

Cheboygan County Road Commission
Aloha Township Local Road Ratings Report for 2018

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	\$ 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

Aloha Township Paved Local Road Ratings

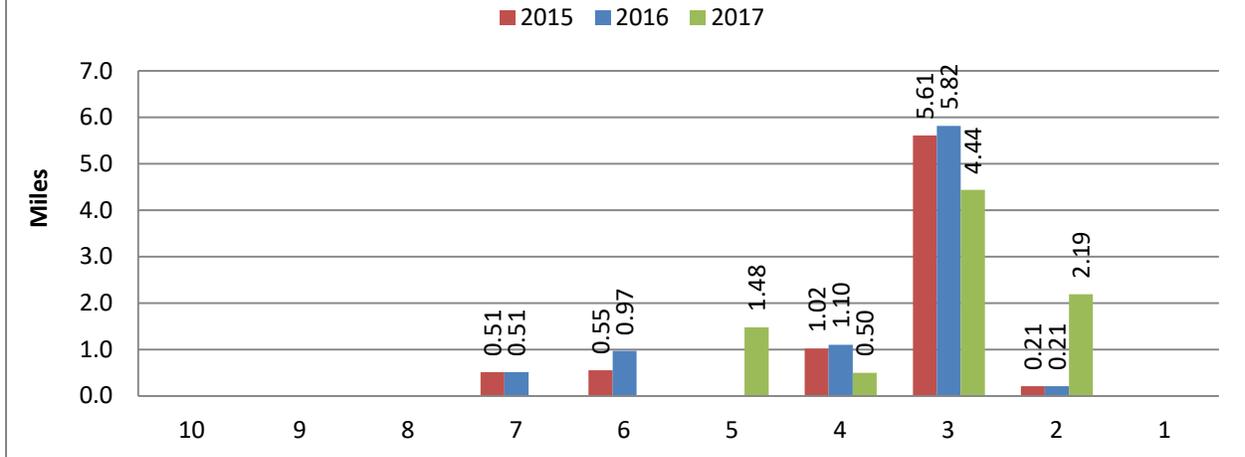
Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8			
7			
6			
5	Long Lake Road	Hiawatha Drive to end of pavement.	1.48
4	Main Street	First Street to M-212.	0.08
	Mullet Lake Woods Shore Drive	Township Line south to end of road.	0.29
	Tromble Drive	Center Street to Wiakiki Street.	0.13
3	First Street	Main Street to Waikiki Street.	0.19
	Center Street	Tromble Drive west to end of road.	0.06
	Fourth Street	M-212 south to end of road.	0.12
	Hiawatha Drive	Long Lake Drive to Chestnut Drive.	1.77
	Main Street	Third Street to Fourth Street.	0.07
	Mann Road	M-33 to Needle Point Drive	1.55
	Third Street	M-212 south to end of road.	0.12
	Tromble Drive	Wiakiki Street north to end of road.	0.45
	Vacationland Drive	Tromble Drive to end of road.	0.11
2	Chestnut Drive	Hiawatha Drive to end of road.	0.10
	Hiawatha Drive	Chestnut Drive to end of road.	0.21
2	Long Lake Road	Hiawatha Drive to South River Road.	1.00
	Needle Point Drive	South end to north end.	0.76
	Waikiki Street	Tromble Drive to end of road.	0.12
1			

2017 Average PASER Rating for Paved Local Roads 3.15

2016 Average 3.68

2015 - 2017 PASER Ratings for Paved Local Roads

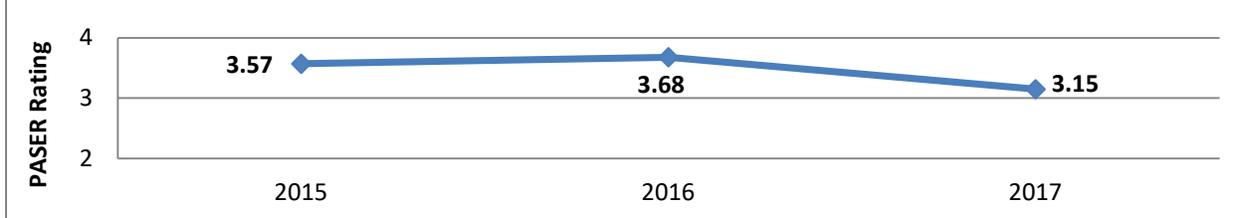


Estimate Cost to Repair Local Paved Roads Based on 2017 PASER Ratings

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	1.48	\$ 47,000	\$ 69,560
4	0.50	\$ 142,000	\$ 71,000
3	4.44	\$ 240,000	\$ 1,065,600
2	2.19	\$ 350,000	\$ 766,500
1	0	\$ 350,000	\$ 0

Total Cost in 2018 = \$ 1,972,660

Average PASER Rating for Paved Local Roads

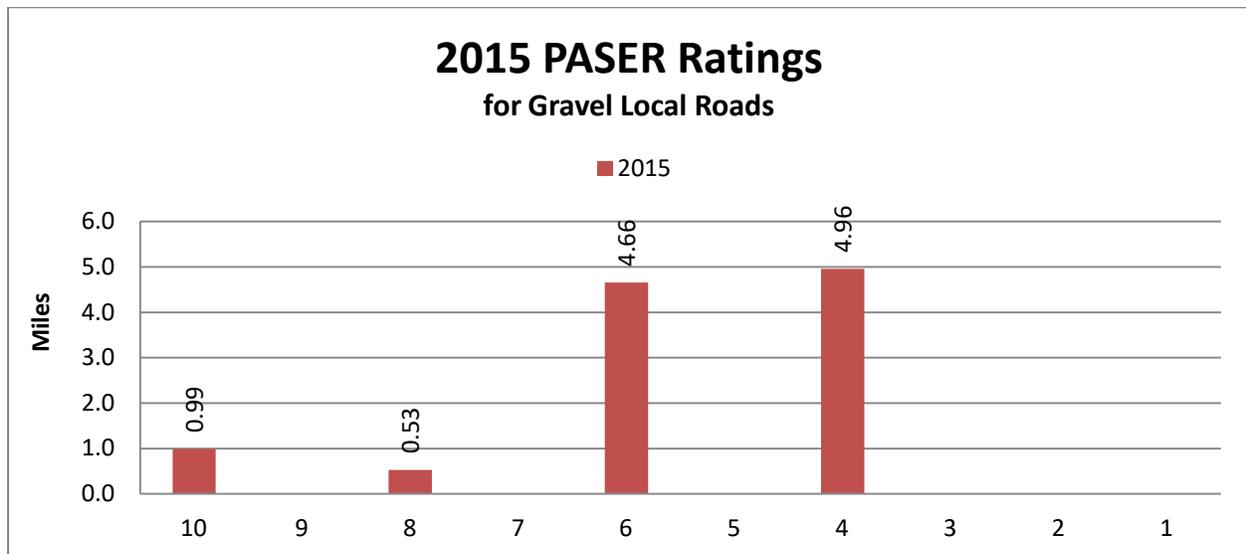


Aloha Township Gravel Local Road Ratings

Current Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10	Long Lake Road	M-33 to Little Canada Road.	0.99
8	White Cedar Road	M-33 east to end of road.	0.53
6	Little Canada Road	Long Lake Road south to end of road.	0.50
		Baker Road north to Township line.	1.00
	Long Lake Road	Little Canada Road east to pavement.	1.05
	Pioneer Road	Pin Point Road to M-33.	1.30
	Stoll Road	South River Road to end of road.	0.33
	Wylie Road	South River Road west and south to end of road.	0.48
4	Anges Road	Lake Land Road to Township Line.	0.09
	Baker Road	M-33 to Little Canada Road.	1.01
	Grant Sidding Road	Mann Road then south to seasonal road.	0.75
	Lakeland Road		0.26
	Little Canada Road	Long Lake Road to Baker Road.	1.00
	Olson Road	Mann Road south to end of road.	0.75
	Pallister Road	Mann Road to Long Lake Road.	1.01
	Yams Road	Long Lake Road west to end of road.	0.09
2			

Average PASER Rating for Gravel Local Roads 5.56



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.