

Local Road Ratings Report

2026

Cross Village Township

Contents

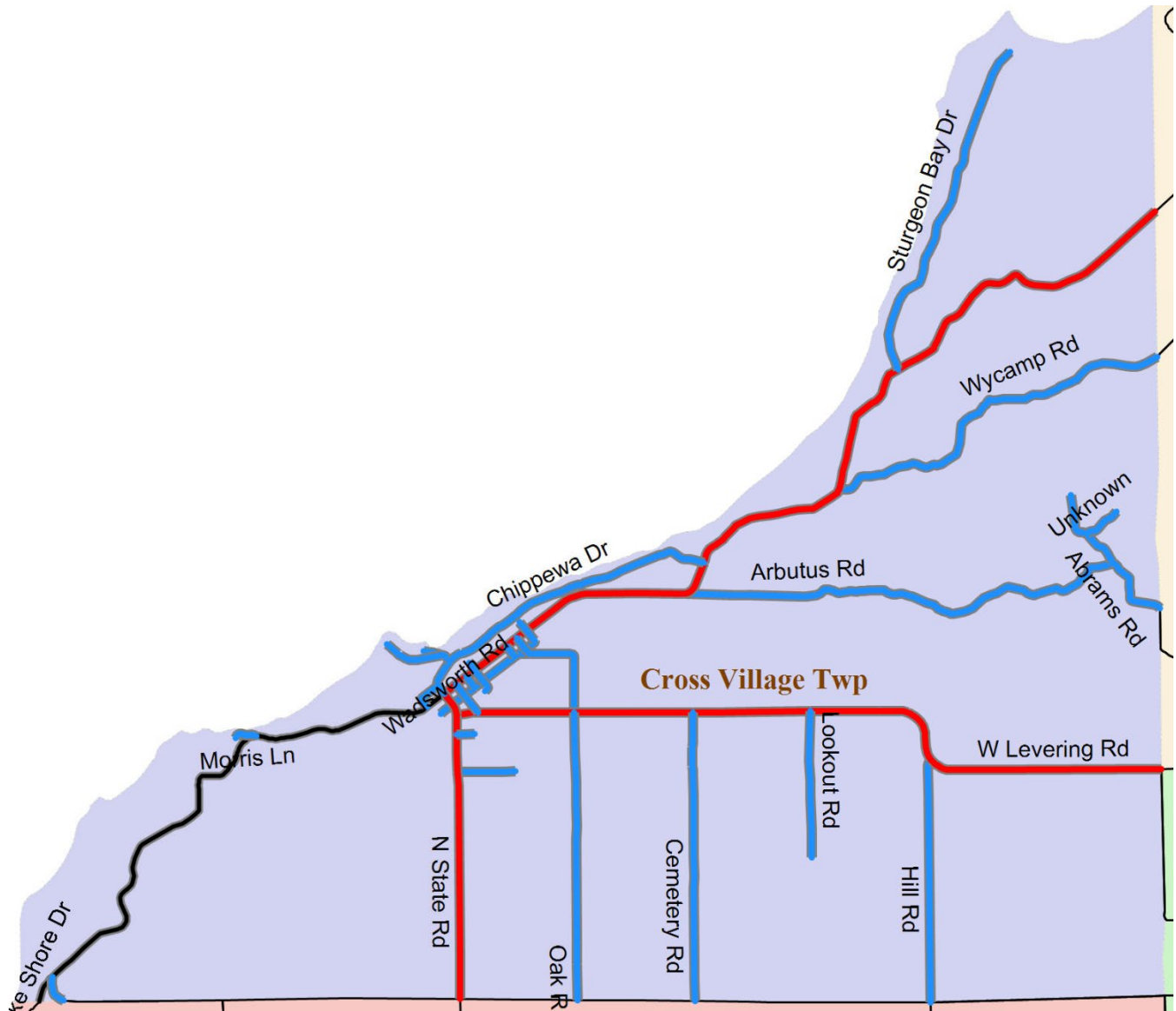
Asset Management	2
Township Road Maps	3
Road Rating Systems	7
Service Life of Treatments	8
Cross Village Township Paved Local Road Ratings	9
Cross Village Township Gravel Local Road Ratings	12
Cross Village Township Seasonal Roads	14
Traffic Volumes on Cross Village Township Roads	15

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.

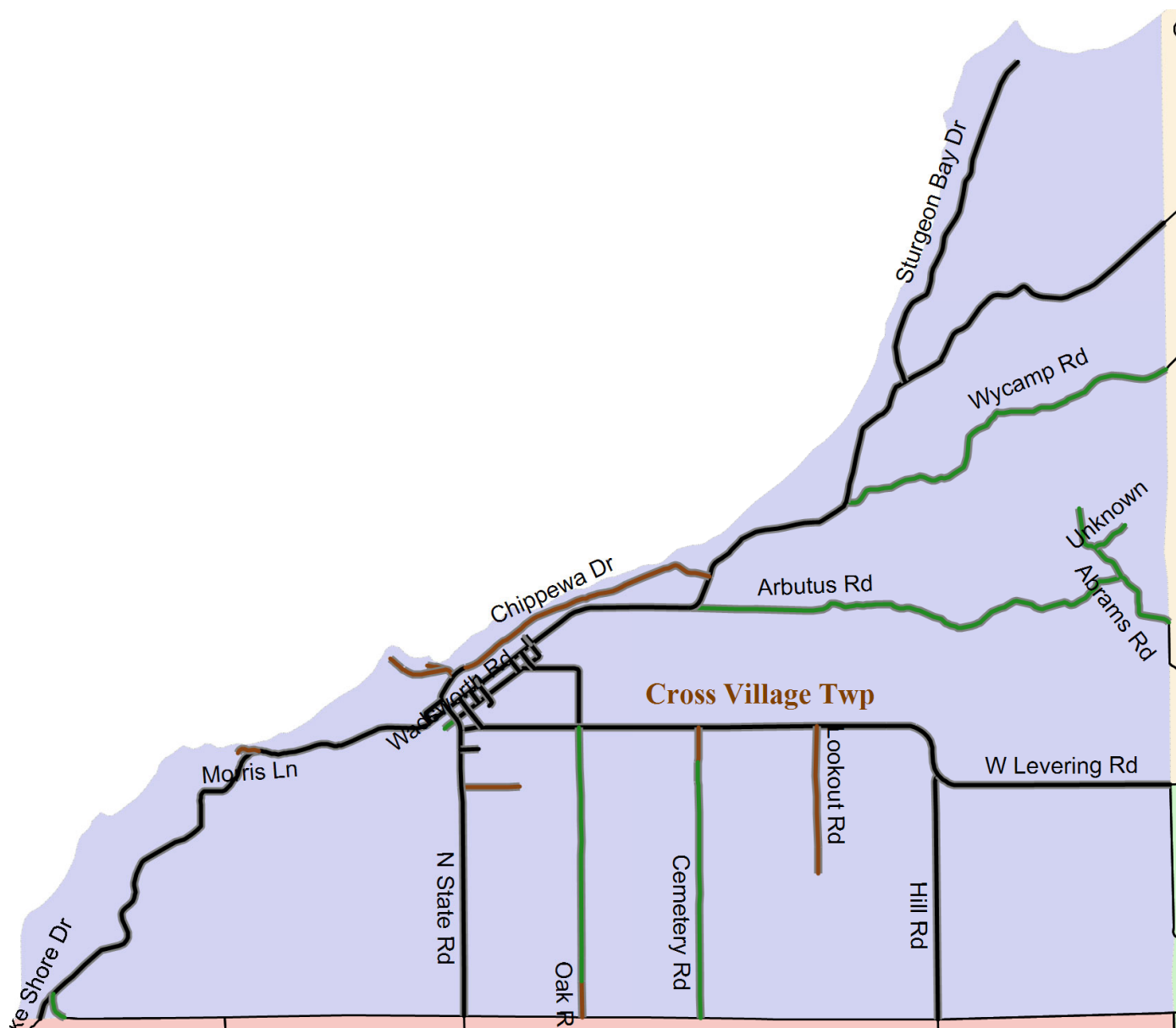
By utilizing sound asset management principles, the Road Commission and participating townships are better positioned to prioritize projects, allocate limited transportation funding efficiently, and make informed long-term investment decisions. This strategic approach supports the preservation of existing 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



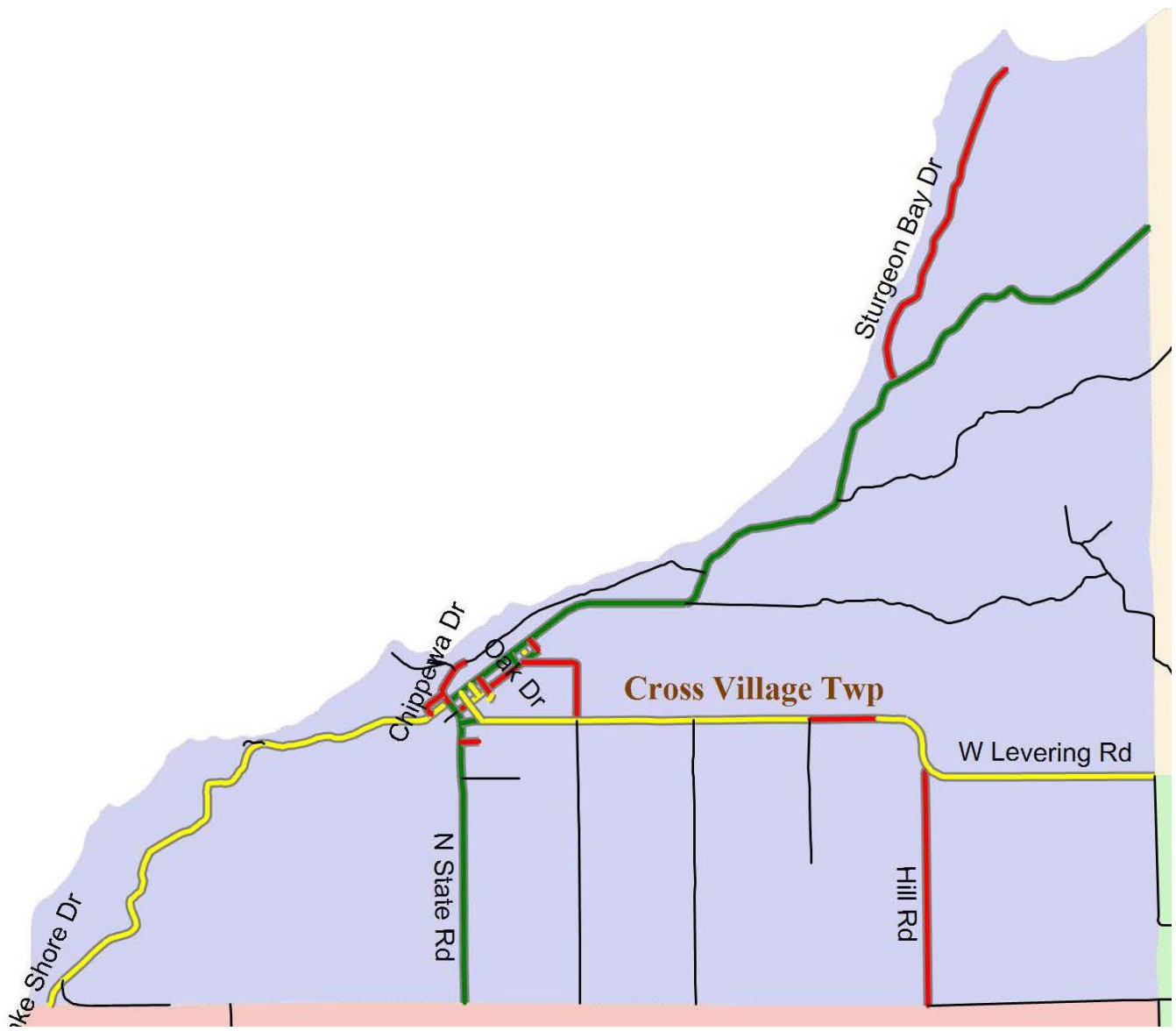
Township Roads

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

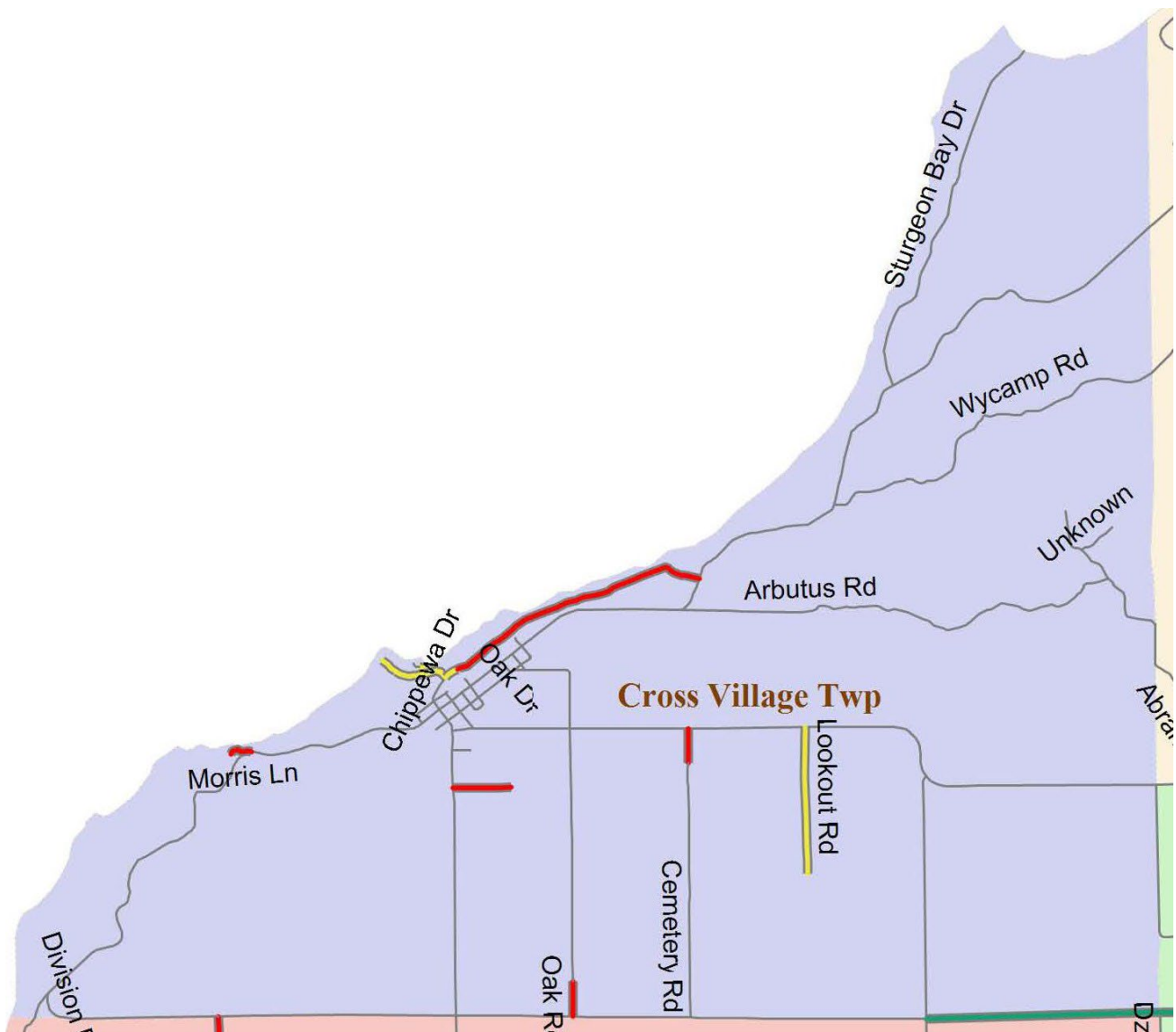


Roads by Surface Type

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.	\$ 235,000

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.

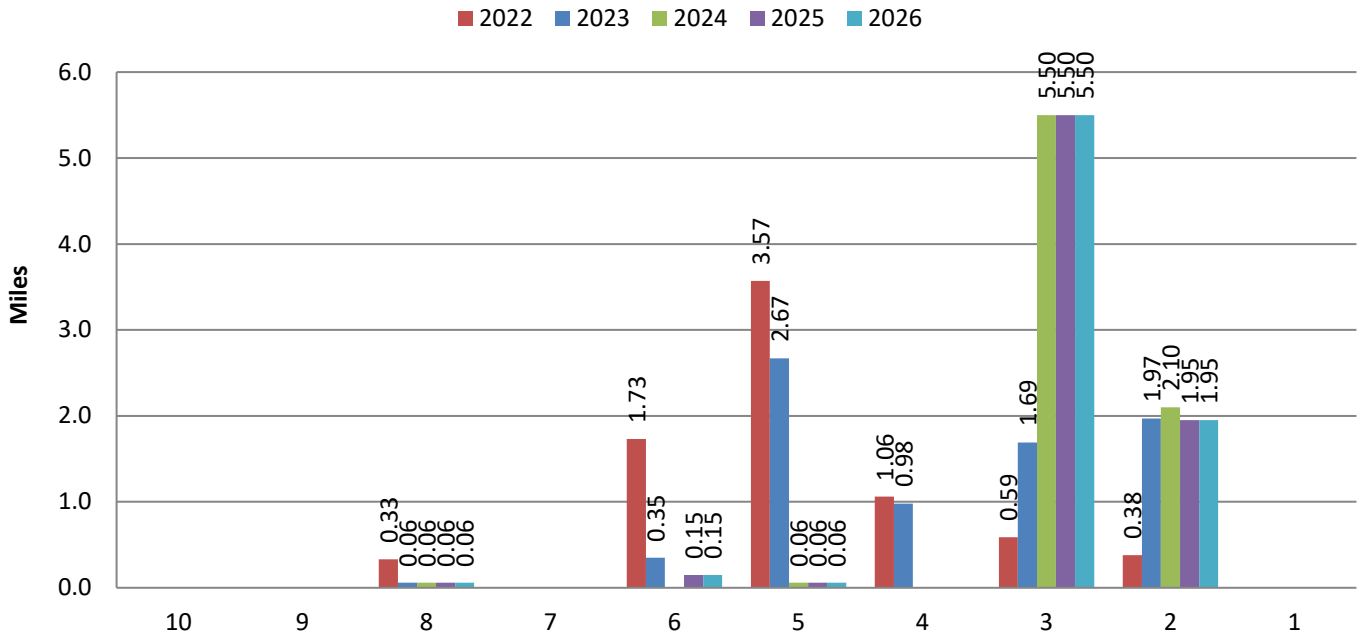
The prediction of service life for gravel roads is inherently complex, as conditions are subject to rapid fluctuations based on environmental factors, the frequency of grading, and traffic volume.

Cross Village Township Paved Local Road Ratings

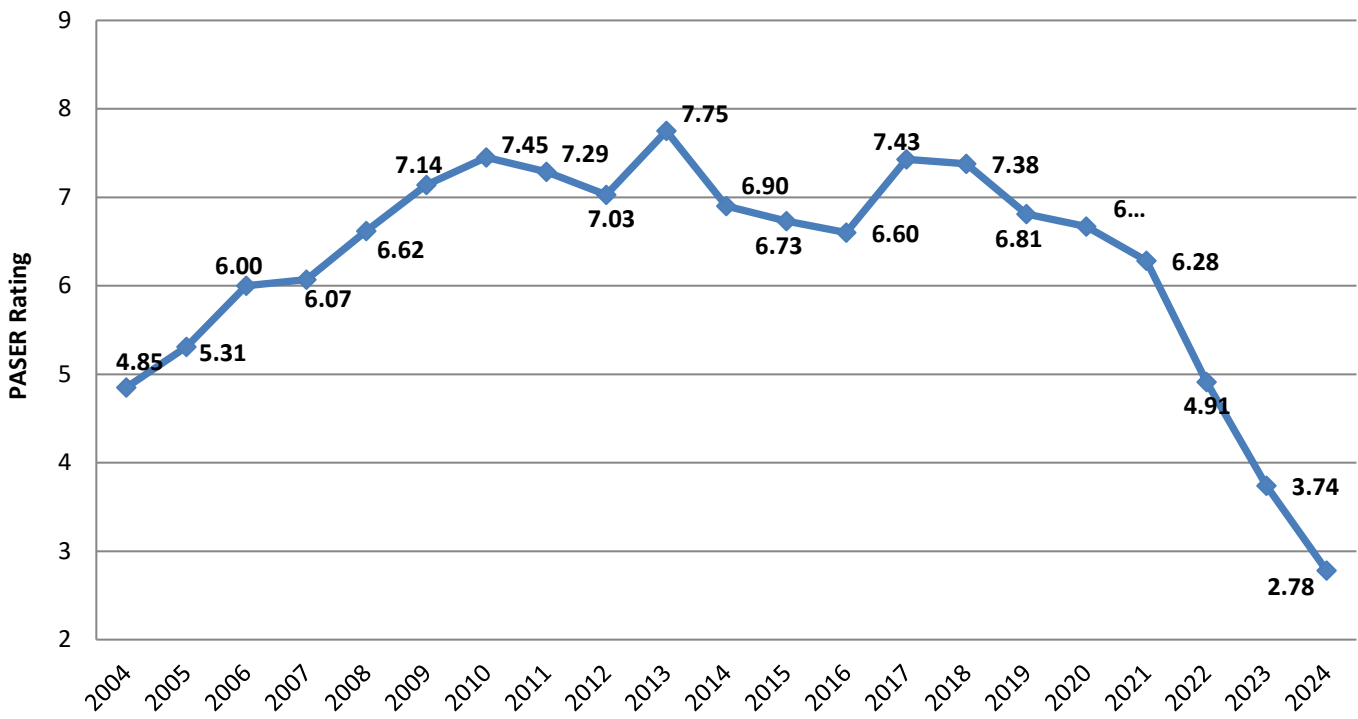
Current Paved Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8	Short Street	Wadsworth St to Lake Shore Dr.	0.06
7			
6	Brady Street	Levering Rd to Lake Shore Dr.	0.15
5	Shomin Street	Wadsworth St to Lake Shore Dr.	0.06
4			
3	Chippewa Drive	Lake Shore Dr to end of pavement.	0.35
	Division Road	Gully Rd to Cemetery Rd.	2.00
	Hill Road	Division Rd to Levering Rd.	0.98
	Oak Drive	Levering Rd to Lake Shore Dr.	0.56
	Stone Church Street	Lake Shore Dr then southerly to end of road.	0.12
	Sturgeon Bay Drive	Lake Shore Dr then northerly to end of road.	1.49
2	Bluff Terrace	M-119 to Chippewa Dr.	0.13
	Forest Avenue	State Rd then east to end of road.	0.08
	Pine Grove	Wadsworth St to Lake Shore Dr.	0.11
	Division Road	Gully Rd then west to seasonal road.	0.25
	Division Road	Cemetery Rd to Hill Rd.	1.00
	Wadsworth Street	State Rd to Pine Grove.	0.38
1			

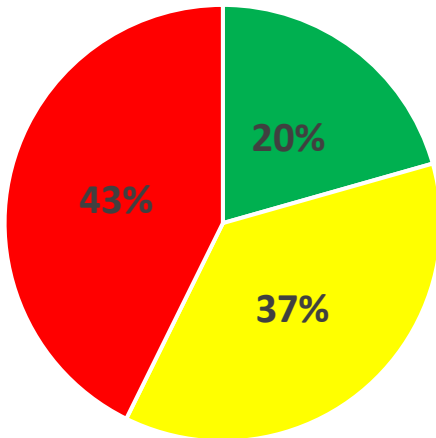
2022 - 2026 PASER Ratings for Paved Local Roads



Average PASER Rating for Paved Local Roads

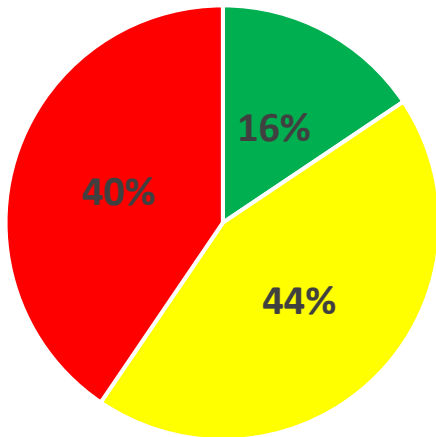


Statewide Paved Local Roads



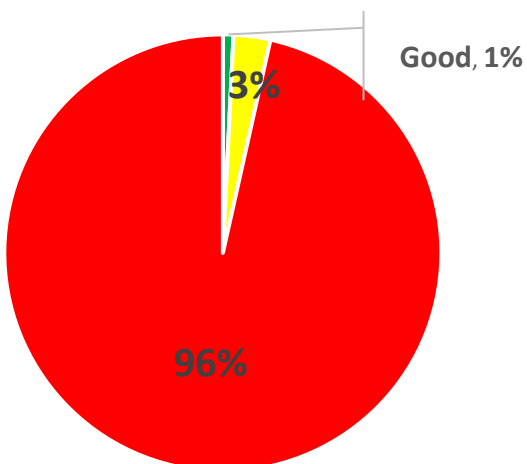
Condition of paved local roads across the State

County Paved Local Roads



Condition of paved local roads in Emmet County

Township Paved Local Roads



Condition of paved local roads in Cross Village Township

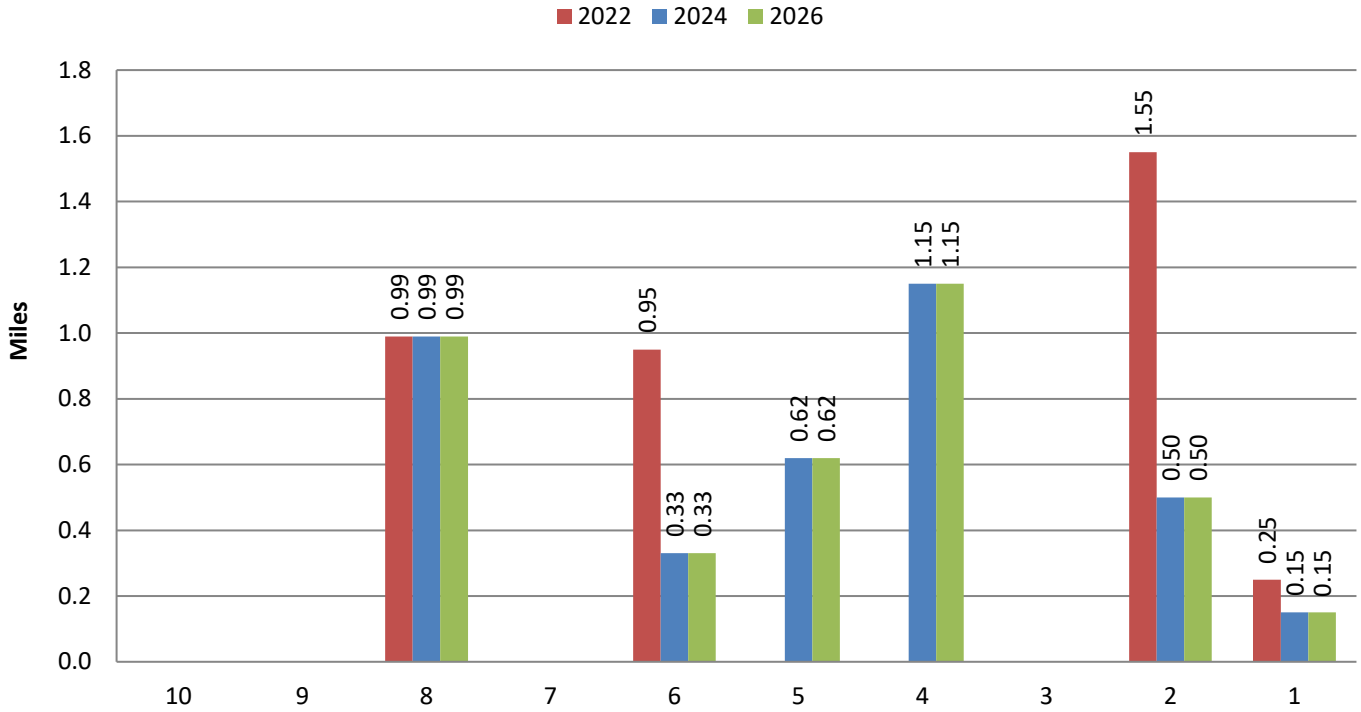
Good = PASER Rating 10-9-8 / **Fair** = PASER Rating 7-6-5 / **Poor** = PASER Rating 4-3-2-1

Cross Village Township Gravel Local Road Ratings

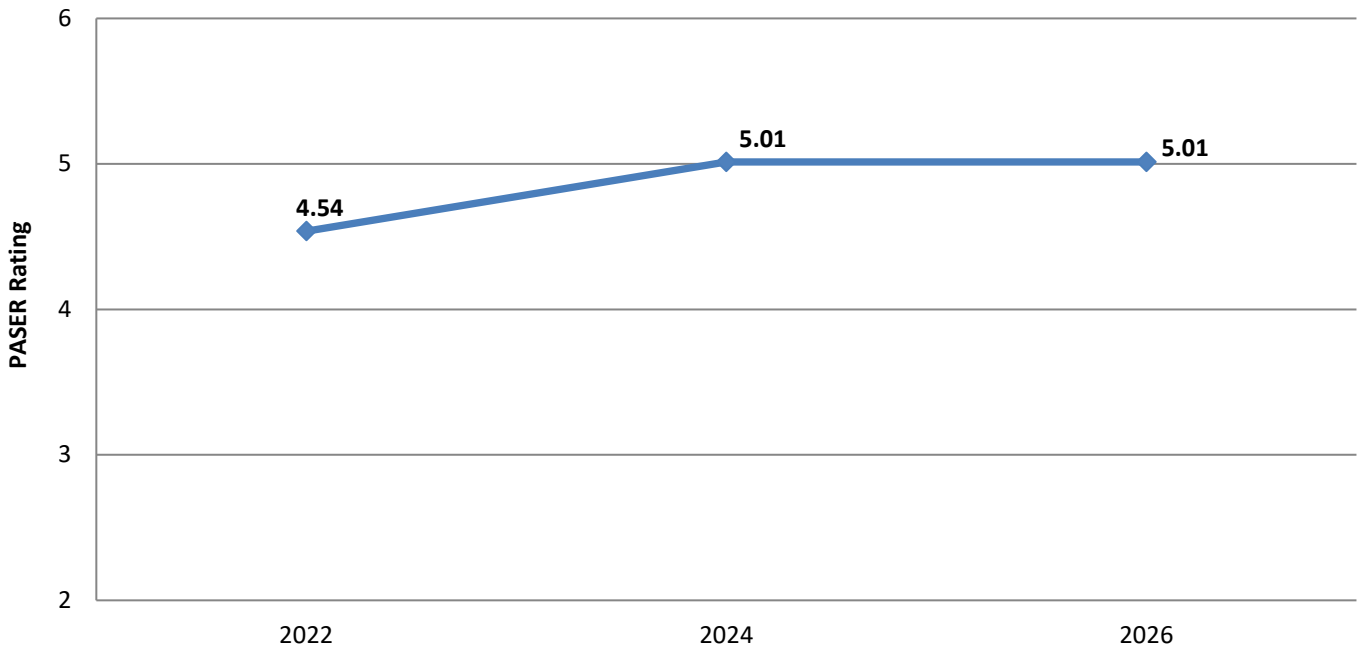
Current Gravel Road Ratings

IBR	Road Name	Limits	Length (miles)
10			
9			
8	Division Road	Hill Rd to Dzedzie Rd.	0.99
7			
6	Park Lane Waterfront Drive	Chippewa Dr then westerly to end of road. Park Ln then westerly to end of road.	0.08 0.25
5	Lookout Drive	Levering Road then south to end of road.	0.62
4	Chippewa Drive	Lake Shore Dr then west and south to the pavement.	1.15
3			
2	Morris Lane Red Cedar Road Oak Drive	M-119 then west to end of road. State Rd then east to end of road. Division Rd the north to seasonal road.	0.10 0.25 0.15
1	Cemetery Road	Levering Road then south to seasonal road.	0.15

2022 - 2026 IBR Ratings for Gravel Local Roads



Average IBR Rating for Gravel Local Roads



Cross Village 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.

CROSS VILLAGE	Total Length (miles)	7.15
Road - Limits	Length	
Abrams Road - Township Line to end of road	1.11	
Cemetery Road - Division Rd then north 1.10 miles	1.10	
Division Road - starting 1420 feet west of Gully Rd to M-119	0.53	
Arbutus Road - Lake Shore Dr to Abrams Rd	1.73	
Oak Drive - starting 0.15 miles north of Division Rd to Levering Rd	1.07	
Wadsworth Avenue - Levering Road then SW approximately 170 ft.	0.07	
Wycamp Road - Lake Shore Dr to Township line	1.54	

Traffic Volumes on Cross Village 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
Chippawa Drive West of M - 119	242
Division Road West of State Road	113
Division Road East of State Road	210
Hill Road South of Levering Road	109
Oak Drive North of Levering Road	74