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## Important Dates:

July 9  
9:00am Board Meeting

July 23 - CANCELLED  
9:00am Board Meeting

## Office Hours:

**Monday - Friday**

**7:30am – 4:00pm**

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Commissioners:  
Tom Bird  
Tom Elhart  
Betty Gajewski  
Tim Grifhorst  
Jim Miediema

Managing Director:  
Brett Laughlin

## Seal Coat Surfacing

Seal coat surfacing is a treatment that improves a road for the least amount of money and helps a road last longer.

The seal coat process begins with placement of a water/liquid asphalt emulsion on the road surface. This layer of emulsion penetrates and seals small cracks in the existing pavement and acts as a binder for the stone layer.

The stone, also known as “chips”, sticks to the emulsion and, after rolling

and sweeping, provides a slightly roughened skid resistant surface to improve safety.



The above photo shows Muskegon and Ottawa road crews placing a seal coat surface on 104<sup>th</sup> Avenue in 2014.

Over the past few years, the Road Commission has

partnered with Montcalm and Muskegon County Road Commissions to place seal coat surfacing on several miles of roadways in Ottawa County. This partnership has proved to be both successful and economical.

The 2015 Seal Coat program includes over 26 miles of improvements within Chester, Crockery, Grand Haven, Polkton, Robinson, and Spring Lake Townships. Please visit our website for more information.

## Paved Shoulders

Over the years, the Road Commission has constructed paved shoulders along several primary roads in Ottawa County.

Typically, paved shoulders are considered for roads with more than 3,000 vehicles per day. Paved shoulders are constructed in conjunction with the resurfacing of the road.

Some of the added safety and maintenance benefits of paved shoulders are:

- provides more space to make safer evasive maneuvers and

accommodates driver error

- provides increased sight distance
- expedites water runoff from travel lane
- provides space for disabled or slow-moving vehicles
- reduces edge stresses near the travelled lane
- reduces exposed pavement edge drop-offs

The recommended minimum paved shoulder width is 2 feet. However, recognizing the benefits, the Road Commission has traditionally placed 3 feet.

Some communities have desired 4 foot or wider paved shoulders for bicyclists and pedestrians to use as a shared use. It has been a policy that the cost for constructing the additional paved shoulder width be the responsibility of the requesting party.

To avoid the future costs for design, construction, and maintenance; the paved shoulder will not be designated as any special facility, such as a bicycle lane or path, but shall be treated as a normal road shoulder.

## Crack Sealing Contract



*Shown above is crack sealing work performed in 2013 by Scodeller Construction.*

Every asphalt surface develops cracks over time. If left untreated, these cracks can lead to serious road deterioration as water penetrates the pavement and weakens the road base. As the base weakens, more cracks form in the pavement. Potholes then form, and the roadway steadily disintegrates. All of this can lead to expensive maintenance and reconstruction.

One of the most cost-effective and practical methods of prolonging the life of any pavement is to seal the cracks to prevent continued surface and base damage.

The maintenance process includes cleaning the cracks or joints with compressed air and other tools to remove all loose dirt, vegetation, and foreign debris. The rubberized asphalt mixture is placed within the crack

or joint, and is then covered with an overband strip applied on the road surface (typically 3" wide).

Scodeller Construction was awarded the 2015 crack sealing contract that includes over 50 miles of roadways.

On top of the Scodeller contract, approximately 25 additional miles of roadways are to be crack sealed by Road Commission crews.

## Safe Roads for Everyone

One potential roadway hazard is vegetation. Grass, weeds, and brush can obscure or limit a driver's view of traffic control devices, approaching vehicles, wildlife and livestock, and pedestrians and bicycles.

In an effort to control roadside vegetation, the Road Commission roadside mowing practice is as follows:

- Primary roads are mowed twice a year;
- Local paved roads are mowed twice a year;
- Local gravel roads are mowed once a year;
- Subdivision streets are not mowed.
- Clear vision areas at intersections are mowed as needed.

The Road Commission is contracted by the Michigan Department of Transportation (MDOT) to perform roadside mowing along the state highway system in Ottawa County. The frequency of mowing is determined by MDOT.

To inquire about roadside mowing, please contact our office at 616-842-5400, or utilize our online service request form.



*The above photo shows Road Commission crews replacing a culvert on 104<sup>th</sup> Avenue in Crockery Township.*

## 104<sup>th</sup> Avenue Culvert Replaced

After a rain event in April, the Road Commission closed 104<sup>th</sup> Avenue south of Leonard Road due to a culvert failure.

In order to replace the culvert, a permit from the Michigan Department of Environmental Quality (MDEQ) was required.

corrugated metal culvert. The length required the culvert to be fabricated in 2 pieces and spliced during installation.



After reviewing the site conditions with MDEQ, it was determined to replace the culvert with an 8 ½ foot diameter, 100 foot long, aluminized

Once the water levels subsided, the culvert was replaced by Road Commission crews. Total replacement cost was approximately \$40,000.