

**Cheboygan County Road Commission**  
**Ellis 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.

<b>PASER Road Rating System</b>
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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**

<b>Road Rating</b>	<b>Existing Condition / Recommended Repair</b>	<b>Estimated Cost per Mile</b>
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

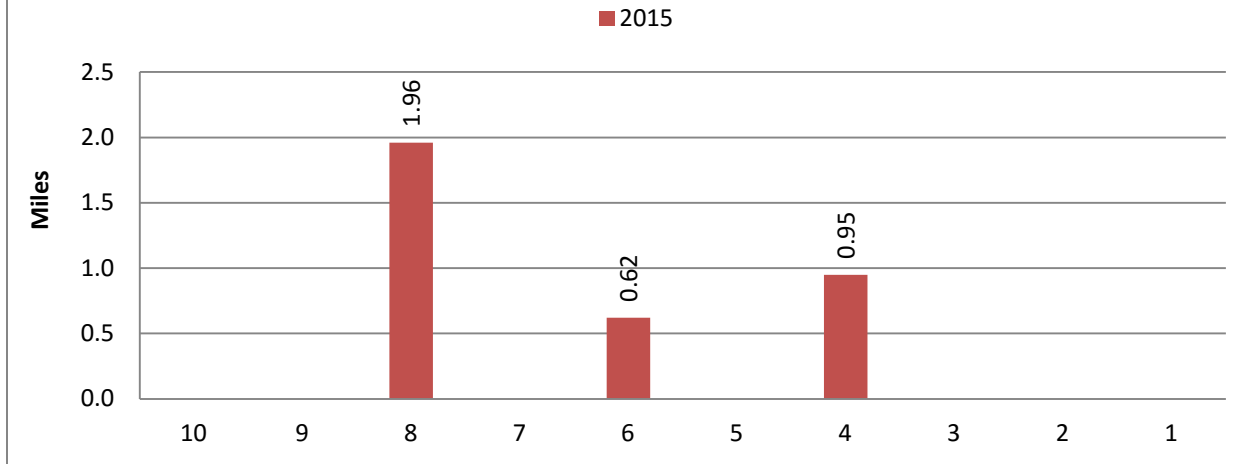
**Ellis Township Paved Local Road Ratings**

**Current Road Ratings**

<b>PASER Rating</b>	<b>Road Name</b>	<b>Limits</b>	<b>Length (miles)</b>
10			
9			
8	Burdy Road	Change in Asphalt Pavement to start of Gravel.	1.96
7			
6	Pigeon River Road	Afton Road to Pigeon River Bridge	0.62
5			
4	Burdy Road Scott Road	Rondo Road to change in pavement. Straits Highway to end of pavement.	0.70 0.25
3			
2			
1			

**Average PASER Rating for Paved Local Roads 6.57**

## 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	\$ 0	\$ 0
9	0	\$ 0	\$ 0
8	1.96	\$ 600	\$ 1,176
7	0	\$ 3,200	\$ 0
6	0.62	\$ 29,000	\$ 17,980
5	0	\$ 47,000	\$ 0
4	0.95	\$ 142,000	\$ 134,900
3	0	\$ 240,000	\$ 0
2	0	\$ 350,000	\$ 0
1	0	\$ 350,000	\$ 0

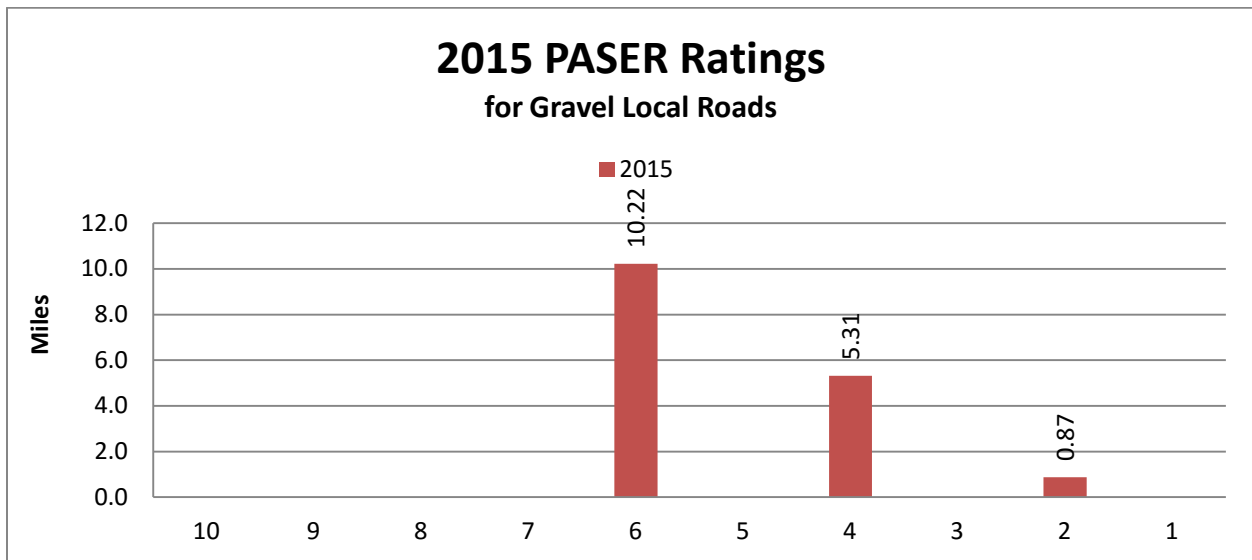
**Total Cost in 2016 = \$ 154,056**

## Ellis Township Gravel Local Road Ratings

### Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
8			
6	Beebe School Road	Afton Road then west to end of road.	0.75
	Burdy Road	Start of Gravel (south) to Township Line.	1.81
	Cross Road	M-68 to Soules Road.	1.00
	Gravel Pit Road	Rondo Road then north 0.19 miles.	0.19
	Little Sturgeon Road	Afton Road then east to end of road.	0.53
	Munger Road	Township Line then north to Pigeon River Road.	3.06
	Pigeon River Road	Pigeon River Bridge to Township Line.	0.33
	Scott Road	End of pavement then north to Rondo Road.	1.76
	Shooks Road	Afton Road then east 0.79 miles.	0.79
4	Cutoff Road	M-68 to Afton Road.	1.49
	Ford Road	Afton Road west to start of Seasonal Road.	0.62
	Goose Lake Road	Crumley Creek Road to Hatch Road.	0.73
	Hatch Road	Burdy Road to Goose Lake Road.	1.52
	Haz Road	Afton Road then northerly to end of road.	0.58
	River Road	Afton Road to end of road.	0.09
	Shooks Road	Afton Road then west 0.28 miles.	0.28
	2	Cannery Road	M-68 then south to end of road.
Clarence Road		M-68 then south to end of road.	0.35
Shann Road		Township Line then north to start of seasonal.	0.33
Townhall Road		Afton Road then south to end of road.	0.12

**Average PASER Rating for Gravel Local Roads 5.14**



## 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.