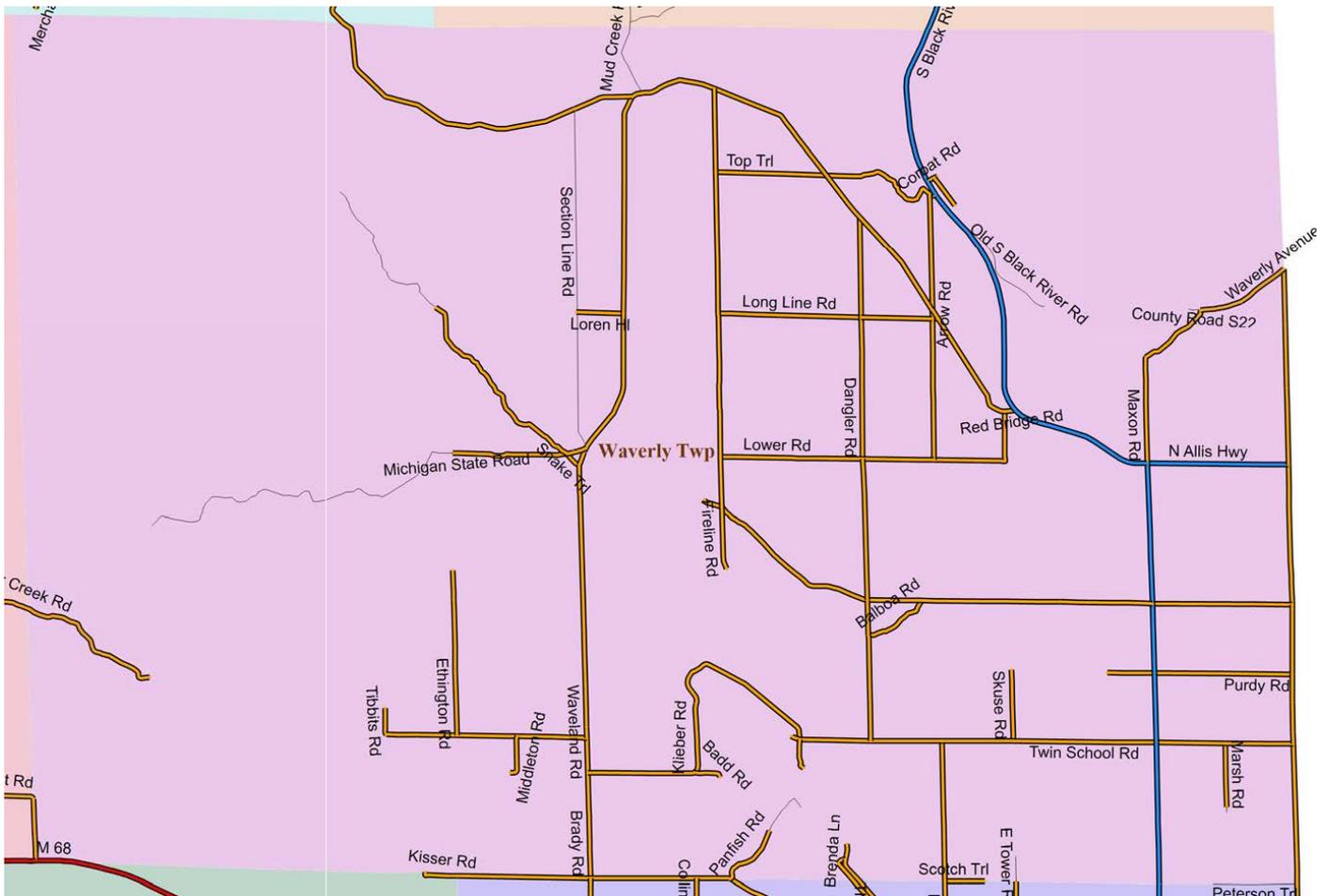


Cheboygan County Road Commission

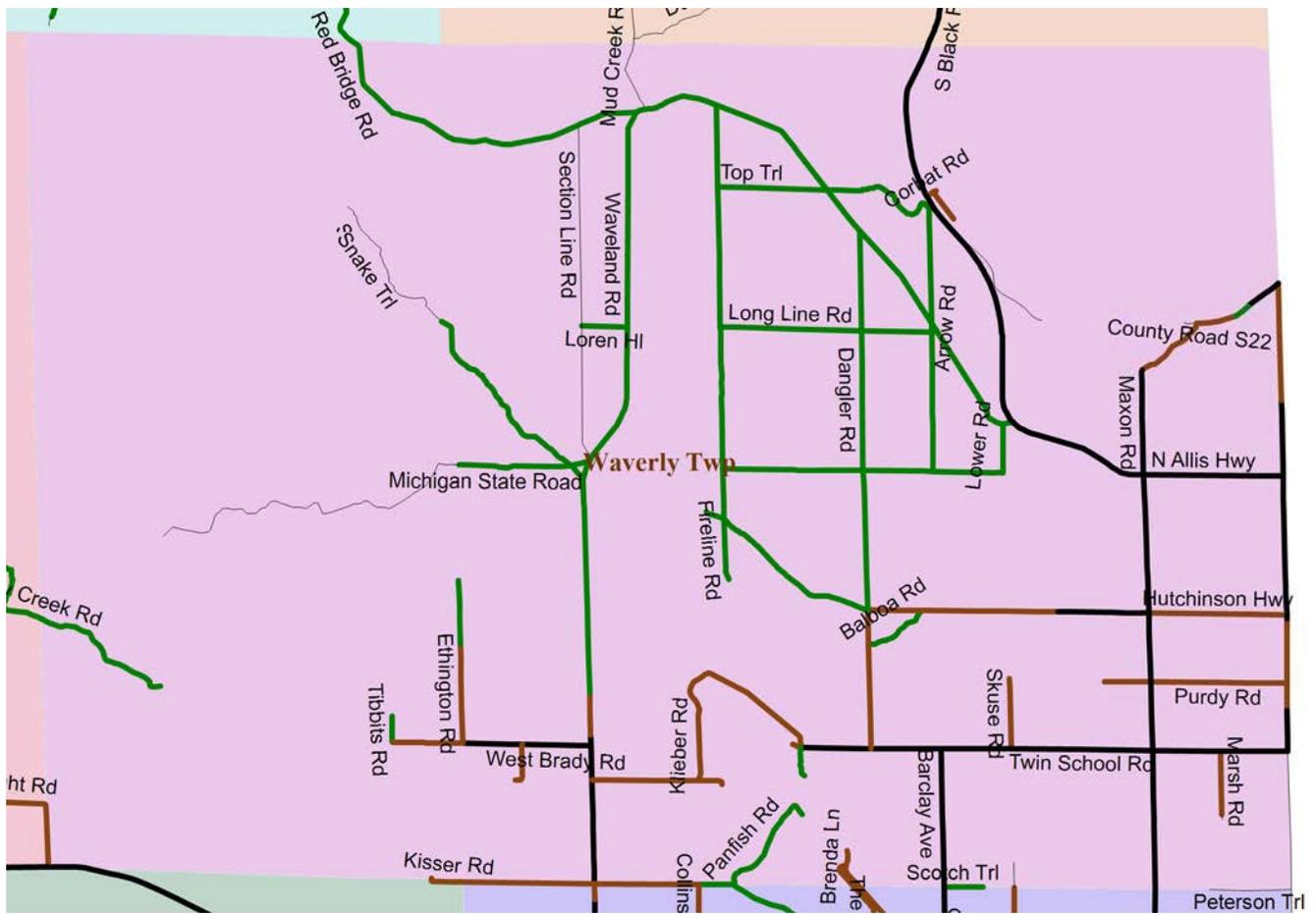
Waverly Township Local Road Ratings Report for 2019

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

PASER Road Rating System

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

Waverly Township Paved Local Road Ratings

Current Road Ratings

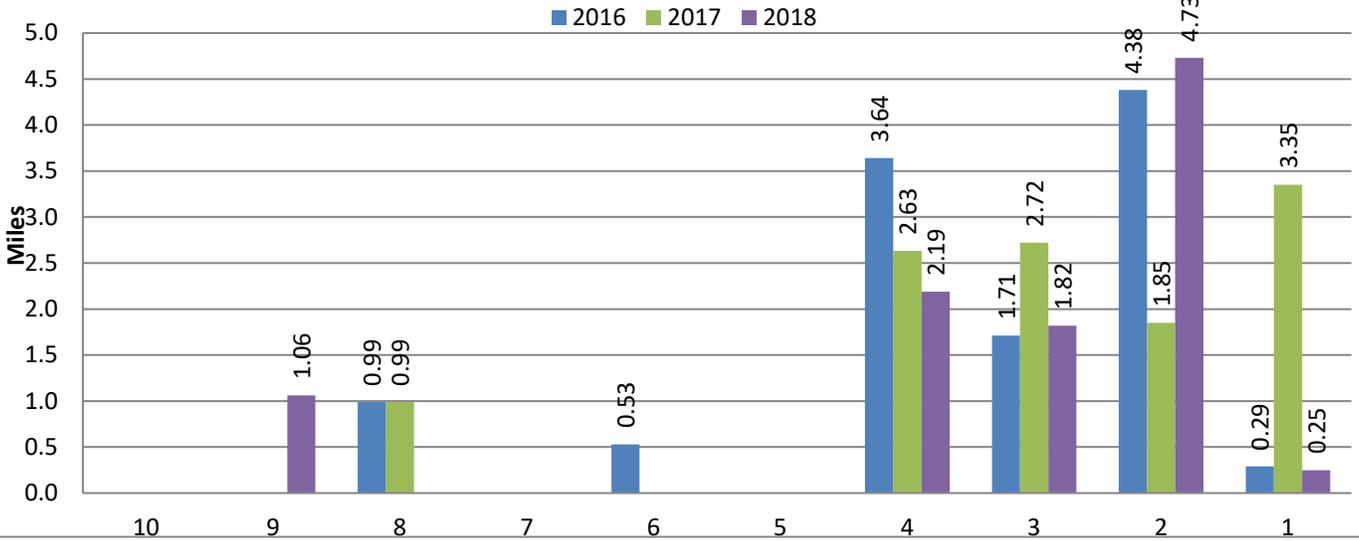
PASER Rating	Road Name	Limits	Length (miles)
10			
9	Twin School Road	Klieber Road to Barclay Avenue.	1.06
8			
7			
6			
5			
4	County Line Road Hutchinson Highway Twin School Road	North Allis Highway then north to end of pavement. Black River Road then west to end of pavement. Skuse Road to Black River Road.	0.54 0.65 1.00
3	Barclay Avenue Twin School Road Waverly Avenue	Scotch Trail to Twin School Highway. Barclay Avenue to Skuse Road. County Line Road westerly to end of pavement.	0.98 0.51 0.33
2	Brady Road County Line Road Maxon Road Twin School Road Waveland Road	Kisser Road to Ethington Road. Hutchison Highway to North Allis Highway. North Allis Highway to Stewarts Beach Road. County Line Road to Black River Road. Brady Road to end of pavement.	1.91 1.00 0.76 0.96 0.10
1	County Line Road	Twin School Road then north to end of pavement.	0.25

2018 Average PASER Rating for Paved Local Roads 2.92

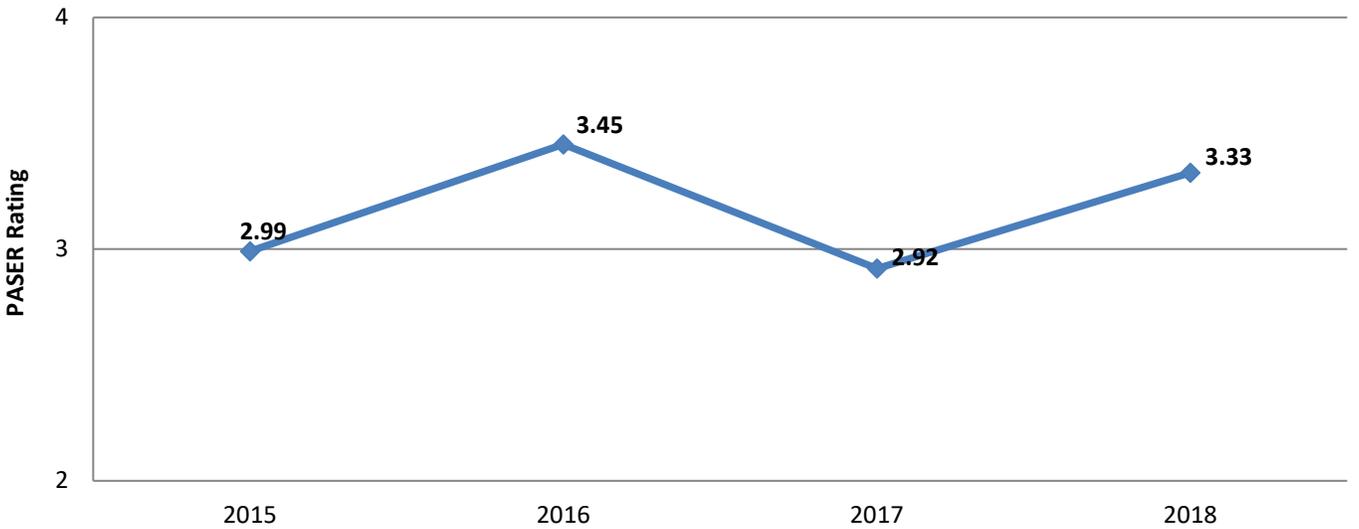
2017 Average 2.92

2016 Average 3.45

2016 - 2018 PASER Ratings for Paved Local Roads



Average PASER Rating for Paved Local Roads

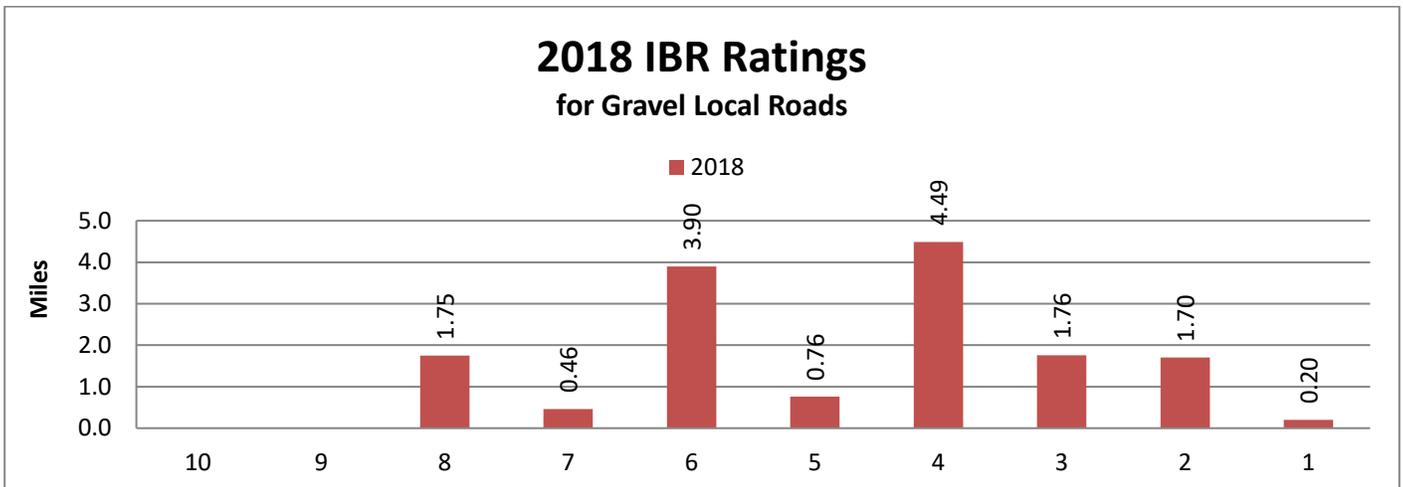


Waverly Township Gravel Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Hutchinson Highway Kleber Road	Black river Road to County Line Road. Brady Road to Badd Road.	0.99 0.76
7	County Line Road	Stewart Beach Highway then south to end of pavement.	0.46
6	Brenda Lane Hutchinson Highway Kleber Road Mero Road Waveland Road	Township Line to end of road. Dangler Road east to pavement. Badd Road to Twin School Road. Brenda Lane to Township Line. Brady Road to start of seasonal road.	0.27 1.35 1.73 0.20 0.35
5	Kisser Road	Brady Road to Collins Road.	0.76
4	Dangler Road Kisser Road Marsh Road Purdy Road Skuse Road Twin School Road	Twin School Road to Hutchinson Highway. Brady Road then west to end of road. Twin School Road then south to end of road. County Line road then west to end of road. Twin School Road then north to end of road. Kleber Road then west to end of road.	1.00 1.18 0.45 1.30 0.50 0.06
3	County Line Road Ethington Road Middleton Road	Hitchinson Highway then south to pavement. Brady Road north to seasonal road. Brady Road then south to end of road.	0.75 0.71 0.30
2	West Brady Road Corbat Road Stewarts Beach Road	Ethington Road to Tibbits Road. Black River Road to end of road. Maxon Road to end of road.	0.50 0.32 0.88
1	Badd Road	Kleber Road east to end of road.	0.20

Average IBR Rating for Gravel Local Roads 4.74



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.