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A 4-YEAR PAVEMENT MANAGEMENT PLAN (FY 2012–2015)

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Table of Contents

Section 1. FY 2012–2015 Pavement Management Plan Executive Summary	1
Section 2. Analysis Assumptions.....	7
Section 3. Statewide Summary	11
Section 4. District Summaries.....	17
Abilene District	17
Amarillo District	21
Atlanta District	25
Austin District	29
Beaumont District	33
Brownwood District	37
Bryan District	41
Childress District.....	45
Corpus Christi District	49
Dallas District.....	53
El Paso District.....	57
Fort Worth District.....	61
Houston District	65
Laredo District.....	69
Lubbock District.....	73
Lufkin District.....	77
Odessa District	81
Paris District.....	85
Pharr District	89
San Angelo District.....	93
San Antonio District.....	97
Tyler District	101
Waco District.....	105
Wichita Falls District	109
Yoakum District	113

List of Tables

Table 1. Summary of Nine Groups of Deterioration Models	7
Table 2. Maintenance and Rehabilitation Action Unit Costs	9
Table 3. Maintenance and Rehabilitation Action Improvements	9
Table 4. Pavement Performance Summary for the Entire State and 25 Districts	13
Table 5. Pavement Performance Summary for Abilene District and Counties	19
Table 6. Pavement Performance Summary for Amarillo District and Counties.....	23
Table 7. Pavement Performance Summary for Atlanta District and Counties	27
Table 8. Pavement Performance Summary for Austin District and Counties	31
Table 9. Pavement Performance Summary for Beaumont District and Counties.....	35
Table 10. Pavement Performance Summary for Brownwood District and Counties	39
Table 11. Pavement Performance Summary for Bryan District and Counties	43
Table 12. Pavement Performance Summary for Childress District and Counties.....	47
Table 13. Pavement Performance Summary for Corpus Christi District and Counties.....	51
Table 14. Pavement Performance Summary for Dallas District and Counties.....	55
Table 15. Pavement Performance Summary for El Paso District and Counties.....	59
Table 16. Pavement Performance Summary for Fort Worth District and Counties	63
Table 17. Pavement Performance Summary for Houston District and Counties	67
Table 18. Pavement Performance Summary for Laredo District and Counties.....	71
Table 19. Pavement Performance Summary for Lubbock District and Counties.....	75
Table 20. Pavement Performance Summary for Lufkin District and Counties	79
Table 21. Pavement Performance Summary for Odessa District and Counties	83
Table 22. Pavement Performance Summary for Paris District and Counties.....	87
Table 23. Pavement Performance Summary for Pharr District and Counties	91
Table 24. Pavement Performance Summary for San Angelo District and Counties	95
Table 25. Pavement Performance Summary for San Antonio District and Counties.....	99
Table 26. Pavement Performance Summary for Tyler District and Counties	103
Table 27. Pavement Performance Summary for Waco District and Counties.....	107
Table 28. Pavement Performance Summary for Wichita Falls District and Counties.....	111
Table 29. Pavement Performance Summary for Yoakum District and Counties	115

List of Figures

Figure 1. Photos Indicate the Visual Pavement Condition with the Associated Condition Score	3
Figure 2. Statewide Overall Pavement Performance for FY 2002–2015	5
Figure 3. Climatic Regions in the State of Texas	8
Figure 4. Statewide Treatment Plans for FY 2011–2014	11
Figure 5. Statewide District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	12
Figure 6. Statewide Overall Pavement Performance for FY 2002–2015	15
Figure 7. Abilene District Treatment Plans for FY 2011–2014.....	17
Figure 8. Abilene District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	18
Figure 9. Abilene District Overall Pavement Performance of FY 2002–2015.....	20
Figure 10. Amarillo District Treatment Plans for FY 2011–2014.....	21
Figure 11. Amarillo District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	22
Figure 12. Amarillo District Overall Pavement Performance of FY 2002–2015	24
Figure 13. Atlanta District Treatment Plans for FY 2011–2014	25
Figure 14. Atlanta District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	26
Figure 15. Atlanta District Overall Pavement Performance of FY 2002–2015.....	28
Figure 16. Austin District Treatment Plans for FY 2011–2014.....	29
Figure 17. Austin District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	30
Figure 18. Austin District Overall Pavement Performance of FY 2002–2015.....	32
Figure 19. Beaumont District Treatment Plans for FY 2011–2014.....	33
Figure 20. Beaumont District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	34
Figure 21. Beaumont District Overall Pavement Performance of FY 2002–2015	36
Figure 22. Brownwood District Treatment Plans for FY 2011–2014	37
Figure 23. Brownwood District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	38
Figure 24. Brownwood District Overall Pavement Performance of FY 2002–2015.....	40
Figure 25. Bryan District Treatment Plans for FY 2011–2014	41
Figure 26. Bryan District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	42
Figure 27. Bryan District Overall Pavement Performance of FY 2002–2015.....	44
Figure 28. Childress District Treatment Plans for FY 2011–2014	45

Figure 29. Childress District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	46
Figure 30. Childress District Overall Pavement Performance of FY 2002–2015	48
Figure 31. Corpus Christi District Treatment Plans for FY 2011–2014.....	49
Figure 32. Corpus Christi District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	50
Figure 33. Corpus Christi District Overall Pavement Performance of FY 2002–2015	52
Figure 34. Dallas District Treatment Plans for FY 2011–2014	53
Figure 35. Dallas District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	54
Figure 36. Dallas District Overall Pavement Performance of FY 2002–2015	56
Figure 37. El Paso District Treatment Plans for FY 2011–2014	57
Figure 38. El Paso District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	58
Figure 39. El Paso District Overall Pavement Performance of FY 2002–2015	60
Figure 40. Fort Worth District Treatment Plans for FY 2011–2014	61
Figure 41. Fort Worth District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	62
Figure 42. Fort Worth District Overall Pavement Performance of FY 2002–2015.....	64
Figure 43. Houston District Treatment Plans for FY 2011–2014.....	65
Figure 44. Houston District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	66
Figure 45. Houston District Overall Pavement Performance of FY 2002–2015	68
Figure 46. Laredo District Treatment Plans for FY 2011–2014	69
Figure 47. Laredo District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	70
Figure 48. Laredo District Overall Pavement Performance of FY 2002–2015	72
Figure 49. Lubbock District Treatment Plans for FY 2011–2014.....	73
Figure 50. Lubbock District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	74
Figure 51. Lubbock District Overall Pavement Performance of FY 2002–2015	76
Figure 52. Lufkin District Treatment Plans for FY 2011–2014	77
Figure 53. Lufkin District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	78
Figure 54. Lufkin District Overall Pavement Performance of FY 2002–2015.....	80
Figure 55. Odessa District Treatment Plans for FY 2011–2014.....	81
Figure 56. Odessa District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	82
Figure 57. Odessa District Overall Pavement Performance of FY 2002–2015	84
Figure 58. Paris District Treatment Plans for FY 2011–2014	85

Figure 59. Paris District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	86
Figure 60. Paris District Overall Pavement Performance of FY 2002–2015	88
Figure 61. Pharr District Treatment Plans for FY 2011–2014.....	89
Figure 62. Pharr District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	90
Figure 63. Pharr District Overall Pavement Performance of FY 2002–2015.....	92
Figure 64. San Angelo District Treatment Plans for FY 2011–2014	93
Figure 65. San Angelo District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	94
Figure 66. San Angelo District Overall Pavement Performance of FY 2002–2015.....	96
Figure 67. San Antonio District Treatment Plans for FY 2011–2014	97
Figure 68. San Antonio District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	98
Figure 69. San Antonio District Overall Pavement Performance of FY 2002–2015	100
Figure 70. Tyler District Treatment Plans for FY 2011–2014.....	101
Figure 71. Tyler District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	102
Figure 72. Tyler District Overall Pavement Performance of FY 2002–2015.....	104
Figure 73. Waco District Treatment Plans for FY 2011–2014.....	105
Figure 74. Waco District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	106
Figure 75. Waco District Overall Pavement Performance of FY 2002–2015	108
Figure 76. Wichita Falls District Treatment Plans for FY 2011–2014.....	109
Figure 77. Wichita Falls District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	110
Figure 78. Wichita Falls District Overall Pavement Performance of FY 2002–2015	112
Figure 79. Yoakum District Treatment Plans for FY 2011–2014	113
Figure 80. Yoakum District FY 2011–2014 Lane Miles Treated for Each Pavement Condition.....	114
Figure 81. Yoakum District Overall Pavement Performance of FY 2002–2015.....	116

Section 1. FY 2012–2015 Pavement Management Plan Executive Summary

Rider 55 of the Texas Department of Transportation's (TxDOT) appropriations bill requires that prior to the beginning of each fiscal year, the department provide the Legislative Budget Board and the Governor with a detailed plan for the use of these funds that includes, but is not limited to a district-by-district analysis of pavement score targets and how proposed maintenance spending will impact pavement scores in each district.

Plan Goals

- Develop a comprehensive and uniform pavement management plan that is roadway specific to the greatest extent possible, and is fiscally constrained
- Generate Pavement Condition Projections based on a financially constrained plan that can be reported in compliance with Rider 55 of the 2012–2013 Appropriations.
- Assure maintenance resources are directed towards pavement operations and roadway-related work.
- Provide a reporting mechanism for District Engineers, Administration, and the Commission to utilize in briefing elected officials.
- Allow districts and regions to appropriately allocate resources through long-term planning in order to accomplish the plan.

The 2012–2015 Pavement Management Plan (PMP) provides TxDOT with a mechanism to predict pavement conditions based on a specified funding level and project-specific plan. The resulting report consists of the summary of the number of lane miles that each district plans to treat as Preventive Maintenance (PM), Light (LRhb), Medium (MRhb), or Heavy Rehabilitation (HRhb), and the impact that those treatments are predicted to have on the pavement conditions.

Plan Components

- The financial constraint for all categories of funding for FY 2012–15 was identified from finance revenue projections and utilized to plan the projects.
- Projects for the FY 2012–15 planned lettings were identified in P6 and considered for impact on pavement condition.
- All maintenance expenditures (Strategy 105/144) were captured in the PMP system, taking into account all routine and preventive maintenance work.

Maintenance Expenditures (Strategy 105/144)

Each district developed their 4-year expenditure projections based on anticipated budgets. Certain expenses are fixed and are part of doing business, such as overhead and operational expenses. The roadside expenditures continue to be evaluated in order to find the balance with expectations. Traffic operational expenses are well established in order to maintain existing systems (Intelligent Transportation Systems [ITS], signals, illumination, etc.). The pavement expenditures include both in-house state force work and routine maintenance contracts. These pavement expenditures do not include construction expenditures in which approximately \$923M

is expected to be available in 2012 for rehabilitation and preventive maintenance projects from Fund 6.

Statewide Expenditure Projections

FY	Budget \$	OH & Opers \$	%	Struct \$	%	Roadside \$	%	Traffic Opers \$	%	Pvmt \$	%
12	1.197 B	125 M	11	22.5 M	2	183 M	16	228 M	20	579 M	51
13	1.245 B	125 M	10	22.8 M	2	189 M	15	232 M	19	676 M	54
14	942 M	122 M	13	15.9 M	2	182 M	19	215 M	22	413 M	44
15	948 M	125 M	13	17.1 M	2	187 M	20	220 M	23	396 M	42
Avg			11.75		2		17.5		21		47.75

Statewide

- Projected annual growth in maintenance budget at 23% for FY 2012 and 2013.
- Overall, we can project spending an average of 45% of our maintenance budget on pavement work, which is an increase from previous plans.

Pavement Condition Prediction Model

The project data identified above was analyzed through the Center for Transportation Research (CTR) prediction process described as follows.

Pavement Network

The pavement network with which the analysis was conducted consists of the existing pavements under TxDOT's jurisdiction and stored in the existing Pavement Management Information System (PMIS) database. The most current version of the PMIS database was used in the analysis, based on the 2011 PMIS data collection.

Base Year Network Condition

The base year of the analysis was 2011. The condition of the entire state's pavement network was initially determined based on the individual scores of the pavement sections in the PMIS database. The Condition Score of these sections was used as the performance measurement index to calculate the "Good" or better pavement Condition Scores.

Proposed Improvements

The projects identified in the Planned Lettings and in the Maintenance portion of the PMP were applied to the model with the appropriate work type as defined below:

- **Routine Maintenance:** sealing cracks, patching, pothole repair, level up, etc.
- **Preventive Maintenance:** Seal coats (chip seals), Thin Overlays, Micro-surfacing
- **Light Rehab:** 2 in. < Overlays < 3 in., Widening pavement and Seal Coat, Base repairs and Seal coat, Mill, Seal and Thin Overlay
- **Medium Rehab:** 3 in. < Overlays < 5 in., Mill and Inlay (Mill and Fill), Mill, stabilize base and Seal, Level up and overlay, Base repairs and Overlay

- **Heavy Rehab:** Full pavement reconstruction, Bomag, add base and overlay or seal (2R)

Deterioration Model

CTR's model that predicts deterioration of pavements is based on several factors such as climatic region, historical deterioration, and highway type. The network is loaded with the proposed improvements and then deterioration applied using the model resulting in predicted Pavement Condition scores.

Performance Measures

Pavement Condition Ratings

All pavements are rated on an annual basis with visual observations as well as mechanical measurements. The types of distresses considered are cracking, rutting, failures, etc. The ride quality is measured utilizing a Profiler. The Pavement Condition Score is a measure of distress and ride quality. The Texas Transportation Commission has set a goal for 90% of our pavements to be rated "Good" or better (Condition Score ≥ 70) by 2012. Figure 1 shows samples of the ratings.

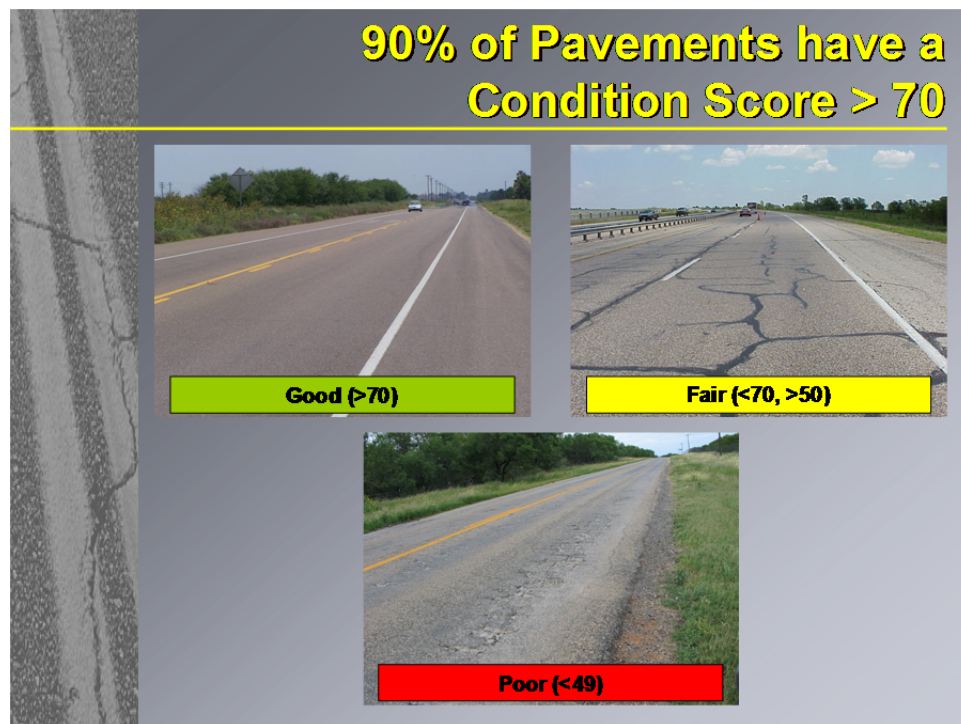


Figure 1. Photos Indicate the Visual Pavement Condition with the Associated Condition Score

Pavement Condition Improvements

Statewide PMIS Scores

FY 2009: 85.94% GOOD OR BETTER

FY 2010: 86.99% GOOD OR BETTER

FY 2011: 86.66% GOOD OR BETTER

Contributing factors

- Additional Pavement Preservation Funding (ARRA)
- Peer Reviews (5 of 7 Districts reviewed improved scores)
- Pennies to the pavement approach in managing expenditures
- Planning maintenance strategically (Results-oriented PMP)

Pavement Condition Projections

- The 4-year plan indicates that the following number of lanes miles would be treated with PM or Rehabilitation:
 - FY 2011: **18,078.2 lane miles** = 9.5% of system
 - FY 2012: **22,947.9 lane miles** = 12.0% of system
 - FY 2013: **22,235.8 lane miles** = 11.7% of system
 - FY 2014: **18,472.9 lane miles** = 9.7% of system
 - FY 2015: **17,802.7 lane miles** = 9.3% of system
- The 4-year projections indicate that the percent of “Good” or Better Pavement Conditions would be as follows:
 - FY 2011 (Actual) – 86.66%
 - FY 2012 – 85.76%
 - FY 2013 – 85.60%
 - FY 2014 – 84.80%
 - FY 2015 – 82.92%

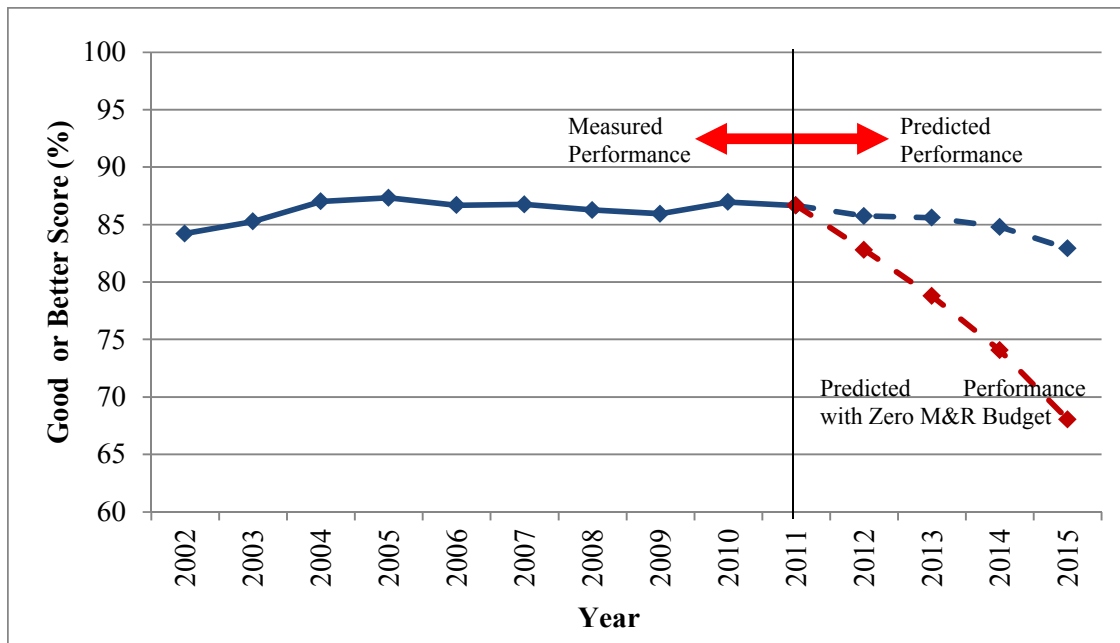


Figure 2. Statewide Overall Pavement Performance for FY 2002–2015

Section 2. Analysis Assumptions

Key assumptions used in the analysis and prediction of the pavement conditions under the 4-Year Pavement Management Plans provided by TxDOT are discussed as follows.

Pavement Network

The pavement network with which the analysis was conducted consists of the existing pavements under TxDOT's jurisdiction and is stored in the existing PMIS database. The most current version of the PMIS database was used in the analysis, based on the 2011 PMIS data collection.

Base Year Network Condition

The base year of the analysis was 2011. The condition of the entire state's pavement network was initially determined based on the individual scores of the pavement sections in the PMIS database. The Condition Score of these sections was used as the performance measurement index to calculate the predicted "Good" or Better Pavement Scores.

Deterioration Models

Before planning for the Maintenance and Rehabilitation (M&R) actions for the road network, the deterioration process of the pavements was studied in order to understand when their condition would reach a critical level that would trigger intervention. In this study, a statistical analysis was carried out to analyze the deterioration rate distribution for the different pavement structure types and highway functional classifications. As a result, nine broad groups of deterioration models were defined as presented in Table 1.

Table 1. Summary of Nine Groups of Deterioration Models

Highway Functional Class		Pavement Type		
		Flexible	Rigid	
			CRCP	JCP
Interstate Highways	IH	Group 1	Group 4	Group 7
US Highways	US			
State Highways	SH	Group 2	Group 5	Group 8
Farm-to-Market	FM	Group 3	Group 6	Group 9

These nine groups were found to have distinctive deterioration rates, and therefore a different set of models were developed for each group.

It is also known that the daily temperature range and the precipitation play an important role in the pavement deterioration process. As a result, instead of developing pavement condition models for every district in Texas, these models were developed instead for the four climatic regions of Texas, as shown in Figure 3. For each climatic region, separate pavement condition models pertaining to the Distress Score and the Ride Score were developed.

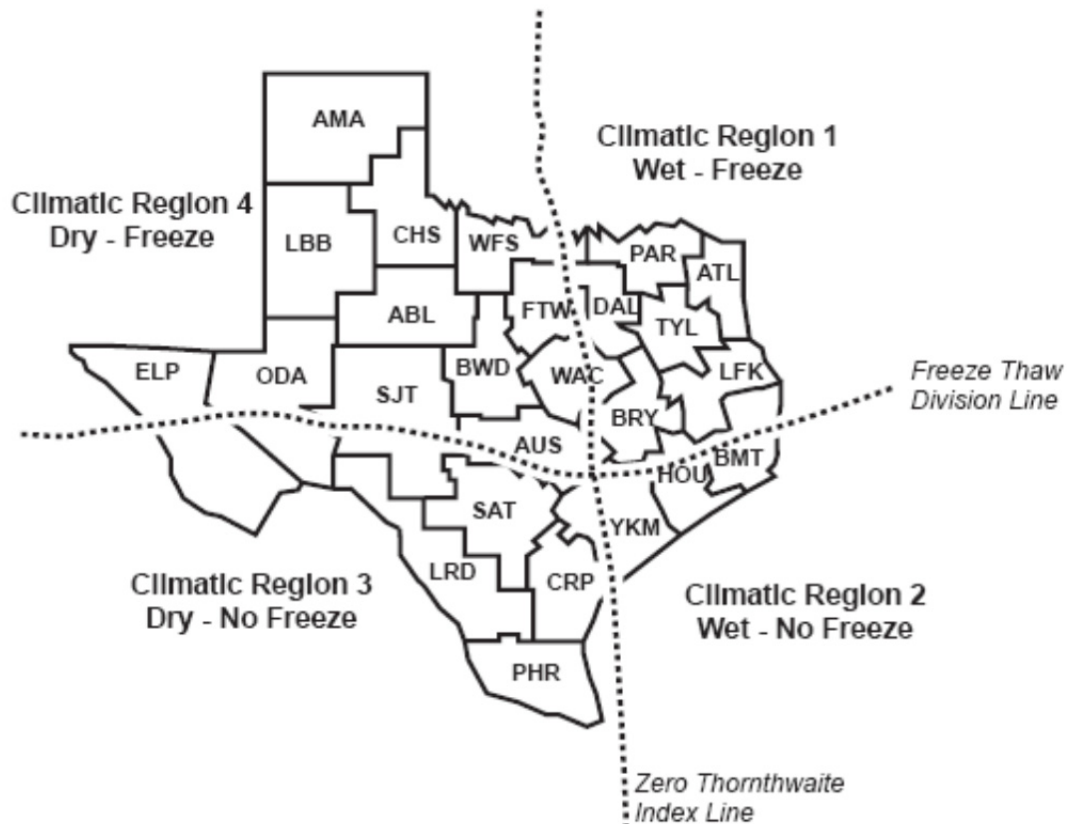


Figure 3. Climatic Regions in the State of Texas

Next Year Network Condition

The condition of the network for each subsequent year was based on the condition of the previous year with the addition of the effect of the natural deterioration and the M&R work planned for the previous year. Once these new values, in terms of the Ride Score and their Distress Score, were determined, then combined to calculate the new Condition Score of each section. The new Condition Score of each section were then averaged together and weighted by their respective lane-miles to get the new statewide Condition Score.

Maintenance and Rehabilitation Costs

Finally, the implementation of each treatment action corresponded to a specific cost for the agency, based on the unit cost of the action by lane-mile treated and the lane-miles of the treated section(s). The unit costs of each action were set to the values shown in Table 2, and were different for flexible and rigid pavements. These values are consistent with the 2030 Committee analysis. The treatment costs used in the 2030 Pavement Needs Estimate and the analysis undertaken in this study are based on project delivery costs, which include estimated costs for mobilization, traffic control, materials, labor, and ancillary items necessary to actually complete the pavement project. These costs generally differ from PMIS treatment costs, which primarily include the cost for pavement materials (i.e., Hot mix, Portland Cement Concrete, etc.). In addition, the treatment costs used in this analysis are based on constant FY 2008 dollars.

Table 2. Maintenance and Rehabilitation Action Unit Costs

M&R Action	Unit Cost (per mile per lane) for Flexible Pavements	Unit Cost (per mile per lane) for Rigid Pavements
Needs Nothing	\$0	\$0
Preventive Maintenance	\$29,000	\$36,000
Light Rehabilitation	\$173,000	\$60,000
Medium Rehabilitation	\$237,000	\$256,000
Heavy Rehabilitation	\$442,000	\$651,000

Maintenance and Rehabilitation Improvements

Each M&R action was assumed to have a specific effect on the section it was applied to, in terms of the section's Ride Score and Distress Score. The correspondence between the various M&R actions and their respective effect on the pavement sections are shown in Table 3.

Table 3. Maintenance and Rehabilitation Action Improvements

M&R Action	Ride Score Improvement	Distress Score Improvement
Needs Nothing	0	0
Preventive Maintenance	0.5	95
Light Rehabilitation	1.5	100
Medium Rehabilitation	Reset to 4.8	Reset to 100
Heavy Rehabilitation	Reset to 4.8	Reset to 100

Section 3. Statewide Summary

I. Summary of FY 2011–2014 Treatments

Total State Center line miles = 80,000

Total State Lane miles = 190,747

FY 2011 Plan total treatments = **18,078.2 lane miles** = 9.5% of system lane miles

FY 2012 Plan total treatments = **22,947.9 lane miles** = 12.0% of system lane miles

FY 2013 Plan total treatments = **22,235.8 lane miles** = 11.7% of system lane miles

FY 2014 Plan total treatments = **18,472.9 lane miles** = 9.7% of system lane miles

FY 2015 Plan total treatments = **17,802.7 lane miles** = 9.3% of system lane miles

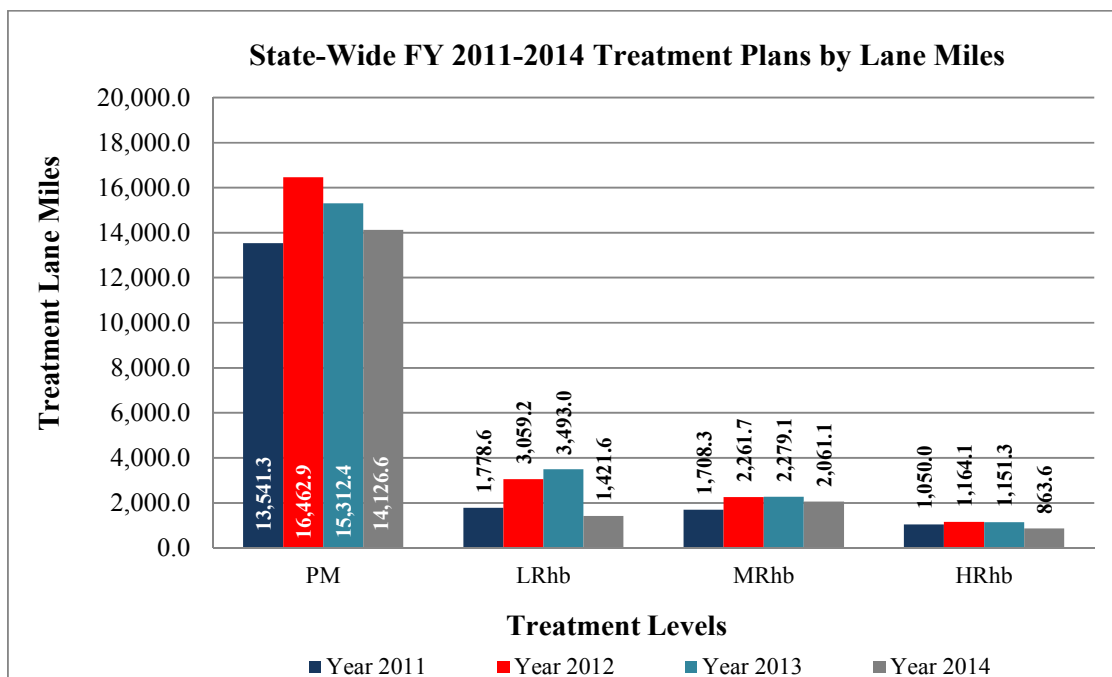


Figure 4. Statewide Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition, HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 1050.0, 1164.1, 1151.3, and 863.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 1708.3, 2261.7, 2279.1, and 2061.1 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 1778.6, 3059.2, 3493.0, and 1421.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 13541.3, 16462.9, 15312.4, and 14126.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 17,028.2 lane miles or approximately 8.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 22,833.8 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 22,248.6 lane miles or approximately 11.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 18,760.6 lane miles or approximately 9.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 5.

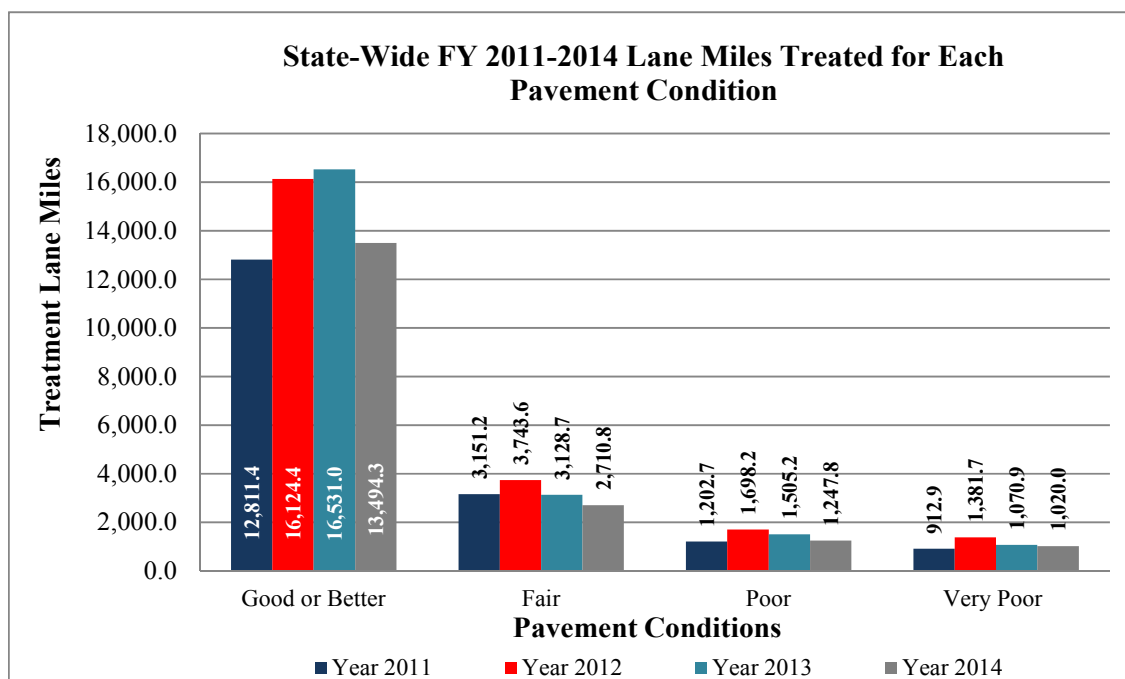


Figure 5. Statewide District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score for Entire State

Table 4. Pavement Performance Summary for the Entire State and 25 Districts

			Base Year 2011		Analysis Years			
			Measured	Predicted	2012	2013	2014	2015
Overall State		Achieved Goal (%)	86.66	86.13	85.76	85.60	84.80	82.92
		Achieved Average CS	90	88	88	87	85	83
Districts in State of Texas	Abilene	Achieved Goal (%)	88.79	88.99	87.89	86.47	84.9	82.27
		Achieved Average CS	92	90	90	88	85	83
	Amarillo	Achieved Goal (%)	86.13	87.17	84.88	87.08	86.11	84.56
		Achieved Average CS	90	89	88	88	86	84
	Atlanta	Achieved Goal (%)	91.38	92.78	91.5	91.43	91.54	91.57
		Achieved Average CS	94	92	92	90	89	87
	Austin	Achieved Goal (%)	85.04	80.14	83.16	83.7	85.02	82.46
		Achieved Average CS	89	86	87	86	86	83
	Beaumont	Achieved Goal (%)	89.97	90.27	88.92	88.32	86.3	84.14
		Achieved Average CS	92	91	90	88	85	83
	Brownwood	Achieved Goal (%)	95.34	94.76	93.95	93.9	93.34	92.18
		Achieved Average CS	96	94	93	92	90	88
	Bryan	Achieved Goal (%)	87.49	82.8	83.93	81.5	79.99	77.19
		Achieved Average CS	90	86	87	85	83	80
	Childress	Achieved Goal (%)	87.67	90.55	85.9	87.85	88.61	88.71
		Achieved Average CS	91	92	89	89	87	86
	Corpus Christi	Achieved Goal (%)	83.15	81.45	82.23	80.82	79.11	78.41
		Achieved Average CS	87	86	86	83	81	81
	Dallas	Achieved Goal (%)	76.13	73.96	72.82	73.69	71.91	68.01
		Achieved Average CS	82	80	80	79	77	75
	El Paso	Achieved Goal (%)	90.54	86.42	87.61	85.95	85.75	83.8
		Achieved Average CS	92	89	89	87	86	84
	Fort Worth	Achieved Goal (%)	86.7	82.83	84.79	83.42	81.04	76.12
		Achieved Average CS	89	86	87	85	83	80
	Houston	Achieved Goal (%)	75.09	71.3	71.17	70.54	66.74	62.53
		Achieved Average CS	83	80	80	78	75	72
	Laredo	Achieved Goal (%)	74.64	83.41	80.48	85.77	86.36	85.74
		Achieved Average CS	83	87	85	87	86	85
	Lubbock	Achieved Goal (%)	86.4	87.7	87.05	87.33	87.24	86.14
		Achieved Average CS	91	90	89	88	86	85
	Lufkin	Achieved Goal (%)	88.62	87.33	86.65	86.64	86.72	84.91
		Achieved Average CS	91	89	89	87	86	84

			Base Year 2011		Analysis Years			
			Measured	Predicted	2012	2013	2014	2015
Overall State		Achieved Goal (%)	86.66	86.13	85.76	85.60	84.80	82.92
		Achieved Average CS	90	88	88	87	85	83
	Odessa	Achieved Goal (%)	94.14	93.41	93.88	93.04	92.19	89.64
		Achieved Average CS	96	93	94	91	89	86
	Paris	Achieved Goal (%)	82.68	79.44	81.44	80.55	79.44	78.75
		Achieved Average CS	88	84	86	84	82	81
	Pharr	Achieved Goal (%)	82.64	87.09	84.17	85.89	86.36	86.43
		Achieved Average CS	87	89	87	87	85	85
	San Angelo	Achieved Goal (%)	95.11	95.57	93.37	92	90.79	87.05
		Achieved Average CS	96	94	93	91	89	86
	San Antonio	Achieved Goal (%)	86.51	83.17	83.56	81.86	79.77	77.84
		Achieved Average CS	90	87	87	85	83	80
	Tyler	Achieved Goal (%)	94.77	90.33	92.72	91.45	90	88.67
		Achieved Average CS	94	90	92	90	89	88
	Waco	Achieved Goal (%)	85.95	84.7	84.54	84.9	86.75	86.15
		Achieved Average CS	89	88	88	87	86	85
	Wichita Falls	Achieved Goal (%)	92.58	91.81	91.24	89.72	87.7	84.54
		Achieved Average CS	93	92	91	89	87	84
	Yoakum	Achieved Goal (%)	88.17	85.86	86.03	86.07	86.24	85.31
		Achieved Average CS	91	88	89	87	86	84

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements for Entire State

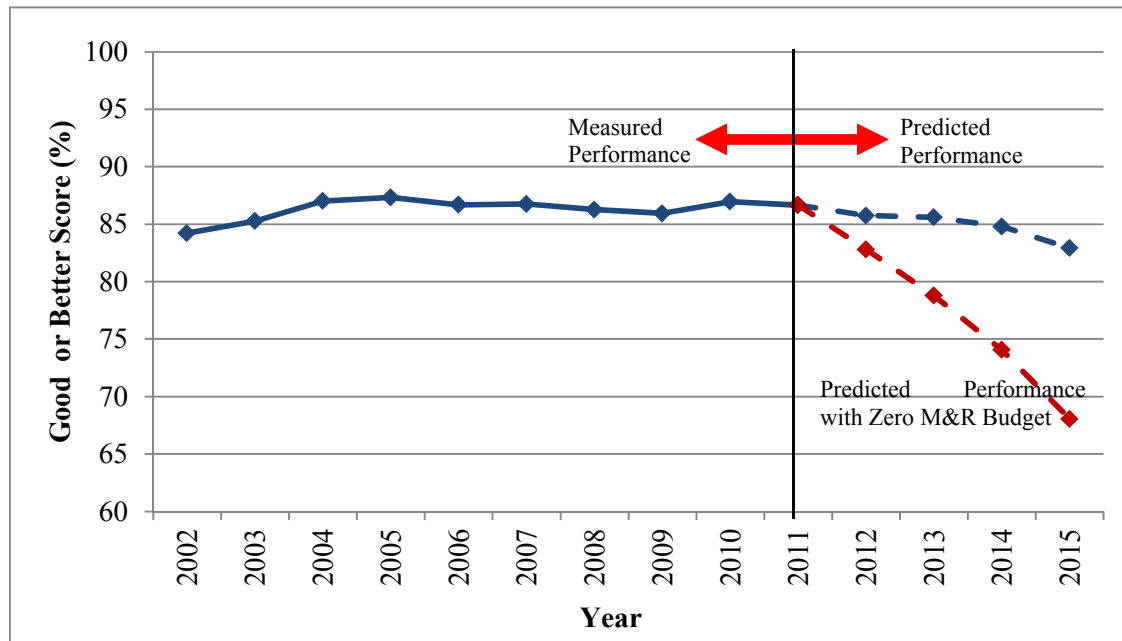


Figure 6. Statewide Overall Pavement Performance for FY 2002–2015

Section 4. District Summaries

Abilene District

I. Summary of FY 2011–2014 Treatments

Total Center lane miles = 3,744

Total Lane miles = 8,435.1

FY 2011 Plan total treatments = **431.6 lane miles** = 5.1% of system lane miles

FY 2012 Plan total treatments = **541.6 lane miles** = 6.4% of system lane miles

FY 2013 Plan total treatments = **424.8 lane miles** = 5.0% of system lane miles

FY 2014 Plan total treatments = **408.4 lane miles** = 4.8% of system lane miles

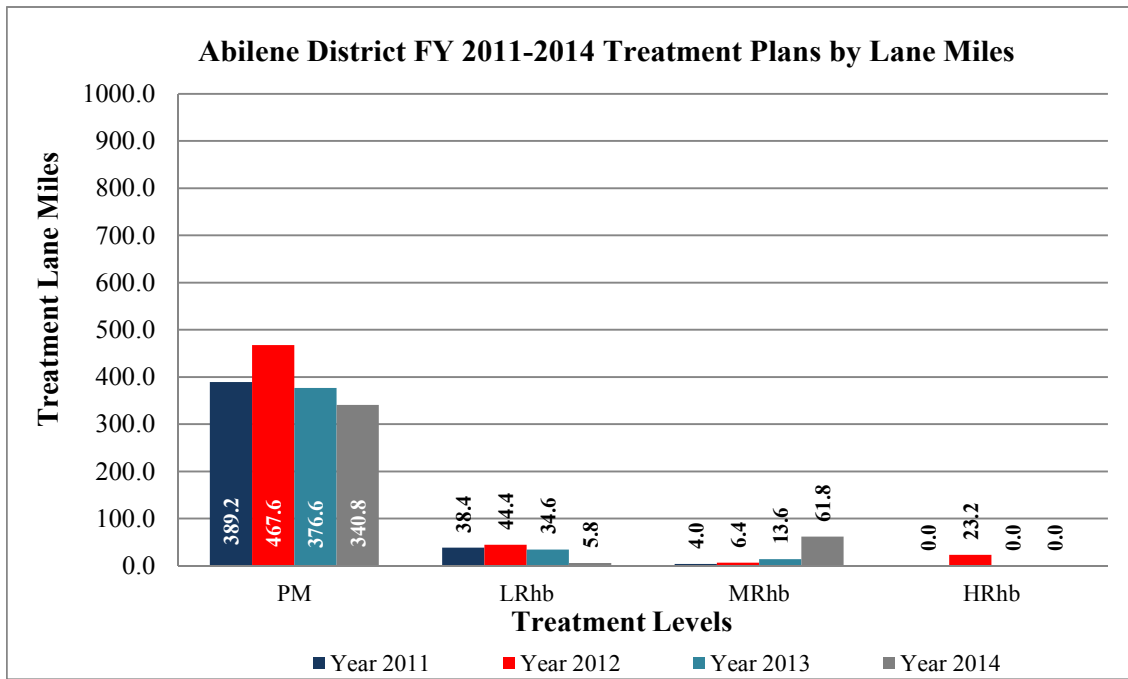


Figure 7. Abilene District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Score in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 23.2, 0.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 4.0, 6.4, 13.6, and 61.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 38.4, 44.4, 34.6, and 5.8 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 389.2, 467.6, 376.6, and 340.8 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 431.6 lane miles or approximately 5.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 518.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 518.4 lane miles or approximately 6.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 424.8 lane miles + 23.2 lane miles of Heavy Rehab treatments from FY 2012 = 448.0 lane miles or approximately 5.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2015 = 408.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2013 = 408.4 lane miles or approximately 4.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 8.

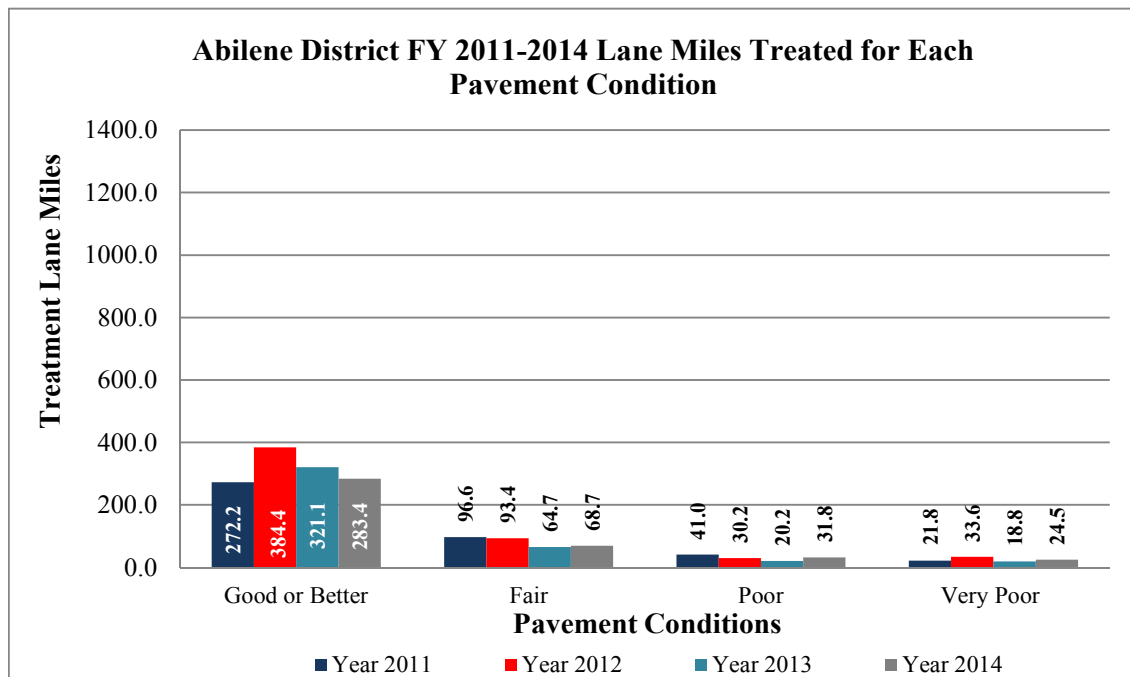


Figure 8. Abilene District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 5. Pavement Performance Summary for Abilene District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Abilene District		Achieved Goal (%)	88.79	87.89	86.47	84.9	82.27	
		Achieved Average CS	92	90	88	85	83	
Counties in Abilene District	Borden	Achieved Goal (%)	92.32	88.07	94.09	88.48	86.06	
		Achieved Average CS	90	87	89	86	83	
	Callahan	Achieved Goal (%)	89.52	85.42	83.57	83.63	82.98	
		Achieved Average CS	92	89	86	85	83	
	Fisher	Achieved Goal (%)	95.57	94.02	92.12	89.13	85.1	
		Achieved Average CS	95	92	90	87	85	
	Haskell	Achieved Goal (%)	94.53	91.61	89.8	86.11	84.15	
		Achieved Average CS	94	92	90	86	85	
	Howard	Achieved Goal (%)	85.72	86.98	86.33	86.11	83.5	
		Achieved Average CS	90	90	88	86	83	
	Jones	Achieved Goal (%)	86.21	85.12	82.94	81.3	79.41	
		Achieved Average CS	91	89	86	84	82	
	Kent	Achieved Goal (%)	92.29	89.12	87.88	85.64	82.1	
		Achieved Average CS	93	91	88	84	81	
	Mitchell	Achieved Goal (%)	86.66	94.4	91.83	91.47	87.38	
		Achieved Average CS	92	93	90	88	84	
	Nolan	Achieved Goal (%)	87.04	86.35	84.13	84.76	82.54	
		Achieved Average CS	91	89	87	85	82	
	Scurry	Achieved Goal (%)	86.82	85.03	84.65	83.21	80.13	
		Achieved Average CS	91	89	87	85	82	
	Shackelford	Achieved Goal (%)	93.67	94.23	93.89	91.52	87.45	
		Achieved Average CS	94	92	92	89	85	
	Stonewall	Achieved Goal (%)	98.18	97.45	97.39	96.9	94.23	
		Achieved Average CS	97	95	92	91	88	
	Taylor	Achieved Goal (%)	83.76	81.56	78.6	76.22	73.46	
		Achieved Average CS	89	86	83	80	78	

Based on the analysis results presented in Table 5, at the end of the 4-year planning horizon the county in best condition was Stonewall (94.23%) while the worst was Taylor (73.46%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

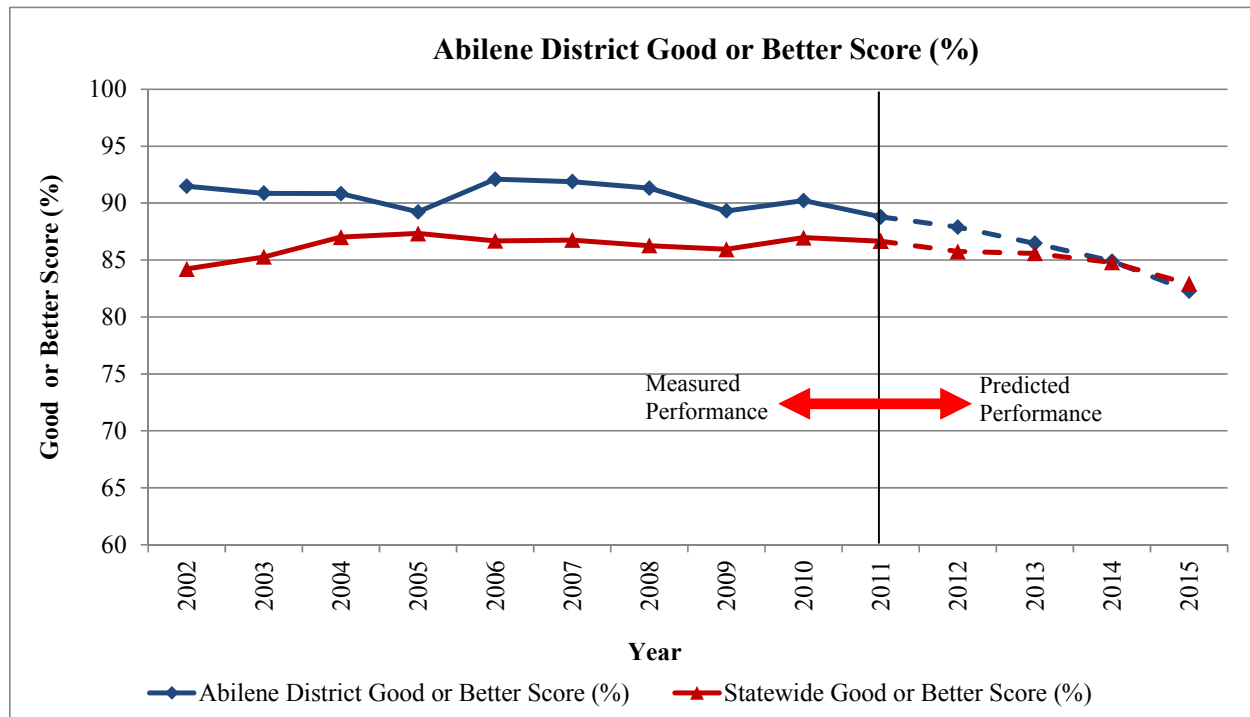


Figure 9. Abilene District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Amarillo District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 4,092

Total Lane miles = 9,372.9

FY 2011 Plan total treatments = **671.8 lane miles** = 7.2% of system lane miles

FY 2012 Plan total treatments = **1220.5 lane miles** = 13.0% of system lane miles

FY 2013 Plan total treatments = **818.5 lane miles** = 8.7% of system lane miles

FY 2014 Plan total treatments = **724.2 lane miles** = 7.7% of system lane miles

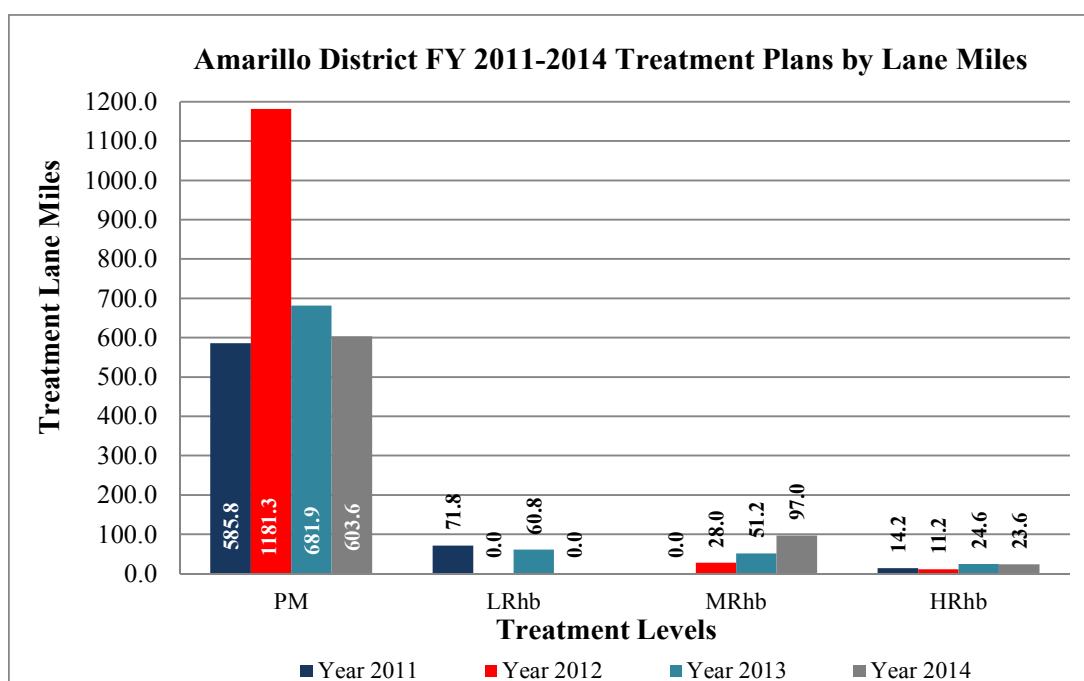


Figure 10. Amarillo District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 14.2, 11.2, 24.6, and 23.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 28.0, 51.2, and 97.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 71.8, 0.0, 60.8, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 585.8, 1181.3, 681.9 and 603.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 657.6 lane miles or approximately 7.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 1,209.3 lane miles + 14.2 lane miles of Heavy Rehab treatments from FY 2011 = 1,223.5 lane miles or approximately 13.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 793.9 lane miles + 11.2 lane miles of Heavy Rehab treatments from FY 2012 = 805.1 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 700.6 lane miles + 24.6 lane miles of Heavy Rehab treatments from FY 2013 = 725.2 lane miles or approximately 7.7% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 11.

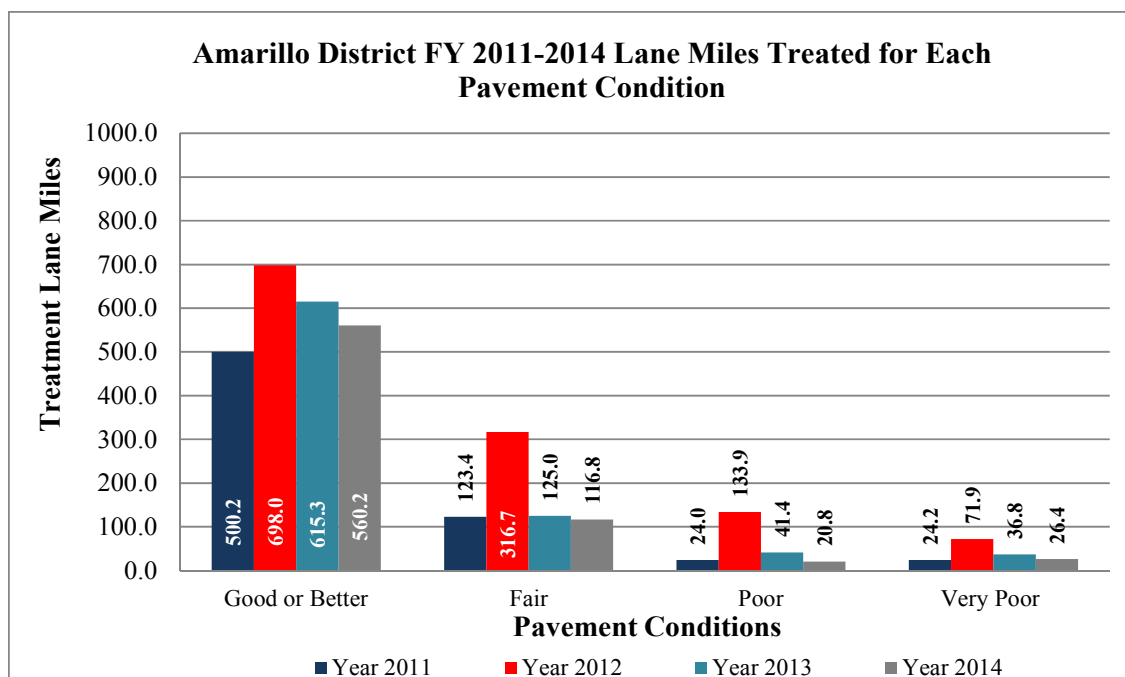


Figure 11. Amarillo District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 6. Pavement Performance Summary for Amarillo District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Amarillo District	Achieved Goal (%)		86.13	84.88	87.08	86.11	84.56	
	Achieved Average CS		90	88	88	86	84	
Counties in Amarillo District	Armstrong	Achieved Goal (%)	86.68	84.85	93	94.94	94.56	
		Achieved Average CS	91	89	91	90	88	
	Carson	Achieved Goal (%)	88.71	84.94	85.32	81.85	78.07	
		Achieved Average CS	92	89	87	84	80	
	Dallam	Achieved Goal (%)	86.65	86.43	85.94	87.11	84.32	
		Achieved Average CS	90	88	87	86	83	
	Deaf Smith	Achieved Goal (%)	87.23	84.65	88.55	90.97	89.08	
		Achieved Average CS	91	88	89	89	86	
	Gray	Achieved Goal (%)	85.42	84.56	88.89	84.98	82.61	
		Achieved Average CS	90	88	88	85	83	
	Hansford	Achieved Goal (%)	95.87	93.64	90.76	89.1	89.7	
		Achieved Average CS	94	92	89	87	87	
	Hartley	Achieved Goal (%)	89.91	90.14	89.95	89.17	92.89	
		Achieved Average CS	92	90	89	87	87	
	Hemphill	Achieved Goal (%)	87.73	87	87.83	83.86	84.63	
		Achieved Average CS	89	88	87	85	84	
	Hutchinson	Achieved Goal (%)	93.06	90.26	91.72	88.29	85.28	
		Achieved Average CS	94	91	90	86	84	
	Lipscomb	Achieved Goal (%)	88.08	84.72	83.36	87.38	83.31	
		Achieved Average CS	90	88	86	87	84	
	Moore	Achieved Goal (%)	87.64	87.22	92.02	89.45	90.13	
		Achieved Average CS	92	90	90	88	86	
	Ochiltree	Achieved Goal (%)	67.19	66.26	81.87	81.73	85.79	
		Achieved Average CS	81	78	85	83	83	
	Oldham	Achieved Goal (%)	88.4	86.74	87.56	86.83	85.06	
		Achieved Average CS	92	90	89	86	85	
	Potter	Achieved Goal (%)	78.36	79.57	79.01	75.37	71.27	
		Achieved Average CS	86	85	83	80	77	
	Randall	Achieved Goal (%)	87.14	83.68	84.84	86.72	84.23	
		Achieved Average CS	90	87	87	87	84	
	Roberts	Achieved Goal (%)	96.72	92.81	88.83	91.25	88.52	

		Base Year	Analysis Years				
		2011	2012	2013	2014	2015	
Amarillo District	Achieved Goal (%)	86.13	84.88	87.08	86.11	84.56	
	Achieved Average CS	90	88	88	86	84	
	Achieved Average CS	94	91	88	89	86	
Sherman	Achieved Goal (%)	73.31	80.39	90.57	88.34	86.52	
	Achieved Average CS	84	86	89	86	83	

Based on the analysis results presented in Table 6, at the end of the 4-year planning horizon the county in best condition was Armstrong (94.56%) while the worst was Potter (71.27%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

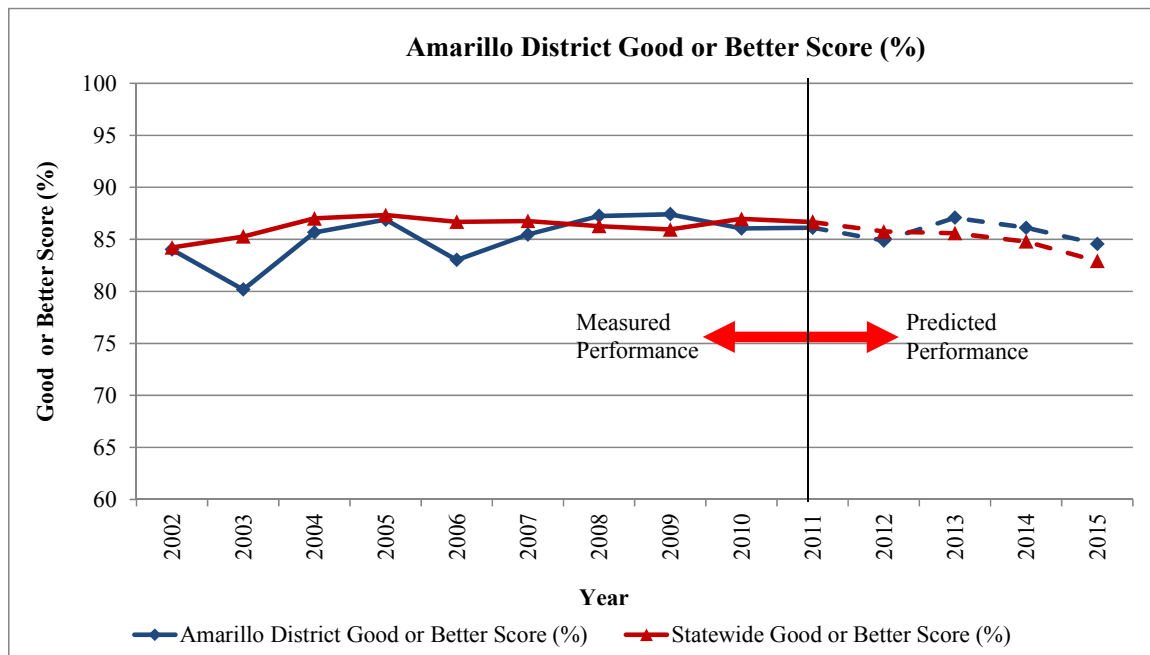


Figure 12. Amarillo District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Atlanta District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,691

Total Lane miles = 5,784.4

FY 2011 Plan total treatments = **599.5 lane miles** = 10.4% of system lane miles

FY 2012 Plan total treatments = **613.3 lane miles** = 10.6% of system lane miles

FY 2013 Plan total treatments = **941.0 lane miles** = 16.3% of system lane miles

FY 2014 Plan total treatments = **738.2 lane miles** = 12.8% of system lane miles

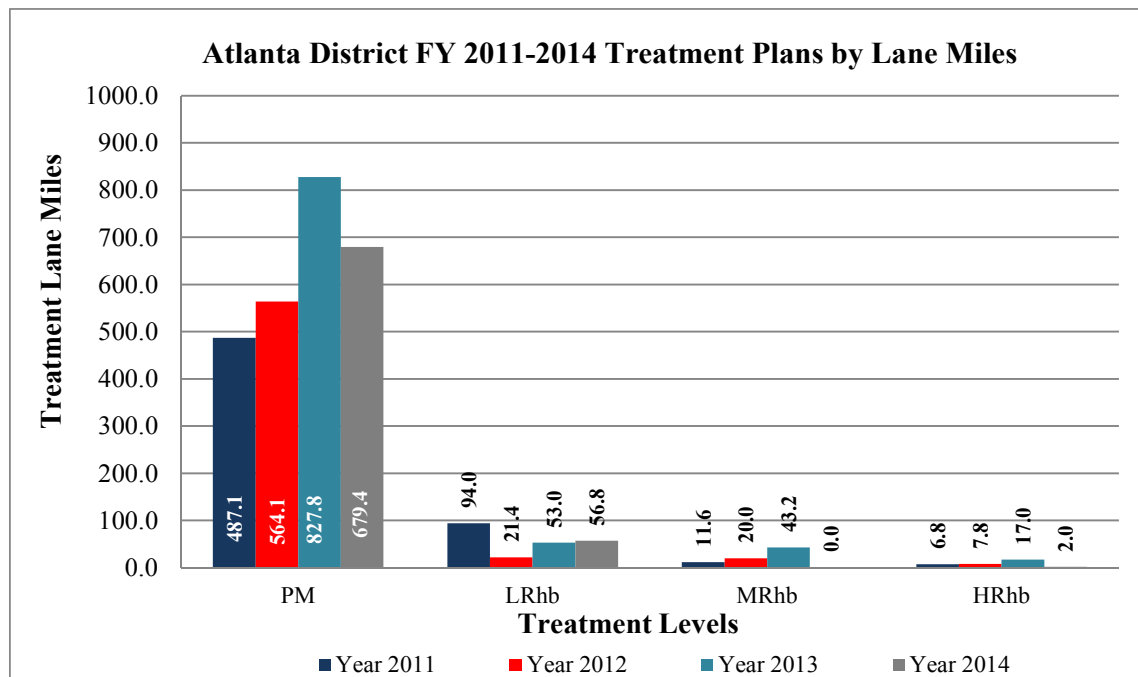


Figure 13. Atlanta District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 6.8, 7.8, 17.0, and 2.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 11.6, 20.0, 43.2, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 94.0, 21.4, 53.0, and 56.8 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 487.1, 564.1, 827.8, and 679.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 592.7 lane miles or approximately 10.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 605.5 lane miles + 6.8 lane miles of Heavy Rehab treatments from FY 2011 = 612.3 lane miles or approximately 10.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 924.0 lane miles + 7.8 lane miles of Heavy Rehab treatments from FY 2012 = 931.8 lane miles or approximately 16.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 736.2 lane miles + 17.0 lane miles of Heavy Rehab treatments from FY 2013 = 753.2 lane miles or approximately 13.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 14.

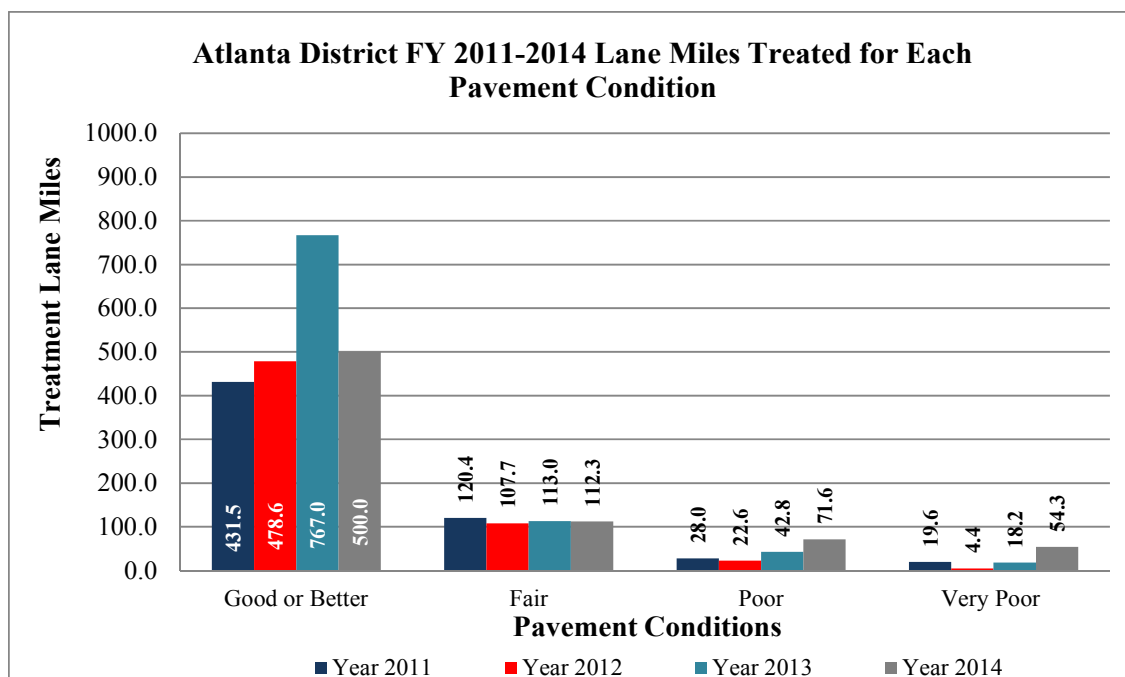


Figure 14. Atlanta District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 7. Pavement Performance Summary for Atlanta District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Atlanta District		Achieved Goal (%)	91.38	91.5	91.43	91.54	91.57	
		Achieved Average CS	94	92	90	89	87	
Counties in Atlanta District	Bowie	Achieved Goal (%)	91.46	92.07	92.25	90.55	91.31	
		Achieved Average CS	93	92	91	88	87	
	Camp	Achieved Goal (%)	94.95	92.84	91.74	90.18	87.89	
		Achieved Average CS	93	93	90	88	86	
	Cass	Achieved Goal (%)	90.4	89.46	89.68	93.97	93.5	
		Achieved Average CS	93	93	90	90	88	
	Harrison	Achieved Goal (%)	92.77	93.68	91.81	92.75	92.86	
		Achieved Average CS	94	93	90	90	89	
	Marion	Achieved Goal (%)	95.67	97.79	95.89	95.89	96.12	
		Achieved Average CS	97	95	92	90	90	
	Morris	Achieved Goal (%)	80.84	80.78	86.6	85.87	89.45	
		Achieved Average CS	90	88	88	85	87	
	Panola	Achieved Goal (%)	90.73	91.51	92.69	91.32	90.84	
		Achieved Average CS	93	92	91	88	87	
	Titus	Achieved Goal (%)	86.19	84.92	83.17	84.84	86.51	
		Achieved Average CS	92	89	87	86	85	
	Upshur	Achieved Goal (%)	97.09	96.95	97.09	94.69	92.29	
		Achieved Average CS	97	95	92	90	87	

Based on the analysis results presented in Table 7, at the end of the 4-year planning horizon the county in best condition was Marion (96.12%) while the worst was Titus (86.51%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

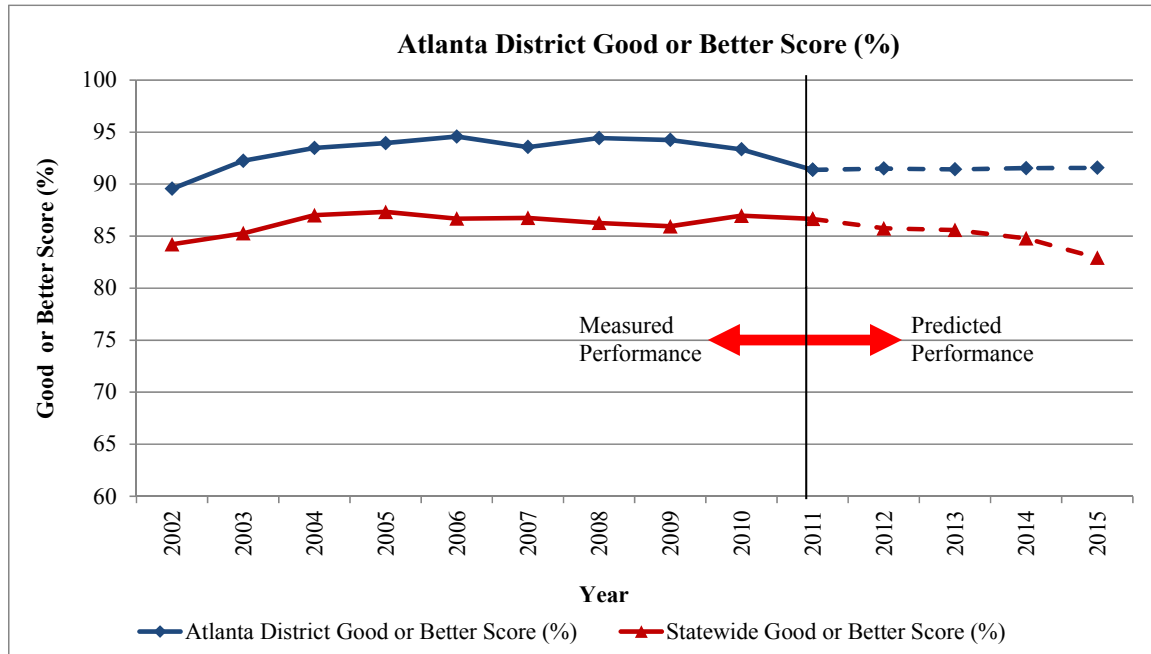


Figure 15. Atlanta District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Austin District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,345

Total Lane miles = 9,033.3

FY 2011 Plan total treatments = **744.5 lane miles** = 8.2% of system lane miles

FY 2012 Plan total treatments = **821.9 lane miles** = 9.1% of system lane miles

FY 2013 Plan total treatments = **1079.0 lane miles** = 11.9% of system lane miles

FY 2014 Plan total treatments = **600.8 lane miles** = 6.7% of system lane miles

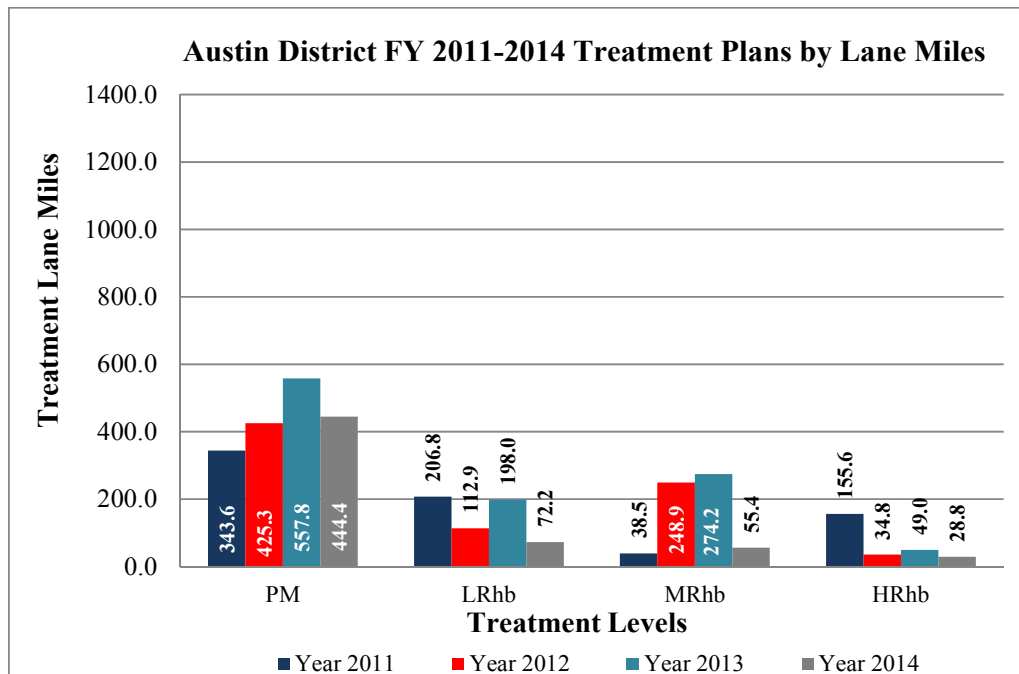


Figure 16. Austin District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 155.6, 34.8, 49.0, and 28.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 38.5, 248.9, 274.2, and 55.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 206.8, 112.9, 198.0, and 72.2 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 343.6, 425.3, 557.8, and 444.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 588.9 lane miles or approximately 6.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 787.1 lane miles + 155.6 lane miles of Heavy Rehab treatments from FY 2011 = 942.7 lane miles or approximately 10.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 1030.0 lane miles + 34.8 lane miles of Heavy Rehab treatments from FY 2012 = 1064.8 lane miles or approximately 11.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 572.0 lane miles + 49.0 lane miles of Heavy Rehab treatments from FY 2013 = 621.0 lane miles or approximately 6.9% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 17.

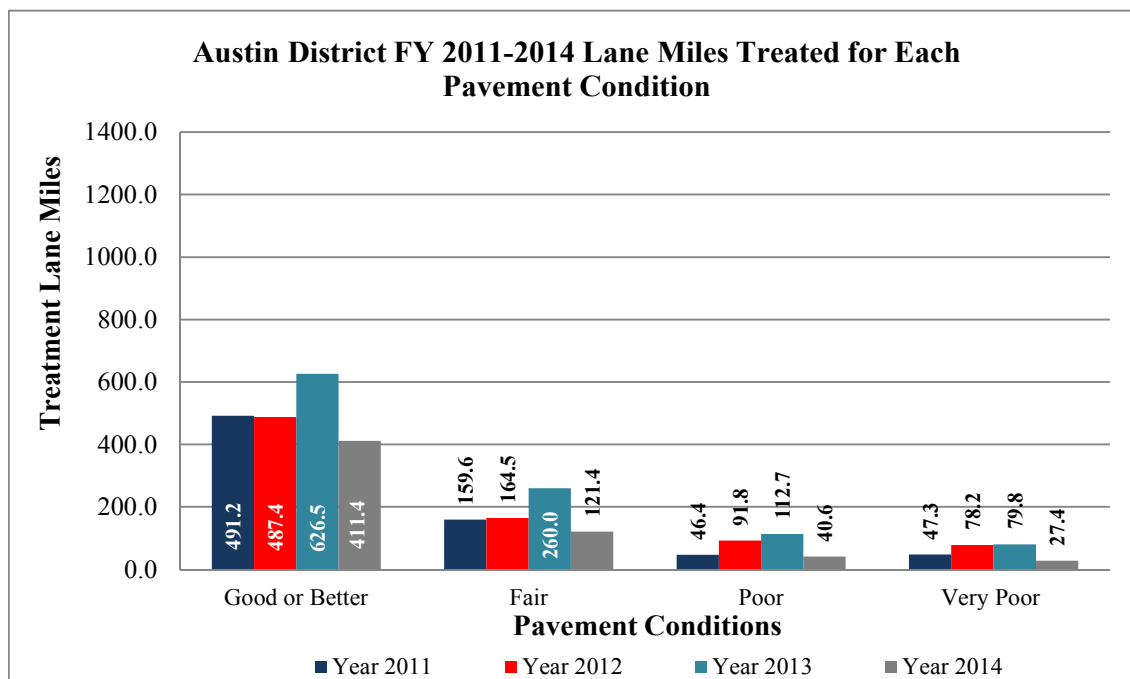


Figure 17. Austin District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 8. Pavement Performance Summary for Austin District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Austin District		Achieved Goal (%)	85.04	83.16	83.7	85.02	82.46	
		Achieved Average CS	89	87	86	86	83	
Counties in Austin District	Bastrop	Achieved Goal (%)	83.79	82.89	82.89	85.16	82.25	
		Achieved Average CS	88	87	86	86	83	
	Blanco	Achieved Goal (%)	83.62	78.78	77.3	90.37	87.67	
		Achieved Average CS	89	87	84	89	86	
	Burnet	Achieved Goal (%)	90.75	90.43	88.91	86.43	83.81	
		Achieved Average CS	92	90	88	85	83	
	Caldwell	Achieved Goal (%)	83.58	80.79	77.69	77.62	74.97	
		Achieved Average CS	88	86	84	83	80	
	Gillespie	Achieved Goal (%)	88.36	90.01	89.29	88.06	90.58	
		Achieved Average CS	91	90	89	87	87	
	Hays	Achieved Goal (%)	86.07	84.48	88.58	86.07	80.48	
		Achieved Average CS	90	88	88	86	83	
	Lee	Achieved Goal (%)	85.37	82.83	81.36	83.59	80.6	
		Achieved Average CS	90	87	85	85	82	
	Llano	Achieved Goal (%)	86.27	93.06	93.17	90.79	86.55	
		Achieved Average CS	89	92	91	88	84	
	Mason	Achieved Goal (%)	85.78	82.35	81.22	81.41	84.56	
		Achieved Average CS	90	88	86	85	85	
	Travis	Achieved Goal (%)	86.99	84.88	85.11	86.21	82.64	
		Achieved Average CS	91	89	88	87	84	
	Williamson	Achieved Goal (%)	78.55	73.28	77.63	81.72	79.22	
		Achieved Average CS	84	81	83	84	82	

Based on the analysis results presented in Table 8, at the end of the 4-year planning horizon the county in best condition was Gillespie (90.58%) while the worst was Caldwell (74.97%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

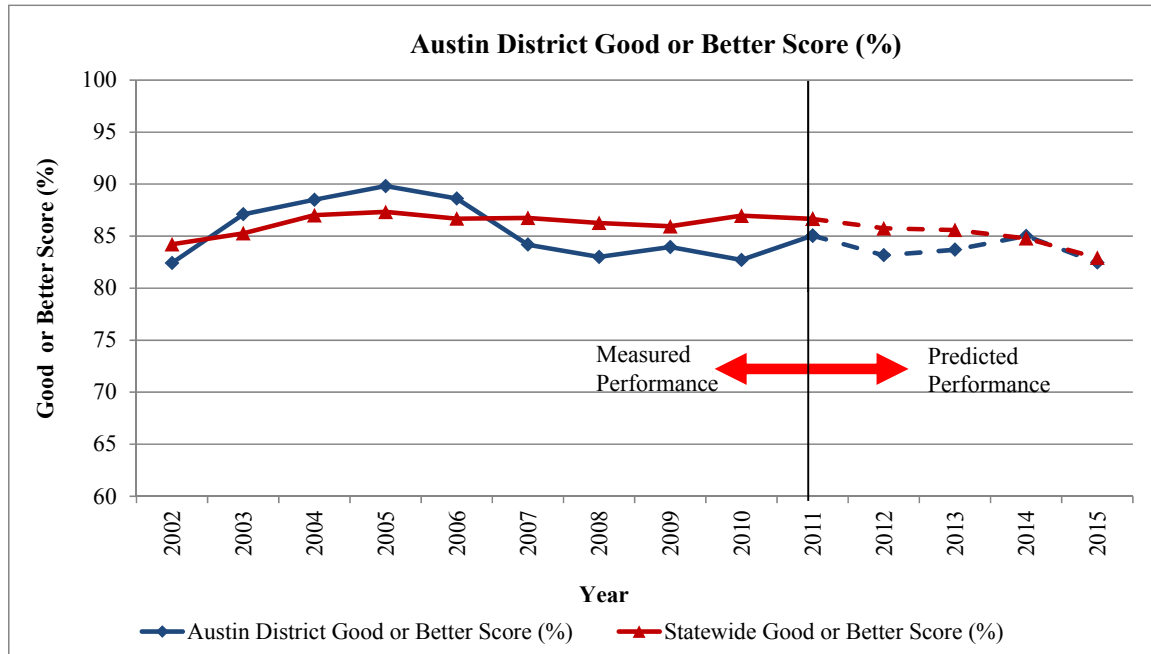


Figure 18. Austin District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Beaumont District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,374

Total Lane miles = 5,535.6

FY 2011 Plan total treatments = **607.2 lane miles** = 11.0% of system lane miles

FY 2012 Plan total treatments = **810.1 lane miles** = 14.6% of system lane miles

FY 2013 Plan total treatments = **553.1 lane miles** = 10.0% of system lane miles

FY 2014 Plan total treatments = **611.5 lane miles** = 11.0% of system lane miles

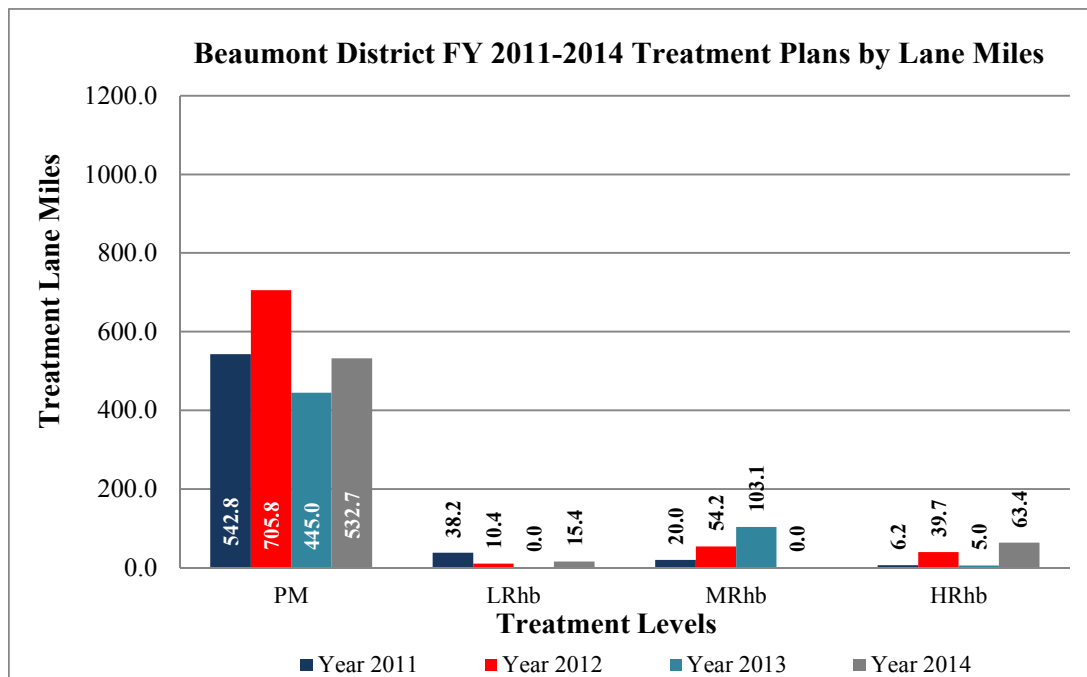


Figure 19. Beaumont District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013 and FY 2014 are 6.2, 39.7, 5.0 and 63.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013 and FY 2014 are 20.0, 54.2, 103.1 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013 and FY 2014 are 38.2, 10.4, 0.0 and 15.4 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013 and FY 2014 are 542.8, 705.8, 445.0 and 532.7 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 601.0 lane miles or approximately 10.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 770.4 lane miles + 6.2 lane miles of Heavy Rehab treatments from FY 2011 = 776.6 lane miles or approximately 14.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 548.1 lane miles + 39.7 lane miles of Heavy Rehab treatments from FY 2012 = 587.8 lane miles or approximately 10.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 548.1 lane miles + 5.0 lane miles of Heavy Rehab treatments from FY 2013 = 553.1 lane miles or approximately 10.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 20.

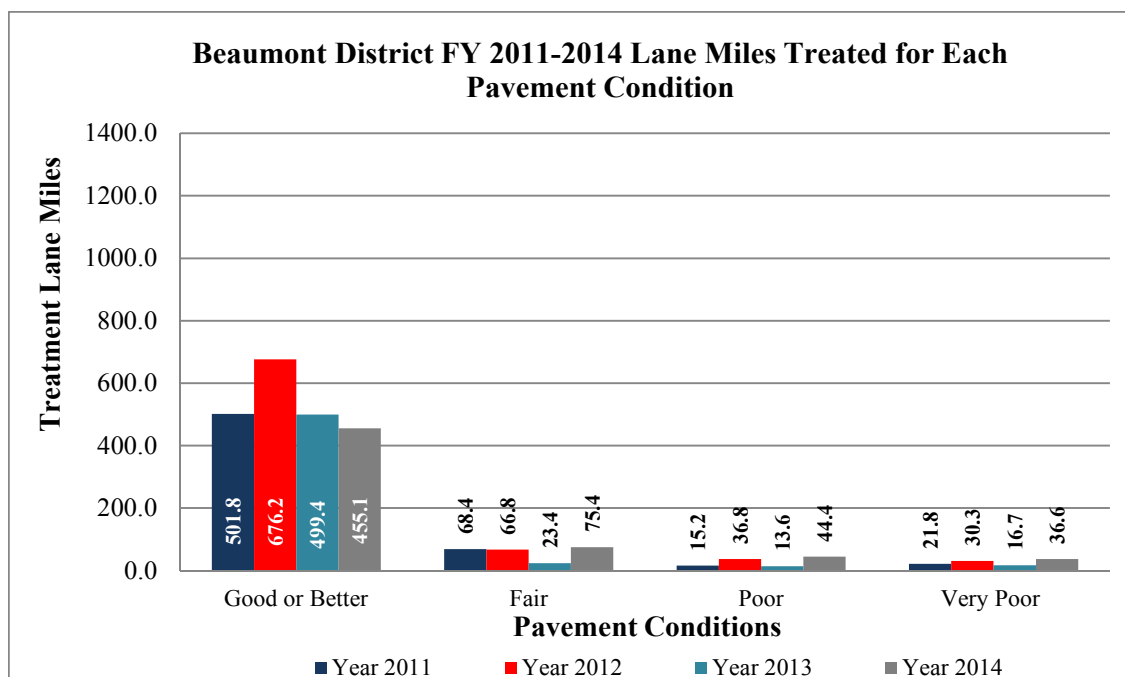


Figure 20. Beaumont District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 9. Pavement Performance Summary for Beaumont District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Beaumont District		Achieved Goal (%)	89.97	88.92	88.32	86.3	84.14	
		Achieved Average CS	92	90	88	85	83	
Counties in Beaumont District	Chambers	Achieved Goal (%)	88.83	91.06	90.42	89.65	87.02	
		Achieved Average CS	92	92	89	87	84	
	Hardin	Achieved Goal (%)	95.91	93.17	92.99	92.64	88.55	
		Achieved Average CS	96	93	91	89	85	
	Jasper	Achieved Goal (%)	94.31	92.99	91.57	86.69	85.53	
		Achieved Average CS	95	93	90	86	85	
	Jefferson	Achieved Goal (%)	83.43	80.66	79.36	76.67	75.14	
		Achieved Average CS	87	85	82	80	78	
	Liberty	Achieved Goal (%)	90.18	88.22	90.23	87.52	87.54	
		Achieved Average CS	93	90	89	86	86	
	Newton	Achieved Goal (%)	93.47	94.57	95.6	95.16	92.74	
		Achieved Average CS	95	94	92	90	88	
	Orange	Achieved Goal (%)	81.14	78.49	74.94	73.6	68.63	
		Achieved Average CS	86	82	79	77	74	
	Tyler	Achieved Goal (%)	98.36	99.02	98.4	96.75	94.99	
		Achieved Average CS	98	96	93	90	88	

Based on the analysis results presented in Table 9, at the end of the 4-year planning horizon the county in best condition was Tyler (94.99%) while the worst was Orange (68.63%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

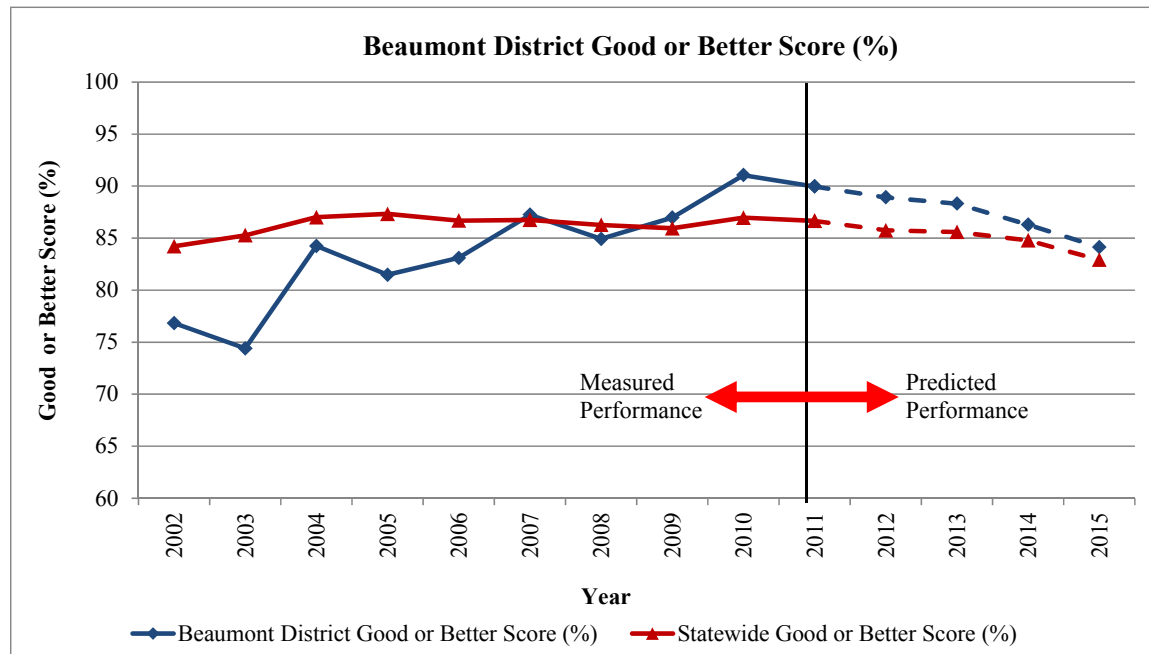


Figure 21. Beaumont District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Brownwood District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,678

Total Lane miles = 5,807.7

FY 2011 Plan total treatments = **383.4 lane miles** = 6.6% of system lane miles

FY 2012 Plan total treatments = **985.6 lane miles** = 17.0% of system lane miles

FY 2013 Plan total treatments = **878.2 lane miles** = 15.1% of system lane miles

FY 2014 Plan total treatments = **511.0 lane miles** = 8.8% of system lane miles

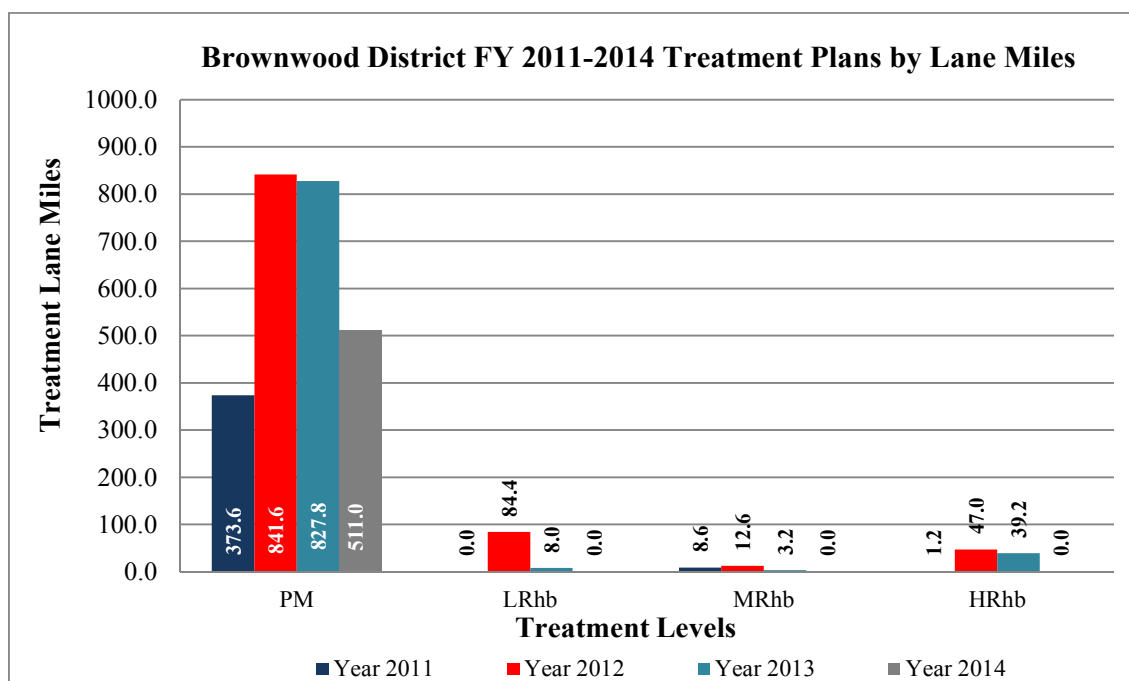


Figure 22. Brownwood District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 1.2, 47.0, 39.2, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 8.6, 12.6, 3.2, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 84.4, 8.0, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 373.6, 841.6, 827.8, and 511.0 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 382.2 lane miles or approximately 6.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 938.6 lane miles + 1.2 lane miles of Heavy Rehab treatments from FY 2011 = 939.8 lane miles or approximately 16.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 839.0 lane miles + 47.0 lane miles of Heavy Rehab treatments from FY 2012 = 886.0 lane miles or approximately 15.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 511.0 lane miles + 39.2 lane miles of Heavy Rehab treatments from FY 2013 = 550.2 lane miles or approximately 9.5% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 23.

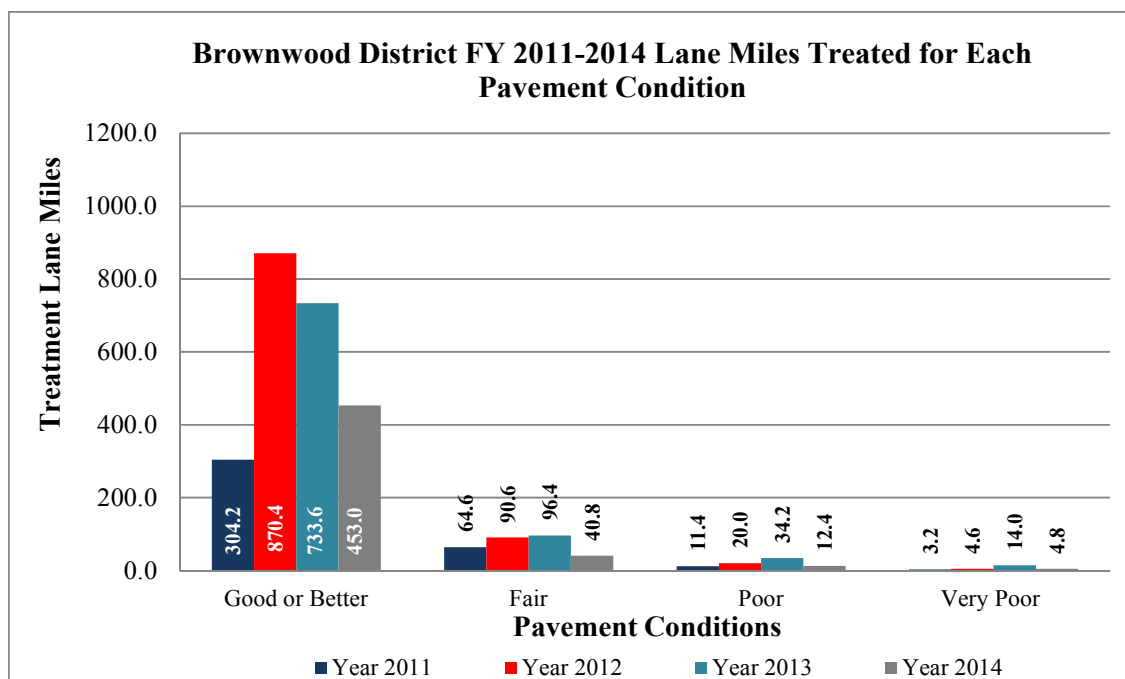


Figure 23. Brownwood District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 10. Pavement Performance Summary for Brownwood District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Brownwood District		Achieved Goal (%)	95.34	93.95	93.9	93.34	92.18	
		Achieved Average CS	96	93	92	90	88	
Counties in Brownwood District	Brown	Achieved Goal (%)	93.38	90.69	91.11	92.94	91.81	
		Achieved Average CS	94	92	90	90	87	
	Coleman	Achieved Goal (%)	96.7	96.41	96.99	95.73	93.17	
		Achieved Average CS	97	95	93	90	88	
	Comanche	Achieved Goal (%)	96.3	96.38	96.46	94.08	94.66	
		Achieved Average CS	97	95	93	90	90	
	Eastland	Achieved Goal (%)	94.86	93.9	93.2	92.89	91.07	
		Achieved Average CS	95	93	91	89	87	
	Lampasas	Achieved Goal (%)	95.53	92.2	91.8	93.74	94.6	
		Achieved Average CS	96	93	91	90	89	
	McCulloch	Achieved Goal (%)	97.21	94.49	94.52	94.19	92.39	
		Achieved Average CS	96	93	91	90	87	
	Mills	Achieved Goal (%)	96.92	94.21	94.95	94.21	93.71	
		Achieved Average CS	96	94	93	91	88	
	San Saba	Achieved Goal (%)	96.52	91.47	92.86	89.94	89.25	
		Achieved Average CS	95	92	92	89	87	
	Stephens	Achieved Goal (%)	92.12	95.59	94.16	92.91	90.4	
		Achieved Average CS	94	94	91	89	87	

Based on the analysis results presented in Table 10, at the end of the 4-year planning horizon the county in best condition was Comanche (94.66%) while the worst was San Saba (89.25%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

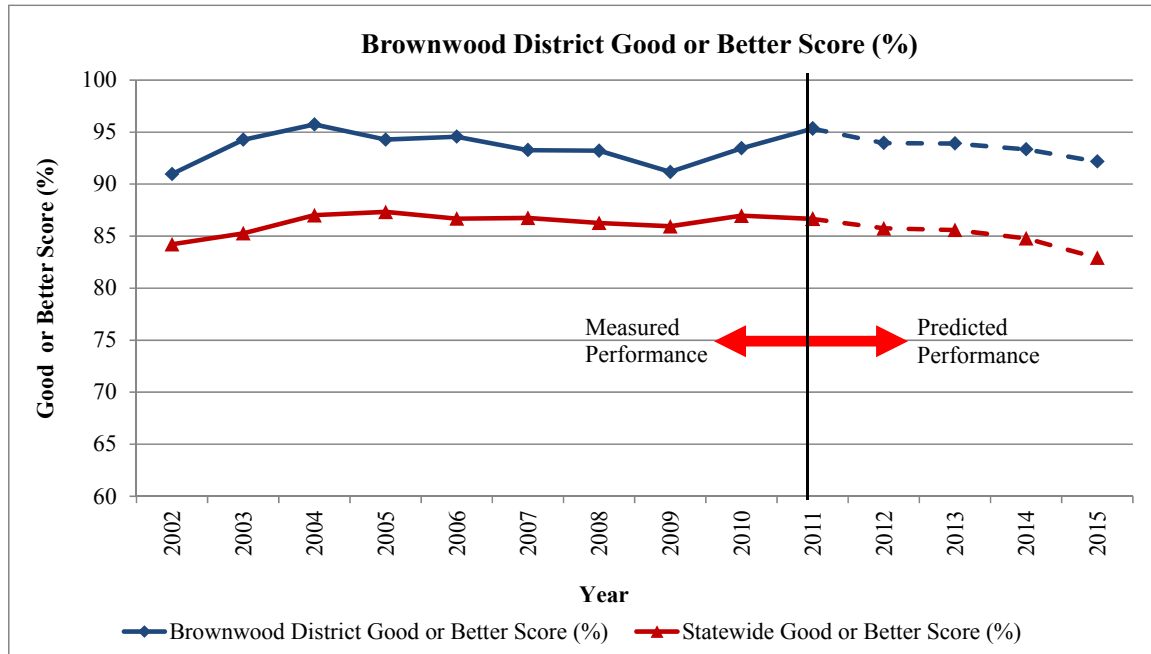


Figure 24. Brownwood District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Bryan District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,127

Total Lane miles = 6,827.5

FY 2011 Plan total treatments = **543.2 lane miles** = 8.0% of system lane miles

FY 2012 Plan total treatments = **564.9 lane miles** = 8.3% of system lane miles

FY 2013 Plan total treatments = **933.8 lane miles** = 13.7% of system lane miles

FY 2014 Plan total treatments = **537.4 lane miles** = 7.9% of system lane miles

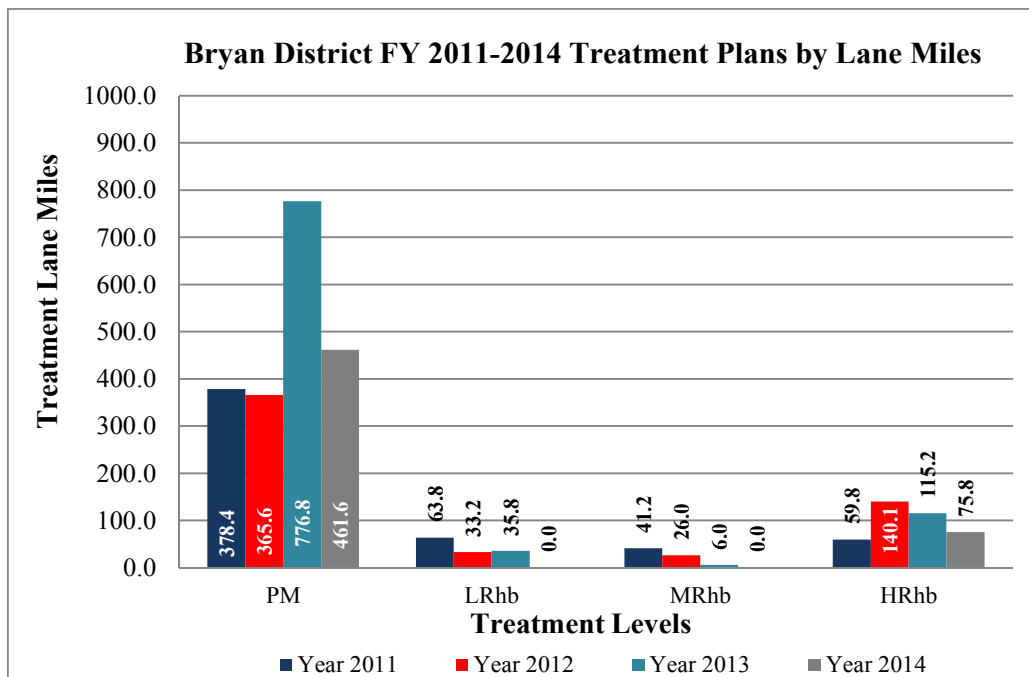


Figure 25. Bryan District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 59.8, 140.1, 115.2, and 75.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 41.2, 26.0, 6.0, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 63.8, 33.2, 35.8, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 378.4, 365.6, 776.8, and 461.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 483.4 lane miles or approximately 7.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 424.8 lane miles + 59.8 lane miles of Heavy Rehab treatments from FY 2011 = 484.6 lane miles or approximately 7.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 818.6 lane miles + 140.1 lane miles of Heavy Rehab treatments from FY 2012 = 958.7 lane miles or approximately 14.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 461.6 lane miles + 115.2 lane miles of Heavy Rehab treatments from FY 2013 = 576.8 lane miles or approximately 8.4% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 26.

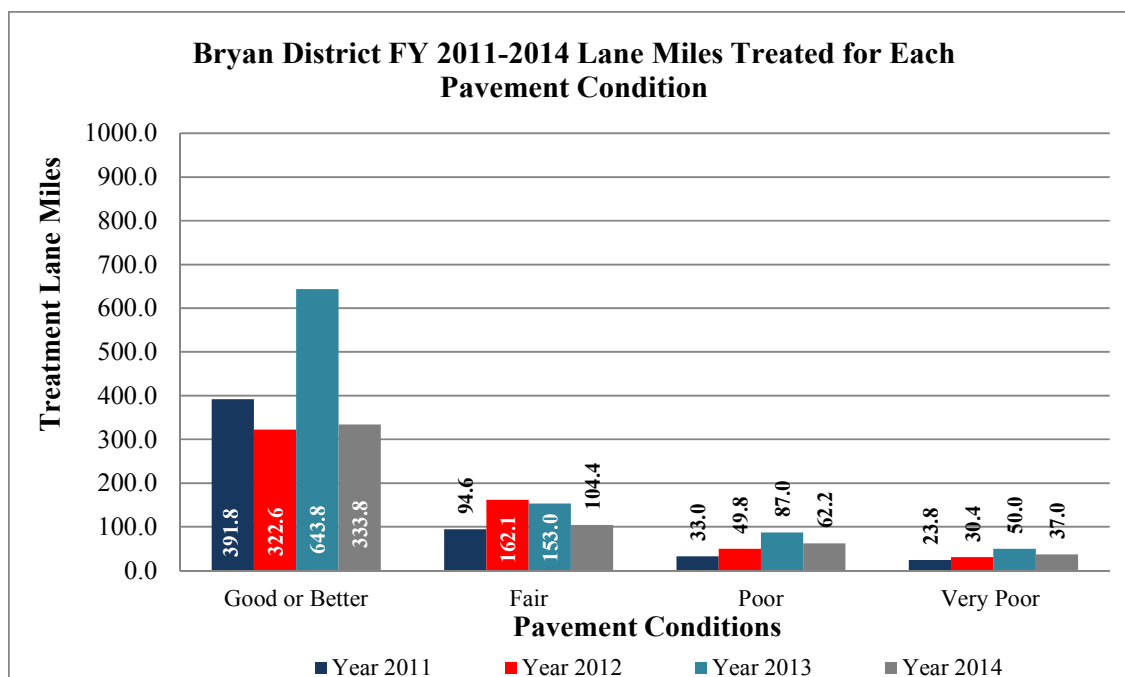


Figure 26. Bryan District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 11. Pavement Performance Summary for Bryan District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Bryan District		Achieved Goal (%)	87.49	83.93	81.5	79.99	77.19	
		Achieved Average CS	90	87	85	83	80	
Counties in Bryan District	Brazos	Achieved Goal (%)	83.39	80.36	79.61	75.93	69.4	
		Achieved Average CS	88	85	83	80	76	
	Burleson	Achieved Goal (%)	89.18	86.05	82.3	81.75	77.45	
		Achieved Average CS	91	88	86	84	80	
	Freestone	Achieved Goal (%)	83.83	79.64	80.21	77.83	71.98	
		Achieved Average CS	87	85	83	81	78	
	Grimes	Achieved Goal (%)	80.39	74.74	71.86	75.54	82.47	
		Achieved Average CS	88	84	81	83	83	
	Leon	Achieved Goal (%)	87.97	87.27	84.39	80.87	77.72	
		Achieved Average CS	89	88	85	82	81	
	Madison	Achieved Goal (%)	83.04	77.55	75.63	74.04	74.9	
		Achieved Average CS	87	84	82	80	79	
	Milam	Achieved Goal (%)	90.42	85.91	80.74	78.98	78.54	
		Achieved Average CS	91	88	85	84	81	
	Robertson	Achieved Goal (%)	89.89	88.2	86.45	89.11	83.69	
		Achieved Average CS	93	91	88	87	84	
	Walker	Achieved Goal (%)	94.24	89.32	85.87	81.86	78.92	
		Achieved Average CS	91	89	86	85	82	
	Washington	Achieved Goal (%)	93.31	90.38	86.76	86.03	82.16	
		Achieved Average CS	94	91	88	86	84	

Based on the analysis results presented in Table 11, at the end of the 4-year planning horizon the county in best condition was Robertson (83.69%) while the worst was Brazos (69.40%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

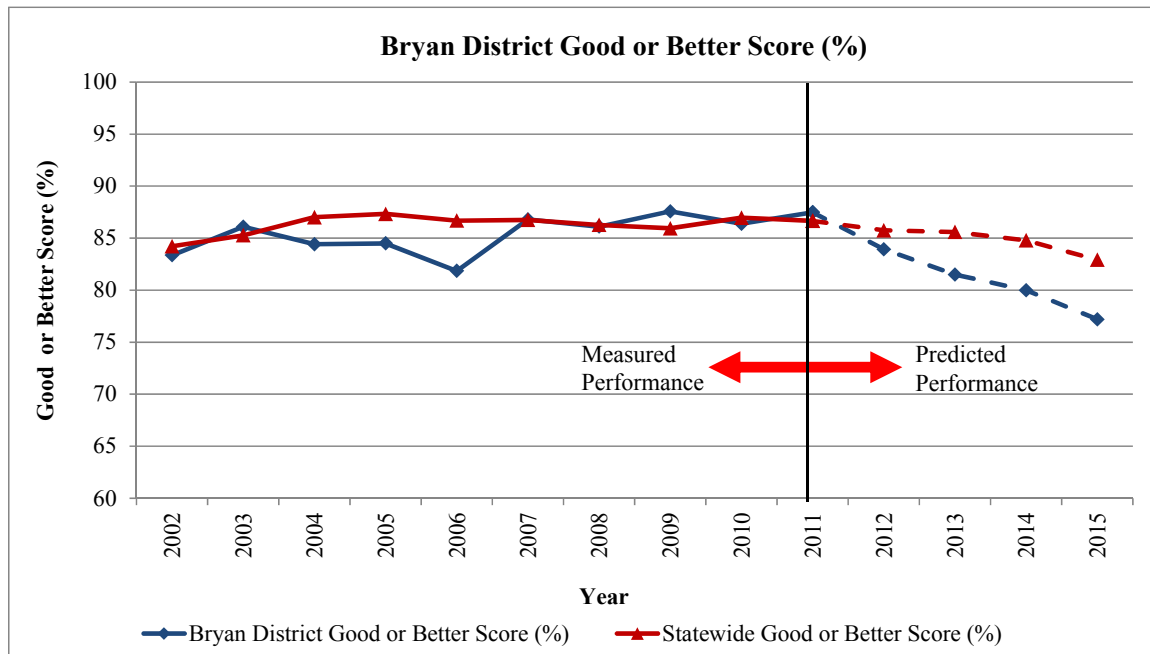


Figure 27. Bryan District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Childress District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,506

Total Lane miles = 5,413.2

FY 2011 Plan total treatments = **303.8 lane miles** = 5.6% of system lane miles

FY 2012 Plan total treatments = **602.2 lane miles** = 11.1% of system lane miles

FY 2013 Plan total treatments = **488.0 lane miles** = 9.0% of system lane miles

FY 2014 Plan total treatments = **788.4 lane miles** = 14.6% of system lane miles

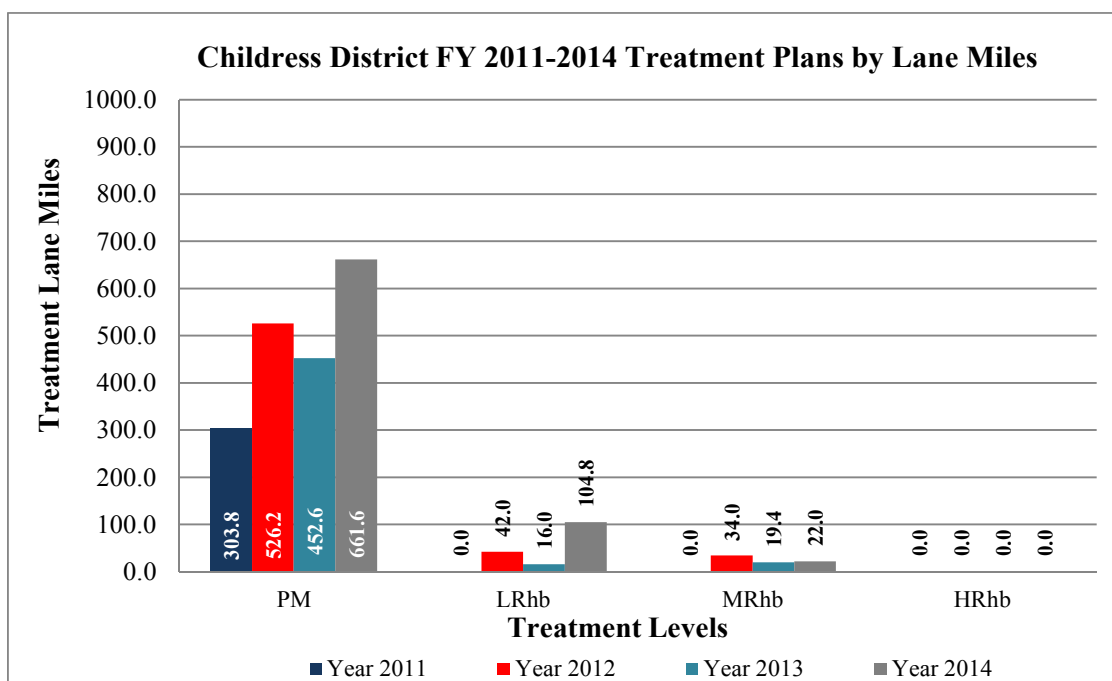


Figure 28. Childress District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 0.0, 0.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 34.0, 19.4, and 22.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 42.0, 16.0, and 104.8 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 303.8, 526.2, 452.6, and 661.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 303.8 lane miles or approximately 5.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 602.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 602.2 lane miles or approximately 11.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 488.0 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2012 = 488.0 lane miles or approximately 9.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2015 = 788.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2013 = 788.4 lane miles or approximately 14.6% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 29.

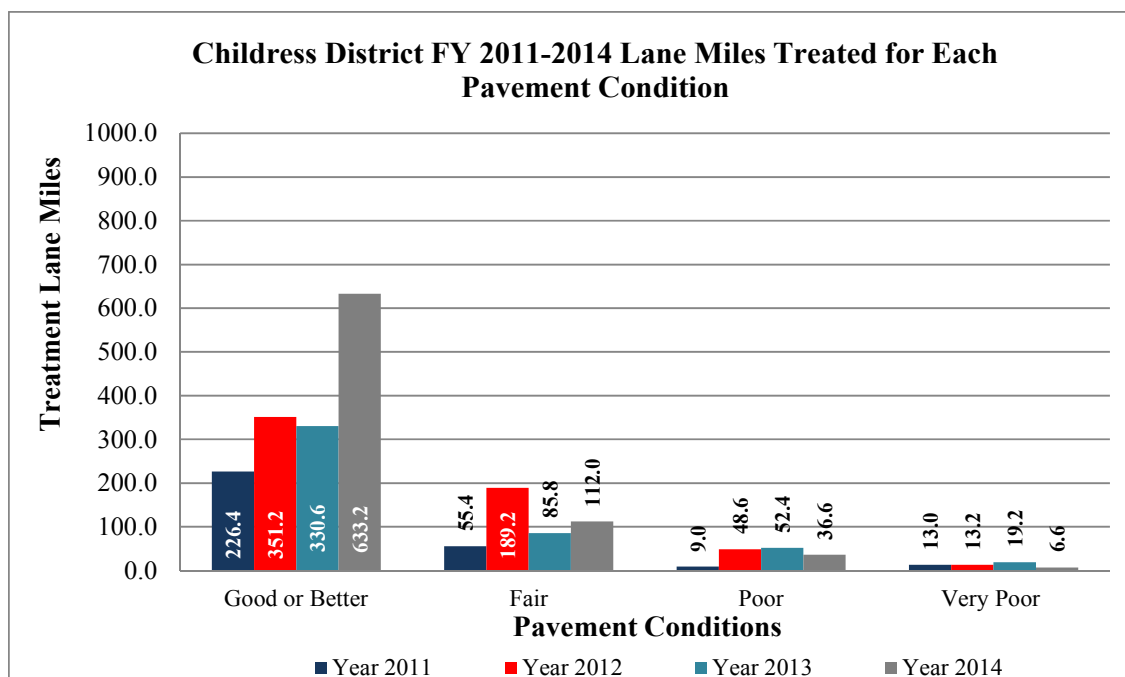


Figure 29. Childress District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 12. Pavement Performance Summary for Childress District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Childress District		Achieved Goal (%)	87.67	85.9	87.85	88.61	88.71	
		Achieved Average CS	91	89	89	87	86	
Counties in Childress District	Briscoe	Achieved Goal (%)	86.73	81.41	82.87	86.79	86.67	
		Achieved Average CS	88	86	86	86	85	
	Childress	Achieved Goal (%)	86.66	83.82	81.27	80.73	80.31	
		Achieved Average CS	90	89	87	85	82	
	Collingsworth	Achieved Goal (%)	92.06	89.69	93.68	95.87	96.1	
		Achieved Average CS	94	92	92	91	89	
	Cottle	Achieved Goal (%)	96.4	93.57	96.19	95.11	95.47	
		Achieved Average CS	96	94	93	91	90	
	Dickens	Achieved Goal (%)	89.64	87.32	91.31	90.62	93.1	
		Achieved Average CS	93	90	91	89	88	
	Donley	Achieved Goal (%)	78.91	81.81	81.03	78.96	82.29	
		Achieved Average CS	88	88	86	83	83	
	Foard	Achieved Goal (%)	89.69	84.86	86	87.07	92.23	
		Achieved Average CS	91	89	88	87	88	
	Hall	Achieved Goal (%)	92.82	90.78	88.64	87.64	83.47	
		Achieved Average CS	94	92	89	86	84	
	Hardeman	Achieved Goal (%)	79.04	79.26	77.92	88.26	89.64	
		Achieved Average CS	88	86	84	87	87	
	King	Achieved Goal (%)	88.44	90.81	98.91	99.41	98.91	
		Achieved Average CS	94	94	95	93	92	
	Knox	Achieved Goal (%)	92.84	91.81	91.46	93.22	93.52	
		Achieved Average CS	94	92	90	90	88	
	Motley	Achieved Goal (%)	85.12	81.72	96.78	96.42	94.6	
		Achieved Average CS	91	88	94	92	90	
	Wheeler	Achieved Goal (%)	83.92	82.37	84.99	82.43	79.88	
		Achieved Average CS	89	86	86	83	81	

Based on the analysis results presented in Table 12, at the end of the 4-year planning horizon the county in best condition was King (98.91%) while the worst was Wheeler (79.88%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

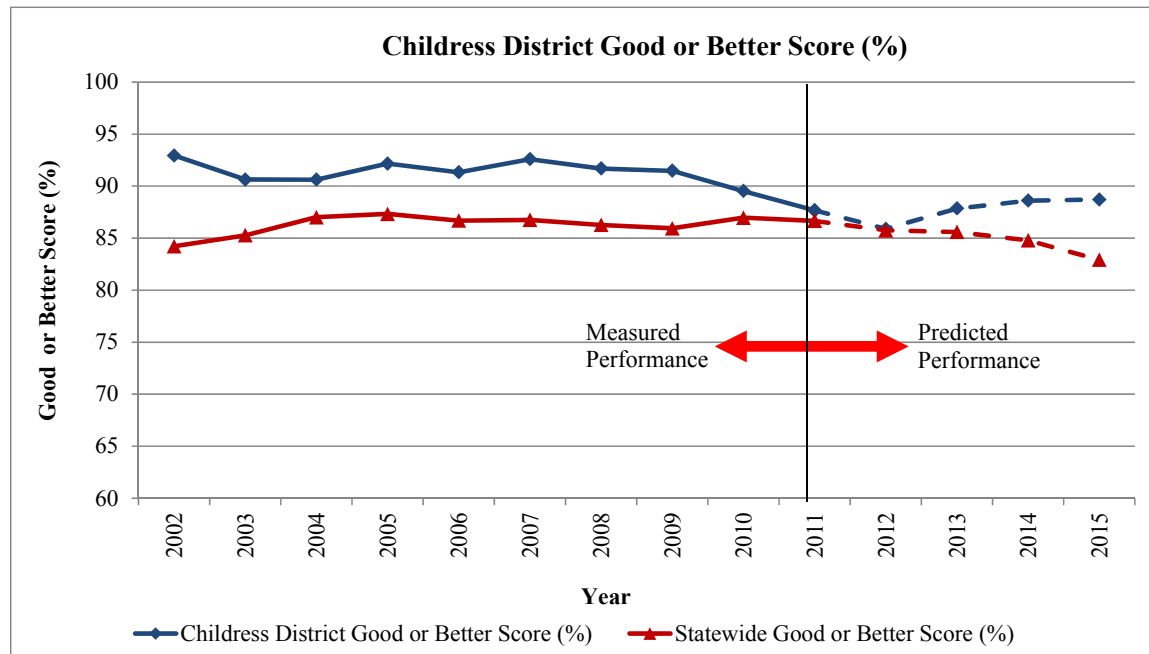


Figure 30. Childress District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Corpus Christi District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,886

Total Lane miles = 7,121.9

FY 2011 Plan total treatments = **901.0 lane miles** = 12.7% of system lane miles

FY 2012 Plan total treatments = **457.1 lane miles** = 6.4% of system lane miles

FY 2013 Plan total treatments = **902.5 lane miles** = 12.7% of system lane miles

FY 2014 Plan total treatments = **1339.6 lane miles** = 18.8% of system lane miles

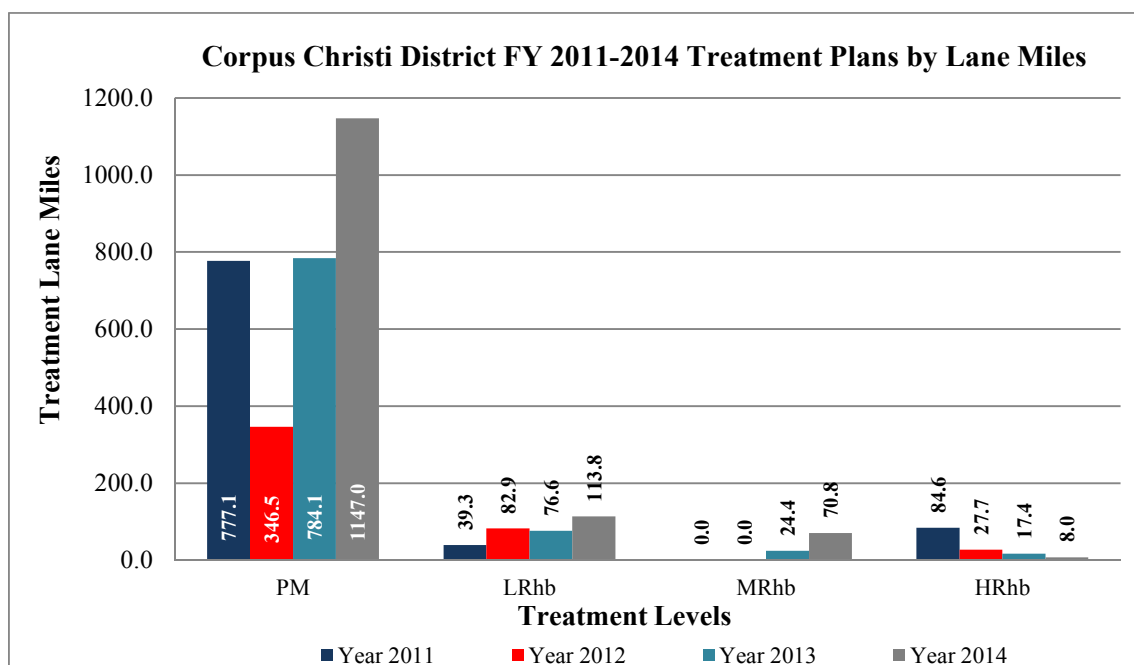


Figure 31. Corpus Christi District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 84.6, 27.7, 17.4, and 8.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 0.0, 24.4 and 70.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 39.3, 82.9, 76.6, and 113.8 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 777.1, 346.5, 784.1, and 1147.0 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 816.4 lane miles or approximately 11.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 429.4 lane miles + 84.6 lane miles of Heavy Rehab treatments from FY 2011 = 514.0 lane miles or approximately 7.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 885.1 lane miles + 27.7 lane miles of Heavy Rehab treatments from FY 2012 = 912.8 lane miles or approximately 12.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 1331.6 lane miles + 17.4 lane miles of Heavy Rehab treatments from FY 2013 = 1349.0 lane miles or approximately 18.9% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 32.

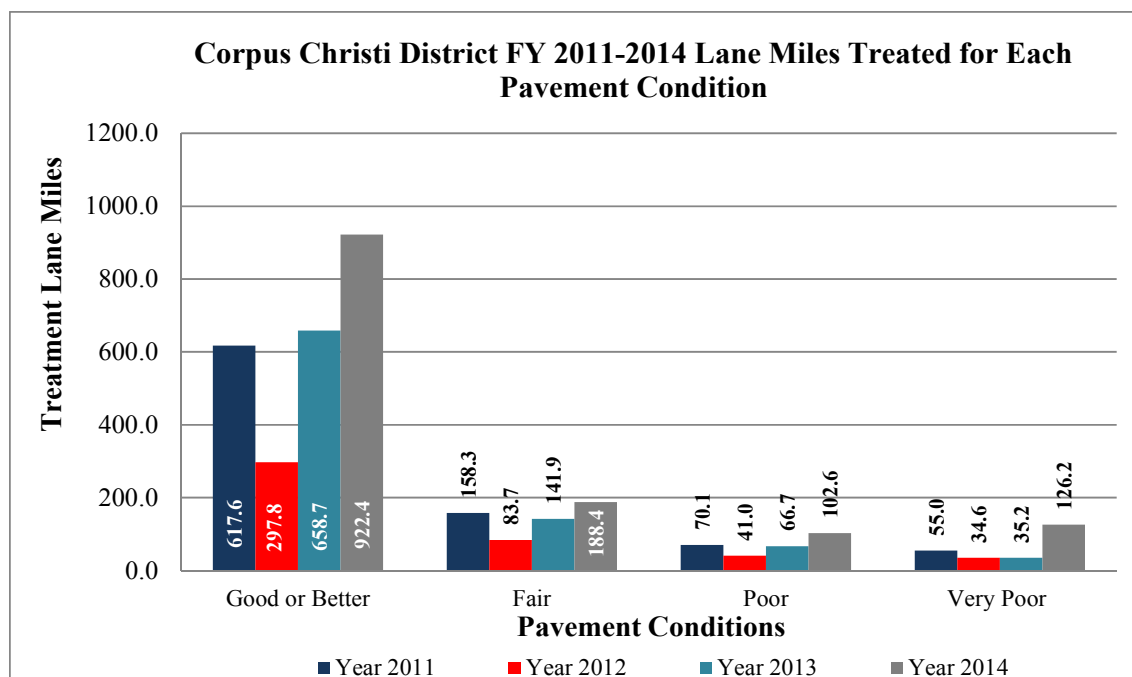


Figure 32. Corpus Christi District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 13. Pavement Performance Summary for Corpus Christi District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Corpus Christi District		Achieved Goal (%)	83.15	82.23	80.82	79.11	78.41	
		Achieved Average CS	87	86	83	81	81	
Counties in Corpus Christi District	Aransas	Achieved Goal (%)	84.64	79.54	70.2	66.06	70.25	
		Achieved Average CS	86	82	78	76	78	
	Bee	Achieved Goal (%)	88.96	89.05	88.13	84.37	82.31	
		Achieved Average CS	92	90	87	84	82	
	Goliad	Achieved Goal (%)	89.65	88.64	88.75	85.21	81.15	
		Achieved Average CS	92	90	88	84	82	
	Jim Wells	Achieved Goal (%)	78.78	79.41	79.52	81.69	84.44	
		Achieved Average CS	86	84	83	83	85	
	Karnes	Achieved Goal (%)	82.96	80.08	76.25	73.56	70.79	
		Achieved Average CS	85	83	81	79	78	
	Kleberg	Achieved Goal (%)	82.94	83.85	82.25	76.57	72.58	
		Achieved Average CS	88	86	83	79	77	
	Live Oak	Achieved Goal (%)	84.03	81.66	82.12	81.45	79.83	
		Achieved Average CS	89	86	85	83	81	
	Nueces	Achieved Goal (%)	78.13	79	75.73	74.25	74.03	
		Achieved Average CS	83	83	80	78	78	
	Refugio	Achieved Goal (%)	89.4	87.87	84.76	88.35	89.89	
		Achieved Average CS	92	89	86	87	87	
	San Patricio	Achieved Goal (%)	82.49	80.32	81.86	78.61	79.14	
		Achieved Average CS	88	86	85	82	81	

Based on the analysis results presented in Table 13, at the end of the 4-year planning horizon the county in best condition was Refugio (89.89%) while the worst was Aransas (70.25%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

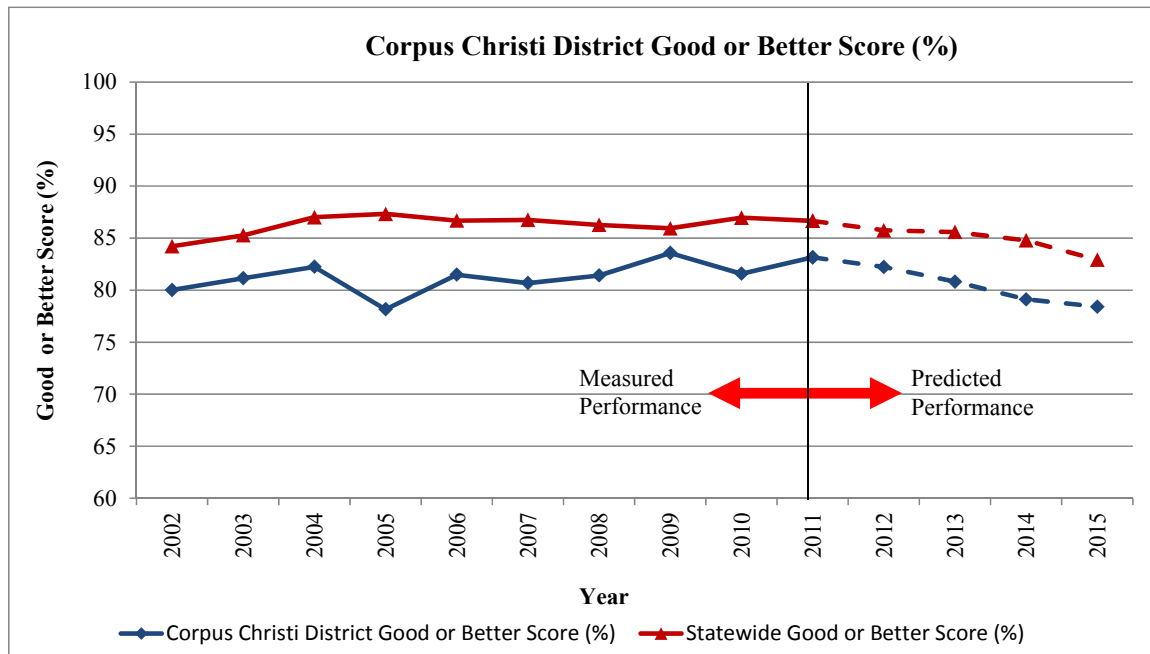


Figure 33. Corpus Christi District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Dallas District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,289

Total Lane miles = 10,283.9

FY 2011 Plan total treatments = **1036.1 lane miles** = 10.1% of system lane miles

FY 2012 Plan total treatments = **1646.7 lane miles** = 16.0% of system lane miles

FY 2013 Plan total treatments = **1156.2 lane miles** = 11.2% of system lane miles

FY 2014 Plan total treatments = **535.5 lane miles** = 5.2% of system lane miles

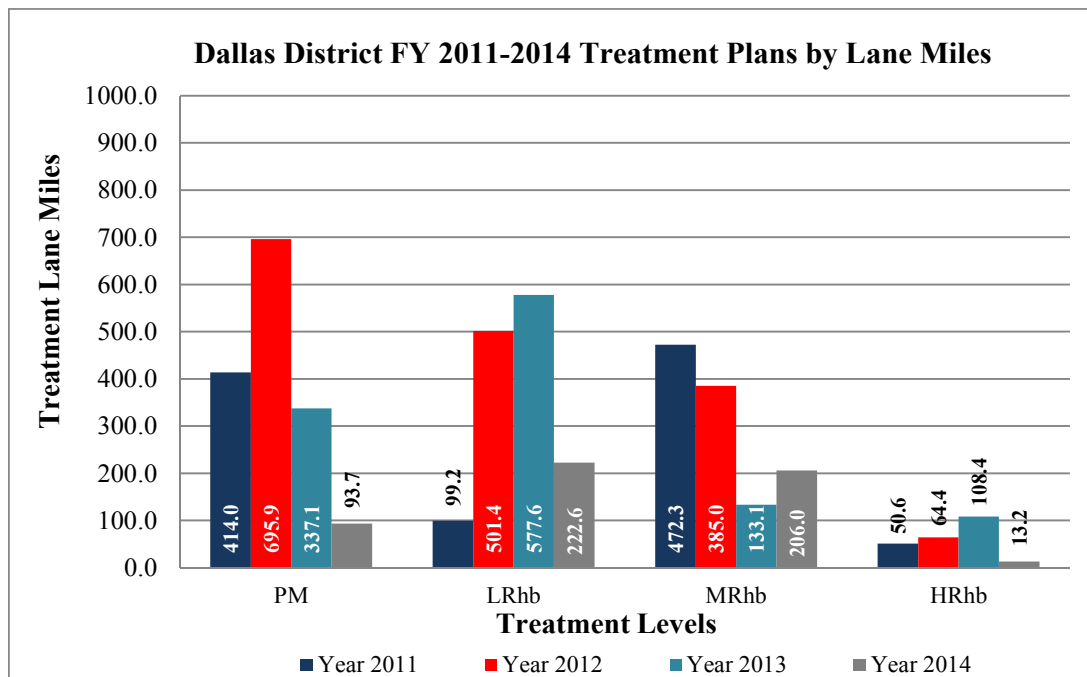


Figure 34. Dallas District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 50.6, 64.4, 108.4, and 13.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 472.3, 385.0, 133.1, and 206.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 99.2, 501.4, 577.6, and 222.6 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 414.0, 695.9, 337.1, and 93.7 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012= 985.5 lane miles or approximately 9.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013= 1582.3 lane miles + 50.6 lane miles of Heavy Rehab treatments from FY 2011 = 1632.9 lane miles or approximately 15.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014= 1047.8 lane miles + 64.4 lane miles of Heavy Rehab treatments from FY 2012 = 1112.2 lane miles or approximately 10.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015= 522.3 lane miles + 108.4 lane miles of Heavy Rehab treatments from FY 2013 = 630.7 lane miles or approximately 6.1% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 35.

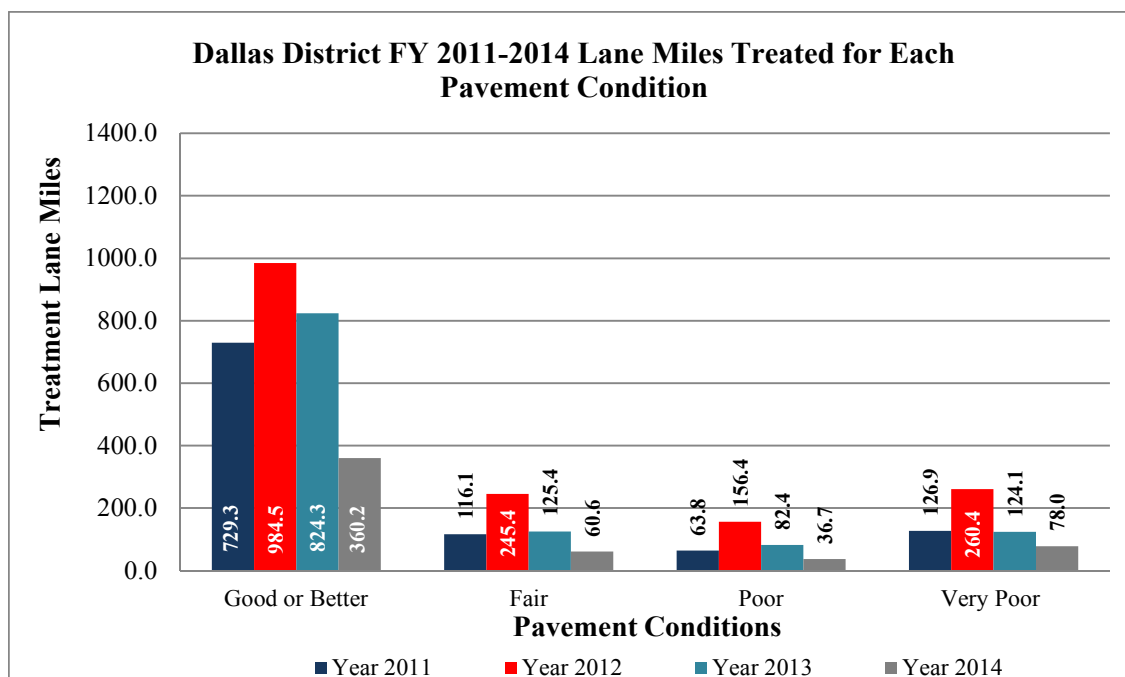


Figure 35. Dallas District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 14. Pavement Performance Summary for Dallas District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Dallas District		Achieved Goal (%)	76.13	72.82	73.69	71.91	68.01	
		Achieved Average CS	82	80	79	77	75	
Counties in Dallas District	Collin	Achieved Goal (%)	80.96	76.15	76.43	73.79	69.67	
		Achieved Average CS	84	82	82	79	76	
	Dallas	Achieved Goal (%)	70.76	64.8	62.33	59.34	54.47	
		Achieved Average CS	78	74	72	70	67	
	Denton	Achieved Goal (%)	80.71	77.49	77.68	76.19	72.64	
		Achieved Average CS	86	83	82	80	77	
	Ellis	Achieved Goal (%)	80.45	79.21	85.9	84.16	81.09	
		Achieved Average CS	86	84	88	85	82	
	Kaufman	Achieved Goal (%)	74.96	74.2	76.51	76.37	70.58	
		Achieved Average CS	81	80	81	80	77	
	Navarro	Achieved Goal (%)	83.9	84.35	85.67	84.01	82.72	
		Achieved Average CS	88	88	87	84	83	
	Rockwall	Achieved Goal (%)	44.42	40.85	46.68	52.39	50.48	
		Achieved Average CS	60	57	61	63	62	

Based on the analysis results presented in Table 14, at the end of the 4-year planning horizon the county in best condition was Navarro (82.72%) while the worst was Rockwall (50.48%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

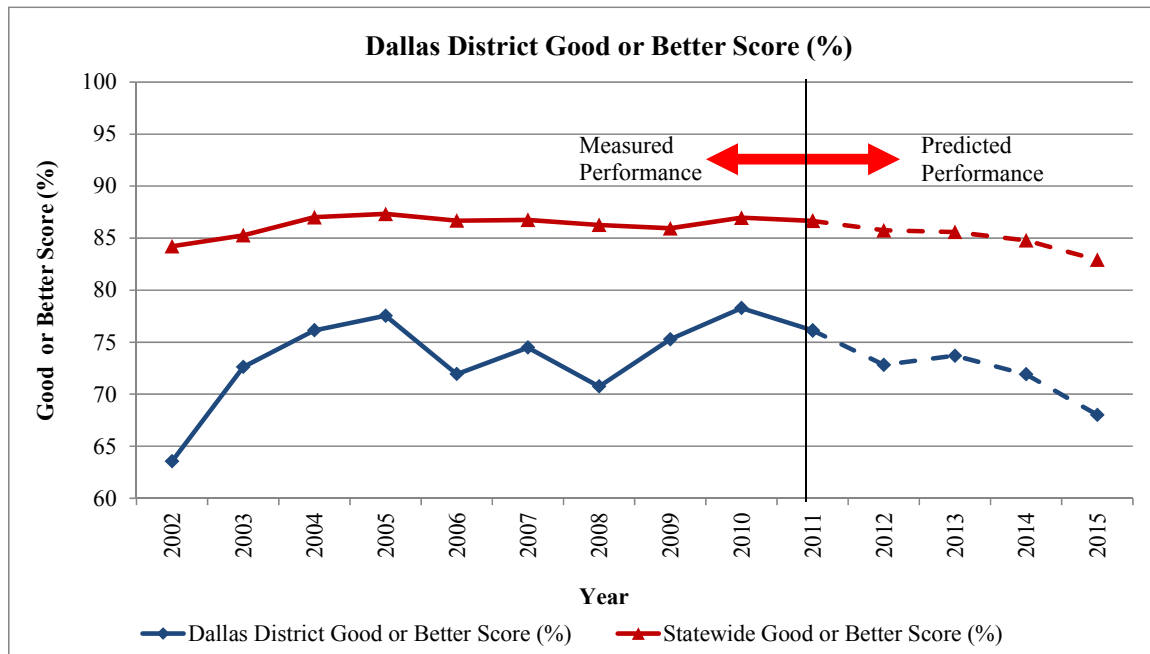


Figure 36. Dallas District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

El Paso District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 1,927

Total Lane miles = 4,739.7

FY 2011 Plan total treatments = **142.0 lane miles** = 3.0% of system lane miles

FY 2012 Plan total treatments = **504.3 lane miles** = 10.6% of system lane miles

FY 2013 Plan total treatments = **446.3 lane miles** = 9.4% of system lane miles

FY 2014 Plan total treatments = **424.3 lane miles** = 9.0% of system lane miles

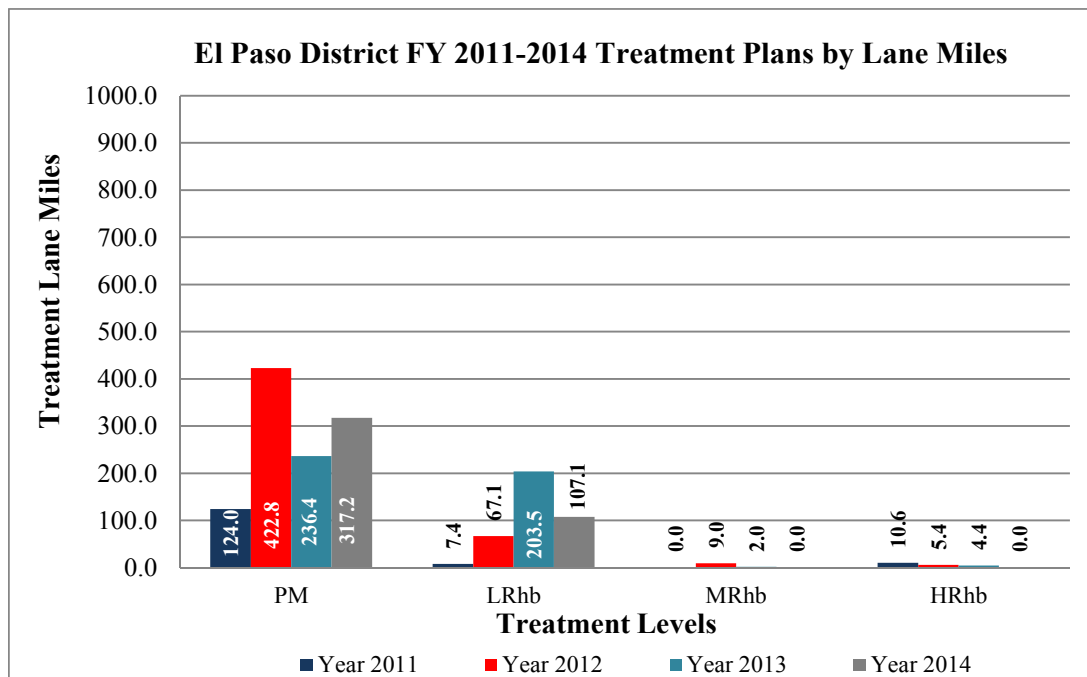


Figure 37. El Paso District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 10.6, 5.4, 4.4, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 9.0, 2.0, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 7.4, 67.1, 203.5, and 107.1 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 124.0, 422.8, 236.4, and 317.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012= 131.4 lane miles or approximately 2.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013= 498.9 lane miles + 10.6 lane miles of Heavy Rehab treatments from FY 2011 = 509.5 lane miles or approximately 10.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014= 441.9 lane miles + 5.4 lane miles of Heavy Rehab treatments from FY 2012 = 447.3 lane miles or approximately 9.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015= 424.3 lane miles + 4.4 lane miles of Heavy Rehab treatments from FY 2013 = 428.7 lane miles or approximately 9.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 38.

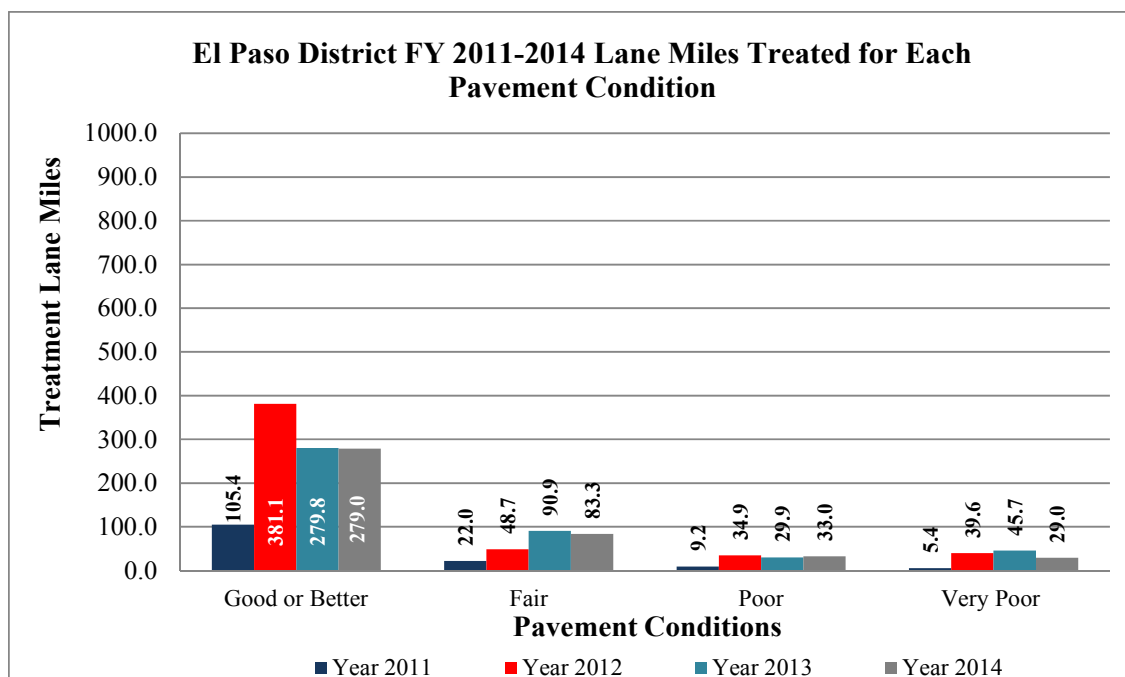


Figure 38. El Paso District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 15. Pavement Performance Summary for El Paso District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
El Paso District		Achieved Goal (%)	90.54	87.61	85.95	85.75	83.8	
		Achieved Average CS	92	89	87	86	84	
Counties in El Paso District	Brewster	Achieved Goal (%)	97.16	94.13	93.83	91.82	90.49	
		Achieved Average CS	96	94	91	89	86	
	Culberson	Achieved Goal (%)	93.9	92.39	90.21	88.11	83.86	
		Achieved Average CS	95	92	90	86	84	
	El Paso	Achieved Goal (%)	87.74	83.22	80.62	82.74	80.17	
		Achieved Average CS	90	87	85	84	83	
	Hudspeth	Achieved Goal (%)	90.12	87.43	83.65	84.93	83.62	
		Achieved Average CS	91	89	86	86	84	
	Jeff Davis	Achieved Goal (%)	86.09	84.13	91.02	88.8	86.92	
		Achieved Average CS	89	87	90	87	85	
	Presidio	Achieved Goal (%)	91.38	90.2	86.44	83.26	84.72	
		Achieved Average CS	93	90	87	83	83	

Based on the analysis results presented in Table 15, at the end of the 4-year planning horizon the county in best condition was Brewster (90.49%) while the worst was El Paso (80.17%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

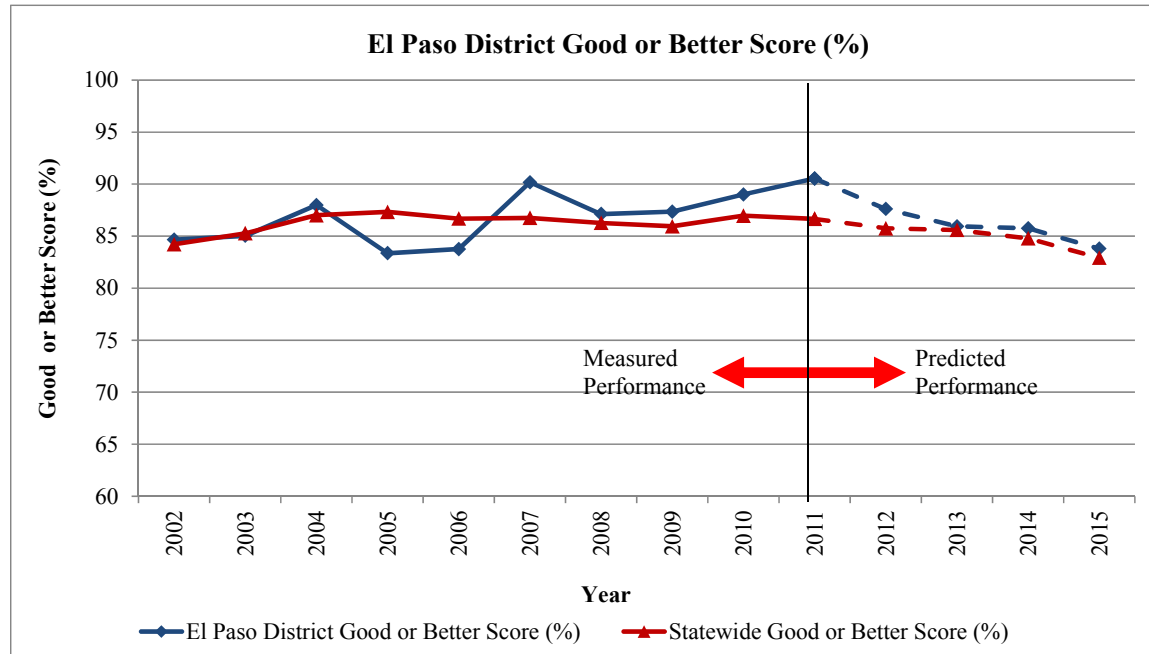


Figure 39. El Paso District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Fort Worth District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,297

Total Lane miles = 8,641.2

FY 2011 Plan total treatments = **743.0 lane miles** = 8.6% of system lane miles

FY 2012 Plan total treatments = **857.5 lane miles** = 9.9% of system lane miles

FY 2013 Plan total treatments = **853.5 lane miles** = 9.9% of system lane miles

FY 2014 Plan total treatments = **436.8 lane miles** = 5.1% of system lane miles

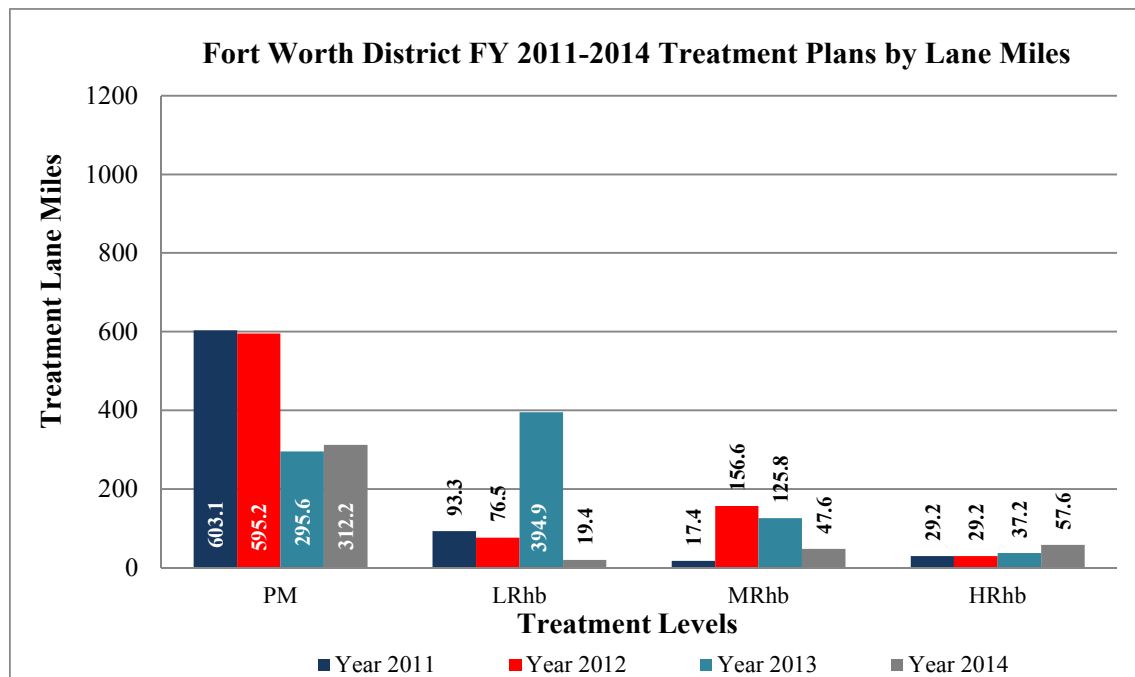


Figure 40. Fort Worth District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 29.2, 29.2, 37.2, and 57.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 17.4, 156.6, 125.8, and 47.6 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 93.3, 76.5, 394.9, and 19.4 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 603.1, 595.2, 295.6, and 312.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 713.8 lane miles or approximately 8.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 828.3 lane miles + 29.2 lane miles of Heavy Rehab treatments from FY 2011 = 857.5 lane miles or approximately 9.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 816.3 lane miles + 29.2 lane miles of Heavy Rehab treatments from FY 2012 = 845.5 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 379.2 lane miles + 37.2 lane miles of Heavy Rehab treatments from FY 2013 = 416.4 lane miles or approximately 4.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 41.

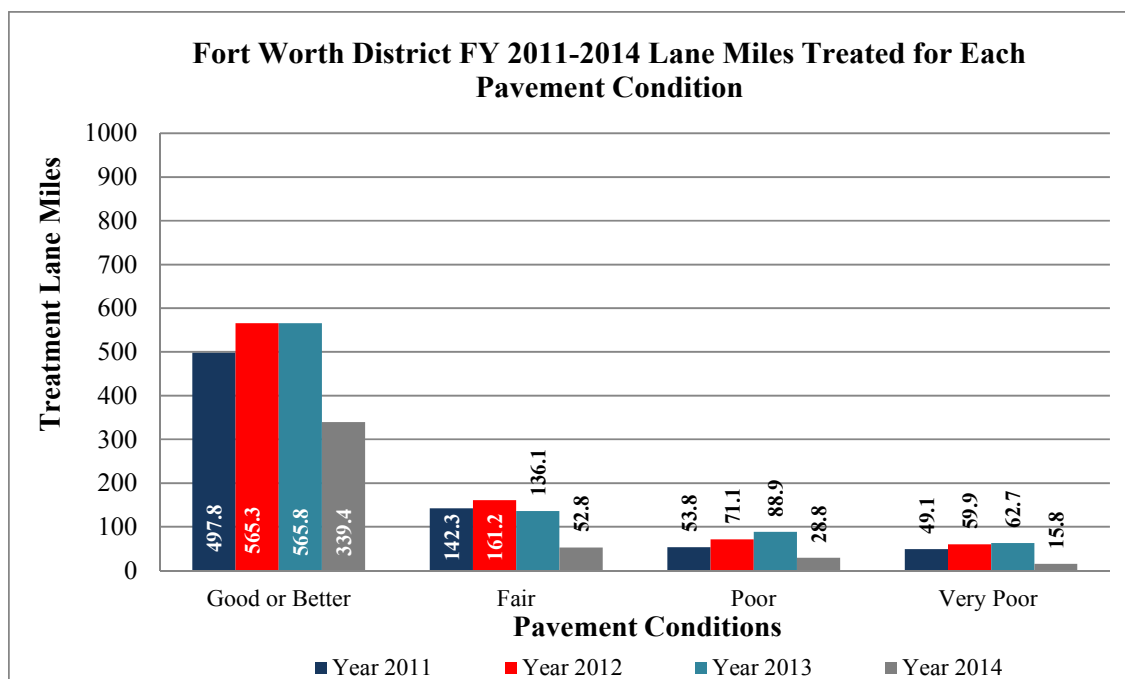


Figure 41. Fort Worth District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 16. Pavement Performance Summary for Fort Worth District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Fort Worth District		Achieved Goal (%)	86.7	84.79	83.42	81.04	76.12	
		Achieved Average CS	89	87	85	83	80	
Counties in Fort Worth District	Erath	Achieved Goal (%)	91.44	90.05	90.22	89.74	86.17	
		Achieved Average CS	94	91	89	88	85	
	Hood	Achieved Goal (%)	95.5	97.12	93.84	92.02	86.76	
		Achieved Average CS	96	94	91	88	84	
	Jack	Achieved Goal (%)	92.74	92.91	94.26	93.95	91.24	
		Achieved Average CS	94	93	91	89	86	
	Johnson	Achieved Goal (%)	78.32	77.81	79.12	79.17	75.79	
		Achieved Average CS	85	82	82	81	79	
	Palo Pinto	Achieved Goal (%)	91.21	87.95	88.82	86.78	82.09	
		Achieved Average CS	93	90	88	86	82	
	Parker	Achieved Goal (%)	89.53	87.08	88.23	85.53	82.09	
		Achieved Average CS	89	88	89	87	84	
	Somervell	Achieved Goal (%)	96.67	93.85	92.09	85.18	78.88	
		Achieved Average CS	94	91	89	86	82	
	Tarrant	Achieved Goal (%)	82.37	79.56	75.63	71.46	64.72	
		Achieved Average CS	86	83	80	78	74	
	Wise	Achieved Goal (%)	89.62	88.02	86.1	85.22	81.27	
		Achieved Average CS	93	89	87	86	82	

Based on the analysis results presented in Table 16, at the end of the 4-year planning horizon the county in best condition was Jack (91.24%) while the worst was Tarrant (64.72%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

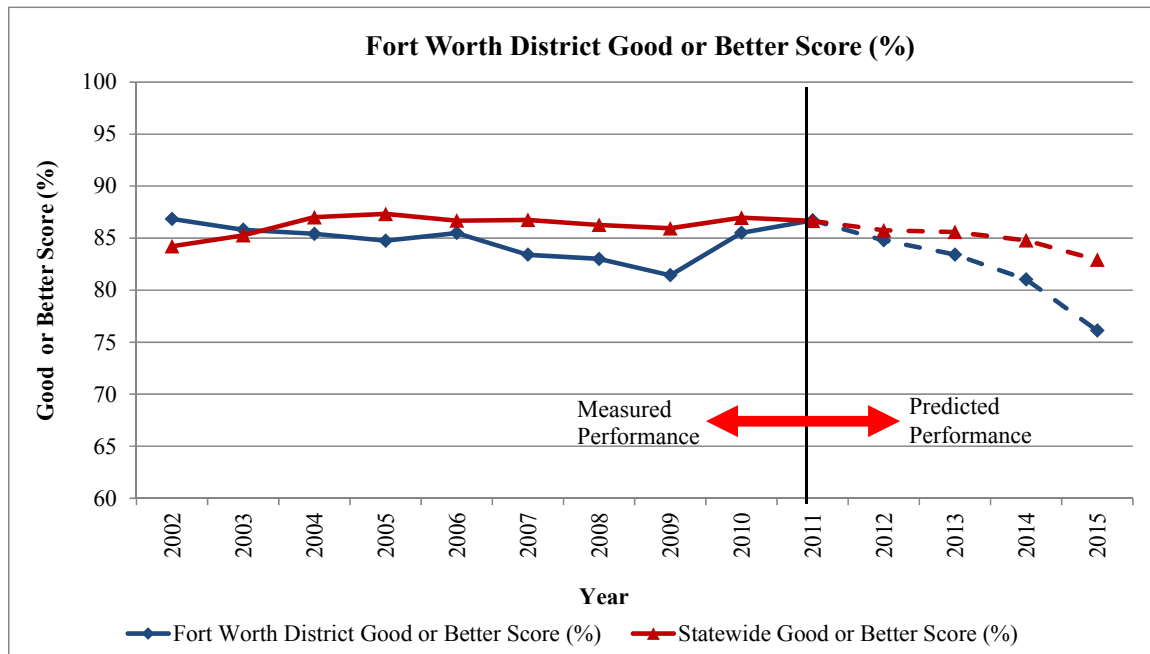


Figure 42. Fort Worth District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Houston District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,134

Total Lane miles = 10,653.8

FY 2011 Plan total treatments = **377.3 lane miles** = 3.5% of system lane miles

FY 2012 Plan total treatments = **1295.1 lane miles** = 12.2% of system lane miles

FY 2013 Plan total treatments = **445.7 lane miles** = 4.2% of system lane miles

FY 2014 Plan total treatments = **662.0 lane miles** = 6.2% of system lane miles

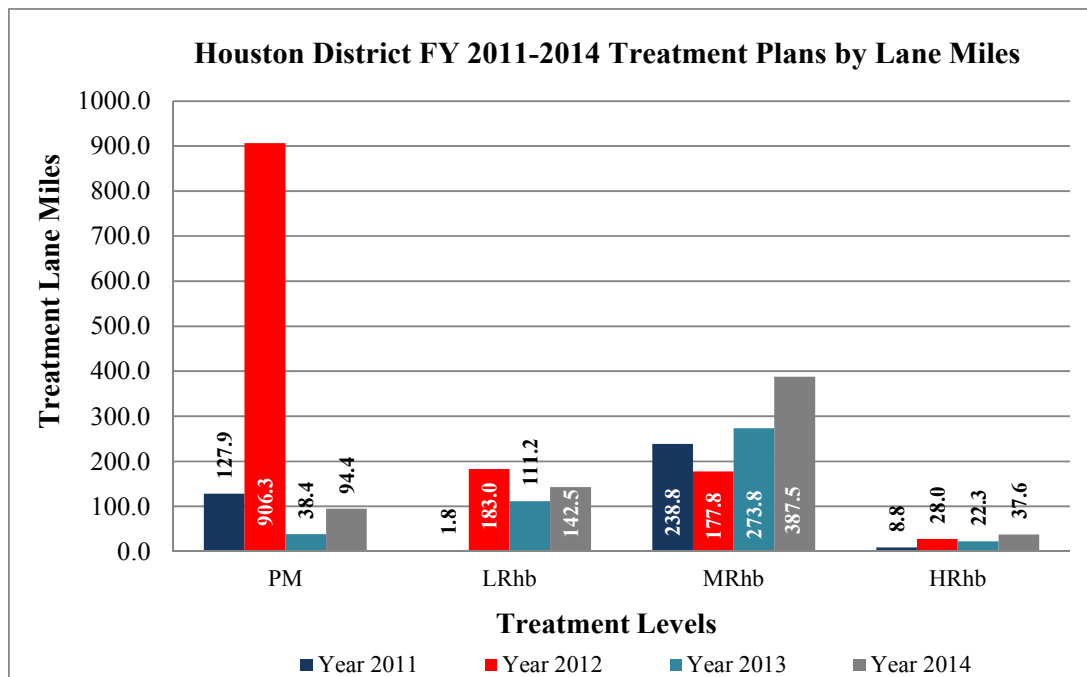


Figure 43. Houston District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 8.8, 28.0, 22.3, and 37.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 238.8, 177.8, 273.8, and 387.5 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 1.8, 183.0, 112.0, and 142.5 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 127.9, 906.3, 38.4, and 94.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 368.5 lane miles or approximately 3.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 1267.1 lane miles + 8.8 lane miles of Heavy Rehab treatments from FY 2011 = 1275.9 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 423.4 lane miles + 28.0 lane miles of Heavy Rehab treatments from FY 2012 = 451.4 lane miles or approximately 4.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2015 = 624.4 lane miles + 22.3 lane miles of Heavy Rehab treatments from FY 2012 = 646.7 lane miles or approximately 6.1% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 44.

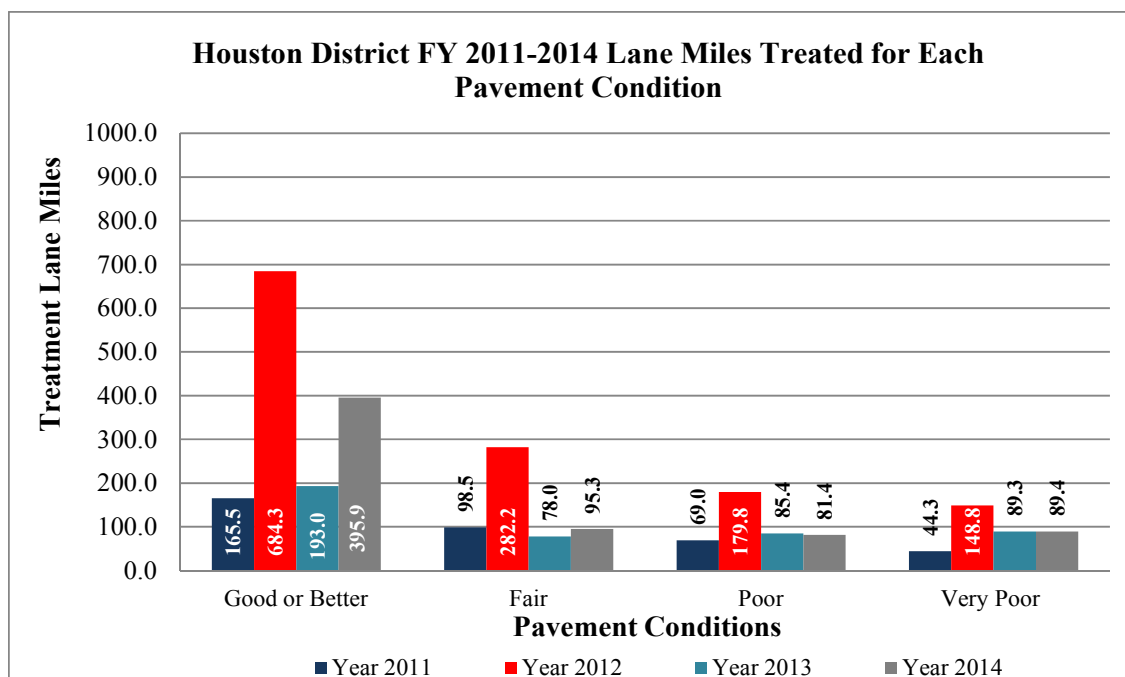


Figure 44. Houston District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 17. Pavement Performance Summary for Houston District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Houston District		Achieved Goal (%)	75.09	71.17	70.54	66.74	62.53	
		Achieved Average CS	83	80	78	75	72	
Counties in Houston District	Brazoria	Achieved Goal (%)	73.18	70.05	67.79	65.18	61.23	
		Achieved Average CS	82	79	76	74	71	
	Fort Bend	Achieved Goal (%)	77.52	73.92	74.07	68.45	60.34	
		Achieved Average CS	85	83	81	77	72	
	Galveston	Achieved Goal (%)	71.74	66.26	64.61	60.54	56.37	
		Achieved Average CS	81	78	76	73	69	
	Harris	Achieved Goal (%)	74.2	69.01	68.17	63.82	60.16	
		Achieved Average CS	82	78	76	73	70	
	Montgomery	Achieved Goal (%)	80.62	81.18	81.27	78.27	71.05	
		Achieved Average CS	88	87	86	83	78	
	Waller	Achieved Goal (%)	77.3	76.27	79.87	81.15	85.55	
		Achieved Average CS	87	84	84	84	88	

Based on the analysis results presented in Table 17, at the end of the 4-year planning horizon the county in best condition was Waller (85.55%) while the worst was Galveston (56.37%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

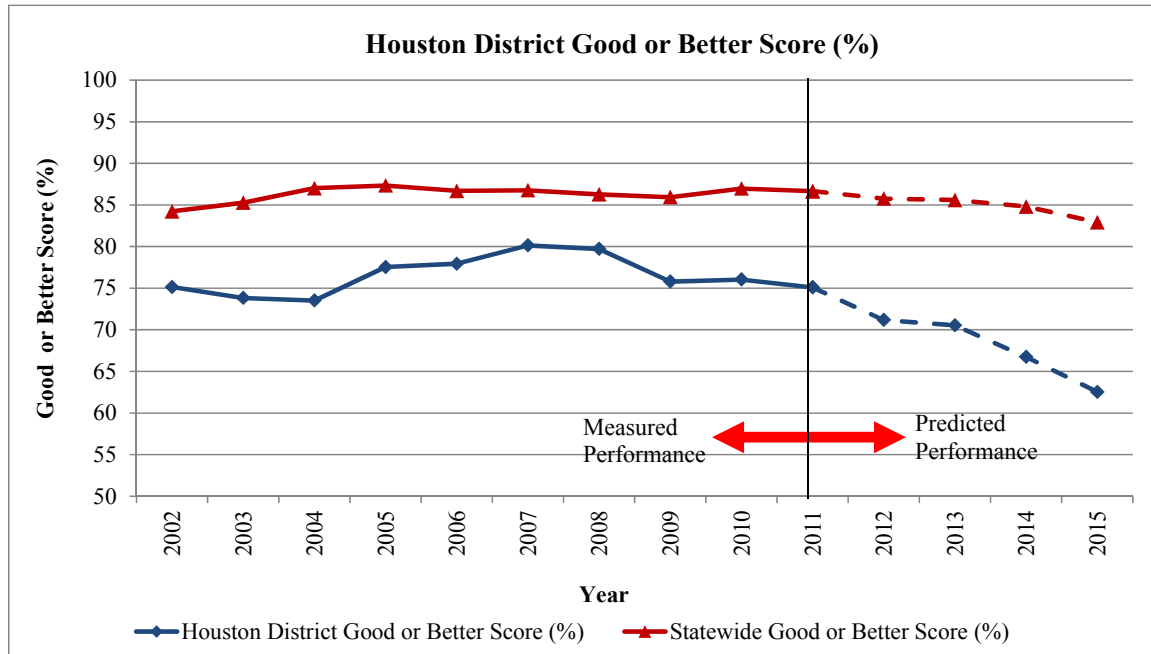


Figure 45. Houston District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Laredo District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,266

Total Lane miles = 5,039

FY 2011 Plan total treatments = **1132.0 lane miles** = 22.5% of system lane miles

FY 2012 Plan total treatments = **1265.8 lane miles** = 25.1% of system lane miles

FY 2013 Plan total treatments = **1040.4 lane miles** = 20.6% of system lane miles

FY 2014 Plan total treatments = **830.4 lane miles** = 16.5% of system lane miles

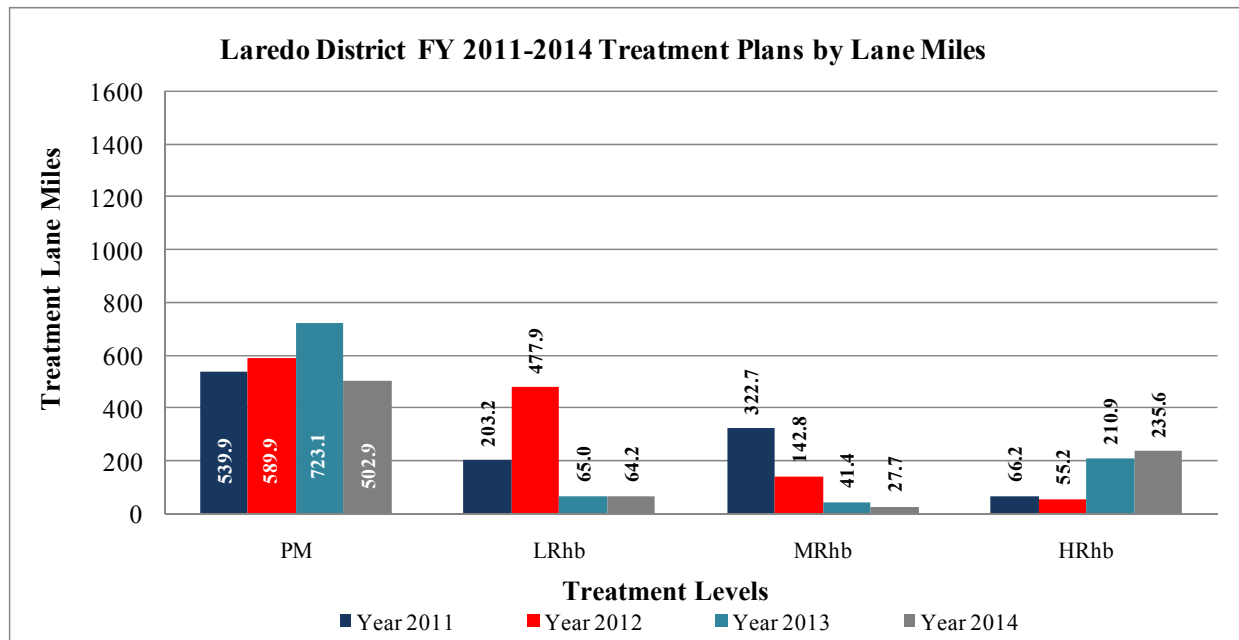


Figure 46. Laredo District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 66.2, 55.2, 210.9, and 235.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 322.7, 142.8, 41.4, and 27.7 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 203.2, 477.9, 65.0, and 64.2 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 539.9, 589.9, 723.1, and 502.9 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 1065.8 lane miles or approximately 21.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 1210.6 lane miles + 66.2 lane miles of Heavy Rehab treatments from FY 2011 = 1276.8 lane miles or approximately 25.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 829.5 lane miles + 55.2 lane miles of Heavy Rehab treatments from FY 2012 = 884.7 lane miles or approximately 17.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 594.8 lane miles + 210.9 lane miles of Heavy Rehab treatments from FY 2013 = 805.7 lane miles or approximately 16.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 47.

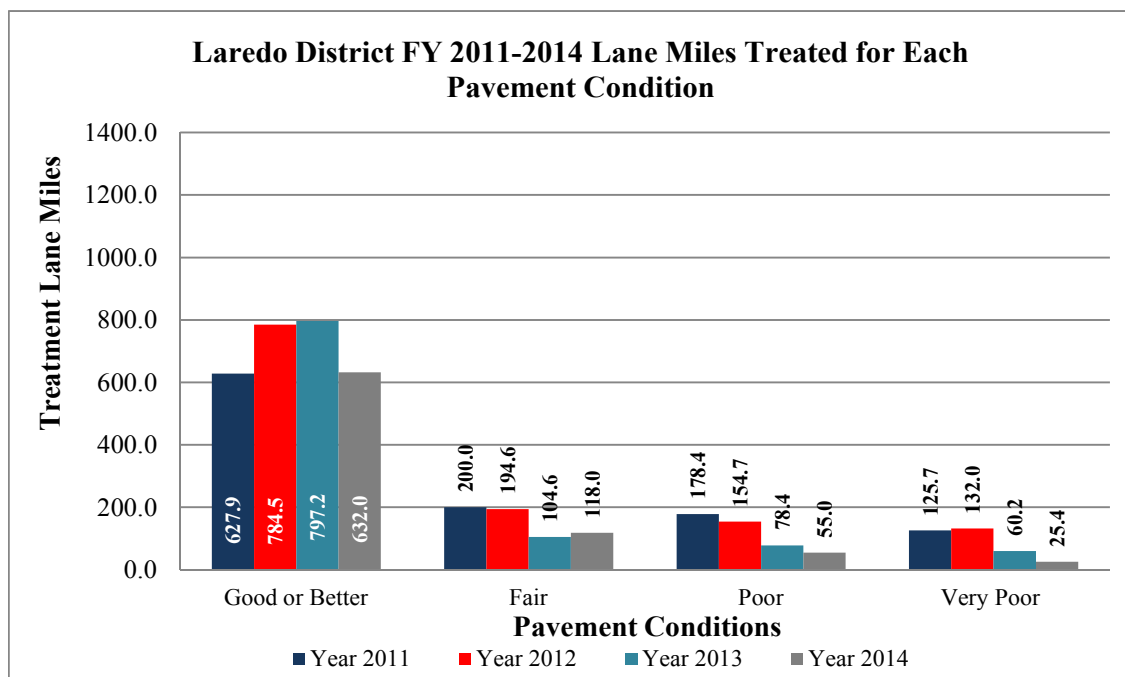


Figure 47. Laredo District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 18. Pavement Performance Summary for Laredo District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Laredo District		Achieved Goal (%)	74.64	80.48	85.77	86.36	85.74	
		Achieved Average CS	83	85	87	86	85	
Counties in Laredo District	Dimmit	Achieved Goal (%)	75.77	78.23	87.36	92.23	91.88	
		Achieved Average CS	82	83	87	89	87	
	Duval	Achieved Goal (%)	79.34	88.5	90.47	93.57	89.31	
		Achieved Average CS	86	90	89	91	87	
	Kinney	Achieved Goal (%)	87.53	86	88.12	83.29	81.62	
		Achieved Average CS	90	88	88	84	82	
	La Salle	Achieved Goal (%)	71.47	69.98	70.94	68.92	70.85	
		Achieved Average CS	81	78	78	75	77	
	Maverick	Achieved Goal (%)	76.33	83.76	89.28	92.43	90.38	
		Achieved Average CS	82	87	90	89	86	
	Val Verde	Achieved Goal (%)	86.67	87.53	89.62	90.35	91.66	
		Achieved Average CS	90	90	90	89	88	
	Webb	Achieved Goal (%)	65.52	82.2	86.05	86.91	86.48	
		Achieved Average CS	79	86	88	87	86	
	Zavala	Achieved Goal (%)	63.81	65.28	85.8	84	83.52	
		Achieved Average CS	77	76	87	84	83	

Based on the analysis results presented in Table 18, at the end of the 4-year planning horizon the county in best condition was Dimmit (91.88%) while the worst was La Salle (70.85%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

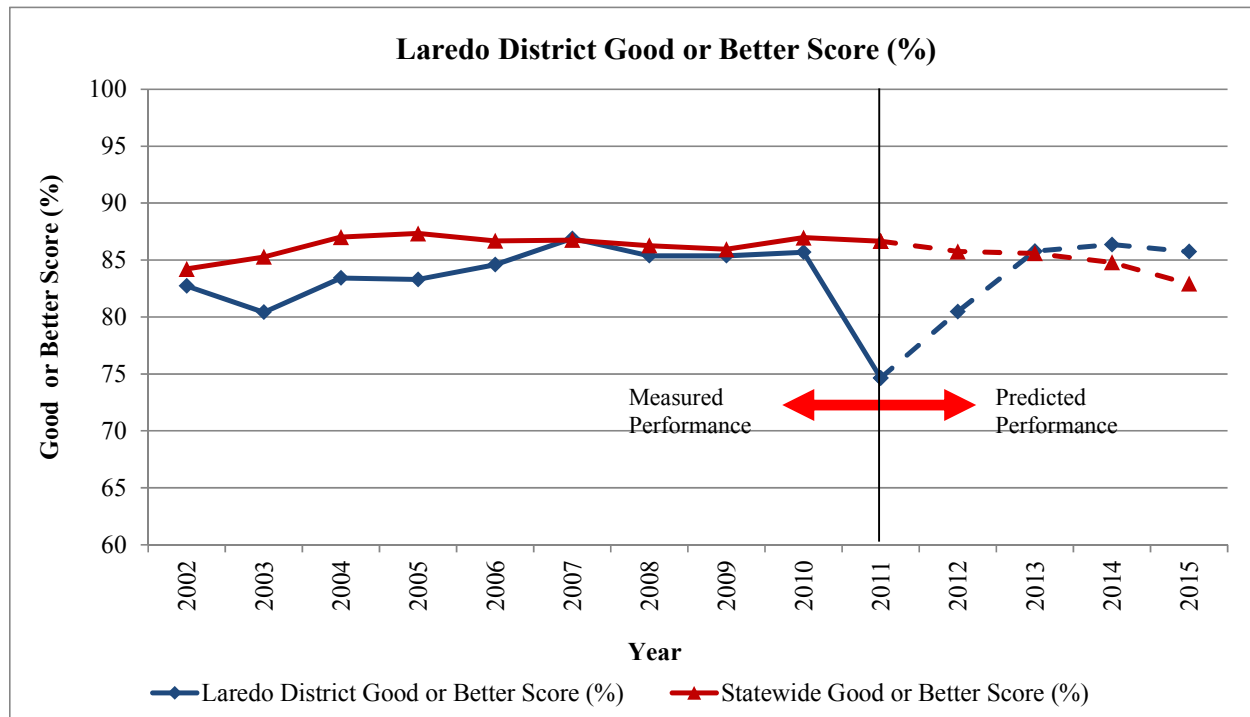


Figure 48. Laredo District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Lubbock District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 5,267

Total Lane miles = 11,888

FY 2011 Plan total treatments = **923.6 lane miles** = 7.8% of system lane miles

FY 2012 Plan total treatments = **1099.5 lane miles** = 9.2% of system lane miles

FY 2013 Plan total treatments = **1284.7 lane miles** = 10.8% of system lane miles

FY 2014 Plan total treatments = **982.6 lane miles** = 8.3% of system lane miles

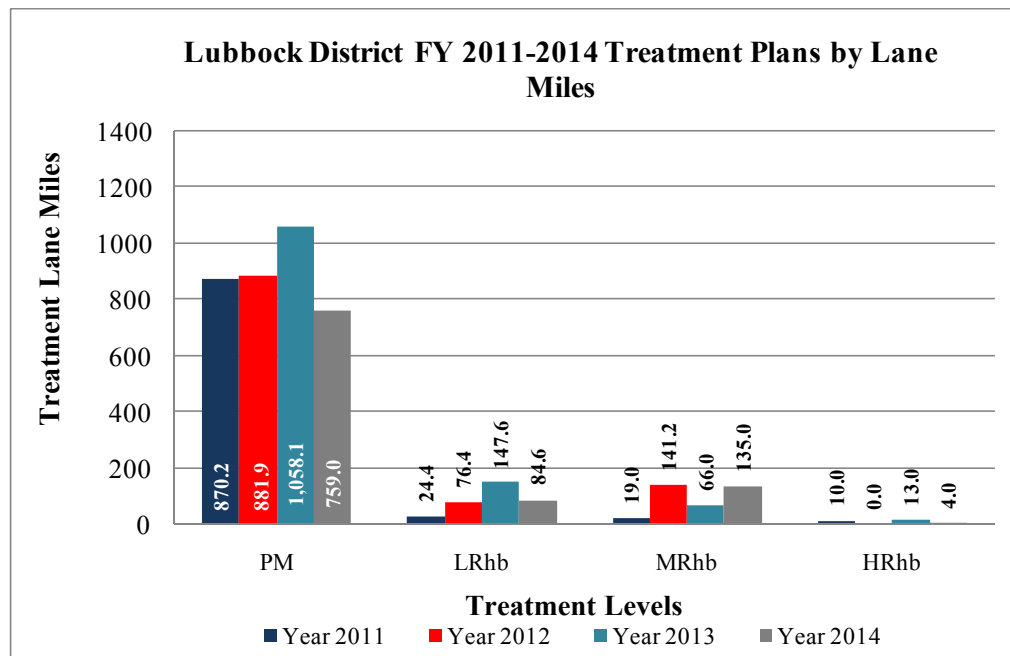


Figure 49. Lubbock District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 10.0, 0.0, 13.0, and 4.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 19.0, 141.2, 66.0, and 135.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 24.4, 76.4, 147.6, and 84.6 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 870.2, 881.9, 1058.1, and 759.0 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 913.6 lane miles or approximately 7.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 1099.5 lane miles + 10.0 lane miles of Heavy Rehab treatments from FY 2011 = 1109.5 lane miles or approximately 9.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 1271.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2012 = 1271.7 lane miles or approximately 10.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 978.6 lane miles + 13.0 lane miles of Heavy Rehab treatments from FY 2013 = 991.6 lane miles or approximately 8.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 50.

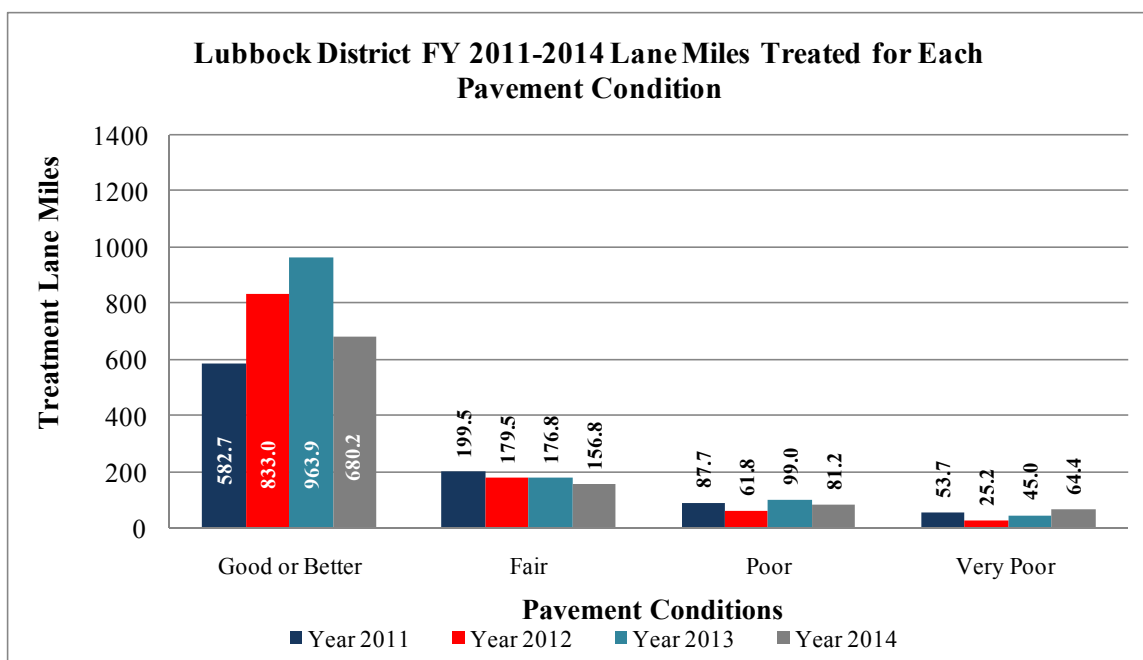


Figure 50. Lubbock District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 19. Pavement Performance Summary for Lubbock District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Lubbock District	Achieved Goal (%)		86.4	87.05	87.33	87.24	86.14	
	Achieved Average CS		91	89	88	86	85	
Counties in Lubbock District	Bailey	Achieved Goal (%)	90.24	90.04	89.79	88.4	87.91	
		Achieved Average CS	92	90	88	87	86	
	Castro	Achieved Goal (%)	80.79	81.15	83.09	84.44	84.55	
		Achieved Average CS	91	88	87	85	84	
	Cochran	Achieved Goal (%)	90.75	89.73	90.75	88.75	90.03	
		Achieved Average CS	92	91	90	87	87	
	Crosby	Achieved Goal (%)	87.98	85.56	86.79	84.86	82.76	
		Achieved Average CS	92	89	88	85	82	
	Dawson	Achieved Goal (%)	83.84	84.41	83.2	80.31	86.59	
		Achieved Average CS	88	87	85	82	86	
	Floyd	Achieved Goal (%)	80.18	86.91	86.46	87.11	83.78	
		Achieved Average CS	88	89	88	86	84	
	Gaines	Achieved Goal (%)	91.82	91.5	89.75	87.94	84.91	
		Achieved Average CS	94	92	89	87	85	
	Garza	Achieved Goal (%)	94.77	93.43	93.21	91.04	88.74	
		Achieved Average CS	95	92	91	88	86	
	Hale	Achieved Goal (%)	87.54	86.9	86.33	84.39	82.04	
		Achieved Average CS	90	89	87	85	83	
	Hockley	Achieved Goal (%)	86.11	86.48	86.72	85.15	86.64	
		Achieved Average CS	91	90	87	85	85	
	Lamb	Achieved Goal (%)	78.64	80.79	85	85.27	83.34	
		Achieved Average CS	87	86	86	85	83	
	Lubbock	Achieved Goal (%)	89.79	89.15	89.56	88.63	84.97	
		Achieved Average CS	92	90	88	86	83	
	Lynn	Achieved Goal (%)	84.85	87.01	87.45	87.42	84.44	
		Achieved Average CS	90	89	87	86	83	
	Parmer	Achieved Goal (%)	77.53	83.22	82.96	92.94	93.69	
		Achieved Average CS	88	89	86	91	89	
	Swisher	Achieved Goal (%)	84.74	81.93	81.8	84.97	86.25	
		Achieved Average CS	91	88	85	86	85	
	Terry	Achieved Goal (%)	90.34	92.91	92.21	94.98	92.94	
		Achieved Average CS	93	92	90	90	88	

		Base Year	Analysis Years				
		2011	2012	2013	2014	2015	
Lubbock District	Achieved Goal (%)	86.4	87.05	87.33	87.24	86.14	
	Achieved Average CS	91	89	88	86	85	
Yoakum	Achieved Goal (%)	91.19	92.67	93.55	90.86	89.05	
	Achieved Average CS	94	93	91	88	85	

Based on the analysis results presented in Table 19, at the end of the 4-year planning horizon the county in best condition was Parmer (93.69%) while the worst was Hale (82.04%).

III. Summary of FY 2002–2015 Percentage

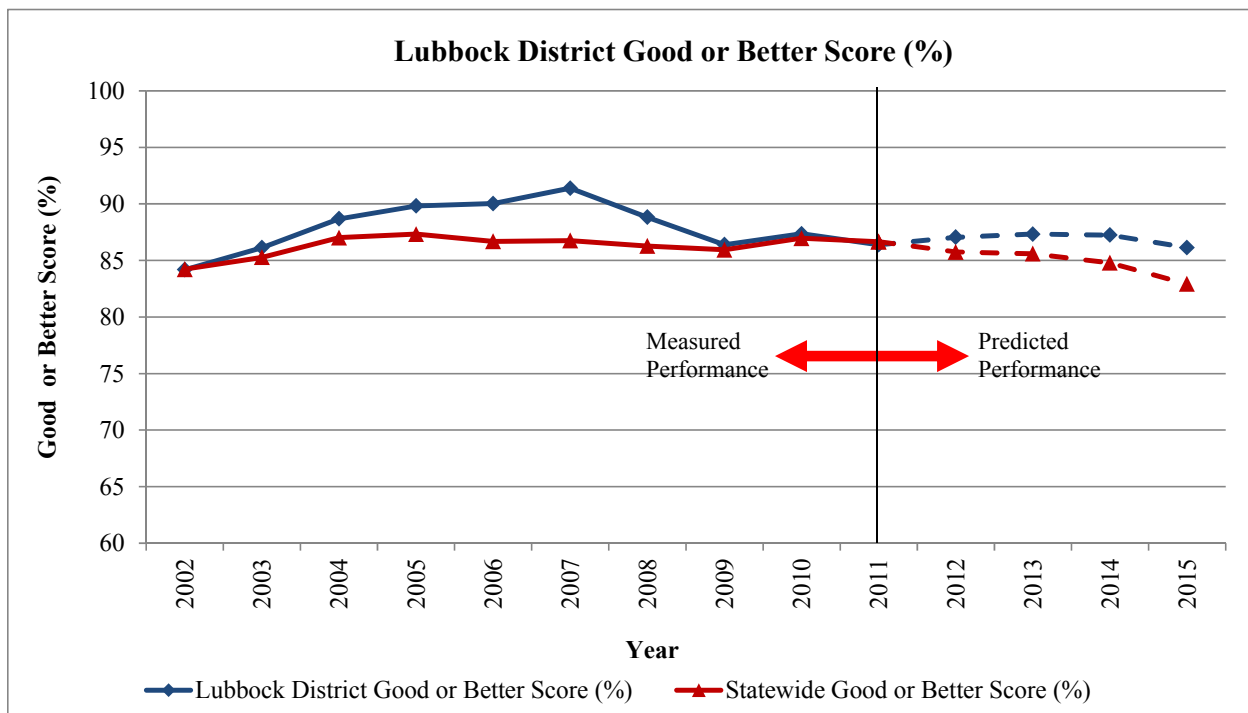


Figure 51. Lubbock District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Lufkin District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,880

Total Lane miles = 6,536

FY 2011 Plan total treatments = **1,008.2 lane miles** = 15.4% of system lane miles

FY 2012 Plan total treatments = **943.5 lane miles** = 14.4% of system lane miles

FY 2013 Plan total treatments = **792.9 lane miles** = 12.1% of system lane miles

FY 2014 Plan total treatments = **878.8 lane miles** = 13.4% of system lane miles

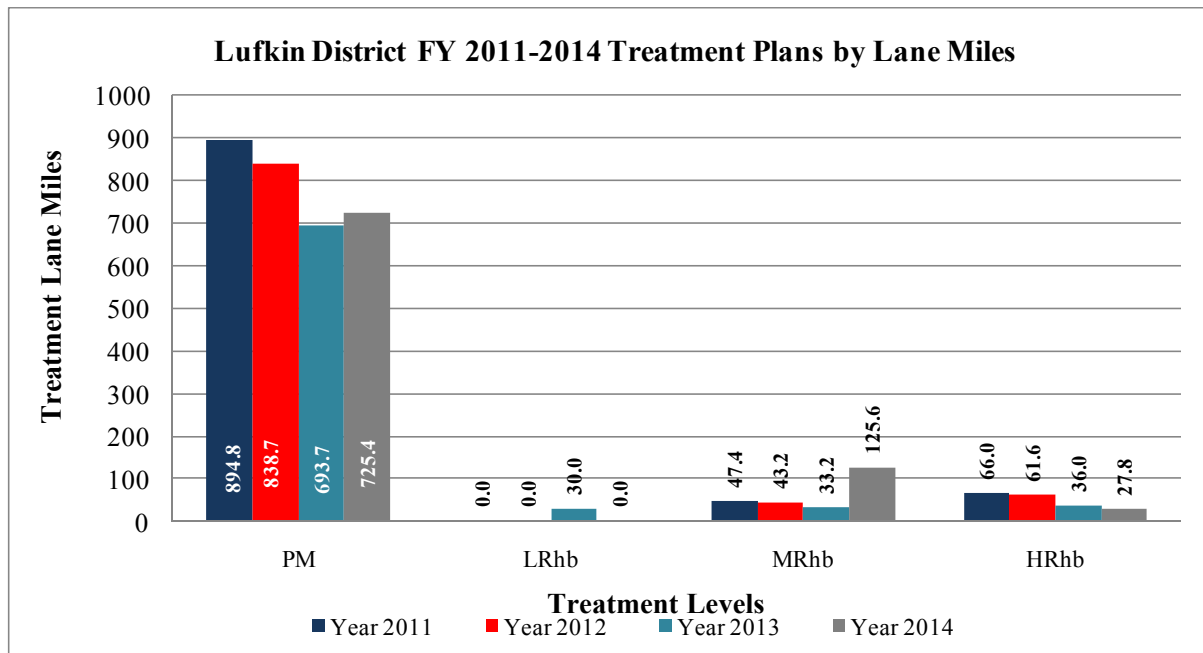


Figure 52. Lufkin District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 66.0, 61.6, 36.0, and 27.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 47.4, 43.2, 33.2, and 125.6 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 0.0, 30.0, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 894.8, 838.7, 693.7, and 725.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 942.2 lane miles or approximately 14.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 881.9 lane miles + 66.0 lane miles of Heavy Rehab treatments from FY 2011 = 947.9 lane miles or approximately 14.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 756.9 lane miles + 61.6 lane miles of Heavy Rehab treatments from FY 2012 = 818.5 lane miles or approximately 12.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 851.0 lane miles + 36.0 lane miles of Heavy Rehab treatments from FY 2013 = 887.0 lane miles or approximately 13.6% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 53.

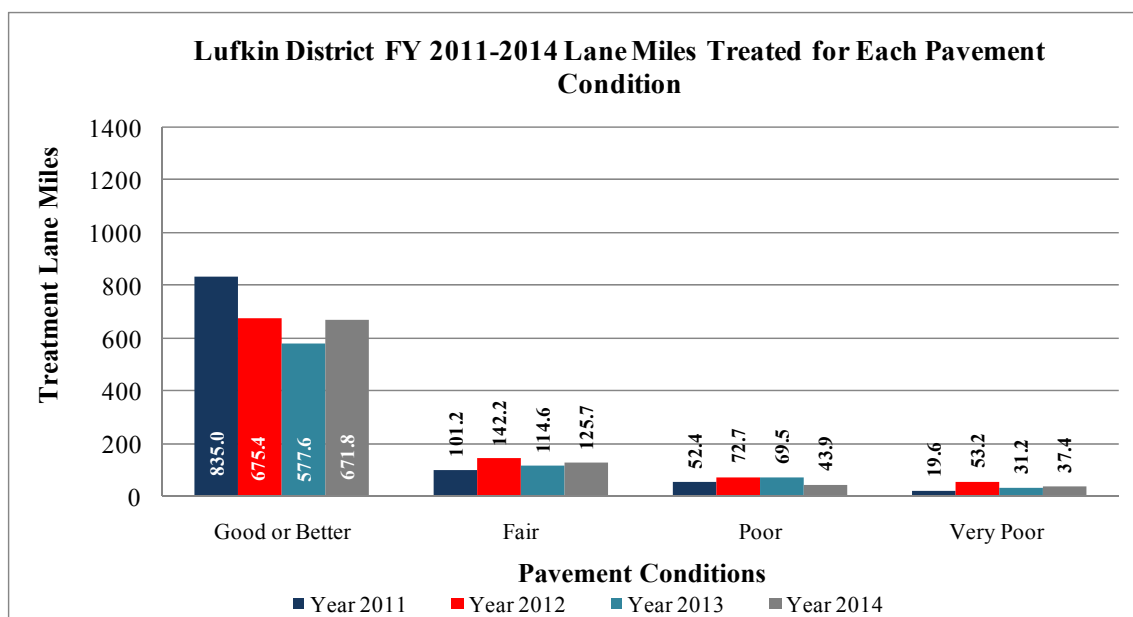


Figure 53. Lufkin District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 20. Pavement Performance Summary for Lufkin District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Lufkin District		Achieved Goal (%)	88.62	86.65	86.64	86.72	84.91	
		Achieved Average CS	91	89	87	86	84	
Counties in Lufkin District	Angelina	Achieved Goal (%)	88.04	87.34	86.94	86.85	80.86	
		Achieved Average CS	91	89	87	85	81	
	Houston	Achieved Goal (%)	85.99	83.08	82.16	80.86	83.5	
		Achieved Average CS	89	87	85	83	84	
	Nacogdoches	Achieved Goal (%)	85.46	84.64	85.74	84.62	81.72	
		Achieved Average CS	89	87	87	86	83	
	Polk	Achieved Goal (%)	89.79	86.67	85.7	86.9	86.47	
		Achieved Average CS	92	89	87	86	84	
	Sabine	Achieved Goal (%)	93.93	91.26	91.24	87.82	84.31	
		Achieved Average CS	94	92	90	86	84	
	San Augustine	Achieved Goal (%)	92.26	91.47	92.58	90.88	88.38	
		Achieved Average CS	93	92	90	88	85	
	San Jacinto	Achieved Goal (%)	95.82	95.1	94.56	96.75	95.01	
		Achieved Average CS	97	94	92	91	89	
	Shelby	Achieved Goal (%)	81.82	78.52	79.39	83.21	81.79	
		Achieved Average CS	88	84	83	84	82	
	Trinity	Achieved Goal (%)	94.39	91.65	91.33	91.24	91.1	
		Achieved Average CS	95	92	91	89	87	

Based on the analysis results presented in Table 20, at the end of the 4-year planning horizon the county in best condition was San Jacinto (95.01%) while the worst was Angelina (80.86%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

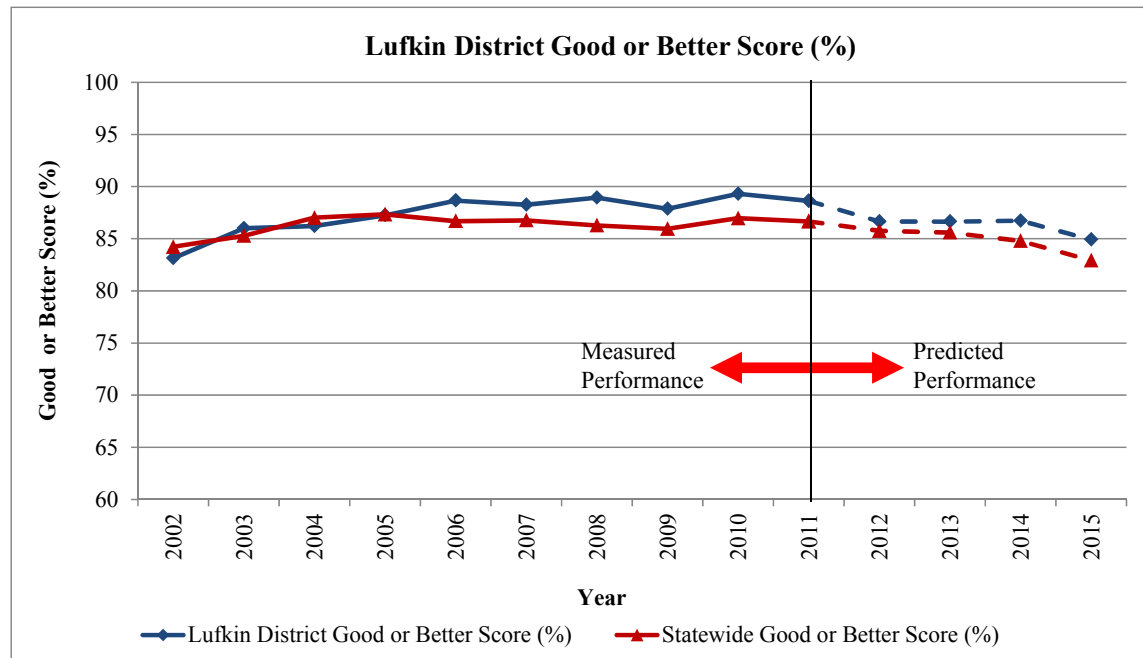


Figure 54. Lufkin District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Odessa District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,388

Total Lane miles = 8,045

FY 2011 Plan total treatments = **510.2 lane miles** = 6.3% of system lane miles

FY 2012 Plan total treatments = **587.3 lane miles** = 7.3% of system lane miles

FY 2013 Plan total treatments = **658.1 lane miles** = 8.2% of system lane miles

FY 2014 Plan total treatments = **423.0 lane miles** = 5.3% of system lane miles

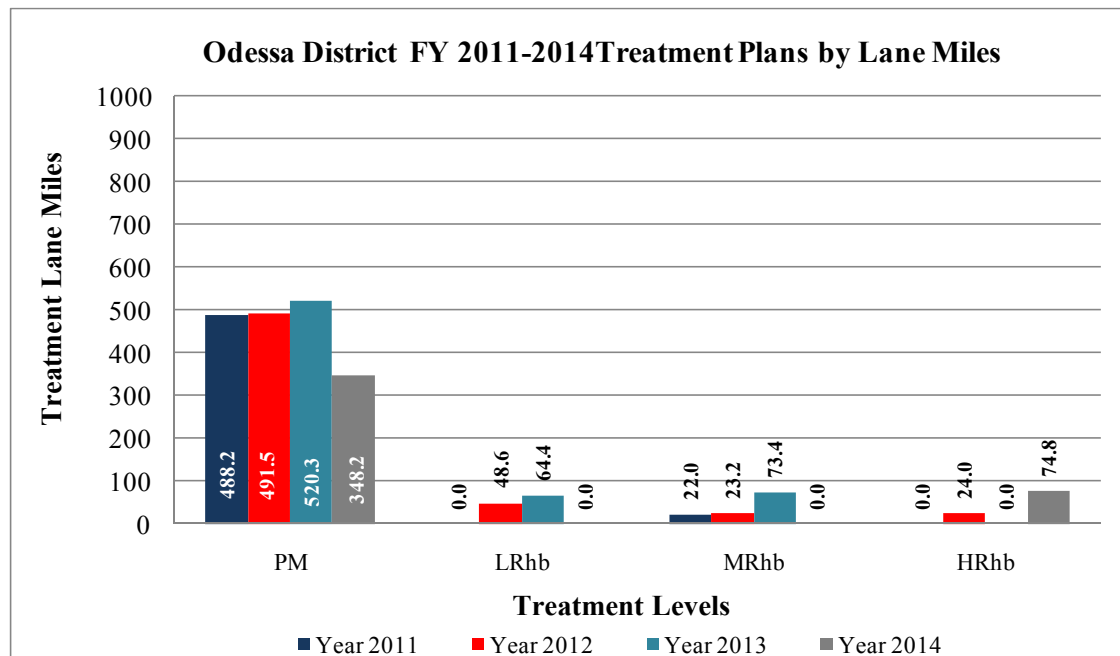


Figure 55. Odessa District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY2013, and FY 2014 are 0.0, 24.0, 0.0, and 74.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY2013, and FY 2014 are 22.0, 23.2, 73.4, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY2013, and FY 2014 are 0.0, 48.6, 64.4, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY2013, and FY 2014 are 488.2, 491.5, 520.3, and 348.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 510.2 lane miles or approximately 6.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 563.3 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 563.3 lane miles or approximately 7.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 658.1 lane miles + 24.0 lane miles of Heavy Rehab treatments from FY 2012 = 682.1 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 348.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2013 = 348.2 lane miles or approximately 4.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 56.

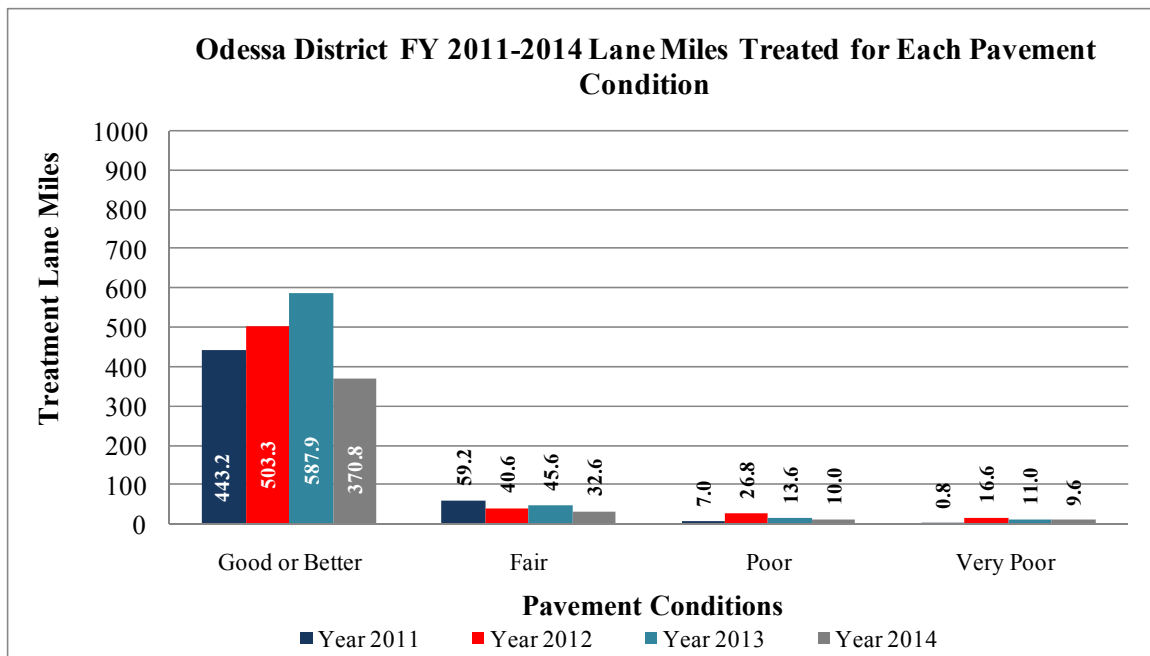


Figure 56. Odessa District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 21. Pavement Performance Summary for Odessa District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Odessa District	Achieved Goal (%)		94.14	93.88	93.04	92.19	89.64	
	Achieved Average CS		96	94	91	89	86	
Counties in Odessa District	Andrews	Achieved Goal (%)	95.95	95.36	96.57	94.89	93.57	
		Achieved Average CS	96	94	93	90	87	
	Crane	Achieved Goal (%)	99.25	99.56	99.25	97.81	96	
		Achieved Average CS	99	97	95	92	89	
	Ector	Achieved Goal (%)	93.53	93.26	93.32	91.66	86.55	
		Achieved Average CS	95	93	91	88	85	
	Loving	Achieved Goal (%)	95.17	95.47	98.49	96.68	96.68	
		Achieved Average CS	97	94	92	89	86	
	Martin	Achieved Goal (%)	94.74	94.25	94.08	92.88	91.24	
		Achieved Average CS	96	94	92	90	87	
	Midland	Achieved Goal (%)	84.25	82.27	80.45	79.69	75.00	
		Achieved Average CS	90	87	85	83	80	
	Pecos	Achieved Goal (%)	98.61	97.77	96.66	95.64	92.9	
		Achieved Average CS	98	96	93	91	87	
	Reeves	Achieved Goal (%)	89.97	92.95	91.68	93.53	91.42	
		Achieved Average CS	93	93	90	90	87	
	Terrell	Achieved Goal (%)	98.96	97.69	96.61	94.2	90.34	
		Achieved Average CS	99	96	93	91	87	
	Upton	Achieved Goal (%)	98.89	98.34	96.88	94.77	96.02	
		Achieved Average CS	98	96	93	91	90	
	Ward	Achieved Goal (%)	95.77	94.63	93.3	92.96	91.61	
		Achieved Average CS	97	94	91	90	88	
	Winkler	Achieved Goal (%)	96.02	96.02	94.13	92.65	93.59	
		Achieved Average CS	97	95	91	88	88	

Based on the analysis results presented in Table 21, at the end of the 4-year planning horizon the county in best condition was Loving (96.68%) while the worst was Midland (75.00%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

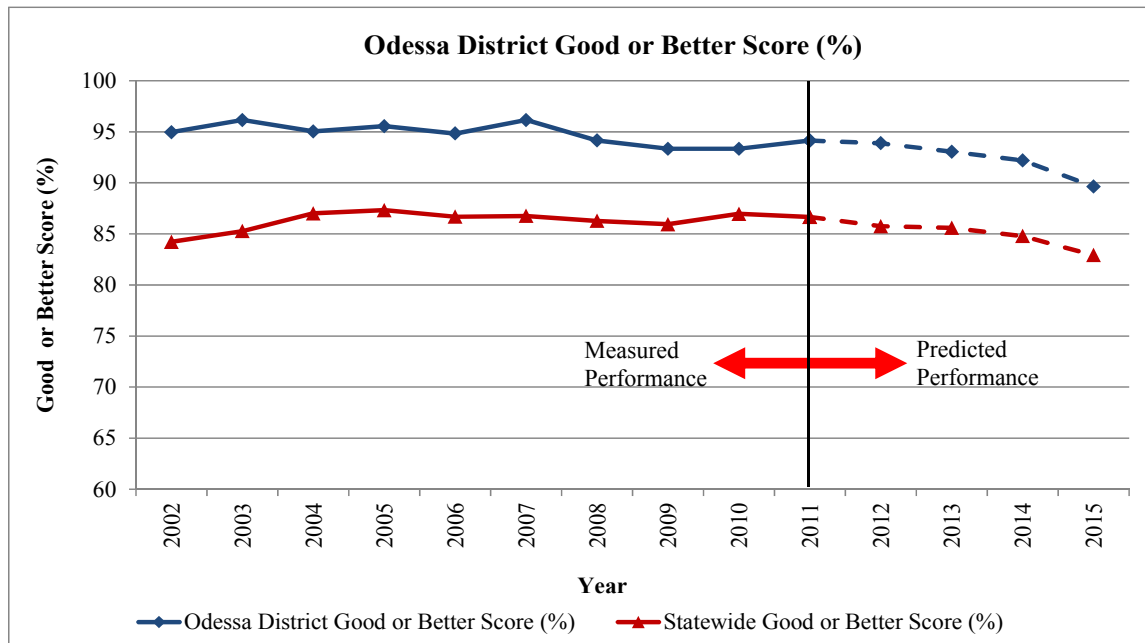


Figure 57. Odessa District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Paris District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,412

Total Lane miles = 6,567

FY 2011 Plan total treatments = **696.3 lane miles** = 10.6% of system lane miles

FY 2012 Plan total treatments = **784.9 lane miles** = 12.0% of system lane miles

FY 2013 Plan total treatments = **779.3 lane miles** = 11.9% of system lane miles

FY 2014 Plan total treatments = **696.2 lane miles** = 10.6% of system lane miles

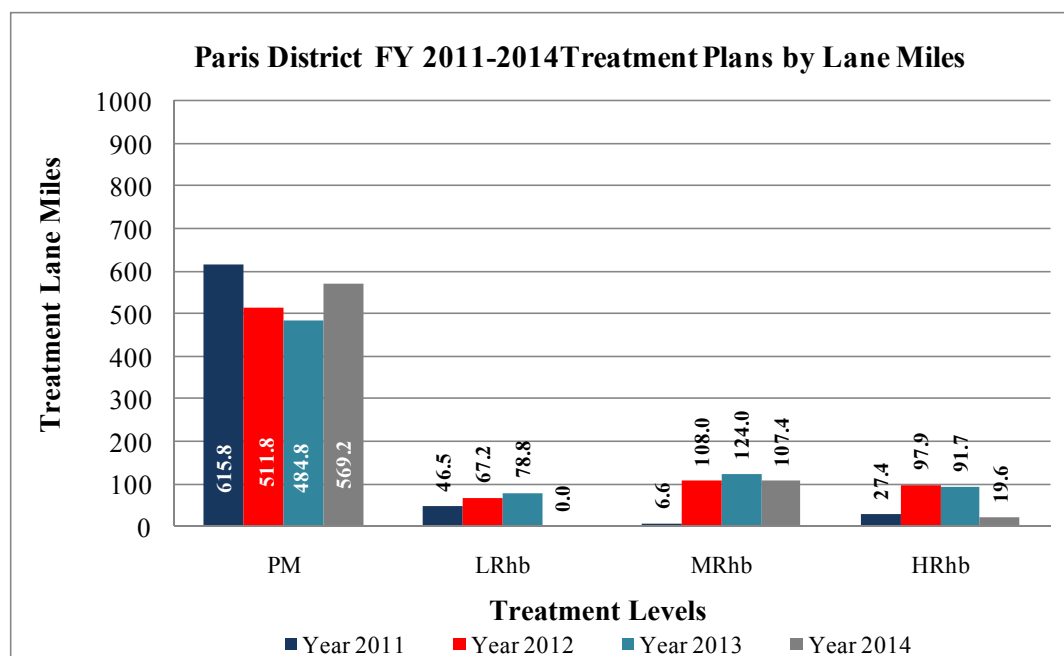


Figure 58. Paris District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 27.4, 97.9, 91.7, and 19.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 6.6, 108.0, 124.0, and 107.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 46.5, 67.2, 78.8, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 615.8, 511.8, 484.8, and 569.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012=668.9 lane miles or approximately 10.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 =687.0 lane miles + 27.4 lane miles of Heavy Rehab treatments from FY 2011 = 714.4 lane miles or approximately 10.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 687.6 lane miles + 97.9 lane miles of Heavy Rehab treatments from FY 2012 = 785.5 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 676.6 lane miles + 91.7 lane miles of Heavy Rehab treatments from FY 2013= 768.3 lane miles or approximately 11.7% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 59.

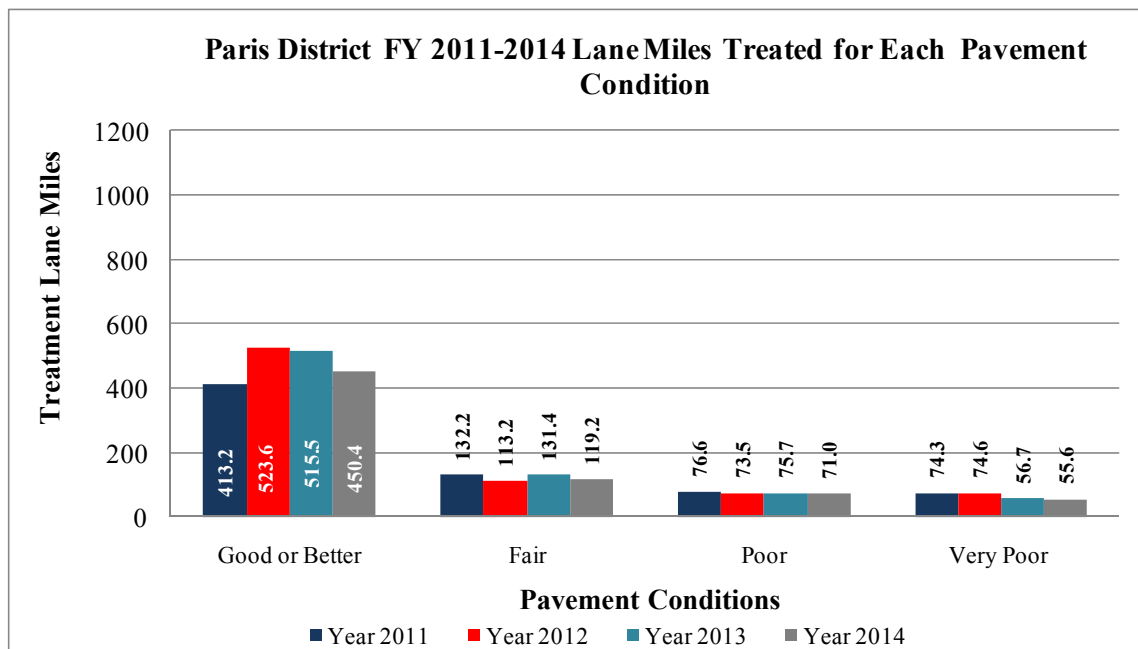


Figure 59. Paris District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 22. Pavement Performance Summary for Paris District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Paris District		Achieved Goal (%)	82.68	81.44	80.55	79.44	78.75	
		Achieved Average CS	88	86	84	82	81	
Counties in Paris District	Delta	Achieved Goal (%)	87.57	84.01	84.75	86.1	83.67	
		Achieved Average CS	90	87	86	85	84	
	Fannin	Achieved Goal (%)	81.31	79.68	76.83	80.36	82.98	
		Achieved Average CS	88	85	82	83	84	
	Franklin	Achieved Goal (%)	88.94	87.5	84.01	84.13	81.01	
		Achieved Average CS	91	89	86	85	82	
	Grayson	Achieved Goal (%)	75.14	75.55	76.37	73.82	73.36	
		Achieved Average CS	83	82	81	79	78	
	Hopkins	Achieved Goal (%)	82.78	82.09	84.28	82.89	81.34	
		Achieved Average CS	87	86	86	84	82	
	Hunt	Achieved Goal (%)	76.85	75.83	74.14	74.33	72.78	
		Achieved Average CS	84	83	81	80	78	
	Lamar	Achieved Goal (%)	87.2	86.53	84.58	80.58	76.67	
		Achieved Average CS	91	89	86	83	80	
	Rains	Achieved Goal (%)	87.93	86.04	80.28	77.21	83.36	
		Achieved Average CS	91	88	84	82	83	
	Red River	Achieved Goal (%)	91.62	88.08	87.6	84.28	85.11	
		Achieved Average CS	92	90	87	85	84	

Based on the analysis results presented in Table 22, at the end of the 4-year planning horizon the county in best condition was Red River (85.11%) while the worst was Hunt (72.78%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

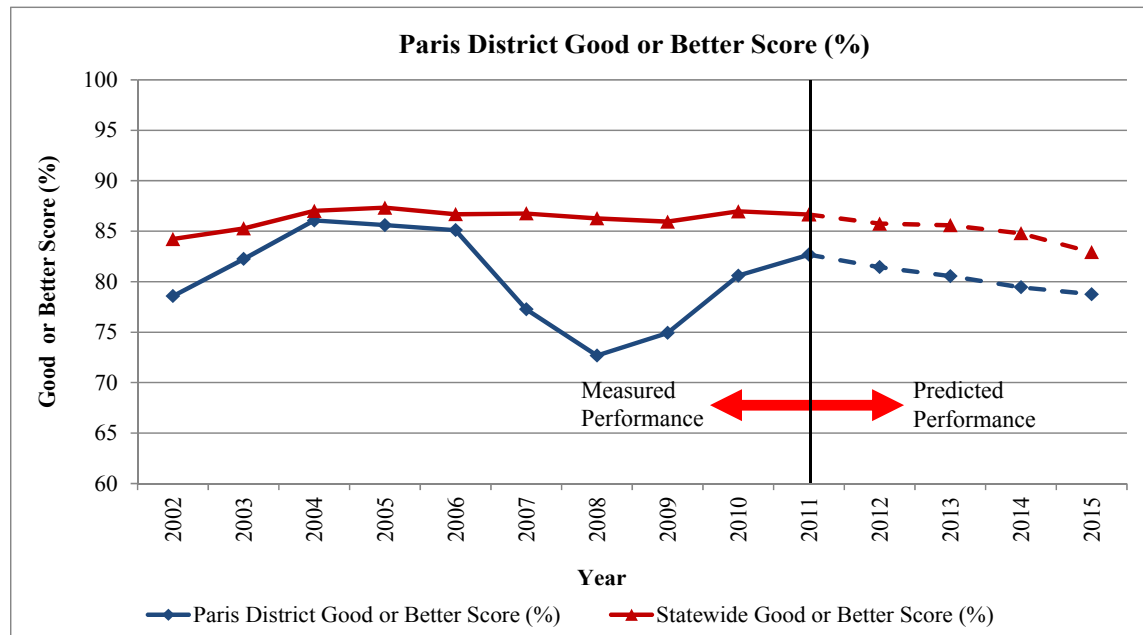


Figure 60. Paris District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Pharr District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 2,322

Total Lane miles = 6,163

FY 2011 Plan total treatments = **1006.0 lane miles** = 16.3% of system lane miles

FY 2012 Plan total treatments = **1058.4 lane miles** = 17.2% of system lane miles

FY 2013 Plan total treatments = **1053.7 lane miles** = 17.1% of system lane miles

FY 2014 Plan total treatments = **913.7 lane miles** = 14.8% of system lane miles

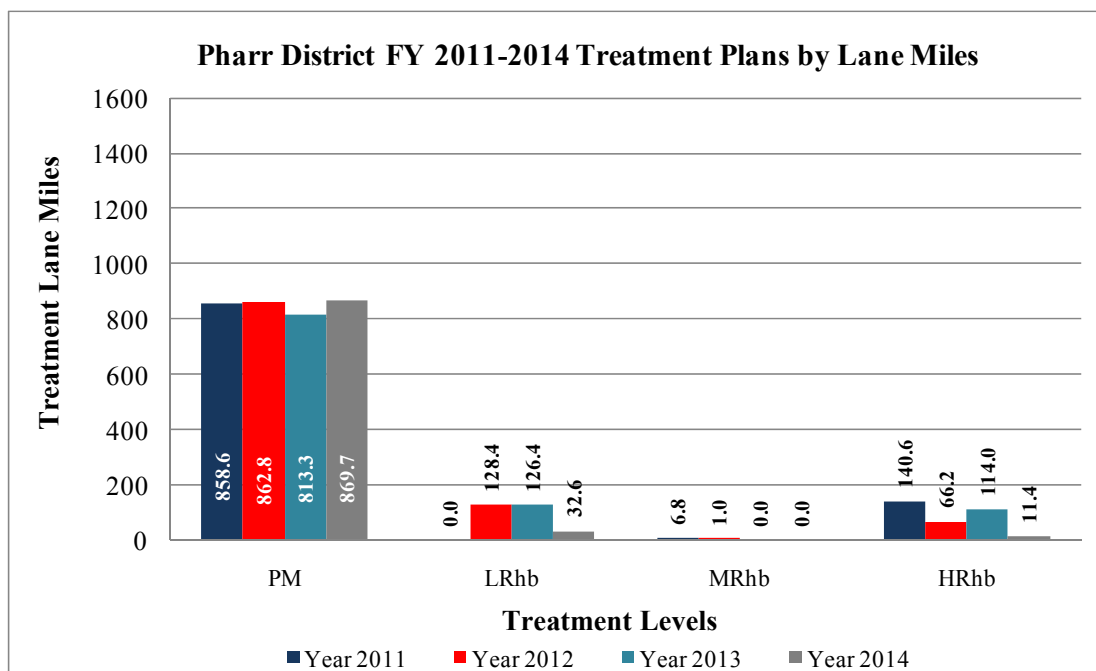


Figure 61. Pharr District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 140.6, 66.2, 114.0, and 11.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 6.8, 1.0, 0.0, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 128.4, 126.4, and 32.6 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 858.6, 862.8, 813.3, and 869.7 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 865.4 lane miles or approximately 14.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 992.2 lane miles + 140.6 lane miles of Heavy Rehab treatments from FY 2011 = 1132.8 lane miles or approximately 18.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 939.7 lane miles + 66.2 lane miles of Heavy Rehab treatments from FY 2012 = 1005.9 lane miles or approximately 16.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 902.3 lane miles + 114.0 lane miles of Heavy Rehab treatments from FY 2013 = 1016.3 lane miles or approximately 16.5% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 62.

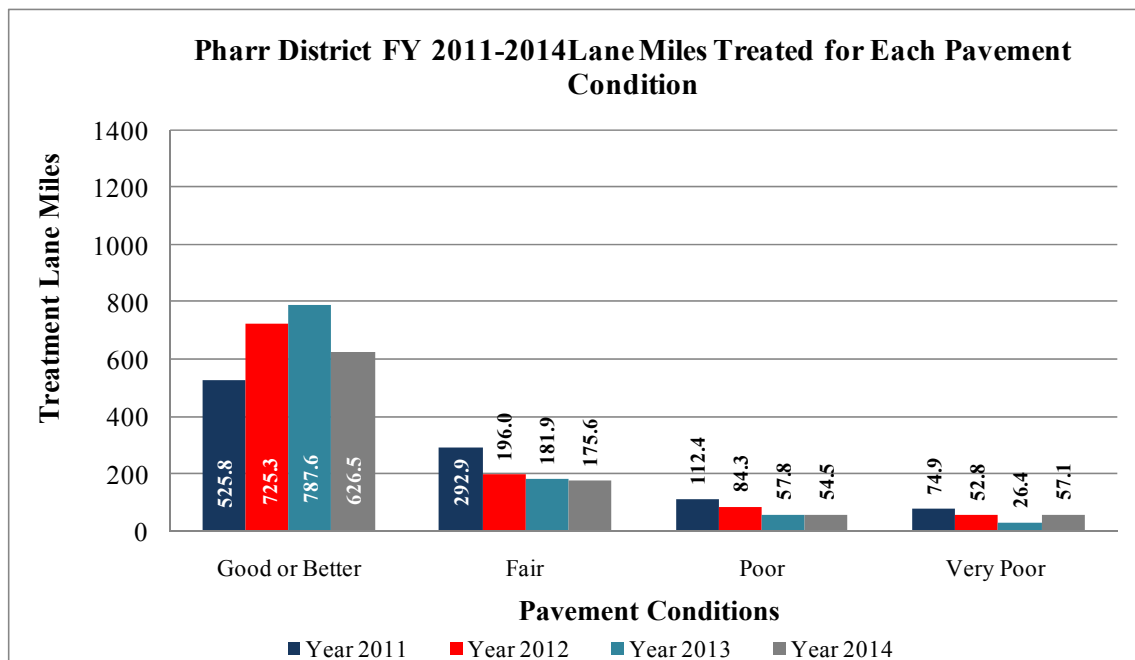


Figure 62. Pharr District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 23. Pavement Performance Summary for Pharr District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Pharr District		Achieved Goal (%)	82.64	84.17	85.89	86.36	86.43	
		Achieved Average CS	87	87	87	85	85	
Counties in Pharr District	Brooks	Achieved Goal (%)	76.39	87.2	93.17	95.82	93.7	
		Achieved Average CS	86	89	90	92	88	
	Cameron	Achieved Goal (%)	82.38	80.31	81.33	79.95	78.92	
		Achieved Average CS	87	86	84	82	80	
	Hidalgo	Achieved Goal (%)	84.8	85.58	86.56	88.04	86.98	
		Achieved Average CS	89	88	87	86	85	
	Jim Hogg	Achieved Goal (%)	88.97	92.21	91.17	93.93	98.21	
		Achieved Average CS	91	91	89	90	92	
	Kenedy	Achieved Goal (%)	64.99	88.05	90.72	94.56	94.13	
		Achieved Average CS	83	90	92	92	90	
	Starr	Achieved Goal (%)	82.29	84.42	89.83	91.89	92.46	
		Achieved Average CS	86	87	90	89	88	
	Willacy	Achieved Goal (%)	83.57	83.53	87.66	86.14	91.04	
		Achieved Average CS	84	84	87	86	87	
	Zapata	Achieved Goal (%)	77	83.23	81.52	78.63	83.95	
		Achieved Average CS	86	88	86	82	84	

Based on the analysis results presented in Table 23, at the end of the 4-year planning horizon the county in best condition was Jim Hogg (98.21%) while the worst was Cameron (78.92%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

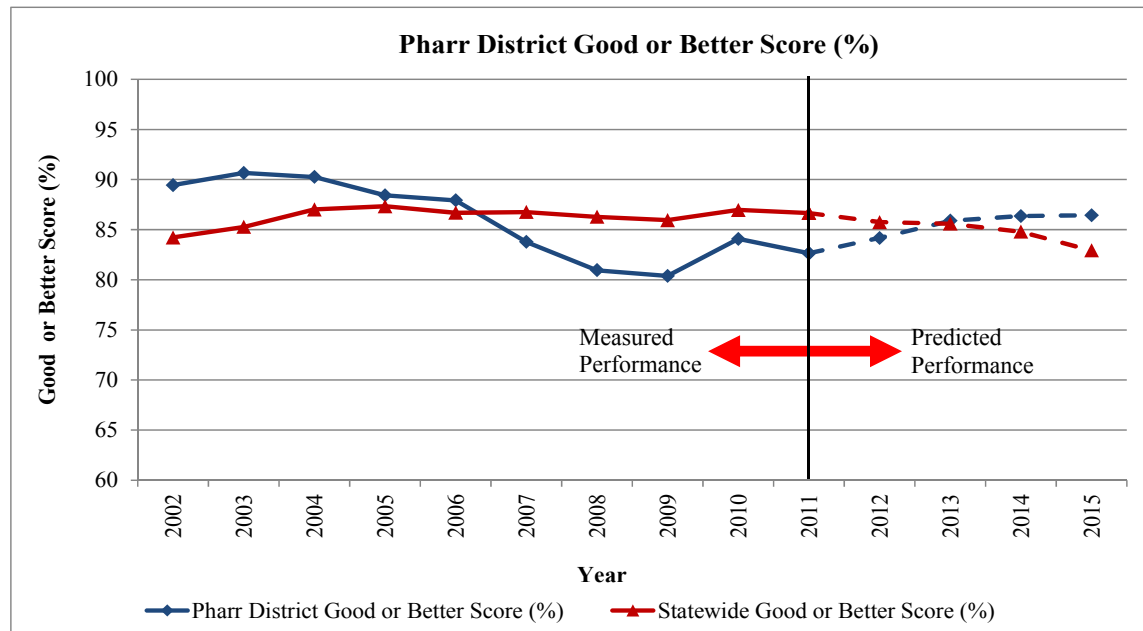


Figure 63. Pharr District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

San Angelo District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,253

Total Lane miles = 7,259

FY 2011 Plan total treatments = **310.8 lane miles** = 4.3% of system lane miles

FY 2012 Plan total treatments = **844.6 lane miles** = 11.6% of system lane miles

FY 2013 Plan total treatments = **892.3 lane miles** = 12.3% of system lane miles

FY 2014 Plan total treatments = **461.5 lane miles** = 6.4% of system lane miles

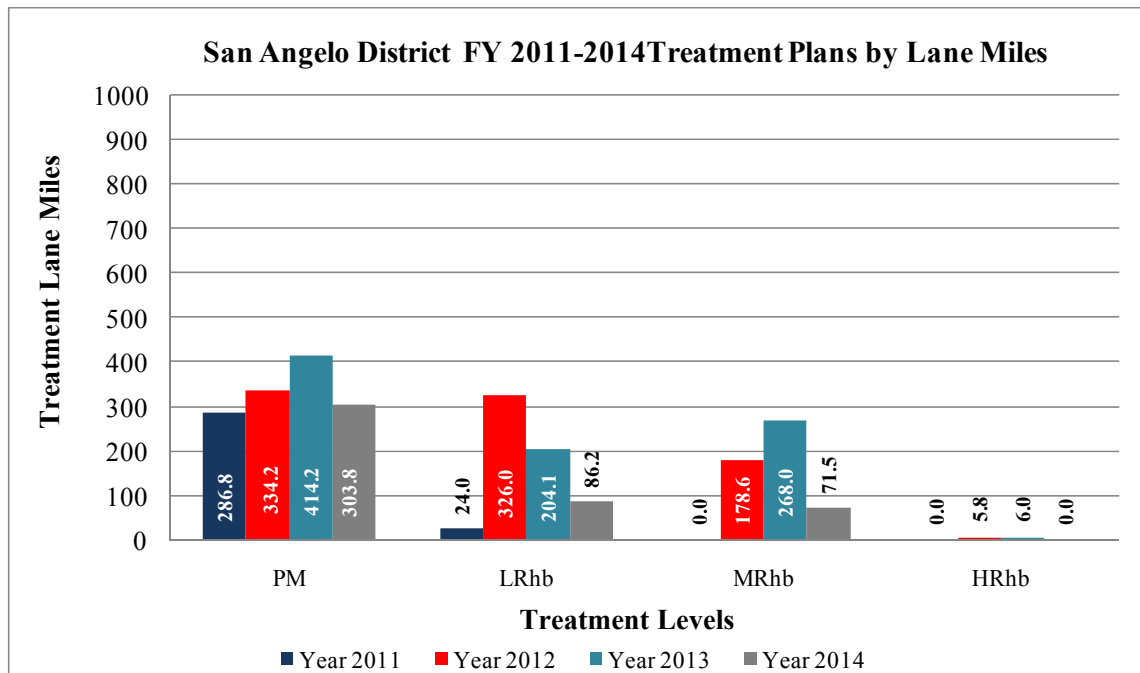


Figure 64. San Angelo District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 5.8, 6.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 178.6, 268.0, and 71.5 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 24.0, 326.0, 204.1, and 86.2 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 286.8, 334.2, 414.2, and 303.8 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 310.8 lane miles or approximately 4.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 838.8 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 838.8 lane miles or approximately 11.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 886.3 lane miles + 5.8 lane miles of Heavy Rehab treatments from FY 2012 = 892.1 lane miles or approximately 12.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 461.5 lane miles + 6.0 lane miles of Heavy Rehab treatments from FY 2013 = 467.5 lane miles or approximately 6.4% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 65.

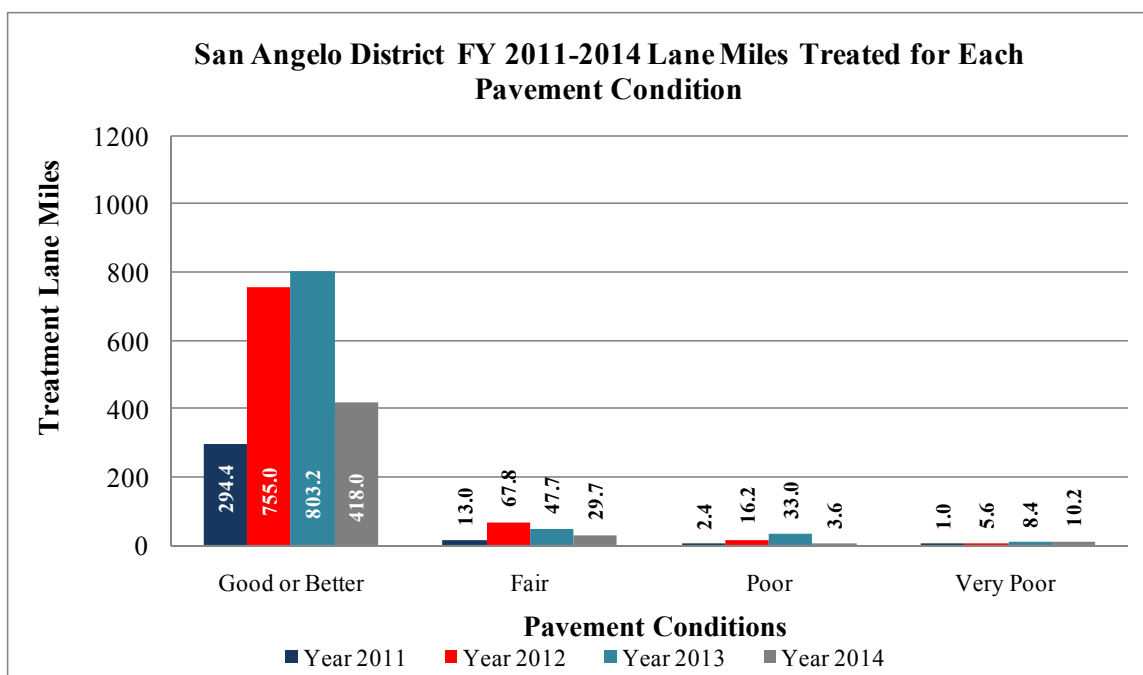


Figure 65. San Angelo District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 24. Pavement Performance Summary for San Angelo District and Counties

			Base Year	Analysis Years			
			2011	2012	2013	2014	2015
San Angelo District		Achieved Goal (%)	95.11	93.37	92	90.79	87.05
		Achieved Average CS	96	93	91	89	86
Counties in San Angelo District	Coke	Achieved Goal (%)	95.15	94.77	91.74	89.37	84.88
		Achieved Average CS	95	92	90	88	85
	Concho	Achieved Goal (%)	94.43	91.27	92.73	92.18	90.81
		Achieved Average CS	95	93	92	89	87
	Crockett	Achieved Goal (%)	96.7	95.63	94.4	94.05	91.93
		Achieved Average CS	97	95	92	90	87
	Edwards	Achieved Goal (%)	93.9	90.45	89.07	91.1	89.63
		Achieved Average CS	94	91	89	89	87
	Glasscock	Achieved Goal (%)	87.3	86.96	84.58	83.7	77.99
		Achieved Average CS	92	90	87	85	82
	Irion	Achieved Goal (%)	94.37	92.98	90.53	90.45	84.33
		Achieved Average CS	94	92	89	86	84
	Kimble	Achieved Goal (%)	99.06	96.25	95.13	93.3	87.49
		Achieved Average CS	98	95	92	89	85
	Menard	Achieved Goal (%)	96.01	94.73	92.42	91.32	88.95
		Achieved Average CS	97	95	92	91	88
	Reagan	Achieved Goal (%)	91.87	92.25	90.06	85.05	81.61
		Achieved Average CS	94	92	88	84	81
	Real	Achieved Goal (%)	92.8	90.09	90.77	89.21	84.73
		Achieved Average CS	94	91	90	87	83
	Runnels	Achieved Goal (%)	95.51	92.48	90.69	89.06	83.79
		Achieved Average CS	95	92	90	88	85
	Schleicher	Achieved Goal (%)	96.42	94.72	93.12	93.67	86.08
		Achieved Average CS	96	94	91	89	86
	Sterling	Achieved Goal (%)	89.89	86.97	82.83	81.84	78.45
		Achieved Average CS	93	91	88	85	83
	Sutton	Achieved Goal (%)	97.03	96.42	94.54	92.9	88.69
		Achieved Average CS	96	95	92	89	86
	Tom Green	Achieved Goal (%)	95.5	94.44	94.1	92.12	90.04
		Achieved Average CS	96	93	92	91	88

Based on the analysis results presented in Table 24, at the end of the 4-year planning horizon the county in best condition was Crockett (91.93%) while the worst was Glasscock (77.99%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

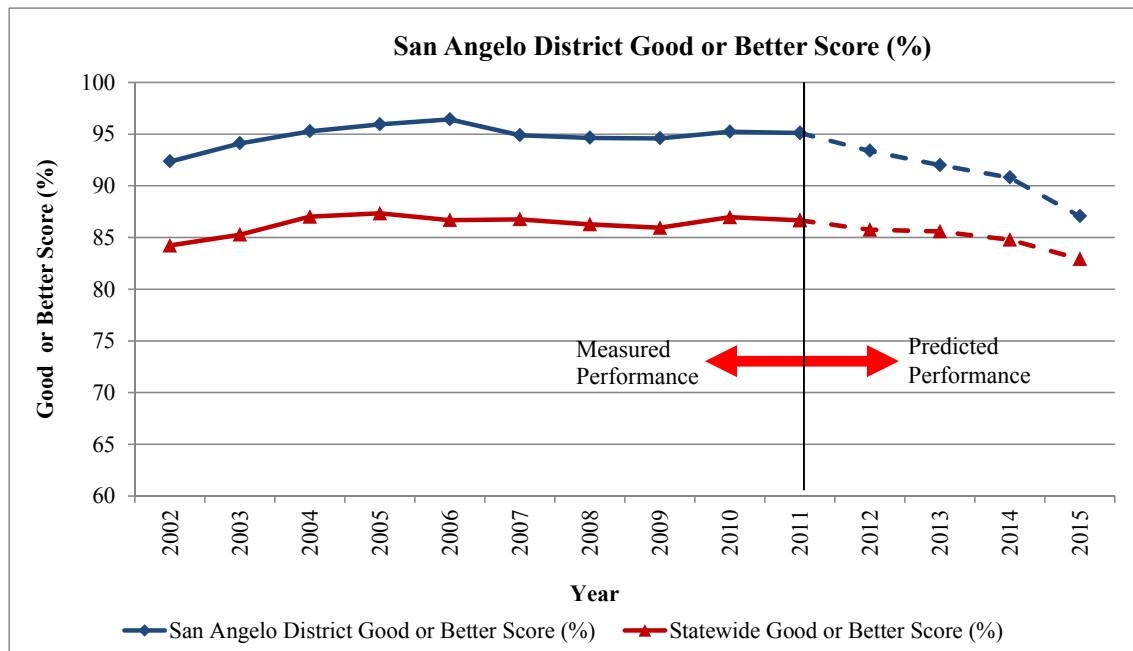


Figure 66. San Angelo District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

San Antonio District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 4,270

Total Lane miles = 10,915

FY 2011 Plan total treatments = **1,169.8 lane miles** = 10.7% of system lane miles

FY 2012 Plan total treatments = **1,034.4 lane miles** = 9.5% of system lane miles

FY 2013 Plan total treatments = **1,003.9 lane miles** = 9.2% of system lane miles

FY 2014 Plan total treatments = **1,029.9 lane miles** = 9.4% of system lane miles

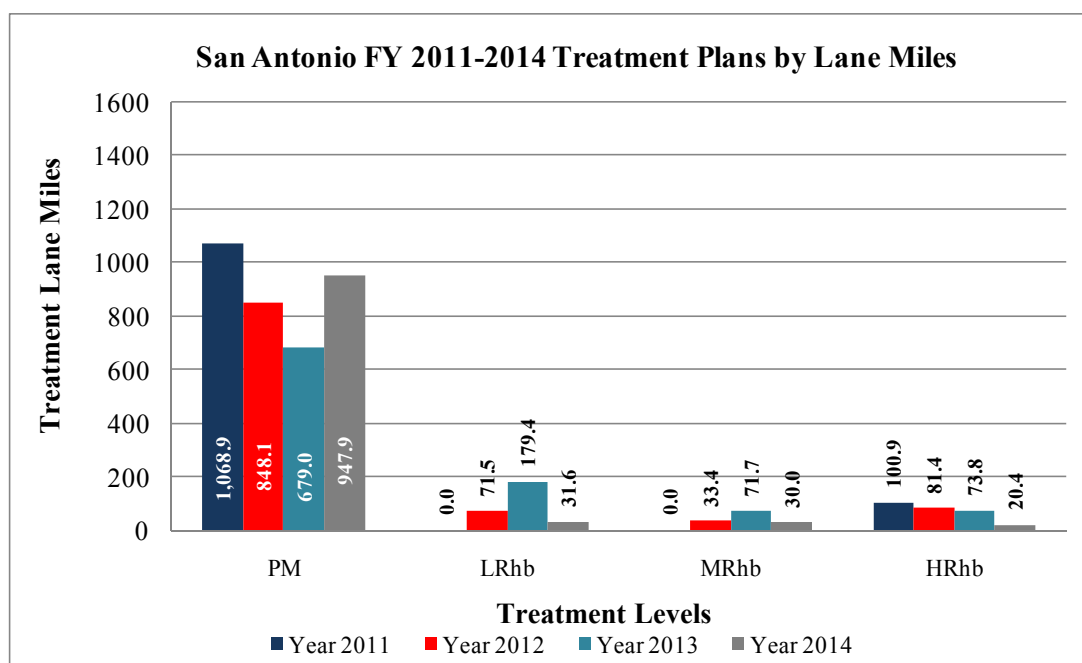


Figure 67. San Antonio District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 100.9, 81.4, 73.8, and 20.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 33.4, 71.7, and 30.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 71.5, 179.4, and 31.6 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 1068.9, 848.1, 679.0, and 947.9 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 1068.9 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 953.0 lane miles + 100.9 lane miles of Heavy Rehab treatments from FY 2011 = 1053.9 lane miles or approximately 9.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 930.1 lane miles + 81.4 lane miles of Heavy Rehab treatments from FY 2012 = 1011.5 lane miles or approximately 9.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 1009.5 lane miles + 73.8 lane miles of Heavy Rehab treatments from FY 2013 = 1083.3 lane miles or approximately 9.9% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 68.

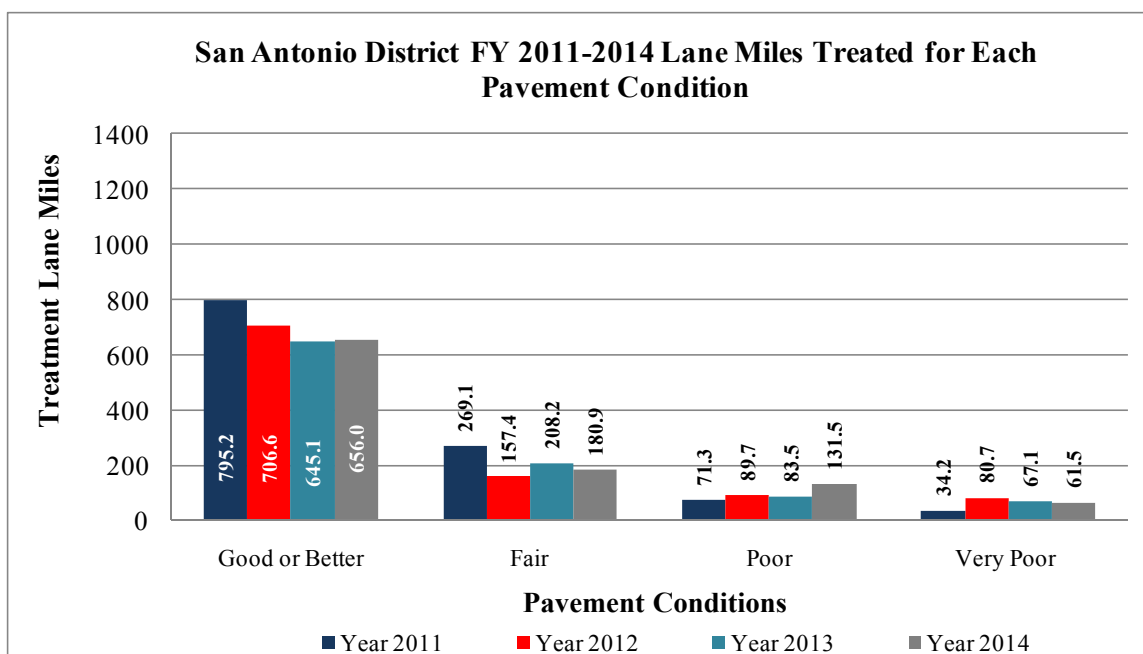


Figure 68. San Antonio District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 25. Pavement Performance Summary for San Antonio District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
San Antonio District		Achieved Goal (%)	86.51	83.56	81.86	79.77	77.84	
		Achieved Average CS	90	87	85	83	80	
Counties in San Antonio District	Atascosa	Achieved Goal (%)	90.34	88.24	86.28	82.62	84.47	
		Achieved Average CS	93	90	88	84	84	
	Bandera	Achieved Goal (%)	92.74	91.55	91.17	89.74	88.36	
		Achieved Average CS	93	91	90	87	85	
	Bexar	Achieved Goal (%)	83.26	77.75	74.43	71.3	67.10	
		Achieved Average CS	87	84	81	79	75	
	Comal	Achieved Goal (%)	89.56	83.61	79.64	77.42	78.38	
		Achieved Average CS	91	87	84	82	82	
	Frio	Achieved Goal (%)	92.19	89.74	89.23	88.6	86.85	
		Achieved Average CS	94	92	90	87	85	
	Guadalupe	Achieved Goal (%)	84.01	84.89	81.78	79.63	76.98	
		Achieved Average CS	87	87	84	82	79	
	Kendall	Achieved Goal (%)	89.83	86.29	89.97	87.97	88.60	
		Achieved Average CS	91	89	89	86	85	
	Kerr	Achieved Goal (%)	85.76	82.78	80.63	77.03	76.11	
		Achieved Average CS	90	87	84	81	80	
	McMullen	Achieved Goal (%)	84.32	84.52	85.03	86	79.94	
		Achieved Average CS	89	88	86	86	83	
	Medina	Achieved Goal (%)	93.53	91.26	89.39	89.92	88.47	
		Achieved Average CS	95	92	89	88	86	
	Uvalde	Achieved Goal (%)	76.2	75.78	78.3	77.03	76.16	
		Achieved Average CS	85	83	84	82	80	
	Wilson	Achieved Goal (%)	89.09	89.09	89.33	88.95	87.66	
		Achieved Average CS	91	90	88	86	84	

Based on the analysis results presented in Table 25, at the end of the 4-year planning horizon the county in best condition was Kendall (88.60%) while the worst was Bexar (67.10%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

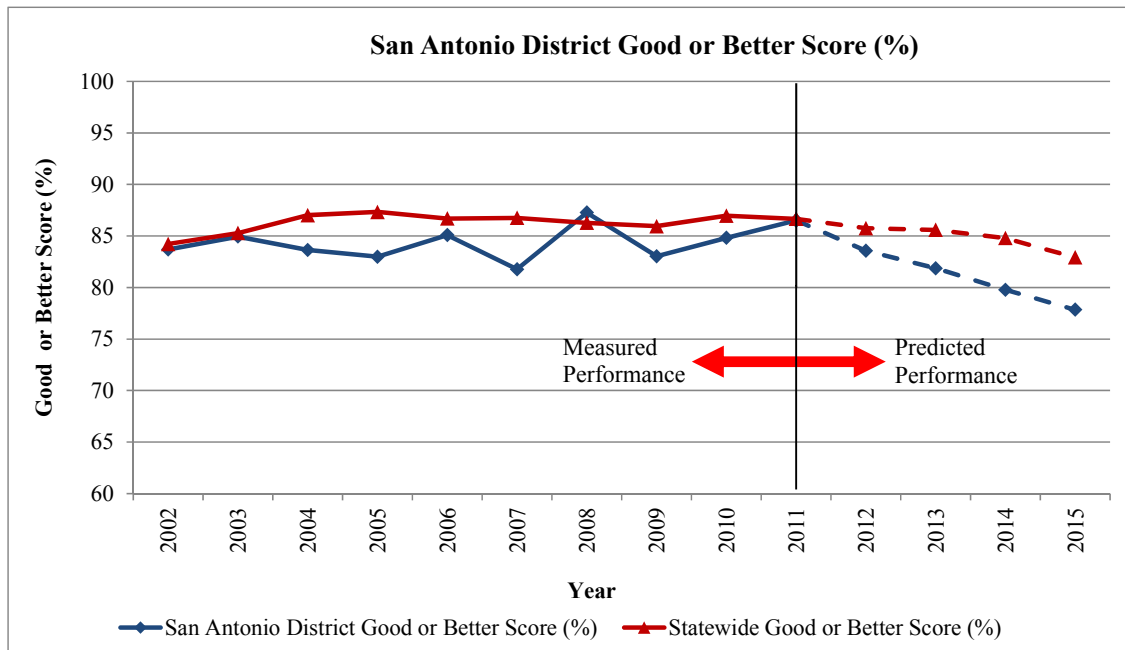


Figure 69. San Antonio District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Tyler District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,704

Total Lane miles = 8,699

FY 2011 Plan total treatments = **1,480.4 lane miles** = 17.0% of system lane miles

FY 2012 Plan total treatments = **1,823.7 lane miles** = 21.0% of system lane miles

FY 2013 Plan total treatments = **2,182.7 lane miles** = 25.1% of system lane miles

FY 2014 Plan total treatments = **1,812.0 lane miles** = 20.8% of system lane miles

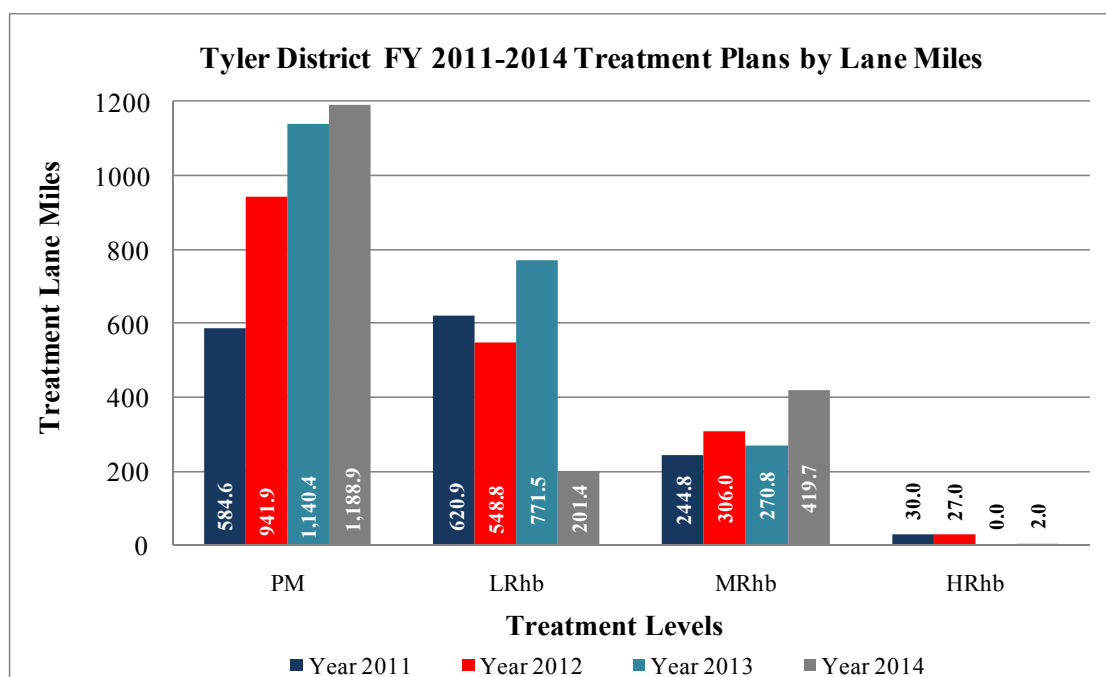


Figure 70. Tyler District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 30.0, 27.0, 0.0, and 2.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 244.8, 306.0, 270.8, and 419.7 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 620.9, 548.8, 771.5, and 201.4 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 584.6, 941.9, 1,140.4, and 1,188.9 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 1,450.3 lane miles or approximately 16.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 1,796.7 lane miles + 30.0 lane miles of Heavy Rehab treatments from FY 2011 = 1,826.7 lane miles or approximately 21.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 2182.7 lane miles + 27.0 lane miles of Heavy Rehab treatments from FY 2012 = 2209.7 lane miles or approximately 25.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 1810.0 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2013 = 1810.0 lane miles or approximately 20.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 71.

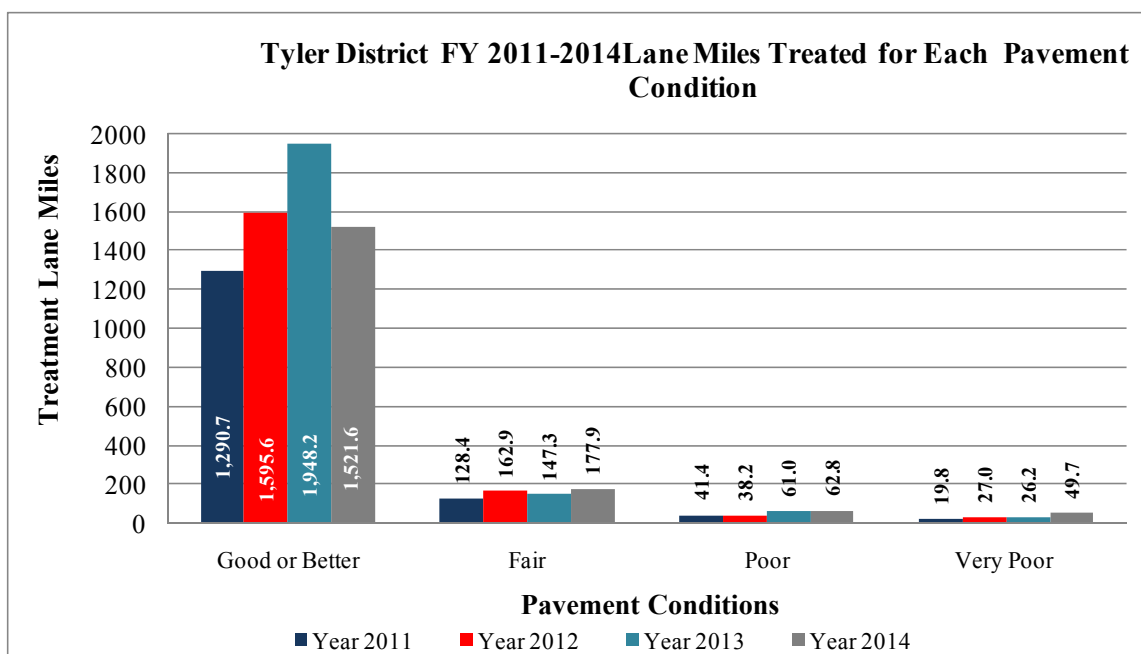


Figure 71. Tyler District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 26. Pavement Performance Summary for Tyler District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Tyler District	Achieved Goal (%)		94.77	92.72	91.45	90	88.67	
	Achieved Average CS		94	92	90	89	88	
Counties in Tyler District	Anderson	Achieved Goal (%)	97.04	94.64	92.53	89.33	85.62	
		Achieved Average CS	95	93	89	87	86	
	Cherokee	Achieved Goal (%)	97.52	95.26	93.4	91.16	86.92	
		Achieved Average CS	95	93	91	88	86	
	Gregg	Achieved Goal (%)	91.59	91.83	94.57	93.76	94.51	
		Achieved Average CS	92	92	91	91	91	
	Henderson	Achieved Goal (%)	96.94	93.46	92.6	89.73	88.75	
		Achieved Average CS	95	92	91	90	88	
	Rusk	Achieved Goal (%)	92.92	91.04	88.41	89.39	87.87	
		Achieved Average CS	92	90	89	90	88	
	Smith	Achieved Goal (%)	93.93	92.4	91.86	90.33	88.08	
		Achieved Average CS	94	93	91	89	87	
	Van Zandt	Achieved Goal (%)	93.72	90.83	88.92	85.26	89.34	
		Achieved Average CS	93	92	89	87	88	
	Wood	Achieved Goal (%)	94.37	92.62	90.46	92.75	90.37	
		Achieved Average CS	93	91	90	91	89	

Based on the analysis results presented in Table 26, at the end of the 4-year planning horizon the county in best condition was Gregg (94.51%) while the worst was Anderson (85.62%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

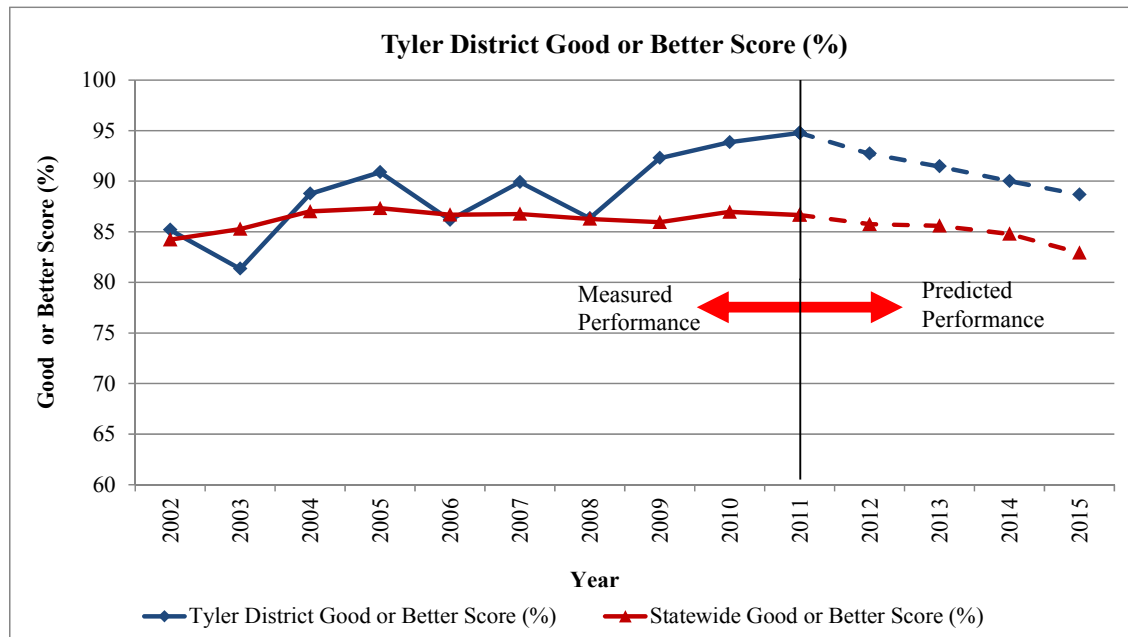


Figure 72. Tyler District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Waco District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,404

Total Lane miles = 7,706

FY 2011 Plan total treatments = **1,038.1 lane miles** = 13.5% of system lane miles

FY 2012 Plan total treatments = **1,276.4 lane miles** = 16.6% of system lane miles

FY 2013 Plan total treatments = **1,220.3 lane miles** = 15.8% of system lane miles

FY 2014 Plan total treatments = **831.6 lane miles** = 10.8% of system lane miles

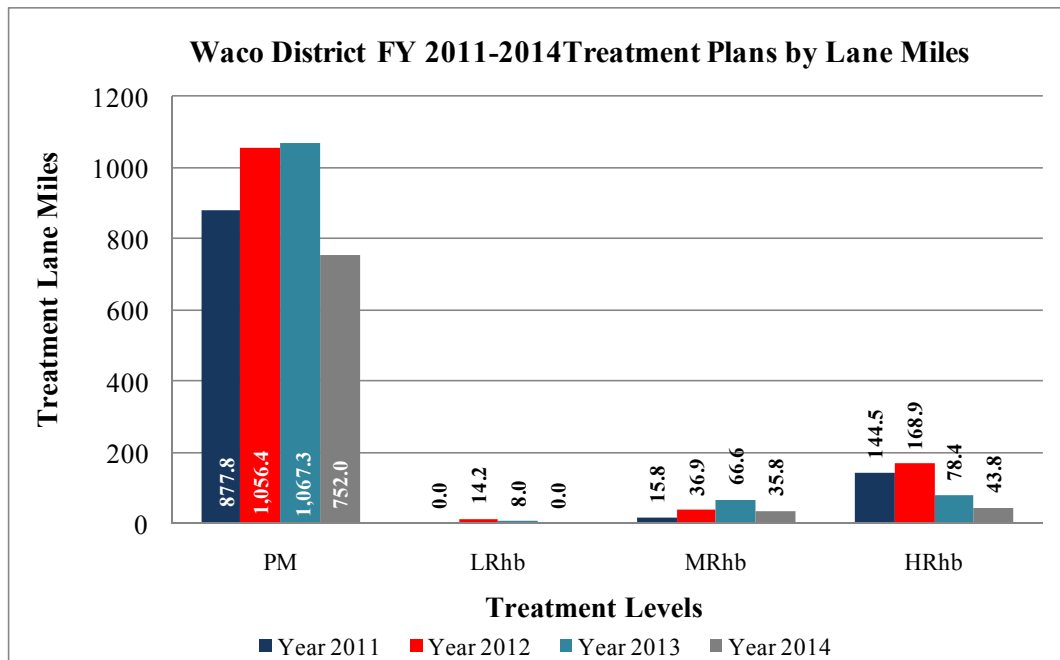


Figure 73. Waco District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 144.5, 168.9, 78.4, and 43.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 15.8, 36.9, 66.6, and 35.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 0.0, 14.2, 8.0, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 877.8, 1,056.4, 1,067.3, and 752.0 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 893.6 lane miles or approximately 11.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 1107.5 lane miles + 144.5 lane miles of Heavy Rehab treatments from FY 2011 = 1,252.0 lane miles or approximately 16.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 1141.9 lane miles + 168.9 lane miles of Heavy Rehab treatments from FY 2012 = 1310.8 lane miles or approximately 17.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 787.8 lane miles + 78.4 lane miles of Heavy Rehab treatments from FY 2013 = 866.2 lane miles or approximately 11.2% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 74.

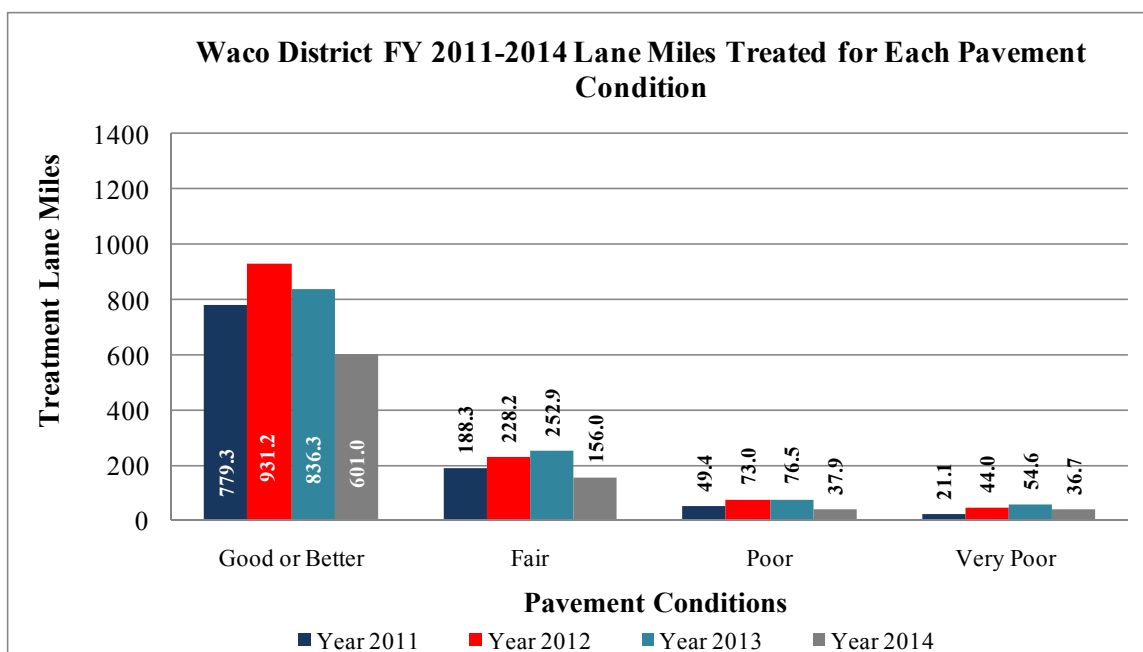


Figure 74. Waco District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 27. Pavement Performance Summary for Waco District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Waco District		Achieved Goal (%)	85.95	84.54	84.9	86.75	86.15	
		Achieved Average CS	89	88	87	86	85	
Counties in Waco District	Bell	Achieved Goal (%)	85.03	83.76	86.99	87.29	84.19	
		Achieved Average CS	90	88	88	86	84	
	Bosque	Achieved Goal (%)	94.55	91.8	88.16	88.07	90.68	
		Achieved Average CS	93	90	89	87	87	
	Coryell	Achieved Goal (%)	89.08	87.97	86.47	92.07	91.78	
		Achieved Average CS	89	89	88	89	88	
	Falls	Achieved Goal (%)	91.3	88.29	88.6	90.46	89.02	
		Achieved Average CS	92	90	89	89	87	
	Hamilton	Achieved Goal (%)	87.36	83.1	87.88	93.89	92.50	
		Achieved Average CS	89	86	88	90	88	
	Hill	Achieved Goal (%)	85.47	83.73	83.19	83.54	83.9	
		Achieved Average CS	89	87	86	85	83	
	Limestone	Achieved Goal (%)	79.69	83.61	87.97	88.22	90.32	
		Achieved Average CS	85	87	88	86	86	
	McLennan	Achieved Goal (%)	82.27	80.61	78.02	80.76	79.76	
		Achieved Average CS	88	85	83	83	81	

Based on the analysis results presented in Table 27, at the end of the 4-year planning horizon the county in best condition was Hamilton (92.50%) while the worst was McLennan (79.76%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

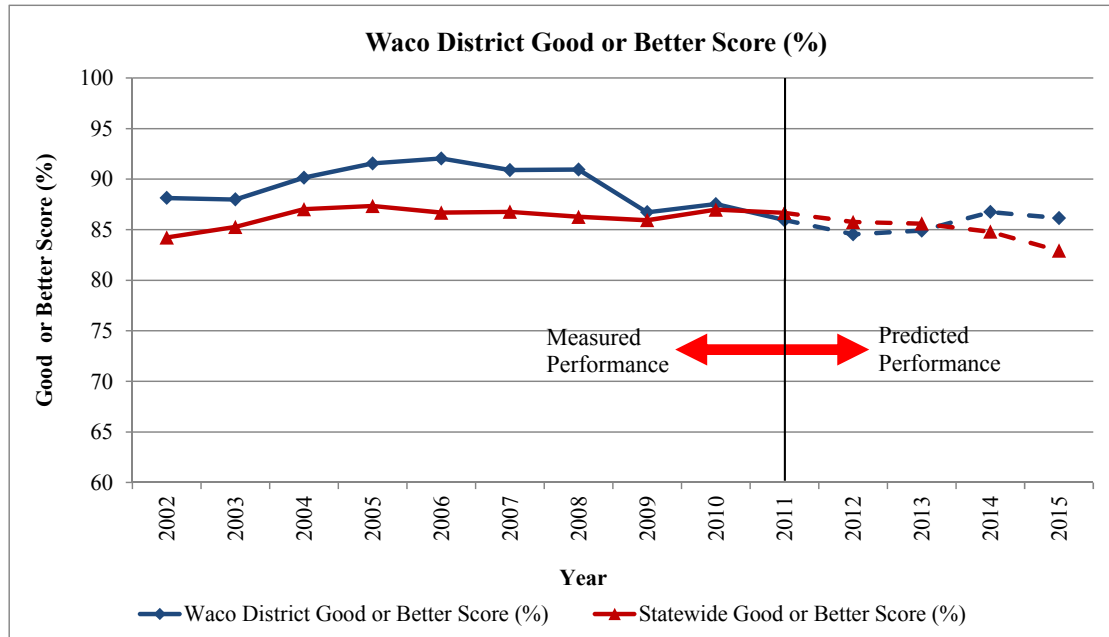


Figure 75. Waco District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Wichita Falls District

I. Summary of FY 2010–FY 2014 Treatments

Total Center line miles = 2,857

Total Lane miles = 6,343

FY 2011 Plan total treatments = **504.2 lane miles** = 7.9% of system lane miles

FY 2012 Plan total treatments = **307.5 lane miles** = 4.8% of system lane miles

FY 2013 Plan total treatments = **302.9 lane miles** = 4.8% of system lane miles

FY 2014 Plan total treatments = **297.6 lane miles** = 4.7% of system lane miles

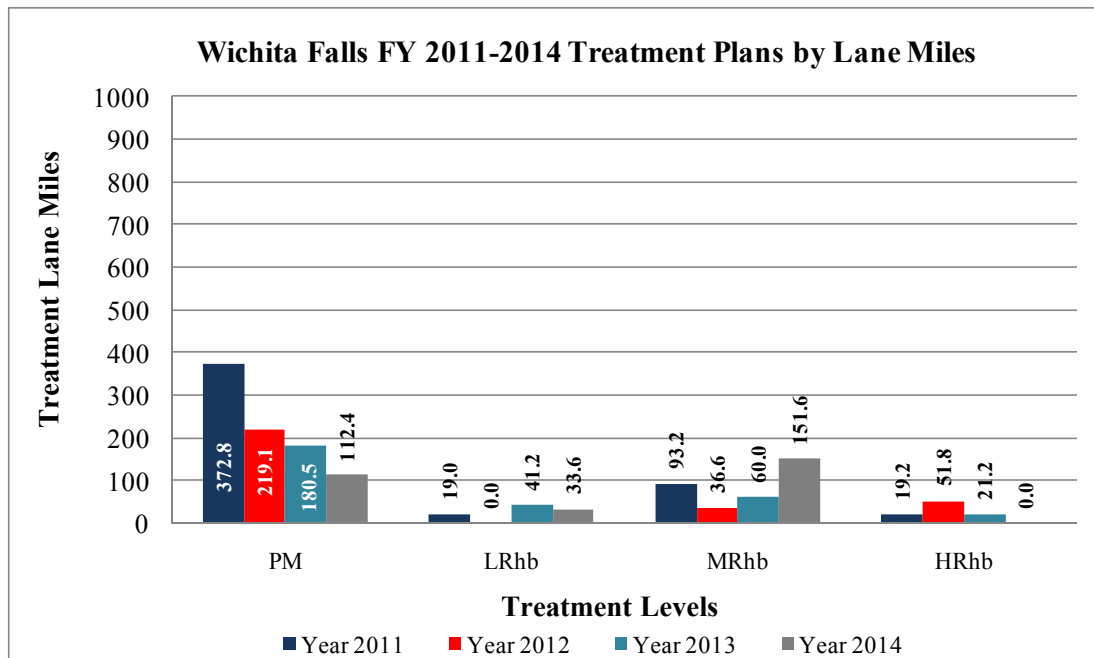


Figure 76. Wichita Falls District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY2013, and FY 2014 are 19.2, 51.8, 21.2, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY2013, and FY 2014 are 93.2, 36.6, 60.0, and 151.6 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY2013, and FY 2014 are 19.0, 0.0, 41.2, and 33.6 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY2013, and FY 2014 are 372.8, 219.1, 180.5, and 112.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 =485.0 lane miles or approximately 7.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 =255.7 lane miles + 19.2 lane miles of Heavy Rehab treatments from FY 2011 = 274.9 lane miles or approximately 4.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 281.7 lane miles + 51.8 lane miles of Heavy Rehab treatments from FY 2012 = 333.5 lane miles or approximately 5.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 297.6 lane miles + 21.2 lane miles of Heavy Rehab treatments from FY 2013 = 318.8 lane miles or approximately 5.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 77.

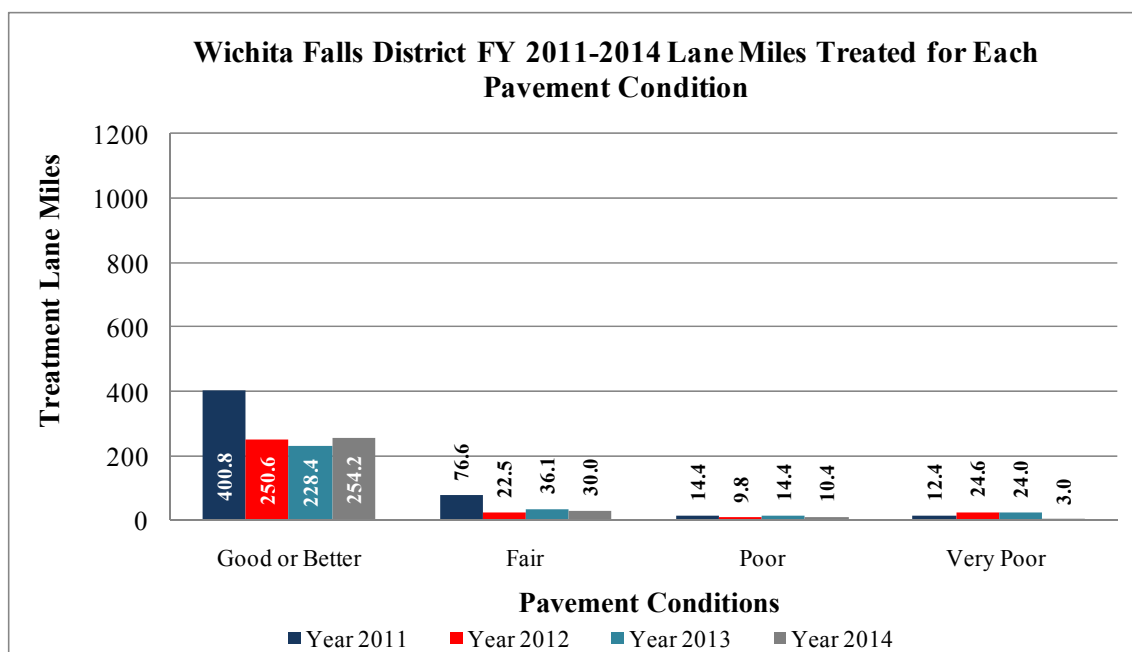


Figure 77. Wichita Falls District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 28. Pavement Performance Summary for Wichita Falls District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Wichita Falls District		Achieved Goal (%)	92.58	91.24	89.72	87.7	84.54	
		Achieved Average CS	93	91	89	87	84	
Counties in Wichita Falls District	Archer	Achieved Goal (%)	97.68	96.29	95.24	92.43	88.08	
		Achieved Average CS	96	95	92	89	86	
	Baylor	Achieved Goal (%)	92.38	92.18	90.97	90.77	89.81	
		Achieved Average CS	95	93	91	89	88	
	Clay	Achieved Goal (%)	96.85	95.72	93.4	90.58	88.34	
		Achieved Average CS	96	93	90	88	85	
	Cooke	Achieved Goal (%)	90.95	90.41	90.03	87.39	84.97	
		Achieved Average CS	92	90	88	86	84	
	Montague	Achieved Goal (%)	87.54	88.93	88.26	89.35	86.83	
		Achieved Average CS	91	90	88	88	86	
	Throckmorton	Achieved Goal (%)	97.62	95.94	94.49	92.4	89.73	
		Achieved Average CS	96	94	92	89	87	
	Wichita	Achieved Goal (%)	86.2	82.26	80.12	77.01	72.81	
		Achieved Average CS	88	85	83	81	77	
	Wilbarger	Achieved Goal (%)	96.35	95.41	93.53	91.89	88.18	
		Achieved Average CS	96	94	92	89	85	
	Young	Achieved Goal (%)	95.8	93.17	90.97	87.45	83.04	
		Achieved Average CS	95	93	90	87	83	

Based on the analysis results presented in Table 28, at the end of the 4-year planning horizon the county in best condition was Baylor (89.81%) while the worst was Wichita (72.81%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

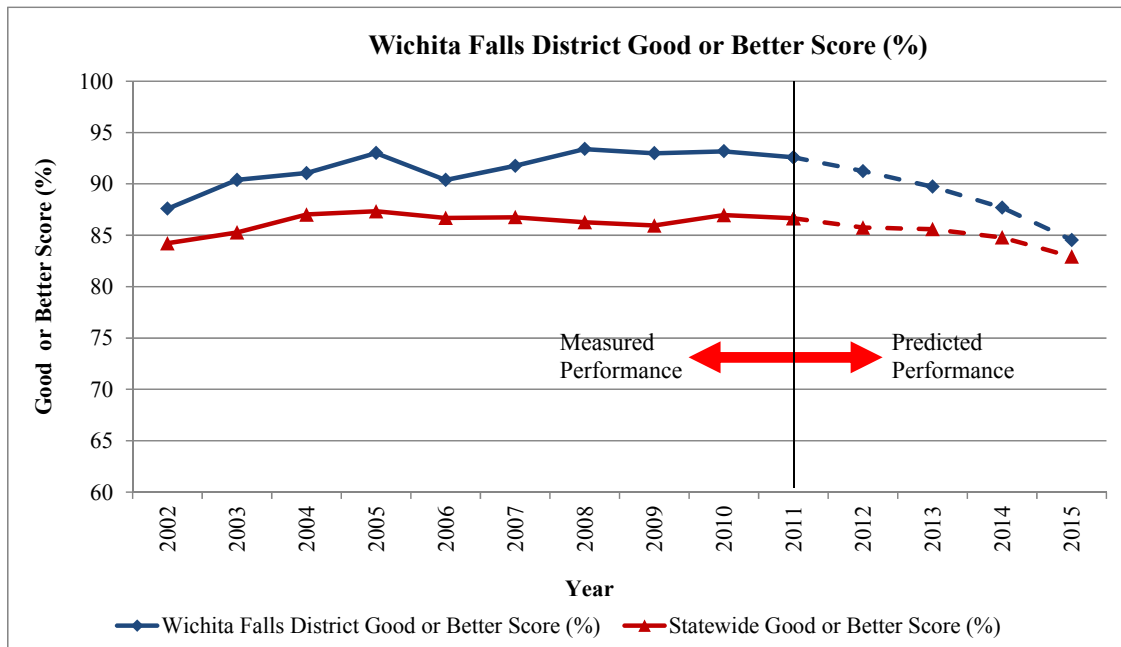


Figure 78. Wichita Falls District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.

Yoakum District

I. Summary of FY 2011–2014 Treatments

Total Center line miles = 3,836

Total Lane miles = 7,937

FY 2011 Plan total treatments = **814.3 lane miles** = 10.3% of system lane miles

FY 2012 Plan total treatments = **1,001.1 lane miles** = 12.6% of system lane miles

FY 2013 Plan total treatments = **1,104.0 lane miles** = 13.9% of system lane miles

FY 2014 Plan total treatments = **997.5 lane miles** = 12.6% of system lane miles

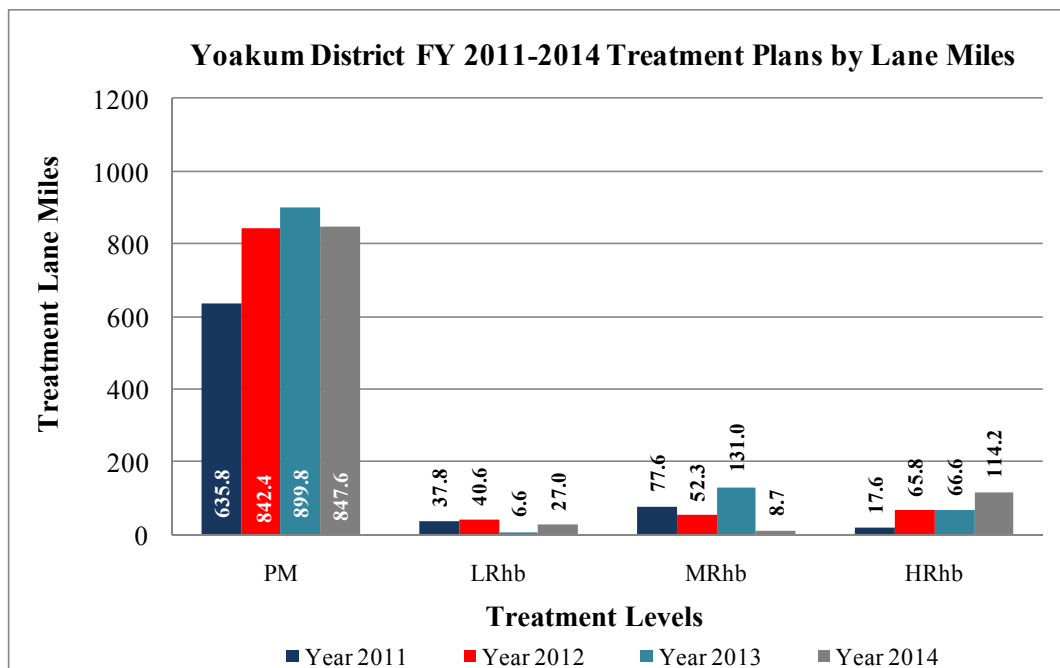


Figure 79. Yoakum District Treatment Plans for FY 2011–2014

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, in addition HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 17.6, 65.8, 66.6, and 114.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 77.6, 52.3, 131.0, and 8.7 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 37.8, 40.6, 6.6, and 27.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2011, FY 2012, FY 2013, and FY 2014 are 635.8, 842.4, 899.8, and 847.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2012 = 796.7 lane miles or approximately 10.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2013 = 935.3 lane miles + 17.6 lane miles of Heavy Rehab treatments from FY 2011 = 952.9 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2014 = 1037.4 lane miles + 65.8 lane miles of Heavy Rehab treatments from FY 2012 = 1103.2 lane miles or approximately 13.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2015 = 883.3 lane miles + 66.6 lane miles of Heavy Rehab treatments from 2013 = 949.9 lane miles or approximately 12.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor, and Very Poor) are summarized in Figure 80.

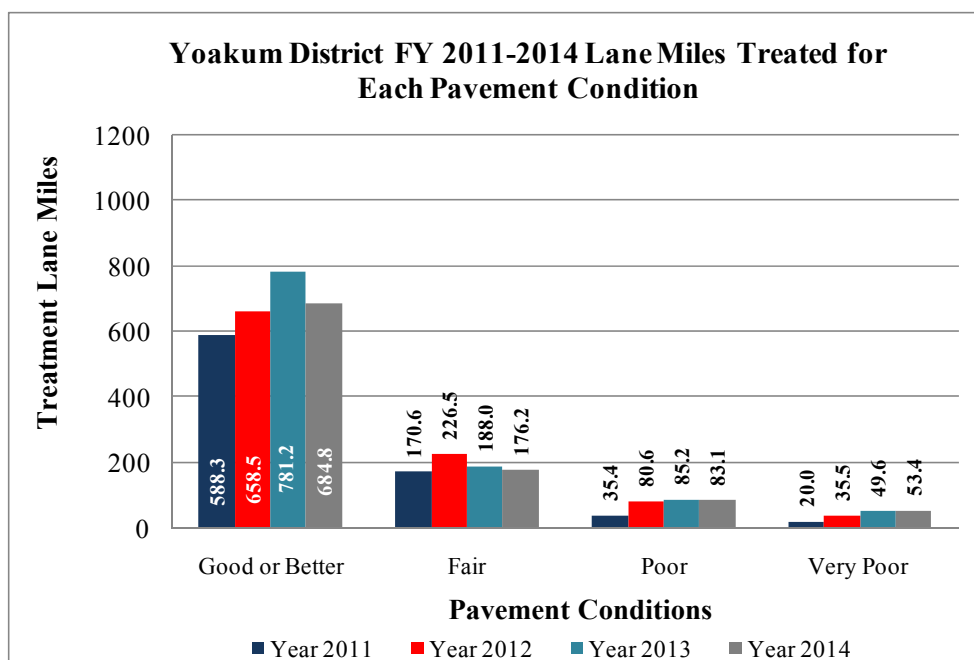


Figure 80. Yoakum District FY 2011–2014 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2012–2015 Percentage of “Good” or Better Pavements and Condition Score

Table 29. Pavement Performance Summary for Yoakum District and Counties

			Base Year	Analysis Years				
			2011	2012	2013	2014	2015	
Yoakum District	Achieved Goal (%)		88.17	86.03	86.07	86.24	85.31	
	Achieved Average CS		91	89	87	86	84	
Counties in Yoakum District	Austin	Achieved Goal (%)	90.42	89.02	88.46	86.27	85.94	
		Achieved Average CS	90	90	88	86	84	
	Calhoun	Achieved Goal (%)	89.34	88.85	89.29	88.95	90.31	
		Achieved Average CS	93	91	89	87	86	
	Colorado	Achieved Goal (%)	96.24	92.24	89.69	87.93	84.09	
		Achieved Average CS	94	92	89	87	84	
	Dewitt	Achieved Goal (%)	85.34	83.19	83.37	84.12	81.42	
		Achieved Average CS	90	89	87	85	82	
	Fayette	Achieved Goal (%)	90.69	89.26	88.59	87.84	85.18	
		Achieved Average CS	93	90	88	86	85	
	Gonzales	Achieved Goal (%)	83.32	80.85	79.06	80.53	82.43	
		Achieved Average CS	88	86	83	83	82	
	Jackson	Achieved Goal (%)	83.85	81.84	82.47	82.68	86.12	
		Achieved Average CS	89	88	86	84	85	
	Lavaca	Achieved Goal (%)	85.84	83.11	83.19	84.77	85	
		Achieved Average CS	90	88	86	85	84	
	Matagorda	Achieved Goal (%)	91.61	89.59	91.9	93.55	90.23	
		Achieved Average CS	93	90	90	89	86	
	Victoria	Achieved Goal (%)	86.72	84.7	87.09	88.05	86.48	
		Achieved Average CS	88	87	87	87	84	
	Wharton	Achieved Goal (%)	86.53	84.36	84.84	84.96	84.23	
		Achieved Average CS	89	87	86	85	84	

Based on the analysis results presented in Table 29, at the end of the 4-year planning horizon the county in best condition was Calhoun (90.31%) while the worst was Dewitt (81.42%).

III. Summary of FY 2002–2015 Percentage of “Good” or Better Pavements

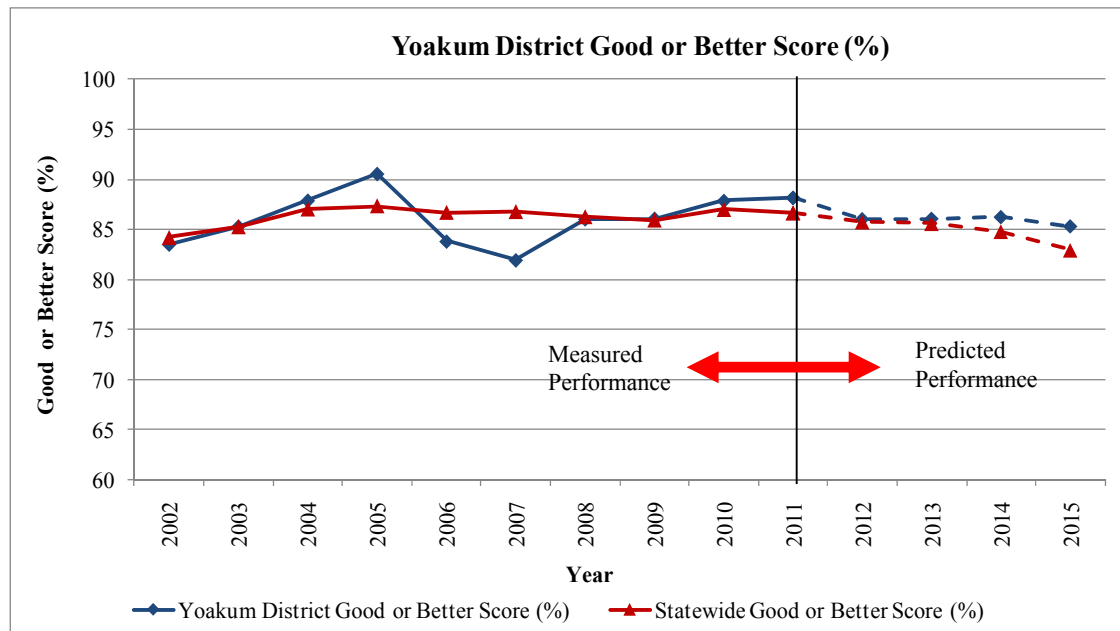


Figure 81. Yoakum District Overall Pavement Performance of FY 2002–2015

For FY 2002 to FY 2011 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2011 until FY 2015 are projected values from the analysis conducted by CTR.