

2022 CARP LAKE TOWNSHIP 5-YEAR ROAD PRIORITY LIST  
 Revised February 1, 2022  
PASER ROAD RATING SYSTEM

ROAD RATING	SUGGESTED REPAIR	COST PER MILE
10	No maintenance necessary. New Road.	\$ 0
9	No maintenance necessary. Smooth surface.	\$ 0
8	Crack filling or shoulder patching.	\$ 700
7	General crack sealing and/or minor patching.	\$ 2,600
6	Patching and sealcoat Micro-surface Ultra-Thin Asphalt	\$ 28,000 or \$ 35,000 or \$ 85,000
5	Asphalt wedging only Asphalt wedging and sealcoat Asphalt wedging and ultra-thin asphalt 1-1/2" Asphalt Cap	\$ 55,000 or \$ 83,000 or \$ 140,000 or \$ 110,000
4	Asphalt wedge and cap or heavy cap.	\$ 170,000
3	Pulverize, gravel and pave. Surface poor. Cold-in-Place with ultra-thin	\$ 280,000 \$ 250,000
2	Reconstruction. Very poor condition.	\$ 400,000 +/-
1	Reconstruction. Failed road surface.	\$ 400,000 +/-

**CARP LAKE TOWNSHIP**

Carp Lake Township has not assessed the county-wide Mil approved by the voters. Carp Lake assesses the 1 Mil previously approved by the township, which brings in approximately \$48,700 per year. The 2022 allocation is \$16,952. The township used their allocation in 2021. Carp Lake is set to receive \$82,269 in ARPA funds. The MTA has indicated those funds may be spent on road improvements. The amount available in 2022 therefore is \$147,900.

TOTAL 2022 INVESTMENT = \$147,900  
 TOTAL 5-YEAR EXPENSE = \$410,700

**CATERGORIZATION OF HARD-SURFACED ROADS IN CARP LAKE TOWNSHIP**

PASER RATING	ROAD NAME	LIMITS
10	None	-
9	Dekruif Road	From U.S.31 to Potter for 0.23 miles
8	Gill Road Gill Road May Street Oliver Road Paradise Trail	Paradise cut-off for 0.02 miles From U.S.31 to Paradise Trail for 0.03 miles From Levering then north for 0.08 miles From Cecil Bay then east for 0.10 miles From U.S.31 to Carleton Cove for 1.19 miles
7	None	-
6	Cecil Bay Road Dekruif Road	From Gill to Oliver for 2.03 miles From Potter to Sommers for 0.97 miles

	Elder Road Gill Road Hayes Lane Luesing Road Paradise Trail Reed Road Reed Road Schmalzried Road Schmalzried Road Sommers Road Wheeling Road	From Phillips to Cecil Bay for 0.94 miles From U.S.31 to Cecil Bay for 2.66 miles From Gill then north for 0.86 miles From Reed then west for 0.71 miles From Carleton Cove to Mack. Hwy. for 1.91 miles From Gill to Schmalzried for 2.02 miles From Schmalzried to Hoar for 1.60 miles From Old School House to Reed for 1.00 mile From Reed then east for 0.26 miles From Dekruif to Paradise Lake for 0.69 miles From U.S.31 to Linsley for 1.38 miles
5	Mackinaw Highway Pachy Road Reed Road Schmalzried Road	From Paradise to Linsley for 1.83 miles From U.S.31 to Paradise Lake for 0.76 miles From Levering to Hoar for 0.37 miles From Bliss Twp. to Old School House for 1.95 miles (1.2)
4	Luesing Road Schmalzried Road Wheeling Road	From Bliss Twp. then east for 2.24 miles (0.40, 1.20, 0.64) From U.S.31 then west for 0.52 miles From Paradise to U.S.31 for 0.34 miles
3	Service Road	From U.S.31 then west and south for 0.22 miles
2	Gill Road Levering Road	From Cecil Bay to Bliss Twp. for 0.93 miles From U.S.31 to Keiser for 3.43 miles
1	None	-

**2022 MILEAGE BREAKDOWN OF ROAD RATINGS FOR CARP LAKE TOWNSHIP (all)**

PASER RATING	# OF MILES	AVERAGE REPAIR COST	TOTAL
10	0.00	\$ 0	\$ 0
9	0.23	0	0
8	1.42	700	994
7	0.00	2,600	0
6	17.03	28,000	476,840
5	4.91	55,000	270,050
4	3.10	170,000	527,000
3	0.22	280,000	61,600
2	4.36	400,000	1,744,000

TOTAL HARD-SURFACED MILES = 31.27 miles

COST = \$ 3,080,484

2022 AVERAGE ROAD SURFACE RATING = 5.18

(21' = 5.37, 20' = 5.50, 19' = 5.15, 18' = 4.85, 17' = 4.75, 16' = 4.53, 15' = 4.58, 14' = 4.64, 13' = 4.52, 12' = 4.96, 11' = 4.78, 10' = 5.05, 09' = 5.00, 08' = 5.11, 07' = 5.26, 06' = 5.10, 05' = 5.43)

## LOCAL ROAD BREAKDOWN

PASER RATING	# OF MILES	AVERAGE REPAIR COST	TOTAL
10	0.00	\$ 0	\$ 0
9	0.23	0	0
8	1.42	700	994
7	0.00	2,600	0
6	8.54	28,000	239,120
5	2.71	55,000 (wedge only)	149,050
4	2.58	55,000 (wedge only)	141,900
3	0.22	280,000	61,600
2	0.00	400,000	0

TOTAL HARD-SURFACED MILES = 15.70 miles

COST = \$ 592,664

2022 AVERAGE ROAD SURFACE RATING = 5.68

(21' = 5.58, 20' = 5.99, 19' = 5.80, 18' = 5.97, 17' = 5.34, 16' = 5.02, 15' = 5.03, 14' = 6.07, 13' = 5.35, 12' = 5.38, 11' = 5.34, 10' = 5.58, 09' = 5.39, 08' = 5.51, 07' = 5.45, 06' = 5.53, 05' = 5.58)

The goal of Asset Management is to allocate public resources in the most cost effective manner. It should be our goal to bring our system into a good condition and to maintain the system in a good condition over the next 5 years. Our goal should be to improve the average ratings from the current 5.68 to a good condition. Good is considered to be 7 or better.

**CARP LAKE TOWNSHIP SUGGESTED 5-YEAR ROAD REPAIR LIST**

**2022 REPAIRS**

<b>RATING</b>	<b>PER MILE</b>	<b># MILES</b>	<b>COST</b>	<b>SELECTED ROADS (miles)</b>
6	\$ 28,000	10.94	\$ 175,000	Cecil Bay (2.03)*, Elder (0.94), Gill (2.66)*, Paradise (1.91), Reed (2.02), Wheeling (1.38)
2	\$ 400,000	3.43	Fed-aid	Levering (3.43)**

TOTAL SUGGESTED 2022 EXPENSE = \$ 175,000 \*Road Commission  
\*\*Fed-aid

**2023 REPAIRS**

<b>RATING</b>	<b>PER MILE</b>	<b># MILES</b>	<b>COST</b>	<b>SELECTED ROADS (miles)</b>
5	\$ 55,000	0.76	\$ 41,800	Pachy (0.76)*
3	\$ 55,000	0.40	\$ 22,000	Luesing (0.40)*

TOTAL SUGGESTED 2023 EXPENSE = \$ 63,800 \*Wedge only

**2024 REPAIRS**

<b>RATING</b>	<b>PER MILE</b>	<b># MILES</b>	<b>COST</b>	<b>SELECTED ROADS (miles)</b>
4	\$ 55,000	1.20	\$ 66,000	Luesing (1.20)*

TOTAL SUGGESTED 2024 EXPENSE = \$ 66,000 \*Wedge only

**2025 REPAIRS**

<b>RATING</b>	<b>PER MILE</b>	<b># MILES</b>	<b>COST</b>	<b>SELECTED ROADS (miles)</b>
4	\$ 55,000	1.20	\$ 66,000	Luesing (0.64)*, Service (0.22)*, Wheeling (0.34)*,

TOTAL SUGGESTED 2025 EXPENSE = \$ 66,000 \*Wedge only

**2026 REPAIRS**

<b>RATING</b>	<b>PER MILE</b>	<b># MILES</b>	<b>COST</b>	<b>SELECTED ROADS (miles)</b>
4	\$ 55,000	1.20	\$ 66,000	Schmalzried (1.20)*

TOTAL SUGGESTED 2026 EXPENSE = \$ 66,000 \*Wedge only

**TOTAL PROJECTED 5-YEAR COST**

2022 \$ 175,000  
2023 \$ 63,800  
2024 \$ 66,000  
2025 \$ 66,000  
2026 \$ 66,000

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TOTAL = \$ 436,800

The Asset Management process concentrates resources on roads that are relatively easy to maintain then allows resources to be expended on more expensive roads. The above scenario repairs most roads in the township in the next 5 years. This does not take into account the roads that fall further into disrepair from their current rating.