



Road
Commission
of Kalamazoo
County

2020 Annual Report





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Wakeshma	60-61

01

County Overview

26,191
Signs Posted

2,969
Stop Signs

1270
Total Miles

824
Local Miles

446
Primary Miles

305
All-Season Miles

109
Gravel Miles

63
Bridges

48
Signalized Intersections

41
Intersections with Flashing Beacons

2020 FACTS & FIGURES

THE TEAM

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. The Board of County Road Commissioners of the County of Kalamazoo (The Board) annually review township representation to be a liaison and additional communication link as noted below.

Deborah J. Buccholtz, Chair

Township Liaison for:

- Alamo
- Oshtemo
- Richland

David C. Pawloski, Vice Chair

Township Liaison for:

- Prairie Ronde
- Schoolcraft
- Texas

Larry Stehouwer, Member

Township Liaison for:

- Comstock
- Pavilion
- Ross

Thom Brennan, Member

Township Liaison for:

- Brady
- Climax
- Charleston

Michael Boersma, Member

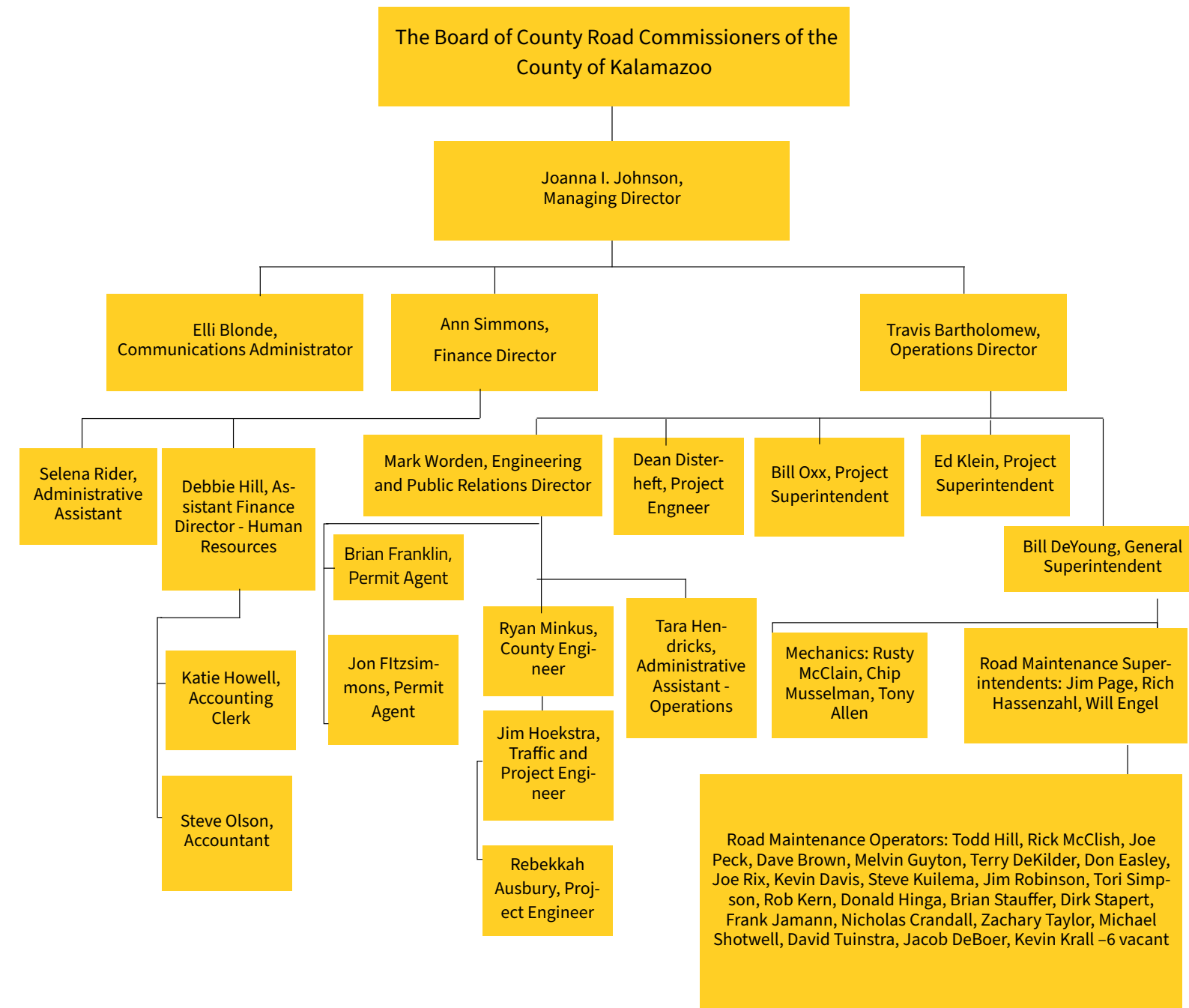
Township Liaison for:

- Cooper
- Kalamazoo
- Wakeshma

The Board's regular meetings, to which the public is invited, were 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 our website. From time to time, additional special board meetings are held and joint meetings are scheduled with townships throughout the county annually.

- 54 RCKC Positions Total (Includes 6 Vacant)
- 22 Administration Employees

- 32 Road Maintenance Operator Employees (Includes 6 Vacant)



This organizational chart reflects the RCKC's structure as of December 31, 2020.

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 2020 in the provided chart, with the top five reasons highlighted in grey.

Service requests can be submitted through the website on the [Service Requests](#) page. The current list of [Active and Pending Service Requests](#) can be found on the website, too.



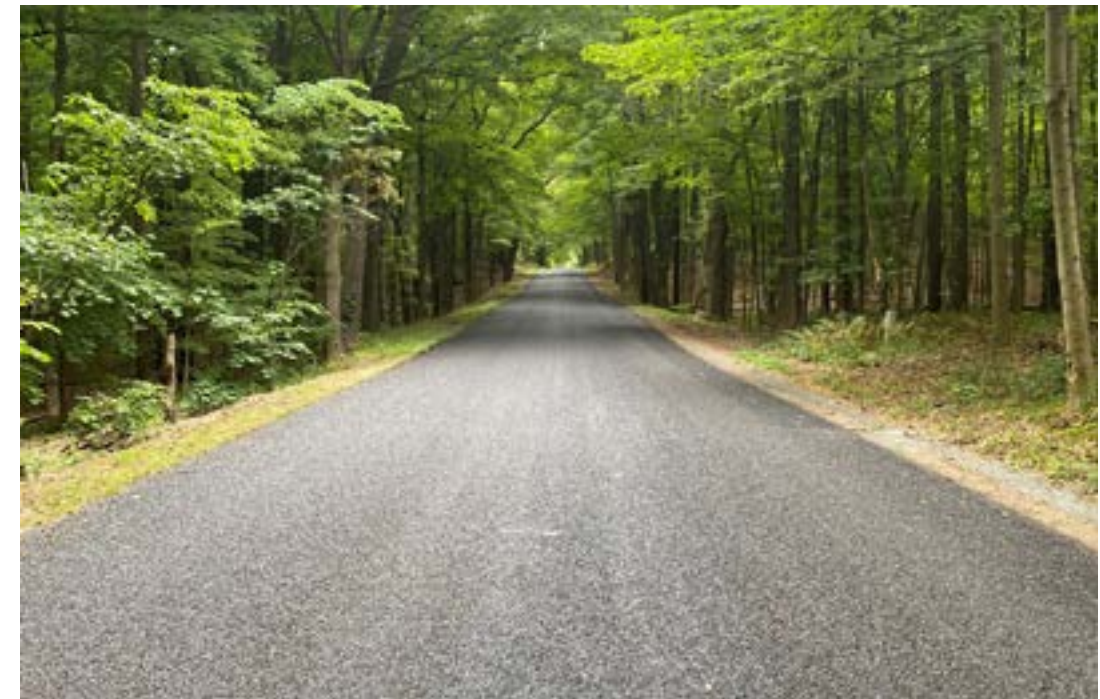
“Trees” had the highest number of service requests in 2020.

Service Request Reason	# of Requests Received
Accident Damage	8
Brush Control	19
Chip Seal	57
Culvert	95
Curb Repair	4
Debris in Roadway	49
Ditching	53
Drainage	154
Driveway	104
Dust Control	21
Encroachment in Right-of-Way	12
Fence Repair/Installation	4
Grading	69
Gravel Road	13
Guardrail	28
Insurance Claim	15
Mailbox	78
Manhole Cover/Drain Cover	24
Map Request	4
Mowing	41
Not Jurisdiction of RCKC	75
Pavement Marking	17
Pothole	700
Question	323
Shoulders	93
Sight Obstruction	67
Sign	449
Speed	176
Sweeping	9
Thank You	90
Traffic Signal	143
Tree	723
Tree and Woody Vegetation	15
Washout	94
Water Over Road	20
Winter Maintenance	293
Yard Damage	52
Total	4,524

The RCKC Annual Report: A Citizen's Guide to Public Service Efforts

Introduction

The goal of the Boards 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.



A double chip seal in Alamo Township.

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 citizens' guide to the efforts by RCKC in public service. These efforts are on-going and continuously developed to meet the needs of our changing reality, while improving our infrastructure. Our work is never complete and we will continue to be focused

on continuous improvement, leadership and public service. Our goal is to be the BEST road commission in the State. This is only accomplished by our team of employees 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 2020, 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 825 miles comprise the local road system. Along with the road system, 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.

Introduction

In 2020, our overall road network condition improved slightly after approximately \$15 million of investments. On-going investment in asset management on our infrastructure is needed to maintain good condition.

Joanna I. Johnson | Managing Director

For additional asset management information, please visit the Transportation Asset Management Council (TAMC) website Dashboards at www.michigan.gov/tamc for additional information on asset management statewide federal aid system. It is important to share the RCKC manages over \$152 million of infrastructure assets.

Project Selection

The RCKC establishes road improvement priorities for the primary road system. Annually, our staff develops an improvement plan spanning five years that is based on engineering assessments and on-site reviews. This plan is reviewed and projects undertaken based on current and future road needs and anticipated funding. On November 12, 2019 the RCKC adopted a \$90 million, five-year Primary Road Capital Improvement Plan (CIP) for the period 2020 through 2024. 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 team 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 2020, RCKC allocated \$2,045,000 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 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 no special assessment district by a petition from landowners in 2020.

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:

Alamo Township—Township Special Assessment District PA 188, PA of 1954 from 2014 which expired in 2020

Climax Township—Local Road Millage renewed in 2014

Kalamazoo Township—Voter approved Transportation Bond approved in February 2015 for 3-year local road improvements (2017 was the 3rd year)

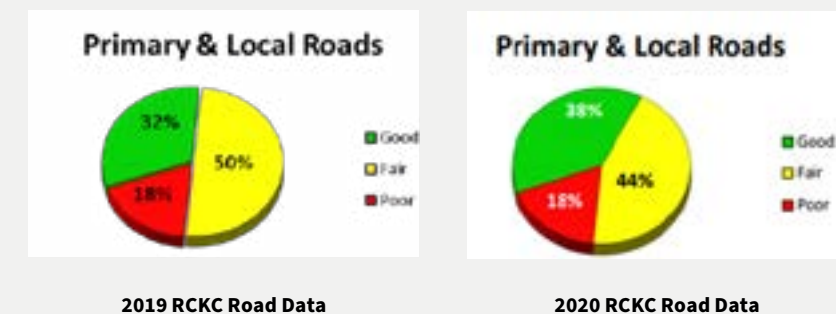
Ross Township—Township Special Assessment District PA 188, PA of 1954 from 2017 for 3-year local road improvements (2020 was the 3rd year)

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 2018, three Public Acts (PA) 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 are now required to have an asset management plan. This includes the RCKC who successfully completed the requirements in October of 2020 with the 2020 Compliance Plan, Pavement and Bridge Plan.

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.



+6%

increase in roads determined to be in "good" condition in the RCKC road system in 2020.

Achievements

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 even through the impacts of the Coronavirus Disease 2019 (COVID-19) as listed below. There are many great projects, lessons learned and great work efforts. We worked continuously without a disruption in service to the public. Thank you to the BOARD and TEAM for your commitment to public service!

The Team

The RCKC continues to be an award-winning organization. The following recognition was received in 2020:

- Urban Engineer of the Year Mr. Jim Hoekstra
- Three (3) Regional American Public Works Association (APWA) Project of the Year Awards
- One (1) State APWA Project of the Year Award
- County Road Association Impress Awards in for Operations and Communication

Communication + Outreach

- Board meetings, project meetings,

bid openings, etc. using various technology platforms

- Touch-a-Truck Event
- Service request enhancements
- Road tours with Road Commissioners
- Highlighted in the APWA and CRA Crossroads magazines

Social Media Growth

- RCKC Connect: 732
- Twitter Followers: 195
- Facebook Followers: 6,082
- Instagram (new in 2020!): 39

Road Maintenance and Projects

- One of the best road surface conditions in the State
- Responded to flooding which included road closures, task forces and temporary road repairs
- Over 220 projects over \$22,000,000

Miscellaneous

- Financial and Public Act 51 audit with no significant findings for 2020
- Collaborated and created a draft RCKC non-motorized route map for

future consideration

- Purchased property for future facility planning
- Continued collaborative efforts including the Michigan Department of Transportation, Drain Commissioner, Villages, Cities and Road Commissions in the State
- We updated two Board policies plus Street Naming and Addressing Policy with the County of Kalamazoo and Kalamazoo County Consolidated Dispatch Authority (KCCDA)
- Created a draft Neighborhood Traffic Management Policy
- Reviewed Construction Guidelines for key area updates



Jim Hoekstra wins Urban Engineer of the Year



Touch-a-Truck was hosted at the RCKC facility



8th Street - one of the flood repairs in 2020.

Connecting in New Ways

Project Informational Meetings and Board Meetings went virtual in 2020! Board meetings eventually allowed for both in-person and virtual attendance, making the RCKC one of the few road commissions in the state to host hybrid board meetings. This format allows for increased public accessibility and convenience.



You can rewatch [Project Informational Meetings](#) on our website!



Snow Routes were mapped utilizing Geographic Information Systems (GIS). The new navigation system provides turn-by-turn directions to Road Maintenance Operators on the route.

Aggregate Lifts

O Avenue between 4th Street and 6th Street in Texas Township and 8th Street between ML Avenue and KL Avenue both received an aggregate lift to combat prolonged flooding in 2020.

This cost effective solution raised the road up to three feet in some areas, ensuring that the road surface would stay above the problematic flooding in the areas for years to come. This solution earned recognition from the APWA and was featured in various industry publications.



Road closed sign in June 2020 on an underwater 8th Street between ML Avenue and KL Avenue in Oshtemo Township. See the end result on page 46 of this report.

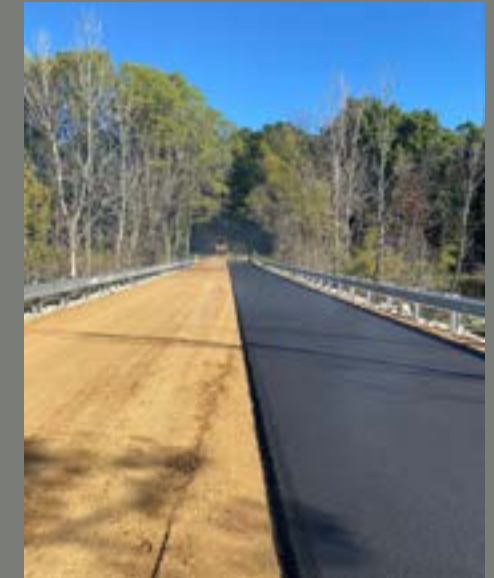
Glossary

- **Aggregate Lift** — a 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

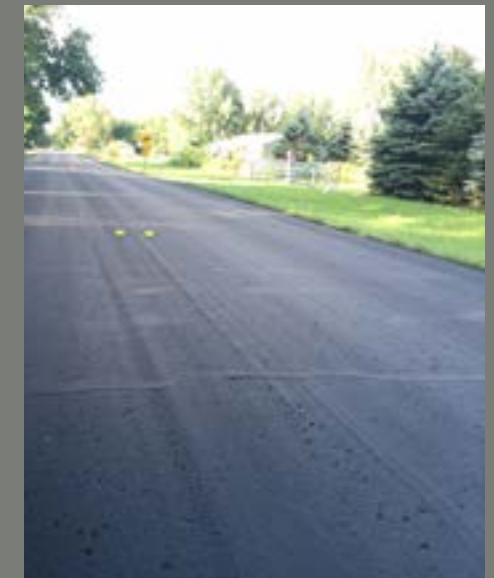
- **Crack Seal**—is the placement of a bituminous material into working cracks. Crack sealing requires thorough crack preparation and often requires the use of specialized high quality materials placed either into or above working cracks to prevent the intrusion of water and incompressible materials. Crack sealing is generally considered to be a longer-term treatment than crack filling.
1-2 Year Service Life
- **Double Seal**—two applications of chip seal applied to a prepared gravel base. Another chip seal should be applied within 1-2 years.
8-10 Year Service Life
- **Epoxy Overlay**—an application of polymer epoxy followed immediately with an application of aggregate to a concrete bridge deck. The overlay provides a long lasting seal to protect the deck from the effects of traffic and harsh weather conditions. Epoxy overlays are used to extend the life of a structure by sealing moderate to extensive deck cracking.
10-15 Year Service Life
- **Fog Seal**—a light application of asphalt emulsion diluted with water and without addition of any aggregate applied to the surface of a bituminous pavement or recent chip seal. Fog seals are used to renew aged asphalt surfaces and seal minor cracks. When applied over a recent chip seal, the fog seal reduces dust and lock in aggregate.
1-3 Year Service Life
- **HMA Overlay**—the application of HMA (hot mix asphalt), a combination of aggregates, mineral fillers, RAP (recycled asphalt pavement), and asphalt binder placed over an HMA surface.
15-20 Year Service Life
- **HMA Paving** - the application of HMA (hot mix asphalt), a combination of aggregates, mineral fillers, RAP (recycled asphalt pavement), and asphalt binder placed on top of a gravel surface.
15-20 Year Service Life

Glossary

- **HMA Ultra-Thin Overlay** - a thin overlay of hot mix asphalt, typically a thin lift of 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 825 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** - 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 an 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 conditions 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 446 miles of roadway.
- **Pulverizing/Pulverization** - a recycling process that grinds existing asphalt in place and blends it with underlying materials to form a quality aggregate base. Typically a layer of gravel is placed on top of the asphalt before grinding.



An HMA lift over an aggregate base



Onyx road treatment

Glossary

■ **Reconstruction** - removing the existing road surface and replacing it with materials of a thickness that conforms to current standards for pavement design. Vertical and horizontal alignment drainage improvements are also factors of reconstruction.
15-25 Year Service Life

■ **Rehabilitation** - placing additional surface material or doing other work to return a road, including its shoulders, to structural or functional adequacy.
10-15 Year Service Life

■ **Resurfacing** - placing new bituminous pavement material HMA over existing pavement. Shoulder material is added to match the elevation of the new pavement.
10-15 Year Service Life

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

■ **Routine Maintenance** - roadwork, including winter maintenance, pothole filling, roadside mowing, pavement marking, traffic signal maintenance, dust control, gravel road grading, guardrail repair, minor drainage corrections, etc.

■ **Rubblizing** - concrete pavement broken into an aggregate base and the rubblized roadbed is left in place and used as part of the new pavement structure.

■ **Texas Underseal** - an application of chip seal applied prior to an HMA overlay application. The underseal treatment provides an impervious membrane to stop the intrusion of moisture.



Grading is important routine maintenance



HMA overlay on a Texas Underseal

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.



Road Commission
of Kalamazoo County

3801 E. Kilgore Road
Kalamazoo, MI 49001
(269) 381-3171
Fax (269) 381-1760
www.kalamazoocountyroads.com



RCKC CONNECT
RCKC ASSISTS YOU TO MOVE



02

Financial Highlights

Financial Highlights

■ Please visit our website for the full [2020 Public Act 51 Report](#).

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 (P.A. 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 2020, 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, 2020, the RCKC is in compliance with PA 51, as amended.

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 Trans-

portation Economic Development Fund (TEDF), the rail grade crossing account and the Local Bridge Fund.

- On November 10, 2015 Governor Rick Snyder signed a package of legislative transportation funding bills (Michigan Revenue Package) designed to generate \$1.2 billion in new MTF revenues by 2021. This was the first increase in State road funding in approximately 20 years. Approximately half of this total will come from increases in fuel taxes (\$400 million) and vehicle registration fees (\$200 million) starting in 2017. Then, beginning in 2019, increasing amounts of general fund dollars, which are not guaranteed, are anticipated to be transferred to the MTF, reaching \$600 million in 2021. Lastly, the fuel taxes will be indexed to inflation, using the Consumer Price Index (CPI), beginning January 1, 2022. A summary of the revenue package which began in 2017 is below:

7.3 cent increase in State gas tax to 26.3 cents

* Constitutionally dedicated to MTF

* Note: Michigan also levies a sales tax at the pump, which most states do not; these taxes do not go into the MTF

- 20% increase in State registration fees for passenger vehicles and most commercial trucks
- 11.3 cent increase in diesel fuel bringing it equal to state gas tax of 26.3 cents per gallon
- New taxes on alternative fuels and registration surcharges on electric vehicles

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. The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 and extended in 2020. Michigan expects to see a modest increase in federal transportation dollars over the next 5 years. The FAST Act makes federal funds available to state departments of transportation through three U.S. Department of Transportation (DOT) agencies; the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA).

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 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:

- 18.4 cents gas
 - 24.4 cents diesel
- 92% back to Michigan
- 75% back to MDOT
- 25% back to cities, villages and county road agencies

Projects in 2020 utilizing STP funds include:

Drake Road from Parkview Avenue to West Main Street

Projects in 2020 utilizing Safety Improvement Program funds include:

- G Avenue from 2nd Street to 6th Street
- S Avenue from 34th Street to 36th Street
- D Avenue from 17th Street to River-view Drive
- Systemic Sign Upgrade

Local Bridge Program

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 Public Act 384, an amendment to Act 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 (approx-

mately \$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.

Projects in 2020 utilizing Local Bridge funds include:

- 29th Street over the Portage River
- 35th Street over the Kalamazoo River
- 9th Street over Amtrak

The TAMC annual report on deficient bridges is available on the TAMC website at www.michigan.gov/tamc.

In 2020, 4.8% of RCKC (3 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.



Kalamazoo River Valley Trail project in Galesburg.

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 2020, approximately 28 miles of roads were paved and to preserve the capital investment in our roads, 120 miles of roads were chip sealed. Over \$17 million dollars was spent on our primary road system and over \$11 million on our local road system for both construction and maintenance operations in 2020.

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

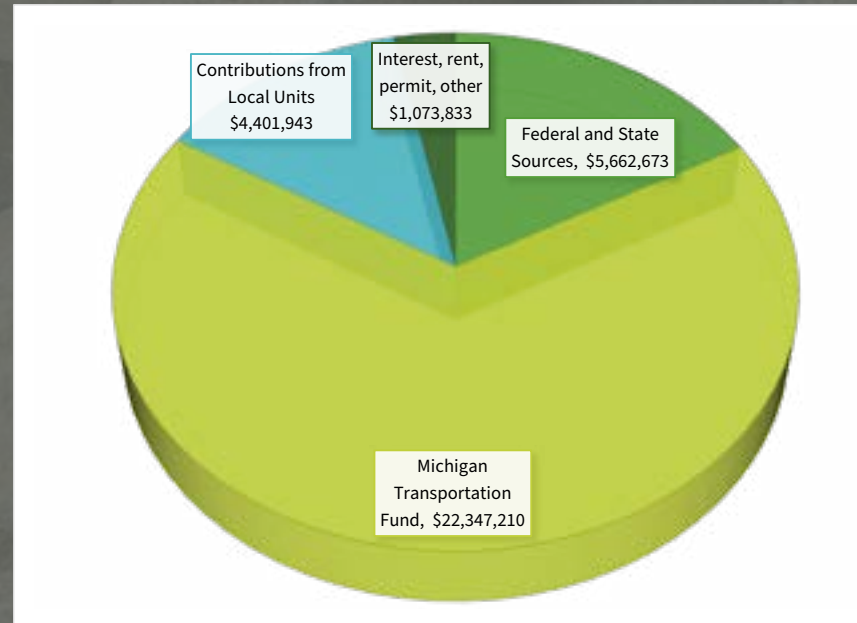
as pedestrians, joggers, runners, strollers and bicyclists. All of these community and administrative interests should be valued appropriately in facilitating the development of a non-motorized facilities. The RCKC typically serves as the grant applicant for non-motorized facilities when using public funding sources. In 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 \$9.6 million with \$2.7 million in 2020. You can learn more about our non-motorized facility efforts on the [Engineering page of our website](#).



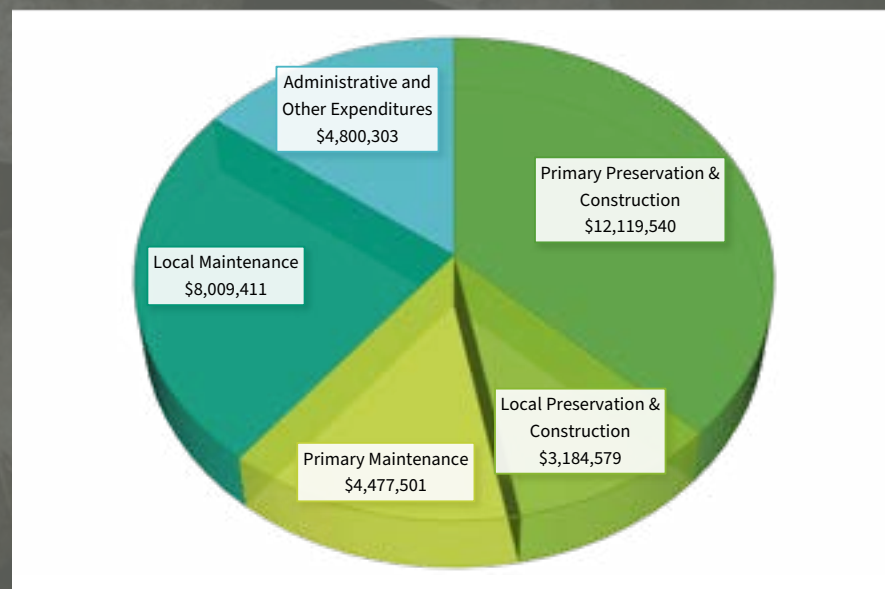
In Michigan, only 25% of the federal fuel taxes paid at the pump go to city, village, and county roads.

2020 Revenue and Expenditure Overview

Revenue



Expenditures

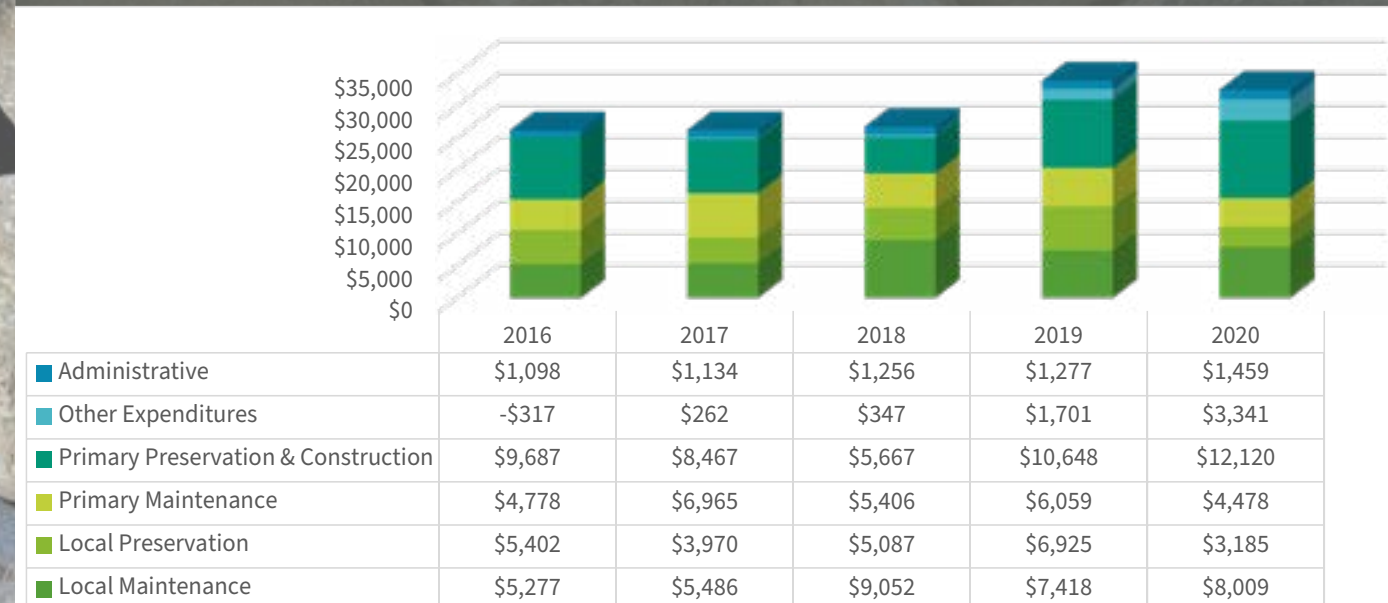


2020 Revenue and Expenditure Historical Comparison

Revenue



Expenditures



Expenditure and Snowfall Data

Local Road Participation Funds

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

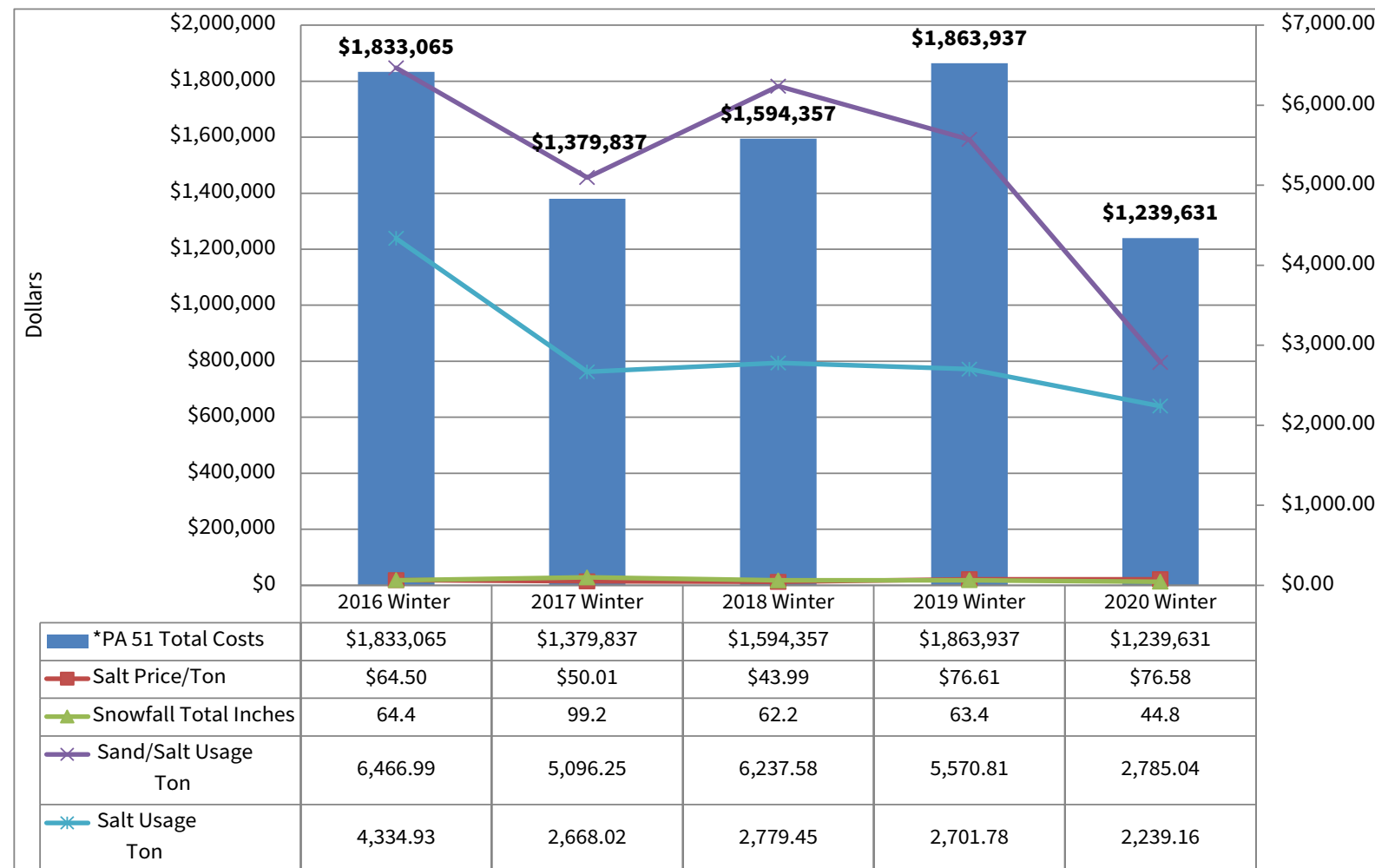
The distribution of the funds is based on township mileage and population and is determined on the same basis that local road fund money is distributed to the RCKC from the MTF.

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

Township	2020 Initial Allocation	2019 Carryover Funds	Reallocation of PAR Funds	Total Township Allocation
Alamo	\$70,450		\$0	\$70,450
Brady	\$89,813	\$20,104	\$0	\$109,917
Charleston	\$44,359		\$0	\$44,359
Climax	\$72,635	\$369	\$0	\$73,004
Comstock	\$235,847		\$0	\$235,847
Cooper	\$165,010	\$9,684	\$0	\$174,694
Kalamazoo	\$278,895	\$8,600	\$0	\$287,495
Oshtemo	\$258,084	\$132,811	\$0	\$390,895
Pavilion	\$114,551		\$0	\$114,551
Prairie Ronde	\$81,798		\$0	\$81,798
Richland	\$120,892		\$0	\$120,892
Ross	\$93,326		\$0	\$93,326
Schoolcraft	\$86,860		\$0	\$86,860
Texas	\$261,600		\$0	\$261,600
Wakeshma	\$70,880		\$0	\$70,880
Total		\$171,568	\$0	\$2,216,568



03

Projects + Road
Conditions



246

Projects Managed

120

Miles Chip Sealed

28

Miles Paved

\$22M

Invested in Countywide Projects

Countywide Certified Miles

Certified Primary Miles:
446

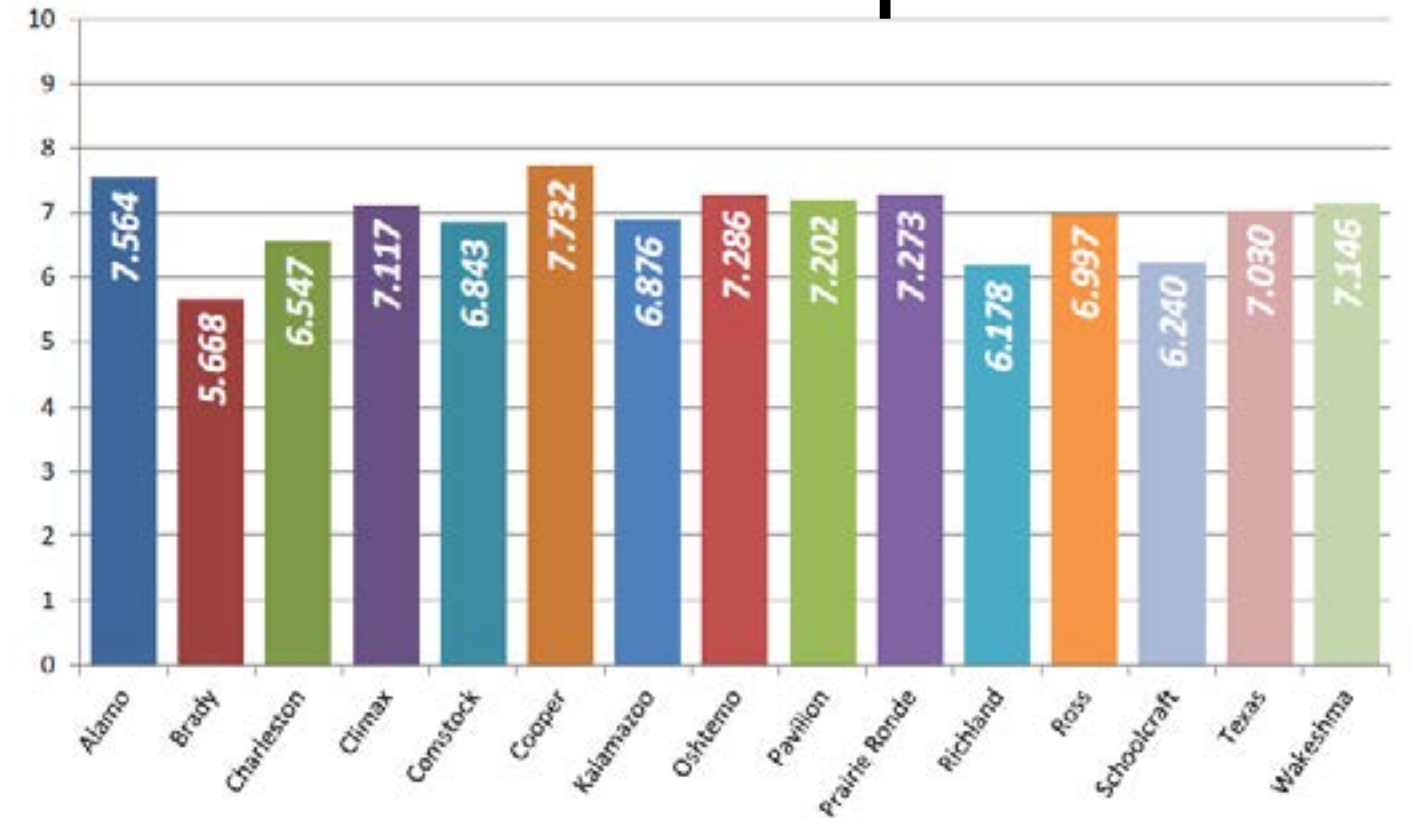
Certified Local Miles:
824

Certified Gravel Miles:
106



Retention basin in Oshtemo Township.

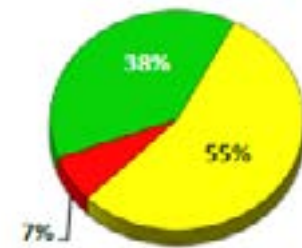
2020 Primary Road PASER by Township



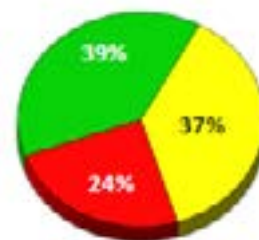
2020 Countywide Road Conditions



Primary Roads



Local Roads

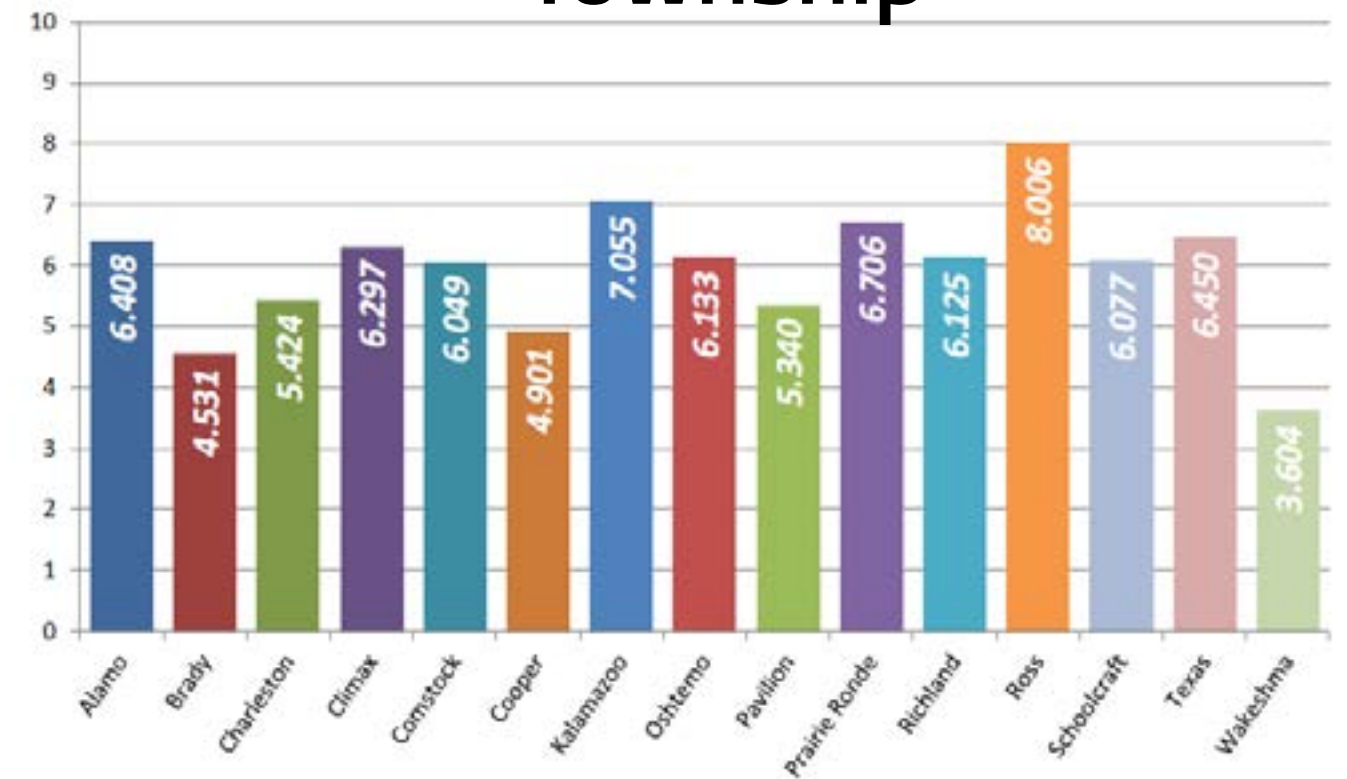


Gravel Roads

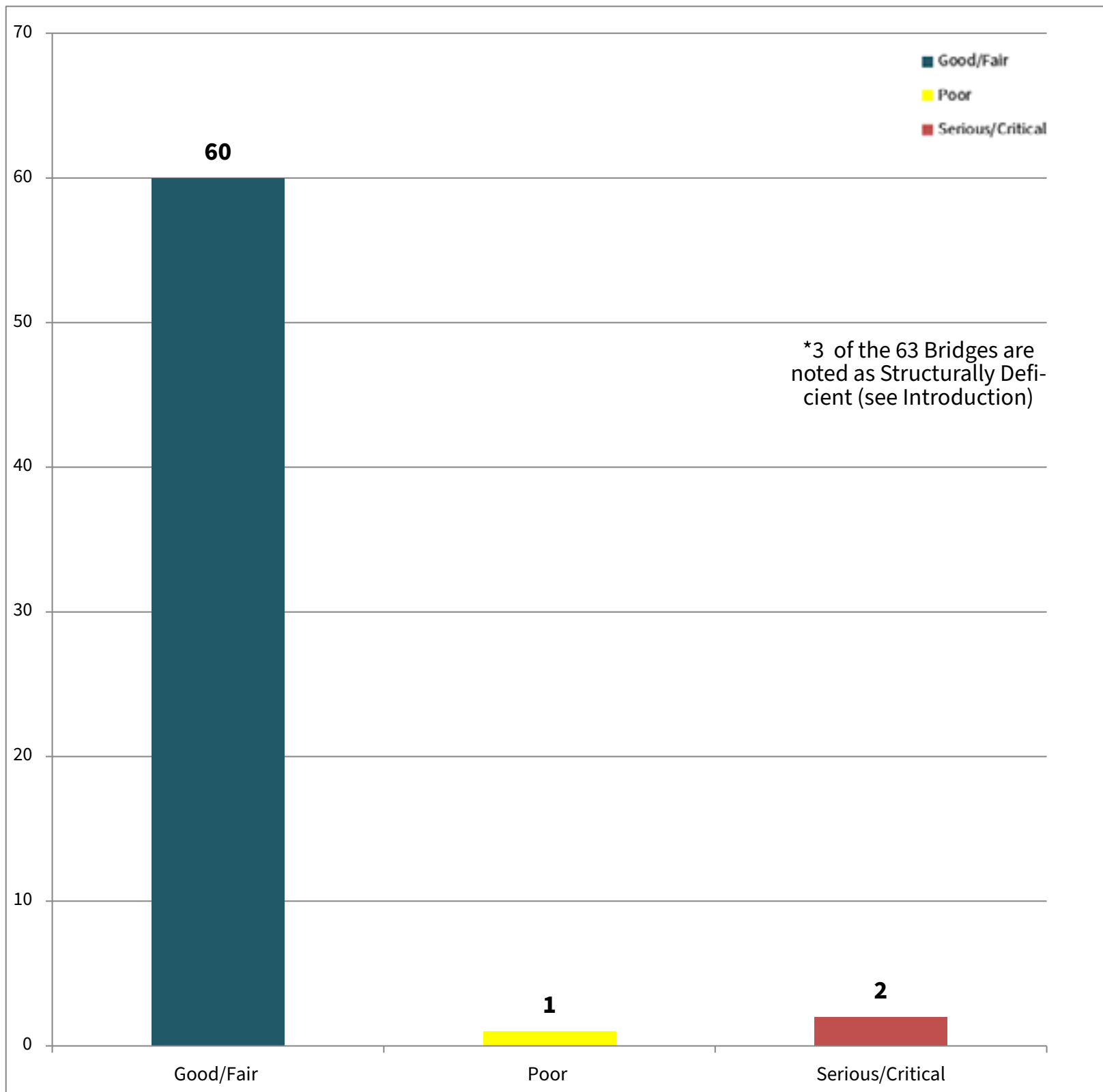


*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)
Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

2020 Local Road PASER by Township



2020 Bridge Rating Summary*



COUNTYWIDE AND CROSS-JURISDICTIONAL PROJECTS

Project lists include only work performed in 2020 and design projects. No carryover costs are included. Visit our detailed [Public Act 51 Report](#) on our website for more information.

Project Location	Work Performed	Total Cost
City of Kalamazoo - Manhole Projects	Manholes	\$8,277.70
Climax Drive to Streamside Drive	HMA Overlay, Seismic Testing	\$9,653.92
Gull Lake Sewer - Manhole Projects	Manholes	\$1,839.49
Kalamazoo River Valley Trail #6 - 35th Street to 37th Street (Charleston / Comstock Townships)*	Non-Motorized Facility	\$1,396,130.61
South Sprinkle Road - Zylman Street to Centre Street (City of Portage)*	Profile Milling / Wedging / HMA Overlay	\$230,538.68
Sprinkle Road - S Avenue to Zylman Avenue (City of Portage / Pavilion Township)*	Crack Fill	\$6,426.02
Systemic Signs Upgrade (North County)	Countywide / Stop Signs	\$18,207.44
Systemic Signs Upgrade (South County)	Countywide / Stop Signs	\$324,690.96

*certified as a primary road



A joint seal application on Sprinkle Road between Zylman Avenue and Centre Street.

Certified Miles

Certified Primary Miles:
31

Certified Local Miles:
38

Gravel Miles:
5



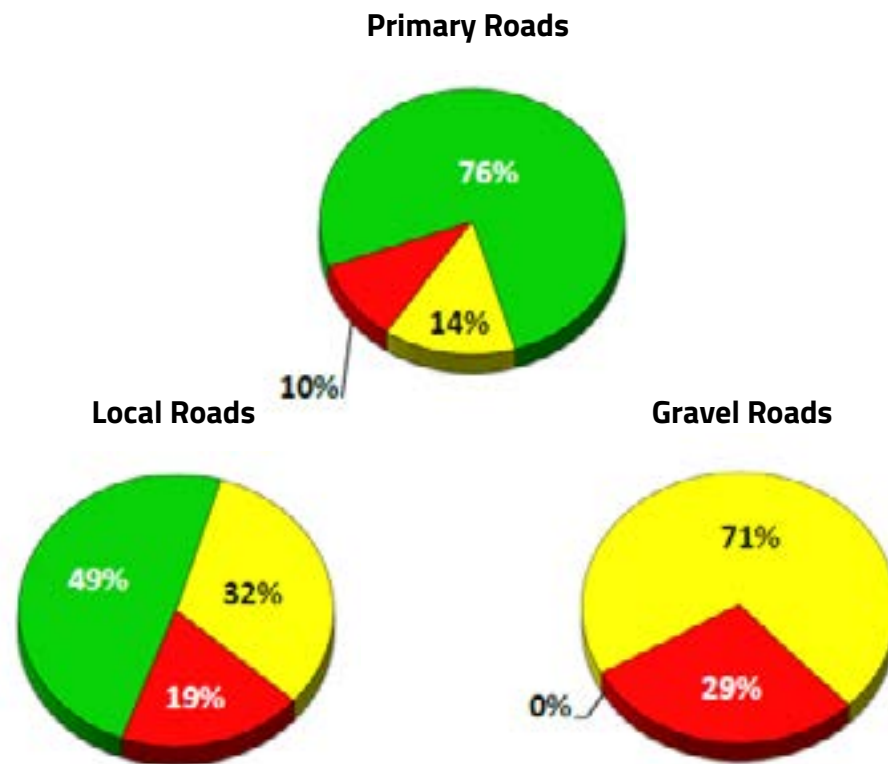
F Avenue with gravel and pulverization between 3rd Street and Far Hills Way - ready for the double chip seal!

2020 Alamo Township Road Conditions

■ Good
■ Fair
■ Poor

*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



ALAMO TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
1st Street – North county line to AB Avenue*	Chip Seal / Fog Seal	\$19,407.57
3rd Street – G Avenue to F Avenue	Crack Fill / Chip Seal / Fog Seal	\$25,765.78
6th Street – F Avenue to D Avenue*	HMA Wedging/Chip Seal / Fog Seal	\$62,719.37
C Avenue – 2,120' west of 12th Street to 12th Street	HMA Wedging / Chip Seal / Fog Seal	\$22,228.19
D Avenue - Ravine Road to US-131*	Crack Fill	\$3,351.27
DE Avenue – 2nd Street to 6,920' east of 2nd Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$50,159.15
DE Avenue – 3,680' west of 6th Street to 6th Street	Crack Fill / Chip Seal / Fog Seal	\$21,924.15
E Avenue – 1,840' west of 12th Street to 12th Street	Chip Seal / Fog Seal	\$14,112.31
EF Avenue – 5,122' west of 2nd Street to 2nd Street	Gravel / Pulverize / Double Chip Seal / Fog Seal	\$196,080.45
F Avenue – 3rd Street to Far Hills Way	Gravel / Pulverize / Double Chip Seal / Fog Seal	\$149,845.56
F Avenue – 8th Street to 9th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$32,382.77
F Avenue – 9th Street to Ravine Road	Crack Fill / Chip Seal / Fog Seal	\$25,482.44
F Avenue – Far Hills Way to 6th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$29,889.33
Far Hills Way – F Avenue to 1,240' north of F Avenue	Crack Fill / Chip Seal / Fog Seal	\$12,558.74
G Avenue – 2nd Street to 6th Street*	Shoulder Widen / Ditching	\$1,420,871.35
Hart Drive – F Avenue to Owen Drive	Crack Fill / Chip Seal / Fog Seal	\$40,403.89
Hart Drive – Owen Drive to 6th Street	Chip Seal / Fog Seal	\$29,599.62
Ravine Road – North county line to C Avenue*	Chip Seal / Fog Seal	\$62,025.55
Stoney Woods Drive – Ravine Road to 2,278' east of Ravine Road	Crack Fill / Chip Seal / Fog Seal	\$16,328.65

*certified as a primary road



G Avenue between 2nd Street and 6th Street.

Certified Miles

Certified Primary Miles:
30

Certified Local Miles:
47

Gravel Miles:
12



34th Street between Z Avenue and YZ Avenue after it's been returned to gravel.

BRADY TOWNSHIP PROJECTS

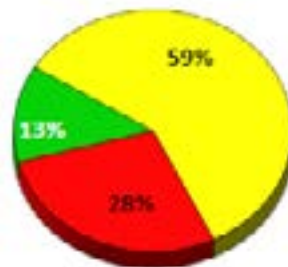
Project Location	Work Performed	Total Cost
26th Street – UV Avenue to TU Avenue	Crack Fill / Chip Seal / Fog Seal	\$24,438.78
29th Street – over Portage River*	Bridge Preventive Maintenance	\$147,001.06
32nd Street over Asher Drain	Culvert Replacement	\$337,347.22
34th Street – V Avenue to UV Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$43,680.53
34th Street – Z Avenue to YZ Avenue	Gravel / Pulverize	\$26,353.30
U Avenue – 29th Street to 32nd Street*	Pulverize / HMA Paving	\$1,345,990.92
V Avenue – 32nd Street to 34th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$63,799.38
V Avenue – South Sprinkle Road to 600' east of South Sprinkle Road*	Chip Seal / Fog Seal	\$5,627.66

*certified as a primary road

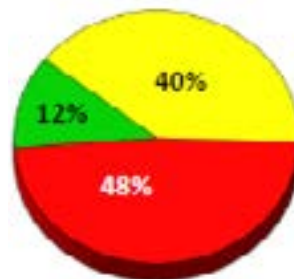
2020 Brady Township Road Conditions

- Good
- Fair
- Poor

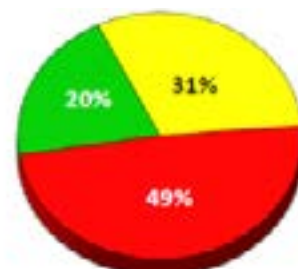
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



Culvert work on 32nd Street over Asher Drain.

Certified Miles

Certified Primary Miles:
21

Certified Local Miles:
24

Gravel Miles:
4



High shoulder removal work in Charleston Township.

CHARLESTON TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
Climax Drive (partial) – 718' west of 38th Street, Streamside Drive – Miller Drive to Climax Drive, Sandwood Street – Miller Drive to Streamside Drive	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$33,516.03
Ambling Avenue – 37th Street to 1,855' east of 37th Street	Crack Fill / Chip Seal / Fog Seal	\$19,636.02
L Avenue – 40th Street to 44th Street	Crack Fill / HMA Wedging / Chip Seal	\$74,352.22
Shady Shore Drive - 42nd Street to 1,293' east of 42nd Street	HMA Wedging	\$21,659.76
36th Street – PQ Avenue to MN Avenue (Charleston / Climax Townships)*	Reconstruction	\$6,231.21
36th Street – PQ Avenue to MN Avenue (Charleston / Climax Townships)*	Chip Seal / Fog Seal	\$13,721.39
37th Street - M-96 to G Avenue (Charleston / Ross Townships)*	Crack Fill	\$8,938.41

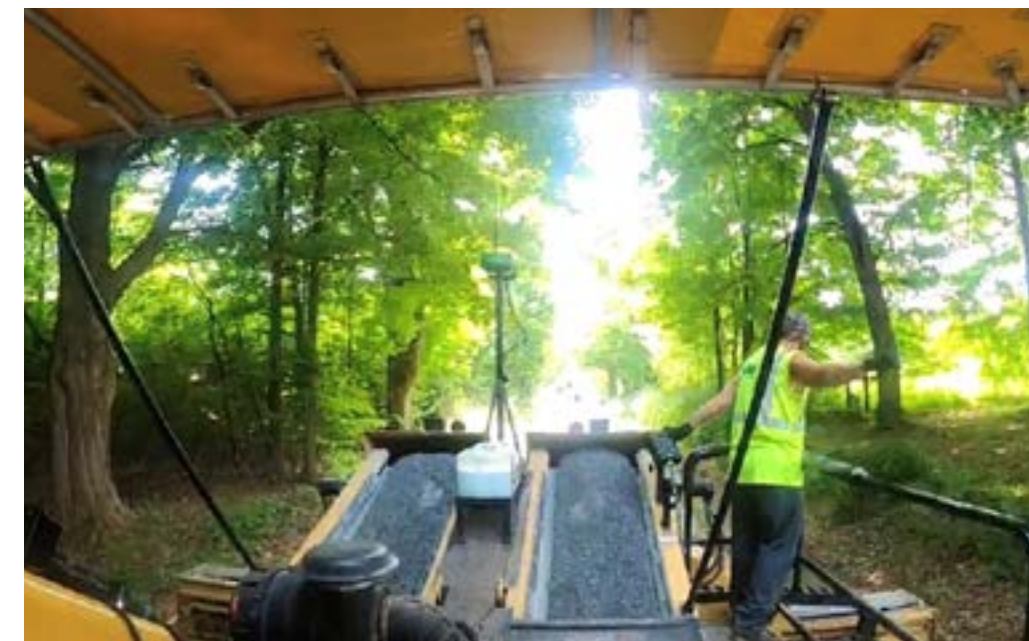
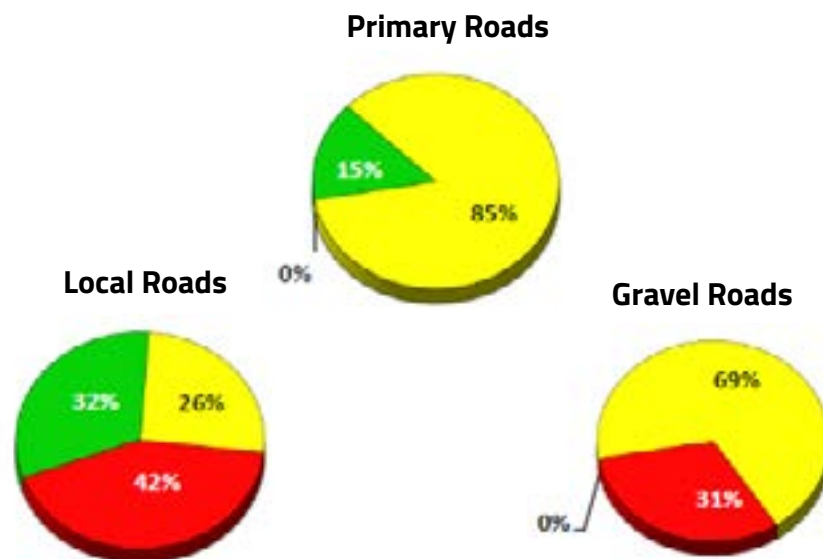
*certified as a primary road

2020 Charleston Township Road Conditions

- Good
- Fair
- Poor

*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



View from chip spreader on L Avenue.

Certified Miles

Certified Primary Miles:
25

Certified Local Miles:
47

Gravel Miles:
15



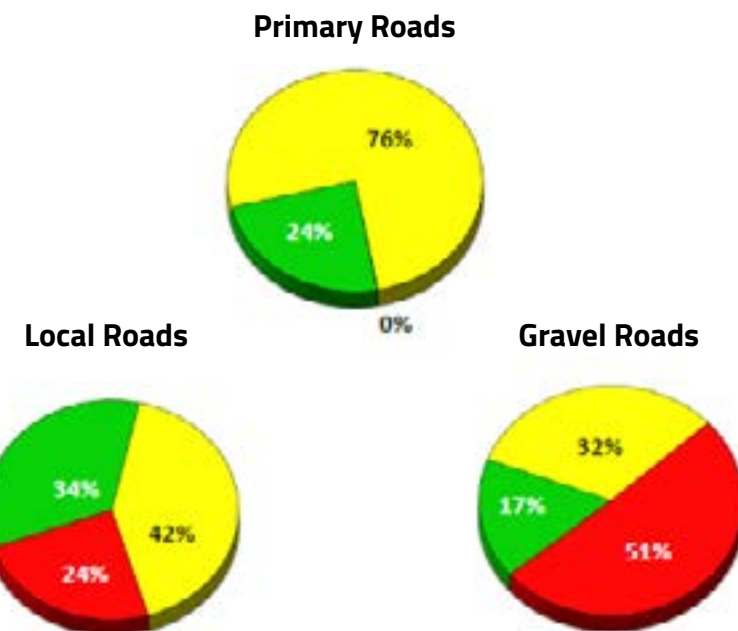
Emergency Tree Removal on 36th Street between O Avenue and OP Avenue.

2020 Climax Township Road Conditions

■ Good
■ Fair
■ Poor

*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



CLIMAX TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
36th Street – PQ Avenue to MN Avenue (Climax / Charleston Townships)*	Reconstruction	\$30,422.96
36th Street – PQ Avenue to MN Avenue (Climax / Charleston Townships)*	Chip Seal / Fog Seal	\$66,992.66
39th Street – S Avenue to R Avenue	Crack Fill / HMA Wedging / Chip Seal	\$53,128.37
43rd Street - R Avenue to Q Avenue*	Crack Fill	\$2,888.53
45th Street – Q Avenue to P Avenue	Crack Fill / HMA Wedging / Chip Seal	\$24,766.89
O Avenue - 38th Street to 42nd Street*	Crack Fill	\$8,457.62
ON Avenue – 42nd Street to Climax Village limits*	Chip Seal / Fog Seal	\$15,836.35
OP Avenue – 42nd Street to 44th Street	Crack Fill / HMA Wedging / Chip Seal	\$32,096.46
P Avenue – 44th Street to 45th Street	Crack Fill / HMA Wedging / Chip Seal	\$11,267.82
Q Avenue – 40th Street to 43rd Street	Crack Fill / HMA Wedging / Chip Seal	\$50,060.06
Q Avenue – 44th Street to 46th Street*	Crack Fill / HMA Wedging / Chip Seal	\$67,293.69
R Avenue – 36th Street to east county line	Mill / HMA Overlay	\$105,320.13

*certified as a primary road



Shoulder work on 36th Street between PQ Avenue and MN Avenue.

Certified Miles

Certified Primary Miles:
43

Certified Local Miles:
75

Gravel Miles:
0

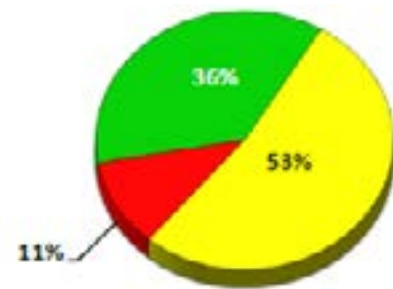


New signal mast arms at the intersection of River Street and Comstock Avenue.

2020 Comstock Township Road Conditions



Primary Roads



Local Roads



*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

COMSTOCK TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
28th Street – H Avenue to G Avenue	HMA Wedging	\$4,099.86
28th Street – M-96 to East Main Street	Crack Fill / Chip Seal / Fog Seal	\$51,239.02
30th Street – K Avenue to East Main Street	Crack Fill / Chip Seal / Fog Seal	\$39,506.94
33rd Street - M-96 to G Avenue*	Crack Fill	\$5,311.45
33rd Street – N Avenue to ML Avenue	Crack Fill / Chip Seal / Fog Seal	\$32,531.23
34th Street - N Avenue to MN Avenue*	Crack Fill	\$758.78
35th Street - ML Avenue to M-96*	Mill and HMA Overlay	\$13,796.72
35th Street – ML Avenue to M-96*	Chip Seal / Fog Seal	\$85,124.99
35th Street – over Kalamazoo River*	Bridge Preventive Maintenance	\$105,809.90
East Michigan Avenue – Sprinkle Road to River Street*	Emergency Repair	\$205,634.68
Forest Harbor Drive – 26th Street to 180' east of Sandy Cove Drive, Sandy Cove Drive – 26th Street to Forest Harbor Drive (Forest Harbor and Lyons Lake Plats)	Pulverize / HMA Base / Surface Paving	\$113,507.43
Henning Street – M-96 to East Michigan Avenue, Packard Street – M-96 to East Michigan Avenue	Crack Fill / Chip Seal / Fog Seal	\$9,212.13
HJ Avenue – 26th Street to 1,890' east of 26th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$23,447.01
Jacille Avenue – 180' west of Oranoco Street to 26th Street, Oranoco Street – H Avenue to Jacille Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$16,584.70
JK Avenue – 26th Street to 28th Street	Crack Fill / Chip Seal / Fog Seal	\$36,085.62
Leenhouts Street – East Michigan Avenue to 2,220' north of East Michigan Avenue	Pulverize / HMA Base / Surface Paving	\$106,377.97
Michigan Avenue - Sprinkle Road to M-96*	Crack Fill	\$5,943.77
MN Avenue – 26th Street to 28th Street	Crack Fill / Chip Seal / Fog Seal	\$25,861.78
N Avenue – at Grand Trunk Railroad*	Widen 3 Lanes	\$191,117.17
N Avenue – Sprinkle Road to 480' east of 26th Street	Crack Fill	\$1,517.55
North Sprinkle Road – East Main Street to G Avenue*	Mill / HMA Overlay	\$60,715.80
North Sprinkle Road – N Avenue to I-94*	Mill / HMA Overlay	\$41,366.72
Park Circle Dr - Sprinkle Rd to M Ave	Crack Fill	\$1,896.97
River Street – at Comstock Avenue & ML Avenue*	Traffic Signal Replacement	\$670,624.18
Rockingham Avenue – H Avenue to Gull Road, Normandy Avenue – H Avenue to Gull Road	HMA Overlay	\$44,375.37
Rosemont Drive – Plaza Place to M-96, Plaza Place – 540' west of Rosemont Drive to Rosemont Drive	Crack Fill / Chip Seal / Fog Seal	\$13,623.53
South Sprinkle Road – 600' S. of Lake Street to 600' N. of Lake Street	Chip Seal / Fog Seal	\$31,483.59
Sumac Avenue – Treetop Drive to Battenkill Drive, Treetop Drive – Sumac Avenue to Catskill Street, Catskill Street – Treetop Drive to G Avenue, Battenkill Drive – Treetop Drive to G Avenue, Firefly Street – Battenkill Drive to 160' east of Catskill Street, Cascade Court – Firefly Street to 511' north of Firefly Street	Crack Fill / Chip Seal / Fog Seal	\$64,247.20
Worden Avenue – K Avenue to JK Avenue	Crack Fill / Chip Seal / Fog Seal	\$11,753.83

*certified as a primary road

Certified Miles

Certified Primary Miles:
31

Certified Local Miles:
63

Gravel Miles:
<1



Signal upgrades at G Avenue and Riverview Drive.

COOPER TOWNSHIP PROJECTS

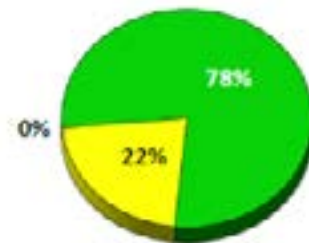
Project Location	Work Performed	Total Cost
14th Street – E Avenue to D Avenue	Gravel / Pulverize / HMA Base Paving	\$207,551.23
22nd Street – B Avenue to Baseline Road	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$45,803.12
AB Avenue – 16th Street to 17th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$24,361.52
C Avenue – Douglas to 17th Street	Crack Fill / Chip Seal / Fog Seal	\$16,541.49
D Avenue – 17th Street to Riverview Drive*	Mill / HMA Overlay / Shoulder Widen	\$296,198.19
D Avenue – 17th Street to Riverview Drive*	Chip Seal / Fog Seal	\$68,377.69
D Avenue – Rolling Meadows Drive to Douglas Avenue*	Mill / HMA Overlay	\$315,100.92
D Avenue – Rolling Meadows Drive to Douglas Avenue*	Chip Seal / Fog Seal	\$55,635.81
F Avenue – Old Douglas to Westnedge Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$41,872.79
G Avenue – Riverview Drive to 24th Street*	Mill / HMA Overlay	\$63,337.41
Riverview Drive – G Avenue to Mt. Olivet Road*	Mill / HMA Overlay / Shoulder Widen / Traffic Signal	\$286,589.19
Riverview Drive – G Avenue to Mt. Olivet Road*	Chip Seal / Fog Seal	\$35,119.07
Walkers Ridge Road – 12th Street to 650' east of Red Rock Trail, Red Rock Trail – Walkers Ridge Road to Rolling Meadows Drive, Eaglehead Avenue – Red Rock Trail to 650' east of Rolling Meadows Drive, Rolling Meadows Drive – Eaglehead Avenue to D Avenue (Walker Meadows)	Chip Seal / Fog Seal	\$50,825.50

*certified as a primary road

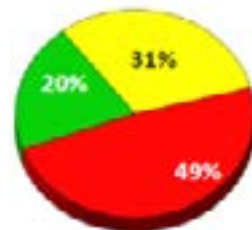
2020 Cooper Township Road Conditions

- Good
- Fair
- Poor

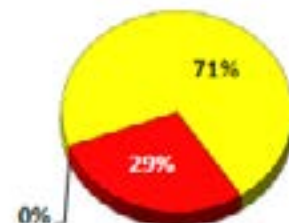
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



Pulverizing 14th Street.

KALAMAZOO TOWNSHIP PROJECTS

Certified Miles

Certified Primary Miles:
26

Certified Local Miles:
75

Gravel Miles:
<1

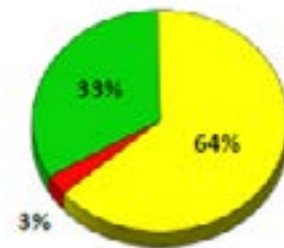


Chip seal on Mosel Avenue between Westnedge Avenue and Riverview Drive.

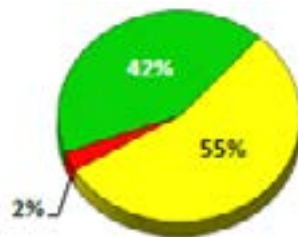
2020 Kalamazoo Township Road Conditions

■ Good
■ Fair
■ Poor

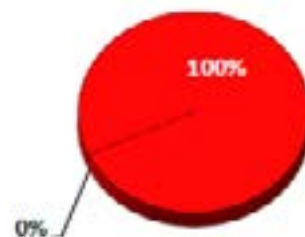
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥ 8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤ 4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

Project Location	Work Performed	Total Cost
Barney Road – Nichols Road to Douglas Avenue*	Mill / HMA Overlay	\$29,225.66
Brook Drive - M-43 to 3,250' north of M-43*	Crack Fill	\$1,011.70
Burdick Street – Mosel Avenue to 2,436' north of Mosel Avenue	Crack Fill	\$531.82
Calhoun Street – Haskell Street to 659' north of Haskell Street, Manor Street – Atlee Street to 661' north of Haskell Street	Crack Fill	\$505.85
Campbell Avenue – M-43 to Pinehurst Avenue, Wilmette Street – Pinehurst Boulevard to LaCross Street, Waverly Street – Pinehurst Boulevard to 665' west of Pinehurst Boulevard (Pinehurst)	Crack Fill	\$963.16
Clarendon Street – 154' south of Hillsdale Avenue to Hillsdale Avenue (Prospect Park)	Crack Fill	\$178.39
Edison Street – Douglas Avenue to Westnedge, Truman Street – Edison Street to G Avenue, Taft Street – Edison Street to G Avenue, George Street – Stassen Street to G Avenue, Glen Street – Stassen Street to Edison Street, Stassen Avenue – Edison Street to Westnedge Avenue (Supervisor's Plat of Northwood)	Crack Fill	\$1,420.43
Ferndale Avenue – Hillsdale Avenue to Alamo Avenue, Climax Avenue – Hillsdale Avenue to Alamo Avenue, Hillsdale Avenue – 180' west of Ferndale Avenue to North Berkeley Street, Richland Avenue – Hillsdale Avenue to Alamo Avenue, Jefferson Avenue – Arlington Street to 155' east of Arlington Street	Crack Fill	\$1,948.89
Harvey Avenue – Alamo Avenue to 840' north of Alamo Avenue (Early View Plat)	Crack Fill	\$202.34
Haskell Street – Nichols Street to Fletcher Avenue, Ella Marie Drive – Coolidge Avenue to 648' west of Coolidge Avenue, Ella Marie Drive – Coolidge Avenue to Jenks Boulevard, Althea Street – Coolidge Avenue to LaCross Street, Coolidge Avenue – Haskell Street to Timberleaf Lane, Coolidge Court – Coolidge Avenue to 127' north of Timberleaf Lane, Timberleaf Lane – Coolidge Court to Grande Pre Avenue, Grande Pre Avenue – M-43 to Olney Street, Jenks Boulevard – Grand Pre Avenue to Haskell Street, North Fletcher Avenue – M-43 to Hillsdale Avenue, Olney Street – Jenks Boulevard to Grand Pre Avenue, Crestview Avenue – Coolidge Avenue to 629' west of Coolidge Avenue, Grand Pre Avenue – M-43 to Jenks Boulevard (Prairie Edge)	Crack Fill	\$4,131.48
LaCross Street – Althea Street to Pinehurst Boulevard, Pinehurst Boulevard – M-43 to Alamo Avenue, Crown Street – LaCross Street to Hillsdale Avenue (Hillsdale Park)	Crack Fill	\$1,316.57
Lum Avenue – Coy Avenue to Dearborn Avenue	HMA Wedging	\$8,572.27
Mosel Avenue – Douglas Avenue*	Traffic Signal Upgrades	\$56,329.43
Mosel Avenue – Westnedge Avenue to Riverview Drive*	Chip Seal / Fog Seal	\$53,699.10
Nazareth Road - M-43 to G Avenue*	Crack Fill	\$2,908.66
Nichols Road – West Main Street to Ravine Road*	Design-Mill / HMA Overlay, Traffic Signal	\$215,300.86
North Arlington Street – M-43 to Jefferson Avenue (Summit Park)	Crack Fill	\$202.34
Olmstead Road – I-94 BL to Lake Street*	Chip Seal / Fog Seal	\$27,727.57
Orchard Avenue – 1,122' west of Douglas Avenue to Douglas Avenue	Crack Fill	\$278.90
Pitcher Street – Mosel Road to 950' north of Mosel Road	Crack Fill	\$1,290.60
Skyline Drive – Andora Avenue to Grand Prairie Road, Thistle Mill Court – Squires Drive to 854' east of Squires Drive (Skyline)	Crack Fill	\$810.71
Solon Avenue - Kalamazoo city limits to West Main Street*	Mill / HMA Overlay	\$40,663.42
Squires Drive - Drake Road to Ravine Road*	Crack Fill	\$4,932.06
Stolk Drive – 1,408' west of Nichols Road to Nichols Road	Crack Fill	\$431.32
Waldorf Street – Edison Street to G Avenue, Glen Street – Waldorf Street to G Avenue (Northwood)	Crack Fill	\$429.97

*certified as a primary road

Certified Miles

Certified Primary Miles:
42

Certified Local Miles:
78

Gravel Miles:
1



8th Street between ML Avenue and KL Avenue.

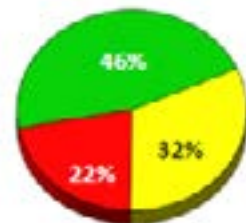
2020 Oshtemo Township Road Conditions



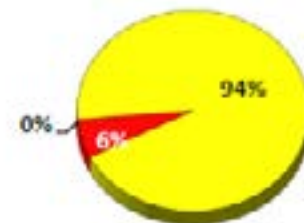
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

OSHTEMO TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
10th Street - 2,800' south of H Avenue to 2,700' south of H Avenue	Sanitary Sewer Manhole Adjustment	\$6,565.92
11th Street - Antiqua Circle to 160' south of Parkview Avenue*	HMA Wedging	\$107,855.85
11th Street - Parkview Drive to Stadium Drive*	Chip Seal / Fog Seal	\$25,184.20
11th Street - West Michigan Avenue to KL Avenue*	Chip Seal / Fog Seal	\$22,277.42
12th Street - 3,350' south of Parkview to ON Avenue (Oshtemo / Texas Townships)*	Chip Seal / Fog Seal	\$21,672.28
3rd Street - Big Rock Drive to G Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$94,756.94
5th Street - M-43 to H Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$46,498.90
6th Street - Stadium Drive to ML Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$53,184.66
8th Street - 250' north of ML Avenue to 750' north of ML Avenue	Aggregate Lift	\$199,459.81
8th Street, north of ML Avenue	Flooding Repair / Engineering Services	\$28,907.45
9th Street - KL Avenue to M-43*	Crack Fill	\$8,536.26
9th Street - M-43 to 870' north of M-43*	Chip Seal / Fog Seal	\$24,523.13
9th Street - over Amtrak*	Bridge Preventive Maintenance	\$109,592.04
Big Rock Drive - M-43 to M-43	HMA Wedging / Chip Seal / Fog Seal	\$24,523.11
Carver Drive - N Avenue to 2,100' north of N Avenue, Wilson Drive - 450' west of Carver Drive to Carver Drive	Crack Fill / Chip Seal / Fog Seal	\$29,568.71
Crystal Lane - Parkview Avenue to 11th Street	Chip Seal / Fog Seal	\$14,998.37
Drake Road - KL Avenue to West Main Street*	Mill / HMA Overlay	\$1,927,747.15
Drake Road - Parkview Avenue to West Main Street*	Traffic Signal Upgrades	\$1,490,845.80
Drake Road Trail (North Section) - Green Meadow Road to West Main Street*	Non-Motorized Facility	\$215,876.21
Drake Road Trail - KL Avenue to Green Meadow Road*	Non-Motorized Facility	\$626,103.49
H Avenue - 3rd Street to 6th Street	Chip Seal / Fog Seal	\$35,018.40
H Avenue - 9th Street to Drake Road*	Crack Fill	\$5,690.84
Haven Way - 553' south of Almena Drive to Almena Drive	Crack Fill / Chip Seal / Fog Seal	\$5,327.57
Holiday Lane - 11th Street to 610' east of 11th Street	Crack Fill / Chip Seal / Fog Seal	\$7,189.45
L Avenue - VanKal Street to 4th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$106,885.58
M Avenue - VanKal Street to 4th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$70,590.33
N Avenue - 9th Street to 11th Street	Reconstruction	\$6,751.04
Nature Way - 540' west of 4th Street to 4th Street	Crack Fill / Chip Seal / Fog Seal	\$9,637.70
Oshtemo Trace - 920' south of Upper Valley Trail to KL Avenue, Upper Valley Trail - Oshtemo Trace to 213' east of Oshtemo Trace, Oshtemo Court - 285' west of Oshtemo Trace to Oshtemo Trace	Crack Fill / Chip Seal / Fog Seal	\$31,710.42
Pondview Drive - 407' west of Ponds Edge Circle to M Avenue, Pond's Edge Circle - 138' south of Pondview Drive to Pondview Drive	Crack Fill / Chip Seal / Fog Seal	\$14,810.09
Ravine Road - Drake Road to 12th Street*	Reconstruct / Mill / HMA Overlay	\$4,943.65
Stadium Drive - Quail Run Drive to 11th Street* *certified as a primary road	Sidewalk	\$597,440.53

Certified Miles

Certified Primary Miles:
27

Certified Local Miles:
48

Gravel Miles:
0



PAVILION TOWNSHIP PROJECTS

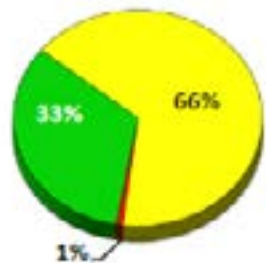
Project Location	Work Performed	Total Cost
25th Street – P Avenue to O Avenue	Crack Fill / HMA Wedging / Chip Seal	\$40,506.78
25th Street – Q Avenue to P Avenue	HMA Wedging / Chip Seal	\$38,558.31
26th Street – S Avenue to RS Avenue	Crack Fill / Chip Seal	\$17,787.92
33rd Street – R Avenue to Q Avenue	Chip Seal	\$26,910.49
O Avenue – 2,690' west of 25th Street to 28th Street, 28 Street – O Avenue to ON Avenue, ON Avenue – 28th Street to 29th Street	Crack Fill / HMA Wedging / Chip Seal	\$120,141.31
RS Avenue – 25th Street to 28th Street	Crack Fill / HMA Wedging / Chip Seal	\$55,408.07
S Avenue - 2,175' W 31st to 31st St	Wedging	\$1,474.46
S Avenue – 29th Street to 34th Street*	Reconstruction	\$34,266.80
S Avenue – 34th Street to 36th Street*	Shoulder Widen / Left-turn Lane / Hill Flatten	\$1,061,196.64
Sprinkle Road – Milham Road to N Avenue*	Mill / HMA Overlay / Culvert	\$88,000.10
Sprinkle Road - S Avenue to Zylman Avenue (Pavilion Township / City of Portage)*	Crack Fill	\$2,624.71
T Ave /29th St - S Avenue to 27th Street*	Chip Seal/Fog Seal	\$48,820.21
T Avenue – 26th Street to 27th Street	Crack Fill / HMA Wedging / Chip Seal	\$28,381.50
TS Avenue – 29th Street to 685' east of East Indian Lake Road	Crack Fill / HMA Wedging / Chip Seal	\$27,280.75

*certified as a primary road

2020 Pavilion Township Road Conditions



Primary Roads



Local Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



Top course paving on S Avenue between 34th Street and 36th Street.

Certified Miles

Certified Primary Miles:
22

Certified Local Miles:
52

Gravel Miles:
29



10th Street in Prairie Ronde Township.

PRAIRIE RONDE TOWNSHIP PROJECTS

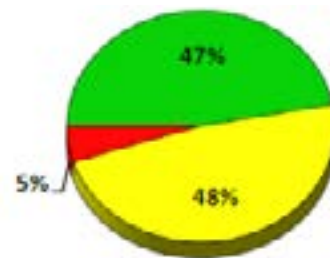
Project Location	Work Performed	Total Cost
2nd Street – U Avenue to TU Avenue	Crack Fill / HMA Wedging / Chip Seal	\$24,237.78
2nd Street - Z Avenue to W Avenue*	Crack Fill	\$22,667.67
Paw Paw Heights Drive – 2nd Street to Beach Bay Drive, Rainbow Ridge – Paw Paw Heights Drive to 770' east of Paw Paw Heights Drive, Beach Bay Drive - Paw Paw Heights Drive to 673' east of Paw Paw Heights	Chip Seal / Fog Seal	\$24,366.50
Prairie Ronde Road – Deer Run Road to 467' north of Woodbrook Street, Woodbrook Street – Prairie Ronde Road to 11th Street, Angus Avenue – Woodbrook Street to Deer Run Road, Silo Street – Angus Avenue to Deer Run Road, Deer Run Road – Prairie Ronde Road to Angus Avenue, Prairie Ronde Road – YZ Avenue to Deer Run Road	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$85,279.57
U Avenue – 180' west of 2nd Street to US-131 (Prairie Ronde / Schoolcraft Townships)*	Mill / HMA Overlay	\$848,357.50
U Avenue - VanKal Road to 2nd Street*	Crack Fill	\$5,374.68
V Avenue – Van Kal Street to 2nd Street	Crack Fill / Chip Seal	\$24,761.12
W Avenue – 2nd Street to 4th Street*	Reconstruction	\$1,365.16
YZ Avenue – 85' west of 6th Street to 7th Street	Crack Fill / HMA Wedging / Chip Seal	\$19,758.96

*certified as a primary road

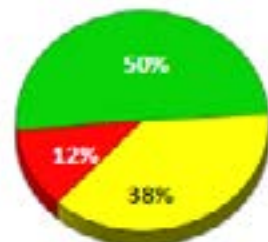
2020 Prairie Ronde Township Road Conditions

- Good
- Fair
- Poor

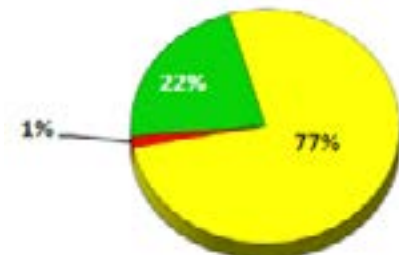
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



Certified Miles

Certified Primary Miles:
27

Certified Local Miles:
49

Gravel Miles:
4



Chip sealing on 34th and M-89.

RICHLAND TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
26th Street - DE Avenue to D Avenue	Crack Fill	\$4,615.90
28th Street - D Avenue to C Avenue	Crack Fill / HMA Wedging / Chip Seal	\$31,018.50
28th Street - M-89 to AB Avenue	Crack Fill / HMA Wedging / Chip Seal	\$45,622.14
30th Street - M-43 to D Avenue	Crack Fill / HMA Wedging / Chip Seal	\$58,534.91
34th Street - DE Avenue to M-89	HMA Wedging / Chip Seal	\$70,832.67
BC Avenue - M-43 to West Gull Lake Drive	Crack Fill / Chip Seal	\$42,195.22
C Avenue - 28th Street to M-89	Crack Fill / HMA Wedging / Chip Seal	\$25,654.61
CD Avenue - over Spring Brook	Culvert Replacement	\$34,040.70
E Avenue - North Sprinkle Road to 28th Street	Crack Fill / Chip Seal	\$40,169.40
F Avenue - North Sprinkle Road to 27th Street	Crack Fill / Chip Seal	\$43,555.93
FG Avenue - 24th Street to North Sprinkle Road	Chip Seal	\$12,237.33

*certified as a primary road

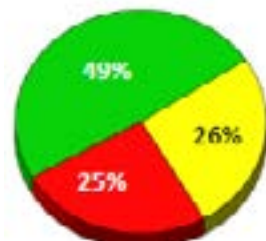
2020 Richland Township Road Conditions

- Good
- Fair
- Poor

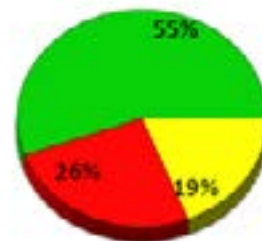
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



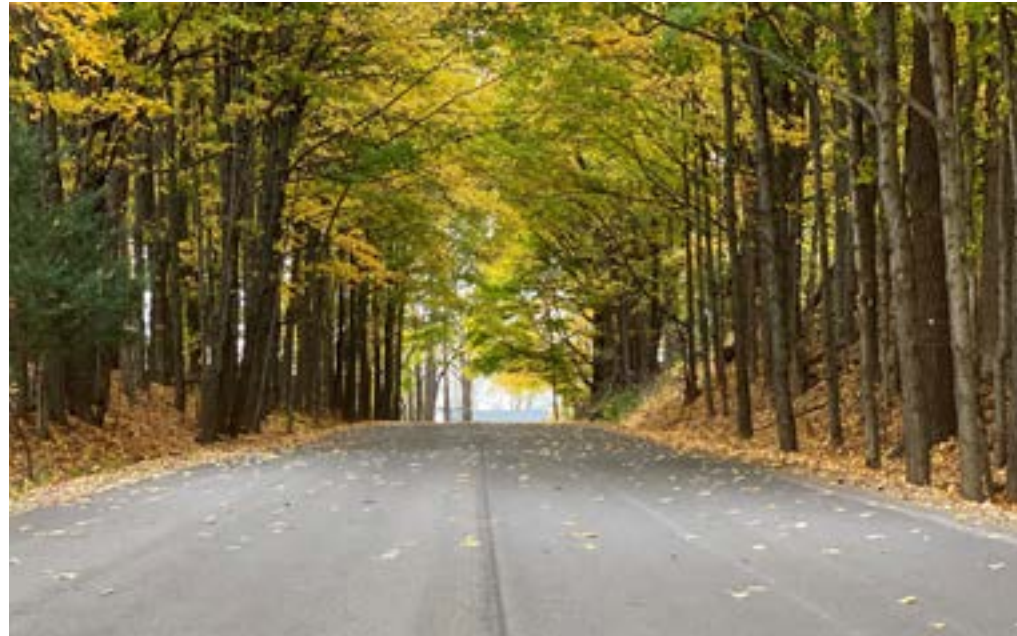
Milling 34th Street.

Certified Miles

Certified Primary Miles:
26

Certified Local Miles:
53

Gravel Miles:
6



44th Street in Ross Township.

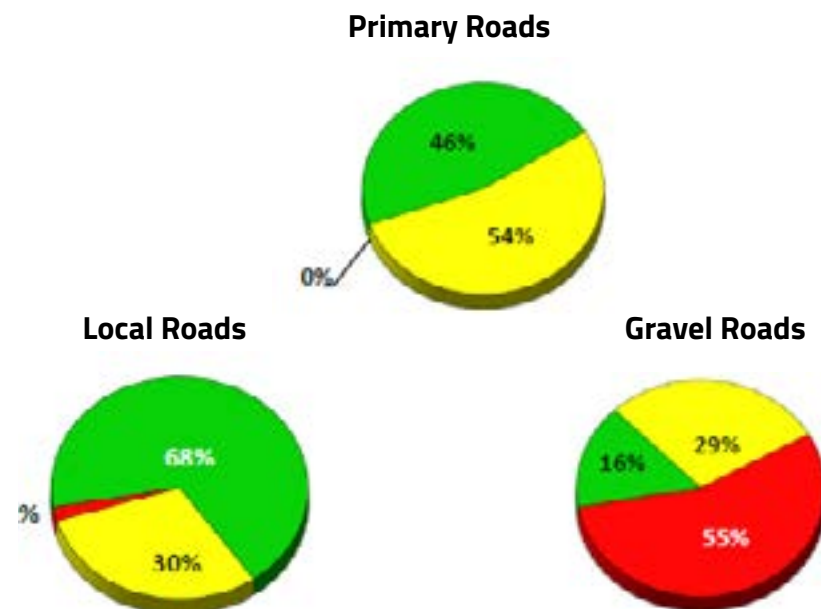
ROSS TOWNSHIP PROJECTS

Project Location	Work Performed	Total Cost
37th Street - G Avenue to D Avenue*	Crack Fill	\$7,587.78
37th Street - M-96 to G Avenue (Ross / Charleston Townships)*	Crack Fill	\$672.78
38th Street - N. Sherman Lake Drive to M-89	Culvert Replacement	\$33,731.57
39th Street - 175' south of Baseline Road to Baseline Road	HMA Base / Surface Paving	\$6,779.82
39th Street - East Gull Lake Drive to C Avenue	HMA Overlay	\$205,687.55
46th Street - Augusta Drive to M-89	Culvert Replacement	\$24,962.15
46th Street - M-89 to C Avenue	HMA Overlay	\$111,074.50
B Avenue - 75' west of 45th Street to 75' east of 45th Street, 45th Street - 60' south of B Avenue to B Avenue	HMA Overlay	\$19,491.75
Baseline Road - 44th Street to 45th Street	Culvert Replacement	\$48,072.08
C Avenue - 3,100' west of 48th Street to 3,200' west of 48th Street	Wedging / Culvert	\$5,723.88
CD Avenue - 36th Street to 37th Street*	Crack Fill	\$2,971.88
CD Avenue - 46th Street to 48th Street	HMA Overlay	\$123,626.81
D Avenue - 37th Street to East Gull Lake Drive	Crack Fill	\$1,896.94
DE Avenue - 3,810' west of 37th Street to 37th Street	HMA Overlay	\$87,961.84
EF Avenue at 41st Street	Culvert Replacement	\$44,860.36
Gull Lake Drive South - D Avenue to D Avenue, Yorkville Lane - D Avenue to South Gull Lake Drive, Avery Street - South Gull Lake Drive to Lewis Avenue, Lewis Avenue - Avery Street to Green Avenue, Green Avenue - South Gull Lake Drive to Lewis Avenue	Crack Fill	\$1,707.25

*certified as a primary road

2020 Ross Township Road Conditions

■ Good
■ Fair
■ Poor



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



38th Street Culvert Installation.

Certified Miles

Certified Primary Miles:
28

Certified Local Miles:
34

Gravel Miles:
0



Worksite sunrise photo from U Avenue.

SCHOOLCRAFT TOWNSHIP

PROJECTS

Project Location	Work Performed	Total Cost
21st Street – Z Avenue to Y Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$59,893.56
22nd Street – Y Avenue to 700' north of Y Avenue	Pulverize / HMA Base / Surface Paving	\$56,208.83
22nd Street – Y Avenue to XY Avenue, XY Avenue – 22nd Street to 22nd Street, 22nd Street – XY Avenue to X Avenue	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$56,153.13
Green Prairie Street – 1,334' south of VW Avenue to VW Avenue	Crack Fill / Chip Seal / Fog Seal	\$14,217.37
Portage Road – over Gourneck Creek*	Bridge Preventive Maintenance	\$103,043.80
Starlet Street – South Hill Avenue to Crimora Drive, Blue Ridge Drive – South Hill Avenue to Crimora Drive, Blackstone Avenue – Heron Street to Blue Ridge Drive	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$36,532.05
Sugar Island Drive – Shaver Road to Higley Circle West, Higley Circle West – Higley Circle East, Higley Circle East – Sugar Island Drive to Higley Circle West (entire plat)	Crack Fill / Chip Seal / Fog Seal	\$39,355.16
U Avenue – 180' west of 2nd Street to US-131 (Schoolcraft / Prairie Ronde Townships)*	Mill / HMA Overlay	\$83,903.49
U Avenue – Oakland Drive to Portage Road*	Left-turn Lane / Superelevation corrections	\$97,624.27
W Avenue – Portage Road to Vicksburg Village limit*	Chip Seal / Fog Seal	\$52,471.40
X Avenue – 22nd Street to 24th Street	Chip Seal / Fog Seal	\$21,342.22
Z Avenue – 21st Street to 24th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$62,928.78

*certified as a primary road

2020 Schoolcraft Township Road Conditions

■ Good
■ Fair
■ Poor

Primary Roads



Local Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



Pulverizing 22nd Street.

Certified Miles

Certified Primary Miles:
32

Certified Local Miles:
93

Gravel Miles:
0



Final product of the aggregate lift performed on O Avenue between 4th Street and 6th Street.

TEXAS TOWNSHIP PROJECTS

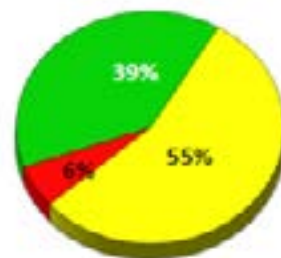
Project Location	Work Performed	Total Cost
12th Street – 3,350' south of Parkview to ON Avenue (Texas / Oshtemo Townships)*	Chip Seal / Fog Seal	\$17,028.22
2nd Street – Paw Paw Lake Drive to S Avenue	HMA Overlay	\$92,376.97
8th Street – 610' north of R Avenue to Q Avenue*	Crack Fill	\$3,604.20
8th Street – Q Avenue to O Avenue*	Chip Seal / Fog Seal	\$78,280.09
8th Street – S Avenue to R Avenue*	Left Turn Lanes / Mill / HMA Overlay	\$1,208,881.02
8th Street – U Avenue to R Avenue*	Chip Seal / Fog Seal	\$73,932.56
Alidor Street – 203' south of Phiant Avenue to R Avenue, Phiant Avenue – 913' west of Alidor Street to Alidor Street	Chip Seal / Fog Seal	\$17,404.56
Boyne Street – Charlevoix Street to Q Avenue, Charlevoix Street – Northport Avenue to Texas Heights Avenue, Northport Avenue – 200' west of Petoskey Street to Charlevoix Street, Suttons Bay Street – Petoskey Street to Boyne Street, Petoskey Street – 730' feet south of Bowers Harbor Avenue to Suttons Bay Street, Manitou Avenue – 200' west of Petoskey Street to Charlevoix Street, Bingham Avenue – Petoskey Street to Charlevoix Street, Presque Isle Drive – Trout Bay Street to Petoskey Street, West Bay Street – Presque Isle Drive to 150' north of Presque Isle Drive, Port Hope Drive – 200' west of Trout Bay Street to 200' east of Petoskey Street, Trout Bay Street – Bowers Harbor Avenue to Presque Isle Drive, Bowers Harbor Avenue – Trout Bay Street to Petoskey Street	Crack Fill / Chip Seal / Fog Seal	\$132,453.07
Briarcliff Lane – O Avenue to 1,172' north of O Avenue	Crack Fill / Chip Seal / Fog Seal	\$12,170.29
Clydesdale Avenue – Percheron Street to Belgian Avenue	Crack Fill / Chip Seal / Fog Seal	\$14,080.19
Dustin Circle – P Avenue to Terrier Trail, Terrier Trail – Dustin Circle to Dustin Circle	Crack Fill	\$2,555.24
Misty Creek Drive – 11th Street to Willowbend Trail, Fountain Square – Willowbend Trail to Misty Creek Drive	HMA Overlay	\$80,736.54
Misty Creek Drive – Willowbend Trail to 12th Street, Willowbend Trail – 304' west of Fountain Square Drive to Misty Creek Drive, Cranberry Court – 187' north of Willowbend Trail to Willowbend Trail, Willowbend Way – 184' north of Willowbend Trail to Willowbend Trail	Crack Fill / Chip Seal / Fog Seal	\$35,492.69
Montezuma Avenue – 4th Street to Shoshone Street, Shoshone Street – Montezuma Avenue to El Dorado Avenue, El Dorado Avenue – Shoshone Street to Denali Street, Himalayas Avenue – El Dorado Avenue to Denali Street, Denali Street – Himalayas Avenue to Andes Avenue, Andes Avenue – Denali Street to Rocky Mountain Street, Rocky Mountain Street – 316' south of Andes Avenue to 370' north of Maricopa Trail, Maricopa Trail – 4th Street to Rocky Mountain Street	Crack Fill / Chip Seal / Fog Seal	\$106,327.73
O Avenue – 2,820 west of 1st Street to 1,400' east of 4th Street	Crack Fill / HMA Wedging / Chip Seal / Fog Seal	\$100,383.81
O Avenue – 350' west of Glenwynd Drive to 800' west of Glenwynd Drive, O Avenue – 2,300' west of Glenwynd Drive to 2,800' west of Glenwynd Drive	Road Grade Lift, HMA Base Paving	\$282,839.50
P Avenue – West County Line to 3rd Street*	Chip Seal / Fog Seal	\$88,572.73
Paw Paw Lake Drive – 2,140' east of 2nd Street to S Avenue	HMA Overlay	\$230,930.35
Texas Drive – 1,000' east of 8th Street to 12th Street*	Chip Seal / Fog Seal	\$81,427.14

*certified as a primary road

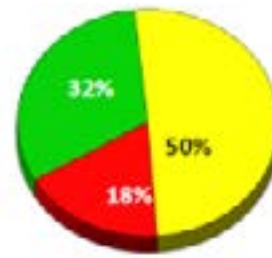
2020 Texas Township Road Conditions

■ Good
■ Fair
■ Poor

Primary Roads



Local Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).

Certified Miles

Certified Primary Miles:
25

Certified Local Miles:
48

Gravel Miles:
30



HMA Overlay on 39th Street between V Avenue and U Avenue.

WAKESHMA TOWNSHIP PROJECTS

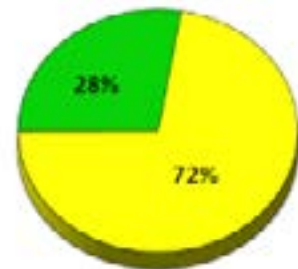
Project Location	Work Performed	Total Cost
39th Street – V Avenue to U Avenue	HMA Overlay	\$106,230.78
44th Street – Z Avenue to X Avenue	Gravel Resurfacing	\$177,148.44
47th Street – UV Avenue to T Avenue	Gravel Resurfacing	\$84,895.11
47th Street - X Avenue to W Avenue*	Crack Fill	\$3,793.90
TU Avenue – 2,000' east of 39th Street; at Longley Drain	Culvert	\$6,611.15
XY Avenue – 1,320' west of 37th Street to 37th Street	Gravel / Pulverize	\$31,088.91
Y Avenue - 42nd Street to 46th Street*	Crack Fill	\$8,409.80
YZ Avenue - 40th Street to 42nd Street*	Crack Fill	\$7,461.32
YZ Avenue – 46th Street to 3,960' east of 46th Street	Gravel / Pulverize	\$63,887.95

*certified as a primary road

2020 Wakeshma Township Road Conditions

- Good
- Fair
- Poor

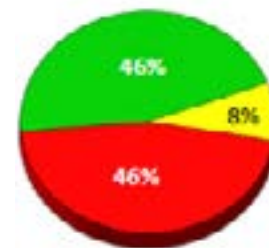
Primary Roads



Local Roads



Gravel Roads



*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)

Based on year end 2020 PASER data. Gravel roads rated using Inventory Based Rating (IBR).



YZ Avenue east of 46th Street after pulverization.



Road
Commission
of Kalamazoo
County