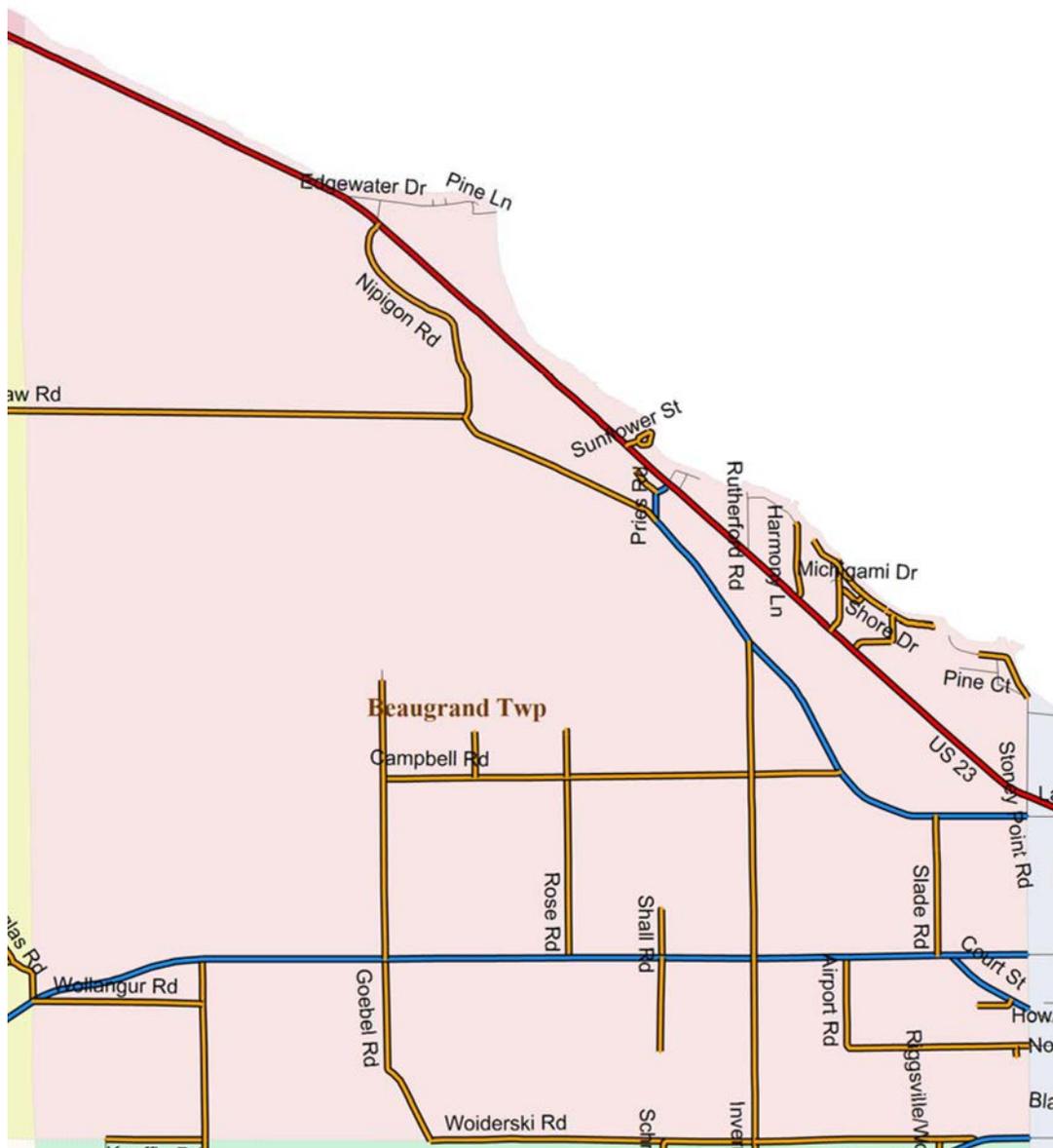


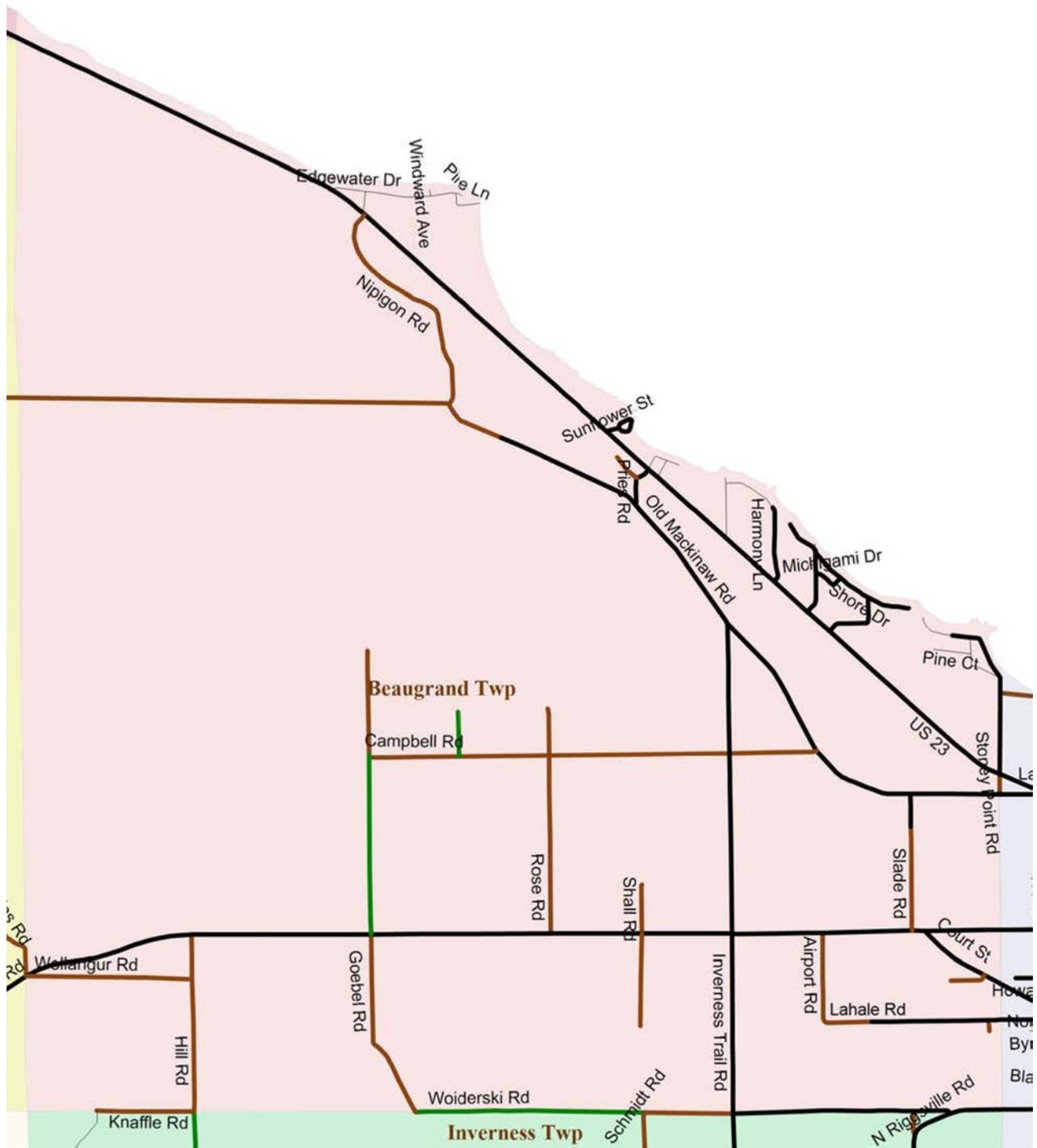
Cheboygan County Road Commission
Beaugrand Township Local Road Ratings Report for 2019

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

Red = State Highways – **Blue** = County Primary Roads – **Orange** = County Local Roads



Roads by Surface Type

Black = Pavement – Brown = Gravel – Green = Seasonal

Road Rating Systems

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

Beaugrand Township Paved Local Road Ratings

Current Road Ratings

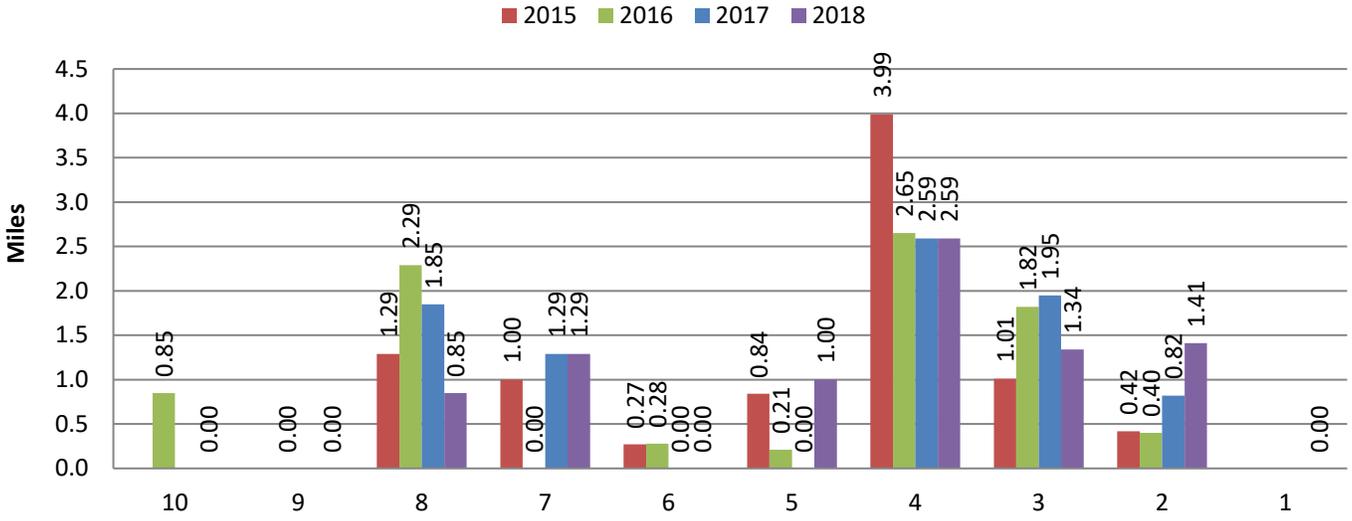
PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Old Mackinaw Road	Pries Road then northerly to end of pavement.	0.85
7	Woiderski Road	Inverness Trail to Riggsville Road.	1.29
6			
5	Inverness Trail Road	Woiderski Road to Levering Road.	1.00
4	Inverness Trail Road	Levering Road to Campbell Road.	1.00
	LaHaie Road	Cheboygan City Limits to end of pavement.	0.72
	Nicolet Drive	Michigami Drive to Beaumont Drive.	0.20
	Shore Drive	Michigami Drive to southerly end of road.	0.21
	Slade Road	Northerly and southerly of Coulson Drive. Old Mackinaw Road then south to end of pavement.	0.28 0.18
3	Coulson Drive	US-23 to Shore Drive.	0.23
	Inverness Trail Road	Levering Road to Old Mackinaw Road.	0.73
	Michigami Drive	Beaumont Drive to Shore Drive.	0.18
	Nicolet Drive	Beaumont Drive to northerly end of road.	0.14
	Sunflower Street	US-23 to Pinewood Circle.	0.06
2	Beaumont Drive	US-23 to Nicolet Drive.	0.39
	Harmony Lane	US-23 then north to end of road.	0.42
	Lake Shore Boulevard	Cheboygan City Limits to end of road.	0.40
	Pinewood Circle		0.20
1			

2018 Average PASER Rating for Paved Local Roads 4.48

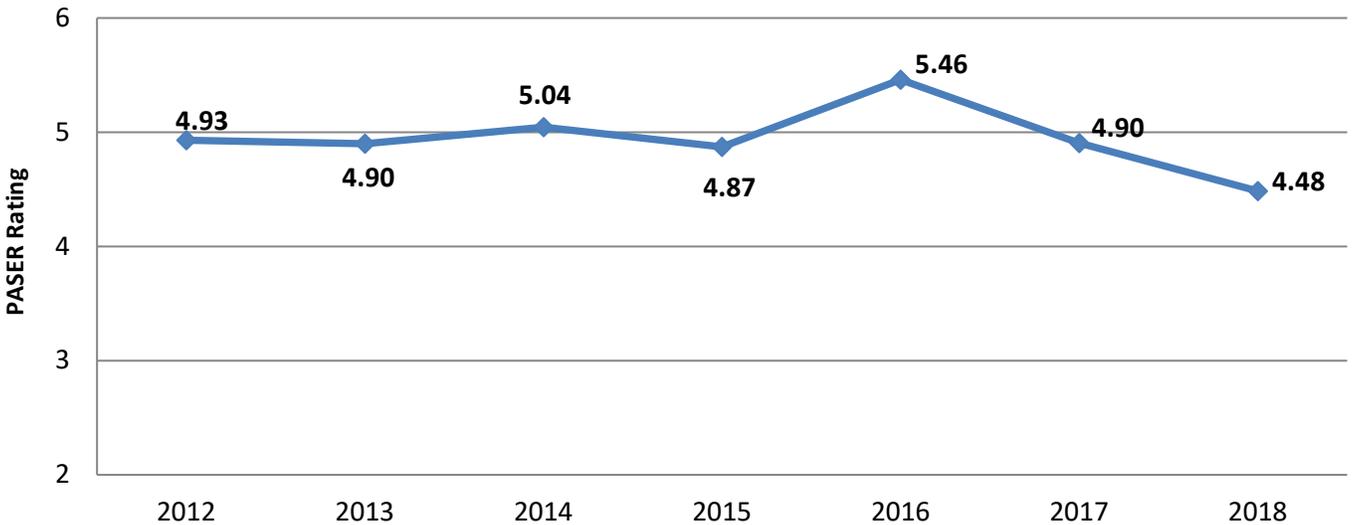
2017 Average 4.90

2016 Average 5.46

2015 -2018 PASER Ratings for Paved Local Roads



Average PASER Rating for Paved Local Roads



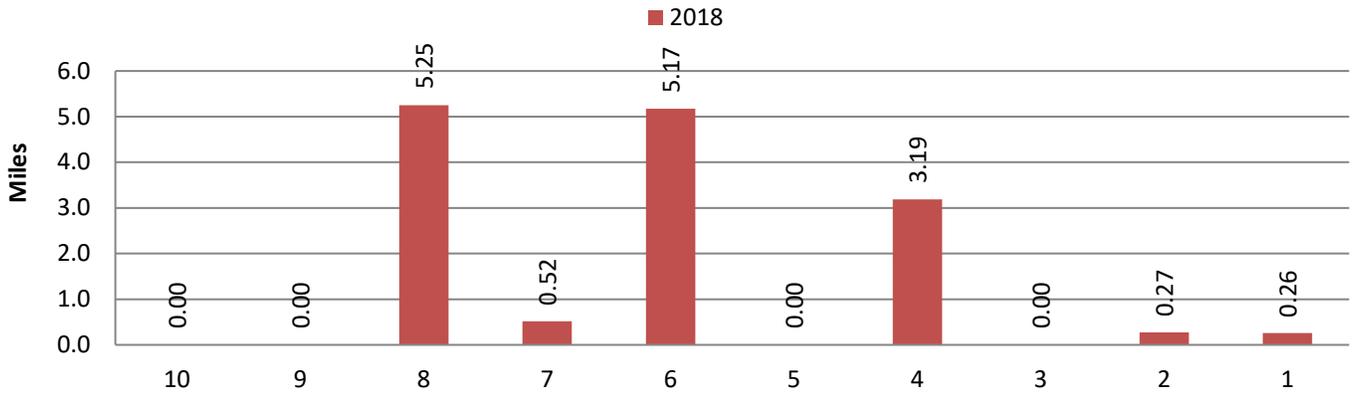
Beaugrand Township Gravel Local Road Ratings

Current Road Ratings

IBR Rating	Road Name	Limits	Length (miles)
10			
9			
8	Airport Road Campbell Road Hill Road Lahaie Road Rose Road Slade Road Woiderski Road	LaHaie Road to Levering Road. Rose Road to Inverness Trail. Knaffle Road to Levering Road. Airport Road to pavement. Levering Road to Campbell Road. Levering Road then north to pavement. Schmidt Road to Inverness Trail.	0.50 1.49 0.99 0.19 0.99 0.59 0.50
7	Goebel Road	Campbell Road then north to end of road.	0.52
6	Campbell Road Goebel Road Old Mackinaw Road Shall Road	Goebel Road to Rose Road. Woiderski Road start of seasonal (north of Levering Rd). End of asphalt then westerly to Township Line. Levering Road then south to end of road.	0.99 1.01 2.66 0.51
5			
4	Knaffle Road Nipigon Road Phillips Road Rose Road Wollangur Road	Hill Road to end of road. Old Mackinaw Road to US-23 Pries Road to end of road. Campbell Road then north to end of road. Levering Road to Hill Road.	0.53 1.31 0.16 0.26 0.93
3			
2	Shall Road	Levering Road then north to end of road.	0.27
1	Broadway Avenue Garden Street	LaHaie Road to end. Court Street to end of road.	0.06 0.20

Average IBR for Gravel Local Roads 6.15

2018 IBR 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.