

Local Road Ratings Report

2026

Maple River Township

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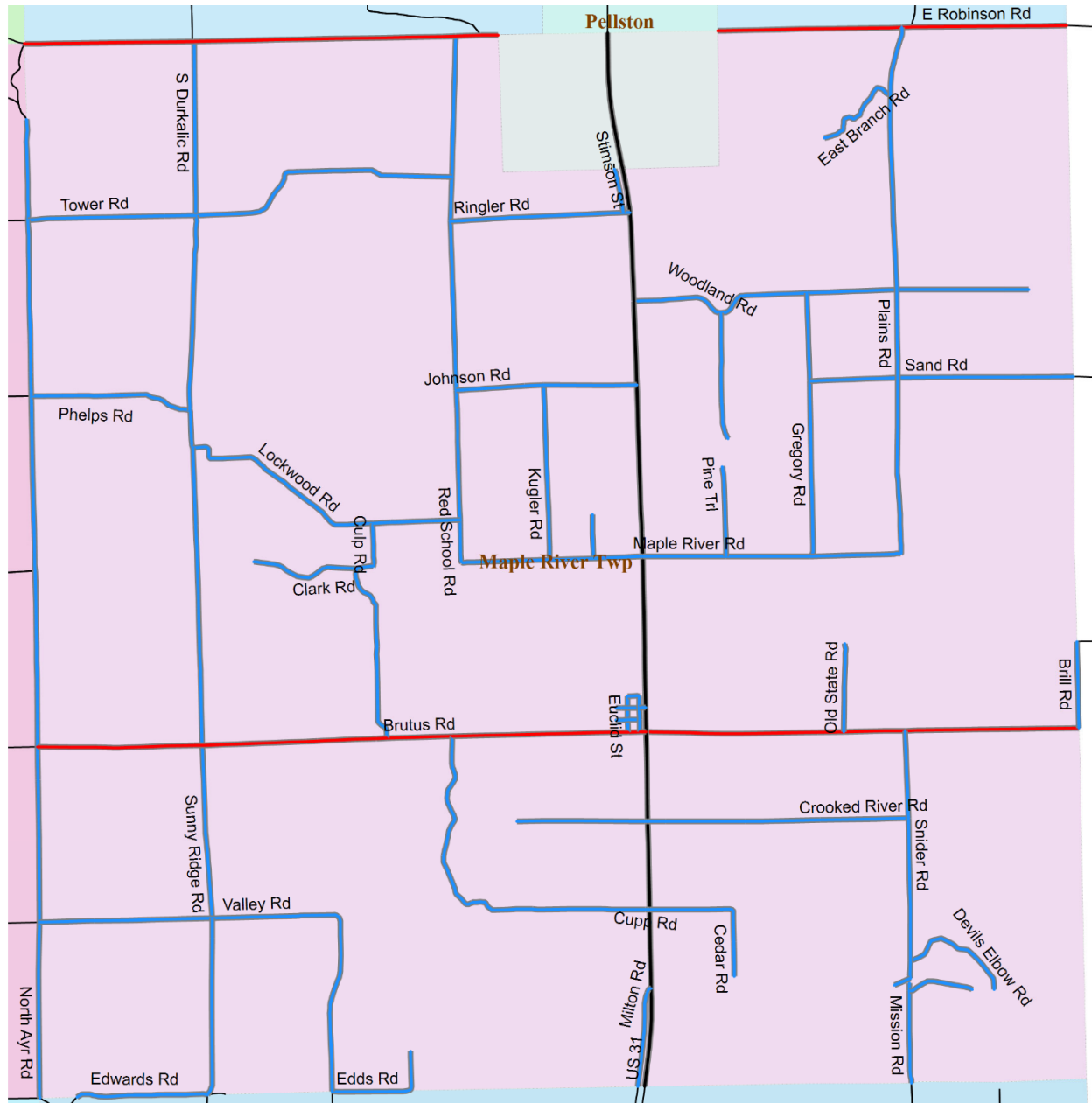
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Asset Management

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.

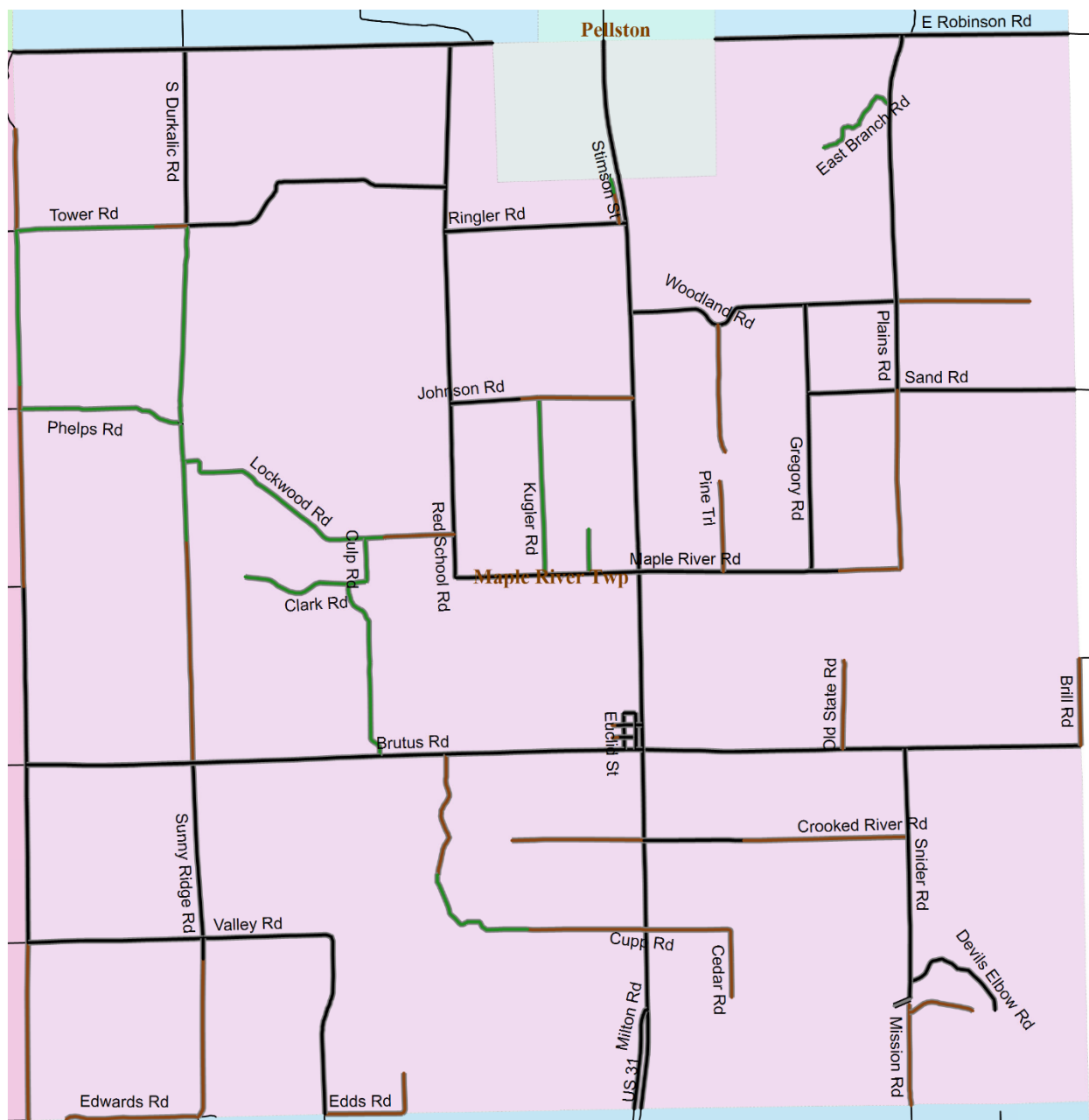
By utilizing sound asset management principles, the Road Commission and participating townships are better positioned to prioritize projects, allocate limited transportation funding efficiently, and make informed long-term investment decisions. This strategic approach supports the preservation of existing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



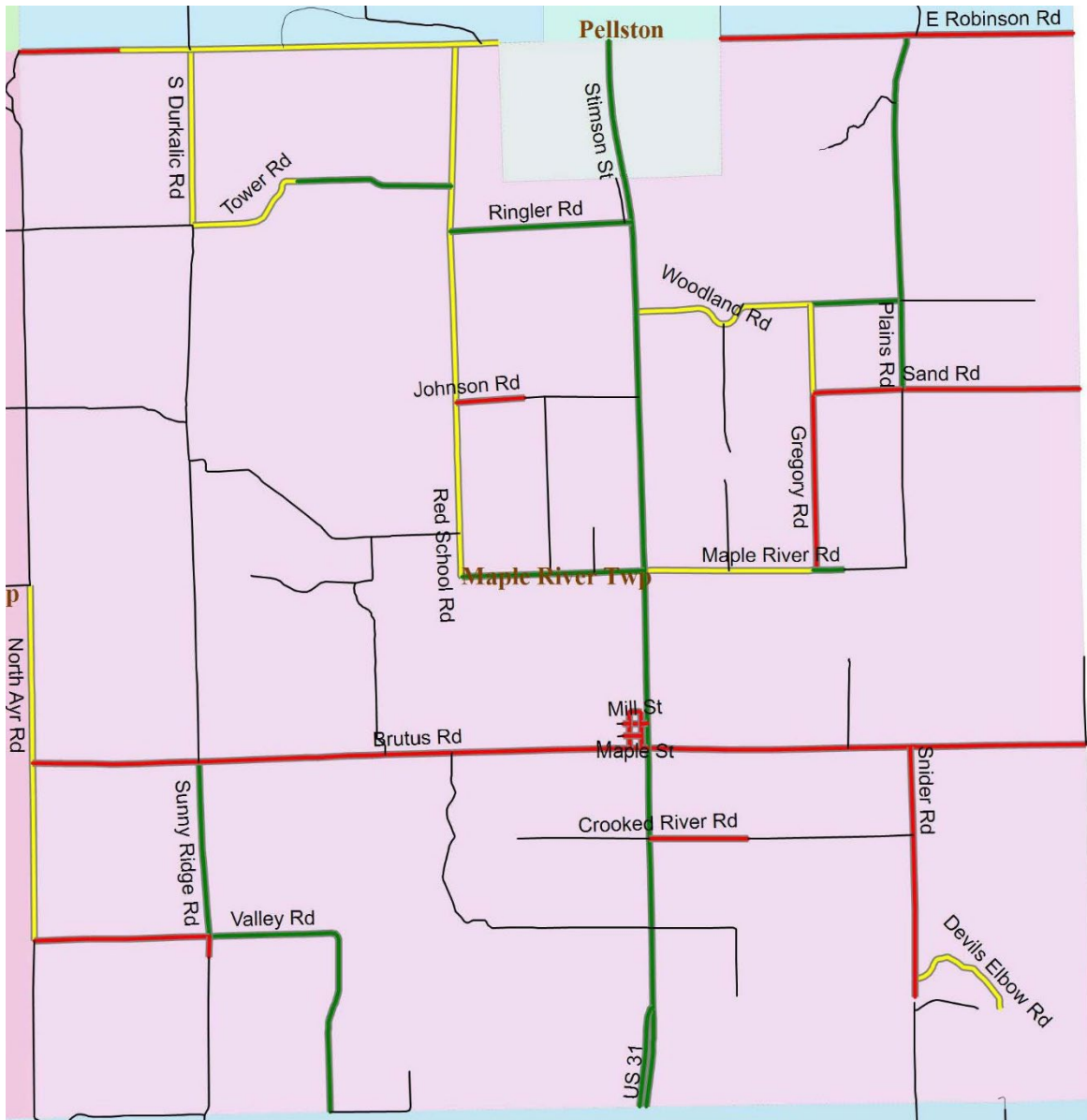
Township Roads

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

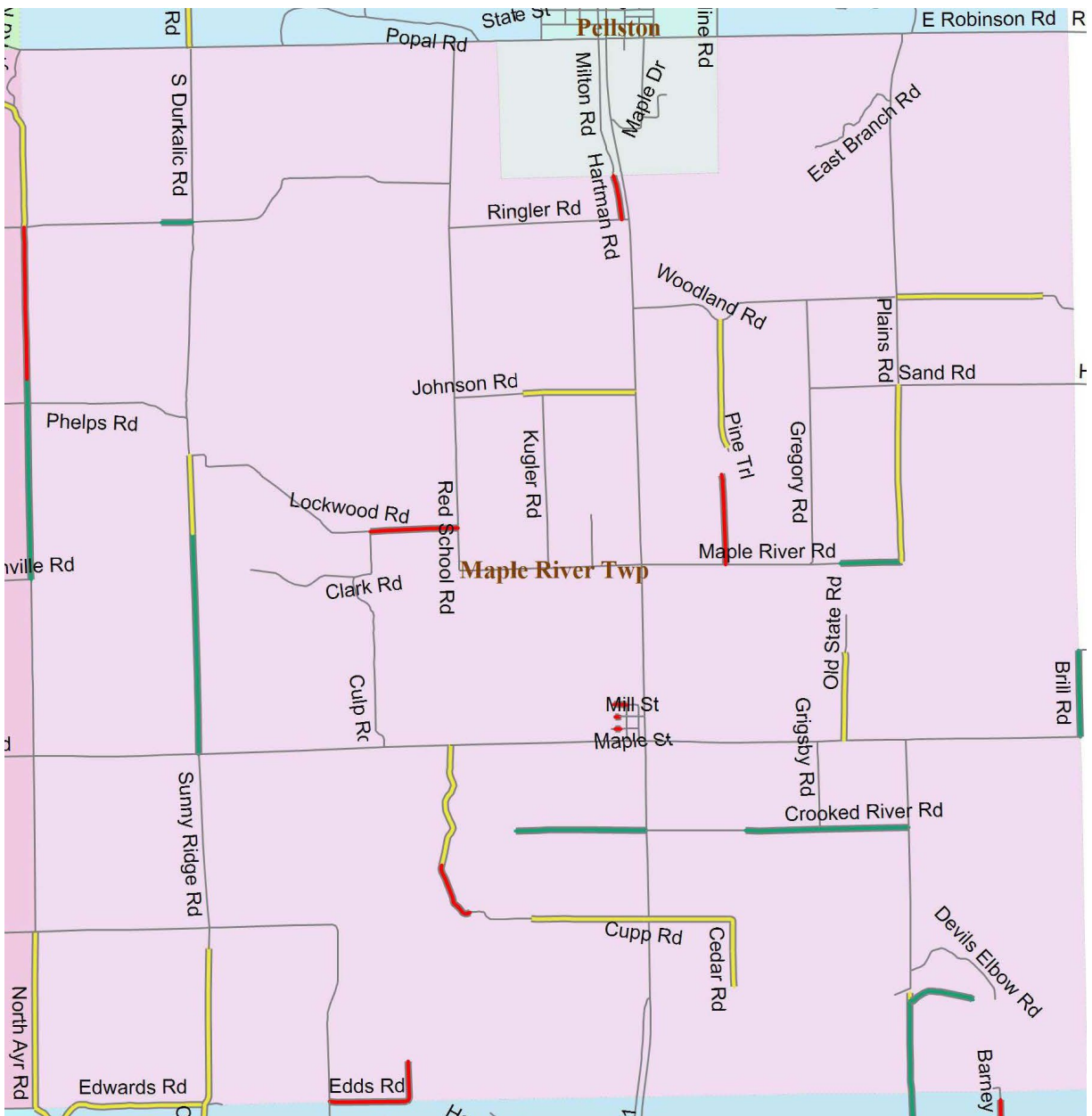


Roads by Surface Type

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.

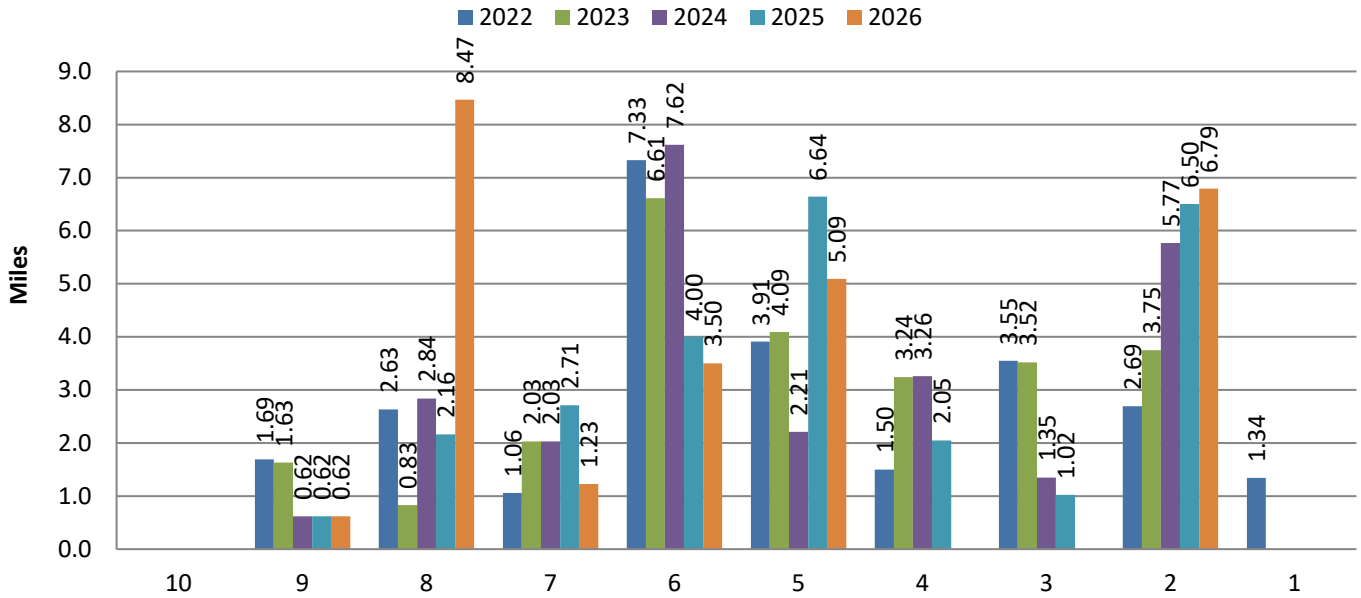
Maple River Township Paved Local Road Ratings

Current Paved Road Ratings

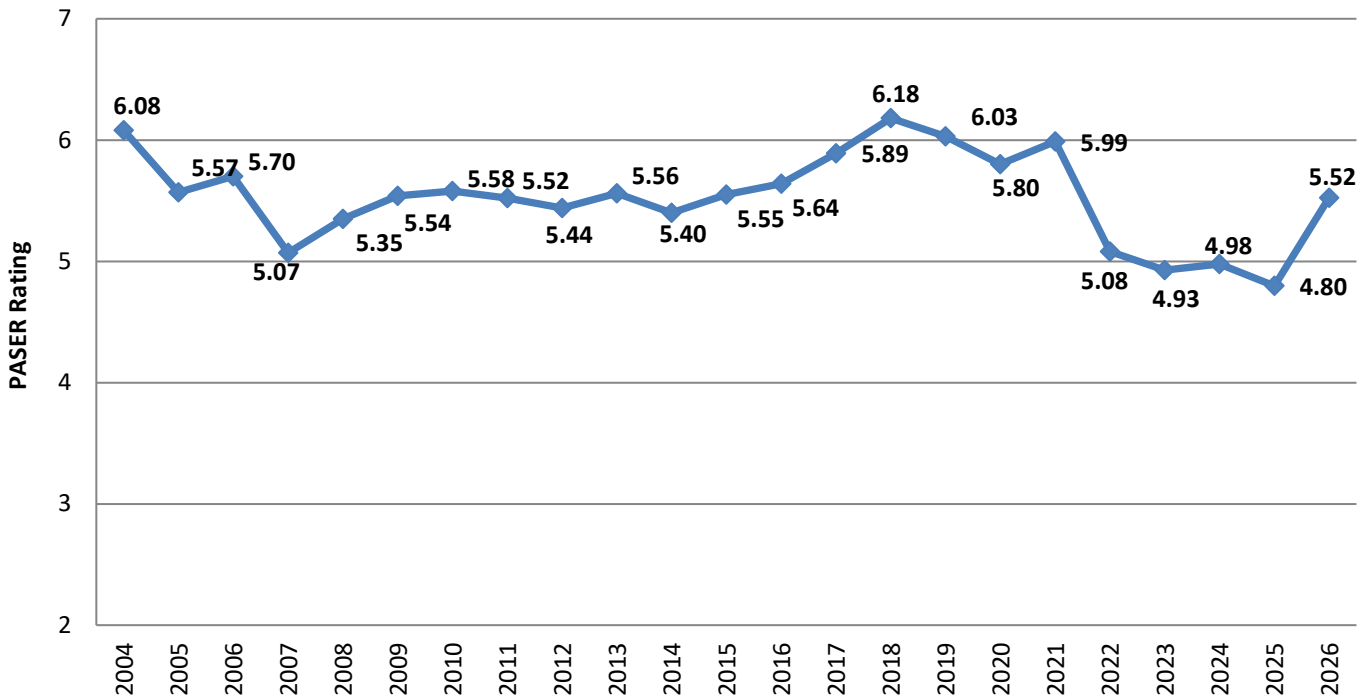
PASER Rating	Road Name	Limits	Length (miles)
10			
9	Milton Road	Township Line to US-31	0.62
8	Maple River Road Red School Road Ringler Road Sunny Ridge Road Plains Road Tower Road Woodland Road Valley Road	Gregory Rd then east to end of pavement. US-31 then west to curve. Red School Rd to US-31. Valley Rd to Brutus Rd. Sand Rd to Robinson Rd. Red School Rd then west to curve. Gregory Rd to Pllains Rd. Edds Rd to Sunny Ridge Rd.	0.15 1.03 1.03 1.00 2.00 1.00 0.50 1.76
7	Red School Road	Johnson Rd to Tower Rd.	1.23
6	Durkalic Road Gregory Road Maple River Road Woodland Road	Tower Rd to Robinson Rd. Sand Rd to Woodland Rd. US-31 to Gregory Rd. US-31 to Gregory Rd.	1.01 0.50 1.01 0.98
5	Devils Elbow Road North Ayr Road Red School Road Red School Road Tower Road	Snider Road then east to end of road. Valley Rd to Stutsmanville Rd. Curve to Johnson Rd. Tower Rd to Robinson Rd. Curve to Red School Rd.	0.68 2.01 0.98 0.80 0.62
4			
3			
2	Crooked River Road Euclid Street High Street Gregory Road Johnson Road Maple Street	US-31 then east to end of pavement. Brutus Rd to Maple St. Euclid St to Rail Road St. Maple River Rd to Sand Rd. Red School Rd to end of pavement. Euclid St to Rail Road St.	0.56 0.21 0.06 1.00 0.40 0.09

2	Mill Street	US-31 to Euclid St.	0.11
	Rail Road Street	Brutus Rd to High St.	0.21
	Sand Road	Gregory Rd to County Line.	1.55
	Snider Road	Brutus Rd then south to end of road.	1.50
	Sunny Ridge Road	Valley Road then south 0.10 miles	0.10
	Valley Road	North Ayr Rd to Sunny Ridge Rd.	1.00
1			

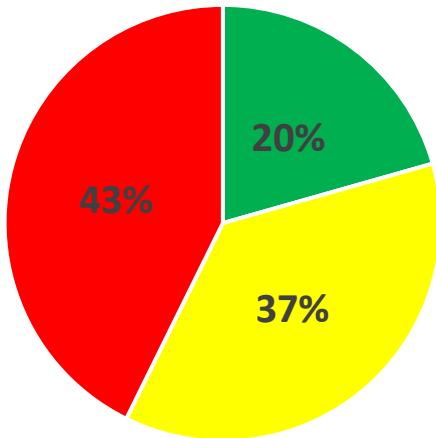
2022 - 2026 PASER Ratings for Paved Local Roads



Average PASER Rating for Paved Local Roads

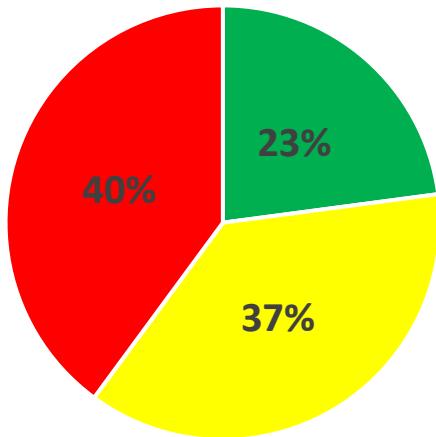


Statewide Paved Local Roads



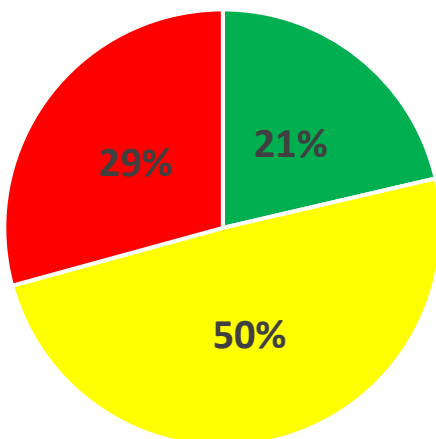
Condition of paved local roads across the State

County Paved Local Roads



Condition of paved local roads in Emmet County

Township Paved Local Roads



Condition of paved local roads in Maple River Township

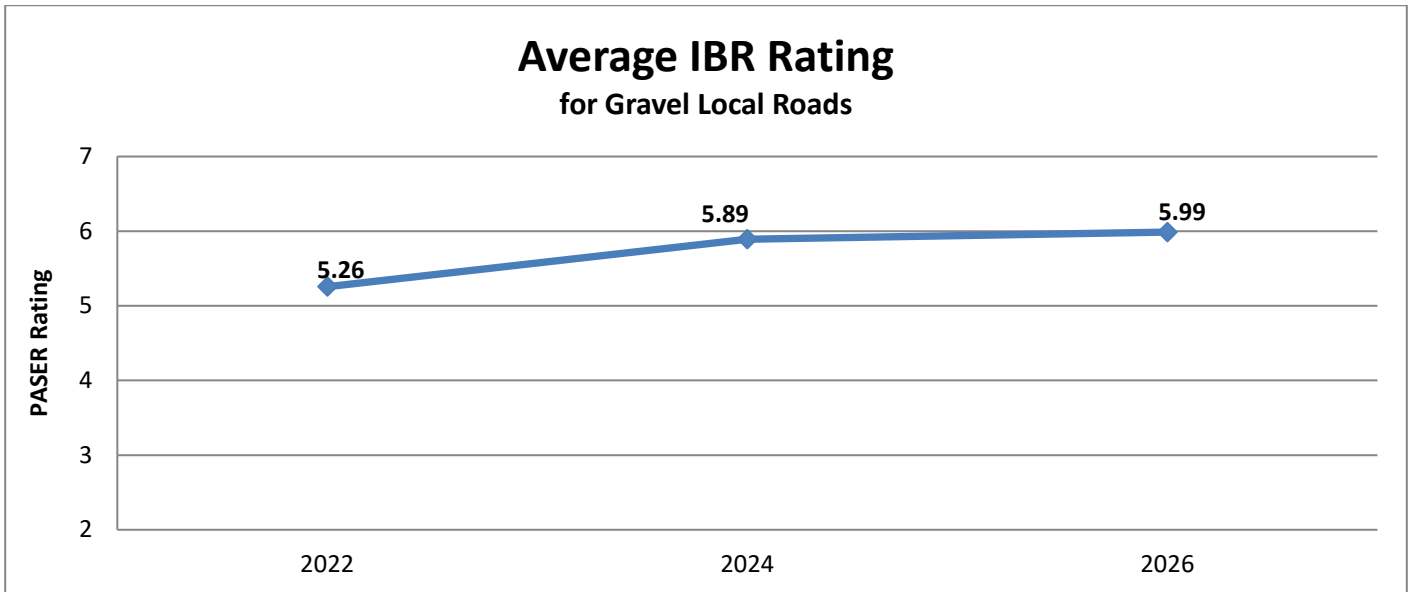
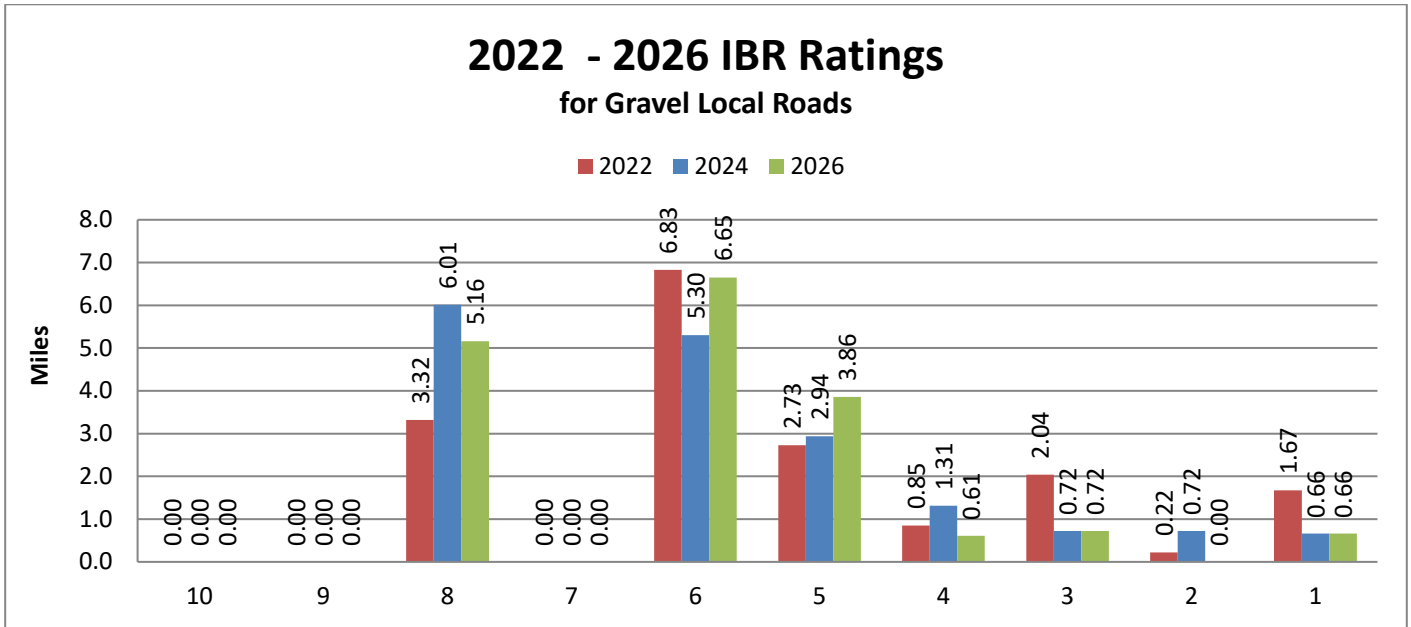
Good = PASER Rating 10-9-8 / **Fair** = PASER Rating 7-6-5 / **Poor** = PASER Rating 4-3-2-1

Maple River Township Gravel Local Road Ratings

Current Gravel Road Ratings

IBR	Road Name	Limits	Length (miles)
10			
9			
8	Cupp Road	US-31 then west to seasonal road.	0.60
	Crooked River Road	US-31 then west to end of road.	0.74
	Maple River Road	Plains Rd then west to pavement.	0.32
	Marathon Way	Mission Rd then east to end of road.	0.38
	Mission Road	Township Line then north to end of road.	0.56
	North Ayr Road	Stutsmanville Rd then north to seasonal road.	1.14
	Sunny Ridge Road	Brutus Rd then north to seasonal road.	1.25
	Tower Road	Durkalic Rd then west to seasonal road.	0.17
7			
6	Brill Road	Brutus Rd then north to end of road.	0.50
	Cedar Road	US-31 then east to end of road.	0.85
	Cupp Road	Brutus Rd then south to seasonal road.	0.85
	Edward Road	North Ayr Rd to Sunny Ridge Rd.	1.18
	North Ayr Road	Tower Rd to Robinson Rd.	1.01
	Old State Road	Brutus Rd then north to end of road.	0.50
	Plains Road	Maple River Rd to Sand Rd.	1.01
	Woodland Road	Plains Rd then east to end of road.	0.75
5	Crooked River Road	End of pavement to Snider Rd.	0.94
	Johnson Road	US-31 then west to pavement.	0.60
	North Ayr Road	Valley Rd then south to the Township Line.	0.70
	Pine Trail Road	Woodland Rd then south to end of road.	0.72
	Sunny Ridge Road	Edward Rd then north to pavement.	0.90
4	Hartman Road	Ringler Rd then north to end of road.	0.22
	Lockwood Road	Red School Road then west to seasonal road.	0.39
3	Edds Road	Valley Rd then east to end of road.	0.72

2			
1	Maple Street Mill Street Pine Trail Road	Euclid St then west to end of road. Euclid St then west to end of road. Maple River Rd then north to end of road.	0.07 0.07 0.52



Maple River 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.

MAPLE RIVER	Total Length (miles)	10.89
Road - Limits	Length	
Clark Road - Culp Rd then west 0.76 miles	0.76	
Culp Road - Brutus Rd to Lockwood Rd	1.25	
Cupp Road - Starting 0.60 miles west of US-31 then west 0.75 miles	0.75	
East Branch Road - Plains Rd then south and west 0.55 miles to end	0.55	
Kugler Road - Red School Rd to Johnson Rd	1.00	
Klenk Road - Red School Road then north 0.25 miles to end.	0.25	
Hartman Road - starting 0.22 miles north of Ringler Rd then 0.06 miles	0.06	
Lockwood Road - North Ayr Rd then easterly 1.34 miles	1.34	
North Ayr Road - Tower Road then south 0.86 miles	0.86	
Phelps Road - North Ayr Rd to Sunny Ridge Rd	1.11	
Pit Road - Robinson Rd to North Ayr Rd	0.38	
Sunny Ridge Road - starting 1.25 miles north of Brutus Rd to Tower Rd	1.78	
Tower Road - North Ayr Road then east 0.80 miles	0.80	

Traffic Volumes on Maple River 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	AADT
Maple River Road East of US - 31	426
Red School Road West of US - 31	207
Red School Road South of Robinson Road	209
Plains Road South of Robinson Road	222
Sunny Ridge Road South of Brutus Road	73
Snider Road South of Crooked River Road	78
Woodland Road East of US - 31	78