The Challenge
MDOT makes the most of its limited resources to keep as many roads in good or fair condition as possible.

The pink area represents forecasted pavement condition based on current investments. This shows pavement condition continually deteriorating.

The green area represents pavement conditions where 90 percent of the system is rated “good” by 2028. In order to achieve this standard system-wide, funding would need to increase by $1.1 billion more than current levels.

In the coming years, MDOT faces the challenge of declining pavements. As pavements fall into poor condition they are much more expensive to replace.

MDOT prioritizes projects based on:
Safety
Road Condition
Traffic Volume
Public Input
Maintenance Costs

Providing the highest quality integrated transportation services for economic benefit and improved quality of life.

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Statewide Transportation Planning Division

Prepared by: MDOT Graphic Design
Transportation Planning/Intermodal Policy Brochures/Which Roads.indd 1/17 CJ
How does the Michigan Department of Transportation (MDOT) select which roads to fix?

Factors MDOT takes into account:

1. **Current Condition**
   - MDOT uses multiple techniques to determine a road’s surface condition as good, fair, or poor. This information also helps determine the number of years left until the road will need to be rebuilt.
   - “Windshield” survey
   - Measure roughness
   - Identify crack types and severity

2. **Forecasted Condition**
   - MDOT forecasts pavement conditions with the Road Quality Forecasting System (RQFS), which takes into account
     - Current road condition
     - Projected pavement deterioration
     - How long a proposed fix will last
     - Types of fixes

3. **Strategy**
   - MDOT monitors and manages the condition of the entire network, not just focusing on fixing the worst roads first.
   - In order to maximize limited resources, MDOT uses a mix of fixes (reconstruction, resurfacing and preventive maintenance).

**CURRENT AVERAGE ANNUAL INVESTMENTS FOR FY 2017-2021 (IN MILLIONS)**

- Reconstruction: $233.1
- Resurfacing: $179.9
- Preventive Maintenance: $144.1
- Total Annual Budget: $557.1

Using this information, MDOT selects road construction projects that are the “right fix at the right time on the right road.”

**Reconstruction Fixes**
- Repair the surface and base under the road
- Lasts 14-26 years
- Used for roads in poor condition
- Most expensive
  - (about $1,980,000 per lane mile)

**Resurfacing Fixes**
- Repair or replace surface
- Lasts 10-15 years
- Used for roads in fair/poor condition
- Mid-price
  - (about $608,000 per lane mile)

**Preventive Maintenance Fixes**
- Patch concrete or seal surface
- Lasts 3-10 years
- Used for roads in good condition
- Least expensive
  - (about $89,000 per lane mile)

**ROAD DETERIORATION**

- Good
- Fair
- Poor
- Maintenance
- Resurfacing
- Reconstruction