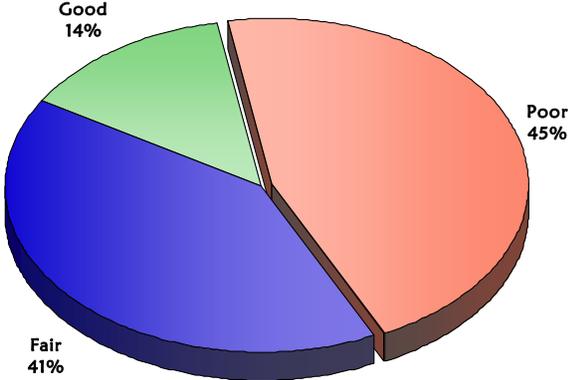


PAVEMENT MANAGEMENT REPORT SUMMARY

Roads are the foundation of any transportation system, and the condition of the road network is an important part of the transportation planning process. Pavement condition is one of the integral factors used when designing cost-effective strategies for pavement management, and that is the basis for this technical report.

Genesee County Road Network
Projected 2007 PAVSER Rating



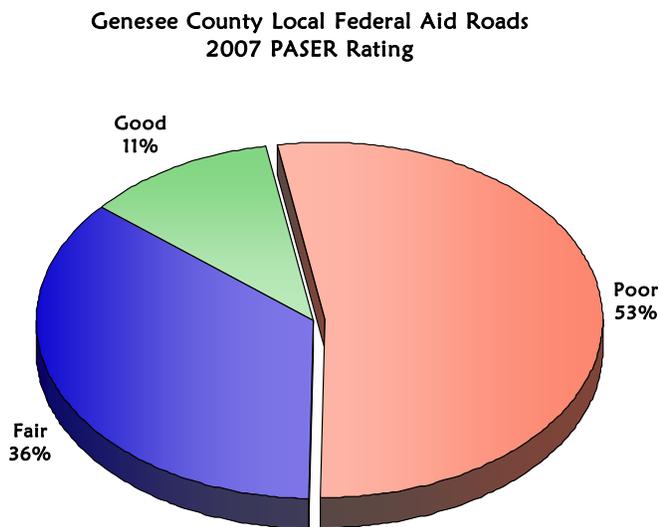
In Genesee County, there are a number of different “networks” of roadway. These networks are generally defined by ownership and funding. The entire Genesee County road system is made up of these different road networks. The Genesee County system is made up of more than 5122 lane miles. A break down of pavement condition on those roads can be seen in the following chart.

For the purposes of this report, the majority of analysis was performed on the federal-aid network in Genesee County; more specifically, the local federal-aid network which includes all fed-aid roads but excludes those owned and maintained by MDOT. The

local fed-aid network is maintained primarily with funding allocated to the MPO and administered through the Transportation Improvement Program.

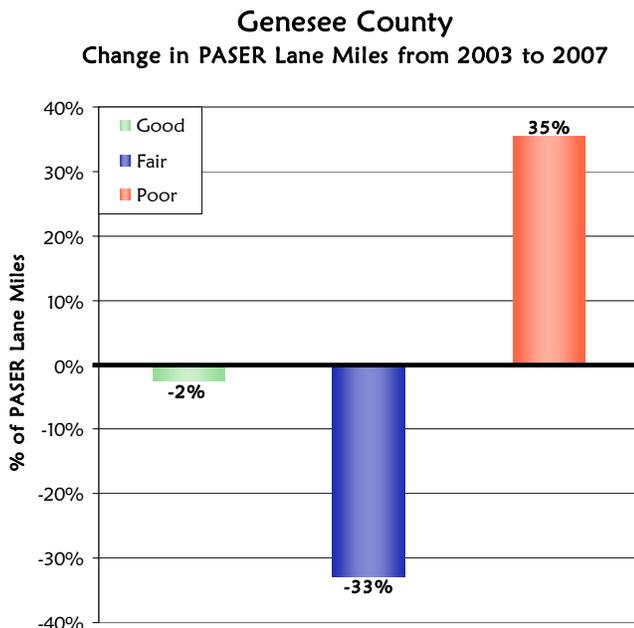
The Genesee County Metropolitan Planning Commission (GCMPC) has surveyed the federal aid network annually since 2003. GCMPC utilizes a pavement management system consisting of PASER and RoadSoft. GCMPC utilizes the PASER program to collect road data and RoadSoft to evaluate and analyze the collected data.

There are approximately 1938 lane miles of roadway in the Genesee County local fed-aid network. The table at the right illustrates the PASER rating distribution by categories. Of the 1938 lane miles surveyed in 2007, 11% are in good condition, 36% are in fair condition, and 53% are in poor condition. By standards established for the PASER rating system, good roads require routine maintenance, fair roads require capital preventive maintenance, and poorly rated roads require the more costly structural improvements.



The large percentage of poorly rated roads in the local fed-aid network has been increasing every year since 2003. In fact, the proportion of poorly rated roads in this network has increased by 35% from 2003 to 2007, while the distribution of “good” and “fair” roads has decreased dramatically.

In general, the comparison indicates that our local federal-aid system is deteriorating rather than improving, and at a very rapid rate. There is an increased need for Preventive Maintenance improvements to help stabilize the Genesee County Local Federal Aid Road System.

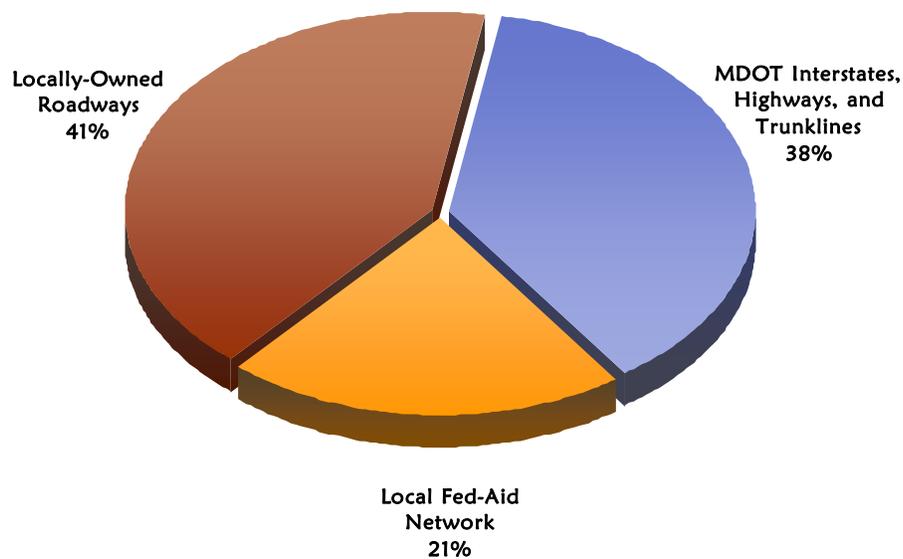


The pool of money to be used for pavement management in Genesee County comes from several different sources. In addition to the federal funds available through the

Transportation Improvement Program. Genesee County Local Units of Government also receive State of Michigan ACT 51 funds. Act 51 provides formulas for the distribution of the Michigan Transportation Fund to local units of government.

There is roughly \$7.4 million dollars allocated each year to preserve the local fed-aid network. Unfortunately this amount does not sufficiently contain the pavement problem on these roadways. The chart and table below illustrate that while the local fed-aid system is made up of nearly 40% of all the lane miles in Genesee County, it only receives 20% of the funding.

Average Yearly Pavement Funding Percentages
Genesee County



Genesee County Pavement Funding Breakdown		
Pavement Management Network	Yearly Average	% of Lane Miles
MDOT Interstates, Highways, and Trunklines	\$ 13,104,057	16%
Local Fed-Aid Network	\$ 7,371,000	38%
Locally-Owned Roadways	\$ 14,467,193	47%
Total	\$ 34,942,250	100%