

Revenue Sharing Program Funding from VDOT for Resurfacing of Major Roads

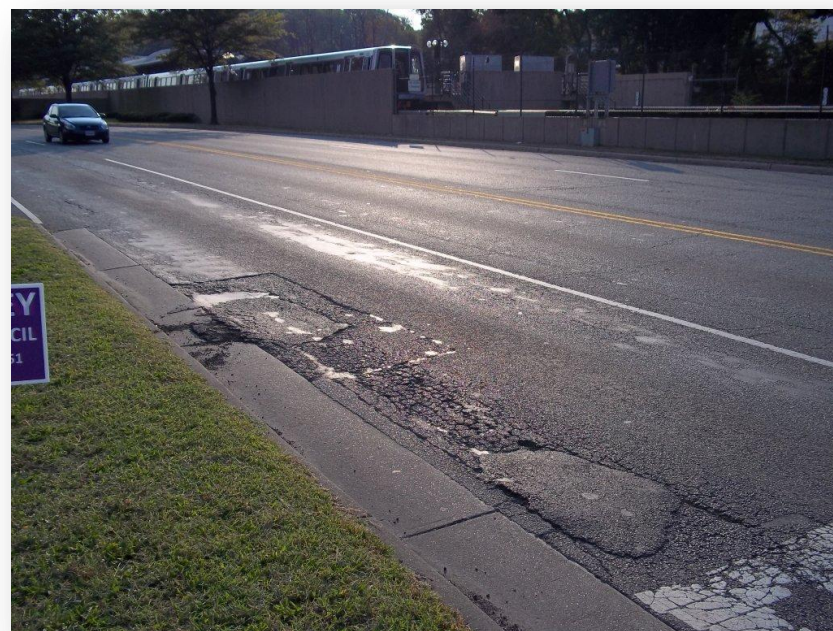
October 22, 2013





Background

- The VDOT “Revenue Sharing Program” provides additional funding for use by a county, city, or town to construct or improve the highway systems within such county, city, or town, with statutory limitations on the amount of state funds authorized per locality
- Proposed resolution would authorize the City to apply for a FY15 Revenue Sharing Program allocation of \$1.875 million
- Of the \$1.875 million \$1 million would be for street reconstructions, \$875,000 would be for maintenance resurfacing
- Street reconstruction includes areas where pavement and base material has failed
- Program requires a minimum 1:1 match



Previous Revenue Projects that Have Been Funded in Past by VDOT



- Duke Street Reconstruction
- Edsall Road Reconstruction
- Eisenhower Reconstruction
- Washington Street Rehabilitation

Discussion



- VDOT prioritizes revenue sharing funding into two categories- Priority 1 (Reconstruction) and Priority 2 (Maintenance)
 - Priority 1 projects of \$1 million or less are funded first
- This year staff is submitting the entire paving schedule for revenue sharing
- Improvements will include sidewalk, curb/gutter and Complete Streets improvements
- Pavement Management Inventory has been completed and data is being used to implement a pavement management system and develop a 3 year paving schedule proposed for funding consideration

What is a Pavement Management System?

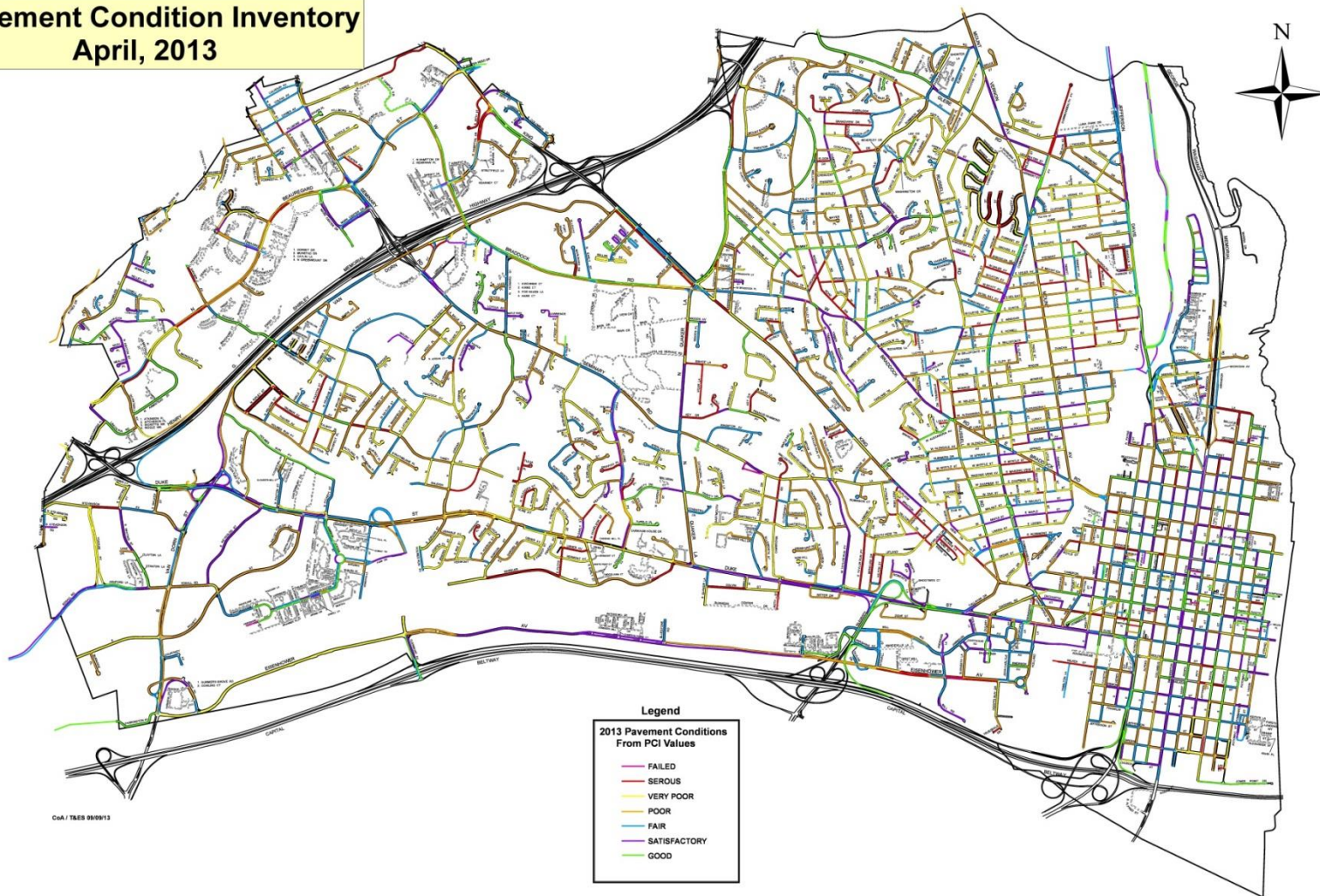


- A set of tools that helps T&ES find cost-effective strategies for evaluating and maintaining pavement in serviceable condition
- Starts with field condition evaluations. Then, two basic components:
 - A comprehensive database that contains current and historical information on pavement conditions, structure and traffic
 - A set of tools that allows the City to determine existing and future pavement conditions, predict financial needs and identify/prioritize pavement maintenance projects
- Results in the development of a 3 year paving schedule

Paving Condition Inventory



Pavement Condition Inventory
April, 2013



Pavement Condition Ratings



Condition	Rating Index	Definition
Good	86-100	Stable, no cracking, no patching and no deformation. Very good riding qualities.
Satisfactory	71-85	Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Good riding qualities. Rutting less than ½”.
Fair	56-70	Generally stable, minor areas of structural weakness evident. Cracking is easier to detect, patched but not excessively. Deformation more pronounced and easily noticed. Ride qualities are good to acceptable.
Poor	41-55	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring) heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor.
Very Poor/ Serious	11-40	Pavement in extremely deteriorated condition. Numerous areas of instability. Majority of section showing structural deficiency. Ride quality is poor.
Failed	0-10	Pavement structure failed. All of section showing severe structural deficiency.