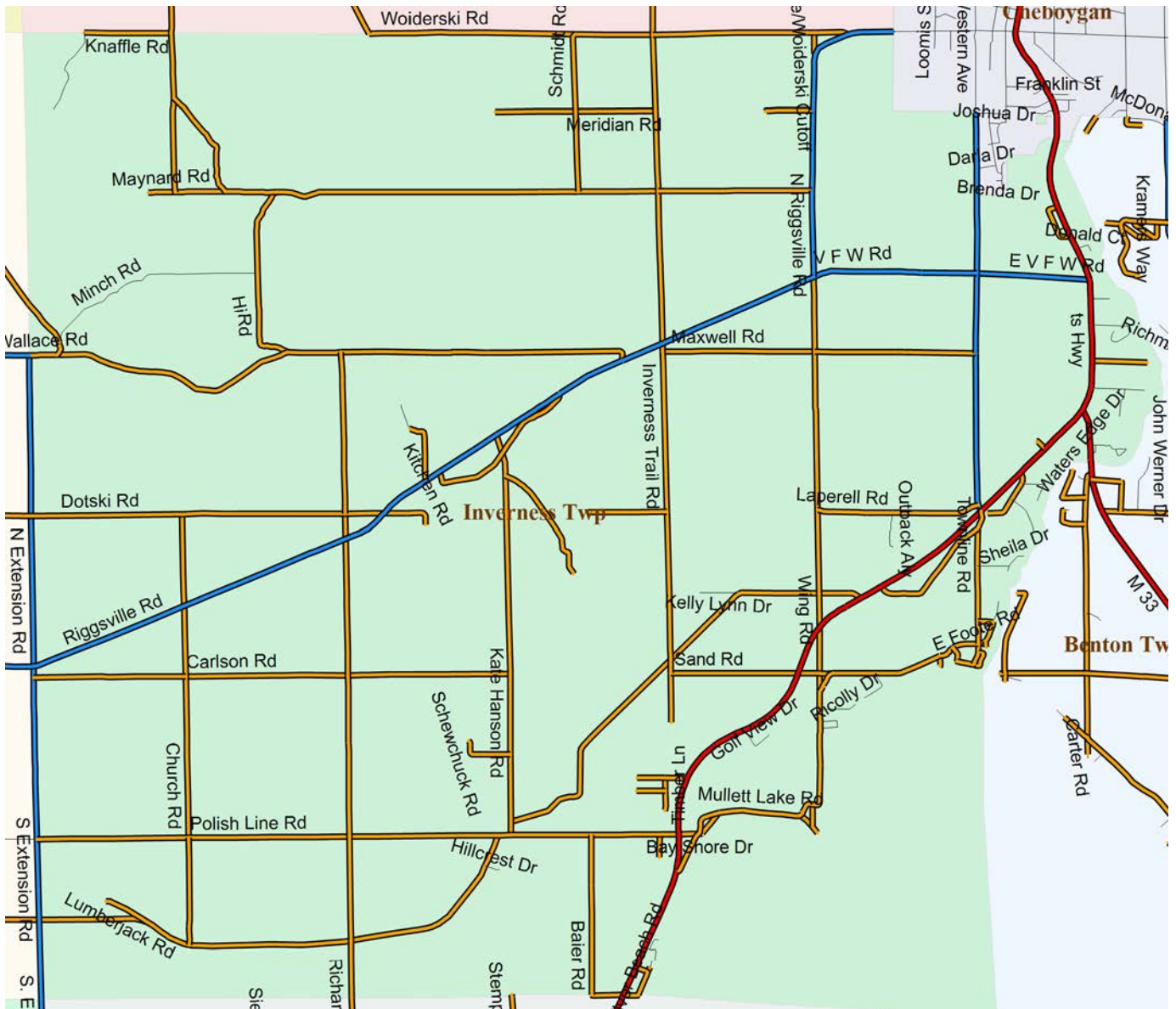


Cheboygan County Road Commission

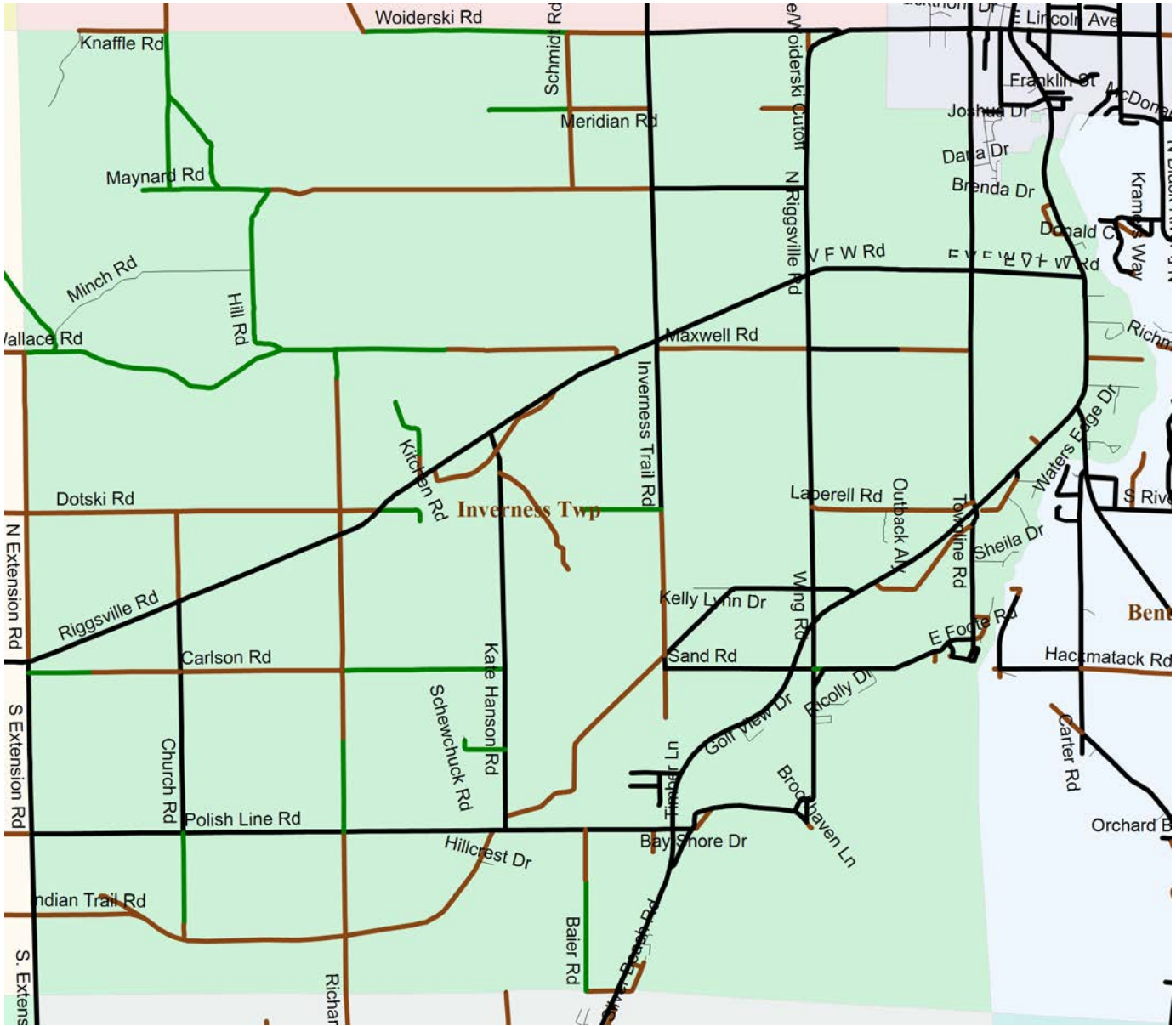
Inverness Township Local Road Ratings Report for 2021

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.



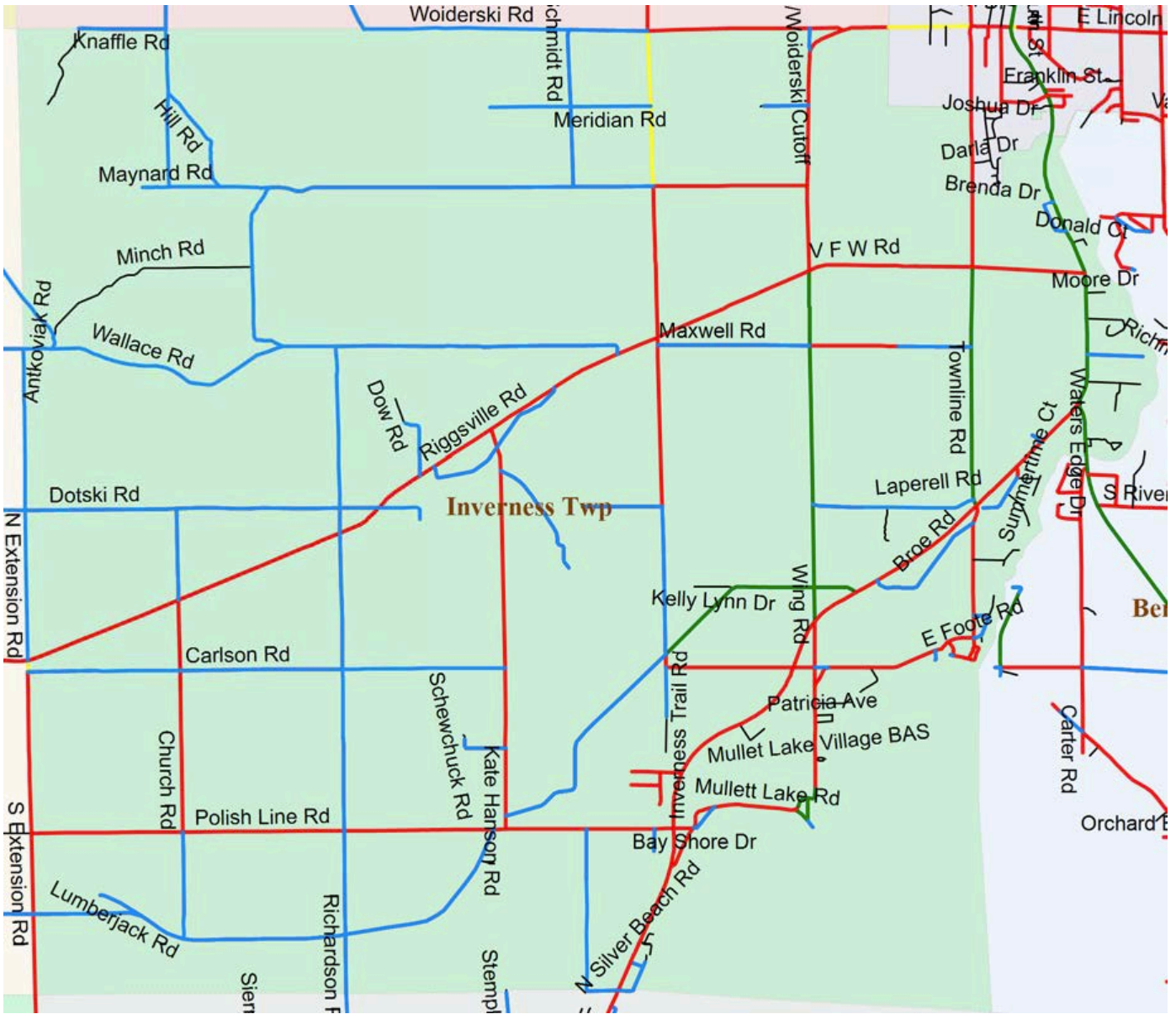
Township Roads by Legal System

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

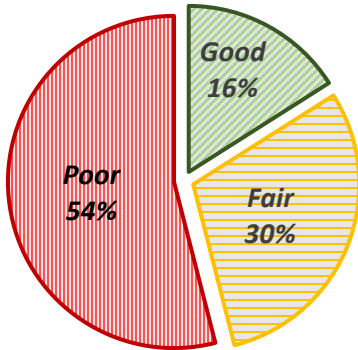
Gravel roads are rated using the Inventory-Based Rating System™ for Gravel Roads (IBR). The IBR system considers three characteristics of a road segment to determine a rating for the segment. Surface width, drainage adequacy and structural adequacy are all evaluated to determine the segment rating. From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

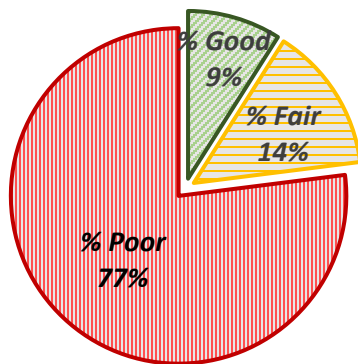
Inverness Township Paved Local Road Ratings

Statewide Local Roads



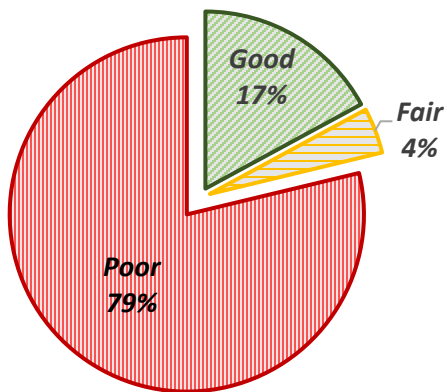
Condition of paved local roads across the State

Countywide Paved Local Roads



Condition of paved local road in Cheboygan County

Inverness Township Paved Local Roads

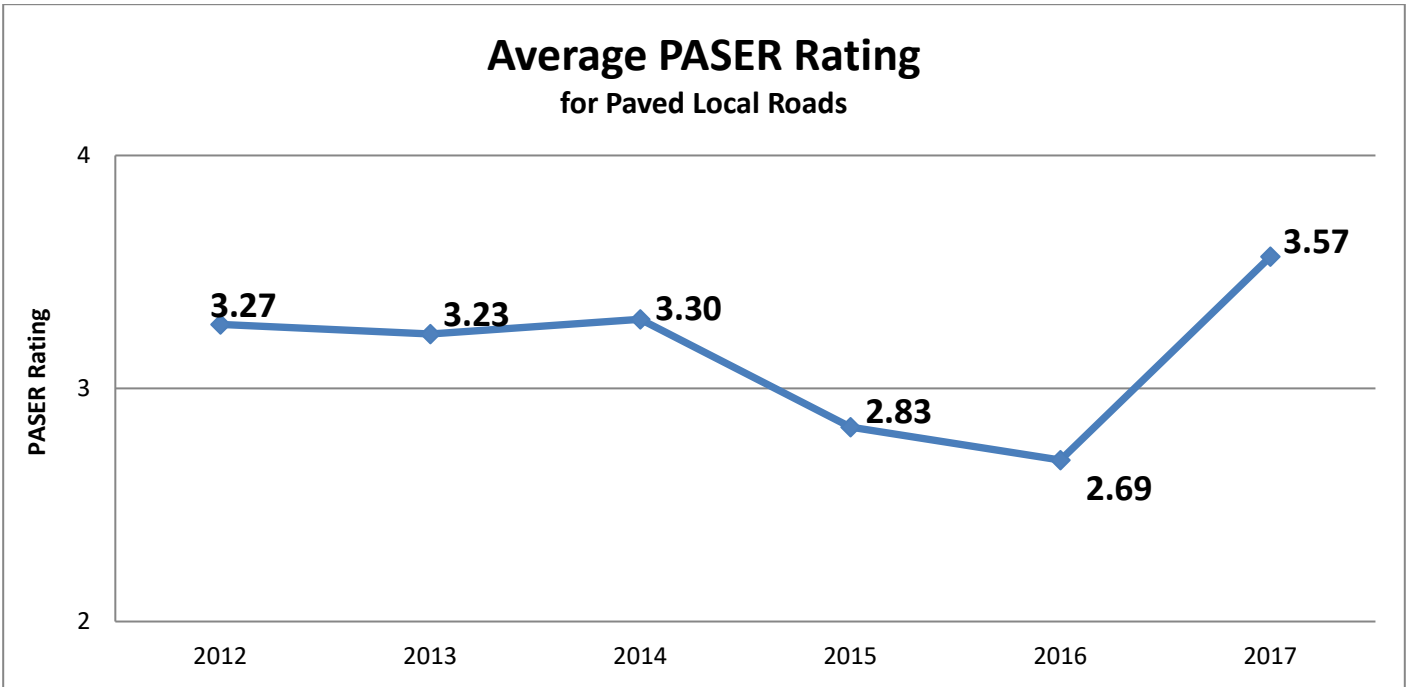
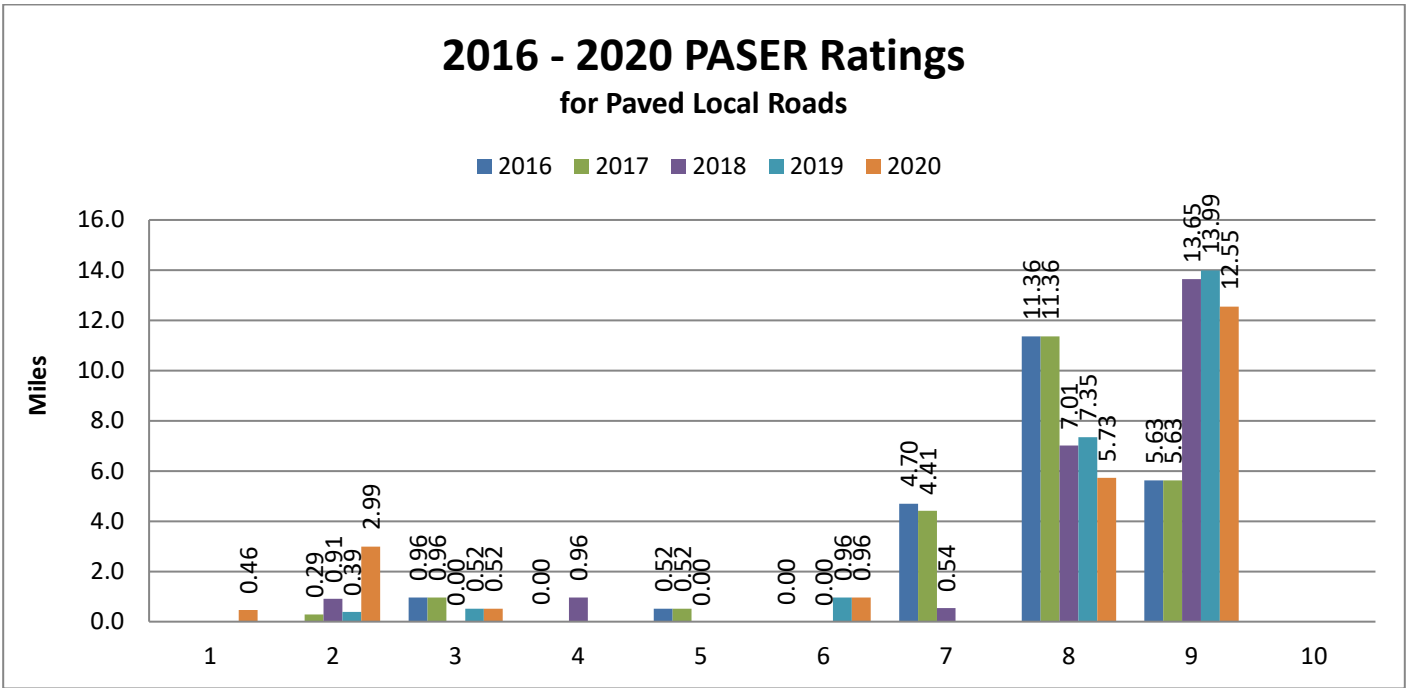


Condition of paved local roads in Inverness Township

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	Indian Trail Road	Wing Road to M-27.	0.25
	Wing Road	M-27 to Indian Trail	0.21
9	Dodge Point	Mullett Lake Road to Mullett Lake Road.	0.29
	Indian Trail Road	Inverness Trail to Wing Road.	1.15
	Mullett Lake Road	Dodge Point Road(south) to Dodge Point Road(north).	0.10
	Wing Road	Laperell Road to Riggsville Road.	1.45
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	Carlson Road to Riggsville Road.	0.44
	Inverness Trail	Sand Road to Indian Trail	0.08
		Trout Creek Road to Maynard Road.	2.00
	Maxwell Road	Wing Road to Trail.	0.54
	Maynard Road	Inverness Trail to Riggsville Road.	0.96
	Polish Line Road	Indian Trail to Baier Road.	0.58
	Sand Road	Inverness Trail to Mullett Lake Road.	0.93
Timber Lane	Maple Grove Lane then south to end of road.	0.20	
2	Church Road	Polish Line Road to Carlson Road.	1.00
	Foote Road	Mullett Lake Road to Townline Road.	1.19
	Kate Hanson Road	Polish Line Road to Riggsville Road.	2.52
	Maple Grove Lane	M-27 then west to end of road.	0.31
	Mullett Lake Road	M-27 Dodge Point Road(south).	1.10
		Dodge Point Road(north) to M-27	1.20
	East Parkway Drive	Parkway Drive to Parkway Drive	0.18
	Parkway Drive	Foote Road to Townline Road.	0.31
	Polish Line Road	South Extension Road to Indian Trail.	2.94
		Baier Road to Mullett Lake Road.	0.58
	Provo Road	M-27 to Cindy Lane.	0.07
	Ricolly Drive	Mullett Lake Road to Foote Road.	0.14
Townline Road	Foote Road to M-27.	0.83	
West Timber Lane	Timber Lane then west to end of road.	0.18	

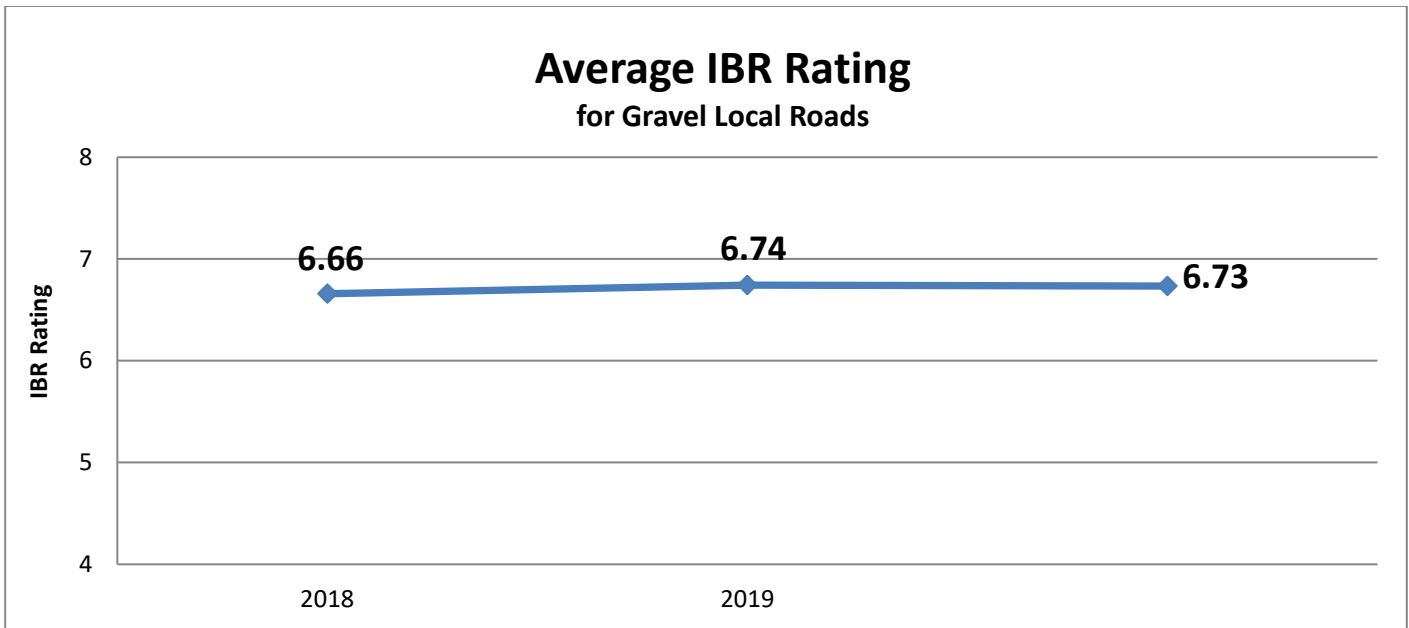
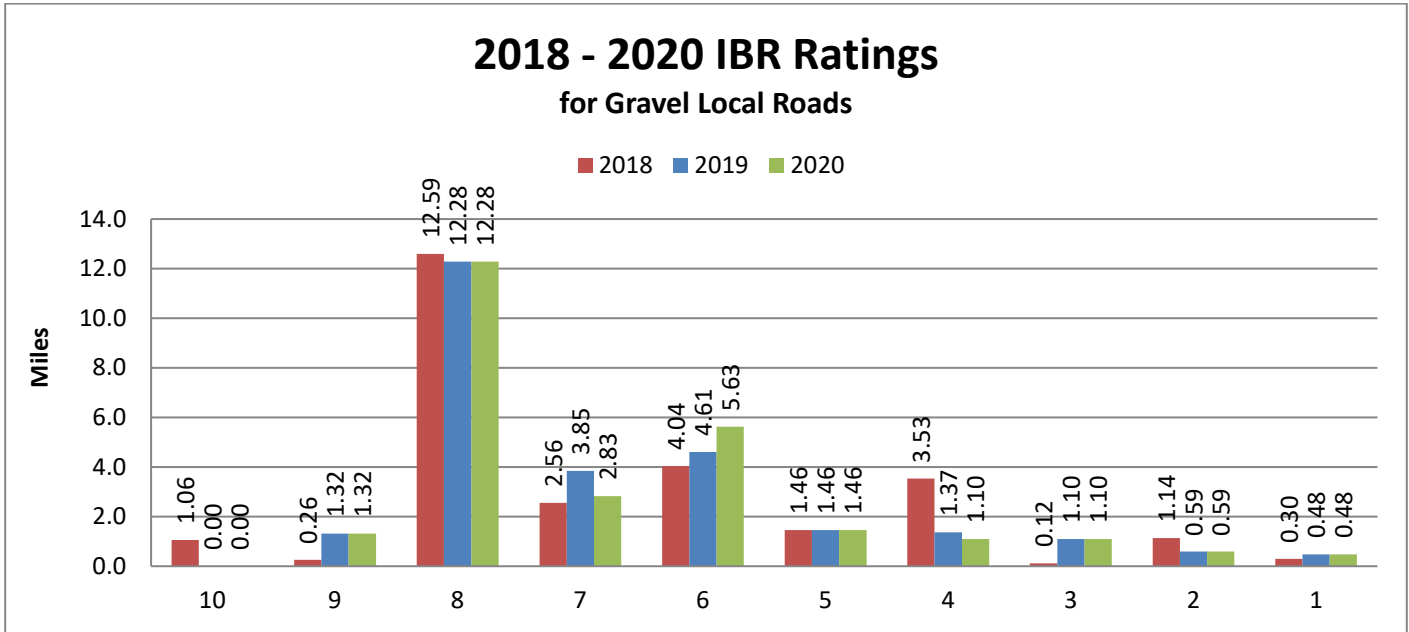


Inverness Township Gravel Local Road Ratings

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
	Schmidt Road	Carlson Road to Dotski Road. Maynard Road to Woiderski Road.	1.02 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 . Carlson Road then south to seasonal road.	0.65 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	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.