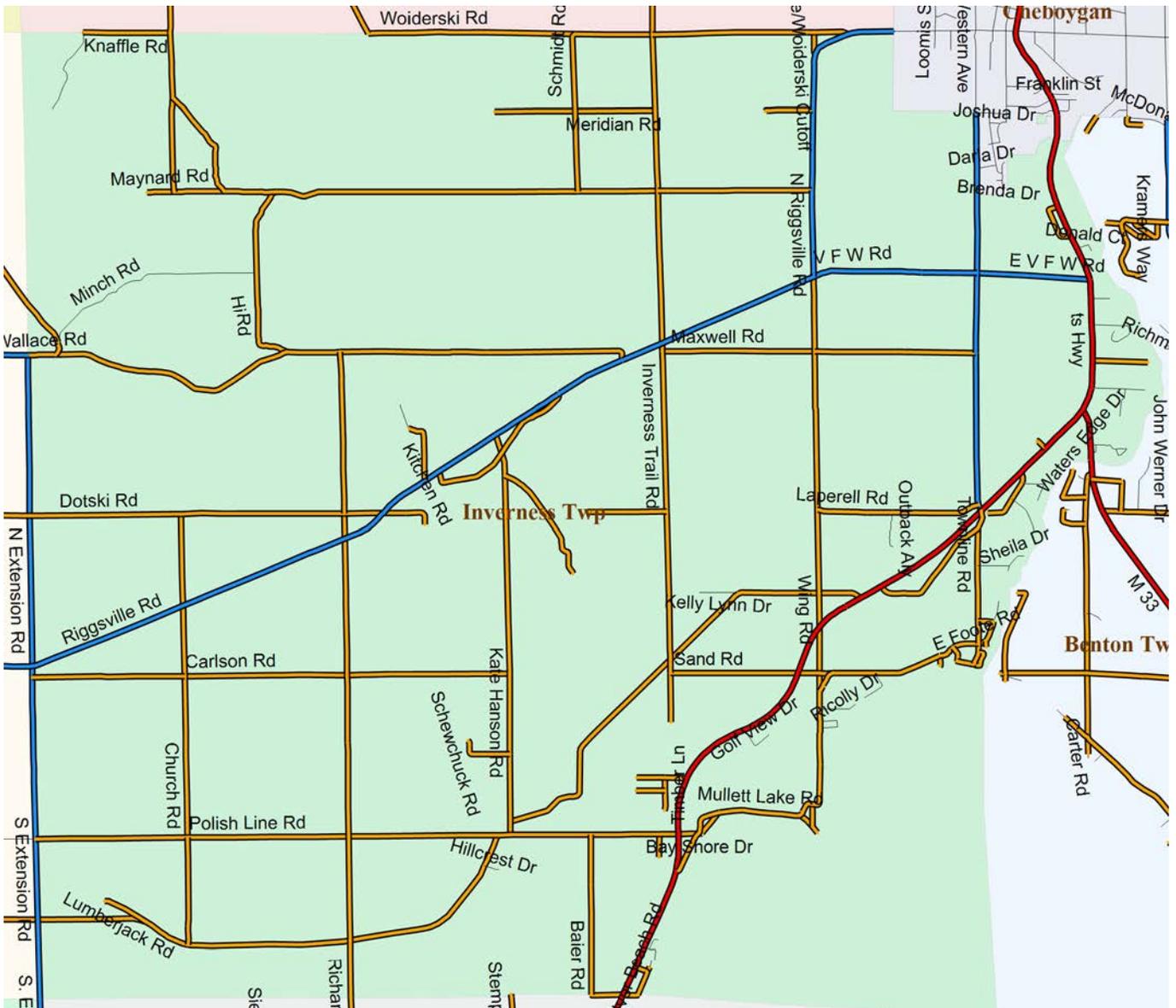


## Cheboygan County Road Commission

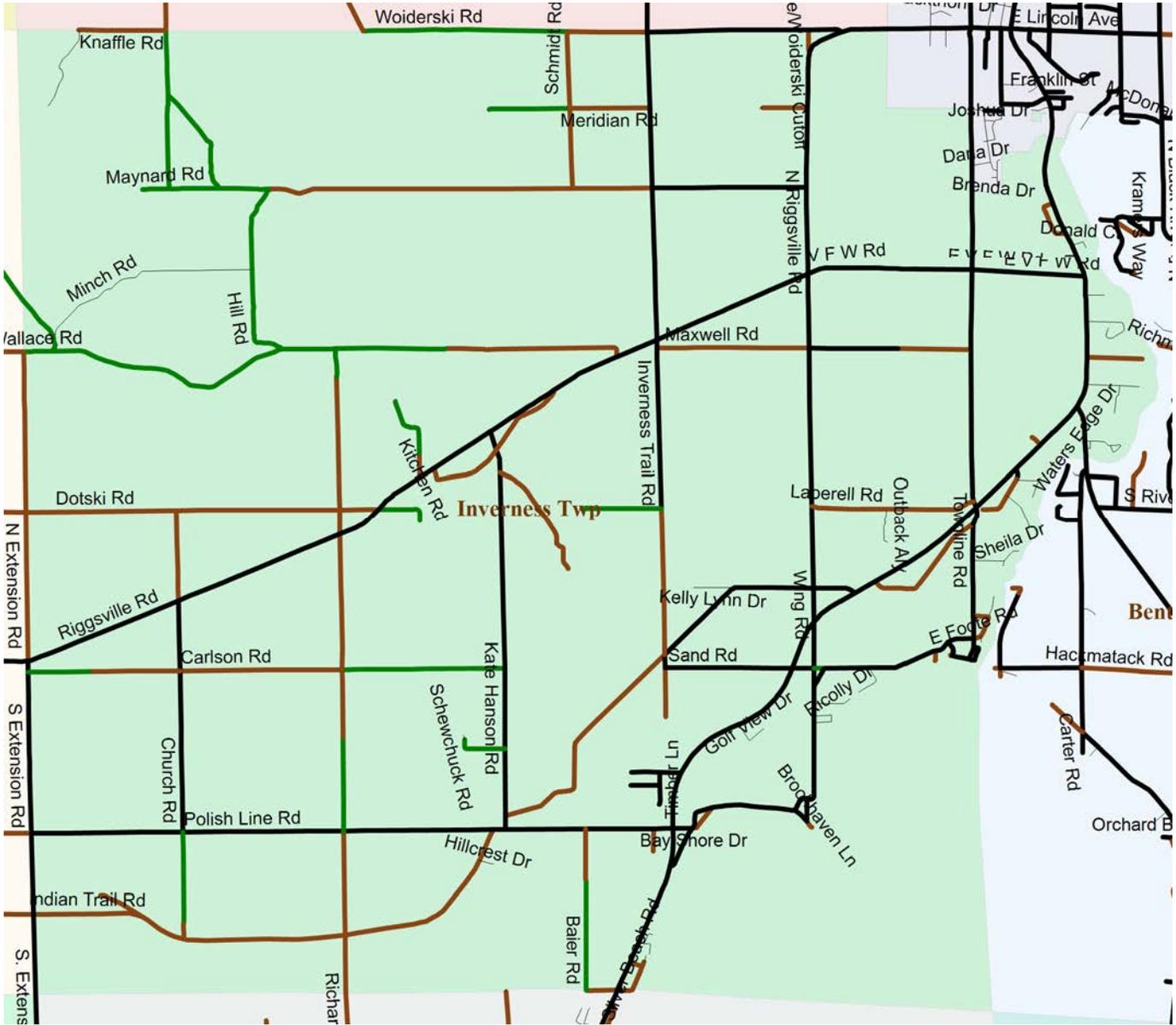
### Inverness Township Local Road Ratings Report for 2020

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

## 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

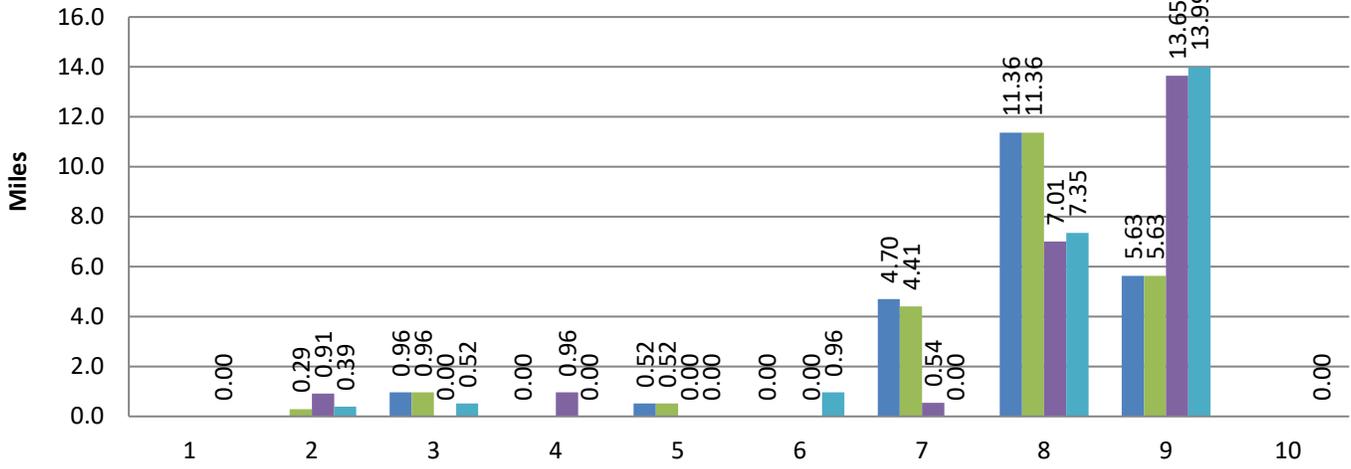
## Inverness Township Paved Local Road Ratings

### Current Road Ratings

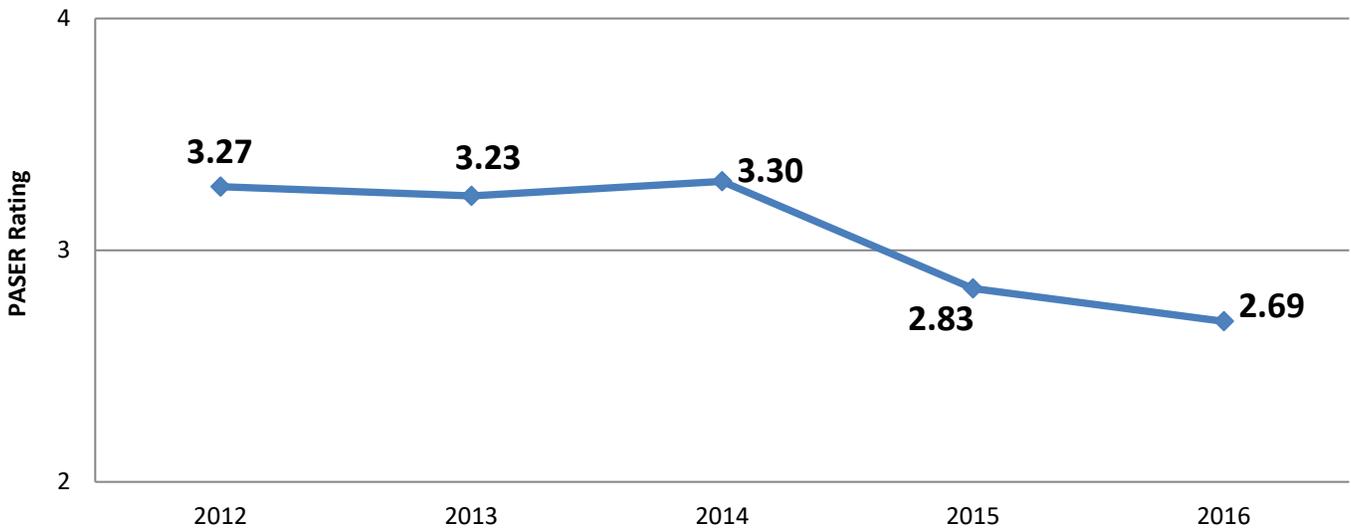
PASER Rating	Road Name	Limits	Length (miles)
10			
9	Dodge Point Mullett Lake Road	Mullett Lake Road to Mullett Lake Road. Dodge Point Road(south) to Dodge Point Road(north).	0.29 0.10
8	Wing Road	Indian Trail to Laperell Road.	0.52
7			
6			
5	Inverness Trail	Maynard Road to Woiderski Road.	0.96
4			
3	Church Road Indian Trail Road Inverness Trail  Maxwell Road Maynard Road  Polish Line Road Sand Road Timber Lane Wing Road	Carlson Road to Riggsville Road. Inverness Trail to Wing Road. Sand Road to Indian Trail Trout Creek Road to Maynard Road. Wing Road to Trail. Inverness Trail to Riggsville Road.  Indian Trail to Baier Road. Inverness Trail to Mullett Lake Road. Maple Grove Lane then south to end of road. Maxwell Road to Riggsville Road.	0.44 1.15 0.08 2.00 0.54 0.96  0.58 0.93 0.20 0.47
2	Church Road Foote Road Indian Trail Road Kate Hanson Road Maple Grove Lane Mullett Lake Road  East Parkway Drive Parkway Drive Polish Line Road  Provo Road Ricolly Drive Townline Road West Timber Lane Wing Road	Polish Line Road to Carlson Road. Mullett Lake Road to Townline Road. Wing Road to M-27. Polish Line Road to Riggsville Road. M-27 then west to end of road. M-27 Dodge Point Road(south). Dodge Point Road(north) to M-27 Parkway Drive to Parkway Drive Foote Road to Townline Road. South Extension Road to Indian Trail. Baier Road to Mullett Lake Road. M-27 to Cindy Lane. Mullett Lake Road to Foote Road. Foote Road to M-27. Timber Lane then west to end of road. M-27 to Indian Trail. Laperell Road to Maxwell Road.	1.00 1.19 0.25 2.52 0.31 1.10 1.20 0.18 0.31 2.94 0.58 0.07 0.14 0.83 0.18 0.21 0.98
1			

## 2016 - 2019 PASER Ratings for Paved Local Roads

■ 2016 ■ 2017 ■ 2018 ■ 2019



## Average PASER Rating for Paved Local Roads

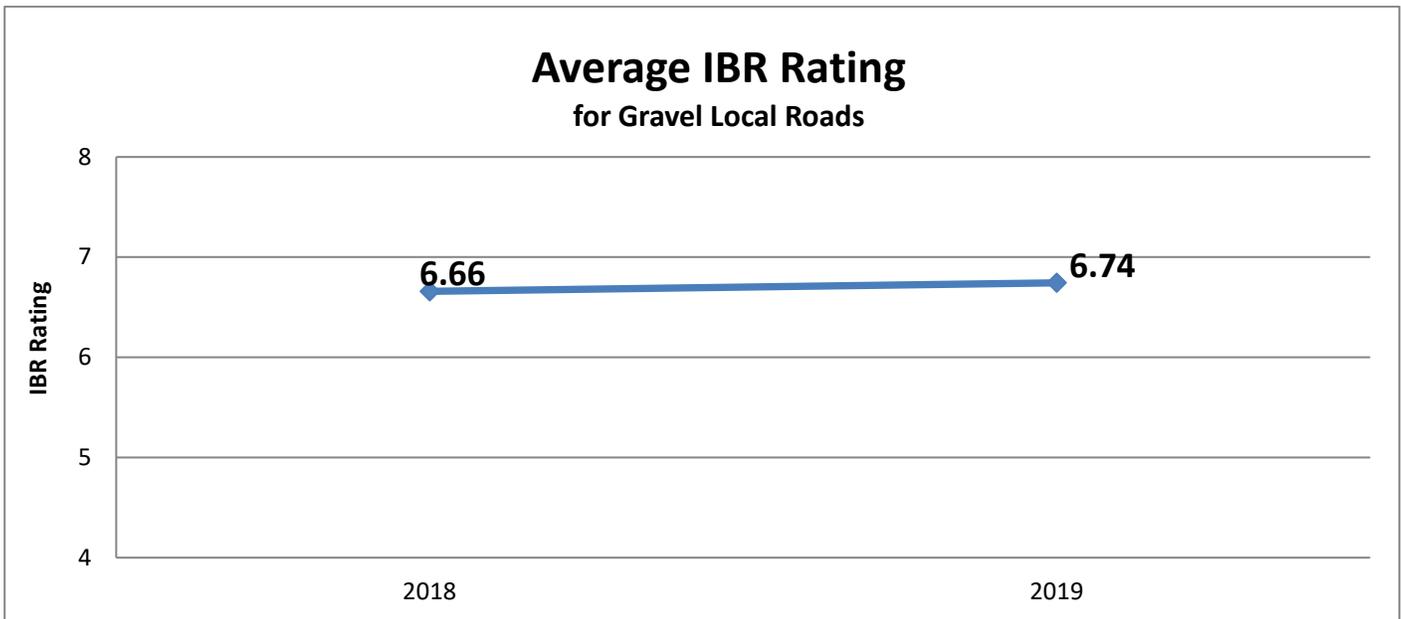
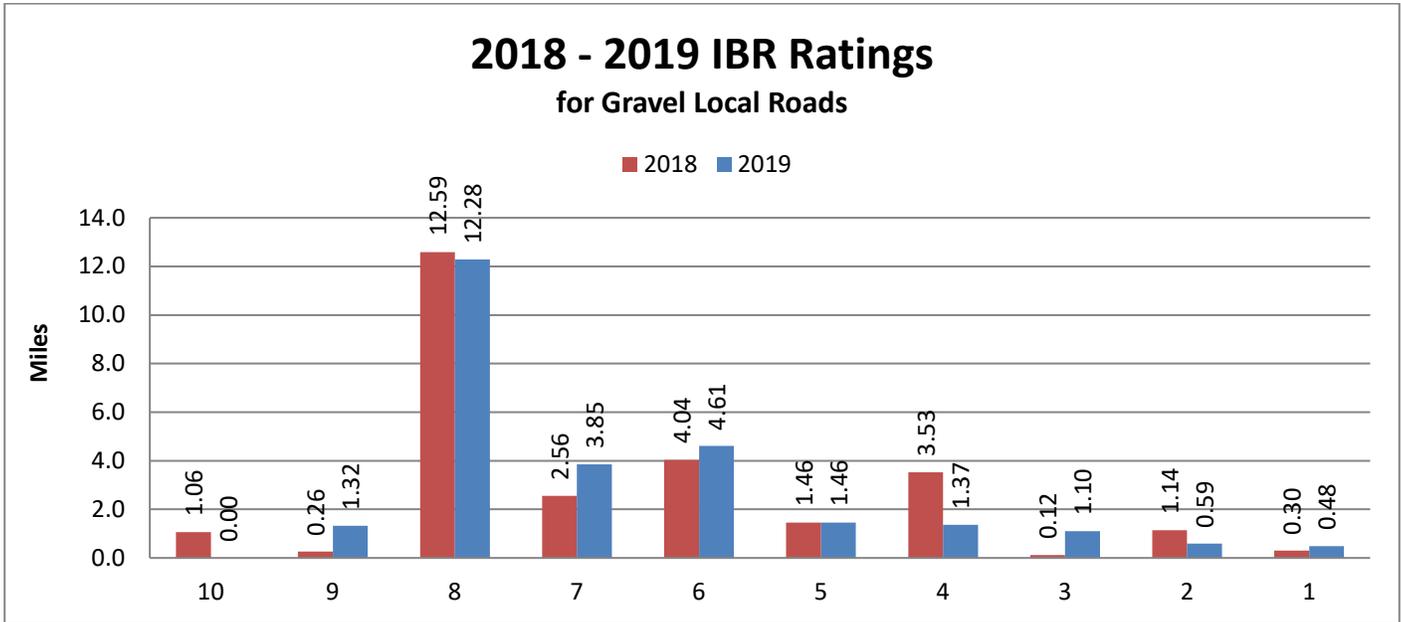


## Inverness Township Gravel Local Road Ratings

### Current Road Ratings

IBR Rating	Road Name	Limits	Length (miles)
10			
9	Dotski Road	Richardson Road to Riggsville Road.	0.26
	Inverness Trail	Sand Road then south to end of road.	0.51
	Laperell Road	Outback Alley to Townline Road.	0.55
8	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 Richardson Road.	1.95
	Indian Trail Road	Church Road to Richardson Road.	1.01
		Kate Hansen Road to Inverness Trail Road.	1.54
	Laperell Road	Wing Road to Outback Alley.	0.46
	Maxwell Road	Townline Road to trail.	0.47
	Maynard Road	Hill Road to Inverness Trail.	2.37
	Richardson Road	Township Line to Indian Road.	0.35
		Carlson Road to Dotski Road.	1.02
	Schmidt Road	Maynard Road to Woiderski Road.	0.98
7	Baier Road	M-27 then west to seasonal road.	0.21
	Indian Trail Road	Richardson Road to Polish Line Road.	1.24
	Maxwell Road	Schmidt Road to Inverness Trail.	0.95
	Meridian Road	Inverness Trail to Wing Road.	0.50
	Paully Road	M-27 then east to end of road.	0.34
	Provo Road (south of 27)	Cindy Lane to the end of road.	0.31
	Wichlacz Road	Riggsville Road then west to end of road.	0.30
6	Dow Road	Polish Line Road then south to seasonal road.	0.15
	Indian Trail Road	Lumberjack Road to Church Road.	0.29
	Inverness Trail	Indian Trail to Trout Creek Road.	0.91
	Kitchen Road	Riggsville Road to Riggsville Road.	0.91
	Number 37 Road	Foote Road then south to end of road.	0.07
	Provo Road (north of 27)	M-27 then west to end of road.	0.07
	Richardson Road	Indian Trail to Polish Line Road .	0.65
		Carlson Road then south to seasonal road.	0.25
	South Tannery Road	M-27 to M-27.	0.31
	Wallace Road	Riggsville Road then west to seasonal road.	1.00
5	N Forest Drive	Kate Hanson Road to end of road.	0.78
	Indian Trail Road	South Extension Road to Lumberjack Road.	0.68
4	Broe Road	M-27 to Townline Road.	0.86
	Brookhaven Lane	Dodge Point to end of road.	0.10
	Richardson Road	Riggsville Road to seasonal road.	0.15
		Carlson Road then south to seasonal road.	0.26
3	Church Road	Indian Trail then north to seasonal road.	0.12
	Richardson Road	Dotski Road to seasonal road.	0.82
	Tim Buck Trail	Townline Road to Wimbleton Road	0.16
2	E Foote Road	M-27 to M-27.	0.36
	Silver Beach Road	Polish Line Road then south to end of road.	0.14

2	Wimbleton Road	Townline Road to E Foote Road.	0.09
1	Bay Shore Drive Lumberjack Road	Mullett Lake Road then south to end of road. Indian Trail then west to end of road.	0.18 0.30



## 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.