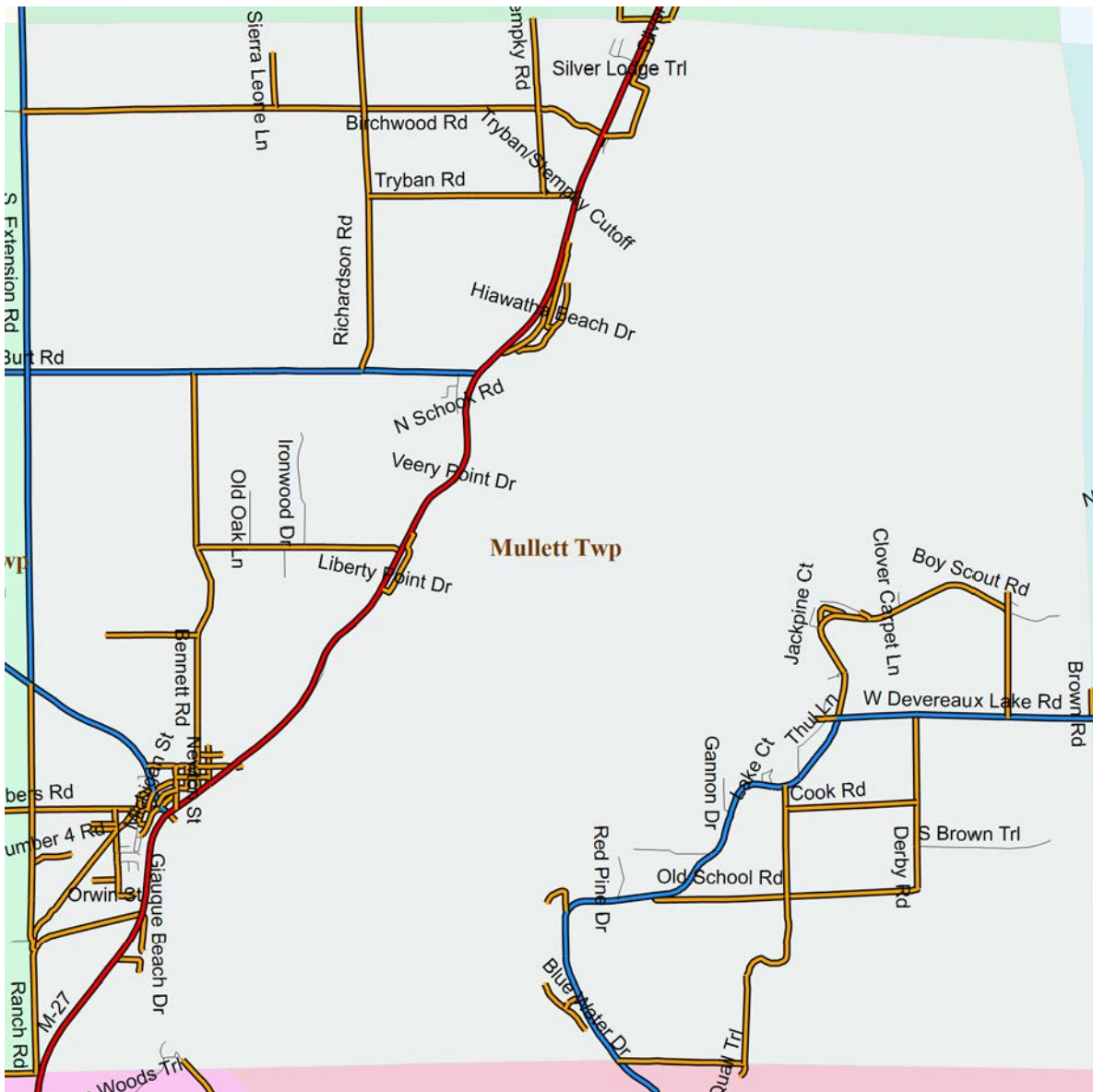


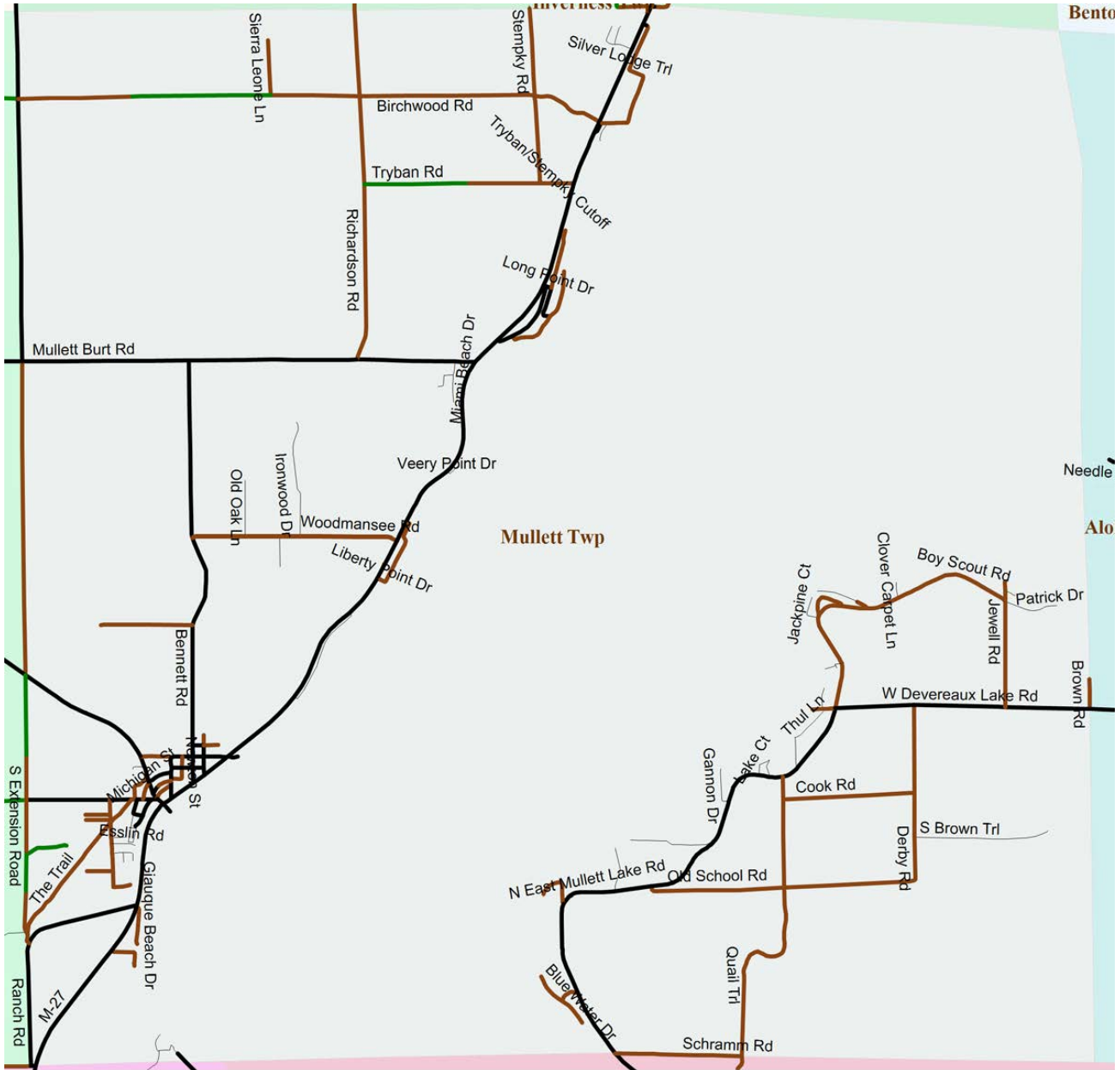
**Cheboygan County Road Commission**  
**Mullett Township Local Road Ratings Report for 2021**

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**



**Good / Fair / Poor Condition  
Paved Roads (primary and local)**

**Green** = Good (Rating 10-9-8)

**Yellow** = Fair (Rating 7-6-5)

**Red** = Poor (Rating 4-3-2-1)

**Blue** = Non-paved

## 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

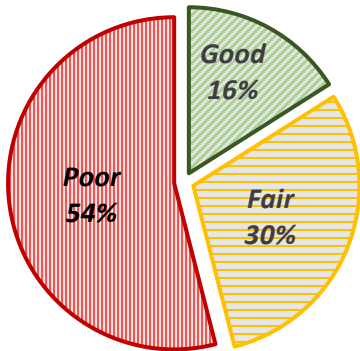
Gravel roads are rated using the Inventory-Based Rating System™ for Gravel Roads (IBR). The IBR system considers three characteristics of a road segment to determine a rating for the segment. Surface width, drainage adequacy and structural adequacy are all evaluated to determine the segment rating. From 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

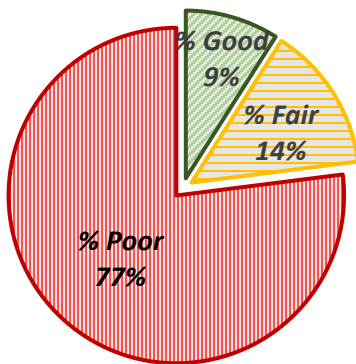
# Mullett Township Paved Local Road Ratings

### Statewide Local Roads



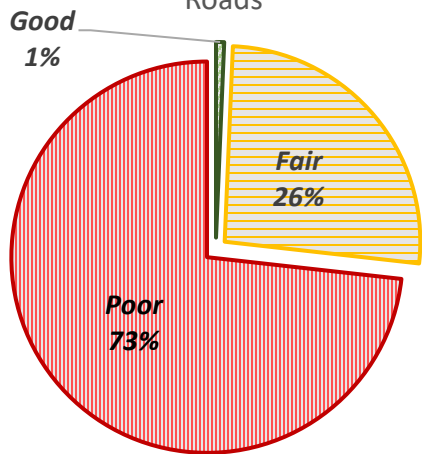
Condition of paved local roads across the State

### Countywide Paved Local Roads



Condition of paved local road in Cheboygan County

### Mullett Township Paved Local Roads



Condition of paved local roads in Mullett Township

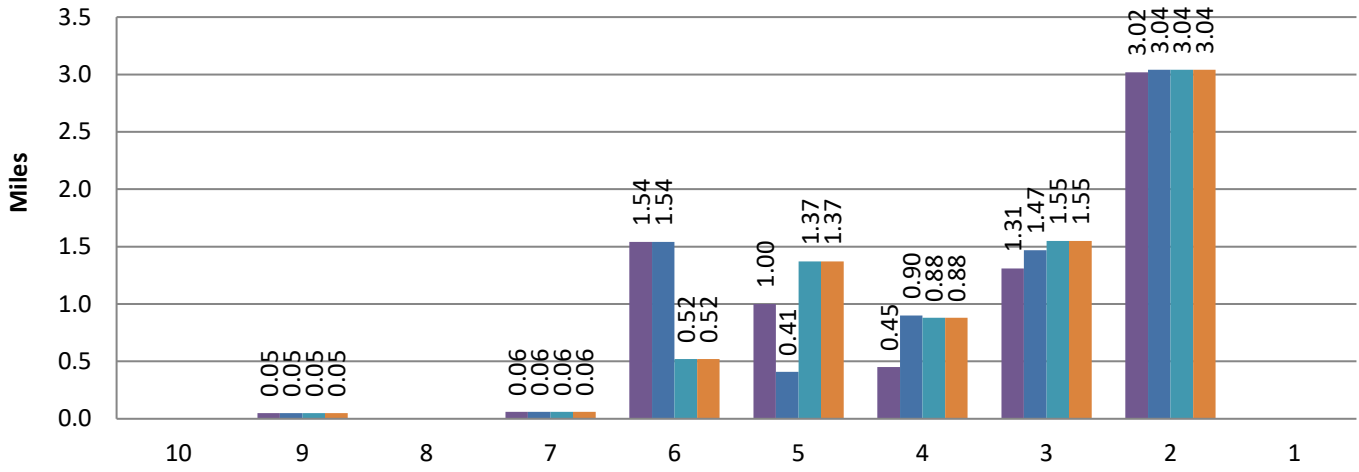
**Good = PASER Rating 10-9-8 / Fair = PASER Rating 7-6-5 / Poor = PASER Rating 4-3-2-1**

## Current Paved Road Ratings

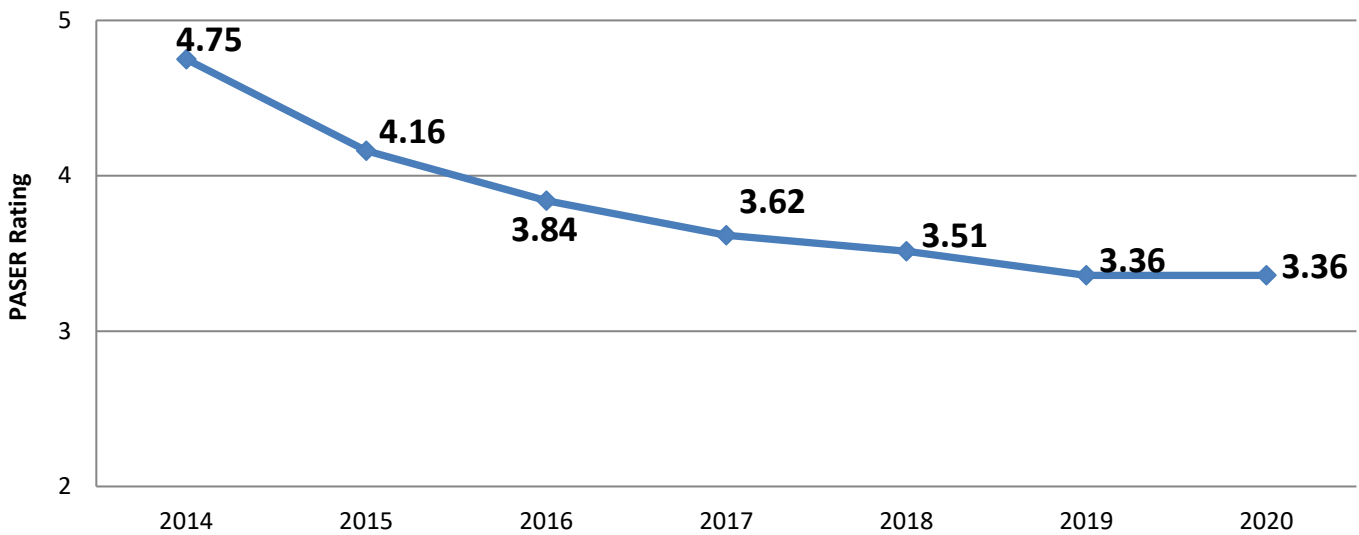
PASER Rating	Road Name	Limits	Length (miles)
10			
9	Woodruff Street	M-27 to Mullett Lake.	0.05
8			
7	South Street	M-27 then southeast to end of road.	0.06
6	Bennett Road	Mullett Township Dump Road to Woodmansee Road.	0.52
5	Bennett Road	Woodmansee Road to Mullett Burt Road.	1.02
	Chapman Street	Sutherland Street to Numbers Road.	0.08
	Liberty Point Drive (north end)	M-27 to trail.	0.02
	Sutherland Street	Chapman Street to Patterson Avenue.	0.06
	Wilder Street	Portage Street to Newton Street.	0.19
4	Birchwood Road (north end)	M-27 to Trail.	0.02
	Lea Street	Topinabee Mail Route to Portage Street.	0.14
	Newton Street	M-27 to Columbus Street.	0.17
	Patterson Avenue	Numbers Road then southwest to end of road.	0.17
	Woodruff Street	Portage Street to M-27.	0.38
3	Beeson Street (Bennett Rd)	M-27 to Mullett Township Dump Road.	0.90
	Columbus Street	Bennett Road to Newton Street.	0.06
	Crescent Street	Topinabee Mail Route to end of pavement.	0.05
	Liberty Point Drive (south end)	M-27 to trail.	0.02
	Numbers Road	The Trail to Topinabee Mail Route.	0.29
	Portage Street	M-27 to Woodruff Street.	0.23
2	Birchwood Road (south end)	M-27 to Trail.	0.07
	Grandview Beach	Township Line then north to end of public road.	0.12
	Hiawatha Beach Drive	Long Point Drive to Long Point Road.	0.27
	Learning Lane	M-27 to Ranch Road.	0.02
	Long Point Drive	M-27 to Hiawatha Beach Drive	0.04
	Long Point Road	Old 27 to trail.	0.02
	Numbers Road	South Extension Road to The Trail	0.47
	Old 27 Highway	M-27 to Long Point Drive.	0.66
	Ranch Road	Learning Lane to M-27.	1.37
1			

## 2017 - 2020 PASER Ratings for Paved Local Roads

■ 2017 ■ 2018 ■ 2019 ■ 2020



## Average PASER Rating for Paved Local Roads



## Mullett Township Gravel Local Road Ratings

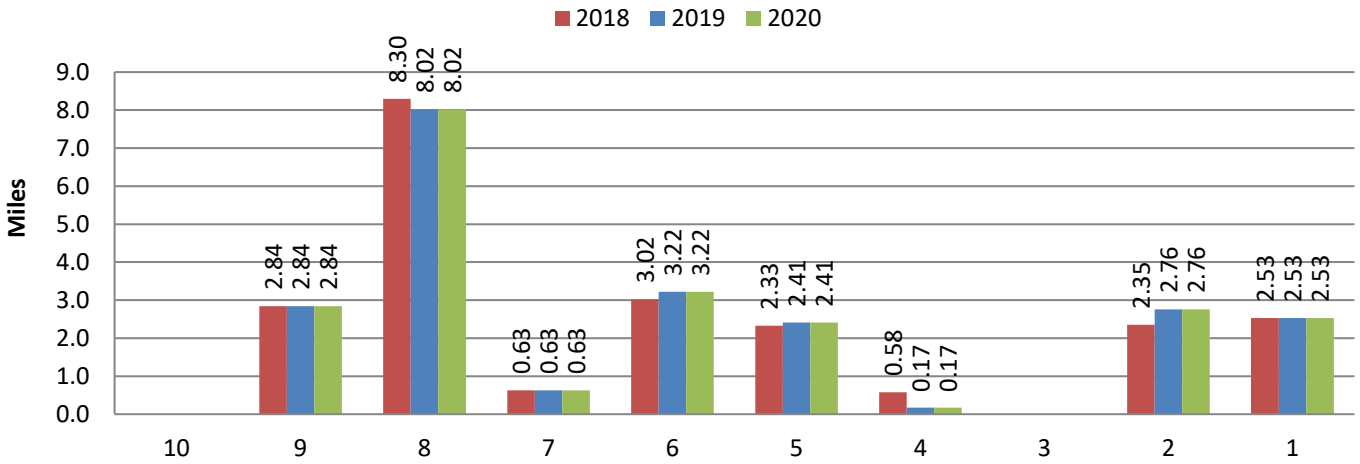
### Current Road Ratings

IBR Rating	Road Name	Limits	Length (miles)
10			
9	Birchwood Road	Stempky Road to M-27	0.42
	South Extension Road	Ranch Road then north to seasonal road.	0.30
	Quail Trail	Seasonal road (South) to seasonal road(north).	0.55
	Richardson Road	½ miles north of Schramm Road to Cook Road	0.50
8	Birchwood Road	Mullett Burt Road to Tryban Road.	1.07
	Birchwood Road	Richardson Road to Stempky Road.	1.00
	Boy Scout Road	Devereaux Lake Road to Jewell Road.	1.74
	Derby Road	Old School Road to Devereaux Lake Road.	1.01
	Jewell Road	Devereaux Lake Road then north to end of road.	0.71
	Old School Road	Quail Trail to Derby Road.	0.75
	Quail Trail	Cook Road to East Mullett Lake Road.	0.14
	Richardson Road	Birchwood Road to Township Line.	0.51
	Schramm Road	East Mullett Lake Road to Quail Trail.	0.75
Tryban Road	M-27 to Stempky Road.	0.23	
Woodmansee Road	Bennett Road to M-27.	1.18	
7	Devereaux Lake Road	East Mullet Lake Road to Mullett Lake.	0.13
	Richardson Road	Tryban Road to Birchwood Road.	0.50
6	Blue Water Drive	East Mullett Lake Road to the bottom of the hill.	0.12
	Columbus Street	Newton Street to end of road.	0.11
	Cook Road	Quail Trail to Derby Road.	0.75
	Hiawatha Beach Drive	Long Point Drive to end of public road.	0.22
	Quail Trail	Schramm Road then ½ mile north.	0.50
	Red Pine Point Road	East Mullett Lake Road to end of road.	0.25
	Round Bay Drive	Boy Scout Road to end of road.	0.07
	Stempky Road	Tryban Road north to Township Line.	1.00
Woodside Park	M-27 then east to end of road.	0.20	
5	Birchwood Road	Sierra Leone to Richardson Road.	0.54
	Blue Water Drive	Bottom of hill to the south.	0.17
	East Grand Boulevard	Numbers Road to The Trail Road.	0.12

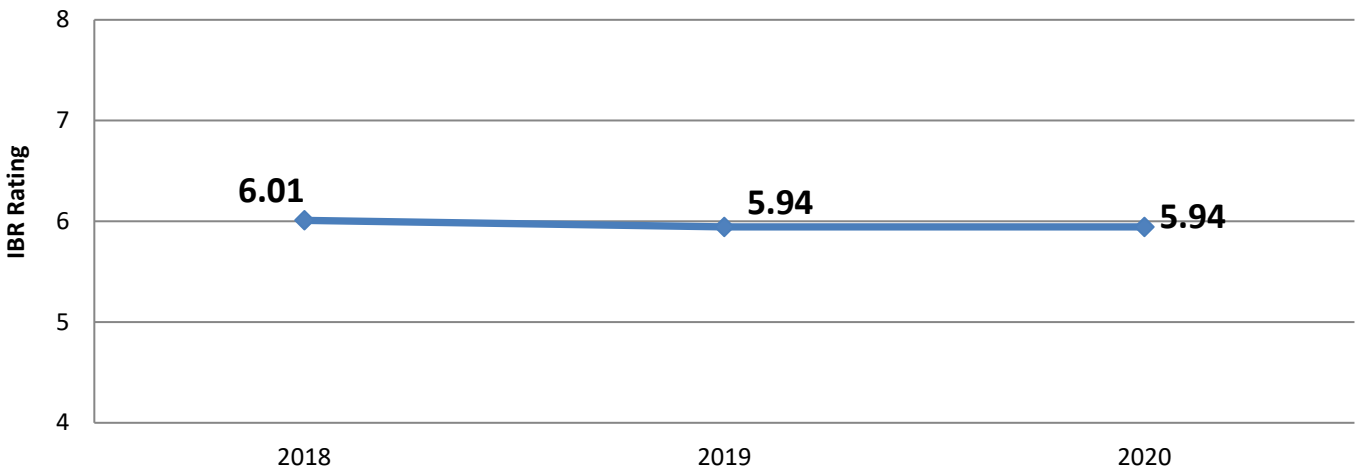


	Lea Street	Numbers Road to Topinabee Mail Route.	0.11
	Phelps Street	Pruym Street to Woodruff Street.	0.13
	Round Point Drive	Boy Scout Road to Boy Scout Road.	0.23
	Sierra Leone	Birchwood Road then north to end of road.	0.31
	Tryban Road	Stempky Road to seasonal road.	0.28
	Mullett Township Dump Road	Bennett Road then west to end of road.	0.52
4	Brown Road	Devereaux Lake Road then north to end of road.	0.17
3			
2	Birchwood Drive	Trail to trail.	0.91
		South Extension Road to Seasonal Road.	0.41
	Blue Water Drive	Bottom of hill then north to end of road.	0.18
	Giauque Beach Drive	M-27 to end pf public road.	0.22
2	Liberty Point Drive	End of pavement to end of pavement.	0.39
	Long Point Road	End of pavement then north to end of road.	0.59
	Newton Street	Columbus Street then north to end of road.	0.06
1	Clifford Street	East Grand Street to end of road.	0.14
	Columbine Street	Numbers Road to Topinabee Mail Route.	0.20
	Cresent Street	End of pavement to Portage Street.	0.08
	Dick Street	East Grand Street to end of road.	0.12
	East Grand Boulevard	The Trail Road to South Grand Blvd.	0.37
	South Grand Boulevard	East Grand Blvd. to end of road.	0.10
	Manchester Drive	Topinabee Mail Route to Portage Street.	0.12
	Orwin Street	The Trail Road to East Grand Blvd.	0.20
	Pruym Street	Portage Street to Phelps Street.	0.06
	The Trail Road	Orwin Street to Numbers Road.	0.97
	Woodruff Street	Bennett Street to Portage Street.	0.17

## 2018 - 2020 IBR Ratings for Gravel Local Roads



## Average IBR Rating 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.