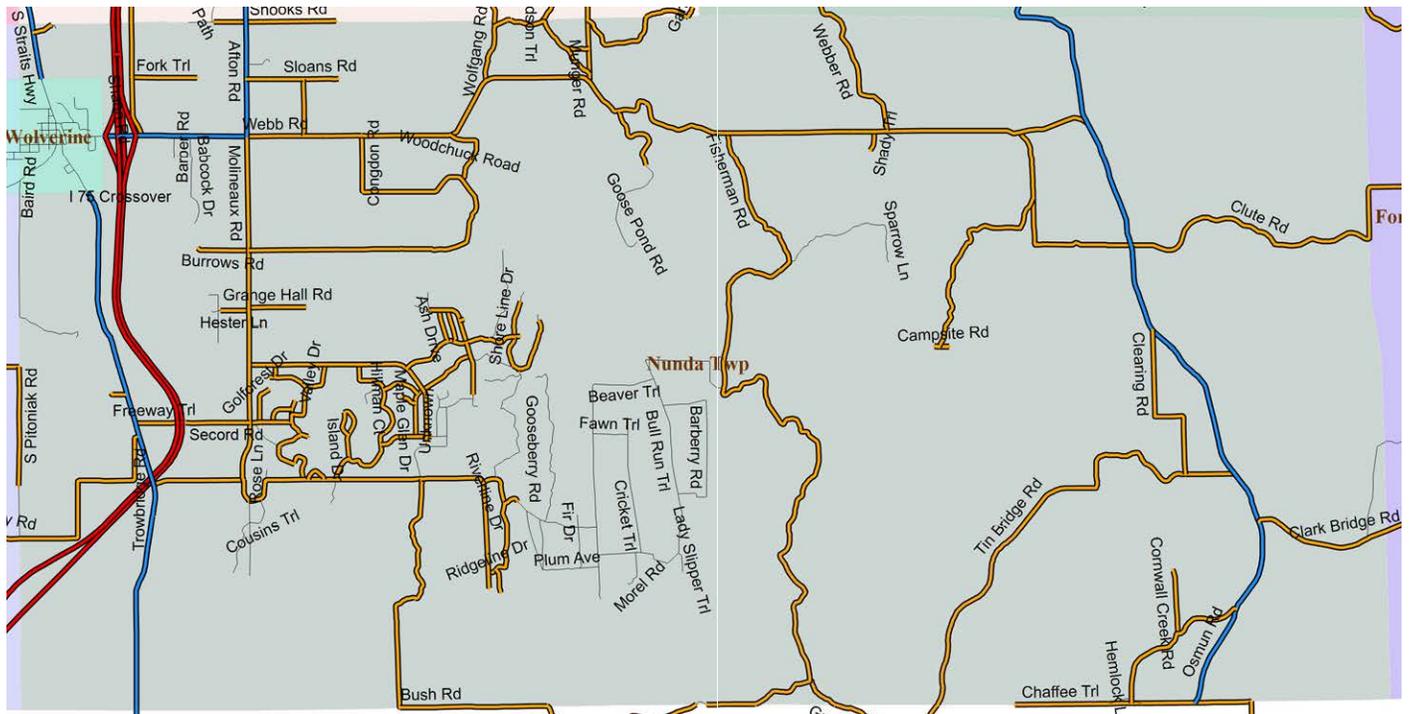


## Cheboygan County Road Commission

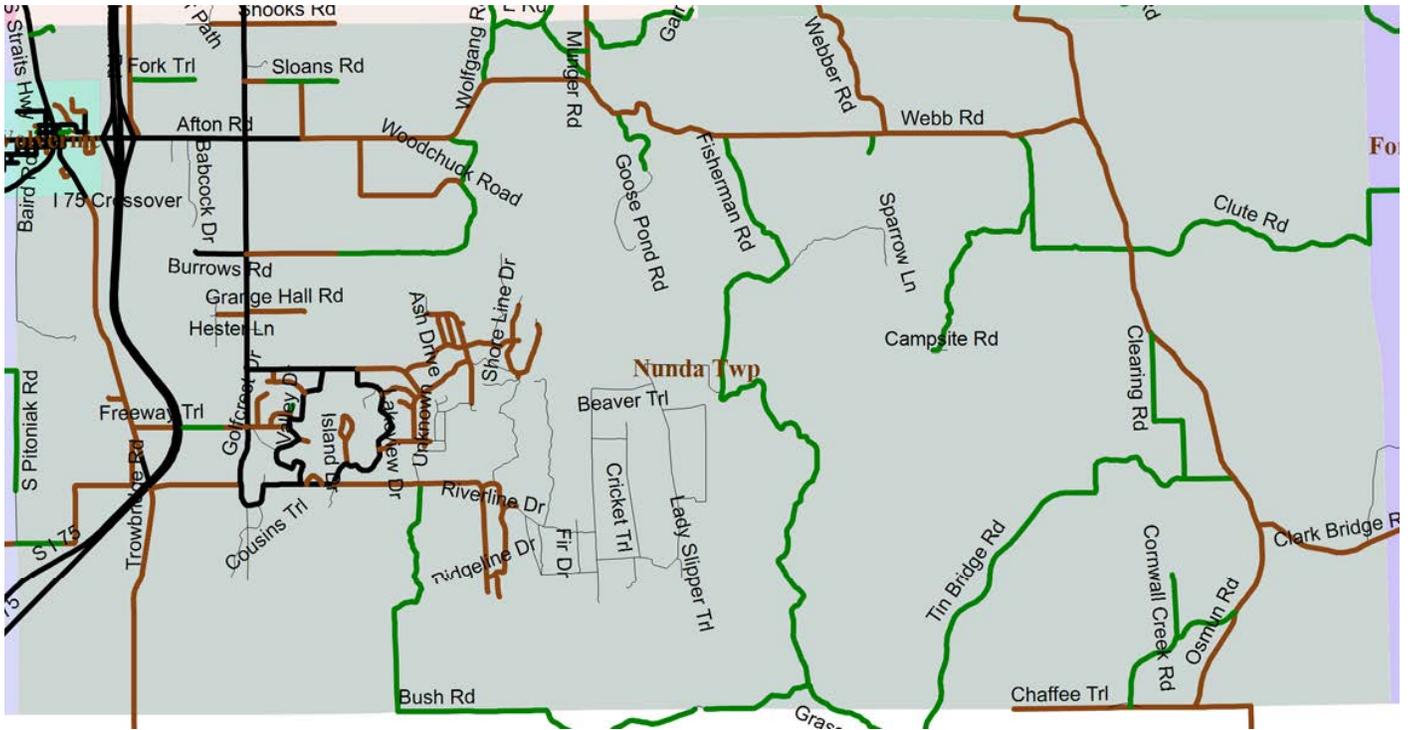
# Nunda Township Local Road Ratings Report for 2019

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

## Nunda Township Paved Local Road Ratings

### Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Molineaux Road Webb Road	Lance Lake Road to Wurm Road. Afton Road to Square Trail.	1.03 0.51
7	Lance Lake Road Molineaux Road	Molineaux Road to Lakeview Drive. Wurm Road to Webb Road.	1.09 2.01
6	Lakeway Drive Lakeview Drive Northview Drive Valley Drive	Northview Drive to Valley Road. Lance Lake Road to Wurm Road. Lance Lake Road to Lakeway Drive. Lakeway Drive to Wurm Road.	0.52 1.44 0.32 0.87
5	Wurm Road	Molineaux Road to Lakeview Drive.	0.96
4			
3			
2			
1			

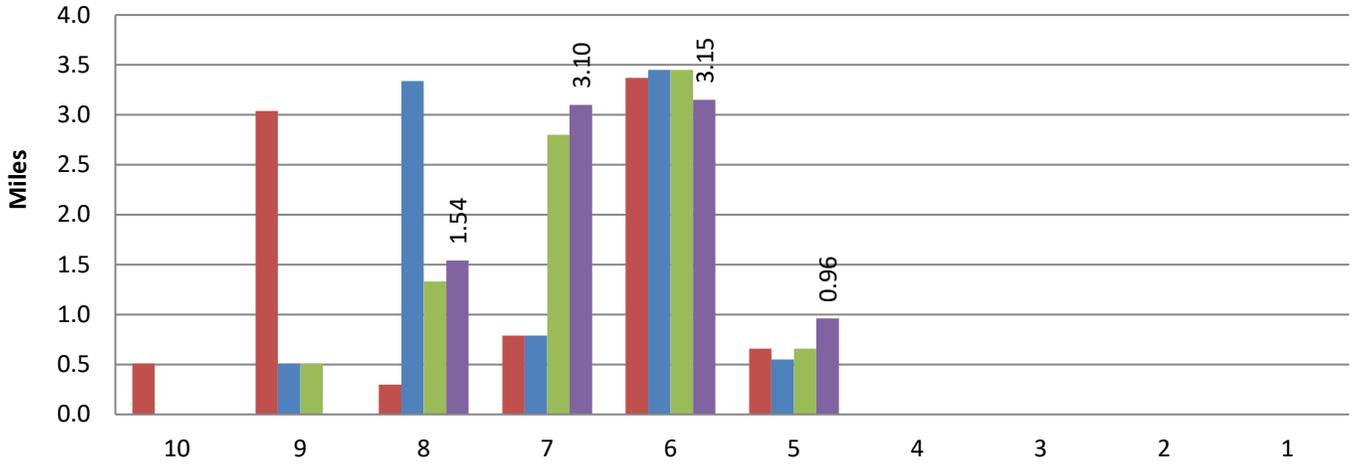
**2018 Average PASER Rating for Paved Local Roads      6.60**

**2017 Average    6.72**

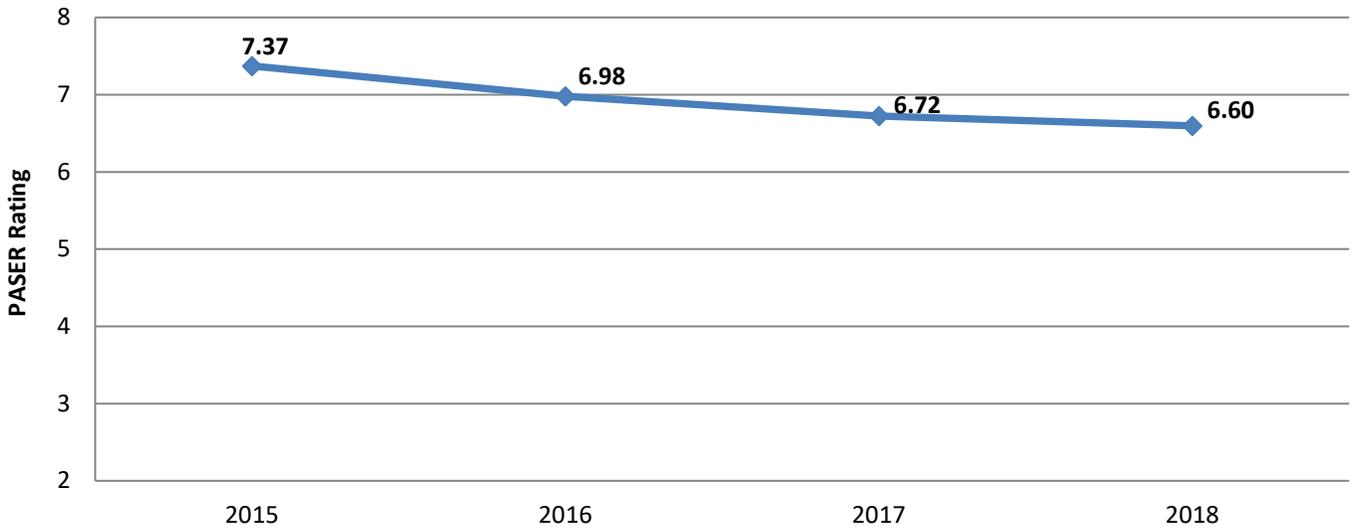
**2016 Average    6.98**

## 2015 - 2016 PASER Ratings for Paved Local Roads

■ 2015 ■ 2016 ■ 2017 ■ 2018



## Average PASER Rating for Paved Local Roads



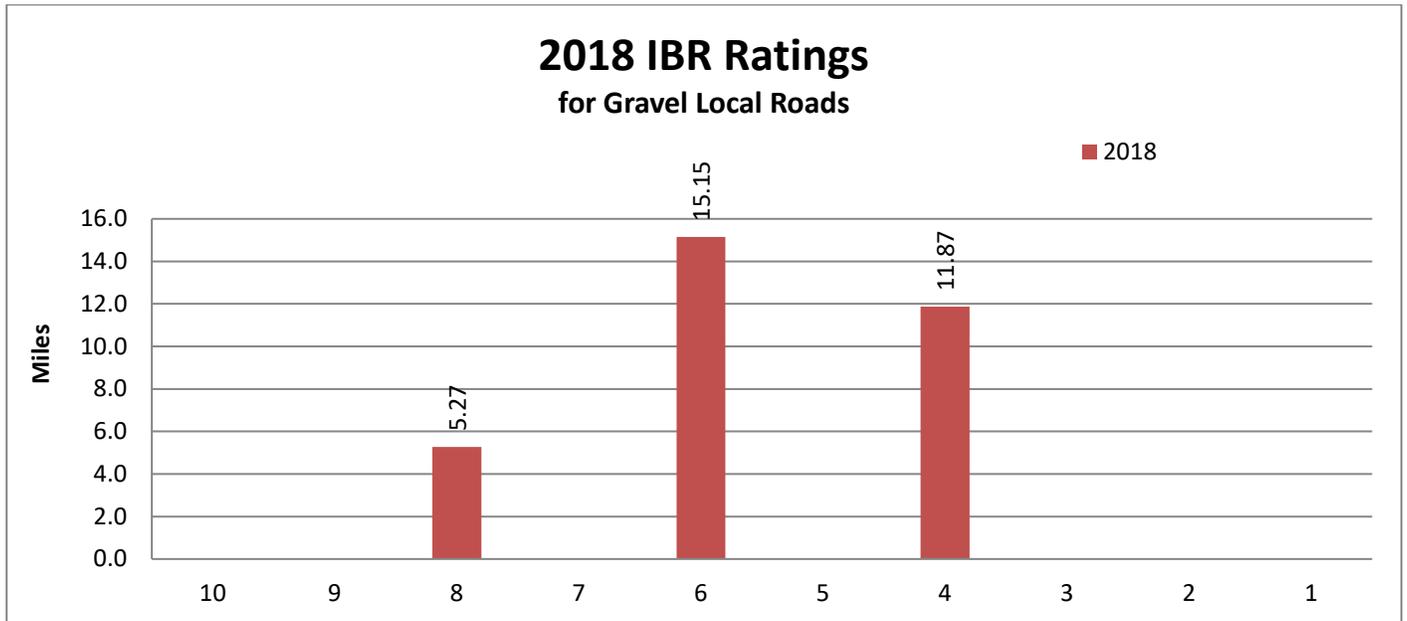
## Nunda Township Gravel Local Road Ratings

### Current Road Ratings

IBR Rating	Road Name	Limits	Length (miles)
10			
9			
8	Avenue-Du-Chalet Burrows Road Chemin-De-La-Montagne Grange Hall Road Lance Lake Road  Pine Court Webb Road	Mont Gabriel Road south to end of public road. West end of road to Seasonal Road. Wurm Road to Avenue-Du-Chalet. Molineaux Road to end of road. Trowbridge Road to Molineaux Road. Lakeview Road to Ericson's Road. Lance Lake Road to Lance Lake Road. Square Trail to Congdon Road.	0.46 1.68 0.52 0.50 0.80 0.59 0.22 0.50
7			
6	Ash Drive Aspen Drive Birch Drive Chalet Drive East Perry Road Golfcrest Drive Golfview Drive Hester Lane Island Drive Lakeway Drive  Lance Lake Road Maple Glen Drive Mont Gabriel Road Munger Road Oak Drive River Line Drive Riverview Drive Secord Road Shann Road Shoreline Drive Sky Trail Drive Sloans Road Timber Line Drive Webb Road Wurm Road	Mont Gabriel to Aspen Drive. End of public road to Spruce Drive. Lakeview Drive to Maple Glen Drive. Spruce Drive to Mont Gabriel Road. Trowbridge Road change in road condition. Secord Road to end of road. Valley Drive to Wurm Road. Molineaux Road to Elk Trail. Lakeview Drive to Island Drive. Lakeway Drive to turn around. Valley Drive to Par Four Drive. Ericson's Road to Sky Trail Drive. Hill Top Drive to Wurm Road. Wurm Road to end of road. Webb Road to Township Line. Chalet Drive to end of road. Ridgeline Drive to Timber Line Drive. Shoreline Drive to end of road. Molineaux Road to Lakeway Drive. Webb Road to Township Line. Entire road. Lance Lake Road to River Line Drive. Afton Road to seasonal road. Sky Trail Drive to end of road. Congdon Road to Goose Pond Road. Lakeview Drive to T-Bar Drive	0.28 0.23 0.32 0.30 0.39 0.33 0.42 0.25 0.75 0.08 0.05 0.50 0.13 1.13 0.50 0.04 0.94 0.03 0.60 1.00 1.15 0.05 0.21 0.94 3.43 1.10
5			
4	Clarks Bridge Road Congdon Road Duby Road East Perry Road	Osmun Road to Township Line. Woodchuck Road to Webb Road. Trowbridge Road to end of road. Change if road condition westerly to Township Line	1.23 0.50 0.15 1.55

4	Evergreen Drive	Ridgeline Drive to end of road.	0.21
	Freeway Trail	Trowbridge Road to end of road.	0.34
	Glen Rose Drive	River Line Drive to end of road.	0.14
	Hill Top Drive	Maple Glen Drive to end of road.	0.16
	Maple Glen Drive	T-Bar Drive to Hill Top Drive.	0.30
	Secord Road	Molineaux Road west to seasonal road.	0.23
	Spruce Drive	Aspen Drive to Mont Gabriel Road.	0.28
	Square Trail	Webb Road then north 0.21 miles.	0.21
	Ridge Line Drive	Timber Line Drive to River Line Drive.	0.16
	T-Bar Drive	Lakeview Drive to end of public road.	0.41
	Webb Road	Goose Pond Road to Osmun Road.	3.87
	Webber Road	Webb Road north to Township line.	1.27
	Woodchuck Road	Congdon Road to Burrows Road.	0.86
	3		
2	Golfview Drive	Golfview Drive to turn around.	0.05
	Par Four Drive	Secord Road to Valley Drive.	0.24
1			

**Average IBR Rating for Gravel Local Roads      5.59**



## 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.