

Pavement Quality

24 February 2010



Condition = 100
Above "Good"
Or Better

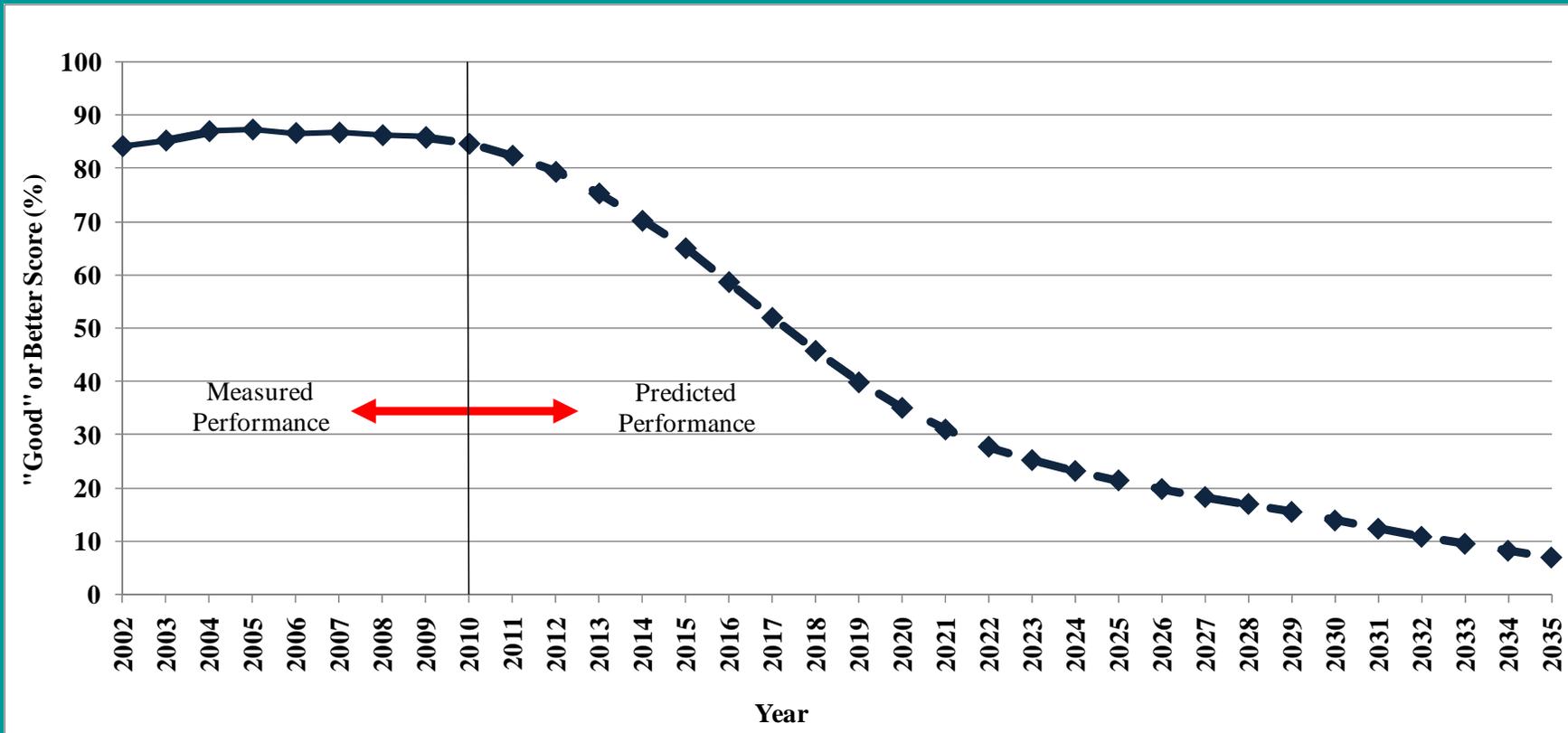


Condition = 55
Below "Good"
Or Better



Condition = 20
"Very Poor"

Pavement Condition Topic Discussed Previously (November 2009)



**Projected Percentage of Lane Miles in
"Good" or Better Condition
(FY 2010 – 2035)**

Best Practices and Additional Funding that Should Help Pavement Condition Scores

- Prop 12 and 14 bonds, ARRA FUNDS
- DE's management practices
 - PEER review
- 4 year pavement management plan
- “Pennies to Pavement” (concentrating funding on pavements instead of other areas)
- Cost saving initiatives
 - 89 cost saving measures developed with the AGC – including alternate material, bidding, increased use of RAP, RAS, etc.

State DOT Multi-Tier Goal Survey

Status

All 50 states were asked a 13 Question Survey

At least 20 DOTs Use Multi-Tier Goals

Several other DOTs are Currently Considering Multi-Tier Goals for the First Time.

Aspects in Common...

Financial Constraints

Min/Max Goals

Focus on Statewide Priorities Instead of on Geographic Distribution

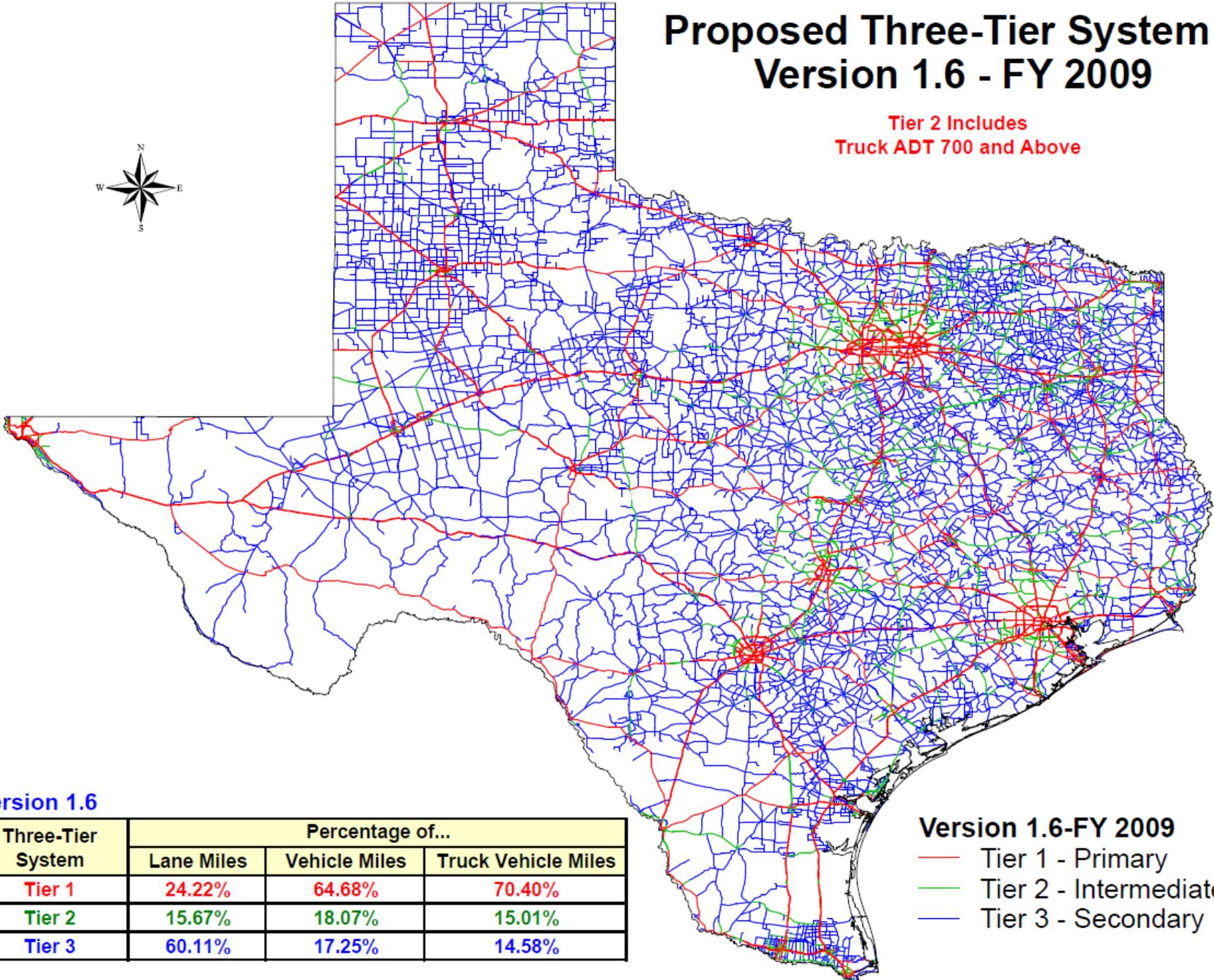
Establish Public/Legal Expectations

Preliminary Proposed Three-Tier System with Tier Descriptions and Statistics

Category	Description	Lane Miles	Percentages of...		
			Lane Miles	VMT	Truck VMT
Tier 1	High-traffic major corridors (such as IH and US)	47,106.6	24.22	64.68	70.40
Tier 2	Intermediate-traffic routes, including state and local corridors important to the economy	30,463.2	15.67	18.07	15.01
Tier 3	Low-traffic routes (mainly FM, but some SH and US)	116,890.6	60.11	17.25	14.58

Proposed Three-Tier System Version 1.6 - FY 2009

Tier 2 Includes
Truck ADT 700 and Above



Version 1.6

Three-Tier System	Percentage of...		
	Lane Miles	Vehicle Miles	Truck Vehicle Miles
Tier 1	24.22%	64.68%	70.40%
Tier 2	15.67%	18.07%	15.01%
Tier 3	60.11%	17.25%	14.58%

Version 1.6-FY 2009

- Tier 1 - Primary
- Tier 2 - Intermediate
- Tier 3 - Secondary

Current System Condition and Potential Scenarios Utilizing a Three Tier System

Condition Goal Scenarios

Percentage of Lane Miles in “Good” or Better Condition

	Current (2009)	Scenario 1	Scenario 2	Scenario 3	Scenario 4 A (with current UTP Funding)	Scenario 4 B (with current UTP Funding)
Tier 1	85.69/ 2.72	90/1*	90/1*	80/1*	70/1*	80/1*
Tier 2	80.99/ 3.85	90/3*	80/3*	70/3*	70/3*	50/3*
Tier 3	87.31/ 1.74	90/5*	70/5*	50/5*	28/5*	25/5*

* 1st number is percentage ‘Good’ or better (to exceed).
2nd number is percentage ‘Very Poor’ (not to exceed).

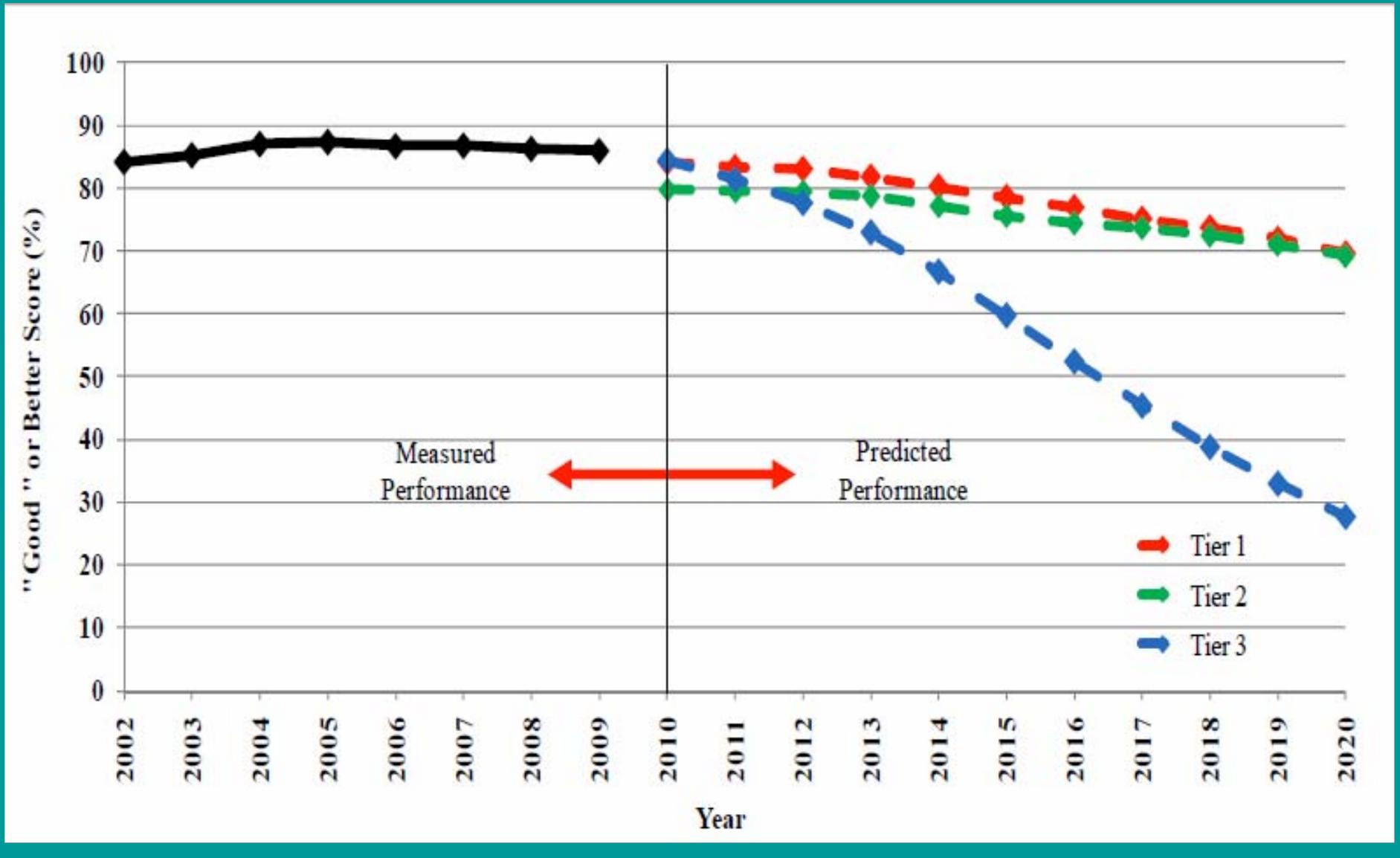
Estimated M&R Needs

(FY 2010 – 2020 in 2008 Dollars)

	Current (2009)	Scenario 1 90/90/90	Scenario 2 90/80/70	Scenario 3 80/70/50	Scenario 4 A 70/70/28	Scenario 4 B 80/50/25
Tier 1	85.69/ 2.72	\$11.02	\$10.88	\$8.46	\$6.28	\$8.46
Tier 2	80.99/ 3.85	\$4.61	\$3.76	\$3.11	\$2.85	\$1.89
Tier 3	87.31/ 1.74	\$25.28	\$14.79	\$9.01	\$2.28	\$1.06
Total	85.94/ 2.30	\$40.90	\$29.43	\$20.58	\$11.41	\$11.41

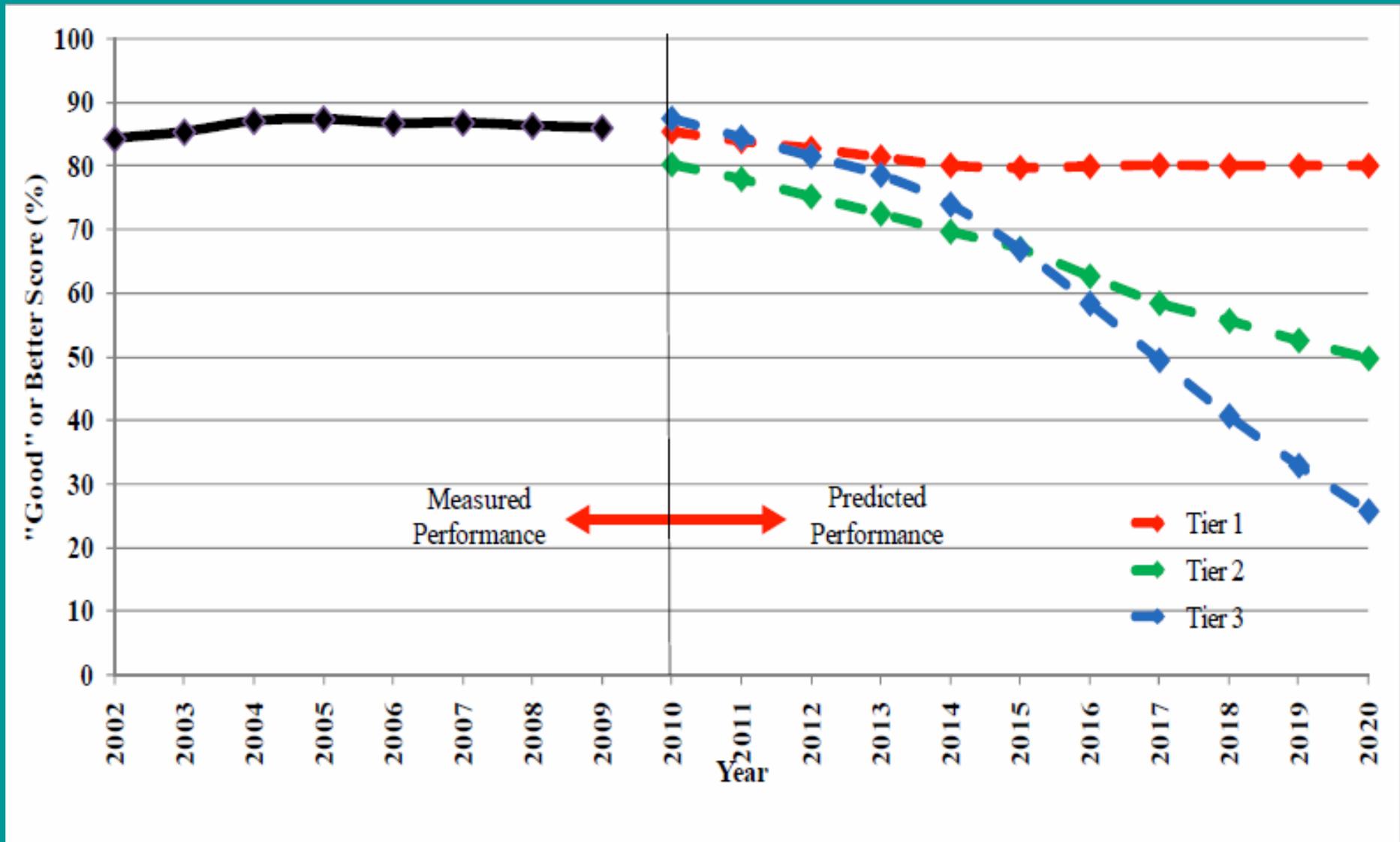
Scenario 4 A

55% of CAT 1 funds for Tier 1, 25% of CAT 1 funds for Tier 2, and 20% of CAT 1 funds for Tier 3



Scenario 4 B

Using current available UTP Pavements Allocation (\$11.41B) and held Tier 1 to 80% "Good or Better" how far would the rest of the System Slip



Discussion???

