



Michigan
Office of the Auditor General
REPORT SUMMARY

Performance Audit
Measurement of State Highway Pavement
Conditions
Michigan Department of Transportation

Report Number:
591-0300-11

Released:
March 2012

The Michigan Department of Transportation (MDOT) has direct jurisdiction over Michigan's 9,655-mile State highway system, commonly known as the State trunkline system, which is composed of all the Interstate, U.S.-numbered, and M-numbered routes. MDOT is responsible for measuring the pavement conditions for these State highways. Although the State trunkline system accounts for only 8% of Michigan's 120,000-mile highway, road, and street network, it carries over 50% of all traffic and 70% of commercial truck traffic.

Audit Objective:

To assess the effectiveness of MDOT's efforts in measuring State highway pavement conditions.

Audit Conclusion:

We concluded that MDOT's efforts in measuring State highway pavement conditions were effective. However, we noted three reportable conditions (Findings 1 through 3).

Reportable Conditions:

MDOT, in conjunction with the Transportation Asset Management Council (TAMC), needs to improve its quality control and quality assurance processes for its Pavement Surface Evaluation and Rating (PASER) ratings (Finding 1).

MDOT, in conjunction with TAMC, had not verified that PASER raters were properly trained, had not obtained sufficient support for raters' expense reimbursements, and had not limited

raters' expense reimbursements to amounts provided for in the State's standardized travel regulations (Finding 2).

MDOT did not complete timely quality assurance reviews of distress data used to calculate remaining service life (RSL) for the State trunkline system. Also, MDOT needs to strengthen its overall process to estimate RSL and to assess the accuracy of those estimations (Finding 3).

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Audit Objective:

To assess the efficiency of MDOT's efforts in measuring State highway pavement conditions.

Audit Conclusion:

We concluded that MDOT's efforts in measuring State highway pavement conditions were efficient. However, we noted one reportable condition (Finding 4).

Reportable Condition:

MDOT, in conjunction with TAMC, had not coordinated the rating of the State trunkline system in a cost-effective and consistent manner to eliminate duplication of efforts (Finding 4).

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Audit Objective:

To compile and report selected State highway pavement condition statistics and trends.

Audit Conclusion:

We compiled and reported selected State highway pavement condition statistics and trends. Selected statistics and trends are presented in Exhibits 1 through 7 as supplemental information.

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Agency Response:

Our audit report contains 4 findings and 5 corresponding recommendations. MDOT's preliminary response indicates that it agrees with all 5 recommendations.

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A copy of the full report can be obtained by calling 517.334.8050 or by visiting our Web site at: <http://audgen.michigan.gov>



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