ASSET MANAGEMENT
Michigan Transportation Asset Management Council

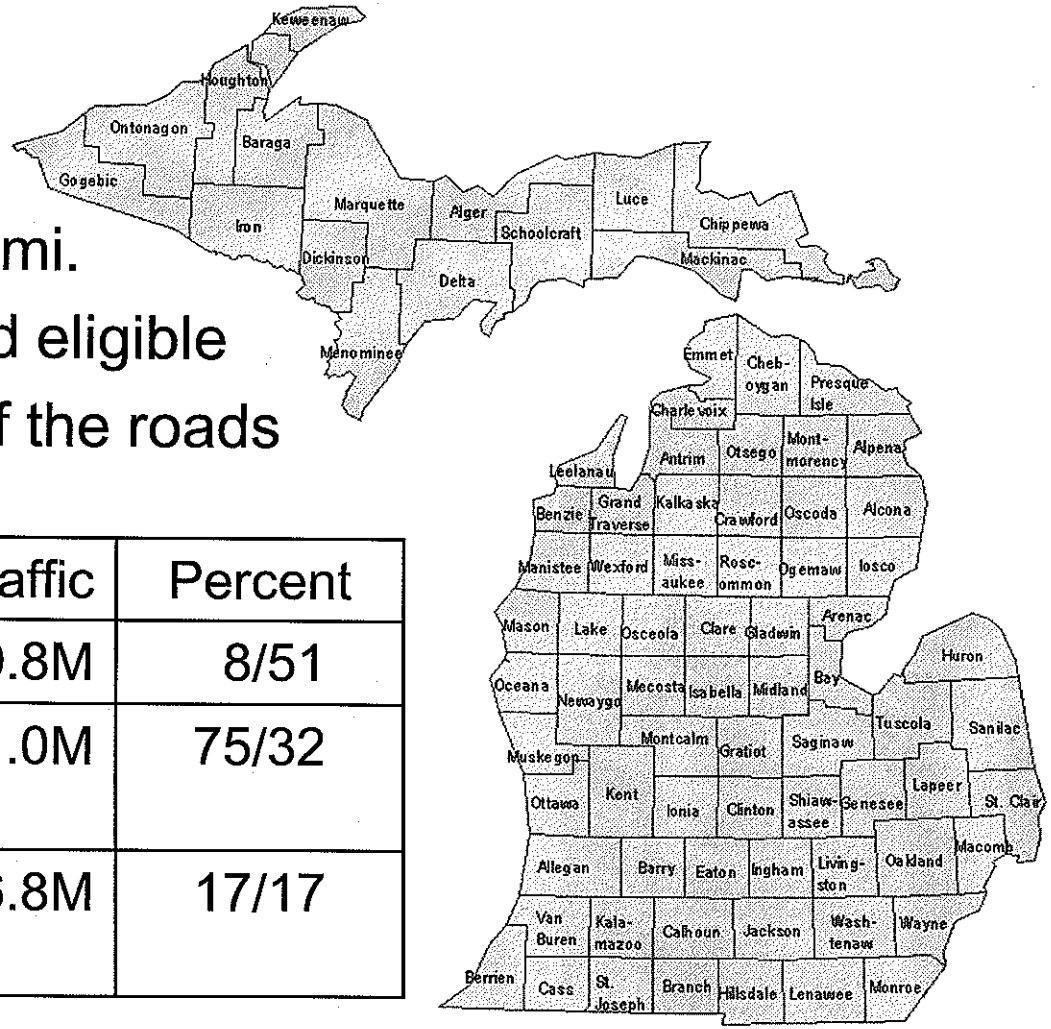
Senate Transportation Funding Task Force Meeting

Carmine Palombo, P.E.
SEMCOG
Chair
Michigan Transportation Asset Management Council

October 16, 2012

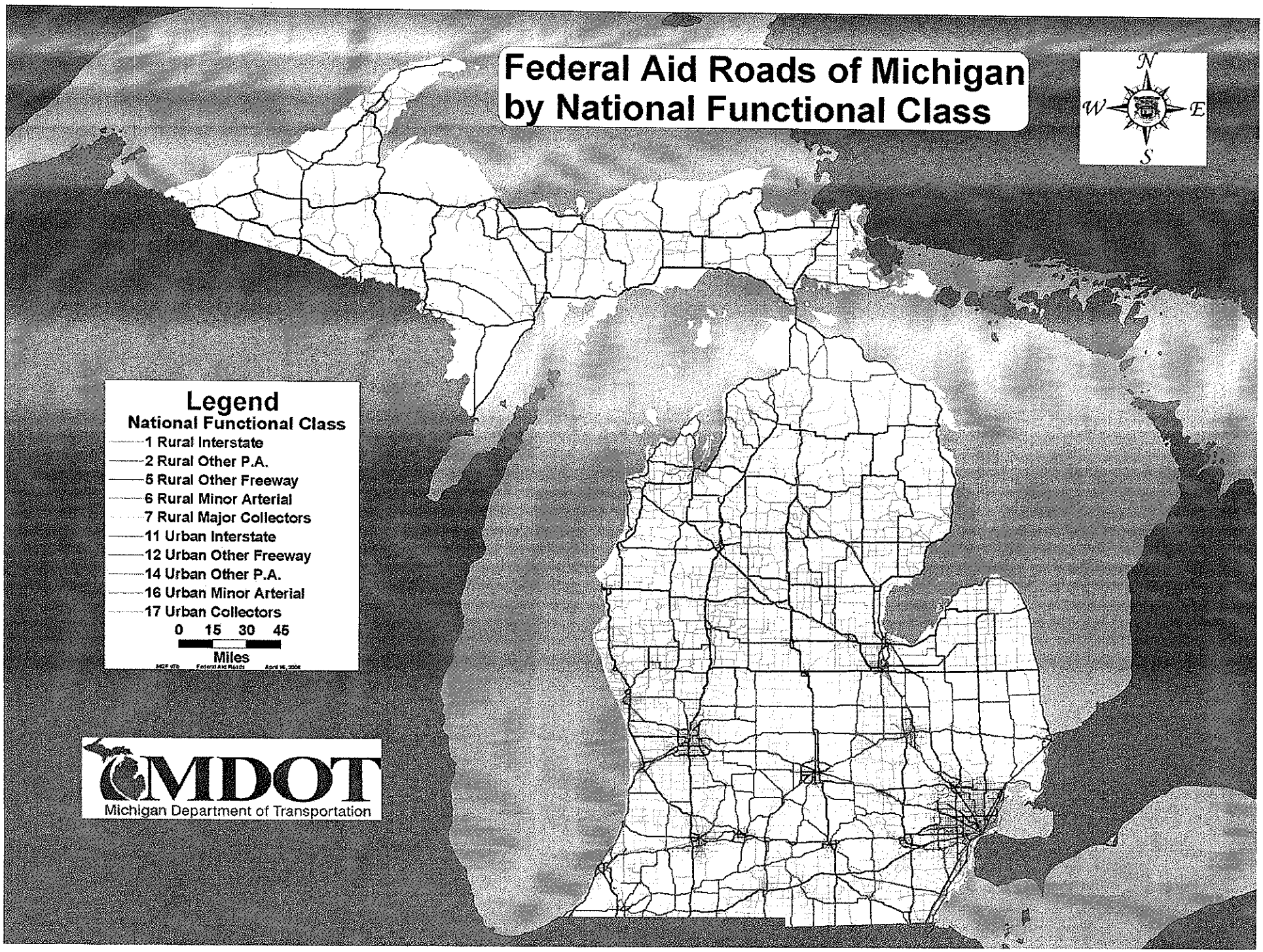
MICHIGAN TRANSPORTATION ASSET MANAGEMENT COUNCIL

Jurisdiction



- 617 road agencies – 120k mi.
- 80k paved / 40k federal-aid eligible
- 123 (20%) manage 92% of the roads

Jurisdiction	Miles	Traffic	Percent
MDOT	9,700	49.8M	8/51
83 County Road Agencies	91,000	31.0M	75/32
533 Cities & Villages	21,000	16.8M	17/17


Federal Aid Roads of Michigan
by National Functional Class
N
W
E
S
Legend
National Functional Class
1 Rural Interstate
2 Rural Other P.A.
5 Rural Other Freeway
6 Rural Minor Arterial
7 Rural Major Collectors
11 Urban Interstate
12 Urban Other Freeway
14 Urban Other P.A.
16 Urban Minor Arterial
17 Urban Collectors
0 15 30 45
Miles
MDOT
Michigan Department of Transportation

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PASER Condition Rating

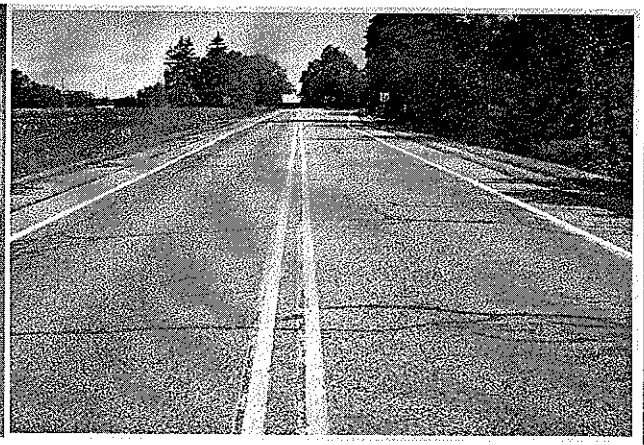
Good

PASER = 10, 9, 8

Routine Maintenance

- Crackseal
- Minor Patching
- Snow Removal

Fair



PASER = 7, 6, 5

Preventive Maintenance

- Crackseal/Patch
- Surface Treatment
- Non-structural Overlay
- Concrete Joint Repair

Poor

PASER = 4, 3, 2,1

Rehab/Reconstruct

- Resurface
- Structural Overlay
- Replace Concrete Slab
- Complete Reconstruct

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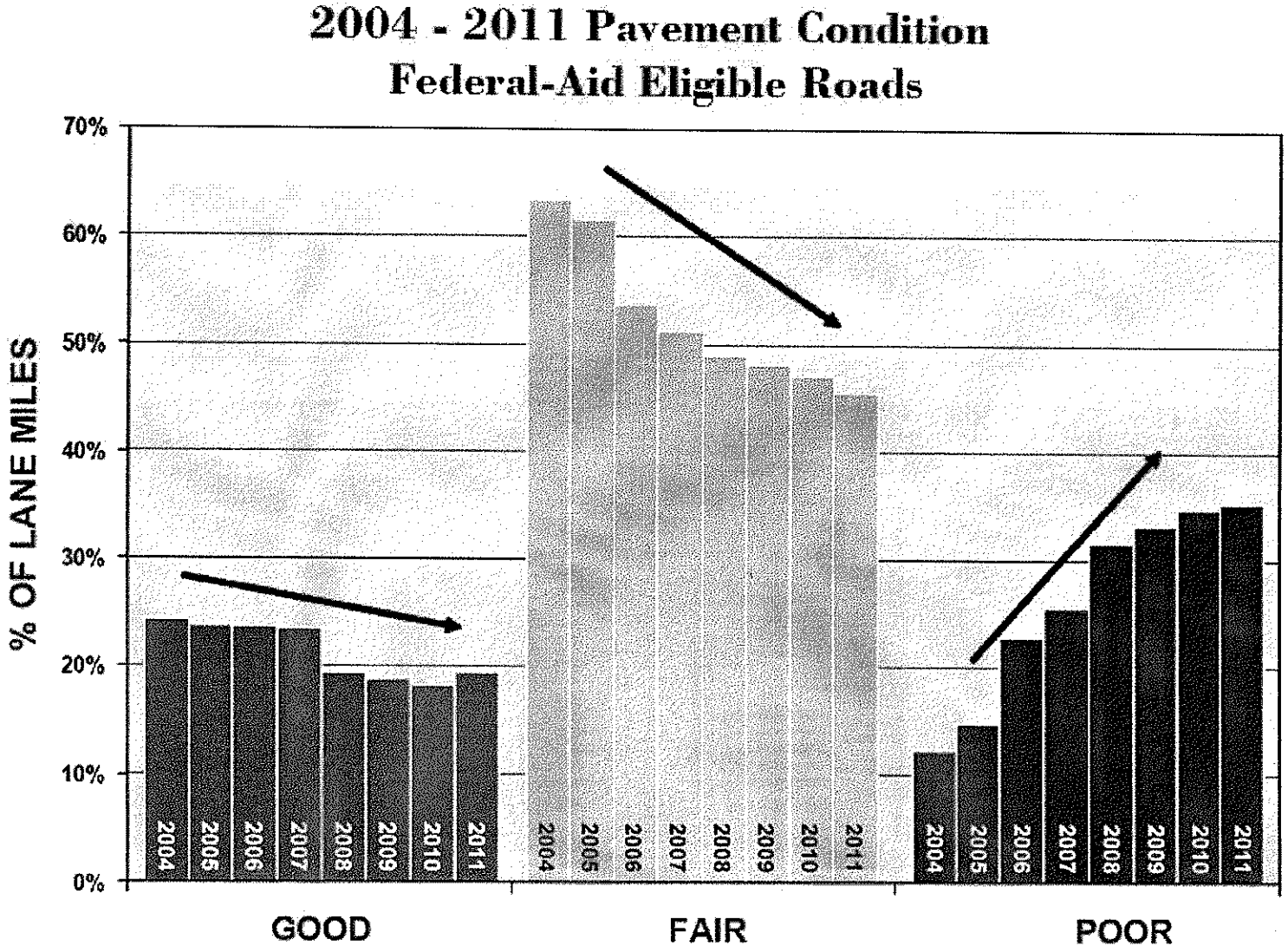
2004–11 Federal Aid Roads



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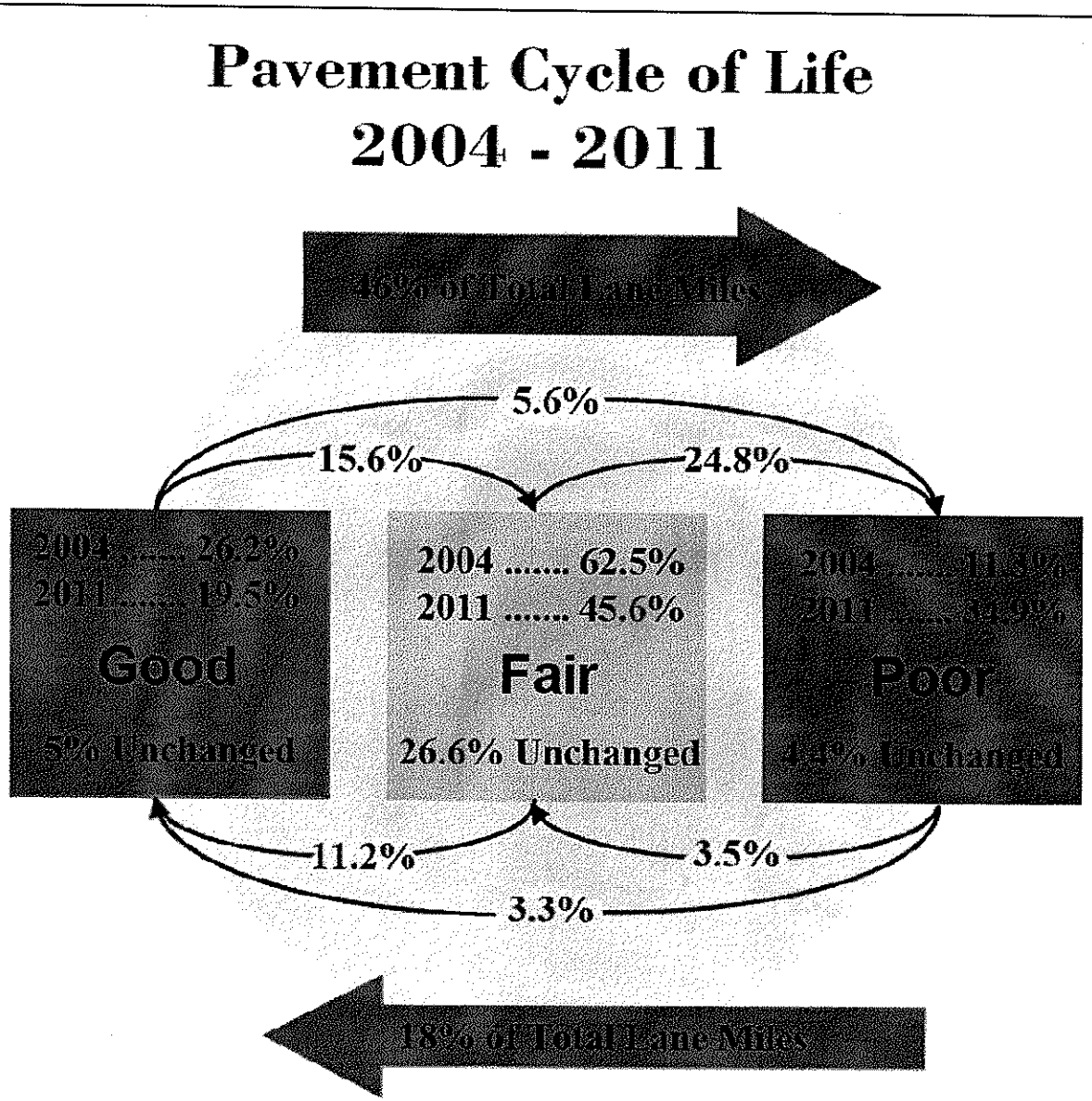
2004-11 Pavement Cycle of Life



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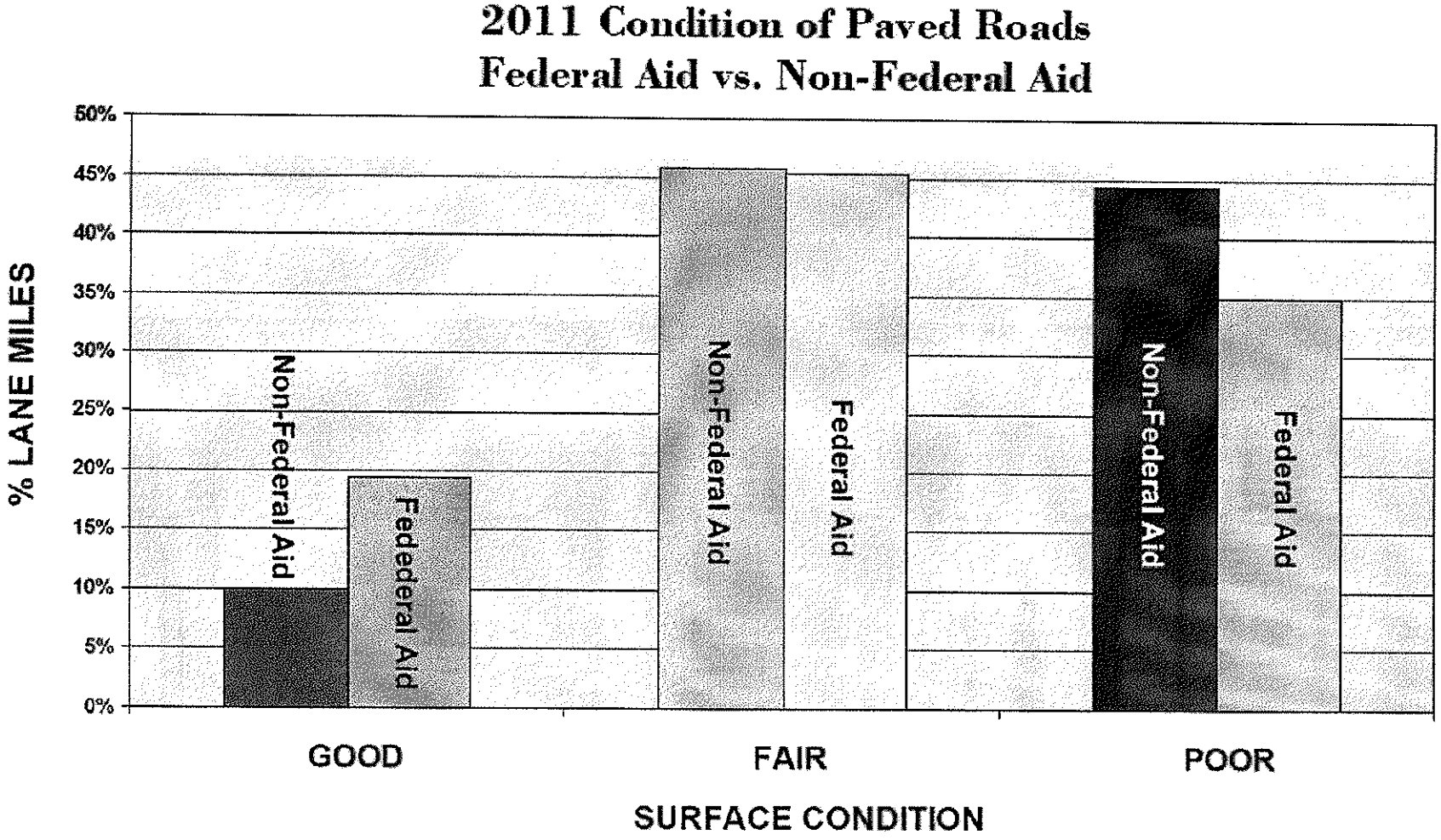
2011 Pavement Conditions



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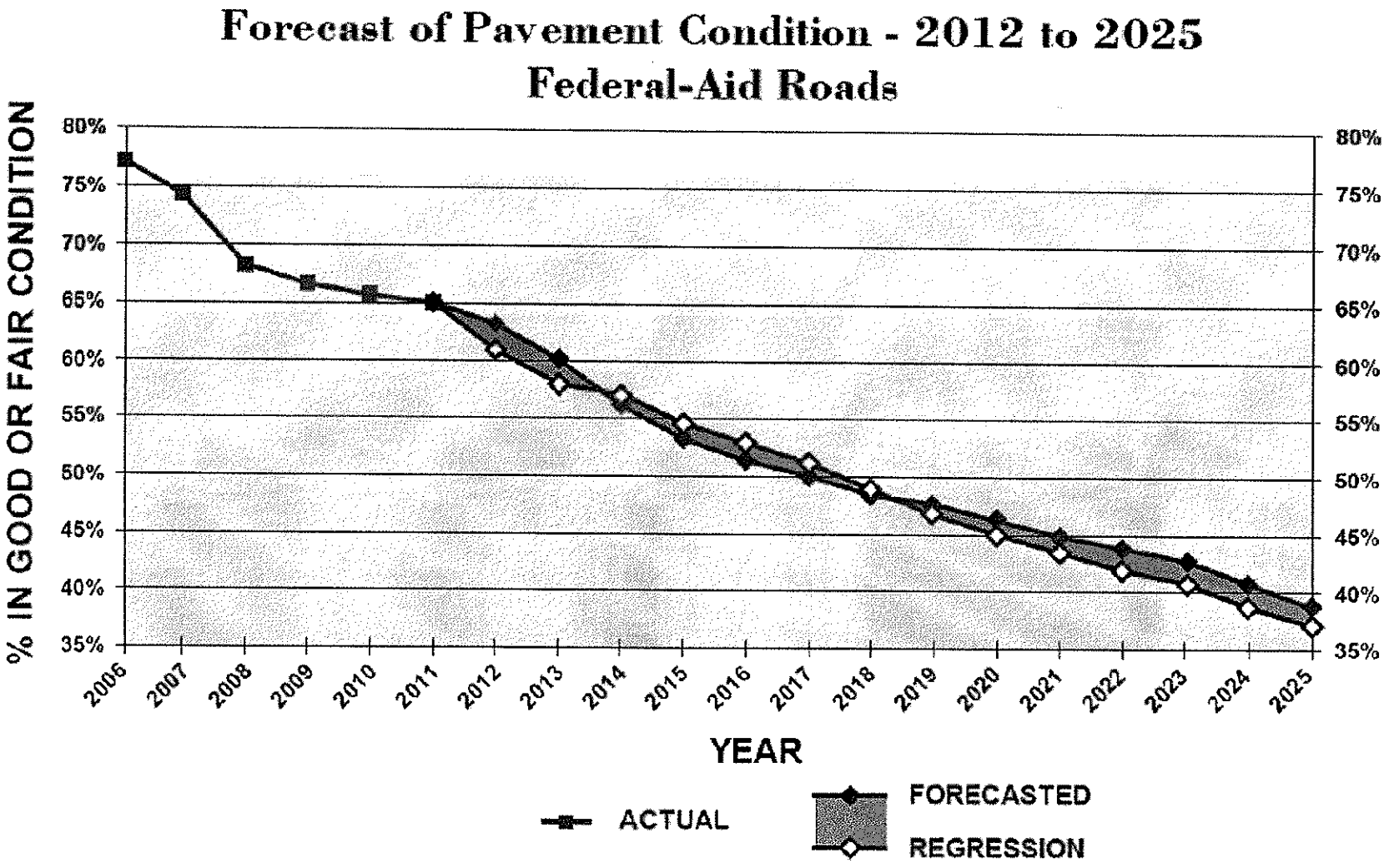
Pavement Forecast



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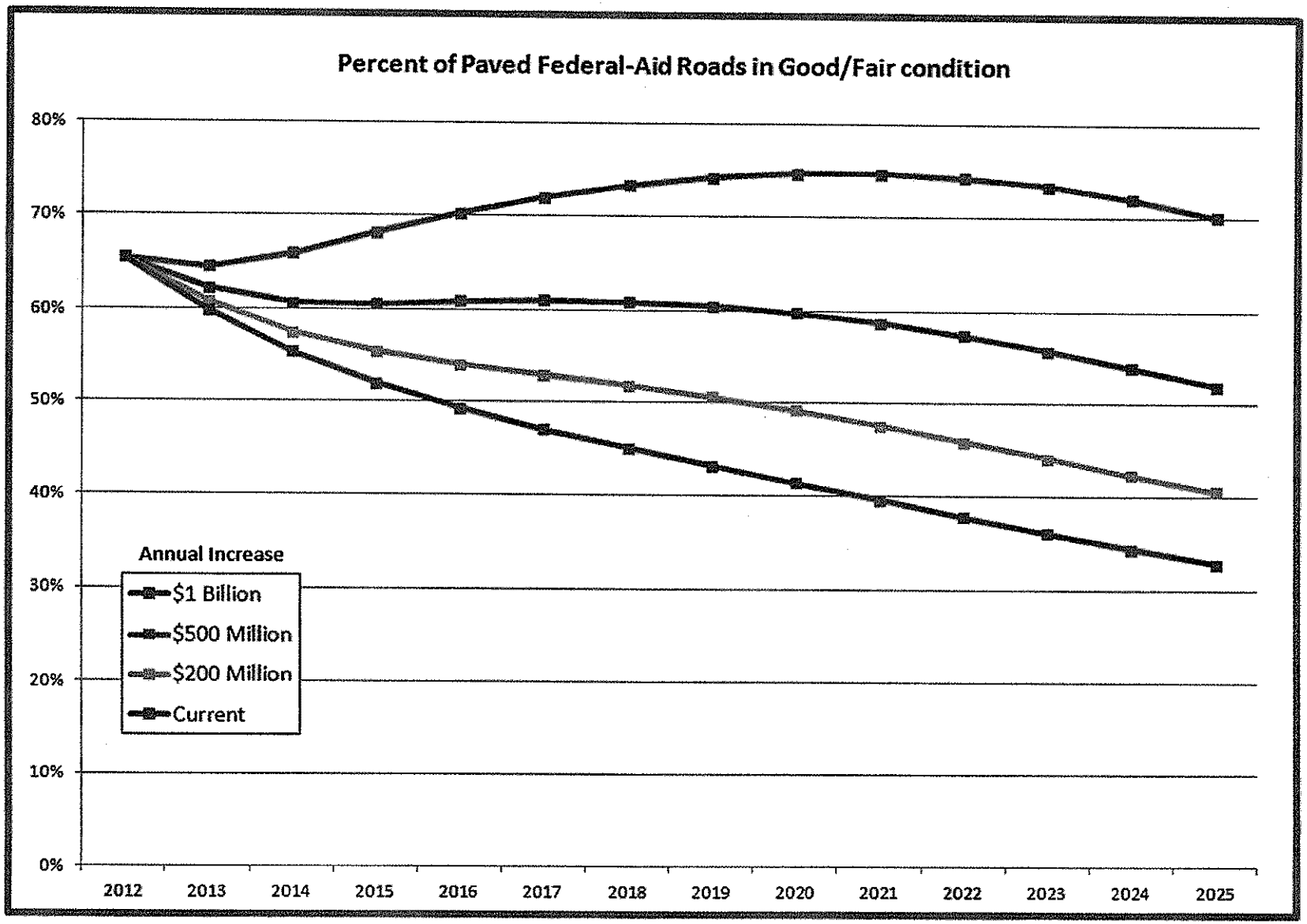
Impact of Increased $ on Condition



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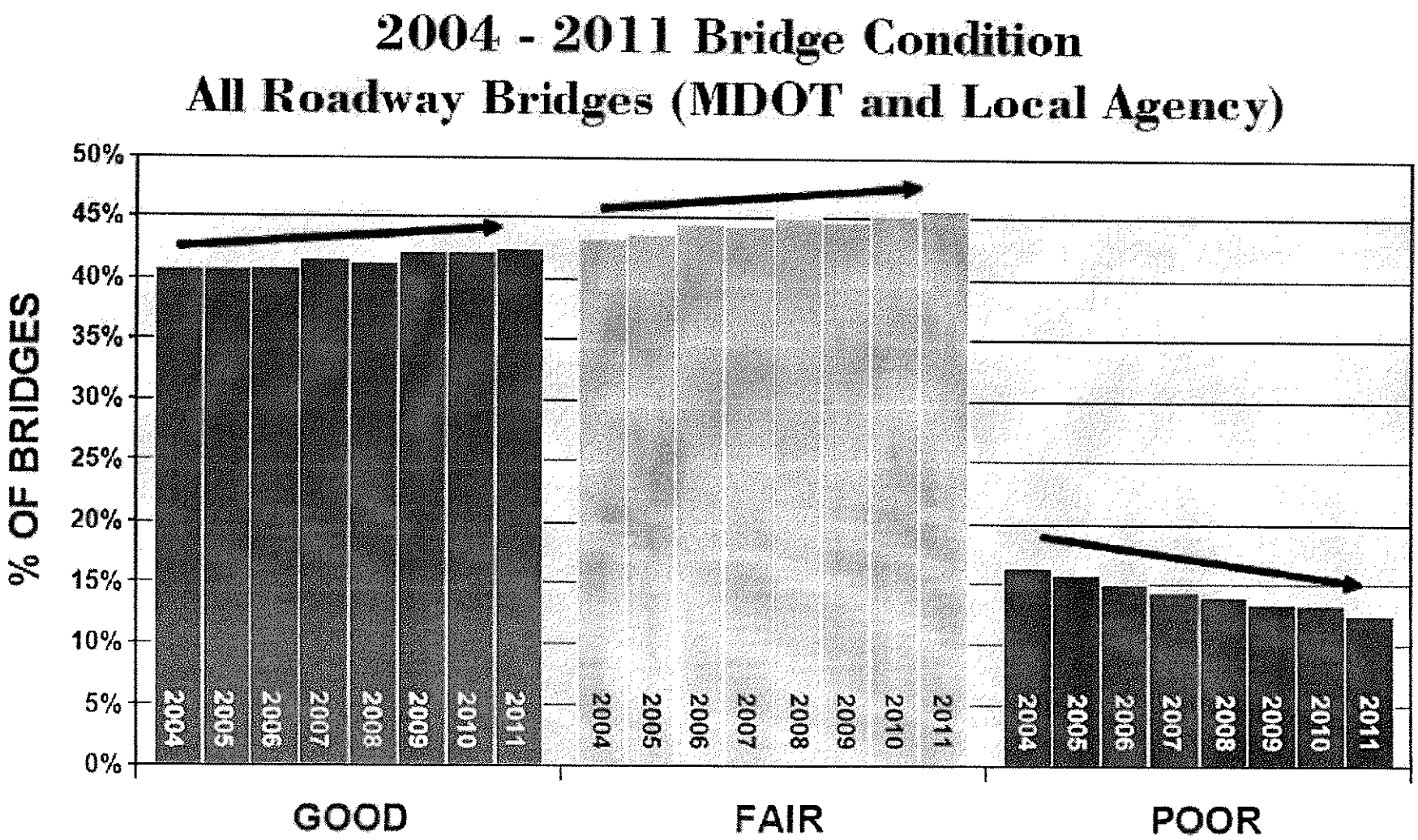
2004-11 Bridge Condition



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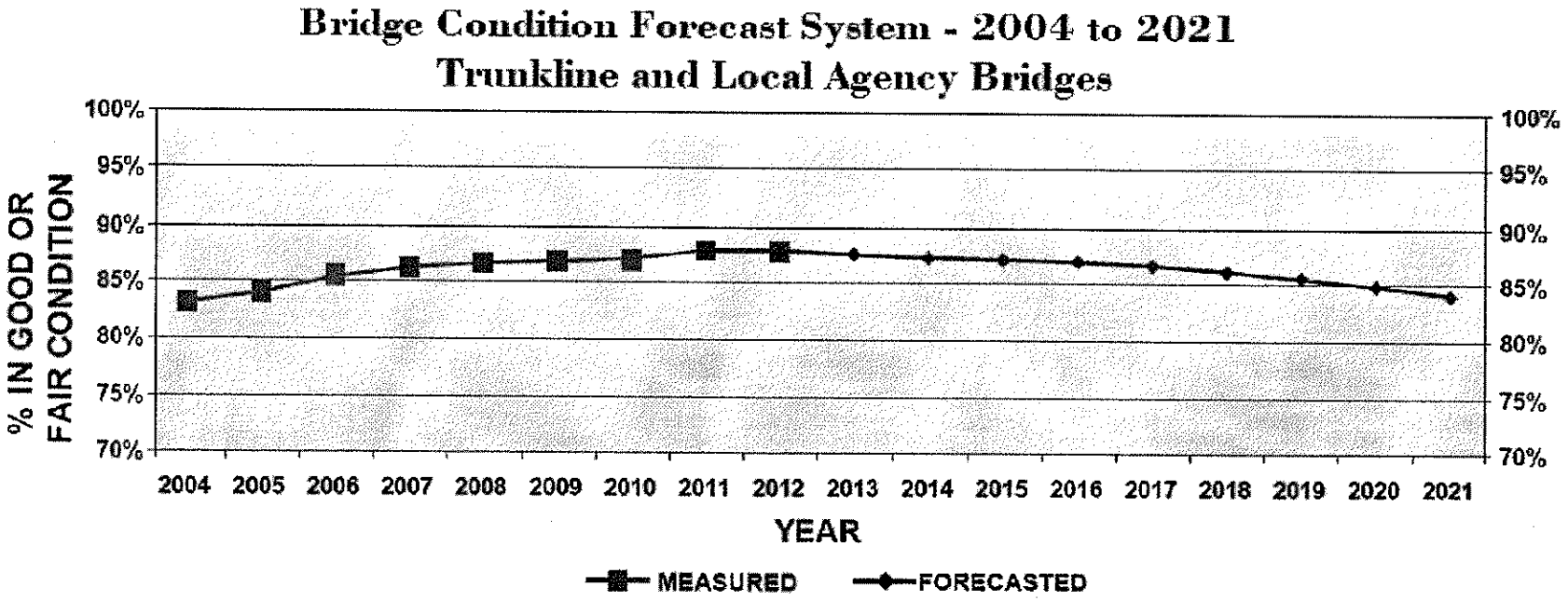
Bridge Forecast



Funding for Bridge CPM

Funding of Local Bridge Preventive Maintenance

- Local Bridge Advisory Board has allowed Preventive Maintenance for five years. Previously, the program could only use state funds for PM
- FHWA now allows Federal Bridge funds for PM projects on local bridges
- Measures to be developed to assess program effectiveness

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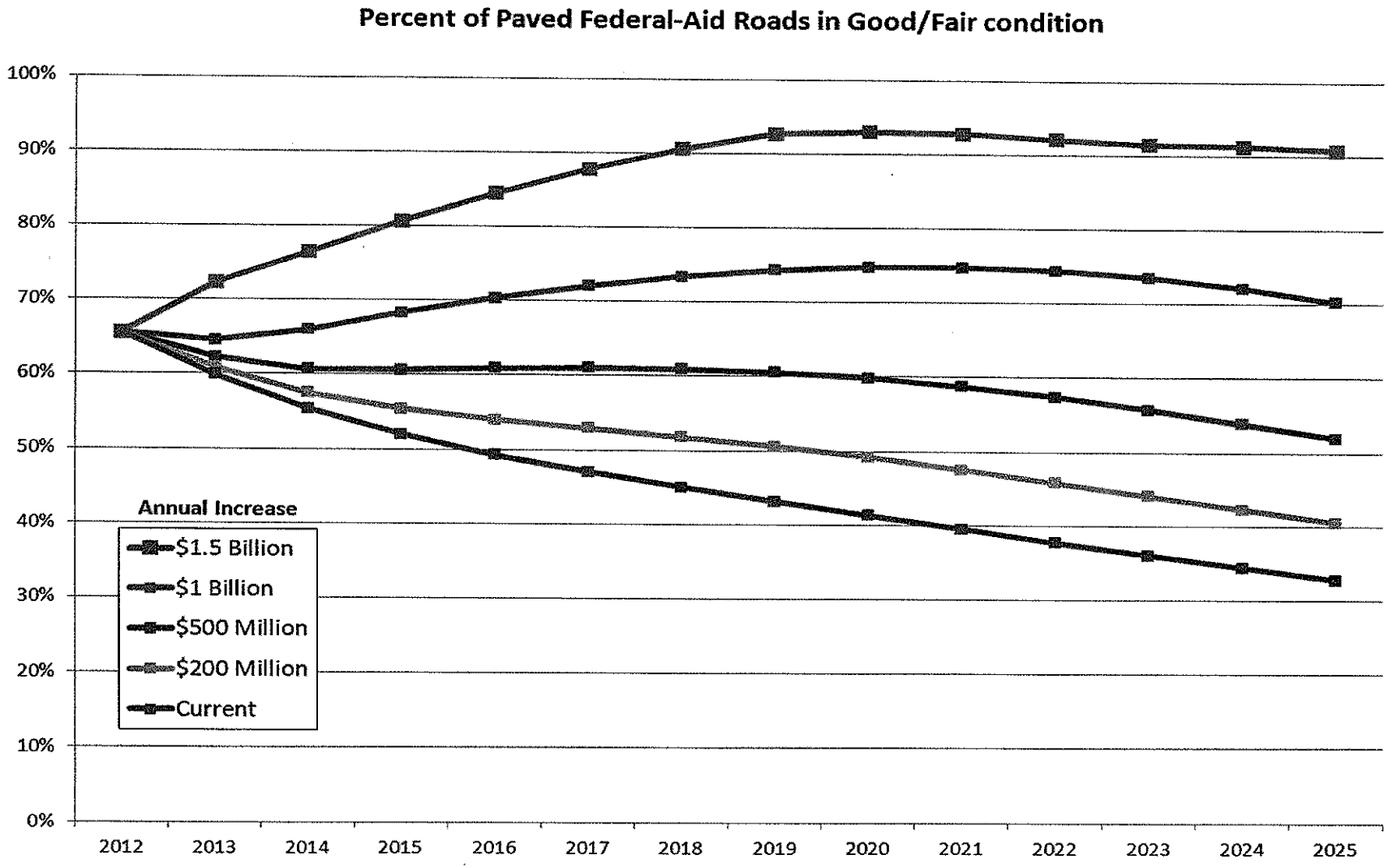
Impact of Increased $ on Condition



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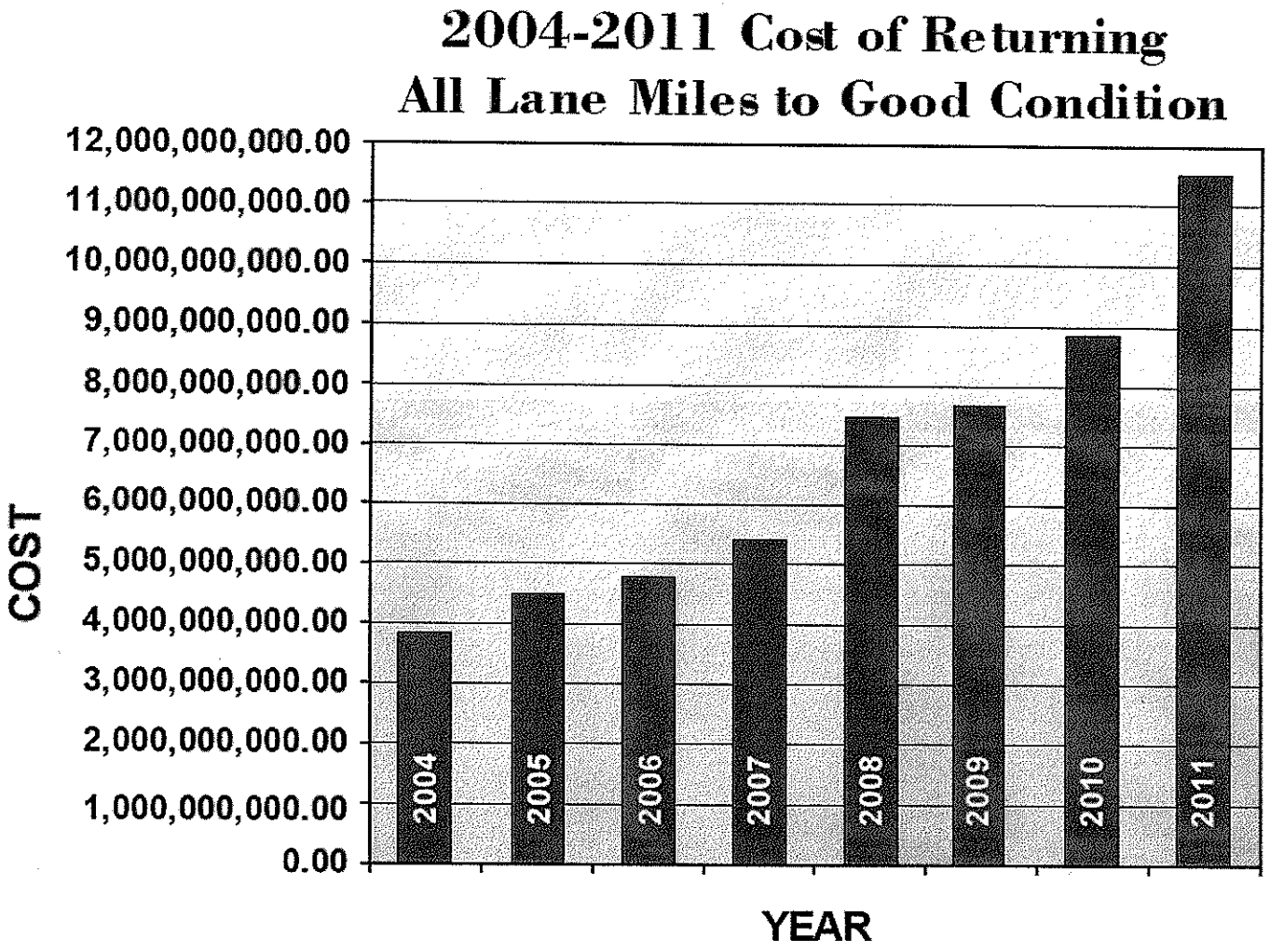
Cost of Deterioration



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Other Needs

- Figures shown in presentation to not include :
  - Costs to address congestion
  - Costs to address traffic safety
  - Costs to improve public transit
  - Costs address additional summer/winter maintenance needs

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Summary

- Pavements are deteriorating faster than they can be improved – no improvement in sight
- Asset Management approach is making best use of dollars – just not enough dollars
- Solution will cost lots of dollars and take years to address
- Longer we wait, the more it will cost and the longer it will take