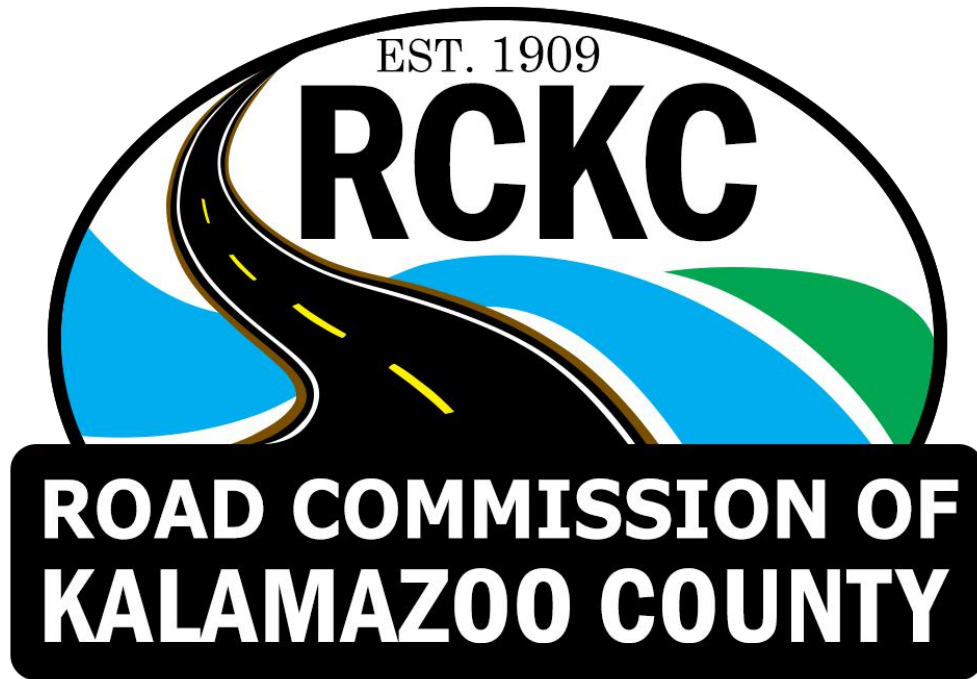




**ROAD COMMISSION OF
KALAMAZOO COUNTY**

ANNUAL REPORT

2022



2022 ANNUAL REPORT

YOUR LOCAL ROAD PROFESSIONALS SINCE 1909

www.kalamazoocountyroads.com

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RCKC OVERVIEW

MEET THE BOARD

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



THOM BRENNAN

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

DAVID C. PAWLOSKI

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



LARRY STEHOUWER

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



MICHAEL BOERSMA

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



KESHIA DICKASON

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



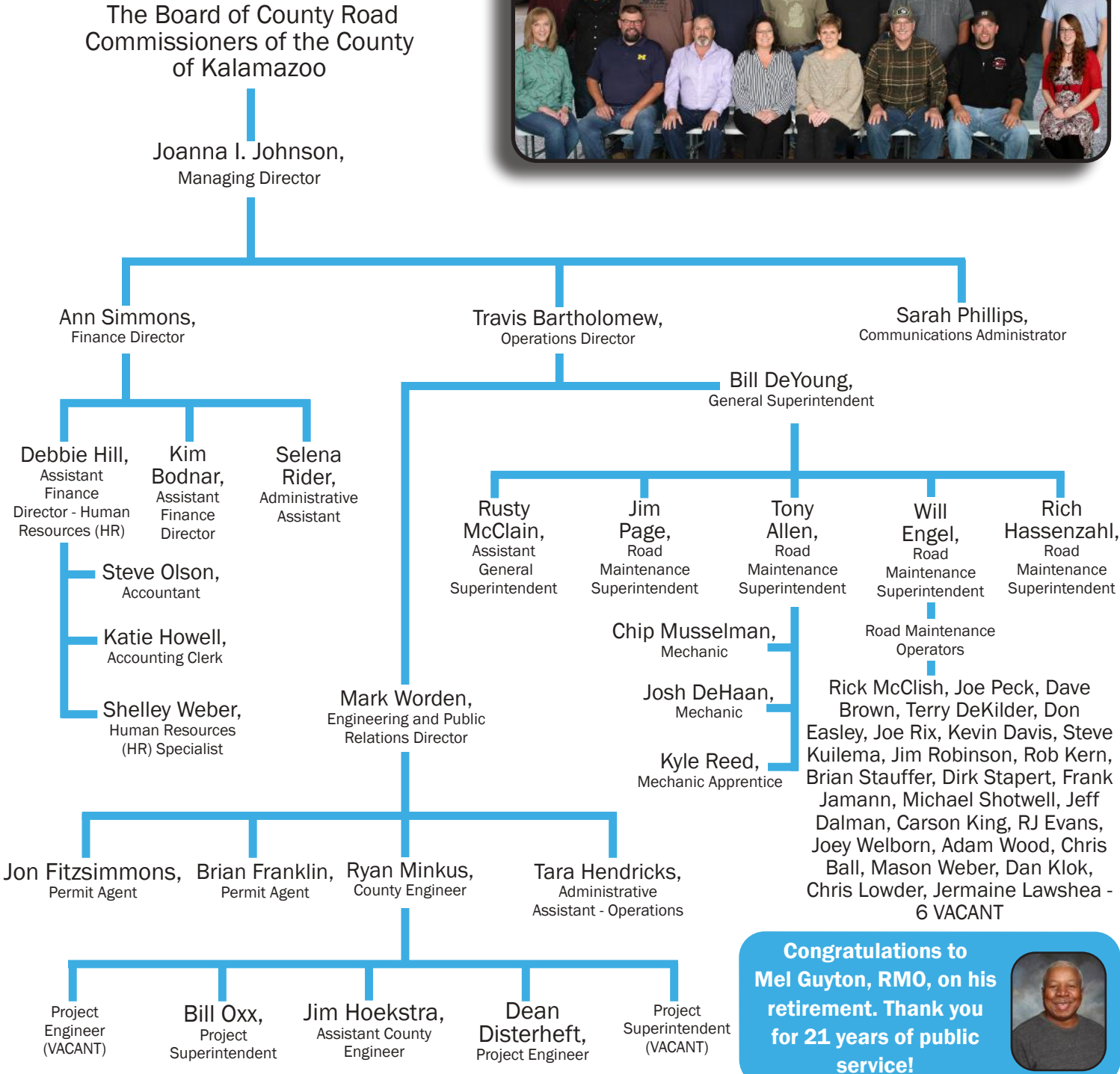
The Board's regular meetings, to which the public is invited, are held at 3:00 p.m. on alternate Tuesdays at the Road Commission office, 3801 East Kilgore Road, Kalamazoo, Michigan. A meeting schedule can also be found on the Meetings section of the RCKC website at <https://www.kalamazooountyroads.com/meetings.php>.

From time to time, additional special board meetings are held, and joint meetings are scheduled with townships throughout the county annually.

MEET THE TEAM

This organizational chart reflects the RCKC's structure as of December 28, 2022

- 59 RCKC EMPLOYEES TOTAL (INCLUDES 8 VACANT)
- 26 ADMINISTRATION EMPLOYEES (INCLUDES 2 VACANT)
- 33 ROAD MAINTENANCE & MECHANICS-OPERATIONS (INCLUDES 6 VACANT)



Congratulations to Mel Guyton, RMO, on his retirement. Thank you for 21 years of public service!



THE RCKC ANNUAL REPORT: A CITIZEN'S GUIDE TO PUBLIC SERVICE EFFORTS

Introduction

The Road Commission of Kalamazoo County (RCKC)

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

This report provides a guide to the efforts by the RCKC in public service. These efforts are on-going and continuously developing 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 only accomplished by our staff 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 2022, the 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, the RCKC maintains bridges, 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, staff develops an improvement plan spanning five years that is based on engineering assessments and on-site reviews. This plan is reviewed and projects are undertaken based on current and future road needs and anticipated funding. On November 9, 2021, the RCKC adopted a \$72 million, five-year Primary Road Capital Improvement Plan (CIP) for the period 2022 through 2026. 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.

For the local road system, RCKC establishes road improvement priorities which are developed in conjunction with township governments. Each township works with our staff to develop a 5-year

Local Road CIP supporting asset management for planning purposes and local road preservation. 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 2022, RCKC allocated \$2,180,000 toward this partnership, which is a record-breaking commitment to the local road program. Projects included local road preservation-structural improvement, preventive maintenance and construction projects such as chip seal, hot mix asphalt (HMA) overlays, and road reconstruction.

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, Public Acts 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 one (1) special assessment district by township resolution for Adobe Road, Alamo Township approved by the Board September 13, 2022 for an estimated \$212,684.

Local road and bridge revenue contributions may include township general funds, special assessment districts, millages, and private contributions. A current Township local road contribution summary in addition to PAR funds is noted below:

Climax Township: Local Road Millage renewed in 2014.

Comstock Township: Local Road Millage of 1.00 mills per Michigan Compiled Law (MCL) 247.670, approved in 2021 for 2022.

Oshtemo Township: Local Road Millage of 1.08 mills per MCL 247.670, approved in 2021 for 2022.

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

Wakeshma Township: Local Road Millage approved in 2019.

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 2022 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 2022

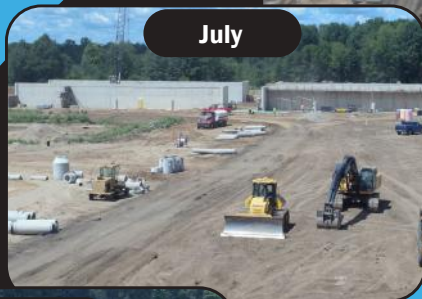
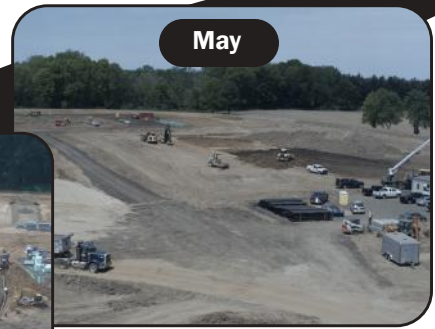
5,782

Service Request Reasons:

Number of Requests Received:

Tree	1253
Winter Maintenance	815
Pothole	696
Sign	489
Drainage	311
Question	303
Shoulders	252
Traffic Signal	195
Investigate Situation	192
Gravel Road	160
Mailbox	124
Not jurisdiction of RCKC	117
Debris in Roadway	97
Sight obstruction	92
Driveway	67
Thank You	67
Yard Damage	66
Mowing	63
Brush Control	57
Chip Seal/Fog Seal	55
Encroachment in right-of-way	53
Speed	44
Guardrail	43
Manhole Cover/Drain Cover	35
Insurance Claim	32
Sweeping	31
Facilities	30
Pavement Marking	25
Water over road	16
Fence Repair/Installation	2

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



NEW RCKC FACILITY



The RCKC broke ground on Tuesday, March 15th, 2022 at 26th Street north of N Avenue in Comstock Township, celebrating the start of construction on our new complex.



Bond: \$55,235,000
Total approximate cost: \$65,000,000
Construction started: 2022
Anticipated completion: 2024



We've made a lot of progress this year!

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.
- Recruiting remains an on-going challenge.

We are all working hard to maintain all our accomplishments, 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.

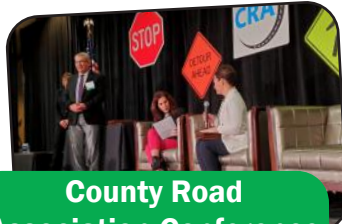
Inside the RCKC



Safety Day



County Engineers Workshop



County Road Association Conference



Holiday Lunch



Go Orange Day



Career Fair



Innovation highlights:

- “Dual” broom tractor development and testing
- Introduced Samsara Systems to our operations
- Added dashboard cameras to road commission vehicles
- Introduced an in-depth service request report tracking system
- Implemented and tested GPS in chip seal operations, including with emulsion spreading
- Rubber chip seal grant trials



Awards & Recognition



2022 Branch Award for Public Works Project of the Year for Governmental Cooperation Greater than \$1 Million from the American Public Work Association (APWA) for Watkins Road Improvements

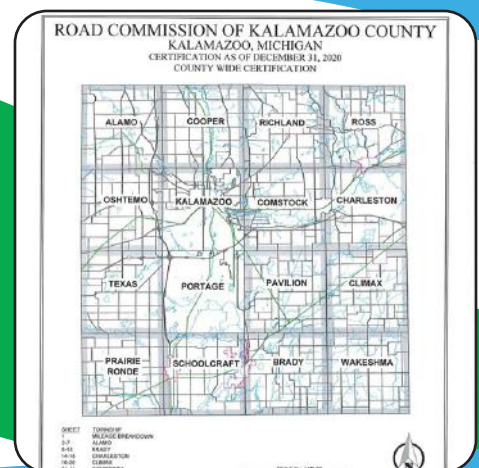
2022 Project of the Year Award from the APWA for the Treasure Island Drive, Texas Township Disaster or Emergency Construction/Repair for Less than \$1 Million



2022 Project of the Year Award from the APWA for the Treasure Island Drive, Texas Township Disaster or Emergency Construction/Repair for Less than \$1 Million



2021 PEOPLE'S CHOICE AWARD and IMPRESS AWARD in the Collaboration Category - Voted #1 by the CRA 2022 Highway Conference Attendees for Geographic Information Systems (GIS) Public Act 51 Mileage Certification Maps



2021 IMPRESS AWARD from the CRA in Communications for Hybrid Board Meetings

**2021 awards were received in 2022*

Public Outreach

The RCKC considers public outreach to be a crucial part of public service. We accept and seek opportunities for outreach. In 2022, the RCKC participated in the following events:

- **Attended Two (2) Touch-A-Truck Events with a snowplow**
- **Held a Put the Brakes on Fatalities Road Safety Poster Contest, shared with the schools and kids in Kalamazoo County**
- **Presented at the Climax and the Vicksburg Rotary Clubs**
- **Held a toy drive for Bronson Hospital**
- **Held Joint Meetings with Prairie Ronde, Brady and Wakeshma Townships**
- **Attended Township Supervisors Meetings and regularly met and communicated with our township partners**
- **Expanded our social media presence and continue to seek new avenues of communication**
- **Held Six (6) Project Information Meetings for larger or unique road projects**
 - **TU Avenue and 23rd Street**
 - **Sprinkle Road—East Main Street to G Avenue**
 - **Parkview Avenue, 11th Street, and 12th Street**
 - **Barney Road—Nichols Road to Douglas Avenue**
 - **Mosel Avenue—Douglas Avenue to Riverview Drive**
 - **Adobe Road**



Parkview Avenue, 11th Street, and 12th Street Project Information Meeting



Rotary Club Meeting



Wakeshma Joint Meeting



Toy Drive



Barney Road Project Information Meeting



Touch-a-Truck



Road Safety Poster Art Contest

One winner was chosen by the RCKC Safety Committee from each of these age groups:
 3-6 years old
 7-10 years old
 11-14 years old



GLOSSARY

Aggregate Lift

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

All-season Roads

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

Asset Management

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

Cape Seal

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

6-8 Year Service Life

Chip Seal

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

5-7 Year Service Life

Cold Milling

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

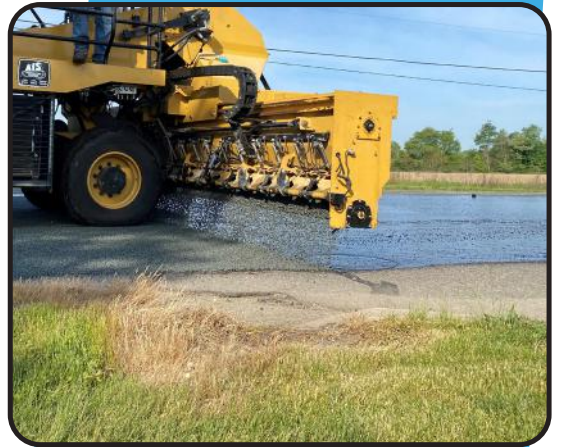
Crack Fill

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

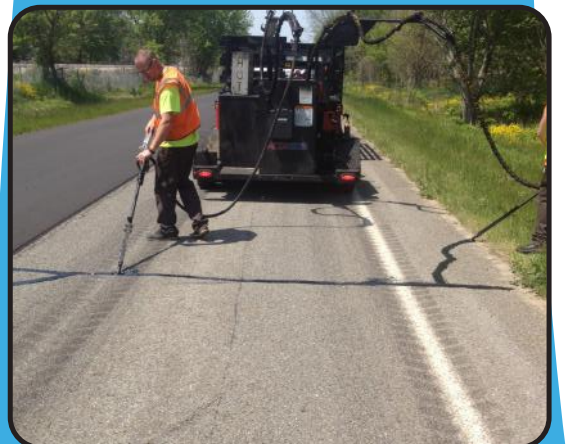
1-3 Year Service Life



Aggregate lift on 8th Street bridge



Chip seal on 37th Street



Crack fill on K Avenue



Crack seal on O Avenue

Crack Seal

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

1-2 Year Service Life

Double Chip Seal

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

8-10 Year Service Life

Epoxy Overlay

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

10-15 Year Service Life



Fog seal in Oshtemo Township

Fog Seal

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

1-3 Year Service Life

HMA Overlay

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

15-20 Year Service Life

HMA Paving

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

15-20 Year Service Life



HMA paving on JK Avenue

HMA Ultra-Thin Overlay

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

5-7 Year Service Life

HMA Wedge

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

Infrared

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

Local Roads

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

Micro Seal

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

6-8 Year Service Life

Onyx Seal

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

Preservation

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

PASER

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

Preventive Maintenance

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

Primary Roads

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

Pulverizing/Pulverization

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



HMA wedge on V Avenue



Onyx seal on R Avenue



Pulverizing XY Avenue



Placing shoulder gravel on XY Avenue

Reconstruction

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

15-25 Year Service Life

Rehabilitation

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

10-15 Year Service Life

Resurfacing

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

10-15 Year Service Life



Applying dust control on 40th Street

RoadSoft

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

Routine Maintenance

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

Rubblizing

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

Texas Underseal

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



Texas underseal on G Avenue

FINANCIAL HIGHLIGHTS



FINANCES*

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

Our annual audited financial statements are included in the basic financial statements of Kalamazoo County, Michigan as a discretely presented component unit. Our Board of County Road Commissioners adopts an annual budget in accordance with the Uniform Budgeting Act (Public Act PA 621 of 1978). 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. In 2022, we continued to take every possible step to increase our efficiency by overseeing expenditures, including overhead and administrative costs. Steps taken include technology enhancements, 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. "For the road commission's year ending December 31, 2021. The RCKC is in compliance with PA 51, as amended."

**Project costs are preliminary and include only work performed in 2022 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

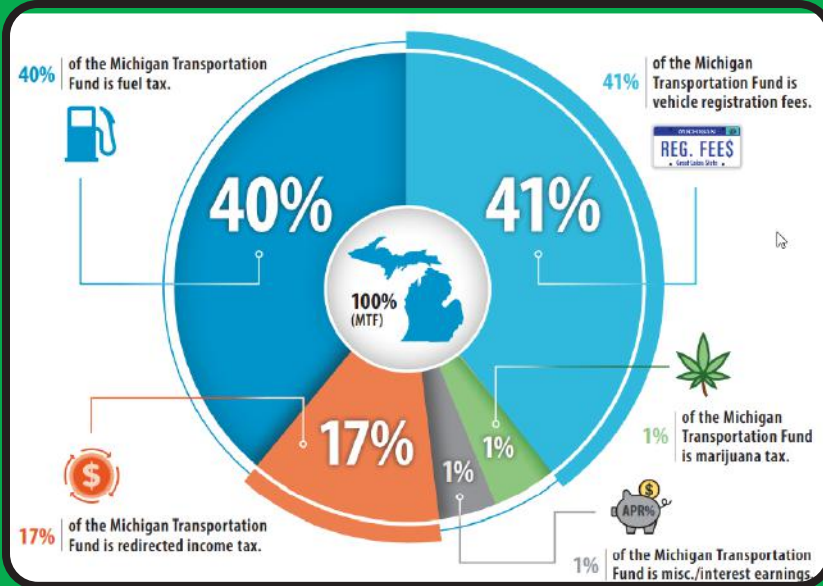
Projects in 2022 utilizing state TEDF: East R Avenue (36th Ave to East County Line)

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, using the Consumer Price Index (CPI), beginning January 1, 2022.

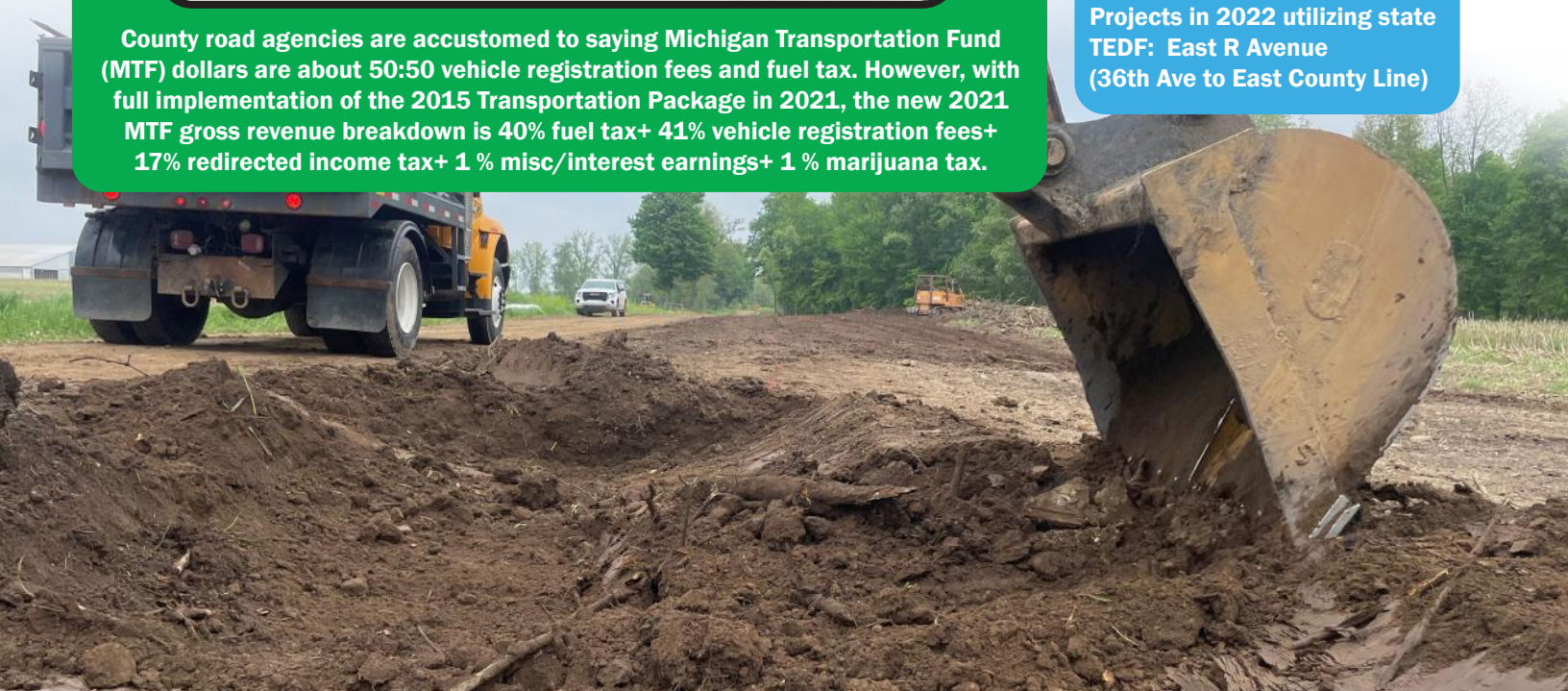
We're now at that point and the first inflationary, or indexed, increase was implemented in January 2022 (and adjusted each year thereafter) as shared above. The legislation states: "... the department [Treasury] shall determine a cents-per-gallon rate on motor fuel that shall be derived by multiplying the cents-per-gallon rate in effect during the immediately preceding calendar year by 1 plus the lesser of 0.05 or the inflation rate and rounding up the product to the nearest 1/10 of a cent." According to Treasury the state fuel tax was increased to 27.2¢/gallon began January 1, 2022.

Please review our revenue graphs in this report.

MICHIGAN TRANSPORTATION FUND SOURCES



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





FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act which provides funding for transportation programs through 2020. Extensions of the FAST Act were necessary until a new program was signed into law. The Infrastructure Investment and Jobs Act (IIJA), was signed into law by President Joe Biden on November 15, 2021. The act includes funding for broadband access, clean water, electric grid renewal in addition to the transportation and road programs. The

IIJA includes approximately \$1.2 trillion in spending, with \$550 billion being newly authorized spending on top of what was already authorized.

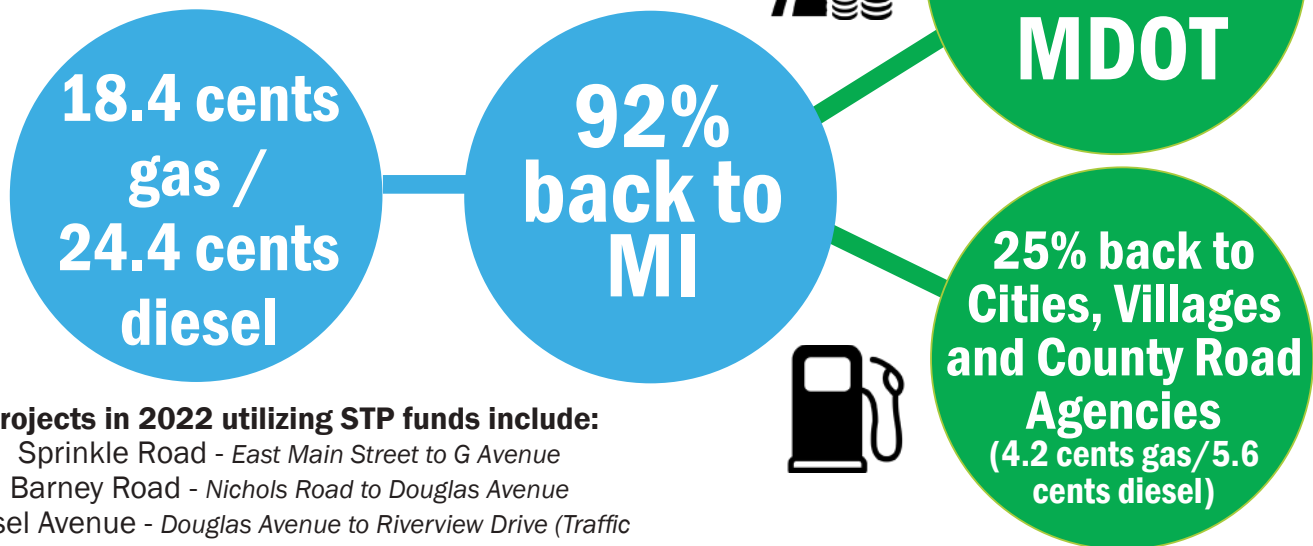
Federal funding, including Surface Transportation Program (STP) is distributed to the RCKC through the Kalamazoo Area Transportation Study (KATS), the Metropolitan Planning Organization (MPO) for the Kalamazoo urbanized area. The Rural Task Force (RTF) Program provides STP-Rural federal dollars to rural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

Congestion Mitigation Air Quality (CMAQ) programs reduce vehicle pollutant emissions by improving the flow of traffic, or by providing transportation choices that reduce

pollution. CMAQ funds are designated to the Kalamazoo region to support projects that will result in improved air quality.

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 Federal Highway Administration (FHWA) also provides funds from the Highway Safety Improvement Program (HSIP) and a portion of those funds are for the High Risk Rural Road (HRRR) program.

Federal summary of revenue paid at the pump:



Projects in 2022 utilizing STP funds include:

- Sprinkle Road - East Main Street to G Avenue
- Barney Road - Nichols Road to Douglas Avenue
- Mosel Avenue - Douglas Avenue to Riverview Drive (Traffic Signal Replacement)
- Solon Avenue - Kalamazoo City Limit to West Main Street
- S Avenue - 29th Street to 34th Street

Projects in 2022 utilizing CMAQ funds include:

- Mosel Avenue - Douglas Avenue to Riverview Drive (Traffic Signal Replacement)

Projects in 2022 utilizing HSIP funds include:

- Sprinkle Road - East Main Street to G Avenue
- 12th Street - Ravine Road to D Avenue
- Comstock Signal Pre-Emption

Projects in 2022 utilizing RTF funds include:
The RCKC did not receive CMAQ funds in 2022

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

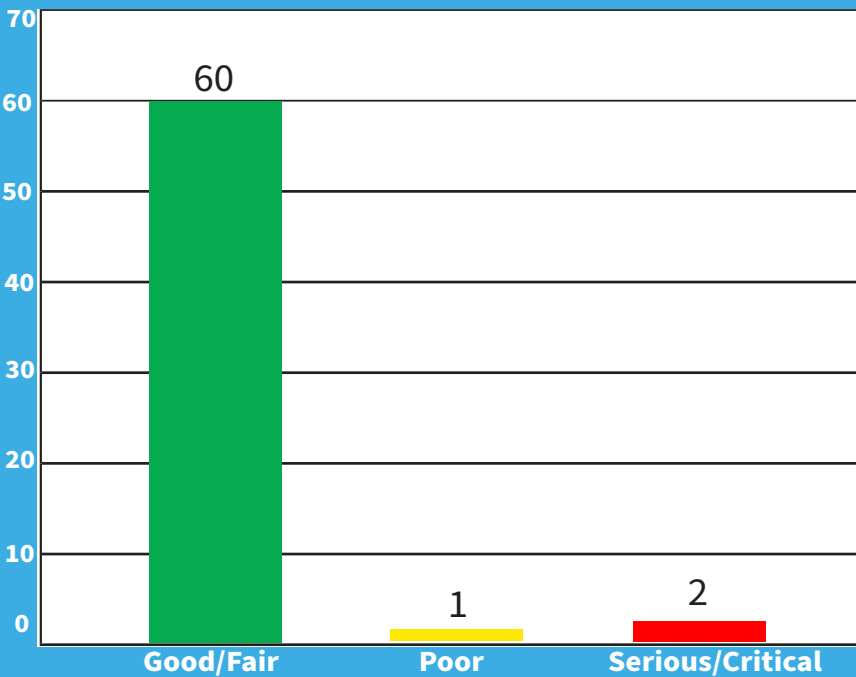
in whole or part. Revenues are provided from an Act 51 earmark of ½ cent of the gasoline excise tax (approximately \$22 million), and a separate (approximately \$5 million) Act 51 earmark of MTF revenue. Through legislation in 2004, Michigan created a Local Bridge Fund to be administered by the Local Bridge Advisory Board and seven Regional Bridge Councils. Funding from the Local Bridge Fund is allocated to each region based on available funds and weighted ratios provided in the legislation. The recent Michigan Revenue Package which began in 2017, did not allocate additional funding to the local bridge program.

These funds are available on a state-wide 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 did not receive Local Bridge Program funds in 2022.

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

2022 Bridge Rating Summary*



*In 2022, 3 of the RCKC 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 National Bridge Inventory (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.

BOARD OF COUNTY ROAD COMMISSIONERS
OF KALAMAZOO COUNTY
E. U AVENUE
OVER PORTAGE RIVER
SN 4626
2016
DANIEL J. MOYLE - CHAIRMAN
KENNETH R. OSBORSON - VICE CHAIRMAN
DENNIS J. BERKEBILE - MEMBER
DAVID O. WORTHAMS - MEMBER
DIER BUCHHOLTZ - MEMBER
JOANNA L. JOHNSON - MANAGING DIRECTOR
RYAN J. MINNUS - COUNTY ENGINEER
ENGINEER:
WILLIAMS & WORKS, INC.
GRAND RAPIDS, MI
CONTRACTOR:
MILBOCKER & SONS INC.
ALLEGAN, MI



LOCAL ROAD PARTICIPATION FUNDS (PAR)

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

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

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

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

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

TOWNSHIP	2022 INITIAL ALLOCATION	2021 CARRYOVER FUNDS	REALLOCATION OF PAR FUNDS	TOTAL TOWNSHIP ALLOCATION
ALAMO	\$75,027	\$0	\$0	\$75,027
BRADY	\$95,387	\$1,567	\$0	\$96,954
CHARLESTON	\$47,189	\$0	\$0	\$47,189
CLIMAX	\$77,357	\$0	\$0	\$77,357
COMSTOCK	\$251,224	\$18,258	\$0	\$269,482
COOPER	\$175,670	\$0	\$0	\$175,670
KALAMAZOO	\$296,665	\$53,926	\$0	\$350,591
OSHTEMO	\$275,268	\$38,211	\$0	\$313,479
PAVILION	\$121,925	\$0	\$0	\$121,925
PRAIRIE RONDE	\$87,132	\$6,107	\$0	\$93,239
RICHLAND	\$128,528	\$0	\$0	\$128,528
ROSS	\$99,421	\$24,100	\$0	\$123,521
SCHOOLCRAFT	\$92,389	\$0	\$0	\$92,389
TEXAS	\$281,334	\$0	\$0	\$281,334
WAKESHMA	\$75,484	\$0	\$0	\$75,484
TOTAL	\$2,180,000	\$142,169	\$0	\$2,322,169



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 for 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 non-motorized facilities. The

RCKC typically serves as the grant applicant for non-motorized facilities when using public funding sources. In Act 51, of the funds allocated from MTF, not less than 1% of those funds shall be expanded for construction or improvement of non-motorized transportation and facilities. These non-motorized facilities included paving of road shoulders, and widening of lanes. Ten years of qualified expenditure for non-motorized improvements for the RCKC total \$9,980,192.00 million with \$279,982.00 in 2022. 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

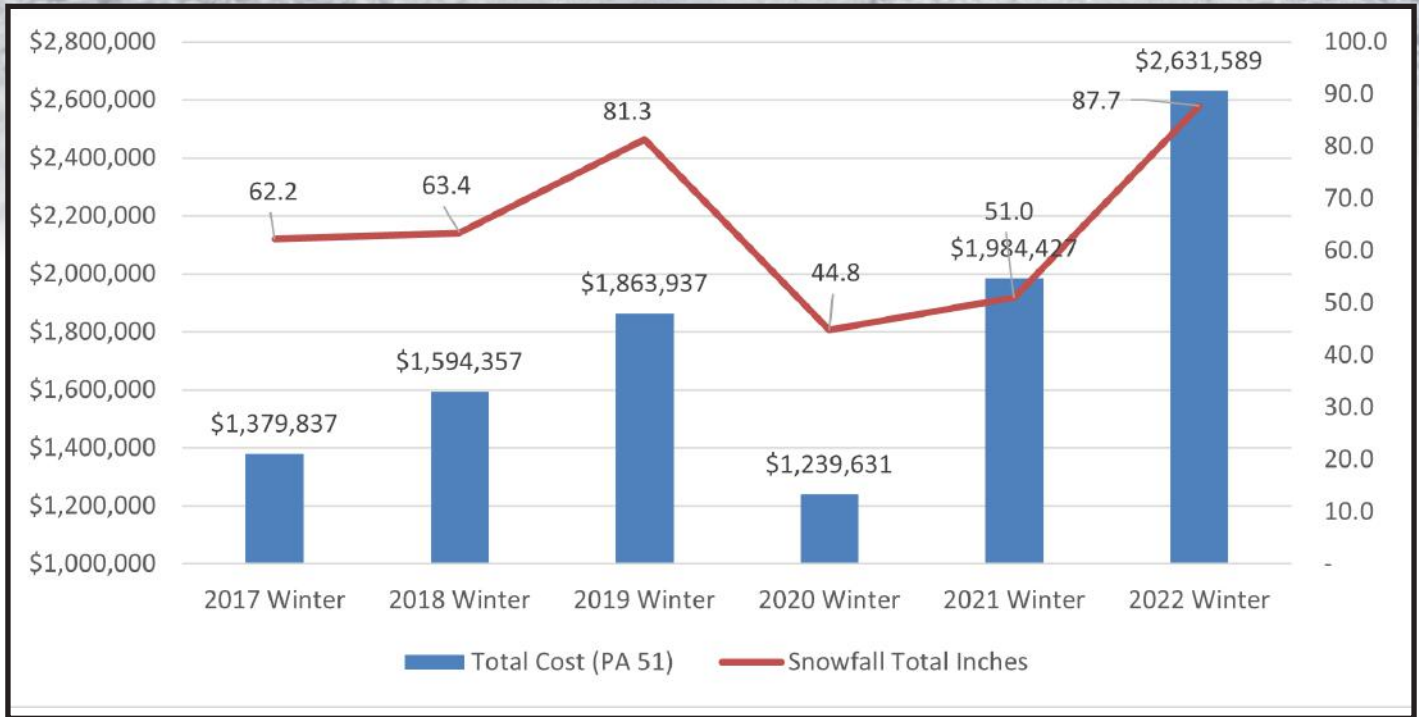
Routine maintenance activities and safety improvements, outside of construction projects, include surface patching, sign maintenance, roadside mowing, tree cutting/removal, culvert repair, guardrail maintenance, and winter maintenance.

During 2022, approximately 20 miles of roads were paved and to preserve the capital investment in our roads, 70 miles of roads were chip sealed.

Over \$16.4 million dollars was spent on our primary road system and over \$12.8 million on our local road system for both construction and maintenance operations in 2022.



WINTER MAINTENANCE EXPENDITURE AND SNOWFALL DATA



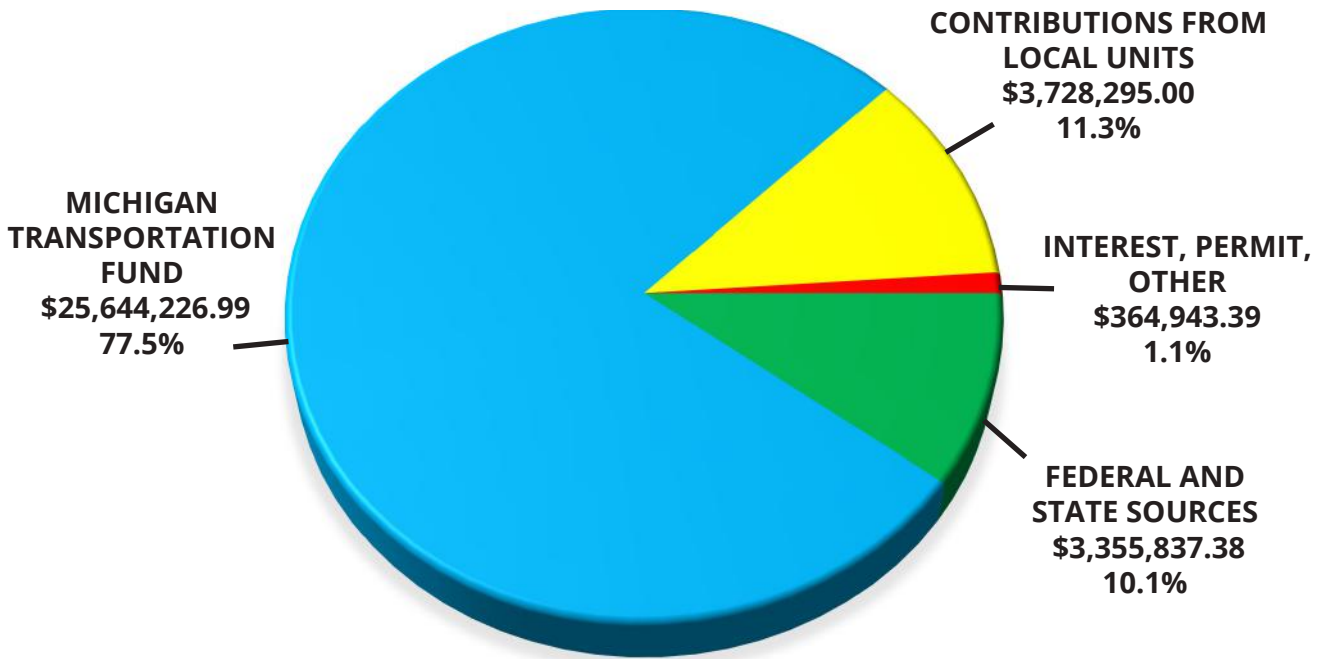
Other Stats:	2017 Winter	2018 Winter	2019 Winter	2020 Winter	2021 Winter	2022 Winter
Salt Price/Ton	\$50.01	\$43.99	\$76.61	\$76.58	\$71.56	\$67.98
Sand/Salt Usage (Tons)	5,096.25	6,229.33	5,586.42	2,769.43	4,198.91	5,304.49
Salt Usage (Tons)	2,668.02	2,613.12	2,701.78	2,239.16	4,152.61	2,174.81



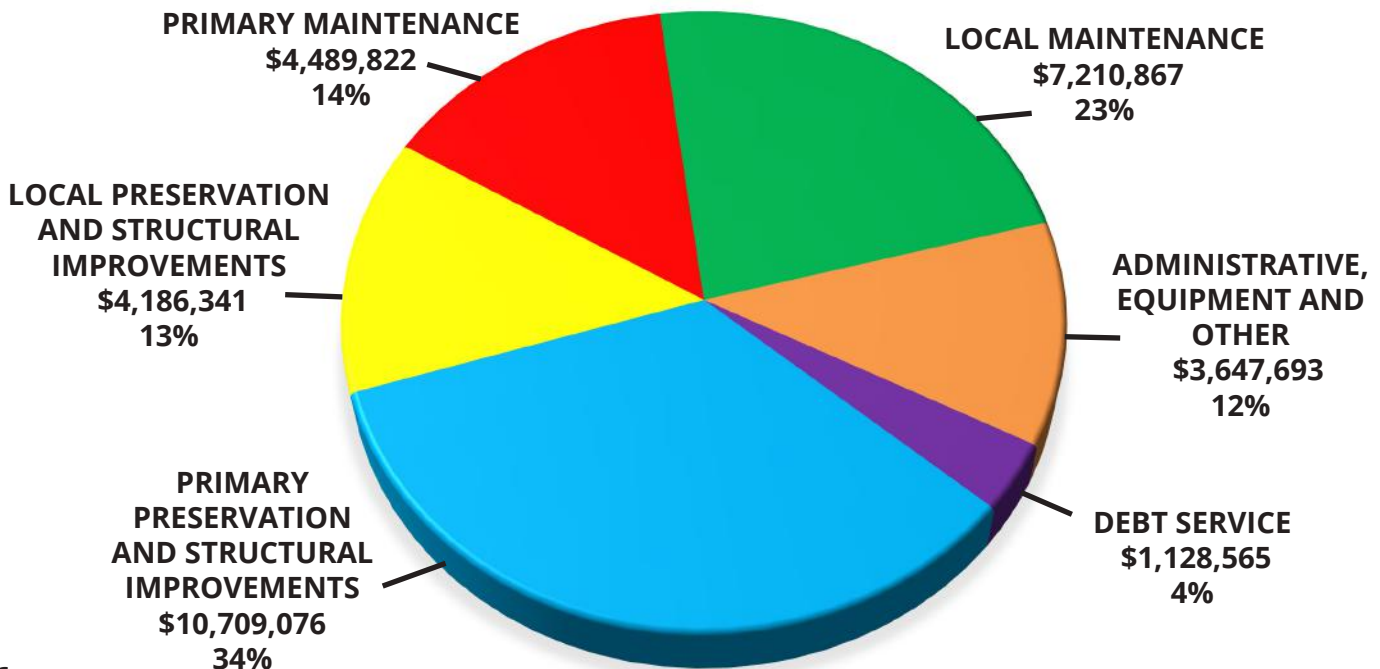
Safe driving conditions are always a priority for the RCKC, and wintertime is no exception. By monitoring weather forecasts frequently, we are able to meet winter's challenges and implement an effective winter maintenance plan. Generally, plowing operations begin when slippery conditions exist, or snow 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 2022, 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.

2022 REVENUE AND EXPENDITURE OVERVIEW

REVENUE



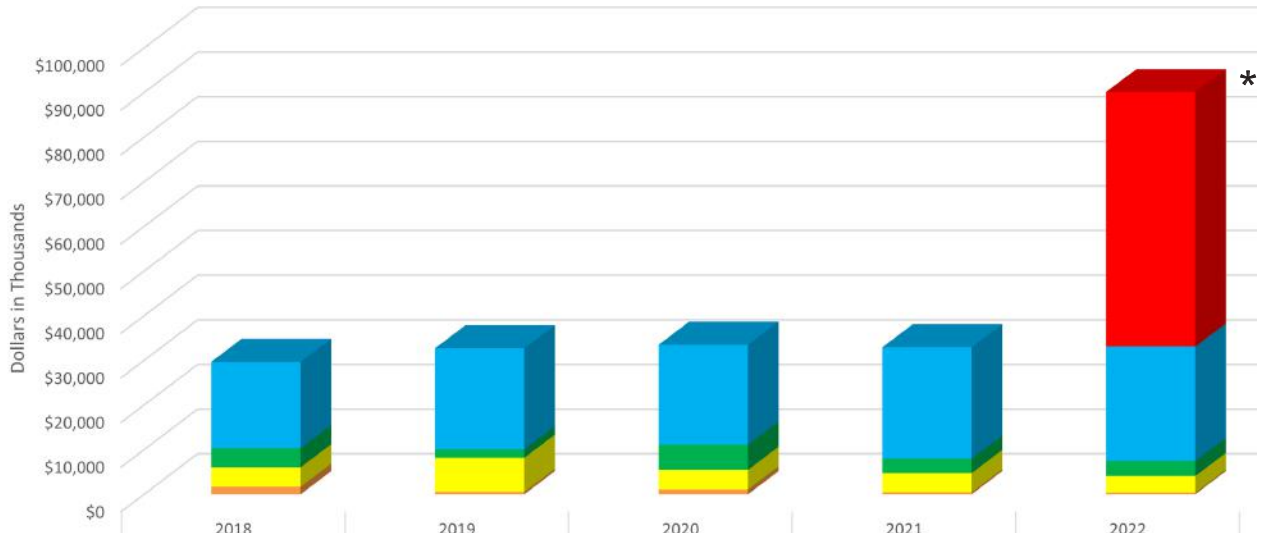
EXPENDITURE



2022 REVENUE AND EXPENDITURE HISTORICAL COMPARISON

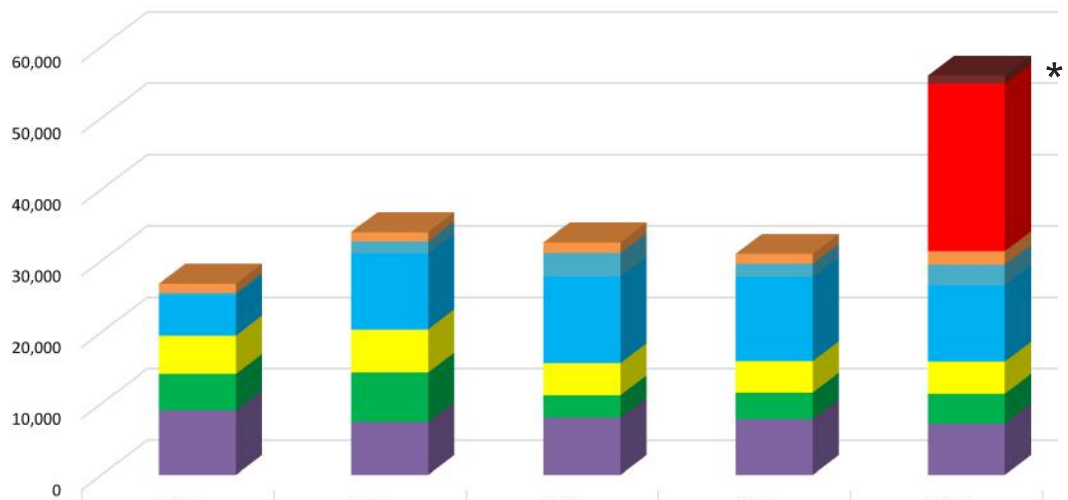
REVENUE

*The RCKC recognized Bond Proceeds totaling approximately \$57M in 2022 to construct a new facility during 2022-2024. Facility construction costs totaled approximately \$23.5M in 2022



	2018	2019	2020	2021	2022
■ Bond Proceeds - New Facility					\$56,998
■ Michigan Transportation Fund	\$19,337	\$22,582	\$22,347	\$24,906	\$25,644
■ Federal and State Sources	\$4,280	\$1,919	\$5,663	\$3,262	\$3,356
■ Contributions from Local Units	\$4,370	\$7,649	\$4,402	\$4,294	\$3,728
■ Interest, Permits, Other	\$1,681	\$535	\$1,074	\$448	\$365

EXPENDITURE



	2018	2019	2020	2021	2022
■ Debt Service					\$1,129
■ Construction - New Facility					\$23,458
■ Administrative	\$1,256	\$1,277	\$1,459	\$1,398	\$1,902
■ Equipment and Other	\$347	\$1,701	\$3,341	\$1,840	\$2,874
■ Primary Preservation and Structural Improvements	\$5,667	\$10,648	\$12,120	\$11,817	\$10,709
■ Primary Maintenance	\$5,406	\$6,059	\$4,478	\$4,395	\$4,490
■ Local Preservation and Structural Improvements	\$5,087	\$6,925	\$3,185	\$3,742	\$4,186
■ Local Maintenance	\$9,052	\$7,418	\$8,009	\$7,810	\$7,211

PROJECTS AND ROAD CONDITIONS



ASSET MANAGEMENT

In 2018, three PAs 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

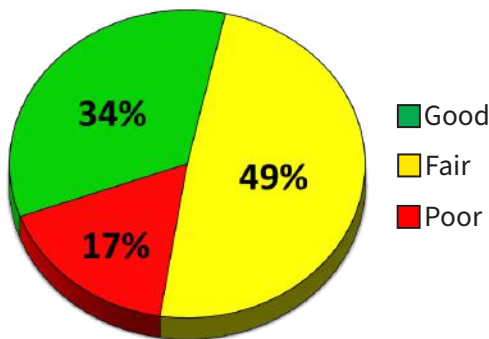
miles of road will be required to have an asset management plan. You can find the RCKC Compliance, Pavement and Bridge Asset Management Plan on the Road Data page of our website.

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 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

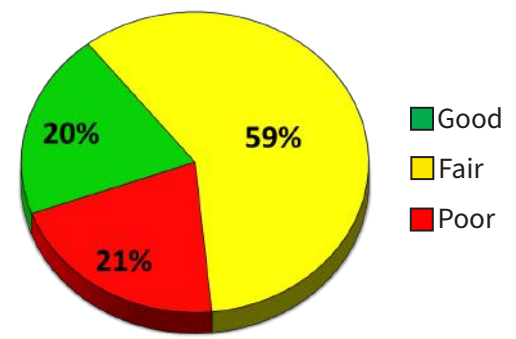
and 10 being the best. This data will assist in establishing a strategic plan for project selection and maintaining our infrastructure with the right fix at the right time for our primary and local road system. You can find valuable information on the condition of our infrastructure assets on our RCKC website Road Data page.

In 2022, our overall road network condition improved slightly after approximately \$15 million of investments. However, on-going investment in asset management on our roads is needed to maintain them in good condition.

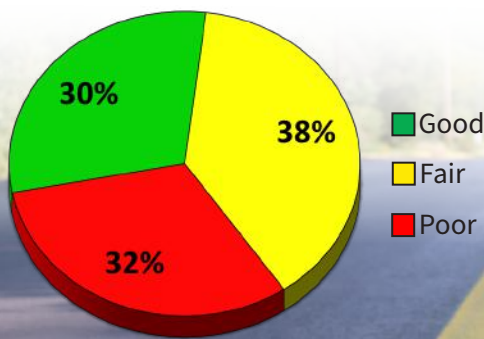
2021 PRIMARY AND LOCAL ROADS



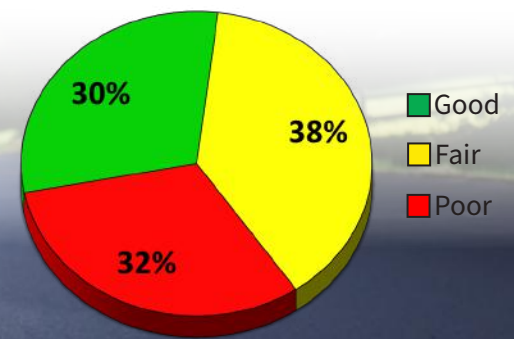
2022 PRIMARY AND LOCAL ROADS



2021 LOCAL GRAVEL ROADS



2022 LOCAL GRAVEL ROADS



The graphs above compare 2021 to 2022.

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 \$163 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

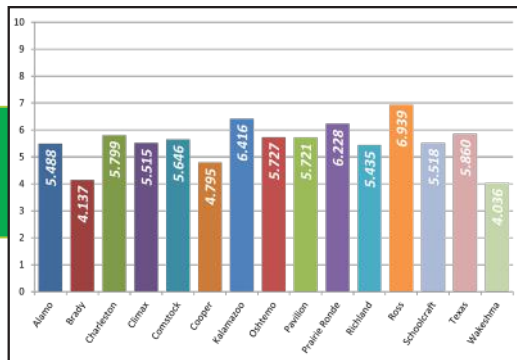
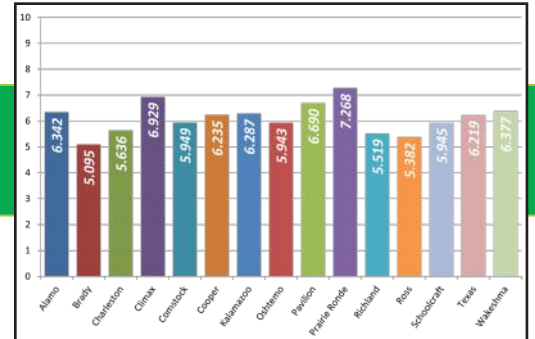
824

Local Miles

110

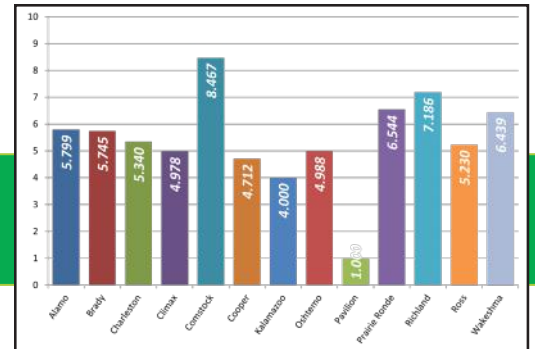
Local Gravel Miles

Primary Paved Road Average PASER by Township*



Local Paved Road Average PASER by Township*

Local Gravel Road Average IBR by Township*



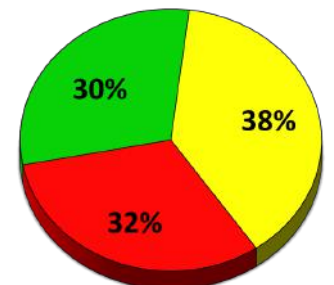
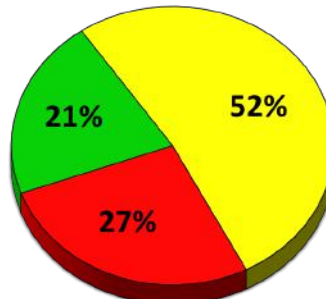
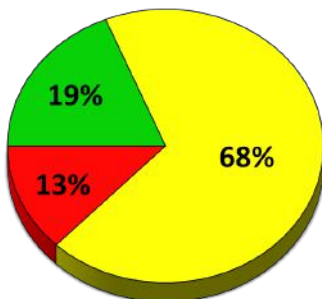
2022 Kalamazoo Countywide Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good
■ Fair
■ Poor



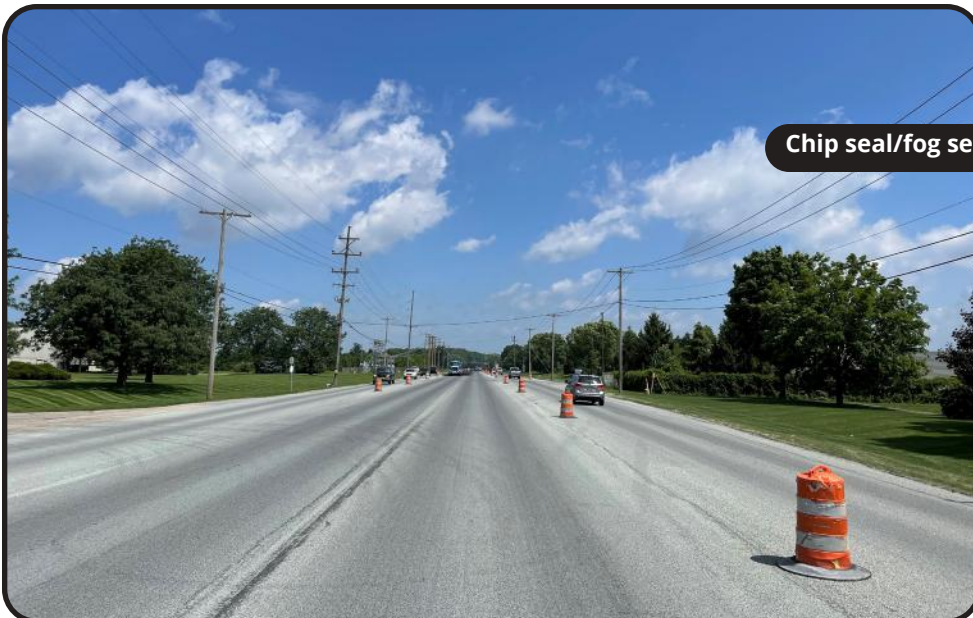
* Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)
 Based on year end 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COUNTYWIDE AND CROSS-JURISDICTIONAL PROJECTS

Project Location	Work Performed	Total Cost
Sprinkle Road - Centre Street to Milham Avenue (City of Portage)	Chip Seal / Fog Seal	270,951.25
Sprinkle Road - Milham Avenue to N Avenue (City of Portage / Pavilion Township)	Mill / HMA Overlay / Culvert	87,343.33
East Maple Street - North Main Street to 2,700' east of North Main Street, West Maple Street - 2,700' west of South Main Street to South Main Street (Village of Climax)	Crack Fill / Chip Seal / Fog Seal	67,632.48
City of Kalamazoo Manhole Projects	Manholes	65,366.81
North Boulevard Street - West Prairie Street to V Avenue, V Avenue - 1,300' west of 22nd Street to North Boulevard Street (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	59,451.89
Trillium Boulevard - V Avenue to 1,300' north of V Avenue (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	22,650.83
North Leja Drive - VW Avenue to 1,000' north of VW Avenue (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	15,038.73
West Jefferson Street - North Lincoln Street to North Webster Street (Village of Augusta)	Crack Fill / Chip Seal / Fog Seal	13,161.28
South Leja Drive - 800' south of VW Avenue to VW Avenue (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	12,547.46
Gardenia Avenue - Meadowsweet Lane to Trillium Boulevard (Village of Vicksburg)	Crack Fill / Chip Seal / Fog Seal	10,886.30
North Way Street - M96 to Circle Drive, Circle Drive - 180' west of North Way Street to North Way Street (Village of Augusta)	Chip Seal / Fog Seal	9,404.57
Sprinkle Road - Zylman Avenue to Centre Avenue	Crack Fill	4,366.99
Sprinkle Road at Meredith Street	Water Main Replacement	3,902.19

Total Cost

642,704.13



Chip seal/fog seal Sprinkle Road



ALAMO TOWNSHIP

31

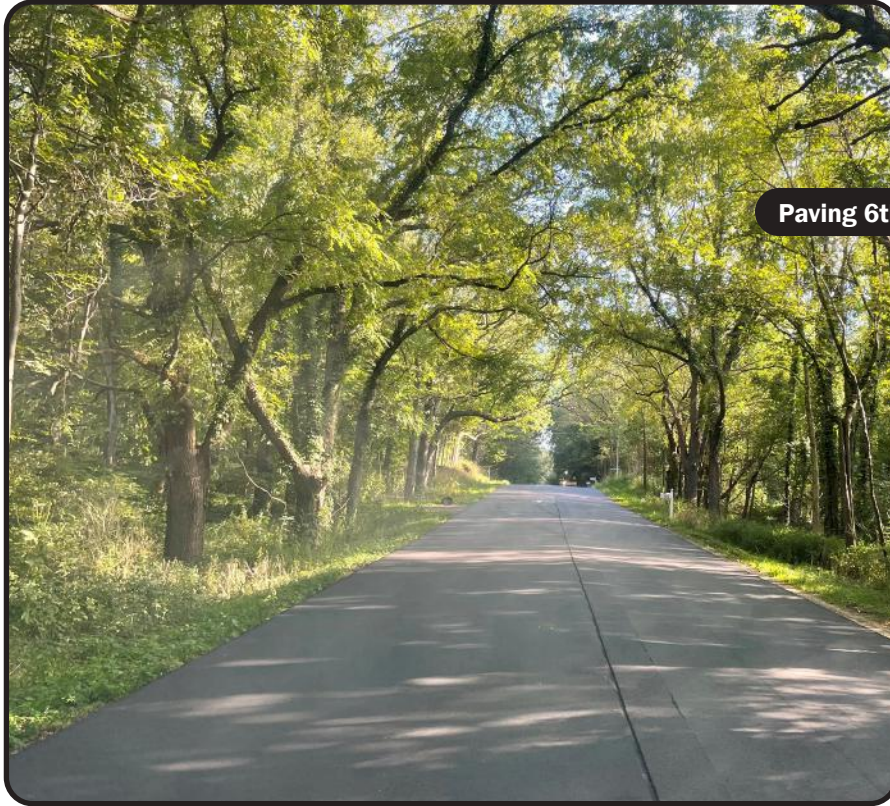
Primary Miles

38

Local Miles

5

Local Gravel Miles

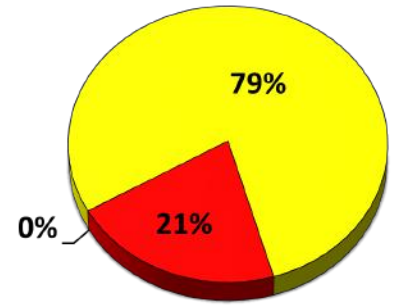
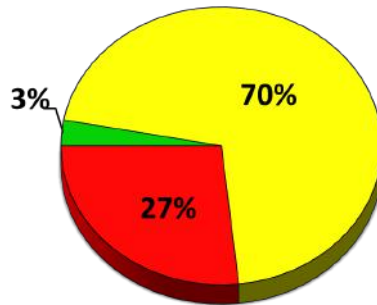
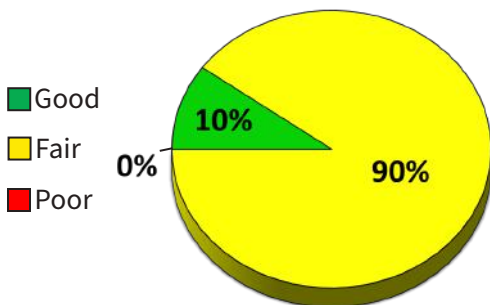


2022 Alamo Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

ALAMO TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
6th Street - H Avenue to F Avenue (Alamo / Oshtemo Townships)	Mill / HMA Overlay	165,654.88
<i>Total Primary Cost</i>		165,654.88

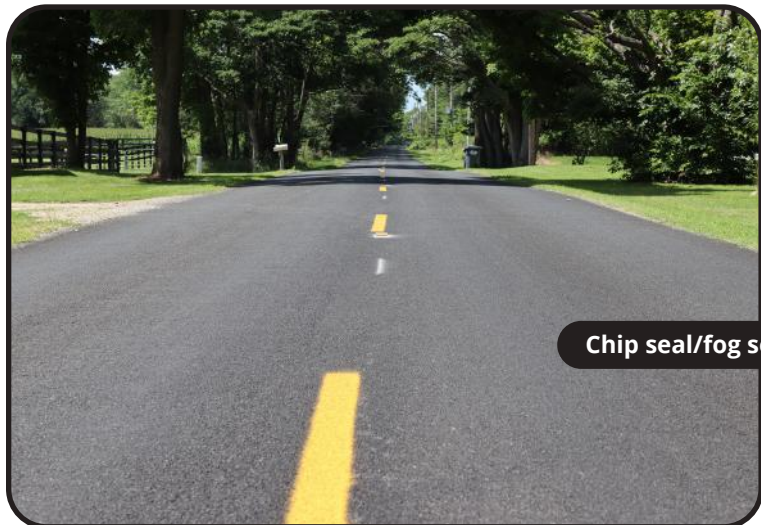
LOCAL

Project Location	Work Performed	Total Cost
Adobe Road - 600' south of D Avenue to D Avenue (SAD)	HMA Base Leveling and Surface Paving	128,504.31
B Avenue - 2nd Street to 6th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	50,489.25
AB Avenue - VanKal Street to 1,800' east of VanKal Street	Temporary HMA Wedging	36,570.38
B Avenue - 6th Street to Ravine Road	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	31,512.90
Owen Drive - 1,875' south of B Avenue to B Avenue	Chip Seal / Fog Seal	19,297.60
AB Avenue - 1,200' west of 1st Street to 1st Street	Crack Fill / Chip Seal / Fog Seal	10,269.09
<i>Total Local Cost</i>		276,643.53

Total Cost	442,298.41
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Chip seal/fog seal on AB Avenue



Chip seal/fog seal on B Avenue



BRADY TOWNSHIP

29

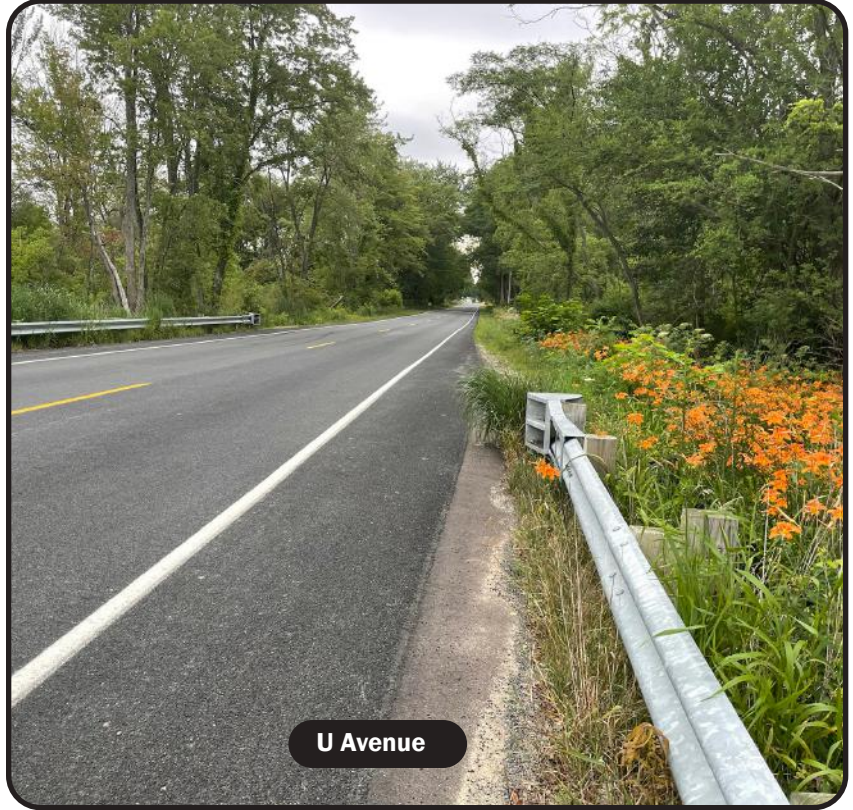
Primary Miles

47

Local Miles

13

Local Gravel Miles



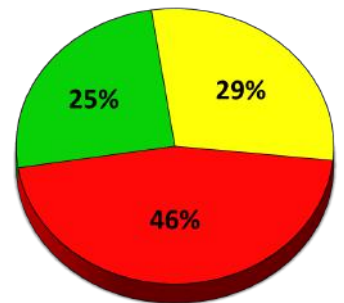
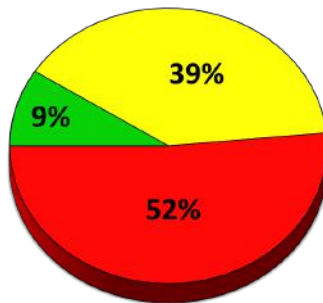
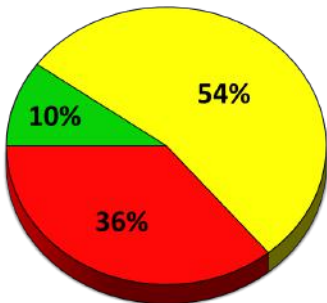
2022 Brady Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good
■ Fair
■ Poor



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

BRADY TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
U Avenue - 32nd Street to 36th Street	High Shoulder Removal, Crack Fill	31,334.98
24th Street - Z Avenue to 3960' North of X Avenue	High Shoulder Removal, Crack Fill	30,537.06
W Avenue - South Wilson Street to 29th Street	Crack Fill	7,950.24
X Avenue / 31st Street - 32nd Street to W Avenue	Pulverize / HMA Overlay / Shoulder Widen	5,666.15
29th Street - W Avenue to U Avenue	Crack Fill	3,724.39
Y Avenue - 24th Street to 27th Street	Crack Fill	1,610.64
<i>Total Primary Cost</i>		80,823.46

LOCAL

Project Location	Work Performed	Total Cost
XY Avenue - 32nd Street to 4,140' east of 33rd Street	Crack Fill / HMA Wedging / Chip Seal	82,406.14
28th Street - V Avenue to UV Avenue	Crack Fill / HMA Wedging / Chip Seal	37,694.85
27th Street - Y Avenue to W Avenue	Chip Seal Trial	21,389.54
YZ Avenue - 32nd Street to 33rd Street	HMA Wedging	8,735.14
<i>Total Local Cost</i>		150,225.67

Total Cost

231,049.13



U Avenue bridge

CHARLESTON TOWNSHIP

21

Primary Miles

24

Local Miles

4

Local Gravel Miles



Milling on Miller Drive



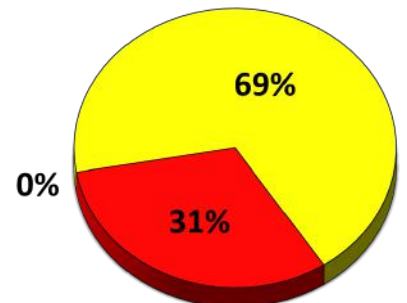
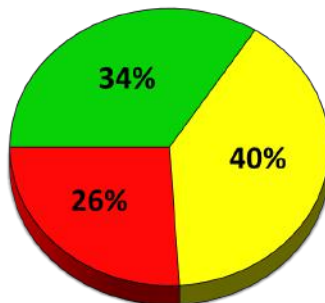
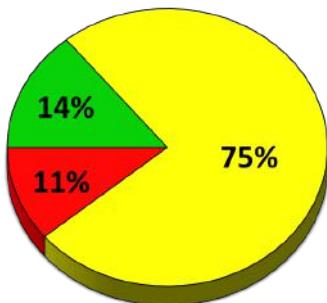
2022 Charleston Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

CHARLESTON TOWNSHIP PROJECTS

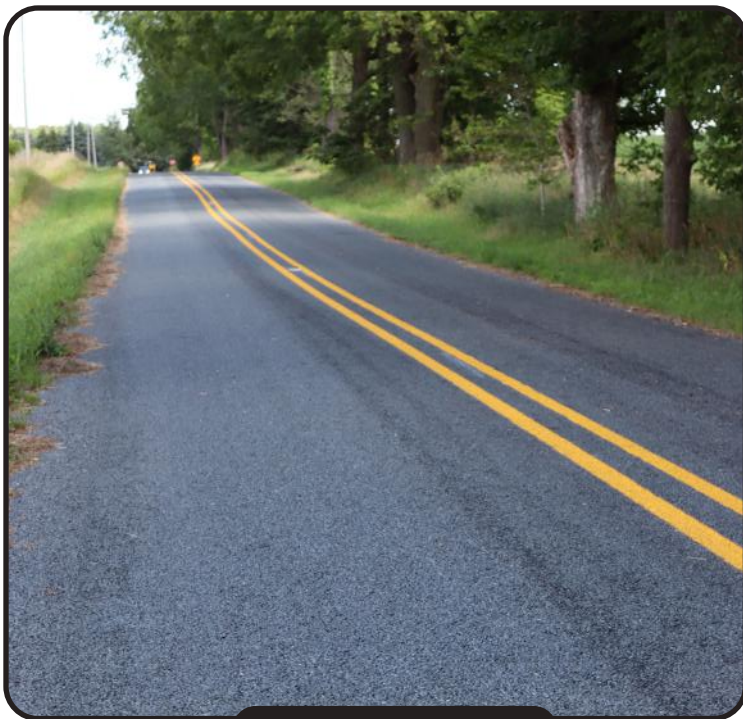
PRIMARY

Project Location	Work Performed	Total Cost
Miller Drive - 0.2 miles east of 35th Street to 38th Street (Charleston / Comstock Townships)	Mill / HMA Overlay	107,820.60
MN Avenue - 34th Street to 44th Street	High Shoulder Removal, Crack Fill	34,767.13
Mercury Drive - MN Avenue to Watkins Road	Crack Fill	8,292.29
38th Street - MN Avenue to Michigan Avenue	High Shoulder Removal, Crack Fill	5,013.70
<i>Total Primary Cost</i>		155,893.73

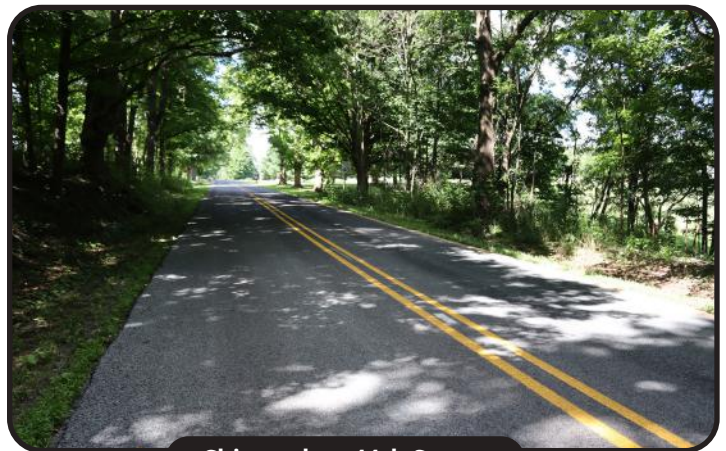
LOCAL

Project Location	Work Performed	Total Cost
44th Street - M Avenue to East Michigan Avenue	Crack Fill / HMA Wedging / Chip Seal	84,388.83
ML Avenue - 38th Street to 40th Street	Chip Seal	35,585.55
<i>Total Local Cost</i>		119,974.38

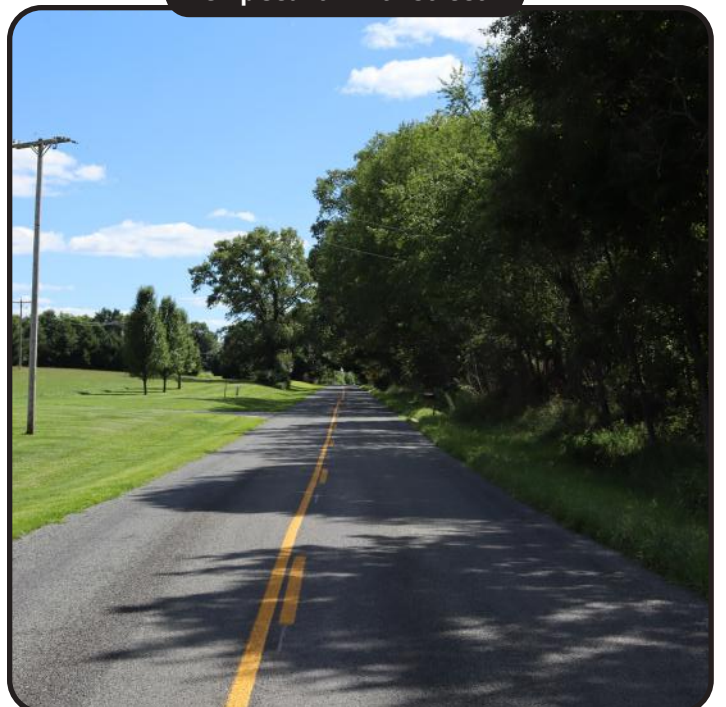
Total Cost	275,868.11
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Chip seal on ML Avenue



Chip seal on 44th Street



CLIMAX TOWNSHIP

25

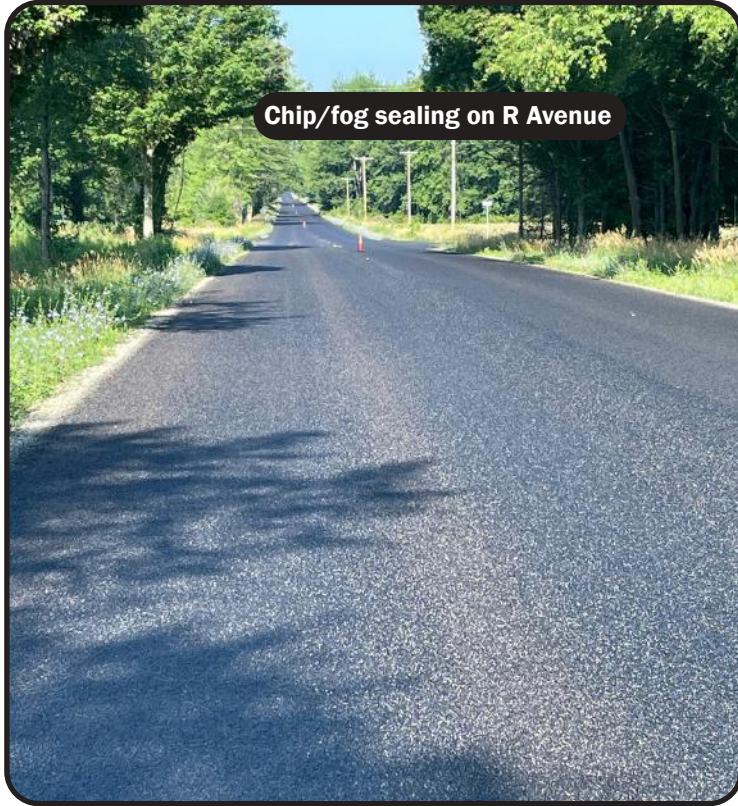
Primary Miles

47

Local Miles

15

Local Gravel Miles



Chip/fog sealing on R Avenue



Gravel installation on TS Avenue

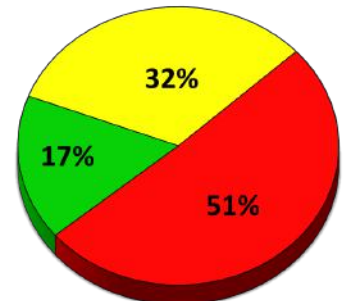
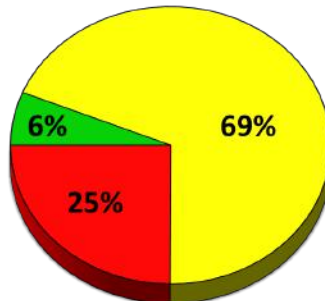
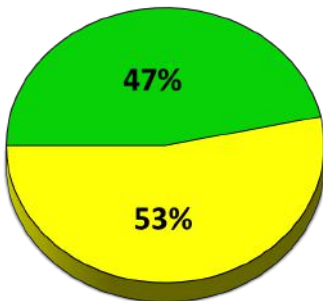
2022 Climax Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

CLIMAX TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
R Avenue - 36th Street to E. County Line	Chip Seal / Fog Seal	201,892.32
R Avenue - 36th Street to E. County Line	Mill / HMA Overlay	78,459.14
42nd Street - O Avenue to ON Avenue	Crack Fill	282.28
<i>Total Primary Cost</i>		280,633.74

LOCAL

Project Location	Work Performed	Total Cost
47th Street - S Avenue to TS Avenue	Gravel Resurfacing	118,252.33
TS Avenue - 47th Street to 48th Street	Gravel Resurfacing	97,963.49
ON Avenue - 3,850' west of 42nd Street to 42nd Street	Crack Fill / HMA Wedging / Double Chip Seal / Fog Seal	80,498.48
RS Avenue - 1,195' east of 41st Street to 43rd Street	Crack Fill / HMA Wedging / Double Chip Seal / Fog Seal	50,476.29
43rd Street - Q Avenue to P Avenue	Crack Fill / HMA Wedging / Chip Seal	43,178.80
RS Avenue - 39th Street to 1,195' east of 41st Street	Chip Seal Trial	21,611.02
44th Street - T Avenue to S Avenue	Chip Seal Trial	17,763.88
<i>Total Local Cost</i>		429,744.29

Total Cost

710,378.04



COMSTOCK TOWNSHIP

43

Primary Miles

75

Local Miles

<1

Local Gravel Miles



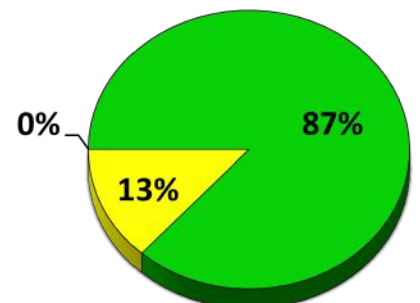
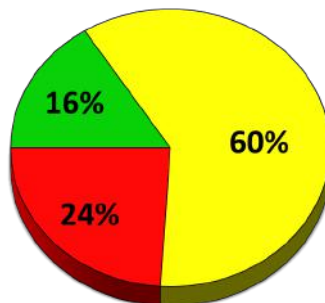
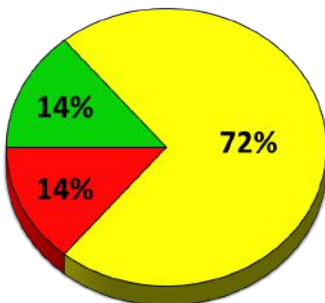
2022 Comstock Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good
■ Fair
■ Poor



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

COMSTOCK TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Sprinkle Road - E. Main Street to G Avenue	Mill / HMA Overlay	2,242,553.62
Comstock Signal Pre-emption	Traffic Signal Pre-emption Installation	418,650.31
Miller Drive - 0.2 miles east of 35th Street to 38th Street (Comstock / Charleston Townships)	Mill / HMA Overlay	142,924.97
35th Street at Shadowlane Avenue	Traffic Signal Replacement	48,352.11
Sprinkle Road - N Avenue to I-94	Mill / HMA Overlay	45,098.68
ML Avenue - 31st Street to 35th Street	High Shoulder Removal, Crack Fill	39,759.20
Sprinkle Road at Market Street	Traffic Signal Replacement	19,468.50
Sprinkle Road - Cork Street to Comstock Avenue	Crack Fill	11,387.37
MN Avenue - 34th Street to 44th Street	High Shoulder Removal, Crack Fill	10,694.02
35th Street - MN Avenue to M-96	Crack Fill	10,163.62
Sprinkle Road - 150' South of East Michigan Avenue to East Main Street	Crack Fill	7,766.61
26th Street - East Michigan Avenue to East Main Street	High Shoulder Removal, Crack Fill	6,549.63
35th Street - 5280' South of HJ Avenue to G Avenue	High Shoulder Removal	6,470.90
35th Street - 3960' North of M-96 to G Avenue	Crack Fill	2,371.12
<i>Total Primary Cost</i>		<i>3,012,210.66</i>

LOCAL

Project Location	Work Performed	Total Cost
Collette Avenue – 1,300' north of Electra Street to Electra Street, Benedict Avenue – 1,300' north of Electra Street to Electra Street, Daniel Street – 1,300' north of Electra Street to Electra Street, Charles Avenue – Daniel Street to Shields Street, Shields Street – 1,300' north of Electra Street to Electra Street	Gravel / Pulverize / HMA Base / Surface Paving	434,636.59
Ligget Street – 28th Street to Bailey Street	Gravel / Pulverize / HMA Base / Surface Paving	134,219.08
Saginaw Drive – 28th Street to Bailey Street	Gravel / Pulverize / HMA Base / Surface Paving	129,970.96
Woodlea Drive - 100' west of Woodlea Drive to Glendalock Street	Drainage Improvement (Phase I of a possible 2 Phase project)	117,635.42
Homer Street – Gleason Street to M-96, Jones Street – Gleason Street to M-96, Level Street – Gleason Street to M-96, Hunt Street – 200' south of Gleason Street to M-96	HMA Overlay	104,536.82
Bailey Street – Ligget Street to Saginaw Drive	Gravel / Pulverize / HMA Base / Surface Paving	71,825.58
Landing Way – 1,600' south of G Avenue to G Avenue	HMA Overlay	61,884.63
Roe Street – Market Street to Celery Street	Gravel / Pulverize	16,852.57
<i>Total Local Cost</i>		<i>1,071,561.66</i>

Total Cost

4,083,772.33

COOPER TOWNSHIP

31

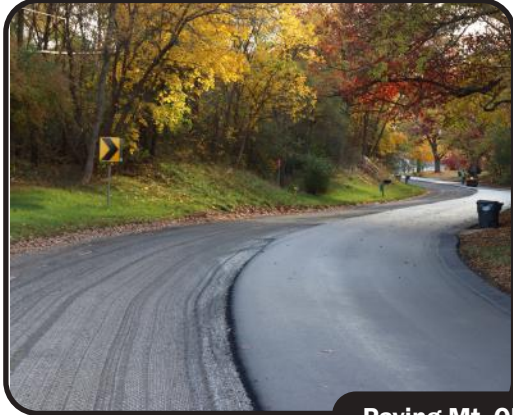
Primary Miles

63

Local Miles

1

Local Gravel Miles



Paving Mt. Olivet Road



Storm sewer work on Mt. Olivet Road

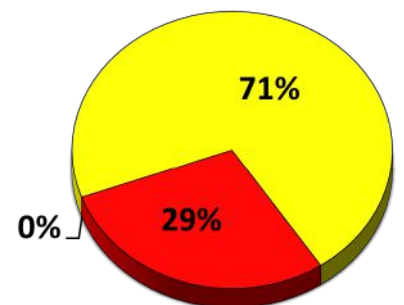
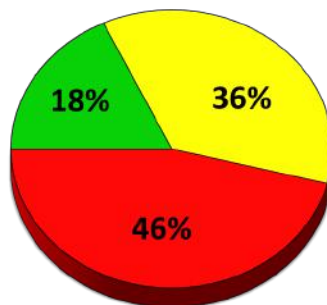
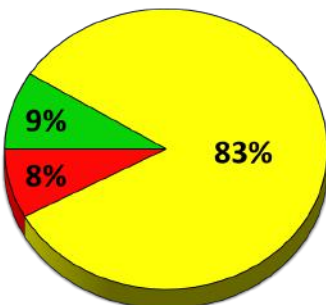
2022 Cooper Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

- Good
- Fair
- Poor



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

COOPER TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Mt. Olivet Road - G Avenue to Riverview Drive	Mill / HMA Overlay	313,208.06
12th Street - Ravine Road to D Avenue	Pulverize / HMA Overlay / Shoulder Widen	118,663.53
G Avenue - Riverview Drive to 24th Street (Cooper / Kalamazoo Townships)	Mill / HMA Overlay	3,536.22
G Avenue - Riverview Drive to 24th Street	Chip Seal / Fog Seal	231.29
Riverview Drive - 500' South of Mount Olivet Road to Crimson Oak Avenue	Crack Fill	5,635.57
<i>Total Primary Cost</i>		441,274.67

LOCAL

Project Location	Work Performed	Total Cost
F Avenue - 12th Street to Douglas Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	126,417.86
Pinto Drive - Mount Olivet Road to 231' east of Brenda Lane East, Observation Avenue - Rollridge Avenue to 856' east of Rollridge Avenue, Brenda Lane East - Pinto Drive to Canton Drive, Brenda Lane West - Pinto Drive to Canton Drive, Whitmore Street - Rollridge Avenue to Pine Knoll Avenue, Pine Knoll Avenue - Whitmore Street to 584' east of Whitmore Street	Crack Fill / HMA Wedging / Double Chip Seal / Fog Seal	107,062.11
E Avenue - Douglas Avenue to Westnedge Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	91,896.15
Camden Way Avenue - Rapids Way Street to 14th Street, Rapids Way Street - 1025' south of Liverpool Avenue to Saint Luke Avenue, Saint Luke Avenue - Durham Street to Rapids Way Street, British Street - Saint Luke Avenue to 511' north of Saint Luke Avenue, Durham Street - Liverpool Avenue to Saint Luke Avenue, Liverpool Avenue - Durham Street to Rapids Way Street, Lockett Street - 225' south of Liverpool Avenue to Liverpool Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	67,451.56
E Avenue - 14th Street to Douglas Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	57,729.68
Simmons Street - G Avenue to Summerdale Avenue, Spartan Drive - 713' west of Sharon Street to Simmons Street, Sharon Street - Spartan Drive to Summerdale Avenue, Spiral Street - Spartan Drive to Summerdale Avenue, Summerdale Avenue - 657' west of Sharon Street to Solvel Street	Crack Fill / HMA Wedging	16,449.02
<i>Total Local Cost</i>		467,006.38

Total Cost

908,281.05



Chip/fog sealing on Rollridge Avenue

KALAMAZOO TOWNSHIP

26

Primary Miles

75

Local Miles

<1

Local Gravel Miles

PRIMARY

Project Location	Work Performed	Total Cost
Barney Road - Nichols Road to Douglas Avenue	Mill / HMA Overlay / Drainage / Shoulder Widen	2,199,727.31
Mosel Avenue - Douglas Avenue to Riverview Drive	Traffic Signal Replacement	1,203,281.55
Nichols Road - W. Main Street to Ravine Road	Mill / HMA Overlay / Drainage / Signal	188,320.97
Douglas Avenue - City of Kalamazoo Limits to Barney Road / Mosel Avenue (Kalamazoo / Cooper Townships)	Mill / HMA Overlay	177,391.95
Nichols Road - W. Main Street to Ravine Road	Chip Seal / Fog Seal	107,293.11
Solon Street - City of Kalamazoo Limits to W. Main Street	Mill / HMA Overlay	23,844.38
Solon Street - City of Kalamazoo Limits to W. Main Street	Chip Seal / Fog Seal	20,176.56
Lake Street - City of Kalamazoo Limits to Olmstead Road	Reconstruct / Drainage	16,681.81
Squires Drive - Drake Road to Ravine Road	Pulverize / HMA Overlay / Shoulder Widen / Intersection Improvement	71,969.64
East Main Street - Wallace Street to Nazareth Road	Crack Fill	6,601.62
East Main Street - Wallace Street to Humphrey Street	Crack Fill	1,308.43
<i>Total Primary Cost</i>		4,016,597.33

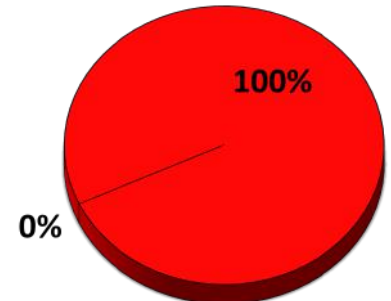
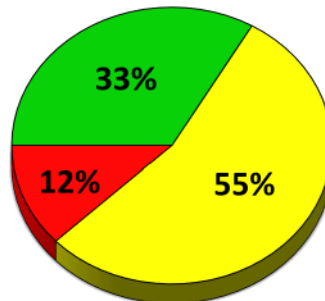
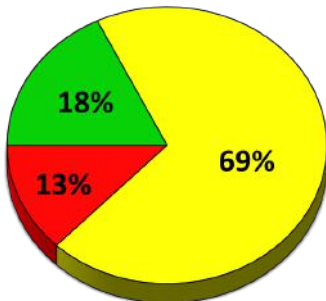
2022 Kalamazoo Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good
■ Fair
■ Poor



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

KALAMAZOO TOWNSHIP PROJECTS

LOCAL

Project Location	Work Performed	Total Cost
Hickory Nut Lane – Nichols Road to 164' east of Cypress Creek Lane, Arrow Wood Lane – Silverleaf Lane to 165' east of Cypress Creek Lane, Hazelnut Lane – Sweet Cherry Lane to Cypress Creek Lane, Orange Meadow Lane – Sweet Cherry Lane to Green Oak Lane, Green Oak Lane – Sweet Cherry Lane to Orange Meadow Lane, Buttonwood Lane – Mountain Ash Lane to Sweet Cherry Lane, Silverleaf Lane – Hickory Nut Lane to Arrow Wood Lane, Black Oak Lane – Hickory Nut Lane to G Avenue, Pepper Bush Lane – Hickory Nut Lane to 501' north of Silverleaf Lane, Sweet Cherry Lane – Green Oak Lane to G Avenue, Yellow Pine Lane – Hickory Nut Lane to G Avenue, Palmbrook Lane – Hickory Nut Lane to Arrow Wood Lane, Cypress Creek Lane – Willow Point Lane to G Avenue, Willow Point Lane – Hazelnut Lane to Cypress Creek Lane, Barkwood Lane – Yellow Pine Lane to Cypress Creek Lane (Valley View Subdivision)	Crack Fill / Chip Seal / Fog Seal	155,953.15
Davis-Olmstead Drain and Culvert Improvements	Drain and Culvert Improvements	82,578.79
Brook Drive – 640' south of M-343 to M-343, Asbury Avenue – M-343 to Sunnyside Drive, Gertrude Street – Stamford Avenue to Sunnyside Drive, Ann Street – Stamford Avenue to Baker Drive, Fenimore Avenue – East Main Street to Humphrey Street	Crack Fill / Chip Seal / Fog Seal	59,844.26
"Calhoun Street – 2 structures and connecting pipe, Fenimore Avenue – 2 structures and connecting pipe, Location to be determined – 1 structure"	Drainage Structure Replacements	49,498.96
Phillips Street – Olmstead Road to Sprinkle Road, Franklin Street – Olmstead Road to Sprinkle Road, Louisa Avenue – Miller Road to Franklin Street	Crack Fill / Chip Seal / Fog Seal	39,429.88
Schuster Avenue – Clinton Avenue to Lake Street, Shakespeare Avenue – Clinton Avenue to Lake Street, Stockbridge Avenue – 140' west of Shakespeare Avenue to Schuster Avenue, Egleston Avenue – 140' west of Shakespeare Avenue to 140' east of Schuster Avenue, Clinton Avenue – Shakespeare Avenue to 140' east of Schuster Avenue	Crack Fill / Chip Seal / Fog Seal	35,442.86
Field Avenue – Lake Street to Willow Boulevard, Riverside Avenue – Lake Street to Willow Boulevard, St. Joe Avenue – Riverside Avenue to Melrose Avenue, Melrose Avenue – Lake Street to St. Joe Avenue, Roy Avenue – Lake Street to Carleton Avenue, Surprise Avenue – Lake Street to Carleton Avenue, Willow Boulevard – Dupont Avenue to Willis Avenue, Dupont Avenue – Lake Street to Willow Boulevard, Bronson Avenue – Lake Street to Carleton Avenue (Field Subdivision)	Crack Fill / Chip Seal / Fog Seal	31,967.22
Foster Avenue – Market Street to Lake Street, Crossfield Avenue – Market Street to Lake Street, Springfield Avenue – Olmstead Road to Crossfield Avenue, Brookfield Avenue – Olmstead Road to Crossfield Avenue, Greenfield Avenue – Olmstead Road to Crossfield Avenue	Crack Fill / Chip Seal / Fog Seal	31,235.83
Woodward Avenue – 857' south of Amsterdam Street to 525' north of Amsterdam Street, Amsterdam Street – Woodward Avenue to Westnedge Avenue, Westnedge Avenue – 1,320' south of Amsterdam Street to 532' north of Amsterdam Street (Celery Plat)	Crack Fill / Chip Seal / Fog Seal	27,279.21
Washington Avenue – Boardman Street to Healy Street, Boardman Street – Washington Boulevard to Traction Court, Helay Street – 915' south of Lake Street to Lake Street, Traction Court – Boardman Street to Healy Street	Crack Fill / Chip Seal / Fog Seal	21,747.51
Allen Street – Westnedge Avenue to Pitcher Street	Crack Fill / Chip Seal / Fog Seal	14,931.40
Winding Way – Ravine Road to 1,960' east of Ravine Road (Twin Lakes Highland)	Crack Fill / Chip Seal / Fog Seal	13,983.83
Wynn Road – Olmstead Road to Sprinkle Road	Crack Fill / Chip Seal / Fog Seal	11,853.92
Lincoln Street – East Michigan Avenue to East Michigan Avenue	Crack Fill / Chip Seal / Fog Seal	8,469.61
Woodward Avenue – 800' south of Mosel Avenue to Mosel Avenue	Crack Fill / Chip Seal / Fog Seal	8,196.07
<i>Total Local Cost</i>		592,412.50

Total Cost

4,609,009.82

OSHTEMO TOWNSHIP

42

Primary Miles

78

Local Miles

1

Local Gravel Miles

Paving on Old Savannah Drive



Pulverizing GH Avenue



HMA overlay on 6th Street



Milling 8th Street

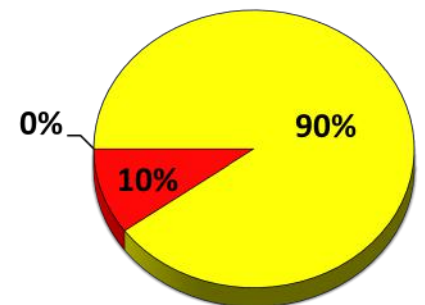
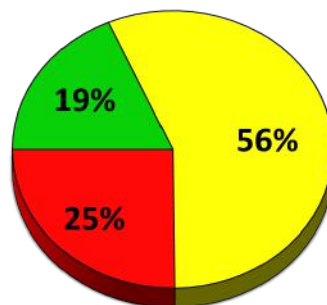
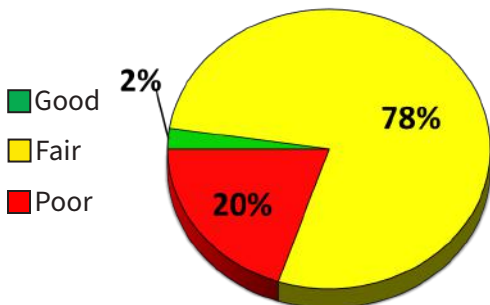


2022 Oshtemo Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

OSHTEMO TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Parkview Avenue - 11th Street to 12th Street	Intersection Improvements	211,662.31
Almena Drive at 2nd Street	Intersection Improvements	184,013.91
6th Street - H Avenue to F Avenue (Oshtemo / Alamo Townships)	Mill / HMA Overlay	162,504.56
KL Avenue - 11th Street to Drake Road	Center Left-Turn Lane	14,805.20
Drake Road Trail (Safety Project) - KL Avenue to Green Meadow Road	Trailway	6,644.19
9th Street - I-94 to Meridian Avenue	Crack Fill	3,093.49
<i>Total Primary Cost</i>		582,723.66

LOCAL

Project Location	Work Performed	Total Cost
GH Avenue - 3,400 west of Ravine Road to Ravine Road	Gravel / Pulverize / HMA Base / Surface Paving	233,371.87
Buckham Wood Drive - 9th Street to Caddam Wood Avenue, Caddam Wood Avenue - Laurel Wood Street to Buckham Wood Drive, Laurel Wood Street - Buckham Wood Drive to Caddam Wood Avenue, Wood Hollow Avenue - Buckham Wood Drive to 75' north of Buckham Wood Drive, Beymoure Street - 150' south of Caddam Wood Avenue to Caddam Wood Avenue	HMA Overlay	133,336.07
Old Savannah Drive - H Avenue to Stone Mountain Drive, Stone Mountain Drive - Stone Mountain Drive to 550' north of Stone Mountain Drive	HMA Overlay	114,371.12
8th Street - Stadium Drive to 100' north of ML Avenue	HMA Overlay	92,923.90
Boyce Drive - H Avenue to Emneth Avenue, Emneth Avenue - Boyce Avenue to Cotswold Street, Cotswold Avenue - H Avenue to Emneth Avenue	HMA Overlay	85,439.59
8th Street - 700' north of ML Avenue to 2,700' north of ML Avenue	HMA Overlay	65,403.51
7th Street - 1,800' south of Stadium Drive to Stadium Drive	Gravel Resurfacing	32,409.28
KL Avenue - Almena Drive to Oshtemo Trace	HMA Overlay	26,096.06
Wendalyn Way - 4th Street to 1,550' east of 4th Street	Crack Fill / Chip Seal / Fog Seal	13,751.61
7th Street - 600' south of G Avenue to G Avenue	Gravel Resurfacing	5,274.87
<i>Total Local Cost</i>		802,377.88

Total Cost

1,385,101.54



PAVILION TOWNSHIP

27

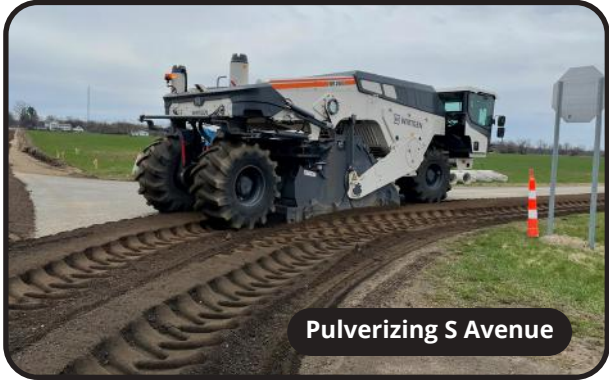
Primary Miles

48

Local Miles

<1

Local Gravel Miles



Pulverizing S Avenue



Paving S Avenue



Shoulder trenching S Avenue



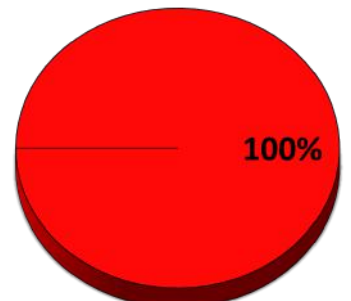
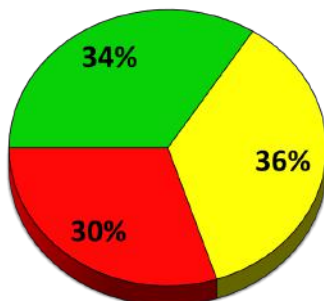
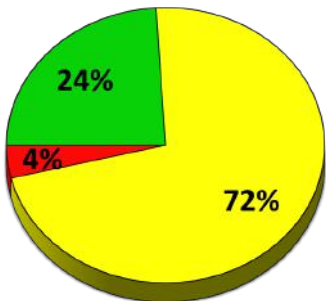
2022 Pavilion Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

- Good
- Fair
- Poor



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

PAVILION TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
S Avenue - 29th Street to 34th Street	Reconstruct	2,389,183.51
S Avenue - 29th Street to 34th Street	Chip Seal / Fog Seal	95,454.87
QR Avenue - 25th Street to 29th Street	Chip Seal / Fog Seal	72,298.98
<i>Total Primary Cost</i>		2,556,937.37

LOCAL

Project Location	Work Performed	Total Cost
34th Street - T Avenue to TS Avenue	Gravel / Pulverize / HMA Base and Surface Paving	283,553.10
32nd Street - OP Avenue to O Avenue	Gravel / Pulverize / Double Chip Seal	260,686.68
28th Street - S Avenue to PQ Avenue	Crack Fill / HMA Wedging / Chip Seal	153,458.03
QR Avenue - 35th Street to 36th Street	Crack Fill / HMA Wedging / Chip Seal	35,026.43
26th Street - P Avenue to O Avenue	Chip Seal Trial	7,985.69
O Avenue - 33rd Street to 34th Street	Chip Seal Trial	7,865.56
<i>Total Local Cost</i>		748,575.50

Total Cost

3,305,512.87



Pulverizing 34th Street



Double chip seal on 32nd Street



Tree and stump removal on 32nd Street

PRAIRIE RONDE TOWNSHIP

22

Primary Miles

52

Local Miles

29

Local Gravel Miles



Chip seal/fog seal on Sunshine Avenue



Fall color tour on YZ Avenue

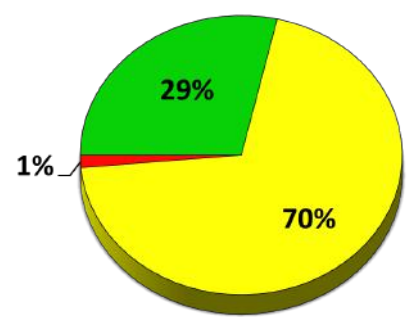
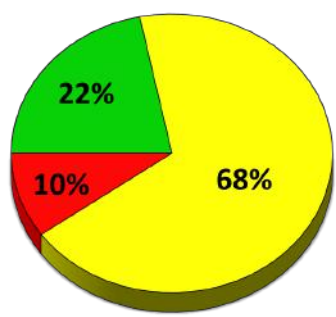
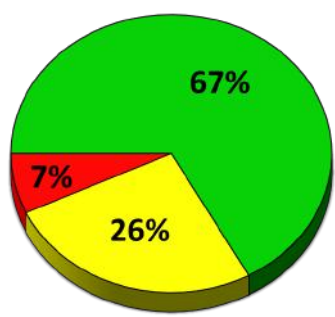
2022 Prairie Ronde Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

- Good
- Fair
- Poor



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

PRAIRIE RONDE TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
2nd Street - S. County Line to W Avenue	Chip Seal / Fog Seal	158,840.75
8th Street - W Avenue to U Avenue	Crack Fill	2,053.98
<i>Total Primary Cost</i>		<i>160,894.73</i>

LOCAL

Project Location	Work Performed	Total Cost
Deer Run Road – Branchton Street to Prairie Ronde Street; Sunshine Avenue – Branchton Street to Indian Valley Street; Indian Valley Street – 396’ south of Sunshine Avenue to 1,017’ north of Deer Run Road, Granzenvew Street – Sunshine Avenue to Deer Run Road, Farmstone Street – Sunshine Avenue to Deer Run Road, Branchton Street – 209’ west of Sunshine Avenue to Sunshine Avenue	Crack Fill / Chip Seal / Fog Seal	102,018.06
4th Street – XY Avenue to W Avenue	Crack Fill / HMA Wedging / Chip Seal	69,319.30
YZ Avenue – 2,112’ west of 2nd Street to 2nd Street	Gravel Resurfacing	15,731.08
<i>Total Local Cost</i>		<i>187,068.44</i>

Total Cost

347,963.17



Chip seal/fog seal on 2nd Avenue



RICHLAND TOWNSHIP

27

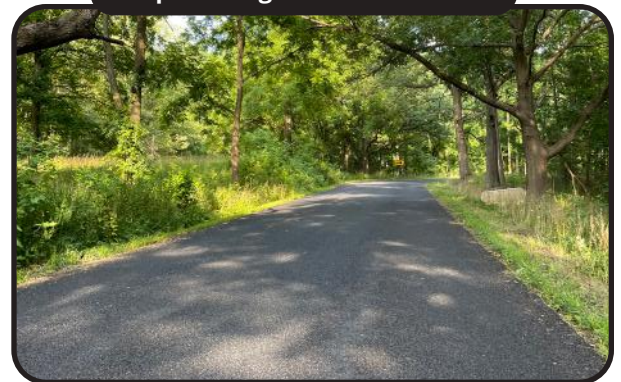
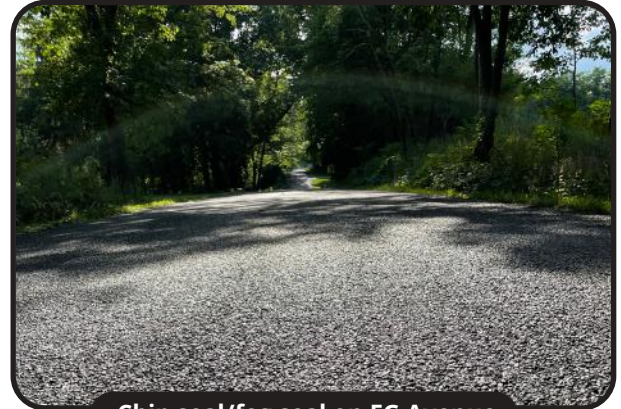
Primary Miles

49

Local Miles

4

Local Gravel Miles



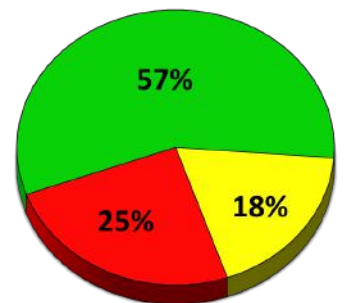
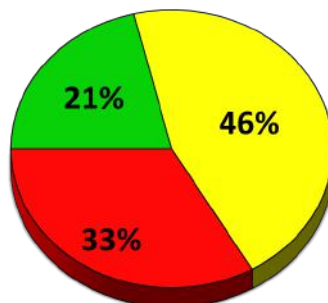
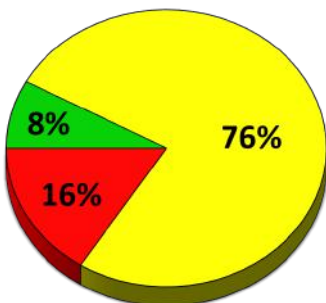
2022 Richland Township Road Conditions

Primary Roads

Local Roads

Local Gravel Roads

■ Good
■ Fair
■ Poor



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

RICHLAND TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Gull Lake Drive West - CD Avenue to BC Avenue	Mill / HMA Overlay	366,645.02
24th Street / AB Avenue - D Avenue to M-89	Pulverize / HMA Overlay / Shoulder Widen	28,460.03
Sprinkle Road over Spring Brook	Bridge Maintenance	10,382.30
28th Street - M-343 to D Avenue	High Shoulder Removal, Crack Fill	8,832.67
D Avenue - 26th Street to 27th Street	High Shoulder Removal, Crack Fill	5,272.36
<i>Total Primary Cost</i>		419,592.38

LOCAL

Project Location	Work Performed	Total Cost
29th Street - AB Avenue to 3,000' north of AB Avenue	Gravel / Pulverize / Double Chip Seal / Fog Seal	144,819.08
30th Street - D Avenue to C Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	76,703.36
FG Avenue - 35th Street to 36th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	71,886.89
31st Street - B Avenue to AB Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	38,686.54
B Avenue - 31st Street to 32nd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	33,754.04
<i>Total Local Cost</i>		365,849.91

Total Cost

785,442.29



Milling on Gull Lake Drive West



Culvert installation on Gull Lake Drive West

ROSS TOWNSHIP

26

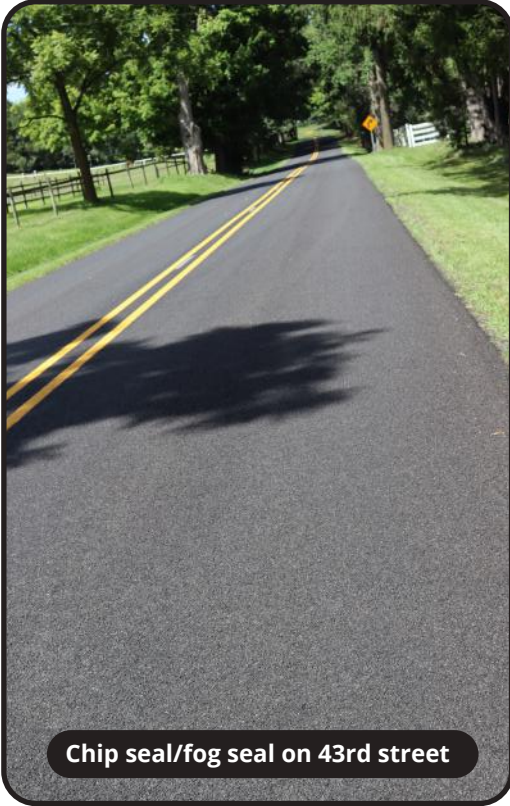
Primary Miles

53

Local Miles

6

Local Gravel Miles



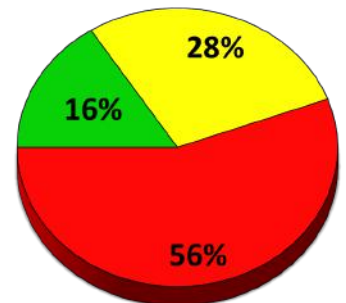
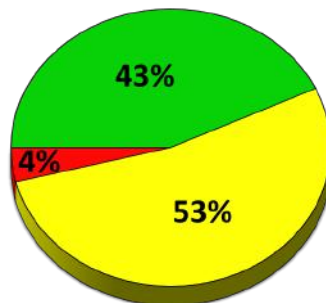
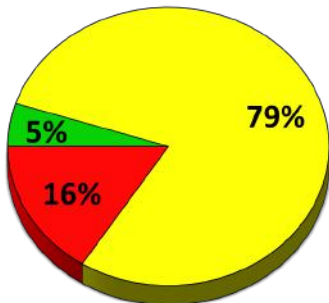
2022 Ross Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

ROSS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
Augusta Drive - 2060' South of 44th Street to 48th Street	High Shoulder Removal, Crack Fill	18,723.08
Fort Custer Drive - M-96 to Armstrong Road	Crack Fill	2,314.67
G Avenue - 39th Street to M-96	Crack Fill	469.91
<i>Total Primary Cost</i>		21,507.66

LOCAL

Project Location	Work Performed	Total Cost
38th Street - M-89 to D Avenue, Gull Lake Drive East - D Avenue to C Avenue	Crack Fill / Chip Seal / Fog Seal	53,943.49
43rd Street - M-89 to C Avenue	Crack Fill / Chip Seal / Fog Seal	41,770.25
42nd Street - M-89 to C Avenue	Crack Fill / Chip Seal / Fog Seal	34,306.39
B Avenue - Gull Lake Drive East to 40th Street	Crack Fill / Chip Seal / Fog Seal	31,026.75
37th Street - CD Avenue to Idlewild Drive, Idlewild Drive - 3,051' west of 37th Street to 922' south of Idle Drive, Idle Drive - 37th Street to Idlewild Drive, Wild Drive - Idlewild Drive to 484' east of Idlewild Drive	Crack Fill	951.44
Gull Lake Drive West - D Avenue to CD Avenue, Shoal Avenue - 37th Street to 280' east of Gull Lake Drive West, CD Avenue - 37th Street to 478' east of 37th Street	Crack Fill	232.46
45th Street - B Avenue to Baseline Road	Crack Fill	63.09
Forney Street - Oak Dale Avenue to Gull Lake Drive East, Oak Dale Avenue - 1,350' south of Forney Street to Forney Street	Crack Fill	51.48
Burlington Drive - Gull Lake Drive East to 289' north of Gull Lake Drive East	Crack Fill	49.81
<i>Total Local Cost</i>		162,395.16

Total Cost

183,902.82



Cutting High Shoulders on Gull Lake Drive East



SCHOOLCRAFT TOWNSHIP

28

Primary Miles

34

Local Miles

0

Local Gravel Miles



HMA Overlay on Blue Ridge Drive

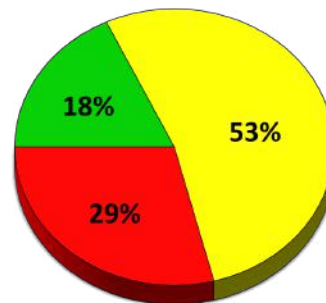
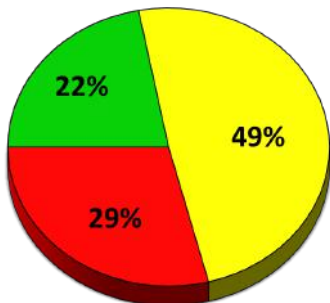


2022 Schoolcraft Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

SCHOOLCRAFT TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
W Avenue - 14th Street to 18th Street	Crack Fill	24,964.11
TU Avenue at 23rd Street	Intersection Improvements	20,886.37
VW Avenue - Village Limits to 18th Street	Chip Seal / Fog Seal	1,937.17
<i>Total Primary Cost</i>		47,787.65

LOCAL

Project Location	Work Performed	Total Cost
Surry Avenue - Blue Ridge Drive to Oakland Drive, Blue Ridge Drive - Crimora Drive to 382' north of Surry Avenue, Crimora Drive - Blue Ridge Drive to Surry Drive	HMA Overlay	121,874.57
Oakland Drive - VW Avenue to U Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	90,933.30
Stonecrest Avenue - Portage Road to Meadow Street, Fayette Avenue - Stonecrest Avenue to Meadow Street, Meadow Street - Fayette Avenue to Rapp Avenue, Rapp Avenue - Stonecrest Avenue to Meadow Street	HMA Overlay	53,648.82
V Avenue - Portage Road to 4,013' east of Portage Road	Crack Fill / Chip Seal / Fog Seal	46,740.62
15th Street - 2,725' south of YZ Avenue to YZ Avenue	Chip Seal / Fog Seal	22,654.41
V Avenue - 18th Street to Portage Road	Chip Seal Trial	6,704.32
<i>Total Local Cost</i>		342,556.04

Total Cost

390,343.68



HMA overlay on Surry Avenue



HMA Overlay on Crimora Drive

TEXAS TOWNSHIP

32

Primary Miles

94

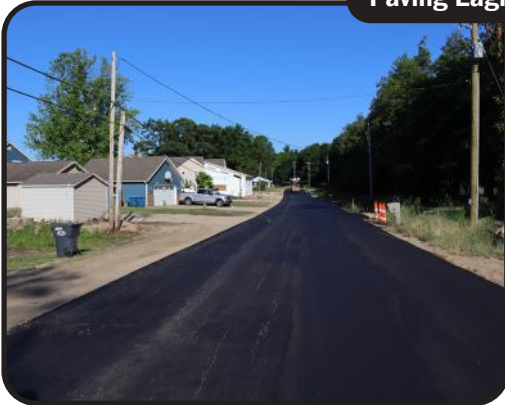
Local Miles

0

Local Gravel Miles



Paving Eagle Lake Drive

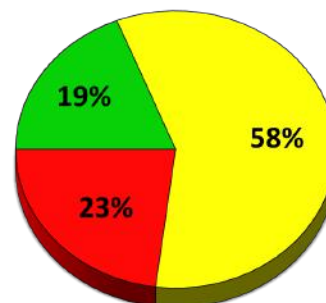
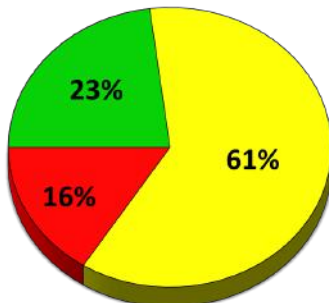


2022 Texas Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

TEXAS TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
O Avenue - 6th Street to 8th Street	Mill / HMA Overlay	274,495.56
Q Avenue - VanKal Street to 8th Street	High Shoulder Removal, Crack Fill	52,993.10
9th Street - 200' South of Cracker Barrel Boulevard to Cracker Barrel Boulevard	HMA Overlay	6,669.38
9th Street - I-94 to Meridian Avenue	Crack Fill	1,263.53
8th Street - R Avenue to Q Avenue	Crack Fill	503.11
<i>Total Primary Cost</i>		335,924.68

LOCAL

Project Location	Work Performed	Total Cost
R Avenue - 8th Street to 12th Street	HMA Overlay	316,033.02
RS Avenue - VanKal Street to 2nd Street	HMA Overlay	237,979.00
R Avenue - 6th Street to 8th Street	HMA Overlay	191,031.12
Eagle Lake Drive - 1,560' west of East Eagle Lake Drive to East Eagle Lake Drive	Pulverize / HMA Base / Surface Paving	141,901.16
Vail Drive - Corners Cove Street to Aspen Lane, Canyon Drive - Vail Drive to Inverness Drive, Aspen Lane - Vail Drive to Inverness Drive, Inverness Drive - Canyon Drive to 8th Street	HMA Overlay	115,527.80
S Avenue - 8th Street to 12th Street	Crack Fill / Chip Seal / Fog Seal	68,447.73
Queen Victoria Lane - Veronica Street to 12th Street	HMA Overlay	55,791.95
Dustin Circle - P Avenue to Terrier Trail, Terrier Trail - Dustin Circle to Dustin Circle	Chip Seal / Fog Seal	30,709.12
Fountain Square Drive - Misty Creek Drive to 177' north of Carol Lynn Drive, Carol Lynn Drive - Fountain Square Drive to 177' east of Fountain Square Drive	Crack Fill / Chip Seal / Fog Seal	13,842.80
<i>Total Local Cost</i>		1,171,263.70

Total Cost

1,507,188.38



Paving RS Avenue



WAKESHMA TOWNSHIP

25

Primary Miles

48

Local Miles

31

Local Gravel Miles

Cross culvert installation on V Avenue



Ditching on 39th Street



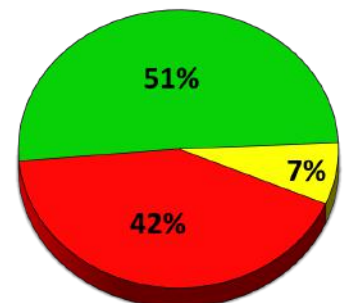
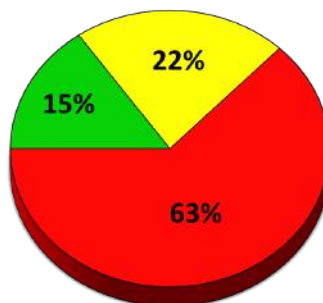
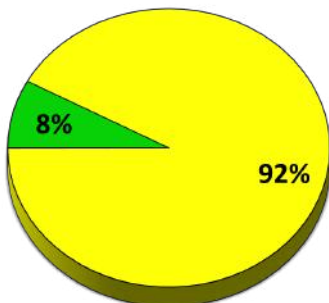
2022 Wakeshma Township Road Conditions

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 2022 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

WAKESHMA TOWNSHIP PROJECTS

PRIMARY

Project Location	Work Performed	Total Cost
W Avenue - 42nd Street to 44th Street	Pulverize / HMA Overlay / Shoulder Widen	78,651.36
<i>Total Primary Cost</i>		78,651.36

LOCAL

Project Location	Work Performed	Total Cost
V Avenue - 42nd Street to 44th Street	Gravel / Pulverize / Double Chip Seal / Fog Seal	175,897.29
V Avenue - 36th Street to 42nd Street	Chip Seal Trial	36,544.74
<i>Total Local Cost</i>		212,442.04

Total Cost

291,093.40



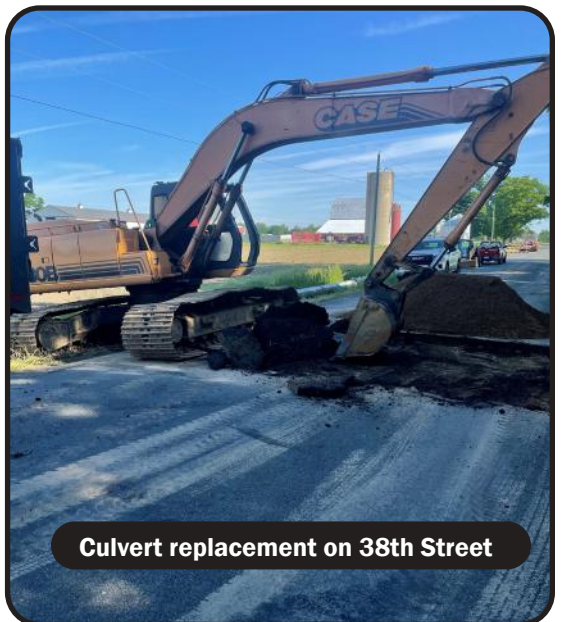
Ditching on 47th Street



Double chip seal on V Avenue



Grading V Avenue



Culvert replacement on 38th Street

2022 RCKC Facts & Figures

161
PROJECTS MANAGED

26,572
SIGNS POSTED

3,158
STOP SIGNS

41
INTERSECTIONS
WITH FLASHING
BEACON

49
SIGNALIZED
INTERSECTIONS

1,270
TOTAL MILES

824
LOCAL MILES

446
PRIMARY MILES

110
GRAVEL MILES

310
ALL-SEASON MILES

**9 MILES OF
PRIMARY
ROADS PAVED**

**19 MILES OF
PRIMARY ROADS
CHIP SEALED**

**11 MILES OF
LOCAL ROADS
PAVED**

**51 MILES OF
LOCAL ROADS
CHIP SEALED**

2856
TOTAL ISSUED
PERMITS
(INCLUDES MOVE AND
RIGHT-OF-WAY PERMITS)

63
BRIDGES

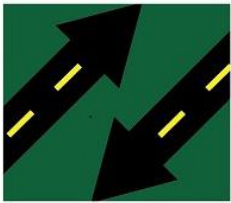
STAY CONNECTED WITH US!

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

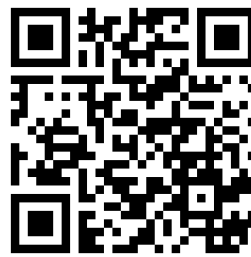
Check out our communication channels below for ways to stay up to date on our efforts.

3801 E Kilgore Road
Kalamazoo, MI 49001

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



RCKC CONNECT
RCKC ALERTS SIGN UP NOW

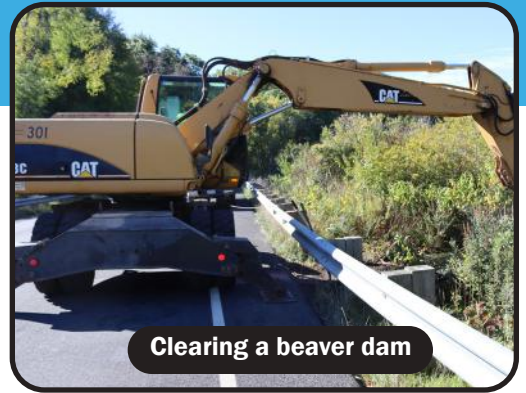




Sweeping on Sprinkle Road



Plowing in Alamo Township



Clearing a beaver dam



Filling potholes



Pavement marking on 6th Street



Rainbow over the RKC facility



Signal foundation removal at Mosel Avenue and Douglas Avenue



Tree and woody vegetation control on W Avenue



Restoration on Barney Road



S Avenue fall tour



Grading Shields Plat



Storm sewer work on G Avenue Mt Olivet Road



Tree and stump removal on Barney Road



Fog sealing Nichols Road



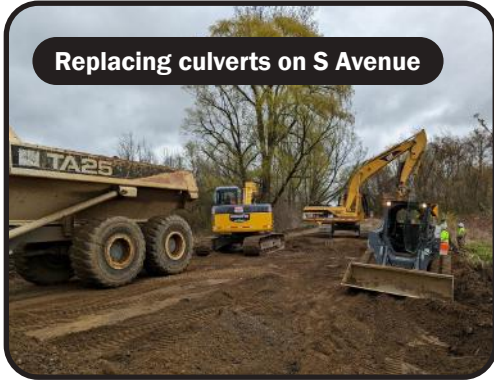
Chip sealing Fenimore Avenue



Chip sealing Winding Way



D Avenue over Kalamazoo River bridge inspection



Replacing culverts on S Avenue



Fog sealing the Valleywood Plat



Fall color tour on ML Avenue



RCKC snow plow



Drainage work on Barney Road



Tandem paving Sprinkle Road



Fall color tour on XY Avenue



Chip seal/fog seal on Sprinkle Road



Milling S Avenue



Paving Barney Road



Sunrise over the RCKC facility

EST. 1909

RCKC

**ROAD COMMISSION OF
KALAMAZOO COUNTY**

