

Cheboygan County Road Commission
Wilmot Township Local Road Ratings Report for 2016

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.

PASER Road Rating System

All the local paved and gravel 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 or a scale of 2 to 10 for gravel surfaces. 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	\$ 29,000
	Ultra-thin Asphalt Overlay	\$ 63,000
5	Asphalt Wedging	\$ 47,000
	Asphalt Wedging and Sealcoat	\$ 75,000
	Asphalt Wedging and Ultra-thin Asphalt Overlay	\$ 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

PASER Rating and Treatments for Gravel Roads

Road Rating	Existing Condition / Recommended Repair	Estimated Cost per Mile
10	No maintenance necessary. New Road	\$ 0
8	Good crown and drainage throughout. Adequate gravel for traffic. Maintain with grading and dust control.	\$ 500
6	Existing crown with drainage on 50% or more of roadway. Additional gravel needed in some areas along with ditching.	\$ 45,000
4	Little or no crown. Ditched on less than 50% of the road. Additional gravel needed on entire road along with ditching.	\$ 85,000
2	Failed road. Reconstruction.	\$ 250,000

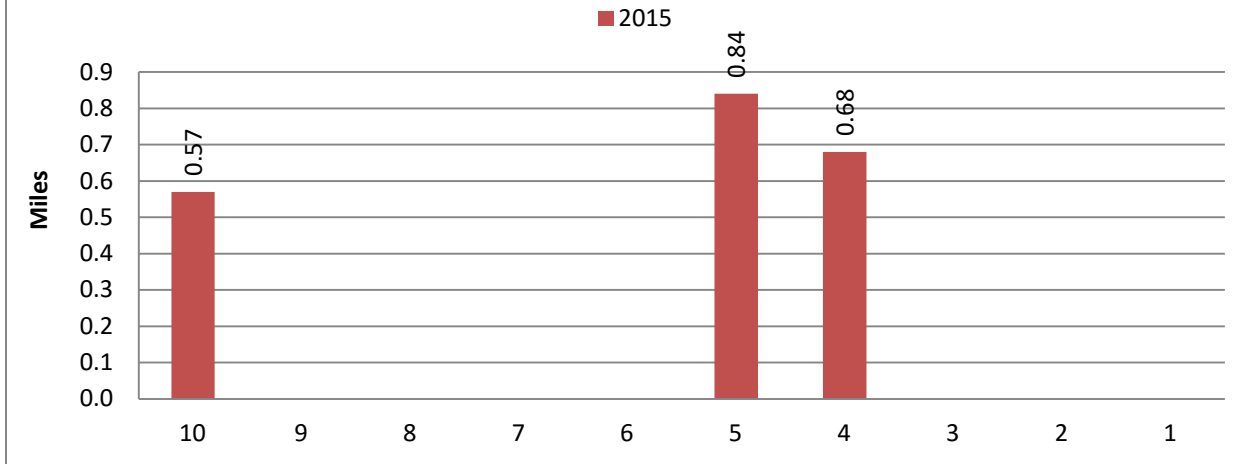
Wilmot Township Paved Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10	Allen Creek Road Old Sturgeon Road	Straits Highway to Old Sturgeon Road. McEachron Road to Bridge (WB Sturgeon River).	0.24 0.33
9			
8			
7			
6			
5	Shire Road	Straits Highway to Wolverine Road.	0.84
4	Shire Road Silver Lake Road	Straits Highway then south to end of pavement. Peters Road to Wolverine Road.	0.10 0.58
3			
2			
1			

Average PASER Rating for Paved Local Roads 6.04

2015 PASER Ratings for Paved Local Roads



Estimate Cost to Repair Local Paved Roads Based on 2015 PASER Ratings

Road Rating	Miles	Estimated Cost per Mile	Total Cost
10	0.57	\$ 0	\$ 0
9	0	\$ 0	\$ 0
8	0	\$ 600	\$ 0
7	0	\$ 3,200	\$ 0
6	0	\$ 29,000	\$ 0
5	0.84	\$ 47,000	\$ 39,480
4	0.68	\$ 142,000	\$ 96,560
3	0	\$ 240,000	\$ 0
2	0	\$ 350,000	\$ 0
1	0	\$ 350,000	\$ 0

Total Cost in 2016 = \$ 136,040

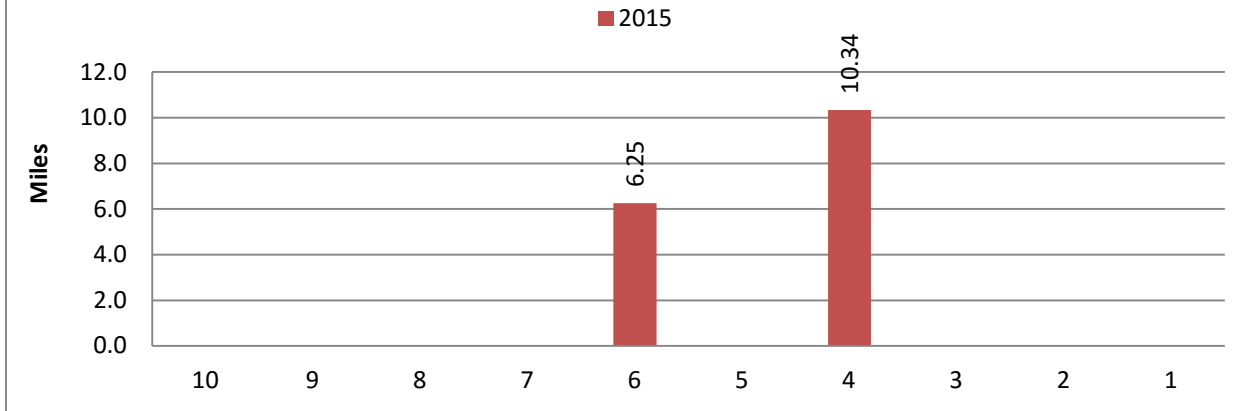
Wilmot Township Gravel Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
8			
6	Ashley Road	Dunham Road to Straits Highway.	0.34
	Dunham Road	Ashley Road to South Shire Road.	0.50
	Old Sturgeon Road	Fulmer Road to Bridge (WB Sturgeon River)	0.10
		Perry Road to McEachron Road.	0.90
	Peet Road	Peters Road then west to Seasonal Road.	0.51
	Perry Road	Old Sturgeon Road to Straits Highway.	0.25
	Peters Road	Fulmer Road to Wolverine Road.	1.90
	Shire Road	Wolverine Road to Township Line.	1.00
	Silver Lake Road	Peters Road then west to Seasonal road.	0.25
	South Shire Road	Dunham Road to Straits Highway.	0.50
4	Allen Creek Road	Straits Highway to Seasonal Road.	0.25
	Ashley Road	Straits Highway to Seasonal Road.	0.27
	Bilder Road	Wolverine Road to Township Line.	0.67
	Bilder Cutoff Road	Wolverine Road to Bilder Road.	0.15
	DNR Park Road	Peters Road to the end.	0.26
	Dunham Road	South Shire Road to Sunshine Trail.	0.50
	Friendly Drive	Silver Lake Road to end.	0.87
	Fulmer Road	Straits Highway to Seasonal Road.	1.21
	Gaylord Road	Sunshine Trail then south to Seasonal Road.	0.77
	Henry Collins Road	Mentor Road then south to end of road.	0.81
	McEachron Road	Old Sturgeon Road to Seasonal Road.	0.64
	Otsego Road	Ashley Road to Straits Highway.	1.23
	Seng Lane	Silver Lake Road to Wolverine Road.	0.21
	Shire Road	Pitoniak Road then north to pavement.	1.08
	South Shire Road	Straits Highway to Seasonal Road.	1.05
	Sunshine Trail	Straits Highway to Seasonal Road.	0.37
2			

Average PASER Rating for Gravel Local Roads 4.75

2015 PASER Ratings for Gravel Local Roads



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	7
	Ultra-thin Asphalt Overlay	7 – 10
5	Asphalt Wedging	7
	Asphalt Wedging and Sealcoat	7 – 10
	Asphalt Wedging and Ultra-thin Asphalt Overlay	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.