

Frequently Asked Questions

Why aren't all roads on the map?

The legislative district maps only include roads that are eligible for federal funding. Gaps may exist on the maps if a federal-aid eligible road was not rated in 2008/2009.

What makes a road eligible for Federal-Aid?

A road's qualification for federal-aid is based on a national classification system which considers the predominant type of traffic and traffic volumes a road carries. Only 30 percent of Michigan roads are eligible to receive federal funding. In general, the 79,395 miles of non-federal-aid-eligible roads are residential streets and less-traveled county roads.

What is the difference between Local and State Federal-Aid miles?

State federal-aid miles are those under the jurisdiction of the Michigan Department of Transportation (MDOT). Included under this heading are all highways with the letters "M", "US" or "I" in their names. Generally, all freeways fall under MDOT jurisdiction, as do many major inter-county roads. The State federal-aid miles, which account for 8 percent of Michigan roads, receive 39.1 percent of Michigan Transportation Fund revenues.

Local federal-aid roads fall under the jurisdiction of county road agencies and municipalities. These roads are typically highly-travelled county primary roads and major city streets.

Why is the data for 2008 and 2009 combined?

In 2008, the Michigan Transportation Asset Management Council (TAMC) required that only 50 percent of the paved federal-aid eligible be rated, with the other 50 percent being rated in 2009. Approximately 67 percent of roads were rated in 2009 and 65 percent in 2008. The numbers used to provide the district map and chart of road conditions use the most recent data available in 2008/2009.

How are road conditions determined? What is PASER?

The Michigan Transportation Asset Management Council (TAMC) adopted a universal road rating system for all Michigan roads. The Pavement Surface Evaluation and Rating (PASER) allows all road agencies to efficiently collect information on the road system.

A road is considered to be in **good** condition when its PASER ranges from 8-10. These roads require only routine maintenance such as sweeping and light crack sealing.

A road is in **fair** condition when PASER ratings fall to 5-7. Although the roads are still structurally sound, they require capital preventative maintenance (CPM) to keep the roads from deteriorating. Common types of CPM include: crack sealing, chip sealing and thin asphalt overlays.

The PASER rating of 5 is the lowest rating for a fair road; the last chance to repair the road using CPM. Trends show that 41 percent of roads with a PASER rating of 5 will fail, or fall to poor

condition, each year. The TAMC estimates the cost per mile to apply CPM at \$45,000 to \$53,000.

A road is considered to be in **poor** condition when its PASER rating is 1-4. The structural integrity of these roads has failed. Statistically, 70 percent of poor roads will need to be rehabilitated, while 30 percent will need complete reconstruction. TAMC estimates the cost per mile for rehabilitation at \$121,000 to \$423,000, and the cost per mile for reconstruction at \$328,000 to over \$1 million for some freeways.

How was the cost of legislative inaction determined?

The cost of legislative inaction was determined using cost comparisons provided by the Michigan Transportation Asset Management Council (TAMC). This information can be found in both the 2008 and 2009 TAMC Annual Reports which are available on the TAMC Web Site

The baseline is the number of federal aid miles with a PASER rating of '5' in 2007. The number of miles was multiplied by \$45,000, the cost per mile of applying CPM.

The number of failed miles reflects the TAMC statistic that 41 percent of roads rated 5 in 2007 will fail each year. Of the miles that are now in poor condition, 70 percent are multiplied by the cost per mile of rehabilitation (\$121,000), and 30 percent are multiplied by the cost per mile of reconstruction (\$328,000). The roads that remain in fair condition will still require CPM and are multiplied by \$45,000.

The difference between the cost to repair the roads after two years and the original cost of repairing the roads in 2007 is the cost of legislative inaction. The cost to repair the roads increased by 189 percent in two years, and will increase by 263 percent if allowed to deteriorate over a three-year period.