

ROAD CONDITION REPORT KALAMAZOO COUNTY

2016

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TABLE OF CONTENTS

Contents

What is Asset Management? _____	3
PASER Rating Scale _____	5
Summary of 2015 and 2016 Ratings _____	9
Historical Data Collection _____	13
Pavement Conditions _____	23
Contact Information _____	28

Tables

Table 1- PASER Rating Scale _____	6
Table 2-Treatment Options _____	7

PASER Maps

Kalamazoo County _____	25
City of Kalamazoo _____	26
City of Portage _____	27

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

Executive Summary

The Kalamazoo Area Transportation Study assisted in the data collection of road inventory for Kalamazoo County in 2015 and 2016. 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 Kalamazoo County, there are:

- **733 miles of Federal-aid roads.** This includes roads that are maintained by the Michigan Department of Transportation, the Road Commission of Kalamazoo County, and the cities and villages within the county.
- **198 miles of Trunkline roadways.** These roadways are maintained by the Michigan Department of Transportation.

This report compiles ratings records for the last two years and compares the results with those from 2010 through 2016 to analyze the condition of the federal aid road system in Kalamazoo County.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

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.

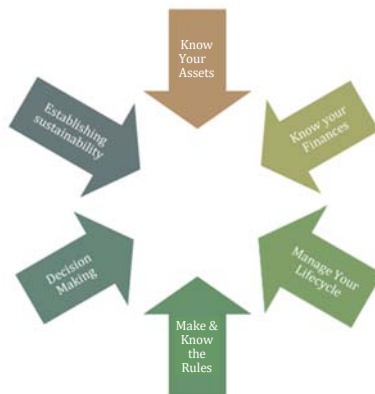
The State of Michigan defines asset management as “an ongoing process of maintaining, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment.” Asset management consists of a set of business principles and practices used to meet the 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.



ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

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.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

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.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

The following table illustrates PASER ratings for asphalt pavements, which constitute the majority of roads in Kalamazoo 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. Slight 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 HMA 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 HMA 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 HMA 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.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

Table 2

Treatment	Life Extension (Average Years)	PASER Rating	Estimated Cost per Mile	Average Cost per Additional Year
Hot Mix Asphalt Crack Treatment	2	6 to 8	\$10,000	\$5,000
Fog Seal Coat	4	5 to 7	\$5,000	\$1,250
One Course Non-Structural HMA Overlay	7	5 to 6	\$60,000	\$8,571
Milling and One Course Non-Structural HMA Overlay	8	4 to 5	\$75,000	\$9,375
Single Course Chip Seal	6	5 to 7	\$15,000	\$2,500
Double Course Chip Seal	7.5	5 to 7	\$25,000	\$3,333
Single Course MicroSurface	5	4 to 6	\$20,000	\$4,000
Ultra-Thin HMA Overlay	8.5	4 to 6	\$30,000	\$3,529
Full-Depth Reconstruction	30	1 to 2	\$1,500,000	\$50,000

Capital Preventative Maintenance and Reconstructive Treatments

Table 2 details historical cost, lifespan, and rating of pavement treatment types that have been used in Kalamazoo County. These treatments range from the minimal (overband crack filling) to major construction. As noted these treatments and costs are historical; as new technologies emerge and become adopted some of them may be amended or superseded. The following list provides a brief overview of each treatment:

- Hot Mix Asphalt (HMA) Crack Treatments are the standard fix for working cracks on an asphalt surface. These cracks are blown out and sealed flush with a rubberized sealant to prevent water intrusion.
- Fog Seals provide a thin asphalt coating over existing pavement. This treatment seals aggregate in place, and prevents water permeation and oxidation of the asphalt binder.
- Non-Structural Overlays do not contribute to a pavement’s structural capacity. These treatments use thin layers of asphalt (1/2- 1 ½ inches) applied on top of existing pavement, with or without milling prior to placement. They improve surface ride quality and drainage, and help seal the surface from water permeation and oxidation.
- Chip Seals consist of a thin layer of emulsified asphalt applied to the road surface, which is topped with an aggregate usually consisting of crushed stone or slag. The treatment seals the underlying asphalt from water permeation and oxidation, and provides a renewed, high friction driving surface.
- Microsurfacing is a very thin application of cold mixture of emulsified asphalt and aggregate. Additives can be included to alter the final properties of the binder and/or decrease curing time to allow earlier opening of the

treated roadway to traffic. The treatment seals the underlying pavement from water permeation and oxidation and provides a renewed high-friction driving surface. It can also be used to fill in pavement ruts, restoring an even driving

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

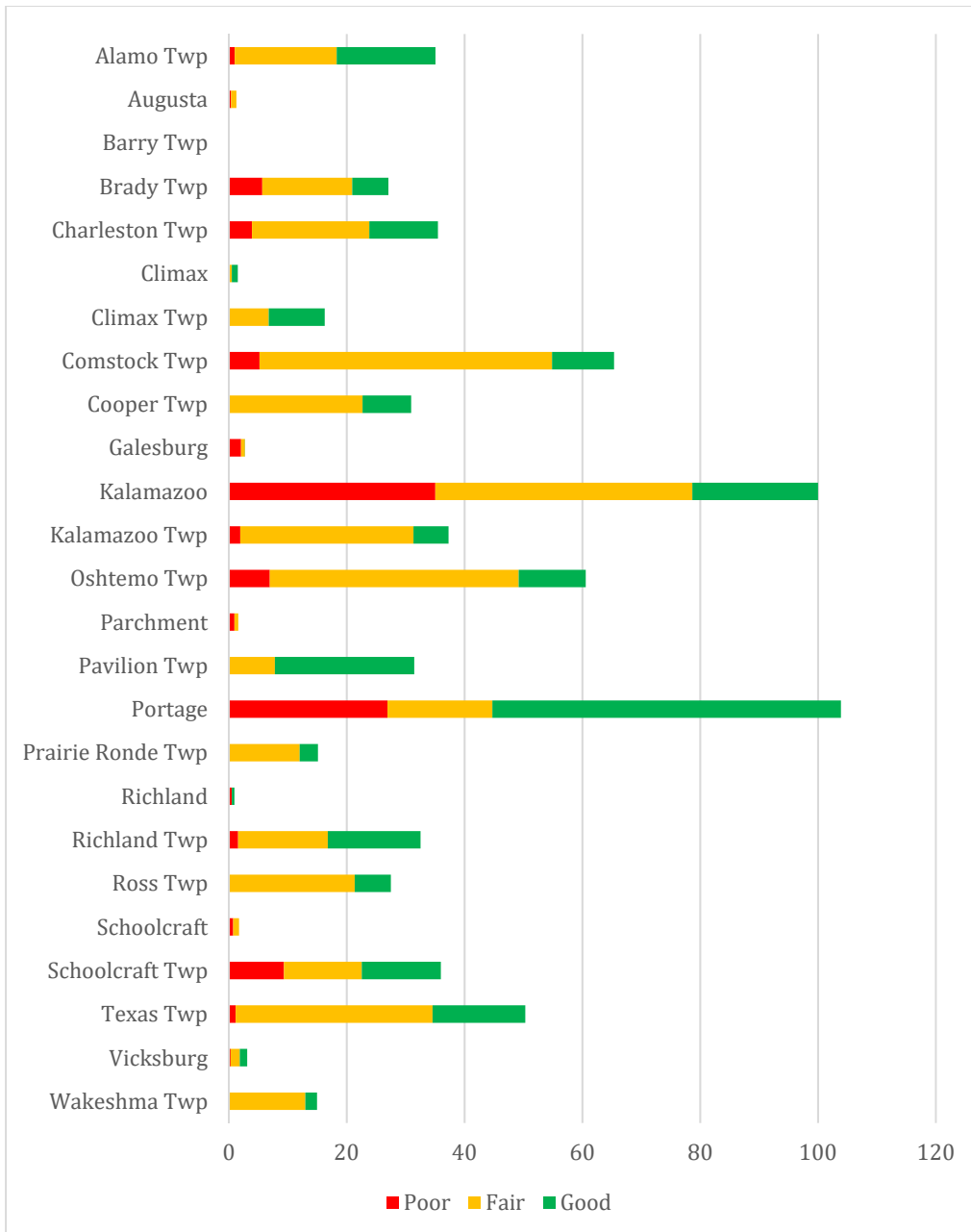
surface.

- Ultra-Thin Hot Mix Asphalt Overlays are similar to microsurfacing, but utilize hot asphalt binder. They are typically more expensive to place than microsurfacing.
- Hot In-Place Asphalt Recycling heats up existing pavement to soften the binder. The heated material is then removed and mixed with additional virgin asphalt binder and used to repave the roadway.
- Full-Depth Reconstruction is the replacement of the entire roadway structure, including the base and subbase, with new material. It is used only when there is no salvage value to any of the existing components.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

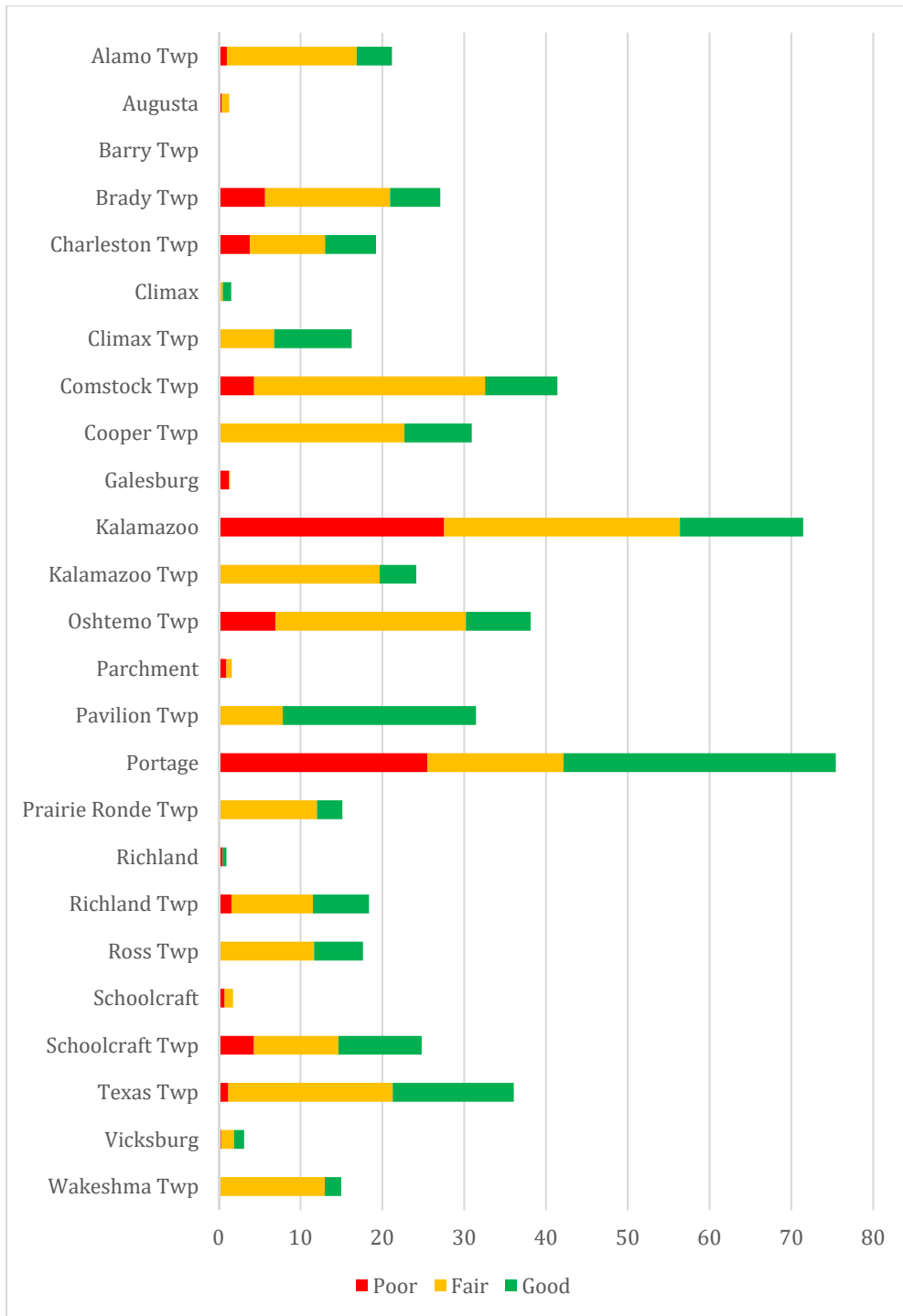
Summary of 2015 and 2016 Ratings

2015/2016 PASER Ratings
Kalamazoo County **All** Federal-Aid Miles by Jurisdiction



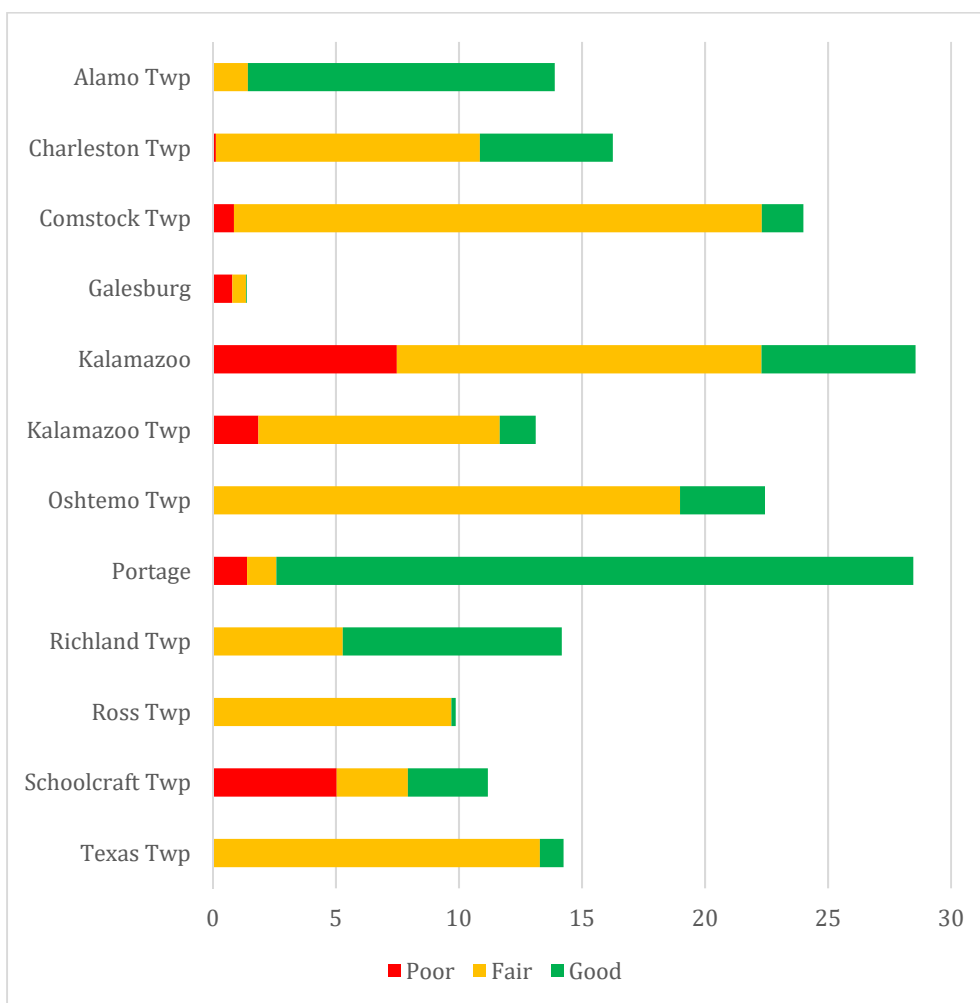
ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2015/2016 PASER Ratings Kalamazoo County **Non-Trunkline** Federal-Aid Miles



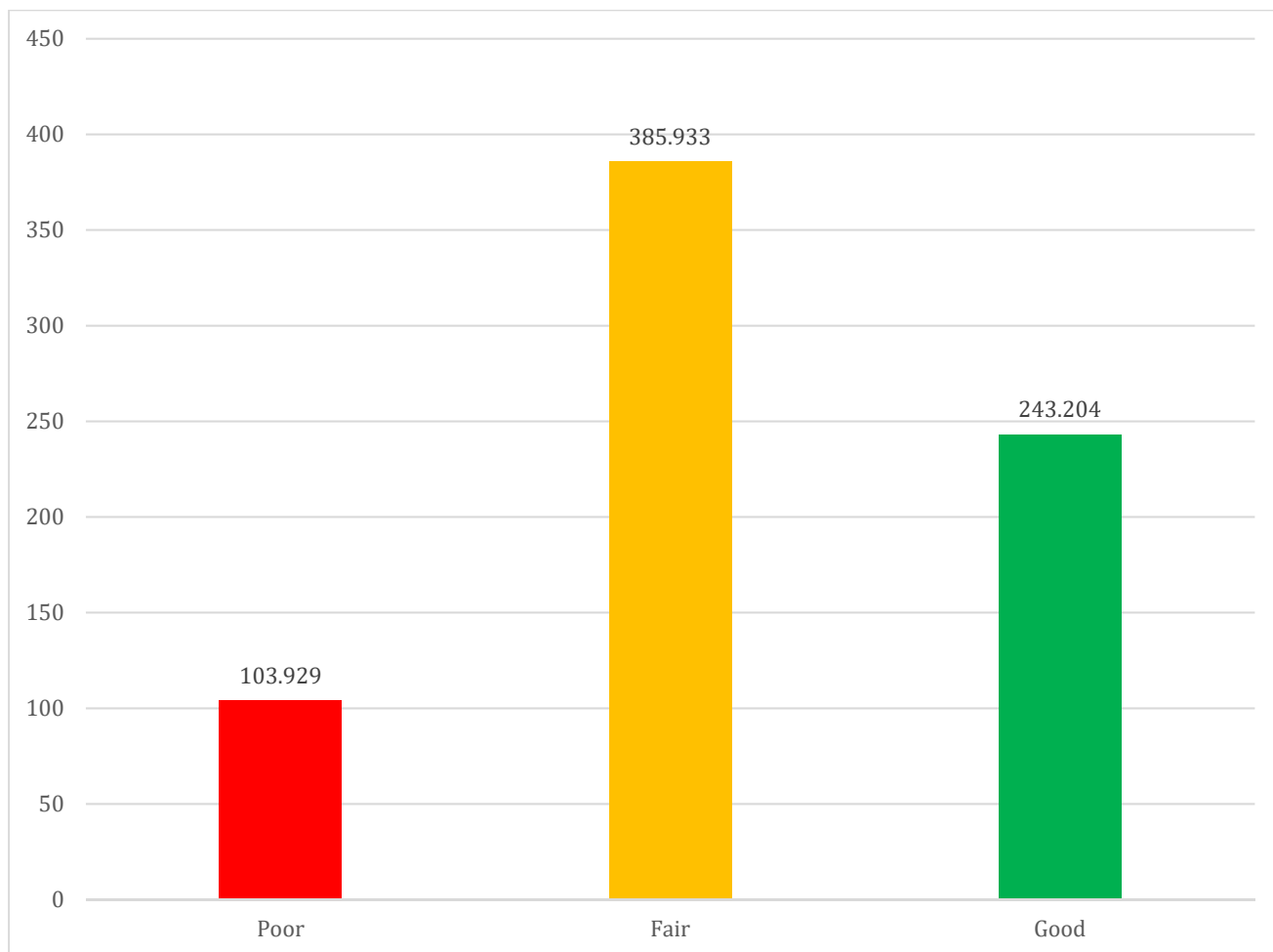
ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2015/2016 PASER Ratings
Kalamazoo County **Trunkline** Federal-Aid Miles



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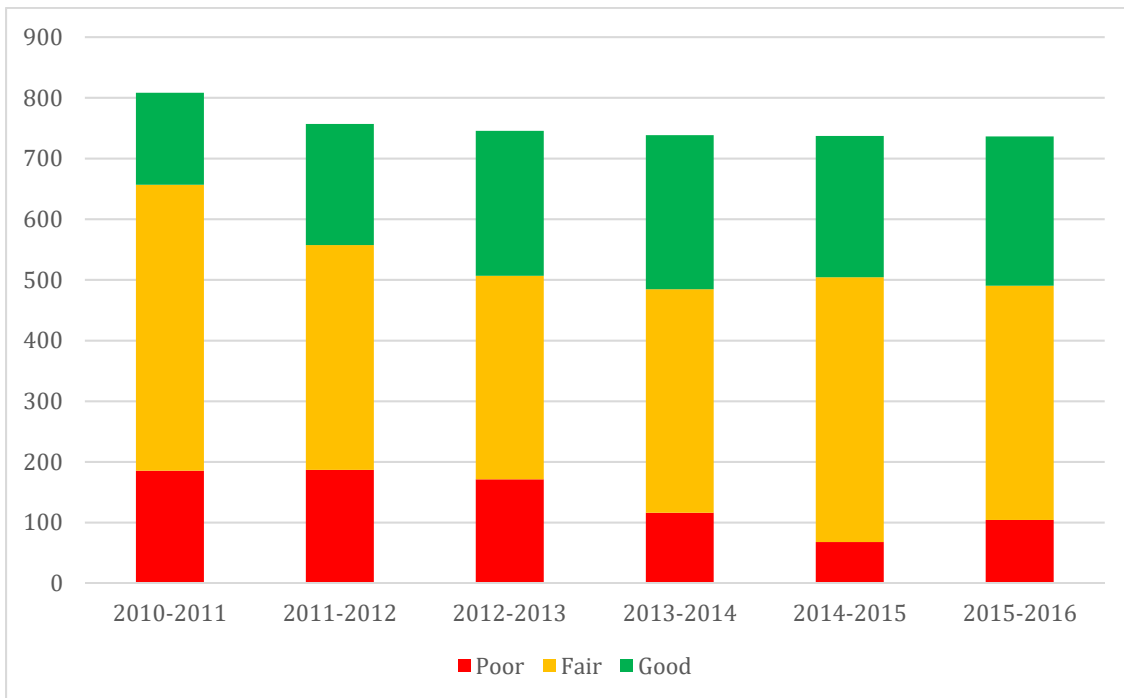
2015-2016 Kalamazoo Countywide PASER Ratings



ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

Historical Data Collection

2010-2016 PASER Road Condition Ratings
Kalamazoo County Federal-Aid Roads

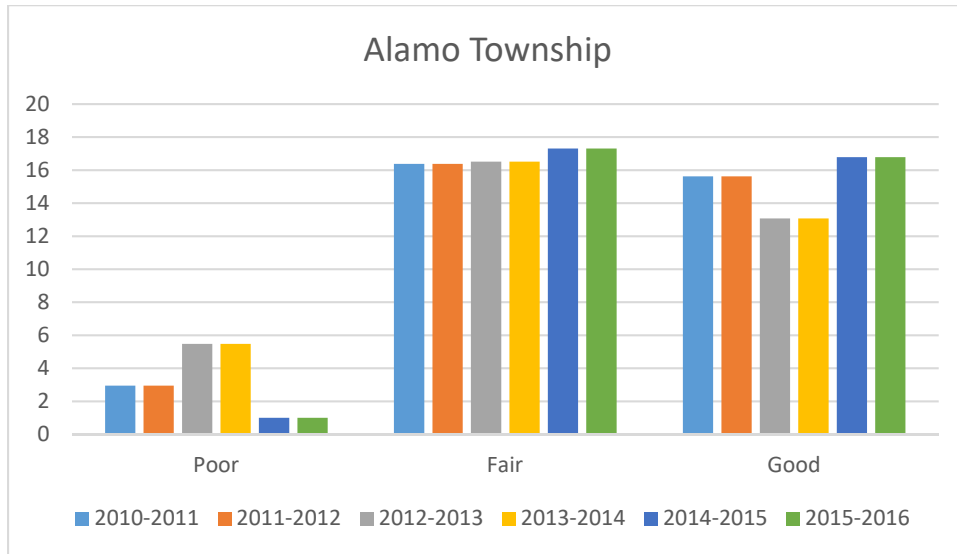


The chart above reflects the progression of Kalamazoo County's federal-aid roads as-rated over a seven year period. From 2011 to 2015, there was a steady decrease in the number of federal aid road miles that are rated as Poor. In 2016 this number again began to increase. The quantity of Good rated road mileage has fluctuated but has generally increased since 2010. Fair rated road miles have generally been making up an increasingly large proportion of the federal aid total since 2012, but in 2016 Fair mileage decreased as the amounts of Poor and Good rated roads increased.

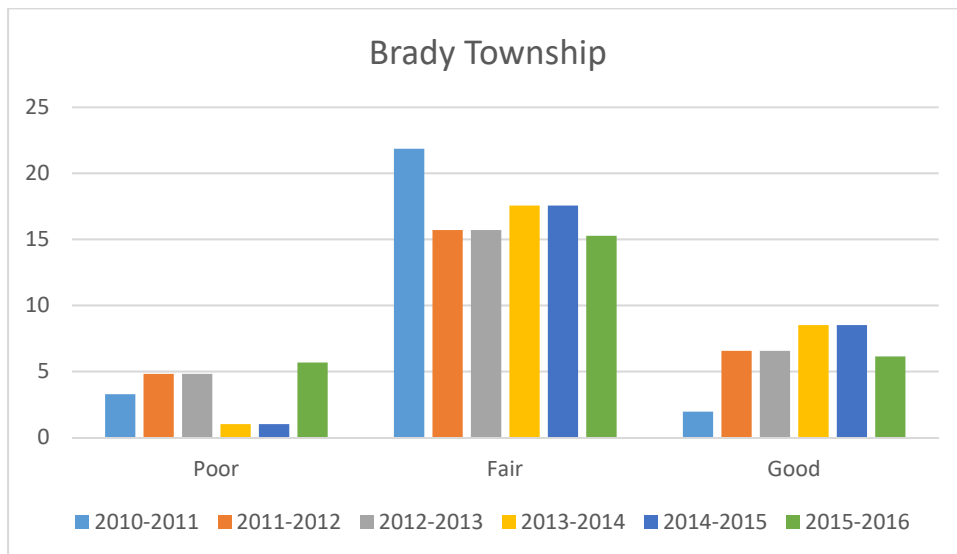
When looking at city/township breakdowns from 2015/2016 on the following pages of this document, it is apparent that in most jurisdictions, the majority of federal aid roads are rated Fair and Good, with Good rated roads constituting a smaller percentage of the total miles. This is the case for all roads, including federal-aid trunkline and non-trunkline in Kalamazoo County.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Road Condition Ratings Alamo Township (35.1 Miles)

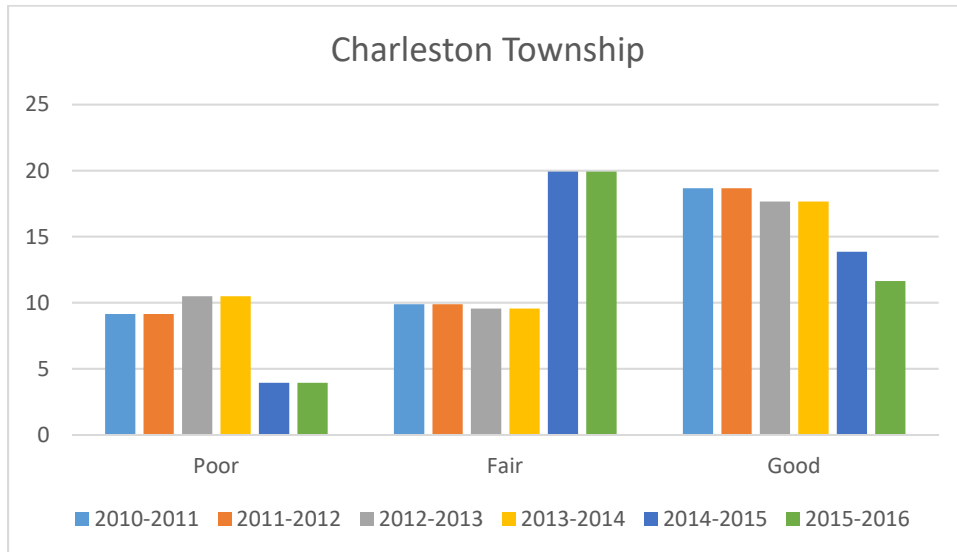


2010-2016 PASER Condition Ratings Brady Township (27.1 Miles)

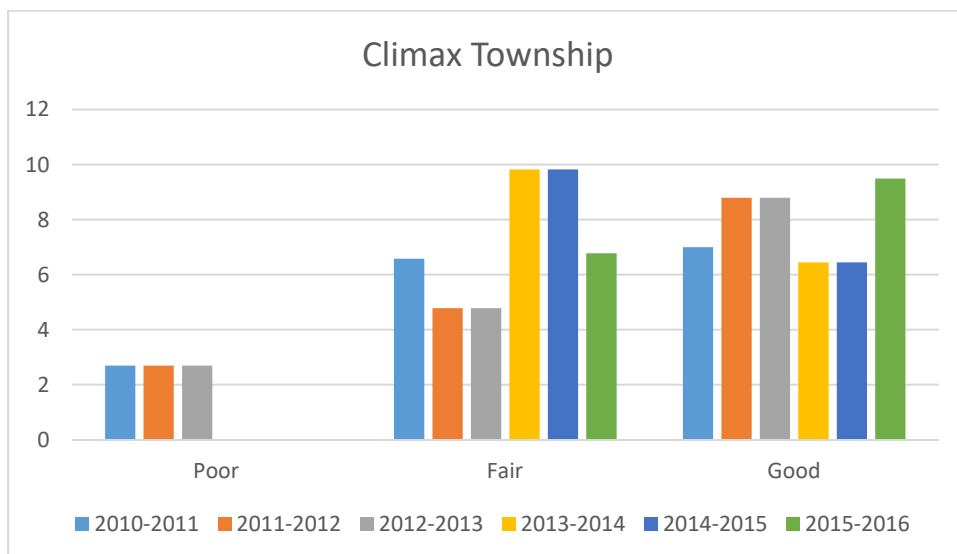


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings Charleston Township (35.5 Miles)

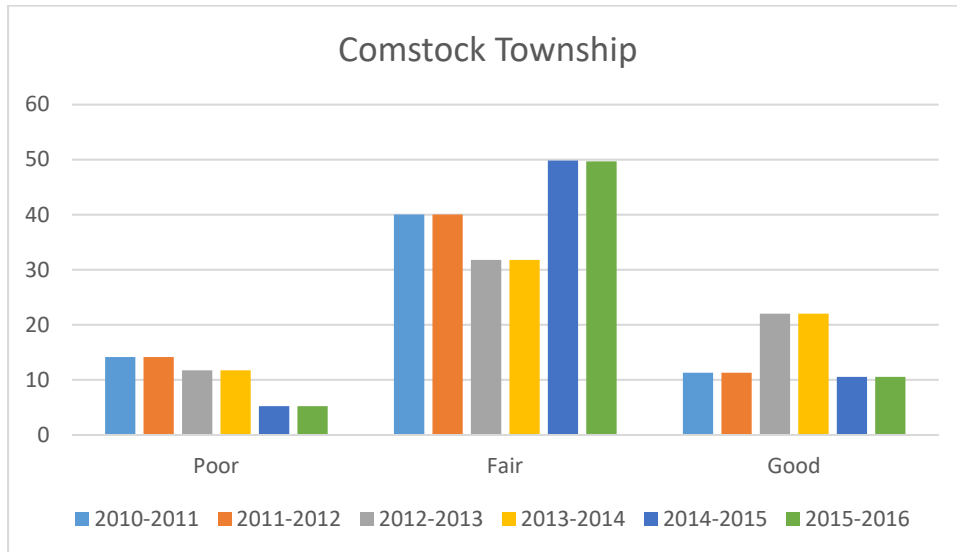


2010-2016 PASER Condition Ratings Climax Township (16.3 Miles)

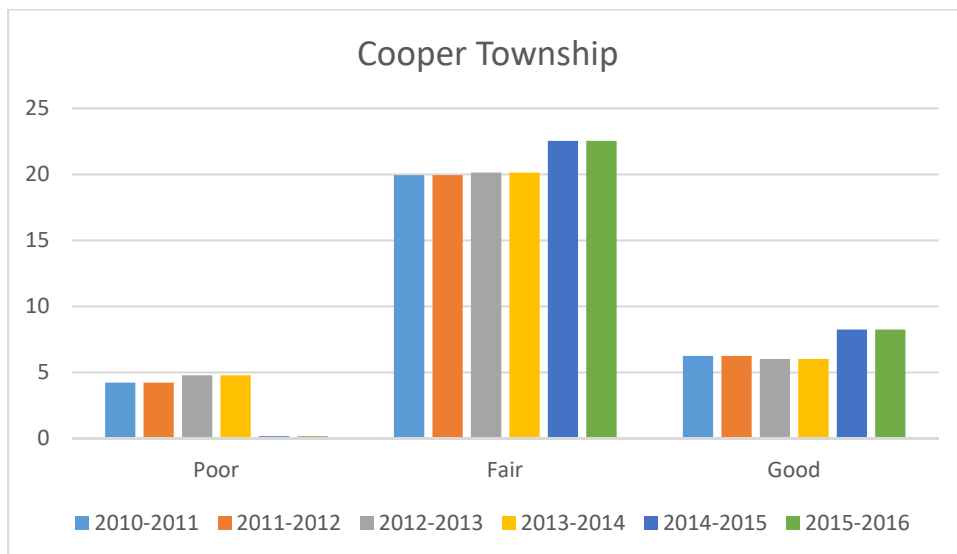


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings
Comstock Township
(65.4 Miles)

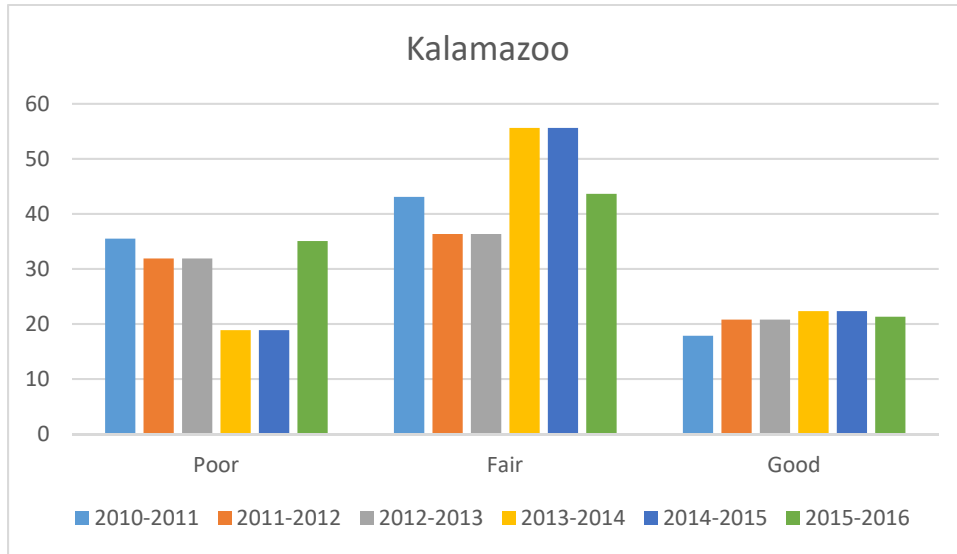


2010-2016 PASER Condition Ratings
Cooper Township
(30.9 Miles)

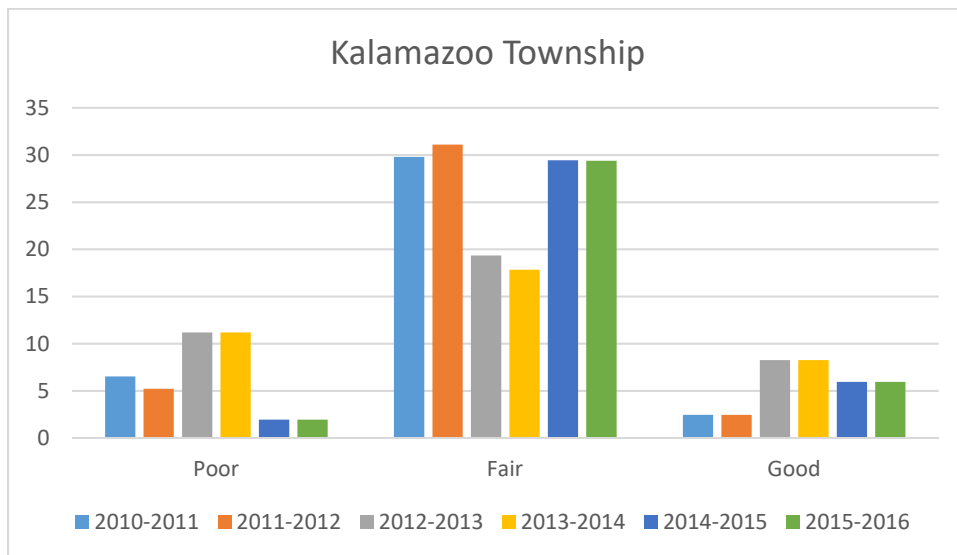


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings City of Kalamazoo (100 Miles)

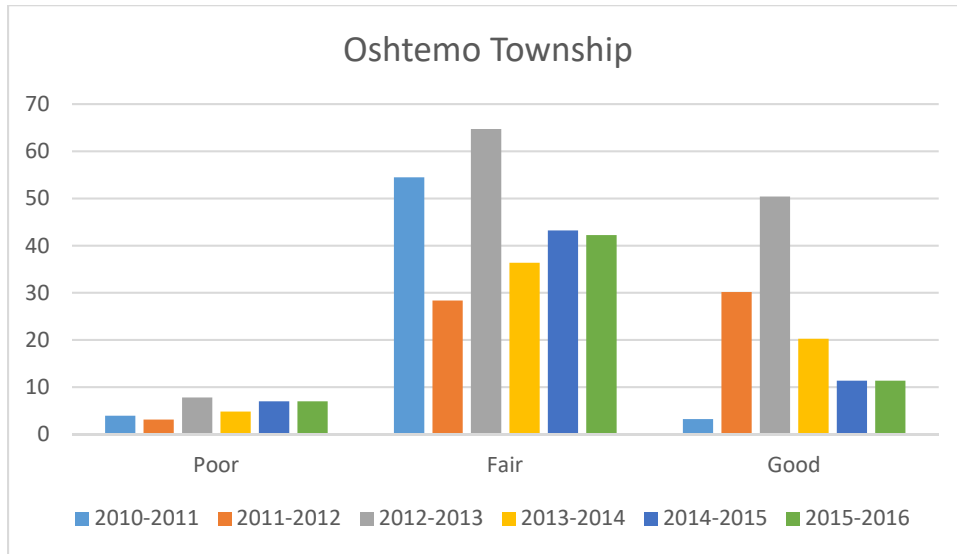


2010-2016 PASER Condition Ratings Kalamazoo Township (37.3 Miles)

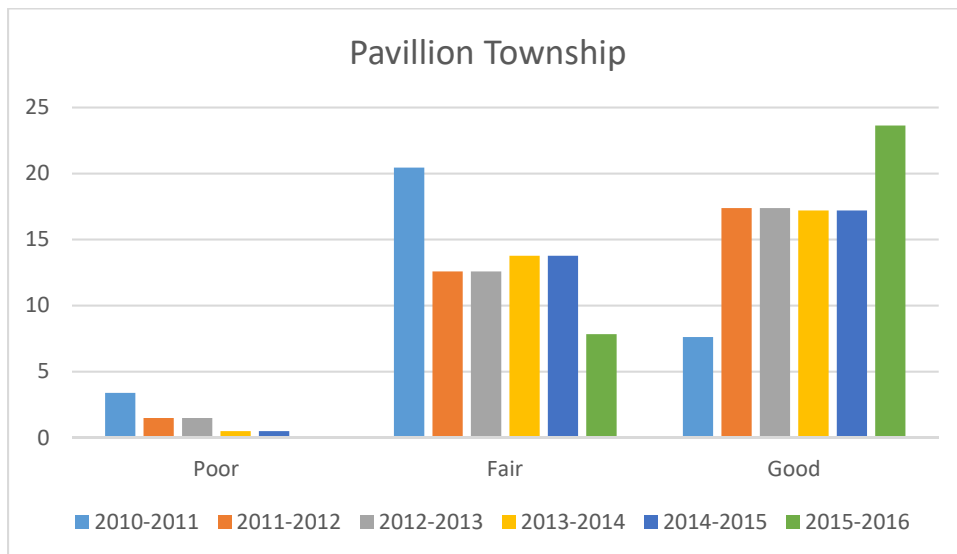


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings Oshtemo Township (60.58 Miles)

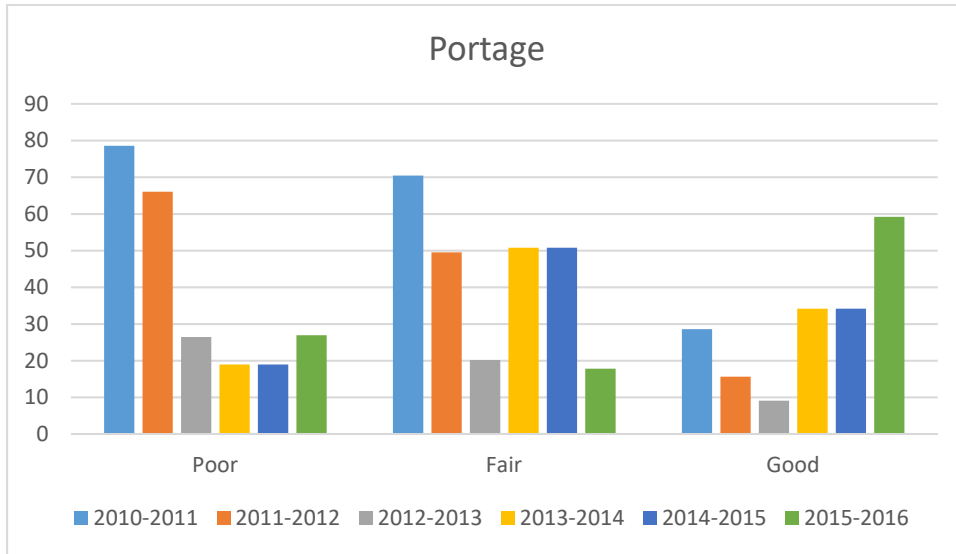


2010-2016 PASER Condition Ratings Pavillion Township (31.46 Miles)

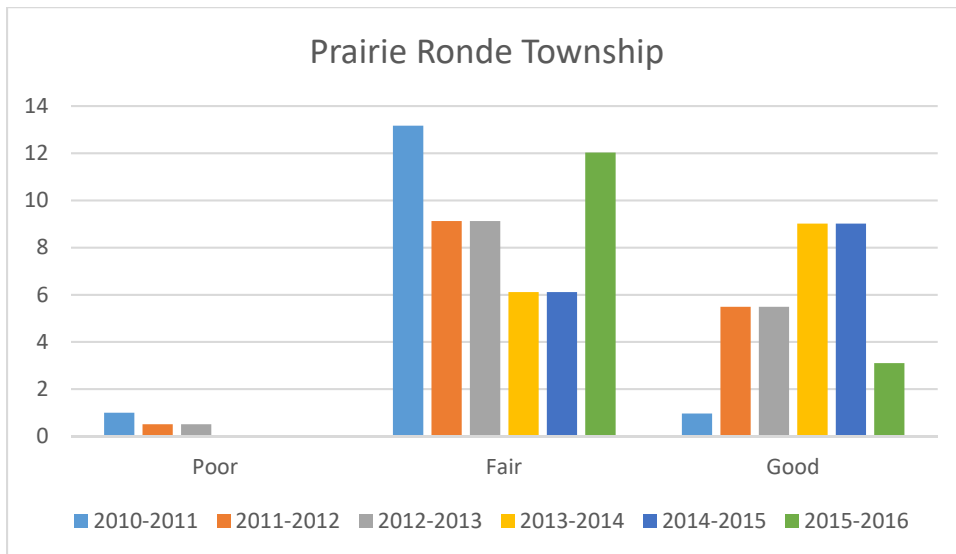


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings
City of Portage
(103.9 Miles)

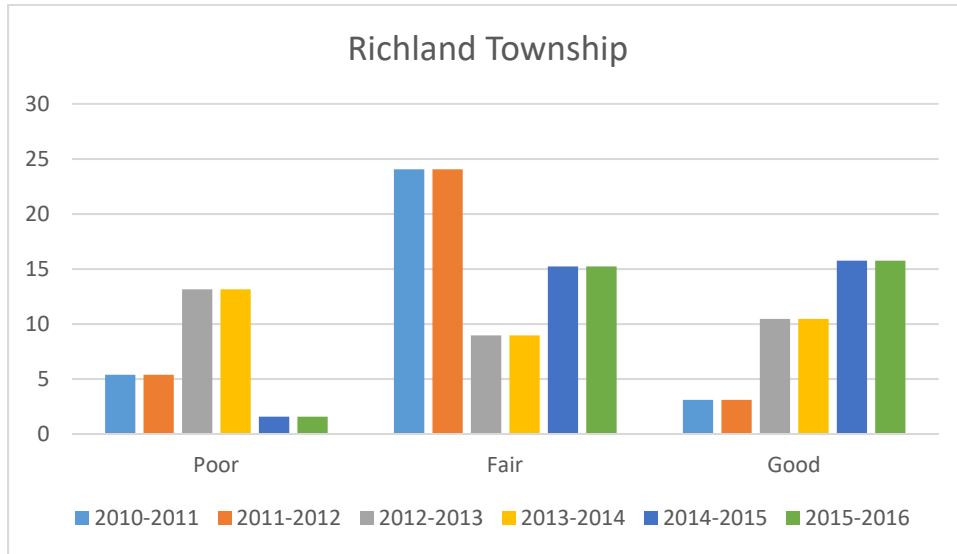


2010-2016 PASER Condition Ratings
Prairie Ronde Township
(15.13 Miles)

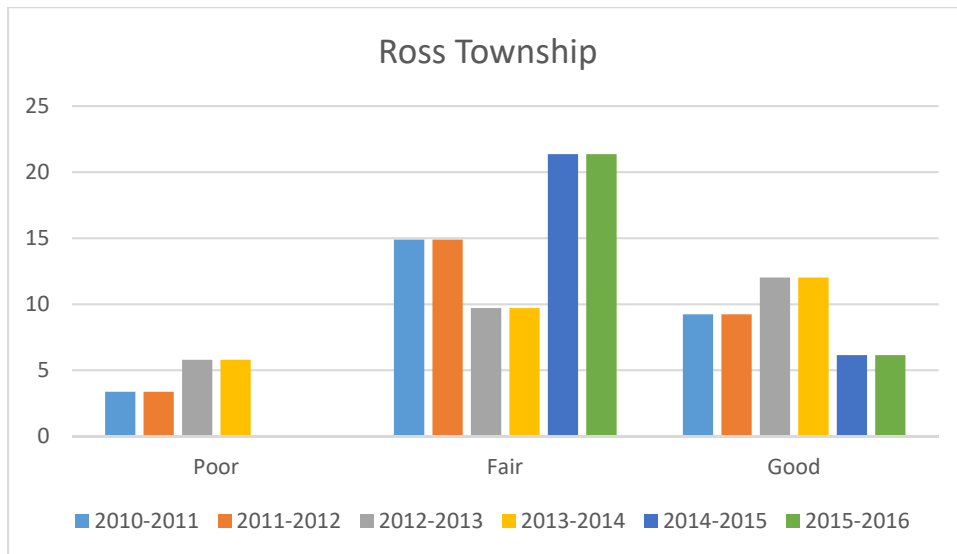


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings
 Richland Township
 (32.6 Miles)

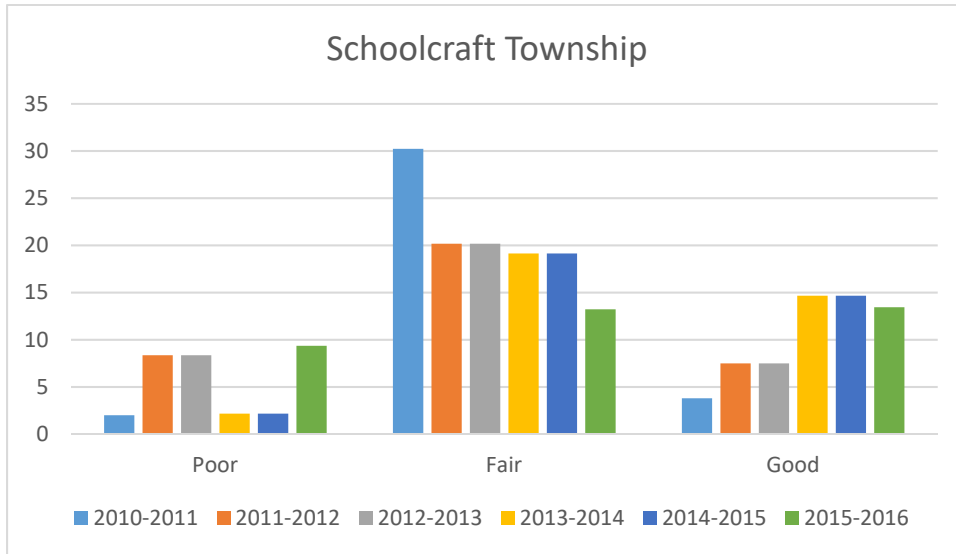


2010-2016 PASER Condition Ratings
 Ross Township
 (27.51 Miles)

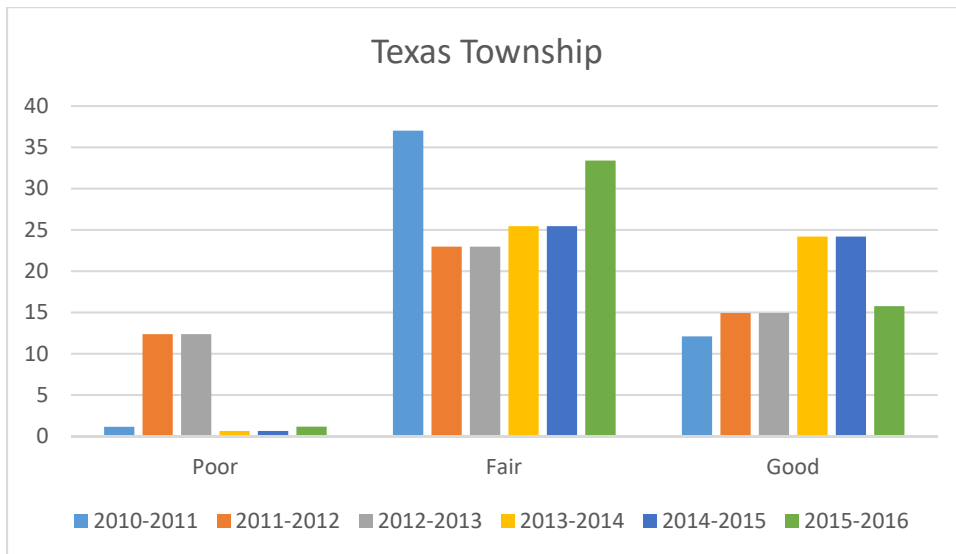


ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

2010-2016 PASER Condition Ratings
 Schoolcraft Township
 (36 Miles)

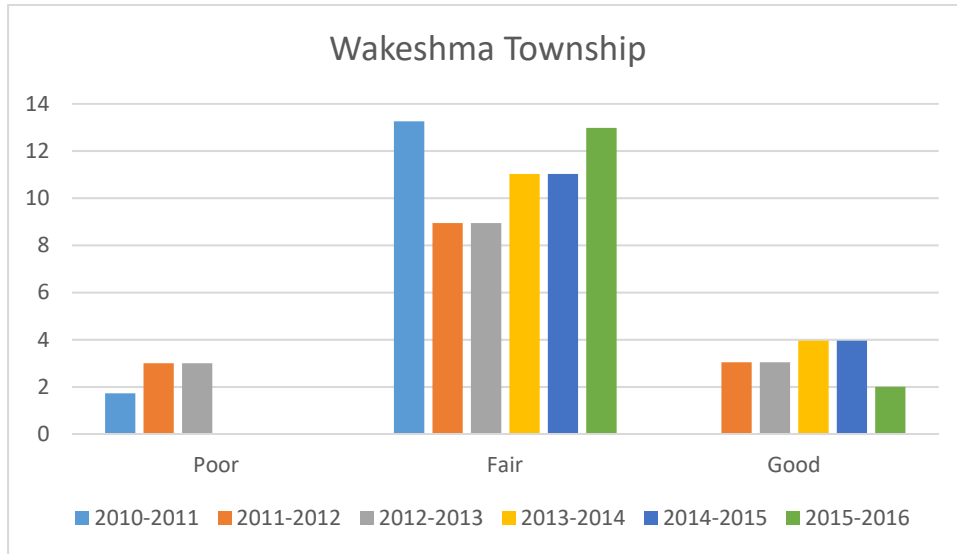


2010-2016 PASER Condition Ratings
 Texas Township
 (50.33 Miles)



ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

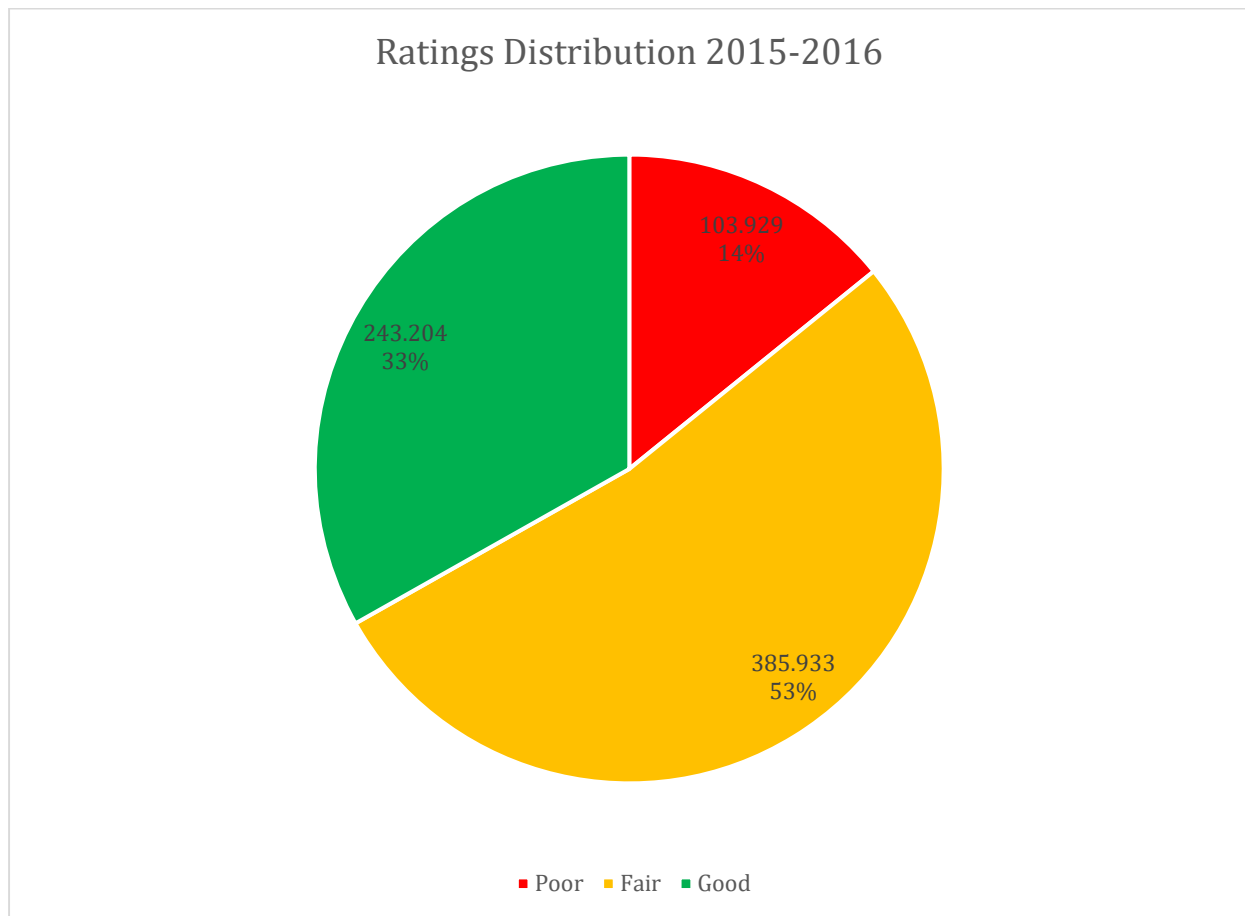
2010-2016 PASER Condition Ratings Wakeshma Township (14.98 Miles)



ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

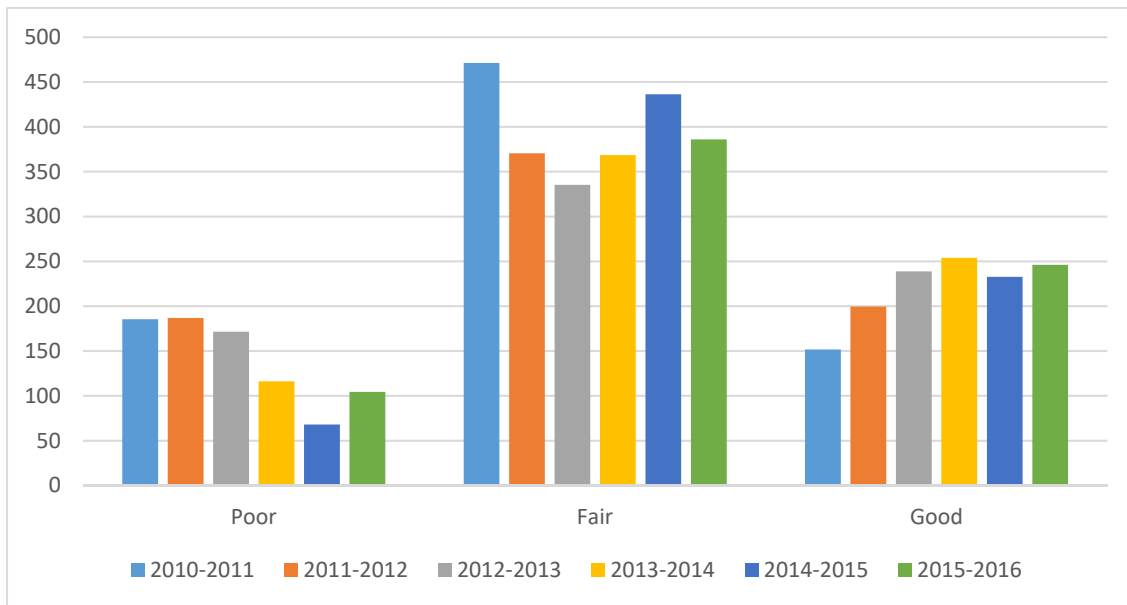
Pavement Conditions

Of the 733 miles of federal-aid roads that were most recently rated (2015-2016), approximately 104 miles were rated as being in Poor condition, 386 miles Fair, and 243 miles Good. Thus, 86% of federal aid road miles in Kalamazoo County are rated Fair or better.



ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

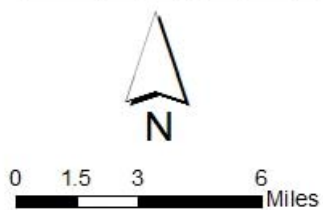
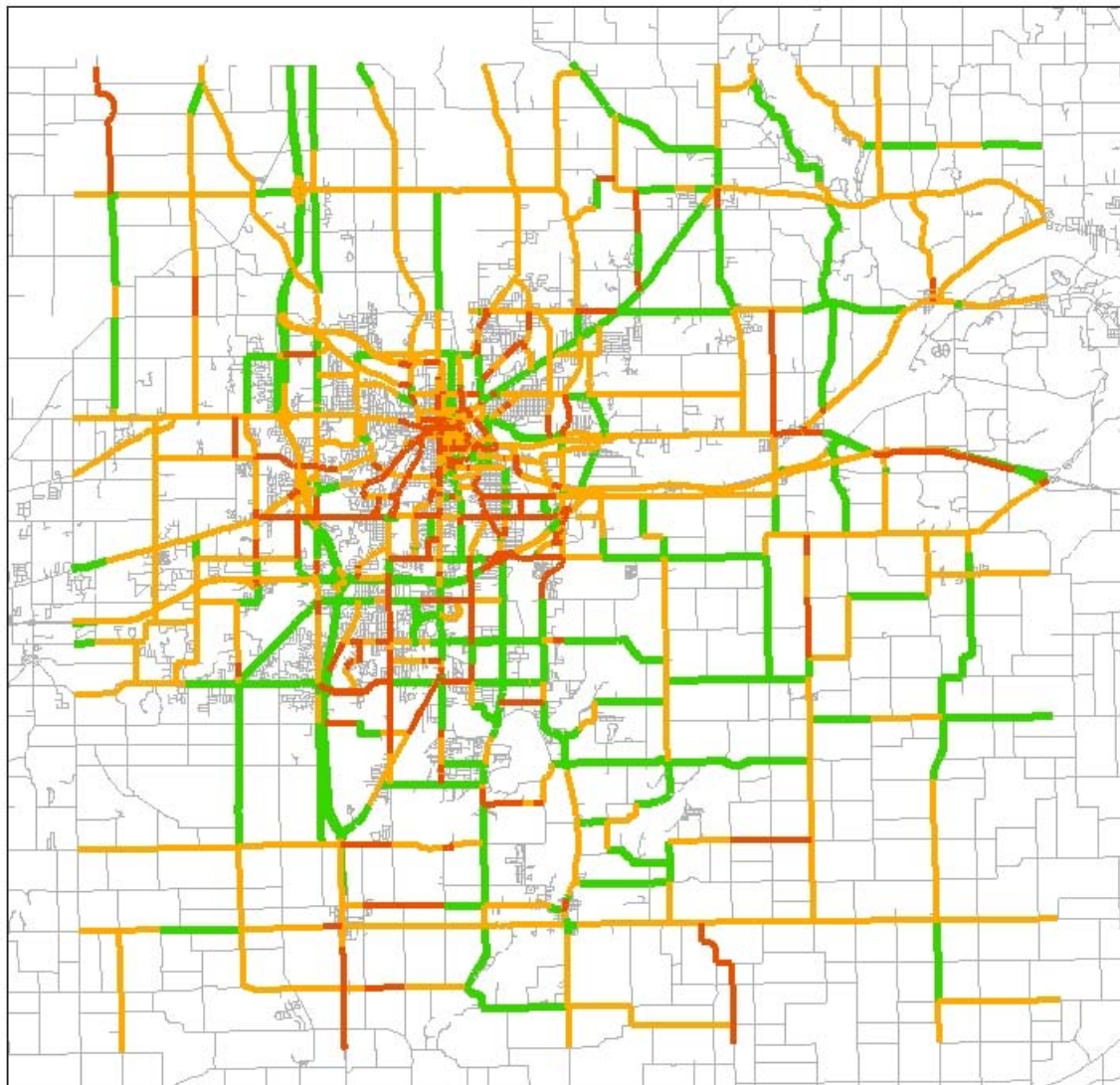
Condition Trends of Federal-Aid Roads Kalamazoo County 2010-2016



The bar graph above shows the Poor, Fair, and Good categories as rated for Federal Aid roads in Kalamazoo County each of the six two-year periods since 2010. From this chart it appears that road agencies in Kalamazoo County have made a good effort overall at maintaining or increasing the quantity of Fair and Good rated road miles. The results of the most recent two-year rating period, with the apparent shift of some Fair roads to Poor, should serve to stress that agencies' focus continue to be placed on maintaining roads in Fair and Good condition in order to keep the amount of Poor roads relatively low countywide. It is important for the road agencies in Kalamazoo County to administer capital preventative maintenance treatments that are less expensive before higher cost structural improvements become necessary.

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

Kalamazoo County Federal Aid Road Conditions 2015-2016

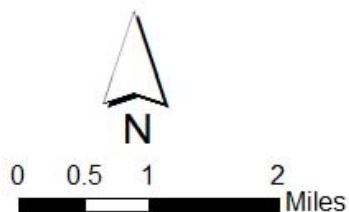
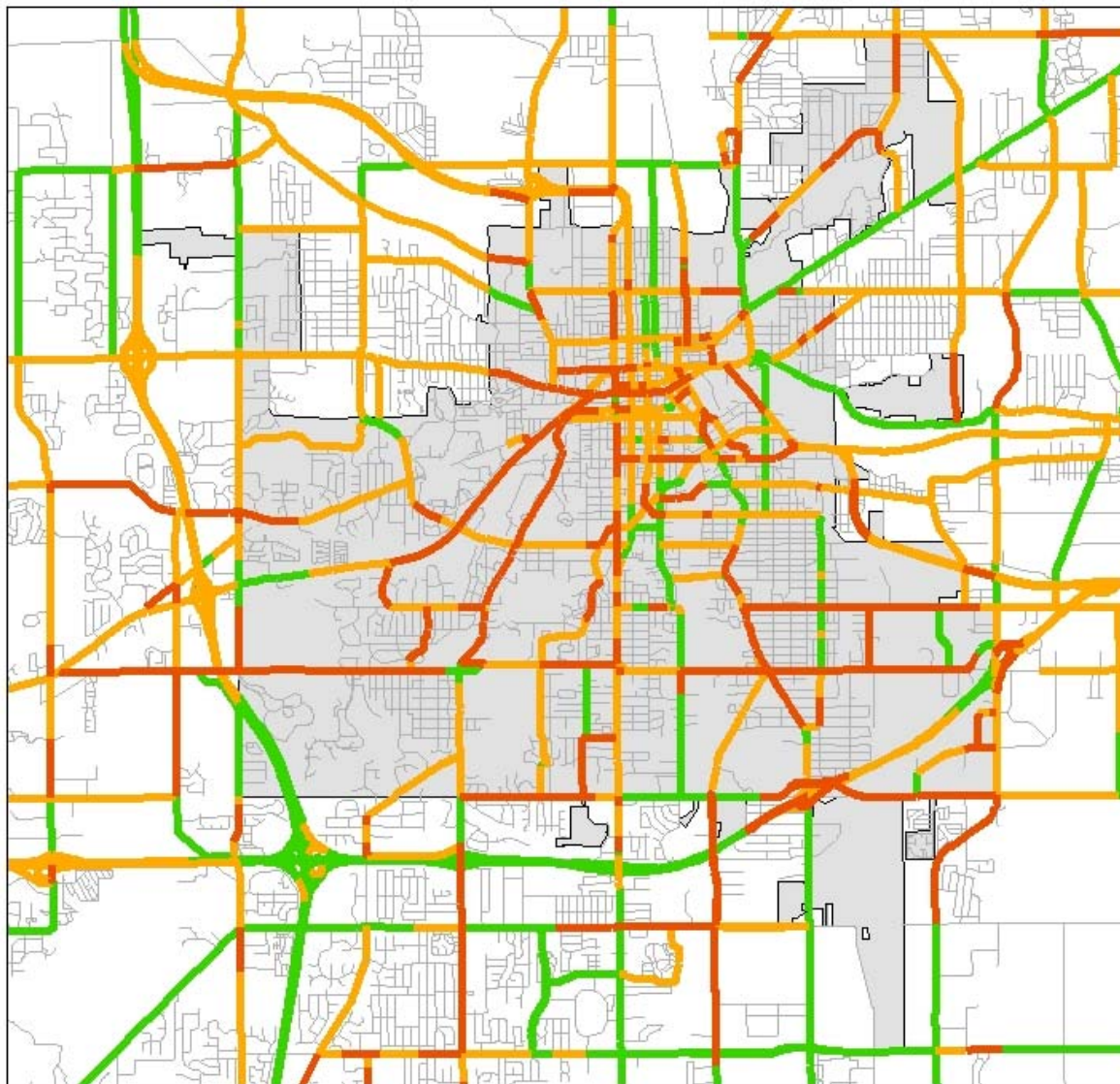


PASER Road Conditions

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

ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

City of Kalamazoo Federal Aid Road Conditions 2015 - 2016

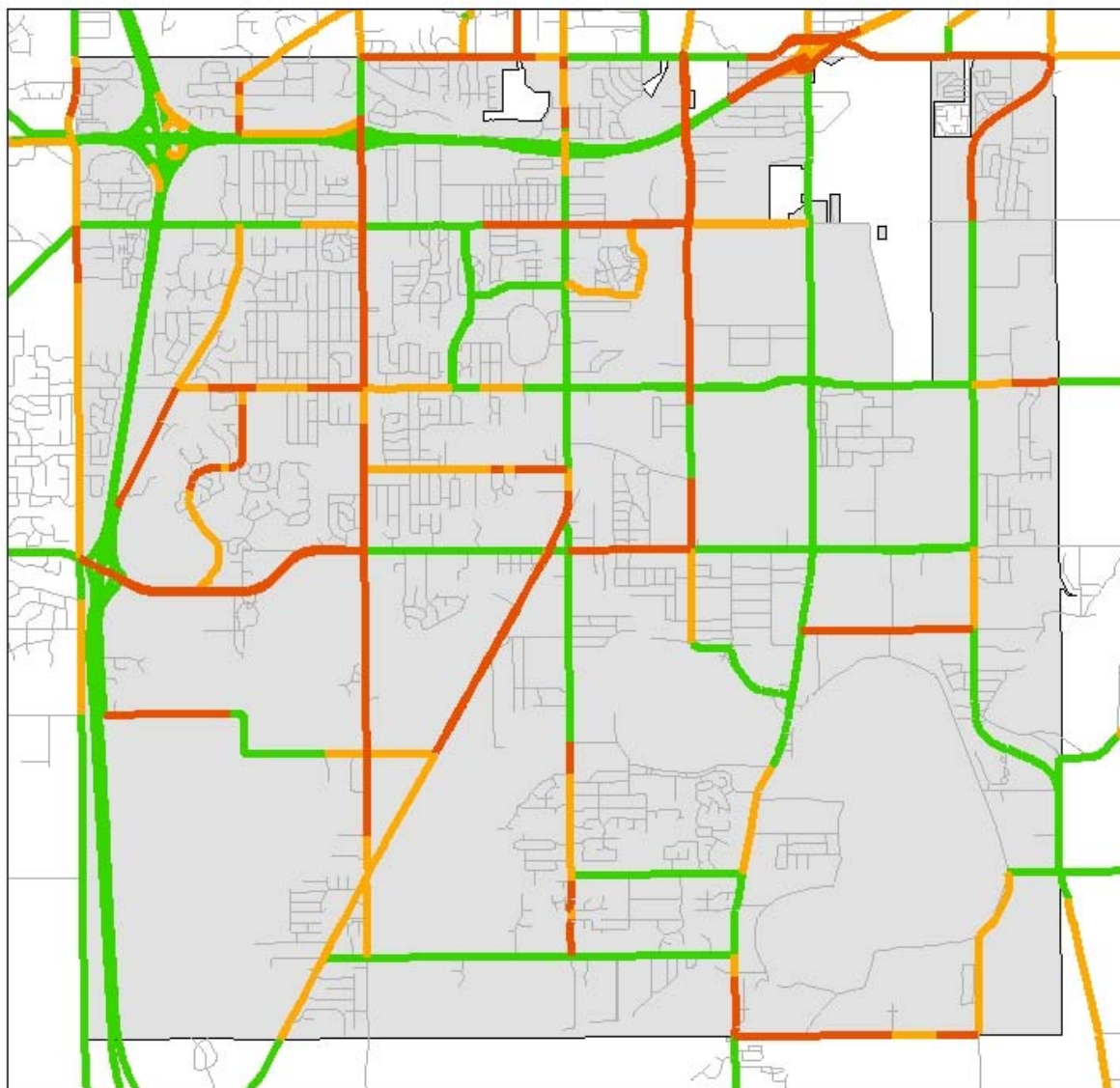


PASER Road Conditions

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

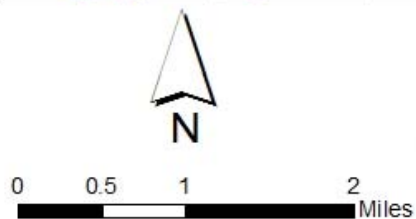
ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

City of Portage Federal Aid Road Conditions 2015 - 2016



PASER Road Conditions

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



ROAD CONDITION REPORT FOR KALAMAZOO COUNTY

Contact Information

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

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- Villages, Townships, and Cities not listed above Contact Kalamazoo
Area Transportation Study for the contact information.