

The logo for Kalamazoo County Government is a shield-shaped emblem. It features a stylized landscape with a blue sky, green hills, a winding river, and a city skyline with yellow buildings. The text "KALAMAZOO COUNTY GOVERNMENT" is written in a semi-circle above the landscape.

**Board of  
Commissioners'  
Meeting**

**July 21, 2015**

**NOTICE AND AGENDA FOR  
JULY 21, 2015 MEETING  
OF THE  
KALAMAZOO COUNTY BOARD OF COMMISSIONERS**

**PLEASE TAKE NOTICE** that a regular meeting of the Kalamazoo County Board of Commissioners is scheduled for **Tuesday, July 21, 2015, at 7:00 p.m.** in the Board of Commissioners Room, second floor, County Administration Building, 201 West Kalamazoo Avenue, Kalamazoo, Michigan, for the purpose of considering the following items:

- ITEM 1 Call to Order
- ITEM 2 Invocation
- ITEM 3 Pledge of Allegiance
- ITEM 4 Roll Call
- ITEM 5 Approval of Minutes
- ITEM 6 Communications
- ITEM 7 Citizens' Time
- ITEM 8 For Consideration

- A. Request for Approval of a Resolution Honoring Laura Misner
- B. Road Commission of Kalamazoo County and Michigan Department of Transportation Infrastructure Report

**CONSENT AGENDA**

Health & Community Services

- C. Request for Approval of Household Hazardous Waste (HHW) Contract Amendments with Multiple Townships and Municipalities
- D. Request for Approval of a Grant Agreement from the Michigan Medicare/Medicaid Assistance Program (MMAP) for the Senior Medicare Patrol Project
- E. Request for Approval of Breast and Cervical Cancer Control Program Navigation Program (BCCCNP) Amendment #2 to Agreement with Bronson Battle Creek
- F. Request for Approval of Breast and Cervical Cancer Control Program Navigation Program (BCCCNP) Provider Agreement & Business Associate Agreement with Foundation for Behavioral Resources dba Augusta Family Health Clinic
- G. Request for Approval of an Agreement with Cribs for Kids, Inc.
- H. Request for Approval of Extensions to LIHEAP/DOE 13-39015 Weatherization Subcontract Agreements

Information Systems

- I. Request for Approval of Agreement for Service and Customer Authorization Agreement with Earthlink Business

Michigan Works!

- J. Request for Approval of Program Year (PY) 2015 Employment Services (ES) Plan Instructions PI 15-10
- K. Request for Approval of Workforce Development Areas Under the Workforce Innovation, and Opportunity Act (WIOA) Adult, Dislocated Worker and Youth Program Allocations PI 15-09

Purchasing

L. Request for Approval of Contract Extension with One-Way Products and Indusco Supply for Groups II and III for Janitorial Supplies

Sheriff

M. Request for Approval of to Transfer Office of Emergency Management Equipment (high volume vacuum and trailer) to Climax Township Fire Department

N. Request for Approval of Contract Extension with Roe-Comm for Maintenance on the Fire Towers and the Backup Dispatch Center

O. Request for Approval of Contract Extension with Roe-Comm for Maintenance and Repair of Portable Radios, Mobile Radios, and Signal Repeaters

P. Request for Approval of a Contract with TouchPay Holdings, LLC

Board of Commissioners

Q. Request for Approval of Transfers and Disbursements

R. Request for Approval of Appointments to the Community Action Tripartite Advisory Board (CATAB)

S. Request for Approval of a Contract with Hiring Solutions

T. Request for Approval of Amendments to Freedom of Information Action (FOIA) Policy

**NON-CONSENT AGENDA ITEMS**

**The following Items are Non-Consent Agenda Items and will be voted on individually.**

ITEM 9 Old Business

Board of Commissioners

U. Request for Approval of a Resolution Authorizing the Funding of the Local Housing Assistance Fund through a Millage Request Submitted to the Electorate on November 3, 2015

ITEM 10 New Business

ITEM 11 County Administrator's Report

ITEM 12 Chairperson's Report

ITEM 13 Vice Chairperson's Report

ITEM 14 Members' Time

ITEM 15 Adjournment

*Dina Sutton*

Dina Sutton

Office Manager for Administrative Services

JULY 15, 2015

MEETINGS OF THE KALAMAZOO COUNTY BOARD OF COMMISSIONERS ARE OPEN TO ALL WITHOUT REGARD TO RACE, SEX, COLOR, AGE, NATIONAL ORIGIN, RELIGION, HEIGHT, WEIGHT, MARITAL STATUS, POLITICAL AFFILIATION, SEXUAL

ORIENTATION, GENDER IDENTITY OR DISABILITY. KALAMAZOO COUNTY WILL PROVIDE NECESSARY REASONABLE AUXILIARY AIDS AND SERVICES, SUCH AS SIGNERS FOR THE HEARING IMPAIRED AND AUDIO TAPES OF PRINTED MATERIALS BEING CONSIDERED AT THE MEETING/HEARING, TO INDIVIDUALS WITH DISABILITIES AT THE MEETING/HEARING UPON FOUR (4) BUSINESS DAYS' NOTICE TO THE COUNTY. INDIVIDUALS WITH DISABILITIES REQUIRING AUXILIARY AIDS OR SERVICES SHOULD CONTACT THE COUNTY BY WRITING OR CALLING:

Dina Sutton  
Office Manager for Administrative Services  
KALAMAZOO COUNTY GOVERNMENT  
201 West Kalamazoo Avenue  
Kalamazoo, Michigan 49007  
TELEPHONE: (269)384-8111



**Resolution Honoring Laura Misner**

WHEREAS, that it is with pride that we recognize Laura Misner for being named a finalist for the "Charles T. Kuntzleman Accepting the Challenge Award" as part of the Governor's Fitness Awards; and

WHEREAS, Laura Misner has continued to pursue a healthy and balanced life despite extraordinary challenges. Laura, a 20 year veteran of the Kalamazoo Department of Public Safety who joined the Kalamazoo County Sheriff's Office on June 19, 2012 as an Airport Deputy, was struck by a Jeep while attending to two other individuals at the scene of a rollover. The accident left her with serious injuries to her leg and hip; and

WHEREAS, after spending time in a wheelchair and undergoing extensive physical therapy, Laura completed a 5K run/walk just five months after the accident. Throughout the following two years of physical therapy, Laura pushed herself to continue to gain strength, stamina and endurance. Laura has remarkably made a full recovery and continues her progress toward total health and wellness; and

WHEREAS, we are inspired by the dedication and commitment that Laura has demonstrated to her health and wellness despite her challenges. She has illustrated that perseverance and determination can overcome any circumstance and that a healthy life is an achievable goal for all.

NOW, THEREFORE, LET IT BE RESOLVED, that the County of Kalamazoo and County Board of Commissioners wish to congratulate and honor Laura Misner for being named a finalist for the "Charles T. Kuntzleman Accepting the Challenge Award."

STATE OF MICHIGAN            )  
  ) SS  
COUNTY OF KALAMAZOO        )

I, Timothy A. Snow, County Clerk/Register, do hereby certify that the foregoing is a true copy of a Resolution adopted by the Kalamazoo County Board of Commissioners at a regular session held on July 21, 2015.

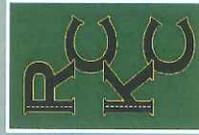
\_\_\_\_\_  
Timothy A. Snow  
County Clerk/Register

**Kalamazoo County  
INFRASTRUCTURE REPORT**

**to the  
Kalamazoo County Board of County Commissioners  
July 21, 2015**

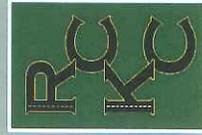
Joanna Johnson, Managing Director,  
Road Commission of Kalamazoo County  
and

Kimberly Avery, Southwest Region Engineer,  
Michigan Department of Transportation



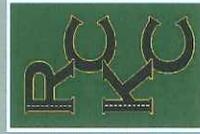
# Overview

- Introductions
- Road Commission of Kalamazoo County Update
- Michigan Department of Transportation Update
- Questions



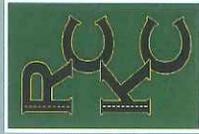
# Road Commission Jurisdiction

- Cities and villages are responsible for most roads inside their boundaries
- Road commissions have jurisdiction over the majority of roads in counties
- MDOT has jurisdiction on US-, M- and I- designated roads



# Michigan Transportation Fund (MTF) Revenue

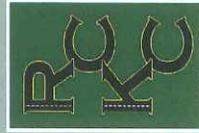
- Principal source of funding
- MTF is the fund into which all state collected, road revenues are deposited
- State gas and diesel taxes, vehicle registration fee, diesel carrier, license taxes
- Gas tax generates the most \$\$



# Road Funding



- County Road Commissions have no taxing authority
- Special assessments, local millage, county and township contributions
- Township has no obligation to expend funds on roads
- Road Commissions are limited on the amount of funds spent on local roads unless funds matched from other sources



# 2014 RCKC

## Construction Program

- Drake Road – Grand Prairie Road to Ravine Road / Non-motorized (Kalamazoo/Oshtemo Townships)
  - \$1.2M
- East Michigan Avenue Bridge over Comstock Creek
  - \$818,000
- East Michigan Avenue – Kalamazoo City Limits to Sprinkle Road
  - \$937,500



# 2014 RCKC

## Construction Program Continued

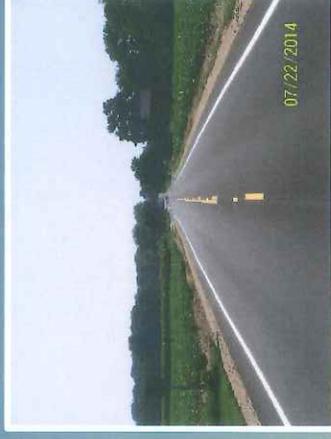
- N Avenue – 26<sup>th</sup> Street to 29<sup>th</sup> Street

- \$950,000



- N Avenue – 29<sup>th</sup> Street to 34<sup>th</sup> Street

- \$995,000



# RCKC Moving Forward

- 2015: D Avenue – Adobe Drive and Rolling Meadows Drive
  - Estimated – \$1.065M
- 2015: Sprinkle Road – East Michigan Avenue to East Main Street Safety Project
  - Estimated – \$1.1M
- 2015: Portage Road – VW Avenue to Portage City Limit
  - Estimated \$1.6 M



# RCKC Moving Forward Continued

- 2016: E Main Street - Wallace to Nazareth Road (*jointly with City of Kalamazoo*)

- Estimated – \$1M

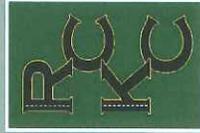
- 2016: 9<sup>th</sup> Street – I-94 to Meridian

- Estimated – \$1.3M



- 2016: S Avenue Bridge over the Portage River

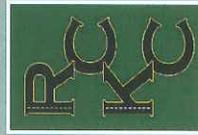
- Estimated - \$1M



# RCKC PLANNED PRIMARY ROAD TRANSPORTATION INVESTMENT 2015-2019

YEAR	ESTIMATED INVESTMENT
2015	\$9,217,006
2016	\$8,971,679
2017	\$9,012,732
2018	\$8,386,777
2019	\$9,165,437
<b>2015-2019</b>	<b>\$44,753,631</b>

Note: Estimated investment includes primary road projects and does not include local road projects or routine maintenance.



# PASER System

**GOOD**



**PASER 10, 9, 8**

Routine:

Crack Fill

Minor Patching

**FAIR**



**PASER 7, 6, 5**

Preventive:

Chip Seal

Hot Mix Asphalt (HMA)

Wedging

Concrete Joint Repair

**POOR**



**PASER 4, 3, 2, 1**

Rehabilitation/

Reconstruction:

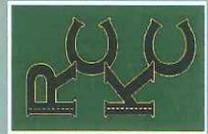
Resurface

Pulverize/HMA Paving

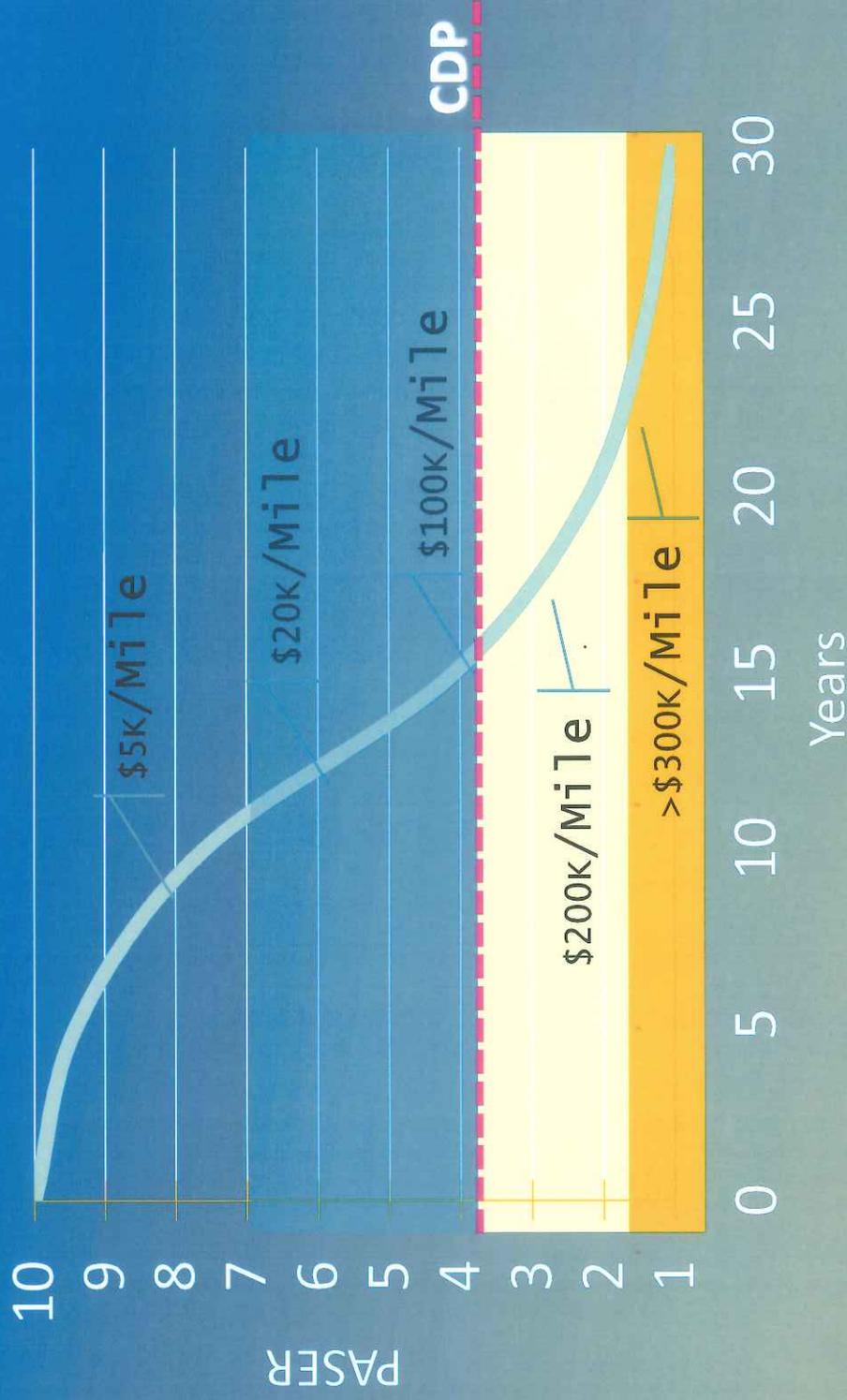
Replace Concrete Slab

Reconstruction

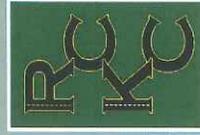
*PASER – Pavement Surface Evaluation & Rating System*



# Cost of Treatments Increases With Time



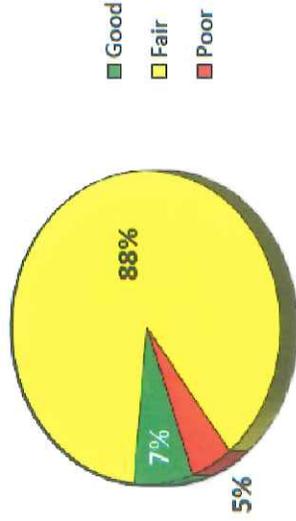
CDP = Critical Distress Point



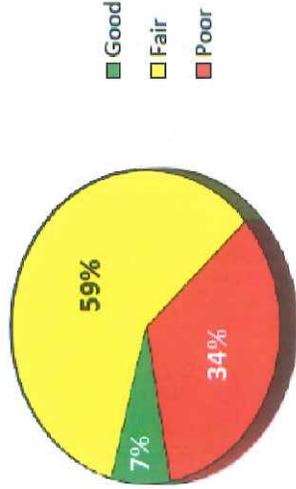
# 2015 Countywide

## 2015 Kalamazoo County Surface Rating Summary

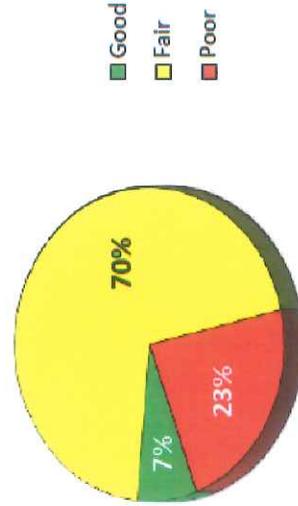
### Primary Roads



### Local Roads

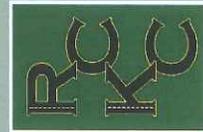


### Primary & Local Roads

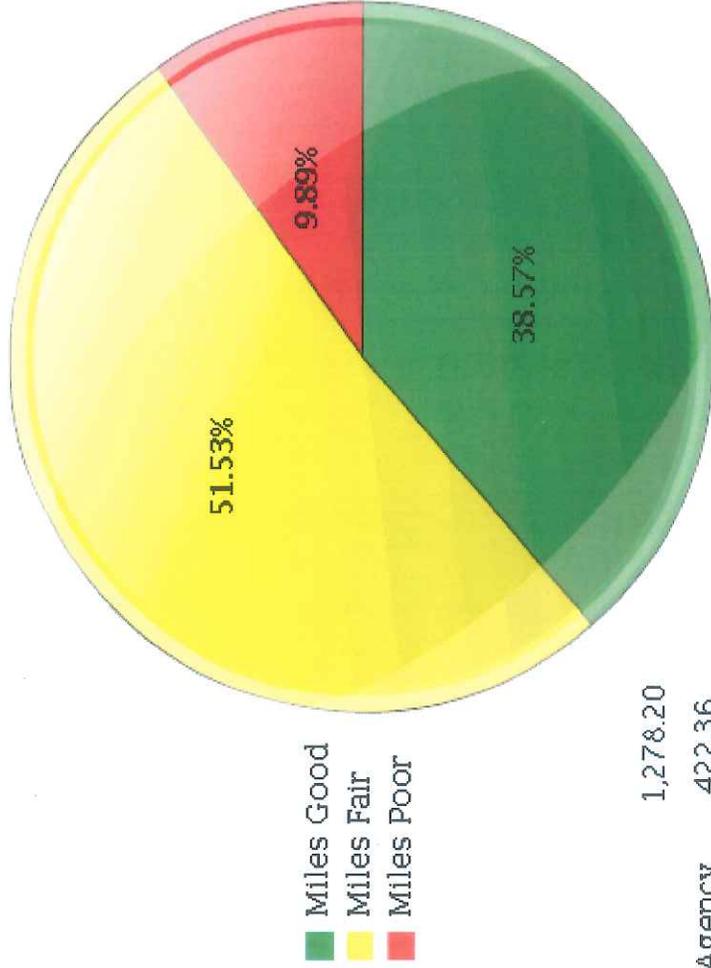


\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
PASER Data does not include gravel roads.

**\$64,797,500 needed to bring  
all roads to good condition today**



# 2015 Federal Aid

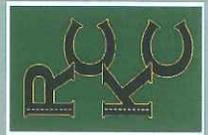


Miles Good  
Miles Fair  
Miles Poor

Centerline Miles Owned by this Agency	1,278.20
Federal-Aid Centerline Miles Owned by this Agency	422.36
Federal-Aid Centerline Miles Rated	391.45

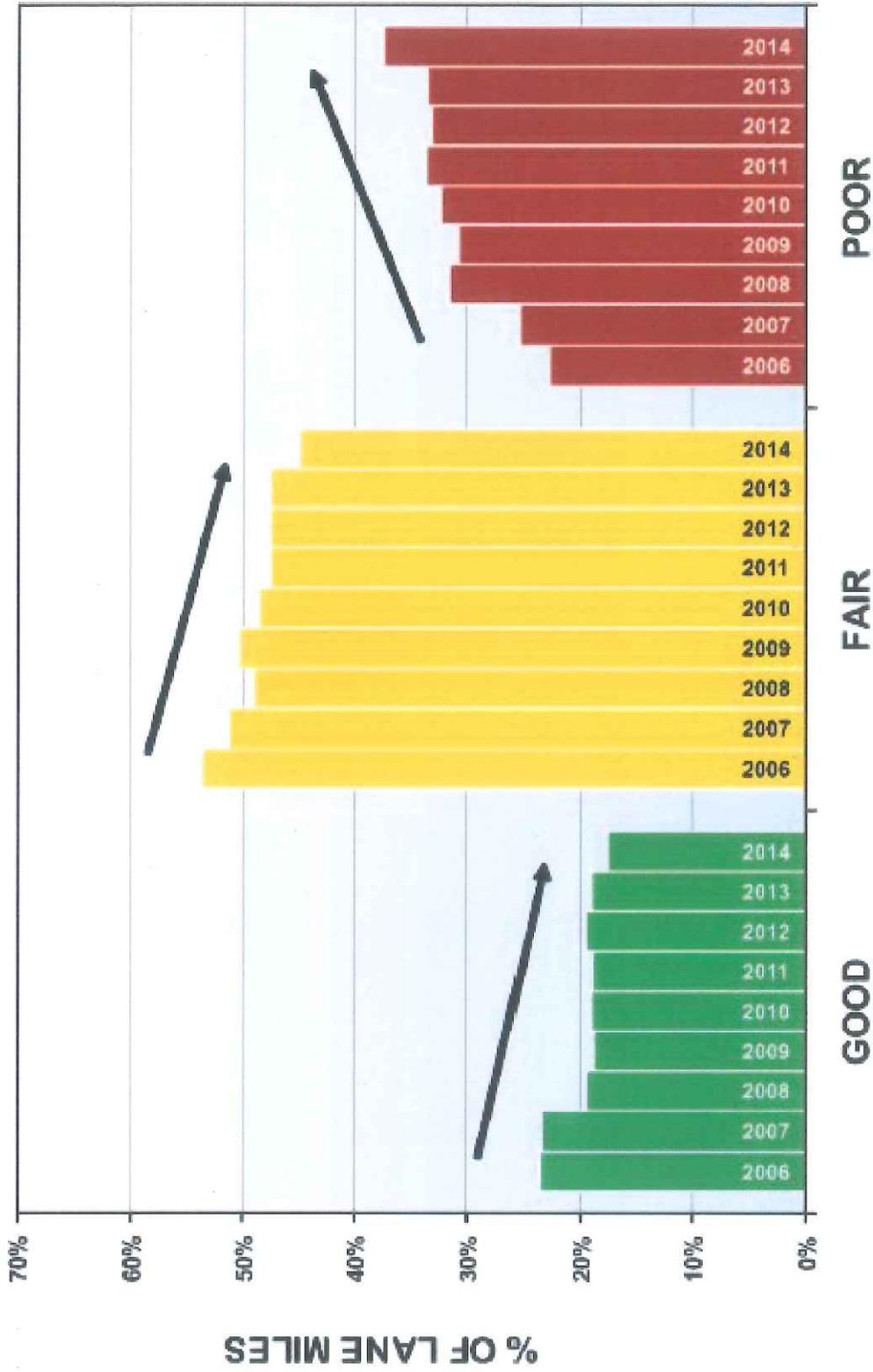
The Road Commission was also recognized at the Transportation Asset Management Council Conference on April 30<sup>th</sup> for having a lower percent of paved federal aid roads in poor condition across the State and fewest cost per person to repair roads in poor condition – utilizing the right balance and mix of fixes to maintain our road system.

Source: Transportation Asset Management Council Dashboard

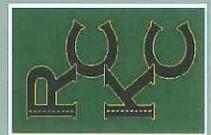


# 2006 - 2014 Pavement Condition Paved Federal-Aid Roads

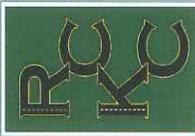
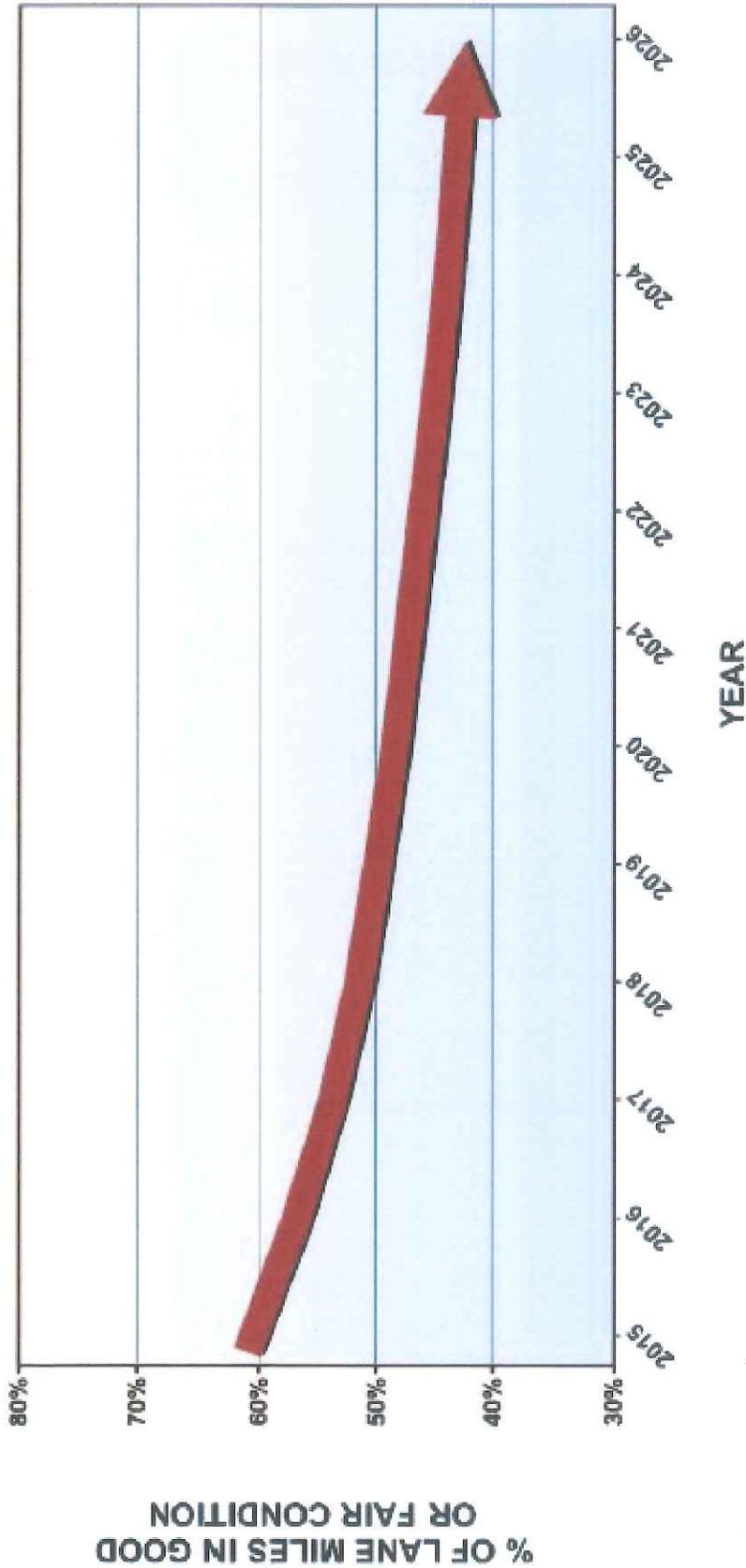
STATEWIDE



Source: Transportation Asset Management Council Roads & Bridges 2014 Annual Report



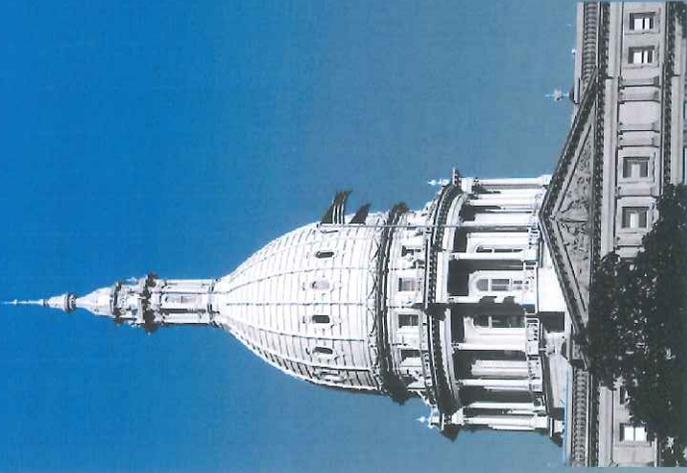
**Forecasted Condition of Paved Federal-Aid Roads in Michigan - 2015 to 2026**  
**Without additional Michigan Transportation Funds (MTF)**  
**STATEWIDE**



Source: Transportation Asset Management Council Roads & Bridges 2014 Annual Report

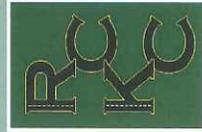


# Transportation Funding Update



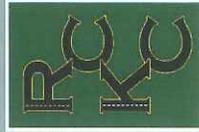
ACTIVE LEGISLATION  
CONTINUES

- **Federal:** MAP 21 Extended AGAIN
  - Funds likely to run out of money this summer – expiring July 31, 2015
  - Potential partial reimbursement
  - How to fund long term?
- **State:**
  - Proposal 1 Failed February 2015
  - Continued Discussions
    - **House Package**
    - **Senate Package**
  - Estimated \$2+ billion statewide annual needs



# RCKC Award Winning

- **2015 Organizational Award** from Michigan Transportation Asset Management Council
  - With Kalamazoo Township
- **Mark Worden, Project Superintendent**
  - County Road Association (CRA) Program Manager of the Year
- **Ryan Minkus, Project Engineer**
  - Honored along with Michigan Paving and Materials Company and Moore & Bruggink, Inc. by the Asphalt Paving Association for 2014 N Avenue Project
- The Road Commission was also recognized by the CRA Best Practices "Impress Communications Award" for "Put the Brakes on Fatalities Day" youth poster contest

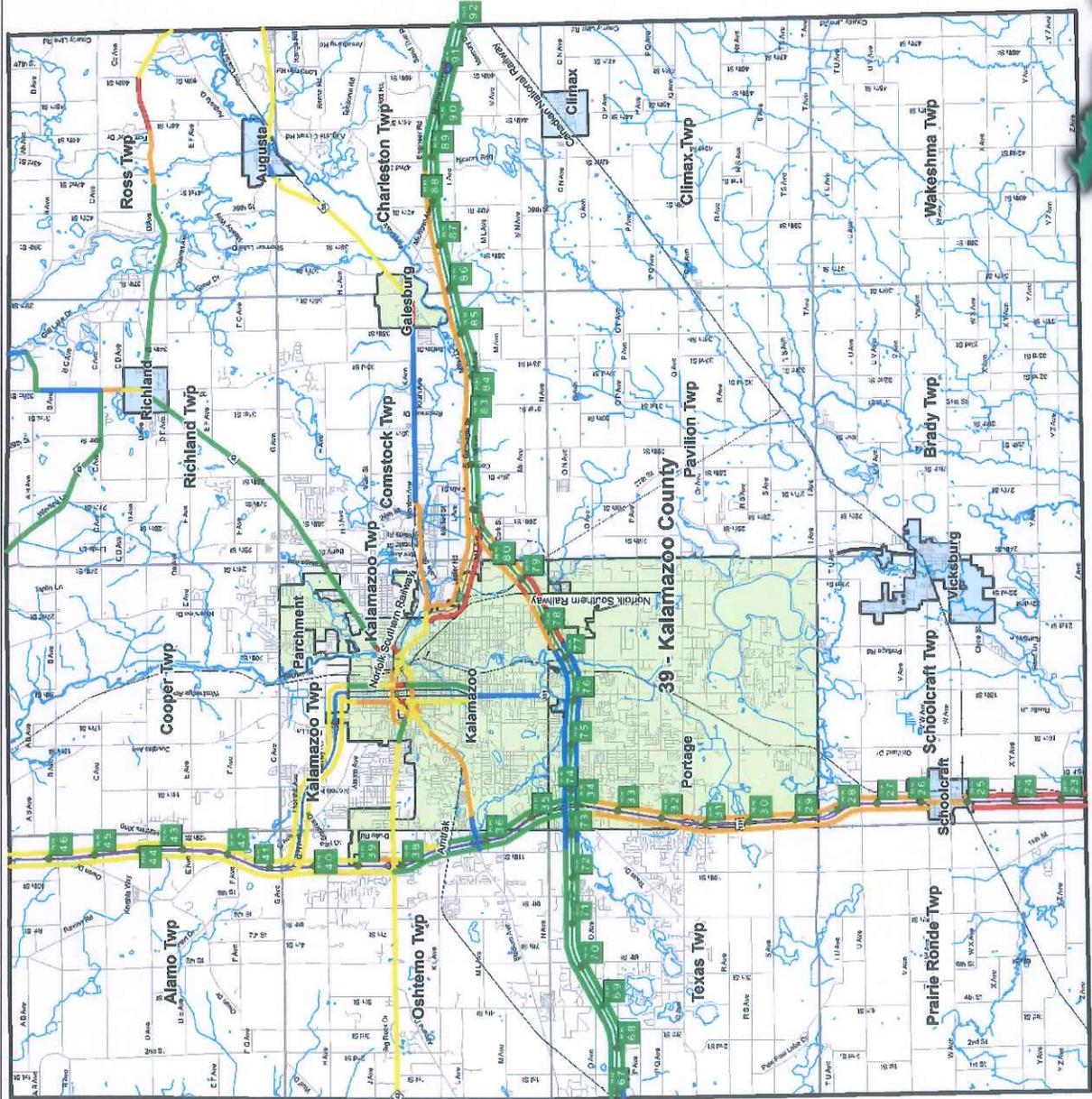


# Remaining Service Life (RSL)

Definition – The forecasted estimate of time (in years) until a reconstruction or major rehabilitation treatment will most likely be more cost-effective than preventive maintenance for a given pavement section.



# 2014 KALAMAZOO COUNTY RSL



**Legend**

- RSL 0-1
- RSL 2-4
- RSL 5-7
- RSL 8-10
- RSL 11+

0 1 2 4 Miles



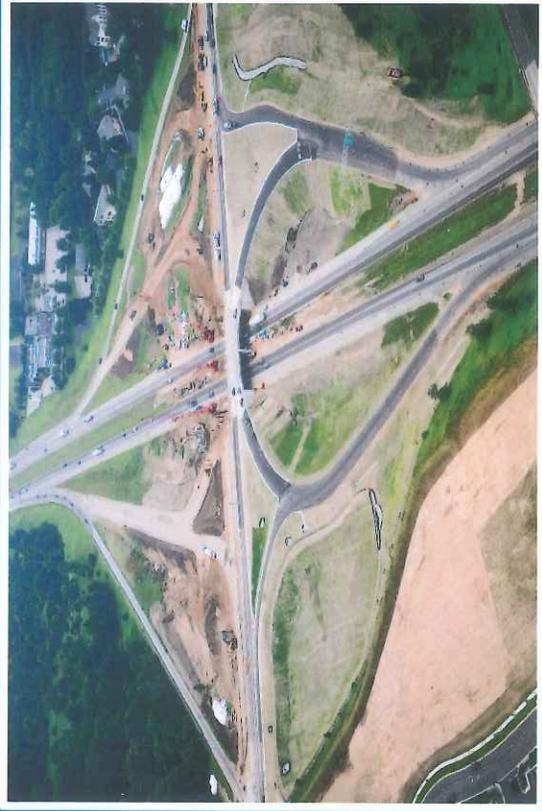
# 2015 MDOT Projects

## Projects Currently Under Construction

- US-131 Stadium Drive Interchange
- Construction of new single point urban interchange (SPUI)
- Add dual left turn lanes at Stadium and Drake
- Reconstruct roadway from 11th Street to Seneca Avenue
- I-94 Sprinkle Road Interchange
- Remove Cork Street bridge
- Construct 2 roundabouts
- Replace the Sprinkle Road bridge
- Intersection modifications – Park Circle Dr. and Old Cork



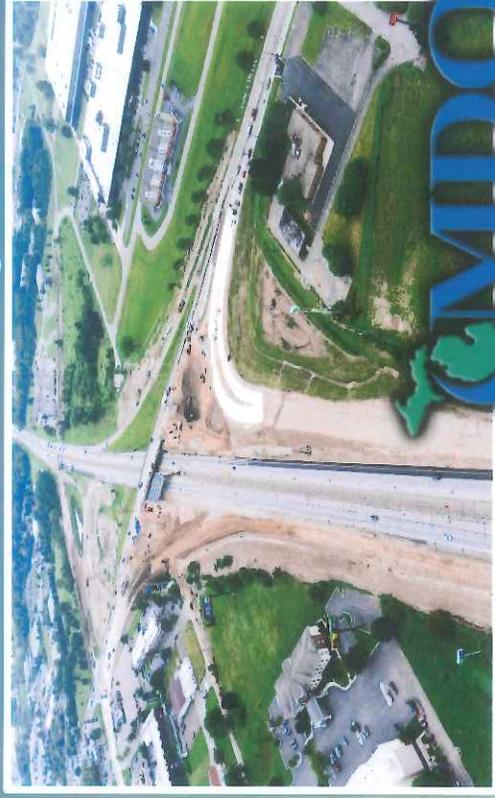
# 2015 MDOT Projects



Stadium Drive Single Point  
Urban Interchange Progress



Sprinkle Road Interchange  
Roundabouts Progress



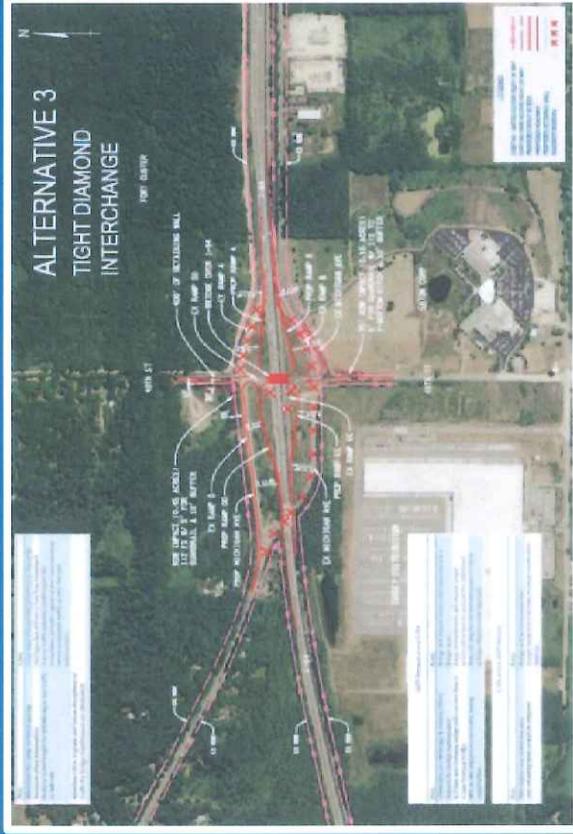
# 2016 MDOT Projects

## 2016 Projects

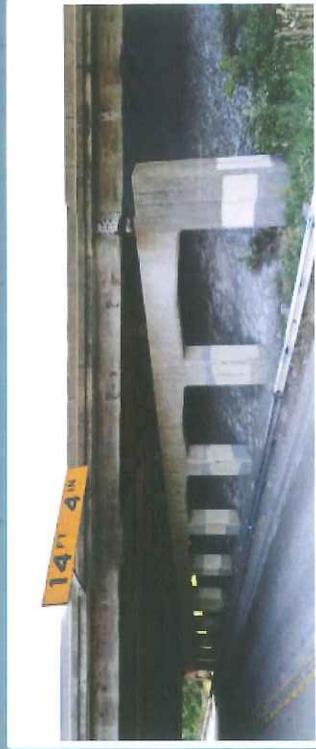
Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	I-94	EB	E Michigan Ave (40th Street) Interchange	Interchange Reconstruction	\$11,100,000
B	US-131	NB/SB	I-94 south to Shaver Road	Multi. Course HMA Overlay	\$11,500,000



Work Zone A - I-94 Exit 88, Existing Configuration



Work Zone A - Preferred Alternative – Tight Diamond



Work Zone A - I-94 Bridge over E Michigan Ave.



# 2016 MDOT Projects Continued

## 2016 Projects

Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	I-94	EB	E Michigan Ave (40th Street) Interchange	Interchange Reconstruction	\$11,100,000
B	US-131	NB/SB	I-94 south to Shaver Road	Multi. Course HMA Overlay	\$11,500,000



Work Zone B – US-131 NB on Ramp at Centre Ave.  
This Ramp to be Reconstructed



Work Zone B – US-131 Existing Concrete Pavement

# 2017 MDOT Projects

2017 Projects					
Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	I-94	EB/WB	Various Bridges near the US-131/I-94 Interchange	Healer Sealer, Crack Sealing, Joint Sealing	\$1,032,000
B	I-94	EB/WB	Various Locations / Ramps in Kalamazoo and Calhoun County	Ramp Modifications /Wrong Way Crash Prevention	\$170,000



Work Zone A – Bridge Maintenance



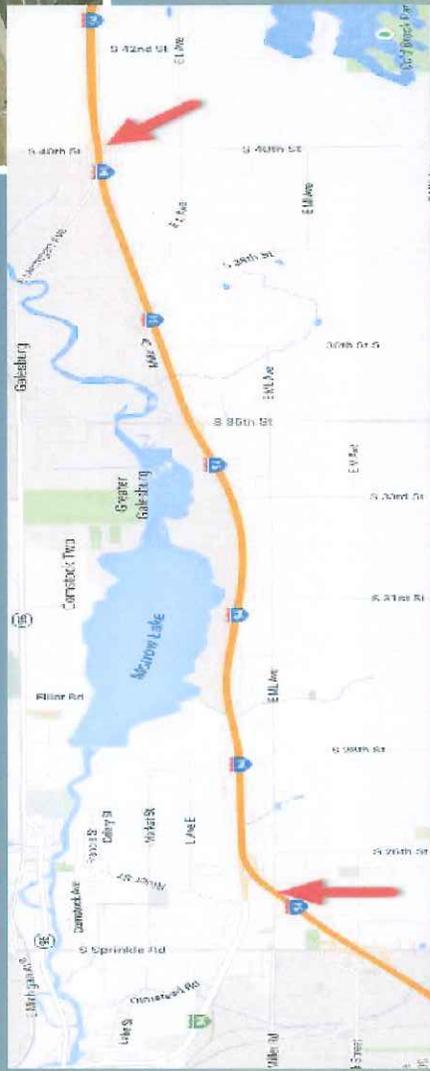
# 2018 MDOT Projects

## 2018 Projects

Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	I-94	EB	Miller Road east to 40th Street	Widen Outside Shoulder	\$1,423,000
B	I-94BL	EB/WB	At Howard Street Intersection	Add Dual Left Turn Lanes	\$7,000,000
C	I-94BL	EB/WB	East of Seneca to Howard Street	Roadway Resurfacing	\$1,860,000
D	M-96		At the intersection of G Avenue	Construct Offset Right Turn Lane	\$185,000



Work Zone B – I-94BL(Stadium Dr.) Howard Street Intersection

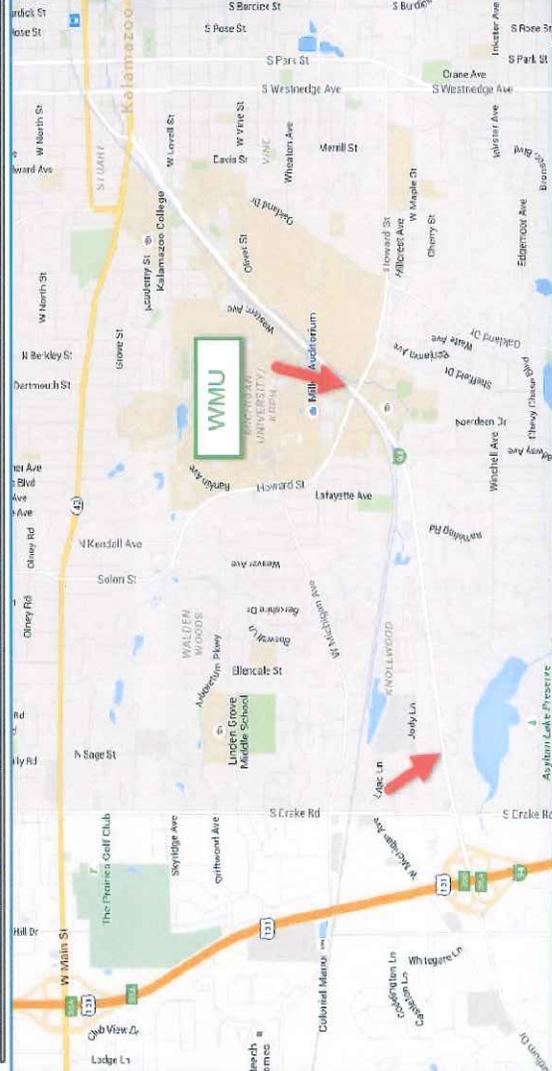


Work Zone A – I-94 EB Shoulder Widening



# 2018 MDOT Projects Continued

2018 Projects					
Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	I-94	EB	Miller Road east to 40th Street	Widen Outside Shoulder	\$1,423,000
B	I-94BL	EB/WB	At Howard Street Intersection	Add Dual Left Turn Lanes	\$7,000,000
C	I-94BL	EB/WB	East of Seneca to Howard Street	Roadway Resurfacing	\$1,860,000
D	M-96		At the intersection of G Avenue	Construct Offset Right Turn Lane	\$185,000



Work Zone C – Stadium Drive Resurfacing

Work Zone D – M-96 at G Avenue

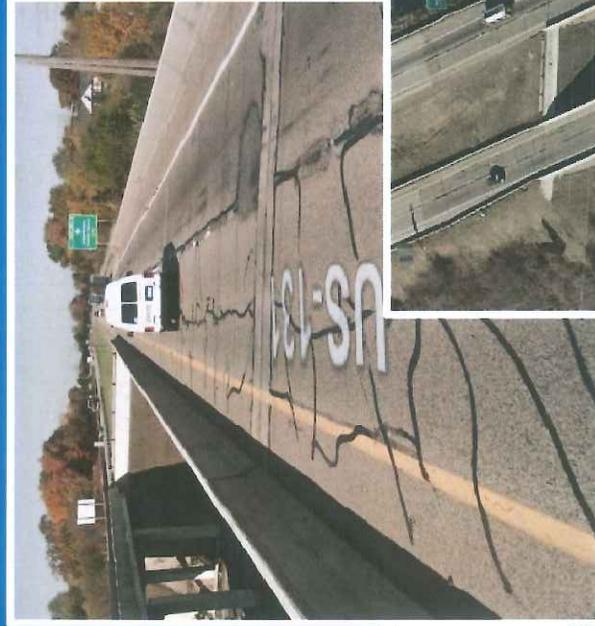


# 2019 MDOT Projects

2019 Projects					
Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	US-131	NB/SB	Over the Amtrak Railroad and KL Avenue	Bridge Deck Replacement	\$9,346,000



Work Zone A –KL Avenue



Work Zone A –  
US-131  
Northbound



Work Zone A – Amtrak Rail



Work Zone A – US-131



# 2020 MDOT Projects

2020 Projects					
Work Zone	Route	Bound	Location Description	Work Description	Estimated Cost
A	I-94	EB/WB	East of Lovers Ln. to east of Portage Road	Road Reconstruct and Widen	\$32,100,000
B	I-94	EB/WB	Portage Road to Sprinkle Road	Road Reconstruct and Widen	\$33,600,000
C	I-94	EB/WB	EB at MM 83 and WB at MM 82	Construct Emergency Crash Investigation Sites	\$740,000



Work Zone A & B - Limits



Work Zone C – Example of Crash Investigation Site in Ann Arbor



# MDOT PLANNED TRANSPORTATION INVESTMENT 2015-2020

YEAR	ESTIMATED INVESTMENT
2015	\$20,885,100
2016	\$27,152,900
2017	\$4,628,200
2018	\$10,456,600
2019	\$9,346,000
2020	\$66,433,700
<b>2015-2020</b>	<b>\$138,902,458</b>

Note: Estimated investment includes non-road projects that are not shown on the prior slides.



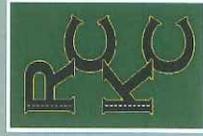
# Thank you!

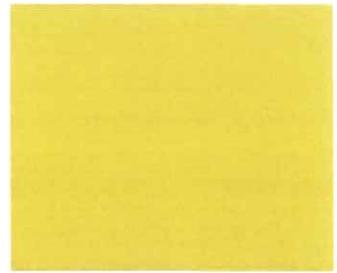
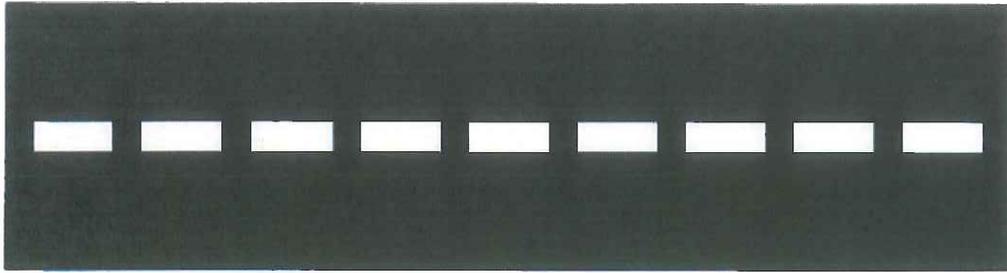
## QUESTIONS

Joanna Johnson, Managing Director,  
Road Commission of Kalamazoo County

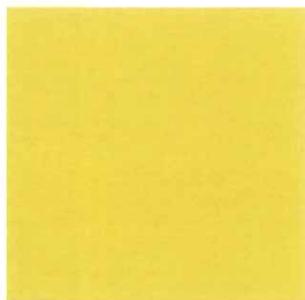
and

Kimberly Avery,  
Southwest Region Engineer,  
Michigan Department of Transportation





Kalamazoo County Road Commission  
2014 Annual Report  
105 Years of Service  
1909 – 2014



Your Local Road Professionals



3801 East Kilgore Road • Kalamazoo, Michigan 49001  
Telephone: (269) 381-3171 • Fax: (269) 381-1760  
<http://www.kalamazooountyroads.com>

Honorable Board of County Commissioners  
County of Kalamazoo  
Administrative Building  
201 West Kalamazoo Avenue  
Kalamazoo, Michigan 49007

Commissioners:

The one hundred fifth annual activities and financial report of the Board of County Road Commissioners of Kalamazoo County for the calendar year 2014 is herewith submitted in compliance with the provision of P.A. 283 of 1909, as amended.

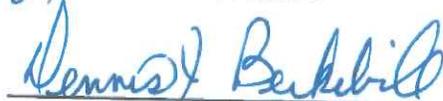
Respectfully submitted,

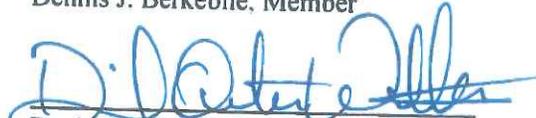
Board of County Road Commissioners  
of Kalamazoo County

  
Daniel J. Moyle, Chairman

  
Kenneth R. Oscarson, Vice Chairman

  
Jeffrie M. Maddox, Member

  
Dennis J. Berkebile, Member

  
David Q. Worthams, Member

## 105 YEARS OF SERVICE

The Kalamazoo County Road Commission was formed by a vote of the people in 1909. Five county residents are appointed by the Kalamazoo County Board of Commissioners to serve staggered six-year terms as road commissioners. To better serve our County and local officials, each Road Commissioner has also been assigned as liaison to a township.

### MEET THE 2014 ROAD COMMISSIONERS



**David Q. Worthams**    **Jeffrie M. Maddox**  
**Kenneth R. Oscarson**    **Daniel J. Moyle**    **Dennis J. Berkebile**

#### **Daniel J. Moyle – Chairman**

Mr. Moyle is a Texas Township resident who was originally appointed to the road commission in November 2007. He served as Vice Chairman of the Board in 2012. Mr. Moyle has many years of experience managing a company that maintained and constructed highways, roads and airports. Mr. Moyle is retired from Globe Construction Company. He was reappointed in January 2012 and his term expires 12/31/2018. He currently serves on the Environmental Health Advisory Council. Township representation: Alamo, Oshtemo, and Richland townships.

#### **Kenneth R. Oscarson – Vice Chairman**

Mr. Oscarson is a Village of Vicksburg resident who was originally appointed to the road commission in November 2007. He served as Vice Chairman of the Board in 2010 and 2011. Mr. Oscarson has worked with county road commissions for over 36 years as a professional engineer and has been active in municipal consulting for villages and townships. He has experience as a Planning Commissioner and Zoning and Building boards of appeal. Mr. Oscarson was most recently employed by Fleis & Vandenbrink. He was reappointed in January 2011 and his term expires 12/31/2016. He has served on the Council of Governments and currently serves on the Kalamazoo Parks and Recreation Commission. Township representation: Brady, Prairie Ronde and Wakeshma townships.

#### **Dennis J. Berkebile – Member**

Mr. Berkebile is a Texas Township resident who was appointed to the road commission in January 2005. He served as Chairman of the Board in 2005 and 2006 and Vice Chairman in 2007 and 2008. He has been involved in community activities throughout his career, both in Indiana and Michigan. Mr. Berkebile has been a member of the township's board, zoning board of appeal and planning commission. He currently serves on the Michigan Works, Salvation Army, and Goodwill Industries of Southwest Michigan boards, the Greater Kalamazoo Regional Chamber of Commerce Transportation and Policy councils, and is a part of the capital campaign for Habitat for Humanity. He has served on the Board of Directors of MRC Industries, Food Bank of South Central Michigan, Hospital Hospitality House, Youth for Christ, Portage Rotary and the Kalamazoo Area Transportation Study Policy Committee. Since 1996, Mr. Berkebile has been employed by Consumers Energy, for whom he currently serves as Area Manager. He was reappointed in January 2011 and his term expires 12/31/2016. Township representation: Charleston, Schoolcraft, and Texas townships.

#### **Jeffrie M. Maddox – Member**

Mr. Maddox is a Galesburg resident who was originally appointed to the road commission in January 2005. He served as Chairman of the Board in 2007, 2008 and 2009 and as Vice Chairman in 2005 and 2006. Mr. Maddox was a member of the board of directors of the Home Builders Association of Greater Kalamazoo from 2001 - 2005. His career has included extensive sales and management experience. Mr. Maddox has been with Bel-Aire Heating & Air Conditioning since 1995. Currently, he is the company's Executive Vice President. He was reappointed in January 2009 and his term expired 12/31/2014. He has served on the Council of Governments, Kalamazoo Parks and Recreation Commission and currently serves on the Kalamazoo Area Transportation Study Policy Committee. Township representation: Comstock, Cooper and Ross townships

#### **David Q. Worthams – Member**

Mr. Worthams is a Kalamazoo Township resident who was appointed to the road commission in January 2013. He formerly served as the Transportation Policy Advisor to former Michigan House Speakers Rick Johnson, Craig DeRoche and currently serves as the Policy Director for the Michigan Bankers Association (MBA). He is a Past President of the Kalamazoo Junior Chamber (Jaycees) and the Michigan Jaycees. He also has served on the Kalamazoo County Metropolitan Planning Commission since 2002, serving as their Chairman for the last 6 years. A lifelong resident of Kalamazoo County, his term expires 12/31/2018. He currently serves on the Council of Governments. Township representation: Climax, Kalamazoo and Pavilion townships.

3801 East Kilgore Road – Kalamazoo, Michigan 49001

Telephone - (269) 381-3171 – Fax - (269) 381-1760

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



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# CHAPTER I

## Kalamazoo County Road Commission Overview

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**N Avenue – 29<sup>th</sup> Street to 34<sup>th</sup> Street, Comstock Township**

# Facts and Figures

For Calendar Year Ending December 31, 2014

## The Board

Daniel J. Moyle, Chairman  
 Kenneth R. Oscarson, Vice Chairman  
 Dennis J. Berkebile, Member  
 Jeffrie M. Maddox, Member  
 David Q. Worthams, Member

## The Team

Joanna I. Johnson, Managing Director  
 41 Employees  
 • 27 Road Maintenance Employees

## County Bridge System

- Bridges 61
- Restricted Bridges 10
- \*Closed Bridges 0

\* Bridge totals are based on information from the National Bridge Inventory. Bridges taken out of service that have more than 5 years with no progress toward scheduling replacement are deemed not of significant importance and removed from the inventory.

## Signs and Signals

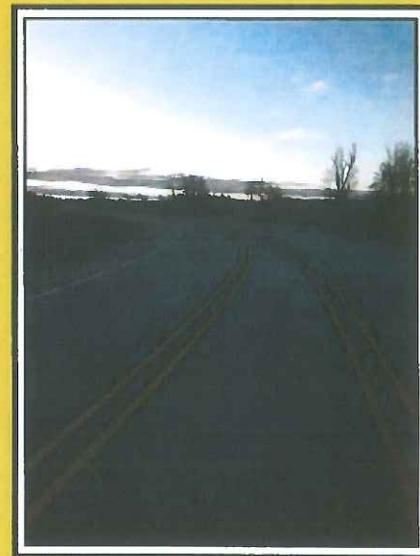
- Signs Posted 20,941
- Stop Signs 2,407
- Signalized Intersections 47
- Intersections with Flashing Lights 41

## Project Summary 2014

- Miles of Primary Roads Paved 16
- Miles of Primary Roads Chip Sealed 25
- Miles of Local Roads Paved 15
- Miles of Local Roads Chip Sealed 52
- Miles of Local Roads Regraveled 1
- Reconstructed Bridges 1
- New Bridges 1
- Projects Managed by KCRC 136

## Certified Miles

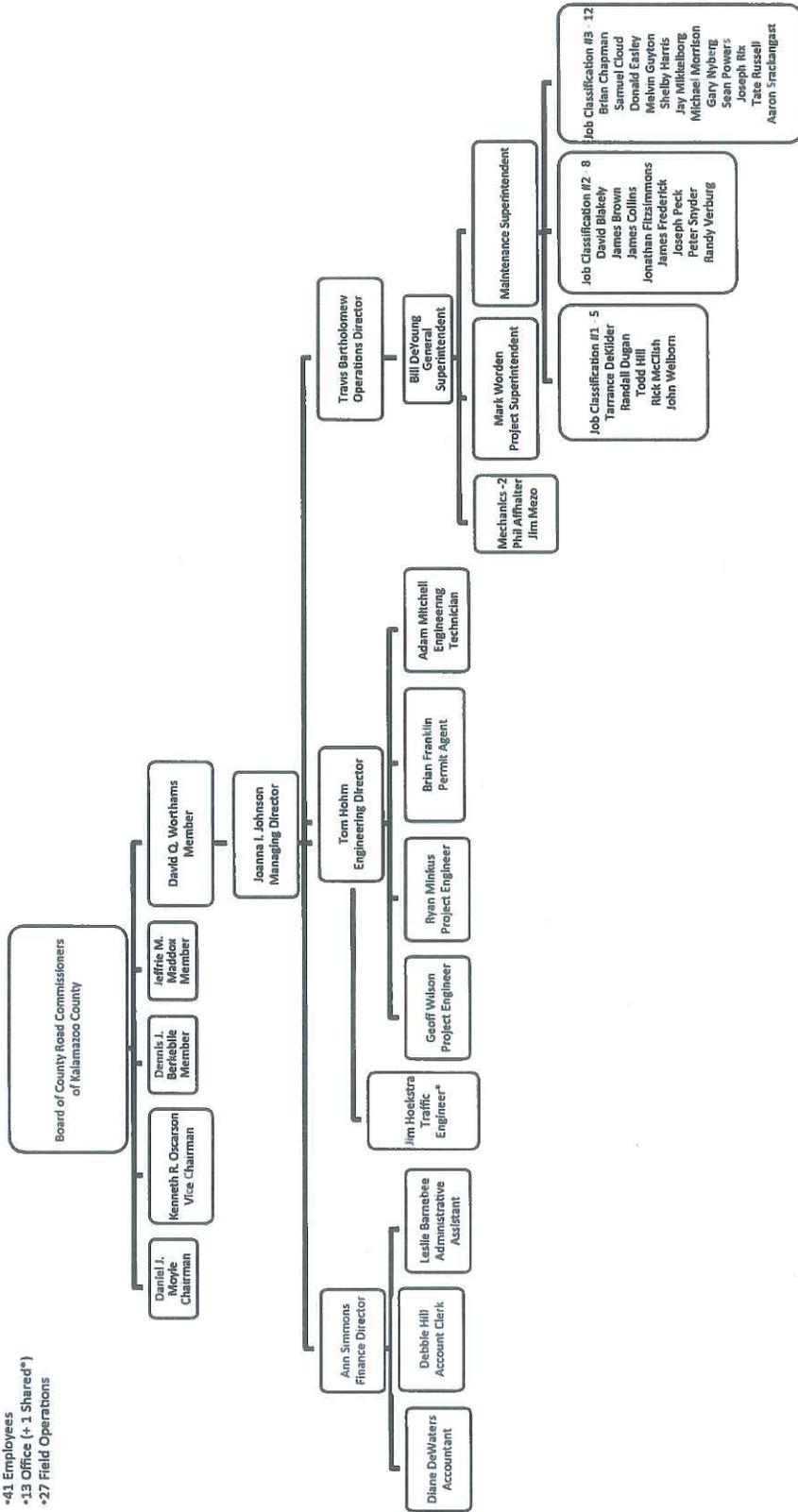
Township	Primary Miles	Local Miles
Alamo	31	38
Brady	32	44
Charleston	22	23
Climax	26	46
Comstock	44	75
Cooper	31	63
Kalamazoo	26	75
Oshtemo	43	75
Pavilion	27	48
Prairie Ronde	22	52
Richland	27	49
Ross	26	53
Schoolcraft	25	36
Texas	32	92
Wakeshma	25	48
City of Portage	11	0
<b>Primary Road Miles</b>	<b>450</b>	
<b>Local Road Miles</b>		<b>817</b>
<b>Gravel Road Miles</b>		<b>106</b>
<b>All-season Road Miles</b>	<b>289</b>	



12<sup>th</sup> Street – .63 miles south of Parkview, Oshtemo Township



2014  
 \*41 Employees  
 \*13 Office (+ 1 Shared\*)  
 \*27 Field Operations





***The goal of the Board of County Road Commissioners of the County of Kalamazoo 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.***

## **INTRODUCTION**

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

*This report provides a citizens guide to the efforts by KCRC 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.*

*We also want to extend our thanks to Commissioner Jeffrie M. Maddox who retired from the Board of County Road Commissioners after serving 10 years and to our employees who also retired in 2014.*

The Kalamazoo County Road Commission (KCRC) 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 2014, KCRC maintains 1,265.79 miles of roads throughout the 576 square-mile county. The KCRC certified primary road system consists of 449.28 miles; the remaining 816.51 miles comprise the local road system. Along with the road system, KCRC maintains bridges, traffic signs/signals, culverts, storm sewers, and roadsides throughout the county. The state's 83 road agencies are responsible for approximately 90,000 miles of county roads.

## **PROJECT SELECTION**

The KCRC 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.

In November 2013, the KCRC adopted a \$38.2 million, five-year Primary Road Capital Improvement Plan (CIP) for the period 2014 through 2018. 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, and upgrading traffic signals.

For the local road system, road improvement priorities are developed in conjunction with township governments. Each township works with our designated staff to develop a 5-year local road improvement plan supporting asset management for planning purposes and local road preservation. In 2014, staff continued to work with our townships to develop these plans. The KCRC maintains a local road participation fund program that provides funds for each township that must be matched on a dollar-for-dollar basis for local road improvement projects. In 2014, KCRC applied \$1,100,000 toward this match program. These projects include 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 township boards 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 Act 246, Public Acts of 1931 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. In 2014, one special assessment district was created; Westport, Oshtemo Township.

Texas Township in 2010 and Alamo Township in 2014 approved a special assessment district under the provisions of Act 188, Public Acts of 1954 by township board resolution to assist in local road improvements. Climax Township is the only township in Kalamazoo County with a dedicated road millage, while Kalamazoo Township approved a \$9.75 million bond proposal in February 2015 to also assist in local road improvements.

## **ASSET MANAGEMENT**

Infrastructure is a valuable asset in every community. It is important to maintain these assets as efficiently and cost effectively as possible. A transportation asset management program allows KCRC to plan and prioritize road improvements. Since 2004, federal aid eligible road asset management data has been collected in Kalamazoo County. In 2009, the KCRC began a process of collecting data on the non-federal aid system and to date all 15 townships have been completed. Updated data will be gathered on a 3-year township rotation for the non-federal aid system. In 2014, updated local ratings were completed for Cooper, Kalamazoo, Pavilion, Prairie Ronde and Wakeshma Townships. The data collected used the Pavement Surface Evaluation Rating (PASER) system, as is used in the federal aid data collection. The method of collection using the Roadsoft GIS laptop data collector and trained KCRC staff consisted of a survey of roads and each pavement was assigned a rating based on PASER criteria. 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. In 2014, our road network in poor condition improved. However, on-going investment in our roads is needed to maintain them in good condition. For additional information on asset management statewide federal aid system, please visit the Transportation Asset Management Council (TAMC) website at [www.michigan.gov/tamc](http://www.michigan.gov/tamc) or the KCRC website "Road Data" for asset management on the non-federal aid system.

In 2014, our road network in poor condition improved. However, on-going investment in our roads is needed to maintain them in good condition. For additional information on asset management statewide federal aid system, please visit the Transportation Asset Management Council (TAMC) website at [www.michigan.gov/tamc](http://www.michigan.gov/tamc) or the KCRC website "Road Data" for asset management on the non-federal aid system.

**Please review our asset management graphs, at the end of this report, that reflect data for KCRC's primary and local road system.**

## **FINANCES**

The KCRC 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 KCRC financial statements, and we annually submit our Act 51 Financial Report to the Michigan Department of Transportation as required by Act 51, Public Acts of 1951 as amended. In 2014, we continued to take every possible step to increase our efficiency by controlling expenditures, including overhead and administrative costs. Steps taken include staffing changes, benefit modifications, technology enhancements, equipment investments, on-going collaboration, modifications to our winter maintenance operations, and modifications to our material usage.

**Please review our financial graphs, at the end of this report, that reflect data for our revenues, expenditures, pension/other postemployment benefits, historical information, and winter maintenance operations.**

## **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 Michigan Department of Transportation (MDOT), 53 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.

Those constitutional provisions are implemented through Michigan Statute - Act 51, Public Acts of 1951 (Act 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 Act 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

Act 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 Program.

Our general allocation revenue from the MTF has been decreasing and relatively flat over the years. The decrease is attributable to several issues. Motor fuel taxes are excise taxes – a per gallon tax not based on price. The tax on gasoline is 19 cents per gallon whether the pump price is \$2.50 a gallon or \$4.00 per gallon. As people drive less and purchase more fuel efficient cars, the tax generates less revenue. State restricted MTF revenue peaked in FY 2003-2004. Baseline transportation revenue has been that FY 2012-2013 gross revenue and revenue distribution was same as FY 1999-2000. While the cost of materials and services continue to rise MTF is also used to match any federal aid projects.

## **MICHIGAN STATE AND FEDERAL TRANSPORTATION FUNDS**

The KCRC 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 Funds (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 allseason- road network in the urban area.

## **FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS**

The Moving Ahead of Progress in the 21st Century (MAP-21) was approved on July 6, 2012 for federal revenue sources. MAP-21 will fund the federal-aid highway program through Sept. 30, 2014 at current funding levels with a small inflationary adjustment. MAP-21 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 is distributed to the KCRC through the Kalamazoo Area Transportation Study (KATS), the Metropolitan Planning Organization (MPO) for the Kalamazoo urbanized area.

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 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.

### **Projects completed during 2014 utilizing STP funds:**

- Drake Road from Grand Prairie to Ravine Road
- E Michigan Avenue from Kalamazoo City Limits to Sprinkle Road

### **Projects completed during 2014 utilizing Local Safety Program funds:**

- N Avenue from 26th Street to 29th Street
- 9th Street at N Avenue
- 12th Street from .063 miles of Parkview to Parkview Avenue

## **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 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 (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.

These funds are available on a statewide competitive basis. Bridges eligible for these funds must be structurally deficient, functionally obsolete and in need of repair or do not function in a way that meets traffic needs.

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

In 2014, 8.2% of KCRC (5 bridges) are rated as structurally deficient an increase from 6.6% in 2013: 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 structurally deficient if its load carrying capacity is significantly below current design standards or if a waterway below frequently overtops the bridge during floods.

**Projects completed during 2014 utilizing Local Bridge Program Funds:**

- E Michigan Avenue Bridge over Comstock Creek

Please review our Bridge Rating Summary graph in this report.

**Non-motorized Facilities**

The Board of Road Commissioners of Kalamazoo County is committed to working with local governments to develop safe and efficient non-motorized transportation routes throughout the communities within Kalamazoo County. The KCRC 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, 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.

**EXPENDITURES**

KCRC engineering and maintenance operations are responsible for providing engineering and technical expertise for road commission projects, operations, preventative maintenance and improvement projects on the county road system. These efforts also include our traffic safety operations. KCRC operations are supported by our administrative team, equipment and capital outlay expenditures.

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

During 2014, approximately 31 miles of roads were paved totaling over \$10 million dollars. To preserve the capital investment in our roads, more than 77 miles of roads were chip sealed totaling over \$2 million dollars. Over \$9 million dollars was spent on our primary road system and over \$3 million on our local road system for both construction and maintenance operations in 2014.

Safety improvement projects were also completed, including, addition of turn lanes at intersections, shoulder paving, upgrading of traffic signals and new traffic signal installations at intersections.

**ACHIEVEMENTS AND EDUCATIONAL OPPORTUNITIES**

**ACHIEVEMENTS**

- Continued outreach through our township joint meeting presentations
- Updated our information technology system for greater long term service and capacity improvements
- We had a successful financial audit report
- We had our first Road Tour; reviewing 2014 projects and joined by our local officials and contractors
- We put together township infrastructure information and estimates on all roads in Kalamazoo Township as they prepared for their ballot initiative
- We paved approximately 25 miles of road
- We chip sealed approximately 75 miles of road
- We added one new bridge
- We reconstructed one new bridge
- We managed over 134 projects, including 1 special assessment project (Westport, Oshtemo Township)

- We continued our asset management data collection
- We successfully changed operations to comply with MISS DIG 174 legislation
- Mark Worden, Project Superintendent was named Program Management of the Year through the County Road Association (CRA) of Michigan
- Ryan Minkus, Project Engineer honored along with Michigan Paving and Materials Company and Moore & Bruggink, Inc. by the Asphalt Paving Association for our 2014 N Avenue Project
- The Road Commission was also recognized by the CRA Best Practices “Impress Communications Award” for “Put the Brakes on Fatalities Day” youth poster contest
- We continued numerous equipment and material demonstrations
- Completed various facilities improvements preserving our building assets
- Managing Director elected to the C.R.A Board of Directors
- We continued collaborative efforts with the Drain Commissioner, Villages of Vicksburg, Richland and Climax and we sent our team to the Kent County Road Commission to assist them in chip seal operations
- We reached out in public relation events including press releases, various presentations, City of Portage Big Truck Event, etc. including MLive chats

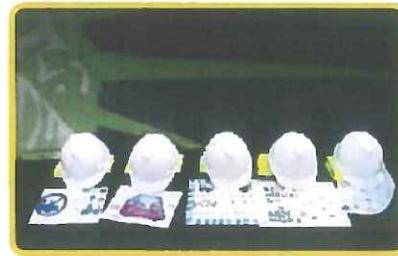
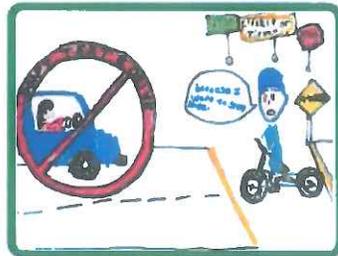
### EDUCATIONAL OPPORTUNITIES

In 2014, the KCRC held educational sessions on the following topics:

- Local Road Millage Ballot Campaign Workshop; February 7, 2014
- Transportation 101; August 6, 2014

### SUMMARY

We hope this report provides a better understanding of the KCRC, 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. 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. Our Local Roads Matter!



Putting the Brakes on Fatalities

**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 surface treatment that involves the application of micro seal to 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*

**Crack Fill** – the placement of materials 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 Sealing** – is the placement of materials 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.

**Double Seal** – two applications of chip seal applied to a prepared gravel base.

*8-10 Year Service Life*

**Epoxy Overlay** – an application of polymer epoxy followed immediately with an application of aggregate to a 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 slow setting 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*

**Hot Mix Asphalt (HMA) Overlay** – the application of HMA (hot mix asphalt), a combination of aggregates, mineral fillers, RAP (recycled asphalt pavement), and asphalt binder. HMA is placed on top of gravel or other old surfaces and rolled to compact in place.

*15-20 Year Service Life*

**HMA Ultra-Thin Overlay** – a thin overlay of hot-mix asphalt typically a thin lift of ¾ inch.

*5-7 Year Service Life*

**HMA Wedge** – a repair patch placed by a paving machine that varies in depth and length.

**Infrared** – infrared asphalt pavement patching method of 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. KCRC has 816.51 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, and spread on a paved surface. Also utilized to correct rutting on high volume roads.

*6-8 Year Service Life*

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

**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.

**Preventative 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 percent of the county's road system traffic and include 449.28 miles of roadway.

**Pulverizing/Pulverization** – is 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.

**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.  
*Service Life Varies*

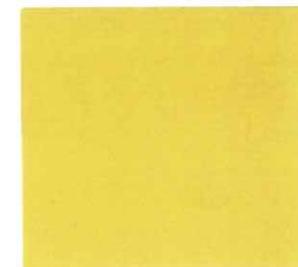
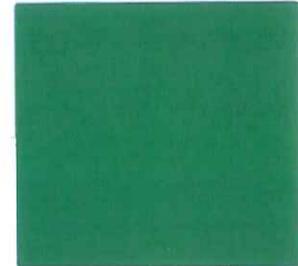
**Rehabilitation** – placing additional surface material or doing other work to return a road, including its shoulders, to structural or functional adequacy.  
*Service Life Varies*

**Resurfacing** – placing new bituminous pavement material over existing pavement. Shoulder material is added to match the elevation of the new pavement.  
*Service Life Varies*

**RoadSoft** – road data geographic information systems software used to compile and report on the 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.  
*Service Life Varies*





# CHAPTER 2

## Kalamazoo County Road Commission Overview

### Road Improvements

Primary Road Preservation Structural Improvements

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Local Road Preservation Preventative Maintenance and  
Structural Improvements

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**Appalachian Trail- HMA Paving, Texas Township**

- **PRIMARY ROAD PRESERVATION**
- **STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>ALAMO TOWNSHIP</b>	
<b>D Avenue - at 2nd Street, Project No. 210315.</b> Construction engineering and contractor payments by State for intersection safety improvement project.	358,763.80
<b>6th Street - M43 to H Avenue, Project No. 210522.</b> Final accounting by State for 2006 reconstruction project.	1,197.14
<b>BRADY TOWNSHIP</b>	
<b>South Sprinkle Road - V Avenue to S Avenue, Project No. 210261.</b> Final accounting by State for 2006 reconstruction project.	25,217.69
<b>V Avenue - South Sprinkle Road to 29th Street, Project No. 210247.</b> Construction engineering and contractor payments by State for 2013 road reconstruction project.	95,903.96
<b>CLIMAX TOWNSHIP</b>	
<b>Q Avenue - 235' east of 43rd Street to 44th street and 44th Street - Q Avenue to PQ Avenue and PQ Avenue - 44th Street to 44th Street and 44th Street - PQ Avenue to P Avenue, Project 210060.</b> HMA overlay and gravel shoulders. Project includes road pulverization, gravel work, paved and gravel shoulder.	618,397.01
<b>44th Street - P Avenue to Climax Village Limit, Project No. 210061.</b> HMA overlay and gravel shoulders. Project includes road pulverization, gravel work, paved and gravel shoulder.	722,650.77
<b>43rd Street - R Avenue to Q Avenue, Project No. 210886.</b> Final accounting by State for 2009 reconstruction project.	4,639.77
<b>COMSTOCK TOWNSHIP</b>	
<b>35th Street - Galesburg City Limit to 1000' south of G Avenue, Project No. 210056.</b> Design engineering for future project.	7,482.01
<b>26th Street - East Main Street to North Sprinkle Road, Project No. 210153.</b> Final accounting by State for 2006 reconstruction project.	2,935.57
<b>South Sprinkle Road - at Comstock Avenue/Lake Street, Project No. 210156.</b> Final accounting by State for 2005 reconstruction project.	6,040.58
<b>South Sprinkle Road - at Miller Road/ML Avenue, Project No. 210286.</b> Final accounting by State for 2005 reconstruction project.	3,321.80
<b>South Sprinkle Road - Cork Street to Comstock Avenue, Project No. 210298.</b> Construction engineering and contractor payments by State for 2014 project.	138,637.98

- **PRIMARY ROAD PRESERVATION**
- **STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION (Comstock Township Continued)</b>	<b>TOTAL</b>
<b>South Sprinkle Road</b> - East Michigan Avenue to East Main Street, Project No. 210317. Design engineering for future project.	26,332.78
<b>South Sprinkle Road</b> - Kilgore Road to H Avenue (six intersections), Project No. 210422. Final accounting by State for 2006-2007 signal upgrades.	4,283.18
<b>N Avenue</b> - 26th Street to 29th Street, Project No. 210311. HMA overlay project including road widening, culvert replacement and drainage improvements. (Comstock/Pavilion Townships)	950,456.19
<b>N Avenue</b> - 29th Street to 34th Street, Project No. 210313. HMA overlay project including road widening, culvert replacement and drainage improvements. (Comstock/Pavilion Townships)	995,198.78
<b>COOPER TOWNSHIP</b>	
<b>D Avenue</b> - Adobe Drive to Rolling Meadow Drive, Project No. 210054. Design engineering for future project.	66,671.80
<b>D Avenue</b> - Riverview Drive to North Sprinkle Road, Project No. 210055. Design engineering for future project.	2,781.02
<b>Douglas Avenue</b> - at G Avenue, Project No. 210198. Final accounting by State for 2012 intersecon improvement project.	394.83
<b>D Avenue</b> - at 14th Street, Project No. 210800. Final accounting by State for 2008 intersection improvement.	2,450.05
<b>12th Street</b> - C Avenue to north county line, Project No. 210900. Final accounting by State for 2011 reconstruction project.	127.47
<b>KALAMAZOO TOWNSHIP</b>	
<b>East Main Street</b> - East Michigan Avenue to North Sprinkle Road, Project No. 210059. Design work and right-of-way for future project.	23,107.56
<b>East Michigan Avenue</b> - Kalamazoo east city limit to S. Sprinkle Road, Project No. 210306. Construction engineering and contractor payments by State for HMA overlay project including roadway milling and cross culvert replacements.	937,574.98
<b>Nichols Road</b> - M-43 to Alamo Avenue, Project No. 210690. Final accounting by State for 2007 reconstruction project.	14,286.39

- **PRIMARY ROAD PRESERVATION**
- **STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>OSHTEMO TOWNSHIP</b>	
<b>11th Street</b> - .11 mile north of Parkview Avenue to Stadium Drive, Project No. 210006. Final accounting by State for 2003 reconstruction project.	3,003.14
<b>11th Street/ON Avenue</b> - N Avenue to 12th Street, Project No. 210246. Final accounting by State for 2012 reconstruction project.	101.69
<b>12th Street</b> - .11 mile north of Parkview Avenue to Stadium Drive, Project No. 210316. Construction engineering and contractor payments by State for safety project including HMA, shoulder widening, super elevation correction.	509,671.69
<b>Drake Road</b> - Grand Prairie Road to Ravine Road, Project No. 210302. HMA overlay project including roadway milling and addition of left turn lane, shoulder widening and drainage improvements. (Kalamazoo/Oshtemo Townships)	1,221,442.23
<b>9th Street</b> - at N Avenue, Project No. 210310. Traffic signal upgrade.	244,212.73
<b>9th Street</b> - Stadium Drive to KL Avenue, Project No. 210677. Final accounting by State for 2008 reconstruction project.	4,844.90
<b>Parkview Avenue</b> - at Stadium Drive, Project No. 210664. Final accounting by State for 2007 intersection improvement project.	(2,822.41)
<b>Drake Road</b> - at Stonebrook Avenue, Project No. 210767. Final accounting by State for 2007 intersection project shared with the City of Kalamazoo.	1,610.63
<b>PAVILION TOWNSHIP</b>	
<b>South Sprinkle Road</b> - at Centre Avenue, Project No. 210018. Final accounting by State for 2003 intersection improvement project.	807.62
<b>South Sprinkle Road</b> - Centre Avenue to Milham Road, Project No. 210019. Final accounting by State for 2004 reconstruction project.	3,615.24
<b>South Sprinkle Road</b> - S Avenue to Zylman Road, Project No. 210135. Final accounting by State for 2011 road reconstruction project.	91.52
<b>South Sprinkle Road</b> - at Romence Road/Bishop Avenue, Project No. 210404. Final accounting by State for 2006 reconstruction project.	3,788.56

- **PRIMARY ROAD PRESERVATION**
- **STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>PRAIRIE RONDE TOWNSHIP</b>	
<b>8th Street - at U Avenue, Project No. 210058.</b> Design work and right-of-way for future project.	17,328.21
<b>RICHLAND TOWNSHIP</b>	
<b>G Avenue - M-43 to 32nd Street, Project No. 210062.</b> HMA overlay and gravel shoulders. Project includes road rubblization and shoulder work.	547,228.46
<b>SCHOOLCRAFT TOWNSHIP</b>	
<b>VW Avenue - 18th Street to Portage Road, Project No. 210139.</b> Contractor payment by State for 2011 road reconstruction project.	134,649.86
<b>VW Avenue - 14th Street to 18th Street, Project No. 210692.</b> Final accounting by State for 2008 reconstruction project.	2,507.55
<b>TEXAS TOWNSHIP</b>	
<b>Q Avenue - at 8th Street, Project No. 210002.</b> Final accounting by State for 2004 intersection improvement project.	4,859.79
<b>Q Avenue - 10th Street to 12th Street, Project No. 210305.</b> Construction engineering for 2013 HMA project.	5,175.43
<b>Q Avenue - 8th Street to 10th Street, Project No. 210053.</b> HMA overlay. Project includes road rubblization and addition of left turn lane at 10th Street.	535,170.88
<b>WAKESHMA TOWNSHIP</b>	
<b>42nd Street - W Avenue to TS Avenue, Project No. 210030.</b> Final accounting by State for 2002 reconstruction project.	3,800.53
<b>42nd/43rd Street - 800' south of TS Avenue to R Avenue, Project No. 210031.</b> Final accounting by State for 2004 reconstruction project.	8,953.71
<hr/> <b>TOTAL PRIMARY STRUCTURAL IMPROVEMENTS</b>	<b>8,258,895.07</b>



**Q Avenue - 8th Street to 10th Street, Schoolcraft Township**

- **PRIMARY STRUCTURES**
- **STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>BRADY TOWNSHIP</b>	
<b>U Avenue Bridge-</b> west of 31st Street (over Kalamazoo River), Project No. 220424 Design engineering for future project.	5,178.54
<b>COMSTOCK TOWNSHIP</b>	
<b>River Street Bridge -</b> over Kalamazoo River, Project No. 220140. Final accounting by State for 2012 project.	46,542.15
<b>East Michigan Avenue Bridge -</b> over Comstock Creek, Project No. 220307. Construction engineering and contractor payments by State for bridge reconstruction project. Project includes replacement of bridge beams, deck and railing, and HMA overlay approaches.	818,774.49
<b>COOPER TOWNSHIP</b>	
<b>D Avenue Bridge-</b> over Kalamazoo River, Project No. 220057. Final accounting by State for 2004 bridge replacement.	8,811.83
<b>Mosel Avenue Bridge -</b> over Kalamazoo River, Project No. 220424. Final accounting by State for 2006 bridge rehabilitation.	2,819.32
<b>OSHTEMO TOWNSHIP</b>	
<b>9th Street Bridge -</b> over Amtrak railroad, Project No. 220550. Final accounting by State for 2008 bridge replacement.	6,575.77
<b>PAVILION TOWNSHIP</b>	
<b>S Avenue Bridge-</b> over Portage River, Project No. 220308. Design engineering services and right-of-way purchases for future project.	2,710.96
<b>SCHOOLCRAFT TOWNSHIP</b>	
<b>Portage Road Bridge-</b> over Barton Howard Lake Channel, Project No. 220290. Final accounting by State for 2005 bridge replacement.	3,067.11
<b>Portage Road Bridge-</b> over Gourdneck Creek, Project No. 220377. Final accounting by State for 2006 bridge replacement.	18,617.72
<b>TOTAL PRIMARY BRIDGE</b>	<b>913,097.89</b>



**East Michigan Avenue Bridge - Over East Michigan, Comstock Township**

- **PRIMARY ROAD**
- **PREVENTIVE MAINTENANCE**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>ALAMO TOWNSHIP</b>	
<b>12th Street - Ravine Road to D Avenue, Project No. 380119.</b> Chip seal.	43,508.57
<b>Ravine Road - F Avenue to D Avenue, Project No. 380120.</b> Chip seal.	65,511.23
<b>BRADY TOWNSHIP</b>	
<b>UV Avenue - 26th Street to 29th Street, Project No. 380163.</b> Final accounting by State for 2006 reconstruction project.	6,821.22
<b>CLIMAX TOWNSHIP</b>	
<b>36th Street - PQ Avenue to MN Avenue, Project No. 380140.</b> Crack fill.	12,300.57
<b>43rd Street - Q Avenue to R Avenue, Project No. 380141.</b> Crack fill.	4,137.46
<b>ON Avenue - 42nd Street to Climax village limit, Project No. 380121.</b> Chip seal.	15,610.66
<b>O Avenue - 38th Street to 42nd Street, Project No. 380155.</b> Crack fill.	8,163.10
<b>R Avenue - 36th Street to east county line, Project No. 380161.</b> Crack fill.	22,923.79
<b>COMSTOCK TOWNSHIP</b>	
<b>35th Street - I-94 to M-96, Project No. 380122.</b> Final accounting by State for 2006 reconstruction project.	50,225.41
<b>37th Street - M-96 to G Ave, Project No. 380123.</b> HMA wedge and chip seal.	80,507.45
<b>South Sprinkle Road - Milham Road to I-94, Project No. 380124.</b> Crack fill, chip seal and fog seal.	140,582.66
<b>South Sprinkle Road - 460' south of Lake Street to Kalamazoo River Bridge, Project No. 380165.</b> Crack fill, chip seal and fog seal.	25,794.45
<b>Comstock Avenue - South Sprinkle Road to River Street Project No. 380148.</b> Crack fill.	3,466.52
<b>ML Avenue - South Sprinkle Road to River Street, Project No. 380152.</b> Crack fill.	2,236.46

- **PRIMARY ROAD**
- **PREVENTIVE MAINTENANCE**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION (Comstock Township continued)</b>	<b>TOTAL</b>
<b>33rd Street - M-96 to G Avenue, Project No. 380139.</b> Crack fill.	12,300.57
<b>COOPER TOWNSHIP</b>	
<b>Douglas Avenue - B Avenue to north county line,</b> Project No. 380149. Crack fill.	5,032.05
<b>D Avenue - Rolling Meadows Drive to Douglas Avenue,</b> Project No. 380166. Chip seal.	33,430.57
<b>KALAMAZOO TOWNSHIP</b>	
<b>Grand Prairie Road - Drake Road to Nichols Road,</b> Project No. 380126. HMA wedge and chip seal.	29,765.75
<b>Barney Road - Nichols Road to Douglas Avenue,</b> Project No. 380143. Crack fill.	5,032.05
<b>Drake Road - KL Avenue to M-43, Project No. 380167.</b> Crack fill.	6,982.70
<b>Nazareth Road - M-43 to G Avenue, Project No. 380153.</b> Crack fill.	5,032.05
<b>Squires Drive - Drake Road to Ravine Road, Project No. 380162.</b> Crack fill.	1,341.89
<b>OSHTEMO TOWNSHIP</b>	
<b>KL Avenue - 11th Street to Drake Road, Project No. 380151.</b> Crack fill.	2,124.64
<b>Almena Drive - Vankal Street to M-43, Project No. 380127.</b> Chip seal.	71,468.63
<b>PAVILION TOWNSHIP</b>	
<b>Q Avenue - 29th Street to 36th Street, Project No. 380159.</b> Crack fill.	14,537.03
<b>QR Avenue - 25th Street to 29th Street, Project No. 380160.</b> Crack fill.	7,492.17

- **PRIMARY ROAD**
- **PREVENTIVE MAINTENANCE**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>RICHLAND TOWNSHIP</b>	
<b>37th Street - D Avenue to CD Avenue and CD Avenue - 37th Street to 36th Street and 38th Street - CD Avenue to West Gull Lake Drive and West Gull Lake Drive - 36th Street to M-43, Project No. 380129.</b> Chip seal.	66,858.90
<b>D Avenue - 26th Street to 27th Street, Project No. 380166.</b> Chip seal.	10,740.14
<b>ROSS TOWNSHIP</b>	
<b>48th Street - D Avenue to C Avenue, Project No. 380135.</b> Chip seal.	16,549.55
<b>SCHOOLCRAFT TOWNSHIP</b>	
<b>Portage Road -Y Avenue to W Avenue, Project No. 380157.</b> Crack fill.	6,709.40
<b>Portage Road - W Avenue to VW Avenue, Project No. 380158.</b> Crack seal.	2,683.76
<b>Y Avenue - Portage Road to 24th Street, Project No. 380376.</b> Chip seal.	49,916.85
<b>TEXAS TOWNSHIP</b>	
<b>5th Street - Q Avenue to PQ Avenue, Project No. 380137.</b> Chip seal.	12,869.96
<b>8th Street - U Avenue to R Avenue, Project No. 380142.</b> Crack fill.	11,741.45
<b>O Avenue - 8th Street to 9th Street, Project No. 380154.</b> Crack fill.	2,348.29
<b>P Avenue - 3rd Street to OP Avenue and OP Avenue - 3rd Street to 4th Street, Project No. 380138.</b> Chip seal.	16,370.68
<b>P Avenue - West county line to 3rd Street, Project No. 380156.</b> Crack fill.	6,038.46

- PRIMARY ROAD
- PREVENTIVE MAINTENANCE
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION	TOTAL
<b>WAKESHMA TOWNSHIP</b>	
YZ Avenue - 38th Street to 42nd Street, Project No. 380164. Crack fill.	8,498.57
<b>TOTAL PRIMARY PREVENTIVE MAINTENANCE</b>	<b>887,655.66</b>



**South Sprinkle Road - 460' south of Lake Street, Comstock Township**

- **PRIMARY STRUCTURE**
- **PREVENTIVE MAINTENANCE**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>BRADY TOWNSHIP</b>	
<b>W Avenue Bridge</b> - west of 29th Street over Portage River, Project No. 220061. Design engineering for future project.	2,201.26
<b>COMSTOCK TOWNSHIP</b>	
<b>S. Sprinkle Road Bridge</b> - over Norfolk Souther Railroad, Project No. 220303. Construction engineering and contractor payment by State for 2013 project.	33,819.43
<b>S. Sprinkle Road Bridge</b> - over Kalamazoo River, Project No. 220304. Construction engineering and contractor payment by State for 2013 project.	16,802.35
<b>East Michigan Avenue Bridge</b> - over Kalamazoo River, Project No. 220060. Design engineering for future project.	2,679.28
<b>COOPER TOWNSHIP</b>	
<b>D Avenue Bridge</b> - Over Kalamazoo River, Project No. 220063. Final accounting by State for 2006 reconstruction project..	3,358.61
<b>WAKESHMA TOWNSHIP</b>	
<b>38th Street Bridge</b> - over Little Portage Creek, Project No. 220058. Design engineering for future project.	8,619.77
<b>42nd Street Bridge</b> - over Little Portage Creek, Project No. 220059. Design engineering for future project.	6,706.91
<b>TOTAL PRIMARY STRUCTURE PREVENTIVE MAINTENANCE</b>	<b>74,187.61</b>

- **PRIMARY STRUCTURE**
- **PREVENTIVE MAINTENANCE**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION</b>	<b>TOTAL</b>
<b>BRADY TOWNSHIP</b>	
<b>W Avenue Bridge</b> - west of 29th Street over Portage River, Project No. 220061. Design engineering for future project.	2,201.26
<b>COMSTOCK TOWNSHIP</b>	
<b>S. Sprinkle Road Bridge</b> - over Norfolk Souther Railroad, Project No. 220303. Construction engineering and contractor payment by State for 2013 project.	33,819.43
<b>S. Sprinkle Road Bridge</b> - over Kalamazoo River, Project No. 220304. Construction engineering and contractor payment by State for 2013 project.	16,802.35
<b>East Michigan Avenue Bridge</b> - over Kalamazoo River, Project No. 220060. Design engineering for future project.	2,679.28
<b>COOPER TOWNSHIP</b>	
<b>D Avenue Bridge</b> - Over Kalamazoo River, Project No. 220063. Final accounting by State for 2006 reconstruction project..	3,358.61
<b>WAKESHMA TOWNSHIP</b>	
<b>38th Street Bridge</b> - over Little Portage Creek, Project No. 220058. Design engineering for future project.	8,619.77
<b>42nd Street Bridge</b> - over Little Portage Creek, Project No. 220059. Design engineering for future project.	6,706.91
<b>TOTAL PRIMARY STRUCTURE PREVENTIVE MAINTENANCE</b>	<b>74,187.61</b>

- LOCAL ROAD PRESERVATION
- PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
<b>ALAMO TOWNSHIP – 38.59 Local Road Miles</b>		
<b>Hart Drive</b> - Owen Drive to 9th Street, Project No. 510482. Road pulverization, gravel surfacing and HMA overlay.		133,078.88
<b>F Avenue</b> - 9th Street to Ravine Road, Project No. 510483. HMA overlay.		105,091.40
<b>9th Street</b> - F Avenue to Hart Drive, Project No. 510484. HMA overlay.		50,634.50
<b>Hart Drive</b> - 3800' west of 6th Street to 5895' west of 6th Street, Project No. 510485. Road pulverization, gravel surfacing and HMA overlay.		96,658.51
<b>ALAMO TOWNSHIP TOTALS</b>	<b>0.00</b>	<b>385,463.29</b>
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<b>BRADY TOWNSHIP ~ 44.04 Local Road Miles</b>		
<b>WX Avenue</b> - 33rd Street to 36th Street, Project No. 510489. Regravel and re-establish center crown.		26,386.60
<b>UV Avenue</b> - 26th Street west 2045', Project No. 680110. HMA wedge, crack fill and chip seal.	13,897.53	
<b>V Avenue</b> - 32nd Street to 34th Street, Project No. 680111. HMA wedge, crack fill and chip seal.	50,950.56	
<b>West Indian Lake Drive</b> - UV Avenue north 1610', Project No. 680112. HMA wedge and chip seal.	12,075.01	
<b>BRADY TOWNSHIP TOTALS</b>	<b>76,923.10</b>	<b>26,386.60</b>



V Avenue - 32nd Street to 34th Street, Brady Township

- **LOCAL ROAD PRESERVATION**
- **PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
<b>CHARLESTON TOWNSHIP ~ 22.65 Local Road Miles</b>		
44th Street - MN Avenue to Michigan Avenue, Project No. 510481. HMA wedge and crack fill.		19,555.28
44th Street - MN Avenue to M Avenue, Project No. 680127. Chip seal.	12,305.61	
<b>CHARLESTON TOWNSHIP TOTALS</b>	<b>12,305.61</b>	<b>19,555.28</b>
<b>CLIMAX TOWNSHIP ~ 46.40 Local Road Miles</b>		
O Avenue - 36th Street to 38th Street, Project No. 680109. HMA wedge, crack fill and chip seal.	39,353.75	
O Avenue - .25 miles east of 36th Street, Project No. 520527. Culvert removal and 22' precast bridge structure placement.		310,247.12
<b>CLIMAX TOWNSHIP TOTALS</b>	<b>39,353.75</b>	<b>310,247.12</b>
<b>COMSTOCK CHARTER TOWNSHIP ~ 74.76 Local Road Miles</b>		
Rosemont Street - Plaza Avenue to M-96 and Plaza Avenue - Rosemont Street west 563', Project No. 510470. HMA overlay.		36,577.42
Neal Street - Shields Street to 26th Street, Project No. 510471. HMA overlay.		54,111.70
Crestwood Avenue - 26th Street to Reynolds Street, Woodmere Lane - Plainfield Avenue to Crestwood Avenue, Meadowview Avenue - Plainfield Avenue to Rosemere Street, Plainfield Avenue - 26th Street to Rosemere Street, Delwood Street - H Avenue to Woodlea Drive, Reynolds Street - H Avenue to Woodlea Drive, Woodlea Drive - 26th Street to Buckskin Street, Foxdale Street - Woodlea Drive to Ormada Drive, Enola Avenue - 26th Street to Buckskin Street, Buckskin Street - Woodlea Drive to Enola Avenue, Foxdale Street - Enola Avenue to Redhawk Avenue, Reynolds Street - Enola Avenue to Crestwood Avenue, Glendalock Street - Woodlea Drive to Plainfield Avenue, Ormada Drive - Woodlea Street to Buckskin Street, Skyview Street - Ormada Drive to Enola Avenue, Mustang Street - Ormada Drive to Enola Avenue, Redhawk Avenue - Starchief Street to Reynolds Street, Whitehorse Avenue - Starchief Street to Reynolds Street, Tulsa Avenue - Starchief Street to Reynolds Street, Starchief Street - Redhawk Avenue to Crestwood Avenue, Rosemere Street - Plainfield Avenue to Crestwood Avenue, Twilight Avenue - 26th Street west 3,151' and Durango Street - Crestwood Street north 735', Project No. 680113. Crack fill and chip seal.	206,328.52	

- LOCAL ROAD PRESERVATION
- PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION (Comstock Charter Township Continued)	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
MN Avenue - 29th Street to 31st Street, Project No. 680521. Crack fill and chip seal.	33,154.28	
<b>COMSTOCK CHARTER TOWNSHIP TOTALS</b>	<b>239,482.80</b>	<b>90,689.12</b>
<b>COOPER CHARTER TOWNSHIP ~ 62.83 Local Road Miles</b>		
G Avenue - Old Douglas Avenue to Douglas Avenue, Project No. 510472. HMA overlay.		52,062.18
16th Street - B Avenue to Baseline Road, Project No. 680114. Crack fill and chip seal.	26,457.94	
C Avenue - 12th Street to 14th Street, Project No. 680115. Crack fill and chip seal.	21,452.58	
F Avenue - 12th Street to 14th Street, Project No. 680116. Chip seal.	15,808.00	
E Avenue - 14th Street to Douglas Avenue, Project No. 680117. Crack fill and chip seal.	19,819.69	
C Avenue - 14th Street to 17th Street, Project No. 680118. Crack fill and chip seal.	32,279.37	
22nd Street - B Avenue to Baseline Road, Project No. 680119. HMA wedge, crack fill and chip seal.	29,135.81	
<b>COOPER CHARTER TOWNSHIP TOTALS</b>	<b>144,953.39</b>	<b>52,062.18</b>
<b>KALAMAZOO CHARTER TOWNSHIP ~ 74.59 Local Road Miles</b>		
Haskell Street - Nichols Road to Fletcher Avenue, Project No. 510486. HMA overlay.		63,081.46
Avondale Circle – Avondale Drive to end, Avondale Drive – Craft Avenue to Craft Avenue, Craft Avenue – Kenilworth Avenue to East Main Street, Chrysler Street – Kenilworth Avenue to East Main Street, Clearview Street – Kenilworth Avenue to East Main Street, Ashley Drive – Kenilworth Avenue to East Main Street, Dwillard Drive – 350’ south of Kenilworth Avenue to East Main Street, Coy Avenue – Dwillard Drive to Craft Avenue, Dearborn Avenue – Dwillard Drive to Craft Avenue, Project No. 680181. HMA wedge, crack fill and chip seal.	98,814.05	

- LOCAL ROAD PRESERVATION
- PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION (Kalamazoo Charter Township Continued)	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
<b>Berkley Street – M-43 to Hillsdale Avenue, Clarendon Street – M-43 to West North Street, Dartmouth Street – M-43 to Hillsdale Avenue, Jennison Avenue – M-43 to Kenwood Street, Wealthy Street – M-43 to Kenwood Street, Kenwood Street – Wealthy Street to Pinehurst Boulevard, Commonwealth Avenue/Commonwealth Place – Campbell Avenue to Arlington Street, West North Avenue – Dartmouth Street to Berkley Street, Project No. 680182.</b> HMA wedge, crack fill and chip seal.	75,149.87	
<b>Beth Avenue – Christine Street west 901', Christine Street – Alecia Avenue to Beth Avenue, Alecia Avenue – Christine Street to Westedge Avenue, Project No. 680183.</b> Crack fill and chip seal.	19,978.20	
<b>Coy Avenue - Washburn Avenue to Dwillard Drive, Dearborn Avenue - Ira Avenue to Dwillard Drive, Charles Avenue - Kalamazoo city limits to Arthur Avenue, Arthur Avenue - Charles Avenue to East Main Street, Daytona Avenue - Charles Avenue to East Main Street, Gayle Avenue - Charles Avenue to Coy Avenue, Lum Avenue - Charles Avenue to East Main Street, Ira Avenue - Charles Avenue to East Main Street, Washburn Avenue - Charles Avenue to East Main Street, Cooper Avenue - Charles Avenue to East Main Street, Darling Street - Schippers Lane to Charles Avenue, Schippers Lane - East Michigan Avenue to Darling Street, The Dells Avenue - Chicago Avenue to Charles Avenue, Project No. 680191.</b> Crack fill.	58,173.85	
<b>KALAMAZOO CHARTER TOWNSHIP TOTALS</b>	<b>252,115.97</b>	<b>63,081.46</b>
<b>OSHTEMO CHARTER TOWNSHIP ~ 74.95 Local Road Miles</b>		
<b>5th Street - M-43 to H Avenue, Project No. 680140.</b> Crack fill and chip seal.	41,432.06	
<b>8th Street - Stadium Drive to KL Avenue, Project No. 680144.</b> HMA wedge, crack fill and chip seal.	59,192.86	
<b>Big Rock Drive - M-43 to M-43, Project No. 680145.</b> Crack fill and chip seal.	22,356.65	
<b>Northstar Avenue - 330' west of Promenade Street to 9th Street, Project No. 680147.</b> Crack fill and chip seal.	18,788.50	

- LOCAL ROAD PRESERVATION
- PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION (Oshtemo Charter Township Continued)	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
Wendalyn Way - 4th Street west 1410', Project No. 680154. Crack fill and chip seal.	12,527.51	
Castleton Lane - Powderhorn Lane to Whitegate Lane, Lamplighter Lane - Powderhorn Lane to Whitegate Lane, Powderhorn Lane - Castleton Lane to Whitegate Lane and Whitegate Lane - West Michigan Avenue to Castleton Lane, Project No. 680155. Crack fill and chip seal.	26,581.52	
Holiday Lane - 605' east of 11th Street to 11th Street, Project No.680184. Crack fill and chip seal.	5,193.56	
Bluffton Avenue - Trundel Lane west 222', Wild Cherry Lane - Killington Drive to Torrington Road, Signal Hill Drive - Torrington Road to Nightingale Avenue, Saybrook Drive - 701' west of Signal Hill Drive to 553' east of Signal Hill Drive, Torrington Road - Wild Cherry Lane to 10th Street, Wyndham Drive - 9th Street to Wild Cherry Lane, Walker Trail - Wyndham Drive north 395', Project No. 680186. Crack fill and chip seal.	63,218.90	
Crimson Lane - Driftwood Avenue to Mandalay Drive, Mandalay Drive - Crimson Lane to Skyridge Avenue, Driftwood Avenue - Crimson Lane to Drake Road, Skyridge Avenue - 189' west of Mandalay Drive to Drake Road, Westview Street - Driftwood Avenue to Skyridge Avenue, Project No. 680187. Crack fill and chip seal.	39,939.31	
Cross Country Drive - 7th Street to 433' north of Oak Highlands Drive, Oak Highlands Drive - 9th Street to Cross Country Drive, Project No. 680188. Crack fill.	12,661.76	
Brogan Hill Drive - Trundel Lane to Sanfield Lane, Sanfield Lane - Brogan Hill Drive to Shugarbush Trail, Shugarbush Trail - Trundel Lane to Bunker Hill Drive, Trundel Lane - Brogan Hill Drive to Shugarbush Trail, Project No. 680185. Ultra-thin HMA overlay.		40,273.49
<b>OSHTEMO CHARTER TOWNSHIP TOTALS</b>	<b>301,892.63</b>	<b>40,273.49</b>

**PAVILION TOWNSHIP ~ 48.35 Local Road Miles**

26th Street - S Avenue to RS Avenue, Project No. 510479. Road pulverization, gravel surfacing and HMA overlay.	89,545.79
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- LOCAL ROAD PRESERVATION
- PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION (Pavilion Township Continued)	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
33rd Street - O Avenue to N Avenue, Project No. 510480. Road pulverization, gravel surfacing and HMA overlay.		124,660.82
Shawnee Circle – Arrowhead E. Drive west 245', Arrowhead E. Drive – Arrowhead N. Drive to Arrowhead W. Drive, Arrowhead N. Drive – Arrowhead W. Drive to Arrowhead E. Drive, Arrowhead W. Drive – RS Avenue to Arrowhead N. Drive, Project No. 680120. HMA wedge and chip seal.	27,015.50	
33rd Street - T Avenue to S Avenue, Project No. 680126. HMA wedge, crack fill and chip seal.	29,489.66	
<b>PAVILION TOWNSHIP TOTALS</b>	<b>56,505.16</b>	<b>214,206.61</b>
<b>PRAIRIE RONDE TOWNSHIP ~ 52.11 Local Road Miles</b>		
XY Avenue - 4th Street to 6th Street, Project No. 680192. Crack fill.	8,990.34	
VW Avenue - 8th Street to 12th Street, Project No. 680137. Crack fill and chip seal.	46,855.80	
Prairie Ronde Street - Deer Run Road to 500' north of Woodbrook Street and Woodbrook Street - Prairie Ronde Street to 11th Street, Project No. 680139 Crack fill and chip seal.	21,176.33	
V Avenue - VanKal Avenue to 2nd Street, Project No. 680138. Crack fill and chip seal.	24,451.95	
<b>PRAIRIE RONDE TOWNSHIP TOTALS</b>	<b>101,474.42</b>	<b>0.00</b>
<b>RICHLAND TOWNSHIP ~ 49.24 Local Road Miles</b>		
DE Avenue - 35th Street east 3960', Project No. 510473. Road pulverization, gravel surfacing and HMA overlay.		158,444.81
34th Street - DE Avenue north 1270', Project No. 510487. HMA overly.		22,621.30
<b>RICHLAND TOWNSHIP TOTALS</b>	<b>0.00</b>	<b>181,066.11</b>

- **LOCAL ROAD PRESERVATION**
- **PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
<b>ROSS TOWNSHIP ~ 53.44 Local Road Miles</b>		
<b>39th Street - G Avenue to FG Avenue, Project No. 510488.</b> Road pulverization, gravel surfacing and HMA overlay.		96,849.34
<b>DE Avenue - West township line to 37th Street, Project No. 680178.</b> HMA wedge and chip seal.	28,979.63	
<b>46th Street - M-89 to C Avenue, Project No. 680180.</b> Crack fill and chip seal.	30,193.62	
<b>ROSS TOWNSHIP TOTALS</b>	<b>59,173.25</b>	<b>96,849.34</b>
<b>SCHOOLCRAFT TOWNSHIP ~ 36.18 Local Road Miles</b>		
<b>VW Avenue - 12th Street to Schoolcraft west village limit,</b> Project No. 680128. Crack fill and chip seal.	2,679.19	
<b>Green Prairie Street - 1308' south of VW Avenue to VW Avenue.</b> Project No. 680129. Chip seal.	8,383.35	
<b>21st Street - Z Avenue to Y Avenue, Project No. 680130.</b> Chip seal.	19,682.69	
<b>23rd Street - U Avenue to T Avenue, Project No. 680131.</b> Chip seal.	18,484.01	
<b>18th Street - XY Avenue to 2555' north of XY Avenue,</b> Project No. 680132. HMA wedge, crack fill and chip seal.	18,617.77	
<b>14th Street - XY Avenue to Schoolcraft village limits,</b> Project No. 680133. HMA wedge, crack fill and chip seal.	27,374.76	
<b>22nd Street - XY Avenue to Y Avenue and XY Avenue- 22nd Street east</b> 1035', Project No. 680134. Pulverize, gravel work, and chip seal.	58,090.62	
<b>Z Avenue - 21st Street to 24th Street, Project No. 680189.</b> Crack seal.	16,020.59	

- LOCAL ROAD PRESERVATION
- PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS
- Including Administrative and Equipment Allocations

PROJECT DESCRIPTION (Schoolcraft Township Continued)	PREVENTIVE MAINTENANCE	STRUCTURAL IMPROVEMENT
YZ Avenue -2415' west of US-131 to 900' east of 15th Street, Project No. 680190. Crack seal.	10,228.23	
<b>SCHOOLCRAFT TOWNSHIP TOTALS</b>	<b>179,561.21</b>	<b>0.00</b>
<b>TEXAS CHARTER TOWNSHIP ~ 91.75 Local Road Miles</b>		
R Avenue - at 6th Street, Project No. 510133. Final Accounting by State for 2003 intersection safety project.		832.24
Mystic Trail – Sierra Madre Trail to 6th Street, Continental Trail – Mystic Trail to Sierra Madre Trail, Sierra Madre Trail – 155' south of Mystic Trail to Appalachian Trail, Saquaro Trail – Mystic Trail to Sierra Madre Trail and Appalachian Trail – Sierra Madre Trail south 465', Project No. 510474. HMA overlay.		191,945.89
Green Pine Lane -- Blue Spruce Lane to Swan Drive, Colony Lane – 230' south of Green Pine Lane to 265' north of Green Pine Lane, Plover Drive – 261' south of Green Pine Lane to 156' south of Swallow Avenue and Swan Drive – 1,115' south of Green Pine Lane to 175' south of Swallow Avenue, Project No. 510475. HMA overlay.		118,913.85
Briarcliff Lane - O Avenue north 1170', Project No. 510476. HMA overlay.		40,997.79
2nd Street - RS Avenue to R Avenue, Project No. 510477, HMA overlay.		47,014.31
Alidor Street - 190' south of Phiant Avenue to R Avenue and Phiant Avenue -Alidor Street west 897', Project No. 510478. HMA ultra-thin overlay.		24,514.72
1st Street - 2365' south of O Avenue to 1110' north of O Avenue, Project No. 680121. Crack fill and chip seal.	15,808.17	
O Avenue - 4th Street to 6th Street, Project No. 680122. HMA wedge, crack fill and chip seal.	27,246.87	
R Avenue - 8th Street to 12th Street, Project No. 680123. Chip seal.	30,114.42	

- **LOCAL ROAD PRESERVATION**
- **PREVENTIVE MAINTENANCE AND STRUCTURAL IMPROVEMENTS**
- Including Administrative and Equipment Allocations

<b>PROJECT DESCRIPTION (Texas Charter Township Continued)</b>	<b>PREVENTIVE MAINTENANCE</b>	<b>STRUCTURAL IMPROVEMENT</b>
RS Avenue - Vankal Street to 2nd Street, Project No. 680124. Chip seal.	21,404.61	
10th Street - S Avenue to R Avenue, Project No. 680135. Chip seal.	17,814.29	
<b>TEXAS CHARTER TOWNSHIP TOTALS</b>	<b>112,388.36</b>	<b>424,218.80</b>
<b>WAKESHMA TOWNSHIP ~ 47.52 Local Road Miles</b>		
V Avenue - 36th Street to 1.5 miles east of 36th Street, Project No. 680136. Crack fill and chip seal.	29,390.43	
V Avenue bridge - over Little Portage Creek, Project No. 520524. Final Accounting by State for 2006 project.		3,876.02
<b>WAKESHMA TOWNSHIP TOTALS</b>	<b>29,390.43</b>	<b>3,876.02</b>
<b>Total Local Road Preventive Maintenance</b>	<b>1,605,520.08</b>	
<b>Total Local Road Preservation Structural Improvements</b>		<b>1,907,975.42</b>



**DE Avenue - 35th Street east 3960', Richland Township**



# CHAPTER 3

## Kalamazoo County Road Commission Overview

### Financials

Local Road Participation Funds	Page 32
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Local Road Project Expenditures	Page 34
Local Road Maintenance Expenditures and Revenues	Page 35
Routine Maintenance Expenditures	Page 36
Combines Balance Sheet	Page 37
Statement of Revenues and Expenditures	Page 38
Supplemental Information – Graphs	Page 39-61



**5<sup>th</sup> Street - M-43 to H Avenue, Oshtemo Township**

● **LOCAL ROAD PARTICIPATION FUNDS**

The Board of County Road Commissioners of the County of Kalamazoo determines, annually, the amount of local road participation funds 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 Board from the MTF.

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

<b>Township</b>	<b>Allocation</b>
Alamo	37,943.00
Brady	45,249.00
Charleston	21,694.00
Climax	38,072.00
Comstock	129,383.00
Cooper	91,928.00
Kalamazoo	152,327.00
Oshtemo	136,045.00
Pavilion	62,248.00
Prairie Ronde	43,678.00
Richland	66,022.00
Ross	55,347.00
Schoolcraft	47,239.00
Texas	134,999.00
Wakeshma	37,826.00
<b>Total</b>	<b>1,100,000.00</b>



**DE Avenue - West Township Line to 37th Street, Ross Township**

● LOCAL ROAD TOWNSHIP CONTRIBUTIONS

Township	Preservation - Structural Imp. Contributions	Preventive Maintenance Contributions	Routine Maintenance Contributions	Special Assessment Contributions	Total Township Contributions
Alamo	325,319.56		1,650.00		326,969.56
Brady	15,615.94	36,357.14	7,645.60		59,618.68
Charleston	9,233.48	5,837.78	1,065.00		16,136.26
Climax	101,996.45	18,634.79	8,010.00		128,641.24
Comstock	42,828.98	113,372.54			156,201.52
Cooper	24,587.72	68,565.83			93,153.55
Kalamazoo	29,785.38	119,178.71	574.91		149,539.00
Oshemo	14,469.93	128,403.85	1,186.07	14,469.93	158,529.78
Pavilion	166,347.15	26,800.68			193,147.83
Prairie Ronde		47,989.65	31,336.90		79,326.55
Richland	104,457.85		2,455.00		106,912.85
Ross	51,202.17	40,418.21	735.00		92,355.38
Schoolcraft		122,307.30			122,307.30
Texas	336,885.19	54,397.72			391,282.91
Wakeshma		13,904.14	9,060.00		22,964.14
<b>Total</b>	<b>1,222,729.80</b>	<b>796,168.34</b>	<b>63,718.48</b>	<b>14,469.93</b>	<b>2,097,086.55</b>

**Preservation-Structural Improvement Contributions:** Payments made by township for preservation-structural improvement projects

**Preventive Maintenance Contributions:** Payments made by township for preventive maintenance projects

**Routine Maintenance Contributions:** Payments made by township for dust control, and miscellaneous

**Special Assessment Contributions:** Payments made by township for special assessment projects

- **LOCAL ROAD PROJECT SUMMARY EXPENDITURES**
- **Preservation - Structural Improvements and Preventive Maintenance Expenditures**
- Including Administrative and Equipment Allocations

Township	Local Preventive Maintenance	Local Preservation Structural Improvements	Total Township Projects
Alamo		385,463.30	385,463.30
Brady	76,923.10	26,386.60	103,309.70
Charleston	12,305.61	19,555.28	31,860.89
Climax	39,353.75	310,247.12	349,600.87
Comstock	239,482.80	90,689.12	330,171.92
Cooper	144,953.39	52,062.18	197,015.57
Kalamazoo	252,115.97	63,081.46	315,197.43
Oshtemo	301,892.63	40,273.49	342,166.12
Pavilion	56,505.16	214,206.61	270,711.77
Prairie Ronde	101,474.42		101,474.42
Richland		181,066.10	181,066.10
Ross	59,173.25	96,849.34	156,022.59
Schoolcraft	179,561.21		179,561.21
Texas	112,388.36	424,218.80	536,607.16
Wakeshma	29,390.43	3,876.02	33,266.45
<b>Total</b>	<b>1,605,520.08</b>	<b>1,907,975.42</b>	<b>3,513,495.50</b>

**Preservation-Structural Improvements:** Roadwork, including placing a hard surface on the gravel road, reconstructing an existing road or bridge, resurfacing a road with HMA overlay or installing new culvert or catch basins.

**Preventive Maintenance:** Roadwork, including chip sealing, pavement crack seal, and wedging to preserve roads by retarding surface deterioration



**Grand Prairie - Drake Road to Nichols Road, Kalamazoo Township**

● **ROUTINE MAINTENANCE EXPENDITURES**

● For Calendar Year Ending December 31, 2014

● Including Administrative and Equipment Allocations

	2014 Cost	Average Cost Per Mile	2013 Cost	Average Cost Per Mile	Increase (Decrease) Per Mile
<b>PRIMARY ROAD SYSTEM</b>					
	449.28 Miles		449.28 Miles		
Surface Maintenance	541,149.60	1,204.48	476,870.59	1,061.41	143.07
Roadside Maintenance	462,969.01	1,030.47	511,369.79	1,138.20	(107.73)
Traffic Control	575,491.30	1,280.92	456,553.50	1,016.19	264.73
Winter Maintenance	1,105,555.85	2,460.73	1,321,703.53	2,941.82	(481.09)
<b>Total</b>	<b>2,685,165.76</b>	<b>5,976.60</b>	<b>2,766,497.41</b>	<b>6,157.62</b>	<b>(181.02)</b>
<b>LOCAL ROAD SYSTEM</b>					
	816.51 Miles		817.40 Miles		
Surface Maintenance	1,523,276.20	1,865.59	1,596,914.78	1,953.65	(88.06)
Roadside Maintenance	673,309.91	824.62	602,705.82	737.35	87.27
Traffic Control	232,577.83	284.85	167,712.45	205.18	79.67
Winter Maintenance	979,635.06	1,199.78	816,347.71	998.71	201.07
<b>Total</b>	<b>3,408,799.00</b>	<b>4,174.84</b>	<b>3,183,680.76</b>	<b>3,894.89</b>	<b>279.95</b>



42nd Street - South of MN Avenue, Climax Township

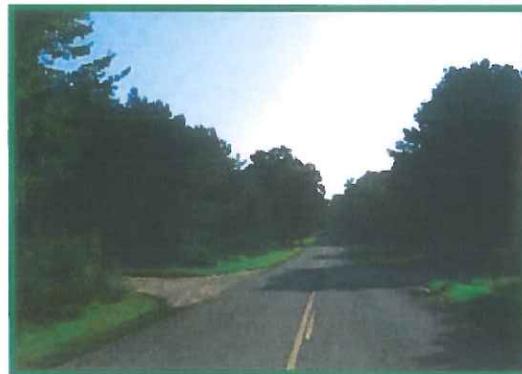
● **LOCAL ROAD ROUTINE MAINTENANCE EXPENDITURES  
AND REVENUES**

● Including Administrative and Equipment Allocations

Township	Michigan Transportation Revenues	Township Revenue for Maintenance	Total Revenue for Maintenance	Less Maintenance Expenditures	Difference By Township
Alamo	149,500.02	1,650.00	151,150.02	197,813.37	46,663.35
Brady	173,995.27	7,645.60	181,640.87	207,341.05	25,700.18
Charleston	89,486.67	1,065.00	90,551.67	106,456.18	15,904.51
Climax	183,319.26	8,010.00	191,329.26	165,095.17	(26,234.09)
Comstock	295,365.25	0.00	295,365.25	342,829.25	47,464.00
Cooper	248,231.67	0.00	248,231.67	231,006.17	(17,225.50)
Kalamazoo	294,693.62	574.91	295,268.53	524,581.11	229,312.58
Oshtemo	294,654.11	1,186.07	295,840.18	295,945.76	105.58
Pavilion	191,023.41	0.00	191,023.41	151,177.35	(39,846.06)
Prairie Ronde	205,878.59	31,336.90	237,215.49	169,919.32	(67,296.17)
Richland	194,539.67	2,455.00	196,994.67	239,557.03	42,562.36
Ross	211,133.22	735.00	211,868.22	247,119.46	35,251.24
Schoolcraft	142,941.61	0.00	142,941.61	105,716.74	(37,224.87)
Texas	363,398.83	0.00	363,398.83	274,976.39	(88,422.44)
Wakeshma	187,744.21	9,060.00	196,804.21	184,869.27	(11,934.94)
<b>Total</b>	<b>3,225,905.41</b>	<b>63,718.48</b>	<b>3,289,623.89</b>	<b>3,444,403.62</b>	<b>154,779.73</b>

Local road routine maintenance includes winter snow removal, roadside mowing, pavement marking, traffic signal maintenance, dust control, gravel road grading, pot-hole repair, etc.

The chart above represents, for 2014, the total revenue collected less the total expenditures to arrive at either a deficit or surplus, by township, for the local road routine maintenance activities. The MTF revenue received includes local mileage, local urban mileage, and a factor for population. KCRC receives MTF as a collective amount based on the county as a whole. This data is presented for illustrative purposes only, and reflects the expenditures by township outside of annual projects. As you can see, KCRC must annually apply primary road dollars to cover the deficit for local road routine maintenance expenditures. Please note weather and other issues may result in activity expenditures varying across the county.



F Avenue - 12th Street to 14th Street, Cooper Township

● **COMBINED BALANCE SHEET**

● For Calendar Year 2014

●  
**ASSETS**

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**General Operating Fund:**

Cash Account		3,653,212.93	
Interest Bearing Deposits		1,613,359.30	
Accounts Receivable:			
Michigan Transportation Fund	2,979,103.38		
Due on County road Agreements	290,428.50		
Due on Special Assessments	10,631.29		
Sundry Accounts Receivable	16,446.08	3,296,609.25	
Inventories:			
Equipment Material	103,924.64		
Road Material	801,224.02	905,148.66	
Advances - Township		117,583.72	
Prepaid Insurance		158,853.93	
Deferred Expense - STP, Safety, Critical Bridge		21,760.71	
Total General Operating Assets			9,766,528.50

**FIXED ASSET GROUP**

119,075,285.68

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**TOTAL ASSETS**

128,841,814.18

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**LIABILITIES AND FUND EQUITIES**

Accounts Payable		738,553.05	
Accrued Liability		37,329.52	
Deferred Revenue - Special Assessment		10,631.29	
Deferred Revenue - State		607,296.41	
Advances: Townships and Other		324,622.58	
Available Operating Equity:			
Primary Road - Reserved	6,773,644.40		
Local Road - Reserved	0.00		
County Road Commission	1,274,451.25	8,048,095.65	
Total General Operating Liabilities and Equity			9,766,528.50

**FIXED ASSET GROUP**

Plant and Equipment Equity

119,075,285.68

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**TOTAL LIABILITIES AND FUND EQUITIES**

128,841,814.18

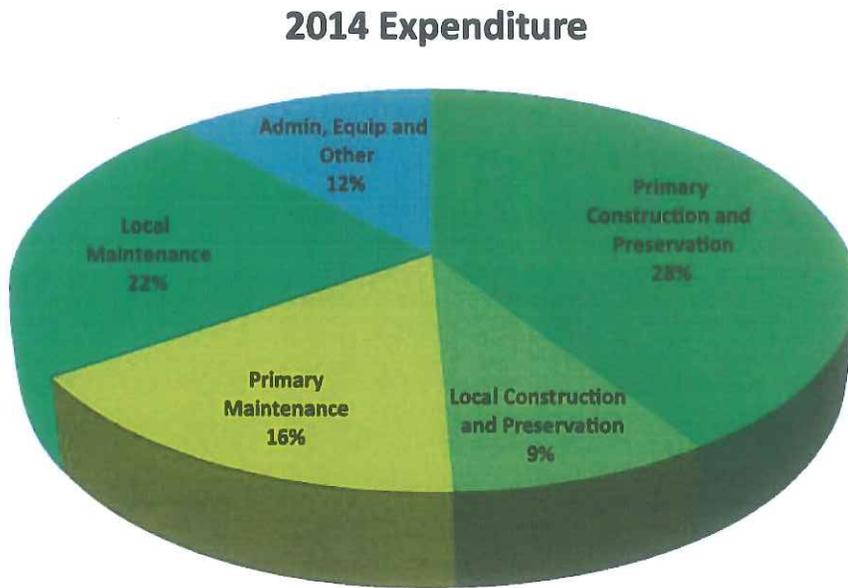
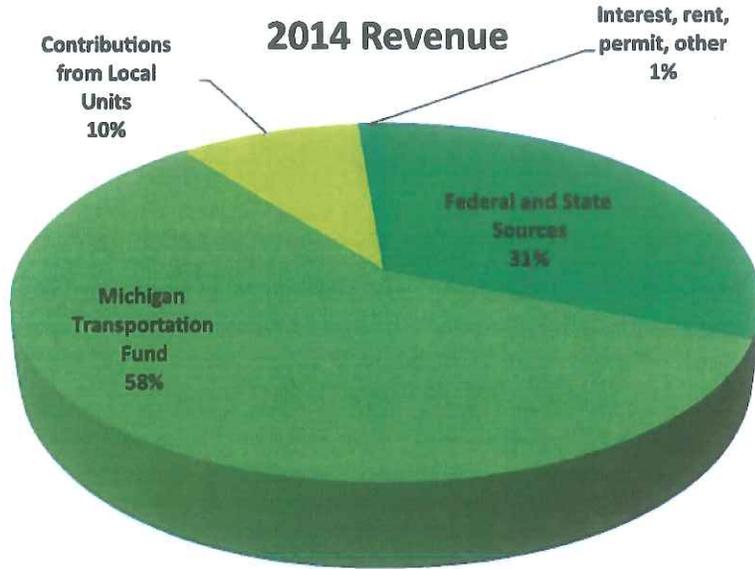
● **STATEMENT OF REVENUES AND EXPENDITURES**

● **For Calendar Year Ending December 31, 2014**

	Primary Road Fund	Local Road Fund	Road Commission Fund	Total
<b>REVENUE</b>				
Michigan Transportation Fund	10,107,620.56	3,223,902.68	0.00	13,331,523.24
Optional Transfer	(1,263,672.91)	1,263,672.91	0.00	0.00
Critical Bridge Fund	155,905.00	0.00	0.00	155,905.00
Snow Removal Fund	1,100.79	2,002.73	0.00	3,103.52
Other State Revenue	1,608,014.34	352,214.84	0.00	1,960,229.18
Economic Development Fund	19,532.50	0.00	0.00	19,532.50
Federal Revenue	3,964,855.53	0.00	1,084,204.63	5,049,060.16
County Raised Revenue	122,526.13	2,185,527.09	118,093.51	2,426,146.73
Gain on Disposal of Equipment	0.00	0.00	53,935.87	53,935.87
Contributions from Private Sources	0.00	0.00	0.00	0.00
Special Assessment Districts	0.00	25,866.07	0.00	25,866.07
Miscellaneous Revenue	3,667.85	1,555.22	1,134.88	6,357.95
<b>Total Revenue</b>	<b>14,719,549.79</b>	<b>7,054,741.54</b>	<b>1,257,368.89</b>	<b>23,031,660.22</b>
<b>EXPENDITURES</b>				
Construction/Capacity Improvement	0.00	0.00	0.00	0.00
Preservation - Structural Imp.	8,716,496.85	1,812,148.98	0.00	10,528,645.83
Routine and Preventive Maintenance	3,463,841.11	4,796,295.60	0.00	8,260,136.71
Other: Work for Others	0.00	1,228,185.73	1,228,185.73	1,228,185.73
Administration	644,117.93	349,466.30	0.00	993,584.23
Interest Expense	0.00	0.00	0.00	0.00
Equipment Account	73,391.53	96,830.66	5,913.35	176,135.54
	<u>12,897,847.42</u>	<u>7,054,741.54</u>	<u>1,234,099.08</u>	<u>21,186,688.04</u>
<b>Non-Operating Expenditures</b>				
* Net Capital Outlay	0.00	0.00	145,997.98	145,997.98
<b>Total Expenditures</b>	<b>12,897,847.42</b>	<b>7,054,741.54</b>	<b>1,380,097.06</b>	<b>21,332,686.02</b>
Increase (Decrease) in Available Operating Fund	1,821,702.37	0.00	(122,728.17)	1,698,974.20
<b>Total Allocated Expenditures</b>	<b>14,719,549.79</b>	<b>7,054,741.54</b>	<b>1,257,368.89</b>	<b>23,031,660.22</b>

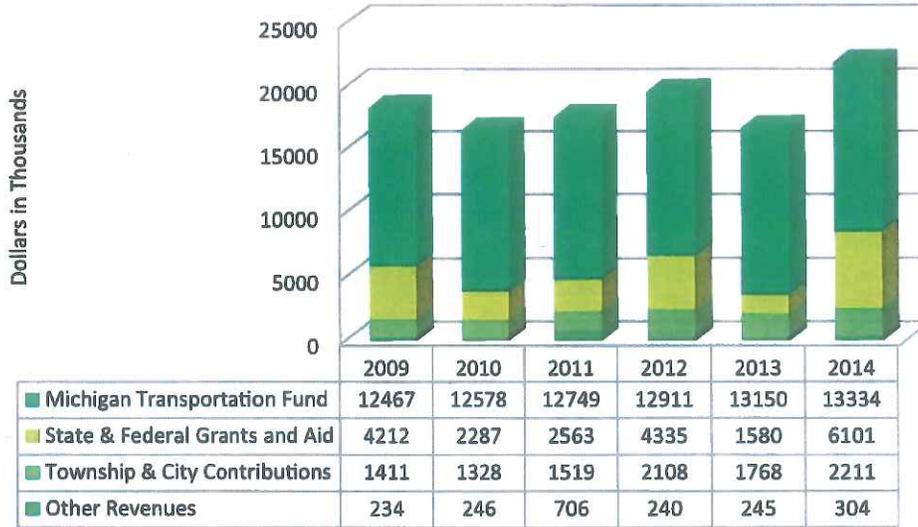
\*Net Capital Outlay - Expenditures less depreciation and depletion.

- Revenues and Expenditures
- 2014

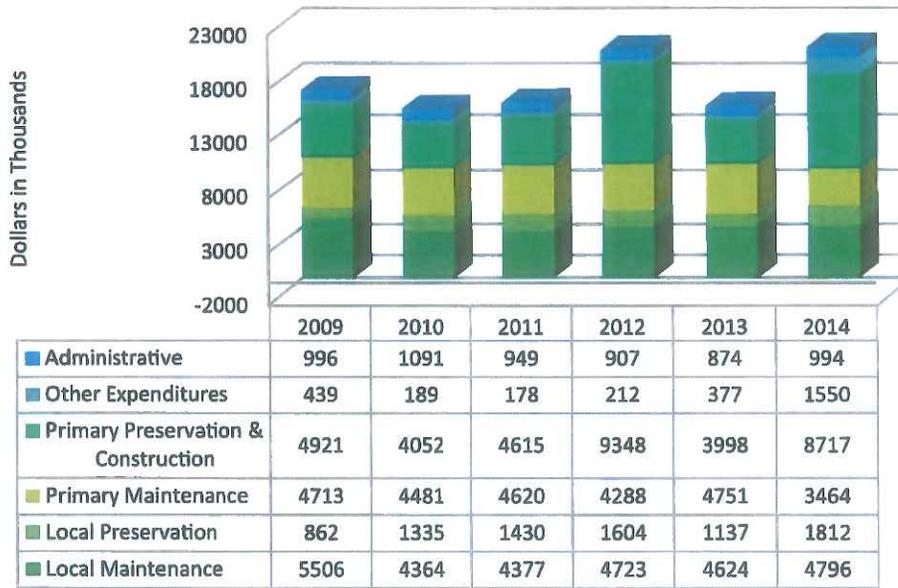


- Revenues and Expenditures History
- 2009 through 2014

Revenue History

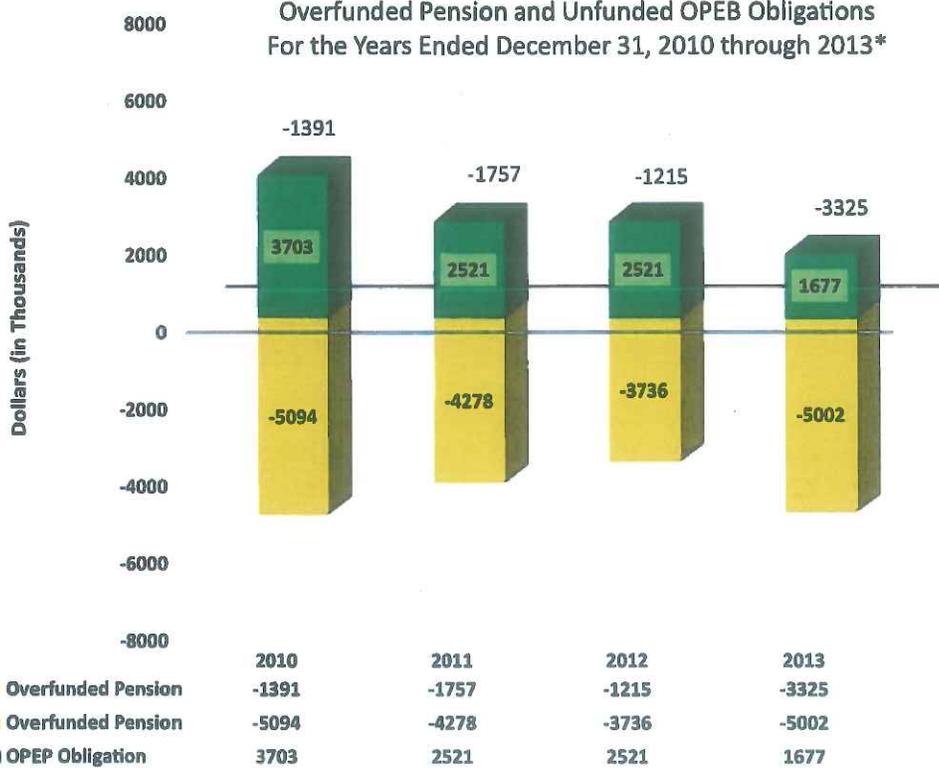


Expenditure History



- Overfunded Pension and Unfunded OPEB Obligations
- 2010 through 2013

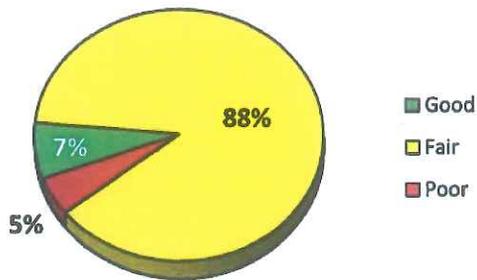
**Kalamazoo County Road Commission**  
**Overfunded Pension and Unfunded OPEB Obligations**  
**For the Years Ended December 31, 2010 through 2013\***



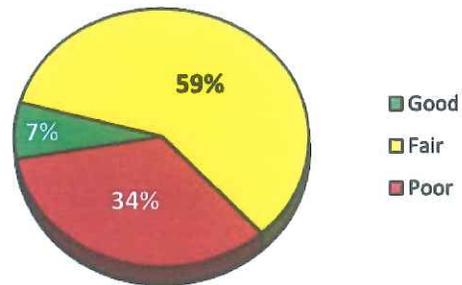
\* 12/31/2013 is the most recent report available

- **Countywide Asset Management PASER Rating Summary**
- **2014**

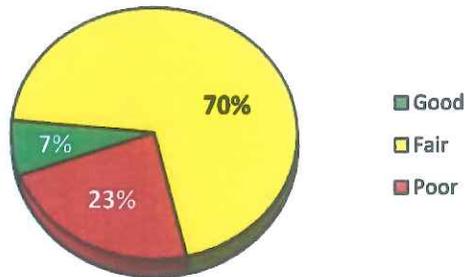
**Primary Roads**



**Local Roads**



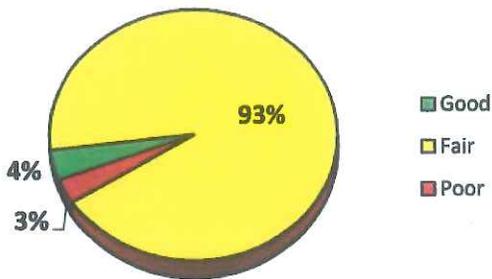
**Primary & Local Roads**



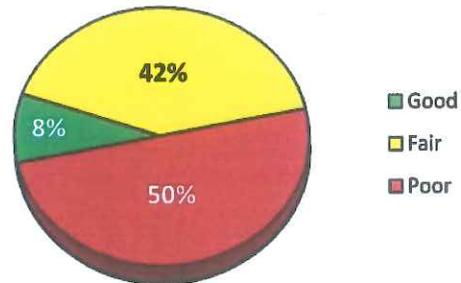
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Alamo Township Asset Management PASER Rating Summary**  
 ● **2014**

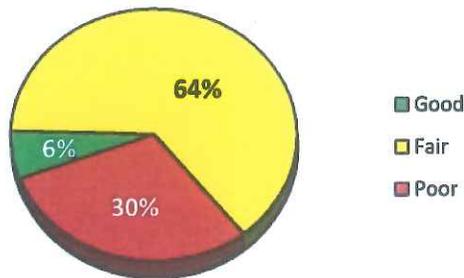
**Primary Roads**



**Local Roads**



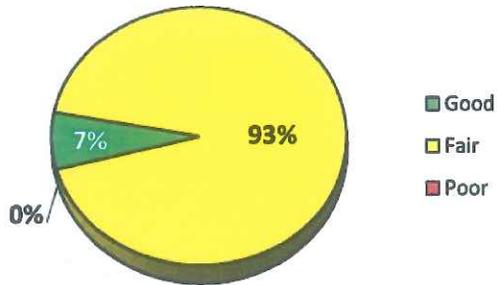
**Local & Primary Roads**



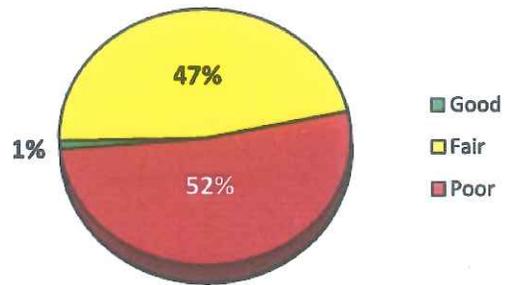
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

- **Brady Township Asset Management PASER Rating Summary**
- **2014**

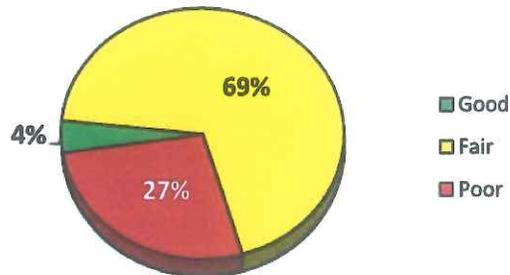
**Primary Roads**



**Local Roads**



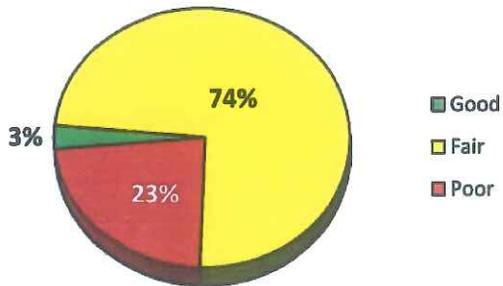
**Local & Primary Roads**



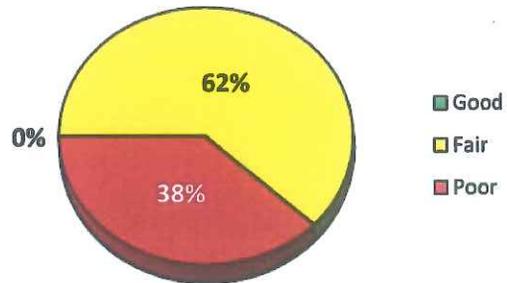
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Charleston Township Asset Management PASER Rating Summary**  
 ● **2014**

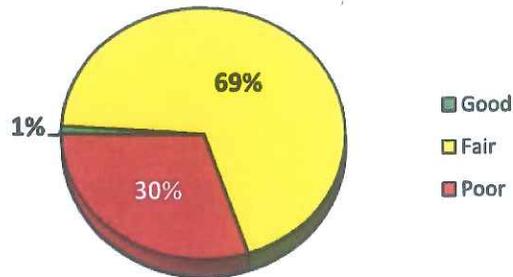
**Primary Roads**



**Local Roads**



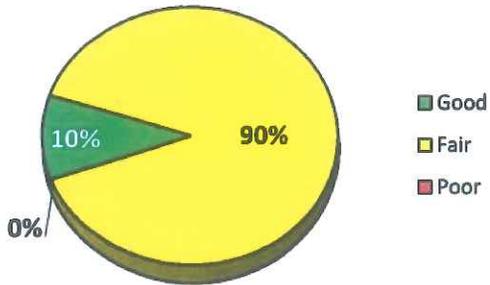
**Primary & Local Roads**



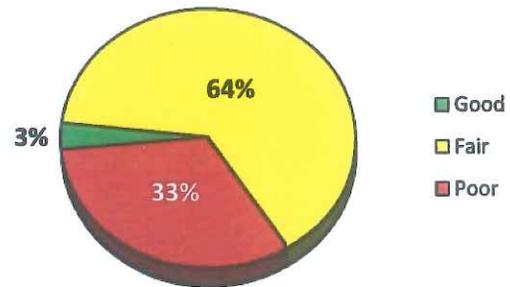
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

- Climax Township Asset Management PASER Rating Summary
- 2014
- 

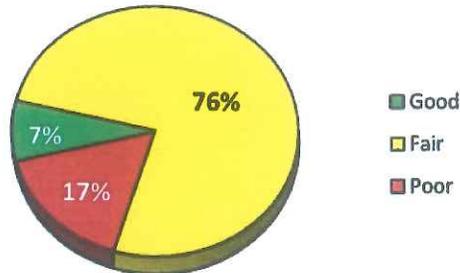
**Primary Roads**



**Local Roads**



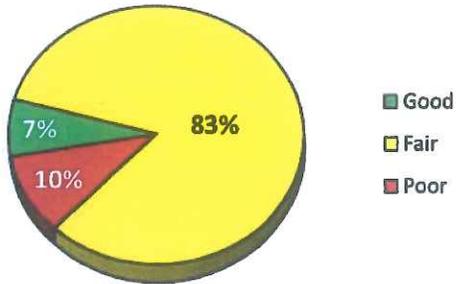
**Primary & Local Roads**



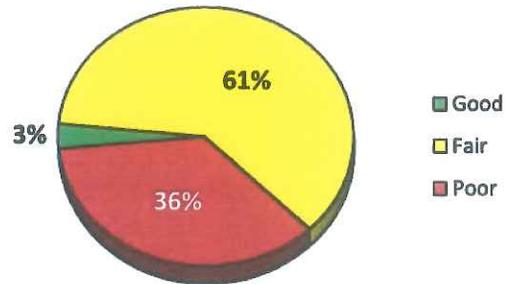
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● Comstock Township Asset Management PASER Rating Summary  
 ● 2014  
 ●

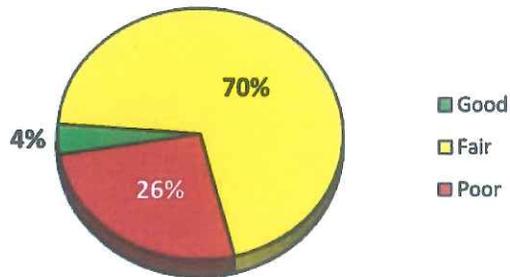
**Primary Roads**



**Local Roads**



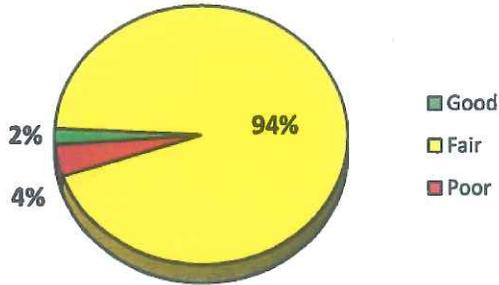
**Primary & Local Roads**



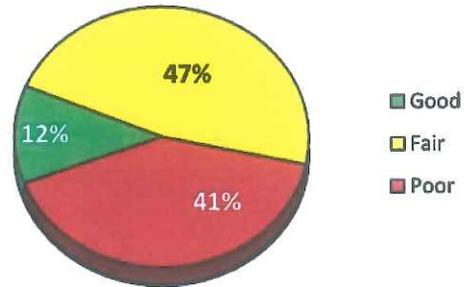
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● Cooper Township Asset Management PASER Rating Summary  
 2014

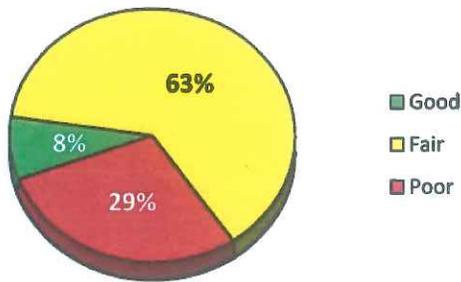
**Primary Roads**



**Local Roads**



**Primary & Local Roads**

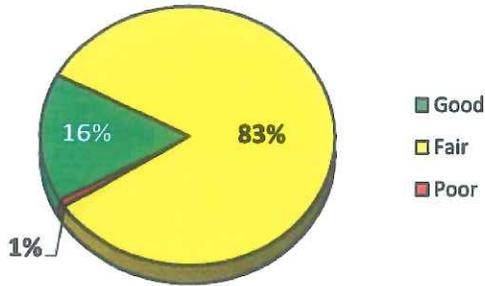


PASER Data does not include gravel roads.

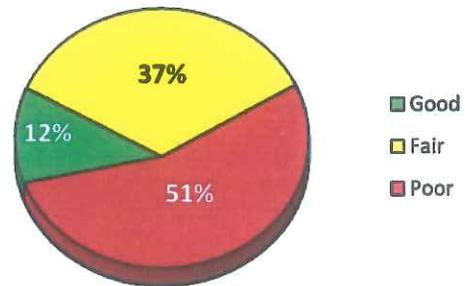
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )

● **Kalamazoo Township Asset Management PASER Rating Summary**  
 ● **2014**  
 ●

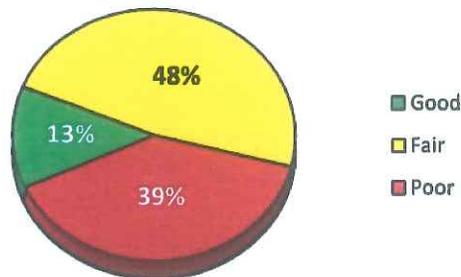
**Primary Roads**



**Local Roads**



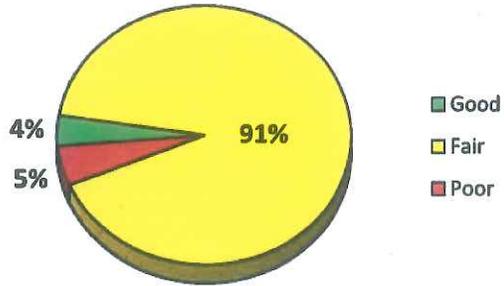
**Primary & Local Roads**



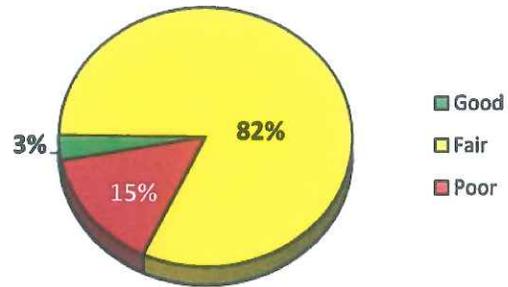
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Oshtemo Township Asset Management PASER Rating Summary**  
 ● **2014**

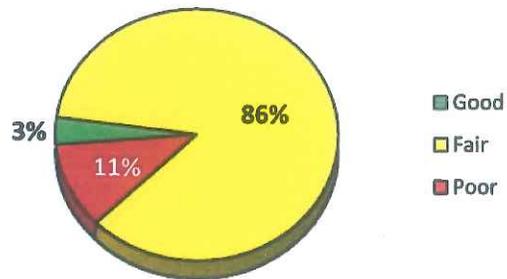
**Primary Roads**



**Local Roads**



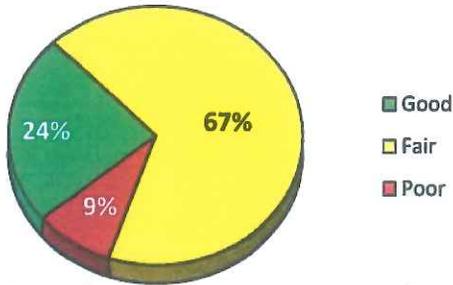
**Primary & Local Roads**



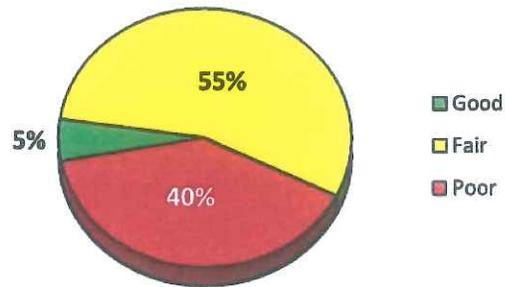
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● Pavilion Township Asset Management PASER Rating Summary  
 ● 2014

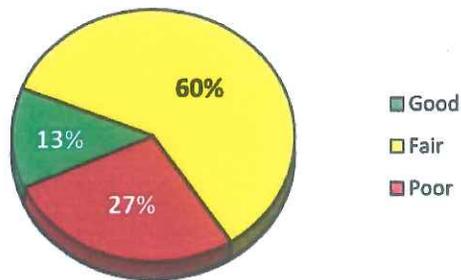
**Primary Roads**



**Local Roads**



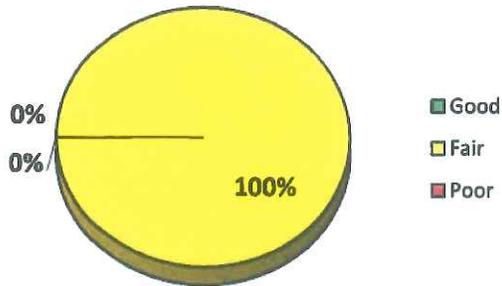
**Primary & Local Roads**



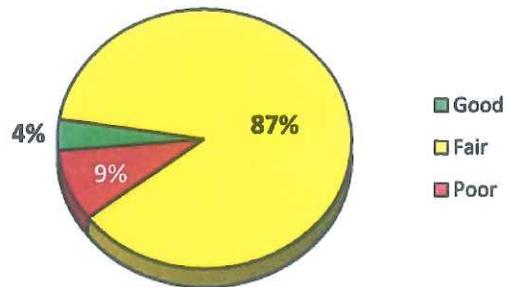
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Prairie Ronde Township Asset Management PASER Rating Summary**  
 ● **2014**  
 ●

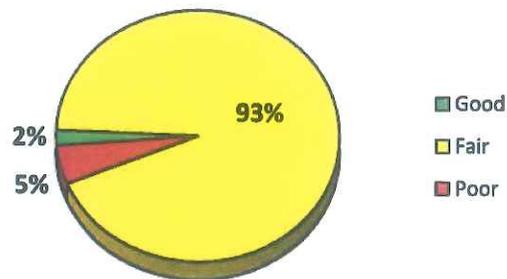
**Primary Roads**



**Local Roads**



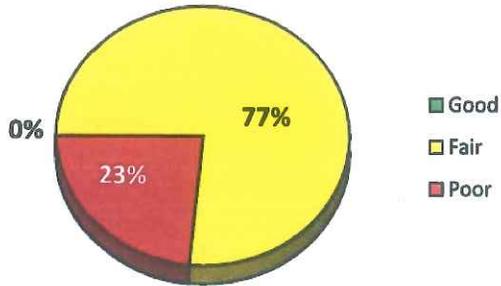
**Primary & Local Roads**



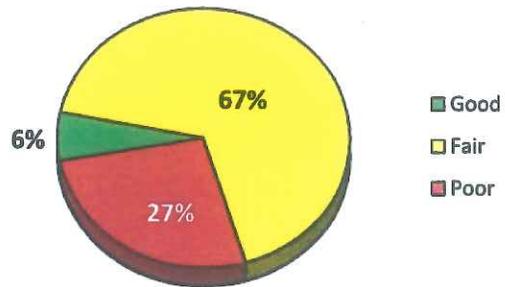
\*Good (PASER rating ≥8), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating ≤4)  
 PASER Data does not include gravel roads.

● **Richland Township Asset Management PASER Rating Summary**  
 ● **2014**  
 ●

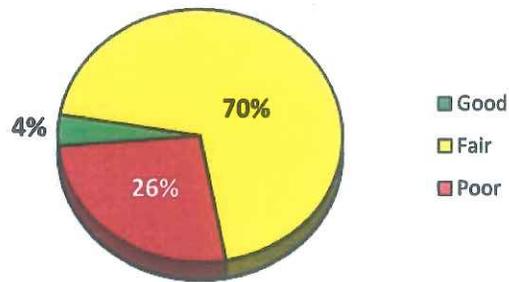
**Primary Roads**



**Local Roads**



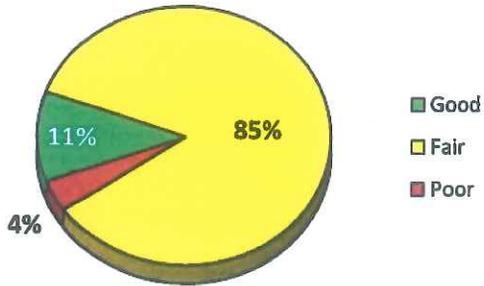
**Primary & Local Roads**



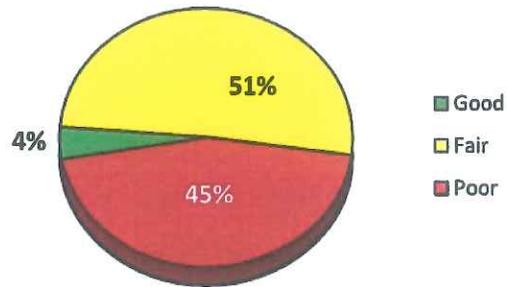
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Ross Township Asset Management PASER Rating Summary**  
 ● **2014**  
 ●

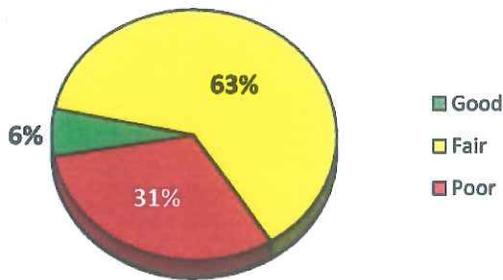
**Primary Roads**



**Local Roads**



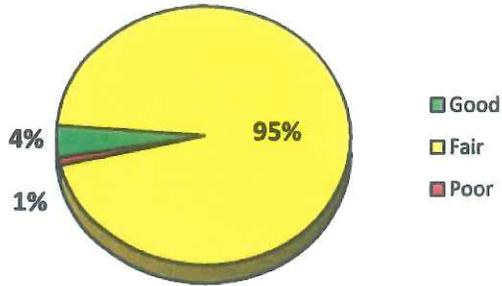
**Primary & Local Roads**



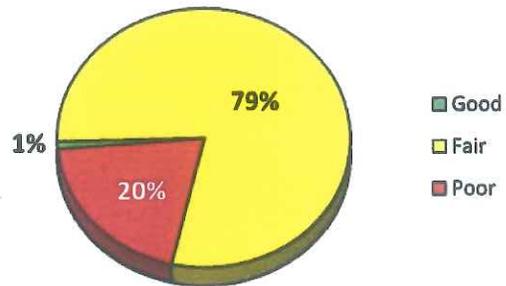
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Schoolcraft Township Asset Management PASER Rating Summary**  
 ● **2014**  
 ●

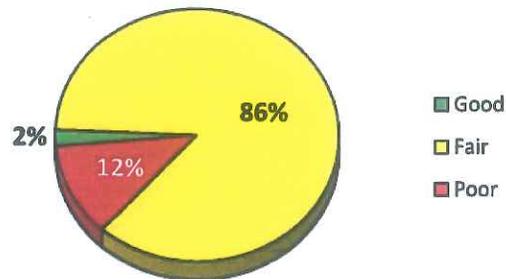
**Primary Roads**



**Local Roads**



**Primary & Local Roads**

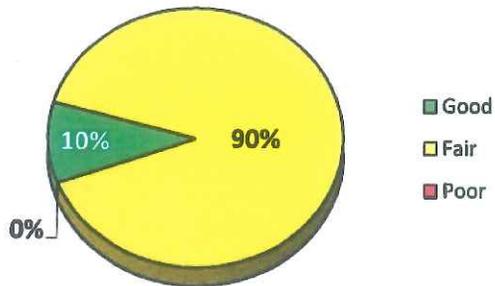


PASER Data does not include gravel roads.

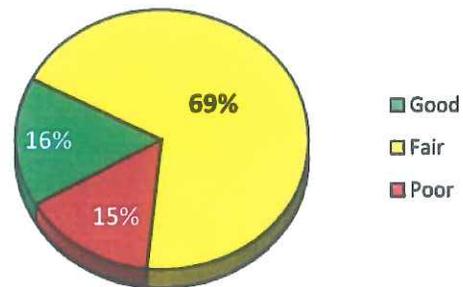
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )

● **Texas Township Asset Management PASER Rating Summary**  
● **2014**  
●

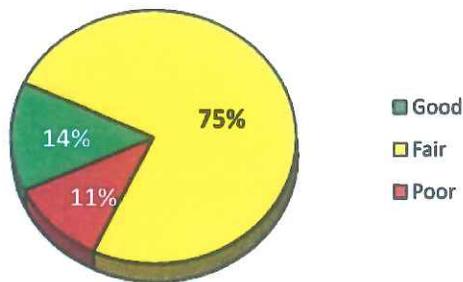
**Primary Roads**



**Local Roads**



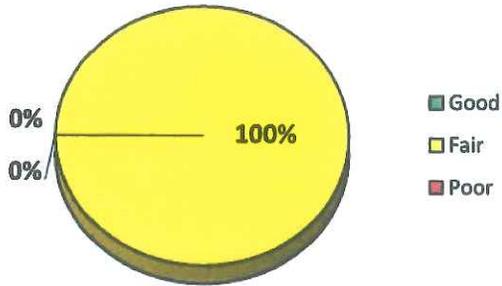
**Primary & Local Roads**



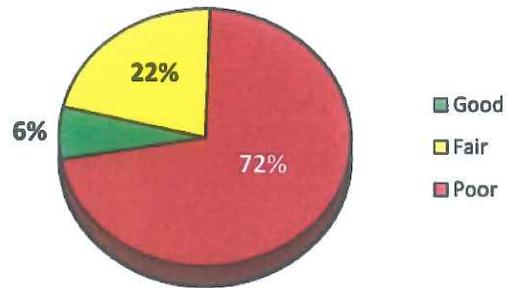
\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

● **Wakeshma Township Asset Management PASER Rating Summary**  
● **2014**  
●

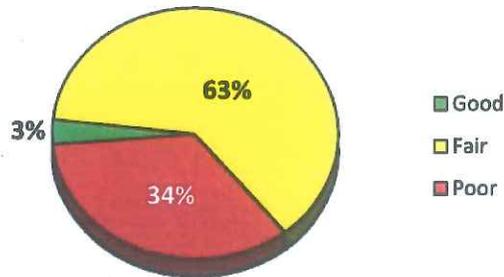
**Primary Roads**



**Local Roads**



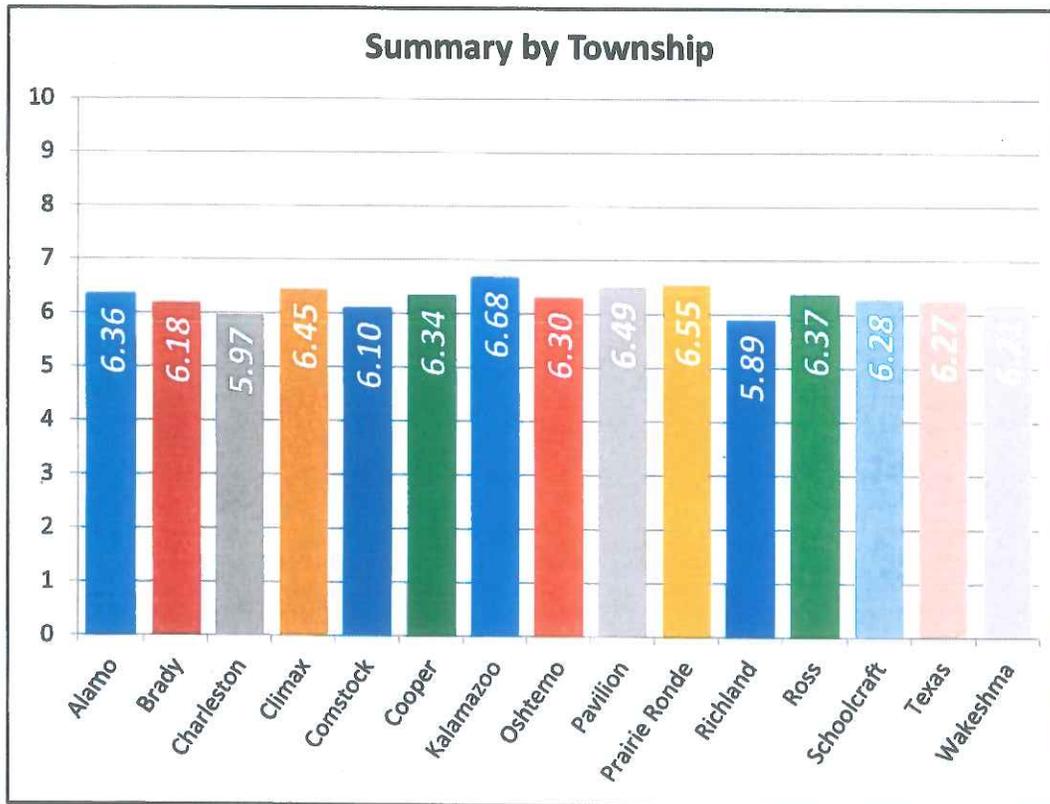
**Primary & Local Roads**



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

- Primary Road Average PASER Rating Summary
- 2014
- 

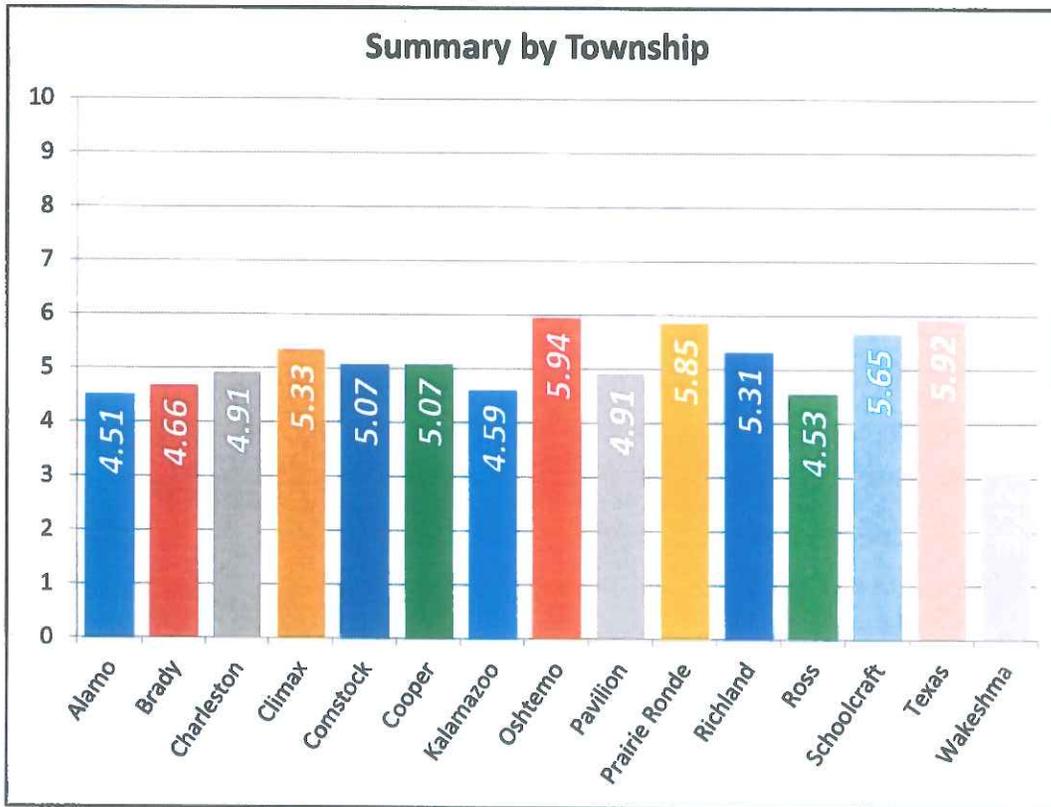
## 2014 Township Primary Road PASER Rating



\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

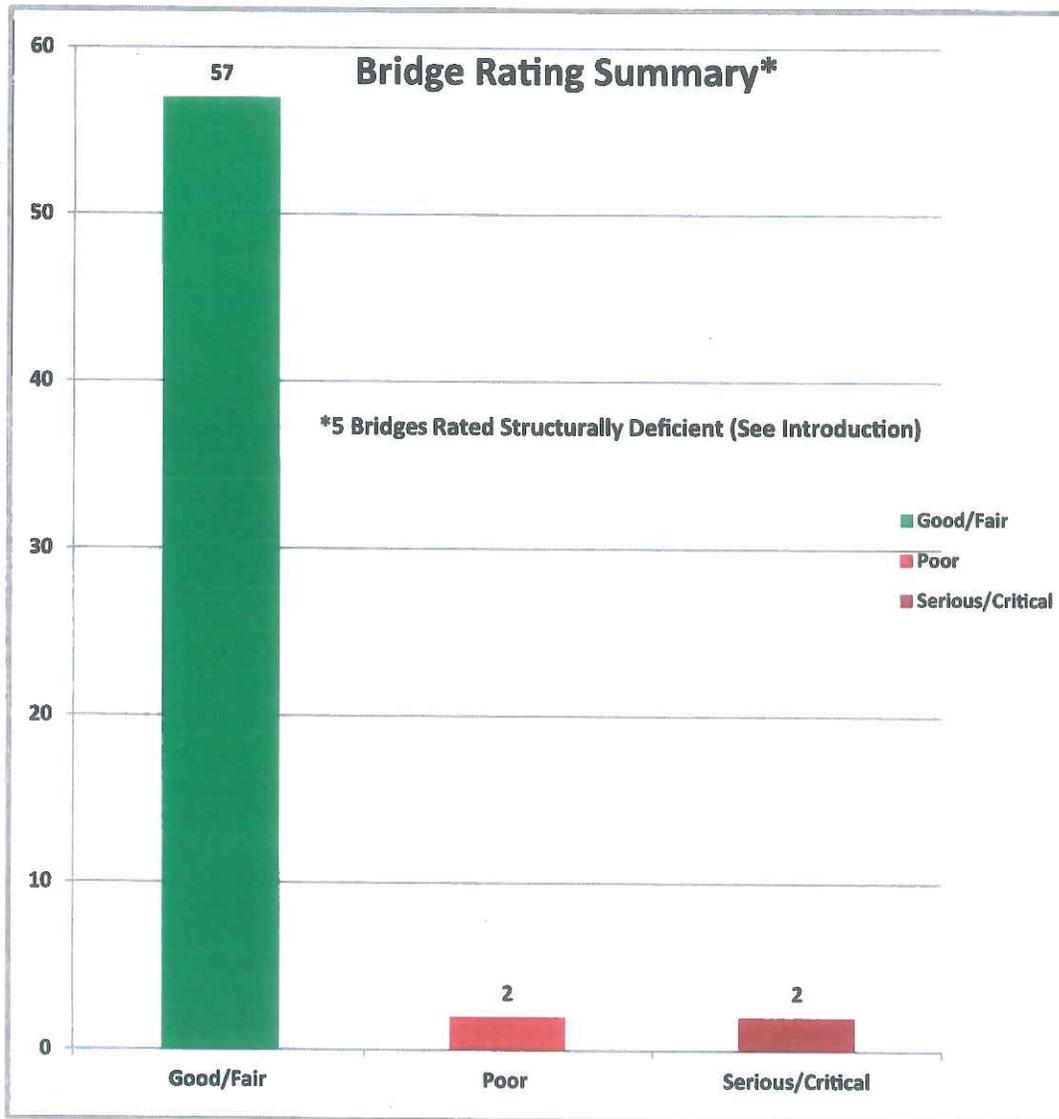
- Local Road Average PASER Rating Summary
- 2014
- 

## 2014 Township Local Road PASER Rating

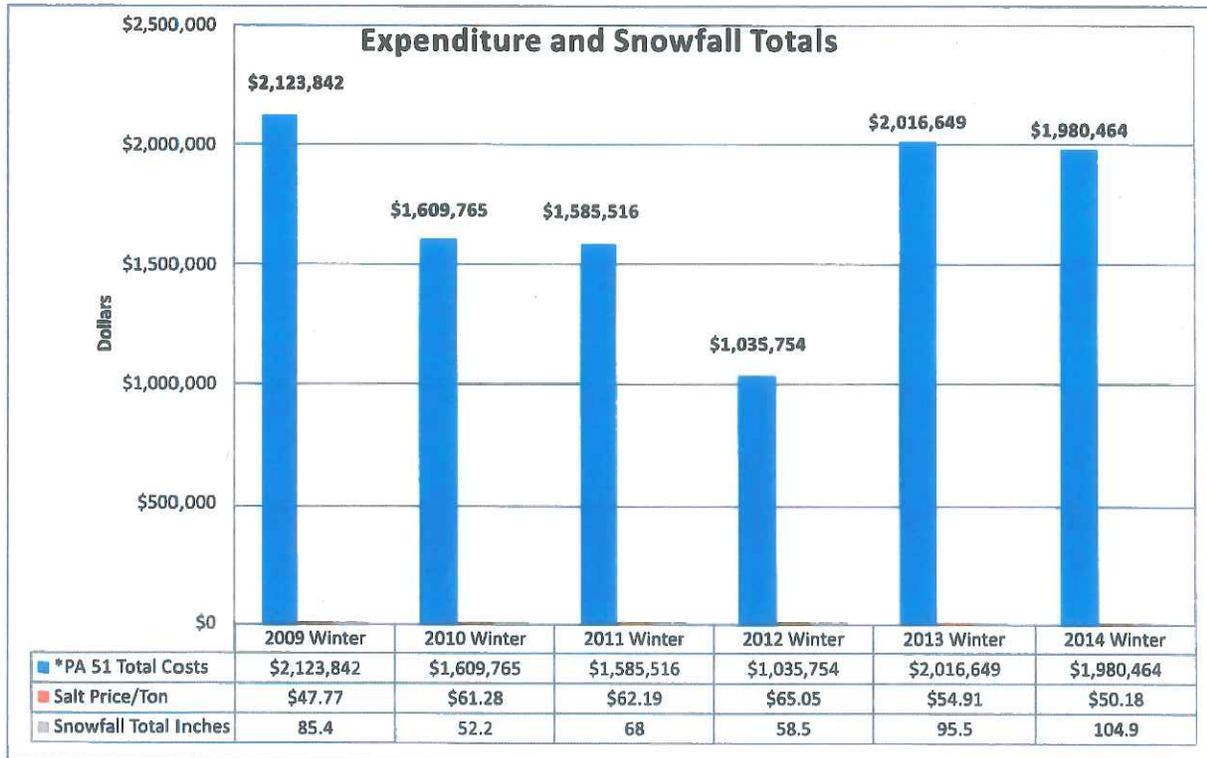


\*Good (PASER rating  $\geq 8$ ), Fair (PASER rating = 7, 6, 5) & Poor (PASER rating  $\leq 4$ )  
 PASER Data does not include gravel roads.

- Bridge Rating Summary
- 2014
- 



- Winter Maintenance Expenditure and Snowfall Totals
- 2014
- 



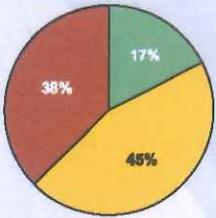
*\*Total Cost Does Not Include Administrative and Equipment - See Routine Maintenance Expenditures.*



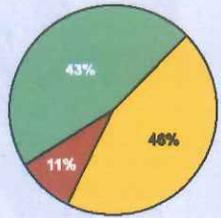
Kalamazoo  
County  
Road  
Commission

3801 East Kilgore Road  
Kalamazoo, MI 49001  
<http://www.kalamazooountyroads.com>

2013-2014 Road Condition  
percent lane miles



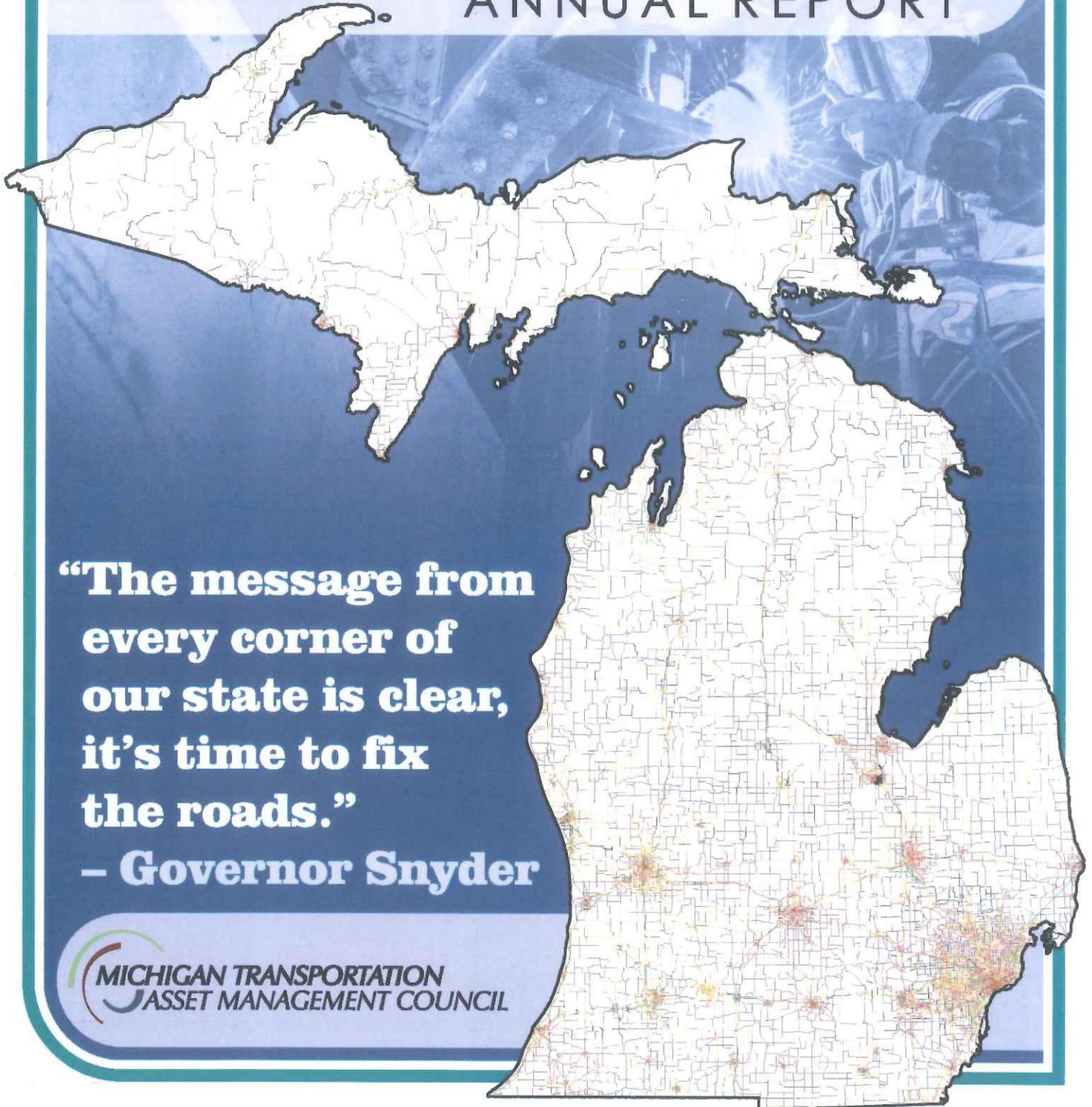
2013-2014 Bridge Condition  
percent of all bridges



GOOD FAIR POOR



# MICHIGAN'S ROADS & BRIDGES 2014 ANNUAL REPORT



**“The message from every corner of our state is clear, it’s time to fix the roads.”**  
– Governor Snyder

MICHIGAN TRANSPORTATION  
ASSET MANAGEMENT COUNCIL



I-96 in Metro Region



South Cedar St. at I-96 Bridge South Lansing

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  - CYCLE OF LIFE
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### **ACRONYMS AND ABBREVIATIONS USED IN THIS REPORT**

**FHWA: FEDERAL HIGHWAY ADMINISTRATION**  
**MAP-21: MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY**  
**MPO: METROPOLITAN PLANNING ORGANIZATION**  
**NBI: NATIONAL BRIDGE INVENTORY**  
**NFC: NATIONAL FUNCTIONAL CLASSIFICATION**  
**NHS: NATIONAL HIGHWAY SYSTEM**  
**PASER: PAVEMENT SURFACE EVALUATION AND RATING**  
**RPO: REGIONAL PLANNING ORGANIZATION**  
**STP: STATE TRANSPORTATION PROGRAM**  
**TAMC: TRANSPORTATION ASSET MANAGEMENT COUNCIL**

Any reference to Act 51 in this document refers to Public Act 51 of 1951

Photo credits: James D. Lemay and Sara J. Martin



US-131 from M-32 north to Boyne City

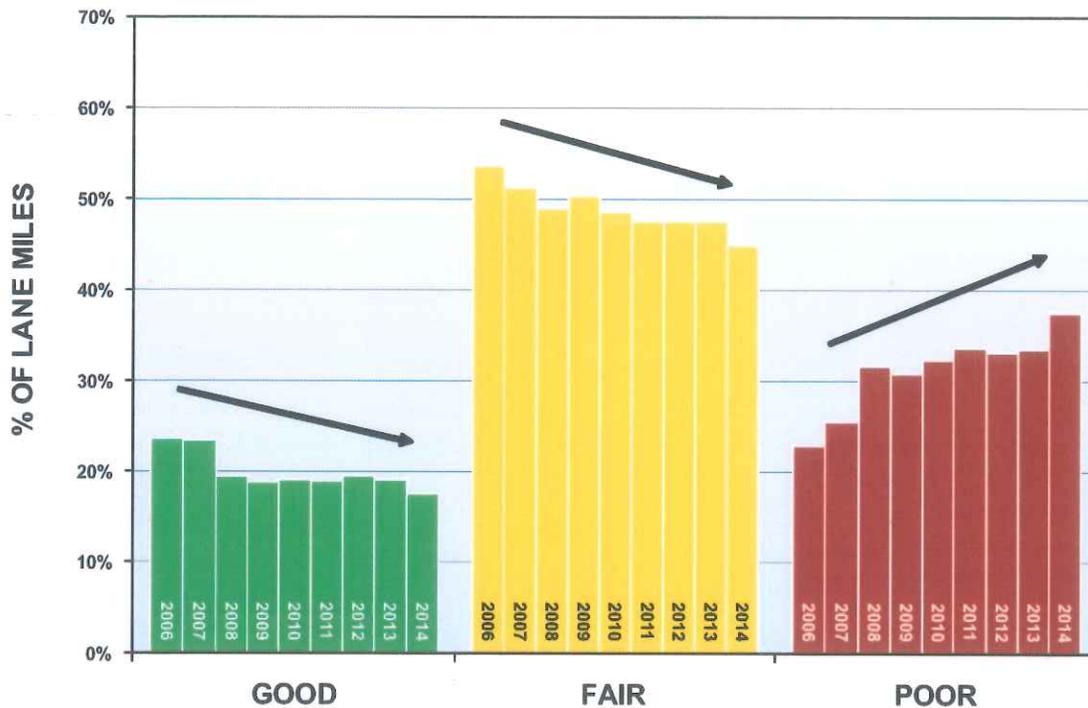


US-31 in Petoskey Bridge over the Bear River

## EXECUTIVE SUMMARY

The 2014 condition assessment of Michigan's federal-aid eligible roads continues to show that more than one out of every three miles of road remain rated in "poor" condition. While the rate of decline in pavement condition trends appeared to have slowed in recent years, the 2014 ratings showed a 5 percent increase in roads in "poor" condition, providing significant evidence that the systematic decline in Michigan's roads has not abated. This change represents 3,470 additional lane miles falling into the "poor" category in 2014. It is the largest single-year increase in poor roads in the last seven years and the second largest increase since TAMC began collecting the data in 2006. Forecasts continue to show that the system is expected to deteriorate even further in the future under current funding levels.

### 2006 - 2014 Pavement Condition Paved Federal-Aid Roads



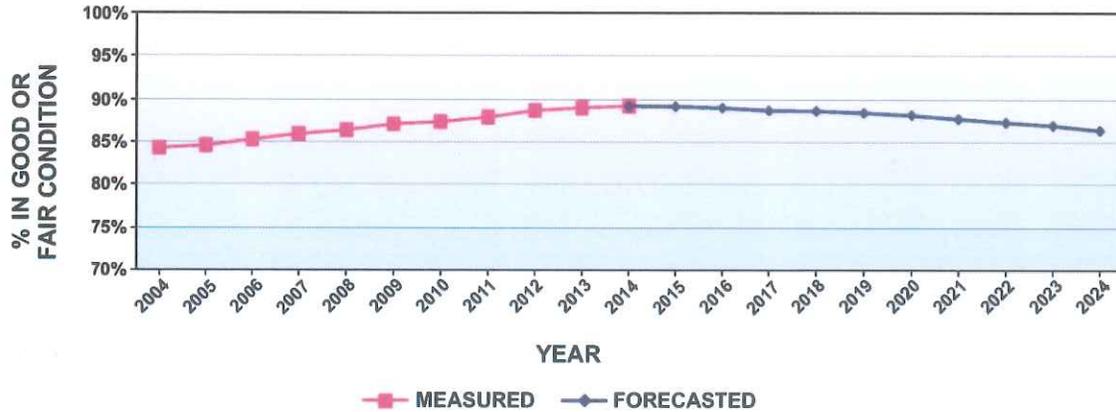
Source: 2006 - 2014 PASER Data Collection

Figure 1

Allowing this trend to continue will have significant financial and economic consequences. For example, the cost of returning a poor road to good condition is four to five times greater than the cost of maintaining a road in fair condition. Allowing more roads to reach poor condition will dramatically increase the future costs of repairing Michigan's road network.

There remains reason for continued concern regarding Michigan's ability to preserve its strategic bridge assets. Progress in reducing the number of structurally deficient bridges under state jurisdiction has plateaued. An analysis of bridge conditions in Michigan shows that state and local bridge decision makers may not be able to continue these trends in the face of rising costs and revenue challenges.

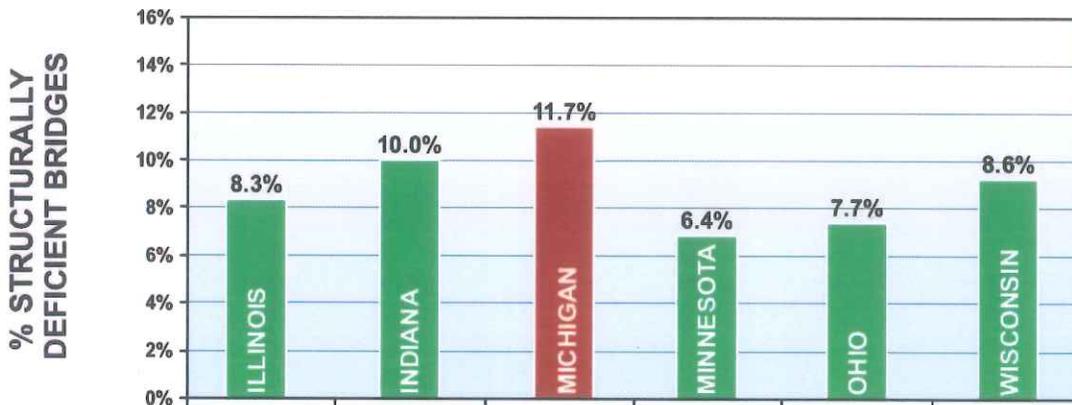
### Bridge Condition Forecast System - 2015 to 2024 Trunkline and Local Agency Bridges



Source: MDOT March 2015  
Figure 2

Figure 3 below indicates that Michigan continues to have a significantly higher percentage of structurally deficient bridges than other Great-Lakes states. An analysis of the 2014 NBI submittal shows that 5.8 percent of state-owned bridges and 15.7 percent of county and local bridges were structurally deficient. When all bridges, regardless of ownership, are included, 11.7 percent of Michigan's highway bridges are structurally deficient. The national average is 10.05%.

### 2014 Percent Structurally Deficient Bridges All Highway Bridges: Great Lakes States



Source: MDOT March 2015  
Figure 3

The TAMC has been instrumental in encouraging more local agencies to implement an approach to preventive maintenance called a “mix of fixes” on bridges. Through the efforts of TAMC, MDOT’s Local Agency Program received an allowance from FHWA in December 2011 to use Federal Highway Bridge Program funding to do systematic preventive maintenance of locally owned roadway bridges. Michigan is one of the first states in the nation to be granted this option. In 2014, the Local Agency Bridge Program selected forty seven preventive and rehabilitation maintenance projects, which comprised just over half of all project selections. Additionally, due to the asset management approach promoted by TAMC, MDOT and the Local Agency Bridge Program were granted a waiver on the use of off-system STP funds in MAP-21. This waiver allows greater flexibility in selecting projects based upon greatest need and risk based asset management.

Bridge conditions continue to be a strategic focus on the MiDashboard, Governor Snyder's set of high level performance measures indicating how the state compares with the rest of the nation in key areas. The percentage of Michigan's bridges which are rated structurally deficient is one of the 5 measures of the overall strength of Michigan's economy, and this measure can be accessed online at: [www.michigan.gov/midashboard](http://www.michigan.gov/midashboard)

At current funding levels, the condition of Michigan's transportation infrastructure will continue to deteriorate. This decline in the condition of Michigan's infrastructure affects everyone: businesses that rely on the transportation network to transport goods and services; tourists visiting or traveling through our great state; and our citizens who expect safe and convenient access to work and school. Reinvesting in our transportation system and maintaining these vital public assets are essential to securing a better future for all of Michigan’s citizens.

### ***2014 Key Points:***

- ✓ **The condition of Michigan’s roads continues to decline.**
- ✓ **The condition of Michigan’s bridges has plateaued and is projected to decline.**
- ✓ **The 2014 analysis indicates that, at current investment levels, the deterioration of roads will continue and the advancements we have made on bridge conditions will not be sustainable.**
- ✓ **Without increased levels of investment, the cost of improving our roads and bridges will continue to increase each year.**
- ✓ **The longer we postpone increased levels of investment, the longer it will take for the public to begin to see any appreciable improvement in the condition of Michigan’s roads and bridges.**

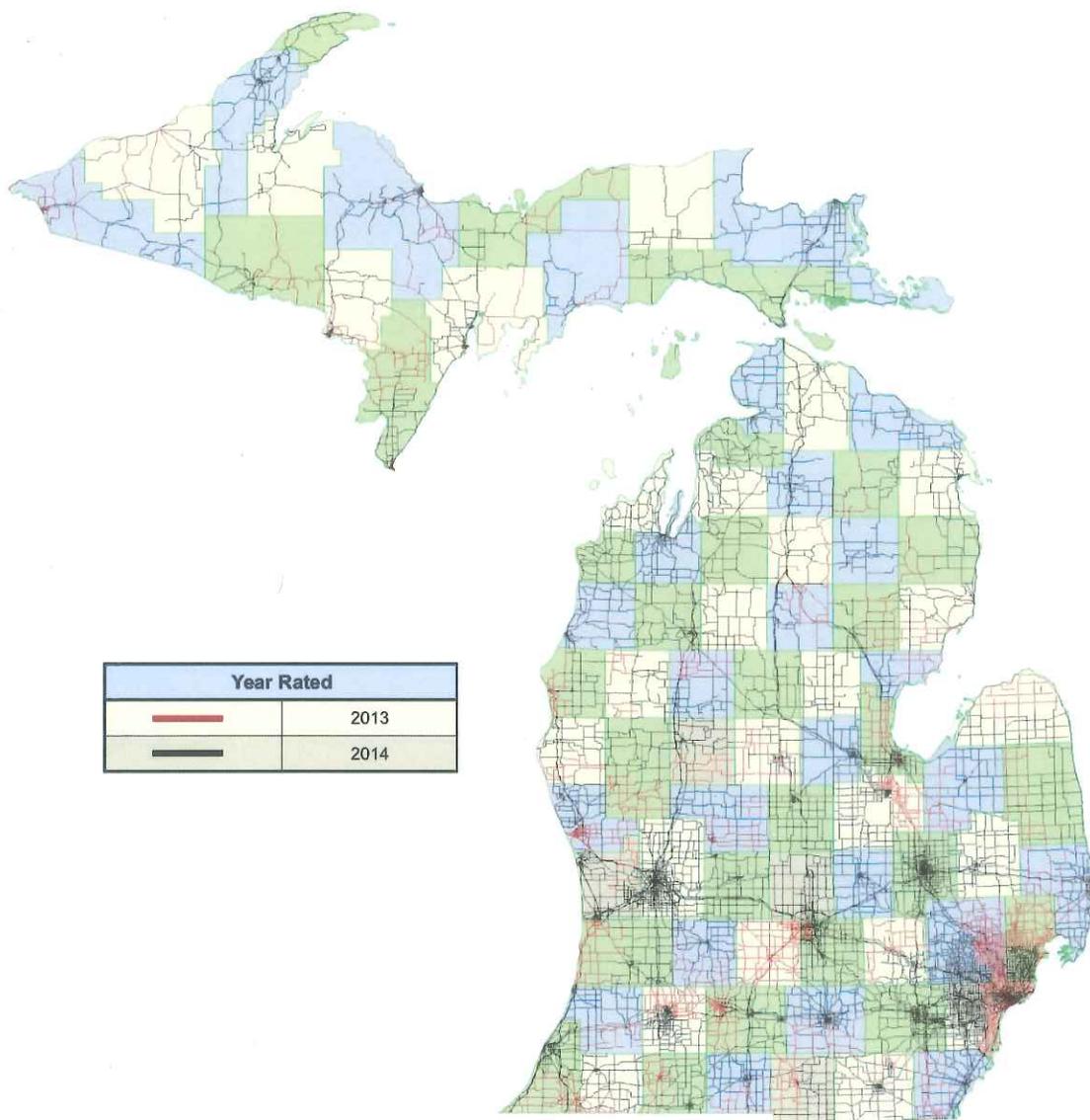
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## PAVEMENT CONDITION

### *Federal-Aid Roads*

Current policies require road agencies to rate a minimum of 50 percent of the federal-aid eligible roads within their jurisdiction in any given year. In 2014, just over 68 percent of the paved federal-aid eligible roads statewide were rated. The analysis and summaries of pavement condition in this report are based on a combination of ratings conducted in 2013 and 2014. Where roads were not rated in 2014, the ratings from 2013 were used.

## 2013 - 2014 Paved Federal-Aid Roads Rated



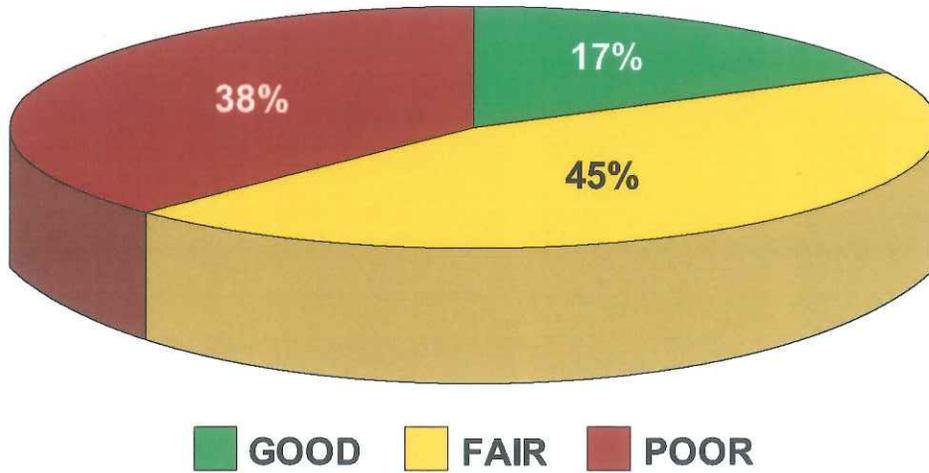
***Michigan's Annual PASER Condition Assessment – A Team Effort:*** Every year since 2004 TAMC contracts with each of Michigan's twenty-one RPOs and MPOs to coordinate the annual PASER condition assessment of the paved federal-aid road system. A team of three raters composed of a representative from MDOT, RPO/MPO, and a local agency (county, city/village) embark on an effort to rate at least 50 percent of the paved federal-aid road system each year. Over 100 teams of trained raters assess the condition of 86,000 lane miles of paved federal-aid eligible roads once every two years. Individuals must attend PASER training each year before being allowed to rate the roads.



***Quality Assurance and Quality Control (QA/QC)***

With over 100 teams of trained raters assessing the condition of roads statewide annually, data quality is of utmost importance to TAMC. Accurate PASER ratings depend on the judgment of the raters. Every year raters are required to attend PASER training and review the rating criteria. Various types of pavement distress are shown and there is a discussion on how various types of distress contribute to the appropriate rating for each road segment. The goal is uniform quality: all rating teams should assign the same rating when observing a given segment of road. In order to ensure this uniformity, a qualified transportation technician observes and independently rates over 2,000 road segments scattered throughout the state. These ratings, known as the QC ratings, are later compared to the ratings reported by the teams. The analysis shows that over 75 percent of the team ratings are either identical or within one rating point of the QC rating.

## 2013 - 2014 Pavement Condition Federal-Aid Roads



Source: 2013-2014 PASER Data Collection  
Figure 4

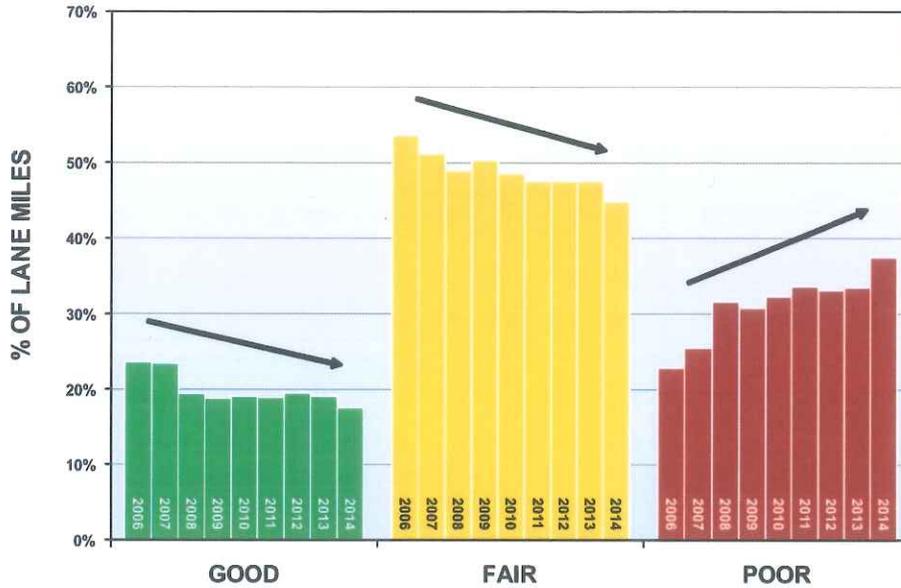
Figure 4 above summarizes the results of the PASER ratings. In the 2013-2014 rating period, 38 percent of roads were rated in “poor” condition, 45 percent were rated in “fair” condition, and 17 percent were rated in “good” condition. Figure 5 below shows the breakdown of the 2014 pavement condition by lane miles and individual PASER ratings on a scale from 10 to 1.

## 2014 PASER Ratings Paved Federal-Aid Roads



Source: 2013-2014 PASER Data Collection  
Figure 5

## 2006 - 2014 Pavement Condition Paved Federal-Aid Roads



Source: 2006 – 2013 PASER Data Collection  
Figure 6

Figure 6 above shows that in 2006, 23 percent of lane miles were identified as being in “poor” condition. By 2014, that number has increased to 38 percent. In 2006, nearly 77 percent of the federal-aid system could be considered in “good” or “fair” condition. By 2014, that figure fell to 62 percent. Clearly, the overall condition of the federal-aid system is getting significantly worse with more miles in poor condition than in good condition. The cost of returning a road that requires structural improvement, i.e., from poor condition to good condition, is four to five times greater than the cost of returning a road requiring capital preventive maintenance (CPM), i.e., from fair condition to good condition. Allowing more roads to reach poor condition will dramatically increase the costs of repairing Michigan’s road network.



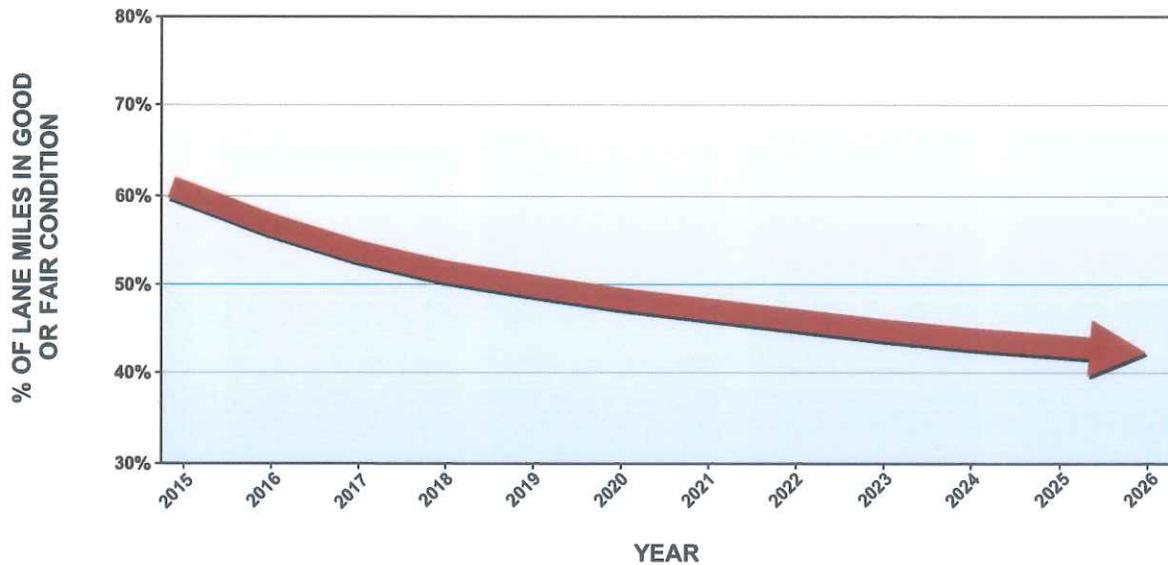
M-99, Martin Luther King Ave in Lansing. Intersection of MLK and Holmes Rd.

## PAVEMENT CONDITION FORECASTS

### Road Condition

Figure 7 below shows that, at current funding levels, the condition of paved federal-aid roads will continue on a downward trend over the next 12 years.

**Forecasted Condition of Paved Federal-Aid Roads in Michigan - 2015 to 2026  
Without additional Michigan Transportation Funds (MTF)**



Source: Pavement Condition Forecasting System, March 2015.

Figure 7



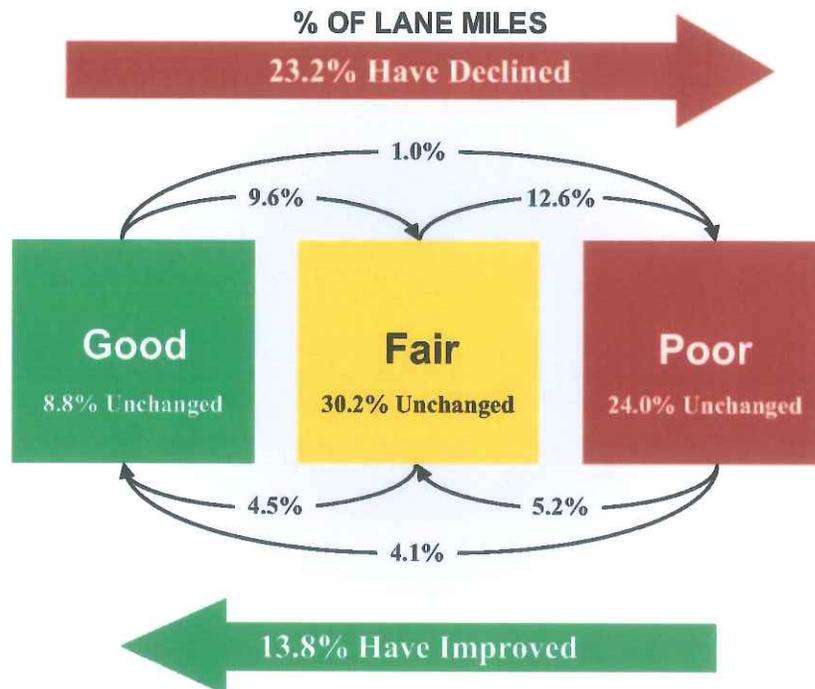
Emergency bridge repair crew's working on the University Dr. over I-75 bridge pier.

## PAVEMENT CYCLE OF LIFE

*Overall, the PASER ratings from the 2011-2014 rating period showed that over the past 4 years, around 23 percent of the lane miles have deteriorated while less than 14 percent have improved. The message is clear: Michigan's roadway network continues to deteriorate.*

Pavements go through a cycle starting from good condition, to fair condition and ultimately to poor condition. This doesn't happen overnight, but the aging process follows a recognizable cycle. There are many places along the cycle where performing some preventive maintenance at a relatively minimal cost can prolong the life of the pavement in a good or fair condition. If an investment can be made at or before the pavement has reached the threshold of poor condition, it will be less expensive and extend the useful life of the asset in good or fair condition. Figure 8 below indicates that agencies are not able to make those investments as often as they would like. The Pavement Cycle of Life charts the life of pavement on the federal aid system in the State of Michigan over the last four years and shows that 37.0 percent of Michigan's roads have improved or deteriorated over that time. During that period, 9.6 percent of the roads went from good to fair, 12.6 percent went from fair to poor, and approximately 1 percent slid all the way from good to poor. In that same four year period, only 13.8 percent of the roads were improved; 4.5 percent went from fair to good, 5.2 percent went from poor to fair and 4.1 percent went from poor to good.

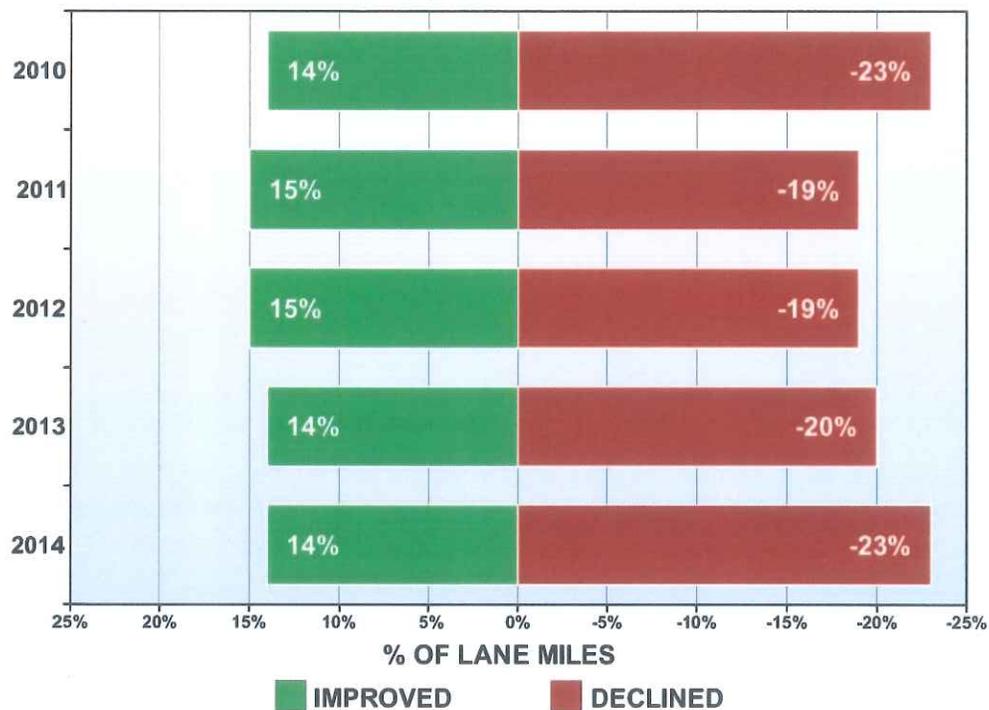
### 2011 - 2014 Pavement Cycle of Life Paved Federal-Aid Roads



Source: 2011 – 2014 PASER Data Collection  
Figure 8

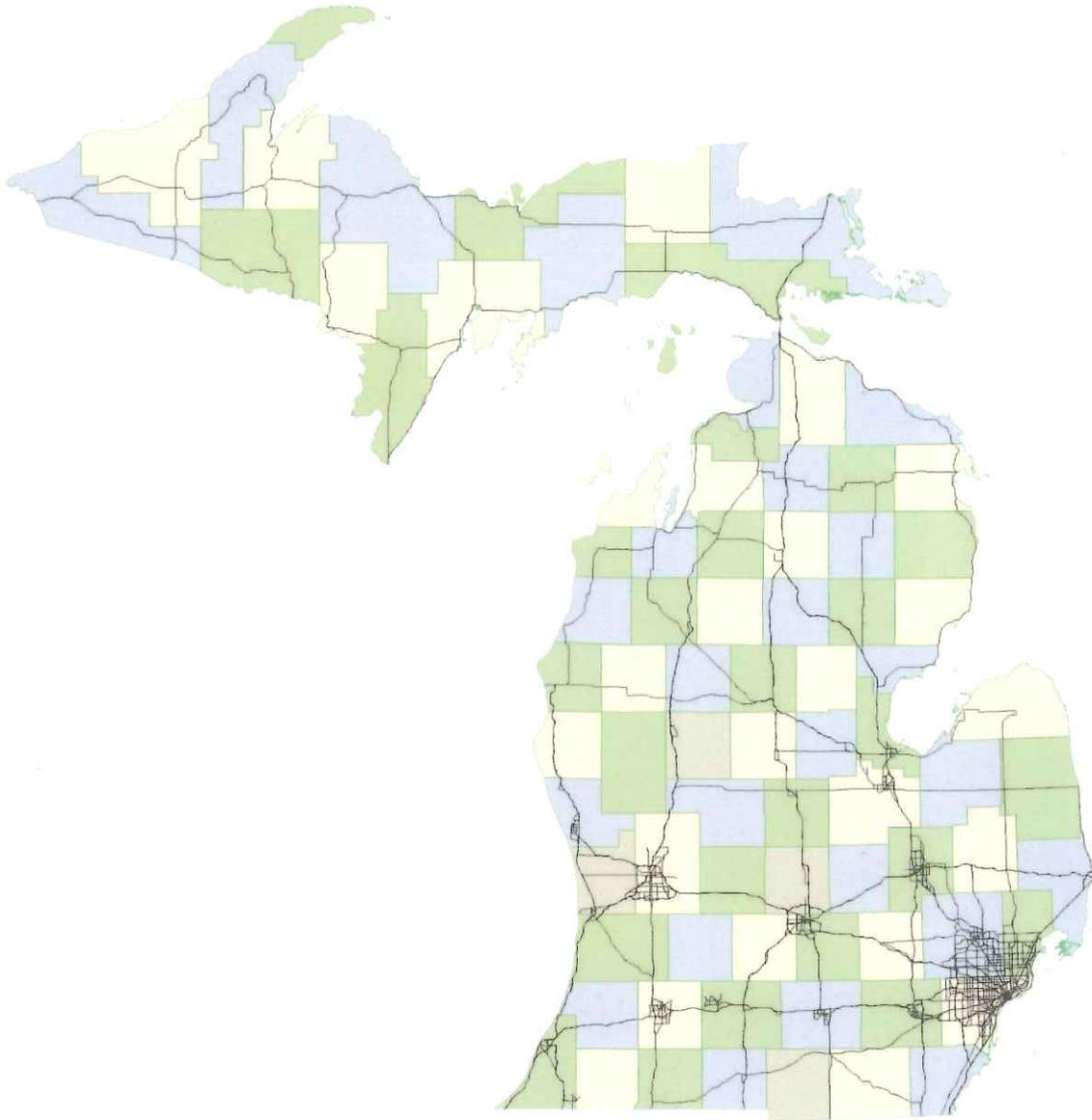
As can be seen in Figure 9 below, in each of the past five years, more roads fell into a lower category than were improved. In 2014, about 20,000 lane-miles of roads declined, while only 12,000 improved, a net decline of 8,000 lane-miles. 2013 saw a net decline of 3,600 lane miles.

### 2010 - 2014 Michigan Paved Federal-Aid Roads



Source: 2010 – 2014 PASER Data Collection  
Figure 9

## National Highway System (NHS)

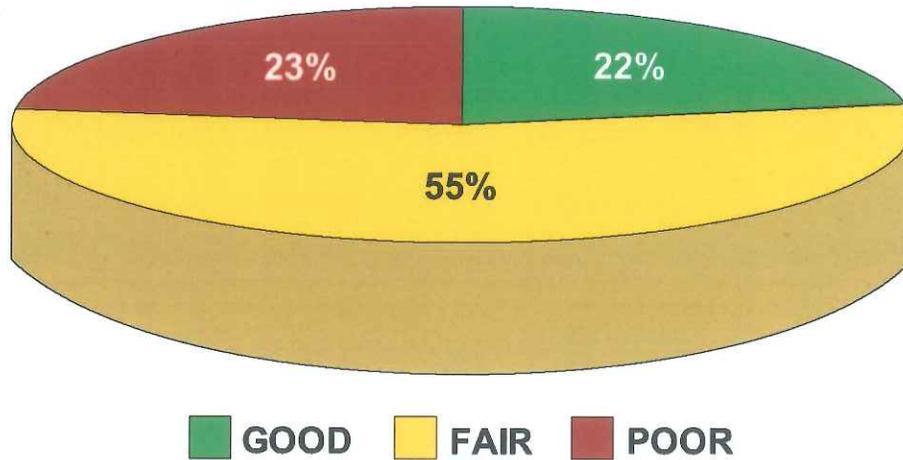


Michigan's portion of the NHS network

### ***MAP-21***

MAP-21 is the first long-term federal highway authorization enacted since 2005 and was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for Fiscal Years 2013 and 2014. Each State is required to develop a risk-based asset management plan for the NHS to improve or preserve the condition of the assets and the performance of the system

## 2013 - 2014 National Highway System Pavement Condition: 27,304 Lane Miles



Source: 2013-2014 PASER Data Collection  
Figure 10

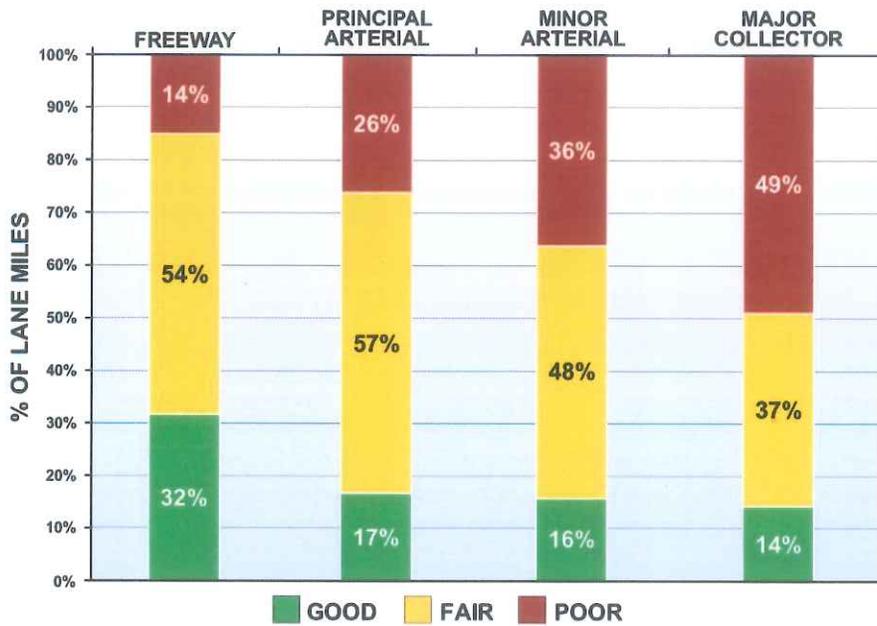
Similar to the pavement ratings for federal-aid roads, the ratings for NHS roads are reported in lane miles. Figure 10 above reveals that the 2014 ratings 23 percent are in poor condition, 55 percent are in fair condition, and 22 percent are in good condition.

### *NFC*

Since its inception, TAMC's primary focus has been on how the transportation system functions. The federal-aid system is subdivided into four major NFC groups, Principal Arterials, Freeways (a subset of Principal Arterials), Minor Arterials and Major Collectors. These groups are determined by the extent to which each provides two essential functions; mobility and accessibility. Figure 11, on page 14 compares the 2014 paved federal-aid PASER ratings broken down by each of these classification groups.

The analyses of the 2014 paved federal-aid PASER condition data by NFC reveals that the highest level system of Principal Arterials is in the best condition of the three NFC systems. This Principal Arterial system is critical to all multi-state, multi-regional, and much intra-regional travel throughout Michigan and typically carries the highest traffic volumes and the longest trips. The PASER condition data shows a larger percentage of poor pavements in the "middle" NFC system of Minor Arterials. The Minor Arterial system is especially important to support inter- and intra- regional travel, and serves relatively high traffic volumes. Finally, this chart reveals that the lowest level of federal-aid roads (Collectors) are also in the poorest condition of the three federal aid systems. Collector roads tend to have lower traffic volumes and serve shorter distance trips and/or the beginning or ending legs for longer distance trips, since they provide more accessibility to homes, businesses, and other attractions. This analysis is evidence that Michigan's road agencies are strategically investing their limited transportation funds in the portion of the system that provides the greatest long-distance mobility and highest traffic volumes. However, most trips utilize some portion of each of the three systems, so in order to have the safest, most efficient federal-aid system possible, funding must be strategically allocated to all three of these NFC systems.

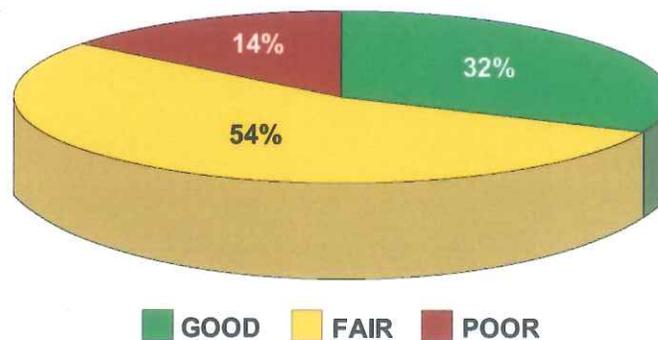
### 2013 - 2014 Pavement Condition



Source: 2013-2014 PASER Data Collection  
Figure 11

*Freeways* are a subset of the Principal Arterial system that has limited access: no at-grade intersections with other roads, railroads, or trails. Freeways generally carry the highest volume of traffic. The 2014 rating of the Freeway system reveals that 14 percent were in poor condition, 54 percent were in fair condition, and 32 percent were in good condition.

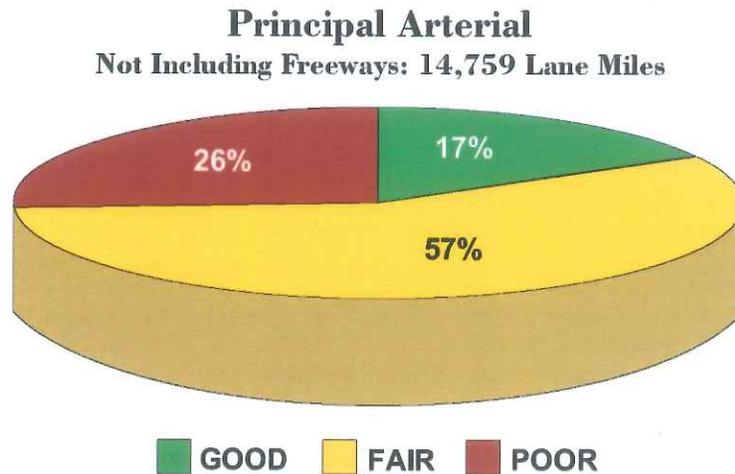
### Freeways 10,044 Lane Miles



Source: 2013-2014 PASER Data Collection  
Figure 13

Some examples of freeways would be any of the Interstate Highways, M-23 from the Ohio border to Flint in Southeast Michigan, M-6 in the Grand Rapids area, US-131 between Kalamazoo and Cadillac, and US-127 from Jackson to St. Johns, and from Ithaca to Clare.

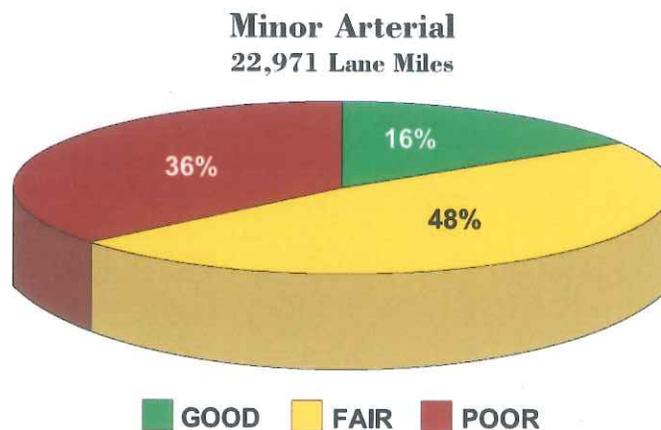
*Principal Arterials*, as noted above, are at the top of the NFC hierarchical system. Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major airports or regional shopping centers. The 2014 rating of the Principal Arterial system reveals that 26 percent were in poor condition, 57 percent were in fair condition, and 17 percent were in good condition.



Source: 2013-2014 PASER Data Collection  
Figure 12

Some examples of principal arterials from around the state would be M-24 in Southeast Michigan, 28<sup>th</sup> Street in the Grand Rapids area, M-72 between Traverse City and Grayling, US-31 from Ludington to Mackinac City, US-2 from St. Ignace to Ironwood, and US-41 from Menominee to Houghton.

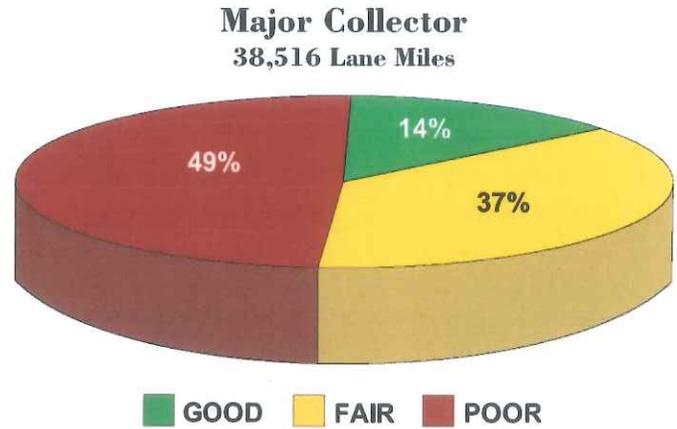
*Minor Arterials* are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. The 2014 rating of the Minor Arterial system reveals that 36 percent were in poor condition, 48 percent were in fair condition, and 16 percent were in good condition.



Source: 2013-2014 PASER Data Collection  
Figure 14

Some examples of minor arterials would be the Belle Isle Bridge in Detroit, W. 16<sup>th</sup> Street/S. Shoreline Drive in Holland, Hagadorn Road in East Lansing, M-55 between West Branch and Tawas City, M-22 between Traverse City and Manistee, US-41 from Houghton to Copper Harbor, and M-35 between Gladstone and Negaunee

*Major Collectors* tend to provide more access to property than do arterials. Collectors also funnel traffic from residential to rural areas to arterials. The 2013 rating of the Collector system reveals that 49 percent were in poor condition, 37 percent were in fair condition, and 14 percent were in good condition.



Source: 2013- 2014 PASER Data Collection

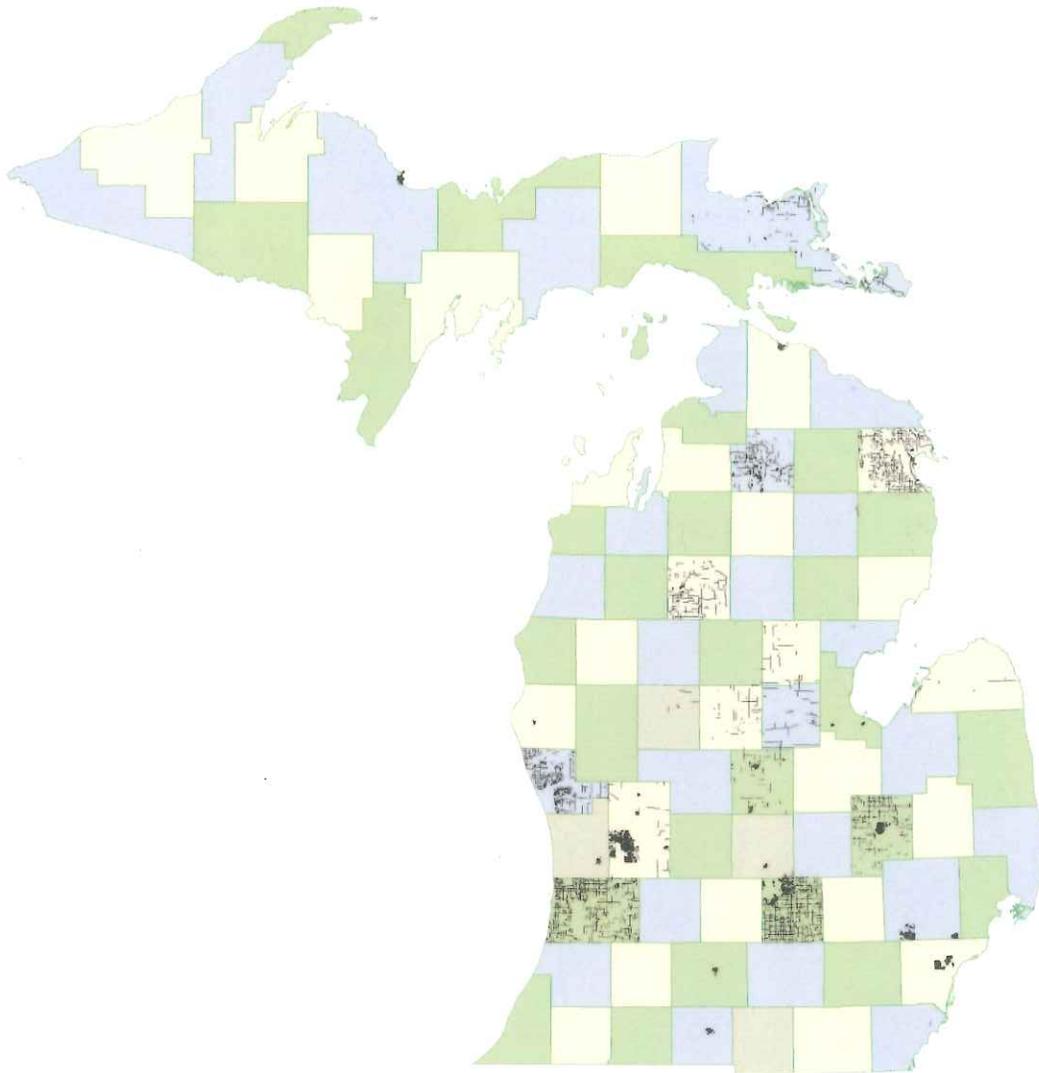
Figure 15

Some examples of major collectors would be Montcalm Street between Cass and Brush in Detroit, Capital City Blvd. at the Capital City Airport in Lansing, N. Burdick Street in Kalamazoo, M-37 on Old Mission Peninsula north of Traverse City, Huron Street between US-23 and E. Central Avenue in Mackinac City, Big Bay Road from Marquette to Big Bay, and Canal Street between M-26 and Portage lake in Houghton.

### ***Paved Non-Federal-Aid Roads & Streets***

Not all roads in Michigan are eligible for federal aid. Whether a road is eligible for aid or not depends upon its NFC type. In general, non-federal-aid eligible roads are residential streets and lightly traveled county roads. Roughly half of these roads are unpaved.

## **2014 Paved Non-Federal-Aid Roads Rated and Reported to TAMC**

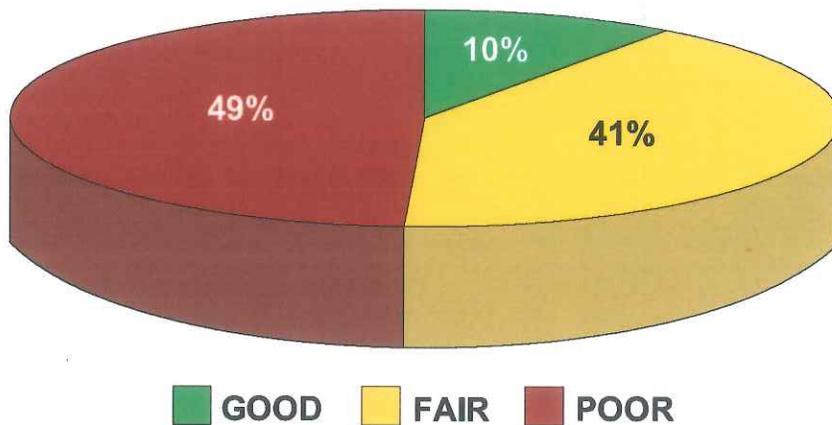


Map Source: 2014 PASER (Paved Non-Federal-Aid) Data Collection

Since its inception, TAMC has focused its attention on the condition of the 39,700 miles of federal aid eligible roads in the state as required by Act 51. In 2008, TAMC expanded its focus to include a major portion of the paved non-federal-aid eligible roads.

There are 80,000 miles of non-federal aid eligible roads in the state. Approximately one-half of this mileage (about 40,000 miles) is paved. Just over 10,200 lane miles of these roads were observed and assigned PASER ratings in 2014 and reported to TAMC. This compares to 6,540 lane miles in 2013, 8,623 lane miles in 2012; 9,766 lane miles in 2011; 4,296 lane miles in 2010; 5,647 lane miles in 2009; and 11,557 lane miles in 2008.

### 2014 Pavement Condition Non-Federal-Aid Roads



Source: 2014 PASER (Paved Non-Federal-Aid) Data Collection  
Figure 16

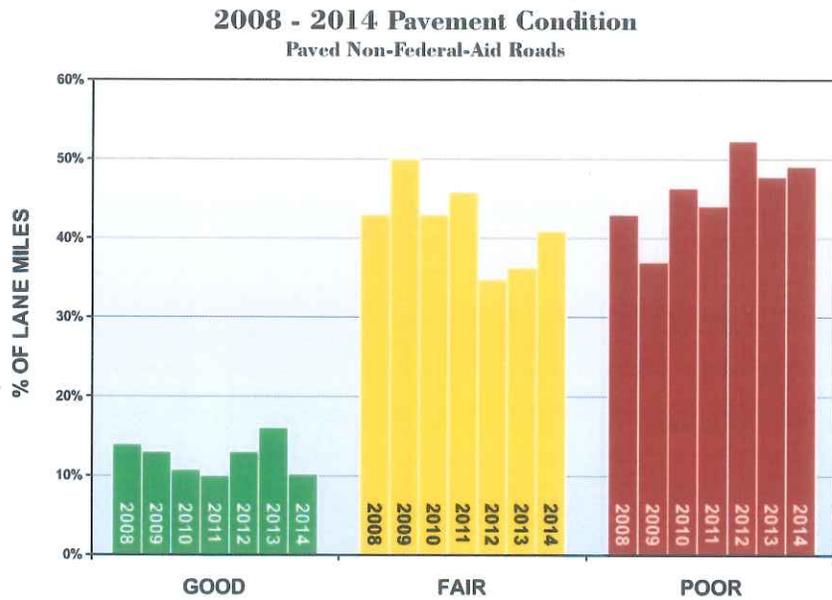
Similar to the pavement ratings for federal-aid roads, the ratings for paved non-federal-aid roads are reported in lane miles. Figure 16 above indicates that 49 percent of lane miles rated and reported to TAMC are in poor condition, 41 percent are in fair condition, and only 10 percent are in good condition. Figure 17, below, shows the distribution of the ratings for paved non-federal aid roads.

### 2014 Pavement Ratings Non-Federal-Aid Roads



Source: 2014 PASER Data Collection  
Figure 5

Figure 18 below summarizes pavement ratings reported from 2008 to 2014.



Source: 2008 to 2014 PASER (Paved Non-Federal-Aid) Data Collection

Figure 18

Due to the small sample size of roads in this group that are reported to TAMC, it is not possible to conduct a meaningful and reliable trend analysis for this data. Some road agencies that collect this data for their own purposes may not be aware that TAMC is also interested in this data. During the coming year, TAMC will be encouraging more road agencies to share available data on non-federal-aid roads, so that a more complete picture of the condition of all roads in the state can be provided in the future

## BRIDGE CONDITIONS

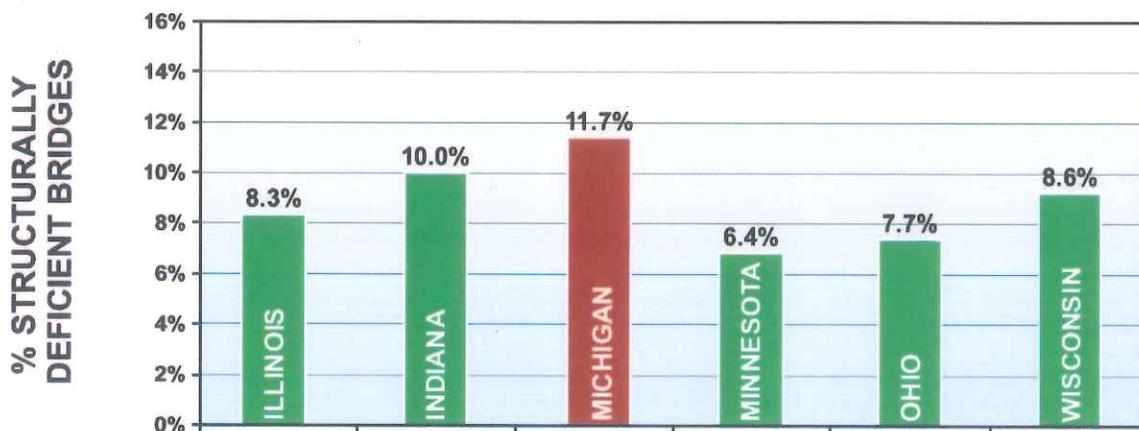
An analysis of bridge conditions in Michigan shows that state and local bridge decision makers are continuing to “hold their own” despite rising costs and revenue challenges. From 2004 to 2012, the overall network of bridges in the state saw a slight but steady improvement in overall condition. However, from 2012 to 2014 the improvement in bridge condition has stagnated. This can be attributed to:

1. Progress being made initially in reducing the number of structurally deficient bridges under state jurisdiction.
2. More local agencies are implementing preventive maintenance “mix of fixes” strategies on local bridge systems.
3. Rising costs and an increasing inventory of fair bridges creates a preservation need that exceeds available funding.

Bridge conditions in Michigan have been given a strategic focus with the development of the MiDashboard, Governor Snyder's set of high level performance measures indicating how the state compares with the rest of the nation in key areas. The percentage of Michigan's bridges which are rated structurally deficient is one of the 5 measures of the overall strength of Michigan's economy, and this measure can be accessed here: [www.michigan.gov/midashboard](http://www.michigan.gov/midashboard)

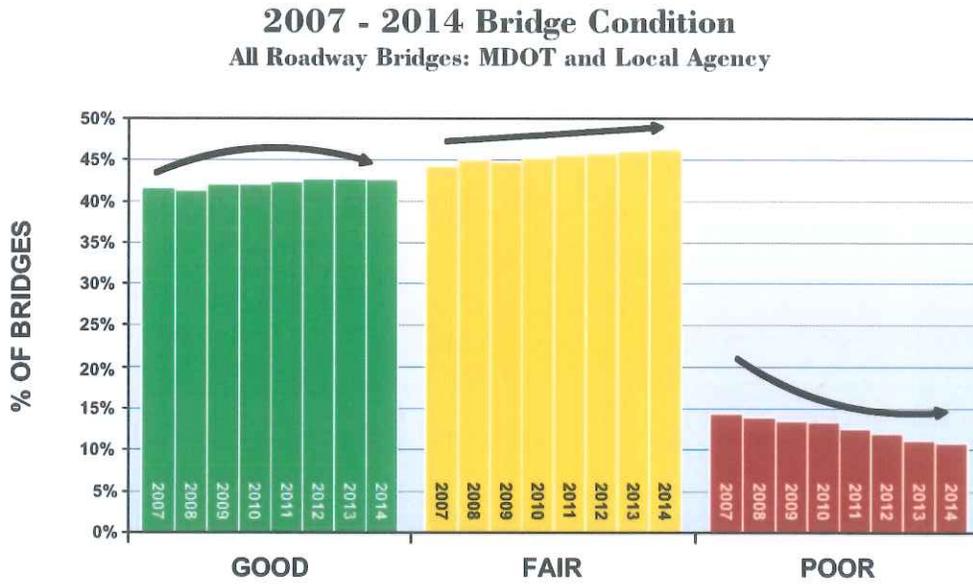
Comparing Michigan's structurally deficient bridges with the rest of the nation and with our neighboring states highlights the need for continued concern regarding Michigan's ability to preserve its strategic bridge assets. An analysis of the 2014 NBI submittal shows that 5.8 percent of MDOT bridges and 15.7 percent of county and local bridges were identified as structurally deficient. When all the bridges in Michigan are combined, the result is 11.7 percent of all highway bridges in the state in 2014 were structurally deficient. The national average in 2014 was 10.05%.

### 2014 Percent Structurally Deficient Bridges All Highway Bridges: Great Lakes States



Source: MDOT March 2015  
Figure 19

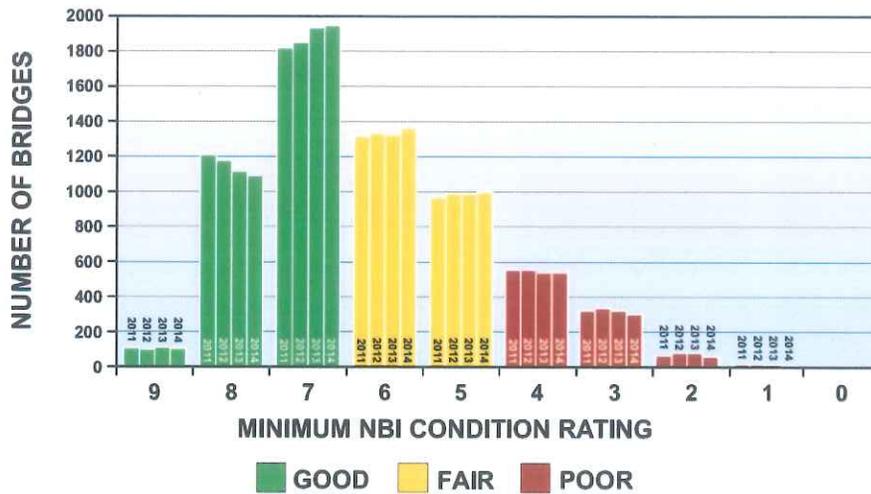
Figure 19 below indicates that Michigan has a significantly higher percentage of structurally deficient bridges than other Great-Lakes states.



Source: MDOT 2007-14 Michigan Bridge Inventory  
Figure 20

Comparing Michigan’s progress toward reducing structurally deficient bridges highlights the need for continued concern regarding Michigan's ability to preserve its strategic bridge assets. Figure 20 above summarizes the percentage of Michigan bridges in good, fair, and poor condition for the years 2007-2014. Michigan state and local bridge decision makers have reduced the percentage of bridges in poor condition while increasing the number of bridges in good and fair condition. Although the trend-line for the poor category is decreasing, the good category is plateauing and the fair category is increasing. Without sufficient revenue and implementing an effective preventive maintenance strategy those bridges located on the fair to poor border-line are in danger of dropping into the poor category.

### 2011 - 2014 Local Bridge Condition Trend



Source: MDOT, 2011-14 Michigan Bridge Inventory  
Figure 21

Figure 21 shows that local bridge owners have maintained the number of poor bridges with only slight progress over the last four-years. It is important to apply strategic preventive maintenance strategies to maintain or reduce the number of fair bridges approaching the poor category (NBI Rating <5).

### 2011 - 2014 State Bridge Condition Trend



Source: MDOT, 2011-14 Michigan Bridge Inventory  
Figure 22

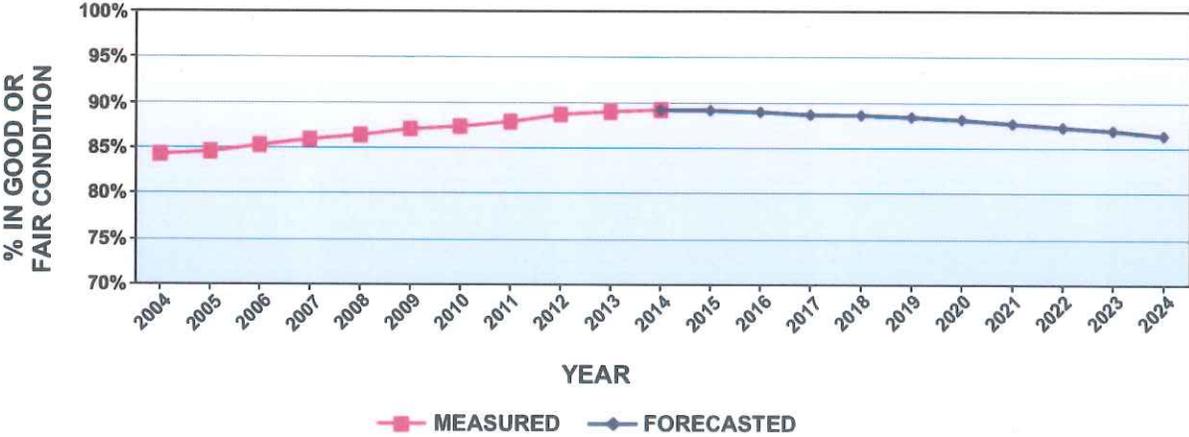
Figure 22 above shows that the state system has made significant progress in reducing the number of poor bridges, accounting for most of the progress statewide, however this progress slowed in 2013. Until recently, the state system has been able to maintain the number of fair bridges before they reach the poor category, while increasing the number of good and fair bridges. An aging infrastructure and rising costs have reversed

some of that progress, and the number of poor bridges has increased as preservation needs exceed available revenues. Maintaining or improving the bridges rated in good or fair condition is imperative to prevent increasing the number of poor bridges (NBI Rating <5) from increasing.

**BRIDGE CONDITION FORECASTS**

Working from current bridge condition information as reported by the NBI, bridge deterioration rate, project costs, expected inflation, and fix strategies, the Bridge Condition Forecasting System estimates future condition of state and local bridges. Figure 23 below indicates the combined overall condition of all of Michigan’s bridges (state and local agency) is expected to decline after 2014 unless additional funding is identified for both state and local bridge programs. By 2024, nearly half of the progress made toward improving bridge conditions since 2004 could be lost. In addition, the condition and forecast data shows the local bridge program could materially benefit from applying capital preventive maintenance strategies.

**Bridge Condition Forecast System - 2015 to 2024**  
**Trunkline and Local Agency Bridges**

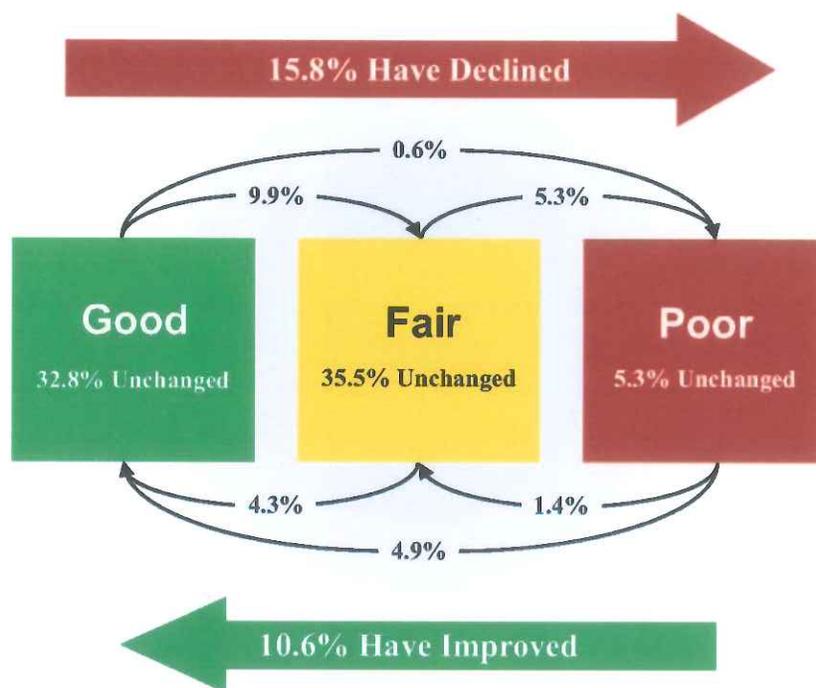


Source: MDOT March 2015  
 Figure 23

## BRIDGE CYCLE OF LIFE

Figure 24 below shows the percentage of bridges that have improved or deteriorated into each of the major condition categories over the last four years (2011 – 2014). Michigan’s overall goal is to reduce the number of poor bridges. Over this time span, 15.8 percent of Michigan’s bridges have worsened; 9.9 percent of the bridges went from good to fair, 5.3 percent went from fair to poor, and less than one percent slid all the way from good to poor. In that same three year period, only 10.6 percent of the bridges were improved; 4.3 percent went from fair to good, 1.4 percent went from poor to fair and 4.9 percent went from poor to good.

### 2011 - 2014 Bridges Cycle of Life Statewide: Percent of Bridges by Count



Source: MDOT April 2015  
Figure 24

## ***MICHIGAN'S TRANSPORTATION ASSET MANAGEMENT COUNCIL***

### ***FORMATION AND CHARGE***

TAMC was formed under Public Act 499 of 2002 (amended by P.A. 199 of 2007) to develop a coordinated, unified effort by the various roadway agencies within the state to advise the State Transportation Commission on a statewide asset management strategy.

**Mission Statement:** To support excellence in managing Michigan's transportation assets by:

1. Advising the Legislature and State Transportation Commission
2. Promoting Asset Management Principles
3. Providing Tools and Practices for Road Agencies

In 2014, TAMC saw its first change in leadership since it was established. Roger Safford, of MDOT was elected to chair TAMC, replacing Carmine Palumbo of SEMCOG who retired from TAMC. William McEntee was elected to the vice-chair position, replacing Bob Slattery, who remains part of TAMC. In addition, Frank Kelley became the new TAMC coordinator, replacing Brian Sanada, who retired from MDOT in 2014.

### ***TAMC Training and Education:***

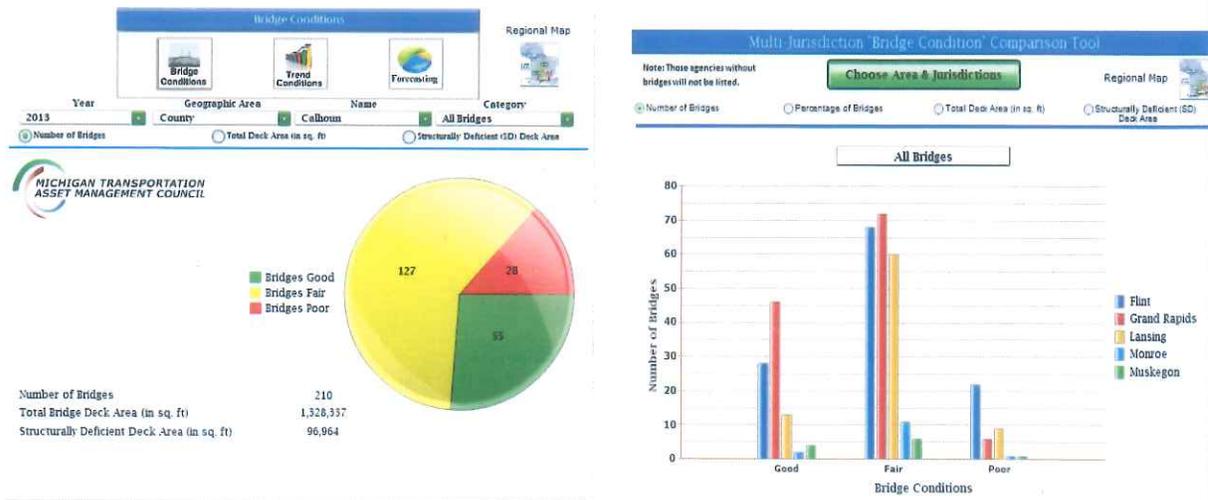
TAMC continues to focus on training and educating local agency staff and elected and appointed officials on the benefits of asset management. Please visit the TAMC's website to download the *2014 TAMC Training Program Results Report*. In 2014 TAMC sponsored:

- Two (2) Asset Management Conferences were held in the spring in Bay City and in the fall in Marquette and had a total attendance of 139 participants.
- Ten (10) Introduction to Asset Management for Elected & Appointed Officials Workshops were held statewide and had a combined attendance of 113 participants.
- Five (5) Asset Management Workshops were scheduled statewide but one was cancelled resulting in a combined attendance of only 49 participants compared to 98 in 2013 when there were six workshops conducted.
- Ten (10) on-site PASER Trainings were held statewide and had 354 participants. In addition, four PASER training webinars were held with an additional 97 participants.
- Two (2) Bridge Asset Management Pilot Training Courses in which 22 specially selected individuals attended training and provided feedback to help TAMC further develop the training material (Two previous Pilot Training Courses were held in 2013 with an additional 22 participants). Three workshops are planned for 2015 with the expectation of training as many as 50 participants. This guidance and training is a first of its kind nationally.

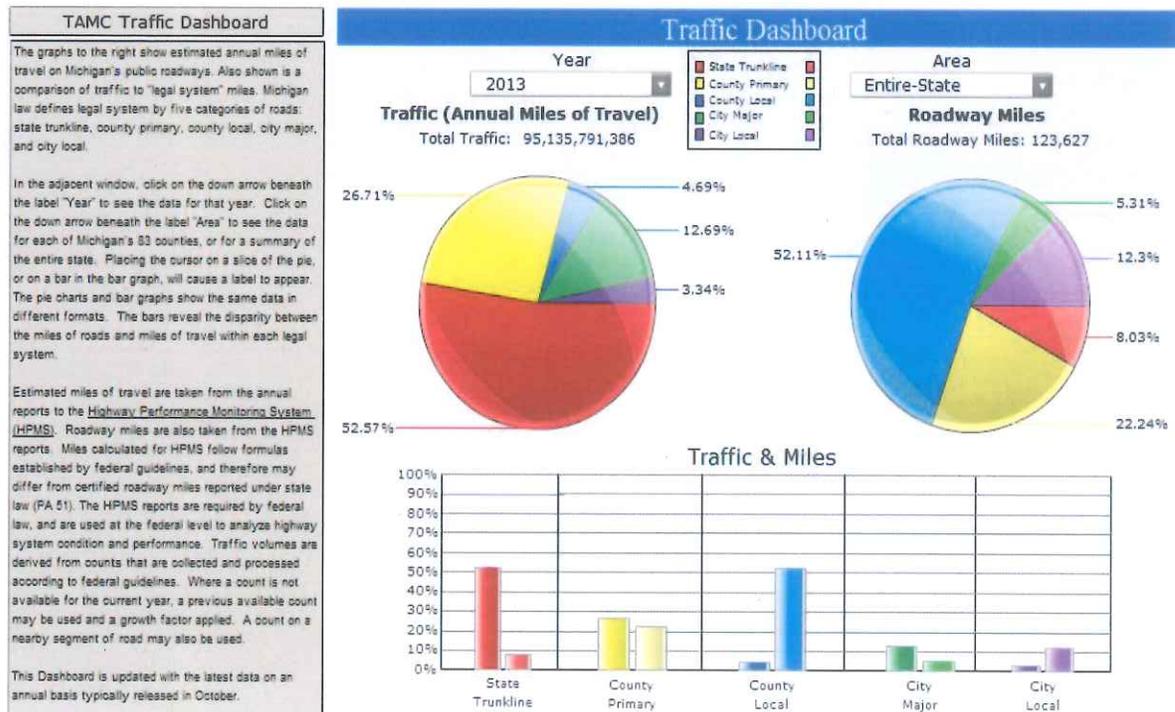
The 2014 TAMC training program had a total of 677 participants in 2014 compared to 789 participants trained in 2013. While recent attendance numbers have been slightly below the highs experienced in 2008-2009, demand for these trainings is still strong. (For a complete copy of the Training Report, please visit the TAMC website: [http://www.mcgi.state.mi.us/MITRP/Council/Default\\_Council.aspx](http://www.mcgi.state.mi.us/MITRP/Council/Default_Council.aspx) )



**Bridge Condition & Bridge Comparison Dashboards** – bridge conditions are based on bi-annual inspections of over 10,000 state, county, city & village owned bridges. These dashboards illustrate bridge condition trends and provide the user with the ability to compare system performance.



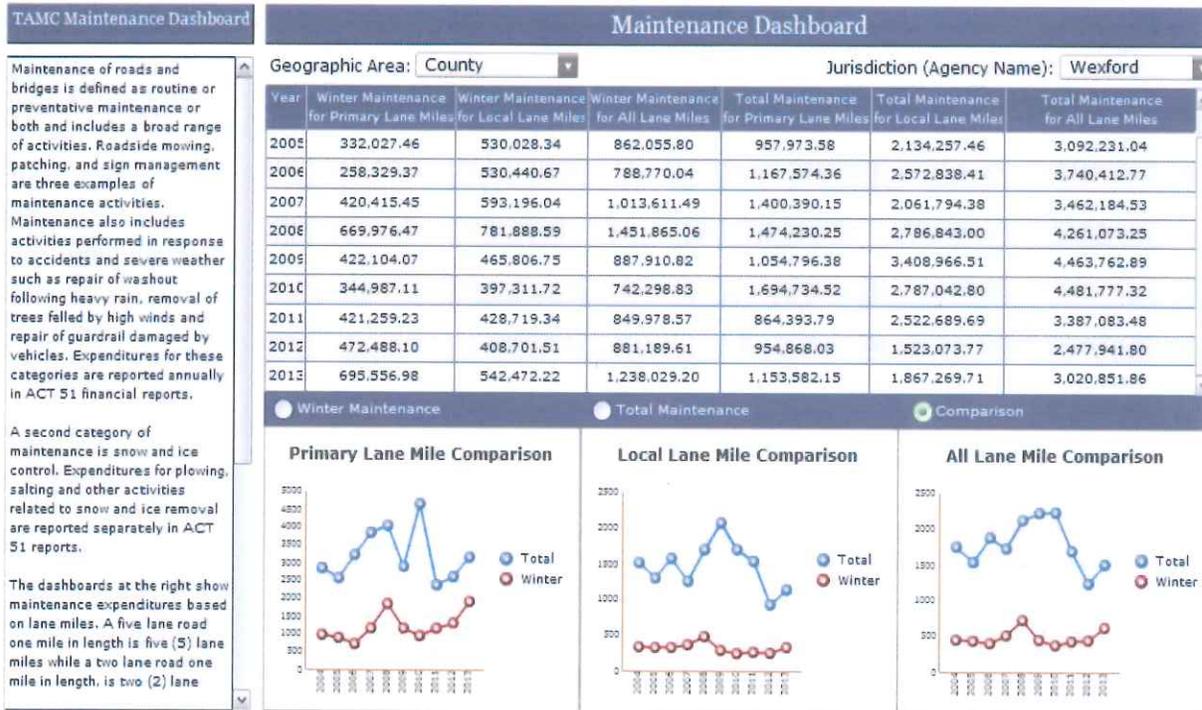
**Traffic Dashboard** – traffic volumes is a measure of both road use and how effectively the road system is performing. The Traffic dashboard shows estimated annual miles of travel on Michigan’s public roadways as well as a comparison of traffic to legal system miles.



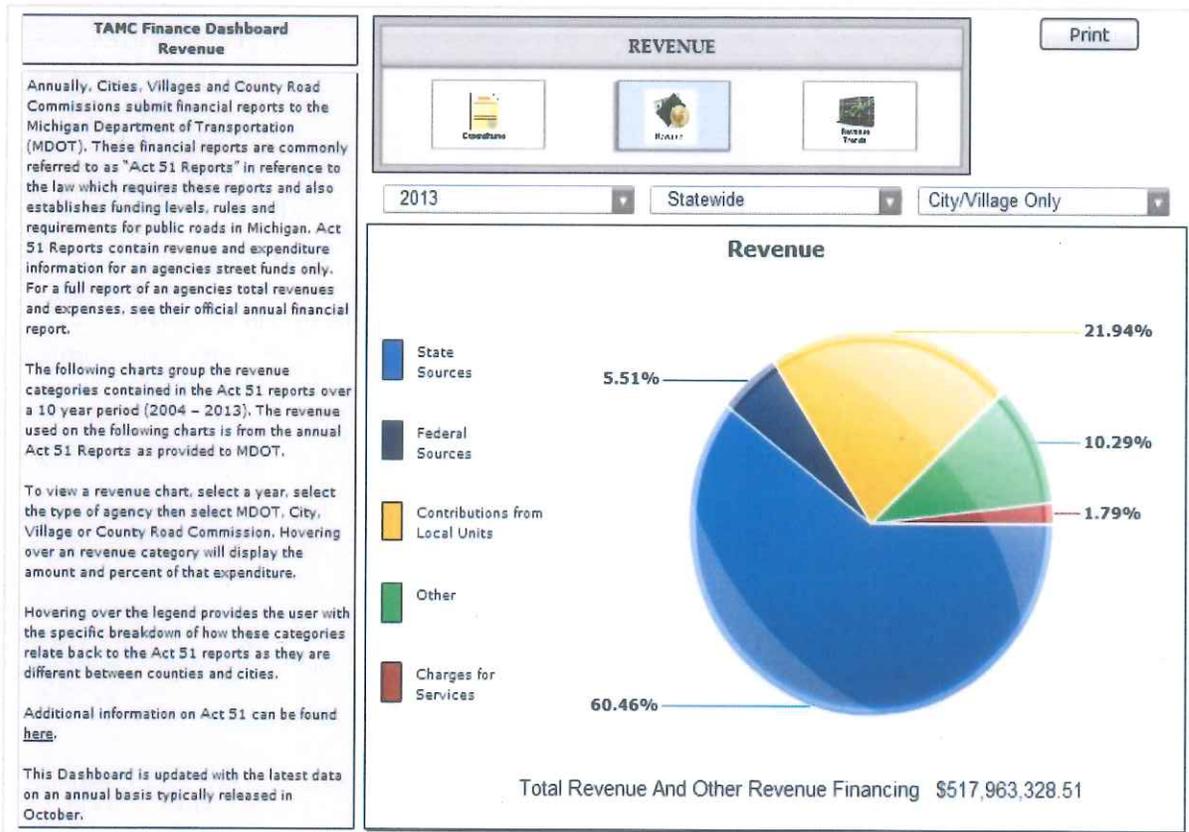
**Safety Dashboard** – the rate of crashes (fatalities, serious injuries) is a measure of how effectively the road system is performing.



**Maintenance Dashboard** – is required to keep roads and bridges performing as intended. Anticipated release date: Early 2014.



**Finance Dashboard** – capital investments are necessary to extend the useful life of any asset including roads and bridges. This dashboard illustrates how MDOT and local agencies are investing Act51 funding into the road and bridge system and the revenues received annually.



## TAMC Publications:

**Annual Report:** By May 2<sup>nd</sup> of each year (since 2003), TAMC submits an Annual Report to the State Transportation Commission and Michigan Legislature describing the asset management related efforts and condition of the road & bridge system from the year prior.

**Asset Management Guide / Sample Asset Management Plan:** Working in conjunction with MDOT, in the spring of 2011 TAMC adopted an updated Local Agency Guide for Developing an Asset Management Process/Plan and developed a new Sample Asset Management Plan. This Guide was designed to lead an agency through the steps of an asset management process with the idea that when applied to 600+ local agencies, one size does NOT fit all. This idea ultimately led to the creation of a tiered (Basic, Moderate, Advanced Levels) sample asset management plan.

**Asset Management Guide for Local Agency Bridges in Michigan/Sample Bridge Asset Management Plan:** TAMC has developed an Asset Management Guide for Local Agency Bridges in Michigan. The guide is intended to provide assistance to local agency bridge owners and decision makers in understanding bridge management and preservation. In this regard, the guide provides guidance to decision makers and county bridge or highway engineers in the planning, developing, programming, and implementing of effective and efficient capital programs and maintenance actions to preserve the bridges under their jurisdiction; and information to assist local agencies (1) in understanding their bridge network, (2) in the preparation and implementation of a bridge preservation plan, and (3) to support applications for funding under MDOT's Local Bridge Program.

## TAMC Investment Reporting:

**Investment Reporting Tool (IRT) & Act 51 Distribution and Reporting System (ADARS):** In 2011/12, TAMC partnered with MDOT's Financial Operations Division to add the annual project reporting requirements within the IRT to the newly developed online ADARS. In effect, this effort combines two separate annual reporting requirements of road owning agencies (Counties, Cities & Villages) into one to provide the State Legislature with a much clearer understanding of how Michigan Transportation Funds (MTF) are applied at the project level.

Transportation Asset Management Council  
MI Transportation Reporting Portal

Name: Hugh J. Mcnichol, Region: Southeast Michigan Council of Governments

Search: Enter a document or meeting name, address, city, zip and more. Search Places

Street Aerial Hybrid

Road Data Bridge Data Map Tools

Please complete all required form elements to enable the Save Treatment button.

**Required**

Date Open to Traffic:  (mm/dd/yyyy)

Project Classification:  Capital Preventive Maintenance

Improvement Type:  Concrete Crack Sealing

Surface Type After Treatment:  Concrete

Multi-Year Plan:  Yes  No

Life Expectancy in Years:

Project ID/Name:

Comment:

Michigan.gov | Asset Management Council Home | Feedback  
Privacy Policy | Link Policy | Accessibility Policy | Security Policy  
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See How IRT Training Videos

## **TAMC Recognition:**

**Awards Program:** TAMC adopted an awards program to annually recognize those individuals and organizations that support and promote asset management practices. These awards are announced and presented at the TAMC Spring Conference. The 2015 Spring Conference will be held in Grand Rapids on April 30. To see the 2015 honorees, please visit the TAMC website. [http://www.mcgi.state.mi.us/MITRP/Council/Default\\_Council.aspx](http://www.mcgi.state.mi.us/MITRP/Council/Default_Council.aspx)

The following individuals and organizations received awards in 2009 – 2014:

### **Individual Award Winners:**

- 2009 – John Daly III, PHD, Genesee County Road Commission
- 2009 – Brian Gutowski, Emmet County Road Commission
- 2010 – Lance Malburg, Oceana County Road Commission
- 2010 – Rob VanEffen, Delta County Road Commission
- 2010 – Anamika Laad, East Michigan Council of Governments
- 2011 – Edward G. Hug, Southeast Michigan Council of Governments
- 2012 – Jim Snell, Grand Valley Metro Council
- 2012 – Nathan Fazer, Eastern U.P. Regional Planning & Development Commission
- 2012 – Rep. Rick Olson, Michigan Legislature
- 2012 – Kelly Bekken, Missaukee County Road Commission
- 2013 – Keith Cooper, Michigan Department of Transportation
- 2013 – Nico Tucker, Northeast Michigan Council of Governments
- 2013 – Toby Kuznicki, City of Rogers City
- 2014 – Carmine Palombo, Southeast Michigan Council of Governments

### **Organization Award Winners:**

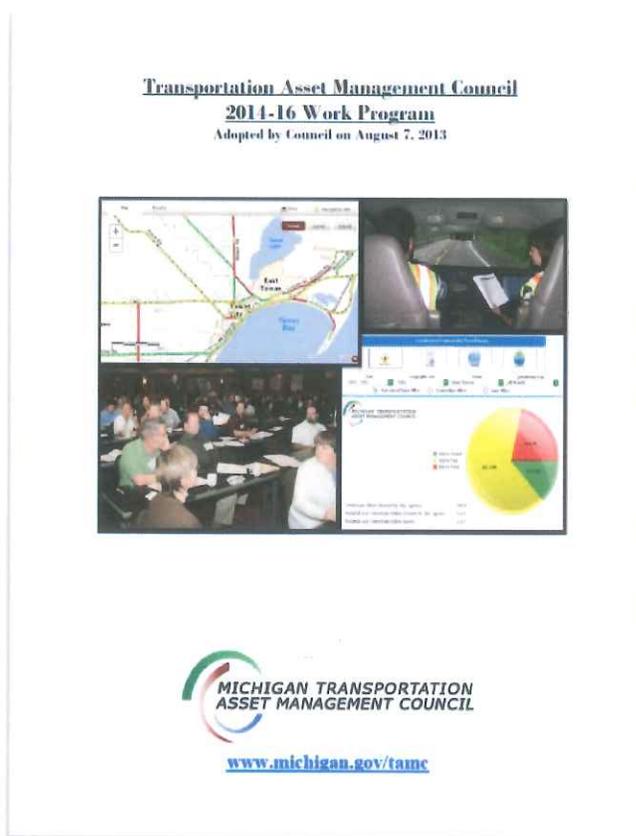
- 2009 – Michigan Department of Transportation
- 2009 – Genesee County Metropolitan Planning
- 2009 – City of Manistee
- 2009 – City of Marquette
- 2009 – Alcona County Road Commission
- 2009 – Kent County Road Commission
- 2010 – Kalamazoo County Road Commission
- 2010 – Roscommon County Road Commission
- 2010 – Genesee County Road Commission
- 2011 – Ottawa County Road Commission
- 2012 – Texas Township, Kalamazoo County
- 2014 – City of Auburn Hills
- 2014 – Grand Region Bridge Council

## ***FUTURE WORK OF TAMC***

**2014-2016 Work Program** - On August 7, 2013 TAMC adopted a new work program that outlines and prioritizes the training & education, data collection, project & investment reporting, publications, recognition, public outreach, advancement of asset management in Michigan, performance measures, and research opportunities for the next three-years. Highlights include:

- ✓ Exploring the possibility of offering a building your own asset management plan pilot training course.
- ✓ Research and develop a web-based “fill-in-the-blank” asset management plan with possible integration with bridge asset management guidance.
- ✓ Develop a strategy for greater use of technology and social media.
- ✓ Develop techniques and tools to inventory and rate unpaved roads.

Click on graphic below for hyperlink to the 2014-2016 Work Program.



A new work program will be developed and adopted during the 2015 calendar year.

**TRANSPORTATION ASSET MANAGEMENT COUNCIL MEMBERS AND THE ORGANIZATIONS  
THEY REPRESENT**

**Roger Safford (Chair), Michigan Department of Transportation**  
**William McEntee (Vice-Chair), County Road Association of Michigan**  
**Bob Slattery Jr., Michigan Municipal League**  
**Dale Kerbyson, Michigan Municipal League**  
**Joanna Johnson, County Road Association of Michigan**  
**Dave Wresinski, Michigan Department of Transportation**  
**Don Disselkoen, Michigan Association of Counties**  
**John Egelhaaf, Michigan Association of Regions**  
**Jennifer Tubbs, Michigan Townships Association**  
**Jonathan R. Start, Metropolitan Planning Organizations**  
**Rob Surber, Michigan Center for Shared Solutions (Central Data Storage Agency, this is a Non-Voting position)**

*For full bio and contact information, please visit Council's website: [www.michigan.gov/tamc](http://www.michigan.gov/tamc)*



## APPENDIX – A

### STATE TRUNKLINE HIGHWAY SYSTEM (EXCERPT)

Act 51 of 1951

As Amended by Act No. 199 Public Acts of 2007

**247.659a Definitions; transportation asset management council; creation; charge; membership; appointments; staff and technical assistance; requirements and procedures; technical advisory panel; multiyear program; funding; records on road and bridge work performed and funds expended; report.**

Sec. 9a. (1) As used in this section:

(a) “Asset management” means an ongoing process of maintaining, upgrading, and operating physical assets cost-effectively, based on a continuous physical inventory and condition assessment.

(b) “Bridge” means a structure including supports erected over a depression or an obstruction, such as water, a highway, or a railway, for the purposes of carrying traffic or other moving loads, and having an opening measuring along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes where the clear distance between openings is less than 1/2 of the smaller contiguous opening.

(c) “Central storage data agency” means that agency or office chosen by the council where the data collected is stored and maintained.

(d) “Council” means the transportation asset management council created by this section.

(e) “County road commission” means the board of county road commissioners elected or appointed pursuant to section 6 of chapter IV of 1909 PA 283, MCL 224.6, or, in the case of a charter county with a population of 2,000,000 or more with an elected county executive that does not have a board of county road commissioners, the county executive for ministerial functions and the county commission provided for in section 14(1)(d) of 1966 PA 293, MCL 45.514, for legislative functions.

(f) “Department” means the state transportation department.

(g) “Federal-aid eligible” means any public road or bridge that is eligible for federal aid to be spent for the construction, repair, or maintenance of that road or bridge.

(h) “Local road agency” means a county road commission or designated county road agency or city or village that is responsible for the construction or maintenance of public roads within the state under this act.

(i) “Multiyear program” means a compilation of road and bridge projects anticipated to be contracted for by the department or a local road agency during a 3-year period.

The multiyear program shall include a listing of each project to be funded in whole or in part with state or federal funds.

(j) "State planning and development regions" means those agencies required by section 134(b) of title 23 of the United States Code, 23 USC 134, and those agencies established by Executive Directive 1968-1.

(2) In order to provide a coordinated, unified effort by the various roadway agencies within the state, the transportation asset management council is hereby created within the state transportation commission and is charged with advising the commission on a statewide asset management strategy and the processes and necessary tools needed to implement such a strategy beginning with the federal-aid eligible highway system, and once completed, continuing on with the county road and municipal systems, in a cost-effective, efficient manner. Nothing in this section shall prohibit a local road agency from using an asset management process on its non-federal-aid eligible system. The council shall consist of 10 voting members appointed by the state transportation commission. The council shall include 2 members from the county road association of Michigan, 2 members from the Michigan municipal league, 2 members from the state planning and development regions, 1 member from the Michigan townships association, 1 member from the Michigan association of counties, and 2 members from the department. Nonvoting members shall include 1 person from the agency or office selected as the location for central data storage. Each agency with voting rights shall submit a list of 2 nominees to the state transportation commission from which the appointments shall be made. The Michigan townships association shall submit 1 name, and the Michigan association of counties shall submit 1 name. Names shall be submitted within 30 days after the effective date of the 2002 amendatory act that amended this section. The state transportation commission shall make the appointments within 30 days after receipt of the lists.

(3) The positions for the department shall be permanent. The position of the central data storage agency shall be nonvoting and shall be for as long as the agency continues to serve as the data storage repository. The member from the Michigan association of counties shall be initially appointed for 2 years. The member from the Michigan townships association shall be initially appointed for 3 years. Of the members first appointed from the county road association of Michigan, the Michigan municipal league, and the state planning and development regions, 1 member of each group shall be appointed for 2 years and 1 member of each group shall be appointed for 3 years. At the end of the initial appointment, all terms shall be for 3 years. The chairperson shall be selected from among the voting members of the council.

(4) The department shall provide qualified administrative staff and the state planning and development regions shall provide qualified technical assistance to the council.

(5) The council shall develop and present to the state transportation commission for approval within 90 days after the date of the first meeting such procedures and requirements as are necessary for the administration of the asset management process. This shall, at a minimum, include the areas of training, data storage and collection, reporting, development of a multiyear program, budgeting and funding, and other issues related to asset management that may arise from time to time. All quality

control standards and protocols shall, at a minimum, be consistent with any existing federal requirements and regulations and existing government accounting standards.

(6) The council may appoint a technical advisory panel whose members shall be representatives from

the transportation construction associations and related transportation road interests. The asset management council shall select members to the technical advisory panel from names submitted by the transportation construction associations and related transportation road interests. The technical advisory panel members shall be appointed for 3 years. The asset management council shall determine the research issues and assign projects to the technical advisory panel to assist in the development of statewide policies. The technical advisory panel's recommendations shall be advisory only and not binding on the asset management council.

(7) The department, each county road commission, and each city and village of this state shall annually submit a report to the transportation asset management council. This report shall include a multiyear program developed through the asset management process described in this section. Projects contained in the department's annual multiyear program shall be consistent with the department's asset management process and shall be reported consistent with categories established by the transportation asset management council. Projects contained in the annual multiyear program of each local road agency shall be consistent with the asset management process of each local road agency and shall be reported consistent with categories established by the transportation asset management council.

(8) Funding necessary to support the activities described in this section shall be provided by an annual appropriation from the Michigan transportation fund to the state transportation commission.

(9) The department and each local road agency shall keep accurate and uniform records on all road and bridge work performed and funds expended for the purposes of this section, according to the procedures developed by the council. Each local road agency and the department shall annually report to the council the mileage and condition of the road and bridge system under their jurisdiction and the receipts and disbursements of road and street funds in the manner prescribed by the council, which shall be consistent with any current accounting procedures. An annual report shall be prepared by the staff assigned to the council regarding the results of activities conducted during the preceding year and the expenditure of funds related to the processes and activities identified by the council. The report shall also include an overview of the activities identified for the succeeding year. The council shall submit this report to the state transportation commission, the legislature, and the transportation committees of the house and senate by May 2 of each year.

For more information, please contact:  
**Frank Kelley - Asset Management Coordinator**  
Phone: 517-373-2111  
Email: kelleyf@michigan.gov



[www.michigan.gov/tamc](http://www.michigan.gov/tamc)

Scan the code to the right with your smartphone for a direct link to the TAMC Web site.



## **2014 Key Points:**

- The condition of Michigan's roads continues to decline.
- The condition of Michigan's bridges has plateaued and is projected to decline.
- The 2014 analysis indicates that, at current investment levels, the deterioration of roads will continue and the advancements we have made on bridge conditions will not be sustainable.
- Without increased levels of investment, the cost of improving our roads and bridges will continue to increase each year.
- The longer we postpone increased levels of investment, the longer it will take for the public to begin to see any appreciable improvement in the condition of Michigan's roads and bridges.

C.



*Kalamazoo County*

# Health & Community Services

3299 Gull Road, P.O. Box 42, Nazareth, MI 49074-0042

**DATE:** July 21, 2015

**TO:** County Board of Commissioners

**FROM:** Gillian A. Stoltman, Ph.D, M.P.H, Director/Health Officer

**RE: ITEMS FOR YOUR CONSIDERATION**

## **A. APPROVAL OF HOUSEHOLD HAZARDOUS WASTE CONTRACT AMENDMENTS WITH MULTIPLE TOWNSHIPS AND MUNICIPALITIES**

### **ACTION REQUIRED**

HCS Administration requests Board approval of the following contract amendments between the county governmental units listed below (both in and out-of-county units) and Kalamazoo County Health and Community Services Department for the Household Hazardous Waste Program. These contracts are for the period of January 1, 2015 to December 31, 2015 and establish each unit's funding for fiscal year 2015.

### **GOVERNMENTAL UNITS AND FUNDING**

- |                       |          |
|-----------------------|----------|
| 1. Climax, Village of | \$400    |
| 2. Oshtemo Township   | \$12,000 |

### **DESCRIPTION OF SUBJECT**

The county will provide collection services to each unit's residents at the Household Hazardous Waste Center as long as that unit has funds on account with the county to cover the costs of their citizen's utilization of the service. These amendments were a result of amended Household Hazardous Waste fees for FY15 that were approved by the Board on March 17<sup>th</sup> of this year for the purpose of supporting HHW program operations on six (6) Saturdays for the remainder of the calendar year.

### **RELATIONSHIP TO GOALS**

These amendments will allow the collection of household hazardous waste in 2015 from each unit's residents and will allow removal of household hazardous waste from the waste stream, thus preventing environmental contamination problems. This program is consistent with the HCS's goal to improve the quality and safety of the physical environment for Kalamazoo County residents.

### **FUNDING SOURCE**

Funding amounts for each governmental unit are listed above. Each of the in-county amendments includes a specific amount for operational expenses, which is based upon a cost-sharing formula. Both in-county and out-county are charged based on actual participation by individual households. Out-of-county municipalities are charged for actual participation plus a \$37.25 service fee per household. If the funds for a unit are exhausted before the contract period ends, that unit's residents will not receive collection services unless more funds are transferred to the county.

### **PERSONNEL**

There are no new personnel associated with this item.

### **PROCUREMENT**

There is no procurement associated with this request.

### **ISSUES/CONCERNS**

There are no issues or concerns. If you have any questions, please contact Vern Johnson, Environmental Health Division Manager, at 373-5356 / [vljohn@kalcounty.com](mailto:vljohn@kalcounty.com) or Lynne Norman, Deputy Director – Health Services, at 373-5237 / [ldnorm@kalcounty.com](mailto:ldnorm@kalcounty.com)

## **B. ACCEPTANCE OF GRANT AWARD FROM THE MICHIGAN MEDICARE/MEDICAID ASSISTANCE PROGRAM (MMAP) TO THE HEALTH AND COMMUNITY SERVICES DEPT/AREA AGENCY ON AGING IIIA FOR THE SENIOR MEDICARE PATROL PROJECT**

### **ACTION REQUESTED**

HCS Administration requests Board approval to accept a grant award from the Michigan Medicare/Medicaid Assistance Program to Kalamazoo County HCS/Region IIIA Area Agency on Aging to support local MMAP activities that increase recognition, reporting and avoidance of Medicare waste, fraud, and abuse. Contract term is June 1, 2015 through May 31, 2018, with funding for 2015-16 in the amount of \$4,372.

### **DESCRIPTION OF SUBJECT**

These funds are generated from the Administration for Community Living and the funds are then directed to the regional Area Agency on Aging, who will provide MMAP services. AAIIIA will subcontract with Senior Services for the provision of services under this agreement. The purpose of the Senior Medicare Patrol Project is to increase recognition, reporting, and avoidance of fraud and abuse by Medicare beneficiaries through counseling, education, outreach and prevention efforts.

### **RELATIONSHIP TO GOALS**

The Senior Medicare Patrol Project aligns with and further supports the goals and purpose of the HCS – AAAllIA to provide leadership and advocacy on aging issues and to help older adults and their families maintain health and independence in their homes.

### **FUNDING SOURCE**

There are no County funds associated with this request. All funding is from the State through the Older American Act and Health Care Fraud and Abuse Control Program Funds.

### **PROCUREMENT**

There is no procurement associated with this request.

### **PERSONNEL**

There are no new personnel associated with this request.

### **CONCERNS/ISSUES**

There are no concerns or issues. If you have any questions, please contact Judy Sivak, AAAllIA Director, at 373-5153 / [jasiva@kalamazoo.org](mailto:jasiva@kalamazoo.org) or Lucinda M. Stinson, Deputy Director – Community Services, at 373-5012 / [lmstin@kalamazoo.org](mailto:lmstin@kalamazoo.org)

## **C. APPROVAL OF BREAST AND CERVICAL CANCER CONTROL NAVIGATION PROGRAM (BCCNP) AMENDMENT #2 TO AGREEMENT WITH BRONSON BATTLE CREEK**

### **ACTION REQUESTED**

HCS Administration requests Board approval of a Amendment #2 to the Agreement with Bronson Battle Creek for BCCNP services, which adds additional provider services to the contract. The amendment is effective July 1, 2015 and will automatically renew each year. The original agreement was approved by the board on 9/18/2012.

### **DESCRIPTION OF SUBJECT**

The Breast and Cervical Cancer Control Navigation Program (BCCNP) is a Center for Disease Control and Prevention funded program under Title XV, which seeks to reduce the unacceptably high prevalence of breast and cervical cancer among poor, older women in the country. Kalamazoo County Health and Community Services Department serves an eight-county region through contracted providers who screen the targeted population. Medical providers who have agreed to participate in BCCNP will provide all or a portion of the enrollment, screening examination, diagnostic and consultation services for eligible women. Payment for the services described in the contract will be made by the State of Michigan at the standard Medicare based rates set annually by the Michigan Department of Community Health.

The State has recently amended the Breast and Cervical Cancer Control Program (BCCCP) to encompass its role as a navigator of services; now the Breast and Cervical Cancer Control Navigation Program (BCCCNP). This change is consistent with the programs ability to provide individualized support and assistance to insured women (below the 250% poverty level) aimed at identifying and addressing individual barriers that may impede their access to breast/cervical screening, diagnosis and/or treatment services. These services are in addition to coordinating services and case management of uninsured and underinsured individuals.

### **RELATIONSHIP TO GOALS**

HCS works to improve the overall health of the community by reducing preventable disabilities and deaths. Deaths from breast and cervical cancer are preventable, and this program allows us to assist low-income women in obtaining early diagnosis of breast and cervical cancer.

### **FUNDING SOURCE**

No County funds are required as a result of this action. Funding for this agreement is from the Michigan Department of Community Health through the CPBC Agreement.

### **PERSONNEL**

There are no new personnel associated with this request.

### **ISSUES/CONCERNS**

There are no issues or concerns. If you have any questions, please contact Lynn Ann Jones, Women's Health Supervisor at 269-373-5383 / [lajone@kalcounty.com](mailto:lajone@kalcounty.com) or Lucinda M. Stinson, Deputy Director – Community Services, as 373-5012 / [lmstin@kalcounty.com](mailto:lmstin@kalcounty.com)

## **D. APPROVAL OF BREAST AND CERVICAL CANCER CONTROL NAVIGATION PROGRAM (BCCCNP) PROVIDER AGREEMENT AND BUSINESS ASSOCIATE AGREEMENT WITH FOUNDATION FOR BEHAVIORAL RESOURCES dba AUGUSTA FAMILY HEALTH CLINIC**

### **ACTION REQUESTED**

HCS Administration requests Board approval of a Provider Agreement and business associate agreement with Foundation for Behavioral Resources dba Augusta Family Health Clinic for BCCCNP services. This agreement is effective July 1, 2015 and will automatically renew each year.

### **DESCRIPTION OF SUBJECT**

The Breast and Cervical Cancer Control Navigation Program (BCCCNP) is a Center for Disease Control and Prevention funded program under Title XV, which seeks to reduce the unacceptably high prevalence of breast and cervical cancer among poor, older women in the country. Kalamazoo County Health and Community Services Department serves an eight-county region through contracted providers who screen the targeted population. Medical providers who have agreed to participate in BCCCNP will provide all or a portion of the enrollment, screening examination, diagnostic and consultation services for eligible women. Payment for the services described in the contract will be made by the State of Michigan at the standard Medicare based rates set annually by the Michigan Department of Health & Human Services.

### **RELATIONSHIP TO GOALS**

HCS works to improve the overall health of the community by reducing preventable disabilities and deaths. Deaths from breast and cervical cancer are preventable, and this program allows us to assist low-income women in obtaining early diagnosis of breast and cervical cancer.

### **FUNDING SOURCE**

No County funds are required as a result of this action. Funding for this agreement is from the Michigan Department of Health & Human Services through the CPBC Agreement.

### **PERSONNEL**

There are no new personnel associated with this request.

### **ISSUES/CONCERNS**

There are no issues or concerns. If you have any questions, please contact Lynn Ann Jones, Women's Health Supervisor at 269-373-5383 / [lajone@kalcounty.com](mailto:lajone@kalcounty.com) or Lucinda M. Stinson, Deputy Director – Community Services, at 373-5012 / [lmstin@kalcounty.com](mailto:lmstin@kalcounty.com)

## **E. APPROVAL OF AN AGREEMENT BETWEEN CRIBS FOR KIDS, INC. AND THE HEALTH & COMMUNITY SERVICES DEPARTMENT THROUGH ITS MATERNAL & CHILD HEALTH DIVISION**

### **ACTION REQUESTED**

HCS Administration requests Board approval for a license agreement between Cribs for Kids, Inc. and Maternal & Child Health Division. The agreement is effective 7/1/2015 and will automatically renew on an annual basis thereafter.

### **DESCRIPTION OF SUBJECT**

HCS-Maternal and Child Health home visitation programs – Nurse Family Partnership, Healthy Babies Healthy Start, and Healthy Families America – utilize and purchase safe sleep brochures and pack-n-plays to educate new parents on the importance of providing a safe sleep environment for their new infant. A safe sleep environment will significantly reduce the incidence of infant deaths. We will be able to obtain these materials at a reduced cost from Cribs for Kids, Inc. as a result of this agreement.

### **RELATIONSHIP TO GOALS**

Maternal and Child Health Programs – Nurse Family Partnership, Healthy Babies Healthy Start and Healthy Families America - are charged with providing advocacy, education and service coordination for community families to strengthen their capacity to take control of their lives and work toward self sufficiency; specifically low-income, at risk and minority mothers, children and families. Provision of pack-n-plays and educational literature further strengthens and supports these program goals.

### **FUNDING SOURCE**

No County funds are associated with this request. Funding for the purchase of such items is allocated through individual home visiting grants (Nurse Family Partnership, Healthy Babies Healthy Start, and Healthy Families America).

### **PERSONNEL**

There are no new personnel associated with this request.

### **PROCUREMENT**

There is no procurement associated with this request.

### **ISSUES/CONCERNS**

There are no issues or concerns. If you have any questions, please contact Deb Lenz, MCH Division Manager at 373-5024 / [dllenz@kalcounty.com](mailto:dllenz@kalcounty.com) or Lucinda M. Stinson, Deputy Director – Community Services, at 373-5012 / [lmstin@kalcounty.com](mailto:lmstin@kalcounty.com)

## **F. APPROVAL OF 90 DAY CONTINUATION/EXTENSION TO LIHEAP/DOE13-309015 WEATHERIZATION SUBCONTRACTOR AGREEMENTS**

### **ACTION REQUESTED**

HCS Administration requests Board approval to extend seven (7) weatherization subcontractor agreements for a period of 90 days. The 90 day continuation will extend these contracts until September 29, 2015. The original agreements were approved by the Board on 12/17/13.

Subcontract Agreements:

- DeHaan Heating/Cooling, Andrew Gyllstrom – HVAC
- Rogers Refrigeration, Steve Rogers – HVAC
- Better World Builders, Mark Lee – Auditor/QC Inspector
- Athena Construction, Heidi Johnson – Auditor/QC Inspector
- Flory Construction, Bill Flory – Weatherization Contractor
- Neville Construction, Dale Neville – Weatherization Contractor
- Lakeshore Construction, Mike Horvath – Weatherization Contractor

**DESCRIPTION OF SUBJECT**

The current contracts include a provision for a 90 day extension should the County see a need for extending the contract for weatherization services past its original contractual period of June 30, 2015. Exercising this 90 day continuation to subcontract agreements will allow Weatherization related work to be completed for Kalamazoo residents in need and avoid any disruption of services.

During this 90 day continuation, Community Action Agency staff will complete the process to re-bid these contracts for the provision of Weatherization services for the new grant period. All county purchasing and procurement policies will be followed during this process.

**RELATIONSHIP TO GOALS**

The Weatherization program will further the department's goal to strengthen the capacity of individuals and families at risk within the community to take control of their lives, work toward their self-sufficiency, and help improve the housing stock in our community.

**FUNDING SOURCE**

No county general funds are required. Funding is from the DHS grant award LIHEAP/DOE13-39015 (U.S. Department of Energy through the Michigan Department of Human Services).

**PERSONNEL**

There are no new personnel associated with this request.

**PROCUREMENT**

County Purchasing Policy was followed. The subcontractors listed above submitted a successful RFQ to the HCS – Community Action Agency.

**ISSUES AND CONCERNS**

There are no issues or concerns. If you have any questions, please contact Amber Leverette, Housing and Neighborhoods Coordinator, Community Action Agency 373-5101 or at [arleve@kalcounty.com](mailto:arleve@kalcounty.com) or Lucinda M. Stinson, Deputy Director – Community Services, at 373-5012 / [lmstin@kalcounty.com](mailto:lmstin@kalcounty.com)

**BOARD AGENDA REQUEST FORM**

**PROPOSED FOR BOARD MEETING OF:** July 21, 2015

**DEPARTMENT:** Information Systems

**PREPARED BY:** Lisa Thompson

**SUBJECT:** Agreement for Service with Earthlink Business for Basic Phone Lines

**SPECIFIC ACTION REQUESTED:**

Board approval and signature is requested on the attached "Agreement for Service" and "Customer Authorization" agreements with Earthlink Business.

**DESCRIPTION OF ACTION (dollar amount, purpose):**

The agreement includes a total of 5 basic phone lines at a rate of \$22.87 per month each. These rates are consistent with our current contracted rates but a new agreement is needed since this is a new facility address.

**TIME FRAME OF ACTION:**

After the agreements are signed there will be a 6 to 8 week installation period.

**FUNDING SOURCE IF REQUIRED (Federal, State, or Local):**

Technology Fund

**PERSONNEL IF REQUIRED:**

N/A

**NEW OR RENEWAL:**

New Building Site

**ANY OTHER PERTINENT INFORMATION:**

These 5 basic phone lines provide failover service for outbound calls and 911 calls at the new Gull Road Justice Complex at 1536 Gull Road if the primary phone switch at the Administration Building were to be out of service or unavailable.

**PROCUREMENT INFORMATION:**

Earthlink currently provides all of the local and long distance phone service for our in-house PBX phone switch and all failover phone lines.

**CONTACT PERSON WITH PHONE NUMBER:**

Lisa Thompson, IS Director, 383-8989, llthom@kalcounty.com

**BOARD AGENDA REQUEST FORM**

PROPOSED FOR BOARD MEETING OF: July 21, 2015

DEPARTMENT: Michigan Works! Southwest – Upjohn Institute

PREPARED BY: Dawn Roberts

SUBJECT: Program Year (PY) 2015 Employment Services (ES) Plan  
Instructions PI 15-10

SPECIFIC ACTION REQUESTED: Review and Approval Signature for Workforce Development Agency (WDA) Policy 15-10

DESCRIPTION OF ACTION (dollar amount, purpose): \$415,277

Michigan Works! Southwest is requesting approval for this policy that provides job matching at no cost to all employers and job seekers known as Employment Services (ES). ES focuses on a variety of employment-related labor exchange services including:

- job search assistance,
- assessment,
- job referral,
- placement of job seekers,
- re-employment services to unemployment insurance claimants,
- registering unemployment insurance claimants for work,
- delivery of the UI Work Test, and recruitment services for employers

TIME FRAME OF ACTION: July 1, 2015 through June 30, 2016

FUNDING SOURCE IF REQUIRED (Federal, State, or Local): Federal

PERSONNEL IF REQUIRED: NA

NEW OR RENEWAL: New

ANY OTHER PERTINENT INFORMATION: NA

CONTACT PERSON WITH PHONE NUMBER: Dawn Roberts 385-0455

**PLEASE ATTACH ALL NECESSARY INFORMATION  
i.e. Agreements/Contracts/Applications**

K.

## BOARD AGENDA REQUEST FORM

PROPOSED FOR BOARD MEETING OF: July 21, 2015

DEPARTMENT: Michigan Works! Southwest – Upjohn Institute

PREPARED BY: Dawn Roberts

SUBJECT: Workforce Development Areas Under the Workforce Innovation and Opportunity Act (WIOA) Adult, Dislocated Worker and Youth Program Allocations PI 15-09

SPECIFIC ACTION REQUESTED: Review and Approval Signature for Workforce Development Agency (WDA) Policy 15-09

DESCRIPTION OF ACTION (dollar amount, purpose): Adult \$1,029,982, Dislocated Worker \$1,095,648, and \$1,380,681 Youth program funding

Michigan Works! Southwest is requesting approval and signatures for program allocations to awarded by USDOL for WIOA Title I programs; Adult, Dislocated Worker and Youth for programs for the provision of employment, education and training services.

TIME FRAME OF ACTION: July 1, 2015 through June 30, 2017

FUNDING SOURCE IF REQUIRED (Federal, State, or Local): Federal  
PERSONNEL IF REQUIRED: NA

NEW OR RENEWAL: New

ANY OTHER PERTINENT INFORMATION: NA

CONTACT PERSON WITH PHONE NUMBER: Dawn Roberts 385-0455

**PLEASE ATTACH ALL NECESSARY INFORMATION  
i.e. Agreements/Contracts/Applications**

**BOARD AGENDA REQUEST FORM**

**PROPOSED FOR BOARD MEETING OF:** July 21, 2015

**DEPARTMENT:** Office of Finance - Purchasing

**PREPARED BY:** Thomas G. O'Brien

**SUBJECT:** Janitorial Supplies Contract Extension

**SPECIFIC ACTION REQUESTED:** Approval

**DESCRIPTION OF ACTION (dollar amount, purpose):**

Extend contracts for Groups II, and III with One – Way Products, and Indusco Supply.

**Contract extension dollar amount is an estimate based on estimated quantities multiplied by the unit price bid.**

**TIME FRAME OF ACTION:** August 1, 2015 to July 31, 2016

This contract may be extended for four (4) one-year (1) periods upon mutual-agreement of all parties. This is the third extension.

**FUNDING SOURCE IF REQUIRED (Federal, State, or Local):**

**PERSONNEL IF REQUIRED:** N/A

**NEW OR RENEWAL:** Renewal

**ANY OTHER PERTINENT INFORMATION:**

**PROCUREMENT INFORMATION:**

Jointly bid with City of Kalamazoo and City of Portage in June 2012.

**CONTACT PERSON WITH PHONE NUMBER:**

Thomas G. O'Brien, Purchasing Coordinator 383-8967

**BOARD AGENDA REQUEST FORM**

**PROPOSED FOR BOARD MEETING OF:** July 21, 2015

**DEPARTMENT:** Sheriff's Office

**PREPARED BY:** Terra Mickolatcher, Financial Administrator

**SUBJECT:** Approve transfer OEM equipment to Climax Township Fire Department

**SPECIFIC ACTION REQUESTED:**

Approve the transfer of a high volume air vacuum and trailer to Climax Township Fire Department.

**DESCRIPTION OF ACTION (dollar amount, purpose):**

The high volume vacuum is used to blow insulation from buildings in the course of fighting and recovery from a fire. The value of the vacuum and the trailer is under \$500.00.

**TIME FRAME OF ACTION:**

Immediate

**FUNDING SOURCE IF REQUIRED (Federal, State, or Local):**

N/A

**PERSONNEL IF REQUIRED:**

N/A

**NEW OR RENEWAL OR AMENDMENT:**

New agreement

**ANY OTHER PERTINENT INFORMATION:**

The vacuum was purchased in 2005 with a Homeland Security Grant. The equipment does not have any remaining book value with the County and the other County Departments do not have a current need for these items. The Climax Fire Department intended use for the pieces of equipment are in alignment with the original purchase through Homeland Security Grant funding. Upon approval, Kalamazoo County will transfer ownership of the OEM equipment to Climax Township.

**CONTACT PERSON WITH PHONE NUMBER:** Terra Mickolatcher, ph: 383-8763

**BOARD AGENDA REQUEST FORM**

**PROPOSED FOR BOARD MEETING OF:** July 21, 2017

**DEPARTMENT:** Sheriff's Office

**PREPARED BY:** Paul Matyas, Undersheriff

**SUBJECT:** Approval Maintenance Contract Extension – Fire Towers/Consoles

**SPECIFIC ACTION REQUESTED:**

Approve a maintenance contract extension with Roe Comm for maintenance on the Fire Towers and the Backup Dispatch Center.

**DESCRIPTION OF ACTION (dollar amount, purpose):**

\$14,424.00 provides routine maintenance and repairs as necessary for the six fire towers in the outlying county areas and the back up dispatch center located within the Sheriff's facility on Lamont St.

**TIME FRAME OF ACTION:**

July 1, 2015 to June 30, 2016

**FUNDING SOURCE IF REQUIRED (Federal, State, or Local):**

General Fund

**PERSONNEL IF REQUIRED:**

NA

**NEW OR RENEWAL OR AMENDMENT:**

This is a one year contract extension. The original contract approved by the Board of Commissioners in July 2013 called for a two year term with two one-year extensions if mutually agreed upon. This is the first extension period.

**ANY OTHER PERTINENT INFORMATION:**

Service has been outstanding and the price for the extension is the same as originally quoted in 2013. No increase.

**PROCUREMENT INFORMATION:**

**CONTACT PERSON WITH PHONE NUMBER:**

Paul Matyas, Undersheriff ph: 385-6176

**BOARD AGENDA REQUEST FORM**

**PROPOSED FOR BOARD MEETING OF: July 21, 2015**

**DEPARTMENT: Sheriff's Office**

**PREPARED BY: Paul Matyas, Undersheriff**

**SUBJECT: Approval Maintenance Contract Extension – Radios/Repeater**

**SPECIFIC ACTION REQUESTED:**

Approve a maintenance contract extension with Roe-Comm for maintenance and repair of portable radios, mobile radios, and signal repeaters.

**DESCRIPTION OF ACTION (dollar amount, purpose):**

\$32,481.44 provides routine maintenance and repairs as necessary for the police radios.

**TIME FRAME OF ACTION:**

July 1, 2015- June 30, 2016

**FUNDING SOURCE IF REQUIRED (Federal, State, or Local):**

General Fund

**PERSONNEL IF REQUIRED:**

NA

**NEW OR RENEWAL OR AMENDMENT:**

This is a one year contract extension. The original contract approved by the Board of Commissioners in July, 2013 called for a two year term with two one-year extensions if mutually agreed upon. This is the first extension period.

**ANY OTHER PERTINENT INFORMATION:**

Service has been outstanding and the price for the extension remains as originally quoted. No increase.

**PROCUREMENT INFORMATION:**

**CONTACT PERSON WITH PHONE NUMBER:**

Paul Matyas, Undersheriff ph: 385-6176

**BOARD AGENDA REQUEST FORM**

**PROPOSED FOR BOARD MEETING OF:** July 21, 2015

**DEPARTMENT:** Sheriff's Office

**PREPARED BY:** Terra Mickolatcher, Financial Administrator

**SUBJECT:** Contract with TouchPay Holdings, LLC

**SPECIFIC ACTION REQUESTED:**

Approve the Contract with TouchPay Holdings, LLC

**DESCRIPTION OF ACTION (dollar amount, purpose):**

\$10,000 General Fund dollars

**TIME FRAME OF ACTION:**

Immediate

**FUNDING SOURCE IF REQUIRED (Federal, State, or Local):**

N/A

**PERSONNEL IF REQUIRED:**

N/A

**NEW OR RENEWAL OR AMENDMENT:**

New agreement

**ANY OTHER PERTINENT INFORMATION:**

The previous company known as EZ Card and Kiosk ("GPSI") was bought out by TouchPay Holdings, LLC- this week without much advanced warning. This caused a change in providers and a need to make an update in the contractual agreement. The company will manage the kiosk program in a similar manner that the previous company did. The funds previously held "GPSI" will be electronically transferred to the new account bank managed by TouchPay Holdings. The fees for the kiosk transactions will remain as previously agreed upon from "GPSI."

R.



## ADMINISTRATIVE SERVICES MEMORANDUM

**TO:** Board of Commissioners

**FROM:** Tina Becker

**DATE:** July 8, 2015

**SUBJECT:** Board Action / CATAB Appointment Recommendations

The Board Appointments Committee recommends the following appointment be made to the Community Action Tripartite Advisory Board (CATAB)

### Private Sector

- Appoint Ms. Sherry Thomas Cloud to assume a term that will expire 03/31/17
- Appoint Ms. Christina Hegwood to assume a term that will expire 03/31/16

### Consumer Sector

- Appoint Ms. Clisha Graves to assume a term that will expire 03/31/16

7/7/15 - 2:15

# KALAMAZOO COUNTY BOARD OF COMMISSIONERS

**APPLICATION FOR APPOINTMENT TO:**  
(Please select which board you are interested in serving)

- Animal Services & Enforcement Board
- Board of Public Works
- Building Authority
- Central County Transportation Authority
- Community Action Tripartite Advisory Board
- Department of Human Services
- Economic Development Corporation /Brownfield Redevelopment Authority
- Fair Council

- Kalamazoo County Transportation Authority
- Land Bank Authority
- Metropolitan Planning Commission
- Parks & Recreation Commission
- Remonumentation Peer Review Group
- Retirement Investment Committee
- Solid Waste Management Planning Committee
- Soil Erosion & Sedimentation Board of Appeals
- Southcentral Michigan Planning Council
- Substance Abuse Council

*-private*

Name Sherry Thomas-Cloud

Occupation Social Work

Home Address [REDACTED] [REDACTED] [REDACTED]  
Street City Zip

Home Telephone [REDACTED] Business Telephone [REDACTED]

Cell Number [REDACTED] E-mail address [REDACTED]

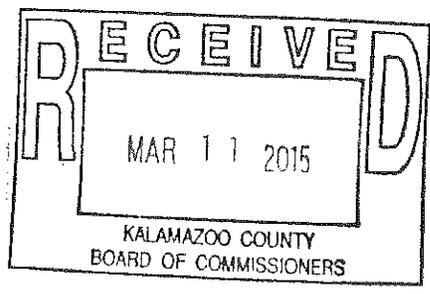
Please indicate experience and/or qualifications that would help make you an effective board member for which you have applied:

I have worked with low income people my whole career. I am currently the Executive Director of Douglass Community Association which serves residents of the North Side of Kalamazoo. We provide mental health services, youth leadership and recreation, community garden, mobile food project, and substance and alcohol prevention for youth. We house Boys and Girls club, Parks and Recreation summer programs, branch of public library, Mothers of Hope, NAACP, WMU project on parent engagement, KC Ready 4's parent educators, Kalamazoo County Dept. of Human Services and am currently part time faculty for WMU school of social work and Interdisciplinary Health. I have also worked in the field of Substance Abuse, as a state-wide Executive Director. I also have experience in early childhood programs. I am a person of color and have experienced poverty during childhood. I have a true passion for assisting low income people. I am a licensed MSW.

Volunteer Experiences:

HRI, Poverty Reduction Initiative, Communities in Schools, Great Start, Healthy Babies/Healthy Start, YWCA, Cares, WMU-School of Social Work Advisory committee, Borgess-Community advisory committee, BlueCross/Blue Shield advisory committee, Head Start, State-wide Head Start association, Community Action board, State-wide boards and committees,

3/11/2015  
Date of Application



7/7/15 - 2:00

# KALAMAZOO COUNTY BOARD OF COMMISSIONERS

## APPLICATION FOR APPOINTMENT TO:

(Please select which board you are interested in serving)

- Animal Services & Enforcement Board
- Board of Public Works
- Building Authority
- Central County Transportation Authority
- Community Action Tripartite Advisory Board
- Department of Human Services
- Economic Development Corporation /Brownfield Redevelopment Authority
- Fair Council

- Kalamazoo County Transportation Authority
- Land Bank Authority
- Metropolitan Planning Commission
- Parks & Recreation Commission
- Remonumentation Peer Review Group
- Retirement Investment Committee
- Soil Erosion & Sedimentation Board of Appeals
- Southcentral Michigan Planning Council
- Substance Abuse Council

*-Private*

Name Christina Hegwood

Occupation Business Associate

Home Address [REDACTED] [REDACTED] [REDACTED]

Street City Zip

Home Telephone [REDACTED] Business Telephone \_\_\_\_\_

Cell Number [REDACTED] E-mail address [REDACTED]

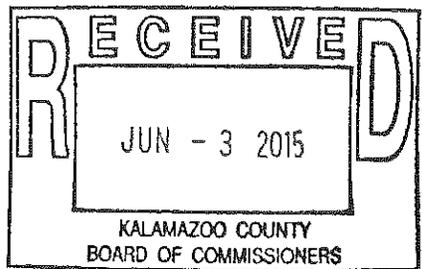
Please indicate experience and/or qualifications that would help make you an effective board member for which you have applied:

I have a BA in Humanities-Prelaw with a minor in Philosophy as well as studying abroad and studying universal health care in Costa Rica. I have worked as Youth Specialist at the Kalamazoo County Juvenile Home, Legal Assistant at the Kalamazoo County Prosecutor's Office during Jeff Fink's term, Intern with Adult Probation and Parole, Department of Corrections in Kalamazoo County, Eligibility Case Worker with the Department of Human Services and I currently work at Deloitte Consulting as a policy analyst within the public sector. My brother was Timothy Palmer, the young man who was shot and killed on Stockbridge Ave in 2007, since then I have done nothing but try and give back to the Kalamazoo Community.

Volunteer Experiences:

I am an active member at my church, Greater Open Door COGIC and serve on the leadership board under Pastor McLain. I have volunteered with the Kalamazoo Day Treatment basketball program within the Kalamazoo County Juvenile Home youth programs. 2008 Gun Buy Back Block Party in honor of Timothy Palmer.

6/03/2015  
Date of Application



6/17/15 - 3145

**PLEASE TYPE OR USE BLACK INK**

**KALAMAZOO COUNTY BOARD OF COMMISSIONERS**

**APPLICATION FOR APPOINTMENT TO:**

(Please select which board you are interested in serving)

- |  |  |
|--|--|
| <input type="checkbox"/> Animal Services & Enforcement Board                                     | <input type="checkbox"/> Kalamazoo County Transportation Authority     |
| <input type="checkbox"/> Board of Public Works   | <input type="checkbox"/> Land Bank Authority                           |
| <input type="checkbox"/> Building Authority  | <input type="checkbox"/> Metropolitan Planning Commission              |
| <input type="checkbox"/> Central County Transportation Authority                                 | <input type="checkbox"/> Parks & Recreation Commission                 |
| <input checked="" type="checkbox"/> Community Action Tripartite Advisory Board <i>BOASBWER</i>   | <input type="checkbox"/> Remonumentation Peer Review Group             |
| <input type="checkbox"/> Department of Human Services  | <input type="checkbox"/> Retirement Investment Committee               |
| <input type="checkbox"/> Economic Development Corporation /Brownfield<br>Redevelopment Authority | <input type="checkbox"/> Sewage & Water Board of Appeals               |
| <input type="checkbox"/> Fair Council  | <input type="checkbox"/> Soil Erosion & Sedimentation Board of Appeals |
|  | <input type="checkbox"/> Southcentral Michigan Planning Council        |
|  | <input type="checkbox"/> Substance Abuse Council                       |

*Mail*

Name *Clisha Graves* Occupation *Home maker*

Home Address [REDACTED] [REDACTED] [REDACTED]  
Street City Zip

Home Telephone *N/A* Business Telephone *N/A*

Cell Number [REDACTED] E-mail address *N/A*

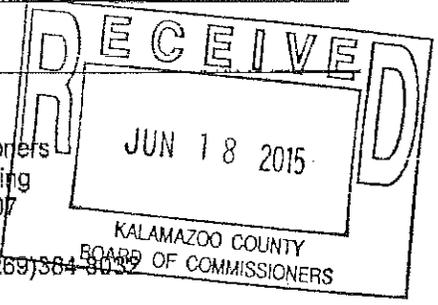
Please indicate experience and/or qualifications that would help make you an effective board member for which you have applied:

*I'm very involved in the young community and understanding budget also involved in sports with children and their education. I'm very opinionated and feel I can give great input on ways to help our community.*

Volunteer Experiences:  
*I've done volunteer work for the Kalamazoo Gospel mission, Drop-in center, YMCA youth program and the Kalamazoo Vikings football team*

Date of Application *6/17/15* Signature *Clisha Graves*

PLEASE RETURN THIS APPLICATION TO: Kalamazoo County Board of Commissioners  
Kalamazoo County Administration Building  
201 West Kalamazoo Avenue, Room 207  
Kalamazoo, MI 49007  
TELEPHONE: (269)384-8111 FAX: (269)384-8032



## ADMINISTRATIVE SERVICES MEMORANDUM

TO: KALAMAZOO COUNTY BOARD OF COMMISSIONERS

FROM: THOM CANNY, CORPORATE COUNSEL

DATE: JULY 14, 2015

SUBJECT: PROFESSIONAL SERVICES CONTRACT WITH HIRING SOLUTIONS, L.L.C.

Pursuant to the Board of Commissioners direction at the July 7, 2015 meeting of the Committee of the Whole, I contacted Mr. Todd Surline, President of Hiring Solutions L.L.C., and asked if Hiring Solutions would be interested in conducting a search for a County Administrator. Mr. Surline stated that Hiring Solutions L.L.C. would be very interesting in conducting a search and that it would honor the fees and services described in its original January 6, 2015 Proposal. Hiring Solutions L.L.C., also agreed to modify that proposal as follows:

1. Hiring Solutions LLC would extend its placement guarantee from 12 months to 24 months; and,
2. Hiring Solutions LLC would waive costs and fees for administering the Achiever Assessment and DISC tests to the final candidates, not to exceed five (5) candidates.

Pursuant to the proposal, Hiring Solutions L.L.C.'s, Professional Fee is 18% of the midpoint of the Administrator salary range. Assuming that the Board retains the \$130,000-\$150,000 salary range, Hiring Solutions LLC's, professional fee will be \$25,200 ( $\$140,000 \times .18 = \$25,200$ ). Hiring Solutions LLC will also bill for reimbursable expenses.

On the board of Commissioners' July 21, 2015 Consent Agenda is a Motion to approve the Professional Services Agreement with Hiring Solutions L.L.C.

Thank you for your time and consideration to this Memorandum. Please feel free to contact the Corporate Counsel's Office at your convenience if you have any question or concern regarding this recommendation or the proposed professional services agreement.

u.



**County Clerk & Register of Deeds**

201 West Kalamazoo Avenue • Kalamazoo, Michigan 49007

Phone: (269) 383-8840 • Fax: (269) 384-8143 • Email: [tasnow@kalcounty.com](mailto:tasnow@kalcounty.com)

**Timothy A. Snow, CMC**, County Clerk & Register of Deeds

**Janice I. Shattuck**, Chief Deputy County Clerk & Register of Deeds

MEMO

DATE: July 8, 2015

TO: Board of Commissioners

FROM: Tim Snow, County Clerk & Register of Deeds

RE: Costs of Proposed November 3, 2015 Special Election

In preparation for a possible November 3, 2015 special election, I put together the attached spreadsheet showing the anticipated costs of such an election.

State Law provides that local cities and townships pay for elections of this nature. However, since I have been Clerk/Register, the Board of Commissioners has appropriated the necessary funding to pay the entire cost of County Special Elections. I have felt that since the County set the special election, it should pay for the cost of the election. This is particularly important for this one, because townships did not budget for any elections for this year.

I estimate the cost of the election to be approximately \$89,800. This cost is less than what will be required in next May's Special Election for the Law Enforcement Millage Renewal because the Cities of Kalamazoo, Parchment and Portage have their regular city elections on November 3 already. I have suggested to the cities that perhaps the Board would approve not charging for programming (\$150 per precinct) for this election to assist them with their costs. Should the Board wish to pay for the entire cost of the election, including the cities, the amount would be about \$175,000.

I will be glad to provide any additional information needed and will be present at the July 21 meeting to answer any questions you may have.

<b>ESTIMATED BUDGET FOR POSSIBLE NOVEMBER 3, 2015 COUNTY SPECIAL ELECTION BASED ON MAY 2014 SPECIAL ELECTION</b>					
<b>TOWNSHIPS/CITY EXPENSES</b>					
ALAMO	950				
BRADY	1,850				
CHARLESTON	1,450				
CLIMAX	1,150				
COMSTOCK	6,100				
COOPER	6,700				
KALAMAZOO TWP	12,500				
OSHTEMO	8,400				
PAVILION	3,200				
PRAIRIE RONDE	800				
RICHLAND	2,300				
ROSS	1,500				
SCHOOLCRAFT	3,500				
TEXAS	4,000				
WAKESHMA	750				
GALESBURG	1,250				
KALAMAZOO	0	Regularly Scheduled Election			
PARCHMENT	0	Regularly Scheduled Election			
PORTAGE	0	Regularly Scheduled Election			
<b>SUBTOTAL</b>	<b>56,400</b>				
<b>COUNTY COSTS</b>					
BALLOTS	20,000				
SUPPLIES	9,000				
PUBLICATIONS	3,700				
STAFF OVERTIME/CANVASS	700				
<b>SUBTOTAL</b>	<b>33,400</b>				
<b>GRAND TOTAL</b>	<b>89,800</b>				

**RESOLUTION AUTHORIZING THE FUNDING OF THE LOCAL HOUSING ASSISTANCE FUND THROUGH A MILLAGE REQUEST SUBMITTED TO THE ELECTORATE ON NOVEMBER 3, 2015**

**WHEREAS**, beginning in 2006 the Kalamazoo County Public Housing Commission has faithfully implemented and measured the Local Housing Assistance Fund; and,

**WHEREAS**, the Local Housing Assistance Fund has provided, and continues to provide, valuable and needed assistance to some of the County's most vulnerable residents by aiding families and individuals who were homeless or at risk of becoming homeless; and

**WHEREAS**, the Local Housing Assistance Fund positively impacted over 600 people during its first ten (10) years in existence through the provision of housing and/or housing supports; and

**WHEREAS**, Kalamazoo County, the City of Kalamazoo, and the City of Portage, were the original, primary financial contributors to the Local Housing Assistance Fund, but can no longer continue to provide the financial support to the Local Housing Fund which would permit the Local Housing Fund to serve some of the most vulnerable people in the County; and

**WHEREAS**, the Local Housing Assistance Fund could continue its current programs, and expand those programs to serve more people, if there was a dedicated funding source for the Local Housing Assistance Fund; and

**WHEREAS**, the Kalamazoo Public Housing Commission has conducted its own study and review of the financial resources necessary to maintain, and grow, the Local Housing Assistance Fund to better meet the needs of the County's residents; and

**WHEREAS**, the Kalamazoo Public Housing Commission's study recommends that the Kalamazoo County Board of Commissioners ask the County electorate to approve millage request imposing a 0.10 mill tax on all taxable property within the County to fund the Local Housing Assistance Fund; and

**WHEREAS**, the County Board of Commissioners has received the Public Housing Commission's recommendation, and agrees with the Public Housing Commission's recommendation to create a dedicated and reliable funding mechanism for the Local Housing Assistance Fund.

**NOW, THEREFORE, BE IT RESOLVED** that a question shall be placed on the ballot for consideration of the electorate on November 3, 2015, asking the electorate to approve the imposition of a 0.10 mill levy on taxable property within the County to provide a dedicated and reliable funding mechanism for the Local Housing Assistance Fund;

