

Cheboygan County Road Commission

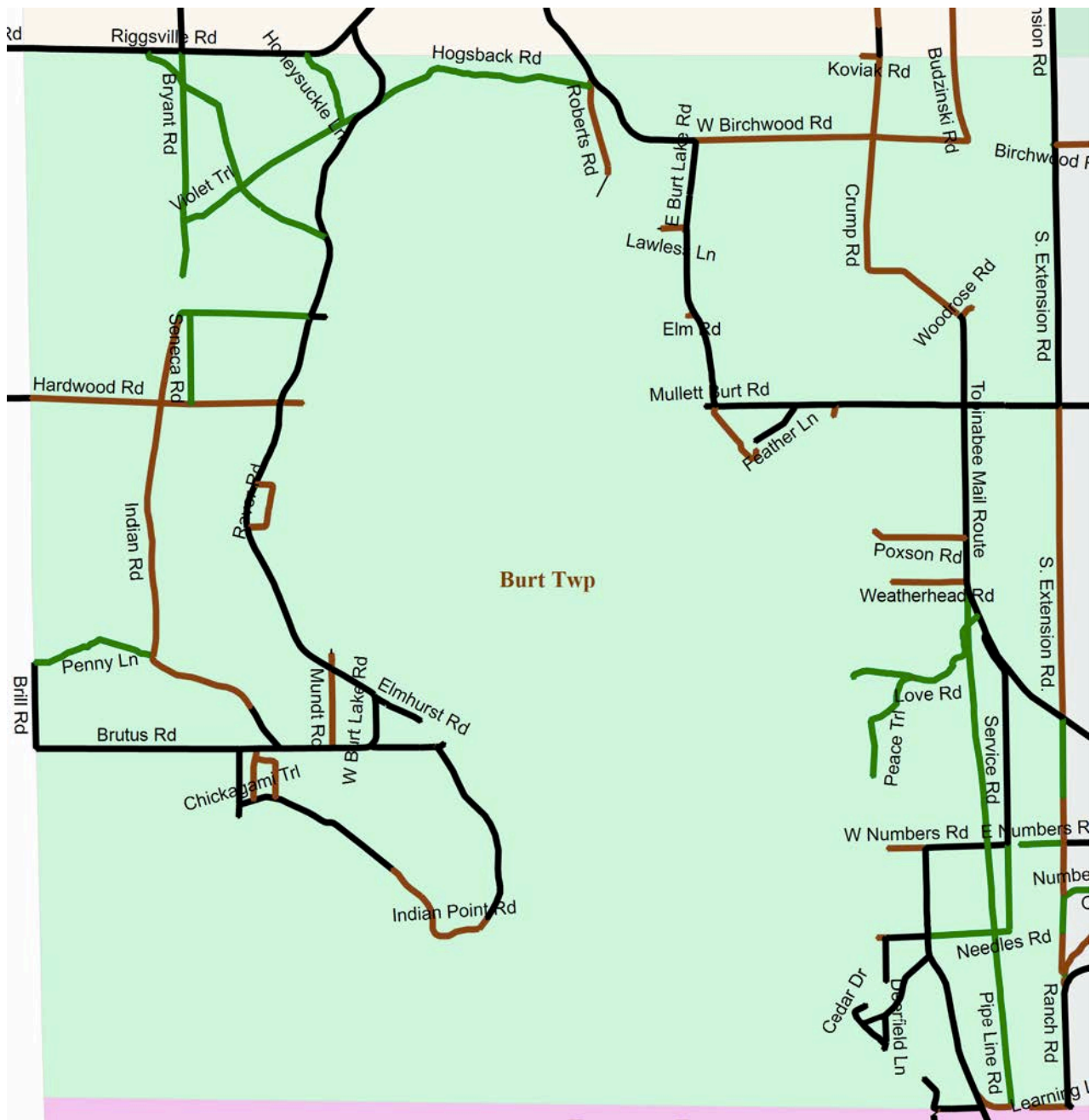
Burt Township Local Road Ratings Report for 2021

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.



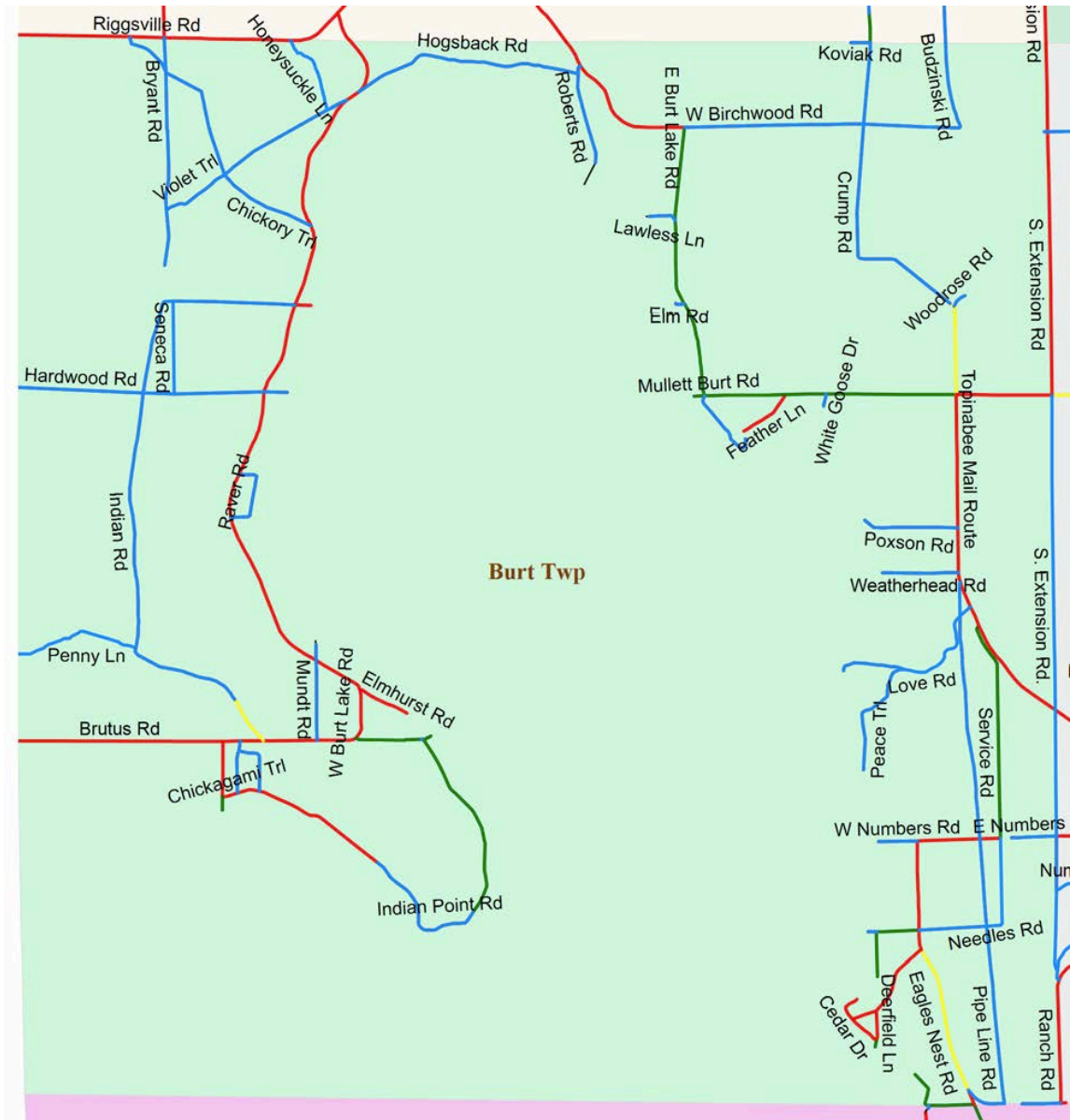
Township Roads by Legal System

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



Roads by Surface Type

Black = Pavement – Brown = Gravel – Green = Seasonal



**Good / Fair / Poor Condition
Paved Roads (primary and local)**

Green = Good - Yellow = Fair - Red = Poor - Blue = Non-paved

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	\$ 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

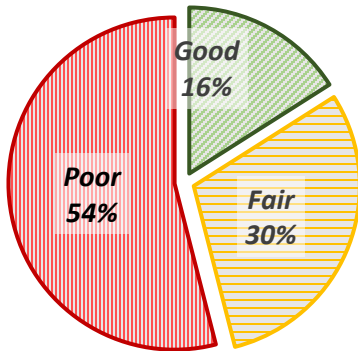
Gravel roads are rated using the Inventory-Based Rating System™ for Gravel Roads (IBR). The IBR system considers three characteristics of a road segment to determine a rating for the segment. Surface width, drainage adequacy and structural adequacy are all evaluated to determine the segment rating. From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

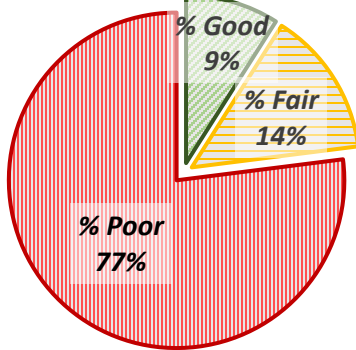
Burt Township Paved Local Road Ratings

Statewide Local Roads



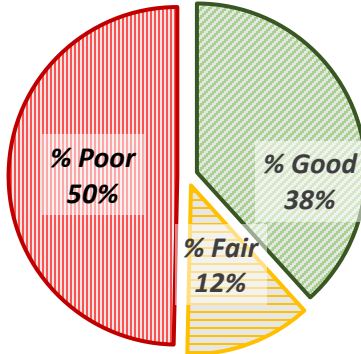
Condition of paved local roads across the State

Countywide Paved Local Roads



Condition of paved local road in Cheboygan County

Burt Township Paved Local Roads



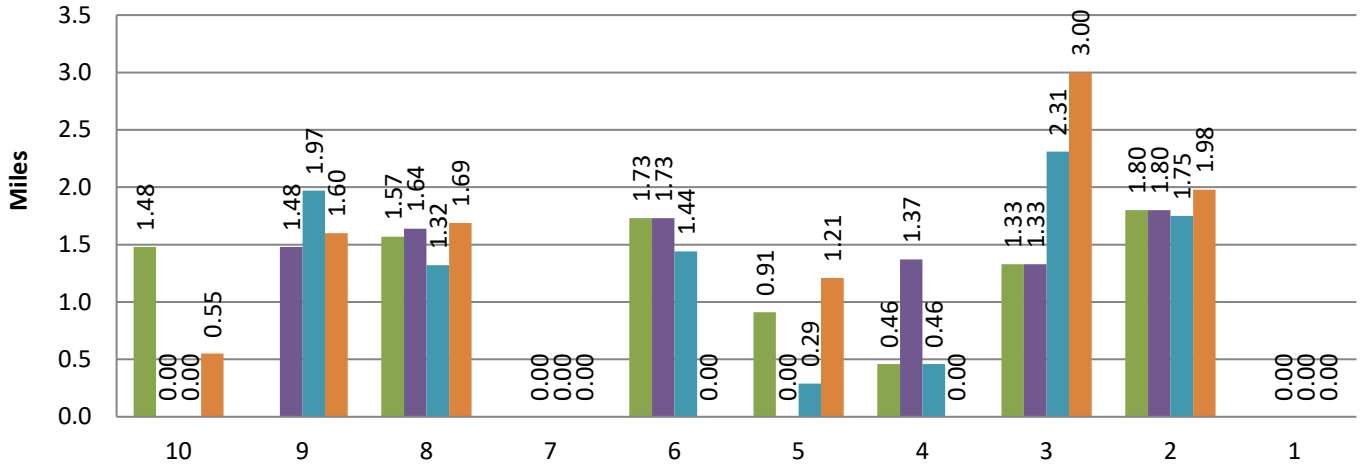
Condition of paved local roads in Burt Township

Current Paved Road Ratings

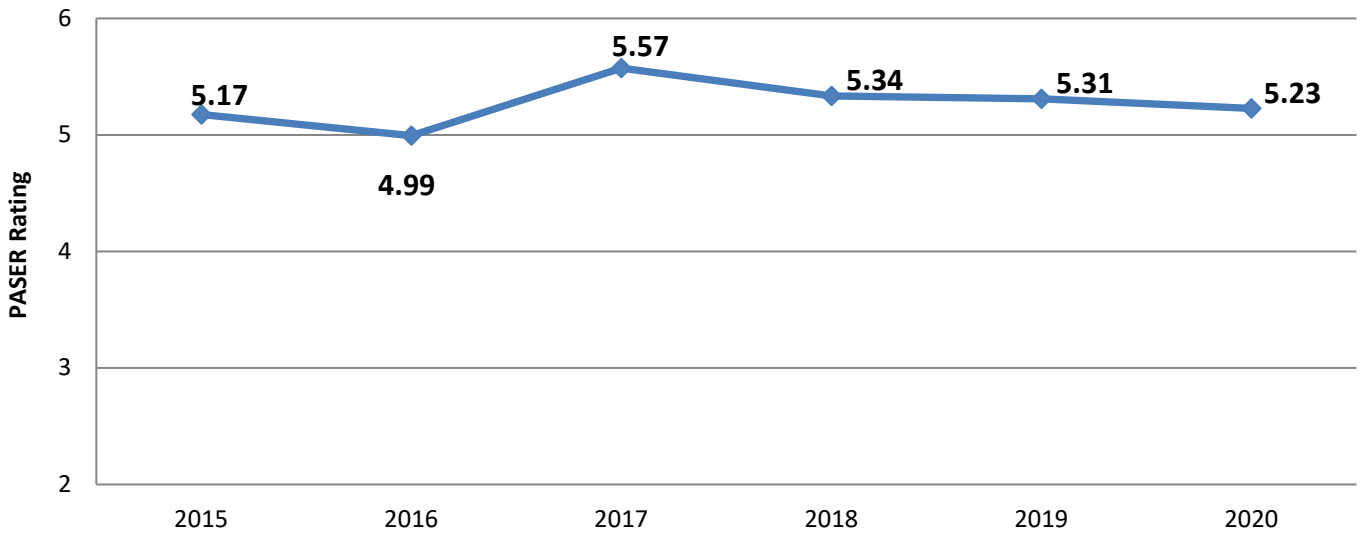
PASER Rating	Road Name	Limits	Length (miles)
10	Sturgeon Bay Road	Eagles Nest Road to end of road.	0.49
	Mullett-Burt Road	Burt Lake to East Burt Lake Road.	0.06
9	Indian Point Road	Brutus Road to End of Asphalt.	1.11
	Needles Road	Eagles Nest Road to Strafford Lane.	0.24
	Strafford Lane	Needles Road south to end of road.	0.25
8	Brutus Road	West Burt Lake Road to Indian Point Road.	0.37
	Maple Bay Road	Chickagami Road to Burt Lake	0.07
	Service Road	West Numbers Road to Topinabee Mail Route.	1.25
7			
6			
5	Eagles Nest Road	Sturgeon Bay Drive to Cedar Point Drive.	0.92
	Indian Road	Brutus Road north to Township Dump.	0.29
4			
3	Cedar Drive	Cedar Point Drive then northwesterly to end of road.	0.35
	Cedar Point Drive	Cedar Drive to Eagles Nest Road.	0.57
	Crump Road	Topinabee Mail Route then north to end of pavement.	0.52
	Deerfield Lane	Cedar Point Drive to Cedar Drive.	0.16
	Eagles Nest Road	Cedar Point Drive to Numbers Road.	0.62
	Feather Lane	Mullett-Burt Road to end of road.	0.32
	Numbers Road	Eagles Nest Road to Service Road.	0.46
2	Cedar Drive	Deerfield Lane to Cedar Point Drive	0.19
	Chickagami Trail	Maple Bay Road easterly to end of pavement.	1.00
	Deerfield Lane	Cedar Drive to end of pavement.	0.05
	Elmhurst Road	West Burt Lake Road then southeasterly to end of public road.	0.29
	Indian Road	West Burt Lake Road east to end of road.	0.13
	Maple Bay Road	Brutus Road to Chickagami Trail.	0.32
1			

2017 - 2020 PASER Ratings for Paved Local Roads

■ 2017 ■ 2018 ■ 2019 ■ 2020



Average PASER Rating for Paved Local Roads

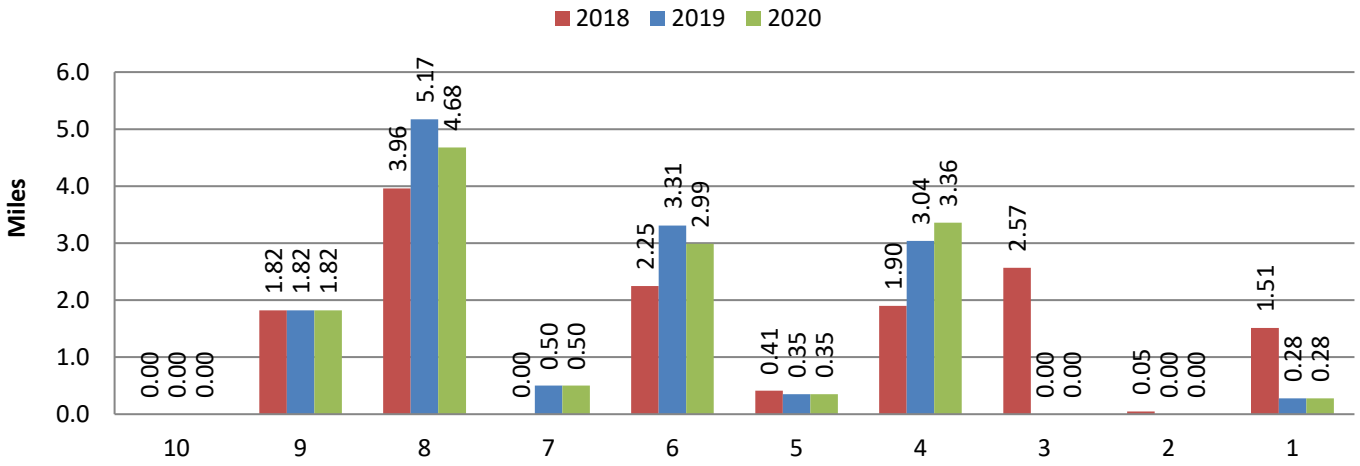


Burt Township Gravel Local Road Ratings

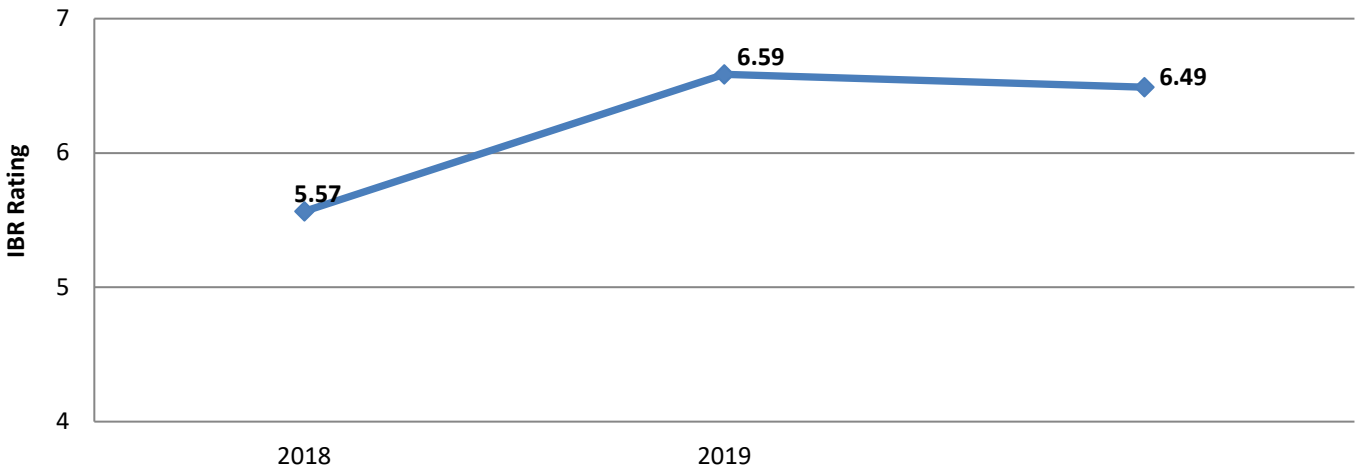
Current Gravel Road Ratings

IBR Rating	Road Name	Limits	Length (miles)
10			
9	Birchwood Road Learning Lane	East Burt Lake Road to Budzinski Road. Ranch Road then west to end of road.	1.57 0.25
8	Budzinski Road Crump Road Greenman's Point Road Hardwood Road Horizon Trail Mundt Road	Birchwood Road then north to Township Line. Burt Township Dump to Koviak Road. Brutus Road then north to Burt Lake. County Lin to Seneca Road. Eagles Nest Road then easterly to end of road. Mullett-Burt Road then southerly to end of road.	0.50 2.07 0.57 0.90 0.19 0.45
7	Hardwood Road	Seneca Road to West Burt Lake Road.	0.50
6	East Numbers Road Indian Road Nash Road Raver Drive Roberts Road Shiawassee Road White Goose Road	South Extension Road to I-75 Township Dump then north to Penny Lane. Shawassee Road to Chickagami Trail. West Burt Lake Road to West Burt Lake Road East Burt Lake Road then south to end of road. Chickagami Road to Brutus Road. Mullett-Burt Road then south to end of road.	0.28 0.65 0.54 0.45 0.70 0.30 0.07
5	Hardwood Road West Numbers Road	West Burt Lake Road to Burt Lake. Eagles Nest Road west to end of road.	0.13 0.22
4	Chickagami Trail Indian Road Poxon Road Weatherhead Road Woodrose Road	End of pavement to start of asphalt. Penny Lane to seasonal road. Topinabee Mail Route west to end of road. Topinabee Mail Route then west to end of road. Crump Road to end of road.	0.53 1.99 0.32 0.43 0.09
3			
2			
1	Elm Road Lawless Lane Needles Road	East Burt Lake Road to end of road. East Burt Lake Road to end of road. Burt Lake to Strafford Lane.	0.05 0.18 0.05

2018 - 2020 IBR Ratings for Gravel Local Roads



Average IBR Rating 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 Ultra-thin Asphalt Overlay	7 7 – 10
5	Asphalt 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.

Road Plan

Burt Township Road Funding:

Township General Fund	\$ 50,000
Township Road Mileage	\$ 65,000
Total Funds Available per Year	\$115,000

The proposed road plan is based on the PASER rating and the associated repairs for the surface. The plan provides budgetary numbers, actual project costs will still need to be estimated on a per project basis. Review of the expected service life must also be considered when selecting projects and repairs based on the PASER rating. If a longer service life is desired then a different repair would be selected. The following plan does not incorporate maximum service life (ie. total reconstruction) in the proposed repairs. The Road Commission matching dollars is expected to grow moving forward as Road Commission funding increases.

2021 Projects

Road Name / Limits	Project Type	Length (miles)	Estimated Cost	PASER RATING
Eagles Nest Road Sturgeon Bay Drive to Numbers Road	Single Chip Seal	0.92	\$30,200	5
Indian Road Brutus Road then north to end of pavement	Single Chip Seal	0.29	\$ 9,500	5
Numbers Road Eagles Nest Road to Service Road	Single Chip Seal	0.46	\$15,100	3
Cedar Point Drive Cedar Drive to Eagles Nest Road	Single Chip Seal	0.57	\$18,700	3
Cedar Drive Cedar Point Drive to end of road	Double Chip Seal	0.54	\$17,700	2/3
Deerfield Lane Cedar Drive to Cedar Point Drive	Double Chip Seal	0.16	\$ 5,300	3
West Numbers Road Eagles Nest Road then west to end	Reconstruct and Pave	0.22	\$100,300	IBR 5
Birchwood Road East Burt Lake Road to Crump Road	Ditch, Grade and Pave	1.00	\$ 245,200	IBR 9

Sealcoat Projects	\$ 96,500
Paving Projects	\$ 345,500