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Important Dates:

August 6
9:00am Board Meeting

August 20
9:00am Board Meeting

Office Hours:

Monday - Friday

7:30am – 4:00pm

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Tom Bird
Tom Elhart
Betty Gajewski
Tim Grifhorst
Jim Miediema

Managing Director:
Brett Laughlin

Managing Our Road Assets

Almost all county road agencies in Michigan use an asset management system to prioritize their financial resources to take care of the roads under their jurisdiction.

In many cases, the worst roads do not always equate to be as the highest priority roads under an asset management plan.

Leading the way using asset management to track the condition of Michigan roads is the Transportation Asset Management Council.

The Council was established by the Michigan Legislature in 2002, to provide asset management tools and practices to Michigan roads agencies. The Council has 10 voting members from Michigan's various transportation management sectors.

The TAMC produces interesting "at-a-glance" dashboard charts that show pavement and bridge conditions by county; revenue and expenditures for each county road agency; and trend data including traffic

counts and traffic crashes.

The TAMC advocates excellence in managing Michigan's transportation assets by:

- Advising the Legislature and State Transportation Commission
- Promoting Asset Management Principles
- Providing Tools and Practices for Road Agencies

For more information refer to the TAMC website at: www.tamc.mcqi.state.mi.us

Self-Insurance Pool

The original idea for the sharing of road commission risks was born during the 1970's and developed during the early 1980's as many county road commissions had trouble finding insurance carriers to cover liability, property and physical damages.

In 1983, a group of county road commissioners started the Michigan County Road Commission Self-Insurance Pool (MCRCSIP) to provide reliable, consistent and affordable liability and physical damage coverage for Michigan's

county road commissions.

Today, MCRCSIP covers nearly all types of property and casualty coverage (except health and life) needed by the Road Commission and includes coverage for:

- General Liability
- Auto Liability
- Employment Practices, Public Officials Errors & Omissions Liability
- Employee Fidelity & Faithful Performance
- Property and Physical Damage with Equipment Breakdown

By pooling together the resources from more than 70 road commissions, MCRCSIP can safely invest a significant amount into a growing portfolio.

Each member provides an annual contribution for their coverage. An actuary calculates the total funding requirement using Excess/Reinsurance Fees, Claims Reserves and the Administrative Budget.

MCRCSIP then determines if the excess can be returned to the members in the form of a refund.

Road Construction Process

We all tend to get impatient when road construction does not get done as fast as we think it should.

The steps listed to the right shows some of the process in developing and completing a road construction project.

Keep the above in mind the next time you hear that a road is supposed to be improved, and it doesn't seem to happen quite as quickly as you expected.

Road improvements sometimes take longer than people think they should, but it can be simply due to all the complex steps involved in getting the project done.

Funding: Without funding, a project will never reach construction.

Engineering: It can take several months to survey and design a project.

Environmental: Some

projects may require a DEQ permit or other environmental review.

Public Meetings: A public hearing or informational meeting to solicit project comments may be held.

Grade Inspection: If federal funds are involved, MDOT reviews and approves the project plans.

Right-of-Way may have to be obtained.

Bid Letting: All projects are advertised for bids and awarded to the lowest qualified contractor. A few extra months are added to the process for federal or state funded projects.

Construction: Most of the time, projects are built while traffic continues to move through the area, which means additional time. In addition, the weather can also delay the construction of the project.

Safe Roads for Everyone

Who takes care of street lights?

Street lighting refers to lights used to illuminate roads, not traffic signals.

Typically, the local Township or subdivision associations oversee the installation and maintenance of this utility. Usually, the local electric service company performs the necessary street light maintenance.



Who maintains railroad crossings?

The railroad company that owns the track is

responsible for railroad crossings. Usually there is a small metal placard located on the cross-buck (railroad crossing) sign adjacent to the track with the appropriate railroad company information.



The above photo was provided by John Martin showing the recent Grand Haven Loutit District Library "Truck Petting Zoo" event.

Truck Petting Zoo

This past June, the Grand Haven Loutit District Library held a Truck Petting Zoo to kick off the kids Summer Reading Club.

The theme was "Every Hero Has a Story". The Road Commission was asked to participate in the

event by bringing in a snowplow truck for display to help celebrate our hometown heroes!

There were at least 400 children and caregivers who attended. Everyone, big and small, had a great time at the event!

Road Commission truck operator Gary Slagle from the Grand Haven garage was in attendance to answer questions the kids had, and to help them get in the cab of the truck.

Thanks for helping and making the library event so successful Gary!