

**Cheboygan County Road Commission**  
**Inverness 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

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

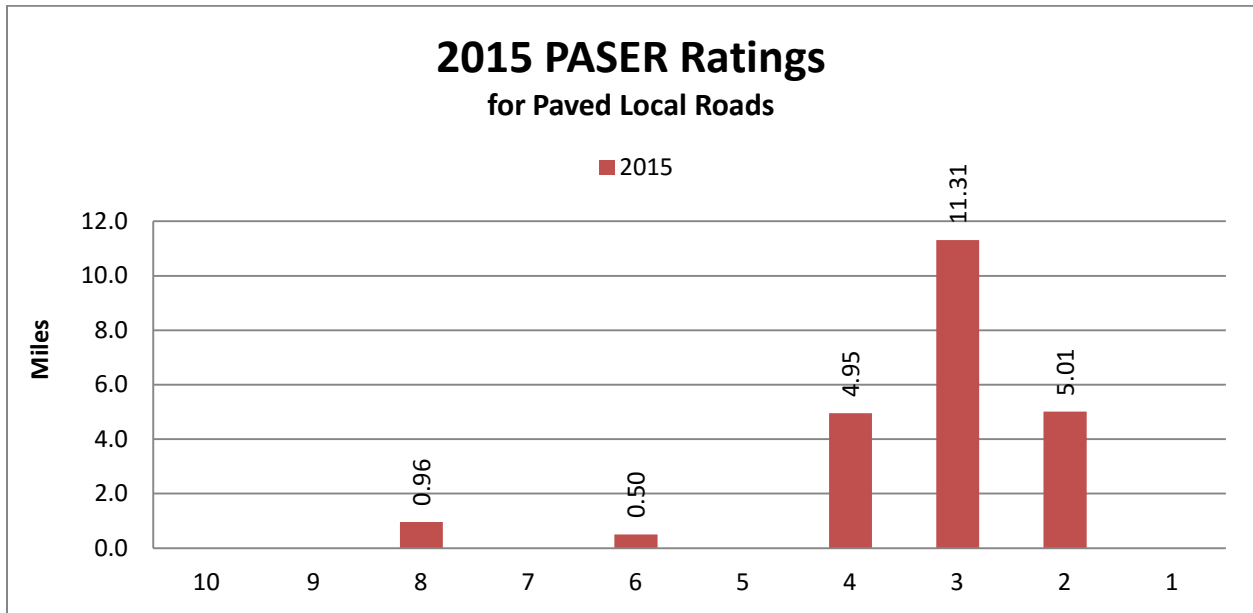
### Inverness Township Paved Local Road Ratings

#### Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Inverness Trail	Maynard Road to Woiderski Road.	0.96
7			
6	Wing Road	Indian Trail to Laperell Road.	0.50
5			
4	Brookhaven Drive	Dodge Point to Mullett Lake Road.	0.14
	Church Road	Polish Line Road to Riggsville Road.	1.44
	Dodge Point	Mullett Lake Road to Brookhaven Drive.	0.15
	Inverness Trail	Sand Road to Indian Trail.	0.08
		Riggsville Road to Maynard Road.	0.95
	Kate Hanson Road	Polish Line Road to Schewchuck Road.	0.51
	Maxwell Road	Wing Road to Trail.	0.54
	Maynard Road	Inverness Trail to Riggsville Road.	0.96
	Westwood Drive	Timber Lane then west to end of road.	0.18
3	Indian Trail Road	Inverness Trail to M-27.	1.40
	Inverness Trail	Trout Creek Road to Riggsville Road.	1.05
	Kate Hanson Road	Schewchuck Road to Riggsville Road.	2.01
	E Parkway Drive	W Parkway Drive to Foote Road.	0.10
	Polish Line Road	Richardson Road to Mullett Lake Road.	3.16
	Provo Road	M-27 to Cindy Lane.	0.07
	Sand Road	Inverness Trail to Mullett Lake Road.	0.93
	Timber Lane	Maple Grove Lane then south to end of road.	0.20
	Townline Road	Foote Road to M-27.	0.94
	Wing Road	Laperell Road to Riggsville Road.	1.45

2	Foote Road	Ricolly Road to West Parkway.	0.78
	Maple Grove Lane	M-27 then west to end of road.	0.31
	Mullett Lake Road	M-27 to M-27.	2.40
	W Parkway Drive	Foote Road to E Parkway Drive.	0.21
	Polish Line Road	South Extension Road to Richardson Road.	0.94
	Ricolly Road	Mullett Lake Road to Foote Road.	0.14
	Wing Road	M-27 to Indian Trail.	0.23
1			

**Average PASER Rating for Paved Local Roads 3.27**



**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	0.96	\$ 600	\$ 576
7	0	\$ 3,200	\$ 0
6	0.50	\$ 29,000	\$ 14,500
5	0	\$ 47,000	\$ 0
4	4.95	\$ 142,000	\$ 702,900
3	11.31	\$ 240,000	\$ 2,714,400
2	5.01	\$ 350,000	\$ 1,753,500
1	0	\$ 350,000	\$ 0

**Total Cost in 2016 = \$ 5,185,876**

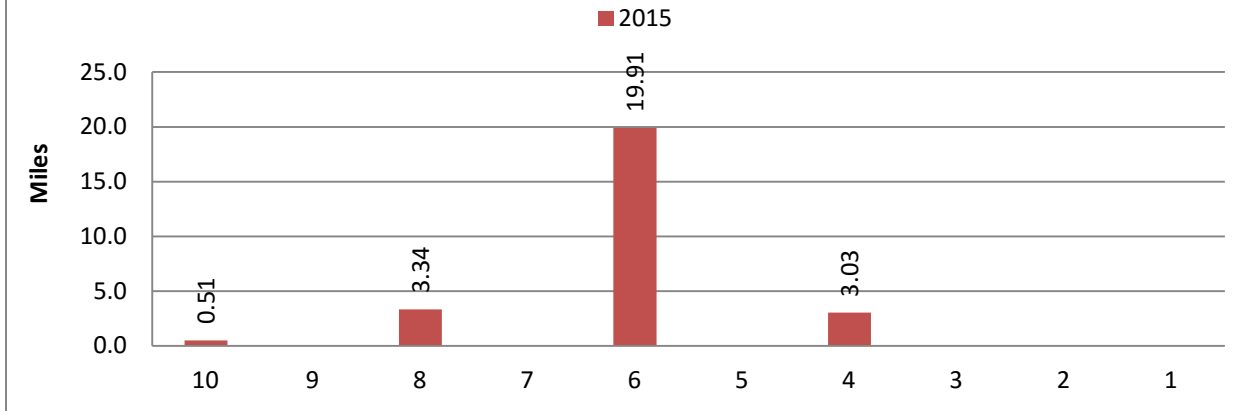
## Inverness Township Gravel Local Road Ratings

### Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10	Inverness Trail	Sand Road then south to end of road.	0.51
8	Maxwell Road	Townline Road to trail.	0.47
	Maynard Road	Hill Road to Inverness Trail.	2.37
	Meridian Road	Schmidt Road to Inverness Trail.	0.50
6	Broe Road	M-27 to Townline Road.	0.86
	Carlson Road	Richardson Road then west to seasonal road.	1.56
	Church Road	Riggsville Road to Dotski Road.	0.57
	Dotski Road	South Extension Road to Riggsville Road.	2.15
	N Forest Drive	Kate Hanson Road to end of road.	0.78
	Indian Trail Road	South Extension Road to Polish Line Road.	3.22
		Kate Hanson Road to Inverness Trail.	1.54
	Inverness Trail	Indian Trail to Trout Creek Road.	0.91
	Laperell Road	Wing Road to Townline Road.	1.01
	Maxwell Road	Inverness Trail to Wing Road.	0.95
	Paully Road	M-27 then east to end of road.	0.34
	Provo Road	M-27 then west to end of road.	0.07
		Cindy Lane to the end of road.	0.31
	Richardson Road	Polish Line Road then south to Township Line.	1.00
		Carlson Road then north to seasonal road.	1.84
	Schmidt Road	Maynard Road to Woiderski Road	0.98
	Silver Beach Road	M-27 to Baier Road.	0.21
	South Tannery Road	M-27 to M-27.	0.31
	Wallace Road	Riggsville Road then west to seasonal road.	1.00
	Wichlacz Road	Riggsville Road then west to end of road.	0.30
4	Baier Road	Polish Line Road then south to seasonal road.	0.31
	Bay Shore Drive	Mullett Lake Road then south to end of road.	0.18
	Brookhaven Lane	Dodge Point to end of road.	0.10
	Dow Road	Riggsville Road to seasonal road.	0.15
	E Foote Road	Townline Road to Wimbleton Road.	0.16
	Kitchen Road	Riggsville Road to Riggsville Road.	0.91
	Lumberjack Road	Indian Trail then west to end of road.	0.30
	Number 37 Road	Foote Road then south to end of road.	0.07
	Richardson Road	Carlson Road then south to seasonal road.	0.26
	Silver Beach Road	M-27 to M-27.	0.36
	Tim Buck Trail	Polish Line Road then south to end of road.	0.14
	Wimbleton Road	Townline Road to E Foote Road.	0.09
2			

**Average PASER Rating for Gravel Local Roads 6.10**

## 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 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.