2020 MDOT UPDATE

County Engineers’ Workshop
February 4, 2020

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Chief Operations Officer & Chief Engineer
Michigan Department of Transportation
Today’s Topics

• Budget Highlights
• Rebuilding Michigan Plan
• 2020 Standard Specifications For Construction
• Work Zone Safety Task Force
FY 2020 Enacted Budget Highlights

- FY20 Enacted Budget is $5.3 Billion
- Includes Funding for Various Road & Bridge Investments
  - Local Federal Aid $278 M
  - Cities & Villages $621.2 M
  - Counties $1.1 B
  - State Trunkline $1.3 B
  - Local Bridge Program $29.1 M
  - Grants to Local Programs $33 M
  - Rail Grade Crossing & Surface Improvements $6 M
FY 2020 Enacted Budget
Maintenance Investments

• Maintenance Increase - $66.5M

• Investment will Support:
  • Maintenance Material Increase $7.4 M
  • Ancillary Structures $10 M
  • Non-Winter Deferred Maintenance $51.2 M
Expands investment in the state trunkline system in the near-term using bond financing.

- 5 Year Program construction increases $3.515 B (almost doubling), from $3.785 B to $7.300 B.
- Invests bond financing in long-term fixes, a fiscally responsible approach.
- User Driven - focuses investment on the highest travelled parts of Michigan’s highway network.
Invests bond financing in 49 long-term fix projects in 3 main categories:

1. Finances 5 long-term fix projects already in the 5 Year Program.

2. Increases the scope of 18 existing projects in the 5 Year Program to long-term fixes.

3. Adds 26 new, long-term fix projects to the 5 Year Program
The bond financing of existing 5 Year Program Projects (categories 1 & 2) creates a backfill opportunity of $1.026 B

- Covers as many miles as possible, mostly resurfacing projects
- Addresses condition goals & federal performance measures
- Aligns with MDOT’s asset management plan
- Adds 73 new projects on high volume roads
- Aligns bridge work with bond projects to maximize our corridor approach
<table>
<thead>
<tr>
<th>Year</th>
<th>Dedicated transp. Revenue</th>
<th>Bond Financing</th>
<th>Revised 5 Year Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$464.7</td>
<td>$466.1</td>
<td>$930.8</td>
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<tr>
<td>2021</td>
<td>$1,276.3</td>
<td>$847.7</td>
<td>$2,124.0</td>
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<td>2022</td>
<td>$832.4</td>
<td>$1,064.9</td>
<td>$1,897.3</td>
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<tr>
<td>2023</td>
<td>$711.0</td>
<td>$643.2</td>
<td>$1,354.3</td>
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<tr>
<td>2024</td>
<td>$500.2</td>
<td>$493.7</td>
<td>$993.9</td>
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</table>
## Average Vehicles Per Day

<table>
<thead>
<tr>
<th>Region</th>
<th>Original 5 Year Program</th>
<th>Bond Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay</td>
<td>20,310</td>
<td>45,582</td>
</tr>
<tr>
<td>Grand</td>
<td>23,731</td>
<td>24,257</td>
</tr>
<tr>
<td>North</td>
<td>12,139</td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>88,127</td>
<td>137,500</td>
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<tr>
<td>Southwest</td>
<td>31,829</td>
<td>44,550</td>
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<tr>
<td>Superior</td>
<td>6,975</td>
<td></td>
</tr>
<tr>
<td>University</td>
<td>38,506</td>
<td>45,204</td>
</tr>
<tr>
<td>Total</td>
<td>35,878</td>
<td>62,213</td>
</tr>
</tbody>
</table>

### Total Revised 5 Year Construction Plan

- **Bay**: $1,014.6
- **Grand**: $581.9
- **Metro**: $2,651.6
- **North**: $293.9
- **Southwest**: $897.9
- **Superior**: $225.2
- **University**: $1,635.1

**Total Revised 5 Year Construction Plan**: $7.300 Billion
What the Rebuilding Michigan Plan does **NOT** do:

- It does not fix everything nor completely address state trunkline condition needs.
- It does not generate any new revenue to address the chronic underinvestment in transportation in Michigan.
- It does not address the needs of other transportation modes or the local road and bridge systems.
2020 Standard Specifications for Construction

- Final Review December 2019 – February 2020
- Electronic Publication March 2020
- Printed Release Mid-2020
- Effective October 2020 Letting
- 2021 Construction Season
SAFETY ON OUR ROADS

1 WORK ZONE CRASH OCCURS EVERY 5.4 MINUTES

1682 WORK ZONE CRASHES ON MI ROADWAYS IN 2017
4838 WORK ZONE CRASHES ON MI ROADWAYS IN 2018
5411* WORK ZONE CRASHES ON MI ROADWAYS IN 2019

**Preliminary numbers. All crash data has yet to be included and are not finalized.
Enforcement
Balancing Mobility & Safety
Technology
Culture
Marketing
Education

WORK ZONE SAFETY
TASK FORCE

NATIONAL WORK ZONE AWARENESS WEEK
2018 WORK ZONE SAFER EVERYBODY'S RESPONSIBLE!
Significant 2019 Accomplishments

- Established dialogue & relationship with Prosecutors’ Association
- **Improvements to MDOT Work Zone Safety & Mobility Manual & plan development process**
- Expanded use of Alternate Technical Concepts (ATC) for Maintenance of Traffic concepts
- Proposed concept for Safety Contingency Fund to be piloted in 2020
- **Completed first-ever industry-wide Work Zone Safety Perception Survey**
- Developed “use statements” for high value safety technology/devices
- Proposed process of early industry review on constructability & safety to be piloted in 2020
- Initiated design & procurement of Work Zone Safety awareness trailer for education efforts
- Established social media presence & #WorkZoneWednesday industry-wide messaging
- Held first-ever industry-wide work zone safety technology forum
- Encouraged safety moments in all project meetings
Temporary Pavement Marking Tape

3 test locations in 2019 with promising results:

• Less breakage
• 3 times faster removal
• Safer removal
• Reduced worker & motorist exposure during traffic switches
• Reduced duration (user delay & confusion) of traffic switches
National Work Zone Safety Awareness Week

APRIL 21st
American Center for Mobility
Ypsilanti, MI

Safe Work Zones for All
Protect workers. Protect road users.

We Can Do It!
2020 National Work Zone Awareness Week
Questions?