



The Road Newsletter, Volume 6, Issue 2

February 2016

Job Creations Give Green Light

Agape Plastics, Inc., a provider of custom injection molding and assembly primarily for the automotive industry, is located on First Avenue, north of Lake Michigan Drive (M-45) near the easterly edge of the county. The family-owned business is expanding its current 80,000-square-foot facility by approximately 54,400 square feet. The \$14,040,000 expansion will help keep all operations under one roof, and go toward creating 54 new jobs by 2018. One of Agape's main concerns about the expansion was the ability for their trucks to safely exit the Tallmadge Industrial Park onto M-45.



To improve safety and help alleviate congestion, Tallmadge Township and the Road Commission, in partnership with MDOT, was awarded a state transportation economic development grant to install a traffic signal at the intersection of First Avenue and M-45. Without this improvement, and the funding from the Transportation Economic Development Fund (TEDF) Category A grant, Agape's other option was to relocate their entire business to Ohio.

The project will include the installation of the traffic signal and construction of the appropriate turn lanes. The total construction cost is estimated at \$371,434, including \$297,147 in TEDF funds and \$74,287 from Tallmadge Township.

Enacted in 1987 and reauthorized in 1993, the TEDF has helped finance highway, road and street projects that encourage private investment in Michigan that result in job creation or retention. TEDF "Category A" or "Targeted Industries Program" grants provide state funding for transportation improvements that will help accommodate increased traffic and provide commercial routes that are safe and more efficient for new and expanding companies. Eligible road agencies include MDOT, county road commissions, cities and villages.

The mission of the TEDF is to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. More information about the TEDF program is available online at www.michigan.gov/tedf.

Salt Storage Improvements

The Michigan Department of Environmental Quality (MDEQ) has provided guidance for Michigan road agency facilities, and other facilities with large amounts of salt or brine, with suggested methods for preventing pollution incidents and achieving compliance with the enacted water protection regulations.

If solid salt and sand-salt are stockpiled on-site and meet threshold management quantities of 5 tons or more, the MDEQ requires proper storage at salt loading and unloading sites.

- All solid salt and sand-salt at the site must be stored in an enclosed building, or covered with waterproof tarps, when the facility's total salt storage exceeds the threshold management quantity. This practice will help prevent the generation of salt contaminated runoff and the need for runoff collection and disposal. Storage on impervious surfaces such as asphalt or coated concrete should also be utilized to eliminate salt contaminants from seeping to groundwater. If tarps are used, it will be necessary to ensure they are providing the necessary salt protection.
- All solid salt and sand-salt must be stored at least 50 feet from the shore or bank of any lake or stream or any designated wetland. It is also recommended that the salt and sand-salt containment structures not be located within a 100-year floodplain.



For over 15 years, the Road Commission has been planning salt and chemical storage improvements for the 4 garage locations throughout Ottawa County in order to be more efficient in winter maintenance operations and to comply with MDEQ regulations. Through the receipt of MDOT grants, a salt and chemical storage building was constructed to replace the existing tarp storage methods at the North Holland facility in 2006 and at the Grand Haven facility in 2010. With the limitations of parcel size, proximity to adjacent water courses, and the 100-year floodplain, it was determined that the existing facility locations in Coopersville and Hudsonville would not be sufficient for new salt storage improvements and the long term needs of the Road Commission.

Through appropriate financial planning, revenues from excess property sales and allocations from previous yearly budgets have been dedicated to a facilities fund for future maintenance facility needs in the Coopersville and Hudsonville areas. In 2013, new undeveloped sites in close proximity to the existing locations were purchased utilizing the facility fund. This year, the Road Commission intends to construct salt and chemical storage buildings on these sites. Depending on the bid amounts, it is anticipated that all of the construction will be financed from the facility fund. Future site improvements, including new garage buildings will be planned over the next 10 years as additional property sales and other sources can be explored for the facility fund. Please be assured that the Road Commission will NOT use any revenues from the countywide road millage toward any facility improvements.

Road Improvement Selection Process

The Road Commission continuously evaluates road conditions to identify replacement, repair, and maintenance items. Project lists are developed with priorities based on the evaluation of data such as:



- PASER Road Ratings
- Traffic Volumes
- Capacity and Congestion Issues
- Accident History
- Maintenance History
- Funding Sources

Each year the Road Commission gathers input from local governmental officials, Metropolitan Planning Organizations (MPO), and the general public to determine improvement needs and develop a 6-year Strategic Improvement Plan. The current 2016-2021 Strategic Improvement Plan can be found on our website at www.ottawacorc.com.

Subdivision street improvements are not included in the Strategic Improvement Plan as those improvements are considered on a yearly basis. The Road Commission develops suggested project lists for subdivision streets to be considered by the Townships. Since 100% of the costs associated with resurfacing and other surface treatments applied to subdivision streets are paid by the Townships and/or residents, the Townships determine which subdivision streets are selected for improvements based on the available revenues.

Safe Roads for Everyone

Is it safe to pass a snowplow?

In today's environment everyone is in a hurry to get to their destination. However, the Road Commission encourages motorists to be extra cautious as slippery roads, reduced visibility, and excessive speeds greatly reduce the margin of error during winter driving. Road Commission plows travel at slower speeds than the normal traffic to apply salt and clear snow. Motorists may be inclined to pass right by the snow plows, but it is not recommended.



The action of passing can be extremely dangerous due to pavement conditions that vary across the path taken to pass. Snowplows may be equipped with wing plow blades that can extend anywhere between 2 and 10 feet beyond the width of the truck. This wing plow blade is often not seen because of the snow cloud created by the snowplow. These wing plows can often weigh as much as a compact car. As such, motorists attempting to pass a plow on the right may not see the plow blade and run the risk of a serious crash.

Important Dates

Thursday – February 4, 2016 | 9AM | Board Meeting

Thursday – February 18, 2016 | 9AM | Board Meeting



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PO Box 739
Grand Haven, Michigan 49417
616-842-5400
Office Hours: Monday-Friday; 7:30AM-4PM



STAY CONNECTED. SUBSCRIBE:

The Ottawa County Road Commissioners: Tom Bird | Tom Elhart | Betty Gajewski | Tim Grifhorst | Jim Miedema
Managing Director: Brett Laughlin

Who manages the roads and how are they funded? The Ottawa County Road Commission manages the roads--not the Ottawa County Board of Commissioners or County staff. The Ottawa County Road Commission is primarily funded by fuel taxes and vehicle registrations. Concerns about roads should be directed to the Ottawa County Road Commission. Questions? [Contact Us](#)

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