

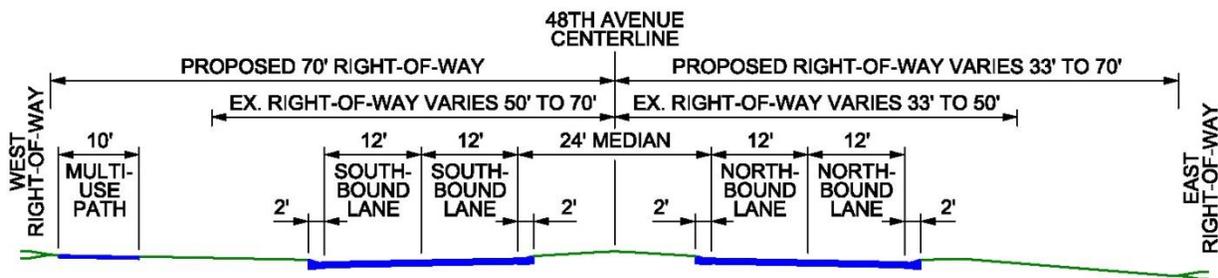


The Road Newsletter, Volume 6, Issue 5

May 2016

Boulevard Improvements to Start

The widening of 48th Avenue to a four-lane boulevard from Pierce Street north to M-45 (Lake Michigan Drive) will start in early May. The boulevard will include four 12-foot lanes, concrete curb and gutter on the outside and the median side, and a 24-foot wide median. It also includes a ten-foot concrete multi-use path adjacent to 48th Avenue on the western side of the corridor. (See the typical cross-section below.)



Dedicated right-turn lanes and indirect left-turn lanes will be provided for northbound and southbound movements at the Pierce Street, West Campus Drive, and M-45 intersections. The indirect left-turns south of Pierce Street and north of West Campus Drive will be constructed with a “truck loon”, a space to accommodate a trucks turning movement, in order to provide access to those streets for trucks.

The project will be constructed in two phases. **Phase I** will have a complete closure of 48th Avenue from south of Pierce Street to M-45. Phase I will involve the construction of the storm sewer system, southbound roadway, county drain relocation, multi-use path, intersections, restoration, and some permanent signage. It has a completion date of August 12, 2016. **Phase II** will be open to southbound traffic only. It will consist of the northbound roadway construction, permanent signage, and pavement markings with a completion date of September 30, 2016. Project detour information can be found on our website at www.ottawacor.com.

The project received \$2,062,500 in federal and state funds for both road and multi-use path improvements and was competitively bid on April 1. A low bid amount of \$3,352,173 was received by Schippers Excavating, Inc. The Road Commission and Allendale Charter Township have partnered to provide the construction cost balance for the roadway and multi-use path improvements respectively.

Wet Paint

Pavement markings have important functions in providing guidance and information to drivers. With many materials to choose from, the choice depends on cost, durability, retro-reflectivity, pavement surface, temperature, and drying time. The Road Commission primarily uses paint.



While thermoplastic materials have become more popular, paint still remains the most inexpensive of all pavement marking materials. Traffic paints are the oldest and most widely used pavement marking materials in existence. Paint types:

Water-based paint is the most commonly used pavement marking. It is low cost with a short drying time.

Oil-based paint is used when air and pavement temperatures are below 50°F.

A specially equipped truck is used to spray the paint onto the road surface. Glass beads are also placed during the painting process to provide reflectivity of the paint line for night driving. Paint adheres to the pavement surface through mechanical bonding within the pores of the pavement surface. As a rule of thumb, the optimal speed of a striping truck applying 15-mil markings is 10–12 mph. Paints are often applied at a thickness ranging from 15–25 mils.

Winter maintenance operations and high traffic volumes tend to wear the pavement marking and reduce the life. Typically, primary road pavement markings are repainted every year (some twice) and local roads every other year. The Road Commission contracts the painting of 700 to 750 miles of roads annually.

Winter Savings a Warm Welcome



The 2015/2016 winter season has ended and the Road Commission is pleased to announce that the light winter has provided some savings from the budgeted winter maintenance figures. The Road Commission maintains over 426 miles of primary roads and 1261 miles of local roads. The budget for winter maintenance is developed based on average historical costs. The following summarizes this past season savings:

Primary Road

Budget = \$1,200,000

Actual = \$ 900,000

Savings = \$ 300,000

Local Road

Budget = \$1,400,000

Actual = \$1,045,000

Savings = \$ 355,000

The total winter maintenance savings was **\$655,000**.

The Road Commission Board will look to utilize these savings to make improvements to county roads. Culvert replacements, re-graveling, bituminous resurfacing, and other surface treatments are just some items that will be considered.

Road/Stream Crossing Inventory Grant

The Department of Environmental Quality (DEQ) and the Great Lakes Commission (GLC) recently announced that the Macatawa Area Coordinating Council (MACC) received a \$7,496.93 grant to perform local water quality monitoring work under the Michigan Clean Water Corps (MiCorps) Program. The MiCorps Program was established to assist the state's volunteer water quality organizations with water quality assessments, protection, and stewardship of Michigan's lakes and rivers. These volunteer-dependent monitoring groups further expand the existing network of committed citizens who are working hard to monitor water quality in Michigan.

The grant was awarded to MACC through the DEQ's MiCorps Volunteer Stream Monitoring Program to provide training and support for volunteers. This grant supports the DEQ's work to collect quality data on the state's water resources. The grant will also provide up to 13 months of support to assist volunteer monitoring groups in visiting and assessing the condition of stream crossings to protect and enhance streams throughout a targeted watershed. The volunteer monitoring work will consist of conducting road/stream crossing inventory of 58 sites throughout the Lake Macatawa watershed in Ottawa and Allegan counties to quantify pollutant loads, prioritize remediation or replacement of problematic crossings, and reduce erosion and sediment delivery to Lake Macatawa.



The photo is from 64th Ave at Drenthe Creek in Zeeland Township, which flows to Black Creek in the Macatawa Watershed. The outfall has bank erosion on the left side, and the culvert is slightly perched and heavily rusted. With the dual culverts reaching their life expectancy, they will be replaced this year with a single pipe arch recessed below stream bottom which will improve stream flow and function.

The grant will help the Road Commission in identifying and prioritizing culvert replacements in the Lake Macatawa Watershed that have either reached their life expectancy or have erosion issues along the road embankment.

Safe Roads for Everyone

Can a roadside ditch be filled in?

If there is a ditch along the road in front of your property, you should not fill it in, even if it does not drain water to a positive outlet. The purpose of most roadside ditches is to prevent water from pooling on the roadway during or after a storm, and to lower the water table beneath the roadbed. Filling in even a fairly shallow roadside ditch can cause serious damage to the road and pavement from frost heave, and increases the chance that water and ice will build up on the road and create a hazard to motorists.

If an open ditch is not desired, a property owner can obtain a permit to enclose the ditch with storm sewer to ensure proper roadside drainage. To inquire about getting a permit, please call our office directly at (616) 842-5400 and ask for the Special Services Department, or utilize the online permit request form located on our website at www.ottawacorc.com.

Important Dates

Thursday – May 12, 2016 | 9AM | Board Meeting

Thursday – May 26, 2016 | 9AM | Board Meeting



14110 Lakeshore Drive
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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