



VAN BUREN COUNTY ROAD COMMISSION



FIVE YEAR PLAN 2027-2031



WELCOME

Roads are a foundation for any thriving civilization. Without a good road network, commerce cannot move, ideas cannot be exchanged, and people cannot interact. Every great civilization first created a road system to move their armies, to expand their empires, and engage in commerce.

Sixty years ago, most people lived and worked in the same community and families had only one vehicle. Today, it is not unheard of for people to have a thirty to forty-minute commute and every one of driving age to have their own vehicle. All this added traffic has placed an increased stress load on roads built to older specifications.

Not only must roads be built, they must also be maintained. The American Society of Civil Engineers has rated the infrastructure in America a "C". Roads

were built without funding to maintain them. America focused on expansion and building new roads. Responsibility to maintain roads was designated to the local communities without the tools to raise funds to maintain the road system. Revenues allocated for road maintenance and improvements have increased slightly while costs have dramatically increased.

This Five Year Plan determines where funds will be spent to maintain and improve the road system throughout Van Buren County. The basic criteria for these decisions are traffic counts, connectivity, PASER road ratings, and available funding sources. We work with our transportation partners to serve Van Buren County as efficiently as we can.

Bret Witkowski
Managing Director



GOALS FOR COUNTY ROADS

The VBCRC is dedicated to improving the road system throughout Van Buren County. Road conditions in 2020 serve as the baseline for this plan, with the ongoing goal of maintaining or improving network-wide conditions relative to that benchmark.

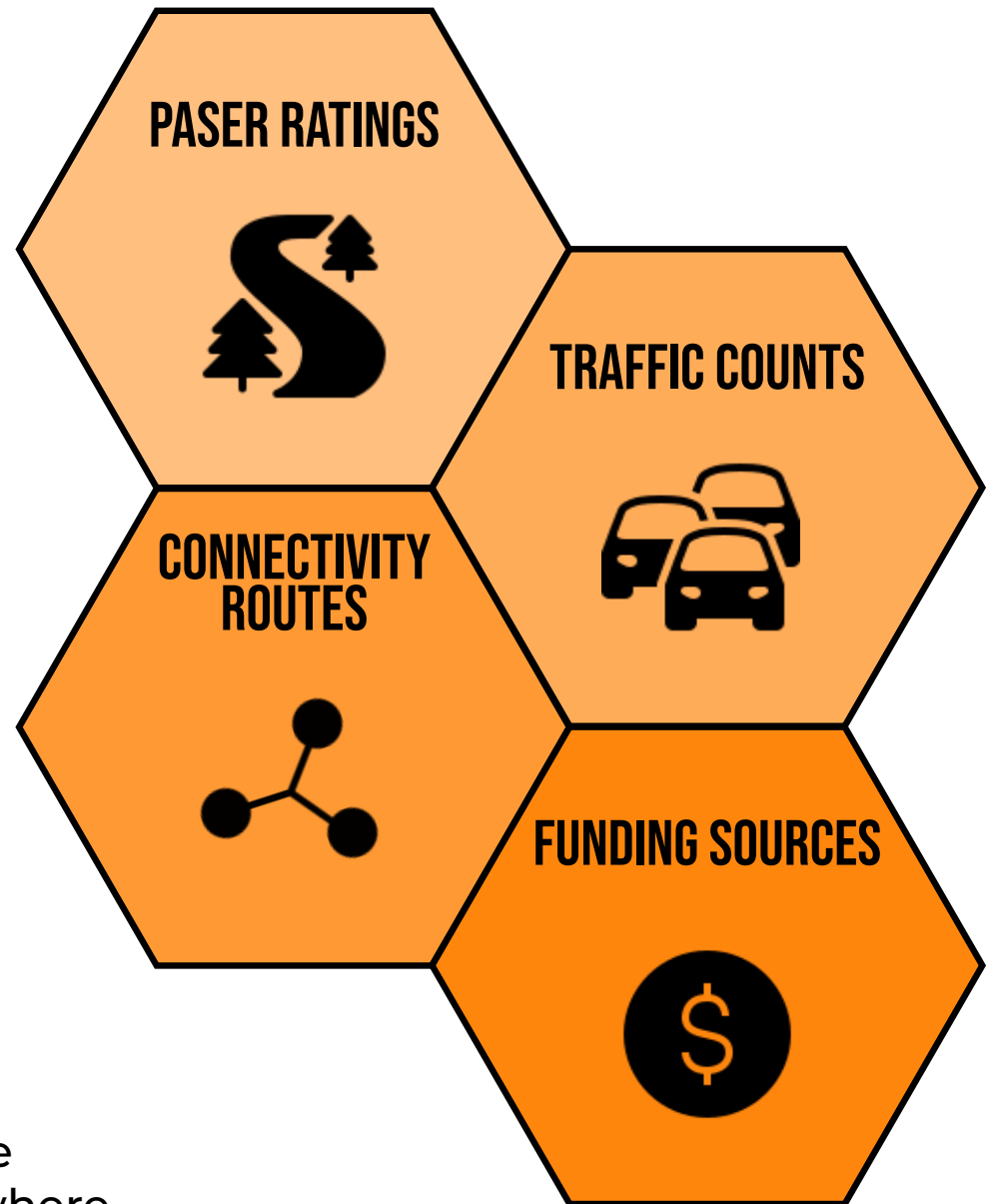
To determine which road projects move forward each year, the VBCRC relies on four key criteria: PASER Ratings, Traffic Counts, Connectivity Routes, and Funding Sources. Together, these criteria ensure project selection is based on objective data rather than individual preference or pressure. By evaluating each candidate project against these criteria, the VBCRC develops a five-year plan that is defensible, data-driven, and focused on maximizing benefits to the traveling public and residents of Van Buren County.

PASER RATINGS

The VBCRC uses PASER (Pavement Surface Evaluation and Rating) scores to prioritize roads currently in good or fair condition over those already in poor condition. While this may seem counterintuitive, it reflects sound fiscal stewardship: the cost to rebuild a road in poor condition is exponentially higher than the cost to preserve a road that is still in good or fair shape. By investing preventatively, the VBCRC stretches its limited financial resources further and keeps more of the overall network in a usable state, rather than spending disproportionately to rescue a smaller number of badly failed roads.

TRAFFIC COUNTS

Prioritizing projects based on traffic volume ensures that available funding is directed where it benefits the greatest number of drivers. Roads



are categorized as high (1,001+ vehicles/day), medium (300–1,000 vehicles/day), or low (>300 vehicles/day) volume, with higher-traffic roads generally receiving priority for improvement. This approach ensures that VBCRC's resources are concentrated where they will be felt most by the traveling public, rather than spread evenly regardless of actual road usage.

CONNECTIVITY ROUTES

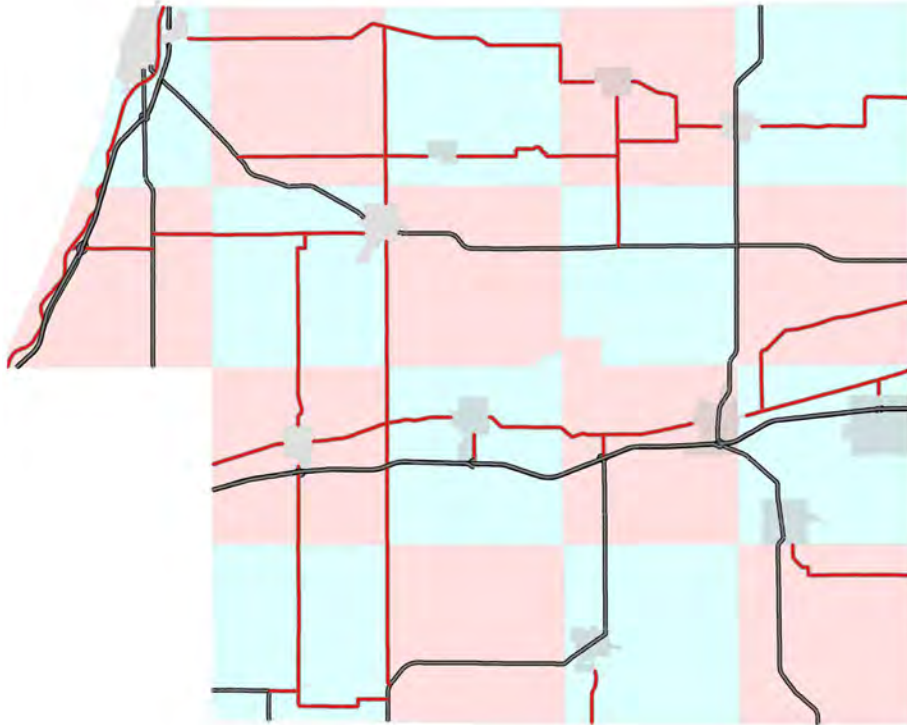
Because the VBCRC cannot rebuild an entire route within a single budget cycle, road projects are also selected with an eye toward building a connected network of quality roads over time. This means prioritizing segments that link good/fair roads to other good/fair roads, as well as segments connecting cities, villages, state highways, and other population centers. Approaching improvements this way, rather than tackling isolated,

disconnected segments, creates continuous stretches of reliable roadway and maximizes the overall benefit of each project to the communities it serves.

FUNDING SOURCES

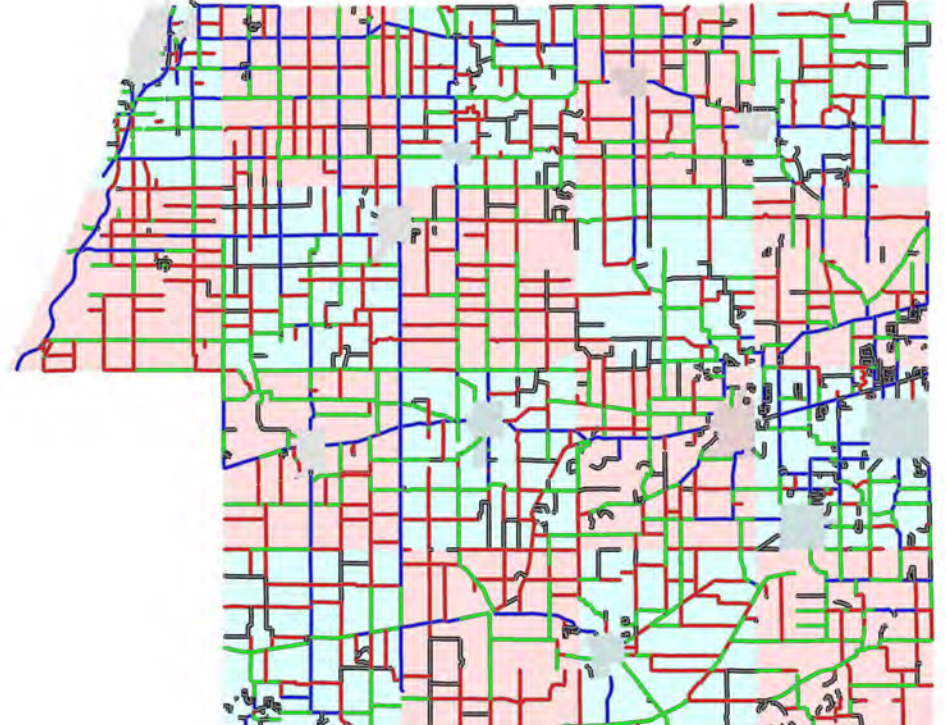
The Michigan Transportation Fund (MTF) is the VBCRC's primary funding source, but it is not the only one available. Because financial resources remain limited relative to countywide need, the VBCRC also prioritizes projects based on additional funding opportunities as they arise. This includes actively pursuing and applying for state and federal grant programs wherever a project qualifies, and coordinating with townships that are willing to contribute supplemental funding to advance road projects within their boundaries. Leveraging these additional funding sources allows the VBCRC to accomplish more road work than the MTF alone would support.

CONNECTIVITY ROUTES



-  VBCRC's Connectivity Routes
-  MDOT Maintained Roads

TRAFFIC COUNTS



-  3-299 Vehicles Per Day
-  300-1,000 Vehicles Per Day
-  1,001-10,000 Vehicles Per Day

MULTI-YEAR PLANNING

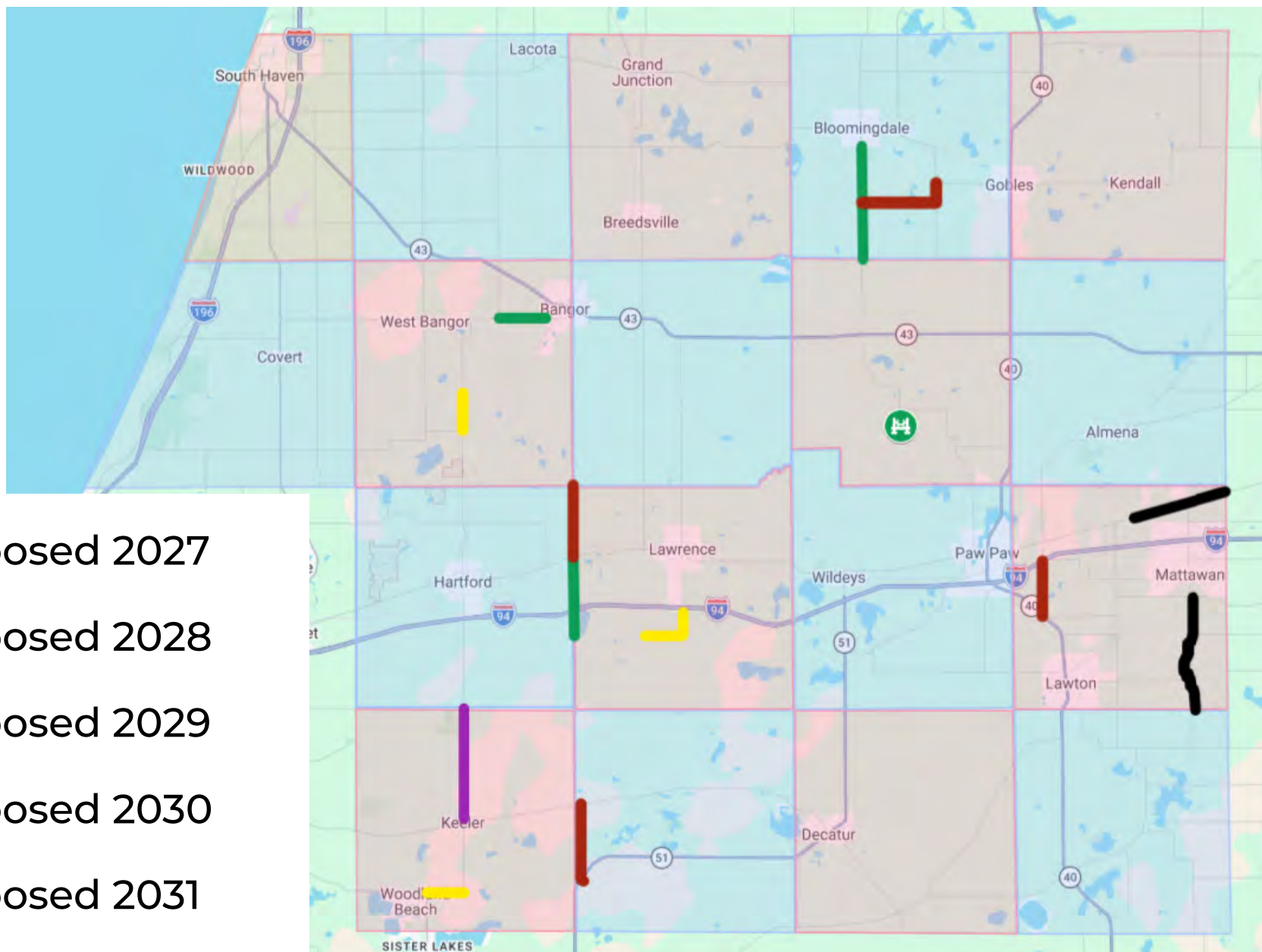
The VBCRC typically plans projects several years in advance. Multi-year planning is required due to the time necessary to plan, design, and finance road and bridge projects. The plan also includes a coordination of efforts with all ROW users to ensure timely and efficient work is possible.

The VBCRC has created this Five Year Plan consisting of projects planned for the primary road system through 2031. Projects may be added to or removed from the Five Year Plan as funding allows, as the execution of the plan is budget dependent. The current Plan can be found on pages 10 through 17. Page 9 shows a map of locations as outlined in the current plan.



PLANNED ROAD IMPROVEMENTS 2027-2031

- Proposed 2027
- Proposed 2028
- Proposed 2029
- Proposed 2030
- Proposed 2031



FIVE YEAR PLAN FOR PRIMARY ROAD SYSTEM

2027					
Project Location	Project Scope	Plan Criteria	Total Estimated Cost	Cost Breakdown	Connected to Other Improved Surfaces
CR 378; City of Bangor to CR 687 N	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	\$ 1,525,000.00	Twp: \$ 300,000.00 Fed: \$ 480,000.00 RC: \$ 745,000.00	Starting Point
40th Street Bridge; Between Fisk Lake Road and CR 665	Structure Replacement	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	\$ 4,532,000.00	State: \$ 3,470,390.00 Twp: \$ 530,805.00 RC: \$ 530,805.00	
CR 681; Red Arrow Highway to CR 365	Mill and Fill	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	\$ 504,570.00	RC: \$ 504,570.00	Yes
CR 665; 24th Avenue to Village of Bloomingdale	Large Culvert Replacement, Mill, Repave	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	\$ 673,000.00	RC: \$ 673,000.00	No
Various Primary Roads	Sealcoat/Fog Seal: Approx. 50 Miles		\$ 2,700,000.00	RC: \$ 2,700,000.00	
Various Primary Roads	Crackseal		\$ 100,000.00	RC: \$ 100,000.00	
			TOTAL ESTIMATED INVESTMENT: \$ 10,034,570.00		

FIVE YEAR PLAN FOR PRIMARY ROAD SYSTEM (CONT.)

2028					
Project Location	Project Scope	Plan Criteria	Total Estimated Cost	Cost Breakdown	Connected to Other Improved Surfaces
CR 653; M-40 to I-94	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	TBD	TBD	Yes
CR 681; M-51 to CR 352	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	TBD	TBD	Yes
CR 681; 48th Avenue to Red Arrow Highway	Mill and Fill	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	TBD	TBD	No
CR 380; CR 665 to CR 388	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	TBD	TBD	Yes
Various Primary Roads	Sealcoat/Fog Seal: Approx. 50 Miles		\$ 2,900,000.00	RC: \$ 2,900,000.00	
Various Primary Roads	Crackseal		\$ 100,000.00	RC: \$ 100,000.00	
TOTAL ESTIMATED INVESTMENT:			TBD		

FIVE YEAR PLAN FOR PRIMARY ROAD SYSTEM (CONT.)

2029					
Project Location	Project Scope	Plan Criteria	Total Estimated Cost	Cost Breakdown	Connected to Other Improved Surfaces
CR 652; Village of Mattawan to 72nd Avenue	Mill and Fill	☒ Rating ☐ Connectivity ☒ Traffic Count ☒ Funding	\$ 1,002,250.00	TBD	No
Red Arrow Highway; 22nd Street/Van Kal to 27th Street	Mill and Fill	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	\$ 800,000.00	Fed: \$ 420,000.00 RC: \$ 380,000.00	Yes
CR 653/CR 375; Section TBD by RTF Selection (2030-2032)	TBD	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	TBD	TBD	Section Dependent
Various Primary Roads	Sealcoat/Fog Seal: Approx. 50 Miles		\$ 3,100,000.00	RC: \$ 3,100,000.00	
Various Primary Roads	Crackseal		\$ 100,000.00	RC: \$ 100,000.00	
TOTAL ESTIMATED INVESTMENT:				TBD	

FIVE YEAR PLAN FOR PRIMARY ROAD SYSTEM (CONT.)

2030					
Project Location	Project Scope	Plan Criteria	Total Estimated Cost	Cost Breakdown	Connected to Other Improved Surfaces
CR 342; M-152 to CR 687	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	\$ 1,084,787.00	RC: \$ 1,084,787.00	Yes
CR 365; CR 215 to I-94	Overlay	☒ Rating ☒ Connectivity ☒ Traffic Count ☒ Funding	TBD	TBD	No
CR 687; CR 376 to 38th Avenue	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	TBD	TBD	Yes
Federal/State Aid Projects or Submitted Projects TBD Once Funding is Allocated	TBD		\$ 2,000,000.00	TBD	
Various Primary Roads	Sealcoat/Fog Seal: Approx. 50 Miles		\$ 3,200,000.00	RC: \$ 3,200,000.00	
Various Primary Roads	Crackseal		\$ 100,000.00	RC: \$ 100,000.00	
TOTAL ESTIMATED INVESTMENT:			TBD		

FIVE YEAR PLAN FOR PRIMARY ROAD SYSTEM (CONT.)

2031					
Project Location	Project Scope	Plan Criteria	Total Estimated Cost	Cost Breakdown	Connected to Other Improved Surfaces
CR 378; Section TBD by Federal Aid Selection	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	TBD	TBD	Section Dependent
CR 687; CR 362 to CR 352 E	Mill and Fill	☒ Rating ☒ Connectivity ☒ Traffic Count ☐ Funding	TBD	TBD	No
Federal/State Aid Projects or Submitted Projects TBD Once Funding is Allocated	TBD		\$ 2,000,000.00	TBD	
Various Primary Roads	Sealcoat/Fog Seal: Approx. 50 Miles		\$ 3,400,000.00	RC: \$ 3,400,000.00	
Various Primary Roads	Crackseal		\$ 150,000.00	RC: \$ 150,000.00	
TOTAL ESTIMATED INVESTMENT:				TBD	

FEDERAL AND STATE AID SUBMISSIONS

The following projects have been submitted for funding through various funding sources as indicated and were entered into the 5 year road plan.

Submitted for State and/or Federal Aid - Added to 5 Year Plan						
Project Location	Project Scope	Year Planned	Estimated Cost	Funding Program	Cost Breakdown	Connected to Other Improved Surfaces
CR 378; City of Bangor to CR 687 N	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	2027	\$ 1,525,000.00	RTF & Township Contribution	Fed: \$ 480,000.00 RC: \$ 1,045,000.00	Starting Point
CR 681; M-51 to CR 352	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	2028	\$ 1,900,000.00	RTF	TBD	Yes
CR 653; M-40 to I-94	Trench, Widen, Drainage Improvements, Crush, Shape, Pave	2028	\$ 1,511,000.00	RTF & KATS	TBD	Yes
CR 652; Village of Mattawan to CR 358	Mill and Fill	2029	\$ 1,002,250.00	RTF & KATS	TBD	No

FEDERAL AND STATE AID SUBMISSIONS (CONT.)

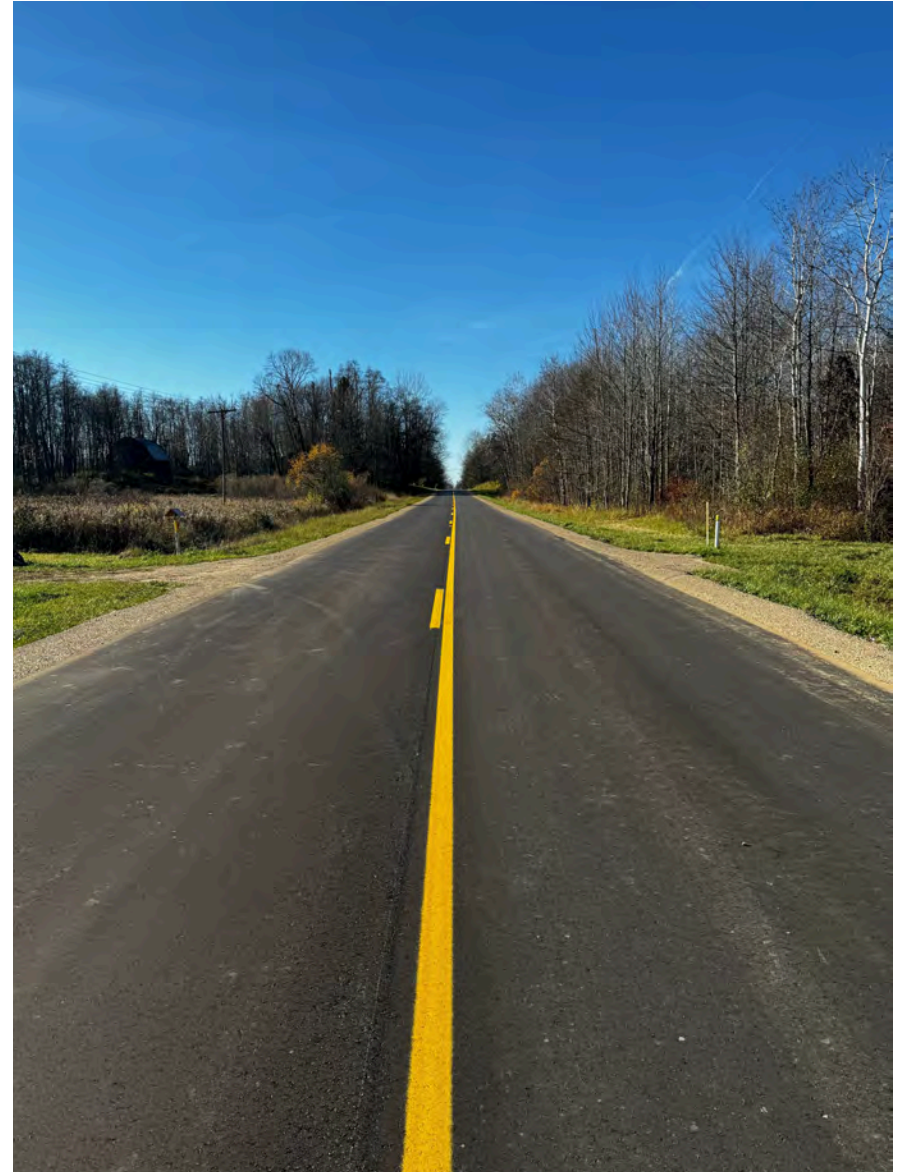
To Be Submitted for State and/or Federal Aid - 2030-2032 Selections						
Project Location	Added to the 5 Year Plan?	Connected to Other Improved Surfaces		Project Location	Added to the 5 Year Plan?	Connected to Other Improved Surfaces
Blue Star Highway; M-140 to CR 388	Not at this time.	Yes		CR 653; 48th Avenue to CR 653 N	Not at this time.	Yes
CR 652; Red Arrow Highway to Village of Mattwan	Not at this time.	Yes		CR 665; Village of Bloomingdale to Baseline Road	Not at this time.	Yes
CR 671 S; Red Arrow Highway to I-94	Not at this time.	Yes		CR 665; M-40 to CR 358	Not at this time.	Yes
Red Arrow Highway; Village of Paw Paw to CR 657	Not at this time.	Yes		CR 652; 72nd Avenue to CR 354	Not at this time.	No
CR 378; 66th Street to CR 687 N	Not at this time.	Yes				

SUCCESS OF ASSET MANAGEMENT

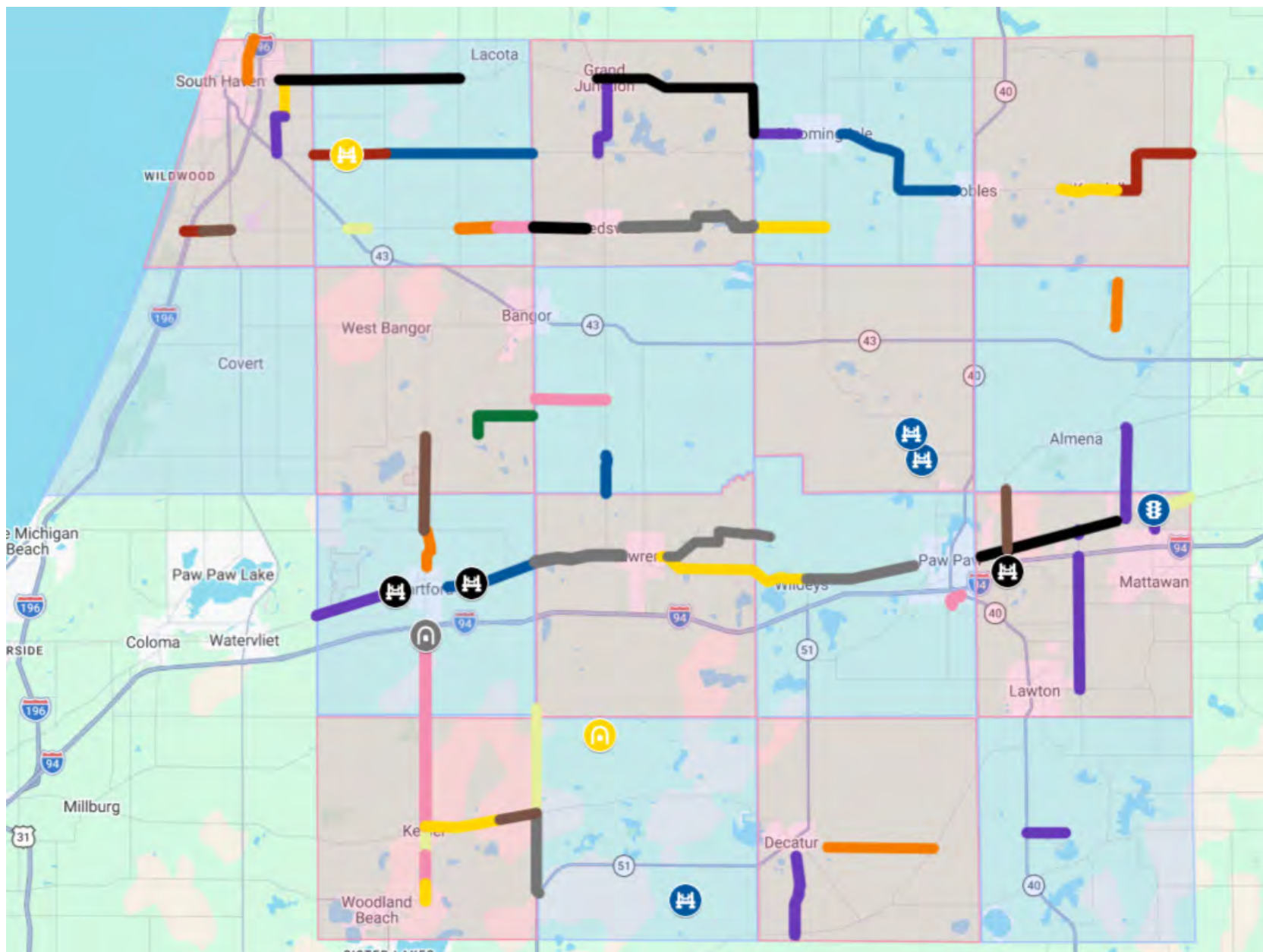
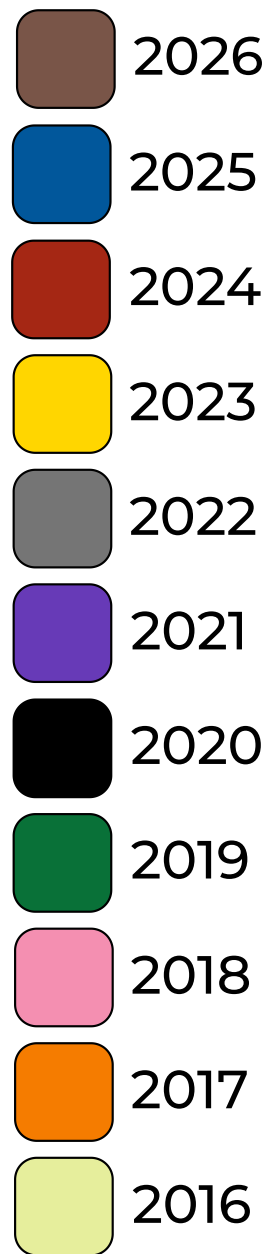
The VBCRC has utilized principles of asset management for many years. The adoption of the original Transportation Asset Management Plan (TAMP) in 2021 by the VBCRC focused and solidified these principles into a process which can be clearly demonstrated. The map on page 18 shows the road improvement projects performed by the Road Commission from 2016 to 2026.

The map on page 19 is a map depicting the primary sealcoat operations from 2021 to 2026.

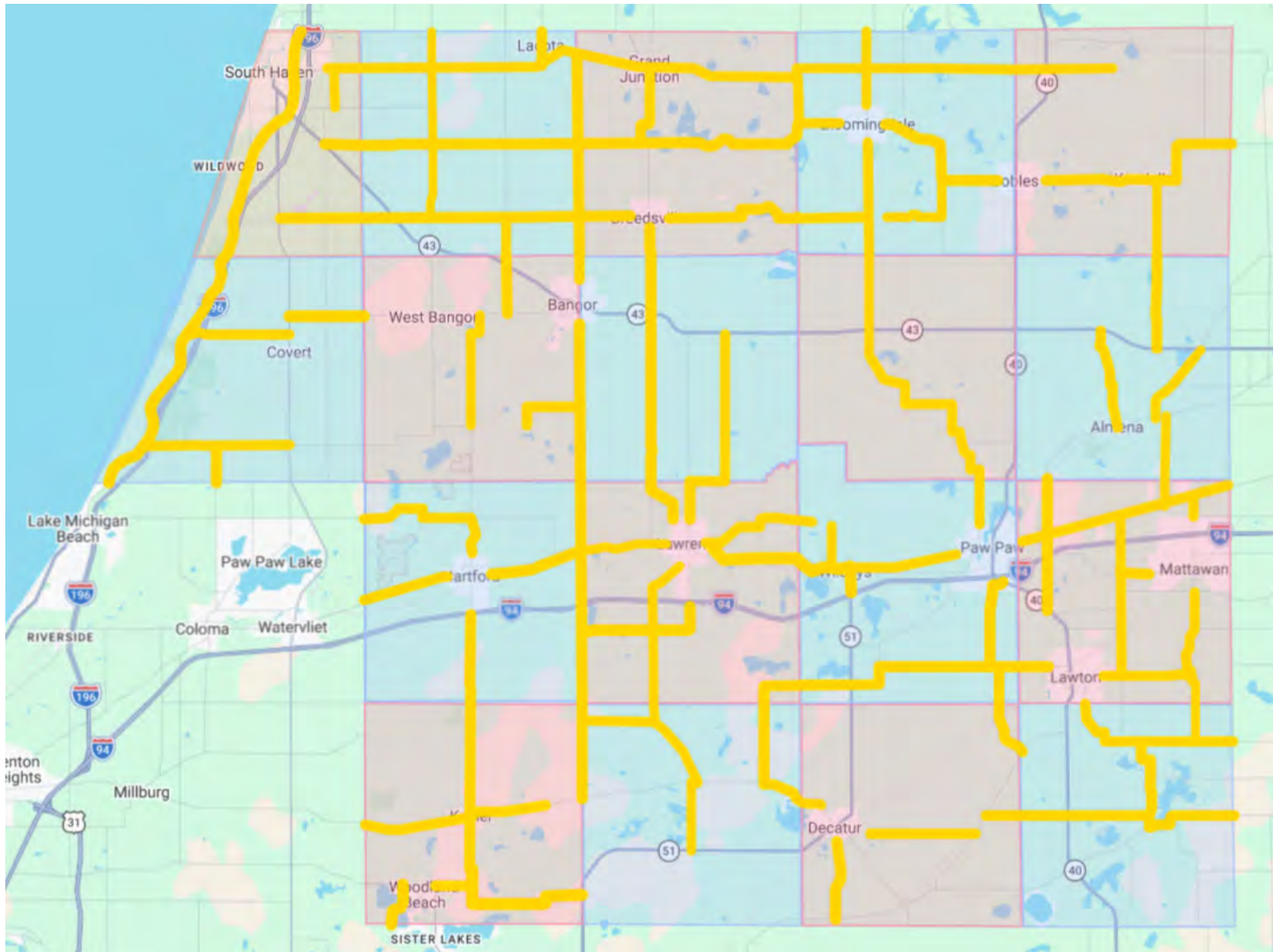
Utilizing a mix of road improvement and preservation projects has significantly enhanced the road network throughout Van Buren County.



COMPLETED ROAD IMPROVEMENTS 2016-2026



PRIMARY ROAD SEALCOAT 2021-2026



CONCLUSION

Roads are the foundation of a thriving community, and keeping them in good condition takes steady, disciplined investment. Revenues for road maintenance have grown only slightly while costs have risen dramatically, so the Van Buren County Road Commission cannot fix every road at once. A multi-year plan for investing in the road system where the impact will be felt the most is paramount.

This Five-Year Plan reflects that approach. Since adopting its Transportation Asset Management Plan in 2021, the VBCRC has selected projects using objective data: PASER ratings, traffic counts, connectivity routes, and available funding sources. Preserving roads in good and fair condition before they fail costs far less than rebuilding them afterward. Pairing that preservation work with targeted road

improvements builds a connected network of quality roads over time, one that serves residents, businesses, and communities across the county.

The VBCRC will keep pursuing state and federal grants and working with township partners so that it can accomplish more than the Michigan Transportation Fund alone would allow. Because the plan depends on funding, projects may be added, adjusted, or removed as circumstances change. The commitment behind it stays the same: to maintain or improve network-wide road conditions from the 2020 baseline, to make decisions that are transparent and defensible, and to deliver the greatest possible benefit to the traveling public of Van Buren County.

APPENDIX

More information regarding PASER ratings, collection of data, and TAMC's role in PASER ratings:
https://www.michigan.gov/tamc/0,7308,7-356-82158_82627---,00.html

More information regarding IBR ratings: <https://ctt.mtu.edu/inventory-based-rating-system>

The Transportation Asset Management Council's Dashboard: <https://www.michigan.gov/tamc/>

GLOSSARY

Glossary of Abbreviations Here

If you have limitations in speaking, reading, or understanding English, the Road Commission will provide services to you at no cost. Call 269-674-8011, Extension 233, or email LinneaRader@vbcrc.org.

Si tiene limitaciones para hablar, leer o entender inglés, la Comisión de Carreteras le proporcionara servicios sin ningún costo. Llame al 269-674-8011, Extensión 233, o por correo electrónico a LinneaRader@vbcrc.org.



