

Cheboygan County Road Commission
Waverly 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.

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 Ultra-thin Asphalt Overlay	\$ 29,000 \$ 63,000
5	Asphalt Wedging Asphalt Wedging and Sealcoat Asphalt Wedging and Ultra-thin Asphalt Overlay	\$ 47,000 \$ 75,000 \$ 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

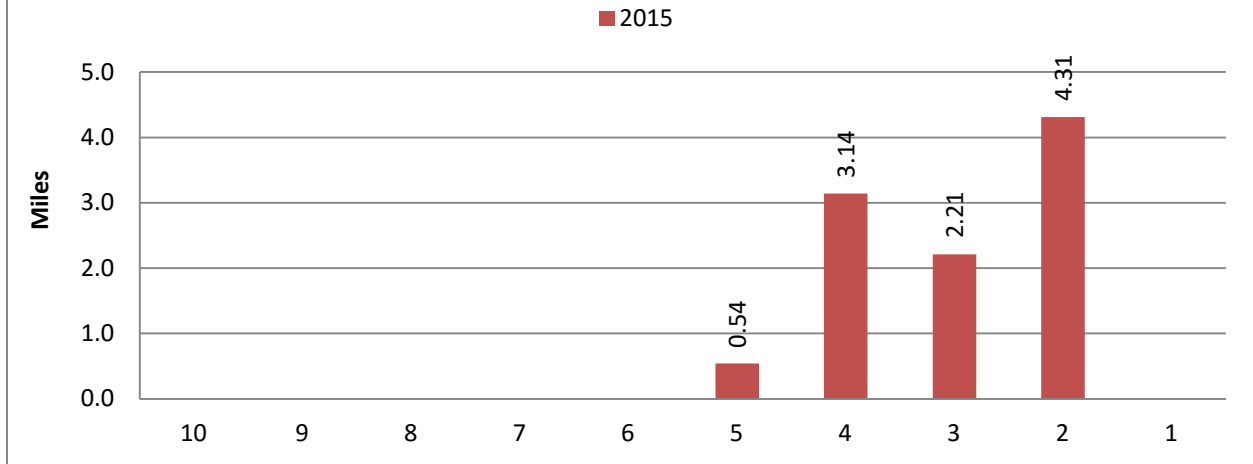
Waverly Township Paved Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8			
7			
6			
5	County Line Road	North Allis Highway north to change in condition.	0.54
4	Barclay Avenue	Scotch Trail to Twin School Road.	0.98
	Hutchinson Highway	Black River Road then west to end of pavement.	0.65
	Twin School Road	Black River Road to Barclay Road.	1.51
3	Brady Road	Waveland Road to end of pavement.	0.92
	Twin School Road	County Line Road to Black River Road.	0.96
	Waverly Avenue	County Line Road westerly to end of pavement.	0.33
2	Brady Road	Kisser Road to Waveland Road.	0.99
	County Line Road	Hutchinson Highway to North Allis Highway.	1.00
		Stewart Beach Highway south to change in condition.	0.46
	Maxon Road	North Allis Highway to Stewarts Beach Road.	0.76
	Twin School Road	Barclay Road to Kleber Road.	1.00
	Waveland Road	Brady Road to end of pavement.	0.10
1			

Average PASER Rating for Paved Local Roads 2.99

2015 PASER Ratings for Paved Local Roads



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	\$ 600	\$ 0
7	0	\$ 3,200	\$ 0
6	0	\$ 29,000	\$ 0
5	0.54	\$ 47,000	\$ 25,380
4	3.14	\$ 142,000	\$ 445,880
3	2.21	\$ 240,000	\$ 530,400
2	4.31	\$ 350,000	\$ 1,508,500
1	0	\$ 350,000	\$ 0

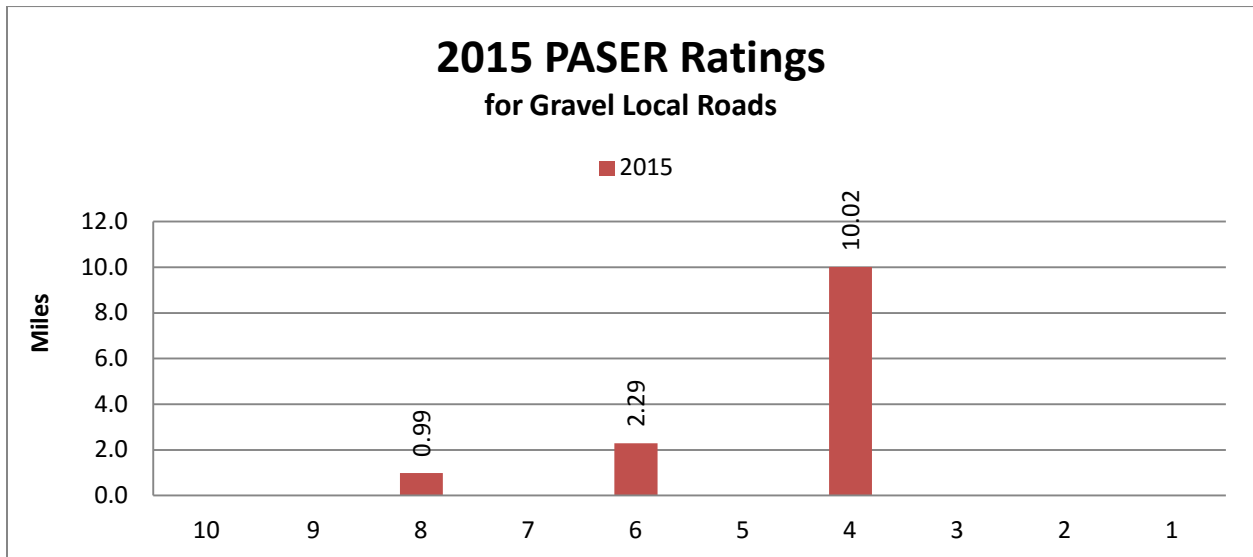
Total Cost in 2016 = \$ 2,510,160

Waverly Township Gravel Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
8	Hutchinson Highway	Black river Road to County Line Road.	0.99
6	Hutchinson Highway Marsh Road Skuse Road	Dangler Road east to pavement. Twin School Road then south to end of road. Twin School Road then north to end of road.	1.35 0.45 0.50
4	Bad Road Brady Road Brenda Lane Corbat Road Dangler Road Ethington Road Kisser Road Kleber Road Middleton Road Purdy Road Stewarts Beach Road Twin School Road	Kleber Road east to end of road. End of pavement to end of road. Township Line to end of road. Black River Road to end of road. Twin School Road to Hutchinson Highway. Brady Road north to seasonal road. Collins Road then west to end of road. Brady Road to Twin School Road. Brady Road then south to end of road. County Line road then west to end of road. Maxon Road to end of road. Kleber Road then west to end of road.	0.20 0.50 0.32 0.32 1.00 0.71 1.94 2.49 0.30 1.30 0.88 0.06
2			

Average PASER Rating for Gravel Local Roads 4.64



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 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.