



Director Bradley Wieferich, PE

Asphalt Pavement Association of Michigan | 2025 Conference

February 26, 2025

Today's Topics

2024 Accomplishments

Program & Budget Status

Rebuilding Michigan

Safety Update

Contract Issues



Highway Program Accomplishments FY 2024

Total Highway Program Investment \$2.6 B	Includes \$591 M <small>Rebuilding Michigan Program (RBMP) Investment</small>	Economic Impact 38,635 <small>Jobs were supported by the Highway Program</small>	Highway Program Delivery 1,758 + 234 <small>Miles of improved roads (lane miles) Bridges repaired or replaced</small>
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Road Rehabilitation and Reconstruction (R&R) \$622 M <small>Preconstruction and Construction Investment (Includes Non-Freeway Resurfacing Program and Freeway Resurfacing Program)</small>	620 Miles <small>of improved roads (lane miles)</small>	Road Capital Preventive Maintenance (CPM) \$151 M <small>Preconstruction and Construction Activities</small>	1,050 Miles <small>of improved roads (lane miles)</small>
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Routine Maintenance \$466 M <small>Includes winter, surface, structure/bridge, sign, signal, shoulder, and roadside maintenance</small>	<ul style="list-style-type: none"> Winter: \$91 million Non-Winter: \$375 million 	Bridges \$551 M <small>Preconstruction and Construction Activities</small>	87 Bridge replacement and rehabilitation 147 Preventive maintenance, scheduled maintenance, and modernization
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Trunkline Modernization
\$404 M
Preconstruction and Construction Activities

88 Miles of improved roads (lane miles)
5 Bridges repaired or replaced

System Operations
\$137 M
Includes intelligent transportation systems, traffic signals, commercial vehicle enforcement, traffic operation centers, Michivan, and Safety Service Patrol

Other Programs
\$234 M
Includes miscellaneous programs (see back page for full list)

Traffic and Safety
\$81 M
Includes signs, pavement markings, safety programs, traffic signals, and delineators

System Condition

2023 Trunkline Pavement Condition <small>(Based on RSL*)</small> <p>85% Good or Fair 15% Poor</p> <p><small>*Remaining Service Life</small></p>	2023 Freeway and Non-Freeway Bridge Condition <small>(Based on NBI*)</small> <p>94% Good or Fair 6% Poor</p> <p><small>*National Bridge Inventory</small></p>
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2025 Construction Projects

Trunkline Only

*This Information Represents the Total Number of Projects and Dollars scheduled to be let in each month

Therefore, the sum of values will not directly correlate to program year budgets, and this information is always subject to change.

Reporting Date 06-Jan-2025 for 07-01-24 to 06-30-25		
Letting Month	Projects*	Construction Costs (\$ Millions)*
July, 2024	13	\$60.27
August, 2024	23	\$93.79
September, 2024	27	\$58.26
October, 2024	47	\$147.12
November, 2024	46	\$389.50
December, 2024	47	\$271.60
January, 2025	20	\$49.60
February, 2025	18	\$130.09
March, 2025	23	\$47.88
April, 2025	21	\$43.15
May, 2025	7	\$7.10
June, 2025	5	\$2.69
Total	297	\$1,301.05

2026 Construction Projects

Trunkline Only

*This Information Represents the Total Number of Projects and Dollars scheduled to be let in each month

Therefore, the sum of values will not directly correlate to program year budgets, and this information is always subject to change.

Reporting Date 06-Jan-2025 for 07-01-25 to 06-30-26		
Letting Month	Projects*	Construction Costs (\$ Millions)*
July, 2025	6	\$24.78
August, 2025	56	\$784.12
September, 2025	29	\$214.84
October, 2025	24	\$40.45
November, 2025	9	\$22.25
December, 2025	69	\$482.32
January, 2026	21	\$55.45
February, 2026	21	\$48.70
March, 2026	18	\$47.88
April, 2026	7	\$16.12
May, 2026	3	\$28.04
June, 2026	3	\$60.98
Total	266	\$1,825.95

Quantity Values

Item	2025	2026
HMA (Tons)	1,453,470	1,156,110
Concrete (SYDs)	1,208,529	1,317,685
\$ of Bridge Work (Millions)	219,940,036	257,822,633
Aggregate (Tons)	159,630	120,235
Aggregate (SYDs)	1,944,175	1,957,873
Aggregate (CYDs)	5,039	299,865
Subbase (CYDs)	365,644	722,752

*This information is draft and may change as the program is developed.

The year listed represents July 1st of the previous year to June 30th of the year listed

Five-Year Transportation Program

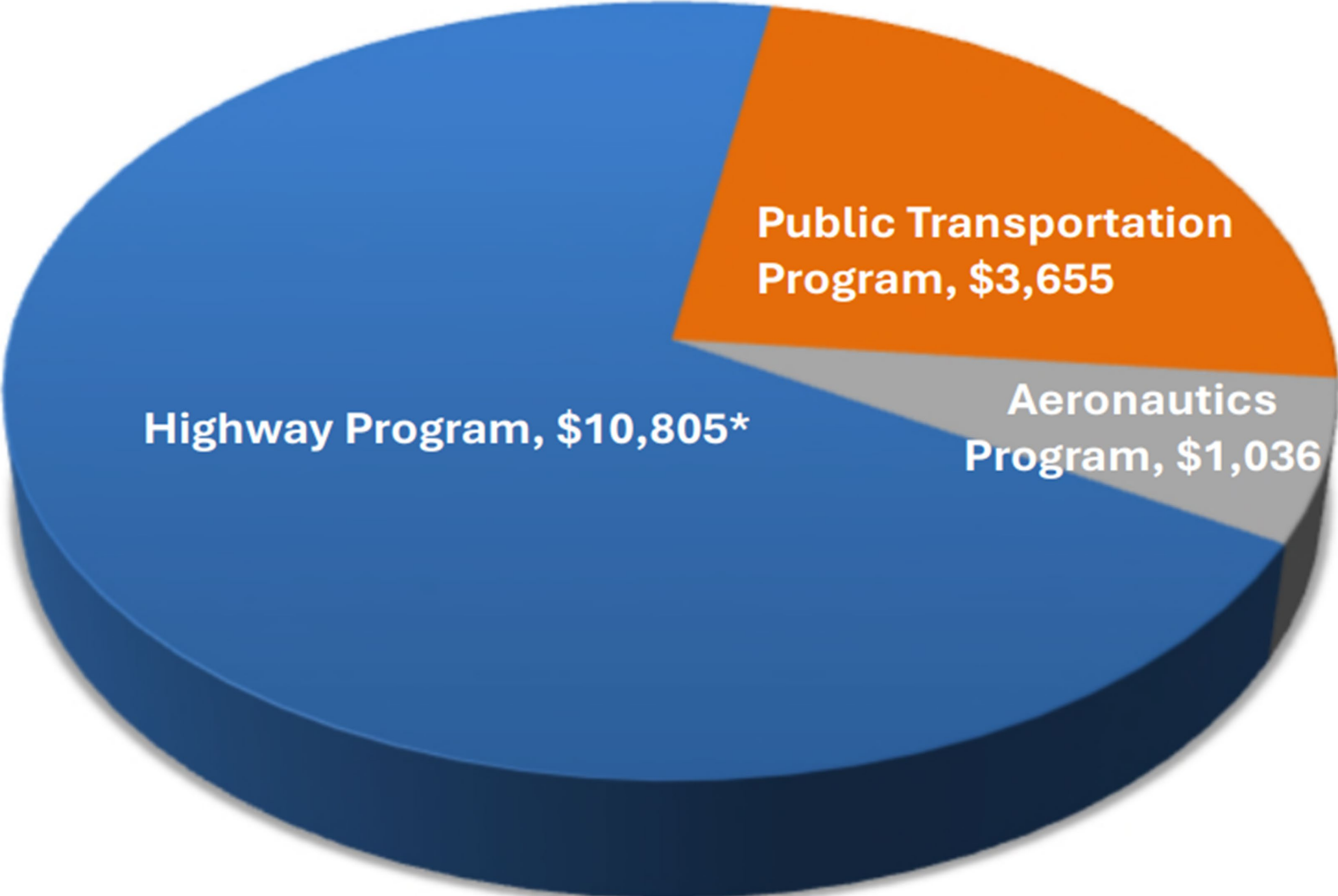
Webpage Link

<https://www.michigan.gov/mdot/programs/planning/five-year-transportation-program>



2025-2029 MDOT Transportation Program Investment

\$15.5 Billion (in millions)



**Does not include other program costs estimated at \$1.9 billion*

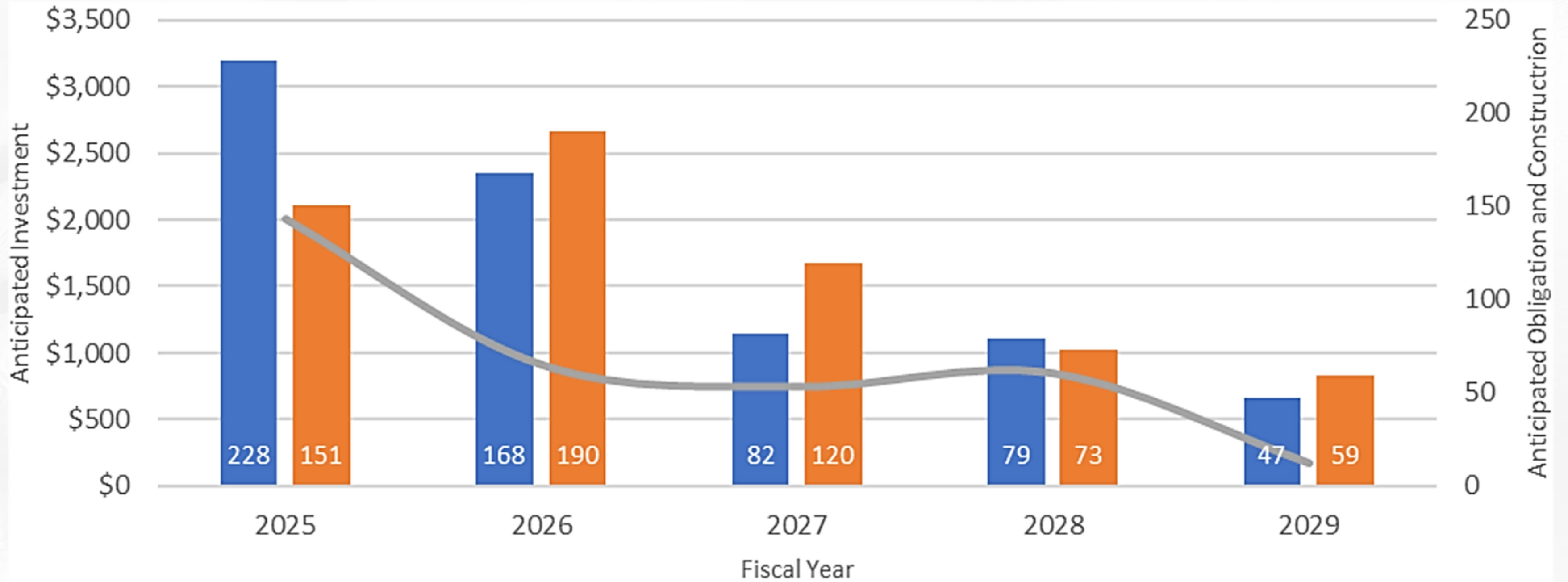
2025-2029 Five-Year Transportation Program Investment

Trunkline Highway Capital Program (in millions)	FY 2025	Five-Year Total	Annual Average
Repair and Rebuild Roads*	\$1,703.4	\$4,771.6	\$954.3
Repair and Rebuild Bridges**	\$355.8	\$1,960.7	\$392.1
Routine Maintenance	\$496.7	\$2,608.1	\$521.6
System Safety, Management, and Operations	\$212.4	\$887.7	\$177.5
Roadside Facilities	\$28.1	\$56.6	\$11.3
Additional State and Federally Funded Programs	\$100.1	\$520.0	\$104.0
TOTAL	\$2,896.5	\$10,804.7	\$2,160.8

*Including Trunkline Modernization for I-94, with \$315 million in FY 2025 and \$698.6 million total.

**Includes \$53 million in FY 2025 and \$860 million total for ongoing work on Blue Water Bridge Plaza accounted for in previous years.

Fiscal Year 2025-2029 Project Delivery



■ Anticipated Obligations ■ Anticipated Construction Starts — Anticipated Investment by Obligations

Rebuilding Michigan



Rebuilding Michigan Status

62 % of the RBMP are 90% or more complete - 26 projects

32% of the RBMP are in progress - 13 projects

375 PDB

696 in Oakland Co

RBMP let contracts total 3.968 B

Have not yet issued the 4th tranche

approx. \$706M



Two RBMP Projects Remaining

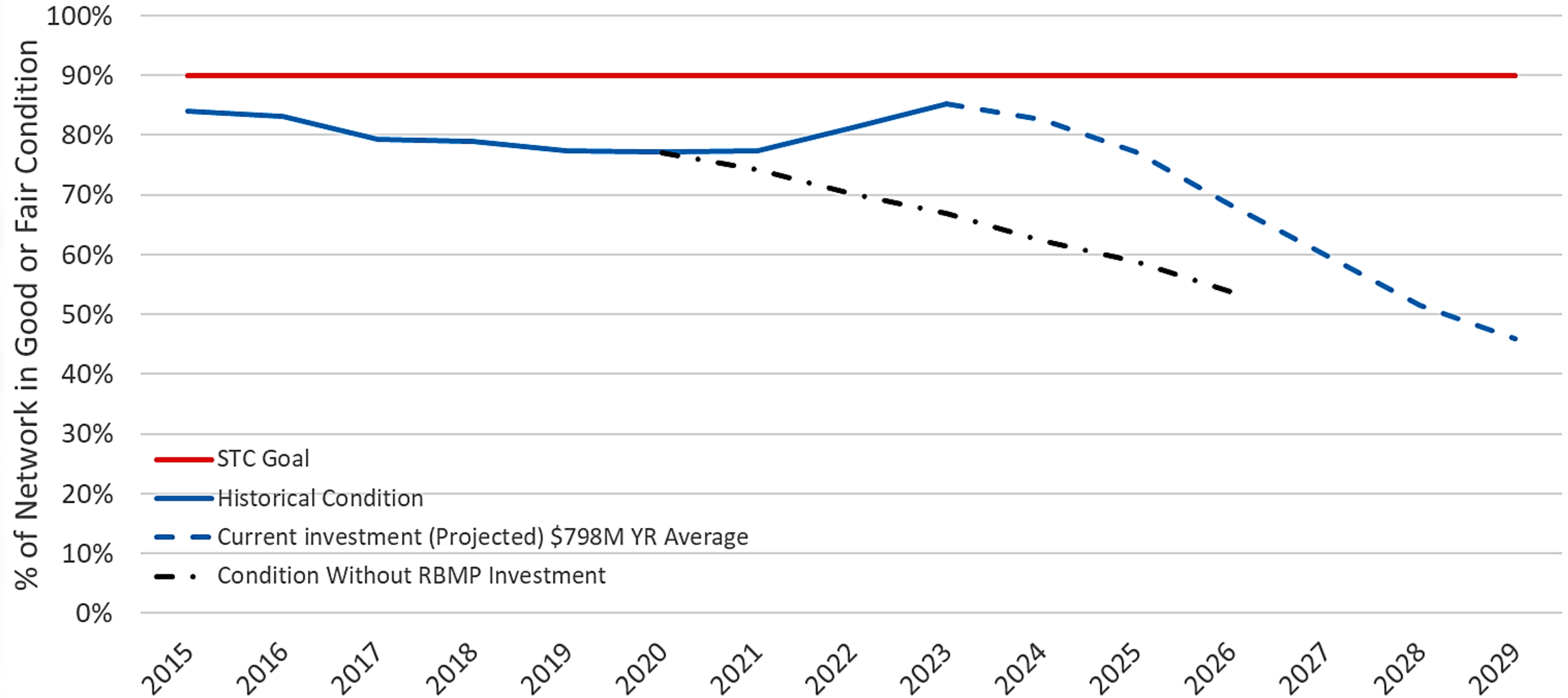
Route	Location	Let Date
I-94	Wayne Road to Middlebelt Road	Aug 2025
I-475	Thread Creek to Flint River	Aug/Sept 2025
	Bristol Road to Thread Creek	Aug/Sept 2025

Rebuilding Michigan Bond Program Impact

Planned and Completed Work*	Bridges Improved	Lane Miles Improved
Replacement/Reconstruction	40	1,038
Rehabilitation	12	346
Preventive maintenance	28	0
Total	80	1,385

*Includes projects either fully or partially financed by Rebuilding Michigan Bonds

State Trunkline Combined Freeway/Non-Freeway Pavement Condition Impacts of RBMP Investment on State Trunkline Remaining Service Life



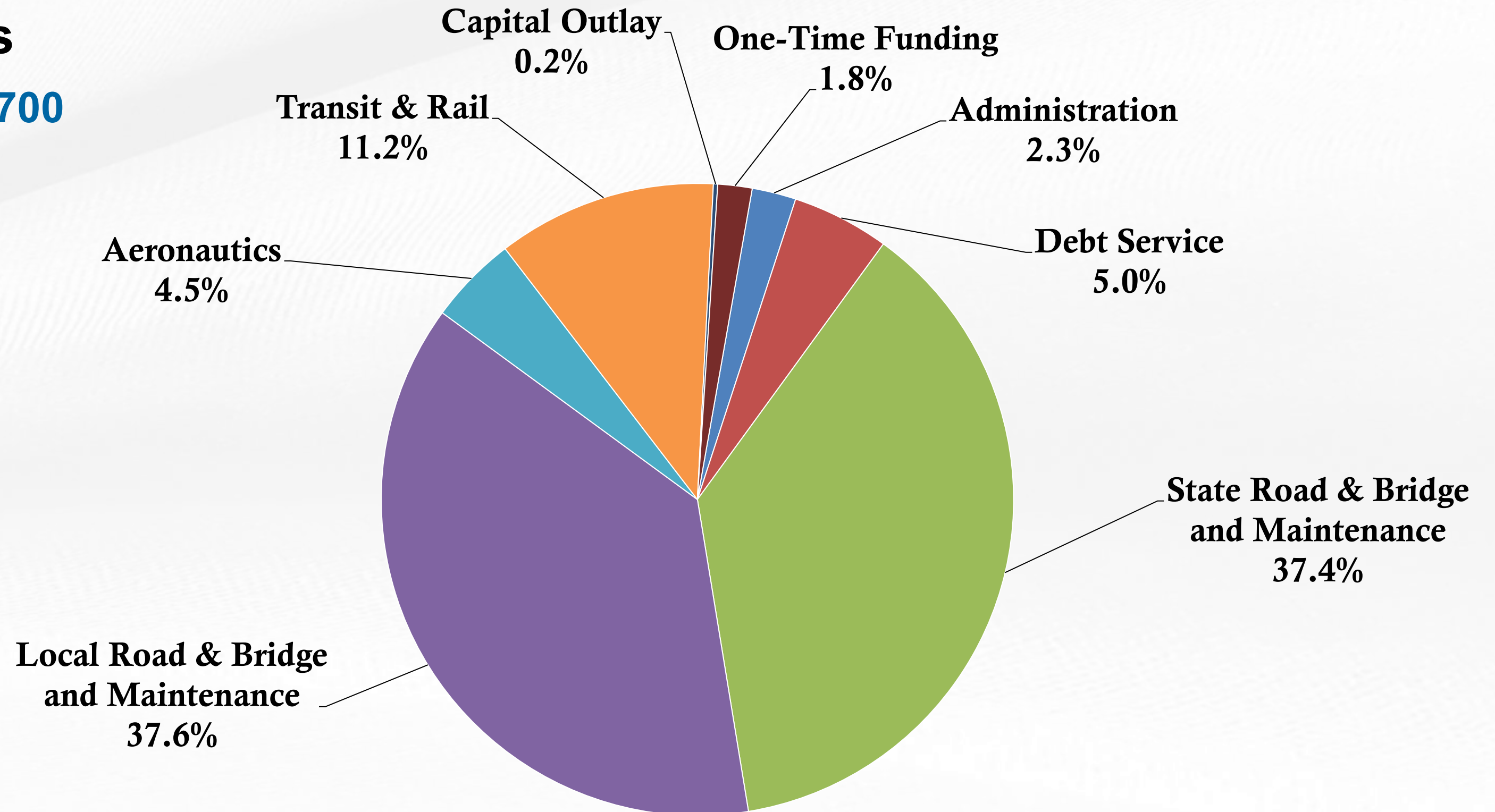
Source: MDOT, BTP, SSMS, as of January 15, 2025

*Based on Remaining Service Life (RSL)

FY 2026 Governor's Recommended Budget

Appropriations

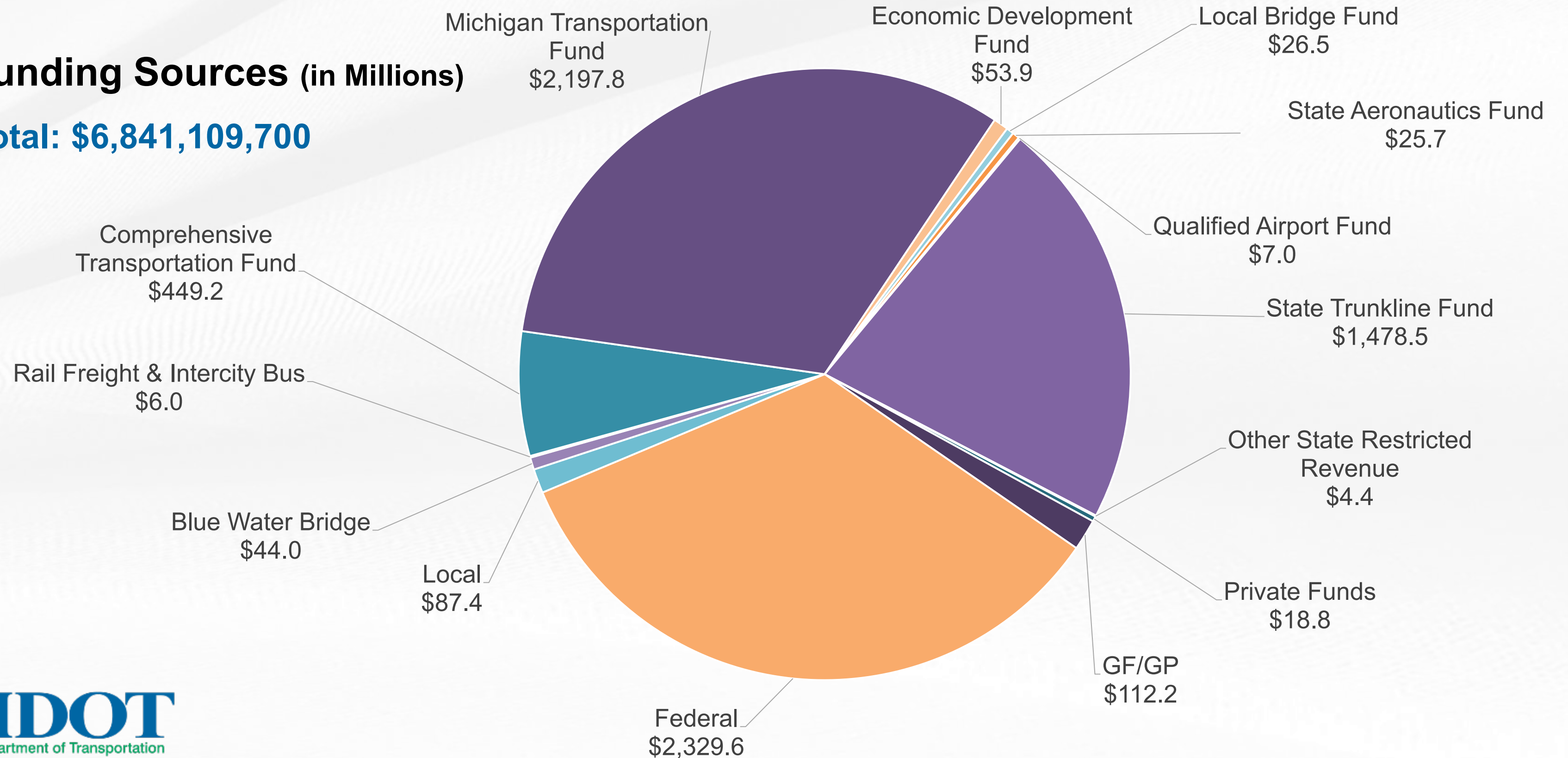
Total: \$6,841,109,700



FY 2026 Governor's Recommended Budget

Funding Sources (in Millions)

Total: \$6,841,109,700



FY 2026 Governor's Recommended Budget

Road and Bridge Program Highlights

Road and Bridge Programs increased by \$98.3 million

- State R&B increased by \$53.6 million (Federal & BWB increases; STF decrease)
- Local R&B increased by \$17.8 million (Federal)
 - Counties increased by \$17.5 million
 - Cities and Villages increased by \$9.8 million
 - Local Bridge Fund decreased by \$497,600
 - Moveable Bridge Program increased by \$141,900 (inflation)
 - Blue Water Bridge increased by \$104,100



FY 2026 Governor's Recommended Budget

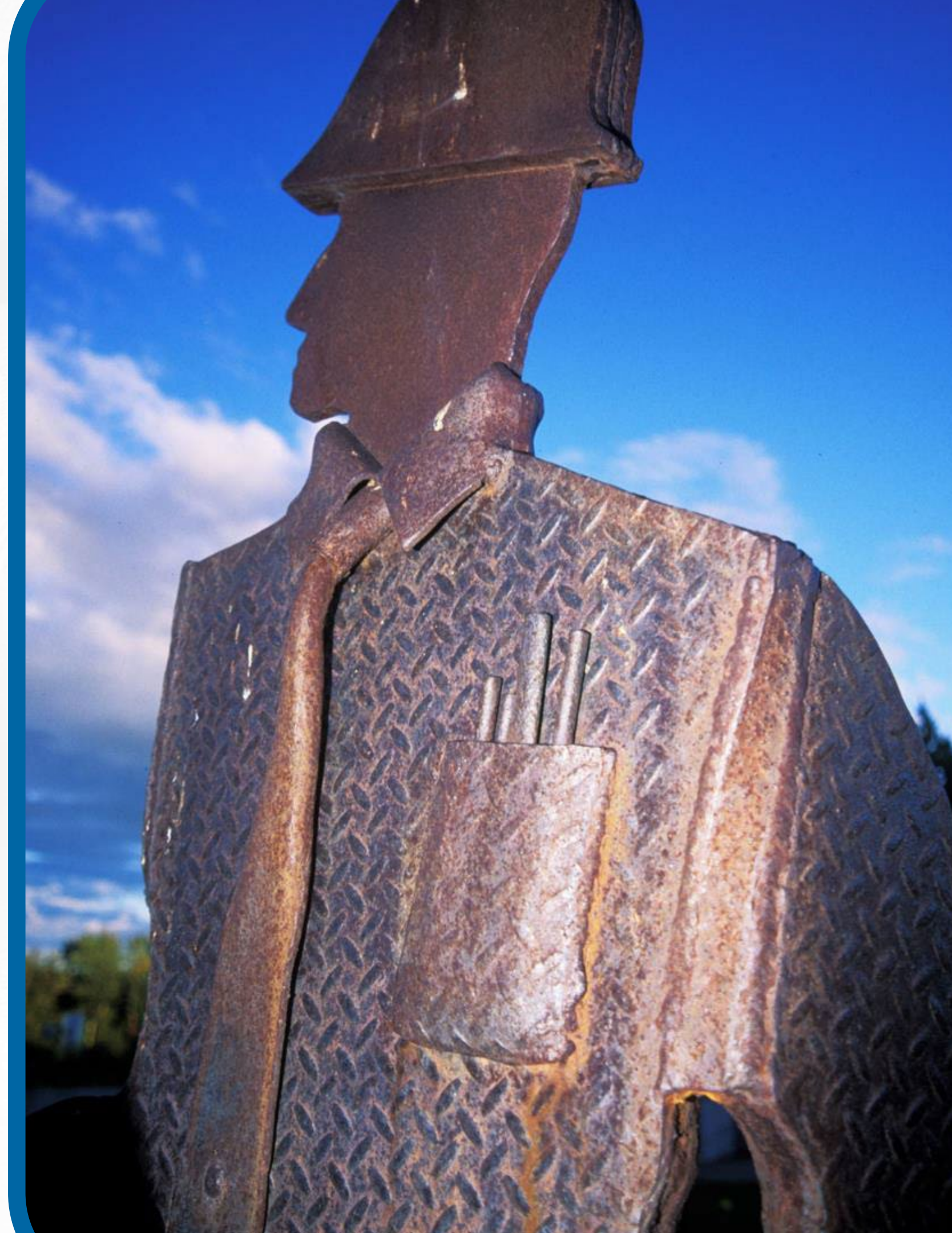
Other Budget Highlights

- Recreational Marijuana excise tax - \$123.2 million

- One-Time Appropriations - \$119.8 million
 - One-Time General Funds - \$112.2 million
 - Federal Aid Match
 - One-Time MTF Funds - \$7.65 million
 - Road User Charge Study



Safety Update



Toward Zero Deaths

2024 Michigan Traffic Fatalities as of 01/01/2025				
	2024	2023	Change	% Change
Total Fatalities**	1022	1028	-6	1% ↓
Person Types**				
Pedestrian	152	184	-32	25% ↓
Bicycle	24	24	0	0% □
Crash Types**				
Lane Departure	654	676	-22	3% ↓
Lane Departure on a Curve	102	115	-13	11% ↓
Speed Limits >45 mph	593	653	-60	9% ↓
Wrong Way	16	25	-9	36% ↓
Work Zone	21	24	-3	13% ↓
Seat Belt Not Used	265	293	-28	10% ↓

**Data Disclaimer: All crash data pulled from Mi-CAT (Michigan Crash Analysis Tool). Mi-CAT receives up-to-date traffic crash data and statistics for all crashes that have occurred in Michigan.*

Work Zone Safety Cameras

Signed into law December 2024 as PA 164 and 165 of 2024

Required Signage and Work Zone Application Criteria

Limits 4 Systems Per MDOT Region

Speeding Threshold 10 mph or greater

- First Violation – Written Warning
- Second Violation - \$150 civil fine
- Third Violation and Subsequent – Civil Infraction and fine no greater than \$300

Annual Reporting Requirements (March 1)

Creates Work Zone Safety Fund at Treasury



Work Zone Safety Cameras: Status

- Discussing best practices with other states
- Develop vendor contract request for proposals
- Coordinate with other state agencies
 - MSP
 - Treasury
 - Secretary of State
- Develop plans, typicals, special provision and use criteria



Work Zones

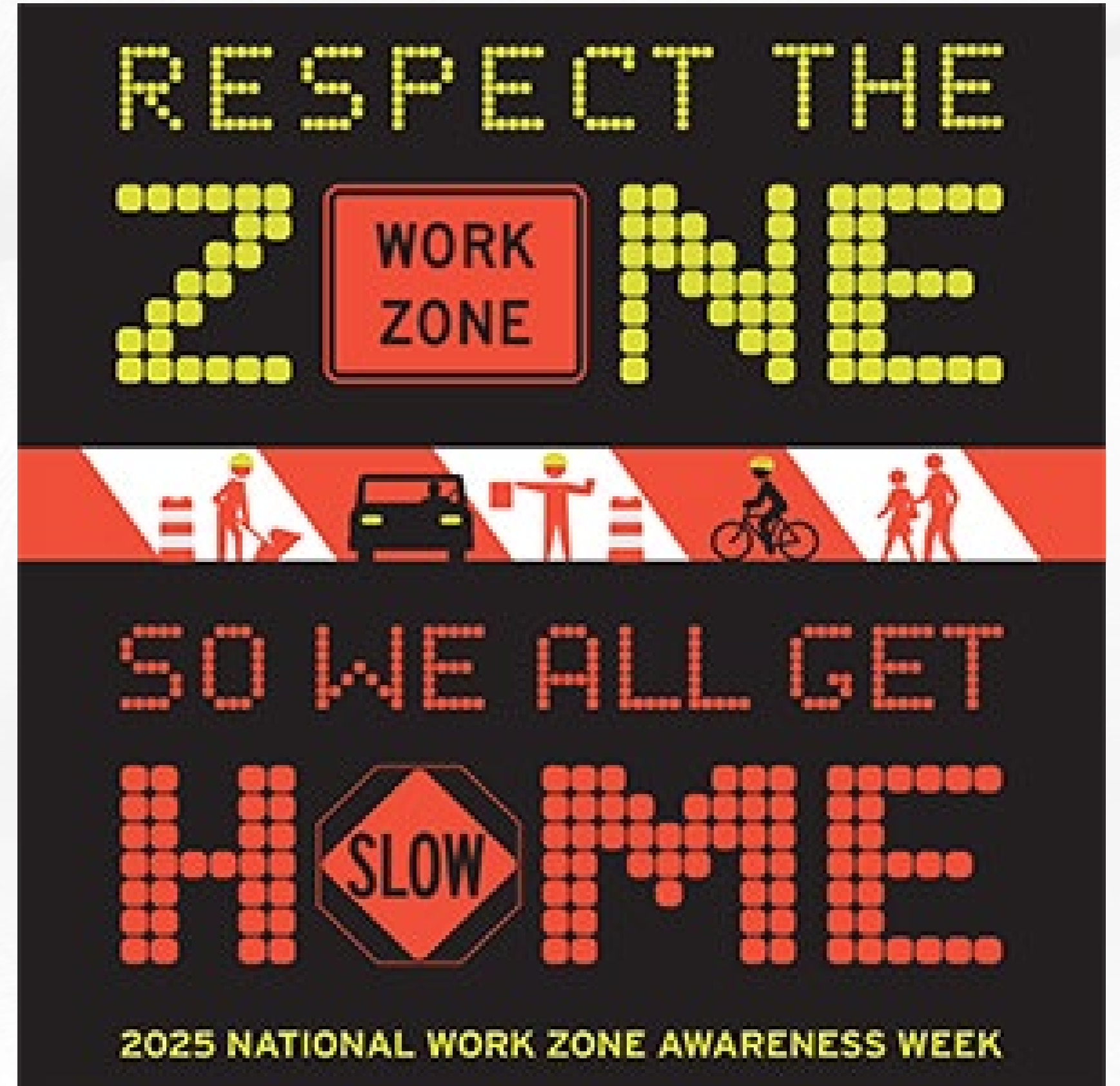
Connected Arrow Boards

- 20RC812(A820) Compensation for Type C Lighted Arrow Boards meeting Materials and Construction requirements
- Must furnish secure access to Work Zone Data Exchange (WZDx) Device Feed with reporting requirements
- Frequently Used Special Provision with April 2025 letting
 - Use in all trunkline projects calling for a Type C Arrow Board. Optional for Local Agency Projects.

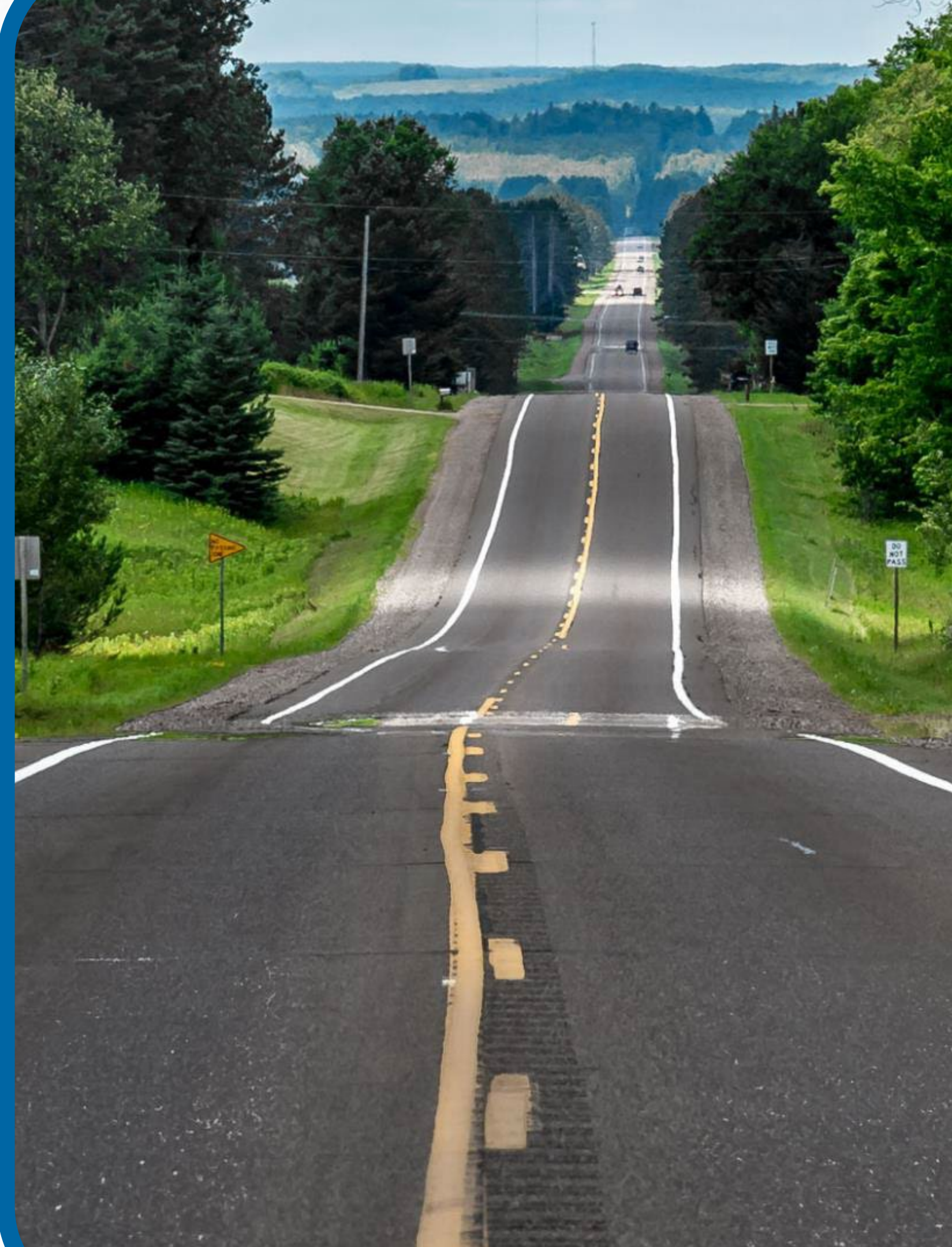


Work Zone Awareness Week

- Press Event:
 - Monday, April 28, 11am
 - Dow Diamond, Midland



Contract Issues



Buy America – Final Rule

- Effective March 17, 2025
- Terminates FHWA's General Waiver for manufactured products from 1983
- Current waiver for manufactured products expired with projects obligated on and after October 1, 2025
- New 55 percent domestic content requirement will begin on October 1, 2026
- MDOT will work with FHWA on revising special provisions for Buy America and Construction Materials

Preliminary Injunction

- Plaintiffs are two Indiana based non-DBE contractors, claiming program unlawfully discriminates on race and gender.
- On specific contracts which plaintiffs intend to submit a quote, DBE goal is set to zero.
- Except for any such contracts that are identified by the Plaintiffs, the DBE Program will continue to operate pursuant to the applicable DBE regulations at 49 CFR part 26 and approved DBE programs




U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

Subject: **ACTION:**
Preliminary Injunction
Affecting Disadvantaged
Business Program

Date: November 18, 2024

From: Irene Rico  Associate Administrator
Office of Civil Rights

Digitally signed by Irene Rico
Date: 2024.11.18 14:19:04
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 In Reply Refer To:
HCR - 1

To: Directors of Field Services
Division Administrators
Deputy Division Administrators

I am writing to provide general guidance on how the Federal Highway Administration (“FHWA”) is responding to the lawsuit in Kentucky challenging the U.S. Department of Transportation’s (“USDOT”) Disadvantaged Business Enterprise (DBE) Program. FHWA, after consultation with the USDOT Acting General Counsel and the U.S. Department of Justice (“DOJ”), is issuing this guidance to comply with the court’s preliminary injunction. The preliminary injunction prohibits USDOT from applying DBE contract goals on contracts for which Plaintiffs have identified an interest in bidding. This general guidance is in addition to and consistent with specific, State-by-State guidance for specific lettings that FHWA has already provided to the States in which Plaintiffs have already identified contracts on which they intend to bid and that FHWA will continue to provide as Plaintiffs identify additional contracts.

Background

As you know, the USDOT is a defendant in a lawsuit filed last year in the U.S. District Court for the Eastern District of Kentucky challenging the constitutionality of USDOT’s DBE program. Plaintiffs Mid-America Milling Company (“MAMCO”) and Bagshaw Trucking (“Bagshaw”), Indiana-based non-DBE subcontractors who work on highway

Other Federal Updates





THANK YOU

Questions?