

LOCAL NEWS

New Michigan road funding coming but not until late this year

New dollars expected to fund first Macomb County projects in 2027



Macomb County Executive Mark Hackel, right, accompanied by county Roads Director Bryan Santo, talks about road safety, projects and funding Monday at a press conference along an asphalt resurfacing project in Harrison Township. JAMESON COOK — THE MACOMB DAILY

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Macomb County officials still expected to receive its first influx of about \$35 million in new annual road funding, but the actual work likely won't be realized until next year.

The state this year began starting to collect the 24% marijuana tax, redirection of the sales tax on gas to the fuel tax and the redirection of a portion of the Corporate Income Tax so funding will begin entering county coffers late this year and not be in full effect until 2027, County Executive Mark Hackel said Monday at a press conference about road-worker safety and road projects.

State officials last October reached a massive road funding deal to infuse \$1.1 billion to \$1.8 billion in road funding each year in addition to the money allocated by the long-standing road-funding formula under Public Act 51.

“We’re probably going to start to see money trickle in at the end of the year, and it’s not going to be an immediate \$35 million,” Hackel said Monday at a press conference on worker safety and road projects.

Under the traditional funding in the Michigan Transportation Fund, which was created by PA 51, the county this year received \$85 million that will be used to help fund over 100 projects.

Next year, the county should receive that much money or slightly more in addition to the new \$35 million influx from the state.

County Roads Director Bryan Santo said due to the planning required for projects, work won't take place until next year and those initial projects fueled by the new dollars likely will all be for asphalt resurfacing and other short-term fixes, instead of road or intersection reconstruction.

That's also part of a changing philosophy in his department, Santo said.

More than 100 projects and \$85 million in infrastructure improvements planned in Macomb County



Project	Location	Investment	Type of Work
William P. Rosso Highway	I-94 to Jefferson Avenue	\$12,933,963	Reconstruction
Broughton Road	23 1/2 Mile Road to 24 1/2 Road	\$16,057,297	Reconstruction
Schoenherr Road	Over the Red Run Drain	\$6,264,882	Deck replacement
Powell Road	30 1/2 Mile Road to 32 Mile Road	\$5,349,263	Reconstruction
21 Mile Road	Over the Salt Sland Gloede Drain	\$5,120,000	Bridge replacement
Little Mack Avenue	Tullio Street to South Nunneley Road, Carlier Street and South Nunneley	\$2,800,000	Reconstruction
North River Road	I-94 to Bridgeway Street	\$2,363,329	Rehabilitation
Romeo Plank Road	Over the Newland Drain	\$1,857,000	Bridge Rehabilitation
Jefferson Avenue	Metropolitan Parkway to South River Road	\$1,387,198	Rehabilitation
Sugarbrush Road	Callens Road to Jefferson Avenue	\$1,241,136	Rehabilitation
26 Mile Road and Hayes Road	Intersection	\$1,000,000	Reconstruction and signal installation

Top projects for the 2026 road construction season. FROM MACOMB COUNTY ROADS DEPARTMENT

“We’ve switched from a mentality of worst first to preventative maintenance,” Santo said. “We want to keep our good and fair roads in those conditions longer. It costs three or four times more to do a reconstruct project than it is to do a preventative maintenance project. We want keep those good and fair roads in those conditions longer so we can preserve and make that money go farther into the future.”

Asphalt resurfacing involves removing a top layer of the road and laying two to three inches of asphalt. Other preservation and maintenance efforts including concrete pavement replacement, crack sealing, patching and pothole repairs, as well as grading and brining and of gravel roads., officials said.

Concrete reconstruction projects — because they require 1-½ to two years of planning while a preservation project — can be planned in less than a year and executed over a shorter time frame, a matter of weeks or months, compared to at least a year for a reconstruction, as well, Santo added. Reconstruction also typically requires more and longer traffic disruptions, he said.

An asphalt resurfacing typically last to up to eight to 10 years while a reconstruction lasts for over 20 years.

Hackel pointed out while the county would need \$2.5 billion to bring all of its roads up to snuff, the new dollars will certainly help.

All of the asphaltting and other maintenance projects required a 50% match by the local community, whether it's a city, township or village, officials said.

Exactly how the new funds will be spent have been subject of meetings between county officials and municipal officials because local communities in many instances will be asked to provide matching dollars, officials said. Hackel said there have been three meetings, and more will take place.

“They’ve been great to work with because I think they get it, too,” Hackel said of local community officials. “They realize we still have to work with what we get (from PA 51) ... and they understand how it’s (the new money) is coming in.

“We will work with the locals, trying to make a determination as to what are the ones (projects) that are most needed right now, who do they need to work together on, when the funding will be available and what can we get federal funding for.”

Federal dollars are reserved for the largest projects.

Local cities and villages (townships do not receive state road funding) are

According to the Michigan Treasury, the total amount each city and village will receive from the traditional Michigan Transportation Fund via Public Act 51 (first paranthetical number) and in the new dollars from the Neighborhood Roads Fund this year will be:

- Village of Armada, total of \$292,000 (\$229,000 MTF, \$63,000 NRF)
- Eastpointe, \$5.46 million (\$4.28 million and \$1.18 million)
- Fraser, \$2.17 million (\$1.7 million and \$472,000)
- Memphis, \$221,000 (\$173,000 and \$48,000)
- Mount Clemens, \$2.57 milion (\$2 million and \$557,000)
- New Haven, \$912,000 (\$715,000 and \$197,000)
- Richmond, \$931,000 (\$730,000 and \$201,000)
- Romeo, \$553,000 (\$434,000 and \$119,000)
- Roseville, \$8.15 milion (\$6.39 million and \$1.76 million)
- St. Clair Shores, \$9.69 million (\$7.59 million and \$2.1 million)
- Sterling Heights, \$21.55 million (\$16.9 million and \$4.65 million)
- Utica, \$812,000 (637,000 and \$175,000)
- Warren, \$24.6 million (\$19.3 million and \$5.3 million)

Keeping road workers safe

Hackel and Santo encouraged motorists to be careful and drive safely all of the time but especially in work zones to ensure the safety of road workers. Work zones are active environments where workers operate near moving traffic, officials noted.



Road-construction workers at Kelly Road 15 Mile Road in Fraser in 2024. MACOMB DAILY FILE PHOTO

Hackel, a former county sheriff, said the No. 1 danger on the road has become distracted driving as motorists' attention is more often diverted by cell phones and other devices, Hackel said.

“Put it down and look around while you're driving,” Hackel said of mobile phones. “Don't get distracted whether it's your cell phone or something else inside the vehicle. It's very important people pay attention while driving especially in these construction zones so we can make sure we bring these folks (road workers) home alive. They're trying to fix your road. Be mindful and be patient ... be tolerant.”

Road officials offered advise drivers:

— Plan ahead. Expect and plan for delays and leave early to reach your destination on time. When you can, avoid work zones altogether by using alternate routes. For a list of Macomb County construction projects and information or to sign up for construction and traffic updates, visit macombgov.org/macombworkzone.

— Obey road crews and signs. When approaching a work zone, watch for cones, barrels, signs, large vehicles or workers in bright-colored vests to warn you and direct you where to go.

— Slow down. Look for signs indicating the speed limit through the work zone. Keep a safe distance from the vehicle ahead of you and follow the

— Move over. Most state move-over laws apply when passing work crews and official vehicles parked on the shoulder with flashing warning lights.

— Avoid distractions. Keep your eyes on the road and off your phone at all times.

— Watch for sudden stoppages. Don't make sudden lane changes in front of trucks that are trying to slow down.

“We work closely with contractors and engineers to build some of the safest and most efficient roads in Michigan,” Santo said. “With the support of the motoring public, our goal is to fix Macomb County’s roads and bridges while keeping our road professionals and work zones as safe as possible.”

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