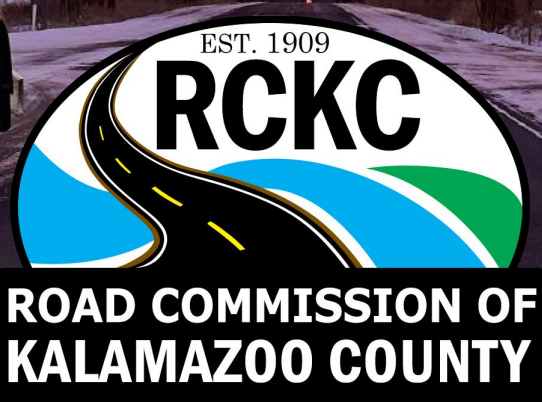


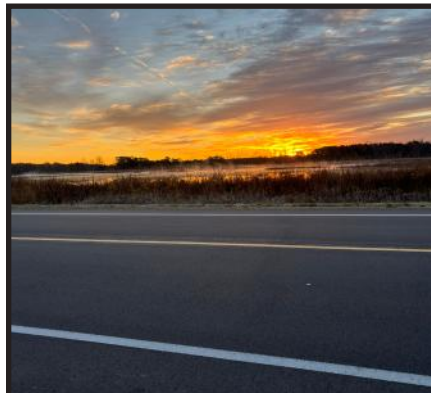
2025



ANNUAL REPORT



Widening on G Avenue



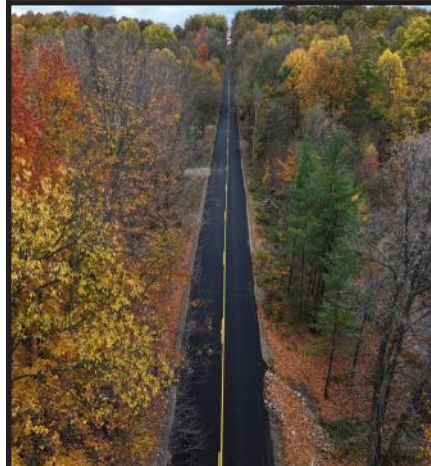
Sunrise on Shaver Road



Chip seal on 38th Street



Snow plowing



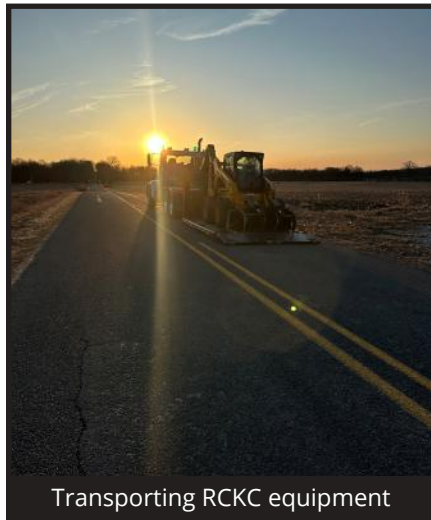
Fall colors on H Avenue



HMA paving on Sprinkle Road



HMA paving on U Avenue



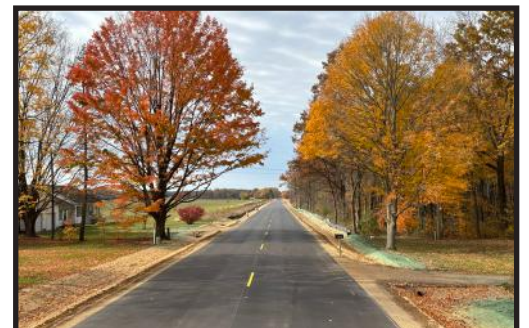
Transporting RKC equipment



Chip seal/fog seal on DNR Street



RKC truck



Fall colors on Q Avenue



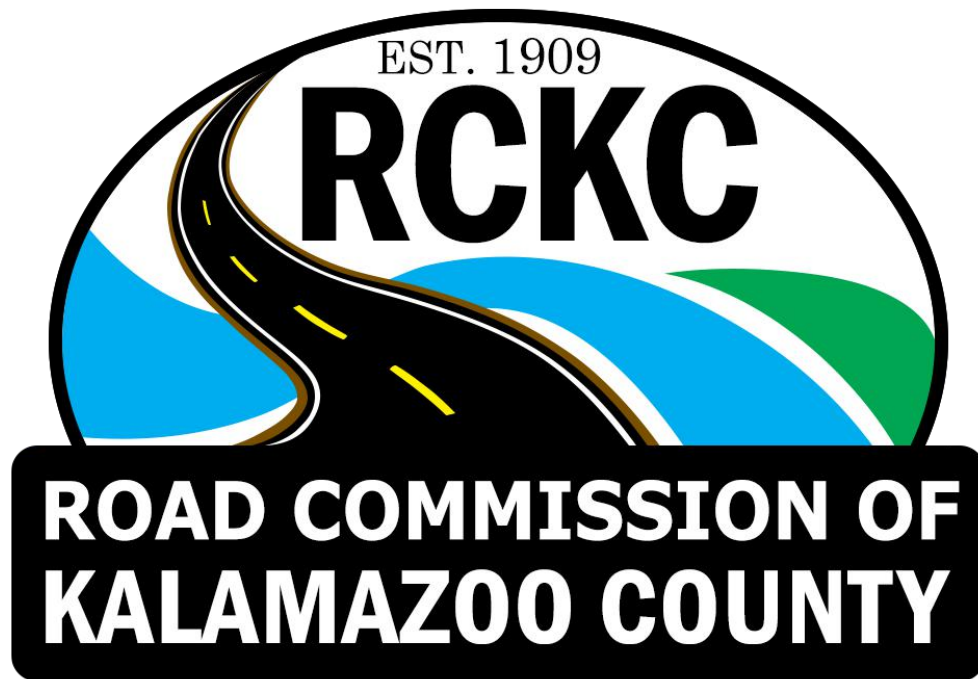
Tree work



Pavement marking on Q Avenue



Concrete work on Sprinkle Road



2025 ANNUAL REPORT

YOUR LOCAL ROAD PROFESSIONALS SINCE 1909

www.kalamazooountyroads.com

TABLE OF CONTENTS

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

RCKC OVERVIEW



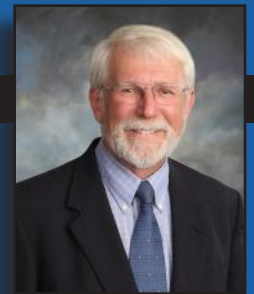
MEET THE BOARD

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.



DAVID C. PAWLOSKI

David Pawloski, Chair, was appointed to the Road Commission in March of 2017. Township liaison for Brady, Kalamazoo, and Texas Townships



LARRY STEHOUWER

Larry Stehouwer, Vice Chair, was appointed to the Road Commission in March of 2017. Township liaison for Comstock, Oshtemo, and Ross Townships.



RANDY THOMPSON

Randy Thompson, Member, was appointed to the Road Commission in December 2024. Township liaison for Climax, Cooper, and Wakeshma Townships.



ANDY DAVIS

Andy Davis, Member, was appointed to the Road Commission in December 2024. Township liaison for Alamo, Charleston, and Richland Townships.



TONI KENNEDY

Antonia (Toni) Kennedy, Member, was appointed to the Road Commission in September 2025. Township liaison for Pavilion, Prairie Ronde, and Schoolcraft 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.kalamazoocountyroads.com/meetings.php>. From time to time, additional special board meetings are held, and joint meetings are scheduled with townships throughout the county annually.

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 ongoing 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 2025, RCKC maintained 1,270 miles of roads throughout the 576 square-mile county. The RCKC certified primary road system consists of 446 miles; the remaining 824 miles comprise the local road system. Along with the road system, RCKC maintains 63 bridges (including one 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 December 15, 2025, the RCKC adopted a five-year Road Capital Improvement Plan (CIP) for the period 2026 through 2030 which included primary 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 2025, 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 2025.

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 2025, 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

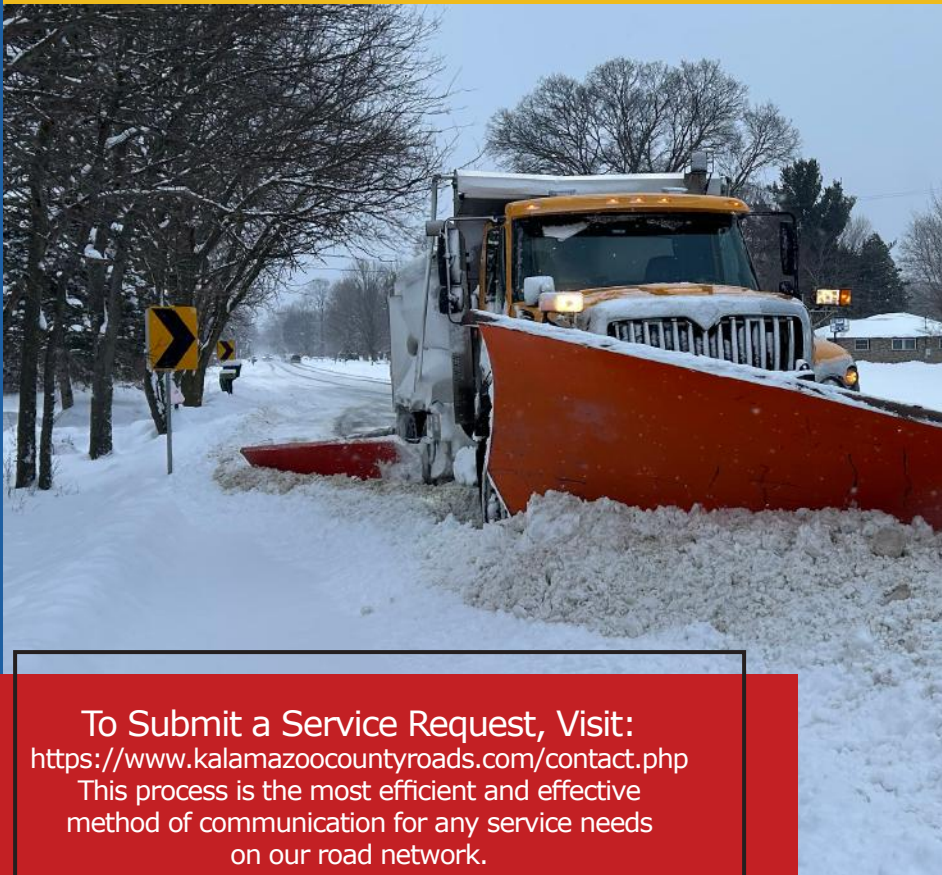
In addition to our regularly scheduled projects and maintenance, the RCKC receives service requests daily. These service requests range from administrative functions, like requesting maps, to safety concerns, like debris in the roadway.

You can see all service requests received in 2025 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 2025

6,342



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

Service Request Reasons:

Number of Requests Received:

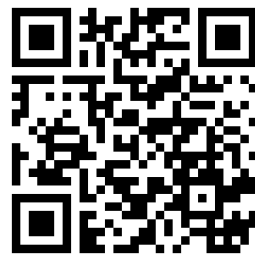
Tree	1724
Winter Maintenance	919
Pothole	752
Sign	581
Drainage	323
Question	303
Mailbox	235
Investigate Situation	189
Sight obstruction	167
Gravel Road	155
Shoulders	139
Debris in Roadway	111
Chip Seal/Fog Seal	92
Yard Damage	82
Thank You	74
Not jurisdiction of RCKC	72
Driveway	69
Pavement Marking	64
Sweeping	39
Speed	38
Insurance Claim	35
Brush Control	32
Mowing	31
Encroachment in right-of-way	26
Guardrail	25
Facilities	23
Manhole Cover/Drain Cover	20
Water over road	16
Traffic Signal	5
Wood Chip Request	1

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



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



Road Scholar



Golden Shovel Award



Safety Day



End of Winter Celebration



Team Building Activities



Hot Dog Day



Holiday Luncheon



AWARDS & RECOGNITION

2025 Branch Award for Public Works Project of the Year for Environment \$500,000 - \$1 Million from the American Public Works Association Southwest Michigan Branch for the Davis-Olmstead Stream and Culvert Restoration.



2025 Project of the Year Award for the RCKC New Innovative Facility - Structures Greater Than \$25 Million from the American Public Works Association (APWA).

2025 Project of the Year Award for the Lake Street Roadway & Utility Improvements - Governmental Cooperation from APWA.



2024 IMPRESS AWARD from the CRA in Collaboration for the Davis-Olmstead project. The Davis Olmstead Drain project required the collaboration of six key organizations/groups over the course of the project.

2024 IMPRESS AWARD from the CRA in Communication for Onsite Project Informational Meetings. In order to better reach residents, RCKC hosts road project information meetings in the community near where residents live.



2024 IMPRESS AWARD from the CRA in Operations for the New RCKC Facility. The new facility sets a benchmark for operational efficiency, sustainability, and innovation in infrastructure.

**2024 awards were received in 2025*

PUBLIC OUTREACH

The RCKC considers public outreach to be a crucial part of public service. We accept and seek opportunities for outreach. In 2025, the RCKC participated in the following events:

- Attended a Touch-A-Truck Event with RCKC equipment
- Held a Loaves & Fishes Food Drive
- Attended Township Joint Meetings with Kalamazoo and Wakeshma Townships
- Attended Township Supervisors Meetings and regularly met and communicated with our township partners
- Presented at the Kalamazoo County Board
- Asset Management Presentations at Alamo, Ross, and Pavilion Township Board Meetings
- Safe Streets for All (SS4A) Public Outreach and Project Information Meeting
- Six (6) RCKC Chats on Facebook/Zoom
- Held RCKC 102 for new and returning public officials
- Held RCKC 103 Open House for new and returning public officials
- Held an Open House at Texas Township
- Attended County Communications Meetings
- Hosted an EGLE Road Tour
- Held a Neighborhood Traffic Calming Meeting for Driftwood Avenue and Casper Street
- Held four (4) Project Information Meetings for larger or unique road projects:
 - Sprinkle Road - I-94 BL to north of Lake Street
 - G Avenue - 28th Street to 38th Street
 - Q Avenue - 29th Street to 34th Street
 - U Avenue/23rd Street - 22nd Street to 375 ft south of TU Avenue



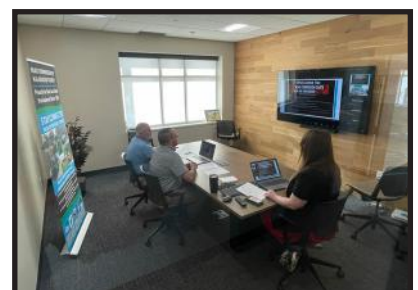
RCKC 103 Open House



Texas Township Open House



RCKC 102 Informational Meeting



RCKC Facebook/Zoom Chats



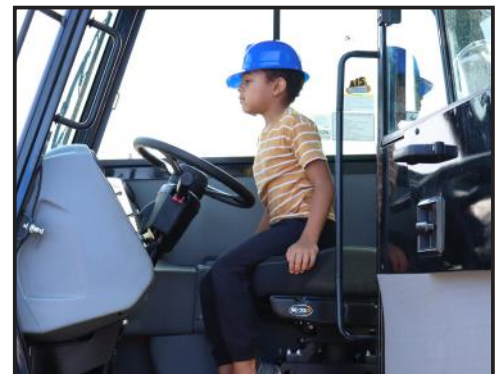
Utility and Plat Meeting for Utility Companies



MiWorks Southwest Job Fair



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.

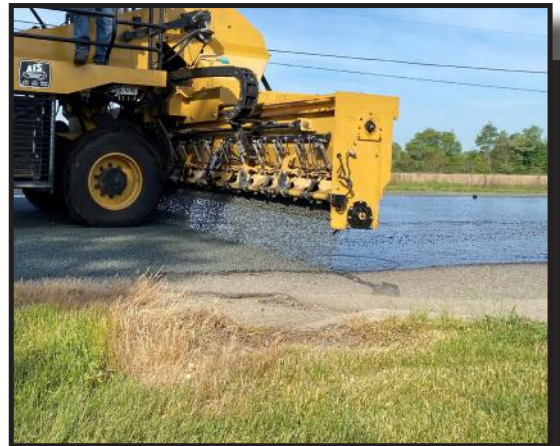
Crack Fill

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 paving on JK Avenue

HMA Wedge

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

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



Applying dust control on 40th Street

RoadSoft

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

Routine Maintenance

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

Rubblizing

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

Texas Underseal

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



Texas underseal on G Avenue

FINANCIAL HIGHLIGHTS



FINANCES*

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

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

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

**Project costs are preliminary and include only work performed in 2025 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





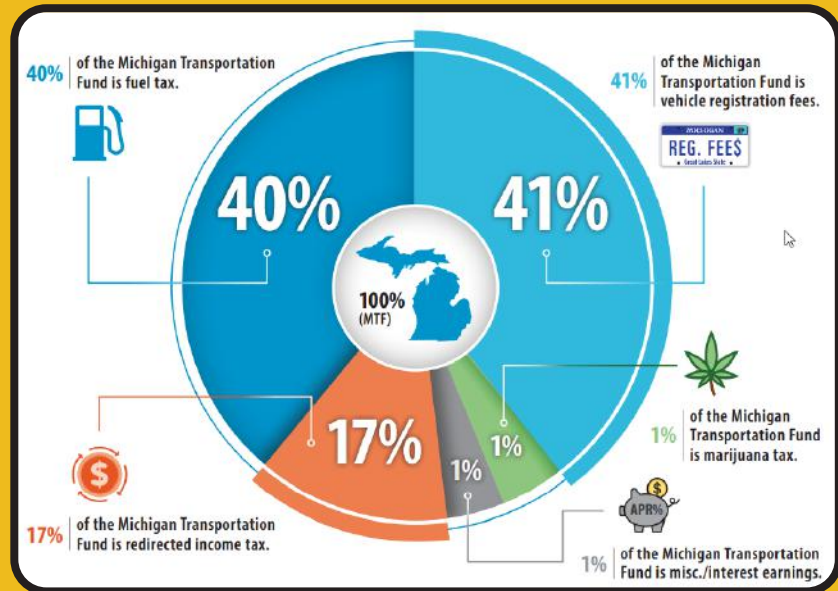
STATE AND FEDERAL TRANSPORTATION FUNDS

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;
 JANUARY 1, 2024 = 30.0 CENTS;
 JANUARY 1, 2025 = 31.0 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:



Projects utilizing STP funds:

- Mercury Drive** - MN Avenue to East Michigan Avenue, Charleston Township
- Q Avenue** - 29th Street to 34th Street, Pavilion Township

Projects utilizing Federal Grants Highway Program funds:

- Safe Streets for All (SS4A)** countywide projects

Projects utilizing HSIP funds:

- MN Avenue** - 44th Street to Mercury Drive, Charleston Township
- Sprinkle Road** - I-94 to East Michigan Avenue, Kalamazoo Township
- G Avenue** - 28th Street to 38th Street, Richland/Cooper Township

- Projects utilizing National Fish and Wildlife Foundation (NFWF) funds:
- Davis-Olmstead Drain/Culvert**

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.

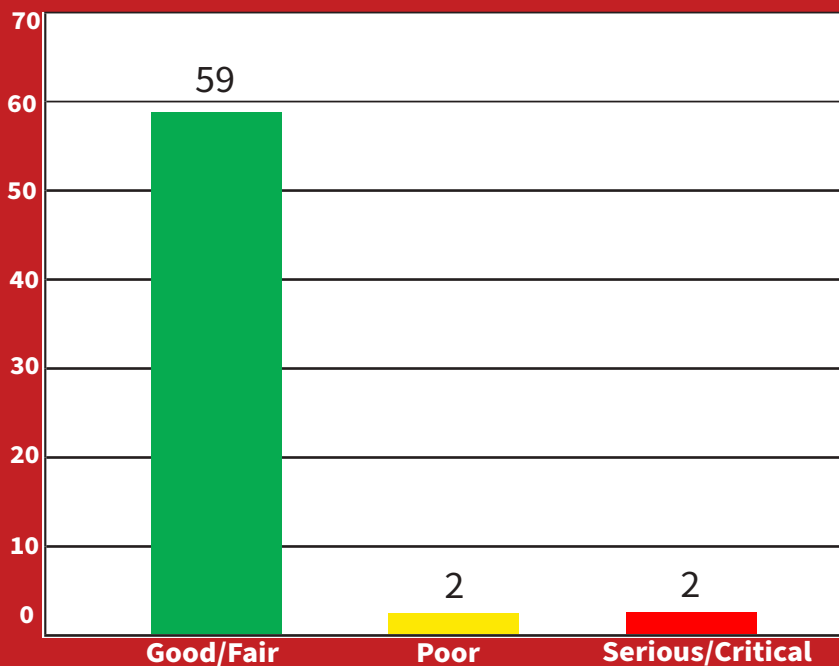
These funds are available on a statewide competitive basis for which we apply annually. The funds can be used for bridge replacement, rehabilitation, and preventive maintenance projects. Bridges with high traffic volumes, that are structurally deficient, or do not function in a way that meets traffic needs are more likely to receive funding. The RCKC utilized bridge funds for 31st Street over Bear Creek, Y Avenue over Portage Creek, and YZ Avenue over Bear Creek in 2025.

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 2025, 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.

2025 Bridge Rating Summary*



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

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

PAR funds are made available to the townships for use on local road preservation and structural improvements, preventive maintenance, construction, and special assessment projects. In order to receive local road participation funds, townships must match funds on a dollar-for-dollar basis. Carryover Funds: Remaining obligated unspent funds for local road projects which may be carry over to the following year, per RCKC policy.

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

LOCAL ROAD PARTICIPATION FUNDS (PAR)



TOWNSHIP	2025 INITIAL ALLOCATION	2024 CARRYOVER FUNDS	TOTAL TOWNSHIP ALLOCATION
ALAMO	\$79,160	\$0	\$79,160
BRADY	\$101,650	\$29,457	\$131,107
CHARLESTON	\$49,363	\$15,610	\$64,973
CLIMAX	\$82,075	\$0	\$82,075
COMSTOCK	\$264,401	\$0	\$264,401
COOPER	\$185,357	\$37,879	\$223,236
KALAMAZOO	\$312,940	\$27,692	\$340,632
OSHTEMO	\$296,746	\$0	\$296,746
PAVILION	\$128,853	\$1,386	\$130,239
PRAIRIE RONDE	\$93,165	\$10,605	\$103,770
RICHLAND	\$139,854	\$0	\$139,854
ROSS	\$106,104	\$12,626	\$113,084
SCHOOLCRAFT	\$98,327	\$0	\$98,327
TEXAS	\$311,448	\$0	\$311,448
WAKESHMA	\$80,557	\$0	\$80,557
TOTAL	\$2,330,000	\$135,255	\$2,459,609

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 expended 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 \$8,938,266 with \$283,920 in 2025. 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.



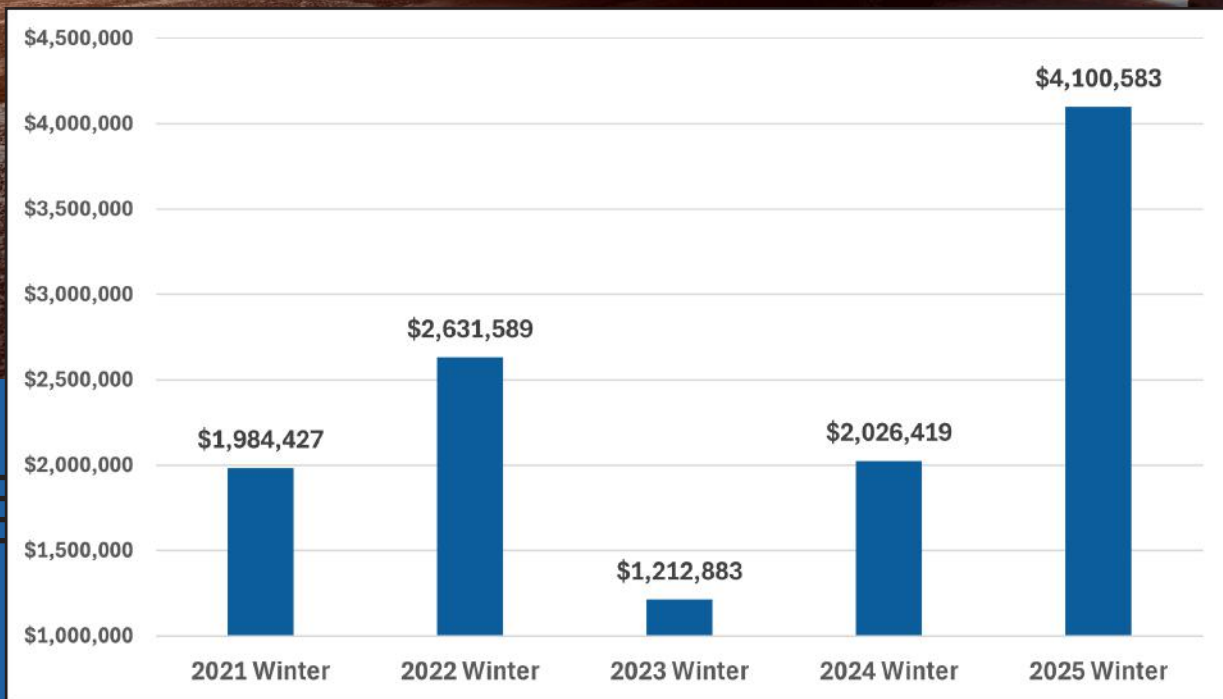
EXPENDITURES

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 2025, approximately 20 miles of roads were paved and to preserve the capital investment in our roads, 130 miles of roads were chip sealed. Over \$15.5 million dollars was spent on our primary road system and over \$16.1 million on our local road system for both construction and maintenance operations in 2025.



WINTER MAINTENANCE EXPENDITURE AND SNOWFALL DATA

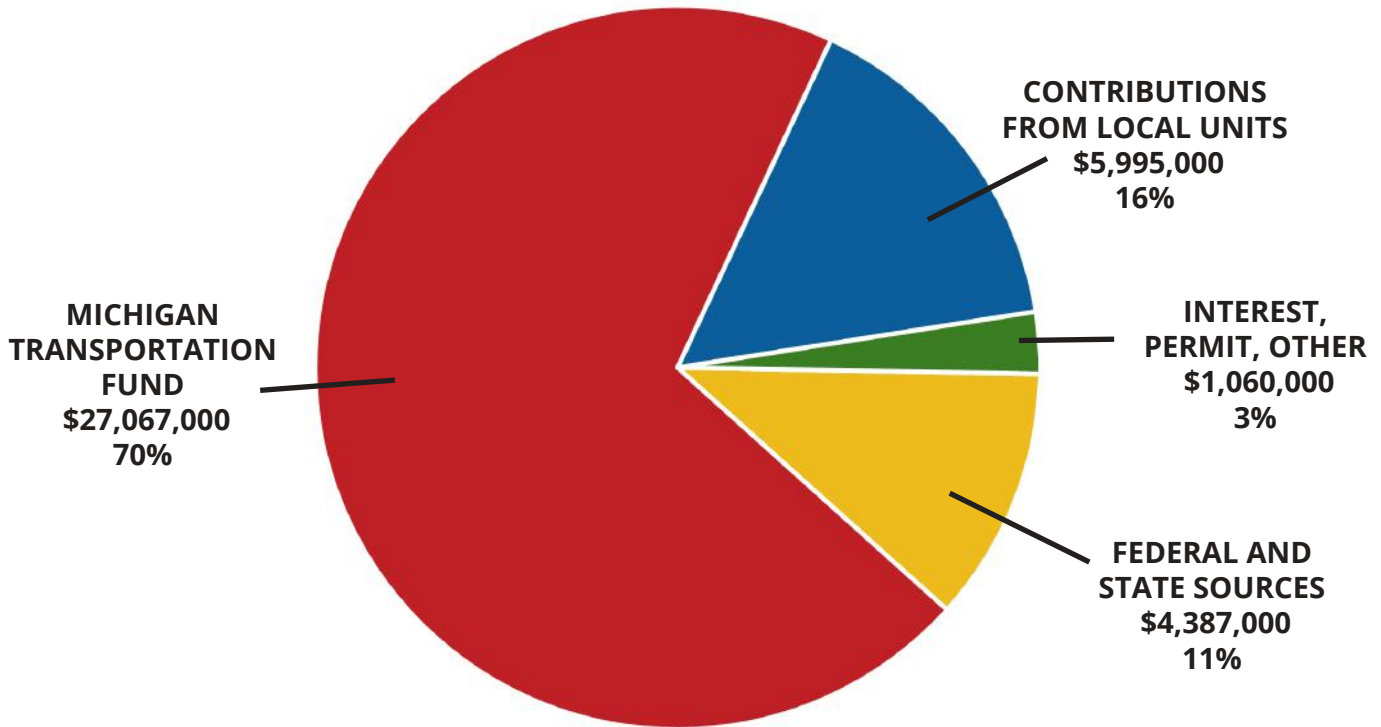


Other Stats:	2021 Winter	2022 Winter	2023 Winter	2024 Winter	2025 Winter
Salt Price/Ton	\$71.56	\$67.98	\$66.48	\$72.58	\$72.58
Sand/Salt Usage (Tons)	4198.91	6598.28	2606.34	3364.3	7928.4
Salt Usage (Tons)	4152.61	3081.99	1590.63	2786.62	4448.53

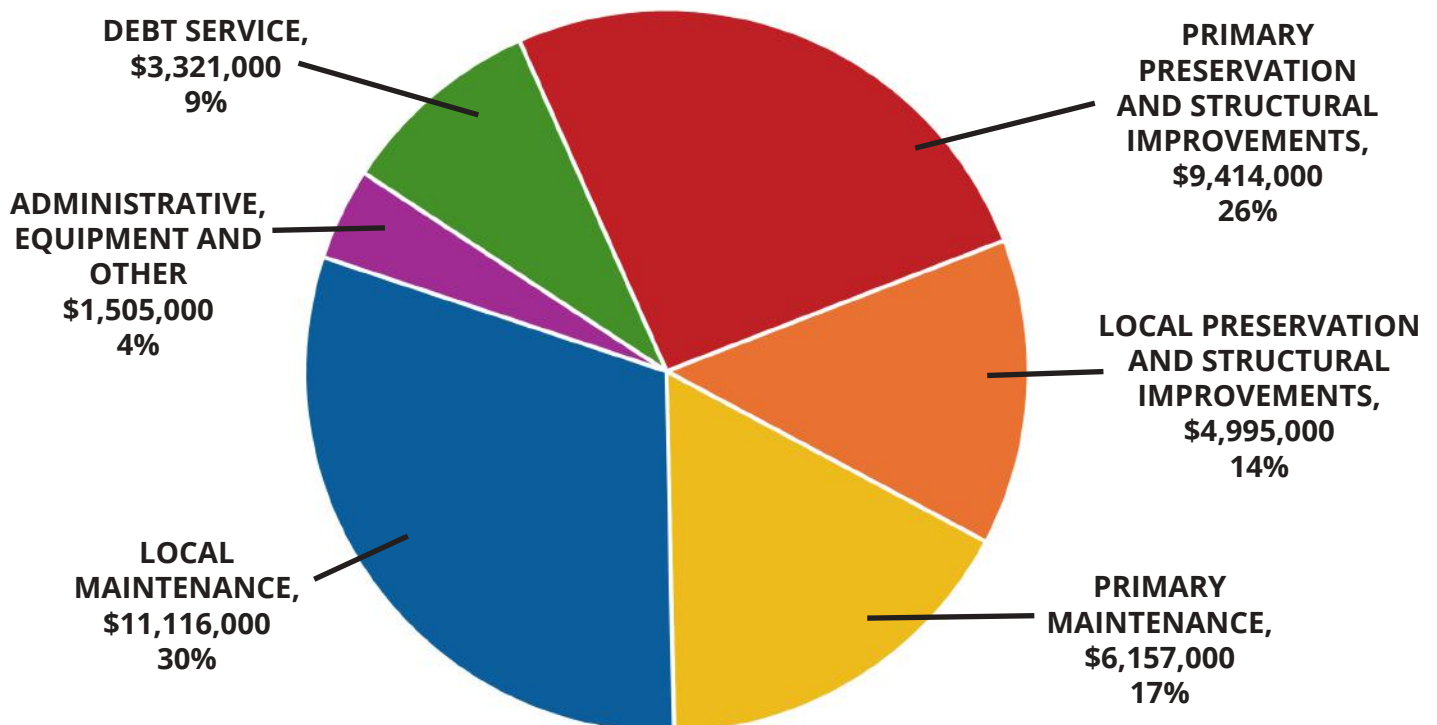
Safe driving conditions are always a priority for the RCKC, and wintertime is no exception. By monitoring weather forecasts frequently, we are able to meet winter's challenges and implement an effective winter maintenance plan. Generally, plowing operations begin when slippery conditions exist, or snow 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 2025, 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.

2025 REVENUE AND EXPENDITURE OVERVIEW

REVENUE



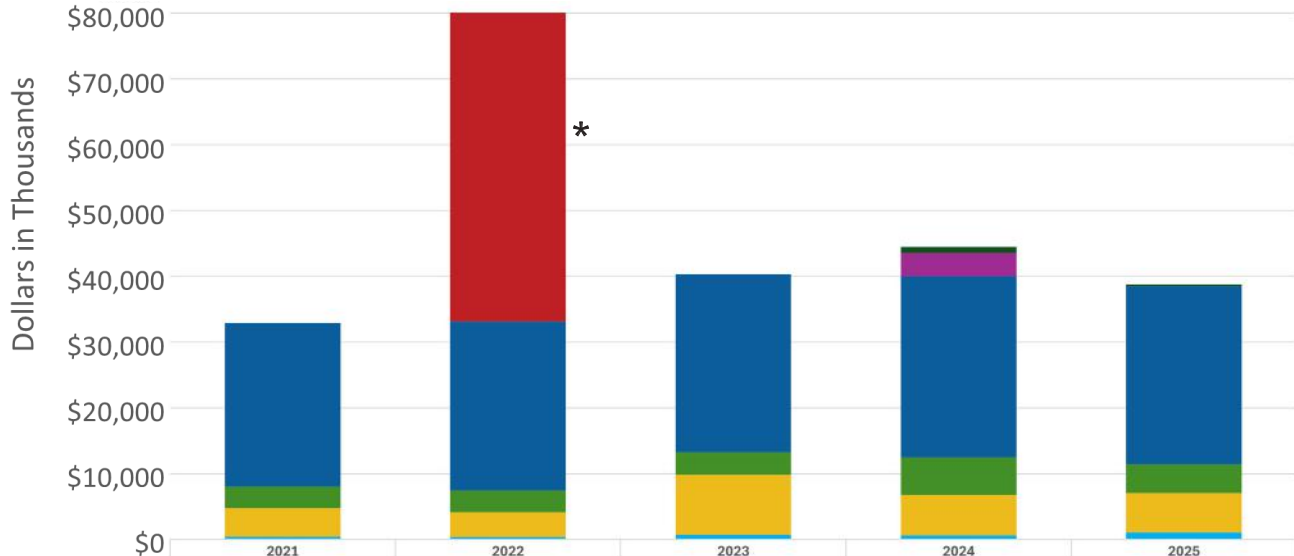
EXPENDITURES



2025 REVENUE AND EXPENDITURE HISTORICAL COMPARISON

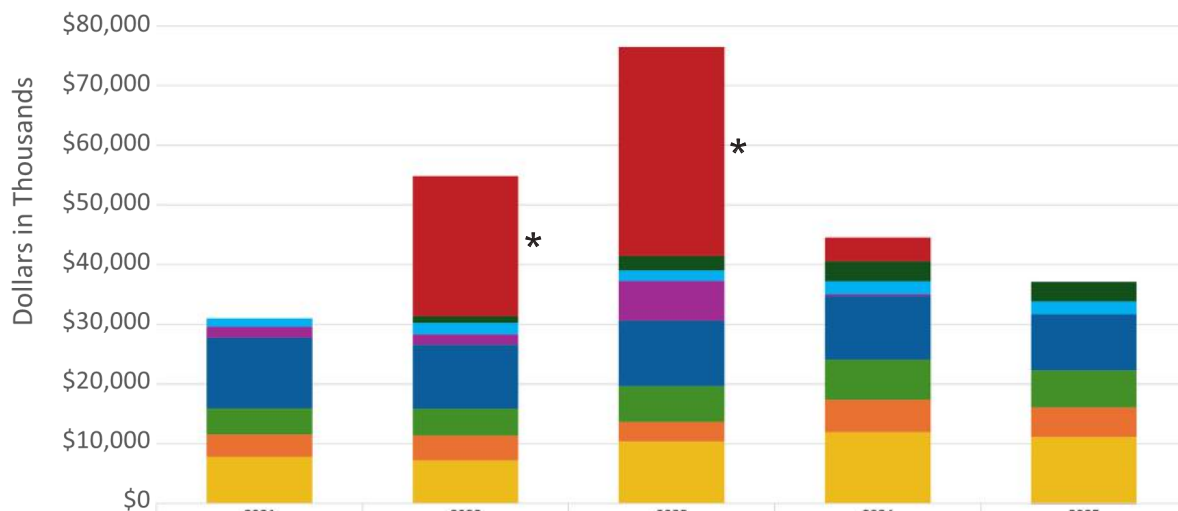
REVENUE

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



	2021	2022	2023	2024	2025
Bond Proceeds - New Facility	\$-	\$56,998	\$-	\$-	\$-
Bond Interest	\$-	\$-	\$-	\$916	\$217
Sale of 3801 E Kilgore Road	\$-	\$-	\$-	\$3,531	\$-
Michigan Transportation Fund	\$24,906	\$25,644	\$27,071	\$27,566	\$27,067
Federal and State Sources	\$3,262	\$3,356	\$3,422	\$5,727	\$4,387
Contributions from Local Units	\$4,294	\$3,728	\$9,103	\$6,104	\$5,995
Interest, Permits, Other	\$448	\$365	\$716	\$621	\$1,060

EXPENDITURES



	2021	2022	2023	2024	2025
Construction - New Facility	\$-	\$23,458	\$35,007	\$3,948	\$-
Debt Service	\$-	\$1,129	\$2,403	\$3,324	\$3,321
Administrative	\$1,398	\$1,902	\$1,800	\$2,135	\$2,133
Equipment and Other	\$1,840	\$1,746	\$6,668	\$367	\$(628)
Primary Preservation & Structural Improvements	\$11,817	\$10,709	\$10,947	\$10,679	\$9,414
Primary Maintenance	\$4,395	\$4,490	\$6,021	\$6,716	\$6,157
Local Preservation & Structural Improvements	\$3,742	\$4,186	\$3,290	\$5,403	\$4,995
Local Maintenance	\$7,810	\$7,211	\$10,361	\$11,963	\$11,116

PROJECTS AND ROAD CONDITIONS

An aerial photograph of a two-lane asphalt road with a yellow center line and white edge lines. The road is flanked by metal guardrails and crosses a stream. The surrounding landscape is lush with green trees and vegetation. In the background, a residential area with houses and a field is visible under a blue sky with light clouds.

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.

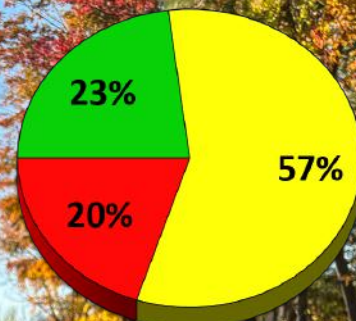
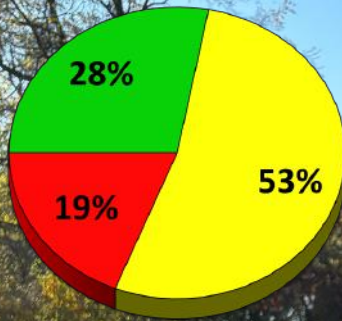
Infrastructure is a valuable asset in every community. It is important to maintain these assets as efficiently and cost effectively as possible. The road surface data collection uses the Pavement Surface Evaluation and Rating (PASER) system, as is used in the federal aid data collection. As road improvements 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 2025, our overall road network condition declined slightly after approximately \$20 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.

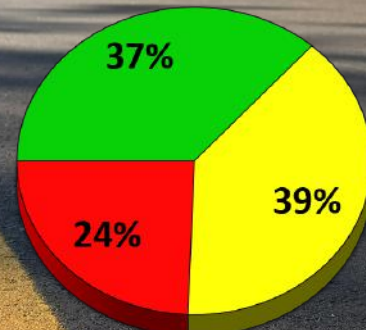
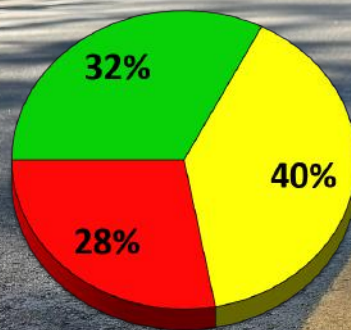
2024 PRIMARY AND LOCAL ROADS

2025 PRIMARY AND LOCAL ROADS



2024 LOCAL GRAVEL ROADS

2025 LOCAL GRAVEL ROADS



The graphs above compare 2024 to 2025.

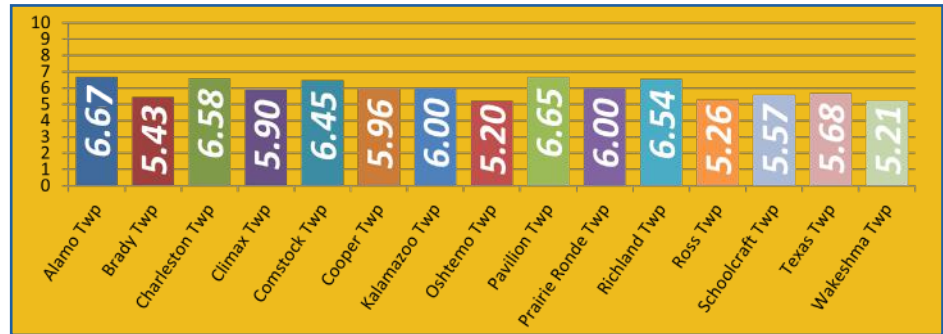
For additional asset management information, please visit the Transportation Asset Management Council (TAMC) website Dashboards at <https://www.michigan.gov/mic/tamc> Dashboards for additional information on asset management statewide federal aid system. It is important to share the RCKC manages over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

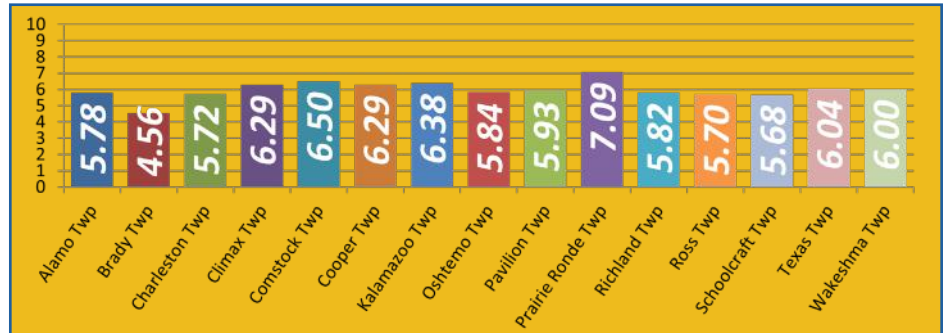
Primary Paved Road Average PASER by Township*



824

Local Miles

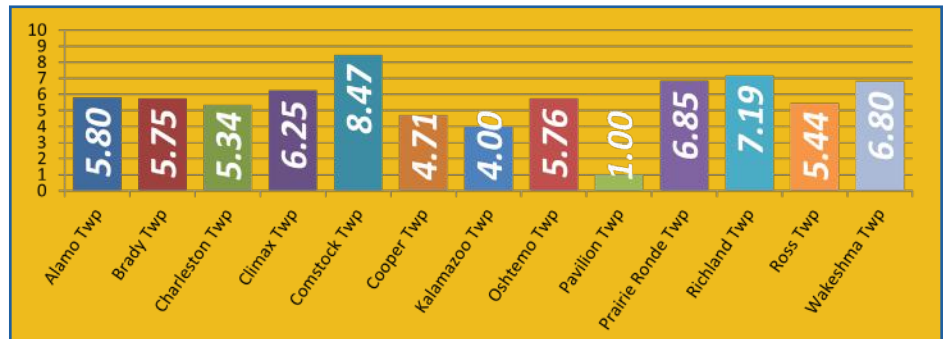
Local Paved Road Average PASER by Township*



106

Local Gravel Miles

Local Gravel Road Average IBR by Township*

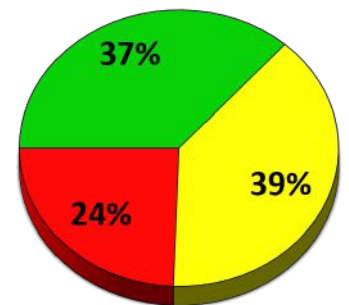
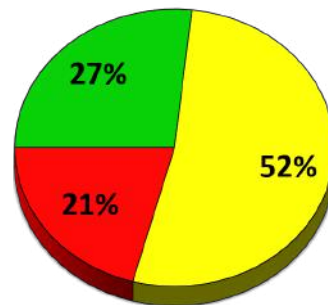
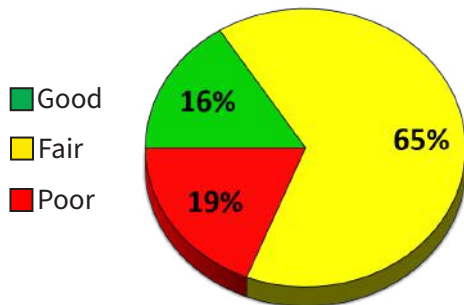


2025 Kalamazoo Countywide Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

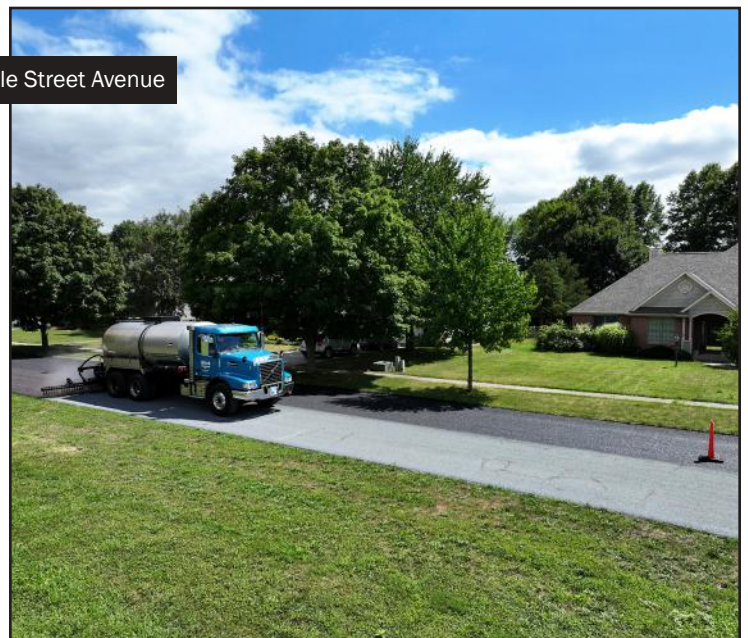
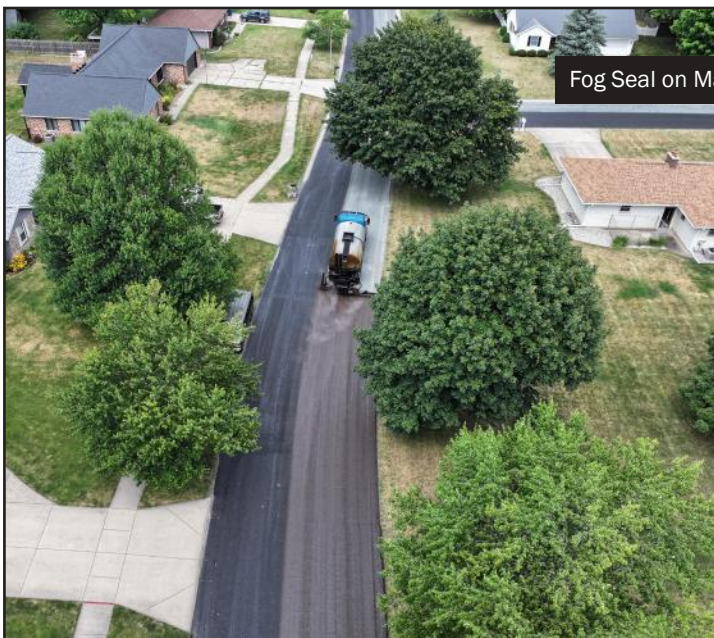


*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)
Based on year end 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COUNTYWIDE AND CROSS-JURISDICTIONAL PROJECTS

Project Location	Work Performed	Total Cost
Sprinkle Road - 24th Street to Zylman Avenue (Portage City)	Crack Fill / Chip Seal	\$121,317
N Webster Street - E Michigan Avenue to 2,840' north of E Michigan Avenue (Village of Augusta)	Crack Fill / Chip Seal / Fog Seal	\$26,462
W Van Buren Street - N Webster Street to 250' east of N Webster Street (Village of Augusta)	Crack Fill / Chip Seal / Fog Seal	\$6,388
Main Street - 2,640' south of Maple Street to 2,650' north of Maple Street (Village of Climax)	Chip Seal / Fog Seal	\$40,925
D Avenue - 2,365' west of M-343 to M-343 (Village of Richland)	Crack Fill / Chip Seal / Fog Seal	\$21,752
DE Avenue - 32nd Street to 2,680' east of 32nd Street (Village of Richland)	Crack Fill / Chip Seal / Fog Seal	\$17,088
32nd Street - DE Avenue to M-343 (Village of Richland)	Crack Fill / Chip Seal / Fog Seal	\$26,725
DE Avenue - M-343 to 32nd Street (Village of Richland)	Crack Fill / Chip Seal / Fog Seal	\$26,883
Lyons Street - US-131 to 14th Street (Village of Schoolcraft)	HMA Surface Paving	\$70,617
Kalamazoo Avenue - Raymond Street to Vine Street (Village of Vicksburg)	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$42,767
Kathryn Street - Vickers Street to V Avenue, Sugar Maple Street - 500' south of Kathryn Street to V Avenue; Maple Meadows Avenue - 250' west of Vickers Street to Kathryn Street, Vickers Street - Maple Meadows Avenue to V Avenue (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$72,450
South Main Street - East Highway Street to East Washington Street (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$18,090
East Prairie Street - Boulevard Street to Mills Street (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$12,838
Wilson Street - Highway Street to Prairie Street (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	\$15,637
SS4A Project Design	Countywide	\$307,662
Sanitary Sewer Manhole Projects - City of Kalamazoo	Countywide	\$208,177

Total Cost **\$1,035,778**

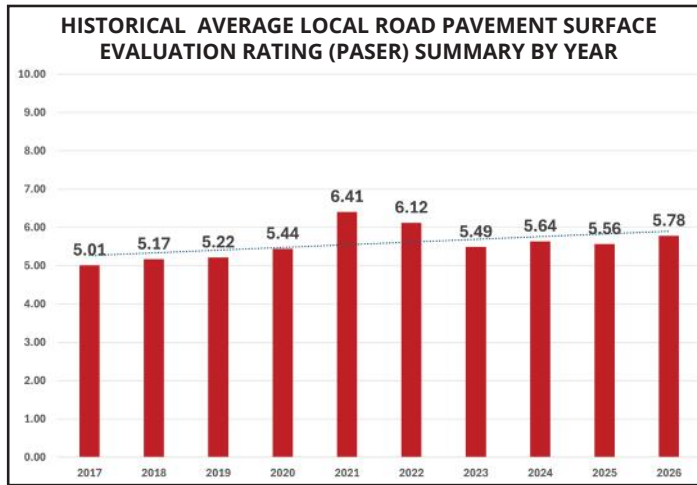


ALAMO TOWNSHIP

31
Primary Miles

38
Local Miles

5
Local Gravel Miles

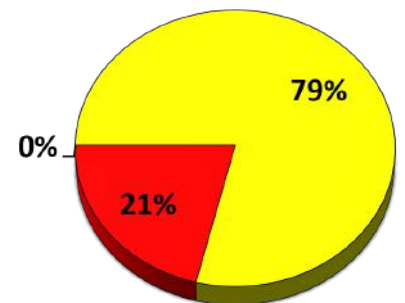
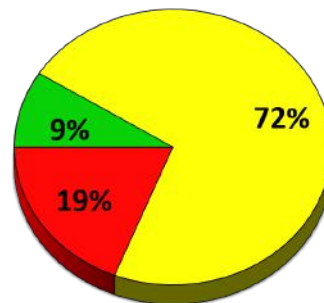
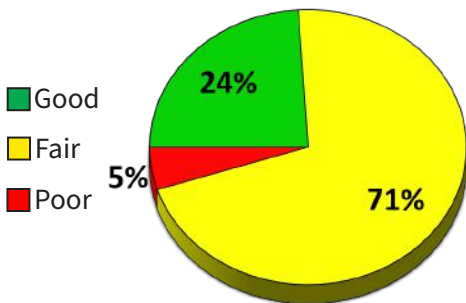


2025 Alamo Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

ALAMO TOWNSHIP PROJECTS

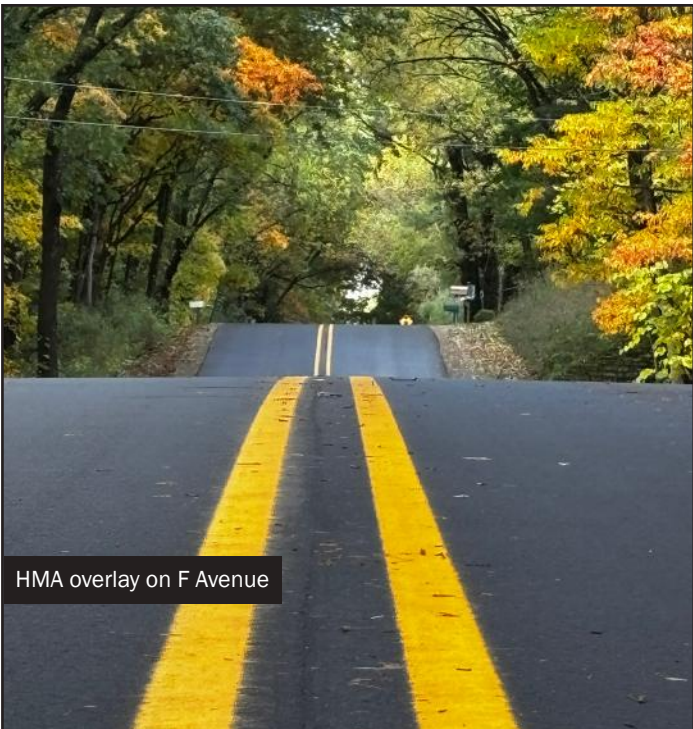
LOCAL

Project Location	Work Performed	Total Cost
8th Street - G Avenue to Hart Drive	Pulverize / HMA Overlay / Culvert Improvements	\$ 749,483
F Avenue – Ravine Road to 12th Street;	HMA Overlay	\$123,753
E Avenue – 1,270' east of Ravine Road to 2,850' east of Ravine Road	Pulverize / Double Chip Seal / Fog Seal	\$116,049
G Avenue – Wolf Drive to 2nd Street	Crack Fill / Chip Seal / Fog Seal	\$13,303
Stoney Woods Drive – Ravine Road to 2,300' east of Ravine Road	Crack Fill / Chip Seal / Fog Seal	\$19,881
<i>Total Local Cost</i>		\$1,022,469

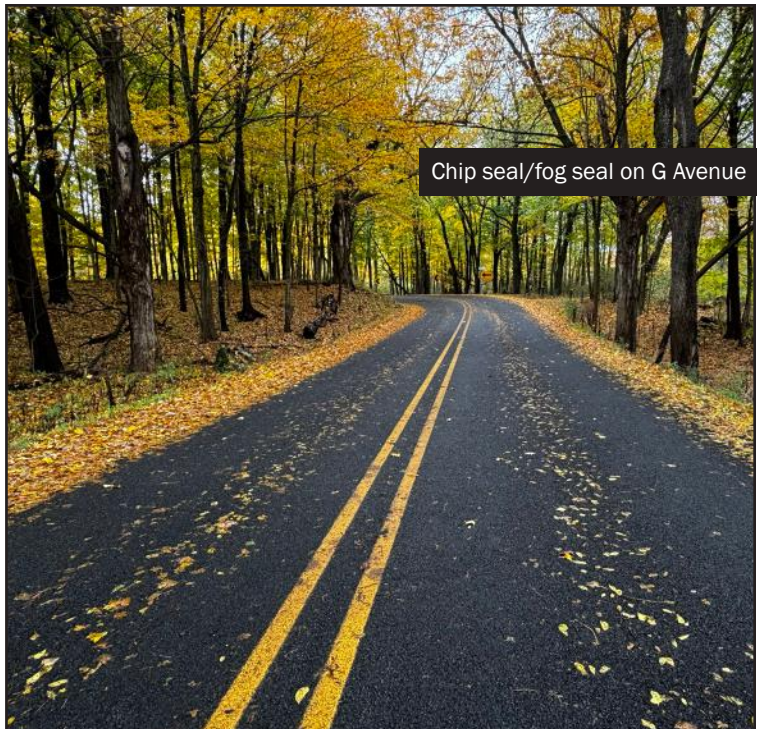
Total Cost **\$1,022,469**



HMA overlay on 8th Street



HMA overlay on F Avenue



Chip seal/fog seal on G Avenue

BRADY TOWNSHIP

29

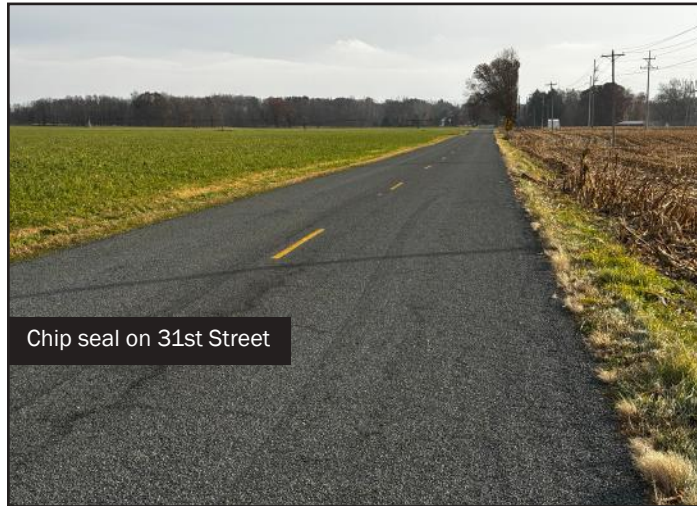
Primary Miles

46

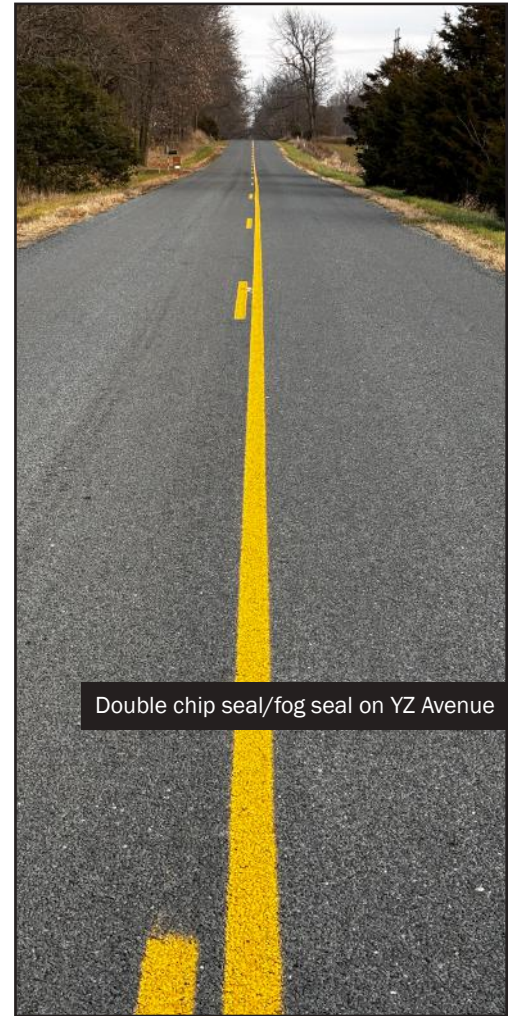
Local Miles

13

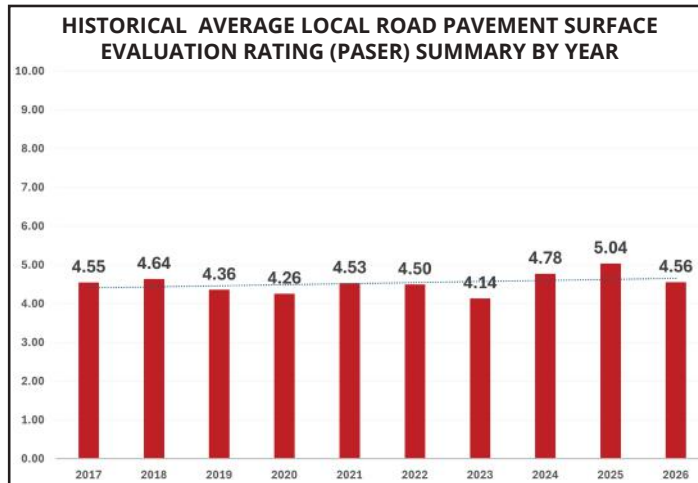
Local Gravel Miles



Chip seal on 31st Street



Double chip seal/fog seal on YZ Avenue

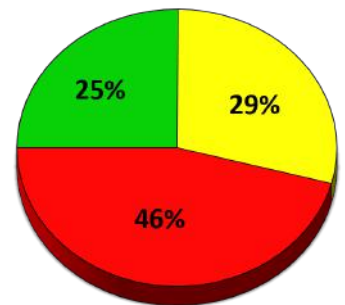
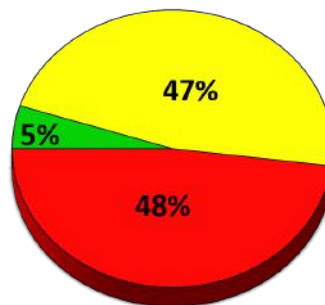
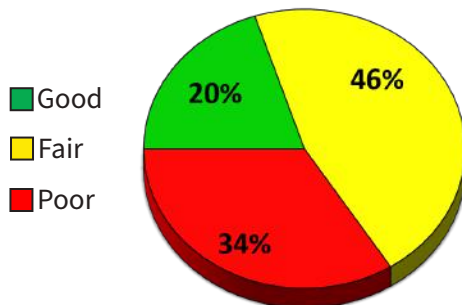


2025 Brady Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

BRADY TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Sprinkle Road - TU Avenue to T Avenue	Intersection Improvements / Clear Zone Improvements	\$31,240
31st Street over Brown Creek	Bridge Maintenance	\$231,042
Y Avenue over Portage Creek	Bridge Maintenance	\$461,347
YZ Avenue over Brown Creek	Bridge Maintenance	\$216,565
<i>Total Primary Cost</i>		\$940,193

LOCAL

Project Location	Work Performed	Total Cost
YZ Avenue - 32nd Street to 34th Street	HMA Wedging / Double Chip Seal	\$98,992
31st Street - YZ Avenue to X Avenue	Crack Fill / HMA Wedging / Chip Seal	\$94,344
<i>Total Local Cost</i>		\$193,335

Total Cost	\$1,133,529
-------------------	--------------------



CHARLESTON TOWNSHIP

21

Primary Miles

24

Local Miles

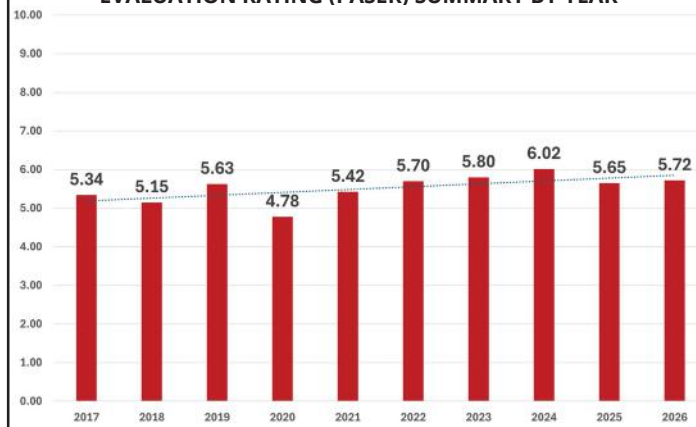
4

Local Gravel Miles



Construction Project on 38th Street

HISTORICAL AVERAGE LOCAL ROAD PAVEMENT SURFACE EVALUATION RATING (PASER) SUMMARY BY YEAR



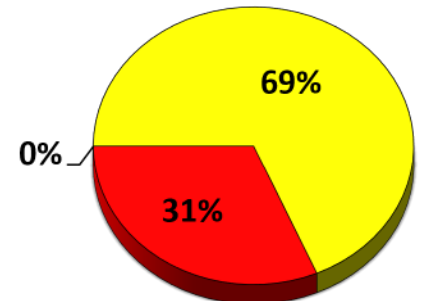
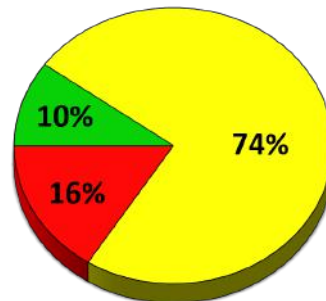
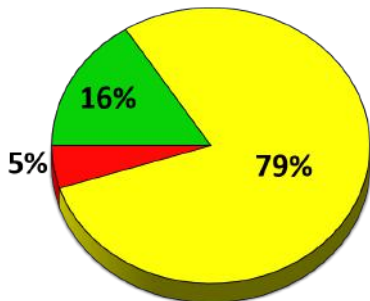
2025 Charleston Township Road Conditions

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 2025 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	\$53,089
MN Avenue - 44th Street to Mercury Drive	Intersection Improvements	\$47,085
<i>Total Primary Cost</i>		\$100,174

LOCAL

Project Location	Work Performed	Total Cost
38th Street - 4,672' south of G Avenue to 528' south of G Avenue	Gravel / Pulverize / HMA Base Paving	\$339,927
<i>Total Local Cost</i>		\$339,927

Total Cost	\$440,101
-------------------	------------------



Construction Project on 38th Street



CLIMAX TOWNSHIP

25

Primary Miles

47

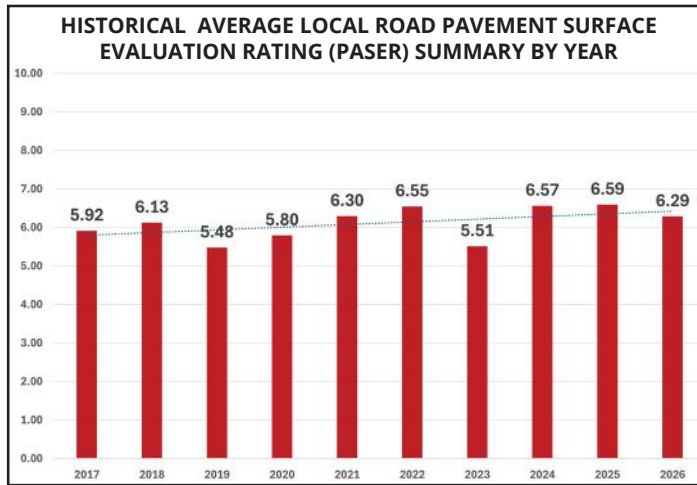
Local Miles

14

Local Gravel Miles



Chip seal on 44th Street



Chip seal on 38th Street

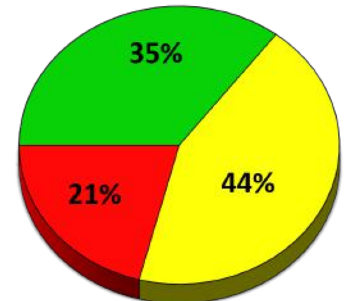
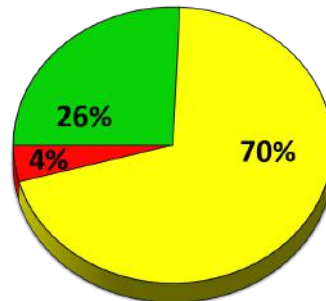
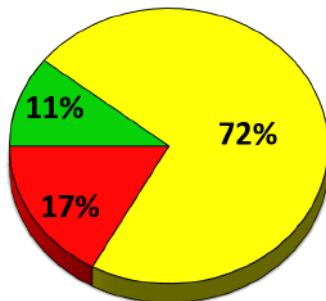
2025 Climax Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

CLIMAX TOWNSHIP PROJECTS

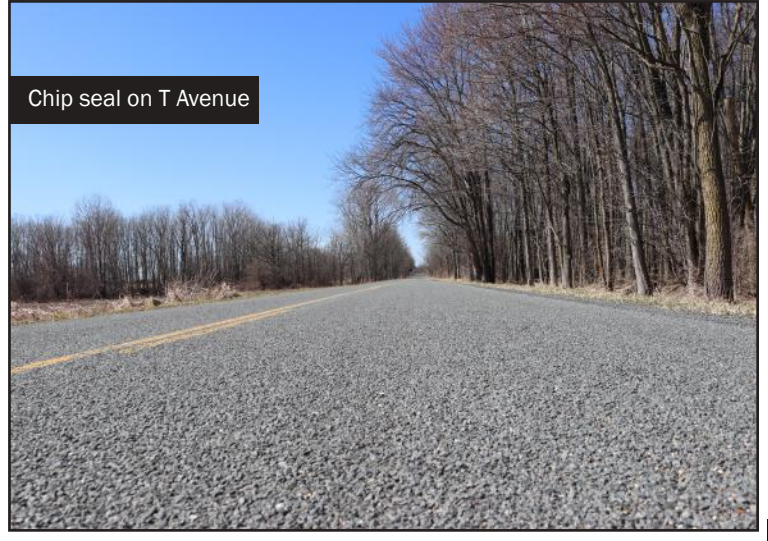
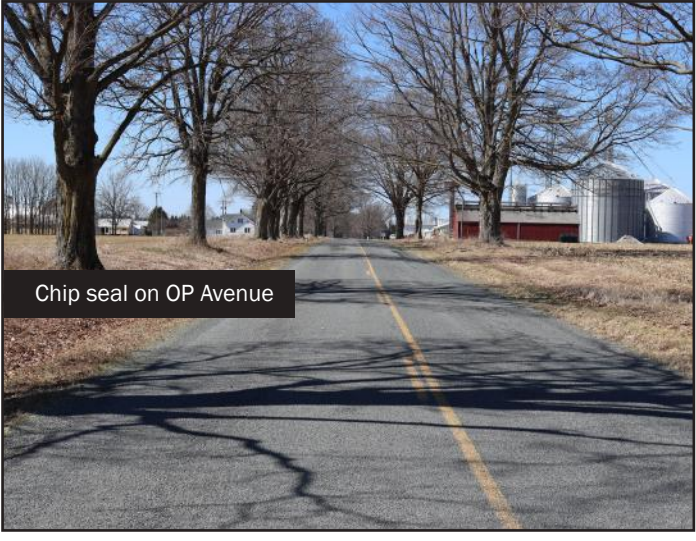
PRIMARY

Project Location	Work Performed	Total Cost
44th Street / PQ Avenue - Q Avenue to 2,640' north of OP Avenue	Mill / Double Chip Seal	\$206,290
<i>Total Primary Cost</i>		\$206,290

LOCAL

Project Location	Work Performed	Total Cost
46th Street - Q Avenue to PQ Avenue	Gravel Resurfacing	\$172,185
39th Street - ON Avenue to 3,168' north of ON Avenue, ON Avenue - 39th Street to 3,764' west of 42nd Street (CONTINGENCY PROJECT)	Gravel Resurfacing	\$131,328
38th Street - O Avenue to 5,280' north of O Avenue	Crack Fill / Chip Seal	\$37,886
39th Street - T Avenue to R Avenue	Crack Fill / Chip Seal	\$69,302
OP Avenue - 42nd Street to 44th Street	Crack Fill / Chip Seal	\$33,875
S Avenue - 43rd Street to 47th Street	Crack Fill / Chip Seal	\$76,875
T Avenue - 36th Street to 39th Street	Crack Fill / Chip Seal	\$51,671
40th Street - R Avenue to Q Avenue	Chip Seal / Fog Seal	\$30,005
<i>Total Local Cost</i>		\$603,127

Total Cost **\$809,417**



COMSTOCK TOWNSHIP

43

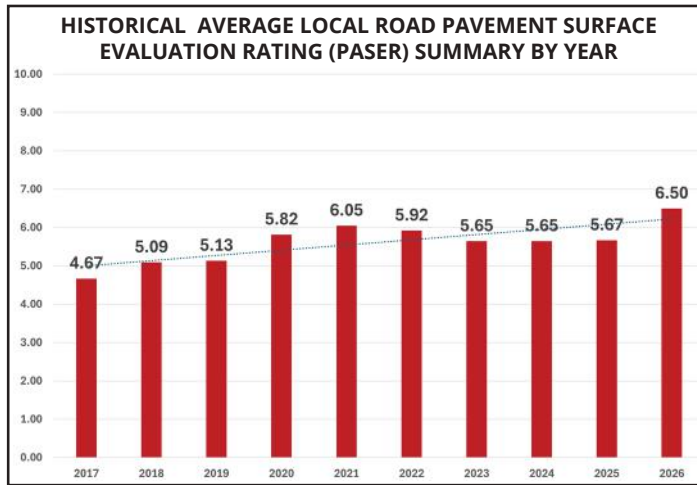
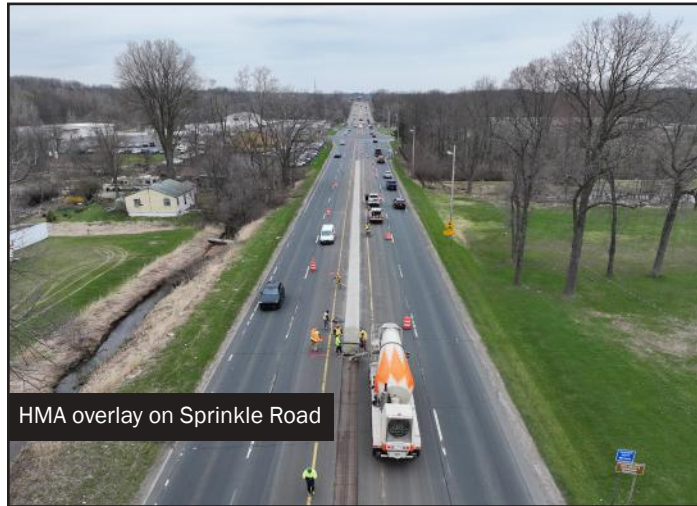
Primary Miles

75

Local Miles

<1

Local Gravel Miles

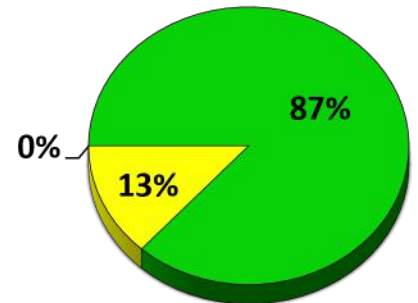
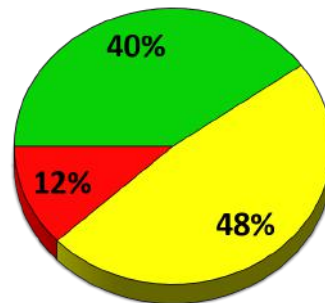
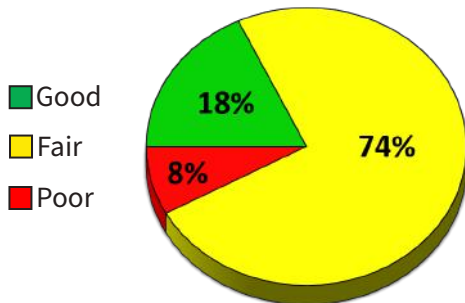


2025 Comstock Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COMSTOCK TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Sprinkle Road - I-94 BL to 581' north of Lake Street	Mill / HMA Overlay	\$1,245,305
Comstock Avenue - Sprinkle Road to River Street	Mill / HMA Overlay / Curb and Drainage Improvements	\$94,482
Sprinkle Road Bridges - Comstock Avenue to E Michigan Avenue	Bridge Maintenance	\$20,951
35th Street - ML Avenue to M-96	Chip Seal	\$122,125
N Avenue - 26th Street to 700' east of 29th Street	Chip Seal	\$69,552
Park Circle - Sprinkle Road to Cork Street	Crack Fill	\$6,384
Sprinkle Road - N Avenue to 275' North of Easy Street	Crack Fill	\$2,672
<i>Total Primary Cost</i>		<i>\$1,561,472</i>

LOCAL

Project Location	Work Performed	Total Cost
Stegar Avenue – Leigh Avenue to Fordham Avenue, Leigh Avenue – East Main Street to Fordham Avenue, Fordham Avenue – 260' west of Stegar Avenue to 699' east of Leigh Avenue	HMA Base and Surface Paving	\$401,510
M Avenue – 33rd Street to 35th Street	HMA Wedging	\$44,659
H Avenue - 28th Street to 500' east of 28th Street	HMA Wedging	\$5,236
K Avenue – M-96 to 33rd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$132,820
Interstate Parkway – Old Cork Street to 800' north of Old Cork Street	Crack Fill / Chip Seal / Fog Seal	\$16,351
Old Cork Street – Midlink Drive to Park Circle Drive	Crack Fill / Chip Seal / Fog Seal	\$31,953
Market Street – River Street to Stalwart Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$45,125
L Avenue – River Street to 160' east of Stalwart Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$56,699
Stalwart Street – L Avenue to Market Street	Crack Fill / Chip Seal / Fog Seal	\$9,482
28th Street – H Avenue to G Avenue	Crack Fill / Chip Seal / Fog Seal	\$39,142
H Avenue – 26th Street to 28th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$92,876
Winterburn Street – 850' south of M-96 to M-96, Ocum Street – Gleason Street to M-96, Blalock Street – Gleason Street to M-96, Gleason Street – Ocum Street to 572' east of Blalock Street	Crack Fill / Chip Seal / Fog Seal	\$21,495
Comstock Avenue – River Street to Conrad Street, Abbey Street – River Street to Metzger Street, Francis Street – River Street to Henry Street, Wright Street – Moline Street to Gateway Street, Celery Street – River Street to Roe Street, Moline Street – Celery Street to Comstock Avenue, Conrad Street – Celery Street to Comstock Avenue, Metzger Street – Celery Street to Abbey Street, Henry Street – Celery Street to Francis Street, Gateway Street – Celery Street to Wright Street	Crack Fill / Chip Seal / Fog Seal	\$94,136
Country Meadows Drive – 28th Street to 200' north of Silverton Avenue, Duncan Avenue – Country Meadows Drive to 28th Street, Ringling Avenue – Country Meadows Drive to 28th Street, Wild Meadow Street – Ringling Avenue to Kristin Avenue, Prairie Hill Street – Ringling Avenue to Duncan Avenue, Flower Field Avenue – Country Meadows Drive to Prairie Hill Street, Natalie Street – Wild Meadow Street to Cindy Street, Cindy Street – Natalie Street to Kristin Avenue, Cade Avenue – Cindy Street to 28th Street, Little Red Avenue – 172' west of Wild Meadow Street to Wild Meadow Street, Silverton Avenue – 165' west of Durango Street to Country Meadows Drive, Durango Street – Crestwood Avenue to Silverton Avenue	Crack Fill / Chip Seal / Fog Seal	\$121,301
Fawn Meadow Trail – 30th Street to 750' east of Antler Street, Spike Street – 225' south of Fawn Meadow Trail to Fawn Meadow Trail, Antler Street – Fawn Meadow Trail to Buck Avenue, Doe Avenue – Antler Street to 600' east of Antler Street, Roush Street – 200' south of Buck Avenue to Buck Avenue, Buck Avenue – 30th Street to 66'; east of Antler Street	HMA Overlay	\$218,780
<i>Total Local Cost</i>		<i>\$1,331,565</i>

Total Cost

\$2,893,037

COOPER TOWNSHIP

31

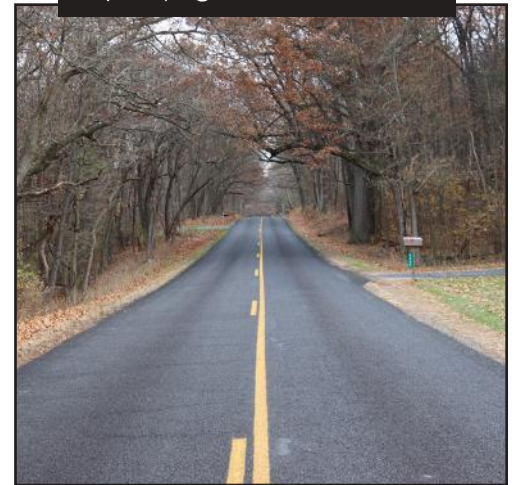
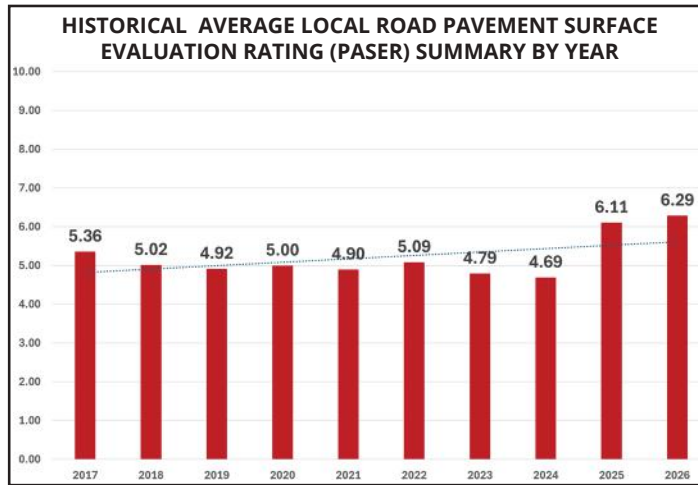
Primary Miles

63

Local Miles

1

Local Gravel Miles

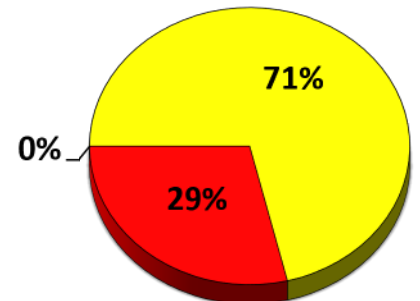
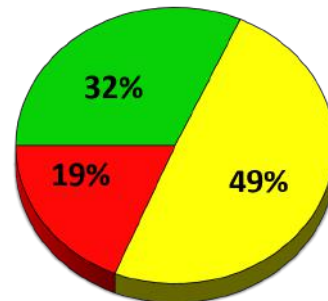
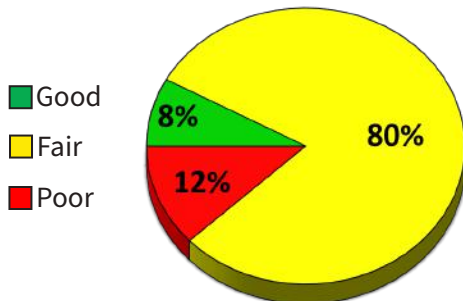


2025 Cooper Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

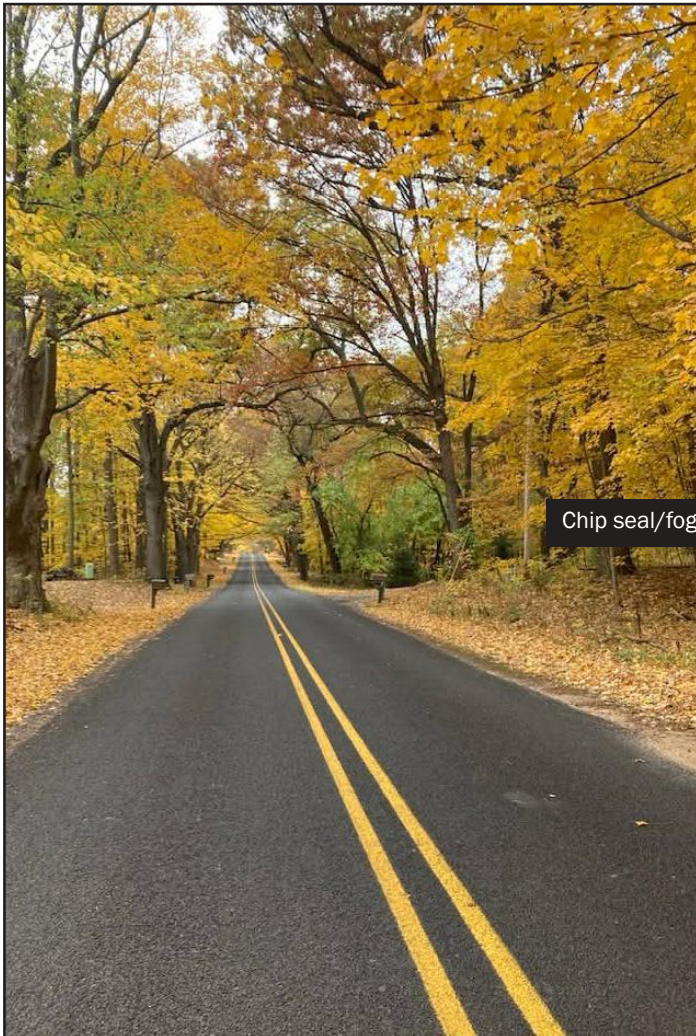
COOPER TOWNSHIP PROJECTS

LOCAL

Project Location	Work Performed	Total Cost
14th Street - D Avenue to C Avenue	HMA Overlay	\$205,684
16th Street - Douglas Avenue to B Avenue	HMA Wedging	\$34,882
McKinley Street - 20th Street to Riverview Drive	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$61,251
22nd Street - B Avenue to Baseline Road	Crack Fill / Chip Seal / Fog Seal	\$30,083
B Avenue - 12th Street to 16th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$109,142
B Avenue - 16th Street to 17th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$39,760
Baseline Road - Douglas Avenue to 16th Street	Crack Fill / Chip Seal / Fog Seal	\$33,281
17th Street - D Avenue to C Avenue	High Shoulder Removal Prep for Chip Seal	\$2,402
Cutters Ridge Avenue - Flagsone Street to 14th Street, Flagstone Street - 292' south of Cutters Ridge Avenue to 522' north of Cutters Ridge Avenue, Sandstone Avenue - Heather Ridge Street to Flagstone Street, Heather Ridge Street - 353' south of Brownstone Avenue to 461' north of Brownstone Avenue; Brownstone Avenue - 238' west of Heather Ridge Street to Heather Ridge Street, Timberstone Avenue - 284' west of Northridge Street to 284' east of Northridge Street, Northridge Street - Timberstone Avenue to 245' north of Timberstone Avenue	Milling / HMA Wedging	\$57,871
<i>Total Local Cost</i>		\$574,358

Total Cost

\$574,358



Chip seal/fog seal on B Avenue

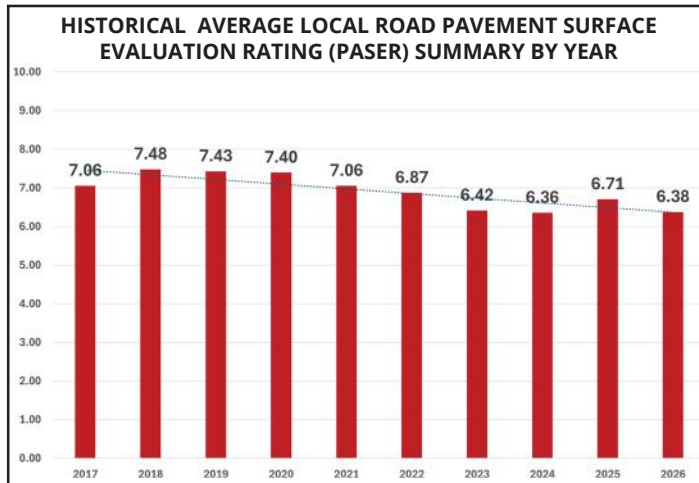
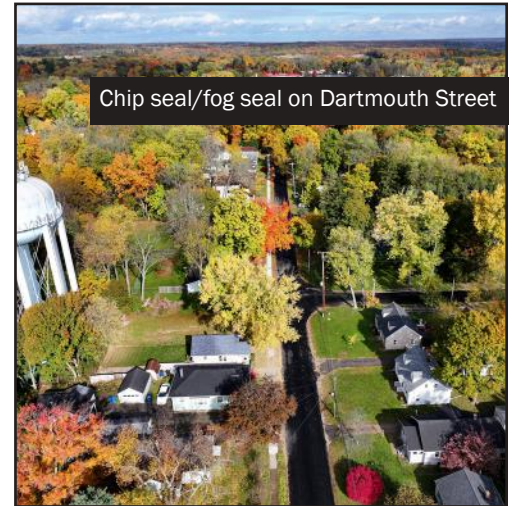


KALAMAZOO TOWNSHIP

26
Primary Miles

75
Local Miles

<1
Local Gravel Miles

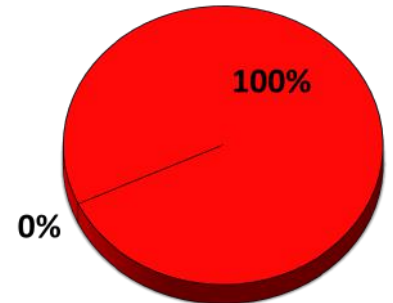
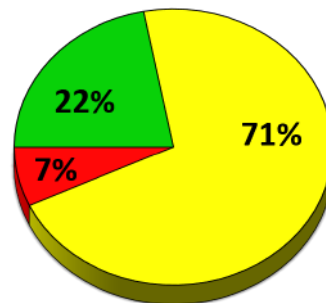
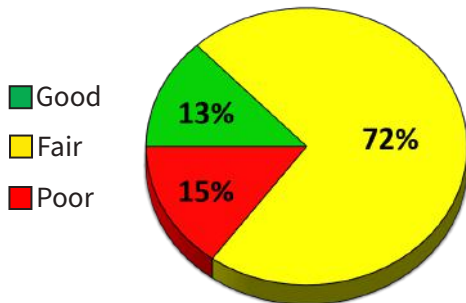


2025 Kalamazoo Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads



*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)
Based on year end 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

KALAMAZOO TOWNSHIP PROJECTS

PRIMARY

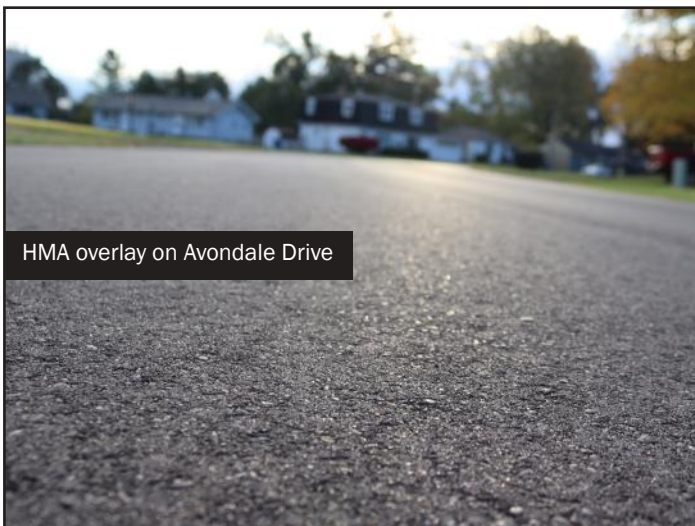
Project Location	Work Performed	Total Cost
Douglas Avenue - City of Kalamazoo Limits to Barney Road / Mosel Avenue	Mill / HMA Overlay	\$146,779
Squires Drive - Drake Road to Ravine Road	Intersection Improvements / Pulverize / HMA Overlay / Shoulder Widen	\$2,878
Pitcher Street - 2,675' south of Mosel Avenue to Mosel Avenue	Mill / HMA Overlay	\$354,398
12th Street - ON Avenue to Parkview Avenue (Kalamazoo / Oshtemo Townships)	Chip Seal	\$26,954
<i>Total Primary Cost</i>		\$531,010

LOCAL

Project Location	Work Performed	Total Cost
Fairfield Avenue – West Main Street to 225' north of Hilltop Street, Castle Street – Brook Drive to Fairfield Avenue, Seamers Street – Brook Drive to Fairfield Avenue, Hilltop Street – Brook Drive to Fairfield Avenue	HMA Overlay	\$87,932
Woodrow Drive – Texel Drive to Ashbury Avenue	HMA Overlay	\$15,802
Avondale Drive – Craft Avenue to Craft Avenue, Avondale Circle – Avondale Circle to 130' east of Avondale Drive	HMA Overlay	\$61,664
Craft Avenue – Kenilworth Avenue to East Main Street	HMA Overlay	\$55,789
Chrysler Street – Kenilworth Avenue to East Main Street	HMA Overlay	\$60,692
Nelson Avenue – 954' south of West Main Street to West Main Street	HMA Overlay	\$29,827
Gilkison Avenue – 954' south of West Main Street to West Main Street	HMA Overlay	\$25,170
Cooper Avenue – Dearborn Avenue to East Main Street	Crack Fill / Chip Seal / Fog Seal	\$11,233
Borgess Drive – Nazareth Road to 75' west of Casper Street	Crack Fill / Chip Seal / Fog Seal	\$18,521
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 / Chip Seal / Fog Seal	\$76,745
Seville Avenue – Shasta Drive to Monterey Drive, Oxford Street – 159' south of Barclay Drive to Barclay Drive, Shasta Drive – Barclay Drive to Mosel Avenue, Monterey Drive – Shasta Drive to Seville Avenue, Monterey Circle – Monterey Drive to 142' north of Monterey Drive	HMA Overlay	\$85,858
<i>Total Local Cost</i>		\$529,233

Total Cost

\$1,060,242



OSHTEMO TOWNSHIP

41

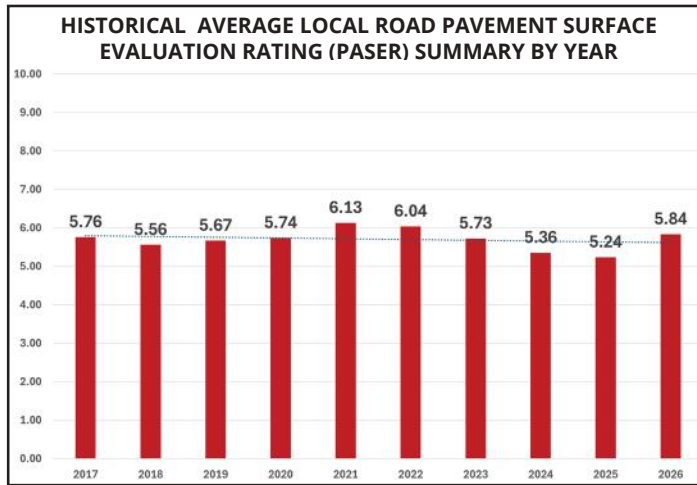
Primary Miles

78

Local Miles

1

Local Gravel Miles

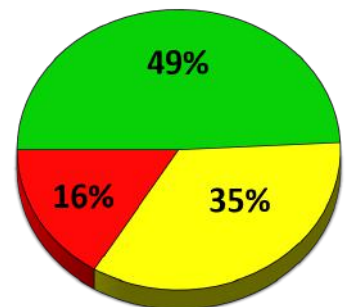
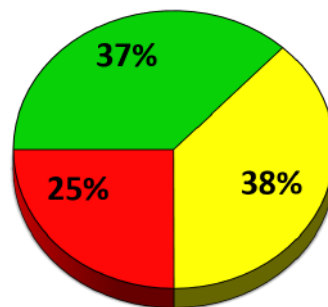
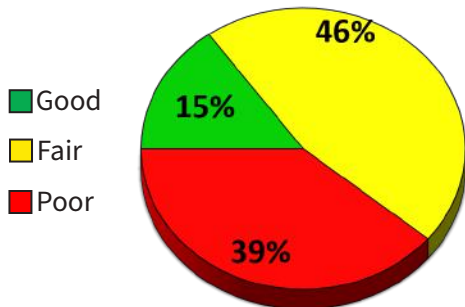


2025 Oshtemo Township Road Conditions

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 2025 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 Quail Run Drive	Sidewalk	\$3,693
KL Avenue - Copper Beach to US-131	Trailway	\$2,206
9th Street - KL Avenue to West Main Street	Mill / HMA Overlay	\$70,060
Stadium Drive - 6th Street to 8th Street	Chip Seal	\$104,576
12th Street - ON Avenue to Parkview Avenue (Oshtemo / KalamazooTownships)	Chip Seal	\$76,715
<i>Total Primary Cost</i>		\$257,251

LOCAL

Project Location	Work Performed	Total Cost
5th Street – 2,230’ south of Stadium Drive to Stadium Drive, Gibbs Street – 5th Street to O’Park Street, O’Park Street – 2,020’ south of Stadium Drive to Stadium Drive, Frie Avenue – O’Park Street to 6th Street	HMA Ultra-thin Overlay	\$112,113
Green Meadow Road - 902’ west of Driftwood Avenue to Drake Road	HMA Overlay	\$107,106
1st Street – 422’ north of Stadium Drive to M Avenue	Crack Fill / Chip Seal / Fog Seal	\$37,827
KL Avenue – 2nd Street to 4th Street	Crack Fill / Chip Seal / Fog Seal	\$50,241
Darlington Trail – Tillingsdale Drive to Oshtemo Ridge Trail, Tillingsdale Drive – Coddington Lane to Ellington Drive, Ellington Drive – Coddington Lane to Oshtemo Ridge Trail, Oshtemo Ridge Trail – Coddington Lane to Darlington Trail	Crack Fill / Chip Seal / Fog Seal	\$34,270
2nd Street – L Avenue to KL Avenue	Chip Seal / Fog Seal	\$24,493
7th Street – West Main Street to 5,280’ north of West Main Street	Crack Fill / Chip Seal / Fog Seal	\$20,080
Plainview Street – 960’ south of Stadium Drive to Stadium Drive	Crack Fill / Chip Seal / Fog Seal	\$10,388
Vienna Street – Parkview Avenue to 790’ north of Parkview Avenue	Crack Fill / Chip Seal / Fog Seal	\$8,379
Lisa Drive – Rosemary Lane to 200; north of Rosemary Lane, Rosemary Lane – 503’; west of Josiane Drive to 2nd Street; Josiane Drive – 1,170’ south of Rosemary Lane to Rosemary Lane	Crack Fill / Chip Seal / Fog Seal	\$29,740
Chadds Ford Way – 985’ south of West Main Street to West Main Street	Crack Fill / Chip Seal / Fog Seal	\$8,430
Valley Industrial Drive – 9th Street to 630’ east of 9th Street	Crack Fill / Chip Seal / Fog Seal	\$12,961
Wolf Drive – Vankal Street to G Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$46,939
ML Avenue – 4th Street to 8th Street	Crack Fill / Chip Seal / Fog Seal	\$86,947
H Avenue – Vankal Street to 3rd Street	Crack Fill / Chip Seal / Fog Seal	\$57,035
Cross Country Drive – 7th Street to 433’ north of Oak Highlands Drive, Steeplechase Court – Cross Country Drive to 700’ east of Cross Country Drive, Windcrest Court – Cross Country Drive to 282’ east of Cross Country Drive, West Foxmoor Court – Cross Country Drive to 364’ west of Cross Country Drive, East Foxmoor Court – Cross Country Drive to 366’ east of Cross Country Drive, Farmwood Court – Cross Country Drive to 193’ west of Cross Country Drive, Arbor Valley Drive – Cross Country Drive to 646’ east of Cross Country Drive, Hawthorn Valley Drive – 164’ west of Cross Country Drive to 336’ east of Cross Country Drive, Oak Highlands Drive – 380’ west of Cross Country Drive to 9th Street	Crack Fill / Chip Seal / Fog Seal	\$106,189
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	Chip Seal / Fog Seal	\$47,659
<i>Total Local Cost</i>		\$800,799

Total Cost

\$1,058,050

PAVILION TOWNSHIP

27

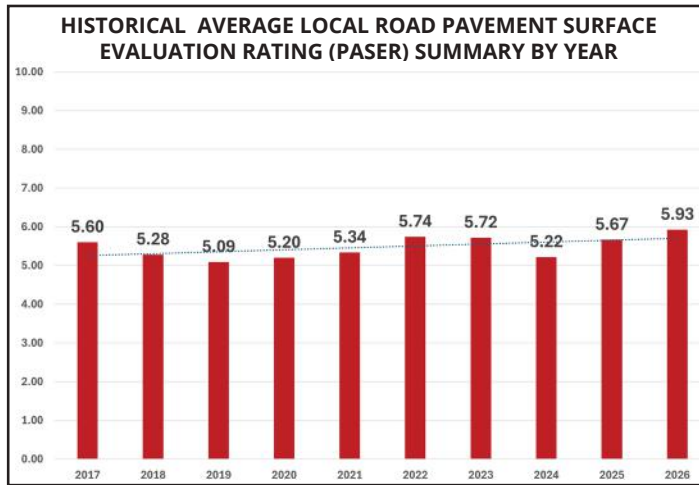
Primary Miles

48

Local Miles

<1

Local Gravel Miles

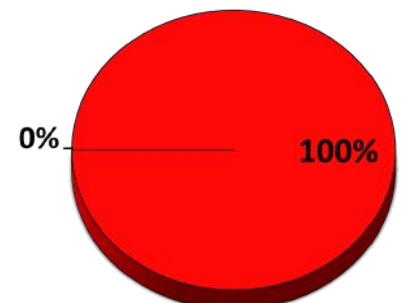
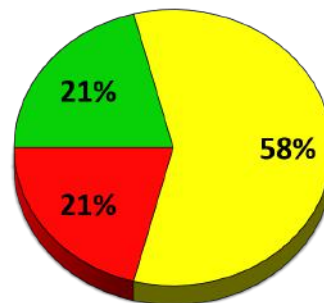
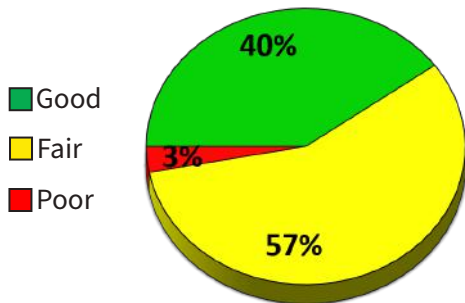


2025 Pavilion Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

PAVILION TOWNSHIP PROJECTS

PRIMARY

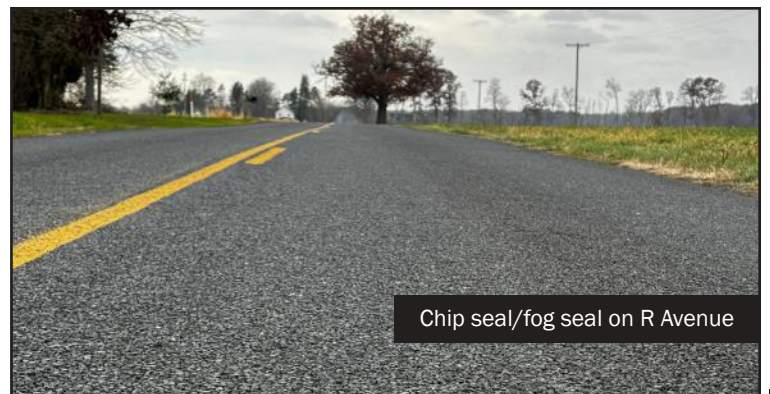
Project Location	Work Performed	Total Cost
Q Avenue - 29th Street to 34th Street	Pulverize / HMA Overlay / Shoulder Widen	\$2,736,698
Sprinkle Road at S Avenue	Intersection Improvements	\$38,423
Sprinkle Road - S Avenue to 24th Street	Mill / Chip Seal / HMA Overlay	\$197,286
TS Avenue - 29th Street to 31st Street	Bridge Removal at Portage River	\$7,811
29th Street - S Avenue to N Avenue	Crack Fill / Chip Seal	\$204,910
<i>Total Primary Cost</i>		\$3,185,129

LOCAL

Project Location	Work Performed	Total Cost
28th Street - QR Avenue to PQ Avenue - Railroad Crossing	HMA Overlay	\$7,695
O Avenue - 25th Street to 26th Street - Railroad Crossing	HMA Overlay	\$6,993
26th Street - P Avenue to O Avenue - Railroad Crossing	HMA Overlay	\$10,159
T Avenue - 3,500' east of 34th Street to 4,500' east of 34th Street	HMA Wedging	\$21,072
34th Street - TS Avenue to R Avenue	Crack Fill	\$11,261
O Avenue - 31st Street to 33rd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$61,728
R Avenue - 32nd Street to 33rd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$43,816
33rd Street - T Avenue to S Avenue	Crack Fill / Chip Seal / Fog Seal	\$33,688
31st Street - O Avenue to N Avenue	Crack Fill	\$6,419
R Avenue - 29th Street to 32nd Street	Crack Fill	\$13,619
26th Street - S Avenue to RS Avenue	Crack Fill	\$1,818
RS Avenue - 25th Street to 28th Street	Crack Fill	\$7,550
31st Street - Q Avenue to OP Avenue	Crack Fill	\$10,450
33rd Street - O Avenue to N Avenue	Crack Fill	\$3,289
ON Avenue - 28th Street to 29th Street	Crack Fill	\$4,158
O Avenue - 26th Street to 28th Street, 28th Street - O Avenue to ON Avenue	Crack Fill	\$4,616
O Avenue - 25th Street to 26th Street	Crack Fill	\$5,361
O Avenue - 2,640' west of 25th Street to 25th Street	Crack Fill	\$4,739
T Avenue - 32nd Street to 34th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$53,216
<i>Total Local Cost</i>		\$311,645

Total Cost

\$3,496,774

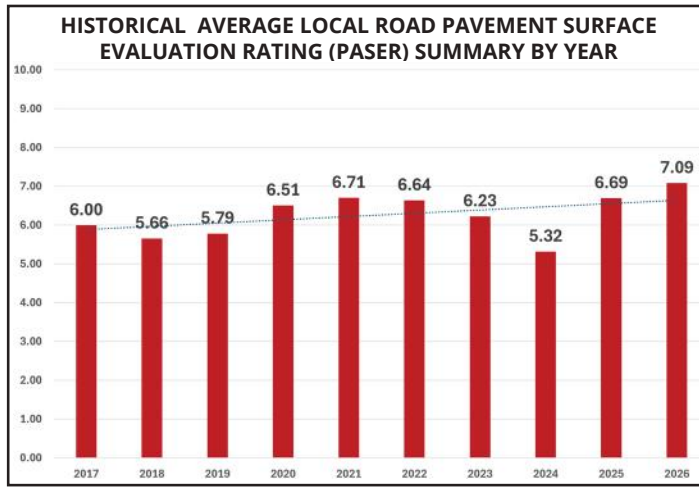
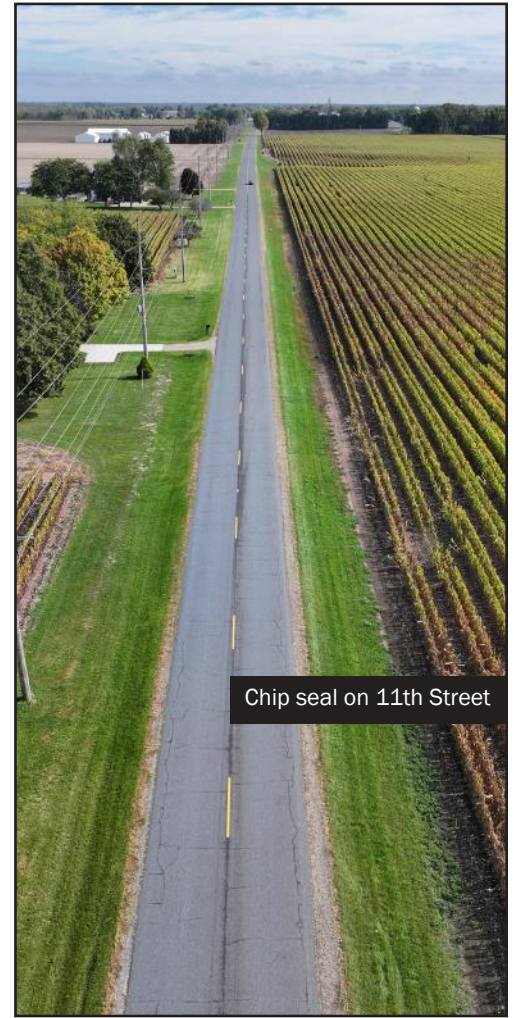


PRAIRIE RONDE TOWNSHIP

22
Primary Miles

52
Local Miles

27
Local Gravel Miles

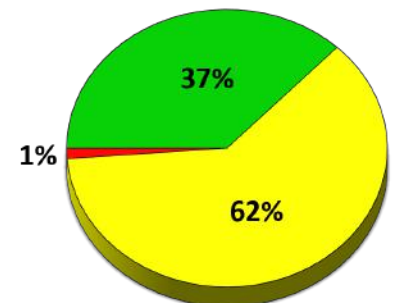
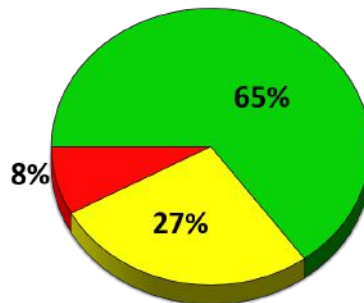
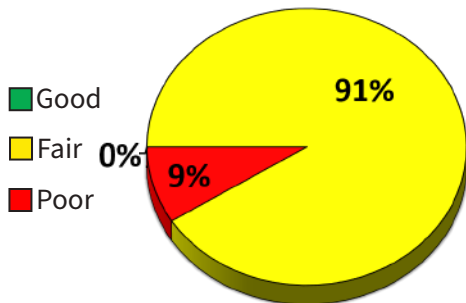


2025 Prairie Ronde Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

PRAIRIE RONDE TOWNSHIP PROJECTS

LOCAL

Project Location	Work Performed	Total Cost
Y Avenue – 3rd Street to 4th Street; 4th Street – YZ Avenue to Y Avenue; YZ Avenue – 4th Street to 5th Street; 5th Street – YZ Avenue to YZ Avenue, YZ Avenue – 5th Street to 6th Street	Gravel Resurfacing	\$312,607
VW Avenue – 8th Street to 12th Street	Crack Fill / Chip Seal	\$90,442
4th Street – XY Avenue to W Avenue	Crack Fill / Chip Seal	\$42,438
5th Street – W Avenue to V Avenue (CONTINGENCY PROJECT)	Crack Fill / Chip Seal	\$30,896
2nd Street – U Avenue to TU Avenue (CONTINGENCY PROJECT)	Crack Fill / Chip Seal	\$28,972
<i>Total Local Cost</i>		\$505,355

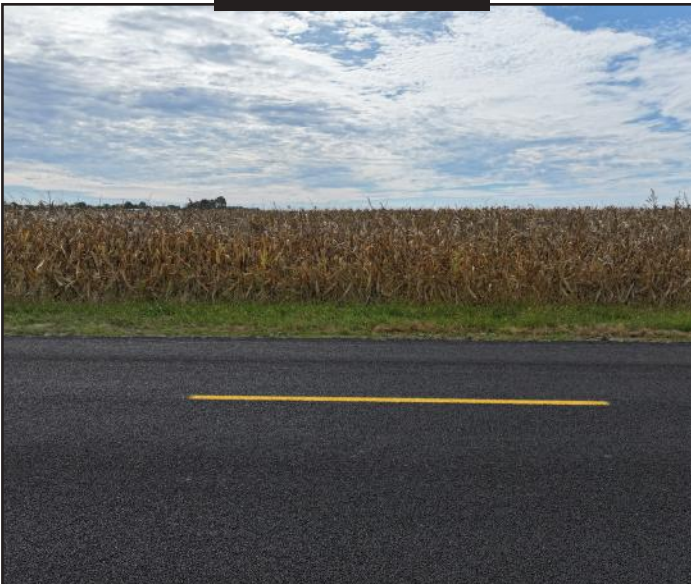
Total Cost **\$505,355**



Chip seal on YZ Avenue



Chip seal on 5th Street



RICHLAND TOWNSHIP

27

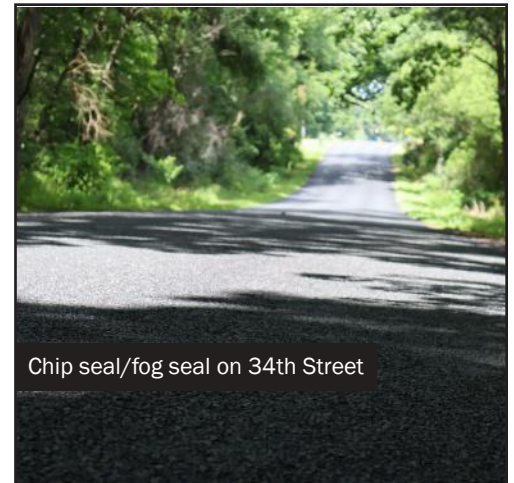
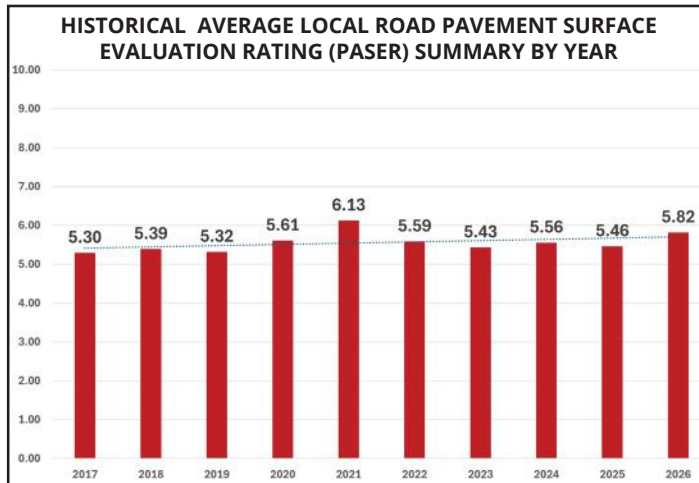
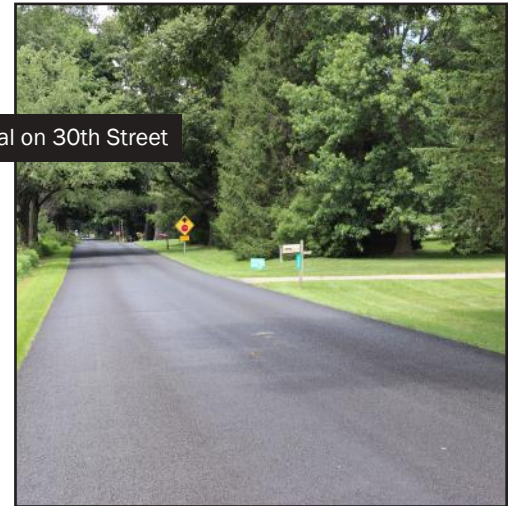
Primary Miles

49

Local Miles

4

Local Gravel Miles



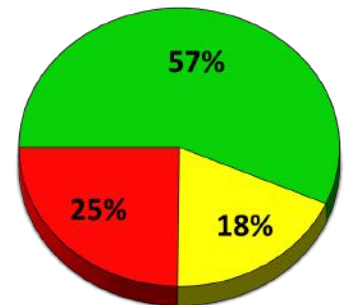
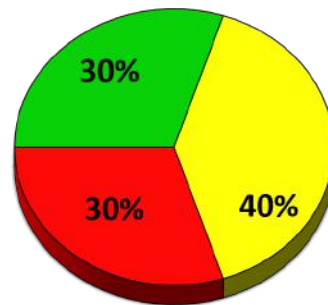
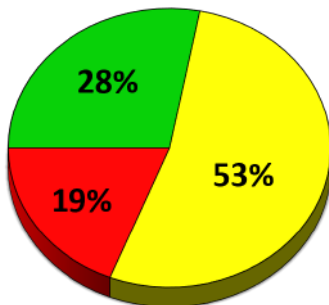
2025 Richland Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good
■ Fair
■ Poor



*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)
 Based on year end 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

RICHLAND TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
G Avenue - 28th Street to 38th Street (Richland / Ross Townships)	Intersection Improvements	\$1,052,455
G Avenue - 32nd Street to M-96 (Richland / Ross Townships)	Chip Seal	\$124,688
<i>Total Primary Cost</i>		\$1,177,143

LOCAL

Project Location	Work Performed	Total Cost
Greer Drive - 35th Street to 4,600' east of 35th Street	Chip Seal / Fog Seal	\$21,791
C Avenue - 24th Street to 27th Street	Crack Fill / Chip Seal / Fog Seal	\$50,530
DE Avenue - 1,320' west of Sprinkle Road to Sprinkle Road	Crack Fill / Chip Seal / Fog Seal	\$15,056
E Avenue - Sprinkle Road to 28th Street	Crack Fill / Chip Seal / Fog Seal	\$54,338
FG Avenue - 24th Street to Sprinkle Road	Chip Seal / Fog Seal	\$24,893
28th Street - M-89 to AB Avenue	Chip Seal / Fog Seal	\$27,259
30th Street - D Avenue to M-343	Crack Fill / Chip Seal / Fog Seal	\$48,038
34th Street - DE Avenue to D Avenue	Crack Fill / Chip Seal / Fog Seal	\$32,011
31st Street - G Avenue to EF Avenue	Crack Fill / Chip Seal / Fog Seal	\$66,740
<i>Total Local Cost</i>		\$340,655

Total Cost

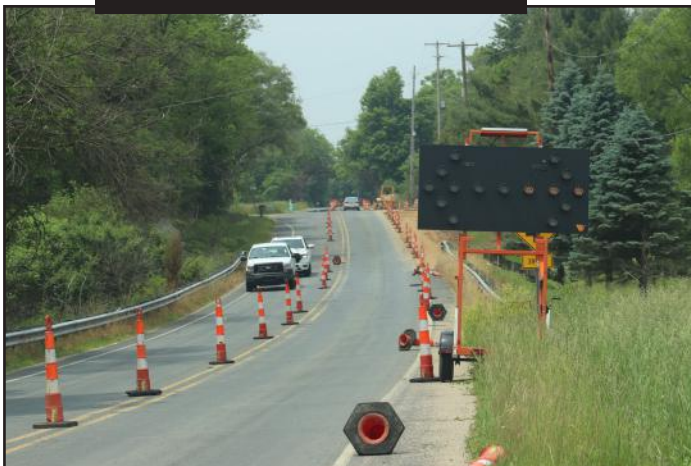
\$1,517,797



Intersection Improvements on G Avenue



Chip seal/fog seal on Greer Drive



Intersection Improvements on G Avenue



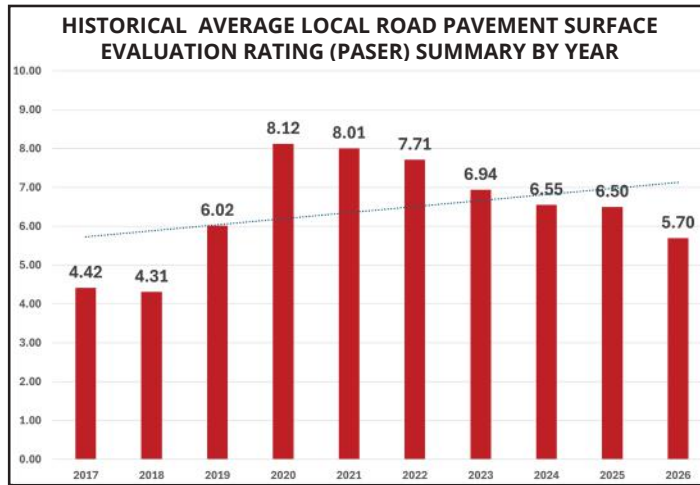
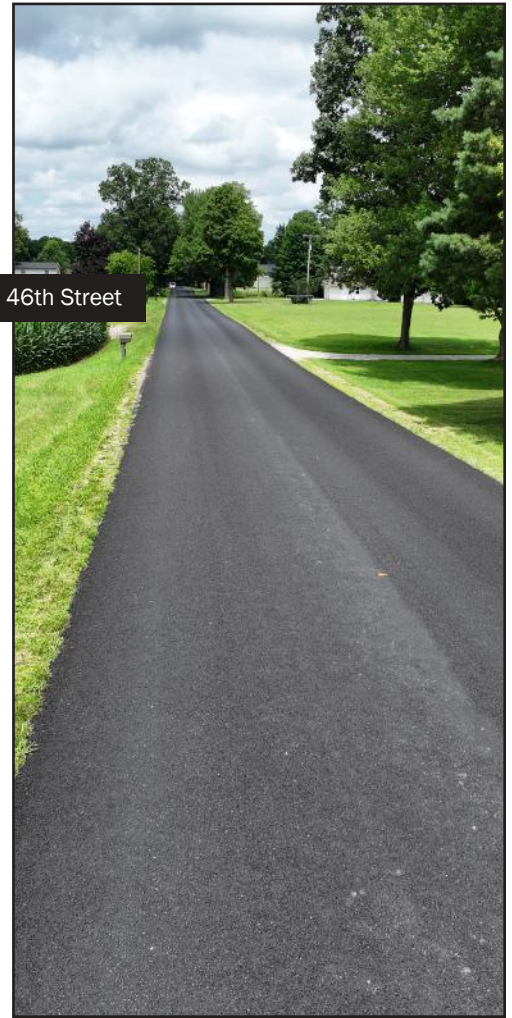
Chip seal/fog seal on 31st Street

ROSS TOWNSHIP

26
Primary Miles

53
Local Miles

6
Local Gravel Miles



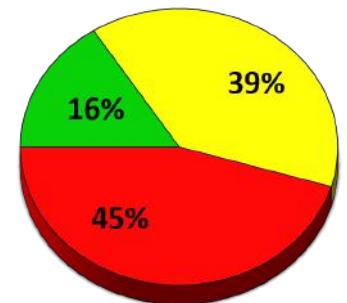
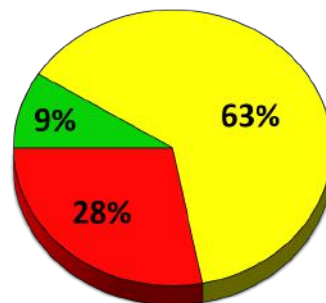
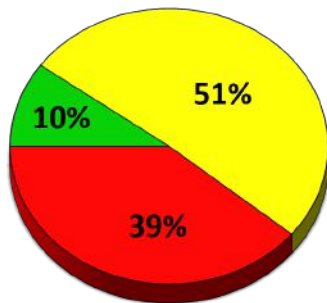
2025 Ross Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

ROSS TOWNSHIP PROJECTS

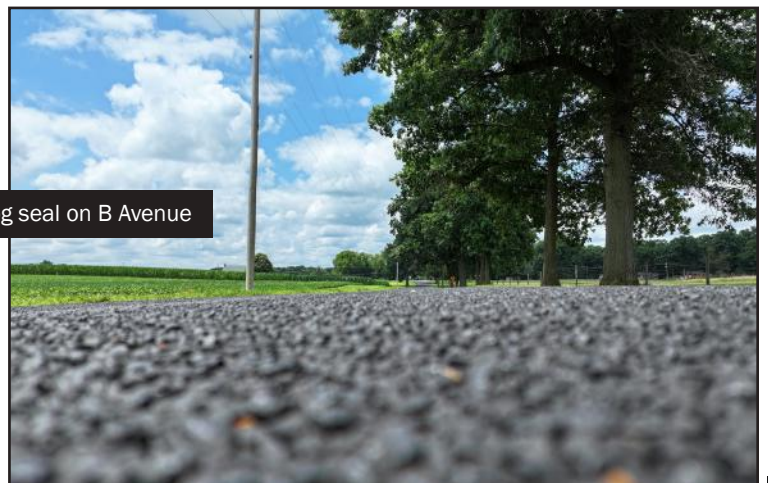
PRIMARY

Project Location	Work Performed	Total Cost
G Avenue - 28th Street to 38th Street (Ross / Richland Townships)	Intersection Improvements	\$279,766
G Avenue - 32nd Street to M-96 (Ross / Richland Townships)	Chip Seal	\$195,025
<i>Total Primary Cost</i>		<i>\$474,792</i>

LOCAL

Project Location	Work Performed	Total Cost
38th Street – 528’ south of G Avenue to G Avenue	Gravel / Pulverize / HMA Base and Surface Patching	\$54,255
B Avenue – 40th Street to 42nd Street	Chip Seal / Fog Seal	\$28,312
39th Street – Gull Lake Drive East to C Avenue	Chip Seal / Fog Seal	\$53,159
46th Street – M-89 to C Avenue	Chip Seal / Fog Seal	\$37,421
CD Avenue – 46th Street to 48th Street	Chip Seal / Fog Seal	\$37,782
47th Street – B Avenue to Baseline Road	Crack Fill	\$3,023
Baseline Road – 44th Street to 47th Street	Crack Fill	\$6,417
43rd Street – B Avenue to 4,171’ north of B Avenue	Crack Fill	\$2,784
<i>Total Local Cost</i>		<i>\$223,153</i>

Total Cost **\$697,945**



SCHOOLCRAFT TOWNSHIP

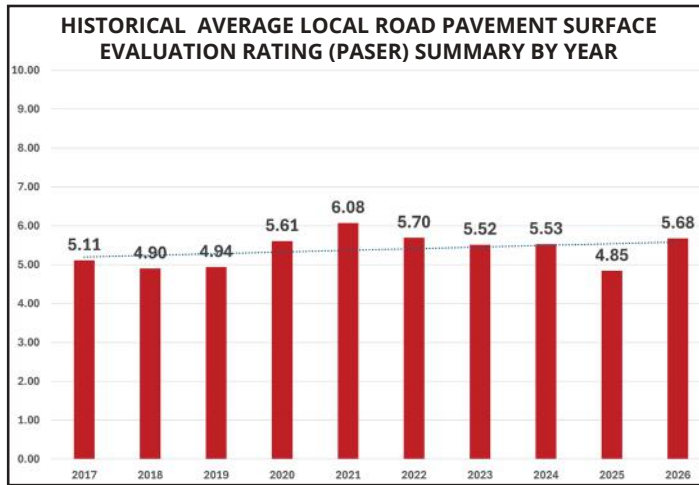
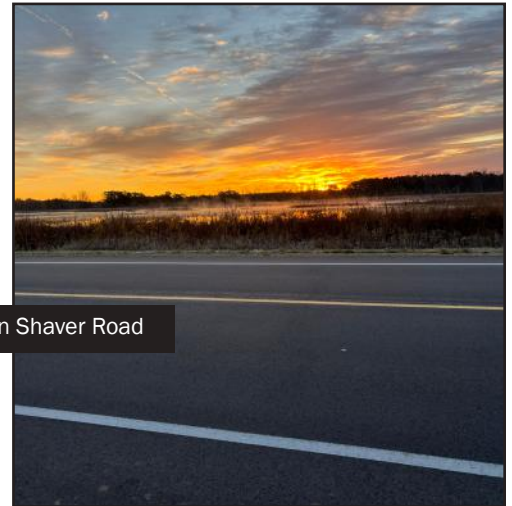
28
Primary Miles

34
Local Miles

0
Local Gravel Miles



HMA overlay on Shaver Road



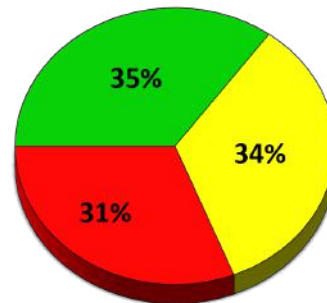
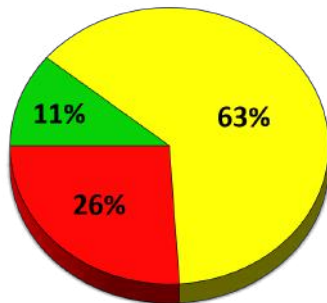
Chip seal/fog seal on 18th Street

2025 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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

SCHOOLCRAFT TOWNSHIP PROJECTS

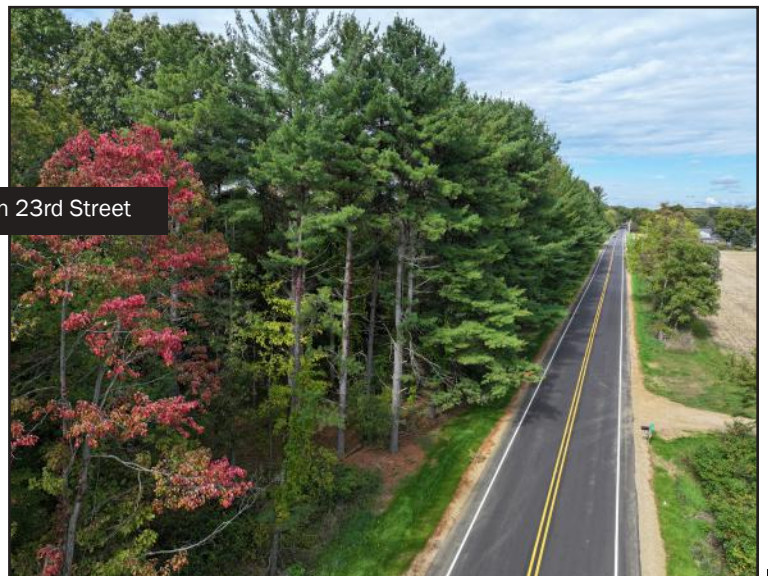
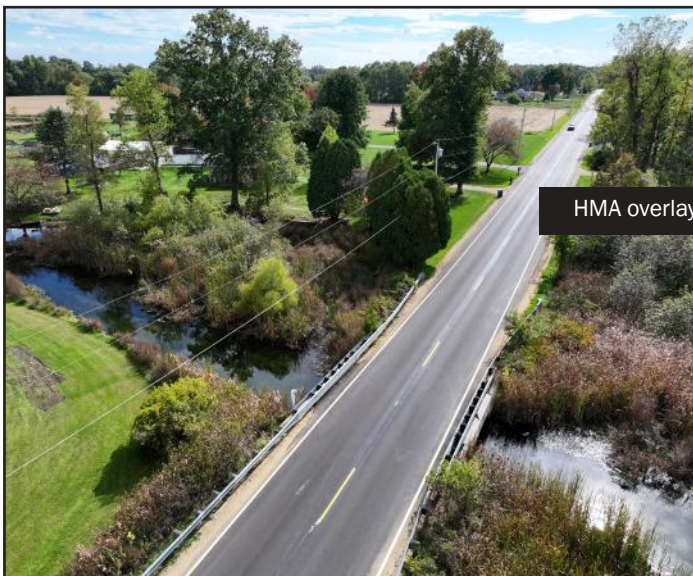
PRIMARY

Project Location	Work Performed	Total Cost
U Avenue / 23rd Street - 22nd Street to 375' south of TU Avenue	Pulverize / HMA Overlay / Shoulder Widen	\$1,159,913
Shaver Road - US 131 to 6,864' north of US 131	HMA Overlay / Culvert Replacement	\$348,252
<i>Total Primary Cost</i>		\$1,508,166

LOCAL

Project Location	Work Performed	Total Cost
Hopewell Street - South Hill Avenue to Crimora Street	HMA Overlay	\$57,883
YZ Avenue - 2,640' west of US-131 to US-131	Crack Fill / Chip Seal / Fog Seal	\$86,536
18th Street - W Avenue to VW Avenue	Crack Fill / Chip Seal / Fog Seal	\$79,168
16th Street - Z Avenue to VW Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$169,653
<i>Total Local Cost</i>		\$393,240

Total Cost **\$1,901,406**

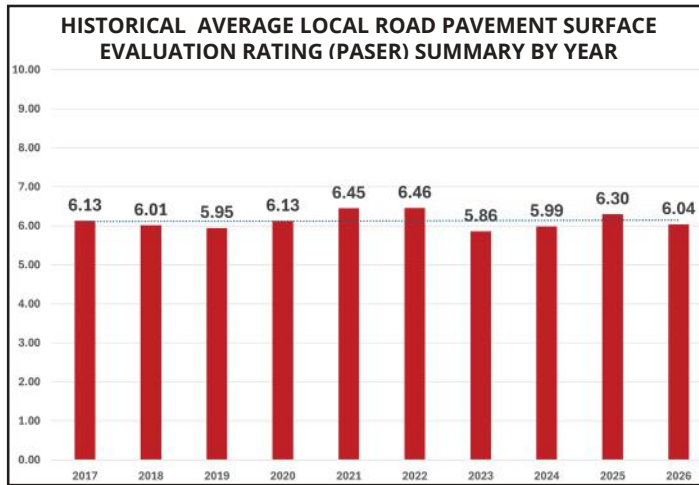
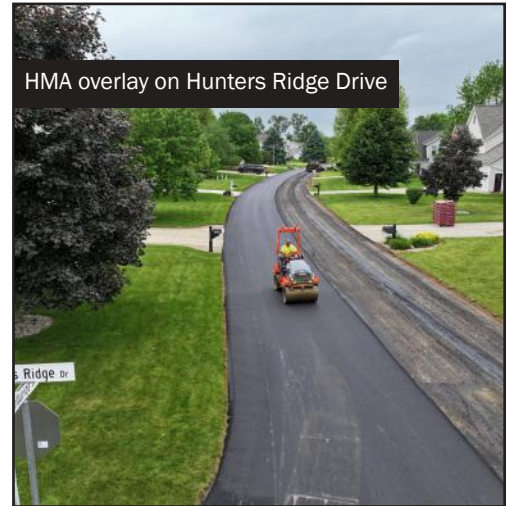


TEXAS TOWNSHIP

32
Primary Miles

94
Local Miles

0
Local Gravel Miles

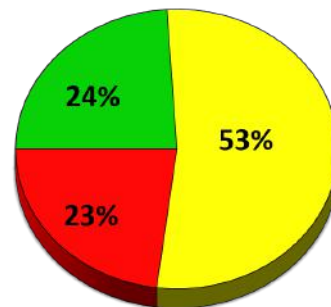
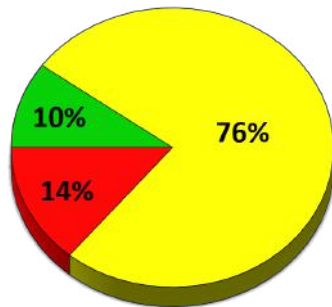


2025 Texas Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

TEXAS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Q Avenue & 8th Street - Dynamic Speed Feedback Signs	Speed Signs	\$32,959
<i>Total Primary Cost</i>		\$32,959

LOCAL

Project Location	Work Performed	Total Cost
Vankal Street - RS Avenue to Q Avenue	HMA Overlay	\$334,149
Vankal Street - 7,020' south of RS Avenue to RS Avenue (CONTINGENCY PROJECT)	HMA Overlay	\$325,806
6th Street (South Crooked Lake Drive) - Q Avenue to 742' north of Q Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$13,641
Vineyard Parkway - 720' south of Q Avenue to Q Avenue	Crack Fill / Chip Seal / Fog Seal	\$19,004
2nd Street - S Avenue to RS Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$38,513
7th Street - Q Avenue to East Crooked Lake Drive, Crooked Lake Drive East - 800' west of 7th Street to 7th Street; East Crooked Lake Drive - 7th Street to 2,573' north of 7th Street	Crack Fill / Chip Seal / Fog Seal	\$36,235
DNR Street - 1,050' south of OP Avenue to OP Avenue	Crack Fill / Chip Seal / Fog Seal	\$10,269
10th Street - R Avenue to Q Avenue	Crack Fill / Chip Seal / Fog Seal	\$78,523
PQ Avenue - 7,920' west of 3rd Street to 3rd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$71,248
Glenwynd Drive - 6th Street to O Avenue	Crack Fill / Chip Seal / Fog Seal	\$29,621
RS Avenue - 2nd Street to 6th Street	Crack Fill / Chip Seal / Fog Seal	\$63,227
Chadeau Avenue - Norcross Street to 10th Street, Norcross Street - 308' south of Kieth Court to 400' north of Keith Court, Keith Court - Norcross Street to 400' east of Norcross Street, Omega Street - Chadeau Avenue to 169' north of Chadeau Avenue	Crack Fill / Chip Seal / Fog Seal	\$31,624
Torrey Pines Drive - Cypress Bay Drive to Veronica Street, Stapleton Drive - Torrey Pines Drive to 12th Street, Stoneybrook Road - Burning Tree Road (west) to 12th Street, Hunters Ridge Drive - Heathrow Avenue to Cypress Bay Drive, Snowbird Court - Hunters Ridge Drive to Hunters Ridge Drive; Telluride Drive - 1,088' west of Hunters Ridge Drive to Hunters Ridge Drive	HMA Overlay	\$335,953
Veronica Street - Cypress Bay Drive to Queen Victoria Lane, Lewsinda Avenue (west) - 213' west of Marsha Street to Veronica Street; Marsha Street - Lewsinda Avenue to 135' north of Lewsinda Avenue, Lewsinda Avenue (east) - Veronica Street to 12th Street, Anthony Street - Lewsinda Avenue to 121' north of Lewsinda Avenue	HMA Overlay	\$156,276
Treasure Island Drive - Pepper Avenue to 2,544' north of Pepper Avenue, Pepper Avenue - Treasure Island Drive to 667' east of Finnagen Street, Woods Drive - Treasure Island Drive to 934' north of Treasure Island Drive, Finnagen Street - PQ Avenue to Pepper Avenue	Crack Fill / Chip Seal / Fog Seal	\$42,286
<i>Total Local Cost</i>		\$1,586,374

Total Cost

\$1,619,334



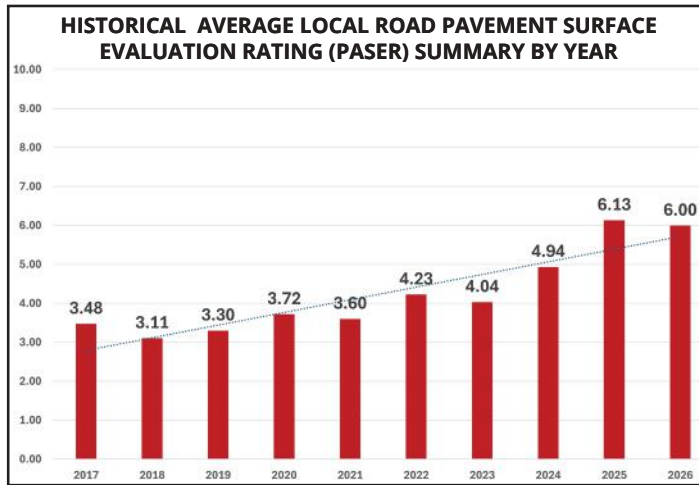
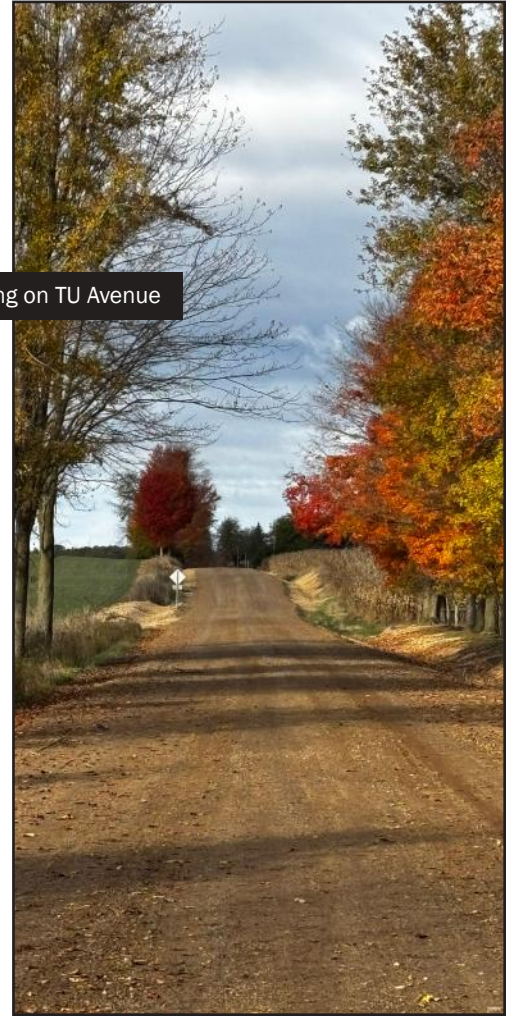
Chip seal/fog seal on RS Avenue

WAKESHMA TOWNSHIP

25
Primary Miles

48
Local Miles

30
Local Gravel Miles



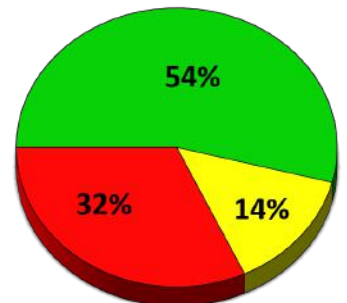
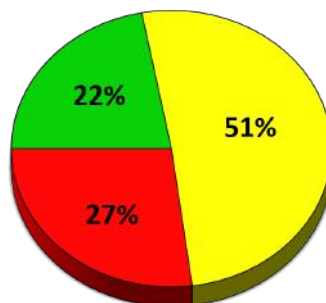
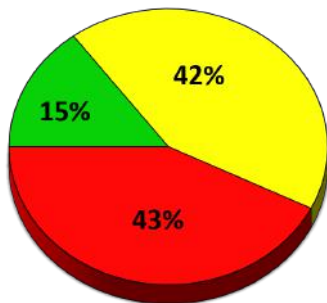
2025 Wakeshma Township Road Conditions

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 2025 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

WAKESHMA TOWNSHIP PROJECTS

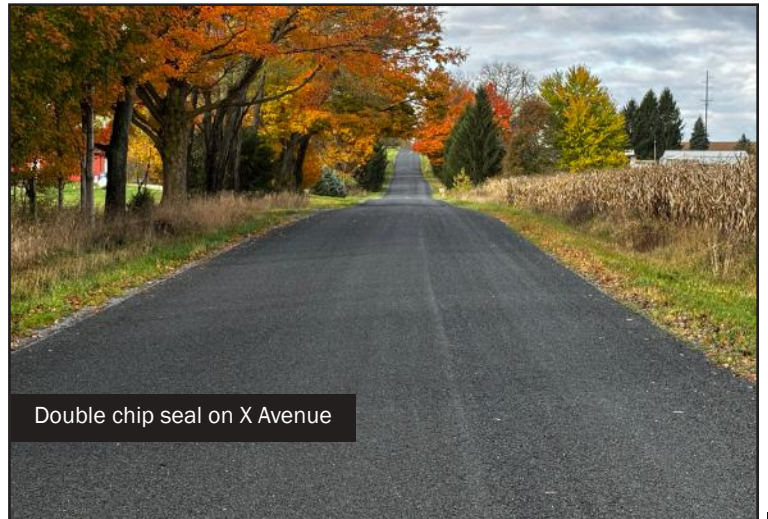
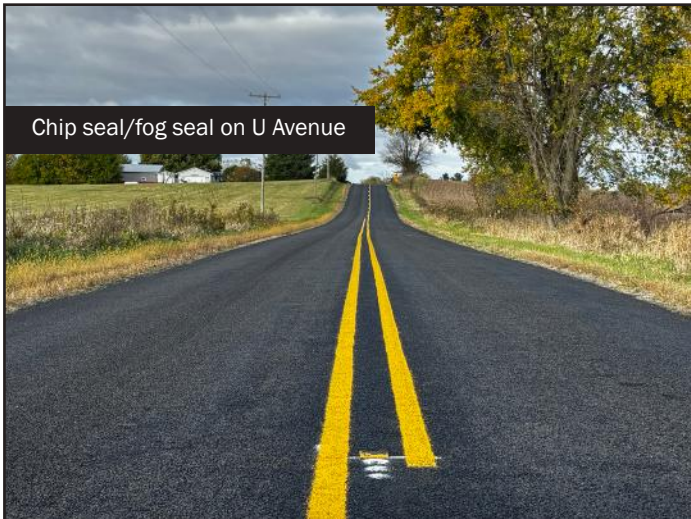
PRIMARY

Project Location	Work Performed	Total Cost
W Avenue - 42nd Street to 44th Street	Pulverize / HMA Overlay / Shoulder Widen	\$8,279
36th Street - VW Avenue to V Avenue (Wakeshma / Brady Townships)	Culvert Replacement at Parker Drain	\$15,967
40th Street - X Avenue to W Avenue	Bridge Removal at Little Portage Creek	\$7,811
<i>Total Primary Cost</i>		\$32,058

LOCAL

Project Location	Work Performed	Total Cost
TU Avenue - 39th Street to 42nd Street	Gravel Resurfacing	\$309,494
X Avenue - 40th Street to 42nd Street (CONTINGENCY PROJECT)	Pulverize / Double Chip Seal	\$21,805
38th Street - W Avenue to V Avenue	Crack Fill / Chip Seal	\$31,988
Art Martin Street - W Avenue to 300' north of White Lawn Street, White Lawn Street - 315' west of Art Martin Street to 42nd Street	Chip Seal	\$8,660
U Avenue - 42nd Street to 44th Street	Chip Seal / Fog Seal	\$37,340
X Avenue - 38th Street to 40th Street	Double Chip Seal	\$82,337
<i>Total Local Cost</i>		\$491,624

Total Cost **\$523,682**



2025 FACTS AND FIGURES

1,270
TOTAL MILES

824
LOCAL MILES

106
GRAVEL MILES

446
PRIMARY MILES

313
ALL-SEASON MILES

28,482
SIGNS POSTED

3,199
STOP SIGNS

49
SIGNALIZED
INTERSECTIONS

39
INTERSECTIONS WITH
FLASHING BEACON

63
BRIDGES

210
PROJECTS MANAGED

6
MILES OF PRIMARY
ROADS PAVED

14
MILES OF LOCAL
ROADS PAVED

11
MILES OF
PRIMARY ROADS
CHIP SEALED

119
MILES OF LOCAL
ROADS CHIP
SEALED

5
MILES OF ROADS
REGRAVELED



Chip seal on Art Martin Street



Tree work



RCKC grounds



Traffic signal maintenance



Shoulder work



Fall colors on X Avenue



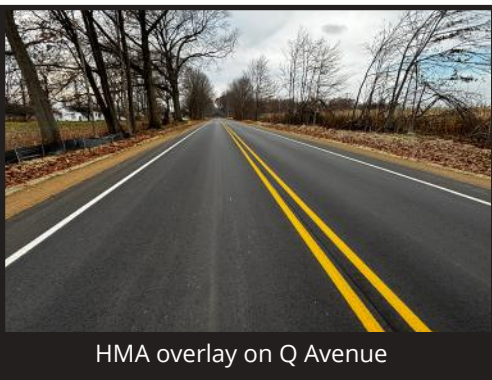
Milling on Pitcher Street



Fall colors on F Avenue



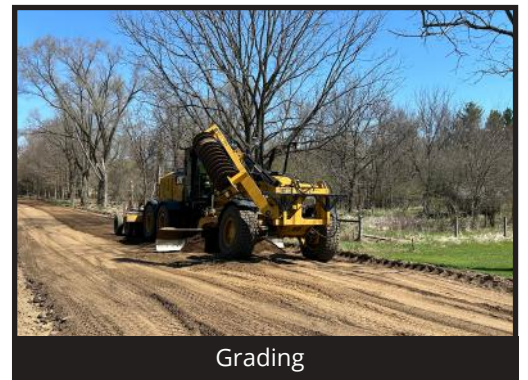
Chip seal/fog seal on 2nd Street



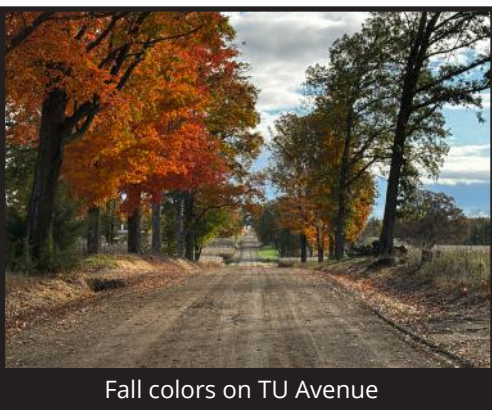
HMA overlay on Q Avenue



Shoulder work on O Avenue



Grading



Fall colors on TU Avenue



G Avenue culvert replacement



Chip seal/fog seal on RS Avenue



High shoulder removal



RCKC truck in fall



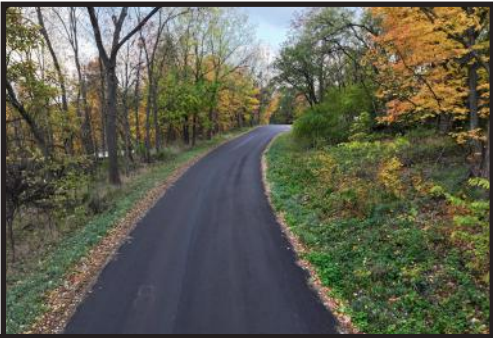
HMA paving on Sprinkle Road



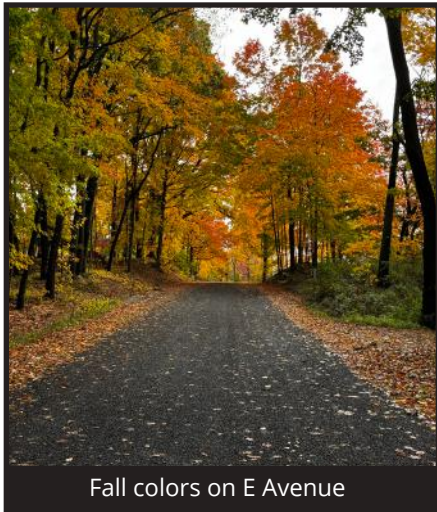
Drainage work on 38th street



Snow plowing



Chip seal/fog seal on Leigh Avenue



Fall colors on E Avenue



Chip seal/fog seal on Stoney Woods Drive



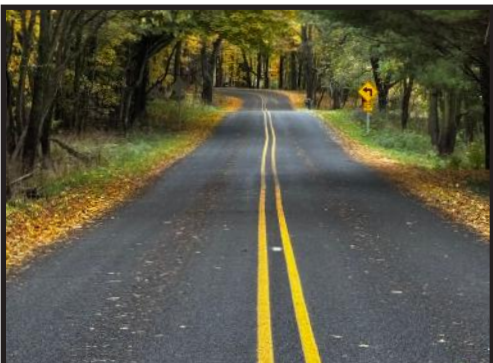
Fog sealing



Construction on U Avenue



Chip seal/fog seal on Chadeau Avenue



Fall colors on G Avenue



Traffic signal maintenance

