

**The 2014 Annual Report will be available in its entirety as soon as it is completed, but no later than May 2, 2015.**

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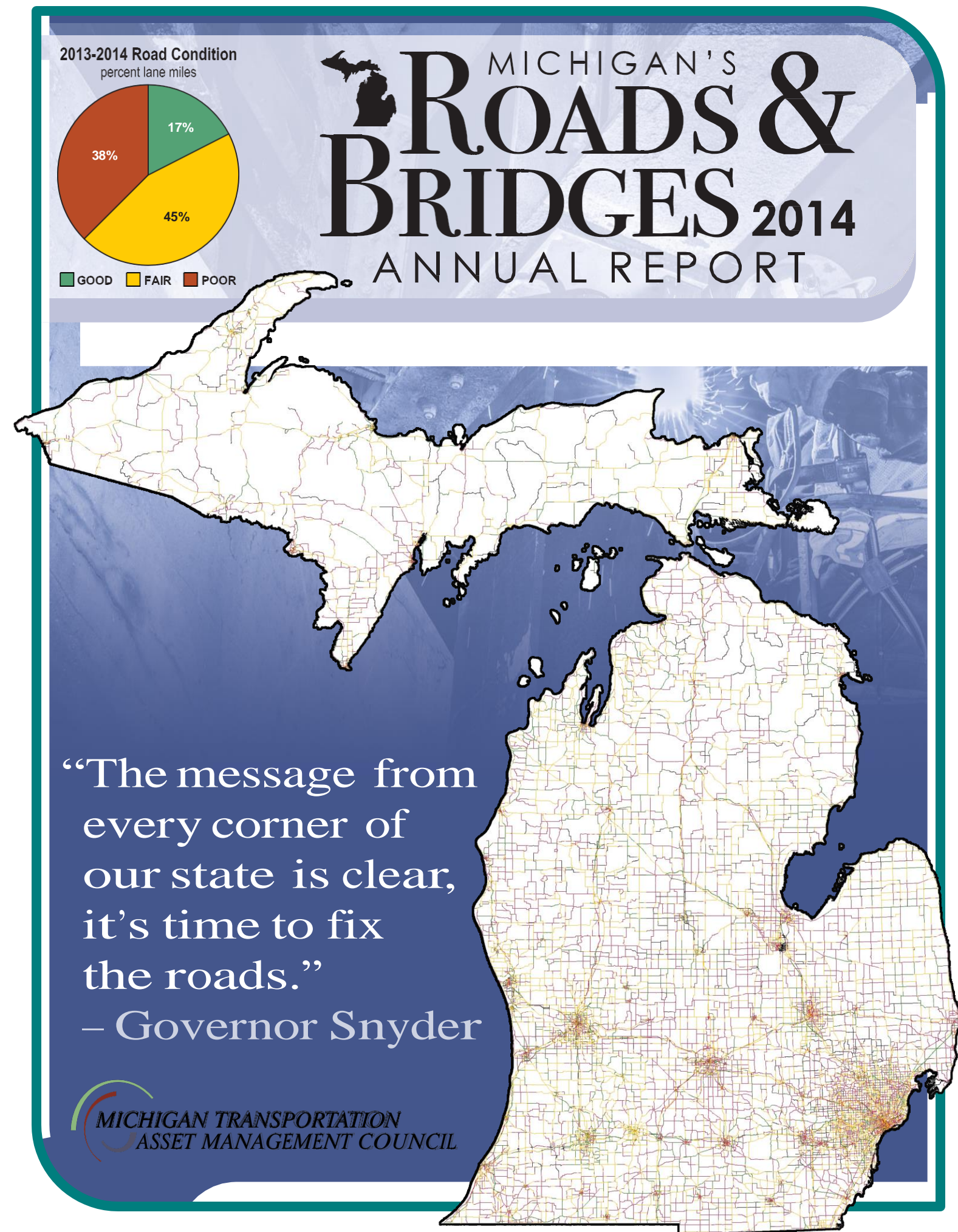
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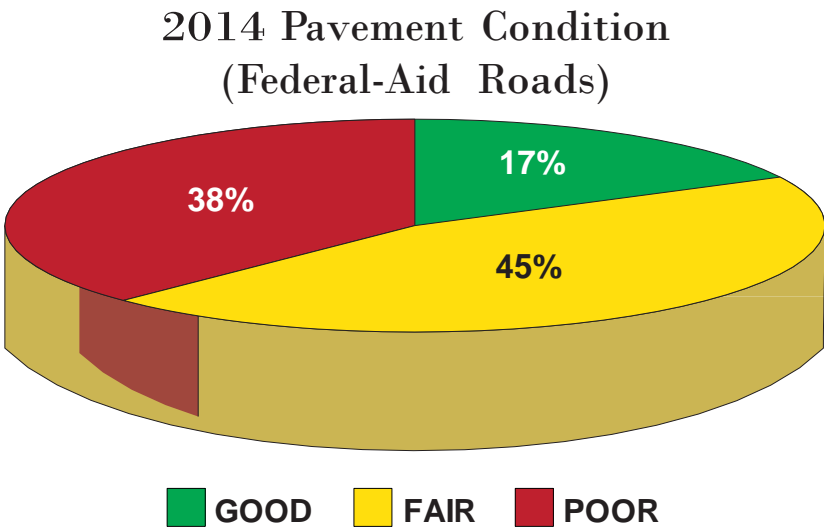
## 2014 Key Points:

- The condition of Michigan's roads continues to decline.
- The condition of Michigan's bridges has plateaued and is projected to decline.
- The 2014 analysis indicates that at current investment levels, the deterioration of roads will continue and the progress we have made on bridges will begin 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.

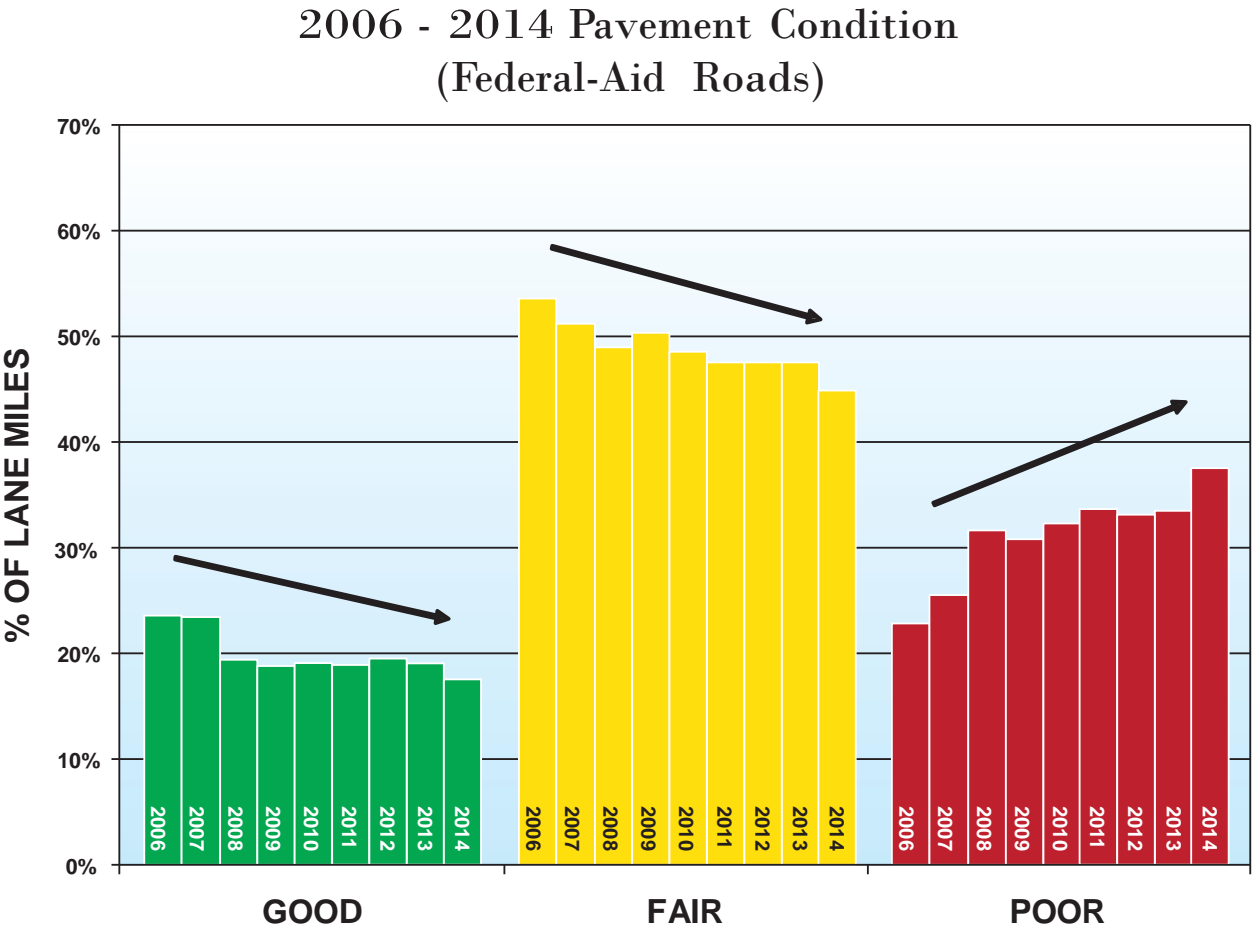


# Road Condition

The 2014 condition assessment of Michigan’s federal-aid eligible roads continues to show that more than one out of every three miles of road remain rated in “poor” condition. While the rate of decline in the good/fair/poor pavement condition trends had appeared to have plateaued in recent years, the 2014 ratings provide significant evidence that the system is continuing to decline. Forecasts continue to show that the system is expected to deteriorate even further in the future under current funding levels.

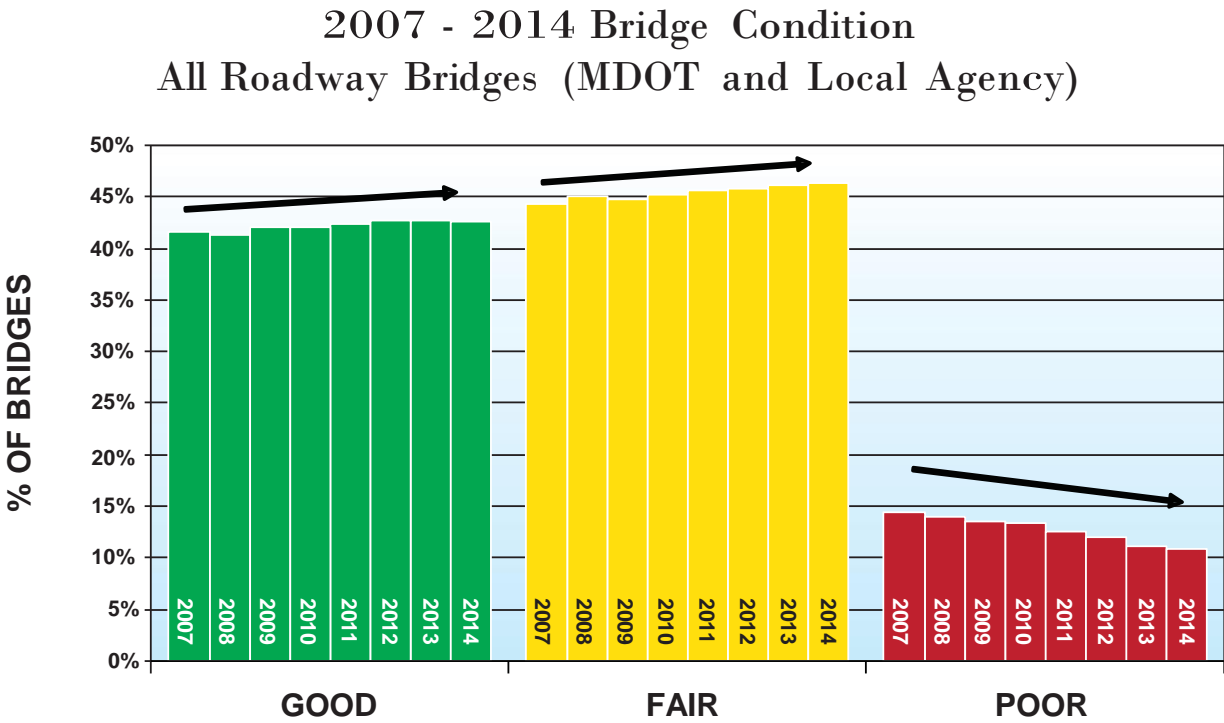


Allowing this trend to continue will have significant financial and economic consequences. For example, the cost of returning a poor road to good condition is four to five times greater than the cost of maintaining a road in fair condition. Allowing more roads to reach poor condition will dramatically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

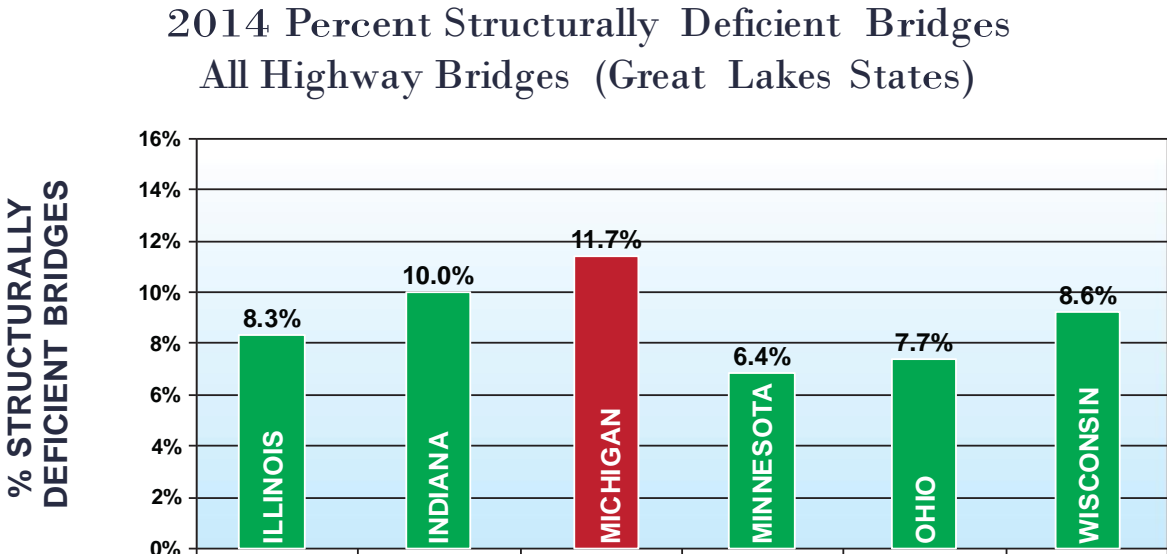


# Bridge Condition

With respect to Michigan’s bridges, progress has plateaued in reducing the number of structurally deficient bridges. 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 may not be able to continue these trends in the face of rising costs and revenue challenges.



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 2014, 5.8 percent of state-owned bridges and 15.7 percent of county and local bridges were structurally deficient, resulting in Michigan having 11.7 percent of all highway bridges structurally deficient.



# 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.