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## *Important Dates:*

August 9, 9:00am  
Board Meeting

August 23, 9:00am  
Board Meeting

## *Office Hours:*

**Monday - Friday**  
**7:30am – 4:00pm**

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## Federal Transportation Bill Passes

Days before the federal highway trust fund was about to expire, Congress reached an agreement on a long-term transportation bill this past June for the first time in seven years.

The bill, which replaces one that expired in October 2009 and had been extended nine times, will provide current levels of funding to maintain eligible road and bridge projects for the next 25 months.

The Road Commission relies on federal road

funding, generated by the 18.4-cent federal gas tax, for most primary road and bridge improvements.

The federal road funds that come to Michigan are split with 75% of the funds going to the Michigan Department of Transportation (MDOT), and the other 25% divided among the 83 county road agencies and the 533 cities and villages.

These federal funds are channeled through metropolitan planning organizations (MPO) or

rural task forces for use on transportation improvement projects. Representatives from local government and transportation authorities make up the structure of both groups.

MPO's and rural task forces were developed to ensure that existing and future expenditures of federal funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process.

## 2013 Projects Moved Up

The Road Commission has seen significant bid savings this year on several federal aid projects that were let through MDOT and on the county wide asphalt paving program.

In evaluating possible projects or uses for the bid savings, the Road Commission looked to the current 2012-2017 Strategic Improvement Plan (SIP).

Earlier this year, improvements to Byron Road from 64<sup>th</sup> Avenue to 48<sup>th</sup> Avenue were

completed. The current SIP had the next section of Bryon Road scheduled for improvements in 2013.

It was determined to implement the improvement to Byron Road from 48<sup>th</sup> Avenue to 24<sup>th</sup> Avenue in Jamestown Township this year. This project will include the resurfacing of the pavement along with the addition of 3 foot paved shoulders on each side of the road were none exist.

Another project that was scheduled for improvements in 2013 as

indicated in the SIP was Arthur Street from 48<sup>th</sup> Avenue to 32<sup>nd</sup> Avenue in Wright Township.

This resurfacing project was also determined to be completed this year.

The SIP was created to plan expenditures on county roads for a 6 year period.

The 2013-2018 SIP will be developed over the upcoming months. It is anticipated that a draft version will be available for review and comment in August.

## Aluminum Culverts



Shown above is a photo of a Randall Meyer Excavating removing an old culvert on Garfield Street east of 88<sup>th</sup> Avenue.

The Road Commission regularly replaces or maintains culverts to protect the integrity of the roadway and to provide safety for the travelling public.

Reinforced concrete pipe has generally been used for road culverts because it provides long life and durability.

Other materials, such as corrugated metal pipe and

smooth lined corrugated plastic pipe have been used as alternatives in applicable locations of smaller diameter culverts.

Aluminized corrugated metal pipe is the latest viable alternative for smaller and larger culverts. The aluminum coating produces a culvert that is resistant to acidic soils and water, while providing up to 3 to 4 times the service life of

regular metal pipe.

The installation of an aluminized culvert on Garfield Street east of 88<sup>th</sup> Avenue is shown below.



## Safe Roads for Everyone

### What is a right-of-way encroachment?

Michigan law prohibits the placement of any object, except authorized mailbox mountings, within the county road right-of-way unless that object is permitted by the Road Commission.

In many instances, property owners or contractors place fences, rocks/boulders,

trees/shrubs, earthwork, or other objects within the road right-of-way as a measure of improving landscape.

However, these fixed objects often become hazards to errant motorists, vision obstructions, or interference to road and public utility improvements.

The Road Commission

asks for everyone's cooperation in keeping the road right-of-way free of all potential hazards and future road and public utility improvement conflicts.

More information about obtaining a permit to work within road right-of-way can be found on the Road Commission website at [www.ottawacorc.com](http://www.ottawacorc.com) or by calling 616-842-5400.



Shown above is Ed Stein, the motor grader operator from the Hudsonville Garage, smoothing out some bituminous material on 56<sup>th</sup> Avenue.

## Bituminous Wedge

In an effort to repair pavement edge raveling, Road Commission crews have developed an innovative maintenance method.

First, bituminous material is placed along the road edge by a truck and then it

is spread by a hand lute (asphalt rake).



The photo to the left shows John Evers from the Hudsonville Garage luting the bituminous material along 56<sup>th</sup> Avenue.

Finally, the bituminous material is then smoothed out by a motor grader and then compacted with a roller.