



State of Good Repair Program

July 18, 2016

Marcie Parker
District Engineer

STATE OF GOOD REPAIR as of July 1, 2015

9 VDOT Districts



86

Localities maintain system roadways



Bridges

National Bridge Inventory

13,467

889

VDOT Structurally Deficient National Bridge Inventory

amount of needs **\$3.1 Billion**

141

Locally-Owned Structurally Deficient National Bridge Inventory

amount of needs **\$609 Million**

Pavements

VDOT maintained lane miles (All Systems)

over

127,000

27,100

VDOT maintained deteriorated Interstate and Primary lane miles

VDOT maintained deteriorated Interstate

amount of needs

\$270 Million

VDOT maintained deteriorated Primary

amount of needs

\$756 Million

over **30,000** Locally maintained lane miles



3,610

Locally maintained deteriorated primary extension lanes miles

amount of needs **\$409 Million**

State of Good Repair Requirements

§ 33.2-369

Description	Pavement	Bridge
Purpose	Reconstruction/Rehabilitation (Deteriorated)	Reconstruction/Replacement (Structurally Deficient)
System	Interstate/Primary/Primary Extensions	All Systems (VDOT and Locally Maintained)
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

State of Good Repair Definition

VDOT Guidelines

For a project to receive State of Good Repair funds, all three tests need to be met

Tests	Pavement	Bridge
1	Improves to fair or better status	Removes from structurally deficient status
2	Meets definition of pavement rehabilitation and reconstruction in Federal Highway Administration's memo dated 9/12/2005 (see link below)	Meets definition of bridge rehabilitation and replacement in Federal Highway Administration's Bridge Preservation Guide dated August 2011 (see link below)
3	Adds or restores strength	
FHWA Memo Links	FHWA's Memo – September 12, 2005 - Pavement Preservation Definitions FHWA's Memo - February 25, 2016 - Pavement Preservation	FHWA's Bridge Preservation Guide – August 2011 – Maintaining a State of Good Repair Using Cost Effective Investment Strategies

VDOT Prioritization

Pavement Prioritization	
Factor	Data Used
Condition	Distresses, Roughness, Strength of Pavement Layers & Subgrade
Importance to Users	Traffic, Truck Traffic, Highway System
Cost Effectiveness	Pavement Management System

VDOT Prioritization

Bridge Prioritization		
Factor	Factor Weight	Data Used
Condition	25%	Bridge Safety Inspections
Importance of Bridge to Users	30%	Traffic, Truck Traffic, Detour, Highway System, Proximity to Critical Facilities
Cost Effectiveness	20%	Bridge Management System
Risk	15%	Fracture Critical, Scour, Fatigue Prone Details and Seismic Vulnerability
Structure Capacity	10%	Posting and Clearances

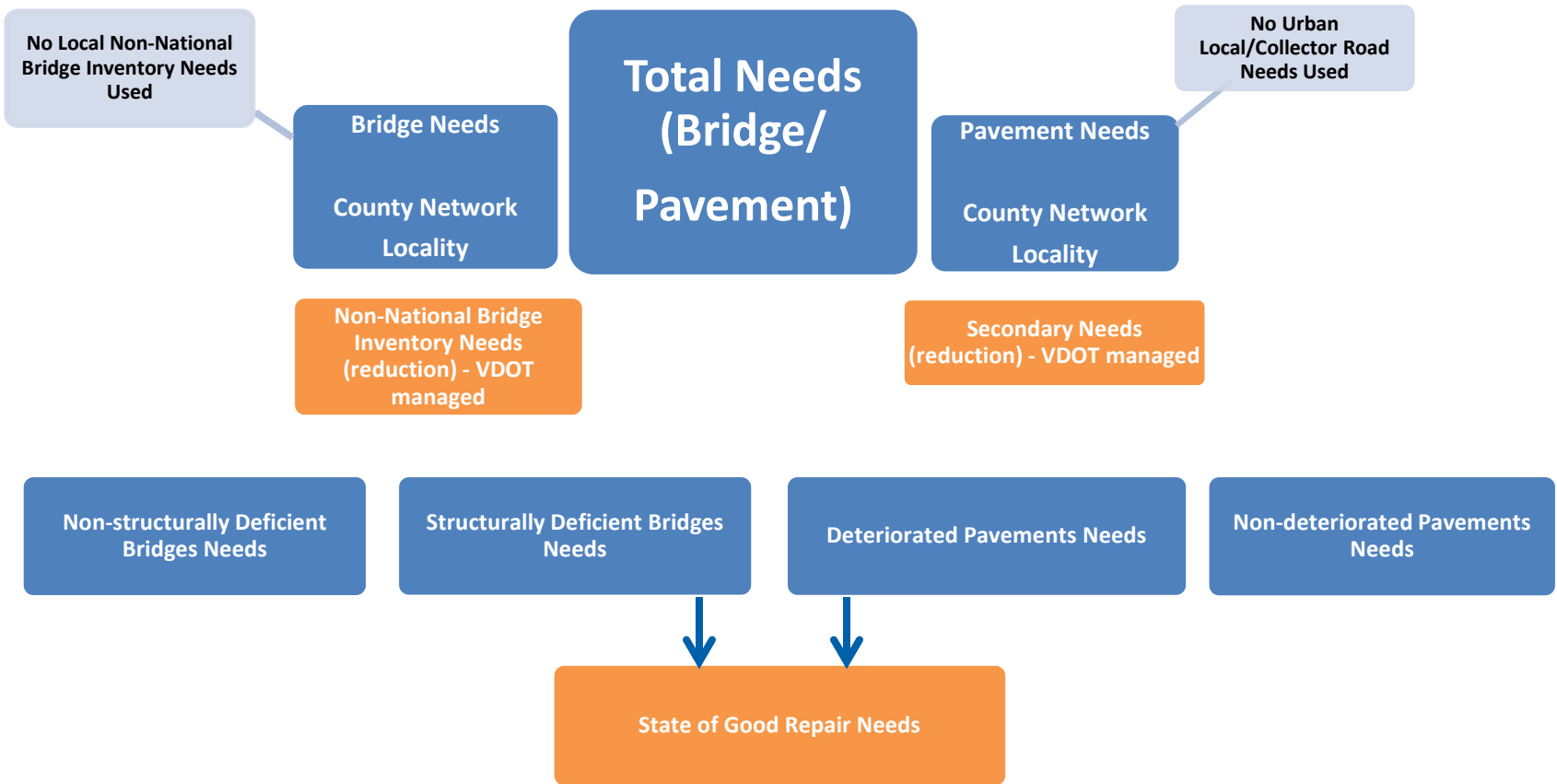
State of Good Repair – Scoring Process – Pavement (Locality)

- Applications accepted along with the Primary Extension Paving Program
- Accept applications on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects
 - Maximum request of \$1M per locality, per year
 - Roadway must have Critical Condition Index rating of 60 or less
 - Projects must be advertised within 6 months of allocation. Projects that are selected and do not meet this criteria may be subject to deallocation.
 - Maintenance of Effort Certification – funding supplements, not replaces, the current level of funding/level of effort on the part of the locality
- Prioritize projects for funding based on technical score that considers pavement condition, traffic volume, and prior expenditures
 - Pavement Condition (CCI) – 45%
 - On the National Highway System (NHS) – 10%
 - Traffic Volume – 30%
 - Prior Expenditures – 15%
- Requires regular collection of pavement condition data on the locally maintained primary extensions.

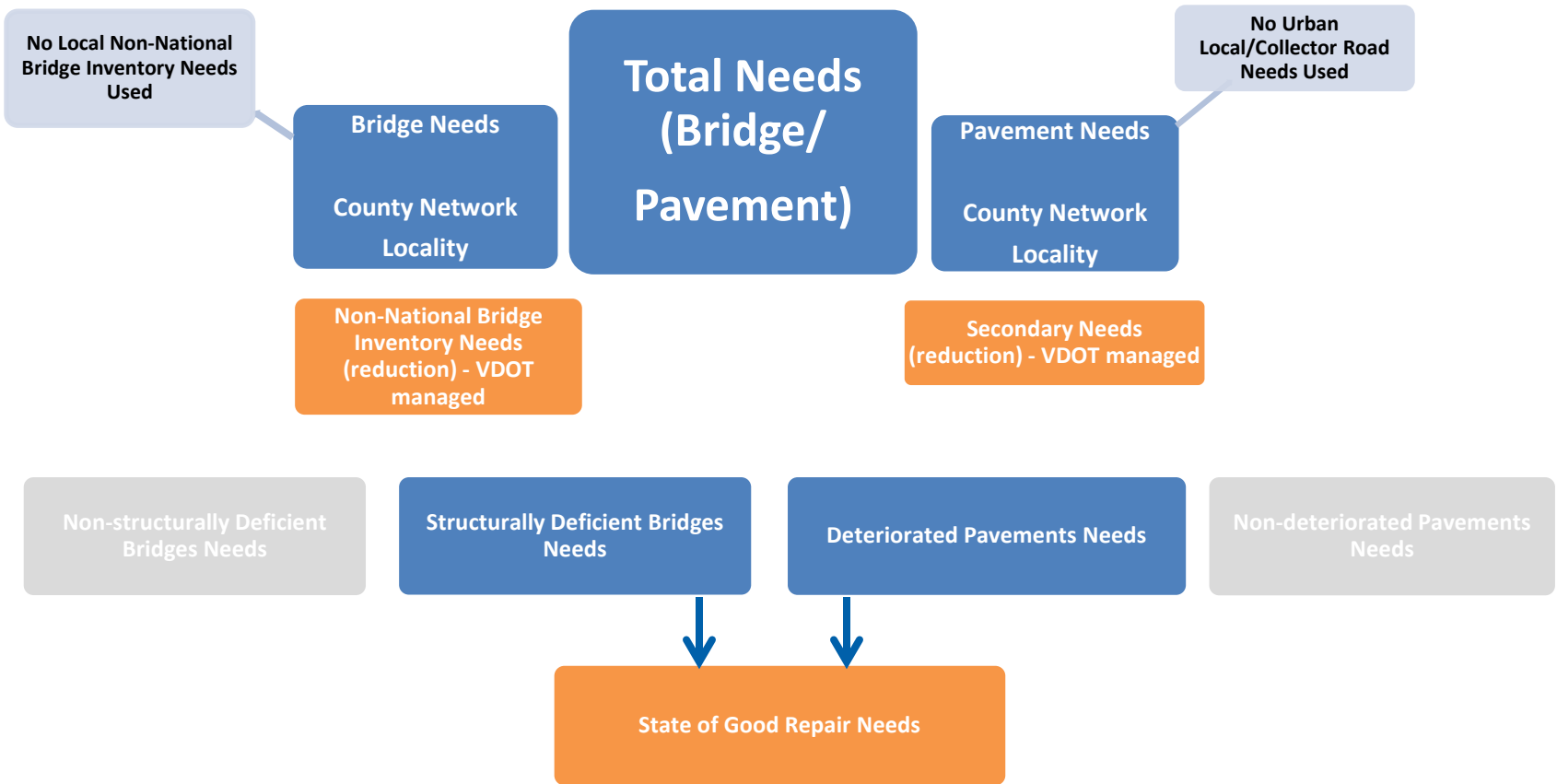
State of Good Repair – Scoring Process Bridges (Localities)

- **Annual basis for selection of bridge rehabilitation, or reconstruction projects**
 - Bridge must be structurally deficient
 - National Bridge Inventory Only
 - Proposed work must take bridge out of structurally deficient status
 - Localities must be current on bridge inspections
 - Projects receiving funding under this program must initiate the Preliminary Engineering or the Construction Phase within 24 months of award of funding or become subject to deallocation
- **Selection of projects for funding considers bridge prioritization and cost effectiveness**

State of Good Repair Needs Based Funding Distribution

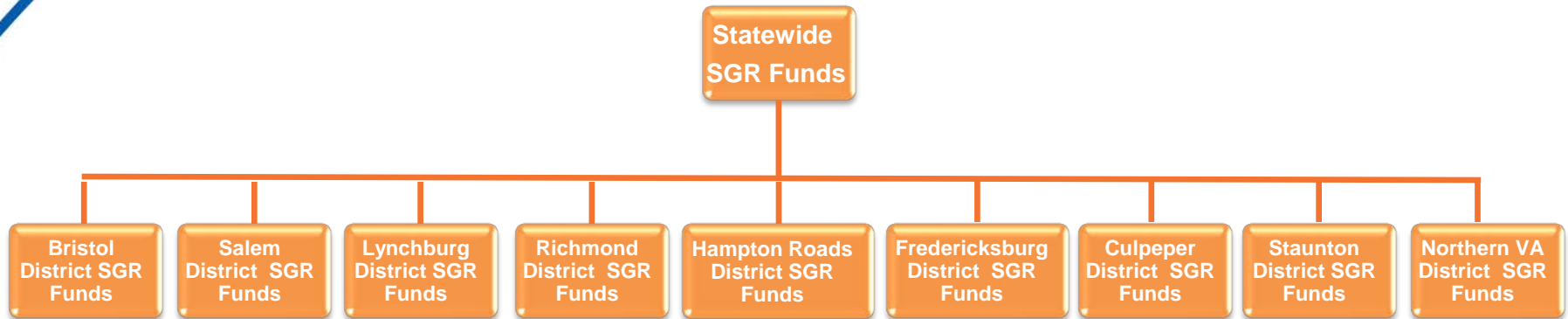


State of Good Repair Needs Based Funding Distribution

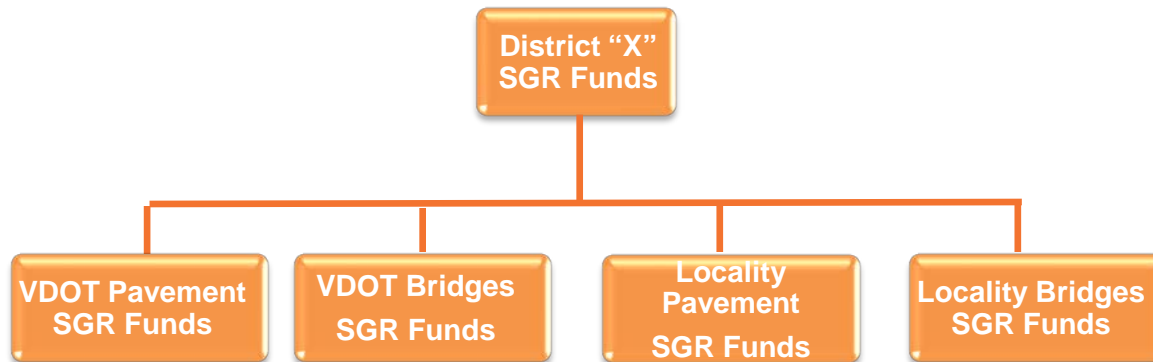


State of Good Repair Needs Based Funding Distribution

Statewide Funding Distribution



Typical District Funding Distribution



State of Good Repair Percentage by District

District	FY 2017	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	11.7%	21%	64%	85%	2%	13%	15%
Culpeper	6.0%	25%	45%	70%	3%	27%	30%
Fredericksburg	12.1%	18%	77%	95%	2%	3%	5%
Hampton Roads	14.8%	7%	38%	45%	25%	30%	55%
Lynchburg	7.6%	29%	63%	92%	5%	3%	8%
Northern Virginia	10.6%	27%	61%	88%	11%	1%	12%
Richmond	17.4%	25%	65%	90%	4%	6%	10%
Salem	12.1%	21%	67%	88%	3%	9%	12%
Staunton	7.9%	13%	76%	89%	4%	7%	11%

State of Good Repair Allocation by District

District	FY 2017	VDOT		Localities	
		Pavement	Bridge	Pavement	Bridge
Bristol	\$18,833,494	\$3,955,034	\$12,053,436	\$376,670	\$2,448,354
Culpeper	\$9,654,715	\$2,413,679	\$4,344,622	\$289,641	\$2,606,773
Fredericksburg	\$19,445,413	\$3,500,174	\$14,972,968	\$388,908	\$583,362
Hampton Roads	\$23,796,834	\$1,665,778	\$9,042,797	\$5,949,208	\$7,139,050
Lynchburg	\$12,238,372	\$3,549,128	\$7,710,174	\$611,919	\$367,151
Northern Virginia	\$16,997,739	\$4,589,389	\$10,368,621	\$1,869,751	\$169,977
Richmond	\$28,080,264	\$7,020,066	\$18,252,172	\$1,123,211	\$1,684,816
Salem	\$19,445,413	\$4,083,537	\$13,028,427	\$583,362	\$1,750,087
Staunton	\$12,646,317	\$1,644,021	\$9,611,201	\$505,853	\$885,242

State of Good Repair VDOT Projects

Paving Projects

- None located in the FAMPO Region

Bridge Projects in the FAMPO Region

- Route 207 over Mattaponi River – Caroline County
- Route 606 over I-95 – Spotsylvania County
- Route 1 over Chopawamsic Creek – Stafford County
- Route 658 over North Anna River – Spotsylvania County
- Route 3B over Rappahannock River (Chatham Bridge) – Stafford County

State of Good Repair Program

Questions?