



5-9035-01-P5

A FOUR-YEAR PAVEMENT MANAGEMENT PLAN (FY 2011–FY 2014)

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*TxDOT Project 5-9035-01: Pilot Implementation of a Web-based GIS System to
Provide Information for Pavement Maintenance Decision-
Making*

AUGUST 2010

PUBLISHED JULY 2012

Performing Organization:	Sponsoring Organization:
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Austin, Texas 78701	Austin, Texas 78763-5080
Performed in cooperation with the Texas Department of Transportation and the Federal Highway Administration.	

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Section 1. FY 2011–2014 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 2010–11 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 2011–2014 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 consisted of the summary of the number of lane miles that each district planned 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 2011–14 was identified from finance revenue projections and utilized to plan the projects.
- Projects for the FY 2011–14 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 \$626 M were expected to be available in 2011 for rehabilitation and preventive maintenance projects from Fund 6.

Statewide Expenditure Projections

FY	Budget \$	OH & Ops. \$	%	Struct \$	%	Roadside \$	%	Traffic Ops. \$	%	Pvmt \$	%
11	909 M	116 M	13	18 M	2	191 M	21	225 M	25	357 M	39
12	909 M	120 M	13	19 M	2	190 M	21	227 M	25	350 M	39
13	909 M	121 M	14	19 M	2	192 M	21	229 M	25	345 M	38
14	909 M	124 M	14	19 M	2	194 M	21	231 M	26	335 M	37
Avg			14		2		21		25		38

Statewide

- Projected annual growth in maintenance budget at 0%.
- Overall, we can project spending an average of 38% 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's (CTR) prediction model described below.

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 Pavement Management Information System (PMIS) database. The most current version of the PMIS database was used in the analysis, based on the 2010 PMIS data collection.

Base Year Network Condition

The base year of the analysis was 2010. 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 portions 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 which 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. Fig. 1 below shows samples of the ratings.

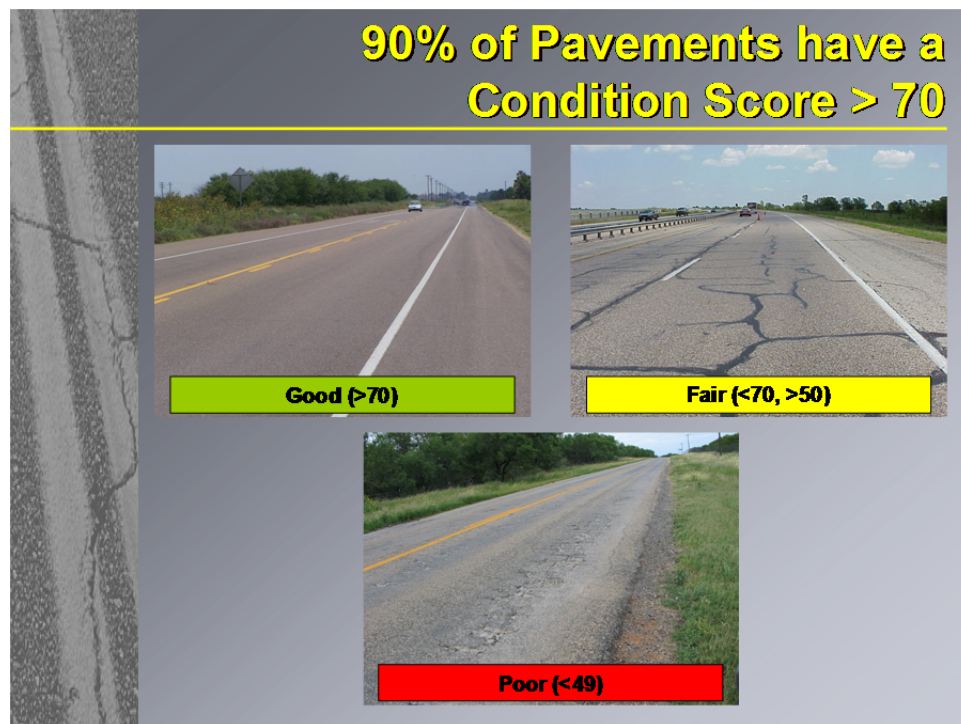


Figure 1. Photos indicate the visual pavement condition with the associated Condition Score.

Pavement Condition Improvements

Statewide PMIS Scores

FY 2009: 85.94% GOOD OR BETTER

FY 2010: 86.99% GOOD OR BETTER

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 indicated that the following number of lanes miles would be treated with PM or Rehabilitation:
 - FY 2011: **17,723.2** lane miles = 9.3% of system
 - FY 2012: **22,262.4** lane miles = 11.7% of system
 - FY 2013: **19,069.3** lane miles = 10.0% of system
 - FY 2014: **11,101.3** lane miles = 5.8% of system
- The 4-year projections indicated that the percent of “Good or Better” pavement conditions would be as follows:
 - FY 2010 (Actual) – 86.97%
 - FY 2011 – 86.13 %
 - FY 2012 – 85.03 %
 - FY 2013 – 83.86 %
 - FY 2014 – 81.83 %

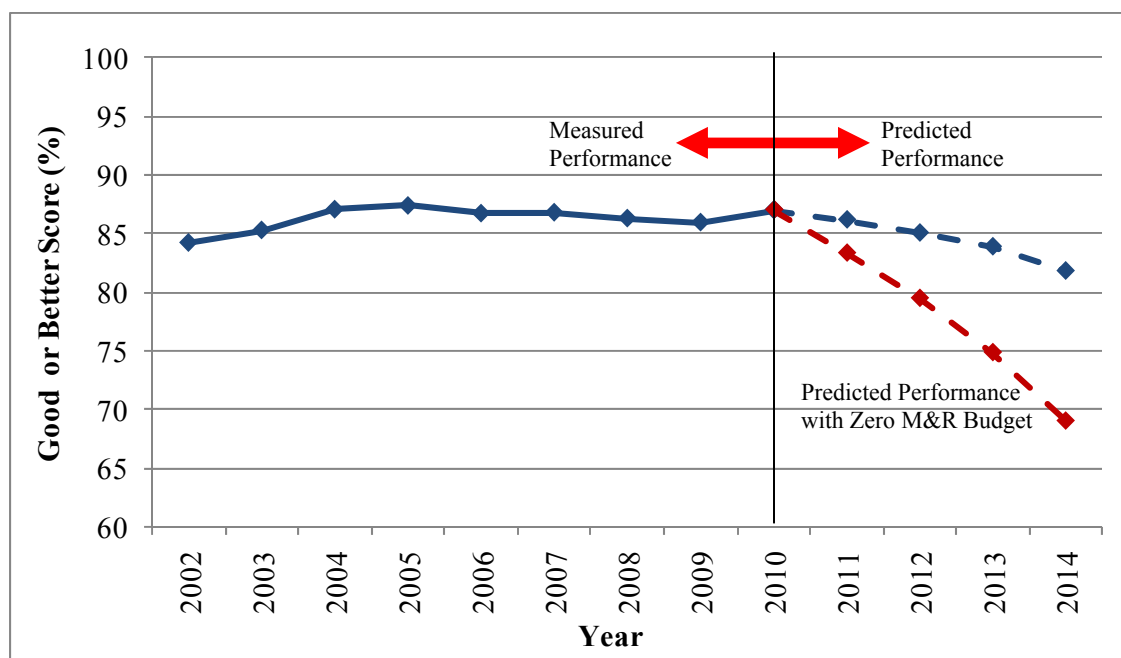


Figure 2. Statewide Overall Pavement Performance for FY 2002–FY 2014

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 2010 PMIS data collection.

Base Year Network Condition

The base year of the analysis was 2010. 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 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.

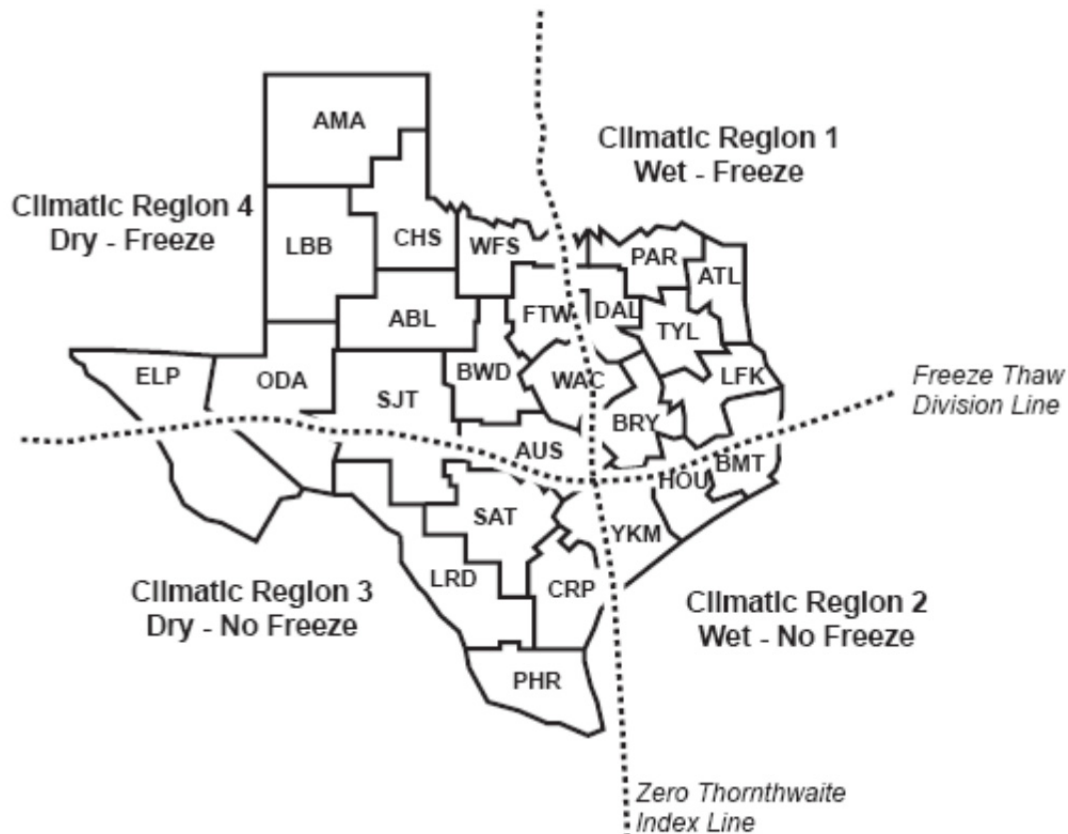


Figure 3. Climatic Regions in the State of Texas

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 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 2010–FY 2013 Treatments

Total State Center line miles = 80,000

Total State Lane miles = 190,396

FY 2010 Plan total treatments = **16,463.5 lane miles** = 8.6% of system lane miles

FY 2011 Plan total treatments = **17,723.2 lane miles** = 9.3% of system lane miles

FY 2012 Plan total treatments = **22,262.4 lane miles** = 11.7% of system lane miles

FY 2013 Plan total treatments = **19,069.3 lane miles** = 10.0% of system lane miles

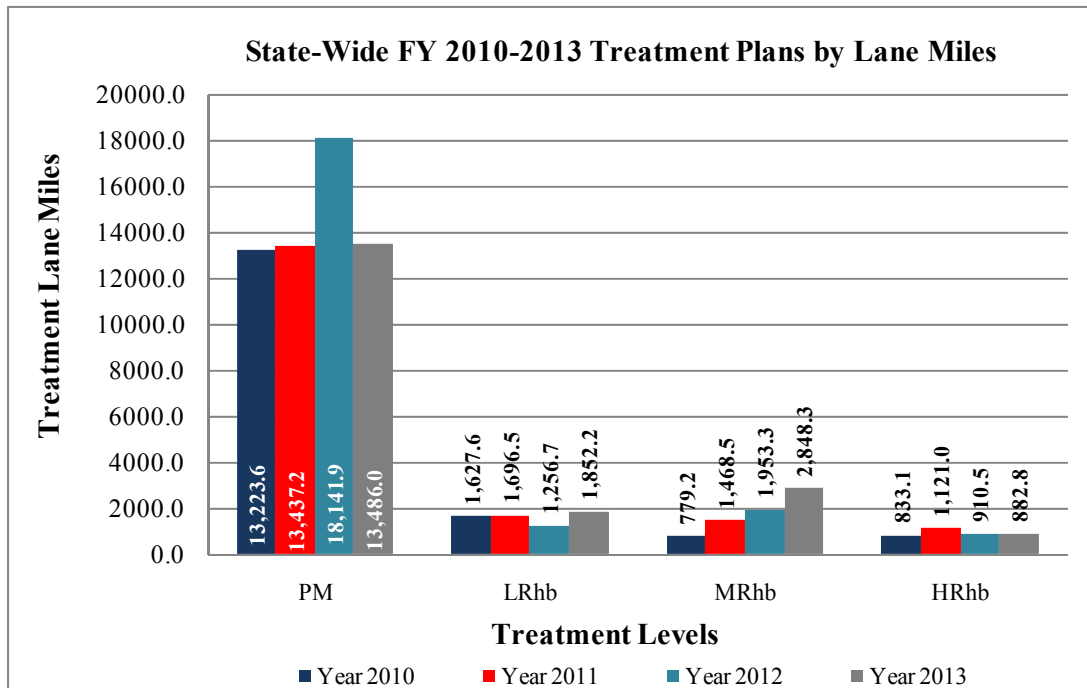


Figure 4. Statewide Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 833.1, 1121.0, 910.5, and 882.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 779.2, 1468.5, 1953.3, and 2848.3 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 1627.6, 1696.5, 1256.7, and 1852.2 lane miles respectively.

- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 13223.6, 13437.2, 18141.9, and 13486.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 15,630.4 lane miles or approximately 8.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 17,435.3 lane miles or approximately 9.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 22,472.9 lane miles or approximately 11.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 19,097.0 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 5.

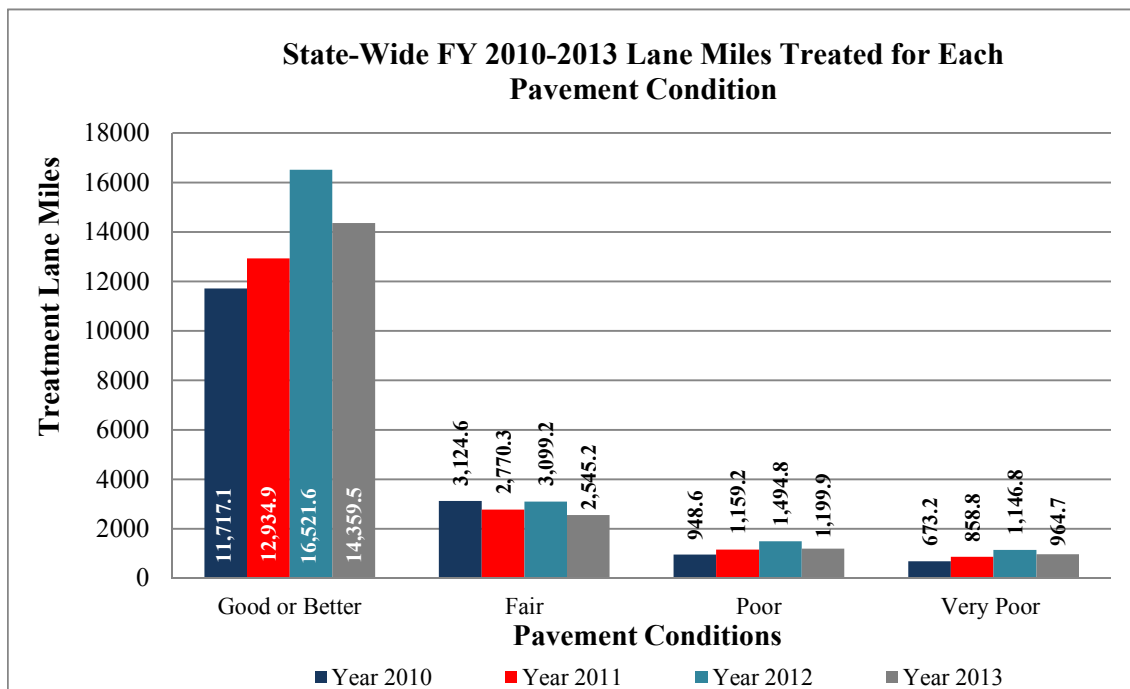


Figure 5. Statewide District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2010–FY 2014 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 2010		Analysis Years			
			Measured	Predicted	2011	2012	2013	2014
Overall State		Achieved Goal (%)	86.97	84.96	86.17	85.03	83.86	81.83
		Achieved Average CS	90	88	88	86	85	82
Districts in State of Texas	Abilene	Achieved Goal (%)	90.22	88.88	88.99	87.45	85.36	85.29
		Achieved Average CS	92	90	90	88	85	85
	Amarillo	Achieved Goal (%)	86.04	88.06	87.17	86.42	85	82.22
		Achieved Average CS	90	89	89	87	85	82
	Atlanta	Achieved Goal (%)	93.35	92.55	92.78	92.58	90.37	87.38
		Achieved Average CS	94	93	92	90	88	85
	Austin	Achieved Goal (%)	82.71	81.69	80.14	79.41	79.45	78.85
		Achieved Average CS	88	86	86	84	83	82
	Beaumont	Achieved Goal (%)	91.06	86.79	90.27	89.42	88.75	87.21
		Achieved Average CS	93	89	91	89	87	85
	Brownwood	Achieved Goal (%)	93.44	92.39	94.76	93.78	92.52	90.52
		Achieved Average CS	95	92	94	91	89	86
	Bryan	Achieved Goal (%)	86.38	85.27	82.8	80.14	77.36	74.83
		Achieved Average CS	89	88	86	84	81	79
	Childress	Achieved Goal (%)	89.53	90.87	90.55	90.17	89.71	87.36
		Achieved Average CS	93	92	92	90	88	85
	Corpus Christi	Achieved Goal (%)	81.58	83.31	81.45	81.44	82.14	80.08
		Achieved Average CS	87	87	86	84	83	81
	Dallas	Achieved Goal (%)	78.28	70.1	73.96	71.93	69.45	65.24
		Achieved Average CS	84	78	80	78	76	73
	El Paso	Achieved Goal (%)	89.01	86.15	86.42	83.76	81.47	79.71
		Achieved Average CS	91	88	89	86	83	81
	Fort Worth	Achieved Goal (%)	85.52	80.1	82.83	79.77	77.91	73.44
		Achieved Average CS	88	84	86	83	81	78
	Houston	Achieved Goal (%)	76.04	71.93	71.3	67.79	61.85	56.73
		Achieved Average CS	84	80	80	77	73	69
	Laredo	Achieved Goal (%)	85.69	83.3	83.41	83.04	82.79	83.81
		Achieved Average CS	89	86	87	86	84	84
	Lubbock	Achieved Goal (%)	87.36	85.99	87.7	88.63	89.14	88.18
		Achieved Average CS	92	89	90	89	88	86
	Lufkin	Achieved Goal (%)	89.3	85.26	87.33	84.8	84.62	82.56
		Achieved Average CS	91	89	89	87	85	82

			Base Year 2010		Analysis Years			
			Measured	Predicted	2011	2012	2013	2014
Overall State		Achieved Goal (%)	86.97	84.96	86.17	85.03	83.86	81.83
		Achieved Average CS	90	88	88	86	85	82
	Odessa	Achieved Goal (%)	93.33	92.75	93.41	93.25	91.61	88.58
		Achieved Average CS	94	93	93	90	88	85
	Paris	Achieved Goal (%)	80.6	72.74	79.44	79.31	78.7	77.87
		Achieved Average CS	86	82	84	83	82	81
	Pharr	Achieved Goal (%)	84.07	80.22	87.09	89.89	91.64	90.51
		Achieved Average CS	90	86	89	89	89	87
	San Angelo	Achieved Goal (%)	95.23	94.91	95.57	94.05	92.75	90.41
		Achieved Average CS	96	94	94	92	89	87
	San Antonio	Achieved Goal (%)	84.82	81.43	83.17	81.71	81.79	77.73
		Achieved Average CS	89	85	87	84	83	79
	Tyler	Achieved Goal (%)	93.85	89.83	90.33	88.53	85.79	85.01
		Achieved Average CS	93	90	90	88	86	86
	Waco	Achieved Goal (%)	87.54	83.33	84.7	83.38	82.59	82.67
		Achieved Average CS	90	87	88	86	85	83
	Wichita Falls	Achieved Goal (%)	93.18	91.97	91.81	90.22	89.36	87.05
		Achieved Average CS	94	91	92	89	88	85
	Yoakum	Achieved Goal (%)	87.86	84.08	85.86	84.78	84.46	82.45
		Achieved Average CS	90	87	88	86	85	83

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements for Entire State

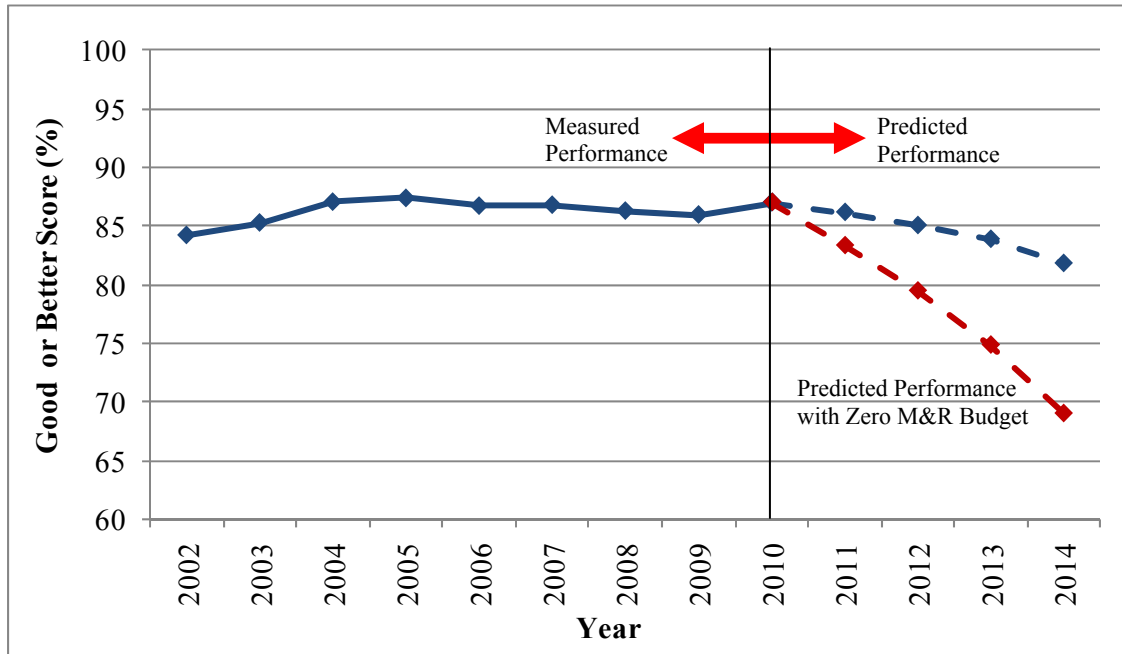


Figure 6. Statewide Overall Pavement Performance for FY 2002–FY 2014

Section 4. District Summaries

Abilene District

I. Summary of FY 2010–FY 2013 Treatments

Total Center lane miles = 3,744

Total Lane miles = 8,397

FY 2010 Plan total treatments = **572.0 lane miles** = 6.8% of system lane miles

FY 2011 Plan total treatments = **409.6 lane miles** = 4.9% of system lane miles

FY 2012 Plan total treatments = **745.2 lane miles** = 8.9% of system lane miles

FY 2013 Plan total treatments = **1,562.6 lane miles** = 18.6% of system lane miles

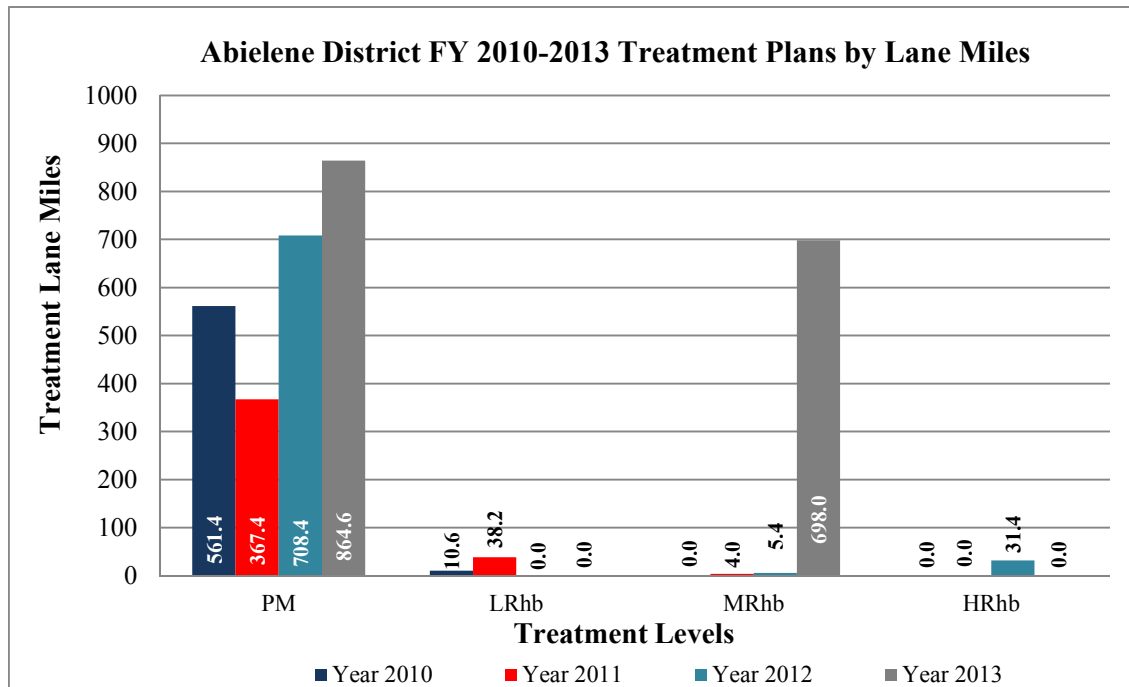


Figure 7. Abilene District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 0.0, 31.4, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 4.0, 5.4, and 698.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 10.6, 38.2, 0.0, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 561.4, 367.4, 708.4, and 864.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 572.0 lane miles or approximately 6.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 409.6 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 409.6 lane miles or approximately 4.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 713.8 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 713.8 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 1562.6 lane miles + 31.4 lane miles of Heavy Rehab treatments from FY 2012 = 1594.0 lane miles or approximately 19.0% of the total system.

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

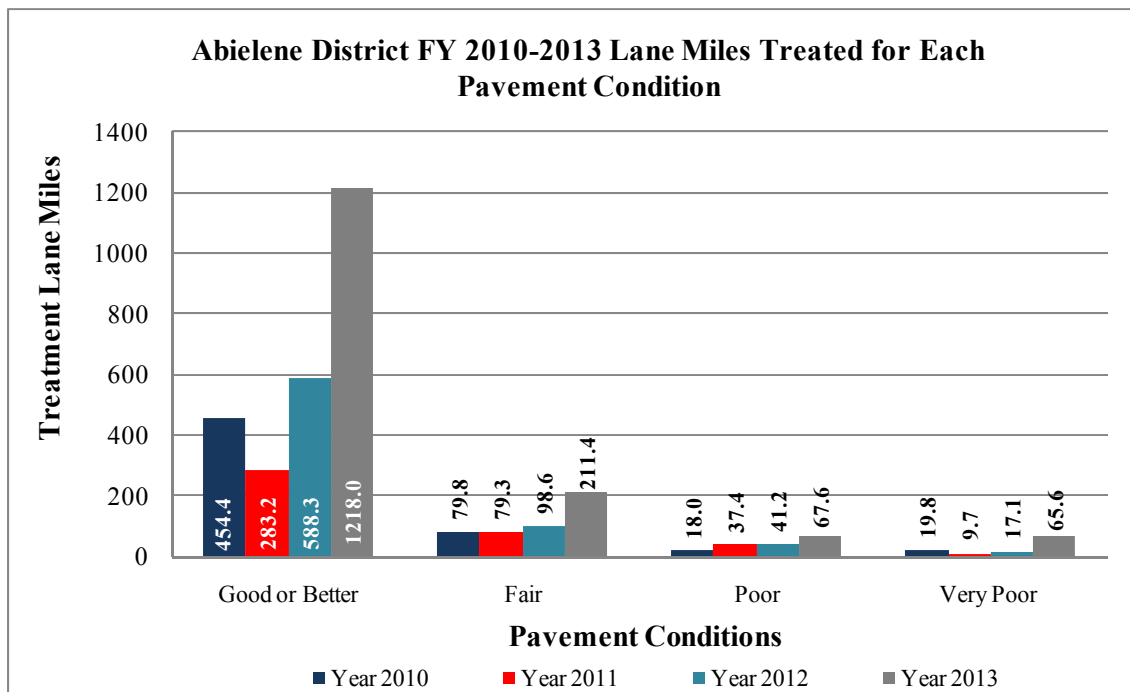


Figure 8. Abilene District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 5. Pavement Performance Summary for Abilene District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Abilene District	Achieved Goal (%)		90.22	88.99	87.45	85.36	85.29	
	Achieved Average CS		92	90	88	85	85	
Counties in Abilene District	Borden	Achieved Goal (%)	95.91	94.21	92.17	87.43	82.99	
		Achieved Average CS	94	92	90	87	84	
	Callahan	Achieved Goal (%)	90.14	86.78	83.85	84.2	83.96	
		Achieved Average CS	92	89	86	84	83	
	Fisher	Achieved Goal (%)	95.85	96.18	94.73	93.47	91.56	
		Achieved Average CS	96	94	91	88	86	
	Haskell	Achieved Goal (%)	93.16	90.06	87.77	86.51	84.28	
		Achieved Average CS	93	91	87	85	83	
	Howard	Achieved Goal (%)	85.43	83.62	85.04	83.16	84.61	
		Achieved Average CS	91	89	88	85	84	
	Jones	Achieved Goal (%)	86.63	85.31	83.34	82.67	79.74	
		Achieved Average CS	91	89	86	85	82	
	Kent	Achieved Goal (%)	95.82	93.72	90.95	88.18	95.82	
		Achieved Average CS	95	92	90	86	94	
	Mitchell	Achieved Goal (%)	86.8	88.89	95.16	94.52	93.28	
		Achieved Average CS	92	91	92	90	89	
	Nolan	Achieved Goal (%)	91.96	91.35	88.42	86.3	86.94	
		Achieved Average CS	93	90	88	84	85	
	Scurry	Achieved Goal (%)	90.64	90.7	89.32	86.94	84.57	
		Achieved Average CS	93	91	88	86	84	
	Shackelford	Achieved Goal (%)	91.69	87.56	87.39	87.5	92.25	
		Achieved Average CS	92	90	88	87	90	
	Stonewall	Achieved Goal (%)	96.3	98.06	97.15	95.63	96.24	
		Achieved Average CS	96	95	93	90	91	
	Taylor	Achieved Goal (%)	87.85	86.73	83.69	80.44	80.39	
		Achieved Average CS	90	88	85	82	82	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Stonewall (96.24%) while the worst was Jones (79.74%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

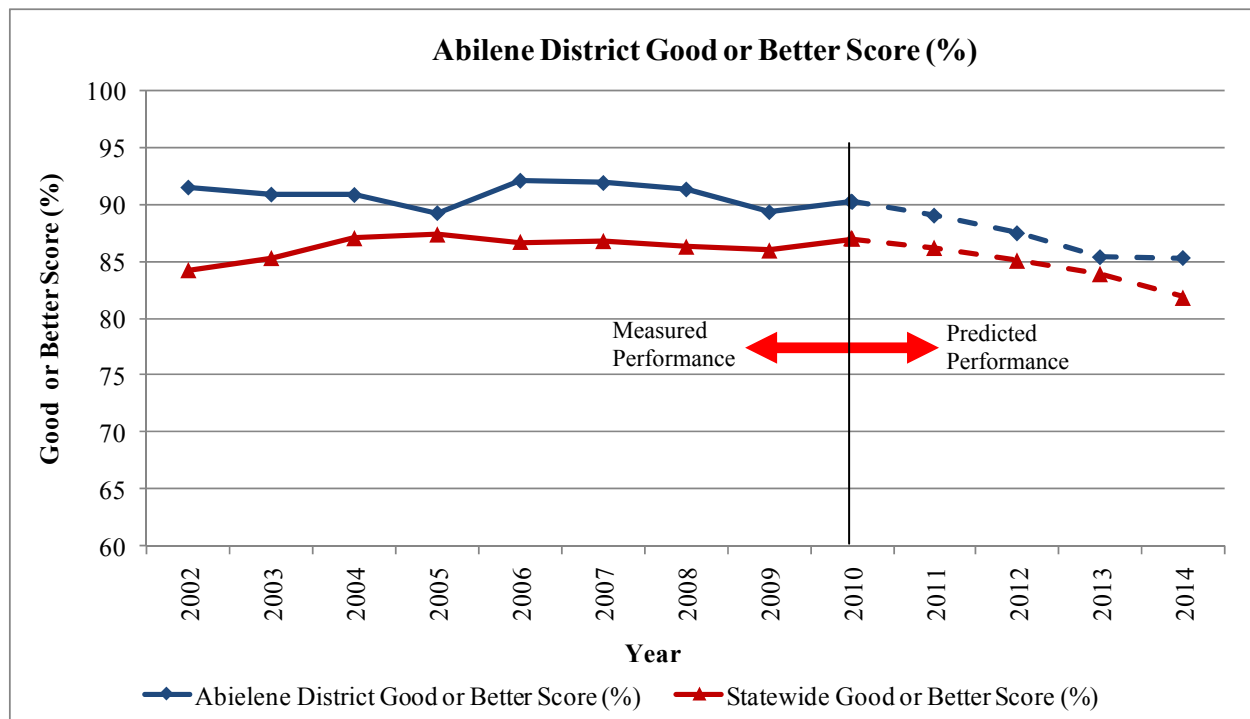


Figure 9. Abilene District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Amarillo District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 4,092

Total Lane miles = 9,362

FY 2010 Plan total treatments = **890.1 lane miles** = 9.5% of system lane miles

FY 2011 Plan total treatments = **672.6 lane miles** = 7.2% of system lane miles

FY 2012 Plan total treatments = **724.8 lane miles** = 7.7% of system lane miles

FY 2013 Plan total treatments = **167.6 lane miles** = 1.8% of system lane miles

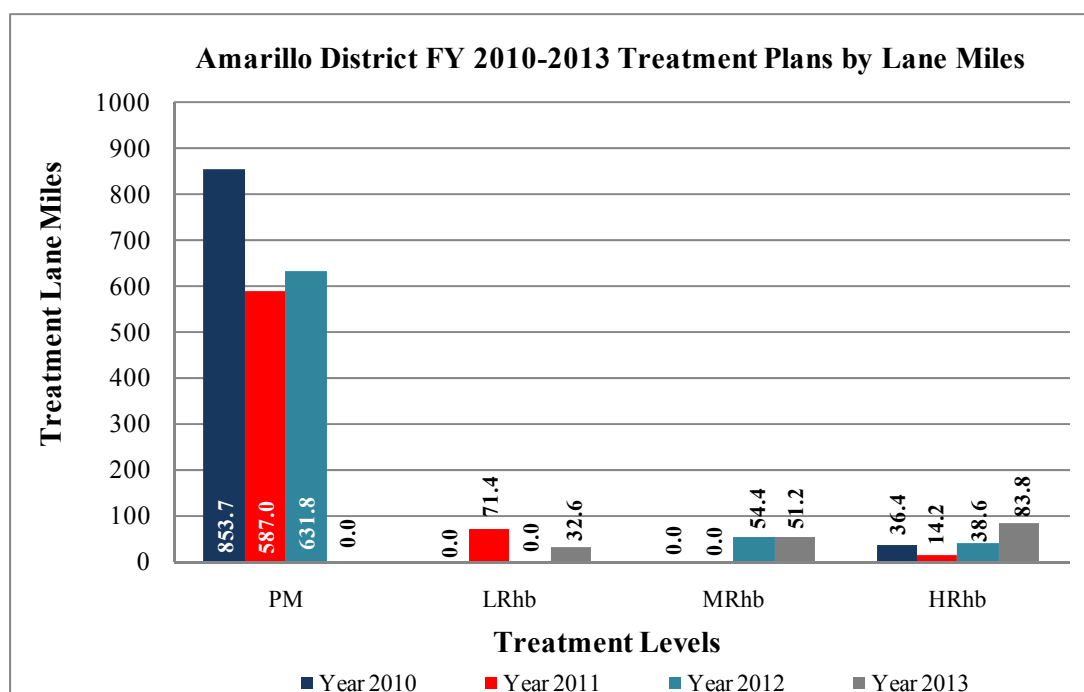


Figure 10. Amarillo District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 36.4, 14.2, 38.6, and 83.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 0.0, 54.4, and 51.2 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 71.4, 0.0, and 32.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 853.7, 587.0, 631.8, and 0.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 853.7 lane miles or approximately 9.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 658.4 lane miles + 36.4 lane miles of Heavy Rehab treatments from FY 2010 = 694.8 lane miles or approximately 7.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 686.2 lane miles + 14.2 lane miles of Heavy Rehab treatments from FY 2011 = 700.4 lane miles or approximately 7.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 83.8 lane miles + 38.6 lane miles of Heavy Rehab treatments from FY 2012 = 122.4 lane miles or approximately 1.3% of the total system.

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

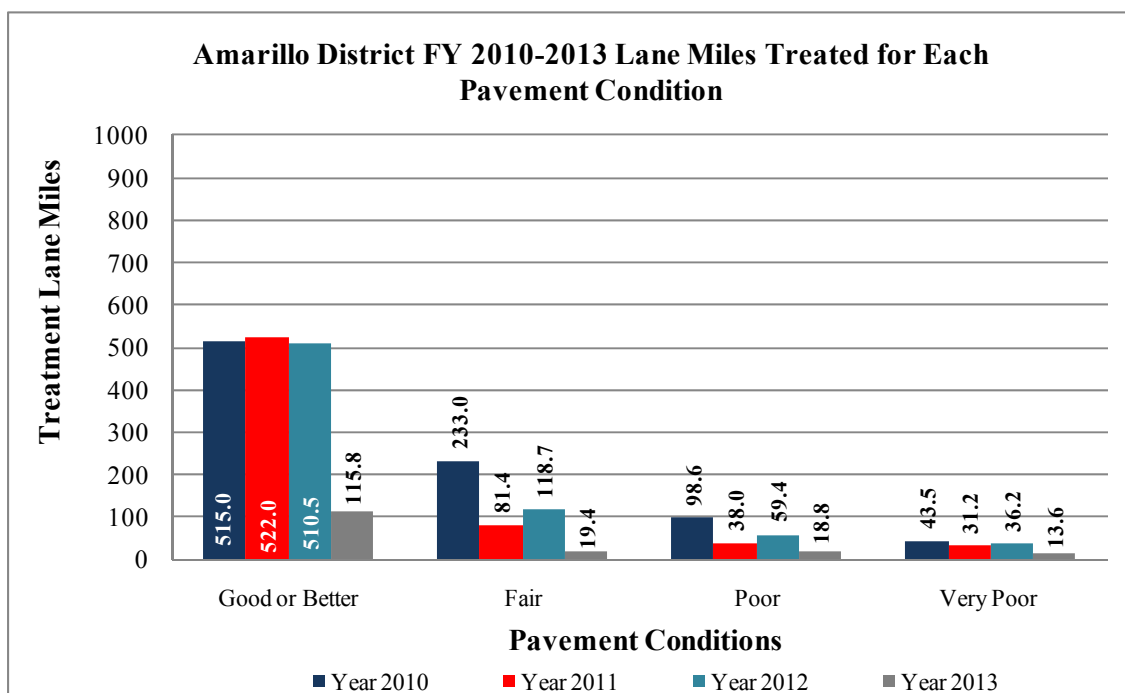


Figure 11. Amarillo District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 6. Pavement Performance Summary for Amarillo District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Amarillo District		Achieved Goal (%)	86.04	87.17	86.42	85	82.22	
		Achieved Average CS	90	89	87	85	82	
Counties in Amarillo District	Armstrong	Achieved Goal (%)	91.74	93.4	92.74	93.35	92.56	
		Achieved Average CS	95	93	91	90	89	
	Carson	Achieved Goal (%)	81.01	85.54	85.26	84.66	80.37	
		Achieved Average CS	87	88	86	85	81	
	Dallam	Achieved Goal (%)	85.33	87.66	87.41	87.41	84.11	
		Achieved Average CS	90	90	88	86	83	
	Deaf Smith	Achieved Goal (%)	87.7	87.27	83.75	89.6	86.11	
		Achieved Average CS	90	89	86	88	84	
	Gray	Achieved Goal (%)	87.14	86.09	85.67	84.51	81.19	
		Achieved Average CS	91	89	87	85	81	
	Hansford	Achieved Goal (%)	95.76	96.86	96.03	94.86	91.23	
		Achieved Average CS	97	95	93	91	87	
	Hartley	Achieved Goal (%)	80.71	86.73	83.33	85.96	82.37	
		Achieved Average CS	87	89	86	85	82	
	Hemphill	Achieved Goal (%)	89.8	90.47	92.03	85.38	81.44	
		Achieved Average CS	90	90	89	85	83	
	Hutchinson	Achieved Goal (%)	92.34	91.66	89.38	87.05	80.79	
		Achieved Average CS	92	91	88	85	82	
	Lipscomb	Achieved Goal (%)	88.53	89.9	86.58	83.54	78.98	
		Achieved Average CS	90	91	88	85	81	
	Moore	Achieved Goal (%)	90.51	92.7	92.18	89.35	86.9	
		Achieved Average CS	94	93	90	87	83	
	Ochiltree	Achieved Goal (%)	84.19	86.42	85.26	87.26	87.91	
		Achieved Average CS	89	88	86	85	85	
	Oldham	Achieved Goal (%)	89.41	89.68	86.99	85.8	80.92	
		Achieved Average CS	92	91	88	86	83	
	Potter	Achieved Goal (%)	70.67	70.99	72.84	69.38	66.51	
		Achieved Average CS	82	81	81	78	74	
	Randall	Achieved Goal (%)	87.27	84.75	82.55	80.77	80.2	
		Achieved Average CS	90	88	86	83	83	
	Roberts	Achieved Goal (%)	91.66	94.08	93.41	95.5	89.82	
		Achieved Average CS	92	92	90	90	86	
	Sherman	Achieved Goal (%)	86.52	86.84	89.03	86.1	83.17	
		Achieved Average CS	89	88	88	85	83	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Armstrong (92.56%) while the worst was Potter (66.51%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

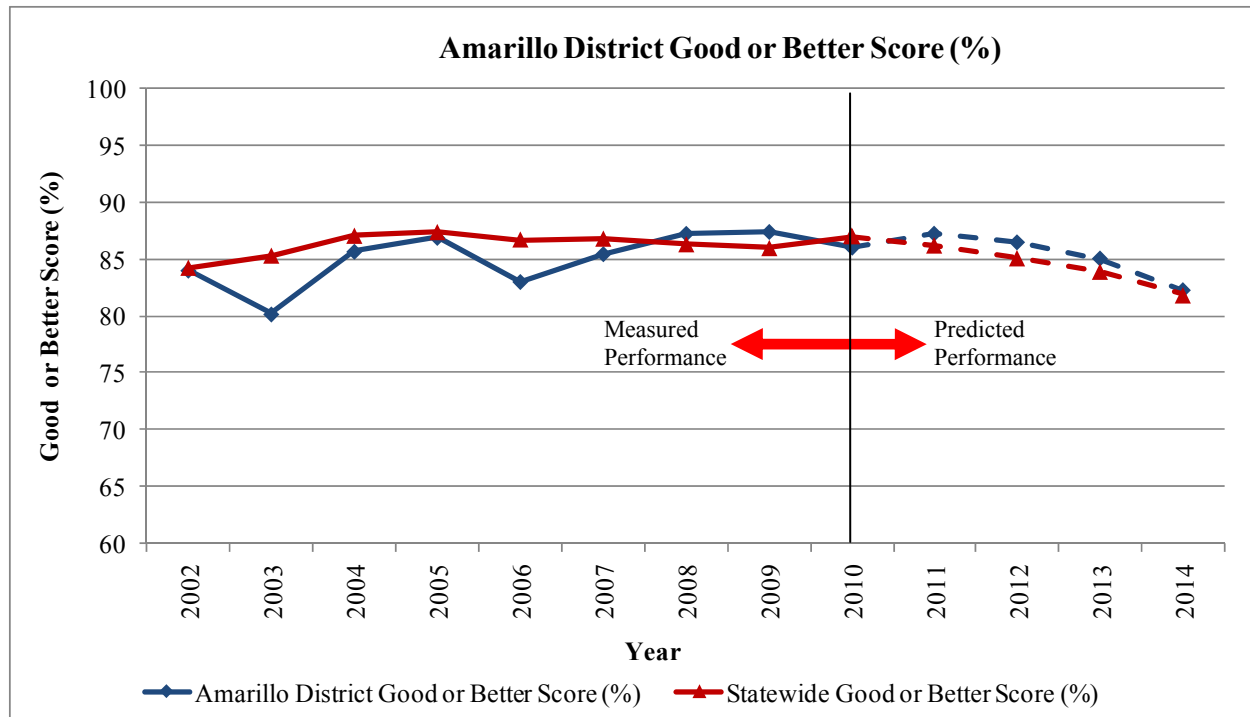


Figure 12. Amarillo District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Atlanta District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,691

Total Lane miles = 6,155

FY 2010 Plan total treatments = **569.7 lane miles** = 9.3% of system lane miles

FY 2011 Plan total treatments = **660.7 lane miles** = 10.7% of system lane miles

FY 2012 Plan total treatments = **497.7 lane miles** = 8.1% of system lane miles

FY 2013 Plan total treatments = **664.0 lane miles** = 10.8% of system lane miles

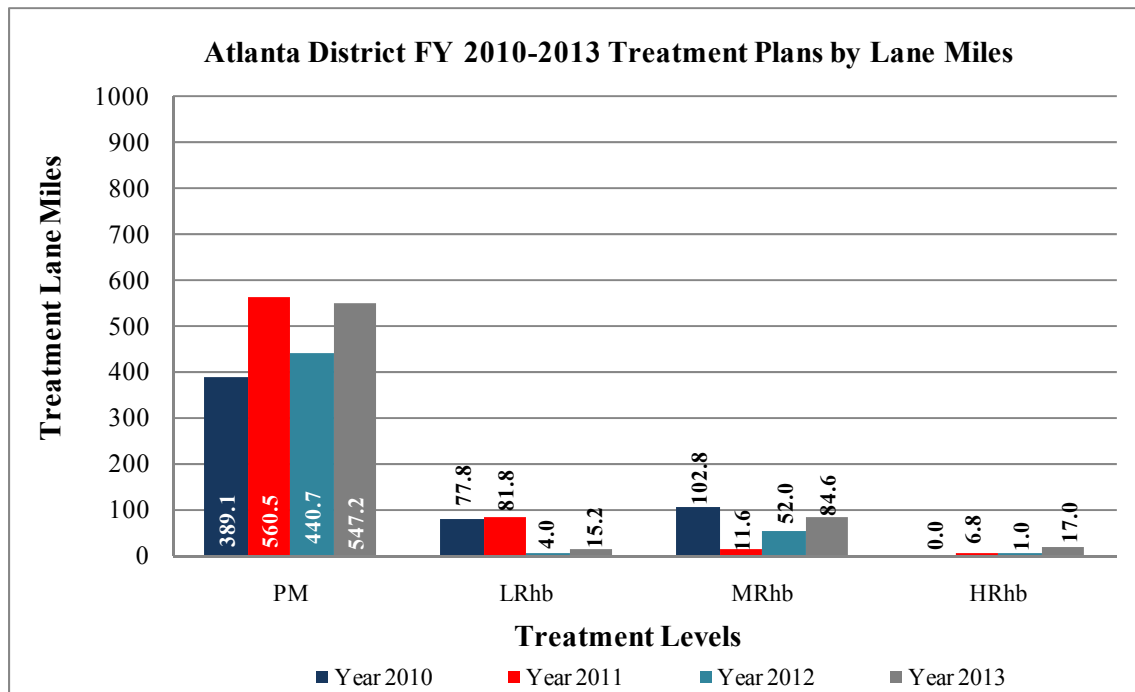


Figure 13. Atlanta District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 6.8, 1.0, and 17.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 102.8, 11.6, 52.0, and 84.6 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 77.8, 81.8, 4.0, and 15.2 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 389.1, 560.5, 440.7, and 547.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 569.7 lane miles or approximately 9.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 653.9 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 653.9 lane miles or approximately 10.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 496.7 lane miles + 6.8 lane miles of Heavy Rehab treatments from FY 2011 = 503.5 lane miles or approximately 8.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 647.0 lane miles + 1.0 lane miles of Heavy Rehab treatments from FY 2012 = 648.0 lane miles or approximately 10.5% of the total system.

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

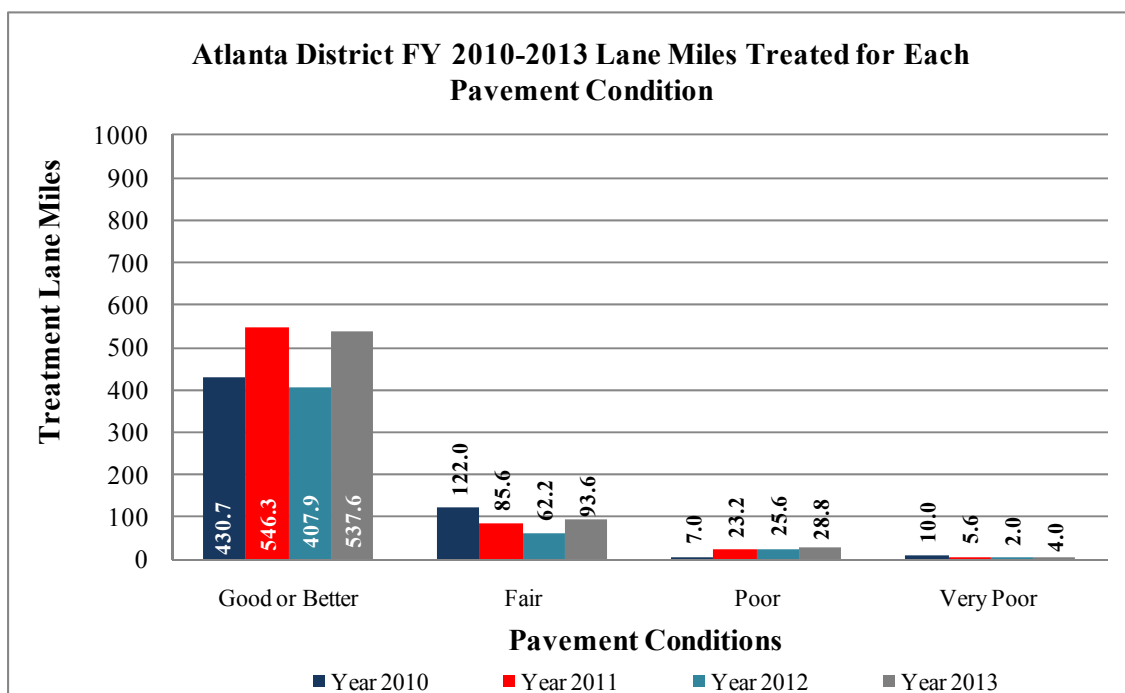


Figure 14. Atlanta District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 7. Pavement Performance Summary for Atlanta District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Atlanta District		Achieved Goal (%)	93.35	92.78	92.58	90.37	87.38	
		Achieved Average CS	94	92	90	88	85	
Counties in Atlanta District	Bowie	Achieved Goal (%)	92.88	92.15	91.74	88.05	86.38	
		Achieved Average CS	93	91	88	86	83	
	Camp	Achieved Goal (%)	85.77	95.26	93.89	93.09	92.6	
		Achieved Average CS	90	93	93	90	87	
	Cass	Achieved Goal (%)	95.88	95.61	97.27	95.46	93.7	
		Achieved Average CS	97	95	93	90	88	
	Harrison	Achieved Goal (%)	93.64	92.67	91.21	89.54	86.41	
		Achieved Average CS	94	92	89	87	85	
	Marion	Achieved Goal (%)	94.79	97.43	94.59	90.93	89.92	
		Achieved Average CS	95	94	91	87	86	
	Morris	Achieved Goal (%)	94.99	93.14	92.35	91.84	93.02	
		Achieved Average CS	96	94	91	89	89	
	Panola	Achieved Goal (%)	93.8	94.38	92.85	88.43	85.95	
		Achieved Average CS	94	93	91	88	85	
	Titus	Achieved Goal (%)	90.96	89.74	87.83	88.1	84.02	
		Achieved Average CS	92	90	88	86	83	
	Upshur	Achieved Goal (%)	92.82	92.87	91.18	90.48	86.59	
		Achieved Average CS	94	92	90	88	85	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Cass (93.70%) while the worst was Titus (84.02%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

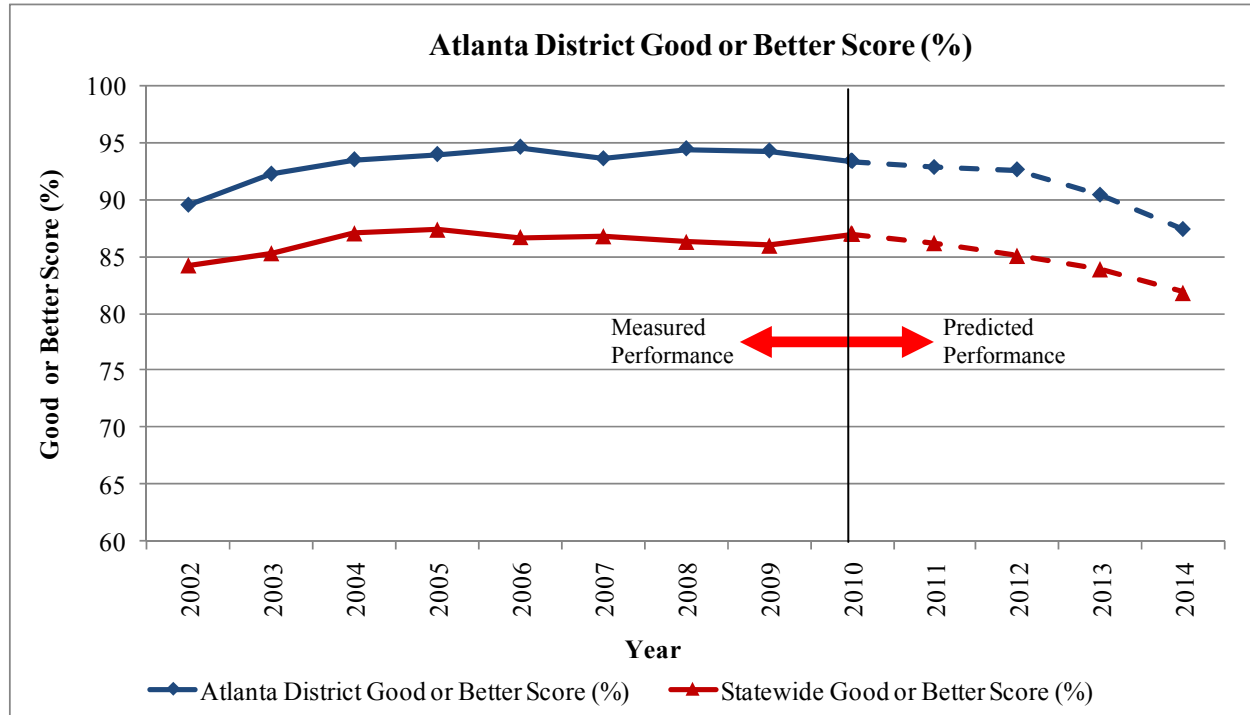


Figure 15. Atlanta District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Austin District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,345

Total Lane miles = 8,976

FY 2010 Plan total treatments = **518.7 lane miles** = 5.8% of system lane miles

FY 2011 Plan total treatments = **717.4 lane miles** = 8.0% of system lane miles

FY 2012 Plan total treatments = **1,403.8 lane miles** = 15.6% of system lane miles

FY 2013 Plan total treatments = **1,430.4 lane miles** = 15.9% of system lane miles

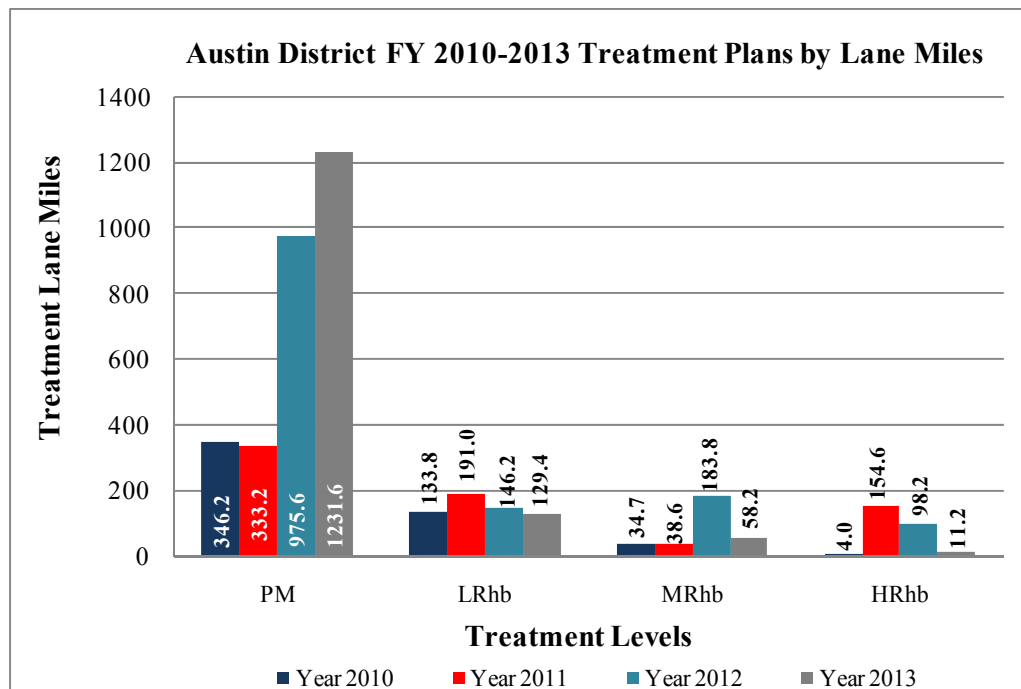


Figure 16. Austin District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 4.0, 154.6, 98.2, and 11.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 34.7, 38.6, 183.8, and 58.2 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 133.8, 191.0, 146.2, and 129.4 lane miles respectively.

- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 346.2, 333.2, 975.6, and 1231.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 514.7 lane miles or approximately 5.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 562.8 lane miles + 4.0 lane miles of Heavy Rehab treatments from FY 2010 = 566.8 lane miles or approximately 6.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1305.6 lane miles + 154.6 lane miles of Heavy Rehab treatments from FY 2011 = 1460.2 lane miles or approximately 16.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 1419.2 lane miles + 98.2 lane miles of Heavy Rehab treatments from FY 2012 = 1517.4 lane miles or approximately 16.9% 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.

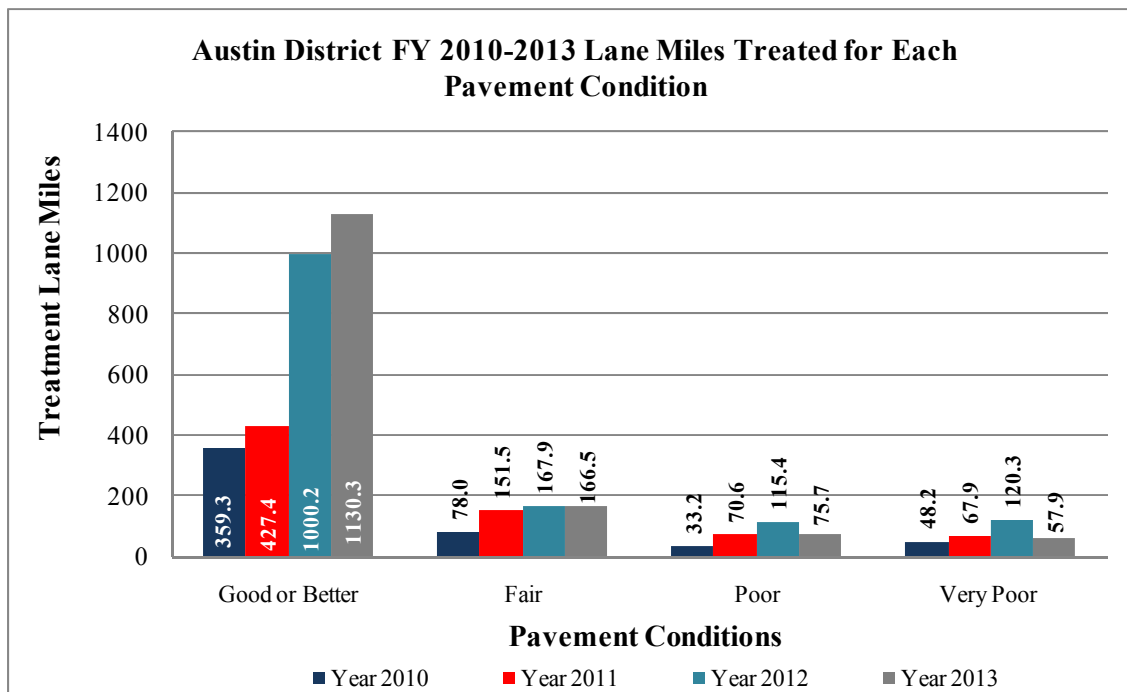


Figure 17. Austin District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 8. Pavement Performance Summary for Austin District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Austin District		Achieved Goal (%)	82.71	80.14	79.41	79.45	78.85	
		Achieved Average CS	88	86	84	83	82	
Counties in Austin District	Bastrop	Achieved Goal (%)	75.13	75.1	78.93	82.98	79.99	
		Achieved Average CS	85	84	84	84	82	
	Blanco	Achieved Goal (%)	85.61	80.74	79.13	75.17	70.78	
		Achieved Average CS	90	88	85	82	79	
	Burnet	Achieved Goal (%)	90.5	89.74	88.04	84.02	81.75	
		Achieved Average CS	92	91	88	84	82	
	Caldwell	Achieved Goal (%)	53.88	51.75	48.25	55.47	58.97	
		Achieved Average CS	70	68	66	69	69	
	Gillespie	Achieved Goal (%)	89.76	84.79	86.3	81.27	78.28	
		Achieved Average CS	92	89	88	85	82	
	Hays	Achieved Goal (%)	86.18	82.5	82.56	81.49	78.44	
		Achieved Average CS	90	87	85	85	81	
	Lee	Achieved Goal (%)	78.73	79.32	78.24	75.78	85.32	
		Achieved Average CS	86	86	83	81	85	
	Llano	Achieved Goal (%)	83.53	79.96	87.9	85.71	81.75	
		Achieved Average CS	87	84	88	86	82	
	Mason	Achieved Goal (%)	91	86.95	83.61	79.42	75.37	
		Achieved Average CS	92	90	87	84	81	
	Travis	Achieved Goal (%)	87.82	85.98	84.34	88.72	87.3	
		Achieved Average CS	91	89	86	88	87	
	Williamson	Achieved Goal (%)	79.65	76.48	73.29	72.49	73.77	
		Achieved Average CS	85	83	80	79	80	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Travis (87.30%) while the worst was Caldwell (58.97%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

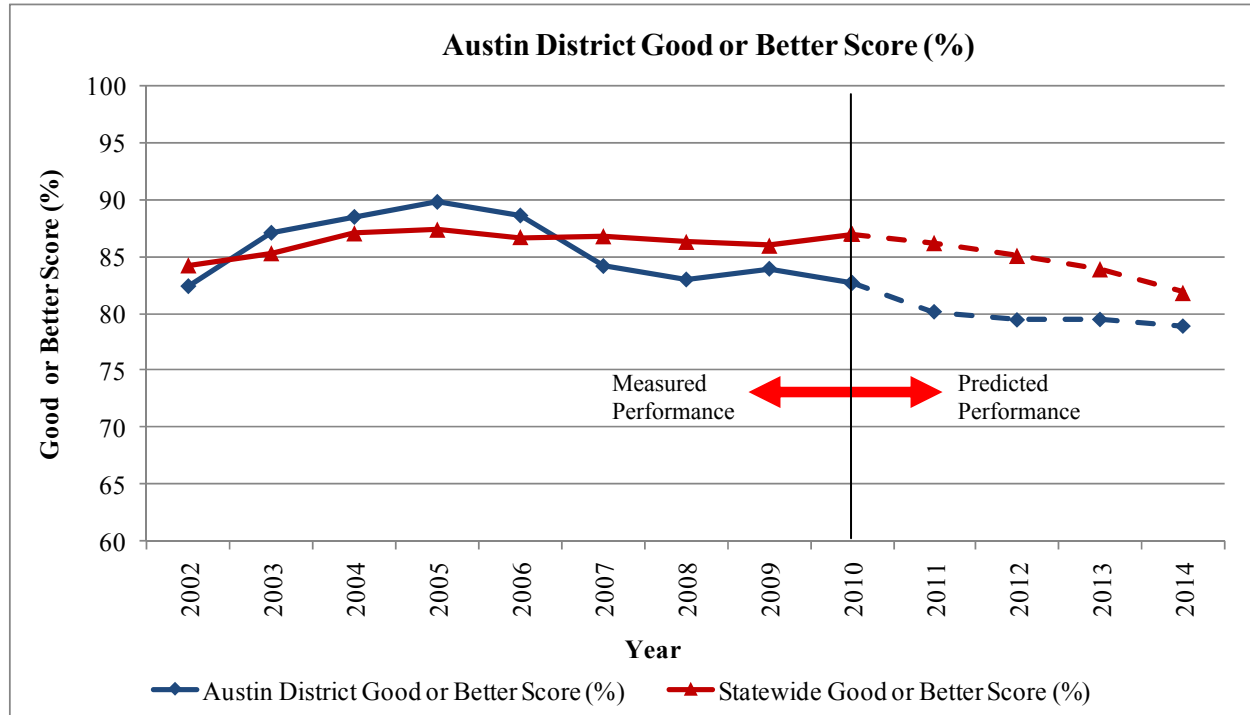


Figure 18. Austin District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Beaumont District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,374

Total Lane miles = 5,672

FY 2010 Plan total treatments = **677.6 lane miles** = 11.9% of system lane miles

FY 2011 Plan total treatments = **598.8 lane miles** = 10.6% of system lane miles

FY 2012 Plan total treatments = **1162.0 lane miles** = 20.5% of system lane miles

FY 2013 Plan total treatments = **693.1 lane miles** = 12.2% of system lane miles

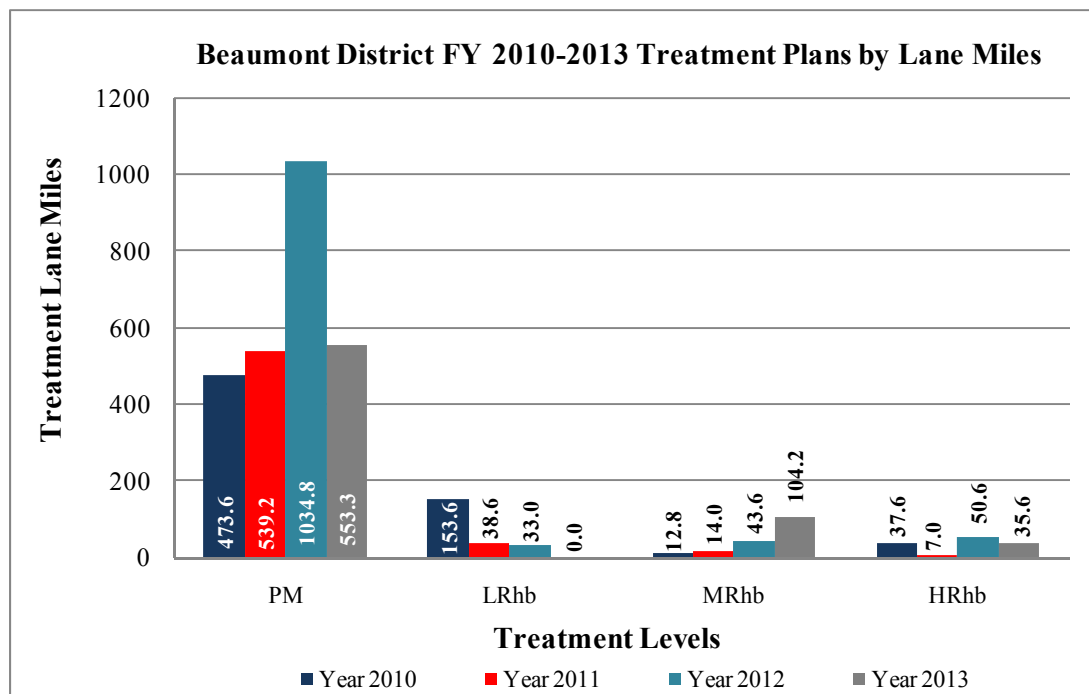


Figure 19. Beaumont District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 37.6, 7.0, 50.6, and 35.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 12.8, 14.0, 43.6, and 104.2 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 153.6, 38.6, 33.0, and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 473.6, 539.2, 1034.8, and 553.3 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 640.0 lane miles or approximately 11.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 591.8 lane miles + 37.6 lane miles of Heavy Rehab treatments from FY 2010 = 629.4 lane miles or approximately 11.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1111.4 lane miles + 7.0 lane miles of Heavy Rehab treatments from FY 2011 = 1118.4 lane miles or approximately 19.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 657.5 lane miles + 50.6 lane miles of Heavy Rehab treatments from FY 2012 = 708.1 lane miles or approximately 12.5% of the total system.

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

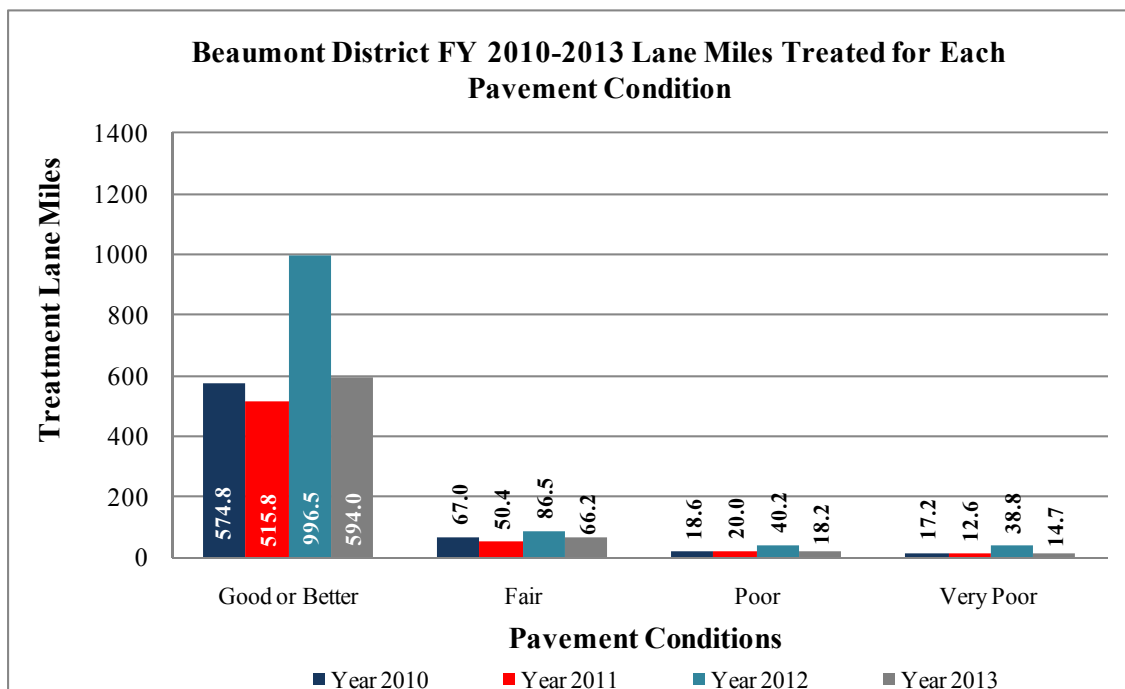


Figure 20. Beaumont District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 9. Pavement Performance Summary for Beaumont District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Beaumont District		Achieved Goal (%)	91.06	90.27	89.42	88.75	87.21	
		Achieved Average CS	93	91	89	87	85	
Counties in Beaumont District	Chambers	Achieved Goal (%)	90.57	90.3	91.56	90.87	89.54	
		Achieved Average CS	93	91	90	89	86	
	Hardin	Achieved Goal (%)	95.89	95.61	94.83	93.2	92.13	
		Achieved Average CS	97	95	92	90	87	
	Jasper	Achieved Goal (%)	89.17	92.04	90.42	91.82	89.01	
		Achieved Average CS	93	93	90	88	86	
	Jefferson	Achieved Goal (%)	87.24	82.96	81.61	79.51	79.01	
		Achieved Average CS	89	86	84	82	80	
	Liberty	Achieved Goal (%)	89.89	87.39	86.43	87.77	86.57	
		Achieved Average CS	92	90	88	87	86	
	Newton	Achieved Goal (%)	96.66	95.06	94.77	95.28	93.36	
		Achieved Average CS	97	95	93	92	89	
	Orange	Achieved Goal (%)	85.71	85.56	83.25	79.64	78.23	
		Achieved Average CS	89	88	85	82	80	
	Tyler	Achieved Goal (%)	99.09	97.88	97.11	97.65	97.14	
		Achieved Average CS	98	96	93	92	90	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Tyler (97.14%) while the worst was Orange (78.23%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

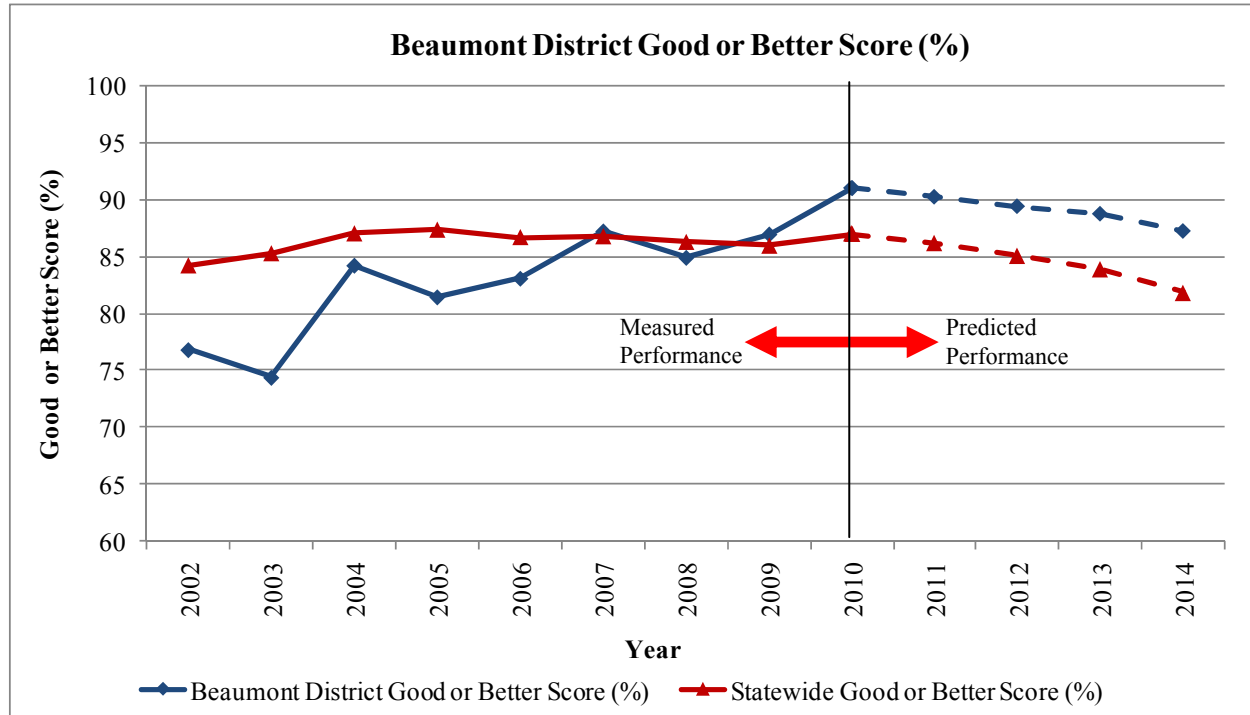


Figure 21. Beaumont District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Brownwood District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,678

Total Lane miles = 5,809

FY 2010 Plan total treatments = **981.2 lane miles** = 16.9% of system lane miles

FY 2011 Plan total treatments = **388.0 lane miles** = 6.7% of system lane miles

FY 2012 Plan total treatments = **496.6 lane miles** = 8.5% of system lane miles

FY 2013 Plan total treatments = **530.5 lane miles** = 9.1% of system lane miles

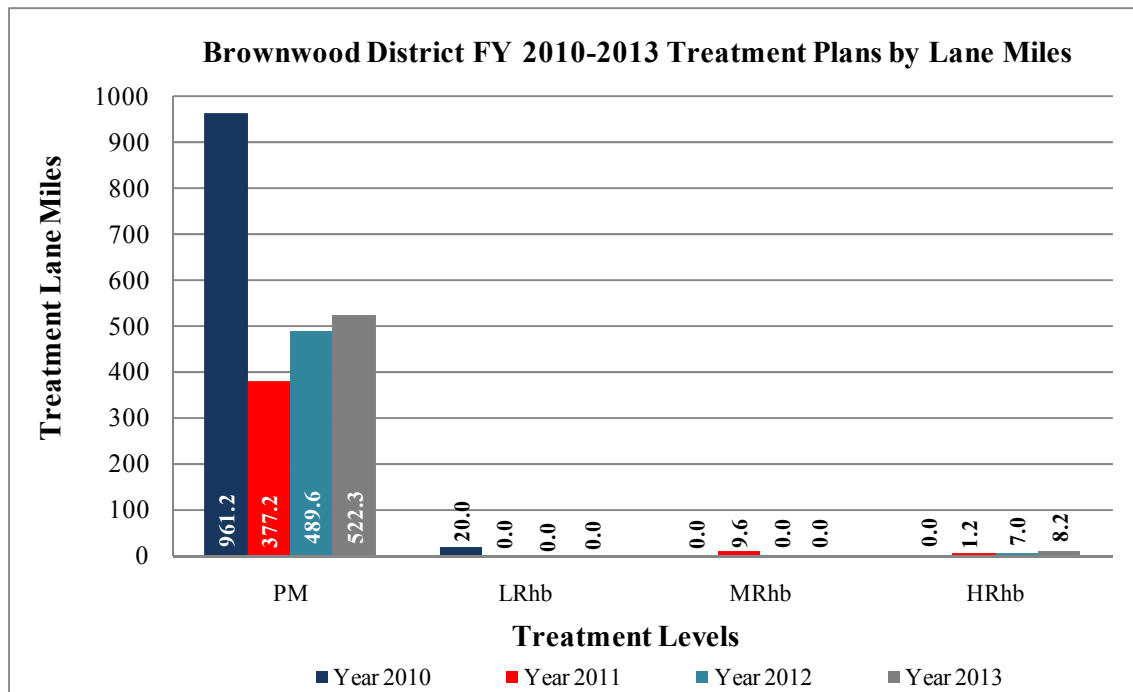


Figure 22. Brownwood District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 1.2, 7.0, and 8.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 9.6, 0.0, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 20.0, 0.0, 0.0, and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 961.2, 377.2, 489.6, and 522.3 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 981.2 lane miles or approximately 16.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 386.8 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 386.8 lane miles or approximately 6.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 489.6 lane miles + 1.2 lane miles of Heavy Rehab treatments from FY 2011 = 490.8 lane miles or approximately 8.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 522.3 lane miles + 7.0 lane miles of Heavy Rehab treatments from FY 2012 = 529.3 lane miles or approximately 9.1% of the total system.

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

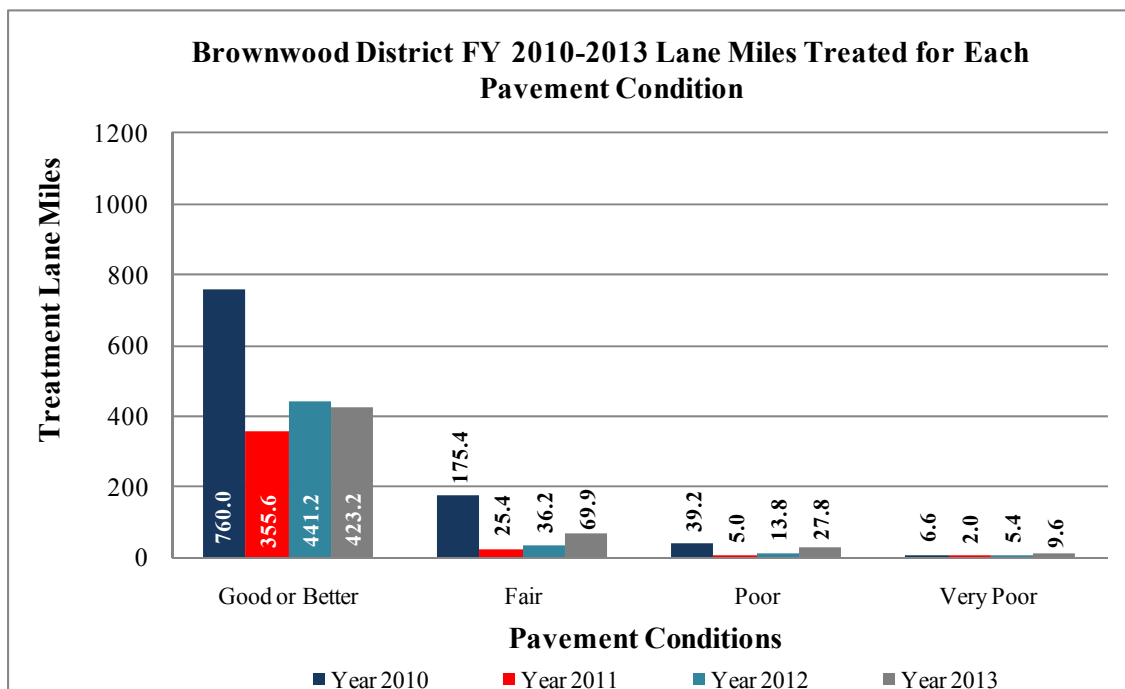


Figure 23. Brownwood District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 10. Pavement Performance Summary for Brownwood District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Brownwood District		Achieved Goal (%)	93.44	94.76	93.78	92.52	90.52	
		Achieved Average CS	95	94	91	89	86	
Counties in Brownwood District	Brown	Achieved Goal (%)	92.79	92.77	90.84	88.28	87.97	
		Achieved Average CS	94	92	90	87	86	
	Coleman	Achieved Goal (%)	95.6	95.52	94.02	93.89	92.84	
		Achieved Average CS	96	94	91	89	86	
	Comanche	Achieved Goal (%)	92.65	97.15	96.02	95.36	94.14	
		Achieved Average CS	95	95	92	90	87	
	Eastland	Achieved Goal (%)	92.15	91.99	91.29	89.75	88.27	
		Achieved Average CS	94	92	90	88	86	
	Lampasas	Achieved Goal (%)	96.85	96.13	94.63	95.04	95.72	
		Achieved Average CS	96	95	92	90	90	
	McCulloch	Achieved Goal (%)	95.62	95.81	94.3	92.68	89.06	
		Achieved Average CS	96	95	92	89	86	
	Mills	Achieved Goal (%)	93.08	96.78	94.89	96.03	94.95	
		Achieved Average CS	95	95	93	91	88	
	San Saba	Achieved Goal (%)	93.72	94.59	92.74	90.57	85.21	
		Achieved Average CS	94	93	90	87	83	
	Stephens	Achieved Goal (%)	89.37	94.48	93.58	90.66	88.43	
		Achieved Average CS	92	93	91	88	86	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Lampasas (95.72%) while the worst was San Saba (85.21%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

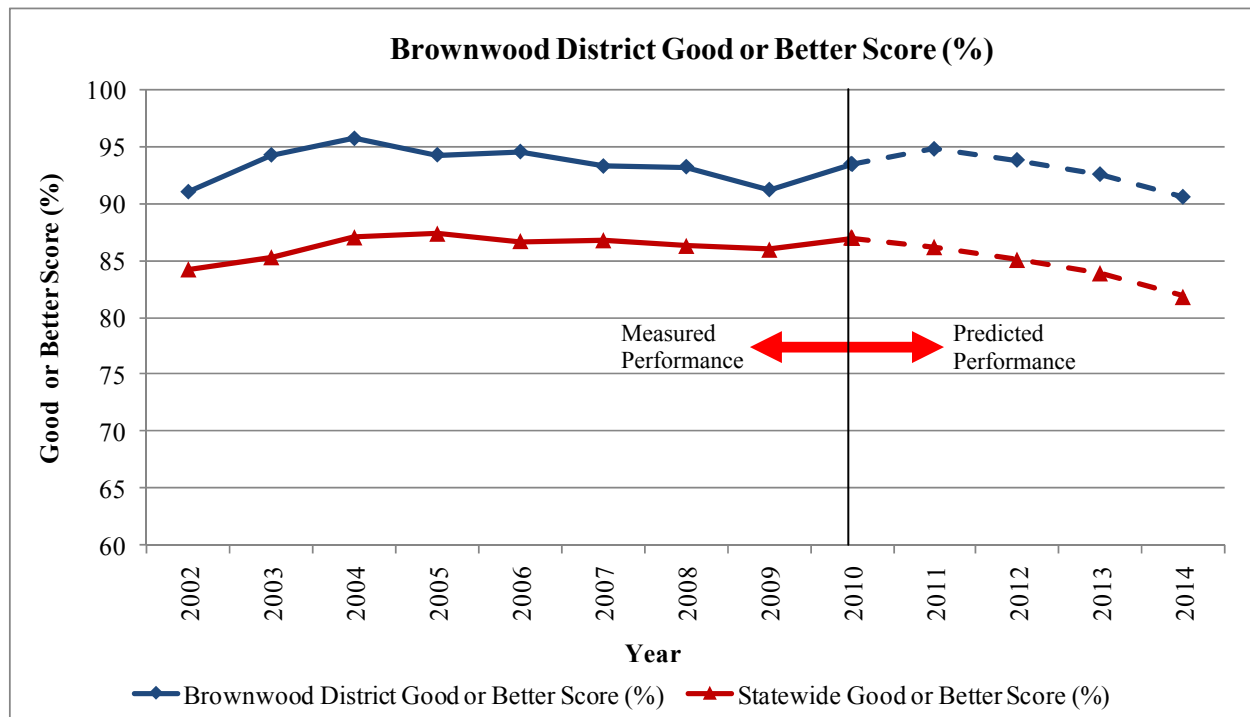


Figure 24. Brownwood District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Bryan District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,127

Total Lane miles = 6,880

FY 2010 Plan total treatments = **660.2 lane miles** = 9.6% of system lane miles

FY 2011 Plan total treatments = **581.2 lane miles** = 8.4% of system lane miles

FY 2012 Plan total treatments = **588.6 lane miles** = 8.6% of system lane miles

FY 2013 Plan total treatments = **631.4 lane miles** = 9.2% of system lane miles

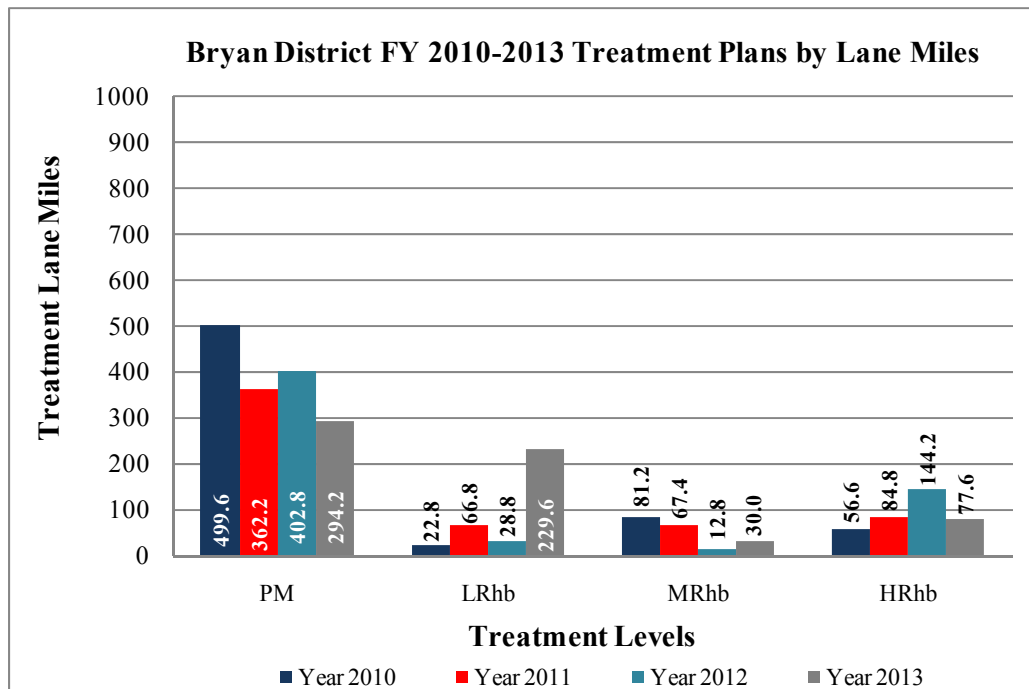


Figure 25. Bryan District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 56.6, 84.8, 144.2, and 77.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 81.2, 67.4, 12.8, and 30.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 22.8, 66.8, 28.8, and 229.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 499.6, 362.2, 402.8, and 294.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 603.6 lane miles or approximately 8.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 496.4 lane miles + 56.6 lane miles of Heavy Rehab treatments from FY 2010 = 553.0 lane miles or approximately 8.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 444.4 lane miles + 84.8 lane miles of Heavy Rehab treatments from FY 2011 = 529.2 lane miles or approximately 7.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 553.8 lane miles + 144.2 lane miles of Heavy Rehab treatments from FY 2012 = 698.0 lane miles or approximately 10.1% of the total system.

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

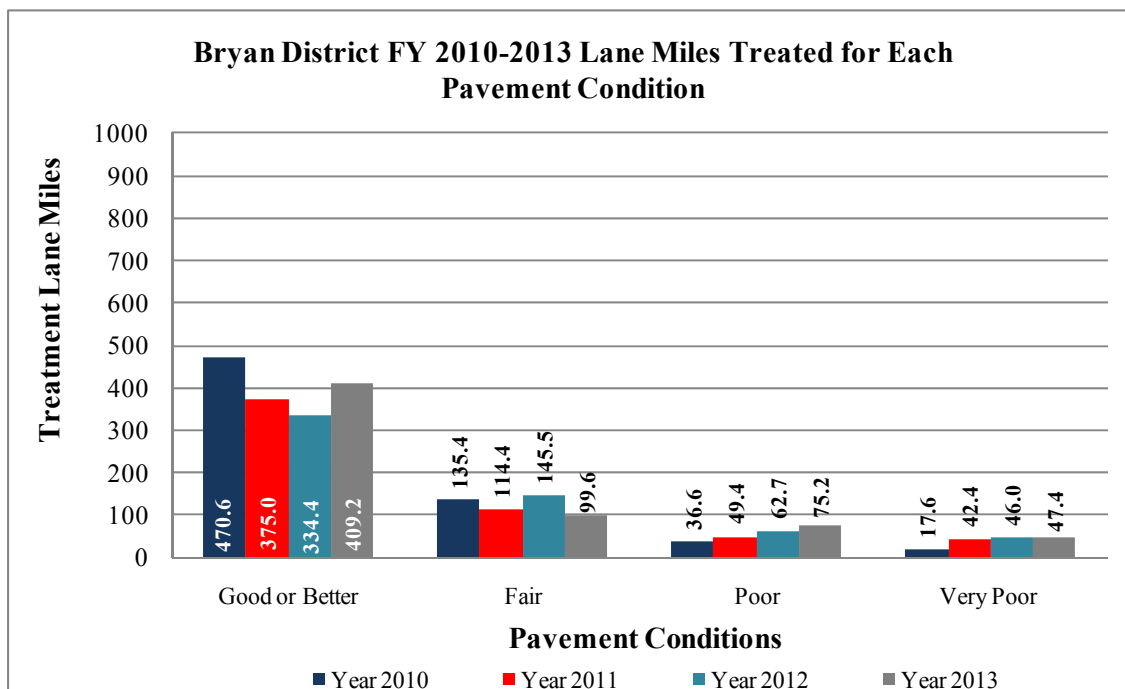


Figure 26. Bryan District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 11. Pavement Performance Summary for Bryan District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Bryan District		Achieved Goal (%)	86.38	82.8	80.14	77.36	74.83	
		Achieved Average CS	89	86	84	81	79	
Counties in Bryan District	Brazos	Achieved Goal (%)	84.27	81.41	79.64	75.17	70.71	
		Achieved Average CS	88	85	83	80	77	
	Burleson	Achieved Goal (%)	87.69	84.09	83.17	76.99	68.79	
		Achieved Average CS	90	87	85	81	77	
	Freestone	Achieved Goal (%)	84.47	80.06	74.27	69.75	67.03	
		Achieved Average CS	86	83	80	77	75	
	Grimes	Achieved Goal (%)	80.02	78.3	73.6	76.78	79.14	
		Achieved Average CS	87	85	82	81	82	
	Leon	Achieved Goal (%)	89	84.47	83.2	81.02	77.6	
		Achieved Average CS	91	87	86	83	81	
	Madison	Achieved Goal (%)	76.61	72.9	67.49	66.17	60.62	
		Achieved Average CS	82	80	77	77	74	
	Milam	Achieved Goal (%)	87.12	84.87	80.15	76.38	73.21	
		Achieved Average CS	88	88	85	82	80	
	Robertson	Achieved Goal (%)	87.18	84.65	84.55	84.75	80.96	
		Achieved Average CS	90	88	86	84	82	
	Walker	Achieved Goal (%)	92.98	86.76	84.53	80.07	78.13	
		Achieved Average CS	91	87	86	83	83	
	Washington	Achieved Goal (%)	92.38	88.98	87.72	83.62	82.12	
		Achieved Average CS	92	90	88	85	83	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Washington (82.12%) while the worst was Madison (60.62%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

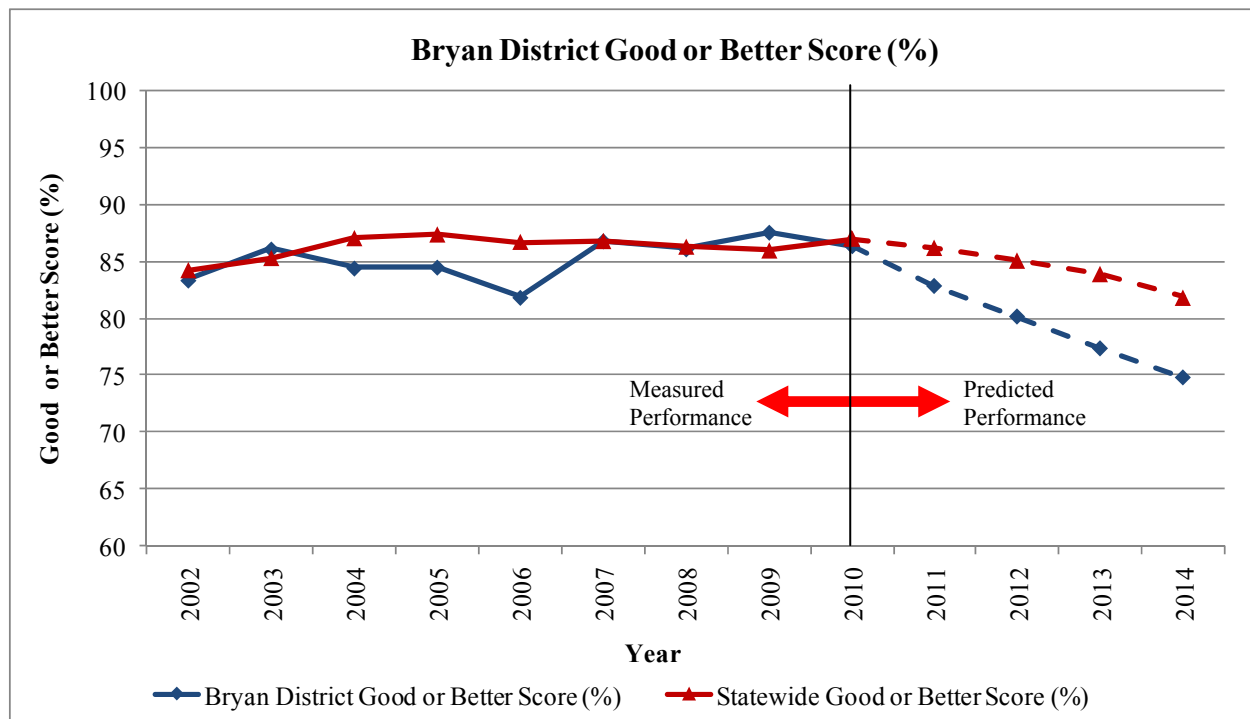


Figure 27. Bryan District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Childress District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,506

Total Lane miles = 5,300

FY 2010 Plan total treatments = **379.7 lane miles** = 7.2% of system lane miles

FY 2011 Plan total treatments = **293.4 lane miles** = 5.5% of system lane miles

FY 2012 Plan total treatments = **391.5 lane miles** = 7.4% of system lane miles

FY 2013 Plan total treatments = **96.2 lane miles** = 1.8% of system lane miles

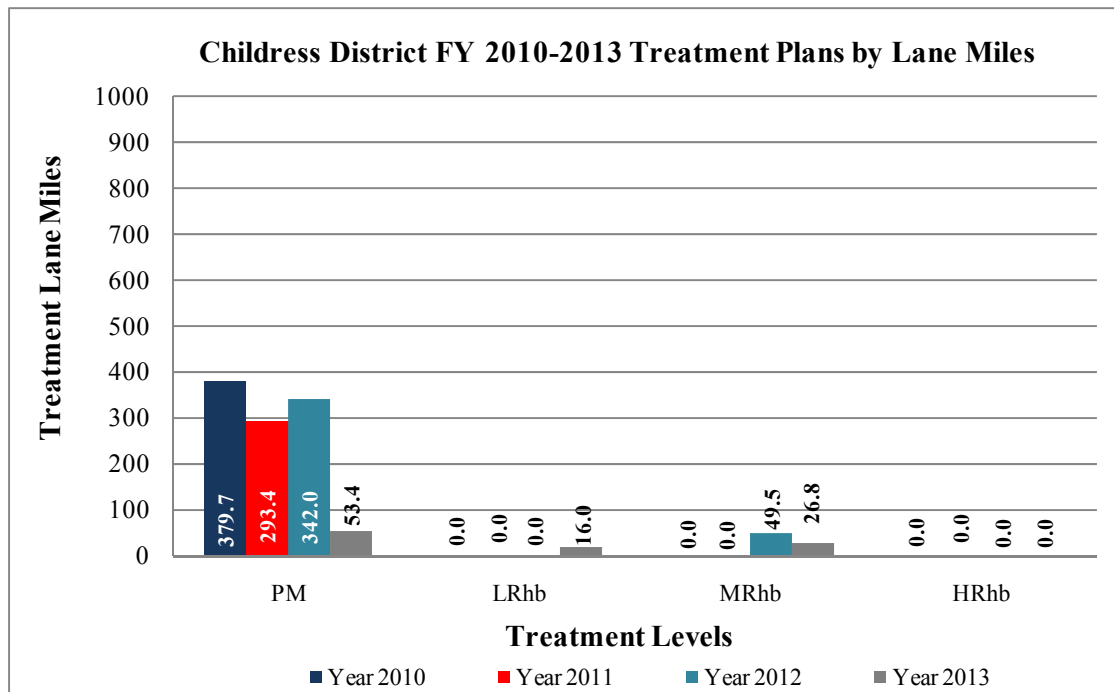


Figure 28. Childress District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 0.0, 0.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 0.0, 49.5, and 26.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 0.0, 0.0, and 16.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 379.7, 293.4, 342.0, and 53.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 379.7 lane miles or approximately 7.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 293.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 293.4 lane miles or approximately 5.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 391.5 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 391.5 lane miles or approximately 7.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 96.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2012 = 96.2 lane miles or approximately 1.8% of the total system.

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

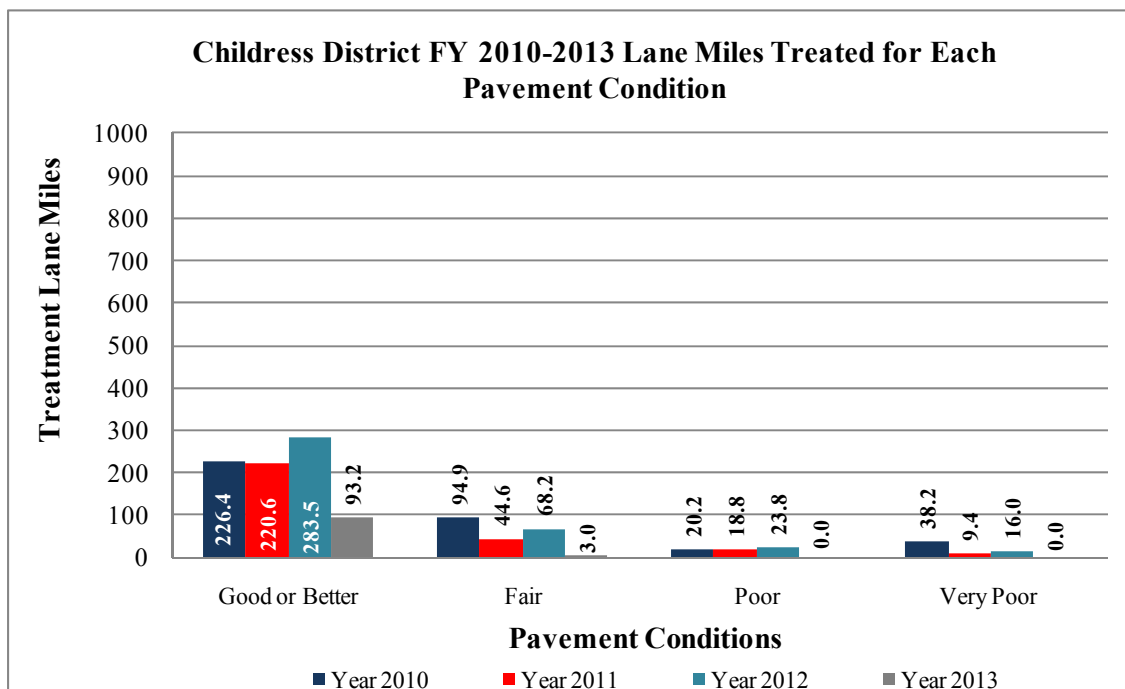


Figure 29. Childress District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 12. Pavement Performance Summary for Childress District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Childress District		Achieved Goal (%)	89.53	90.55	90.17	89.71	87.36	
		Achieved Average CS	93	92	90	88	85	
Counties in Childress District	Briscoe	Achieved Goal (%)	88.36	85.92	82.49	79.98	75.08	
		Achieved Average CS	91	88	85	82	79	
	Childress	Achieved Goal (%)	85.64	95.62	93.47	94.82	92.88	
		Achieved Average CS	89	94	91	88	85	
	Collingsworth	Achieved Goal (%)	94.03	94.21	93.68	94.26	91.25	
		Achieved Average CS	95	93	91	89	86	
	Cottle	Achieved Goal (%)	97.83	96.96	95.77	95.2	91.95	
		Achieved Average CS	97	95	93	90	87	
	Dickens	Achieved Goal (%)	92.73	91.4	90.94	94.1	91.17	
		Achieved Average CS	95	93	90	89	87	
	Donley	Achieved Goal (%)	77.25	85.75	88.84	87.58	85.56	
		Achieved Average CS	87	89	89	86	83	
	Foard	Achieved Goal (%)	93.5	90.15	89.41	87.27	80.23	
		Achieved Average CS	93	91	89	86	82	
	Hall	Achieved Goal (%)	91.94	91.53	89.86	88.7	84.94	
		Achieved Average CS	94	92	90	88	84	
	Hardeman	Achieved Goal (%)	85	85.54	86.41	84.59	80.12	
		Achieved Average CS	91	90	88	86	82	
	King	Achieved Goal (%)	93.97	93.47	97.89	97.19	97.19	
		Achieved Average CS	96	94	94	92	90	
	Knox	Achieved Goal (%)	92.53	94.51	94.29	93.43	91.55	
		Achieved Average CS	96	94	92	90	87	
	Motley	Achieved Goal (%)	94.12	94.18	92.36	96.06	94.18	
		Achieved Average CS	96	94	92	92	90	
	Wheeler	Achieved Goal (%)	84.09	82.68	81.34	85.01	81.18	
		Achieved Average CS	89	87	84	84	81	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was King (97.19%) while the worst was Briscoe (75.08%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

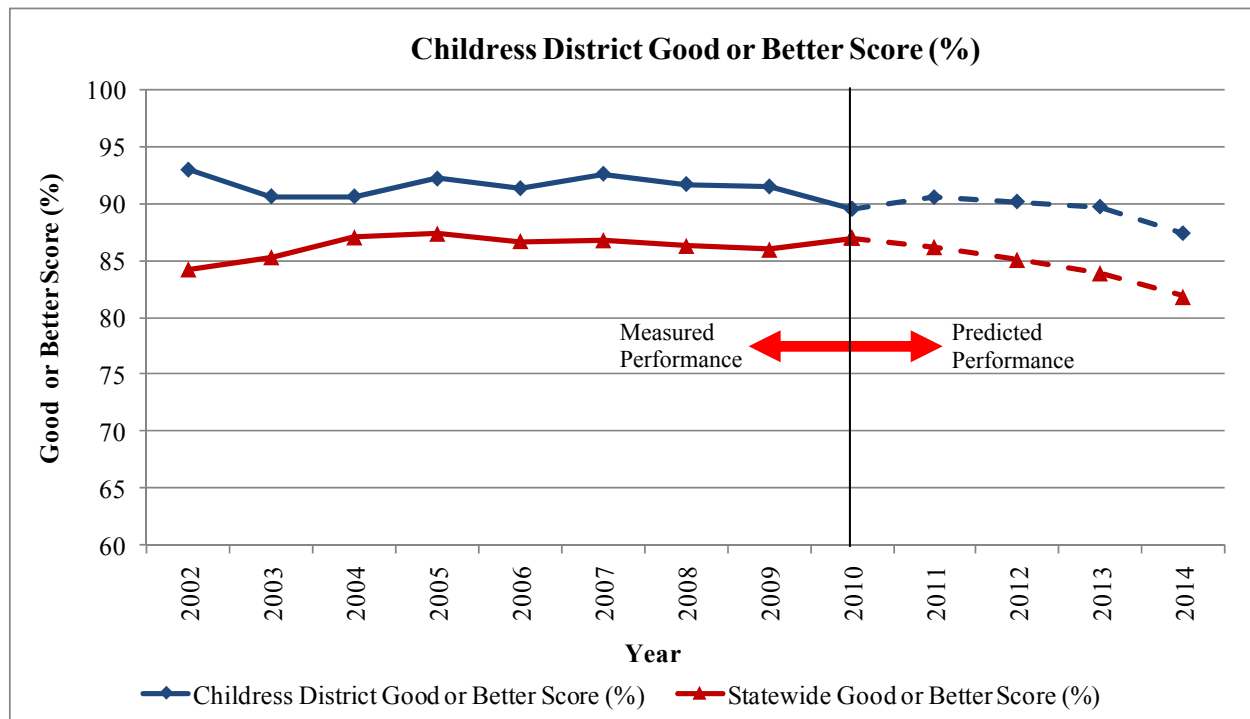


Figure 30. Childress District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Corpus Christi District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,886

Total Lane miles = 7,026

FY 2010 Plan total treatments = **974.0 lane miles** = 13.9% of system lane miles

FY 2011 Plan total treatments = **876.4 lane miles** = 12.5% of system lane miles

FY 2012 Plan total treatments = **1,219.3 lane miles** = 17.4% of system lane miles

FY 2013 Plan total treatments = **799.1 lane miles** = 11.4% of system lane miles

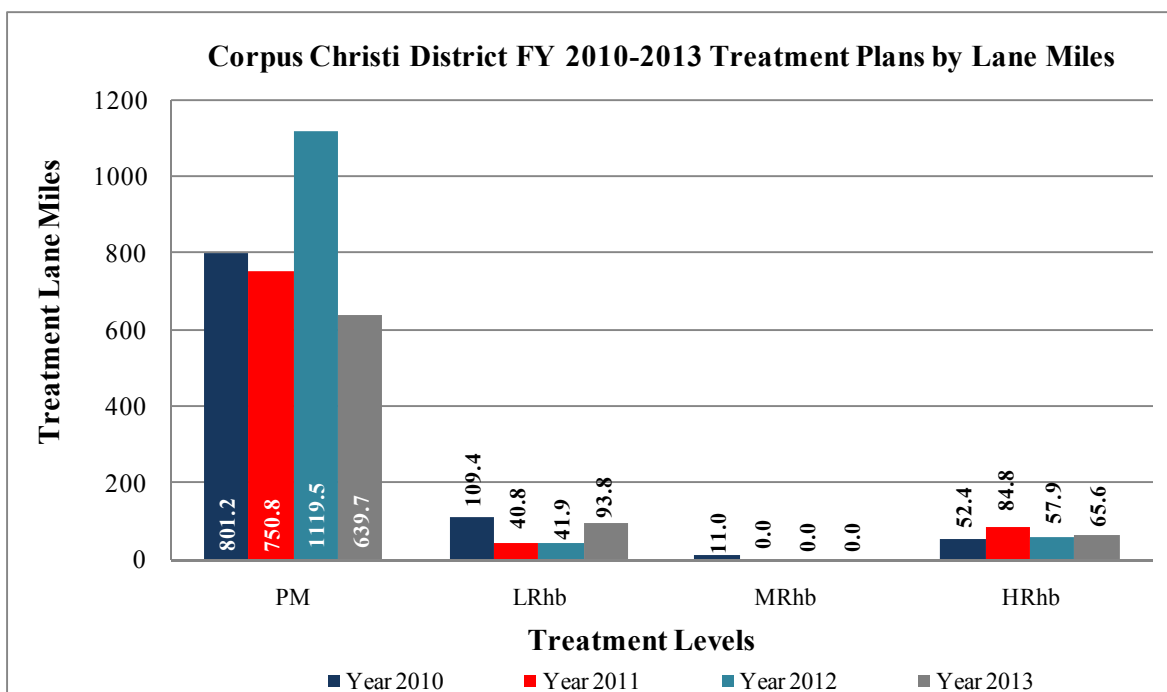


Figure 31. Corpus Christi District Treatment Plans for FY 2010 – 2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 52.4, 84.8, 57.9, and 65.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 11.0, 0.0, 0.0, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 109.4, 40.8, 41.9, and 93.8 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 801.2, 750.8, 1119.5, and 639.7 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 921.6 lane miles or approximately 13.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 791.6 lane miles + 52.4 lane miles of Heavy Rehab treatments from FY 2010 = 844.0 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1161.4 lane miles + 84.8 lane miles of Heavy Rehab treatments from FY 2011 = 1246.2 lane miles or approximately 17.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 733.5 lane miles + 57.9 lane miles of Heavy Rehab treatments from FY 2012 = 791.4 lane miles or approximately 11.3% of the total system.

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

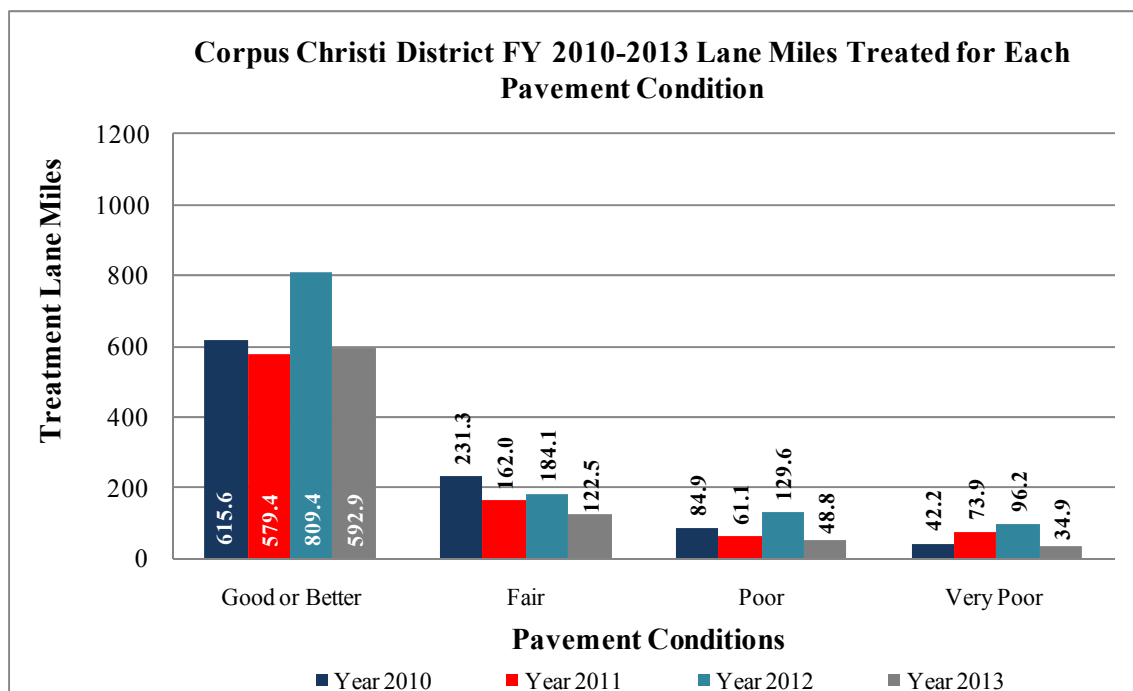


Figure 32. Corpus Christi District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

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

			Base Year	Analysis Years			
			2010	2011	2012	2013	2014
Corpus Christi District		Achieved Goal (%)	81.58	81.45	81.44	82.14	80.08
		Achieved Average CS	87	86	84	83	81
Counties in Corpus Christi District	Aransas	Achieved Goal (%)	80.54	78.8	75.3	79.48	76.66
		Achieved Average CS	87	86	82	84	80
	Bee	Achieved Goal (%)	85.64	87.16	87.46	93.65	89.37
		Achieved Average CS	90	89	88	88	85
	Goliad	Achieved Goal (%)	85.19	85.42	83.85	83.06	84.56
		Achieved Average CS	90	88	86	83	83
	Jim Wells	Achieved Goal (%)	72.45	75.21	72.17	82.27	77.99
		Achieved Average CS	82	82	79	83	80
	Karnes	Achieved Goal (%)	86.64	85.71	81.63	81.17	82.31
		Achieved Average CS	90	88	85	84	82
	Kleberg	Achieved Goal (%)	74.73	73.5	78.94	71.93	68.44
		Achieved Average CS	85	83	83	78	75
	Live Oak	Achieved Goal (%)	85.69	86.56	86.02	84.33	80.78
		Achieved Average CS	90	89	87	85	82
	Nueces	Achieved Goal (%)	76.78	75.44	77.17	77.65	76.28
		Achieved Average CS	82	81	81	80	78
	Refugio	Achieved Goal (%)	90.99	89.53	87.11	89.78	92.76
		Achieved Average CS	93	90	87	87	89
	San Patricio	Achieved Goal (%)	81.44	83.41	83.32	83.71	81.05
		Achieved Average CS	88	87	85	84	82

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Refugio (92.76%) while the worst was Kleberg (68.44%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

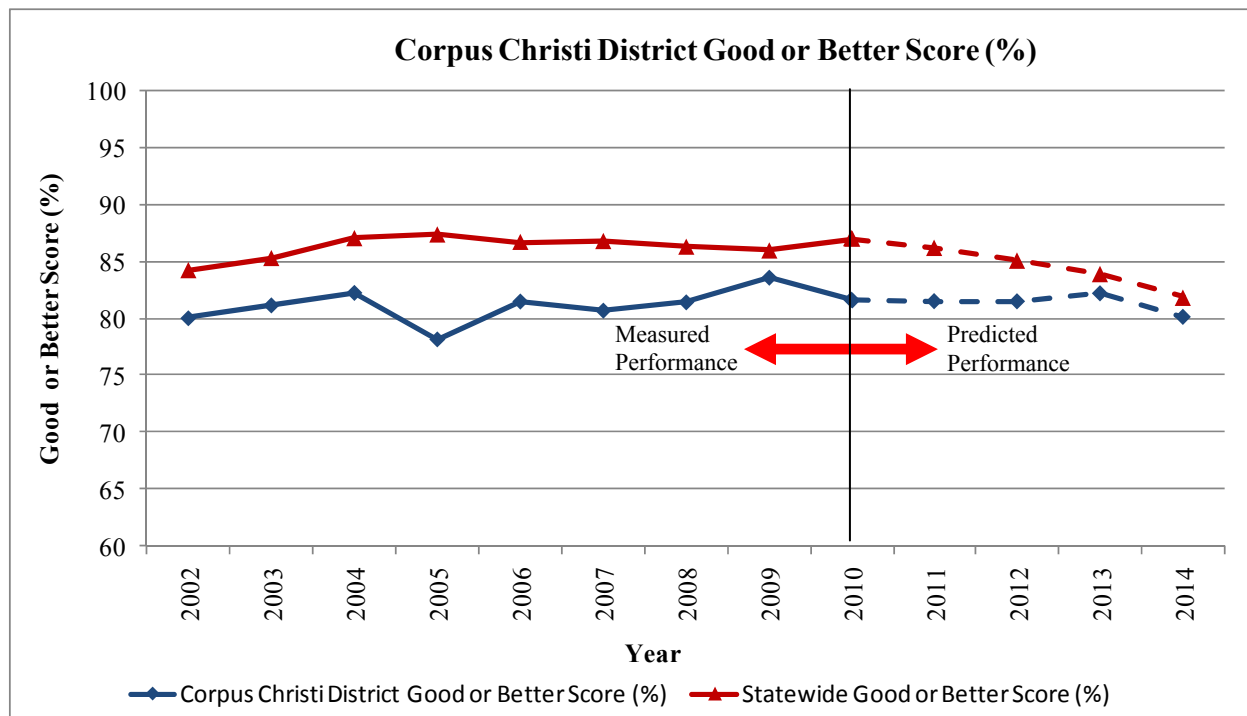


Figure 33. Corpus Christi District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Dallas District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,289

Total Lane miles = 10,207

FY 2010 Plan total treatments = **845.1 lane miles** = 8.3% of system lane miles

FY 2011 Plan total treatments = **994.8 lane miles** = 9.7% of system lane miles

FY 2012 Plan total treatments = **830.6 lane miles** = 8.1% of system lane miles

FY 2013 Plan total treatments = **566.8 lane miles** = 5.6% of system lane miles

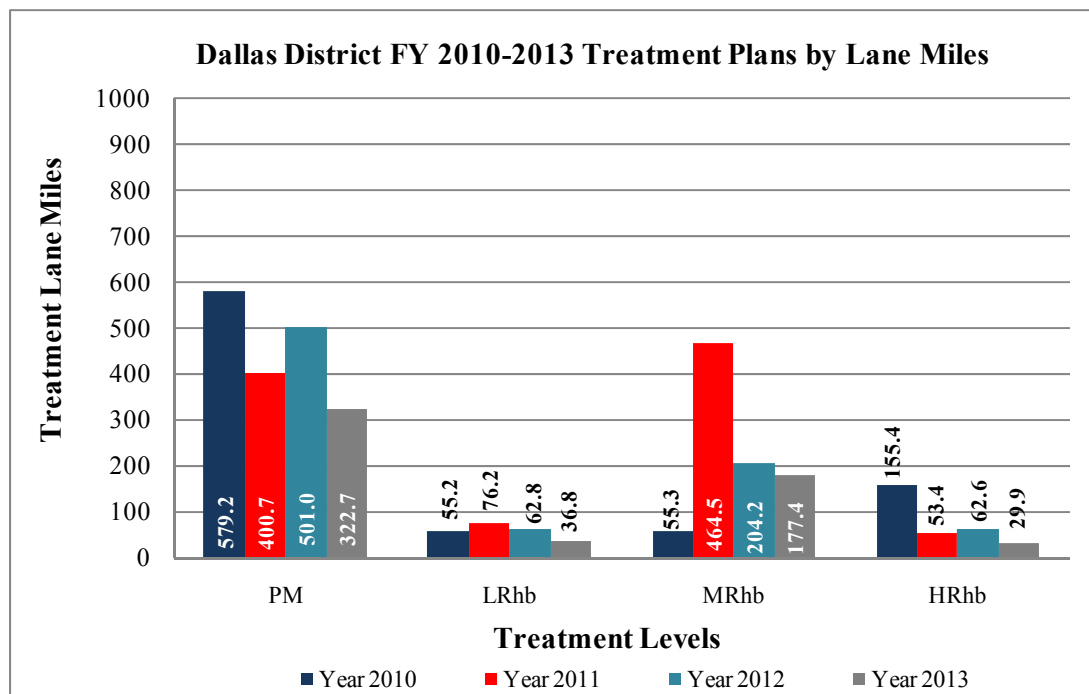


Figure 34. Dallas District Treatment Plans for FY 2010 – 2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 155.4, 53.4, 62.9, and 29.9 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 55.3, 464.5, 204.2, and 177.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 55.2, 76.2, 62.8, and 36.8 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 579.2, 400.7, 501.0, and 322.7 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011= 689.7 lane miles or approximately 6.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012= 941.4 lane miles + 155.4 lane miles of Heavy Rehab treatments from FY 2010 = 1096.8 lane miles or approximately 10.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013= 768.0 lane miles + 53.4 lane miles of Heavy Rehab treatments from FY 2011 = 821.4 lane miles or approximately 8.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014= 536.9 lane miles + 62.6 lane miles of Heavy Rehab treatments from FY 2012 = 599.5 lane miles or approximately 5.9% of the total system.

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

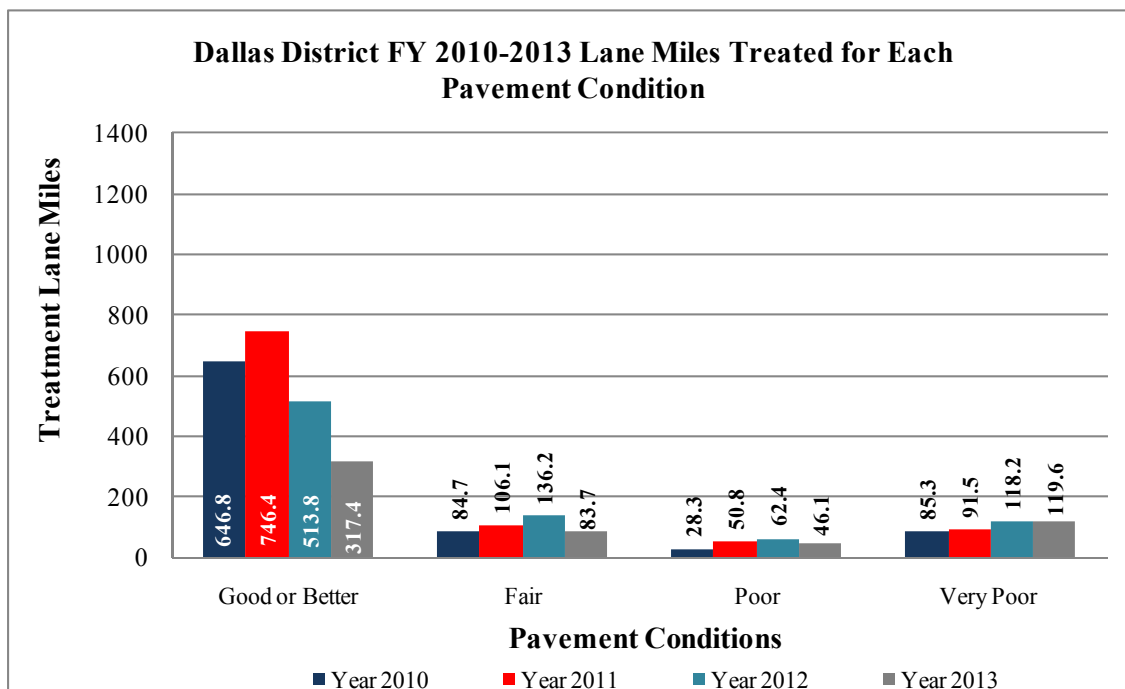


Figure 35. Dallas District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011FY 2014Percentage of “Good or Better” Pavements and Condition Score

Table 14. Pavement Performance Summary for Dallas District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Dallas District		Achieved Goal (%)	78.28	73.96	71.93	69.45	65.24	
		Achieved Average CS	84	80	78	76	73	
Counties in Dallas District	Collin	Achieved Goal (%)	85.75	79.99	76.14	72.68	68.66	
		Achieved Average CS	87	83	82	79	76	
	Dallas	Achieved Goal (%)	72.06	65.07	60	56.03	51.9	
		Achieved Average CS	79	75	71	68	65	
	Denton	Achieved Goal (%)	83.46	79.94	77.81	74.81	73.19	
		Achieved Average CS	88	84	82	79	78	
	Ellis	Achieved Goal (%)	82.02	78.32	77.49	75.62	72.12	
		Achieved Average CS	87	83	82	80	76	
	Kaufman	Achieved Goal (%)	74.26	71.72	73.3	69.2	67.04	
		Achieved Average CS	82	79	79	75	74	
	Navarro	Achieved Goal (%)	84.57	84.5	83.77	84.04	79.83	
		Achieved Average CS	88	86	85	85	82	
	Rockwall	Achieved Goal (%)	57.16	59.23	54.6	53.9	49.02	
		Achieved Average CS	70	70	68	66	63	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Navarro (79.83%) while the worst was Rockwall (49.02%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

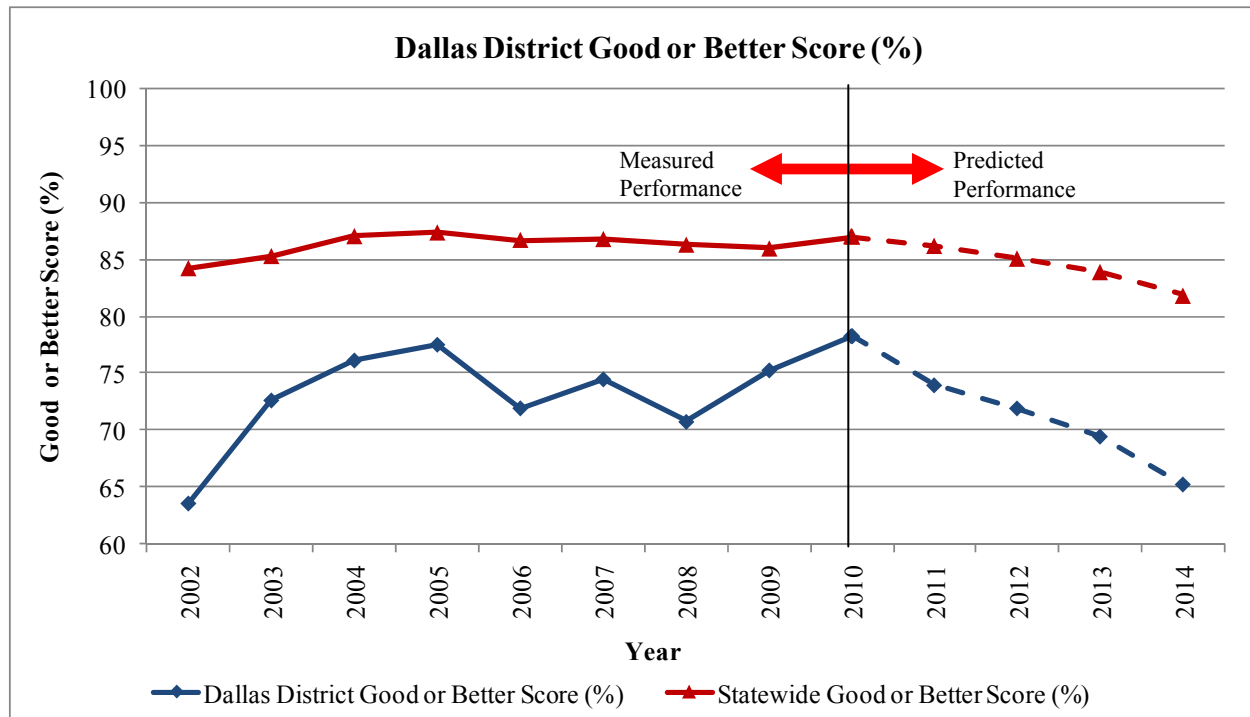


Figure 36. Dallas District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

El Paso District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 1,927

Total Lane miles = 4,772

FY 2010 Plan total treatments = **79.2 lane miles** = 1.7% of system lane miles

FY 2011 Plan total treatments = **145.8 lane miles** = 3.1% of system lane miles

FY 2012 Plan total treatments = **173.0 lane miles** = 3.6% of system lane miles

FY 2013 Plan total treatments = **257.9 lane miles** = 5.4% of system lane miles

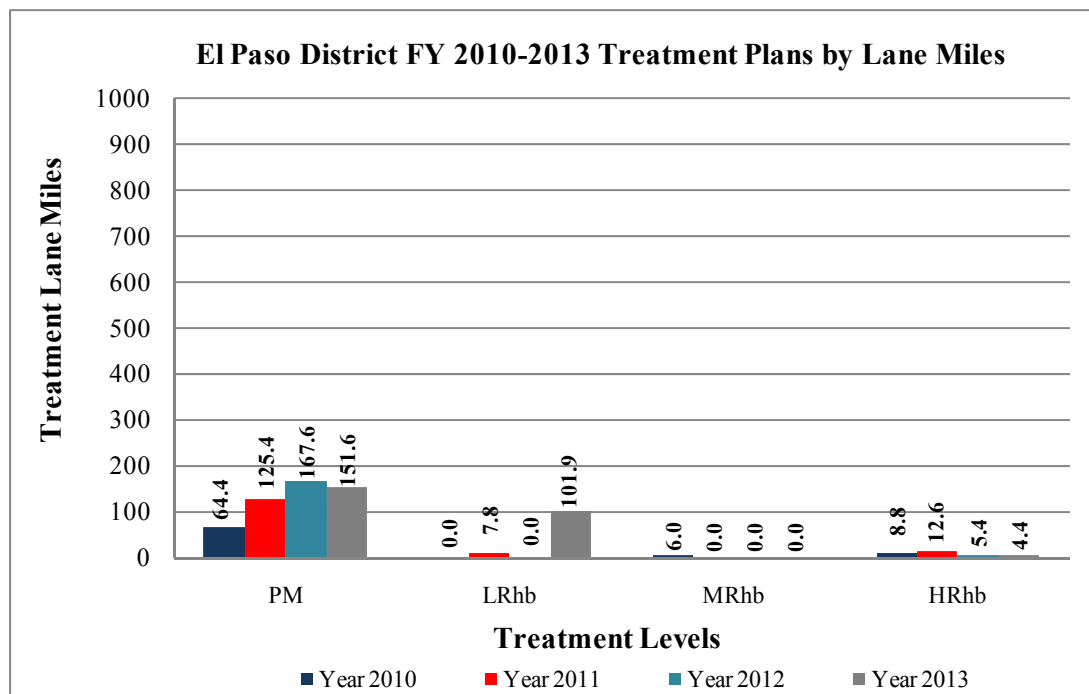


Figure 37. El Paso District Treatment Plans for FY 2010 – 2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 8.8, 12.6, 5.4, and 4.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 6.0, 0.0, 0.0, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 7.8, 0.0, 101.9 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 64.4, 125.4, 167.6, and 151.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011= 70.4 lane miles or approximately 1.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012= 133.2 lane miles + 8.8 lane miles of Heavy Rehab treatments from FY 2010 = 142.0 lane miles or approximately 3.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013= 167.6 lane miles + 12.6 lane miles of Heavy Rehab treatments from FY 2011 = 180.2 lane miles or approximately 3.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014= 253.5 lane miles + 5.4 lane miles of Heavy Rehab treatments from FY 2012 = 258.9 lane miles or approximately 5.4% of the total system.

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

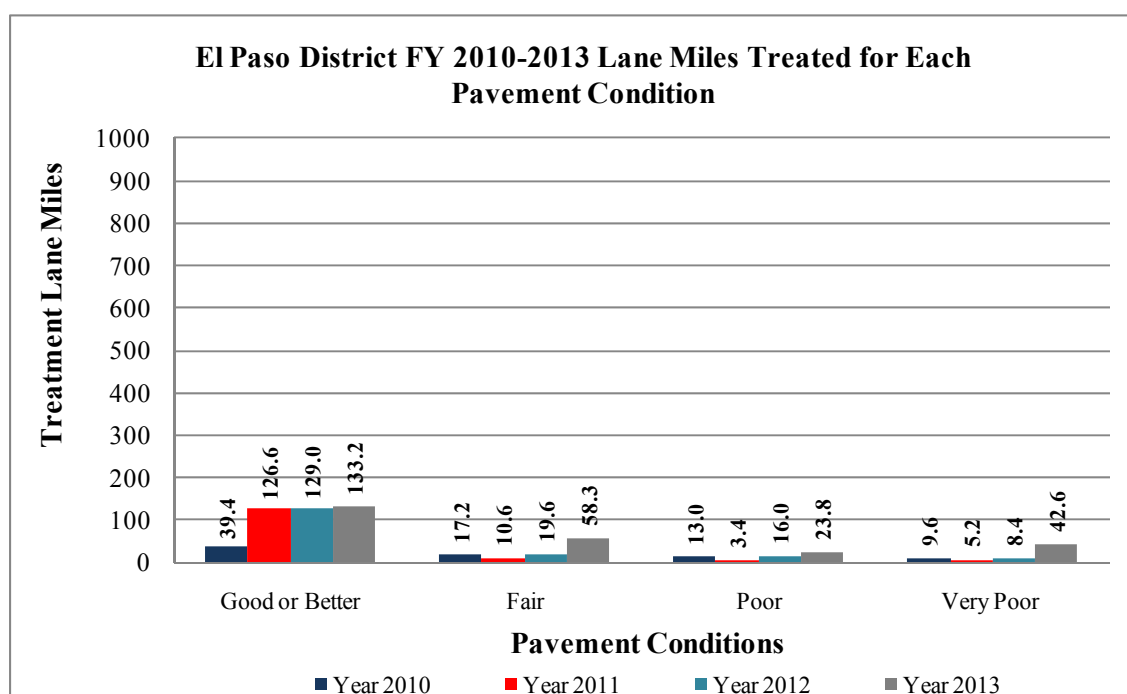


Figure 38. El Paso District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

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

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
El Paso District		Achieved Goal (%)	89.01	86.42	83.76	81.47	79.71	
		Achieved Average CS	91	89	86	83	81	
Counties in El Paso District	Brewster	Achieved Goal (%)	97.79	96.1	94.35	93.02	89.61	
		Achieved Average CS	97	95	92	89	86	
	Culberson	Achieved Goal (%)	94.2	91.29	89.69	87.88	84.17	
		Achieved Average CS	95	92	89	87	84	
	El Paso	Achieved Goal (%)	80.25	77.68	72.6	67.7	65.82	
		Achieved Average CS	86	83	79	75	74	
	Hudspeth	Achieved Goal (%)	91.43	91.14	88.46	85.37	86.29	
		Achieved Average CS	93	91	88	85	85	
	Jeff Davis	Achieved Goal (%)	88.61	85.55	83.59	86.43	83.81	
		Achieved Average CS	91	88	85	86	83	
	Presidio	Achieved Goal (%)	94.06	90.31	86.64	85.03	80.92	
		Achieved Average CS	94	91	89	85	81	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Brewster (89.61%) while the worst was El Paso (65.82%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

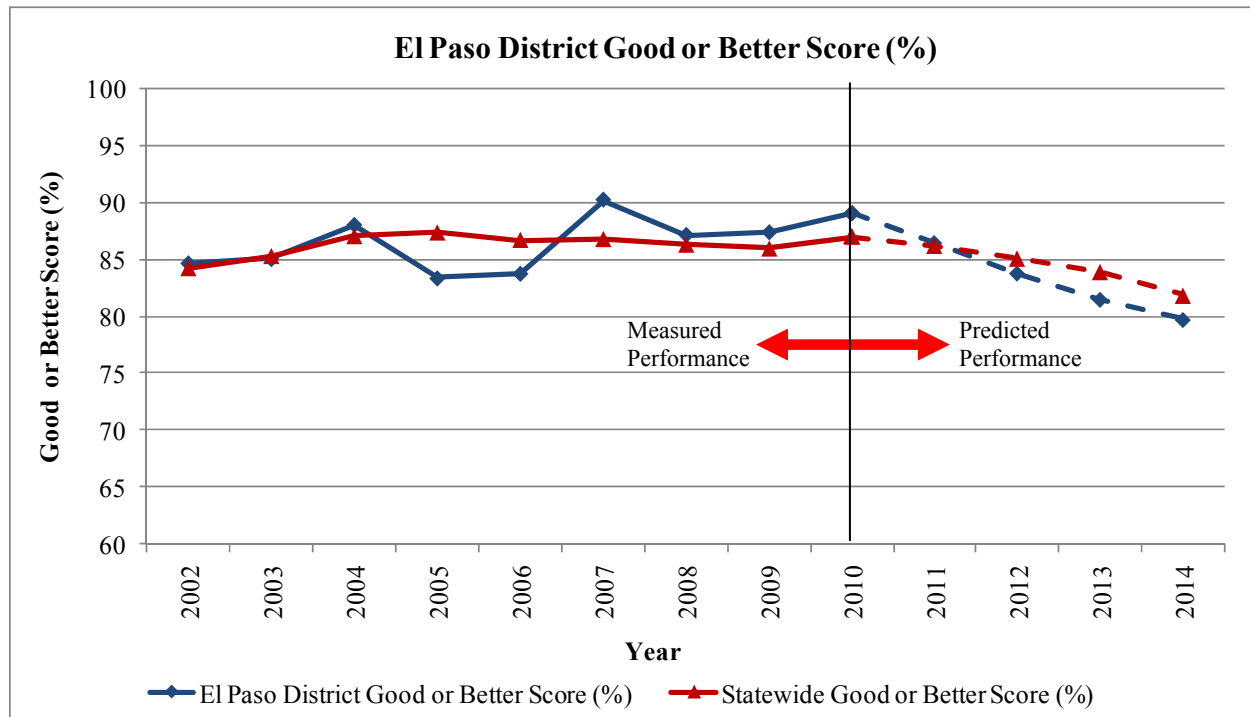


Figure 39. El Paso District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Fort Worth District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,297

Total Lane miles = 8,533

FY 2010 Plan total treatments = **567.3 lane miles** = 6.6% of system lane miles

FY 2011 Plan total treatments = **643.7 lane miles** = 7.5% of system lane miles

FY 2012 Plan total treatments = **990.0 lane miles** = 11.6% of system lane miles

FY 2013 Plan total treatments = **467.5 lane miles** = 5.5% of system lane miles

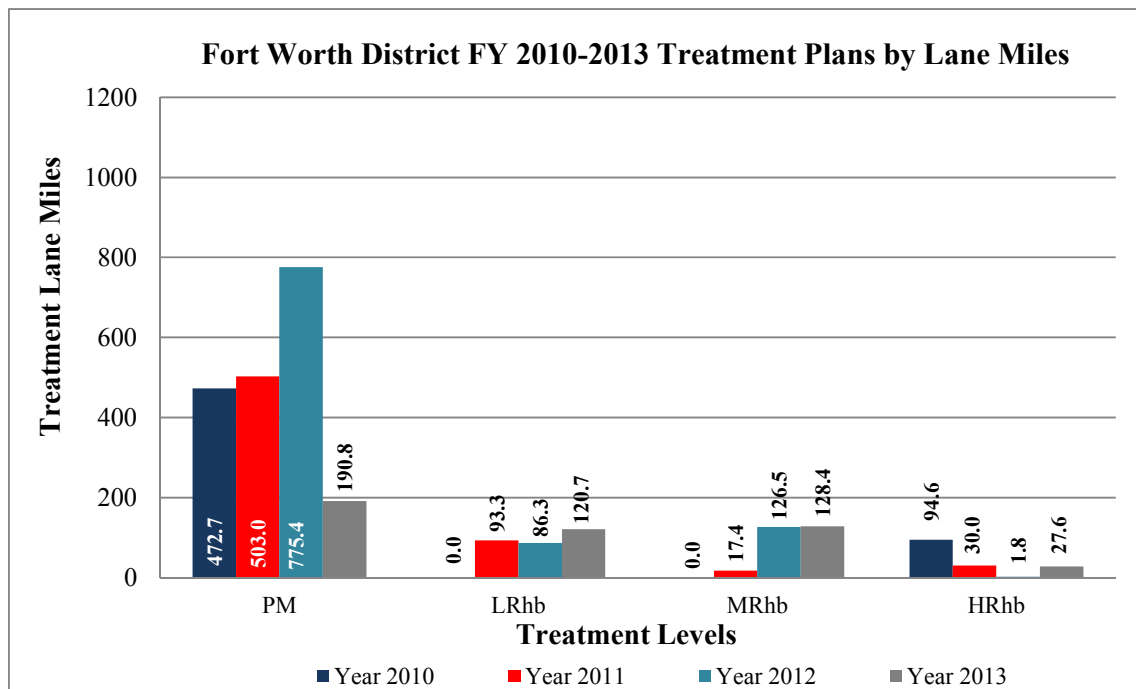


Figure 40. Fort Worth District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 94.6, 30.0, 1.8, and 27.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 17.4, 126.5, and 128.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 93.3, 86.3, and 120.7 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 472.7, 503.0, 775.4, and 190.8 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 472.7 lane miles or approximately 5.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 613.7 lane miles + 94.6 lane miles of Heavy Rehab treatments from FY 2010 = 708.3 lane miles or approximately 8.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 988.2 lane miles + 30.0 lane miles of Heavy Rehab treatments from FY 2011 = 1018.2 lane miles or approximately 11.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 439.9 lane miles + 1.8 lane miles of Heavy Rehab treatments from FY 2012 = 441.7 lane miles or approximately 5.2% of the total system.

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

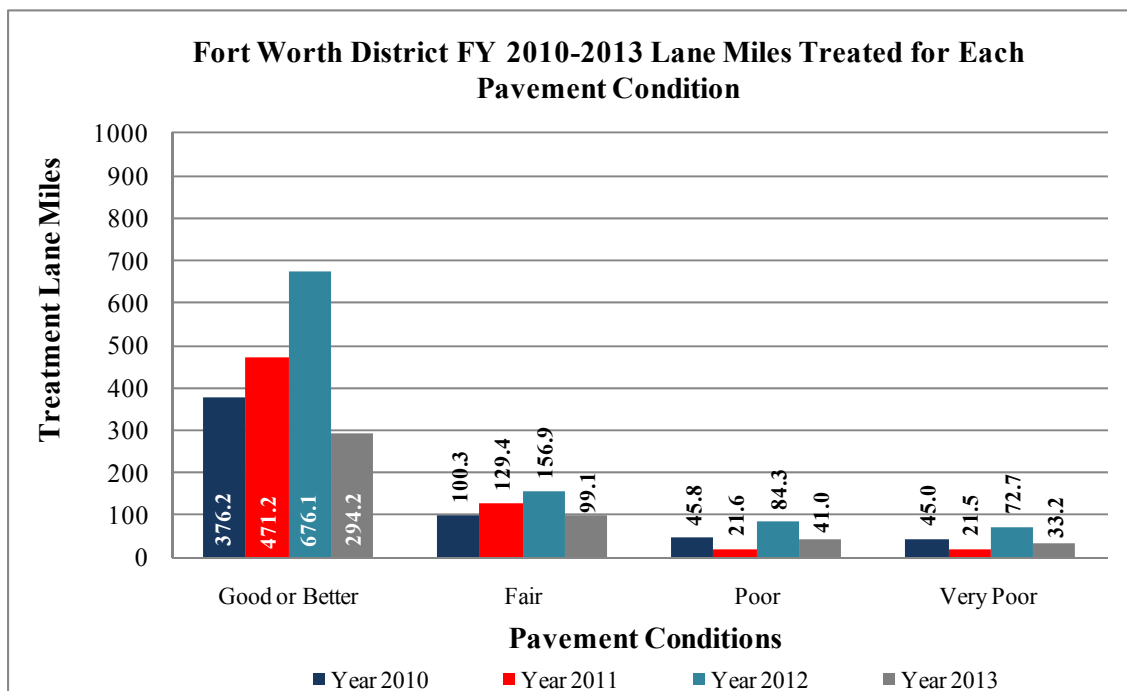


Figure 41. Fort Worth District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

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

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Fort Worth District		Achieved Goal (%)	85.52	82.83	79.77	77.91	73.44	
		Achieved Average CS	88	86	83	81	78	
Counties in Fort Worth District	Erath	Achieved Goal (%)	90.88	89.85	86.84	88.58	86.48	
		Achieved Average CS	92	91	88	87	85	
	Hood	Achieved Goal (%)	81.76	86.22	86.32	83.47	82.02	
		Achieved Average CS	87	88	86	83	80	
	Jack	Achieved Goal (%)	92.61	91.63	90.41	86.5	80.82	
		Achieved Average CS	90	89	88	85	82	
	Johnson	Achieved Goal (%)	88.02	84.01	79.73	78.77	73.99	
		Achieved Average CS	90	86	83	82	78	
	Palo Pinto	Achieved Goal (%)	86.75	84.17	81.27	80.9	77.17	
		Achieved Average CS	90	87	83	83	79	
	Parker	Achieved Goal (%)	86.67	80.3	79.69	82.08	77.51	
		Achieved Average CS	88	84	84	84	81	
	Somervell	Achieved Goal (%)	86.79	97.17	92.21	90.28	87.04	
		Achieved Average CS	91	94	90	88	84	
	Tarrant	Achieved Goal (%)	80.48	76.18	71.22	67.27	61.81	
		Achieved Average CS	85	81	77	75	72	
	Wise	Achieved Goal (%)	90.09	87.54	85.96	84.24	76.99	
		Achieved Average CS	92	89	85	83	79	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Somervell (87.04%) while the worst was Tarrant (61.81%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

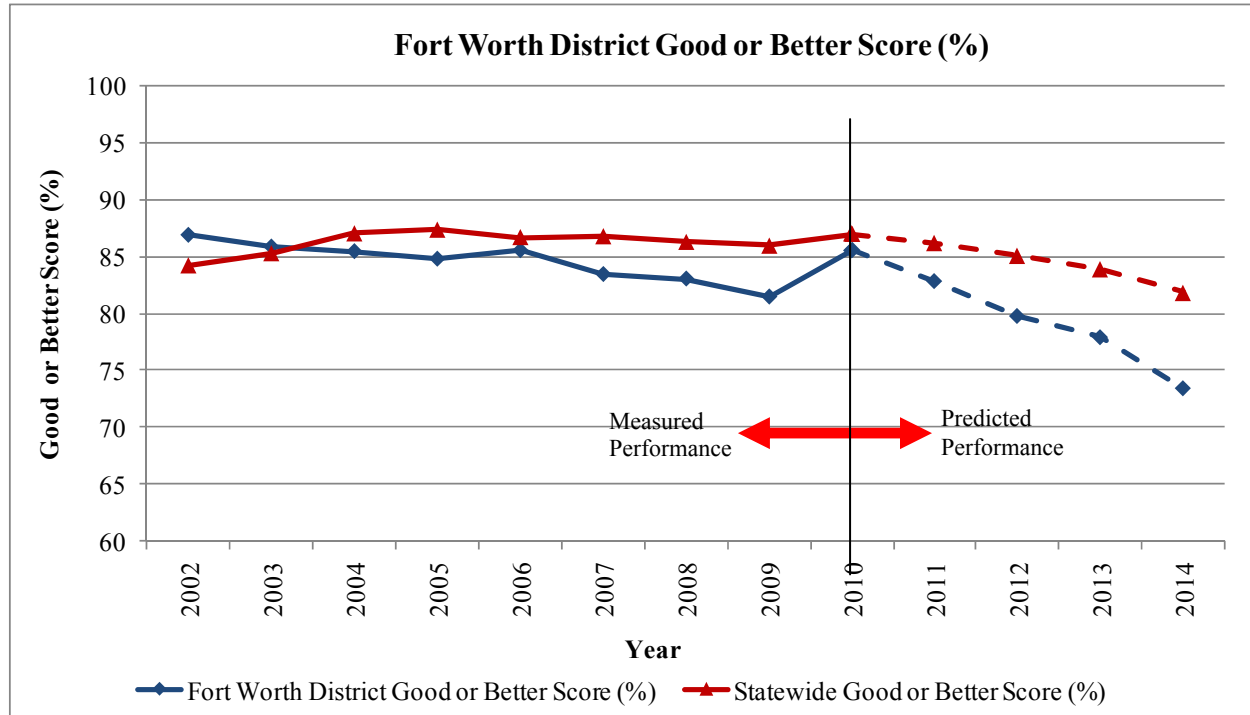


Figure 42. Fort Worth District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Houston District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,134

Total Lane miles = 10,210

FY 2010 Plan total treatments = **304.2 lane miles** = 3.0% of system lane miles

FY 2011 Plan total treatments = **376.9 lane miles** = 3.7% of system lane miles

FY 2012 Plan total treatments = **265.2 lane miles** = 2.6% of system lane miles

FY 2013 Plan total treatments = **386.6 lane miles** = 3.8% of system lane miles

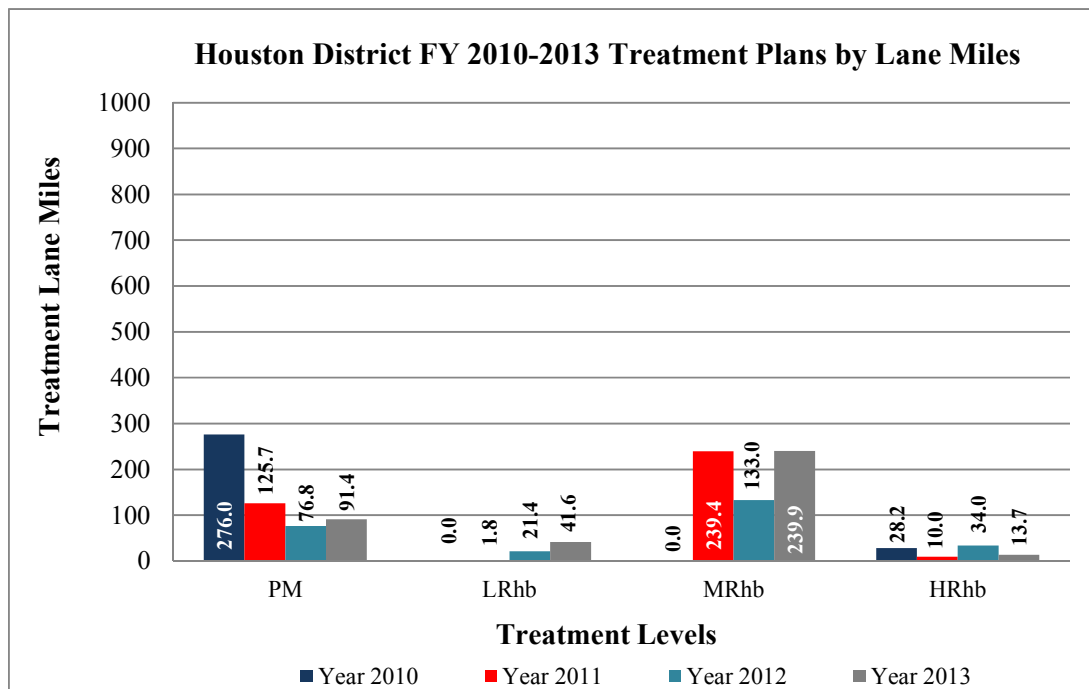


Figure 43. Houston District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 28.2, 10.0, 34.0, and 13.7 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 239.4, 133.0, and 239.9 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 1.8, 21.4, and 41.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 276.0, 125.7, 76.8, and 91.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 276.0 lane miles or approximately 2.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 366.9 lane miles + 28.2 lane miles of Heavy Rehab treatments from FY 2010 = 395.1 lane miles or approximately 3.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 231.2 lane miles + 10.0 lane miles of Heavy Rehab treatments from FY 2011 = 241.2 lane miles or approximately 2.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 372.9 lane miles + 34.0 lane miles of Heavy Rehab treatments from FY 2012 = 406.9 lane miles or approximately 4.0% of the total system.

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

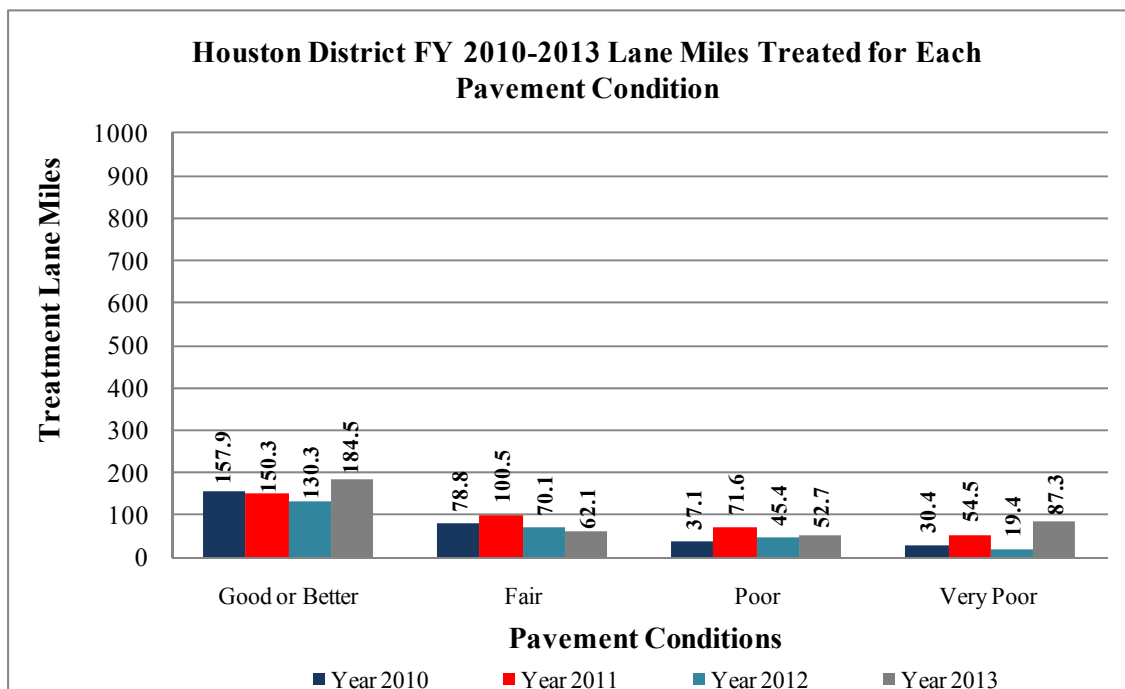


Figure 44. Houston District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 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 (%)	76.04	71.3	67.79	61.85	56.73	
		Achieved Average CS	84	80	77	73	69	
Counties in Houston District	Brazoria	Achieved Goal (%)	73.05	68.32	66.53	60.48	57.61	
		Achieved Average CS	82	78	75	71	69	
	Fort Bend	Achieved Goal (%)	81.11	76.27	74.56	70.03	64.13	
		Achieved Average CS	87	83	81	78	74	
	Galveston	Achieved Goal (%)	66.2	63.6	57.86	55.61	52.05	
		Achieved Average CS	78	76	72	70	67	
	Harris	Achieved Goal (%)	77.54	71.51	66.52	58.27	51.05	
		Achieved Average CS	84	80	76	70	65	
	Montgomery	Achieved Goal (%)	77.07	73.13	74.89	72.67	72.61	
		Achieved Average CS	87	83	82	79	80	
	Waller	Achieved Goal (%)	76.47	78.03	74.88	73.03	73.32	
		Achieved Average CS	86	85	82	79	78	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Waller (73.32%) while the worst was Harris (51.05%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

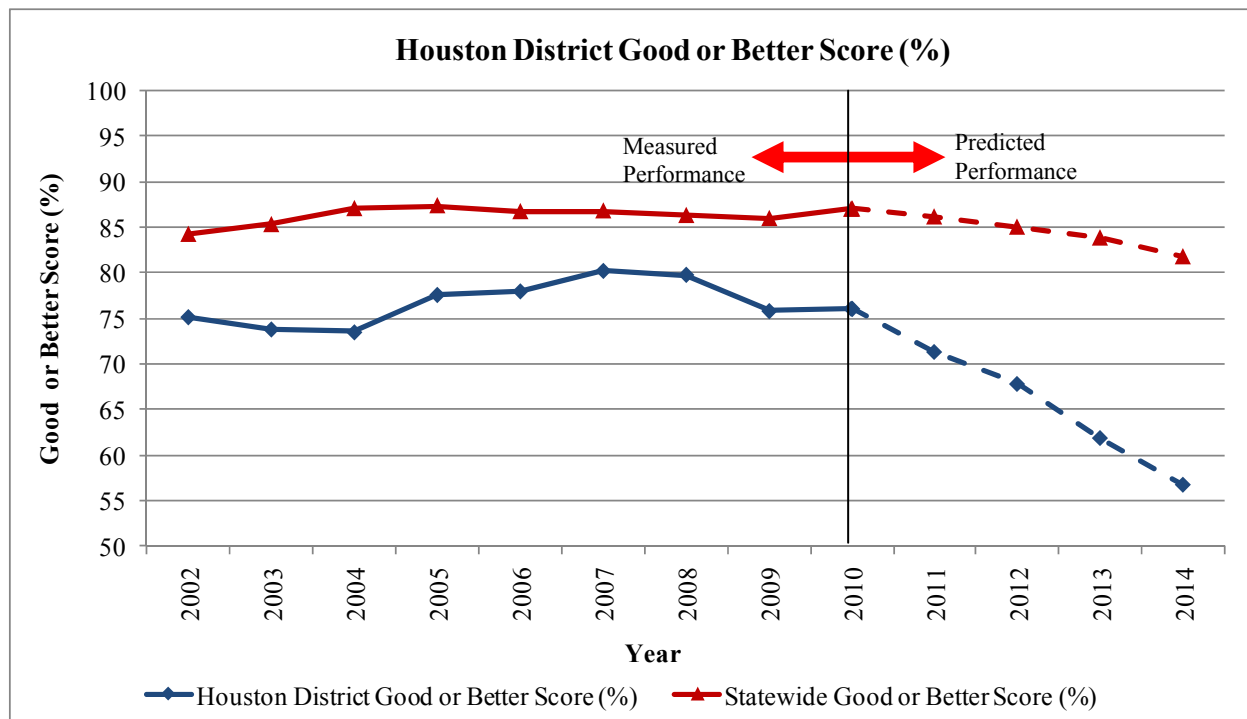


Figure 45. Houston District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Laredo District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,266

Total Lane miles = 5,056

FY 2010 Plan total treatments = **388.5 lane miles** = 7.7% of system lane miles

FY 2011 Plan total treatments = **795.7 lane miles** = 15.7% of system lane miles

FY 2012 Plan total treatments = **994.0 lane miles** = 19.7% of system lane miles

FY 2013 Plan total treatments = **1607.5 lane miles** = 31.8% of system lane miles

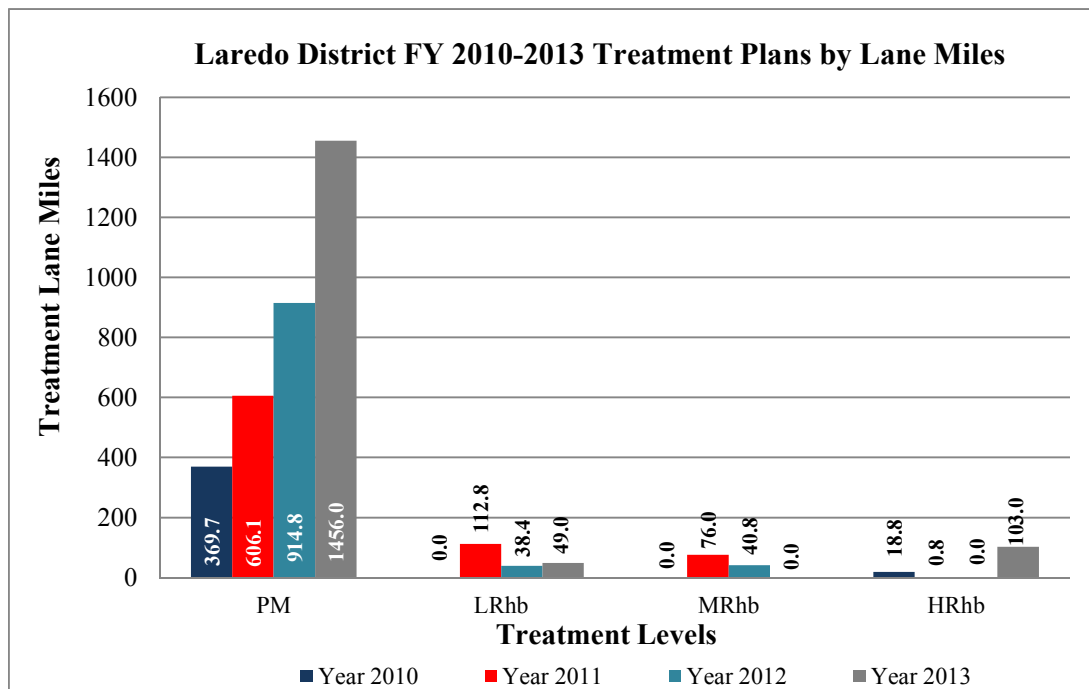


Figure 46. Laredo District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 18.8, 0.8, 0.0, and 103.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 76.0, 40.8, and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 112.8, 38.4, and 49.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 369.7, 606.1, 914.8, and 1456.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 369.7 lane miles or approximately 7.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 794.9 lane miles + 18.8 lane miles of Heavy Rehab treatments from FY 2010 = 813.7 lane miles or approximately 16.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 994.0 lane miles + 0.8 lane miles of Heavy Rehab treatments from FY 2011 = 994.8 lane miles or approximately 19.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 1504.5 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2012 = 1504.5 lane miles or approximately 29.8% of the total system.

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

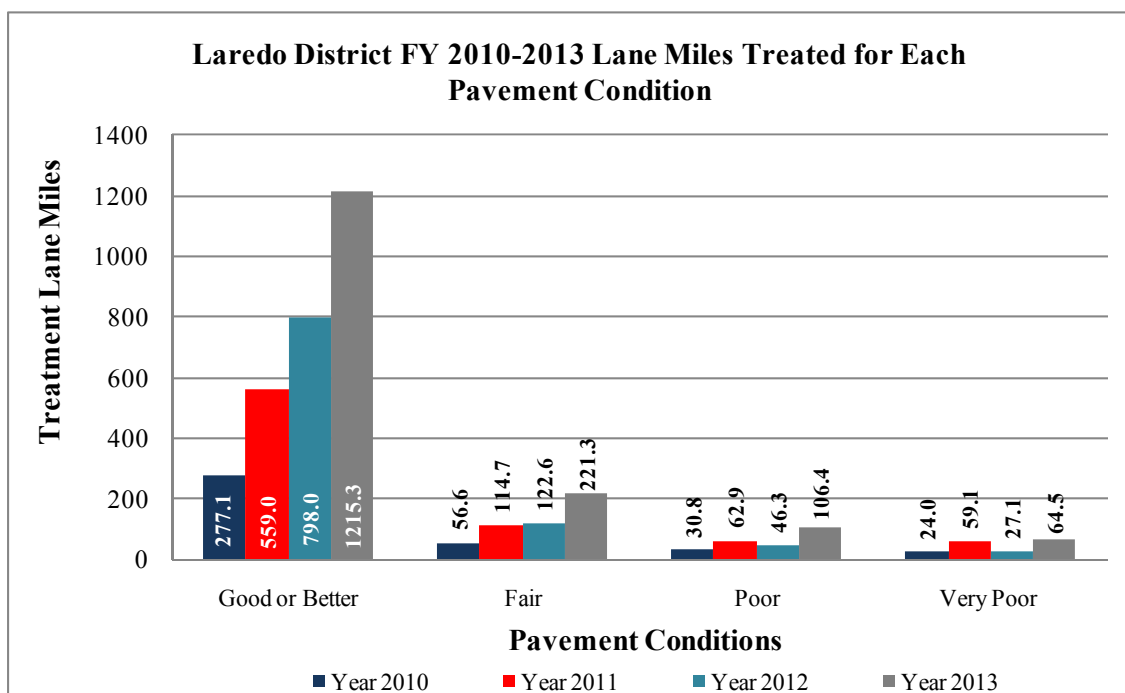


Figure 47. Laredo District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 18. Pavement Performance Summary for Laredo District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Laredo District		Achieved Goal (%)	85.69	83.41	83.04	82.79	83.81	
		Achieved Average CS	89	87	86	84	84	
Counties in Laredo District	Dimmit	Achieved Goal (%)	84.27	81.04	80.35	78.66	81.18	
		Achieved Average CS	89	86	84	82	84	
	Duval	Achieved Goal (%)	93.31	91.48	89.61	89.45	89.13	
		Achieved Average CS	95	93	89	88	87	
	Kinney	Achieved Goal (%)	93.61	91.05	89.72	85.54	91.74	
		Achieved Average CS	94	90	89	86	89	
	La Salle	Achieved Goal (%)	86.08	81.58	76.16	76.37	71.6	
		Achieved Average CS	89	86	83	81	78	
	Maverick	Achieved Goal (%)	78.7	80.21	79.78	84.5	87.8	
		Achieved Average CS	84	84	83	84	85	
	Val Verde	Achieved Goal (%)	88.27	86	86.08	87.94	85.69	
		Achieved Average CS	91	88	87	86	83	
	Webb	Achieved Goal (%)	83	80.98	84.5	84.25	85.2	
		Achieved Average CS	88	86	86	84	84	
	Zavala	Achieved Goal (%)	79.87	73.78	75.1	76.13	87.68	
		Achieved Average CS	86	82	82	82	86	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Kinney (91.74%) while the worst was La Salle (71.6%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

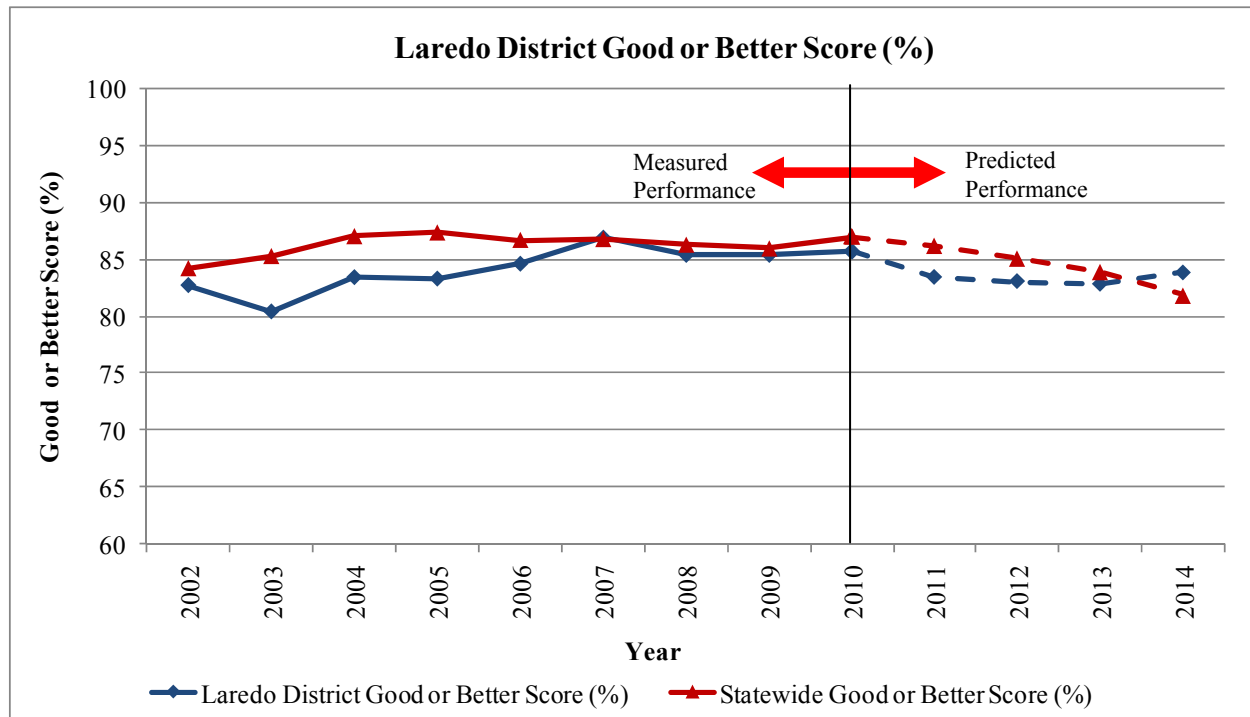


Figure 48. Laredo District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Lubbock District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 5,267

Total Lane miles = 12,056

FY 2010 Plan total treatments = **861.9 lane miles** = 7.1% of system lane miles

FY 2011 Plan total treatments = **928.7 lane miles** = 7.7% of system lane miles

FY 2012 Plan total treatments = **1,492.7 lane miles** = 12.4% of system lane miles

FY 2013 Plan total treatments = **1,010.9 lane miles** = 8.4% of system lane miles

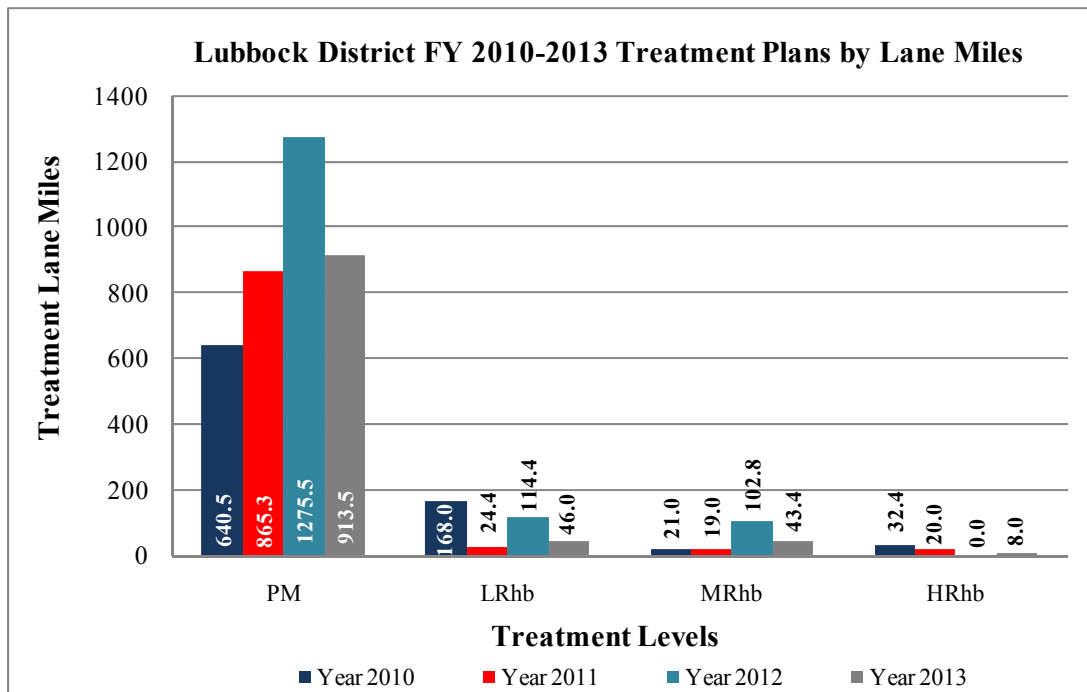


Figure 49. Lubbock District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 32.4, 20.0, 0.0, and 8.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 21.0, 19.0, 102.8, and 43.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 168.0, 24.4, 114.4, and 46.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 640.5, 865.3, 1275.5, and 913.5 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 829.5 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 908.7 lane miles + 32.4 lane miles of Heavy Rehab treatments from FY 2010 = 941.1 lane miles or approximately 7.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1492.7 lane miles + 20.0 lane miles of Heavy Rehab treatments from FY 2011 = 1512.7 lane miles or approximately 12.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 1002.9 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2012 = 1002.9 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.

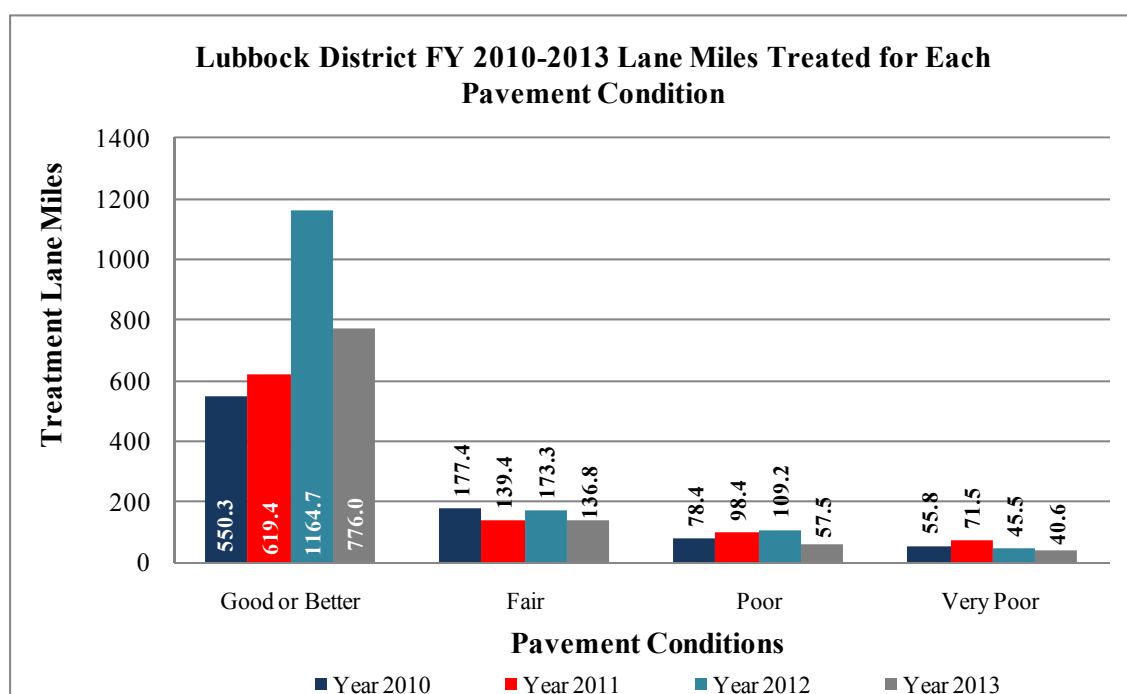


Figure 50. Lubbock District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 19. Pavement Performance Summary for Lubbock District and Counties

			Base Year	Analysis Years			
			2010	2011	2012	2013	2014
Lubbock District	Achieved Goal (%)		87.36	87.7	88.63	89.14	88.18
	Achieved Average CS		92	90	89	88	86
Counties in Lubbock District	Bailey	Achieved Goal (%)	90.81	88.4	89.75	87.87	87.42
		Achieved Average CS	93	91	89	86	85
	Castro	Achieved Goal (%)	88.81	89.89	88.77	87.27	88.58
		Achieved Average CS	92	91	89	86	85
	Cochran	Achieved Goal (%)	95.29	93.81	91.73	94.02	96.9
		Achieved Average CS	95	94	91	91	89
	Crosby	Achieved Goal (%)	78.44	86.95	85.02	85.09	83.15
		Achieved Average CS	87	90	87	86	83
	Dawson	Achieved Goal (%)	78.21	77.4	78.59	88.95	87.3
		Achieved Average CS	87	85	84	87	85
	Floyd	Achieved Goal (%)	79.55	82.52	88.58	86.55	84.81
		Achieved Average CS	87	87	89	87	84
	Gaines	Achieved Goal (%)	92.65	94.98	94.27	95.04	94.21
		Achieved Average CS	95	94	92	90	89
	Garza	Achieved Goal (%)	95.41	93.77	93.56	93.08	90.97
		Achieved Average CS	96	94	92	90	87
	Hale	Achieved Goal (%)	91.04	91.43	91.75	90.51	89.97
		Achieved Average CS	93	92	90	88	86
	Hockley	Achieved Goal (%)	84.12	84.57	85.87	85.71	84.35
		Achieved Average CS	90	89	88	86	84
	Lamb	Achieved Goal (%)	83.57	84.27	85.11	88.1	86.85
		Achieved Average CS	91	89	88	87	85
	Lubbock	Achieved Goal (%)	88.42	87.15	87.79	86.87	84.79
		Achieved Average CS	92	89	88	86	83
	Lynn	Achieved Goal (%)	86.6	87.3	88.85	94.14	93.02
		Achieved Average CS	93	91	90	90	87
	Parmer	Achieved Goal (%)	79.86	79.49	86.07	85.64	87.48
		Achieved Average CS	88	87	87	85	86
	Swisher	Achieved Goal (%)	93.32	91.83	89.27	90.19	89.52
		Achieved Average CS	94	91	89	88	86
	Terry	Achieved Goal (%)	88.66	88.81	90.37	90.5	93.58
		Achieved Average CS	93	92	91	89	88
	Yoakum	Achieved Goal (%)	94.34	91.79	91.42	90.96	88.4
		Achieved Average CS	96	93	91	89	86

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Cochran (96.90%) while the worst was Crosby (83.15%).

III. Summary of FY 2002–FY 2014 Percentage

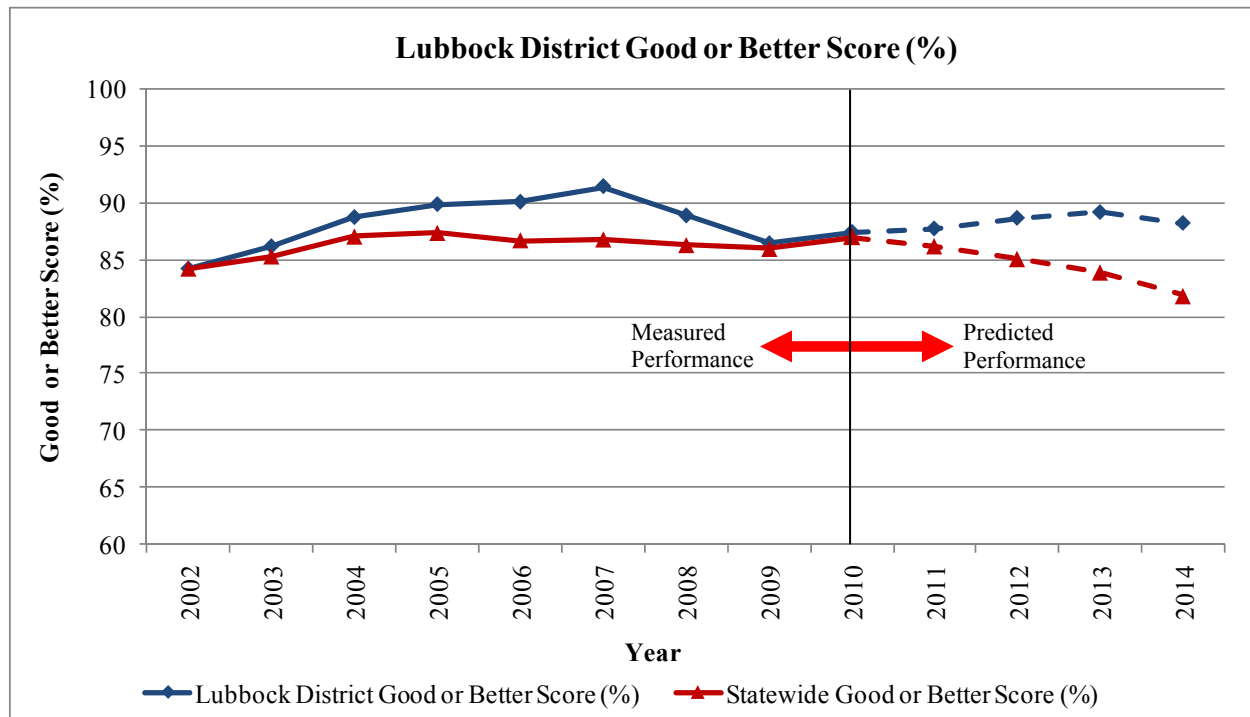


Figure 51. Lubbock District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Lufkin District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,880

Total Lane miles = 6,580

FY 2010 Plan total treatments = **1,008.8 lane miles** = 15.3% of system lane miles

FY 2011 Plan total treatments = **983.6 lane miles** = 14.9% of system lane miles

FY 2012 Plan total treatments = **819.1 lane miles** = 12.4% of system lane miles

FY 2013 Plan total treatments = **581.9 lane miles** = 8.8% of system lane miles

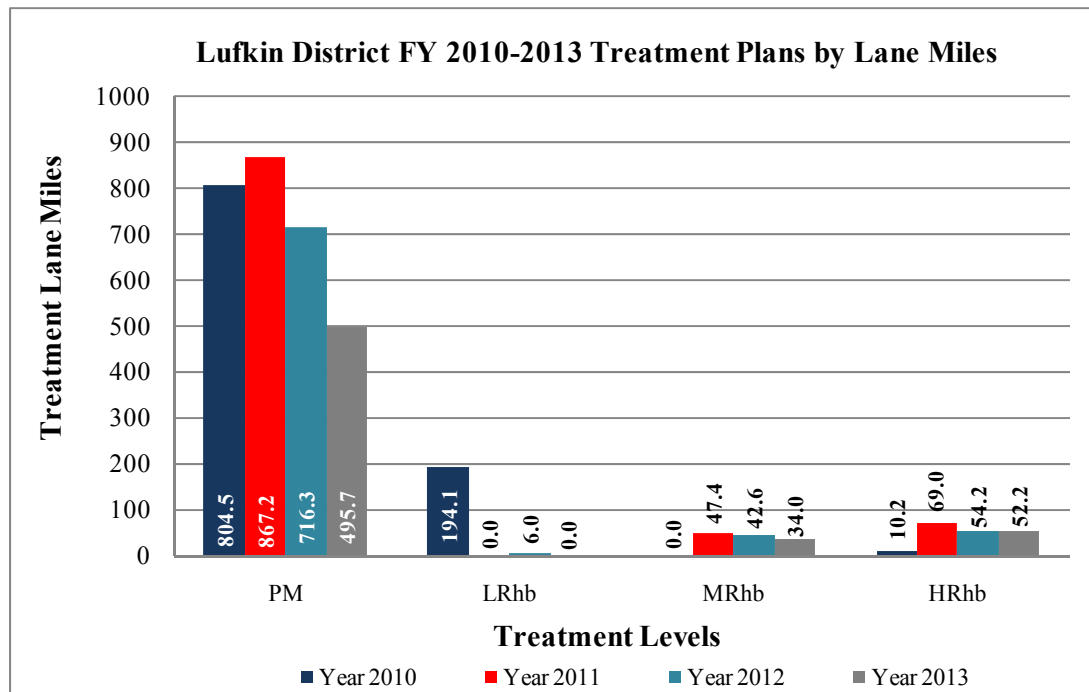


Figure 52. Lufkin District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 10.2, 69.0, 54.2, and 52.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 47.4, 42.6, and 34.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 194.1 and 0.0, 6.0 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 804.5, 867.2, 716.3, and 495.7 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 998.6 lane miles or approximately 15.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 914.6 lane miles + 10.2 lane miles of Heavy Rehab treatments from FY 2010 = 924.8 lane miles or approximately 14.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 764.9 lane miles + 69.0 lane miles of Heavy Rehab treatments from FY 2011 = 833.9 lane miles or approximately 12.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 529.7 lane miles + 54.2 lane miles of Heavy Rehab treatments from FY 2012 = 583.9 lane miles or approximately 8.9% of the total system.

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

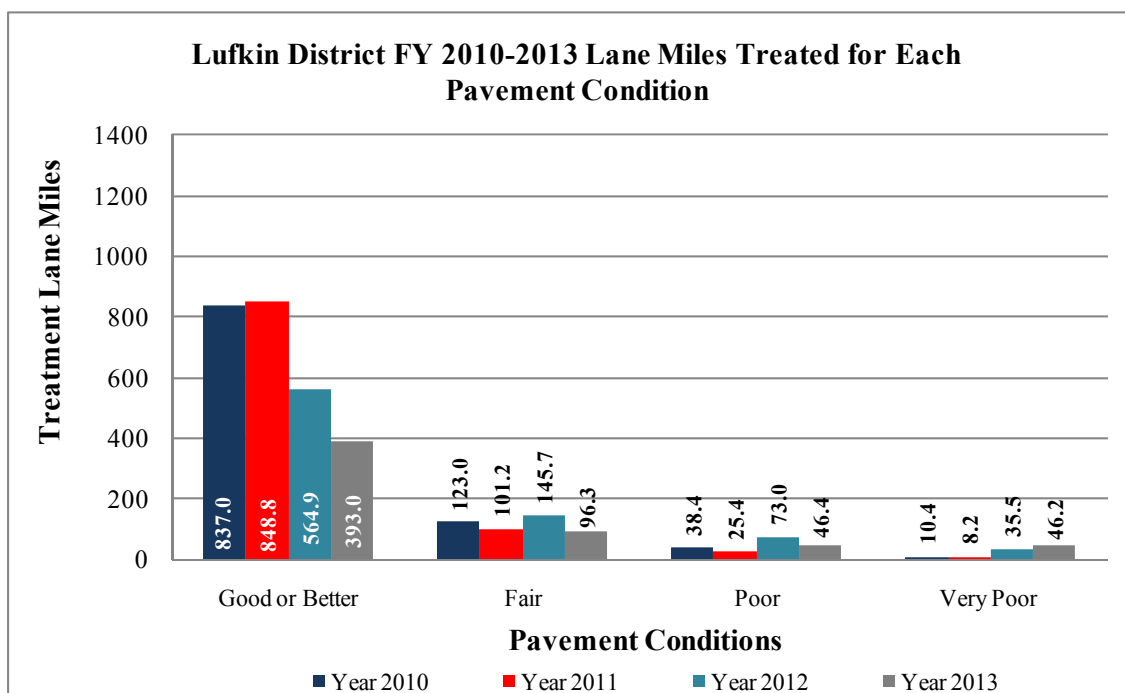


Figure 53. Lufkin District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 20. Pavement Performance Summary for Lufkin District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Lufkin District		Achieved Goal (%)	89.3	87.33	84.8	84.62	82.56	
		Achieved Average CS	91	89	87	85	82	
Counties in Lufkin District	Angelina	Achieved Goal (%)	88.76	86.47	84.1	83.2	83.45	
		Achieved Average CS	92	90	87	84	82	
	Houston	Achieved Goal (%)	88.95	84.43	81.36	79.44	80.33	
		Achieved Average CS	90	87	84	82	81	
	Nacogdoches	Achieved Goal (%)	86.79	84.15	81.29	82.59	79.81	
		Achieved Average CS	90	88	85	84	81	
	Polk	Achieved Goal (%)	88.26	88.83	86.54	86.16	84.34	
		Achieved Average CS	91	90	87	85	83	
	Sabine	Achieved Goal (%)	94.12	89.87	88.06	90.75	86.8	
		Achieved Average CS	93	90	88	87	84	
	San Augustine	Achieved Goal (%)	91.44	90.51	89.04	90.62	88.49	
		Achieved Average CS	93	91	90	89	85	
	San Jacinto	Achieved Goal (%)	97.17	95.69	95.18	97.63	97.13	
		Achieved Average CS	97	95	93	92	90	
	Shelby	Achieved Goal (%)	85.21	83.14	76.89	75.44	72.42	
		Achieved Average CS	88	86	82	80	77	
	Trinity	Achieved Goal (%)	89.75	92.13	90.02	89.12	87.05	
		Achieved Average CS	93	93	90	88	85	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was San Jacinto (97.13%) while the worst was Shelby (72.42%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

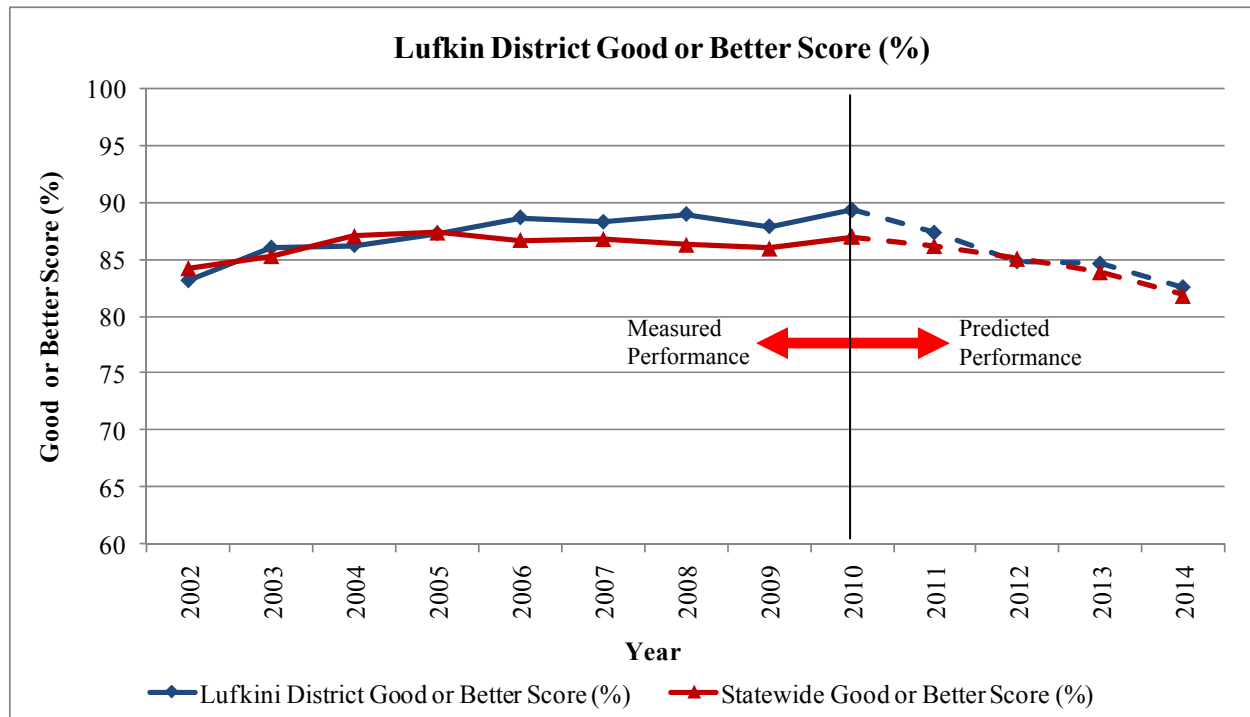


Figure 54. Lufkin District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Odessa District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,388

Total Lane miles = 8,066

FY 2010 Plan total treatments = **653.8 lane miles** = 8.1% of system lane miles

FY 2011 Plan total treatments = **529.6 lane miles** = 6.6% of system lane miles

FY 2012 Plan total treatments = **360.0 lane miles** = 4.5% of system lane miles

FY 2013 Plan total treatments = **350.9 lane miles** = 4.4% of system lane miles

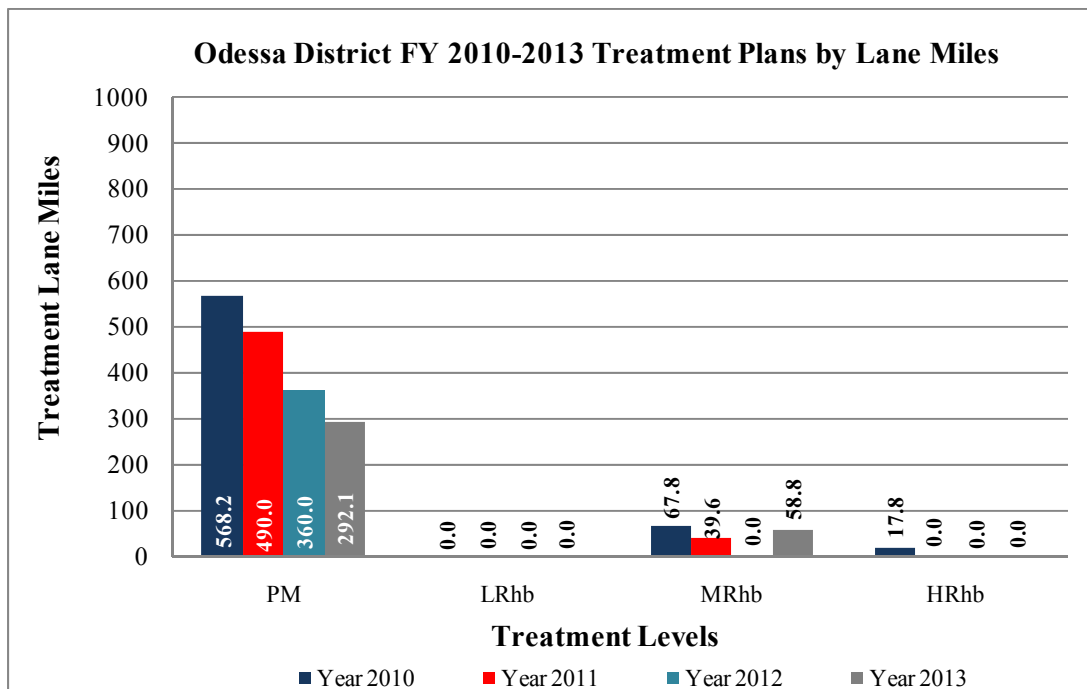


Figure 55. Odessa District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 17.8, 0.0, 0.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 67.8, 39.6, 0.0, and 58.8 lane miles respectively.
- There are no Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013.

- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 568.2, 490.0, 360.0, and 292.1 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 636.0 lane miles or approximately 7.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 529.6 lane miles + 17.8 lane miles of Heavy Rehab treatments from FY 2010 = 547.4 lane miles or approximately 6.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 360.0 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 360.0 lane miles or approximately 4.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 350.9 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2012 = 350.9 lane miles or approximately 4.4% of the total system.

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

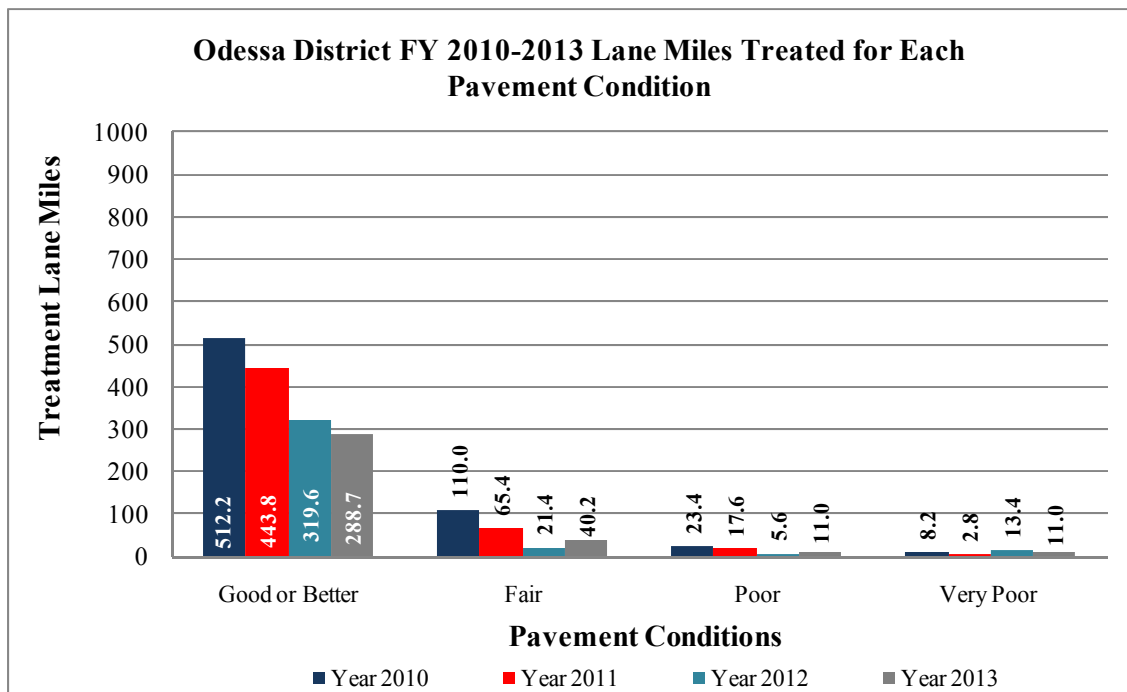


Figure 56. Odessa District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 21. Pavement Performance Summary for Odessa District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Odessa District		Achieved Goal (%)	93.33	93.41	93.25	91.61	88.58	
		Achieved Average CS	94	93	90	88	85	
Counties in Odessa District	Andrews	Achieved Goal (%)	97.07	97.7	94.62	94.99	94.03	
		Achieved Average CS	95	93	91	90	88	
	Crane	Achieved Goal (%)	98.44	98.06	97.75	97.75	98.37	
		Achieved Average CS	98	96	93	91	90	
	Ector	Achieved Goal (%)	93.93	93.97	93.6	92.2	87.64	
		Achieved Average CS	95	93	91	89	85	
	Loving	Achieved Goal (%)	95.22	95.52	95.52	92.54	89.55	
		Achieved Average CS	97	93	91	89	85	
	Martin	Achieved Goal (%)	88.75	96.98	95.99	94.41	92.05	
		Achieved Average CS	94	95	92	89	86	
	Midland	Achieved Goal (%)	82.88	81.38	79.87	76.93	72.03	
		Achieved Average CS	88	86	84	80	78	
	Pecos	Achieved Goal (%)	97.82	97.14	95.6	94.53	91.57	
		Achieved Average CS	97	95	92	89	86	
	Reeves	Achieved Goal (%)	90.47	89.46	92.57	90.82	88.19	
		Achieved Average CS	93	91	90	88	84	
	Terrell	Achieved Goal (%)	98.45	98.29	96.25	95.68	91.64	
		Achieved Average CS	97	95	92	89	86	
	Upton	Achieved Goal (%)	96.6	98.68	98.43	98.18	96.1	
		Achieved Average CS	97	96	93	91	88	
	Ward	Achieved Goal (%)	94.87	95.29	94.18	91.87	88.45	
		Achieved Average CS	95	93	91	88	85	
	Winkler	Achieved Goal (%)	97.12	96.78	93.76	89.4	88.4	
		Achieved Average CS	95	92	89	86	85	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Crane (98.37%) while the worst was Midland (72.03%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

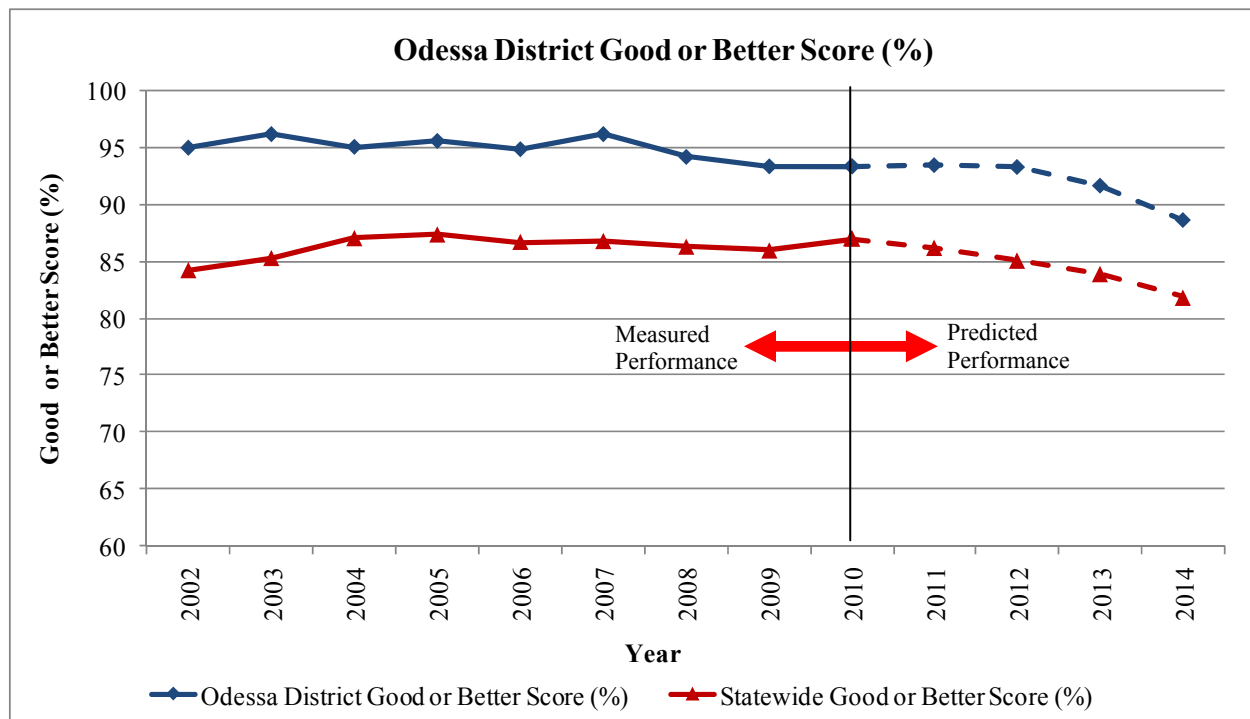


Figure 57. Odessa District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Paris District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,412

Total Lane miles = 6,801

FY 2010 Plan total treatments = **634.6 lane miles** = 9.3% of system lane miles

FY 2011 Plan total treatments = **874.5 lane miles** = 12.9% of system lane miles

FY 2012 Plan total treatments = **849.8 lane miles** = 12.5% of system lane miles

FY 2013 Plan total treatments = **771.0 lane miles** = 11.3% of system lane miles

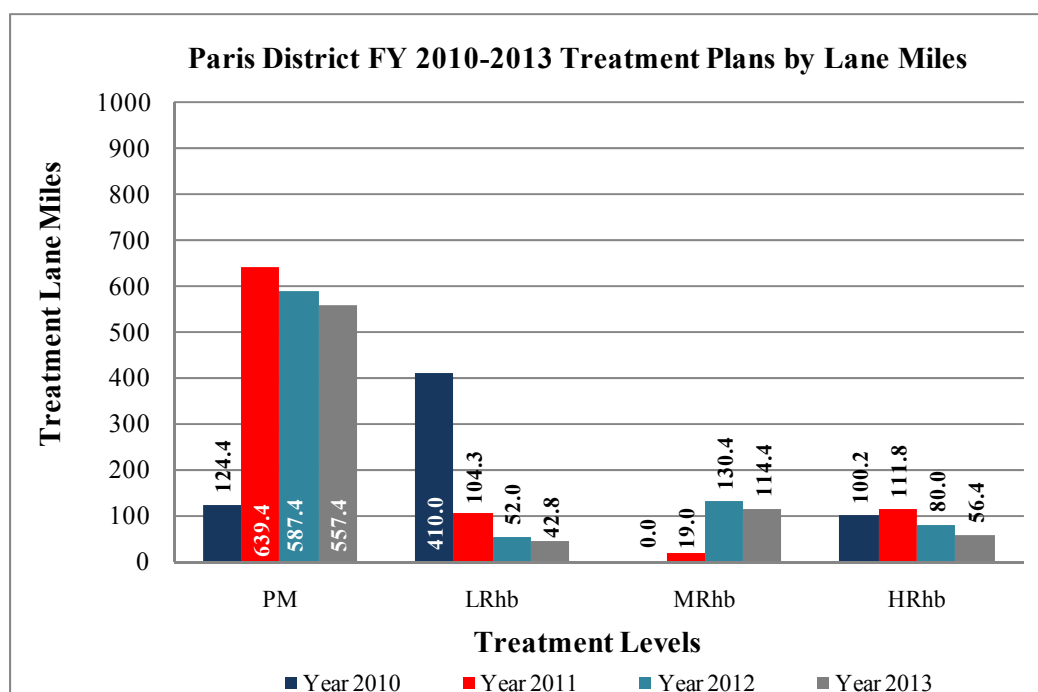


Figure 58. Paris District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 100.2, 111.8, 80.0, and 56.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 19.0, 130.4, and 114.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 410.0, 104.3, 52.0, and 42.8 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 124.4, 639.4, 587.4, and 557.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 534.4 lane miles or approximately 7.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 762.7 lane miles + 100.2 lane miles of Heavy Rehab treatments from FY 2010 = 862.9 lane miles or approximately 12.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 769.8 lane miles + 111.8 lane miles of Heavy Rehab treatments from FY 2011 = 881.6 lane miles or approximately 13.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 714.6 lane miles + 80.0 lane miles of Heavy Rehab treatments from FY 2012 = 794.6 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.

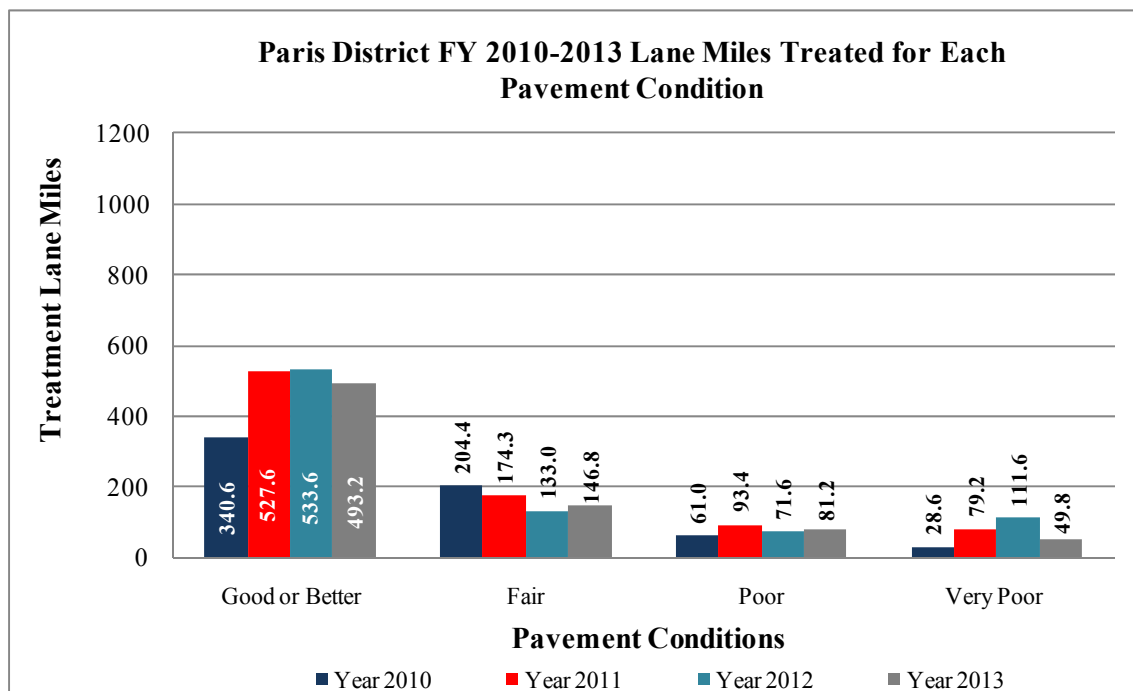


Figure 59. Paris District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 22. Pavement Performance Summary for Paris District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Paris District		Achieved Goal (%)	80.6	79.44	79.31	78.7	77.87	
		Achieved Average CS	86	84	83	82	81	
Counties in Paris District	Delta	Achieved Goal (%)	84.77	82.76	80.28	74.62	77.86	
		Achieved Average CS	89	86	84	81	80	
	Fannin	Achieved Goal (%)	76.27	75.37	76.13	73.88	77.89	
		Achieved Average CS	85	83	82	79	81	
	Franklin	Achieved Goal (%)	85.75	91.1	86.77	85.93	86.17	
		Achieved Average CS	89	91	87	85	86	
	Grayson	Achieved Goal (%)	72.23	70.96	70.7	72.33	71.34	
		Achieved Average CS	81	80	79	79	77	
	Hopkins	Achieved Goal (%)	81.4	80.13	81.04	84.11	82.86	
		Achieved Average CS	85	84	83	85	84	
	Hunt	Achieved Goal (%)	82.78	77.28	78.12	77.48	77.59	
		Achieved Average CS	87	83	82	82	81	
	Lamar	Achieved Goal (%)	80.33	78.28	82.45	78.89	74.68	
		Achieved Average CS	87	85	85	82	78	
	Rains	Achieved Goal (%)	85.24	80.38	82.18	78.41	71.04	
		Achieved Average CS	89	86	86	83	78	
	Red River	Achieved Goal (%)	89.28	90.28	89.04	86.98	84.14	
		Achieved Average CS	93	91	88	86	83	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Franklin (86.17%) while the worst was Rains (71.04%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

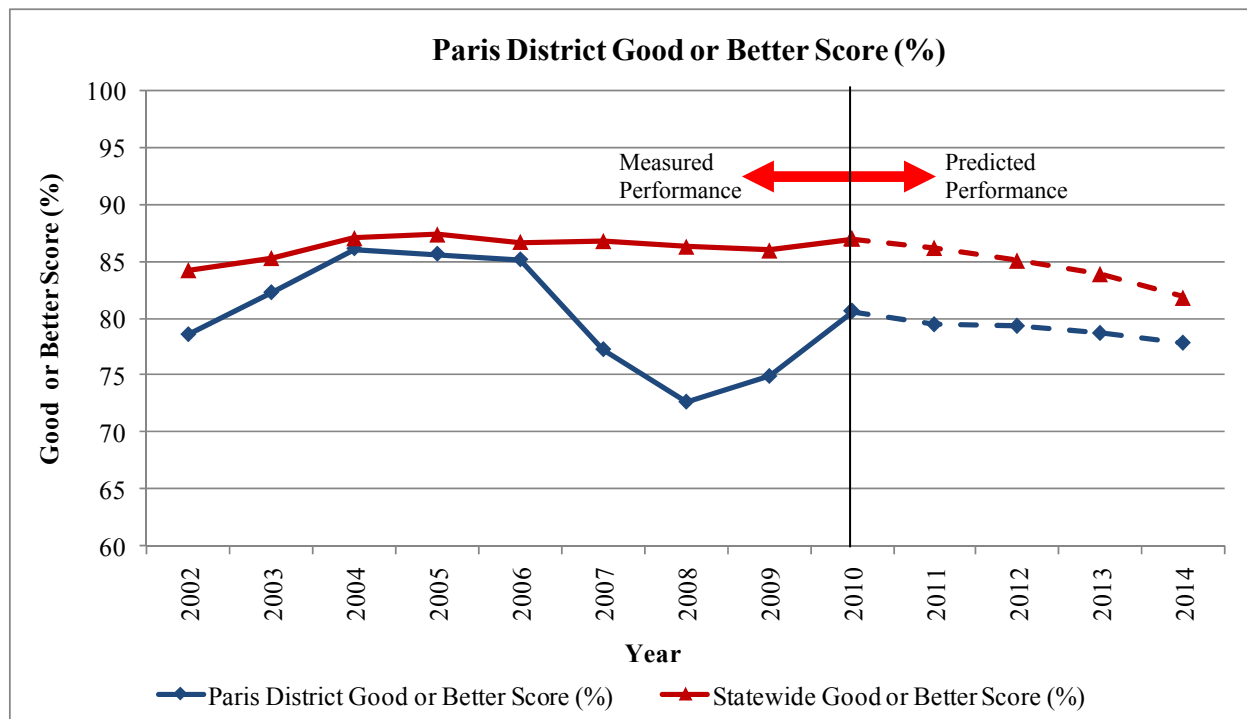


Figure 60. Paris District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Pharr District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,322

Total Lane miles = 6,020

FY 2010 Plan total treatments = **731.4 lane miles** = 12.1% of system lane miles

FY 2011 Plan total treatments = **988.6 lane miles** = 16.4% of system lane miles

FY 2012 Plan total treatments = **1583.4 lane miles** = 26.3% of system lane miles

FY 2013 Plan total treatments = **1348.7 lane miles** = 22.4% of system lane miles

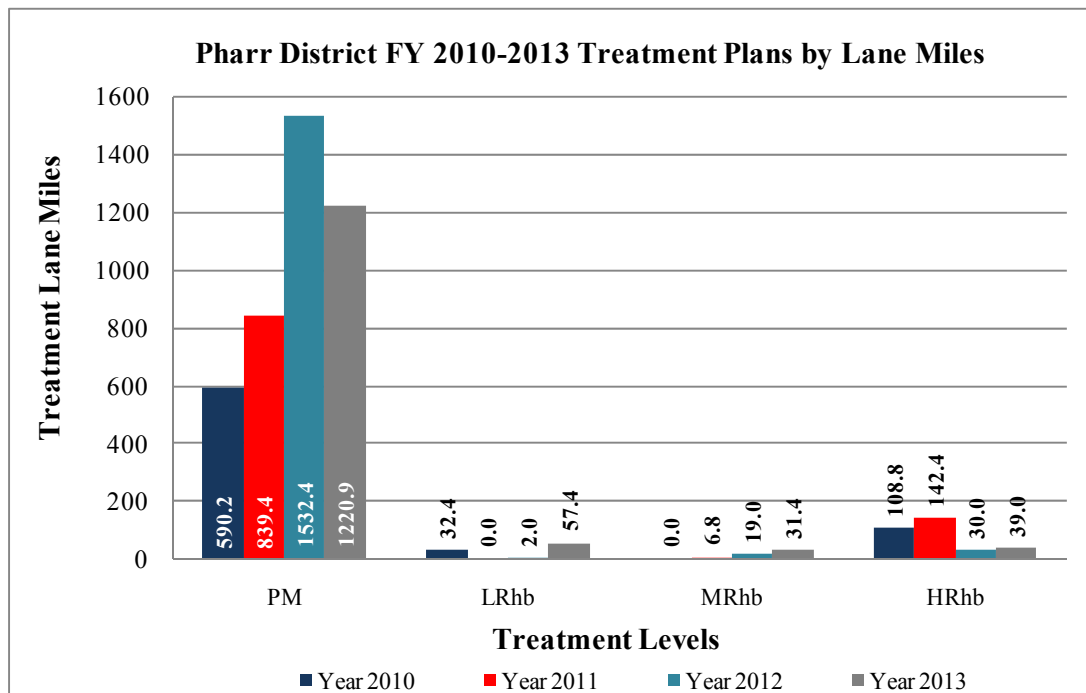


Figure 61. Pharr District Treatment Plans for FY 2010–2012

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 108.8, 142.4, 30.0, and 39.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 6.8, 19.0, and 31.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 32.4, 0.0, 2.0, and 57.4 lane miles respectively.

- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 590.2, 839.4, 1532.4, and 1220.9 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 622.6 lane miles or approximately 10.3 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 846.2 lane miles + 108.8 lane miles of Heavy Rehab treatments from FY 2010 = 955.0 lane miles or approximately 15.9 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1553.4 lane miles + 142.4 lane miles of Heavy Rehab treatments from FY 2011 = 1695.8 lane miles or approximately 28.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 1309.7 lane miles + 30.0 lane miles of Heavy Rehab treatments from FY 2012 = 1339.7 lane miles or approximately 22.3% of the total system.

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

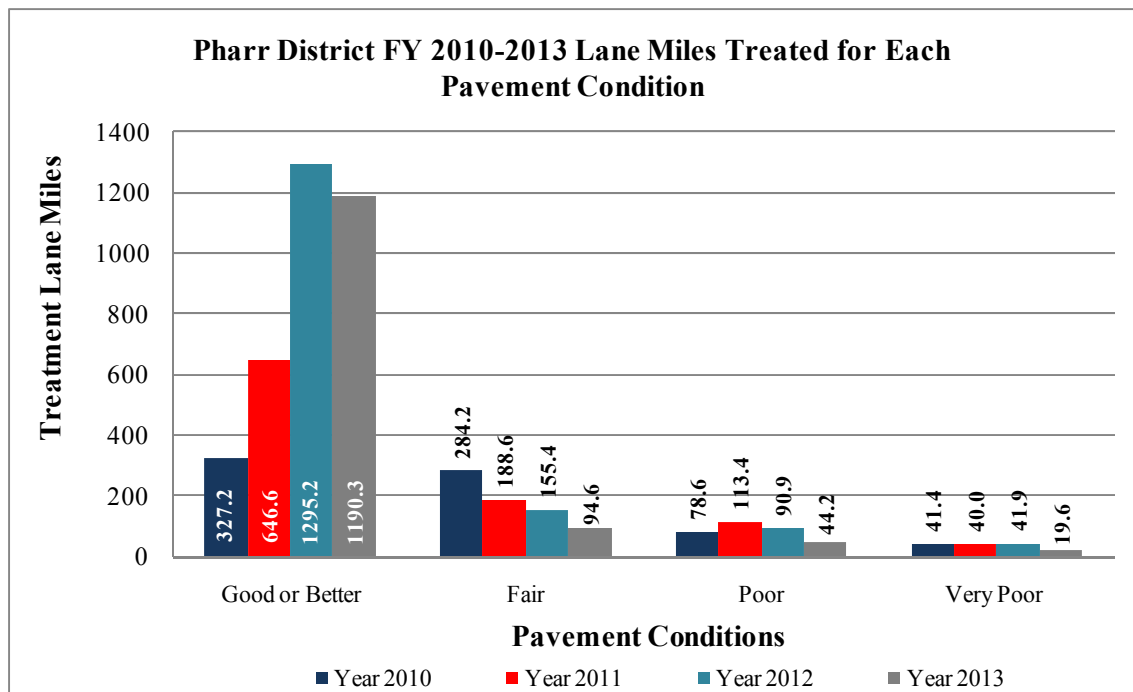


Figure 62. Pharr District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 23. Pavement Performance Summary for Pharr District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Pharr District		Achieved Goal (%)	84.07	87.09	89.89	91.64	90.51	
		Achieved Average CS	90	89	89	89	87	
Counties in Pharr District	Brooks	Achieved Goal (%)	85.02	82.37	93.51	94.1	93.7	
		Achieved Average CS	92	89	92	90	87	
	Cameron	Achieved Goal (%)	84.82	85.66	88.28	89.4	88.65	
		Achieved Average CS	90	89	88	87	86	
	Hidalgo	Achieved Goal (%)	85.04	87.18	89.03	91.14	90.06	
		Achieved Average CS	90	89	88	88	86	
	Jim Hogg	Achieved Goal (%)	96.82	96.13	97.31	98.76	97.72	
		Achieved Average CS	97	94	93	94	92	
	Kenedy*	Achieved Goal (%)	0	56.43	89.05	87.46	97.66	
		Achieved Average CS	59	77	88	85	94	
	Starr	Achieved Goal (%)	90.8	88.62	89.97	93.26	92.9	
		Achieved Average CS	93	90	89	90	89	
	Willacy	Achieved Goal (%)	95.02	93.09	92.35	95.13	93.41	
		Achieved Average CS	93	91	90	91	88	
	Zapata	Achieved Goal (%)	81.76	90.58	95.07	95.27	92.51	
		Achieved Average CS	89	92	93	92	88	

*No data available for Kenedy County for the analysis.

Based on the analysis results presented in Table 2, at the end of the 4-year planning horizon the county in best condition was Jim Hogg (97.72%) while the worst was Cameron (88.65%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

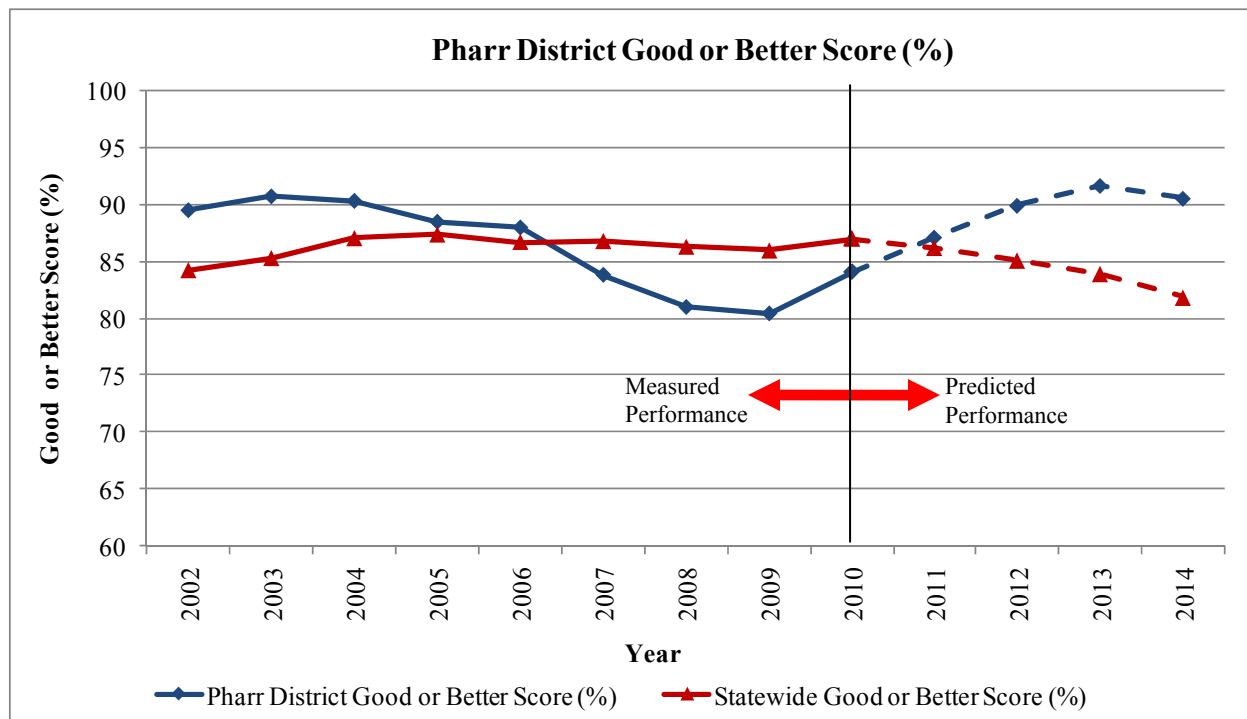


Figure 63. Pharr District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

San Angelo District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,253

Total Lane miles = 7,297

FY 2010 Plan total treatments = **554.2 lane miles** = 7.6% of system lane miles

FY 2011 Plan total treatments = **313.2 lane miles** = 4.3% of system lane miles

FY 2012 Plan total treatments = **688.5 lane miles** = 9.4% of system lane miles

FY 2013 Plan total treatments = **888.5 lane miles** = 12.2% of system lane miles

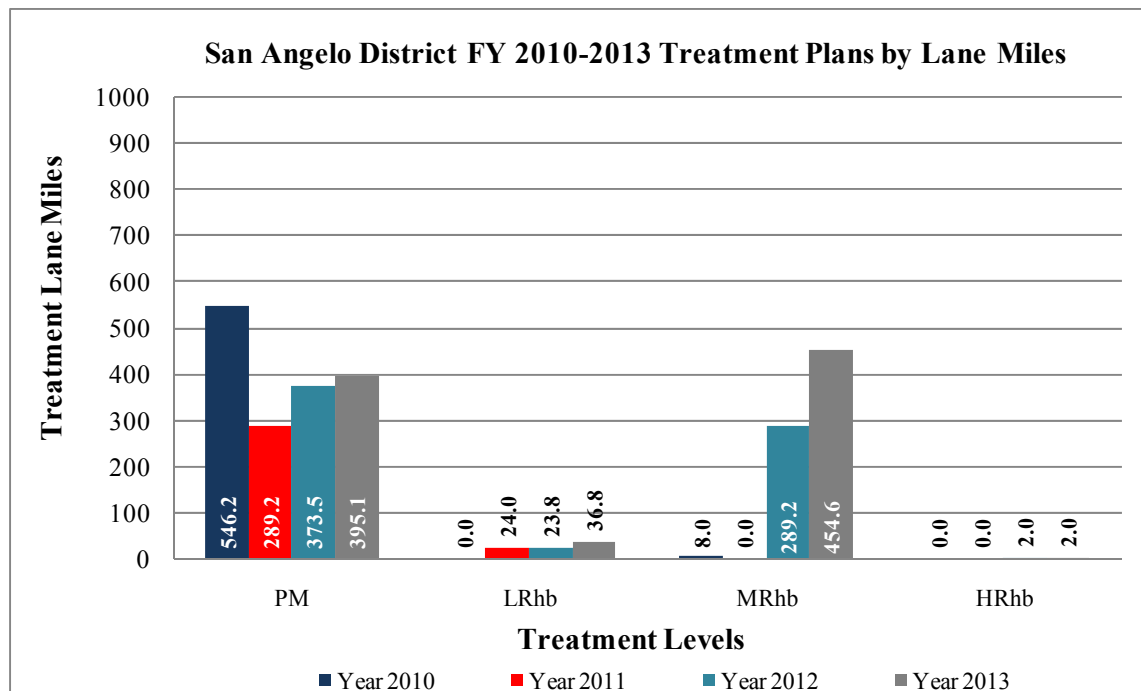


Figure 64. San Angelo District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 0.0, 2.0, and 2.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 8.0, 0.0, 289.2, and 454.6 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 24.0, 23.8, and 36.8 lane miles respectively.

- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 546.2 and 289.2, 373.5 and 395.1 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 554.2 lane miles or approximately 7.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 313.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 313.2 lane miles or approximately 4.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 686.5 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 686.5 lane miles or approximately 9.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 886.5 lane miles + 2.0 lane miles of Heavy Rehab treatments from FY 2012 = 888.5 lane miles or approximately 12.2% of the total system.

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

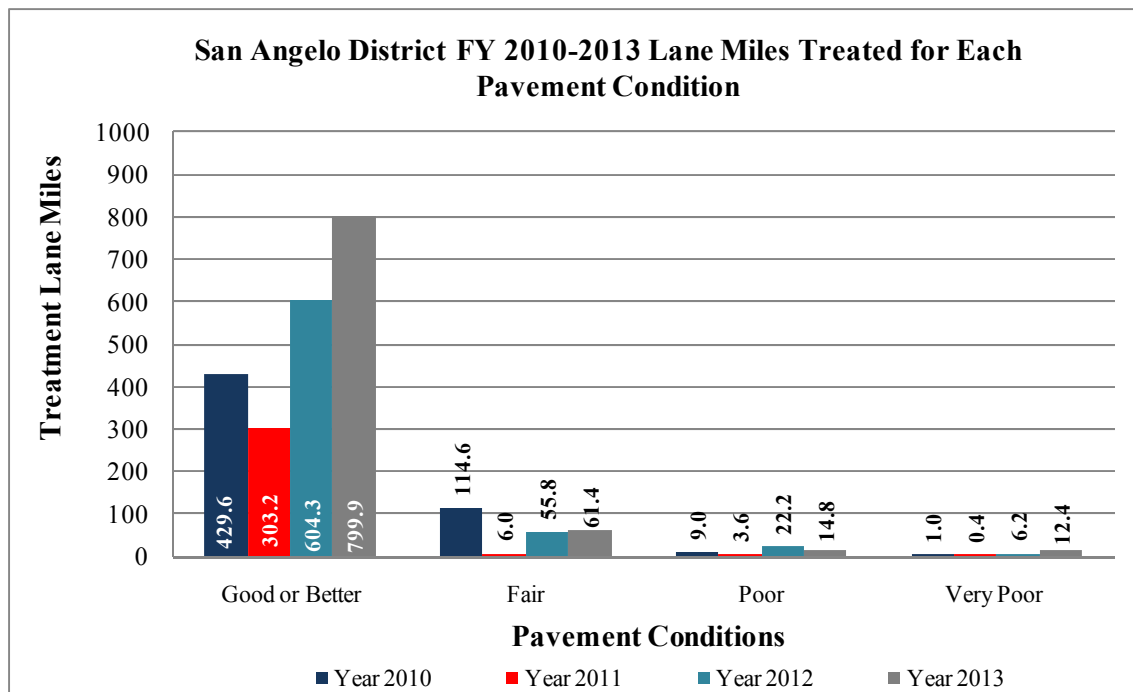


Figure 65. San Angelo District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

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

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
San Angelo District		Achieved Goal (%)	95.23	95.57	94.05	92.75	90.41	
		Achieved Average CS	96	94	92	89	87	
Counties in San Angelo District	Coke	Achieved Goal (%)	96.32	96.05	94.43	90.24	88	
		Achieved Average CS	96	94	92	89	88	
	Concho	Achieved Goal (%)	87.73	96.04	95.62	94.37	92.61	
		Achieved Average CS	93	95	93	90	87	
	Crockett	Achieved Goal (%)	97.17	98.51	96.99	96.24	94.03	
		Achieved Average CS	97	96	93	91	88	
	Edwards	Achieved Goal (%)	96.92	94.04	91.44	91.08	92.24	
		Achieved Average CS	96	93	90	88	89	
	Glasscock	Achieved Goal (%)	94.89	96.25	95.57	92.51	90.12	
		Achieved Average CS	96	95	92	89	87	
	Irion	Achieved Goal (%)	94.02	94.26	92.7	91.39	89.34	
		Achieved Average CS	95	94	91	89	86	
	Kimble	Achieved Goal (%)	97.45	96.49	95.17	95.55	92.94	
		Achieved Average CS	98	95	93	91	88	
	Menard	Achieved Goal (%)	98.79	98.5	97.64	95.92	92.24	
		Achieved Average CS	98	96	93	91	89	
	Reagan	Achieved Goal (%)	99.31	99.06	96.88	94.14	89.77	
		Achieved Average CS	99	96	93	90	87	
	Real	Achieved Goal (%)	94.2	93.85	91.4	94.13	92.03	
		Achieved Average CS	95	92	89	92	89	
	Runnels	Achieved Goal (%)	94.75	94.73	92.61	89.17	87.72	
		Achieved Average CS	95	93	91	88	86	
	Schleicher	Achieved Goal (%)	98.35	97.58	96.21	94.83	90.98	
		Achieved Average CS	98	95	93	91	87	
	Sterling	Achieved Goal (%)	87.3	85.88	83.75	81.55	83.11	
		Achieved Average CS	92	90	88	85	86	
	Sutton	Achieved Goal (%)	98.07	97.15	96.71	94.81	92.91	
		Achieved Average CS	98	95	93	90	88	
	Tom Green	Achieved Goal (%)	92.55	93.21	90.44	90.56	88.32	
		Achieved Average CS	94	93	89	88	86	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Crockett (94.03%) while the worst was Sterling (83.11%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

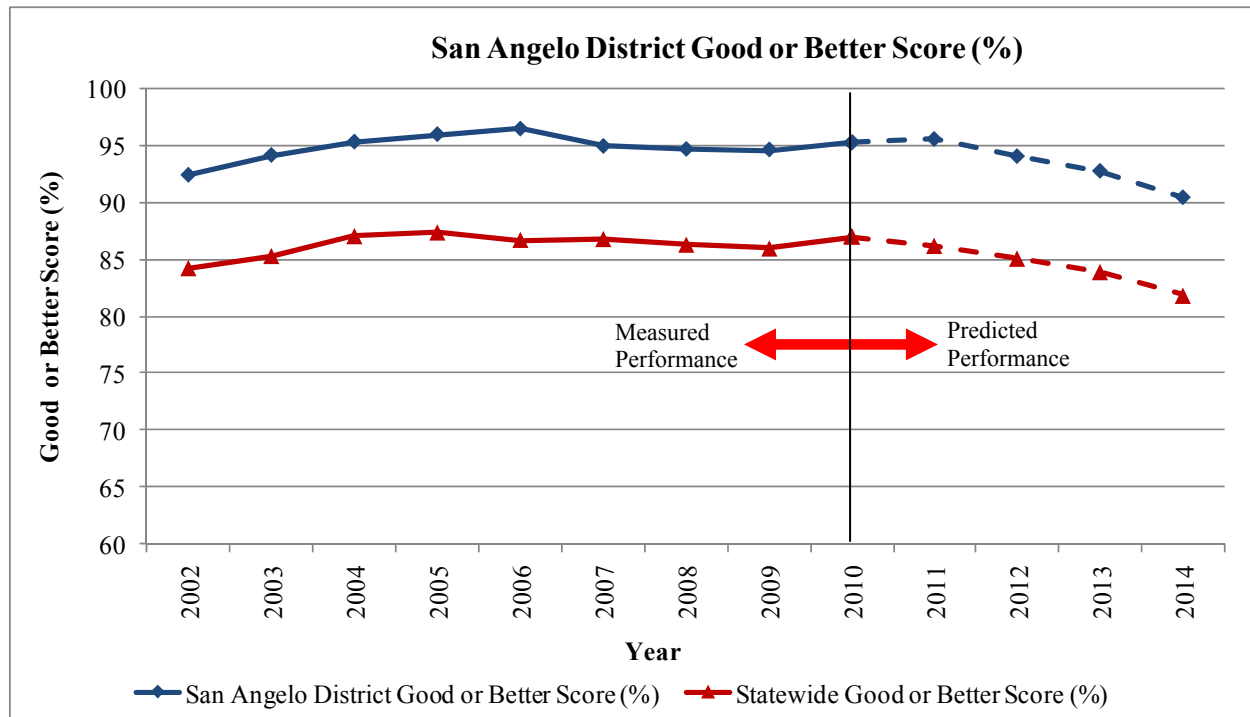


Figure 66. San Angelo District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

San Antonio District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 4,270

Total Lane miles = 10,870

FY 2010 Plan total treatments = **1,062.9 lane miles** = 9.8% of system lane miles

FY 2011 Plan total treatments = **1,167.6 lane miles** = 10.7% of system lane miles

FY 2012 Plan total treatments = **1,599.7 lane miles** = 14.7% of system lane miles

FY 2013 Plan total treatments = **427.7 lane miles** = 3.9% of system lane miles

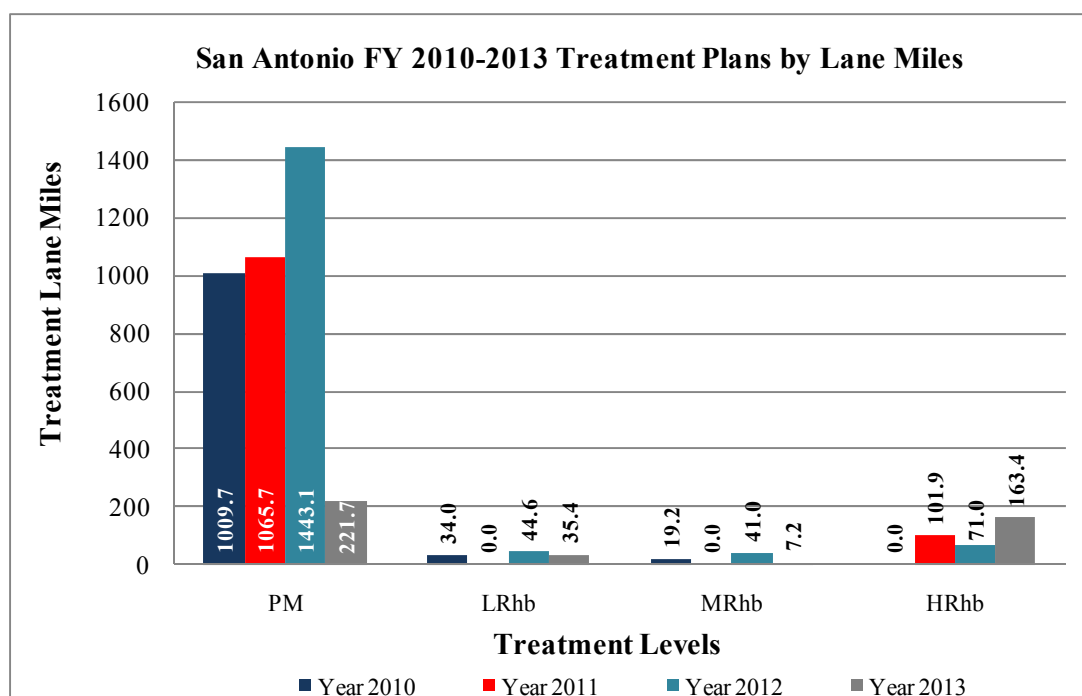


Figure 67. San Antonio District Treatment Plans for FY 2010–2013

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, whereas 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 2009 and FY 2010 are 0.0, 101.9, 71.0, and 163.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 19.2, 0.0, 41.0, and 7.2 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 34.0, 0.0, 44.6, and 35.4 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 1009.7, 1065.7, 1443.1, and 221.7 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 1062.9 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 1065.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 1065.7 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1528.7 lane miles + 101.9 lane miles of Heavy Rehab treatments from FY 2011 = 1630.6 lane miles or approximately 15.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 264.3 lane miles + 71.0 lane miles of Heavy Rehab treatments from FY 2012 = 335.3 lane miles or approximately 3.1% of the total system.

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

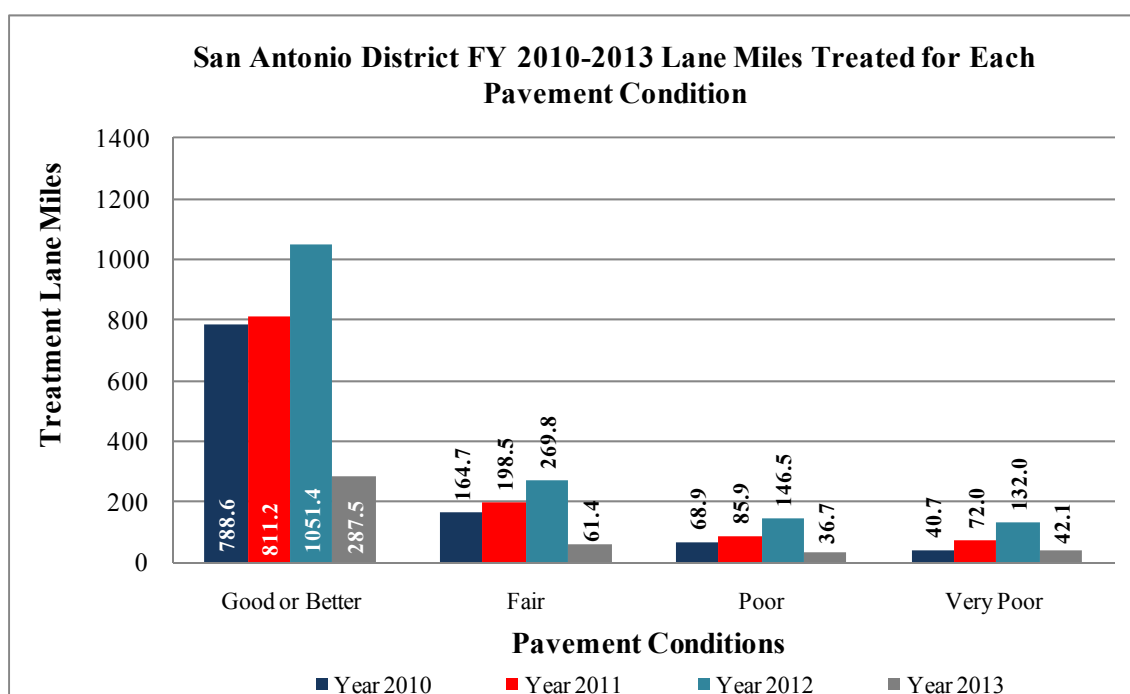


Figure 68. San Antonio District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

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

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
San Antonio District		Achieved Goal (%)	84.82	83.17	81.71	81.79	77.73	
		Achieved Average CS	89	87	84	83	79	
Counties in San Antonio District	Atascosa	Achieved Goal (%)	86.07	88.09	86.74	87.52	83.41	
		Achieved Average CS	90	90	87	86	82	
	Bandera	Achieved Goal (%)	96.44	94.66	92.76	88.79	87.13	
		Achieved Average CS	96	93	91	87	84	
	Bexar	Achieved Goal (%)	79.15	76.29	74.21	71.58	66.55	
		Achieved Average CS	86	83	80	78	74	
	Comal	Achieved Goal (%)	90.64	87.75	85.02	81.85	77.01	
		Achieved Average CS	91	90	86	83	80	
	Frio	Achieved Goal (%)	93.13	92.58	90.31	93.66	91.55	
		Achieved Average CS	94	92	89	89	86	
	Guadalupe	Achieved Goal (%)	80.35	78.68	81.61	83.23	77.37	
		Achieved Average CS	86	84	84	83	79	
	Kendall	Achieved Goal (%)	87.91	84.43	81.79	83.29	80.25	
		Achieved Average CS	89	87	85	85	82	
	Kerr	Achieved Goal (%)	82.41	80.44	76.74	76.23	70.47	
		Achieved Average CS	88	85	82	80	76	
	McMullen	Achieved Goal (%)	83.58	79.78	81.13	81.58	85.64	
		Achieved Average CS	88	85	84	83	84	
	Medina	Achieved Goal (%)	95.58	94.05	90.07	91.78	88.7	
		Achieved Average CS	96	93	89	88	84	
	Uvalde	Achieved Goal (%)	82.05	80.3	76.89	83.4	79.94	
		Achieved Average CS	87	85	82	84	80	
	Wilson	Achieved Goal (%)	85.74	86.2	88.72	87.7	83.87	
		Achieved Average CS	90	89	87	86	83	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Frio (91.55%) while the worst was Bexar (66.55%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

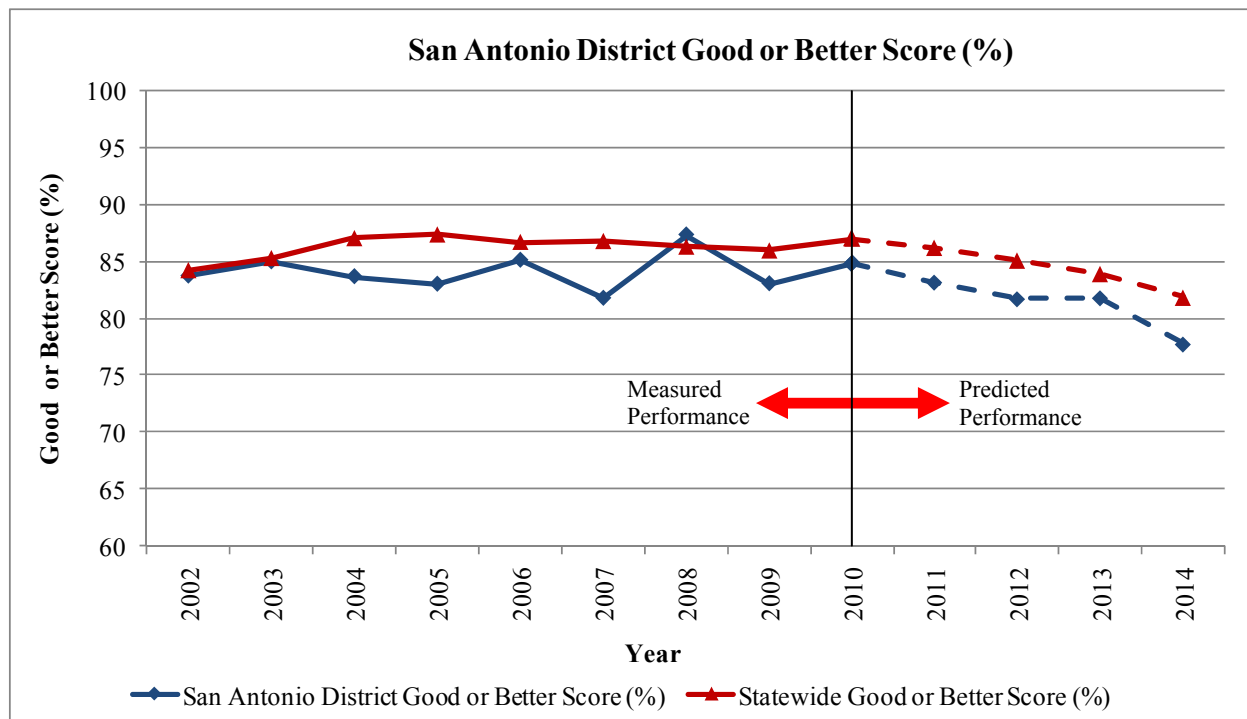


Figure 69. San Antonio District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Tyler District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,704

Total Lane miles = 8,659

FY 2010 Plan total treatments = **731.8 lane miles** = 8.5% of system lane miles

FY 2011 Plan total treatments = **1,475.9 lane miles** = 17.0% of system lane miles

FY 2012 Plan total treatments = **1,419.4 lane miles** = 16.4% of system lane miles

FY 2013 Plan total treatments = **1,954.0 lane miles** = 22.6% of system lane miles

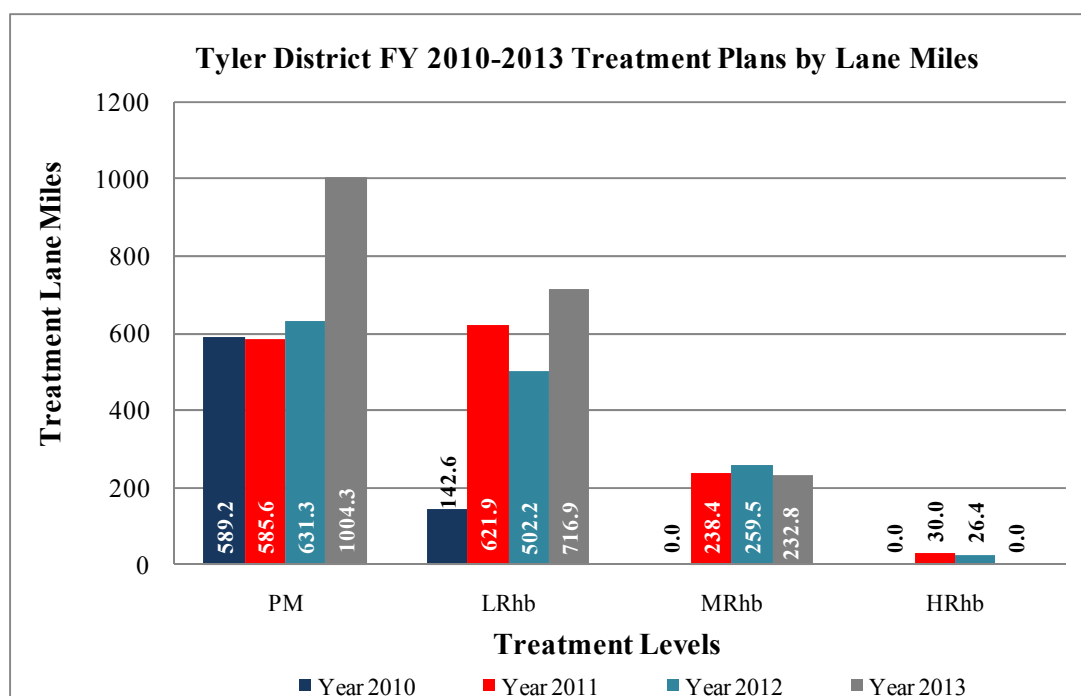


Figure 70. Tyler District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 30.0, 26.4, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 238.4, 259.5, and 232.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 142.6, 621.9, 502.2, and 716.9 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 589.2, 585.6, 631.3, and 1004.3 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 731.8 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 1445.9 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 1445.9 lane miles or approximately 16.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1393.0 lane miles + 30.0 lane miles of Heavy Rehab treatments from FY 2011 = 1423.0 lane miles or approximately 16.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 1954.0 lane miles + 26.4 lane miles of Heavy Rehab treatments from FY 2012 = 1980.4 lane miles or approximately 22.9% of the total system.

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

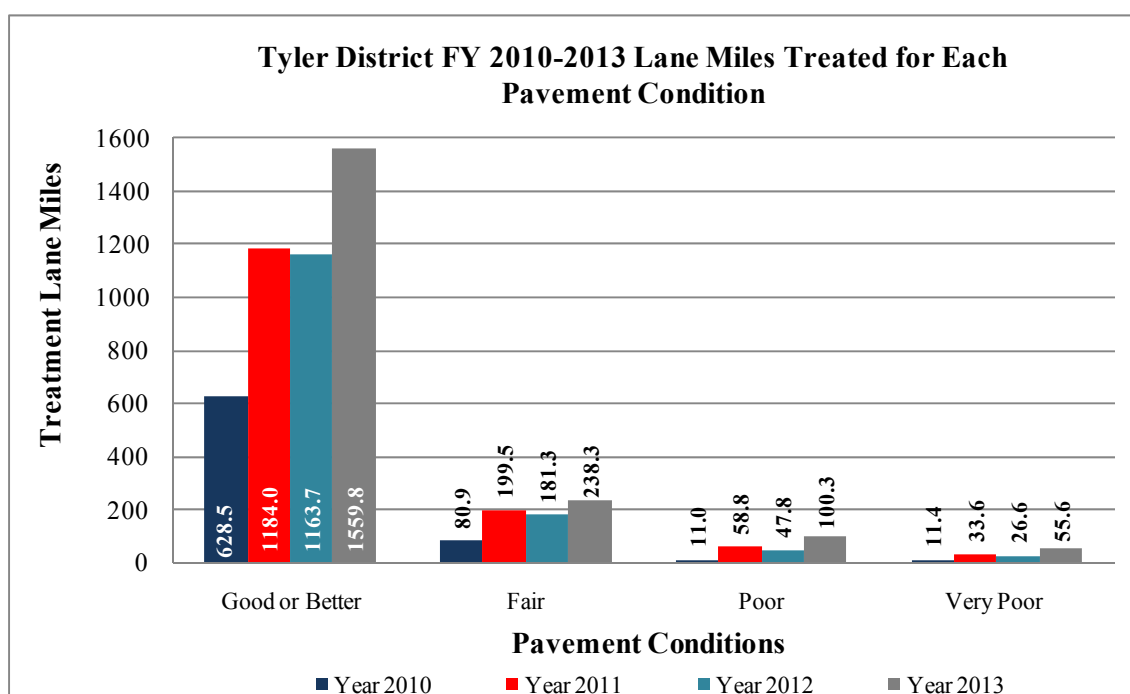


Figure 71. Tyler District FY 2010 - 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 26. Pavement Performance Summary for Tyler District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Tyler District		Achieved Goal (%)	93.85	90.33	88.53	85.79	85.01	
		Achieved Average CS	93	90	88	86	86	
Counties in Tyler District	Anderson	Achieved Goal (%)	97.12	94.24	90.95	86.17	84.95	
		Achieved Average CS	95	92	89	86	84	
	Cherokee	Achieved Goal (%)	97.37	94.06	91.97	88.61	83.07	
		Achieved Average CS	95	92	89	87	85	
	Gregg	Achieved Goal (%)	90.39	86.54	85.87	84.23	87.64	
		Achieved Average CS	91	88	88	85	87	
	Henderson	Achieved Goal (%)	96.06	93.84	91.85	88.27	84.89	
		Achieved Average CS	94	92	90	88	87	
	Rusk	Achieved Goal (%)	88.65	86.77	85.5	82.97	85.98	
		Achieved Average CS	90	88	86	85	88	
	Smith	Achieved Goal (%)	93.88	91.16	89.11	85.82	84.06	
		Achieved Average CS	93	91	88	86	85	
	Van Zandt	Achieved Goal (%)	92.52	89.71	89.4	87.46	83.74	
		Achieved Average CS	92	90	90	88	86	
	Wood	Achieved Goal (%)	95.03	88.79	86.52	83.1	88.65	
		Achieved Average CS	91	88	87	85	88	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Wood (88.65%) while the worst was Cherokee (83.07%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

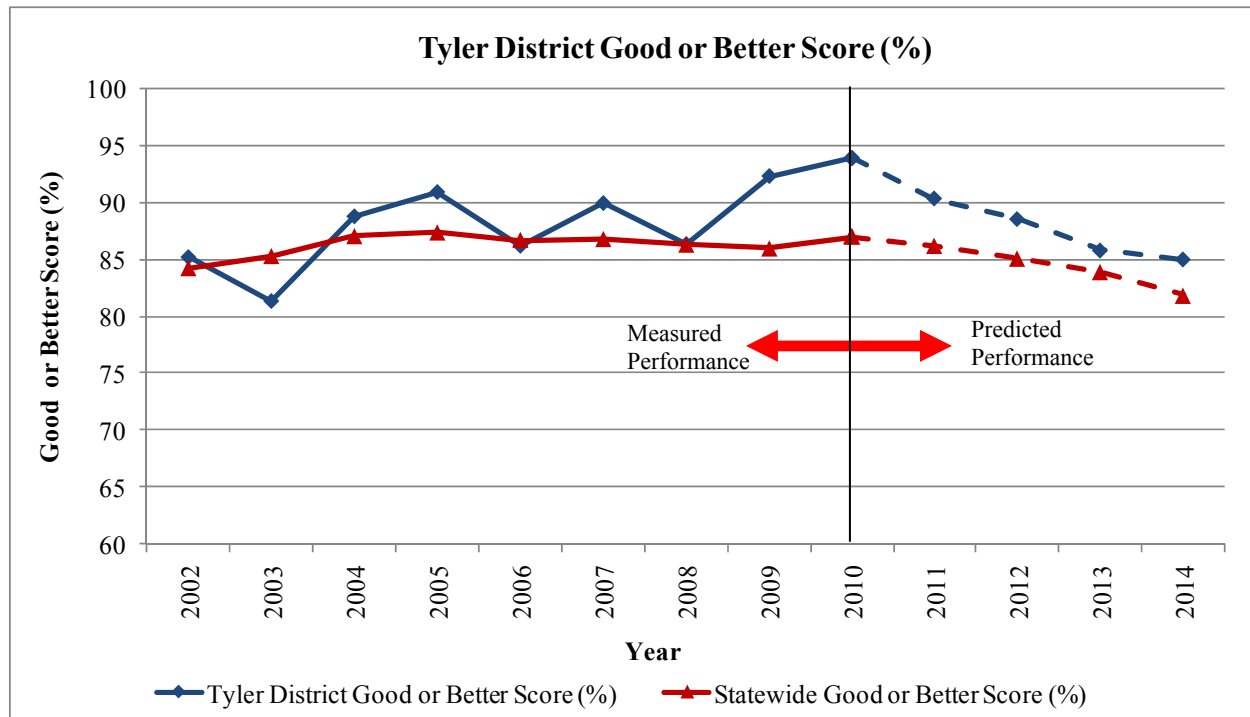


Figure 72. Tyler District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Waco District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,404

Total Lane miles = 7,621

FY 2010 Plan total treatments = **716.4 lane miles** = 9.4% of system lane miles

FY 2011 Plan total treatments = **1,037.6 lane miles** = 13.6% of system lane miles

FY 2012 Plan total treatments = **839.8 lane miles** = 11.0% of system lane miles

FY 2013 Plan total treatments = **790.7 lane miles** = 10.4% of system lane miles

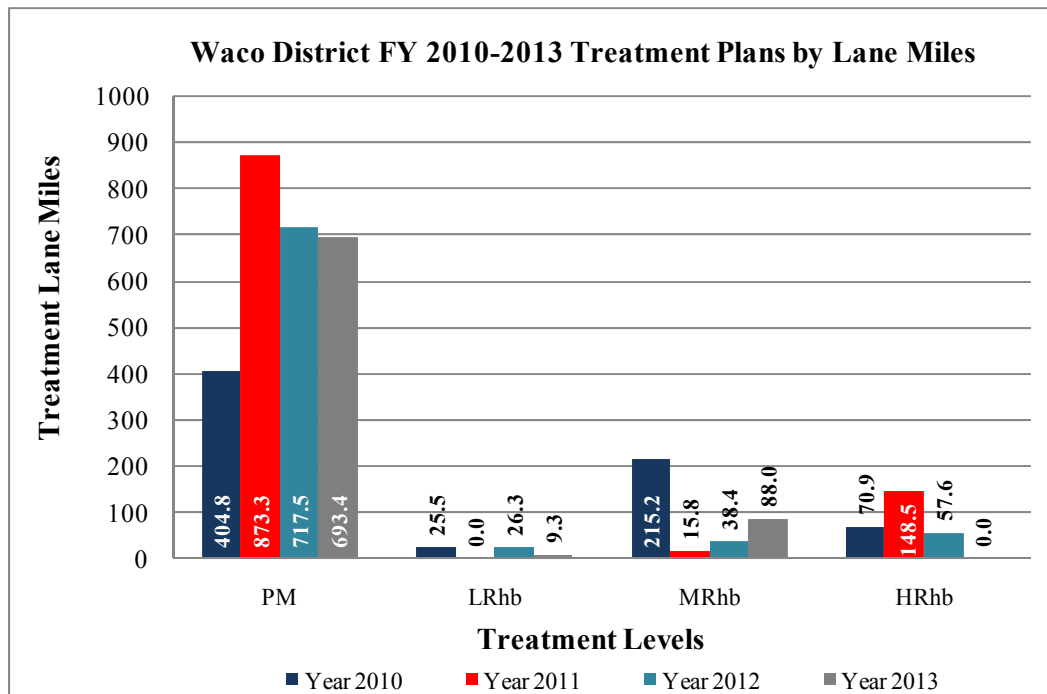


Figure 73. Waco District Treatment Plans for FY 2010–2013

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, whereas 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 2009 and FY 2010 are 70.9, 148.5, 57.6, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 215.2, 15.8, 38.4, and 88.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 25.5, 0.0, 26.3, and 9.3 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 404.8, 873.3, 717.5, and 693.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 645.5 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 889.1 lane miles + 70.9 lane miles of Heavy Rehab treatments from FY 2010 = 960.0 lane miles or approximately 12.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 782.2 lane miles + 148.5 lane miles of Heavy Rehab treatments from FY 2011 = 930.7 lane miles or approximately 12.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 790.7 lane miles + 57.6 lane miles of Heavy Rehab treatments from FY 2012 = 848.3 lane miles or approximately 11.1% of the total system.

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

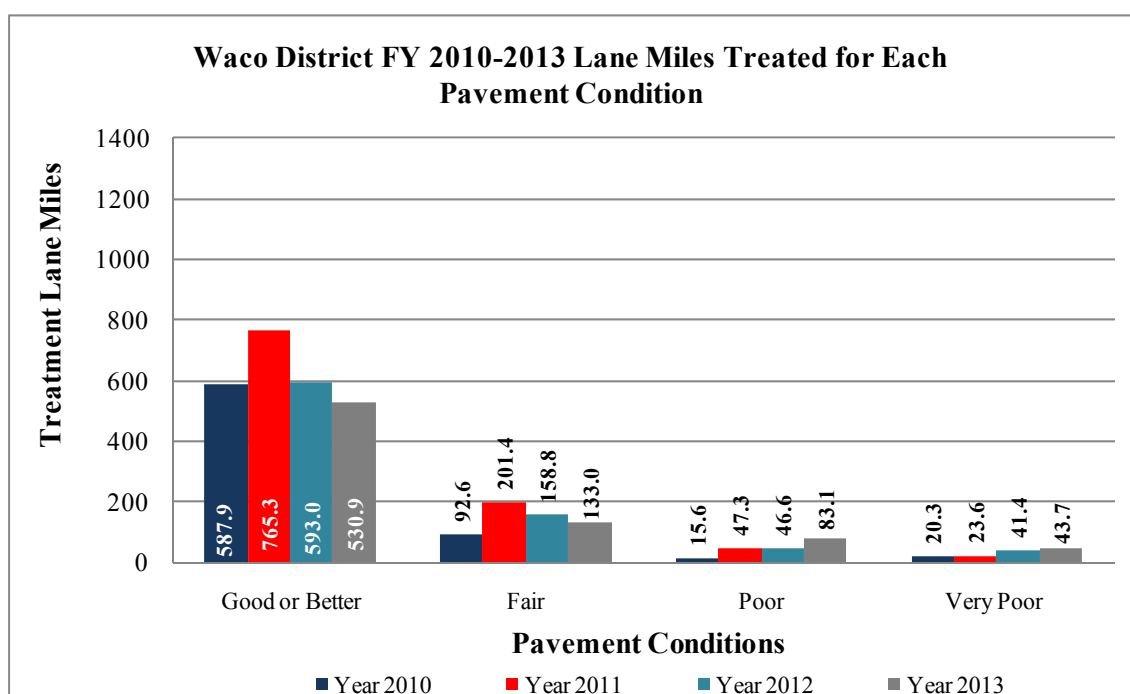


Figure 74. Waco District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 27. Pavement Performance Summary for Waco District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Waco District		Achieved Goal (%)	87.54	84.7	83.38	82.59	82.67	
		Achieved Average CS	90	88	86	85	83	
Counties in Waco District	Bell	Achieved Goal (%)	84.84	81.21	80.67	81.15	81.82	
		Achieved Average CS	89	86	85	85	84	
	Bosque	Achieved Goal (%)	96.24	94.8	91.53	87.4	81.42	
		Achieved Average CS	93	92	89	87	83	
	Coryell	Achieved Goal (%)	91.6	86.74	83.57	83	79.66	
		Achieved Average CS	90	89	86	85	83	
	Falls	Achieved Goal (%)	95.16	92.52	93.02	92.05	90.8	
		Achieved Average CS	95	93	91	89	88	
	Hamilton	Achieved Goal (%)	91.19	86.4	84.27	82.7	81.96	
		Achieved Average CS	91	89	87	84	83	
	Hill	Achieved Goal (%)	82.9	81.01	81.63	82.12	82.3	
		Achieved Average CS	87	85	85	84	82	
	Limestone	Achieved Goal (%)	86.72	84.47	84.94	88.15	89.92	
		Achieved Average CS	89	87	88	87	87	
	McLennan	Achieved Goal (%)	83.32	80.96	79.23	79.03	78.43	
		Achieved Average CS	88	86	84	82	81	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Falls (90.80%) while the worst was McLennan (78.43%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

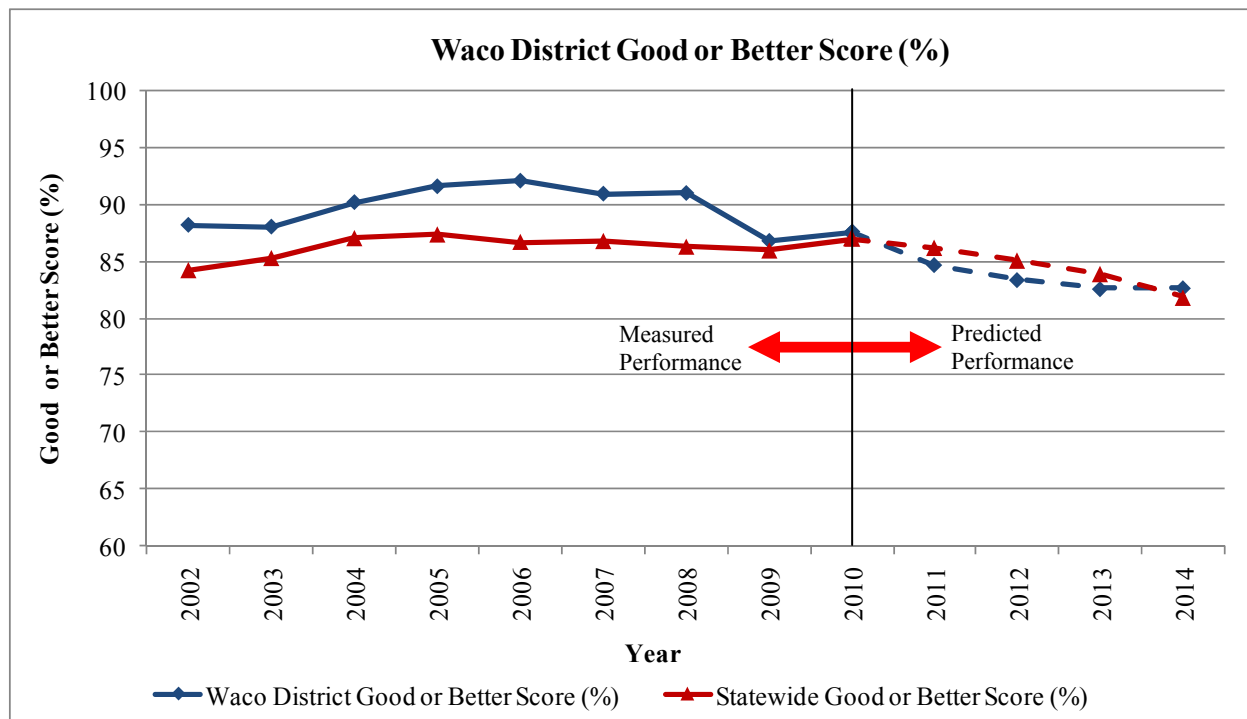


Figure 75. Waco District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Wichita Falls District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 2,857

Total Lane miles = 6,249

FY 2010 Plan total treatments = **366.6 lane miles** = 5.9% of system lane miles

FY 2011 Plan total treatments = **477.6 lane miles** = 7.6% of system lane miles

FY 2012 Plan total treatments = **989.7 lane miles** = 15.8% of system lane miles

FY 2013 Plan total treatments = **304.8 lane miles** = 4.9% of system lane miles

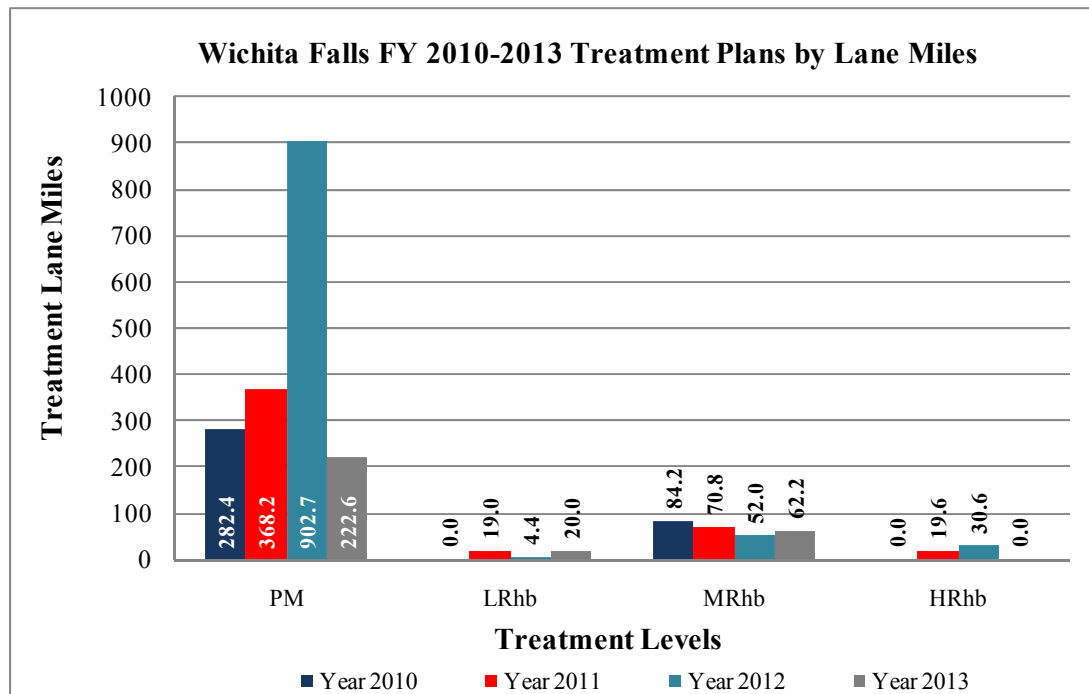


Figure 76. Wichita Falls District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 19.6, 30.6, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 84.2, 70.8, 52.0, and 62.2 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 19.0, 4.4, and 20.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 282.4, 368.2, 902.7, and 222.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 366.6 lane miles or approximately 5.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 458.0 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 458.0 lane miles or approximately 7.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 959.1 lane miles + 19.6 lane miles of Heavy Rehab treatments from FY 2011 = 978.7 lane miles or approximately 15.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 304.8 lane miles + 30.6 lane miles of Heavy Rehab treatments from FY 2012 = 335.4 lane miles or approximately 5.4% of the total system.

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

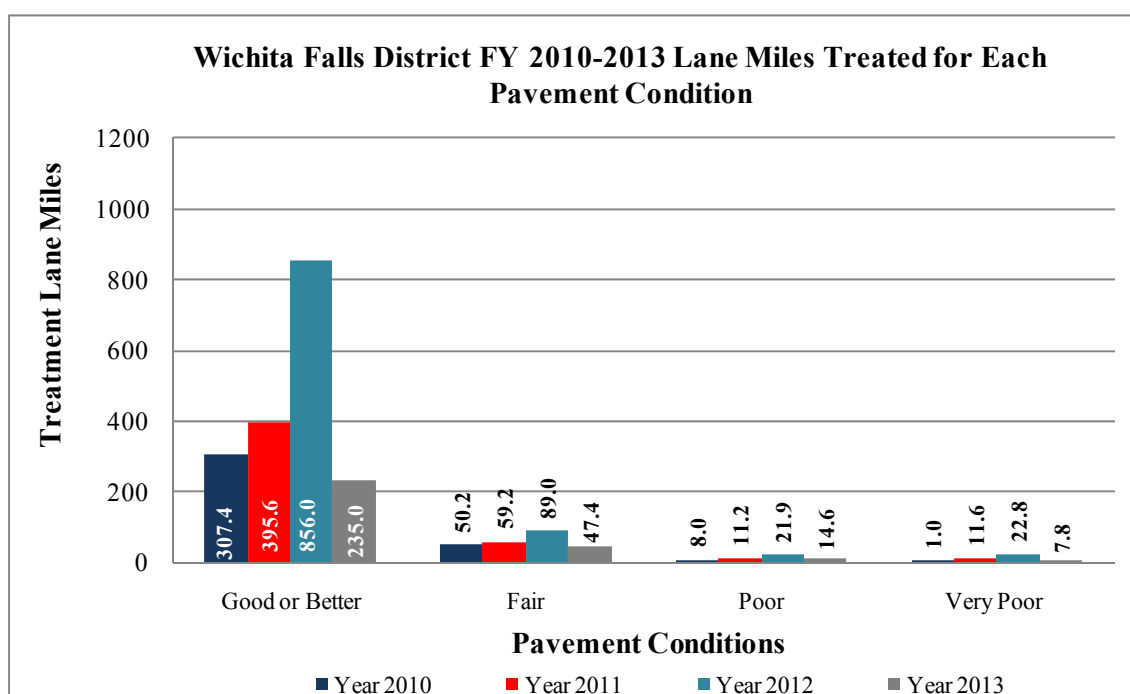


Figure 77. Wichita Falls District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

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

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Wichita Falls District		Achieved Goal (%)	93.18	91.81	90.22	89.36	87.05	
		Achieved Average CS	94	92	89	88	85	
Counties in Wichita Falls District	Archer	Achieved Goal (%)	97.05	96.1	95.1	92.89	89.91	
		Achieved Average CS	96	94	92	89	86	
	Baylor	Achieved Goal (%)	91.31	91.31	90.7	94.88	93.66	
		Achieved Average CS	95	93	91	91	88	
	Clay	Achieved Goal (%)	97.33	96.28	94.61	92.91	89.96	
		Achieved Average CS	97	94	92	89	86	
	Cooke	Achieved Goal (%)	90.39	88.5	88.32	88.72	87.5	
		Achieved Average CS	92	90	88	88	86	
	Montague	Achieved Goal (%)	91.71	89.41	89.67	88.59	87.17	
		Achieved Average CS	93	91	89	87	86	
	Throckmorton	Achieved Goal (%)	94.59	95	92.67	91.51	93.37	
		Achieved Average CS	94	93	91	89	88	
	Wichita	Achieved Goal (%)	88.85	86.23	83.58	80.82	78.13	
		Achieved Average CS	91	88	85	82	80	
	Wilbarger	Achieved Goal (%)	95.45	94.25	92.1	91.68	88.66	
		Achieved Average CS	96	94	91	89	86	
	Young	Achieved Goal (%)	95.4	93.65	92.13	91.06	89.31	
		Achieved Average CS	94	93	90	88	85	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Baylor (93.66%) while the worst was Wichita (78.13%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

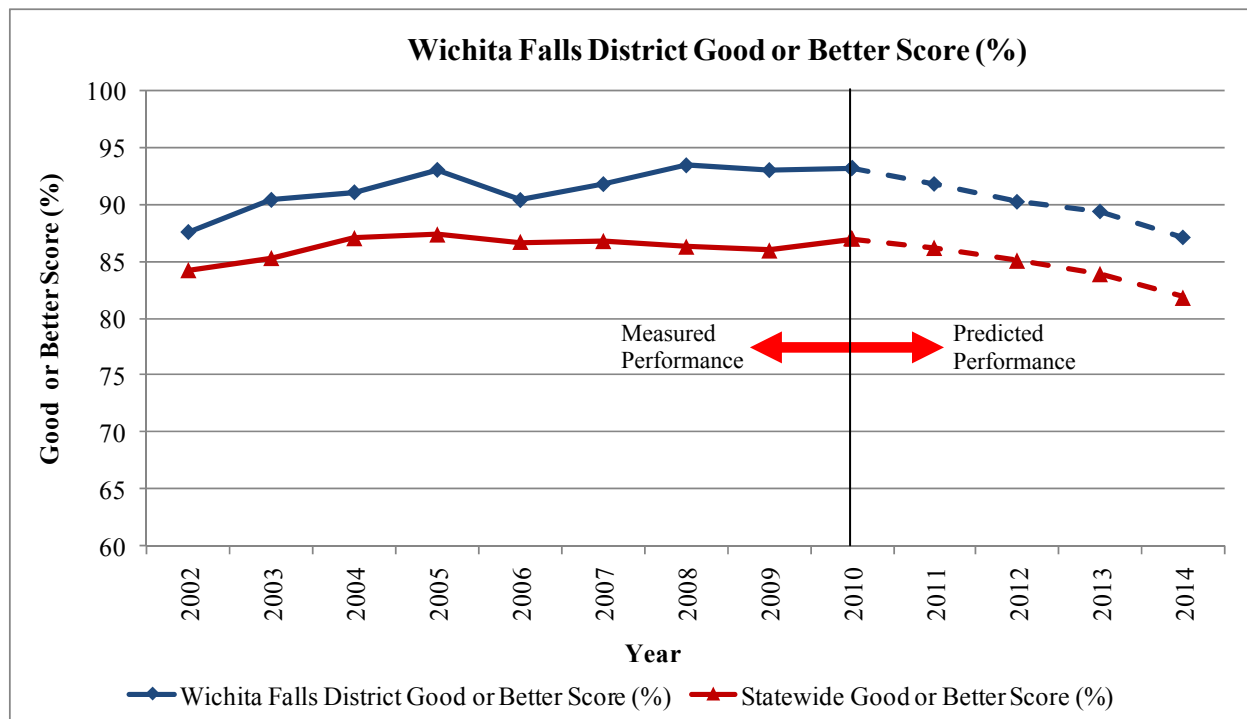


Figure 78. Wichita Falls District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.

Yoakum District

I. Summary of FY 2010–FY 2013 Treatments

Total Center line miles = 3,836

Total Lane miles = 7,821

FY 2010 Plan total treatments = **733.6 lane miles** = 9.4% of system lane miles

FY 2011 Plan total treatments = **791.3 lane miles** = 10.1% of system lane miles

FY 2012 Plan total treatments = **1,138.0 lane miles** = 14.6% of system lane miles

FY 2013 Plan total treatments = **779.0 lane miles** = 10.0% of system lane miles

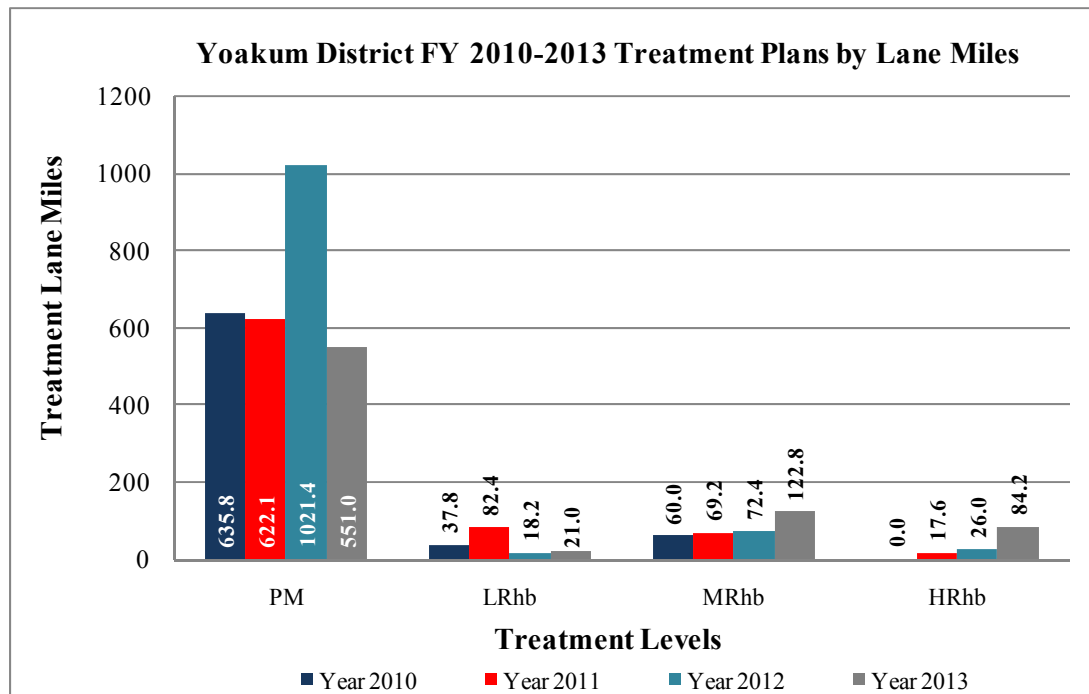


Figure 79. Yoakum District Treatment Plans for FY 2010–2013

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, whereas 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 2010, FY 2011, FY 2012, and FY 2013 are 0.0, 17.6, 26.0, and 84.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 60.0, 69.2, 72.4, and 122.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 37.8, 82.4, 18.2, and 21.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2010, FY 2011, FY 2012, and FY 2013 are 635.8, 622.1, 1021.4, and 551.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 733.6 lane miles or approximately 9.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 773.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 773.7 lane miles or approximately 9.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1112.0 lane miles + 17.6 lane miles of Heavy Rehab treatments from FY 2011 = 1129.6 lane miles or approximately 14.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2014 = 694.8 lane miles + 26.0 lane miles of Heavy Rehab treatments from FY 2012 = 720.8 lane miles or approximately 9.2% of the total system.

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

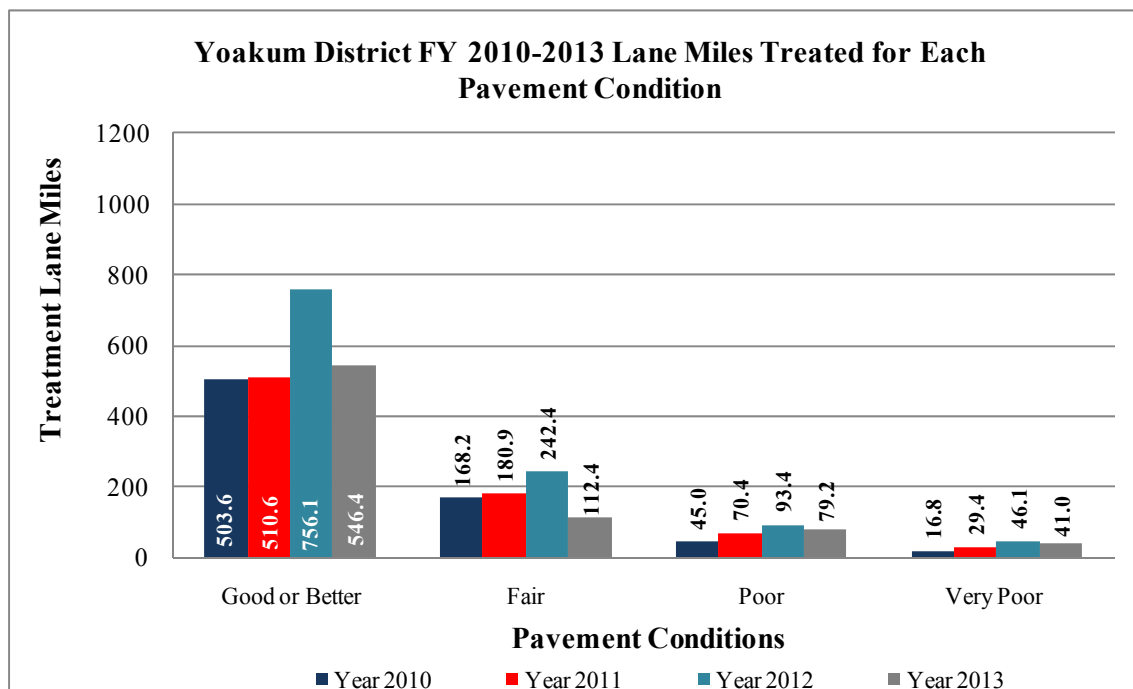


Figure 80. Yoakum District FY 2010 – 2013 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2011–FY 2014 Percentage of “Good or Better” Pavements and Condition Score

Table 29. Pavement Performance Summary for Yoakum District and Counties

			Base Year	Analysis Years				
			2010	2011	2012	2013	2014	
Yoakum District	Achieved Goal (%)		87.86	85.86	84.78	84.46	82.45	
	Achieved Average CS		90	88	86	85	83	
Counties in Yoakum District	Austin	Achieved Goal (%)	91.69	90.46	88.53	91.07	88.16	
		Achieved Average CS	92	90	90	89	86	
	Calhoun	Achieved Goal (%)	89.23	88.26	88.51	91.36	87.34	
		Achieved Average CS	91	90	88	88	84	
	Colorado	Achieved Goal (%)	92.34	91.3	88.76	88.67	86.47	
		Achieved Average CS	93	91	88	87	84	
	Dewitt	Achieved Goal (%)	80.28	77.3	79.83	79.2	78.57	
		Achieved Average CS	88	86	85	82	81	
	Fayette	Achieved Goal (%)	89.82	87.41	84.24	82.74	81.86	
		Achieved Average CS	91	89	86	84	83	
	Gonzales	Achieved Goal (%)	87.9	83.89	82.47	81.24	78.65	
		Achieved Average CS	90	88	85	84	81	
	Jackson	Achieved Goal (%)	87	83.2	83.94	81.28	77.85	
		Achieved Average CS	89	87	86	84	81	
	Lavaca	Achieved Goal (%)	81.76	80.03	79.03	80.44	83.17	
		Achieved Average CS	87	86	84	84	84	
	Matagorda	Achieved Goal (%)	91.6	92.56	90.61	92.51	89.47	
		Achieved Average CS	93	92	89	90	87	
	Victoria	Achieved Goal (%)	87.78	85.16	81.52	80.87	79.07	
		Achieved Average CS	89	87	85	84	81	
	Wharton	Achieved Goal (%)	86.8	85.54	87.32	84.84	80.96	
		Achieved Average CS	90	88	87	85	82	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Matagorda (89.47%) while the worst was Jackson (77.85%).

III. Summary of FY 2002–FY 2014 Percentage of “Good or Better” Pavements

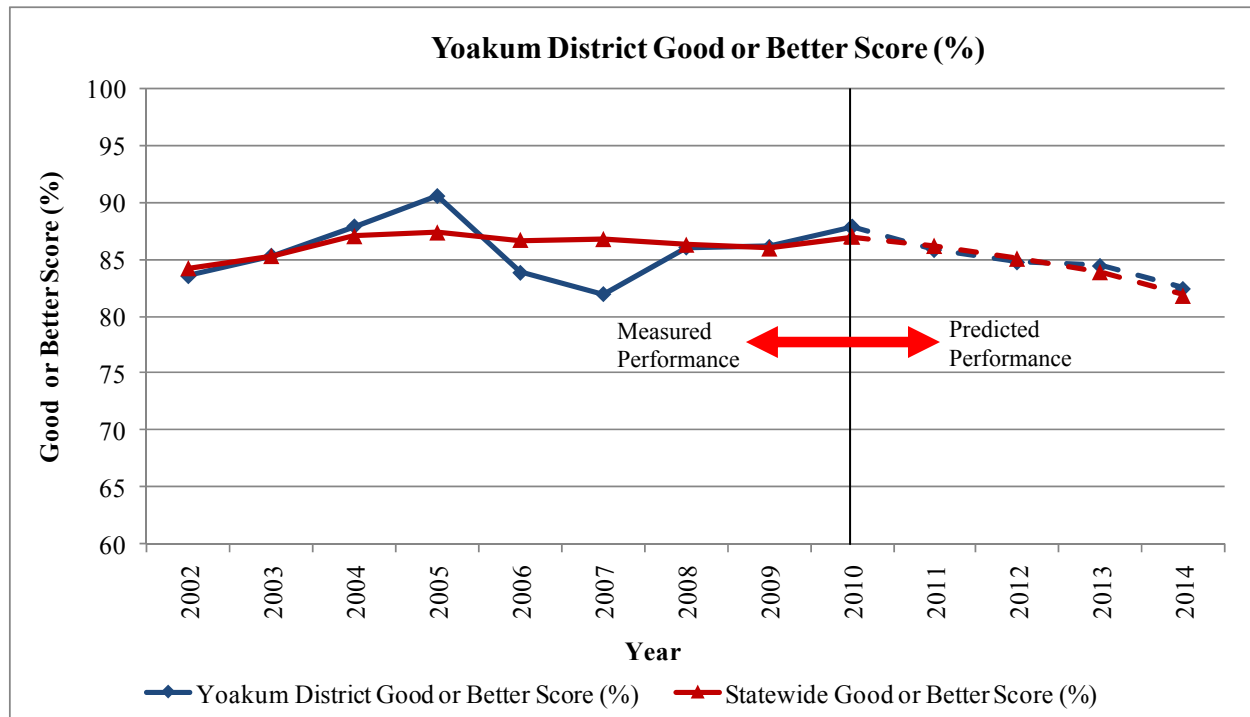


Figure 81. Yoakum District Overall Pavement Performance of FY 2002–FY 2014

For FY 2002 to FY 2010 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2010 until FY 2014 are projected values from the analysis conducted by CTR.