



Here's how Michigan's roads are rated. What grade did yours get?

By Justin Hicks, 12/3/24

Michigan's roads are [deteriorating faster than they can be fixed](#), sparking continued calls for new funding streams for infrastructure maintenance and repairs.

As of 2023, about 67% of lane miles were either in "good" or "fair" condition, according to the Transportation Asset Management Council. Assessments are made using the Pavement Surface Evaluation and Rating (PASER) system.

That means the remaining 33% of evaluated lane miles were in "poor" condition, meaning they're in need of structural improvement and leveling or full reconstruction.

State-owned highways -- those with an I-, U.S.- or M-designation -- have it better with almost 76% in good/fair condition, according to the 2023 road and bridge report, published summer 2024. Local roads, on the other hand, [have it worse](#). Looking just at non-federal-aid eligible lane miles, 54% were good/fair during the latest evaluation.

Gov. Gretchen Whitmer made fixing Michigan's roads a priority on the campaign trail in 2018 and has continued to reiterate her intent to "fix the damn roads."

However, her plan to increase revenue via a tax hike failed soon after she took office and no long-term replacement plan has been adopted to combat the annual deficit.

Achieving better pavement conditions has been an issue in Michigan for decades.

Using the Pavement Surface Evaluation and Rating (PASER) system, roads are assessed a value from 1 to 10, with extensive surface distress earning a "1" and newly constructed roads earning a "10."

Federal-aid-eligible roads have to be evaluated at least every two years, while non-federal-aid roads don't have that requirement. Both are included in MTAMC's annual report, the next of which is expected in summer 2025 and will include 2023 and 2024 ratings.

Below you'll find a map that includes the latest road grades from the 2023 report. Zoom in to see road ratings in your area. Hover over a road to see its PASER rating, number of lanes, and surface type. Zooming into a location will increase the size of the space between roads, making identifying the city or township easier.

More state and federal funds have been put back into Michigan's roads under the current administration than under former Govs. Rick Snyder and Jennifer Granholm, but most of that was the result of one-off investments of state and federal dollars that have since run their course.

The legislature has commissioned research to assess whether [a new funding system](#) would be beneficial, studying options like toll roads or a pay-per-mile system that replaces Michigan's fuel tax.

In the meantime, Michigan is without a long-term funding solution that accounts for the growing popularity of electric and fuel-efficient vehicles and its effect on fuel tax revenue.

Recently, Republican House Speaker-elect Rep. Matt Hall, R-Richland Township, [announced a proposal](#) to inject an additional \$2.7 billion into infrastructure funding annually, but [educators have pushed back on the plan](#) that would redirect funds from the sales tax on gasoline that mostly goes to schools.

Hall criticized the Whitmer administration for prioritizing state highways over local roads.

"We have been listening to our neighbors and local officials who know things aren't getting fixed and that our local communities haven't been a priority," Hall said. "And now things will get even worse with all of the easy money coming to an end."

Stacey LaRouche, Whitmer's press secretary, said the governor agrees on the need for a long-term funding solution and "will work with anyone who is serious about getting things done."