

ROAD CONDITION REPORT



BARRY COUNTY

2015 Road Condition Report

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Executive Summary

The Kalamazoo Area Transportation Study assisted in the data collection of road inventory for Barry County in 2014 and 2015. The data collection efforts took place on Federal-Aid roads in the county. Since 2011 the Transportation Asset Management Council PASER data collection has changed what constitutes a “federal-aid eligible” road. This change excludes some Rural Minor Collectors that were rated during previous years.

According to 23 USC 101, “Federal-aid eligible” roads are “highways on the Federal-aid highway systems and all other public roads not classified as local roads or rural minor collectors.”

Within Barry County, there are:

- **407 miles of Federal-aid roads.** This includes roads that are maintained by the Michigan Department of Transportation, the Barry County Road Commission, and the cities and villages within the county. Of the 407 Federal-Aid miles in Barry County, there are:
 - 275 miles of Major Collectors
 - 132 Miles of Minor Arterials
- **118 miles of Trunkline roadways.** These roadways are maintained by the Michigan Department of Transportation.

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What is Asset Management?

“An ongoing process of maintaining, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment.”

- Act 499 of the Public Acts of 2002.

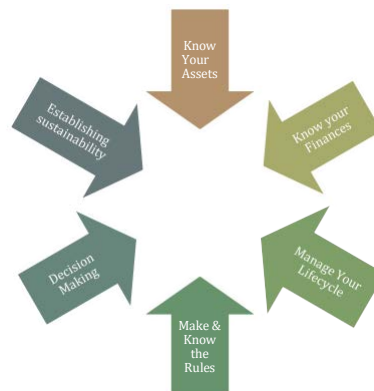
The State of Michigan defines asset management as “an ongoing process of maintaining, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment.” Asset management consists of a set of business principles and practices used to meet the goals of good ownership and effective, responsible management. The process allows transportation agencies to monitor the current condition of all federal aid eligible pavements, while also taking an inventory of potential preventative measures, to ensure the quality of the roads in the future. Implementation of asset management principles requires a shift from “Worst First” system management to one that considers the long range view of how the system functions.

Principles of Asset Management

Asset management follows five core principles. They are:

- **Performance-Based**-Allows policy objectives to be broken down into daily operations decisions and strategic maintenance decisions.
- **Decisions Based on Quality Information**-Accurate information regarding the inventory, condition, and available funding of any of the assets involved.
- **Policy-Driven**-Resource allocation decisions that are based on well-defined performance goals and objectives. Alternatives are examined, and often level of service, system conditions, and community goals are reflected.
- **Analysis of Mix of Fixes, Options and Tradeoffs**-A system-wide assessment is made to determine the most valuable alternatives to invest in current and future system performance.
- **Monitoring to Provide Clear Accountability and Feedback**-The system needs to be consistently monitored to ensure that the chosen investments are meeting the predetermined goals and policy objectives.

All agencies currently apply some form of these principles, and for that reason, existing principles can be easily built upon in order to implement a successful asset management plan.



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Benefits of Asset Management

Asset management provides public agencies with a better understanding of the relationship between cost and performance. This understanding allows for better management, which is often directly reflected in the improvement of performance. In addition to the overall improvement of an agency's performance, there are many benefits of implementing asset management principles and practices. These benefits include:

- Improved service to customers;
- Improved cost-effectiveness and use of available resources;
- Improved communication with elected officials and the public about level of service vs. cost of service; and
- Improved credibility and accountability for decision-making process and results.

In order to gain these benefits, an agency must evaluate its current business practices, establish where significant improvements can be made, and develop a plan to institute changes.

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PASER Rating Scale

PASER (Pavement Surface Evaluation and Rating) is a simple “windshield” survey of road surface quality, which was developed by the University of Wisconsin-Madison to be used as the state’s standard road rating system. The system uses manuals that provide visual aids for identifying different types, and the extent of, various defects that may be visually present in any given section of road. These defects are compared to a ten point PASER scale to determine their quality. On the PASER rating scale, one represents a failed road, and ten, a new road. The time that it takes a road to cycle from excellent to poor on the PASER scale is largely dependent on traffic volume and construction quality.

Using the PASER rating scale on paved surfaces within a county aids in predicting deterioration rates of surfaces. This information is important in order to create a plan of maintenance and replacement that is both efficient and cost effective.

PASER Categories

When surveying a paved surface for defects, there are four main categories to keep in mind. These categories are:

- **Surface Defects-** These include raveling (minimal aggregate on pavement surface), flushing (excess aggregate on pavement surface), or polishing (worn down aggregate on pavement surface)
- **Surface Deformation-** Includes rutting of wheel paths and pavement distortion
- **Cracks-** Can be transverse, longitudinal, Reflection, slippage, alligator, and block cracks
- **Patches and Potholes-** Patches are when previous damage has been filled by new asphalt patch material, and potholes are surface damage caused by traffic, fatigue, and poor drainage.

How Data is Collected

Data is collected by three person teams that consist of one MDOT employee, one member of the local road agency, and one member from the regional planning agency. Together, this team is responsible for evaluating pavement and recording information about each road, using a laptop and a GPS receiver. This information includes the type of road (surface type), the number of lanes, and the road condition (PASER Rating).

Treatments

Applying a rating system like PASER to a paved network of roads allows for an efficient way to inventory and evaluate transportation assets. These evaluations can then be used to create a prioritized arrangement of projects, and select from any of the treatment alternatives. Effective management of pavement keeps the condition of the road ahead of rapid deterioration with treatments that are lower cost.

There are a number of treatment options that directly correlate to the PASER score of a paved surface. The better the road is rated, the less treatment it requires. For example, roads with a PASER rating 8-10 only require routine maintenance through scheduled activities like sweeping, drainage clearing, shoulder clearing/grading, and crack seal/slurry coat to prevent water infiltration. 5-7 rated roads require capital preventative maintenance. If a road is rated 1-4 on the PASER scale, then it requires some form of structural improvement. If the roadway deteriorates past a 4 on the PASER scale, capital preventative maintenance methods of treatment are not viable.

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The following table illustrates PASER ratings for asphalt pavements, which constitute the majority of roads in Barry County.

Table 1

Rating	Visible Distress	General Treatment & Conditions
10 Good	None	New Construction
9 Good	None	Recent Overlay
8 Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Fair	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Fair	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"- 1/2"), some spaced less than 10'. First sign of block cracking. Sight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Poor	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less)	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective
1 Poor	Severe distress with extensive loss of surface integrity	Failed. Needs total reconstruction.

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Table 2

Treatment	Life Extension (Average Years)	PASER Rating	Cost per Mile	Average Cost per Additional Year
Overband Crack Filling	4	7 to 9	\$5,000	\$1,250
Fog Seal Coat	0	8	\$5,000	N/A
One Course Non-Structural Overlay	10	5 to 6	\$75,000	\$7,500
Milling and One Course Non-Structural Overlay	10	4 to 5	\$95,000	\$9,500
Single Course Chip Seal	7	6 to 7	\$23,000	\$3,286
Double Course Chip Seal	9	5 to 6	\$46,000	\$5,111
Structural Crush & Shape	25	2 to 3	\$200,000	\$8,000
Full-Depth Reconstruction	30	1 to 2	\$400,000	\$13,333

Capital Preventative Maintenance and Reconstructive Treatments

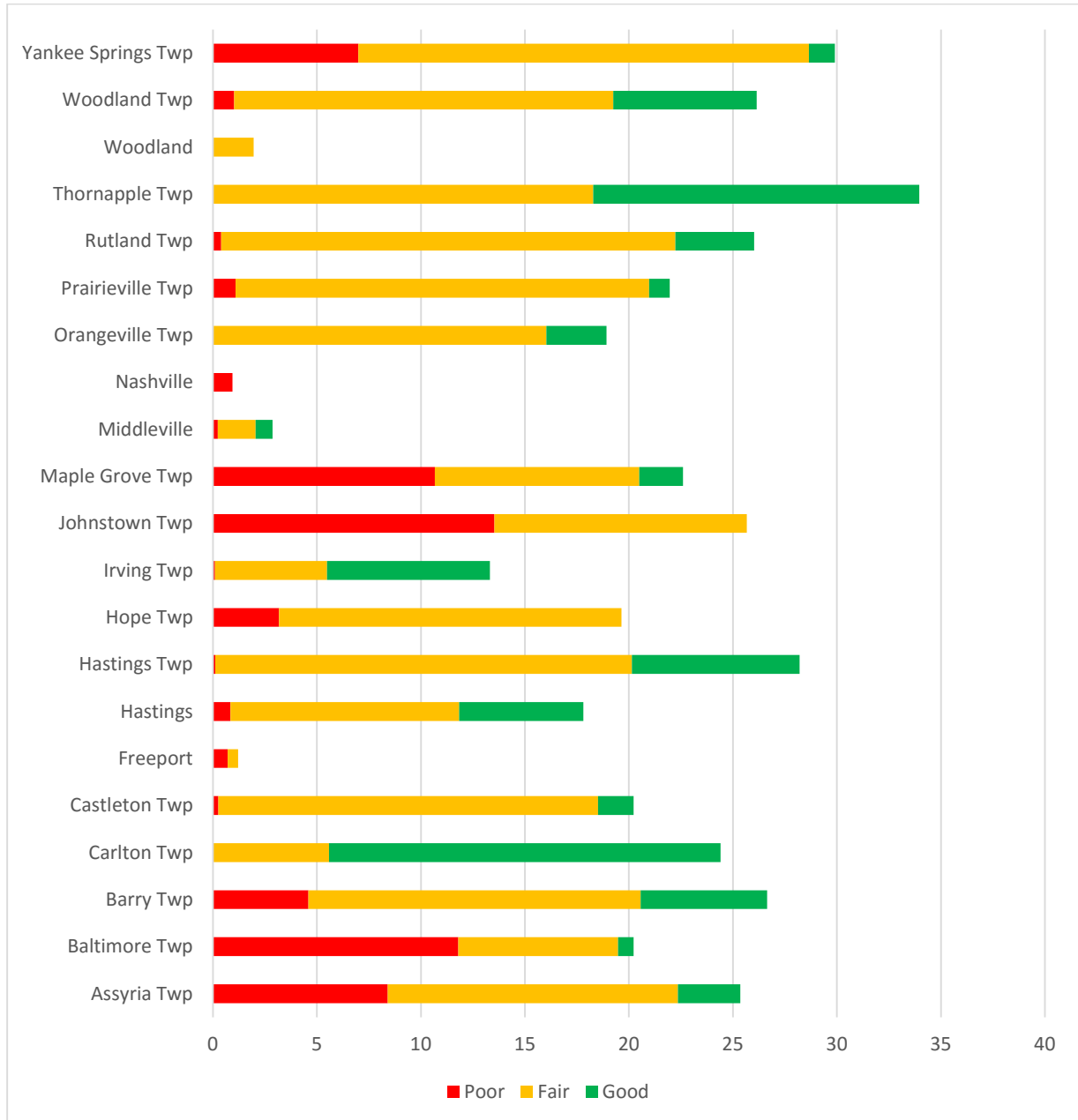
Table 2 details the expected cost, lifespan, and rating of each treatment type when applied to roads that need maintenance. These treatments range from the minimal (overband crack filling) to major construction. The following list provides a brief overview of when each treatment is used in Barry County. These treatments are suggested by PASER, and may not be appropriate fixes to every situation.

- Overband Crack Filling is used on cracks that are up to 1” wide, and are moving or unmoving. The process is done using hot poured rubber material.
- Fog Seals provide a thin asphalt coating over existing pavement. This treatment seals aggregate in place while preventing rutting, and water permeation.
- Non-Structural Overlays do not contribute to a pavement’s structural capacity. These treatments require thin layers of asphalt (1/2- 1 ½ inches) to be smoothed on top of existing pavement. Applying this treatment to roads improves surface quality and drainage.
- Chip Seals require a thin application of asphalt applied to the road surface, which is topped with a coarse aggregate.
- Structural Crush and Shape recycles pavement by pulverizing existing material (including base and sub-base) and blending it with a new binding agent. The new mix is then used to repave the same road.
- Full-Depth Reconstruction is the replacement of the entire paved surface including the base and sub-base. The old materials are discarded and all new materials are used in the reconstruction. This process is not done unless there is no good road left to salvage.

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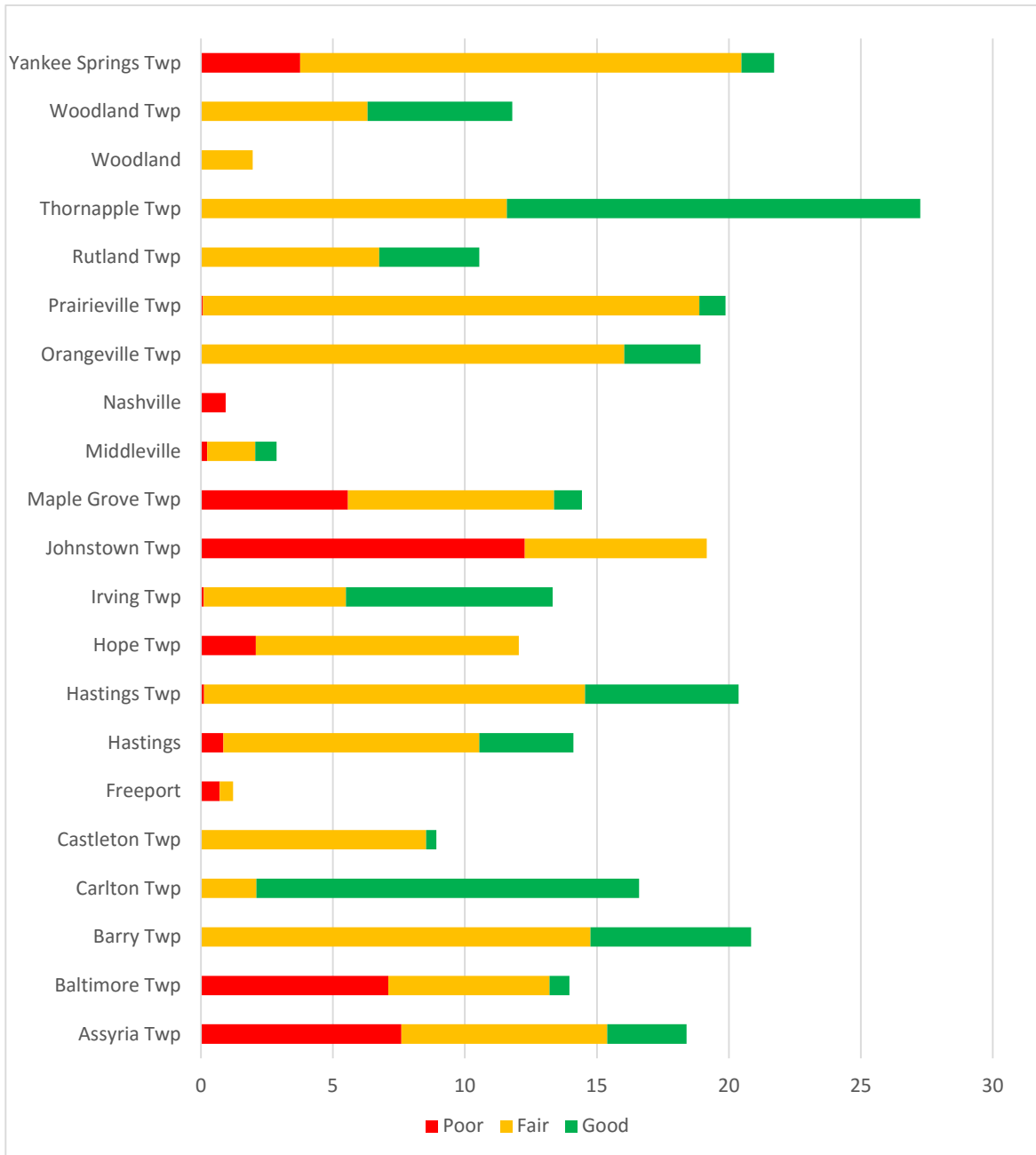
Summary of 2014 and 2015 Ratings

2014/2015 PASER Ratings
Barry County **All** Federal-Aid Miles by Jurisdiction



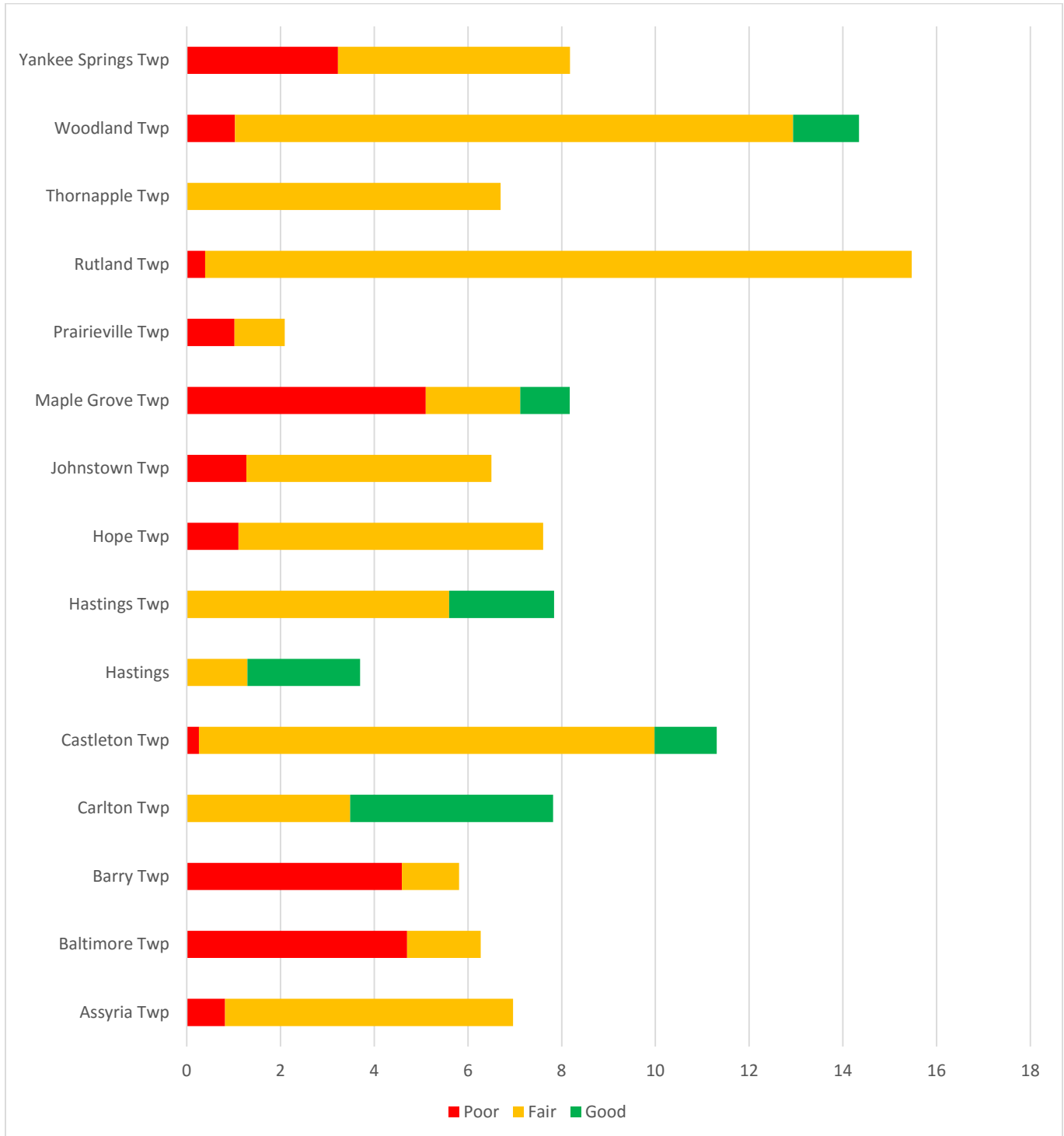
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2014/2015 PASER Ratings Barry County **Non-Trunkline** Federal-Aid Miles



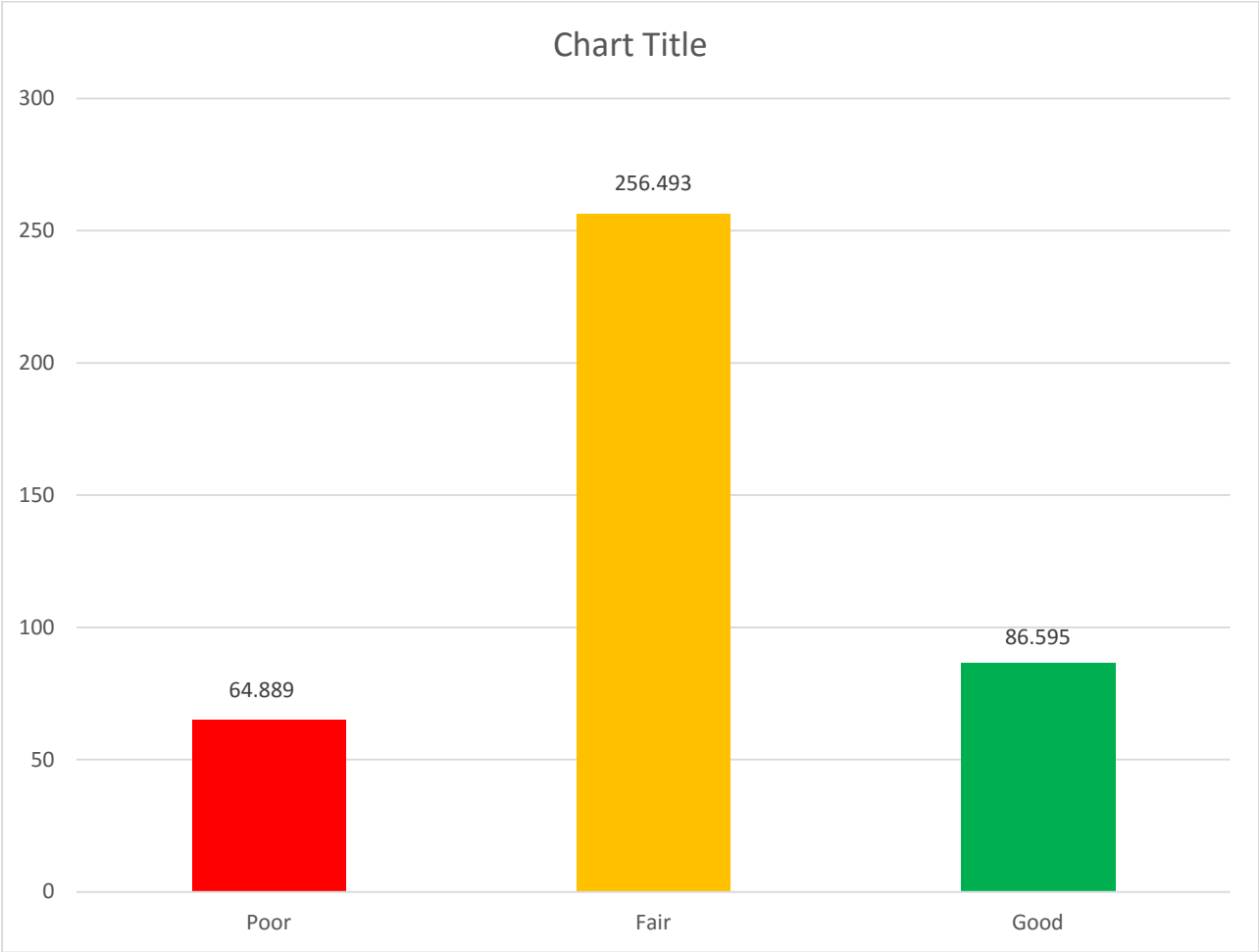
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2014/2015 PASER Ratings Barry County **Trunkline** Federal-Aid Miles



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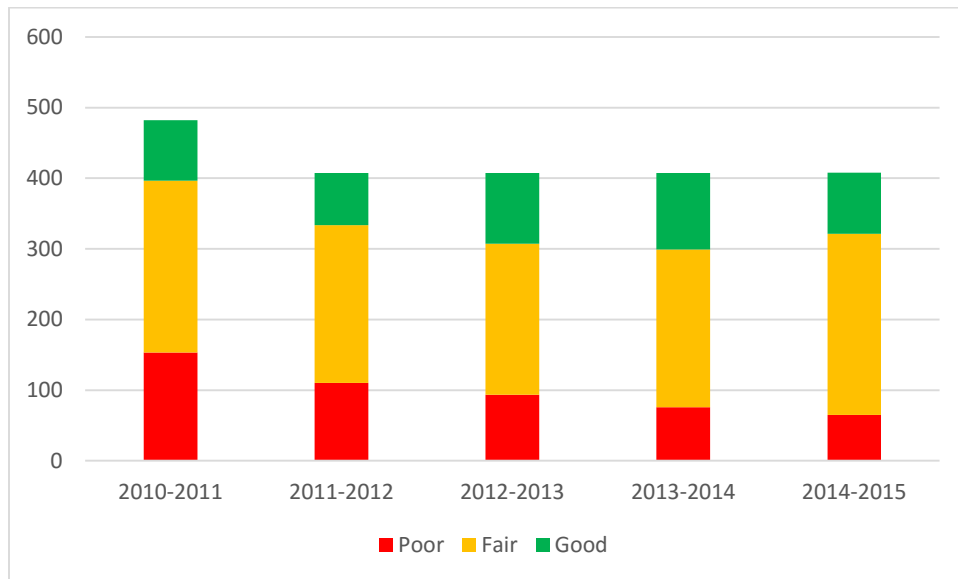
Barry Countywide PASER Ratings 2014-2015



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Historical Data Collection

2010-2015 PASER Road Condition Ratings
Barry County Federal-Aid Roads

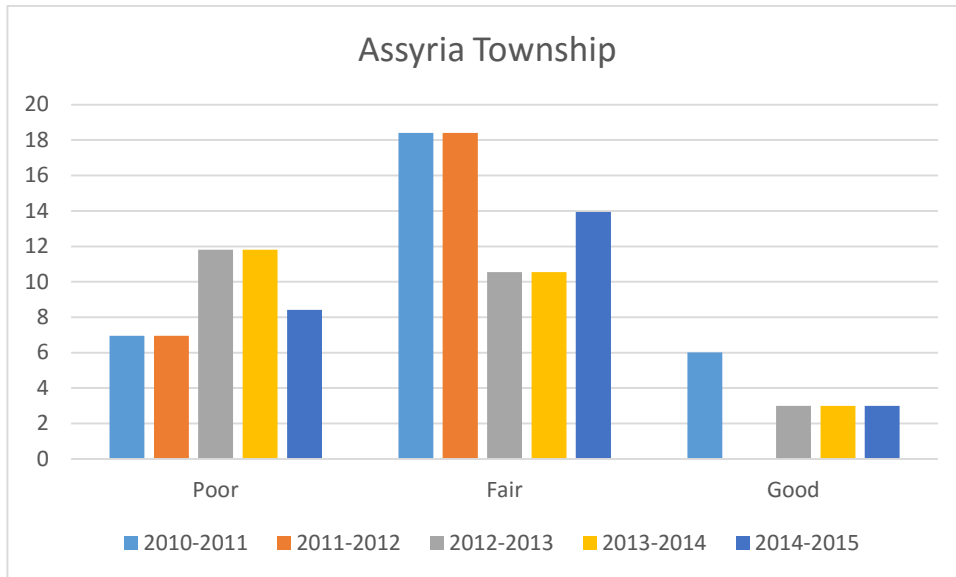


The chart above reflects the progression of Barry County’s federal-aid roads as recorded over a six year period. From 2010 to 2015, there has been a steady decrease in roads that are rated as being in “Poor” condition. For the two year period from 2014 to 2015 there was a marked decrease in “Good” rated roads, reversing a trend of steady increases from 2011 to 2014. The increase in the mileage of “Fair” rated roads continued and that category now constitutes well over half of Federal Aid roads in Barry County.

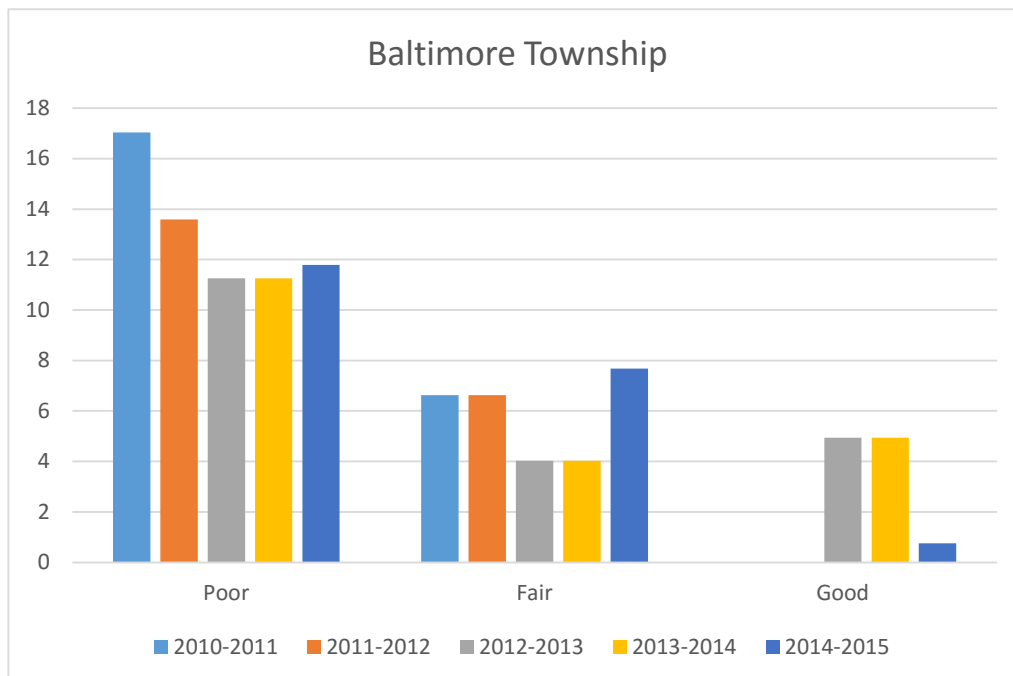
When looking at township breakdowns from 2014/2015 on the following pages of this document, it is apparent that in most jurisdictions the majority of roads are Fair, with Poor and Good roads alternating the predominance of the remainder depending upon the jurisdiction. This is a change from the recent past when “Good” rated roads were consistently the smallest component of Federal Aid miles in Barry County.

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2010-2015 PASER Road Condition Ratings
Assyria Township
(25.36 miles)

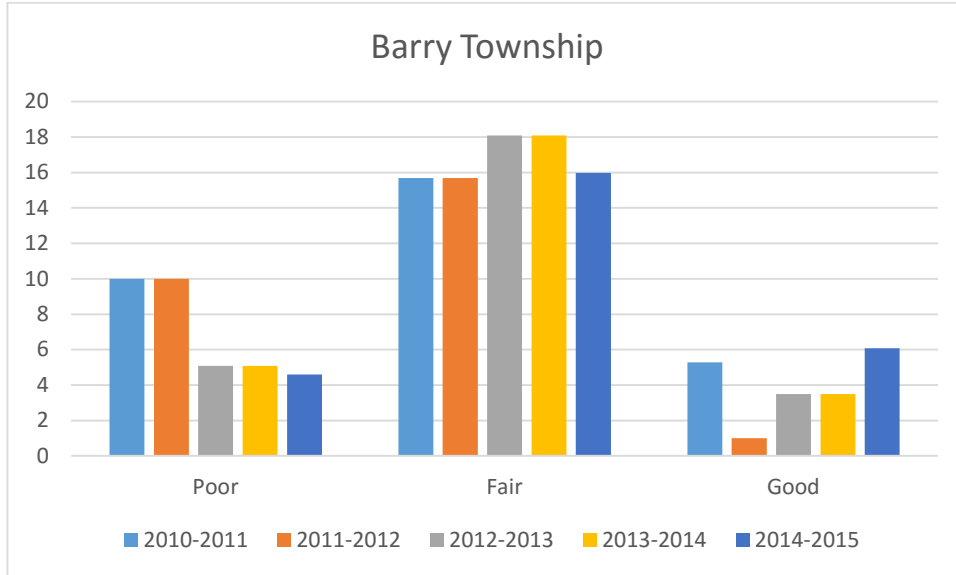


2010-2015 PASER Road Condition Ratings
Baltimore Township
(20.22 miles)

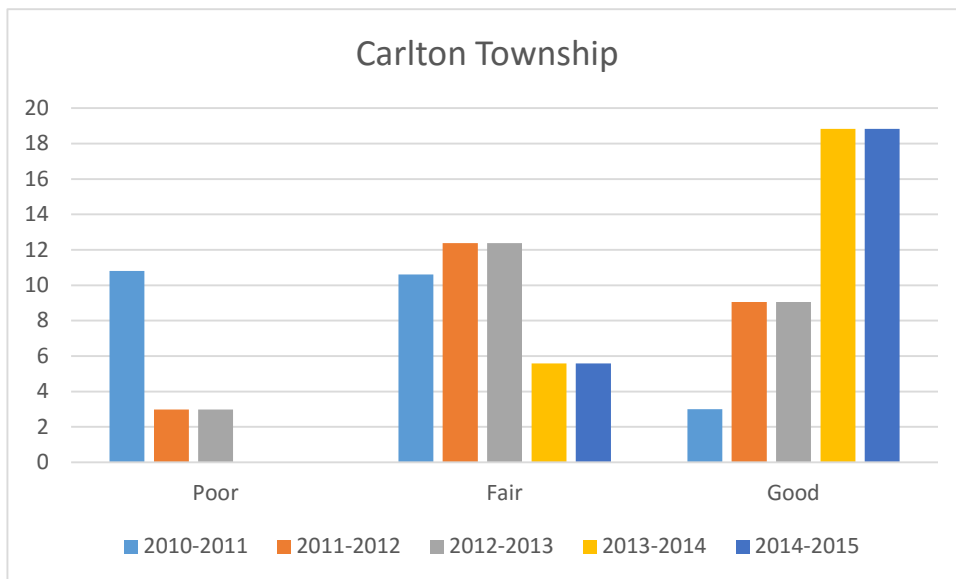


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2010-2015 PASER Road Condition Ratings
Barry Township
(26.65 miles)

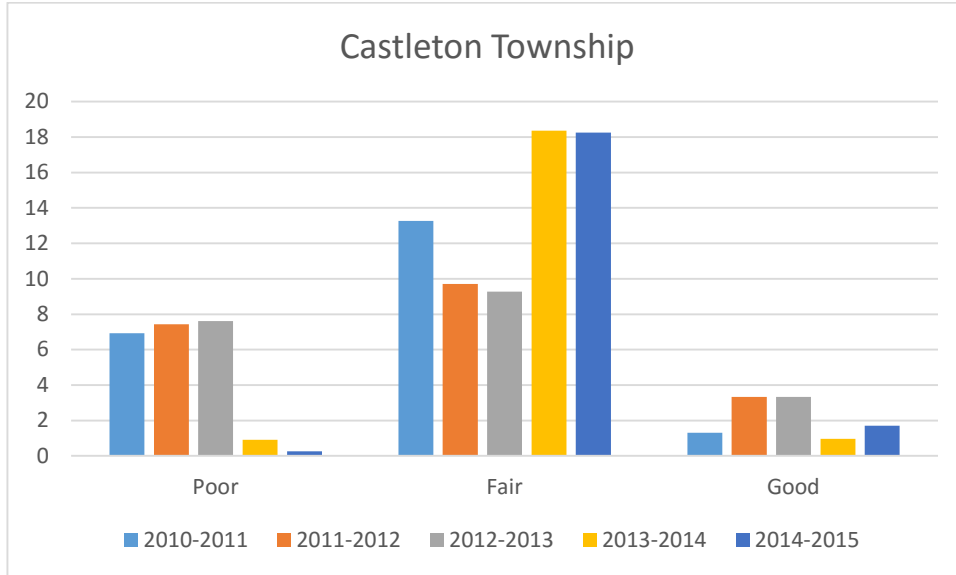


2010-2015 PASER Road Condition Ratings
Carlton Township
(24.41 miles)

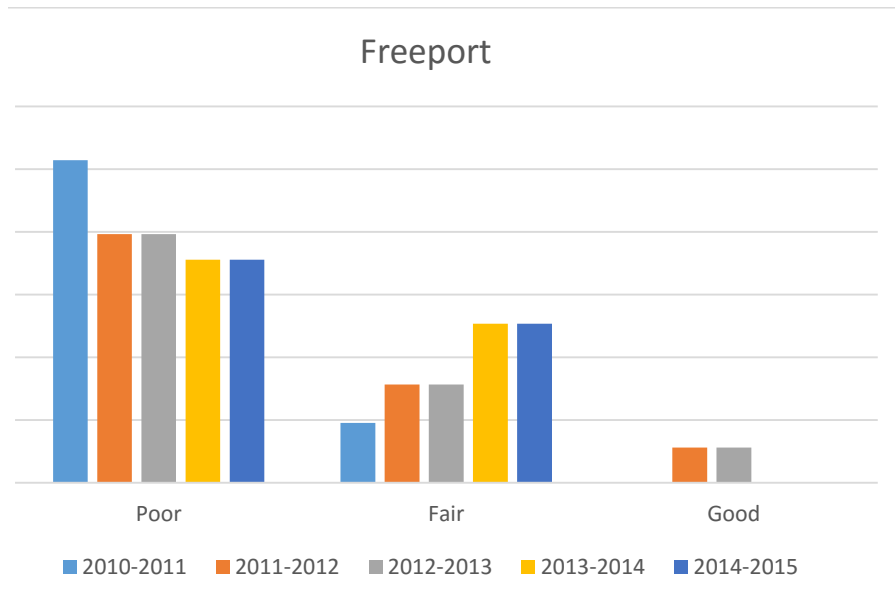


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2010-2015 PASER Road Condition Ratings
 Castleton Township
 (20.22 miles)

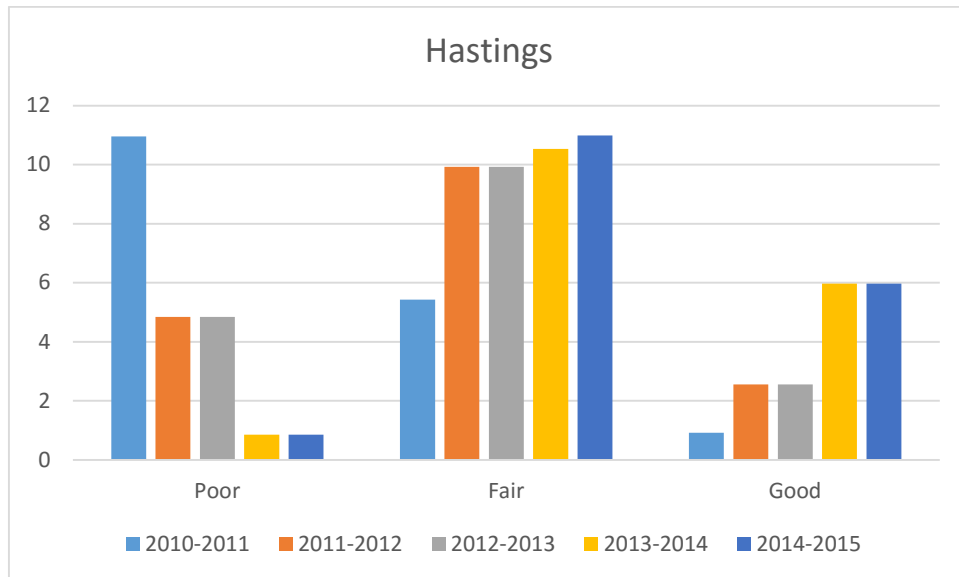


2010-2015 PASER Road Condition Ratings
 Freeport Township
 (1.22 miles)

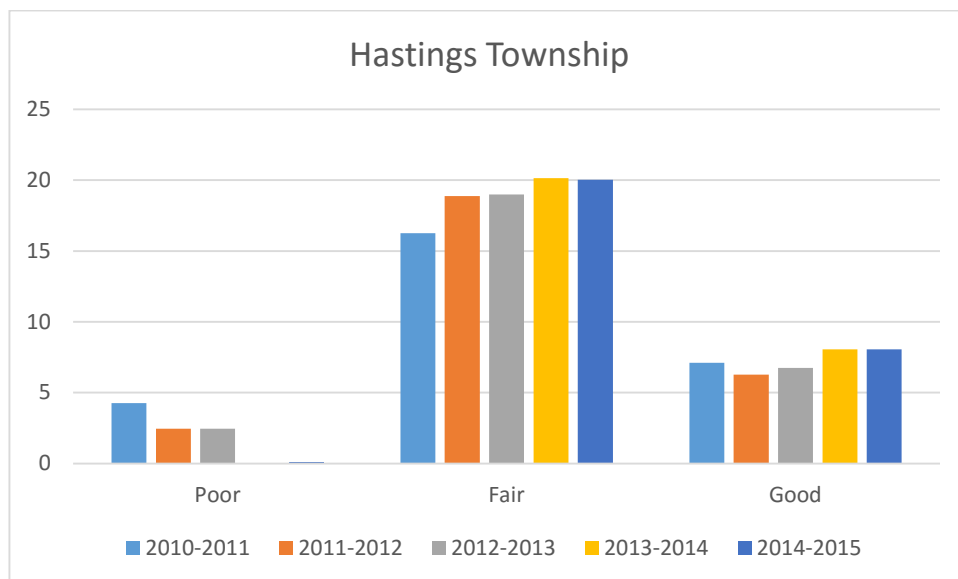


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2010-2015 PASER Road Condition Ratings
 City of Hastings
 (17.81 miles)

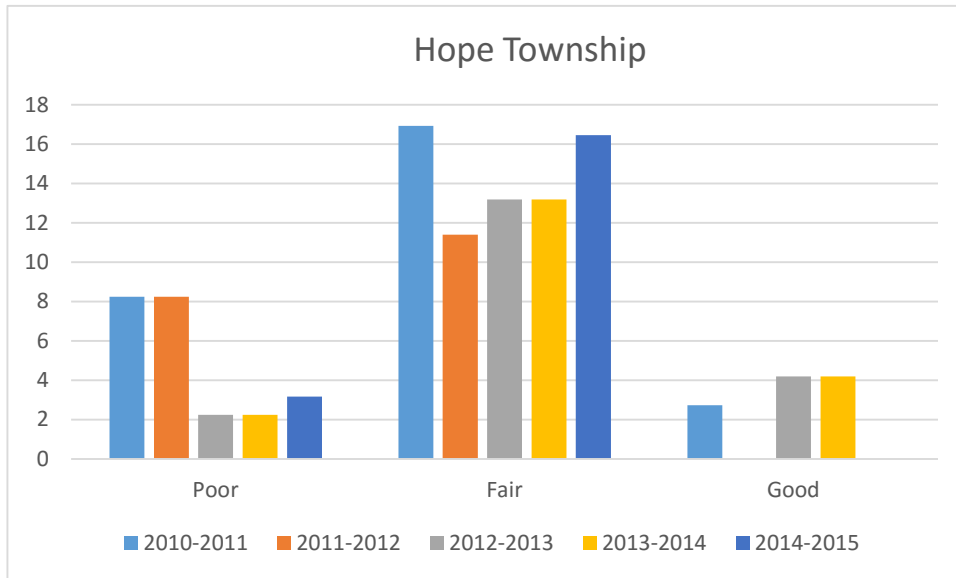


2010-2015 PASER Road Condition Ratings
 Hastings Township
 (28.20 miles)

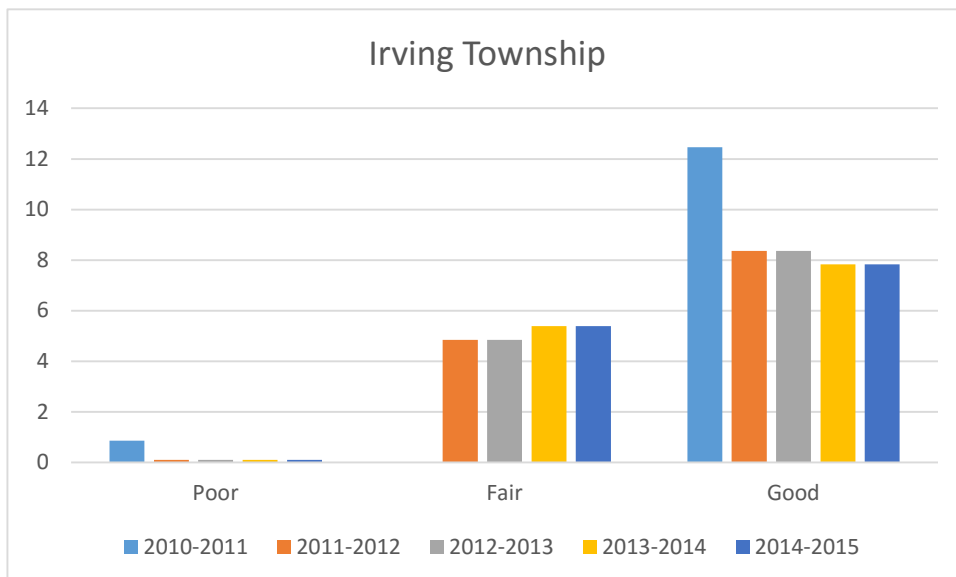


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2010-2015 PASER Road Condition Ratings
 Hope Township
 (19.64 miles)

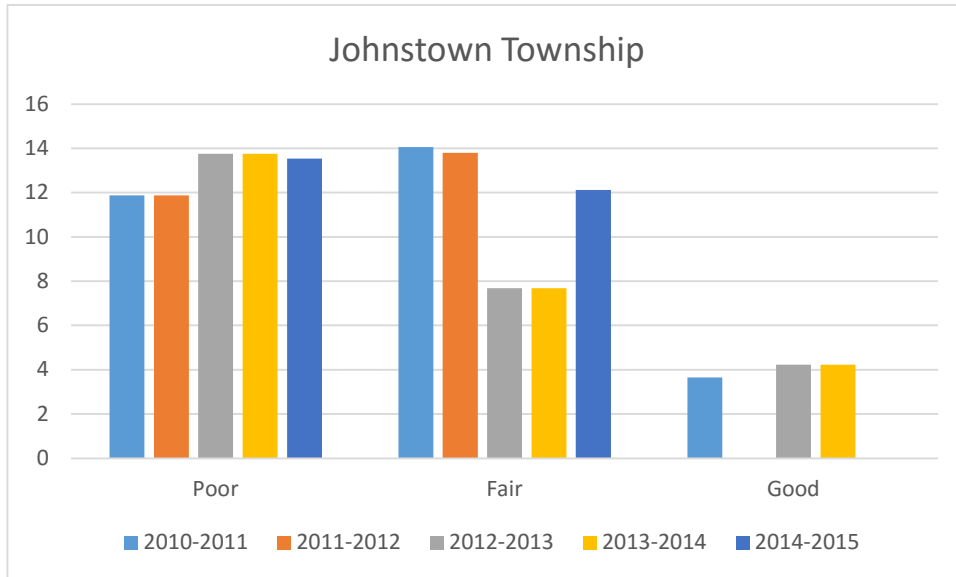


2010-2015 PASER Road Condition Ratings
 Irving Township
 (13.32 miles)

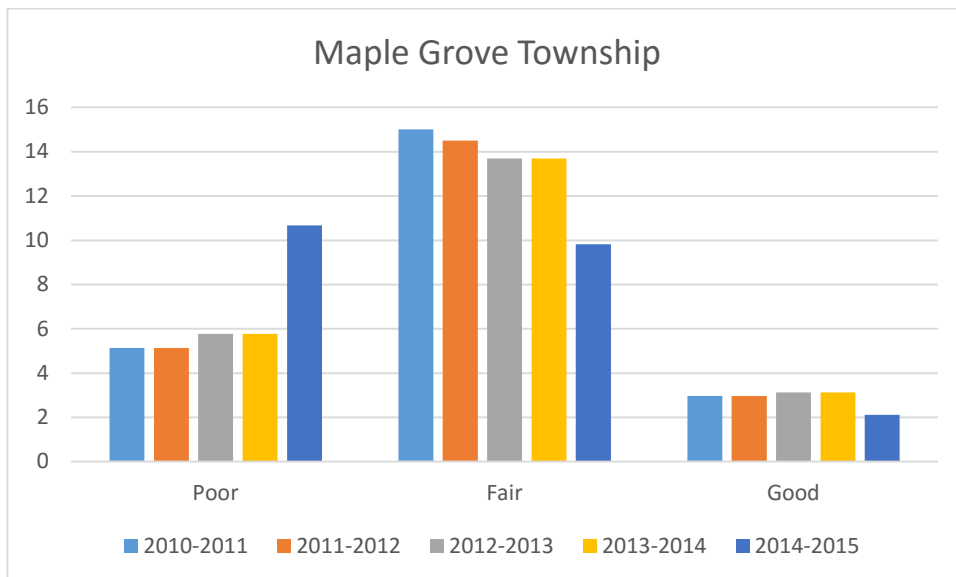


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2010-2015 PASER Road Condition Ratings Johnstown Township (25.67 miles)

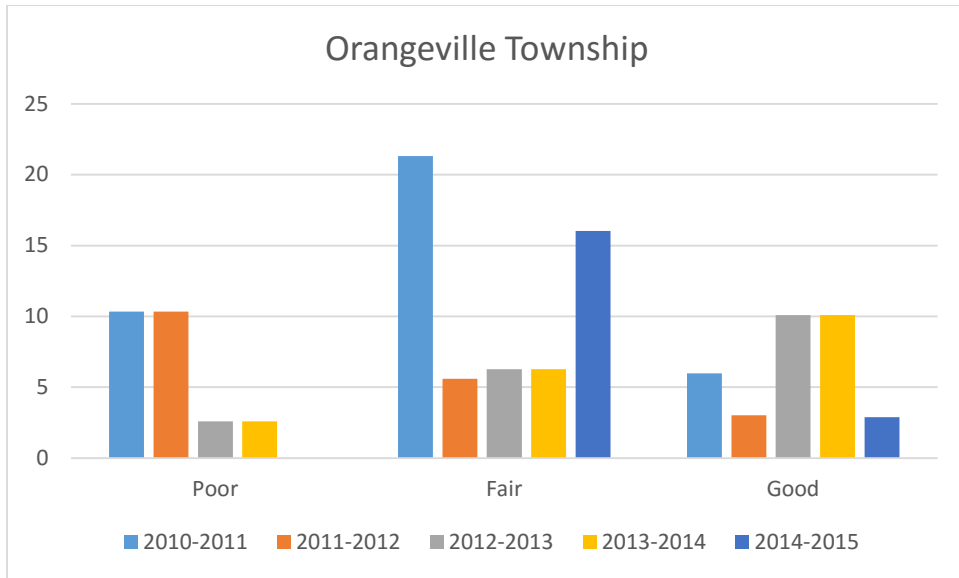


2010-2015 PASER Road Condition Ratings Maple Grove Township (22.61 miles)

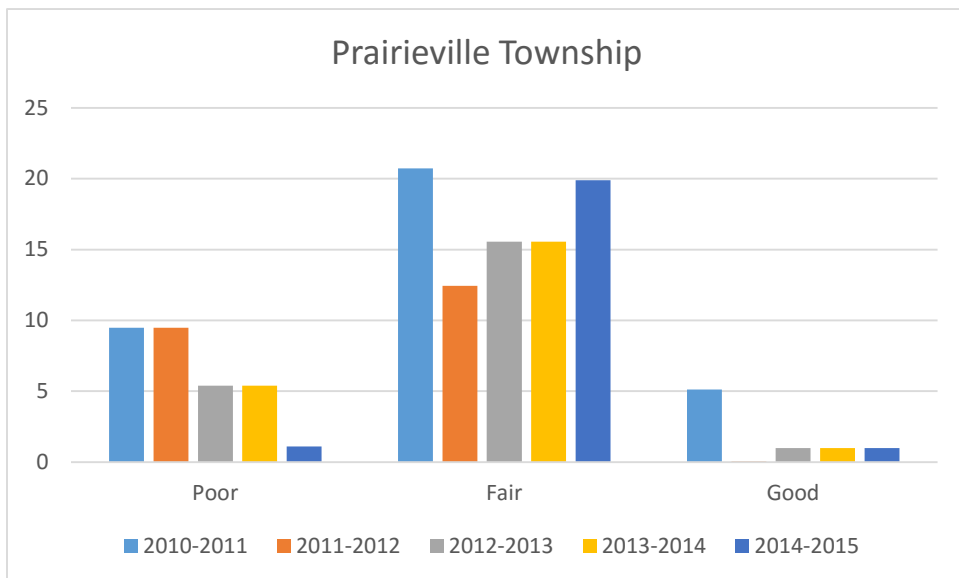


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2010-2015 PASER Road Condition Ratings Orangeville Township (18.92 miles)

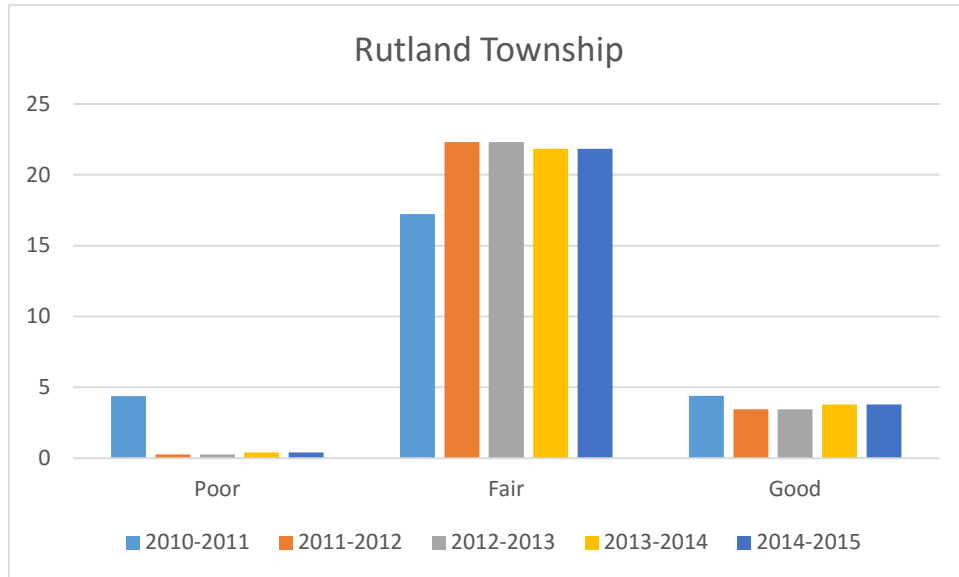


2010-2015 PASER Road Condition Ratings Prairieville Township (21.97 miles)

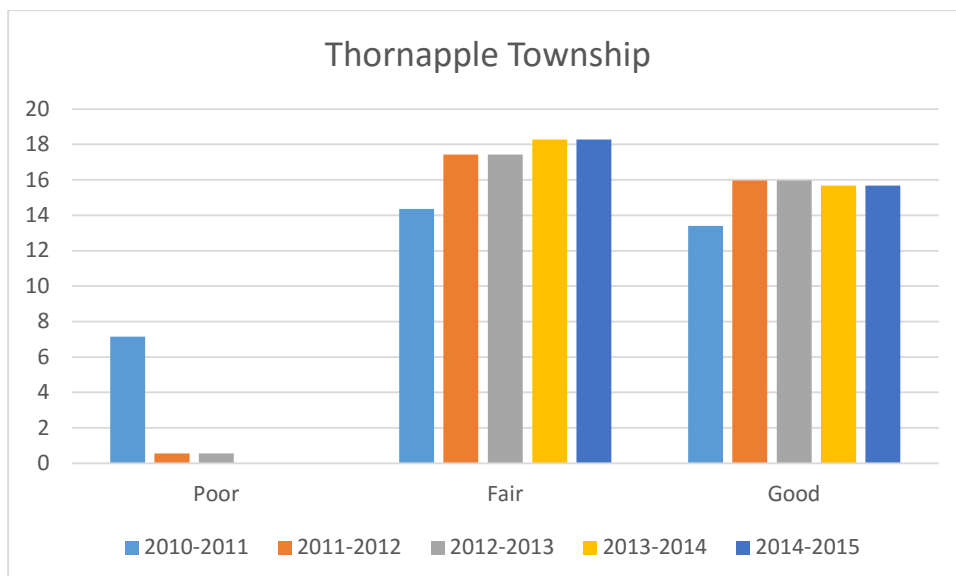


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2010-2015 PASER Road Condition Ratings Rutland Township (26.02 miles)

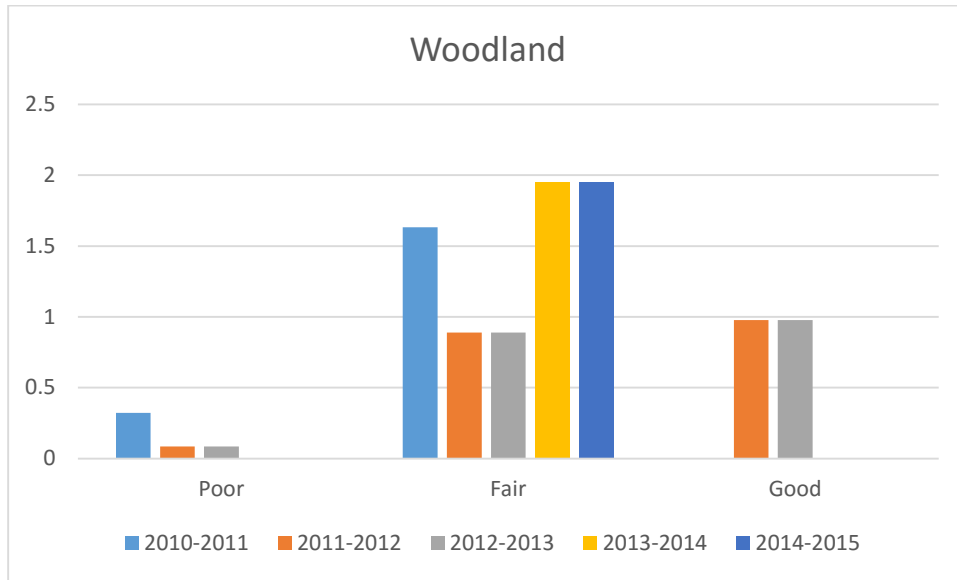


2010-2015 PASER Road Condition Ratings Thornapple Township (33.96 miles)

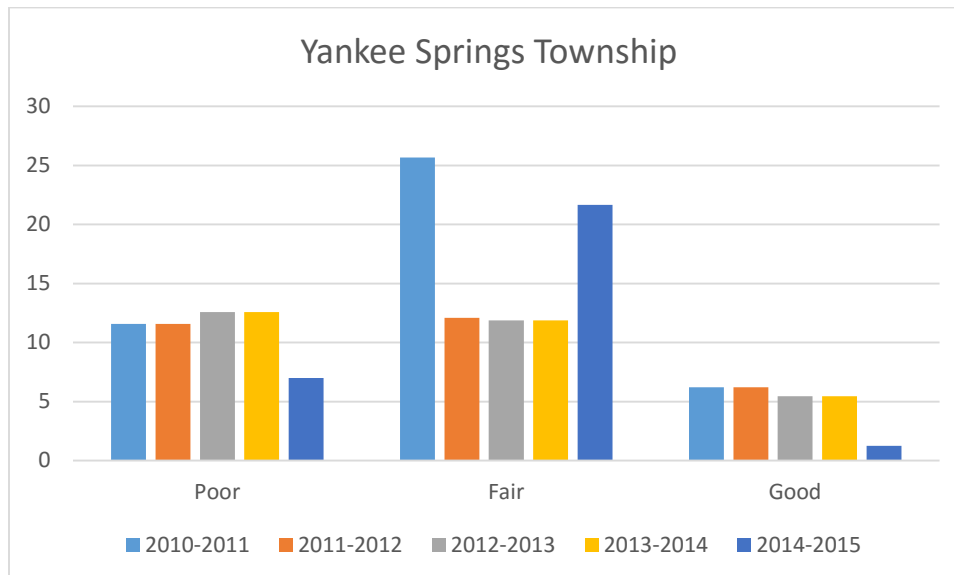


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2010-2015 PASER Road Condition Ratings Woodland Township
(26.14 miles)



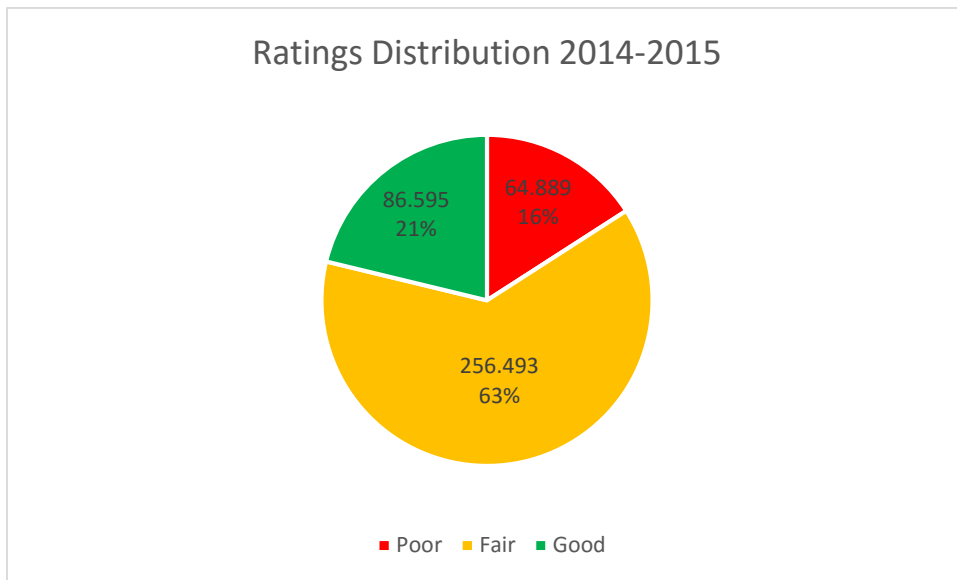
2010-2015 PASER Road Condition Ratings Yankee Springs Township
(29.90 miles)



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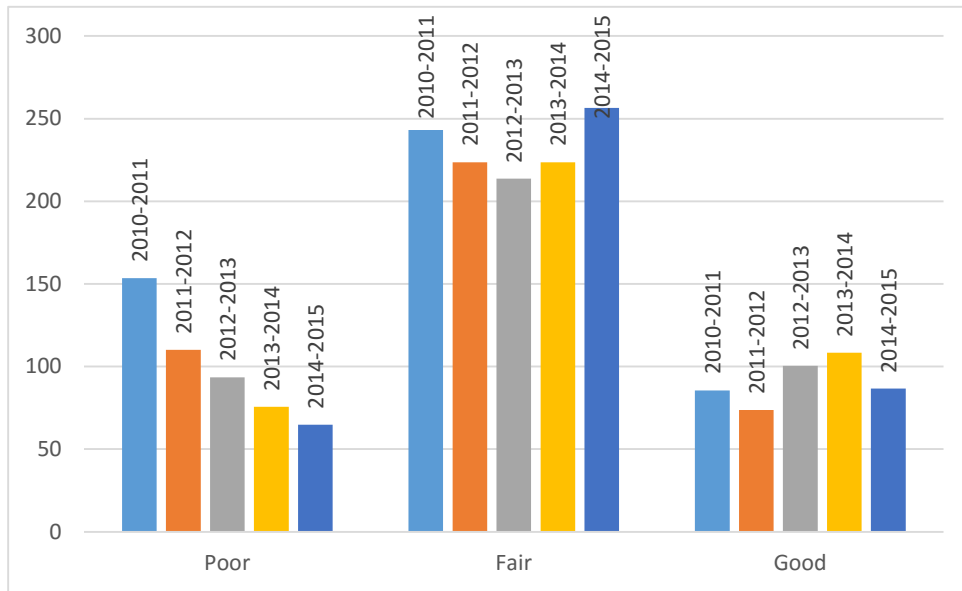
Pavement Conditions

Of the 407 miles of federal-aid roads that were most recently rated (2014-2015), approximately 65 miles are rated as being in “Poor” condition, 256 miles rated “Fair”, and 87 miles “Good”. This distribution means that currently well over half of all federal-aid roads in Barry County are in fair condition (have a PASER score of 5-7). Additionally, the percentage of “Poor” rated roads is the lowest since the onset of the production of Road Condition Reports for the County. The chart below illustrates the percentage distribution of road ratings for the most recent two-year period. When looking at this chart, it is evident that the County’s road agencies should be spending a significant portion of their efforts on preservation to maintain the relatively low percentage of road miles in the “Poor” category, though some reconstruction work is yet needed to further reduce the lowest rated mileage. Through proper asset management strategies, the amount of poor road miles and the maintenance costs associated with structural improvements can be diminished.



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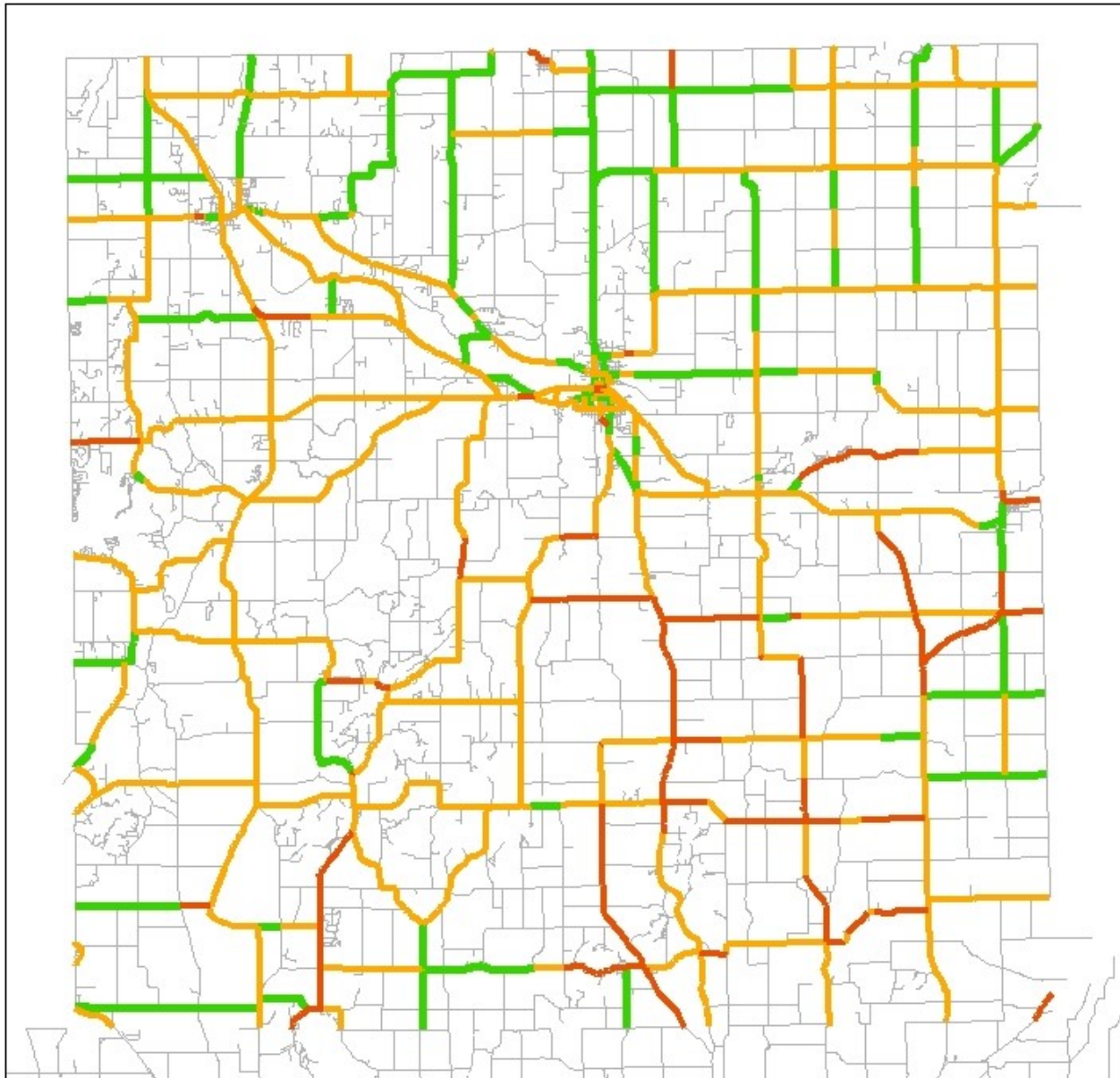
Condition Trends of Federal-Aid Roads Barry County 2010-2015



The bar graph shown above illustrates the quality of roads as recorded in Barry County over the course of six years. Good and fair roads require minimal maintenance which is less costly, and therefore these types of roads should be maintained whenever possible. The graph shows that road agencies in Barry County have made a steady progress in reducing the mileage of the worst rated roads. Between 2009 and 2012, the number of fair road miles decreased, but have since started trending up. Good road mileage has dipped slightly in 2014/2015, after increasing steadily for the previous four years. It would seem that fewer miles have been reconstructed over the past few years and those that were done since 2011 have, predictably, moved into the fair PASER range. Focus should continue to be placed on maintaining roads in fair and good condition in order to continue decreasing the amount of poor roads countywide. It is important to administer capital preventative maintenance treatments that are less expensive before higher cost structural improvements become necessary.

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Barry County Federal Aid Road Conditions 2014 - 2015



0 1.5 3 6 Miles

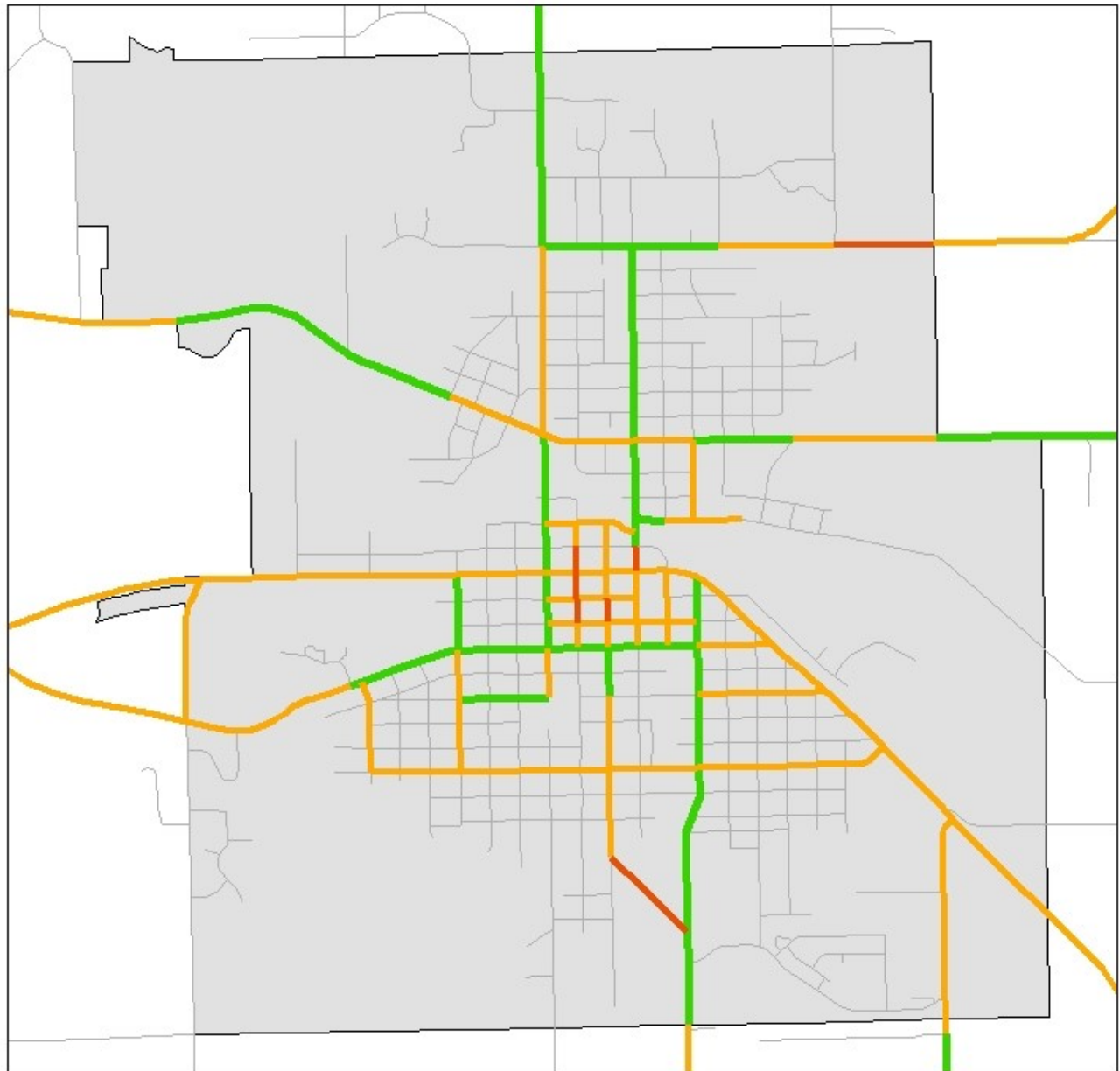
PASER Road Conditions

- Poor (PASER 1 - 4)
- Fair (PASER 5 - 7)
- Good (PASER 8 - 10)






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City of Hastings Federal Aid Road Conditions 2014 - 2015



0 0.175 0.35 0.7 Miles

PASER Road Conditions

-  Poor (PASER 1 - 4)
-  Fair (PASER 5 - 7)
-  Good (PASER 8 - 10)



ROAD CONDITION REPORT FOR BARRY COUNTY

Contact Information

For more information regarding the Barry County Road Condition report, contact:

- **Barry County Road Commission**
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