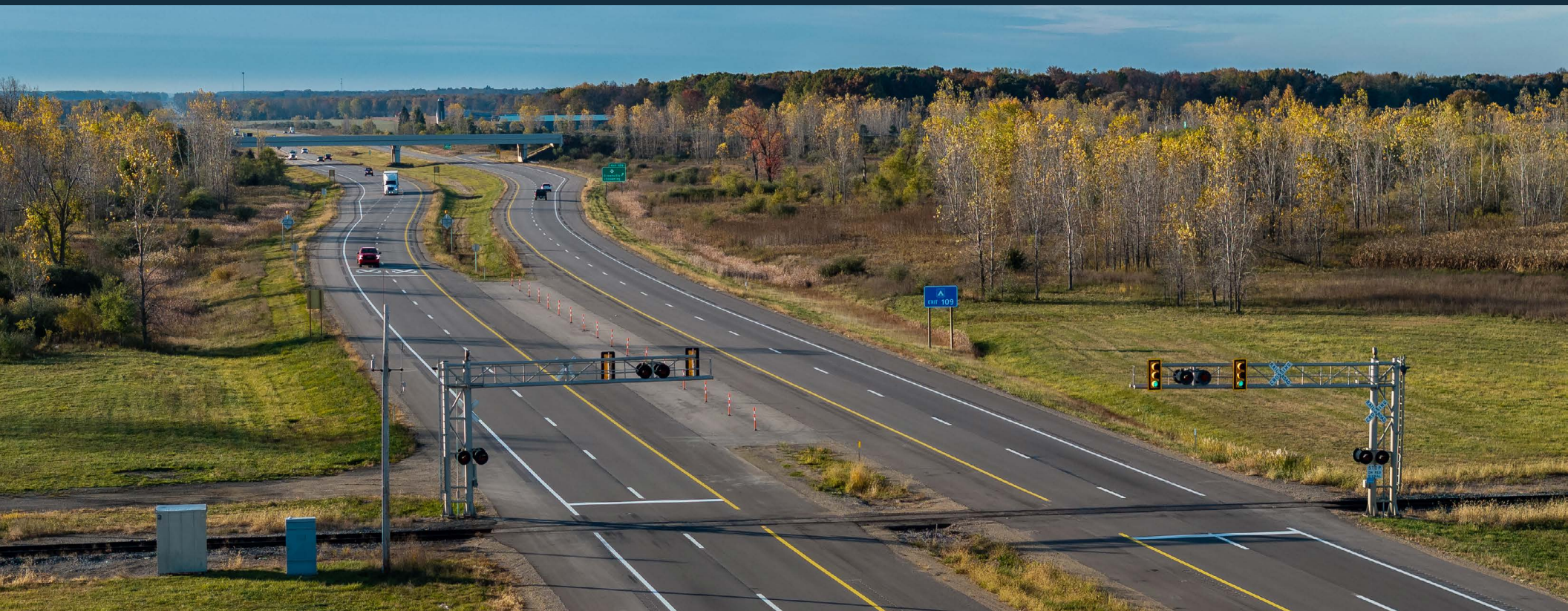
Michigan Transportation Asset Management Council

2025

MICHIGAN'S ROADS AND BRIDGES ANNUAL REPORT



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Dear Reader,

On behalf of the Michigan Transportation Asset Management Council (TAMC), I am pleased to present the 2025 Roads and Bridges Annual Report. This report reflects the continued progress of Michigan's road-owning agencies and our shared commitment to strengthening asset management practices statewide.

Since its establishment under Public Act 499 of 2002, TAMC's role has continued to evolve. Today, our work is increasingly connected with broader infrastructure efforts through our partnerships with the Michigan Infrastructure Council (MIC) and the Water Asset Management Council (WAMC). Together, we are advancing a more integrated and strategic approach to infrastructure stewardship across Michigan.

This year marks an important milestone with the completion of a full cycle of local asset management plans under Public Act 325 of 2018. This achievement represents a significant step forward in embedding long-term, data-driven planning at the local level and strengthening coordination between state and local partners.

We also continue to see the impact of these efforts reflected in our data. Ongoing pavement condition data collection and the expansion of the Non-Federal-Aid Data Collection Program are providing a more complete picture of our system and supporting smarter investment decisions across all public roads.

These accomplishments are made possible by the dedication of Michigan's road-owning agencies and our many partners. Your work in planning, data collection, and implementation is laying the foundation for a more resilient and sustainable transportation system.

As we look ahead, we remain focused on expanding collaboration, improving data quality, and equipping agencies with the tools and training needed to make informed, forward-looking decisions.

Thank you for your continued commitment to TAMC's mission and to the future of Michigan's infrastructure.

Sincerely,

Ryan Buck, TAMC Chair

MAJOR TAKEAWAYS FROM 2025

Roads

2025 marked the fifth year in a row that the percentage of roads in good condition is higher than when the PASER system was first introduced in 2004.

The federal-aid road network saw a 1% decrease in the condition of roads in good condition between 2024 and 2025, but there was a 1% increase in fair condition. Poor condition has remained at 32%.

This data shows a progressive trend towards preventing the good/fair roads from further deterioration.

Culverts and Bridges

In 2025, the TAMC announced the first winner of the Culvert Asset Management Award. Other culvert-related efforts included the release of a new Culvert Asset Management Plan (CAMP) template and support for the collection of culvert inventory and condition data.

In 2025, 67 local agency bridges were closed due to poor and severe conditions, five less than in 2024. See the 2025 Bridge Condition section for more information.

2025 Federal-Aid Pavement Condition

Percent Lane Miles

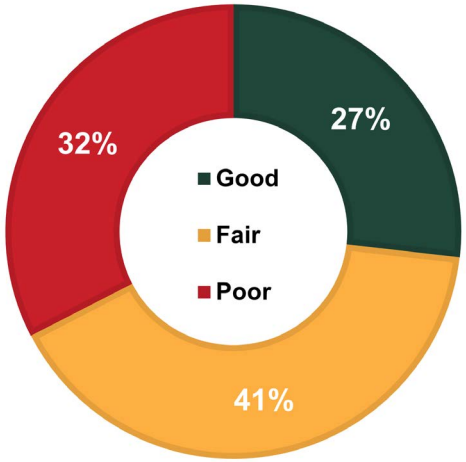


Figure 1: Source – 2024/2025 PASER Data Collection

2025 Bridge Condition

Percent All Roadway Bridges

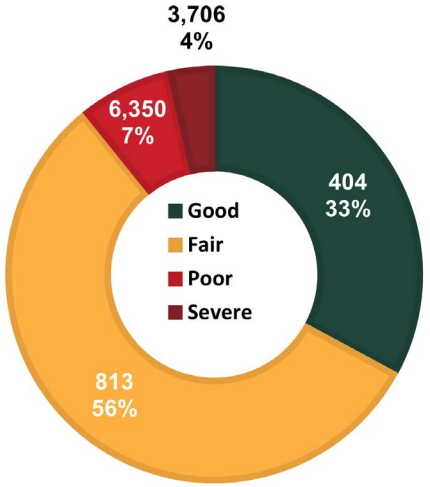


Figure 2: Source – 2024/2025 PASER Data Collection

Please note: All data in this report was accurate as of March 2026. To see current dashboards for all agencies and an interactive map, visit www.Michigan.gov/TAMC.

2025 ROAD CONDITIONS

PAVED FEDERAL-AID ROAD CONDITION

One of TAMC's main charges is to determine the condition of paved federal-aid roads, which account for one-third of Michigan roads and carry over 95% of the traffic.

Beginning in 2003, the Michigan Department of Transportation (MDOT), county, regional, and metropolitan planning agencies joined together to pursue this statewide effort.

Under the direction of TAMC, PASER is the measure chosen to identify the condition of pavements. For over 20 years, PASER has been a consistent and reliable data source.

COLOR	PASER CONDITION RATINGS	DEFINITION
GREEN	GOOD CONDITION	Routine Maintenance Candidate
YELLOW	FAIR CONDITION	Preventive Maintenance or Rehabilitation Candidate
RED	POOR CONDITION	Rehabilitation or Reconstruction Candidate

The trend graph in **Figure 3** displays the percentage of lane miles rated good, fair, and poor between 2015/2016 and 2024/2025. The percentage of roads in good condition remains higher than what was measured in 2004.

This trend is not expected to continue as the overall condition of paved federal-aid roads is expected to level out and maintain consistency over the next 10 years. See the Pavement Condition Forecast section for more details.

Note: Due to COVID-19, no data was collected in 2020. Data from 2019-20 is estimated. 100% federal-aid road condition data was collected in 2021.

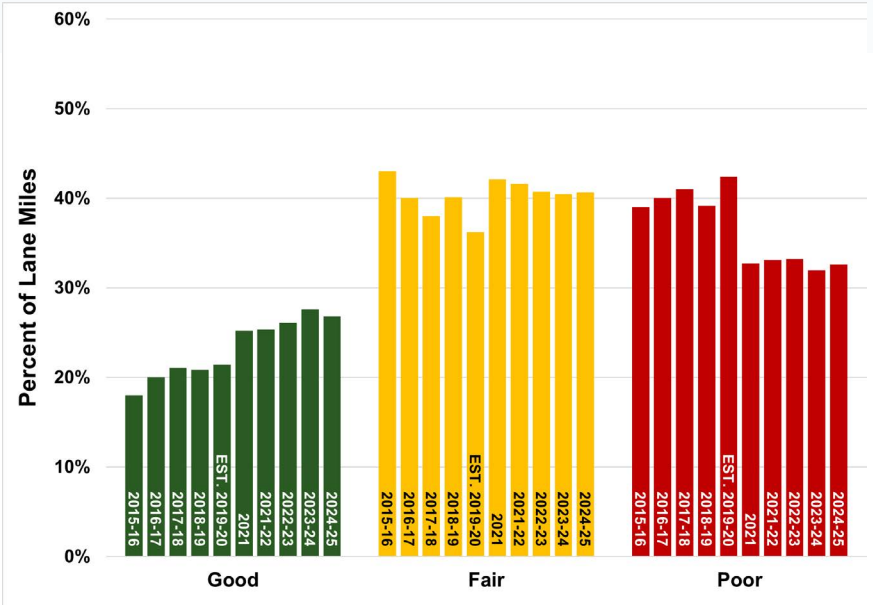


Figure 3: Source – 2015/2016 - 2024/2025 PASER Data Collection

2025 PAVED FEDERAL-AID (FA) ROAD CONDITION

Road agencies report on the condition of all paved federal-aid roads over the course of two years. **Figure 4** is a map showing roads rated in 2024 and 2025. About 67% of the 88,000 lane miles were collected in 2025, and the remaining lane miles were collected in 2024.

Collecting PASER data statewide is a coordinated effort made by Regional Planning Agencies (RPAs) and Metropolitan Planning Organizations (MPOs) working with local agencies in their area. Road agencies in Michigan collected 95% or more of their data between 2024 and 2025, indicating the value of this inventory effort in data-driven decision-making. **Figure 5** shows a composite of these data collection efforts, with 32% of Michigan's lane miles still in poor condition, which has steadily decreased over the past five years.

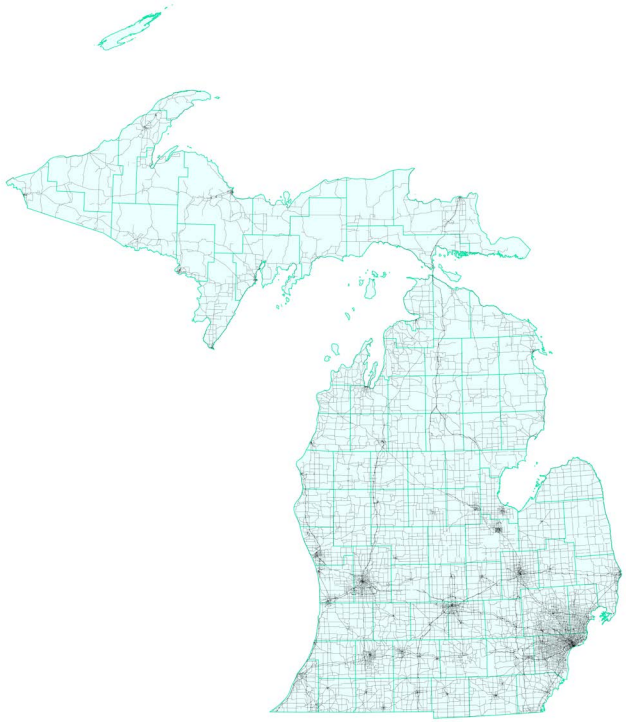


Figure 4: Source – 2025 PASER Data Collection

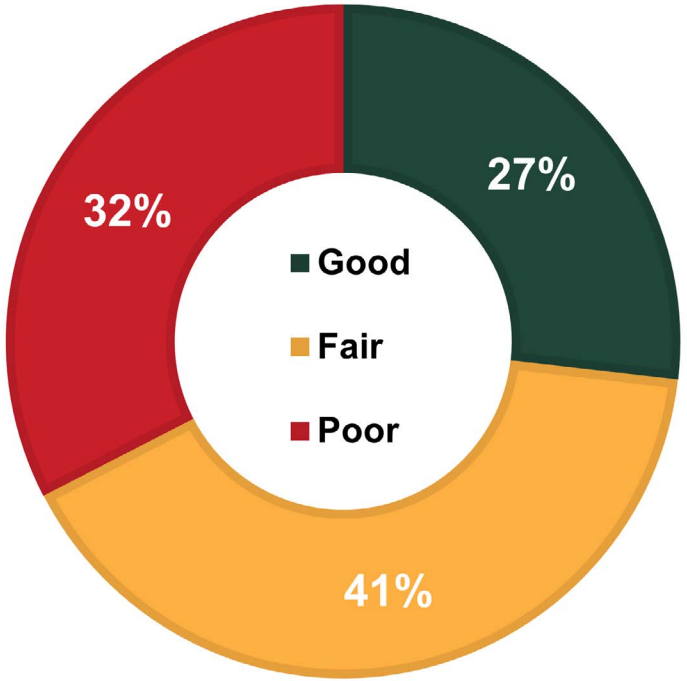


Figure 5: Source – 2025 PASER Data Collection by Lane Miles

PAVEMENT CYCLE OF LIFE

The pavement cycle of life in **Figure 6** illustrates the change in the condition of federal-aid pavement over two full collection cycles from 2022–2025.

During this period, 16.7% of the network experienced an improvement in pavement condition. Of the total increase, 6.5% of the network improved from poor to good, reflecting reconstruction (full pavement replacement) and rehabilitation (structural improvements short of full replacement). An additional 4.6% improvement from poor to fair and 5.6% from fair to good resulted from heavy capital preventive maintenance (major life-extending treatments) and light capital preventive maintenance (routine, lower-cost preservation activities).

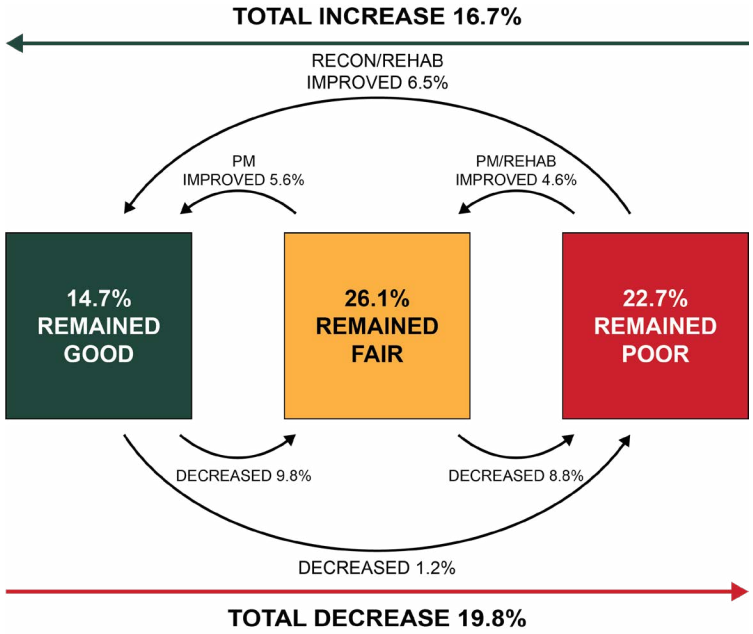


Figure 6: Pavement Cycle of Life: Source – 2024-2025 PASER

The chart also indicates a total decrease in condition of 19.8% for the same time period. A similar decrease of approximately 8 to 10% between the rating categories of good to fair and fair to poor is consistent with the regular deterioration rate of untreated roads.

When comparing the increase in condition versus the 19.8% decrease in condition, the overall condition of the network has declined by 3.1%, which is more than half of the 5% deterioration rate experienced between 2022 and 2025.

Roads deteriorate faster than the agencies can repair them. Much of this is attributed to increased labor, materials, mobilization, and construction costs. The Pavement Condition Forecast further examines this trend.

PAVEMENT CONDITION FORECAST

Approach for 2027–2037:

The Pavement Condition Forecasting System (PCFS) estimates the future condition of pavements. Examples of criteria that support the PCFS include current pavement condition, road deterioration rates, project costs, expected inflation, fix strategies, fix life benefits, and revenues. The forecast also takes into consideration that regions across the state have different challenges when it comes to road repairs and improvements.

Data from the IRT was used to determine varying treatment type costs more accurately across the state. (See Investment Reporting Section.) Factors that affect the repairs and improvement costs and forecasts include:

- **Size of the project**
- **Location**
- **Impact of frost freeze levels**
- **Existing soils**
- **Exposure to extreme heat**
- **Traffic volume and vehicle classification**
- **Age and composition of existing base**
- **Increased cost of materials, mobilization, and labor**
- **New funding packages**

Using regionally based treatment type costs, individual regional forecasts were developed for 2027 to 2037 shown in **Figure 7**. These forecasts were then combined to predict the future condition of pavements across the state.

The statewide forecast in the 2025 model is showing a significantly more positive outlook than last year due to higher revenues from the 2025 Road Funding Package, the Neighborhood Roads Fund, and the marijuana excise tax.

In the 2024 forecast, previous funding investments starting in 2017 were not predicted to maintain or improve the system in the future. By 2036, it was forecasted that only 18% of the roads would be in good condition, while roads in fair condition would drop to 36%. Over those 10 years, the roads in poor condition were predicted to reach 46% of the network.

The road funding sources established in 2025 are projected to contribute approximately $6 billion in additional funding over the 10-year forecast period. Forecasts for 2027 to 2037 **(Figure 7)** indicate an increase in the share of pavements rated in good condition, rising from the measured 27% in 2024 and 2025 to an estimated 30 to 33% over the next decade. The proportion of assets in fair and poor condition is projected to decline and then level off as the network responds to anticipated investment levels. Overall, the model indicates that approximately 68% of statewide lane miles are expected to remain in good or fair condition under the projected funding and deterioration assumptions.

PAVEMENT CONDITION FORECAST 2027–2037

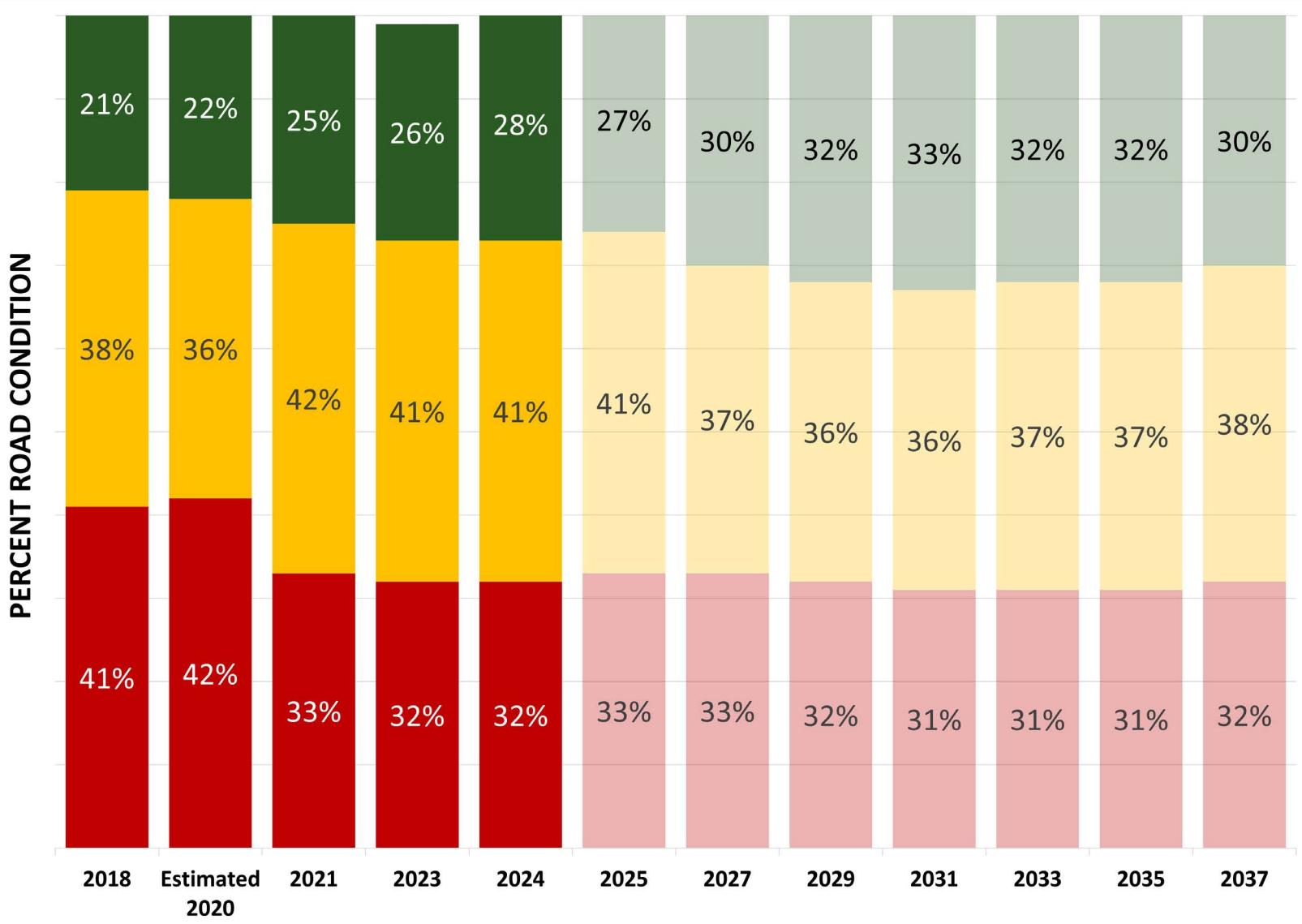


Figure 7: Source – 2025 TAMC

2025 NON-FEDERAL-AID (NFA) ROAD CONDITION

There are over 208,000 lane miles of both paved and unpaved NFA roads in Michigan. The federal government classifies these roads as being “local roads.” Some agencies may not have resources to collect NFA data each year; however, many local road agencies choose to rate some or all of their NFA roads each year.

To provide a more accurate look at the condition of the NFA system and to stay consistent with FA data analysis, two years’ worth of NFA data was analyzed.

Approximately 64,834 NFA lane miles were rated in 2024 and 2025. **Figure 8** shows a map of these ratings collected by local road agencies. Of these roads, 43% were found to be in poor condition, as displayed in **Figure 9**.

Local road agencies use ratings on both FA and NFA roads to help manage their road network.

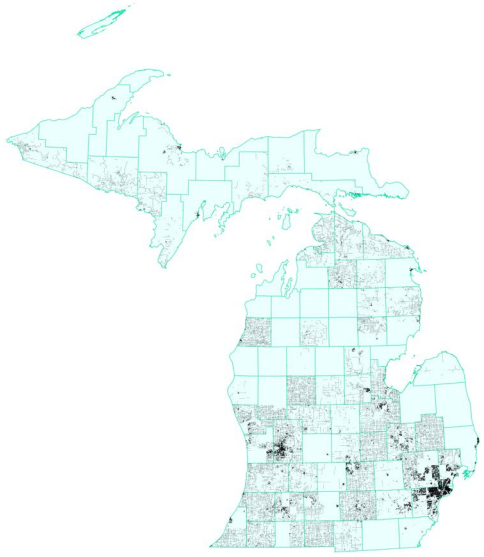


Figure 8: Source – 2025 PASER Data Collection

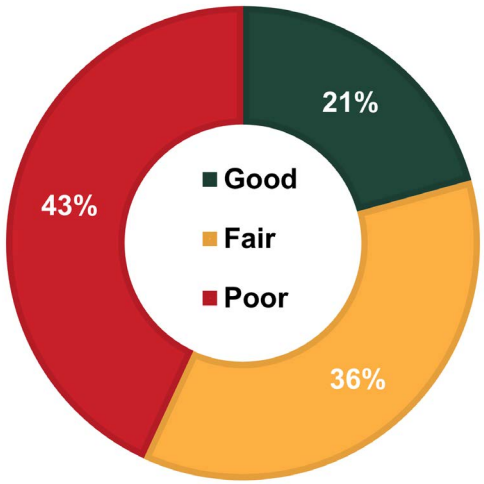


Figure 9: Source – 2025 PASER Data Collection by Lane Miles

GRAVEL ROADS AND INVENTORY-BASED RATING (IBR)

In 2018, gravel roads IBR was introduced. This is a similar effort to PASER on paved roads with supported training by TAMC based on a 0 to 10 rating scale. Please refer to the example IBR numbers on page 13. The IBR rating system provides added tools to manage this important and often missed element of Michigan's road infrastructure.

Figure 10 shows the total lane miles of IBR ratings collected on gravel roads from 2023–2025. This chart shows both FA and NFA gravel roads. At this time, the total number of gravel road lane miles is unknown. The TAMC continues to promote the collection of inventory and condition data throughout the state to develop a more accurate database. The large increase in mileage collected in 2024 is attributed to the one-time NFA Work Project.

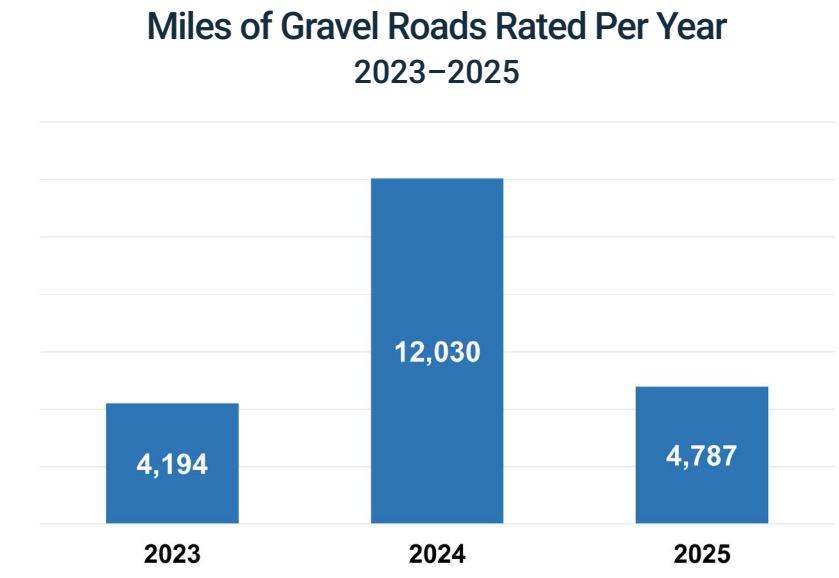


Figure 10: Source – IBR Data Collection

Some road agencies make the decision to return a paved road back to a gravel road. This is often due to costs but also as an asset management strategy that helps balance the total road network and improve the level of service expectations.

Note: Teams collecting PASER ratings for paved roads can also attend training to collect IBR for gravel roads.

To learn more about IBR and gravel road condition ratings, visit: https://ctt.mtu.edu/publications-resources/inventory-based-rating-system; or visit https://ctt.mtu.edu/training.

EXAMPLES OF IBR NUMBERS OF GRAVEL ROADS

9 IBR Number 9

Surface Width: Good
Drainage Adequacy: Fair
Structural Adequacy: Good

8 IBR Number 8

Surface Width: Fair
Drainage Adequacy: Good
Structural Adequacy: Good

5 IBR Number 5

Surface Width: Good
Drainage Adequacy: Poor
Structural Adequacy: Poor

5 IBR Number 5

Surface Width: Poor
Drainage Adequacy: Good
Structural Adequacy: Good

2025 BRIDGE CONDITIONS

STATEWIDE BRIDGE CONDITIONS

The National Bridge Inspection Standards (NBIS) defines a bridge as a structure carrying traffic with a span greater than 20 feet. Condition ratings are based on a 0-9 scale and assigned for each culvert or the deck, superstructure, and substructure of each bridge. These ratings are recorded in the National Bridge Inventory (NBI) database.

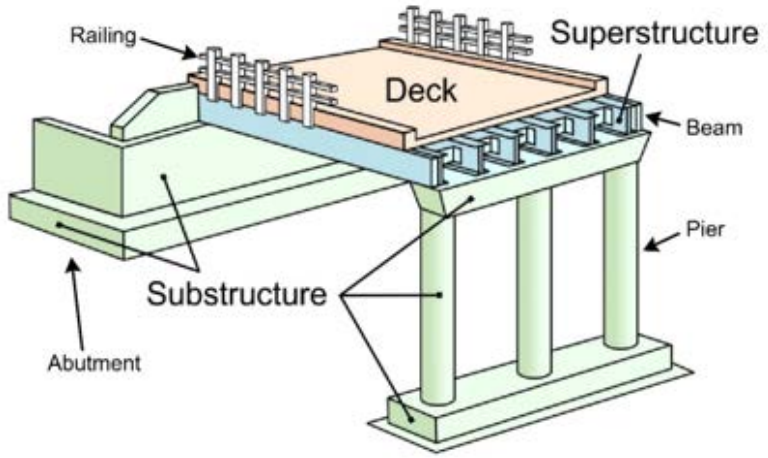


Figure 11 displays the percent of bridges in good, fair, and poor condition between 2016 and 2025. In 2025, 11% of NBI structures in Michigan are in poor/severe condition. This means that 1,217 bridges need major rehabilitation or are candidates for replacement.

Since 2015, there has been a steady decline in the number of bridges in good condition and a rise in the number of bridges in fair condition. These trends indicate the continued statewide deterioration of bridges and the significant need for increased investment.

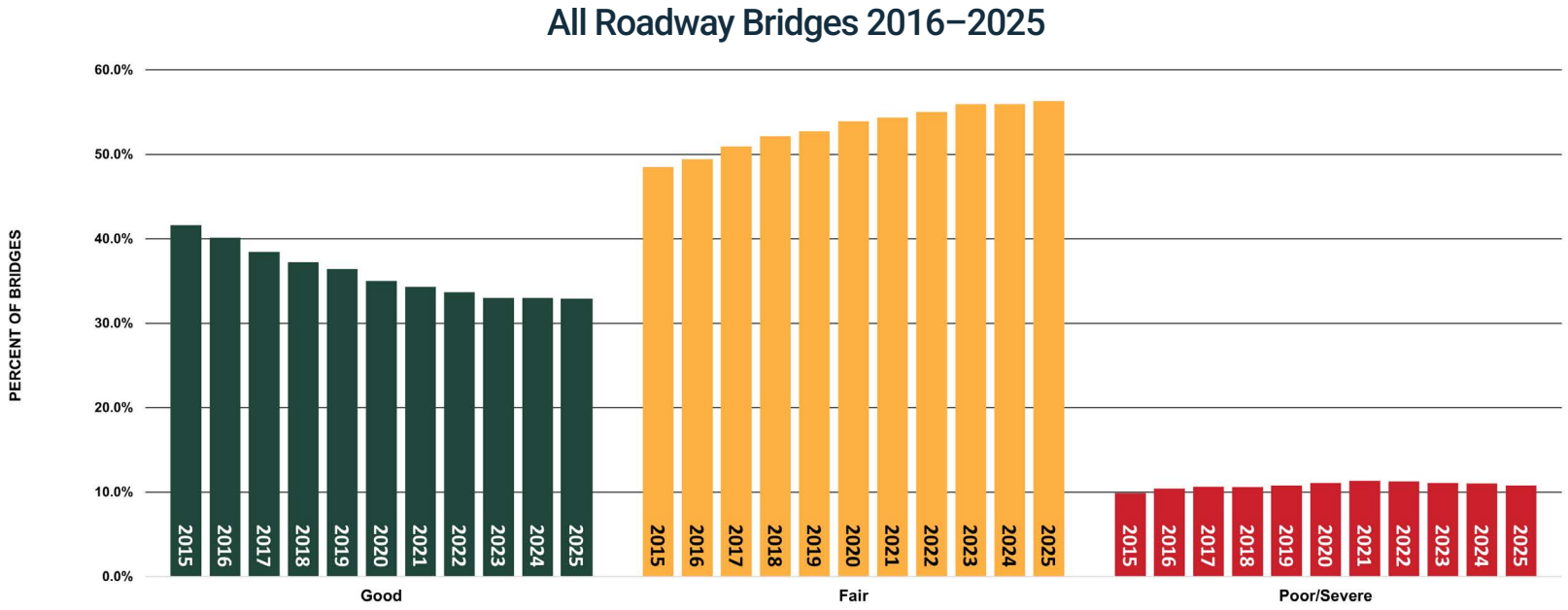


Figure 11: Source – 2016-2025 Michigan Bridge Inventory

COMPARING BRIDGE CONDITIONS

Michigan lags behind its neighboring Great Lakes states in terms of bridge condition. As displayed in **Figure 12**, Michigan has the highest percentage of bridges in poor and severe condition within the Great Lakes region and also has more poor and severe bridges than the national average. More concerning, when measuring the bridges in severe condition or those requiring additional monitoring, immediate action, or at risk of closure, Michigan has over double the percentage of bridges with NBI ratings of three or less than the regional and national average.

Bridge counts and the percentage condition ratings have been included on graphs.

VALUE	NBI CONDITION RATINGS	DEFINITION
7-9	GOOD CONDITION	Routine Maintenance Candidate.
5-6	FAIR CONDITION	Preventive Maintenance or Rehabilitation Candidate.
4	POOR CONDITION	Rehabilitation or Reconstruction Candidate. Routine maintenance often requires work or closures.
2-3	SERIOUS OR CRITICAL CONDITION	Emergency repair, high-priority major rehabilitation, or replacement candidate. Unless closely monitored, it may be necessary to close until corrective action can be taken.
0-1	IMMINENT FAILURE OR FAILED	Major Rehabilitation or Replacement Candidate (road is closed to traffic).

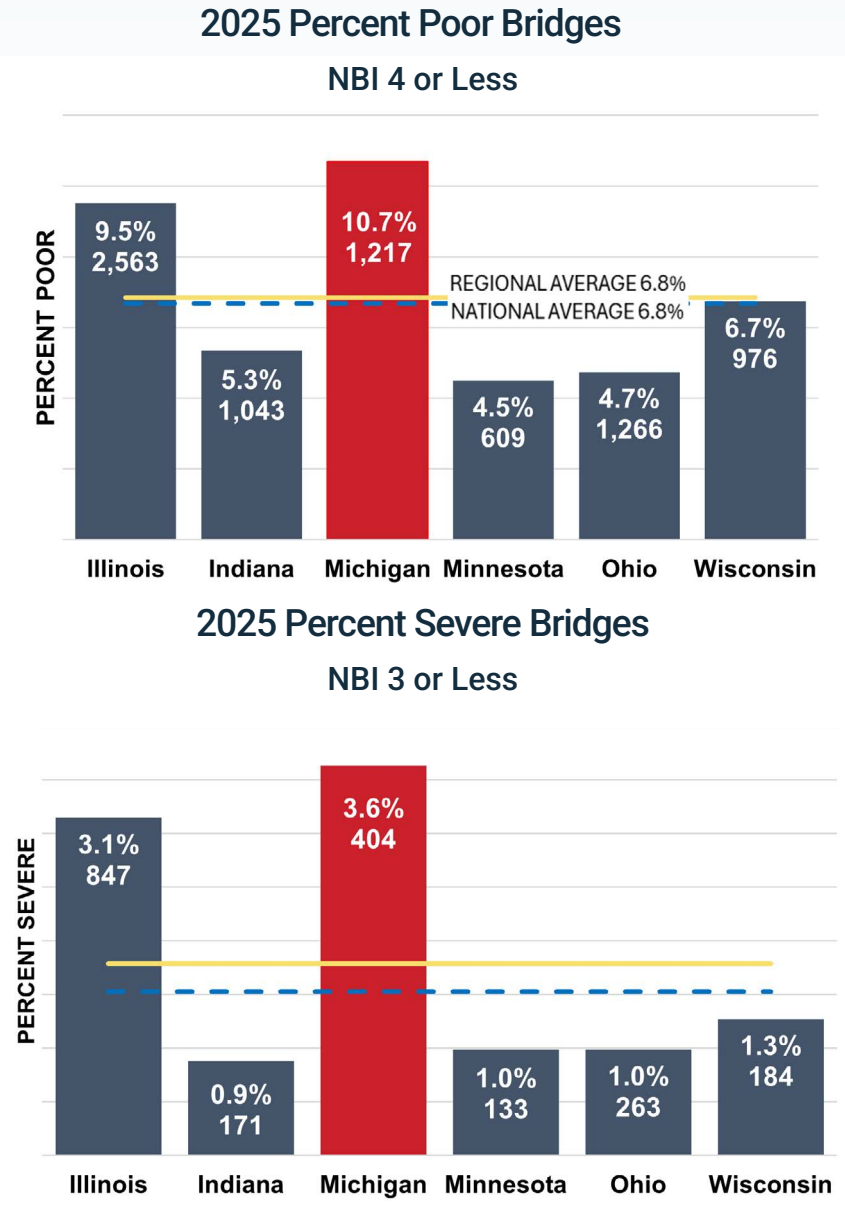


Figure 12: Source – 2025 Michigan Bridge Inventory

2025 MDOT BRIDGE CONDITIONS

Unlike roads, all bridges are considered federal-aid eligible. **Figure 13** shows that of the 4,508 bridges owned by MDOT, 5.9% are in poor or severe condition, and 71% are in fair condition. This large population of bridges in fair condition represents previous investments in preservation.

Until recently, MDOT has been able to maintain the number of bridges in fair condition before they reach the poor category while increasing the number of bridges in good and fair condition. Aging infrastructure and rising construction and material costs, along with not enough existing revenue or new revenue to maintain our aging bridges, have reversed some of that progress.

Maintaining or improving the bridges rated good or fair is imperative to prevent the number of bridges in the poor category from increasing.

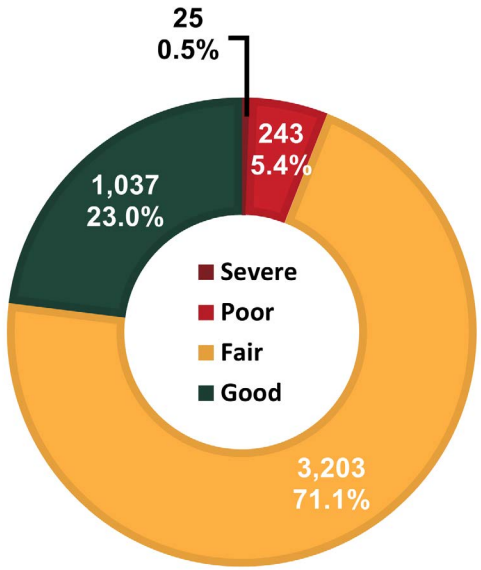


Figure 13: Source – 2025 Michigan Bridge Inventory

2025 LOCAL ROAD AGENCY BRIDGE CONDITIONS

There are 6,765 local road agency bridges. **Figure 14** shows that local road agencies continue to manage both a larger percentage of good bridges and a larger percentage of poor and severe bridges than MDOT. Many local road agencies are working to embrace preservation strategies but are prevented by the overwhelming need of the bridges in the worst conditions.

Figure 14 indicates that 570 bridges, 8.4% of the local agency bridges, are in poor condition and are candidates for major rehabilitation or replacement. When the bridge no longer has the strength to bear the loads for which it was designed, the bridge must be posted for lower loads to maintain safety.

A bridge in severe condition often needs expensive emergency repairs, temporary supports, or shoulder closures. Ultimately, the inability to obtain funding will result in a safety risk to the public, and the bridge will have to be closed. At the end of 2025, 67 local road agency bridges were closed due to their conditions and approximately 1,066 local road agency bridges are posted having weight limits due to their age and condition.

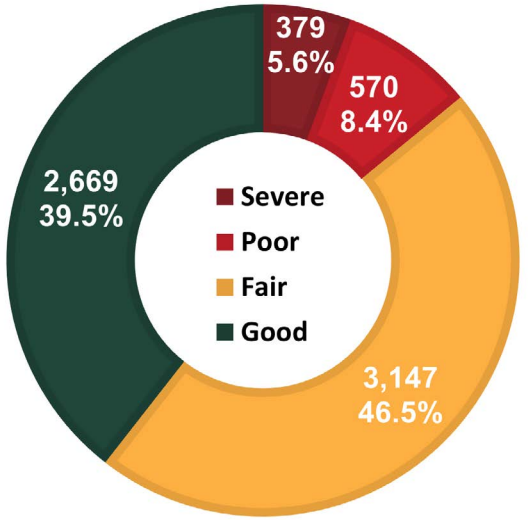


Figure 14: Source – 2025 Michigan Bridge Inventory

CHANGES IN BRIDGE CONDITIONS

Figure 15 illustrates the changes in the condition of bridges throughout Michigan over a four-year period from 2021–2025.

During this period of time, there was nearly a 7% improvement and approximately a 13% decrease in the condition of bridges statewide. In 2025, the bridge system experienced a decline of 6.35%, compared to a decline of 5.88% in 2024.

Bridges are deteriorating faster than road agencies can repair or replace them. Much of this is attributed to increased costs for labor, materials, mobilization, and construction in general. This trend is further examined in the Bridge Condition Forecast section.

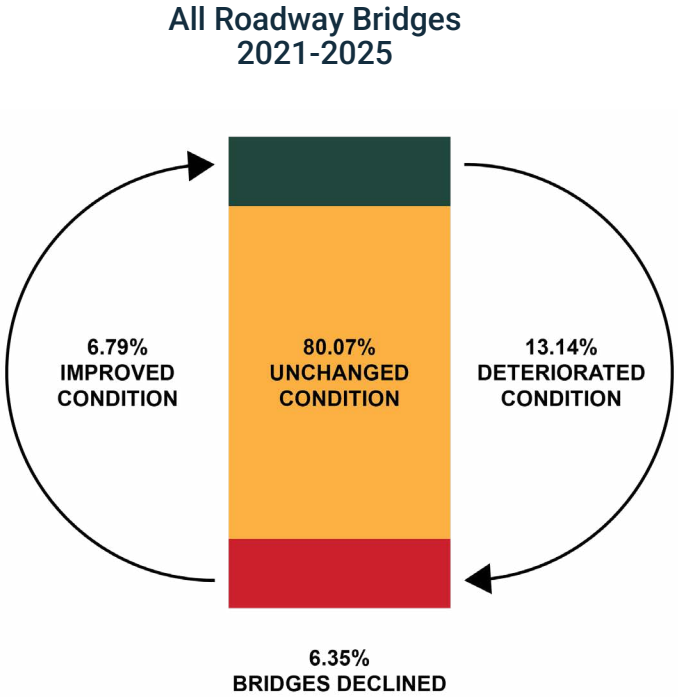
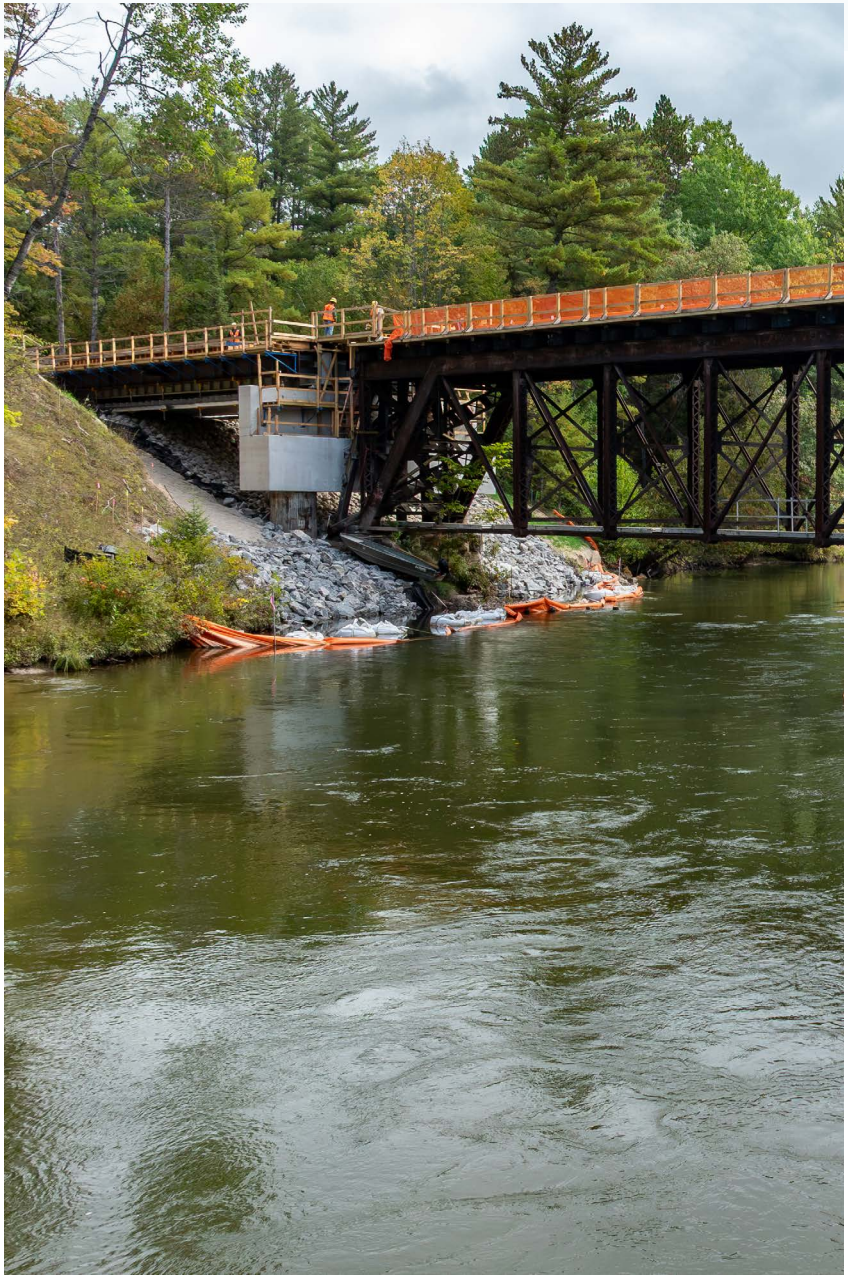


Figure 15: Source – 2025 National Bridge Inventory



BRIDGE CONDITION FORECAST

Utilizing current NBI bridge condition information, bridge deterioration rates, project costs, expected inflation, and fix strategies, the Bridge Condition Forecasting System (BCFS) estimates the future condition of bridges. **Figure 16** indicates that the combined overall bridge condition of all Michigan's bridges is expected to continue to decline.

Comparing historical forecast information, the actual measured condition of bridges closely follows the predicted condition in past years. In 2023, the forecasted condition of bridges for 2025 was 32% good, and 56% fair, the measured condition in 2025 as displayed in **Figure 16** shows a variance of 1% improvement in good from what was forecasted. The percentage of bridges in poor condition is 1% less than what was forecasted in 2023. This analysis shows there is confidence in bridge condition forecasts as measured results are comparable with forecasted calculations.

The current forecast predicts an increase in the percentage of bridges in poor condition, with 16% of all bridges to be in the poor or severe category by 2037. This indicates that without additional investment in bridge programs, an increased number of bridges will be at high risk for closures or emergency repairs over the next 10 years. Emergency repairs are often costly and can have a major impact on mobility causing delays, short-term closures or lengthy detours.

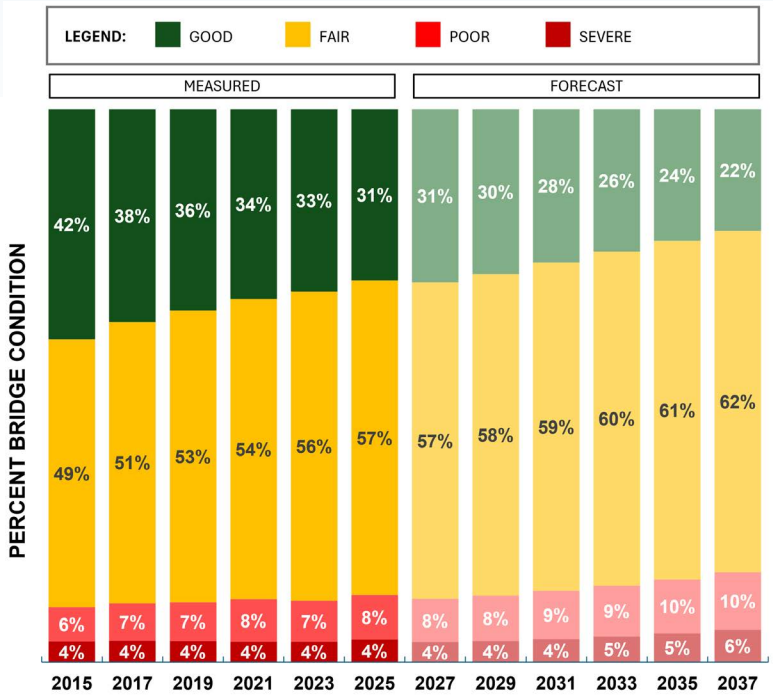
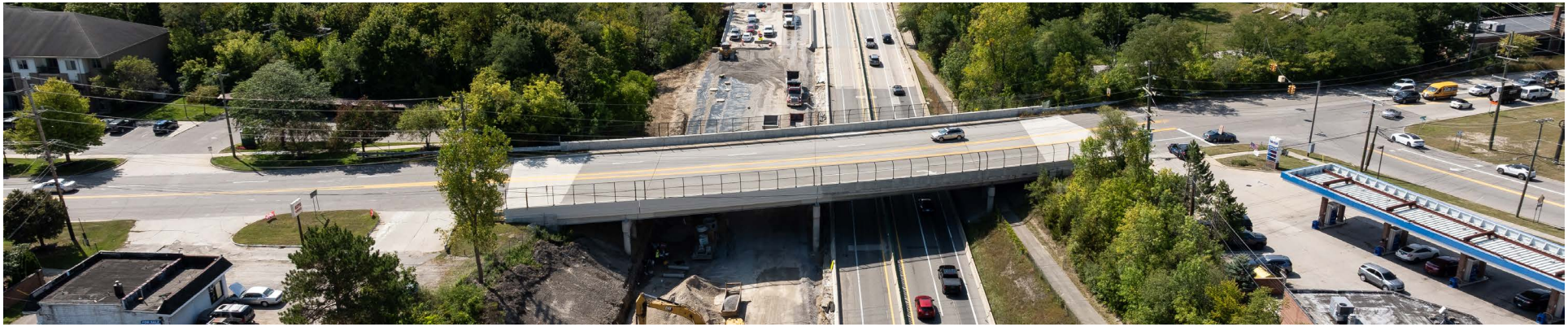


Figure 16: Source – 2025 TAMC



LOCAL BRIDGE ANALYSIS (NBI ONLY)

The overall system continues to be at risk, as indicated in **Figure 17**. The bridge conditions are projected to decrease if current investment is maintained. Local road agencies are responsible for a larger proportion of bridges in severe and poor condition (14%) compared to MDOT's 5.9%.

Historically, $50 million in funding was dedicated annually for local road agency bridges. The new state budget allocates an additional $100 million per year for 5 years; afterwards, funding will revert back to $50 million a year for local road agency bridges. **Figure 17** illustrates how historic funding at $50 million annually would impact the condition of local agency bridges (red dotted line). Also illustrated, the impact the new state budget has on condition levels over time (yellow dotted line). To achieve the goal of bridges meeting 95% good/fair, an additional $265 million for 5 years followed by an investment of $165 million a year would be needed.

Due to increased costs for transportation infrastructure materials and labor, an increase in bridge improvement funding is still necessary to prevent the deterioration of the system and imminent closures.

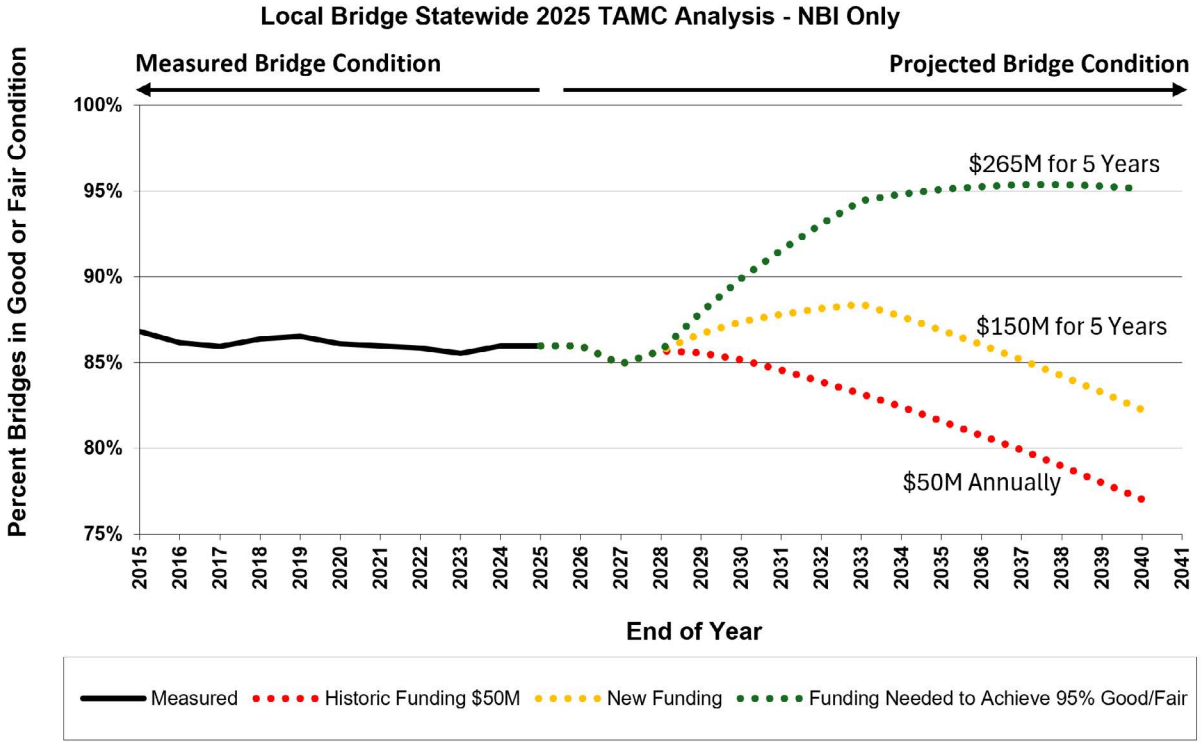


Figure 17: Source – MDOT

CULVERTS

The collection of culvert inventory and condition data provides a foundation for successful asset management planning and practice. A good asset management strategy requires having the location and condition of culverts to prevent failure and avoid injury or loss of life for travelers. Culvert asset management also ensures rivers, streams, and drains remain free-flowing to protect ecosystem health and make smart investments in transportation infrastructure.

The TAMC, with guiding support from the Bridge Committee, continues to promote and develop direction for culvert inventory and condition data collection. In 2025, the Policy for Collection of Culvert Inventory and Condition Data was updated to include further guidance on frequency of condition data collection. It is recommended to collect the physical inventory and condition data on culverts for at least 20% of the network until 100% is inventoried. The Non-NBI Culvert Inspection Guide recommends culverts should be inspected at a minimum every five years for good rated structures, every four years for fair, every two years for poor, and every year for severe-rated culvert structures.

Culvert data collection is complex, requires significant time and fieldwork, and is vastly different from the process of collecting road condition data. The TAMC recognizes the importance of this work and will continue to explore ways to assist agencies with collecting culvert location and condition data.

Culvert in poor condition prior to road paving

Culvert replacement during construction

CULVERTS (CONT.)

As of 2023, submitting culvert data through Roadsoft became an option for local agencies. Once submitted, the data is added to the TAMC dashboards and Interactive Map. The TAMC is developing alternatives for culvert data submission that can crosswalk culvert data recorded in formats outside of Roadsoft. This will then assist with the collection of a full data set in the future. Presently, the TAMC has data on approximately 65,000 culverts, and there is no firm estimate of the total number of culverts in the state. **Figure 18** displays culvert data that has been collected by local agencies and submitted through Roadsoft during the 2018 Culvert Inventory Pilot Program and from 2023 to 2025. Orange indicates culverts that have associated condition data recorded, gray indicates culverts that include location only data.

> Local agencies with culvert location and condition data not recorded in Roadsoft are encouraged to reach out to the Center for Shared Solutions at CSS-TAMC@Michigan.gov, to learn how their data can be incorporated into the statewide database.

In 2025, the TAMC allocated additional funding to participating agencies to collect inventory and condition data on their culverts. This program assisted in the collection of an additional 9,906 culverts and their condition. **Figure 19** shows the condition of culverts collected and reported in 2025.

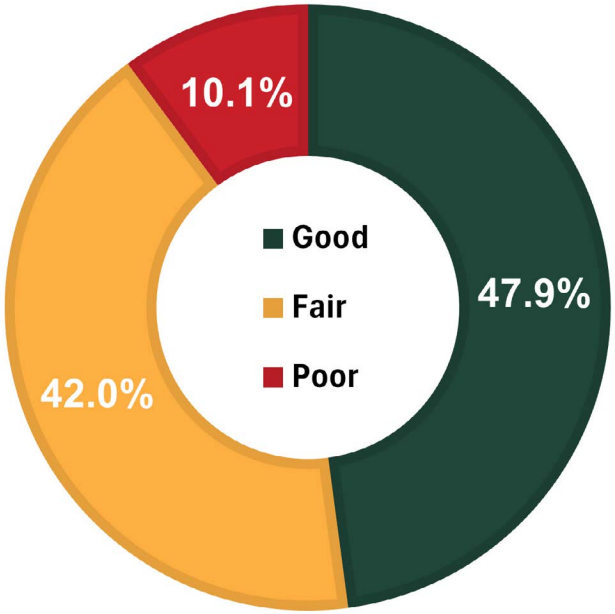


Figure 18: Source – 2025 Local Culvert Condition Data Collection

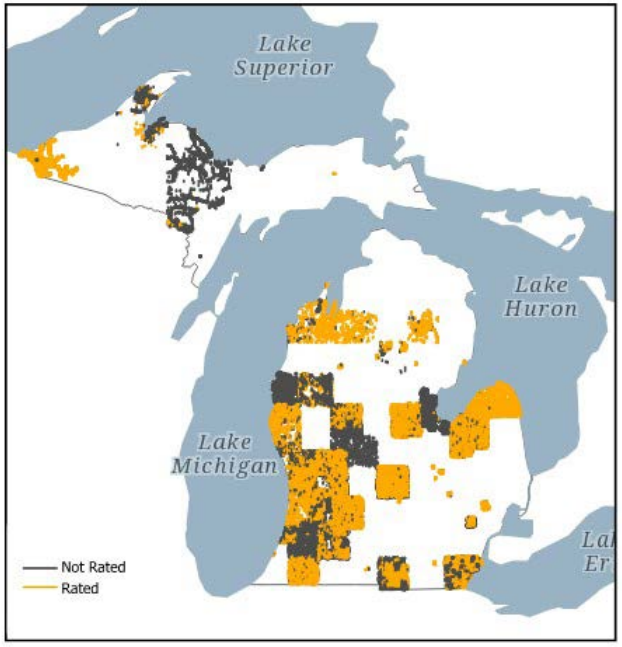


Figure 19: Map of Available Culvert Data. Source – TAMC

INVESTMENT REPORTING

INVESTMENT REPORTING TOOL (IRT)

All Michigan road-owning agencies are required under Act 51 to report completed road and bridge projects, as well as projects planned for the next three years. The Investment Reporting Tool (IRT), developed by TAMC, is a free system that helps agencies meet this requirement. The tool integrates with Roadsoft, ADARS, and JobNet to streamline reporting efforts.

Agencies can also use the IRT for asset management through customized maps, data exports, and numerous summary reports **(Figure 20)**. The interactive mapping feature allows users to visualize project information for presentations and public outreach.

The Investment Reporting section of this report provides more data on road, bridge, and traffic signal assets, based on the data agencies report in the IRT. This data is also used when forecasting road and bridge conditions, developing statewide investment strategies, and more.

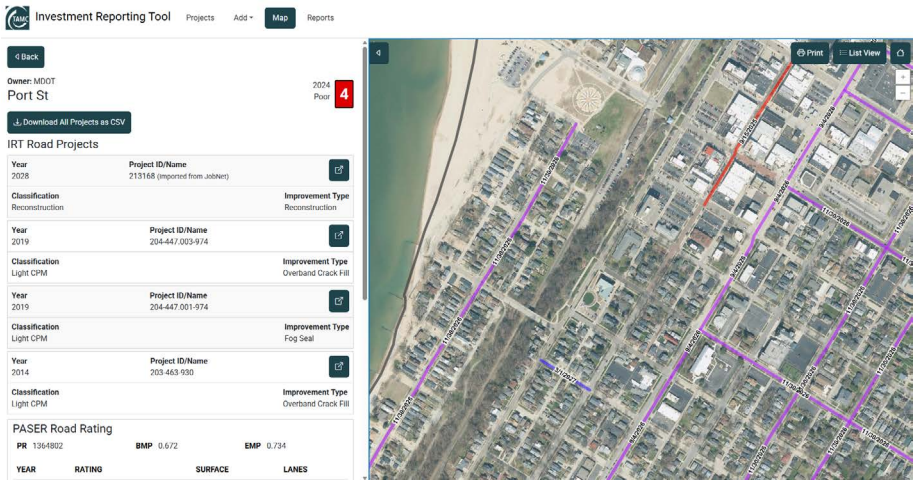


Figure 20: Source – IRT

Other IRT features include:

- **Help Desk and training webinars**
- **Submission and review status of transportation asset management plans (TAMPs)**
- **Project reporting integration with Roadsoft software**
- **PASER submission and review for planning agencies**
- **Entering Traffic Signal Inventory information**
- **Agency contact information to assist collaboration efforts**
- **Submission of local agency pavement warranties**
- **Post-construction actual cost inputs and cross program synchronization**

ROAD PROJECT DETAILS

Michigan has over 253,000 lane miles of public roads. These roads are owned collectively by 617 agencies consisting of 83 counties, 533 cities/villages, and MDOT.

Although Michigan has one of the most complex road networks, it also offers opportunities for collaboration and cost-saving through partnerships, open communication, and comprehensive asset management planning. The “dig once” motto is the underlying theme in trying to balance multiple infrastructure efforts in each project location.

The IRT Road Projects are reported as these four classifications that assist in analysis and forecasting efforts:

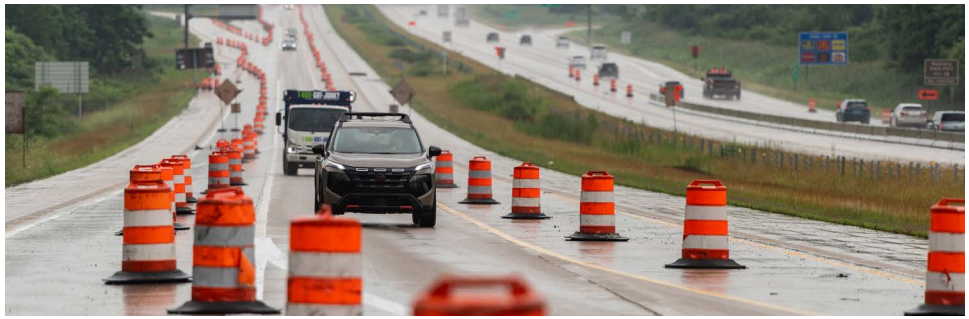
- **Reconstruction**
- **Rehabilitation**
- **Heavy Capital Preventive Maintenance**
- **Light Capital Preventive Maintenance Efforts**

YEAR	PROJECTS REPORTED	TOTAL COST	TOTAL LANE MILES	% OF NETWORK (ESTIMATED)
2021	5,571	$1.82 Billion	19,607	7.7%
2022	5,365	$1.70 Billion	18,433	7.3%
2023	5,007	$2.47 Billion	18,774	7.4%
2024	5,558	$2.78 Billion	20,711	8.2%
2025*	4,702*	$1.88 Billion*	7,807*	3.1%
TOTAL	23,203*	$10.65 Billion*	85,332*	33.7%

Figure 21: Source – 2021-2025 TAMC

* IRT reporting is based on each agency’s fiscal year to synchronize with Act 51 financial reporting. This correlation is significant as many counties and cities have an annual 2025 reporting deadline of May or June 2026, which is after this report is released. A more complete 2025 IRT data set will be available in the fall of 2026. Data will be incorporated into the 2027 Annual Roads & Bridges Report.

Note: IRT summaries are updated with the addition of statewide projects unavailable in previous reports. Also, newly developed roads are not reported in the IRT.



BRIDGE PROJECT DETAILS

Of Michigan's 617 road agencies, 352 own and maintain bridges. Approximately half of Michigan's 11,000 bridges are owned by local road agencies and the other half by MDOT. Bridge asset management considerations for individual road-owning agencies can greatly impact planning and project considerations.

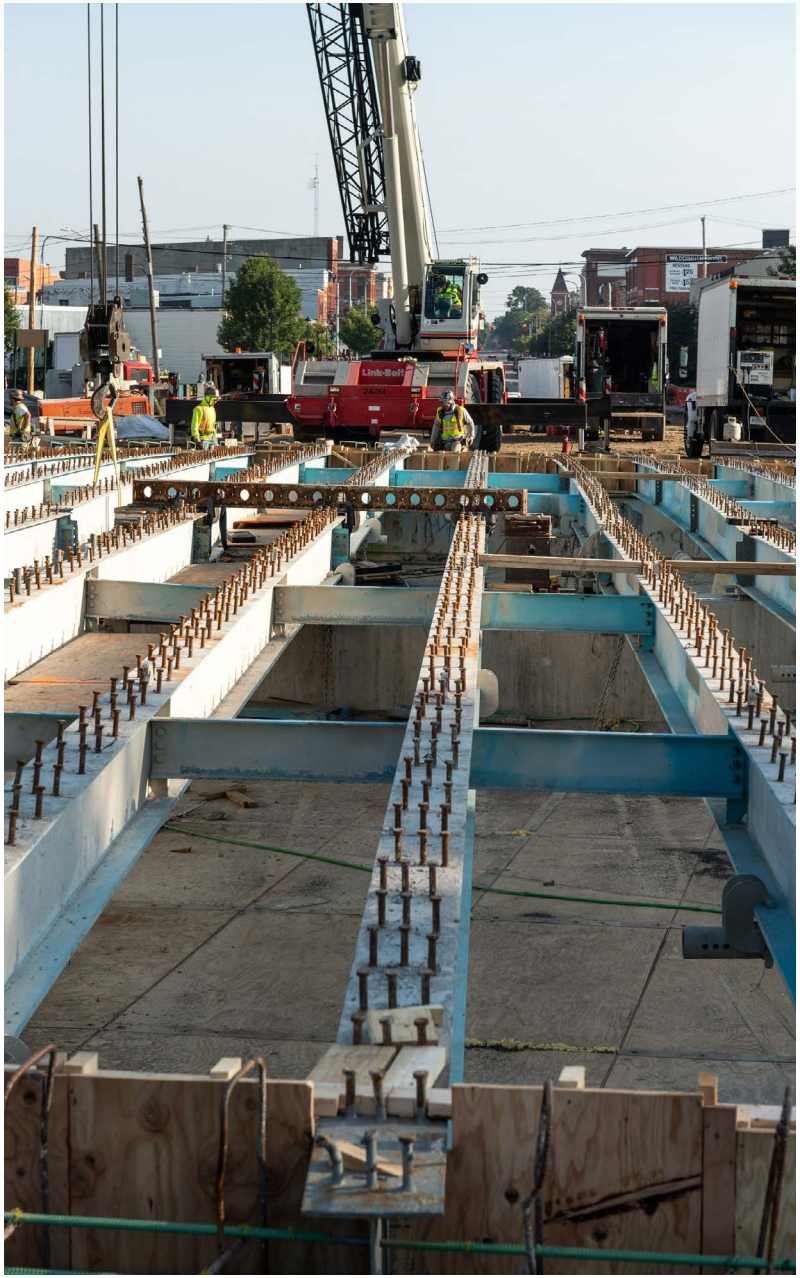
Bridges can vary substantially in their length, deck area, and other factors. Replacing a bridge can often significantly impact the local economy as well as emergency services, regardless of agency size.

As displayed in **Figure 22**, annual investment in completed bridge projects ranged from $265M to $456M with roughly $1.65B reported from 2021-2025. If an average of 4% of bridges in the state are improved per year, it would take 25 years to improve all bridges. Reminder: IRT reporting is based on when projects are completed versus started or obligated per year.

Note: The Rouge River Bridge, Zilwaukee Bridge, and other complex or large bridges are not included in statewide totals since the high cost of this type of project would significantly shift totals and averages.

YEAR	PROJECTS REPORTED	TOTAL COST	% OF NETWORK (ESTIMATED)
2021	527	$318 Million	4.7%
2022	428	$265 Million	3.8%
2023	484	$319 Million	4.3%
2024	550	$291 Million	4.9%
2025*	404	$456 Million	3.6%
TOTAL	2,393	$1.65 Billion*	21.3%

Figure 22: Source – 2021-2025 TAMC



TRAFFIC SIGNAL INVENTORY

Since 2018, TAMC's charge expanded from roads and bridges to include both culverts and traffic signals as key transportation assets.

Traffic signals are different from other assets in how they are owned and maintained. Due often to specialized equipment or available work crews, many road agencies or utilities help maintain signals for their neighbors through statewide partnerships with MDOT.

A county may maintain the signals for several cities and villages in its nearby area. In some situations, a consulting firm may maintain signals for one or more agencies. Some cities and villages may not own any signals, with the primary traffic light being owned and maintained by a county or MDOT.

A survey of signalized intersections was initiated using the IRT. Some key findings from 459 agency survey responses can be found in **Figures 23 and 24**.

- **There have been 459 responses from the 617 road-owning agencies statewide.**
- **The reported 7,321 signalized intersections statewide have an annual operation and maintenance cost of approximately $27.4 million (this amount does not include planned upgrades or new investments).**
- **Three agencies own over 601 traffic signalized intersections while 278 agencies do not own any.**

TYPE OF ROAD-OWNING AGENCY (NUMBER OF RESPONSES)	NUMBER OF ROAD AGENCIES NOT OWNED SIGNALIZED INTERSECTIONS	NUMBER OF ROAD AGENCIES OWNED SIGNALIZED INTERSECTIONS	TOTAL NUMBER OF SIGNALIZED INTERSECTIONS ASSETS OWNED	% TOTAL OF NUMBER OWNED	TOTAL ANNUAL MAINTENANCE COST
Village (178)	135	43	85	1%	$179,308
City (222)	111	111	2,049	28%	$9,100,202
County (58)	32	26	2,037	28%	$9,313,433
MDOT (1)	N/A	1	3,150	43%	$8,800,000
TOTAL BASED ON 459 AGENCY RESPONSES	235	180	7,321	100%	$27,392,942

Figure 23: Traffic Signal Summaries Statewide – Source: IRT Traffic Survey Responses

BREAKDOWN OF AGENCY SIGNAL OWNERSHIP	NUMBER OF SIGNALS
Own no signals	278
Own 1-5 signals	110
Own 6-20 signals	34
Own 21-100 signals	29
Own 101-600 signals	5
Agencies that own 601+ signals	3

Figure 24: Breakdown of Agency Signal Ownership – Source: IRT Traffic Survey Responses

2025 YEAR IN REVIEW

TAMC HIGHLIGHTS AND ACCOMPLISHMENTS

- **Welcomed new Council members** representing partner agencies Michigan Municipal League (MML) and County Road Association of Michigan (CRA).
- **Provided additional funding** to support the collection of culvert inventory and condition data.
- **Developed a self-assessment form** in the IRT that provides local agencies the opportunity to report on the progress being made toward their condition goals.
- **Used Investment Reporting Tool** (IRT) for road and bridge projects in the pavement and bridge condition forecasts.
- **Awarded the first Culvert Data Collection** and Asset Management Excellence Award.
- **Over 300 road agencies collected road condition data** on over 90% of their federal-aid lane miles.
- **Upgraded many tools to latest technology** standards (IRT, Dashboards, and Interactive Map)**.**
- **Enhanced IRT reporting** by road agencies to include more statewide projects from 2021–2025.
- **Over 23,000 road and bridge improvement projects** covering 85,332 lane miles and $10.65B investment from 2021-2025.
- **Reported no agencies non-compliant** with PA 325 of 2018 requirements for a TAMP submittal.

To learn more on TAMC policies, dashboards, and interactive map, visit: TAMC Policies at Michigan.gov/MIC/TAMC/About-The-Council/TAMC-Policies, TAMC Dashboards at mcgi.state.mi.us/mitrp/tamcDashboards, TAMC Interactive Map (IMAP) at mcgi.state.mi.us/tamcmap/.

TAMC AWARD WINNERS

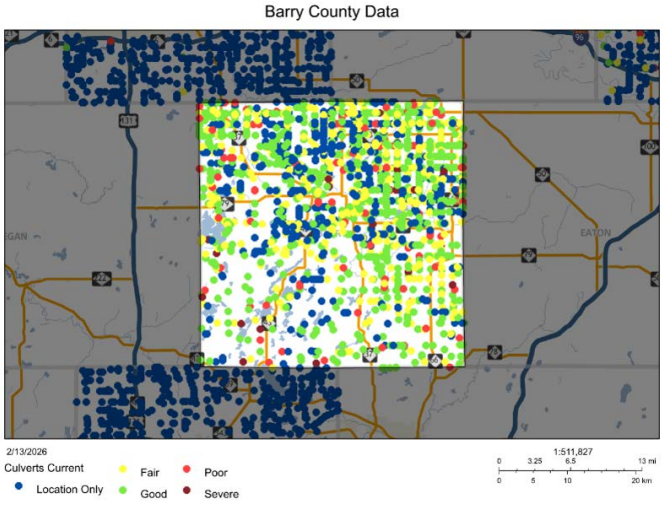
Barry County Road Commission – Culvert Data Collection and Asset Management Excellence Award

In 2025, TAMC and the Bridge Committee established the Culvert Data Collection and Asset Management Excellence Award to honor agencies or individuals that have significantly contributed to advancing culvert management practices in Michigan, ultimately enhancing transportation infrastructure resilience and sustainability. All Public Act 51 road agencies are eligible to be nominated for this award. In 2025, the Barry County Road Commission (BCRC) received the award for its achievements.

Barry County has long recognized the importance of having reliable culvert location and condition data. Their participation in the 2018 TAMC Culvert Inventory Pilot Project laid the foundation for a systematic approach to culvert data collection and condition assessment. For eight consecutive years, BCRC has continued to collect, expand, and refine its culvert inventory.

Following TAMC's guidance provided in the Policy for Collection of Culvert Inventory and Condition Data, Barry County continues to collect data on a minimum of 20% of their network each year and anticipates having 100% of culverts in their jurisdiction inventoried and assessed in 2026.

BCRC's efforts to incorporate ratings in full accordance with the Michigan Non-NBI Culvert Structure Inspection Guide (ctt.mtu.edu/sites/default/files/resources/paser/tamc-culvert-inspection-guide.pdf) ensures their data is in compliance with statewide standards and comparable across jurisdictions. By collecting and submitting their data through Roadsoft, the BCRC is ensuring the data is shared and contributes to a better understanding of statewide culvert asset conditions.



Left to Right: Mark Worden, TAMC member (CRA), Adam Nieland, Crew Leader, Jake Welch, Managing Director

TRAINING, WORK PROGRAM, AND BUDGET OVERVIEW

Brad Sharlow, MDOT, presenting to conference attendees on MDOT transportation asset management

TAMC training in 2025 included both on-site sessions and continued virtual format training for greater access. **Figure 25** shows the numerous trainings and outreach efforts that are defined in the TAMC strategic work program. Trainings held by Michigan Technological University (MTU)/Center for Technology and Training (CTT) and The Michigan Department of Technology, Management and Budget (DTMB)/Center for Shared Solutions (CSS) continue to show significant attendance and prove to be valuable to the transportation sector. As shown in **Figure 25**, all counties within Michigan have attended at least one training provided by CTT.

The TAMC FY 2025 budget is shown in **Figure 26**, with a breakdown of all area expenses.

MTT/CTT – TRAINING PROGRAM	NUMBER OF TRAINING EVENTS	NUMBER OF PARTICIPANTS
PASER Training	8	387
Transportation Asset Management and Gravel Road Basics for Local Officials	5	120
Bridge AM Training Series Workshop	1	11
IBR System Training	3	174
Pavement AMP Workshop	1	20
Culvert AM Webinar	2	147
Compliance Plan Training Web	2	19
Figures Provided by MTUs Training Report – Total:	22	878
DTMB/CSS Training Programs	Number of Training Events	Number of Participants
IRT Training	7 Webinars	242

Figure 25: Source – TAMC 2025

FY 2025 BUDGET ITEMS	BUDGET AMOUNT
Regional Program and Data Collection	$1,488,350
Central Data Agency and Technology	$380,000
Training and Education	$400,472
Council Expense	$31,650
TOTAL	$2,300,472

Figure 26: Source – TAMC 2025

Note: Administrative staff is provided by MDOT and not included in the TAMC budget.

TRANSPORTATION ASSET MANAGEMENT PLANS (TAMP)

Legislation from PA 325 of 2018 requires local road agencies with 100 or more miles of certified roads to submit a TAMP. These comprehensive plans provide local road agencies greater insight into their inventory of assets and future needs. TAMP-required elements include:

1. **Asset Inventory (roads, bridges, culverts, and signals)**
2. **Performance Goals**
3. **Risk of Failure Analysis**
4. **Anticipated Revenue and Expenditures**
5. **Performance Outcomes**
6. **Coordination Clause**
7. **Proof of Adoption by Governing Body**

There are over 123 road agencies that are striving to meet these state legislative requirements. MDOT is mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21) legislation to develop a TAMP.

In 2025, all required agencies successfully submitted PA 325 of 2018-compliant TAMPs. The TAMC is appreciative of all the work agencies throughout Michigan have been doing to meet compliance and develop successful asset management strategies.

The TAMC is dedicated to providing continuous guidance and support to agencies seeking to develop their TAMP. In the future, the TAMC will work toward providing more guidance on signal asset management, asset management plans for small agencies not required by PA 325 of 2018, and determining if large agencies are making progress toward their goals.

TAMC has created resources and training opportunities to assist local road agencies, including a template that utilizes the agencies' previous data collection efforts and dashboard summaries.

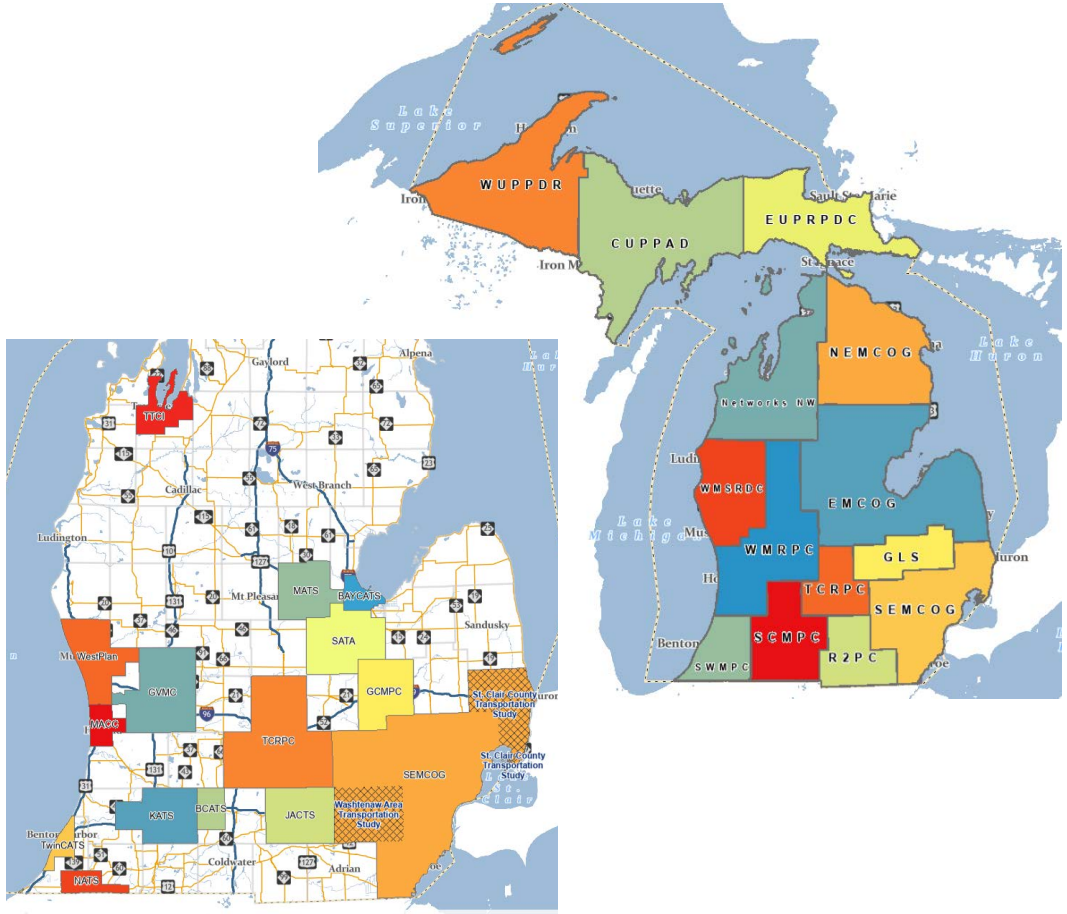
A webinar hosted and led by CTT, TAMC, and MDOT discussed the requirements of a TAMP, the submittal process, and provided resources to agencies to assist in meeting PA 325 of 2018 requirements. The webinar recording and slideshow can be found on the TAMC website at: Asset Management & Public Act 325 (Michigan.gov/MIC/TAMC/Training/Asset-Management-PA325).

PARTNERSHIP WITH REGIONAL PLANNING AGENCIES AND METROPOLITAN PLANNING ORGANIZATIONS

The regional program budget distributed every year to the regional planning agencies and MPO is intended to support the region in a variety of asset management planning activities. Each year in January, the TAMC provides the RPAs/MPOs with a unified work program that outlines the asset management support activities the RPAs and MPOs partake in that are reimbursable. These activities include:

1. **Attendance at TAMC-Sponsored Training Seminars**
2. **Inventory and Condition Data Collection Participation and Coordination**
   - **Federal Aid System (priority)**
   - **Non-Federal-Aid System**
   - **Culverts**
3. **Equipment Required for Data Collection**
4. **Data Quality Review, Maintenance, and Submission**
5. **Technical Assistance to Public Act 51 Agencies Supporting TAMC Reporting, PASER, and Asset Management Plans.**

To learn more about the RPAs and MPOs, please refer to **Page 35** for a list of agencies, organizations, and links to their websites



Maps of Michigan's MPOs (left) and RPAs (right).

Figure 27: Source – TAMC 2025

REGIONAL AGENCIES

RPAs and MPOs throughout the state are responsible for managing and coordinating inventory data collection and asset management efforts in their regions. TAMC provides guidance to assist with their asset management activities and collaborates with the following agencies:

- **Battle Creek Area Transportation Study**
  https://www.bcatsmpo.org
- **Bay County Area Transportation Study**
  https://www.baycountymi.gov/health_community/bcats_transportation_planning/index.php
- **Central Upper Peninsula Planning and Development**
  https://cuppad.org
- **East Michigan Council of Governments**
  https://www.emcog.org
- **Eastern Upper Peninsula Regional Planning and Development**
  https://www.eup-planning.org
- **Genesee Lapeer Shiawassee Region V Planning**
  https://gcmpc.org/region-v-planning-and-development-commission/
- **Grand Valley Management Council**
  https://www.gvmc.org
- **Kalamazoo Area Transportation Study**
  https://www.katsmpo.org
- **Macatawa Area Coordinating Council**
  https://www.the-macc.org
- **Midland Area Transportation Study**
  https://midlandmpo.org
- **Networks Northwest**
  https://www.networksnorthwest.org/
- **Northeast Michigan Council of Governments**
  https://www.discovernortheastmichigan.org/
- **Region 2 Planning Commission**
  https://www.co.jackson.mi.us/922/Region-2-Planning-Commission
- **Saginaw Area Transportation Agency**
  https://satampo.org
- **Southcentral Michigan Planning Council**
  https://smpcregion3.org/
- **Southeast Michigan Council of Governments**
  https://www.semcog.org
- **Southwest Michigan Planning Commission**
  https://www.swmpc.org
- **Tri-County Regional Planning Commission**
  https://www.mitcrpc.org
- **West Michigan Regional Planning Commission**
  https://wmrpc.org/
- **West Michigan Shoreline Regional Development Commission**
  https://wmsrdc.org/
- **Western Upper Peninsula Planning and Development**
  https://www.wuppdr.org

PARTNERSHIP WITH THE MICHIGAN INFRASTRUCTURE COUNCIL AND WATER ASSET MANAGEMENT COUNCIL

The TAMC, MIC, and WAMC continue to strengthen coordination across Michigan's infrastructure systems through joint meetings and shared initiatives. A key example of this collaboration occurred during the **Joint Annual Meeting held on November 20, 2025**, where members of the three councils met to discuss statewide infrastructure priorities and opportunities for cross-sector coordination.

Council leadership, including MIC Chair Palencia Mobley, TAMC Chair Ryan Buck, and WAMC Chair Cameron Van Wyngarden, provided updates on current initiatives and highlighted the importance of asset management in guiding long-term infrastructure investment. Each council shared perspectives on the challenges facing transportation and water systems, as well as strategies to improve data-driven decision-making and infrastructure planning. Other speakers from state agencies provided updates to the group on internal planning and coordination efforts.

By bringing together leaders from transportation and water infrastructure sectors, the joint meeting reinforced the importance of integrated infrastructure management. Through continued collaboration, TAMC, MIC, and WAMC are advancing a more coordinated, strategic approach to managing Michigan's critical infrastructure systems.

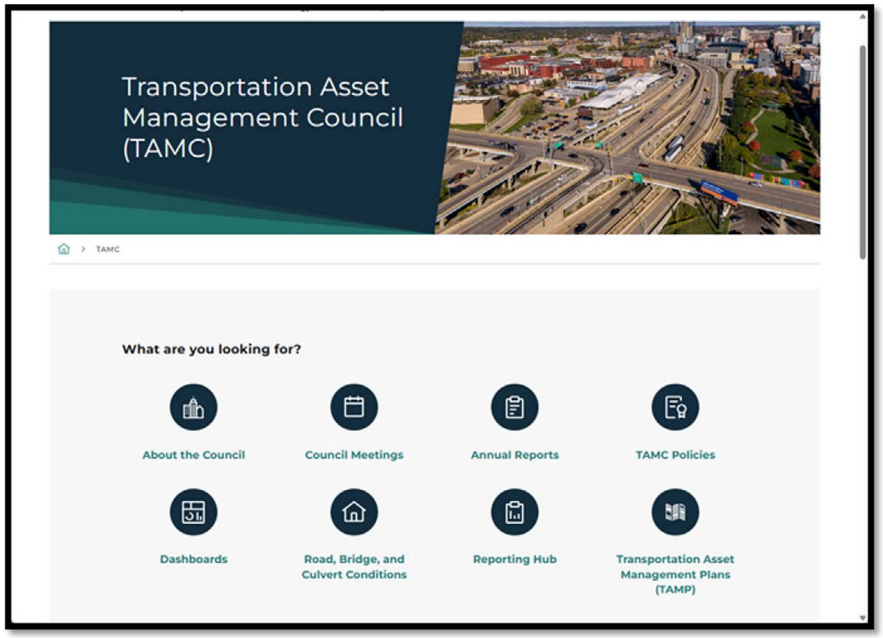
Key Presentations:

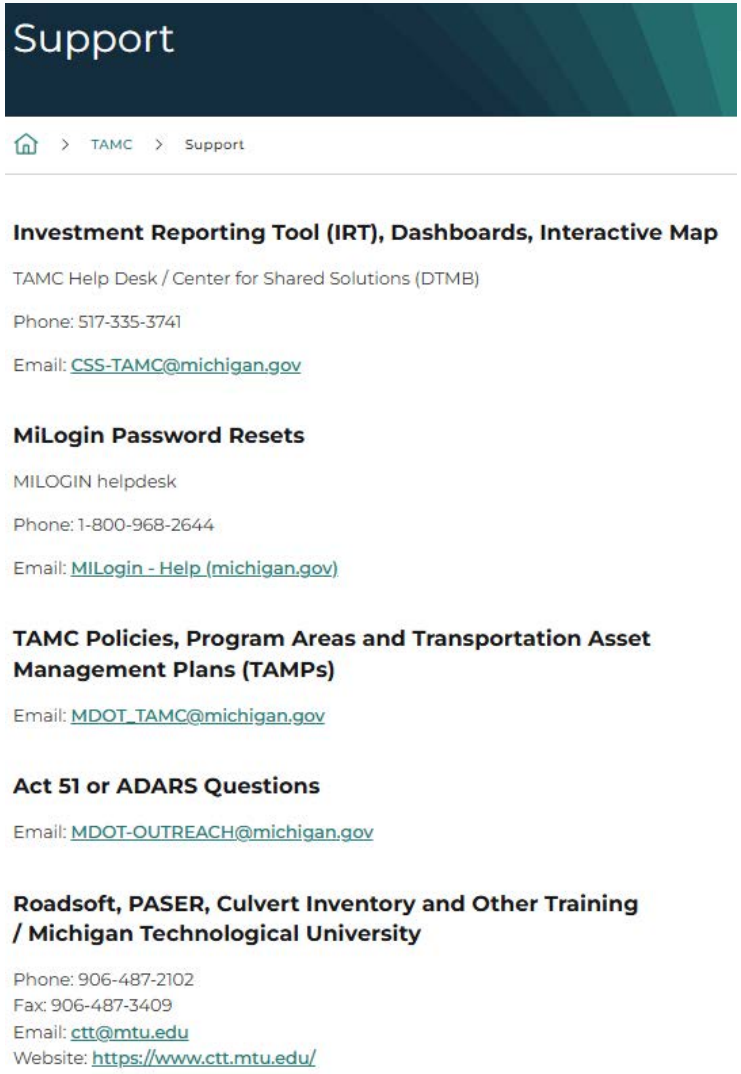
- **Transportation Funding, William Hamilton from the House Fiscal Agency** discussed the transportation related impacts of the October 2025 transportation funding package.
- **Water Advocacy, Maggie Pallone from Public Sector Consultants** discussed water affordability in Michigan and the work her firm has done in research and advocacy for water infrastructure.
- **Kevin Mehren from the Michigan Infrastructure Office** provided updates on federal infrastructure programs and funding opportunities available to Michigan.
- **Regional Infrastructure Coordination Hub (RICH), Sarah Plumer and Sally Duffy from Hubbell, Roth & Clark, Inc.** discussed SEMCOG's participation in developing the RICH, which enables shared capital improvement planning and coordinated project opportunities.

WEBSITE, INTERACTIVE MAP, DASHBOARDS, AND OTHER DATA EFFORTS

The TAMC website (Michigan.gov/MIC/TAMC) provides information on meetings, policies, data efforts, council initiatives, key support contacts, and training. In addition to asset condition rating training, other learning opportunities assist with creating road, bridge, or culvert asset management plans and using the different reporting tools such as the IRT and Roadsoft.

The website also provides access to tools to assist decision-makers in telling an accurate story of the conditions of their transportation assets with interactive maps and performance metrics dashboards.





Support

TAMC > Support

Investment Reporting Tool (IRT), Dashboards, Interactive Map

TAMC Help Desk / Center for Shared Solutions (DTMB)

Phone: 517-335-3741

Email: CSS-TAMC@michigan.gov

MiLogin Password Resets

MILOGIN helpdesk

Phone: 1-800-968-2644

Email: MILogin - Help (michigan.gov)

TAMC Policies, Program Areas and Transportation Asset Management Plans (TAMPs)

Email: MDOT_TAMC@michigan.gov

Act 51 or ADARS Questions

Email: MDOT-OUTREACH@michigan.gov

Roadsoft, PASER, Culvert Inventory and Other Training / Michigan Technological University

Phone: 906-487-2102
Fax: 906-487-3409
Email: ctt@mtu.edu
Website: https://www.ctt.mtu.edu/

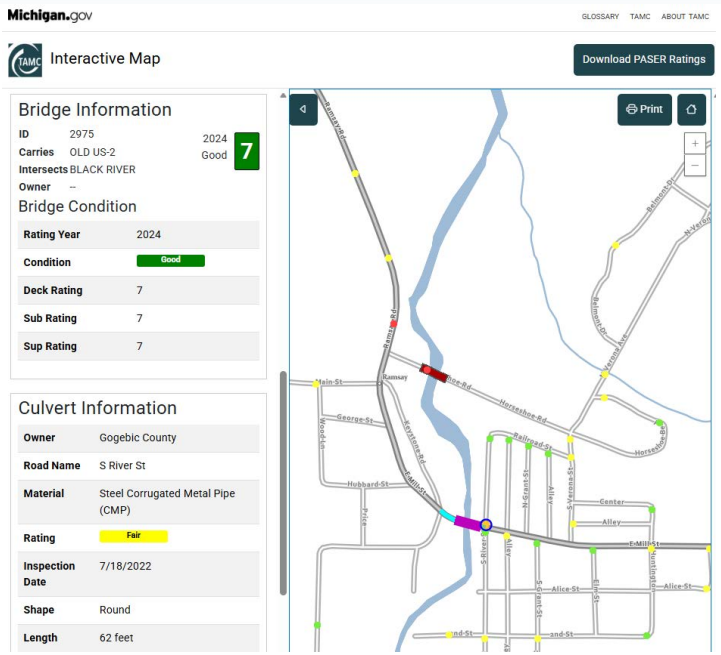
- **To view the website, interactive map, and dashboards, visit the TAMC website: www.Michigan.gov/TAMC**
- **Sign up for TAMC email notifications: public.govdelivery.com/accounts/MIDEPTTMB/subscriber/new?topic_id=MIDEPTTMB_533 (govDelivery Email List Serve)**

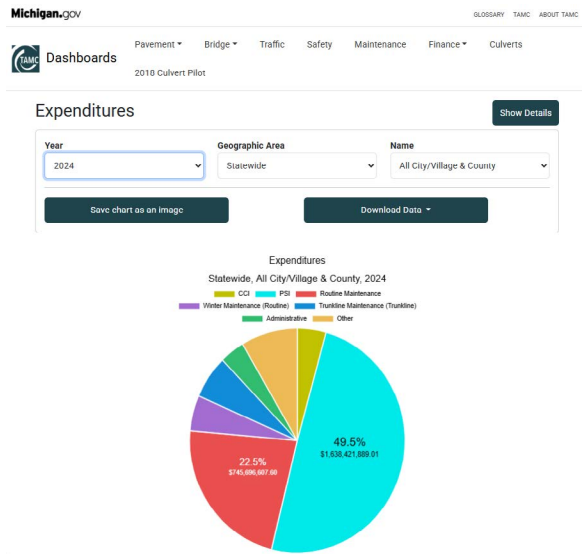
WEBSITE, INTERACTIVE MAP, DASHBOARDS, AND OTHER DATA EFFORTS (CONT.)

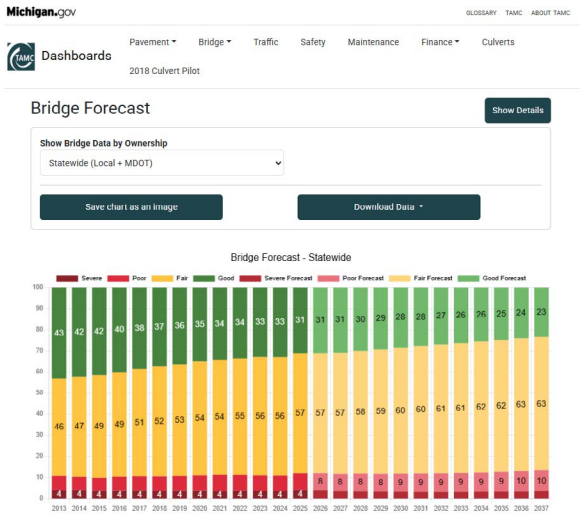
The TAMC interactive map and dashboards display data for road, bridge, and culvert conditions along with Finance, Traffic, Maintenance, and Safety data.

- **These data sets can be displayed statewide and regionally by city, village, county, and legislative districts.**
- **Counties and cities can also link to the finance dashboards to meet reporting requirements versus having to create and maintain their own.**
- **Dashboards can also show data trends over time, forecasts, and the different impacts funding packages may have on road and bridge conditions and other assets.**
- **The interactive map has an intuitive redesigned interface to show road, bridge, and culvert information. Legislative district and regional organization boundaries can be overlayed on the condition data.**
- **Customized maps for legislative districts and road conditions are available and have been used in past outreach efforts.**
- **Download data in the dashboard or map to keep on hand.**

Michigan continues to be one of the nation's leaders in transparency efforts to assist in education and data-driven decision-making.







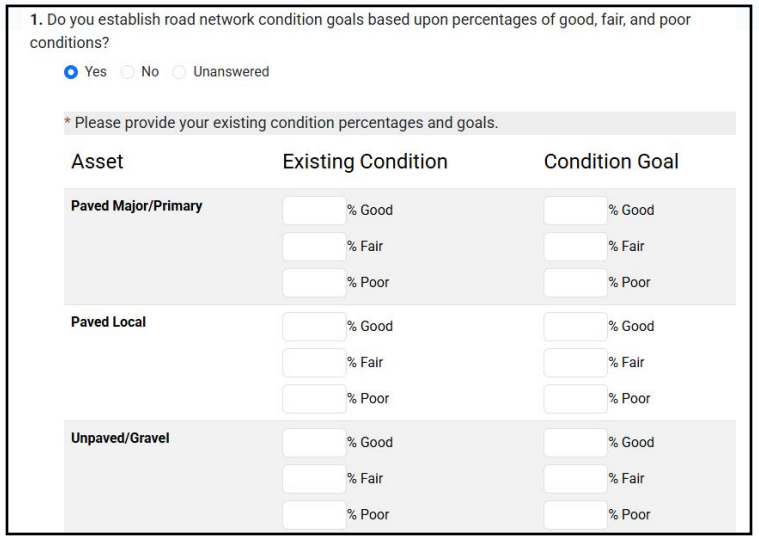
INVESTMENT REPORTING TOOL (IRT) NEW SELF-ASSESSMENT FORM

In 2025, the TAMC introduced a new self-assessment form within the IRT. This form allows local agencies (those required to submit a TAMP under PA 325 of 2018) to report both their current network conditions and their three-year condition goals.

The TAMC recognizes that agencies set their condition goals in different ways and has provided three reporting options to accommodate this:

1. **Agencies are asked to report their existing and target conditions using Good/Fair/Poor percentages.**
2. **Goals can be reported based on maintaining good and fair conditions while reducing the condition category poor.**
3. **If goals are not established using the methods listed above, an agency can submit an open-ended response providing additional explanation about how their goals were established.**

Beginning in 2028, this self-assessment will help TAMC meet the requirements of PA 325 of 2018 by determining whether agencies are making progress toward their condition goals and identifying when they may need assistance or guidance in developing new goals or asset management strategies.

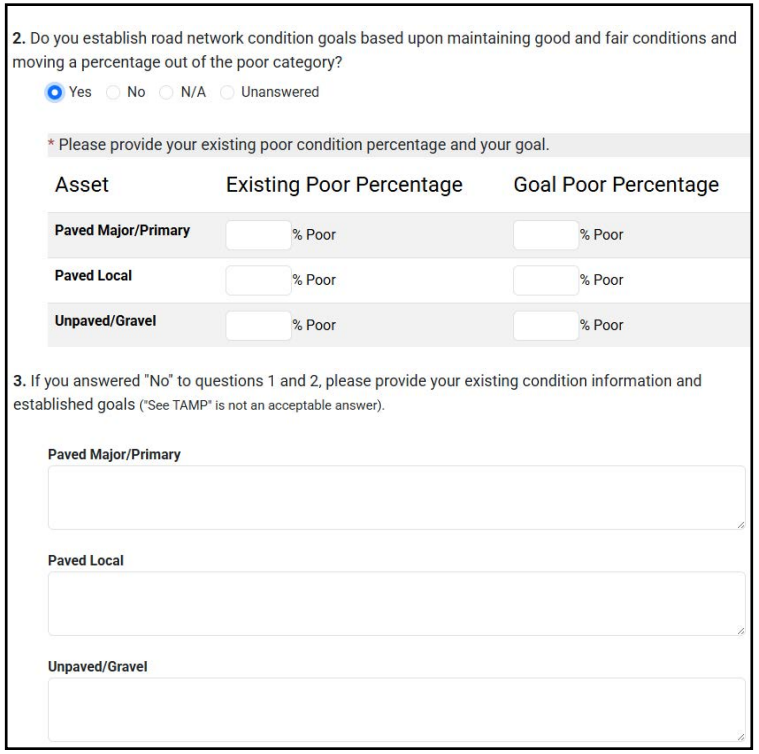


1. Do you establish road network condition goals based upon percentages of good, fair, and poor conditions?

(•) Yes ( ) No ( ) Unanswered

* Please provide your existing condition percentages and goals.

Asset	Existing Condition	Condition Goal
Paved Major/Primary	% Good	% Good
	% Fair	% Fair
	% Poor	% Poor
Paved Local	% Good	% Good
	% Fair	% Fair
	% Poor	% Poor
Unpaved/Gravel	% Good	% Good
	% Fair	% Fair
	% Poor	% Poor



2. Do you establish road network condition goals based upon maintaining good and fair conditions and moving a percentage out of the poor category?

(•) Yes ( ) No ( ) N/A ( ) Unanswered

* Please provide your existing poor condition percentage and your goal.

Asset	Existing Poor Percentage	Goal Poor Percentage
Paved Major/Primary	% Poor	% Poor
Paved Local	% Poor	% Poor
Unpaved/Gravel	% Poor	% Poor

3. If you answered "No" to questions 1 and 2, please provide your existing condition information and established goals ("See TAMP" is not an acceptable answer).

Paved Major/Primary

Paved Local

Unpaved/Gravel

TRANSPORTATION ASSET MANAGEMENT COUNCIL (TAMC)











TAMC members for 2025 and the organizations they represent (from left to right):

- **Ryan Buck, PTP**, (TAMC Chair), Michigan Transportation Planning Association
- **William McEntee**, (TAMC Vice Chair), County Road Association of Michigan
- **Arthur J. Green, P.E.**, Michigan Department of Transportation
- **John Gorney**, Michigan Municipal League
- **Brian Gutowski, P.E.**, Michigan Association of Counties
- **Karen Mondora, P.E.**, Michigan Municipal League
- **Eric Mullen**, Michigan Department of Transportation
- **Jim Snell**, Michigan Association of Regions
- **Rob Surber**, Michigan Department of Technology, Management and Budget (Non-Voting)
- **Mark Worden**, County Road Association of Michigan
- **VACANT**, Michigan Townships Association
- **Sarah Plumer, PTP**, TAMC Coordinator

For added background on TAMC, its members, and its related legislation, please visit the "About Us" section on the TAMC website at www.Michigan.gov/MIC/TAMC.

To develop and support excellence in managing Michigan's transportation assets by:

- **Advising the Legislature, the MIC, State Transportation Commission, and transportation committees**
- **Promoting asset management principles**
- **Providing tools and practices for road agencies**
- **Collaborating and coordinating with the WAMC**

A special thanks:

We extend our sincere appreciation to council members James Hurt, Kelly Jones, Robert Slattery, and Jennifer Tubbs for their dedicated service and guidance to the TAMC. Thank you for your leadership and commitment. We wish each of you the very best in your future endeavors.

A special thanks to all MDOT support staff, CSS, MTU, regional partners, and the MIC for their continued dedicated support and partnership with the TAMC.

ACKNOWLEDGMENTS

The TAMC is supported by many staff and support agencies across the state and is thankful for the efforts made by everyone involved.

MDOT Administrative Support

- Brenda Allen
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- Rebecca Bramblett
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- Eric Costa
- Mike Halloran
- Isaac Harter
- Austin Himmelein
- Heather Hoeve
- Dave Jennett
- Kari Linn
- Laura Loomis
- Hongfei Lu
- Sara Martin
- Matt Moulton
- Michelle O'Neill
- Ryan Phelps
- Brad Sharlow
- Mike Toth
- Conor Warren

Bridge Committee Members

- Al Halbeisen (retired)
- Wayne Harrall
- David Strockis
- Brian Vilmont

Hubbell, Roth & Clark, Inc.

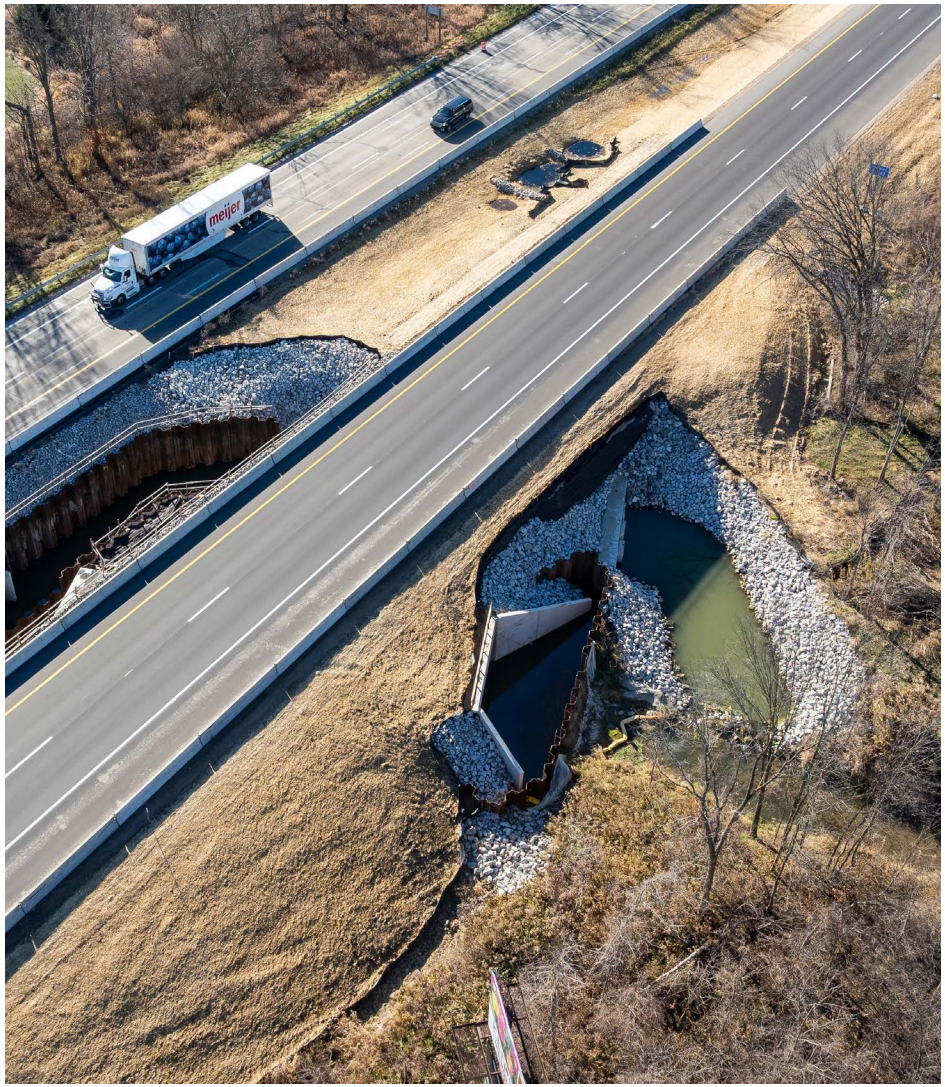
- Chloe Gasso
- Kristen Myers
- Gillian Pines
- Sarah Plumer
- Sara Smith

CSS

- John Clark
- Benjamin Harris
- Mark Holmes
- Jeri Kaminski
- Timothy Lauxmann
- Courtney Peterson
- Thomas Ro

MTU

- Scott Bershing
- Tim Colling
- Cynthia Elder
- Chris Gilbertson
- Lori Krings
- Vicki Kaplewski
- Noah Rule
- Pete Torola



LOOKING INTO 2026

LOOKING INTO 2026

Council News

The TAMC has welcomed four new Council members replacing representatives from MML, CRA, and MAC. A new MTA representative will be selected in 2026.

In addition to these membership changes, the Council will also experience a transition in administrative support. Beginning in 2026, TAMC Coordinator Sarah Plumer will conclude her service as her contract comes to an end, and Brad Sharlow, MDOT, will transition from supporting the Council after accepting a new position within MDOT.

The TAMC website will soon undergo a management transition. TAMC is dedicated to ensuring long-term stability and improved accessibility. The website will continue to provide user-friendly access to TAMC policies, meeting materials, dashboards, and interactive tools, while incorporating updated accessibility standards and improved navigation to support a wider range of users.

2026-2028 Strategic Plan

The Council will also finalize its 2026–2028 Strategic Plan in 2026. This plan outlines past accomplishments, key projects, and the ongoing goals and objectives for the Council and its three committees—ACE, Data, and Bridge.

The Strategic Plan provides guidance for carrying out the Council's annual work program and offers a roadmap for future initiatives and priorities.

The plan also provides background information on the TAMC, how the Council was established, its role within Michigan's infrastructure framework, and how it is organized. It outlines the Council's structure, the committees that support its work, and the partnerships with state agencies and regional organizations that enable TAMC to carry out its mission effectively.

Integrated Infrastructure Council (IIC)

TAMC, in partnership with the MIC and WAMC, will be hosting the second IIC in 2026. The conference will be held at Schoolcraft College Vistatech Center in Livonia, Michigan on September 23 and 24. The theme for this year's conference is "From Silos to Synergy: Infrastructure Asset Management in Action." The conference serves as a central hub for asset management and thought leadership across Michigan, shaping a better future for Michigan's infrastructure systems and fostering collaboration among the state's diverse infrastructure asset owners.

Collecting PASER Data Using Advanced Technology

Collecting pavement condition data is a constant balance between cost, data quantity, and data quality. Historically, TAMC has used trained raters from each road-owning agency to collect PASER data on their system because it was the most cost-effective method of data collection, it provided raters with a vested interest in the quality of the data, and it provided an opportunity for road agency staff to see their entire road network firsthand.

For many years, there have been heavily instrumented, commercially available data collection vehicles capable of collecting very precise measurements of pavement condition data using a variety of high-tech sensors. TAMC has historically avoided these systems due to their cost, which can be several times the cost of collecting PASER data with people. However, new advancements in data collection using machine vision systems and artificial intelligence have the potential to provide low-cost data collection that can be competitive with human raters. These lightly instrumented machine vision systems primarily rely on relatively low-cost cameras as their main data collection instrument. This opens up an opportunity for self-collection, which can further drive costs down and expand flexibility. Machine vision collection of pavement data is still a developing industry, with many new providers offering services each year.

TAMC stays abreast of new technologies for data collection, looking for new and better ways to collect data at lower costs and higher quality, while limiting exposure to rating teams.

Figure 28: Source – Center for Training & Technology

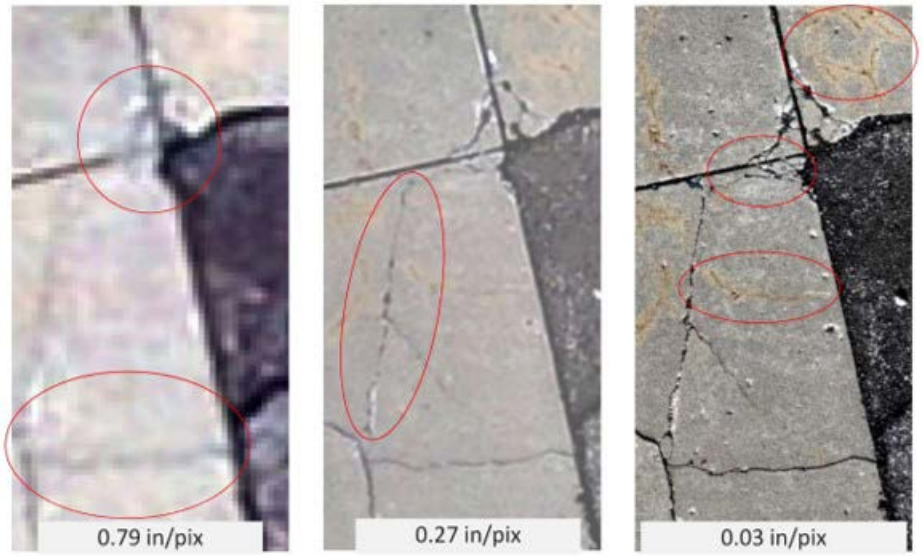
Collecting PASER Data Using Advanced Technology (Cont.)

In 2025, TAMC asked MTU to conduct research into the rapidly changing technology of data collection, specifically looking at lightly instrumented machine vision systems. The research identified three barriers to implementing this technology statewide:

- **Need for standardized data formats outlined in a specification for data collection providers.**
- **A minimum imagery specification that ensures providers' camera systems are capable of identifying distresses as well or better than human raters.**
- **A fair and consistent performance evaluation method that allows TAMC to prequalify service providers and ensure their systems are performing as expected.**

TAMC's underlying mission is to provide quality data that infrastructure owners, elected officials, and the general public can trust. At this time, TAMC policy does not address data collection utilizing advanced technology systems, and reimbursement only covers data collection conducted by trained raters following the existing process.

In 2026, MTU will be conducting further research to help bridge the three identified barriers in this technology by developing data standards, imagery specifications, and vendor performance testing protocols. These efforts are intended to guide the TAMC in the development of policy that would set consistent standards, ensure compatibility with existing systems (such as Roadsoft and the TAMC) dashboards, and help road-owning agencies move toward the future in this realm. The research will provide the TAMC with information and support when moving forward with the future of pavement asset condition data collection.



Instruments used to collect imagery must meet a minimum resolution standard to ensure accurate detection of pavement distress. As shown in Figure 29, imagery with a resolution of a 0.79 inch/pixel does not detect the cracking as effectively as higher-resolution imagery, such as the 0.03 inch/pixel.

Figure 29: Source – Sourav, M.A.A., Ceylan, H., Brooks, C., Peshkin, D., Kim, S., Dobson, R., Jenkins, A. and Cook, C., 2022. Practical Lessons Learned from Planning, Collecting, Processing, and Analyzing Small Unmanned Aircraft System Data for Airfield Pavement Inspection. DOT/FAA/TC-22/48 Final Report

ACRONYMS AND ABBREVIATIONS

All references to Act 51 in this document refer to Public Act 51 of 1951, as amended.

- **ADARS: Act 51 Distribution and Reporting System**
- **APWA: American Public Works Association**
- **BCFS: Bridge Condition Forecasting System**
- **CPM: Capital Preventive Maintenance**
- **CRA: County Road Association (of Michigan)**
- **CSS: Center for Shared Solutions (DTMB)**
- **CTT: Center for Training and Technology (MTU)**
- **DTMB: Department of Technology, Management and Budget**
- **EGLE: Department of Environment, Great Lakes, and Energy**
- **FHWA: Federal Highway Administration**
- **FA: Federal-Aid**
- **FAST: Fixing America's Surface Transportation Act**
- **IBR: Inventory-Based Rating (Gravel Roads)**
- **IIJA: Infrastructure Investment and Jobs Act**
- **IRT: Investment Reporting Tool**
- **MAC: Michigan Association of Counties**
- **MAR: Michigan Association of Regions**
- **MDNR: Michigan Department of Natural Resources**
- **MDOT: Michigan Department of Transportation**
- **MIC: Michigan Infrastructure Council**
- **MML: Michigan Municipal League**
- **MPO: Metropolitan Planning Organization**
- **MTA: Michigan Townships Association**
- **MTPA: Michigan Transportation Planning Association**
- **MTU: Michigan Technological University**
- **NBI: National Bridge Inventory**
- **NBIS: National Bridge Inspection Standards**
- **NFA: Non-Federal-Aid**
- **NFC: National Functional Classification**
- **NHS: National Highway System**
- **PASER: Pavement Surface Evaluation and Rating**
- **RPA: Regional Planning Agency**
- **STIP: State Transportation Improvement Program**
- **TAMC: Transportation Asset Management Council**
- **TAMP: Transportation Asset Management Plan**
- **WAMC: Water Asset Management Council**

TAMC was created by PA 499 of 2002 to serve as a resource for independent objective data on the condition of Michigan's roads and bridges and as a resource for implementing the concepts of asset management.

Michigan Transportation Asset Management Council

“All public roads in Michigan will be managed using the principles of asset management.”

– PA 499 of 2002 created the Michigan TAMC

TRANSPORTATION ASSET MANAGEMENT COUNCIL (TAMC) (MICHIGAN.GOV)