CITIZENS RESEARCH COUNCIL OF MICHIGAN

"The right to criticize government is also an obligation to know what you're talking about."
Lent Upson, First Director of the Citizens Research Council

July 22, 2025

Michigan Ranks 40th in 2025 National Road System Condition Assessment—Unchanged from 2024

In a Nutshell

- Michigan ranks 40th in the nation for overall road system condition according to the 2025 update of the Citizens Research Council's Road System Condition Index.
- The 2025 Index methodology uses ten key metrics reflecting bridge and pavement condition from Federal Highway Administration data (compared to 17 component metrics in the previous assessment). The refined approach successfully captures broad system conditions while being easier to understand.
- Seven condition metrics used in the 2025 assessment were also used in the 2024 assessment. An evaluation of these individual metrics show a mix of improvement and regression.

In April 2024, the Citizens Research Council introduced the Road System Condition Index, ranking Michigan 40th out of 50 states. This 2025 update adopts the newest federal data and a simplified methodology that reduces redundancy and emphasizes the most reliable available data. Despite these changes, the condition of Michigan's roads again ranks 40th nationally.

Overview of Index and Ranking Methodology

The 2025 Road System Condition Index combines five broad measures of bridge and pavement conditions for each state as reported by the Federal Highway Administration (FHWA). Each state is assigned a component index score based on the percentage of infrastructure in both good and poor condition, resulting in ten component metrics and related index scores. These component index scores are then combined with a simple average to determine each state's final Road System Condition Index score and ranking.

The Component Metrics

Bridge Infrastructure Condition on All Public Roads

Bridge data is drawn from the FHWA National Bridge Inventory (NBI), which requires routine inspections and provides reliable national data. The NBI provides bridge conditions both by count and deck area. Our Index uses the condition by area data to better assess overall statewide bridge infrastructure condition. By this method, larger, more critical bridges are emphasized.

In 2024, Michigan reported 27.2 percent of all public road bridges in good condition by deck area, ranking 40th nationally and last among peer states. (Michigan's peer states are noted in bold font in Tables 1-5 and 7.)

Michigan reported 7.8 percent of public road bridge infrastructure in poor condition by deck area, ranking 41st nationally. Among peer states, only Illinois reported a larger percentage of bridge infrastructure in poor condition (see Table 1).

Table 1

Bridge Conditions by Deck Area on All Public Roads, Data Year 2024

% Bridge Infrastructure in Good Condition			
State	**% Good**	Component Index	Rank
Georgia	77.2%	100.0	1
Kansas	62.6%	76.3	2
Ohio	59.9%	71.9	3
Nebraska	58.5%	69.6	4
Arizona	56.2%	65.9	5
Wisconsin	48.3%	53.0	13
Indiana	48.0%	52.6	14
North Carolina	47.4%	51.6	15
Tennessee	36.6%	34.0	26
Missouri	34.0%	29.8	28
Virginia	31.5%	25.7	31
Pennsylvania	30.8%	24.5	32
Illinois	30.4%	24.0	33
MICHIGAN	27.2%	18.7	40
Utah	20.9%	8.5	46
Oregon	20.0%	7.0	47
Rhode Island	19.7%	6.5	48
West Virginia	18.8%	5.1	49
Connecticut	15.7%	0.0	50

% Bridge Infrastructure in Poor Condition			
State	**% Poor**	Component Index	Rank
Nevada	0.78%	100.0	1
Georgia	0.98%	98.5	2
Texas	1.02%	98.2	3
Arizona	1.04%	98.1	4
Florida	1.43%	95.2	5
Virginia	2.93%	83.8	9
Indiana	3.16%	82.1	12
Ohio	3.53%	79.4	17
Wisconsin	4.31%	73.5	21
Tennessee	4.98%	68.4	25
North Carolina	5.56%	64.1	30
Pennsylvania	6.74%	55.1	38
Missouri	7.57%	48.9	40
MICHIGAN	7.84%	46.9	41
Massachusetts	11.27%	21.0	46
Illinois	11.39%	20.2	47
New York	11.83%	16.8	48
West Virginia	12.82%	9.4	49
Rhode Island	14.07%	0.0	50

Source: FHWA National Bridge Inventory, 2024

Pavement Roughness on Federal Aid Eligible Network

Pavement condition data is not available for all public roads within Michigan or any state. The most extensive data set on pavement condition covers routes that are eligible for federal highway funds. Michigan's Federal Aid Eligible (FAE) network includes only about a third of public roads by length, but these roads carry about 90 percent of traffic within the state.1

In 2023, Michigan reported 48.6 percent of FAE routes in good condition by roughness, ranking 24th nationally and 5th of an 11-state peer group. Michigan is not performing as well in preventing FAE pavement from falling into poor condition. The state reported 20.8 percent of the FAE network in poor condition in 2023, ranking 31st nationally and 8th among peer states (see Table 2).

Table 2

Roughness Condition by Centerline-miles on Federal Aid Eligible Roads, Data Year 2023

% FAE Network in Good Condition			
State	**% Good**	Component Index	Rank
Vermont	77.9%	100.0	1
South Dakota	76.5%	97.8	2
Kansas	75.4%	95.8	3
Indiana	75.1%	95.5	4
Tennessee	74.2%	93.8	5
Georgia	57.2%	65.4	12
Ohio	52.9%	58.3	16
MICHIGAN	48.6%	51.1	24
Illinois	46.6%	47.8	25
Wisconsin	44.2%	43.7	28
North Carolina	36.0%	30.0	35
Virginia	32.5%	24.3	41
Pennsylvania	32.1%	23.6	42
Missouri	29.8%	19.7	45
Mississippi	28.5%	17.5	46
Connecticut	24.0%	10.1	47
Washington	23.4%	9.2	48
Hawaii	22.6%	7.8	49
Rhode Island	18.0%	0.0	50

% FAE Network in Poor Condition			
State	**% Poor**	Component Index	Rank
Indiana	2.62%	100.0	1
South Dakota	3.34%	98.3	2
Kansas	3.81%	97.2	3
Wyoming	5.12%	94.1	4
Vermont	5.15%	94.0	5
Tennessee	5.93%	92.1	7
Georgia	6.51%	90.8	9
North Carolina	12.38%	76.8	20
Ohio	14.36%	72.1	22
Virginia	17.28%	65.2	27
Illinois	19.59%	59.7	29
MICHIGAN	20.82%	56.8	31
Missouri	24.48%	48.1	35
Wisconsin	24.88%	47.1	37
Pennsylvania	27.37%	41.2	42
Mississippi	29.85%	35.3	46
Connecticut	29.95%	35.1	47
New Mexico	32.97%	27.9	48
Hawaii	39.22%	13.1	49
Rhode Island	44.74%	0.0	50

Source: FHWA Table HM-47i, 20232

Daily Traffic by Pavement Roughness on the National Highway System

The National Highway System (NHS) is a subset of the FAE network, including all Interstates and other major routes determined to be of national importance. While the NHS includes only about 5.3 percent of Michigan's public road network by route mile, it carries more than half of all traffic within the state.

For these critical routes, FHWA not only provides pavement roughness data, but also provides average daily traffic (ADT) as a percentage of travel by pavement condition. This provides a useful measure of how a state's roads are typically experienced by drivers.3

Michigan reports that 63.5 percent of NHS average daily traffic occurs on pavement in good condition. This ranks 36th nationally and 8th among an 11-state peer group. Ten (10.0) percent of Michigan's NHS traffic occurs on pavement in poor condition, also ranking 36th nationally and 8th among peer states (see Table 3).4

Table 3

Average Daily Traffic on National Highway System by Pavement Roughness, Data Year 2023

% ADT on NHS Pavement in Good Condition			
State	**% Good**	Component Index	Rank
New Hampshire	89.5%	100.0	1
Maine	85.1%	91.9	2
Idaho	83.2%	88.4	3
Alabama	82.9%	87.9	4
Vermont	82.7%	87.6	5
Georgia	80.5%	83.6	6
Tennessee	80.5%	83.5	7
Indiana	78.9%	80.5	12
Missouri	78.0%	78.9	16
North Carolina	74.1%	71.8	19
Ohio	73.8%	71.2	20
Virginia	64.9%	55.0	35
MICHIGAN	63.5%	52.4	36
Illinois	59.2%	44.5	39
Pennsylvania	57.3%	41.2	43
Wisconsin	51.6%	30.7	45
Colorado	48.9%	25.7	46
Louisiana	48.0%	24.0	47
New York	43.4%	15.7	48
California	40.8%	11.0	49
Hawaii	34.8%	0.0	50

% ADT on NHS Pavement in Poor Condition			
State	**% Poor**	Component Index	Rank
New Hampshire	1.94%	100.0	1
Georgia	2.41%	97.7	2
Idaho	2.57%	96.9	3
Minnesota	2.57%	96.9	4
Indiana	2.97%	94.9	5
Tennessee	4.05%	89.6	15
North Carolina	4.23%	88.7	17
Missouri	4.77%	86.0	20
Ohio	6.00%	79.9	25
Virginia	6.55%	77.2	28
MICHIGAN	10.00%	60.1	36
Illinois	12.36%	48.4	41
Pennsylvania	12.86%	46.0	43
Wisconsin	13.07%	44.9	44
Louisiana	17.05%	25.2	46
Rhode Island	19.32%	14.0	47
California	20.75%	6.9	48
Hawaii	20.82%	6.6	49
New York	22.14%	0.0	50

Source: FHWA Table HM-47a, 2023

Interstate Condition by the Federal Pavement Condition Metric

The most comprehensive pavement condition metric on the NHS is available through the FHWA Transportation Performance Management (TPM) program. This program was initiated to encourage states to adopt strategic data-based approaches to asset management.

States report the percentage of NHS lane miles in good and poor condition using the standardized federal pavement condition metric (PCM). The PCM is based on a combination of standardized individual pavement condition metrics (IRI, cracking, rutting, and faulting). Each underlying metric must be measured in good condition for the resulting PCM score to be good. If two or more metrics are rated poor, the resulting PCM for that pavement is determined poor. Otherwise, the pavement is judged to be in fair condition.

TPM data is reported separately for Interstate and non-Interstate NHS routes. Michigan reports 70.4 percent of Interstate lane-miles in good condition by PCM, ranking 17th nationally and 7th in an 11-state peer group. States generally keep Interstate pavement in relatively good condition. In fact, five states report no Interstate pavement in poor condition by PCM. Michigan reports 1.8 percent of Interstate pavement in poor condition by PCM, ranking 45th nationally and last among peer states (see Table 4).

Table 4

Federal Pavement Condition Metric by Lane-miles on Interstate System, Data Year 2022

% Interstate Pavement in Good Condition			
State	**% Good**	Component Index	Rank
South Dakota	83.8%	100.0	1
Nevada	82.2%	97.7	2
North Dakota	81.3%	96.4	3
South Carolina	78.1%	91.8	4
West Virginia	78.1%	91.8	5
Georgia	75.6%	88.1	6
Ohio	73.9%	85.7	7
Pennsylvania	73.7%	85.4	8
North Carolina	72.3%	83.4	12
Wisconsin	71.3%	81.9	15
Indiana	71.0%	81.5	16
MICHIGAN	70.4%	80.6	17
Missouri	70.1%	80.2	19
Tennessee	64.5%	72.1	27
Illinois	64.0%	71.3	28
Virginia	58.2%	63.0	34
Alaska	31.3%	24.0	46
Vermont	29.9%	22.0	47
Louisiana	21.8%	10.3	48
Maine	20.5%	8.4	49
Hawaii	14.7%	0.0	50

% Interstate Pavement in Poor Condition			
State	**% Poor**	Component Index	Rank
South Dakota	0.0%	100.0	1
Missouri	0.0%	100.0	1
Massachusetts	0.0%	100.0	1
New Hampshire	0.0%	100.0	1
Rhode Island	0.0%	100.0	1
Georgia	0.1%	97.5	6
North Carolina	0.1%	97.5	6
Virginia	0.1%	97.5	6
Ohio	0.2%	95.0	14
Wisconsin	0.2%	95.0	14
Pennsylvania	0.4%	90.0	23
Indiana	0.4%	90.0	23
Tennessee	0.4%	90.0	23
Illinois	0.4%	90.0	23
MICHIGAN	1.8%	55.0	45
New York	1.8%	55.0	45
California	2.0%	50.0	47
Colorado	3.2%	20.0	48
Louisiana	3.2%	20.0	48
Hawaii	4.0%	0.0	50

Source: FHWA Transportation Performance Management State Performance Dashboard and Reports

Note: Data Collected in 2022 except Michigan which has not yet reported 2022 Interstate PCM data. Michigan's data was collected in 2021.

Non-Interstate NHS Condition by the Federal Pavement Condition Metric

Michigan's non-Interstate NHS routes carry nearly a third of traffic in the state—more than Interstate routes. This includes large arterials such as routes labeled "M" (e.g., M-43) and "US" (e.g., US-23). States generally do not maintain non-Interstate NHS routes quite as well as Interstate routes, and this is reflected by the PCM data.

Michigan reports 41.5 percent of non-Interstate NHS pavement in good condition by PCM, ranking 22nd nationally and 5th among an 11-state peer group (see Table 5). Michigan is not performing as well in preventing non-Interstate NHS routes from falling into disrepair. The state reports 8.8 percent of non-Interstate NHS lane-miles in poor condition, ranking 48th nationally and last among peer states.

Table 5

Federal Pavement Condition Metric by Lane-miles on Non-Interstate NHS Routes, Data Year 2022

% Non-Interstate NHS Pavement in Good Condition			
State	**% Good**	Component Index	Rank
South Dakota	66.6%	100.0	1
Nevada	66.1%	99.0	2
North Dakota	63.0%	93.0	3
Kentucky	60.6%	88.3	4
Minnesota	58.0%	83.2	5
Indiana	55.5%	78.3	6
Missouri	55.4%	78.1	7
Georgia	51.2%	69.9	12
Ohio	46.4%	60.5	16
MICHIGAN	41.5%	50.9	22
Wisconsin	39.0%	46.0	27
Virginia	36.5%	41.1	31
Tennessee	35.8%	39.7	33
North Carolina	34.8%	37.8	35
Pennsylvania	33.9%	36.0	36
Illinois	29.9%	28.2	40
California	24.1%	16.8	46
Rhode Island	21.1%	11.0	47
Washington	17.6%	4.1	48
New York	16.3%	1.6	49
Louisiana	15.5%	0.0	50

% Non-Interstate NHS Pavement in Poor Condition			
State	**% Poor**	Component Index	Rank
South Dakota	0.1%	100.0	1
North Dakota	0.1%	100.0	1
Nevada	0.4%	97.6	3
Virginia	0.4%	97.6	3
Minnesota	0.6%	96.0	5
Indiana	0.7%	95.2	6
Georgia	0.7%	95.2	6
Pennsylvania	1.3%	90.4	14
North Carolina	1.5%	88.8	16
Missouri	1.9%	85.6	21
Ohio	1.9%	85.6	21
Wisconsin	4.0%	68.8	32
Tennessee	4.4%	65.6	34
Vermont	7.6%	40.0	46
Illinois	7.8%	38.4	47
MICHIGAN	8.8%	30.4	48
Rhode Island	12.2%	3.2	49
Louisiana	12.6%	0.0	50

Source: FHWA Transportation Performance Management State Performance Dashboard and Reports

Note: Data Collected in 2022 except Ohio which has not yet reported 2022 non-Interstate PCM data. Ohio's data was collected in 2021.

2025 Road System Condition Index Scores and Rankings

Our initial approach to creating a State Road System Condition Index used 17 unique metrics combined with a weighted average. This 2025 update has reduced redundancy and simplified the methodology, which allows for easier comprehension of the final Index score while retaining the ability to derive a meaningful ranking. The component index scores are based on the range of data reported by all 50 states, with the top-performing state scoring 100, and the bottom-performing state scoring zero. A summary of the condition data used to create the final Road System Condition Index score is provided in Table 6.

Table 6

Metrics Contributing to the Final Road System Condition Index Score

Metric	System Coverage	Data Year	MI Raw Data		Peer State Rank (/11)	National Rank (/50)	Component Index (/100)
Bridge Infrastructure Condition by Deck Area	All Public Roads	2024	Good	27.2%	11	40	18.7
			Poor	7.8%	10	41	46.9
Roughess by System Mile	FAE Network	2023	Good	48.6%	5	24	51.5
			Poor	20.8%	8	31	56.8
Average Daily Traffic (ADT) by Roughness (IRI)	NHS Network	2023	Good	63.5%	8	36	52.4
			Poor	10.0%	8	36	60.1
Federal Pavement Condition Metric (PCM) by Lane-mile	Interstate NHS	2022	Good	70.4%	7	17	80.6
			Poor	1.8%	11	45	55.0
Federal Pavement Condition Metric (PCM) by Lane-mile	Non-Interstate NHS	2022	Good	41.5%	5	22	50.9
			Poor	8.8%	11	48	30.4

Across the ten metrics assessed, Michigan's average peer state rank is 8.4 among the 11 states, and average national rank is 34th. However, the usefulness of the indexing method is that each metric is assigned a component index score based on the range of data reported all 50 states. The ten component index scores are then combined with a simple average to derive the final Road System Condition Index score. This accounts for clustering and skewness of the data to more fairly rank states against each other as a comprehensive system condition assessment. The average of Michigan's ten component index scores is 50.3, resulting in a national rank of 40th and below all peer states except Illinois (see Table 7).

Table 7

2025 State Road System Condition Index Scores and Overall Ranking

State	Bridge Condition (All Roads))		Roughness on FAE		ADT by IRI on NHS		PCM on Interstate NHS		PCM on Non-Interstate NHS		System Condition Index	
	Good	Poor	Good	Poor	Good	Poor	Good	Poor	Good	Poor	Score	Rank
Georgia	**100**	**99**	**65**	**91**	**84**	**98**	**88**	**98**	**70**	**95**	**88.7**	**1**
Kansas	76	82	96	97	82	94	75	90	77	86	85.5	2
Indiana	**53**	**82**	**95**	**100**	**81**	**95**	**81**	**90**	**78**	**95**	**85.1**	**3**
North Dakota	48	66	85	90	82	90	96	98	93	100	84.8	4
Nevada	65	100	52	71	68	87	98	93	99	98	82.9	5
South Dakota	22	39	98	98	80	91	100	100	100	100	82.7	6
Florida	66	95	58	76	82	95	85	88	65	91	79.9	7
Minnesota	39	68	64	84	75	97	80	93	83	96	77.8	8
Idaho	19	81	90	91	88	97	60	95	46	95	76.3	9
Ohio	**72**	**79**	**58**	**72**	**71**	**80**	**86**	**95**	**60**	**86**	**76.0**	**10**
Nebraska	70	70	89	92	44	46	84	98	77	89	75.8	11
New Hampshire	63	58	55	66	100	100	66	100	58	82	74.7	12
Alabama	28	91	70	86	88	93	83	73	43	78	73.3	13
Tennessee	**34**	**68**	**94**	**92**	**83**	**90**	**72**	**90**	**40**	**66**	**72.9**	**14**
Kentucky	21	67	46	85	80	91	76	68	88	91	71.3	15
Utah	9	92	58	79	57	89	76	95	62	94	71.0	16
Wyoming	15	44	90	94	80	91	68	75	52	92	70.0	17
North Carolina	**52**	**64**	**30**	**77**	**72**	**89**	**83**	**98**	**38**	**89**	**69.0**	**18**
Delaware	15	87	46	69	63	80	71	78	76	94	67.9	19
Texas	57	98	27	51	41	67	73	98	70	87	67.0	20
Oklahoma	53	80	30	42	61	80	83	85	65	90	66.9	21
Vermont	56	78	100	94	88	91	22	68	31	40	66.7	22
Missouri	**30**	**49**	**20**	**48**	**79**	**86**	**80**	**100**	**78**	**86**	**65.5**	**23**
Montana	15	63	64	81	83	91	37	88	41	84	64.6	24
South Carolina	38	67	30	60	41	76	92	90	51	86	63.1	25
Virginia	**26**	**84**	**24**	**65**	**55**	**77**	**63**	**98**	**41**	**98**	**63.0**	**26**
West Virginia	5	9	52	87	61	84	92	95	56	84	62.4	27
Iowa	48	31	65	85	45	73	66	93	44	70	62.0	28
New Jersey	9	60	55	88	56	49	80	95	49	65	60.7	29
Arkansas	48	69	41	58	65	76	79	70	38	59	60.2	30
Wisconsin	**53**	**73**	**44**	**47**	**31**	**45**	**82**	**95**	**46**	**69**	**58.5**	**31**
Arizona	66	98	21	45	64	74	53	63	30	64	57.8	32
Oregon	7	84	78	84	70	78	36	58	26	55	57.5	33
New Mexico	30	77	22	28	72	83	67	68	48	77	57.1	34
Maine	21	27	54	67	92	89	8	98	53	62	56.9	35
Connecticut	0	59	10	35	65	83	85	98	47	80	56.1	36
Mississippi	65	82	18	35	64	75	61	85	18	48	55.1	37
Pennsylvania	**25**	**55**	**24**	**41**	**41**	**46**	**85**	**90**	**36**	**90**	**53.3**	**38**
Alaska	40	58	42	53	58	75	24	78	27	51	50.4	39
MICHIGAN	**19**	**47**	**51**	**57**	**52**	**60**	**81**	**55**	**51**	**30**	**50.3**	**40**
Maryland	20	83	33	38	63	57	51	88	24	43	50.0	41
Massachusetts	9	21	32	45	55	35	79	100	31	81	48.8	42
Illinois	**24**	**20**	**48**	**60**	**45**	**48**	**71**	**90**	**28**	**38**	**47.3**	**43**
Colorado	37	78	28	49	26	51	41	20	51	75	45.7	44
Washington	36	53	9	36	47	52	43	70	4	66	41.6	45
California	44	56	30	40	11	7	47	50	17	45	34.5	46
New York	19	17	35	48	16	0	32	55	2	41	26.4	47
Louisiana	29	60	25	44	24	25	10	20	0	0	23.8	48
Rhode Island	7	0	0	0	42	14	59	100	11	3	23.6	49
Hawaii	40	71	8	13	0	7	0	0	24	69	23.2	50

Michigan's overall rank of 40th remains unchanged between the 2024 and 2025 assessments. Due to the changes in Index scoring methodology between 2024 and 2025, we cannot state with certainty that Michigan has made no progress compared to other states. Furthermore, the index scoring approach is a method of relative comparison between states and thus does not show if a state has made improvements to its network between years in absolute terms. However, seven of the ten component metrics used in the 2025 Index directly overlap seven of the 17 metrics used in the 2024 assessment, allowing for direct comparison of these metrics (see Table 8).

Table 8

Michigan's Raw Data, Component Index Scores, and National Rank for Metrics Used in Both the 2024 and 2025 Road System Condition Index Assessments

	2024 Assessment			2025 Assessment			2024 to 2025 Change		
Metric	MI Raw Data	Component Index	Rank	MI Raw Data	Component Index	Rank	MI Raw Data	Component Index	Rank
Roughness on FAE Network, % Poor	21.7%	61.9	30	20.8%	56.8	31	Better	Worse	Worse
ADT by IRI on NHS Network, % Good	63.9%	57.9	36	63.5%	52.4	36	Worse	Worse	Same
ADT by IRI on NHS Network, % Poor	10.2%	60.5	36	10.0%	60.1	36	Better	Worse	Same
PCM on Interstate NHS, % Good	70.4%	81.0	18	70.4%	80.6	17	Same	Worse	Better
PCM on Interstate NHS, % Poor	1.8%	53.8	44	1.8%	55.0	45	Same	Better	Worse
PCM on Non-Interstate NHS, % Good	41.6%	48.5	22	41.5%	50.9	22	Worse	Better	Same
PCM on Non-Interstate NHS, % Poor	8.9%	32.8	47	8.8%	30.4	48	Better	Worse	Worse

As shown in Table 8, for the seven metrics that overlap between the 2024 and 2025 road system condition assessments, Michigan reports a mix of improvement and regression.

For roughness on the FAE network in poor condition, Michigan reduced FAE roads in poor condition by 0.9 percent—an improvement in absolute terms. However, Michigan's component index score declined slightly from 61.9 to 56.8. Each component index score is calculated based on the range of data reported by all 50 states. (Michigan's reduced component index score in this category means that Michigan's reported data is slightly closer to the lowest performing state than the top performing state in the updated assessment.) Michigan's relative performance among all states has declined by one ranking, from 30th to 31st. This all suggests that while Michigan has reduced FAE routes in poor condition by measured roughness, many states have reported greater improvement by this metric.

For average daily traffic (ADT) by pavement roughness (IRI) on the NHS, Michigan's data changed very slightly between assessments. NHS traffic over good pavement declined by 0.5 percent (a slight regression), while traffic over poor pavement was reduced by 0.2 percent (a slight improvement). For both categories, Michigan's component index scores declined slightly, yet Michigan's overall rankings in both percentage-good and percentage-poor metrics are unchanged at 36th.

By the federal Pavement Condition Metric (PCM) on Interstate highways, Michigan's raw data remains unchanged. This is because Michigan is the only state that has not provided updated data to the federal Transportation Performance Management System. Thus, this assessment compares Michigan's condition data collected in 2021 to all other states' data collected in 2022.

For Interstate lane-miles rated good by PCM, Michigan's component index score declined slightly (by 0.4) to 80.6, but Michigan's ranking improved from 18th to 17th. This is Michigan's highest component Index score and ranking of all ten metrics assessed. For Interstate lane-miles in poor condition, Michigan's component index score improved slightly by 1.2, but Michigan dropped one ranking to 45th nationally.

The most likely explanation for Michigan's failure to report Interstate PCM data is that much of Michigan's Interstate network was under construction in the 2022 reporting year (related to the Rebuilding Michigan bond funding). When Michigan's updated data is reported, the state may see a meaningful improvement by this measure.

For non-Interstate NHS lane-miles in good condition, Michigan reported a very slight decline of 0.1 percent (a regression). However, Michigan's component index score for this metric improved slightly, and its national ranking remains unchanged at 22nd. Michigan reduced non-Interstate NHS lane-miles in poor condition by 0.1 percent (a slight improvement). However, Michigan's progress on this metric appears to lag many other states, as Michigan's component index score declined from 32.8 to 30.4 and the state dropped one ranking to 48th nationally. This is Michigan's lowest component ranking.

Although the 2025 update to the Road System Condition Index assessment has incorporated updated data and a refined methodology, most states' final ranking changed very little, if at all. This is expected because the condition of a state's entire road network changes relatively little from year to year.

The consistency between years also emphasizes the power of the index scoring method of comparing states. The 2025 Road System Condition Index methodology was simplified compared to 2024—reducing the number of component metrics included from 17 to ten. The similarity of results from 2024 to 2025 confirms that this index scoring method provides an accurate and meaningful assessment of road systems conditions across states. This simplified method can be used going forward to track Michigan's progress over time and compared to other states in future years.

Notably, there is a time lag in condition data reported at the national level; the rankings provided here reflect data years ranging from 2022 and 2024 (depending on the metric). As we described in our award winning March 2025 report, A Data-Driven Assessment of Michigan's Road Program, Michigan's road infrastructure has generally seen gradual improvement since 2016. It is likely that current conditions in 2025 have improved compared to the 2022-2024 data available for this assessment. Continued progress in reported system conditions may notably improve Michigan's national ranking, and we expect future updates in available data to show this.

Summary

We have provided a comprehensive Road System Condition Index score to conclude that Michigan ranks 40th nationally among all 50 states in pavement and bridge conditions. This effort is a continuation of research introduced in April 2024. In this current iteration, we have updated the data to include the most recently available, as well as simplify the methodology to make the results easier to understand.

Our research establishes that Michigan's overall road system condition ranks towards the bottom-end of states, though far from the worst.

Upcoming research posts will update our related Road Funding Index, and revisit discussions of Michigan's overall Road Program performance.

Footnotes

1. Roughness is typically measured using the well-established International Roughness Index (IRI). However, some states report roughness on minor FAE routes using an alternative measure known as Present Serviceability Rating (PSR).

2. A caveat to this table is that condition data was scored and ranked as a percentage of data reported. Several states did not report roughness condition data on a substantial percentage of their FAE network, including peer states of Wisconsin (9.8% unreported), Virginia (15.5% unreported) and Indiana (60.2% unreported).

3. All states report roughness data on the NHS using the high-quality IRI measure.

4. Michigan reports that the state's NHS roads carry over 140 million miles of vehicle travel each day on average. The pavement roughness condition for about eight percent of this traffic was not reported. This is an unusually high percentage of unreported data, possibly reflecting the extent of the network under active construction during the reporting year. The figures given for Michigan and all states are as a percentage of ADT conditions reported.

Additional data and methodology details will be made available upon request to epdennis@crcmich.org. CRC welcomes any and all feedback concerning this research as to provide the most comprehensive and meaningful assessment of comparative state road system conditions as is possible.

ABOUT THE AUTHOR

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Eric joined the Citizens Research Council in 2022 as an expert in civil infrastructure policy. Previous to his position with the Research Council, Eric spent nearly ten years as a transportation systems analyst, focusing on the policy implications of emerging technologies such as autonomous vehicles, connected vehicles, and intelligent transportation systems. Eric has been a Michigan-licensed professional engineer (PE) since 2012. As a practicing engineer, Eric has design and project experience across multiple domains, including highways, airfields, telecommunications, and watershed management. Eric received his Bachelor's degree in civil engineering from Michigan State University in 2006. Eric also holds Masters degrees in environmental engineering and urban/regional planning, both from the University of Michigan.