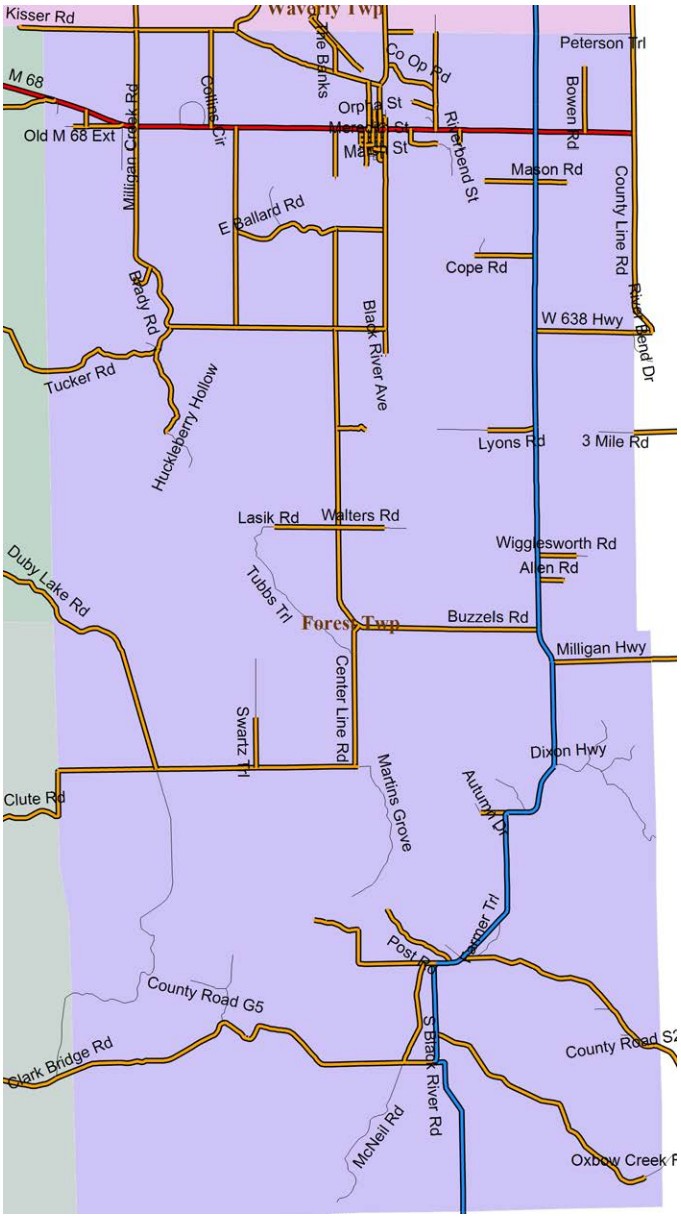
Cheboygan County Road Commission

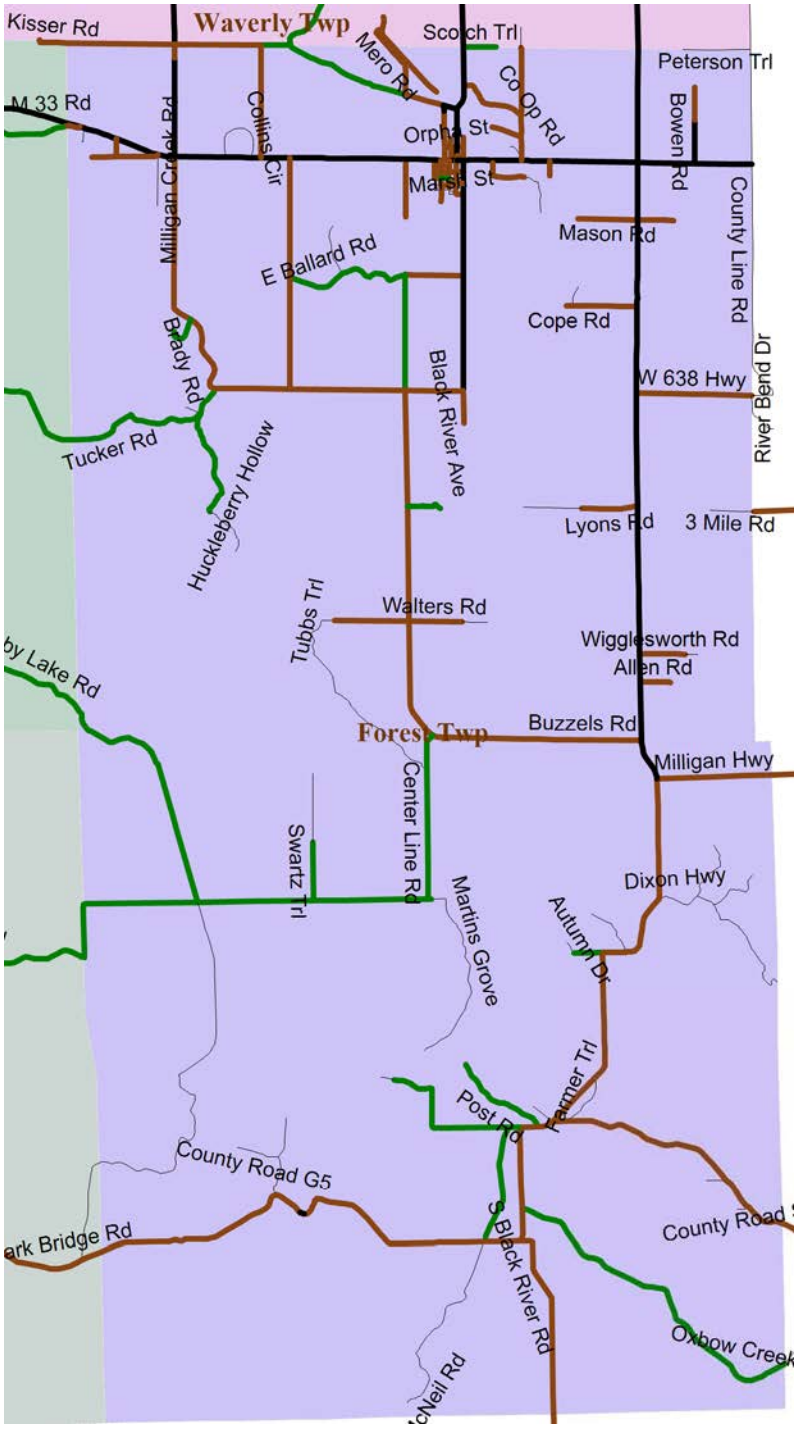
Forest Township Local Road Ratings Report for 2019

The goal of the Road Commission is to use Asset Management Strategies when planning projects for the roads under the jurisdiction of the Cheboygan County Road Commission. Asset management, as defined by Public Act 199 of 2007, is an "ongoing process of maintaining, upgrading and operating physical assets cost-effectively, based on a continuous physical inventory and condition assessment. Using asset management will allow the Road Commission and Township to invest the available road funds in a manner that will provide the greatest return.



Township Roads by Legal System

Red = State Highways – **Blue** = County Primary Roads – **Orange** = County Local Roads



Roads by Surface Type

Black = Pavement – **Brown** = Gravel – Green = Seasonal

Road Rating Systems

All the local paved roads are rated each year using the PASER Road Rating system in the Township (seasonal roads are not included). PASER, or Pavement Surface Evaluation and Rating, is the rating system that is used in collecting data for RoadSoft. The roads are rated on a scale of 1 to 10 according to surface conditions of the pavement. The tables below show the rating and the suggested maintenance that would be required to preserve the road along with an estimated cost of repair.

PASER Rating and Treatments for Paved Roads

Road Rating	Recommended Repair	Estimated Cost per Mile
10	No maintenance necessary. New Road	$ 0
9	No Maintenance necessary. Smooth Surface.	$ 0
8	Minor Crack Sealing	$ 600
7	General Crack Sealing and/or Minor Patching	$ 3,200
6	Patching and Sealcoat Ultra-thin Asphalt Overlay	$ 29,000 $ 63,000
5	Asphalt Wedging Asphalt Wedging and Sealcoat Asphalt Wedging and Ultra-thin Asphalt Overlay	$ 47,000 $ 75,000 $ 106,000
4	Asphalt Wedging and Overlay	$ 142,000
3	Pulverize, gravel and pave	$ 240,000
2	Reconstruction.	$ 350,000
1	Reconstruction. Failed Road.	$ 350,000

Gravel roads are rated using the Inventory-Based Rating System™ for Gravel Roads (IBR). The IBR system considers three characteristics of a road segment to determine a rating for the segment. Surface width, drainage adequacy and structural adequacy are all evaluated to determine the segment rating. From this evaluation a rating of 1 to 10 is calculated.

IBR Rating and Treatments for Gravel Roads

Road Rating	Existing Condition / Recommended Repair	Estimated Cost per Mile
10	No maintenance necessary. New Road	$ 0
8 – 9	Good crown and drainage throughout. Adequate gravel for traffic. Maintain with grading and dust control.	$ 500
6 - 7	Existing crown with drainage on 50% or more or roadway. Additional gravel needed in some areas along with ditching.	$ 55,000
3 - 5	Little or no crown. Ditched on less than 50% of the road. Additional gravel needed on entire road along with ditching.	$ 95,000
1 - 2	Failed road. Reconstruction.	$ 250,000

Forest Township Paved Local Road Ratings

Current Road Ratings

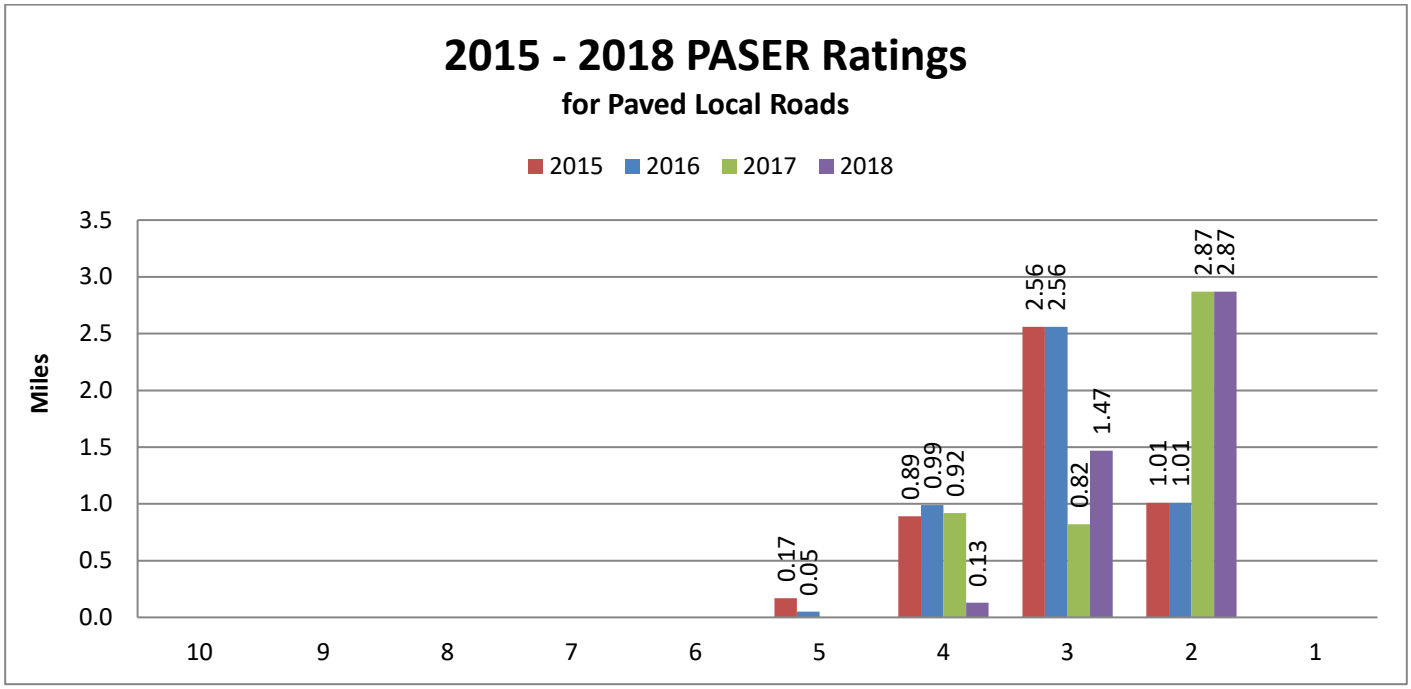
PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8			
7			
6			
5			
4	Barclay Avenue	M-68 to Orpha Street.	0.13
3	Barclay Avenue	Orpha Street to Township line.	0.90
	Black River Avenue	M-68 to State Street.	0.04
	Bowen Road	M-68 to Trail.	0.34
	Davies Avenue	Kisser Road to end of pavement.	0.05
	Kisser Road	Davies Road to Barclay Avenue.	0.12
	Riverbend Drive	M-68 to end of pavement.	0.02
2	Black River Avenue	Tucker Road to M-68.	2.01
	Brady Road	M-68 to end of pavement.	0.86
1			

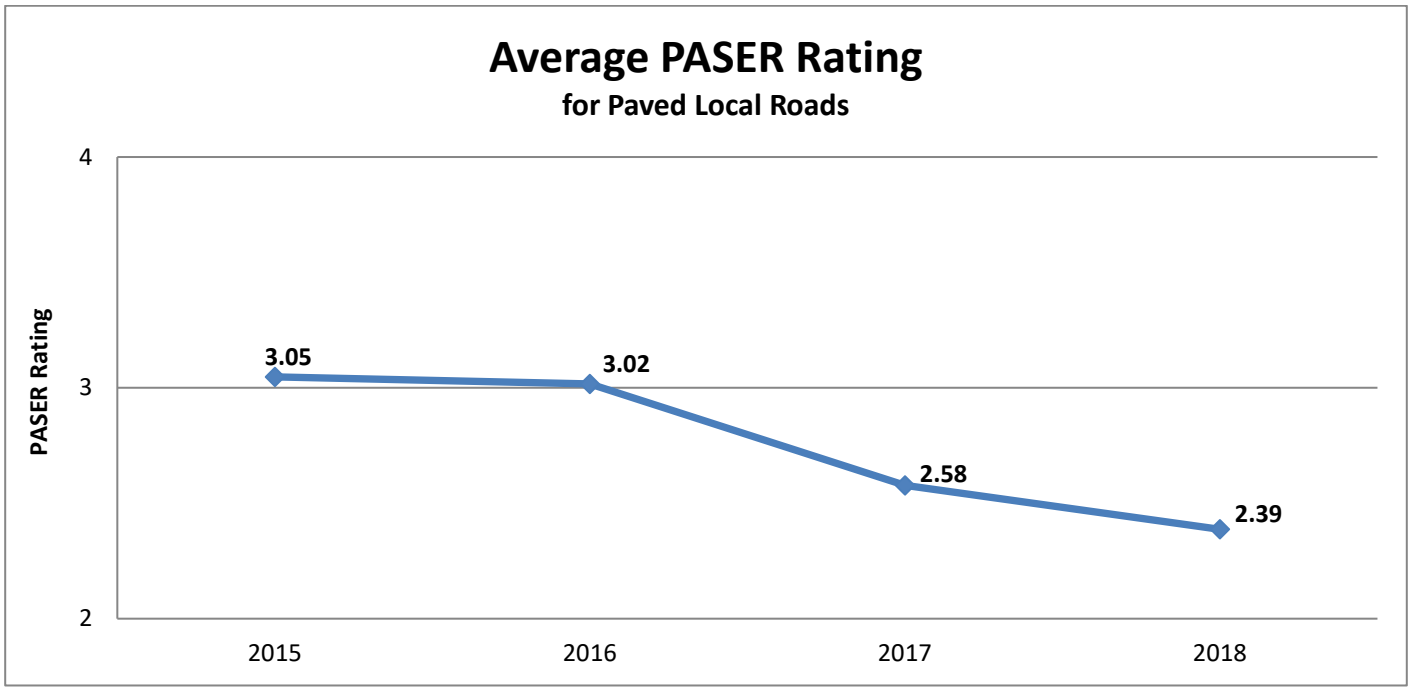
Average PASER Rating for Paved Local Roads 2.39

2017 Average 2.58

32016 Average 3.02

2015 Average 3.05


2015 - 2018 PASER Ratings
for Paved Local Roads
2015
2016
2017
2018
Miles
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
0.17
0.05
0.89
0.99
0.92
0.13
2.56
2.56
0.82
1.47
1.01
1.01
2.87
2.87
10
9
8
7
6
5
4
3
2
1


Average PASER Rating
for Paved Local Roads
PASER Rating
4
3
2
3.05
3.02
2.58
2.39
2015
2016
2017
2018

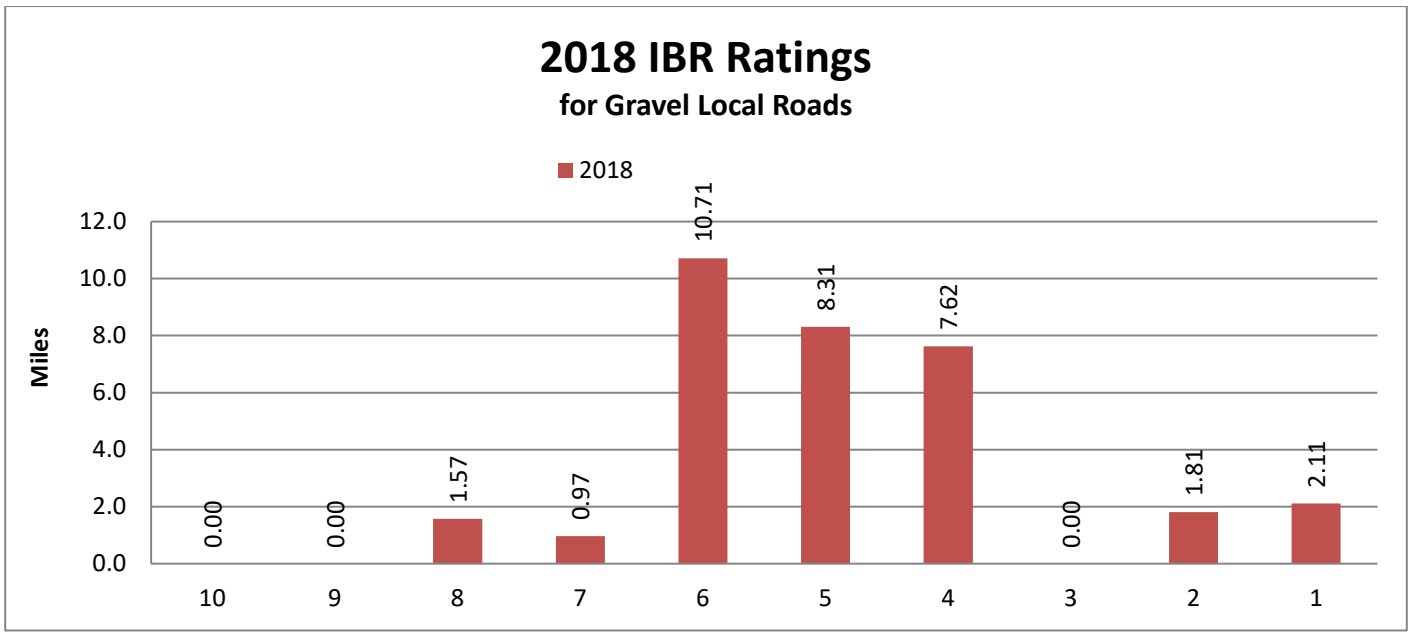
Forest Township Gravel Local Road Ratings

Current Road Ratings

IBR Rating	Road Name	Limits	Length (miles)
10			
9			
8	Bowen Road	Trail to end of road.	0.29
	Brady Road	End of pavement to Kisser Road.	0.12
	Milligan Highway	Black River Road to County Line.	1.00
	Old M-68	Old M-68 Extension to M-68.	0.16
7	East Tower Road	M-68 to Township Line.	0.97
6	Banks Avenue	M-68 to Orpha Street	0.12
	Brady Road	Tucker Road to M-68.	2.20
	Centerline Road	Lasik Road to Tucker Road.	2.02
	Erratt Road	Black River Road to County Line.	1.00
	Cope Road	Black River Road to end.	0.61
	Davies Avenue	M-68 to pavement.	0.43
	Freeman Road	Tucker Road to Ballard Road	0.96
	Kisser Road	The Banks to Davies Avenue.	0.33
	Mero Road	Township Line to The Banks.	0.18
	The Banks	Kisser Road to Brenda Lane.	0.64
	Tucker Road	Freeman Road to Black River Avenue.	1.36
	Veihl Road	M-68 to end of road.	0.47
	Wigglesworth Road	Black River Road then east to end of road.	0.39
5	Ballard Road	Centerline Road to Black River Road	0.50
	Barklay Street	Marsh Street to Tower Street.	0.29
	Black River Avenue	State Street to Orpha Street	0.08
	Brenda Lane	Waverly Township Line to end of road.	0.54
	Buzzels Road	Centerline Road to Black River Road	1.84
	Centerline Road	Buzzels Road to Lasik Road.	1.07
	Charles Street	Clark Street to Johnson Street.	0.13
	Clark Street	Manderville Street to M-68.	0.16
	Collins Road	M-68 to Kisser Road.	0.99
	Freeman Road	Ballard Road to M-68.	1.01
	Johnson Street	South end to M-68.	0.23
	Kuchle Street	Johnson Street to Black River Avenue.	0.13
	Mack Street	M-68 then south to end of road.	0.35
	Marsh Street	Barklay Street to Black River Avenue.	0.06
	Meredith Street	Clark Street to Johnson Street.	0.13
	Tower Street	Johnson Street to Black River Avenue.	0.13
	Tucker Road	Brady Road to Freeman Road.	0.67

4	Allan Road	Black River Road then east to end.	0.26
	Banks Avenue	Orpha Street to end.	0.07
	Black River Avenue	Tucker Road then south to end.	0.25
	Canada Creek Road	Black River Road to County Line.	2.22
	Clark Bridge Road	Nunda Township Line to Black River Road.	4.08
	Lyons Road	Black River Road to end.	0.48
	Manderville Street	Clark Street to Mack Street.	0.04
	Orpha Street	Davies Avenue to Black River Avenue.	0.16
	State Road	Barclay Avenue to Black River Avenue.	0.06
3			
2	Co-Op Road	Barclay Avenue to Tower Road.	0.61
	Mason Road	West end to East end of road.	0.82
	Riverbend Street	End of pavement to end of road.	0.38
1	K-V Avenue	Tower Road then west to end.	0.24
	Lasik Road	Centerline Road then west to end of road.	0.64
	Miller Street	Mack Street to Johnson Street.	0.06
	Old M-68 Extension	M-68 then west to end.	0.58
	Sherwood Glen	M-68 then south to end of road.	0.13
	Walter Road	Centerline Road then east to end of road.	0.46

Average IBR Rating for Gravel Local Roads 4.88



Service Life of Treatments

Service life is the expected time that a treatment will last before needing complete reconstruction. In the table below, an expected service life for a particular treatment is listed. Before a treatment reaches the expected service life, preventative maintenance should be performed. Preventative maintenance will extend the expected service life of the pavement and treatment.

Service Life of Treatments for Paved Roads

Road Rating	Recommended Repair	Expected Service Life (years)
8	Minor Crack Sealing	5
7	General Crack Sealing and/or Minor Patching	5
6	Patching and Sealcoat Ultra-thin Asphalt Overlay	7 7 – 10
5	Ashpalt Wedging Asphalt Wedging and Sealcoat Asphalt Wedging and Ultra-thin Asphalt Overlay	7 7 – 10 10
4	Asphalt Wedging and Overlay	12 – 15
3	Pulverize, gravel and pave	15 – 25
2	Reconstruction.	25 - 30
1	Reconstruction. Failed Road.	25 - 30

For example, if a road has a PASER rating of 6, a treatment of a ultra-thin asphalt overlay is recommended (see the Table titled PASER Ratings and Treatment on page 1). The expected service life for an ultra-thin asphalt overlay is 7-10 years. Preventative maintenance in the form of crack sealing may be required after 2 years.

Expected service life may be shorter if the road is on poor soils that are not addressed as part of the treatment. If a project is selected that is not the recommended treatment, the service life listed in the table above will be shorter and preventative maintenance will need to be performed sooner.

Service Life for a gravel road is difficult to predict. Gravel road conditions can change rapidly based on weather, grading and traffic effects on the roads.