



Pavement Management

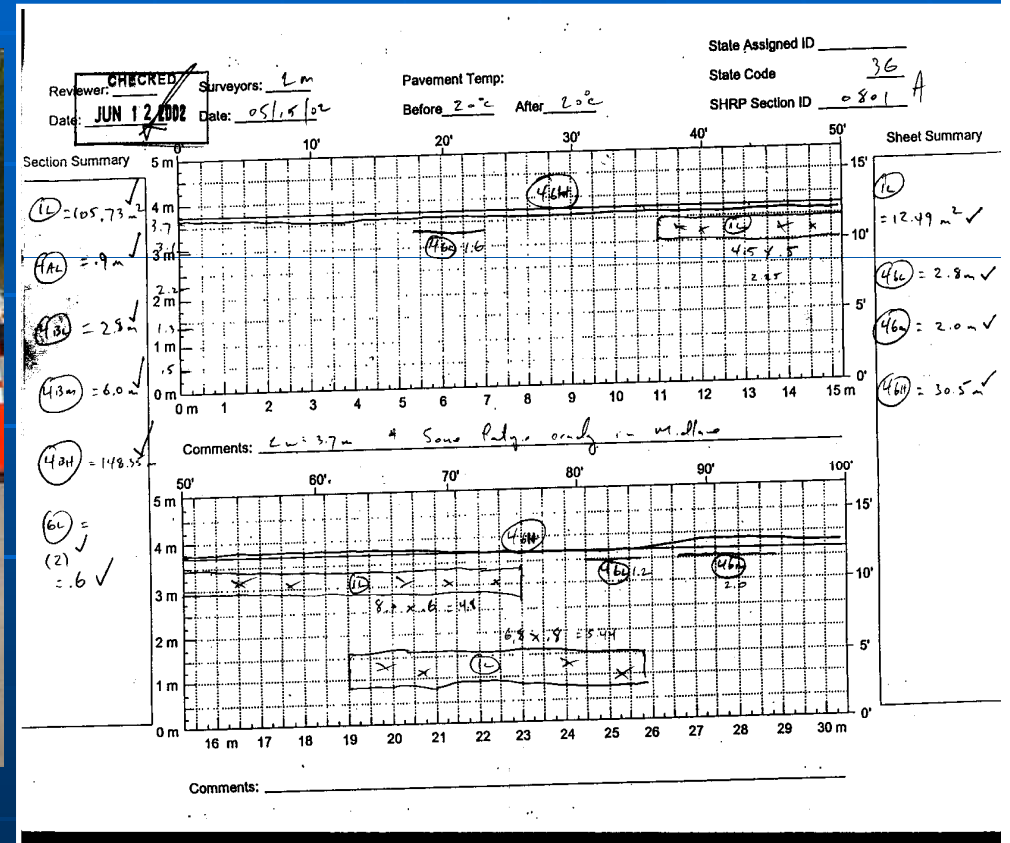
Justifying the Need for Pavement Improvement Dollars

Mike Skinner, P.E.

April 16, 2010



Pavement Distress Manual Data Collection





Automated Data Collection Vehicles

Surface Distress Data Collection





Transverse Profile measurement



Depth of Rutting measurement

Ride Quality





Non-Destructive Structural Evaluation

Falling Weight Deflectometer (FWD)



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Digital Image Collection



Digital Images

Digital Image Stream (@ 15 ft spacings)



GPS Positions (for each image)



Asset Extraction – Sign Inventory

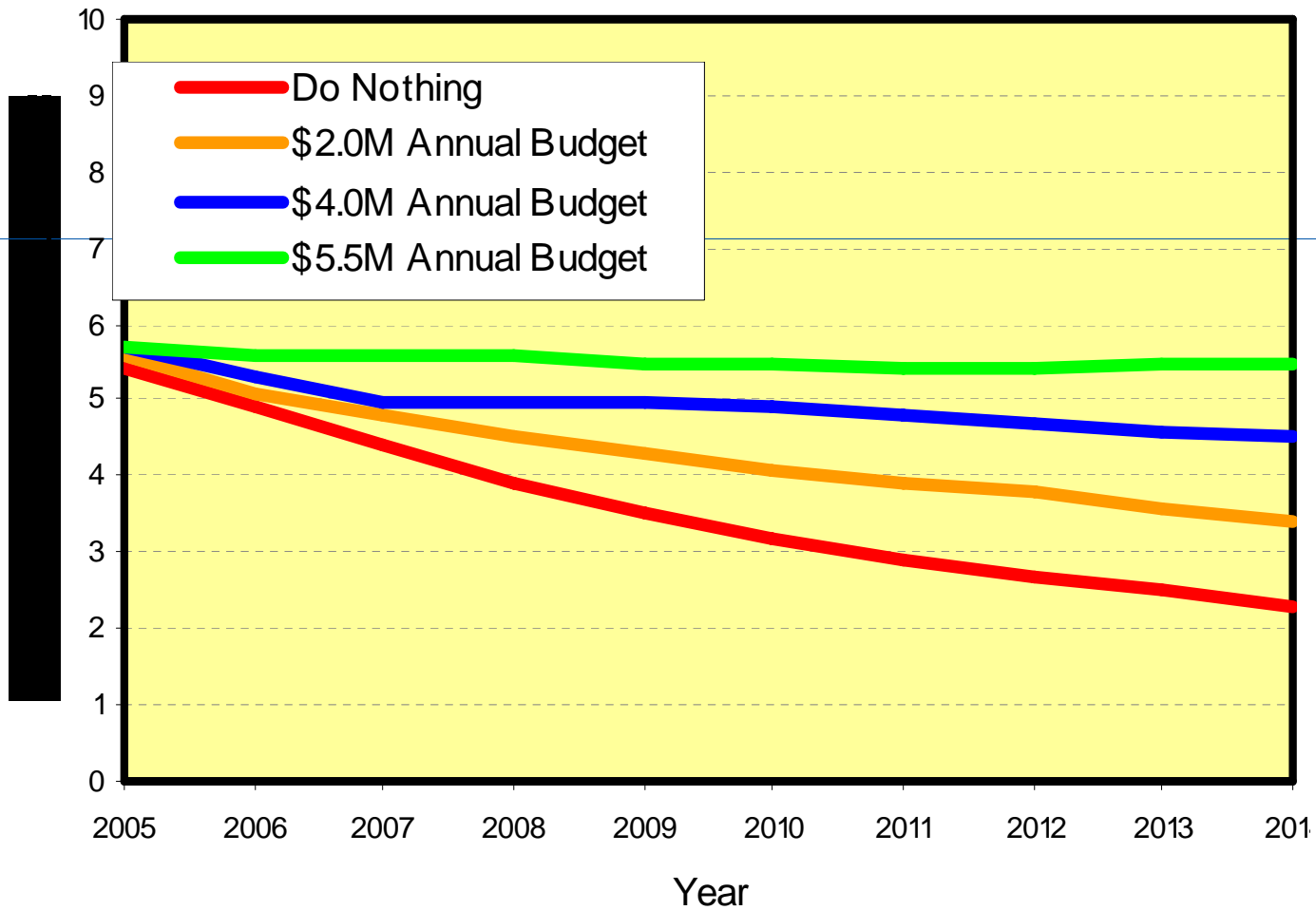
Attribute Data/Relationships

Field	Type	Value
Material	String	Steel

Frame:	1255	Lon:	-79.719705	Lat:	43.488155	Alt:	171.556872
Base (frames):	1		0.00		0.00		0.00
Base (m):	4.0188259766						
Chain 1:	5014.97						
Chain 2:	5014.97						

Fr: 1255 | 14:32:45.02 (52365.02) | X: -79.719610° | Y: 43.487994° | Z: 169.06 m | V: 54.09 km/h | N: 8 | Hdp: 1.30 | Age: 0 | H: 314.4° | R: -0.0° | P: -0.6° | Dmi: 0.00 | Ch1: 5014.97 | Ch2: 5014.97

Pavement Network Performance Scenarios





1st International Conference on Pavement Preservation

April 13, 2010

Communicating Budget Funding Solutions with Top Level and Elected Officials to Maintain Pavement Preservation Programs

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Pavement Funding Challenges

City & County of Denver, Colorado

- Maintain 1,900 centerline miles
- CCOD needed \$15m to maintain existing system
- **Allocated 2009 Capital Budget \$12.8m (-15%)**



Pavement Funding Challenges

City of Ft. Collins, Colorado

- Maintain 470 centerline miles
- Overlay & Sealcoat program needs to be increased from \$9m to \$14m annually to maintain 2009 conditions
- **Allocated 2009 Funding \$7m (-23%)**
- **Allocated 2010 Funding \$5m (-45%)**



Road Map/Talking Points for Communicating Recommendations of the **Importance of Pavement Preservation Funding**

- Top Level Managers
- Elected Officials
- The Public