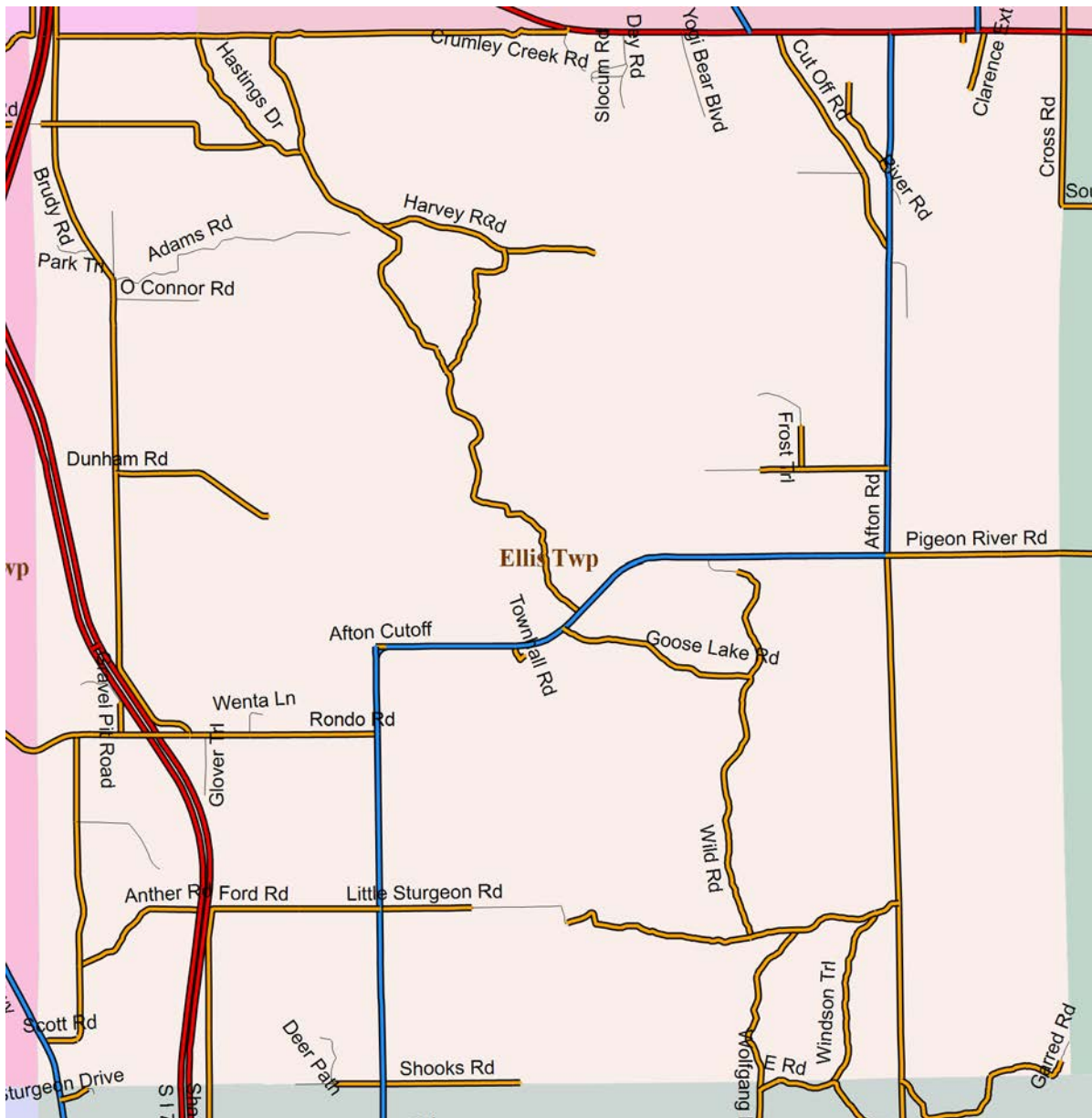


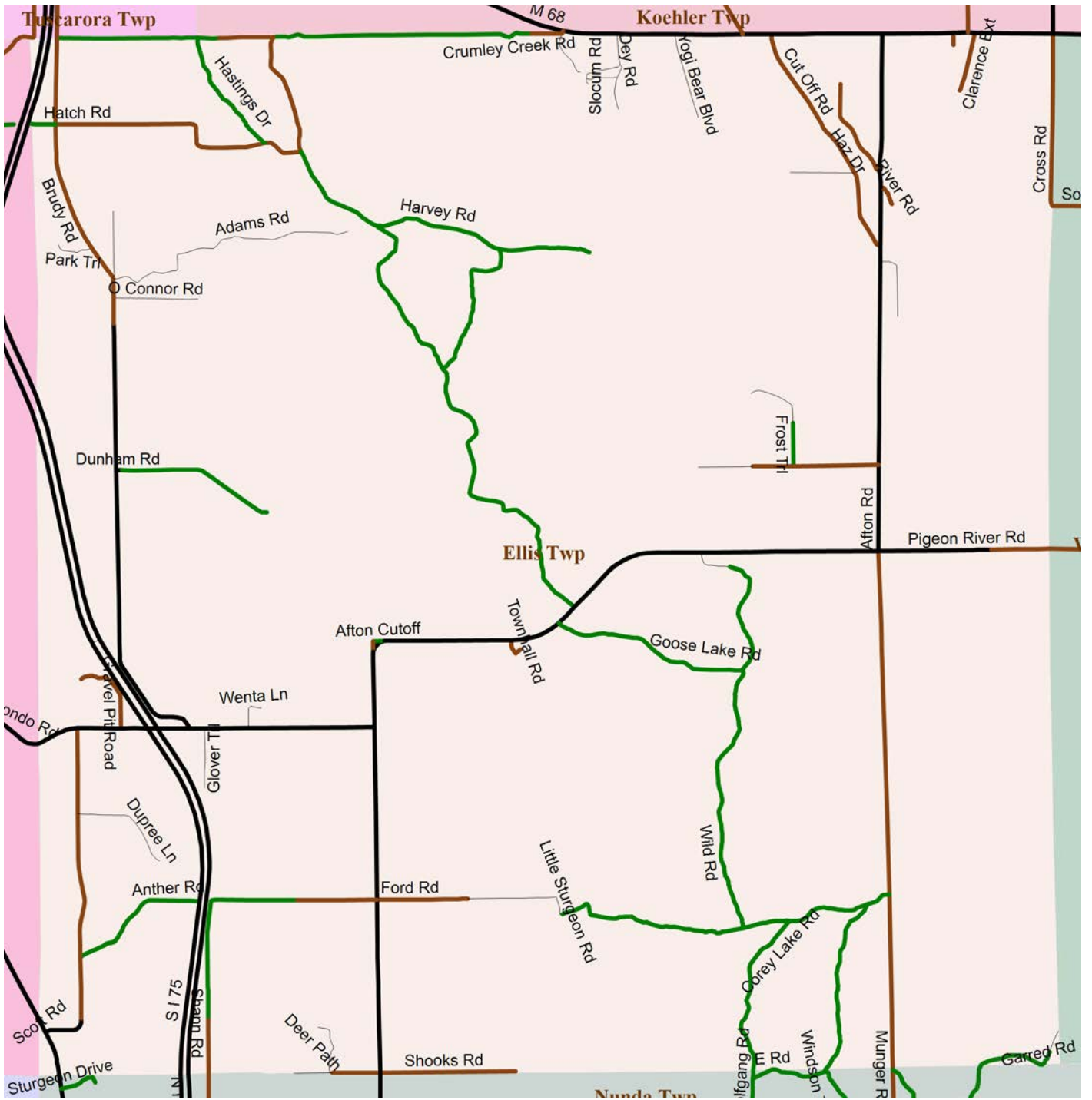
**Cheboygan County Road Commission**  
**Ellis Township Local Road Ratings Report for 2021**

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.



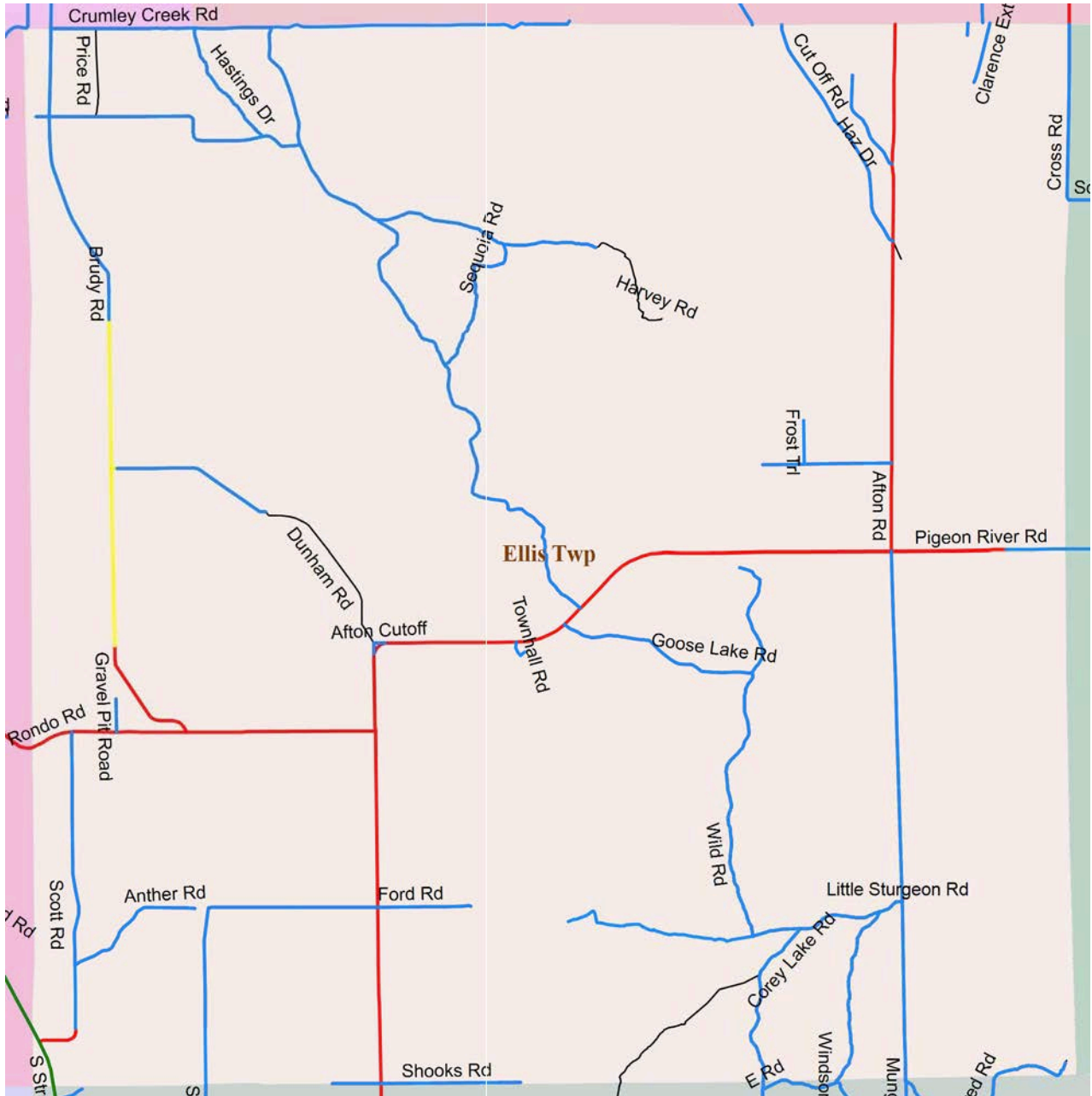
**Township Roads by Legal System**

**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 - **Yellow** = Fair - **Red** = Poor - **Blue** = Non-paved

## 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

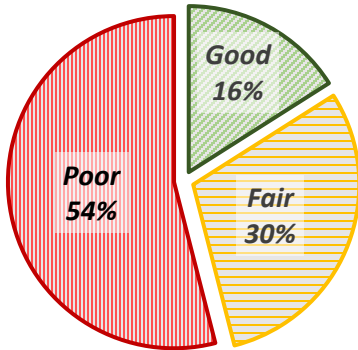
Gravel roads are rated using the Inventory-Based Rating System™ for Gravel Roads (IBR). The IBR system considers three characteristics of a road segment to determine a rating for the segment. Surface width, drainage adequacy and structural adequacy are all evaluated to determine the segment rating. From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

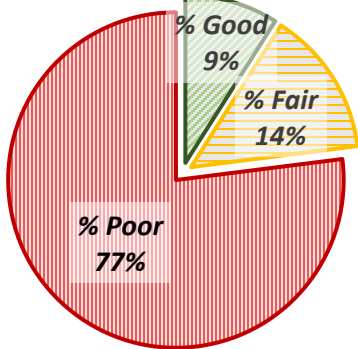
## Ellis Township Paved Local Road Ratings

Statewide Local Roads



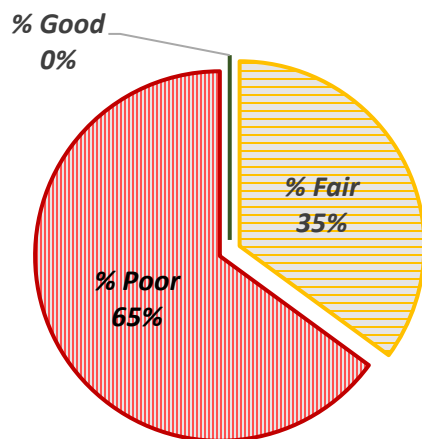
Condition of paved local roads across the State

Countywide Paved Local Roads



Condition of paved local road in Cheboygan County

Ellis Township Paved Local Roads



Condition of paved local roads in Ellis Township

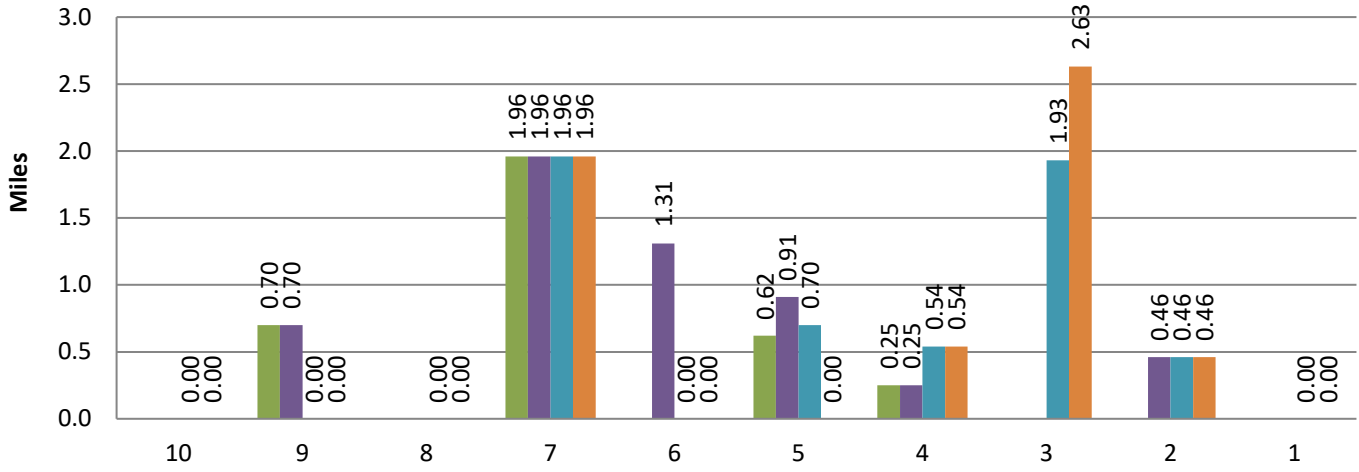
**Good = PASER Rating 10-9-8 / Fair = PASER Rating 7-6-5 / Poor = PASER Rating 4-3-2-1**

### Current Paved Road Ratings

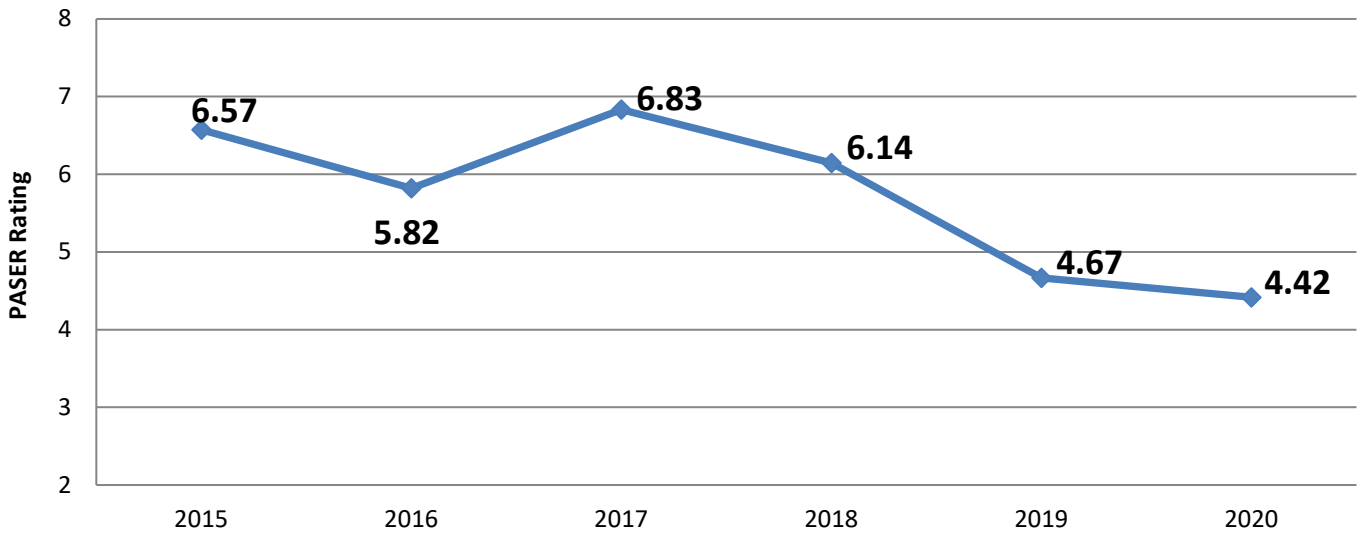
PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8			
7	Brudy Road	Change in Asphalt Pavement to start of Gravel.	1.96
6			
5			
4	Rondo Road	Township Line to Scott Road.	0.29
	Scott Road	Straits Highway to end of pavement.	0.25
3	Pigeon River Road	Afton Road to Pigeon River Bridge.	0.62
	Brudy Road	Rondo Road to change in pavement.	0.70
	Rondo Road	I-75 to Afton Road.	1.31
2	Rondo Road	Scott Road to I-75.	0.46
1			

## 2017 - 2020 PASER Ratings for Paved Local Roads

■ 2017 ■ 2018 ■ 2019 ■ 2020



## Average PASER Rating for Paved Local Roads



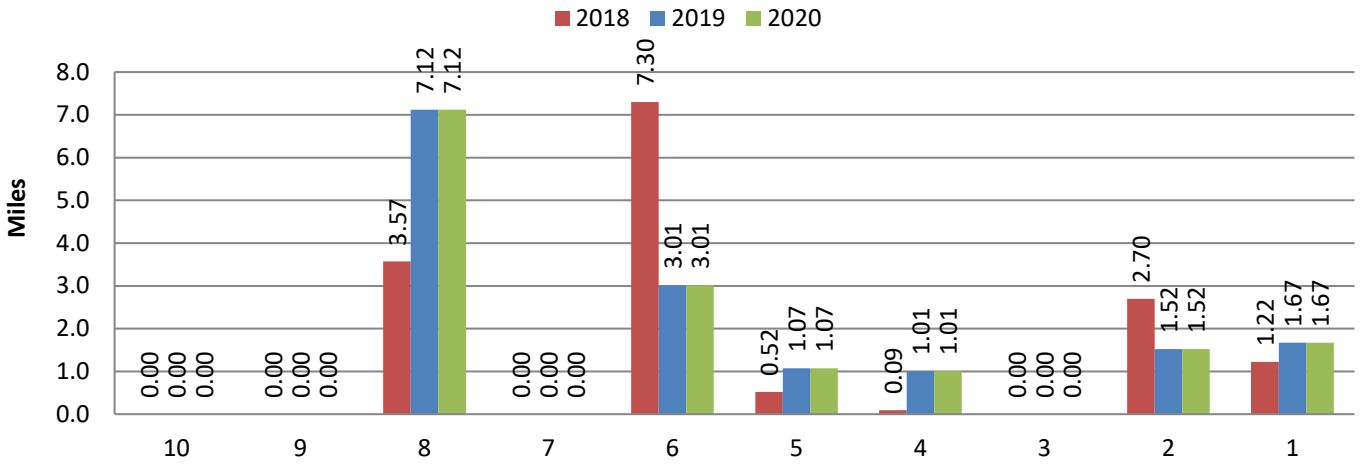
## Ellis Township Gravel Local Road Ratings

### Current Gravel Road Ratings

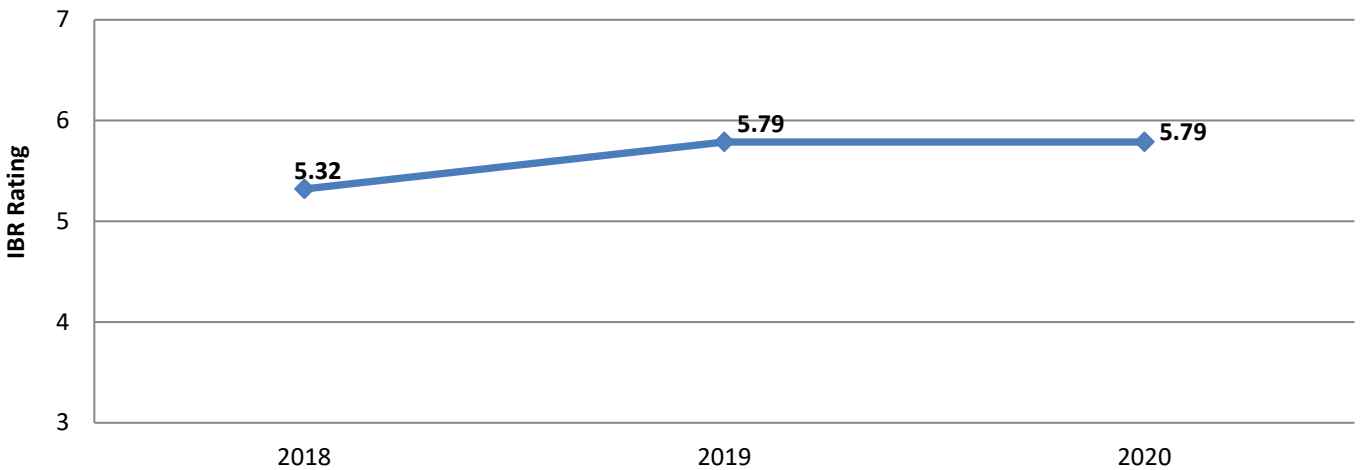
IBR Rating	Road Name	Limits	Length (miles)
10			
9			
8	Beebe School Road	Afton Road to Frost Trail.	0.51
	Brudy Road	Start of Gravel (south) to Township Line.	1.81
	Pigeon River Road	Pigeon River Bridge to Township Line.	0.33
	Munger Road	Township Line then north to Pigeon River Road.	3.06
	Scott Road	Anther Road to Rondo Road.	1.41
7			
6	Beebe School Road	Frost Trail to end of road.	0.24
	Clarence Road	M-68 then south to end of road.	0.35
	Cutoff Road	M-68 to Afton Road.	1.49
	Haz Road	Afton Road then northerly to end of road.	0.58
	Scott Road	End of pavement to Anther Road.	0.35
5	Shooks Road	Afton Road then east 0.79 miles.	0.79
		Afton Road then west 0.28 miles.	0.28
4	Goose Lake Road	Crumley Creek Road to Hatch Road.	0.73
	Gravel Pit Road	Rondo Road then north 0.19 miles.	0.19
	River Road	Afton Road to end of road.	0.09
3			
2	Hatch Road	Brudy Road to Goose Lake Road.	1.52
1	Cannery Road	M-68 then south to end of road.	0.07
	Ford Road	Afton Road west to start of Seasonal Road.	0.46
	Ford Road	Afton Road then east to end of road.	0.53
	Shann Road	Township Line then north to start of seasonal.	0.33
	Townhall Road	Afton Road then south to end of road.	0.12



## 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.