



State of Good Repair Preview for Prioritization

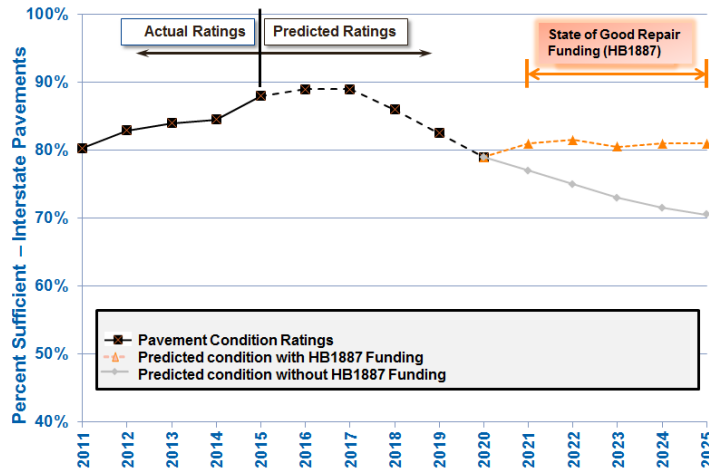
February 16, 2016

Garrett Moore, PE
Chief Engineer

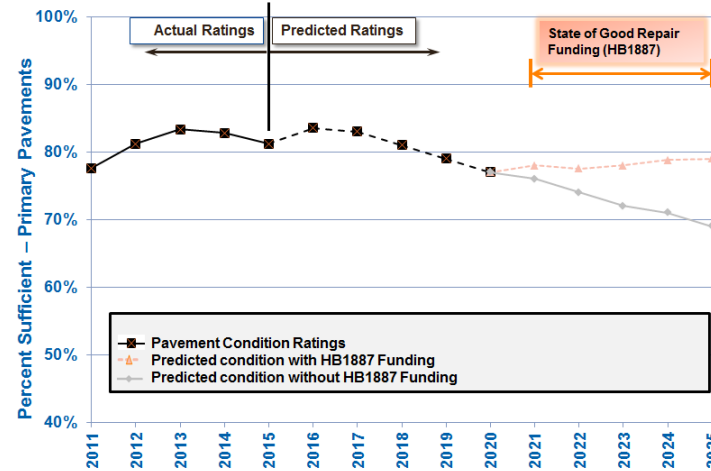


VDOT Pavements

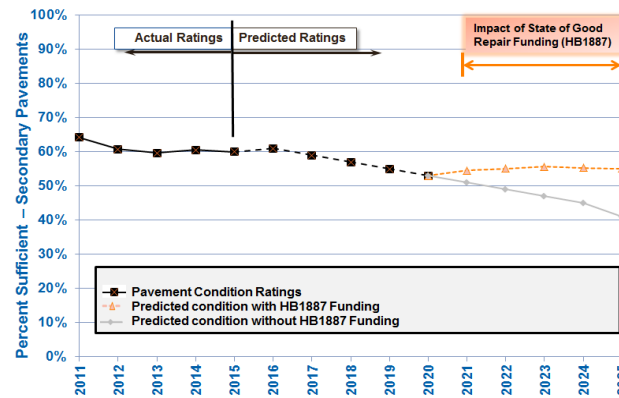
Interstate



Primary



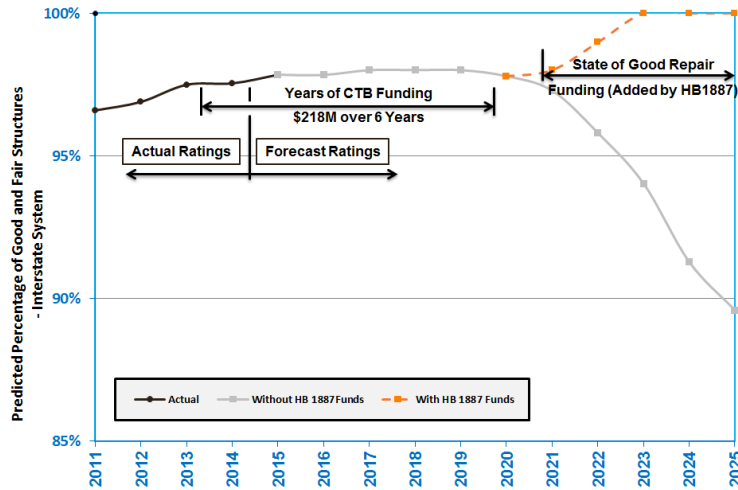
Secondary



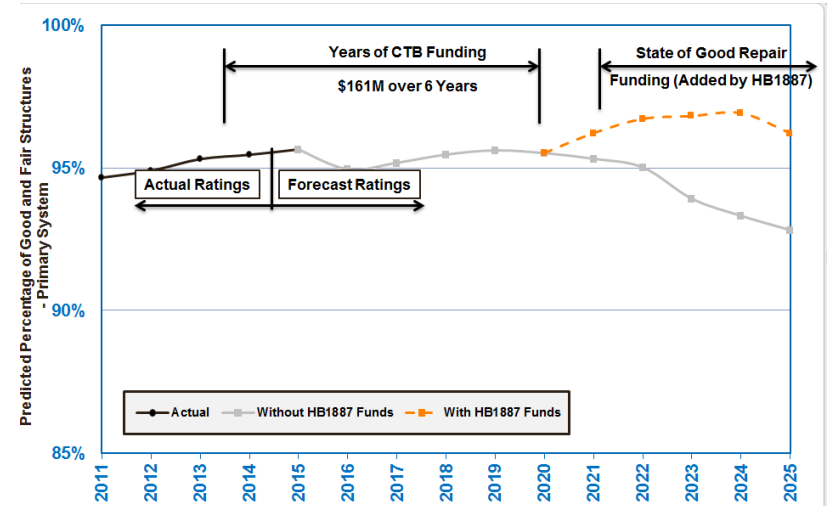


VDOT Structures and Bridges

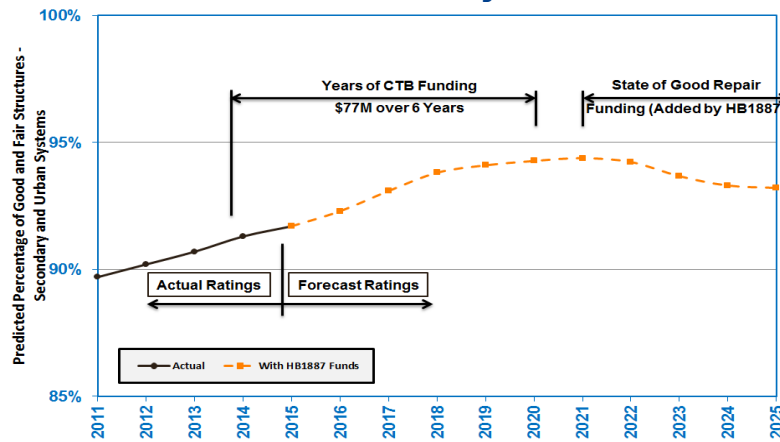
Interstate



Primary

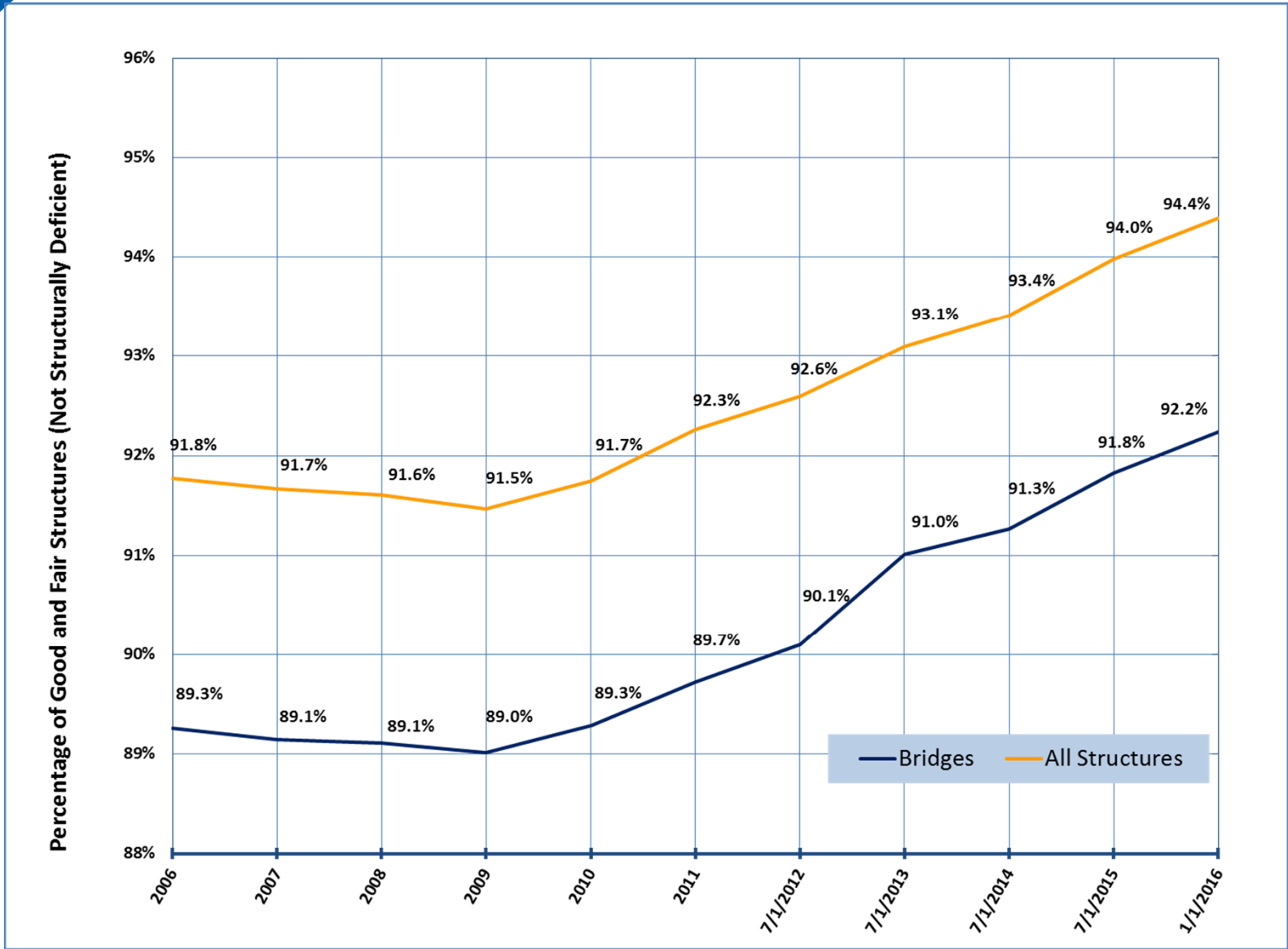


Secondary



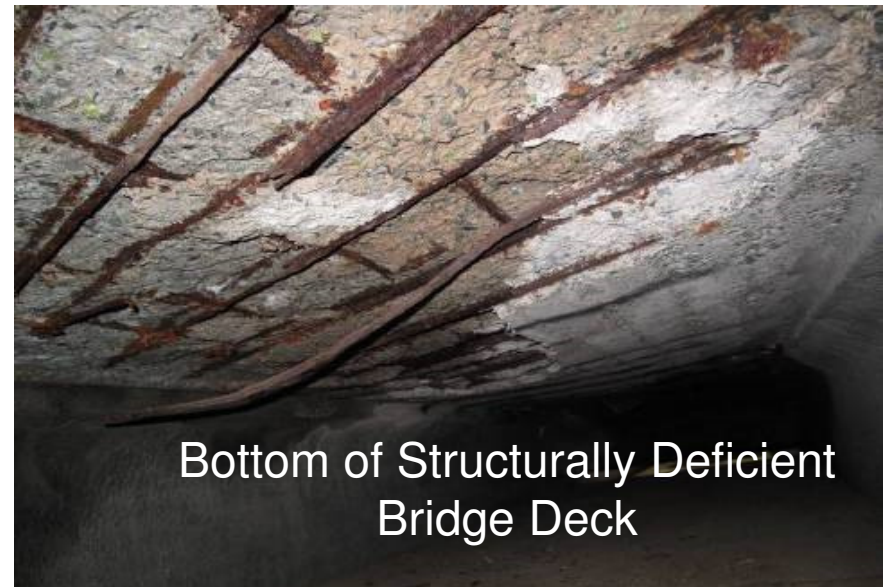


VDOT Structures and Bridges 10 Year Horizon



State of Good Repair Definition § 33.2-369(A)

- **Pavement** – improvement of deficient conditions
- **Bridges** – improvement of structurally deficient



State of Good Repair Definition § 33.2-369(B) and (C)

Description	Pavement	Bridge
Purpose	Reconstruction/Rehabilitation (Deteriorated)	Reconstruction/Replacement (Structurally Deficient)
System	Interstate/Primary/Primary Extensions	All Systems
Priority Consideration*	Mileage, Condition, Costs	Number, Condition, Costs
Distribution	All nine construction districts Based on needs Min 5.5% and Max 17.5% per year	
Waivers	Key Project - extraordinary circumstances only – cap can be waived	
	20% - Secondary Pavements (if VDOT secondary target not met)	N/A

*More priority items are considered and explained later

State of Good Repair – Prioritization

Requirement	Statute Reference	Pavement	Bridge
Implementation Date	Chapter 684 Enactment 2	July 1, 2016	
State Statute	§ 33.2-369(B)	Mileage	Number
		Condition	Condition
		Cost	Cost
Federal Statute		-	Risk
VDOT Practice		Traffic Volumes	Importance to Users
		-	Functionality

Next Steps

- **CTB Approves Prioritization Process**
- **Communicate Prioritization Process and Funding**
- **Establish Application Process and Schedule for Locality Requests**
- **Prioritized List of Projects Based on Conditions/Needs Made Available**
- **CTB Approval of FY17 Prioritized List of Projects**