



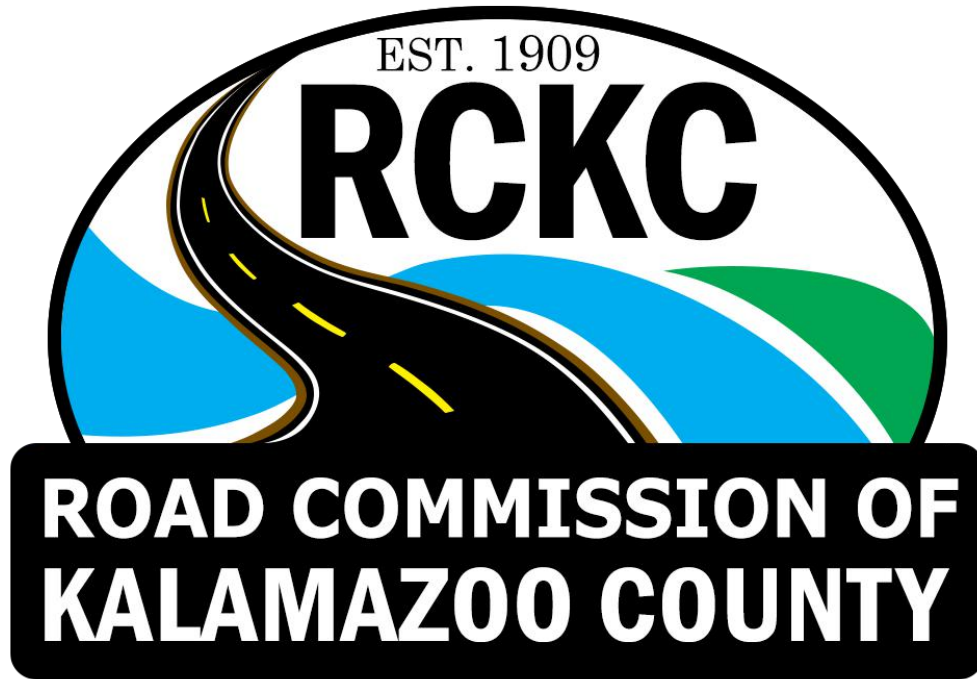
**2023**

**ANNUAL REPORT**



**ROAD COMMISSION OF  
KALAMAZOO COUNTY**





# 2023 ANNUAL REPORT

**YOUR LOCAL ROAD PROFESSIONALS SINCE 1909**

**[www.kalamazooountyroads.com](http://www.kalamazooountyroads.com)**

# TABLE OF CONTENTS

<b>RCKC Overview</b>	<b>Page 3</b>
<b>Meet the Board</b>	<b>Page 4</b>
<b>Meet the Team</b>	<b>Page 5</b>
<b>Introduction</b>	<b>Page 6</b>
<b>Project Selection</b>	<b>Page 7</b>
<b>Service Requests</b>	<b>Page 8</b>
<b>RCKC New Facility</b>	<b>Page 9</b>
<b>Achievements</b>	<b>Page 10</b>
<b>Awards and Recognition</b>	<b>Page 11</b>
<b>Public Outreach</b>	<b>Page 12-13</b>
<b>Glossary</b>	<b>Page 14-17</b>
<b>Financial Highlights</b>	<b>Page 18-21</b>
<b>Local Bridges</b>	<b>Page 22</b>
<b>Local Road Participation Fund</b>	<b>Page 23</b>
<b>Non-Motorized Facilities</b>	<b>Page 24</b>
<b>Winter Maintenance</b>	<b>Page 25</b>
<b>Revenue and Expenditure</b>	<b>Page 26-27</b>
<b>Projects and Road Conditions</b>	<b>Page 28</b>
<b>Asset Management</b>	<b>Page 29</b>
<b>Kalamazoo County</b>	<b>Page 30-31</b>
<b>Alamo Township</b>	<b>Page 32-33</b>
<b>Brady Township</b>	<b>Page 34-35</b>
<b>Charleston Township</b>	<b>Page 36-37</b>
<b>Climax Township</b>	<b>Page 38-39</b>
<b>Comstock Township</b>	<b>Page 40-41</b>
<b>Cooper Township</b>	<b>Page 42-43</b>
<b>Kalamazoo Township</b>	<b>Page 44-45</b>
<b>Oshtemo Township</b>	<b>Page 46-47</b>
<b>Pavilion Township</b>	<b>Page 48-49</b>
<b>Prairie Ronde Township</b>	<b>Page 50-51</b>
<b>Richland Township</b>	<b>Page 52-53</b>
<b>Ross Township</b>	<b>Page 54-55</b>
<b>Schoolcraft Township</b>	<b>Page 56-57</b>
<b>Texas Township</b>	<b>Page 58-59</b>
<b>Wakeshma Township</b>	<b>Page 60-61</b>
<b>Facts and Figures</b>	<b>Page 62</b>
<b>Contact Us</b>	<b>Page 63</b>

# RCKC OVERVIEW



# MEET THE BOARD

THE ROAD COMMISSION IS GOVERNED BY A BOARD OF FIVE ROAD COMMISSIONERS WHO REPRESENT THE PUBLIC AT LARGE, AND ARE APPOINTED BY THE KALAMAZOO COUNTY BOARD OF COMMISSIONERS. OUR ROAD COMMISSIONERS ANNUALLY REVIEW TOWNSHIP REPRESENTATION TO BE A LIAISON AND ADDITIONAL COMMUNICATION LINK AS NOTED BELOW.



## THOM BRENNAN

**Mr. Brennan, Chair, was appointed to the Road Commission in March of 2019. Township liaison for Alamo, Oshtemo, and Richland townships.**

## DAVID C. PAWLOSKI

**Mr. Pawloski, Vice Chair, was appointed to the Road Commission in March of 2017. Township liaison for Prairie Ronde, Schoolcraft, and Texas townships.**



## LARRY STEHOUWER

**Mr. Stehouwer, Member, was appointed to the Road Commission in March of 2017. Township liaison for Comstock, Pavilion, and Ross townships.**



## MICHAEL BOERSMA

**Mr. Boersma, Member, was appointed to the Road Commission in March of 2019. Township liaison for Cooper, Kalamazoo, and Wakeshma townships.**



## KESHIA DICKASON

**Ms. Dickason, Member, was appointed to the Road Commission in February of 2021. Township liaison for Brady, Climax, and Charleston townships.**

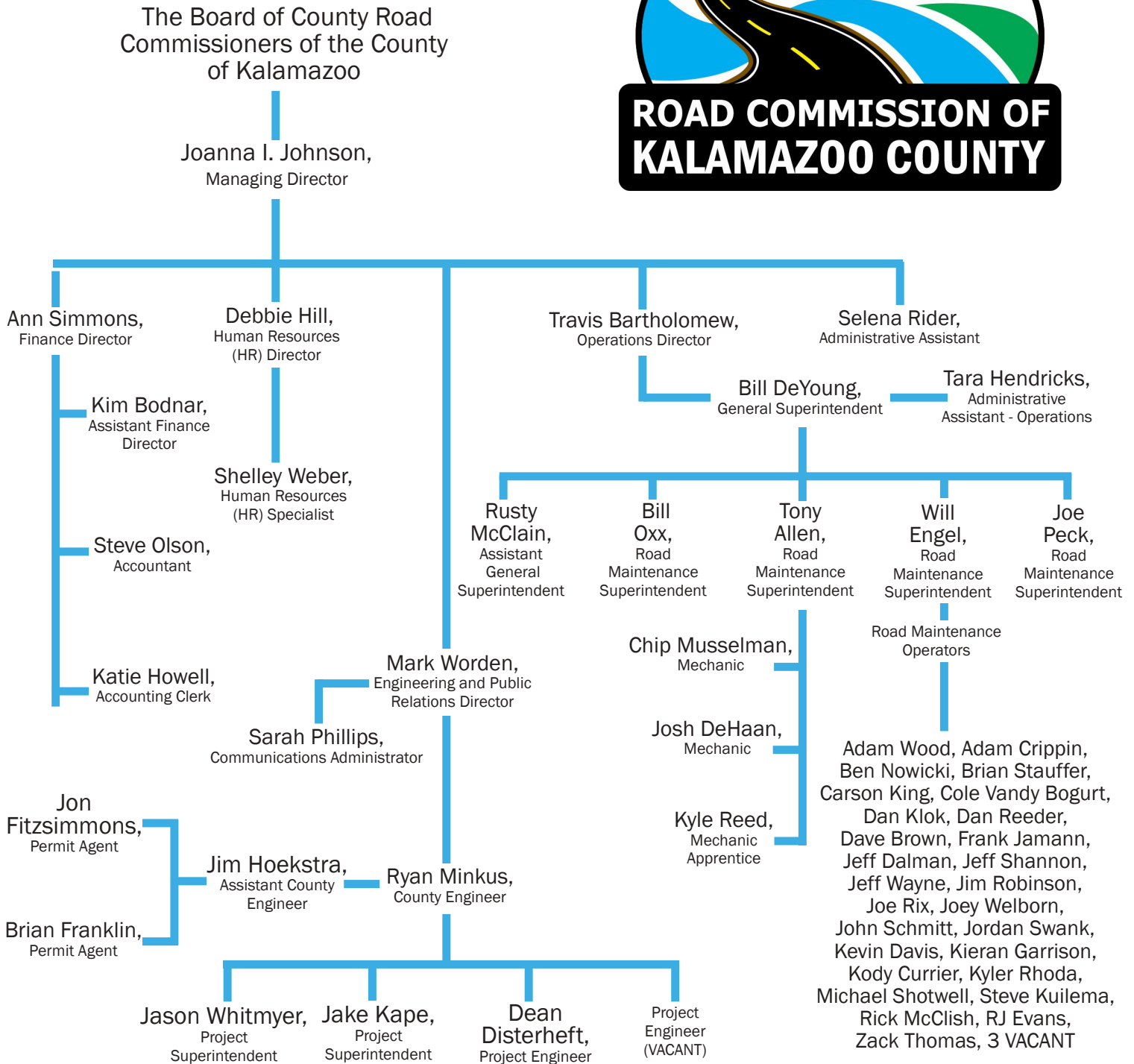


The Board's regular meetings, to which the public is invited, are held at 3:00 p.m. on alternate Tuesdays at the Road Commission office, 3801 East Kilgore Road, Kalamazoo, Michigan (Starting in March 1, 2024, The Board's regular meetings will be at 4400 South 26th Street Kalamazoo, Michigan). A meeting schedule can also be found on the Meetings section of the RCKC website at <https://www.kalamazooountyroads.com/meetings.php>. From time to time, additional special board meetings are held, and joint meetings are scheduled with townships throughout the county annually.

# MEET THE TEAM

This organizational chart reflects the RCKC's structure as of December 13, 2023

- 59 RCKC EMPLOYEES TOTAL (INCLUDES 4 VACANT)
- 26 ADMINISTRATION EMPLOYEES (INCLUDES 1 VACANT)
- 33 ROAD MAINTENANCE & MECHANICS-OPERATIONS (INCLUDES 3 VACANT)



# THE RCKC ANNUAL REPORT:

## A CITIZEN'S GUIDE TO PUBLIC SERVICE EFFORTS

# Introduction

### **The Road Commission of Kalamazoo County (RCKC)**

has provided a brief overview of our funding, operations, and assets within this report. Additional financial and audit information, publications and resources can be found on our website at [www.kalamazoocountyroads.com](http://www.kalamazoocountyroads.com).

This report provides a citizens' guide to the efforts by RCKC in public service. These efforts are on-going and continuously

developed to meet the needs of our changing reality, while improving our infrastructure. Our work is never complete and we will continue to be focused on continuous improvement, leadership and public service. Our goal is to be the BEST road commission in the State. This is accomplished by our TEAM vested in the spirit of leadership and service. Thank you for allowing us the opportunity to serve you.

The RCKC is the jurisdictional authority over all public roads lying outside the incorporated cities and villages within

Kalamazoo County, exclusive of any state trunkline highway. At the end of 2023, RCKC maintained 1,271 miles of roads throughout the 576 square-mile county. The RCKC certified primary road system consists of 446 miles; the remaining 825 miles comprise the local road system. Along with the road system, RCKC maintains 63 bridges (including 1 railroad crossing bridge), traffic signs/signals, culverts, storm sewers, and roadsides throughout the county. The State's 83 county road agencies are responsible for approximately 90,000 miles of county roads.

**The goal of the Board of County Road Commissioners of the County of Kalamazoo (Board) is using our expertise, energy and funds to provide the safest and most convenient road system possible, and to contribute to economic development and high quality of life throughout the county.**







On August 26, 2014, the RCKC adopted the Title VI Non-discrimination Plan. We will continue to serve all people of the county of Kalamazoo, including minority populations, low-income populations, the elderly, persons with disabilities, and those who traverse the State of Michigan. The RCKC recognizes its responsibility to provide fairness and equity in all of its programs, services, and activities, and that it must abide by and enforce federal and state civil rights legislation.

## PROJECT SELECTION

The RCKC establishes road improvement priorities for the primary road system. Annually, the RCKC Team develops an improvement plan spanning five years that is based on engineering assessments and on-site reviews. This plan is reviewed and projects undertaken based on current and future road needs and anticipated funding. On November 7, 2023 the RCKC adopted a five-year Road Capital Improvement Plan (CIP) for the period 2024 through 2028 which included both primary and local roads. The plan includes such preservation-structural improvement projects as resurfacing, reconstructing and widening roads, upgrading certain roads to all-season status, safety projects, bridge replacements, upgrading traffic signals, and non-motorized facilities.

The RCKC maintains a local road participation (PAR) fund program that provides funds for each township that must be matched on a dollar-for-dollar basis for local road improvement projects. In 2023, RCKC allocated \$2,245,000 toward this partnership which is a record breaking commitment to the local road program.

The financial commitment of townships and residents through the years has proven invaluable. These partnerships help provide better service to our joint constituencies and a long term collaborative effort. Also available for funding, under the provisions of Public Act (PA) 246, PA of 1931, as amended, is the special assessment district (SAD) option. The State statute provides an opportunity to fund local road improvement projects through the creation of a special assessment district. This can be initiated either by response to a township board resolution or by a petition of landowners. There was not a special assessment district by township resolution in 2023.

RCKC engineering and maintenance operations are responsible for providing engineering and technical expertise for projects, operations, preventive maintenance and improvement projects on the county road system. These efforts also include our traffic safety operations.

In 2023, RCKC completed a Transportation Safety Action Plan which will be used to identify safety improvement projects. With this study we can identify

safety projects in advance on our CIP. This will also provide data driven information to the public.

Local road and bridge revenue contributions may include Township General Funds, Special Assessment Districts, Millages and Private Contributions. A current Township local road contribution summary in addition to PAR funds is noted below:

Climax Township—Local Road Millage renewed in 2014.

Comstock Township—Section 20 of Act 51 of the PA of 1951, as amended (MCL 247.670), authorizes Township Boards to appropriate general fund monies and to also levy a property tax not to exceed three mills.

Oshtemo Township—Section 20 of Act 51 of the PA of 1951, as amended (MCL 247.670), authorizes Township Boards to appropriate general fund monies and to also levy a property tax not to exceed three mills.

Texas Township—Township Special Assessment District PA 188, PA of 1954 from 2010, renewed and increased in 2020.

Wakeshma Township—Local Road Millage approved in November 2018.

# SERVICE REQUESTS

In addition to our regularly scheduled projects and maintenance, the RCKC receives service requests daily. These service requests range from administrative functions, like requesting maps, to safety concerns, like debris in the roadway.

You can see all service requests received in 2023 in the provided chart, ordered from most to least received number of service requests per reason.

Service requests can be submitted through the website on the Service Requests page. The current list of Active and Pending Service Requests can also be found on our website.

## TOTAL NUMBER OF SERVICE REQUESTS RECEIVED IN 2023

# 6,195

### Service Request Reasons:

### Number of Requests Received:

Tree	2076
Pothole	834
Sign	472
Question	346
Shoulders	311
Drainage	288
Winter Maintenance	227
Sight obstruction	212
Gravel Road	208
Traffic Signal	196
Investigate Situation	195
Debris in Roadway	113
Not jurisdiction of RCKC	105
Chip Seal/Fog Seal	84
Driveway	78
Thank You	55
Yard Damage	48
Sweeping	43
Mailbox	41
Insurance Claim	36
Brush Control	35
Facilities	34
Guardrail	31
Encroachment in right-of-way	27
Manhole Cover/Drain Cover	26
Mowing	23
Speed	22
Pavement Marking	21
Water over road	4
Wood Chip Request	3
Fence Repair/Installation	1



To Submit a Service Request, Visit:  
<https://www.kalamazooountyroads.com/contact.php>  
 This process is the most efficient and effective method of communication for any service needs on our road network.



# NEW RCKC FACILITY

The purchase of a 40-acre parcel of land was approved at the September 29, 2020 Board meeting. On March 15, 2022 the RCKC broke ground on a new \$65 million facility at 26th Street north of N Avenue in Comstock Township, celebrating the start of construction on our new complex. The decision to relocate facilities resulted after a 2020 site review study by a professional architectural and engineering construction firm. The Kilgore Road facility has been the home of the RCKC for the majority of its over 110-year existence, with building assets and original construction dating back to the 1940s. The study identified necessary renovations and improvements to our current facility, including cost, energy and operational efficiencies, location, construction schedule interference with our operations, environmental impacts and property capacity. The study prompted RCKC to compare our renovation limitations from the Kilgore Road facility to a new site. After reviewing the results of the study and comparison, RCKC moved to begin planning the construction of a new facility. RCKC is among a small list of Road Commissions who only have one centrally located facility to service our entire county network of infrastructure.

Portions of the new facility completed in 2023 included the salt/sand storage, cold storage and weigh scale. Construction of the remaining facilities, Phase 2 is estimated for the Spring of 2024. The RCKC thanks all of the support of the community for this investment.



*At time of publication, RCKC was on their last year at the 3801 East Kilgore Road facility.*

# A LOOK BACK AT THE YEAR

In addition to the investment in our infrastructure through projects and maintenance, the RCKC team continued to focus on delivering the very best in public service in Kalamazoo County.

We are pleased with the overall areas of public service, which we must attribute the great work to all of our team members and support of the Board. There are many great projects, lessons learned and strong work efforts.

There were and always will be CHALLENGES/LESSONS LEARNED including:

- Service requests can't all be processed quick enough.
- Permit applications could not get to them quick enough.
- Projects could not be completed quick enough.

We are all working hard to maintain our accomplished level of service, while finding solutions to our challenges. Even with daily accomplishments, we learn from mistakes. Thank you to our Board, employees and their families, all our contractors, vendors and local officials.

## INSIDE THE RCKC

Past Commissioner Tour



County Engineers Workshop



Holiday Luncheon



American Public Works Association Golf Outing



County Road Association Conference



County Road Association Self-Insurance Fund Safety Summit



Winter Maintenance Training



Go Orange Day



Safety Day



# AWARDS & RECOGNITION

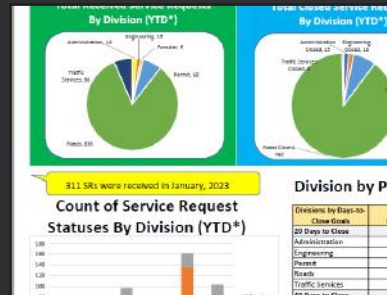
2023 Branch Award for Public Works Project of the Year for Environment \$500,000 - \$1 Million from the American Public Work Association (APWA) for 2023 Rubber Modified Chip Seal Trial.



2023 Branch Award for Public Works Project of the Year for Transportation \$1 Million - \$2 Million from the American Public Work Association (APWA) for Parkview Avenue Roundabouts.

Public Work Association (APWA) for Parkview Avenue Roundabouts.

2023 Award of Merit for Providing the People of Michigan the Highest Quality Asphalt Pavement - Projects 2,500 - 10,000 Tons from the Pavement Association of Michigan for Parkview Avenue at 11th Street and 12th Street.



\*2022 IMPRESS AWARD from the County Road Association (CRA) in Communications for Service Request Tracking. In 2022, RCKC

began generating detailed monthly service request tracking reports to better serve the public and resolve service issues.

2023 Great Ideas Challenge First Place Winner from the Center for Technology & Training/ Michigan's Local Technical Assistance



Program AND \*2022 IMPRESS AWARD from the CRA in Operations for the "Dual" Broom Tractor. The RCKC improved broom operations with the innovation of attaching two rotary brooms to the one larger tractor.



\*2022 PEOPLE'S CHOICE AWARD and IMPRESS AWARD in Collaboration - Voted #1 by the County Road Association (CRA) 2022 Highway

Conference Attendees for Kalamazoo County Samsara Systems. The RCKC converted its GPS services to Samsara in to optimize capabilities and incorporate custom systems.

\*2022 awards were received in 2023

# PUBLIC OUTREACH

The RCKC considers public outreach to be a crucial part of public service. We accept and seek opportunities for outreach. In 2023, the RCKC participated in the following events:

- Attended Two (2) Touch-A-Truck Events with RCKC equipment
  - Participated in the Memorial Day Parade
  - Held 5 Township Lunch and Learns and invited 3 townships per session
  - Held a toy drive for Bronson Hospital
  - Held Joint Meetings with Brady and Wakeshma Township
  - Attended Township Supervisors Meetings and regularly met and communicated with our township partners
  - Organized a Safe Streets for All (SS4A) Public Outreach Program
  - Held an Opening Ceremony for the Parkview Avenue Roundabouts
  - Spoke at the Comstock Township First Responders Safety Event
- Held Six (6) Project Information Meetings for larger or unique road projects:
- Sprinkle Road - N Avenue to I-94
  - 24th Street - D Avenue to M-89 combined with 12th Street - Ravine Road to D Avenue
  - Almena Drive at 2nd Street
  - Parkview Avenue at 12th Street and 11th Street
  - Lake Street - City of Kalamazoo Limits to Olmstead Road
  - Squires Drive and Drake Road



**Parkview Avenue, 11th Street, and 12th Street Roundabouts Opening Ceremony**



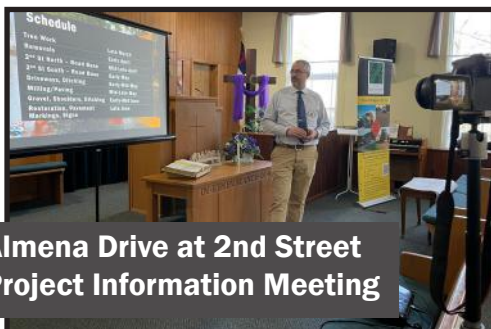
**Comstock Township First Responders Safety Event**



**Sprinkle Road Project Information Meeting**



**Toy Drive**



**Almena Drive at 2nd Street Project Information Meeting**



**Squires Drive and Drake Road Project Information Meeting**



Junior League of Kalamazoo



# TOUCH-A-TRUCK EVENTS



Lakeland Creative Beginnings



# GLOSSARY

## Aggregate Lift

Technique of utilizing aggregate and other materials to raise the height of the roadway. Typically used as a solution for prolonged flooding.

## All-season Roads

Roads that have a sub-base, base and surface of adequate thickness and composition to withstand year-round use of heavy vehicles without damage.

## Asset Management

Asset management is a systematic approach to selecting the best investment at the right time to maximize the life of the asset being measured.

## Cape Seal

A combination surface treatment that preventative maintenance incorporates an application of micro seal over a newly constructed surface treatment of chip seal. Cape seals provide a dense, waterproof surface with improved skid resistance and ride quality. 6-8 Year Service Life

## Chip Seal

A surface treatment in which the pavement is sprayed with asphalt emulsion and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of a pavement.

5-7 Year Service Life

## Cold Milling

Removal of pavement material from the surface of a pavement structure to correct grade and cross section variations and to provide a uniform textured surface in preparation for a hot mix asphalt overlay.

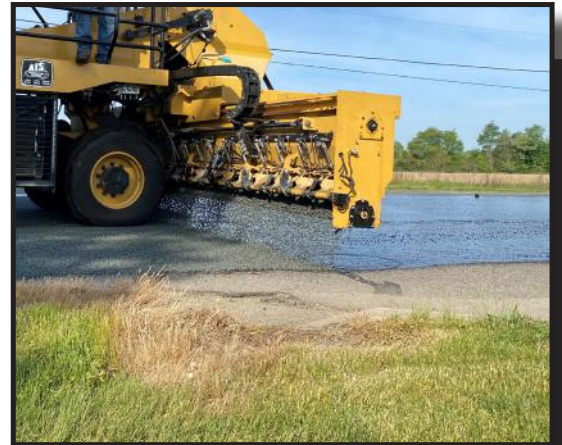
## Crack Fill

The placement of bituminous material into nonworking or low movement cracks to reduce infiltration of water and incompressible materials into the crack. Filling typically involves less crack preparation than sealing and performance requirements may be lower for the filler materials. Filling is often considered a short-term treatment to help hold the pavement together between major maintenance operations or until a scheduled rehabilitation activity.

1-3 Year Service Life



Aggregate lift on 8th Street bridge



Chip seal on 37th Street



Crack fill on K Avenue





Crack seal on O Avenue

## Crack Seal

The placement of a bituminous material into working cracks. Crack sealing requires thorough crack preparation and often requires the use of specialized high-quality materials placed either into or above working cracks to prevent the intrusion of water and incompressible materials. Crack sealing is generally considered to be a longer-term treatment than crack filling.

1-2 Year Service Life

## Double Chip Seal

Two applications of chip seal applied to a prepared gravel base. Another chip seal should be applied within 1-2 years.

8-10 Year Service Life

## Epoxy Overlay

An application of polymer epoxy followed immediately with an application of aggregate to a concrete bridge deck. The overlay provides a long-lasting seal to protect the deck from the effects of traffic and harsh weather conditions. Epoxy overlays are used to extend the life of a structure by sealing moderate to extensive deck cracking.

10-15 Year Service Life

## Fog Seal

A light application of asphalt emulsion diluted with water and without addition of any aggregate applied to the surface of a bituminous pavement or recent chip seal. Fog seals are used to renew aged asphalt surfaces and seal minor cracks. When applied over a recent chip seal, the fog seal reduces dust and lock in aggregate.

1-3 Year Service Life

## HMA Overlay

The application of HMA (hot mix asphalt), a combination of aggregates, mineral fillers, RAP (recycled asphalt pavement), and asphalt binder placed over an HMA surface.

15-20 Year Service Life

## HMA Paving

The application of HMA (hot mix asphalt), a combination of aggregates, mineral fillers, RAP (recycled asphalt pavement), and asphalt binder placed on top of a gravel surface.

15-20 Year Service Life

## HMA Ultra-Thin Overlay

A thin overlay of hot-mix asphalt, typically a thin lift of  $\frac{3}{4}$  inch.

5-7 Year Service Life



Fog seal in Oshtemo Township



HMA paving on JK Avenue

## HMA Wedge

A repair patch placed by a paving machine that varies in depth and length.

## Infrared

Heating and blending new blacktop with infrared heated existing blacktop to create a joint-free integral patch.

## Local Roads

County roads not classified as primary roads in the county road system. RCKC has 824.63 miles of these roads, including those in plats.

## Micro Seal

A mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, applied to a paved surface. Also, utilized to correct rutting on high volume roads.

6-8 Year Service Life

## Onyx Seal

Preventive maintenance treatment that seals the pavement surface preventing water infiltration and oxidation from the sun.

## Preservation

Structural improvement roadwork, including placing a hard surface on a gravel road, reconstructing an existing road or bridge, resurfacing a road with a HMA overlay, or installing new culverts or catch basins.

## PASER

PASER stands for Pavement Surface Evaluation and Rating. The PASER system is a tool to rate the current surface condition of roads.

## Preventive Maintenance

Roadwork, including chip sealing, pavement crack seal, and wedging to preserve roads by retarding deterioration.

## Primary Roads

Major roads within the county road system in Kalamazoo County. Primary roads typically accommodate 85% of the county's road system traffic and include 445.82 miles of roadway.

## Pulverizing/Pulverization

A recycling process that grinds existing asphalt in place and blends it with the underlying materials to form a quality aggregate base. Typically, a layer of gravel is placed on top of the asphalt surface before grinding.



HMA wedge on V Avenue



Onyx seal on R Avenue



Pulverizing XY Avenue



Placing shoulder gravel on XY Avenue

## Reconstruction

Removing the existing road surface and replacing it with materials of a thickness that conforms to current standards for pavement design. Vertical and horizontal alignment drainage improvements are also factors of reconstruction.

15-25 Year Service Life

## Rehabilitation

Placing additional surface material or doing other work to return a road, including its shoulders, to structural or functional adequacy.

10-15 Year Service Life

## Resurfacing

Placing new bituminous pavement material HMA over existing pavement. Shoulder material is added to match the elevation of the new pavement.

10-15 Year Service Life



Applying dust control on 40th Street

## RoadSoft

Road data geographic information systems software used to compile and report condition assessments. RoadSoft was developed by Michigan Technological University for all road agencies in Michigan

## Routine Maintenance

Roadwork, including winter maintenance, pothole filling, roadside mowing, pavement marking, traffic signal maintenance, dust control, gravel road grading, guardrail repair, minor drainage corrections, etc.

## Rubblizing

Concrete pavement broken into an aggregate base and the rubblized roadbed is left in place and used as part of the new pavement structure.

## Texas Underseal

An application of a chip seal, prior to a HMA overlay application. The underseal treatment provides an impervious membrane to stop the intrusion of moisture.



Texas underseal on G Avenue

# FINANCIAL HIGHLIGHTS



# FINANCES\*

The RCKC is a special purpose government engaged in a single government program of road and bridge maintenance, preservation and construction for the county of Kalamazoo, Michigan.

Our annual audited financial statements are included in the basic financial statements of Kalamazoo County, Michigan as a discretely presented component unit. Our Board of County Road Commissioners adopts an annual budget in accordance with the Uniform Budgeting Act (PA 621 of 1978 as amended). An independent audit is performed annually on RCKC financial statements, and we annually submit our PA 51 Financial Report to the Michigan Department of Transportation (MDOT) as required by PA 51. We continued to take every possible step to increase our efficiency by overseeing expenditures, including cost recovery/overhead and administrative costs. Steps taken include technology enhancements, facility and equipment investments, on-going collaboration, and road innovations.

PA 298 of 2012 allows the MDOT to request the local agency to engage an auditor to conduct a performance audit of whether it has expended funds in compliance by PA 51. If requested, this audit is completed in accordance with the Government Auditing Standards, issued by the Comptroller General of the United States. The RCKC engaged our auditors, even without the request of MDOT, to complete a PA 51 audit to ensure compliance with PA 51, as amended.

*\*Project costs are preliminary and include only work performed in 2023 and design projects. No carryover funds are included. For additional details, please see our Fiscal Year Annual Financial Report per PA 51 and our Audited Financial Report.*

# REVENUES

## MICHIGAN TRANSPORTATION FUND

The Michigan Transportation Fund (MTF), the repository of motor fuel taxes and vehicle registration fees collected by the state, is the principal source of road commission funding. The collected funds are distributed to the MDOT, 533 cities and villages, and 83 county road agencies, using a formula based on variables that include the density of population, road mileage by classification and collected vehicle registration fees. Motor fuel and vehicle registration tax revenue is restricted for transportation purposes by Article IX, Section 9 of the 1963 Michigan Constitution. Motor fuel taxes are excise taxes—a per gallon tax not based on price. MTF continues to be challenged as costs continue to increase. MTF must also be preserved to match Federal dollars.

Those constitutional provisions are implemented through Michigan Statute – PA 51. Revenue from motor fuel taxes and vehicle registration taxes is first credited to the MTF and then distributed to the following primary recipients in accordance with provisions of PA 51:

- Comprehensive Transportation Fund (CTF) for public transportation programs
- State Trunkline Fund (STF) for construction and preservation of the state trunkline system and administration of the MDOT
- 83 county road agencies for construction and preservation of the county road system and administration
- 533 cities and villages for construction and preservation of the city/village road system and administration
- PA 51 also earmarks MTF revenue for certain targeted transportation funds and categorical programs including Transportation Economic Development Fund (TEDF), the rail grade crossing account, and the Local Bridge Fund



On November 10, 2015 Governor Rick Snyder signed a package of legislative transportation funding bills (Michigan Revenue Package) designed to generate \$1.2 billion in new MTF revenues by 2021. This was the first increase in State road funding in approximately 20 years. Approximately half of this total will come from increases in fuel taxes (\$400 million) and vehicle registration fees (\$200 million) starting in 2017. Then, beginning in 2019, increasing amounts of general fund dollars,

which are not guaranteed, are anticipated to be transferred to the MTF, reaching \$600 million in 2021. Lastly, the fuel taxes will be indexed to inflation, beginning in 2022, indexed, rising in proportion to increases in Consumer Price Index (CPI), or 5%, whichever is less; JANUARY 1, 2022 = 27.2 CENTS; and JANUARY 1, 2023 = 28.6 CENTS.

Please review our revenue graphs in this report.

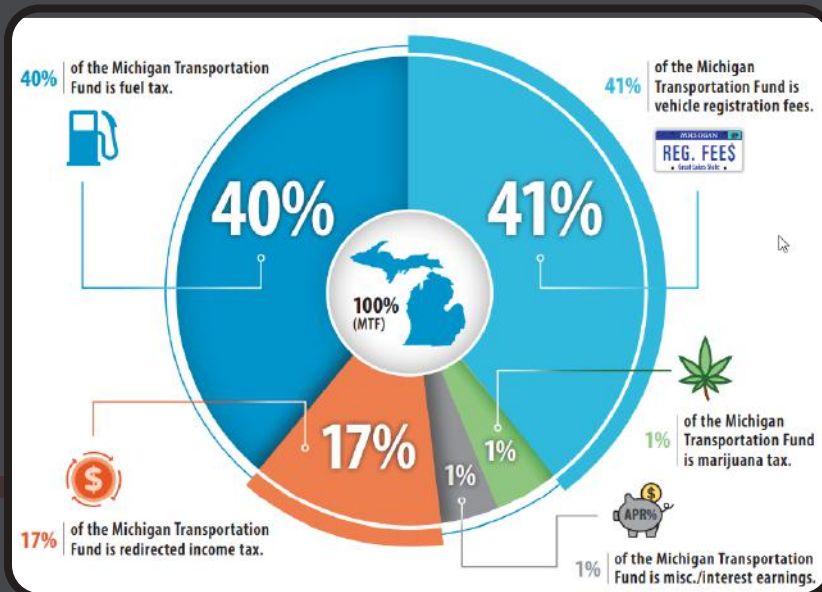
## STATE AND FEDERAL TRANSPORTATION FUNDS

The RCKC also works diligently to qualify for special sources of revenue for road improvement projects from other state and federal sources.

State sources include Transportation Economic Development Fund (TEDF):

- TEDF Category A funds are competitively available for road projects related to industry development and redevelopment opportunities
- TEDF Category D funds are available for use to upgrade roads to all-season standards and to develop a network of roads that are not weight restricted during seasonal weight restriction periods
- TEDF Category F funds are competitively available for use to upgrade roads to complete broken links in the all-season-road network in the urban area

## MICHIGAN TRANSPORTATION FUND SOURCES



County road agencies are accustomed to saying Michigan Transportation Fund (MTF) dollars are about 50:50 vehicle registration fees and fuel tax. However, with full implementation of the 2015 Transportation Package in 2021, the new 2021 MTF gross revenue breakdown is 40% fuel tax+ 41% vehicle registration fees+ 17% redirected income tax+ 1% misc./interest earnings+ 1% marijuana tax.





## FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure,

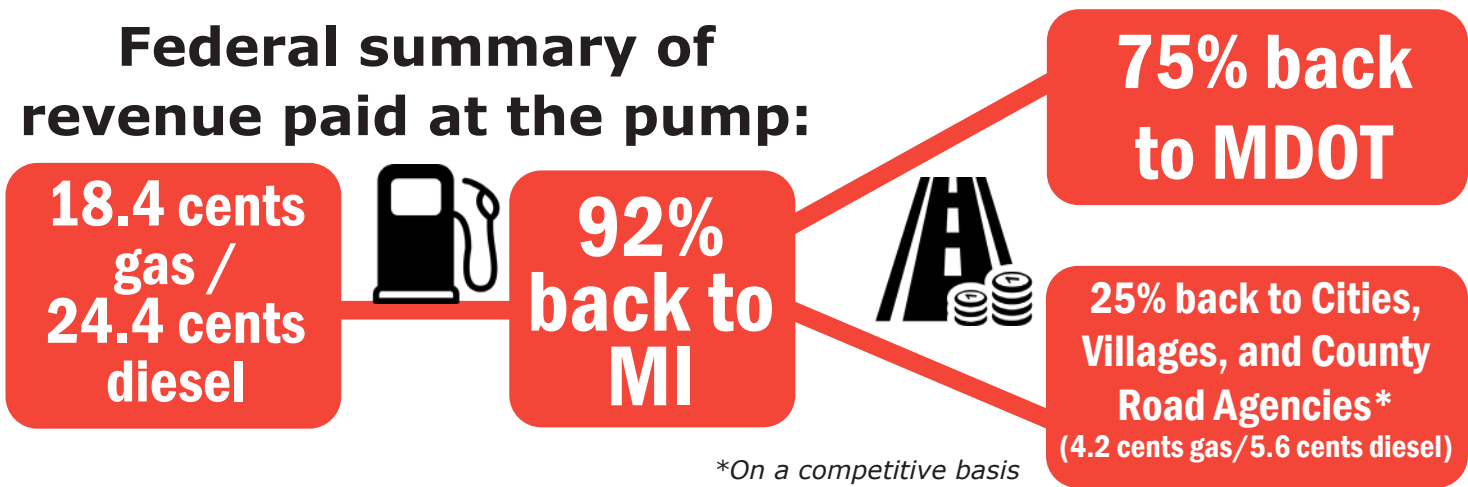
resilience, and broadband. *Source: U.S. Department of Transportation Federal Highway Administration (FHWA)*

Federal funding, including Surface Transportation Program (STP) is distributed to the RCKC through the Kalamazoo Area Transportation Study (KATS), the Metropolitan Planning Organization (MPO) for the Kalamazoo urbanized area. The Rural Task Force (RTF) Program provides STP-Rural federal dollars to rural areas. These funds are

provided through a competitive application process only

Under the Federal Aid Highway Program, Michigan is also eligible for Local Safety Program funds which are federal funds to be used for road improvements that provide countermeasures that improve and potentially reduce crashes. The FHWA also provides funds from the Highway Safety Improvement Program (HSIP) and a portion of those funds are for the High Risk Rural Road (HRRR) program.

## Federal summary of revenue paid at the pump:



### Projects in 2023 utilizing STP funds include:

- SPRINKLE ROAD - N AVENUE TO I-94
- BARNEY ROAD - NICHOLS ROAD TO DOUGLAS AVENUE
- VW AVENUE - 3960' WEST OF 16TH STREET TO 18TH STREET
- U AVENUE - OAKLAND DRIVE TO PORTAGE ROAD
- G AVENUE - RIVERVIEW DRIVE TO 24TH STREET

### Projects in 2023 utilizing HRRR funds include:

- ALMENA DRIVE AT 2ND STREET
- 24TH STREET / AB AVENUE - D AVENUE TO M89

### Projects in 2023 utilizing HSIP funds include:

- 12TH STREET - RAVINE ROAD TO D AVENUE
- PARKVIEW AVENUE - 11TH STREET TO 12TH STREET

### Projects in 2023 utilizing RTF funds include:

- In 2023, design work was completed on W Avenue from 42nd Street to 44th Street in Wakeshma Township, scheduled to start in 2024

# LOCAL BRIDGE PROGRAM FUNDS

Under the Federal Aid Highway Program, Michigan is eligible to use federal funds to improve the condition of highway bridges through replacements, rehabilitation, and preservation activities.

Established by 2004 PA 384, an amendment to PA 51, provides financial assistance to local highway authorities for the preservation, improvement, reconstruction of existing bridges, or the construction of bridges to replace existing bridges in whole or part. Revenues are provided from a PA51 earmark of ½ cent of the gasoline excise tax (approximately \$22 million), and a separate (approximately \$5 million) Act 51 earmark of MTF revenue. Through legislation in 2004, Michigan created a Local Bridge Fund to be administered by the Local Bridge Advisory Board and seven Regional Bridge Councils. Funding from the Local

Bridge Fund is allocated to each region based on available funds and weighted ratios provided in the legislation. The recent Michigan Revenue Package which began in 2017, did not allocate additional funding to the local bridge program.

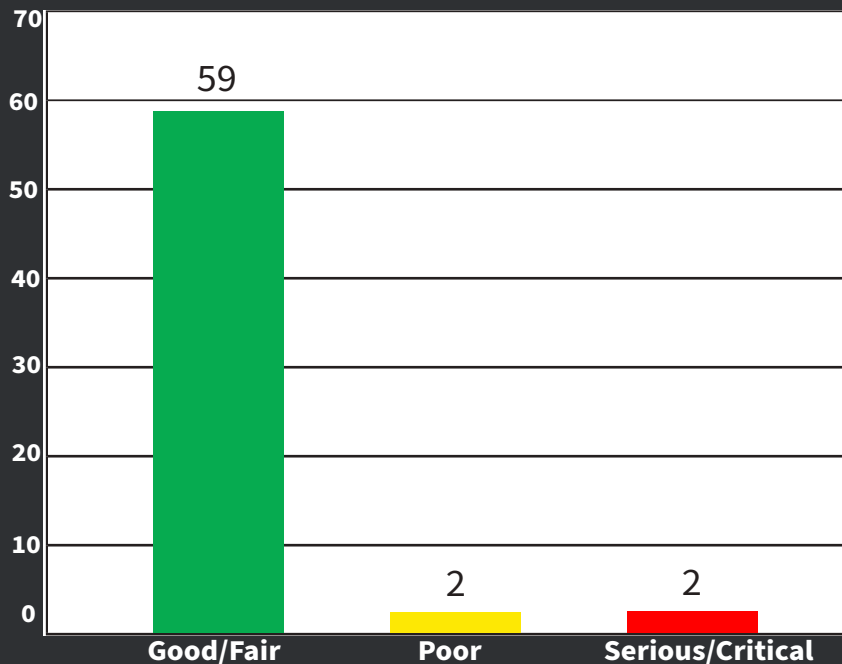
These funds are available on a statewide competitive basis for which we apply annually. The funds can be used for bridge replacement, rehabilitation, and preventive maintenance projects. Bridges with high traffic volumes, that are structurally deficient, or do not function in a way that meets traffic needs are more likely to receive funding. The RCKC utilized bridge funds for Sprinkle Road over Springbrook in 2023.

The Transportation Asset Management Council (TAMC) annual report on deficient bridges is available on the TAMC website at [www.michigan.gov/tamc](http://www.michigan.gov/tamc).

\*RCKC is responsible for 62 bridges and 1 railroad crossing bridge is included in our inventory that provide safe service to road users across the agency network. The current condition of RCKC's bridge network based on the National Bridge Inventory (NBI) is 32 structures rated good, 26 structures rated fair, and 4 structures rated poor. In 2023, 6% of RCKC (4 bridges) are rated as structurally deficient. Structurally Deficient (SD) status – A highway bridge is classified as structurally deficient if the deck, superstructure, substructure, or culvert is rated in "poor" condition (0 to 4 on the NBI rating scale). A bridge can also be classified as SD if its load carrying capacity is significantly below current design standards or if a waterway frequently overtops the bridge during floods.

Please review our Bridge Rating Summary graph in this report.

## 2023 Bridge Rating Summary\*





# LOCAL ROAD PARTICIPATION FUNDS (PAR)

The Board determines annually the amount of primary road funds allocated to the PAR fund program that will be made available to each township.

The distribution of the funds is based on township mileage and population and is determined on the same basis that local road fund money is distributed to the RCKC from the MTF.

PAR funds are made available to the townships for use on local road preservation and structural improvements, preventive maintenance, construction, and special assessment projects. In order to receive local road participation funds, townships must match funds on a dollar-for-dollar basis.

Carryover Funds: Remaining obligated unspent funds for local road projects which may be carry over to the following year, per RCKC policy.

Reallocation: Redistribution of initial allocation based on township's January 20th response for use of allocated PAR funds by township, per RCKC policy.

TOWNSHIP	2023 INITIAL ALLOCATION	2022 CARRYOVER FUNDS	REALLOCATION OF PAR FUNDS	TOTAL TOWNSHIP ALLOCATION
ALAMO	\$76,210	\$10,784	-	\$86,994
BRADY	\$97,907	\$44,239	-	\$142,146
CHARLESTON	\$47,535	\$0	-	\$47,535
CLIMAX	\$79,015	\$0	-	\$79,015
COMSTOCK	\$254,918	\$0	-	\$254,918
COOPER	\$178,768	\$0	-	\$178,768
KALAMAZOO	\$301,686	\$130,562	-	\$432,248
OSHTEMO	\$286,088	\$0	-	\$286,088
PAVILION	\$124,184	\$0	-	\$124,184
PRAIRIE RONDE	\$89,692	\$13,060	-	\$102,752
RICHLAND	\$134,752	\$0	-	\$134,752
ROSS	\$102,282	\$54,007	\$60,959.66	\$95,329
SCHOOLCRAFT	\$94,764	\$0	-	\$94,764
TEXAS	\$299,767	\$0	-	\$299,767
WAKESHMA	\$77,432	\$12,260	-	\$89,692
TOTAL	\$2,245,000	\$264,913	\$60,959.66	\$2,448,953

## NON-MOTORIZED FACILITIES

The Board are committed to working with local governments to develop safe and efficient non-motorized transportation routes throughout the communities within Kalamazoo County and adopted a Non-motorized Facilities Policy. This policy provides the practical application in working with our partners in the approach to Complete Streets. The RCKC recognizes the value of non-motorized facilities, while simultaneously acknowledging the necessity of working within applicable funding requirements and fiscal limitations and competing needs of other public use considerations including utilities, engineering issues such as proper drainage, safety, right-of-way (ROW) dimensions, maintenance issues, as well as the competing interests of users such as pedestrians, joggers, runners, strollers and bicyclists. All of these community and administrative interests should be valued appropriately in facilitating the development of a non-motorized facilities. The RCKC typically serves as the grant applicant for non-motorized facilities when using public funding sources. In PA 51, of the funds allocated from MTF, not less than 1% of those funds shall be expanded for construction or improvement of non-motorized transportation and facilities. These non-motorized facilities included paving of road shoulders, and widening of lanes. Ten years of qualified expenditure for non-motorized improvements for the RCKC total \$10,481,587.86 million with \$820,056.82 million in 2023. On November 9, 2021 the Board approved a series of non-motorized routes in continued support of all users of our road system. This RCKC Non-motorized Master Plan map considered many traffic engineering and safety data as they continue to be developed and linking throughout the county.

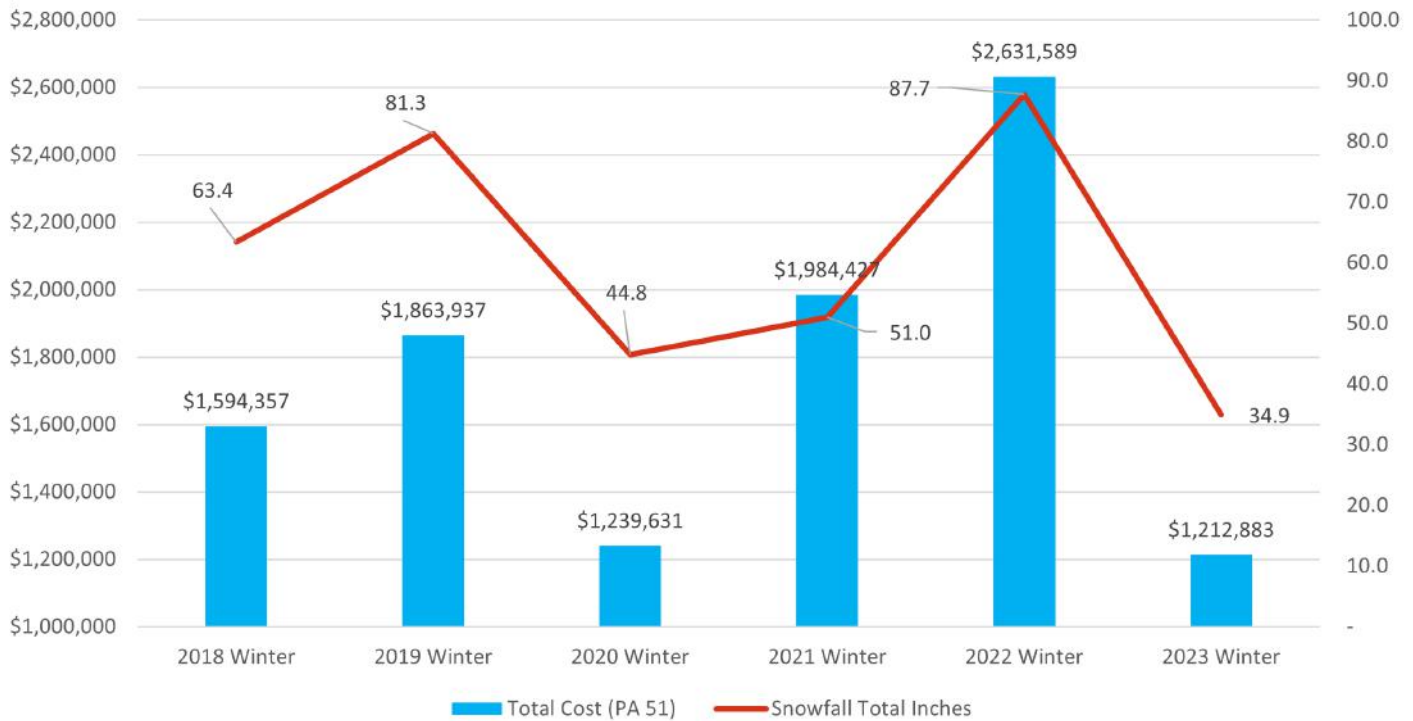


## EXPENDITURES

Routine maintenance activities and safety improvements, outside of construction projects, include surface patching, sign maintenance, roadside mowing, tree cutting/removal, culvert repair, guardrail maintenance, and winter maintenance.

During 2023, approximately 21 miles of roads were paved and, to preserve the capital investment in our roads, 152 miles of roads were chip sealed. Over \$17 million dollars was spent on our primary road system and over \$137 million on our local road system for both construction and maintenance operations in 2023.

# WINTER MAINTENANCE EXPENDITURE AND SNOWFALL DATA



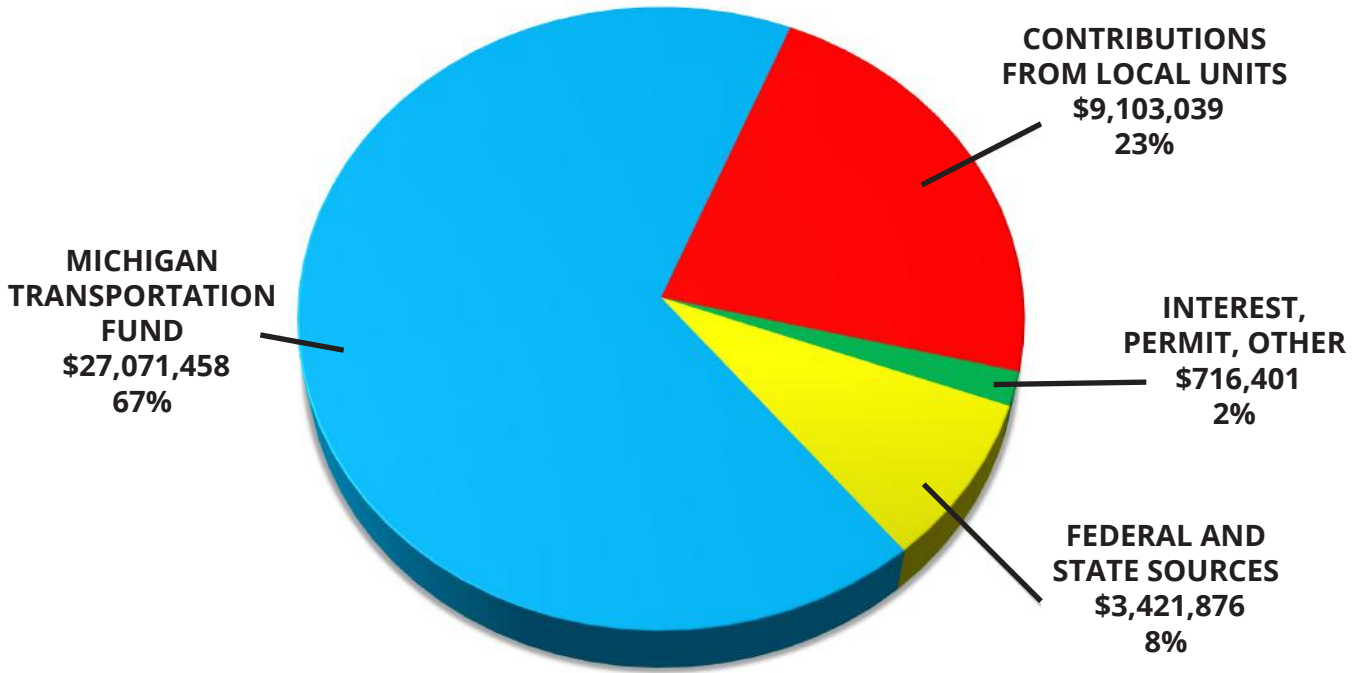
OTHER STATS:	2018 WINTER	2019 WINTER	2020 WINTER	2021 WINTER	2022 WINTER	2023 WINTER
SALT PRICE/TON	\$43.99	\$76.61	\$76.58	\$71.56	\$67.98	\$66.48
SAND/SALT USAGE (TONS)	6,229.33	5,586.42	2,769.43	4,198.91	6,598.28	2,606.34
SALT USAGE (TONS)	2,613.12	2,701.78	2,239.16	4,152.61	3,081.99	1,590.63

Safe driving conditions are always a priority for the RCKC, and wintertime is no exception. By monitoring weather forecasts frequently, we are able to meet winter's challenges and implement an effective winter maintenance plan. Generally, plowing operations begin when slippery conditions exist, or snow levels reach about two inches on major roads. Salt, sand, and liquid deicer are applied as moderately as possible, without presenting unacceptable risk to the motoring public. The Expenditure and Snowfall Data graph provides you a consolidated view of winter maintenance in 2023, while keeping in mind the various types of winter precipitation may not be included in the snowfall totals (such as sleet, freezing rain, etc.) when our services also remain necessary.

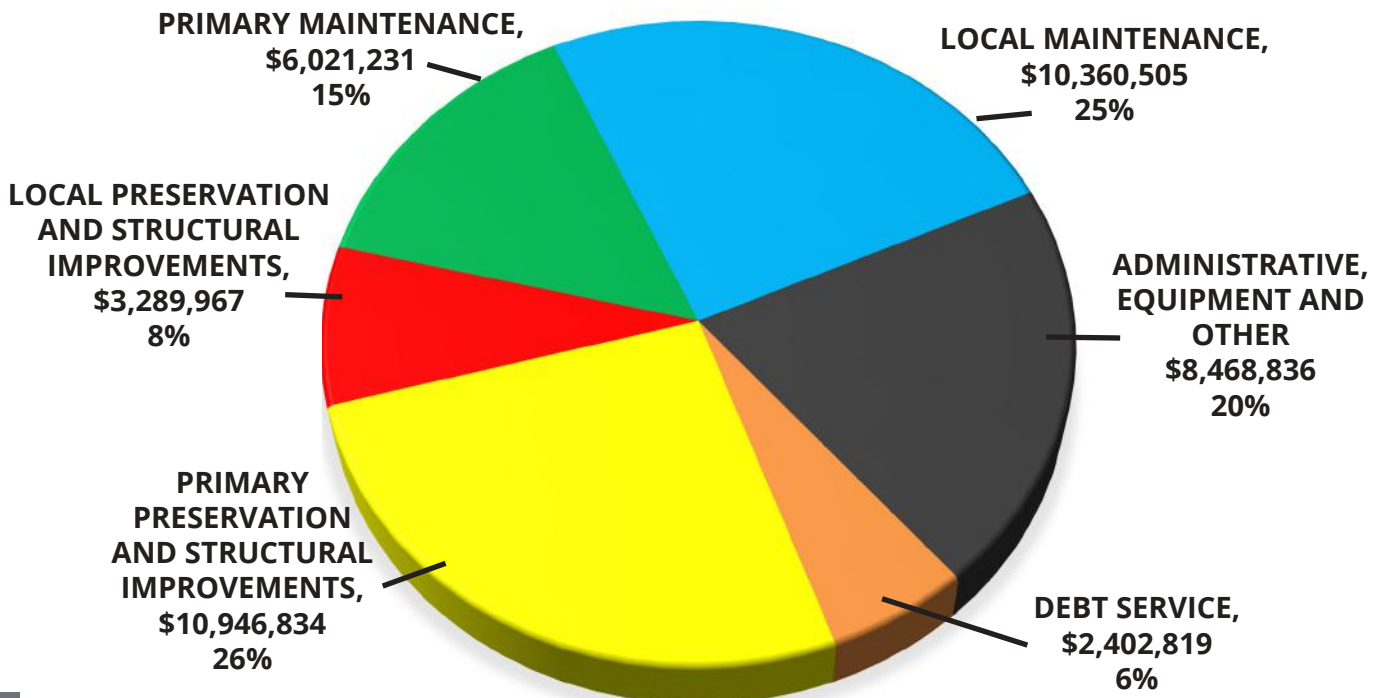


# 2023 REVENUE AND EXPENDITURE OVERVIEW

## REVENUE



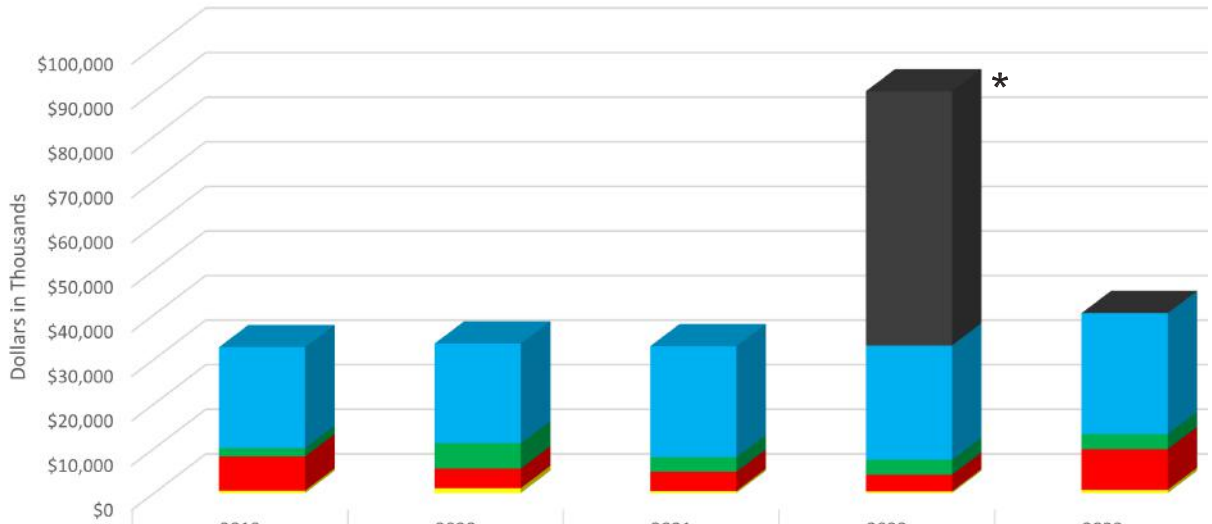
## EXPENDITURE



# 2023 REVENUE AND EXPENDITURE HISTORICAL COMPARISON

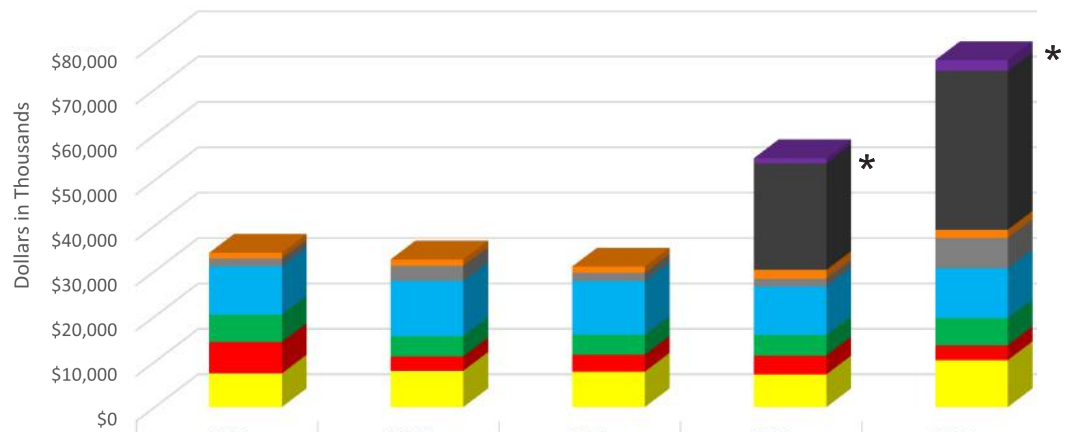
## REVENUE

\*The RCKC recognized Bond Proceeds totaling approximately \$57M in 2022 to construct a new facility during 2022-2024. Facility construction costs totaled approximately \$35.1M in 2023



	2019	2020	2021	2022	2023
■ Bond Proceeds - New Facility				\$56,998	\$0
■ Michigan Transportation Fund	\$22,582	\$22,347	\$24,906	\$25,644	\$27,071
■ Federal and State Sources	\$1,919	\$5,663	\$3,262	\$3,356	\$3,422
■ Contributions from Local Units	\$7,649	\$4,402	\$4,294	\$3,728	\$9,103
■ Interest, Permits, Other	\$535	\$1,074	\$448	\$365	\$716

## EXPENDITURE



	2019	2020	2021	2022	2023
■ Debt Service				\$1,129	\$2,403
■ Construction - New Facility				\$23,458	\$35,007
■ Administrative	\$1,277	\$1,459	\$1,398	\$1,902	\$1,800
■ Equipment and Other	\$1,701	\$3,341	\$1,840	\$1,746	\$6,668
■ Primary Preservation and Structural Improvements	\$10,648	\$12,120	\$11,817	\$10,709	\$10,947
■ Primary Maintenance	\$6,059	\$4,478	\$4,395	\$4,490	\$6,021
■ Local Preservation and Structural Improvements	\$6,925	\$3,185	\$3,742	\$4,186	\$3,290
■ Local Maintenance	\$7,418	\$8,009	\$7,810	\$7,211	\$10,361



# PROJECTS AND ROAD CONDITIONS

# ASSET MANAGEMENT

In 2018, three (3) acts were enacted related to asset management. PA 323, 324 and 325. These laws established two new councils: the Michigan Infrastructure Council (MIC) and the Water Asset management Council (WAMC). The Transportation Asset Management Council (TAMC), which has been in existence since 2002, scope was modified including requirements to address asset management plans for local agencies. Beginning in 2020, local road agencies responsible for 100 or more certified miles of road

will be required to have an asset management plan. You can find the RCKC Compliance, Pavement and Bridge Asset Management Plan on the Road Data page of our website, which was updated in 2023.

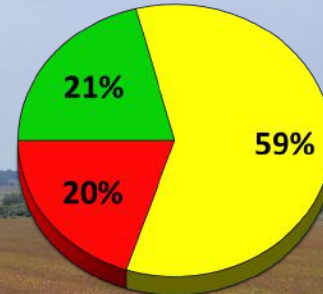
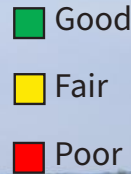
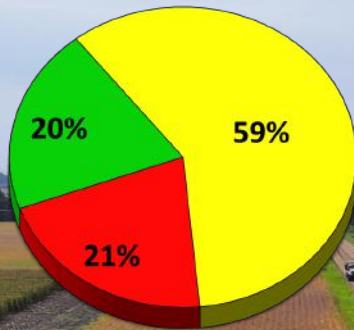
Infrastructure is a valuable asset in every community. It is important to maintain these assets as efficiently and cost effectively as possible. The road surface data collection uses the Pavement Surface Evaluation and Rating (PASER) system, as is used in the federal aid data collection. As road improvements occur, the PASER rating is also updated. PASER rating is based on a number system, 1 through 10 with 1 being the worst and 10 being the best.

This data will assist in establishing a strategic plan for project selection and maintaining our infrastructure with the right fix at the right time for our primary and local road system. You can find valuable information on the condition of our infrastructure assets on our RCKC website Road Data page.

In 2023, our overall road network condition declined slightly after approximately \$22 million of investments. On-going investment in asset management on our roads is needed to maintain them in good condition as roads deteriorate over time. These charts are created in the following year of construction.

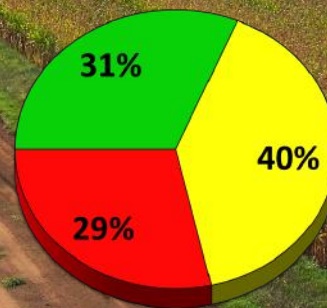
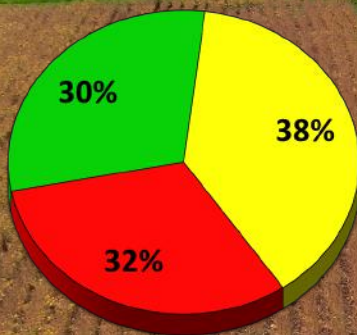
## 2022 PRIMARY AND LOCAL ROADS

## 2023 PRIMARY AND LOCAL ROADS



## 2022 LOCAL GRAVEL ROADS

## 2023 LOCAL GRAVEL ROADS



The graphs above compare 2022 to 2023.

For additional asset management information, please visit the Transportation Asset Management Council (TAMC) website Dashboards at <https://www.michigan.gov/mic/tamc> Dashboards for additional information on asset management statewide federal aid system. It is important to share the RCKC manages over \$167 million of infrastructure assets.

Please review our asset management graphs, in this report, that reflect data for RCKC's primary and local road system.

# KALAMAZOO COUNTY

## 446

Primary Miles

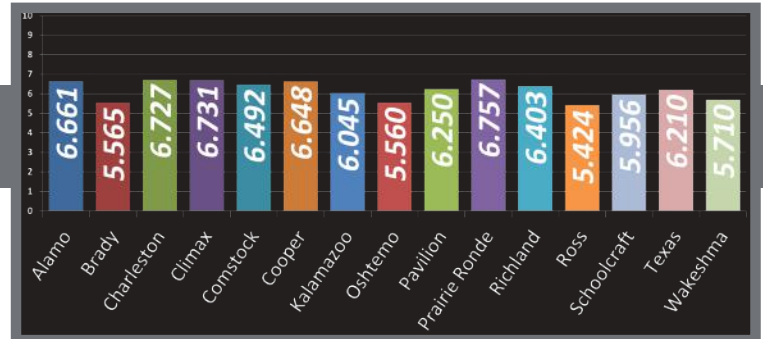
## 825

Local Miles

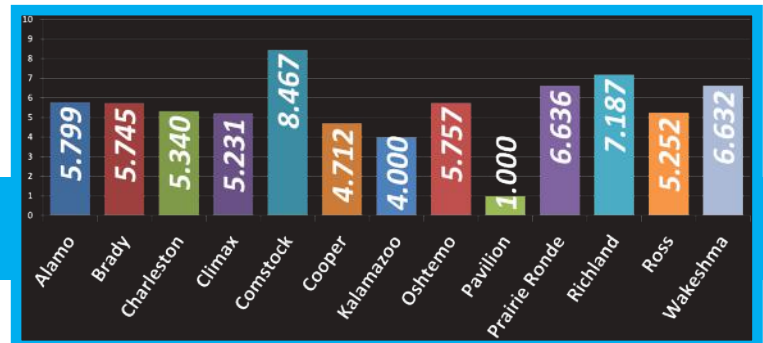
## 110

Local Gravel Miles

### Primary Paved Road Average PASER by Township\*



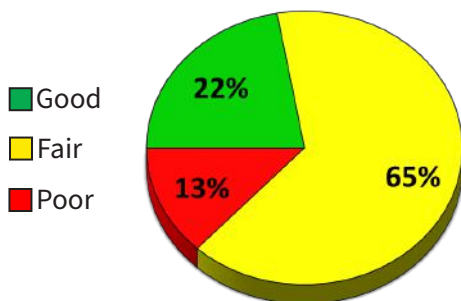
### Local Paved Road Average PASER by Township\*



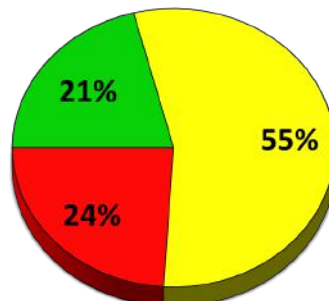
### Local Gravel Road Average IBR by Township\*

## 2023 Kalamazoo Countywide Road Conditions

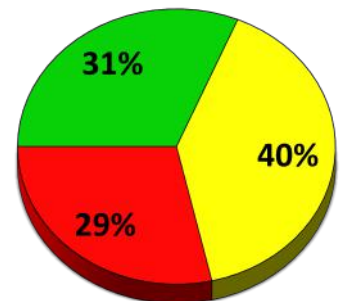
### Primary Roads



### Local Roads



### Local Gravel Roads



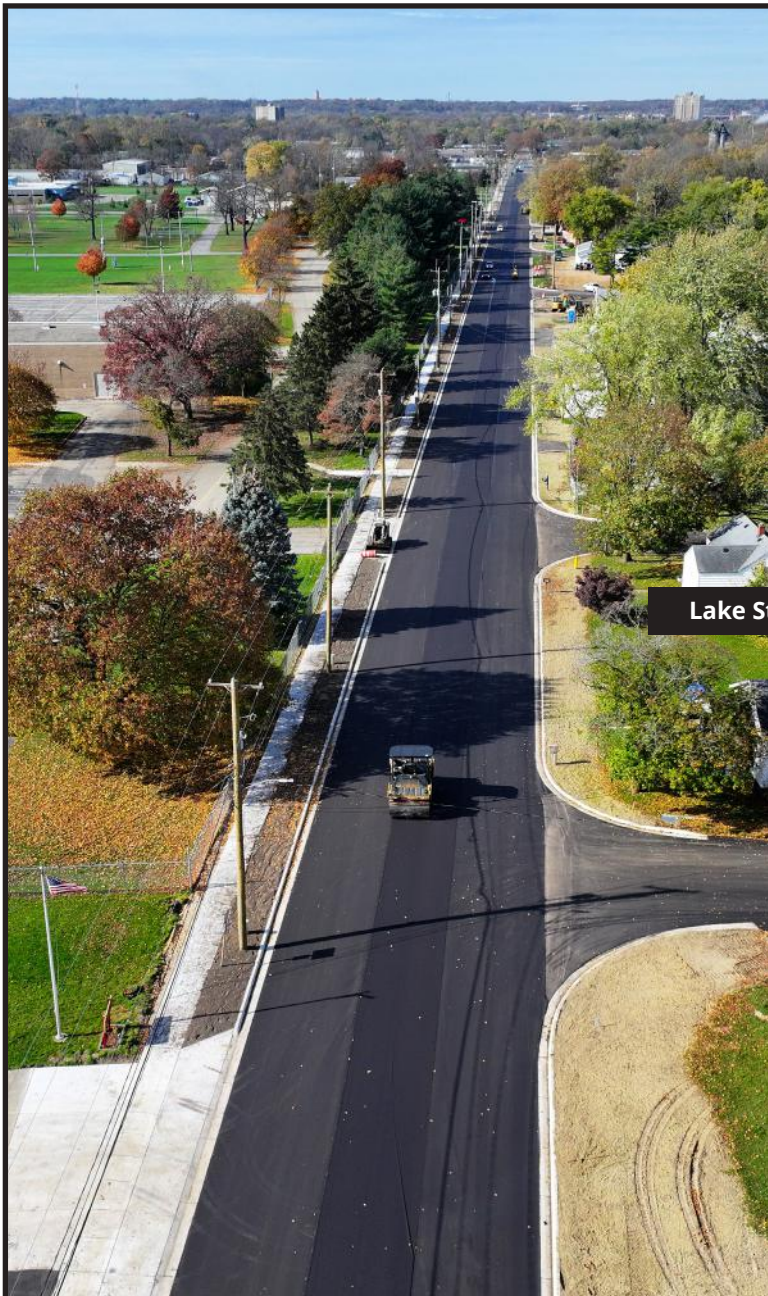
\*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



# COUNTYWIDE AND CROSS-JURISDICTIONAL PROJECTS

Project Location	Work Performed	Total Cost
North Main Street - West Maple Street to 2,700' north of West Maple Street, South Main Street - 2,700' north of North Main Street to North Main Street (Village of Climax)	Crack Fill	\$15,199.52
Van Buren Street - Village Limits to North Webster Street (Village of Augusta)	Crack Fill / Chip Seal / Fog Seal	\$32,588.55
Lake Street - Kalamazoo City Limits to Olmstead Road ( City of Kalamazoo )	Reconstruct / Drainage	\$2,716,053.40
Sanitary Sewer Manhole Projects - Various Locations ( City of Kalamazoo )	Sanitary Manholes	\$41,030.36

**Total Cost** **\$2,804,871.84**



Lake Street Project



# ALAMO TOWNSHIP

## 31

Primary Miles

## 38

Local Miles

## 5

Local Gravel Miles



Paving on Adobe Road

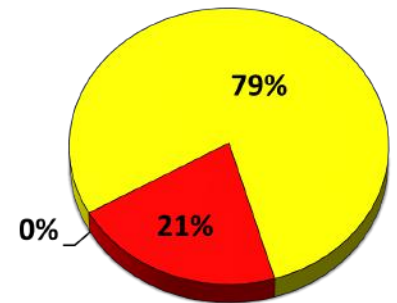
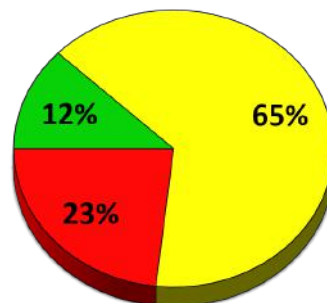
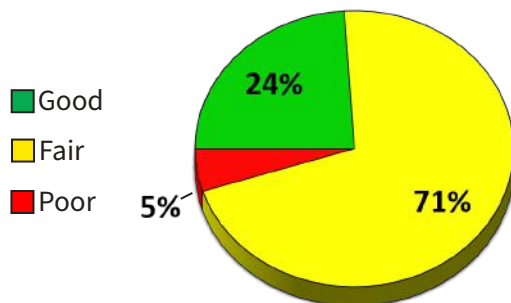


## 2023 Alamo Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# ALAMO TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
D Avenue - 5,280' west of 2nd Street to 6th Street	Chip Seal / Fog Seal	\$135,088.82
D Avenue - Ravine Road to 12th Street	Chip Seal / Fog Seal	\$65,755.07
6th Street - H Avenue to F Avenue (Oshtemo / Alamo Townships)	Chip Seal / Fog Seal	\$31,845.79
6th Street - F Avenue to D Avenue	Crack Fill	\$3,304.22
D Avenue - Ravine Road to 12th Street	Crack Fill	\$9,912.68
D Avenue - 6th Street to Ravine Road	High Shoulders Work	\$3,492.42
<i>Total Primary Cost</i>		\$249,399.00

LOCAL

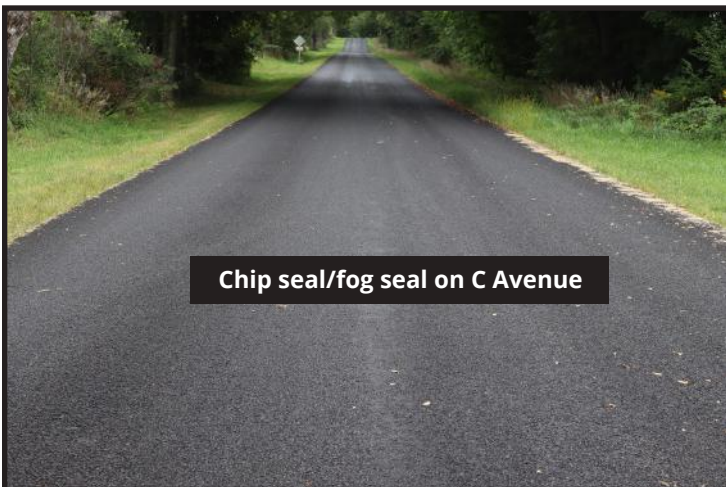
Project Location	Work Performed	Total Cost
AB Avenue - VanKal Street to 1,800' east of VanKal Street	2022 Carryover Project	\$11,588.85
Adobe Road - 600' south of D Avenue to D Avenue	HMA Base Leveling and Surface Paving	\$126,925.23
AB Avenue - VanKal Street to 1,822' east of VanKal Street	Chip Seal / Fog Seal	\$9,324.87
C Avenue - 2nd Street to 6th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$88,151.73
Kitz Way - 1,023' west of 12th Street to 12th Street	Crack Fill / Chip Seal / Fog Seal	\$13,663.74
Owen Drive - 6th Street to Hart Drive	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$80,791.68
<i>Total Local Cost</i>		\$330,446.09

**Total Cost**

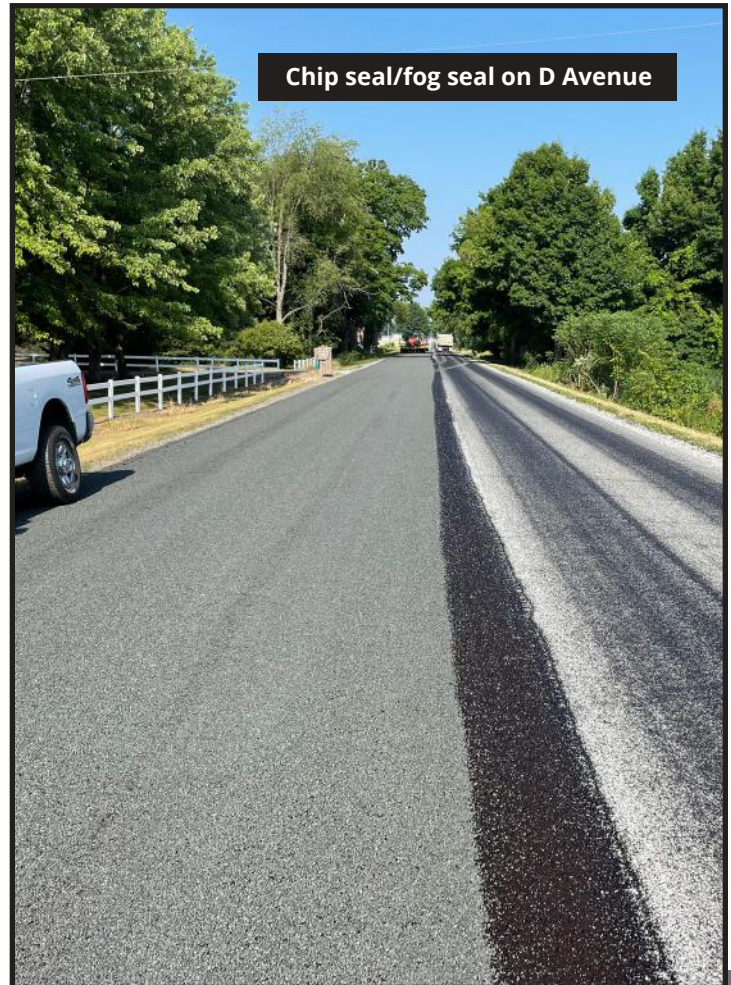
**\$579,845.09**



Chip seal/fog seal on Owen Drive



Chip seal/fog seal on C Avenue



Chip seal/fog seal on D Avenue

# BRADY TOWNSHIP

29

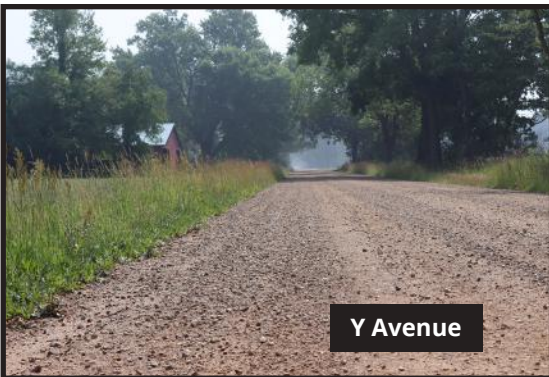
Primary Miles

47

Local Miles

13

Local Gravel Miles



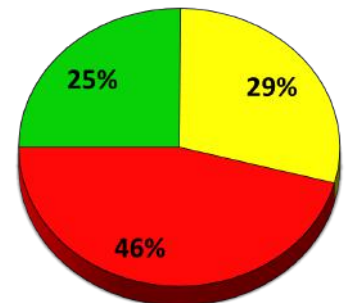
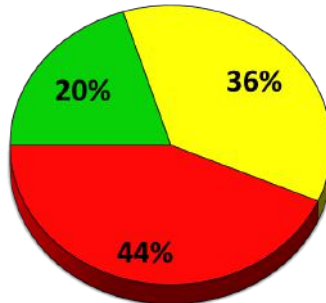
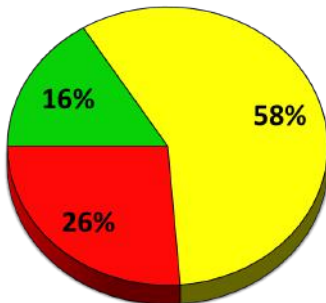
## 2023 Brady Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

Good  
Fair  
Poor



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# BRADY TOWNSHIP PROJECTS

PRIMARY

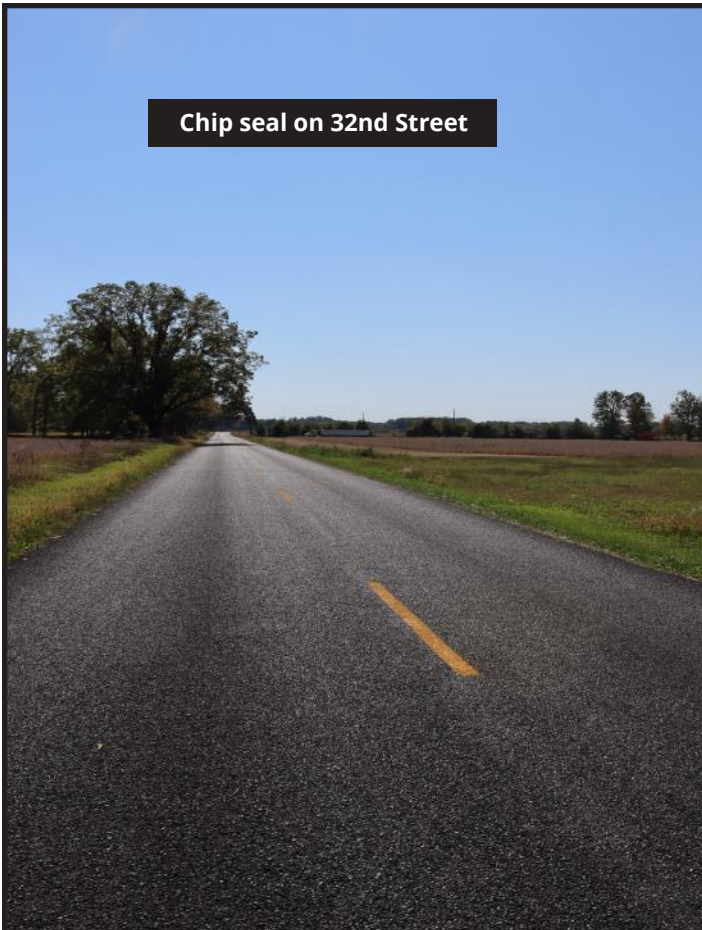
Project Location	Work Performed	Total Cost
31st Street over Brown Creek	Bridge Maintenance	\$1,186.84
TU Avenue - at 23rd Street	Intersection Improvements	\$79,081.31
Y Avenue over Portage Creek	Bridge Maintenance	\$1,186.84
YZ Avenue over Brown Creek	Bridge Maintenance	\$1,186.85
U Avenue - 32nd Street to 36th Street	Chip Seal / Fog Seal	\$94,996.09
TU Ave / 27th Street - Sprinkle Road to T Avenue	Crack Fill	\$4,625.92
24th Street - Z Avenue to 3,960' north of X Avenue	Chip Seal / Fog Seal	\$143,734.74
31st Street / WX Avenue / X Avenue - 32nd Street to W Avenue	Crack Fill	\$19,213.14
W Avenue - Vicksburg Village Limit to 42nd Street	Crack Fill	\$35,034.49
<i>Total Primary Cost</i>		<b>\$380,246.21</b>

LOCAL

Project Location	Work Performed	Total Cost
27th Street - Y Avenue to W Avenue	Chip Seal Trial	\$152,975.32
30th Street - X Avenue to W Avenue	Crack Fill / HMA Wedging / Chip Seal	\$49,853.26
30th Street - XY Avenue to X Avenue	Crack Fill / HMA Wedging / Chip Seal	\$28,741.34
32nd Street - V Avenue to U Avenue	Crack Fill / HMA Wedging / Chip Seal	\$54,960.43
<i>Total Local Cost</i>		<b>\$286,530.34</b>

**Total Cost**

**\$666,776.55**



# CHARLESTON TOWNSHIP

**21**

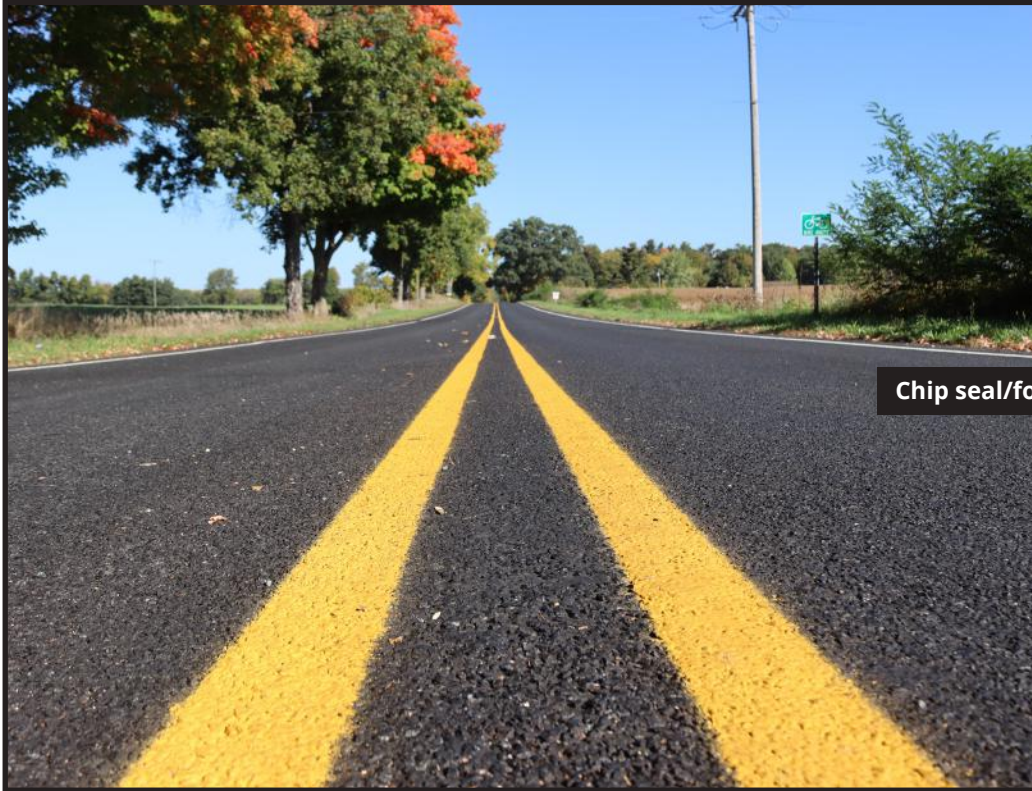
Primary Miles

**24**

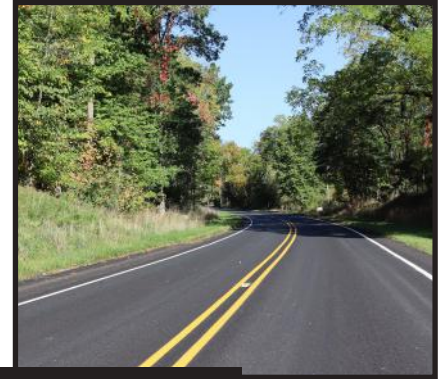
Local Miles

**4**

Local Gravel Miles



Chip seal/fog seal on 38th Street

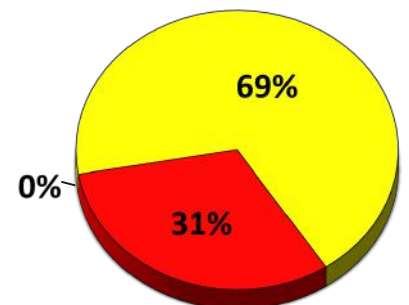
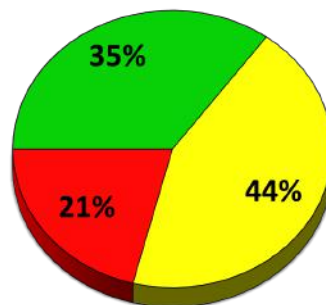
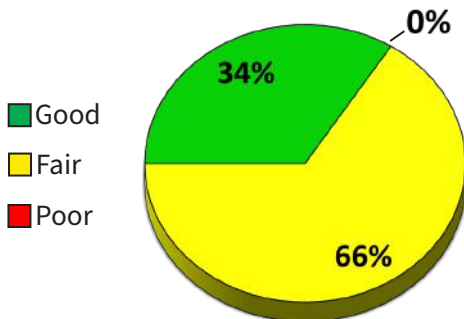


## 2023 Charleston Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# CHARLESTON TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
MN Avenue - 44th Street to Mercury Drive	Intersection Improvement	\$136,072.96
38th Street - MN Avenue to Michigan Avenue	Chip Seal / Fog Seal	\$82,265.30
MN Avenue - 34th Street to 44th Street (Comstock / Charleston Townships)	Chip Seal / Fog Seal	\$128,202.23
Miller Drive - 0.2 miles east of 35th Street to 38th Street (Charleston / Comstock Townships)	2022 Carryover Project	\$27,693.46
Michigan Ave - Galesburg to 40th	Crack Fill	\$1,839.35
East Michigan Avenue - Galesburg City Limits to 40th Street	High Shoulders Work	\$3,725.24
Mercury Drive - MN Avenue to East Michigan Avenue	High Shoulders Work	\$4,889.39
<i>Total Primary Cost</i>		\$384,687.92

LOCAL

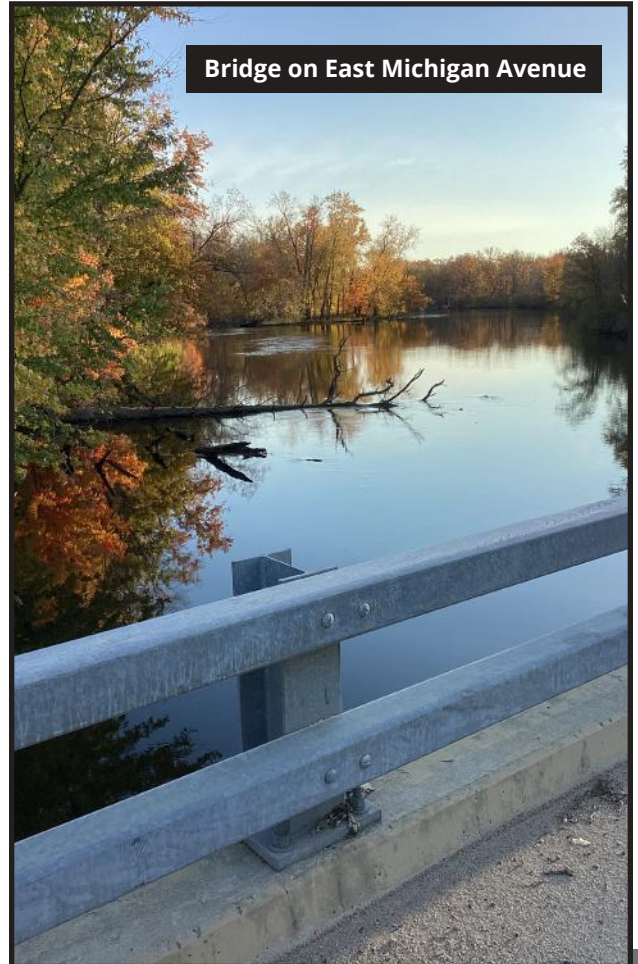
Project Location	Work Performed	Total Cost
38th Street - Augusta Drive to 5,300' north of Augusta Drive	Crack Fill / Chip Seal	\$27,751.42
36th Street - MN Avenue to ML Avenue (Charleston / Comstock Townships)	Crack Fill / HMA Wedging / Chip Seal	\$29,538.70
36th Street - 3,150' south of HJ Avenue to G Avenue (Charleston / Comstock Townships)	Crack Fill / Chip Seal / Fog Seal	\$30,933.98
<i>Total Local Cost</i>		\$88,224.09

**Total Cost**

**\$472,912.02**



Chip seal on 36th Street



Bridge on East Michigan Avenue



Chip seal/fog seal on MN Avenue

# CLIMAX TOWNSHIP

**25**

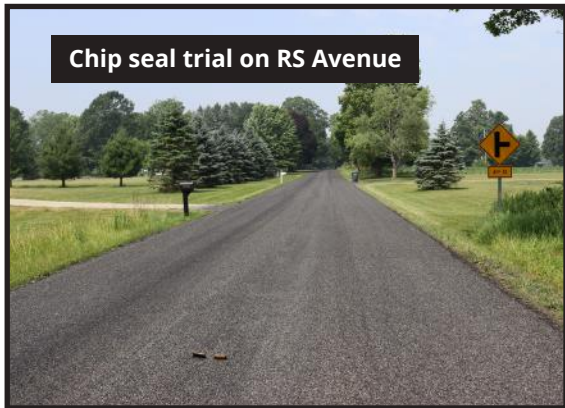
Primary Miles

**47**

Local Miles

**15**

Local Gravel Miles

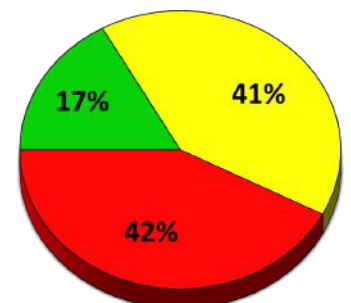
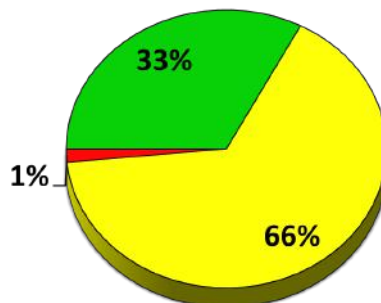
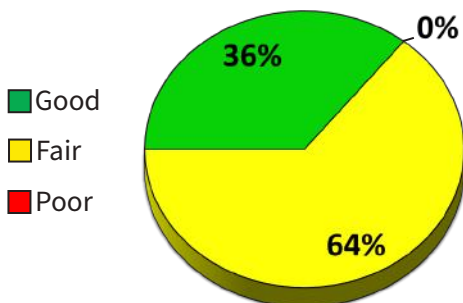


## 2023 Climax Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



# CLIMAX TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
44th Street / PQ Avenue - Q Avenue to Village of Climax	Crack Fill	\$898.75
38th Street - PQ Avenue to O Avenue	Crack Fill	\$11,269.52
PQ Avenue - 36th Street to 38th Street	Crack Fill	\$6,815.05
Q Avenue - 43rd Street to 44th Street	High Shoulders Work	\$1,164.14
44th Street - Q Avenue to Climax Village Limit	High Shoulders Work	\$5,355.02
<i>Total Primary Cost</i>		\$25,502.48

LOCAL

Project Location	Work Performed	Total Cost
TS Avenue - 47th Street to 48th Street	2022 Carryover Project	\$20,115.20
40th Street - Q Avenue to P Avenue	Crack Fill / HMA Wedging / Chip Seal	\$54,004.37
45th Street - R Avenue to Q Avenue	Crack Fill / HMA Wedging / Chip Seal	\$59,480.56
47th Street - PQ Avenue to ON Avenue	Crack Fill / HMA Wedging / Chip Seal	\$100,680.73
O Avenue - 36th Street to 38th Street	Crack Fill / HMA Wedging / Chip Seal	\$54,503.27
P Avenue - 40th Street to 43rd Street	Crack Fill / HMA Wedging / Chip Seal	\$90,511.33
44th Street - T Avenue to S Avenue	Chip Seal Trial	\$74,309.28
RS Avenue - 39th Street to 1,195' east of 41st Street	Chip Seal Trial	\$102,471.69
TS Avenue - 47th Street to 48th Street	Tree Work	\$29,251.09
<i>Total Local Cost</i>		\$585,327.51

**Total Cost**

**\$610,829.99**



# COMSTOCK TOWNSHIP

## 43

Primary Miles

## 75

Local Miles

## <1

Local Gravel Miles

PRIMARY

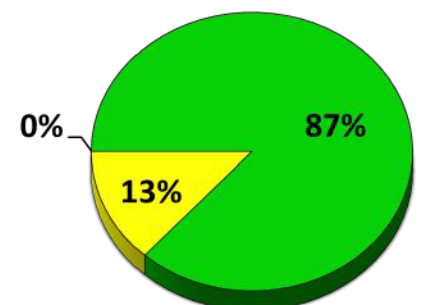
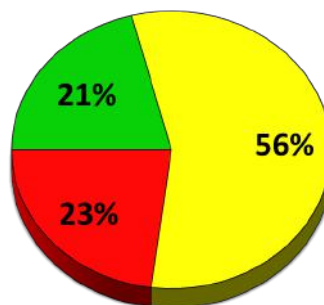
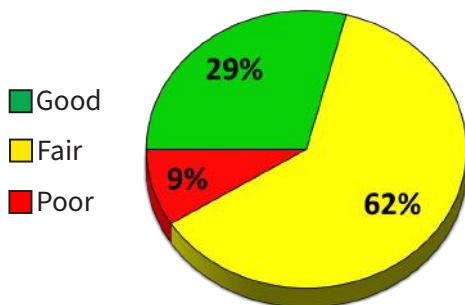
Project Location	Work Performed	Total Cost
Sprinkle Road - N Avenue to I-94	Mill / HMA Overlay / Drainage	\$1,313,573.05
Sprinkle Road - 150' south of East Michigan Avenue to G Avenue	Chip Seal / Fog Seal	\$213,918.09
26th Street - East Michigan Avenue to East Main Street	Chip Seal / Fog Seal	\$86,130.84
35th Street - 5,280' south of HJ Avenue to G Avenue	Chip Seal / Fog Seal	\$92,229.41
ML Avenue - 31st Street to 35th Street	Chip Seal / Fog Seal	\$116,585.26
MN Avenue - 34th Street to 44th Street (Comstock / Charleston Townships)	Chip Seal / Fog Seal	\$33,405.87
Miller Drive - 0.2 miles east of 35th Street to 38th Street (Comstock / Charleston Townships)	2022 Carryover Project	\$36,709.96
35th St - Shadow Ln Ave Signal	Traffic Signal Replacement	\$367,924.49
Park Circle Drive - thru E Cork	Crack Fill	\$10,150.58
N Avenue - 26th Street to 34th Street	Crack Fill	\$2,180.79
33rd Street - M96 to G Avenue	Crack Fill / High Shoulders	\$22,406.45
H Avenue - Sprinkle Road to 26th Street	Crack Fill / High Shoulders	\$2,644.78
ML Avenue - 26th Street to 31st Street	Crack Fill / High Shoulders	\$5,820.69
N Avenue - Sprinkle Road to 26th Street	Crack Fill / High Shoulders	\$2,328.26
Sprinkle Road - N Avenue to I-94	Crack Fill / High Shoulders	\$6,648.54
26th Street - N Avenue to ML Avenue	Crack Fill	\$2,692.08

## 2023 Comstock Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# COMSTOCK TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
H Avenue - Gull Road to Sprinkle Road	Crack Fill / High Shoulders	\$2,102.50
East Cork Street - Park Circle Drive to 26th Street	High Shoulders Work	\$1,164.14
26th Street - N Avenue to ML Avenue	High Shoulders Work	\$3,492.42
ML Avenue - Sprinkle Road to 26th Street	High Shoulders Work	\$2,328.26
<i>Total Primary Cost</i>		\$2,324,436.46

LOCAL

Project Location	Work Performed	Total Cost
Construction Drive - Wynn Road to 600' north of Wynn Road	HMA Overlay	\$25,553.48
Oran Avenue - 26th Street to School Street, School Street - 200' south of Oran Street to Oran Street	Pulverize / HMA Base and Surface Paving	\$54,081.30
Chubb Avenue - 300' west of 26th Street to 26th Street	Pulverize / HMA Base and Surface Paving	\$23,078.42
Parcom Street - 280' south of M-96 to M-96	Pulverize / HMA Base and Surface Paving	\$22,324.72
Parcom Street - M-96 to East Michigan Avenue	HMA Overlay	\$10,007.17
Electra Street - Kincaid Street to Shields Street, Shields Street - Josephine Street to Electra Street, Cross Street - Collette Avenue to Shields Street, Benedict Avenue - Cross Street to Electra Street, Collette Avenue - Josephine Street to Electra Street, Josephine Street - Leenhouts Street to 1,600' east of Leenhouts Street	Gravel / Pulverize / HMA Base and Surface Paving	\$590,776.81
Woodlea Drive - 26th Street to Buckskin Road, Ormada Drive - Woodlea Drive to Buckskin Road, Enola Avenue - 26th Street to Buckskin Road, Plainfield Avenue - 26th Street to Rosemere Street, Meadowview Avenue - Plainfield Avenue to Rosemere Street, Crestwood Avenue - 26th Street to Reynolds Street, Redhawk Avenue - Starchief Street to Reynolds Street, Whitehorse Avenue - Starchief Street to Reynolds Street, Tulsa Avenue - Starchief Street to Reynolds Street, Dellwood Street - H Avenue to Woodlea Drive, Glendalock Street - Woodlea Drive to Plainfield Avenue, Reynolds Street - H Avenue to Woodlea Drive, Foxdale Street - Woodlea Drive to Ormada Drive, Buckskin Road - Woodlea Drive to Enola Avenue, Mustang Street - Ormada Drive to Enola Avenue, Skyview Street - Ormada Drive to Enola Avenue, Foxdale Street - Enola Avenue to Redhawk Avenue, Starchief Street - Redhawk Avenue to Crestwood Avenue, Reynolds Street - Enola Avenue to Silverton Avenue, Rosemere Street - Plainfield Avenue to Crestwood Avenue, Woodmere Lane - Plainfield Avenue to Crestwood Avenue	Crack Fill / Chip Seal / Fog Seal	\$285,886.27
Twilight Avenue - 26th Street to 3,150' east of 26th Street	Crack Fill / Chip Seal / Fog Seal	\$25,124.91
Azo Drive - Azo Court to ML Avenue	Crack Fill / Chip Seal / Fog Seal	\$11,671.91
Azo Court - 300' west of Azo Drive to Azo Drive	Crack Fill / Chip Seal / Fog Seal	\$7,945.87
Lyons Avenue - 790' south of H Avenue to H Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$12,942.95
Market Street - Sprinkle Road to River Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$47,090.92
Wynn Road - Sprinkle Road to River Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$43,095.15
Gleason Street - Homer Street to Hunt Street	Crack Fill / Chip Seal / Fog Seal	\$8,333.79
Gaywood Street - East Woodfield Avenue to ML Avenue	Crack Fill / Chip Seal / Fog Seal	\$7,222.69
East Woodfield Avenue - 200' west of Gaywood Street to Gaywood Street	Crack Fill / Chip Seal / Fog Seal	\$2,757.76
36th Street - MN Avenue to ML Avenue (Comstock / Charleston Townships)	Crack Fill / HMA Wedging / Chip Seal	\$29,538.00
36th Street - 3,150' south of HJ Avenue to G Avenue (Comstock / Charleston Townships)	Crack Fill / Chip Seal / Fog Seal	\$31,197.06
<i>Total Local Cost</i>		\$1,238,629.18

**Total Cost**

**\$3,563,065.64**

# COOPER TOWNSHIP

## 31

Primary Miles

## 63

Local Miles

## 1

Local Gravel Miles



Paving on 12th Street



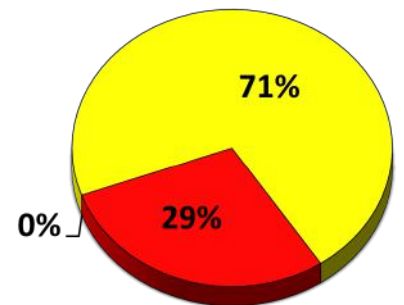
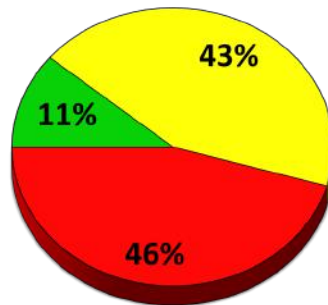
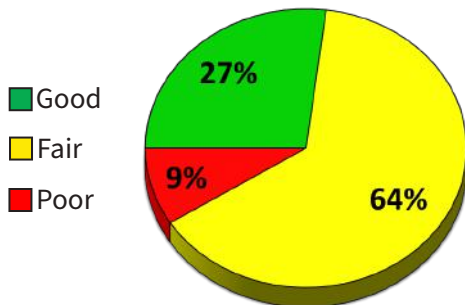
Shoulder widening on 12th Street

## 2023 Cooper Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# COOPER TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
12th Street - Ravine Road to D Avenue	Pulverize / HMA Overlay / Shoulder Widen	\$2,015,197.21
G Avenue - Riverview Dr to 24th Street (Cooper / Kalamazoo Townships)	Chip Seal / Fog Seal	\$64,774.33
Douglas Avenue - B Avenue to Baseline Road	Chip Seal / Fog Seal	\$50,413.23
Mount Olivet - G Avenue to Riverview Drive	Chip Seal / Fog Seal	\$36,925.23
Mount Olivet - G Avenue to Riverview Drive	2022 Carryover Project	\$26,055.61
D Avenue - Riverview Drive to 24th Street	Crack Fill	\$1,718.20
12th Street - D Avenue to Baseline Road	Crack Fill	\$1,387.77
D Avenue - Riverview Drive to 24th Street	High Shoulders Work	\$2,561.10
12th Street - Ravine Road to D Avenue	High Shoulders Work	\$5,820.69
12th Street - D Avenue to Baseline Road	High Shoulders Work	\$6,984.81
<i>Total Primary Cost</i>		\$2,211,838.1

LOCAL

Project Location	Work Performed	Total Cost
17th Street - C Avenue to AB Avenue,	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$114,298.27
C Avenue - 12th Street to 14th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$48,211.60
C Avenue - Riverview Dr to 24th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$53,919.72
E Avenue - 12th Street to 14th Street	Crack Fill / Chip Seal / Fog Seal	\$37,199.64
Crimson Oak Avenue - Riverview Drive to Cinnamon Woods Trail, Cinnamon Woods Trail - Cardinal Hills Trail to Crimson Oak Avenue, Cardinal Hills Trail - 143' north of Crimson Oak Avenue to Cinnamon Wood Trail	Crack Fill / Chip Seal / Fog Seal	\$31,976.58
<i>Total Local Cost</i>		\$285,605.81

**Total Cost**

**\$2,497,443.99**



12th Street after paving



# KALAMAZOO TOWNSHIP

## 26

## 75

## <1

Primary Miles

Local Miles

Local Gravel Miles

PRIMARY

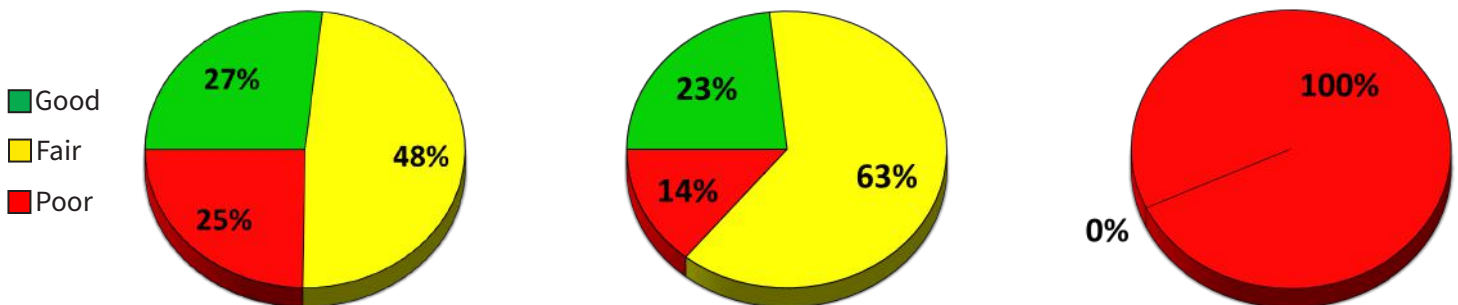
Project Location	Work Performed	Total Cost
Lake Street - City of Kalamazoo Limits to Olmstead Road	Reconstruct / Drainage	\$3,479,511.17
Squires Drive - Drake Road to Ravine Road	Intersection Improvements / Pulverize / HMA Overlay / Shoulder Widen	\$303,320.65
Barney Road - Nichols Road to Douglas Avenue	Chip Seal / Fog Seal	\$45,001.05
East Main Street - Wallace Street to Nazareth Road	Chip Seal / Fog Seal	\$94,775.77
Mosel Ave - Douglas to Riverview	Traffic Signal Replacement	\$43,284.14
Drake Rd - Gr Prairie to Ravine	Crack Fill	\$1,255.60
E Michigan - Kalamazoo City Limit to Sprinkle Road	Crack Fill	\$6,278.03
Humphrey St - Kalamazoo City Limit to Main Street	Crack Fill	\$2,006.77
Nazareth Rd - M343 to G Ave	Crack Fill	\$1,652.11
Nichols Rd - Ravine Road to Barney Road	Crack Fill	\$2,114.71
Burdick Street - Kalamazoo City Limits to Mosel Avenue	Crack Fill	\$6,847.41
Grand Prairie Road - Drake Road to Nichols Road	Crack Fill	\$5,319.45
Lake Street - Olmstead Road to Sprinkle Road	Crack Fill	\$5,667.90
H Avenue - Gull Road to Sprinkle Road	Crack Fill / High Shoulders	\$738.73
E. Michigan Avenue - City Limits to Sprinkle Road	High Shoulders Work	\$3,259.59
Humphrey Street - Kalamazoo City Limit to East Main Street	High Shoulders Work	\$698.47
Lake Street - Kalamazoo City Limit to Olmstead Road	High Shoulders Work	\$1,862.63
Nichols Road - Ravine Road to Barney Road	High Shoulders Work	\$698.47
Nazareth Road - Gull Road to G Avenue	High Shoulders Work	\$2,793.93
Pitcher Street - Kalamazoo City Limit to Mosel Avenue	High Shoulders Work	\$1,164.14
<i>Total Primary Cost</i>		\$4,008,250.72

## 2023 Kalamazoo Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# KALAMAZOO TOWNSHIP PROJECTS

LOCAL

Project Location	Work Performed	Total Cost
Stewart Drive - Olmstead Road to 1,261' east of Olmstead	Crack Fill / Chip Seal / Fog Seal	\$10,806.50
Willis Avenue - Lake Street to Willow Boulevard, Lamont Avenue - Lake Street to Willow Boulevard, Carleton Avenue - Field Avenue to 157' east of Bronson Avenue	Crack Fill / Chip Seal / Fog Seal	\$960.68
Bixby Road - Humphrey Street to M-343	Crack Fill / Chip Seal / Fog Seal	\$10,350.75
Elkertown Avenue - Humphrey Street to M-343	Crack Fill / Chip Seal / Fog Seal	\$14,514.19
Stamford Avenue - East Main Street to Gertrude Street, Waverly Drive - East Main Street to Gertrude Street, Bronx Avenue - East Main Street to Gertrude Street, Nassau Street - East Main Street to Gertrude Street, Woodrow Drive - East Main Street to Gertrude Street, Texel Drive - East Main Street to M-343, Sunnyside Drive - East Main Street to M-343, Upland Drive - East Main Street to 682' north of Gertrude Street, Craft Avenue - East Main Street to 575' north of East Main Street, Baker Drive - East Main Street to Mulhearn Avenue	Crack Fill / Chip Seal / Fog Seal	\$115,677.01
Grandessa Drive - Sunspite Drive to 697' east of Sunspite Drive, Pristine Avenue - Nazareth Road to 742' east of Sunspite Drive, Sonia Lane - Pristine Avenue to Sunspite Drive, Sunspite Drive - Pristine Avenue to 520' east of Grandessa Drive	Crack Fill / Chip Seal / Fog Seal	\$47,964.60
Clark Avenue - M-343 to Castle Street, Castle Street - Clark Avenue to Brook Drive, Heather Lane - 203' south of M-343 to M-343	Crack Fill / Chip Seal / Fog Seal	\$16,593.67
Ida Street - Colgrove Avenue to Elkerton Avenue, Elkerton Avenue - M-343 to 462' north of M-343, Colgrove Avenue - M-343 to 540' north of M-343	Crack Fill / Chip Seal / Fog Seal	\$12,157.76
Shaffer Street - M-343 to 1,544' north of M-343	Crack Fill / Chip Seal / Fog Seal	\$16,609.97
Meadowcroft Lane - Nichols Road to Mountain Ash Lane, Mulberry Lane - Meadowcroft Lane to Mandarin Grove Lane, Mandarin Grove Lane - Mulberry Lane to Mountain Ash Lane, Mountain Ash Lane - Meadowcroft Lane to Mandarin Grove Lane, Buttonwood Lane - Mountain Ash Lane to Sweet Cherry	Crack Fill / Chip Seal / Fog Seal	\$28,895.90
Nichols Road - Barney Road to G Avenue	Crack Fill / Chip Seal / Fog Seal	\$45,949.05
Carsten Avenue - Nichols Road to Piedmont Drive, Edling Drive - Carsten Avenue to Piedmont Drive, Ashby Lane - Edling Drive to Carsten Avenue, Piedmont Drive - Edling Drive to Carsten Avenue	Crack Fill / Chip Seal / Fog Seal	\$33,779.93
Wayside Road - Humphrey Street to 880' north of Humphrey Street	Crack Fill / Chip Seal / Fog Seal	\$7,139.12
Sagebrush Street - Grand Prairie Road to 250' north of Andora Avenue, Long Leaf Street - Sagebrush Street to Fawn Avenue, Fawn Avenue - Sagebrush Street to Long Leaf Street, Andora Avenue - Sagebrush Street to Tamrack Street, Tamrack Street - Yew Street to Andora Avenue, Fir Avenue - Skyline Street to Tamrack Street, Fir Avenue - Cumberland Street to Sagebrush Street, Yew Street - Skyline Street to Tamrack Street, Chaparral Street - Grand Prairie Road to Aspen Drive, Yucca Avenue - Cumberland Street to Chaparral Street, Sequoia Court - Chaparral Street to 423' east of Chaparral Street	Crack Fill / Chip Seal / Fog Seal	\$123,719.63
Washburn Avenue - Charles Avenue to Coy Avenue, Ira Avenue - Charles Avenue to Coy Avenue, Lum Avenue - Charles Avenue to Coy Avenue, Gayle Avenue - Charles Avenue to Coy Avenue, Dayton Avenue - Charles Avenue to East Main Street, Charles Avenue - 370' west of Fenimore Avenue to Arthur Avenue, Oak Openings Street - 370' west of Fenimore Avenue to Chicago Avenue, The Dells Avenue - Chicago Avenue to Charles Avenue, Dell Avenue - The Dells Avenue to 235' east of The Dells Avenue, Schippers Lane - East Michigan Avenue to Darling Street, Darling Street - Schippers Lane to Charles Avenue, Cooper Avenue - Charles Avenue to Dearborn Avenue, Chicago Avenue - Schippers Lane to Humphrey Street, Briar Place - Fenimore Avenue to Chicago Avenue	Crack Fill / Chip Seal / Fog Seal	\$190,302.82
Mosel Avenue - Riverview Drive to 1,268' east of Riverview Drive	Crack Fill / Chip Seal / Fog Seal	\$13,598.82
Old Riverview Drive - 1,678' south of Mosel Avenue to Mosel Avenue, Old Riverview Drive - Mosel Avenue to 317' north of Mosel Avenue	Crack Fill / Chip Seal / Fog Seal	\$15,627.34
Darwood Avenue - 493' west of Delray Street to Delray Street, Delray Street - Fargo Avenue to Mosel Avenue, Fargo Avenue - 493' west of Delray Street to Sonora Street, Laredo Street - Fargo Avenue to Mosel Avenue, Cimarron Drive - Barclay Drive to Mosel Avenue, Sonora Street - Barclay Drive to Mosel Avenue, Oxford Street - 159' south of Barclay to Barclay Drive, Barclay Drive - Sonora Street to 333' east of Shasta Drive	Crack Fill / Chip Seal / Fog Seal	\$57,224.75
Rock Valley Drive - 1,210' south of Grand Prairie Road to Grand Prairie Road	Crack Fill / Chip Seal / Fog Seal	\$16,632.05
Vliet Lane - Nichols Road to Valley Glen Circle, Valley Glen Circle - Vliet Lane to Vliet Lane	Crack Fill / Chip Seal / Fog Seal	\$17,463.79
Davis-Olmstead Drain - Olmstead Road to Olmstead Road	Drain and Culvert Replacements	\$21,976.56
<b>Total Local Cost</b>		<b>\$817,944.90</b>

**Total Cost**

**\$4,826,195.62**

# OSHTEMO TOWNSHIP

42

Primary Miles

78

Local Miles

1

Local Gravel Miles



Intersection improvements on Parkview Avenue



Chip seal/fog seal on Technology Avenue



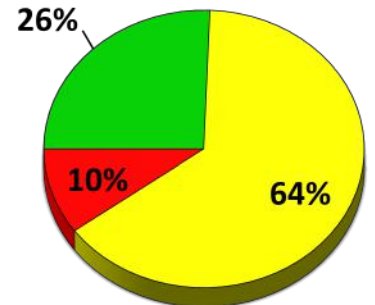
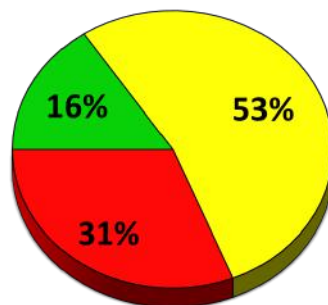
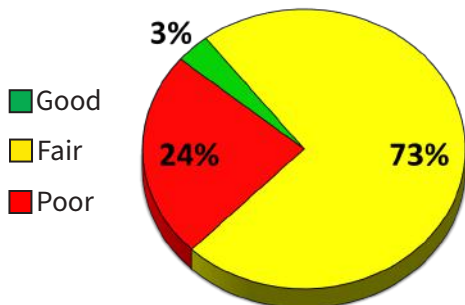
Intersection improvements on Almena Drive

## 2023 Oshtemo Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



# OSHTEMO TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Almena Drive at 2nd Street	Intersection Improvements	\$609,593.91
Parkview Avenue - 11th Street to 12th Street	Intersection Improvements	\$2,671,270.59
KL Avenue	Trailway	\$289,215.26
6th Street - H Avenue to F Avenue (Oshtemo / Alamo Townships)	Chip Seal / Fog Seal	\$33,596.18
9th Street - Stadium to Quail Run	Non-Motorized Path along 9th St	\$1,406.86
H Avenue - 9th Street to Drake Road	Crack Fill	\$4,361.58
Stadium Drive - VanKal Street to 6th Street	Crack Fill	\$4,434.27
Parkview Avenue - Stadium Drive to Drake Road	Crack Fill	\$5,204.68
11th Street - N Avenue to Parkview Avenue	Crack Fill	\$9,058.45
Parkview Avenue - Stadium Drive to Drake Road	High Shoulders Work	\$3,259.59
6th Street - N Avenue to Stadium Drive	High Shoulders Work	\$1,396.96
<i>Total Primary Cost</i>		\$3,632,798.32

LOCAL

Project Location	Work Performed	Total Cost
8th Street - Stadium Drive to 100' north of ML Avenue	2022 Carryover Project	\$51,759.25
GH Avenue - 3,400 west of Ravine Road to Ravine Road	2022 Carryover Project	\$46,360.02
7th Street - 1,800' south of Stadium Drive to Stadium Drive	2022 Carryover Project	\$5,465.02
Beymoure Street - Caddam Wood Avenue to 550' north of Jane Ann's Way, Jane Ann's Way - Beymoure Street to 400' east of Beymoure Street, Lexy Lane - 9th Street to Beymoure Street, Belle Street - Lexy Lane to Mickey's Trail, Mauri's Lane - Lexy Lane to Mickey's Trail, Murphy's Trail - Lexy Lane to Mickey's Trail, Murphy's Circle - 425' south of Lexy Lane to Lexy Lane, Mickey's Trail - 9th Street to Murphy's Trail	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$84,323.21
Buckham Wood Drive - 9th Street to Caddam Wood Avenue, Caddam Wood Avenue - Laurel Wood Street to Buckham Wood Drive, Laurel Wood Street - Buckham Wood Drive to Caddam Wood Avenue, Wood Hollow Avenue - Buckham Wood drive to 75' north of Buckham Wood Drive, Beymoure Street - 150' south of Caddam Wood Avenue to Caddam Wood Avenue, Wood Hollow Avenue - Gabriella Trail to Buckham Wood Drive, Ben Street - Wood Hollow Avenue to 150' north of Wood Hollow Avenue, Sabrina Trail - Wood Hollow Avenue to 150' east of Wood Hollow Avenue, Gabriella Trail - Wood Hollow Avenue to Wood Hollow Avenue	Crack Fill / Chip Seal / Fog Seal	\$51,373.77
KL Avenue - VanKal Street to 1st Street, KL Avenue - Almena Drive to 4th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$87,760.21
Old Savannah Drive - H Avenue to Stone Mountain Drive, Stone Mountain Drive - Stone Mountain Drive to 550' north of Stone Mountain Drive	Chip Seal / Fog Seal	\$27,452.45
Quail Run Drive - Stadium Drive to 9th Street	Crack Fill / Chip Seal / Fog Seal	\$51,933.59
GH Avenue - 3,400' west of Ravine Road to Ravine Road	Chip Seal / Fog Seal	\$23,365.66
8th Street - Stadium Drive to KL Avenue	Crack Fill / Chip Seal / Fog Seal	\$55,307.23
Atlantic Avenue - 9th Street to Parkview Avenue	Crack Fill / Chip Seal / Fog Seal	\$29,846.00
Resource Street - N Avenue to Technology Avenue, Technology Avenue - 9th Street to Industry Drive, Industry Drive - Technology Avenue to 505' north of Technology Avenue	Crack Fill / Chip Seal / Fog Seal	\$45,204.42
Boyce Drive - H Avenue to Emneth Avenue, Emneth Avenue - Boyce Avenue to Cotswold Street, Cotswold Avenue - H Avenue to Emneth Avenue	Chip Seal / Fog Seal	\$11,869.37
Northfield Trail - H Avenue to Drake Road, Stoneview Avenue - 133' west of Northfield Trail to Northfield Trail, Westhaven Trail - Northfield Trail to Northfield Trail	Crack Fill / Chip Seal / Fog Seal	\$47,036.79
Darlington Trail - Oshtemo Ridge Trail to Tillingsdale Drive, Oshtemo Ridge Trail - Coddington Lane to Darlington Trail, Ellington Drive - Coddington Lane to Oshtemo Ridge Trail, Tillingsdale Drive - Coddington Lane to Ellington Drive	HMA Overlay	\$193,511.36
<i>Total Local Cost</i>		\$812,568.35

**Total Cost**

**\$4,445,366.67**

# PAVILION TOWNSHIP

27

48

<1

Primary Miles

Local Miles

Local Gravel Miles

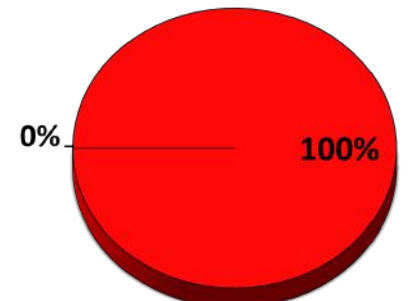
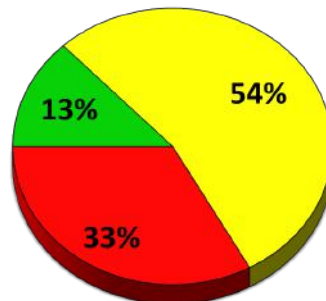
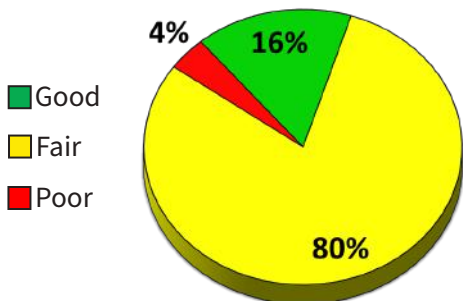


## 2023 Pavilion Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# PAVILION TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
S Avenue - Sprinkle Road to 29th Street	Crack Fill	\$4,625.92
27th Street - P Avenue to PQ Avenue	Crack Fill	\$5,319.45
P Avenue - Portage City Limit to 27th Street	Crack Fill	\$9,009.15
PQ Avenue - 27th Street to 29th Street	Crack Fill	\$4,529.24
<i>Total Primary Cost</i>		<b>\$23,483.75</b>

LOCAL

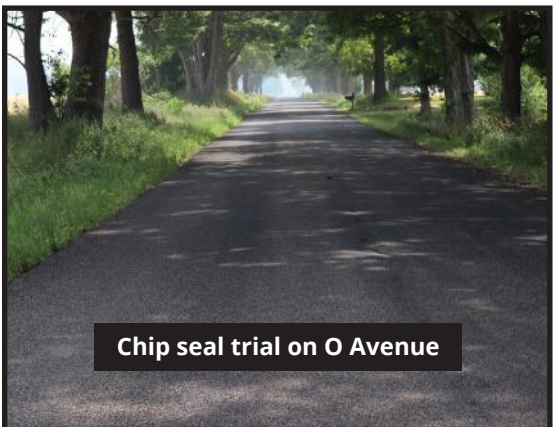
Project Location	Work Performed	Total Cost
T Avenue - Sprinkle Road to 1,478' east of Sprinkle Road	Gravel / Pulverize / Double Chip Seal / Fog Seal	\$153,830.47
24th Street - Deep Point Drive to Q Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$26,384.44
25th Street - RS Avenue to R Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$32,039.61
27th Street - T Avenue to S Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$69,703.30
OP Avenue - 34th Street to 36th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$58,715.56
32nd Street - OP Avenue to O Avenue	Chip Seal / Fog Seal	\$35,292.65
26th Street - P Avenue to O Avenue	Chip Seal Trial	\$69,363.84
O Avenue - 33rd Street to 34th Street	Chip Seal Trial	\$35,133.05
34th Street - T Avenue to TS Avenue	Culvert Work	\$17,372.23
<i>Total Local Cost</i>		<b>\$497,835.13</b>

**Total Cost**

**\$521,318.89**



Chip seal/fog seal on OP Avenue



Chip seal trial on O Avenue



Chip seal trial on 26th Street

# PRAIRIE RONDE TOWNSHIP

## 22

Primary Miles

## 52

Local Miles

## 29

Local Gravel Miles

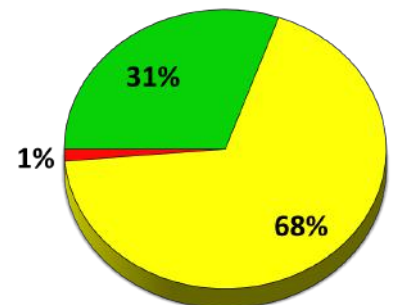
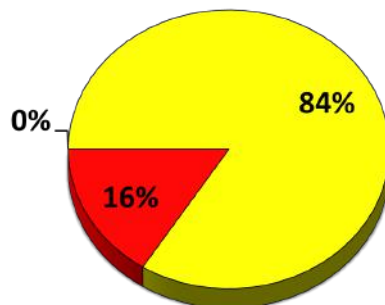
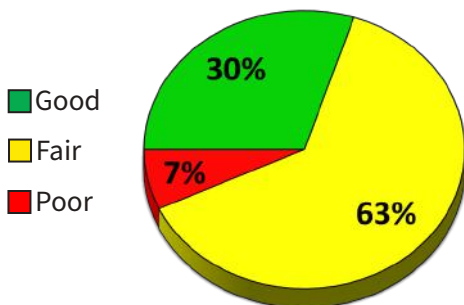


## 2023 Prairie Ronde Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# PRAIRIE RONDE TOWNSHIP PROJECTS

**PRIMARY**

Project Location	Work Performed	Total Cost
8th Street - XY Avenue to W Avenue	Chip Seal / Fog Seal	\$43,587.57
XY Avenue - 8th Street to US-131 (Prairie Ronde / Schoolcraft Townships)	Chip Seal / Fog Seal	\$52,031.15
<i>Total Primary Cost</i>		\$95,618.72

**LOCAL**

Project Location	Work Performed	Total Cost
11th Street - XY Avenue to 2,800' north of XY Avenue; 10th Street - 2,800' north of 11th Street to VW Avenue	Gravel Trial Project: Section 1 - Limestone Mansand/ Asphalt Millings mixed 50/50; Section 2 - Limestone #8 3/4" Section 3 - 21AA/22AA mixed 50/50; Section 4 - Controlled 22A; Gravel Resurfacing Trial	\$321,374.17
7th Street - 2,640' south of YZ Avenue to YZ Avenue	Gravel Resurfacing	\$72,762.16
<i>Total Local Cost</i>		\$394,136.33

<b>Total Cost</b>	<b>\$489,755.05</b>
-------------------	---------------------



**Chip seal/fog seal on XY Avenue**



**Gravel trial project on 10th Street**



**Gravel road maintenance on 6th Street**



# RICHLAND TOWNSHIP

27

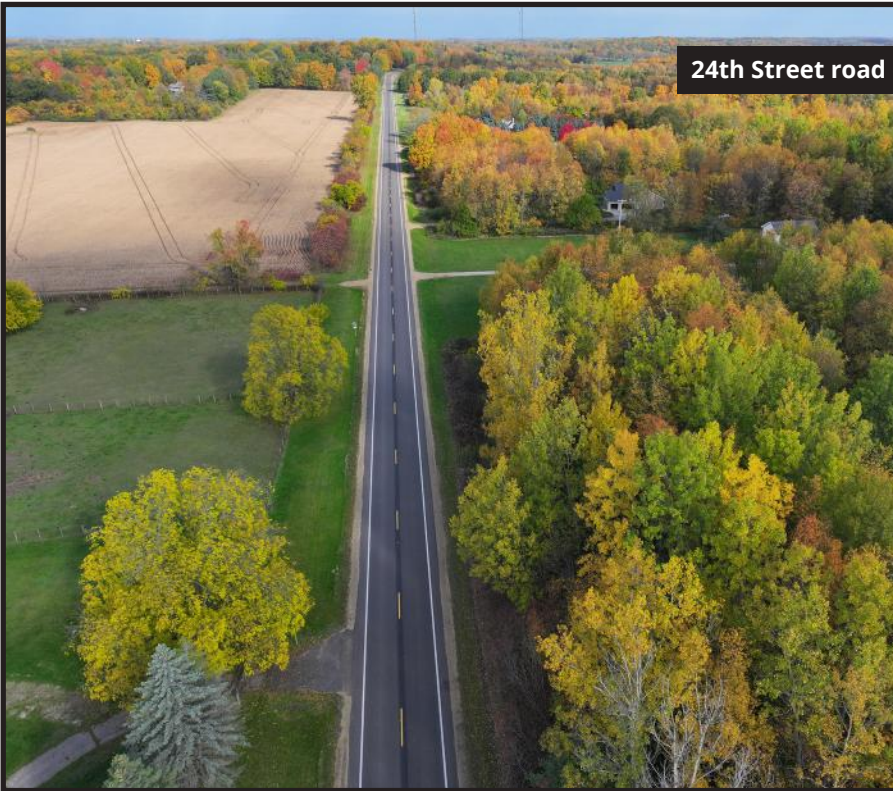
Primary Miles

49

Local Miles

4

Local Gravel Miles



24th Street road construction project



Chip seal/fog seal on AB Avenue

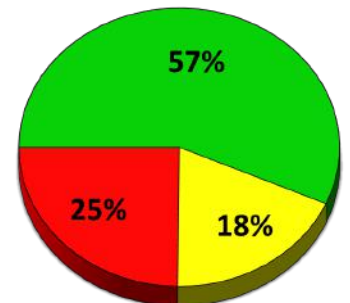
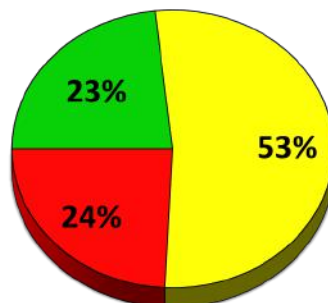
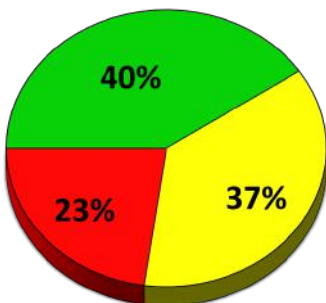
## 2023 Richland Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

- Good
- Fair
- Poor



\*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# RICHLAND TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
24th Street / AB Avenue - D Avenue to M-89	Pulverize / HMA Overlay / Shoulder Widen	\$2,791,981.03
Sprinkle Road over Springbrook	Bridge Maintenance	\$276,278.78
28th Street - M-343 to D Avenue	Chip Seal / Fog Seal	\$76,919.43
D Avenue - 26th Street to 27th Street	Chip Seal / Fog Seal	\$16,075.25
Gull Lake Drive West - CD Avenue to M-43	Chip Seal / Fog Seal	\$66,478.04
32nd St - G Ave to Village Rich	Crack Fill	\$1,453.86
G Avenue - Sprinkle Road to M343	Crack Fill	\$3,172.05
Sprinkle Road - G Avenue to 24th Street	Crack Fill	\$7,137.13
D Avenue - 26th Street to 27th Street	High Shoulders Work	\$2,409.89
AB Avenue - 24th Street to M89	High Shoulders Work	\$1,396.96
24th Street - D Avenue to AB Avenue	High Shoulders Work	\$6,519.17
G Avenue - Sprinkle Road to Gull Road	High Shoulders Work	\$5,297.11
Sprinkle Road - G Avenue to 24th Street	High Shoulders Work	\$13,812.67
<i>Total Primary Cost</i>		\$3,268,931.38

LOCAL

Project Location	Work Performed	Total Cost
AB Avenue - M-89 to 29th Street	Chip Seal / Fog Seal	\$42,322.30
29th Street - AB Avenue to 3,000' north of AB Avenue	Chip Seal / Fog Seal	\$17,344.75
CD Avenue - 35th Street to West Gull Lake Drive	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$36,955.81
B Avenue - 24th Street to M-89	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$85,443.72
DE Avenue - 28th Street to 2,640' east of 30th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$71,177.59
27th Street - M-43 to F Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$37,423.10
EF Avenue - 32nd Street to 3,319' east of 32nd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$26,809.44
F Avenue - 27th Street to 28th Street	Chip Seal / Fog Seal	\$16,767.59
<i>Total Local Cost</i>		\$334,244.30

**Total Cost**

**\$3,603,175.67**



# ROSS TOWNSHIP

26

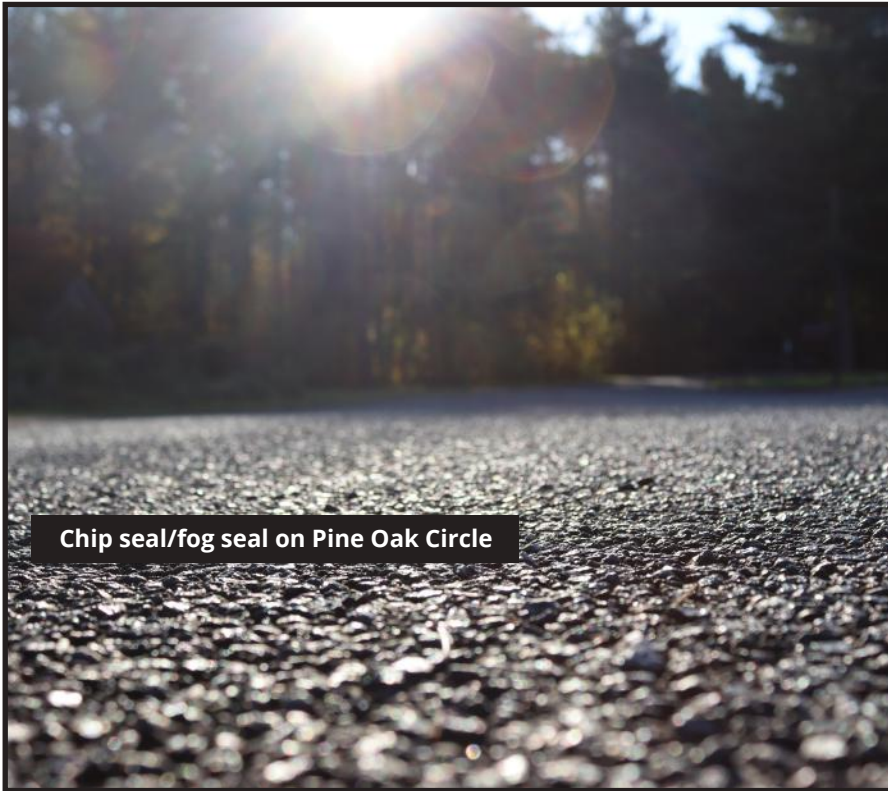
Primary Miles

53

Local Miles

6

Local Gravel Miles



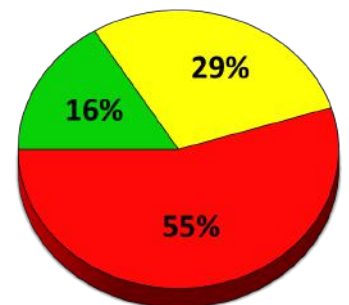
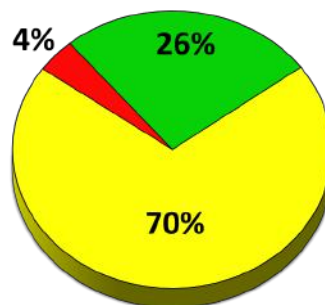
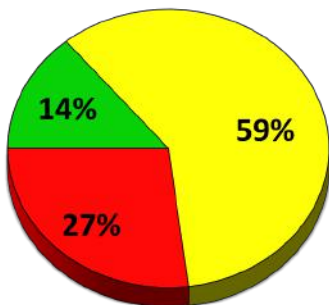
## 2023 Ross Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good  
■ Fair  
■ Poor



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



# ROSS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Augusta Drive - 2,060' south of 44th Street to 48th Street	Chip Seal / Fog Seal	\$141,471.19
40th St - M89 to Baseline Rd	Crack Fill	\$2,180.79
42nd Street - Augusta Village Limits to M89	Crack Fill / High Shoulders	\$6,281.50
<i>Total Primary Cost</i>		\$149,933.49

LOCAL

Project Location	Work Performed	Total Cost
D Avenue - 37h Street (southbound) to 38th Street	Crack Fill / Chip Seal / Fog Seal	\$43,664.05
D Avenue - 2,640' west of 37th Street to 37th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$27,795.34
FG Avenue - 39th Street to 4,540' east of 39th Street	Crack Fill/ Chip Seal / Fog Seal	\$25,679.63
Stoney Creek Court - Augusta Drive to 1,700' north of Augusta Drive, Stoney Creek Drive - Stoney Creek Court to M-89, Marsh Ridge Trail - 2,100' west of Stoney Creek Court to Stoney Creek Court, Pine Oak Circle - Marsh Ridge Trail to 1,550' north of Marsh Ridge Trail	Crack Fill / Chip Seal / Fog Seal	\$96,175.10
<i>Total Local Cost</i>		\$193,314.11

**Total Cost**

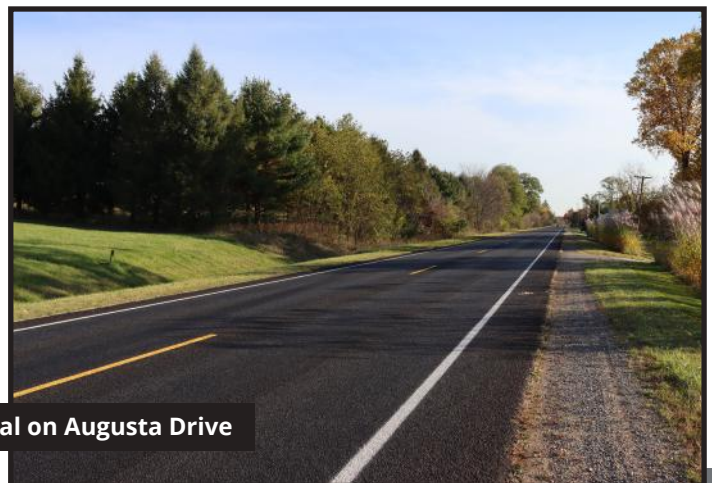
**\$343,247.60**



Chip seal/fog seal on Augusta Drive



Chip seal/fog seal on Stoney Creek Drive



# SCHOOLCRAFT TOWNSHIP

28

Primary Miles

34

Local Miles

0

Local Gravel Miles



Chip seal trial on V Avenue

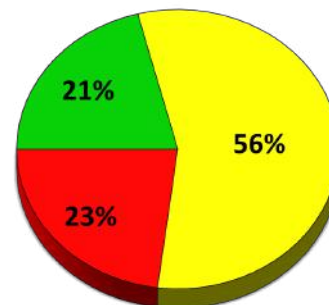
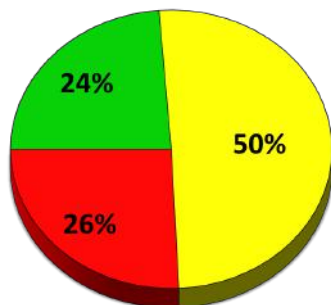


## 2023 Schoolcraft Township Road Conditions

Primary Roads

Local Roads

- Good
- Fair
- Poor



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# SCHOOLCRAFT TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
U Avenue - Oakland Drive to Portage Road	Chip Seal / Fog Seal	\$76,307.54
VW Avenue - 3,960' west of 16th Street to 18th Street	Chip Seal / Fog Seal	\$51,006.18
XY Avenue - 8th Street to US-131 (Prairie Ronde / Schoolcraft Townships)	Chip Seal / Fog Seal	\$11,992.58
W Avenue - 14th Street to 18th Street	Chip Seal / Fog Seal	\$70,102.75
U Avenue - US 131 to Oakland Drive	Crack Fill	\$3,634.65
U Avenue - Portage Road to 23rd Street	High Shoulders Work	\$3,492.42
23rd Street - U Avenue to TU Avenue	High Shoulders Work	\$1,164.06
<i>Total Primary Cost</i>		<b>\$217,700.17</b>

LOCAL

Project Location	Work Performed	Total Cost
Channelview Avenue - 23rd Street to Waterview Avenue, Waterview Avenue - 23rd Street to 220' south of Channelview Avenue, Bayview Avenue - Waterview Avenue to Peninsular Drive, Peninsular Drive - Bayview Avenue to 578' east of Bayview Avenue	Crack Fill / Chip Seal / Fog Seal	\$31,424.89
VW Avenue - 500' east of 12th Street to 12th Street	Crack Fill / Chip Seal / Fog Seal	\$7,378.27
Barton Drive - North Barton Lake Drive to Clyde Street, Clyde Street - Portage Road to North Barton Lake Drive	HMA Overlay	\$75,138.53
Jimmy Drive - Jo-Fran Avenue to Portage Road, Melissa Court - 484' west of Jimmy Drive to Jimmy Drive	HMA Overlay	\$73,876.70
South Barton Lake Drive - Portage Road to 2,500' north of Portage Road	HMA Overlay	\$140,038.46
V Avenue - 18th Street to Portage Road	Chip Seal Trial	\$71,446.62
<i>Total Local Cost</i>		<b>\$399,303.47</b>

**Total Cost**

**\$617,003.64**



Chip seal/fog seal on VW Avenue



# TEXAS TOWNSHIP

# 32

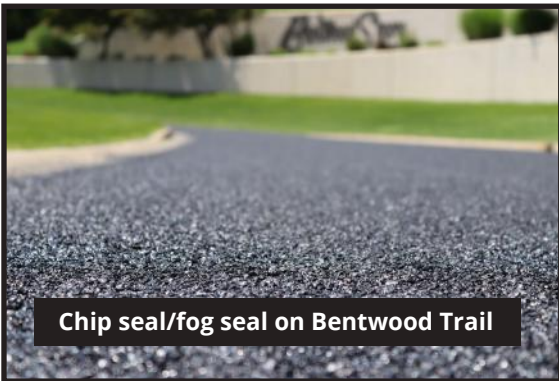
Primary Miles

# 94

Local Miles

# 0

Local Gravel Miles

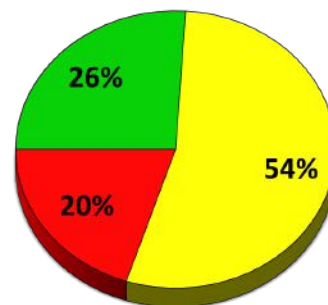
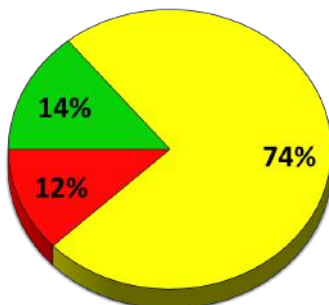


## 2023 Texas Township Road Conditions

Primary Roads

Local Roads

- Good
- Fair
- Poor



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# TEXAS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
8th Street - R Avenue to Q Avenue	Chip Seal / Fog Seal	\$26,971.05
O Avenue - 6th Street to 8th Street	Chip Seal / Fog Seal	\$29,712.67
Q Avenue - VanKal Street to 8th Street	Chip Seal / Fog Seal	\$109,442.06
O Avenue - 6th Street to 8th Street	2022 Carryover Project	\$26,247.95
Q Avenue - Township Hall Site Plan as Approved by RCKC	Left Turn Lane	\$221,706.53
9th Street - O Avenue to N Avenue	Crack Fill	\$3,172.05
Stadium Drive - VanKal Street to 6th Street	Crack Fill	\$2,835.02
Q Avenue - Boyne Street to 12th Street	Crack Fill	\$25,363.70
<i>Total Primary Cost</i>		<b>\$445,451.04</b>

LOCAL

Project Location	Work Performed	Total Cost
1st Street - 2,376' south of O Avenue to 1,108' north of O Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$59,646.25
RS Avenue - 6th Street to 8th Street	Crack Fill / Chip Seal / Fog Seal	\$48,047.40
6th Street - S Avenue to R Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$101,248.44
Interlochen Street - Q Avenue to Crooked Cove Street, Wild Prairie Court - 250' west of Interlochen Street to Interlochen Street, Crooked Cove Street - 421' west of Interlochen Street to Field Bay Avenue, Breezy Meadow Court - 363' west of Crooked Cove Street to Crooked Cove Street, Olivia Rose Avenue - Drake Ridge Street to Corners Cove Street, Drake Ridge Street - Olivia Rose Avenue to Field Bay Avenue, Corners Cove Street - Olivia Rose Avenue to Field Bay Avenue, Filed Bay Avenue - 443' west of Crooked Cove Street to Corners Cove Street	Crack Fill / Chip Seal / Fog Seal	\$73,904.02
Bentwood Trail - 1,952' west of 8th Street to 8th Street	Crack Fill / Chip Seal / Fog Seal	\$24,326.24
Birchwood Drive - 1,842' west of Texas Drive to Texas Drive, Glen Harbor Drive - Birchwood Drive to 1,013' north of Birchwood Drive	Crack Fill / Chip Seal / Fog Seal	\$41,324.00
Old Q Avenue - Q Avenue to Q Avenue	Crack Fill / Double Chip Seal / Fog Seal	\$28,788.62
6th Street - R Avenue to Q Avenue	HMA Overlay	\$261,848.60
R Avenue - Vankal Street to 2nd Street	HMA Overlay	\$286,865.70
R Avenue - 2nd Street to 6th Street	HMA Overlay	\$367,485.29
R Avenue - 6th Street to 8th Street	2022 Carryover Project	\$47,418.53
R Avenue - 8th Street to 12th Street	2022 Carryover Project	\$22,433.95
RS Avenue - VanKal Street to 2nd Street	2022 Carryover Project	\$32,868.34
<i>Total Local Cost</i>		<b>\$1,396,205.38</b>

**Total Cost**

**\$1,841,656.42**



Chip seal/fog seal on Bentwood Trail

# WAKESHMA TOWNSHIP

25

Primary Miles

48

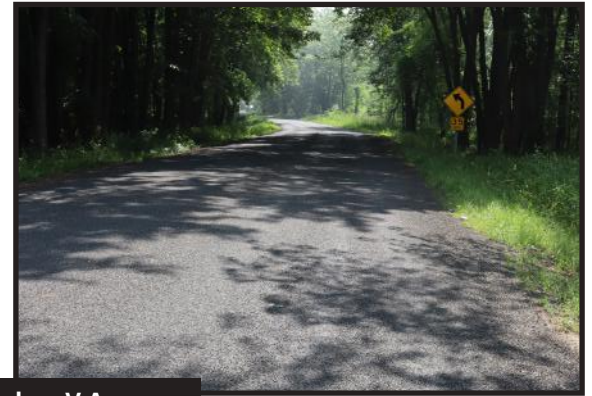
Local Miles

31

Local Gravel Miles



Chip seal trial on V Avenue

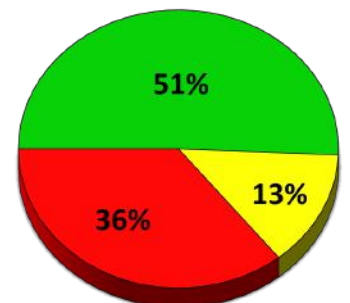
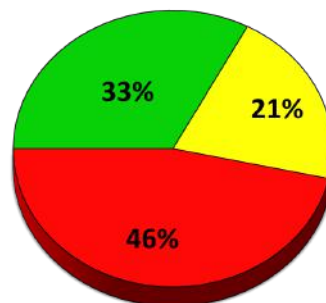
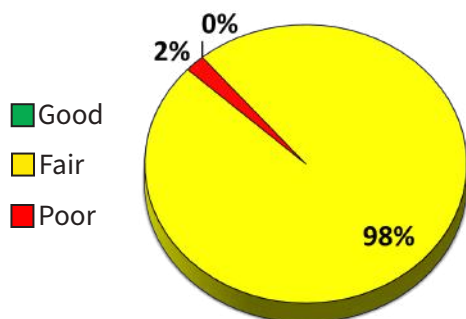


## 2023 Wakeshma Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

# WAKESHMA TOWNSHIP PROJECTS

## PRIMARY

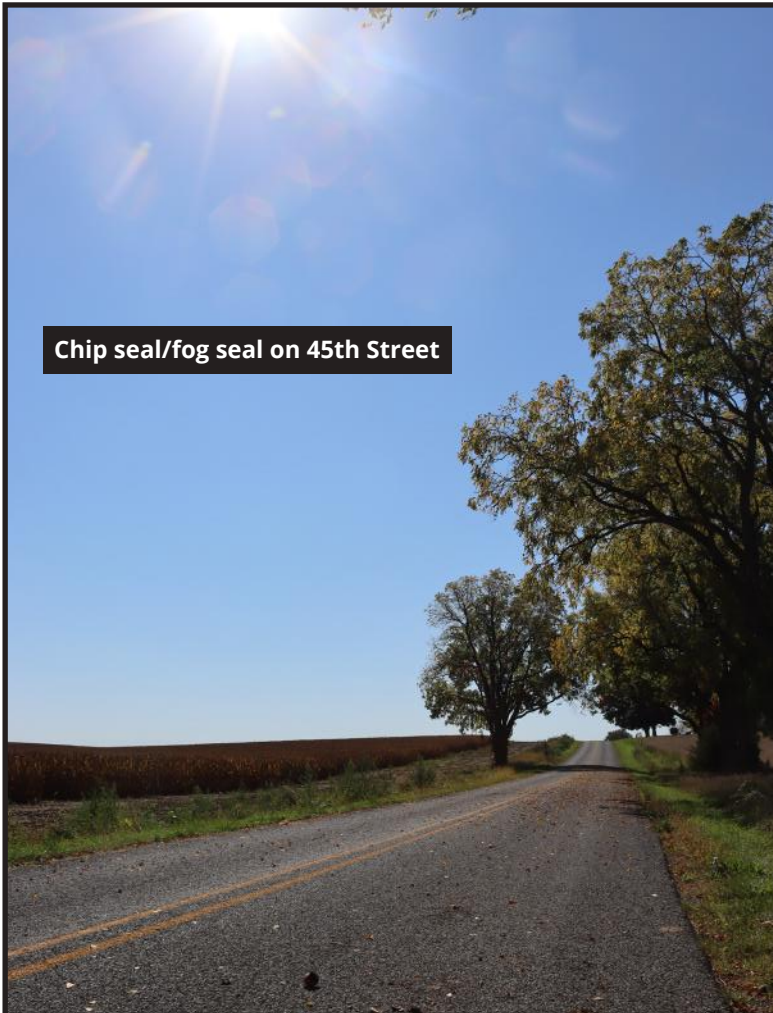
Project Location	Work Performed	Total Cost
W Avenue - 42nd Street to 44th Street	Pulverize / HMA Overlay / Shoulder Widen	\$75,696.64
W Avenue - 36th Street to 42nd Street	Crack Fill	\$2,973.80
W Avenue - Vicksburg Village Limit to 42nd Street	Crack Fill	\$15,740.14
<i>Total Primary Cost</i>		\$94,410.58

## LOCAL

Project Location	Work Performed	Total Cost
39th Street - V Avenue to T Avenue	Crack Fill / HMA Wedging / Chip Seal	\$73,879.70
45th Street - V Avenue to UV Avenue	Crack Fill / HMA Wedging / Chip Seal	\$25,046.23
40th Street - Z Avenue to X Avenue	Gravel Resurfacing	\$306,798.10
V Avenue - 36th Street to 42nd Street	Chip Seal Trial	\$221,479.29
V Avenue - 42nd Street to 44th Street	Chip Seal / Fog Seal	\$39,952.17
Art Martin Street - W Avenue to 300' north of White Lawn Street, White Lawn Street - 315' west of Art Martin Street to 42nd Street	Pulverize / HMA Base / Surface Paving	\$96,943.24
<i>Total Local Cost</i>		\$764,098.74

### Total Cost

**\$858,509.32**



# 2023 RCKC Facts & Figures

**1,271**

TOTAL MILES

**446**

PRIMARY MILES

**825**

LOCAL MILES

**110**

GRAVEL MILES

**310**

ALL-SEASON  
MILES

**2,331**

TOTAL ISSUED

PERMITS

(INCLUDES MOVE AND  
RIGHT-OF-WAY PERMITS)

**183** PROJECTS MANAGED   
(14% OF RCKC ROAD NETWORK)

8 MILES OF  
PRIMARY  
ROADS PAVED

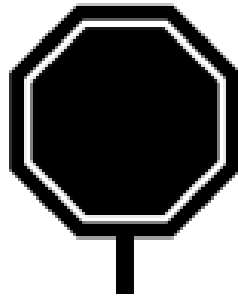
13 MILES OF  
LOCAL ROADS  
PAVED

58 MILES OF  
PRIMARY ROADS  
CHIP SEALED

94 MILES OF  
LOCAL ROADS  
CHIP SEALED

5 MILES OF ROADS REGRAVELED

**63 BRIDGES**



**28,550**

SIGNS POSTED

**3,263**

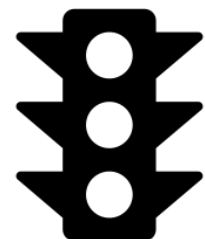
STOP SIGNS

**40**

INTERSECTIONS WITH  
FLASHING BEACON

**49**

SIGNALIZED  
INTERSECTIONS





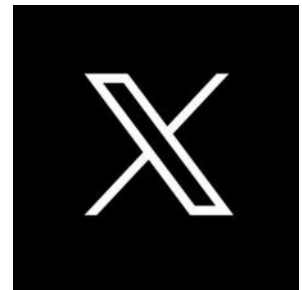
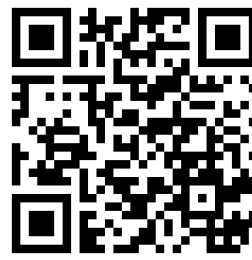
# STAY CONNECTED WITH US!

We hope this report provides a better understanding of the RCKC, our commitment to Kalamazoo County, the role we play in improving our infrastructure, and how we contribute to economic development and high quality of life throughout the county and state. We are proud of our accomplishments and our operations. Our team continues to be dedicated to enhancing our road network and putting those limited transportation dollars to efficient use.

Check out our communication channels below for ways to stay up to date on our efforts.

4400 South 26th Street\*  
Kalamazoo, Michigan, 49048  
[www.kalamazoocountyroads.com](http://www.kalamazoocountyroads.com)  
Regular Business Hours: 7:30am - 4:00pm

*\*At time of publication*





**Paving on Sprinkle Road**



**Sunrise on RCKC facility**



**Prepping materials for chip seal trial**



**Filling potholes on N Avenue**



**Clearing a beaver dam**



**Fall color on OP Avenue**



**RCKC truck ready to plow**



**Cutting high shoulders**



**Fall color on S Avenue**



**Sprinkle Road railroad coordination**



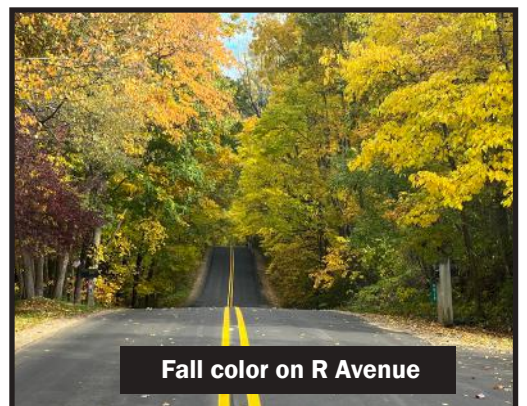
**Milling on 24th Street**



**26th Street Paving**



**Grading on 10th Street**



**Fall color on R Avenue**



**RCKC new facility construction**



**Fall color on 6th Street**



**Cutting high shoulders**



**Chip seal/fog seal on Woodlea Drive**



**Parkview Avenue roundabouts opening ceremony**



**Fall color on UV Avenue**



**Paving on Lake Street**



**Sprinkle Road after paving**



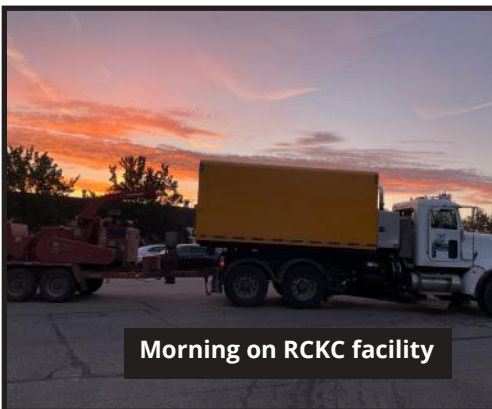
**Grading on VW Avenue**



**Fall color on Old Douglas Road**



**Fall color on 28th Street**



**Morning on RCKC facility**



**Chip seal/fog seal on Woodlea Drive**



**Gravel trial project on 10th Street**



EST. 1909

**RCKC**

**ROAD COMMISSION OF  
KALAMAZOO COUNTY**