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ROAD CONDITION REPORT FOR BARRY COUNTY

Executive Summary

The Kalamazoo Area Transportation Study assisted in the data collection of road inventory for Barry County in 2016 and 2017. 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:

- **408 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:
- **119 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 2017 to analyze the condition and trends of the federal aid road system in Barry County.

ROAD CONDITION REPORT FOR BARRY 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.

