

Martinsville Common Council
Meeting Agenda
Monday, December 8, 2025
7:00 PM - City Hall, Council Chambers

THE CITY OF
Martinsville
INDIANA



Call to Order, Invocation., and Pledge of Allegiance

Roll Call

Consideration of the Minutes

- A. Consideration of the November 24, 2025, Common Council Meeting Minutes

Mayor's Comments

- A. Common Council 2026 Meeting Dates

Unfinished Business

- A. Ordinance 2025-1900 - Setting Salaries for Certain Appointed Officials and Employees

New Business

- A. Consideration of Resolution 2025-0719 - Written Fiscal Plan for Annexation of Real Estate - Sun Energy Farms
- B. Second Reading and Consideration of Ordinance Number 2025-1905 - Additional Appropriations/Reduction
- C. Second Reading and Consideration of Ordinance 2025-1906 - Weel Tax and MVL Excise Surtax
- D. Second Reading and Consideration of Ordinance 2025-1908 - Annexing Certain Territory into the City - Sun Energy Farms
- E. Second Reading and Consideration of Ordinance Number 2025-1909 - Additional Appropriation
- F. Second Reading and Consideration of Ordiance 2025-1910 - Request for Rezoning - Rooted Oaks Construction

Consideration of Claims

Council Comments

Public Comment

Any individuals who requires aid or service for effective communication, or a modification of policies or procedures to participate in a public meeting, program, service, or activity of the City of Martinsville, IN, contact Ben Meridia, ADA Coordinator, 56 North Main Street, Martinsville, IN, 46151, 765-342-6012, as soon as possible, but no later than 48 hours before the scheduled event.

Next Regular Meeting

- A. The next regular meeting of the Common Council will be on Monday, December 29, 2025, beginning at 7:00 PM in the Council Chambers (Room 202), City Hall, 59 S. Jefferson St., Martinsville, Indiana

Adjournment

Any individuals who requires aid or service for effective communication, or a modification of policies or procedures to participate in a public meeting, program, service, or activity of the City of Martinsville, IN, contact Ben Meridia, ADA Coordinator, 56 North Main Street, Martinsville, IN, 46151, 765-342-6012, as soon as possible, but no later than 48 hours before the scheduled event.

**MARTIN SVILLE COMMON COUNCIL
MARTINSVILLE IN DIANA
MORGAN COUNTY, INDIANA
NOVEMBER 24, 2025**

Call to Order, Invocation., and Pledge of Allegiance

Mayor Costin called the Martinsville Common Council meeting to order on November 24, 2025. Pastor John Barrett led the prayer for those in attendance. Mayor Costin then led the attendees in the Pledge of Allegiance.

Roll Call

Councilor At Large John Badger *XN*
Councilor District 5 Phil Deckard II
Councilor District 3 Josh Ferran
Councilor District 4 Suzie Lipps
Councilor District 2 Ben Mahan
Councilor At Large Ann Miller

A quorum was declared present.

Consideration of the Minutes

- A. Consideration of the Monday, November 10, 2025, Common Council Meeting Minutes

A motion to Approve was made by Councilor District 4 Suzie Lipps. Ann Miller seconded the motion. The minutes were Passed 6-0.

Police Department Special Recognitions

Chief Lang presented awards to two patrol officers. Officer Oxendine and Officer Patterson. Also recognized were Deputies Liddell and Karr.

Mayor Costin presented Chief Lang an award for his 51 years of service to Law Enforcement.

Committee Report

- A. Study Committee Regarding City Code Article V, Division 1, Section 18-191 - Peddlers, Solicitors and Transient Merchants

Councilor Miller presented an update to the council. A discussion ensued. Councilors Miller and Badger will follow up with legal counsel to work on an ordinance draft.

Public Hearing

The council meeting was recessed to have a public hearing.

- A. Ordinance 2025-1905 - Additional Appropriations/ Reduction
- B. Ordinance 2025-1906 - Wheel Tax and MVLExcise Surtax.

- C. Ordinance Number 2025-1908 - Annexing Certain Territory into the City - Sun Energy Farms
- D. Ordinance 2025-1909 - Additional Appropriation

New Business

The Public Hearing was closed. The Council Meeting was reconvened.

- A. First Reading of Ordinance Number 2025-1905 - Additional Appropriations/Reduction

Clerk Treasurer Merida presented the ordinance to the council. No action was taken.

- B. First Reading of Ordinance Number 2025-1906 - When Tax and MVL Excise Surtax

Counsel Pierce presented the ordinance to the council. No action was taken.

- C. First Reading of Ordinance Number 2025-1908 - Annexing Certain Territory *into* the City - Sun Energy Farms

Chyenne Hoffa from Forestar presented the ordinance to the council. No action was taken.

- D. First Reading of Ordinance 2025-1909 - Additional Appropriation

Clerk Treasurer Merida presented the ordinance to the council. No action was taken.

- E. First Reading of Ordinance 2025-1910 - Request for Rezoning - Rooted Oaks Construction

Mike Cassa from Rooted Oaks Constl1.ictio11, LLC presented the request to the council. No action was taken.

- F. Second Reading and Consideration of Ordinance 2025-1899 - Setting Salaries of Elected Officials

A motion to Approve was made by Councilor At Large Ann Miller. Ben Mahan seconded the motion. The motion was Passed 6-0.

- G. Second Reading and Consideration of Ordinance 2025-1900 - Setting Salaries of Certain Appointed Officials and Employees

A motion to Table was made by Councilor District 5 Phil Deckard II. Ann Miller seconded the motion. The motion was Passed 6-0.

- H. Consideration of Redevelopment Commission Annual Spending Plan

Clerk Treasurer Merida presented the information to the council for their review.

- I. Consideration of Resolution 2028-0718 - Written Fiscal Plan for Annexation of Real Estate

Cheyenne Hoffa from Forestar presented the Resolution to the Council for their consideration.
Resolution failed for lack of motion.

Consideration of Claims

A motion to Approve was made by Councilor District 5 Phil Deckard II. Ben Mahan seconded the motion.
The motion was Passed 6 - 0.

Council Comments

Public Comment

Announcements

Next Regular Meeting

- A. The next regular meeting of the Common Council will be on Monday, December 8, 2025, beginning at 7:00 PM in the Council Chambers (Room 202), City Hall, 59 S. Jefferson St, Martinsville, IN

Adjournment

Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Signature	Date
Benjamin K. Merida, Clerk-Treasurer		

MAYOR ACTION

Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		

Martinsville Common Council 2026 Meeting Dates
7:00 PM – Council Chambers (Room 202) – 59 S. Jefferson Street – Martinsville, IN

Monday, January 12, 2026

Monday, January 26, 2026

Monday, February 9, 2026

Monday, February 23, 2026

Monday, March 9, 2026

Monday, March 23, 2026

Monday, April 13, 2026

Monday, April 27, 2026

Monday, May 11, 2026

Tuesday, May 26, 2026

Monday, June 8, 2026

Monday, June 22, 2026

Saturday, June 27, 2026 – 2027 Budget Workshop

Monday, July 13, 2026

Monday, July 27, 2026

Monday, August 10, 2026

Monday, August 24, 2026

Monday, September 14, 2026

Monday, September 28, 2026

Tuesday, October 13, 2026

Monday, October 26, 2026

Monday, November 9, 2026

Monday, November 23, 2026

Monday, December 14, 2026

Monday, December 28, 2026

ORDINANCE 2025-1900
ORDINANCE SETTING SALARIES OF CERTAIN APPOINTED
OFFICIALS AND EMPLOYEES OF THE CITY OF MARTINSVILLE,
MORGAN COUNTY, INDIANA FOR THE YEAR 2026

WHEREAS, the Common Council of the City of Martinsville, according to Indiana statute is the legislative body of the City and is responsible for adopting salary ordinances for appointed officials and employees within the city of Martinsville; and

WHEREAS, the Common Council of the City of Martinsville believes it is in the best interest of the appointed officials and employees to set certain salaries for year 2026; and

NOW, THEREFORE BE IT ORDAINED that the Common Council of the City of Martinsville sets the following Ordinance for Salaries for Certain Appointed Officials and Employees of the City of Martinsville for the year 2026.

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SECTION 1: OFFICE OF MAYOR

Executive Assistant to the Mayor

The Executive Assistant to the Mayor assists the Mayor, the Police Chief, the Fire Chief, the City Superintendent, and the Plan Commission. In addition, the Executive Assistant will have the responsibility of all applications and research as to grant writing for the City of Martinsville. The salary of the Executive Assistant is hereby fixed in the sum of \$69,940.00 per annum, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity. The fixed salary shall be paid from the following respective funds:

General Fund	\$56,440.00
City Superintendent	\$10,750.00
Plan Commission	\$2,750.00

This position is exempt.

Compliance Director

The salary and compensation of the Compliance Director shall be no more than \$60,000.00 per annum, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity. The salary shall be paid from the following funds:

Stormwater Fund	\$60,000.00
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This position is exempt.

City Planner

The salary and compensation of the City Planner shall be no more than \$75,000.00 per annum, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity. The salary shall be paid from the following funds:

General Fund	\$75,000.00
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This position is exempt.

Additional Clerical Help

Any substitute or periodic clerical help needed in the mayor's office shall be paid as part-time, not to exceed 29 hours per week, and the salary shall be in the range of \$16.00-\$25.00 per hour.

Buy Back of Unused Sick Days

All full-time personnel in the Mayor's Office shall be entitled to draw and receive nine (9) sick days. Any sick days not used can be bought back by the City up to seven (7) unused days.

The payment for the buy back of sick days will be paid in January of the year following the year in which the sick days were unused.

SECTION 2: OFFICE OF CLERK TREASURER

First Deputy Clerk Treasurer

The salary and compensation of the First Deputy to the Clerk- Treasurer shall be no more than \$67,600.00 per annum, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity. The salary shall be paid from the following funds:

General Fund	\$49,640.00
Sewer Utility	\$7,980.00
Water Utility	\$7,980.00
Solid Waste	\$5,000.00

This position is exempt.

Clerk to the Clerk Treasurer

The salary and compensation of any Clerk to the Clerk Treasurer shall be no more than \$29.00 per hour, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity.

Additional Clerical Help

All extra clerical help which may be needed during the calendar year by the Clerk Treasurer, shall be hired as extra clerical on a part-time basis, set hours not to exceed 29 hours per week, and shall be paid at a range of \$18.00 to \$25.00 per hour.

Buy Back of Unused Sick Days

All full-time personnel in the Clerk Treasurer's office shall be entitled to draw and receive nine (9) sick days. Any sick days not used can be bought back by the City up to seven (7) unused days.

The payment for the buyback of sick days will be paid in January of the year following the year in which the sick days were unused.

SECTION 3: CITY COURT

Clerk of the City Court (Full-Time)

The salary and compensation of the full-time Clerk of the City Court shall be no more than \$25.00 per hour, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity.

Clerk of the City Court (Part-Time)

The salary and compensation of the part-time Clerk of the City Court shall be no more than \$25.00 per hour, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity. This part-time position shall work no more than 29 hours per week.

Bailiff of the City Court

The salary and compensation of the Bailiff of the City Court shall be no more than \$75.00 per hour, to be paid bi-weekly. The Bailiff shall receive pay for services performed in carrying out the duties of Bailiff.

Buy Back of Unused Sick Days

All full-time personnel in the Clerk Treasurer's office shall be entitled to draw and receive nine (9) sick days. Any sick days not used can be bought back by the City up to seven (7) unused days.

The payment for the buyback of sick days will be paid in January of the year following the year in which the sick days were unused.

SECTION 4: FIRE DEPARTMENT

Fire Chief

The Chief of the Fire Department is a position appointed by the mayor. The Chief of Fire shall receive a base salary of that of a tenth-year firefighter, that being \$77,080.00. This position is exempt.

The Deputy Chief of the Fire Department shall receive a base salary of that of a tenth-year firefighter, that being \$77,080.00.

Firefighters

Firefighters shall be paid based upon the following schedule:

First year	\$62,080.00
Second year	\$63,955.00
Third year	\$65,830.00
Fourth year	\$67,705.00
Fifth year	\$69,580.00
Sixth year	\$71,455.00
Seventh year	\$73,330.00
Eighth year	\$75,205.00
Ninth year	\$76,080.00
Tenth year	\$77,080.00

The City of Martinsville recognizes seniority among firefighters that are in 1977 PERF. Any firefighter that transfers to Martinsville Fire Department that is in 1977 PERF will receive the salary for how many years of service they have in the 1977 Police and Firefighters PERF fund. The hire date will be the date to recognize and calculate the years of service.

Training Officer

The salary of the Training Officer of the Fire Department is hereby fixed at a sum of \$48,750.00 per annum, to be paid bi-weekly. The Training Officer shall receive the salary for services performed in his role as Training Officer.

Additional Pay

Additional pay will be given to the following ranks:

Chief	\$10,000.00 per annum
Deputy Chief	\$6,000.00 per annum
Fire Marshal	\$4,000.00 per annum
Captain	\$3,533.00 per annum
Lieutenant	\$2,533.00 per annum

Administrative Assistant Clerk

The salary and compensation of the Clerk shall be no more than \$25.00 per hour, to be paid bi-weekly. This position shall be entitled to receive the compensation for services performed in that capacity.

Additional Pay

The salary of the Fire pension secretary shall be \$250.00 per annum, to be paid after the annual meeting of the department.

Paid Per Call Firefighters and Pay-Per-Call Firefighters

Paid per call firefighters shall be paid an hourly rate of \$20.00. This should be paid on the 28th date pay cycle. All paid per call personnel must have a minimum FF I/II, Hazardous Materials Operations and EMT-B certifications.

Holiday Pay

Career personnel are eligible for \$10.50 per hour per hour of work on designated holidays. This applies only to personnel scheduled to work on said holidays. Holiday pay does not apply to personnel that may be working and receiving overtime pay rate or off duty personnel that may be responding back to call back incident. Holiday period is from 12:00 a.m. to 12:00 a.m.

Certified Salary

The certified salary for the Fire Department for the City of Martinsville is hereby set at \$82,500.00. This salary is set for the purposes of the 1977 Police and Fire Fighter Pension Fund.

Members of the Merit Board

The salary and compensation of members of the Martinsville Fire Merit Board is hereby fixed at \$80.00 for each month.

SECTION 5: POLICE DEPARTMENT

Police Chief of the City of Martinsville

The Chief of Police is a position appointed by the mayor. The Chief of Police shall have a base salary of that of a tenth-year police patrol officer, that being \$77,080.00. This position is exempt.

The Deputy Chief of the Police Department shall receive a base salary of that of a tenth-year police patrol officer, that being \$77,080.00.

The Major of the Police Department shall receive a base salary of that of a tenth-year police patrol officer, that being \$77,080.00.

Patrol Officers

All patrol officers shall be paid based upon the following schedule:

First year	\$62,080.00
Second year	\$63,955.00
Third year	\$65,830.00
Fourth year	\$67,705.00
Fifth year	\$69,580.00
Sixth year	\$71,455.00
Seventh year	\$73,330.00
Eighth year	\$75,205.00
Ninth year	\$76,080.00
Tenth year	\$77,080.00

Additional Pay

Additional pay will be given to the following ranks:

Chief	\$10,000.00 per annum
Deputy Chief	\$6,000.00 per annum
Major	\$5,000.00 per annum
Lieutenant	\$4,000.00 per annum
Sergeant	\$3,533.00 per annum
Corporal	\$2,000.00 per annum

Administrative Assistant to the Police Chief

The salary and compensation of the Administrative Assistant to the Police Chief of the City of Martinsville is hereby fixed at a sum of \$25.00 per hour, to be paid bi-weekly. This position shall be entitled to receive compensation for work performed in that capacity.

Administrative Assistant Clerk

The salary and compensation of the Administrative Assistant Clerk to the Police Department of the City of Martinsville is hereby fixed at a range of \$14.00-\$25.00 per hour, to be paid bi-weekly. This position shall be entitled to receive compensation for work performed in that capacity if it is a full-time position.

Certified Salary

The certified salary for the Police Department for the City of Martinsville is hereby set at \$82,500.00. This salary is set for the purposes of the 1977 Police and Fire Fighter Pension Fund.

Take-Home Vehicles

Police officers may have take-home vehicles in which to assist them in their duties as a police officer.

School Crossing Guards

The salary of School Crossing Guards during the school year is hereby fixed at a range of \$23.62 to \$30.00 per day. Any Crossing Guards working half days shall be paid \$11.44 to \$15.00 per day. Crossing Guards shall only be paid during the school year, while school is in progress. School Crossing Guards are eligible to receive the pay acting as School Crossing Guards in that capacity.

Additional Pay

In addition to the above benefits, police officers may be paid additional pay as follows:

Chief of Detective	\$825.00 per annum
Range Master	\$400.00 per annum
Senior Patrolman	\$300.00 per annum
Field Training Officer	\$200.00 per annum plus 12 additional hours
of time off	
SWAT/Negotiators	\$200.00 per annum
Bicycle Patrol Officer	\$200.00 per annum
Instructor	\$200.00 per annum
Public Information Officer	\$200.00 per annum
Drone Operator	\$200.00 per annum
Master's Degree	\$200.00 per annum
Bachelor's Degree	\$200.00 per annum
Associate's Degree	\$200.00 per annum

Officers are only eligible to make a max of \$1,000.00 per annum for additional pay for special assignments.

Additional Pay

The salary of the Police pension secretary shall be \$250.00 per annum, to be paid after the annual meeting of the department.

Members of the Merit Board

The salary and compensation of members of the Martinsville Police Merit Board is hereby fixed at \$80.00 for each month.

SECTION 6: CITY OF SUPERINTENDENT

City Superintendent

The salary of the City Superintendent for the City of Martinsville is fixed at a sum of \$76,000.00 per annum, to be paid bi-weekly. The City Superintendent shall be entitled to receive compensation for services performed in that capacity. This position is exempt.

Executive Assistant to the City Superintendent

The salary of the Executive Assistant to the City Superintendent is hereby fixed in the amount of \$10,750.00 per annum, to be paid bi-weekly. The Executive Assistant is entitled to draw the salary based upon work performed on behalf of the City Superintendent. These funds shall be paid from the City Superintendent budget.

Buy Back of Unused Sick Days

The City Superintendent shall be entitled to draw and receive nine (9) sick days. Any sick days not used can be bought back by the City up to seven (7) unused days.

The payment for the buyback of sick days will be paid in January of the year following the year in which the sick days were unused.

SECTION 7: PLAN COMMISSION

Members of the Martinsville City Plan Commission

The salary and compensation of members of the Martinsville City Plan Commission is hereby fixed at \$80.00 for each month.

The Secretary of the Martinsville City Plan Commission

The Secretary of the Plan Commission shall be compensated \$25.00 per month. Said monies shall be paid monthly.

Administrative Assistant of the Plan Commission

The salary of the Administrative Assistant of the Plan Commission is hereby fixed in the amount of \$2,662.00 per annum, to be paid bi-weekly. This salary shall be drawn for work that the Administrative Assistant performs for the Plan Commission. Funds shall be paid from the Plan Commission budget.

SECTION 8: BOARD OF PUBLIC WORKS AND SAFETY

Board of Public Works and Safety

The salary of the Board of Public Works and Safety is hereby fixed at \$108.00 per member per month.

SECTION 9: BOARD OF ZONING APPEALS

Board of Zoning Appeals

The Martinsville Board of Zoning Appeal Members shall be paid \$80.00 for each month.

Secretary for Board of Appeals

The Secretary for the Board of Appeals will be compensated \$25.00 per month. Said funds will be paid monthly.

SECTION 10: UNSAFE BUILDING AUTHORITY

Unsafe Building Authority

The Salary for members of the Unsafe Building Authority shall be in the amount of \$80.00 per month.

SECTION 11: BUILDING INSPECTOR

Building Inspector

The salary and compensation for the Building Inspector is hereby fixed in the sum of \$65,000.00 per annum, to be paid bi-weekly. The Building Inspector shall receive this salary based upon services he performs in the capacity of Building Inspector. This position is exempt.

Administrative Assistant to the Building Inspector

The salary of the Administrative Assistant to the Building Inspector is paid \$25.00 per hour, to be paid bi-weekly. The Assistant to the Building Inspector shall receive said compensation based upon services performed in that capacity.

Code Enforcer/Assistant Building Inspector

The salary and compensation of the Code Enforcer/Assistant Building Inspector is hereby is paid no more than \$28.37 per hour, to be paid bi-weekly. This position shall be a full-time position with full benefits. The Code Enforcer/Assistant Building Inspector shall receive said compensation based upon services performed in that capacity.

Buy Back of Unused Sick Days

The Building Inspector, Code Enforcer and the Administrative Assistant shall be entitled to draw and receive nine (9) sick days. Any sick days not used can be bought back by the City up to seven (7) unused days.

The payment for the buyback of sick days will be paid in January of the year following the year in which the sick days were unused.

SECTION 12: STREET DEPARTMENT

Working Foreman Street Department

The salary of the Working Foreman of the Street Department shall be \$31.00 per hour, to be paid bi-weekly.

Administrative Assistant to Street Department

The salary of the Administrative Assistant at the Street Department shall be paid \$25.00 per hour, to be paid bi-weekly. The Administrative Assistant shall be entitled to receive compensation for the work performed in that capacity.

Part-time Workers

Any and all part-time workers hired to work at the Street Department shall be paid at the range between \$16.00 to \$25.00 per hour, and their hours worked per week shall not exceed 29 hours.

Seasonal Workers

The salary of all Seasonal Workers hired to work at the Street Department shall be paid hourly at a rate of \$10.00 to \$20.00 per hour.

SECTION 13: WATER/SEWER UTILITY

Working Foreman Water Utility

The salary of the Working Foreman of the Water Utility shall be \$31.00 per hour, to be paid bi-weekly.

Working Foreman Sewer Utility

The Certified Plant Operator of the Sewer Utility shall be \$31.00 per hour, to be paid bi-weekly.

Utility Office Manager

The salary of the Utility Office Manager shall be \$31.00 per hour, to be paid bi-weekly.

Clerk

The Clerk of the Water Utility shall be paid \$25.00 per hour, to be paid bi-weekly.

Part-time Clerk

Any part-time help at the Utility Office shall be paid within a range of \$18.00 - \$25.00 per hour, and their hours worked per week shall not exceed 29 hours with no benefits.

SECTION 14: LABORERS THROUGH SKILLED WORKERS

Laborers through skilled workers

Any and all laborers through skilled workers of any City department or City utility shall be paid hourly at a fixed range of \$20.00 per hour to \$31.00 per hour, to be paid bi-weekly.

Appendix “A”

CLASSIFICATION AND WAGES FOR 2026

For both union and non-union positions

STREET DEPT

Working Foreman	\$31.00
Laborer	\$24.00
Street Worker	\$24.00
Heavy Equipment Operator*	\$26.00
Machinist	\$26.00
Chief Mechanic	\$29.50
Asst. Mechanic	\$26.00

SOLID WASTE/SANITATION DEPT

Operator	\$26.00
Heavy Equipment Operator*	\$26.00
Machinist	\$26.00
Packer Crew Member (rear)	\$25.00

UTILITY DEPT

Certified Distributor Operator	\$27.00
Laborer	\$24.00
Utility Worker	\$24.00
Heavy Equipment Operator*	\$26.00
Machinist	\$26.00
Chief Meter Reader	\$27.00
Meter Reader	\$25.75
Utility Locator	\$25.75
W.T. Class II, License Holder	\$29.00
Water Utility Office Clerk	\$25.00
Coordinator	\$29.00
Water Works Sewer Dept. Working Foreman	\$31.00
Utility Office Manager	\$31.00

WASTER WATER TREATMENT PLANT

Class I Operator	\$25.00
Class II Operator	\$29.00
WWT Class III, License Holder	\$30.00
Laborer	\$24.00

WWTP Worker	\$24.00
Waste Water Treatment Plant Working Foreman	\$31.00

*For Payroll information, the following is considered “heavy equipment”, an employee operating such will be paid the heavy equipment hourly wage:

Bulldozer
Backhoe
Stump Grinder
Road Grader
Street Sweeper
Aerial Bucket Truck
Grad-all Excavator
Sani-vac Sewer Truck
Front End Loader

SECTION 16: REDEVELOPMENT COMMISSION

Members of the Martinsville Redevelopment Commission

The members of the Martinsville Redevelopment Commission shall receive salary and compensation of \$80.00 per month.

SECTION 17: PARK BOARD

Members of the Park Board

The members of the Martinsville Park Board shall receive salary and compensation of \$108.00 per month. The Park Board member that is appointed to take the Park Board minutes shall receive \$25.00 per meeting in addition to the \$108.00 per month.

SECTION 18: BENEFITS

Full-Time Positions

All full-time positions within the City of Martinsville's employ may participate in the health, dental and/or vision insurance plan offered through the City, provided the employee meets the criteria set out by the plan administrator of the Martinsville Employee Benefit Trust. At the present time, the plan includes eye, dental and medical, plus up to \$50,000 in life insurance.

Retired Employees

Eligible retired employees will also receive health insurance through the City provided the retired employee meets the criteria set out by the plan administrator of the Martinsville Employee Benefit Trust.

Retired Police and Fire Pension

Any retired police officer or fireman from the City of Martinsville receives a pension according to a separate pension plan and the City's current share of that is 18.0%.

Union Employees

Some full-time employees are also eligible to join the Union, and as eligible members of a Union they are subject to Union Retirement, or equivalent, as well as any PERF benefit.

Current PERF/401A Pay-in

The current PERF/401A pay-in for each employee is 11.2%, and the employees' current share is at 3%.

Buy Back of Unused Sick Days

All full-time employees of the City of Martinsville are entitled to nine (9) sick days per calendar year. Any sick days not used can be bought back by the City up to seven (7) unused days. The payment for the buyback of sick days will be paid in January of the year following the year in which the sick days were unused. Excludes Fire & Police.

Longevity Pay

Full-time City employees who have worked at least five (5) years for the City of Martinsville shall be entitled to longevity pay at a rate of \$150 per year. This longevity pay caps out at twenty (20) years of work for the City. The longevity shall have an anniversary of the hire date of the employee each year. The longevity pay is paid in the payroll cycle immediately following the employee's anniversary date. Excludes Fire & Police.

Wellness Program

The City of Martinsville may establish a wellness program and this program may consist of wellness incentive gift cards or other forms of monetary incentives to achieve desired physical and mental health goals. These incentives are in addition to the base pay provided for by this ordinance. Excludes seasonal employees.

All of which is adopted this _____ day of _____ 2025, by the Martinsville
Common Council.

Name		Signature	
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>		
ATTEST			
Name		Signature	Date
Benjamin K. Merida, Clerk-Treasurer			
MAYOR ACTION			
Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		

RESOLUTION 2025-0719

ADOPTION OF WRITTEN FISCAL PLAN FOR ANNEXATION OF REAL ESTATE

COMES NOW the Common Council of the City of Martinsville, Indiana and adopts a written fiscal plan for annexation of real estate to the City of Martinsville, Indiana; and,

WHEREAS, a petition has been filed by the landowner asking that its land be annexed into the City of Martinsville, Indiana, and whereby the landowner owns 100% of the real estate requesting to be annexed, and as such, the annexation is voluntary;

WHEREAS, the Common Council of the City of Martinsville, Indiana believes that the annexation of this real estate is in the best interest of the City, and will enable the City of Martinsville, Indiana to grow and provide opportunities for its citizenry;

WHEREAS, the fiscal plan must provide for the cost of the planned services to be furnished to the real estate to be annexed, address the method of financing the planned services, provide a plan for the organization and extension of services, identify the plan services of a non-capital nature, and further to address the services of a capital improvement nature;

WHEREAS, the Common Council of the City of Martinsville, Indiana believes that the real estate is needed and can be used for development in the reasonably near future; now therefore, be it resolved as follows:

SECTION 1. AREA DESCRIPTION

- A. The annexation area is contiguous to the eastern boundaries of the corporate limits of the city. A map of the annexation area is attached to this as Exhibit A.
- B. The annexation area consists of unimproved and agricultural land.
- C. There is currently no one living on the real estate. The current real estate is assessed at \$178,200.00.

SECTION 2. EXISTING GOVERNMENTAL SERVICES OF AN ANNEXATION AREA

- A. Currently, the area is serviced by the Morgan County Sheriff's Department, the Washington Township Fire Department, and Morgan County EMS. Within one year of the area being annexed into the City of Martinsville, Indiana, the Martinsville City Police Department will begin primary law enforcement duties in the annexed area and the Martinsville City Fire Department will provide fire protection over the annexed area. Morgan County EMS will continue to provide medical services to the area.
- B. Within one year of the annexation, the City of Martinsville, Indiana will provide trash service to any residential households in the area, and the Martinsville Street Department will be responsible for maintaining any dedicated roads within the area. Stormwater and

drainage facilities throughout the annexation area will be consistent with the city's common stormwater and drainage ditches throughout Martinsville. The city and county have maintained the drainage ditches similarly; therefore, it is not anticipated that there will be any additional costs to the city. In the future, the development area will have its storm water plan approved by the City of Martinsville Engineering Department and any associated stormwater and drainage costs will be the responsibility of the developer.

SECTION 3. CAPITAL IMPROVEMENTS

- A. Currently, the City of Martinsville, Indiana has water service and wastewater service located near the proposed annexed area. No later than one year after the effective date of annexation, the City of Martinsville will extend to the annexed area both water and wastewater services. The anticipated financing for the improvements will be from an American Rescue Plan Act (ARPA) grant passed to the City of Martinsville from Morgan County. If at any time the parcel were to be developed or divided into separate parcels the real estate would be required to obtain water and wastewater service from the City of Martinsville, Indiana. It is anticipated the customer will pay the applicable connection fees for both water and wastewater. The stormwater and drainage throughout the annexation area will be consistent with the city's current stormwater and drainage ditches throughout the city. This will be the responsibility of the developers in the area, and it is not anticipated to be any additional cost to the city.
- B. The construction of any new streets within the annexed area will be the responsibility of the developers in accordance with the applicable city ordinance. The city will provide an evaluation and construction services for the streets in the annexed area in the same manner as provided for the streets within the city, within three years after the effective date of the annexation. It is not anticipated that any additional equipment will need to be purchased by the City of Martinsville Street Department to provide for the service of the annexed area.
- C. Parks - The city currently has four parks within the city and no additional park land facilities are anticipated during the annexation.
- D. Street lighting and sidewalks - Currently there is not any street lighting or sidewalks within the annexed area. If the property is developed, the developer will be responsible for the construction of the sidewalks, and the developer will then be responsible for providing any additional streetlights as are necessary.

SECTION 4. NON-CAPITAL SERVICES

- A. In regard to Police protection and Fire protection, it is not anticipated that any additional policeman or fireman will need to be hired in order to provide service to the proposed annexed area, and therefore, no additional costs will be incurred.
- B. Trash collections-As a result of the annexation, the Sanitation Department will provide residential trash service to the area within one year of the effective date of annexation,

however it is not anticipated there will be any additional costs associated with providing this service. In addition, there will be no additional governmental administrative service costs for this annexation.

SECTION 5. FISCAL IMPACT

A. As a result of this annexation, the assessed value for the city will increase, and as the land is developed, the city will receive additional property tax revenues. It is also anticipated that the City of Martinsville, Indiana will realize an increase in its tax levy as a result of the annexation. It is not, however, anticipated that the tax rate will increase for the city.

ALL OF WHICH IS RESOLVED this __ day of _____, 2025.


Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Signature	Date
Benjamin K. Merida, Clerk-Treasurer		

MAYOR ACTION

Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		



Sun Energy Farms Property

SR 252
Martinsville, IN



Forestar Group

- **Forestar Group Inc.** is a residential lot development company focused on delivering desirable communities for homebuilders in both established locations and long-term growth markets. Forestar's vision is to create neighborhoods that enhance the lives of community residents.



Sun Energy Farms Property

SR 252
Martinsville, IN



Sun Energy Farms Property

SR 252

Martinsville, IN



ORDINANCE 2025-1905

ADDITIONAL APPROPRIATIONS

WHEREAS, it has been determined that it is now necessary to appropriate more money than was appropriated in the annual budget; now, therefore:

Sec. 1. Be it ordained by the City Council of Martinsville, Morgan County, Indiana, that for the expenses of the taxing unit the following additional sums of money are hereby appropriated out of the funds names and for the purposes specified, subject to the laws governing the same:

ADDITIONAL APPROPRIATION

ACCOUNT 1101

Fire Department

Salaries/Personnel

100-Salaries/Personnel \$165,000.00

TOTAL: \$165,000.00

ACCOUNT 1101

Police Department

Salaries/Personnel

100-Salaries/Personnel \$200,000.00

TOTAL: \$200,000.00

ACCOUNT 3331

Park Bond 2018

Debt

400-Debt \$51,370.00

TOTAL: \$51,370.00

TOTAL: \$416,370.00

Sec. 2. Be it ordained by the City Council of Martinsville, Morgan County, Indiana, that for the revenue of the taxing unit the following reduction of sums of money are hereby appropriated out of the funds names and for the purposes specified, subject to the laws governing the same:

REDUCTION APPROPRIATION

ACCOUNT 2234

Unsafe Building

Unsafe Building

300-Unsafe Building \$31,000.00

TOTAL: \$31,000.00

TOTAL: \$31,000.00

Passed and adopted November 10, 2025, by the Common Council and the Mayor of the City of Martinsville, Indiana.

Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Signature	Date
Benjamin K. Merida, Clerk-Treasurer		

MAYOR ACTION

Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		

ORDINANCE 2025-1906

AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF MARTINSVILLE, INDIANA IMPOSING A MUNICIPAL WHEEL TAX AND MOTOR VEHICLE LICENSE EXCISE SURTAX AND CREATING THE CITY OF MARTINSVILLE WHEEL TAX FUND AND THE CITY OF MARTINSVILLE MOTOR VEHICLE LICENSE EXCISE SURTAX FUND

WHEREAS, the Community Crossings Matching Grant Program (the "CCMG Program") is a partnership between the Indiana Department of Transportation ("INDOT") and Hoosier communities, both urban and rural, designed to invest in infrastructure projects that catalyze economic development, create jobs, and strengthen local transportation networks;

WHEREAS, the CCMG Program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges;

WHEREAS, absent the adoption of this Ordinance, the City of Martinsville, Indiana (the "City") would not be eligible for the CCMG Program;

WHEREAS, Ind. Code §6-3.5-11 et seq. (the "Wheel Tax Act") authorizes the Common Council of the City (the "Common Council") to impose by ordinance an annual wheel tax ("Wheel Tax") of not more than Forty Dollars (\$40.00) on certain motor vehicles registered in the City;

WHEREAS, Ind. Code §6-3.5-10 et seq. (the "Excise Tax Act") authorizes the Common Council to impose by ordinance an annual license excise tax surtax (the "Excise Surtax") at a rate of not more than Twenty-Five Dollars (\$25.00) on certain motor vehicles registered in the City;

WHEREAS, the Wheel Tax Act authorizes the Common Council to impose the Wheel Tax at a different rate for each class of vehicle subject to the Wheel Tax Act. In addition, the Wheel Tax Act authorizes the Common Council to establish different rates within different classes of buses, recreational vehicles, semitrailers, tractors, and trucks based on weight classification established by the Indiana Bureau of Motor Vehicles ("BMV");

WHEREAS, the Excise Tax Act authorizes the Common Council to impose the Excise Surtax on each motor vehicle that is subject to the tax, or impose the Excise Tax on vehicles subject to the Excise Surtax at one or more different amounts based upon the class of vehicles;

WHEREAS, the Wheel Tax Act prohibits the Common Council from adopting an ordinance imposing a Wheel Tax unless the Common Council concurrently adopts an ordinance under Ind. Code §6-3.5-10-1 et seq. to impose the annual motor vehicle license excise surtax;

WHEREAS, pursuant to Ind. Code §6-3.5-10-1 et seq., the Common Council is concurrently adopting a Motor Vehicle License Excise Surtax;

WHEREAS, the City utilizes a transportation asset management plan, which has been approved by INDOT and is outlined in Exhibit A, which is attached and incorporated herein by reference; and

WHEREAS, the Common Council deems it necessary to impose the Excise Surtax and the Wheel Tax so that it may generate revenue to support the safe operation and continued maintenance of the streets and roads under the jurisdiction of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL AS FOLLOWS:

Section 1. Chapter 2, Section 2-184 Wheel Tax Fund is hereby created and added to the Code of Ordinances of the City as follows:

Wheel Tax Fund.

- (a) Definitions. The definitions and provisions set forth in Ind. Code §6-3.5-11-1 are incorporated herein by reference and shall apply throughout this Ordinance.
- (b) City of Martinsville Wheel Tax Fund. The “City of Martinsville Wheel Tax Fund” is hereby created and shall be a non-reverting fund. The City may only use the revenue from the Wheel Tax for the following purposes:
 - (1) To construct, reconstruct, repair, or maintain streets and roads that are under the jurisdiction of the City;
 - (2) As a contribution to an authority established under Ind. Code §36-7-23;
 - (3) For the City’s contribution to obtain a grant from the local road and bridge matching grant fund under Ind. Code §8-23-30; and
 - (4) Any other allowable uses under Ind. Code §6-3.5-11.
- (c) Imposition and Rate of Wheel Tax. Effective January 1, 2026, the following vehicles registered in the City of Martinsville and subject to the Wheel Tax shall incur a Wheel Tax in the amount of Forty Dollars (\$40.00) pursuant to Ind. Code §6-3.5-11-1 *et seq.*
 - (1) Buses;
 - (2) Recreational vehicles;
 - (3) Semitrailers;
 - (4) Trailers with a declared gross weight of more than nine thousand (9,000) pounds; and
 - (5) Trucks and tractors with a declared gross weight of more than eleven thousand (11,000) pounds.
- (d) Pursuant to Ind. Code §6-3.5-11-4, a vehicle is exempt from the Wheel Tax if the vehicle is:

- (1) Owned by the State of Indiana;
 - (2) Owned by a state agency of the State of Indiana;
 - (3) Owed by a political subdivision of the State of Indiana;
 - (4) Subject to the annual license excise surtax imposed pursuant to Ind. Code §6-3.5-10;
 - (5) A bus owned and operated by a religious or non-profit youth organization and used to transport persons to religious services or for the benefit of its members;
 - (6) A school bus;
 - (7) A motor vehicle that is funeral equipment and that is used in the operation of funeral services as defined in Ind. Code §25-15-2-17; or
 - (8) Any other vehicle exempt pursuant to Ind. Code §6-3.5-11-4.
- (e) The Wheel Tax shall be paid to the Indiana Bureau of Motor Vehicles each year at the time the vehicle is registered. The City’s Clerk/Treasurer shall deposit the Wheel Tax revenues received in a fund to be known as the “City of Martinsville Wheel Tax Fund” and shall distribute the City of Martinsville Wheel Tax Fund consistent with Ind. Code §6-3.5-11-1 *et seq.*
- (f) Accounting of Wheel Tax Fund. On or before October 1 of each year, the City Clerk/Treasurer shall provide the Common Council with an estimate of the Wheel Tax revenues to be received by the City during the next calendar year. The City shall include the estimated Wheel Tax revenues in the City’s budget estimate for the calendar year.
- (g) Transmittal of Ordinance. The Common Council authorizes Mayor Kenneth W. Costin (the “Mayor”) or the Mayor’s designee to provide a copy of this Ordinance to the Indiana Department of Revenue and the Indiana Bureau of Motor Vehicles are required by Ind. Code §6-3.5-11-8.

Section 2. Chapter 2, Section 2-185. Motor Vehicle License Excise Surtax Fund is hereby created and added to the Code of Ordinances of the City as follows:

Motor Vehicle License Excise Surtax Fund.

- (a) Definitions. The definitions and provisions set forth in Ind. Code §6-3.5-10-1 are incorporated herein by reference and shall apply throughout this Ordinance.
- (b) City of Martinsville Motor Vehicle License Excise Surtax Fund. The “City of Martinsville Motor Vehicle License Excise Surtax Fund” is hereby created and shall be a non-reverting fund. The City may use the Excise Surtax revenues for the following purposes:
- (1) To construct, reconstruct, repair, or maintain streets and roads under the City’s jurisdiction;
 - (2) For the City’s contribution to obtain a grant from the local road and bridge matching grant fund under Ind. Code §8-23-30; or

(3) Any other allowable uses under Ind. Code §6-3.5-10.

(c) Imposition and Rate of Excise Surtax. Effective January 1, 2026, the following vehicles, registered in the City of Martinsville and subject to the Motor Vehicle License Excise Tax, shall be subject to the Excise Surtax in the amount of Twenty-Five Dollars (\$25.00), pursuant to Ind. Code §6-3.5-10-1 *et seq.*

- (1) Passenger motor vehicles;
- (2) Motorcycles;
- (3) Motor driven cycles;
- (4) Collector vehicles;
- (5) Trailer vehicles with a declared gross weight of 9,000 pounds or less;
- (6) Trucks with a declared gross weight of 11,000 pounds or less;
- (7) Mini-trucks;
- (8) Military vehicles.

The Excise Surtax shall be paid with the registration of each such vehicle.

(d) The City Clerk/Treasurer shall deposit revenue received from the Excise Surtax in a fund to be known as the “City of Martinsville Motor Vehicle License Excise Surtax Fund” and shall distribute the Surtax Fund consistent with Ind. Code §6-3.5-10-10.

(e) Accounting of Excise Surtax Fund. On or before October 1 of each year, the City Clerk/Treasurer shall provide the Common Council with an estimate of the Excise Surtax revenues to be received by the City during the next calendar year. The City shall include the estimated Excise Surtax revenues in the City’s budget estimate for the calendar year.

(f) Transmittal of Ordinance. The Common Council authorizes the Mayor or the Mayor’s designee to provide a copy of this Ordinance to the Indiana Department of Revenue and the Indiana Bureau of Motor Vehicles and required by Ind. Code §6-3.5-10-6.

Section 3. The **WHEREAS** Recitals are incorporated herein by reference.

Section 4. All prior ordinances or parts thereof inconsistent with any provision of this Ordinance are hereby repealed. This Ordinance shall have no effect upon any other sections of the Code of Ordinances of the City of Martinsville, Indiana or ordinances not specifically changed by this Ordinance, except as herein provided, and all other sections of the Code of Ordinances of the City of Martinsville, Indiana not inconsistent herewith remain the same.

Section 5. The sections, paragraphs, sentences, clauses, phrases and words of this Ordinance are separable, and if any word, phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional, invalid or unenforceable by the valid judgment or decree of the Court of competent jurisdiction, such unconstitutionality, invalidity or

unenforceability shall not affect any of the remaining words, phrases, clauses, sentences, paragraphs and section of this Ordinance.

Section 6. This Ordinance shall be in full force and effect from and after its passage, approval and publication according to law.

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Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Signature	Date
Benjamin K. Merida, Clerk-Treasurer		

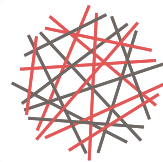
MAYOR ACTION

Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		

EXHIBIT A
CITY OF MARTINSVILLE
TRANSPORTATION ASSET MANAGEMENT PLAN



**PAVEMENT ASSET
MANAGEMENT PLAN**



HWC

ENGINEERING

Confidence in the Built Environment.

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Contact Information

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City of Martinsville
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Director of Planning & Engineering
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Martinsville, IN 46151
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Introduction

This Pavement Asset Management Plan is a major update of the original plan produced in 2016. The last major update was produced and approved by LTAP in 2023. The PASER Rating Maps and Spreadsheets have been updated, including work that was completed in 2024.

Pavement Asset Management Plan

This Pavement Asset Management Plan satisfies the HB1001 State funding requirements. Asset management is defined as an ongoing process of maintaining, upgrading, and operating physical asset costs effectively, based on a continuous physical inventory and condition assessment. In July of 2016, the City of Martinsville completed the initial PASER inventory. In October of 2021, September of 2023, and October of 2024 the city reevaluated all its streets; 73.45 miles of streets were evaluated. The breakdown of existing street types is as follows:

Asphalt Streets = 72.89 miles
Gravel Streets = 0.18 miles
Concrete Streets = 0.05 miles
Brick Streets = 0.33 miles

Rating System Used

The nationally recognized Pavement Surface Evaluation and Rating (PASER) System was utilized in rating all the streets within the city limits. This system rates any type of street based on pavement type. Asphalt, Gravel, Concrete, and Brick surfaces each use a different PASER rating scale. See Appendix 'B' for the PASER Rating Systems.

Process Used to Develop a Work Plan

Initial street data and city limits were obtained using ArcGIS. The street data was exported to an excel spreadsheet which included all city street names. Evaluation involved driving each street. Data was obtained for the street limits (from and to), street width, surface type and PASER rating. Street length was determined in GIS. Once the PASER rating was known, a treatment type and treatment year were assigned for each street.

For asphalt streets, a rating of 4 is identified as the Critical Distress Point (CDP). The CDP is the point at which a street requires a structural treatment. A structural treatment would require a minimum of 2” of new pavement. Anything above the CDP (5 or greater) could require a preventative maintenance treatment.

The percentage of street network above the CDP has increased 4 percent since 2023 from 81% to 85%. Preventative maintenance treatments for asphalt surfaces are a cost-effective way of getting extended service life from asphalt streets and to maintain the percentage of streets above the CDP. Preventative treatments include methods such as, crack seal, rejuvenator, chip seal or thin overlay. Structural treatments include an overlay greater than 2 inches with possible milling or patching depending on the severity of deterioration. For further description and information on Preventative Maintenance Treatments, see Appendix ‘D’.

For Asphalt Streets, the PASER System uses a scale from 1 to 10. A rating of 1 is very poor and from a rating standpoint requires reconstruction. A rating of 10 is excellent and represents a street that has just been reconstructed. A street can only receive a rating of 10 once. Streets are rated by identifying the worst distress. If the worst distress is limited to a single location, then this location is noted in the inventory as a spot improvement along with the cause of deterioration.

Asphalt PASER Rating	Asphalt Surface Treatment Type
1	Reconstruction - Asphalt
2	Overlay - 4”
3	Overlay - 3”
4	Overlay - 2”
5	Overlay < 1.5”
6	Chip Seal
7	Crack Seal
8	Rejuvenator
9	New Road Construction
10	New Road Construction

For Gravel Streets, the PASER System uses a scale from 1 to 5. A rating of 1 is failed and from a rating standpoint requires complete rebuilding. A rating of 5 is excellent and represents a street that has no visible distresses.

Gravel PASER Rating	Gravel Surface Treatment Type
1	Reconstruction - Gravel
2	Gravel - Major Regrade
3	Spot Gravel - Minor Regrade
4	Routine Maintenance
5	No Work Required

For Concrete Streets, the PASER System uses a scale from 1 to 10. A rating of 1 is very poor and from a rating standpoint requires reconstruction. A rating of 10 is excellent and represents a street that has been recently reconstructed.

Concrete PASER Rating	Concrete Surface Treatment Type
1	Reconstruction - Concrete
2	Reconstruction - Concrete
3	Concrete - Slab Replacement
4	Concrete - Full Depth Repairs
5	Concrete - Partial Depth Repairs
6	Concrete - Joint/Crack Sealing
7	Concrete - Joint/Crack Sealing
8	Concrete - Joint/Crack Sealing
9	New Road Construction
10	New Road Construction

For Brick Streets, the PASER System uses a scale from 1 to 4. A rating of 1 is very poor and from a rating standpoint requires reconstruction. A rating of 4 is very good and represents a street in new condition with no defects.

Brick PASER Rating	Brick Surface Treatment Type
1	Reconstruction - Brick
2	Spot Repair
3	No Work Required
4	No Work Required

For specific treatment types for each street see Appendix 'A'. Dollar amounts were developed for each treatment plan. A treatment plan with corresponding year was assigned. Priority was also given to some streets over others based upon knowledge and judgment of the city. In general, the philosophy for asphalt streets, as an example, is to first use preventative maintenance measures on asphalt streets before they reach the CDP (rating of 4). Any street with a rating of 5 would be given a high priority for treatment. The thin overlay treatment would extend the service life of the pavement without requiring a structural treatment. Streets receiving a rating of 6 were programmed for chip seal treatment. Any street rated a 7 was also given a higher priority. These streets should receive crack seal, thus reducing the need for more extensive treatments. Streets receiving a rating of 8 were programmed in later years for rejuvenator. Streets just overlaid received a rating of 9, whereas only newly reconstructed streets received a rating of 10 and neither were programmed for treatment at this time. Any street rated a 4 or less was programmed for a structural treatment. While treatment categories are shown above, sometimes the actual treatment differs from the category.

Monitoring Program and Plan for Making Updates and Adjustments

The city's plan is to reevaluate the streets every 2 years at a minimum. By obtaining data that can be compared to previous evaluations, we can confirm if we are achieving the desired results and meeting our goals. We will also be able to continue to gain experience with the different structural and preventative maintenance treatments to determine life cycles and further refine our asset management plan and budget. It will also allow us to identify and closely monitor asphalt streets with ratings approaching 5, where preventative maintenance can be used to prevent a structural treatment, effectively saving dollars.

Drainage and R.O.W. Conditions

All existing ditches, curbs and gutters, pipes and storm sewer structures should be kept clean and operational to prevent standing water on the pavement surface. Earth shoulders should routinely be inspected to make sure that they aren't higher than the pavement surface and therefore causing the pavement surface to pond water. Earth shoulders that are higher than the pavement edges can be graded to promote proper pavement drainage. This will greatly reduce the chances of unnecessary deterioration of the asphalt pavements.

All maintenance work required to maintain good drainage will be done within the existing right of way. If spot improvement locations are identified requiring additional right of way, the city will work with the property owner to complete the improvement.

Agency Performance Goals and Expected Level of Service for Pavements

Asset management is a systematic method for routinely collecting, storing, and retrieving the kind of decision-making information needed to make maximum use of limited maintenance and construction dollars. Preventative maintenance accordingly becomes a focus. Rehabilitation is performed when really needed and reconstruction only when absolutely necessary. Instead of applying a "fix the worst streets first philosophy", we use a "mix of fixes" approach. Mix of fixes looks to maximize low-cost fixes or preventative maintenance before the street requires rehabilitation or reconstruction.

The purpose of preventative maintenance is to extend the service life of streets by using measures to keep the PASER ratings above the CDP (Critical Distress Point). The goal for the city would be to use this document and information as a tool to further improve upon the planning and budget amounts for our yearly paving and maintenance program. This document and information can help us further improve. Our goal in the future is to improve upon the percentage of streets above the CDP. Over the next 6 years, asphalt streets rated a 4 or below will be considered for structural treatments. Streets rated a 5 or higher will be considered for preventative maintenance measures. Gravel, concrete, chip seal and brick streets will also be tracked as necessary. This pavement asset management plan will allow us to strive to provide the right fix at the right time for the right street.

Pavement Treatment Summary Table

YEAR	PASER RATING	TREATMENT USED	ESTIMATED COST PER MILE	ESTIMATED MILES	ESTIMATED COST
2025	1	Reconstruction - Asphalt		0.0	\$0.00
2025	2	Overlay - 4"		0.0	\$0.00
2025	3	Overlay - 3"		0.0	\$0.00
2025	4	Overlay - 2"		0.0	\$0.00
2025	5	Overlay < 1.5"	\$443,733.72	0.9	\$385,672.00
2025	6	Chip Seal	\$129,051.93	4.8	\$620,687.11
2025	7	Crack Seal	\$16,745.58	11.6	\$194,337.43
2025	8	Rejuvenator	\$25,566.01	18.9	\$483,410.86
2025	9-10	New Road Construction		0.0	\$0.00
2025		TOTAL COST			\$1,684,107.40
2026	1	Reconstruction - Asphalt		0.0	\$0.00
2026	2	Overlay - 4"		0.0	\$0.00
2026	3	Overlay - 3"		0.0	\$0.00
2026	4	Overlay - 2"	\$501,567.51	1.1	\$549,237.89
2026	5	Overlay < 1.5"	\$502,625.19	2.3	\$1,148,160.06
2026	6	Chip Seal		0.0	\$0.00
2026	7	Crack Seal		0.0	\$0.00
2026	8	Rejuvenator		0.0	\$0.00
2026	9-10	New Road Construction		0.0	\$0.00
2026		TOTAL COST			\$1,697,397.94
2027	1	Reconstruction - Asphalt		0.0	\$0.00
2027	2	Overlay - 4"		0.0	\$0.00
2027	3	Overlay - 3"		0.0	\$0.00
2027	4	Overlay - 2"	\$542,721.54	3.1	\$1,700,217.08
2027	5	Overlay < 1.5"		0.0	\$0.00
2027	6	Chip Seal		0.0	\$0.00
2027	7	Crack Seal		0.0	\$0.00
2027	8	Rejuvenator		0.0	\$0.00
2027	9-10	New Road Construction		0.0	\$0.00
2027		TOTAL COST			\$1,700,217.08

YEAR	PASER RATING	TREATMENT USED	ESTIMATED COST PER MILE	ESTIMATED MILES	ESTIMATED COST
2028	1	Reconstruction - Asphalt		0.0	\$0.00
2028	2	Overlay - 4"		0.0	\$0.00
2028	3	Overlay - 3"	\$758,762.22	1.4	\$1,034,443.67
2028	4	Overlay - 2"	\$709,390.34	0.9	\$660,399.28
2028	5	Overlay < 1.5"		0.0	\$0.00
2028	6	Chip Seal		0.0	\$0.00
2028	7	Crack Seal		0.0	\$0.00
2028	8	Rejuvenator		0.0	\$0.00
2028	9-10	New Road Construction		0.0	\$0.00
2028		TOTAL COST			\$1,694,842.95
2029	1	Reconstruction - Asphalt		0.0	\$0.00
2029	2	Overlay - 4"		0.0	\$0.00
2029	3	Overlay - 3"	\$741,635.09	2.3	\$1,701,739.31
2029	4	Overlay - 2"		0.0	\$0.00
2029	5	Overlay < 1.5"		0.0	\$0.00
2029	6	Chip Seal		0.0	\$0.00
2029	7	Crack Seal		0.0	\$0.00
2029	8	Rejuvenator		0.0	\$0.00
2029	9-10	New Road Construction		0.0	\$0.00
2029		TOTAL COST			\$1,701,739.31
2030	1	Reconstruction - Asphalt		0.0	\$0.00
2030	2	Overlay - 4"	\$932,354.53	0.8	\$734,425.37
2030	3	Overlay - 3"	\$683,615.78	1.2	\$838,206.16
2030	4	Overlay - 2"		0.0	\$0.00
2030	5	Overlay < 1.5"		0.0	\$0.00
2030	6	Chip Seal		0.0	\$0.00
2030	7	Crack Seal		0.0	\$0.00
2030	8	Rejuvenator		0.0	\$0.00
2030	9-10	New Road Construction		0.0	\$0.00
2030		TOTAL COST			\$1,572,631.54
		TOTAL 6 YEAR PLAN COST			\$10,050,936.22

TABLE 1: Pavement Treatment Summary

APPENDIX 'A'
TREATMENT PLAN SPREADSHEETS

FID Number	Road Name	From	To	Length (ft)	Length (mi)	Width (ft)	# of Lanes	Surface Type	Rating System	Rating	Date Rated MM/DD/YY	Func. Classif.	Drainage Type	Adequate Yes or No	RW Avg. Width (ft)	RW Documented or Prescribed	AADT	AADTT (BC)	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2025	2026	2027	2028	2029	2030	Treatment Completed	Year Completed	Comments				
																																	2025	2026	2027	2028
0	ADAMS BRICK AV	DEAD END	BLUE BLUFF RD	361	0.07	12	1	Brick	PASER 2	10/01/24	Local	None Present	Yes	40	Prescribed	N/A	N/A	Spot Repair	2025	\$ 7.80	481	\$ 3,754	\$ 3,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Possibly a private drive				
1	AMBEROSE ST	S YSCAMORE ST	S EAST ST	572	0.11	28	2	Asphalt	PASER 4	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Overlay - 2"	2026	\$ 37.60	1,780	\$ 66,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Curb and gutters on both sides			
2	ANDERSON PL	FERGUSON DR	DEAD END	597	0.11	24	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 17.55	1,592	\$ 2,786	\$ 2,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
3	ANEL DR	BURTON LN	DEAD END	1348	0.24	28	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	3,883	\$ 6,795	\$ 6,795	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Overlay - 1.5"	2021			
318	ARTESIAN AV	E MAHALASVILLE DR	GRAND VALLEY BLVD	5444	1.03	26	2	Asphalt	PASER 8	10/01/24	Local	Open Ditch	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	15,727	\$ 27,522	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
4	ASH CT	DEAD END	ELM ST	545	0.10	24	2	Asphalt	PASER 7	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	1,453	\$ 1,584	\$ 1,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Mill and Overlay - 1.5"	2022		Curb and gutters on both sides	
5	ASH CT	DEAD END	ELM ST	564	0.11	24	2	Asphalt	PASER 7	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	1,504	\$ 1,639	\$ 1,639	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Mill and Overlay - 1.5"	2022		Curb and gutters on both sides	
6	BAILLIERE DR	DEAD END	BAILEY DR	545	0.10	22	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,332	\$ 2,331	\$ 2,331	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
7	BASCA DR	DEAD END	ELM ST	322	0.06	22	2	Asphalt	PASER 6	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Chip Seal	2025	\$ 1.09	787	\$ 6,297	\$ 6,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
8	BILLS BLVD	ORANGE ST	BOBBY HELMS BLVD	785	0.15	24	2	Asphalt	PASER 10	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	2,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
368	BILLS BLVD	BOBBY HELMS BLVD	DEAD END	339	0.06	24	2	Asphalt	PASER 10	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
14	BIRK RD	GRAND VALLEY BLVD	DEAD END	1269	0.24	36	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2025	\$ 50.81	5,076	\$ 257,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	257,921			Curb and gutters on both sides		
320	BIRK RD	FLAGSTONE DR	GRAND VALLEY BLVD	257	0.05	36	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	60	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,028	\$ 1,799	\$ 1,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
252	BLUE BLUFF RD	W DOUGLAS ST	CITY LIMITS	3933	0.74	21	2	Asphalt	PASER 3	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2029	\$ 52.34	9,177	\$ 480,289	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	480,289				
365	BOBBY HELMS TRCE	RUTH HUDSE LANE	BILLS BLVD	523	0.10	32	2	Asphalt	PASER 9	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	1,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
127	BOBBY HELMS TRCE	GRASSYFORK LN	BOBBY HELMS BLVD	2060	0.39	22	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	5,086	\$ 8,812	\$ 8,812	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
48	BUCKSKIN TRCE	DEAD END	ELM ST	870	0.16	24	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	2,320	\$ 4,060	\$ 4,060	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				Curb and gutters on both sides			
83	BURTON LN	SR 37 S	SR 39 BYPASS SOUTH	2316	0.44	22	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	5,661	\$ 9,907	\$ 9,907	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Overlay - 1.5"	2020			
286	BURTON LN	JORDAN DR	SR 37 S	8647	1.64	18	2	Asphalt	PASER 8	10/01/24	Local	Open Ditch	Yes	40	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	17,294	\$ 30,265	\$ 30,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
87	BURTON LN	BURTON LN	DEAD END	354	0.05	28	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Concrete - Sub Replacement	2025	\$ 90.42	677	\$ 61,247	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			61,247			Curb and gutters on both sides	
10	BYRAM BLVD	GRASSYFORK LN	HILLVIEW DR	843	0.16	23	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	2,154	\$ 3,770	\$ 3,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
77	CANDICE CT	DEAD END	ROBIN RD	381	0.07	22	2	Asphalt	PASER 10	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			Overlay - 1.5"	2022			
121	CENTER ST	CROSS ST	CROSS ST	934	0.18	22	2	Asphalt	PASER 9	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	2,283	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
122	CENTER ST	CROSS ST	CROSS ST	333	0.06	22	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	814	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
92	CHARLOTTE CR	VICTOR DR	DEAD END	229	0.04	36	2	Asphalt	PASER 6	10/01/24	Local	Curb & Gutter	Yes	60	Prescribed	N/A	N/A	Chip Seal	2025	\$ 8.00	916	\$ 7,328	\$ 7,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
69	CHERRY DR	DEAD END	W SOUTHWIEW DR	309	0.06	24	2	Asphalt	PASER 2	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 4"	2030	\$ 64.92	824	\$ 53,494	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				Curbs on both sides			
154	CIRCLE ST	S YSCAMORE ST	S YSCAMORE ST	1267	0.24	21	2	Asphalt	PASER 2	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 4"	2030	\$ 64.92	2,956	\$ 191,923	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				53,494			
19	CLEVELAND DR	BAILLIERE DR	DEAD END	377	0.07	24	2	Asphalt	PASER 8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,795	\$ 3,179	\$ 3,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				191,923			
118	CLORE DR	S OHIO ST	BASCA DR	636	0.12	18	2	Asphalt	PASER 5	10/01/24	Local	None Present	Yes	40	Prescribed	N/A	N/A	Overlay - 1.5"	2026	\$ 32.45	1,272	\$ 41,270	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
366	CLOVERLEAF CT	PLAZA DR	DEAD END	666	0.13	22	2	Asphalt	PASER 3	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2030	\$ 53.91	1,628	\$ 87,759	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				87,759			
127	CLORE DR	PLAZA DR	DEAD END	127	0.02	37	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	527	\$ 914	\$ 914	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
66	COMMERCIAL BLVD	GARDNER AV	INDUSTRIAL DR	1334	0.27	26	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	5,587	\$ 9,777	\$ 9,777	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
316	COMMERCIAL BLVD	E MAHALASVILLE DR	GARDNER AV	620	0.12	26	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,791	\$ 3,134	\$ 3,134	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
37	CRABAPPLE CT	DEAD END	ELM ST	471	0.09	24	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,256	\$ 2,198	\$ 2,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				Mill and Overlay - 1.5"	2022		Curb and gutters on both sides
498	CRABAPPLE CT	DEAD END	ELM ST	491	0.09	24	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,259	\$ 2,201	\$ 2,201	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				Curb and gutters on both sides			
23	CRAMER PL	HILLVIEW DR	HUDSON CT	1876	0.36	22	2	Asphalt	PASER 7	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	4,586	\$ 4,998	\$ 4,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					Looks almost new, one latitudinal crack along entire road		
70	CRESTWOOD DR	CHERRY DR	W SOUTHWIEW DR	815	0.15	24	2	Asphalt	PASER 3	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2028	\$ 50.81	2,173	\$ 110,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				110,431			
120	CROSS ST	HARMAN DR	S SOUTH ST	1543	0.29	28	2	Asphalt	PASER 9	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	4,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				Overlay - 1.5"	2023		Curb and gutters on SouthEast side
123	DALL ST	BURTON LN	ORANGE ST	1529	0.29	30	2	Asphalt	PASER 8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	5,097	\$ 8,919	\$ 8,919	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
84	DUD DR	BURTON LN	JORDAN DR	2616	0.50	24	2	Asphalt	PASER 7	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	6,976	\$ 7,604	\$ 7,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
235	E COLLEGE AV	N MAIN																																		

FID Number	Road Name	From	To	Length (ft)	Length (mi)	Width (ft)	# of Lanes	Surface Type	Rating System	Rating	Date Rated MM/DD/YY	Func. Classif.	Drainage Type	Adequate Yes or No	RW Avg. Width (ft)	RW Documented or Prescribed	AADT	AADT (BC)	Treatment Type	Treatment Year	Price per SQYD	SQYD of Pavement	Total	2025	2026	2027	2028	2029	2030	Treatment Completed	Year Completed	Comments	
246	VALLEY DR	E HARRISON ST	DEAD END	1687	0.32	22	2	Asphalt	PASER	8	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	4,124	\$ 7,217	\$ 7,217	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 1.5"	2021		
90	VICTOR DR	BURTON LN	JOSEPHINE ST	981	0.19	36	2	Asphalt	PASER	6	10/01/24	Local	Curb & Gutter	Yes	60	Prescribed	N/A	N/A	Chip Seal	2025	\$ 8.00	3,924	\$ 31,392	\$ 31,392	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 1.5"	2021		Curbs and gutters on both sides
72	VIRGINIA ST	BURTON LN	DALE ST	1278	0.24	30	2	Asphalt	PASER	8	10/01/24	Local	None Present	Yes	60	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	4,260	\$ 7,455	\$ 7,455	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		Curbs on both sides
196	W BLAINE ST	N MULBERRY ST	N MAIN ST	346	0.07	17	2	Asphalt	PASER	7	10/01/24	Local	None Present	Yes	40	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	654	\$ 712	\$ 712	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 1.5"	2021		low Curbs on both sides
197	W BLAINE ST	N CHERRY ST	N MARION ST	341	0.06	20	2	Asphalt	PASER	7	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	758	\$ 826	\$ 826	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		
100	W CHESTNUT ST	S CATHERINE ST	SR 39 BYPASS SOUTH	238	0.05	20	2	Asphalt	PASER	9	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	529	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2023		Curb on North side of road
101	W CHESTNUT ST	SR 39 BYPASS SOUTH	S MAIN ST	1782	0.34	19	2	Asphalt	PASER	7	10/01/24	Local	None Present	Yes	40	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	3,762	\$ 4,101	\$ 4,101	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		
194	W COLLEGE AV	N CHERRY ST	N MARION ST	342	0.06	22	2	Asphalt	PASER	10	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		
195	W COLLEGE AV	ELLIOTT AV	N CHERRY ST	326	0.06	20	2	Asphalt	PASER	10	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	724	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		
182	W COLUMBUS ST	S WEST ST	S CHERRY ST	570	0.11	25	2	Asphalt	PASER	6	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Chip Seal	2025	\$ 8.00	1,583	\$ 12,667	\$ 12,667	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Curbs and gutters on both sides
183	W COLUMBUS ST	S CHERRY ST	S MAIN ST	1035	0.20	25	2	Asphalt	PASER	10	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	2,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Curbs and gutters on both sides
189	W CUNNINGHAM ST	N PARK AV	N CHERRY ST	1574	0.30	20	2	Asphalt	PASER	6	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Chip Seal	2025	\$ 1.09	3,498	\$ 27,982	\$ 27,982	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Improved from Marion St. to Elliott Ave.; Curb on South side of road
340	W CUNNINGHAM ST	N CHERRY ST	N MARION ST	342	0.06	20	2	Asphalt	PASER	7	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	760	\$ 828	\$ 828	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		Curb on South side of road
97	W DICKSON ST	S CATHERINE ST	JOSEPHINE ST	358	0.07	20	2	Asphalt	PASER	9	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2023		
102	W DICKSON ST	S HARRIET ST	S MAIN ST	1373	0.26	20	2	Asphalt	PASER	7	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	3,051	\$ 3,326	\$ 3,326	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		
355	W DICKSON ST	JOSEPHINE ST	SR 39 BYPASS SOUTH	105	0.02	28	2	Asphalt	PASER	9	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	327	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2023		
190	W DOUGLAS ST	N PARK AV	N CHERRY ST	1568	0.30	26	2	Asphalt	PASER	2	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 4"	2030	\$ 64.92	4,530	\$ 294,070	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 294,070	Overlay - 1.5"	2020		Improved from Main St. to Cherry St.
303	W DOUGLAS ST	N CHERRY ST	N MAIN ST	1018	0.19	26	2	Asphalt	PASER	6	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Chip Seal	2025	\$ 8.00	2,941	\$ 23,527	\$ 23,527	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Improved from Main St. to Cherry St.
94	W ELLEN ST	JOSEPHINE ST	S HARRIET ST	324	0.06	20	2	Asphalt	PASER	3	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2028	\$ 50.81	720	\$ 36,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,584	Overlay - 1.5"	2021		
157	W GARFIELD AV	SR 39 Bypass South	S MARION ST	1213	0.23	30	2	Asphalt	PASER	9	10/01/24	Local	Curb & Gutter	Yes	60	Prescribed	3311	365	New Road Construction	N/A	\$ -	4,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2023		Curbs and gutters on both sides. Portion from Main to Marion being repaved summer
292	W GARFIELD AV	S MARION ST	S MAIN ST	701	0.13	30	2	Asphalt	PASER	9	10/01/24	Local	Curb & Gutter	Yes	60	Prescribed	3311	365	New Road Construction	N/A	\$ -	2,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2023		Curbs and gutters on both sides. Portion from Main to Marion being repaved summer
187	W HARRISON ST	N PARK AV	N MAIN ST	2615	0.50	22	2	Asphalt	PASER	9	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	6,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2023		Curbs and gutters on both sides
188	W HIGHLAND ST	N MULBERRY ST	N MAIN ST	348	0.07	22	2	Asphalt	PASER	8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	851	\$ 1,489	\$ 1,489	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		Curbs and gutters on both sides
273	W HIGHLAND ST	N MAPLE ST	N MULBERRY ST	1524	0.29	22	2	Asphalt	PASER	5	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Overlay < 1.5"	2026	\$ 32.45	3,275	\$ 120,868	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,868	Overlay - 1.5"	2021		Curbs and gutters on both sides
155	W INDIANA ST	S CHERRY ST	S MAIN ST	1032	0.20	22	2	Asphalt	PASER	10	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	New Road Construction	N/A	\$ -	2,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Curbs and gutters on both sides
156	W INDIANA ST	S JEFFERSON ST	S SYCAMORE ST	352	0.07	20	2	Asphalt	PASER	6	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Chip Seal	2025	\$ 8.00	782	\$ 6,258	\$ 6,258	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Improved from Jefferson St. to Sycamore St.
304	W INDIANA ST	S MAIN ST	S JEFFERSON ST	352	0.07	20	2	Asphalt	PASER	3	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2029	\$ 52.34	782	\$ 40,939	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,939	Overlay - 1.5"	2020		Improved from Jefferson St. to Sycamore St.
305	W INDIANA ST	S SYCAMORE ST	S WAYNE ST	336	0.06	20	2	Asphalt	PASER	3	10/01/24	Local	None Present	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2029	\$ 52.34	747	\$ 39,078	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,078	Overlay - 1.5"	2020		Improved from Jefferson St. to Sycamore St.
181	W JACKSON ST	S WEST ST	RAILROAD TRACKS	466	0.09	28	2	Asphalt	PASER	8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,450	\$ 2,537	\$ 2,537	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Improved from R&R tracks to Marion St.; Curbs and gutters on both sides.
289	W JACKSON ST	S MULBERRY ST	S MAIN ST	342	0.06	28	2	Asphalt	PASER	8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	1,064	\$ 1,862	\$ 1,862	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 1.5"	2022		Curbs and gutters on both sides.
341	W JACKSON ST	S MARION ST	S MULBERRY ST	335	0.06	28	2	Asphalt	PASER	3	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2030	\$ 53.91	1,042	\$ 56,182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,182	Mill and Overlay - 2"	2019		Curbs and gutters on both sides. Portion from Main to Marion being repaved summer
351	W JACKSON ST	S CHERRY ST	S MARION ST	345	0.07	28	2	Asphalt	PASER	6	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Chip Seal	2025	\$ 8.00	1,073	\$ 8,587	\$ 8,587	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Improved from R&R tracks to Marion St.; Curbs and gutters on both sides.
367	W JACKSON ST	RAILROAD TRACKS	S CHERRY ST	100	0.02	28	2	Asphalt	PASER	8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	311	\$ 544	\$ 544	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2020		Improved from R&R tracks to Marion St.; Curbs and gutters on both sides.
159	W MITCHELL AV	SR 39 BYPASS SOUTH	S MULBERRY ST	1755	0.33	28	2	Asphalt	PASER	8	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	5,460	\$ 9,555	\$ 9,555	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 1.5"	2021		Curbs and gutters on both sides
342	W MITCHELL AV	LAKEHORE DR	SR 39 BYPASS SOUTH	517	0.10	28	2	Asphalt	PASER	3	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Overlay - 3"	2030	\$ 53.91	1,608	\$ 86,705	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,705	Mill and Overlay - 1.5"	2021		Curbs and gutters on both sides
343	W MITCHELL AV	S MULBERRY ST	S JEFFERSON ST	702	0.13	28	2	Asphalt	PASER	7	10/01/24	Local	Curb & Gutter	Yes	50	Prescribed	N/A	N/A	Crack Seal	2025	\$ 1.09	2,184	\$ 2,381	\$ 2,381	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2021		Curbs and gutters on both sides
185	W MORGAN ST	SR 39 BYPASS SOUTH	N MULBERRY ST	2715	0.51	28	2	Asphalt	PASER	9	10/01/24	Principal Arterial - Other	Curb & Gutter	Yes	50	Prescribed	8424	927	New Road Construction	N/A	\$ -	8,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 2"	2023		Curbs and gutters on both sides
281	W MORGAN ST	N MULBERRY ST	N MAIN ST	344	0.07	28	2	Asphalt	PASER	9	10/01/24	Principal Arterial - Other	Curb & Gutter	Yes	50	Prescribed	6344	635	New Road Construction	N/A	\$ -	1,070	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Mill and Overlay - 2"	2023		Curbs and gutters on both sides
192	W PHELPS ST	N MULBERRY ST	N MAIN ST	344	0.07	18	2	Asphalt	PASER	8	10/01/24	Local	None Present	Yes	40	Prescribed	N/A	N/A	Rejuvenator	2025	\$ 1.75	688	\$ 1,204	\$ 1,204	\$ -	\$ -	\$ -	\$ -	\$ -	Overlay - 1.5"	2022		
186	W PIKE ST	N PARK AV	N MARION ST	1932</																													

APPENDIX 'B1'
PASER RATING SYSTEM FOR ASPHALT ROADS

Asphalt PASER

Modified for Michigan TAMC Data Collection

◆ Denotes Priority Distress

	Asphalt 10	Asphalt 9	Asphalt 8
Good	New construction (<1 year old) No defects <u>Recent base improvement</u> <i>Possible Action:</i> <i>PPM</i>	Like new condition (>1 year old) No defects <u>Recent overlay with or without a crush and shape</u> <i>Possible Action:</i> <i>PPM</i>	◆ Transverse cracks: >40' apart Cracks: tight (hairline) or sealed Longitudinal cracks: few, on joints <u>Recent seal coat or slurry seal (*see below)</u> <i>Possible Action:</i> <i>Crack seal (PPM)</i>
Fair	Asphalt 7 ◆ Transverse cracks: 10'-40' apart Cracks: open < 1/4" Crack erosion: none or little Surface raveling: none or little Patches: none or few in excellent condition <u>First signs of wear</u> <i>Possible Action:</i> <i>Maintain with crack seal, fog seal</i>	Asphalt 6 ◆ Transverse cracks: < 10' apart ◆ Block cracking: 6'-10' Blocks (large, stable) Cracks open 1/4" – 1/2" Surface raveling: slight Patches: few in good condition Polishing or flushing: slight, moderate <u>Sound structural condition</u> <i>Possible Action:</i> <i>Maintain with sealcoat</i>	Asphalt 5 ◆ Block cracking: 1' – 5' blocks ◆ Longitudinal cracks: first signs, at edge ◆ Secondary cracks: first signs Cracks open >1/2" Surface raveling: moderate Patches/wedging: good condition Flushing & polishing: extensive, severe <u>Sound structural condition</u> <i>Possible Action:</i> <i>Maintain with sealcoat or thin overlay</i>
Poor	Asphalt 4 ◆ Block cracking: <1' blocks ◆ Wheel-path cracking (longitudinal) ◆ Rutting: 1/2" - 1" deep Transverse cracks: slight erosion Longitudinal cracks: slight erosion Surface raveling: severe Patches: fair condition <u>First signs of structural weakening</u> <i>Possible Action:</i> <i>Structural overlay >2"</i> <i>Underseal</i>	Asphalt 3 ◆ Block cracking: severe (like alligator) ◆ Alligator cracking: initial, < 25% ◆ Rutting: 1"- 2" deep Transverse cracks: extensive erosion Longitudinal cracks: extensive erosion Patches: fair/poor condition Potholes: occasional <i>Possible Action:</i> <i>Structural overlay >2"</i> <i>Patching & repair prior to an overlay</i> <i>Milling to extend overlay life</i>	Asphalt 2 ◆ Alligator cracks: > 25% ◆ Rutting or distortion: >2" Cracks: closely spaced, with erosion Patches: extensive, in poor condition Potholes: frequent <i>Possible Action:</i> <i>Reconstruction with base repair</i> <i>Crush and shape</i>
			Asphalt 1 Like PASER 2 but with visible base and: Surface integrity: lost Surface distress: extensive <i>Possible Action:</i> <i>Reconstruction with base repair</i>

General Rating Tips

Rate surface distress, not ride quality. Be aware of cracks in the wheel path; they can be hard to see and do not affect the ride.

Disregard the shoulder. Rate only the driveable pavement, edge line to edge line.

Do not ignore reflective cracks. Rate by assessing the type of crack (e.g. transverse, longitudinal, alligator).

Rate the current surface condition. If construction is in progress (i.e., work is active) but you are driving on the old surface, rate the new surface. Some barrels by the roadside is *not* construction in progress.

Rate the lane with the worst condition when lanes have differing conditions. For variable surface types, rate the worst lane and select it as the *Surface Subtype*.

Rate what you see, not what distresses you think might happen in the future.

Rate roads with the same scrutiny regardless of their use, ownership, or functional class.

Rutting often has visual cues like plow scars. Get out and measure using a straight edge and tape measure. Use caution! Rutting measurement changes are detailed in the *TAMC Data Collection Training Manual's* "Michigan-specific Asphalt Road Rating Guide" section, page 7.

Composite Pavement consists of a concrete pavement overlaid with asphalt; rate it based on the uppermost surface (e.g. asphalt); and note the *Surface Subtype* as composite. A repaired concrete pavement's highest rating is a 9. While it may have had concrete joint repairs, no other defects can be present and the condition is "like new". Note, this is *not* what the *Concrete PASER Manual* says.

Sealcoat pavements are sealcoat over gravel whereas sealcoat treatment is sealcoat applied over asphalt. See pages 6-7 of the TAMC Data Collection Manual for rating sealcoat pavements. *With proactive sealcoat treatments, do not downgrade an asphalt PASER 9 or 10 (no defects) to an asphalt PASER 8 because of the treatment. Rate it based on the distresses that are visible (see *TAMC Data Collection Training Manual's* "Proactive Sealcoat Treatments on Asphalt PASER 9" section, page 8).

APPENDIX 'B2'
PASER RATING SYSTEM FOR GRAVEL ROADS

Rating road surface condition

A simplified rating system has been developed to help manage gravel roads. It uses a scale of 1 to 5—5 is **excellent** condition and 1 is **failed**. In a normal progression the road will start out in excellent condition and gradually deteriorate under the effects of traffic and weather. Routine grading and minor patching may be sufficient to restore the road to excellent condition. As conditions worsen, more extensive maintenance

may be required; complete rebuilding may eventually be necessary.

To select a rating first assess the crown, drainage, and gravel layer. Then review the individual defects and select the type of maintenance or rehabilitation necessary. The rating should reflect the condition and type of maintenance or repairs required. Look at the photographs in this section to become more familiar with the ratings and conditions.

RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

- Rating 5** Newly constructed road. Excellent crown and drainage. No maintenance required.
- Rating 4** Good crown and drainage. Routine maintenance.
- Rating 3** Roadway shows traffic effects. Needs regrading, minor ditch maintenance, and spot gravel application.
- Rating 2** Road needs additional aggregate layer, major drainage improvements.
- Rating 1** Travel is difficult. Complete rebuilding required.

Surface rating	Visible distress*	General condition/treatment measures
5 Excellent	No distress. Dust controlled. Excellent surface condition and ride.	New construction—or total reconstruction. Excellent drainage. Little or no maintenance needed.
4 Good	Dust under dry conditions. Moderate loose aggregate. Slight washboarding.	Recently regraded. Good crown and drainage throughout. Adequate gravel for traffic. Routine grading and dust control may be needed.
3 Fair	Good crown (3"-6"). Adequate ditches on more than 50% of roadway. Gravel layer mostly adequate but additional aggregate may be needed in some locations to correct washboarding or isolated potholes and ruts. Some culvert cleaning needed. Moderate washboarding (1"-2" deep) over 10%-25% of the area. Moderate dust, partial obstruction of vision. None or slight rutting (less than 1" deep). An occasional small pothole (less than 2" deep). Some loose aggregate (2" deep).	Shows traffic effects. Regrading (reworking) necessary to maintain. Needs some ditch improvement and culvert maintenance. Some areas may need additional gravel.
2 Poor	Little or no roadway crown (less than 3"). Adequate ditches on less than 50% of roadway. Portions of the ditches may be filled, overgrown and/or show erosion. Some areas (25%) with little or no aggregate. Culverts partially full of debris. Moderate to severe washboarding (over 3" deep) over 25% of area. Moderate rutting (1"-3"), over 10%-25% of area. Moderate potholes (2"-4") over 10%-25% of area. Severe loose aggregate (over 4").	Travel at slow speeds (less than 25 mph) is required. Needs additional new aggregate. Major ditch construction and culvert maintenance also required.
1 Failed	No roadway crown or road is bowl shaped with extensive ponding. Little if any ditching. Filled or damaged culverts. Severe rutting (over 3" deep), over 25% of the area. Severe potholes (over 4" deep), over 25% of area. Many areas (over 25%) with little or no aggregate.	Travel is difficult and road may be closed at times. Needs complete rebuilding and/or new culverts.

* Individual road sections will not have all of the types of distress listed for any particular rating. They may have only one or two types.

APPENDIX 'B3'
PASER RATING SYSTEM FOR CONCRETE ROADS

Concrete PASER

Modified for Michigan TAMC Data Collection

◆ Denotes Priority Distress

	Concrete 10	Concrete 9	Concrete 8
Good	New construction (< 1 year old) No defects <u>Recent reconstruction</u> <i>Possible Action:</i> <i>None</i>	Like NEW (> 1 year old) ◆ Joint rehabilitation: recent, only if no other defects are present Map cracks: slight Pop outs: few Surface wear: light, in wheel path <u>Recent concrete overlay</u> <i>Possible Action:</i> <i>None</i>	◆ Joint sealant: partial loss ◆ Joints: good condition ◆ Transverse cracks: none Meander cracks: isolated, well-sealed/tight Cracks: at manholes – isolated, well-sealed/tight Map cracks: minor Scaling: slight (first signs) Pop outs: minor Surface wear: light <i>Possible Action:</i> <i>Little to no maintenance</i>
	Concrete 7	Concrete 6	Concrete 5
Fair	◆ Full-depth repairs: excellent condition ◆ Transverse cracks: isolated Joints: some open Cracks: at manholes – some Settlement/heaves: isolated Scaling: minor Pop outs: could be extensive but sound <i>Possible Action:</i> <i>Seal open joints</i> <i>Spot repair surface defects</i>	◆ Transverse joints: open ¼” ◆ Longitudinal joints: open ¼” ◆ Transverse & meander cracks: open ¼” Cracks: at corners – several, well-sealed/tight Shallow reinforcement: cracking – first signs Scaling: <25% surface <i>Possible Action:</i> <i>Seal open joints and cracks</i> <i>Overlay surface raveling areas</i>	◆ Joint/crack spalling: first signs ◆ Joint/crack faulting: up to ¼” Cracks: at corners – multiple, w/ broken pieces Shallow reinforcement: spalling Scaling: 25% to 50% surface Polishing: 25% to 50% surface <i>Possible Action:</i> <i>Some partial depth joint repairs or patching may be needed</i>
Concrete 4	Concrete 3	Concrete 2	
Poor	◆ Joint/crack spalling: open 1” on several slabs ◆ Joint/crack faulting: up to ½” ◆ Transverse or meander cracks: multiple Cracks: at corners – missing pieces or patches Pavement blowups Spalling: >50% surface Map cracks: >50 % surface Scaling: >50% surface Polishing: > 50% surface <i>Possible Action:</i> <i>Some full depth repairs</i> <i>Asphalt overlay or extensive surface texturing of surface scaling</i>	◆ Joint, transverse, and meander cracks: open 1” on most slabs severely spalled ◆ Joint/crack faulting: up to 1” ◆ D-cracking: evident Patches: extensive, fair to poor condition <i>Possible Action:</i> <i>Extensive full depth repairs</i> <i>Some full slab replacements</i>	Joints: failed Settlement/heaves: extensive, severe Spalling (of slab cracks): extensive, severe Patches: extensive, failed condition <i>Possible Action:</i> <i>Recycle or rebuild pavement</i>
	Concrete 1		Pavement integrity: total loss Potholes: extensive <u>Restricted speeds</u> <i>Possible Action:</i> <i>Total reconstruction</i>

Contact Information

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PASER Data Submission via the CSS IRT Website

<https://milogintp.michigan.gov>



Michigan
Transportation Asset
Management Council



Rating surface conditions of brick and block streets

The extent and severity of each type of defect are used to rate the street section's overall condition. Defects may gradually worsen with age or they may deteriorate rapidly, depending on the volume of heavy traffic and the road quality.

Inspecting and rating streets every year or two helps track the rate of deterioration and lets local officials plan for maintenance and improvement. The photographic examples will help you become familiar with the general patterns of each rating.

<i>Surface rating</i>	<i>General condition, defects, and recommended improvement</i>
4 Very Good	New condition. No defects.
3 Good	Very few defects. Good ride.
2 Fair	One or more types of defects present extending over 5% to 25% of the surface area. Ride may be uneven and rough. Sunken or settled areas. Broken bricks or blocks. Areas of poor drainage. Open joints. Spot repairs are recommended.
1 Poor	Defects cover more than 25% of the surface area. Very rough ride. Numerous patches in fair to poor condition. Poor drainage. Requires extensive repair or reconstruction.

APPENDIX 'C'

PREVENTATIVE MAINTENANCE TREATMENTS

304-19.0 PREVENTIVE MAINTENANCE

Preventive Maintenance (PM) treatments are part of the overall pavement preservation program. A PM project is intended to arrest light deterioration, retard progressive damage, and reduce the need for routine maintenance. A PM treatment typically does not add structural strength to the pavement. The proper time for PM is before the pavement experiences severe distress, structural problems, moisture, or aging-related damage. These activities can be cyclical in nature and may correct minor deficiencies as a secondary benefit. For PM treatment service life, see Figure [304-14A](#), Pavement Design Life. In considering a PM treatment, the overall program schedule of the pavement section should be considered. To achieve the optimal benefit of the PM treatment, it should not be applied if rehabilitation is planned within the service life of the PM treatment.

A PM treatment is not used where the purpose of the project is to correct pavement cross slope, horizontal alignment, vertical alignment, superelevation problems, placement of a turn lane or auxiliary lane, improvement of public-road approach or drive, or guardrail adjustment or repair. A PM project may include incidental enhancements or combinations at an isolated location in accordance with Chapter 56.

Regardless of the pavement type, proper drainage is essential to the performance of the pavement. Drainage inspection and cleaning consists of the inspection of drainage structures, e.g., underdrain outlets, ditches, catch basins, inlets, and the cleaning of these structures to maintain or restore the flow of water. The locations of underdrains should be identified and the outlets periodically cleaned. The INDOT *Field Operations Handbook* provides for drainage inspection and cleaning details.

The most commonly used PM treatments are described below. See Figure [304-19A](#) for HMA pavement treatments or Figure [304-19B](#) for PCCP treatments. Further descriptions of available Pavement Preservation Treatments can be found in the INDOT *SPR-3114 Treatment Guidelines for Pavement Preservation*.

A least cost of ownership analysis as described in Section 304-4.0, should be done for each PM project to determine the most economical treatment.

304-19.01 HMA Pavement PM Treatments

A certain amount of partial-depth or full-depth patching may be required in conjunction with HMA PM Treatments. Partial-depth or full-depth patching will consist of complete removal of a deteriorated section of the HMA pavement and patching it with HMA.

1. Crack Sealing and Filling. Crack sealing and filling is the cleaning and sealing or filling of open cracks or joints in asphalt pavement and shoulders to prevent the entry of moisture and debris. The selection of sealing or filling is based on crack movement and crack deterioration. Moving or working cracks, e.g. transverse crack or reflective crack, is defined as an annual crack opening that moves greater than 0.1 in. vertically or horizontally due to thermal expansion and contraction or stress concentration at pavement overlaying joints. Those types of cracks should be considered for crack sealing. Cracks with an annual crack opening with movement of < 0.1 in. or no annual movement, e.g. longitudinal or longitudinal reflective, should be considered for crack filling. Cracks must be clean and dry and may be routed prior to sealing or filling. The major objective of routing is to provide a uniform and smooth edged rectangular reservoir to let the sealant material adhere better with the asphalt pavement and for allowing the sealant level to remain below the pavement surface, which protects the sealant from traffic and snowplow damage. Therefore, routing is strongly recommended for any crack sealing activity as well as crack filling longitudinal joints. This technique may be used for sealing cracks on a newer composite pavement where reflective cracks have developed. This PM treatment may be periodic once more cracks develop as the pavement ages.

Guidelines for selecting a pavement section for crack sealing and filling are as follows:

- a. AADT. Crack sealing and filling may be performed on any roadway regardless of traffic volume, provided adequate traffic control is provided.
- b. Pavement Distresses. Crack sealing and filling may be used to correct low to medium severity surface cracks.
- c. Rutting. Crack sealing and filling does not correct rutting.
- d. Roughness. Crack sealing and filling does not affect roughness. Roughness is typically not a consideration for crack sealing.
- e. Friction. Friction is typically not a consideration for crack sealing and filling. However, overband crack sealing may lower the friction number (FN).

- f. Surface Aging. Crack sealing and filling does not correct surface aging deficiencies.
2. Fog Sealing. A fog seal is a method of adding asphalt to an existing pavement surface to improve sealing or waterproofing, prevent further stone loss by holding aggregate in place, retarding the age hardening of the asphalt, and improve the surface appearance. However, inappropriate use can result in a slick pavement and tracking of excess material. The pavement section should show no structural deficiencies prior to fog sealing. Fog sealing is generally recommended for shoulders or chip sealed surfaces.

Guidelines for selecting a pavement section for fog sealing are as follows:

- a. AADT. Typically less than 5,000. However, fog sealing may be considered on a higher volume road if traffic can be controlled.
 - b. Pavement Distresses. Low severity environmental-related surface cracks.
 - c. Rutting. Fog sealing does not correct rutting.
 - d. Roughness. Fog sealing does not improve roughness.
 - e. Friction. Fog seal should not be applied to a road with a low FN. Fog seal will reduce FN for a period until the material fully cures.
 - f. Surface Aging. A fog seal may be used to restore an aged, oxidized, or raveled surface.
 - g. Longitudinal joint. Fog seal is required on surface layer over longitudinal joint 24-in. in width per Recurring Special Provision 401-R-581.
3. Seal Coat. Seal coat is the treatment of the pavement surface with liquid asphalt material and coarse aggregate to prevent deterioration of the surface. Seal coat is often called chip sealing. It provides waterproofing, low-severity crack sealing, and improved friction. The pavement section should show no structural deficiencies prior to chip sealing. Isolated areas with structural deficiencies shall be repaired prior to chip sealing. A previously seal-coated surface may be sealed again.

Guidelines for selecting a pavement section for seal coat are as follows:

- a. AADT. Typically used if less than 5,000. A seal coat may be considered on a higher-volume road if traffic can be controlled, i.e. total road closure, extended lane closures. A seal coat may be specified for the shoulders of any road regardless of AADT.
- b. Pavement Distresses. A seal coat will mitigate low to medium severity surface cracking.
- c. Rutting. Seal coat does not correct rutting and should not be used where existing ruts are greater than 0.25 in. Seal coating a road with more than 0.25-in. ruts may lead to wheel path flushing.
- d. Roughness. A seal coat will not improve the International Roughness Index (IRI).
- e. Friction. A pavement with a low FN may be considered for a chip seal surface treatment. A seal coat will restore surface friction.
- f. Surface Aging. A seal coat may be used to stop future deterioration of an asphalt pavement due to age hardening, oxidation, or minor raveling.

For mainline pavement with AADT over 1,000, asphalt for seal coat type P should be specified.

The type of seal coat should be specified as follows:

- a. Type 2, 3, 2P or 3P. These are single-course seal coats appropriate for paved mainline or shoulders. The P designation indicates that polymer modified asphalt is specified.
 - b. Type 5, 6, 7, 5P, 6P or 7P. These are double-course seal coats appropriate for unpaved mainline or unpaved shoulders. The P designation indicates that polymer modified asphalt is specified.
4. Microsurfacing. Microsurfacing is a thin, polymer-modified asphalt emulsion mixture. Microsurfacing may be used to provide a new wearing course to arrest the oxidation of asphalt pavement, improve friction, or fill ruts. An existing pavement should not have excessive cracking or surface irregularities such as shoving. Cores should be taken to

determine the thickness and investigate if a stripping condition exists. Core data and life-cycle cost data should be reviewed with the Pavement Division for specific recommendations.

All pavement markings and raised pavement markers must be removed prior to placement of a microsurface. This should be included in the appropriate pavement-marking-removal pay items.

If a pavement cross section has irregularities that will require a leveling course, or ruts greater than 0.25 in. that will require a rut fill course, a multiple course microsurface should be specified. The designer should typically specify a multiple course microsurface. A single course microsurface may be specified in unique situations, such as a nearly new road in excellent condition where the only purpose of the microsurface is to restore friction.

Guidelines for selecting a pavement section for microsurfacing are as follows:

- a. AADT. Microsurface may be used without regard to traffic volume.
 - b. Pavement Distresses. A microsurface may be used on a road with low severity surface cracks. Cracks will typically reflect through the microsurface in a short time period. Cracks should be sealed prior to the application of microsurface. Cracks wider than ¼ in. may need to be routed prior to sealing.
 - c. Rutting. Microsurface may be used to correct rutting.
 - d. Roughness. The IRI should be 130 or less. The pavement should not have severe distresses indicative of a pavement nearing the end of its life. Microsurfacing will not significantly improve surface roughness.
 - e. Friction. A pavement with a low FN should be considered for microsurface treatment. A microsurface will restore surface friction.
 - f. Surface Aging. A microsurface may be used to stop future deterioration of an asphalt pavement due to age hardening, oxidation, or minor raveling.
5. Ultrathin Bonded Wearing Course. Ultrathin bonded wearing course (UBWC) is a gap-graded, ultrathin hot-mix asphalt mixture applied over a thick polymer-modified asphalt emulsion membrane. The emulsion membrane seals the existing surface and produces high binder content at the interface of the existing roadway surface. The gap-graded mix is

placed with the emulsion membrane in one pass. Core data and life cycle cost data should be reviewed with the Director of Pavements for specific recommendations.

All thermoplastic pavement markings and raised pavement markers are to be removed prior to placement of a UBWC. The removal quantities should be included in the appropriate pavement-marking-removal pay-items quantities.

The pay item for UBWC should specify the gradation size as 4.75 mm, 9.5 mm, or 12.5 mm. In most applications, the 9.5mm gradation should be specified.

Guidelines for selecting a pavement section for UBWC are as follows:

- a. AADT. UBWC may be used without regard to traffic volume.
 - b. Pavement Distresses. A UBWC may be used on a road with low to moderate severity surface cracks. Cracks should be sealed prior to the application of a UBWC. Cracks wider than $\frac{1}{4}$ in. may require routing prior to sealing.
 - c. Rutting. UBWC does not significantly correct rutting and should not be specified where existing ruts are greater than 0.25 in.
 - d. Roughness. The IRI should be 140 or less. The pavement should not have severe distresses indicative of a pavement nearing the end of its life. UBWC will moderately improve surface roughness.
 - e. Friction. A pavement with a low FN may be considered for a surface treatment. A UBWC will restore surface friction.
 - f. Surface Aging. A UBWC may be used to stop future deterioration of an asphalt pavement due to age hardening, oxidation, or moderate raveling.
6. HMA Inlay or Overlay. A thin HMA inlay (4.75 mm), or milling and filling (up to 2 in.), consists of milling the existing surface and replacing it with a new asphalt surface to the original surface elevation. A thin HMA overlay (4.75 mm) consists of profile milling or scarifying the existing surface and overlaying it with a new asphalt surface. For PM, the surface condition may have minor defects but should not have significant potholes, depressed cracks, or major distresses. Criteria to be used in considering a thin HMA inlay or overlay are as follows:

- a. AADT. An HMA inlay or overlay may be used without regard to traffic volume.
 - b. Pavement Distresses. An HMA inlay or overlay will correct low to moderate severity surface cracks that may be associated with surface corrugations or washboarding.
 - c. Rutting. An HMA inlay or overlay will correct rutting.
 - d. Roughness. The IRI must be 150 or less. An HMA inlay or overlay will significantly improve the surface roughness. The designer should evaluate the condition of the existing pavement and adjust the design life accordingly.
 - e. Friction. A pavement with a low FN may be considered for an HMA inlay or overlay surface treatment. An HMA inlay or overlay will restore surface friction.
 - f. Surface Aging. An HMA inlay or overlay may be used to replace an aged, oxidized, or raveled surface.
7. Hot In-Place Recycling (HIR) is the process of heating and softening the existing asphalt pavement for processing. HIR is limited in depth to less than 2 in. (50 mm). After heating, the asphalt material is picked up and remixed with admixtures, spread back onto the surface of the roadway, and then compacted, all in one operation. Pavements with structural distresses are not good candidates for HIR. The expected service lives of the various HIR rehabilitation techniques, when undertaking a life-cycle economic analysis, generally fall within the following ranges:

HIR with surface treatment	4 - 6 years
HIR with HMA overlay	7 - 10 years

Criteria to be used in considering a thin HMA inlay or overlay are as follows:

- a. AADT. HIR may be used without regard to traffic volume.
- b. Pavement Distresses. HIR will address oxidation (aging) and most surface related distresses, i.e., cracking confined to the surface of the pavement.
- c. Rutting. HIR will correct surface rutting.

- d. Roughness. The IRI must be 150 or less. HIR will significantly improve the surface roughness. The designer should evaluate the condition of the existing pavement and adjust the design life accordingly.
 - e. Friction. A pavement with a low FN may be considered for a HIR surface treatment. HIR will restore surface friction.
 - f. Surface Aging. HIR may be used to replace an aged, oxidized, or raveled surface.
8. Cold recycling (CR) reuses the existing asphalt pavement by milling to a depth of 3 to 4 in. (75-100 mm), mixing the millings with a recycling agent (asphalt emulsion), and paving and compacting the cold-recycled mix. CR has been successfully used on pavements with a higher degree of cracking that would normally required removal of the cracked surface and a thick overlay. Instead, the top portion of the existing pavement is recycled, cracks are discontinued and a thin overlay is usually applied over the cold recycled asphalt pavement. Cold recycling which includes both Cold In-Place Recycling (CIR) and Cold Central Plant Recycling (CCPR) is applicable for urban or rural roadways with high or low volumes of traffic. The CIR process calls for milling the existing pavement, mixing various recycling agents into the mixture, and then spreading the material across the pavement width for compacting. The CCPR process is the same except the material is transported to a central plant location for mixing and then is transported back to the site for placement and compaction.

For CR projects, an existing roadway assessment, structural capacity assessment, materials properties assessment, geometric assessment of the existing and proposed sections, constructability assessment, and an economic assessment must be conducted.

The expected service lives of various CR rehabilitation techniques, when undertaking a life-cycle economic analysis, generally fall within the following ranges:

CIR with surface treatment	6 - 10 years
CIR with HMA overlay	7 - 20 years
CCPR with surface treatment	6 - 10 years
CCPR with HMA overlay	12 - 20 years

Criteria to be used in considering a thin HMA inlay or overlay are as follows:

- a. AADT. CR may be used without regard to traffic volume; however, maintenance of traffic (MOT) will have to be considered. A traffic assessment should be performed.
- b. Pavement Distresses. CR can rehabilitate cracked pavements which are structurally sound and have well-drained bases. The CR process destroys existing crack patterns and produces a crack free layer for the new surface course such as an HMA or an asphalt surface treatment. For CR to be effective in mitigating cracking, as much of the existing asphalt pavement layer should be treated as possible. Typically, at least 70 percent of the existing asphalt pavement thickness needs to be treated in order to mitigate the reflection cracking. Treatment depth is also affected by the maximum depth that can be treated at one time.
- c. Rutting. CR will correct surface rutting.
- d. Roughness. The IRI must be 150 or less. CR will significantly improve the surface roughness. The designer should evaluate the condition of the existing pavement and adjust the design life accordingly.
- e. Friction. A pavement with a low FN may be considered for CR and surface treatment. CR with an overlay will restore surface friction.
- f. Surface Aging. CR with an overlay may be used to replace an aged, oxidized, or raveled surface.

304-19.02 PCCP PM Treatments

1. Crack Sealing. Crack sealing consists of the cleaning and sealing of open cracks or joints in PCCP to minimize the entry of moisture and debris. Cracks must be clean and dry and may be routed prior to sealing. This PM treatment may be periodic once more cracks develop as the pavement ages.
2. PCCP Sawing and Sealing Joints. Contraction joints and longitudinal joints should be inspected periodically and cleaned and resealed as required. For PM, timely sealing of the joints minimize dirt and moisture from entering the joints. Rigid pavement, 8 to 10 years old, should be inspected. If, on inspection, 10% of the joints have loose, missing, or

depressed sealant, sawing and sealing of the joints should be considered. The joints should be sawed to remove old sealant and to reshape the joint-seal reservoir.

3. Retrofit Load Transfer. This consists of retrofitting of dowels in jointed PCCP to re-establish load transfer across random cracks. The pavement performance is improved by keeping the elevation of adjacent panels at the same elevation and stops increases in the IRI due to faulting. This work consists of the cutting of slots, placing new dowels or reinforcing bars, then cementing them into place. The pavement may be profiled to improve smoothness after the retrofit load transfer is complete.
4. Surface Profiling. This is a procedure used to restore or improve pavement rideability by removing surface defects that develop from traffic loading and environmental conditions. Surface profiling enhances surface friction of an existing pavement surface. The resulting corduroy-like surface provides ample channels for water to escape the surface. Surface profiling is recommended to restore rideability if faulting causes the IRI to exceed 150. A faulted pavement must be repaired with retrofit load transfer prior to surface profiling.
5. Partial-Depth Patching. This is primarily used to improve ride quality. It should be limited to the upper one third of the concrete-pavement depth. The area to be patched should be sawed, and all unsound material removed prior to placement of patch material.
6. Full-Depth Patching. This consists of complete removal of a deteriorated section of concrete pavement for a full lane width and patching it with new concrete. Full-depth patching may be used to restore pavement rideability and to replace deteriorated joints and cracks. Full-depth patching details are shown on the INDOT *Standard Drawings*. Isolated cracked D-joints that have spalled out may be patched; however, patching would be considered a short term fix since the remainder of the joints will soon become distressed . If a pavement is D-joint cracked, a slab-reduction technique and overlay should be used.
7. Underseal. This consists of pumping flowable asphalt or cement material into voids under concrete pavement. This will stabilize the slab and minimize rocking and pumping, and extend the life of the pavement. Pavements with open-graded subbase should not be undersealed. Falling weight deflectometer (FWD) testing must be done in advance of undersealing to determine locations and material quantities.
8. Slab Jacking. This consists of raising a settled slab to its original profile grade by pumping flowable material underneath. This technique may be used on one or several panels to restore rideability. Panels should be intact with no mid-panel cracking.

9. Stitching. This treatment involves drilling and inserting reinforcing steel at approximately 45-deg angles across longitudinal cracks and joints in accordance with the specifications. This technique is used to prevent longitudinal cracks or joints from faulting.

Category	Column	Expected Value	Allowed Values
Inventory Information	Route ID	This is the 17 character Route ID used by INDOT	
	Designation	This is the unique ID for the roadway segment. If you are using GIS, this would be the unique Identifier.	Must be unique
	Roadway	This is the Roadway name.	May not contain blank cells
	From	From and To can be street names, street address, Northing and Eastings, or any other nomenclature. They just cannot be blank for the DMS.	
	To	From and To can be street names, street address, Northing and Eastings, or any other nomenclature. They just cannot be blank for the DMS.	
	Length In Miles	This is the centerline length of the roadway segment measured in miles.	
	Width In Feet	This is the average width of the pavement section (not at an intersection) measured in feet.	
	# Lanes	This is the number of travel lanes of the roadway segment (not at an intersection).	

Surface Type	<p>This is the pavement surface type.</p> <p>Only values from the worksheet "Surface Types" are valid, and they must be spelled and formatted exactly as in the worksheet.</p> <ul style="list-style-type: none"> - Chip Seal roadways over Asphalt are considered Asphalt. - Chip Seal roadways over Aggregate base are considered Chip Seal. - Composite roadways are Asphalt over Concrete. 	<p>Asphalt</p> <p>Concrete</p> <p>Gravel</p> <p>Brick</p> <p>Chip Seal</p> <p>Composite</p> <p>Unimproved</p>
Functional Classification	<p>This is the functional classification designated by INDOT/FHWA. Only values from the worksheet "Functional Classifications" are valid, and they must be spelled and formatted exactly as in the worksheet.</p>	<p>Principal Arterial - Other</p> <p>Minor Arterial</p> <p>Major Collector</p> <p>Minor Collector</p> <p>Local</p>
Rating System	<p>This is the condition rating system used. PASER and PCI are the only allowed values.</p>	<p>PASER</p> <p>PCI</p>
Rating 1	<p>This is the condition rating.</p>	<p>PCI must be 1-100</p> <p>PASER must be 1-10</p>
Date Rated 1 (Newest)	<p>This is the date the road segment was rated. This could be a year or month and year or month, day, year format.</p>	
Rating 2	<p>See Rating 1</p>	

Condition Ratings (5 cycles)	Date Rated 2		
		See Date Rated 1	
	Rating 3		
		See Rating 1	
	Date Rated 3		
		See Date Rated 1	
	Rating 4		
	See Rating 1		
	Date Rated 4		
		See Date Rated 1	
	Rating 5		
		See Rating 1	
	Date Rated 5		
		See Date Rated 1	
Average Annual Daily Traffic (AADT)	Year	Four-digit year of the AADT If this data is not complete please use "1999" for the year.	
	vpd	AADT If this data is not complete please use "1" for the count.	
Average Annual Truck Traffic	Year	Four-digit year of the AADTT If this data is not complete please use "1999" for the	

Average Annual Truck Traffic (AADTT)	vpd	AADTT If this data is not complete please use "1" for the count.	
Right of Way	Average Width (feet)	The Average or Typical width of right way shall be recorded to meet the Federal Approved PAMP.	
	Documented or Prescribed	This should be a reference to the source of the Right of Way data.	
Drainage	Description (Type)	The drainage data is meant to describe the drainage (type and functionality) along the segment of road. While the Drainage fields are required for Federal PAMP, there is no standard nomenclature or condition assesment. Use what best suits your communities needs in your drainage assesment and pavement management decisions.	
	Comment / Condition	The Comment/Condition should reflect how well the water drains off the road. If water often ponds on the road consider using "poor" or if there is an adequate ditch that conveys the water downstream in the heaviest rain events consider using "Good".	
Future Work Plan	Work Type	This is the Treatment that you intend to apply to the roadway segment. Treatments must be from the list in the "Treatment Options" worksheet and must be spelled and formatted exactly as in the list.	See "Treatment Options" tab for list of values
	Estimated Construction Cost		
	Year of Planned Work		

	Priority (H, M, L)		H M L
Work Completed	2022 Treatment	This is the treatment used on the roadway segment for the indicated year. Treatments must be from the list in the "Treatment Options" worksheet and must be spelled and formatted exactly as in the list.	See "Treatment Options" tab for list of values
	2021 Treatment	See 2022 Treatment	See "Treatment Options" tab for list of values

Required/Optional	Comments	Notes
Required for the Federal PAMP		
Required	If you are using the roadway segmentation from the DMS template, do not edit the Designation numbers or the data cannot be tracked back to the GIS and you will not be able to use the Mobile Data Collector. This applies only if you wish to use the Mobile Data Collector and Purdue's access to the Arc GIS account.	This helps organize and track the roadway segment over time.
Required	If you are using the DMS template, it is possible that some of the roadway names were blank in the base map. Make sure to populate those so that the DMS will recognize and validate your worksheet.	
Required	1) From and To should describe a segment consistently so that it can be tracked over time. 2) A segment should have a consistent width and number of lanes, except at Intersections.	
Required	3) It is helpful if the length of each segment meets or exceeds a logical minimum project length for the pavement surface type. 4) Typically we recommend "intersection to intersection"	
Required		
Required		
Required		

Required		If you want to track the effectiveness of a treatment or special use of pavement (i.e. - Roller Compacted Concrete or Cold Mix Asphalt), I recommend you maintain one surface type column for your use, and one for the valid LTAP value.
Required		
Required		
Required	Condition Ratings must be updated on a 2 year maximum interval, and the DMS will validate the most recent date (Date Rated 1) to ensure it is 2 years old or less. The date rated and the condition rating should be the result of an actual visual inspection and not an implicit value from a previous inspection.	
Required		<i>(For compatibility with database systems, this should be a valid date in a valid format.)</i>
Required for the Federal PAMP		

Required for the Federal PAMP		The Federally approved PAMP template requires the 5 most recent condition ratings in reverse chronological order. Date 1 (newest) should be the most recent date of the actual condition assessment. Date 2 through Date 5 should be the 4 most recent pavement inspections older than the first, in chronological order from more recent to less recent. It is not more specific due to the range of inspection cycles and local agency practices.
Required for the Federal PAMP		
Required for the Federal PAMP		
Required for the Federal PAMP		
Required for the Federal PAMP		
Required for the Federal PAMP		
Optional		
Optional		
Optional		

Optional		
Required for the Federal PAMP	If there is consistent width for that segment then it widens out at the intersection use the width for the majority of the road segment. If there is no recorded RW, use the pavement width.	
Required for the Federal PAMP		
Required for the Federal PAMP	For Drainage Description, common descriptions include: ditch, curb and gutter, swale, berm ...	
Required for the Federal PAMP		
Required for the Federal PAMP	The Future Work plan is meant to layout your pavement management plan based on the condition ratings and priority based functional classification and/or ADTT (ADT) and/or other data that is collected in your PAMP.	<i>(I'd prefer the column to be named Treatment)</i>
Required for the Federal PAMP		
Required for the Federal PAMP		

Required for the Federal PAMP		
Required only if work was completed for the road segment	<p>The Work Completed section was added to the Pavement Management Plans to help us report to the State how much and what type of Construction, Reconstruction, and Preservation Activities are being used. This also helps us measure the effectiveness of treatments over time.</p> <p>If a treatment that you use does not fit into one of these categories, please let us know so we can considering adding it to the list. Email: connerp@purdue.edu</p>	<p>In the "Treatment Options" worksheet, you can number the treatments most likely used, then use the drop down arrow for "Order" to arrange them smallest to largest. This will allow your treatments used to show up at the top of the list when you want to select them in the "Road Asset Inventory" drop down menu.</p>
Required only if work was completed for the road segment		

Instructions

This worksheet will provide instructions and clarity to the components of the Road Asset Inventory as well as the format of this document so it will be accepted by the Data Management System (DMS).

Pavement Asset Management Plans (PAMP) with the DMS.

There are 2 methods to submit your PAMP with the DMS.

- 1) You can use your existing Inventory and Condition worksheet. However certain portions will need to be reformatted for the DMS. See Instructions below.
- 2) You can download the template from the DMS with the segmentation, Designation, lengths, and data that was populated using the Mobile Data Collector features with Purdue's Arc GIS Account. Then make sure the data is complete and upload the spreadsheet.

*****Items in red indicate specific format for DMS "validation".**

Key Definitions for DMS use:

Validation - the form was formatted correctly and there is no errors. You still need to "Submit Data Request".

Processed - the final state your report/form should be after you "Submit Data Request".

Name of Road Asset Inventory worksheet

The name of the worksheet that has your Inventory and Condition ratings must be named, "**Road Asset Inventory**" in order for the DMS to know where to look for the data and hence for it to be "validated".

The actual name of the excel file does not matter, just the name of the worksheet with your Pavement Roadway Inventory and Condition Ratings.

Designation

This is the unique ID for that roadway segment. If you are using GIS, this would be the unique Identifier. This helps organize and track the roadway segment over time.

If you are using our using the **roadway segmentation from the DMS template, you can not edit the Designation numbers** or the data will not be able to be tracked back to the GIS and you will not be able to use the Mobile Data Collector. This statement is only if you are desiring to use the Mobile Data Collector and Purdue's access to the Arc GIS account.

Examples of non-GIS Designation #'s: Main01, Main02, Main03 ... If you are not using GIS, any nomenclature is fine.

"Roadway", "From", & "To"

This is the Roadway name. [There can not be any blank cells for the DMS to be able to read it.](#)

If you are using the DMS template, there is a possibility that the some of the roadway names were blank in the base map, make sure to fill those in in order for the DMS to recognize it and "validate" it.

"From" & "To"

"From" and "To" can be street names, street address, Northing and Eastings, or any other nomenclature. They just [can't be blank for the DMS.](#)

Hint on Segmentation:

- 1) To and From should describe a segment that can be repeatable to track condition over time.
- 2) To and From should be consistent width and number of lanes (except at Intersections).
- 3) To and From should be consistent pavement surface type.
- 4) Helpful to have segments a logical minimal project length.
- 5) Typically we recommend "intersection to Intersection"

Length in Miles

This is the "centerline" length of the roadway segment measured in miles.

Width in Feet

This is the average width of the pavement section (not at an intersection) measured in feet.

#Lanes

This is the number of travel lanes of the roadway segment (not at an intersection).

Surface Types

This is the pavement surface type. [Please see the worksheet labeled "Surface Types" to see the eligible types of pavement surfaces allowed by the DMS and how they are to be spelled.](#)

Chip Seal roadways over Asphalt, we consider Asphalt.
Chip Seal roadways over Aggregate base we consider Chip Seal.
Composite roadways is Asphalt over Concrete.

If you want to track the effectiveness of a treatment or special use of pavement (i.e. -- Roller Compacted Concrete or Cold Mix Asphalt), I would recommend to have both a column of surface types for your use and one for LTAP's use.

Functional Classification

This is the functional classification designated by INDOT/FHWA. [Please see the worksheet labeled "Functional Classification" to see the eligible types of functional classifications allowed by the DMS and how they are to be spelled.](#)

Rating Types

This is the condition rating type. [Please see the worksheet labeled "Rating System" to see the eligible types of pavement rating systems allowed by the DMS and how they are to be spelled.](#)

Rating Types

This is the condition rating.

For PCI, only a **single number between 1-100** is acceptable for the DMS.

For PASER, only **single number between 1-10** is acceptable for the DMS.

Date Rated

This is the date the road segment was rated. This could be a year or month and year or month, day, year format.

Condition Ratings need to be updated on a 2 year maximum interval. The DMS will validate Date 1 to make sure it is 2 years old or less. The date rated and the condition rating shall reflect the actual inspection and not the assumed condition rating.

History of Condition Ratings

The Federally approved PAMP template is requiring 5 of the most recent condition ratings. Date 1 (newest) shall be the most recent date of the actual condition assessment. Date 2 through Date 5 should be in chronological order from new to old of the 5 most recent pavement inspections. It is not more specific due to the range of inspection cycles and practices from all local agencies.

Average Daily Traffic (ADT) and Average Daily Truck Traffic (ADTT)

This is an "optional" data point to consider to meet the Federal PAMP.

This is the #count and year of the ADT and ADTT.

If this data is not complete please use "1" for the count and "1999" for the year.

Right of Way

The Average or Typical width of right way shall be recorded to meet the Federal Approved PAMP.

If there is consistent width for that segment then it widens out at the intersection use the width for the majority of the road segment. If there is no recorded RW, use the pavement width.

The Comment should reference where the width data came from.

Drainage

The drainage data is meant to describe the drainage along the segment of road. The type and functionality.

While the Drainage fields are required for Federal PAMP, there is no standard nomenclature or condition assesment. Use what best suits your communities needs in your drainage assesment and pavement management decisions.

For Drainage Description, common descriptions include: ditch, curb and gutter, swale, berm ...

The Comment/Condition should reflect how well the water drains off the road. If water often ponds on the road consider using "poor" or if there is an adequate ditch that conveys the water downstream in the heaviest rain events consider using "Good".

Future Work Plan

The Future Work plan is meant to layout your pavement management plan based on the condition ratings and priority based functional classification and/or ADTT (ADT) and/or other data that is collected in your PAMP.

Worktypes shall match the list of worktypes in the Treatment Options Worksheet. [Please see the worksheet labeled "Treatment Options" to see the eligible types of treatments allowed by the DMS and how they are to be spelled.](#)

20xx Treatment

This is the treatment used on the roadway segment for the indicated year. [Please see the worksheet labeled "Treatment Options" to see the eligible types of treatments allowed by the DMS and how they are to be spelled.](#)

In the "Treatment Options" worksheet, you can number the treatments most likely used, then use the drop down arrow for "Order" to arrange them smallest to largest. This will allow your treatments used to show up at the top of the list when you want to select them in the "Road Asset Inventory" drop down menu.

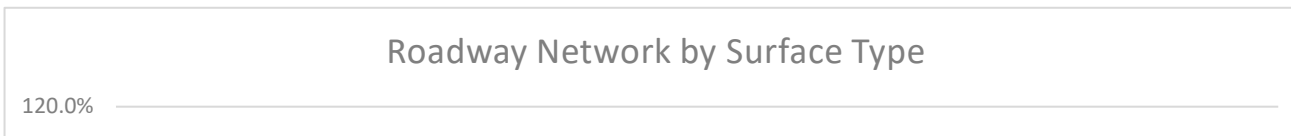
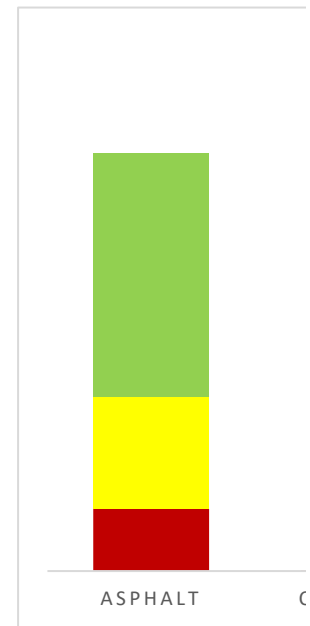
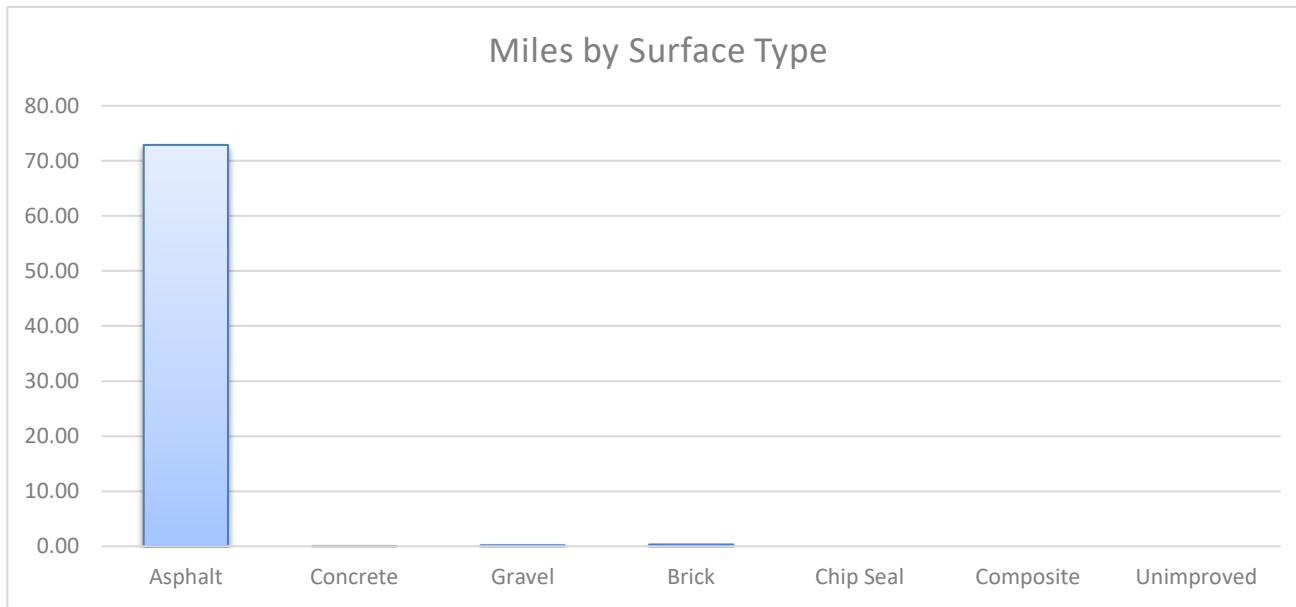
If your treatment that you use does not fit into one of these categories, please let us know and we can add additional treatments if need be. Email: connerp@purdue.edu

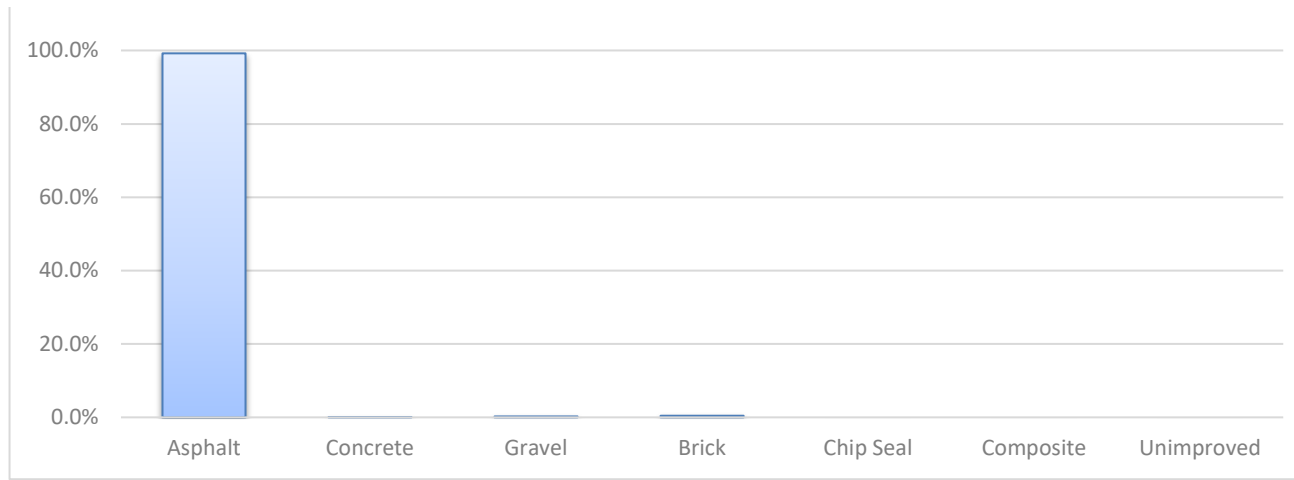
The roadway work section from the Annual Operations Report was removed and we added this data column in the Pavement Management Plans. This helps us report to the State how much and what type Construction, Reconstruction, and Preservation Activities are being used. This also helps us to measure the effectiveness of treatments over time.

Inventory Information										Condition Ratings (5 cycles)										Average Annual Daily Traffic (AADT)		Average Annual Truck Traffic (AADTT)		Right of Way		Drainage		Future Work Plan			Work Completed								
Route ID	Designation	Roadway	From	To	Length in Miles	Width	No. Lanes	Surface Type	Functional Classification	Rating	System	Status	Date					AADTYear	AADTTruck	AADTYear	AADTTruck	Average Width	Documented or Proposed	Description / Comment / Condition	Work Type	Estimated Construction Cost	Year of Planned Work	Priority (H, M, L)	2022 Treatment	2023 Treatment									
													Survey 1	Survey 2	Survey 3	Survey 4	Survey 5																						
6	ROADWAY	BRICK AV	DEAD END	BLAKE BLUFF RD	0.07	24.00	1	Brick	local	FAIR	7	FAIR	7	10/01/24																									
7	ROADWAY	ST	WYOMING ST	DEAD END	0.14	24.00	1	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
7	ROADWAY	FL	FERGUSON DR	DEAD END	0.14	24.00	1	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
7	ROADWAY	DR	BURTON DR	DEAD END	0.24	24.00	1	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
148	ROADWAY	AV	MANALAPANVILLE RD	DEAD END	1.00	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
148	ROADWAY	DR	DEAD END	DEAD END	0.20	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
5	ROADWAY	CT	DEAD END	DEAD END	0.11	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
6	ROADWAY	DR	LOVELAND DR	FERGUSON DR	1.00	23.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
7	ROADWAY	DR	CLOND ST	CLOND END	0.06	23.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
8	ROADWAY	BLVD	SHAWNEE	ROBERT HEIMS BLVD	0.15	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
308	ROADWAY	BLVD	ROBERT HEIMS BLVD	DEAD END	0.06	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
14	ROADWAY	RD	GRAND VALLEY BLVD	DEAD END	0.24	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
300	ROADWAY	DR	FRACKTON DR	GRAND VALLEY BLVD	0.05	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
212	ROADWAY	RD	BLAKE BLUFF RD	CITY LIMITS	0.24	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
300	ROADWAY	BLVD	ROBERT HEIMS BLVD	BLAKE BLUFF RD	0.20	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
9	ROADWAY	PL	GRASSYORK LN	ROBERT PL	0.39	22.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
48	ROADWAY	TRCE	DEAD END	DEAD END	0.26	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
48	ROADWAY	LN	DR SR BRADY SQUARE	DEAD END	0.44	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
266	ROADWAY	LN	JORDAN DR	DR ST 1	1.64	18.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
262	ROADWAY	LN	BURTON LN	DEAD END	0.05	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
26	ROADWAY	BLVD	BRACKENBRIK LN	HALLVIEW DR	1.46	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
27	ROADWAY	CT	BRACKENBRIK LN	HALLVIEW DR	1.46	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
141	ROADWAY	ST	ROBERT ST	ROBERT ST	0.44	22.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
142	ROADWAY	ST	ROBERT ST	ROBERT ST	0.44	22.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
49	ROADWAY	CR	ROBERT CR	ROBERT LN	0.40	26.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
49	ROADWAY	DR	DEAD END	W SOUTHVIEW DR	0.26	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
144	ROADWAY	ST	WYOMING ST	WYOMING ST	0.44	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
14	ROADWAY	DR	HALLVIEW DR	DEAD END	0.07	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
118	ROADWAY	DR	ROBERT DR	DEAD END	0.12	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
146	ROADWAY	CT	WYOMING CT	DEAD END	0.43	22.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
11	ROADWAY	CT	BLAKE CT	DEAD END	0.00	17.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
66	ROADWAY	BLVD	COMMERCIAL BLVD	INDUSTRIAL DR	0.17	26.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
115	ROADWAY	BLVD	WYOMING BLVD	CLARKSON AV	0.10	26.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
17	ROADWAY	CT	WYOMING CT	DEAD END	0.00	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
33	ROADWAY	CT	WYOMING CT	DEAD END	0.09	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
23	ROADWAY	PL	CLARKSON PL	WYOMING PL	0.16	22.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
20	ROADWAY	DR	WYOMING DR	W SOUTHVIEW DR	0.15	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
130	ROADWAY	ST	WYOMING ST	WYOMING ST	0.20	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
11	ROADWAY	ST	BURTON ST	VIRGINIA ST	0.20	30.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
24	ROADWAY	DR	BURTON DR	WYOMING DR	0.24	24.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
235	ROADWAY	AV	WYOMING AV	WYOMING ST	0.07	20.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
246	ROADWAY	AV	WYOMING AV	WYOMING ST	0.04	20.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
48	ROADWAY	ST	JOHN WOODROW ST	DEAD END	0.44	40.00	2	Asphalt	Major Collector	FAIR	7	FAIR	7	10/01/24																									
243	ROADWAY	ST	WYOMING ST	WYOMING AV	0.20	24.00	2	Asphalt	Major Collector	FAIR	7	FAIR	7	10/01/24																									
244	ROADWAY	ST	WYOMING ST	WYOMING ST	0.32	28.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									
246	ROADWAY	ST	WYOMING ST	WYOMING ST	0.26	30.00	2	Asphalt	local	FAIR	7	FAIR	7	10/01/24																									

Asphalt	72.89	99.2%
Concrete	0.05	0.1%
Gravel	0.18	0.3%
Brick	0.33	0.4%
Chip Seal	0.00	0.0%
Composite	0.00	0.0%
Unimproved	0.00	0.0%
	73.45	100%

	1	2	3	4	5	6	7	8
	0	0.78771	4.884045	5.158743	3.153478	4.809592	11.6053	18.90835
	0	0	0.048126	0	0	0	0	0
	0	0	0.038739	0	0.145644	0	0	0
	0.126059	0.199607	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0





9	10
13.85289	9.731424
0	0
0	0
0	0
0	0
0	0
0	0

Poor	Fair	Good
10.8305	19.56837	42.49266
0.048126	0	0
0.038739	0.145644	0
0.325666	0	0
0	0	0
0	0	0
0	0	0
11.24303	19.71401	42.49266

73.4497
Re-Check

73.4497
Re-Check

CONDITION BY SURFACE TYPE

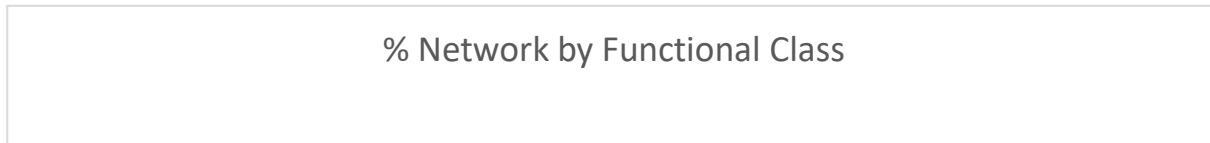
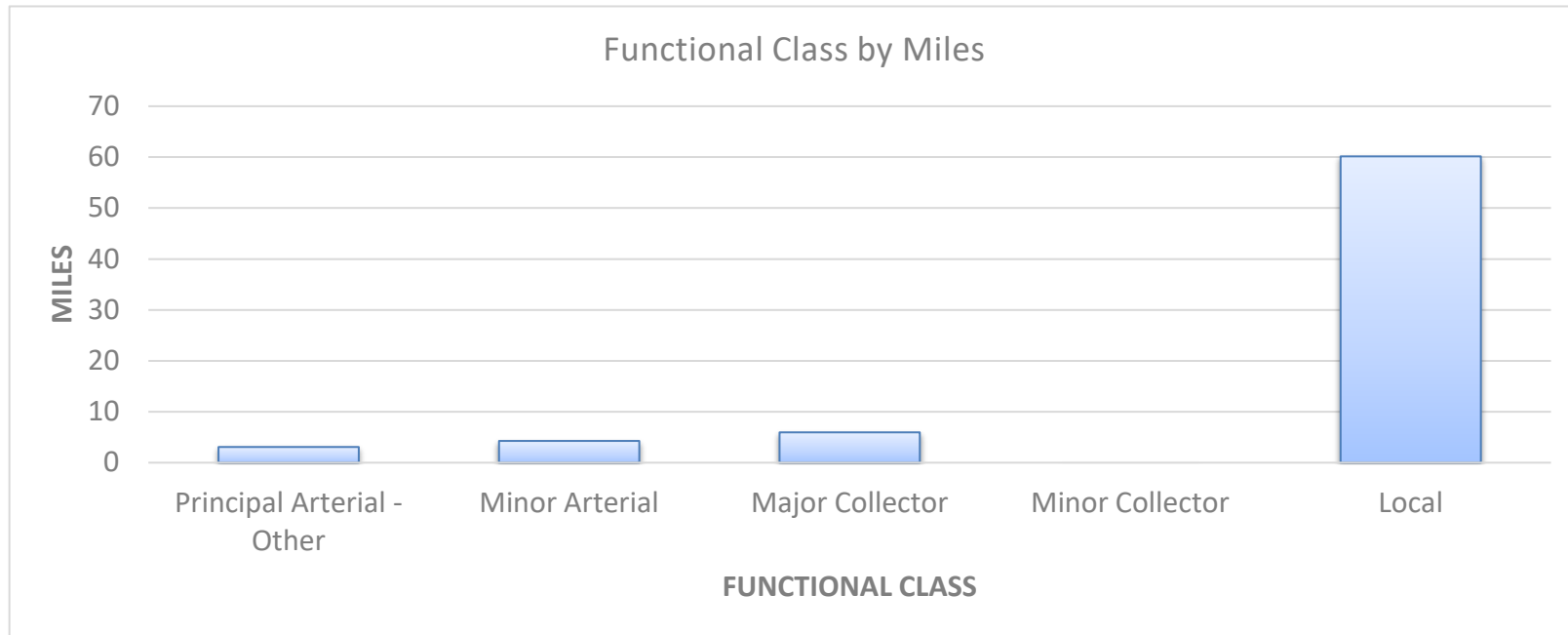
■ Good
■ Fair
■ Poor

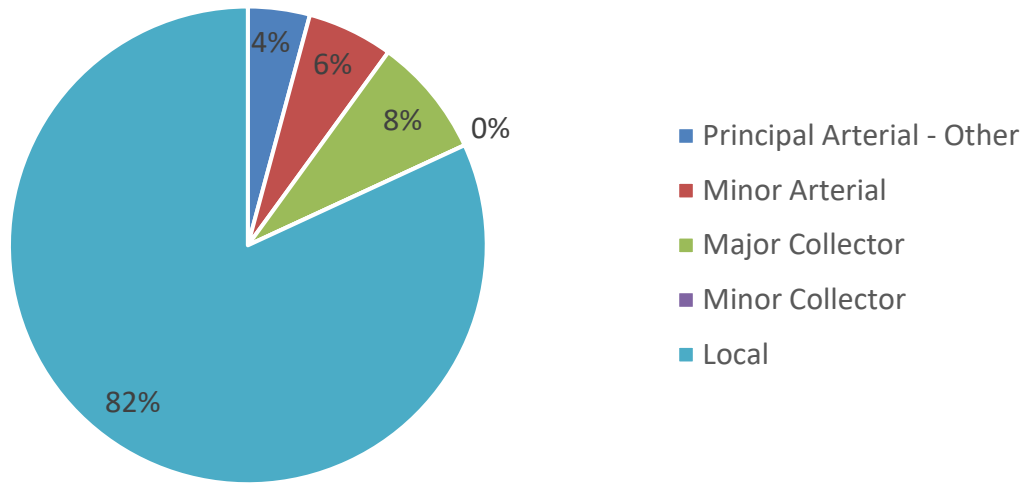
CONCRETE GRAVEL BRICK CHIP SEAL COMPOSITE UNIMPROVED

Principal Arterial - Other	3.0779432	4%
Minor Arterial	4.2711015	6%
Major Collector	5.9540555	8%
Minor Collector	0	0%
Local	60.146603	82%

	1	2	3	4	5	6	7
	0	0	0	0	0	0	0
	0	0	0.536718	0	1.181936	0	0.171023
	0	0	0.172727	0.405303	0.176218	0.26553	1.105137
	0	0	0	0	0	0	0
	0.126059	0.987317	4.261464	4.75344	1.940969	4.544062	10.32914

Total 73.449703





8	9	10
0	3.077943	0
1.167992	1.213433	0
0.192992	1.11998	2.516167
0	0	0
17.54736	8.441537	7.215257

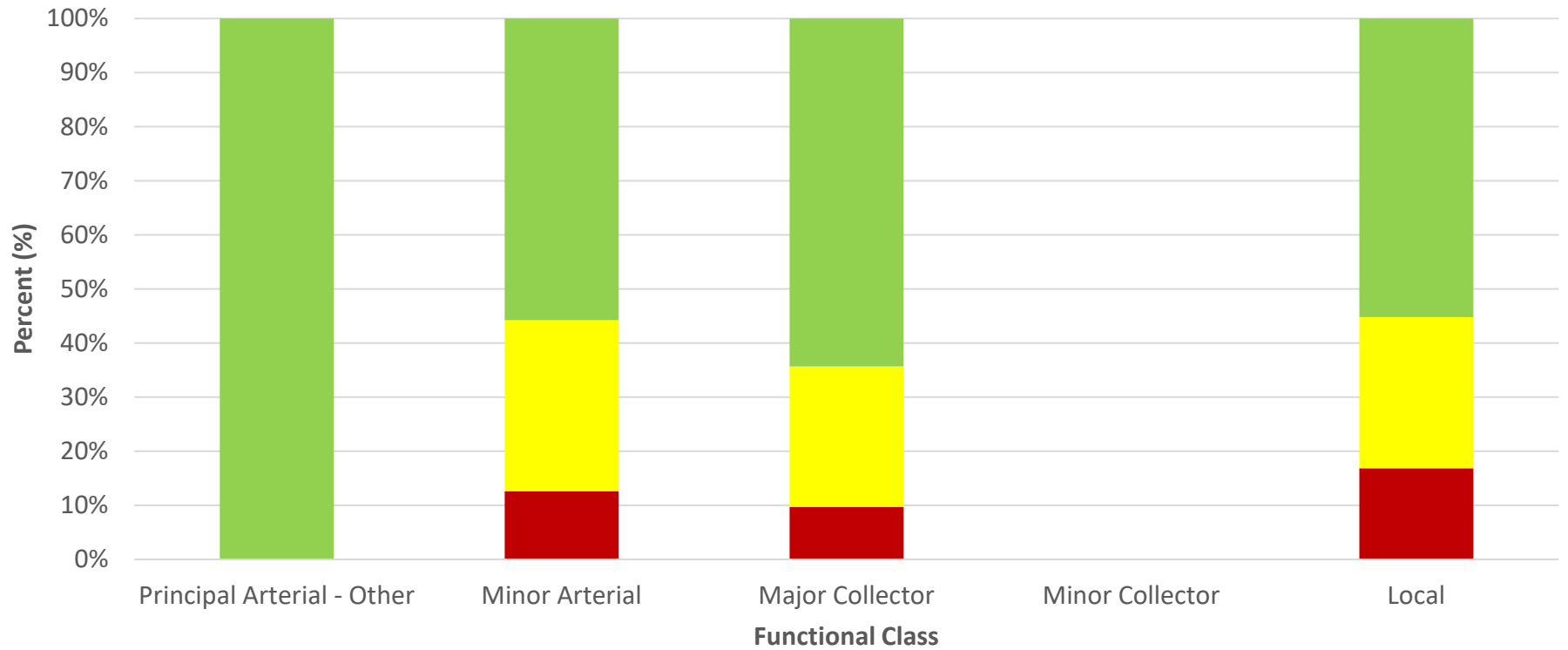
73.4497
OK

Poor	Fair	Good
0	0	3.077943
0.536718	1.352958	2.381425
0.57803	1.546886	3.829139
0	0	0
10.12828	16.81417	33.20415
11.24303	19.71401	42.49266

73.4497
OK



Roadway Condition by Functional Class



- Good
- Fair
- Poor

- Good
- Fair
- Poor

Order	Treatment Options	2020	2019
	Asphalt Full Depth Repairs	0.00	0.00
	Cape Seal	0.00	0.00
	Chip Seal	0.00	0.00
	Chip Seal - Double	0.00	0.00
	Chip Seal - Double and Fog	0.00	0.00
	Chip Seal - Triple	0.00	0.00
	Chip Seal and Fog	0.00	0.00
	Chip Seal and Microsurfacing	0.00	0.00
	Chip Seal and Patch and Berming	0.00	0.00
	Cold Mix Asphalt	0.00	0.00
	Concrete - Full Depth Repairs	0.00	0.00
	Concrete - Joint/Crack Sealing	0.00	0.00
	Concrete - Partial Depth Repairs	0.00	0.00
	Concrete - Slab Replacement	0.00	0.00
	Crack Seal	0.00	0.00
	Crack Seal and Chip Seal	0.00	0.00
	Crack Seal and Microsurface	0.00	0.00
	Crack Seal and Patching	0.00	0.00
	Crack Seal and Rejuvenator	0.00	0.00
	Dust Control	0.00	0.00
	Fog Seal	0.00	0.00
	Full Depth Reclamation with Asphalt	0.00	0.00
	Full Depth Reclamation with Chip Seal	0.00	0.00
	Liquid Road	0.00	0.00
	Microsurface	0.00	0.00
	Microsurface and Patching	0.00	0.00
	Microsurface double	0.00	0.00
	Microsurface double and patch	0.00	0.00
	Mill and Chip Seal	0.00	0.00
	Mill and Double Chip Seal	0.00	0.00
	Mill and Overlay - 2"	0.00	0.00
	Mill and Overlay - 1"	0.00	0.00
	Mill and Overlay - 1.5"	0.00	7.37
	Mill and Overlay - 2.5"	0.00	0.00
	Mill and Overlay - 3"	0.00	0.00
	Mill and Overlay - 4"	0.00	0.00
	Mill and Triple Chip Seal	0.00	0.00
	New Road Construction	0.00	0.00
	Overlay < 1.5"	0.00	0.00
	Overlay - 1.5"	4.57	2.10
	Overlay - 2"	0.00	0.00
	Overlay - 2.5"	0.00	0.00
	Overlay - 3"	0.00	0.00
	Overlay - 4"	0.00	0.00
	Patching/Pot Hole Filling	0.00	0.00

	Pug Mix Asphalt	0.00	0.00
	Reconstruction - Asphalt	0.00	0.00
	Reconstruction - Concrete	0.00	0.00
	Rejuvenator	0.00	0.00
	Roller Compacted Concrete	0.00	0.00
	Slurry Seal	0.00	0.00
	Thin Concrete Overlay	0.00	0.00

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2022 Pavement Treatment Summary	
<u>Treatment</u>	<u>Miles Treated</u>
Overlay - 1.5"	4.57

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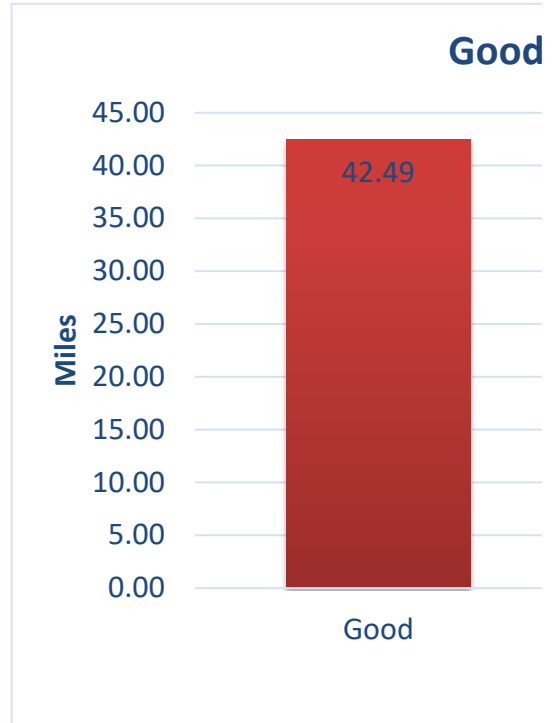
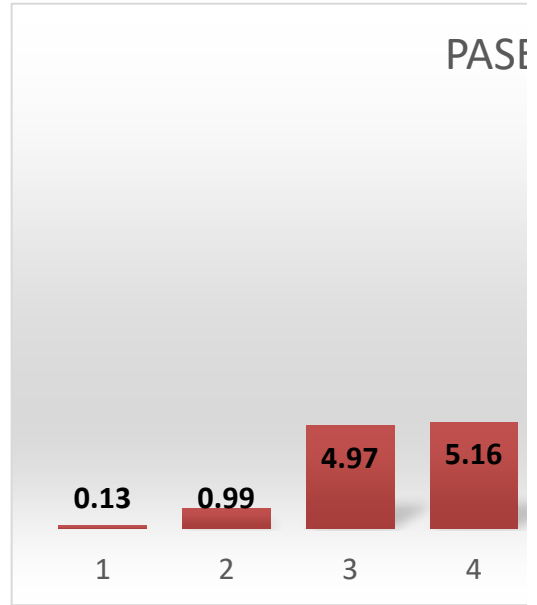
2021 Pavement Treatment Summary	
<u>Treatment</u>	<u>Miles Treated</u>
Mill and Overlay - 1.5"	7.37
Overlay - 1.5"	2.10

PASER	Sum Miles	Weighted by Mile
1	0.13	0.00
2	0.99	0.03
3	4.97	0.20
4	5.16	0.28
5	3.30	0.22
6	4.81	0.39
7	11.61	1.11
8	18.91	2.06
9	13.85	1.70
10	9.73	1.32

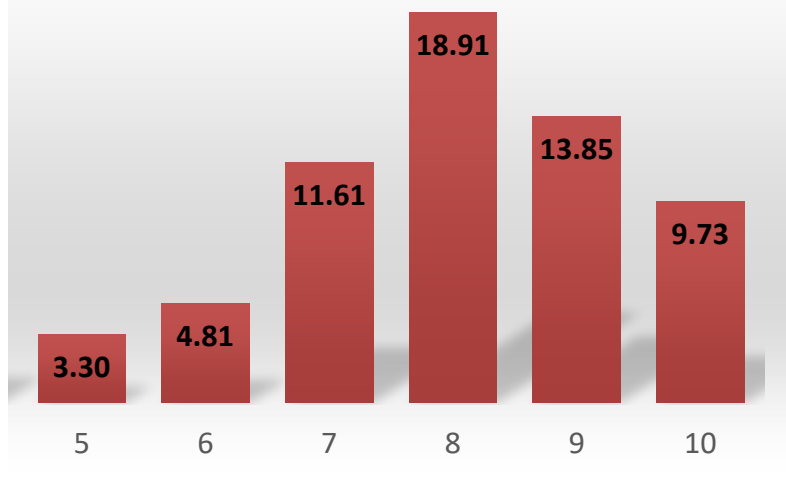
Total 73.45

Good	42.49	57.9%
Fair	19.71	26.8%
Poor	11.24	15.3%

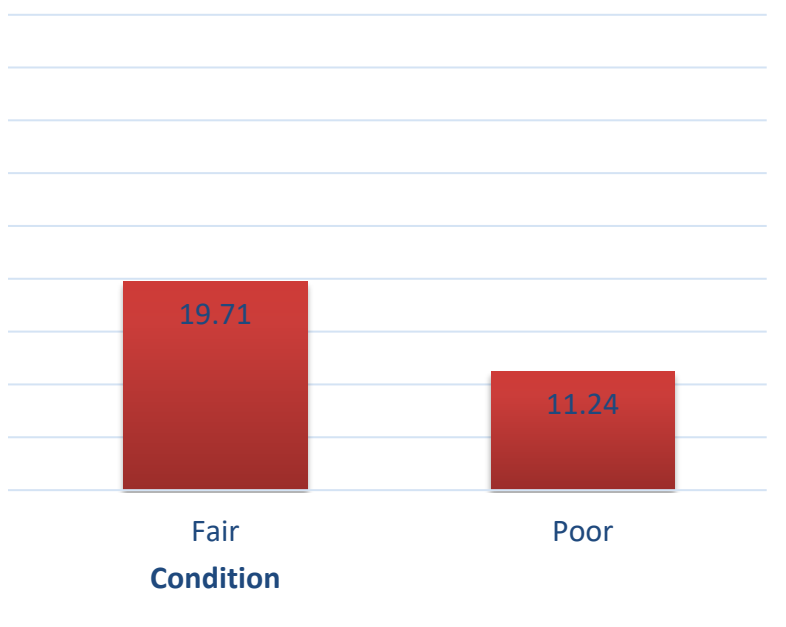
Average PASER 7.3



ER Rating by Miles



I, Fair, Poor by Miles



PASER
PCI

Instructions

This worksheet will provide instructions on the specific formatting for the 5 year plan so it will be validated by the DMS.

Key Definitions for DMS use:

Validation - the form was formatted correctly and there is no errors. You still need to "Submit Data Request".

Processed - the final state your report/form should be after you "Submit Data Request".

Name of your Road Treatment Summary Worksheet

The name of the worksheet that has your 5 year plan must be named, "**Road Treatment Summary**" in order for the DMS to know where to look for the data and hence for it to be "validated".

Year

Define the year of your proposed pavement treatments.

There should not be any blank rows in between years.

Rating

This is the pavement condition that in your network planning strategy would indicate your proposed treatment.

This may be a range of condition ratings (ie - 5-7) or a single rating.

There should not be any blank rows in between ratings

Treatment Used

The proposed treatments must be one of the treatments listed in the "Treatment Options" worksheet. If your proposed treatment does not represent one that is listed, please email: Itap-dms@purdue.edu

Estimated Cost per Mile and Estimated Miles: (Lane Miles)

This should be the estimated cost per "**Lane Mile**" and "**Cost per Lane Mile**". This template was the way the DMS was set up to validate the data submitted, our goal is to change the DMS to allow for other forms of estimate units (ie - \$/sys or \$/ton) in the future. However for now please estimate per **Lane Mile**.

Estimated Cost

This should be the product or total cost for that treatment cost, and estimated miles.

Year	Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost
2025	1	Reconstruction - Asphalt	\$0.00	0.00	\$0.00
2025	2	Overlay - 4"	\$0.00	0.00	\$0.00
2025	3	Overlay - 3"	\$0.00	0.00	\$0.00
2025	4	Overlay - 2"	\$0.00	0.00	\$0.00
2025	5	Overlay < 1.5"	\$443,733.72	0.87	\$385,672.00
2025	6	Chip Seal	\$129,051.93	4.81	\$620,687.11
2025	7	Crack Seal	\$16,745.58	11.61	\$194,337.43
2025	8	Rejuvenator	\$25,566.01	18.91	\$483,410.86
2025	9	New Road Construction	\$0.00	0.00	\$0.00
2025	10	New Road Construction	\$0.00	0.00	\$0.00
2026	1	Reconstruction - Asphalt	\$0.00	0.00	\$0.00
2026	2	Overlay - 4"	\$0.00	0.00	\$0.00
2026	3	Overlay - 3"	\$0.00	0.00	\$0.00
2026	4	Overlay - 2"	\$501,567.51	1.10	\$549,237.89
2026	5	Overlay < 1.5"	\$502,625.19	2.28	\$1,148,160.06
2026	6	Chip Seal	\$0.00	0.00	\$0.00
2026	7	Crack Seal	\$0.00	0.00	\$0.00
2026	8	Rejuvenator	\$0.00	0.00	\$0.00
2026	9	New Road Construction	\$0.00	0.00	\$0.00
2026	10	New Road Construction	\$0.00	0.00	\$0.00
2027	1	Reconstruction - Asphalt	\$0.00	0.00	\$0.00
2027	2	Overlay - 4"	\$0.00	0.00	\$0.00
2027	3	Overlay - 3"	\$0.00	0.00	\$0.00
2027	4	Overlay - 2"	\$542,721.54	3.13	\$1,700,217.08
2027	5	Overlay < 1.5"	\$0.00	0.00	\$0.00
2027	6	Chip Seal	\$0.00	0.00	\$0.00
2027	7	Crack Seal	\$0.00	0.00	\$0.00
2027	8	Rejuvenator	\$0.00	0.00	\$0.00
2027	9	New Road Construction	\$0.00	0.00	\$0.00
2027	10	New Road Construction	\$0.00	0.00	\$0.00
2028	1	Reconstruction - Asphalt	\$0.00	0.00	\$0.00
2028	2	Overlay - 4"	\$0.00	0.00	\$0.00
2028	3	Overlay - 3"	\$758,762.22	1.36	\$1,034,443.67
2028	4	Overlay - 2"	\$709,390.34	0.93	\$660,399.28
2028	5	Overlay < 1.5"	\$0.00	0.00	\$0.00
2028	6	Chip Seal	\$0.00	0.00	\$0.00
2028	7	Crack Seal	\$0.00	0.00	\$0.00
2028	8	Rejuvenator	\$0.00	0.00	\$0.00
2028	9	New Road Construction	\$0.00	0.00	\$0.00
2028	10	New Road Construction	\$0.00	0.00	\$0.00
2029	1	Reconstruction - Asphalt	\$0.00	0.00	\$0.00
2029	2	Overlay - 4"	\$0.00	0.00	\$0.00
2029	3	Overlay - 3"	\$741,635.09	2.29	\$1,701,739.31
2029	4	Overlay - 2"	\$0.00	0.00	\$0.00

2029	5	Overlay < 1.5"	\$0.00	0.00	\$0.00
2029	6	Chip Seal	\$0.00	0.00	\$0.00
2029	7	Crack Seal	\$0.00	0.00	\$0.00
2029	8	Rejuvenator	\$0.00	0.00	\$0.00
2029	9	New Road Construction	\$0.00	0.00	\$0.00
2029	10	New Road Construction	\$0.00	0.00	\$0.00
2030	1	Reconstruction - Asphalt	\$0.00	0.00	\$0.00
2030	2	Overlay - 4"	\$932,354.53	0.79	\$734,425.37
2030	3	Overlay - 3"	\$683,615.78	1.23	\$838,206.16
2030	4	Overlay - 2"	\$0.00	0.00	\$0.00
2030	5	Overlay < 1.5"	\$0.00	0.00	\$0.00
2030	6	Chip Seal	\$0.00	0.00	\$0.00
2030	7	Crack Seal	\$0.00	0.00	\$0.00
2030	8	Rejuvenator	\$0.00	0.00	\$0.00
2030	9	New Road Construction	\$0.00	0.00	\$0.00
2030	10	New Road Construction	\$0.00	0.00	\$0.00

<u>Order</u>	<u>Treatment Options</u>
	Asphalt Full Depth Repairs
	Cape Seal
	Chip Seal
	Chip Seal - Double
	Chip Seal - Double and Fog
	Chip Seal - Triple
	Chip Seal and Fog
	Chip Seal and Microsurfacing
	Chip Seal and Patch and Berming
	Cold Mix Asphalt
	Concrete - Full Depth Repairs
	Concrete - Joint/Crack Sealing
	Concrete - Partial Depth Repairs
	Concrete - Slab Replacement
	Crack Seal
	Crack Seal and Chip Seal
	Crack Seal and Microsurface
	Crack Seal and Patching
	Crack Seal and Rejuvenator
	Drainage Improvements
	Dust Control
	Fog Seal
	Full Depth Reclamation with Asphalt
	Full Depth Reclamation with Chip Seal
	Asphalt Wedge and Level with Chip Seal
	Liquid Road
	Microsurface
	Microsurface and Patching
	Microsurface double
	Microsurface double and patch
	Mill and Chip Seal
	Mill and Double Chip Seal
	Mill and Overlay - 2"
	Mill and Overlay - 1"
	Mill and Overlay - 1.5"
	Mill and Overlay - 2.5"
	Mill and Overlay - 3"
	Mill and Overlay - 4"
	Mill and Triple Chip Seal
	New Road Construction
	Overlay < 1.5"
	Overlay - 1.5"
	Overlay - 2"
	Overlay - 2.5"
	Overlay - 3"
	Overlay - 4"

Overlay - 2" and wedge and level
Patching/Pot Hole Filling
Pug Mix Asphalt
Reconstruction - Asphalt
Reconstruction - Concrete
Rejuvenator
Roller Compacted Concrete
Safety Improvements
Slurry Seal
Thin Concrete Overlay
Gravel Road Rehabilitation

Description

Use this item if only drainage improvements other than berming were done and no treatments to road surfac

Use this item if only Guardrail was replaced/repaired/added or High Friction Surface or other Safety Improver

ce. Berming is already identified as a defined treatment.





ORDINANCE 2025-1908

AN ORDINANCE OF THE COMMON COUNCIL OF THE
CITY OF MARTINSVILLE, INDIANA, ANNEXING CERTAIN TERRITORY INTO THE
CITY, PLACING THE SAME WITHIN THE CORPORATE BOUNDARIES THEREOF
AND MAKING THE SAME A PART OF THE CITY OF MARTINSVILLE

RECITALS

The Common Council of the City of Martinsville, Indiana (respectively, the "Council" and the "City") is in receipt of a petition ("Petition") requesting the annexation of that certain territory including Parcels 55-13-02-200-001.000-020 and 55-13-02-100-006.000-020 which are generally located along the north side of SR 252 east of I-69 and west of Old Morgantown Road. Martinsville, Indiana and more particularly described in attached Exhibit A (the "Annexation Territory").

- A. The petition has been signed by one hundred percent (100%) of the landowners of the annexation territory and filed with the city.
- B. The annexation territory consists of approximately 68.95 acres, and the annexation territory is contiguous of the existing city boundaries.
- C. Responsible planning and state law require adoption of a fiscal plan and definite policy for the provision of certain services to any annexed areas.
- D. Prior to adoption of this ordinance, this council by resolution will adopt a written fiscal plan and definite policy for the provision of services of both a non-capital and capital nature to the annexation territory.
- E. The written fiscal plan and definite policy adopted by resolution will provide for the provision of services of a non-capital nature (including police protection, street and road maintenance, and other non-capital services normally provided within the corporate boundaries of the city) to annexation territory within one year after the effective date of this annexation in a manner equivalent in standard and scope to those non-capital services provided to areas within the current corporate boundaries, regardless of similar topography, patterns of land use, and population density.
- F. The written fiscal plan and definite policy adopted by resolution will also provide for the provision of services of a capital nature (including street construction, street lighting, sewer facilities, water facilities and storm water drainage facilities) to the annexation territory within three years after the effective date of this annexation in the same manner those services are provided to areas within the current corporate boundaries, regardless of similar topography, patterns of land use, and population density in a manner consistent with federal, state and local laws, procedures, and planning criteria.
- G. The terms and conditions of this annexation, including the written fiscal plan and definite policy, are fairly calculated to make the annexation fair and equitable to property owners and residences of the annexation territory and of the city.

- H. Prior to the final adoption of this ordinance, the city will have conducted a public hearing pursuant to proper notice issued as required by law.
- I. The Council finds that the annexation territory, pursuant to the terms of this Ordinance, is fair and equitable and should be accomplished.

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Martinsville, Indiana, as follows:

- Section 1. The above recitals are incorporated herein by this reference as though fully set forth herein below.
- Section 2. In accordance with I.C. § 36-4-3-5.1, the annexation territory is hereby annexed to the city and thereby included within its corporate boundaries pursuant to the terms of this Ordinance.
- Section 3. The annexation territory is assigned to Council District No. 5
- Section 4. The annexation territory shall retain its current zoning classifications and designations by the county until such time as the county or city, as the case may be, updates its comprehensive plan, zoning ordinance or zoning map.
- Section 5. All prior ordinances or parts thereof that may be inconsistent with any provision of this ordinance are hereby repealed. The paragraphs, sentences, words of this ordinance are separable, and if a court of competent jurisdiction hereof declares any portion unconstitutional, invalid or unenforceable, such declaration shall not affect the remaining portions of this ordinance
- Section 6. This Ordinance shall be in full force and effect from and after the date of its adoption and such publication and recordation as required by law.

ALL OF WHICH IS ADOPTED this _____ day of _____ 2025, by the Common Council of the City of Martinsville, Indiana.

Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Signature	Date
Benjamin K. Merida, Clerk-Treasurer		

MAYOR ACTION

Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		

Exhibit A

Parcel 1:

Parts of the Northeast and Northwest Quarters of Section 2, Township 11 North, Range 1 East of the Second Principal Meridian, Morgan County, Indiana, described as follows:
Beginning at the North Half Mile corner of said Section 2 (as referenced by Type "A" monuments bearing North 43 degrees 29 minutes 08 seconds East, 19.70 feet and South 21 degrees 47 minutes 18 seconds East, 8.98 feet); thence along the North line of the Northeast Quarter of said Section 2 on an assumed bearing of North 89 degrees 53 minutes 06 seconds East, 778.37 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence South 01 degree 03 minutes 11 seconds West, 1061.87 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence South 89 degrees 53 minutes 39 seconds West, 46.86 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence South 00 degrees 40 minutes 18 seconds West, 719.40 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence South 89 degrees 53 minutes 25 seconds West, 736.11 feet to an iron pin (with cap inscribed "DS&E 9500011") on the West line of the Northeast Quarter of said Section 2, said iron pin being South 01 degree 02 minutes 49 seconds West, 1781.34 feet from the North Half Mile Corner of said Section 2; thence along said West line, North 01 degree 02 minutes 49 seconds East, 86.69 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence North 88 degrees 36 minutes 45 seconds West, 176.66 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence North 04 degrees 31 minutes 58 seconds West, 39.56 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence North 03 degrees 21 minutes 58 seconds West, 221.78 feet to an iron pin (found); thence South 83 degrees 08 minutes 03 seconds West, 141.40 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence North 77 degrees 35 minutes 04 seconds West, 90.63 feet to an iron pin (found); thence South 01 degree 24 minutes 37 seconds West, 378.62 feet to an iron pin (with cap inscribed "DS&E 9500011") on the North right-of-way line of State Road 252, Indiana Project No. 582; thence along the North line thereof for the following three (3) courses and distances: 1) Northwesterly, 71.92 feet along a curve to the left having a radius of 1472.39 feet to an iron pin (with cap inscribed "DS&E 9500011"), said curve being subtended by a chord bearing North 60 degrees 51 minutes 38 seconds West, 71.91 feet; 2) North 62 degrees 17 minutes 44 seconds West, 312.25 feet to an iron pin (with cap inscribed "DS&E 9500011"); 3) Northwesterly, 42.57 feet along a curve to the left having a radius of 858.51 feet to an iron pin (with cap inscribed "DS&E 9500011"), said curve being subtended by a chord bearing North 64 degrees 53 minutes 53 seconds West, 42.56 feet; thence North 10 degrees 21 minutes 49 seconds East, 201.24 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence North 00 degrees 33 minutes 33 seconds West, 494.31 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence South 87 degrees 54 minutes 27 seconds West, 208.74 feet to an iron pin (with cap inscribed "DS&E 9500011"); thence North 00 degrees 48 minutes 27 seconds East, 922.56 feet to an iron pin (with cap inscribed "DS&E 9500011") on the North line of the Northwest Quarter of said Section 2; thence along said North line, South 89 degrees 59 minutes 33 seconds East, 1003.96 feet to the Point of Beginning. Containing 64.946 acres, more or less.

Parcel 2:

Part of Northwest Quarter of Section 2, Township 11 North, Range 1 East of the Second Principal Meridian, Morgan County, Indiana, described as follows:
Commencing at the North Half Mile corner of said Section 2 (as referenced by Type "A" monuments bearing North 43 degrees 29 minutes 08 seconds East, 19.70 feet and South 21 degrees 47 minutes 18 seconds East, 8.98 feet); thence along the north line of the Northwest Quarter of said Section 2 on an assumed bearing of North 89 degrees 59 minutes 33 seconds West, 1003.96 feet to an iron pin (w/cap inscribed "DS&E 9500011"); thence South 00 degrees 48 minutes 27 seconds West, 922.56 feet to an iron pin (w/cap inscribed "DS&E 9500011 ") and the point of beginning of this description; thence North 87

degrees 54 minutes 27 seconds East, 208.74 feet to an iron pin (w/cap inscribed "DS&E 9500011"); thence South 00 degrees 33 minutes 33 seconds East, 494.31 feet to an iron pin (w/cap inscribed "DS&E 9500011"); thence North 79 degrees 13 minutes 18 seconds West, 218.16 feet to an iron pin (w/cap inscribed "DS&E 9500011") found; thence South 18 degrees 35 minutes 45 seconds West, 182.88 feet to an iron pin (w/cap inscribed "DS&E 9500011") on the north right-of-way line of State Road 252, Indiana Project No. 582; thence Westerly along said right-of-way line, 159.22 feet along a curve to the left having a radius of 858.51 feet to an iron pin (w/cap inscribed "DS&E 9500011"), said curve being subtended by a chord bearing North 88 degrees 03 minutes 35 seconds West, 158.99 feet; thence North 00 degrees 33 minutes 33 seconds West, 397.54 feet to an iron pin (w/cap inscribed "DS&E 9500011"); thence North 87 degrees 54 minutes 27 seconds East, 218.24 feet to an iron pin (w/cap inscribed "DS&E 9500011"); thence North 00 degrees 48 minutes 27 seconds East, 248.39 feet to the Point of Beginning Containing 4.000 acres, more or less.

ORDINANCE 2025-1909

ADDITIONAL APPROPRIATIONS

WHEREAS, it has been determined that it is now necessary to appropriate more money than was appropriated in the annual budget; now, therefore:

Sec. 1. Be it ordained by the City Council of Martinsville, Morgan County, Indiana, that for the expenses of the taxing unit the following additional sums of money are hereby appropriated out of the funds names and for the purposes specified, subject to the laws governing the same:

ADDITIONAL APPROPRIATION

ACCOUNT 3331

Park Bond 2018

DEBT

417 – Principal \$90,485.68

TOTAL: \$90,485.68

Passed and adopted November _____, 2025 by the Common Council and the Mayor of the City of Martinsville, Indiana.

Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST

Name	Signature	Date
Benjamin K. Merida, Clerk-Treasurer		

MAYOR ACTION

Name		Signature	Date
Kenneth W. Costin, Mayor	Approve <input type="checkbox"/> Veto <input type="checkbox"/>		

ORDINANCE #2025-1910

BEFORE THE CITY COUNCIL OF MARTINSVILLE, INDIANA
UPON THE APPLICATION OF: **Rooted Oaks Construction, LLC**, for AN ORDINANCE
REZONING the following properties:

1. South Main Street, Martinsville, IN, Parcel # 55-13-04-415-011.000-021, the legal description of which is:

Lot Number Six (6) in High School Subdivision, an addition to the City of Martinsville, Indiana.

Twenty (20) feet off the North side of Lot Seven (7) in High School Subdivision, an addition to the City of Martinsville, Indiana, and being that strip of land lying between Lot Number Six (6) and South Street,

from B2 to R3

2. 1209 South Main Street, Martinsville, IN, Parcel #55-13-04-454-001.000-021, the legal descriptions of which is:

Lot Numbered 8 in High School Subdivision, an Addition to the City of Martinsville, Morgan County, Indiana,

from B2 to R3.

3. 1209 South Main Street, Martinsville, IN, Parcel #55-13-04-454-003.000-021, the legal description of which is:

Lots Numbered 9 and 10 in High School Subdivision, an Addition to the City of Martinsville, Morgan County, Indiana.

from B2 to R3.

4. 1269 S. Main Street, Martinsville, IN, Parcel #55-13-04-454-007.000-021, the legal description of which is:

Lot Number Eleven (11) in the High School Subdivision, an Addition to the City of Martinsville, as per plat thereof recorded in Deed Record No. 127, page 558 of the Recorder's office of Morgan County, Indiana

from R2 to R3.

5. 1190 South Marylin Street, Martinsville, IN, Parcel #55-13-04-415-012.000-021, the legal description of which is:

Lot Number 110 in High School Subdivision, an Addition to the City of Martinsville,

as per plat thereof recorded in Deed Record 127, page 558, in the office of the Recorder of Morgan County, Indiana.

from R2 to R3

WHEREAS, a public hearing was held on October 28, 2025, at 7:00 PM, with notice given as required by law upon the application of Rooted Oaks Construction, LLC requesting the re-zoning the above listed properties, as designated above, and

WHEREAS, the Plan Commission recommended that the City Council to approve the requested rezoning; and

WHEREAS, pursuant to Indiana Code 36-7-3-12, the Petitioner made a valid application to the Martinsville City Council and stated the circumstances of the request for rezoning, that Petitioner specifically described the parcels to be rezoned, and has given the names and addresses of all owners of land that adjoins the property proposed to be rezoned, and all notices according to law were made; and

WHEREAS, the Martinsville City Council, after diligent review of the matter pertaining to the rezoning, such review having occurred at the public hearing held on November 10, 2025 at 7:00 PM; and

WHEREAS, the City Council now finds that it is in the best interest for the following parcels of the real estate be rezoned from **B2 to R3**:

1. South Main Street, Martinsville, IN Parcel #55-13-04-415-011.000-021, the legal description of which is:

Lot Number Six (6) in High School Subdivision, an addition to the City of Martinsville, Indiana.

Twenty (20) feet off the North side of Lot Seven (7) in High School Subdivision, an addition to the City of Martinsville, Indiana, and being that strip of land lying between Lot Number Six (6) and South Street, and

2. 1209 South Main Street, Martinsville, IN, Parcel #55-13-04-454-001.000-021, the legal descriptions of which is:

Lot Numbered 8 in High School Subdivision, an Addition to the City of Martinsville, Morgan County, Indiana,

3. 1209 South Main Street, Martinsville, IN, Parcel #55-13-04-454-003.000-021, the legal descriptions of which is:

Lots Numbered 9, and 10 in High School Subdivision, an Addition to the City of Martinsville, Morgan County, Indiana;

and

WHEREAS, the City Council now finds that it is in the best interest for the following parcels of the real estate be rezoned from **R2toR3**:

4. 1269 South Main Street, Martinsville, IN Parcel # 55-13-04-454-007.000-021, the legal description of which is:

Lot Number Eleven (11) in the High School Subdivision, as Addition to the City of Martinsville, as per plat thereof recorded in Deed Record No. 127, page 558 of the Recorder's office of Morgan County, Indiana; and

5. 1190 South Marylin Street, Martinsville, IN Parcel # 55-13-04-415-012.000-021, the legal description of which is:

Lot Number 110 in High School Subdivision, an Addition to the City of Martinsville, as per plat thereof recorded in Deed Record 127, page 558, in the office of the Recorder of Morgan County, Indiana.

THEREFORE, BE IT ORDAINED that:

the following parcels of the real estate be rezoned from **B2 to R3**:

1. South Main Street, Martinsville, IN Parcel #55-13-04-415-011.000-021, the legal description of which is:

Lot Number Six (6) in High School Subdivision, an addition to the City of Martinsville, Indiana.

Twenty (20) feet off the North side of Lot Seven (7) in High School Subdivision, an addition to the City of Martinsville, Indiana, and being that strip of land lying between Lot Number Six (6) and South Street, and

2. 1209 South Main Street, Martinsville, IN, Parcel # 55-13-04-454-001.000-021, the legal descriptions of which is:

Lot Numbered 8 in High School Subdivision, an Addition to the City of Martinsville, Morgan County, Indiana,

3. 1209 South Main Street, Martinsville, IN, Parcel # 55-13-04-454-003.000-021, the legal descriptions of which is:

Lots Numbered 9, and 10 in High School Subdivision, an Addition to the City of Martinsville, Morgan County, Indiana;

and

the following parcels of the real estate be rezoned from **R2 to R3**:

- 1269 South Main Street, Martinsville, IN Parcel #55-13-04-454-007.000-021, the legal description of which is:

Lot Number Eleven (11) in the High School Subdivision, as Addition to the City of Martinsville, as per plat thereof recorded in Deed Record No. 127, page 558 of the Recorder's office of Morgan County, Indiana; and

- 1190 South Marylin Street, Martinsville, IN Parcel #55-13-04-415-012.000-021, the legal description of which is:

Lot Number 110 in High School Subdivision, an Addition to the City of Martinsville, as per plat thereof recorded in Deed Record 127, page 558, in the office of the Recorder of Morgan County, Indiana.

Dated this _____ day of _____, 20_____.

Name		Signature
Phil R. Deckard II, Member, District 5, President Pro Tempore	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Phil R. Deckard Sr, Member, District 1	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ben Mahan, Member, District 2	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Josh Ferran, Member, District 3	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Suzie Lipps, Member, District 4	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
Ann Miller, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	
John Badger, XIV, Member-at-Large	Aye <input type="checkbox"/> Nay <input type="checkbox"/> Abstain <input type="checkbox"/>	

ATTEST			
Name		Signature	Date
Benjamin K. Merida, Clerk-Treasurer			
MAYOR ACTION			
Name		Signature	Date
Kenneth W. Costin, Mayor		Approve <input type="checkbox"/> Veto <input type="checkbox"/>	