



MICHIGAN'S ROADS & BRIDGES 2012 ANNUAL REPORT

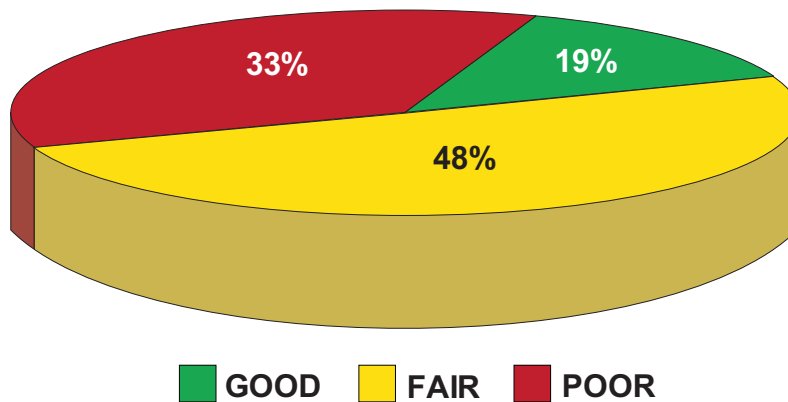


ROAD CONDITION 2004 - 2012: Percent Good & Fair

Road Condition

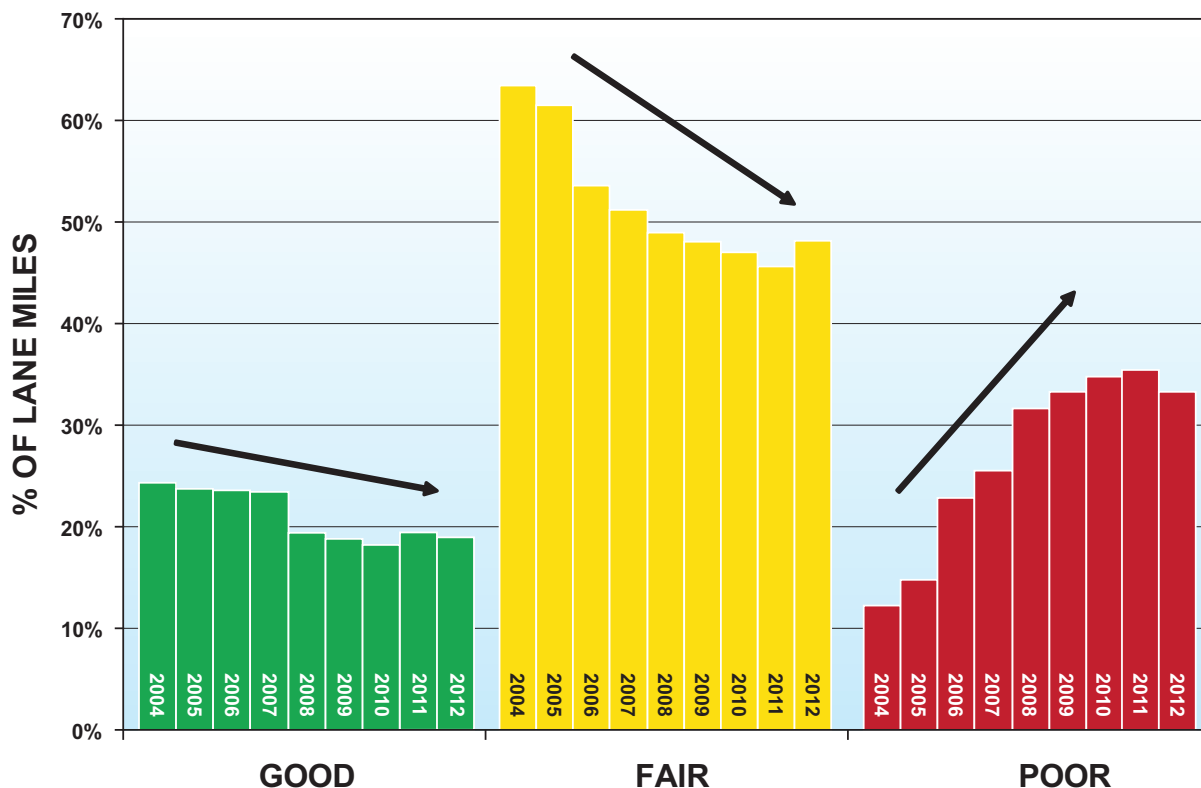
The 2012 condition assessment of Michigan's federal-aid eligible roads continues to show that one out of every three miles of road remain rated in "poor" condition. The number of lane miles of roads rated in poor condition decreased from 35% in 2011 to 33.5% in 2012 and the number of lane miles of roads rated in fair condition increased from 45.5% in 2011 to 47.6% in 2012. Projects associated with the American Recovery & Reinvestment Act (ARRA), the unusually mild winter of 2011/12 which allowed for funds normally budgeted for winter maintenance to be available for capital preventative maintenance activities, as well as greater awareness and implementation of asset management principles statewide have likely influenced this increase/decrease in roads rated in fair/poor condition. Though welcome news, the Council does not believe that there is sufficient evidence to suggest the nine-year trend is reversing itself. In fact, condition forecasts show that the road system will continue to deteriorate in the future.

2012 Pavement Condition (Federal-Aid)



Allowing this trend to continue will have significant financial and economic consequences. For example, the cost of returning a "poor" road to "good" condition is four to five times greater than the cost of maintaining a road in "fair" condition. Allowing more roads to reach poor condition will dramatically increase the future costs of repairing Michigan's road network.

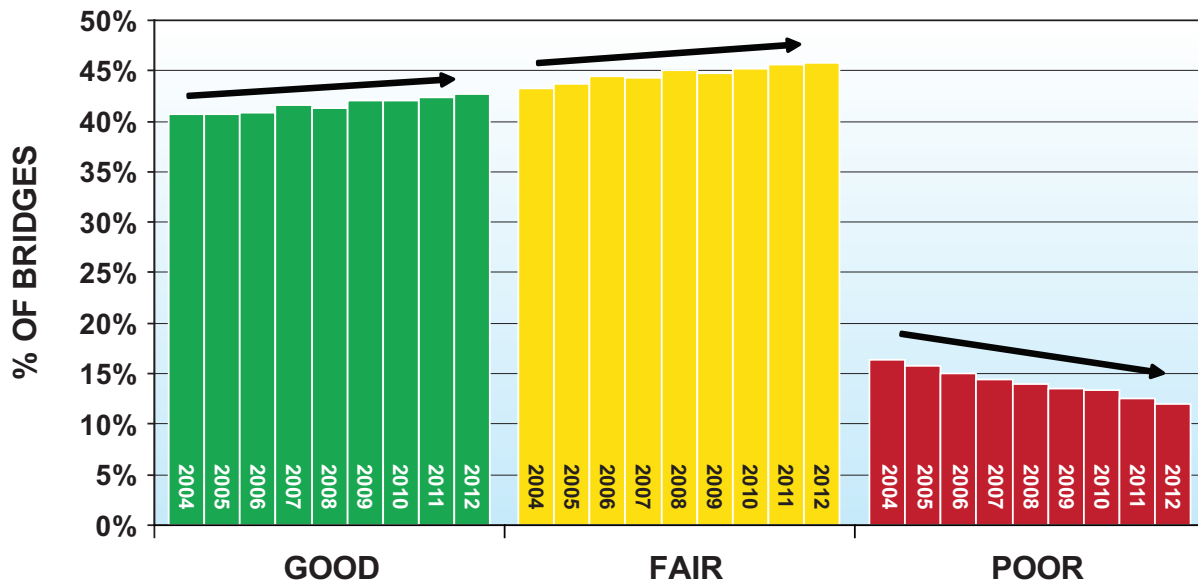
2004 - 2012 Pavement Condition (Paved Federal-Aid Roads)



Bridge Condition

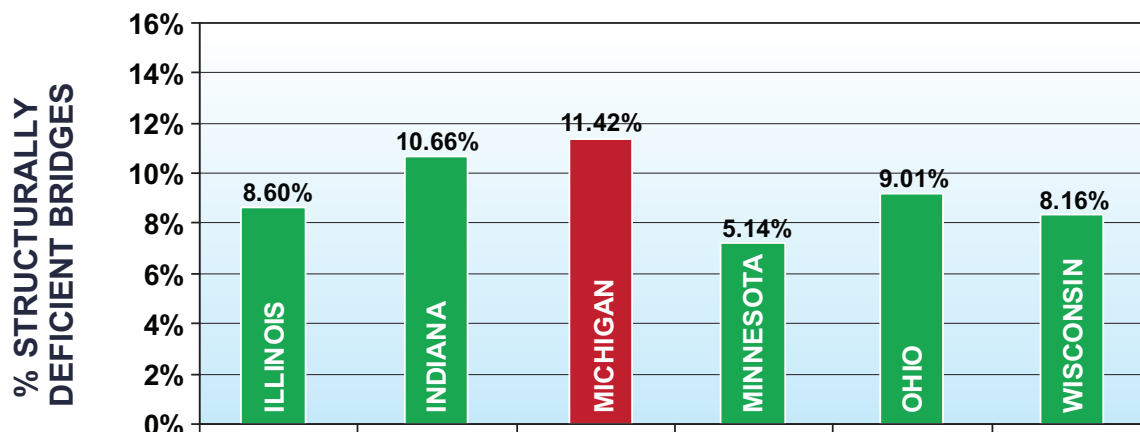
With respect to Michigan's bridges, progress continues to be made in reducing the number of structurally deficient bridges under state jurisdiction, and more local agencies are implementing preventive maintenance "mix of fixes" on local bridges. An analysis of bridge conditions in Michigan shows that state and local bridge owners and decision makers are "holding their own" despite rising costs and revenue challenges.

2004 - 2012 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 2012, 4.9 percent of state-owned bridges and 15.9 percent of county and local bridges were structurally deficient, resulting in Michigan having 11.4 percent of all roadway bridges structurally deficient.

2012 Percent Structurally Deficient Bridges All Highway Bridges (Great Lakes States)



Conclusion

At current funding levels, the condition of Michigan's transportation infrastructure will continue to rapidly 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.



To view the 2012 Annual Report in its entirety and
UPDATED Performance Measure Dashboards please visit us at:

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