

Comstock

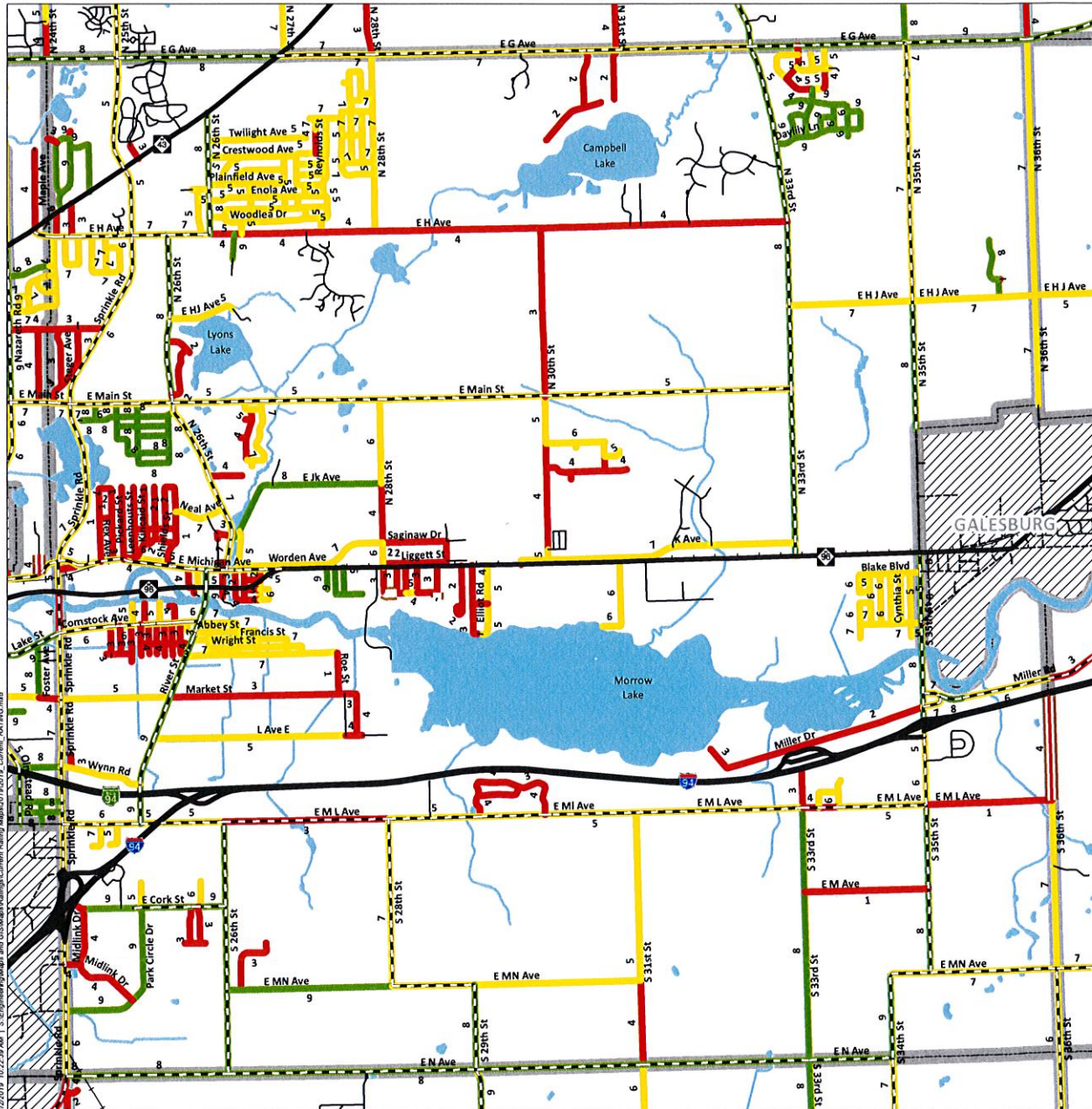
Local

Rex Avenue – East Michigan to Charles Avenue, Pickard Street – East Michigan to Charles Avenue, Barker Avenue – Rex Avenue to Pickard Street, Charles Avenue – Rex Avenue to Pickard Street (Simmons Addition, Pickard Plat, Leenhouts Plat)	Mill and HMA Overlay	1.00 \$	279,247.00
ML Avenue – 35th Street to 36th Street	Gravel / Pulverize / HMA Paving	0.75 \$	281,004.00
H Avenue – 26th Street to 33rd Street	Crack Fill / Chip Seal / Fog Seal	3.50 \$	130,685.00
Market Street – River Street to Stalwart Street	HMA Wedging/ Crack Fill / Chip Seal / Fog Seal	1.13 \$	58,108.00
Stalwart Street – L Avenue to Market Street	HMA Wedging/ Crack Fill / Chip Seal / Fog Seal	0.25 \$	15,597.00
L Avenue – River Street to Stalwart Street	HMA Wedging/ Crack Fill / Chip Seal / Fog Seal	1.23 \$	82,716.00
MN Avenue – 29th Street to 31st Street	HMA Wedging/ Crack Fill / Chip Seal / Fog Seal	1.00 \$	46,673.00
28th Street – H Avenue to G Avenue	HMA Wedging/ Crack Fill / Chip Seal / Fog Seal	1.00 \$	49,297.00
30th Street – East Main Street to H Avenue	Crack Fill / Chip Seal / Fog Seal	1.00 \$	33,474.00
31st Street – N Avenue to ML Avenue	Chip Seal / Fog Seal	1.50 \$	42,502.00
Brookview Street – Procter Avenue to East Michigan Avenue, Shirley Drive – Procter Avenue to East Michigan Avenue, Ermine Avenue – Procter Avenue to East Michigan Avenue, Procter Avenue – Brookview Street to 265' east of Ermine Avenue, Grange Avenue – Shirley Drive to 265' east of Ermine Avenue, Copeland Avenue – Shirley Drive to Ermine Avenue (Brookside Park)	Crack Fill / Chip Seal / Fog Seal	0.98 \$	38,309.00

Primary

35th Street – ML Avenue to M-96	Mill / HMA Overlay	1.50 \$	400,000.00
N Avenue at Grand Trunk Railroad (Comstock / Pavilion Townships)	Widen (3 Lanes)	0.10 \$	155,000.00
35th Street over Kalamazoo River	Bridge Preventative Maintenance	\$	20,000.00
River Street – at Comstock Avenue and ML Avenue	Traffic Signal Upgrade	\$	20,000.00
Kalamazoo River Valley Trail #6 – 35th Street to 37th Street (Comstock / Charleston Townships)	Trailway	\$	1,750,000.00
Cork Street – Park Circle Drive to 26th Street	Chip Seal / Fog Seal	0.50 \$	16,427.00
E. Main Street – Sprinkle Road to 33rd Street	HMA Wedging/Chip Seal / Fog Seal	4.40 \$	144,555.00
E. Michigan Avenue – N. Sprinkle Road to M-96	Crack Fill/Chip Seal / Fog Seal	1.20 \$	39,424.00
Park Circle Drive – Sprinkle Road to Cork Street	Chip Seal / Fog Seal	1.10 \$	34,825.00
River Street – ML Avenue to E. Michigan Avenue	Chip Seal / Fog Seal	1.30 \$	41,067.00

2019 Current Asset Management Ratings Map Comstock Twp



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ASSET MANAGEMENT

Asset Management is a systematic approach to selecting the best investment at the right time to maximize the life of the asset being measured, in this case, road surface conditions. The goal is to maintain our roads in good condition, making periodic investments in the pavement, rather than letting it deteriorate to a level that requires a major investment to bring it back to a good condition. Periodic maintenance investments typically total less than the major investment required to rebuild a road.

PASER RATINGS

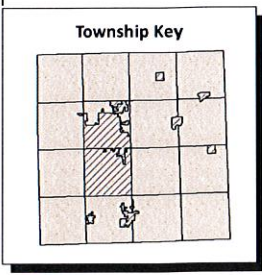
PASER stands for Pavement Surface Evaluation and Rating. The PASER rating scale ranges from 1, failed condition, to 10, brand new pavement. A pavement will only be a 10 the first year of its life, the second year it may automatically become a 9. Any condition of 8 or greater is considered to be a good condition, 7, 6 or 5 are fair, 4 or lower is poor.
 - PASER based on 2016 ratings and project improvements.
 - Private roads not rated.

IBR SYSTEM

IBR stands for Inventory Based Rating. Condition assessment of unpaved/gravel roads is based on the Surface Width, Drainage Adequacy and Structural Adequacy of the roadway. Each of these three assessment areas are then aggregated to the IBR rating for good, fair, poor ranging from 1, poor condition, to 10, good condition. Once initial ratings are established, updates only occur when a construction or rehabilitation activity is completed. The baseline IBR rating occurred in 2015.

THE RIGHT FIX AT THE RIGHT TIME

The RCKC determines the best fix to optimize service life for each of our projects. Good pavement management involves less expensive treatments earlier in the life of the pavement in order to take full advantage of infrastructural investments.



Road Classification State Trunkline County Primary County Local - Gravel City Private	Gravel Road Ratings Good (10, 9, 8) Fair (7, 6, 5) Poor (4, 3, 2, 1)	Road Ratings Good (10, 9, 8) Fair (7, 6, 5) Poor (4, 3, 2, 1) Private Roads (Not Rated)	Boundary Designations Township/City Lakes & Rivers City/Village Limits
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For more information on this, as well as on other topics, please feel free to contact our office or visit our website.