Road Commission of Kalamazoo County
2026 Transportation Asset Management Plan

A compliance plan describing the Road Commission of Kalamazoo County's transportation assets and conditions.

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EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, roads and bridges are some of the most important assets in any community, and other assets like culverts, traffic signs, traffic signals, and utilities support and affect roads and bridges. The Road Commission of Kalamazoo County's (RCKC) roads, bridges, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining these assets, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain roads, bridges, and support assets in an efficient and effective manner. This asset management plan is intended to report on how RCKC is meeting its obligations to maintain the public assets for which it is responsible.

This plan identifies RCKC's assets and condition and how RCKC maintains and plans to improve the overall condition of those assets. An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of RCKC's obligations towards meeting these requirements. However, this plan and its supporting documents are intended to be much more than a fulfillment of required reporting. This asset management plan helps to demonstrate RCKC's responsible use of public funds by providing elected and appointed officials as well as the general public with the inventory and condition information of RCKC's assets, and it gives taxpayers the information they need to make informed decisions about investing in RCKC's essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals". In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). The Road Commission of Kalamazoo County is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road and bridge network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing transportation infrastructure with a limited budget.

The Road Commission of Kalamazoo County (RCKC) has adopted an "asset management" business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users' expectations. RCKC is responsible for maintaining and operating approximately 1,270 centerline miles of roads and 62 bridge structures. It is also responsible for culverts and traffic signals, which are described in Sections 3 and 4.

This 2026 plan identifies RCKC's transportation assets and their condition as well as the strategy that RCKC uses to maintain and upgrade particular assets given RCKC's condition goals, priorities of network's road users, and resources. An updated plan is to be released approximately every three years both to comply with Public Act 325 and to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Ryan Minkus at 4400 S 26th Street, Kalamazoo, MI 49048, or at (269) 381-3171 and/or info@kalamazoocountyroads.com. A copy of

this plan can be accessed on our website at
https://www.kalamazoocountyroads.com/asset_management.php.

1. PAVEMENT ASSETS



RCKC is responsible for 1,269.73 certified centerline miles of public roads, including county primary roads within the City of Portage. An inventory of these miles divides them into different network classes based on road purpose/use and funding priorities as identified at the state level: county primary road network, which is prioritized for state-level funding, and county local road network.

Inventory of Assets

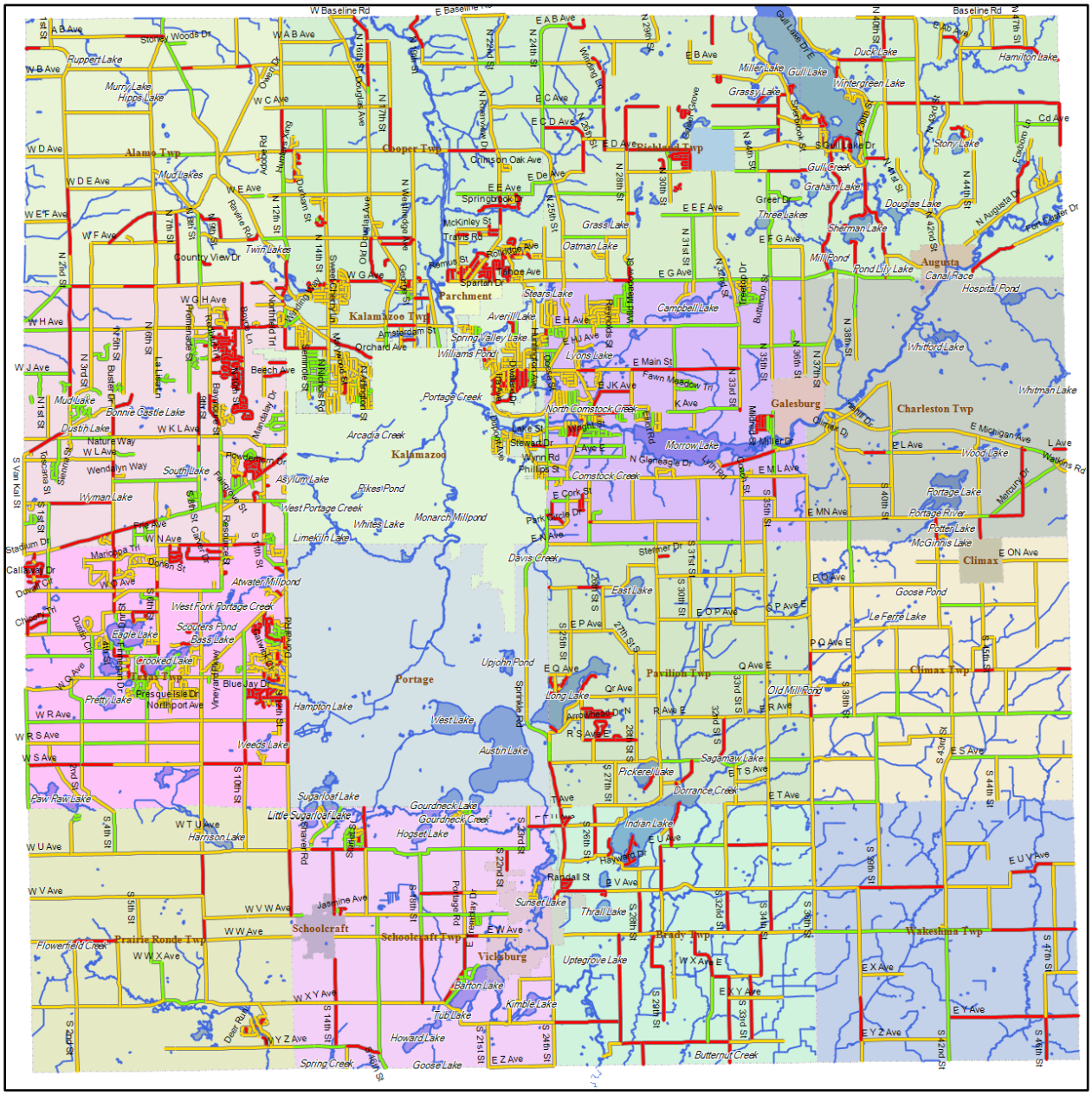


Figure 1: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, and poor (PASER 4, 3, 2, 1) shown in red. Only roads owned by RCKC are shown.

Of RCKC's 1,269.73 certified miles of road, 445.95 miles are classified as county primary and 823.78 miles are classified as county local (Figure 1 identifies these paved roads in green, yellow, and red with the colors being determined based on the road segment's condition). RCKC also manages 17.315 miles that are classified as part of the National Highway System (NHS); the NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. In addition, RCKC has 106.185 miles of unpaved roads.

The condition and forecast data in this plan are drawn from RCKC's Roadsoft inventory, which totals 1,263.87 miles; the 5.86-mile (0.46%) difference from the certified mileage reflects segment measurement and boundary allocation between the two systems. More detail about these road assets can be found in RCKC's Roadsoft database or by contacting RCKC.

Types

RCKC has multiple types of pavements in its jurisdiction, including asphalt, sealcoat, and concrete; it also has unpaved roads (i.e., gravel and/or earth). Figure 2 shows a breakdown of these pavement types for all of RCKC's road assets.

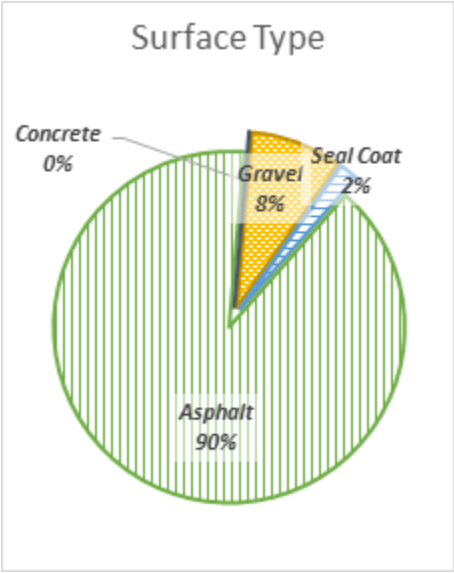


Figure 2: Pavement type by percentage maintained by RCKC.

Condition, Goals, and Trend

Paved Roads

Paved roads in Michigan are rated using the Pavement Surface Evaluation and Rating (PASER) system, which is a 1 to 10 scale with 10 being a newly constructed surface and 1 being a completely failed surface. PASER scores are grouped into TAMC definition categories of good (8-10), fair (5-7), and poor (1-4) categories. PASER data is collected on 100 percent of RCKC's federal-aid-eligible roads every two years. In addition, RCKC collects approximately 35 to 40 percent of its paved non-federal-aid-eligible network annually using its own staff and resources.

Based on the most recent PASER rating of each segment (through the 2026 rating season), RCKC's paved county primary network has 27.2 percent of its roads in good condition, 57.6 percent in fair condition, and 15.3 percent in poor condition, and the paved county local network has 34.6 percent in good condition, 44.9 percent in fair condition, and 20.5 percent in poor condition. RCKC's long-range goal for both the county primary and county local networks is to have 90 percent of the network in good or fair condition. Its short-term goals are to have no more than 15 percent of the county primary network and no more than 20 percent of the county local network in poor condition by 2030. Figure 3 and Figure 4 illustrate the historical condition of RCKC's county primary and county local networks (solid bars), the projected trend (shaded bars), the overall trend in condition (trendlines), and the long-range goal (final solid bar). Each historical bar reflects only the roads rated in that year, so those bars differ from the most-recent-rating condition stated above.

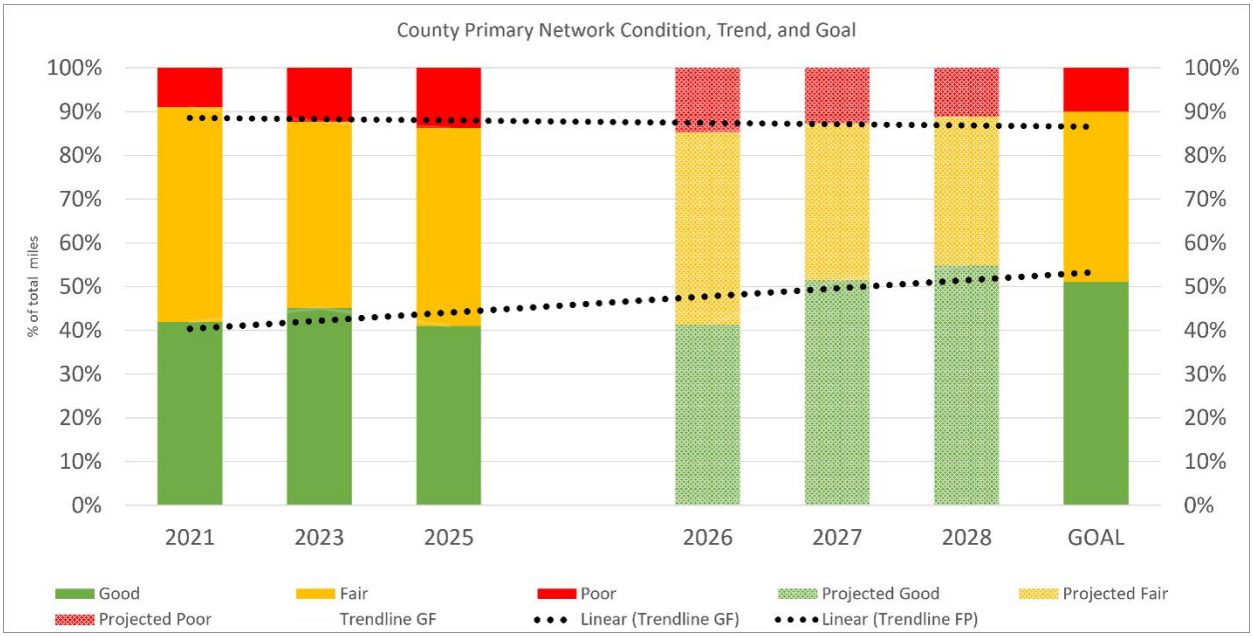


Figure 3: County primary network condition, trend, and goal.

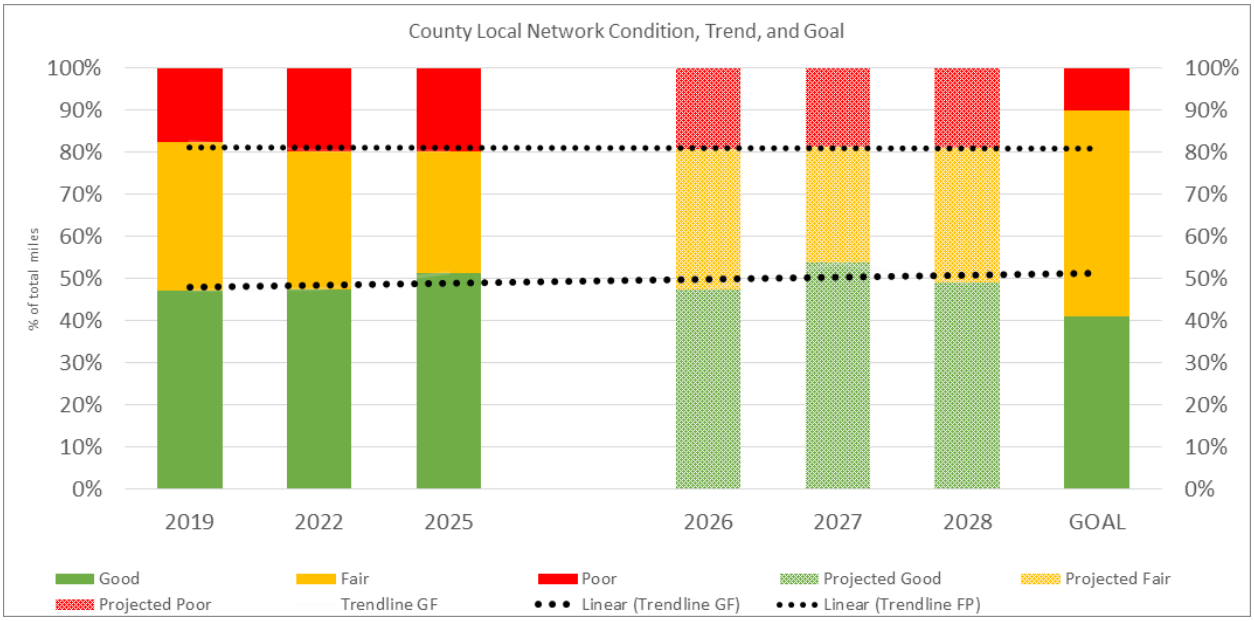


Figure 4: County local network condition, trend, and goal.

Unpaved Roads

Unpaved roads rated with the Inventory-based Rating System™ receive an IBR number ranging from 1 to 10, with a 9 or 10 (less than one year old) having good surface width, good or fair drainage, and good structural adequacy and a 1 having poor surface width, poor drainage, and poor structural adequacy. IBR numbers can be grouped in a similar fashion as the TAMC definitions into good (8-10), fair (5-7), and poor (1-4) categories. Figure 5 illustrates the current condition (solid bar), the projected trend (shaded bars), and RCKC's goal (final solid bar). Currently, 24.0 percent of RCKC's unpaved roads are rated poor (IBR 1–4). RCKC's long-range goal for its unpaved road network is to have 90 percent of unpaved roads rated IBR 5 or higher, and its short-term goal is to have no more than 15 percent of unpaved roads rated IBR 1–4 by 2030.

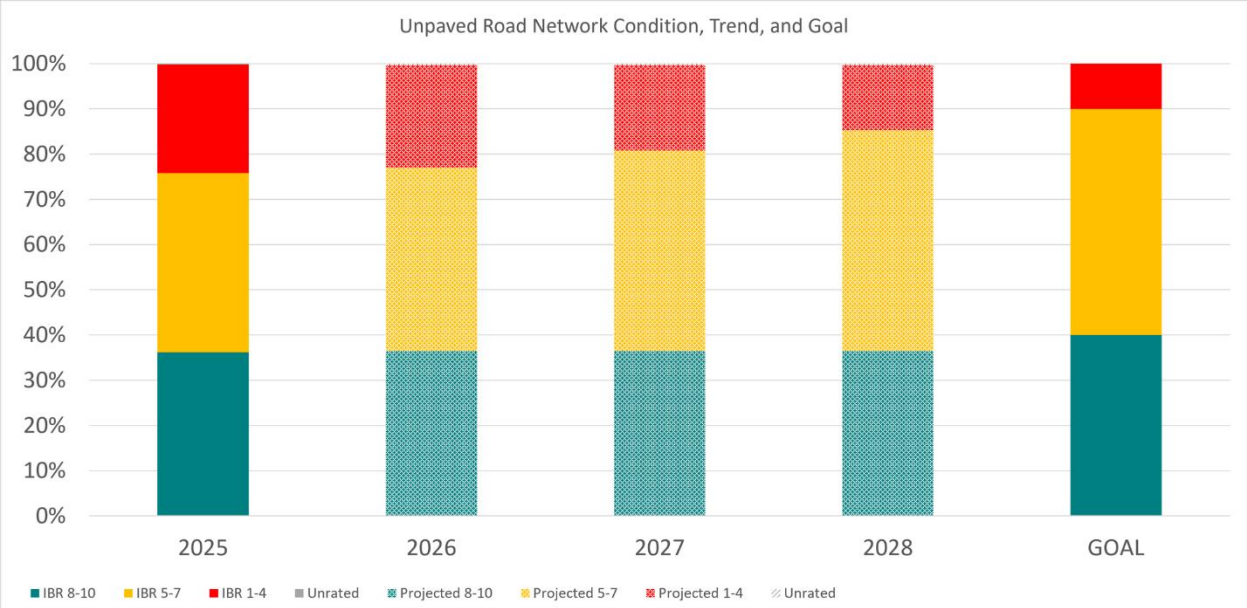


Figure 5: Unpaved road network condition, trend, and goal.

Modelled Trends, Gap Analysis, and Planned Projects

Table 1: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets.

Paved County Primary Road Network (annual miles are centerline miles)

Treatment	Annual Miles of Treatment	Years of Life	Trigger-Reset	Pavement Condition Forecast		Additional Work Necessary to Overcome Deficit	
				Annual Miles of Treatment	Trigger-Reset	Annual Miles of Treatment	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	60.5	6	5, 6, 7-8	60.5	5, 6, 7-8	0	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	0	6	5, 6, 7-8	0	5, 6, 7-8	0	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	0	6	5, 6, 7, 8-8	0	5, 6, 7, 8-8	0	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	2.7	12	5, 6, 7-9	2.7	5, 6, 7-9	0	5, 6, 7-9
Mill & 2" HMA Overlay	2.4	12	3, 4-9	2.4	3, 4-9	0	3, 4-9
2" HMA Overlay	2	12	3, 4, 5-9	2	3, 4, 5-9	0	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	5.6	12	5, 6, 7-9	5.6	5, 6, 7-9	0	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/6" HMA Overlay)	1.2	25	1, 2, 3, 4-9	1.2	1, 2, 3, 4-9	0	1, 2, 3, 4-9

Table 1: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets.

Paved County Local Road Network (annual miles are centerline miles)

Treatment	Annual Miles of Treatment	Years of Life	Trigger-Reset	Pavement Condition Forecast		Additional Work Necessary to Overcome Deficit	
				Annual Miles of Treatment	Trigger-Reset	Annual Miles of Treatment	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	45.8	6	5, 6, 7-8	45.8	5, 6, 7-8	0	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	30	6	5, 6, 7-8	30	5, 6, 7-8	0	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	14.9	6	5, 6, 7, 8-8	14.9	5, 6, 7, 8-8	0	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	1.1	12	5, 6, 7-9	1.1	5, 6, 7-9	0	5, 6, 7-9
Mill & 2" HMA Overlay	2.4	12	3, 4-9	2.4	3, 4-9	5.1	3, 4-9
2" HMA Overlay	0.3	12	3, 4, 5-9	0.3	3, 4, 5-9	0	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	0	12	5, 6, 7-9	0	5, 6, 7-9	0	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/4" HMA Overlay)	1.8	25	1, 2, 3, 4-9	1.8	1, 2, 3, 4-9	7.5	1, 2, 3, 4-9

Modelled Trends & Gap Analysis

The Roadsoft network analysis of RCKC's planned projects for the paved county primary and county local networks from RCKC's currently available budget does allow RCKC to reach its 2030 pavement condition goals given the projects planned for the next five years. The paved county primary network is forecast to improve from 27.2 percent good, 57.6 percent fair, and 15.3 percent poor to 52.1 percent good, 38.6 percent fair, and 9.4 percent poor by 2030, meeting both the 2030 goal of no more than 15 percent poor and the long-range goal of 90 percent good and fair. The paved county local network is forecast to move from 34.6 percent good, 44.9 percent fair, and 20.5 percent poor to 33.9 percent good, 46.2 percent fair, and 19.9 percent poor by 2030, meeting the 2030 goal of no more than 20 percent poor by a narrow margin; poor roads on the local network are forecast to increase each year after 2027.

No additional work is needed on the paved county primary network to meet its goals. On the paved county local network, Roadsoft estimates that the additional work shown in Table 1, 5.1 miles per year of mill and 2" HMA overlay and 7.5 miles per year of crush and shape with HMA overlay, would cost approximately $19.1 million over 2027–2030 beyond the planned projects, or an average of about $4.8 million per year. This estimate should be read as a minimum: with this additional work, the paved county local network is forecast to reach about 88.9 percent good and fair by 2030, close to but short of the 90 percent long-range goal, and the HMA overlay unit cost used in the model does not include milling. RCKC expects county local-network funding to increase by approximately $2,500,000 per year beginning in 2027, which would cover roughly half of this additional work.

Unpaved Road Condition Trends

RCKC did not use Roadsoft's network-level forecast for unpaved roads; instead, unpaved road condition was estimated segment by segment. Each gravel resurfacing project planned for 2026–2030 in the township local road capital improvement plans was matched to its segment in RCKC's IBR inventory, and each segment's IBR number was recalculated for the year its work is scheduled. If the planned projects are completed, the share of unpaved roads rated poor (IBR 1–4) would fall from 24.0 percent to 14.4 percent in 2028 and 10.1 percent in 2030, meeting the 2030 goal of no more than 15 percent poor. These results are an upper estimate because they do not account for gravel loss between treatments, and most poor-rated miles were last rated in 2015. Because 25.1 of the 25.5 miles rated poor also have poor drainage, RCKC will encourage townships to include ditching with gravel resurfacing where drainage is rated poor. RCKC will update IBR ratings on the unpaved network before the next plan update.

Planned Projects

RCKC's five-year plans cover 2026–2030; projects planned for 2026–2028 make up the three-year program RCKC reports to the TAMC. These projects are identified in Figure 6. Project lists and maps by year are included in the Pavement Asset Management Plan (Appendix A of this plan).

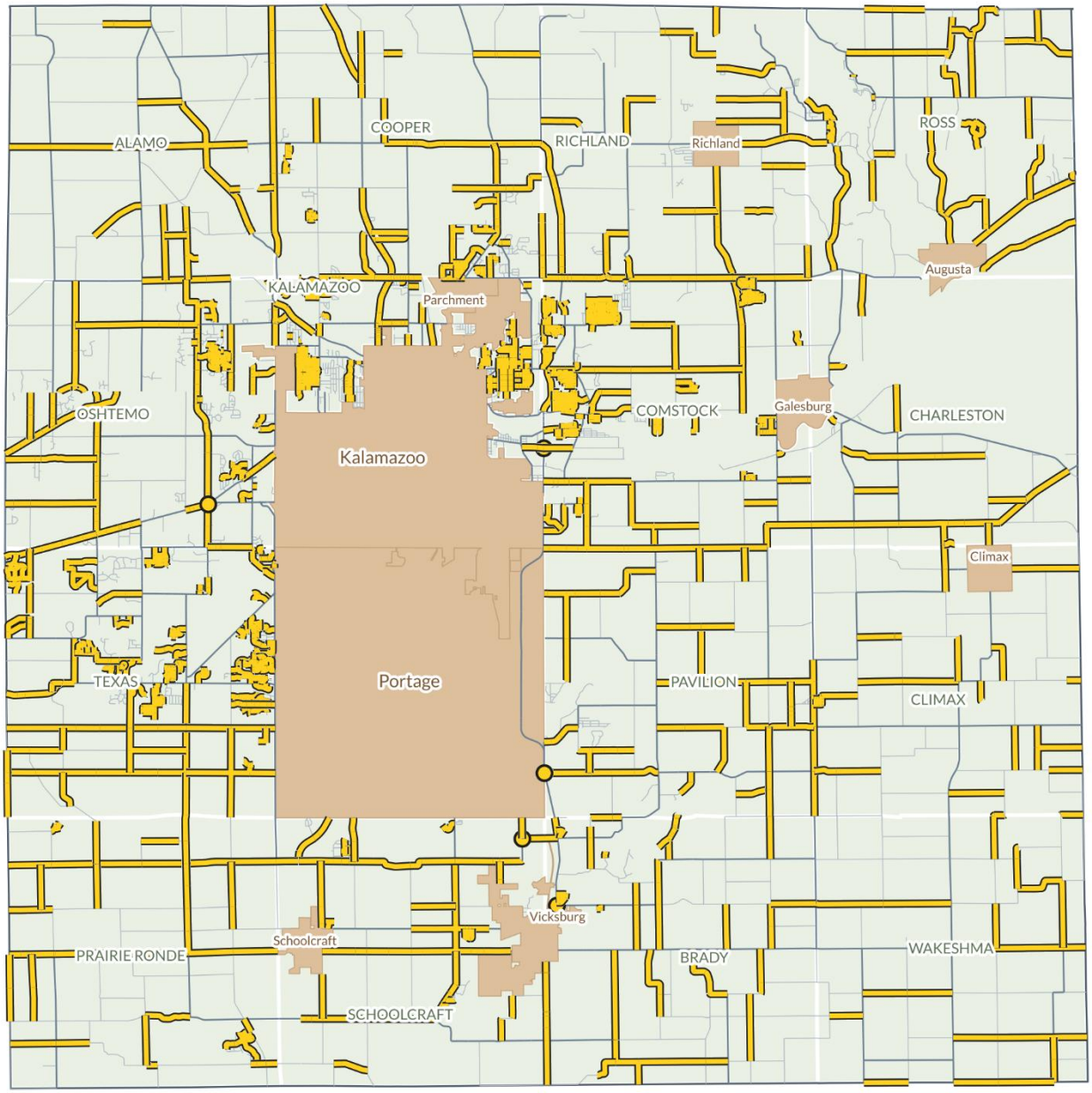


Figure 6: Map showing road projects planned for 2026–2028 (highlighted in yellow).

The total cost of the projects planned for 2026–2028 is approximately $98.2 million: approximately $70.7 million on the paved county primary road network, including pavement, safety, bridge, culvert, and non-motorized work, and approximately $27.5 million on the county local road network, including paved road, gravel road, culvert, and bridge work. These amounts are total project cost from all funding sources.

2. BRIDGE ASSETS



RCKC is responsible for 62 bridges that provide safe service to road users across the agency network. RCKC seeks to implement a cost-effective program of preventive maintenance to maximize the useful service life and safety of the local bridges under its jurisdiction.

Inventory of Assets

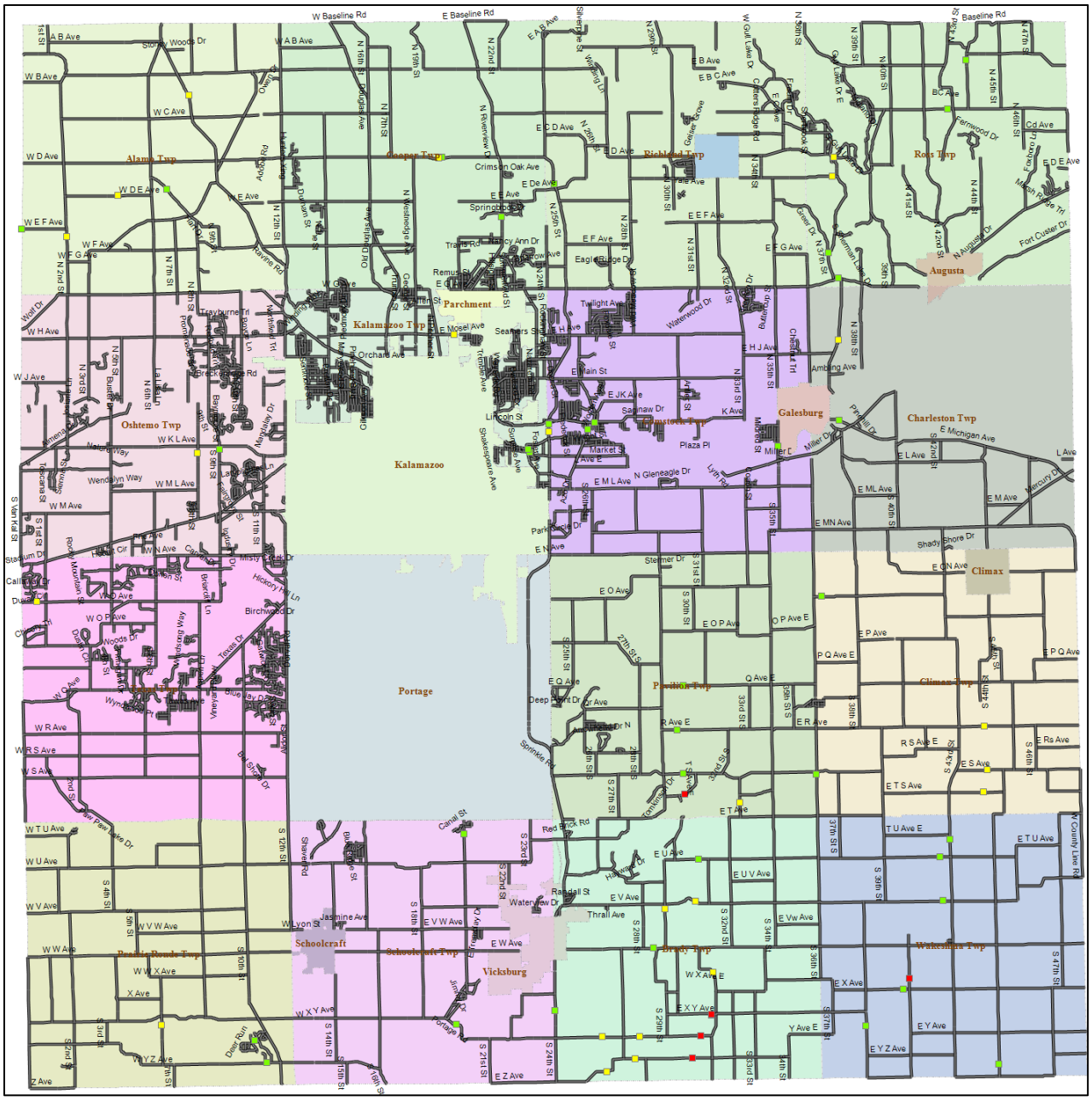


Figure 7: Map illustrating locations of RCKC's bridge assets. Green markers are bridges in good condition (NBI 7–9), yellow are fair (NBI 5–6), and red are poor (NBI 4 or less).

RCKC has 62 total bridges in its road and bridge network; these bridges connect various points of the road network, as illustrated in Figure 7. These bridge structures can be summarized by type, size, and condition, which are detailed in Table 2. More information about each of these structures can be found in RCKC's MiBRIDGE database or by contacting RCKC. Structure 4628 (Amtrak over Stadium Drive), included in the 2023 plan, is not part of RCKC's 62-structure inventory; its ownership coding in MiBRIDGE is being confirmed with MDOT.

Table 2: Type, Size, and Condition of RCKC's Bridge Assets.

Bridge Type	Total Number of Bridges	Total Deck Area (sq ft)	Condition: Structurally Deficient, Posted, or Closed			2026 Condition		
			Struct. Deficient	Posted	Closed	Poor	Fair	Good
Concrete – Culvert	9	12,201	0	0	0	0	1	8
Prestressed concrete – Box beam/girders—multiple	17	85,303	0	2	0	0	6	11
Prestressed concrete – Box beam/girders—single/spread	1	9,744	0	0	0	0	0	1
Prestressed concrete – Multistringer	3	47,403	0	0	0	0	1	2
Steel – Culvert	12	7,611	1	0	0	1	9	2
Steel – Multistringer	8	11,586	2	0	2	2	0	6
Steel continuous – Multistringer	1	2,968	0	0	0	0	0	1
Timber – Culvert	5	3,662	2	1	0	2	2	1
Timber – Slab	6	8,521	0	3	0	0	4	2
Total SD/Posted/Closed			**5**	**6**	**2**			
Total	**62**	**188,999**				**5**	**23**	**34**
Percentage (%)			**8**	**10**	**3**	**8**	**37**	**55**

Condition, Goals, and Trend

Bridges in Michigan are given a good, fair, or poor rating based on the National Bridge Inspection Standards (NBIS) rating scale, which was created by the Federal Highway Administration to evaluate a bridge's deficiencies and to ensure the safety of road users. The current condition of RCKC's bridge network based on the NBIS is 34 structures rated good, 23 structures rated fair, and 5 structures rated poor (Table 2). Structurally deficient bridges are those with a deck, superstructure, substructure, or culvert rated 4 (poor) or lower on the NBI rating scale. RCKC has 5 structurally deficient bridges (Table 2).

Bridges are designed to carry legal loads in terms of vehicles and traffic. Due to a decline in condition, a bridge may be "posted" with a restriction for what would be considered safe loads passing over the bridge. On occasion, posting a bridge may also restrict other load-capacity-related elements like speed and number of vehicles on the bridge, but this type of posting designates the bridge differently. RCKC has 6 structures that are posted for load restriction (Table 2). Designating a bridge as "posted" has no

influence on its condition rating. A “closed” bridge is one that is closed to all traffic. Closing a bridge is contingent upon its ability to carry a set minimum live load. RCKC has 2 structures that are closed (Table 2).

The goal of RCKC's bridge asset management program is the preservation and safety of its bridge network. Specifically, RCKC's long-range goals are to have 95 percent of its bridges rated fair/good and less than 3 percent classified as structurally deficient within 10 years.

Figure 8 illustrates the baseline condition, projected trend, and goal that RCKC has for its good/fair and its structurally deficient bridges. In 2026, the percentage of bridges rated fair/good decreased from 93.5 percent to 91.9 percent because structure 4623 declined from fair to poor condition in its March 2026 inspection; its replacement is unfunded. The planned removal of structures 4652 and 4662 in FY2027 reduces the inventory from 62 to 60 bridges and is projected to raise the fair/good percentage to 95.0 percent in 2028, meeting the fair/good goal. The planned replacement of structure 4649 in FY2030, contingent on a future Local Bridge Program award, is projected to raise the fair/good percentage to 96.7 percent and reduce the structurally deficient percentage to 3.3 percent; the structurally deficient goal is not projected to be met within the plan period. This projection assumes no other bridge declines to poor condition.

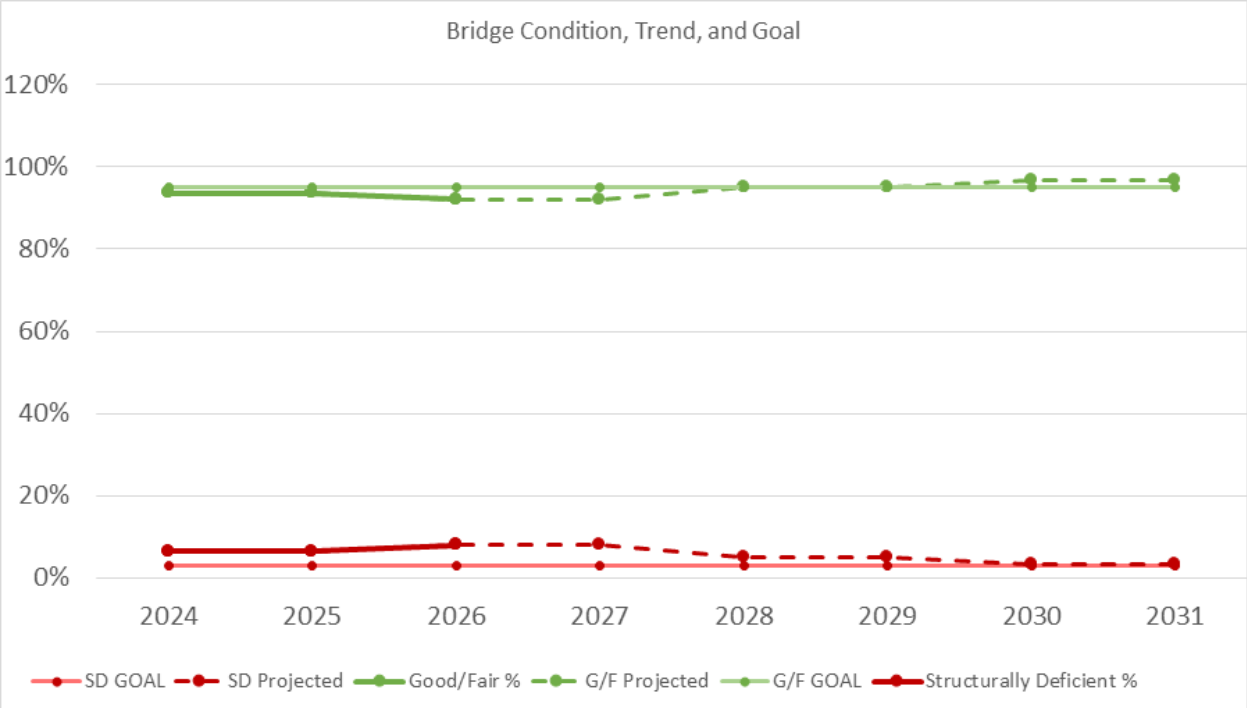


Figure 8: Condition, projected trend, and goal for RCKC’s good/fair and structurally deficient bridges.

Programmed/Funded Projects, Gap Analysis, and Planned Projects

RCKC anticipates $150,000 in total funding per year for bridges for the years 2026–2030, consisting of approximately $70,000 for design, $50,000 for local match on construction, and $30,000 for routine maintenance, which includes $5,500 per year for preventive maintenance. RCKC plans to remove two closed bridges (4652 and 4662) in FY2027 with Local Bridge Program funding. In FY2030, contingent on future Local Bridge Program awards, RCKC plans to replace one bridge (4649) at an estimated cost of $886,000, rehabilitate one bridge (4624) at an estimated cost of $40,000, and perform preventive maintenance on three bridges (4630, 13382, and 13424) at an estimated cost of $85,000. The required 5% local share of the FY2030 projects (approximately $50,550) slightly exceeds the $50,000 annual match budget; RCKC will identify the remaining funding before submitting applications in 2027. Through these activities, RCKC is projected to meet its fair/good condition goal beginning in 2028 but will not meet its structurally deficient goal within the plan period.

Table 3 shows the programmed/funded projects for 2026–2030 alongside priority projects that remain unfunded (GAP column). Unfunded needs total $9,502,000 across 10 projects. For projects it is unable to complete, RCKC will continue to monitor those bridges and take any necessary steps within its budget to prevent or mitigate a condition decline or a need to post or close the structure. Cost estimates use unit prices from the latest Bridge Repair Cost Estimate spreadsheet in MDOT's Local Bridge Program Call for Projects, include inflation to the year of work, price unfunded (GAP) projects in FY2030 dollars, and exclude preliminary and construction engineering.

Table 3: Planned Projects and Gap Analysis.

Strategy	2026	2027	2028	2029	2030	GAP
New						
Subtotal	$0	$0	$0	$0	$0	$0
Replacement						
4649					$886,000	
12892						$848,000
4622						$1,867,000
12883						$893,000
4650						$2,589,000
12884						$814,000
4623						$1,009,000
Subtotal	$0	$0	$0	$0	$886,000	$8,020,000
Rehabilitation						
4624					$40,000	
4651						$964,000
4653						$297,000
Subtotal	$0	$0	$0	$0	$40,000	$1,261,000
Scheduled Maintenance						
Subtotal	$0	$0	$0	$0	$0	$0
Preventive Maintenance						
4630					$42,000	
13382					$28,000	
13424					$15,000	
4648						$202,000
13234						$19,000
Subtotal	$0	$0	$0	$0	$85,000	$221,000
Removal						
4652		$234,000				
4662		$193,000				
Subtotal	$0	$427,000	$0	$0	$0	$0

3. CULVERT ASSETS



RCKC exercises awareness of its culvert assets. In 2018, RCKC participated in a statewide culvert inventory pilot project, which allowed RCKC to locate and collect data on some of its culvert infrastructure. Since that time, RCKC has continued to use Roadsoft to locate and record culverts throughout the county, and in 2026 RCKC began a township-by-township field program to locate and verify its culverts.

Inventory of Assets

At present, RCKC tracks inventory data of its culvert assets only. As of October 2026, RCKC has inventoried 1,513 culverts in Roadsoft, which is approximately 66 percent of the estimated 2,300 culverts that RCKC owns. The estimate applies the TAMC's statewide average of 1.81 culverts per centerline mile for county road agencies, from the 2018 Michigan culvert pilot, to RCKC's 1,269.73 certified centerline miles.

The inventory is lower than the 1,663 culverts reported in RCKC's 2023 plan. A review of RCKC's culvert data found that storm sewer pipes connecting catch basins had been entered in Roadsoft as culverts, and those records were removed. The review also found structures with spans of more than 20 feet, which are classified as bridges, entered as culverts. Correcting these and other data errors is ongoing, and the inventoried count may change as the review continues and as the township field program proceeds.

RCKC's 2023 plan reported culvert condition ratings collected using the 1–10 rating method from the 2018 statewide culvert pilot. That method has since been superseded by the current TAMC culvert condition rating, which rates each culvert as good, fair, poor, or severe, and the earlier ratings are not comparable to it. RCKC has not yet rated its culvert network under the current method; fewer than 1 percent of inventoried culverts have a recorded condition rating. For this reason, this plan does not report culvert condition. RCKC has budgeted for annual culvert inspection and rating by township in its five-year plan and will train staff on the current rating method so that condition data can be reported in future plans.

More detail about these culvert assets can be found in RCKC's Roadsoft database or by contacting RCKC.

Goals

The goal of RCKC's asset management program is the preservation of its culvert network. RCKC is responsible for preserving its 1,513 inventoried culverts as well as any un-inventoried culverts that underlie its entire road network. Replacement structures with a span of more than 20 feet are classified as bridges and will be added to RCKC's bridge inventory. RCKC continues to work with the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to monitor these structures.

RCKC's goal is to rate all inventoried culverts using the current TAMC culvert condition rating method by 2031, through its annual township culvert inspection and rating program.

Planned Projects

RCKC's policy is to replace or repair culvert assets concurrent with projects affecting road segments carried by the particular culverts. RCKC also includes culvert assets in scheduled maintenance projects affecting road segments carried by the particular culverts.

4. SIGNAL ASSETS



RCKC exercises awareness of its traffic signal assets and works to modernize them to improve safety and operations, including converting older span-wire signals to mast arms. On the Sprinkle Road corridor, RCKC uses radar and LiDAR detection to reduce red-light running.

Inventory of Assets

At present, RCKC tracks only inventory data for traffic signals. RCKC has inventoried 49 traffic signals, which is 100 percent of the 49 traffic signals that RCKC owns.

More detail about these traffic signal assets can be obtained by contacting RCKC.

Goals

The goal of RCKC's asset management program is the preservation of its traffic signals. RCKC is responsible for preserving its 49 inventoried traffic signals.

Planned Projects

RCKC's policy is to evaluate traffic signal assets based on a condition assessment for replacement or repair during any reconstruction, rehabilitation, preventive maintenance, or scheduled maintenance activities on the roadway affected by the particular signal. It also conducts replacements or repairs for those traffic signal assets reported as non-functional or as performing with reduced function. RCKC adheres to the maintenance and servicing provisions of the *Michigan Manual on Uniform Traffic Control Devices*. RCKC budgets funds annually for traffic signal maintenance. Its five-year capital improvement plan includes upgrading the span-wire signals at Sprinkle Road and Market Street and at Sprinkle Road and Wynn Road to mast arms, and modernizing the existing mast-arm signal at Sprinkle Road and Miller Road.

5. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. Therefore, RCKC will overview its general expenditures and financial resources currently devoted to transportation infrastructure maintenance. This financial information is not intended to be a full financial disclosure or a formal report. Full details of RCKC's financial status can be found on our website at https://www.kalamazoocountyroads.com/Financials.php or by request submitted to our agency contact (listed in this plan).

Anticipated Revenues & Expenses

RCKC receives funding from the following sources:

- **State funds** – RCKC's principal source of transportation funding is received from the Michigan Transportation Fund (MTF). This fund is supported by vehicle registration fees and the state's per-gallon gas tax. Allocations from the MTF are distributed to state and local governmental units based on a legislated formula, which includes factors such as population, miles of certified roads, and vehicle registration fees for vehicles registered in the agency's jurisdiction. Examples of state grants also include local bridge grants, economic development funds, and metro funds.
- **Federal and state grants for individual projects** – These are typically competitive funding applications that are targeted at a specific project type to accomplish a specific purpose. These may include safety enhancement projects, economic development projects, or other targeted funding. Examples include federal Surface Transportation Block Grant (STBG) Program funds and federal and state bridge funds, as well as state Transportation Economic Development Fund (TEDF) Category C and D funds.

- **Local government entities or private developer contributions to construction projects for specific improvements** – This category includes funding received to mitigate the impact of commercial developments as a condition of construction of a specific development project, and can also include funding from a special assessment district levied by another governmental unit. Examples of contributions from local units include city, village, and township contributions to the county; special assessments; county appropriations; bond and note proceeds; contributions from counties to cities and villages; city general fund transfers; city municipal street funds; capital improvement funds; and tax millages (see below).
- **Local tax millages** – Many local agencies in Michigan use local tax millages to supplement their road-funding budget. These taxes can provide for additional construction and maintenance for new or existing roads that are also funded using MTF or MDOT funds. RCKC has local tax millages in its road-funding budget. RCKC does not levy a countywide road millage. Several townships fund their share of local road projects through dedicated township road millages, which RCKC receives as township contributions. For example, Climax Township levies just under 1 mill for local road projects (approximately $80,000 annually).
- **Interest** – Interest from invested funds.
- **Permit fees** – Generally, permit fees cover the cost of a permit application review.
- **Other** – Other revenues can be gained through salvage sales, property rentals, land and building sales, sundry refunds, equipment disposition or installation, private sources, and financing.
- **Charges for services** – Funds from partner agencies who contract with RCKC to construct or maintain its roads, or roads under joint or neighboring jurisdictions.

RCKC is required to report transportation fund expenditures to the State of Michigan using a prescribed format with predefined expenditure categories. The definitions of these categories according to Public Act 51 of 1951 may differ from common pavement management nomenclature and practice. For the purposes of reporting under PA 51, the expenditure categories are:

- **Construction/Capacity Improvement Funds** – Under Public Act 51 of 1951, this classification covers work excluded from the definition of preservation: "new construction of highways, roads, streets, or bridges, a project that increases the capacity of a highway facility to accommodate that part of traffic having neither an origin nor destination within the local area, widening of a lane width or more, or adding turn lanes of more than 1/2 mile in length."[1]
- **Preservation and Structural Improvement Funds** – Preservation and structural improvements are "activit[ies] undertaken to preserve the integrity of the existing roadway system."[2] Preservation includes items such as a reconstruction of an existing road or bridge, or adding structure to an existing road.

[1] Public Act 51 of 1951, MCL 247.660c(l), describing work excluded from "preservation."
[2] Public Act 51 of 1951, MCL 247.660c(l).

- **Routine and Preventive Maintenance Funds** – Routine maintenance activities are "actions performed on a regular or controllable basis or in response to uncontrollable events upon a highway, road, street, or bridge."[3] Preventive maintenance activities are "planned strategy[ies] of cost-effective treatments to an existing roadway system and its appurtenances that preserve assets by retarding deterioration and maintaining functional condition without significantly increasing structural capacity."[4]
- **Winter Maintenance Funds** – Expenditures for snow and ice control.
- **Trunkline Maintenance Funds** – Expenditures for maintenance performed on MDOT trunkline routes under a maintenance agreement with MDOT. RCKC does not have a trunkline maintenance agreement with MDOT and reports no trunkline maintenance expenditures.
- **Administrative Funds** – There are specific items that can and cannot be included in administrative expenditures as specified in PA 51 of 1951. The law also states that the amount of MTF revenues that are spent on administrative expenditures is limited to 10 percent of the annual MTF funds that are received.
- **Other Funds** – Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

The table below details RCKC's revenues and expenditures for fiscal year 2024 as reported on the TAMC financial dashboard (https://www.mcgi.state.mi.us/mitrp/tamcDashboards), rounded to the nearest $100,000.

Table 4: Annual Fiscal-Year Revenues & Expenditures per Fiscal Year.

REVENUES			EXPENDITURES		
Item	Estimated $	Percent of Total	Item	Estimated $	Percent of Total
State funds	28,300,000	63.7	Construction & capacity improvement (CCI)	0	0.0
Federal funds	5,000,000	11.3	Preservation & structural improvement (PSI)	16,100,000	36.2
Contributions from local units	6,000,000	13.5	Routine maintenance	16,700,000	37.5
Interest, rents, and other	0	0.0	Winter maintenance	2,000,000	4.5
Charges for services	5,100,000	11.5	Trunkline maintenance	0	0.0
			Administrative	2,100,000	4.7
			Other	7,600,000	17.1
TOTAL	44,400,000	100	TOTAL	44,500,000	100

[3] Public Act 51 of 1951, MCL 247.660c(n).
[4] Public Act 51 of 1951, MCL 247.660c(o).

6. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by RCKC provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Key transportation links include:

- **Geographic divides:** Areas where a geographic feature (river, lake, hilly terrain, or limited access road) limits crossing points of the feature; bridge failures, in particular, can create loss of access to entire regions of the state.
- **Emergency alternate routes for high-volume roads and bridges:** Roads and bridges that are routinely used as alternate routes when high-volume roads or bridges are closed, including routes signed by MDOT as emergency detour routes for I-94 and US-131.
- **Limited access areas:** Roads and bridges that serve remote or limited access areas that result in long detours if closed.
- **Main access to key commercial districts:** Areas with a large concentration of businesses or where large-size business will be significantly impacted if a road is unavailable.

RCKC has identified the following road corridors and bridges as critical assets based on their role in network connectivity and as emergency alternate routes, including MDOT-signed emergency detour routes.

Critical road corridors (see Figure 9):

- 8th Street from XY Avenue to O Avenue

- 9th Street from O Avenue to Stadium Drive
- 12th Street/ Drake Road from Stadium Drive to North Kalamazoo County line
- 34th Street from N Avenue to MN Avenue
- 35th Street from MN Avenue to G Avenue
- 36th Street from W Avenue to MN Avenue
- D Avenue from West Kalamazoo County line to Sprinkle Road
- G Avenue from Riverview Drive to M-96
- Mercury Drive from MN Avenue to I-94
- MN Avenue from 34th Street to Mercury Drive
- N Avenue from Sprinkle Road to 34th Street
- O Avenue from 8th Street to 9th Street
- Q Avenue from West Kalamazoo County line to 12th Street
- Sprinkle Road from South Kalamazoo County line to D Avenue
- Stadium Drive from West Kalamazoo County line to Drake Road
- W Avenue from West Kalamazoo County line to East Kalamazoo County line
- XY Avenue from 8th Street to US-131

Critical bridges, by structure number:

- 4624 W Avenue at Portage River, between S 28th St and S 29th St
- 4632 D Avenue at Kalamazoo River, between Spruce Way and Riverview Dr
- 4636 24th Street at Portage Creek, between Fishing Pole and Morley Dr
- 4637 South Sprinkle Rd at Kalamazoo River, between Comstock and Michigan Ave
- 4638 South Sprinkle Rd at MDOT RR Corridor, between Comstock and Michigan Ave
- 4641 36th Street at Dorrance Creek, between T Avenue and S Avenue
- 4642 35th Street at Kalamazoo River, between Miller Ave and Galesburg city limits
- 12822 North Sprinkle Rd at Spring Brook, between DE Avenue and D Avenue
- 13244 D Avenue at W Channel of Kalamazoo River, between Spruce Way and Riverview Dr
- 13342 G Avenue at Gull Creek, between 36th St and 37th St

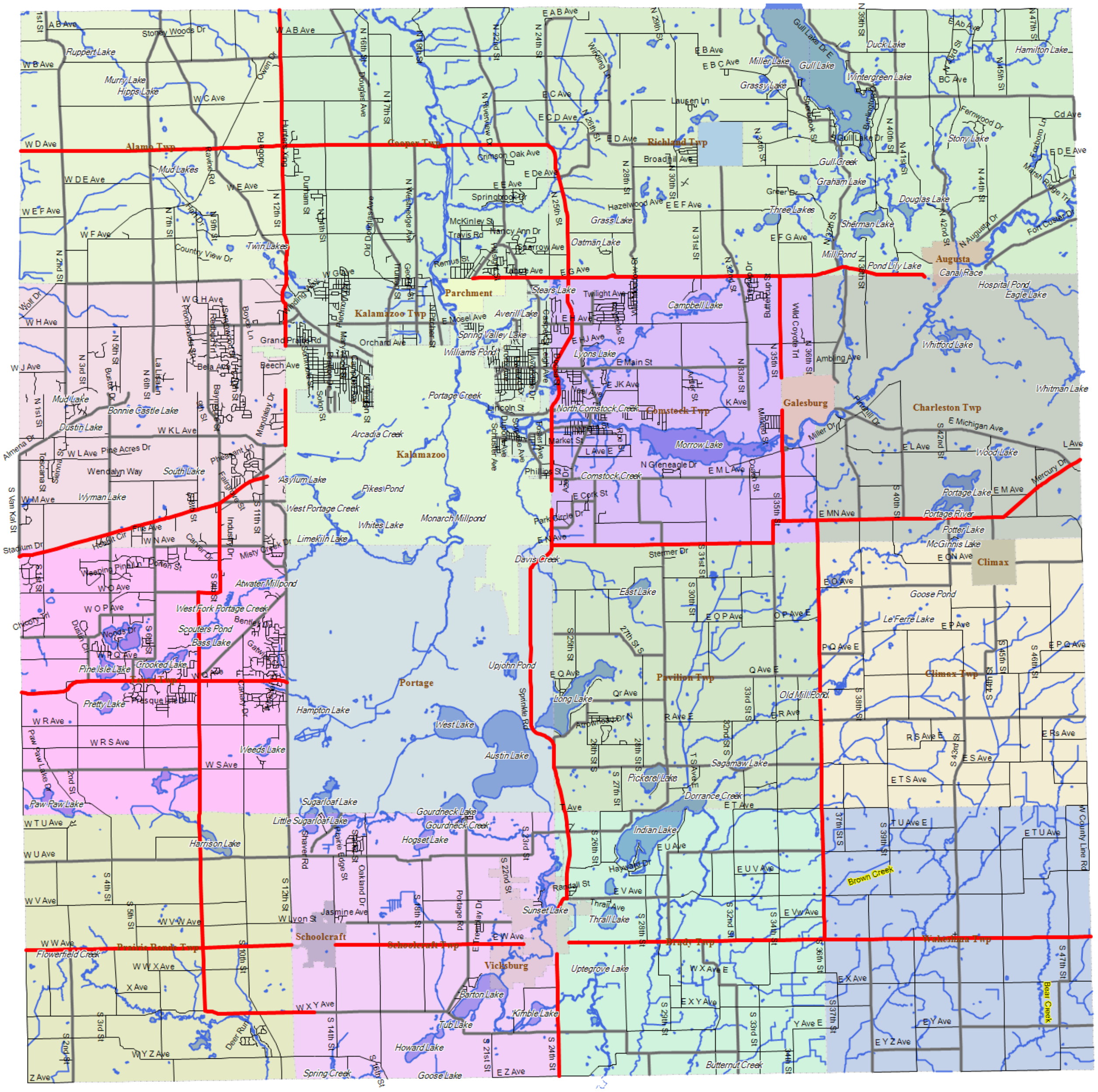


Figure 9: Key transportation links in RCKC's road network.

RCKC inspects its bridges at the intervals required by the National Bridge Inspection Standards (23 CFR 650, Subpart C) and reports their condition in the Bridge Asset Management Plan (Appendix B). As of the 2026 Bridge Asset Management Plan, none of the ten critical bridges is rated poor, posted, closed, or scour critical. Structure 4624 (W Avenue at Portage River) is planned for superstructure repair in 2030, contingent on Local Bridge Program funding. Pavement on the critical road corridors deteriorates gradually and is rated and programmed for treatment through the Pavement Asset Management Plan (Appendix A), so an unplanned closure of a critical corridor is more likely to result from a crash, flooding, or damage to a structure than from pavement condition.

When a critical road or bridge must be closed unexpectedly, the closure is often reported to RCKC by emergency services or county dispatch. RCKC crews or contractors set up the closure and detour. Outside cities and villages, detours use the surrounding county road grid, with primary road traffic detoured to other primary roads and local road traffic detoured to primary or local roads. RCKC notifies the public of the closure and detour through news releases and its social media channels.

7. COORDINATION WITH OTHER ENTITIES

An asset management plan provides significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. RCKC communicates with both public and private infrastructure owners to coordinate work in the following ways:

Key stakeholders the RCKC coordinates with are:

- Townships, Cities and Villages in Kalamazoo County
- County Parks
- County Planning
- County Dispatch
- Neighboring County Road Agencies
- County Office of the Drain Commissioner
- MDOT
- Kalamazoo Area Transportation Study (KATS)
- Utilities
- Private entities, Gas, Communication, Electricity
- Citizens/Residents

Annually RCKC convenes an infrastructure planning meeting in the last quarter of the year. Representatives from all the major public and private infrastructure owners that have assets in the road right of way are provided notice for the meeting and are invited to attend. An attempt is made to coordinate the schedule of the event to allow most infrastructure owners to attend.

RCKC provides all attendees of the infrastructure planning meeting with a list of all planned road projects for the next five years that include new pavement structure. Infrastructure owners are encouraged to discuss planned projects that would disrupt transportation services or cause damage to pavements. Projects which may cause damage to pavements in good or fair condition are discussed and mitigation measures are proposed to minimize the impact to pavements. Mitigation measures could include rescheduling and coordinating projects to maximize value and minimize disruptions and cost to the public. Other topics covered during this meeting include:

- Soil Erosion and Sediment Control which includes the Kalamazoo County Office of the Drain Commissioner
- Permitting processes and new practices
- All season route maps
- Changes in RCKC Policies and updates in Construction Guidelines including new road/plat construction updates
- Township partners that have projects in the RCKC Right-of Way, such as sanitary sewer or water main projects
- Kalamazoo County Planning and Development updates
- City partners provide updates on Capital Improvement Plans, including sewer and water plans
- Work Zone Safety

RCKC coordinates all structural improvement projects with non-motorized facilities with each of the 15 townships in Kalamazoo County. The RCKC has a policy to support non-motorized facilities beyond Complete Streets. Additional efforts in this area can be found on our Complete Streets and Non-motorized Facilities website page at https://www.kalamazoocountyroads.com/non_motorized.php.

RCKC attends the annual MDOT meeting which covers project information and process changes for working with MDOT. Beyond planning, engineering and coordination, the RCKC performs preventive maintenance work as requested with our surrounding cities and villages.

RCKC also facilitates a monthly meeting with the County Office of the Drain Commissioner to discuss ongoing drainage projects as well as planning for future projects.

8. PROOF OF ACCEPTANCE

PUBLIC ACT 325

CERTIFICATION OF TRANSPORTATION ASSET MANAGEMENT PLAN

Certification Year: 2026

Local Road-owning Agency Name: Road Commission of Kalamazoo County

Beginning October 2019 and on a three-year cycle thereafter, certification must be made for compliance to Public Act 325. A local road-owning agency with 100 certified miles or more must certify that it has developed an asset management plan for the road, bridge, culvert, and traffic signal assets. Signing this form certifies that the hitherto referred agency meets with minimum requirements as outlined by Public Act 325 and agency-defined goals and objectives.

This form must be signed by the chairperson of the local road-owning agency or the county executive and chief financial officer of the local road-owning agency.

Signature 	
Printed Name David C. Pawloski	
Title Chairperson, Board of County Road Commissioners	Date 11/03/2026

Due every three years based on agency submission schedule.

Submittal Date: 11/04/2026

See attached board meeting minutes and/or resolution.

RESOLUTION
ACCEPTANCE OF THE 2026 TRANSPORTATION ASSET MANAGEMENT PLAN

November 3, 2026

WHEREAS, Public Act 51 of 1951, as amended by Public Act 325 of 2018 (MCL 247.659a), requires each local road agency that certifies 100 or more centerline miles of road to submit an asset management plan to the Transportation Asset Management Council (TAMC) every three years; and

WHEREAS, the Road Commission of Kalamazoo County is responsible for 1,269.73 certified centerline miles of road and 62 bridges; and

WHEREAS, staff have prepared the Road Commission of Kalamazoo County 2026 Transportation Asset Management Plan (Compliance Plan), including the 2026 Pavement Asset Management Plan (Appendix A) and the 2026 Bridge Asset Management Plan (Appendix B), using the templates provided by TAMC; and

WHEREAS, TAMC requires proof that the governing body of the local road agency has accepted the plan;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo accepts the Road Commission of Kalamazoo County 2026 Transportation Asset Management Plan (Compliance Plan), including the 2026 Pavement Asset Management Plan (Appendix A) and the 2026 Bridge Asset Management Plan (Appendix B), for submission to TAMC; and

BE IT FURTHER RESOLVED that the Chair is authorized to sign the Certification of Transportation Asset Management Plan; and

BE IT FURTHER RESOLVED that the County Engineer is authorized to make non-substantive changes to the plans after acceptance, limited to formatting, page numbering, accessibility, and correction of typographical errors. Any change to inventory, condition, goals, funding, or projects shall be returned to the Board for approval.

BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF KALAMAZOO, MICHIGAN

By: _____
David C. Pawloski, Chair

Dated: November 3, 2026

A. PAVEMENT ASSET MANAGEMENT PLAN

The Road Commission of Kalamazoo County 2026 Pavement Asset Management Plan follows. It is a stand-alone document with its own page, figure, table, and appendix numbering; references within it to Appendices A through C refer to that plan's appendices, not to the appendices of this compliance plan.

Road Commission of Kalamazoo County
2026 Pavement
Asset Management Plan

A plan describing the Road Commission of Kalamazoo County's roadway assets and conditions.

Prepared by:
Ryan Minkus, PE, PTOE
County Engineer
info@kalamazoocountyroads.com

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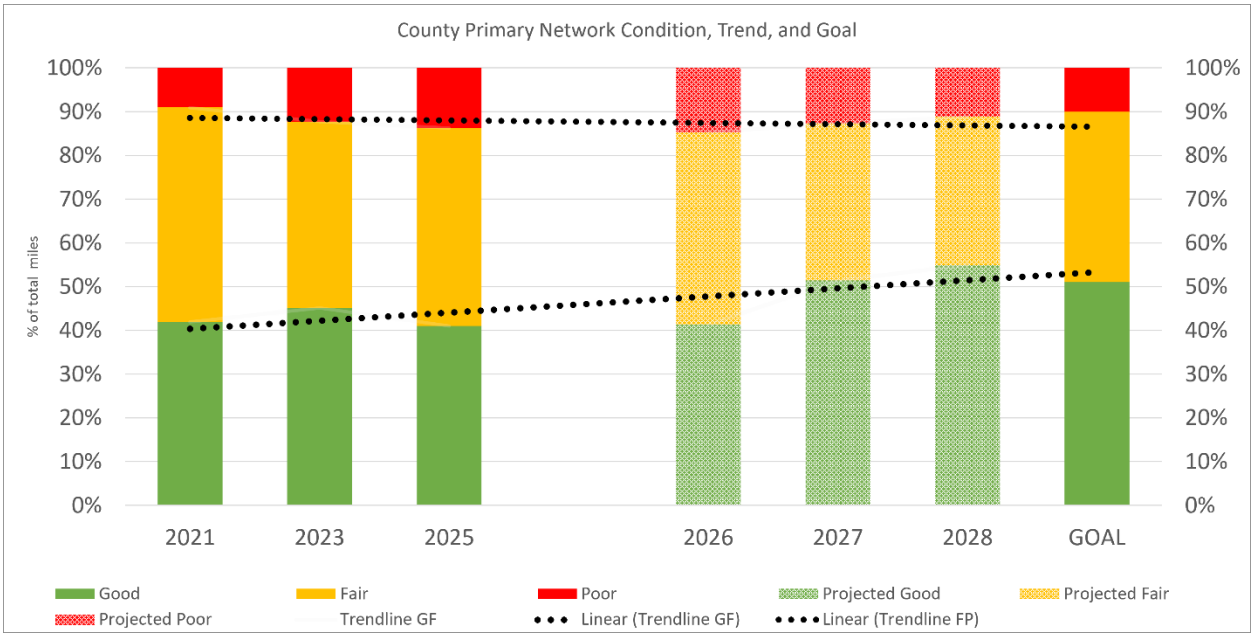
EXECUTIVE SUMMARY

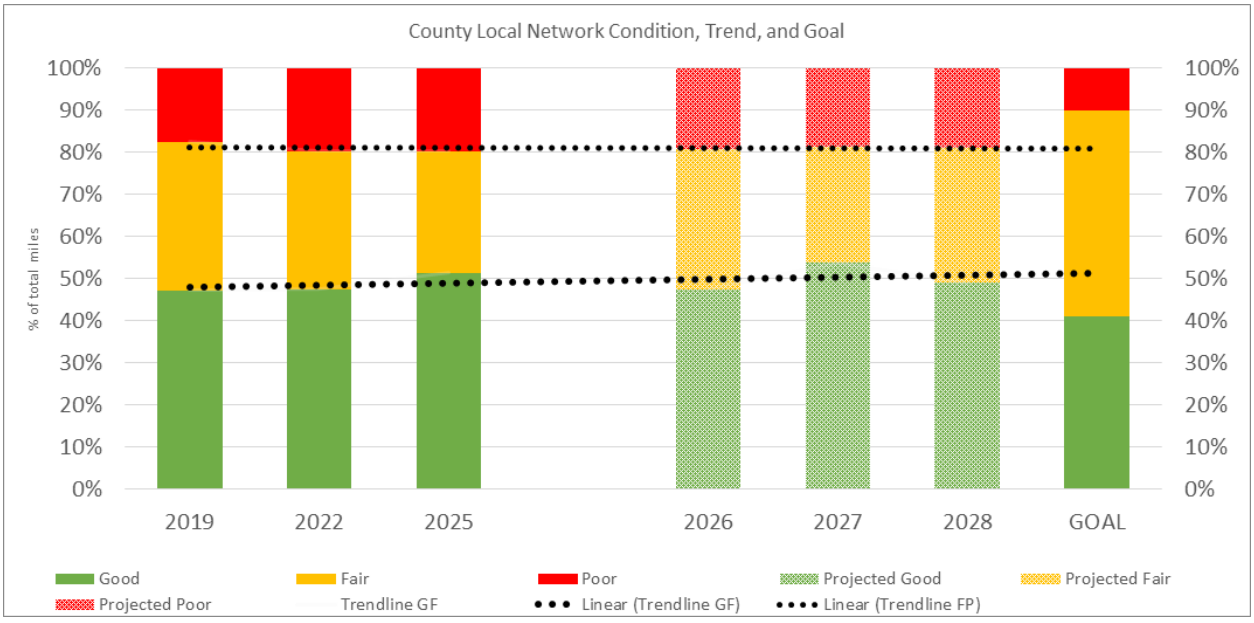
As conduits for commerce and connections to vital services, roads are among the most important assets in any community along with other assets like bridges, culverts, traffic signs, traffic signals, and utilities that support and affect roads. The Road Commission of Kalamazoo County's (RCKC) roads, other transportation assets, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining roads, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road network in an efficient and effective manner. This asset management plan is intended to report on how RCKC is meeting its obligations to maintain the public assets for which it is responsible.

This plan overviews RCKC's road assets and condition, and explains how RCKC works to maintain and improve the overall condition of those assets. These explanations can help answer the following questions:

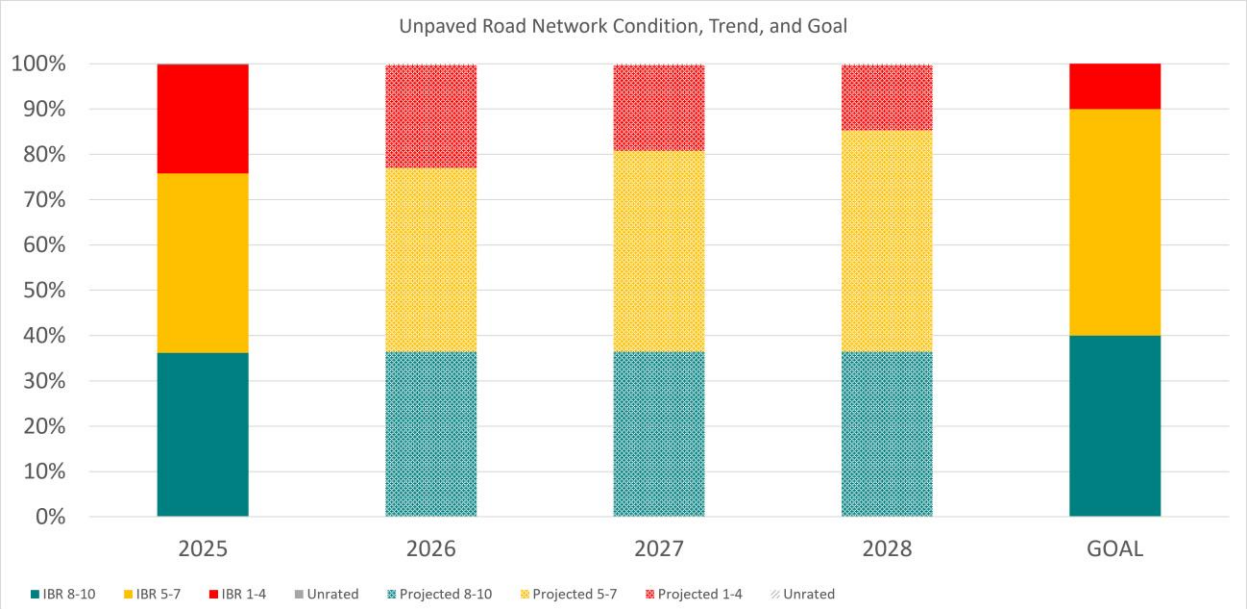
- What kinds of road assets RCKC has in its jurisdiction, who owns them, and the different options for maintaining these assets.
- What tools and processes RCKC uses to track and manage road assets and funds.
- What condition RCKC's road assets are in compared to statewide averages.
- Why some road assets are in better condition than others and the path to maintaining and improving road asset conditions through proper planning and maintenance.
- How agency transportation assets are funded and where those funds come from.
- How funds are used and the costs incurred during RCKC's road assets' normal life cycle.
- What condition RCKC can expect of its road assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of RCKC's road assets.

RCKC owns and/or manages 1,269.73 certified centerline miles of roads, including county primary roads within the City of Portage. This road network can be divided into the county primary network, the county local network, the unpaved road network, and the National Highway System (NHS) network based on the different factors these roads have that influence asset management decisions. A summary of RCKC historical and current network conditions, projected trends, and goals for county primary network and county local network can be seen in the two figures, below:


County Primary Network Condition, Trend, and Goal
% of total miles
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2021
2023
2025
2026
2027
2028
GOAL
Good
Fair
Poor
Projected Good
Projected Fair
Projected Poor
Trendline GF
Linear (Trendline GF)
Linear (Trendline FP)


County Local Network Condition, Trend, and Goal
% of total miles
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2019
2022
2025
2026
2027
2028
GOAL
Good
Fair
Poor
Projected Good
Projected Fair
Projected Poor
Trendline GF
Linear (Trendline GF)
Linear (Trendline FP)

A summary of RCKC historical and current network conditions, projected trend and goal for the unpaved road network can be seen in the figure, below:



An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of RCKC's obligations towards meeting these requirements. This asset management plan also helps demonstrate RCKC's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of RCKC's road assets and gives taxpayers the information they need to make informed decisions about investing in essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals". In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). RCKC is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The Road Commission of Kalamazoo County (RCKC) has adopted an "asset management" business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users' expectations. RCKC is responsible for maintaining and operating approximately 1,270 centerline miles of roads.

This 2026 plan outlines how RCKC determines its strategy to maintain and upgrade road asset conditions given agency goals, priorities of its road users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Ryan Minkus at 4400 S 26th Street, Kalamazoo, MI 49048 or at (269) 381-3171 and/or info@kalamazoocountyroads.com. A copy of this plan can be accessed on our website at https://www.kalamazoocountyroads.com/asset_management.php.

Key terms used in this plan are defined in RCKC's comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 of 2018.

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to pavements.

Pavement Primer

Roads come in two basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat, and brick and block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

The decision to pave with a particular material as well as the decision to leave a road unpaved allows road-owning agencies to tailor the road to a particular purpose, environment, and budget. Thus, selecting a pavement type or leaving a road unpaved depends upon purpose, materials available, and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how conditions are assessed, and treatment options that can lengthen a road's service life.

Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance, and type of maintenance. These factors can have benefits affecting asset life and road user experience.

Paved Surfacing

Typical benefits and tradeoffs for hard surface types include:

- **Concrete pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- **Hot-mix asphalt pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part, due to the closer link between HMA material costs and oil prices that HMA pavements have in comparison with other pavement types). However, they require frequent maintenance activities to

maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.

- **Composite pavements:** Composite pavements are a combination of concrete and asphalt layers. Typically, composite pavements are old concrete pavements exhibiting ride-related issues that were overlaid by several inches of HMA in order to gain more service life from the pavement before it would need reconstruction. Converting a concrete pavement to a composite pavement is typically used as a "holding pattern" treatment to maintain the road in usable condition until reconstruction funds become available.

- **Sealcoat pavement:** Sealcoat pavement is a gravel road that has been sealed with a thin asphalt binder coating that has stone chips spread on top (not to be confused with a chip seal treatment over HMA pavement). This type of pavement relies on the gravel layer to provide structure to support traffic, and the asphalt binder coating and stone chips shed water and eliminate the need for maintenance grading. Nonetheless, sealcoat pavement does require additional maintenance steps that asphalt and gravel do not require and does not last as long as HMA pavement, but it provides a low-cost alternative for lightly trafficked areas and competes with asphalt for ride quality when properly constructed and maintained. Typically, we call this a Double Seal and require an additional sealcoat treatment the following year. Sealcoat pavement can provide service for eight to ten years before the surface layer deteriorates and needs to be replaced.

Unpaved Surfacing

Typical benefits and tradeoffs for non-hard surfacing include:

- **Gravel:** Gravel is a low-cost, sometimes easy-to-maintain road surface made from layers of soil and aggregate (gravel). However, there are several potential drawbacks such as dust, mud, and ride smoothness when maintenance is delayed, or traffic volume exceeds design expectations. Gravel roads require frequent low-cost maintenance activities. Gravel can be very cost effective for lower-volume, lower-speed roads. In the right conditions, a properly constructed and maintained gravel road can provide a service life comparable to an HMA pavement and can be significantly less expensive than the other pavement types.

Pavement Condition

Besides traffic congestion, pavement condition is what road users typically notice most about the quality of the roads that they regularly use—the better the pavement condition, the more satisfied users are with the service provided by the roadwork performed by road-owning agencies. Pavement condition is also a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between "windows" of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life. Routine maintenance is day-to-day, regularly scheduled, low-cost activity applied to "good" roads to prevent water or debris intrusion. Capital preventive maintenance (CPM) is a planned set of cost-effective treatments for "fair" roads that corrects

pavement defects, slows further deterioration, and maintains the functional condition without increasing structural capacity. RCKC uses pavement conditions and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. More detail on this topic is included in the *Pavement Treatment* section of this primer.

Pavement condition data is also important because it allows road owners to evaluate the benefits of preventive maintenance projects. This data helps road owners to identify the most cost-effective use of road construction and maintenance dollars. Further, historic pavement condition data can enable road owners to predict future road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis can help determine how much additional funding is necessary to meet a network's condition improvement goals.

Paved Road Condition Rating System

RCKC is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. RCKC uses the Pavement Surface Evaluation and Rating (PASER) system to assess its paved roads. PASER was developed by the University of Wisconsin Transportation Information Center to provide a simple, efficient, and consistent method for evaluating road condition through visual inspection. The widely used PASER system has specific criteria for assessing asphalt, concrete, sealcoat, and brick and block pavements. Information regarding the PASER system and PASER manuals may be found on the TAMC website at: https://www.michigan.gov/mdot/about/commissions-councils-committees/tamc/training.

The TAMC has adopted the PASER system for measuring statewide pavement conditions in Michigan for asphalt, concrete, composite, sealcoat, and brick-and-block paved roads. Broad use of the PASER system means that data collected at RCKC is consistent with data collected statewide. PASER data is collected using trained inspectors in a slow-moving vehicle using Global Positioning System (GPS)-enabled data collection software provided to road-owning agencies at no cost to them. The method does not require extensive training or specialized equipment, and data can be collected rapidly, which minimizes the expense for collecting and maintaining this data.

The PASER system rates surface condition using a 1-10 scale where 10 is a brand-new road with no defects that can be treated with routine maintenance, 5 is a road with distresses but is structurally sound that can be treated with preventive maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction.

Roads with lower PASER scores generally require costlier treatments to restore their quality than roads with higher PASER scores. The cost effectiveness of treatments generally decreases as the PASER number decreases. In other words, as a road deteriorates, it costs more dollars per mile to fix it, and the dollars spent are less efficient in increasing the road's service life. Nationwide experience and asset management principles tell us that a road that has deteriorated to a PASER 4 or less will cost more to improve and the dollars spent are less efficient. Understanding this cost principle helps to draw meaning from the current PASER condition assessment.

The TAMC has developed statewide definitions of road condition by creating three simplified condition categories—"good", "fair", and "poor"—that represent bin ranges of PASER scores having similar contexts with regard to maintenance and/or reconstruction. The definitions of these rating conditions are:

- "Good" roads, according to the TAMC, have PASER scores of 8, 9, or 10. Roads in this category have very few, if any, defects and only require minimal maintenance; they may be kept in this category longer using Pavement Preventive Maintenance (PPM). These roads may include those that have been recently seal coated or newly constructed. Figure 1 illustrates an example of a road in this category.
- "Fair" roads, according to the TAMC, have PASER scores of 5, 6, or 7. Roads in this category still show good structural support, but their surface is starting to deteriorate. Figure 1 illustrates two road examples in this category. CPM can be cost effective for maintaining the road's "fair" condition or even raising it to "good" condition before the structural integrity of the pavement has been severely impacted. CPM treatments can be likened to shingles on a roof of a house: while the shingles add no structural value, they protect the house from structural damage by maintaining the protective function of a roof covering.
- "Poor" roads, according to the TAMC, have PASER scores of 1, 2, 3, or 4. These roads exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like a heavy overlay, crush and shape, or total reconstruction. Figure 1 illustrates a road in this category.



Figure 1: *Top image, right*– PASER 8 road that is considered "good" by the TAMC exhibit only minor defects. *Second image, right*– PASER 5 road that is considered "fair" by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image, right*– PASER 6 road that is considered "fair" by the TAMC. *Bottom image, right*– PASER 2 road that is considered "poor" by the TAMC exhibiting significant structural distress.

The TAMC's good, fair, and poor categories are based solely on the definitions above. Therefore, caution should be exercised when comparing other condition assessments with these categories because other

condition assessments may have “good”, “fair”, or “poor” designations similar to the TAMC condition categories but may not share the same definition. Often, other condition assessment systems define the “good”, “fair”, and “poor” categories differently, thus rendering the data of little use for cross-system comparison. The TAMC’s definitions provide a statewide standard for all of Michigan’s road-owning agencies to use for comparison purposes.

PASER data is collected 100 percent every two years on all federal-aid-eligible roads in Michigan. The TAMC dictates and funds the required training and the format for this collection, and it shares the data regionally and statewide. In addition, RCKC collects approximately 35 to 40 percent of its paved non-federal-aid-eligible network using its own staff and resources.

Unpaved Road Condition Rating System (IBR System™)

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The PASER system works well on most paved roads, which have a relatively stable surface condition over several months, but it is difficult to adapt to unpaved roads. To address the need for a reliable condition assessment system for unpaved roads, the TAMC adopted the Inventory Based Rating (IBR) System™, and RCKC also uses the IBR System™ for rating its unpaved roads. Information about the IBR System™ can be found at https://ctt.mtu.edu/publications-resources/inventory-based-rating-system.



Figure 2: *Top*– Road with IBR number of 1 road that has poor surface width, poor drainage adequacy, and poor structural adequacy. *Middle*– Road IBR number of 7 that has fair surface width, fair drainage adequacy, and fair structural adequacy. *Bottom*– Road with IBR number of 9 road that has good surface width, good drainage adequacy, and good structural adequacy.

The IBR System™ gathers reliable condition assessment data for unpaved road by evaluating three features—surface width, drainage adequacy, and structural adequacy—in comparison to a baseline, or generally considered “good”, road. These three assessments come together to generate an overall 1-10 IBR number. A high IBR number reflects a road with wide surface width, good drainage, and a well-designed and well-constructed base, whereas a low IBR number reflects a narrow road with no ditches and little gravel. A good, fair, or poor assessment of each feature is not an endorsement or indictment of a road’s suitability for use but simply provides context on how these road elements compare to a baseline condition.

Figure 2 illustrates the range over which features may be assessed. The top example in Figure 2 shows an unpaved road with a narrow surface width, little or no drainage, and very little gravel thickness. Using the IBR System™, these assessments would yield an IBR number of “1” for this road. The middle example in Figure 2 shows a

road with fair surface width, fair drainage adequacy, and fair structural adequacy. These assessments would yield an IBR number of "7" for this road. The bottom example in Figure 2 shows a road with good surface width, good drainage adequacy, and good structural adequacy. These assessments would yield an IBR number of "9" for this road.

Unpaved roads are constructed and used differently throughout Michigan. A narrow, unpaved road with no ditches and very little gravel (low IBR number) may be perfectly acceptable in a short, terminal end of the road network, for example, on a road segment that ends at a lake or serves a limited number of unoccupied private properties. However, high-volume unpaved roads that serve agricultural or other industrial activities with heavy trucks and equipment will require wide surface width, good drainage, and a well-designed and well-constructed base structure (high IBR number). Where the unpaved road is and how it is used determines how the road must be constructed and maintained: just because a road has a low IBR number does not necessarily mean that it needs to be upgraded. The IBR numbers are not an endorsement or indictment of the road's suitability for use but rather, an indication of a road's capabilities to support different traffic volumes and types in all weather.

Pavement Treatments

Selection of repair treatments for roads aims to balance costs, benefits, and road life expectancy. All pavements are damaged by water, traffic weight, freeze/thaw cycles, and sunlight. Each of the following treatments and strategies—reconstruction, structural improvements, capital preventive maintenance, and others used by RCKC—counters at least one of these pavement-damaging forces. Unless otherwise noted, treatment costs and service lives in this section are based on RCKC's 2025 average local road project costs (per-lane-mile costs are half the per-mile cost at a 22-foot width). Treatments RCKC did not perform in 2025 use typical statewide values.

Reconstruction

Pavement reconstruction treats failing or failed pavements by completely removing the old pavement and base and constructing an entirely new road (Figure 3). Every pavement has to eventually be reconstructed, and it is usually done as a last resort after more cost-effective treatments are done, or if the road requires significant changes to road geometry, base, or buried utilities. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the



Figure 3: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair.

roadway and therefore, also the most expensive per mile and most disruptive to regular traffic patterns. Reconstructed pavement will subsequently require one or more of the previous maintenance treatments to maximize service life and performance. A reconstructed road lasts approximately 30 years and costs $250,000 per lane mile. The following descriptions outline the main reconstruction treatments used by RCKC.

Full-depth Concrete Repair

A full-depth concrete repair removes sections of damaged concrete pavement and replaces it with new concrete of the same dimensions (Figure 3). It is usually performed on isolated deteriorated joint locations or entire slabs that are much further deteriorated than adjacent slabs. The purpose is to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching. This repair lasts approximately twelve years and typically costs $100,000 per mile.

Ditching (for Unpaved Roads)

Water needs to drain away from any roadway to delay softening of the pavement structure, and proper drainage is critical for unpaved roads where there is no hard surface on top to stop water infiltration into the road surface and base. To improve drainage, new ditches are dug or old ones are cleaned out. Unpaved roads typically need to be re-ditched every 15 years at a cost of $10,000 per mile.

Gravel Overlay (for Unpaved Roads)

Unpaved roads will exhibit gravel loss over time due to traffic, wind, and rain. Gravel on an unpaved road provides a wear surface and contributes to the structure of the entire road. Unpaved roads typically need to be overlaid with four inches of new gravel every 15 years at a cost of $55,000 per mile.

Structural Improvement

Roads requiring structural improvements exhibit alligator cracking and rutting and are rated poor on the TAMC scale. Road rutting is evidence that the underlying structure is beginning to fail, and it must be rehabilitated with a structural treatment. Examples of structural improvement treatments include HMA overlay with or without milling, and crush and shape (Figure 4). The following descriptions outline the main structural improvement treatments used by RCKC.



Figure 4: Examples of structural improvement treatments—(from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project.

Hot-mix Asphalt (HMA) Overlay with/without Milling

An HMA overlay is a layer of new asphalt (liquid asphalt and stones) placed on an existing pavement (Figure 4). Depending on the overlay thickness, this treatment can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris, and sunlight damage. An HMA overlay lasts approximately 12 years and costs approximately $72,000 per lane mile for a typical project. The top layer of severely damaged pavement can be removed by milling, a technique that helps prevent structural problems from being quickly reflected up to the new surface. Milling is also done to keep roads at the same height as the curb and gutter that is not being raised or reinstalled in the project. Where milling is required, it adds to the HMA overlay cost.

Crush and Shape

During a crush and shape treatment, the existing pavement and base are pulverized and then the road surface is reshaped to correct imperfections in the road's profile (Figure 4). An additional layer of gravel is often added along with a new wearing surface such as an HMA overlay or chip seal. Additional gravel and an HMA overlay give an increase in the pavements' structural capacity. This treatment is usually done on rural roads with severe structural distress; Adding gravel and a wearing surface makes it more prohibitive for urban roads if the curb and gutter is not raised up. Crush and shape treatments last approximately 25 years and cost $208,000 per lane mile.

Capital Preventive Maintenance

Capital preventive maintenance (CPM) addresses pavement problems of fair-rated roads before the structural integrity of the pavement has been severely impacted. CPM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and that maintains or improves the functional condition of the system without significantly increasing the structural capacity. Examples of such treatments include crack seal, fog seal, chip seal, slurry seal, and microsurface (Figure 5). The purpose of the following CPM treatments is to protect the pavement structure, slow the rate of deterioration, and/or correct pavement surface deficiencies. The following descriptions outline the main CPM treatments used by RCKC.



Figure 5: Examples of capital preventive maintenance treatments—(from left) crack seal, fog seal, chip seal, and slurry seal/microsurface.

Crack Seal

Water that infiltrates the pavement surface softens the pavement structure and allows traffic loads to cause more damage to the pavement than in normal dry conditions. Crack sealing helps prevent water infiltration by sealing cracks in the pavement with asphalt sealant (Figure 5). RCKC seals pavement cracks early in the life of the pavement to keep it functioning as strong as it can and for as long as it can. Crack sealing lasts approximately two years and costs $1,870 per lane mile. Even though it does not last very long compared to other treatments, it does not cost very much compared to other treatments. This makes it a very cost-effective treatment when RCKC looks at what crack filling costs per year of the treatment's life.

Fog Seal

Fog sealing sprays a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight (Figure 5). Fog seals are best for good to very good pavements and last approximately two years at a cost of $3,000 per lane mile.

Chip Seal

A chip seal, also known as a sealcoat, is a two-part treatment that starts with liquid asphalt sprayed onto the old pavement surface followed by a single layer of small stone chips spread onto the wet liquid asphalt layer (Figure 5). The liquid asphalt seals the pavement from water and debris and holds the stone chips in place, providing a new wearing surface for traffic that can correct friction problems and helps to prevent further surface deterioration. Chip seals are best applied to pavements that are not exhibiting problems with strength, and their purpose is to help preserve that strength. These treatments last approximately five to seven years and cost $15,090 per lane mile.

Slurry Seal/Microsurface

A slurry seal or microsurface's purpose is to protect existing pavements from being damaged by water and sunlight. The primary ingredients are liquid asphalt (slurry seal) or modified liquid asphalt (microsurface), small stones, water and portland cement applied in a very thin (less than a half an inch) layer (Figure 5). The main difference between a slurry seal and a microsurface is the modified liquid asphalt used in microsurfacing provides different curing and durability properties, which allows microsurfacing to be used for filling pavement ruts. Since the application is very thin, these treatments do not add any strength to the pavement and only serve to protect the pavement's existing strength by sealing the pavement from sunlight and water damage. These treatments work best when applied before cracks are too wide and too numerous. A slurry seal treatment lasts approximately four years and costs $20,000 per lane mile, while a microsurface treatment tends to last for seven years and costs $25,000 per lane mile. RCKC has not used these two treatments in recent years but continues to monitor them for potential use in the future.

Partial-Depth Concrete Repair

A partial-depth concrete repair involves removing spalled (i.e., fragmented) or delaminated (i.e., separated into layers) areas of concrete pavement, usually near joints and cracks and replacing them with new concrete (Figure 6). This is done to provide a new wearing surface in isolated areas, to slow down

water infiltration, and to help delay further freeze/thaw damage. This repair lasts approximately five years and typically costs $20,000 per mile. RCKC has only a few sections of concrete pavement, so this work is minimal.

Maintenance Grading (for Unpaved Roads)

Maintenance grading involves regrading an unpaved road to remove isolated potholes, washboarding, and ruts then restoring the compacted crust layer (Figure 6). Crust on an unpaved road is a very tightly compacted surface that sheds water with ease but takes time to be created, so destroying a crusted surface with maintenance grading requires a plan to restore the crust. Maintenance grading often needs to be performed three to five times per year, and each grading costs $300 per mile.

Dust Control (for Unpaved Roads)

Dust control typically involves spraying chloride or other chemicals on a gravel surface to reduce dust loss, aggregate loss, and maintenance (Figure 6). This is a relatively short-term fix that helps create a crusted surface. Chlorides work by attracting moisture from the air and existing gravel. This fix is not effective if the surface is too dry or heavy rain is imminent, so timing is very important. Dust control is done two to four times per year, and each application costs $700 per mile.



Figure 6: Examples of capital preventive maintenance treatments, cont'd—(from left) concrete road prepared for partial-depth repair, gravel road undergoing maintenance grading, and gravel road receiving dust control application (dust control photo courtesy of Weld County, Colorado, weldgov.com).

Innovative Treatments

Innovative treatments are those newer, unique, non-standard treatments that provide ways of treating pavements using established engineering principles in new and cost-effective ways. RCKC strives to be innovative with its pavement treatments by looking for ways to prevent pavement damage and save taxpayer dollars. Examples of these include the use of rubber modified chip seal and paving, Texas underseals, centerline fog seals, and equipment innovations to support these treatments.

Maintenance

Maintenance is the most cost-effective strategy for managing road infrastructure and prevents good and fair roads from reaching the poor category, which require costly rehabilitation and reconstruction treatments to create a year of service life. It is most effective to spend money on routine maintenance and CPM treatments, first; then, when all maintenance project candidates are treated, reconstruction and rehabilitation can be performed as money is available. This strategy is called a "mix-of-fixes" approach to managing pavements.

1. PAVEMENT ASSETS

Building a mile of new road can cost over $1 million due to the large volume of materials and equipment that are necessary. The high cost of constructing road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. The specific needs of every mile of road within an agency's overall road network is a complex assessment, especially when considering rapidly changing conditions and the varying requisites of road users; understanding each road-mile's needs is an essential duty of the road-owning agency.

In Michigan, many different governmental units (or agencies) own and maintain roads, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, [patching] repairs, traffic control, safety, and winter maintenance for any given road. MDOT is responsible for state trunkline roads, which are typically named with "M", "I", or "US" designations regardless of their geographic location in Michigan. Cities and villages are typically responsible for all public roads within their geographic boundary with the exception of the previously mentioned state trunkline roads managed by MDOT. County road commissions (or departments) are typically responsible for all public roads within the county's geographic boundary, with the exception of those managed by cities, villages, and MDOT.

In cases where non-trunkline roads fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Quite frequently, roads owned by one agency may be maintained by another agency because of geographic features that make it more cost effective for a neighboring agency to maintain the road instead of the actual road owner. Other times, road-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and take advantage of those efficiencies.

The RCKC is responsible for a total of 1,269.73 certified centerline miles of public roads, as shown in Figure 7.

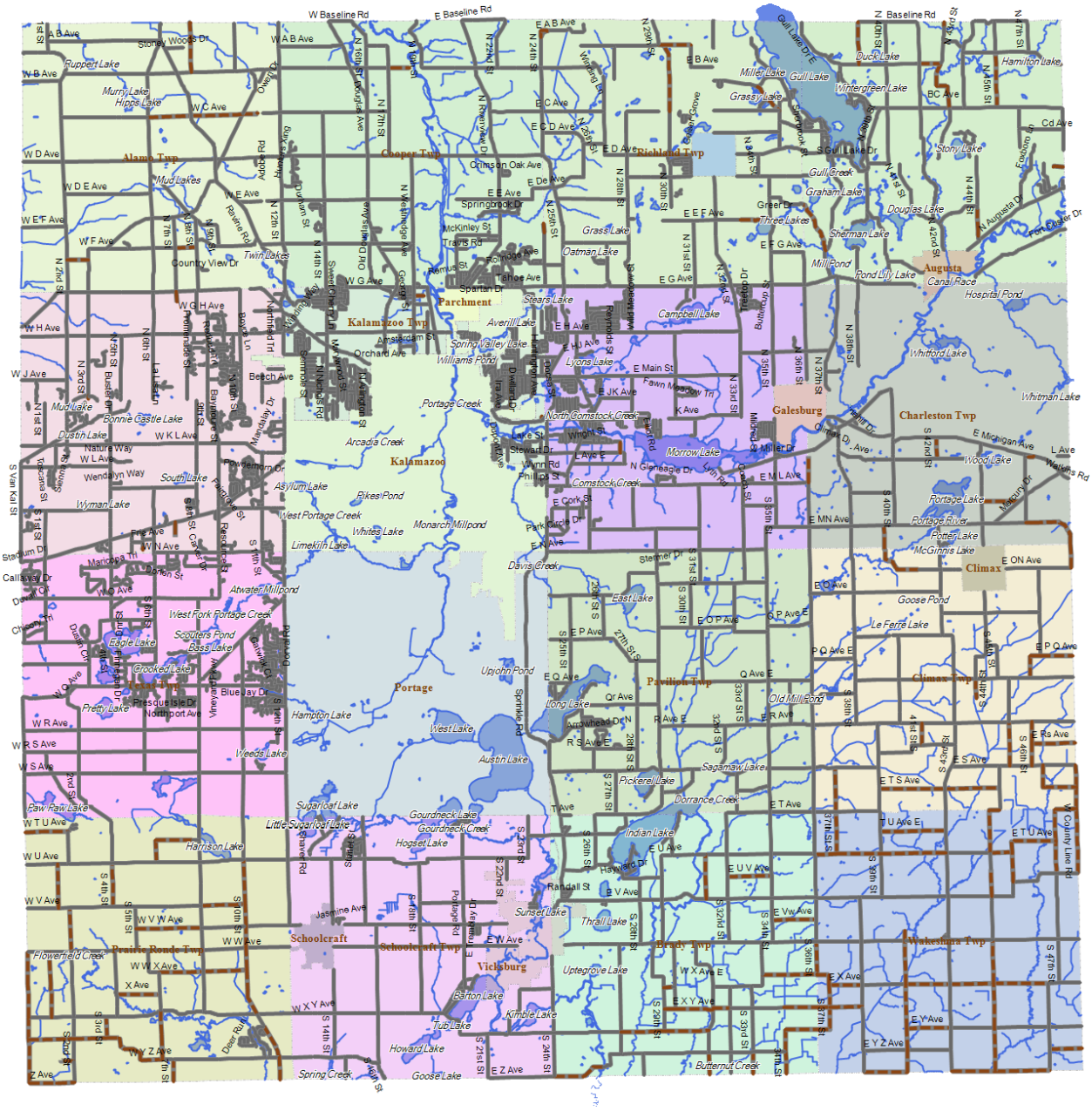


Figure 7: Map showing the location of RCKC's roads, with paved roads in gray and unpaved (gravel) roads as brown dashed lines.

Inventory

Michigan Public Act 51 of 1951 (PA 51), which defines how funds from the Michigan Transportation Fund (MTF) are distributed to and spent by road-owning agencies, classifies roads owned by RCKC as either county primary or county local roads. State statute prioritizes expenditures on the county primary road network. RCKC's certified Act 51 network totals 1,269.73 centerline miles (445.95 primary, 823.78 local), including county primary roads within the City of Portage. The condition and forecast data in this

plan are drawn from RCKC's Roadsoft inventory, which totals 1,263.87 miles; the 5.86-mile (0.46%) difference reflects segment measurement and boundary allocation between the two systems.

Of these roads, approximately 85% of all county primary roads are classified as federal-aid eligible, which allows them to receive federal funding for their maintenance and construction. Less than 1% of county local roads are federal-aid eligible, which means state and local funds must be used to manage these roads.

Figure 8 illustrates the percentage of roads owned by RCKC that are classified as county primary and county local roads. Figure 9 illustrates this breakdown of these road networks by township boundary within RCKC's jurisdiction.

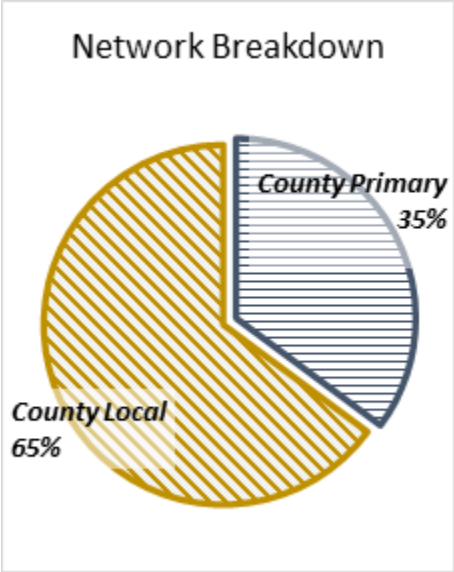


Figure 8: Percentage of county primary and county local roads for RCKC.

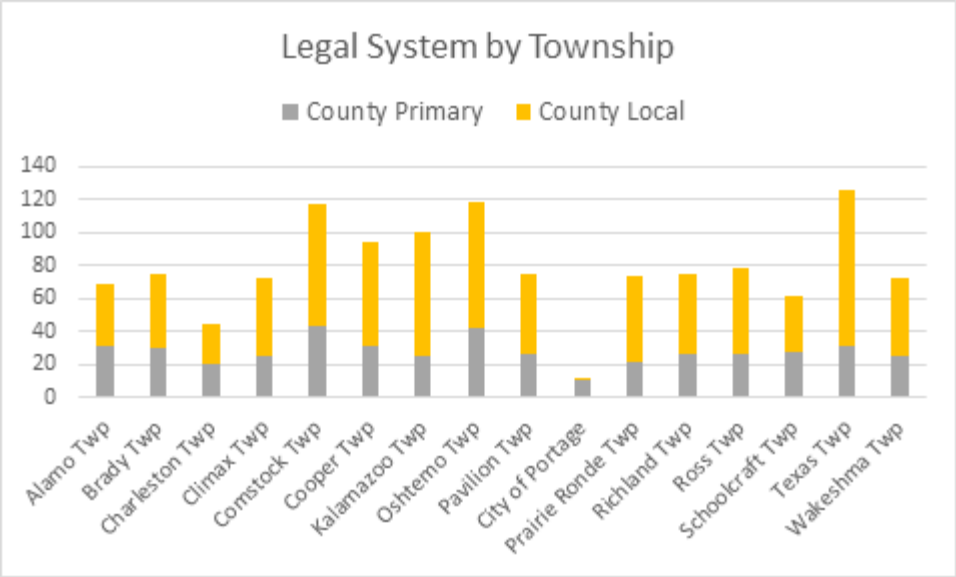


Figure 9: County primary and county local roads by township for RCKC's jurisdiction.

RCKC manages 17.315 miles of roads that are part of the National Highway System (NHS)—in other words, those roads that are critical to the nation's economy, defense, and mobility—and monitors and maintains their condition. The NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. While most NHS roads in Michigan are managed by MDOT, RCKC manages a percentage of those roads located in its jurisdiction, as shown in Figure 10.

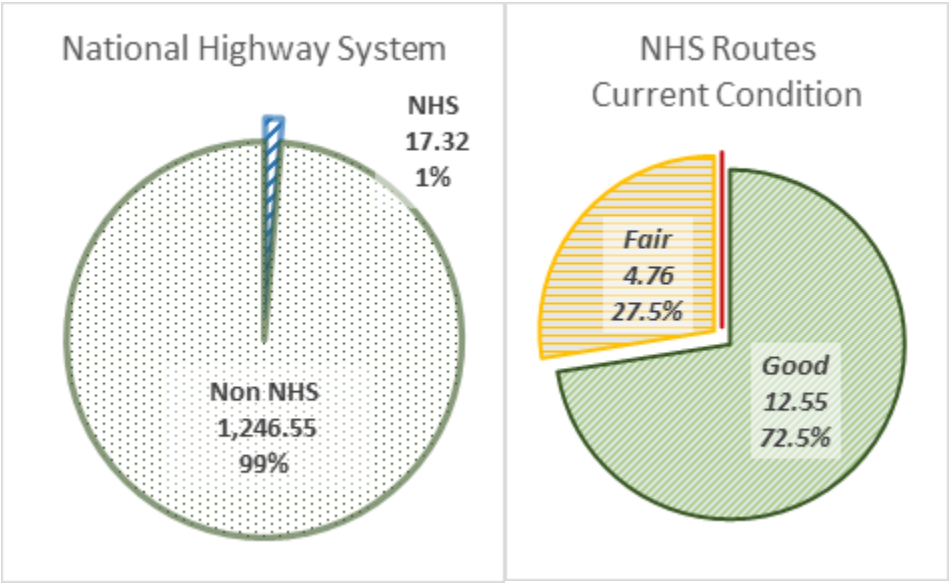


Figure 10: Miles of roads managed by RCKC that are part of the National Highway System and condition.

RCKC also owns and manages 106.185 miles of unpaved roads.

Types

RCKC has multiple types of pavements in its jurisdiction, including asphalt, sealcoat, and concrete; it also has unpaved gravel roads. Factors influencing pavement type include cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life, and road user experience. More information on pavement types is available in the Introduction's Pavement Primer.

Figure 11 illustrates the percentage of various pavement types that RCKC has in its network. Figure 12 shows the pavement type by Township boundary for RCKC's jurisdiction.

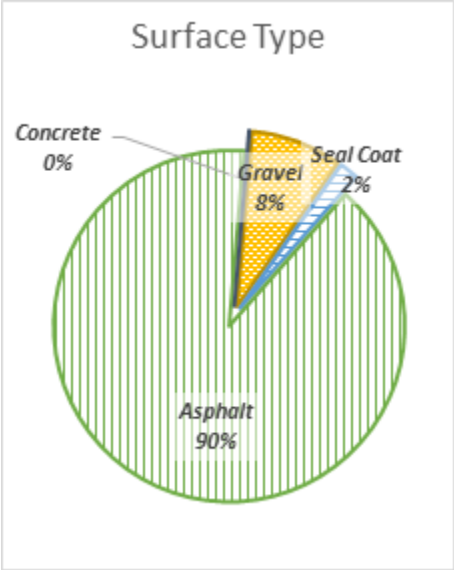


Figure 11: Pavement type by percentage maintained by RCKC.

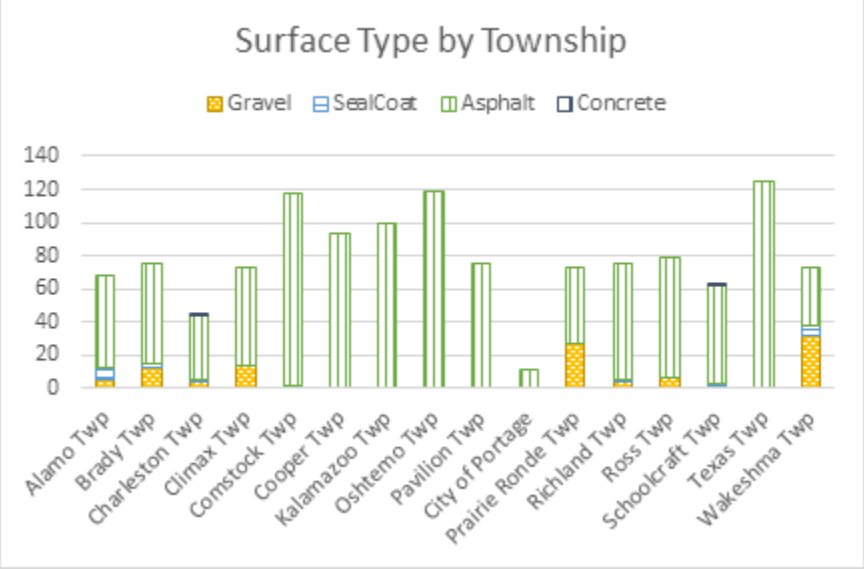


Figure 12: Pavement type by township within RCKC's jurisdiction.

Locations

Locations and sizes of each asset can be found in RCKC's Roadsoft database. For more detail, please refer to the agency contact listed in the *Introduction* of this pavement asset management plan.

Condition

The road characteristic that road users most readily notice is pavement condition. Pavement condition is a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. RCKC uses pavement conditions and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. Pavement condition data enables RCKC to evaluate the benefits of preventive maintenance projects and to identify the most cost-effective use of road construction and maintenance dollars. Historic pavement condition data can be used to predict future road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis helps to determine how much additional funding is necessary to meet a network's condition improvement goals. More detail on this topic is included in the Introduction's *Pavement Primer*.

Paved Roads

RCKC is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. RCKC uses the Pavement Surface Evaluation and Rating (PASER) system, which has been adopted by the TAMC for measuring statewide pavement conditions, to assess its paved roads. The PASER system provides a simple, efficient, and consistent method for evaluating road conditions through visual inspection. More information regarding the PASER system can be found in the Introduction's Pavement Primer.

PASER data is collected on 100 percent of RCKC's federal-aid-eligible roads every two years. In addition, RCKC collects approximately 35 to 40 percent of its paved non-federal-aid-eligible network annually using its own staff and resources.

Based on the most recent PASER rating of each segment (through the 2026 rating season), RCKC's paved county primary road network has 27.2 percent of roads in the TAMC good condition category, 57.6 percent in fair, and 15.3 percent in poor (Figure 13A). The paved county local road network has 34.6 percent in good, 44.9 percent in fair, and 20.5 percent in poor (Figure 13B).

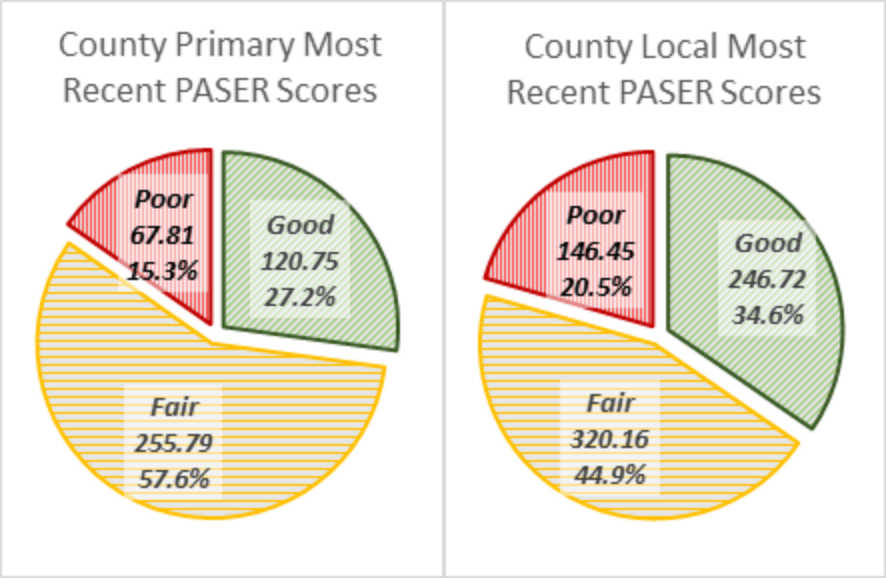


Figure 13: (A) Left: RCKC paved county primary road network conditions by percentage of good, fair, or poor, and (B) Right: paved county local road network conditions by percentage of good, fair, or poor

In comparison, the 2025 statewide paved federal-aid-eligible road network (all road owners) has 28 percent of roads in the TAMC good condition category, 40 percent in fair, and 32 percent in poor (Figure 14A). The statewide paved non-federal-aid network has 23 percent in good, 31 percent in fair, and 46 percent in poor (Figure 14B). Comparing Figure 13A and Figure 14A shows that RCKC's paved county primary road network is better than similarly-classified roads in the rest of the state, while Figure 13B and Figure 14B show that RCKC's paved county local road network is better than similarly-classified roads in the rest of the state. Other road condition graphs can be viewed on the TAMC dashboards at https://www.mcgi.state.mi.us/mitrp/tamcDashboards. Statewide data provided by the TAMC.

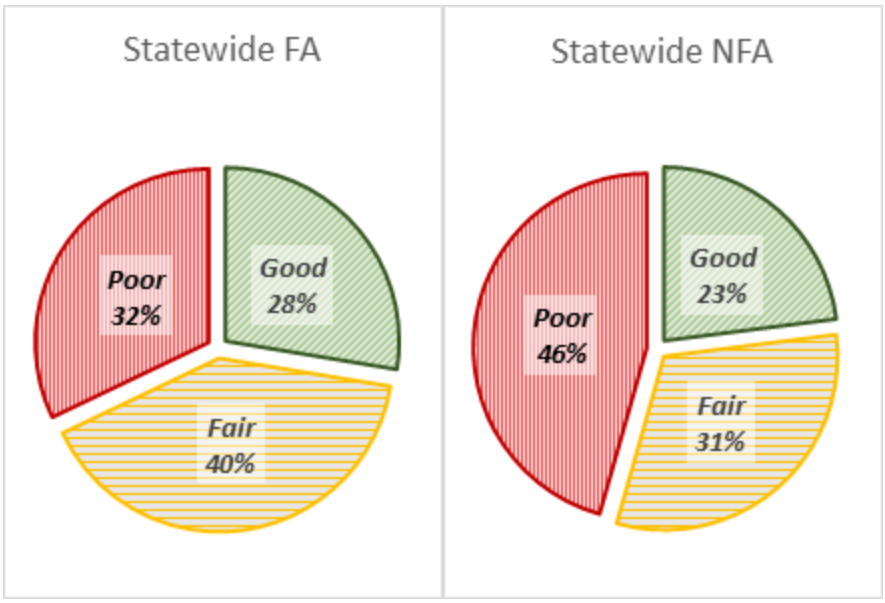


Figure 14: (A) Left: Statewide paved federal-aid road network conditions by percentage of good, fair, or poor, and (B) Right: statewide paved non-federal-aid road network conditions by percentage of good, fair, or poor.

RCKC's primary and local roads are both in better PASER-rated condition than the statewide averages, with far fewer miles rated poor. RCKC has had an aggressive preventive maintenance program for more than two decades, and as a result roads are lasting longer. This preventive maintenance program has included chip seal, fog seal, crack sealing, and various experimental treatments.

Figure 15 and Figure 16 show the number of miles for RCKC's roads with PASER scores expressed in TAMC definition categories for the paved county primary road network (Figure 15) and the paved county local road network (Figure 16). RCKC considers road miles on the transition line between good and fair (PASER 8) and the transition line between fair and poor (PASER 5) as representing parts of the road network where there is a risk of losing the opportunity to apply less expensive treatments that gain significant improvements in service life.

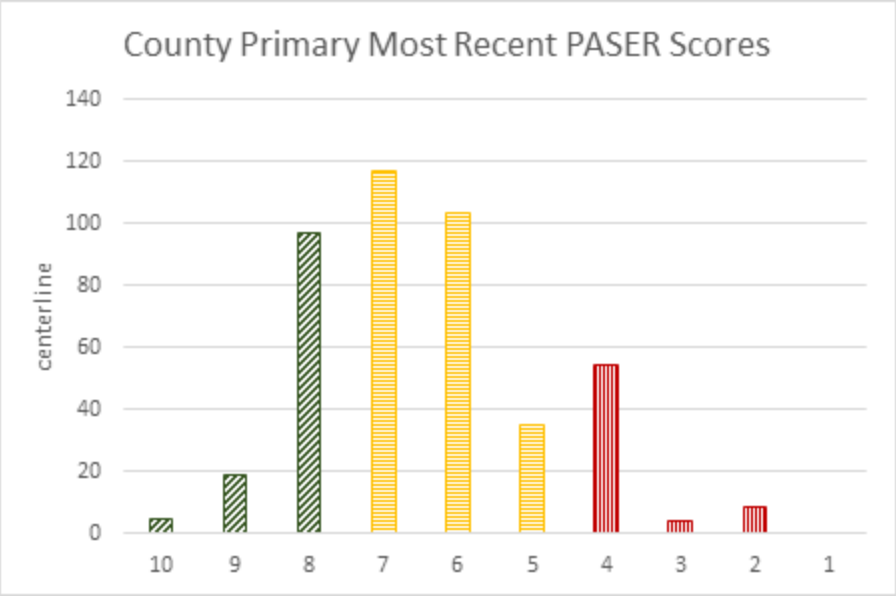


Figure 15: RCKC paved county primary road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations.

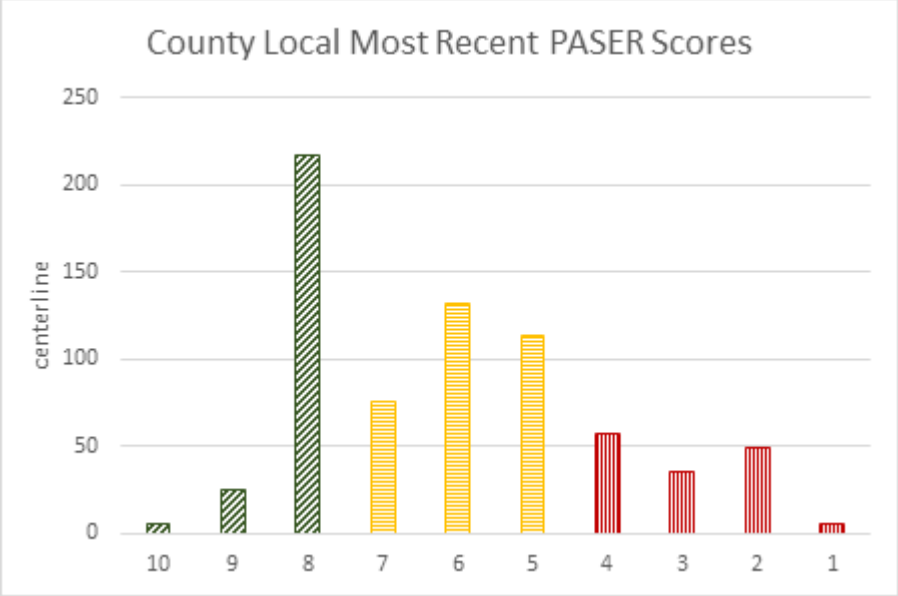


Figure 16: RCKC paved county local network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations.

Figure 17 illustrates RCKC's entire paved road network divided by township into the TAMC good/fair/poor designations.

Figure 18 provides a map illustrating the geographic location of paved roads and their respective PASER condition. An online version of the most recent PASER data is located at https://www.mcgi.state.mi.us/tamcMap/.

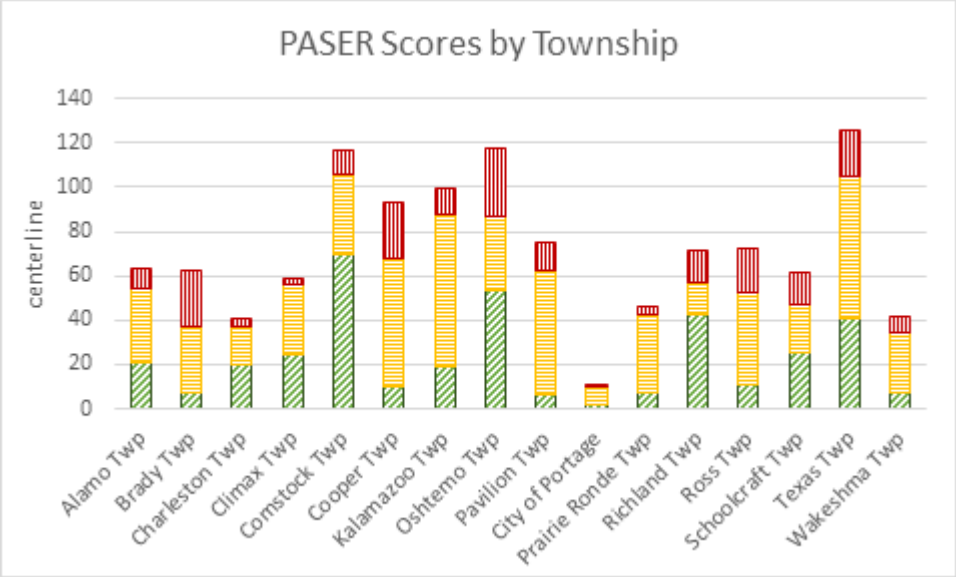


Figure 17: Number of miles of paved road in each township divided in categories of good (PASER 10, 9, 8), fair (PASER 7, 6, 5), and poor (PASER 4, 3, 2, 1).

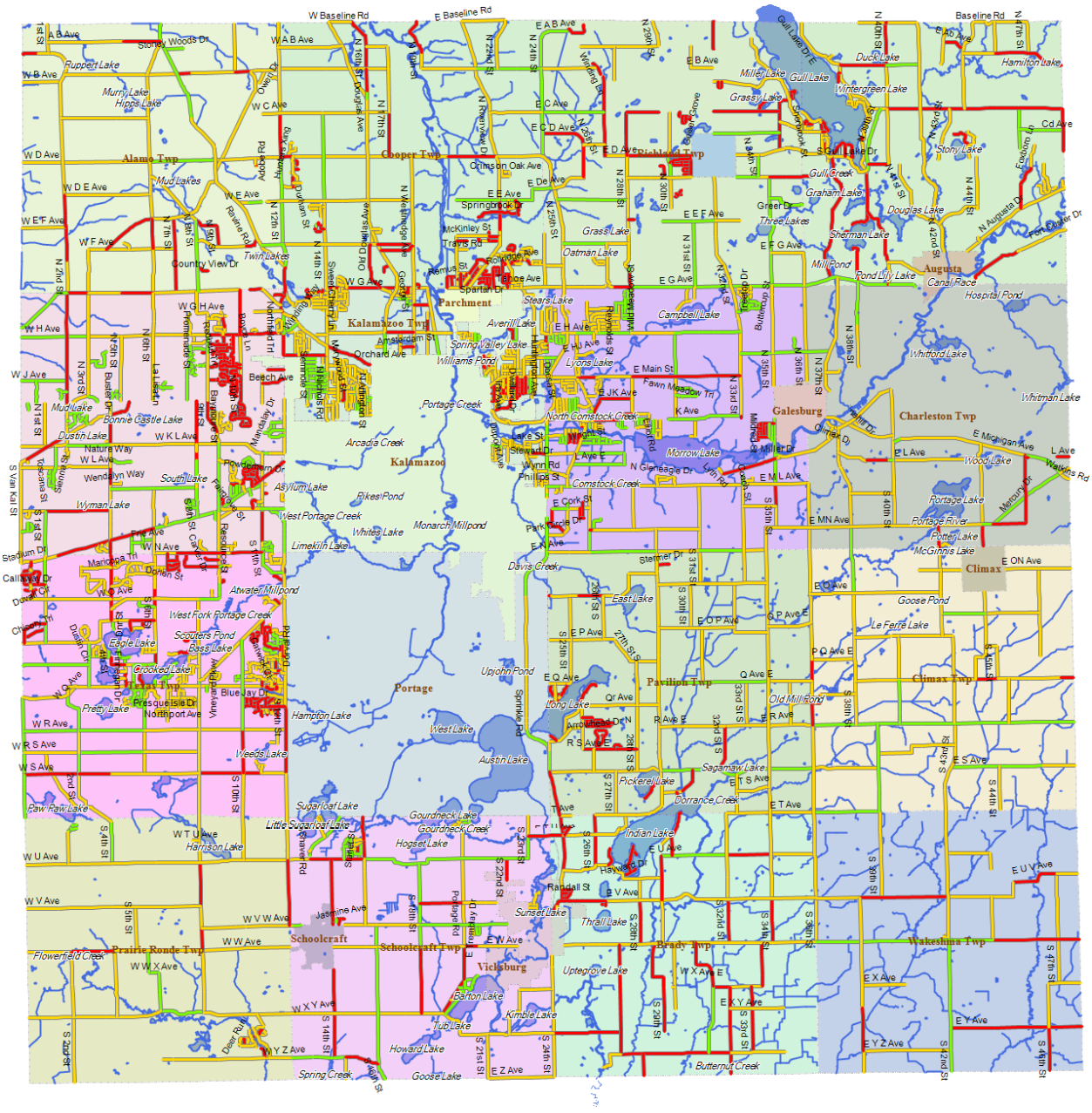


Figure 18: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, and poor (PASER 4, 3, 2, 1) shown in red. Only roads owned by RCKC are shown.

Historically, the overall quality of RCKC's paved county primary roads has remained relatively stable, as can be observed in Figure 19. Between 2021 and 2025, 84 to 89 percent of the primary miles rated each year were in good or fair condition. The 2025 ratings show a lower share of good roads and a higher share of poor roads than prior years.

Comparing RCKC's paved county primary road condition trends illustrated in Figure 19 with overall statewide condition trends for similarly classified roads, which are illustrated in Figure 20, shows a

similar trend locally as in the rest of the state: conditions have been largely flat in both, although RCKC's primary network has consistently had a much smaller share of poor roads.

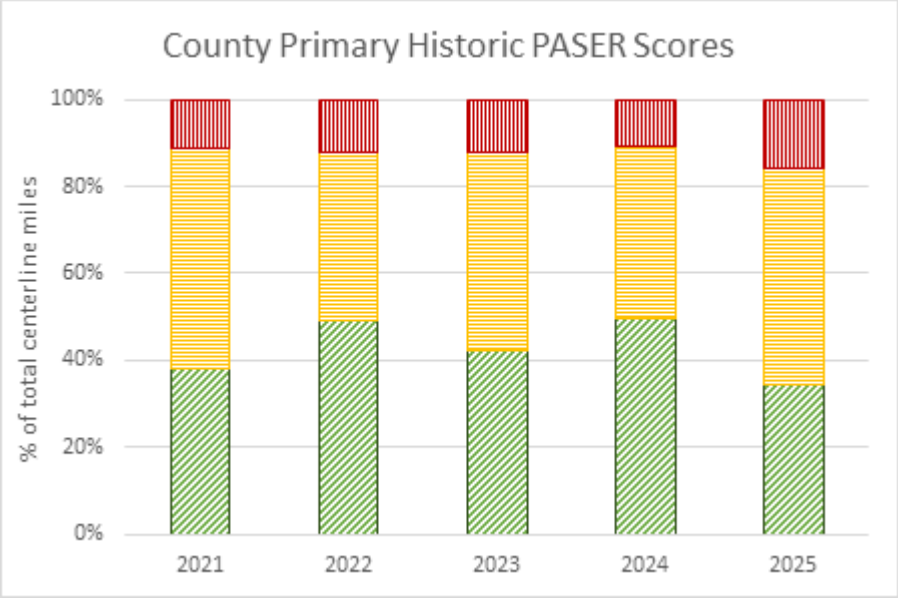


Figure 19: Historical RCKC paved county primary road network condition trend

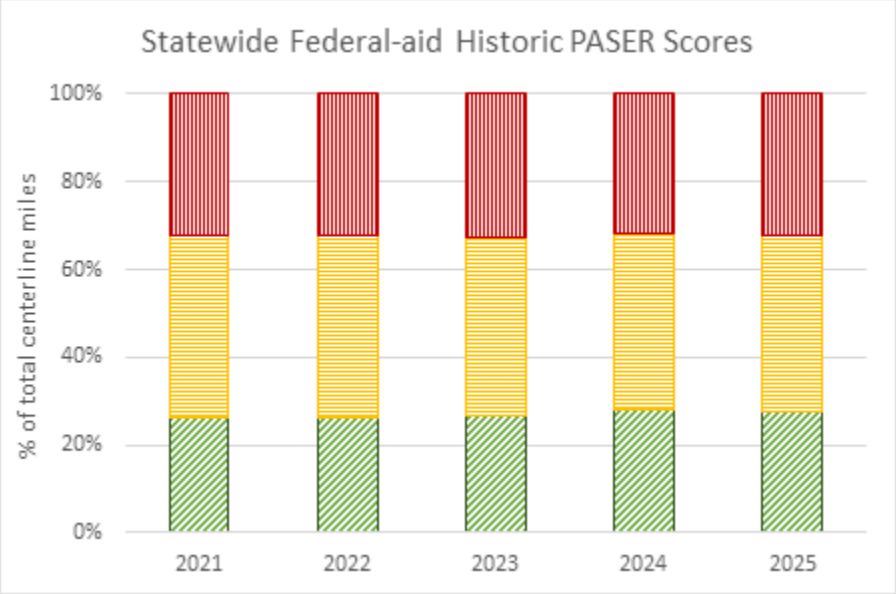


Figure 20: Historical statewide county primary road network condition trend

Annual bars reflect only the segments rated in that year; the condition snapshot in Figure 13 reflects the most recent rating on every segment.

Historically, RCKC's paved county local roads have been in worse condition than the paved county primary road network because they receive a smaller share of state funding, are largely ineligible for federal funding, and therefore depend heavily on local and township contributions. Local roads also carry lower traffic volumes and primarily serve local trips within the county.

Comparing RCKC's paved county local road condition trends illustrated in Figure 21 with overall statewide condition trends for all paved county local roads illustrated in Figure 22 indicates a similar trend locally as in the rest of the state. RCKC has been able to maintain the local paved road network in better condition than the statewide average. This is largely attributable to RCKC's long-standing partnership with the townships to fund local road improvements, and to the townships' support for RCKC's asset management approach of applying the right fix at the right time, regardless of who funds an improvement. The year-to-year variation in the paved county local road network is likely due to the fact that only a portion of the network is collected each year, both locally and statewide. This variation is likely a result of reporting bias since a representative sample of roads is not collected each year.

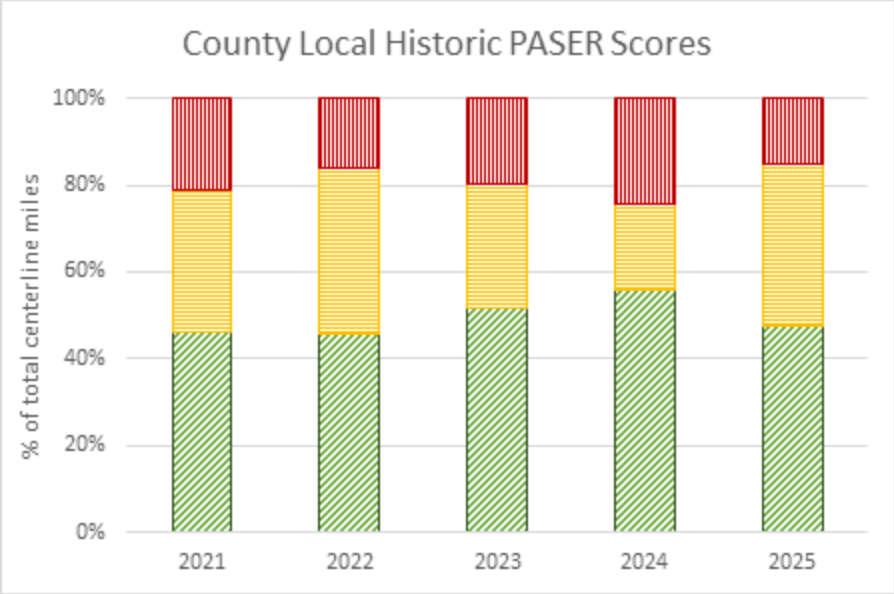


Figure 21: Historical RCKC paved county local road network condition trend

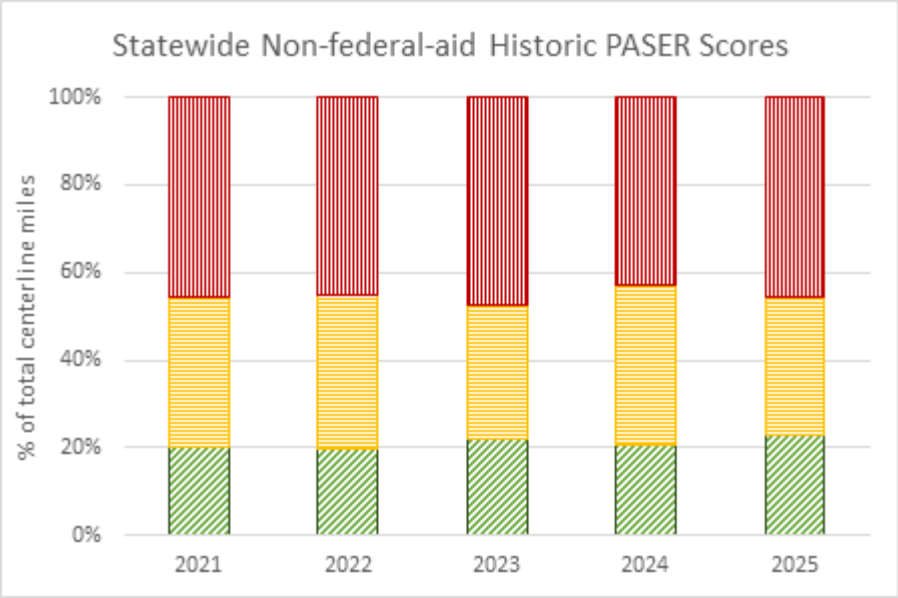


Figure 22: Historical statewide paved county local road network condition trend

Unpaved Roads

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The TAMC adopted the Inventory Based Rating (IBR) System™ for rating unpaved roads, and RCKC uses the IBR System™ for rating its unpaved roads. More information regarding the IBR System™ can be found in Introduction's Pavement Primer.

Gravel roads are an important part of connecting RCKC's road network and neighboring road networks. With costs rising faster than revenues, RCKC continues to work with townships to right-size the network of paved roads versus gravel roads. Gravel roads cost less than paved roads overall to maintain, so balancing how many paved road miles can be maintained is critical in determining how many gravel roads will remain. Where a paved road can no longer be cost-effectively maintained, returning it to gravel remains an option and can also be the first step toward a future paved road.

Figure 23 shows the percentage of unpaved roads in each IBR number ranges of 10, 9, and 8; 7, 6, and 5; and 4, 3, 2, and 1, for all roads. Figure 24 illustrates the miles of unpaved roads in IBR number ranges of 10, 9, and 8; 7, 6, and 5; and 4, 3, 2, and 1, for each township.

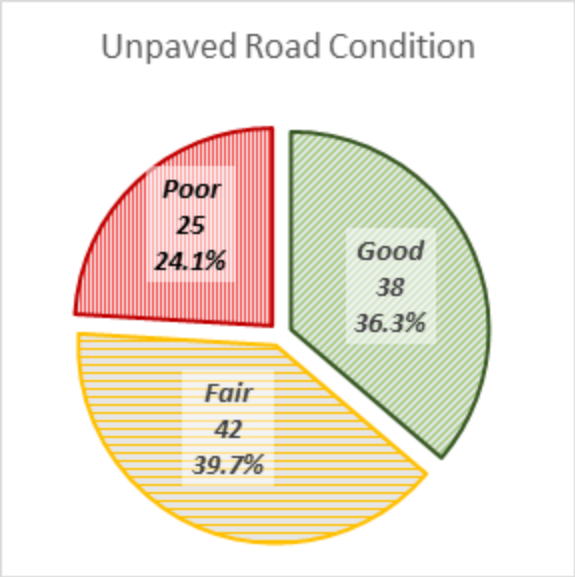


Figure 23: RCKC's unpaved road network condition by percentage of roads with IBR numbers of 10, 9, and 8; roads with IBR numbers of 7, 6, and 5; and IBR numbers of 4, 3, 2, and 1.

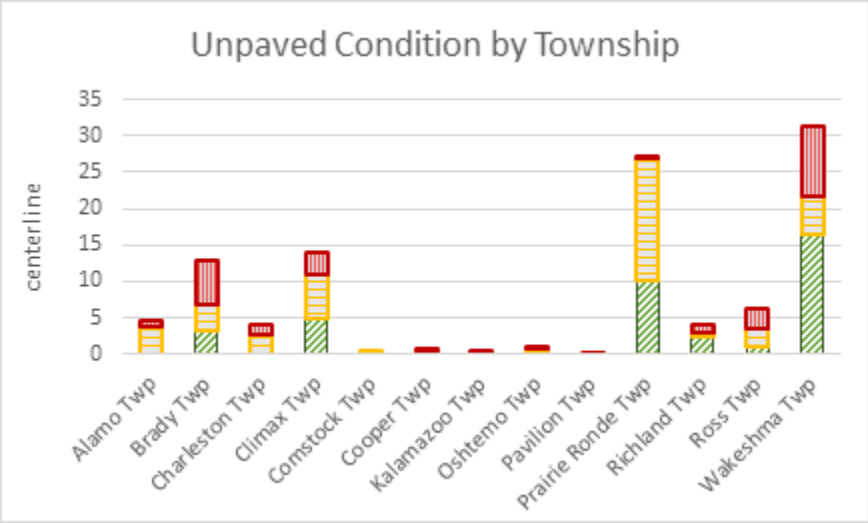


Figure 24: Number of miles of unpaved road in each township divided in categories of roads with IBR numbers of 10, 9, and 8; IBR numbers of 7, 6, and 5; and IBR numbers of 4, 3, 2, and 1.

Figure 25, Figure 26, and Figure 27 are maps illustrating the geographic location of unpaved roads and the assessment of the IBR elements, respectively: surface width, drainage adequacy, and structural adequacy.

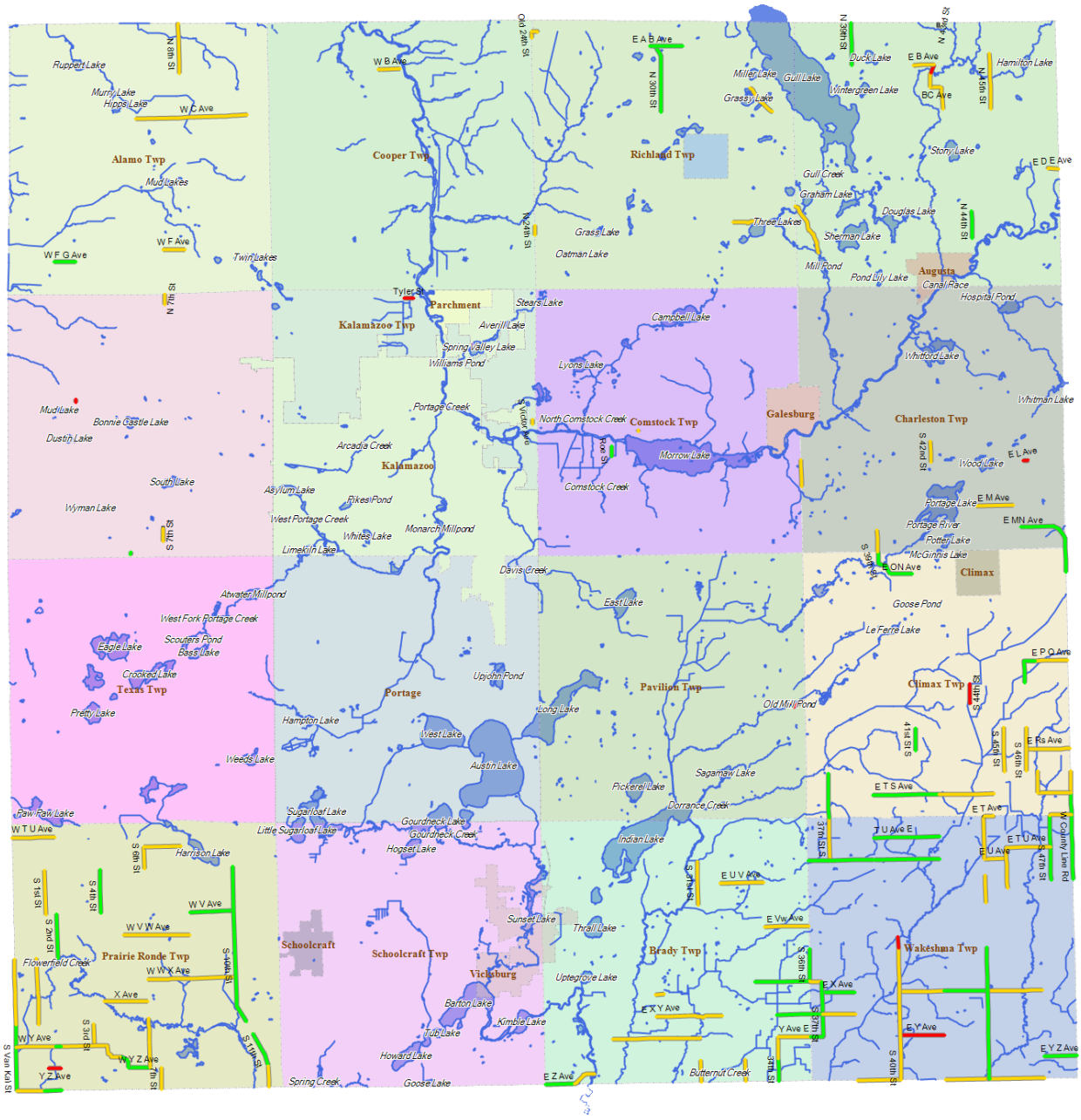


Figure 25: Map of the current IBR for surface width with good (22' and greater) shown in green, fair (16' to 21') shown in yellow, and poor (15' or less) shown in red. Only unpaved roads owned by RCKC are shown.

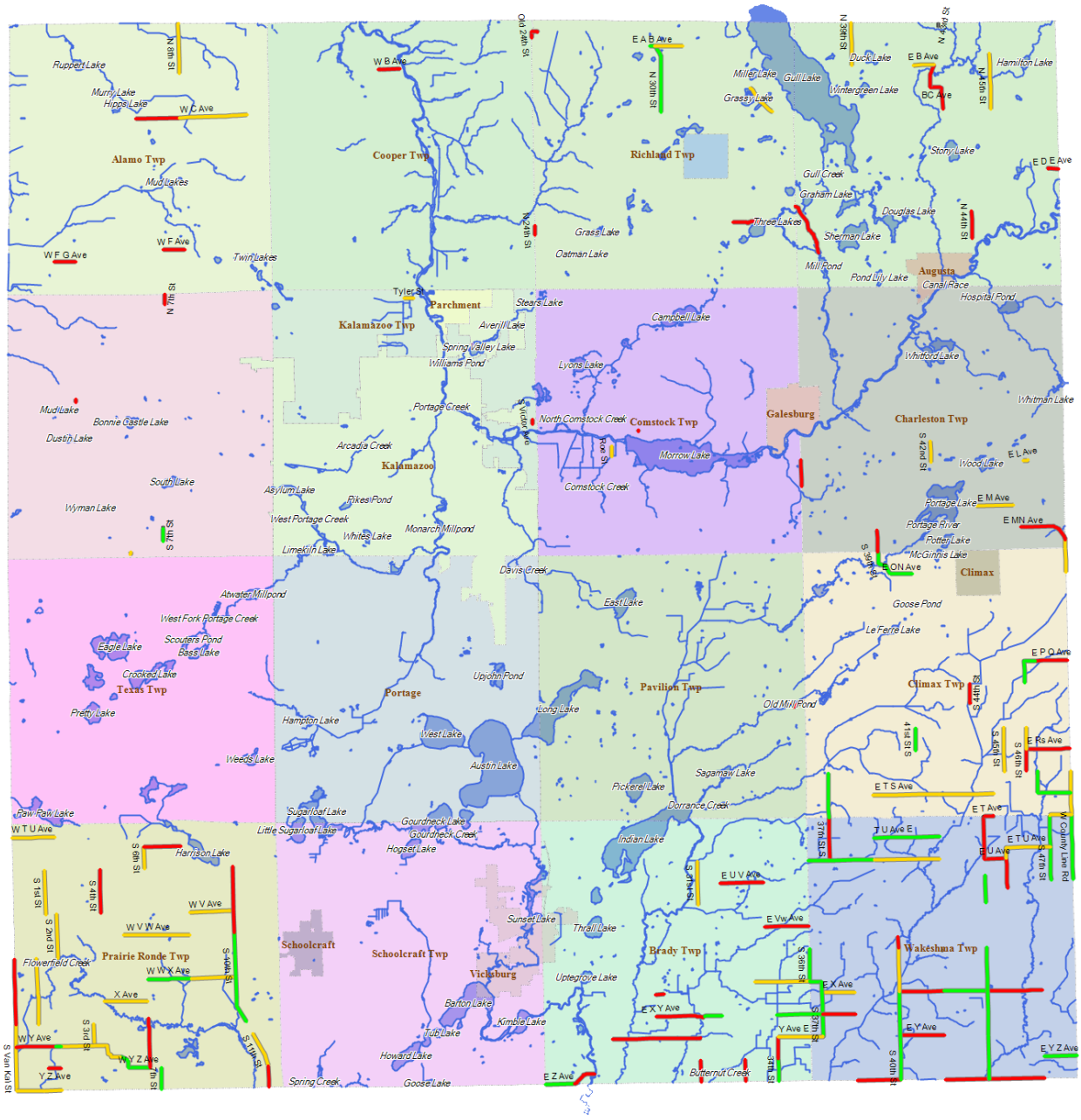


Figure 26: Map of the current IBR for drainage adequacy with good (2' or more) shown in green, fair (0.5' to less than 2') shown in yellow, and poor (less than 0.5') shown in red. Only unpaved roads owned by RCKC are shown.

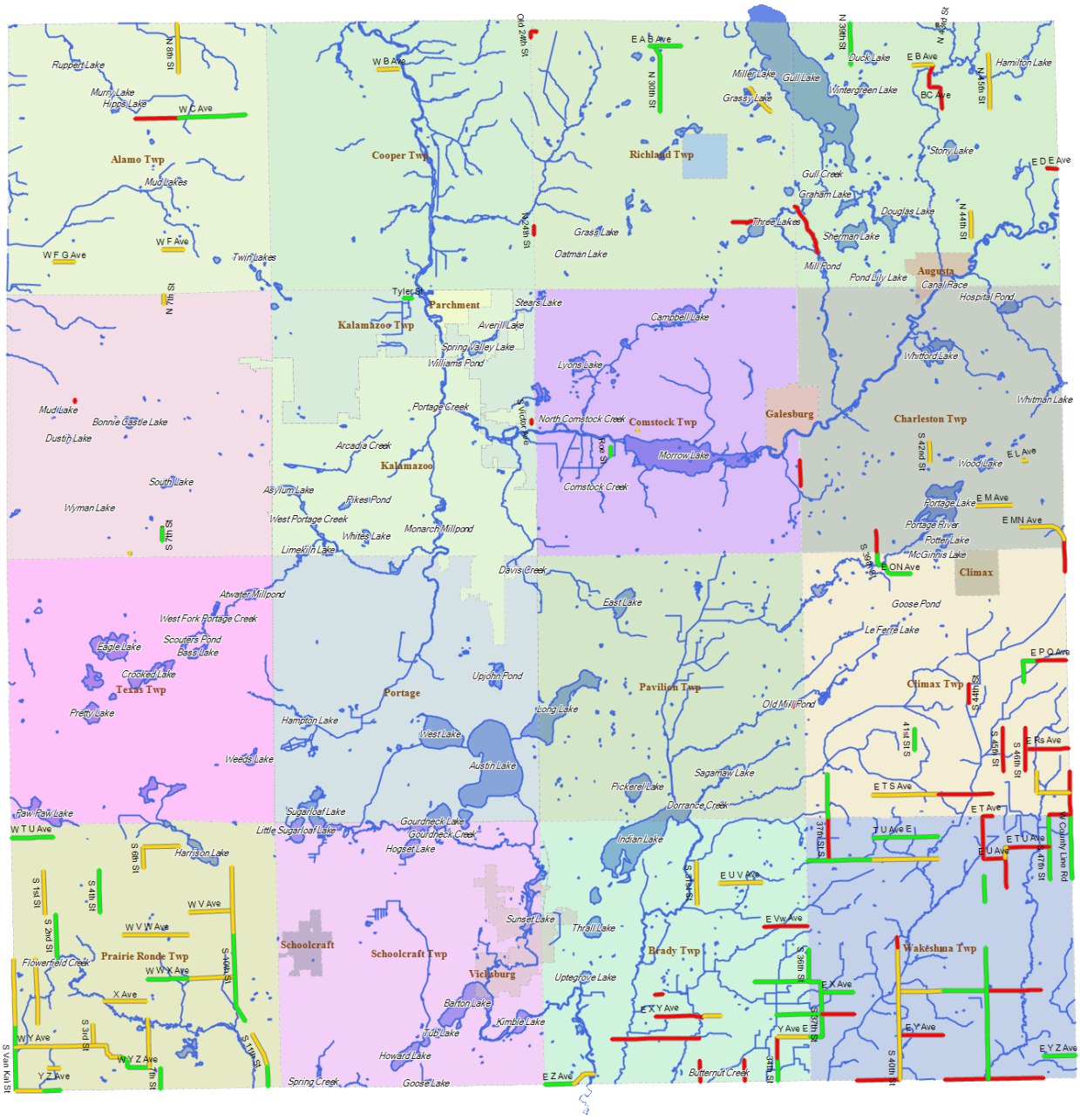


Figure 27: Map of the current IBR structural adequacy good (greater than 7") shown in green, fair (4" to 7") shown in yellow, and poor (less than 4") shown in red. Only unpaved roads owned by RCKC are shown.

Most of RCKC's gravel roads have reasonable/fair surface width (Figure 25). Drainage and aggregate structure are the two criteria RCKC is focusing on in the future (Figures 26 and 27). Wakeshma Township, in the southeast corner of Kalamazoo County, passed a township-wide millage in 2018 that remains active and is being used to improve gravel road aggregate structure and drainage. RCKC continues to work with Wakeshma and other townships through its township partnership program to prioritize gravel road improvements.

Goals

Goals help set expectations to how pavement conditions will change in the future. Pavement condition changes are influenced by water infiltration, soil conditions, sunlight exposure, traffic loading, and repair work performed. RCKC is not able to control any of these factors fully due to seasonal weather changes, traffic pattern changes, and its limited budget. In spite of the uncontrollable variables, it is still important to set realistic network condition goals that efficiently use budget resources to build and maintain roads meeting taxpayer expectations. An assessment of the progress toward these goals is provided in the *1. Pavement Assets*: *Gap Analysis* section of this plan.

Goals for Paved County Primary Roads

The long-range goal for RCKC's paved county primary road network is to have 90 percent of the network in good or fair condition. The short-term goal is to have no more than 15 percent of the network in poor condition by 2030. The baseline condition for these goals, based on the most recent PASER rating of each segment, is illustrated in Figure 28.

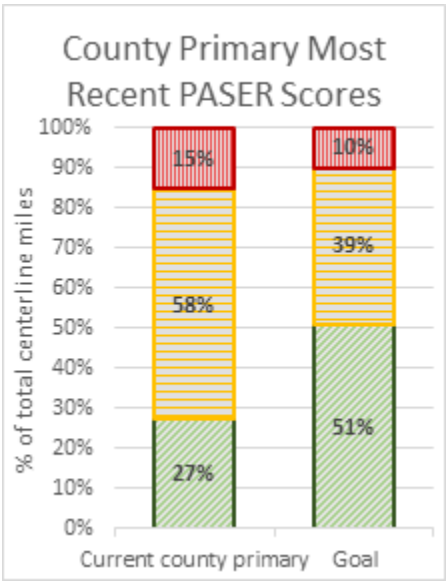


Figure 28: RCKC's current paved county primary road network condition by percentage of good/fair/poor

RCKC's network-level pavement condition strategy for paved county primary roads is:

1. Prevent its good and fair (PASER 10 - 5) paved county primary roads from becoming poor (PASER 4 - 1). Save the '5's.
2. Reduce the share of paved county primary roads in poor condition from 15.3 percent to no more than 15 percent by 2030, and to 10 percent over the long term.

Goals for Paved County Local Roads

The long-range goal for RCKC's paved county local road network is to have 90 percent of the network in good or fair condition. The short-term goal is to have no more than 20 percent of the network in poor condition by 2030. The baseline condition for these goals, based on the most recent PASER rating of each segment, is illustrated in Figure 29.

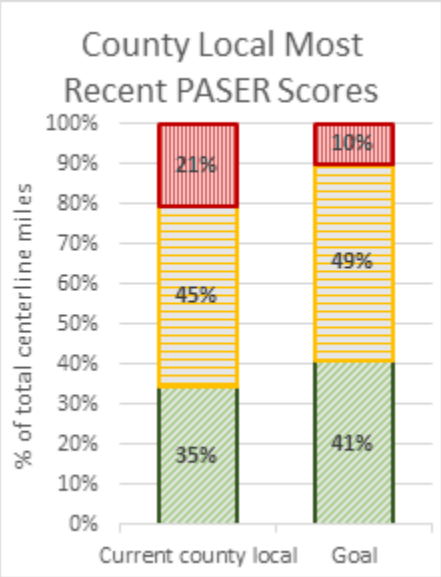


Figure 29: RCKC's current paved county local road network condition by percentage of good/fair/poor

RCKC's network-level pavement condition strategy for paved county local roads is:

1. Prevent its good and fair (PASER 10 - 5) paved county local roads from becoming poor (PASER 4 - 1). Save the '5's.
2. Reduce the share of paved county local roads in poor condition from 20.5 percent to no more than 20 percent by 2030, and to 10 percent over the long term.

Goals for Unpaved Roads

The long-range goal for RCKC's unpaved road network is to have 90 percent of unpaved roads rated IBR 5 or higher. The short-term goal is to have no more than 15 percent of unpaved roads rated IBR 1–4 by 2030, down from 24 percent currently. This goal assumes township participation in gravel road improvements continues at similar levels. The baseline condition for these goals is illustrated in Figure 30.

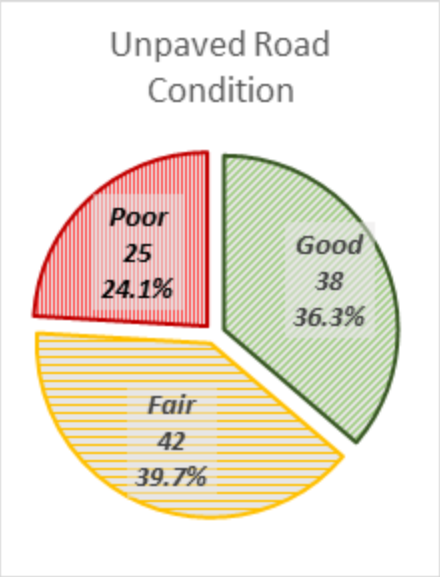


Figure 30: RCKC's current unpaved road network condition by percentage of good/fair/poor (IBR)

Our year-round unpaved roads will be maintained at their current structural adequacy assessments and current drainage adequacy assessments for roads where these two IBR elements are assessed as good or fair. Currently, 71 percent of RCKC's year-round unpaved roads have good or fair structural adequacy and 63 percent have good or fair drainage adequacy, up from 69 percent and 47 percent, respectively, in the 2023 plan. Year-round (RCKC has no seasonal roads currently) unpaved roads that have either or both of these two categories assessed as poor will be strategically upgraded as funding is available to address, first, drainage issues and, then, structural issues. Surface widths will be addressed on an as-needed basis to provide service or to address safety issues.

Modelled Trends

Roads age and deteriorate just like any other asset. All pavements are damaged by water, traffic weight, freeze/thaw cycles, and sunlight. To offset natural deterioration and normal wear-and-tear on the road, RCKC must complete treatment projects that either protect and/or add life to its pavements. The year-end condition of the whole network depends upon changes or preservation of individual road section condition that preservation treatments have affected.

RCKC uses many types of repair treatments for its roads, each selected to balance costs, benefits, and road life expectancy. When agency trends are modelled, any gap between goals and accomplishable work becomes evident. Financial resources influence how much work can be accomplished across the network within agency budget and what treatments and strategies can be afforded; a full discussion of RCKC's financial resources can be found in the *2. Financial Resources* section.

Treatments and strategies that counter pavement-damaging forces include reconstruction, structural improvement, capital preventive maintenance, innovative treatments, and maintenance. For a complete discussion on the pavement treatment tools, refer to the *Introduction*'s *Pavement Primer*.

Correlating with each PASER score are specific types of treatments best performed either to protect the pavement (CPM) or to add strength back into the pavement (structural improvement) (Table 1). MDOT provides guidance regarding when a specific pavement may be a candidate for a particular treatment. These identified PASER scores "trigger" the timing of projects appropriately to direct the right pavement fix at the right time, thereby providing the best chance for a successful project. The information provided in Table 1 is a guide for identifying potential projects; however, this table should not be the sole criteria for pavement treatment selection. Other information such as future development, traffic volume, utility projects, and budget play a role in project selection. In addition to Table 1, RCKC uses the criteria listed below and RCKC historical information in the project selection process:

- The general condition of the road, e.g., the pavement, shoulders, culverts, etc.
- The volume of traffic, or number of trips, found on the road.
- The ability to provide, or the need for, safety improvements.
- The ability to provide corridor continuity.
- The potential for improved economic development in an area.
- The ability to coordinate with other projects that may be disturbing the roadway, such as utility work, or improving the public right-of-way, such as county parks projects.
- The possibility of leveraging local funding to secure other sources of revenue.
- The ability to partner with other jurisdictions and agencies, such as the cities and villages in Kalamazoo County or neighboring road commissions, to share the cost burden of a project.

Table 1: Service Life Extension (in Years) for Pavement Types Gained by Fix Type[1]

Fix Type	Life Extension (in years)*			PASER
	Flexible	Composite	Rigid	
HMA crack treatment	1-3	1-3	N/A	6-7
Overband crack filling	1-2	1-2	N/A	6-7
One course non-structural HMA overlay	5-7	4-7	N/A	4-5****
Mill and one course non-structural HMA overlay	5-7	4-7	N/A	3-5
Single course chip seal	3-6	N/A	N/A	5-7†
Double chip seal	4-7	3-6	N/A	5-7†
Single course microsurface	3-5	**	N/A	5-6
Multiple course microsurface	4-6	**	N/A	4-6****
Ultra-thin HMA overlay	3-6	3-6	N/A	4-6****
Paver placed surface seal	4-6	**	N/A	5-7
Full-depth concrete repair	N/A	N/A	3-10	4-5***
Concrete joint resealing	N/A	N/A	1-3	5-8
Concrete spall repair	N/A	N/A	1-3	5-7
Concrete crack sealing	N/A	N/A	1-3	4-7
Diamond grinding	N/A	N/A	3-5	4-6
Dowel bar retrofit	N/A	N/A	2-3	3-5***
Longitudinal HMA wedge/scratch coat with surface treatment	3-7	N/A	N/A	3-5****
Flexible patching	**	**	N/A	N/A
Mastic joint repair	1-3	1-3	N/A	4-7
Cape seal	4-7	4-7	N/A	4-7
Flexible interlayer “A”	4-7	4-7	N/A	4-7
Flexible interlayer “B” (SAMI)	4-7	4-7	N/A	3-7
Flexible interlayer “C”	4-7	4-7	N/A	3-7
Fiber reinforced flexible membrane	4-7	4-7	N/A	3-7
Fog seal	**	**	N/A	7-10
GSB 88	**	**	N/A	7-10
Mastic surface treatment	**	**	N/A	7-10
Scrub seal	**	**	N/A	4-8

* The time range is the expected life extending benefit given to the pavement, not the anticipated longevity of the treatment.

** Data is not available to quantify the life extension.

*** The concrete slabs must be in fair to good condition.

**** Can be used on a pavement with a PASER equal to 3 when the sole reason for rating is rutting or severe raveling of the surface asphalt layer.

† For PASER 4 or less providing structural soundness exists and that additional pre-treatment will be required for example, wedging, bar seals, spot double chip seals, injection spray patching or other pre-treatments.

[1] Part of Appendix D-1 from *MDOT Local Agency Programs Guidelines for Geometrics on Local Agency Projects* 2017 Edition Approved Preventive Maintenance Treatments

Roadsoft Pavement Condition Forecast

RCKC uses Roadsoft, an asset management software suite, to maintain its road and bridge inventory and condition data. Roadsoft is developed by Michigan Technological University and is available for Michigan local agencies at no cost to them. Roadsoft uses pavement condition data to drive network-level deterioration models that forecast future road conditions based on planned construction and maintenance work. For this plan, RCKC used Roadsoft's network-level forecast to model the effect of its planned 2026–2030 projects on network condition. RCKC selects projects through its five-year plans (Appendices A and B), not through Roadsoft; the forecast is used here to test whether those plans meet the goals in the 1. Pavement Assets: Goals section.

Paved County Primary Roads

A screenshot of Roadsoft's pavement condition model and the associated output is shown in Figure 31.

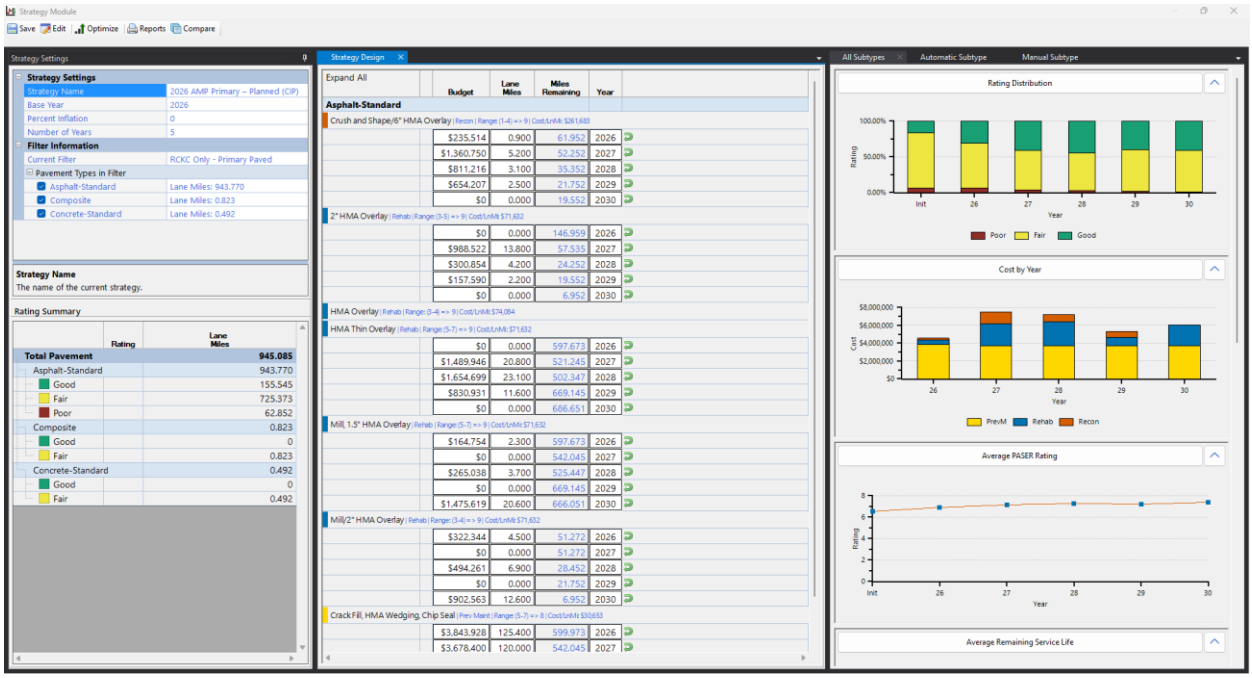


Figure 31: Pavement condition forecast model in the software program Roadsoft (paved county primary network, 2026–2030 strategy).

Table 2 illustrates the network-level model inputs for Roadsoft on the paved county primary road network. Concrete and composite pavements (1.3 lane miles) are included in the forecast totals, but no treatments were modelled for them because of their small mileage. The treatments outlined in Table 2 are the average treatment volume of planned projects scheduled to be completed in 2026–2030. See Appendix A of this plan for details on planned projects. Full model inputs and outputs are included in Appendix C.

Table 2: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved County Primary Road Network Forecast

Treatment Name	Annual Miles of Treatment (centerline miles)	Years of Life	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	60.5	6	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	0	6	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	0	6	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	2.7	12	5, 6, 7-9
Mill & 2" HMA Overlay	2.4	12	3, 4-9
2" HMA Overlay	2	12	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	5.6	12	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/6" HMA Overlay)	1.2	25	1, 2, 3, 4-9

Results from the Roadsoft network condition model for the county primary roads are shown in Figure 32. The Roadsoft network analysis of RCKC's planned projects from its currently available budget does allow RCKC to reach its pavement condition goals given the projects planned for the next five years.

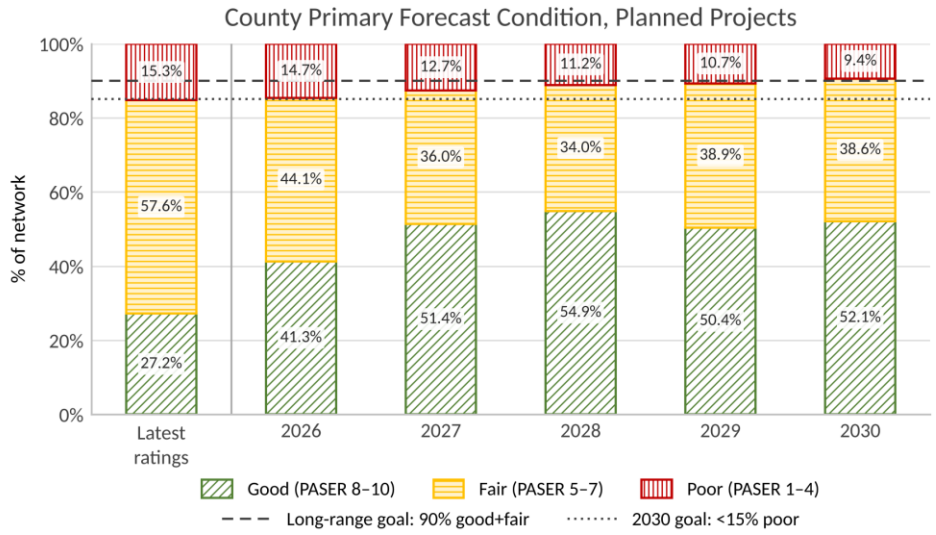


Figure 32: Forecast good/fair/poor changes to RCKC network condition from planned projects on the paved county primary road network.

Roadsoft forecasts that RCKC's planned projects will improve the paved county primary network from 27.2% good, 57.6% fair, and 15.3% poor (most recent ratings) to 52.1% good, 38.6% fair, and 9.4% poor by 2030. Poor roads remain below the 2030 goal of 15% in every forecast year, and the network reaches the long-range goal of 90% good+fair in 2030 (90.6%). The share of good roads peaks in 2028 (54.9%), dips in 2029 (50.4%) as planned work tapers, and partly recovers in 2030 (52.1%), while poor roads decline every year.

Roadsoft's starting condition (16.5% good, 76.9% fair, 6.7% poor) differs from RCKC's most recent ratings because Roadsoft's strategy module groups roads by each segment's remaining service life, converted to an equivalent PASER rating, rather than by the most recent PASER rating collected in the field. On the county primary network, 64.5 centerline miles rated good in the field are classified as fair or poor by remaining service life, and 39.0 centerline miles rated poor in the field are classified as fair or good. To keep the forecast consistent with RCKC's PASER-based condition reporting, RCKC applied the change Roadsoft forecasts for each condition category to the recorded baseline: projected % = recorded baseline % + (Roadsoft forecast-year % − Roadsoft initial %). Roadsoft's unadjusted 2030 forecast is 41.4% good, 57.9% fair, and 0.8% poor. Percentages may not sum to 100 due to rounding. Method details are in Appendix C.

Paved County Local Roads

A screenshot of Roadsoft's pavement condition model and the associated output is shown in Figure 33.

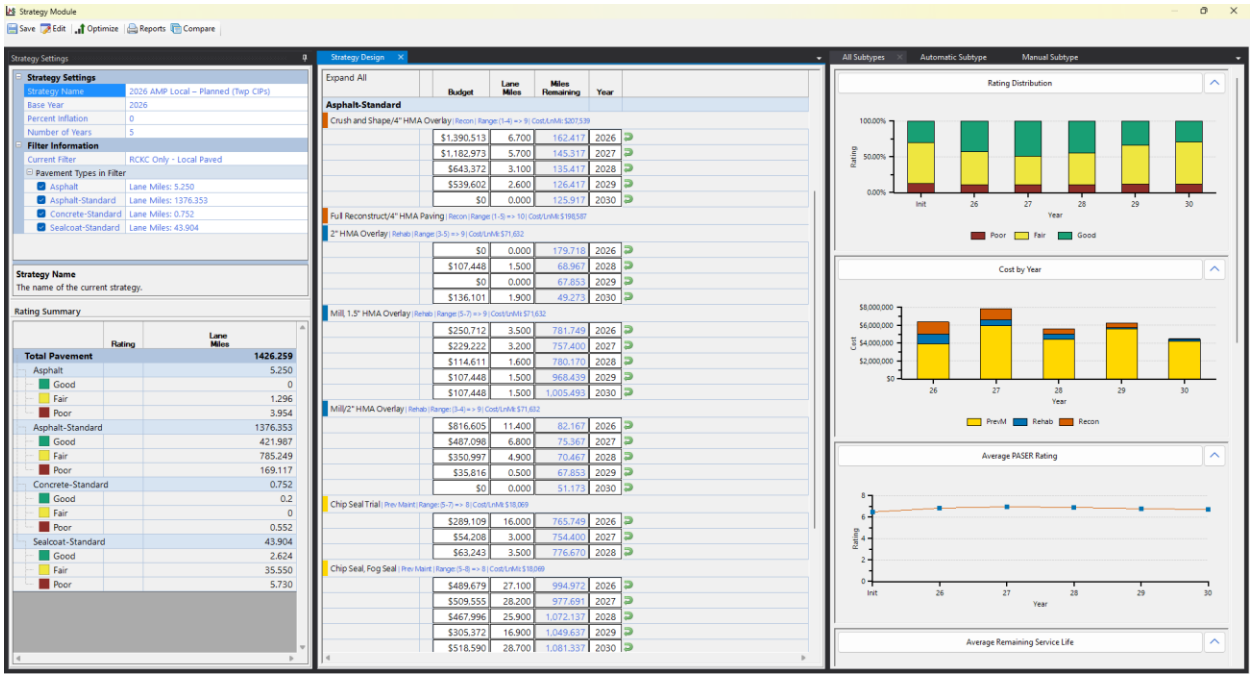


Figure 33: Pavement condition forecast model in the software program Roadsoft (paved county local network, 2026–2030 strategy).

Table 3 illustrates the network-level model inputs for Roadsoft on the paved county local road network. Sealcoat, concrete, and other asphalt pavements (49.9 lane miles, 3.5% of the network) are included in the forecast totals, but no treatments were modelled for them. Of these, 10.2 lane miles are classified as poor in Roadsoft and remain in the forecast's poor share. The treatments outlined in Table 3 are the average treatment volume of planned projects scheduled to be completed in 2026–2030. Details on planned projects are included in Appendix B, and full model inputs and outputs are included in Appendix C.

Table 3: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved County Local Road Network Forecast

Treatment Name	Annual Miles of Treatment (centerline miles)	Years of Life	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	45.8	6	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	30	6	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	14.9	6	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	1.1	12	5, 6, 7-9
Mill & 2" HMA Overlay	2.4	12	3, 4-9
2" HMA Overlay	0.3	12	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	0	12	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/4" HMA Overlay)	1.8	25	1, 2, 3, 4-9

Results from the Roadsoft network condition model for the paved county local roads are shown in Figure 34. The Roadsoft network analysis of RCKC's planned projects from its currently available budget does allow RCKC to reach its pavement condition goal, though narrowly (19.9% poor against a target of less than 20%), given the projects planned for the next five years.

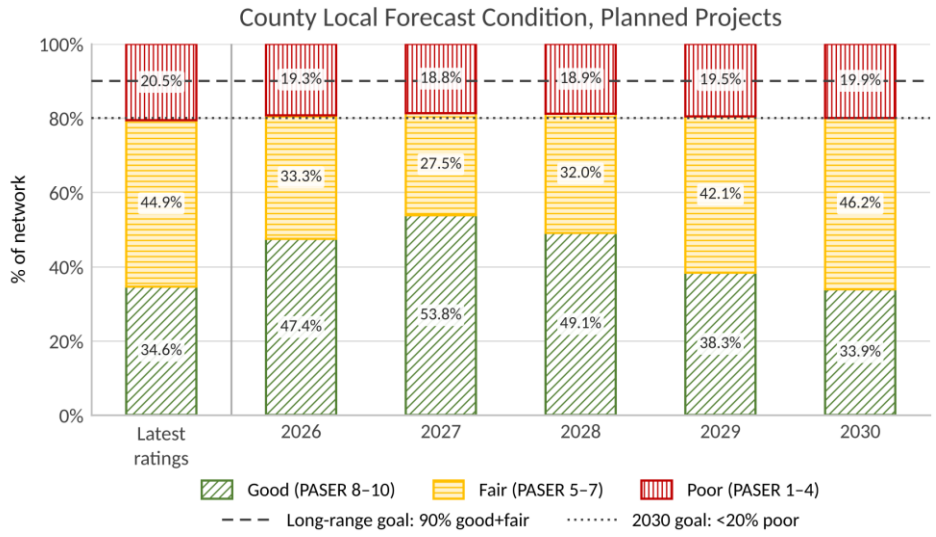


Figure 34: Forecast good/fair/poor changes to RCKC network condition from planned projects on the paved county local road network.

Roadsoft forecasts that the paved county local network will move from 34.6% good, 44.9% fair, and 20.5% poor (most recent ratings) to 33.9% good, 46.2% fair, and 19.9% poor by 2030, meeting the 2030 goal of less than 20% poor by a narrow margin. Good roads peak at 53.8% in 2027 and then decline, and poor roads rise each year after 2027, indicating the network is likely to exceed 20% poor after 2030 at current funding levels; see the Gap Analysis section.

As described for the county primary network, Roadsoft's starting condition (29.8% good, 57.6% fair, 12.6% poor) is based on remaining service life rather than the most recent PASER ratings; on the county local network, 103.1 centerline miles rated good in the field are classified as fair or poor by remaining service life, and 63.7 centerline miles rated poor in the field are classified as fair or good. Projected values were adjusted to the recorded baseline using the same method. Roadsoft's unadjusted 2030 forecast is 29.1% good, 59.0% fair, and 12.0% poor.

Unpaved Road Condition Trends

RCKC did not use Roadsoft's network-level forecast for unpaved roads; instead, unpaved road condition was estimated segment by segment. Each gravel resurfacing project planned for 2026–2030 in the township local road capital improvement plans (Appendix B) was matched to its segment in RCKC's IBR inventory (106.2 miles), and each segment's IBR number was recalculated for the year its work is scheduled. The matched projects total about 47.6 miles of gravel resurfacing; four planned projects totaling 2.1 miles are not in the IBR inventory and are not included.

The estimate assumes that gravel resurfacing raises a segment's structural adequacy rating by at least one level (for example, from poor to fair), and that drainage adequacy and surface width do not change. Some planned projects may include ditching, but the township plans do not identify which ones; where ditching is done, drainage ratings would improve and conditions would be better than estimated here. Segments

without planned work keep their current rating. The 1.0 mile of X Avenue (40th Street to 42nd Street) scheduled for conversion to a chip seal surface in 2026 leaves the unpaved network. RCKC has no seasonal roads and does not plan to return any paved roads to gravel during 2026–2030.

If the planned projects are completed, the share of unpaved roads rated poor (IBR 1–4) would fall from 24.0% to 14.4% in 2028 and 10.1% in 2030, meeting the 2030 goal of no more than 15% poor. Nearly all of the improvement moves roads from poor to fair; the share rated good (IBR 8–10) stays near 36–37%. Five segments totaling 1.1 miles would remain poor after resurfacing because their drainage or width is also rated poor.

RCKC's IBR ratings show why resurfacing alone does not produce good roads: none of the unpaved miles rated good have poor drainage, while 25.1 of the 25.5 miles rated poor and 13.5 of the 42.0 miles rated fair do. Resurfacing restores gravel thickness but does not improve drainage, so a road with poor drainage can be raised to fair but not to good without ditching. Ditching also costs less per mile than a gravel overlay (see Ditching and Gravel Overlay in the Pavement Primer). RCKC will therefore encourage townships to include ditching with gravel resurfacing where drainage is rated poor.

Apart from any ditching, these results are an upper estimate because the estimate does not account for deterioration. Gravel roads do not hold their condition between treatments. Traffic, wind, and rain wear away and displace surface gravel, so gravel thickness, and with it the IBR structural adequacy rating, declines over time; this is why unpaved roads typically need four inches of new gravel about every 15 years (see Gravel Overlay in the Pavement Primer). Ditches also fill in and need re-ditching on a similar cycle, which lowers drainage adequacy. Maintenance grading reshapes the surface and restores the crust but does not add gravel, so it does not offset this loss. Because an IBR rating records surface width, drainage, and gravel thickness as observed when the road is rated, a segment keeps its recorded rating until it is rated again, even as its gravel thins. In addition, 74.0 of the 106.2 miles in the IBR inventory, including 24.8 of the 25.5 miles rated poor, were last rated in 2015, so the baseline does not reflect either deterioration or gravel work completed since then on segments that have not been re-rated. RCKC will update IBR ratings on the unpaved network before the next plan update.

Planned Projects

RCKC plans construction and maintenance projects several years in advance. A multi-year planning horizon is required due to the time necessary to plan, design, and finance construction and maintenance projects on the paved county primary road network. This includes planning and programming requirements from state and federal agencies that must be met prior to starting a project and can include studies on environmental and archeological impacts, review of construction and design documents and plans, documentation of rights-of-way ownership, planning and permitting for storm water discharges, and other regulatory and administrative requirements.

Per Section 9a of 1951 PA 51, as amended (MCL 247.659a), road projects for the upcoming three years are required to be reported annually to the TAMC. Planned projects represent the best estimate of future activity; however, changes in design, funding, and permitting may require RCKC to alter initial plans. Project planning information is used to predict the future condition of the road networks that RCKC maintains. The 1. Pavement Assets: Modelled Trends section of this plan provides a detailed analysis of the impact of the proposed projects on their respective road networks.

RCKC's five-year plans cover 2026–2030. Projects planned for 2026–2028 make up the three-year program RCKC reports to the TAMC; projects planned for 2029–2030 are planning-level and more likely to change, but they are included in the condition forecasts in the 1. Pavement Assets: Modelled Trends section. The project totals and maps below cover 2026–2028, and the complete five-year project lists are included in the appendices.

Paved County Primary Projects

RCKC is currently planning the construction and maintenance projects listed in Appendix A for the paved county primary road network. The locations of the 2026 structural improvement and preventive maintenance projects and the 2027–2028 structural improvement projects are shown in Figure 35, Figure 36, and Figure 37. Bridge, culvert, design, and non-motorized projects are listed in Appendix A but are not mapped. Preventive maintenance for 2027 and 2028 is budgeted as a countywide chip seal program of approximately 60 miles per year, with roads selected annually. The total cost of these projects for 2026–2028 is approximately $70.7 million, including pavement, safety, bridge, culvert, and non-motorized work.

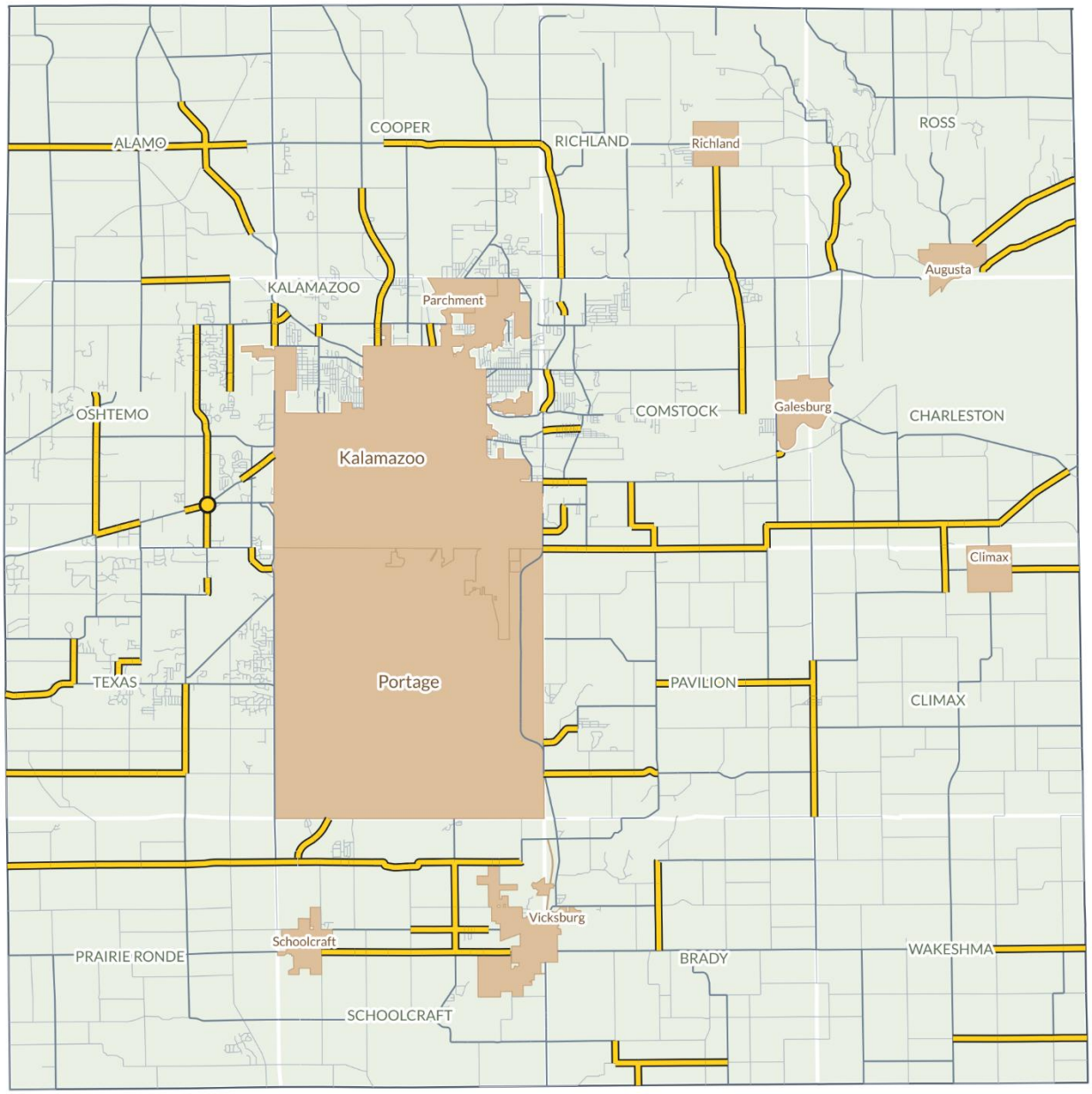


Figure 35: Map showing paved county primary road structural improvement and preventive maintenance projects planned for 2026 (highlighted in yellow; the circle marks an intersection project).

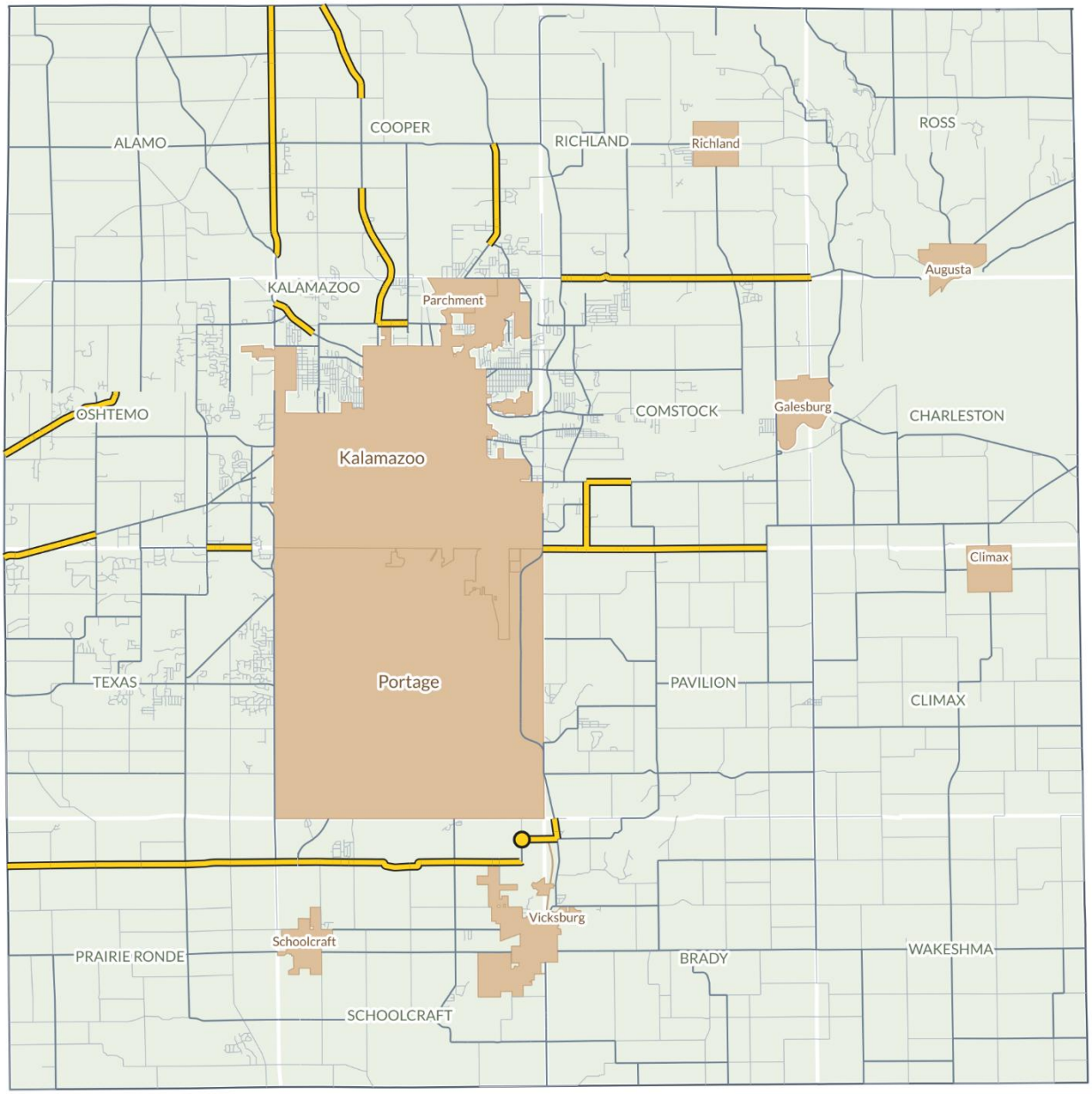


Figure 36: Map showing paved county primary road structural improvement projects planned for 2027 (highlighted in yellow; the circle marks an intersection project). Countywide preventive maintenance is not shown.

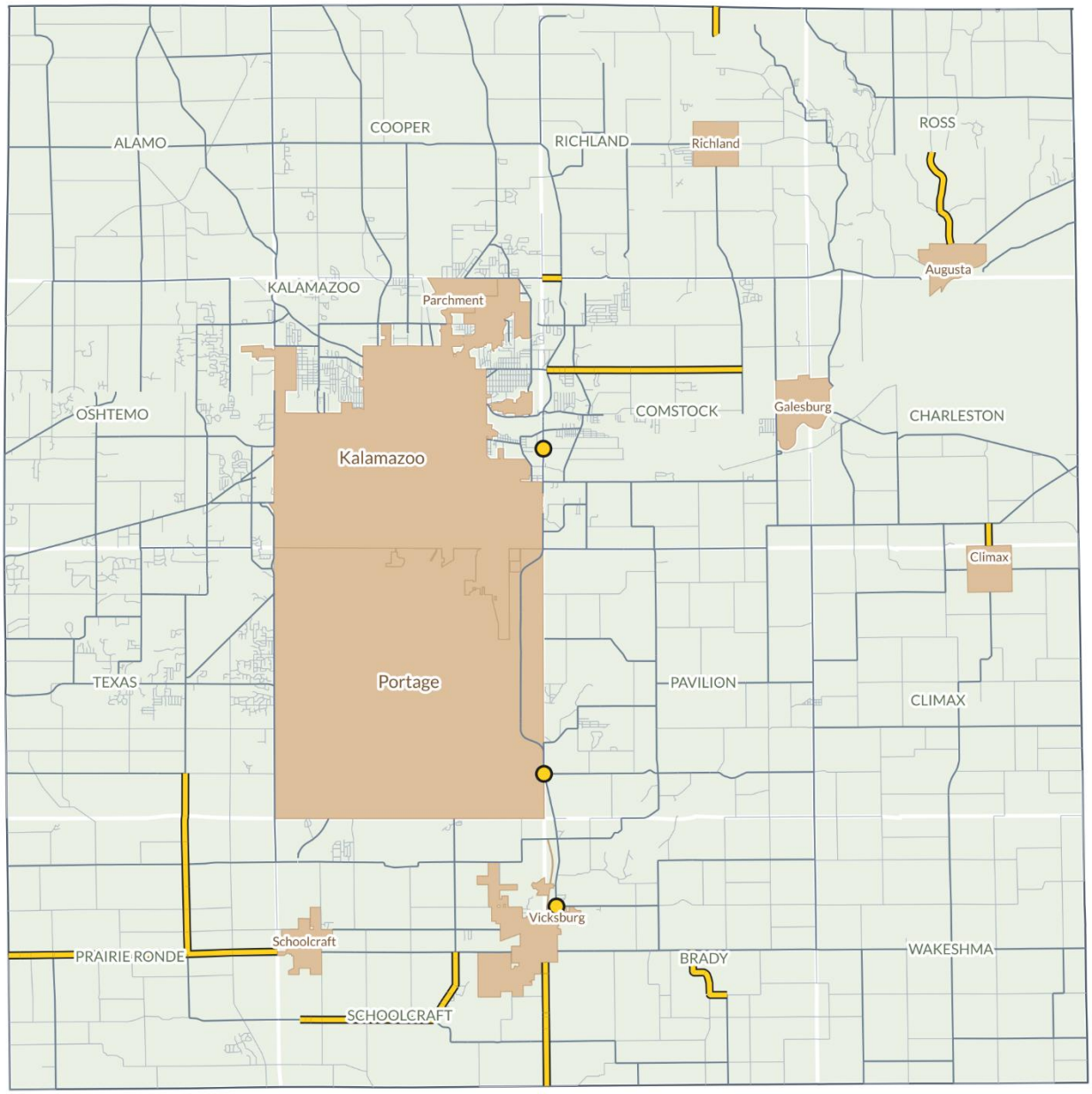


Figure 37: Map showing paved county primary road structural improvement projects planned for 2028 (highlighted in yellow; circles mark intersection and signal projects). Countywide preventive maintenance is not shown.

Paved County Local Projects

RCKC is currently planning the construction and maintenance projects listed in Appendix B for the paved county local road network. The locations of the paved road projects are shown in Figure 38, Figure 39, and Figure 40. Culvert and bridge projects are listed in Appendix B but are not mapped. The total cost of these projects for 2026–2028 is approximately $24.5 million, including paved road, culvert, and bridge work. RCKC continues to work with its township partners on five-year plans to guide future planning, investment, and goals on the local road system.

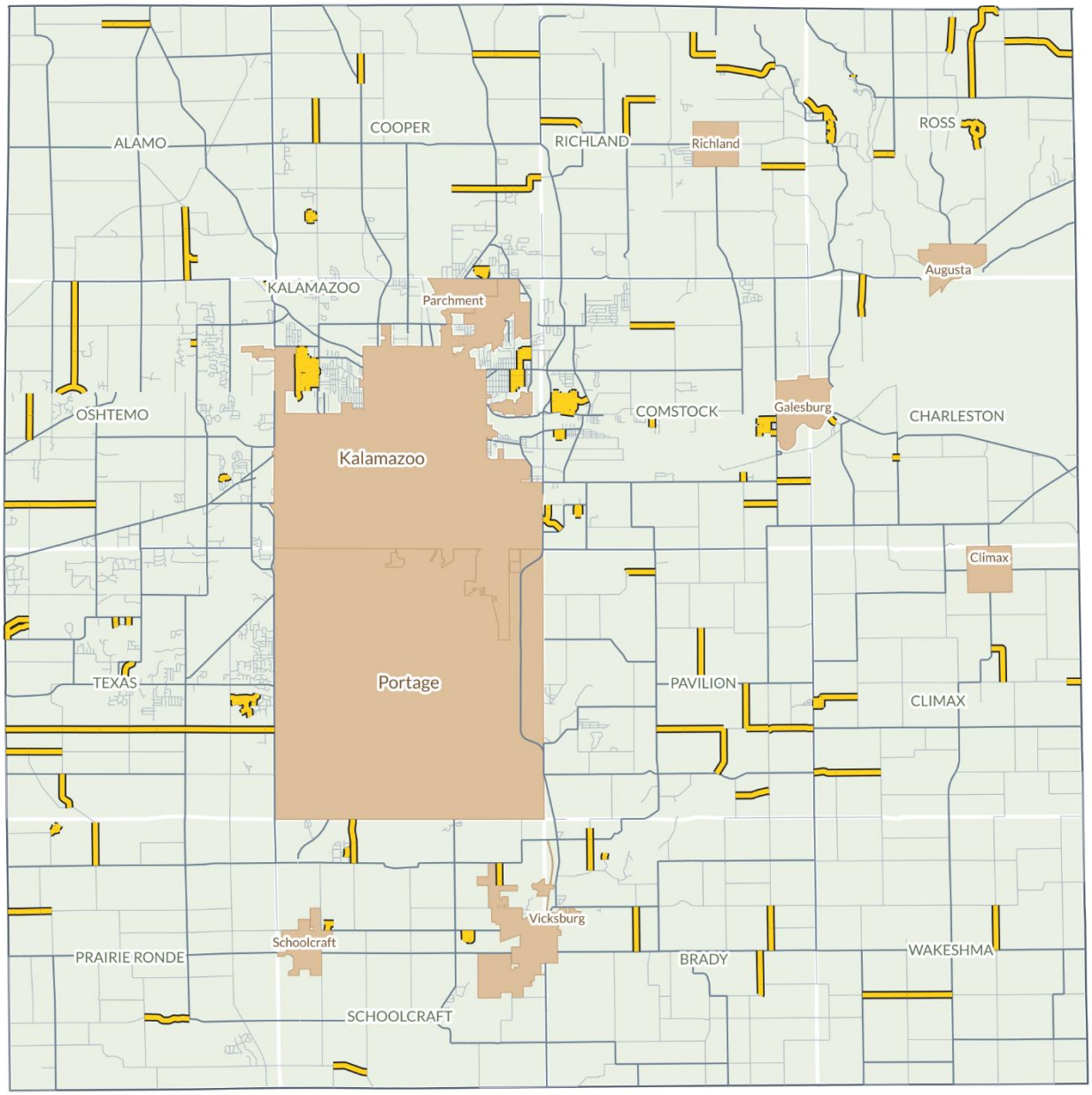


Figure 38: Map showing paved county local road projects planned for 2026 (highlighted in yellow).

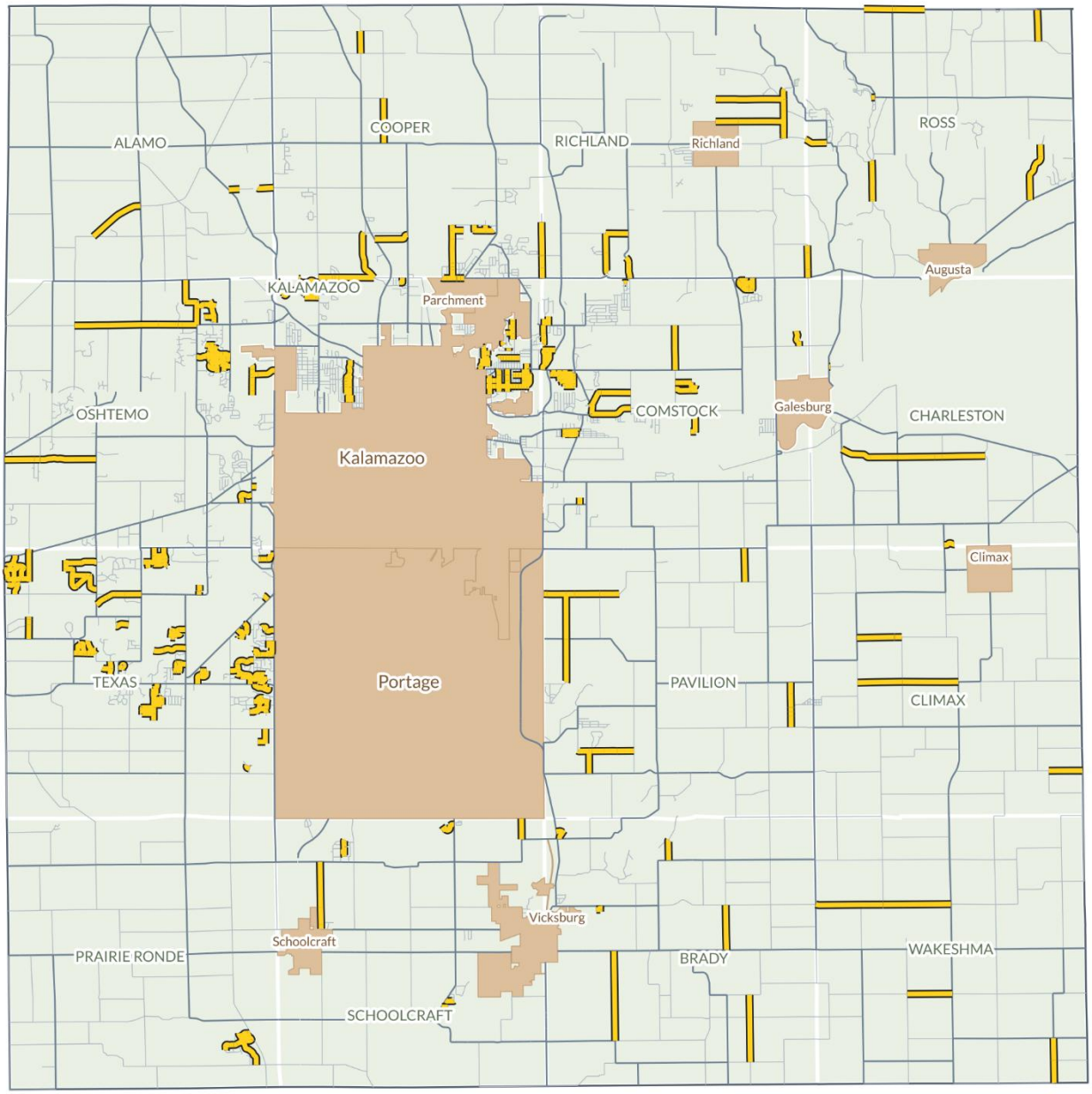


Figure 39: Map showing paved county local road projects planned for 2027 (highlighted in yellow).

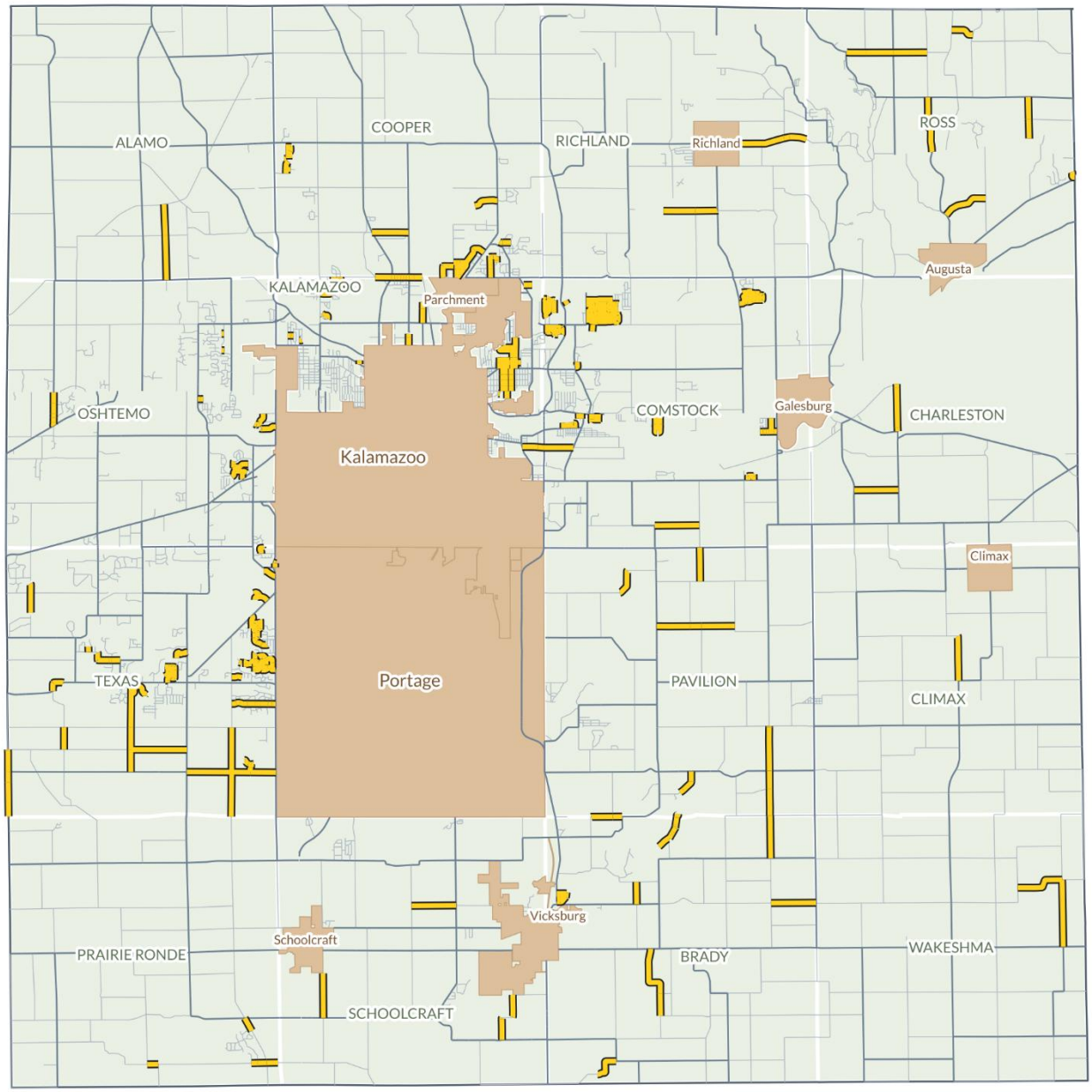


Figure 40: Map showing paved county local road projects planned for 2028 (highlighted in yellow).

Unpaved Road Projects

Gravel road projects are planned by the townships as part of their local road capital improvement plans, so they are listed with the local road projects rather than separately. For 2026–2028, those plans include 38 gravel resurfacing projects covering 28.8 miles at a total cost of approximately $2.0 million, three projects that will convert 3.3 miles of gravel road to a chip seal surface at a cost of approximately $0.4 million, and three projects that will convert 1.3 miles of gravel road to an HMA surface at a cost of approximately $0.6 million. The expected effect of the gravel resurfacing on unpaved road condition is described in the 1. Pavement Assets: Modelled Trends section.

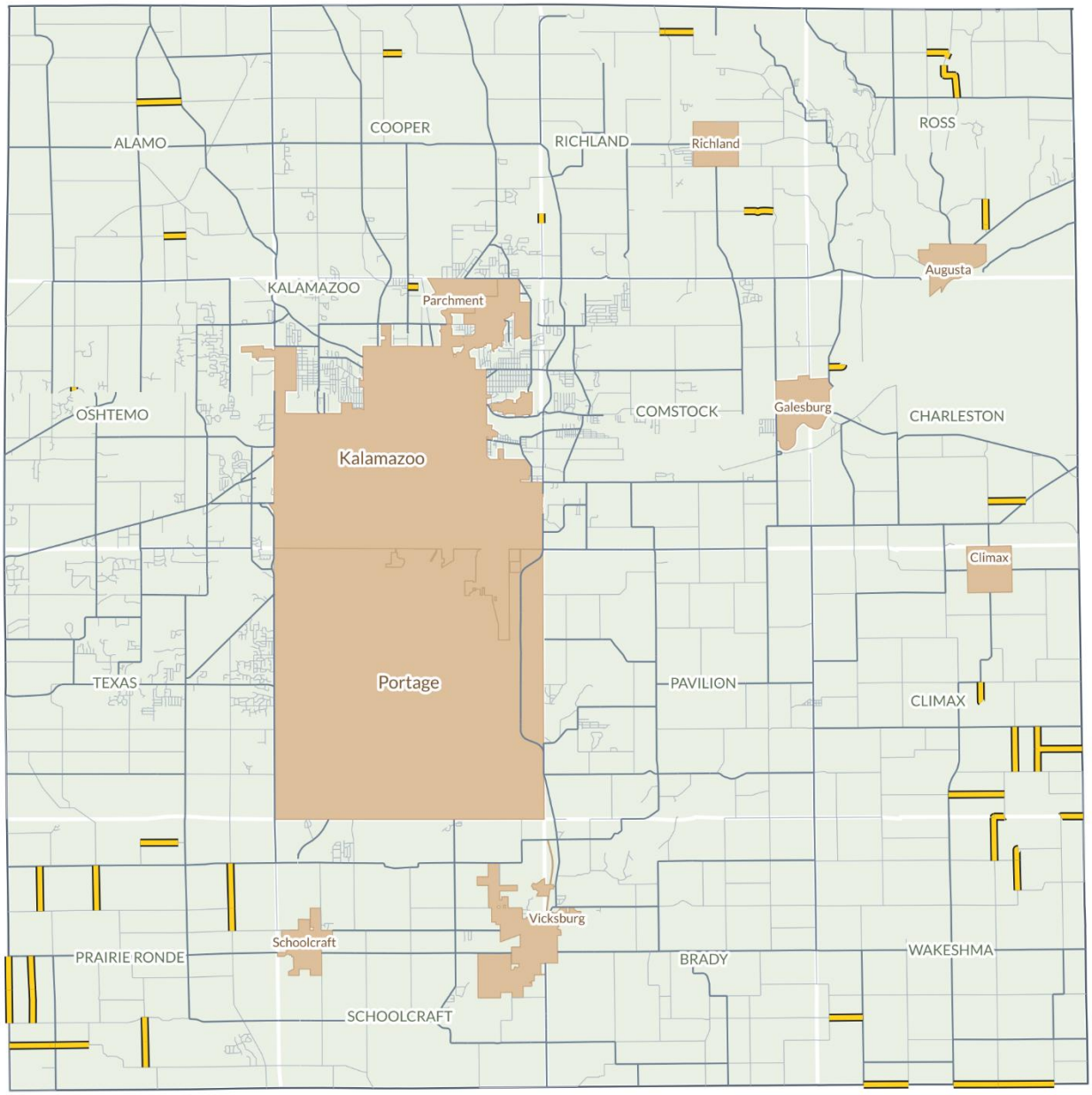


Figure 41: Map showing county local gravel road resurfacing projects planned for 2026–2028 (highlighted in yellow); all three years are shown together.

Gap Analysis

Based on the condition forecasts in the 1. Pavement Assets: Modelled Trends section, RCKC's planned projects are expected to meet the 2030 goals for the paved county primary road network and, narrowly, for the paved county local road network, and to meet the 2030 goal for the unpaved road network if the planned gravel projects are completed. Current funding is not expected to reach the long-range goal of 90% good and fair on the paved county local road network, where conditions are forecast to decline after 2027. The Roadsoft analysis below estimates the additional work needed on the paved county local road network. No Roadsoft analysis was performed for the unpaved road network; the factors limiting unpaved road condition are described in the 1. Pavement Assets: Modelled Trends section.

Roadsoft Pavement Condition Forecast for the Paved County Primary and County Local Network

RCKC used Roadsoft to forecast the additional construction and maintenance work needed to meet agency goals on the paved county local road network. On the paved county primary road network, planned projects are forecast to meet the 2030 goal of less than 15% poor and to reach the long-range goal of 90% good+fair by a narrow margin in 2030, so no goal scenario was run for that network, and Table 4 shows no additional work. Table 4 and Table 5 show the network-level model inputs for each network. Full model inputs and outputs are included in Appendix C.

Table 4: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets—Pavement Condition Forecast and Gap Analysis: Roadsoft Annual Work Program for Paved County Primary Road Network Forecast

Pavement Condition Forecast

Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	60.5	6	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	0	6	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	0	6	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	2.7	12	5, 6, 7-9
Mill & 2" HMA Overlay	2.4	12	3, 4-9
2" HMA Overlay	2	12	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	5.6	12	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/6" HMA Overlay)	1.2	25	1, 2, 3, 4-9

Table 4: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets—Pavement Condition Forecast and Gap Analysis: Roadsoft Annual Work Program for Paved County Primary Road Network Forecast

Additional Work Necessary to Overcome Deficit

Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	0	6	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	0	6	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	0	6	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	0	12	5, 6, 7-9
Mill & 2" HMA Overlay	0	12	3, 4-9
2" HMA Overlay	0	12	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	0	12	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/6" HMA Overlay)	0	25	1, 2, 3, 4-9

Table 5: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets—Pavement Condition Forecast and Gap Analysis: Roadsoft Annual Work Program for Paved County Local Road Network Forecast

Pavement Condition Forecast

Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	45.8	6	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	30	6	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	14.9	6	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	1.1	12	5, 6, 7-9
Mill & 2" HMA Overlay	2.4	12	3, 4-9
2" HMA Overlay	0.3	12	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	0	12	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/4" HMA Overlay)	1.8	25	1, 2, 3, 4-9

Table 5: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for RCKC's Road Assets—Pavement Condition Forecast and Gap Analysis: Roadsoft Annual Work Program for Paved County Local Road Network Forecast

Additional Work Necessary to Overcome Deficit

Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Crack Fill, HMA Wedging, Chip Seal (+Fog Seal on local)	0	6	5, 6, 7-8
Crack Fill, Chip Seal, Fog Seal	0	6	5, 6, 7-8
Chip Seal, Fog Seal (incl. trial chip seals)	0	6	5, 6, 7, 8-8
Mill & 2" HMA Overlay, PASER 5–7 (Roadsoft: Mill, 1.5" HMA Overlay)	0	12	5, 6, 7-9
Mill & 2" HMA Overlay	5.1	12	3, 4-9
2" HMA Overlay	0	12	3, 4, 5-9
HMA Overlay, PASER 5–7 (Roadsoft: HMA Thin Overlay)	0	12	5, 6, 7-9
Crush & Shape + HMA Overlay (6" primary / 4" local) (Roadsoft: Crush and Shape/4" HMA Overlay)	7.5	25	1, 2, 3, 4-9

Results for the paved county local road network from the Roadsoft network condition model given the inputs in Table 5 are shown in Figure 42. Roadsoft estimates that the additional work in Table 5, 5.1 miles per year of mill and 2" HMA overlay and 7.5 miles per year of crush and shape with HMA overlay, would cost approximately $19.1 million over 2027–2030 beyond the planned projects, or an average of about $4.8 million per year. No additional work is modelled for 2026, when the planned program is already set.

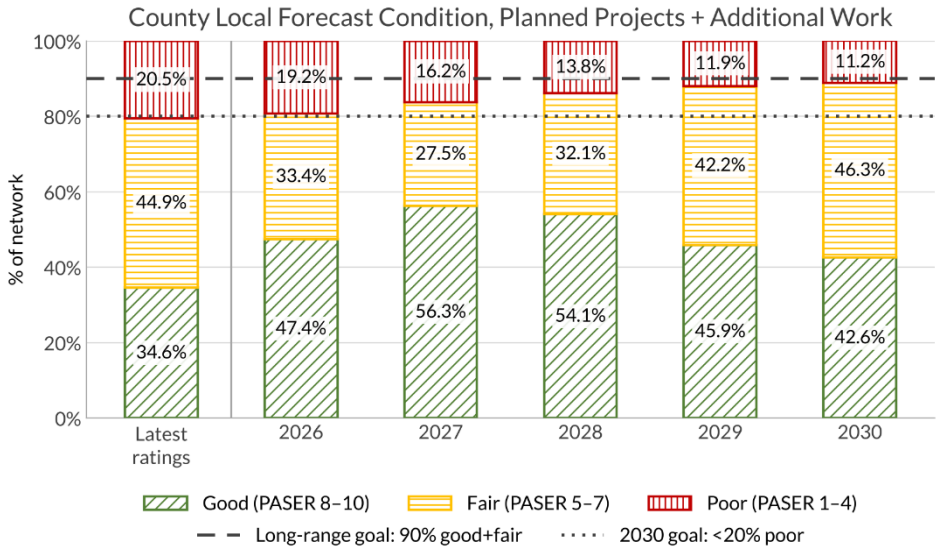


Figure 42: Forecast good/fair/poor changes to RCKC network condition from planned projects plus the additional work in Table 5 on the paved county local road network.

This estimate should be read as a minimum. Roadsoft's goal strategy targets 90% good and fair as Roadsoft measures condition, based on each segment's estimated remaining service life, and Roadsoft rates the paved county local road network in better condition at the start of the forecast (87.4% good and fair) than RCKC's most recent PASER ratings (79.5%). When Roadsoft's forecast changes are applied to RCKC's recorded ratings, using the same method as the other forecasts in this plan, the additional work raises the paved county local road network to about 88.9% good and fair and 11.2% poor by 2030, close to but short of the 90% long-range goal. In addition, the HMA overlay unit cost used in the model does not include milling, so the cost of mill-and-overlay work is also understated. RCKC expects county local-network funding to increase by approximately $2,500,000 per year beginning in 2027 (see 2. Financial Resources), which would cover roughly half of this additional work; this increase is not reflected in the forecasts above. Percentages may not sum to 100 due to rounding.

2. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. RCKC will overview its general expenditures and financial resources currently devoted to pavement maintenance and construction. This financial information is not intended to be a full financial disclosure or a formal report. Michigan agencies are required to submit an Act 51 Report to the Michigan Department of Transportation each year; this is a full financial report that outlines revenues and expenditures. This report can be obtained on our website at https://www.kalamazoocountyroads.com/Financials.php or by request submitted to our agency contact (listed in this plan).

RCKC has a total budget for pavement asset management of $27,800,000.

County Primary Network

RCKC has historically spent $12,300,000 annually on pavement-related projects. Over the next three years (2026–2028), RCKC plans to spend approximately $70,700,000, or about $23,600,000 per year, on county primary-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement, preventive maintenance, and bridge, safety, and non-motorized work. This amount is total project cost from all funding sources and does not include routine maintenance costs. Spending on projects depends on revenue from the Michigan Transportation Fund (MTF) and federal/state programs. Planned spending is above historical levels because of federal funding RCKC does not typically receive, including a $25,000,000 Safe Streets and Roads for All (SS4A) grant that must be completed by 2029, with most of that work in 2027 and 2028. In addition, RCKC expects county primary-network funding to increase by approximately $2,500,000 per year beginning with the 2027 budget cycle, raising typical

annual spending to about $14,800,000. This increase is not yet reflected in the capital improvement plan or the condition forecasts in this plan.

County Local Network

RCKC has historically spent $9,400,000 annually on pavement-related projects. Over the next three years (2026–2028), RCKC plans to spend approximately $27,500,000, or about $9,200,000 per year, on county local-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement, preventive maintenance, bridge work, gravel road resurfacing, and conversion of gravel roads to paved surfaces. This amount is total project cost from all funding sources and does not include routine maintenance costs. Spending on projects depends on revenue from the Michigan Transportation Fund (MTF), township contributions, special assessments, and federal/state programs. In addition, RCKC expects county local-network funding to increase by approximately $2,500,000 per year beginning with the 2027 budget cycle, raising typical annual spending to about $11,900,000. This increase is not yet reflected in the township capital improvement plans or the condition forecasts in this plan.

Many local agencies in Michigan use local tax millages to supplement their road-funding budget. These taxes can provide for additional construction and maintenance for new or existing roads that are also funded using MTF or MDOT funds. RCKC's road-funding budget includes township road millages, although RCKC does not levy a countywide road millage. Several townships fund their share of local road projects through dedicated township road millages, which RCKC receives as township contributions. For example, Climax Township levies just under 1 mill for local road projects (approximately $80,000 annually).

3. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by RCKC provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Figure 43 illustrates the key transportation links in RCKC's road network, including those that meet the following types of situations:

- **Geographic divides:** Areas where a geographic feature (river, lake, mountain or limited access road) limits crossing points of the feature.
- **Emergency alternate routes for high-volume roads:** Roads which are routinely used as alternate routes for high volume roads, including routes signed by MDOT as emergency detour routes for I-94 and US-131.
- **Limited access areas:** Roads that serve remote or limited access areas that result in long detours if closed.
- **Main access to key commercial districts:** Areas where large number or large size business will be significantly impacted if a road is unavailable.
- Our road network includes the following critical assets: (see Figure 43).
    - 8th Street from XY Avenue to O Avenue
    - 9th Street from O Avenue to Stadium Drive
    - 12th Street/ Drake Road from Stadium Drive to North Kalamazoo County line

- 34th Street from N Avenue to MN Avenue
- 35th Street from MN Avenue to G Avenue
- 36th Street from W Avenue to MN Avenue
- D Avenue from West Kalamazoo County line to Sprinkle Road
- G Avenue from Riverview Drive to M-96
- Mercury Drive from MN Avenue to I-94
- MN Avenue from 34th Street to Mercury Drive
- N Avenue from Sprinkle Road to 34th Street
- O Avenue from 8th Street to 9th Street
- Q Avenue from West Kalamazoo County line to 12th Street
- Sprinkle Road from South Kalamazoo County line to D Avenue
- Stadium Drive from West Kalamazoo County line to Drake Road
- W Avenue from West Kalamazoo County line to East Kalamazoo County line
- XY Avenue from 8th Street to US-131

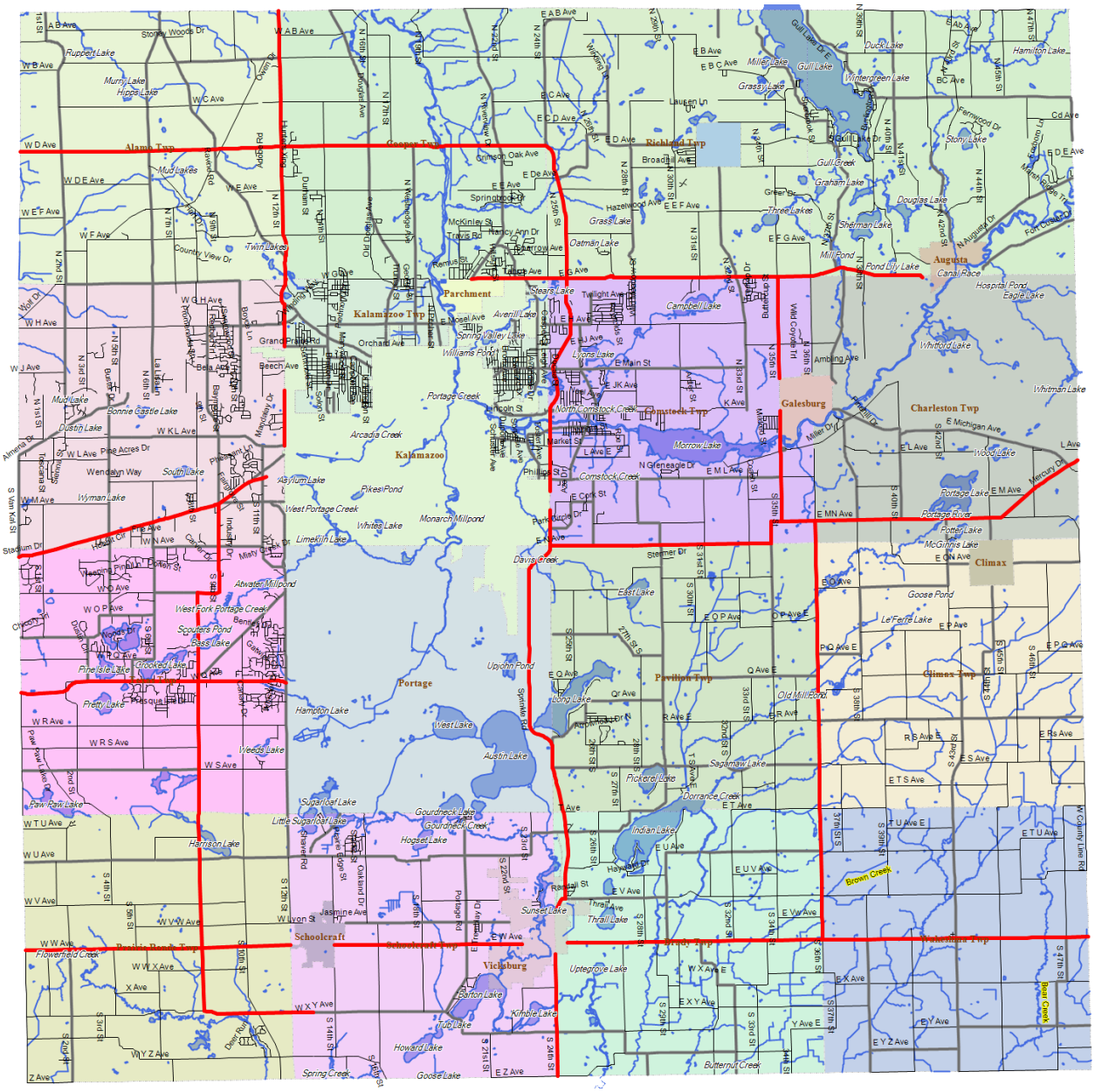


Figure 43: Key transportation links in RCKC's road network

4. COORDINATION WITH OTHER ENTITIES

An asset management plan provides significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. RCKC communicates with both public and private infrastructure owners to coordinate work in the following ways:

Key stakeholders the RCKC coordinates with are:

- Townships, Cities and Villages in Kalamazoo County
- County Parks
- County Planning
- County Dispatch
- Neighboring County Road Agencies
- County Office of the Drain Commissioner
- MDOT
- Kalamazoo Area Transportation Study (KATS)
- Utilities
- Private entities, Gas, Communication, Electricity
- Citizens/Residents

Annually RCKC convenes an infrastructure planning meeting in the last quarter of the year. Representatives from all the major public and private infrastructure owners that have assets in the road right of way are provided notice for the meeting and are invited to attend. An attempt is made to coordinate the schedule of the event to allow most infrastructure owners to attend.

RCKC provides all attendees of the infrastructure planning meeting with a list of all planned road projects for the next five years that include new pavement structure. Infrastructure owners are encouraged to discuss planned projects that would disrupt transportation services or cause damage to pavements. Projects which may cause damage to pavements in good or fair condition are discussed and mitigation measures are proposed to minimize the impact to pavements. Mitigation measures could include rescheduling and coordinating projects to maximize value and minimize disruptions and cost to the public. Other topics covered during this meeting include:

- Soil Erosion and Sediment Control which includes the Kalamazoo County Office of the Drain Commissioner
- Permitting processes and new practices
- All season route maps
- Changes in RCKC Policies and updates in Construction Guidelines including new road/plat construction updates
- Township partners that have projects in the RCKC Right-of Way, such as sanitary sewer or water main projects
- Kalamazoo County Planning and Development updates
- City partners provide updates on Capital Improvement Plans, including sewer and water plans
- Work Zone Safety

RCKC coordinates all structural improvement projects with non-motorized facilities with each of the 15 townships in Kalamazoo County. The RCKC has a policy to support non-motorized facilities beyond Complete Streets. Additional efforts in this area can be found on our Complete Streets and Non-motorized Facilities website page at https://www.kalamazoocountyroads.com/non_motorized.php.

RCKC attends the annual MDOT meeting which covers project information and process changes for working with MDOT. Beyond planning, engineering and coordination, the RCKC performs preventive maintenance work as requested with our surrounding cities and villages.

RCKC also facilitates a monthly meeting with the County Office of the Drain Commissioner to discuss ongoing drainage projects as well as planning for future projects.

APPENDIX A: 2026–2030 PAVED COUNTY PRIMARY ROAD PLANNED PROJECTS

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
2026									
PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
D Avenue [2]	Alamo	5,280' West of 2nd Street	Adobe Drive	Clear Zone Improvements / Rumble Strips	406,500	5.5	288,600	SS4A Funding	117,900
Ravine Road [2]	Alamo	F Avenue	12th Street	Clear Zone Improvements / Rumble Strips	135,700	3.5	96,300	SS4A Funding	39,400
Ravine Road [2][5]	Alamo	D Avenue	2,112' North of AB Avenue	Clear Zone Improvements / Rumble Strips	177,800	0.7	126,200	SS4A Funding	51,600
YZ Avenue [2][6]	Brady	Over Brown Creek		Bridge Maintenance	10,000				10,000
36th Street[6]	Brady / Wakeshma	VW Avenue	V Avenue	Culvert Replacement @ Parker Drain	250,000				250,000
Mercury Drive [2]	Charleston	MN Avenue	East Michigan Avenue	Clear Zone Improvements / Rumble Strips	161,100	2.1	114,300	SS4A Funding	46,800
38th Street [5][6]	Climax	O Avenu	MN Avenue	Culvert Replacement @ Portage River	400,000				400,000
34th Street [2]	Comstock	N Avenue	MN Avenue	Clear Zone Improvements / Rumble Strips	15,000	0.5	10,600	SS4A Funding	4,400
Comstock Avenue [2][5][6]	Comstock	Sprinkle Road	River Street	Mill / HMA Overlay / Curb and Drainage Improvements	2,205,500	1.0	1,428,100	Federal Surface Transportation Program	777,400
N Avenue [2]	Comstock	Sprinkle Road	34th Street	Clear Zone Improvements / Rumble Strips	201,600	5.0	143,100	SS4A Funding	58,500
Sprinkle Road [2][3][6]	Comstock	I-94 BL	581' North of Lake Street	Mill / HMA Overlay	10,000	1.0			10,000
Sprinkle Road[3][6]	Comstock	Comstock Avenue	E Michigan Avenue	Bridge Maintenance	365,000				365,000
Sprinkle Road [3]	Comstock	975' South of Gull Road	750' North of Gull Road	Mill / HMA Overlay	188,500	0.4			188,500
MN Avenue [2]	Comstock / Charleston	34th Street	Mercury Drive	Clear Zone Improvements / Rumble Strips	711,000	5.2	561,600	SS4A Funding	149,400
32nd Street / 33rd Street [2][5]	Comstock / Richland	M-96	5,280' North of EF Avenue	Clear Zone Improvements / Rumble Strips	685,600	6.0	486,700	SS4A Funding	198,900
D Avenue [2]	Cooper	Sprinkle Road	17th Street	Clear Zone Improvements / Rumble Strips	312,900	3.6	222,100	SS4A Funding	90,800
Douglas Avenue [2][5]	Cooper / Kalamazoo	Mosel Avenue	E Avenue	Clear Zone Improvements	687,000	3.2	487,800	SS4A Funding	199,200
Drake Road	Kalamazoo	Grand Prairie Road	Squires Drive	Mill / HMA Overlay	155,000	0.5			155,000
9th Street [2][3][5][6]	Oshtemo	KL Avenue	W Main Street	Mill / HMA Overlay	1,213,000	1.1	724,000	Federal Surface Transportation Program	489,000
9th Street[3]	Oshtemo	Stadium Drive		Traffic Signal Replacement	200,000				200,000
W Michigan Avenue	Oshtemo	Venture Park Road	Drake Road	Mill / HMA Overlay	348,000	0.8			348,000
Q Avenue [1][2][5][6]	Pavilion	29th Street	34th Street	Pulverize / HMA Overlay / Shoulder Widen	250,000	2.5			250,000
U Avenue [2][5]	Prairie Ronde / Schoolcraft	VanKal Street	23rd Street	Clear Zone Improvements / Rumble Strips	490,900	11.6	348,500	SS4A Funding	142,400
Sprinkle Road [2]	Richland	G Avenue	D Avenue	Clear Zone Improvements / Rumble Strips	197,800	3.1	140,400	SS4A Funding	57,400
G Avenue [2][6]	Richland / Ross	28th Street	38th Street	Intersection Improvements	72,000	7.0			72,000
Augusta Drive [2]	Ross	2,007' West of 44th Street	5,808' East of 46th Street	Clear Zone Improvements / Rumble Strips	62,900	2.7	44,600	SS4A Funding	18,300
Portage Road [2][5]	Schoolcraft	W Avenue	U Avenue	Clear Zone Improvements / Rumble Strips	73,300	2.0	52,000	SS4A Funding	21,300
W Avenue [2]	Schoolcraft	5,280' West of 16th Street	6,495' East of Portage Road	Clear Zone Improvements / Rumble Strips	160,100	4.3	113,600	SS4A Funding	46,500
8th Street [2][5]	Texas	S Avenue	Q Avenue	Clear Zone Improvements / Rumble Strips	136,100	2.0	96,600	SS4A Funding	39,500
9th Street / O Avenue	Texas	390' West of 9th Street	Cracker Barrel Drive	Mill / HMA Overlay	185,000	0.4			185,000
Q Avenue [2]	Texas	VanKal Street	3rd Street	Clear Zone Improvements / Rumble Strips	141,300	1.6	100,300	SS4A Funding	41,000

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
2026									
NON-MOTORIZED PROJECTS									
Kalamazoo River Valley Trail	Charleston / Ross	Village of Galesburg	Village of Augusta	Trailway	1,500,000		1,500,000	Transportation Alternatives Program / KRVT	0
KL Avenue	Oshtemo	Copper Beech	US 131	Trailway	1,469,000		1,469,000	Transportation Alternatives Program / Oshtemo Township	0
9th Street	Oshtemo	Stadium Drive	Quail Run	Sidewalk	976,000		976,000	Transportation Alternatives Program / Oshtemo Township	0
DESIGN PROJECTS									
Primary Road Design				Countywide	200,000				200,000
Bridge Project Design				Countywide	70,000				70,000
Culvert Project Design				Countywide	50,000				50,000
SS4A Project Design [2]				Countywide	440,000		312,400		127,600
TU Avenue [1][4]	Schoolcraft / Brady	23rd Street	Sprinkle Road	Pulverize / HMA Overlay / Shoulder Widen	65,000				65,000
Sprinkle Road [2]	Brady	TU Avenue	T Avenue	Intersection Improvements / Clear Zone Improvements	75,000				75,000
ML Avenue [1][2][5]	Comstock	26th Street	28th Street	Pulverize / HMA Overlay / Shoulder Widen	150,000				150,000
TS Avenue [2]	Pavilion	29th Street	31st Street	Bridge Removal @ Portage River	102,000				102,000
40th Street [2]	Wakeshma	X Avenue	W Avenue	Bridge Removal @ Little Portage Creek	102,000				102,000
				SUBTOTAL	**15,807,600**	**77.4**	**9,842,800**		**5,964,800**

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
2026									
PREVENTIVE MAINTENANCE PROJECTS									
D Avenue	Alamo	6th Street	Ravine Road	Chip Seal	65,800	1.5			65,800
G Avenue	Alamo	6th Street	10th Street	Chip Seal	91,600	2.0			91,600
27th Street	Brady	YZ Avenue	Y Avenue	Chip Seal	22,500	0.5			22,500
28th Street	Brady	2,640' South of YZ Avenue	YZ Avenue	Chip Seal	22,500	0.5			22,500
29th Street	Brady	W Avenue	U Avenue	Chip Seal	104,200	2.1			104,200
YZ Avenue	Brady	27th Street	32nd Street	Chip Seal	130,800	2.6			130,800
MN Avenue	Charleston	400' West of 44th Street	1,550' East of 44th Street	Chip Seal	17,500	0.4			17,500
36th Street	Climax	T Avenue	PQ Avenue	Chip Seal	236,600	3.5			236,600
ON Avenue	Climax	3,960' West of 47th Street	3,960' East of 47th Street	Chip Seal	68,900	1.5			68,900
42nd Street	Climax / Charleston	O Avenue	MN Avenue	Chip Seal	70,500	1.5			70,500
28th Street	Comstock	MN Avenue	ML Avenue	Chip Seal	45,000	1.0			45,000
29th Street	Comstock	N Avenue	MN Avenue	Chip Seal	30,600	0.5			30,600
Miller Service Drive	Comstock	35th Street	Miller Drive	Chip Seal	4,200	0.1			4,200
ML Avenue	Comstock	Sprinkle Road	26th Street	Chip Seal	62,000	1.2			62,000
MN Avenue	Comstock	28th Street	29th Street	Chip Seal	22,700	0.5			22,700
Park Circle Drive	Comstock	Sprinkle Road	E Cork Street	Chip Seal	62,300	1.0			62,300
Sprinkle Road	Comstock	I-94 BL	East Michigan Avenue	Chip Seal	76,200	1.0			76,200
Douglas Avenue	Kalamazoo	2,650' South of Mosel Avenue	Mosel Avenue	Chip Seal	42,400	0.5			42,400
Drake Road	Kalamazoo	300' South of Squires Drive	Ravine Road	Chip Seal	21,600	0.5			21,600
Nichols Road	Kalamazoo	Ravine Road	Barney Road	Chip Seal	18,100	0.3			18,100
Pitcher Street	Kalamazoo	2,675' South of Mosel Avenue	Mosel Avenue	Chip Seal	25,800	0.6			25,800
Squires Drive	Kalamazoo	370' West of Drake Road	Ravine Road	Chip Seal	19,600	0.3			19,600
10th Street	Oshtemo	West Main Street	H Avenue	Chip Seal	121,800	1.5			121,800
4th Street	Oshtemo	Stadium Drive	West Main Street	Chip Seal	181,200	3.2			181,200
9th Street	Oshtemo	N Avenue	Stadium Drive	Chip Seal	151,300	1.0			151,300
9th Street	Oshtemo	Stadium Drive	KL Avenue	Chip Seal	155,300	1.8			155,300
9th Street	Oshtemo	West Main Street	H Avenue	Chip Seal	103,500	1.5			103,500
Stadium Drive	Oshtemo	4th Street	6th Street	Chip Seal	90,300	1.0			90,300
Stadium Drive	Oshtemo	8th Street	9th Street	Chip Seal	52,100	0.6			52,100
Q Avenue	Pavilion	29th Street	36th Street	Chip Seal	174,600	3.5			174,600
R Avenue	Pavilion	24th Street	25th Street	Chip Seal	57,600	1.1			57,600
S Avenue	Pavilion	Sprinkle Road	29th Street	Chip Seal	151,500	2.6			151,500
37th Street	Ross	G Avenue	D Avenue	Chip Seal	209,600	2.7			209,600
Fort Custer Drive	Ross	M-96	13,464' East of M-96	Chip Seal	120,900	2.4			120,900
Shaver Road	Schoolcraft	US-131	6,864' North of US-131	Chip Seal	46,200	1.3			46,200
U Avenue	Schoolcraft	Portage Road	275' South of TU Avenue	Chip Seal	82,800	1.9			82,800
VW Avenue	Schoolcraft	18th Street	5,544' East of Portage Road	Chip Seal	82,000	1.8			82,000
11th Street / ON Avenue	Texas	12th Street	N Avenue	Chip Seal	36,600	0.8			36,600
3rd Street	Texas	Q Avenue	P Avenue	Chip Seal	45,400	1.0			45,400
5th Street	Texas	Q Avenue	PQ Avenue	Chip Seal	21,000	0.5			21,000
PQ Avenue	Texas	5th Street	6th Street	Chip Seal	38,700	0.5			38,700
S Avenue	Texas	Vankal Street	8th Street	Chip Seal	234,700	4.0			234,700
W Avenue	Wakeshma	670' E of 42nd Street	2,640' East of 47th Street	Chip Seal	138,200	2.9			138,200
Y Avenue	Wakeshma	42nd Street	48th Street	Chip Seal	131,500	3.0			131,500
Crack Fill Countywide					250,000				250,000
HMA Wedging Countywide					35,000				35,000
				SUBTOTAL	**3,973,200**	**62.7**	**0**		**3,973,200**
2026 Total					**19,780,800**	**140.1**	**9,842,800**		**9,938,000**

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
2027									
PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									307000
Sprinkle Road [2]	Brady	TU Avenue	T Avenue	Intersection Improvements / Clear Zone Improvements	1,314,000	0.8	750,000	Federal Safety Program	564,000
26th Street [2]	Comstock	N Avenue	ML Avenue	HMA Overlay / Clear Zone Improvements / Rumble Strips	515,400	1.5	361,800	SS4A Funding	153,600
N Avenue [2]	Comstock	Sprinkle Road	34th Street	HMA Overlay / Rumble Strips	500,200	5.0	348,700	SS4A Funding	151,500
ML Avenue [1][2][5][6]	Comstock	26th Street	28th Street	Pulverize / HMA Overlay / Shoulder Widen	1,940,500	1.0	1,121,680	Public Act (PA) 49 Federal Aid Buyout Program / Federal Rural Task Force	818,820
12th Street [2]	Cooper	D Avenue	2,640' North of AB Avenue	HMA Overlay / Clear Zone Improvements / Rumble Strips	1,020,100	3.1	712,500	SS4A Funding	307,600
12th Street [2]	Cooper	Ravine Road	D Avenue	HMA Overlay / Clear Zone Improvements / Rumble Strips	872,000	2.5	609,100	SS4A Funding	262,900
Douglas Avenue [2][5]	Cooper	C Avenue	3,326' North of AB Avenue	HMA Overlay / Clear Zone Improvements / Rumble Strips	773,600	2.3	540,400	SS4A Funding	233,200
Riverview Drive [2][5]	Cooper	Mount Olivet Road	D Avenue	Intersection Improvements / HMA Overlay / Clear Zone Improvements / Rumble Strips	1,928,100	1.9	1,269,700	SS4A Funding	658,400
Douglas Avenue [2][5]	Cooper / Kalamazoo	Mosel Avenue	E Avenue	Intersection Improvements / Rumble Strips	71,100	3.2	49,200	SS4A Funding	21,900
Mosel Avenue [5]	Kalamazoo	Douglas Avenue	Westnedge Avenue	Mill / HMA Overlay	170,500	0.6			170,500
Ravine Road [1][2][6]	Kalamazoo	Drake Road	12th Street	Pulverize / HMA Paving / Clear Zone Improvements / Rumble Strips	1,855,100	1.1	1,253,800	SS4A Funding	601,300
Almena Drive [2][5]	Oshtemo	VanKal Street	M-43	HMA Overlay / Clear Zone Improvements / Rumble Strips	1,282,700	3.0	900,700	SS4A Funding	382,000
N Avenue [5][6]	Oshtemo	9th Street	11th Street	Pulverize / HMA Overlay / Shoulder Widen	1,361,000	1.0	150,000		1,211,000
8th Street [4]	Oshtemo	KL Avenue	W Main Street	Mill / HMA Overlay	155,000	1.0		Township Water / Sewer Project	155,000
TS Avenue [2]	Pavilion	29th Street	31st Street	Bridge Removal @ Portage River	223,800		170,050	Bridge Program	53,750
U Avenue [2][5]	Prairie Ronde / Schoolcraft	VanKal Street	23rd Street	HMA Overlay / Rumble Strips	934,600	11.6	650,100	SS4A Funding	284,500
G Avenue [2][5]	Richland / Ross	Sprinkle Road	M-96	HMA Overlay / Clear Zone Improvements / Rumble Strips	2,206,900	5.6	1,543,400	SS4A Funding	663,500
TU Avenue [1][2][4][6]	Schoolcraft	23rd Street		Intersection Improvements	781,000		315,000	Federal Safety Program	466,000
TU Avenue [1][4][6]	Schoolcraft / Brady	23rd Street	Sprinkle Road	Pulverize / HMA Overlay / Shoulder Widen	1,668,280	0.8	0		1,668,280
Stadium Drive [2][5]	Texas / Oshtemo	VanKal Street	4th Street	HMA Overlay / Clear Zone Improvements / Rumble Strips	625,700	2.1	444,200	SS4A Funding	181,500
40th Street [2]	Wakeshma	X Avenue	W Avenue	Bridge Removal @ Little Portage Creek	183,800		139,650	Bridge Program	44,150
Culvert Project				Culvert Project	500,000				500,000

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
2027									
PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									307000
DESIGN PROJECTS									
Primary Road Design				Countywide	200,000				200,000
Bridge Project Design				Countywide	70,000				70,000
Culvert Project Design				Countywide	50,000				50,000
SS4A Project Design [2]				Countywide	440,000		286,000		154,000
Traffic Signal Design				Traffic Signal Design	14,000				14,000
Sprinkle Road [2]	Brady	V Avenue		Intersection Improvements	150,000				150,000
Sprinkle Road [2]	Pavilion	S Avenue		Intersection Improvements	150,000				150,000
				SUBTOTAL	**21,957,380**	**48.0**	**11,615,980**		**10,341,400**
PREVENTIVE MAINTENANCE PROJECTS									
Chip Seal Countywide					3,715,000	60.0			3,715,000
Crack Fill Countywide					250,000				250,000
HMA Wedging Countywide					35,000				35,000
				SUBTOTAL	**4,000,000**	**60.0**	**0**		**4,000,000**
2027 Total					**25,957,380**	**108.0**	**11,615,980**		**14,341,400**

10/21/2026

Approved:

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

Work Order	ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
	2028									
	PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
	24th Street [2]	Brady	Z Avenue	3,960' North of X Avenue	HMA Overlay / Clear Zone Improvements / Rumble Strips	986,700	2.8	691,100	SS4A Funding	295,600
	31st Street / WX Avenue / X Avenue [1][6]	Brady	32nd Street	W Avenue	Pulverize / HMA Overlay / Shoulder Widen	2,201,150	1.7			2,201,150
	Sprinkle Road [2][6]	Brady	V Avenue		Intersection Improvements	1,225,000		750,000	Federal Safety Program	475,000
	44th Street	Charleston	MN Avenue	Climax Village Limit	Mill / HMA Overlay	214,500	0.5			214,500
	E Main Street	Comstock	Sprinkle Road	33rd Street	Mill / HMA Overlay	1,691,350	4.4			1,691,350
210189	**Sprinkle Road** [3]	Comstock	Market Street		Traffic Signal Replacement	444,000				444,000
	Sprinkle Road [2][6]	Pavilion	S Avenue		Intersection Improvements	1,250,000		750,000	Federal Safety Program	500,000
	W Avenue [2]	Prairie Ronde	4th Street	8th Street	HMA Overlay / Clear Zone Improvements / Rumble Strips	750,200	2.0	525,000	SS4A Funding	225,200
	W Avenue [2]	Prairie Ronde	VanKal Street	4th Street	HMA Overlay / Shoulder Widen / Clear Zone Improvements / Rumble Strips	2,441,900	2.0	1,573,200	SS4A Funding	868,700
	W Avenue [2][5]	Prairie Ronde	8th Street	5,280' East of 10th Street	HMA Overlay / Clear Zone Improvements / Rumble Strips	763,800	2.0	535,200	SS4A Funding	228,600
	32nd Street [2]	Richland	M-43	2,640' North of M-43	HMA Overlay / Clear Zone Improvements / Rumble Strips	412,100	0.6	290,200	SS4A Funding	121,900
	G Avenue [5]	Richland	24th Street	Sprinkle Road	Mill / HMA Overlay	321,700	0.5			321,700
	42nd Street [2]	Ross	4,224' South of EF Avenue	M-89	HMA Overlay / Clear Zone Improvements / Rumble Strips	1,147,600	2.3	809,500	SS4A Funding	338,100
	Portage Road [1][2]	Schoolcraft	XY Avenue	W Avenue	Pulverize / HMA Overlay / Shoulder Widen / Clear Zone Improvements / Rumble Strips	2,031,200	1.7	1,352,300	SS4A Funding	678,900
	XY Avenue [1][2]	Schoolcraft	US -131	Portage Road	HMA Overlay / Clear Zone Improvements / Rumble Strips	1,044,500	5.6	729,800	SS4A Funding	314,700
	8th Street [2][5]	Texas / Prairie Ronde	W Avenue	S Avenue	HMA Overlay / Clear Zone Improvements / Rumble Strips	1,519,900	4.1	1,032,200	SS4A Funding	487,700
	Bridge Project [2]				Bridge Project	940,000		890,000	Bridge Program	50,000
	Culvert Project				Culvert Project	500,000				500,000
	DESIGN PROJECTS									
	Primary Road Design				Countywide	200,000				200,000
	Bridge Project Design				Countywide	70,000				70,000
	Culvert Project Design				Countywide	50,000				50,000
	Safety Project [2]				Countywide	200,000				200,000
	SS4A Project Design [2]				Countywide	330,000		214,500		115,500
	ML Avenue [1][2][5]	Comstock	28th Street	31st Street	Pulverize / HMA Overlay / Shoulder Widen	160,000				160,000
	Ravine Road [2]	Kalamazoo	Squires Drive	1.10 Miles East of Nichols Road	HMA Overlay	100,000				100,000
					SUBTOTAL	**20,995,600**	**30.0**	**10,143,000**		**10,852,600**
	PREVENTIVE MAINTENANCE PROJECTS									
	Chip Seal Countywide					3,715,000	60.0			3,715,000
	Crack Fill Countywide					250,000				250,000
	HMA Wedging Countywide					35,000				35,000
					SUBTOTAL	**4,000,000**	**60.0**	**0**		**4,000,000**
	2028 Total					**24,995,600**	**90.0**	**10,143,000**		**14,852,600**

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

Work Order	ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
	2029									
	PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
	6th Street [1][2][5]	Alamo	D Avenue	Ravine Road	Pulverize / HMA Overlay / Shoulder Widen / Clear Zone Improvements / Rumble Strips	1,888,600	2.8	798,400	SS4A Funding	1,090,200
	W Avenue [2]	Brady / Wakeshma	6,600' West of 27th Street	42nd Street	HMA Overlay / Clear Zone Improvements / Rumble Strips	2,921,000	8.8	1,287,800	SS4A Funding	1,633,200
	ML Avenue [1][2][5][6]	Comstock	28th Street	31st Street	Pulverize / HMA Overlay / Shoulder Widen	2,922,500	1.5	1,583,000	Public Act (PA) 49 Federal Aid Buyout Program / Federal Rural Task Force	1,339,500
	MN Avenue [2]	Comstock / Charleston	38th Street	42nd Street	Intersection Improvements / Clear Zone Improvements / Rumble Strips	569,200	2.0	257,500	SS4A Funding	311,700
	Riverview Drive [2]	Cooper	D Avenue	Baseline Road	HMA Overlay / Clear Zone Improvements / Rumble Strips	1,143,800	3.2	520,600	SS4A Funding	623,200
	Ravine Road [2]	Kalamazoo	Squires Drive	1.99 Miles East of Squires Drive	Clear Zone Improvements / Rumble Strips	167,100	2.0	76,800	SS4A Funding	90,300
	Ravine Road [2]	Kalamazoo	Squires Drive	1.99 Miles East of Squires Drive	HMA Overlay	868,000	2.0	552,500	Public Act (PA) 49 Federal Aid Buyout Program / Federal Surface Transportation Program	315,500
	4th Street [1][5]	Texas	OP Avenue	5,280' North of O Avenue	Pulverize / HMA Overlay / Shoulder Widen	1,950,000	1.5			1,950,000
	P Avenue [2]	Texas	7,920' West of 3rd Street	3rd Street	HMA Overlay / Shoulder Widen / Clear Zone Improvements / Rumble Strips	1,376,400	1.8	597,700	SS4A Funding	778,700
	P Avenue / 3rd Street / OP Avenue [1][2][5]	Texas	3rd Street	6th Street	Pulverize / HMA Overlay / Shoulder Widen / Clear Zone Improvements / Rumble Strips	1,870,600	1.2	804,800	SS4A Funding	1,065,800
	Bridge Project [2]				Bridge Project	940,000		890,000	Bridge Program	50,000
	Culvert Project				Culvert Project	500,000				500,000
	Safety Project [2]				Countywide	2,500,000		1,500,000	Federal Safety Program	1,000,000
	DESIGN PROJECTS									
	Primary Road Design				Countywide	200,000				200,000
	Bridge Project Design				Countywide	70,000				70,000
	Culvert Project Design				Countywide	50,000				50,000
	Traffic Signal Design				Countywide	40,000				40,000
	Safety Project [2]				Countywide	200,000				200,000
					SUBTOTAL	**20,177,200**	**26.8**	**8,869,100**		**11,308,100**
	PREVENTIVE MAINTENANCE PROJECTS									
	Chip Seal Countywide					3,715,000	60.0			3,715,000
	Crack Fill Countywide					250,000				250,000
	HMA Wedging Countywide					35,000				35,000
					SUBTOTAL	**4,000,000**	**60.0**	**0**		**4,000,000**
	2029 Total					**24,177,200**	**86.8**	**8,869,100**		**15,308,100**

Approved:

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

Work Order	ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
	2030									
	PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
	E Michigan Ave	Charleston	40th Street	Mercury Drive	Mill / HMA Overlay	1,638,200	3.8			1,638,200
	2nd Street[5]	Oshtemo	W Main Street	G Avenue	Mill / HMA Overlay / Shoulder Widen	2,251,700	2.5			2,251,700
	Vankal Street[5]	Oshtemo	Stadium Drive	Almena Drive	Mill / HMA Overlay	986,400	2.3			986,400
	27th Street	Richland	D Avenue	M-89	Mill / HMA Overlay / Shoulder Widen	1,350,900	1.8			1,350,900
	40th Street	Ross	Countyline	M-89	Mill / HMA Overlay	1,415,200	3.3			1,415,200
	VW Avenue[5]	Schoolcraft	0.75 Miles W of 16th Street	1.05 Miles E of Portage Road	Mill / HMA Overlay	1,629,600	3.8			1,629,600
	Bridge Project [2]				Bridge Project	940,000		890,000	Bridge Program	50,000
	Culvert Project				Culvert Project	500,000				500,000
	Safety Project [2]				Countywide	2,500,000		1,500,000	Federal Safety Program	1,000,000
	Traffic Signal Project				Traffic Signal Replacement	444,000				444,000
	DESIGN PROJECTS									
	Primary Road Design				Countywide	200,000				200,000
	Bridge Project Design				Countywide	70,000				70,000
	Culvert Project Design				Countywide	50,000				50,000
	Safety Project [2]				Countywide	200,000				200,000
					SUBTOTAL	**14,176,000**	**17.5**	**2,390,000**		**11,786,000**
	PREVENTIVE MAINTENANCE PROJECTS									
	Chip Seal Countywide					3,715,000	60.0			3,715,000
	Crack Fill Countywide					250,000				250,000
	HMA Wedging Countywide					35,000				35,000
					SUBTOTAL	**4,000,000**	**60.0**	**0**		**4,000,000**
	2030 Total					**18,176,000**	**77.5**	**2,390,000**		**15,786,000**
										Target
										Over/Under
	2026-2030 Total					**113,086,980**	**502.4**	**42,860,880**		**70,226,100**

(1) Road will be upgraded to an All-Season route

(2) Subject to Federal Funding

(3) National Highway System (NHS) route

(4) Approved or Pending RCKC Road Classification Change

(5) Road on RCKC Non-motorized Master Plan

(6) Project Design Completed

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
Unmet Needs									
PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
1st Street	Alamo	2nd Street	Countyline	Mill / HMA Overlay / Shoulder Widen	450,300	0.6			450,300
2nd Street	Alamo	D Avenue	1st Street	Mill / HMA Overlay / Shoulder Widen	2,176,400	2.9			2,176,400
2nd Street	Alamo	G Avenue	D Avenue	Mill / HMA Overlay / Shoulder Widen	2,251,400	3.0			2,251,400
6th Street	Alamo	G Avenue	D Avenue	Mill / HMA Overlay	1,286,500	3.0			1,286,500
B Avenue	Alamo	Ravine Road	12th Street	Mill / HMA Overlay / Shoulder Widen	1,801,100	2.4			1,801,100
D Avenue	Alamo	Countyline	6th Street	Mill / HMA Overlay	1,286,500	3.0			1,286,500
D Avenue	Alamo	Ravine Road	12th Street	Mill / HMA Overlay	964,900	1.5			964,900
G Avenue	Alamo	6th Street	10th Street	Mill / HMA Overlay / Shoulder Widen	1,501,000	2.0			1,501,000
Ravine Road	Alamo	D Avenue	Countyline	Mill / HMA Overlay	1,501,000	3.5			1,501,000
27th Street	Brady	TU Avenue	T Avenue	Pulverize / HMA Overlay / Shoulder Widen	595,100	0.4			595,100
27th Street	Brady	Y Avenue	YZ Avenue	Pulverize / HMA Overlay / Shoulder Widen	804,100	0.5			804,100
28th Street	Brady	YZ Avenue	Countyline	Mill / HMA Overlay / Shoulder Widen	375,300	0.5			375,300
29th Street	Brady	U Avenue	W Avenue	Mill / HMA Overlay / Shoulder Widen	1,501,000	2.0			1,501,000
32nd Street	Brady	Countyline	X Avenue	Pulverize / HMA Overlay / Shoulder Widen	3,216,300	2.0			3,216,300
Sprinkle Road	Brady	V Avenue	T Avenue	Mill / HMA Overlay	857,700	2.0			857,700
TU Avenue	Brady	Sprinkle Road	27th Street	Pulverize / HMA Overlay / Shoulder Widen	2,219,200	1.4			2,219,200
Y Avenue	Brady	24th Street	27th Street	Mill / HMA Overlay / Shoulder Widen	1,125,700	1.5			1,125,700
Y Z Avenue	Brady	27th Street	32nd Street	Mill / HMA Overlay / Shoulder Widen	1,876,200	2.5			1,876,200
37th Street	Charleston	G Avenue	M-96	Mill / HMA Overlay	1,175,000	2.7			1,175,000
38th Street	Charleston	E Michigan Avenue	MN Avenue	Mill / HMA Overlay	1,166,500	2.7			1,166,500
E Michigan Avenue	Charleston	City Limit	40th Street	Mill / HMA Overlay	694,800	1.6			694,800
Mercury Drive	Charleston	MN Avenue	Countyline	Mill / HMA Overlay	900,600	2.1			900,600
42nd Street	Charleston / Climax	MN Avenue	O Avenue	Mill / HMA Overlay / Shoulder Widen	1,125,700	1.5			1,125,700
36th Street	Climax	T Avenue	PQ Avenue	Mill / HMA Overlay / Shoulder Widen	2,626,600	3.5			2,626,600
38th Street	Climax	O Avenue	PQ Avenue	Mill / HMA Overlay / Shoulder Widen	1,125,700	1.5			1,125,700
43rd Street	Climax	Q Avenue	S Avenue	Mill / HMA Overlay	853,400	2.0			853,400
O Avenue	Climax	38th Street	42nd Street	Mill / HMA Overlay	857,700	2.0			857,700
O N Avenue	Climax	Village Limit	Countyline	Pulverize / HMA Overlay / Shoulder Widen	2,412,200	1.5			2,412,200
ON Avenue	Climax	42nd Street	Village Limit	Mill / HMA Overlay	214,500	0.5			214,500
PQ Avenue	Climax	36th Street	38th Street	Mill / HMA Overlay / Shoulder Widen	750,500	1.0			750,500
Q Avenue	Climax	43rd Street	44th Street	Mill / HMA Overlay	214,500	0.5			214,500
26th Street	Comstock	E Michigan Avenue	H Avenue	Mill / HMA Overlay	1,421,600	2.2			1,421,600
28th Street	Comstock	ML Avenue	MN Avenue	Mill / HMA Overlay / Shoulder Widen	750,500	1.0			750,500
29th Street	Comstock	MN Avenue	N Avenue	Mill / HMA Overlay / Shoulder Widen	375,300	0.5			375,300
33rd Street	Comstock	M-96	G Avenue	Mill / HMA Overlay / Shoulder Widen	2,409,000	3.2			2,409,000
35th Street	Comstock	ML Avenue	I-94	Mill / HMA Overlay	278,800	0.7			278,800
35th Street	Comstock	MN Avenue	ML Avenue	Mill / HMA Overlay	428,900	1.0			428,900
E Michigan Avenue	Comstock	Sprinkle Road	M-96	Mill / HMA Overlay	836,300	1.3			836,300
Miller Road	Comstock	35th Street	Miller Service Drive	Mill / HMA Overlay	51,500	0.1			51,500
Miller Service Drive	Comstock	35th Street	Miller Road	Mill / HMA Overlay	51,500	0.1			51,500
ML Avenue	Comstock	31st Street	35th Street	Pulverize / HMA Overlay / Shoulder Widen	2,814,300	1.8			2,814,300
MN Avenue	Comstock	28th Street	29th Street	Mill / HMA Overlay / Shoulder Widen	375,300	0.5			375,300
H Avenue	Comstock / Kalamazoo	M-343	26th Street	Mill / HMA Overlay	484,600	1.1			484,600
Douglas Avenue	Cooper	C Avenue	E Avenue	Mill / HMA Overlay	857,700	2.0			857,700
Westnedge Avenue	Cooper	G Avenue	D Avenue	Mill / HMA Overlay	1,286,500	3.0			1,286,500
Brook Drive	Kalamazoo	City Limit	M-343	Mill / HMA Overlay	270,200	0.6			270,200
Burdick Street	Kalamazoo	Mosel Avenue	City Limits	Mill / HMA Overlay	321,700	0.5			321,700
E Main Street	Kalamazoo	City Limit	Nazareth Road	Mill / HMA Overlay	694,800	1.1			694,800
Grand Prairie Road	Kalamazoo	Drake Road	Nichols Road	Pulverize / HMA Paving	884,500	1.0			884,500
Humphrey Street	Kalamazoo	City Limit	E Main Street	Mill / HMA Overlay	107,300	0.3			107,300
Mosel Avenue	Kalamazoo	Westnedge Avenue	Riverview Drive	Mill / HMA Overlay	643,300	1.0			643,300
Nazareth Road	Kalamazoo	Charles Street	E Main Street	Mill / HMA Overlay	210,200	0.5			210,200

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
Unmet Needs									
PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
Nazareth Road	Kalamazoo	M-343	G Avenue	Mill / HMA Overlay	510,400	1.2			510,400
Olmstead Road	Kalamazoo	Miller Drive	Lake Street	Mill / HMA Overlay	386,000	0.6			386,000
Westnedge Avenue	Kalamazoo	US-131 BUS	G Avenue	Mill / HMA Overlay	518,900	1.2			518,900
E Main Street	Kalamazoo / Comstock	Nazareth Road	Sprinkle Road	Mill / HMA Overlay	321,700	0.3			321,700
11th Street	Oshtemo	N Avenue	Parkview Avenue	Pulverize / HMA Overlay / Shoulder Widen	1,608,200	1.0			1,608,200
11th Street	Oshtemo	Parkview Avenue	Stadium Drive	Mill / HMA Overlay	257,300	0.6			257,300
4th Street	Oshtemo	Stadium Drive	W Main Street	Mill / HMA Overlay	1,372,300	3.2			1,372,300
4th Street	Oshtemo	Township Line	Stadium Drive	Pulverize / HMA Overlay / Shoulder Widen	482,500	0.3			482,500
6th Street	Oshtemo	N Avenue	Stadium Drive	Mill / HMA Overlay	257,300	0.6			257,300
6th Street	Oshtemo	W Main Street	G Avenue	Mill / HMA Overlay	1,072,100	2.5			1,072,100
9th Street	Oshtemo	W Main Street	H Avenue	Mill / HMA Overlay	964,900	1.5			964,900
H Avenue	Oshtemo	9th Street	Drake Road	Mill / HMA Overlay	1,125,700	1.8			1,125,700
KL Avenue	Oshtemo	4th Street	9th Street	Mill / HMA Overlay / Shoulder Widen	1,876,200	2.5			1,876,200
Parkview Avenue	Oshtemo	Stadium Drive	11th Street	Mill / HMA Overlay	398,900	0.9			398,900
29th Street	Pavilion	T Avenue	S Avenue	Mill / HMA Overlay / Shoulder Widen	375,300	0.5			375,300
34th Street	Pavilion	N Avenue	Q Avenue	Mill / HMA Overlay	1,286,500	3.0			1,286,500
P Avenue / 27th Street / PQ Avenue	Pavilion	City Limit	29th Street	Mill / HMA Overlay	1,183,600	2.8			1,183,600
QR Avenue	Pavilion	25th Street	29th Street	Pulverize / HMA Overlay / Shoulder Widen	2,814,300	1.8			2,814,300
T Avenue	Pavilion	27th Street	29th Street	Mill / HMA Overlay / Shoulder Widen	825,500	1.1			825,500
2nd Street	Prairie Ronde	Z Avenue	W Avenue	Mill / HMA Overlay / Shoulder Widen	2,251,400	3.0			2,251,400
12th Street	Prairie Ronde / Texas	U Avenue	S Avenue	Mill / HMA Overlay / Shoulder Widen	1,501,000	2.0			1,501,000
8th Street	Prairie Ronde / Texas	U Avenue	S Avenue	HMA Overlay / Shoulder Widen / Flooding Reconstr	3,601,000	2.0			3,601,000
D Avenue	Richland	27th Street	Village Limits	Mill / HMA Overlay / Shoulder Widen	1,501,000	2.0			1,501,000
Sprinkle Road	Richland	G Avenue	D Avenue	Mill / HMA Overlay	1,350,900	3.2			1,350,900
37th Street / D Avenue	Ross	CD Avenue	37th Street	Mill / HMA Overlay / Shoulder Widen	600,400	0.8			600,400
48th Street	Ross	C Avenue	0.5 Miles South of CD Avenue	Mill / HMA Overlay / Shoulder Widen	750,500	1.0			750,500
Augusta Drive	Ross	Village Limit	Countyline	Mill / HMA Overlay	1,153,600	2.7			1,153,600
C Avenue	Ross	40th Street	48th Street	Mill / HMA Overlay / Shoulder Widen	3,039,400	4.1			3,039,400
C Avenue	Ross	E Gull Lake Drive	40th Street	Mill / HMA Overlay / Shoulder Widen	300,200	0.4			300,200
C D Avenue	Ross	W Gull Lake Drive	37th Street	Mill / HMA Overlay / Shoulder Widen	375,300	0.5			375,300
Fort Custer Drive	Ross	Village Limit	Countyline	Mill / HMA Overlay	1,093,600	2.6			1,093,600
Gull Lake Drive E	Ross	Countyline	C Avenue	Mill / HMA Overlay / Shoulder Widen	2,138,800	2.9			2,138,800
Portage Road	Schoolcraft	W Avenue	City Limits	Mill / HMA Overlay	1,286,500	3.0			1,286,500
Portage Road	Schoolcraft	XY Avenue	Y Avenue	Pulverize / HMA Overlay / Shoulder Widen	1,125,700	0.7			1,125,700
W Avenue	Schoolcraft	Village Limit	Village Limits	Mill / HMA Overlay	1,814,000	4.2			1,814,000
Y Avenue	Schoolcraft	Portage Road	24th Street	Pulverize / HMA Overlay / Shoulder Widen	3,377,100	2.1			3,377,100
12th Street	Texas	S Avenue	Q Avenue	Mill / HMA Overlay / Shoulder Widen	1,501,000	2.0			1,501,000
3rd Street	Texas	Q Avenue	P Avenue	Mill / HMA Overlay / Shoulder Widen	750,500	1.0			750,500
6th Street	Texas	O Avenue	N Avenue	Mill / HMA Overlay	428,900	1.0			428,900
6th Street	Texas	PQ Avenue	O Avenue	Mill / HMA Overlay	857,700	2.0			857,700
S Avenue	Texas	Countyline	6th Street	Mill / HMA Overlay / Shoulder Widen	2,063,800	2.8			2,063,800
S Avenue	Texas	6th Street	8th Street	HMA Overlay / Shoulder Widen / Flooding Reconstr	2,338,100	1.3			2,338,100
36th Street	Wakeshma	T Avenue	W Avenue	Mill / HMA Overlay	1,286,500	3.0			1,286,500
38th Street	Wakeshma	W Avenue	Countyline	Mill / HMA Overlay / Shoulder Widen	2,251,400	3.0			2,251,400

PRIMARY ROAD CAPITAL IMPROVEMENT PLAN
2026 - 2030

ROAD NAME	TOWNSHIP	FROM	TO	TREATMENT	PROJECT COST	MILES	OTHER FUNDING	OTHER FUNDING SOURCE	RCKC FUNDING
Unmet Needs									
PRESERVATION/STRUCTURAL IMPROVEMENT PROJECTS									
46th Street	Wakeshma	X Avenue	Y Avenue	Mill / HMA Overlay / Shoulder Widen	750,500	1.0			750,500
47th Street	Wakeshma	W Avenue	X Avenue	Mill / HMA Overlay / Shoulder Widen	750,500	1.0			750,500
W Avenue	Wakeshma	44th Street	Countyline	Pulverize / HMA Overlay / Shoulder Widen	3,216,300	2.0			3,216,300
X Avenue	Wakeshma	46th Street	47th Street	Mill / HMA Overlay / Shoulder Widen	187,700	0.3			187,700
Y Avenue	Wakeshma	42nd Street	48th Street	Mill / HMA Overlay / Shoulder Widen	2,251,400	3.0			2,251,400
Y Z Avenue	Wakeshma	38th Street	42nd Street	Mill / HMA Overlay / Shoulder Widen	1,501,000	2.0			1,501,000
42nd Street	Wakeshma / Climax	S Avenue	W Avenue	Mill / HMA Overlay	1,741,100	4.1			1,741,100
				SUBTOTAL	**122,235,600**	**166.2**	**0**		**122,235,600**
Unmet Needs Total					**122,235,600**	**166.2**	**0**		**122,235,600**

APPENDIX B: 2026–2030 COUNTY LOCAL ROAD PLANNED PROJECTS

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Alamo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	AB Avenue	7,900' east of 1st Street	Ravine Road	Gravel, Pulverize, Double Chip Seal, Fog Seal	$180,000	1.25
2026	F Avenue	7th Street	8th Street	Gravel Resurface	$44,000	0.50
2026	8th Street	G Avenue	Hart Drive	Chip Seal, Fog Seal	$45,000	1.65
2026	Country View Drive	8th Street	1,534' east of 8th Street	Chip Seal, Fog Seal	$9,000	0.27
2026 Total					**$278,000**	**3.67**
2027	C Avenue	6th Street	Ravine Road	Gravel Resurface	$58,000	1.00
2027	E Avenue	Ravine Road	1,280' east of Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$25,750	0.24
2027	E Avenue	1,840' west of 12th Street	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$37,000	0.35
2027	Owen Drive	F Avenue	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$127,250	1.20
2027 Total					**$248,000**	**2.79**
2028	7th Street	F Avenue	Owen Drive	HMA Overlay	$116,143	0.75
2028	7th Street	G Avenue	F Avenue	HMA Overlay	$154,858	1.00
2028 Total					**$271,001**	**1.75**
2029	Owen Drive	Ravine Road	C Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$166,250	1.45
2029	FG Avenue	2nd Street	3rd Street	Gravel Resurface	$90,000	0.50
2029 Total					**$256,250**	**1.95**
2030	B Avenue	2nd Street	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$232,750	1.95
2030	B Avenue	6th Street	Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$71,500	0.60
2030	DE Avenue	2nd Street	6,920' east of 2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$142,250	1.19
2030 Total					**$446,500**	**3.74**
Unmet	10th Street	B Avenue	Baseline Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$124,000	1.00
Unmet	8th Street	B Avenue	Baseline Road	Gravel Resurface	$223,750	1.15
Unmet	Stoney Woods Drive	Ravine Road	2,278' east of Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$53,500	0.43
Unmet	AB Avenue	1st Street	7,900' east of 1st Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$155,500	1.25
Unmet	AB Avenue	1,872' west of 1st Street	1st Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$44,000	0.35
Unmet	AB Avenue	VanKal Road	1,190' east of VanKal Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,000	0.23
Unmet	B Avenue	VanKal Road	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$105,500	0.85
Unmet	C Avenue	2nd Street	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$248,250	2.00

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Alamo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	C Avenue	Ravine Road	Owen Drive	Gravel Resurface	$233,500	1.20
Unmet	Owen Drive	C Avenue	B Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$142,750	1.15
Unmet	Kitz way	1,023' west of 12th Street	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,000	0.19
Unmet	Owen Drive	1,875' south of B Avenue	B Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$43,750	0.35
Unmet	C Avenue	Owen Drive	US-131	Gravel Resurface	$70,000	0.36
Unmet	C Avenue	2,120' west of 12th Street	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$49,750	0.40
Unmet	DE Avenue	6,290' east of 2nd Street	3,680' west of 6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,500	0.15
Unmet	DE Avenue	3,680' west of 6th Street	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$86,500	0.70
Unmet	Hart Drive	6th Street	9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$254,500	2.05
Unmet	Owen Drive	Hart Drive	Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$124,000	1.00
Unmet	Adobe Road	1,037' south of D Avenue	D Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,250	0.20
Unmet	E Avenue	1,320' east of Ravine Road	3,065' east of Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$41,000	0.33
Unmet	F Avenue	Ravine Road	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$62,000	0.50
Unmet	9th Street	F Avenue	Hart Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$62,000	0.50
Unmet	F Avenue	9th Street	Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$134,000	1.08
Unmet	Owen Drive	6th Street	Hart Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$99,250	0.80
Unmet	F Avenue	6th Street	7th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$62,000	0.50
Unmet	F Avenue	8th Street	9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$69,500	0.56
Unmet	Far Hills Way	F Avenue	1,240' north of F Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$29,250	0.23
Unmet	F Avenue	3rd Street	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$186,250	1.50
Unmet	EF Avenue	5,122' west of 2nd Street	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$124,000	1.00
Unmet	G Avenue	1,320' west of 2nd Street	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,000	0.25
Unmet	3rd Street	G Avenue	F Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$124,000	1.00
Unmet	G Avenue	US-131	1,850' east of US-131	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$44,750	0.36
Unmet Needs Total					**$3,123,000**	**23.63**
Grand Total					**$4,622,751**	**37.53**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Brady Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	34th Street	W Avenue	V Avenue	Rubber Chip Seal Trial	$131,000	1.00
2026	26th Street	TU Avenue	T Avenue	Crack Fill, HMA Wedging, Chip Seal	$20,000	0.25
2026	26th Street	UV Avenue	TU Avenue	Crack Fill, HMA Wedging, Chip Seal	$37,000	0.75
2026	West Indian Lake Drive	1,500' north of UV Avenue	2,300' north of UV Avenue	Pulverize, Drainage, HMA Base, Surface Paving	$21,202	0.15
2026	28th Street	W Avenue	V Avenue	Rubber Chip Seal Trial	$76,650	1.00
2026	33rd Street	X Avenue	W Avenue	Crack Fill, HMA Wedging, Chip Seal	$35,000	1.00
2026 Total					**$320,852**	**4.15**
2027	27th Street	Y Avenue	W Avenue	Crack Fill, HMA Wedging, Chip Seal	$109,500	2.00
2027	30th Street	U Avenue	Indian Lake Drive East	Crack Fill, HMA Wedging, Chip Seal	$22,000	0.40
2027	33rd Street	YZ Avenue	X Avenue	Crack Fill, HMA Wedging, Chip Seal	$82,250	1.50
2027	32nd Street	W Avenue	V Avenue	Rubber Chip Seal Trial	$92,000	1.00
2027	Red Brick Road	Sprinkle Road	Schoolhouse Drive	HMA Overlay	$31,750	0.15
2027	Schoolhouse Drive	TU Avenue	315' north of Red Brick Road	HMA Overlay	$47,000	0.22
2027	Brock Way Boulevard	660' south of V Avenue	V Avenue	HMA Overlay	$26,500	0.13
2027	Thrall Boulevard	448' west of Brock Way Boulevar	Brock Way Boulevard	HMA Overlay	$18,000	0.08
2027 Total					**$429,000**	**5.48**
2028	34th Street	U Avenue	T Avenue	Crack Fill, HMA Wedging, Chip Seal	$57,000	1.00
2028	Indian Lake Drive East	30th Street	3,200' east of 30th Street	Crack Fill, Chip Seal, Fog Seal	$28,250	0.61
2028	Indian Lake Drive South	1,600' west of 30th Street	30th Street	Crack Fill, Chip Seal, Fog Seal	$14,250	0.30
2028	Chapman Street	Rimmel Drive	Randal Avenue	HMA Overlay	$24,250	0.11
2028	Plantation Avenue	Sprinkle Road	Rimmel Drive	HMA Overlay	$47,500	0.22
2028	Randal Avenue	Sprinkle Road	Rimmel Drive	HMA Overlay	$44,750	0.20
2028	Rimmel Drive	Sprinkle Road	148' north of Plantation Avenue	HMA Overlay	$78,000	0.35
2028	29th Street	XY Avenue	X Avenue	Rubber Chip Seal Trial	$78,500	0.50
2028	29th Street	X Avenue	W Avenue	Rubber Chip Seal Trial	$78,500	1.25
2028	28th Street	V Avenue	UV Avenue	Crack Fill, HMA Wedging, Chip Seal	$28,500	0.50
2028	V Avenue	34th Street	36th Street	Crack Fill, Chip Seal	$39,000	1.00
2028	YZ Avenue	3,500' west of 27th Street	27th Street	Crack Fill, HMA Wedging, Chip Seal	$37,750	0.66
2028 Total					**$556,250**	**6.70**
2029	32nd Street	U Avenue	T Avenue	Crack Fill, Chip Seal	$42,500	1.00

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Brady Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	V Avenue	29th Street	32nd Street	Crack Fill, HMA Wedging, Chip Seal	$100,750	1.70
2029	V Avenue	32nd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal	$59,250	1.00
2029	34th Street	UV Avenue	U Avenue	Crack Fill, HMA Wedging, Chip Seal	$29,750	0.50
2029	XY Avenue	30th Street	31st Street	Gravel Resurface	$95,000	1.80
2029	XY Avenue	29th Street	30th Street	Gravel Resurface	$15,000	0.25
2029	Y Avenue	29th Street	31st Street	Gravel Resurface	$52,750	1.00
2029 Total					**$395,000**	**7.25**
2030	Lee-Mar Drive	913' south of Highview Street	Highview Street	HMA Overlay	$41,250	0.17
2030	Highview Street	Hayward Drive	491' north of Lee-Mar Drive	HMA Overlay	$151,500	0.63
2030	Hayward Drive	UV Avenue	793' east of Highview Street	HMA Overlay	$75,750	0.32
2030	30th Street	X Avenue	W Avenue	Crack Fill, HMA Wedging, Chip Seal	$61,750	1.00
2030	30th Street	XY Avenue	X Avenue	Crack Fill, HMA Wedging, Chip Seal	$30,750	0.50
2030	31st Street	2,640' south of YZ Avenue	YZ Avenue	Gravel Resurface	$27,500	0.50
2030	34th Street	YZ Avenue	Y Avenue	Gravel Resurface	$27,500	0.50
2030 Total					**$416,000**	**3.62**
Culvert	31st Street	100' north of Y Avenue		38" x 87" CPP & 37"H x 60"W x 21'L Concrete bo	$0	
Culvert	32nd Street	1,880' south of T Avenue		13'W x 40'L concrete box	$0	
Culvert	32nd Street	530' south of V Avenue		5'H x 16'W x 24' L concrete box	$0	
Culvert	33rd Street	560' south of X Avenue		52"H x 72"W x 70'L CMP	$0	
Culvert	33rd Street	570' north of YZ Avenue		48" x 65' CMP	$0	
Culvert	33rd Street	570' south of X Avenue		52"H x 72"W x 70'L CMP	$0	
Culvert	34th Street	1,320' north of Z Avenue		48" x 64' CMP	$0	
Culvert	34th Street	1,350' north of W Avenue		6'H x 14'W x 38'L concrete box	$0	
Culvert	34th Street	250' south of T Avenue		10'H x 14'W x 45'L constructed of wood	$0	
Culvert	34th Street	580' north of UV Avenue		48" x 53' CMP	$0	
Culvert	UV Avenue	1,175' west of 34h Street		Culvert Replacement	$0	
Culvert	UV Avenue	1,710' west of 34th Street		46"H x 72"W x 40'L CMP	$0	
Culvert	UV Avenue	1,720' west of 34th Street		46"H x 72"W x 40'L CMP	$0	
Culvert	V Avenue	1,620' west of 31st Street		7'H x 53'W x 38'L constructed of wood	$0	
Culvert	V Avenue	2,890' west of 34th Street		4'H x 7'W x 37'L constructed of wood	$0	
Culvert	VW Avenue	1,850' east of 34th Street		9'H x 11'W x 24'L concrete box	$0	

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Brady Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Culvert	WX Avenue	2,620' east of 33rd Street		64"H x 96"W x 60'L CMP	$0	
Culvert	X Avenue	680' west of (southbound) 33rd S		72" x 52' CMP	$0	
Culvert	X Avenue	690' west of (southbound) 33rd S		72" x 52' CMP	$0	
Culvert	XY Avenue	470' west of 31st Street		84"H x 103"W x 90'L CMP	$0	
Culvert	XY Avenue	480' west of 31st Street		84"H x 103"W x 90'L CMP	$0	
Culvert	Y Avenue	1,212' west of 31st Street		43"H x 22'W x 40'L constructed of wood	$0	
Culvert	Y Avenue	2,020' east of 27th Street		40' W x 40' L concrete box	$0	
Culvert	YZ Avenue	350' west of 33rd Street		48" x 65' CMP	$0	
Culvert	YZ Avenue	6,482' east of 24th Street		50'W x 38'L constructed of wood	$0	
Culverts Total					**$0**	
Unmet	UV Avenue	Sprinkle Road	29th Street	Crack Fill, HMA Wedging, Chip Seal	$196,750	2.95
Unmet	31st Street	V Avenue	U Avenue	Gravel Resurface	$59,500	1.00
Unmet	UV Avenue	32nd Street	34th Street	Gravel Resurface	$59,500	1.00
Unmet	32nd Street	V Avenue	U Avenue	Crack Fill, HMA Wedging, Chip Seal	$66,750	1.00
Unmet	34th Street	V Avenue	UV Avenue	Crack Fill, HMA Wedging, Chip Seal	$33,250	0.50
Unmet	34th Street	VW Avenue	V Avenue	Crack Fill, Chip Seal	$20,000	0.50
Unmet	VW Avenue	34th Street	36th Street	Gravel Resurface	$59,500	1.00
Unmet	34th Street	W Avenue	VW Avenue	Crack Fill, Chip Seal	$20,000	0.50
Unmet	X Avenue	29th Street	30th Street	Gravel Resurface	$14,750	0.25
Unmet	X Avenue	32nd Street	33rd Street	Crack Fill, HMA Wedging, Chip Seal	$35,000	0.50
Unmet	X Avenue	33rd Street (south)	33rd Street (north)	Crack Fill, Chip Seal	$35,000	0.25
Unmet	WX Avenue	33rd Street	36th Street	Gravel Resurface	$74,250	1.25
Unmet	XY Avenue	4,140' east of 33rd Street	7,920' east of 33rd Street	Gravel Resurface	$42,500	0.72
Unmet	XY Avenue	32nd Street	4,140' east of 33rd Street	Rubber Chipseal Trial	$0	1.28
Unmet	Y Avenue	34th Street	3,960' east of 34th Street	Gravel Resurface	$44,500	0.75
Unmet	XY Avenue	31st Street	32nd Street	Gravel Resurface	$23,750	0.40
Unmet	31st Street	Y Avenue	X Avenue	Crack Fill, HMA Wedging, Chip Seal	$66,750	1.00
Unmet	Y Avenue	27th Street	29th Street	Gravel Resurface	$59,500	1.00
Unmet	29th Street	Y Avenue	XY Avenue	Crack Fill, HMA Wedging, Chip Seal	$36,000	0.50
Unmet	Z Avenue	24th Street	7,340' east of 24th Street	Gravel Resurface	$82,750	1.39
Unmet	31st Street	YZ Avenue	Y Avenue	Crack Fill, HMA Wedging, Chip Seal	$33,250	0.50
Unmet	YZ Avenue	32nd Street	33rd Street	Crack Fill, HMA Wedging, Chip Seal	$33,250	0.50

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Brady Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	33rd Street	Z Avenue	YZ Avenue	Gravel Resurface	$29,750	0.50
Unmet	YZ Avenue	33rd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal	$50,000	0.75
Unmet	34th Street	Z Avenue	YZ Avenue	Gravel Resurface	$29,750	0.50
Unmet Needs Total					**$1,206,000**	**20.49**
Grand Total					**$3,323,102**	**47.70**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Charleston Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	38th Street	5,000' south of G Avenue	G Avenue	HMA Overlay (2 Year Project)	$148,000	0.95
2026	L Avenue	2,800' west of L Avenue	1,900' west of L Avenue	Crackfill	$2,174	0.17
2026	Climax Drive	Streamside Drive	1,100' west of Streamside Drive	Crackfill	$2,717	0.21
2026	L Avenue	Concrete Remove	Concrete Replace	Replace Concrete sections(3)	$32,713	
2026 Total					**$185,604**	**1.33**
2027	Ambling Avenue	Cul-de-sac	(blank)	Gravel Resurface	$1,500	0.35
2027	Ambling Avenue	37th Street	1,855' east of 37th Street	Crack Fill, Chip Seal	$14,000	0.03
2027	L Avenue	38th Street	40th Street	Crack Fill, HMA Wedging, Chip Seal	$56,000	1.30
2027	L Avenue	40th Street	42nd Street	Crack Fill, HMA Wedging, Chip Seal	$39,500	0.98
2027	L Avenue	42nd Street	44th Street	Crack Fill, HMA Wedging, Chip Seal	$39,500	1.00
2027	Shady Shore Drive	42nd Street	1,293' east of 42nd Street	Crack Fill, HMA Wedging, Chip Seal	$26,000	0.24
2027 Total					**$176,500**	**3.90**
2028	40th Street	800' north of East Michigan Aven	Fort Custer Drive	Crack Fill, HMA Wedging, Chip Seal	$121,250	1.10
2028	M Avenue	44th Street	Mercury Drive	Gravel Resurface	$177,500	0.82
2028	ML Avenue	38th Street	40th Street	Crack Fill, HMA Wedging, Chip Seal	$108,000	0.98
2028 Total					**$406,750**	**2.90**
2029	HJ Avenue	36th Street	38th Street	Crack Fill, HMA Wedging, Chip Seal	$63,000	0.55
2029	Sandwood Street	Miller Drive	Climax Drive	Crack Fill, HMA Wedging, Chip Seal	$8,000	0.17
2029	Streamside Drive	Miller Drive	Climax Drive	Crack Fill, HMA Wedging, Chip Seal	$8,000	0.34
2029	Climax Drive	1,585' west of 38th Street	38th Street	Crack Fill, HMA Wedging, Chip Seal	$8,000	0.30
2029	Pine Hill Drive	Fort Custer Road	830' south of Fort Custer Road	Crack Fill, HMA Wedging, Chip Seal	$18,000	0.16
2029	44th Street	M Avenue	East Michigan Avenue	Crack Fill, HMA Wedging, Chip Seal	$158,250	1.38
2029	36th Street	MN Avenue	ML Avenue	Crack Fill, HMA Wedging, Chip Seal	$114,750	1.00
2029	44th Street	MN Avenue	M Avenue	Crack Fill, HMA Wedging, Chip Seal	$57,250	0.50
2029 Total					**$435,250**	**4.39**
2030	38th Street	Augusta Drive	5,200' north of Augusta Drive	Crack Fill, Chip Seal	$63,250	0.98
2030	MN Avenue	46th Street	48th Street	Gravel Resurface	$280,750	1.20
2030	48th Street	1,350' south of MN Avenue	MN Avenue	Gravel Resurface	$58,500	0.25
2030 Total					**$402,500**	**2.43**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Charleston Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	38th Street	5,000' south of G Avenue	G Avenue	Gravel, Pulverize, HMA (2 Year Project)	$590,500	0.95
Unmet	36th Street	3,150' south of HJ Avenue	G Avenue	Crack Fill, HMA Wedging, Chip Seal	$258,250	2.08
Unmet	Fort Custer Drive	Michigan Avenue	40th Street	Crack Fill, HMA Wedging, Chip Seal	$155,000	1.25
Unmet	Miller Drive	4,250' west of 38th Street	38th Street	Crack Fill, HMA Wedging, Chip Seal	$121,500	0.98
Unmet	42nd Street	L Avenue	2'640' north of L Avenue	Gravel Resurface	$121,750	0.50
Unmet	L Avenue	46th Street	634' east of 46th Street	Gravel Resurface	$51,000	0.21
Unmet	L Avenue	3,178' west of M-37	1,700' west of M-37	Gravel, Pulverize, HMA Paving	$54,500	0.28
Unmet	Watkins Road	Mercury Drive	1,214' east of Mercury Drive	Chip Seal	$14,000	0.23
Unmet	Watkins Road	Mercury Drive	1,214' east of Mercury Drive	Crack Fill	$15,500	0.23
Unmet	46th Street	Mercury Drive	East Michigan Avenue	Return to Gravel	$0	1.03
Unmet	46th Street	MN Avenue	Mercury Drive	Return to Gravel	$0	0.67
Unmet	36th Street	ML Avenue	3,450' north of ML Avenue	Gravel Resurface	$158,250	0.65
Unmet	39th Street	2,640' south of MN Avenue	MN Avenue	Gravel Resurface	$121,750	0.50
Unmet Needs Total					**$1,662,000**	**9.56**
Grand Total					**$3,268,604**	**24.52**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Climax Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	Q Avenue	3,569' east of 46th Street	5,280' east of 46th Street	Chip Seal Trial	$17,000	0.33
2026	45th Street	Q Avenue	P Avenue	Crack Fill, Chip Seal	$29,000	0.75
2026	P Avenue	44th Street	45th Street	Crack Fill, HMA Wedging, Chip Seal	$29,000	0.25
2026	QR Avenue	4,224' west of 38th Street	38th Street	Crack Fill, HMA Wedging, Chip Seal	$32,000	0.80
2026	S Avenue	36th Street	39th Street	Crack Fill, HMA Wedging, Chip Seal	$60,000	1.50
2026	QR Avenue	36th Street	Woodin Street	Crack Fill, HMA Wedging, Chip Seal	$10,500	0.18
2026	Jamieson Street	36th Street	Woodin Street	Crack Fill, HMA Wedging, Chip Seal	$10,500	0.18
2026	Watson Street	QR Avenue	Norscot Street	Crack Fill, HMA Wedging, Chip Seal	$10,500	0.12
2026	Erick Road	QR Avenue	Norscot Street	Crack Fill, HMA Wedging, Chip Seal	$10,500	0.12
2026	Norscot Street	36th Street	Woodin Street	Crack Fill, HMA Wedging, Chip Seal	$10,500	0.18
2026	Woodin Street	QR Avenue	QR Avenue	Crack Fill, HMA Wedging, Chip Seal	$10,500	0.18
2026 Total					**$230,000**	**4.60**
2027	P Avenue	38th Street	40th Street	Crack Fill, HMA Wedging, Chip Seal	$57,000	1.00
2027	S Avenue	47th Street	48th Street	Crack Fill, HMA Wedging, Chip Seal	$42,750	0.75
2027	Q Avenue	40th Street	43rd Street	Crack Fill, HMA Wedging, Chip Seal	$71,250	1.25
2027	Q Avenue	38th Street	40th Street	Crack Fill, HMA Wedging, Chip Seal	$57,000	1.00
2027	46th Street	S Avenue	R Avenue	Gravel Resurface	$50,750	1.00
2027 Total					**$278,750**	**5.00**
2028	44th Street	2,376' south of Q Avenue	Q Avenue	Gravel Resurface	$27,000	0.45
2028	RS Avenue	46th Street	5,280' east of 46th Street	Gravel Resurface	$52,750	1.00
2028	T Avenue	1,320' west of 44th Street	44th Street	Gravel Resurface	$13,250	0.25
2028	45th Street	S Avenue	R Avenue	Gravel Resurface	$52,750	1.00
2028	T Avenue	2,640' west of 48th Street	48th Street	Gravel Resurface	$26,500	0.50
2028	TS Avenue	42nd Street	44th Street	Gravel Resurface	$60,000	1.25
2028	43rd Street	Q Avenue	P Avenue	Crack Fill, HMA Wedging, Chip Seal	$59,250	1.00
2028 Total					**$291,500**	**5.45**
2029	37th Street	T Avenue	S Avenue	Gravel Resurface	$55,000	1.00
2029	48th Street	T Avenue	S Avenue	Gravel Resurface	$55,000	1.00
2029	38th Street	R Avenue	PQ Avenue	Crack Fill, HMA Wedging, Chip Seal	$92,500	1.50
2029	44th Street	T Avenue	S Avenue	Crack Fill, HMA Wedging, Chip Seal	$61,750	1.00

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Climax Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	P Avenue	40th Street	43rd Street	Crack Fill, HMA Wedging, Chip Seal	$77,000	1.25
2029 Total					**$341,250**	**5.75**
2030	41st Street	RS Avenue	R Avenue	Gravel Resurface	$28,500	0.50
2030	39th Street	T Avenue	S Avenue	Crack Fill, Chip Seal	$45,500	1.00
2030	39th Street	S Avenue	R Avenue	Crack Fill, Chip Seal	$45,500	1.00
2030	38th Street	O Avenue	5,280' north of O Avenue	Crack Fill, Chip Seal	$46,000	1.00
2030	47th Street	TS Avenue	S Avenue	Gravel Resurface	$28,500	0.50
2030	TS Avenue	47th Street	48th Street	Gravel Resurface	$42,750	0.75
2030	RS Avenue	39th Street	41st Street	Crack Fill, HMA Wedging, Chip Seal	$80,250	1.25
2030	RS Avenue	41st Street	43rd Street	Crack Fill, HMA Wedging, Chip Seal	$48,000	0.75
2030 Total					**$365,000**	**6.75**
Unmet	46th Street	Q Avenue	PQ Avenue	Gravel Resurface	$87,000	0.50
Unmet	ON Avenue	8,448' east of 42nd Street	2,640' east of 42nd Street	Milling, HMA Overlay	$284,250	1.10
Unmet	PQ Avenue	46th Street	5,280' east of 47th	Gravel Resurface	$87,000	1.00
Unmet	42nd Street	P Avenue	O Avenue	Crack Fill, HMA Wedging, Chip Seal	$66,750	1.00
Unmet	S Avenue	43rd Street	47th Street	Crack Fill, Chip Seal	$80,000	1.83
Unmet	48th Street	ON Avenue	2,640' north of ON Avenue	Crack Fill, HMA Wedging, Chip Seal	$33,250	0.50
Unmet	OP Avenue	42nd Street	44th Street	Crack Fill, Chip Seal	$42,000	1.00
Unmet	T Avenue	36th Street	39th Street	Crack Fill, Chip Seal	$68,000	1.50
Unmet	Q Avenue	44th Street	47th Street	Crack Fill, HMA Wedging, Chip Seal	$83,250	1.25
Unmet	40th Street	Q Avenue	P Avenue	Crack Fill, HMA Wedging, Chip Seal	$66,750	1.00
Unmet	45th Street	R Avenue	Q Avenue	Crack Fill, HMA Wedging, Chip Seal	$66,750	1.00
Unmet	47th Street	PQ Avenue	ON Avenue	Crack Fill, HMA Wedging, Chip Seal	$133,250	2.00
Unmet	O Avenue	36th Street	38th Street	Crack Fill, HMA Wedging, Chip Seal	$66,750	1.00
Unmet	ON Avenue	2,640' east of 42nd Street	42nd Street	Crack Fill, HMA Wedging, Chip Seal	$33,250	0.50
Unmet	OP Avenue	44th Street	47th Street	Crack Fill, HMA Wedging, Chip Seal	$83,250	1.25
Unmet	TS Avenue	39th Street	42nd Street	Gravel Resurface	$89,250	1.50
Unmet	40th Street	R Avenue	Q Avenue	Chip Seal, Fog Seal	$48,250	1.00
Unmet Needs Total					**$1,419,000**	**18.93**
Grand Total					**$2,925,500**	**46.48**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	M Avenue	33rd Street	35th Street	Crack Fill, Chip Seal, Fog Seal	$23,000	0.75
2026	H Avenue	28th Street	30th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$75,000	1.50
2026	33rd Street	ML Avenue	1,320' north of ML Avenue	Chip Seal, Fog Seal	$10,000	0.25
2026	ML Avenue	35th Street	36th Street	Crack Fill, Chip Seal, Fog Seal	$26,000	0.75
2026	Josephine Street	LeenHouts Street	206' east of Shields Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.33
2026	Barker Avenue	Rex Avenue	Pickard Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.07
2026	Benedict Avenue	Cross Street	1,650' north of Cross Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.31
2026	Charles Avenue	Daniel Street	Shields Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.07
2026	Charles Avenue	Rex Avenue	Pickard Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.07
2026	Collette Avenue	Josephine Street	1,320' north of Electra Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.44
2026	Cross Street	Collette Avenue	Shields Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.19
2026	Daniel Street	Electra Street	Charles Avenue	Crack Fill, Chip Seal, Fog Seal	$10,800	0.25
2026	Electra Street	Kincaid Street	Shields Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.25
2026	Kincaid Street	Josephine Street	1,320' north of Electra Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.42
2026	Leenhouts Street	East Michigan Avenue	2,300' north of East Michigan Av	Crack Fill, Chip Seal, Fog Seal	$10,800	0.43
2026	Neal Street	Shields Street	26th Street	Crack Fill, Chip Seal, Fog Seal	$10,800	0.27
2026	Pickard Street	East Michigan	Charles Avenue	Crack Fill, Chip Seal, Fog Seal	$10,800	0.42
2026	Rex Avenue	East Michigan	Charles Avenue	Crack Fill, Chip Seal, Fog Seal	$10,800	0.42
2026	Shields Street	Josephine Street	Charles Avenue	Crack Fill, Chip Seal, Fog Seal	$10,800	0.45
2026	Larch Avenue	Ripley Street	Comstock Avenue	Chip Seal, Fog Seal	$6,750	0.16
2026	Azuba Avenue	Ripley Street	Comstock Avenue	Chip Seal, Fog Seal	$6,750	0.17
2026	Harway Avenue	250' south of Ripley Street	Comstock Avenue	Chip Seal, Fog Seal	$6,750	0.22
2026	Ripley Street	153' west of Larch Avenue	Harway Avenue	Chip Seal, Fog Seal	$6,750	0.15
2026	Morrow Street	2,012' South of East Michigan Av	East Michigan Avenue	Chip Seal, Fog Seal	$15,000	0.38
2026	Beth Ann Avenue	Nichole Street	Ilene Street	Milling, HMA Overlay	$45,500	0.06
2026	Shadow Lane Avenue	35th st	Kimberly St.	Milling, HMA Overlay	$45,500	0.13
2026	Blake Boulevard	Nichole Street	35th Street	Milling, HMA Overlay	$45,500	0.38
2026	Courtney Street	433' south of Shadow Lane Aven	Blake Boulevard	Milling, HMA Overlay	$45,500	0.30
2026	Cynthia Street	433' south of Shadow Lane Aven	Blake Boulevard	Milling, HMA Overlay	$45,500	0.30
2026	Ilene Street	Beth Ann Avenue	Blake Boulevard	Milling, HMA Overlay	$45,500	0.10
2026	Miah Street	Sarah Street	Mildred Street	Milling, HMA Overlay	$45,500	0.07
2026	Mildred Street	Shadow Lane Avenue	Miah Street	Milling, HMA Overlay	$45,500	0.13
2026	Nichole Street	Beth Ann Avenue	Blake Boulevard	Milling, HMA Overlay	$45,500	0.10

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	Sarah Street	419' south of Shadow Lane Aven	Miah Street	Milling, HMA Overlay	$45,500	0.21
2026	Claxton Street	1,159' south of E. Cork Street	E. Cork Street	Milling, HMA Overlay	$36,167	0.21
2026	Heath Avenue	166' west of Senne Street	166' east of Claxton Street	Milling, HMA Overlay	$20,667	0.12
2026	Senne Street	1,159' south of E. Cork Street	E. Cork Street	Milling, HMA Overlay	$36,167	0.21
2026	Midlink Drive	Park Circle Drive	Old Cork Street	Milling, HMA Overlay	$480,070	0.75
2026	Midlink Drive	Sprinkle Road	Midlink Drive	Milling, HMA Overlay	$57,609	0.09
2026 Total					**$1,423,680**	**11.89**
2027	30th Street	East Main Street	H Avenue	Crack Fill, Chip Seal, Fog Seal	$46,750	1.00
2027	JK Avenue	26th Street	28th Street	Crack Fill, Chip Seal, Fog Seal	$51,250	1.10
2027	Batenkill Drive	Treetop Drive	G Avenue	Milling, HMA Overlay	$48,500	0.22
2027	Cascade Court	Firefly Street	511' north of Firefly Street	Milling, HMA Overlay	$20,000	0.09
2027	Catskill Street	Treetop Drive	G Avenue	Milling, HMA Overlay	$55,250	0.25
2027	Firefly Street	Battenkill Drive	160' east of Catskill Street	Milling, HMA Overlay	$42,000	0.19
2027	Treetop	Sumac Avenue	Catskill Street	Milling, HMA Overlay	$88,250	0.40
2027	Sumac Avenue	Treetop Drive	Battenkill Drive	Milling, HMA Overlay	$26,500	0.12
2027	Kristin Avenue	Wild Meadow Street	Cindy Street	Crack Fill, Chip Seal, Fog Seal	$2,750	0.06
2027	Rockingham Avenue	H Avenue	M-343	Chip Seal, Fog Seal	$6,000	0.15
2027	Normandy Avenue	H Avenue	M-343	Chip Seal, Fog Seal	$8,250	0.20
2027	Borgess Drive	118' west of Casper Street	Casper Street	Crack Fill, Chip Seal, Fog Seal	$1,000	0.02
2027	Casper Street	Pristine Avenue	H Avenue	Crack Fill, Chip Seal, Fog Seal	$19,250	0.41
2027	Grandessa Drive	153' west of Casper Street	Casper Street	Crack Fill, Chip Seal, Fog Seal	$1,000	0.02
2027	Pristine Street	140' west of Casper Street	Casper Street	Crack Fill, Chip Seal, Fog Seal	$1,000	0.02
2027	Sunsprite Drive	134' west of Casper Street	Casper Street	Crack Fill, Chip Seal, Fog Seal	$1,000	0.02
2027	Fordham Avenue	260' west of Steger Avenue	699' east of Leigh Avenue	Chip Seal, Fog Seal	$11,500	0.28
2027	Leigh Avenue	East Main Street	Fordham Avenue	Chip Seal, Fog Seal	$20,750	0.50
2027	Steger Avenue	Leigh Avenue	Fordham Avenue	Chip Seal, Fog Seal	$14,000	0.34
2027	Wild Coyote Trail	48' east of Chestnut Trail	1482' north of Chestnut Trail	Crack Fill, Chip Seal, Fog Seal	$13,000	0.28
2027	Chestnut Trail	HJ Avenue	581' north of HJ Avenue	Crack Fill, Chip Seal, Fog Seal	$5,250	0.11
2027	Buck Avenue	30th Street	66' east of Antler Street	Chip Seal, Fog Seal	$15,250	0.37
2027	Fawn Meadow Trail	30th Street	733' east of Antler Street	Chip Seal, Fog Seal	$21,000	0.51
2027	Antler Street	Fawn Meadow Trail	Buck Avenue	Chip Seal, Fog Seal	$7,250	0.18
2027	Doe Avenue	588' east of Antler Street	Antler Street	Chip Seal, Fog Seal	$4,500	0.11

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Roush Street	181' south of Buck Avenue	Buck Avenue	Chip Seal, Fog Seal	$1,500	0.03
2027	Spike Street	216' south of Fawn Meadow Trai	Fawn Meadow Trail	Chip Seal, Fog Seal	$1,750	0.04
2027	Worden Avenue	K Avenue	JK Avenue	Crack Fill, Chip Seal, Fog Seal	$8,750	0.19
2027	Angelo Avenue	Magnolia Street	Verleen Street	Crack Fill, Chip Seal, Fog Seal	$8,750	0.19
2027	Carter Street	Lois Avenue	Eastmain Street	Crack Fill, Chip Seal, Fog Seal	$9,500	0.21
2027	Elaine Avenue	Magnolia Street	Verleen Street	Crack Fill, Chip Seal, Fog Seal	$8,750	0.19
2027	Lantana Avenue	Carter street	Verleen Street	Crack Fill, Chip Seal, Fog Seal	$14,500	0.31
2027	Lois Street	Carter street	Patricia Street	Crack Fill, Chip Seal, Fog Seal	$2,750	0.06
2027	Lucern Avenue	424' west of Docsa Street	Verleen Street	Crack Fill, Chip Seal, Fog Seal	$26,500	0.57
2027	Docsa Street	Lucern Avenue	Eastmain Street	Crack Fill, Chip Seal, Fog Seal	$4,500	0.09
2027	Magnolia Street	Angelo Avenue	Eastmain Street	Crack Fill, Chip Seal, Fog Seal	$16,750	0.36
2027	Patricia Street	Lois Avenue	Susan Avenue	Crack Fill, Chip Seal, Fog Seal	$4,000	0.09
2027	Susan Avenue	Magnolia Street	Verleen Street	Crack Fill, Chip Seal, Fog Seal	$11,750	0.25
2027	Verleen Street	Angelo Avenue	Lucern Avenue	Crack Fill, Chip Seal, Fog Seal	$13,250	0.28
2027	K Avenue	28th Street	Worden Avenue	Crack Fill, Chip Seal, Fog Seal	$32,000	0.92
2027	Alger Street	315' south of Higgins Street	Comstock Avenue	Milling, HMA Overlay	$37,500	0.17
2027	Blair Street	320' south of Higgins Street	Comstock Avenue	Milling, HMA Overlay	$39,750	0.18
2027	Cass Street	375' south of Higgins Street	Comstock Avenue	Milling, HMA Overlay	$42,000	0.19
2027	Ferris Street	360' south of Higgins Street	Comstock Avenue	Milling, HMA Overlay	$37,500	0.17
2027	Higgins Street	Ferris Street	River Street	Milling, HMA Overlay	$64,000	0.29
2027	Marine Court	250' south of Comstock Avenue	Comstock Avenue	Milling, HMA Overlay	$8,750	0.04
2027	Pingree Street	368' south of Higgins Street	Comstock Avenue	Milling, HMA Overlay	$42,000	0.19
2027	Sleeper Street	310' south of Higgins Street	Comstock Avenue	Milling, HMA Overlay	$39,750	0.18
2027	Plaza Place	550' West of Rosemont Drive	Rosemont Drive	Crack Fill, Chip Seal, Fog Seal	$4,750	0.10
2027	Rosemont Drive	Plaza Place	Rosemont Drive	Crack Fill, Chip Seal, Fog Seal	$23,000	0.49
2027	Kersten Court	M Avenue	785' north of M Avenue	Crack Fill, Chip Seal, Fog Seal	$7,500	0.16
2027 Total					**$1,042,750**	**12.87**
2028	Market Street	Sprinkle Road	River Street	Crack Fill, Chip Seal, Fog Seal	$34,000	0.70
2028	MN Avenue	29th Street	31st Street	Crack Fill, Chip Seal, Fog Seal	$48,500	1.00
2028	Autumn Joy Street	Daylily Lane	Candytuft Lane	Crack Fill, Chip Seal, Fog Seal	$7,250	0.15
2028	Buttercup Street	Daylily Lane	Candytuft Lane	Crack Fill, Chip Seal, Fog Seal	$8,750	0.18
2028	Candytuft Lane	895' west of Ivy Street	Buttercup Street	Crack Fill, Chip Seal, Fog Seal	$18,000	0.37

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2028	Coral Bells Circle	Daylily Lane	Autumn Joy Street	Crack Fill, Chip Seal, Fog Seal	$7,750	0.16
2028	Daylily Lane	644' west of Lavender Circle	Juneberry Street	Crack Fill, Chip Seal, Fog Seal	$25,250	0.52
2028	Ivy Street	Daylily Lane	Treetop Drive	Crack Fill, Chip Seal, Fog Seal	$14,000	0.29
2028	Juneberry Street	Daylily Lane	Sun Drop Avenue	Crack Fill, Chip Seal, Fog Seal	$4,250	0.09
2028	Lavender Circle	Daylily Lane	Ivy Street	Crack Fill, Chip Seal, Fog Seal	$11,250	0.23
2028	Sun Drop Avenue	Buttercup Street	Juneberry Street	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2028	Foxdale Street	Woodlea Drive	Ormada Drive	Crack Fill, Chip Seal, Fog Seal	$16,000	0.07
2028	Buckskin Road	Woodlea Drive	Enola Avenue	Crack Fill, Chip Seal, Fog Seal	$6,500	0.13
2028	Crestwood Avenue	26th Street	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$35,000	0.72
2028	Delwood Street	H Avenue	Woodlea Drive	Crack Fill, Chip Seal, Fog Seal	$3,250	0.07
2028	Enola Avenue	26th Street	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$34,000	0.70
2028	Foxdale Street	Enola Avenue	Redhawk Avenue	Crack Fill, Chip Seal, Fog Seal	$3,250	0.07
2028	Glenalock Street	Woodlea Drive	Plainfield Avenue	Crack Fill, Chip Seal, Fog Seal	$11,000	0.23
2028	Meadowview Avenue	Plainfield Avenue	Rosemere Street	Crack Fill, Chip Seal, Fog Seal	$17,000	0.35
2028	Mustang Street	Ormada Drive	Enola Avenue	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2028	Ormada Drive	Woodlea Drive	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$33,000	0.68
2028	Plainfield Avenue	26th Street	Rosemere Street	Crack Fill, Chip Seal, Fog Seal	$22,250	0.46
2028	Redhawk Avenue	Starchief Street	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$7,500	0.16
2028	Renyolds Street	H Avenue	Woodlea Drive	Crack Fill, Chip Seal, Fog Seal	$4,000	0.08
2028	Reynolds Street	Enola Avenue	Silverton Avenue	Crack Fill, Chip Seal, Fog Seal	$4,000	0.08
2028	Rosemere Street	Plainfield Avenue	Crestwood Avenue	Crack Fill, Chip Seal, Fog Seal	$5,750	0.12
2028	Skyview Street	Ormada Drive	Enola Avenue	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2028	Starchief Street	Redhawk Avenue	Crestwood Avenue	Crack Fill, Chip Seal, Fog Seal	$8,500	0.17
2028	Tulsa Avenue	Starchief Street	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$8,750	0.18
2028	Twilight Avenue	26th Street	3,151' east of 26th Street	Crack Fill, Chip Seal, Fog Seal	$28,750	0.59
2028	Whitehorse Avenue	Starchief Street	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$8,750	0.18
2028	Woodlea Drive	26th Street	Renyolds Street	Crack Fill, Chip Seal, Fog Seal	$35,500	0.73
2028	Woodmere Lane	Plainfield Avenue	Crestwood Avenue	Crack Fill, Chip Seal, Fog Seal	$12,250	0.25
2028	Doyle Drive	M-343	496' nouth of M-343	Crack Fill, Chip Seal, Fog Seal	$4,750	0.10
2028	Jennings Drive	M-343	Mission Avenue	Crack Fill, Chip Seal, Fog Seal	$13,500	0.28
2028	Midway Avenue	Saratoga Avenue	Saratoga Avenue	Crack Fill, Chip Seal, Fog Seal	$19,500	0.40
2028	Mission Avenue	Saratoga Avenue	Jennings Drive	Crack Fill, Chip Seal, Fog Seal	$5,250	0.11
2028	Saratoga Avenue	M-343	233' north of Midway Avenue	Crack Fill, Chip Seal, Fog Seal	$24,250	0.50

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2028	Savannah Avenue	320' west of Midway Avenue	Midway Avenue	Crack Fill, Chip Seal, Fog Seal	$3,000	0.06
2028	Berry Street	Percy Avenue	H Avenue	Crack Fill, Chip Seal, Fog Seal	$10,250	0.21
2028	Clarice Street	Percy Avenue	Jill Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.13
2028	Jill Avenue	Berry Street	Clarice Street	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2028	Leigh Avenue	Willette Avenue	H Avenue	Crack Fill, Chip Seal, Fog Seal	$7,750	0.16
2028	Margaret Avenue	Willette Avenue	H Avenue	Crack Fill, Chip Seal, Fog Seal	$7,750	0.16
2028	Percy Avenue	Sunnycrest Drive	Clarice Street	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2028	Sunnycrest Drive	Percy Avenue	H Avenue	Crack Fill, Chip Seal, Fog Seal	$13,500	0.28
2028	Willette Avenue	Margaret Avenue	Leigh Avenue	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2028	Sandy Cove Drive	26th Street	Forest Harbor Drive	Chip Seal, Fog Seal	$7,000	0.16
2028	Lyons Avenue	1267' South of H Avenue	H Avenue	Crack Fill, Chip Seal, Fog Seal	$11,750	0.24
2028	Henning Street	M-96	East Michigan Avenue	Crack Fill, Chip Seal, Fog Seal	$10,750	0.22
2028	Frederick Street	Comstock Avenue	660' South of Comstock Avenue	Crack Fill, Chip Seal, Fog Seal	$5,750	0.12
2028	Knight Street	Comstock Avenue	660' South of Comstock Avenue	Crack Fill, Chip Seal, Fog Seal	$5,750	0.12
2028	Packard street	M-96	East Michigan Avenue	Crack Fill, Chip Seal, Fog Seal	$5,750	0.12
2028	Rystock Street	Comstock Avenue	660' South of Comstock Avenue	Crack Fill, Chip Seal, Fog Seal	$5,750	0.12
2028	Sullivan Drive	Comstock Avenue	660' South of Comstock Avenue	Crack Fill, Chip Seal, Fog Seal	$5,750	0.12
2028	Brookview Street	Procter Avenue	East Michigan Avenue	Crack Fill, Chip Seal, Fog Seal	$7,750	0.16
2028	Copeland Avenue	Shirely Drive	Ermine Avenue	Crack Fill, Chip Seal, Fog Seal	$4,250	0.09
2028	Ermine Avenue	M-96	East Michigan Avenue	Crack Fill, Chip Seal, Fog Seal	$2,500	0.05
2028	Ermine Avenue	Procter Avenue	M-96	Crack Fill, Chip Seal, Fog Seal	$5,250	0.11
2028	Grange Avenue	Shirely Drive	265' east of Ermine Avenue	Crack Fill, Chip Seal, Fog Seal	$11,250	0.23
2028	Shirley Drive	M-96	East Michigan Avenue	Crack Fill, Chip Seal, Fog Seal	$4,750	0.10
2028	Shirley Drive	Procter Avenue	M-96	Chip Seal, Fog Seal	$2,250	0.05
2028	Arden Avenue	Elliot Road	Lawndale Avenue	Crack Fill, Chip Seal, Fog Seal	$4,000	0.08
2028	Elliot Road	2,288' south of M-96	M-96	Crack Fill, Chip Seal, Fog Seal	$21,000	0.43
2028	Lawndale Avenue	2,288' south of M-96	M-96	Crack Fill, Chip Seal, Fog Seal	$21,000	0.43
2028	Kimberly Street	433' south of Shadow Lane Aven	Blake Boulevard	Crack Fill, Chip Seal, Fog Seal	$14,250	0.29
2028	Shadow Lane	Sarah Street	35th Street	Crack Fill, Chip Seal, Fog Seal	$18,000	0.37
2028	Carriage Street	ML Avenue	Larivee Avenue	Crack Fill, Chip Seal, Fog Seal	$4,000	0.08
2028	Coach Street	ML Avenue	182' north of Larivee Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.13
2028	Larivee Avenue	Carriage Street	Coach Street	Crack Fill, Chip Seal, Fog Seal	$5,250	0.11
2028 Total					**$810,750**	**16.45**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	28th	H Avenue	G Avenue	Crack Fill, Chip Seal, Fog Seal	$50,500	1.00
2029	28th Street	M-96	East Main Street	Crack Fill, Chip Seal, Fog Seal	$50,500	1.00
2029	30th Street	K Avenue	East Main Street	Crack Fill, Chip Seal, Fog Seal	$50,000	0.99
2029	31st Street	N Avenue	ML Avenue	Crack Fill, Chip Seal, Fog Seal	$75,750	1.50
2029	33rd Street	N Avenue	ML Avenue	Crack Fill, Chip Seal, Fog Seal	$76,250	1.51
2029	H Avenue	26th Street	28th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$69,250	1.02
2029	H J Avenue	33rd Street	36th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$101,750	1.50
2029	MN Avenue	26th Street	28th Street	Crack Fill, Chip Seal, Fog Seal	$50,500	1.00
2029	Little Red Avenue	172' west of Wild Meadow Stree	Wild Meadow Street	Crack Fill, Chip Seal, Fog Seal	$1,500	0.03
2029	Jacille Avenue	Oranoco Street	26th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$29,750	0.44
2029	Oranoco	Jacille Avenue	H Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,000	0.28
2029	HJ Avenue	26th Street	1,890' east of 26th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,500	0.36
2029	Cedar Brook Drive	East Main Street	Merry Brook Street	Crack Fill, Chip Seal, Fog Seal	$7,000	0.14
2029	Dawes Avenue	26th Street	1,070' East of 26th Street	Crack Fill, Chip Seal, Fog Seal	$10,000	0.20
2029	Fawn Brook Circle	306' west of Spruce Brook Road	Spruce Brook Road	Crack Fill, Chip Seal, Fog Seal	$2,500	0.05
2029	Maple Brook Drive	185' west of Spruce Brook Road	Spruce Brook Road	Crack Fill, Chip Seal, Fog Seal	$1,500	0.03
2029	Merry Brook Street	Willow Brook Drive	East Main Street	Crack Fill, Chip Seal, Fog Seal	$18,250	0.36
2029	Spruce Brook Road	Willow Brook Drive	Cedar Brook Drive	Crack Fill, Chip Seal, Fog Seal	$15,250	0.30
2029	Willow Brook Drive	Spruce Brook Road	Merry Brook Street	Crack Fill, Chip Seal, Fog Seal	$5,000	0.10
2029	Winding Brook Drive	169' south of Willowbrook Drive	Willowbrook Drive	Crack Fill, Chip Seal, Fog Seal	$1,500	0.03
2029	Henry Street	Celery Street	Francis Street	Crack Fill, Chip Seal, Fog Seal	$28,750	0.57
2029	Procter Avenue	Brookview street	265' east of Ermine Avenue	Crack Fill, Chip Seal, Fog Seal	$11,500	0.23
2029	Gleneagle Drive East	ML Avenue	Gleneagle Drive North	Crack Fill, Chip Seal, Fog Seal	$9,000	0.18
2029	Gleneagle Drive North	Gleneagle Drive West	Gleneagle Drive East	Crack Fill, Chip Seal, Fog Seal	$19,250	0.38
2029	Gleneagle Drive West	ML Avenue	Gleneagle Drive North	Crack Fill, Chip Seal, Fog Seal	$11,000	0.22
2029	Kilowatt Drive	Gleneagle Drive West	Gleneagle Drive North	Crack Fill, Chip Seal, Fog Seal	$14,250	0.28
2029	Old Cork Street	Midlink Drive	Park Circle Drive	Crack Fill, Chip Seal, Fog Seal	$19,750	0.39
2029 Total					**$773,750**	**14.09**
2030	M Avenue	33rd St	35th St	Milling, HMA Overlay	$186,250	0.75
2030	Park Circle Drive	Sprinkle Road	Cork Street	Crack Fill, Chip Seal, Fog Seal	$52,500	1.00
2030	Hiddenshore Drive	1,813' south of G Avenue	G Avenue	Chip Seal, Fog Seal	$15,750	0.34

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030	Landing Way	1,600' south of G Avenue	G Avenue	Chip Seal, Fog Seal	$14,000	0.30
2030	Waterwood Drive	1,662' west of Hidden Shore Driv	603' east of Hidden Shore Drive	Crack Fill, Chip Seal, Fog Seal	$22,000	0.42
2030	Forest Harbor Drive	26th Street	854' east of 26th Street	Chip Seal, Fog Seal	$15,250	0.33
2030	Bailey Street	Liggett Street	Saginaw Drive	Chip Seal, Fog Seal	$7,000	0.15
2030	Liggett Street	28th Street	Bailey Street	Chip Seal, Fog Seal	$17,750	0.39
2030	Saginaw Drive	28th Street	Bailey Street	Chip Seal, Fog Seal	$17,750	0.39
2030	Oran Street	26th Street	Worden Avenue	Chip Seal	$2,750	0.07
2030	Chubb Avenue	250' west of 26th Street	26th Street	Chip Seal	$1,500	0.04
2030	Oran Avenue	School Street	26th Street	Chip Seal	$4,750	0.12
2030	School Street	200' south of Oran Avenue	Oran Avenue	Chip Seal	$1,500	0.04
2030	Benedict Avenue	Electra Street	Cross Street	Chip Seal, Fog Seal	$3,000	0.06
2030	Collette Avenue	Electra Street	Josephine Street	Chip Seal, Fog Seal	$8,750	0.19
2030	Cross Street	Collette Avenue	Shields Street	Chip Seal, Fog Seal	$8,750	0.19
2030	Electra Street	Shields Street	Kincaid Street	Chip Seal, Fog Seal	$11,750	0.25
2030	Shields Street	Electra Street	Josephine Street	Chip Seal, Fog Seal	$9,500	0.20
2030	Kincaid Street	Josephine Street	2,300' north of Josephine Street	Chip Seal, Fog Seal	$19,750	0.42
2030	Roe Street	Market Street	Celery Street	Milling, HMA Overlay	$59,750	0.24
2030	Parcom Street	280' south of M-96	M-96	Chip Seal	$2,000	0.05
2030	Parcom Street	M-96	East Michigan Avenue	Chip Seal	$4,000	0.10
2030	Gleason Street	Homer Street	Hunt Street	Crack Fill, Chip Seal, Fog Seal	$12,500	0.24
2030	Homer Street	Gleason Street	M-96	Chip Seal, Fog Seal	$7,250	0.16
2030	Hunt Street	200' south of Gleason Street	M-96	Chip Seal, Fog Seal	$7,250	0.16
2030	Jones Street	Gleason Street	M-96	Chip Seal, Fog Seal	$7,250	0.16
2030	Level Street	Gleason Street	M-96	Chip Seal, Fog Seal	$7,250	0.16
2030	Kimberly St.	Blake Boulevard	Shadow Lane Ave.	Chip Seal, Fog Seal	$14,000	0.30
2030	Woodlark Street	433' south of Shadow Lane	Blake Blvd.	Chip Seal, Fog Seal	$21,250	0.46
2030	Azo Court	270' west of Azo Drive	Azo Drive	Crack Fill, Chip Seal, Fog Seal	$2,750	0.05
2030	Azo Drive	650' south of ML Avenue	ML Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.12
2030	East Woodfield Avenue	203' west of Gaywood Street	Gaywood Street	Crack Fill, Chip Seal, Fog Seal	$2,000	0.04
2030	Gaywood Street	East Woodfield Avenue	ML Avenue	Crack Fill, Chip Seal, Fog Seal	$6,750	0.13
2030	Wynn Road	Sprinkle Road	River Street	Crack Fill, Chip Seal, Fog Seal	$27,250	0.52
2030	Construction Drive	Wynn Road	415' north of Wynn Road	Chip Seal, Fog Seal	$3,750	0.08
2030	New Farm St	2142' north of MN Ave	MN Ave	Crack Fill, Chip Seal, Fog Seal	$21,000	0.40

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030 Total					**$632,500**	**9.00**
Unmet	K Avenue	900' West of 30th Street	33rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$123,250	1.68
Unmet	L Avenue	River Street	Stalwart Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$90,250	1.23
Unmet	Market Street	River Street	Stalwart Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$83,000	1.13
Unmet	Stalwart Street	L Avenue	Market Street	Crack Fill, Chip Seal, Fog Seal	$13,750	0.25
Unmet	Cade Avenue	Cindy Street	28th Street	Crack Fill, Chip Seal, Fog Seal	$3,250	0.06
Unmet	Country Meadows Drive	Duncan Avenue	28th Street	Crack Fill, Chip Seal, Fog Seal	$29,500	0.54
Unmet	Flowerfield Avenue	Country Meadows Drive	Prairie Hill Street	Crack Fill, Chip Seal, Fog Seal	$6,500	0.12
Unmet	Natalie Street	Wild Meadow Street	Cindy Street	Crack Fill, Chip Seal, Fog Seal	$3,250	0.06
Unmet	Prairie Hill Street	Ringling Avenue	Duncan Avenue	Crack Fill, Chip Seal, Fog Seal	$16,500	0.30
Unmet	Silverton Avenue	165' west of Durango Street	Country Meadows Drive	Crack Fill, Chip Seal, Fog Seal	$9,750	0.18
Unmet	Cindy Street	Natalie Street	Kristin Avenue	Crack Fill, Chip Seal, Fog Seal	$8,750	0.16
Unmet	Duncan Avenue	Country Meadows Drive	28th Street	Crack Fill, Chip Seal, Fog Seal	$10,500	0.19
Unmet	Ringling Avenue	Country Meadows Drive	28th Street	Crack Fill, Chip Seal, Fog Seal	$10,500	0.19
Unmet	Wild Meadow Street	Ringling Avenue	Kristin Avenue	Crack Fill, Chip Seal, Fog Seal	$29,500	0.54
Unmet	Durango Street	Crestwood Avenue	Silverton Avenue	Crack Fill, Chip Seal, Fog Seal	$11,000	0.20
Unmet	Moline Street	Celery Street	Comstock Avenue	Crack Fill, Chip Seal, Fog Seal	$9,750	0.18
Unmet	Blalock Street	Gleason Street	M-96	Crack Fill, Chip Seal, Fog Seal	$8,250	0.15
Unmet	Gleason Street	Ocum Street	572' east of Blalock Street	Crack Fill, Chip Seal, Fog Seal	$9,250	0.17
Unmet	Ocum Street	Gleason Street	M-96	Crack Fill, Chip Seal, Fog Seal	$8,250	0.15
Unmet	Winterburn Street	650' south of M-96	M-96	Crack Fill, Chip Seal, Fog Seal	$6,750	0.12
Unmet	Abbey Street	River Street	Metzger Street	Crack Fill, Chip Seal, Fog Seal	$20,250	0.37
Unmet	Comstock Avenue	River Street	Conrad Street	Crack Fill, Chip Seal, Fog Seal	$12,500	0.23
Unmet	Conrad Street	Celery Street	Comstock Avenue	Crack Fill, Chip Seal, Fog Seal	$9,750	0.18
Unmet	Francis Street	River Street	Henry Street	Crack Fill, Chip Seal, Fog Seal	$31,250	0.57
Unmet	Gateway Street	Celery Street	Wright Street	Crack Fill, Chip Seal, Fog Seal	$2,250	0.04
Unmet	Metzger Street	Celery Street	Asbbey Street	Crack Fill, Chip Seal, Fog Seal	$7,750	0.14
Unmet	Wright Street	Moline Street	Gateway Street	Crack Fill, Chip Seal, Fog Seal	$30,500	0.56
Unmet	Celery Street	River Street	Roe Street	Crack Fill, Chip Seal, Fog Seal	$34,500	0.63
Unmet	Interstate Parkway	Old Cork Street	785' north of Old Cork Street	Crack Fill, Chip Seal, Fog Seal	$8,750	0.16
Unmet Needs Total					**$649,000**	**10.48**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Comstock Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Grand Total					**$5,332,430**	**74.78**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Cooper Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	23rd Street	E Avenue	DE Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.25
2026	14th Street	D Avenue	C Avenue	Chip Seal, Fog Seal	$27,000	1.00
2026	16th Street	Douglas Avenue	B Avenue	Chip Seal Trial	$34,000	0.65
2026	DE Avenue	23rd Street	1320' east of 23rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$45,333	0.25
2026	E Avenue	5280' west of Riverview Drive	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$45,333	1.00
2026	E Avenue	Riverview Drive	23rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$45,333	0.75
2026	B Avenue	Riverview Drive	22nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$43,500	0.50
2026	B Avenue	22nd Street	24th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$43,500	1.00
2026	Cutters Ridge Ave	Flagstone Street	14th Street	Chip Seal Trial	$7,809	0.09
2026	Sandstone Avenue	Heather Ridge Street	Flagstone Street	Chip Seal Trial	$7,809	0.11
2026	Flagstone Street	Sandstone Avenue	Timberstone Avenue	Chip Seal Trial	$7,809	0.15
2026	Heather Ridge Street	Sandstone Avenue	Timberstone Avenue	Chip Seal Trial	$7,809	0.15
2026	Timberstone Avenue	Heather Ridge Street	Flagstone Street	Chip Seal Trial	$7,809	0.11
2026	Brownstone Avenue	238' west of Heather Ridge Stree	Heather Ridge Street	Chip Seal Trial	$7,809	0.05
2026	Northridge Street	Timberstone Avenue	245' north of Timberstone Avenu	Chip Seal Trial	$7,809	0.05
2026	Sharon Street	Spartan Drive	Summerdale Avenue	Chip Seal Trial	$12,447	0.08
2026	Spartan Drive	713' west of Sharon Street	Simmons Street	Chip Seal Trial	$12,447	0.29
2026	Summerdale Avenue	657' west of Sharon Street	Solvel Street	Chip Seal Trial	$12,447	0.34
2026	Simmons Street	G Avenue	Summerdale Avenue	Chip Seal Trial	$12,447	0.21
2026	Spiral Street	Spartan Drive	Summerdale Avenue	Chip Seal Trial	$12,447	0.12
2026 Total					**$415,897**	**7.15**
2027	16th Street	B Avenue	AB Avenue	Chip Seal Trial	$50,750	0.50
2027	G Avenue	2798' west of Riverview Drive	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,250	0.53
2027	Old Douglas Avenue	G Avenue	F Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$69,000	1.10
2027	G Avenue	14th Street	Old Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$75,250	1.20
2027	17th Street	D Avenue	C Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$62,750	1.00
2027	B Avenue	17th Street	2218' east of 17th Street	Gravel Resurface	$21,250	0.42
2027	Roosevelt Avenue	20th Street	1327' east of 20th Street	Milling, HMA Overlay	$62,000	0.25
2027	Polk Street	Roosevelt Avenue	594' north of Roosevelt Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,667	0.22
2027	21st Street	Roosevelt Avenue	McKinley Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,667	0.13
2027	Roosevelt Avenue	21st Street	954' east of Polk Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,667	0.43
2027	20th Street	Roosevelt Avenue	McKinley Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,500	0.13

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Cooper Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Fineview Avenue	Douglas Avenue	Westnedge Avenue	Crack Fill, Chip Seal, Fog Seal	$31,000	0.75
2027	20th Street	G Avenue	Roosevelt Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,500	1.13
2027 Total					**$511,251**	**7.78**
2028	F Avenue	Douglas Avenue	Westnedge Ave	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$58,750	0.90
2028	G Avenue	Douglas Avenue	Westnedge Ave	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$26,000	0.40
2028	G Avenue	Old Douglas Avenue	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$26,000	0.40
2028	G Avenue	Westnedge Ave	1584' east of Westnedge	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,500	0.30
2028	Boulder Avenue	241' west of Rolling Meadows Dr	Rolling Meadows Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.05
2028	Glacier Valley Avenue	Rolling Meadows Drive	Hillview Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.10
2028	Hillview Street	Glacier Valley Avenue	Rock Crest Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,000	0.09
2028	Red Rock Trail	Walkers Ridge Road	Rolling Meadows Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,500	0.38
2028	Rock Crest Avenue	Rolling Meadows Drive	Hillview Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.10
2028	Stoney Hill Drive	Rolling Meadows Drive	767' east of Rolling Meadows Dri	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,250	0.15
2028	Eaglehead Avenue	Red Rock Trail	587' Rolling Meadows Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,750	0.21
2028	Springbrook Drive	2905' west of Riverview Drive	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$46,750	0.55
2028	Everhard Avenue	G Avenue	Remus Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,000	0.26
2028	Remus Street	Everhard Avenue	20th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,250	0.24
2028	Collingwood Avenue	G Avenue	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$84,750	1.00
2028	Boylan Street	G Avenue	Colby Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,750	0.34
2028	Colby Avenue	20th Street	Collingwood Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,000	0.28
2028	Wayne Avenue	Collingwood Avenue	Colby Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,500	0.25
2028	Weller Street	Collingwood Avenue	Colby Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,000	0.15
2028	Polaris Street	Solvel Street	Lindenwood Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,000	0.13
2028	Lindenwood Street	Thayer Avenue	94' north of Polaris Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,250	0.19
2028	Solvel Street	G Avenue	Polaris Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$39,500	0.46
2028	Tibet Drive	388' west of Shangri-La Drive	Canton Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,250	0.26
2028 Total					**$571,000**	**7.19**
2029	16th Street	AB Avenue	Baseline Road	Milling, HMA Overlay	$174,500	0.73
2029	Hunters Crossing	D Avenue	Woodview Grover	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,250	0.15
2029	Wildflower Path	Hunters Crossing	956' east of Hunters Crossing	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,000	0.18
2029	Woodview Grover	Hunters Crossing	287' east of Hunters Crossing	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,750	0.05

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Cooper Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Rolling Meadows Drive	Eaglehead Avenue	D Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$56,250	0.64
2029	Walkers Ridge Road	12th Street	654' east of Red Rock Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$25,250	0.29
2029	Lanfair Avenue	Douglas Avenue	Woodlure Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.20
2029	Lonsdale Road	Woodlure Drive	Lanfair Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,500	0.07
2029	Woodlure Drive	Douglas Avenue	Lanfair Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,250	0.24
2029	British Street	Saint Luke Avenue	E Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.10
2029	Camden Way Avenue	Rapids Way Street	14th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,500	0.08
2029	Durham Street	Liverpool Avenue	Saint Luke Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,750	0.09
2029	Lockett Street	250' south of Liverpool Avenue	Liverpool Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,250	0.05
2029	Rapids Way Street	1165' south of Liverpool Avenue	Saint Luke Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,000	0.30
2029	Saint Luke Avenue	99' west of Durham Street	Rapids Way Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,250	0.26
2029	Liverpool Avenue	Durham Street	Rapids Way Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,000	0.25
2029	Granite Avenue	Rocky Road	Quartz Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,750	0.22
2029	Artic Avenue	Mountain Ridge Street	North Peak Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,250	0.14
2029	Mountain Ridge Street	Tahoe Avenue	Artic Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,750	0.09
2029	Nordic Avenue	Mountain Ridge Street	North Peak Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,250	0.15
2029	North Peak Street	G Avenue	180' north of Artic Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,000	0.24
2029	Tahoe Avenue	Mountain Ridge Street	North Peak Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,250	0.15
2029	Wolverine Avenue	Mount Olivet Road	Mountain Ridge Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,250	0.07
2029 Total					**$530,000**	**4.76**
2030	Baseline Road	Riverview Drive	22nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	AB Avenue	16th Street	17th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$35,250	0.50
2030	C Avenue	Douglas Avenue	17th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$35,250	0.50
2030	E Avenue	14th Street	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	E Avenue	Douglas Avenue	Westnedge Ave	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	F Avenue	12th Street	14th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	F Avenue	14th Street	Old Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	F Avenue	Old Douglas Avenue	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,000	0.10
2030 Total					**$430,000**	**6.10**
Unmet	B Avenue	12th Street	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$117,500	1.60
Unmet	B Avenue	16th Street	17th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$36,750	0.50

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Cooper Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	B Avenue	Douglas Avenue	16th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$29,250	0.40
Unmet	22nd Street	B Avenue	Baseline Road	Crack Fill, Chip Seal, Fog Seal	$61,750	1.13
Unmet	Baseline Road	Douglas Avenue	16th Street	Crack Fill, Chip Seal, Fog Seal	$28,500	0.52
Unmet	AB Avenue	12th Street	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$110,000	1.50
Unmet	14th Street	E Avenue	D Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	14th Street	F Avenue	E Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	14th Street	G Avenue	F Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	17th Street	B Avenue	AB Avenue	Chip Seal	$20,750	0.50
Unmet	17th Street	C Avenue	B Avenue	Chip Seal	$41,500	1.00
Unmet	19th Street	B Avenue	6547' north of B Avenue	Chip Seal	$51,500	1.24
Unmet	B Avenue	19th Street	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$95,500	1.30
Unmet	C Avenue	12th Street	14th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	C Avenue	14th Street	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	C Avenue	Riverview Drive	24th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$86,000	1.17
Unmet	E Avenue	12th Street	14th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	Old Douglas Avenue	F Avenue	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,000	0.30
Unmet	Cardinal Hills Trail	283' north of Crimson Oak Avenu	Cinamon Woods Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$30,250	0.32
Unmet	Cinamon Woods Trail	Cardinal Hills Trail	Crimson Oak Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,250	0.10
Unmet	Crimson Oak Avenue	Riverview Drive	Cinamon Woods Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,500	0.25
Unmet	Springbrook Avenue	Riverview Drive	E Avenue	Gravel, Pulverize, HMA Paving	$580,750	0.78
Unmet	Shady Grove Street	Springbrook Avenue	E Avenue	Gravel, Pulverize, HMA Paving	$208,750	0.28
Unmet	Springbrook Lane	Springbrook Avenue	424' south of Springbrook Avenu	Gravel, Pulverize, HMA Paving	$59,500	0.08
Unmet	Twin Spruce Drive	Shady Grove Street	183' west of Shady Grove Street	Milling, HMA Overlay	$131,500	0.39
Unmet	McKinley Street	20th Street	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$100,250	1.05
Unmet	Deerland Street	Greenland Street	Lands End Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,500	0.17
Unmet	Greenland Street	Deerland Street	Lands End Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.19
Unmet	Lands End Drive	G Avenue	Deerland Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,750	0.35
Unmet	Patland Drive	G Avenue	Deerland Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,500	0.17
Unmet	Rolling Hills Drive	1585' west of Douglas Avenue	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,750	0.30
Unmet	Henshaw Street	G Avenue	Moffett Avenue	Milling, HMA Overlay	$24,250	0.07
Unmet	Moffett Avenue	Westnedge Avenue	Henshaw Street	Milling, HMA Overlay	$44,250	0.13
Unmet	Beverly Avenue	G Avenue	Remus Street	Milling, HMA Overlay	$86,750	0.26
Unmet	Travis Road	20th Street	1320' east of Travis Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,750	0.25

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Cooper Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Keyes Drive	G Avenue	92' north of Bracket Avenue	Gravel, Pulverize, HMA Paving	$475,000	0.64
Unmet	Rosedale Avenue	Collingwood Avenue	Riverview Drive	Gravel, Pulverize, HMA Paving	$105,750	0.14
Unmet	Harmon Avenue	Keyes Drive	Riverview Drive	Gravel, Pulverize, HMA Paving	$59,750	0.08
Unmet	Rosedale Avenue	20th Street	Collingwood Avenue	Milling, HMA Overlay	$73,000	0.22
Unmet	Bracket Avenue	Keyes Drive	Riverview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,750	0.08
Unmet	Amarillo Street	Citadel Street	Clato Street	Gravel, Pulverize, HMA Paving	$178,500	0.24
Unmet	Clato Street	Amarillo Street	426' north of Sandra Drive	Gravel, Pulverize, HMA Paving	$288,000	0.39
Unmet	Linda Lane	216' south of Sandra Drive	Sandra Drive	Gravel, Pulverize, HMA Paving	$30,250	0.04
Unmet	Manana Street	130' south of Tanda Avenue	Tanda Avenue	Gravel, Pulverize, HMA Paving	$18,250	0.02
Unmet	Pico Street	Lindenwood Street	Clato Street	Gravel, Pulverize, HMA Paving	$52,000	0.07
Unmet	Sandra Drive	Clato Street	Mount Olivet Drive	Gravel, Pulverize, HMA Paving	$85,250	0.11
Unmet	Summerfield Street	Wolverine Avenue	Tanda Avenue	Gravel, Pulverize, HMA Paving	$140,250	0.19
Unmet	Tanda Avenue	Clato Street	Mount Olivet Drive	Gravel, Pulverize, HMA Paving	$149,750	0.20
Unmet	Wolverine Avenue	Citadel Street	Mount Olivet Drive	Gravel, Pulverize, HMA Paving	$97,750	0.13
Unmet	Citadel Street	G Avenue	Amarillo Street	Gravel, Pulverize, HMA Paving	$86,250	0.12
Unmet	Hillsight Street	Thayer Avenue	Polaris Street	Milling, HMA Overlay	$61,000	0.18
Unmet	Thayer Avenue	Bracket Avenue	Lindenwood Street	Milling, HMA Overlay	$166,000	0.49
Unmet	Bracket Avenue	Riverview Drive	241' east of Thayer Avenue	Milling, HMA Overlay	$41,750	0.12
Unmet	Chandra Drive	Canton Drive	Nancy Ann Drive	Gravel, Pulverize, HMA Paving	$127,250	0.17
Unmet	Canton Drive	Brenda Lane East	Nancy Ann Drive	Gravel, Pulverize, HMA Paving	$186,750	0.25
Unmet	Rollridge Avenue	Mount Olivet Road	24th Street	Gravel, Pulverize, HMA Paving	$667,000	0.90
Unmet	Brenda Lane East	Rollridge Avenue	Canton Drive	Gravel, Pulverize, HMA Paving	$152,000	0.21
Unmet	Brenda Lane West	Rollridge Avenue	Canton Drive	Gravel, Pulverize, HMA Paving	$167,250	0.23
Unmet	Nancy Ann Drive	Canton Drive	Chandra Drive	Gravel, Pulverize, HMA Paving	$135,500	0.18
Unmet	Shangri-La Drive	Mount Olivet Road	Tibet Drive	Milling, HMA Overlay	$39,250	0.12
Unmet	Oriole Street	Rollridge Avenue	Sparrow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,000	0.06
Unmet	Pattie Circle	Rocky Road	Rocky Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,500	0.04
Unmet	Pine Knoll Avenue	Whitmore Street	584' east of Whitmore Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,500	0.11
Unmet	Pinto Drive	Mount Olivet Road	231' east of Brenda Lane East	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$25,750	0.27
Unmet	Quartz Street	Granite Avenue	Stoney Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.10
Unmet	Rocky Road	Rollridge Avenue	Stoney Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$26,000	0.27
Unmet	Sparrow Avenue	Oriole Street	Wren Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,250	0.25
Unmet	Stoney Avenue	Rocky Road	Quartz Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,000	0.21

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Cooper Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Whitmore Street	Rollridge Avenue	Pine Knoll Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,500	0.08
Unmet	Wren Street	Rollridge Avenue	Sparrow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,000	0.06
Unmet Needs Total					**$6,308,000**	**29.29**
Grand Total					**$8,766,148**	**62.27**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	Westwood Drive Garag	Road	Western Property line	Contruction	$152,000	
2026	Turwill Lane	1,002' south of M-343	Croyden Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.66
2026	Alamo Avenue	Turwill Lane	Cherokee Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.21
2026	Canterbury Avenue	198' west of Turwill Lane	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.50
2026	Croyden Avenue	198' west of Turwill Lane	Nichols Road	Chip Seal, Fog Seal	$15,000	0.50
2026	Devonshire Avenue	198' west of Turwill Lane	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.50
2026	Grace Road	Gorham Lane	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.37
2026	Huron Avenue	Turwill Lane	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.46
2026	Iroquois Trail	165' west of Turwill Lane	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.50
2026	Marlane Avenue	Mohawk Street	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.12
2026	Mohawk Street	Croyden Avenue	440' north of Iroquois Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.28
2026	Mohawk Street	Olney Road	Croyden Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.31
2026	Seminole Street	Croyden Avenue	Grand Prairie Road	Chip Seal, Fog Seal	$15,000	0.53
2026	Turwill Lane	Croyden Avenue	Ottawa Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.36
2026	Cherokee Street	Croyden Avenue	Alamo Avenue	Crack Fill, Chip Seal, Fog Seal	$12,500	0.28
2026	Cherokee Street	M-343	Croyden Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.47
2026	Cranbrook Avenue	Cherokee Street	Croyden Avenue	Crack Fill, Chip Seal, Fog Seal	$15,000	0.21
2026	Gorham Lane	M-343	Devonshire Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.34
2026	Ottawa Avenue	661' west of Seminole Street	660' east of Seminole Street	Crack Fill, Chip Seal, Fog Seal	$15,000	0.25
2026	Pontiac Avenue	660' west of Seminole Street	660' east of Seminole Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.25
2026	Olney Road	Gorham Lane	Nichols Road	Chip Seal, Fog Seal	$15,000	0.37
2026	Ohio Avenue	Mulhearne Avenue	Edna Boulevard	Crack Fill, Chip Seal, Fog Seal	$7,000	0.02
2026	Edna Blvd	Mulhearn Avenue	Nazareth Road	Chip Seal, Fog Seal	$7,000	0.22
2026	Miami Avenue	Baker Drive	Nazareth Road	Crack Fill, Chip Seal, Fog Seal	$7,000	0.25
2026	Mulhearn Avenue	Baker Drive	Nazareth Road	Crack Fill, Chip Seal, Fog Seal	$7,000	0.25
2026	Tampa Street	Baker Drive	Nazareth Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,000	0.25
2026	Baker Drive	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$7,000	0.25
2026	Baker Drive	Gertrude Street	Mulhearn Avenue	Chip Seal, Fog Seal	$7,000	0.16
2026	Dwillard Drive	356' south of Kenilworth Ave	East Main Street	Milling, HMA Overlay	$82,000	0.44
2026	Ashley Drive	Kenilworth Avenue	East Main Street	Milling, HMA Overlay	$87,000	0.38
2026	Arthur Avenue	Charles Street	East Main Street	Milling, HMA Overlay	$99,000	0.51
2026	Clearview Street	Kenilworth Avenue	East Main Street	Milling, HMA Overlay	$82,000	0.38
2026 Total					**$848,500**	**10.58**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Winding Way	Ravine Road	1,960' east of Ravine Road	Chip Seal, Fog Seal	$18,000	0.40
2027	Winding Way	1,892' west of Rockwood Drive	949' east of Rockwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.54
2027	Rockwood Drive	Winding Way	Meadowcroft Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.34
2027	Meadowcroft Avenue	Rockwood Drive	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.31
2027	Runnymede Drive	Rockwood Drive	Stonegate Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.25
2027	Northview Drive	Rockwood Drive	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.34
2027	Stonegate Road	Northview Drive	274' north of Glengarry Avenue	Crack Fill, Chip Seal, Fog Seal	$9,000	0.17
2027	Fenimore Avenue	Oak Opening Street	East Main Street	Milling, HMA Overlay	$100,000	0.41
2027	Coy Avenue	Arthur Avenue	Craft Avenue	Milling, HMA Overlay	$78,000	0.63
2027	Dearborn Avenue	370' west of Fenimore Ave	Craft Avenue	Milling, HMA Overlay	$155,000	0.28
2027	Glen Street	Waldorf Street	G Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,750	0.17
2027	Coventry Avenue	Beverton Street	208' east of Beverton Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.03
2027	Glengarry Avenue	Beverton Street	Nichols Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.39
2027	Havenbrook Street	Glengarry Avenue	185' north of Glengarry Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.03
2027	Thornhill Avenue	969' west of Laurell Hill Street	Nichols Road	Crack Fill, Chip Seal, Fog Seal	$9,000	0.32
2027	Beverton Street	Glengarry Avenue	153' north of Coventry Avenue	Crack Fill, Chip Seal, Fog Seal	$9,000	0.07
2027	Laurell Hill Street	310' south of Thornhill Avenue	Thornhill Avenue	Crack Fill, Chip Seal, Fog Seal	$9,000	0.13
2027	Colgrove Avenue	Junction Avenue	M-343	Crack Fill, Chip Seal, Fog Seal	$4,750	0.10
2027	Henson Avenue	526' south of Junction Avenue	M-343	Crack Fill, Chip Seal, Fog Seal	$20,000	0.43
2027	Colgrove Avenue	703' south of Junction Avenue	Junction Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.13
2027	Colgrove Avenue	M-343	540' north of M-343	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,250	0.10
2027	Henson Avenue	M-343	1,147' north of M-343	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,250	0.21
2027	Junction Avenue	Humphrey Street	Elkerton Avenue	Crack Fill, Chip Seal, Fog Seal	$16,000	0.34
2027	Lakeview Avenue	Henson Avenue	297' east of Henson Avenue	Crack Fill, Chip Seal, Fog Seal	$2,250	0.05
2027	Trimble Avenue	Junction Avenue	M-343	Crack Fill, Chip Seal, Fog Seal	$5,500	0.12
2027	Lakewood Drive	M-343	370' north of W Main Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.07
2027	Castle Street	Brook Drive	Fairfield Avenue	Chip Seal, Fog Seal	$3,250	0.08
2027	Castle Street	Clark Avenue	Brook Drive	Chip Seal, Fog Seal	$2,500	0.06
2027	Fairfield Avenue	M-343	225' north of Hilltop Street	Chip Seal, Fog Seal	$19,000	0.46
2027	Seamers Street	Brook Drive	Fairfield Avenue	Chip Seal, Fog Seal	$3,250	0.08
2027	Gertrude Street	Stamford Avenue	Baker Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,250	0.34
2027	Craft Avenue	East Main Street	675' north of East Main Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,500	0.12

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Woodrow Drive	Texel Drive	Asbury venue	Chip Seal, Fog Seal	$2,500	0.06
2027	Kenilworth Avenue	370' west of Fenimore Ave	Washburn Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,500	0.28
2027	Kenilworth Avenue	Washburn Avenue	Nazareth Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$42,750	0.68
2027	Gayle Avenue	Charles Street	East Main Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,000	0.51
2027	Washburn Avenue	Charles Avenue	East Main Street	Chip Seal, Fog Seal	$21,000	0.51
2027	Avondale Circle	Avondale Drive	130' east of Avondale Drive	Chip Seal, Fog Seal	$750	0.02
2027	Avondale Drive	Craft Avenue	Craft Avenue	Chip Seal, Fog Seal	$11,500	0.28
2027	Chrysler Street	Kenilworth Avenue	East Main Street	Chip Seal, Fog Seal	$15,750	0.38
2027	Craft Avenue	Kenilworth Avenue	East Main Street	Chip Seal, Fog Seal	$15,750	0.38
2027	Campbell Avenue	W Main Street	Pinehurst Blvd	Chip Seal, Fog Seal	$14,000	0.62
2027	Pinehurst Blvd	W Main Street	Alamo Avenue	Chip Seal, Fog Seal	$33,500	0.81
2027	Gilkson Avenue	954' south of M-343	M-343	Chip Seal, Fog Seal	$7,500	0.18
2027	Nelson Avenue	954' south of M-343	M-343	Chip Seal, Fog Seal	$7,500	0.18
2027	1 Raodway (2000')	East Main Street	Kenilworth Avenue	Design Survey	$85,000	
2027	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Contruction	$700,000	
2027 Total					**$1,623,250**	**12.39**
2028	Tyler Street	Westnedge Avenue	1,215' east of Westnedge Avenue	Gravel Resurface	$12,250	0.23
2028	Burdick Street	Mosel Avenue	2,535' north of Mosel Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,250	0.48
2028	Westnedge Avenue	West Dunkley Street	1,320' north of West Dunkley Str	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,250	0.25
2028	Market Street	Olmstead Road	Sprinkle Road	Milling, HMA Overlay	$114,750	0.50
2028	Silver Hills Avenue	Nazareth Road	508' east of Enterprise Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,500	0.19
2028	Mandarin Grove Lane	Mulberry Lane	Mountain Ash Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,500	0.16
2028	Meadowcroft Lane	Nichols Road	Mountain Ash Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,500	0.16
2028	Mountain Ash Lane	Meadocroft Lane	Mandarin Grove Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,000	0.06
2028	Mulberry Lane	Meadocroft Lane	Mandarin Grove Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,000	0.06
2028	Silverleaf Lane	Hickorynut Lane	Arrowwood Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,500	0.10
2028	Cypress Creek Lane	Hickory Nut Lane	G Avenue	Crack Fill, Chip Seal, Fog Seal	$19,000	0.39
2028	Sweet Cherry Lane	Hickory Nut Lane	G Avenue	Crack Fill, Chip Seal, Fog Seal	$24,250	0.50
2028	Yellowpine Lane	Hickorynut Lane	G Avenue	Crack Fill, Chip Seal, Fog Seal	$12,250	0.25
2028	Valley Glen Circle	Vliet Lane	Vliet Lane	Crack Fill, Chip Seal, Fog Seal	$16,000	0.33
2028	Fir Avenue	Cumberland Street	Sagebrush Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,500	0.13
2028	Yew Street	Skyline Street	Tamrack Street	Crack Fill, Chip Seal, Fog Seal	$3,000	0.06

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2028	Vale View Road	Alamo Avenue	477' north of Alamo Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,750	0.09
2028	Ann Street	Stamford Avenue	Baker Drive	Chip Seal, Fog Seal	$20,250	0.47
2028	Asbury Avenue	M-343	Sunnyside Drive	Chip Seal, Fog Seal	$12,500	0.29
2028	Bronx Avenue	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$10,750	0.25
2028	Nassau Street	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$10,750	0.25
2028	Stamford Avenue	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$10,750	0.25
2028	Sunnyside Avenue	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$10,750	0.25
2028	Sunnyside Avenue	Gertrude Street	M-343	Chip Seal, Fog Seal	$19,000	0.44
2028	Texel Drive	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$10,750	0.25
2028	Texel Drive	Gertrude Street	M-343	Chip Seal, Fog Seal	$20,500	0.48
2028	Waverly Drive	East Main Street	Gertrude Street	Chip Seal, Fog Seal	$10,750	0.25
2028	Darling Street	Schippers Lane	Charles Avenue	Chip Seal, Fog Seal	$6,750	0.16
2028	Dayton Avenue	Charles Street	East Main Street	Chip Seal, Fog Seal	$22,000	0.51
2028	Dell Avenue	Cooper Avenue	235' east of The Dells Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,500	0.04
2028	Ira Avenue	Charles Avenue	East Main Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,250	0.51
2028	Lum Avenue	Charles Street	East Main Street	Chip Seal, Fog Seal	$22,000	0.51
2028	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Contruction	$700,000	
2028	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Design Survey	$85,000	
2028 Total					**$1,319,500**	**8.85**
2029	Mosel Avenue	Riverview Drive	1,268' east of Riverview Drive	Crack Fill, Chip Seal, Fog Seal	$12,000	0.24
2029	Allen Street	Westnedge Avenue	1,848' east of Westnedge Avenue	Chip Seal, Fog Seal	$15,500	0.35
2029	Pitcher Street	Mosel Avenue	G Avenue	Chip Seal, Fog Seal	$46,750	1.05
2029	Riverview Drive	Mosel Avenue	317' north of Mosel Avenue	Chip Seal, Fog Seal	$2,750	0.06
2029	Nichols Road	Barney Road	G Avenue	Crack Fill, Chip Seal, Fog Seal	$50,500	1.00
2029	Old Douiglas Avenue	Douglas Avenue	G Avenue	Chip Seal, Fog Seal	$13,500	0.30
2029	Foster Street	Market Street	Lake Street	Chip Seal, Fog Seal	$13,750	0.31
2029	Enterprise Drive	Silver Hills Avenue	748' east of Enterprise Drive	Crack Fill, Chip Seal, Fog Seal	$7,000	0.14
2029	Maple Street	M-343	2,448' north of M-343	Chip Seal, Fog Seal	$20,500	0.46
2029	Edison Street	Douglas Avenue	Westnedge Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,000	0.50
2029	George Street	Stassen Street	G Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,500	0.23
2029	Stassen Street	Edison Street	Westnedge Avenue	Crack Fill, Chip Seal, Fog Seal	$9,000	0.18
2029	Taft Street	Edison Street	G Avenue	Crack Fill, Chip Seal, Fog Seal	$8,500	0.17

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Truman Street	Edison Street	G Avenue	Chip Seal, Fog Seal	$7,500	0.17
2029	Waldorf Street	Edison Street	G Avenue	Chip Seal, Fog Seal	$7,500	0.17
2029	Alecia Avenue	Christine Street	Westnedge Avenue	Chip Seal, Fog Seal	$8,000	0.18
2029	Beth Avenue	Chloe Street	Christine Street	Chip Seal, Fog Seal	$7,500	0.17
2029	Chloe Street	127' west of Beth Avenue	Beth Avenue	Chip Seal, Fog Seal	$1,000	0.02
2029	Christine Street	Alecia Avenue	Beth Avenue	Chip Seal, Fog Seal	$5,750	0.13
2029	Woodward Avenue	800' south of West Mosel Street	West Mosel Street	Crack Fill, Chip Seal, Fog Seal	$7,500	0.15
2029	Woodward Avenue	857' south of Amsterdam Street	525' north of Amsterdam Street	Crack Fill, Chip Seal, Fog Seal	$13,250	0.26
2029	Orchard Avenue	1,122' west of Douglas Avenue	Douglas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.22
2029	Old Riverview Drive	1,678' south of Mosel Avenue	Mosel Avenue	Crack Fill, Chip Seal, Fog Seal	$15,750	0.31
2029	Ida Street	Colgrove Avenue	Elkerton Avenue	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2029	Wayside Road	Humphrey Street	880' north of Humphrey Street	Crack Fill, Chip Seal, Fog Seal	$8,000	0.16
2029	Woodrow Drive	East Main Street	Gertrude Street	Crack Fill, Chip Seal, Fog Seal	$12,750	0.25
2029	Fenimore Avenue	East Main Street	Humphrey Street	Chip Seal, Fog Seal	$6,750	0.15
2029	Briar Place	Fenimore Avenue	Chicago Avenue	Chip Seal, Fog Seal	$2,750	0.06
2029	Charles Avenue	370' west of Fenimore Ave	Washburn Avenue	Crack Fill, Chip Seal, Fog Seal	$14,250	0.28
2029	Charles Avenue	Washburn Avenue	Arthur Avenue	Crack Fill, Chip Seal, Fog Seal	$16,250	0.32
2029	Chicago Avenue	East Main Street	Humphrey Street	Chip Seal, Fog Seal	$4,500	0.10
2029	Chicago Avenue	Schippers Lane	East Main Street	Chip Seal, Fog Seal	$28,500	0.64
2029	Oak Openings Street	370' west of Fenimore Ave	Chicago Avenue	Chip Seal, Fog Seal	$5,750	0.13
2029	The Dells Avenue	Chicago Avenue	Charles Avenue	Chip Seal, Fog Seal	$8,000	0.18
2029	Jefferson Avenue	Arlington Street	160' east of Arlington Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,000	0.03
2029	Clarendon Street	154' South of Hillsdale Avenue	Hillsdale Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$1,250	0.02
2029	Hillsdale Avenue	180' west of Ferndale Avenue	Berkley Street	Crack Fill, Chip Seal, Fog Seal	$30,750	0.61
2029	Richland Avenue	Hillsdale Avenue	Alamo Avenue	Crack Fill, Chip Seal, Fog Seal	$16,250	0.32
2029	Ellamarie Drive	648' west of Coolidge Avenue	Coolidge Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.12
2029	Haskell Street	Nichols Road	Hillsdale Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,250	0.49
2029	Crestview Avenue	629' west of Coolidge Avenue	Coolidge Avenue	Crack Fill, Chip Seal, Fog Seal	$5,500	0.11
2029	Santos Avenue	Nichols Road	Kendal Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,500	0.14
2029	Clarendon Street	Academy Street	M-343	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,000	0.25
2029	Westwood Drive	M-343	M-343	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,000	0.31
2029	Washington Boulevard	Boardman Street	Healy Street	Crack Fill, Chip Seal, Fog Seal	$2,500	0.05
2029	Carleton Avenue	Field Avenue	157' east of Bronson Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,500	0.48

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Field Avenue	Lake Street	Willow Boulevard	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,250	0.18
2029	Surprise Avenue	Lake Street	Carleton Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,750	0.07
2029	Riverside Avenue	Lake Street	Willow Boulevard	Crack Fill, Chip Seal, Fog Seal	$8,500	0.17
2029	Roy Avenue	Lake Street	Carleton Avenue	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2029	St. Joe Avenue	Riverside Avenue	Melrose Avenue	Crack Fill, Chip Seal, Fog Seal	$3,000	0.06
2029	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Contruction	$700,000	
2029	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Design Survey	$85,000	
2029 Total					**$1,445,750**	**12.59**
2030	Arrowwood Lane	Silverleaf Lane	165' east of Cypress Creek Lane	Chip Seal, Fog Seal	$18,000	0.39
2030	Barkwood Lane	Yellowpine Lane	Cypress Creek Lane	Chip Seal, Fog Seal	$4,750	0.10
2030	Blackoak Lane	Hickorynut Lane	G Avenue	Chip Seal, Fog Seal	$11,500	0.25
2030	Buttonwood Lane	Mountain Ash Lane	Sweet Cherry Lane	Chip Seal, Fog Seal	$2,250	0.05
2030	Cypress Creek Lane	Willowpoint Lane	Hickory Nut Lane	Chip Seal, Fog Seal	$18,000	0.39
2030	Green Oak Lane	Sweet Cherry Lane	Orange Meadow Lane	Chip Seal, Fog Seal	$6,500	0.14
2030	Hazelnut Lane	Sweet Cherry Lane	Cypress Creek Lane	Chip Seal, Fog Seal	$8,250	0.18
2030	Hickory Nut Lane	Nichols Road	164' east of Cypress Creek Lane	Chip Seal, Fog Seal	$23,250	0.50
2030	Orange Meadow Lane	Sweet Cherry Lane	Green Oak Lane	Chip Seal, Fog Seal	$8,250	0.18
2030	Palmbrook Lane	Hickorynut Lane	Arrowwood Lane	Chip Seal, Fog Seal	$4,750	0.10
2030	Pepperbush Lane	Hickorynut Lane	501' north of Arrowwood Lane	Chip Seal, Fog Seal	$9,250	0.20
2030	Sweet Cherry Lane	Green Oak Lane	Hickory Nut Lane	Crack Fill, Chip Seal, Fog Seal	$26,250	0.50
2030	Willow Point Lane	Cypress Creek Lane	Hazelnut Lane	Crack Fill, Chip Seal, Fog Seal	$5,250	0.10
2030	Ashby Lane	Edling Drive	Carsten Avenue	Chip Seal, Fog Seal	$4,250	0.09
2030	Carsten Avenue	Nichols Road	Piedmont Drive	Chip Seal, Fog Seal	$9,750	0.21
2030	Edling Drive	Carsten Avenue	Piedmont Drive	Chip Seal, Fog Seal	$8,750	0.19
2030	Piedmont Drive	Edling Drive	186' north of Carsten Avenue	Crack Fill, Chip Seal, Fog Seal	$9,500	0.18
2030	Vliet Lane	Nichols Road	Valley Glen Circle	Crack Fill, Chip Seal, Fog Seal	$4,750	0.09
2030	Thistle Mill Court	Squires Drive	760' east of Squires Drive	Crack Fill, Chip Seal, Fog Seal	$7,250	0.14
2030	Stolk Drive	1408' west of Nichlos Road	Nichlos Road	Crack Fill, Chip Seal, Fog Seal	$11,000	0.21
2030	Andora Avenue	Sagebrush Street	Tamrack Street	Crack Fill, Chip Seal, Fog Seal	$10,000	0.19
2030	Aspen Drive	Chaparral Street	Andora Avenue	Crack Fill, Chip Seal, Fog Seal	$13,750	0.26
2030	Chaparral Street	Grand Prairie Road	Aspen Drive	Crack Fill, Chip Seal, Fog Seal	$28,250	0.54
2030	Cumberland Street	Grand Prairie Road	2,701' north of Grand Prairie Roa	Crack Fill, Chip Seal, Fog Seal	$26,750	0.51

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030	Fawn Avenue	Sagebrush Street	Long Leaf Street	Crack Fill, Chip Seal, Fog Seal	$3,250	0.06
2030	Fir Avenue	Skyline Street	Tamrack Street	Crack Fill, Chip Seal, Fog Seal	$3,250	0.06
2030	Long Leaf Street	Sagebrush Street	Fawn Avenue	Crack Fill, Chip Seal, Fog Seal	$12,000	0.23
2030	Sagebrush Street	Grand Prairie Road	250' north of Andora Avenue	Crack Fill, Chip Seal, Fog Seal	$23,000	0.44
2030	Sequoia Court	Chaparral Street	423' east of Chaparral Street	Crack Fill, Chip Seal, Fog Seal	$4,250	0.08
2030	Skyline Street	Grand Prairie Road	Andora Avenue	Crack Fill, Chip Seal, Fog Seal	$19,000	0.36
2030	Tamrack Street	Yew Street	133' north of Andora Avenue	Crack Fill, Chip Seal, Fog Seal	$14,250	0.27
2030	Yucca Avenue	Cumberland Street	Chaparral Street	Crack Fill, Chip Seal, Fog Seal	$3,250	0.06
2030	Rock Valley Drive	1,082' south of Grand Prairie Roa	Grand Prairie Road	Crack Fill, Chip Seal, Fog Seal	$10,500	0.20
2030	Brownell Street	875' south of Alamo Avenue	Alamo Avenue	Chip Seal, Fog Seal	$7,500	0.16
2030	Doncrest Drive	188' west of Kaywood Drive	Kaywood Drive	Crack Fill, Chip Seal, Fog Seal	$2,000	0.04
2030	Harvey Avenue	Alamo Avenue	840' north of Alamo Avenue	Crack Fill, Chip Seal, Fog Seal	$8,500	0.16
2030	Junedale Drive	260' west of Kaywood Drive	Kaywood Drive	Crack Fill, Chip Seal, Fog Seal	$2,750	0.05
2030	Kaywood Drive	Alamo Avenue	846' north of Alamo Avenue	Crack Fill, Chip Seal, Fog Seal	$8,500	0.16
2030	Marywood Street	Alamo Avenue	Rusridge Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.12
2030	Melcrest Street	Alamo Avenue	Rusridge Avenue	Crack Fill, Chip Seal, Fog Seal	$6,750	0.13
2030	Rusridge Avenue	Melcrest Street	Marywood Street	Crack Fill, Chip Seal, Fog Seal	$3,250	0.06
2030	Warren Place	1,074' south of Alamo Ave	Alamo Avenue	Chip Seal, Fog Seal	$9,250	0.20
2030	Amsterdam Street	Woodward Avenue	North Westnedge Avenue	Crack Fill, Chip Seal, Fog Seal	$16,250	0.31
2030	Barclay Drive	Sonora Street	333' east of Shasta Drive	Crack Fill, Chip Seal, Fog Seal	$11,000	0.21
2030	Cimarron Drive	Barclay Drive	Mosel Avenue	Crack Fill, Chip Seal, Fog Seal	$11,500	0.22
2030	Darwood Avenue	493' west of Delray Street	Delray Street	Crack Fill, Chip Seal, Fog Seal	$4,750	0.09
2030	Delray Street	Fargo Avenue	Mosel Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.12
2030	Fargo Avenue	493' west of Delray Street	Sonora Street	Crack Fill, Chip Seal, Fog Seal	$11,000	0.21
2030	Laredo Street	Fargo Avenue	Mosel Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.12
2030	Sonora Street	Barclay Drive	Mosel Avenue	Crack Fill, Chip Seal, Fog Seal	$11,500	0.22
2030	Bixby Road	Junction Avenue	M-343	Crack Fill, Chip Seal, Fog Seal	$7,250	0.14
2030	Elkerton Avenue	Humphrey Street	M-343	Crack Fill, Chip Seal, Fog Seal	$22,500	0.43
2030	Elkerton Avenue	M-343	462' north of M-343	Crack Fill, Chip Seal, Fog Seal	$4,750	0.09
2030	Seemore Avenue	Humphrey Street	754' north of Humphrey Street	Crack Fill, Chip Seal, Fog Seal	$7,250	0.14
2030	Shaffer Street	M-343	1,544' north of Shaffer Street	Crack Fill, Chip Seal, Fog Seal	$15,250	0.29
2030	Climax Avenue	Hillsdale Avenue	Alamo Avenue	Crack Fill, Chip Seal, Fog Seal	$12,500	0.24
2030	Bretton Drive	Haskell Street	659' north of Haskell Street	Crack Fill, Chip Seal, Fog Seal	$6,250	0.12

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030	Calhoun Street	Haskell Street	659' north of Haskell Street	Crack Fill, Chip Seal, Fog Seal	$6,250	0.12
2030	Ferndale Avenue	Hillsdale Avenue	Alamo Avenue	Crack Fill, Chip Seal, Fog Seal	$9,000	0.17
2030	Grace Road	Nichols Road	Coolidge Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,000	0.24
2030	Sabin Street	693' south of W Main Street	M-343	Chip Seal, Fog Seal	$6,000	0.13
2030	Franklin Street	Olmstead Road	Sprinkle Road	Chip Seal, Fog Seal	$11,500	0.25
2030	Louisa Avenue	347' south of Phillips Street	Franklin Street	Chip Seal, Fog Seal	$5,500	0.12
2030	Phillips Street	Olmstead Road	Sprinkle Road	Chip Seal, Fog Seal	$11,500	0.25
2030	Wynn Road	Olmstead Road	Sprinkle Road	Chip Seal, Fog Seal	$11,250	0.24
2030	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Contruction	$700,000	
2030	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Design Survey	$85,000	
2030 Total					**$1,445,000**	**13.00**
Unmet	Hilltop Street	Brook Drive	Fairfield Avenue	Chip Seal, Fog Seal	$3,750	0.08
Unmet	Monterey Circle	Monterey Drive	142' north of Monterey Drive	Chip Seal, Fog Seal	$1,000	0.02
Unmet	Monterey Drive	Shasta Drive	Seville Avenue	Chip Seal, Fog Seal	$8,250	0.17
Unmet	Oxford Street	159' south of Barclay Drive	Barclay Drive	Chip Seal, Fog Seal	$1,500	0.03
Unmet	Seville Avenue	Shasta Drive	Monterey Drive	Chip Seal, Fog Seal	$4,250	0.09
Unmet	Shasta Drive	Barclay Drive	Mosel Avenue	Chip Seal, Fog Seal	$10,500	0.22
Unmet	Borgess Drive	Nazareth Road	Casper Street	Crack Fill, Chip Seal, Fog Seal	$13,000	0.24
Unmet	Grandessa Drive	Sunsprite Drive	697' east of Sunsprite Drive	Chip Seal, Fog Seal	$6,250	0.13
Unmet	Pristine Avenue	Nichols Road	742' east of Sunsprite Drive	Chip Seal, Fog Seal	$12,000	0.25
Unmet	Sonia Lane	Pristine Avenue	Sunsprite Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,500	0.13
Unmet	Sunsprite Drive	Pristine Avenue	520' east of Grandessa Drive	Chip Seal, Fog Seal	$14,500	0.30
Unmet	Wealthy Street	W Main Street	Kenwood Avenue	Crack Fill, Chip Seal, Fog Seal	$9,250	0.17
Unmet	Brook Drive	599' south of W Main Street	M-343	Chip Seal, Fog Seal	$5,250	0.11
Unmet	Heather Lane	213' south of M-343	M-343	Chip Seal, Fog Seal	$2,000	0.04
Unmet	Clark Avenue	M-343	Castle Street	Chip Seal, Fog Seal	$10,500	0.22
Unmet	Francis Ave	Nazareth Road	453' east of Francis Ave	Chip Seal, Fog Seal	$12,000	0.25
Unmet	Huntington Avenue	East Main Street	Francis Ave	Chip Seal, Fog Seal	$20,750	0.43
Unmet	Upland Drive	East Main Street	682' north of Gertrude Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,250	0.37
Unmet	Cooper Avenue	Dearborn Avenue	East Main Street	Crack Fill, Chip Seal, Fog Seal	$11,500	0.21
Unmet	Schippers Lane	East Michigan Avenue	Darling Street	Chip Seal, Fog Seal	$23,750	0.49
Unmet	Victor Avenue	East Michigan Avenue	608' north of East Michigan Aven	Gravel Resurface	$7,250	0.12

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Alley#1	Hillsdale Avenue	Pinehurst Blvd	Chip Seal, Fog Seal	$10,500	0.22
Unmet	Berkley Street	M-343	Hillsdale Avenue	Crack Fill, Chip Seal, Fog Seal	$21,750	0.40
Unmet	Clarendon Street	M-343	West North Street	Crack Fill, Chip Seal, Fog Seal	$10,500	0.19
Unmet	Commonwealth Avenue	Dartmouth Street	Arlington Street	Crack Fill, Chip Seal, Fog Seal	$9,750	0.18
Unmet	Commonwealth Place	Campbell Avenue	Dartmouth Street	Chip Seal, Fog Seal	$9,750	0.20
Unmet	Crown Street	Lacross Street	Hillsdale Avenue	Chip Seal, Fog Seal	$8,750	0.18
Unmet	Dartmouth Street	M-343	Hillsdale Avenue	Crack Fill, Chip Seal, Fog Seal	$24,000	0.44
Unmet	Jennison Avenue	W Main Street	Kenwood Avenue	Chip Seal, Fog Seal	$8,250	0.17
Unmet	Kenwood Street	Wealthy Street	Campbell Avenue	Chip Seal, Fog Seal	$8,250	0.17
Unmet	Lacross street	North Fletcher Avenue	Pinehurst Blvd	Chip Seal, Fog Seal	$8,750	0.18
Unmet	West North Street	Dartmouth Street	Berkley Street	Crack Fill, Chip Seal, Fog Seal	$6,500	0.12
Unmet	Wilmette Street	665' west of Pinehurst Blvd	Pinehurst Blvd	Chip Seal, Fog Seal	$5,750	0.12
Unmet	Arlington Street	M-343	Jefferson Street	Chip Seal, Fog Seal	$6,250	0.13
Unmet	Waverly Street	665' west of Pinehurst Blvd	Pinehurst Blvd	Chip Seal, Fog Seal	$5,750	0.12
Unmet	Althea street	Coolidge Avenue	North Fletcher Avenue	Chip Seal, Fog Seal	$9,250	0.19
Unmet	Atlee Avenue	Bretton Drive	Manor Street	Chip Seal, Fog Seal	$2,500	0.05
Unmet	Bretton Drive	Atlee Avenue	Haskell Street	Chip Seal, Fog Seal	$4,250	0.09
Unmet	Coolidge Avenue	W Main Street	127' north of Timberleaf Lane	Chip Seal, Fog Seal	$37,250	0.77
Unmet	Ellamarie Drive	Coolidge Avenue	Jenks Boulevard	Chip Seal, Fog Seal	$3,000	0.06
Unmet	Grand Pre Avenue	W Main Street	Timberleaf Lane	Chip Seal, Fog Seal	$37,250	0.77
Unmet	Jenks Boulevard	Grand Pre Avenue	Haskell Street	Chip Seal, Fog Seal	$26,500	0.55
Unmet	Manor Street	Atlee Street	661' north of Haskell Street	Chip Seal, Fog Seal	$11,500	0.24
Unmet	North Fletcher Avenue	W Main Street	Haskell Street	Chip Seal, Fog Seal	$29,000	0.60
Unmet	Olney Road	Nichols Road	Jenks Boulevard	Chip Seal, Fog Seal	$17,750	0.37
Unmet	Timberleaf Lane	Coolidge Avenue	Grand Pre Avenue	Chip Seal, Fog Seal	$2,000	0.04
Unmet	Cherry Hill Street	775' south of Santos Avenue	Santos Avenue	Chip Seal, Fog Seal	$6,750	0.14
Unmet	Lauderdale Drive	2,095' south of M-343	M-343	Crack Fill, Chip Seal, Fog Seal	$21,750	0.40
Unmet	Academy Street	165' west of Dartmouth Street	199' east of Arlington Street	Chip Seal, Fog Seal	$12,500	0.26
Unmet	Arlington Street	Academy Street	M-343	Chip Seal, Fog Seal	$11,000	0.23
Unmet	Berkley Street	Academy Street	M-343	Chip Seal, Fog Seal	$11,500	0.24
Unmet	Dartmouth Street	179' south of Academy Street	M-343	Chip Seal, Fog Seal	$14,500	0.30
Unmet	Grove Street	165' west of Dartmouth Street	191' east of Arlington Street	Chip Seal, Fog Seal	$12,000	0.25
Unmet	North Fletcher Avenue	Wealthy Street	M-343	Chip Seal, Fog Seal	$9,750	0.20

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Kalamazoo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Wealthy Street	North Fletcher Avenue	M-343	Chip Seal, Fog Seal	$8,250	0.17
Unmet	Boardman Street	Washington Boulevard	Traction Court	Chip Seal, Fog Seal	$1,500	0.03
Unmet	Clinton Avenue	Shakespeare Avenue	143' east of Schuster Avenue	Chip Seal, Fog Seal	$3,750	0.08
Unmet	Egleston Avenue	145' west of Shakespeare Avenue	148' east of Schuster Avenue	Chip Seal, Fog Seal	$5,250	0.11
Unmet	Healy Street	433' south of Washington Boulev	Lake Street	Chip Seal, Fog Seal	$7,750	0.16
Unmet	Schuster Avenue	Clinton Avenue	Lake Street	Chip Seal, Fog Seal	$16,000	0.33
Unmet	Shakespeare Avenue	Clinton Avenue	Lake Street	Chip Seal, Fog Seal	$16,000	0.33
Unmet	Stockbridge Avenue	146' west of Shakespeare Avenue	Schuster Avenue	Chip Seal, Fog Seal	$4,250	0.09
Unmet	Traction Court	Boardman Street	Healy Street	Chip Seal, Fog Seal	$2,500	0.05
Unmet	Lincoln Avenue	East Michigan Avenue	East Michigan Avenue	Chip Seal, Fog Seal	$13,500	0.28
Unmet	Bronson Avenue	Lake Street	Carleton Avenue	Chip Seal, Fog Seal	$3,500	0.07
Unmet	Dupont Avenue	Lake Street	Willow Boulevard	Chip Seal, Fog Seal	$7,250	0.15
Unmet	Lamont Avenue	1,765' south of Lake Street	Lake Street	Chip Seal, Fog Seal	$16,000	0.33
Unmet	Lamont Avenue	Lake Street	Willow Boulevard	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,500	0.13
Unmet	Melrose Avenue	Lake Street	St. Joe Avenue	Chip Seal, Fog Seal	$5,250	0.11
Unmet	Willis Avenue	Lake Street	Willow Boulevard	Chip Seal, Fog Seal	$7,250	0.15
Unmet	Willow Boulevard	Field Avenue	Riverside Avenue	Chip Seal, Fog Seal	$11,500	0.24
Unmet	Brookfield Avenue	Olmstead Road	Crossfield Avenue	Chip Seal, Fog Seal	$6,250	0.13
Unmet	Crossfield Avenue	Market Street	Lake Street	Chip Seal, Fog Seal	$12,000	0.25
Unmet	Greenfield Avenue	Olmstead Road	Crossfield Avenue	Chip Seal, Fog Seal	$6,250	0.13
Unmet	Springfield Avenue	Olmstead Road	Crossfield Avenue	Chip Seal, Fog Seal	$6,250	0.13
Unmet	Stewart Drive	Olmstead Road	1,271' east of Olmstead Road	Chip Seal, Fog Seal	$11,500	0.24
Unmet	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Contruction	$700,000	
Unmet	1 Roadway (2000')	East Main Street	Kenilworth Avenue	Design Survey	$85,000	
Unmet	Eastwood Neighborhoo	East Main Street	Kenilworth Avenue	Drainage Master Plan	$70,000	
Unmet Needs Total					**$1,674,750**	**16.33**
Grand Total					**$8,356,750**	**73.74**

Local Road Capital Improvement Plan (CIP)
2026- 2030 Oshtemo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	M Avenue	1st Street	4th Street	Milling, HMA Overlay	$245,000	1.40
2026	M Avenue	Vankal Street	1st Street	Milling, HMA Overlay	$105,000	0.60
2026	3rd Street	Big Rock Drive	G Avenue	Crack Fill, Chip Seal, Fog Seal	$91,000	2.36
2026	1st Street	Almena Drive	W Main Street	Crack Fill, Chip Seal, Fog Seal	$38,000	1.05
2026	Big Rock Drive	W Main Street	W Main Street	Crack Fill, Chip Seal, Fog Seal	$31,000	0.67
2026	Forest River Way	1,181' west of Ravine Road	Ravine Road	Milling, HMA Overlay	$50,000	0.22
2026	Penny Lane	715' west of 9th Street	9th Street	Chip Seal Trial	$17,250	0.14
2026	Cross Bend Court	377' west of Fairgrove Street	Fairgrove Avenue	Milling, HMA Overlay	$27,462	0.07
2026	Fairgrove Street	1,300' west of Quail Run Drive	Quail Run Drive	Milling, HMA Overlay	$125,540	0.32
2026 Total					**$730,252**	**6.83**
2027	8th Street	GH Avenue	G Avenue	Crack Fill, Chip Seal, Fog Seal	$23,250	0.50
2027	GH Avenue	8th Street	9th Street	Crack Fill, Chip Seal, Fog Seal	$11,750	0.25
2027	H Avenue	6th Street	9th Street	Crack Fill, Chip Seal, Fog Seal	$55,000	1.25
2027	H Avenue	3rd Street	6th Street	Crack Fill, Chip Seal, Fog Seal	$56,000	1.50
2027	L Avenue	2nd Street	4th Street	Crack Fill, Chip Seal, Fog Seal	$38,500	1.25
2027	9th Street	H Avenue	GH Avenue	Crack Fill, Chip Seal	$20,500	0.50
2027	L Avenue	Vankal Street	2nd Street	Crack Fill, Chip Seal, Fog Seal	$38,500	0.75
2027	Oakharbor Street	Bay Field Drive	544' north of Trayburne Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$40,250	0.49
2027	Hollison Drive	Bay Field Drive	Oakharbor Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,250	0.22
2027	Trayburne Trail	Lindenhurst Drive	584' east of Oakharbor Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,000	0.42
2027	Breckenridge Drive	Breezy Point Lane	Breezy Point Lane	Chip Seal, Fog Seal	$12,250	0.23
2027	Breezy Point Lane	Shugarbush Trail	Breckenridge Drive	Chip Seal, Fog Seal	$15,750	0.29
2027	Killington Drive	Breezy Point Lane	Wild Cherry Lane	Chip Seal, Fog Seal	$15,500	0.29
2027	Litchfield Lane	Thunder Bluff Road	10th Street	Chip Seal, Fog Seal	$11,750	0.22
2027	Little Meadow Pass	Old Log Trail	Torrihgton Road	Chip Seal, Fog Seal	$3,250	0.06
2027	Nightingale Avenue	520' west of Cutty Sark Drive	Signal Hill Drive	Chip Seal, Fog Seal	$10,250	0.19
2027	Old Deer Run	Nantucket Lane	Litchfield Lane	Chip Seal, Fog Seal	$8,000	0.15
2027	Old Log Trail	Wild Cherry Lane	Wingate Road	Chip Seal, Fog Seal	$22,750	0.42
2027	Thunder Bluff Road	Litchfield Lane	Wingate Road	Chip Seal, Fog Seal	$10,250	0.19
2027	Twilingate Lane	Wingate Road	10th Street	Chip Seal, Fog Seal	$4,250	0.08
2027	Walker Trail	Wyndham Drive	395' north of Wyndham Drive	Chip Seal, Fog Seal	$4,000	0.07
2027	Wild Cherry Lane	Killington Drive	Torrihgton Road	Chip Seal, Fog Seal	$9,500	0.18
2027	Wingate Road	Thunder Bluff Road	Old Log Trail	Chip Seal, Fog Seal	$4,750	0.09

Local Road Capital Improvement Plan (CIP)
2026- 2030 Oshtemo Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Wyndham Drive	9th Street	Wild Cherry Lane	Chip Seal, Fog Seal	$16,250	0.30
2027	Signal Hill Drive	Torrihgton Road	Nightingale Avenue	Chip Seal, Fog Seal	$8,250	0.15
2027	Torrihgton Road	Wild Cherry Lane	10th Street	Chip Seal, Fog Seal	$25,750	0.48
2027	Saybrook Drive	701' west of Signal Hill Drive	553' east of Signal Hill Drive	Chip Seal, Fog Seal	$12,750	0.24
2027	Croyden Avenue	Maple Hill Drive	Drake Road	Milling, HMA Overlay	$111,000	0.52
2027	Maple Hill Drive	580' south of W Main Street	1,089' north of Croyden Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$45,000	0.67
2027	Crystal Lane	Parkview Avenue	11th Street	Chip Seal, Fog Seal	$92,000	0.43
2027	Holiday Lane	11th Street	610' east of 11th Street	Milling, HMA Overlay	$37,000	0.12
2027 Total					**$816,250**	**12.50**
2028	3rd Street	370' south of Big Rock Drive	Big Rock Drive	Gravel Resurface	$3,750	0.07
2028	2nd Street	Almena Drive	W Main Street	Chip Seal, Fog Seal	$33,000	0.77
2028	Ashwood Court	277' west of Ramblewood Drive	Ramblewood Drive	Gravel, Pulverize, HMA Paving	$34,500	0.05
2028	Ramblewood Drive	Torrihgton Road	H Avenue	Gravel, Pulverize, HMA Paving	$472,000	0.72
2028	Countrywood Court	375' west of Ramblewood Drive	Ramblewood Drive	Milling, HMA Overlay	$21,250	0.07
2028	Karabrook Court	270' west of Ramblewood Drive	Ramblewood Drive	Milling, HMA Overlay	$15,250	0.05
2028	Seeco Drive	9th Street	646' east of 9th Street	Milling, HMA Overlay	$42,250	0.12
2028	Crimson Lane	Driftwood Avenue	Mandalay Drive	Milling, HMA Overlay	$18,750	0.06
2028	Green Meadow Drive	902' west of Driftwood Avenue	Drake Road	Milling, HMA Overlay	$176,750	0.59
2028	Mandalay Drive	Crimson Lane	Sky Ridge Avenue	Milling, HMA Overlay	$63,250	0.21
2028	Lamplighter Lane	Oshtemo Woods Lane	Whitegate Lane	Milling, HMA Overlay	$103,250	0.35
2028	Oshtemo Woods Lane	Venture Park Road	Coddington Lane	Milling, HMA Overlay	$64,000	0.21
2028	Venture Park Road	Quail Run Drive	W Michigan Avenue	Milling, HMA Overlay	$140,500	0.47
2028	Venture Court	Venture Park Road	585' east of Venture Park Road	Milling, HMA Overlay	$33,000	0.11
2028 Total					**$1,221,500**	**3.86**
2029	ML Avenue	4th Street	8th Street	Crack Fill, Chip Seal, Fog Seal	$101,000	2.00
2029	2nd Street	KL Avenue	Almena Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,500	0.23
2029	6th Street	Stadium Drive	ML Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$67,750	1.00
2029	G Avenue	4,118' west of Ravine Road	Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$53,000	0.78
2029	Bay Field Drive	Hollison Drive	Oakharbor Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,750	0.32
2029	Bramble Drive	H Avenue	Bay Field Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.05
2029	Kelfrey Cove	Hollison Drive	Lindenhurst Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,000	0.18
2029	Lindenhurst Drive	9th Street	Kelfrey Cove	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,000	0.25

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Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Northstar Avenue	330' west of Promenade Street	9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,500	0.38
2029	Promenade Street	Northstar Avenue	H Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,000	0.19
2029	Bunkerhill Drive	Westlins Avenue	Nantucket Lane	Milling, HMA Overlay	$114,750	0.37
2029	Cadet Lane	Westlins Avenue	Nantucket Lane	Milling, HMA Overlay	$79,750	0.26
2029	Nantucket Lane	Bunkerhill Drive	Cadet Lane	Milling, HMA Overlay	$48,500	0.16
2029	Oldpost Road	Westlins Avenue	733' east of Westlins Avenue	Milling, HMA Overlay	$43,000	0.14
2029	Rudgate Drive	Cadet Lane	10th Street	Milling, HMA Overlay	$27,250	0.09
2029	Shugarbush Trail	Trundel Lane	Bunkerhill Drive	Milling, HMA Overlay	$73,750	0.24
2029	Valley Forge Drive	Bunkerhill Drive	Cadet Lane	Milling, HMA Overlay	$41,000	0.13
2029	Westlins Avenue	178' west of Bunkerhill Drive	Cadet Lane	Milling, HMA Overlay	$51,500	0.17
2029	West Point Drive	Cadet Lane	10th Street	Milling, HMA Overlay	$23,000	0.07
2029	Brogen Hill Drive	Trundel Lane	Sanfield Lane	Milling, HMA Overlay	$23,500	0.08
2029	Sanfield Lane	Brogen Hill Drive	Shugarbush Trail	Milling, HMA Overlay	$22,750	0.07
2029	Trundel Lane	Brogen Hill Drive	Shugarbush Trail	Milling, HMA Overlay	$22,250	0.07
2029	Bluffton Avenue	222' west of Trundel Lane	Trundel Lane	Milling, HMA Overlay	$13,000	0.04
2029	Rupal Street	165' south of Bela Avenue	166' north of Bela Avenue	Milling, HMA Overlay	$19,500	0.06
2029	Upper Valley Trail	Oshtemo Trace	213' east of Oshtemo Trace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,500	0.04
2029	Oshtemo Court	285' west of Oshtemo Trace	Oshtemo Trace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,750	0.05
2029	Oshtemo Trace	1,957' south of KL Avenue	KL Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,750	0.37
2029	Robert Jones Way	1,049' west of Drake Road	Drake Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,500	0.20
2029 Total					**$1,021,000**	**8.00**
2030	8th Street	ML Avenue	KL Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	GH Avenue	4,224' west of Ravine Road	Ravine Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$56,500	0.80
2030	KL Avenue	Almena Drive	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,750	0.35
2030	KL Avenue	Vankal Street	1st Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$35,250	0.50
2030	8th Street	Stadium Drive	ML Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$46,000	0.65
2030	Boyce Road	H Avenue	Emneth Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.10
2030	Cotswold Street	H Avenue	Emneth Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.09
2030	Emneth Avenue	Boyce Road	Cotswold Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,750	0.10
2030	Northfield Trail	H Avenue	Drake Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$42,000	0.46
2030	Stoneview Avenue	133' west of Northfield Trail	Northfield Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,250	0.03
2030	Westhaven Trail	Northfield Trail	Northfield Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,250	0.30
2030	Stone Mountain Drive	Old Savannah Drive	533' north of Old Savannah Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,250	0.10

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Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030	Old Savannah Drive	H Avenue	Stone Mountain Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$40,500	0.44
2030	Belle Street	Lexy Lane	Mickey's Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,000	0.15
2030	Laurelwood Street	Buckhamwood Drive	Caddam Woods Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.20
2030	Lexy Lane	9th Street	Beymoure Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,250	0.27
2030	Mickey's Trail	9th Street	Murphy's Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,500	0.22
2030	Ben Street	Wood Hollow Avenue	169' north of Wood Hollow Aven	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,000	0.03
2030	Beymoure Street	Caddam Woods Avenue	553' north of Jane Ann's Way	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,500	0.35
2030	Buckhamwood Drive	9th Street	Caddam Woods Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,000	0.29
2030	Caddam Woods Avenue	Laurelwood Street	Buckhamwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.11
2030	Gabriella Trail	Wood Hollow Avenue	Wood Hollow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,500	0.16
2030	Jane Ann's Way	Beymoure Street	335' east of Beymoure Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,750	0.06
2030	Mauri's Lane	Lexy Lane	Mickey's Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,500	0.14
2030	Murphy's Circle	423' south of Lexy Lane	Lexy Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,250	0.08
2030	Murphy's Trail	Lexy Lane	Mickey's Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,500	0.14
2030	Sabrina Trail	Wood Hollow Avenue	181' east of Wood Hollow Avenu	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,250	0.03
2030	Wood Hollow Avenue	Buckhamwood Drive	Gabriella Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,250	0.34
2030	Buster Drive	Western Woods Drive	502' north of Western Woods Dr	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,750	0.10
2030	Doolittle Court	470' south of Western Woods Dr	Western Woods Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.09
2030	Hawkins Court	Western Woods Drive	520' north of Western Woods Dr	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.10
2030	Western Woods Drive	428' west of Hawkins Court	5th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,500	0.27
2030	Wickford Drive	W Main Street	J Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$47,000	0.51
2030	Partridge Lane	Quail Run Drive	Quail Run Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,500	0.30
2030	Tanager Lane	Quail Run Drive	Quail Run Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,000	0.30
2030	Quail Run Drive	Stadium Drive	9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$106,000	1.15
2030	Atlantic Avenue	9th Street	Parkview Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$26,000	0.37
2030	Industry Drive	Technology Avenue	505' north of Technology Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,750	0.10
2030	Resource Street	N Avenue	Technology Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,000	0.15
2030	Technology Avenue	9th Street	Industry Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,000	0.37
2030 Total					**$958,250**	**11.29**
Unmet	7th Street	W Main Street	4,752' north of W Main Street	Crack Fill, Chip Seal, Fog Seal	$49,250	0.90
Unmet	8th Street	KL Avenue	W Main Street	Milling, HMA Overlay	$258,500	1.00
Unmet	7th Street	1,320' south of G Avenue	G Avenue	Gravel Resurface	$14,750	0.25
Unmet	H Avenue	Vankal Street	2nd Street	Crack Fill, Chip Seal, Fog Seal	$54,750	1.00

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Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	1st Street	5,333' south of M Avenue	M Avenue	Crack Fill, Chip Seal, Fog Seal	$55,250	1.01
Unmet	H Avenue	2nd Street	3rd Street	Crack Fill, Chip Seal, Fog Seal	$27,250	0.50
Unmet	5th Street	W Main Street	H Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$110,000	1.50
Unmet	7th Street	1,795' south of Stadium Drive	Stadium Drive	Gravel Resurface	$20,250	0.34
Unmet	J Avenue	Vankal Street	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	KL Avenue	2nd Street	4th Street	Crack Fill, Chip Seal, Fog Seal	$54,750	1.00
Unmet	Wolf Drive	Vankal Street	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$99,000	1.35
Unmet	2nd Street	L Avenue	KL Avenue	Chip Seal, Fog Seal	$24,250	0.50
Unmet	Bullenbrooke Drive	Highland View Drive	436' east of Highland View Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,000	0.08
Unmet	Highland View Drive	3rd Street	4,696' east of 3rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$85,000	0.89
Unmet	Arbor Valley Drive	Cross Country Drive	646' east of Cross Country Drive	Crack Fill, Chip Seal, Fog Seal	$8,750	0.12
Unmet	Foxmoor Court	364' west of Cross Country Drive	366' east of Cross Country Drive	Crack Fill, Chip Seal, Fog Seal	$9,750	0.14
Unmet	Oak Highlands Drive	380' west of Cross Country Drive	9th Street	Crack Fill, Chip Seal, Fog Seal	$34,000	0.48
Unmet	Steeplechase Court	Cross Country Drive	700' east of Cross Country Drive	Crack Fill, Chip Seal, Fog Seal	$9,500	0.13
Unmet	Windcrest Court	Cross Country Drive	282' east of Cross Country Drive	Crack Fill, Chip Seal, Fog Seal	$3,750	0.05
Unmet	Cross Country Drive	7th Street	433' north of Oak Highlands Driv	Crack Fill, Chip Seal, Fog Seal	$56,250	0.79
Unmet	Hawthorn Valley Drive	164' west of Cross Country Drive	336' east of Cross Country Drive	Crack Fill, Chip Seal, Fog Seal	$6,750	0.09
Unmet	Farmwood Court	193' west of Cross Country Drive	Cross Country Drive	Crack Fill, Chip Seal, Fog Seal	$2,500	0.04
Unmet	Asher Trail	672' west of Banford Drive	9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,750	0.23
Unmet	Banford Drive	166' south of Asher Trail	Asher Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,000	0.03
Unmet	Clemson Lane	Asher Trail	106' north of Asher Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,000	0.02
Unmet	Chippendale Drive	475' west of Morningstar Way	Cutty Sark Drive	Gravel, Pulverize, HMA Paving	$112,000	0.15
Unmet	Morningstar Way	Chippendale Drive	300' north of Chippendale Drive	Gravel, Pulverize, HMA Paving	$42,000	0.06
Unmet	Bramble Drive	Rose Arbour Avenue	H Avenue	Milling, HMA Overlay	$78,750	0.23
Unmet	Chesapeake Drive	Winddrift Avenue	Rose Arbour Avenue	Milling, HMA Overlay	$45,000	0.13
Unmet	Cutty Sark Drive	Nightingale Avenue	Winddrift Avenue	Milling, HMA Overlay	$63,000	0.19
Unmet	Mapleleaf Avenue	Cutty Sark Drive	Winddrift Avenue	Milling, HMA Overlay	$76,500	0.23
Unmet	Redbud Trail	Rose Arbour Avenue	477' north of Rose Arbour Avenu	Milling, HMA Overlay	$30,250	0.09
Unmet	Rose Arbour Avenue	9th Street	447' east of Bramble Drive	Milling, HMA Overlay	$156,000	0.46
Unmet	Winddrift Avenue	Cutty Sark Drive	Ramblewood Drive	Milling, HMA Overlay	$131,500	0.39
Unmet	Beech Avenue	2,015' west of Drake Road	Drake Road	Milling, HMA Overlay	$128,250	0.38
Unmet	Club View Drive	Windingwood Drive	Lodge Lane	Milling, HMA Overlay	$141,250	0.42
Unmet	E Ridge Circle	W Ridge Circle	Valley View Drive	Milling, HMA Overlay	$40,500	0.12
Unmet	Echo Hills Drive	Scenic Way Drive	Manorwood Drive	Milling, HMA Overlay	$22,250	0.07

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Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Fairway Circle	498' west of Club View Drive	Club View Drive	Milling, HMA Overlay	$31,750	0.09
Unmet	Horizon Heights Drive	W Ridge Circle	Club View Drive	Milling, HMA Overlay	$98,250	0.29
Unmet	Lodge Lane	Horizon Heights Drive	W Main Street	Milling, HMA Overlay	$142,500	0.42
Unmet	Manorwood Drive	Echo Hills Drive	Windingwood Drive	Milling, HMA Overlay	$68,750	0.20
Unmet	Scenic Way Drive	Echo Hills Drive	Windingwood Drive	Milling, HMA Overlay	$68,750	0.20
Unmet	Shadywood Drive	Lodge Lane	Club View Drive	Milling, HMA Overlay	$42,000	0.13
Unmet	Sunrise Circle	Shadywood Drive	323' north of Shadywood Drive	Milling, HMA Overlay	$20,500	0.06
Unmet	Valley View Drive	Highcrest Drive	Club View Drive	Milling, HMA Overlay	$72,750	0.22
Unmet	W Ridge Circle	Horizon Heights Drive	E Ridge Circle	Milling, HMA Overlay	$69,000	0.21
Unmet	Windingwood Drive	Manorwood Drive	Club View Drive	Milling, HMA Overlay	$62,750	0.19
Unmet	Highcrest Drive	Horizon Heights Drive	Valley View Drive	Milling, HMA Overlay	$23,500	0.07
Unmet	Woodlane Drive	Manorwood Drive	Horizon Heights Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,500	0.11
Unmet	Bela Avenue	9th Street	Rupal Street	Milling, HMA Overlay	$73,500	0.22
Unmet	La Jessica Circle	69' north of Saint James Avenue	1,150' east of La Lisa Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,750	0.30
Unmet	La Lisa Lane	233' south of La Jessica Circle	865' north of La Jessica Circle	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,750	0.21
Unmet	Saint James Avenue	6th Street	La Jessica Circle	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,250	0.17
Unmet	Amber Circle	Springwood Drive	502' east of Springwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.10
Unmet	Autumn Woods Circle	Springwood Drive	624' east of Springwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,250	0.12
Unmet	Brekke Lane	2nd Street	415' east of 2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,500	0.08
Unmet	Golden Pond Court	Summerset Drive	205' east of Summerset Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.04
Unmet	Laguna Circle	Summerset Drive	716' east of Summerset Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,000	0.14
Unmet	Naples Court	535' west of Summerset Drive	Summerset Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,750	0.10
Unmet	Oak Forest Drive	Springwood Drive	510' north of Springwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,250	0.10
Unmet	Springwood Drive	2nd Street	W Main Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$57,500	0.60
Unmet	Summerset Drive	Almena Drive	Springwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,000	0.36
Unmet	Sunnywood Drive	2nd Street	Springwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$41,250	0.43
Unmet	Winterwood Lane	346' west of Summerset Drive	Summerset Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,250	0.07
Unmet	Josiane Drive	1,157' south of Rosemary Lane	Rosemary Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,000	0.22
Unmet	Lisa Drive	667' west of Rosemary Lane	Rosemary Lane	Crack Fill, Chip Seal, Fog Seal	$9,000	0.13
Unmet	Rosemary Lane	Josiane Drive	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.12
Unmet	Chaddsford Way	981' south of W Main Street	W Main Street	Crack Fill, Chip Seal, Fog Seal	$13,250	0.19
Unmet	Haven Way	553' south of Almena Drive	Almena Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.10
Unmet	Nature Way	540' west of 4th Street	4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,750	0.10
Unmet	Pine Acres Drive	4th Street	2,682' east of 4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$48,500	0.51

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Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Castleton Lane	Oshtemo Woods Lane	Whitegate Lane	Milling, HMA Overlay	$117,500	0.35
Unmet	Coddington Lane	Oshtemo Woods Lane	11th Street	Milling, HMA Overlay	$154,000	0.46
Unmet	Powderhorn Drive	Castleton Lane	Whitegate Lane	Milling, HMA Overlay	$80,500	0.24
Unmet	Whitegate Lane	W Michigan Avenue	Castleton Lane	Milling, HMA Overlay	$94,000	0.28
Unmet	Darlington Trail	Tillingsdale Drive	Oshtemo Ridge Trail	Crack Fill, Chip Seal, Fog Seal	$18,500	0.26
Unmet	Ellington Drive	Coddington Lane	Oshtemo Ridge Trail	Crack Fill, Chip Seal, Fog Seal	$14,500	0.20
Unmet	Oshtemo Ridge Trail	Darlington Trail	Coddington Lane	Crack Fill, Chip Seal, Fog Seal	$19,750	0.28
Unmet	Tillingsdale Drive	Coddington Lane	Ellington Drive	Crack Fill, Chip Seal, Fog Seal	$15,000	0.21
Unmet	Vienna Street	Parkview Avenue	787' north of Parkview Avenue	Crack Fill, Chip Seal, Fog Seal	$10,500	0.15
Unmet	Plainview Street	958' south of Stadium Drive	Stadium Drive	Crack Fill, Chip Seal, Fog Seal	$13,000	0.18
Unmet	Mansfield Street	Wildmere Street	1,072' north of Strathmore Stree	Gravel, Pulverize, HMA Paving	$263,000	0.35
Unmet	Stathmore Street	Mansfield Street	903' north of Mansfield Street	Gravel, Pulverize, HMA Paving	$126,750	0.17
Unmet	Wildmere Street	Mansfield Street	1,230' north of Mansfield Street	Gravel, Pulverize, HMA Paving	$172,500	0.23
Unmet	Pheasant Lane	Tanager Lane	Quail Run Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.09
Unmet	Sunset Road	Stadium Drive	Meridian Avenue	Gravel, Pulverize, HMA Paving	$122,000	0.16
Unmet	Meridian Avenue	9th Street	Sunset Road	Gravel, Pulverize, HMA Paving	$73,000	0.10
Unmet	Baton Rouge Street	Belle Chase Boulevard	8th Street	Chip Seal, Fog Seal	$15,250	0.24
Unmet	Bayouvista Street	St Charles Street	Baton Rouge Street	Chip Seal, Fog Seal	$10,250	0.16
Unmet	Belle Chase Boulevard	206' south of St Charles Street	Baton Rouge Street	Chip Seal, Fog Seal	$13,750	0.22
Unmet	Cajun Drive	175' west of Belle Chase Bouleva	Belle Chase Boulevard	Chip Seal, Fog Seal	$2,000	0.03
Unmet	Charles Street	573' west of Belle Chase Bouleva	8th Street	Chip Seal, Fog Seal	$16,000	0.25
Unmet	Wendalyn Way	4th Street	1,542' east of 4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,750	0.29
Unmet	Calabria Avenue	261' west of Toscana Street	Toscana Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,750	0.05
Unmet	Mirabella Avenue	Toscana Street	Sienna Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.09
Unmet	Parlermo Avenue	Sienna Street	249' east of Sienna Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.05
Unmet	Sienna Street	422' south of Mirabella Avenue	L Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$48,750	0.51
Unmet	Toscana Street	Mirabella Avenue	L Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$39,750	0.42
Unmet	Ponds Edge Circle	138' south of Pondview Drive	Pondview Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,500	0.03
Unmet	Pondview Drive	407' west of Ponds Edge Circle	M Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,750	0.22
Unmet	Mystic Heights Trail	Vankal Street	Nia Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$46,000	0.48
Unmet	Nia Drive	Mystic Heights Trail	260' north of Mystic Heights Trai	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,000	0.20
Unmet	Forest Creek Drive	Olde Forest Drive	Stadium Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,750	0.19
Unmet	Greystone Road	Olde Forest Drive	4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,250	0.22
Unmet	Hobbit Circle	604' west of 4th Street	4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,000	0.11

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Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Olde Forest Drive	Forest Creek Drive	475' north of Greystone Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,250	0.19
Unmet	5th Street	1,219' south of Gibbs Street	Stadium Drive	Milling, HMA Overlay	$139,750	0.42
Unmet	Frie Avenue	Opark Street	6th Street	Crack Fill, Chip Seal, Fog Seal	$17,750	0.25
Unmet	Gibbs Street	5th Street	Opark Street	Crack Fill, Chip Seal, Fog Seal	$17,750	0.25
Unmet	Opark Street	973' south of Gibbs Street	Stadium Drive	Crack Fill, Chip Seal, Fog Seal	$29,250	0.41
Unmet	Stadium Parkway	Stadium Drive	1,174' north of Stadium Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,250	0.22
Unmet	Chime Street	Erie Street	Stadium Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,500	0.14
Unmet	Erie Street	Chime Street	9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,000	0.09
Unmet	Carver Drive	N Avenue	893' north of Willson Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,750	0.35
Unmet	Willson Drive	450' west of Carver Drive	Carver Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.09
Unmet	Valley Industrial Drive	9th Street	610' east of 9th Street	Crack Fill, Chip Seal, Fog Seal	$8,250	0.12
Unmet	Antiqua Circle	11th Street	368' east of Tropicana Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,750	0.15
Unmet	Brandy Avenue	Tropicana Street	Fountian Square Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.10
Unmet	Caribia Avenue	Fountian Square Drive	203' east of Fountian Square Driv	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.04
Unmet	Fountian Square Drive	183' south of Brandy Avenue	Sweetbriar Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$21,750	0.23
Unmet	Sundowner Lane	11th Street	Sweetbriar Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,000	0.14
Unmet	Sweetbriar Drive	11th Street	326' east of Fountian Square Driv	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,250	0.23
Unmet	Tropicana Street	Brandy Avenue	Antiqua Circle	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,750	0.06
Unmet Needs Total					**$5,371,000**	**33.94**
Grand Total					**$10,118,252**	**76.42**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Pavilion Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	TS Avenue	29th Street	31st Street	Bridge Removal (Design)	$55,000	
2026	32nd Street	S Avenue	R Avenue	Chip Seal Trial	$130,000	1.10
2026	31st Street	Q Avenue	OP Avenue	Chip Seal, Fog Seal	$45,000	1.25
2026	33rd Street	R Avenue	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$60,250	1.00
2026	ON Avenue	28th Street	29th Street	Chip Seal, Fog Seal	$19,000	0.50
2026	R Avenue	29th Street	32nd Street	Chip Seal, Fog Seal	$55,000	1.50
2026	R Avenue	33rd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$30,250	0.50
2026	R Avenue	34th Street	36th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$39,000	1.00
2026	TS Avenue	33rd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$30,000	0.80
2026 Total					**$463,500**	**7.65**
2027	TS Avenue	29th Street	31st Street	Bridge Removal	$55,000	
2027	25th Street	P Avenue	O Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$39,000	1.00
2027	O Avenue	2,640' west of 25th Street	25th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,500	0.50
2027	O Avenue	25th Street	26th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$47,000	0.75
2027	O Avenue	26th Street	28th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,500	0.50
2027	25th Street	Q Avenue	P Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$39,000	1.00
2027	RS Avenue	25th Street	26th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,750	0.25
2027	RS Avenue	26th Street	28th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$62,750	1.00
2027	35th Street	R Avenue	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$62,750	1.00
2027	26th Street	S Avenue	RS Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,500	0.50
2027	33rd Street	O Avenue	N Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$47,000	0.75
2027 Total					**$462,750**	**7.25**
2028	31st Street / TS Avenue	3,080' south of S Avenue	S Avenue	Gravel, Pulverize, HMA Paving	$76,000	0.56
2028	28th Street	O Avenue	ON Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$49,000	0.75
2028	31st Street	O Avenue	N Avenue	Chip Seal, Fog Seal	$27,000	0.75
2028	T Avenue	26th Street	27th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$49,000	0.75
2028	34th Street	T Avenue	S Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$65,250	1.00
2028	34th Street	S Avenue	R Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$65,250	1.00
2028	OP Avenue	29th Street	32nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$114,250	1.75
2028 Total					**$445,750**	**6.56**
2029	28th Street	S Avenue	PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$169,750	2.50

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Pavilion Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	34th Street	R Avenue	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$67,750	1.00
2029	P Avenue	32nd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$51,000	0.75
2029	T Avenue	34th Street	36th Street	Crack Fill, Chip Seal, Fog Seal	$50,500	1.00
2029	TS Avenue	29th Street	685' east of North Indian Lake Dr	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,000	0.47
2029	S Long Lake Drive	792' north of R Avenue	R Avenue	Milling, HMA Overlay	$0	0.15
2029 Total					**$371,000**	**5.87**
2030	R Avenue	32nd Street	33rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$35,250	0.50
2030	25th Street	RS Avenue	R Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$35,250	0.50
2030	26th Street	P Avenue	O Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	27th Street	T Avenue	S Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	30th Street	OP Avenue	O Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030	32nd Street	P Avenue	O Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$84,750	1.20
2030	O Avenue	29th Street	31st Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$70,500	1.00
2030 Total					**$437,250**	**6.20**
Plats	Land-O-Lakes Drive	1,600' west of 24th Street	24th Street	Milling, HMA Overlay	$101,750	0.30
Plats	Graham Drive	24th Street	W Long Lake Drive	Milling, HMA Overlay	$54,000	0.16
Plats	Soloman Drive	24th Street	W Long Lake Drive	Milling, HMA Overlay	$35,000	0.10
Plats	W Long Lake Drive	Deep Point Drive	Q Avenue	Milling, HMA Overlay	$173,500	0.52
Plats	Deep Point Drive	813' west of 24th Street	507' east of W Long Lake Drive	Crack Fill, Chip Seal, Fog Seal	$17,750	0.25
Plats	E Long Lake Drive	R Avenue	QR Avenue	Crack Fill, Chip Seal, Fog Seal	$60,250	0.85
Plats	Pond Street	QR Avenue	Railroad Street	Milling, HMA Overlay	$18,250	0.05
Plats	Checker Street	QR Avenue	Railroad Street	Milling, HMA Overlay	$32,750	0.10
Plats	Norscot Street	Wallene Street	36th Street	Milling, HMA Overlay	$21,000	0.06
Plats	Oakscot Street	Checker Street	Wallene Street	Milling, HMA Overlay	$21,000	0.06
Plats	Railroad Street	QR Avenue	Wallene Street	Milling, HMA Overlay	$79,250	0.24
Plats	Wallene Street	QR Avenue	Railroad Street	Milling, HMA Overlay	$47,500	0.14
Plats	Jacaranda Drive	Jojemika Street	RS Avenue	Milling, HMA Overlay	$70,250	0.21
Plats	Jojemika Street	RS Avenue	Jacaranda Drive	Milling, HMA Overlay	$28,750	0.09
Plats	Arrowhead Drive East	Arrowhead Drive West	Arrowhead Drive North	Milling, HMA Overlay	$150,250	0.45
Plats	Arrowhead Drive North	Arrowhead Drive West	Arrowhead Drive East	Milling, HMA Overlay	$81,500	0.24
Plats	Arrowhead Drive West	RS Avenue	Arrowhead Drive North	Milling, HMA Overlay	$149,500	0.45
Plats	Shawnee Circle	267' west of Arrowhead Drive Ea	Arrowhead Drive East	Milling, HMA Overlay	$17,000	0.05

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Pavilion Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Plats	N Indian Lake Drive	770' south of TS Avenue	TS Avenue	Milling, HMA Overlay	$49,000	0.15
Plats Total					**$1,208,250**	**4.46**
Unmet	T Avenue	32nd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	31st Street	Q Avenue	OP Avenue	Crack Fill	$8,000	1.25
Unmet	ON Avenue	28th Street	29th Street	Crack Fill	$3,250	0.50
Unmet	O Avenue	2,640' west of 25th Street	25th Street	Crack Fill	$3,250	0.50
Unmet	O Avenue	25th Street	26th Street	Crack Fill	$4,750	0.75
Unmet	O Avenue	26th Street	28th Street	Crack Fill	$3,250	0.50
Unmet	R Avenue	29th Street	32nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$110,000	1.50
Unmet	O Avenue	31st Street	33rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	O Avenue	33rd Street	34th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$36,750	0.50
Unmet	28th Street	O Avenue	ON Avenue	Crack Fill	$4,750	0.75
Unmet	RS Avenue	25th Street	26th Street	Crack Fill	$1,500	0.25
Unmet	RS Avenue	26th Street	28th Street	Crack Fill	$6,250	1.00
Unmet	33rd Street	T Avenue	S Avenue	Crack Fill, Chip Seal, Fog Seal	$46,500	0.85
Unmet	26th Street	S Avenue	RS Avenue	Crack Fill	$3,250	0.50
Unmet	33rd Street	O Avenue	N Avenue	Chip Seal, Fog Seal	$36,250	0.75
Unmet	34th Street	T Avenue	S Avenue	Crack Fill	$6,250	1.00
Unmet	34th Street	S Avenue	R Avenue	Crack Fill	$6,250	1.00
Unmet	OP Avenue	34th Street	36th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$80,750	1.10
Unmet	Q Avenue	2,640' west of 25th Street	25th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$36,750	0.50
Unmet	T Avenue	34th Street	36th Street	HMA Wedging	$1,054	0.75
Unmet	T Avenue	Sprinkle Road	1,478' east of Sprinkle Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,500	0.28
Unmet	Stermer Drive	29th Street	1,500' east of 29th Street	Crack Fill, Chip Seal, Fog Seal	$20,250	0.28
Unmet	Greenfield Shores Drive	QR Avenue	3,800' north of QR Avenue	Crack Fill, Chip Seal, Fog Seal	$30,000	0.72
Unmet	24th Street	Deep Point Drive	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,000	0.44
Unmet	Leon Avenue	25th Street	1,253' east of 25th Street	Milling, HMA Overlay	$60,000	0.24
Unmet	Waterclover Street	Thistlewood Avenue	Clovermeadows Avenue	Milling, HMA Overlay	$24,000	0.07
Unmet	Clovermeadows Avenue	25th Street	326' east of Waterclover Street	Milling, HMA Overlay	$24,000	0.73
Unmet	Grape Holly Street	165' south of Thistlewood Avenu	Wheatlands Avenue	Milling, HMA Overlay	$24,000	0.16
Unmet	Lupine Street	Thistlewood Avenue	Wheatlands Avenue	Milling, HMA Overlay	$24,000	0.13
Unmet	Moonflower Street	Thistlewood Avenue	Wheatlands Avenue	Milling, HMA Overlay	$24,000	0.13
Unmet	Thistlewood Avenue	25th Street	Waterclover Street	Milling, HMA Overlay	$24,000	0.53

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Pavilion Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Wheatlands Avenue	25th Street	Moonflower Street	Milling, HMA Overlay	$24,000	0.44
Unmet	Indian Trail	166' south of Thistlewood Avenu	Thistlewood Avenue	Crack Fill, HMA Wedging, Chip Seal	$24,000	0.03
Unmet	QR Avenue	35th Street	36th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$37,000	0.50
Unmet	Tomkinson Drive	1,690' west of 29th Street	29th Street	Milling, HMA Overlay	$109,000	0.32
Unmet Needs Total					**$1,046,554**	**20.95**
Grand Total					**$4,435,054**	**58.94**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Prairie Ronde Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	Vankal Street	XY Avenue	W Avenue	Gravel Resurface	$74,000	1.25
2026	4th Street / Paw Paw La	U Avenue	5,755' north of U Avenue	Crack Fill, HMA Wedging, Chip Seal	$52,000	1.09
2026	V Avenue	Vankal Street	2nd Street	Crack Fill, Chip Seal	$37,000	1.00
2026	XY Avenue	6th Street	8th Street	Crack Fill, Chip Seal	$48,000	1.21
2026	10th Street	VW Avenue	U Avenue	Gravel Resurface	$81,000	1.50
2026	Beechbay Drive	Paw Paw Heights Drive	673' east of Paw Paw Heights Dri	Crack Fill, Chip Seal	$23,815	0.13
2026	Paw Paw Heights Drive	2nd Street	Beechbay Drive	Crack Fill, Chip Seal	$23,815	0.19
2026	Rainbow Ridge Drive	Paw Paw Heights Drive	770' east of Paw Paw Heights Dri	Crack Fill, Chip Seal	$23,815	0.15
2026 Total					**$363,445**	**6.51**
2027	4th Street	V Avenue	U Avenue	Gravel Resurface	$50,750	1.00
2027	Y Avenue	2nd Street	3rd Street	Gravel Resurface	$38,000	0.75
2027	Y Avenue	Vankal Street	2nd Street	Gravel Resurface	$50,750	1.00
2027	Silo Street	Deer Run Road	Angus Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,750	0.13
2027	Woodbrook Street	Prairie Ronde Street	11th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,250	0.25
2027	Deer Run Road	Branchton Street	Angus Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$59,750	0.73
2027	Angus Avenue	Deer Run Road	Woodbrook Street	Crack Fill, HMA Wedging, Chip Seal	$13,750	0.19
2027	Prairie Ronde Street	YZ Avenue	467' north of Woodbrook Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,250	0.90
2027 Total					**$317,250**	**4.94**
2028	TU Avenue	6th Street	792' west of 8th Street	Gravel Resurface	$45,500	0.86
2028	1st Street	V Avenue	U Avenue	Gravel Resurface	$52,750	1.00
2028	1st Street	XY Avenue	W Avenue	Gravel Resurface	$79,250	1.50
2028	11th Street	Woodbrook Street	XY Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,500	0.36
2028	6th Street	YZ Avenue	XY Avenue	Gravel Resurface	$60,750	1.15
2028	YZ Avenue	6th Street	7th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,250	0.25
2028	YZ Avenue	Prairie Brook Road	1,320' east of 11th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$38,750	0.59
2028 Total					**$316,750**	**5.71**
2029	3rd Street	Y Avenue	XY Avenue	Gravel Resurface	$27,500	0.50
2029	6th Street	U Avenue	TU Avenue	Gravel Resurface	$27,500	0.50
2029	Z Avenue	Vankal Street	2nd Street	Gravel Resurface	$55,000	1.00
2029	Branchton Street	209' west of Deer Run Road	Deer Run Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,500	0.04
2029	Farmstone Street	Sunshine Avenue	Deer Run Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.17
2029	Grazenview Street	Sunshine Avenue	Deer Run Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,750	0.17
2029	Sunshine Avenue	Branchton Street	Indian Valley Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,250	0.39
2029	Prairie Brook Street	YZ Avenue	1,440' north of YZ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,000	0.27
2029	Indian Valley Street	396' south of Sunshine Avenue	1,017' north of Deer Run Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$39,750	0.45

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Prairie Ronde Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029 Total					**$241,250**	**3.49**
2030	4th Street	YZ Avenue	Y Avenue	Gravel Resurface	$17,250	0.30
2030	5th Street	YZ Avenue	YZ Avenue	Gravel Resurface	$10,250	0.18
2030	VW Avenue	5th Street	8th Street	Gravel Resurface	$85,750	1.50
2030	X Avenue	4th Street	6th Street	Gravel Resurface	$57,250	1.00
2030	Y Avenue	3rd Street	4th Street	Gravel Resurface	$16,250	0.28
2030	YZ Avenue	4th Street	5th Street	Gravel Resurface	$21,250	0.37
2030	YZ Avenue	5th Street	6th Street	Gravel Resurface	$28,000	0.49
2030	11th Street	2,640' south of YZ Avenue	Woodbrook Street	Gravel Resurface	$71,000	1.24
2030 Total					**$307,000**	**5.36**
Unmet	YZ Avenue	2,112' west of 2nd Street	2nd Street	Gravel Resurface	$23,750	0.40
Unmet	WX Avenue	6th Street	10th Street	Gravel Resurface	$119,000	2.00
Unmet	TU Avenue	Vankal Street	2nd Street	Gravel Resurface	$59,500	1.00
Unmet	10th Street	U Avenue	5,280' north of U Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	2nd Street	U Avenue	TU Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$55,000	0.75
Unmet	4th Street	XY Avenue	W Avenue	Crack Fill, Chip Seal	$71,750	1.50
Unmet	5th Street	W Avenue	V Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	6th Street / WX Avenue	XY Avenue	W Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$117,500	1.60
Unmet	7th Street	2,640' south of YZ Avenue	YZ Avenue	Gravel Resurface	$29,750	0.50
Unmet	V Avenue	2nd Street	8th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$220,250	3.00
Unmet	V Avenue	8th Street	10th Street	Gravel Resurface	$59,500	1.00
Unmet	VW Avenue	8th Street	12th Street	Crack Fill, Chip Seal	$95,750	2.00
Unmet	XY Avenue	2nd Street	4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	XY Avenue	4th Street	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$80,750	1.10
Unmet	XY Avenue	Vankal Street	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	YZ Avenue	7th Street	Prairie Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$202,000	2.75
Unmet	10th Street	W Avenue	VW Avenue	Gravel Resurface	$29,750	0.50
Unmet	10th Street	XY Avenue	W Avenue	Gravel Resurface	$95,250	1.60
Unmet	2nd Street	W Avenue	V Avenue	Gravel Resurface	$59,500	1.00
Unmet	TU Avenue	792' west of 8th Street	8th Street	Crack Fill, Chip Seal, Fog Seal	$8,250	0.15
Unmet	Vankal Street	Z Avenue	XY Avenue	Gravel Resurface	$89,250	1.50
Unmet Needs Total					**$1,710,500**	**26.35**
Grand Total					**$3,256,195**	**52.37**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Richland Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	31st Street	B Avenue	AB Avenue	Crack Fill, Chip Seal, Fog Seal	$19,500	0.50
2026	B Avenue	31st Street	32nd Street (M-43)	Crack Fill, Chip Seal, Fog Seal	$19,500	0.50
2026	C Avenue	28th Street	M-89	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,000	0.65
2026	BC Avenue	M-343	Gull Lake Drive West	Crack Fill,Chip Seal, Fog Seal	$56,000	1.55
2026	28th Street	D Avenue	C Avenue	Crack Fill, Chip Seal, Fog Seal	$37,000	0.99
2026	CD Avenue	24th Street	26th Street	Chip Seal Trial	$77,000	1.15
2026	DE Avenue	34th Street	35th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$26,500	0.25
2026	DE Avenue	35th Street	3,835' east of 35th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$26,500	0.75
2026	EF Avenue	3,200' east of 32nd Street	35th Street	Gravel Resurface	$43,000	0.64
2026 Total					**$329,000**	**6.98**
2027	C Avenue	32nd Street (M-343)	35th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$102,510	1.50
2027	35th Street	CD Avenue	Gull Lake Drive West	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$90,507	1.00
2027	35th Street	D Avenue	CD Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$47,750	0.45
2027	CD Avenue	32nd Street	35th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$102,510	1.50
2027	F Avenue	27th Street	28th Street	Crack Fill, Chip Seal, Fog Seal	$20,000	0.50
2027	24th Street	G Avenue	3,960' north of FG Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$64,000	1.25
2027	27th Street	M-343	F Avenue	Crack Fill, Chip Seal, Fog Seal	$37,000	0.90
2027	28th Street	G Avenue	M-343	Mill,HMA Overlay	$90,000	0.48
2027 Total					**$554,277**	**7.58**
2028	AB Avenue	30th Street	31st Street	Gravel Resurface	$164,250	0.62
2028	AB Avenue	29th Street	30th Street	Gravel Resurface	$34,500	0.13
2028	D Avenue	M-89	2,640' east of 35th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$176,500	1.60
2028	EF Avenue	M-343	32nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$126,750	1.15
2028	24th Street	3,960' north of FG Avenue	5,000' north of FG Avenue	Gravel Resurface	$50,250	0.19
2028 Total					**$552,250**	**3.69**
2029	30th Street	M-343	D Avenue	Crack Fill, Chip Seal, Fog Seal	$44,000	1.22
2029	29th Street	AB Avenue	2,904' north of AB Avenue	Crack Fill, Chip Seal, Fog Seal	$46,500	0.55
2029	B Avenue	24th Street	M-89	Crack Fill, Chip Seal, Fog Seal	$118,000	1.40
2029	30th Street	D Avenue	M-89	Crack Fill, Chip Seal, Fog Seal	$84,250	1.00
2029	DE Avenue	2,640' west of 34th Street	34th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$57,250	0.50

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Richland Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	35th Street	EF Avenue	DE Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$114,750	1.00
2029	35th Street	FG Avenue	EF Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$86,000	0.75
2029	35th Street	G Avenue	FG Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$86,000	0.75
2029 Total					**$636,750**	**7.17**
2030	AB Avenue	28th Street	29th Street	Crack Fill, Chip Seal, Fog Seal	$87,750	1.00
2030	AB Avenue	M-89	28th Street	Crack Fill, Chip Seal, Fog Seal	$70,250	0.80
2030	34th Street	BC Avenue	35th Street	Gravel Resurface	$229,250	0.80
2030	CD Avenue	35th Street	Gull Lake Drive West	Crack Fill, Chip Seal, Fog Seal	$52,750	0.60
2030	DE Avenue	28th Street	30th Street	Crack Fill, Chip Seal, Fog Seal	$87,750	1.00
2030	DE Avenue	30th Street	M-343	Crack Fill, Chip Seal, Fog Seal	$43,750	0.50
2030	EF Avenue	32nd Street	3,200' east of 32nd Street	Crack Fill, Chip Seal, Fog Seal	$53,250	0.61
2030	F Avenue	North Sprinkle Road	27th Street	Crack Fill, Chip Seal, Fog Seal	$85,000	0.97
2030 Total					**$709,750**	**6.28**
Plats	Winding Lane	M-89	M-89	Gravel, Pulverize, HMA Paving	$139,000	0.34
Plats	Crabapple Lane	Elmgrove Avenue	Hidden Oak Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,500	0.12
Plats	Elmgrove Avenue	M-89	Crabapple Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,500	0.07
Plats	Hidden Oak Avenue	Crabapple Lane	Silvermaple Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$30,750	0.25
Plats	Silvermaple Street	Hidden Oak Avenue	973' north of Hidden Oak Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,500	0.16
Plats	East Gullway Street	South Gullway Street	BC Avenue	Milling, HMA Paving	$0	0.15
Plats	South Gullway Street	West Gullway Street	East Gullway Street	Milling, HMA Paving	$0	0.09
Plats	West Gullway Street	South Gullway Street	BC Avenue	Milling, HMA Paving	$0	0.15
Plats	Cotter's Ridge Road	C Avenue	34th Street	Milling, HMA Paving	$0	0.32
Plats	Olde Fox Lane	236' west of Cotter's Ridge Road	Cotter's Ridge Road	Milling, HMA Paving	$0	0.04
Plats	C Avenue	Gull Lake Drive West	Fraulin Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,000	0.07
Plats	Fraulin Circle	Fraulin Drive	Fraulin Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,250	0.08
Plats	Fraulin Drive	C Avenue	Werner Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,500	0.23
Plats	Ricker Drive	C Avenue	Fraulin Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.15
Plats	Werner Drive	C Avenue	Fraulin Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.15
Plats	Banting Road	Sturtevant Avenue	Cowley Court	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,750	0.05
Plats	Brantingham Way	Lausen Lane	M-89	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,000	0.11
Plats	Cowley Court	Banting Road	297' north of Banting Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,000	0.06

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Richland Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Plats	Geiser Grove	Aveling Way	Lausen Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,500	0.19
Plats	Lausen Lane	Brantingham Way	Sturtevant Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,000	0.19
Plats	Sturtevant Avenue	Banting Road	Lausen Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,000	0.04
Plats	Aveling Way	Geiser Grove	Lausen Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,250	0.16
Plats	Cayhill Avenue	375' west of Cottonwood Street	143' east of Cottonwood Street	Milling, HMA Paving	$0	0.07
Plats	Cottonwood Street	DE Avenue	Broadhill Avenue	Milling, HMA Paving	$0	0.30
Plats	Broadhill Avenue	524' west of Cottonwood Street	Cottonwood Street	Milling, HMA Paving	$0	0.10
Plats	Bluebird Avenue	Newport Avenue	Foxwood Street	Milling, HMA Paving	$0	0.18
Plats	Harvest Avenue	Newport Avenue	Foxwood Street	Milling, HMA Paving	$0	0.18
Plats	Newport Avenue	Bluebird Avenue	Harvest Avenue	Milling, HMA Paving	$0	0.07
Plats	Yale Avenue	920' west of Foxwood Street	Foxwood Street	Milling, HMA Paving	$0	0.18
Plats	Foxwood Street	DE Avenue	D Avenue	Milling, HMA Paving	$0	0.50
Plats	Decker Lane	Hemel Lane	Silverado Lane	Milling, HMA Paving	$0	0.07
Plats	Engelwood Avenue	30th Street	Foxwood Street	Milling, HMA Paving	$0	0.48
Plats	Hemel Lane	Engelwood Avenue	Foxwood Street	Milling, HMA Paving	$0	0.49
Plats	Silverado Lane	Hemel Lane	Foxwood Street	Milling, HMA Paving	$0	0.40
Plats	Catalina Avenue	Gull Manor Drive	371' north of Gull Manor Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,750	0.07
Plats	April Lane	M-343	Gull Manor Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,250	0.08
Plats	Gull Manor Drive	424' south of Catalina Avenue	511' north of April Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,750	0.22
Plats	Hazelwood Avenue	28th Street	715' east of 28th Street	Gravel, Pulverize, HMA Paving	$55,250	0.14
Plats	Eagle Ridge Drive	Oatman Drive	Gullwynd Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$44,250	0.36
Plats	Gullwynd Drive	Sturbridge Drive	135' north of Sturbridge Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,250	0.03
Plats	Oatman Drive	100' west of Eagle Ridge Drive	492' east of Eagle Ridge Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,000	0.11
Plats	Sturbridge Drive	173' south of Eagle Ridge Drive	27th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$38,500	0.31
Plats Total					**$597,500**	**7.49**
Unmet	28th Street	M-89	AB Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$93,000	0.75
Unmet	31st Street	G Avenue	EF Avenue	Crack Fill, Chip Seal, Fog Seal	$56,000	1.50
Unmet	34th Street	DE Avenue	M-89	Crack Fill, Chip Seal, Fog Seal	$38,250	0.42
Unmet	34th Street	M-89	D Avenue	Crack Fill, Chip Seal, Fog Seal	$6,500	0.07
Unmet	C Avenue	24th Street	27th Street	Crack Fill, Chip Seal, Fog Seal	$136,750	1.50
Unmet	DE Avenue	1,320' west of Sprinkle Road	Sprinkle Road	Crack Fill, Chip Seal, Fog Seal	$22,750	0.25
Unmet	E Avenue	North Sprinkle Road	28th Street	Crack Fill, Chip Seal, Fog Seal	$144,250	1.58

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Richland Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	FG Avenue	24th Street	North Sprinkle Road	Chip Seal, Fog Seal	$28,000	0.42
Unmet	Greer Road	35th Street	4,600' east of 35th Street	Chip Seal, Fog Seal	$57,500	0.86
Unmet	Old 24th Street	24th Street	Old AB Avenue	Gravel Resurface	$44,750	0.15
Unmet	Old AB Avenue	Old 24th Street	AB Avenue	Gravel Resurface	$41,750	0.14
Unmet	30th Street	M-89	AB Avenue	HMA Paving	$0	1.55
Unmet	FG Avenue	35th Street	36th Street	Crack Fill, Chip Seal, Fog Seal	$68,500	0.75
Unmet Needs Total					**$738,000**	**9.94**
Grand Total					**$4,117,527**	**49.13**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Ross Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	B Avenue	45th Street	48th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$91,750	1.61
2026	Baseline Road	44th Street	1,954' east of 44th Street	Crack Fill, Chip Seal, Fog Seal	$15,500	0.37
2026	43rd Street	B Avenue	1,530' north of AB Avenue	Crack Fill, Chip Seal, Fog Seal	$31,000	0.79
2026	44th Street	C Avenue	Baseline Road	Crack Fill, Chip Seal, Fog Seal	$60,000	2.05
2026	Trillium Drive	Fernwood Drive	3,082' north of Fernwood Drive	Chip Seal, Fog Seal	$13,800	0.58
2026	Fernwood Drive	M-89	456' west of Camomile Drive	Chip Seal, Fog Seal	$13,800	0.86
2026	Aganthus Drive	Fernwood Drive	275' east of Fernwood Drive	Chip Seal, Fog Seal	$13,800	0.05
2026	Camomile Drive	Fernwood Drive	275' north of Fernwood Drive	Chip Seal, Fog Seal	$13,800	0.05
2026	Burlington Drive	E Gull Lake Drive	289' north of E Gull Lake Drive	HMA, Overlay	$18,000	0.05
2026	37th Street	CD Avenue	Idlewild Drive	Crack Fill, Chip Seal, Fog Seal	$9,750	0.23
2026	Idelwild Drive	2,860' west of Wild Drive	922' south of Idle Drive	Crack Fill, Chip Seal, Fog Seal	$28,000	0.89
2026	Idle Drive	37th Street	Idlewild Drive	Crack Fill, Chip Seal, Fog Seal	$2,250	0.07
2026	Wild Drive	Idlewild Drive	484 east of Idlewild Drive	Crack Fill, Chip Seal, Fog Seal	$3,000	0.09
2026	Gull Lake Drive West	D Avenue	CD Avenue	Crack Fill, Chip Seal, Fog Seal	$22,500	0.54
2026	Shoal Drive	37th Street	280' east of Gull Lake Drive West	Crack Fill, Chip Seal, Fog Seal	$6,500	0.16
2026	Lake Vista Drive	37th Street	944' east of 37th Street	Crack Fill, Chip Seal, Fog Seal	$7,500	0.18
2026	D Avenue	39th Street	40th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$18,000	0.47
2026 Total					**$368,950**	**9.04**
2027	47th Street	B Avenue	Baseline Road	Chip Seal, Fog Seal	$28,750	0.75
2027	B Avenue	42nd Street	43rd Street (south)	Gravel Resurface	$53,000	0.50
2027	Baseline Road	39th Street	42nd Street	Crack Fill, Chip Seal, Fog Seal	$65,500	1.50
2027	C Avenue	E Gull Lake Drive	Burlington Drive	Crack Fill, Chip Seal, Fog Seal	$1,750	0.08
2027	BC Avenue	43rd Street (north)	43rd Street (south)	Gravel Resurface	$24,750	0.23
2027	D Avenue	2,640' west of 37th Street	37th Street (northbound)	Crack Fill, Wedging, Chip Seal, Fog Seal	$29,750	0.50
2027	38th Street	N. Sherman Lake Drive	M-89	Crack Fill, Wedging, Chip Seal, Fog Seal	$62,250	1.05
2027	46th Street	Augusta Drive	M-89	Crack Fill, Wedging, Chip Seal, Fog Seal	$55,000	1.34
2027	36th Street	G Avenue	FG Avenue	Crack Fill, Chip Seal, Fog Seal	$30,000	0.75
2027 Total					**$350,750**	**6.70**
2028	AB Avenue	43rd Street	44th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$34,000	0.55
2028	B Avenue	40th Street	42nd Street	Chip Seal, Fog Seal	$30,000	0.75
2028	B Avenue	E Gull Lake Drive	40th Street	Crack Fill, Chip Seal, Fog Seal	$49,000	1.08

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Ross Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2028	43rd Street	670' south of B Avenue	B Avenue	Gravel Resurface	$14,000	0.13
2028	43rd Street	BC Avenue	1,805' north of BC Avenue	Gravel Resurface	$37,750	0.34
2028	43rd Street	C Avenue	2,660' north of C Avenue	Gravel Resurface	$55,500	0.50
2028	46th Street	M-89	C Avenue	Chip Seal, Fog Seal	$37,250	0.93
2028	42nd Street	M-89	C Avenue	Crack Fill, Chip Seal, Fog Seal	$59,000	1.30
2028	Pinebrook Drive	907' west of 48th Street	48th Street	Crack Fill, Chip Seal, Fog Seal	$7,750	0.17
2028	44th Street	475' north of Augusta Drive	EF Avenue	Gravel Resurface	$71,750	0.65
2028	EF Avenue	42nd Street	44th Street	Crack Fill, Chip Seal, Fog Seal	$47,250	1.04
2028 Total					**$443,250**	**7.44**
2029	Burlington Drive	C Avenue	E Gull Lake Drive	Crack Fill, Chip Seal, Fog Seal	$22,250	0.63
2029	Harger Street	Midlake Drive	Makin Street	Crack Fill, Chip Seal, Fog Seal	$750	0.03
2029	Hoffmaster Street	Burlington Drive	Midland Drive	Crack Fill, Chip Seal, Fog Seal	$1,000	0.04
2029	Makin Street	Harger Street	Burlington Drive	Crack Fill, Chip Seal, Fog Seal	$2,500	0.11
2029	Midlake Drive	305' south of Burlington Drive	Burlington Drive	Crack Fill, Chip Seal, Fog Seal	$1,250	0.06
2029	Midlake Drive	Norris Street	Makin Street	Crack Fill, Chip Seal, Fog Seal	$5,500	0.23
2029	Midland Drive	C Avenue	Hoffmanster Street	Crack Fill, Chip Seal, Fog Seal	$8,000	0.33
2029	Norris Street	Midlake Drive	Burlington Drive	Crack Fill, Chip Seal, Fog Seal	$2,250	0.09
2029	Sylvan Court	714' west of Burlington Drive	Burlington Drive	Crack Fill, Chip Seal, Fog Seal	$3,250	0.14
2029	Wendel Drive	Midlake Drive	Norris Street	Crack Fill, Chip Seal, Fog Seal	$1,500	0.07
2029	42nd Street	C Avenue	B Avenue	Crack Fill, Wedging, Chip Seal, Fog Seal	$64,000	1.00
2029	45th Street	C Avenue	B Avenue	Gravel Resurface	$143,500	1.25
2029	Burlington Drive	E Gull Lake Drive	C Avenue	Crack Fill, Chip Seal, Fog Seal	$7,500	0.32
2029	CD Avenue	37th Street	Gull Lake Drive West	Crack Fill, Chip Seal, Fog Seal	$4,250	0.09
2029	N. Sherman Lake Drive	3,168' south of 38th Street	38th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$38,750	0.60
2029	Yorkshire Drive	37th Street	2,650' east of 37th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$32,250	0.50
2029	39th Street	G Avenue	FG Avenue	Crack Fill, Wedging, Chip Seal, Fog Seal	$32,000	0.50
2029	39th Street	FG Avenue	38th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$86,500	1.35
2029 Total					**$457,000**	**7.34**
2030	B Avenue	44th Street	45th Street	Crack Fill, Chip Seal, Fog Seal	$36,750	0.75
2030	42nd Street	B Avenue	Baseline Road	Crack Fill, Wedging, Chip Seal, Fog Seal	$68,000	1.02
2030	43rd Street	M-89	C Avenue	Crack Fill, Chip Seal, Fog Seal	$63,000	1.28

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Ross Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030	D Avenue	37th Street (south)	38th Street	Crack Fill, Chip Seal, Fog Seal	$44,250	0.90
2030	41st Street	EF Avenue	M-89	Crack Fill, Chip Seal, Fog Seal	$58,000	1.18
2030	44th Street	EF Avenue	2,904' north of EF Avenue	Crack Fill, Chip Seal, Fog Seal	$27,000	0.55
2030	44th Street	2,900' north of EF Avenue	M-89	Crack Fill, Chip Seal, Fog Seal	$28,000	0.57
2030	Marsh Ridge Trail	1,808' west of Pin Oak Circle	Stoney Creek Court	Crack Fill, Chip Seal, Fog Seal	$19,500	0.40
2030	Pine Oak Circle	Marsh Ridge Trail	1,549' north of Marsh Ridge Trail	Crack Fill, Chip Seal, Fog Seal	$14,500	0.29
2030	Stoney Creek Court	Stoney Creek Drive	890' east of Stoney Creek Drive	Crack Fill, Chip Seal, Fog Seal	$8,250	0.17
2030	Stoney Creek Drive	Augusta Drive	M-89	Crack Fill, Chip Seal, Fog Seal	$39,250	0.80
2030	44th Street	Augusta Drive	475' north of Augusta Drive	Crack Fill, Chip Seal, Fog Seal	$4,500	0.09
2030 Total					**$411,000**	**8.00**
Unmet	Baseline Road	1,500' west of 45th Street	47th Street	Crack Fill	$6,250	1.03
Unmet	Baseline Road	1,500' west of 45th Street	47th Street	Crack Fill, Wedging, Chip Seal, Fog Seal	$71,750	1.03
Unmet	45th Street	B Avenue	Baseline Road	Crack Fill, Chip Seal, Fog Seal	$38,250	0.75
Unmet	43rd Street	B Avenue	1,530' north of AB Avenue	Crack Fill	$4,750	0.79
Unmet	Baseline Road	44th Street	1,954' east of 44th Street	Crack Fill	$2,250	0.37
Unmet	43rd Street	3,280' south of Sheffield Road	1,635' south of Sheffield Road	Gravel Resurface	$38,500	0.31
Unmet	39th Street	370' south of Baseline Road	Baseline Road	Crack Fill, Chip Seal, Fog Seal	$4,500	0.09
Unmet	39th Street	B Avenue	370' south of Baseline Road	Gravel Resurface	$124,000	1.00
Unmet	Heights Drive	Gull Lake Drive East	683' east of Gull Lake Drive East	Crack Fill, Chip Seal, Fog Seal	$6,500	0.13
Unmet	Forney Avenue	Oak Dale Avenue	Gull Lake Drive	Crack Fill, Chip Seal, Fog Seal	$2,000	0.05
Unmet	Oak Dale Avenue	1,060' south of Forney Avenue	Forney Avenue	Crack Fill, Chip Seal, Fog Seal	$7,750	0.20
Unmet	Paris Street	Midlake Drive	Burlington Drive	Crack Fill, Chip Seal, Fog Seal	$1,500	0.06
Unmet	Snyder Street	Midlake Drive	Norris Street	Crack Fill, Chip Seal, Fog Seal	$1,750	0.07
Unmet	Foxboro Lane	M-89	1,215' north of M-89	Crack Fill, Chip Seal, Fog Seal	$11,750	0.23
Unmet	CD Avenue	46th Street	48th Street	Chip Seal, Fog Seal	$45,000	1.00
Unmet	38th Street	Gull Lake Drive East	C Avenue	Chip Seal, Fog Seal	$70,750	1.57
Unmet	E Gull Lake Drive	D Avenue	C Avenue	Crack Fill, Chip Seal, Fog Seal	$76,750	1.50
Unmet	Yorkville Lane	D Avenue	Gull Lake Drive South	Crack Fill	$1,250	0.27
Unmet	Moon Street	Burlington Drive	E Gull Lake Drive	Crack Fill, Chip Seal, Fog Seal	$1,250	0.05
Unmet	DE Avenue	3,810' West of 37th Street	37th Street	Crack Fill, Chip Seal, Fog Seal	$25,500	0.50
Unmet	Delmar Street	36th Street	907' east of Merrimac Street	Crack Fill, Chip Seal, Fog Seal	$13,250	0.26
Unmet	Littlefield Avenue	Merrimac Street	643' east of Sherbrook Street	Crack Fill, Chip Seal, Fog Seal	$9,250	0.18

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Ross Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Merrimac Street	Littlefield Avenue	764' north of Delmar Street	Crack Fill, Chip Seal, Fog Seal	$11,500	0.23
Unmet	Sherbrook Street	CD Avenue	Littlefield Avenue	Crack Fill, Chip Seal, Fog Seal	$4,500	0.09
Unmet	38th Street	M-89	D Avenue	Crack Fill, Chip Seal, Fog Seal	$11,750	0.23
Unmet	Avery Street	Gull Lake Drive South	Lewis Avenue	Crack Fill	$250	0.03
Unmet	Green Avenue	Gull Lake Drive South	Lewis Avenue	Crack Fill	$250	0.03
Unmet	Gull Lake Drive South	D Avenue	D Avenue	Crack Fill	$4,750	1.01
Unmet	Lewis Avenue	Avery Street	Green Avenue	Crack Fill	$250	0.05
Unmet	DE Avenue	1320' west of 48th Street	48th Street	Gravel Resurface	$31,000	0.25
Unmet	EF Avenue	41st Street	42nd Street	Crack Fill, Chip Seal, Fog Seal	$30,750	0.60
Unmet	Greer Drive	37th Street	6,440' north of 37th Street	Gravel Resurface	$151,500	1.22
Unmet	38th Street	528' South of G Avenue	G Avenue	Gravel, Pulverize, HMA Paving	$45,000	0.10
Unmet	38th Street	G Avenue	4,752' north of G Avenue	Crack Fill, Chip Seal, Fog Seal	$46,000	0.90
Unmet	FG Avenue	39th Street	4,540' east of 39th Street	Crack Fill, Chip Seal, Fog Seal	$44,000	0.86
Unmet Needs Total					**$946,000**	**17.06**
Grand Total					**$2,976,950**	**55.59**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Schoolcraft Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	22nd Street	2,640' south of U Avenue	U Avenue	Milling, HMA Overlay	$80,000	0.50
2026	YZ Avenue	15th Street	16th Street	Chip Seal Trial	$46,000	0.88
2026	Oakland Drive	U Avenue	5,544' north of U Avenue	Crack Fill, Chip Seal, Fog Seal	$47,250	1.05
2026	Starlet Street	South Hill Avenue	Crimora Street	Milling, HMA Overlay	$65,000	0.20
2026	Green Prairie Street	1,334' south of VW Avenue	VW Avenue	Crack Fill, Chip Seal, Fog Seal	$10,000	0.25
2026	Tremblay Drive	West Tremblay Drive	VW Avenue	Chip Seal, Fog Seal	$8,500	0.29
2026	West Tremblay Drive	Tremblay Drive	VW Avenue	Chip Seal, Fog Seal	$8,500	0.20
2026	Honeysuckle Street	VW Avenue	Jasmine Street	Milling, HMA Overlay	$41,946	0.16
2026	Jasmine Avenue	Crocus Street	616' east of Honeysuckle Street	Milling, HMA Overlay	$55,054	0.21
2026 Total					**$362,250**	**3.74**
2027	14th Street	VW Avenue	U Avenue	Milling, HMA Overlay	$331,250	1.50
2027	23rd Street	TU Avenue	2,640' north of TU Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,500	0.50
2027	Balboa Street	243' west of Canal Street	Canal Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.05
2027	Canal Street	Panama Street	Portage Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,500	0.29
2027	Panama Street	454' west of Canal Street	317' east of Canal Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,000	0.15
2027	Blackstone Avenue	Heron Street	Blueridge Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,750	0.08
2027	Blueridge Street	South Hill Avenue	382' north of Surry Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,250	0.38
2027	X Avenue	Portage Road	760' east of Portage Road	Crack Fill, Chip Seal, Fog Seal	$8,750	0.14
2027	Jo-Fran Avenue	Portage Road	Jimmy Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,750	0.19
2027 Total					**$464,500**	**3.28**
2028	14th Street	XY Avenue	5,280' north of XY Avenue	Milling, HMA Overlay	$229,750	1.00
2028	V Avenue	18th Street	Portage Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$65,250	1.00
2028	22nd Street	XY Avenue	X Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,750	0.50
2028	22nd Street	Y Avenue	XY Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,750	0.50
2028 Total					**$360,500**	**3.00**
2029	Oakland Drive	VW Avenue	U Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$101,750	1.50
2029	X Avenue	22nd Street	24th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$51,000	0.75
2029	XY Avenue	22nd Street	22nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,750	0.35
2029	Z Avenue	21st Street	24th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$101,750	1.50
2029	Crimora Street	Blueridge Street	Surry Avenue	Crack Fill, Chip Seal, Fog Seal	$12,500	0.19

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Schoolcraft Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Surry Avenue	Blueridge Street	Oakland Drive	Crack Fill, Chip Seal, Fog Seal	$14,000	0.21
2029	Higley Circle East	Higley Circle West	Sugar Island Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,000	0.31
2029	Higley Circle West	Sugar Island Drive	Higley Circle East	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,500	0.22
2029	Sugar Island Drive	Shaver Road	Higley Circle West	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$40,750	0.46
2029 Total					**$392,000**	**5.49**
2030	12th Street	VW Avenue	U Avenue	Gravel, Pulverize, Double Chip Seal, Fog Seal	$324,000	1.50
2030	Bayview Drive	Waterview Drive	Pennisular Drive	Crack Fill, Chip Seal, Fog Seal	$17,250	0.25
2030	Channelview Drive	926' west of Waterview Drive	Waterview Drive	Crack Fill, Chip Seal, Fog Seal	$12,000	0.18
2030	Pennisular Drive	Bayview Drive	578' north of Bayview Drive	Crack Fill, Chip Seal, Fog Seal	$7,500	0.11
2030	Waterview Drive	580' west of Bayview Drive	220' south of Channelview Drive	Crack Fill, Chip Seal, Fog Seal	$19,750	0.29
2030 Total					**$380,500**	**2.33**
Unmet	14th Street	YZ Avenue	XY Avenue	Milling, HMA Overlay	$258,500	1.00
Unmet	21st Street	Z Avenue	Y Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$73,500	1.00
Unmet	15th Street	3,168' south of YZ Avenue	YZ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$44,000	0.60
Unmet	V Avenue	Portage Road	3,960' east of Portage Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$55,000	0.75
Unmet	VW Avenue	12th Street	1,584' east of 12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,000	0.30
Unmet	16th Street	W Avenue	VW Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$36,750	0.50
Unmet	16th Street	XY Avenue	W Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$110,000	1.50
Unmet	16th Street	Z Avenue	XY Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$117,500	1.60
Unmet	18th Street	VW Avenue	U Avenue	Crack Fill, Chip Seal, Fog Seal	$77,500	1.42
Unmet	18th Street	W Avenue	VW Avenue	Crack Fill, Chip Seal, Fog Seal	$27,250	0.50
Unmet	18th Street	XY Avenue	W Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$110,000	1.50
Unmet	YZ Avenue	2,640' west of US 131	US 131	Crack Fill, Chip Seal, Fog Seal	$27,250	0.50
Unmet	YZ Avenue	US 131	15th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$49,250	0.67
Unmet	Fayette Avenue	Stonecrest Avenue	Meadow Street	Crack Fill, Chip Seal, Fog Seal	$12,750	0.18
Unmet	Meadow Street	Fayette Avenue	Rapp Avenue	Crack Fill, Chip Seal, Fog Seal	$6,250	0.09
Unmet	Rapp Avenue	Stonecrest Avenue	Meadow Street	Crack Fill, Chip Seal, Fog Seal	$8,000	0.11
Unmet	Stonecrest Avenue	Portage Road	Meadow Street	Crack Fill, Chip Seal, Fog Seal	$12,000	0.17
Unmet	Barnswallow Avenue	273' west of Prairie Edge Street	Prairie Edge Street	Crack Fill, Chip Seal, Fog Seal	$3,750	0.05
Unmet	Heron Street	U Avenue	Prairie Edge Street	Crack Fill, Chip Seal, Fog Seal	$33,250	0.47
Unmet	Nighthawk Avenue	Prairie Edge Street	Heron Street	Crack Fill, Chip Seal, Fog Seal	$12,250	0.17

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Schoolcraft Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
Unmet	Prairie Edge Street	U Avenue	Heron Street	Crack Fill, Chip Seal, Fog Seal	$39,000	0.55
Unmet	Starling Avenue	Prairie Edge Street	Heron Street	Crack Fill, Chip Seal, Fog Seal	$12,250	0.17
Unmet	Woodswallow Avenue	Prairie Edge Street	Heron Street	Crack Fill, Chip Seal, Fog Seal	$9,500	0.13
Unmet	South Hill Avenue	Blueridge Street	Hopewell Street	Crack Fill, Chip Seal, Fog Seal	$9,500	0.13
Unmet	Whitestone Street	U Avenue	South Hill Avenue	Crack Fill, Chip Seal, Fog Seal	$9,000	0.13
Unmet	Hopewell Street	South Hill Avenue	Crimora Street	Milling, HMA Overlay	$80,000	0.24
Unmet	Crocus Street	261' south of Sweet William Driv	Jasmine Street	Chip Seal, Fog Seal	$5,750	0.09
Unmet	Sweet William Drive	14th Street	Crocus Street	Chip Seal, Fog Seal	$5,000	0.08
Unmet	Barton Drive	Clyde Street	North Barton Lake Drive	Chip Seal, Fog Seal	$18,000	0.29
Unmet	Clyde Street	Portage Road	North Barton Lake Drive	Chip Seal, Fog Seal	$14,500	0.23
Unmet	North Barton Lake Driv	Barton Drive	702' north of Clyde Street	Chip Seal, Fog Seal	$25,500	0.41
Unmet	Jimmy Drive	Jo-Fran Avenue	Portage Road	Crack Fill, Chip Seal, Fog Seal	$16,250	0.23
Unmet	Melissa Court	484' west of Jimmy Drive	Jimmy Drive	Crack Fill, Chip Seal, Fog Seal	$6,500	0.09
Unmet	South Barton lake Drive	Portage Road	2,451' north of Portage Road	Chip Seal, Fog Seal	$29,250	0.46
Unmet Needs Total					**$1,376,750**	**16.32**
Grand Total					**$3,336,500**	**34.17**

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2026	R Avenue	2nd Street	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$90,500	1.50
2026	R Avenue	VanKal Road	2nd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$76,750	1.27
2026	R Avenue	6th Street	8th Street	Crack Fill, Chip Seal, Fog Seal	$41,000	1.25
2026	R Avenue	8th Street	12th Street	Crack Fill, Chip Seal, Fog Seal	$62,000	2.00
2026	2nd Street	Paw Paw Lake Drive	S Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$27,000	0.85
2026	RS Avenue	VanKal Road	2nd Street	Crack Fill, Chip Seal, Fog Seal	$39,000	1.25
2026	Blue Jay Drive	10th Street	Bob White Avenue	Milling, HMA Overlay	$101,000	0.43
2026	Bob White Avenue	Morning Dove Lane	Warbler Drive	Milling, HMA Overlay	$101,000	0.36
2026	Canary Lane	Swallow Avenue	Blue Jay Drive	Milling, HMA Overlay	$101,000	0.16
2026	Morning Dove Lane	Swallow Avenue	Blue Jay Drive	Milling, HMA Overlay	$101,000	0.15
2026	Blue Spruce Lane	345' west of Old Stone Circle	515' south of Green Pine Lane	Milling, HMA Overlay	$69,000	0.34
2026	Finch Drive	Blue Spruce Lane	Bob White Avenue	Milling, HMA Overlay	$69,000	0.19
2026	Old Oak Circle	Blue Spruce Lane	250' north of Blue Spruce Lane	Milling, HMA Overlay	$69,000	0.05
2026	Old Stone Circle	Blue Spruce Lane	221' north of Blue Spruce Lane	Milling, HMA Overlay	$69,000	0.04
2026	Warbler Drive	Swallow Avenue	Whippoorwill Drive	Milling, HMA Overlay	$101,000	0.30
2026	5th Street	N Eagle Lake Drive	OP Avenue	Milling, HMA Overlay	$44,500	0.21
2026	E Eagle Lake Drive	950' south of OP Avenue	OP Avenue	Milling, HMA Overlay	$38,250	0.18
2026	Crooked Lake Drive We	Q Avenue	PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,000	0.58
2026	Chicory Trail	Pennycress Lane	1st Street	Crack Fill, Chip Seal, Fog Seal	$30,000	0.53
2026	Pennycress Lane	P Avenue	1st Street	Crack Fill, Chip Seal, Fog Seal	$30,000	0.82
2026 Total					**$1,283,000**	**12.46**
2027	Saddle Club Drive	Stoney Brook Road	450' east of Shepherds Glen Roa	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.70
2027	Bent Tree Road	Q Avenue	Shepherds Glen Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.16
2027	Bingham Avenue	Petoskey Street	Charlevoix Street	Crack Fill, Chip Seal, Fog Seal	$8,250	0.18
2027	Bowers Harbor Avenue	Trout Bay Street	Petoskey Street	Crack Fill, Chip Seal, Fog Seal	$11,750	0.25
2027	Boyne Street	Charlevoix Street	Q Avenue	Crack Fill, Chip Seal, Fog Seal	$18,500	0.40
2027	Charlevoix Street	Northport Avenue	Texas Heights Avenue	Crack Fill, Chip Seal, Fog Seal	$8,750	0.19
2027	Colony Lane	355' south of Green Pine Lane	366' north of Green Pine Lane	Milling, HMA Overlay	$62,000	0.14
2027	Deerpath Road	Q Avenue	Saddle Club Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.16
2027	Dorval Road	846' south of Stapleton Drive	Stapleton Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.16
2027	Doubletree Court	605' south of Saddle Club Drive	Saddle Club Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.11
2027	Dunwoody Court	542' south of Saddle Club Drive	Saddle Club Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.10

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Four Seasons Drive	Saddle Club Drive	Bent Tree Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.22
2027	Gatwick Court	Heathrow Avenue	855' north of Heathrow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,250	0.16
2027	Green Pine Lane	Blue Spruce Lane	Swan Drive	Milling, HMA Overlay	$62,000	0.38
2027	Heathrow Avenue	Farmington Avenue	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,000	0.45
2027	Huntwick Road	Bent Tree Road	Shepherds Glen Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.15
2027	Manitou Avenue	213' west of Petoskey Street	Charlevoix Street	Crack Fill, Chip Seal, Fog Seal	$10,250	0.22
2027	Northport Avenue	213' west of Petoskey Street	Charlevoix Street	Crack Fill, Chip Seal, Fog Seal	$10,250	0.22
2027	Orly Court	Heathrow Avenue	450' north of Heathrow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,250	0.09
2027	Port Hope Drive	213' west of Trout Bay Street	213' east of Petoskey Street	Crack Fill, Chip Seal, Fog Seal	$15,500	0.33
2027	Presque Isle Drive	Trout Bay Street	Petoskey Street	Crack Fill, Chip Seal, Fog Seal	$11,750	0.25
2027	Shepherds Glen Court	686' south of Shepherds Glen Ro	276' north of Shepherds Glen Ro	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.18
2027	Shepherds Glen Road	Saddle Club Drive	Shepherds Glen Court	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.20
2027	Standiford Street	Heathrow Avenue	Stapleton Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,000	0.30
2027	Stoney Brook Road	10th Street	Farmington Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.72
2027	Summerhill Court	568' south of Saddle Club Drive	Saddle Club Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,000	0.11
2027	Suttons Bay Street	Petoskey Street	Boyne Street	Crack Fill, Chip Seal, Fog Seal	$2,750	0.06
2027	Trout Bay Street	Bowers Harbor Avenue	Presque Isle Drive	Crack Fill, Chip Seal, Fog Seal	$6,500	0.14
2027	West Bay Street	Presque Isle Drive	165' north of Presque Isle Drive	Crack Fill, Chip Seal, Fog Seal	$1,500	0.03
2027	Queen Victoria Lane	Veronica Street	12th Street	Crack Fill, Chip Seal, Fog Seal	$15,500	0.33
2027	Cranberry Court	187' north of Willowbend Trail	Willowbend Trail	Crack Fill, Chip Seal, Fog Seal	$1,750	0.04
2027	Misty Creek Drive	Willowbend Trail	12th Street	Crack Fill, Chip Seal, Fog Seal	$3,500	0.07
2027	Willowbend Trail	304' west of Fountain Square Dri	Misty Creek Drive	Crack Fill, Chip Seal, Fog Seal	$16,500	0.36
2027	Willowbend Way	184' north of Willowbend Trail	Willowbend Trail	Crack Fill, Chip Seal, Fog Seal	$1,750	0.03
2027	Colony Woods Drive	Q Avenue	952' east of Oak Hill Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,424	0.43
2027	Oak Hill Drive	Colony Woods Drive	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,424	0.10
2027	Aspen Lane	Vail Drive	Inverness Drive	Crack Fill, Chip Seal, Fog Seal	$6,500	0.17
2027	Canyon Drive	Vail Drive	Inverness Drive	Crack Fill, Chip Seal, Fog Seal	$6,500	0.17
2027	Inverness Drive	Canyon Drive	8th Street	Crack Fill, Chip Seal, Fog Seal	$6,500	0.20
2027	Vail Drive	Corners Cove Street	Aspen Lane	Crack Fill, Chip Seal, Fog Seal	$6,500	0.15
2027	Chianti Circle	PQ Avenue	Riesling Street	Crack Fill, Chip Seal, Fog Seal	$10,500	0.26
2027	Riesling Street	PQ Avenue	Chianti Circle	Crack Fill, Chip Seal, Fog Seal	$10,500	0.26
2027	Bradley Court	717' south of Dorlen Street	Dorlen Street	Crack Fill, Chip Seal, Fog Seal	$7,500	0.14
2027	Dorlen Street	1275' west of Shane Street	Shane Street	Crack Fill, Chip Seal, Fog Seal	$7,500	0.24

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Crestway Drive	5th Street	Fieldwood Point	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,750	0.09
2027	Fieldwood Point	236' south of Crestway Drive	944' north of Crestway Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,000	0.22
2027	Briarcliff Lane	O Avenue	1,172' north of O Avenue	Crack Fill, Chip Seal, Fog Seal	$10,250	0.22
2027	N Eagle Lake Drive	5th Street	E Eagle Lake Drive	Crack Fill, Chip Seal, Fog Seal	$13,500	0.29
2027	Autumn Court	120' south of Maple Hollow Aver	Autumn Glen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.10
2027	Autumn Glen Street	Shane Street	N Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.57
2027	Maple Hollow Avenue	234' west of Autumn Court	Autumn Court	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.04
2027	Oakwood Avenue	Shane Street	Autumn Glen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.25
2027	Shane Street	Autumn Glen Street	N Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.41
2027	Timberview Avenue	Shane Street	Autumn Glen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.22
2027	Maricopa Trail	Rocky Mountain Street	4th Street	Crack Fill, Chip Seal, Fog Seal	$32,250	0.69
2027	Andes Avenue	Rocky Mountain Street	Denali Street	Crack Fill, Chip Seal, Fog Seal	$7,000	0.15
2027	Rocky Mountain Street	316' south of Andes Avenue	370' north of Maricopa Trail	Crack Fill, Chip Seal, Fog Seal	$12,250	0.26
2027	Denali Street	Himalayas Avenue	Andes Avenue	Crack Fill, Chip Seal, Fog Seal	$21,000	0.45
2027	El Dorado Avenue	Denali Street	Shoshone Street	Crack Fill, Chip Seal, Fog Seal	$18,250	0.39
2027	Himalayas Avenue	Denali Street	El Dorado Avenue	Crack Fill, Chip Seal, Fog Seal	$18,250	0.39
2027	Montezuma Avenue	Shoshone Street	4th Street	Crack Fill, Chip Seal, Fog Seal	$7,250	0.16
2027	Shoshone Street	Montezuma Avenue	El Dorado Avenue	Crack Fill, Chip Seal, Fog Seal	$11,500	0.25
2027	1st Street	Stadium Drive	422' north of Stadium Drive	Chip Seal, Fog Seal	$8,000	0.08
2027	1st Street	350' south of Callaway Drive	Stadium Drive	Crack Fill, Chip Seal, Fog Seal	$27,500	0.71
2027	Deerfield Trail	283' west of Coronet Drive	Riedell Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.34
2027	Riedell Drive	Coronet Drive	Farallon Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.49
2027	Tillman Drive	Riedell Drive	Stadium Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.19
2027	Callaway Drive	Coronet Drive	1st Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.47
2027	Coronet Drive	Callaway Drive	Deerfield Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.21
2027	Duval Circle	853' west of Embassy Street	Embassy Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.16
2027	Embassy Street	O Avenue	Deerfield Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.59
2027	Farallon Drive	Callaway Drive	Riedell Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.29
2027	Martell Court	Embassy Street	500' east of Embassy Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,200	0.09
2027	1st Street	P Avenue	2,587' north of P Avenue	Chip Seal, Fog Seal	$20,000	0.50
2027	O Avenue	4th Street	6th Street	Crack Fill, Chip Seal, Fog Seal	$41,000	1.05
2027	Gladeview Drive	Windsong Way	Hobblebush Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,250	0.08
2027	Hobblebush Lane	Gladeview Drive	Lakeridge Place	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,500	0.10

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2027	Windsong Way	Gladeview Drive	Glade Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,500	0.17
2027	Glade Trail	Windsong Way	8th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,500	0.31
2027	Lakeridge Place	Glade Trail	705' east of Hobblebush Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,000	0.19
2027	Atwater Court	Texas Drive	700' north of Texas Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,250	0.13
2027	Arbor Pointe Circle	Bay Ridge Road	220' east of Bay Ridge Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,500	0.04
2027	Bay Ridge Road	1,198' south of Windscape Drive	Texas Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,500	0.39
2027	Bentley Drive	611' south of Windscape Drive	Texas Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,000	0.29
2027	Plum Hollow Circle	376' south of Windscape Drive	Windscape Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.07
2027	Quail Hollow Circle	281' west of Bay Ridge Road	Bay Ridge Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,250	0.05
2027	Windscape Drive	Plum Hollow Circle	Bay Ridge Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,250	0.15
2027	Belgian Avenue	352' west of Percheron Street	Clydesdale Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,750	0.15
2027	Clydesdale Avenue	Percheron Street	Belgian Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$17,000	0.27
2027	Percheron Street	Q Avenue	Belgian Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,250	0.35
2027	Hidden Cove Place	4,190' west of 8th Street	8th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$49,750	0.79
2027	Finnagen Street	Q Avenue	PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$31,750	0.51
2027	Pine Island Court North	1,016' west of Finnagen Street	Finnagen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,000	0.19
2027	Pine Island Court South	978' west of Finnagen Street	Finnagen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.19
2027	PQ Avenue	3rd Street	4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,000	0.49
2027	Eagle Heights Drive	PQ Avenue	1,590' north of PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,000	0.30
2027	Eagle Terrace	PQ Avenue	707' north of PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,500	0.13
2027	Petoskey Street	811' feet south of Bowers Harbor	Suttons Bay Street	Crack Fill, Chip Seal, Fog Seal	$33,750	0.72
2027	Alidor Street	203' south of Phiant Avenue	R Avenue	Chip Seal, Fog Seal	$10,600	0.33
2027	Phiant Avenue	913' west of Alidor Street	Alidor Street	Chip Seal, Fog Seal	$5,300	0.17
2027	Pleasant Meadow Trail	Bel Shore Lane	Bel Villagio Drive	Crack Fill, Chip Seal, Fog Seal	$5,500	0.12
2027	Plover Drive	375' south of Green Pine Lane	Chickadee Drive	Milling, HMA Overlay	$125,500	0.36
2027	Chickadee Drive	Warbler Drive	Phoebe Street	Milling, HMA Overlay	$125,500	0.24
2027	Swan Drive	855' south of Green Pine Lane	Chickadee Drive	Milling, HMA Overlay	$125,500	0.34
2027 Total					**$1,738,798**	**27.69**
2028	Rolling Pines Court	10th Street	1,229' east of 10th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,250	0.23
2028	Annadale Drive	Orchid Avenue	Texas Drive	Chip Seal, Fog Seal	$33,750	0.32
2028	Burning Tree Road	815' west of Hunters Ridge	867' south of Stoney Brook Drive	Chip Seal, Fog Seal	$43,000	0.41
2028	Cypress Bay Drive	Torrey Pines Drive	Veronica Street	Chip Seal, Fog Seal	$27,250	0.26

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2028	Cypress Bay Drive	Torrey Pines Drive	Woodrush Avenue	Chip Seal, Fog Seal	$47,000	0.45
2028	Gooseberry Avenue	Southwind Street	Tiger Lily Drive	Chip Seal, Fog Seal	$6,000	0.06
2028	Montreux Avenue	Cypress Bay Drive	Southwind Street	Chip Seal, Fog Seal	$6,500	0.06
2028	Orchid Avenue	Annadale Drive	Cypress Bay Drive	Chip Seal, Fog Seal	$7,000	0.07
2028	Southwind Street	Montreux Avenue	Gooseberry Avenue	Chip Seal, Fog Seal	$19,000	0.18
2028	Tiger Lily Drive	Gooseberry Avenue	391' north of Woodrush Avenue	Chip Seal, Fog Seal	$13,250	0.13
2028	Woodrush Avenue	Cypress Bay Drive	Tiger Lily Drive	Chip Seal, Fog Seal	$12,500	0.12
2028	Bramblewood Drive	333' south of Brandy Chase	Stoney Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.15
2028	Brandy Chase	Bramblewood Drive	Cobblewood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.13
2028	Breaburn Court	298' east of Stoney Brook Road	Stoney Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.06
2028	Cobblewood Drive	628' south of Brandy Chase	Stoney Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.23
2028	Farmington Avenue	178' south of Orchard Hill Avenu	Heathrow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.41
2028	Foxcroft Drive	Farmington Avenue	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.48
2028	Hitching Post Road	Hunters Ridge Drive	Foxcroft Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.15
2028	Hunters Ridge Drive	Burning Tree Road	Heathrow Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.07
2028	Hunters Ridge Drive	Hitching Post Road	Stoney Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.26
2028	Orchard Hill Avenue	Farmington Avenue	Farmington Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.33
2028	Thrasher Court	227' west of Thrasher Lane	Thrasher Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.04
2028	Thrasher Lane	Foxcroft Drive	Stoney Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.33
2028	Vista Ridge Court	Stoney Brook Road	383' west of Stoney Brook Road	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,600	0.07
2028	Breezy Meadow Court	363' west of Crooked Cove Stree	Crooked Cove Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.07
2028	Corners Cove Street	Olivia Rose Avenue	Field Bay Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,250	0.25
2028	Crooked Cove Street	545' west of Interlochen Street	Field Bay Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,250	0.28
2028	Drake Ridge Street	Olivia Rose Avenue	Field Bay Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,500	0.25
2028	Field Bay Avenue	443' west of Crooked Cove Stree	Corners Cove Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,750	0.21
2028	Interlochen Street	Q Avenue	Crooked Cove Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,750	0.20
2028	Olivia Rose Avenue	Drake Ridge Street	Corners Cove Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.06
2028	Wild Prairie Court	250' west of Interlochen Street	Interlochen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,000	0.05
2028	Old 12th Street	492' south of Fox Valley Drive	Fox Valley Drive	Chip Seal, Fog Seal	$9,750	0.09
2028	Fox Valley Drive	12th Street	226' west of 12th Street	Chip Seal, Fog Seal	$2,500	0.04
2028	Carol Lynn Drive	Fountain Square Drive	177' east of Fountain Square Driv	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,250	0.03
2028	Fountain Square Drive	Misty Creek Drive	177' north of Carol Lynn Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,000	0.21
2028	Hickory Hills Lane	1,531' west of 12th Street	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$19,000	0.29

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2028	1st Street	2,376' south of O Avenue	1,108' north of O Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$43,000	0.66
2028	Birchwood Drive	847' west of Glean Harbor Drive	Texas Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,750	0.35
2028	Glen Harbor Drive	Birchwood Drive	1,013' north of Birchwood Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,500	0.19
2028	Bentwood Trail	1,952' west of 8th Street	8th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,250	0.37
2028	4th Street	PQ Avenue	PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,750	0.13
2028	PQ Avenue	4th Street	5th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,750	0.50
2028	Selah Court	PQ Avenue	625' north of PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,750	0.12
2028	2nd Street	Q Avenue	Old Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,250	0.22
2028	Old Q Avenue	2nd Street	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,000	0.23
2028	6th Street	R Avenue	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$65,250	1.00
2028	Limestone Ridge	Turning Stone Trail	214' north of Turning Stone Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,750	0.04
2028	Sanctuary Woods Point	Turning Stone Trail	200' east of Turning Stone Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$2,500	0.04
2028	Slate Creek Pass	243' south of Turning Stone Trail	Turning Stone Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,000	0.05
2028	Turning Stone Trail	6th Street	Slate Creek Pass	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$35,250	0.54
2028	Swallow Avenue	10th Street	12th Street	Milling, HMA Overlay	$376,000	0.99
2028	10th Street	5,280' south of S Avenue	R Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$130,500	2.00
2028	S Avenue	8th Street	12th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$130,500	2.00
2028	Bel Shore Lane	659' west of Pleasant Meadow Tı	341' east of Bel Villagio Drive	Crack Fill, Chip Seal, Fog Seal	$12,250	0.25
2028	Bel Villagio Drive	S Avenue	Bel Shore Lane	Crack Fill, Chip Seal, Fog Seal	$8,750	0.18
2028	RS Avenue	6th Street	8th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$81,500	1.25
2028	6th Street	S Avenue	R Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$65,250	1.00
2028	2nd Street	RS Avenue	R Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,750	0.50
2028	VanKal Road	5,280' south of S Avenue	S Avenue	Chip Seal, Fog Seal	$35,000	1.00
2028	VanKal Road	S Avenue	RS Avenue	Chip Seal, Fog Seal	$17,500	0.50
2028 Total					**$1,666,300**	**21.12**
2029	Phoebe Street	Swallow Avenue	Whippoorwill Drive	Crack Fill, Chip Seal, Fog Seal	$15,000	0.20
2029	Whippoorwill Drive	686' west of Warbler Drive	12th Street	Crack Fill, Chip Seal, Fog Seal	$15,000	0.41
2029	Whistler Drive	Chickadee Drive	Whippoorwill Drive	Crack Fill, Chip Seal, Fog Seal	$15,000	0.08
2029	Bainridge Drive	Barony Pointe	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,500	0.24
2029	Barony Pointe	Parkstone Terrace	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,500	0.42
2029	Barony Pointe	Vinewood Pointe	Parkstone Terrace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,750	0.14
2029	Brandon Circle	Bainridge Drive	Barony Pointe	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$23,500	0.35

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Brighten Trail	Barony Pointe	1,217' east of Barony Pointe	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,750	0.23
2029	Copper Harbor Street	Kendall Arbor Avenue	Texas Heights Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,000	0.19
2029	Grapevine Circle	Parkstone Terrace	Parkstone Terrace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$22,250	0.33
2029	Interlochen Street	1,215' south of Texas Heights Ave	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,750	0.51
2029	Kaleb Kove Street	183' south of Kendall Arbor Aven	Texas Heights Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,250	0.18
2029	Keenan Street	Kendall Arbor Avenue	Texas Heights Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,750	0.19
2029	Kendall Arbor Avenue	Copper Harbor Street	Kaleb Kove Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$18,750	0.28
2029	Keweenaw Street	Texas Heights Avenue	Tawas Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,500	0.17
2029	Leelanau Street	Kendall Arbor Avenue	Texas Heights Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$13,000	0.19
2029	Leland Court	Texas Heights Avenue	260' north of Texas Heights Aven	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,250	0.05
2029	Logan Bay Street	Kendall Arbor Avenue	Texas Heights Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,750	0.19
2029	Mackinaw Court	Interlochen Street	295' east of Interlochen Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.06
2029	Parkstone Terrace	Barony Pointe	Bainridge Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,250	0.30
2029	Tawas Avenue	Interlochen Street	Keweenaw Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,250	0.11
2029	Tawney Point	347' south of Parkstone Terrace	Parkstone Terrace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.07
2029	Texas Heights Avenue	Charlevoix Street	8th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$37,250	0.55
2029	Thornwood Point	351' west of Barony Pointe	Barony Pointe	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.07
2029	Vinewood Point	Barony Pointe	623' north of Barony Pointe	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$8,000	0.12
2029	Wyndwood Point	541' west of Barony Pointe	Barony Pointe	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$7,000	0.10
2029	Fountain Square	Willowbend Trail	Misty Creek Drive	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,750	0.10
2029	Misty Creek Drive	11th Street	Willowbend Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$34,000	0.50
2029	Beatrice Drive	9th Street	1,932' east of 9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$24,750	0.37
2029	Appalachain Trail	479' south of Sierra Madre Trail	Sierra Madre Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,000	0.09
2029	Continental Trail	Mystic Trail	Sierra Madre Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,250	0.24
2029	Mystic Trail	Sierra Madre Trail	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$43,250	0.64
2029	Sierra Madre Trail	Mountain Pine Lane	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$64,500	0.95
2029	Teton Trail	Mystic Trail	Sierra Madre Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$14,250	0.21
2029	Gila Bend Trail	Maricopa Trail	725' north of Maricopa Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$9,250	0.14
2029	Maricopa Trail	4th Street	Sierra Madre Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$33,750	0.50
2029	Saquaro Trail	Mystic Trail	Sierra Madre Trail	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$15,250	0.23
2029	Knotty Pine Lane	Mountain Pine Lane	329' east of Mountain Pine Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,250	0.06
2029	Mountain Pine Lane	4th Street	Knotty Pine Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$37,000	0.54
2029	Spruce Pine Street	Weeping Pine Lane	347' north of Weeping Pine Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$4,500	0.07

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2029	Stone Pine Street	292' south of Weeping Pine Lane	Weeping Pine Lane	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,750	0.06
2029	Weeping Pine Lane	4th Street	Stone Pine Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$32,000	0.47
2029	O Avenue	2,820' west of 1st Street	1,400' east of 4th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$151,250	2.23
2029	Dustin Circle	P Avenue	Terrier Trail	Crack Fill, Chip Seal, Fog Seal	$22,750	0.45
2029	Terrier Trail	Dustin Circle	Dustin Circle	Crack Fill, Chip Seal, Fog Seal	$16,500	0.33
2029	4th Street	PQ Avenue	PQ Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$3,500	0.05
2029	Aqua-View Drive	183' south of Heritage Drive	188' north of Contingo Terrace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$16,500	0.24
2029	Contingo Terrace	Aqua-View Drive	478' east of Silva Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,000	0.16
2029	Heritage Drive	Aqua-View Drive	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$20,000	0.30
2029	Klepper Street	Heritage Drive	Talaria Terrace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,250	0.08
2029	Silva Street	Talaria Terrace	Contingo Terrace	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$6,750	0.10
2029	Talaria Terrace	Silva Street	508' east of Klepper Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$12,500	0.18
2029	2nd Street	R Avenue	Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$66,500	0.98
2029	VanKal Road	R Avenue	Q Avenue	Chip Seal, Fog Seal	$190,615	0.80
2029	VanKal Road	RS Avenue	R Avenue	Chip Seal, Fog Seal	$119,134	0.50
2029	Paw Paw Lake Drive	S Avenue	RS Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$37,250	0.55
2029	Paw Paw Lake Drive	2,900' east of 2nd Street	S Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$118,750	1.75
2029 Total					**$1,533,499**	**19.57**
2030	Anthony Street	Lewsinda Avenue	121' north of Lewsinda Avenue	Chip Seal, Fog Seal	$7,900	0.02
2030	Hunters Ridge Drive	Heathrow Avenue	Cypress Bay Drive	Chip Seal, Fog Seal	$74,722	0.22
2030	Lewsinda Avenue	213' west of Marsha Street	Veronica Street	Chip Seal, Fog Seal	$55,299	0.14
2030	Lewsinda Avenue	Veronica Street	12th Street	Chip Seal, Fog Seal	$63,199	0.16
2030	Marsha Street	Lewsinda Avenue	135' north of Lewsinda Avenue	Chip Seal, Fog Seal	$11,850	0.03
2030	Snowbird Court	Hunters Ridge Drive	565' east of Hunters Ridge Drive	Chip Seal, Fog Seal	$37,360	0.11
2030	Stapleton Drive	Torrey Pines Drive	12th Street	Chip Seal, Fog Seal	$112,082	0.33
2030	Stoney Brook Road	FarmingtonAvenue	12th Street	Chip Seal, Fog Seal	$159,633	0.47
2030	Telluride Drive	1,088' west of Hunters Ridge Driv	Hunters Ridge Drive	Chip Seal, Fog Seal	$71,325	0.21
2030	Torrey Pines Drive	Cypress Bay Drive	Veronica Street	Chip Seal, Fog Seal	$98,497	0.29
2030	Veronica Street	Cypress Bay Drive	Stapleton Drive	Chip Seal, Fog Seal	$47,399	0.12
2030	Veronica Street	Stapleton Drive	Queen Victoria Lane	Chip Seal, Fog Seal	$130,347	0.33
2030	Glenwynd Drive	O Avenue	6th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$28,594	0.53
2030	DNR Street	1,050' south of OP Avenue	OP Avenue	Crack Fill, Chip Seal, Fog Seal	$8,422	0.20

Local Road Capital Improvement Plan (CIP)
2026 - 2030 Texas Township

Year	Road Name	From	To	Treatment	Forecast Cost	Miles
2030	10th Street	Q Avenue	Texas Drive	Crack Fill, Chip Seal, Fog Seal	$53,501	1.16
2030	Chadeau Avenue	Norcross Street	10th Street	Crack Fill, Chip Seal, Fog Seal	$9,664	0.15
2030	Keith Court	Norcross Street	400' east of Norcross Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$5,154	0.08
2030	Norcross Street	308' south of Keith Court	Chadeau Avenue	Crack Fill, Chip Seal, Fog Seal	$7,733	0.12
2030	Omega Street	Chadeau Avenue	169' north of Chadeau Avenue	Crack Fill, Chip Seal, Fog Seal	$1,932	0.03
2030	6th Street	Q Avenue	742' north of Q Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$11,476	0.14
2030	7th Street	Q Avenue	East Crooked Lake Drive	Crack Fill, Chip Seal, Fog Seal	$9,868	0.19
2030	Crooked Lake Drive Eas	800' west of 7th Street	7th Street	Crack Fill, Chip Seal, Fog Seal	$6,678	0.15
2030	East Crooked Lake Drive	7th Street	2,573' north of 7th Street	Crack Fill, Chip Seal, Fog Seal	$24,520	0.49
2030	Finnagen Street	PQ Avenue	Pepper Avenue	Crack Fill, Chip Seal, Fog Seal	$8,764	0.15
2030	Pepper Avenue	Treasure Island Drive	667' east of Finnagen Street	Crack Fill, Chip Seal, Fog Seal	$11,102	0.19
2030	Treasure Island Drive	Pepper Avenue	2,544' north of Pepper Avenue	Crack Fill, Chip Seal, Fog Seal	$28,049	0.48
2030	Woods Drive	Treasure Island Drive	934' north of Treasure Island Driv	Crack Fill, Chip Seal, Fog Seal	$10,517	0.18
2030	PQ Avenue	7,920' west of 3rd Street	3rd Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$80,943	1.50
2030	Vineyard Parkway	720' south of Q Avenue	Q Avenue	Crack Fill, Chip Seal, Fog Seal	$9,199	0.14
2030	10th Street	R Avenue	Q Avenue	Crack Fill, Chip Seal, Fog Seal	$39,354	1.00
2030	2nd Street	S Avenue	RS Avenue	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$50,423	0.50
2030	RS Avenue	2nd Street	6th Street	Crack Fill, Chip Seal, Fog Seal	$68,430	1.50
2030 Total					**$1,343,936**	**11.27**
Unmet	Beatrice Drive	Corporate Woods Drive	9th Street	Chip Seal, Fog Seal	$94,000	0.79
Unmet	Financial Parkway	1,875' west of 9th Street	9th Street	Chip Seal, Fog Seal	$42,250	0.36
Unmet	Cracker Barrel Boulevar	9th Street	766' east of 9th Street	Crack Fill, HMA Wedging, Chip Seal, Fog Seal	$10,750	0.15
Unmet	Corporate Woods Drive	Beatrice Drive	N Avenue	Chip Seal, Fog Seal	$36,750	0.31
Unmet Needs Total					**$183,750**	**1.60**
Grand Total					**$7,749,283**	**93.72**

ROAD COMMISSION OF KALAMAZOO COUNTY

Wakeshma Township
Local Road Capital Improvement Plan (CIP) 2026-2035

Road Name	From	To	Treatment	Estimated Project Cost	Miles
2026					
X Avenue	40th Street	42nd Street	Gravel, Pulverize, Double Chip Seal	$124,721.00	1.00
X Avenue	38th Street	40th Street	Rubber Chip Seal Trial	$76,650.00	1.00
40th Street			Bridge Removal Engineering Design	$23,630.75	
44th Street	W Avenue	V Avenue	Rubber Chip Seal Trial	$80,068.00	1.00
44th Street	U Avenue	T Avenue	Gravel Resurface	$43,000.00	1.00
			Total	$348,069.75	4.00
2027					
Z Avenue	42nd Street	46th Street	Gravel Resurface	$135,000.00	2.25
46th Street	Z Avenue	Y Avenue	Gravel, Pulverize, Double Chip Seal	$119,000.00	1.00
V Avenue	36th Street	39th Street	Crack Fill, Chip Seal	$60,600.00	1.50
V Avenue	39th Street	42nd Street	Crack Fill, Chip Seal	$58,800.00	1.50
40th Street			Bridge Removal	$26,490.00	
X Avenue	40th Street	42nd Street	Chip Seal, Fog Seal	$34,571.00	1.00
			Total	$434,461.00	7.25
2028					
45th Street	TU Avenue	UV Avenue	Gravel Resurface	$56,000.00	1.00
Z Avenue	38th Street	40th Street	Gravel Resurface	$56,000.00	1.00
XY Avenue	37th Street	38th Street	Gravel Resurface	$42,000.00	0.75
47th Street	W Avenue	UV Avenue	Chip Seal	$53,571.00	1.50
UV Avenue	45th Street	47th Street	HMA Wedging, Chip Seal	$45,877.00	1.20
UV Ave	45th Street At Bear Creek Drain	47th Street	Culvert Replacement	$150,000.00	
			Total	$403,448.00	4.25

ROAD COMMISSION OF KALAMAZOO COUNTY

Wakeshma Township
Local Road Capital Improvement Plan (CIP) 2026-2035

Road Name	From	To	Treatment	Estimated Project Cost	Miles
2029					
40th Street	W Avenue	Dead End	Gravel Resurface	$17,000.00	0.25
U Avenue	36th Street	39th Street	Double Chip Seal	$55,000.00	1.50
40th Street	Little Portage Creek		Bridge Replacement		
U Avenue	42nd Street	44th Street	Chip Seal	$36,771.00	1.00
37th Street	T Avenue	U Avenue	Gravel Resurface	$57,700.00	1.00
			Total	$166,471.00	3.75
2030					
46th Street	Z Avenue	Y Avenue	Chip Seal, Fog Seal	$38,000.00	1.00
U Avenue	36th Street	39th Street	Chip Seal, Fog Seal	$57,000.00	1.50
U Avenue	44th Street	45th Street	Gravel Resurface	$28,000.00	0.50
			Total	$123,000.00	3.00
2031					
Y Avenue	40th Street	42nd Street	Gravel Resurface	$61,500.00	1.00
V Avenue	39th Street	42nd Street	Crack Fill, Chip Seal	$58,800.00	1.50
			Total	$120,300.00	2.50
2032					
V Avenue	36th Street	39th Street	Crack Fill, Chip Seal	$60,600.00	1.50
TU Avenue	45th Street	47th Street	Gravel Resurface	$67,700.00	1.00
UV Avenue	47th Street	48th Street	Crack Fill, Chip Seal	$21,000.00	0.50
45th Street	V Avenue	UV Avenue	Chip Seal	$6,000.00	0.15
			Total	$155,300.00	3.15

Wakeshma Township
Local Road Capital Improvement Plan (CIP) 2026-2035

Road Name	From	To	Treatment	Estimated Project Cost	Miles
2033					
X Avenue	38th Street	40th Street	Chip Seal	$41,000.00	1.00
U Avenue	42nd Street	44th Street	Chip Seal	$41,000.00	1.00
39th Street	V Avenue	T Avenue	Chip Seal	$86,500.00	2.00
			Total	$168,500.00	4.00
2034					
44th Street	W Avenue	V Avenue	Chip Seal	$44,600.00	1.00
X Avenue	47th Street	2,640' east of 47th Street	Crack Fill, Chip Seal	$23,000.00	0.50
V Avenue	44th Street	45th Street	Crack Fill, Chip Seal	$23,000.00	0.50
			Total	$90,600.00	2.00
2035					
X Avenue	42nd Street	44th Street	Double Chip Seal	$131,500.00	1.00
Art Martin Street	through	White Lawn Street	Crack Fill, Chip Seal	$9,000.00	0.28
38th Street	W Avenue	V Avenue	Chip Seal	$45,600.00	1.00
				$186,100.00	2.28
2036					
X Avenue	40th Street	42nd Street	Chip Seal, Fog Seal	$47,000.00	1.00
V Avenue	39th Street	42nd Street	Crack Fill, Chip Seal	$70,500.00	1.50
				$117,500.00	2.50

Wakeshma Township
Local Road Capital Improvement Plan (CIP) 2026-2035

Road Name	From	To	Treatment	Estimated Project Cost	Miles
2037					
46th Street	Z Avenue	Y Avenue	Chip Seal, Fog Seal	$48,500.00	1.00
U Avenue	36th Street	39th Street	Chip Seal, Fog Seal	$72,000.00	1.50
				$120,500.00	2.50
2038					
V Avenue	36th Street	39th Street	Crack Fill, Chip Seal	$73,500.00	1.50
UV Avenue	47th Street	48th Street	Crack Fill, Chip Seal	$25,000.00	0.50
				$98,500.00	

NOTE: Plan figures are estimates only and may be adjusted based on future costs. Projects may be advanced and postpone

2026-2028 Total	$1,185,978.75
2029-2038 Total	$1,248,271.00

Unmet Needs

Preventive Maintenance

X Avenue	44th Street	46th Street	Gravel Resurface	$78,000.00	1.25
TU Avenue	39th Street	42nd Street	Gravel Resurfacing	$100,000.00	1.50

Gravel Roads

APPENDIX C: ROADSOFT NETWORK-LEVEL MODEL INPUTS AND OUTPUTS

The Roadsoft forecasts in this plan were run in Roadsoft version 2026.8 using the Strategy Module with an evaluation date of January 1, 2026, a five-year analysis period (2026–2030), 0% inflation, and no optimization. Separate strategies were run for planned projects on the paved county primary and paved county local networks, and for the goal scenario on the paved county local network. No goal scenario was run for the paved county primary network because planned projects are forecast to meet its goals. The Roadsoft reports that follow contain the full model inputs and outputs, in this order: Strategy Evaluation reports for primary planned projects, local planned projects, and the local goal scenario; Rating Distribution reports for primary planned projects, local planned projects, and the local goal scenario compared with local planned projects; and a Cost Distribution report comparing the local goal scenario with local planned projects.

Roadsoft's Strategy Module groups lane miles by each segment's estimated remaining service life, converted to an equivalent PASER rating (good = 10 or more years remaining, fair = 1–9 years, poor = 0 or fewer years), rather than by the most recent PASER rating collected in the field. As a result, Roadsoft's starting condition differs from RCKC's recorded ratings. Using Roadsoft's Filter Builder (verified October 17, 2026), RCKC found the following differences, about 270 centerline miles, or roughly 23% of rated paved miles:

- County primary: 64.5 centerline miles rated good in the field (PASER 8–10) have 9 or fewer years of remaining service life; 39.0 centerline miles rated poor in the field (PASER 1–4) have 1 or more years of remaining service life.
- County local: 103.1 centerline miles rated good in the field have 9 or fewer years of remaining service life; 63.7 centerline miles rated poor in the field have 1 or more years of remaining service life.

To keep the forecasts consistent with how condition is reported elsewhere in this plan and to TAMC, RCKC applied the change Roadsoft forecasts for each condition category to the recorded baseline: projected % = recorded baseline % + (Roadsoft forecast-year % − Roadsoft initial %). The recorded baseline is the most recent PASER rating of each segment, by centerline miles.

Costs in the Roadsoft output are pavement treatment costs only. The HMA overlay unit cost used in the model does not include milling, so mill-and-overlay costs, and the goal-scenario cost in the Gap Analysis, are understated and should be read as a minimum.

RCKC 2026 Pavement Asset Management Plan

Kalamazoo (County)

Report Module: Strategy Evaluation
Today's Date: Tuesday, October 13, 2026

2026 AMP Primary – Planned (CIP)

Base Year: 2026
Percent Inflation: 0
Number of Years: 5
Optimized: No
Current Filter: RCKC Only - Primary Paved
Evaluation Date: 1/1/2026

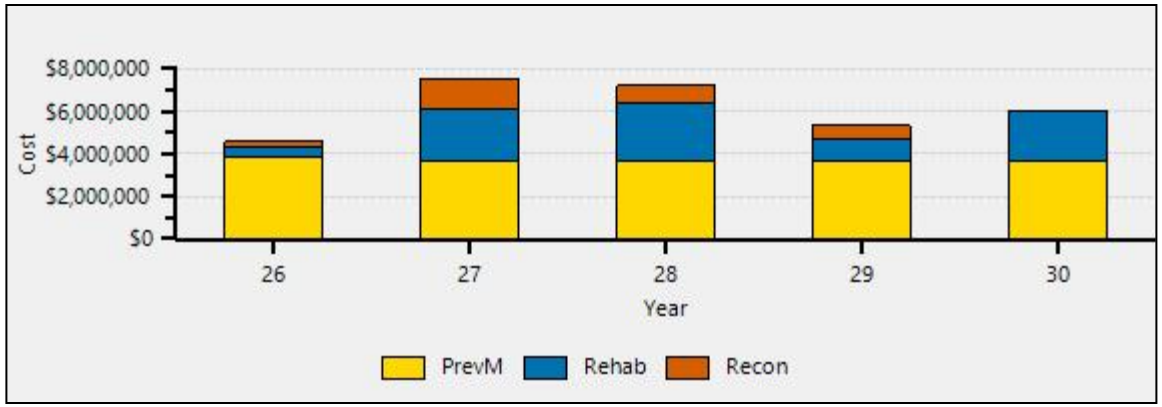
2026 AMP Primary – Planned (CIP)

Base Year	2026
Percent Inflation	0
Number of Years	5
Optimized	No
Current Filter	RCKC Only - Primary Paved

Subtype	Treatment	Trigger	Reset	Cost/Ln Mile	Budget	Lane Miles	Year
Asphalt-Standard	RC (SI) Crush and Shape/6" HMA Overlay	1 - 4	9	$261,682.67			
					$235,514	0.900	2026
					$1,360,750	5.200	2027
					$811,216	3.100	2028
					$654,207	2.500	2029
					$0	0.000	2030
	RH (SI) 2" HMA Overlay	3 - 5	9	$71,632.00			
					$0	0.000	2026
					$988,522	13.800	2027
					$300,854	4.200	2028
					$157,590	2.200	2029
					$0	0.000	2030
	RH (SI) HMA Overlay	3 - 4	9	$74,084.27			
					$0	0.000	2026
	RH (SI) HMA Thin Overlay	5 - 7	9	$71,632.00			
					$0	0.000	2026
					$1,489,946	20.800	2027
					$1,654,699	23.100	2028
					$830,931	11.600	2029
					$0	0.000	2030
	RH (SI) Mill, 1.5" HMA Overlay	5 - 7	9	$71,632.00			
					$164,754	2.300	2026
					$0	0.000	2027
					$265,038	3.700	2028
					$0	0.000	2029
					$1,475,619	20.600	2030

RH (SI) Mill/2" HMA Overlay	3 - 4	9	$71,632.00			
				$322,344	4.500	2026
				$0	0.000	2027
				$494,261	6.900	2028
				$0	0.000	2029
				$902,563	12.600	2030
PM (CPM) Crack Fill, HMA Wedging, Chip Seal	5 - 7	8	$30,653.33			
				$3,843,928	125.400	2026
				$3,678,400	120.000	2027
				$3,678,400	120.000	2028
				$3,678,400	120.000	2029
				$3,678,400	120.000	2030

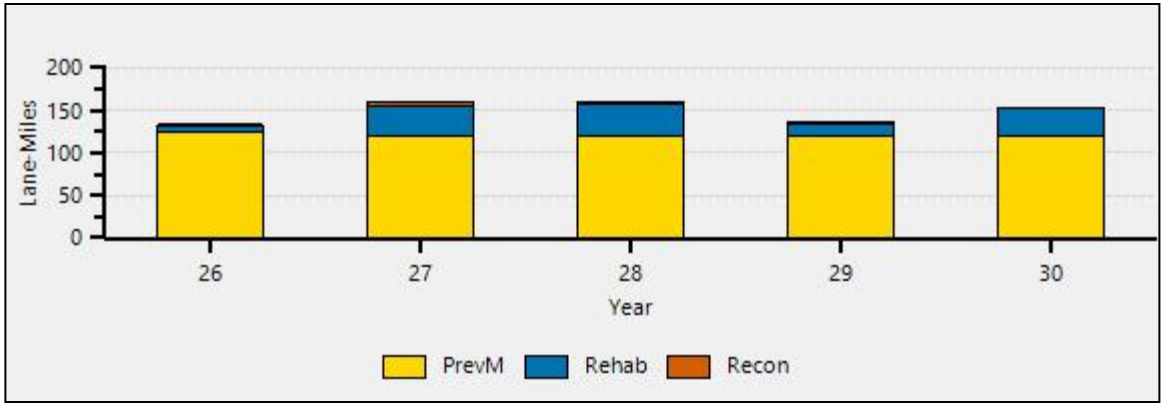
Cost Distribution



2026 AMP Primary – Planned (CIP)

Maintenance Type	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	$3,843,928	$3,678,400	$3,678,400	$3,678,400	$3,678,400					
Rehab	$487,098	$2,478,467	$2,714,853	$988,522	$2,378,182					
Recon	$235,514	$1,360,750	$811,216	$654,207	$0					
Total	$4,566,540	$7,517,617	$7,204,469	$5,321,129	$6,056,582					

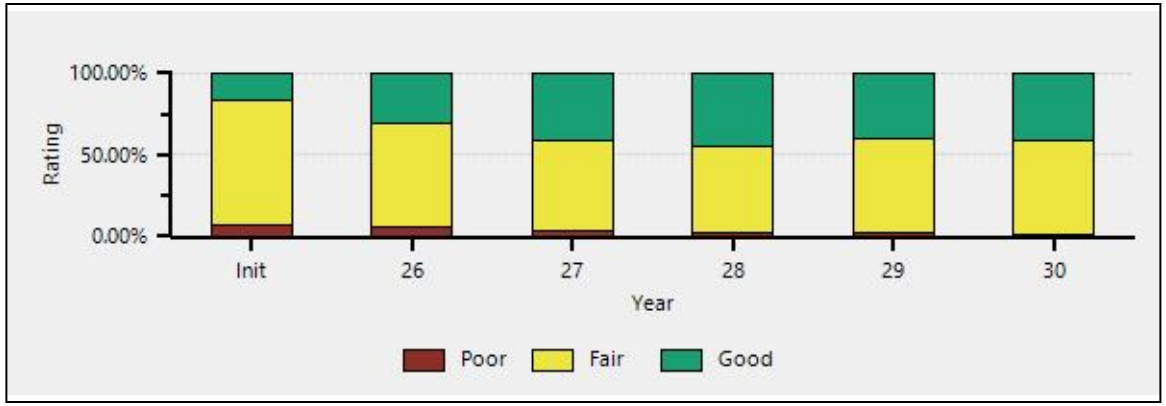
Maintenance Performed



2026 AMP Primary – Planned (CIP)

Maintenance Type in Lane Miles	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	125.400	120.000	120.000	120.000	120.000					
Rehab	6.800	34.600	37.900	13.800	33.200					
Recon	0.900	5.200	3.100	2.500	0.000					
Total	133.100	159.800	161.000	136.300	153.200					

Rating Distribution

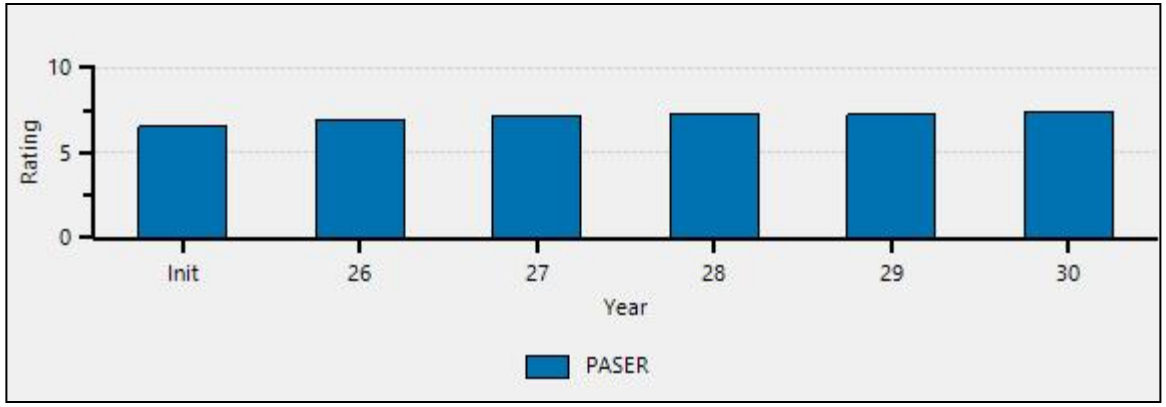


2026 AMP Primary – Planned (CIP)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030		2031	2032	2033	2034	2035
155.545	16.5	Good	288.645	30.5	384.073	40.6	417.171	44.1	375.073	39.7	390.767	41.4					
726.688	76.9	Fair	598.988	63.4	522.560	55.3	503.662	53.3	550.460	58.2	547.112	57.9					
62.852	6.7	Poor	57.452	6.1	38.452	4.1	24.252	2.6	19.552	2.1	7.206	0.8					
945.085	100.0	Total															

PASER Distribution

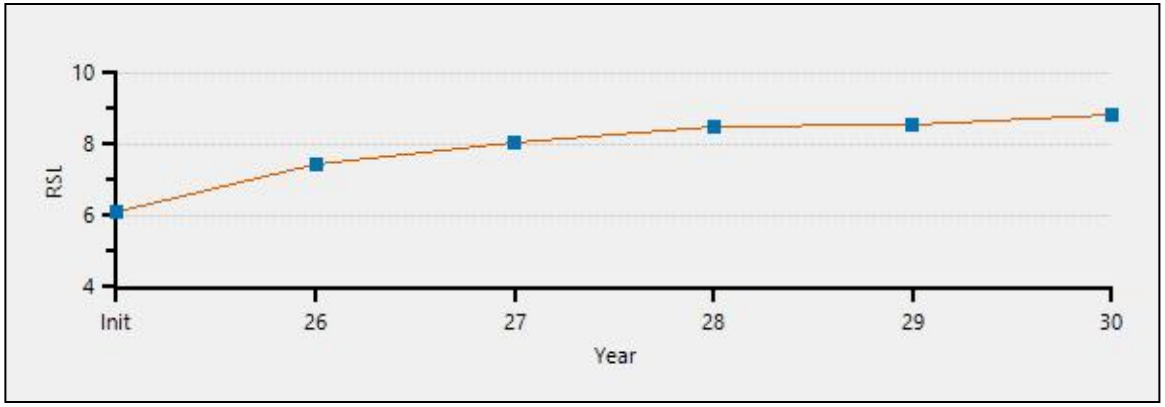


2026 AMP Primary – Planned (CIP)

Initial Value

Lane Miles	PASER	2026	2027	2028	2029	2030
20.467	10	20.467	0.000	0.000	0.000	0.000
9.806	9	17.506	60.267	41.000	16.300	33.200
125.272	8	250.672	323.806	376.171	358.773	357.567
388.948	7	388.948	374.404	390.311	461.097	508.178
241.799	6	209.786	147.902	113.097	89.109	38.696
95.941	5	0.254	0.254	0.254	0.254	0.238
41.520	4	41.520	25.684	14.911	0.000	0.254
14.252	3	9.752	11.788	9.341	19.552	6.952
7.024	2	6.180	0.980	0.000	0.000	0.000
0.056	1	0.000	0.000	0.000	0.000	0.000
6.530	Average	6.939	7.177	7.278	7.237	7.377

RSL Distribution



2026 AMP Primary – Planned (CIP)

Initial Value

Lane Miles	RSL	2026	2027	2028	2029	2030
20.467	**14**	20.467	0.000	0.000	0.000	0.000
9.806	**13**	17.506	60.267	41.000	16.300	33.200
56.598	**12**	98.398	57.506	100.267	81.000	56.300
46.102	**11**	87.902	138.398	97.506	140.267	121.000
22.572	**10**	64.372	127.902	178.398	137.506	180.267
90.663	**9**	90.663	64.372	127.902	178.398	137.506
107.612	**8**	107.612	90.663	64.372	127.902	178.398
111.995	**7**	111.995	107.612	90.663	64.372	127.902
78.678	**6**	78.678	111.995	107.612	90.663	64.372
106.249	**5**	106.249	78.678	111.995	88.871	38.111
83.728	**4**	83.728	68.986	0.864	0.000	0.823
52.076	**3**	20.063	0.254	0.000	0.000	0.000
65.811	**2**	0.000	0.000	0.254	0.000	0.000
29.876	**1**	0.000	0.000	0.000	0.254	0.000
14.911	**0**	14.911	0.000	0.000	0.000	0.254
10.773	**-1**	10.773	14.911	0.000	0.000	0.000
15.836	**-2**	15.836	10.773	14.911	0.000	0.000
2.828	**-3**	2.828	11.788	9.341	14.911	0.000
9.348	**-4**	6.924	0.000	0.000	4.641	6.952
2.076	**-5**	0.000	0.000	0.000	0.000	0.000
1.012	**-6**	1.012	0.000	0.000	0.000	0.000
0.000	**-7**	0.000	0.980	0.000	0.000	0.000
2.412	**-8**	2.412	0.000	0.000	0.000	0.000
3.016	**-9**	2.756	0.000	0.000	0.000	0.000
6.121	Average	7.445	8.038	8.513	8.578	8.839

RCKC 2026 Pavement Asset Management Plan

Kalamazoo (County)

Report Module: Strategy Evaluation
Today's Date: Tuesday, October 13, 2026

2026 AMP Local – Planned (Twp CIPs)

Base Year: 2026
Percent Inflation: 0
Number of Years: 5
Optimized: No
Current Filter: RCKC Only - Local Paved
Evaluation Date: 1/1/2026

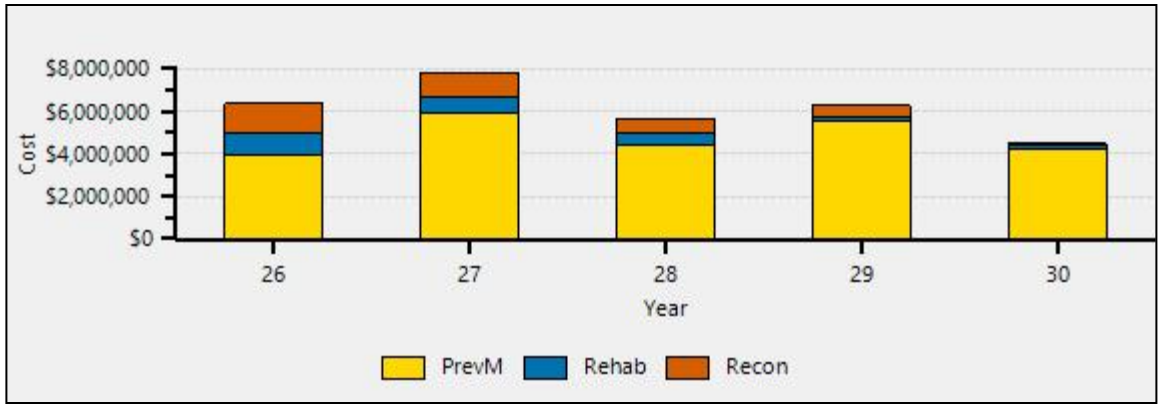
2026 AMP Local – Planned (Twp CIPs)

Base Year	2026
Percent Inflation	0
Number of Years	5
Optimized	No
Current Filter	RCKC Only - Local Paved

Subtype	Treatment	Trigger	Reset	Cost/Ln Mile	Budget	Lane Miles	Year
Asphalt	RH (SI) 2.5" HMA Overlay	3 - 4	9	$112,640.00			
					$0	0.000	2026
	RH (SI) Mill, 1.5" HMA Overlay	5 - 7	9	$104,192.00			
					$0	0.000	2026
	RH (SI) Mill/2" HMA Overlay	3 - 4	9	$104,192.00			
					$0	0.000	2026
	PM (CPM) Chip Seal Trial	5 - 7	8	$26,282.67			
					$0	0.000	2026
	PM (CPM) Crack Fill, Chip Seal	5 - 7	8	$22,621.87			
					$0	0.000	2026
	PM (CPM) Crack Fill, Chip Seal, Fog Seal	5 - 7	8	$29,004.80			
					$0	0.000	2026
	PM (CPM) Crack Fill, HMA Wedging, Chip Seal, Fog Seal	5 - 7	8	$48,998.40			
					$0	0.000	2026
Asphalt-Standard	RC (SI) Crush and Shape/4" HMA Overlay	1 - 4	9	$207,539.20			
					$1,390,513	6.700	2026
					$1,182,973	5.700	2027
					$643,372	3.100	2028
					$539,602	2.600	2029
					$0	0.000	2030
	RH (SI) 2" HMA Overlay	3 - 5	9	$71,632.00			
					$0	0.000	2026
					$107,448	1.500	2028
					$0	0.000	2029
					$136,101	1.900	2030

RH (SI) Mill, 1.5" HMA Overlay	5 - 7	9	$71,632.00			
				$250,712	3.500	2026
				$229,222	3.200	2027
				$114,611	1.600	2028
				$107,448	1.500	2029
				$107,448	1.500	2030
RH (SI) Mill/2" HMA Overlay	3 - 4	9	$71,632.00			
				$816,605	11.400	2026
				$487,098	6.800	2027
				$350,997	4.900	2028
				$35,816	0.500	2029
				$0	0.000	2030
PM (CPM) Chip Seal Trial	5 - 7	8	$18,069.33			
				$289,109	16.000	2026
				$54,208	3.000	2027
				$63,243	3.500	2028
PM (CPM) Chip Seal, Fog Seal	5 - 8	8	$18,069.33			
				$489,679	27.100	2026
				$509,555	28.200	2027
				$467,996	25.900	2028
				$305,372	16.900	2029
				$518,590	28.700	2030
PM (CPM) Crack Fill, Chip Seal, Fog Seal	5 - 7	8	$19,940.80			
				$1,224,365	61.400	2026
				$1,332,045	66.800	2027
				$945,194	47.400	2028
				$1,100,732	55.200	2029
				$1,379,903	69.200	2030
PM (CPM) Crack Fill, HMA Wedging, Chip Seal, Fog Seal	5 - 7	8	$33,686.40			
				$1,930,231	57.300	2026
				$4,038,999	119.900	2027
				$2,940,823	87.300	2028
				$4,180,482	124.100	2029
				$2,347,942	69.700	2030

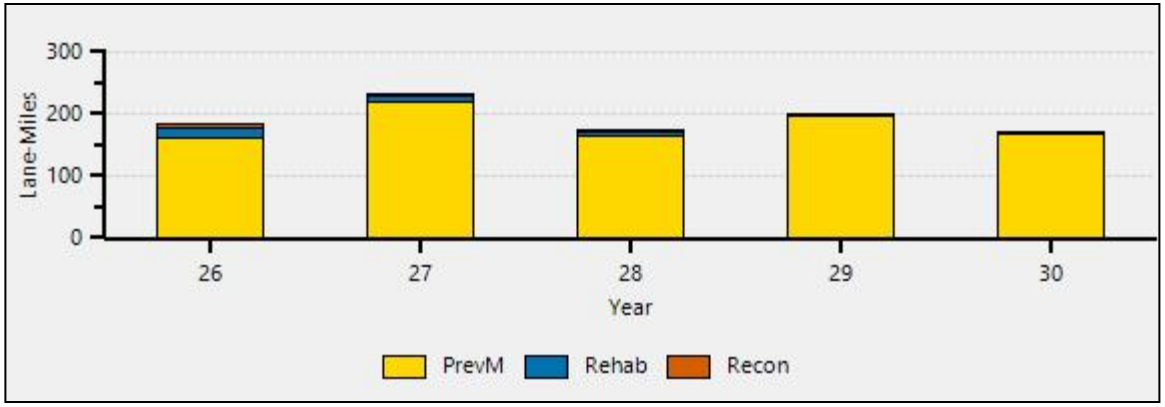
Cost Distribution



2026 AMP Local – Planned (Twp CIPs)

Maintenance Type	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	$3,933,384	$5,934,808	$4,417,255	$5,586,586	$4,246,435					
Rehab	$1,067,317	$716,320	$573,056	$143,264	$243,549					
Recon	$1,390,513	$1,182,973	$643,372	$539,602	$0					
Total	$6,391,214	$7,834,101	$5,633,683	$6,269,452	$4,489,984					

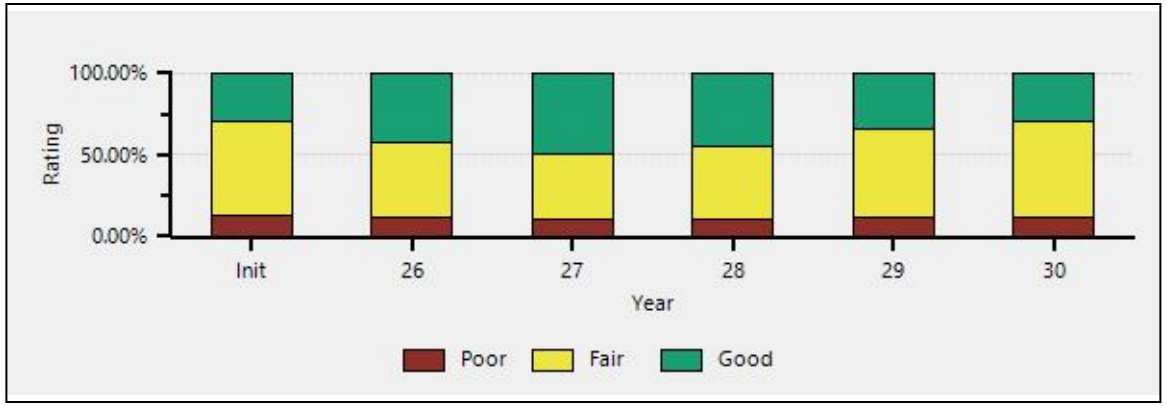
Maintenance Performed



2026 AMP Local – Planned (Twp CIPs)

Maintenance Type in Lane Miles	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	161.800	217.900	164.100	196.200	167.600					
Rehab	14.900	10.000	8.000	2.000	3.400					
Recon	6.700	5.700	3.100	2.600	0.000					
Total	183.400	233.600	175.200	200.800	171.000					

Rating Distribution

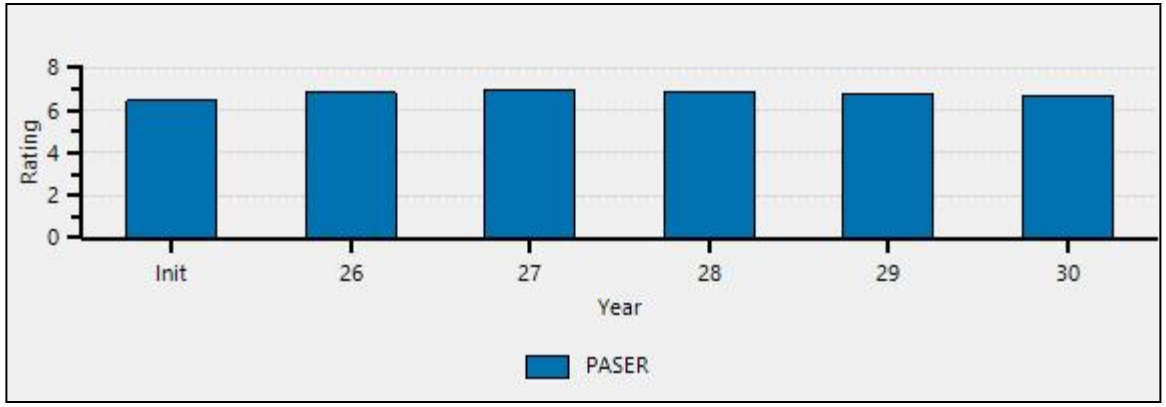


2026 AMP Local – Planned (Twp CIPs)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030		2031	2032	2033	2034	2035
424.811	29.8	Good	608.210	42.7	698.537	49.0	631.467	44.3	478.198	33.5	414.445	29.1					
821.781	57.6	Fair	656.481	46.0	573.326	40.2	638.584	44.8	782.559	54.9	840.703	59.0					
179.329	12.6	Poor	161.229	11.3	154.059	10.8	155.871	10.9	165.165	11.6	170.775	12.0					
1,425.921	100.0	Total															

PASER Distribution

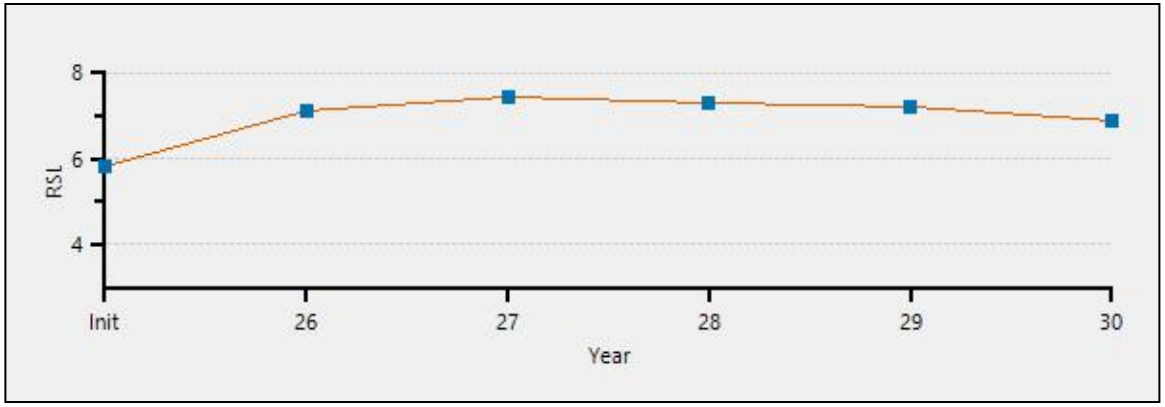


2026 AMP Local – Planned (Twp CIPs)

Initial Value

Lane Miles	PASER	2026	2027	2028	2029	2030
26.544	10	26.544	0.000	0.000	0.000	0.000
20.420	9	42.020	42.244	11.100	4.600	3.400
377.847	8	539.646	656.293	620.367	473.598	411.045
450.089	7	450.089	497.320	579.865	772.125	837.779
268.811	6	201.062	64.694	46.325	2.924	2.624
102.881	5	5.330	11.312	12.394	7.510	0.300
72.367	4	72.367	59.509	42.329	22.410	19.904
25.214	3	13.814	25.202	46.286	74.479	59.289
28.940	2	28.940	23.124	19.870	20.197	34.719
52.808	1	46.108	46.224	47.386	48.079	56.863
6.470	Average	6.858	6.987	6.913	6.797	6.722

RSL Distribution



2026 AMP Local – Planned (Twp CIPs)

Initial Value

Lane Miles	RSL	2026	2027	2028	2029	2030
0.200	**15**	0.200	0.000	0.000	0.000	0.000
26.544	**14**	26.544	0.200	0.000	0.000	0.000
20.420	**13**	42.020	42.244	11.300	4.600	3.400
172.602	**12**	226.535	114.654	96.944	76.700	60.467
115.703	**11**	169.636	299.169	169.354	162.344	132.567
86.718	**10**	140.651	242.270	353.869	234.754	218.211
63.848	**9**	63.848	140.651	242.270	353.869	234.754
130.472	**8**	130.472	63.848	140.651	242.270	353.869
159.425	**7**	159.425	130.472	63.848	140.651	242.270
91.158	**6**	91.158	159.425	130.472	35.135	6.686
86.390	**5**	86.390	47.414	38.515	0.000	0.000
106.361	**4**	98.776	0.300	2.624	0.000	0.000
72.558	**3**	12.394	7.510	0.300	2.624	0.000
66.543	**2**	11.312	12.394	7.510	0.300	2.624
47.650	**1**	5.330	11.312	12.394	7.510	0.300
28.693	**0**	28.693	5.330	11.312	12.394	7.510
26.494	**-1**	26.494	28.693	5.330	11.312	12.394
17.248	**-2**	17.248	26.494	28.693	5.330	11.312
10.828	**-3**	10.828	17.248	26.494	28.693	5.330
6.608	**-4**	3.562	7.590	17.248	26.494	28.693
8.774	**-5**	0.420	0.000	1.190	16.748	24.594
12.219	**-6**	12.219	0.420	0.000	1.190	16.748
6.824	**-7**	6.824	12.219	0.420	0.000	1.190
2.709	**-8**	2.709	6.824	12.219	0.420	0.000
4.262	**-9**	4.262	2.709	6.824	12.219	0.420
7.400	**-10**	7.400	4.262	2.709	6.824	12.219
4.100	**-11**	4.100	7.400	4.262	2.709	6.824

4.030	**-12**	4.030	4.100	7.400	4.262	2.709
11.584	**-13**	11.584	4.030	4.100	7.400	4.262
3.582	**-14**	3.582	11.584	4.030	4.100	7.400
10.946	**-15**	10.946	3.582	11.584	4.030	4.100
5.124	**-16**	5.124	10.946	3.582	11.584	4.030
3.642	**-17**	0.652	0.076	7.922	3.582	11.584
2.916	**-18**	0.000	0.000	0.000	5.322	3.582
0.086	**-19**	0.000	0.000	0.000	0.000	5.322
0.552	**-20**	0.552	0.000	0.000	0.000	0.000
0.210	**-21**	0.000	0.552	0.000	0.000	0.000
0.000	**-22**	0.000	0.000	0.552	0.000	0.000
0.000	**-23**	0.000	0.000	0.000	0.552	0.000
0.498	**-24**	0.000	0.000	0.000	0.000	0.552
5.811	Average	7.124	7.451	7.328	7.232	6.875

RCKC 2026 Pavement Asset Management Plan

Kalamazoo (County)

Report Module: Strategy Evaluation
Today's Date: Tuesday, October 13, 2026

2026 AMP Local – Goal (90% G+F)

Base Year: 2026
Percent Inflation: 0
Number of Years: 5
Optimized: No
Current Filter: RCKC Only - Local Paved
Evaluation Date: 1/1/2026

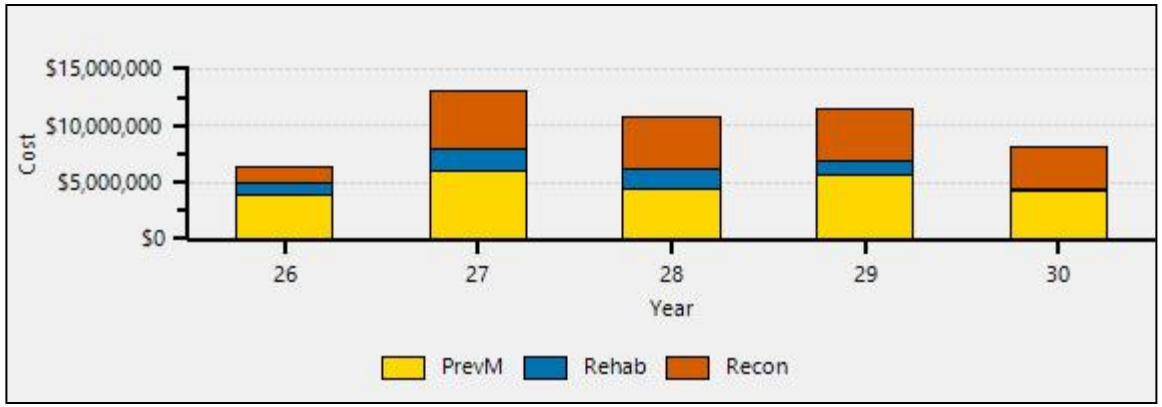
2026 AMP Local – Goal (90% G+F)

Base Year	2026
Percent Inflation	0
Number of Years	5
Optimized	No
Current Filter	RCKC Only - Local Paved

Subtype	Treatment	Trigger	Reset	Cost/Ln Mile	Budget	Lane Miles	Year
Asphalt	RH (SI) 2.5" HMA Overlay	3 - 4	9	$112,640.00			
					$0	0.000	2026
	RH (SI) Mill, 1.5" HMA Overlay	5 - 7	9	$104,192.00			
					$0	0.000	2026
	RH (SI) Mill/2" HMA Overlay	3 - 4	9	$104,192.00			
					$0	0.000	2026
	PM (CPM) Chip Seal Trial	5 - 7	8	$26,282.67			
					$0	0.000	2026
	PM (CPM) Crack Fill, Chip Seal	5 - 7	8	$22,621.87			
					$0	0.000	2026
	PM (CPM) Crack Fill, Chip Seal, Fog Seal	5 - 7	8	$29,004.80			
					$0	0.000	2026
	PM (CPM) Crack Fill, HMA Wedging, Chip Seal, Fog Seal	5 - 7	8	$48,998.40			
					$0	0.000	2026
Asphalt-Standard	RC (SI) Crush and Shape/4" HMA Overlay	1 - 4	9	$207,539.20			
					$1,390,513	6.700	2026
					$5,126,218	24.700	2027
					$4,586,616	22.100	2028
					$4,482,847	21.600	2029
					$3,714,952	17.900	2030
	RH (SI) 2" HMA Overlay	3 - 5	9	$71,632.00			
					$0	0.000	2026
					$107,448	1.500	2028
					$0	0.000	2029
					$136,101	1.900	2030

RH (SI) Mill, 1.5" HMA Overlay	5 - 7	9	$71,632.00			
				$250,712	3.500	2026
				$229,222	3.200	2027
				$114,611	1.600	2028
				$107,448	1.500	2029
				$107,448	1.500	2030
RH (SI) Mill/2" HMA Overlay	3 - 4	9	$71,632.00			
				$816,605	11.400	2026
				$1,704,842	23.800	2027
				$1,568,741	21.900	2028
				$1,254,778	17.517	2029
				$0	0.000	2030
PM (CPM) Chip Seal Trial	5 - 7	8	$18,069.33			
				$289,109	16.000	2026
				$54,208	3.000	2027
				$63,243	3.500	2028
PM (CPM) Chip Seal, Fog Seal	5 - 8	8	$18,069.33			
				$489,679	27.100	2026
				$509,555	28.200	2027
				$467,996	25.900	2028
				$305,372	16.900	2029
				$518,590	28.700	2030
PM (CPM) Crack Fill, Chip Seal, Fog Seal	5 - 7	8	$19,940.80			
				$1,224,365	61.400	2026
				$1,332,045	66.800	2027
				$945,194	47.400	2028
				$1,100,732	55.200	2029
				$1,379,903	69.200	2030
PM (CPM) Crack Fill, HMA Wedging, Chip Seal, Fog Seal	5 - 7	8	$33,686.40			
				$1,930,231	57.300	2026
				$4,038,999	119.900	2027
				$2,940,823	87.300	2028
				$4,180,482	124.100	2029
				$2,347,942	69.700	2030

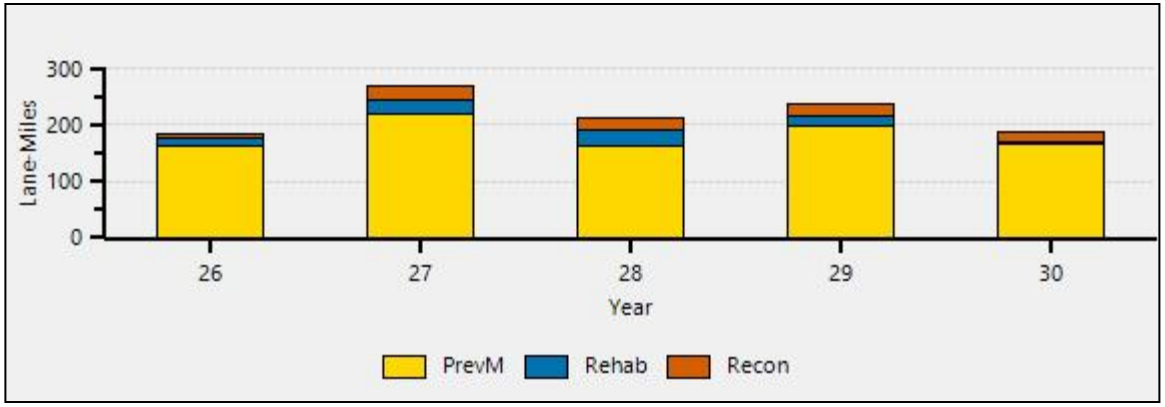
Cost Distribution



2026 AMP Local – Goal (90% G+F)

Maintenance Type	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	$3,933,384	$5,934,808	$4,417,255	$5,586,586	$4,246,435					
Rehab	$1,067,317	$1,934,064	$1,790,800	$1,362,226	$107,448					
Recon	$1,390,513	$5,126,218	$4,586,616	$4,482,847	$3,714,952					
Total	$6,391,214	$12,995,090	$10,794,671	$11,431,659	$8,068,835					

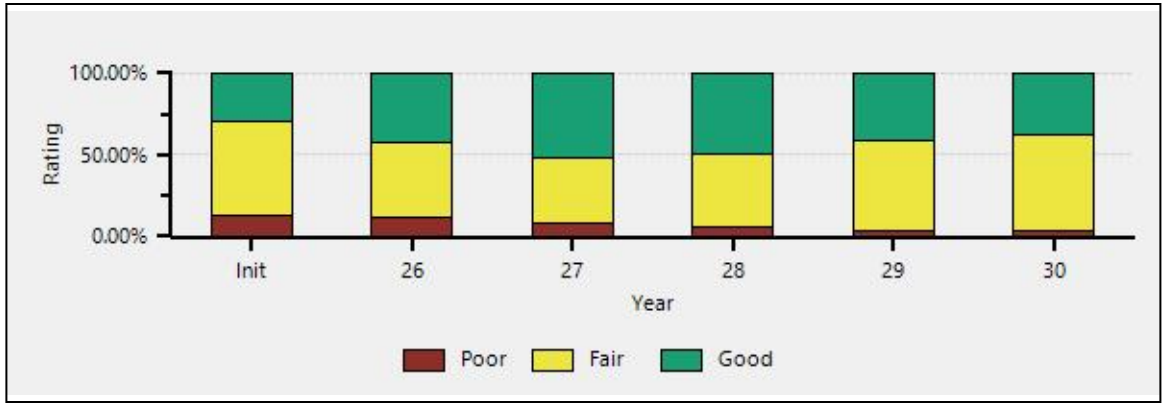
Maintenance Performed



2026 AMP Local – Goal (90% G+F)

Maintenance Type in Lane Miles	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	161.800	217.900	164.100	196.200	167.600					
Rehab	14.900	27.000	25.000	19.017	1.500					
Recon	6.700	24.700	22.100	21.600	17.900					
Total	183.400	269.600	211.200	236.817	187.000					

Rating Distribution

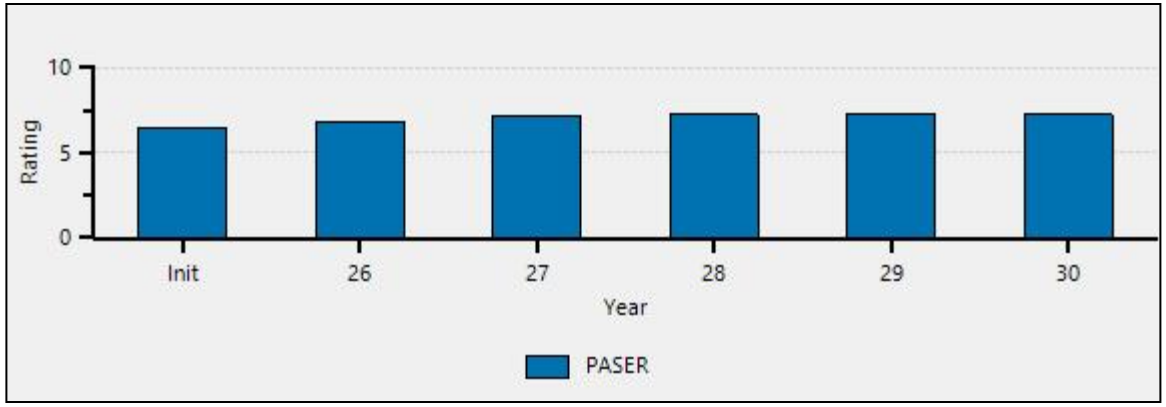


2026 AMP Local – Goal (90% G+F)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030		2031	2032	2033	2034	2035
424.811	29.8	Good	608.210	42.7	734.537	51.5	703.467	49.3	586.215	41.1	538.462	37.8					
821.781	57.6	Fair	656.481	46.0	573.326	40.2	638.584	44.8	782.559	54.9	840.703	59.0					
179.329	12.6	Poor	161.229	11.3	118.059	8.3	83.871	5.9	57.148	4.0	46.758	3.3					
1,425.921	100.0	Total															

PASER Distribution

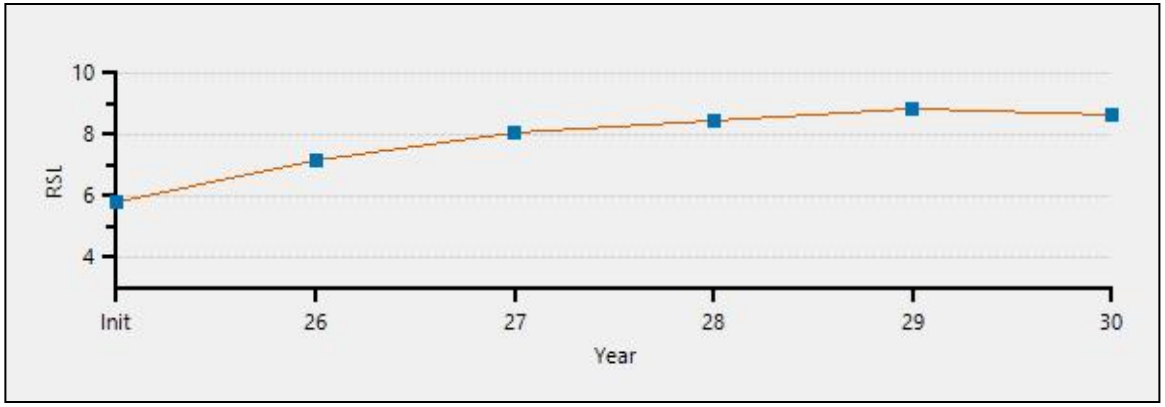


2026 AMP Local – Goal (90% G+F)

Initial Value

Lane Miles	PASER	2026	2027	2028	2029	2030
26.544	10	26.544	0.000	0.000	0.000	0.000
20.420	9	42.020	78.244	47.100	40.617	19.400
377.847	8	539.646	656.293	656.367	545.598	519.062
450.089	7	450.089	497.320	579.865	772.125	837.779
268.811	6	201.062	64.694	46.325	2.924	2.624
102.881	5	5.330	11.312	12.394	7.510	0.300
72.367	4	72.367	59.509	42.329	22.410	19.904
25.214	3	13.814	8.202	12.286	24.076	10.016
28.940	2	28.940	23.124	19.870	3.456	6.626
52.808	1	46.108	27.224	9.386	7.206	10.212
6.470	Average	6.858	7.165	7.244	7.270	7.253

RSL Distribution



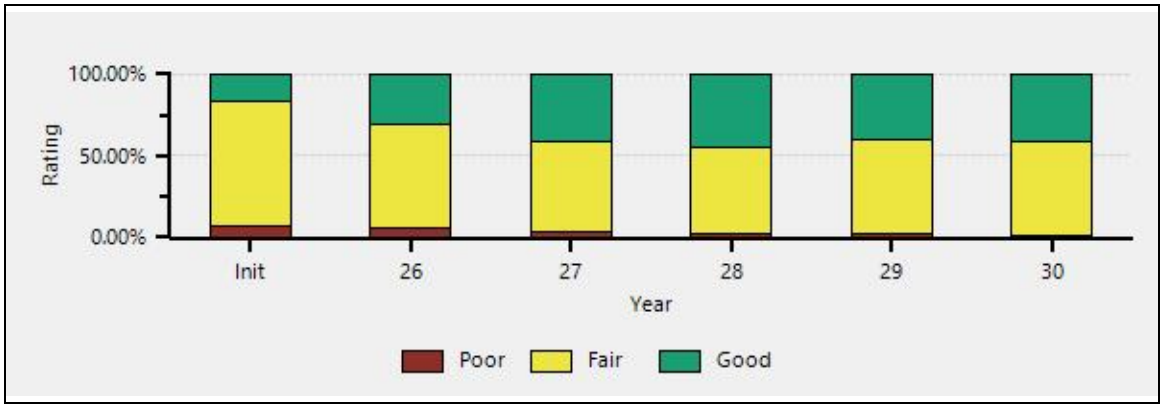
2026 AMP Local – Goal (90% G+F)

Initial Value

Lane Miles	RSL	2026	2027	2028	2029	2030
0.200	**15**	0.200	0.000	0.000	0.000	0.000
26.544	**14**	26.544	0.200	0.000	0.000	0.000
20.420	**13**	42.020	78.244	47.300	40.617	19.400
172.602	**12**	226.535	114.654	132.944	112.700	96.484
115.703	**11**	169.636	299.169	169.354	198.344	168.567
86.718	**10**	140.651	242.270	353.869	234.754	254.211
63.848	**9**	63.848	140.651	242.270	353.869	234.754
130.472	**8**	130.472	63.848	140.651	242.270	353.869
159.425	**7**	159.425	130.472	63.848	140.651	242.270
91.158	**6**	91.158	159.425	130.472	35.135	6.686
86.390	**5**	86.390	47.414	38.515	0.000	0.000
106.361	**4**	98.776	0.300	2.624	0.000	0.000
72.558	**3**	12.394	7.510	0.300	2.624	0.000
66.543	**2**	11.312	12.394	7.510	0.300	2.624
47.650	**1**	5.330	11.312	12.394	7.510	0.300
28.693	**0**	28.693	5.330	11.312	12.394	7.510
26.494	**-1**	26.494	28.693	5.330	11.312	12.394
17.248	**-2**	17.248	26.494	28.693	5.330	11.312
10.828	**-3**	10.828	7.262	10.288	20.456	5.330
6.608	**-4**	3.562	0.576	0.068	1.008	3.006
8.774	**-5**	0.420	0.000	0.576	0.068	1.008
12.219	**-6**	12.219	0.420	0.000	0.576	0.068
6.824	**-7**	6.824	12.219	0.420	0.000	0.576
2.709	**-8**	2.709	6.824	12.219	0.420	0.000
4.262	**-9**	4.262	2.709	6.824	1.870	0.420
7.400	**-10**	7.400	4.262	2.709	1.046	1.420
4.100	**-11**	4.100	7.400	3.188	0.424	1.046

4.030	**-12**	4.030	4.100	1.652	0.000	0.424
11.584	**-13**	11.584	4.030	0.000	1.652	0.000
3.582	**-14**	3.582	7.188	0.040	0.000	1.652
10.946	**-15**	10.946	0.000	0.000	0.040	0.000
5.124	**-16**	5.124	0.000	0.000	0.000	0.040
3.642	**-17**	0.652	0.000	0.000	0.000	0.000
2.916	**-18**	0.000	0.000	0.000	0.000	0.000
0.086	**-19**	0.000	0.000	0.000	0.000	0.000
0.552	**-20**	0.552	0.000	0.000	0.000	0.000
0.210	**-21**	0.000	0.552	0.000	0.000	0.000
0.000	**-22**	0.000	0.000	0.552	0.000	0.000
0.000	**-23**	0.000	0.000	0.000	0.552	0.000
0.498	**-24**	0.000	0.000	0.000	0.000	0.552
5.811	Average	7.124	8.024	8.433	8.824	8.659

Rating Distribution Report



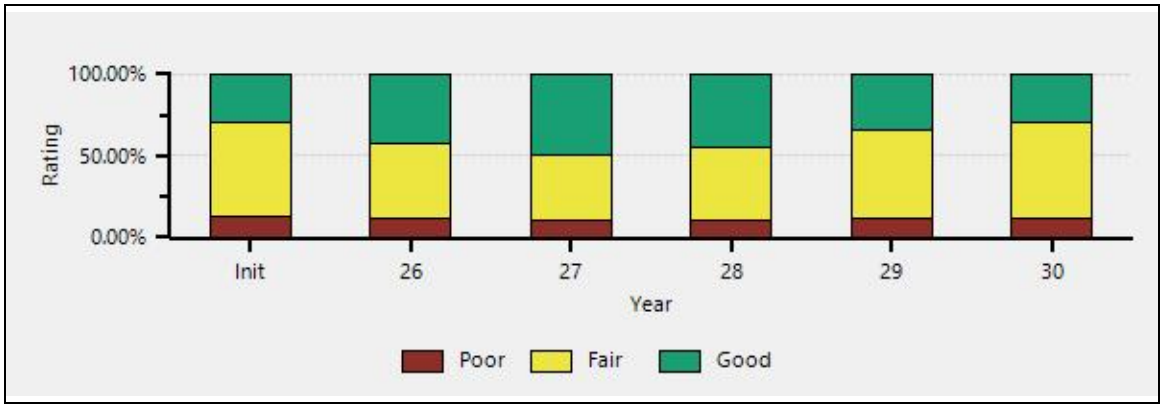
2026 AMP Primary – Planned (CIP)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030		2031	2032	2033	2034	2035
155.545	16.5	Good	288.645	30.5	384.073	40.6	417.171	44.1	375.073	39.7	390.767	41.4					
726.688	76.9	Fair	598.988	63.4	522.560	55.3	503.662	53.3	550.460	58.2	547.112	57.9					
62.852	6.7	Poor	57.452	6.1	38.452	4.1	24.252	2.6	19.552	2.1	7.206	0.8					
945.085	100.0	Total															

Rating Distribution Report

Rating Distribution Report



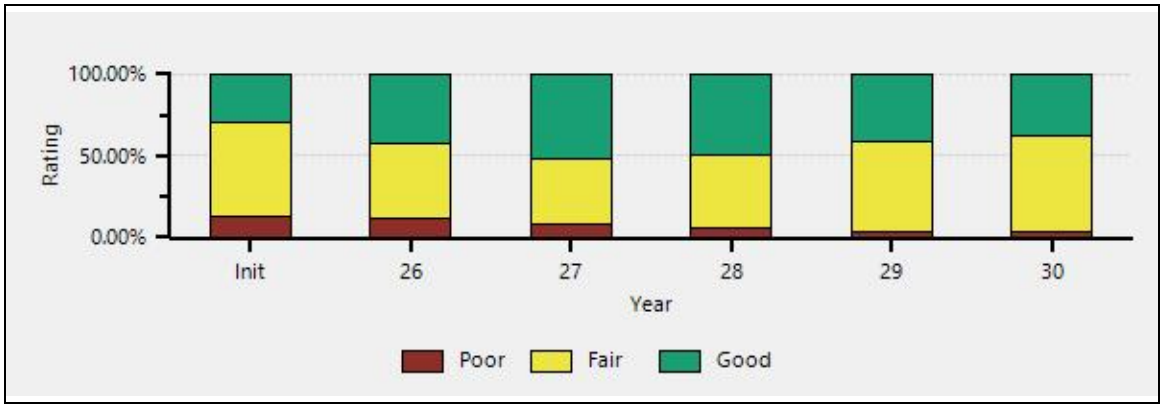
2026 AMP Local – Planned (Twp CIPs)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030		2031	2032	2033	2034	2035
424.811	29.8	Good	608.210	42.7	698.537	49.0	631.467	44.3	478.198	33.5	414.445	29.1					
821.781	57.6	Fair	656.481	46.0	573.326	40.2	638.584	44.8	782.559	54.9	840.703	59.0					
179.329	12.6	Poor	161.229	11.3	154.059	10.8	155.871	10.9	165.165	11.6	170.775	12.0					
1,425.921	100.0	Total															

Rating Distribution Report

Rating Distribution Report

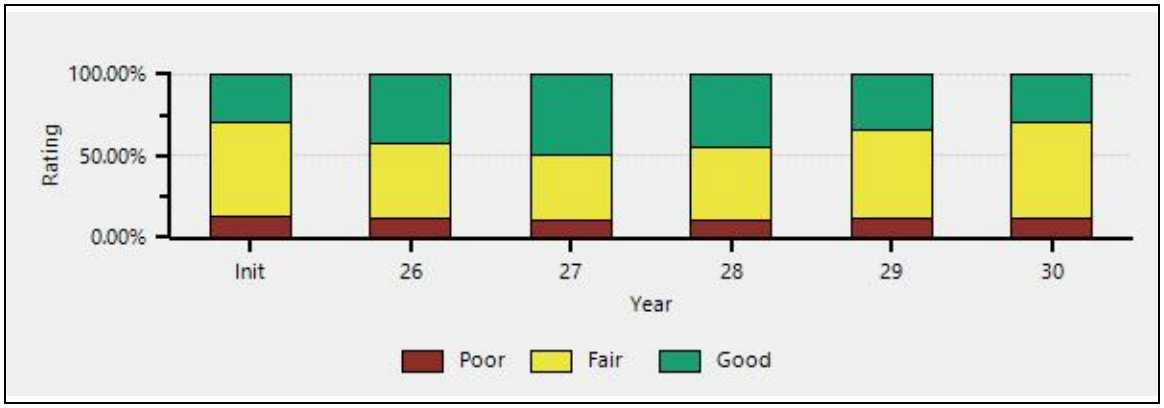


2026 AMP Local – Goal (90% G+F)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030		2031	2032	2033	2034	2035
424.811	29.8	Good	608.210	42.7	734.537	51.5	703.467	49.3	586.215	41.1	538.462	37.8					
821.781	57.6	Fair	656.481	46.0	573.326	40.2	638.584	44.8	782.559	54.9	840.703	59.0					
179.329	12.6	Poor	161.229	11.3	118.059	8.3	83.871	5.9	57.148	4.0	46.758	3.3					
1,425.921	100.0	Total															

Rating Distribution Report



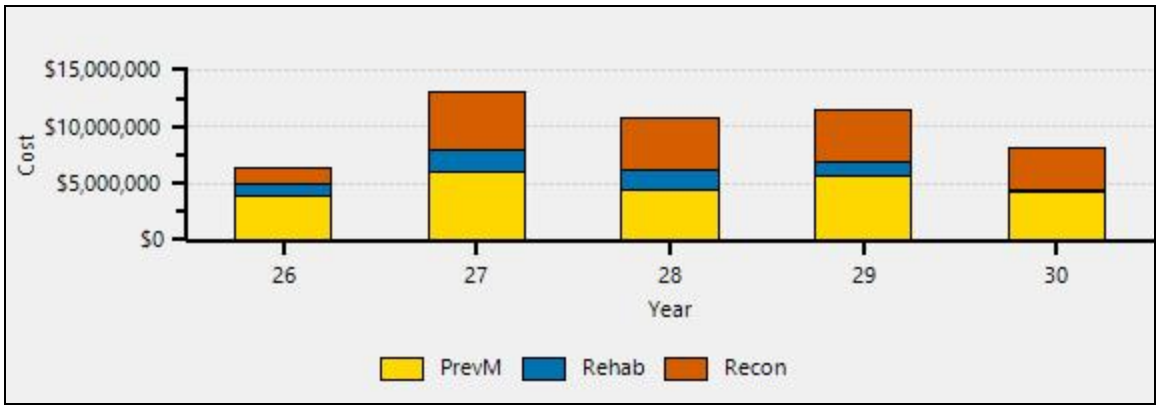
2026 AMP Local – Planned (Twp CIPs)

Initial Values

Lane Miles	%	Rating	2026		2027		2028		2029		2030	
424.811	29.8	Good	608.210	42.7	698.537	49.0	631.467	44.3	478.198	33.5	414.445	29.1
821.781	57.6	Fair	656.481	46.0	573.326	40.2	638.584	44.8	782.559	54.9	840.703	59.0
179.329	12.6	Poor	161.229	11.3	154.059	10.8	155.871	10.9	165.165	11.6	170.775	12.0
1,425.921	100.0	Total										

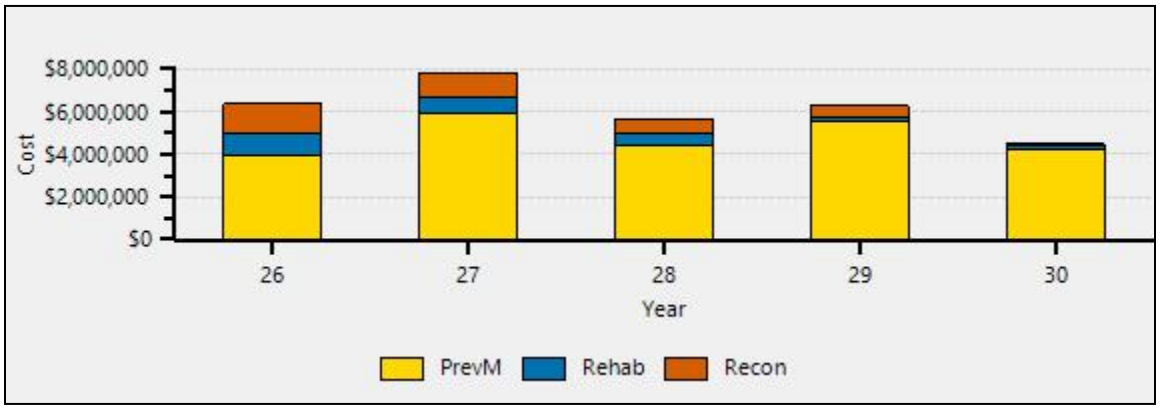
Rating Distribution Report

Cost Distribution Report



2026 AMP Local – Goal (90% G+F)

Maintenance Type	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Prev Maint	$3,933,384	$5,934,808	$4,417,255	$5,586,586	$4,246,435					
Rehab	$1,067,317	$1,934,064	$1,790,800	$1,362,226	$107,448					
Recon	$1,390,513	$5,126,218	$4,586,616	$4,482,847	$3,714,952					
Total	$6,391,214	$12,995,090	$10,794,671	$11,431,659	$8,068,835					



2026 AMP Local – Planned (Twp CIPs)

Maintenance Type	2026	2027	2028	2029	2030
Prev Maint	$3,933,384	$5,934,808	$4,417,255	$5,586,586	$4,246,435
Rehab	$1,067,317	$716,320	$573,056	$143,264	$243,549
Recon	$1,390,513	$1,182,973	$643,372	$539,602	$0
Total	$6,391,214	$7,834,101	$5,633,683	$6,269,452	$4,489,984

B. BRIDGE ASSET MANAGEMENT PLAN

The Road Commission of Kalamazoo County 2026 Bridge Asset Management Plan follows. It is a stand-alone document with its own page, figure, table, and appendix numbering; references within it to Appendices 1 through 5 refer to that plan's appendices, not to the appendices of this compliance plan.

Road Commission of Kalamazoo County
2026 Bridge
Asset Management Plan

A plan describing the Road Commission of Kalamazoo County's transportation assets and conditions.

Prepared by:
Ryan Minkus, PE, PTOE
County Engineer
info@kalamazoocountyroads.com

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EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, bridges are among the most important assets in any community along with other assets like roads, culverts, traffic signs, traffic signals, and utilities that support and affect the road network. The Road Commission of Kalamazoo County's (RCKC) bridges, other road-related assets, and support systems are some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining bridges, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road and bridge network in an efficient and effective manner. This asset management plan is intended to report on how RCKC is meeting its obligations to maintain the bridges for which it is responsible.

This plan overviews RCKC's bridge assets and conditions and explains how Road Commission of Kalamazoo County works to maintain and improve the overall condition of those assets. These explanations can help answer:

- What kinds of bridge assets RCKC has in its jurisdiction and the different options for maintaining these assets.
- What tools and processes RCKC uses to track and manage bridge assets and funds.
- What condition RCKC's bridge assets are in compared to statewide averages and county road agencies in MDOT's Southwest Region.
- Why some bridge assets are in better condition than others and the path to maintaining and improving bridge asset conditions through proper planning and maintenance.
- How agency bridge assets are funded and where those funds come from.
- How funds are used and the costs incurred during RCKC's bridge assets' normal life cycle.
- What condition RCKC can expect of its bridge assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of RCKC's bridge assets.

RCKC owns and/or manages 62 bridges. A summary of its historical and current bridge asset conditions, projected trends, and goals can be seen in the figure, below.



An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of RCKC's obligations towards meeting these requirements. This asset management plan also helps demonstrate RCKC's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of RCKC's bridge assets, and gives taxpayers the information they need to make informed decisions about investing in essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals". In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). The Road Commission of Kalamazoo County is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the bridges in Road Commission of Kalamazoo County's road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing infrastructure with a limited budget.

The Road Commission of Kalamazoo County (RCKC) has adopted an "asset management" business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet safety standards and bridge users' expectations. RCKC is responsible for maintaining and operating 62 bridges.

This 2026 plan outlines how RCKC determines its strategy to maintain and upgrade bridge asset condition given agency goals, priorities of its bridge users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in bridge conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Ryan Minkus at 4400 S 26th Street, Kalamazoo, MI 49048 or at (269) 381-3171 and/or info@kalamazoocountyroads.com. A copy of

this plan can be accessed on our website at https://www.kalamazoocountyroads.com/asset_management.php.

Key terms used in this plan are defined in RCKC's comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 of 2018.

Knowing the basic features of an asset class is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to bridges.

Bridge Primer

Bridge Types

Bridges are structures that span 20 feet or more. These bridges can extend across one or multiple spans.

If culverts are placed side by side to form a span of 20 feet or more (for example, three 6-foot culverts with one-foot between each culvert), then this culvert system would be defined as a bridge. (Note: The Compliance Plan Appendix C contains a primer on culverts not defined as bridges.)

Bridge types are classified based on two features: design and material.

The most common bridge design is the **girder system** (Figure 1). With this design, the bridge deck transfers vehicle loads to girders (or beams) that, in turn, transfer the load to the piers or abutments (see Figure 6).

A similar design that lacks girders (or beams) is a **slab bridge** (Figure 2, and see Figure 6). A slab bridge transfers the vehicle load directly to the abutments and, if necessary, piers.

Truss bridges were once quite common and consist of a support structure that is created when structural members are connected at joints to form interconnected triangles (Figure 3). Structural members may consist of steel tubes or angles connected at joints with gusset plates.

Another common bridge design in Michigan is the three-sided pre-cast box or arch bridge (Figure 4).



Figure 1: Girder bridge

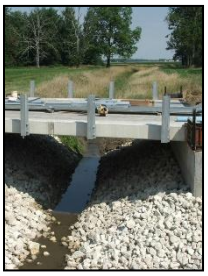


Figure 2: Slab bridge



Figure 3: Truss bridge



Figure 4: Three-sided box bridge

Michigan is also home to several unique bridge designs.

Adding another layer of complexity to bridge typing is the primary construction materials used (Figure 5). Bridges are generally constructed from concrete, steel, pre-stressed concrete, or timber. Some historical bridges or bridge components in Michigan may be constructed from stone or masonry.



Figure 5: Examples of common bridge construction materials used in Michigan

Bridge Condition

Michigan inspectors rate bridge condition on a 0-9 scale known as the National Bridge Inventory (NBI) rating scale (see Table 1 for a summary of the NBI Rating scale). Elements of the bridge's superstructure, deck, and substructure receive a 9 if they are in excellent condition down to a 0 if they are in failed condition. A complete guide for Michigan bridge inspection, including NBI condition ratings, can be found in MDOT's *Michigan Structure Inspection Manual* (see https://www.michigan.gov/mdot/programs/bridges-and-structures/structure-preservation-and-management/inspection/michigan-structure-inspection-manual).

Table 1: Summary of the NBI Rating Scale

NBI Rating	General Condition
9-7	Like new/good
6-5	Fair
4-3	Poor/serious
2-0	Critical/failed

Bridge Treatments

Replacement

Replacement work is typically performed when a bridge is in poor condition (NBI rating of 4 or less) and will improve the bridge to good condition (NBI rating of 7 or more). The Local Bridge Program, a part of MDOT's Local Agency Program, defines bridge replacement as full replacement, which removes the entire bridge (superstructure, deck, and substructure) before re-building a bridge at the same location (Figure 6). The decision to perform a total replacement over rehabilitation (see below) should be made

based on a life-cycle cost analysis. Generally, replacement is selected if rehabilitation costs more than two-thirds of the cost of replacement. Replacement is generally the most expensive of the treatment options.

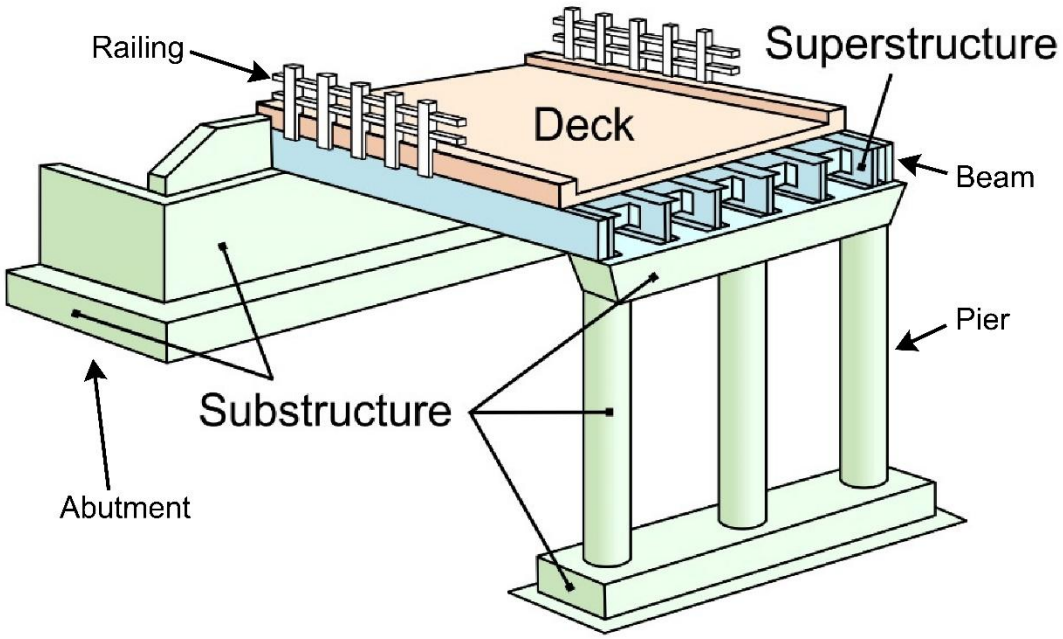


Figure 6: Diagram of basic elements of a bridge

Rehabilitation (RH)

Rehabilitation involves repairs that improve the existing condition and extend the service life of the structure and the riding surface. Most often, rehabilitation options are associated with bridges that have degraded beyond what can be fixed with preventive maintenance. Rehabilitation is typically performed on poor-rated elements (NBI rating of 4 or less) to improve them to fair or good condition (NBI rating of 5 or more). Rehabilitation can include superstructure replacement (removal and replacement of beams and deck) or deck replacement. While typically more expensive than general maintenance, rehabilitation treatments may be more cost-effective than replacing the entire structure.

- **Railing retrofit/replacement:** A railing retrofit or replacement either reinforces the existing railing or replaces it entirely (Figure 6). This rehabilitation is driven by a need for safety improvements on poor-rated railings or barriers (NBI rating less than 5).
- **Beam repair:** Beam repair corrects damage that has reduced beam strength (Figure 6). In the case of steel beams, it is performed if there is 25 percent or more of section loss in an area of the beam that affects load-carrying capacity. In the case of concrete beams, this is performed if there is 50 percent or more spalling (i.e., loss of material) at the ends of beams.

- **Substructure concrete patching and repair:** Patching and repairing the substructure is essential to keep a bridge in service. These rehabilitation efforts are performed when the abutments or piers are fair or poor (NBI rating of 5 or 4), or if spalling and delamination affect less than 30 percent of the bridge surface.

Preventive Maintenance (PM)

The Federal Highway Administration's (FHWA) *Bridge Preservation Guide* (2018) defines preventive maintenance as "a strategy of extending service life by applying cost-effective treatments to bridge elements…[that] retard future deterioration and avoid large expenses in bridge rehabilitation or replacements."

Preventive maintenance work is typically done on bridges rated fair (NBI rating of 5 or 6) in order to slow the rate of deterioration and keep them from falling into poor condition.

- **Concrete deck overlay:** A concrete deck overlay involves removing and replacing the driving surface. Typically, this is done when the deck surface is poor (NBI rating is less than 5) and the underneath portion of the deck is at least fair (NBI rating greater than 4). A shallow or deep concrete overlay may be performed depending on the condition of the bottom of the deck. The MDOT *Bridge Deck Preservation* matrices provide more detail on concrete deck overlays (see https://www.michigan.gov/mdot/programs/bridges-and-structures/structure-preservation-and-management/bridge-management-and-scoping).

- **Deck repairs:** Deck repairs include three common techniques: HMA overlay with or without waterproof membranes, concrete patching, deck sealing, crack sealing, and joint repair/replacement. An HMA overlay with an underlying waterproof membrane can be placed on bridge decks with a surface rating of fair or lower (NBI of 5 or less) and with deficiencies that cover between 15 and 30 percent of the deck surface and deck bottom. An HMA overlay without a waterproof membrane should be used on a bridge deck with a deck surface and deck bottom rating of serious condition or lower (NBI rating of 3 or less) and with deficiencies that cover greater than 30 percent of the deck surface and bottom; this is considered a temporary holdover to improve ride quality when a bridge deck is scheduled to undergo major rehabilitation within five years. All HMA overlays need to be accompanied by an updated load rating. Patching of the concrete on a bridge deck is done in response to an inspector's work recommendation or when the deck surface is in good, satisfactory, or fair condition (NBI rating of 7, 6, or 5) with minor delamination and spalling. To preserve a good bridge deck in good condition, a deck sealer can be used.

  Deck sealing should only be done when the bridge deck has surface rating of fair or better (NBI of 5 or more). Concrete sealers should only be used when the top and bottom surfaces of the deck are free from major deficiencies, cracks, and spalling. An epoxy overlay may be used when between 2 and 5 percent of the deck surface has delaminations and spalls, but these deficiencies must be repaired prior to the overlay. An epoxy overlay may also be used to repair an existing epoxy overlay. Concrete crack sealing is an option to maintain concrete in otherwise good condition that has visible cracks with the potential of reaching the steel reinforcement. Crack

sealing may be performed on concrete with a surface rating of good, satisfactory, or fair (NBIS rating of 7, 6, or 5) with minor surface spalling and delamination; it may also be performed in response to a work recommendation by an inspector who has determined that the frequency and size of the cracks require sealing.

- **Steel bearing repair/replacement:** Rather than sitting directly on the piers, a bridge superstructure is separated from the piers by bearings. Bearings allow for a certain degree of movement due to temperature changes or other forces. Repairing or replacing the bearings is considered preventive maintenance. Girders and a deck in at least fair condition (NBI of 5 or higher) and bearings in poor condition (NBI rating of 4 or less) identifies candidates for this maintenance activity.

- **Painting:** Re-painting a bridge structure can either be done in totality or in part. Total re-painting is done in response to an inspector's work recommendation or when the paint condition is in serious condition (NBI rating of 3 or less). Partial re-painting can either consist of zone re-painting, which is a preventive maintenance technique, or spot re-painting, which is scheduled maintenance (see below). Zone re-painting is done when less than 15 percent of the paint in a smaller area, or zone, has failed while the rest of the bridge is in good or fair condition. It is also done if the paint condition is fair or poor (NBI rating of 5 or 4).

- **Channel improvements:** Occasionally, it is necessary to make improvements to the waterway that flows underneath the bridge. Such channel improvements are driven by an inspector's work recommendation based on a hydraulic analysis or to remove vegetation, debris, or sediment from the channel and banks (Figure 6).

- **Scour countermeasures:** An inspector's work recommendations or a hydraulic analysis may require scour countermeasures (see the *Risk Management* section of this plan for more information on scour). This is done when a structure is categorized as scour critical and is not scheduled for replacement or when NBI comments in abutment and pier ratings indicate the presence of scour holes.

- **Approach repaving:** A bridge's approach is the transition area between the roadway leading up to and away from the bridge and the bridge deck. Repaving the approach areas is performed in response to an inspector's work recommendation, when the pavement surface is in poor condition (NBI rating of 4 or less), or when the bridge deck is replaced or rehabilitated (e.g., concrete overlay).

- **Guardrail repair/replacement:** A guardrail is a safety feature on many roads and bridges that prevents or minimizes the effects of lane departure incidents. Keeping bridge guardrails in good condition is important. Repair or replacement of bridge guardrail should be done when a guardrail is missing or damaged, or when it needs a safety improvement.

Scheduled Maintenance

Scheduled maintenance activities are those activities or treatments that are regularly scheduled and intend to maintain serviceability while reducing the rate of deterioration.

- **Deck Sweeping and Joint Cleaning:** Sweeping and/or washing the deck and cleaning out joints for concrete decks to remove salt-contaminated dirt and debris. The frequency may be twice per year, annually, or in response to an inspector's work recommendation.
- **Superstructure washing:** Washing the superstructure, or the main structure supporting the bridge, typically occurs in response to an inspector's work recommendation or when salt-contaminated dirt and debris collected on the superstructure is causing corrosion or deterioration by trapping moisture.
- **Drainage system cleanout/repair:** Keeping a bridge's drainage system clean and in good working order allows the bridge to shed water effectively. An inspector's work recommendation may indicate drainage system cleanout/repair. Signs that a drainage system needs cleaning or repair include clogs and broken, deteriorated, or damaged drainage elements.
- **Spot painting:** Spot painting is a form of partial bridge painting. This scheduled maintenance technique involves painting a small portion of a bridge. Generally, this is done in response to an inspector's work recommendation and is used for zinc-based paint systems only.
- **Slope repair/reinforcement:** The terrain on either side of the bridge that slopes down toward the channel is called the slope. At times, it is necessary to repair the slope. Situations that call for slope repair include when the slope is degraded, when the slope has significant areas of distress or failure, when the slope has settled, or if the slope is in fair or poor condition (NBI rating of 5 or less). Other times, it is necessary to reinforce the slope. Reinforcement can be added by installing Riprap, which is a side-slope covering made of stones. Riprap protects the stability of side slopes of channel banks when erosion threatens the surface.
- **Vegetation control and debris removal:** Keeping the area around a bridge structure free of vegetation and debris safeguards the bridge structure from these potentially damaging forces. Removing or restricting vegetation around bridges prevents damage to the structure. Vegetation control is done in response to an inspector's work recommendation or when vegetation traps moisture on structural elements or is growing from joints or cracks. Debris in the water channel or in the bridge can also cause damage to the structure. Removing this debris is typically done in response to an inspector's work recommendation or when vegetation, debris, or sediment accumulates on the structure or channel.
- **Miscellaneous repairs:** These are uncategorized repairs in response to an inspector's work recommendation.

1. BRIDGE ASSETS

RCKC seeks to implement an asset management program for its bridge structures. This program balances the decision to perform reconstruction, rehabilitation, preventive maintenance, scheduled maintenance, or new construction, with RCKC's bridge funding in order to maximize the useful service life and to ensure the safety of the local bridges under its jurisdiction. In other words, RCKC's bridge asset management program aims to preserve and/or improve the condition of its local bridge network within the means of its financial resources.

Nonetheless, RCKC recognizes that limited funds are available for improving the bridge network. Since preservation strategies like preventive maintenance are generally a more effective use of these funds than costly alternative management strategies like major rehabilitation or replacement, RCKC seeks to identify those bridges that will benefit from a planned maintenance program while addressing those bridges that pose usability and/or safety concerns.

The three-fold goal of RCKC's asset management program is the preservation and safety of its bridge network, increase of its bridge assets' useful service life by extending of the time that bridges remain in good and fair condition, and reduction of future maintenance costs. To quantify this goal, RCKC specifically aims to have 95% or more of the agency's local bridges in fair to good condition and to have less than 3% classify as structurally deficient within 10 years.

Thus, RCKC's asset management plan objectives are:

- To establish the current condition of the county's bridges
- To develop a "mix of fixes" that will:
    - Program scheduled maintenance actions to impede deterioration of bridges in good condition
    - Implement selective corrective repairs or rehabilitation for degraded bridge elements in order to restore functionality
    - Include bridge projects in the RCKC 5-year Capital Improvement Plan (CIP)
    - Identify and program those eligible bridges in need of replacement

- To identify available funding sources, such as:
    - Dedicated county resources
    - Township/Local Contributions
    - County funding through Michigan's Local Bridge Program
    - Opportunities to obtain other funding
- To prioritize the programmed actions within available funding limitations
- To improve the condition of bridges currently rated poor (4 or lower) and preserve bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life.

Inventory

RCKC is responsible for 62 local bridges. Table 2 summarizes RCKC's bridge assets by type, sizes by bridge type, and condition by bridge type. Additional inventory data, condition ratings, and proposed preventive maintenance actions for each bridge are contained in the tables in Appendixes 3, 4, and 5. The bridge inventory data was obtained from MDOT MiBRIDGE and other sources, and the condition data and maintenance actions are taken from the most recent NBIS inspections, conducted October 2024 through June 2026 (see Appendix 2).

Types

Of RCKC's 62 structures, 9 are concrete bridges, 21 are steel bridges, 21 are pre-stressed concrete bridges, and 11 are timber bridges. Structure 4628 (Amtrak over Stadium Drive), listed in the 2023 plan, is not included in RCKC's 62-structure inventory; its ownership coding in MiBRIDGE is being confirmed with MDOT.

Locations and Sizes

Figure 7 illustrates the locations of bridge assets owned by RCKC. Details about the locations and sizes of each individual asset can be found in RCKC's MiBRIDGE database. For more information, please refer to the agency contact listed in the *Introduction* of this bridge asset management plan.

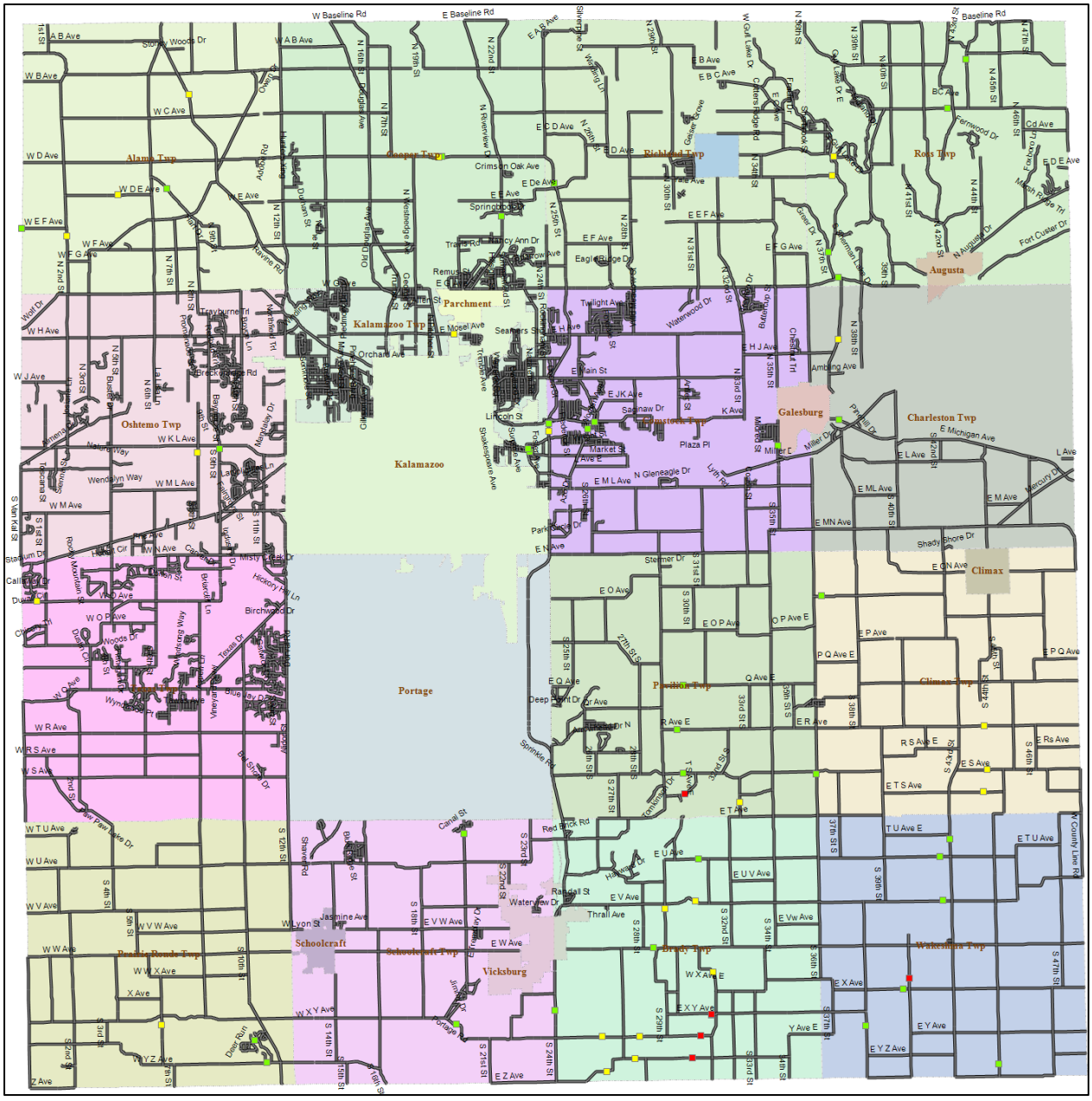


Figure 7: Map illustrating locations of RCKC's bridge assets. Green markers are bridges in good condition (NBI 7–9), yellow are fair (NBI 5–6), and red are poor (NBI 4 or less).

Condition

RCKC evaluates its bridges according to the National Bridge Inspection Standards rating scale, with a rating of 9 to 7 being like new to good condition, a rating of 6 and 5 being fair condition, and a rating of 4 or lower being poor or serious/critical condition. The current condition of RCKC's bridge network is 34 (55%) are good, 23 (37%) are fair, and 5 (8%) are poor or lower.

Another layer of classification of RCKC's bridge inventory classifies 5 (8%) bridges as structurally deficient, 6 (10%) bridges as posted, and 2 (3%) bridges as closed. Structurally deficient bridges are those

with a deck, superstructure, substructure, or culvert rated 4 (poor) or lower on the NBI rating scale. Posted bridges are those that have declined in condition to a point where a restriction is necessary for what would be considered a safe vehicular or traffic load passing over the bridge; designating a bridge as "posted" has no influence on its condition rating. Closed bridges are those that are closed to all traffic; closing a bridge is contingent upon its ability to carry a set minimum live load. All five bridges rated poor are classified as structurally deficient. Bridge 4623 (YZ Avenue over Bear Creek) was rated fair (5) in the 2020, 2022, and 2024 inspections and declined to poor (4) in March 2026. Closed bridges 4652 and 4662 are programmed for removal in FY2027.

Table 2: Bridge Assets by Type: Inventory, Size, and Condition

Bridge Type	Total Number of Bridges	Total Deck Area (sq ft)	Condition: Structurally Deficient, Posted, Closed			2026 Condition		
			Struct. Defic	Posted	Closed	Poor	Fair	Good
Concrete – Culvert	9	12,201	0	0	0	0	1	8
Prestressed concrete – Box beam/girders—multiple	17	85,303	0	2	0	0	6	11
Prestressed concrete – Box beam/girders—single/spread	1	9,744	0	0	0	0	0	1
Prestressed concrete – Multistringer	3	47,403	0	0	0	0	1	2
Steel – Culvert	12	7,611	1	0	0	1	9	2
Steel – Multistringer	8	11,586	2	0	2	2	0	6
Steel continuous – Multistringer	1	2,968	0	0	0	0	0	1
Timber – Culvert	5	3,662	2	1	0	2	2	1
Timber – Slab	6	8,521	0	3	0	0	4	2
Total SD/Posted/Closed			**5**	**6**	**2**			
Total	**62**	**188,999**				**5**	**23**	**34**
Percentage (%)			**8**	**10**	**3**	**8**	**37**	**55**

Statewide, MDOT's statistics for local agency bridges show that 14% are poor and 86% are good/fair (MDOT/TAMC, 2025). By comparison, 8% of RCKC's bridges are poor and 92% are good/fair. Statewide, 12% of local agency bridge deck area classifies as structurally deficient compared to 1.7% of RCKC's bridge deck area.

Regionally, TAMC statistics for county road agency bridges within MDOT's Southwest Region (Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren Counties) show that 19.5% are poor and 80.5% are good/fair, see Figure 8. The regional totals include RCKC's bridges. By comparison, the same TAMC data show that 6.5% of RCKC's bridges are poor and 93.5% are good/fair. The Southwest Region is used because the TAMC dashboard reports bridge condition by MDOT region. TAMC's "Poor" and "Severe" categories are combined here as poor, consistent with the federal classification (lowest NBI rating of 4 or less).

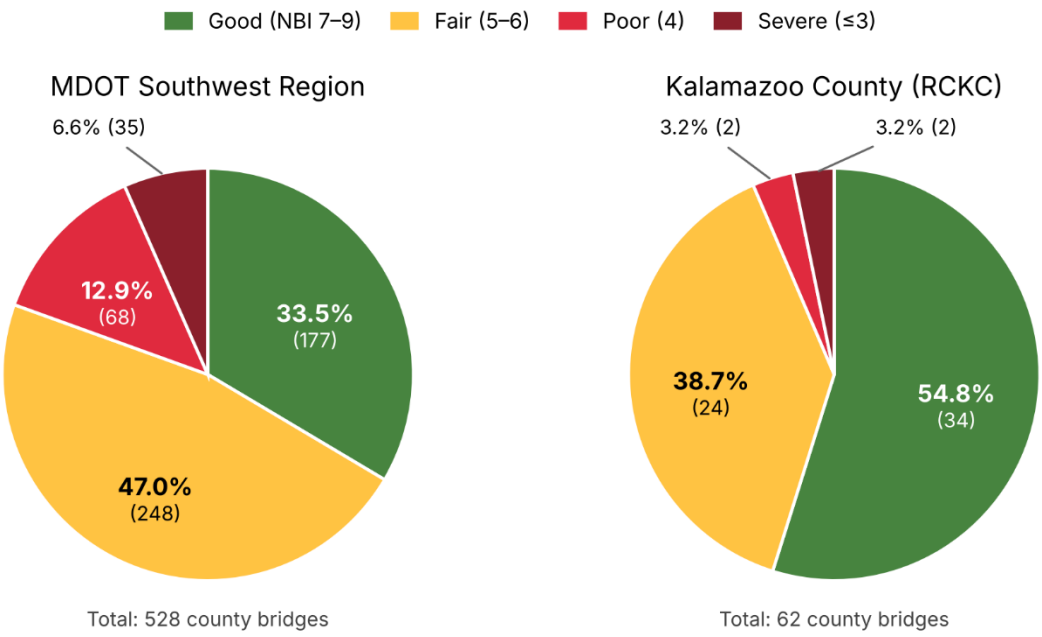


Figure 8: Bridge Condition Comparison, MDOT Southwest Region and RCKC County Bridges (TAMC, 2025)

Goals

The goal of RCKC's asset management program is the preservation and safety of its bridge network; it also aims to extend the period of time that bridges remain in good and fair condition, thereby increasing their useful service life and reducing future maintenance costs.

Specifically, this goal translates into long-range goals of having 95% of its bridges rated fair/good and having less than 3% classify as structurally deficient within 10 years. These goals are juxtaposed with the historic and current condition and the projected trend in Figure 9. The projected trend in Figure 9 reflects the following changes. In 2026, the percentage of bridges rated fair/good decreases from 93.5% to 91.9% because structure 4623 declined from fair to poor condition (culvert rating 5 to 4) in its March 2026 inspection. Replacement of 4623 is not funded and is included in the Gap Analysis. In 2028, the planned removal of structures 4652 and 4662 (FY2027) reduces the inventory from 62 to 60 bridges and removes two poor structures, raising the fair/good percentage to 95.0% and meeting the fair/good goal. In 2030, the planned replacement of structure 4649 raises the fair/good percentage to 96.7% and reduces the structurally deficient percentage to 3.3%. This replacement is contingent on a future Local Bridge Program award. With these projects, the structurally deficient goal of less than 3% is not projected to be met within the plan period. The projection assumes no other bridge declines to poor condition during this time.

Several metrics will be used to assess the effectiveness of this asset management program. RCKC will monitor and report the change between inspection cycles in the number of its bridges rated fair/good (5 or higher) and in the number of its bridges classified as structurally deficient.



Figure 9: Progress tracking graph indicating RCKC's historic and current bridge conditions, projected trends, and goals.

With the 2026 update, RCKC has completed three plan cycles (2020, 2023, and 2026), providing six years of inspection records and condition ratings. Over this period, the percentage of RCKC's bridges rated fair/good has remained between 92% and 95% (95% in 2020, 94% in 2023, and 92% in 2026), and the projected trend in Figure 9 is consistent with this history. RCKC will continue to use these records to track the length of time bridges remain in good or fair condition, and will measure the effectiveness of its asset management strategy by whether that period increases over time.

Prioritization, Programmed/Funded Projects, and Planned Projects

Prioritization

RCKC's asset management program aims to address the structures of critical concern by targeting elements rated as being in poor condition and to improve and maintain the overall condition of the bridge network to good or fair condition through a "mix of fixes" strategy. RCKC prioritizes bridges for projects by considering five factors: condition, load capacity, traffic, safety, and detour length. Bridges with elements rated poor and the inspector's high-priority work recommendations are addressed first, followed

by medium- and low-priority recommendations. Project selection also considers estimated cost, eligibility for Local Bridge Program funding, and opportunities to combine work by location or structure type.

RCKC reviews the current condition of each of its bridges following each routine inspection, which occurs at intervals of 24 months or less as required by the NBIS, using the NBIS inspection data contained in the MDOT Bridge Safety Inspection Report and the inspector's work recommendations contained in MDOT's Bridge Inspection Report. The inspection inventory and condition data are consolidated in spreadsheet format for RCKC's bridges in Appendix 3. RCKC then determines management and preservation needs and corresponding actions for each bridge (Appendix 4), as well as inspection follow-up actions (Appendix 5). The management and preservation actions are selected in accordance with criteria contained in the Summary of Preservation Criteria table (below) and adapted to RCKC's specific bridge network.

Table 3: Summary of Preservation Criteria

Preservation Action	Bridge Selection Criteria	Expected Service Life
Replacement		
Total Replacement	• NBI rating of 3 or less [1] [2] • *OR* Cost of rehabilitation exceeds cost of replacement [1] • *OR* Bridge is scour critical with no counter-measures available [1]	70 years
Rehabilitation		
Superstructure Replacement	• NBI rating of 4 or less for the superstructure [1] [2] • *OR* Cost of superstructure and deck rehabilitation exceeds cost of replacement [1]	40 years [1]
Deck Replacement Epoxy Coated Steel Black Steel	• Use guidelines in MDOT's Bridge Deck Preservation Matrix [3] [4] • NBI rating of 4 or less for the deck surface and deck bottom [1] [2] • Deck bottom has more than 25% total area with deficiencies [1] • *OR* Replacement cost of deck is competitive with rehabilitation [1]	60+ years [3] [4]
Substructure Replacement (Full or Partial)	• NBI rating of 4 or less for abutments, piers, or pier cap [1] [2] • Has open vertical cracks, signs of differential settlement, or active movement [1] • Pontis rating of 3 or 5 for more than 30 percent of the substructure [1] [5] • *OR* Bridge is scour critical with no counter-measures available	40 years [1*]
Steel Beam Repair	• More than 25% section loss in an area of the beam that affects load carrying capacity [1] • *OR* To correct impact damage that impairs beam strength [1]	40 years [1*]
Prestressed Concrete Beam Repair	• More than 5% spalling at ends of prestressed I-beams [1] • *OR* Impact damage that impairs beam strength or exposes prestressing strands [1]	40 years [1*]
Substructure Concrete Patching and Repair	• NBI rating of 5 or 4 for abutments or piers, and surface has less than 30% area spalled and delaminated [1] [2] • *OR* Pontis rating of 3 or 4 for the column or pile extension, pier wall, and/or abutment wall and surface has between 2% and 30% area with deficiencies [1] [5] • *OR* In response to inspector's work recommendation for substructure patching [1]	

Table 3: Summary of Preservation Criteria		
Preservation Action	**Bridge Selection Criteria**	**Expected Service Life**
Abutment Repair/Replacement	• NBI rating of 4 or less for the abutment [1] [2] • *OR* Has open vertical cracks, signs of differential settlement, or active movement	
Railing/Barrier Replacement	• NBI rating greater than 5 for the deck [1] [2] • NBI rating less than 5 for the railing with more than 30% total area having deficiencies [1] [2] • *OR* Pontis rating is 4 for railing [1] [5] • *OR* Safety improvement is needed [1]	
Culvert Repair/Replacement	• NBI rating of 4 or less for culvert or drainage outlet structure • *OR* Has open vertical cracks, signs of deformation, movement, or differential settlement	
Preventive Maintenance		
Shallow Concrete Deck Overlay	• NBI rating is 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] • NBI rating of 4 or 5 for deck bottom, and deck bottom has between 5% and 30% area with deficiencies [1] [2] • *OR* In response to inspector's work recommendation [1]	12 years
Deep Concrete Deck Overlay	• NBI rating of 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] • NBI deck bottom rating is 5 or 6, and deck bottom has less than 10% area with deficiencies [1] [2] • *OR* In response to inspector's work recommendation [1]	25 years
HMA Overlay with Waterproofing Membrane	• NBI rating of 5 or less for deck surface, and both deck surface and bottom have between 15% and 30% area with deficiencies [1] [2] • *OR* Bridge is in poor condition and will be replaced in the near future and the most cost-effective fix is HMA overlay [1]	
HMA Overlay Cap without Membrane	• Note: All HMA caps should have membranes unless scheduled for replacement within five years. • NBI rating of 3 or less for deck surface and deck bottom, and deck surface and deck bottom have more than 30% area with deficiencies. Temporary holdover to improve ride quality for a bridge in the five-year plan for rehab/replacement. [1] [2]	3 years
Concrete Deck Patching	• NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with delamination and spalling [1] [2] • *OR* In response to inspector's work recommendation [1]	5 years
Steel Bearing Repair/Replacement	• NBI rating of 5 or more for superstructure and deck, and NBI rating 4 or less for bearing [2]	
Deck Joint Replacement	• Always include when doing deep or shallow concrete overlays [1] • NBI rating of 4 or less for joints [1] [2] • *OR* Joint leaking heavily [1] • *OR* In response to inspector's work recommendation for replacement [1]	
Pin and Hanger Replacement	• NBI rating of 4 or less for superstructure for pins and hangers [1] [2] • Pontis rating of 1, 2, or 3 for a frozen or deformed pin and hanger [1] [5]	15 years

Table 3: Summary of Preservation Criteria		
Preservation Action	**Bridge Selection Criteria**	**Expected Service Life**
	• *OR* Presence of excessive section loss, severe pack rust, or out-of-plane distortion [1]	
Zone Repainting	• NBI rating of 5 or 4 for paint condition, and paint has 3% to 15% total area failing [1] [2] • *OR* During routine maintenance on beam ends or pins and hangers [1] • *OR* less than 15% of existing paint area has failed and remainder of paint system is in good or fair condition [1]	10 years
Complete Repainting	• NBI rating of 3 or less for paint condition [1] [2] • *OR* Painted steel beams that have greater than 15% of the existing paint area failing [1]	
Partial Repainting	• See Zone or Spot Painting	
Channel Improvements	• Removal of vegetation, debris, or sediment from channel and banks to improve channel flow • *OR* in response to inspector's work recommendation	
Scour Countermeasures	• Pontis scour rating of 2 or 3 and is not scheduled for replacement [1] [5] • OR NBI comments in abutment and pier ratings indicate presence of scour holes [1] [2]	

Approach Repaving	• Approach pavement relief joints should be included in all projects that contain a significant amount of concrete roadway (in excess of 1000' adjacent to the structure). The purpose is to alleviate the effects of pavement growth that may cause distress to the structure. Signs of pavement growth include:
	  ○ Abutment spalling under bearings [1]
	  ○ Beam end contact [1]
	  ○ Closed expansion joints and/or pin and hangers [1]
	  ○ Damaged railing and deck fascia at joints [1]
	  ○ Cracking in deck at reference line (45 degree angle) [1]	

Guard Rail Repair/Replacement	• Guard rail missing or damaged [2*] • *OR* Safety improvement is needed [2*]	
Scheduled Maintenance		
Superstructure Washing	• When salt contaminated dirt and debris collected on superstructure is causing corrosion or deterioration by trapping moisture [1] • *OR* Expansion or construction joints are to be replaced and the steel is not to be repainted [1] • *OR* Prior to a detailed replacement [1] • *OR* In response to inspector's work recommendation [1]	2 years
Drainage System Clean-Out/Repair	• When drainage system is clogged with debris [1] • *OR* Drainage elements are broken, deteriorated, or damaged [1] • *OR* NBI rating comments for drainage system indicate need for cleaning or repair [1] [2]	2 years
Spot Repainting	• For zinc-based paint systems only. Do not spot paint with lead-based paints. • Less than 5% of paint area has failed in isolated areas [1] • *OR* In response to inspector's work recommendation [1]	5 years

Table 3: Summary of Preservation Criteria		
Preservation Action	**Bridge Selection Criteria**	**Expected Service Life**
Slope Paving Repair	• NBI rating is 5 or less for slope protection [1] [2] • *OR* Slope is degraded or sloughed • *OR* Slope paving has significant areas of distress, failure, or has settled [1]	
Riprap Installation	• To protect surface when erosion threatens the stability of side slopes of channel banks	
Vegetation Control	• When vegetation traps moisture on structural elements [1] • *OR* Vegetation is growing from joints or cracks [1] • *OR* In response to inspector's work recommendation for brush cut [1]	1 year
Debris Removal	• When vegetation, debris, or sediment accumulates on the structure or in the channel • *OR* In response to inspectors work recommendation	1 year
Deck Joint Repair	• Do not repair compression joint seals, assembly joint seals, steel armor expansions joints, and block out expansion joints; these should always be replaced. [1] • NBI rating is 5 for joint [1] [2] • *OR* In response to inspector's work recommendation for repair [1]	
Concrete Sealing	• Top surface of pier or abutments are below deck joints and, when contaminated with salt, salt can collect on the surface [1] • *OR* Surface of the concrete has heavy salt exposure. Horizontal surfaces of substructure elements are directly below expansion joints [1]	
Concrete Crack Sealing	• Concrete is in good or fair condition, and cracks extend to the depth of the steel reinforcement [1] • *OR* NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with deficiencies [1] [2] • *OR* Unsealed cracks exist that are narrow and/or less than 1/8" wide and spaced more than 8' apart [1] • *OR* In response to inspector's work recommendation [1]	5 years
Minor Concrete Patching	• Repair minor delaminations and spalling that cover less than 30% of the concrete substructure [1] • *OR* NBI rating of 5 or 4 for abutments or piers, and comments indicate that their surface has less than 30% spalling or delamination [1] [2] • *OR* Pontis rating of 3 or 4 for the column or pile extension, pier wall and/or abutment wall, and surface has between 2% and 30% area with deficiencies [1] [5] • *OR* In response to inspector's work recommendation [1]	
HMA Surface Repair/Replacement	• HMA surface is in poor condition • *OR* In response to inspector's work recommendation	
Seal HMA Cracks/Joints	• HMA surface is in good or fair condition, and cracks extend to the surface of the underlying slab or sub course • *OR* In response to inspector's work recommendation	
Timber Repair	• NBI rating of 4 or less for substructure for timber members • *OR* To repair extensive rot, checking, or insect infestation	

Table 3: Summary of Preservation Criteria		
Preservation Action	**Bridge Selection Criteria**	**Expected Service Life**
Miscellaneous Repair	• Uncategorized repairs in response to inspector's work recommendation	

This table was produced by TransSystems and includes information from the following sources:
[1] MDOT, *Project Scoping Manual*, MDOT, 2019.
[2] MDOT, *MDOT NBI Rating Guidelines*, MDOT, 2017.
[3] MDOT, *Bridge Deck Preservation Matrix - Decks with Uncoated "Black" Rebar*, MDOT, 2021.
[4] MDOT, *Bridge Deck Preservation Matrix - Decks with Epoxy Coated Rebar*, 2021.
[5] MDOT, *Pontis Bridge Inspection Manual*, MDOT, 2009.
* From source with interpretation added.

In terms of management and preservation actions, RCKC's asset management program uses a "mix of fixes" strategy that is made up of replacement, rehabilitation, preventive maintenance, scheduled maintenance, and removal of closed structures.

Replacement involves substantial changes to the existing structure, such as bridge deck replacement, superstructure replacement, or complete structure replacement, and is intended to improve critical or closed bridges to a good condition rating.

Rehabilitation is undertaken to extend the service life of existing bridges. The work will restore deficient bridges to a condition of structural or functional adequacy, and may include upgrading geometric features. Rehabilitation actions are intended to improve the poor or fair condition bridges to fair or good condition.

Preventive maintenance work will improve and extend the service life of fair bridges, and will be performed with the understanding that future rehabilitation or replacement projects will contain appropriate safety and geometric enhancements. Preventive maintenance projects are directed at limited bridge elements that are rated in fair condition with the intent of improving these elements to a good rating. Most preventive maintenance projects will be one-time actions in response to a condition state need. Routine preventive work will be performed by the agency's in-house maintenance crews while larger, more complex work will be contracted.

RCKC's **scheduled maintenance** program is an integral part of the preservation plan, and is intended to extend the service life of fair and good structures by preserving the bridges in their current condition for a longer period of time. Scheduled maintenance is proactive and not necessarily condition driven. In-house maintenance crews will perform much of this work.

Certain of the severely degraded and structurally deficient bridges require replacement or major rehabilitation. Several of the remaining bridges require one-time preventive maintenance actions to repair defects and restore the structure to a higher condition rating. Most bridges are included in a scheduled maintenance plan with appropriate maintenance actions programmed for groups of bridges of similar material and type, bundled by location.

The replacement, rehabilitation, and preventive maintenance projects are generally eligible for funding under the local bridge program, and any requests for funding will be submitted with Road Commission of Kalamazoo County's annual applications.

To achieve its goals, a primary objective of RCKC's asset management program is improvement of one bridge rated poor (4 or lower) to a rating of fair (5) or higher within a five-year time period through management and/or preservation activities. The primary work activity that will be used to meet this improvement objective is replacement of structure 4649, contingent on Local Bridge Program funding. RCKC also plans to remove two closed bridges rated poor, structures 4652 and 4662. The remaining poor bridges, structures 4623 and 12892, are included in the Gap Analysis. The work has been prioritized by considering each individual bridge's needs, its importance, the present costs of improvements, and the impact of deferral (i.e., cost increase due to increased degradation). Additionally, RCKC's asset management program incorporates preservation of bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life. The primary work activities used to meet this preservation objective include preventive maintenance and scheduled maintenance. A bridge-by-bridge preservation—or maintenance—plan is presented in Appendix 4.

Programmed/Funded Projects

RCKC anticipates $150,000 in total funding per year for bridges for the years 2026–2030, consisting of approximately $70,000 for design, $50,000 for local match on construction, and $30,000 for routine maintenance, which includes $5,500 per year for preventive maintenance. RCKC plans to remove two closed bridges (4652 and 4662) in FY2027 with Local Bridge Program funding. In FY2030, contingent on future Local Bridge Program awards, RCKC plans to replace one bridge (4649) at an estimated cost of $886,000, rehabilitate one bridge (4624) at an estimated cost of $40,000, and perform preventive maintenance on three bridges (4630, 13382, and 13424) at an estimated cost of $85,000. The required 5% local share of the FY2030 projects (approximately $50,550) slightly exceeds the $50,000 annual match budget; RCKC will identify the remaining funding before submitting applications in 2027. Through these activities, RCKC is projected to meet its fair/good condition goal beginning in 2028 but will not meet its structurally deficient goal within the plan period (see Goals).

RCKC computes the estimated cost of each typical management and/or preservation action using unit prices in the latest *Bridge Repair Cost Estimate* spreadsheet contained in MDOT's *Local Bridge Program Call for Projects*. The cost of items of varying complexity, such as maintenance of traffic, staged construction, scour counter-measures, and so forth, are computed on a bridge-by-bridge basis. The cost estimates are reviewed and updated annually. Cost estimates include inflation to the year of work, and unfunded (GAP) projects are priced in FY2030 dollars. Estimates exclude preliminary and construction engineering. A summary of the programmed/funded projects and investments can be found in Table 4, the Cost Projection table, below.

Planned Projects

RCKC identifies additional priority projects that remain unfunded. These are shown in the GAP column of Table 4 and total $9,502,000 across 10 projects.

Table 4: Cost Projection Table

Strategy	2026	2027	2028	2029	2030	GAP
New						
Subtotal	$0	$0	$0	$0	$0	$0
Replacement						
4649					$886,000	
12892						$848,000
4622						$1,867,000
12883						$893,000
4650						$2,589,000
12884						$814,000
4623						$1,009,000
Subtotal	$0	$0	$0	$0	$886,000	$8,020,000
Rehabilitation						
4624					$40,000	
4651						$964,000
4653						$297,000
Subtotal	$0	$0	$0	$0	$40,000	$1,261,000
Scheduled Maintenance						
Subtotal	$0	$0	$0	$0	$0	$0
Preventive Maintenance						
4630					$42,000	
13382					$28,000	
13424					$15,000	
4648						$202,000
13234						$19,000
Subtotal	$0	$0	$0	$0	$85,000	$221,000
Removal						
4652		$234,000				
4662		$193,000				
Subtotal	$0	$427,000	$0	$0	$0	$0

Status of 2023 Plan Projects

In 2025, RCKC completed a preventive maintenance project on three bridges in cooperation with MDOT and FHWA (Job Nos. 215015, 215016, and 215018): 4621 (Y Avenue over Portage Creek), 4623 (YZ Avenue over Bear Creek), and 4639 (31st Street over Bear Creek). Work included bridge railing replacement, approach guardrail, localized structural repairs, and HMA resurfacing and shoulders. The 2023 plan listed these as rehabilitation projects. The work on 4623 did not include the culvert barrel, which declined to poor condition in 2026 (see Goals).

Structure 4631 (Mosel Avenue over the Kalamazoo River), listed for rehabilitation in FY2027 in the 2023 plan, was not selected for Local Bridge Program funding. After further review of its condition (fair, lowest NBI rating of 6), RCKC determined that other structures with greater needs should take priority in future funding applications. Structure 4631 will continue to be monitored through routine inspection.

Structure 4648 (Y Avenue over the Portage River), listed for rehabilitation in FY2027 in the 2023 plan at $80,000, is now an unfunded preventive maintenance project (asphalt overlay with waterproofing membrane) estimated at $202,000. Based on the March 2026 inspection, the scope includes the overlay with deck patching, guardrail upgrades to current standards, riprap at the bridge corners, and approach work. Paving of the gravel approaches is not included.

The estimate for Structure 4651 (Eighth Street over the Amtrak Railroad) increased from $399,000 to $964,000. Based on the May 2025 inspection, the scope now includes bridge railing replacement, expansion joint replacement, approach guardrail upgrades, and deck patching, and the estimate reflects 2025 MDOT unit costs and railroad flagging.

Structure 4657 (O Avenue over the Amtrak/Conrail Railroad), listed for preventive maintenance in the 2023 plan, has been removed from the project list. The March 2026 inspection rated the deck fair and the superstructure and substructure good, and recommended only scheduled maintenance (slope repair and vegetation control).

Gap Analysis

When RCKC compares its funding and its programmed/funded projects with all of its prioritized projects as shown in Table 4, RCKC expects to achieve its fair/good condition goal but not its structurally deficient goal for the period of this plan. Unfunded needs total $9,502,000 across 10 projects. For projects that it is unable to complete, RCKC will continue to monitor those bridge assets and take any necessary steps within its budget to prevent or mitigate a condition decline or a need to post or close the structure.

As RCKC continues to develop its culvert data, it recognizes that aging culverts may need to be replaced. Replacement structures with a span of more than 20 feet are classified as bridges and will be added to RCKC's bridge inventory. RCKC continues to work with the Department of Environment, Great Lakes, and Energy (EGLE) to monitor these structures.

2. FINANCIAL RESOURCES

Anticipated Revenues

RCKC has programmed the removal of the following bridge(s) with MDOT Local Bridge Program state funding: 4652 and 4662. This funding is intended for use in the following funding year(s): 2027.

RCKC plans to prepare and submit applications for MDOT local-aid funding for the purpose(s) of replacement, rehabilitation, and preventive maintenance for the following bridge(s): 4624, 4630, 4649, 13382, and 13424. This funding would be intended for use in the following funding year(s): 2030.

Any projects submitted to the local aid program that are not selected for funding will be added to the agency's program.

Anticipated Expenses

Scheduled maintenance activities and minor repairs that are not affiliated with any applications, grants, or other funded projects will be performed by the agency's in-house maintenance forces and funded through the agency's annual operating budget. RCKC budgets approximately $30,000 per year for routine bridge maintenance, which includes approximately $5,500 per year for preventive maintenance.

3. RISK MANAGEMENT

RCKC recognizes that the potential risks associated with bridges generally fall into several categories:

- Personal injury and property damage resulting from a bridge collapse or partial failure;
- Loss of access to a region or individual properties resulting from bridge closures, restricted load postings, or extended outages for rehabilitation and repair activities; and
- Delays, congestion, and inconvenience due to serviceability issues, such as poor quality riding surface, loose expansion joints, or missing expansion joints.

RCKC addresses these risks by implementing regular bridge inspections and a preservation strategy consisting of preventive maintenance.

RCKC administers the routine inspection of its bridges in accordance with NBIS and MDOT requirements, at intervals of 24 months or less based on each bridge's condition. The inspection reports document the condition of RCKC's bridges and evaluates them in order to identify new defects and monitor advancing deterioration. The summary inspection report in Appendix 1 identifies items needing follow-up, special inspection actions, and recommended bridge-by-bridge maintenance activities.

Bridges that are considered "scour critical" pose a risk to RCKC's road and bridge network. Scour is the depletion of sediment from around the foundation elements of a bridge commonly caused by fast-moving water. According to MDOT's *Michigan Structure Inventory and Appraisal Coding Guide*, a scour critical bridge is one that has unstable abutment(s) and/or pier(s) due to observed or potential (based on an evaluation study) scour. Bridges receiving a scour rating of 3 or less are considered scour critical. No RCKC bridges are coded scour critical (Item 113 rated 0–3). Structures 4652, 4653, and 4662 are coded U (unknown foundation).

Table 5: Bridges that are Considered Scour Critical

Scour Critical Bridges	
Bridge Structure Number	**Scour Critical Rating**
None	N/A

RCKC has no posted or closed bridges that are critical links. Closed structures 4652 and 4662 have alternate routes and do not isolate any properties.

Table 6: Posted or Closed Bridges that are Critical Links

Posted/Closed Bridges that are Critical Links		
Bridge Structure Number	**P/K**	**Comments**
None	N/A	N/A

The preservation strategy identifies actions in the operations and maintenance plan that are preventive or are responsive to specific bridge conditions. The actions are prioritized to correct critical structural safety and traffic issues first, and then to address other needs based on the operational importance of each bridge and the long-term preservation of the network. The inspection results serve as a basis for modifying and updating the operations and maintenance plan following each inspection.

Appendix 1

Road Commission of Kalamazoo County 2024-2026 Bridge Inspection Report Summary of Additional Inspection Recommendations

4621	Y Avenue over Portage Creek: Review scour criticality. Structure is posted.
4623	YZ Avenue over Bear Creek: Complete a load rating and review scour criticality. The culvert rating declined to poor (4) in March 2026, with barrel deformation at center span.
4625	29th Street over Portage River: Perform an underwater (diving) inspection and review scour criticality. Structure is posted.
4630	East Michigan Avenue over Kalamazoo River: Review scour criticality.
4631	Mosel Avenue over Kalamazoo River: Perform an underwater (diving) inspection.
4632	D Avenue over Kalamazoo River: Perform an underwater (diving) inspection and review scour criticality.
4637	South Sprinkle Road over Kalamazoo River: Perform an underwater (diving) inspection.
4640	River Street over Kalamazoo River: Perform an underwater (diving) inspection.
4642	35th Street over Kalamazoo River: Perform an underwater (diving) inspection and review scour criticality.
4647	Z Avenue over Portage Creek: Review scour criticality. Structure is posted.
4648	Y Avenue over Portage River: Review scour criticality.
4649	Y Avenue over Bear Creek: Review scour criticality. Structure is posted and on an increased inspection frequency; replacement is planned for FY2030, contingent on Local Bridge Program selection.
4652	TS Avenue over Portage River: Review scour criticality (Item 113 coded U, unknown foundation). Structure is closed and programmed for removal in FY2027, which will resolve this item.
4653	33rd Street over Dorrance Creek: Review scour criticality (Item 113 coded U, unknown foundation).
4655	6th Street over Flowerfield Creek: Review scour criticality.
4661	U Avenue over Little Portage Creek: Review scour criticality.
4662	40th Street over Little Portage Creek: Review scour criticality (Item 113 coded U, unknown foundation). Structure is closed and programmed for removal in FY2027, which will resolve this item.
12881	Springfield Avenue over Davis Creek: Review scour criticality.

12883 R Avenue over Wright Drain: Review scour criticality. The inspection narrative describes scour at the outlet; the Item 113 coding should be reconciled with that narrative.

12884 TS Avenue over Little Portage Creek: Review scour criticality. The Item 113 coding should be reconciled with the scour noted in the inspection narrative.

12888 2nd Street over Sand Creek: Review scour criticality.

12889 Ravine Road over Ranson Drain: Review scour criticality.

12890 DE Avenue over Sand Creek: Review scour criticality.

12891 37th Street over Gull Lake Outlet: Review scour criticality.

12892 XY Avenue over Bear Creek: Monitor culvert deflection (high priority). Culvert is rated poor (4) and remains open without restriction.

In addition to the items above, Structure Inventory and Appraisal (SIA) data will be updated for all 62 structures as part of the routine inspection cycle.

Appendix 2

Road Commission of Kalamazoo County 2024-2026 Bridge Inspection Report Executive Summary

General Recommendations

- Continue routine NBIS inspection of all 62 structures and update Structure Inventory and Appraisal (SIA) data each inspection cycle.
- Structures recommended for replacement: 4622, 4623, 4649, 4650, 12883, 12884, and 12892; closed structures 4652 and 4662 are programmed for removal in FY2027.
- Routine maintenance needs: vegetation control at 30 structures, debris removal or channel cleanout at 16, crack and joint sealing at 24, slope repair or riprap at 15, and guardrail repair or replacement at 10.
- Follow-up inspections: scour criticality review at 21 structures, underwater (diving) inspection at 6 river crossings, a load rating for 4623, and deflection monitoring for 12892.
- Priorities shown in this summary are as coded by the inspector: H (high), M (medium), L (low).

Alamo

12888 2nd Street over Sand Creek
Constructed: 1976 **Reconstructed:** n/a **General Condition:** Fair
Description: Steel culvert, 4 spans, 25.6 ft long; NBI ratings: culvert 5, channel 6.
Recommendations: Vegetation control (M); review scour criticality.

12889 Ravine Road over Ranson Drain
Constructed: 1979 **Reconstructed:** n/a **General Condition:** Fair
Description: Steel culvert, 3 spans, 24 ft long; NBI ratings: culvert 5, channel 4.
Recommendations: Vegetation control (H); review scour criticality.

12890 DE Avenue over Sand Creek
Constructed: 1974 **Reconstructed:** n/a **General Condition:** Fair
Description: Steel culvert, 4 spans, 33.9 ft long; NBI ratings: culvert 5, channel 4.
Recommendations: Vegetation control (H); review scour criticality.

13382 Hart Drive over Sand Creek
Constructed: 2006 **Reconstructed:** n/a **General Condition:** Good
Description: Concrete culvert, 1 span, 28 ft long, 36.3 ft wide; NBI ratings: culvert 7, channel 8.
Recommendations: Patch substructure concrete (M); vegetation control (M); seal HMA cracks/joints (M); minor concrete patching (M).

Brady

4621 Y Avenue over Portage Creek

Constructed: 1972 **Reconstructed:** n/a **General Condition:** Fair, Posted

Description: Timber slab bridge, 2 spans, 50 ft long, 34.8 ft wide; NBI ratings: deck 6, superstructure 6, substructure 5, channel 5.

Recommendations: Review scour criticality.

4622 YZ Avenue over Portage River

Constructed: 1966 **Reconstructed:** n/a **General Condition:** Fair

Description: Timber slab bridge, 2 spans, 40 ft long, 29.5 ft wide; NBI ratings: deck 5, superstructure 5, substructure 5, channel 5.

Recommendations: Replace structure (L); repair slopes (M).

4623 YZ Avenue over Bear Creek

Constructed: 1966 **Reconstructed:** n/a **General Condition:** Poor

Description: Timber culvert, 1 span, 22.38 ft long, 36.5 ft wide; NBI ratings: culvert 4, channel 5.

Recommendations: Replace structure (M); review scour criticality; load rating.

4624 W Avenue over Portage River

Constructed: 1993 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 60 ft long, 43.9 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7, channel 7.

Recommendations: Prestressed concrete beam repairs (L); debris removal (L).

4625 29th Street over Portage River

Constructed: 1962 **Reconstructed:** n/a **General Condition:** Fair, Posted

Description: Prestressed concrete box-beam bridge, 1 span, 50 ft long, 28.9 ft wide; NBI ratings: deck 7, superstructure 5, substructure 6, channel 6.

Recommendations: Vegetation control (L); seal HMA cracks/joints (H); repair/replace guardrail (H); repair slopes (L); underwater (diving) inspection; review scour criticality.

4626 U Avenue over Portage River

Constructed: 2016 **Reconstructed:** n/a **General Condition:** Good

Description: Steel multi-girder bridge, 1 span, 51.6 ft long, 38.4 ft wide; NBI ratings: deck 7, superstructure 8, substructure 8, channel 8.

Recommendations: Vegetation control (L).

4636 24th Street over Portage Creek

Constructed: 1949 **Reconstructed:** 2010 **General Condition:** Good

Description: Continuous steel multi-girder bridge, 2 spans, 70 ft long, 42.4 ft wide; NBI ratings: deck 8, superstructure 8, substructure 7, channel 7.

Recommendations: Vegetation control (L); seal concrete cracks/joints (L).

4639 31st Street over Bear Creek

Constructed: 1962 **Reconstructed:** n/a **General Condition:** Fair

Description: Timber culvert, 1 span, 29.6 ft long, 32.8 ft wide; NBI ratings: culvert 5, channel 6.

Recommendations: No maintenance actions recommended beyond routine inspection.

4647 Z Avenue over Portage Creek

Constructed: 1972 **Reconstructed:** n/a **General Condition:** Fair, Posted

Description: Timber slab bridge, 2 spans, 53 ft long, 36.8 ft wide; NBI ratings: deck 6, superstructure 6, substructure 5, channel 6.

Recommendations: Vegetation control (H); repair/replace HMA surface (L); seal HMA cracks/joints (L); repave approaches (L); repair slopes (L); review scour criticality.

4648 Y Avenue over Portage River

Constructed: 1973 **Reconstructed:** n/a **General Condition:** Fair

Description: Prestressed concrete box-beam bridge, 1 span, 42.5 ft long, 30.4 ft wide; NBI ratings: deck 6, superstructure 6, substructure 6, channel 6.

Recommendations: HMA overlay with waterproofing membrane (M); concrete deck patching (M); repair/replace guardrail (M); repave approaches (M); repair slopes (M); review scour criticality.

4649 Y Avenue over Bear Creek

Constructed: 1970 **Reconstructed:** n/a **General Condition:** Poor, Posted

Description: Timber culvert, 4 spans, 22 ft long; NBI ratings: culvert 3, channel 6.

Recommendations: Replace structure (H), planned for FY2030 contingent on Local Bridge Program selection; repair slopes (M); review scour criticality.

4650 V Avenue over Portage River

Constructed: 1971 **Reconstructed:** n/a **General Condition:** Fair, Posted

Description: Timber slab bridge, 2 spans, 53 ft long, 37.1 ft wide; NBI ratings: deck 5, superstructure 5, substructure 6, channel 6.

Recommendations: Replace structure (M); debris removal (M); repair slopes (H).

12892 XY Avenue over Bear Creek

Constructed: 1977 **Reconstructed:** n/a **General Condition:** Poor

Description: Steel culvert, 2 spans, 22.6 ft long; NBI ratings: culvert 4, channel 5.

Recommendations: Replace structure (L); repair/replace guardrail (M); monitor culvert deflection (H).

Charleston

4630 East Michigan Avenue over Kalamazoo River

Constructed: 1995 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete multi-girder bridge, 3 spans, 240 ft long, 43.2 ft wide; NBI ratings: deck 7, superstructure 8, substructure 7, channel 6.

Recommendations: Patch substructure concrete (M); vegetation control (H); debris removal (M); seal concrete cracks/joints (H); review scour criticality.

12891 37th Street over Gull Lake Outlet

Constructed: 1974 **Reconstructed:** n/a **General Condition:** Fair

Description: Steel culvert, 3 spans, 21.2 ft long; NBI ratings: culvert 5, channel 6.

Recommendations: Vegetation control (H); review scour criticality.

Climax

4641 36th Street over Dorrance Creek

Constructed: 2018 **Reconstructed:** n/a **General Condition:** Good

Description: Steel multi-girder bridge, 1 span, 40 ft long, 42.4 ft wide; NBI ratings: deck 7, superstructure 8, substructure 8, channel 7.

Recommendations: No maintenance actions recommended beyond routine inspection.

12883 R Avenue over Wright Drain

Constructed: 1963 **Reconstructed:** n/a **General Condition:** Fair

Description: Steel culvert, 2 spans, 22.9 ft long; NBI ratings: culvert 5, channel 4.

Recommendations: Replace structure (L); vegetation control (L); repair/replace guardrail (H); review scour criticality.

12884 TS Avenue over Little Portage Creek

Constructed: 1990 **Reconstructed:** n/a **General Condition:** Fair

Description: Steel culvert, 2 spans, 21.2 ft long; NBI ratings: culvert 6, channel 5.

Recommendations: Replace structure (L); channel improvements (M); vegetation control (M); repair/replace guardrail (H); repair slopes (M); review scour criticality.

12885 S Avenue over Little Portage Creek

Constructed: 1997 **Reconstructed:** n/a **General Condition:** Fair

Description: Steel culvert, 2 spans, 21 ft long; NBI ratings: culvert 6, channel 7.

Recommendations: Repair/replace guardrail (H).

Comstock

4629 East Michigan Avenue over Comstock Creek

Constructed: 1940 **Reconstructed:** 2014 **General Condition:** Good

Description: Steel multi-girder bridge, 1 span, 41.4 ft long, 54 ft wide; NBI ratings: deck 7, superstructure 8, substructure 7, channel 8.

Recommendations: Debris removal (M).

4637 South Sprinkle Road over Kalamazoo River

Constructed: 2003 **Reconstructed:** n/a **General Condition:** Fair

Description: Prestressed concrete box-beam bridge, 4 spans, 320 ft long, 81.7 ft wide; NBI ratings: deck 6, superstructure 7, substructure 8, channel 6.

Recommendations: Vegetation control (M); debris removal (L); seal concrete cracks/joints (H); underwater (diving) inspection.

4638 South Sprinkle Road over MDOT Railroad Corridor

Constructed: 1967 **Reconstructed:** 2003 **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 3 spans, 168 ft long, 81.7 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7.

Recommendations: Seal concrete cracks/joints (H); repair slopes (M).

4640 River Street over Kalamazoo River

Constructed: 2012 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete spread box-beam bridge, 2 spans, 166 ft long, 58.7 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8, channel 7.

Recommendations: Seal concrete cracks/joints (L); underwater (diving) inspection.

4642 35th Street over Kalamazoo River

Constructed: 2008 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 3 spans, 200 ft long, 63.5 ft wide; NBI ratings: deck 7, superstructure 8, substructure 8, channel 7.

Recommendations: Vegetation control (L); seal concrete cracks/joints (L); underwater (diving) inspection; review scour criticality.

Cooper

4632 D Avenue over Kalamazoo River

Constructed: 2004 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete multi-girder bridge, 3 spans, 355.3 ft long, 56.5 ft wide; NBI ratings: deck 8, superstructure 7, substructure 8, channel 6.

Recommendations: Debris removal (L); underwater (diving) inspection; review scour criticality.

4635 Riverview Drive over Spring Brook

Constructed: 2000 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 25.5 ft long; NBI ratings: culvert 7, channel 7.

Recommendations: Vegetation control (H).

13244 D Avenue over West Channel of Kalamazoo River

Constructed: 2004 **Reconstructed:** n/a **General Condition:** Fair

Description: Concrete culvert, 1 span, 29.4 ft long, 142 ft wide; NBI ratings: culvert 6, channel 6.

Recommendations: Vegetation control (H); seal concrete cracks/joints (H).

Kalamazoo

4631 Mosel Avenue over Kalamazoo River

Constructed: 1990 **Reconstructed:** n/a **General Condition:** Fair

Description: Prestressed concrete multi-girder bridge, 3 spans, 222 ft long, 76.4 ft wide; NBI ratings: deck 7, superstructure 6, substructure 7, channel 7.

Recommendations: Vegetation control (M); debris removal (M); seal concrete cracks/joints (L); repair/replace guardrail (H); underwater (diving) inspection.

12881 Springfield Avenue over Davis Creek

Constructed: 1979 **Reconstructed:** n/a **General Condition:** Good

Description: Steel culvert, 3 spans, 20 ft long; NBI ratings: culvert 9, channel 8.

Recommendations: Review scour criticality.

12882 Brookfield Avenue over Davis Creek

Constructed: 1973 **Reconstructed:** n/a **General Condition:** Good

Description: Steel culvert, 3 spans, 22.7 ft long; NBI ratings: culvert 9, channel 8.

Recommendations: Repair slopes (H).

13342 G Avenue over Gull Creek

Constructed: 2007 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 25.5 ft long, 49 ft wide; NBI ratings: culvert 7, channel 7.

Recommendations: No maintenance actions recommended beyond routine inspection.

Oshtemo

4633 9th Street over Amtrak Railroad

Constructed: 2008 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 73.1 ft long, 85.5 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8.

Recommendations: Seal HMA cracks/joints (L).

4651 8th Street over Amtrak Railroad

Constructed: 1980 **Reconstructed:** n/a **General Condition:** Fair

Description: Prestressed concrete box-beam bridge, 3 spans, 110 ft long, 34.4 ft wide; NBI ratings: deck 7, superstructure 7, substructure 6.

Recommendations: HMA overlay with waterproofing membrane (H); replace/retrofit bridge railing (H); patch substructure concrete (M); concrete deck patching (H); seal concrete cracks/joints (H); repair slopes (M).

Pavilion

4627 S Avenue over Portage River

Constructed: 2017 **Reconstructed:** n/a **General Condition:** Good

Description: Steel multi-girder bridge, 1 span, 46 ft long, 34.4 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8, channel 7.

Recommendations: Vegetation control (L).

4652 TS Avenue over Portage River

Constructed: 1933 **Reconstructed:** 1972 **General Condition:** Poor, Closed

Description: Steel multi-girder bridge, 1 span, 34 ft long, 16.1 ft wide; NBI ratings: deck 3, superstructure 2, substructure 5, channel 4.

Recommendations: Replace structure (H), addressed by removal programmed for FY2027; review scour criticality.

4653 33rd Street over Dorrance Creek

Constructed: 1948 **Reconstructed:** n/a **General Condition:** Fair

Description: Steel culvert, 1 span, 21 ft long; NBI ratings: culvert 5, channel 6.

Recommendations: Replace/retrofit bridge railing (L); concrete deck patching (L); repair/replace guardrail (L); repair slopes (M); review scour criticality.

13830 O Avenue over Portage River

Constructed: 2014 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 24 ft long, 42 ft wide; NBI ratings: culvert 7, channel 8.

Recommendations: Vegetation control (M); seal HMA cracks/joints (M).

14008 Q Avenue over Portage River

Constructed: 2017 **Reconstructed:** n/a **General Condition:** Good

Description: Steel multi-girder bridge, 1 span, 40 ft long, 34.4 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8, channel 7.

Recommendations: Vegetation control (M).

14323 R Avenue over Portage River

Constructed: 2019 **Reconstructed:** n/a **General Condition:** Good

Description: Timber slab bridge, 1 span, 30 ft long, 30 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8, channel 6.

Recommendations: Debris removal (L); seal HMA cracks/joints (L).

Prairie Ronde

4654 YZ Avenue over Flowerfield Creek

Constructed: 1986 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 32 ft long, 31.1 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8, channel 7.

Recommendations: Vegetation control (L); debris removal (L); seal HMA cracks/joints (M); repair/replace guardrail (M).

4655 6th Street over Flowerfield Creek

Constructed: 1965 **Reconstructed:** n/a **General Condition:** Fair

Description: Timber culvert, 4 spans, 20.3 ft long; NBI ratings: culvert 6, channel 5.

Recommendations: Vegetation control (H); debris removal (M); repair slopes (L); review scour criticality.

Richland

12822 North Sprinkle Road over Spring Brook

Constructed: 1998 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 24 ft long, 42 ft wide; NBI ratings: culvert 7, channel 6.

Recommendations: Vegetation control (H).

Ross

4644 D Avenue over Gull Lake Outlet

Constructed: 1984 **Reconstructed:** n/a **General Condition:** Fair, Posted

Description: Prestressed concrete box-beam bridge, 1 span, 93 ft long, 35.8 ft wide; NBI ratings: deck 6, superstructure 6, substructure 7, channel 7.

Recommendations: Debris removal (L); clean drainage system (L); seal HMA cracks/joints (M); repair/replace guardrail (L); repair slopes (M).

4656 DE Avenue over Gull Lake Outlet

Constructed: 1937 **Reconstructed:** n/a **General Condition:** Fair

Description: Steel culvert, 1 span, 20.2 ft long; NBI ratings: culvert 6, channel 5.

Recommendations: Seal HMA cracks/joints (M).

12886 C Avenue over Augusta Creek

Constructed: 2019 **Reconstructed:** n/a **General Condition:** Good

Description: Steel multi-girder bridge, 1 span, 50 ft long, 34.4 ft wide; NBI ratings: deck 8, superstructure 8, substructure 8, channel 5.

Recommendations: Debris removal (M).

12887 37th Street over Gull Lake Outlet

Constructed: 2012 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 22 ft long, 42 ft wide; NBI ratings: culvert 8, channel 7.

Recommendations: Add guardrail to east side (M); seal HMA cracks/joints (L).

13424 44th Street over Augusta Creek Tributary

Constructed: 2007 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 21 ft long, 34.4 ft wide; NBI ratings: culvert 7, channel 7.

Recommendations: Repair culvert (L); seal HMA cracks/joints (M); minor concrete patching (L).

Schoolcraft

4634 Portage Road over Gourd Neck Creek

Constructed: 2006 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 39.5 ft long, 43.9 ft wide; NBI ratings: deck 7, superstructure 8, substructure 8, channel 8.

Recommendations: Vegetation control (H); seal HMA cracks/joints (M).

12648 Deer Run over Flowerfield Creek

Constructed: 1995 **Reconstructed:** n/a **General Condition:** Good

Description: Timber culvert, 3 spans, 23.2 ft long; NBI ratings: culvert 7, channel 6.

Recommendations: Vegetation control (M); debris removal (L).

13234 Portage Road over Barton-Howard Lakes Channel

Constructed: 2005 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 25 ft long, 43.9 ft wide; NBI ratings: deck 7, superstructure 8, substructure 8, channel 7.

Recommendations: Epoxy overlay (L); vegetation control (M).

Texas

4657 O Avenue over Amtrak/Conrail Railroad

Constructed: 1992 **Reconstructed:** n/a **General Condition:** Fair

Description: Prestressed concrete box-beam bridge, 3 spans, 146.8 ft long, 34.3 ft wide; NBI ratings: deck 6, superstructure 7, substructure 7.

Recommendations: Vegetation control (M); repair slopes (H).

Wakeshma

4643 38th Street over Little Portage Creek

Constructed: 1993 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 50 ft long, 34.5 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7, channel 7.

Recommendations: Vegetation control (M); debris removal (M).

4645 42nd Street over Little Portage Creek

Constructed: 1993 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 40 ft long, 34.5 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7, channel 7.

Recommendations: Vegetation control (M); seal HMA cracks/joints (M).

4659 X Avenue over Little Portage Creek

Constructed: 1997 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 32.8 ft long, 33.6 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7, channel 5.

Recommendations: No maintenance actions recommended beyond routine inspection.

4660 V Avenue over Little Portage Creek

Constructed: 2006 **Reconstructed:** n/a **General Condition:** Good

Description: Concrete culvert, 1 span, 37 ft long, 33.2 ft wide; NBI ratings: culvert 7, channel 6.

Recommendations: Vegetation control (H); seal concrete cracks/joints (H); minor concrete patching (L).

4661 U Avenue over Little Portage Creek

Constructed: 1981 **Reconstructed:** n/a **General Condition:** Good

Description: Prestressed concrete box-beam bridge, 1 span, 29.9 ft long, 31.1 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7, channel 5.

Recommendations: Debris removal (M); install riprap (M); review scour criticality.

4662 40th Street over Little Portage Creek

Constructed: 1912 **Reconstructed:** n/a **General Condition:** Poor, Closed

Description: Steel multi-girder bridge, 1 span, 28 ft long, 16 ft wide; NBI ratings: deck 4, superstructure 2, substructure 4, channel 4.

Recommendations: Replace structure (H), addressed by removal programmed for FY2027; review scour criticality.

4663 44th Street over Bear Creek

Constructed: 1988 **Reconstructed:** n/a **General Condition:** Good

Description: Timber slab bridge, 1 span, 26 ft long, 30.2 ft wide; NBI ratings: deck 7, superstructure 7, substructure 7, channel 6.

Recommendations: Clean drainage system (M); seal HMA cracks/joints (M); timber repairs (L).

Appendix 3

APPENDIX A-3													
Inventory Data													
Bridge Type	Structure Number	Bridge ID	Facility Carried	Features Intersected	Primary or Secondary Route	Structure Type Main Span (Item 43A - Material)	Structure Type Main Span (Item 43B)	Number of Main Span (Item 45)	Total Str Length (Item 49)	Year Built (Item 27)	Year Reconstr (Item 106)	ADT	Year of ADT
Timber – Slab	**4621**	39200002000B010	Y AVENUE	PORTAGE CREEK	Primary	7	1	2	50	1972		665	2024
Timber – Slab	**4622**	39200002000B020	YZ AVENUE	PORTAGE RIVER	Primary	7	1	2	40	1966		720	2007
Timber – Culvert	**4623**	39200002000B030	YZ AVENUE	BEAR CREEK	Primary	7	19	1	22.38	1966		485	2024
Prestressed concrete – Box beam/girders—multiple	**4624**	39200008000B010	W AVENUE	PORTAGE RIVER	Primary	5	5	1	60	1993		4271	2015
Prestressed concrete – Box beam/girders—multiple	**4625**	39200011000B010	29TH STREET	PORTAGE RIVER	Primary	5	5	1	50	1962		784	2019
Steel – Multistringer	**4626**	39200011000B020	U AVENUE	PORTAGE RIVER	Primary	3	2	1	51.6	2016		1109	2015
Steel – Multistringer	**4627**	39200014000B010	S AVENUE	PORTAGE RIVER	Primary	3	2	1	46	2017		1259	2016
Steel – Multistringer	**4629**	39200034000B010	E MICHIGAN AVENUE	COMSTOCK CREEK	Primary	3	2	1	41.4	1940	2014	5016	2014
Prestressed concrete – Multistringer	**4630**	39200036000B010	EAST MICHIGAN AVE	KALAMAZOO RIVER	Primary	5	2	3	240	1995		5428	2015
Prestressed concrete – Multistringer	**4631**	39200044000B010	MOSEL AVENUE	KALAMAZOO RIVER	Primary	5	2	3	222	1990		10104	2022
Prestressed concrete – Multistringer	**4632**	39200048000B010	D AVENUE	KALAMAZOO RIVER	Primary	5	2	3	355.3	2004		8487	2015
Prestressed concrete – Box beam/girders—multiple	**4633**	39200059000R010	NINTH STREET	AMTRAK RR	Primary	5	5	1	73.1	2008		10671	2019
Prestressed concrete – Box beam/girders—multiple	**4634**	39200073000B010	PORTAGE ROAD	GOURD NECK CREEK	Primary	5	5	1	39.5	2006		11685	2019
Concrete – Culvert	**4635**	39200080000B010	RIVERVIEW DRIVE	SPRING BROOK	Primary	1	19	1	25.5	2000		5900	2007
Steel continuous – Multistringer	**4636**	39200081000B010	TWENTY-FOURTH ST	PORTAGE CREEK	Primary	4	2	2	70	1949	2010	3672	2019
Prestressed concrete – Box beam/girders—multiple	**4637**	39200083000B010	SOUTH SPRINKLE RD	KALAMAZOO RIVER	Primary	5	5	4	320	2003		31766	2013
Prestressed concrete – Box beam/girders—multiple	**4638**	39200083000R010	SOUTH SPRINKLE RD	MDOT RR CORRIDOR	Primary	5	5	3	168	1967	2003	31766	2013
Timber – Culvert	**4639**	39200089000B010	THIRTY-FIRST ST	BEAR CREEK	Primary	7	19	1	29.6	1962		1161	2024
Prestressed concrete – Box beam/girders—single/spread	**4640**	39200091000B010	RIVER STREET	KALAMAZOO RIVER	Primary	5	6	2	166	2012		10830	2012
Steel – Multistringer	**4641**	39200094000B010	THIRTY-SIXTH ST	DORRANCE CREEK	Primary	3	2	1	40	2018		1835	2018
Prestressed concrete – Box beam/girders—multiple	**4642**	39200096000B010	THIRTY-FIFTH ST	KALAMAZOO RIVER	Primary	5	5	3	200	2008		14452	2019
Prestressed concrete – Box beam/girders—multiple	**4643**	39200100000B010	38TH STREET	LITTLE PORTAGE CREEK	Primary	5	5	1	50	1993		341	2015
Prestressed concrete – Box beam/girders—multiple	**4644**	39200104000B010	D AVENUE	GULL LAKE OUTLET	Primary	5	5	1	93	1984		1247	2017
Prestressed concrete – Box beam/girders—multiple	**4645**	39200105000B010	42ND STREET	LITTLE PORTAGE CREEK	Primary	5	5	1	40	1993		931	2015
Timber – Slab	**4647**	39302H00001B010	Z AVENUE	PORTAGE CREEK	Secondary	7	1	2	53	1972		131	2007
Prestressed concrete – Box beam/girders—multiple	**4648**	39302H00004B010	Y AVENUE	PORTAGE RIVER	Secondary	5	5	1	42.5	1973		60	2022
Timber – Culvert	**4649**	39302H00004B020	Y AVENUE	BEAR CREEK	Secondary	7	19	4	22	1970		57	2007
Timber – Slab	**4650**	39302H00013B010	V AVENUE	PORTAGE RIVER	Secondary	7	1	2	53	1971		698	2007
Prestressed concrete – Box beam/girders—multiple	**4651**	39308H00028R010	EIGHTH STREET	AMTRAK RR	Secondary	5	5	3	110	1980		2884	2006
Steel – Multistringer	**4652**	39310H00006B010	TS AVENUE	PORTAGE RIVER	Secondary	3	2	1	34	1933	1972	252	2023
Steel – Culvert	**4653**	39310H00035B010	33RD STREET	DORRANCE CREEK	Secondary	3	19	1	21	1948		282	2003
Prestressed concrete – Box beam/girders—multiple	**4654**	39311H00004B010	YZ AVENUE	FLOWERFIELD CREEK	Secondary	5	5	1	32	1986		767	2006
Timber – Culvert	**4655**	39311H00023B010	6TH STREET	FLOWERFIELD CREEK	Secondary	7	19	4	20.3	1965		63	2007
Steel – Culvert	**4656**	39313H00009B010	DE AVENUE	GULL LAKE OUTLET	Secondary	3	19	1	20.2	1937		1069	2006
Prestressed concrete – Box beam/girders—multiple	**4657**	39315H00013R010	O AVENUE	AMTRAK/CONRAIL RR	Secondary	5	5	3	146.8	1992		510	2006
Prestressed concrete – Box beam/girders—multiple	**4659**	39316H00009B010	X AVENUE	LITTLE PORTAGE CREEK	Secondary	5	5	1	32.8	1997		163	2007
Concrete – Culvert	**4660**	39316H00014B010	V AVENUE	LITTLE PORTAGE CREEK	Secondary	1	19	1	37	2006		300	2007
Prestressed concrete – Box beam/girders—multiple	**4661**	39316H00017B010	U AVENUE	LITTLE PORTAGE CREEK	Secondary	5	5	1	29.9	1981		86	2007
Steel – Multistringer	**4662**	39316H00028B010	40TH STREET	LITTLE PORTAGE CREEK	Secondary	3	2	1	28	1912		70	2020
Timber – Slab	**4663**	39316H00030B010	44TH STREET	BEAR CREEK	Secondary	7	1	1	26	1988		70	2005
Timber – Culvert	**12648**	39311H00036B010	DEER RUN	FLOWERFIELD CREEK	Secondary	7	19	3	23.2	1995		275	2007
Concrete – Culvert	**12822**	39200048000B020	NORTH SPRINKLE RD	SPRING BROOK	Primary	1	19	1	24	1998		5828	2023
Steel – Culvert	**12881**	39307H24021B010	SPRINGFIELD AVENUE	DAVIS CREEK	Secondary	3	19	3	20	1979		150	2007
Steel – Culvert	**12882**	39307H24041B010	BROOKFIELD AVENUE	DAVIS CREEK	Secondary	3	19	3	22.7	1973		150	2007
Steel – Culvert	**12883**	39200016000B010	R AVENUE	WRIGHT DRAIN	Primary	3	19	2	22.9	1963		895	2007
Steel – Culvert	**12884**	39304H00004B010	TS AVENUE	LITTLE PORTAGE CREEK	Secondary	3	19	2	21.2	1990		53	2007
Steel – Culvert	**12885**	39304H00007B010	S AVENUE	LITTLE PORTAGE CREEK	Secondary	3	19	2	21	1997		420	2007
Steel – Multistringer	**12886**	39200051000B010	C AVENUE	AUGUSTA CREEK	Primary	3	2	1	50	2019		803	2015
Concrete – Culvert	**12887**	39200103000B010	37TH STREET	GULL LAKE OUTLET	Primary	1	19	1	22	2012		1600	2007
Steel – Culvert	**12888**	39200054000B010	2ND STREET	SAND CREEK	Primary	3	19	4	25.6	1976		883	2007
Steel – Culvert	**12889**	39200060000B010	RAVINE ROAD	RANSON DRAIN	Primary	3	19	3	24	1979		3074	2007
Steel – Culvert	**12890**	39301H00012B010	DE AVENUE	SAND CREEK	Secondary	3	19	4	33.9	1974		250	2007
Steel – Culvert	**12891**	39200102000B010	37TH STREET	GULL LAKE OUTLET	Primary	3	19	3	21.2	1974		360	2007
Steel – Culvert	**12892**	39302H00006B010	XY AVENUE	BEAR CREEK	Secondary	3	19	2	22.6	1977		70	2007
Prestressed concrete – Box beam/girders—multiple	**13234**	39200073000B020	PORTAGE ROAD	BARTON-HOWARD LAKES CHAN	Primary	5	5	1	25	2005		1302	2019
Concrete – Culvert	**13244**	39200048000B030	D AVENUE	W CHANNEL OF KAZOO RIVER	Primary	1	19	1	29.4	2004		6700	2007
Concrete – Culvert	**13342**	39200046000C010	G AVENUE	GULL CREEK	Primary	1	19	1	25.5	2007		4754	2006
Concrete – Culvert	**13382**	39301H00014C010	HART DRIVE	SAND CREEK	Secondary	1	19	1	28	2006		228	2006
Concrete – Culvert	**13424**	39313H00036C010	44 TH STREET	AUGUSTA CREEK TRIBU	Secondary	1	19	1	21	2007		391	2006
Concrete – Culvert	**13830**	39304H00018C010	O AVENUE	PORTAGE RIVER	Secondary	1	19	1	24	2014		200	2014
Steel – Multistringer	**14008**	39200019000B010	Q AVENUE	PORTAGE RIVER	Primary	3	2	1	40	2017		1079	2016
Timber – Slab	**14323**	39310H00012B010	R AVE	PORTAGE RIVER	Secondary	7	1	1	30	2019		1020	2019

APPENDIX A-3																		
		Inspection Findings												Appraisal				
Bridge Type	Structure Number	Inspection Date	Operational Status (Item 41)	Deck Rating (Item 58)	Deck Bottom Rating (Item XX)	SuperStr Rating (Item 59)	Substr Rating (Item 60)	Channel Rating (Item 61)	Culvert Rating (Item 62)	Surface Rating (Item 58A)	Paint Rtg	Exp Joint Rating (Item XX)	Other Joints	Structure Evaluation	Structurally Deficient	Sufficiency Rating	Section Loss	Scour Critical (Item 113)
Timber – Slab	**4621**	11/13/2025	P	6	6	6	5	5	N	9	N	N	N	F	Funct Obs		2	5
Timber – Slab	**4622**	6/27/2025	A	5	5	5	5	5	N	6	N	N	N	F		80.7	2	5
Timber – Culvert	**4623**	3/26/2026	A	N		N	N	5	4					P	Struct Def			8
Prestressed concrete – Box beam/girders—multiple	**4624**	6/27/2025	A	7	N	7	7	7	N	7	N	N	N	G		99.4	2	5
Prestressed concrete – Box beam/girders—multiple	**4625**	6/23/2026	P	7	N	5	6	6	N	7	N	N	N	F			3	5
Steel – Multistringer	**4626**	10/17/2024	A	7	8	8	8	8	N	7	N	7	N	G		99.7	3	8
Steel – Multistringer	**4627**	9/30/2025	A	8	8	8	8	7	N	8	8	8	7	G			3	5
Steel – Multistringer	**4629**	5/16/2025	A	7	N	8	7	8	N	8	N	7	8	G		99.5	3	8
Prestressed concrete – Multistringer	**4630**	3/30/2026	A	7	7	8	7	6	N	7	N	7	N	G			3	5
Prestressed concrete – Multistringer	**4631**	10/29/2024	A	7	7	6	7	7	N	7	N	7	N	F		79.2	2	5
Prestressed concrete – Multistringer	**4632**	10/29/2024	A	8	8	7	8	6	N	7	N	7	7	G		89.3	3	5
Prestressed concrete – Box beam/girders—multiple	**4633**	10/29/2024	A	8	N	8	8	N	N	7	N	7	7	G		95.7	3	N
Prestressed concrete – Box beam/girders—multiple	**4634**	10/22/2024	A	7	N	8	8	8	N	8	N	7	N	G		94.5	3	5
Concrete – Culvert	**4635**	5/16/2025	A	N		N	N	7	7					G		98.3		8
Steel continuous – Multistringer	**4636**	10/17/2024	A	8	7	8	7	7	N	7	N	7	7	G		97.8	3	8
Prestressed concrete – Box beam/girders—multiple	**4637**	6/27/2025	A	6	N	7	8	6	N	6	N	7	5	F		95.6	3	8
Prestressed concrete – Box beam/girders—multiple	**4638**	6/27/2025	A	7	N	7	7	N	N	7	N	6	6	G		95.6	3	N
Timber – Culvert	**4639**	3/26/2026	A	N		N	N	6	5					F				8
Prestressed concrete – Box beam/girders—single/spread	**4640**	6/27/2025	A	8	8	8	8	7	N	7	N	7	8	G		94.9	3	5
Steel – Multistringer	**4641**	10/22/2024	A	7	8	8	8	7	N	7	N	N	8	G		99.7	3	5
Prestressed concrete – Box beam/girders—multiple	**4642**	10/22/2024	A	7	N	8	8	7	N	7	N	6	7	G		95.6	3	5
Prestressed concrete – Box beam/girders—multiple	**4643**	3/25/2026	A	7	N	7	7	7	N	7	N	N	N	G			3	5
Prestressed concrete – Box beam/girders—multiple	**4644**	5/16/2025	P	6	N	6	7	7	N	7	N	N	N	F		63.9	3	8
Prestressed concrete – Box beam/girders—multiple	**4645**	3/30/2026	A	7	N	7	7	7	N	6	N	N	N	G			N	5
Timber – Slab	**4647**	5/16/2025	P	6	6	6	5	6	N	6	N	N	N	F		73.4	3	5
Prestressed concrete – Box beam/girders—multiple	**4648**	3/26/2026	A	6	N	6	6	6	N	4	N	N	N	F			3	8
Timber – Culvert	**4649**	6/25/2026	P	N		N	N	6	3					P	Struct Def			8
Timber – Slab	**4650**	5/16/2025	P	5	5	5	6	6	N	5	N	N	6	F		70.4	N	8
Prestressed concrete – Box beam/girders—multiple	**4651**	5/16/2025	A	7	N	7	6	N	N	5	N	3	N	F	Funct Obs	78.5	N	N
Steel – Multistringer	**4652**	3/25/2026	K	3	3	2	5	4	N	5	3			P	Struct Def			U
Steel – Culvert	**4653**	5/16/2025	A	N		N	N	6	5					F		86		U
Prestressed concrete – Box beam/girders—multiple	**4654**	5/16/2025	A	8	N	8	8	7	N	6	N	N	N	G		96	3	8
Timber – Culvert	**4655**	3/30/2026	A	N		N	N	5	6					F				8
Steel – Culvert	**4656**	3/30/2026	A	N		N	N	5	6					F				8
Prestressed concrete – Box beam/girders—multiple	**4657**	3/26/2026	A	6	N	7	7	N	N	5	N	N	N	F			3	N
Prestressed concrete – Box beam/girders—multiple	**4659**	3/25/2026	A	7	N	7	7	5	N	7	N	7	N	G			3	8
Concrete – Culvert	**4660**	10/17/2024	A	N		N	N	6	7					G		100		5
Prestressed concrete – Box beam/girders—multiple	**4661**	3/30/2026	A	7	N	7	7	5	N	6	N	N	N	G			3	8
Steel – Multistringer	**4662**	3/25/2026	K	4	4	2	4	4	N	4				P	Struct Def			U
Timber – Slab	**4663**	3/25/2026	A	7	7	7	7	6	N	6	N	N	N	G			N	8
Timber – Culvert	**12648**	6/27/2025	A	N		N	N	6	7					G		95.4		8
Concrete – Culvert	**12822**	10/22/2024	A	N		N	N	6	7					G		93.9		8
Steel – Culvert	**12881**	10/22/2024	A	N		N	N	8	9					G		100		8
Steel – Culvert	**12882**	10/22/2024	A	N		N	N	8	9					G		100		8
Steel – Culvert	**12883**	10/22/2024	A	N		N	N	4	5					F		88		8
Steel – Culvert	**12884**	10/22/2024	A	N		N	N	5	6					F		100		8
Steel – Culvert	**12885**	10/22/2024	A	N		N	N	7	6					F		96.9		8
Steel – Multistringer	**12886**	9/30/2025	A	8	8	8	8	5	N	8	N	8	N	G			3	8
Concrete – Culvert	**12887**	10/29/2024	A	N		N	N	7	8					G		96.4		8
Steel – Culvert	**12888**	10/29/2024	A	N		N	N	6	5					F		65.3		8
Steel – Culvert	**12889**	10/29/2024	A	N		N	N	4	5					F		88		8
Steel – Culvert	**12890**	10/29/2024	A	N		N	N	4	5					F		89		8
Steel – Culvert	**12891**	10/29/2024	A	N		N	N	6	5					F		87.8		8
Steel – Culvert	**12892**	9/29/2025	A	N		N	N	5	4					P	Struct Def			8
Prestressed concrete – Box beam/girders—multiple	**13234**	6/27/2025	A	7	N	8	8	7	N	7	N	6	N	G		91.5	3	5
Concrete – Culvert	**13244**	10/29/2024	A	N		N	N	6	6					F		94.6		8
Concrete – Culvert	**13342**	6/27/2025	A	N		N	N	7	7					G		97.6		8
Concrete – Culvert	**13382**	5/16/2025	A	N		N	N	8	7					G		100		8
Concrete – Culvert	**13424**	6/27/2025	A	N		N	N	7	7					G		83.5		8
Concrete – Culvert	**13830**	10/22/2024	A	N		N	N	8	7					G		100		8
Steel – Multistringer	**14008**	9/30/2025	A	8	8	8	8	7	N	8	8	8	7	G			3	5
Timber – Slab	**14323**	9/30/2025	A	8	8	8	8	6	N	8	N	N	N	G			N	8

Appendix 4

APPENDIX A-4														
Inventory Data											Replacement			
Bridge Type	Structure Number	Bridge ID	Facility Carried	Features Intersected	Structure Type Main Span (Item 43A - Material)	Structure Type Main Span (Item 43B)	Number of Main Span (Item 45)	Total Str Length (Item 49)	Total Str Width (Item 52)	Total Str (sq ft)	Total	Super-structure	Deck	Sub-structure
Timber – Slab	4621	392000020000B010	Y AVENUE	PORTAGE CREEK	7	1	2	50	34.8	1740				
Timber – Slab	4622	392000020000B020	YZ AVENUE	PORTAGE RIVER	7	1	2	40	29.5	1180	L			
Timber – Culvert	4623	392000020000B030	YZ AVENUE	BEAR CREEK	7	19	1	22.38	36.5	817	M			
Prestressed concrete – Box beam/girders—multiple	4624	392000080000B010	W AVENUE	PORTAGE RIVER	5	5	1	60	43.9	2634				
Prestressed concrete – Box beam/girders—multiple	4625	392000110000B010	29TH STREET	PORTAGE RIVER	5	5	1	50	28.9	1445				
Steel – Multistringer	4626	392000110000B020	U AVENUE	PORTAGE RIVER	3	2	1	51.6	38.4	1981				
Steel – Multistringer	4627	392000140000B010	S AVENUE	PORTAGE RIVER	3	2	1	46	34.4	1582				
Steel – Multistringer	4629	392000340000B010	E MICHIGAN AVENUE	COMSTOCK CREEK	3	2	1	41.4	54	2236				
Prestressed concrete – Multistringer	4630	392000360000B010	EAST MICHIGAN AVE	KALAMAZOO RIVER	5	2	3	240	43.2	10368				
Prestressed concrete – Multistringer	4631	392000440000B010	MOSEL AVENUE	KALAMAZOO RIVER	5	2	3	222	76.4	16961				
Prestressed concrete – Multistringer	4632	392000480000B010	D AVENUE	KALAMAZOO RIVER	5	2	3	355.3	56.5	20074				
Prestressed concrete – Box beam/girders—multiple	4633	392000590000R010	NINTH STREET	AMTRAK RR	5	5	1	73.1	85.5	6250				
Prestressed concrete – Box beam/girders—multiple	4634	392000730000B010	PORTAGE ROAD	GOURD NECK CREEK	5	5	1	39.5	43.9	1734				
Concrete – Culvert	4635	392000800000B010	RIVERVIEW DRIVE	SPRING BROOK	1	19	1	25.5		870				
Steel continuous – Multistringer	4636	392000810000B010	TWENTY-FOURTH ST	PORTAGE CREEK	4	2	2	70	42.4	2968				
Prestressed concrete – Box beam/girders—multiple	4637	392000830000B010	SOUTH SPRINKLE RD	KALAMAZOO RIVER	5	5	4	320	81.7	26144				
Prestressed concrete – Box beam/girders—multiple	4638	392000830000R010	SOUTH SPRINKLE RD	MDOT RR CORRIDOR	5	5	3	168	81.7	13726				
Timber – Culvert	4639	392000890000B010	THIRTY-FIRST ST	BEAR CREEK	7	19	1	29.6	32.8	971				
Prestressed concrete – Box beam/girders—single/spread	4640	392000910000B010	RIVER STREET	KALAMAZOO RIVER	5	6	2	166	58.7	9744				
Steel – Multistringer	4641	392000940000B010	THIRTY-SIXTH ST	DORRANCE CREEK	3	2	1	40	42.4	1696				
Prestressed concrete – Box beam/girders—multiple	4642	392000960000B010	THIRTY-FIFTH ST	KALAMAZOO RIVER	5	5	3	200	63.5	12700				
Prestressed concrete – Box beam/girders—multiple	4643	392001000000B010	38TH STREET	LITTLE PORTAGE CREEK	5	5	1	50	34.5	1725				
Prestressed concrete – Box beam/girders—multiple	4644	392001040000B010	D AVENUE	GULL LAKE OUTLET	5	5	1	93	35.8	3329				
Prestressed concrete – Box beam/girders—multiple	4645	392001050000B010	42ND STREET	LITTLE PORTAGE CREEK	5	5	1	40	34.5	1380				
Timber – Slab	4647	39302H00001B010	Z AVENUE	PORTAGE CREEK	7	1	2	53	36.8	1950				
Prestressed concrete – Box beam/girders—multiple	4648	39302H00004B010	Y AVENUE	PORTAGE RIVER	5	5	1	42.5	30.4	1292				
Timber – Culvert	4649	39302H00004B020	Y AVENUE	BEAR CREEK	7	19	4	22		678	H			
Timber – Slab	4650	39302H00013B010	V AVENUE	PORTAGE RIVER	7	1	2	53	37.1	1966	M			
Prestressed concrete – Box beam/girders—multiple	4651	39308H00028R010	EIGHTH STREET	AMTRAK RR	5	5	3	110	34.4	3784				
Steel – Multistringer	4652	39310H00006B010	TS AVENUE	PORTAGE RIVER	3	2	1	34	16.1	547	H			
Steel – Culvert	4653	39310H00035B010	33RD STREET	DORRANCE CREEK	3	19	1	21		586				
Prestressed concrete – Box beam/girders—multiple	4654	39311H00004B010	YZ AVENUE	FLOWERFIELD CREEK	5	5	1	32	31.1	995				
Timber – Culvert	4655	39311H00023B010	6TH STREET	FLOWERFIELD CREEK	7	19	4	20.3		526				
Steel – Culvert	4656	39313H00009B010	DE AVENUE	GULL LAKE OUTLET	3	19	1	20.2		543				
Prestressed concrete – Box beam/girders—multiple	4657	39315H00013R010	O AVENUE	AMTRAK/CONRAIL RR	5	5	3	146.8	34.3	5035				
Prestressed concrete – Box beam/girders—multiple	4659	39316H00009B010	X AVENUE	LITTLE PORTAGE CREEK	5	5	1	32.8	33.6	1102				
Concrete – Culvert	4660	39316H00014B010	V AVENUE	LITTLE PORTAGE CREEK	1	19	1	37	33.2	1228				
Prestressed concrete – Box beam/girders—multiple	4661	39316H00017B010	U AVENUE	LITTLE PORTAGE CREEK	5	5	1	29.9	31.1	930				
Steel – Multistringer	4662	39316H00028B010	40TH STREET	LITTLE PORTAGE CREEK	3	2	1	28	16	448	H			
Timber – Slab	4663	39316H00030B010	44TH STREET	BEAR CREEK	7	1	1	26	30.2	785				
Timber – Culvert	12648	39311H00036B010	DEER RUN	FLOWERFIELD CREEK	7	19	3	23.2		670				
Concrete – Culvert	12822	392000480000B020	NORTH SPRINKLE RD	SPRING BROOK	1	19	1	24	42	1008				
Steel – Culvert	12881	39307H24021B010	SPRINGFIELD AVENUE	DAVIS CREEK	3	19	3	20		400				
Steel – Culvert	12882	39307H24041B010	BROOKFIELD AVENUE	DAVIS CREEK	3	19	3	22.7		545				
Steel – Culvert	12883	392000160000B010	R AVENUE	WRIGHT DRAIN	3	19	2	22.9		781	L			
Steel – Culvert	12884	39304H00004B010	TS AVENUE	LITTLE PORTAGE CREEK	3	19	2	21.2		363	L			
Steel – Culvert	12885	39304H00007B010	S AVENUE	LITTLE PORTAGE CREEK	3	19	2	21		544				
Steel – Multistringer	12886	392000510000B010	C AVENUE	AUGUSTA CREEK	3	2	1	50	34.4	1720				
Concrete – Culvert	12887	392001030000B010	37TH STREET	GULL LAKE OUTLET	1	19	1	22	42	924				
Steel – Culvert	12888	392000540000B010	2ND STREET	SAND CREEK	3	19	4	25.6		689				
Steel – Culvert	12889	392000600000B010	RAVINE ROAD	RANSON DRAIN	3	19	3	24		842				
Steel – Culvert	12890	39301H00012B010	DE AVENUE	SAND CREEK	3	19	4	33.9		878				
Steel – Culvert	12891	392001020000B010	37TH STREET	GULL LAKE OUTLET	3	19	3	21.2		787				
Steel – Culvert	12892	39302H00006B010	XY AVENUE	BEAR CREEK	3	19	2	22.6		653	L			
Prestressed concrete – Box beam/girders—multiple	13234	392000730000B020	PORTAGE ROAD	BARTON-HOWARD LAKES CHAN	5	5	1	25	43.9	1098				
Concrete – Culvert	13244	392000480000B030	D AVENUE	W CHANNEL OF KAZOO RIVER	1	19	1	29.4	142	4175				
Concrete – Culvert	13342	392000460000C010	G AVENUE	GULL CREEK	1	19	1	25.5	49	1250				
Concrete – Culvert	13382	39301H00014C010	HART DRIVE	SAND CREEK	1	19	1	28	36.3	1016				
Concrete – Culvert	13424	39313H00036C010	44 TH STREET	AUGUSTA CREEK TRIBU	1	19	1	21	34.4	722				
Concrete – Culvert	13830	39304H00018C010	O AVENUE	PORTAGE RIVER	1	19	1	24	42	1008				
Steel – Multistringer	14008	392000190000B010	Q AVENUE	PORTAGE RIVER	3	2	1	40	34.4	1376				
Timber – Slab	14323	39310H00012B010	R AVE	PORTAGE RIVER	7	1	1	30	30	900				

		APPENDIX A-4										
		Rehabilitation										
Bridge Type	Structure Number	Deep Overlay	Shallow Overlay	HMA Overlay w/ Membrane	HMA Cap	Replace/Retrofit Railing	Steel Beam Repairs	P/S Conc Beam Repairs	Repair/Replace Culvert	Repair/Replace Retaining Wall	Geometric Upgrades	Patch Substruct Concrete
Timber – Slab	4621											
Timber – Slab	4622											
Timber – Culvert	4623											
Prestressed concrete – Box beam/girders—multiple	4624							L				
Prestressed concrete – Box beam/girders—multiple	4625											
Steel – Multistringer	4626											
Steel – Multistringer	4627											
Steel – Multistringer	4629											
Prestressed concrete – Multistringer	4630											M
Prestressed concrete – Multistringer	4631											
Prestressed concrete – Multistringer	4632											
Prestressed concrete – Box beam/girders—multiple	4633											
Prestressed concrete – Box beam/girders—multiple	4634											
Concrete – Culvert	4635											
Steel continuous – Multistringer	4636											
Prestressed concrete – Box beam/girders—multiple	4637											
Prestressed concrete – Box beam/girders—multiple	4638											
Timber – Culvert	4639											
Prestressed concrete – Box beam/girders—single/spread	4640											
Steel – Multistringer	4641											
Prestressed concrete – Box beam/girders—multiple	4642											
Prestressed concrete – Box beam/girders—multiple	4643											
Prestressed concrete – Box beam/girders—multiple	4644											
Prestressed concrete – Box beam/girders—multiple	4645											
Timber – Slab	4647											
Prestressed concrete – Box beam/girders—multiple	4648			M								
Timber – Culvert	4649											
Timber – Slab	4650											
Prestressed concrete – Box beam/girders—multiple	4651			H		H						M
Steel – Multistringer	4652											
Steel – Culvert	4653					L						
Prestressed concrete – Box beam/girders—multiple	4654											
Timber – Culvert	4655											
Steel – Culvert	4656											
Prestressed concrete – Box beam/girders—multiple	4657											
Prestressed concrete – Box beam/girders—multiple	4659											
Concrete – Culvert	4660											
Prestressed concrete – Box beam/girders—multiple	4661											
Steel – Multistringer	4662											
Timber – Slab	4663											
Timber – Culvert	12648											
Concrete – Culvert	12822											
Steel – Culvert	12881											
Steel – Culvert	12882											
Steel – Culvert	12883											
Steel – Culvert	12884											
Steel – Culvert	12885											
Steel – Multistringer	12886											
Concrete – Culvert	12887					M						
Steel – Culvert	12888											
Steel – Culvert	12889											
Steel – Culvert	12890											
Steel – Culvert	12891											
Steel – Culvert	12892											
Prestressed concrete – Box beam/girders—multiple	13234											
Concrete – Culvert	13244											
Concrete – Culvert	13342											
Concrete – Culvert	13382											M
Concrete – Culvert	13424								L			
Concrete – Culvert	13830											
Steel – Multistringer	14008											
Timber – Slab	14323											

		APPENDIX A-4								
		Proposed Preventive Maintenance								
Bridge Type	Structure Number	Repair/Replace Deck	Repair/Replace Steel Bearings	Complete Painting	Zone Painting	Epoxy Overlays	HMA Cap w/o Membrane	Concrete Deck Patching	Channel Improvements	Scour Counter Measures
Timber – Slab	4621									
Timber – Slab	4622									
Timber – Culvert	4623									
Prestressed concrete – Box beam/girders—multiple	4624									
Prestressed concrete – Box beam/girders—multiple	4625									
Steel – Multistringer	4626									
Steel – Multistringer	4627									
Steel – Multistringer	4629									
Prestressed concrete – Multistringer	4630									
Prestressed concrete – Multistringer	4631									
Prestressed concrete – Multistringer	4632									
Prestressed concrete – Box beam/girders—multiple	4633									
Prestressed concrete – Box beam/girders—multiple	4634									
Concrete – Culvert	4635									
Steel continuous – Multistringer	4636									
Prestressed concrete – Box beam/girders—multiple	4637									
Prestressed concrete – Box beam/girders—multiple	4638									
Timber – Culvert	4639									
Prestressed concrete – Box beam/girders—single/spread	4640									
Steel – Multistringer	4641									
Prestressed concrete – Box beam/girders—multiple	4642									
Prestressed concrete – Box beam/girders—multiple	4643									
Prestressed concrete – Box beam/girders—multiple	4644									
Prestressed concrete – Box beam/girders—multiple	4645									
Timber – Slab	4647									
Prestressed concrete – Box beam/girders—multiple	4648							M		
Timber – Culvert	4649									
Timber – Slab	4650									
Prestressed concrete – Box beam/girders—multiple	4651							H		
Steel – Multistringer	4652									
Steel – Culvert	4653							L		
Prestressed concrete – Box beam/girders—multiple	4654									
Timber – Culvert	4655									
Steel – Culvert	4656									
Prestressed concrete – Box beam/girders—multiple	4657									
Prestressed concrete – Box beam/girders—multiple	4659									
Concrete – Culvert	4660									
Prestressed concrete – Box beam/girders—multiple	4661									
Steel – Multistringer	4662									
Timber – Slab	4663									
Timber – Culvert	12648									
Concrete – Culvert	12822									
Steel – Culvert	12881									
Steel – Culvert	12882									
Steel – Culvert	12883									
Steel – Culvert	12884								M	
Steel – Culvert	12885									
Steel – Multistringer	12886									
Concrete – Culvert	12887									
Steel – Culvert	12888									
Steel – Culvert	12889									
Steel – Culvert	12890									
Steel – Culvert	12891									
Steel – Culvert	12892									
Prestressed concrete – Box beam/girders—multiple	13234					L				
Concrete – Culvert	13244									
Concrete – Culvert	13342									
Concrete – Culvert	13382									
Concrete – Culvert	13424									
Concrete – Culvert	13830									
Steel – Multistringer	14008									
Timber – Slab	14323									

		APPENDIX A-4														
		Proposed Scheduled Maintenance														
Bridge Type	Structure Number	Superstruc Washing	Concrete Surface Washing	Vegetation Control	Debris Removal	Clean Drainage System	Spot Painting	Repair/Replace HMA Surface	Seal HMA Cracks/Joints	Seal Concrete Cracks/Joints	Minor Concrete Patching	Timber Repairs	Repair/Replace Guardrails	Repave Approaches	Repair Slopes	Install RipRap
Timber – Slab	4621															
Timber – Slab	4622														M	
Timber – Culvert	4623															
Prestressed concrete – Box beam/girders—multiple	4624				L											
Prestressed concrete – Box beam/girders—multiple	4625			L					H				H		L	
Steel – Multistringer	4626			L												
Steel – Multistringer	4627			L												
Steel – Multistringer	4629				M											
Prestressed concrete – Multistringer	4630			H	M					H						
Prestressed concrete – Multistringer	4631			M	M					L			H			
Prestressed concrete – Multistringer	4632				L											
Prestressed concrete – Box beam/girders—multiple	4633								L							
Prestressed concrete – Box beam/girders—multiple	4634			H					M							
Concrete – Culvert	4635			H												
Steel continuous – Multistringer	4636			L						L						
Prestressed concrete – Box beam/girders—multiple	4637			M	L					H						
Prestressed concrete – Box beam/girders—multiple	4638									H					M	
Timber – Culvert	4639															
Prestressed concrete – Box beam/girders—single/spread	4640									L						
Steel – Multistringer	4641															
Prestressed concrete – Box beam/girders—multiple	4642			L						L						
Prestressed concrete – Box beam/girders—multiple	4643			M	M											
Prestressed concrete – Box beam/girders—multiple	4644				L	L			M				L		M	
Prestressed concrete – Box beam/girders—multiple	4645			M					M							
Timber – Slab	4647			H				L	L					L	L	
Prestressed concrete – Box beam/girders—multiple	4648												M	M	M	
Timber – Culvert	4649														M	
Timber – Slab	4650				M										H	
Prestressed concrete – Box beam/girders—multiple	4651									H					M	
Steel – Multistringer	4652															
Steel – Culvert	4653												L		M	
Prestressed concrete – Box beam/girders—multiple	4654			L	L				M				M			
Timber – Culvert	4655			H	M										L	
Steel – Culvert	4656								M							
Prestressed concrete – Box beam/girders—multiple	4657			M											H	
Prestressed concrete – Box beam/girders—multiple	4659															
Concrete – Culvert	4660			H						H	L					
Prestressed concrete – Box beam/girders—multiple	4661				M											M
Steel – Multistringer	4662															
Timber – Slab	4663					M			M			L				
Timber – Culvert	12648			M	L											
Concrete – Culvert	12822			H												
Steel – Culvert	12881															
Steel – Culvert	12882														H	
Steel – Culvert	12883			L									H			
Steel – Culvert	12884			M									H		M	
Steel – Culvert	12885												H			
Steel – Multistringer	12886				M											
Concrete – Culvert	12887								L							
Steel – Culvert	12888			M												
Steel – Culvert	12889			H												
Steel – Culvert	12890			H												
Steel – Culvert	12891			H												
Steel – Culvert	12892												M			
Prestressed concrete – Box beam/girders—multiple	13234			M												
Concrete – Culvert	13244			H						H						
Concrete – Culvert	13342															
Concrete – Culvert	13382			M					M		M					
Concrete – Culvert	13424								M		L					
Concrete – Culvert	13830			M					M							
Steel – Multistringer	14008			M												
Timber – Slab	14323				L				L							

Appendix 5

APPENDIX A-5 Inventory Data										
Bridge Type	Structure Number	Bridge ID	Facility Carried	Features Intersected	Structure Type Main Span (Item 43A - Material)	Structure Type Main Span (Item 43B)	Number of Main Span (Item 45)	Total Str Length (Item 49)	Total Str Width (Item 52)	Total Str (sq ft)
Timber – Slab	**4621**	39200002000B010	Y AVENUE	PORTAGE CREEK	7	1	2	50	34.8	1740
Timber – Slab	**4622**	39200002000B020	YZ AVENUE	PORTAGE RIVER	7	1	2	40	29.5	1180
Timber – Culvert	**4623**	39200002000B030	YZ AVENUE	BEAR CREEK	7	19	1	22.38	36.5	817
Prestressed concrete – Box beam/girders—multiple	**4624**	39200008000B010	W AVENUE	PORTAGE RIVER	5	5	1	60	43.9	2634
Prestressed concrete – Box beam/girders—multiple	**4625**	39200011000B010	29TH STREET	PORTAGE RIVER	5	5	1	50	28.9	1445
Steel – Multistringer	**4626**	39200011000B020	U AVENUE	PORTAGE RIVER	3	2	1	51.6	38.4	1981
Steel – Multistringer	**4627**	39200014000B010	S AVENUE	PORTAGE RIVER	3	2	1	46	34.4	1582
Steel – Multistringer	**4629**	39200034000B010	E MICHIGAN AVENUE	COMSTOCK CREEK	3	2	1	41.4	54	2236
Prestressed concrete – Multistringer	**4630**	39200036000B010	EAST MICHIGAN AVE	KALAMAZOO RIVER	5	2	3	240	43.2	10368
Prestressed concrete – Multistringer	**4631**	39200044000B010	MOSEL AVENUE	KALAMAZOO RIVER	5	2	3	222	76.4	16961
Prestressed concrete – Multistringer	**4632**	39200048000B010	D AVENUE	KALAMAZOO RIVER	5	2	3	355.3	56.5	20074
Prestressed concrete – Box beam/girders—multiple	**4633**	39200059000R010	NINTH STREET	AMTRAK RR	5	5	1	73.1	85.5	6250
Prestressed concrete – Box beam/girders—multiple	**4634**	39200073000B010	PORTAGE ROAD	GOURD NECK CREEK	5	5	1	39.5	43.9	1734
Concrete – Culvert	**4635**	39200080000B010	RIVERVIEW DRIVE	SPRING BROOK	1	19	1	25.5		870
Steel continuous – Multistringer	**4636**	39200081000B010	TWENTY-FOURTH ST	PORTAGE CREEK	4	2	2	70	42.4	2968
Prestressed concrete – Box beam/girders—multiple	**4637**	39200083000B010	SOUTH SPRINKLE RD	KALAMAZOO RIVER	5	5	4	320	81.7	26144
Prestressed concrete – Box beam/girders—multiple	**4638**	39200083000R010	SOUTH SPRINKLE RD	MDOT RR CORRIDOR	5	5	3	168	81.7	13726
Timber – Culvert	**4639**	39200089000B010	THIRTY-FIRST ST	BEAR CREEK	7	19	1	29.6	32.8	971
Prestressed concrete – Box beam/girders—single/spread	**4640**	39200091000B010	RIVER STREET	KALAMAZOO RIVER	5	6	2	166	58.7	9744
Steel – Multistringer	**4641**	39200094000B010	THIRTY-SIXTH ST	DORRANCE CREEK	3	2	1	40	42.4	1696
Prestressed concrete – Box beam/girders—multiple	**4642**	39200096000B010	THIRTY-FIFTH ST	KALAMAZOO RIVER	5	5	3	200	63.5	12700
Prestressed concrete – Box beam/girders—multiple	**4643**	39200100000B010	38TH STREET	LITTLE PORTAGE CREEK	5	5	1	50	34.5	1725
Prestressed concrete – Box beam/girders—multiple	**4644**	39200104000B010	D AVENUE	GULL LAKE OUTLET	5	5	1	93	35.8	3329
Prestressed concrete – Box beam/girders—multiple	**4645**	39200105000B010	42ND STREET	LITTLE PORTAGE CREEK	5	5	1	40	34.5	1380
Timber – Slab	**4647**	39302H00001B010	Z AVENUE	PORTAGE CREEK	7	1	2	53	36.8	1950
Prestressed concrete – Box beam/girders—multiple	**4648**	39302H00004B010	Y AVENUE	PORTAGE RIVER	5	5	1	42.5	30.4	1292
Timber – Culvert	**4649**	39302H00004B020	Y AVENUE	BEAR CREEK	7	19	4	22		678
Timber – Slab	**4650**	39302H00013B010	V AVENUE	PORTAGE RIVER	7	1	2	53	37.1	1966
Prestressed concrete – Box beam/girders—multiple	**4651**	39308H00028R010	EIGHTH STREET	AMTRAK RR	5	5	3	110	34.4	3784
Steel – Multistringer	**4652**	39310H00006B010	TS AVENUE	PORTAGE RIVER	3	2	1	34	16.1	547
Steel – Culvert	**4653**	39310H00035B010	33RD STREET	DORRANCE CREEK	3	19	1	21		586
Prestressed concrete – Box beam/girders—multiple	**4654**	39311H00004B010	YZ AVENUE	FLOWERFIELD CREEK	5	5	1	32	31.1	995
Timber – Culvert	**4655**	39311H00023B010	6TH STREET	FLOWERFIELD CREEK	7	19	4	20.3		526
Steel – Culvert	**4656**	39313H00009B010	DE AVENUE	GULL LAKE OUTLET	3	19	1	20.2		543
Prestressed concrete – Box beam/girders—multiple	**4657**	39315H00013R010	O AVENUE	AMTRAK/CONRAIL RR	5	5	3	146.8	34.3	5035
Prestressed concrete – Box beam/girders—multiple	**4659**	39316H00009B010	X AVENUE	LITTLE PORTAGE CREEK	5	5	1	32.8	33.6	1102
Concrete – Culvert	**4660**	39316H00014B010	V AVENUE	LITTLE PORTAGE CREEK	1	19	1	37	33.2	1228
Prestressed concrete – Box beam/girders—multiple	**4661**	39316H00017B010	U AVENUE	LITTLE PORTAGE CREEK	5	5	1	29.9	31.1	930
Steel – Multistringer	**4662**	39316H00028B010	40TH STREET	LITTLE PORTAGE CREEK	3	2	1	28	16	448
Timber – Slab	**4663**	39316H00030B010	44TH STREET	BEAR CREEK	7	1	1	26	30.2	785
Timber – Culvert	**12648**	39311H00036B010	DEER RUN	FLOWERFIELD CREEK	7	19	3	23.2		670
Concrete – Culvert	**12822**	39200048000B020	NORTH SPRINKLE RD	SPRING BROOK	1	19	1	24	42	1008
Steel – Culvert	**12881**	39307H24021B010	SPRINGFIELD AVENUE	DAVIS CREEK	3	19	3	20		400
Steel – Culvert	**12882**	39307H24041B010	BROOKFIELD AVENUE	DAVIS CREEK	3	19	3	22.7		545
Steel – Culvert	**12883**	39200016000B010	R AVENUE	WRIGHT DRAIN	3	19	2	22.9		781
Steel – Culvert	**12884**	39304H00004B010	TS AVENUE	LITTLE PORTAGE CREEK	3	19	2	21.2		363
Steel – Culvert	**12885**	39304H00007B010	S AVENUE	LITTLE PORTAGE CREEK	3	19	2	21		544
Steel – Multistringer	**12886**	39200051000B010	C AVENUE	AUGUSTA CREEK	3	2	1	50	34.4	1720
Concrete – Culvert	**12887**	39200103000B010	37TH STREET	GULL LAKE OUTLET	1	19	1	22	42	924
Steel – Culvert	**12888**	39200054000B010	2ND STREET	SAND CREEK	3	19	4	25.6		689
Steel – Culvert	**12889**	39200060000B010	RAVINE ROAD	RANSON DRAIN	3	19	3	24		842
Steel – Culvert	**12890**	39301H00012B010	DE AVENUE	SAND CREEK	3	19	4	33.9		878
Steel – Culvert	**12891**	39200102000B010	37TH STREET	GULL LAKE OUTLET	3	19	3	21.2		787
Steel – Culvert	**12892**	39302H00006B010	XY AVENUE	BEAR CREEK	3	19	2	22.6		653
Prestressed concrete – Box beam/girders—multiple	**13234**	39200073000B020	PORTAGE ROAD	BARTON-HOWARD LAKES CHAN	5	5	1	25	43.9	1098
Concrete – Culvert	**13244**	39200048000B030	D AVENUE	W CHANNEL OF KAZOO RIVER	1	19	1	29.4	142	4175
Concrete – Culvert	**13342**	39200046000C010	G AVENUE	GULL CREEK	1	19	1	25.5	49	1250
Concrete – Culvert	**13382**	39301H00014C010	HART DRIVE	SAND CREEK	1	19	1	28	36.3	1016
Concrete – Culvert	**13424**	39313H00036C010	44 TH STREET	AUGUSTA CREEK TRIBU	1	19	1	21	34.4	722
Concrete – Culvert	**13830**	39304H00018C010	O AVENUE	PORTAGE RIVER	1	19	1	24	42	1008
Steel – Multistringer	**14008**	39200019000B010	Q AVENUE	PORTAGE RIVER	3	2	1	40	34.4	1376
Timber – Slab	**14323**	39310H00012B010	R AVE	PORTAGE RIVER	7	1	1	30	30	900

		APPENDIX A-5							
		Inspection Items							
Bridge Type	Structure Number	Initial Inspection	In Depth Steel Inspection	Pin and Hanger Inspection	Diving Inspection	Provide Monitoring	Review Scour Criticality	Load Rating	Update SIA
Timber – Slab	4621						X		X
Timber – Slab	4622								X
Timber – Culvert	4623						X	X	X
Prestressed concrete – Box beam/girders—multiple	4624								X
Prestressed concrete – Box beam/girders—multiple	4625				X		X		X
Steel – Multistringer	4626								X
Steel – Multistringer	4627								X
Steel – Multistringer	4629								X
Prestressed concrete – Multistringer	4630						X		X
Prestressed concrete – Multistringer	4631				X				X
Prestressed concrete – Multistringer	4632				X		X		X
Prestressed concrete – Box beam/girders—multiple	4633								X
Prestressed concrete – Box beam/girders—multiple	4634								X
Concrete – Culvert	4635								X
Steel continuous – Multistringer	4636								X
Prestressed concrete – Box beam/girders—multiple	4637				X				X
Prestressed concrete – Box beam/girders—multiple	4638								X
Timber – Culvert	4639								X
Prestressed concrete – Box beam/girders—single/spread	4640				X				X
Steel – Multistringer	4641								X
Prestressed concrete – Box beam/girders—multiple	4642				X		X		X
Prestressed concrete – Box beam/girders—multiple	4643								X
Prestressed concrete – Box beam/girders—multiple	4644								X
Prestressed concrete – Box beam/girders—multiple	4645								X
Timber – Slab	4647						X		X
Prestressed concrete – Box beam/girders—multiple	4648						X		X
Timber – Culvert	4649						X		X
Timber – Slab	4650								X
Prestressed concrete – Box beam/girders—multiple	4651								X
Steel – Multistringer	4652						X		X
Steel – Culvert	4653						X		X
Prestressed concrete – Box beam/girders—multiple	4654								X
Timber – Culvert	4655						X		X
Steel – Culvert	4656								X
Prestressed concrete – Box beam/girders—multiple	4657								X
Prestressed concrete – Box beam/girders—multiple	4659								X
Concrete – Culvert	4660								X
Prestressed concrete – Box beam/girders—multiple	4661						X		X
Steel – Multistringer	4662						X		X
Timber – Slab	4663								X
Timber – Culvert	12648								X
Concrete – Culvert	12822								X
Steel – Culvert	12881						X		X
Steel – Culvert	12882								X
Steel – Culvert	12883						X		X
Steel – Culvert	12884						X		X
Steel – Culvert	12885								X
Steel – Multistringer	12886								X
Concrete – Culvert	12887								X
Steel – Culvert	12888						X		X
Steel – Culvert	12889						X		X
Steel – Culvert	12890						X		X
Steel – Culvert	12891						X		X
Steel – Culvert	12892					X			X
Prestressed concrete – Box beam/girders—multiple	13234								X
Concrete – Culvert	13244								X
Concrete – Culvert	13342								X
Concrete – Culvert	13382								X
Concrete – Culvert	13424								X
Concrete – Culvert	13830								X
Steel – Multistringer	14008								X
Timber – Slab	14323								X

C. CULVERT ASSET MANAGEMENT PLAN SUPPLEMENT

Culvert Primer

Culverts are structures that lie underneath roads, enabling water to flow from one side of the roadway to the other (Figure C-1 and Figure C-2). The important distinguishing factor between a culvert and a bridge is the size. Culverts are structures with a span of 20 feet or less; bridges, as defined in the National Bridge Inspection Standards (23 CFR 650.305), have a span of more than 20 feet. While similar in function to storm sewers, culverts differ from storm sewers in that culverts are open on both ends, are constructed as straight-line conduits, and lack intermediate drainage structures like manholes and catch basins. Culverts are critical to the service life of a road because of the important role they play in keeping the pavement layers well drained and free from the forces of water building up on one side of the roadway.

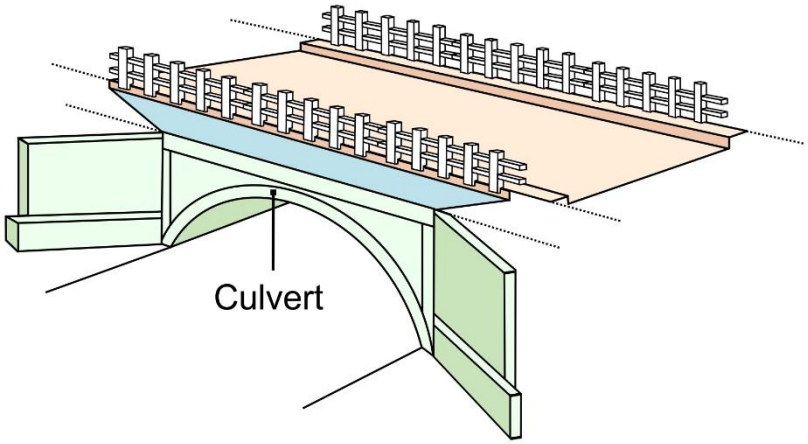


Figure C-1: Diagram of a culvert structure.



Figure C-2: Examples of culverts. Culverts allow water to pass under the roadway (left), they are straight-line conduits with no intermediate drainage structures (middle), and they come in various materials (left: metal; middle and right: concrete) and shapes (left: arch; middle: round; right: box).

Culvert Types

Michigan conducted its first pilot data collection on local agency culverts in the state in 2018. Of almost 50,000 culverts inventoried as part of the state-wide pilot project, the material type used for constructing culverts ranged from (in order of predominance) corrugated steel, concrete, plastic, aluminum, and masonry/tile, to timber materials. The shapes of the culverts were (in order of predominance) circular, pipe arch, arch, rectangular, horizontal ellipse, or box. The diameter for most culverts ranged from less than 12 inches to 24 inches; a portion, however, ranged from 30 inches to more than 48 inches.

Culvert Condition

Several culvert condition assessment practices exist. The FHWA has an evaluation method in its 1986 *Culvert Inspection Manual*. In conjunction with descriptions and details in the Ohio Department of Transportation's 2017 *Culvert Inspection Manual* and Wisconsin DOT's *Bridge Inspection Field Manual*, the FHWA method served as the method for evaluating Michigan culverts in the pilot. In 2018, Michigan local agencies participated in a culvert pilot data collection, gathering inventory and condition data; full detail on the condition assessment system used in the data collection can be found in Appendix G of the final report (https://web.prod.trans.mtu.edu/sites/default/files/resources/assetmgmt/ctt-2018-tamcculvertpilot-report.pdf).

The Michigan culvert pilot data collection used a 1 through 10 rating system, where 10 is considered a new culvert with no deterioration or distress and 1 is considered total failure. Each of the different culvert material types requires the assessment of features unique to that material type, including structural deterioration, invert deterioration, section deformation, blockage(s) and scour. Corrugated metal pipe, concrete pipe, plastic pipe, and masonry culverts require an additional assessment of joints and seams. Slab abutment culverts require an additional assessment of the concrete abutment and the masonry abutment. Assessment of timber culverts only relied on blockage(s) and scour. The assessments come together to generate condition rating categories of good (rated as 10, 9, or 8), fair (rated as 7 or 6), poor (rated as 5 or 4), or failed (rated as 3, 2, or 1).

The pilot rating system has since been superseded. Under the TAMC Policy for Collection of Culvert Inventory and Condition Data (effective March 6, 2024), culverts are inspected using the Michigan Non-NBI Culvert Structure Inspection Guide, which rates the culvert barrel and the vicinity and appurtenant structures (roadway, channel, and end treatments) as good, fair, poor, or severe; the lowest component rating generally sets the overall rating. Ratings under the pilot and current systems are not comparable, and, as described in Section 3, RCKC has not yet rated its culvert network under the current method. TAMC policies are available at https://www.michigan.gov/mdot/about/commissions-councils-committees/tamc/about-the-council/tamc-policies.

Culvert Treatments

The *MDOT Drainage Manual* addresses culvert design and treatments. Of most importance to the longevity of culverts is regular cleaning to prevent clogs. More extensive treatments may include re-positioning the pipe to improve its grade and lining a culvert to achieve more service life after structural deterioration has begun.

D. TRAFFIC SIGNALS ASSET MANAGEMENT PLAN SUPPLEMENT

Traffic Signals Primer

Types

Electronic traffic control devices come in a large array of configurations, which include case signs (e.g., keep right/left, no right/left turn, reversible lanes), controllers, detection (e.g., cameras, push buttons), flashing beacons, interconnects (e.g., DSL, fire station, phone line, radio), pedestrian heads (e.g., hand-man), and traffic signals. This asset management plan is only concerned with traffic signals (Figure D-1) as a functioning unit and does not consider other electronic traffic control devices.

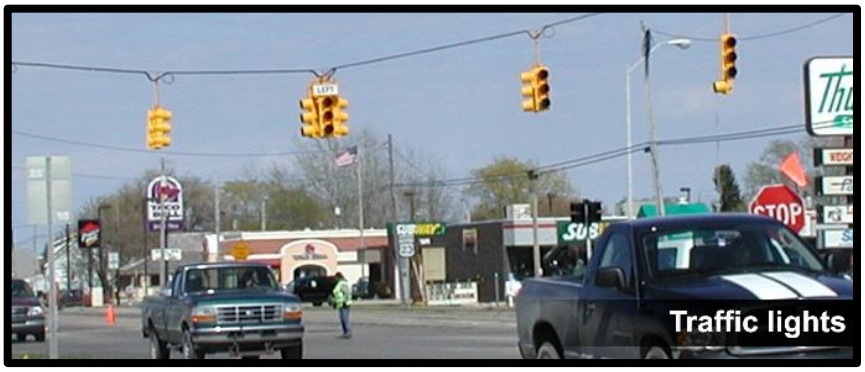


Figure D-1: Example of traffic signals.

Condition

Traffic signal assessment considers the functioning of basic tests on a pass/fail basis. These tests include battery backup testing, components testing, conflict monitor testing, radio testing, and underground detection.

Treatments

Traffic signals are maintained in accordance with the *Michigan Manual on Uniform Traffic Control Devices*. Maintenance of traffic signals includes regular maintenance of all components, cleaning and servicing to prevent undue failures, immediate maintenance in the case of emergency calls, and provision of stand-by equipment. Timing changes are restricted to authorized personnel only.

E. GLOSSARY & ACRONYMS

Glossary

Alligator cracking: Cracking of the surface layer of an asphalt pavement that creates a pattern of interconnected cracks resembling alligator hide. This is often due to overloading a pavement, sub-base failure, or poor drainage.

Asset management: A process that uses data to manage and track road assets in a cost-effective manner using a combination of engineering and business principles. Public Act 325 of 2018 provides a legal definition: "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost-effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals".[5]

Biennial inspection: Inspection of an agency's bridges every other year, which happens in accordance with National Bridge Inspection Standards and Michigan Department of Transportation requirements.

Bridge inspection program: A program implemented by a local agency to inspect the bridges within its jurisdiction systematically in order to ensure proper functioning and structural soundness.

Capital preventive maintenance: Also known as CPM, a planned set of cost-effective treatments to address fair-rated infrastructure before the structural integrity of the system has been severely impacted. These treatments aim to slow deterioration and to maintain or improve the functional condition of the system without significantly increasing the structural capacity. Light capital preventive maintenance is a set of treatments designed to seal isolated areas of the pavement from water, such as crack and joint sealing, to protect and restore pavement surface from oxidation with limited surface thickness material, such as fog seal; generally, application of a light CPM treatment does not provide a corresponding increase in a segment's PASER score. Heavy capital preventive maintenance is a set of surface treatments designed to protect pavement from water intrusion or environmental weathering without adding significant structural strength, such as slurry seal, chip seal, or thin (less than 1.5-inch) overlays for bituminous surfaces or patching or partial-depth (less than 1/3 of pavement depth) repair for concrete surfaces.

Chip seal: An asphalt pavement treatment method consisting of, first, spraying liquid asphalt onto the old pavement surface and, then, a single layer of small stone chips spread onto the wet asphalt layer.

City major: A road classification, defined in Michigan Public Act 51, that encompasses the generally more important roads in a city or village. City major roads are designated by a municipality's governing body and are subject to approval by the State Transportation Commission. These roads do not include roads under the jurisdiction of a county road commission or trunkline highways.

City minor: A road classification, defined in Michigan Public Act 51, that encompasses the generally less important roads in a city or village. These roads include all city or village roads that are not city major road and do not include roads under the jurisdiction of a county road commission.

[5] Public Act 51 of 1951, MCL 247.659a(1)(a), https://www.legislature.mi.gov/Laws/MCL?objectName=mcl-247-659a

Composite pavement: A pavement consisting of concrete and asphalt layers. Typically, composite pavements are old concrete pavements that were overlaid with HMA in order to gain more service life.

Concrete joint resealing: Resealing the joints of a concrete pavement with a flexible sealant to prevent moisture and debris from entering the joints. When debris becomes lodged inside a joint, it inhibits proper movement of the pavement and leads to joint deterioration and spalling.

Concrete pavement: Also known as rigid pavement, a pavement made from portland cement concrete. Concrete pavement has an average service life of 30 years and typically does not require as much periodic maintenance as HMA.

Cost per lane mile: Associated cost of construction, measured on a per lane, per mile basis. Also see *lane-mile segment*.

County local: A road classification, defined in Michigan Public Act 51, that encompasses the generally less important and low-traffic roads in a county. This includes all county roads that are not classified as county primary roads.

County primary: A road classification, defined in Michigan Public Act 51, that encompasses the generally more important and high-traffic roads in a county. County primary roads are designated by board members of the county road commissions and are subject to approval by the State Transportation Commission.

CPM: See *Capital preventive maintenance*.

Crack and seat: A concrete pavement treatment method that involves breaking old concrete pavement into small chunks and leaving the broken pavement in place to provide a base for a new surface. This provides a new wear surface that resists water infiltration and helps prevent damaged concrete from reflecting up to the new surface.

Crack seal: A pavement treatment method for both asphalt and concrete pavements that fills cracks with asphalt materials, which seals out water and debris and slows down the deterioration of the pavement. Crack seal may encompass the term “crack filling”.

Crush and shape: An asphalt pavement treatment method that involves pulverizing the existing asphalt pavement and base and then reshaping the road surface to correct imperfections in the road’s profile. Often, a layer of gravel is added along with a new wearing surface such as an HMA overlay or chip seal.

Crust: A very tightly compacted surface on an unpaved road that sheds water with ease but takes time to be created.

Culvert: A pipe or structure used under a roadway that allows cross-road drainage while allowing traffic to pass without being impeded; culverts span up to 20 feet.[6]

Dowel bar retrofit repair: A concrete pavement treatment method that involves cutting slots in a cracked concrete slab, inserting steel bars into the slots, and placing concrete to cover the new bars and fill the slots. It aims to reinforce cracks in concrete pavement.

[6] Adapted from Inventory-based Rating System for Gravel Roads: Training Manual

Dust control: A gravel road surface treatment method that involves spraying chloride or other chemicals on the gravel surface to reduce dust loss, aggregate loss, and maintenance. This is a relatively short-term fix that helps create a crusted surface.

Expansion joint: Joints in a bridge that allow for slight expansion and contraction changes in response to temperature. Expansion joints prevent the build up of excessive pressure, which can cause structural damage to the bridge.

Federal Highway Administration: Also known as FHWA, this is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's highway system.[7]

Federal-aid network: Portion of road network that is comprised of federal-aid routes. According to Title 23 of the United States Code, federal-aid-eligible roads are "a public highway eligible for assistance under this chapter other than a highway functionally classified as a local road or rural minor collector".[8] Roads that are part of the federal-aid network are eligible for federal gas-tax monies.

FHWA: See *Federal Highway Administration*.

Flexible pavement: See *hot-mix asphalt pavement*.

Fog seal: An asphalt pavement treatment method that involves spraying a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight and oxidation. This method works best for good to very good pavements.

Full-depth concrete repair: A concrete pavement treatment method that involves removing sections of damaged concrete pavement and replacing it with new concrete of the same dimensions in order to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching.

Geographic divides: Areas where a geographic feature (e.g., river, lake, mountain) limits crossing points of the feature.

Grants: Competitive funding gained through an application process and targeted at a specific project type to accomplish a specific purpose. Grants can be provided both on the federal and state level and often make up part of the funds that a transportation agency receives.

Gravel surfacing: A low-cost, easy-to-maintain road surface made from aggregate and fines.

Heavy capital preventive maintenance: See *Capital preventive maintenance*.

HMA: See *hot-mix asphalt pavement*.

Hot-mix asphalt overlay: Also known as HMA overlay, this a surface treatment that involves layering new asphalt over an existing pavement, either asphalt or concrete. It creates a new wearing surface for traffic and to seal the pavement from water, debris, and sunlight damage, and it often adds significant structural strength.

[7] Federal Highway Administration webpage https://www.fhwa.dot.gov/
[8] 23 U.S.C. 101(a)(6), https://www.law.cornell.edu/uscode/text/23/101

Hot-mix asphalt pavement: Also known as HMA pavement, this type of asphalt creates a flexible pavement composed of aggregates, asphalt binder, and air voids. HMA is heated for placement and compaction at high temperatures. HMA is less expensive to construct than concrete pavement, however it requires frequent maintenance activities and generally lasts 18 years before major rehabilitation is necessary. HMA makes up the vast majority of local-agency-owned pavements.

IBR: See *IBR element*, *IBR number*, and/or *Inventory-based Rating System™*.

IBR element: A feature used in the IBR System™ for assessing the condition of roads. The system relies on assessing three elements: surface width, drainage adequacy, and structural adequacy.[9]

IBR number: The 1-10 rating determined from assessments of the weighted IBR elements. The weighting relates each element to the intensity road work needed to improve or enhance the IBR element category.[10]

Interstate highway system: The national network of controlled-access highways, owned and operated by each state, consisting of routes that cross between states and make travel easier and faster. Interstate routes are denoted by the prefix "I" and a number, where odd routes generally run north-south and even routes run east-west. Examples are I-94 and I-75. [11]

Inventory-based Rating System™: Also known as the IBR System™, a rating system designed to assess the capabilities of gravel and unpaved roads to support intended traffic volumes and types year round. It assesses roads based on how three IBR elements, or features—surface width, drainage adequacy, and structural adequacy—compare to a baseline, or "good", road.[12]

Investment Reporting Tool: Also known as IRT, a web-based system used to manage the process for submitting required items to the Michigan Transportation Asset Management Council. Required items include planned and completed maintenance and construction activity for roads and bridges and comprehensive asset management plans.

IRT: See *Investment Reporting Tool*.

Jurisdiction: Administrative power of an entity to make decisions for something. In Michigan, the three levels of jurisdiction classification for transportation assets are state highways, county roads, and city and village streets. State highways are under the jurisdiction of the Michigan Department of Transportation, county roads are under the jurisdiction of the road commission for the county in which the roads are located, and city and village streets are under the jurisdiction of the municipality in which the roads are located.

Jurisdictional borders: Borders between two road-owning-agency jurisdictions, or where the roads owned by one agency turn into roads owned by another agency. Examples of jurisdictional borders are township or county lines.

Lane-mile segment: A segment of road that is measured by multiplying the centerline miles of a roadway by the number of lanes present.

[9] Inventory-based Rating System for Gravel Roads: Training Manual
[10] Inventory-based Rating System for Gravel Roads: Training Manual
[11] https://www.fhwa.dot.gov/interstate/faq.cfm#question3
[12] Adapted from Inventory-based Rating System for Gravel Roads: Training Manual

Lane-mile-years: A network's total lane-miles multiplied by one year; a method to quantify the measurable loss of pavement life.

Light capital preventive maintenance: See *Capital preventive maintenance*.

Limited access areas: Areas—typically remote areas—serviced by few or seasonal roads that require long detours routes if servicing roads are closed.

Main access to key commercial districts: Areas where large number or large size business will be significantly impacted if a road is unavailable.

Maintenance grading: A surface treatment method for unpaved roads that involves re-grading the road to remove isolated potholes, washboarding, and ruts, and then restoring the compacted crust layer.

MDOT: See *Michigan Department of Transportation*.

MDOT's Local Bridge Program Call for Projects: A call for project proposals for replacement, rehabilitation, and/or preventive maintenance of local bridges that, if granted, receives bridge funding from the Michigan Department of Transportation. The Call for Projects is made by the Local Bridge Program.

MGF: See *Michigan Geographic Framework*.

Michigan Department of Transportation: Also known as MDOT, this is the state of Michigan's department of transportation, which is responsible for the state trunkline highway system, including Interstate, US, and M- routes in Michigan.

Michigan Geographic Framework: Also known as MGF, this is the state of Michigan's official digital base map that contains location and road information necessary to conduct state business. The Michigan Department of Transportation uses the MGF to link transportation assets to a physical location.

Michigan Public Act 51 of 1951: Also known as PA 51, this is a Michigan legislative act that served as the foundation for establishing a road funding structure by creating transportation funding distribution methods and means. It has been amended many times.[13]

Michigan Public Act 325 of 2018: Also known as PA 325, this legislation modified PA 51 of 1951 with regard to asset management in Michigan, specifically 1) re-designating the TAMC under the Michigan Infrastructure Council (MIC); 2) promoting and overseeing the implementation of recommendations from the regional infrastructure asset management pilot program; 3) requiring local road agencies with 100 or more certified miles to submit asset management plans on a three-year cycle beginning October 1, 2020; 4) adding asset classes that impact system performance, safety, or risk management, including culverts and signals; 5) allowing MDOT to withhold funds if an asset management plan is not submitted; and 6) beginning October 1, 2025, prohibiting the shifting of funds from a county primary to a county local road system, or from a city major to a city minor street system, if no progress is made toward achieving the condition goals described in the asset plan. [14]

Michigan Public Act 499 of 2002: Also known as PA 499, this legislation requires road projects for the upcoming three years to be reported to the TAMC.

[13] Public Act 51 of 1951, MCL 247.651 et seq.
[14] Public Act 325 of 2018, amending Public Act 51 of 1951 at MCL 247.659a, https://www.legislature.mi.gov/Laws/MCL?objectName=mcl-247-659a

Michigan Transportation Asset Management Council: Also known as the TAMC, a council comprised of professionals from county road commissions, cities, a county commissioner, a township official, regional and metropolitan planning organizations, and state transportation department personnel. The council reports directly to the Michigan Infrastructure Council.[15] The TAMC provides resources and support to Michigan's road-owning agencies and serves as a liaison in data collection requirements between agencies and the state.

Michigan Transportation Fund: Also known as MTF, this is a source of transportation funding supported by vehicle registration fees and the state's per-gallon gas tax.

Microsurface treatment: An asphalt pavement treatment method that involves applying modified liquid asphalt, small stones, water, and portland cement for the purpose of protecting a pavement from damage caused by water and sunlight.

Mill and hot-mix asphalt overlay: Also known as a mill and HMA overlay, this is a surface treatment that involves the removal of the top layer of pavement by milling and the replacement of the removed layer with a new HMA layer.

Mix-of-fixes: A strategy of maintaining roads and bridges that generally prioritizes the spending of money on routine maintenance and capital preventive maintenance treatments to impede deterioration and then, as money is available, performing reconstruction and rehabilitation.

MTF: See *Michigan Transportation Fund*.

National Bridge Inspection Standards: Also known as NBIS, standards created by the Federal Highway Administration to locate and evaluate existing bridge deficiencies in the federal-aid highway system to ensure the safety of the traveling public. The standards define the proper safety for inspection and evaluation of all highway bridges.[16]

National Center for Pavement Preservation: Also known as the NCPP, a center that offers education, research, and outreach in current and innovative pavement preservation practices. This collaborative effort of government, industry, and academia entities was established at Michigan State University.

National Functional Class: Also known as NFC, a federal grouping system for public roads that classifies roads according to the type of service that the road is intended to provide.

National highway system: Also known as NHS, this is a network of roads that includes the interstate highway system and other major roads managed by state and local agencies that serve major airports, marine, rail, pipelines, truck terminals, railway stations, military bases, and other strategic facilities.

NBIS: See *National Bridge Inspection Standards*.

NCPP: See *National Center for Pavement Preservation*.

NCPP Quick Check: A system created by the National Center for Pavement Preservation that works under the premise that a one-mile road segment loses one year of life each year that it is not treated with a maintenance, rehabilitation, or reconstruction project.

NFC: See *National Functional Class*.

[15] Public Act 51 of 1951, MCL 247.659a(2)
[16] https://www.fhwa.dot.gov/bridge/nbis/

Non-trunkline: A local road intended to be used over short distances but not recommended for long-distance travel.

Other funds: Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

PA: See *Michigan Public Act 51*, *Michigan Public Act 325*, and/or *Michigan Public Act 499*.

Partial-depth concrete repair: A concrete pavement treatment method that involves removing spalled or delaminated areas of concrete pavement, usually near joints and cracks, and replacing them with new concrete. This is done to provide a new wearing surface in isolated areas, to slow down water infiltration, and to help delay further freeze-thaw damage.

PASER: See *Pavement Surface Evaluation and Rating system*.

Pavement reconstruction: A complete removal of the old pavement and base and construction of an entirely new road. This is the most expensive rehabilitation of the roadway and also the most disruptive to traffic patterns.

Pavement Surface Evaluation and Rating system: Also known as the PASER system, the PASER system rates surface condition on a 1-10 scale, where 10 is a brand new road with no defects, 5 is a road with distress but that is structurally sound and requires only preventative maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction. This system provides a simple, efficient, and consistent method for evaluating the condition of paved roads.[17]

Pothole: A defect in a road that produces a localized depression.[18]

Preventive maintenance: Planned treatments to an existing asset to prevent deterioration and maintain functional condition. This can be a more effective use of funds than the costly alternative of major rehabilitation or replacement.

Proactive preventive maintenance: Also known as PPM, a method of performing capital preventive maintenance treatments very early in a pavement's life, often before it exhibits signs of pavement defect.

Public Act 51: See *Michigan Public Act 51 of 1951*

Public Act 325: See *Michigan Public Act 325 of 2018*

Public Act 499: See *Michigan Public Act 499 of 2002*

Reconstruction and rehabilitation programs: Programs intended to reconstruct and rehabilitate a road.

Restricted load postings: A restriction enacted on a bridge structure when it is incapable of transporting a state's legal vehicle loads.

Rights-of-way ownership: The owning of the right-of-way, which is the land over which a road or bridge travels. In order to build a road, road agencies must own the right-of-way or get permission to build on it.

[17] Adapted from Inventory-based Rating System for Gravel Roads: Training Manual
[18] Inventory-based Rating System for Gravel Roads: Training Manual

Rigid pavement: See *concrete pavement*.

Road infrastructure: An agency's road network and assets necessary to make it function, such as traffic signage and ditches.

Road: The area consisting of the roadway (i.e., the travelled way or the portion of the road on which vehicles are intended to drive), shoulders, ditches, and areas of the right of way containing signage.[19]

Roadsoft: An asset management software suite that enables agencies to manage road and bridge related infrastructure. The software provides tools for collecting, storing, and analyzing data associated with transportation infrastructure.[20]

Ruts/rutting: Deformation of a road that usually forms as a permanent depression concentrated under the wheel path parallel to the direction of travel.[21]

Scheduled maintenance: Low-cost, day-to-day activities applied to bridges on a scheduled basis that mitigates deterioration.[22]

Sealcoat pavement: A gravel road that has been sealed with a thin asphalt binder coating that has stone chips spread on top.

Service life: Time from when a road or treatment is first constructed to when it reaches a point where the distresses present change from age-related to structural-related (also known as the critical distress point).[23]

Slurry seal: An asphalt pavement treatment method that involves applying liquid asphalt, small stones, water, and portland cement in a very thin layer with the purpose of protecting an existing pavement from being damaged by water and sunlight.

Structural improvement: Pavement treatment that adds strength to the pavement. Roads requiring structural improvement exhibit alligator cracking and rutting and are considered poor by the TAMC definitions for condition.

Subsurface infrastructure: Infrastructure maintained by local agencies that reside underground, for example, drinking water distribution systems, wastewater collection systems, and storm sewer systems.

TAMC: See *Michigan Transportation Asset Management Council*.

TAMC pavement condition dashboard: Website for viewing graphs of pavement and bridge conditions, traffic and miles travelled, safety statistics, maintenance activities, and financial data for Michigan's cities and villages, counties, and regions, as well as the state of Michigan.

[19] Inventory-based Rating System for Gravel Roads: Training Manual
[20] Michigan Technological University Center for Technology & Training, https://www.roadsoft.org
[21] Paving Class Glossary
[22] Inventory-based Rating System for Gravel Roads: Training Manual
[23] Inventory-based Rating System for Gravel Roads: Training Manual

TAMC's good/fair/poor condition classes: Classification of road conditions defined by the Michigan Transportation Asset Management Council based on bin ranges of PASER scores and similarities in defects and treatment options. Good roads have PASER scores of 8, 9, or 10, have very few defects, and require minimal maintenance. Fair roads have PASER scores of 5, 6, or 7, have good structural support but a deteriorating surface, and can be maintained with CPM treatments. Poor roads have PASER scores of 1, 2, 3, or 4, exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like heavy overlay, crush and shape, or total reconstruction.

Tax millages: Local tax implemented to supplement an agency's budget, such as road funding.

Thin hot-mix asphalt overlay: Application of a thin layer of hot-mix asphalt on an existing road to re-seal the road and protect it from damage caused by water.

Transportation infrastructure: All of the elements that work together to make the surface transportation system function including roads, bridges, culverts, traffic signals, and signage.

Trigger: When a PASER score gives insight to the preferred timeline of a project for applying the correct treatment at the correct time.

Trunkline abbreviations: The prefixes *M-*, *I-*, and *US* indicate roads in Michigan that are part of the state trunkline system, the Interstate system, and the US Highway system. These roads consist of anything from 10-lane urban freeways to two-lane rural highways and even one non-motorized highway. Most of the roads are maintained by MDOT.

Trunkline bridges: Bridge present on a trunkline road, which typically connects cities or other strategic places and is the recommended route for long-distance travel.

Trunkline maintenance funds: Expenditures under a maintenance agreement with MDOT for maintenance activities performed on MDOT trunkline routes.

Trunkline: Major road that typically connects cities or other strategic places and is the recommended route for long-distance travel.

Washboarding: Ripples in the road surface that are perpendicular to the direction of travel.[24]

Wedge/patch sealcoat treatment: An asphalt pavement treatment method that involves correcting the damage frequently found at the edge of a pavement by installing a narrow, 2- to 6-foot-wide wedge along the entire outside edge of a lane and layering with HMA. This extends the life of an HMA pavement or chip seal overlay by adding strength to significantly settled areas of the pavement.

Worst-first strategy: Asset management strategy that treats only the problems, often addressing the worst problems first, and ignoring preventive maintenance. This strategy is the opposite of the "mix of fixes" strategy. An example of a worst-first approach would be purchasing a new automobile, never changing the oil, and waiting till the engine fails to address any deterioration of the car.

[24] Inventory-based Rating System for Gravel Roads: Training Manual

List of Acronyms

CCI: construction and capacity improvement

CFR: Code of Federal Regulations

CPM: capital preventive maintenance

DOT: department of transportation

DSL: digital subscriber line

EGLE: Michigan Department of Environment, Great Lakes, and Energy

FHWA: Federal Highway Administration

HMA: hot-mix asphalt

I: trunkline abbreviation for routes on the Interstate system

IBR: Inventory-based Rating

IRT: Investment Reporting Tool

KATS: Kalamazoo Area Transportation Study

M: trunkline abbreviation for Michigan state highways

MDOT: Michigan Department of Transportation

MGF: Michigan Geographic Framework

MIC: Michigan Infrastructure Council

MTF: Michigan Transportation Fund

NBI: National Bridge Inventory

NBIS: National Bridge Inspection Standards

NCPP: National Center for Pavement Preservation

NFC: National Functional Class

NHS: National Highway System

PA 51: Michigan Public Act 51 of 1951

PA 325: Michigan Public Act 325 of 2018

PA 499: Michigan Public Act 499 of 2002

PASER: Pavement Surface Evaluation and Rating

PPM: proactive preventive maintenance

PSI: preservation and structural improvement

R&R: reconstruction and rehabilitation programs

RCKC: Road Commission of Kalamazoo County

RR: railroad

SD: structurally deficient

STBG: Surface Transportation Block Grant Program

TAMC: (Michigan) Transportation Asset Management Council

TEDF: Transportation Economic Development Fund

US: trunkline abbreviation for routes on the US Highway system