What is a TRUNKLINE?

The highway system designated as Interstates, U.S. Highways and State Highways (M Routes) make up the 9,600-mile State Trunkline System, which is 8% of Michigan’s road network.

<table>
<thead>
<tr>
<th>Lane miles by route designation</th>
<th>15,717</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>7,889</td>
</tr>
<tr>
<td>U.S. Route</td>
<td>7,686</td>
</tr>
<tr>
<td>M Route</td>
<td></td>
</tr>
</tbody>
</table>

These multilane facilities provide almost 31,300 lane miles to serve traffic.

Making Michigan Move

Congestion is the result of increased traffic on the system.

Over the past 20 years, the state trunkline system has expanded by only 1.1% while traffic* has increased by 11.2%.

* as measured by vehicle miles of travel

Michigan Department of Transportation

256,759 lane miles in Michigan
The condition of the trunkline system is critical to Michigan's economic future.

**Michigan border crossings are important to U.S. trade with Canada**

Nearly 45% of U.S./Canada trade moved by truck uses one of Michigan’s three border crossings.

(Source: Transborder Freight Database, USDOT Bureau of Transportation Statistics)

**Michigan roads carry more than $400 billion in truck-freight volume, nearly twice the national average.**

Trunklines are the key to mobility and Michigan's economy.

Michigan’s trunkline system carries:
- 51% of all statewide traffic
- 64% of all commercial traffic
- 12% of all statewide lane miles

**3x Thicker**

$95,000

adds an extra $216,000 per lane mile

$311,000

Pavement is up to three times thicker to support trucks on the trunkline system.