

Cheboygan County Road Commission
Koehler 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

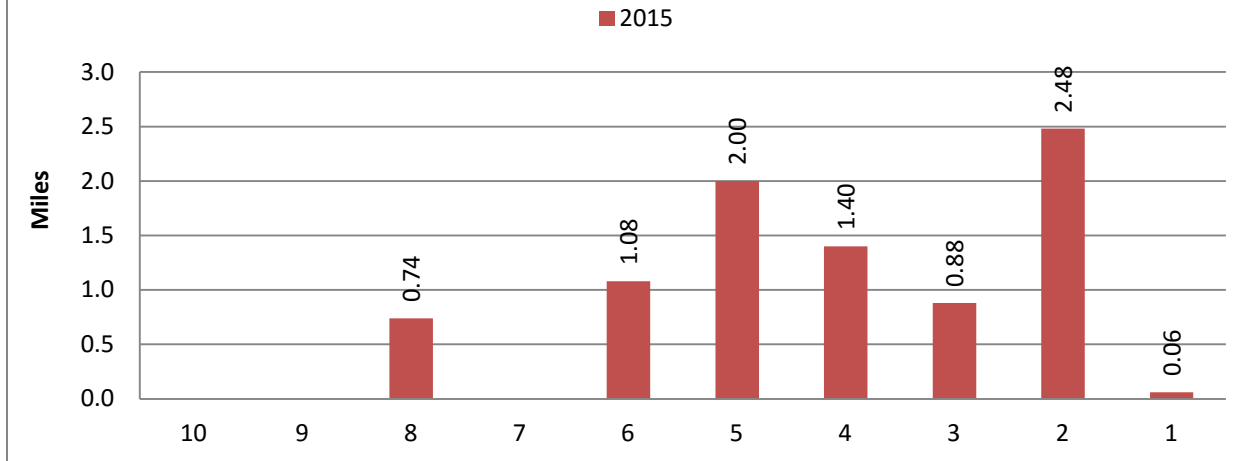
Koehler Township Paved Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Big Sky Trail	South end then north to end of pavement.	0.74
7			
6	Hackleburg Road	Dunnaway Road to M-33.	1.08
5	Hackleburg Road Lynn Drive	Koehler Road to Dunnaway Road. East Mullett Lake Road to Lebeau Drive.	1.94 0.06
4	Bowersock Road Hackleburg Road	East Mullet Lake Road to Modock Road. East Mullet Lake Road to Koehler Road	0.05 1.35
3	Lynn Drive Temple Road	Lebeau Drive to end of road. East Mullett Lake Road to Brigadoon Lane.	0.28 0.60
2	Bowersock Road Island Route Drive Kateri Lane Lake Side Drive Parrott Point Temple Road	Modock Road to end of road. Bowersock Road to the end of road. M-68 to M-68. Parrott Point to end of road. East Mullet Lake Road to Lakeside Trail. Brigadoon Lane to end of road.	0.52 0.30 0.55 0.43 0.16 0.52
1	Lebeau Drive	Lynn Drive south to end of road.	0.06

Average PASER Rating for Paved Local Roads 4.13

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	0.74	\$ 600	\$ 444
7	0	\$ 3,200	\$ 0
6	1.08	\$ 29,000	\$ 31,320
5	2.00	\$ 47,000	\$ 94,000
4	1.40	\$ 142,000	\$ 198,800
3	0.88	\$ 240,000	\$ 211,200
2	2.48	\$ 350,000	\$ 868,000
1	0.06	\$ 350,000	\$ 21,000

Total Cost in 2016 = \$ 1,424,764

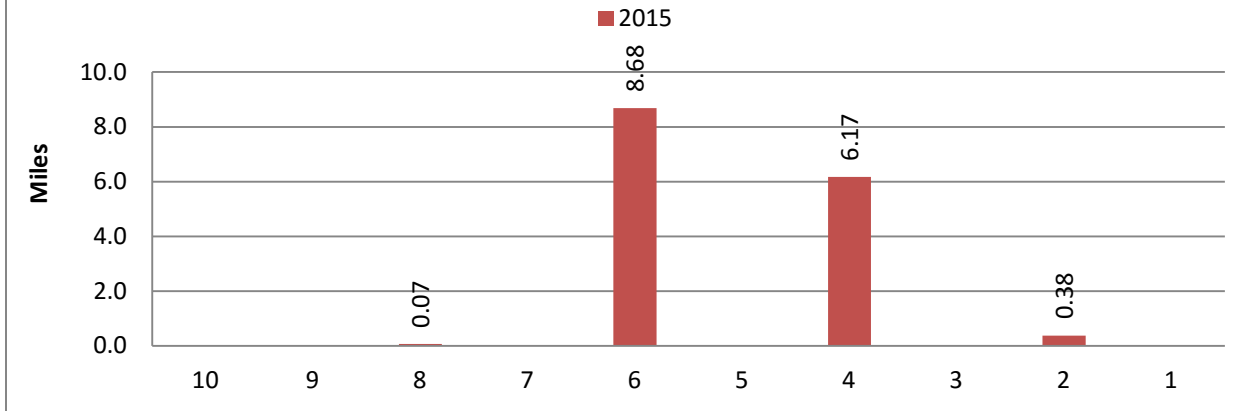
Koehler Township Gravel Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
8	Stoney Creek Road	M-33 to Quincy Road.	0.07
6	Aloha Drive Big Sky Trail Carter Road Cross Road Crumley Creek Road East Mullett Lake Road Kalua Drive Lanai Drive Lebeau Drive Modock Road Morrow Road Ostrander Road Quail Trail Sunderland Road Trembly Drive	East Mullett Lake Road to end of road. Riverwoods Trail then south to pavement. Ostrander Road to Hackleburg Road. Ostrander Road then south to seasonal road. M-68 then west to seasonal road. Skierra Road to Onaway Road. East Mullett Lake Road to end of road. East Mullett Lake Road to end of road. Lynn Drive to end of road. Bowersock Road to the end of road. Carter Road to the end of road. Silery Road to Quarry Road. Schramm Road to end of road. Trembly Road then east to end of road. East Mullett Lake Road to end of road.	0.25 1.01 3.05 0.51 0.21 0.50 0.17 0.25 0.05 0.53 0.46 1.19 0.18 0.16 0.16
4	Bali Hai Drive Big Sky Trail Commanchee Road Hatchet Road Iverson Trail Knight Road Pancheck Road Quincy Road Red Pine Road Riverwoods Trail Silery Road Skiera Road Spirit Drive Stoney Creek Road	East Mullett Lake Road to end of road. Riverwoods Trail then north to end of road. Hatchet Road then easterly to end of road. East Mullett Lake Road to Iverson Trail. Hatchet Road to end of road. M-33 to M-68. Lebeau Road to end of road. M-33 to Stoney Creek Road. East Mullett Lake Road to end of road. Onaway Road to big Sky Trail East Mullett Lake Road to Briarwood Trail. East Mullett Lake Road to seasonal road. Hatchet Trail to end of road. Quincy Road to Swann Road.	0.17 0.42 0.17 0.20 0.42 1.92 0.23 0.31 0.13 0.25 1.24 0.52 0.12 0.07
2	Stoney Creek Road	Swann Road to seasonal road.	0.38

Average PASER Rating for Gravel Local Roads 5.10

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.