Garage

Tom Wilson, shown on the left, started in 1987 and was known for enjoying work on the patch crew.

Cal Brandsen started in 1989 and became a talented excavator

operator.

Gary Jennings, shown on the left, was hired in 1999 and was a skilled light equipment operator.

Gary Vollink, shown below, started in 1990 and was also a dedicated light equipment operator.



Hudsonville Garage

Hired in 1992, Roy Alofs, shown above was a dependable heavy equipment mechanic.

Coopersville Garage

Tom Schwallier started in 1992 and worked as a motor grader operator.



Shown above are recent retirees from the North Holland Garage, Gary Jennings on the left and Tom Wilson.

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. Prima facie 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. Once approved, signs for the new speed limit can be posted.



Shown above are Brandt Homik and Bob Russell, new employees in the Engineering Department.

New Faces in Engineering

A summer intern from 2007-2010, Brandt Homik was hired as a Civil Engineer to design and manage various road improvement projects.

Brandt graduated from Michigan Tech in 2011 with a Bachelors Degree

in Civil Engineering.

Bob Russell recently graduated from Ferris State with a Bachelors Degree in Construction Management and an Associates Degree in Civil Engineering Technology.

Bob was hired as an Engineering Aide and will provide surveying, testing, and inspection support for various road and bridge improvement projects.

The Road Commission welcomes Brandt and Bob.