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Important Dates:

May 14, 9:00am
Board Meeting

May 28, 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
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Managing Director
Brett Laughlin

Safe Roads Now

Michigan residents will vote on a Constitutional amendment on May 5th to increase revenue for roads and stabilize funding for schools and local governments. If approved, Proposal 1 will provide:

- Constitutionally-protected road funding of \$1.2 billion for state and local roads
- Constitutionally-protected school funding of \$200/pupil

- Constitutionally-protected local revenue sharing of \$100 million for cities, villages and townships.

Local roads matter to business and economic development, to schools, to emergency response times and public safety, to seniors, to healthcare, to families, to agriculture, to tourism, to revitalization, to the economy, to every Michigan resident.

As you consider the significant financial issues

facing our state, it is critical that Michigan have not just a strong series of major trunk lines, but also a vital local road and bridge network in order to thrive economically.

Learn more about the “Safe Roads Now” initiative and Proposal 1 at:

<http://milocalroads.com/local-roads-matter/proposal-1/>

The Road Commission encourages you to be informed and to vote on May 5th.

Road Commission Receives “Clean” Audit

The Michigan Department of Treasury has been given the responsibility of implementing the requirements of [PA 283 of 1909](#), as amended, to prescribe uniform accounting and reporting standards for the Road Commission.

The primary purpose for the auditing and reporting requirements is to maintain the citizens' confidence in the Road Commission and the integrity of the financial reporting by the Road Commission.

The audit also helps to

ensure compliance with legal requirements and continuation of fiscal responsibility.

The Road Commission utilizes an independent CPA to provide constructive recommendations which, when adopted, will enhance fiscal control and make budgets more easily understood.

Vredeveld Haefner LLC performed the 2014 fiscal year audit for the Road Commission.

The auditing firm examined the amounts

and disclosures in the financial statements and assessed the accounting principles used by the Road Commission, as well as evaluated the overall financial position of the Road Commission.

The Road Commission received a clean opinion of the financial statements, and they found no instances of non-compliance or other matters that are required to be reported under Government Audit Standards.

The audit can be found on our website.

Winter Maintenance Savings



The Road Commission had approximately a 11.5% savings from the 2014/2015 Winter Maintenance Budget.

The 2014/2015 winter season was a little easier than last season on the Road Commission winter maintenance budget.

\$3.1 million was budgeted for winter related maintenance activities on local and primary roads.

At this time last year, the Road Commission had spent almost \$4.5 million on county road winter maintenance operations.

The good news, this season's winter maintenance total was **\$2,780,000** – which equates to over a 11% savings from the budget.

The Road Commission also maintains a contract with the Michigan Department of Transportation that provides full reimbursement for the costs to maintain state highways within Ottawa

County.

This year, \$1,489,000 was reimbursed from MDOT for the winter maintenance of state highways.

The Road Commission Board has allocated all of the winter maintenance savings toward the Gravel Road Improvement and Skip Paving programs. More specific details will be determined later this spring.

Safe Roads for Everyone

Why are county crews out pulling shoulders along paved roads?

Road Commission crews pull gravel shoulders along paved roads in the county every spring.

The goal is to do this before the grass begins to grow on the side of the road. This maintenance is done to restore the shoulder shape and function.

A typical problem that develops is that the gravel surface of the shoulder does not meet flush with the paved edge of the roadway.

If the shoulder is too high, the road will not drain properly; if the shoulder is too low, a hazardous drop-off condition can result.

Reshaping of a gravel shoulder is a routine

maintenance activity performed by Road Commission staff. A motor grader is the most efficient choice of equipment, and the relatively damp seasons of spring is the best times for performing the task.



Road Closure information can be found on the Road Commission website at www.ottawacorc.com.

Road Closures – A Necessary Evil

A road closure can be the result of a variety of different purposes. Some of the typical reasons are for road improvements, utility work, bridge work, culvert replacements, and railroad crossing work to name a few.

The closure is sometimes the result of Road Commission work, but is more often a request by MDOT, township, a contractor, or railroad.

The Road Commission reviews each request on a case-by-case basis. The

need for the closure, safety of the workers and traveling public are some of the circumstances taken into consideration.

An updated road closure list can be found on the Road Commission website.

