



MICHIGAN'S ROADS & BRIDGES 2013 ANNUAL REPORT

“Michigan's deteriorating infrastructure is in need of revitalization if we are to successfully reinvent our economy.” - Governor Rick Snyder

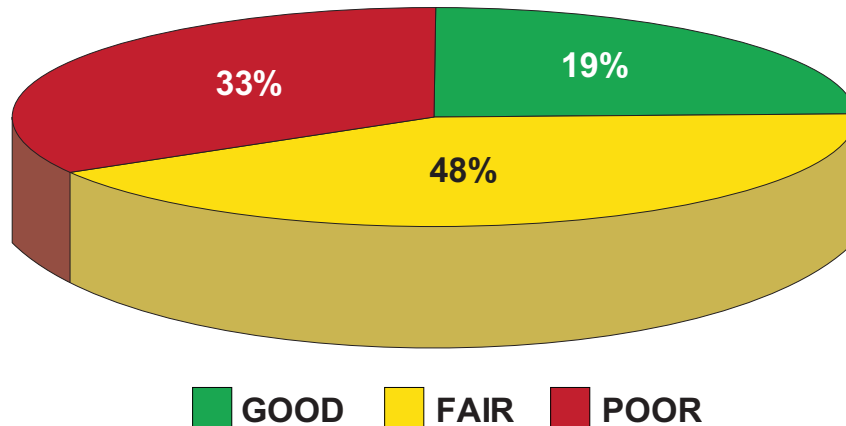


MICHIGAN TRANSPORTATION
ASSET MANAGEMENT COUNCIL

Road Condition

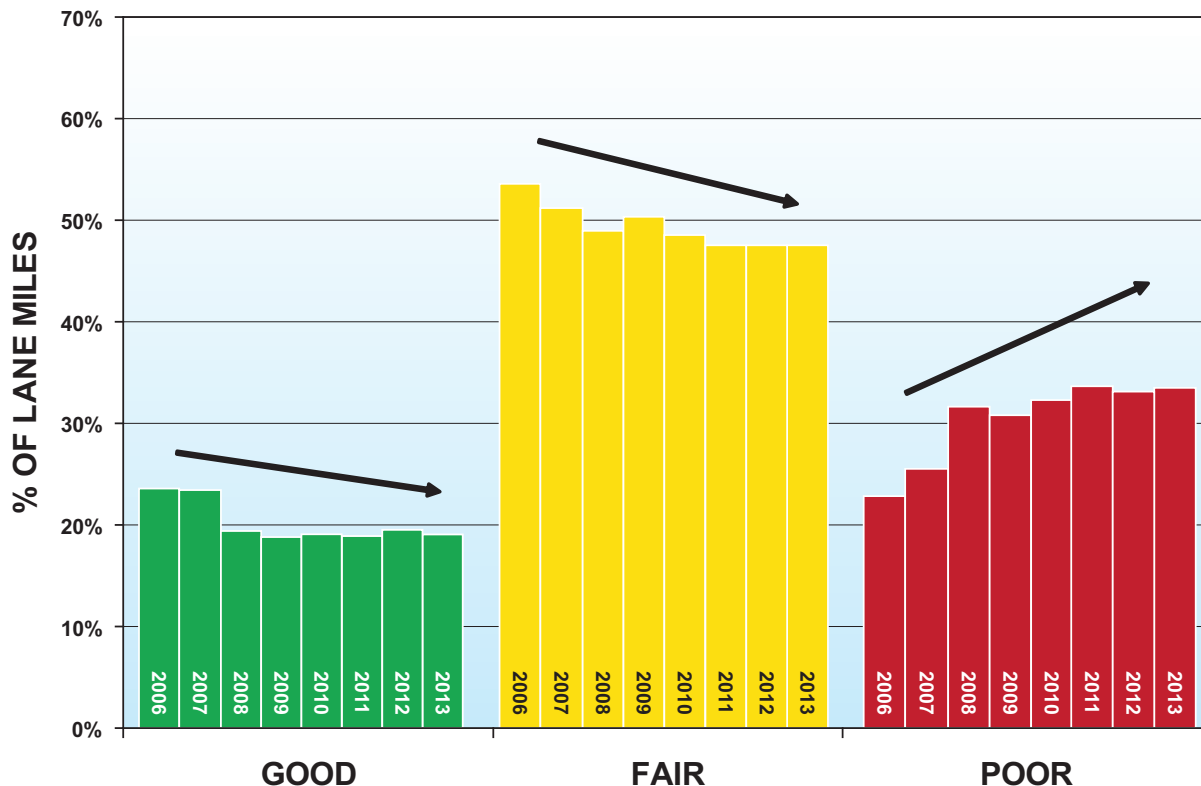
The 2013 condition assessment of Michigan's federal-aid eligible roads continues to show that one out of every three miles of road remain rated in "poor" condition. While the good/fair/poor pavement condition trends have plateaued in recent years, there is sufficient evidence to suggest the system is in no way improving. In fact, condition forecasts continue to show that the system will continue to deteriorate in the future.

**2013 Pavement Condition
(Federal-Aid Roads)**



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.

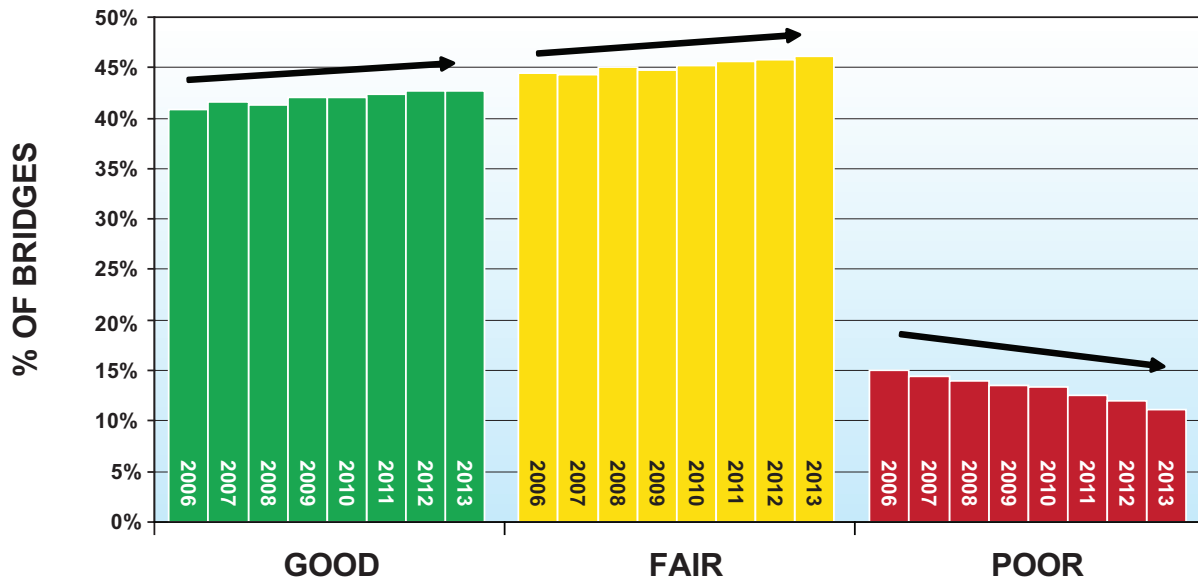
**2006 - 2013 Pavement Condition
(Paved Federal-Aid Roads)**



Bridge Condition

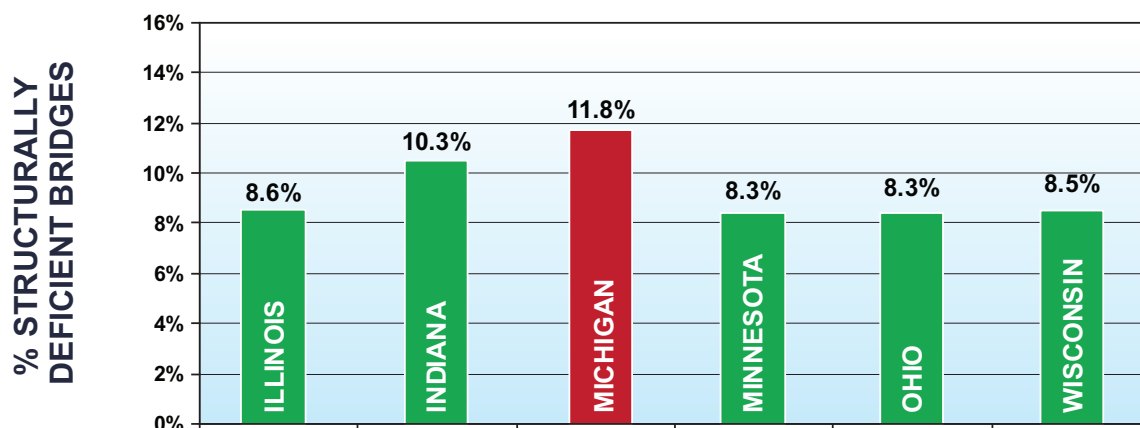
With respect to Michigan's bridges, progress has also plateaued in reducing the number of structurally deficient bridges under state jurisdiction. However more local agencies are implementing preventive maintenance "mix of fixes" on local bridges. An analysis of bridge conditions in Michigan shows that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

2006 - 2013 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 2013, 5.4 percent of state-owned bridges and 15.1 percent of county and local bridges were structurally deficient, resulting in Michigan having 11.8 percent of all highway bridges structurally deficient.

2013 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 deteriorate. This decline in the 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.

**The 2013 Annual Report will be available in its entirety
after the State Transportation Commission meeting
on Thursday, May 22, 2014**

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2013 Key Points:

- The condition of Michigan's roads continues to decline.
- The condition of Michigan's bridges continues to improve, but has begun to plateau.
- The 2013 analysis indicates that at current investment levels, the condition of both roads and bridges will continue to deteriorate.
- Without increased levels of investment, the cost of improving our roads and bridges will continue to increase each year.
- The longer we postpone increased levels of investment, the longer it will take for the public to begin to see any appreciable improvement in the condition of Michigan's roads and bridges.