

Cheboygan County Road Commission
Forest Township Local Road Ratings Report for 2018

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

Forest Township Paved Local Road Ratings

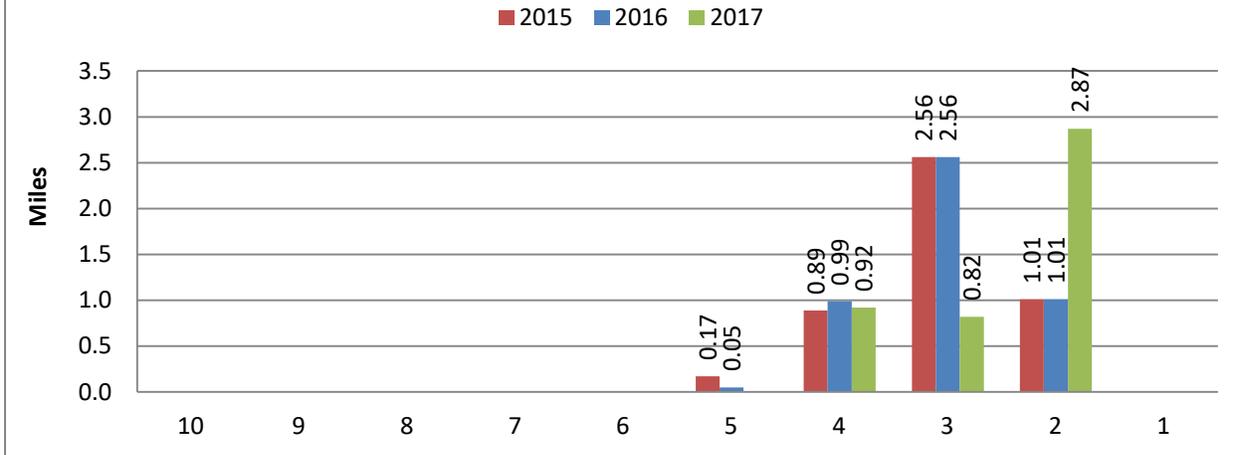
Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8			
7			
6			
5			
4	Barclay Avenue	M-68 to Orpha Street.	0.13
		Co Op Road to Township Line.	0.36
	Black River Avenue	M-68 to State Street.	0.04
	Bowen Road	M-68 to Trail.	0.34
3	Davies Avenue	Kisser Road to end of pavement.	0.05
	Barclay Avenue	Orpha Street to Co Op Road.	0.54
	Kisser Road	Davies Road to Barclay Avenue.	0.12
	Riverbend Drive	M-68 to end of pavement.	0.02
2	Tucker Road	Black River Road then 750' west.	0.14
	Black River Avenue	Tucker Road to M-68.	2.01
1	Brady Road	M-68 to end of pavement.	0.86

Average PASER Rating for Paved Local Roads 2.58

2016 Average 3.02

2015 - 2017 PASER Ratings for Paved Local Roads

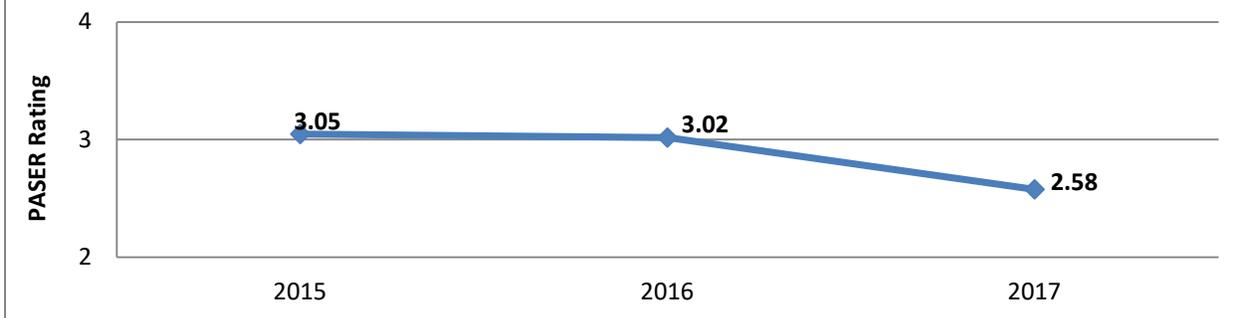


Estimate Cost to Repair Local Paved Roads Based on 2017 PASER Ratings

Road Rating	Miles	Estimated Cost per Mile	Total Cost
10	0	\$ 0	\$ 0
9	0	\$ 0	\$ 0
8	0	\$ 600	\$ 0
7	0	\$ 3,200	\$ 0
6	0	\$ 29,000	\$ 0
5	0	\$ 47,000	\$ 0
4	0.92	\$ 142,000	\$ 130,640
3	0.82	\$ 240,000	\$ 196,800
2	2.87	\$ 350,000	\$ 1,004,500
1	0	\$ 350,000	\$ 0

Total Cost in 2018 = \$ 1,331,940

Average PASER Rating for Paved Local Roads



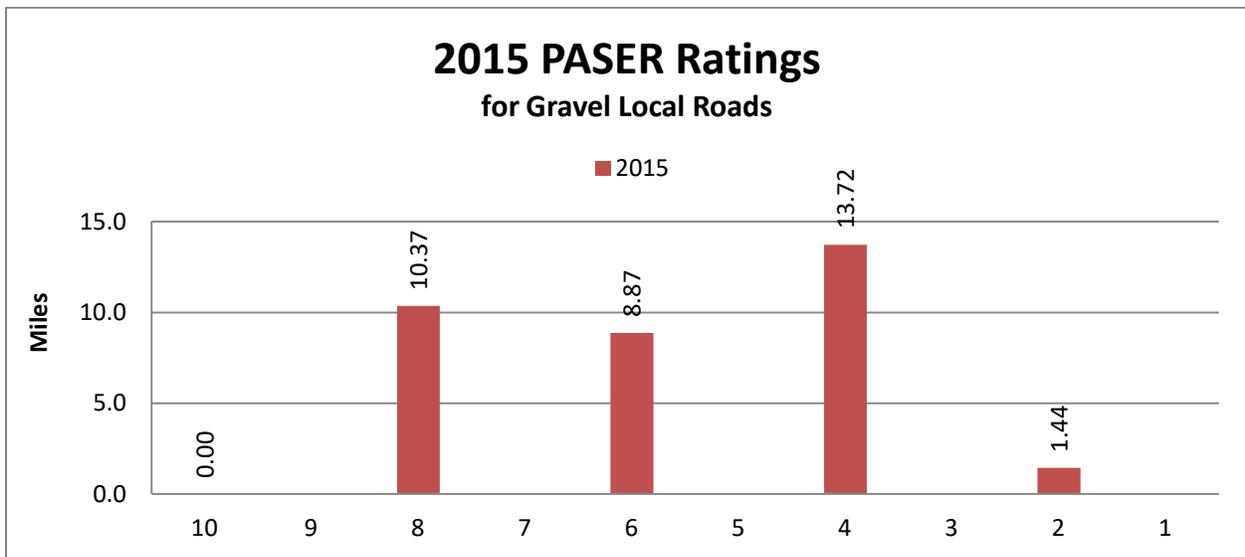
Forest Township Gravel Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
8	Bowen Road	Trail to end of road.	0.29
	Brady Road	Tucker Road to M-68.	2.20
	Brenda Lane	Waverly Township Line to end of road.	0.54
	Centerline Road	Buzzels Road to Lasik Road.	1.07
		Kiaser Road to Tucker Road.	1.01
	Cope Road	Black River Road to end.	0.61
	Freeman Road	Tucker Road to M-68.	2.01
	Milligan Highway	Black River Road to County Line.	1.00
	The Banks	Kisser Road to Brenda Lane	0.64
	Tucker Road	Freeman Road to Centerline Road.	1.00
6	Ballard Road	Centerline Road to Black River Road	0.50
	Banks Avenue	M-68 to Orpha Street	0.12
	Barklay Street	Marsh Street to Tower Street.	0.19
	Buzzels Road	Centerline Road to Black River Road	1.84
	Centerline Road	Lasik Road to Kiaser Road.	1.01
	Charles Street	Clark Street to Johnson Street.	0.13
	Clark Street	Manderville Street to M-68.	0.16
	Errat Road	Black River Road to County Line.	1.00
	Johnson Street	Miller Street to M-68.	0.23
	Kisser Road	The Banks to Davies Avenue.	0.33
	Kuchle Street	Johnson Street to Black River Avenue.	0.13
	Lyons Road	Black River Road then west to end.	0.48
	Mack Street	M-68 then south to end of road.	0.35
6	Manderville Street	Clark Street to Mack Street	0.04
	Marsh Street	Barklay Street to Black River Avenue.	0.06
	Mason Road	West end of road to Black River Road.	0.51
	Meredith Street	Clark Street to Johnson Street.	0.13
	Miller Street	Mack Street to Johnson Street.	0.07
	Tower Street	Johnson Street to Barklay Street.	0.06
	Tucker Road	Brady Road to Freeman Road.	0.67
	Veihl Road	M-68 to end of road.	0.47
	Wigglesworth Road	Black River Road then east to end of road.	0.39
4	Allan Road	Black River Road then east to end.	0.26
	Banks Avenue	Orpha Street to end.	0.07
	Barklay Street	Tower Street to M-68.	0.10
	Black River Avenue	State Street to Orpha Street	0.08
		Tucker Road then south to end.	0.25
	Brady Road	End of pavement to Kisser Road.	0.12
	Canada Creek Road	Black River Road to County Line.	2.22
	Clark Bridge Road	Nunda Township Line to Black River Road.	4.08
	Collins Road	M-68 to Kisser Road.	0.99
	Co-Op Road	Barclay Avenue to Tower Road.	0.61

	Davies Avenue	End of pavement to Kissar Road.	0.43
	K-V Avenue	Tower Road then west to end.	0.24
	Lasik Road	Centerline Road then west to end of road.	0.64
	Mason Road	Black River Avenue to East end of road.	0.31
	Old M-68	Old M-68 Extension to M-68.	0.16
	Old M-68 Extension	M-68 then west to end.	0.58
	Orpha Street	Davies Avenue to Black River Avenue.	0.16
	Riverbend Street	End of pavement to end of road.	0.38
	Sherwood Glen	M-68 then south to end of road.	0.13
	State Road	Barclay Avenue to Black River Avenue.	0.06
	Tower Street	Barklay Street to Black River Avenue	0.06
	East Tower Road	M-68 to Township Line.	0.97
	Tucker Road	Centerline Road to pavement.	0.36
	Walter Road	Centerline Road then east to end of road.	0.46
2	Centerline Road	Clute Road to Buzzels Road.	1.44

Average PASER Rating for Gravel Local Roads 5.64



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.