**Authority for Road Maintenance**

*Obligation and Responsibility*

Under Michigan Public Act 283 of 1909, the Road Commission is charged with providing reasonably safe county roads to the motoring public through construction and maintenance efforts.

For the most part, these duties include the patching of hard surfaced roads, the grading and patching of roadside shoulders, the grading of gravel roads, the maintenance of roadside drainage systems, and winter maintenance operations.

In general, these road maintenance activities are broken down into routine, preventative, emergency, and planned maintenance.

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**Ottawa County Road Mileage Breakdown**

- **Primary, Paved**: 426 miles
- **Subdivision**: 419 miles
- **Local, Paved**: 517 miles
- **Local, Gravel**: 325 miles
- **Total**: 1,687 miles

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**Local Road Maintenance Overview**

*Township Collaboration*

The Road Commission and Townships have a unique relationship regarding local road construction and maintenance.

The Road Commission maintains all local streets year-round. However, funding constraints limit the ability of the Road Commission to resurface or reconstruct subdivision streets, pave local gravel roads, or apply dust control.

When possible, the Townships assist in funding these local road improvements as they primarily benefit residents in a specific area.

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**Routine Maintenance**

These activities are routinely done as cyclic or reactive work types. Cyclic maintenance examples include street sweeping or shoulder grading and reactive examples include pothole patching.

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**Preventative Maintenance**

These activities are periodic inexpensive treatments of road pavement which provide protection, decrease the rate of deterioration, and add service life to the pavement. Examples include crack sealing, seal coat surfacing, and skip paving.

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**Emergency Maintenance**

These activities cannot be estimated with any certainty in advance. Examples include storm related damage or culvert failures.

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**Planned Maintenance**

These activities are identified through strategic planning. Examples include reconstruction and resurfacing.
**Pothole Patching**  
*Method of Repair*

Potholes become plentiful in the spring as frost comes out of the ground. As a result, Road Commission workers shovel more than 1 million pounds of patching material into potholes every year.

As weather and resources allow, the Road Commission will also use a long lasting spray injection system that cleans the area, applies a tack coat, and places the patch material into the pothole.

*What can you do?* Work crews constantly patrol for - and repair - potholes. Still, you can help. If you see a pothole, please report it by calling 616-842-5400 or go online at www.ottawacorc.com.

**Gravel Road**  
*Maintenance Overview*

Gravel road maintenance activities include periodic grading, the addition of gravel at spot locations, and vegetation control. As funding allows, the Road Commission will perform gravel resurfacing and drainage maintenance.

The Township will select and purchase a dust control material, and determine the frequency and location of applications. The Road Commission will then grade the gravel road prior to the placement of the dust control.

Dust control materials are typically a man-made Calcium Chloride solution or a Mineral Well Brine that is pumped from the ground.

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**Winter Maintenance Operations**

Winter maintenance operations will be conducted in accordance with the established priority system based on traffic volumes, road classification, and location. It is the Road Commission’s objective to minimize the utilization of overtime, while achieving a primary goal of traversable roadways. The order of priority is as follows:

- Priority 1 – State Highways
- Priority 2 – Multi-lane Primary Roads
- Priority 3 – Primary Roads
- Priority 4 – Local Paved Roads
- Priority 5 – Subdivision Streets
- Priority 6 – Local Gravel Roads
- Priority 7 – Dead End Streets and Cul-de-sacs

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**Preventative Maintenance** is a more economical way of maintaining the road network by lengthening the time between construction and reconstruction. Methods include:

- Crack Sealing
  The crack or joint is cleaned and an overband layer of rubberized asphalt is placed to fill the area.

- Seal Coat Surfacing
  A three-step process with a layer of asphalt emulsion, a layer of chip aggregates, and a fog sealant.

- Cape Seal Surfacing
  A combination of a layer of seal coat surfacing without a fog sealant that is covered with a layer of micro-surfacing.