

Local Road Ratings Report

2025

Center Township

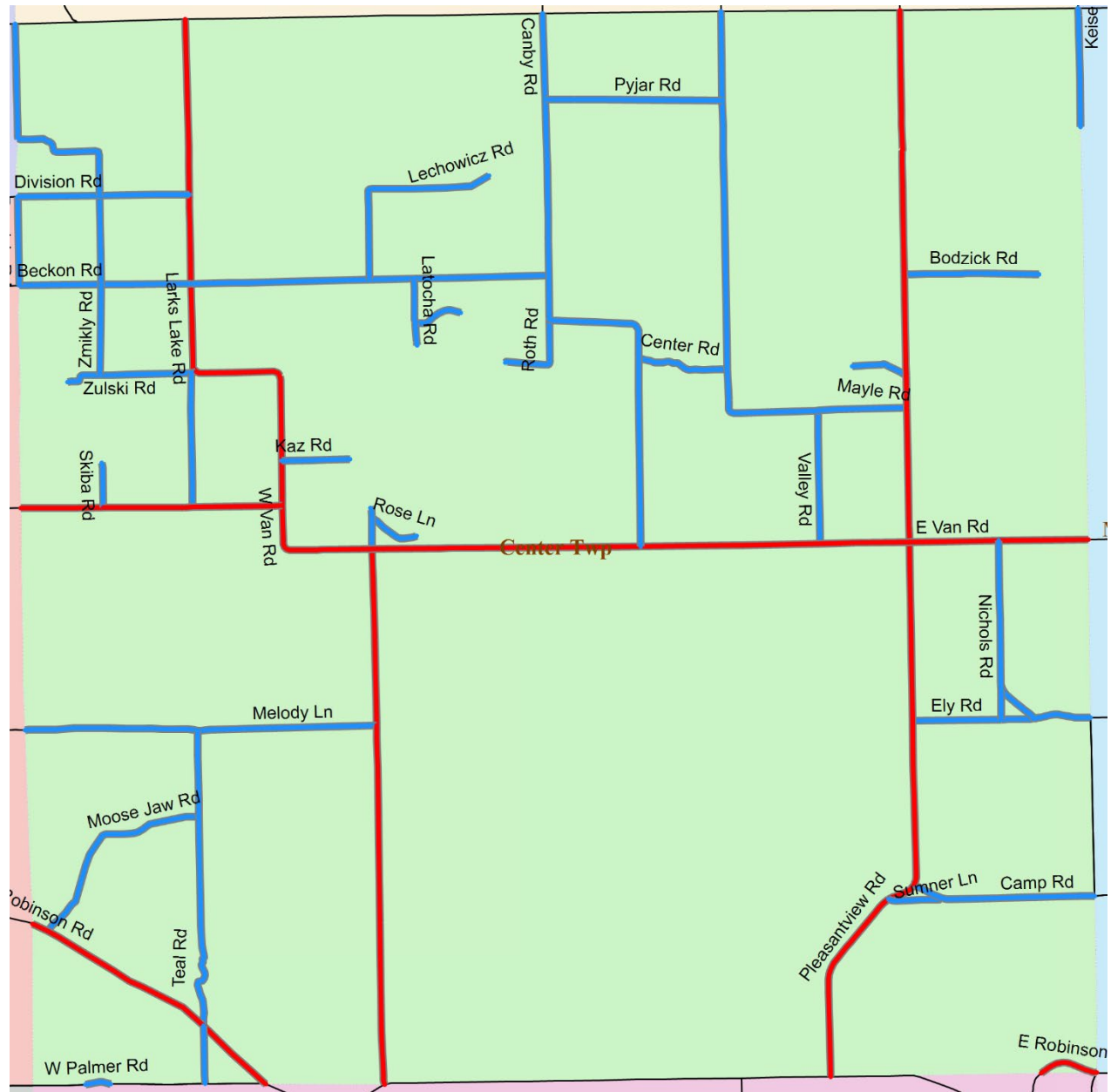
Contents

Asset Management	2
Township Road Maps	3
Road Rating Systems	7
Service Life of Treatments.....	8
Center Township Paved Local Road Ratings.....	9
Center Township Gravel Local Road Ratings.....	12
Center Township Seasonal Roads	14

Asset Management

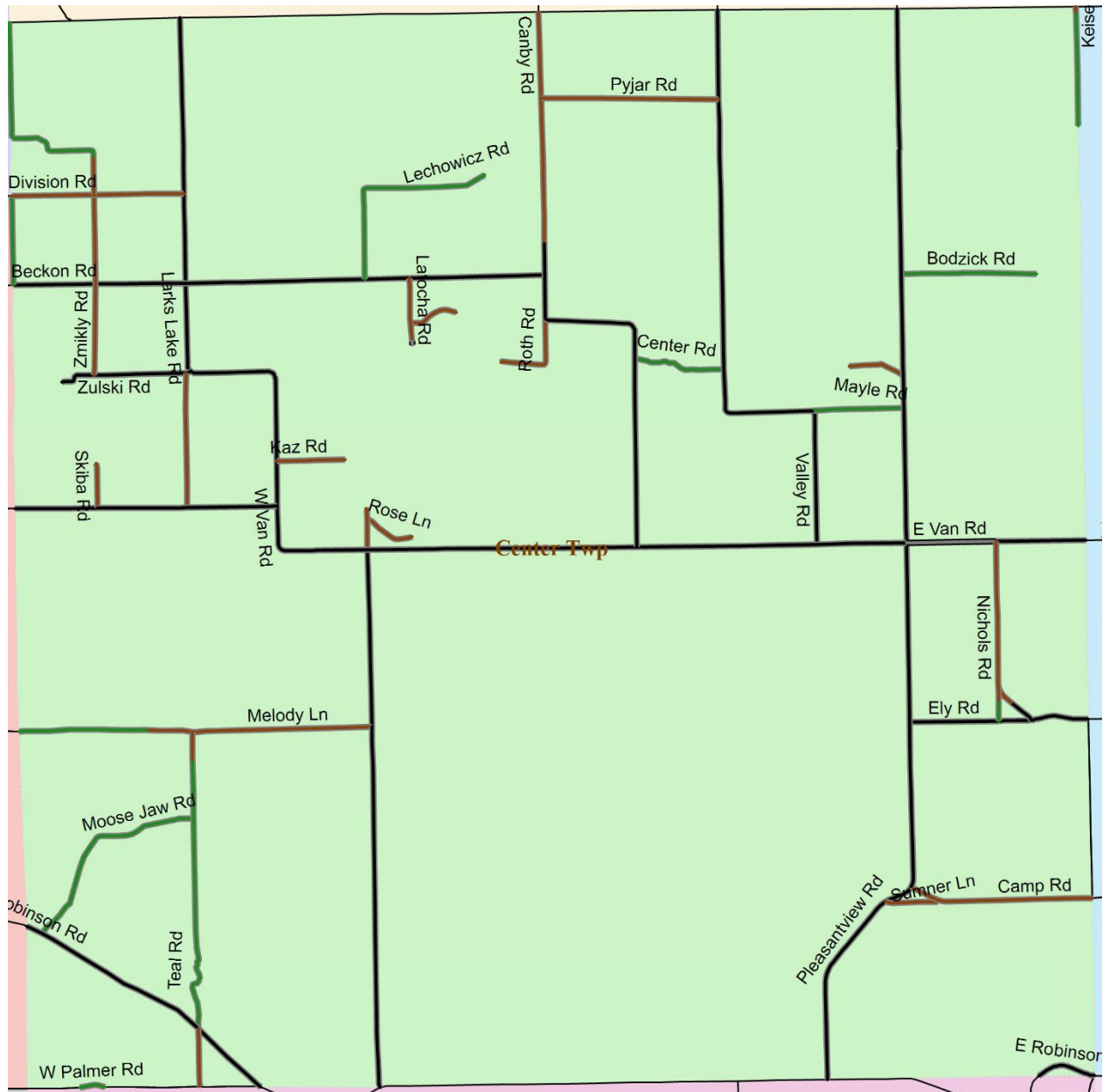
The goal of the Road Commission is to use Asset Management Strategies when planning projects for the roads under the jurisdiction of the Emmet County Road Commission. Asset management, as defined by Public Act 199 of 2007, is an “ongoing process of maintaining, upgrading and operating physical assets 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 Road Maps



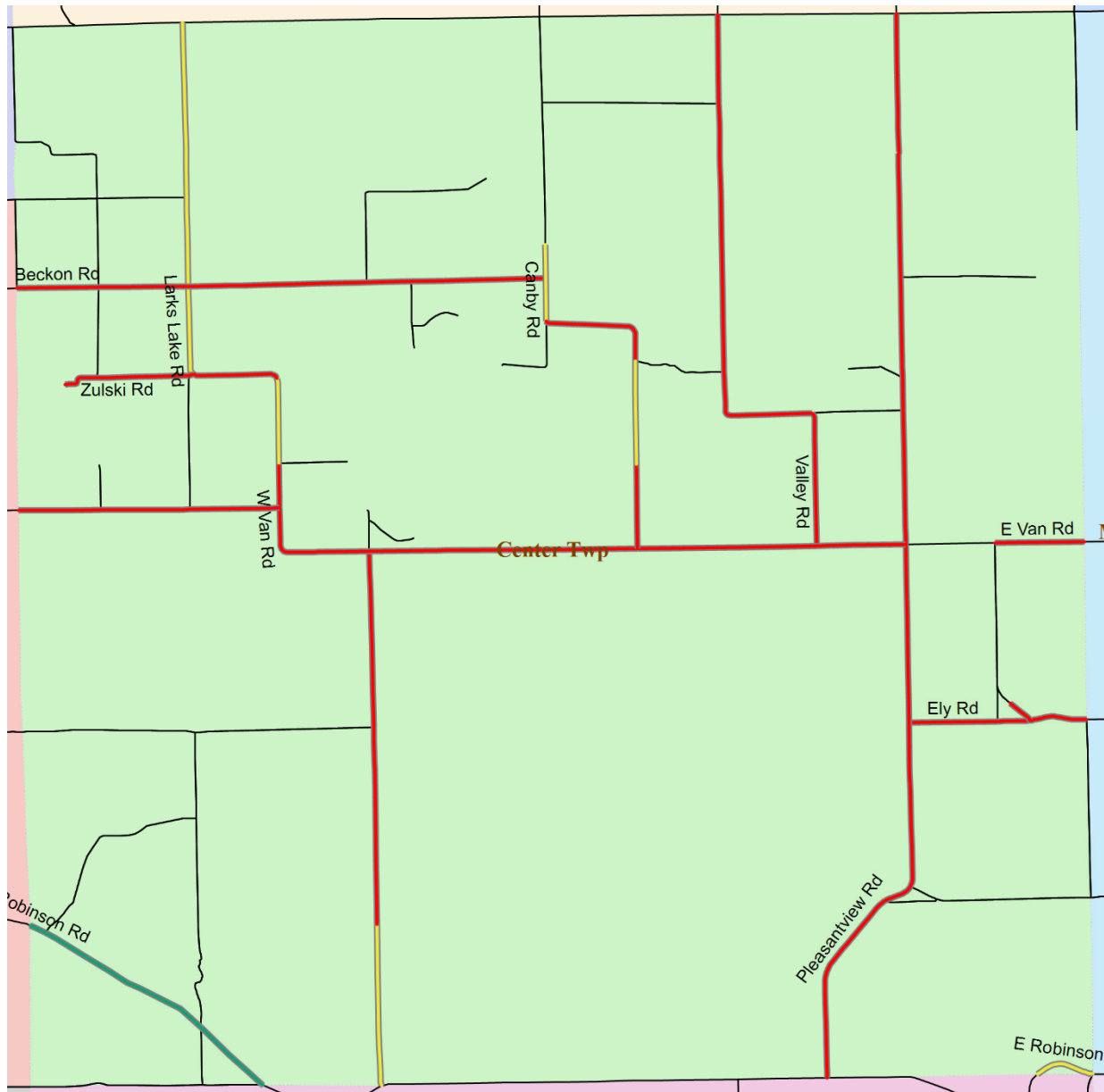
Township Roads

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

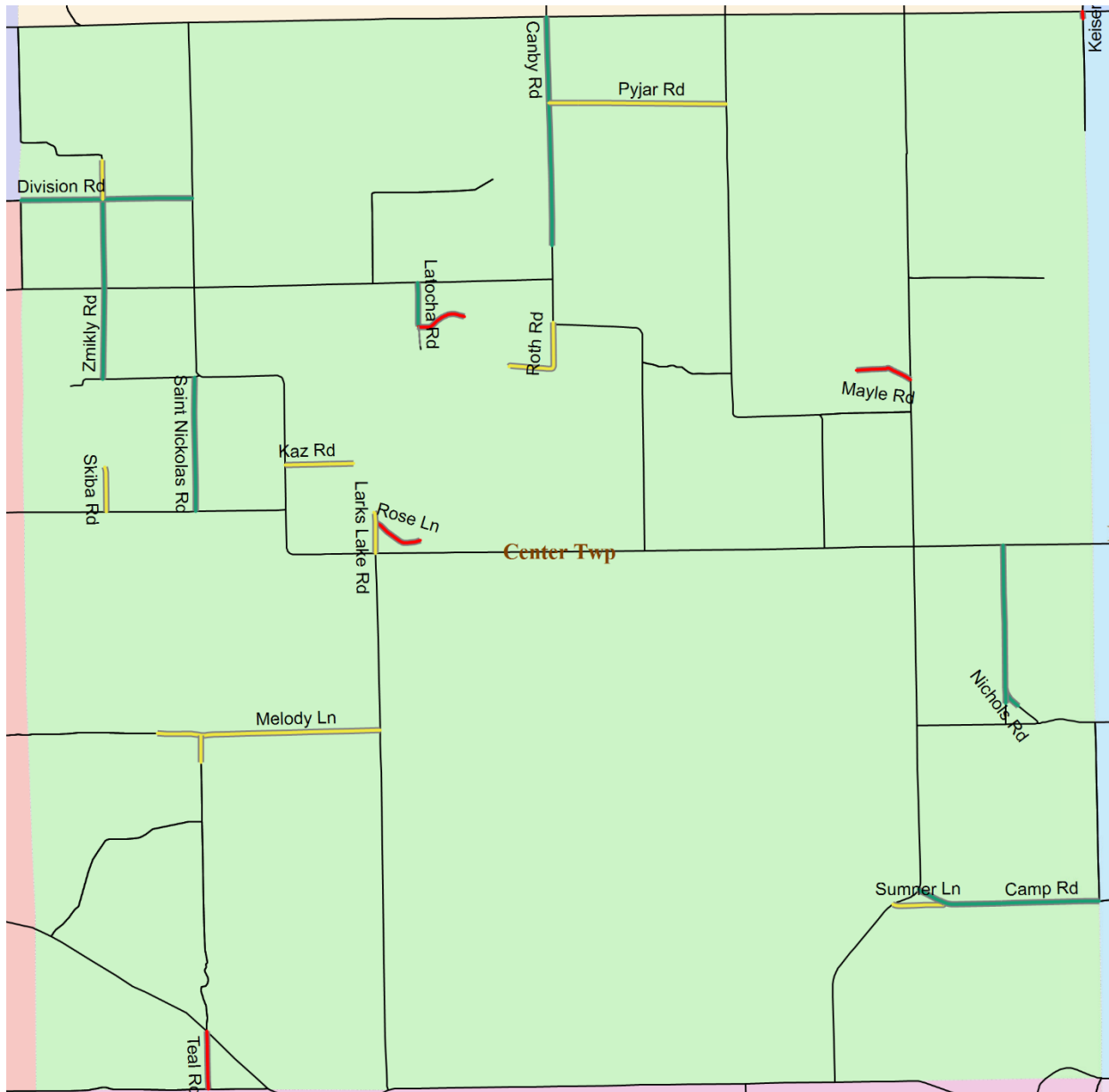


Roads by Surface Type

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 the expected time that a treatment will last before needing further reconstruction or resurfacing. 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 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 example, if a road has a PASER rating of 6, a treatment of a ultra-thin asphalt overlay is selected. 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.

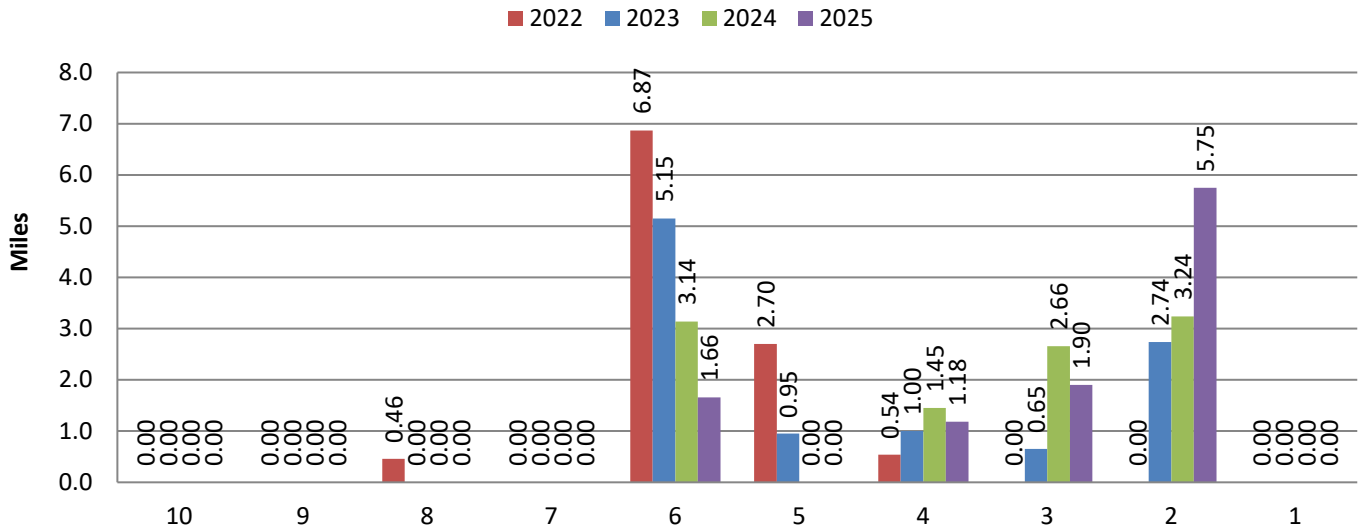
Service Life for a gravel road is difficult to predict. Gravel road conditions can change rapidly based on weather, grading and traffic effects on the roads.

Center Township Paved Local Road Ratings

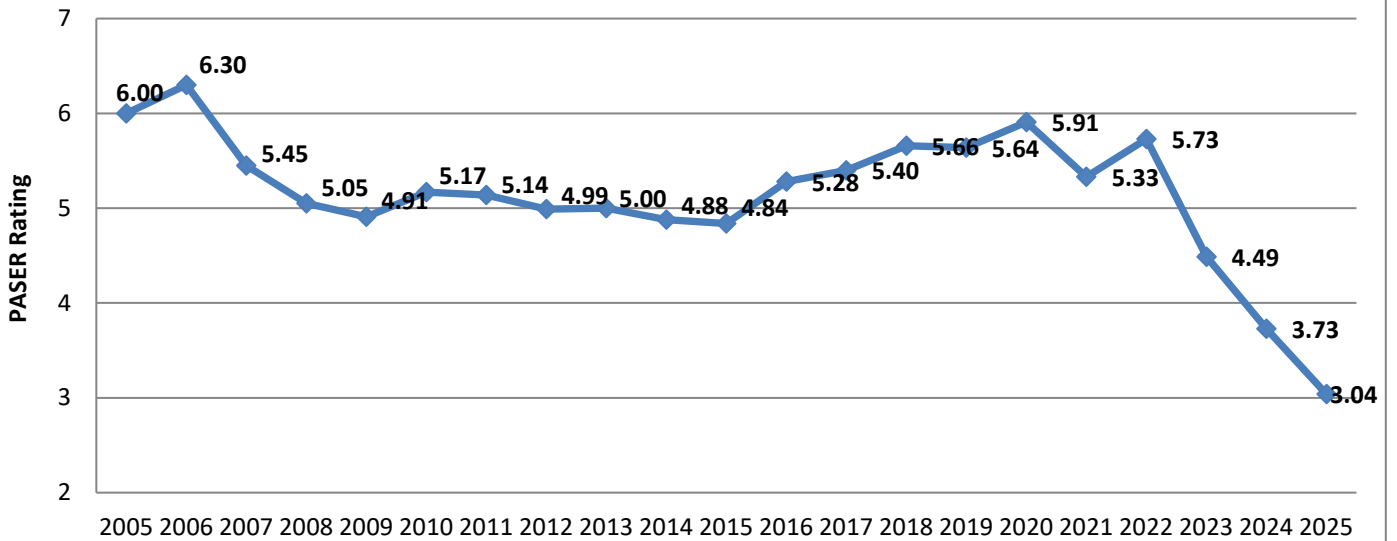
Current Paved Road Ratings

PASER Rating	Road Name	Limits	Length (miles)
10			
9			
8			
7			
6	Canby Road	Starting 0.50 mi north of Van Road to end of pavement.	1.66
5			
4	Beckon Road	Dzedzie Rd to Zmickly Rd.	0.45
	Valley Road	Guy Rd to Center Rd.	0.73
3	Ely Road	Pleasantview Rd to Ely Bridge Rd.	1.00
	Nichols Road	Ely Rd then northerly to end of pavement.	0.15
	Valley Road	Van Rd to Guy Rd.	0.75
2	Beckon Road	Zmickly Rd to Canby Rd.	2.50
	Canby Road	Van Rd then north 0.5 miles.	0.50
	Valley Road	Center Rd to Levering Rd.	2.01
	Zulski Road	Larks Lake Road then west to end of the road.	0.74
1			

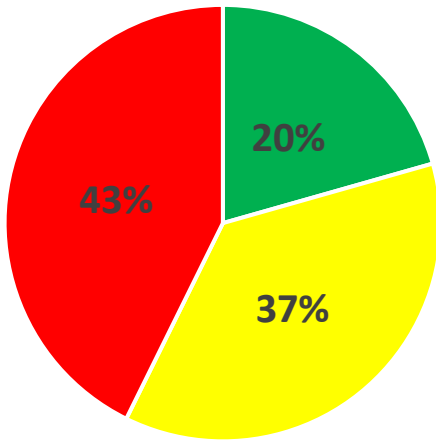
2022 - 2025 PASER Ratings for Paved Local Roads



Average PASER Rating for Paved Local Roads

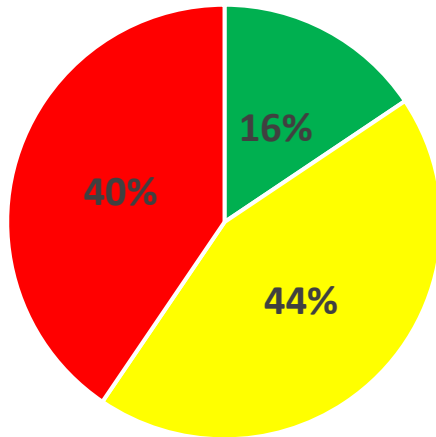


Statewide Paved Local Roads



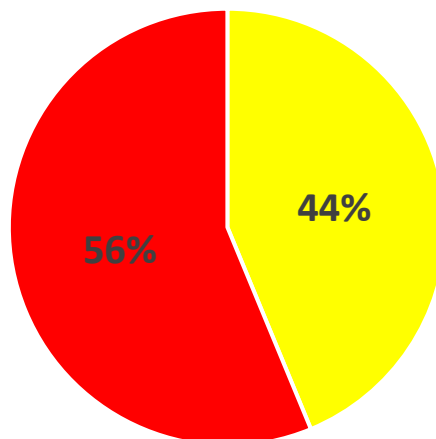
Condition of paved local roads across the State

County Paved Local Roads



Condition of paved local roads in Emmet County

Township Paved Local Roads



Condition of paved local roads in Center Township

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

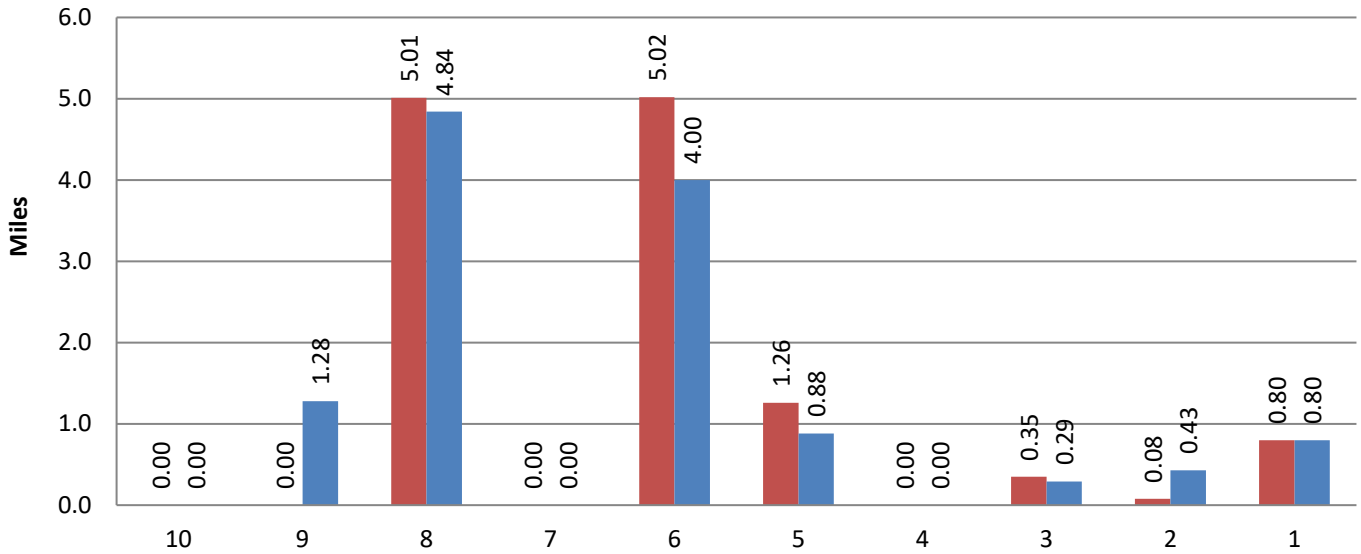
Center Township Gravel Local Road Ratings

Current Gravel Road Ratings

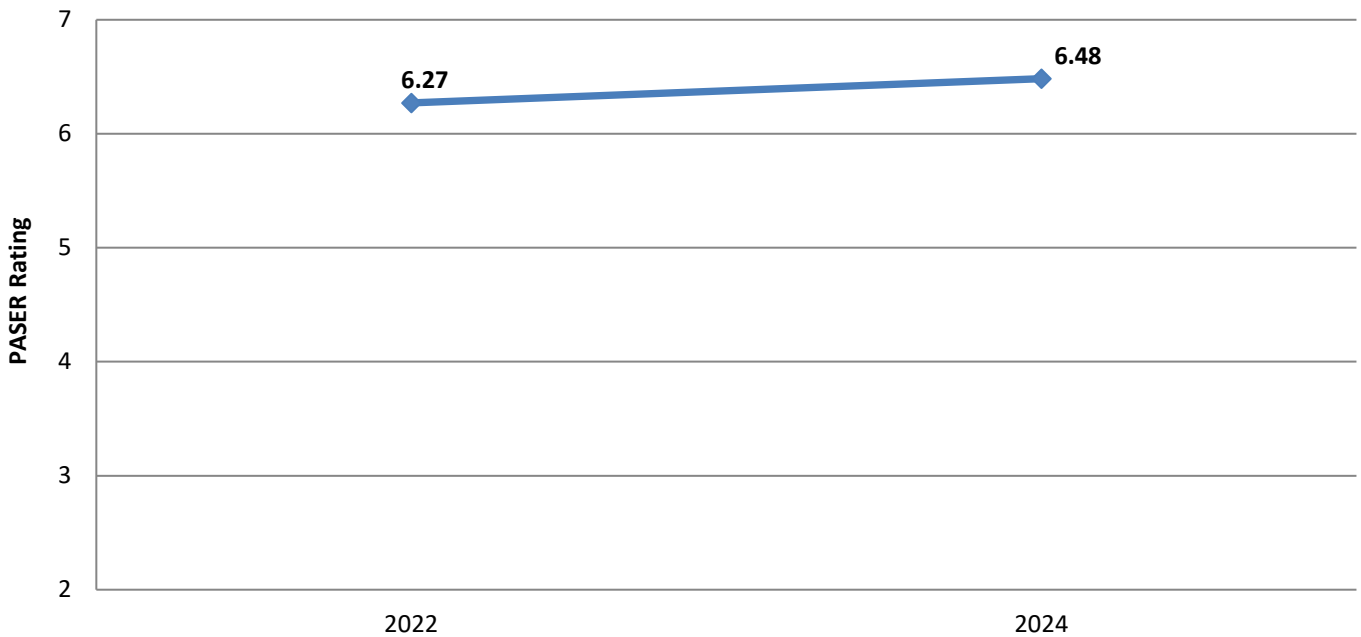
IBR	Road Name	Limits	Length (miles)
10			
9	Canby Road	Levering Rd then south to pavement.	1.28
8	Camp Road	Pleasantview Rd to Ely Bridge Rd.	1.13
	Division Road	Dzedzie Rd to Larks Lake Rd.	0.97
	Nichols Road	Van Rd then south to pavement.	0.97
	Saint Nicholas Road	Van Rd to Zulski Rd.	0.76
	Zmickly Road	Zulski Rd to Division Rd.	1.01
7			
6	Bonter Lane	Van Rd then north to end of road.	0.23
	Latocha Road	Beckon Rd the south and east to end of road.	0.65
	Melody Lane	Larks Lake Rd then west to seasonal road.	1.24
	Pyjar Road	Canby Rd to Valley Rd.	0.99
	Skiba Road	Van Rd then north to end of road.	0.25
	Teal Road	Melody Ln then south to seasonal road.	0.15
	Sumner Lane	Camp Rd then west to end of road.	0.13
	Zmickly Road	Division Rd then north to seasonal road.	0.36
5	Kaz Road	Larks Lake Rd then east to end of road.	0.38
	Roth Road	Canby Rd to end of road.	0.50
4			
3	Rose Lane	Bonter Ln the east to end of road.	0.29
2	Lawrence Road	Nichols Rd then south to seasonal road.	0.08
	Mayle Road	Pleasantview Rd then west to end of road.	0.35
1	Palmer Road	Robinson Rd then west to seasonal road.	0.46
	Teal Road	Palmer Rd to Robinson Rd.	0.34

2022 - 2024 IBR Ratings for Gravel Local Roads

■ 2022 ■ 2024



Average IBR Rating for Gravel Local Roads



Center 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.

CENTER	Total Length (miles)	9.24
Road - Limits	Length	
Bodzik Road - Pleasantview Rd then east 0.75 miles	0.75	
Center Road - Canby Rd then east to Valley Rd	0.52	
Dzedzie Road - Beckon Rd to Division Rd	0.51	
Guy Road - Valley Rd to Pleasantview Rd	0.50	
Lawrence Lane - Ely Rd to 0.08 miles south of Nichols Rd	0.12	
Lechowicz Road - Beckon Road then north to end of road	1.19	
Melody Lane - west township line then east 0.75 miles	0.75	
Moose jaw Road - Robinson Rd to Teal Rd	1.23	
Palmer Road - 0.10 miles west of Teal Rd Then west to township line	0.90	
Teal Road - Robinson Rd then north to Moose Jaw Rd	1.23	
Teal Road - starting 770 feet south of Melody Ln to Moose Jaw Rd	0.33	
Zmickly Road - starting 1925 feet north of Division Rd to Levering Rd	1.21	