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Brian Sanada - Asset Management Coordinator

Phone: 517-373-2220

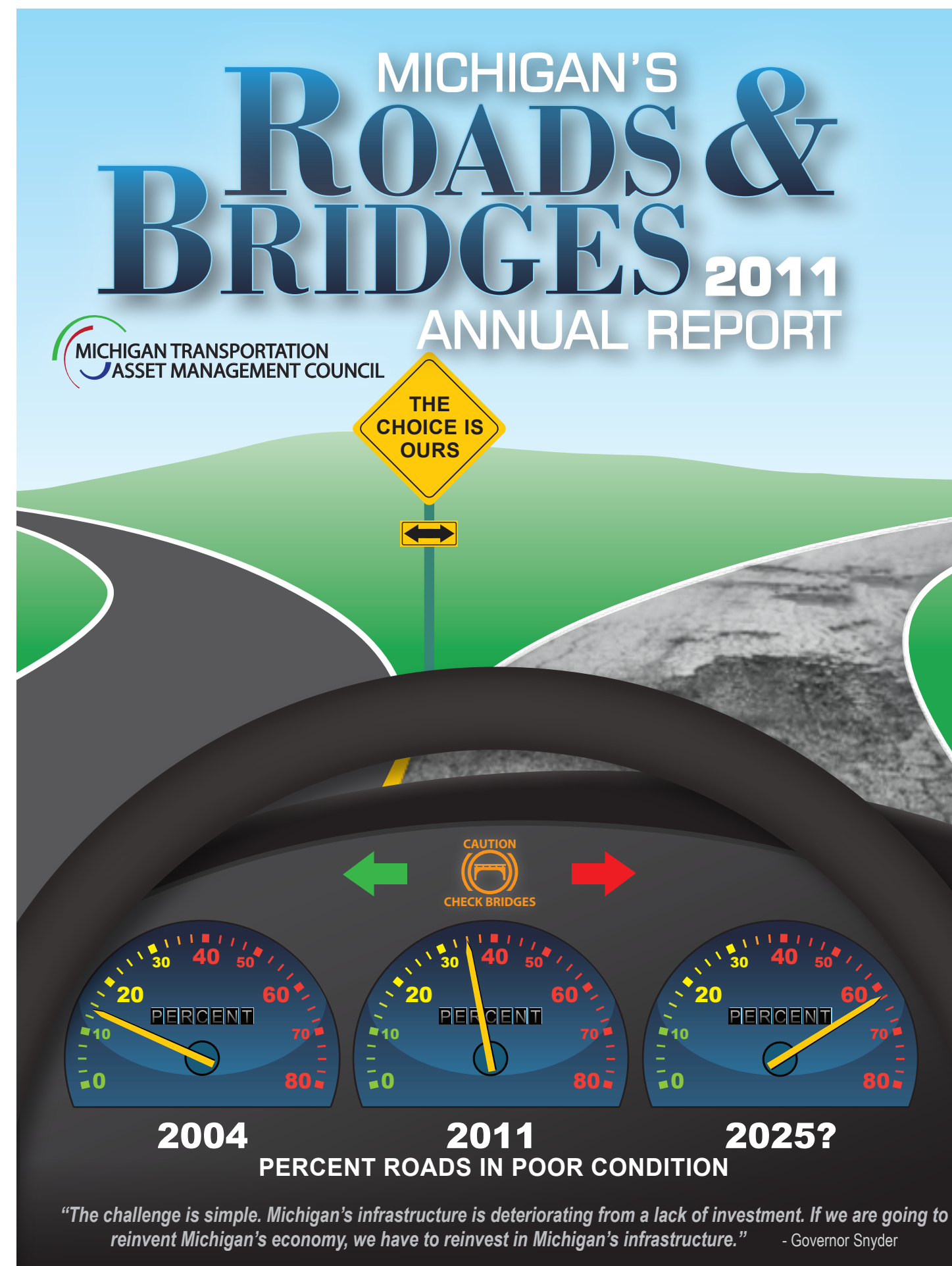
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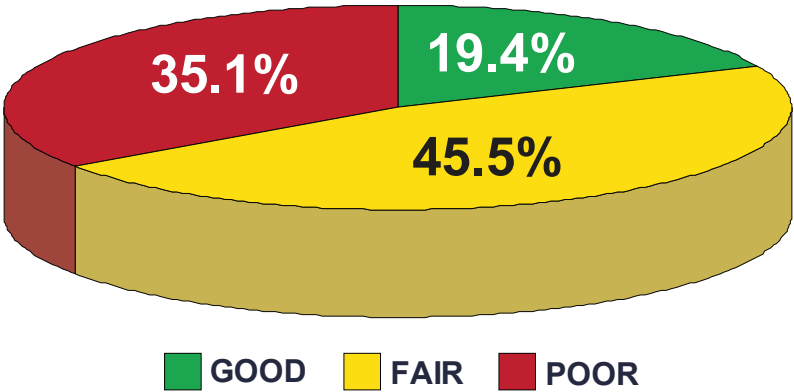


"The challenge is simple. Michigan's infrastructure is deteriorating from a lack of investment. If we are going to reinvent Michigan's economy, we have to reinvest in Michigan's infrastructure." - Governor Snyder

Road Condition

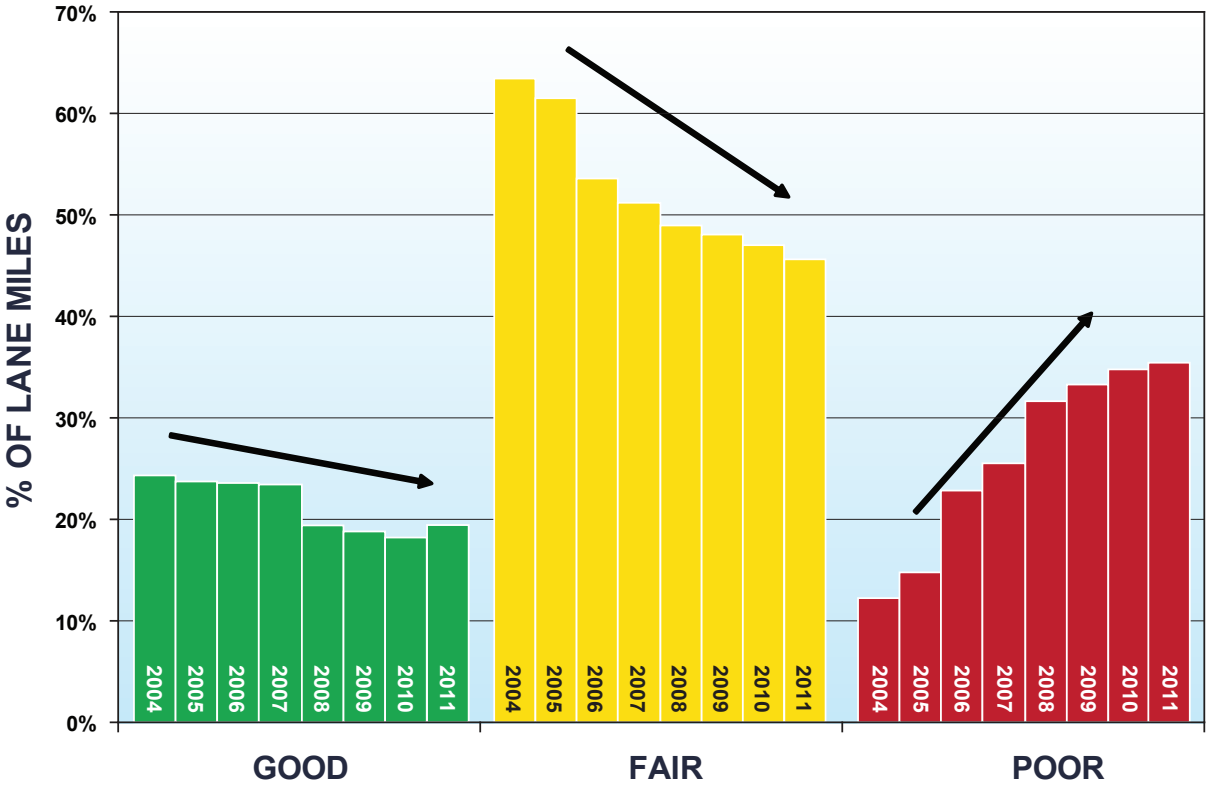
The condition of Michigan’s roads continued to deteriorate in 2011. This is the conclusion of the Michigan Transportation Asset Management Council after reviewing the 2011 pavement condition data. While the data show a slight 1.4 percent increase in the number of roads rated in “good” condition between 2010 and 2011, 1 out of every 3 miles of road on the federal-aid-eligible road system remain rated in “poor” condition. This slight increase is likely due to the projects completed as part of the American Recovery & Reinvestment Act (ARRA) of 2009 and rated in 2011. Though welcome news, there is not sufficient evidence to suggest that the trend is reversing itself; in fact, the Council projects that the situation will only get worse in the coming years.

2011 Pavement Condition (Federal Aid)



The data shown in the figure below indicate that after eight years of pavement ratings, it is clear that Michigan’s roads are deteriorating faster than they can be maintained. There has been a dramatic increase in the number of lane miles needing structural improvement (rehabilitation and reconstruction). These are roads in “poor” condition. In 2004, 13.6 percent of lane miles were identified as needing structural improvement. By 2011, that number had more than doubled to 35.1 percent. In 2004, nearly 88 percent of the federal-aid system could be considered in good or fair shape. By 2011, that figure fell to 64.9 percent. Clearly, the overall condition of the federal-aid system is getting significantly worse with more miles in poor condition than in good condition. The cost of returning a poor road to good condition is four to five times greater than the cost of returning a fair road to good condition. Allowing more roads to reach poor condition will dramatically increase the cost of repairing Michigan’s road network. Unfortunately, the current trend is for more roads to lapse into a poor condition.

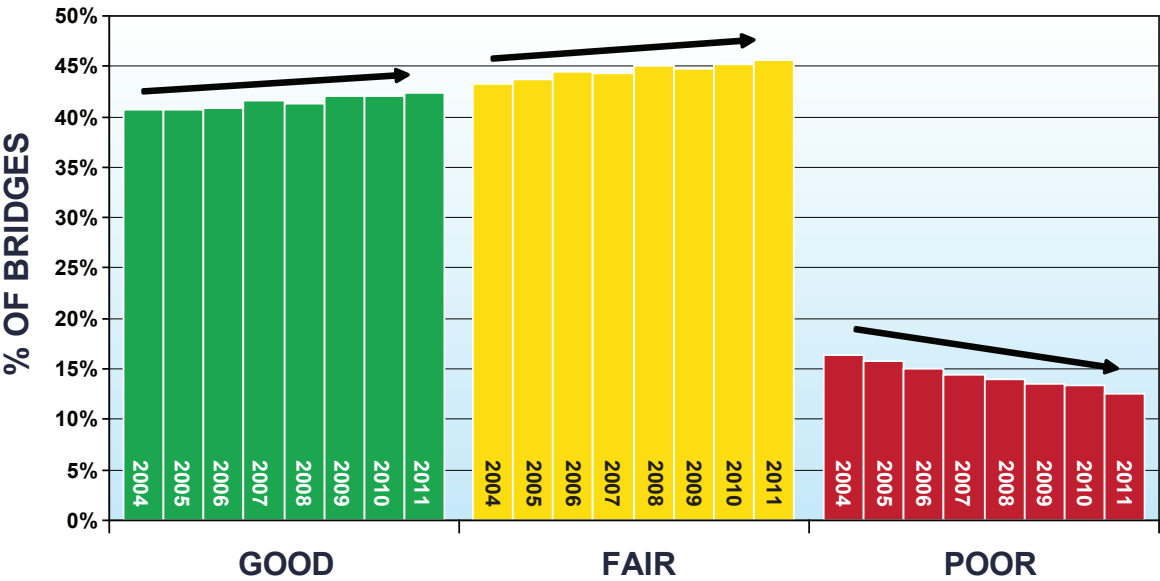
2004 - 2011 Pavement Condition Federal-Aid Roads



Bridge Condition

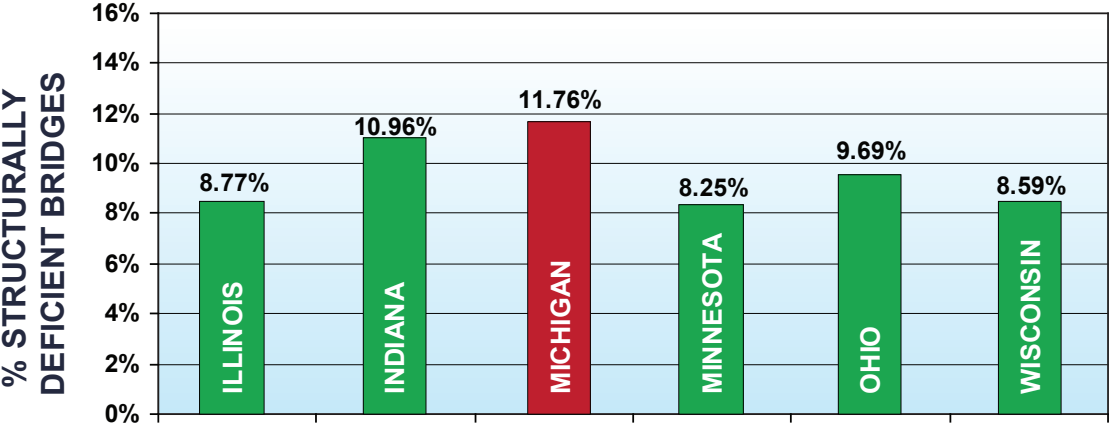
With respect to Michigan’s bridges, progress has been made in reducing the number of structurally deficient bridges under state jurisdiction, and more local agencies are implementing preventive maintenance “mix of fixes” on local bridges. Through the efforts of the Council, MDOT’s Local Agency Program received an allowance from the Federal Highway Administration to use Federal Highway Bridge Program funding to do systematic preventive maintenance of locally owned roadway bridges. Michigan is one of the first states to be granted this option.

2004 - 2011 Bridge Condition
All Roadway Bridges (MDOT and Local Agency)



However, there remains reason for continued concern regarding Michigan’s ability to preserve its strategic bridge assets. The figure below indicates that Michigan has a significantly higher percentage of structurally deficient bridges than other Great Lakes states. In 2011, 5.5 percent of state-owned bridges and 16.1 percent of county and local bridges were structurally deficient, resulting in Michigan having 11.8 percent of all roadway bridges structurally deficient.

2011 Percent Structurally Deficient Bridges
All Roadway Bridges (Great Lakes States)



Conclusion

At current funding levels, the condition of Michigan’s transportation infrastructure will continue to deteriorate. This alarming decline in condition of Michigan’s infrastructure affects everyone—from businesses that rely on the transportation network to transport goods and services; from tourists visiting or traveling through our great state to our citizens who expect safe and convenient access to work and school. Reinvesting in our transportation system and maintaining these vital public assets are essential to securing a better future for all of Michigan’s citizens.