

2024

ANNUAL REPORT





Culvert replacement on 2nd Street



Chip seal/fog seal on 42nd Street



Chip seal/fog seal on Parkview Avenue



RCKC weigh station



Fall colors on DE Avenue



RCKC grounds



Pothole patching on AB Avenue



Chip seal/fog seal on Sweet Briar Drive



RCKC truck



Chip seal/fog seal on OP Avenue



Shoulder work



Chip seal/fog seal on 11th Street



Construction on Squires Drive



Culvert work on Ira Avenue



2024 ANNUAL REPORT

YOUR LOCAL ROAD PROFESSIONALS SINCE 1909

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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

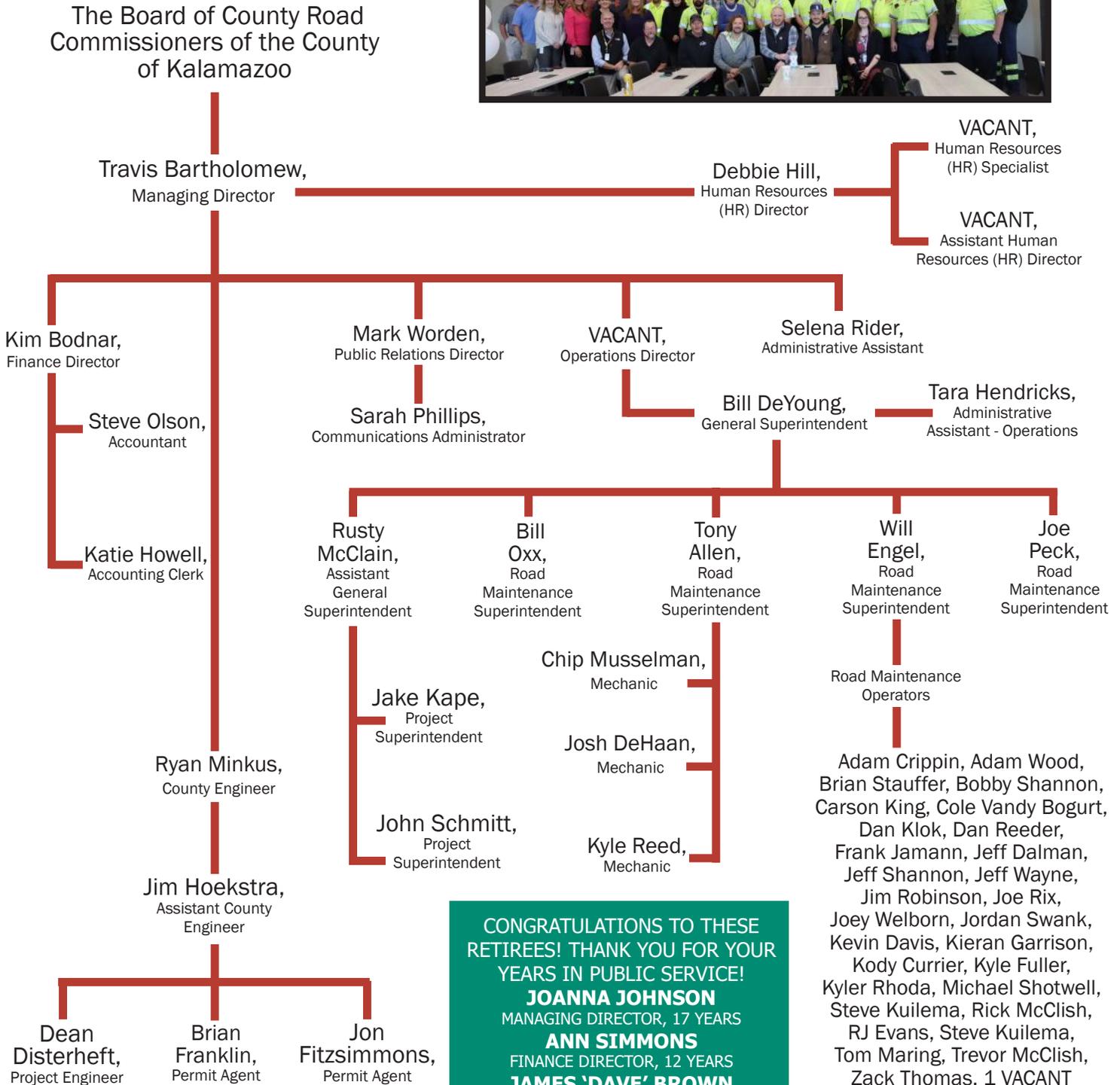
Ms. Dickason, Member, was appointed to the Road Commission in February of 2021. Township liaison for Brady, Climax, and Charleston townships.

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, 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 4, 2024

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



CONGRATULATIONS TO THESE RETIREES! THANK YOU FOR YOUR YEARS IN PUBLIC SERVICE!

JOANNA JOHNSON
MANAGING DIRECTOR, 17 YEARS

ANN SIMMONS
FINANCE DIRECTOR, 12 YEARS

JAMES 'DAVE' BROWN
ROAD MAINTENANCE OPERATOR, 24 YEARS

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.kalamazooountyroads.com.

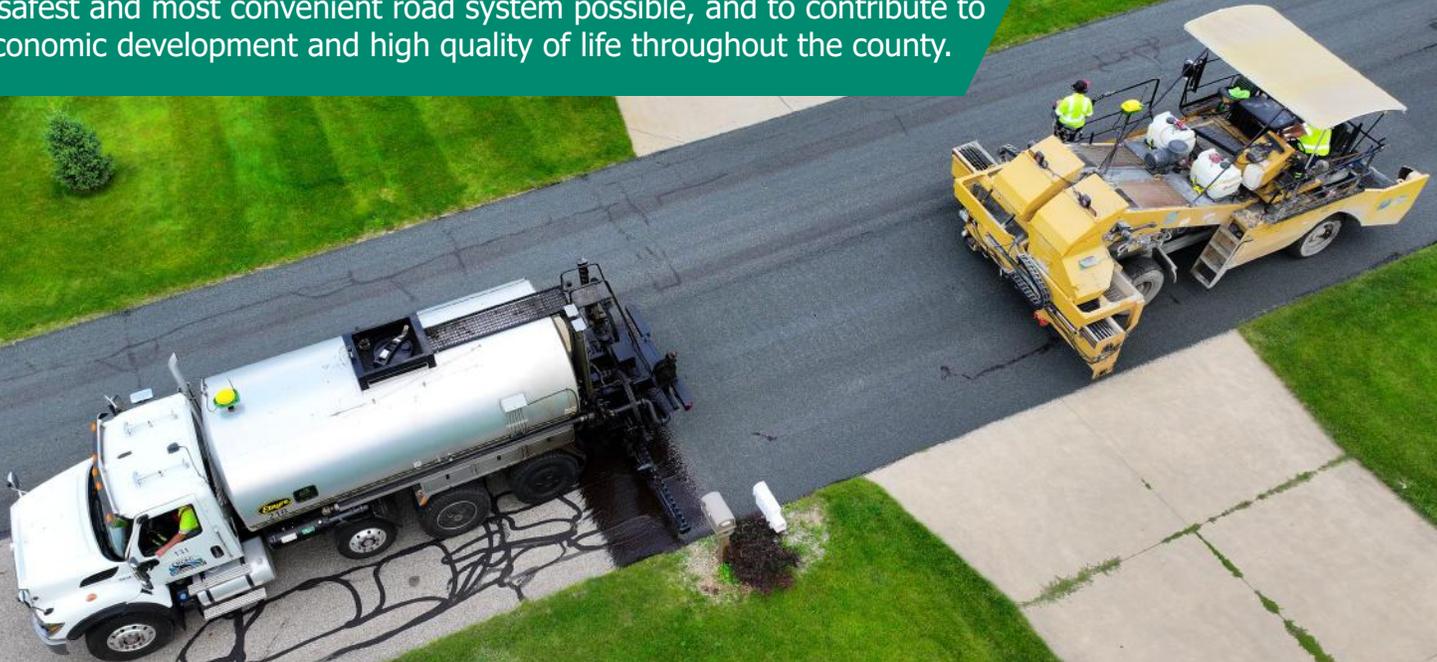
This report provides a citizen's guide to the efforts by RCKC in public service. These efforts are on-going and continuously developed to meet the needs

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 2024, 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 5, 2024 the RCKC adopted a five-year Road Capital Improvement Plan (CIP) for the period 2025 through 2029 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 2024, RCKC allocated \$2,330,000 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 2024.

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.

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, and 2024.

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.

In 2024, RCKC continued to move forward with the Safe Streets and Roads for All (SS4A) program. This program is committed to enhancing safety for all road users through a comprehensive 5-year initiative funded by the SS4A federal grant program. This multi-year project will improve roads and intersections safety across Kalamazoo County.

SERVICE REQUESTS

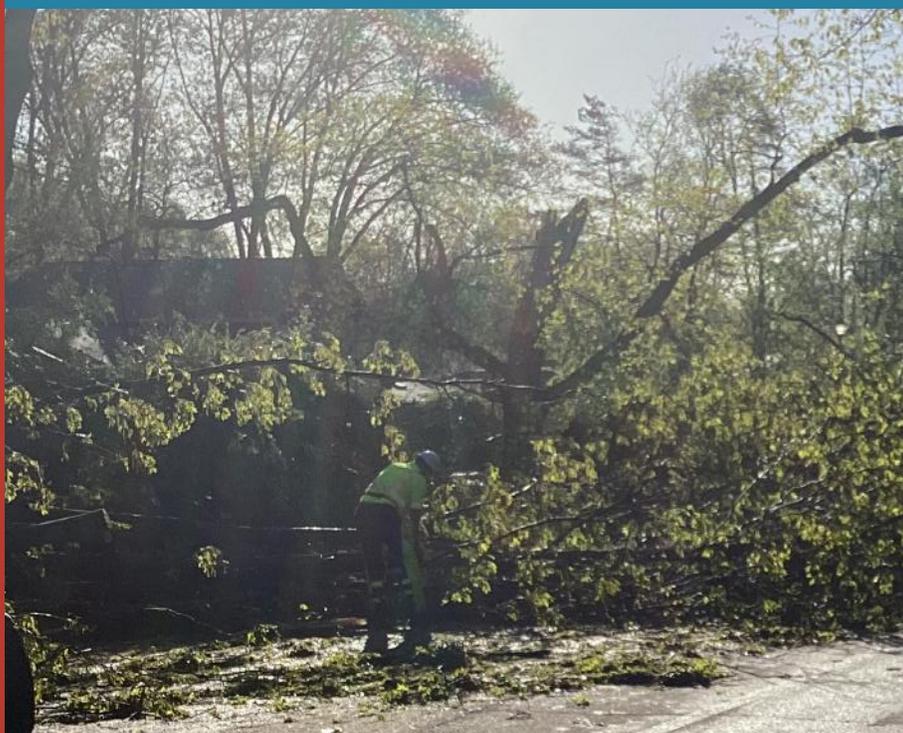
In addition to our regularly scheduled projects and maintenance, the RCKC receives service requests daily. These service requests range from administrative functions, like requesting maps, to safety concerns, like debris in the roadway.

You can see all service requests received in 2024 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 2024

5,700



Service Request Reasons:

Number of Requests Received:

Tree	1605
Winter Maintenance	545
Sign	519
Pothole	473
Question	391
Drainage	356
Shoulders	295
Investigate Situation	227
Gravel Road	170
Chip Seal/Fog Seal	119
Sight obstruction	119
Debris in Roadway	105
Mailbox	87
Facilities	77
Yard Damage	75
Not jurisdiction of RCKC	75
Thank You	62
Driveway	56
Mowing	55
Sweeping	41
Speed	40
Encroachment in right-of-way	36
Insurance Claim	31
Guardrail	31
Brush Control	29
Water over road	29
Pavement Marking	23
Manhole Cover/Drain Cover	23
Traffic Signal	4
Fence Repair/Installation	1
Wood Chip Request	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

On March 15, 2022, the RCKC broke ground on a state-of-the-art \$65 million facility located on 26th Street, north of N Avenue in Comstock Township. After staying on schedule and within budget throughout the construction process, we officially moved in on March 4, 2024. To celebrate this milestone, we hosted a family open house on Thursday, March 14, 2024, followed by a public open house on Thursday, March 21, 2024. RCKC is proud to be among the few road commissions operating from a single, centrally located facility to efficiently service our entire county's infrastructure network. We extend our sincere gratitude to the community for its support in making this investment possible.



- **Total cost of the 40 acres: \$900,000**
- **Bond amount: \$55,235,000**
- **3801 E Kilgore Road: Property sold for \$3,800,000**
- **Radiant in floor tubing: Approximately 43 miles**
- **Roof: 15.5% of the entire site is under roof, a total of 6.2 acres of roof**
- **Rebar: Approximately 340 tons**
- **Number of light fixtures on site (exterior and interior): 1,035**
- **Number of workers: Approximately 800**
- **Number of working hours: Approximately 210,000 - 220,000**
- **Sprinkler heads: 1,695**
- **Concrete poured: 25,200 cubic yards**



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

Go Orange Day



Snow Plow Rodeo



Holiday Luncheon



Family Open House



Safety Day



End of Winter Celebration



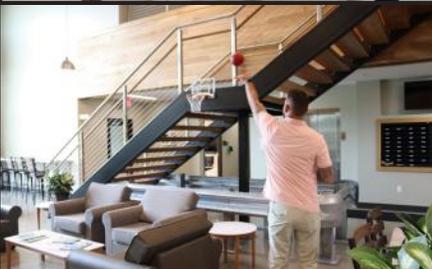
Team Building Activities



Hot Dog Day



Road Scholar



AWARDS & RECOGNITION



2024 Project of the Year Award for the 2023 Rubber Modified Chip Seal Trial—Less than \$1 million from the American Public Works Association (APWA) Michigan Chapter.

2024 Branch Award for Public Works Project of the Year for Structures More than \$1 Million from the APWA Southwestern Michigan Branch for our New Innovative Facility.



2024 Branch Award for Public Works Project of the Year for Intergovernmental Cooperation More than \$1 Million from the APWA Southwestern Michigan Branch for the Lake Street Roadway and Utility Improvements.

2024 Outstanding Civil Engineering Achievement Award from the American Society of Civil Engineers (ASCE) Michigan Section Southwestern Branch for the Lake Street Road and Utility Improvements.



2023 IMPRESS AWARD from the CRA in Collaboration for the Lake Street Project - In 2023 the RCKC managed a project on Lake Street with the City of Kalamazoo and Kalamazoo Township, consisting of water main replacement, sanitary sewer and sidewalk installation, road construction and drainage improvements.

2023 IMPRESS AWARD from the CRA in Communication for Township “Lunch and Learns” - The RCKC introduced “Lunch and Learns” in 2023 as a new opportunity to meet, collaborate, and chat with its township partners.



2023 PEOPLE’S CHOICE AWARD and IMPRESS AWARD Voted #1 by the County Road Association (CRA) 2023 Highway Conference Attendees for Chip Sealing Light. The RCKC introduced a modified signal light into chip seal operations to replace the use of hand signals.

**2023 awards were received in 2024*

PUBLIC OUTREACH

The RCKC considers public outreach to be a crucial part of public service. We accept and seek opportunities for outreach. In 2024, the RCKC participated in the following events:



Mercury Drive and MN Avenue Project Information Meeting



First Net Collaboration Press Conference



Safe Streets for All Press Conference



Utility and Plat Meeting for Utility Companies

- Attended a Touch-A-Truck Event with RCKC equipment
- Held a toy drive for Bronson Hospital
- Township Joint Meetings with Alamo, Brady, Comstock, Kalamazoo, Oshtemo, Prairie Ronde, Richland, Ross, Schoolcraft and Wakeshma Townships
- Attended Township Supervisors Meetings and regularly met and communicated with our township partners
- Safe Streets for All (SS4A) Public Outreach
- Two (2) RCKC Chats on Facebook/Zoom
- Hosted a Public Open House for our new facility
- Held an RCKC 101 for new and returning public officials
- Organized a Rubber Chip Seal Tour
- Attended County Communications Meetings
- Held Eight (8) Project Information Meetings for larger or unique road projects:
 - Squires Drive—Drake Road to Ravine Road
 - Davis—Olmstead Drain Culverts Replacement and Stream Project
 - W Avenue—42nd Street to 44th Street
 - U Avenue—Portage Road to 23rd Street and 23rd Street—U Avenue to TU Avenue
 - Douglas Avenue—City of Kalamazoo Limits to Barney Road/Mosel Avenue
 - 9th Street—Stadium Drive to KL Avenue and Stadium Drive—8th Street to 9th Street
 - D Avenue—6th Street to Ravine Road
 - Mercury Drive—MN Avenue to East Michigan Avenue and MN Avenue—44th Street to Mercury Drive



RCKC New Facility Tours for Local Organizations



RCKC New Facility Public Open House



Rubber Modified Chip Seal Tour



Squires Drive Project Information Meeting



TOUCH-A-TRUCK



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 from freeze and thaw cycles.

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, preventing the infiltration of water.
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

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 concrete 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 locks in aggregate.

1-3 Year Service Life



Fog seal in Oshtemo Township

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

HMA Wedge

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



HMA paving on JK Avenue

Infrared HMA Repair

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 825.07 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 storm sewer systems.

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 445.95 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

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.



Applying dust control on 40th Street



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 2024 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





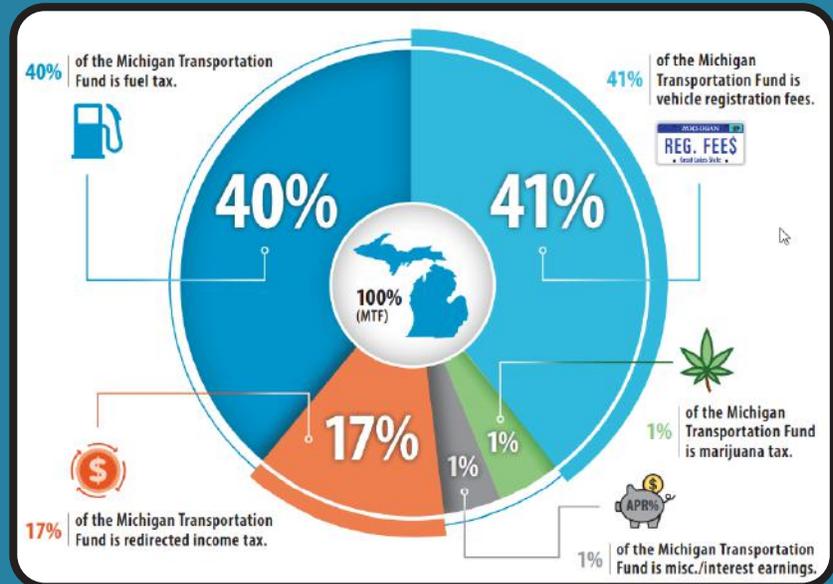
STATE AND FEDERAL TRANSPORTATION FUNDS

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.

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; JANUARY 1, 2023 = 28.6 CENTS; and JANUARY 1, 2024 = 30.0 CENTS. Please review our revenue graphs in this report.



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:



**On a competitive basis*

Projects utilizing STP funds:

Douglas Avenue - Kalamazoo Limits to G Avenue, Kalamazoo Township

Public Act (PA) 49 Federal Aid Buyout Program/STP:

Drake Road - 1635' south of Ravine Road to 245' south of Ravine Road, Kalamazoo Township

D Avenue - 6th Street to Ravine Road, Alamo Township

9th Street - Stadium drive to KL Avenue, Oshtemo Township

Stadium Drive - 8th Street to 9th Street, Oshtemo Township

PQ Avenue - 5th Street to 6th Street, Texas Township

5th Street - Q Avenue to PQ Avenue, Texas Township

Projects utilizing HSIP funds:

MN Avenue - 44th Street to Mercury Drive, Charleston Township

Squires Drive - Drake Road to Ravine Road, Kalamazoo Township

Projects utilizing RTF funds:

W Avenue - 42nd Street to 44th Street, Wakeshma Township

Mercury Drive - MN Avenue to East Michigan Avenue, Charleston Township

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 1/2 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.

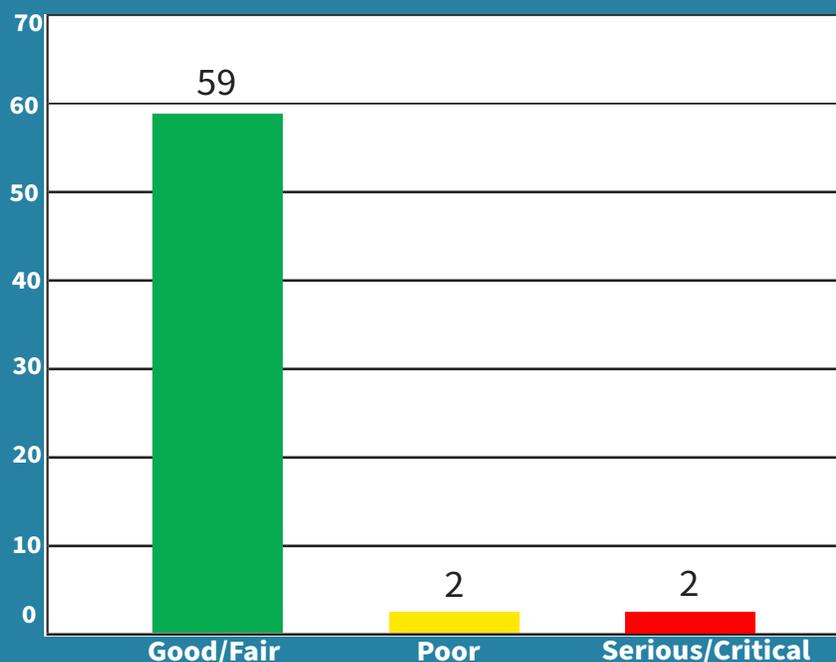
These funds are available on a statewide competitive basis for which we apply annually. The funds can be used for bridge replacement, rehabilitation, and preventive maintenance projects. Bridges with high traffic volumes, that are structurally deficient, or do not function in a way that meets traffic needs are more likely to receive funding. The RCKC utilized bridge funds for Sprinkle Road over Springbrook in 2024.

The Transportation Asset Management Council (TAMC) annual report on deficient bridges is available on the TAMC website at 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 2024, 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 below frequently overtops the bridge during floods. Please review our Bridge Rating Summary graph in this report.

2024 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 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	2024 INITIAL ALLOCATION	2023 CARRYOVER FUNDS	TOTAL TOWNSHIP ALLOCATION
ALAMO	\$79,105	\$0	\$79,105
BRADY	\$101,620	\$43,784	\$145,404
CHARLESTON	\$49,340	\$7,275	\$56,615
CLIMAX	\$82,017	\$0	\$82,017
COMSTOCK	\$264,512	\$0	\$264,512
COOPER	\$185,497	\$47,669	\$233,166
KALAMAZOO	\$313,052	\$76,665	\$389,717
OSHTEMO	\$296,754	\$0	\$296,754
PAVILION	\$128,886	\$0	\$128,886
PRAIRIE RONDE	\$93,098	\$42,764	\$135,862
RICHLAND	\$139,854	\$0	\$139,854
ROSS	\$106,037	\$9,437	\$115,474
SCHOOLCRAFT	\$98,348	\$0	\$98,348
TEXAS	\$311,377	\$0	\$311,377
WAKESHMA	\$80,503	\$0	\$80,503
TOTAL	\$2,330,000	\$227,594	\$2,557,594

NON-MOTORIZED FACILITIES

The Board is 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 \$9,264,283 with \$320,234 in 2024. 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 2024, approximately 23 miles of roads were paved and to preserve the capital investment in our roads, 146 miles of roads were chip sealed. Over \$17.3 million dollars was spent on our primary road system and over \$17.3 million on our local road system for both construction and maintenance operations in 2024.



WINTER MAINTENANCE EXPENDITURE AND SNOWFALL DATA

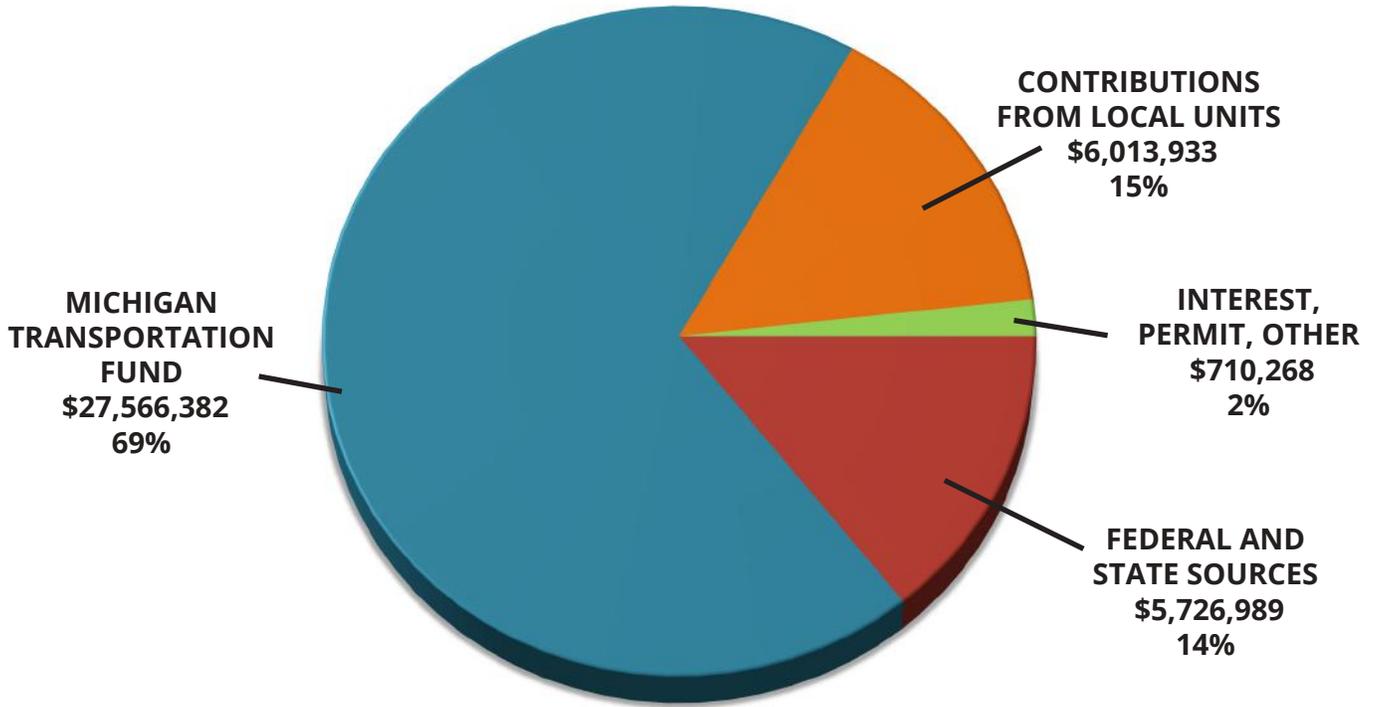


Other Stats:	2019 Winter	2020 Winter	2021 Winter	2022 Winter	2023 Winter	2024 Winter
Salt Price/Ton	\$76.61	\$76.58	\$71.56	\$67.98	\$66.48	\$72.58
Sand/Salt Usage (Tons)	5586.42	2769.43	4198.91	6598.28	2606.34	3364.3
Salt Usage (Tons)	2701.78	2239.16	4152.61	3081.99	1590.63	2786.62

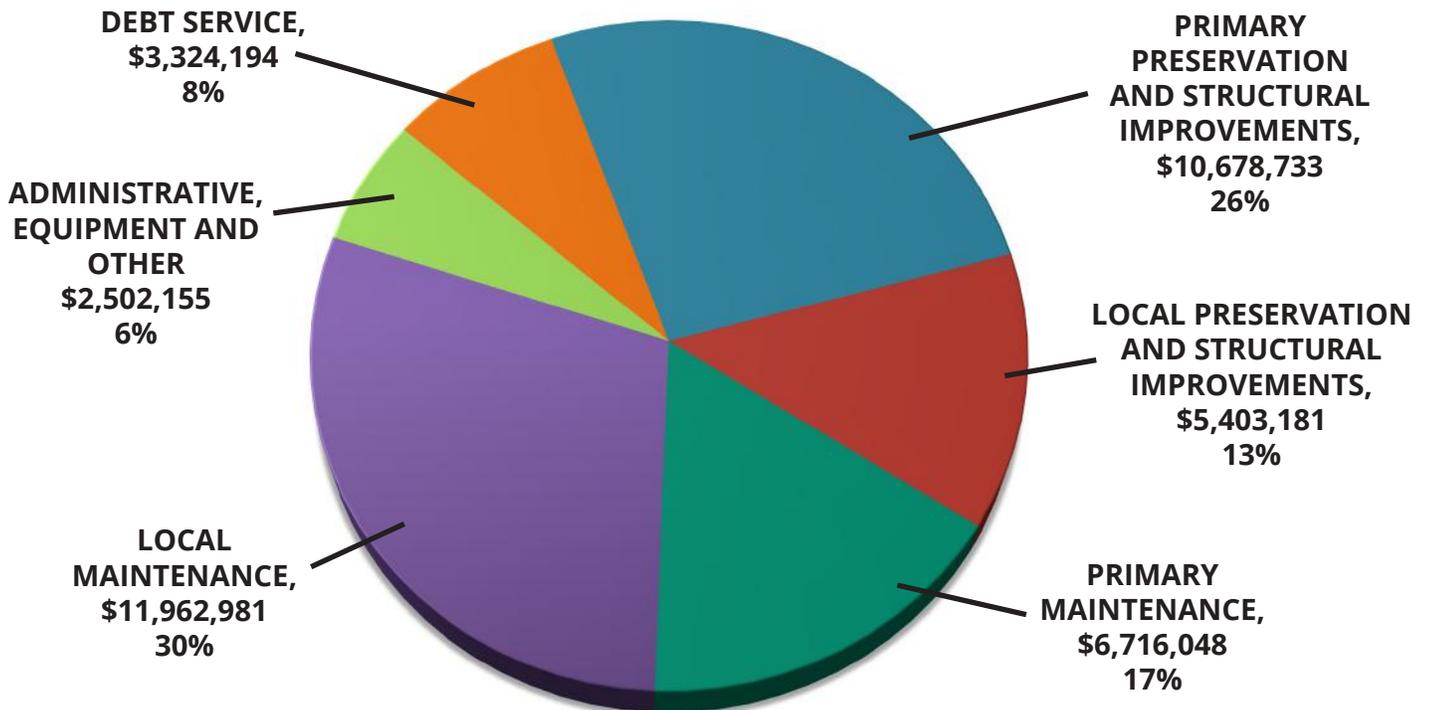
Safe driving conditions are always a priority for the RCKC, and wintertime is no exception. By monitoring weather forecasts frequently, we are able to meet winter's challenges and implement an effective winter maintenance plan. Generally, plowing operations begin when slippery conditions exist, or snow 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 2024, 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.

2024 REVENUE AND EXPENDITURE OVERVIEW

REVENUE



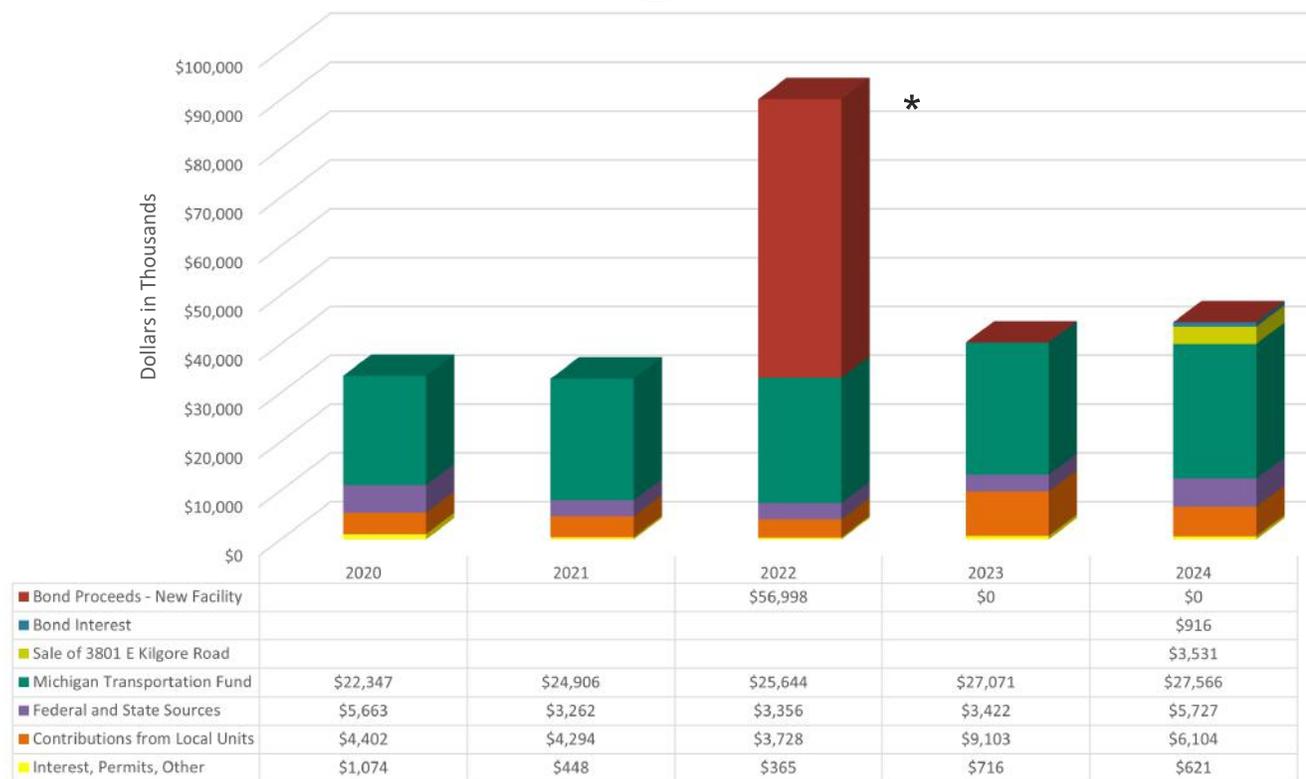
EXPENDITURE



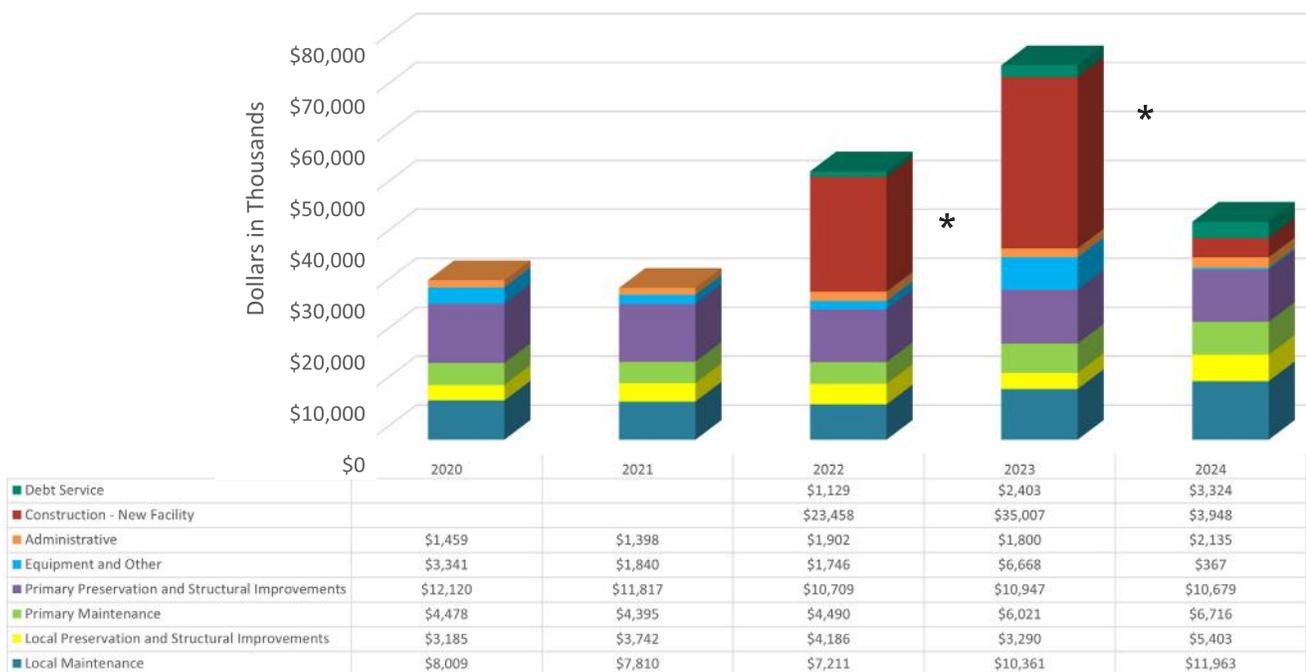
2024 REVENUE AND EXPENDITURE HISTORICAL COMPARISON

REVENUE

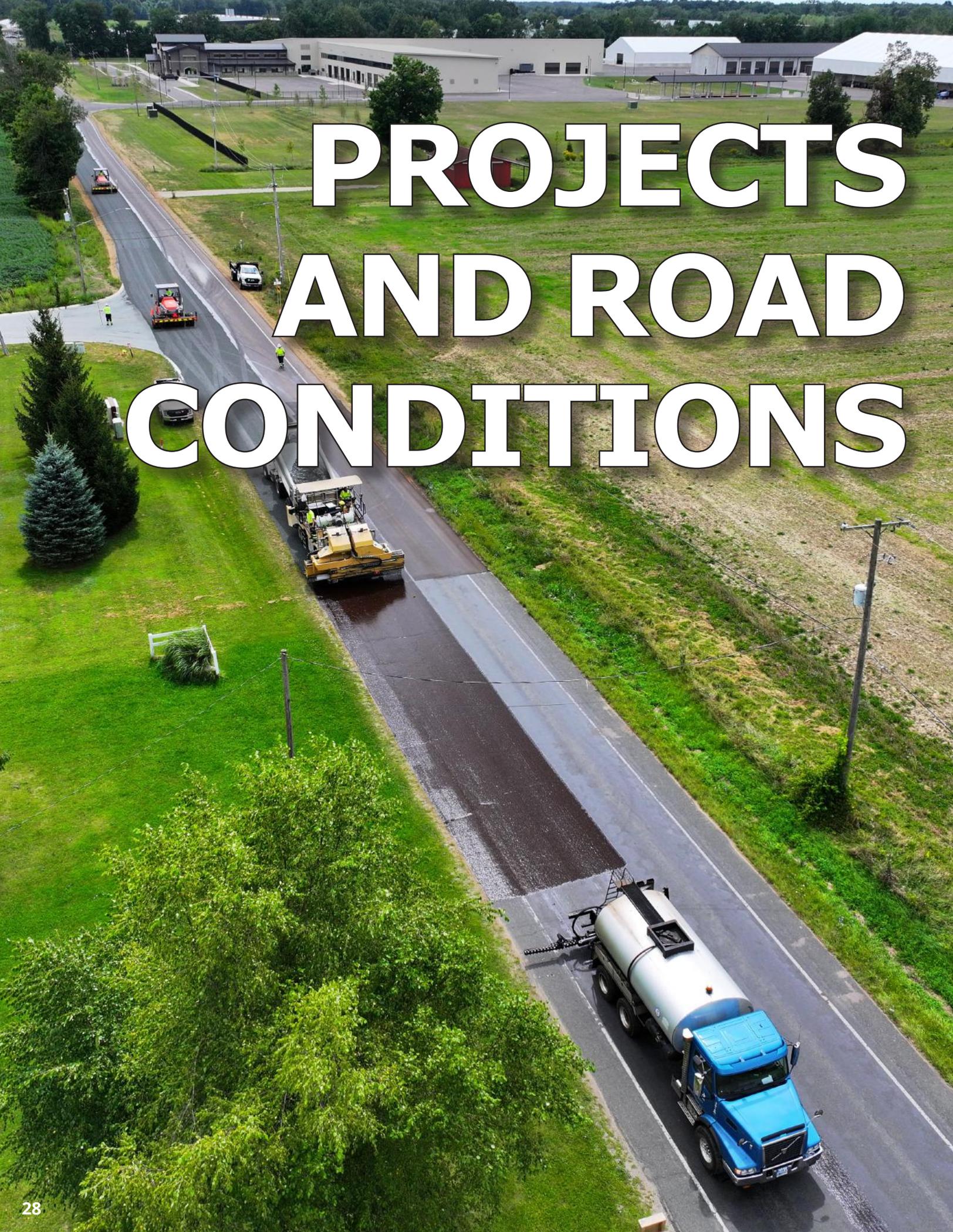
*The RCKC recognized Bond Proceeds totaling approximately \$57M in 2022 to construct a new facility during 2022-2024.



EXPENDITURE



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.

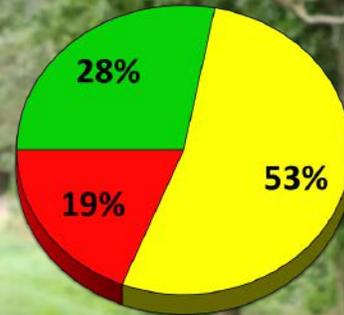
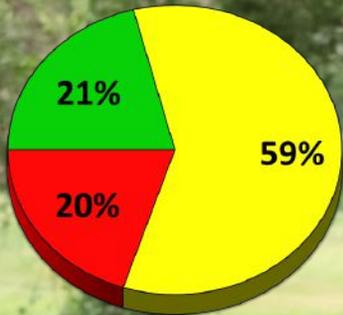
Infrastructure is a valuable asset in every community. It is important to maintain these assets as efficiently and cost effectively as possible. The road surface data collection uses the Pavement Surface Evaluation and Rating (PASER) system, as is used in the federal aid data collection. As road improvements 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 2024, our overall road network condition declined slightly after approximately \$24.6 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.

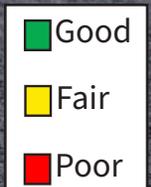
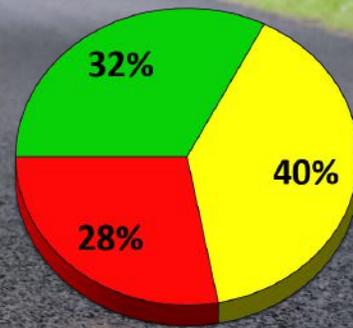
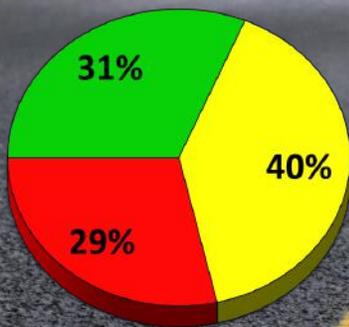
2023 PRIMARY AND LOCAL ROADS

2024 PRIMARY AND LOCAL ROADS



2023 LOCAL GRAVEL ROADS

2024 LOCAL GRAVEL ROADS



The graphs above compare 2023 to 2024.

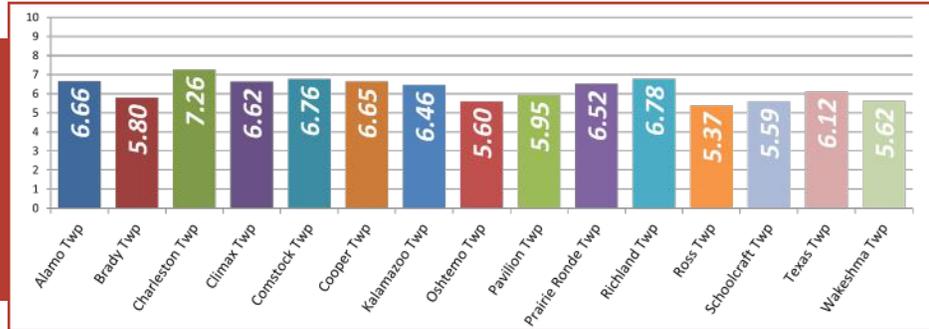
For additional asset management information, please visit the Transportation Asset Management Council (TAMC) website Dashboards at <https://www.michigan.gov/mic/tamc> Dashboards for additional information on asset management statewide federal aid system. It is important to share the RCKC manages over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

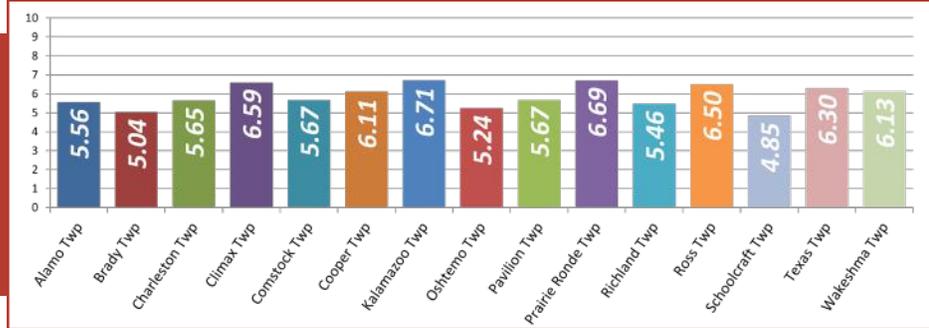
Primary Paved Road Average PASER by Township*



825

Local Miles

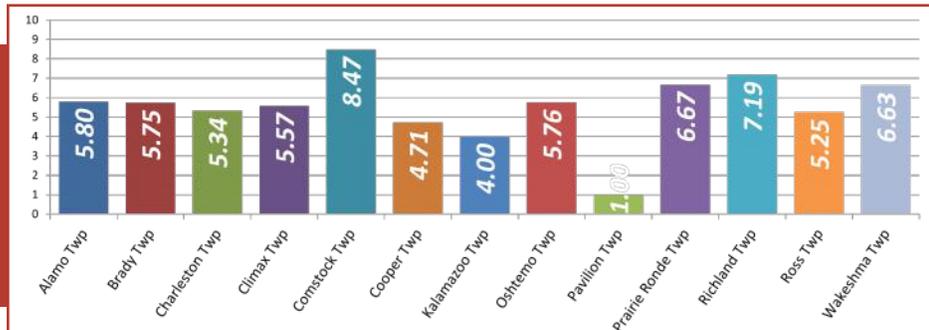
Local Paved Road Average PASER by Township*



110

Local Gravel Miles

Local Gravel Road Average IBR by Township*



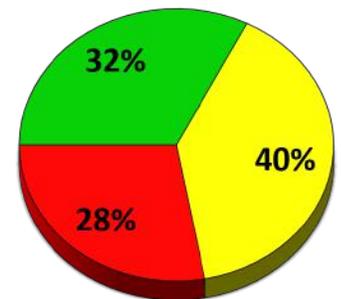
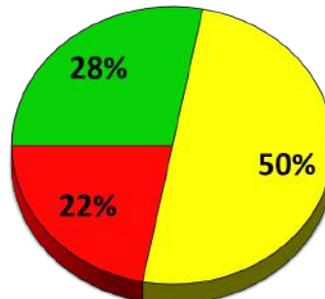
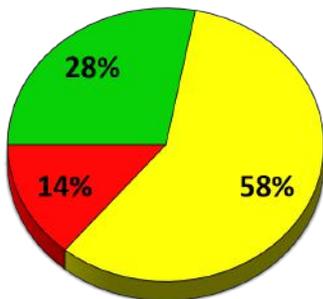
2024 Kalamazoo Countywide Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COUNTYWIDE AND CROSS-JURISDICTIONAL PROJECTS

Project Location	Work Performed	Total Cost
Centennial Boulevard – Harper Grove Lane to 22nd Street, Grovenberg Court – Harper Grove Lane north 725’ of Harper Grove Lane, Harper Grove Lane – Gardner Pond Lane to Grovenberg Court, Gardner Pond Lane – Notley Field Lane to Harper Grove Lane, Notley Field Lane – Odell Farm Lane to Gardner Pond Lane, Odell Farm Lane – Notley Field Lane to Harper Grove Lane, Ives Mill Lane – Odell Farm Lane to Gardner Pond Lane, Ellery Grove Court – 650’ west of Ives Mill Lane to Ives Mill Lane, Cook Farm Lane – 200’ south of Cork Farm Lane to Cork Farm lane, Harper Grove Lane – Odell Farm Lane to Gardner Pond Lane (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$106,760
Christian Avenue – 22nd Street to Zachary Street, Zachary Street – 500’ south of Christian Avenue to 180’ north of Rick Street, Rick Street – Kay Street to Zachary Street, Kay Street – Christian Avenue to Rick Street (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$30,861
English Primrose Avenue – Trillium Boulevard to 22nd Street, Lotus Lilly Lane – Meadowsweet Lane to 22nd Street, Meadowsweet Lane- Gardenia Avenue to Lotus Lilly Lane, Winter Cherry Lane – Gardenia Avenue to Lotus Lilly Lane (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$57,521
Parkhurst Lane – 22nd Street to Holcomb Street, Anderson Mill Drive – Holcomb Street to Union Park Drive, Fraser Grove Drive – Holcomb Street to Union Park Drive, Union Park Drive – Anderson Mill Drive to Fraser Grove Drive, Kimbles Lane – Anderson Mill Drive to Fraser Grove Drive, Finleys Lane – Anderson Mill Drive to Fraser Grover Drive, Holcomb Street – Anderson Mill Drive to Fraser Grove Drive (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$47,208
Wellhouse Street – N Fourth Street to N Boulevard Street (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$16,529
City of Kalamazoo - Sanitary Manholes	Manhole Projects	\$266,152
HMA Wedging Countywide	HMA Wedging	\$57,091

Total Cost **\$582,123**



Wedging on ML Avenue

ALAMO TOWNSHIP

31

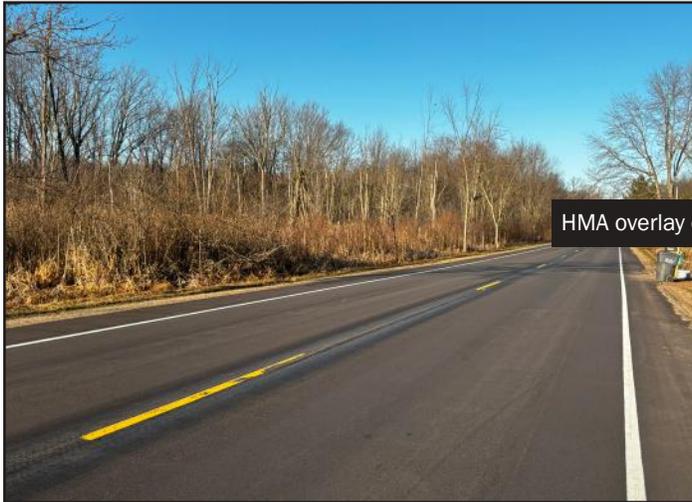
Primary Miles

38

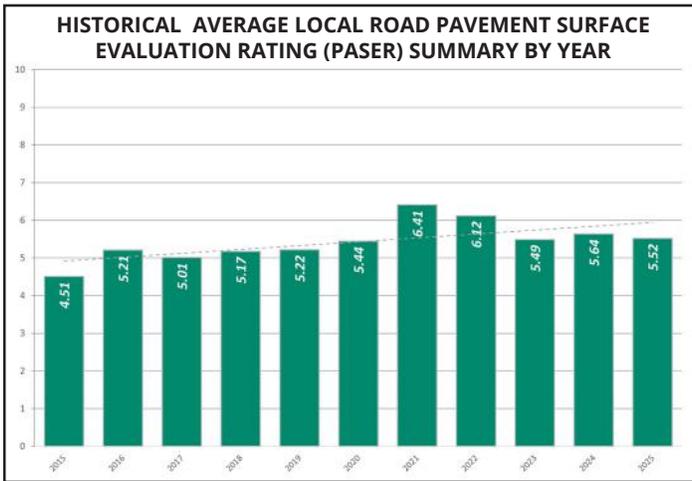
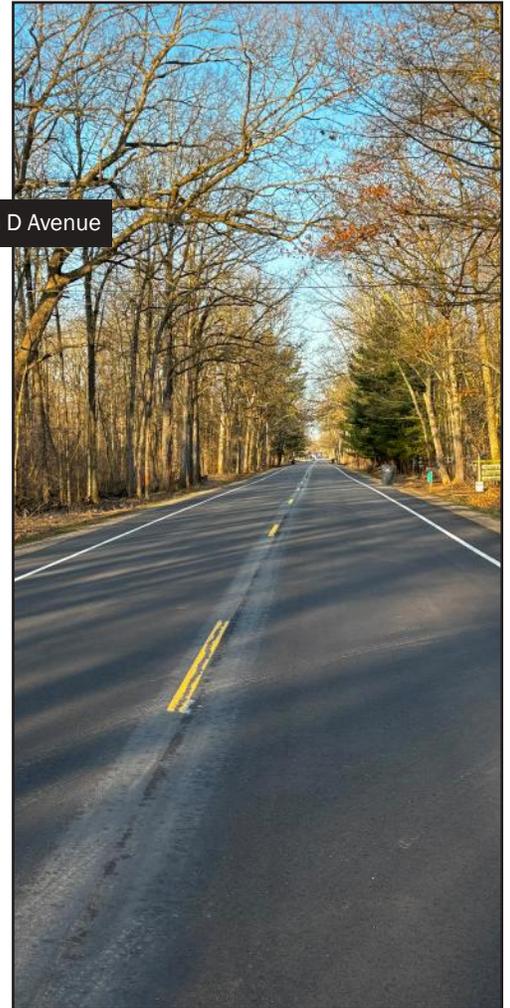
Local Miles

5

Local Gravel Miles



HMA overlay on D Avenue

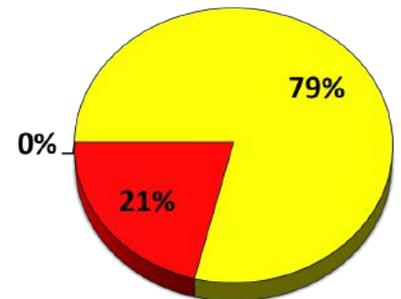
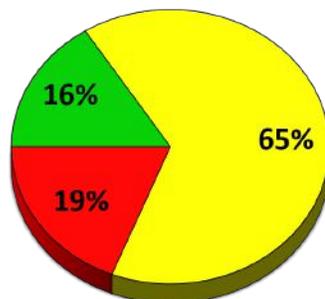
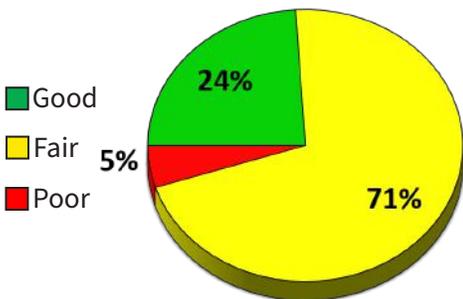


2024 Alamo Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

ALAMO TOWNSHIP PROJECTS

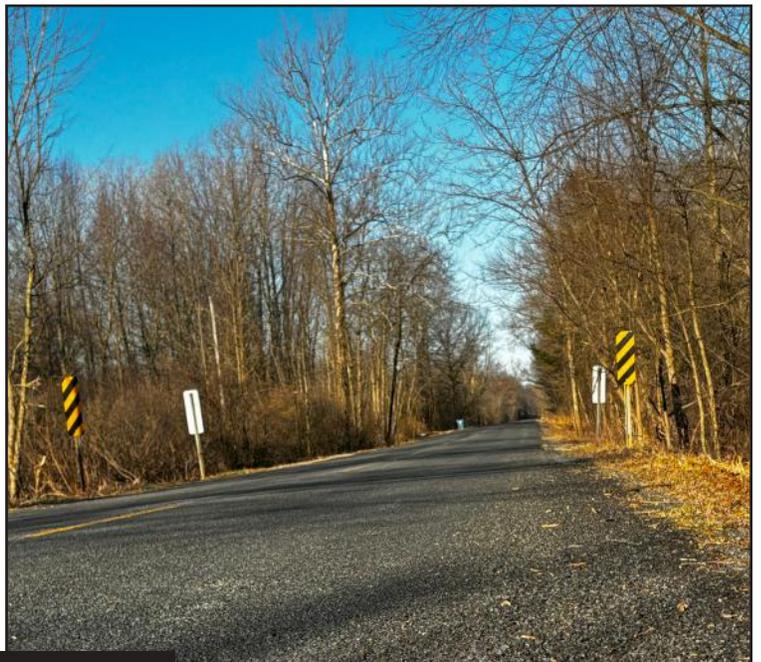
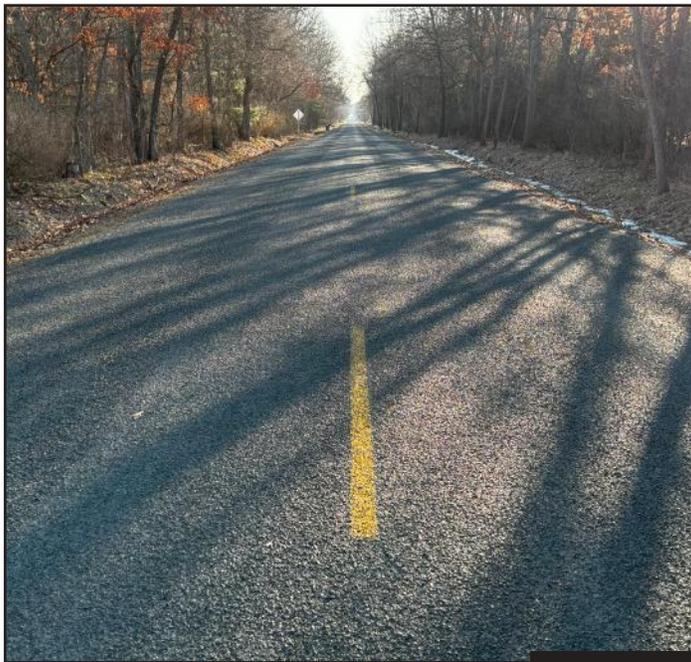
PRIMARY

Project Location	Work Performed	Total Cost
D Avenue - 6th Street to Ravine Road	HMA Overlay	\$824,096
Ravine Road - 12th Street to C Avenue	Crack Fill	\$1,699
<i>Total Primary Cost</i>		\$825,795

LOCAL

Project Location	Work Performed	Total Cost
AB Avenue - 1st Street to 7,900' east of 1st Street	Gravel, Pulverize, Double Chip Seal, Fog Seal	\$238,745
Country View Drive - 8th Street to 1,400' east of 8th Street	Crack Fill	\$4,606
8th Street - G Avenue to Hart Drive	Culvert / HMA Paving	\$11,298
<i>Total Local Cost</i>		\$254,650

Total Cost	\$1,080,444
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Chip seal/fog seal on AB Avenue



BRADY TOWNSHIP

29

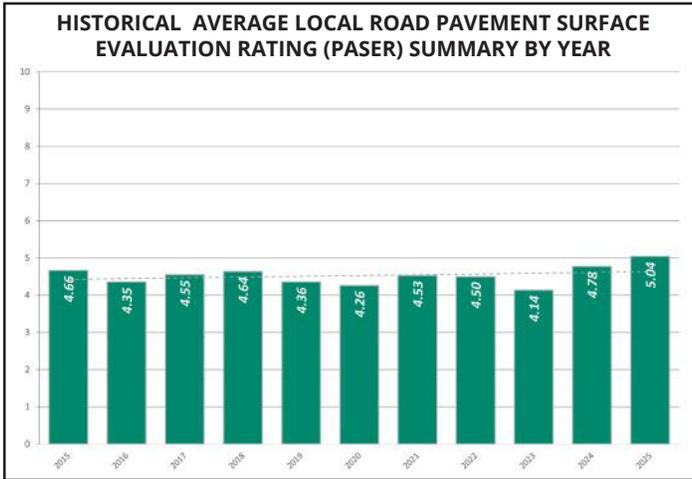
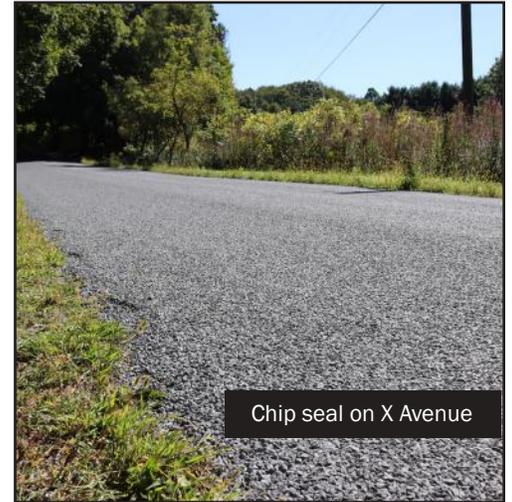
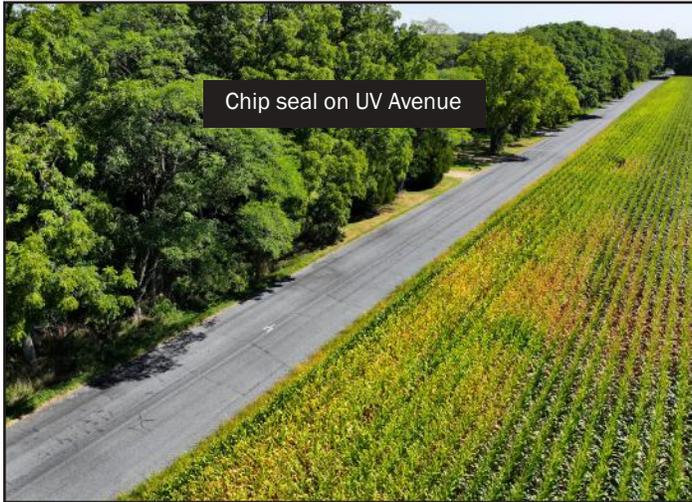
Primary Miles

47

Local Miles

13

Local Gravel Miles



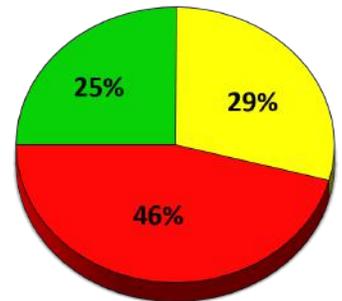
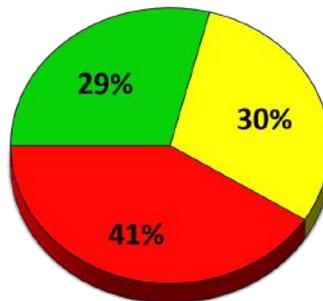
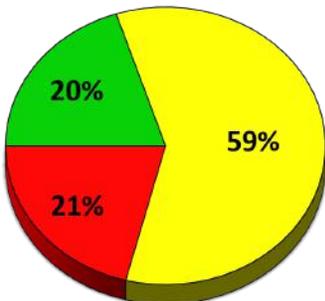
2024 Brady Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

BRADY TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
31st Street / WX Avenue / X Avenue - 32nd Street to W Avenue	HMA Wedging	\$23,207
W Avenue - Vicksburg Village Limits to 36th Street	Chip Seal Trial	\$671,402
27th Street - YZ Avenue to Y Avenue	Crack Fill	\$843
TU Avenue - Sprinkle Road to 27th Street	Crack Fill	\$602
<i>Total Primary Cost</i>		\$696,055

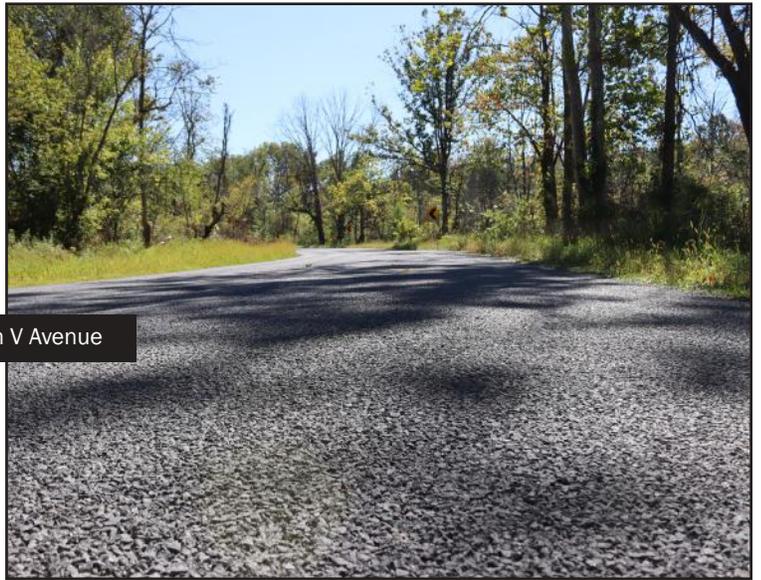
LOCAL

Project Location	Work Performed	Total Cost
UV Avenue - Sprinkle Road to 29th Street	Crack Fill / HMA Wedging / Chip Seal	\$157,464
V Avenue - 29th Street to 32nd Street	Crack Fill / HMA Wedging / Chip Seal	\$74,847
X Avenue - 32nd Street to 33rd Street	Crack Fill / HMA Wedging / Chip Seal	\$32,426
<i>Total Local Cost</i>		\$264,738

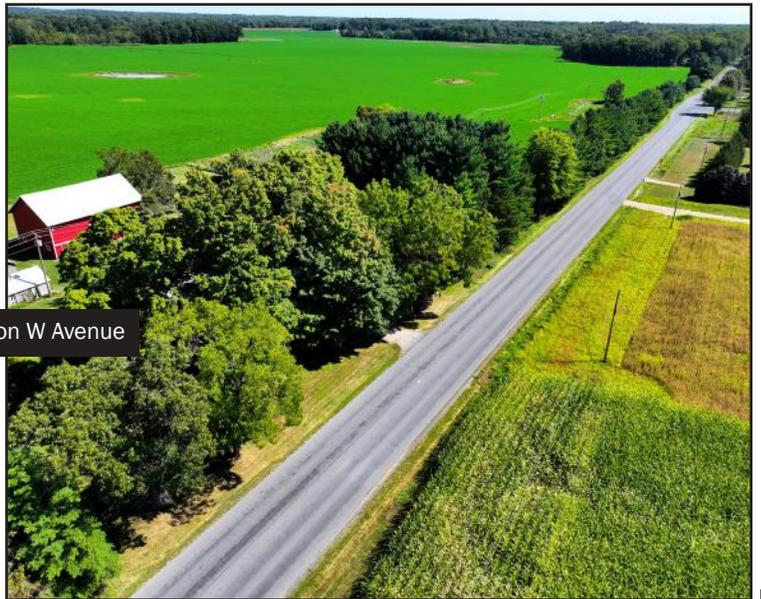
Total Cost	\$960,792
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Chip seal on V Avenue



Chip seal trial on W Avenue

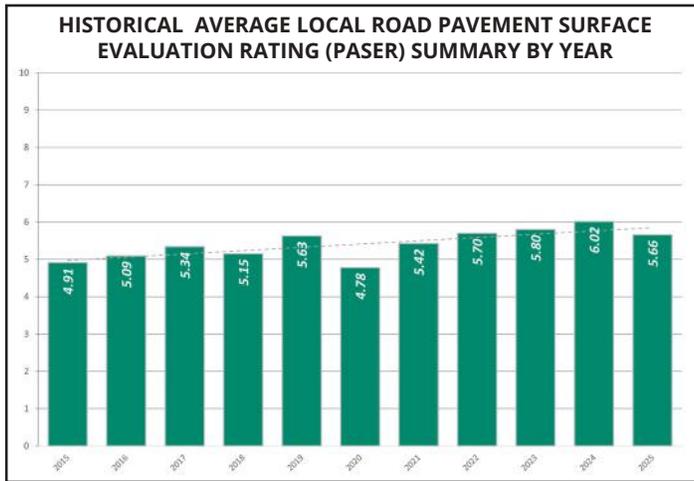
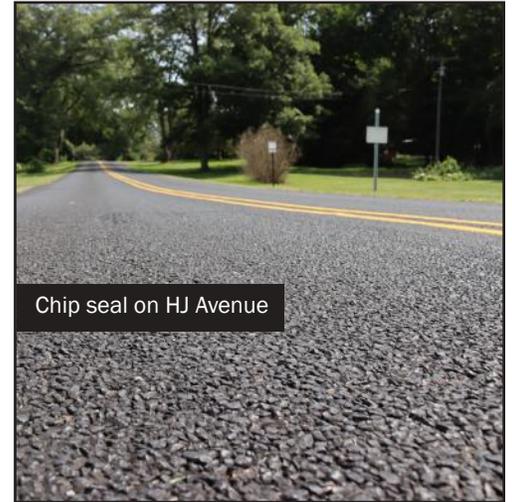


CHARLESTON TOWNSHIP

21
Primary Miles

24
Local Miles

4
Local Gravel Miles

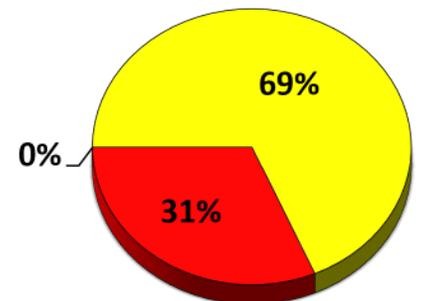
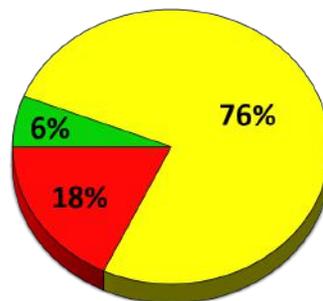
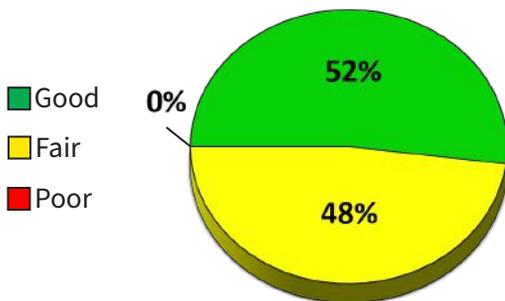


2024 Charleston Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

CHARLESTON TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Mercury Drive - MN Avenue to East Michigan Avenue	HMA Overlay	\$591,692
MN Avenue - 44th Street to Mercury Drive	Intersection Improvements	\$715,657
East Michigan Avenue - Mcollum Road to 40th Street	Chip Seal / Fog Seal	\$78,069
44th Street - MN Avenue to Climax Limits	Crack Fill	\$1,723
<i>Total Primary Cost</i>		\$1,387,141

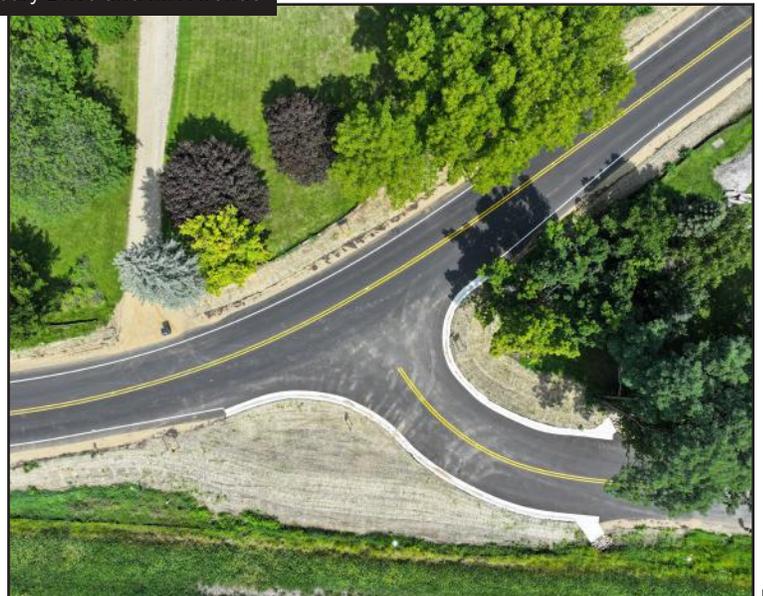
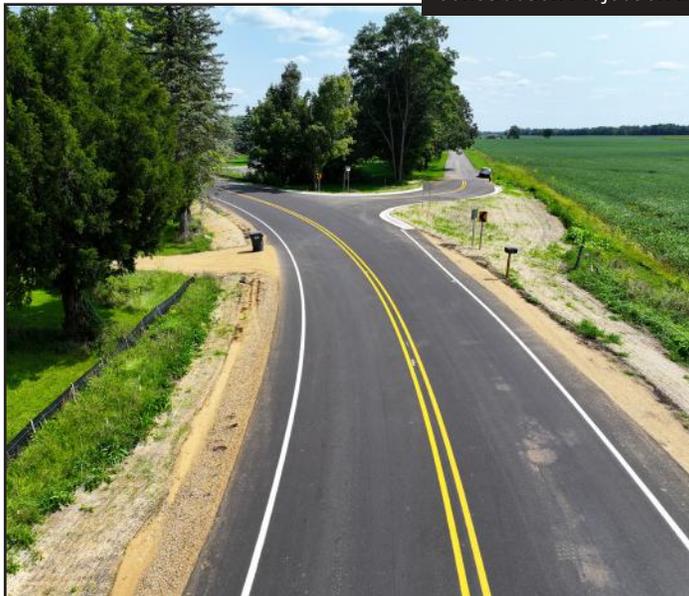
LOCAL

Project Location	Work Performed	Total Cost
38th Street - 2,640' South of MN Avenue to MN Avenue	Crack Fill / Chip Seal	\$32,352
Climax Drive - Streamside Drive to 1,000' west of Streamside Drive	Crack Fill	\$602
HJ Avenue - 36th Street to 37th Street	Crack Fill / HMA Wedging / Chip Seal	\$64,460
<i>Total Local Cost</i>		\$97,414

Total Cost **\$1,484,555**



Construction Project on Mercury Drive and MN Avenue



CLIMAX TOWNSHIP

25

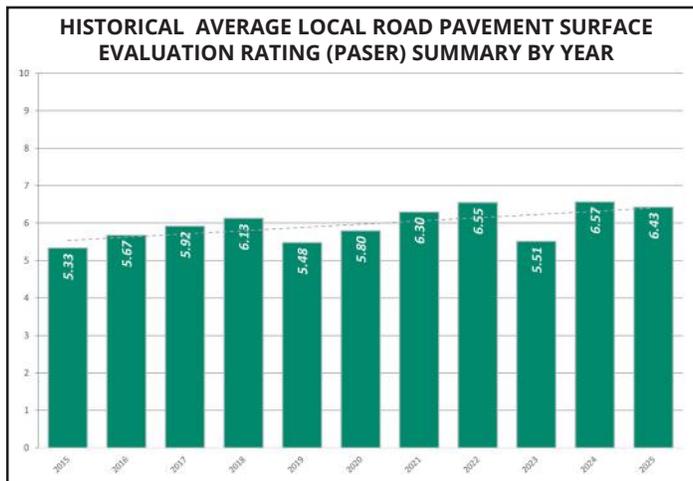
Primary Miles

47

Local Miles

15

Local Gravel Miles



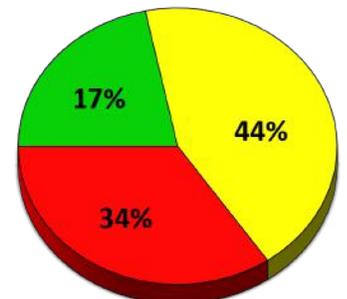
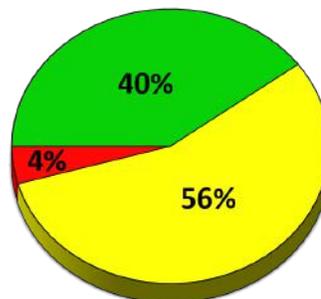
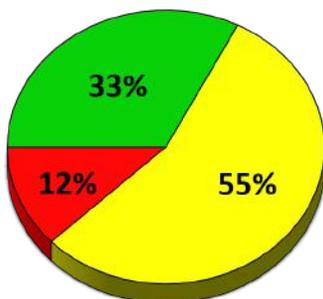
2024 Climax Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

CLIMAX TOWNSHIP PROJECTS

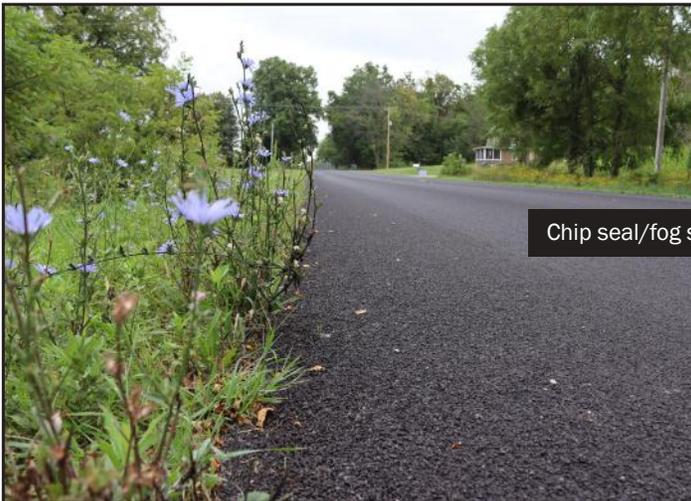
PRIMARY

Project Location	Work Performed	Total Cost
PQ Avenue - 36th Street to 38th Street	Chip Seal / Fog Seal	\$39,189
Q Avenue - 43rd Street to 44th Street	HMA Wedging	\$16,690
44th Street / PQ Avenue - Q Avenue to Climax Village Limits	HMA Wedging	\$29,656
38th Street - PQ Avenue to O Avenue	Chip Seal / Fog Seal	\$75,618
ON Avenue - Climax Limits to East County Line	Crack Fill	\$3,783
<i>Total Primary Cost</i>		\$164,937

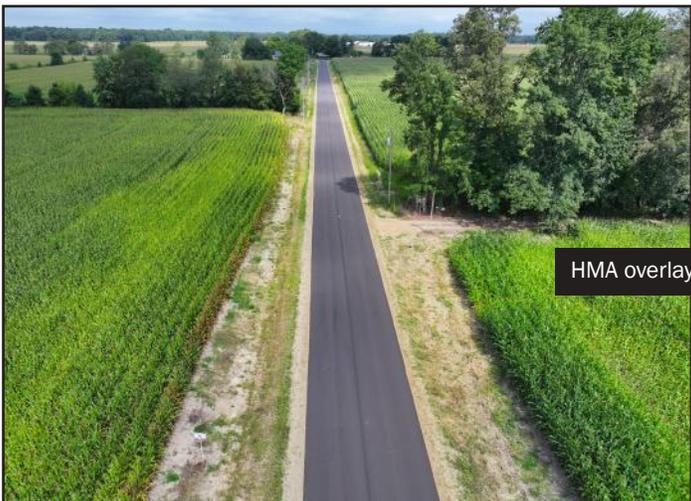
LOCAL

Project Location	Work Performed	Total Cost
40th Street - R Avenue to Q Avenue	HMA Overlay	\$495,908
38th Street - R Avenue to PQ Avenue	Crack Fill / Chip Seal	\$54,706
42nd Avenue - P Avenue to O Avenue	Crack Fill / Chip Seal	\$44,557
OP Avenue - 44th Street to 47th Street	Crack Fill / Chip Seal	\$64,148
37th Street - T Avenue to S Avenue	Gravel Resurfacing	\$185,649
41st Street - RS Avenue to R Avenue	Gravel Resurfacing	\$135,020
<i>Total Local Cost</i>		\$979,987

Total Cost	\$1,144,924
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Chip seal/fog seal on PQ Avenue



HMA overlay on 40th Street

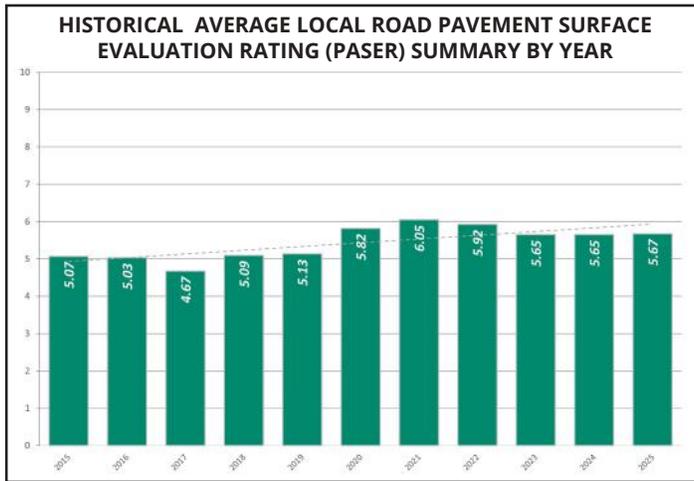


COMSTOCK TOWNSHIP

43
Primary Miles

75
Local Miles

<1
Local Gravel Miles

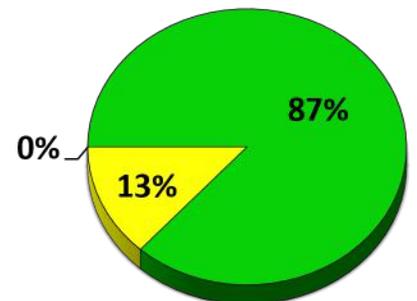
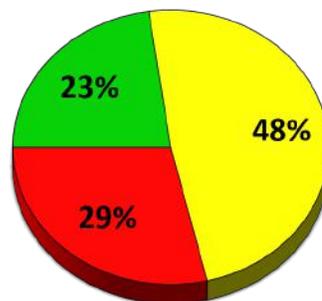
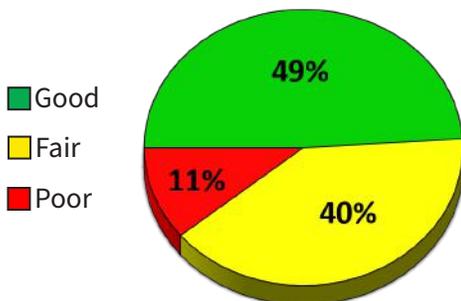


2024 Comstock Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COMSTOCK TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
ML Avenue - Sprinkle Road to 26th Street	HMA Overlay	\$317,118
Sprinkle Road - I-94 BL to East Michigan Avenue	Mill / HMA Overlay	\$88,180
H Avenue - Gull Road to Sprinkl Road (Comstock / Kalamazoo Townships)	Chip Seal / Fog Seal	\$58,189
East Cork Street - Park Circle Drive to 26th Street	Chip Seal / Fog Seal	\$35,703
N Avenue - Sprinkle Road to 26th Street	Chip Seal / Fog Seal	\$84,079
Miller Road - 35th Street to Miller Service Drive	Chip Seal / Fog Seal	\$16,464
33rd Street - M-96 to G Avenue	Chip Seal / Fog Seal	\$145,967
Sprinkle Road - N Avenue to I-94	Chip Seal / Fog Seal	\$106,101
ML Avenue - 26th Street to 31st Street	Chip Seal / HMA Fog Seal	\$194,434
26th Street - N Avenue to ML Avenue	Chip Seal / Fog Seal	\$76,967
North Sprinkle Road - N Avenue to I-94	HMA Overlay, Drainage	\$36,506
34th Street - N Avenue to MN Avenue	Crack Fill	\$1,205
<i>Total Primary Cost</i>		\$1,160,913

LOCAL

Project Location	Work Performed	Total Cost
HJ Avenue - 33rd Street to 36th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$92,195
Ivy Street - Tree Top Drive to Daylily Lane, Candytuft Lane - 850' east of Candytuft Lane to Buttercup Street, Buttercup Street - Candytuft Lane to 175' south of Daylily Lane, Sundrop Avenue - Buttercup Street to Juneberry Street, Juneberry Street - Sundrop Avenue to Daylily Lane, Daylily Lane - 33rd Street to Juneberry Lane, Lavender Circle - Daylily Lane to Ivy Street, Coral Bells Circle - Daylily Lane to Autumn Joy Street, Autumn Joy Street - Daylily Lane to Candytuft Lane	Crack Fill / Chip Seal / Fog Seal	\$123,520
Margaret Avenue - Willette Avenue to H Avenue, Leigh Avenue - Willette Avenue to H Avenue, Willette Avenue - Margaret Avenue to Leigh Avenue	Crack Fill / Chip Seal / Fog Seal	\$20,300
New Farm Street - MN Avenue to 2,142' north of MN Avenue	Crack Fill / Chip Seal / Fog Seal	\$39,345
Sunnycrest Drive - Percy Avenue to H Avenue; Berry Street - Percy Avenue to H Avenue, Clarice Street - Percy Avenue to Jill Avenue, Percy Avenue - Sunnycrest Drive to Clarice Street, Jill Avenue - Berry Street to Clarice Street	Crack Fill / Chip Seal / Fog Seal	\$28,066
31st Street - N Avenue to ML Avenue	Chip Seal Trial	\$155,012
33rd Street - ML Avenue to 1,320' north of ML Avenue	HMA Overlay	\$110,869
Kimberly Street - Blake Boulevard to Shadow Lane Avenue; Woodlark Street - 433' south of Shadow Lane Avenue to Blake Boulevard; Shadow Lane Avenue - 35th Street to Kimberly Street	HMA Overlay	\$209,364
Larch Avenue- Ripley Street to Comstock Avenue; Azuba Avenue - Ripley Street to Comstock Avenue; Harway Avenue - 250' south of Ripley Street to Comstock Avenue; Ripley Street - 150' east of Larch Avenue to Harway Avenue	HMA Base and Leveling Paving	\$282,419
Morrow Street - 2,012' south of East Michigan Avenue to East Michigan Avenue	HMA Base and Leveling Paving	\$214,056
Chestnut Trail - HJ Ave to Wild Coyote Trail, Wild Coyote Trail - 48' east of Chestnut Rail to 1,482' west of Chestnut Trail	Crack Fill / Chp Seal / Fog Seal	\$28,569
<i>Total Local Cost</i>		\$1,303,715

Total Cost

\$2,464,628

COOPER TOWNSHIP

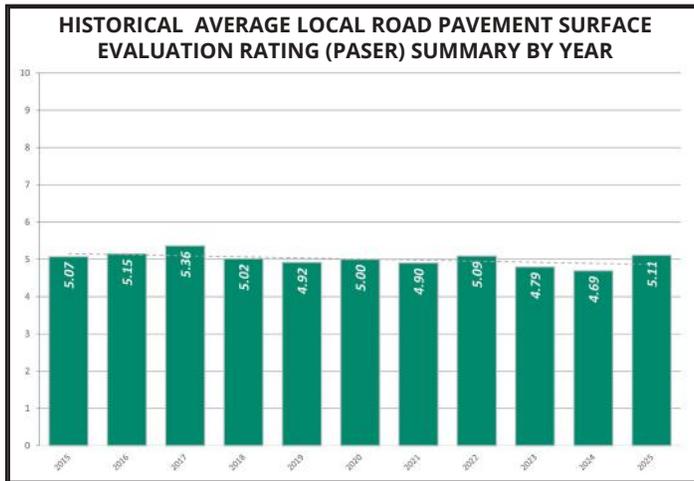
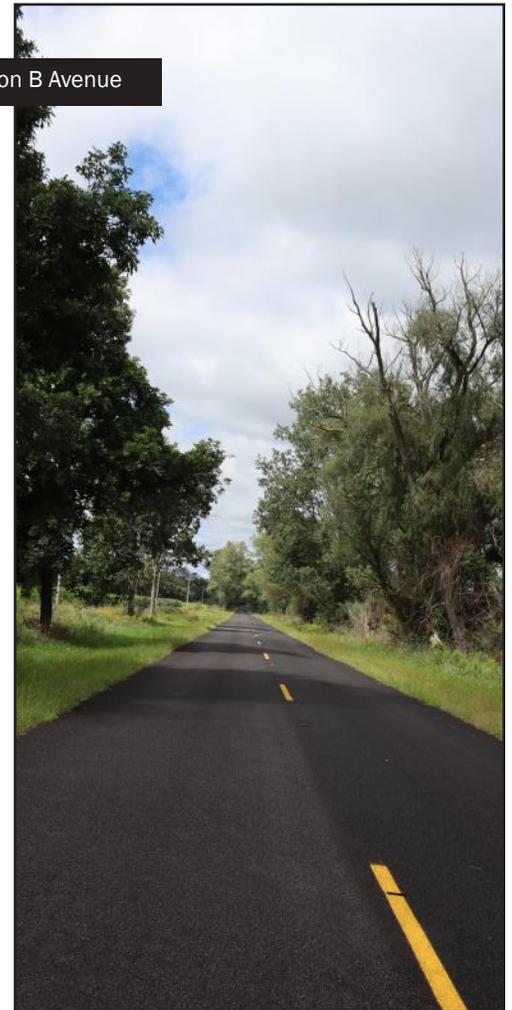
31
Primary Miles

63
Local Miles

1
Local Gravel Miles



Chip seal trial on B Avenue

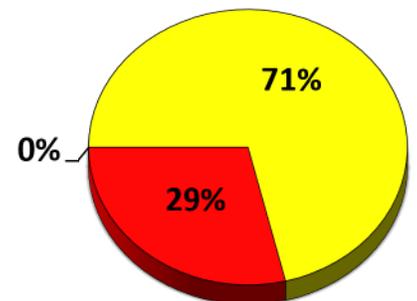
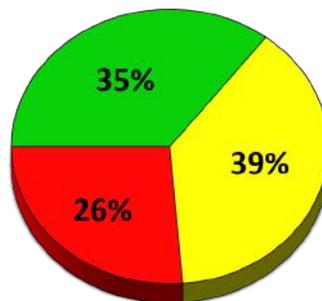
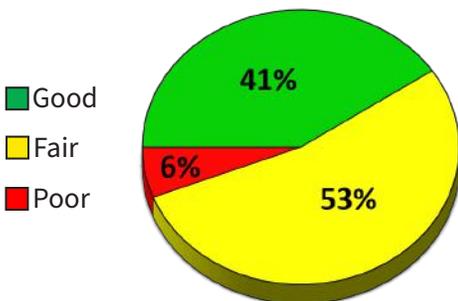


2024 Cooper Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COOPER TOWNSHIP PROJECTS

PRIMARY

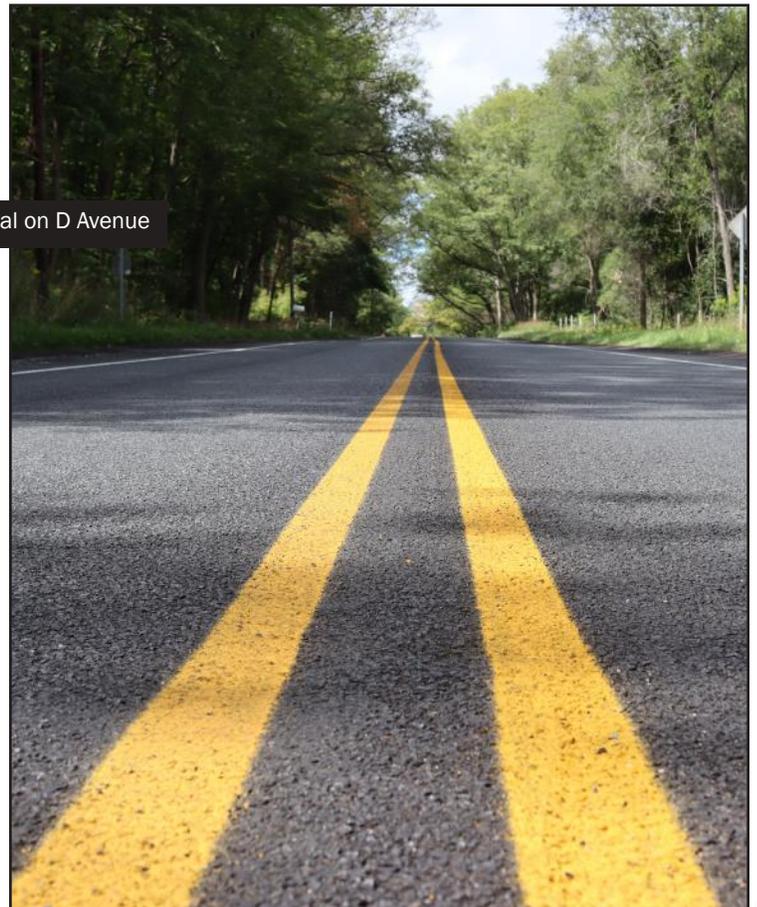
Project Location	Work Performed	Total Cost
D Avenue - Riverview Drive to 24th Street	Chip Seal / Fog Seal	\$50,423
12th Street - Ravine Road to D Avenue	Chip Seal / Fog Seal	\$99,560
12th Street - D Avenue to Baseline Road	CONTINGENCY PROJECT - Chip Seal / Fog Seal	\$19,929
D Avenue - 12th Street to Westnedge Avenue	Crack Fill	\$4,036
<i>Total Primary Cost</i>		\$173,949

LOCAL

Project Location	Work Performed	Total Cost
14th Street - G Avenue to E Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$131,155
C Avenue - 14th Street to Douglas Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$67,907
Old Douglas Avenue - F Avenue to Douglas Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$28,763
19th Street - Baseline Road to 3,300' south of Baseline Road	Chip Seal Trial	\$86,068
B Avenue - Riverview Drive to 19th Street, 19th Street - B Avenue to 1,960' north of B Avenue	Chip Seal Trial	\$165,334
Lands End Drive - G Avenue to Deerland Street, Patland Drive - Deerland Street to 314' south of Greenland Street, Deerland Street - Lands End Drive to Greenland Street; Greenland Street - Deerland Street to Lands End Drive	Chip Seal Trial	\$99,309
<i>Total Local Cost</i>		\$578,537

Total Cost

\$ 752,486



KALAMAZOO TOWNSHIP

26

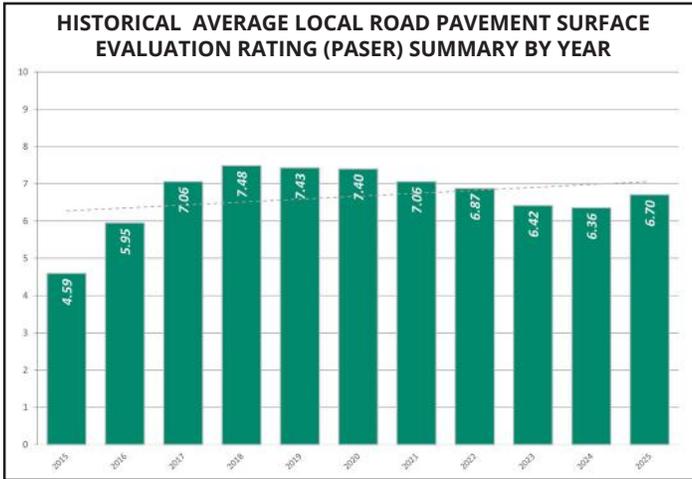
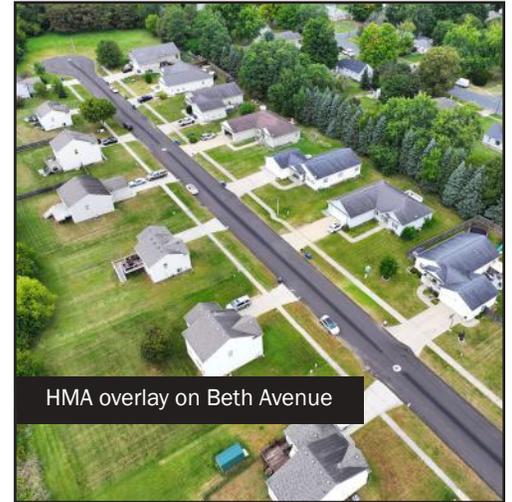
Primary Miles

75

Local Miles

<1

Local Gravel Miles



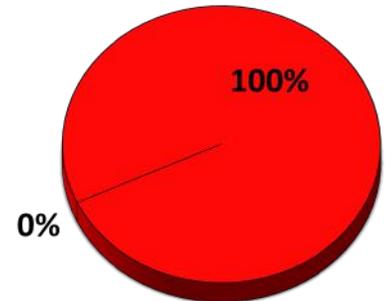
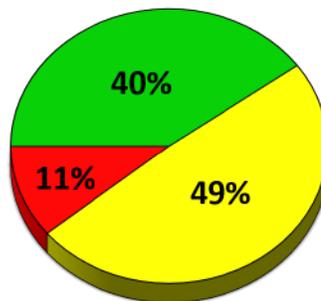
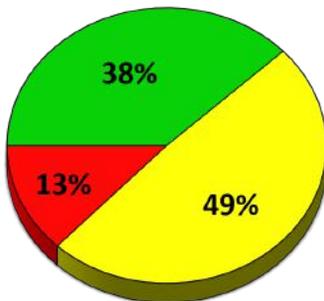
2024 Kalamazoo Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

KALAMAZOO TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Squires Drive - Drake Road to Ravine Road	Intersection Improvements / Pulverize / HMA Overlay / Shoulder Widen	\$1,690,236
Douglas Avenue - City of Kalamazoo Limits to Barney Road / Mosel Avenue	Mill / HMA Overlay	\$1,574,032
H Avenue - Gull Road to Sprinle Road (Kalamazoo / Comstock Townships)	Chip Seal / Fog Seal	\$7,192
East Michigan Avenue - Kalamazoo City Limits to Sprinkle Road	Chip Seal / Fog Seal	\$47,105
Grand Prairie Road - Drake Road to Nichols Road	Chip Seal / Fog Seal	\$47,838
Humphrey Street - Kalamazoo City Limits to East Main Street	Chip Seal / Fog Seal	\$16,426
Lake Street - Kalamazoo City Limits to Olmstead Road	Chip Seal / Fog Seal	\$54,823
Lake Street - Olmstead Road to Sprinkle Road	Chip Seal / Fog Seal	\$31,650
Burdick Street - Kalamazoo City Limits to Mosel Avenue	Chip Seal / Fog Seal	\$26,766
Nazareth Road - Gull Road to G Avenue	Chip Seal / Fog Seal	\$81,962
Drake Road - 1635' south of Ravine Road to 245' south of Ravine Road	Mill / HMA Overlay	\$93,759
Alamo Avenue - Nichols Road to City Limits	Crack Fill	\$1,988
Parchmount Avenue - City Limits to Nazareth Road	Crack Fill	\$602
<i>Total Primary Cost</i>		\$3,674,380

LOCAL

Project Location	Work Performed	Total Cost
Academy Street - 165' west of Dartmouth Street to 199' east of Arlington Street, Arlington Street - Academy Street to West Main Street, Berkley Street - Academy Street to West Main Street, Clarendon Street - Academy Street to West Main Street, Dartmouth Street - 179' south of Academy Street to West Main Street, Grove Street - 165' west of Dartmouth Street to 191' east of Arlington Street	Crack Fill / Chip Seal / Fog Seal	\$75,319
Brownell Street - 875' south of Alamo Avenue to Alamo Avenue, Warren Place - 1,074' south of Alamo Avenue to Alamo Avenue, Vale View Road - Alamo Avenue to 477' north of Alamo Avenue, Pinehurst Alley - Hillsdale Avenue to Pinehurst Boulevard, Melcrest Street - Alamo Avenue to Rusridge Avenue, Rusridge Avenue - Melcrest Street to Marywood Street, Marywood Street - Rusridge Avenue to Alamo Avenue, Kaywood Drive - Alamo Avenue to 846' north of Alamo Avenue, Junedale Drive - 260' west of Kaywood drive to Kaywood Drive, Doncrest Drive - 188' west of Kaywood Drive to Kaywood Drive	Crack Fill / Chip Seal / Fog Seal	\$62,909
Coolidge Avenue - West Main Street to Haskell Street, Grand Pre Avenue - Olney to Timberleaf Lane, Olney - Grand Pre Avenue to Nichols Road, Grace Road - Nichols Road and Coolidge Avenue, Atlee Avenue - Bretton Drive to Manor Street, Bretton Drive - Atlee Avenue to Haskell Street, Bretton Drive - Haskell Street to 659' north of Haskell Street, Olney Road - Nichols Road to Gorham Lane	Crack Fill / Chip Seal / Fog Seal	\$80,741
Dartmouth Street - West Main Street to Hillsdale Avenue, Clarendon Street - West Main Street to West North Street, Berkley Street - West Main Street to Hillsdale Avenue - Commonwealth Avenue - Dartmouth Street to Arlington Street, West North Street - Dartmouth Street to Berkley Street	Crack Fill	\$6,789
Huntington Avenue - East Main Street to Francis Avenue	Crack Fill / Chip Seal / Fog Seal	\$18,162
Lamont Street - 1,765' south of Lake Street to Willow Boulevard, Willis Avenue - Lake Street to Willow Boulevard, Carleton Avenue - Field Avenue to 157' east of Bronson Avenue; Willow Boulevard - Field Avenue to Riverside Avenue	Crack Fill / Chip Seal / Fog Seal	\$73,021
Lauderdale Drive - 2,095' south of West Main Street to West Main Street, Cherry Hill Street - 775' south of Santos Avenue to Santos Avenue, Santos Avenue - Solon Street to Kendall Avenue, Sabin Street - 693' south of West Main Street to West Main Street	Crack Fill / Chip Seal / Fog Seal	\$40,735
Lum Avenue - Coy Avenue to East Main Street	Crack Fill / Chip Seal / Fog Seal	\$7,629
Seemore Avenue - Humphrey Street to 754' north of Humphrey Street	Crack Fill / Chip Seal / Fog Seal	\$12,716
Westwood Drive - West Main Street to West Main Street, Sydelle Avenue - West Main Street to North Fletcher Avenue, Jennison Avenue - West Main Street to Kenwood Street, Kenwood Street - Wealthy Street to Campbell Avenue, Wealthy Street - Kenwood Street to West Main Street, North Fletcher Avenue - Sydelle Avenue to West Main Street	Crack Fill / Chip Seal / Fog Seal	\$37,262
Alecia Avenue - Christine Street to Westnedge Avenue, Christine Street - Alecia Avenue to Beth Avenue, Beth Avenue - Chloe Street to Christine Street, Chloe Street - 127' west of Beth Avenue to Beth Avenue	HMA Overlay	\$141,442
Arthur Avenue - Coy Avenue to East Main Street	Drainage Improvement	\$69,580
Davis-Olmstead Drain - Olmstead Road to Olmstead Road	Drain and Culvert Replacements	\$1,059,001
Arlington Street - Commonwealth Avenue to Jefferson Avenue, Jefferson Avenue - Arlington Street to 160' east of Arlington Street	Drainage Improvement	\$214,906
<i>Total Local Cost</i>		\$1,900,213

Total Cost

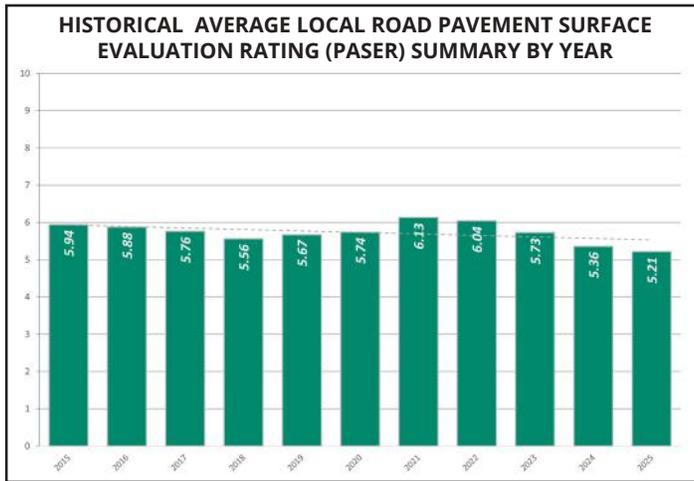
\$5,574,593

OSHTEMO TOWNSHIP

41
Primary Miles

78
Local Miles

1
Local Gravel Miles

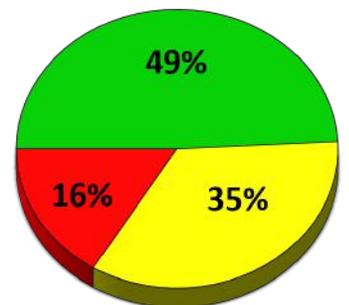
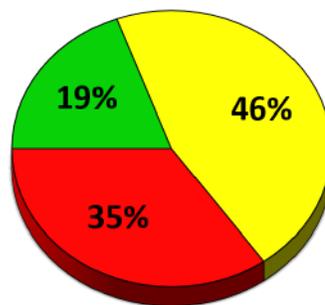
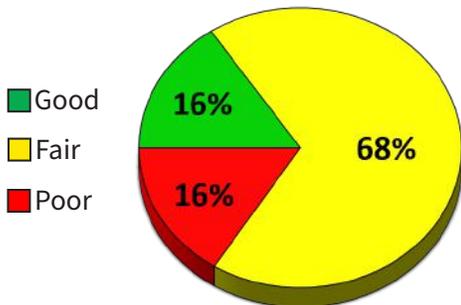


2024 Oshtemo Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

OSHTEMO TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
9th Street - Stadium drive to KL Avenue	Mill / HMA Overlay	\$646,456
Stadium Drive - 8th Street to 9th Street	Mill / HMA Overlay	\$316,649
Parkview Avenue - US-131 to Drake Road	Mill / HMA Overlay	\$39,983
Parkview Avenue - Stadium Drive to Drake Road	Chip Seal / Fog Seal	\$118,326
6th Street - N Avenue to Stadium Drive	Chip Seal / Fog Seal	\$38,954
11th Street - N Avenue to Parkview Avenue	Chip Seal / Fog Seal	\$63,064
KL Avenue - 11th Street to Drake Road	Trailway	\$29,291
9th Street - N Avenue to Stadium Drive	Crack Fill	\$3,012
Almena Drive - VanKal Street to West Main	Crack Fill	\$8,675
<i>Total Primary Cost</i>		\$1,264,411

LOCAL

Project Location	Work Performed	Total Cost
Pine Acres Drive - 4th Street to 2,700' east of 4th Street	Crack Fill / Chip Seal / Fog Seal	\$24,614
Wickford Drive - West Main Street to J Avenue	Crack Fill / Chip Seal / Fog Seal	\$22,546
Kullenbrooke Drive - Highland View Drive to 450' east of Highland View Drive, Highland View Drive - 3rd Street to 4,700' east of Highland View Drive	Crack Fill / Chip Seal / Fog Seal	\$45,516
Brekke Lane - 2nd Street to 415' east of 2nd Street	Crack Fill / Chip Seal / Fog Seal	\$8,363
Doolittle Court - 500' south of Western Wood Drive to Western Woods Drive, Buster Drive - Western Woods Drive to 525' north of Western Woods Drive, Hawkins Court - 550' north of Western Woods Drive to Western Woods Drive, Western Woods Drive - 450' west of Hawkins Court to 5th Street	Crack Fill / Chip Seal / Fog Seal	\$42,277
J Avenue - 5,500' west of 2nd Street to 2nd Street	Crack Fill / Chip Seal / Fog Seal	\$43,774
Mystic Heights Trail - Van Kal Avenue to 2,543' east of Van Kal Avenue, Nia Drive - Mystic Heights Trail to 1,046' north of Mystic Heights Trail	Chip Seal / Fog Seal	\$33,180
Asher Trail - 672' west of Banford Drive to 9th Street, Banford Drive - 166' south of Asher Trail to Asher Trail, Clemson Lane - Asher Trail to 106' north of Asher Trail	Chip Seal / Fog Seal	\$33,111
Saint James Avenue - 6th Street to La Lisa Lane, La Jessica Circle - La Lisa Lane to 1,150' east of La Lisa Lane, La Lisa Lane - 250' south of Saint James Avenue to La Lisa Lane	Crack Fill / Chip Seal / Fog Seal	\$55,449
Toscana Street - Mirabella Avenue to L Avenue, Sienna Street - 425' south of Mirabella Avenue to L Avenue, Calabria Avenue - 275' west of Toscana Street to Toscana Street, Mirabella Avenue - Toscana Street to Sienna Street, Palermo Avenue - Sienna Street to 250' east of Palermo Street	Crack Fill / Chip Seal / Fog Seal	\$77,504
Sunnywood Drive - 2nd Street to 210' north of Springwood Drive, Oak Forest Drive - Springwood Drive to 300' north of Springwood Drive, Summerset Drive - Almena Drive to Springwood Drive, Autumn Woods Circle - Springwood Drive to 624' east of Springwood Drive, Amber Circle - Springwood Drive to 502' east of Springwood Drive, Springwood Drive - 2nd Street to West Main Street, Naples Court - 535' south of Summerset Drive to Summerset Drive, Golden Pond Court - Summerset Drive to 205' north of Summerset Drive, Winterwood Lane - 346' south of Summerset Drive to Summerset Drive, Laguna Circle - Summerset Drive to 716' north of Summerset Drive	Crack Fill / Chip Seal / Fog Seal	\$137,698
Sweet Briar Drive - 11th Street to 350' east of Fountain Square Drive, Antiqua Circle - 11th Street to 400' east of Brandy Avenue, Brandy Avenue - Tropicana Street to Fountain Square Drive, Caribia Avenue - Fountain Square Drive to 200' east of Fountain Square Drive, Sundowner Lane - 11th Street to Sweet Briar Drive, Fountain Square Drive - 200' south of Brandy Avenue to Sweet Briar Drive, Tropicana Street - Brandy Avenue to Antiqua Circle	Crack Fill / Chip Seal / Fog Seal	\$61,057
Baton Rouge Street - Belle Chase Boulevard to 8th Street, Charles Street - 600' west of Belle Chase Boulevard to 8th Street, Cajun Drive - 175' west of Belle Chase Boulevard to Belle Chase Boulevard, Belle Chase Boulevard - 206' south of Saint Charles Street to Baton Rouge Street, Bayou Vista Street - Saint Charles Street to Baton Rouge Street	HMA Overlay	\$232,801
2nd Street - L Avenue to KL Avenue	HMA Overlay	\$362,728
<i>Total Local Cost</i>		\$1,180,620

Total Cost

\$2,445,030

PAVILION TOWNSHIP

27

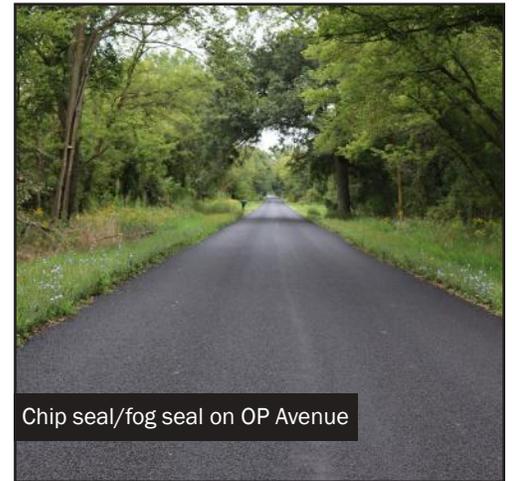
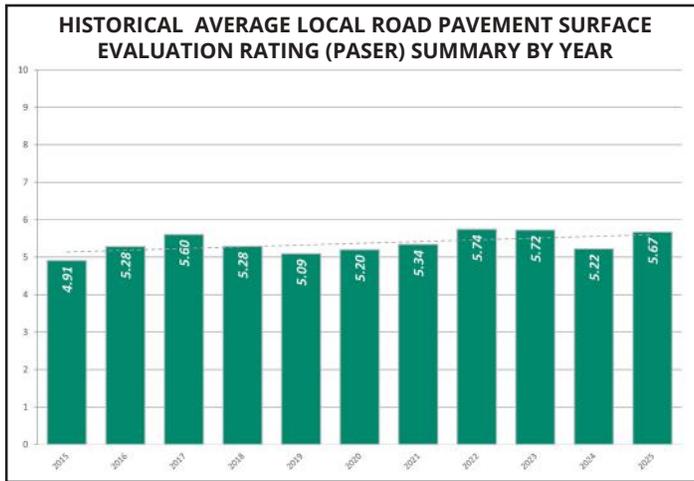
Primary Miles

48

Local Miles

<1

Local Gravel Miles



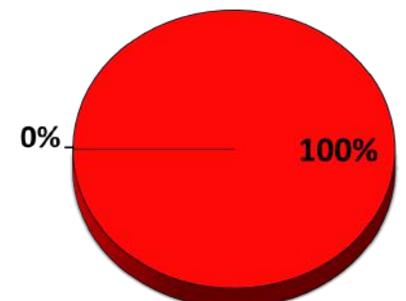
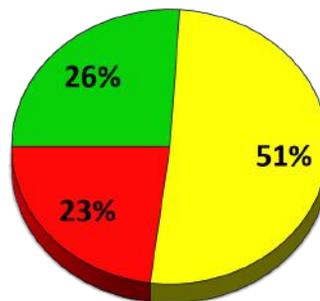
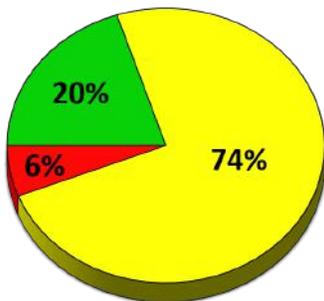
2024 Pavilion Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

PAVILION TOWNSHIP PROJECTS

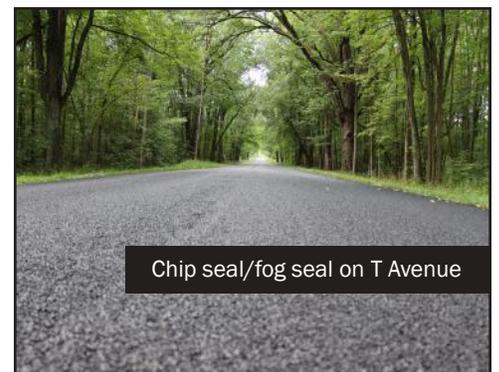
PRIMARY

Project Location	Work Performed	Total Cost
Q Avenue - 29th Street to 34th Street	Pulverize / HMA Overlay / Shoulder Widen	\$200,346
P Avenue - 2,700' west of 27th Street	Chip Seal / Fog Seal	\$39,238
27th Street - P Avenue to PQ Avenue	Chip Seal / Fog Seal	\$25,742
PQ Avenue - 27th Street to 29th Street	Chip Seal / Fog Seal	\$22,822
34th Street - Q Avenue to N Avenue	Crack Fill	\$4,820
Q Avenue - 29th Street to 36th Street	Crack Fill	\$8,033
<i>Total Primary Cost</i>		\$301,001

LOCAL

Project Location	Work Performed	Total Cost
30th Street - O Avenue to OP Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$69,637
32nd Street - OP Avenue to P Avenue, P Avenue - 32nd Street to 34th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$52,142
34th Street - TS Avenue to T Avenue	Crack Fill / Chip Seal / Fog Seal	\$23,055
O Avenue - 29th Street to 31st Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$49,971
OP Avenue - 29th Street to 32nd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$75,112
Q Avenue - 2,640' west of 25th Street to 25th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$46,403
T Avenue - 34th Street to 36th Street	Rubber Trial; Chip Seal Trial	\$69,506
<i>Total Local Cost</i>		\$385,826

Total Cost **\$686,827**



PRAIRIE RONDE TOWNSHIP

22

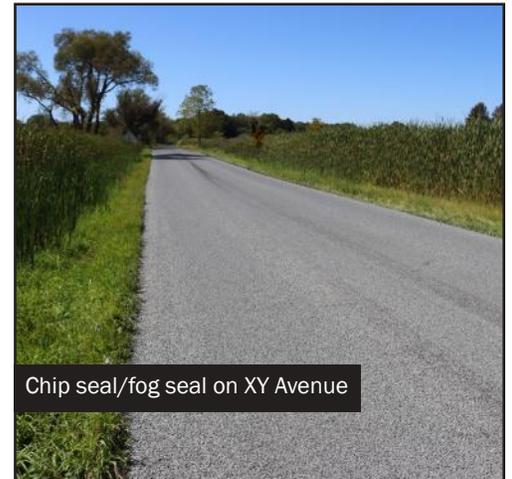
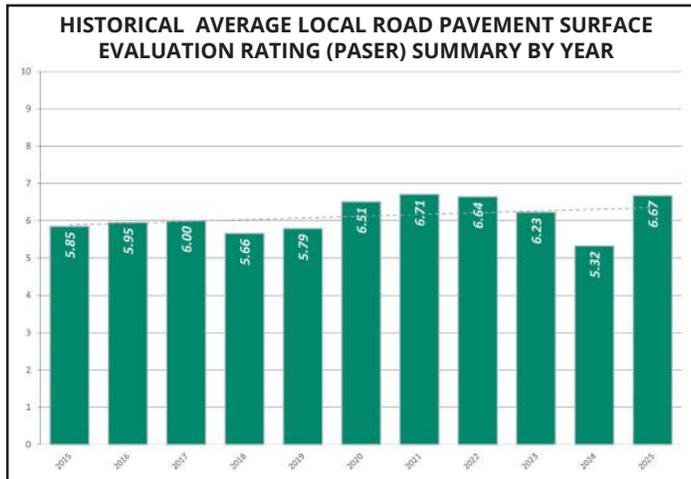
Primary Miles

52

Local Miles

29

Local Gravel Miles

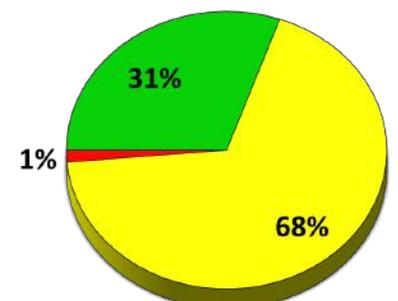
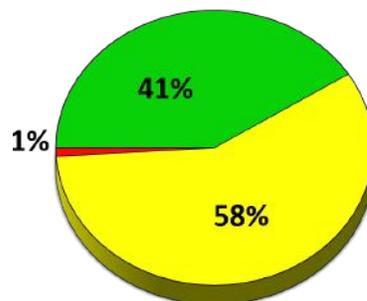
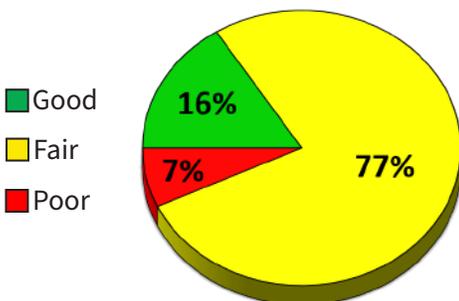


2024 Prairie Ronde Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

PRAIRIE RONDE TOWNSHIP PROJECTS

LOCAL

Project Location	Work Performed	Total Cost
6th Street - XY Avenue to W Avenue, WX Avenue - 6th Street to 6th Street	Chip Seal Trial	\$445,088
YZ Avenue - 7th Street to 125' east of Prairie Brook Street	Chip Seal Trial	\$207,561
10th Street - U Avenue to 5,280' north of U Avenue	Crack Fill / HMA Wedging / Chip Seal	\$72,850
V Avenue - 2nd Street to 8th Street	Crack Fill / Chip Seal	\$133,625
XY Avenue - VanKal Street to 6th Street	Crack Fill / HMA Wedging / Chip Seal	\$155,044
YZ Avenue - 6th Street to 7th Street	Crack Fill / Chip Seal / Fog Seal	\$27,677
TU Avenue - 8th Street to 800' west of 8th Street	Pulverize / Double Chip Seal / Fog Seal	\$98,198
YZ Avenue - 125' east of Prairie Brook Street to 1,696' east of 11th Street	Crack Fill / Chip Seal (CONTINGENCY PROJECT)	\$48,843
<i>Total Local Cost</i>		\$1,188,887

Total Cost

\$1,188,887



Chip seal trial on 6th Street/WX Avenue

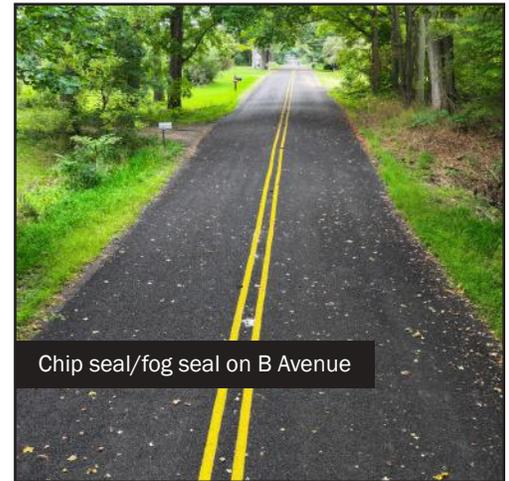
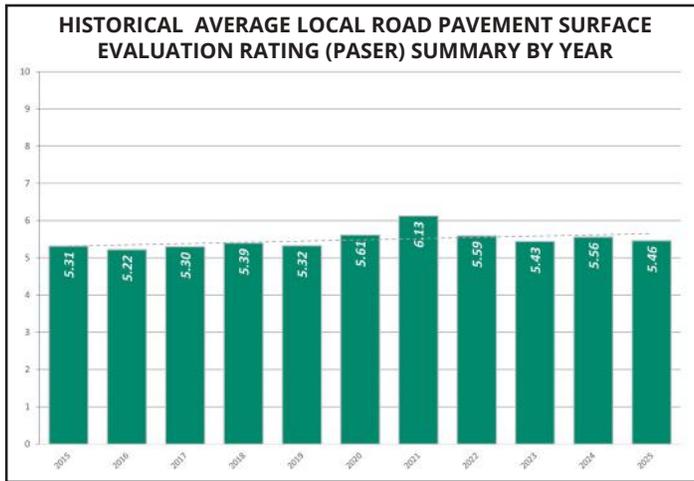


RICHLAND TOWNSHIP

27
Primary Miles

49
Local Miles

4
Local Gravel Miles

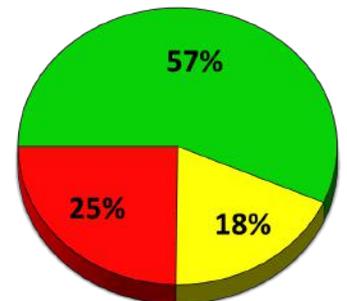
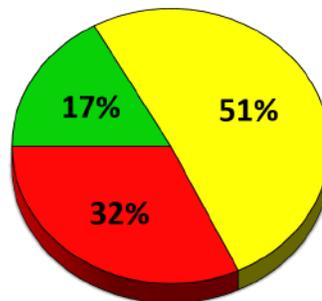
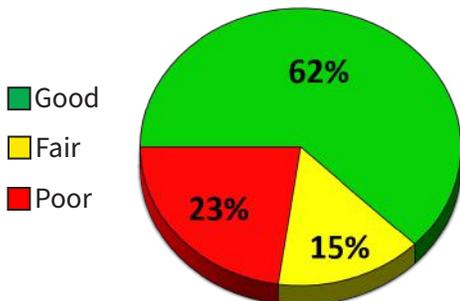


2024 Richland Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

RICHLAND TOWNSHIP PROJECTS

PRIMARY

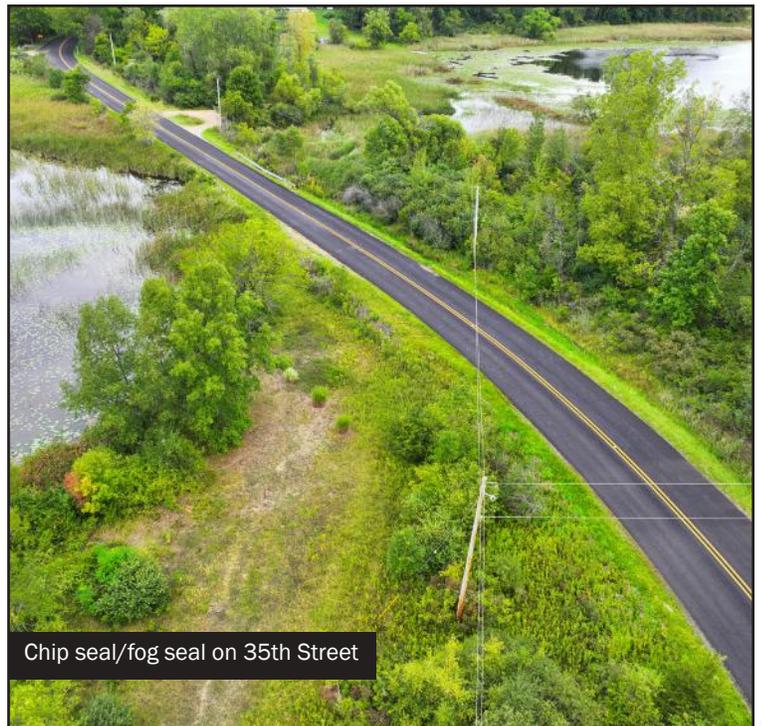
Project Location	Work Performed	Total Cost
G Avenue - Gull Road to M-96 (Richland / Ross Townships)	Intersection Improvements / HMA Overlay	\$145,468
D Avenue - 26th Street to 27th Street	Chip Seal / Fog Seal	\$17,212
AB Avenue - 24th Street to M-89	Chip Seal / Fog Seal	\$29,167
24th Street - D Avenue to AB Avenue	Chip Seal / Fog Seal	\$102,905
G Avenue - Sprinkle Road to Gull Road	Chip Seal / Fog Seal	\$61,709
Sprinkle Road - G Avenue to 24th Street	Chip Seal / Fog Seal	\$161,009
32nd Street - G Avenue to DE Avenue	Chip Seal / Fog Seal	\$106,605
24th / AB Avenue - D Avenue to M-89	HMA Overlay, Shoulder Widening	\$199,581
<i>Total Primary Cost</i>		\$823,656

LOCAL

Project Location	Work Performed	Total Cost
35th Street - G Avenue to DE Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$192,347
F Avenue - Sprinkle Road to 27th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$55,371
DE Avenue - 2,640' west of 34th Street to 34th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$54,326
CD Avenue - M-89 to 35th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$126,648
CD Avenue - 140' east of 24th Street to 445' east of 24th Street	Drainage Improvement	\$11,577
EF Avenue - M-343 to 32nd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$60,361
Greer Drive - 35th Street to 4,600' east of 35th Street	HMA Overlay	\$233,903
<i>Total Local Cost</i>		\$734,535

Total Cost

\$1,558,190



ROSS TOWNSHIP

26

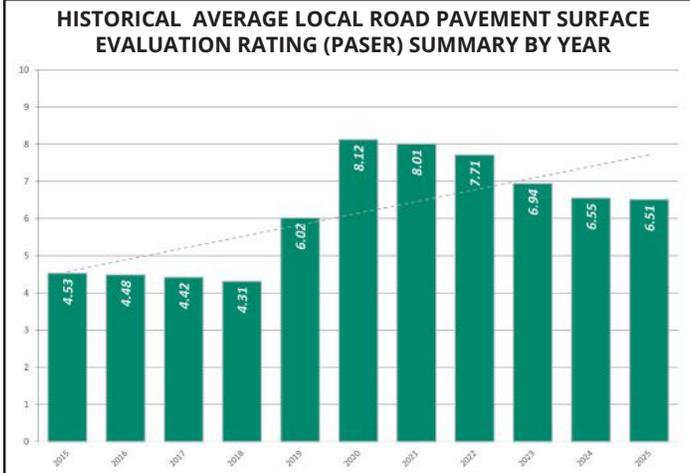
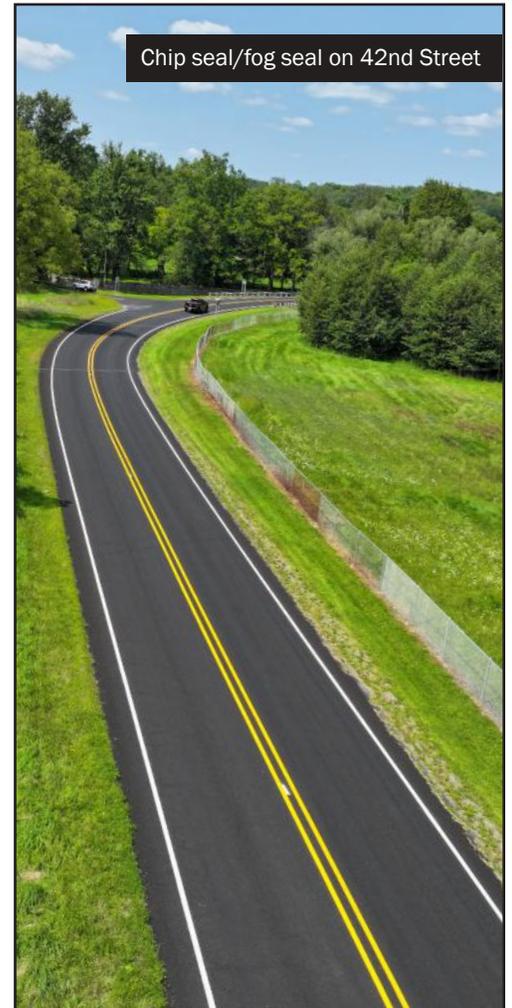
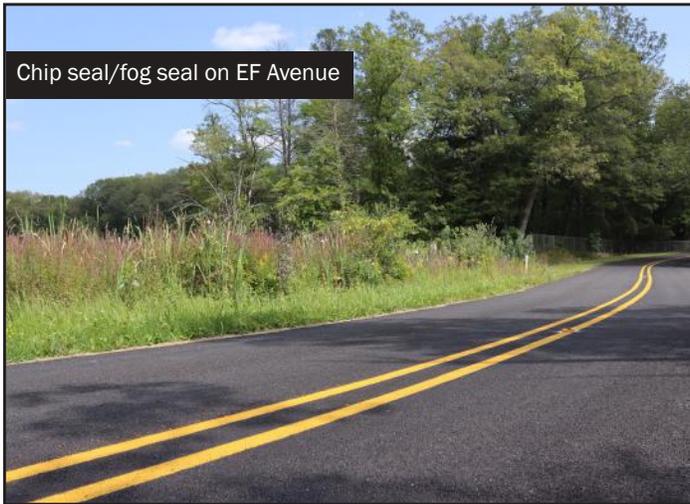
Primary Miles

53

Local Miles

6

Local Gravel Miles

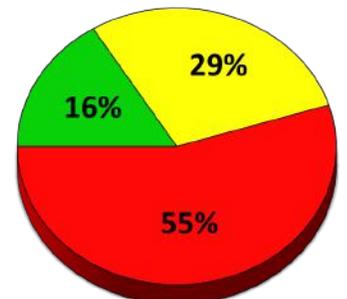
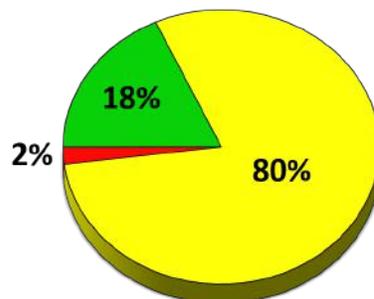
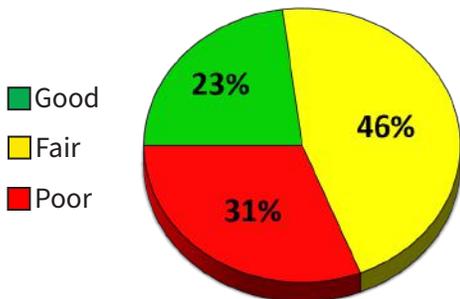


2024 Ross Township Road Conditions

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 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

ROSS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
G Avenue - Gull Road to M-96 (Ross / Richland Townships)	Intersection Improvements / HMA Overlay	\$38,669
42nd Street - 12,080' south of M-89	Chip Seal / Fog Seal	\$97,887
37th Street - G Avenue to D Avenue	Crack Fill	\$6,225
40th Street - M89 to Baseline Road	Crack Fill	\$602
<i>Total Primary Cost</i>		\$143,383

LOCAL

Project Location	Work Performed	Total Cost
41st Street - EF Avenue to M-89	Crack Fill / Chip Seal / Fog Seal	\$31,499
42nd Street - C Avenue to Baseline Road	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$118,983
B Avenue - 40th Street to 42nd Street	Crack Fill	\$9,198
B Avenue - 44th Street to 45th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$48,596
EF Avenue - 41st Street to 42nd Street	Crack Fill / Chip Seal / Fog Seal	\$20,660
AB Avenue - 43rd Street to 44th Street	Crack Fill	\$5,518
38th Street - Gull Lake Drive east to C Avenue	Crack Fill	\$3,066
46th Street - M-89 to C Avenue	Crack Fill	\$2,759
CD Avenue - 46th Street to 48th Street	Crack Fill	\$1,993
Fernwood Drive - M-89 to 456' west of Camomile Drive, Trillium Drive - Fernwood Drive to 3,082' north of Fernwood Drive, Acanthus Drive - Fernwood Drive to 275' east of Fernwood Drive, Camomile Drive - Fernwood Drive to 275' north of Fernwood Drive	Crack Fill	\$11,573
<i>Total Local Cost</i>		\$253,844

Total Cost **\$397,227**



SCHOOLCRAFT TOWNSHIP

28

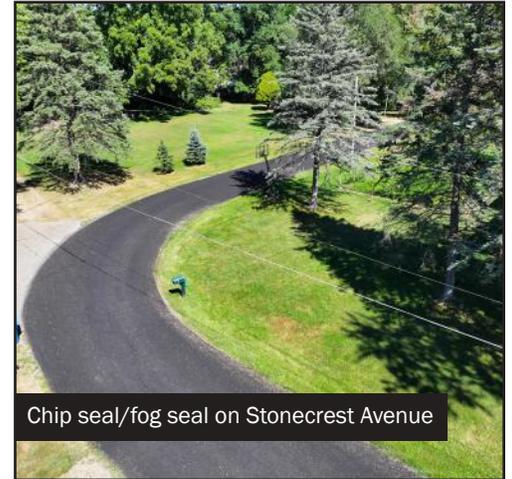
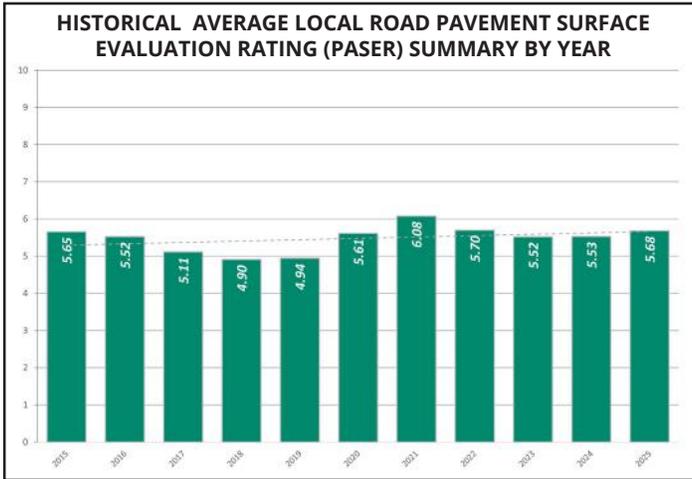
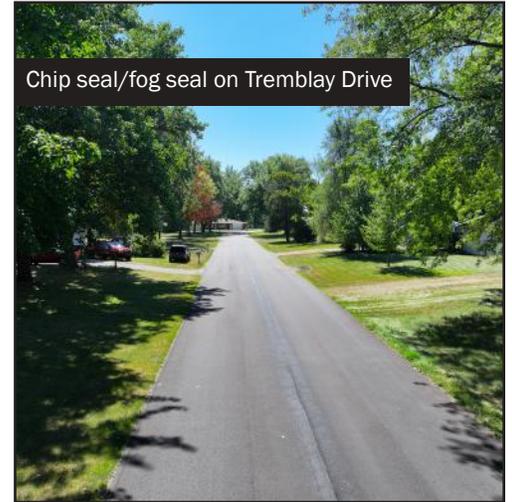
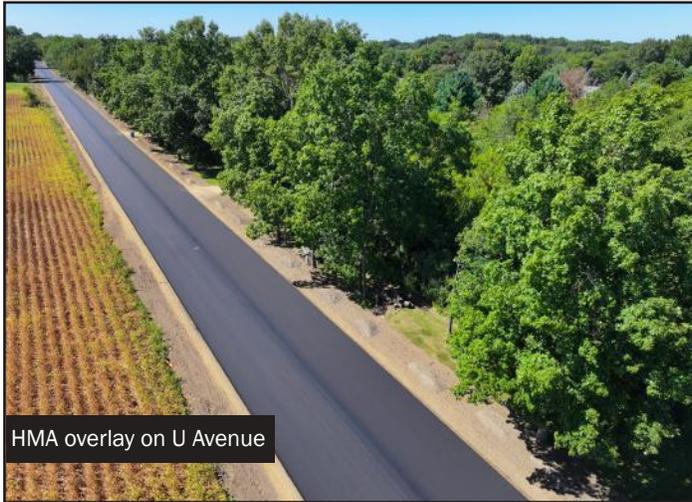
Primary Miles

34

Local Miles

0

Local Gravel Miles

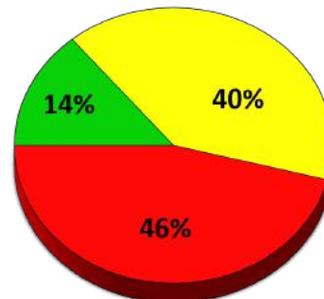
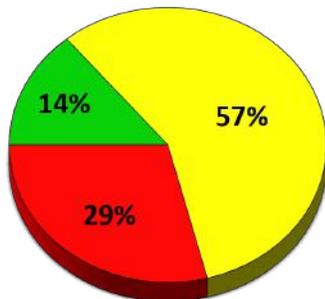


2024 Schoolcraft Township Road Conditions

Primary Roads

Local Roads

- Good
- Fair
- Poor



*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)
Based on year end 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

SCHOOLCRAFT TOWNSHIP PROJECTS

PRIMARY

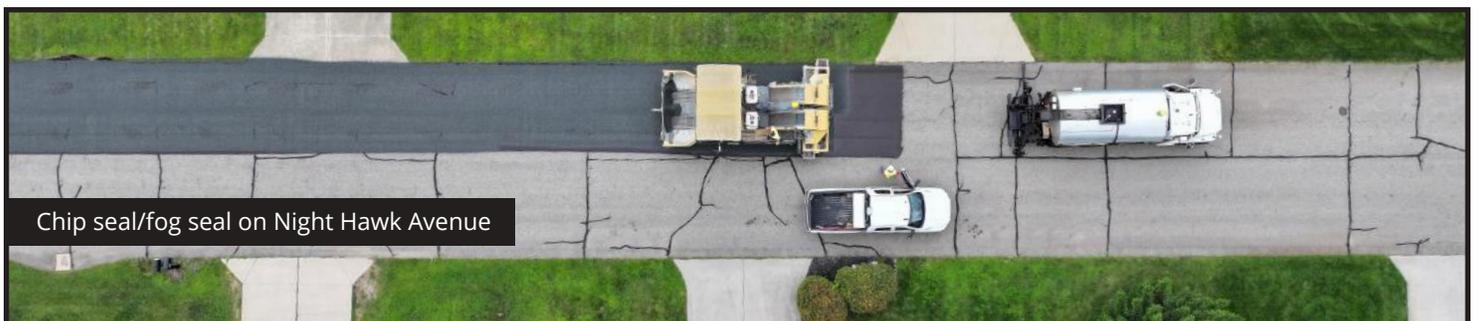
Project Location	Work Performed	Total Cost
U Avenue - Portage Road to 23rd Street	Pulverize / HMA Overlay / Shoulder Widen	\$1,259,712
23rd Street - U Avenue to TU Avenue	Pulverize / HMA Overlay / Shoulder Widen	\$96,153
VW Avenue - 18th Street to Vicksburg Limits	Crack Fill	\$3,976
XY Avenue - US131 to Portage Road	Crack Fill	\$5,494
<i>Total Primary Cost</i>		\$1,365,336

LOCAL

Project Location	Work Performed	Total Cost
Prairie Edge Street - U Avenue to Heron Street, Heron Street - U Avenue to Prairie Edge Street, Night Hawk Avenue - Prairie Edge Street to Heron Street, Barnswallow Avenue - 273' west of Prairie Edge Street to Prairie Edge Street, Starling Avenue - Prairie Edge Street to Heron Street, Woodswallow Avenue - Prairie Edge Street to Heron Street, South Hill Avenue - Blueridge Street to Hopewell Street, Whitestone Street - U Avenue to South Hill Avenue	Crack Fill / Chip Seal / Fog Seal	\$96,463
Stonecrest Avenue - Portage Road to Meadow Street, Fayette Avenue - Stonecrest Avenue to Meadow Street, Meadow Street - Fayette Avenue to Rapp Avenue, Rapp Avenue - Stonecrest Avenue to Meadow Street	Crack Fill / Chip Seal / Fog Seal	\$27,000
VW Avenue - 500' east of 12th Street to 1,584' east of 12th Street	Crack Fill / Chip Seal / Fog Seal	\$14,290
North Barton Lake Drive - Barton Drive to 702' north of Clyde Street	HMA Overlay	\$78,615
Sweet William Drive - 14th Street to Crocus Street, Crocus Street - 261' south of Sweet William Drive to Jasmine Avenue	HMA Overlay	\$61,902
West Tremblay Drive - 1,071' south of VW Avenue to VW Avenue, Tremblay Drive - 1,528' south of VW Avenue to VW Avenue	HMA Overlay	\$107,007
22nd Street - 2,640' south of U Avenue to U Avenue	Crack Fill	\$1,429
14th Street - VW Avenue to U Avenue	Crack Fill	\$8,624
18th Street - XY Avenue to W Avenue	Crack Fill	\$8,048
16th Street - W Avenue to VW Avenue	Crack Fill	\$2,683
X Avenue - Portage Road to South Barton Lake Drive	Crack Fill	\$331
14th Street - YZ Avenue to 5,280' north of XY Avenue	Crack Fill	\$4,599
Oakland Drive - U Avenue to 5,380' north of U Avenue	Crack Fill	\$5,466
18th Street - W Avenue to VW Avenue	Crack Fill	\$2,698
YZ Avenue - 2,640' west of US-131 to US-131	Crack Fill	\$2,683
YZ Avenue - US-131 to 15th Street	Crack Fill	\$3,607
<i>Total Local Cost</i>		\$425,444

Total Cost

\$1,790,780



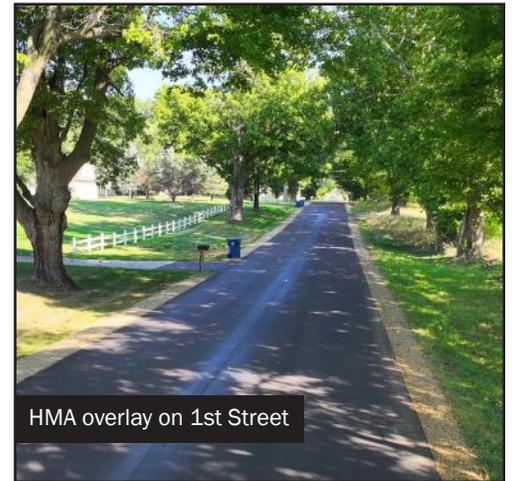
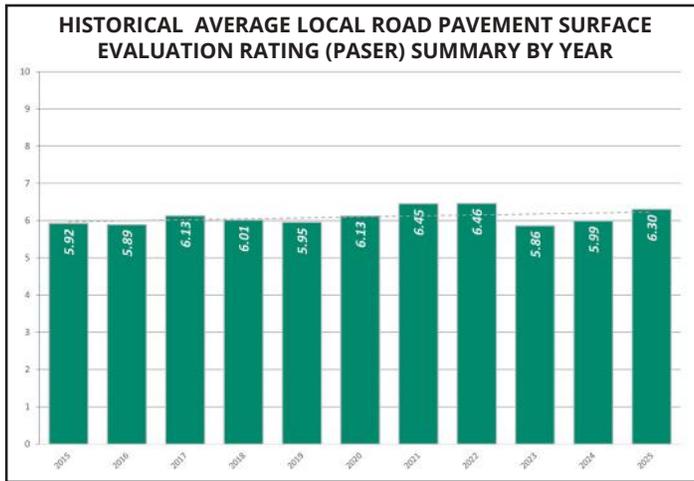
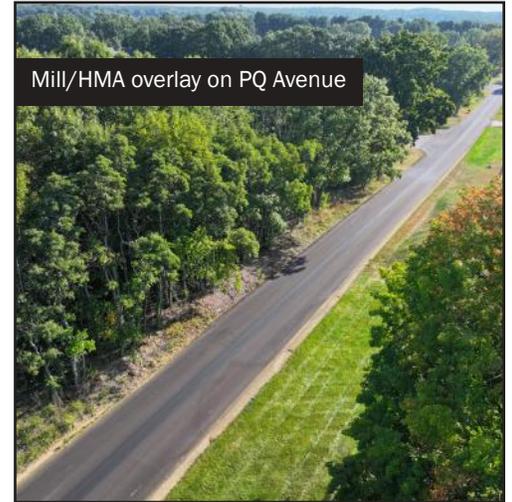
Chip seal/fog seal on Night Hawk Avenue

TEXAS TOWNSHIP

32
Primary Miles

94
Local Miles

0
Local Gravel Miles

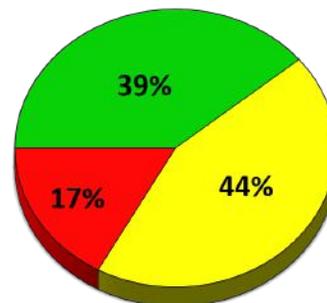
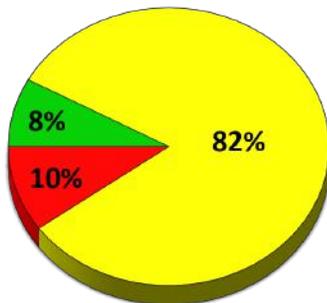


2024 Texas Township Road Conditions

Primary Roads

Local Roads

- Good
- Fair
- Poor



*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)
Based on year end 2024 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

TEXAS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Q Avenue - Boyne Street to 12th Street	Chip Seal / Fog Seal	\$155,729
PQ Avenue - 5th Street to 6th Street	Mill / HMA Overlay	\$141,413
5th Street - Q Avenue to PQ Avenue	Mill / HMA Overlay	\$168,553
11th Street / ON Avenue - 12th Street to N Avenue	Crack Fill	\$3,012
3rd Street - Q Avenue to P Avenue	Crack Fill	\$1,169
O Avenue - 8th Street to 9th Street	Crack Fill	\$6,555
<i>Total Primary Cost</i>		\$476,430

LOCAL

Project Location	Work Performed	Total Cost
Barony Pointe - Vinewood Pointe to Parkstone Terrace, Brighten Trail - Barony Pointe to 1,217' east of Barony Pointe, Vinewood Pointe - Barony Pointe to 623' north of Barony Pointe	Crack Fill / Chip Seal / Fog Seal	\$29,270
Heritage Drive - Aquaview Drive to 6th Street, Talaria Terrace - Silva Street to 508' east of Klepper Street, Aquaview Drive - 183' south of Heritage Drive to 188' north of Contingo Terrace, Silva Street - Talaria Terrace to Contingo Terrace, ContingF o Terrace - Aquaview Drive to 478' east of Silva Street, Klepper Street - Heritage Drive to Talaria Terrace	Crack Fill / Chip Seal / Fog Seal	\$73,381
Misty Creek Drive - 11th Street to Willowbend Trail, Fountain Square - Willowbend Trail to Misty Creek Drive	Crack Fill / Chip Seal / Fog Seal	\$25,329
Paw Paw Lake Drive - 2,140' east of 2nd Street to S Avenue	Crack Fill / Chip Seal / Fog Seal	\$59,793
Paw Paw Lake Drive - S Avenue to RS Avenue	Crack Fill / Chip Seal / Fog Seal	\$33,262
Mystic Trail - Sierra Madre Trail to 6th Street, Stone Pine Street - 292' south of Weeping Pine Lane to Weeping Pine Lane, Weeping Pine Lane - 4th Street to Stone Pine Street, Spruce Pine Street - Weeping Pine Lane to 347' north of Weeping Pine Lane, Mountain Pine Lane - 4th Street to Knotty Pine Lane, Knotty Pine Lane - Mountain Pine Lane to 329' east of Mountain Pine Lane, Sierra Madre Trail - Mountain Pine Lane to 6th Street, Saquaro Trail - Mystic Trail to Sierra Madre Trail, Continental Trail - Mystic Trail to Sierra Madre Trail, Appalachian Trail - 479' south of Sierra Madre Trail to Sierra Madre Trail, Teton Trail - Mystic Trail to Sierra Madre Trail, Maricopa Trail - 4th Street to Sierra Madre Trail, Gila Bend Trail - Maricopa Trail to 725' north of Maricopa Trail	Crack Fill / Chip Seal / Fog Seal	\$223,614
Kendall Arbor Avenue - Copper Harbor Street to Kaleb Kove Street, Texas Heights Avenue - 183' west of Interlochen Street to 8th Street, Interlochen Street - 1,215' south of Texas Heights Avenue to Q Avenue, Mackinaw Court - Interlochen Street to 295' east of Interlochen Street, Tawas Avenue - Interlochen Street to Keweenaw Street, Copper Harbor Street - Kendall Arbor Avenue to Texas Heights Avenue, Keweenaw Street - Texas Heights Avenue to Tawas Avenue, Leelanau Street - Kendall Arbor Avenue to Texas Heights Avenue, Keenan Street - Kendall Arbor Avenue to Texas Heights Avenue, Logan Bay Street - Kendall Arbor Avenue to Texas Heights Avenue, Leland Court - Texas Heights Avenue to 260' north of Texas Heights Avenue, Kaleb Kove Street - 183' south of Kendall Arbor Avenue to Texas Heights Avenue	Crack Fill / Chip Seal / Fog Seal	\$138,686
1st Street - P Avenue to 2,587' north of P Avenue	HMA Overlay	\$165,916
2nd Street - R Avenue to Q Avenue	HMA Overlay	\$218,906
Barony Pointe - Parkstone Terrace to Q Avenue, Wyndwood Pointe - 541' west of Barony Pointe to Barony Pointe, Thornwood Pointe - 351' west of Barony Pointe to Barony Pointe, Grapevine Circle - Parkstone Terrace to Parkstone Terrace, Parkstone Terrace - Barony Pointe to Bainridge Drive, Tawney Pointe - 347' south of Parkstone Terrace to Parkstone Terrace, Bainridge Drive - Barony Pointe to 6th Street, Brandon Circle - Bainridge Drive to Barony Pointe	HMA Overlay	\$433,307
Beatrice Drive - 9th Street to 610' east of 9th Street	HMA Overlay	\$32,105
1st Street - 3,306' south of Stadium Drive to Stadium Drive	HMA Overlay	\$121,130
PQ Avenue - 3rd Street to 4th Street	HMA Overlay	\$114,615
<i>Total Local Cost</i>		\$1,669,314

Total Cost

\$2,145,744

WAKESHMA TOWNSHIP

25

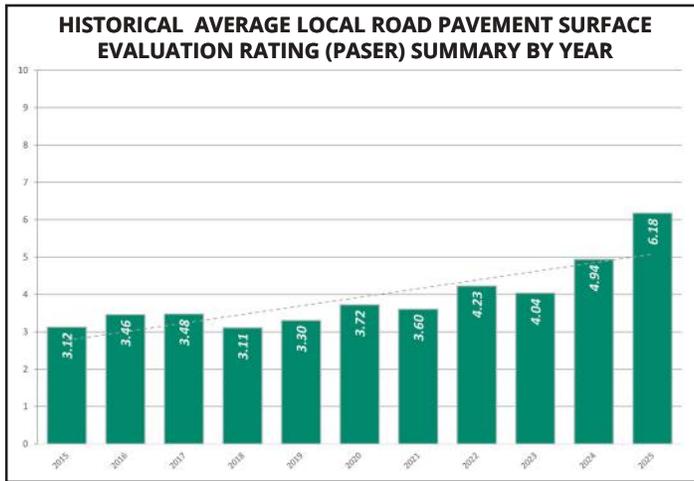
Primary Miles

48

Local Miles

31

Local Gravel Miles



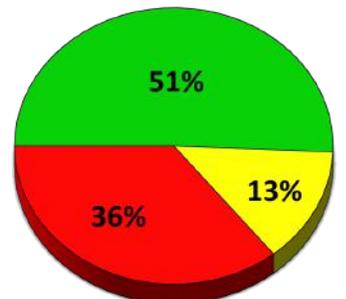
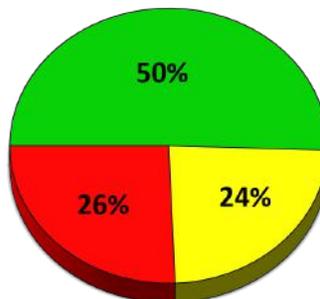
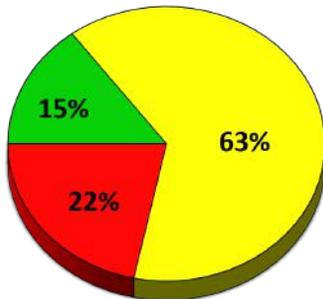
2024 Wakeshma Township Road Conditions

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 2024 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	\$1,380,668
W Avenue - 36th Street to 700' east of 42nd Street	Chip Seal / Fog Seal	\$174,448
Y Avenue - 44th Street to 46th Street	Culvert Replacement	\$608,004
Y Avenue - 42nd Street to East County Line	Crack Fill	\$8,519
<i>Total Primary Cost</i>		\$2,171,639

LOCAL

Project Location	Work Performed	Total Cost
U Avenue - 42nd Street to 44th Street	Gravel / Pulverize / Double Chip Seal	\$282,019
44th Street - W Avenue to V Avenue	Gravel / Pulverize / Chip Seal / Chip Seal Trial	\$231,923
44th Street - 2,000' south of U Avenue to U Avenue	Chip Seal Trial	\$31,814
UV Avenue - 47th Street to 48th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$36,378
X Avenue - 47th Street to 2,640' east of 47th Street	HMA Wedging / Chip Seal / Fog Seal	\$29,601
V Avenue - 44th Street to 45th Street	HMA Wedging / Chip Seal / Fog Seal	\$29,242
<i>Total Local Cost</i>		\$640,978

Total Cost

\$2,812,617



Construction project on W Avenue



2024 Facts & Figures

187 PROJECTS MANAGED



10 MILES OF PRIMARY ROADS PAVED

13 MILES OF LOCAL ROADS PAVED

55 MILES OF PRIMARY ROADS CHIP SEALED

91 MILES OF LOCAL ROADS CHIP SEALED

2 MILES OF ROADS REGRAVELED

1,271

TOTAL MILES

446

PRIMARY MILES

825

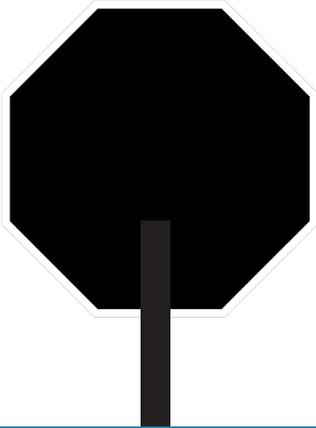
LOCAL MILES

107

GRAVEL MILES

310

ALL-SEASON
MILES



28,678

SIGNS POSTED

3,257

STOP SIGNS

39

INTERSECTIONS
WITH FLASHING
BEACON

49

SIGNALIZED
INTERSECTIONS



63

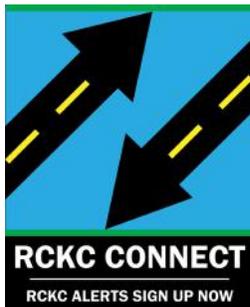
BRIDGES

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.kalamazooountyroads.com
Regular Business Hours: 7:30am - 4:00pm





Chip seal/fog seal on Sprinkle Road



Last winter at RCKC Kilgore Facility



Wedging on S Avenue



Fall colors on WX Avenue



Shoulder work



Chip seal/fog seal on 41st Street



RCKC truck



Bridge maintenance



Construction on U Avenue



Construction on Squires Drive



Dust control



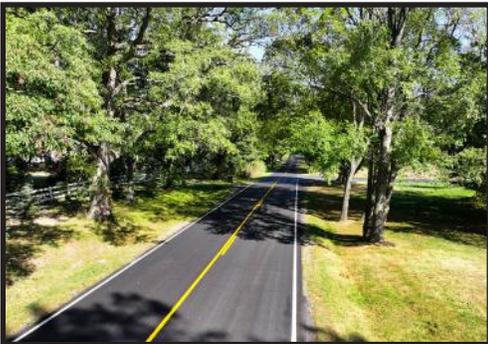
RCKC grounds



Chip seal/fog seal on EF Avenue



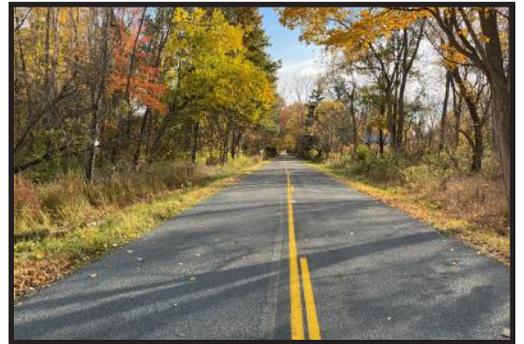
Milling on 26th Street



Chip seal/fog seal on 11th Street



High shoulder removal



Fall colors on V Avenue



HMA paving on Alecia Avenue



Grading on 2nd Street



HMA paving on 9th Street



Chip seal/fog seal on DE Avenue



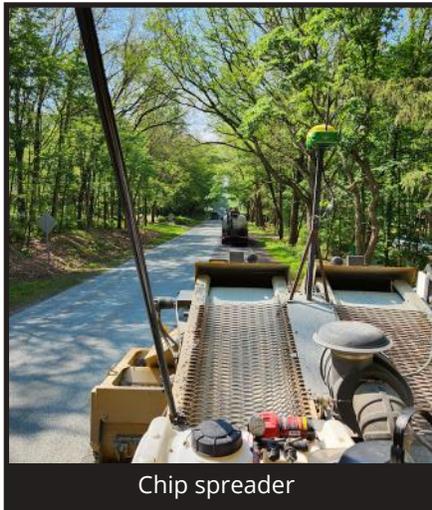
Grading on 2nd Street



Chip seal/fog seal on 35th Street



Tree trimming



Chip spreader



Road maintenance



Brush spraying



Trenching on MN Avenue



Chip seal/fog seal on Western Woods Drive



**ROAD COMMISSION OF
KALAMAZOO COUNTY**