

Local Road Ratings Report

2026

McKinley Township

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Asset Management

The goal of the Emmet County Road Commission is to implement comprehensive asset management strategies in the planning, preservation, and improvement of all roads under its jurisdiction. Asset management, as defined by Public Act 199 of 2007, is an ongoing and systematic process of maintaining, upgrading, and operating transportation infrastructure in a cost-effective manner through the use of continuous inventory data, condition assessments, and performance-based decision-making.

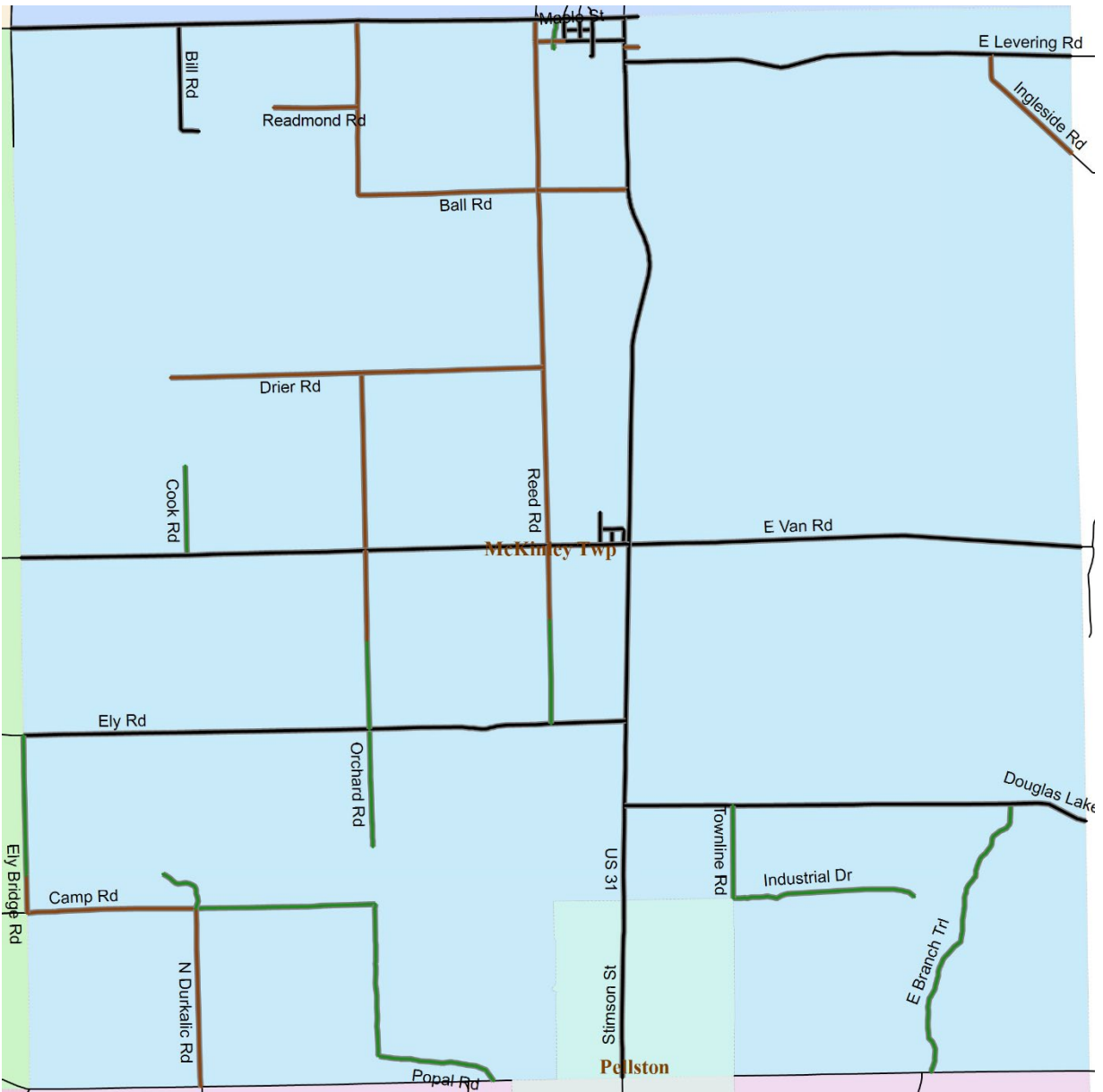
By utilizing sound asset management principles, the Road Commission and participating townships are better positioned to prioritize projects, allocate limited transportation funding efficiently, and make informed long-term investment decisions. This strategic approach supports the preservation of existing infrastructure, extends the service life of roadway assets, enhances public safety and mobility, and maximizes the overall return on investment for taxpayers and the traveling public.

Township Road Maps



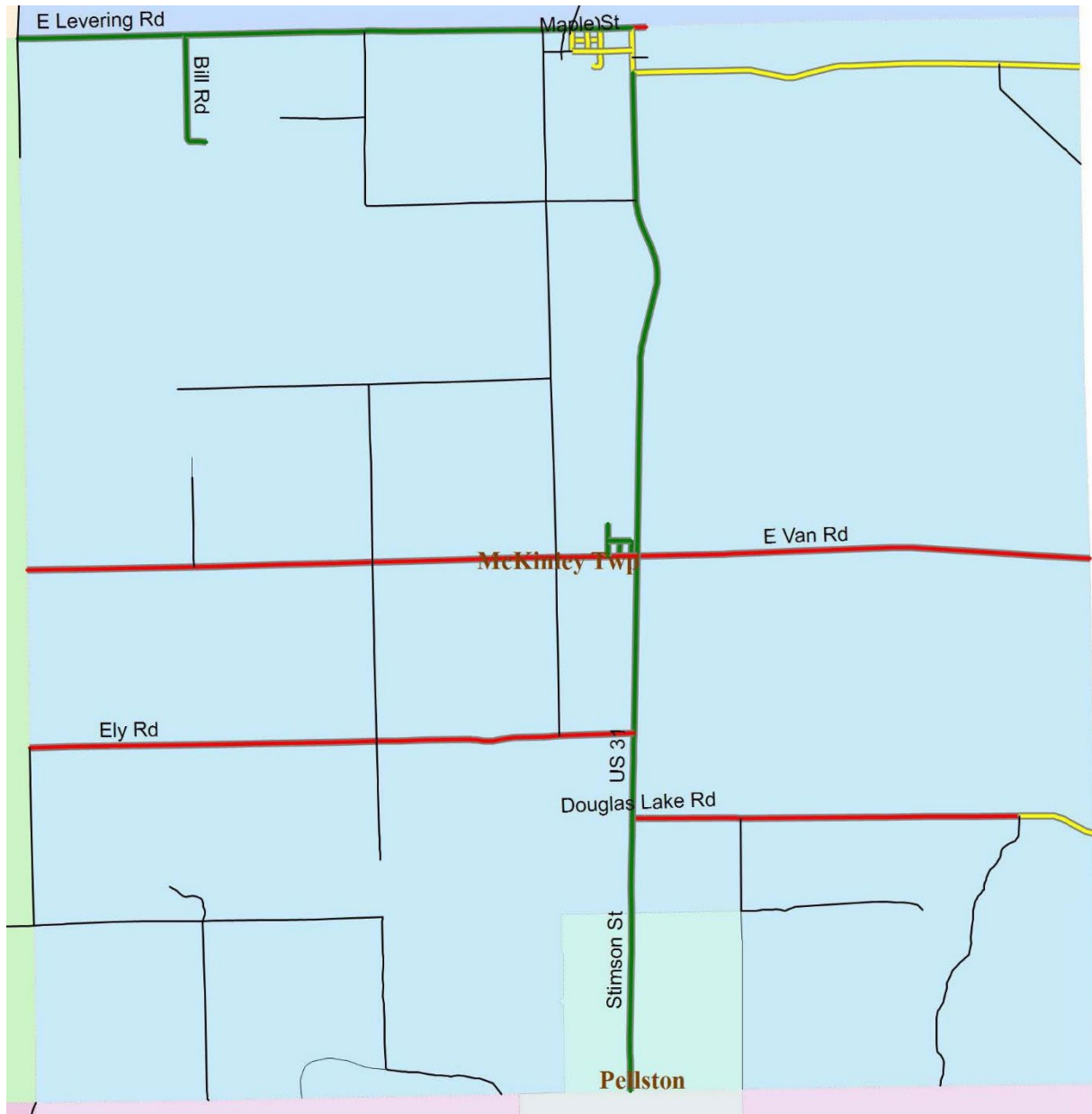
Township Roads

Black = State Highways – **Red** = County Primary Roads – **Blue** = County Local Roads

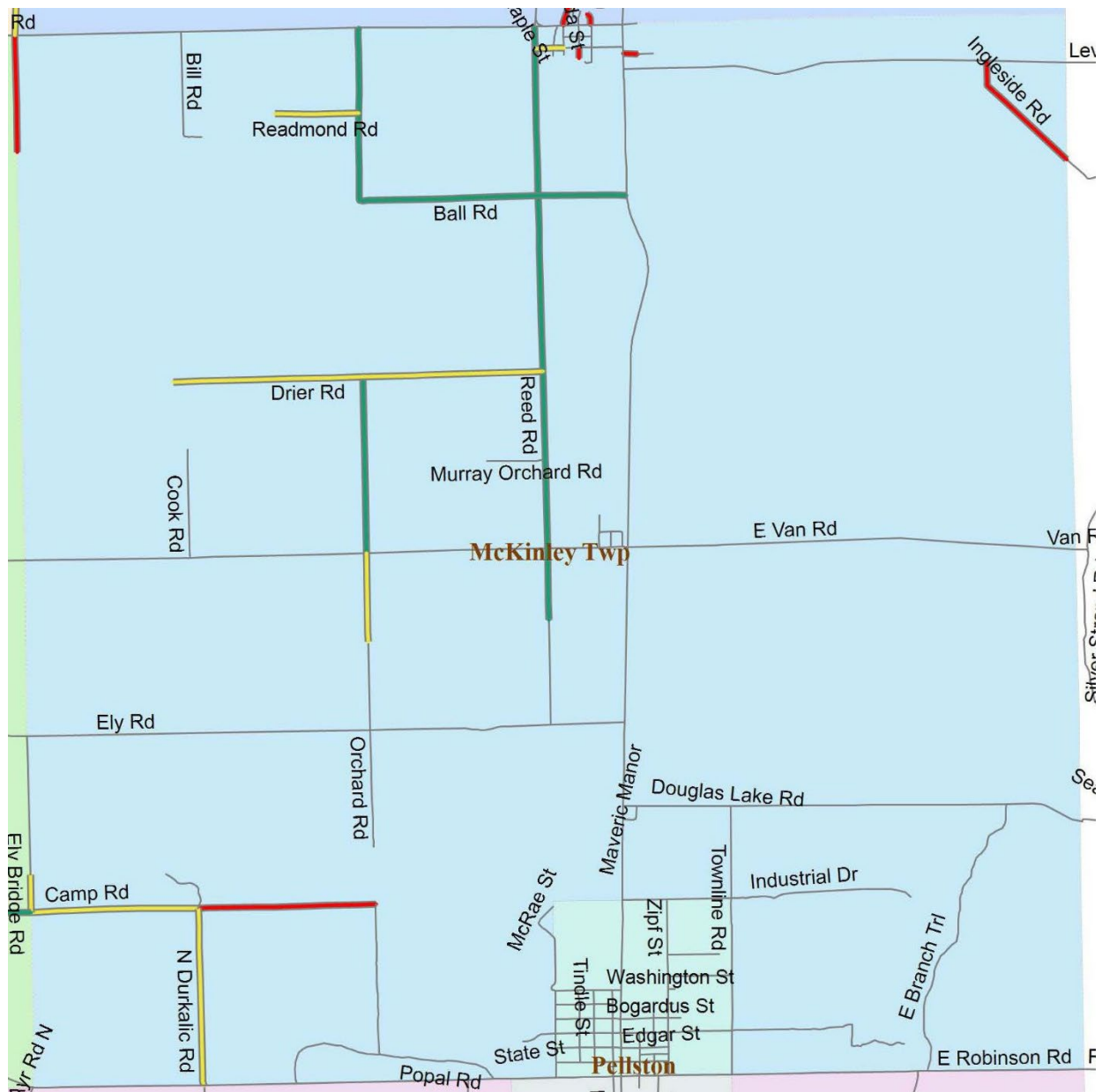


Roads by Surface Type

Black = Pavement – **Brown** = Gravel – **Green** = Seasonal



Good / Fair / Poor Condition
Paved Roads (primary and local)
Green = Good - Yellow = Fair - Red = Poor



Good / Fair / Poor Condition

Gravel Roads (local)

Green = Good - Yellow = Fair - Red = Poor

Road Rating Systems

All local paved roads are rated each year using the PASER Road Rating system (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	\$ 1,100
7	General Crack Sealing and/or Minor Patching	\$ 2,300
6	Patching and Sealcoat Ultra-thin Asphalt Overlay	\$ 61,400 \$ 125,600
5	Asphalt Wedging Asphalt Wedging and Sealcoat Asphalt Wedging and Ultra-thin Asphalt Overlay 1.5-inch Asphalt Overlay	\$ 92,900 \$ 137,500 \$ 168,600 \$ 168,600
4	Asphalt Wedging and Overlay 2-inch Asphalt Overlay	\$ 223,000
3	Pulverize, gravel and pave 3-inch Asphalt Overlay	\$ 387,100 \$ 342,000
2	Reconstruction.	\$ 515,200
1	Reconstruction. Failed Road.	\$ 515,200

*Estimates will provide project planning level costs. All roads should have a specific estimate completed to address location specific road conditions.

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.

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.	\$ 650
6 - 7	Existing crown with drainage on 50% or more of roadway. Additional gravel needed in some areas along with ditching.	\$ 80,000
3 - 5	Little or no crown. Ditched on less than 50% of the road. Additional gravel needed on entire road along with ditching.	\$ 125,000
1 - 2	Failed road. Reconstruction.	\$ 295,000

Service Life of Treatments

Service life is defined as the projected duration during which a treatment remains effective before requiring reconstruction or resurfacing. The following table details the anticipated service life for various treatments. To optimize the longevity of both the pavement and the selected treatment, it is imperative to implement preventative maintenance measures prior to the expiration of the expected service life.

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 1.5-inch Asphalt Overlay	7 7 – 10 10 10
4	Asphalt Wedging and Overlay 2-inch Asphalt Overlay	12 – 15
3	Pulverize, gravel and pave 3-inch Asphalt Overlay	15 – 25
2	Reconstruction.	25 - 30
1	Reconstruction.	25 - 30

For instance, a road maintaining a PASER rating of 6 may be a candidate for an ultra-thin asphalt overlay. Although this treatment typically provides an expected service life of 7 to 10 years, proactive preventative maintenance, such as crack sealing, may be necessary as early as the second year.

The expected service life may be compromised if underlying soil conditions are not adequately addressed during the treatment process. Furthermore, the selection of an alternative or non-recommended treatment will likely reduce the anticipated service life, necessitating earlier intervention and more frequent preventative maintenance.

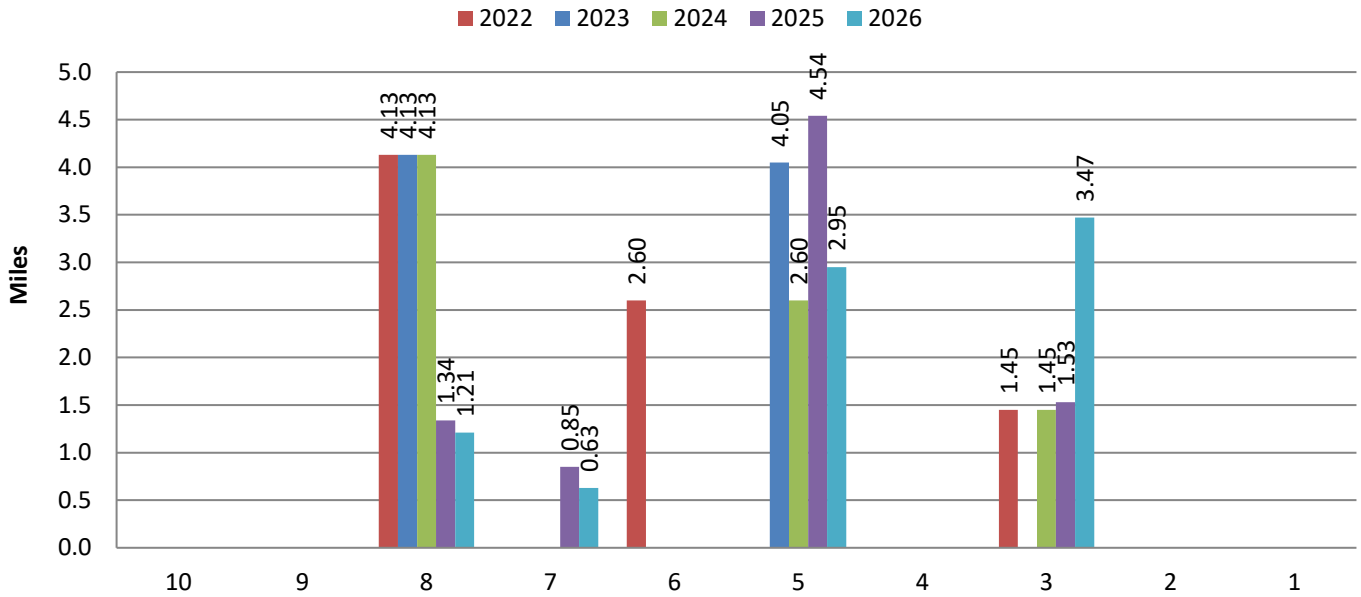
The prediction of service life for gravel roads is inherently complex, as conditions are subject to rapid fluctuations based on environmental factors, the frequency of grading, and traffic volume.

McKinley Township Paved Local Road Ratings

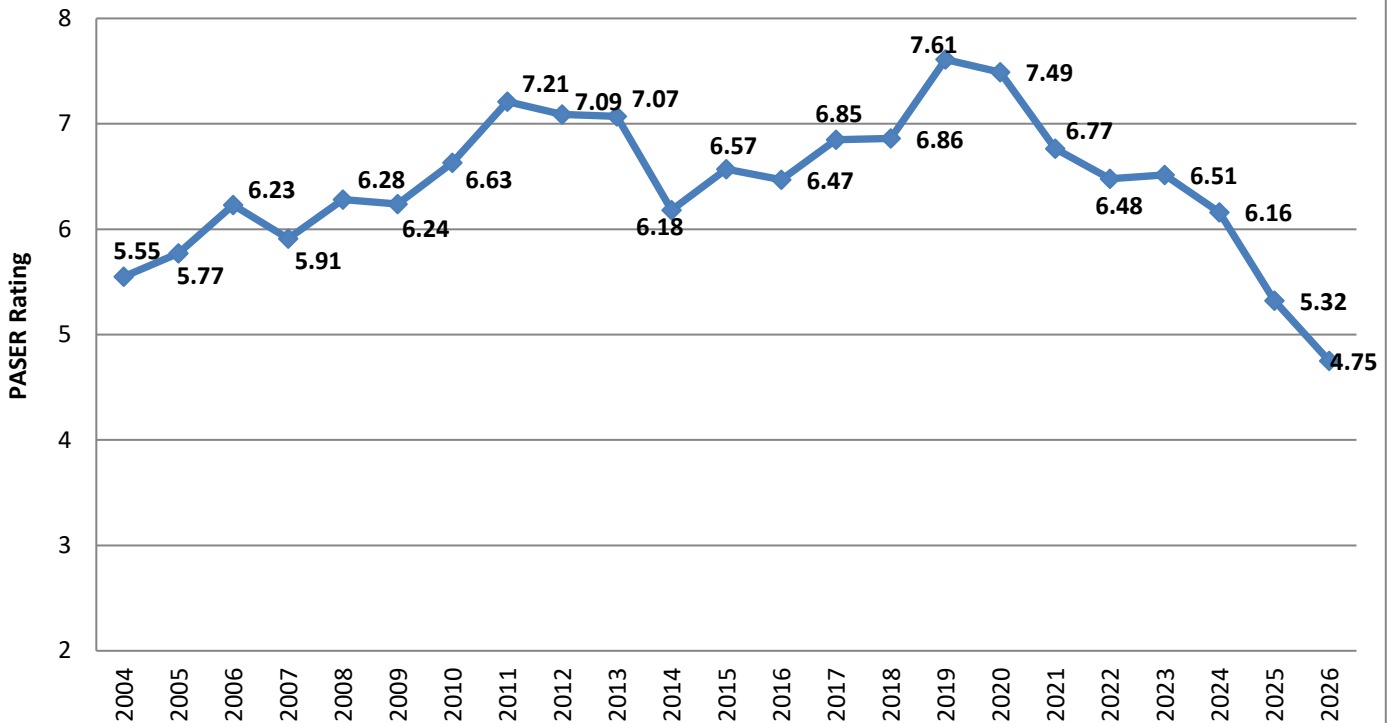
Current Paved Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Bill Road	Levering Rd then south to end of road.	0.72
	Center Street	Van Rd to Maple St.	0.09
	Main Street	Van Rd to Maple St.	0.09
	Maple Street	Michigan St to Main St.	0.14
	Michigan Street	Van Rd then north to end of road.	0.17
7	Bently Street	Mill St to Levering Rd.	0.13
	Maple Street	Robinson St to LeBaron St.	0.16
	Mill Street	Robinson St to US-31.	0.34
6			
5	Douglass Lake Road	US-31 then east to County Line	2.60
	LeBaron Street	Levering Rd then south to end of road.	0.22
	Robinson Street	Hill St to Levering Rd.	0.13
4			
3	Ely Road	Ely Bridge Rd to US-31.	3.39
	Marshall Lane	US-31 then east to end of road.	0.08
2			
1			

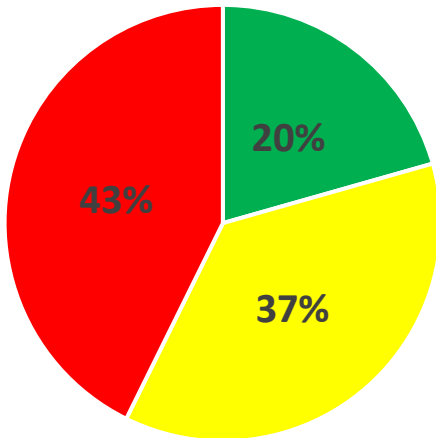
2022 - 2026 PASER Ratings for Paved Local Roads



Average PASER Rating for Paved Local Roads

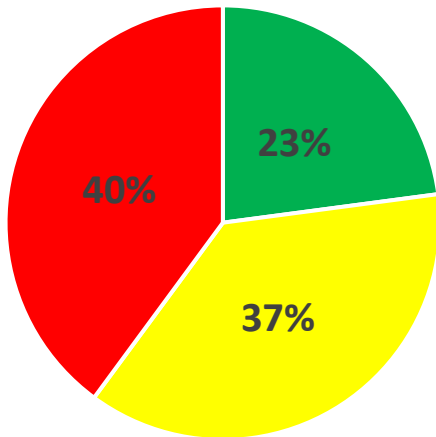


Statewide Paved Local Roads



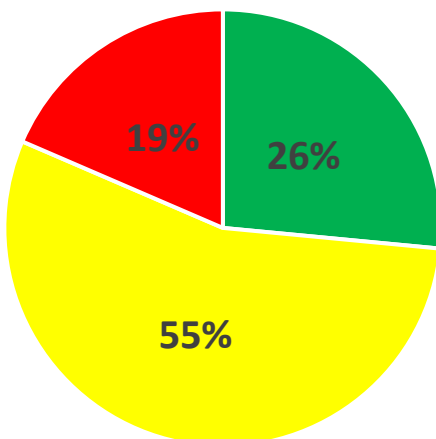
Condition of paved local roads across the State

County Paved Local Roads



Condition of paved local roads in Emmet County

Township Paved Local Roads



Condition of paved local roads in McKinley Township

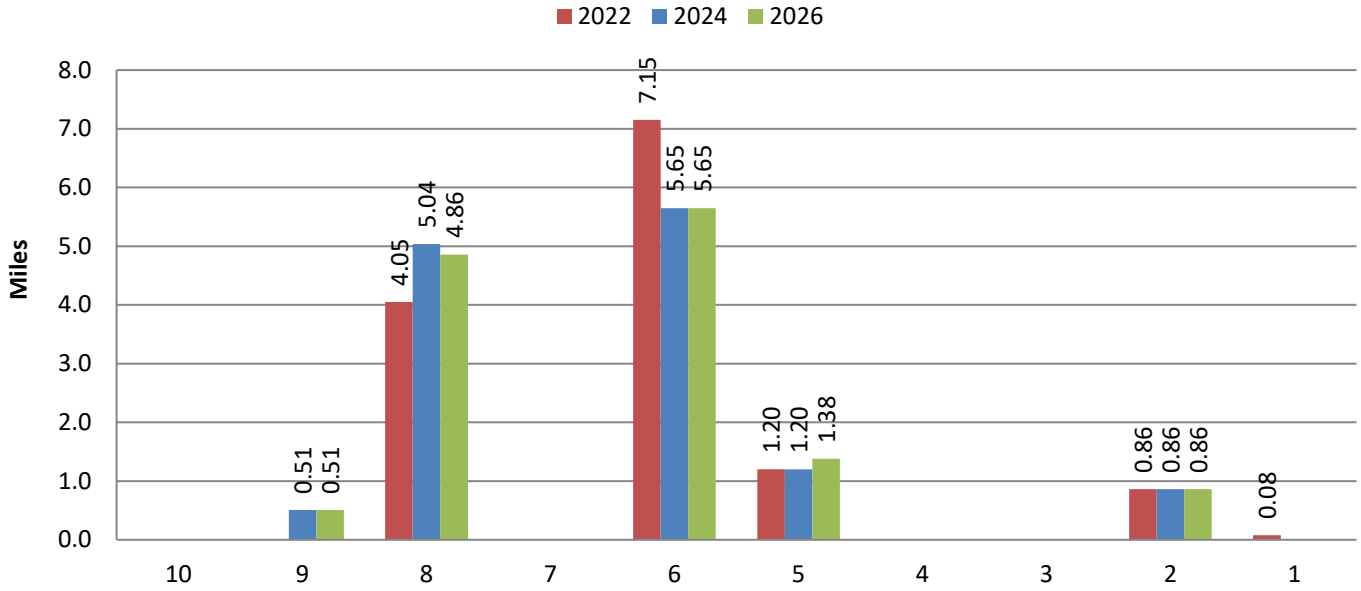
Good = PASER Rating 10-9-8 / **Fair** = PASER Rating 7-6-5 / **Poor** = PASER Rating 4-3-2-1

McKinley Township Gravel Local Road Ratings

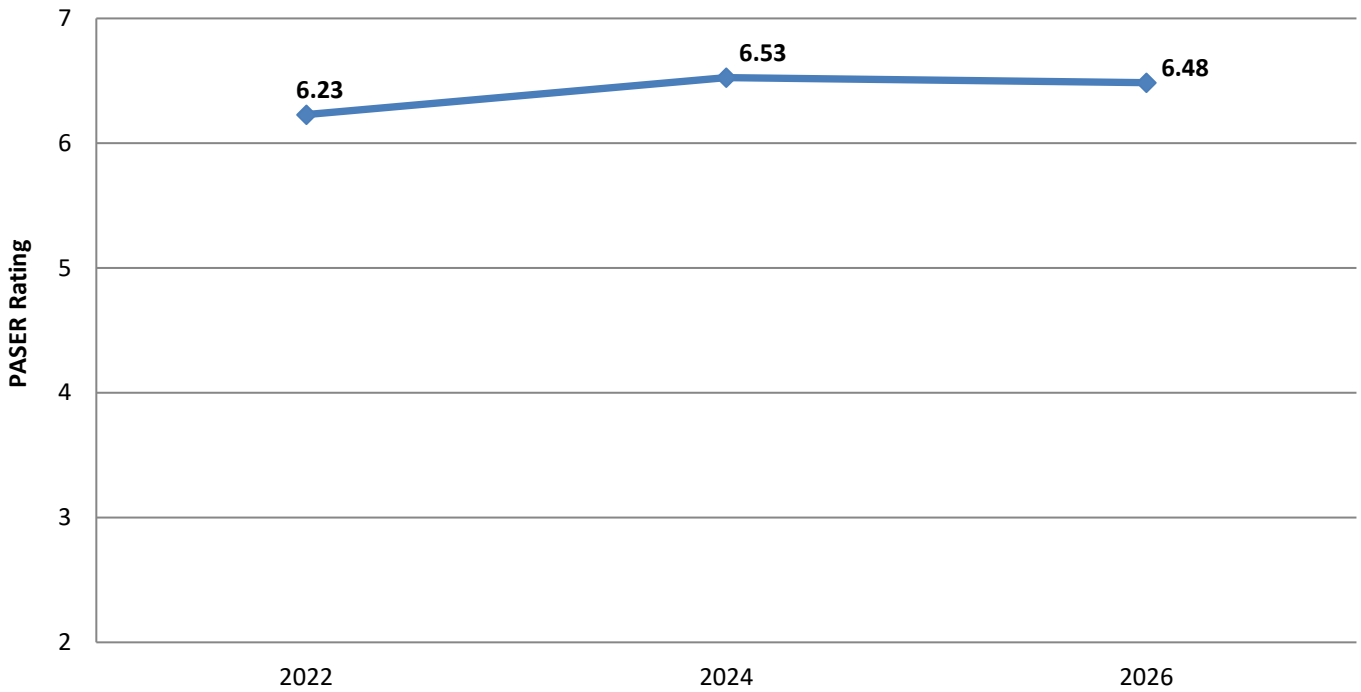
Current Gravel Road Ratings

IBR	Road Name	Limits	Length (miles)
10			
9	Ball Road	US-31 to Reed Rd.	0.51
8	Orchard Road Reed Road	Drier Rd then south to seasonal road. Levering Rd then south to seasonal road.	1.50 3.36
7			
6	Ball Road Drier Road Durkalic Road Readmond Road	Reed Rd to Levering Rd. Reed Rd then west to end of road. Robinson Rd to Camp Rd. Ball Rd then west to end of road.	1.98 2.20 1.00 0.47
5	Camp Road Ely Bridge Road Mill Street	Ely Bridge Rd to Durkalic Rd. Camp Road then north to seasonal road. Reed Rd to Robinson St.	1.00 0.20 0.18
4			
3			
2	Ingleside Road	Levering Rd then southeast to County line.	0.86
1			

2022 - 2026 IBR Ratings for Gravel Local Roads



Average IBR Rating for Gravel Local Roads



McKinley Township Seasonal Roads

Seasonal roads are the unpaved trails and back roads located throughout the County. They are often narrow, sandy, swampy, and hard to drive on. Typically, Seasonal Roads are not much more than graded dirt with little to no gravel; these roads are not designed to handle a lot of traffic. The Emmet County Road Commission was authorized to create a system of Seasonal Roads by MCL 247.655a, Sec. 5. The network of Seasonal Roads is not maintained during the months of November through April and are not open to public travel. Regular maintenance on the Seasonal Road network can be in the form of annual inspection of condition, light grading, tree removal and water hole repairs. Maintenance of Seasonal Roads is typically lower priority for the Road Commission unless the road is completely impassable.

McKINLEY	Total Length (miles)	10.06
Road - Limits	Length	
Cook Road - Van Rd then north 0.50 miles	0.50	
Durkalic Road - Camp Rd then north 0.33 miles	0.33	
East Branch Trail - Robinson Rd to Douglas Lake Rd	1.70	
East Industrial Drive - North Industrial Dr then east 1.03 miles	1.03	
Ely Bridge Road - starting 0.20 miles north of Camp Rd to Ely Rd	0.74	
Kieser Rd - Starting 0.04 miles south of Levering Rd to end of road	0.62	
North Industrial Drive - East Industrial Dr to Douglas Lake Rd	0.52	
Orchard Road - Ely Rd then north 0.50 miles	0.50	
Orchard Road - Ely Rd then south 0.66 miles	0.66	
Popal Road - Robinson Rd to Camp Rd	2.62	
Reed Road - Ely Rd then north 0.59 miles	0.59	
Spruce Street - Levering Rd then south 0.17 miles	0.17	
Township Road - US-31 then east 0.08 miles	0.08	

Traffic Volumes on McKinley Township Roads

Traffic counts are recorded each year at various locations in the Township. The data is adjusted to account for day of the week, month and road classification resulting in an average annual daily traffic (AADT) for the location.

Road Name and Location	ADT
Douglass Lake Road East of US - 31	177
Ely Road West of US - 31	409