

MAINTENANCE CONDITION OF KENTUCKY HIGHWAYS



Statewide Maintenance Rating Program - FY 2012

**Division of Maintenance
Operations and Pavement Management Branch
March 2012**



TABLE OF CONTENTS

Executive Summary.....	1
A. Goals and Requirements.....	7
B. Methodology.....	9
C. Analysis.....	11
Appendices.....	12

LIST OF FIGURES AND TABLES

Table 1 – Statewide Maintenance Levels of Service.....	2
Figure 1 – District Maintenance Levels of Service.....	3
Table 2 – Statewide Maintenance Feature Scores.....	4
Table 3 – District Maintenance Feature Scores.....	5
Figure 2 – Maintenance Spending.....	6
Table 4 – Statewide Scores by Year.....	6

APPENDICES

Appendix I – Statewide Scores
Appendix II – Statewide Scores by Element Type
Appendix III – District Scores by Element Type
Appendix IV – Total Scores by Road Type
Appendix V – Activity Spending
Appendix VI – Inspection Features

2012 MAINTENANCE RATING PROGRAM REPORT

EXECUTIVE SUMMARY

Introduction

The Kentucky Transportation Cabinet (KYTC) has surveyed the state's roadside conditions in order to estimate the needs for routine maintenance. The 2012 Maintenance Rating Program (MRP) inspections were completed statewide during summer 2011. The purpose of this report is to provide the results of the inspections and assess the current condition of the highway infrastructure maintenance activities. The report is broken into two parts – a statewide report used for higher level analysis; and individual district reports used on a local level for management decisions.

Background

The KYTC Maintenance Rating Program (MRP) is a systematic measurement process that uses annual performance measurements of highway infrastructure data to support planning and management decisions regarding maintenance activities and resources. Data collected from the MRP is used in conjunction with the cabinet's Operations Management System (OMS) to calculate the maintenance budget for each of the twelve highway districts.

Automated Data Collection

The KYTC GIS department developed a mobile GIS application in 2010. This application allowed inspections to be completed with a Mobile GPS unit. The mobile application gave Central Office access to a SDE layer that was updated daily with inspection results. The application also eliminated data entry in Central Office and reduced the associated error rates. All districts utilized the device and software in the 2011 data collection.

Importance Weights

Original importance weights were determined by a consensus of key KYTC managers and staff. These weights were based on the 1998 Voice of the Customer research conducted by the Cabinet. Importance weights were reviewed in 2011 to reflect the results of the 2010 Maintenance Customer Survey conducted by the Kentucky Transportation Center. The following importance weights were revised: Appearance reduced from .05 to .03 to reflect lowest priority for customers; Guide signs increased from .03 to .04 to reflect importance of signs to customers while maintaining warning signs as highest safety priority; Shoulder potholes increased from .03 to .04 to reflect higher priority for customers and achieve consistency with remainder of shoulder activities.

Target for Sustained Performance

The **target performance level** score was set at **80** (service level B-good) for each highway district and for the statewide score for all highways.

The target serves as a benchmark for districts to help identify best practices among high performers and opportunities for improvement. The statewide target may be increased in the future as the districts reach higher levels of performance.

It is generally recognized that the level of service provided on the four road types for all features will not be the same. Interstate highways with higher traffic volumes and higher speed limits need to be maintained at a higher level of service than Rural Secondary roads. It is the responsibility of each district to set target values for every feature for each of the four road types to achieve the target score of 80.

Results

The MRP score is based on a 100 point scale. The statewide weighted scores determined from data collected during Fiscal Year 2012 are shown on Table 1: Statewide Maintenance Levels of Service.

Table 1: Statewide Maintenance Levels of Service

Statewide Scores FY 11		
Classification	Score	Grade
Interstates	90.5	A
National Highway System	87.7	B
State Primary and Secondary	80.5	B
Rural Secondary	77.0	C
All Roads	80.1	B

The total statewide weighted score for FY '12 is 80.1. This represents a decrease from the FY '11 score of 81.5 and falls at the target level of service. The highest performing roadway system for FY '12 was Interstate. The Interstate system received a score of 90.5 (a slight increase from the FY '11 score of 90.3). The Rural Secondary System once again had the lowest statewide score (77.0). This represents an increase from the FY '11 score of 76.3.

The district levels of service determined from data collected during Fiscal Year 2012 are shown on Figure 1: District Maintenance Levels of Service. District eight was the highest overall performing district (86.9). District ten received the lowest overall score of 71.8.

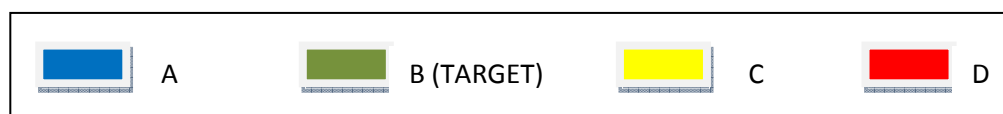
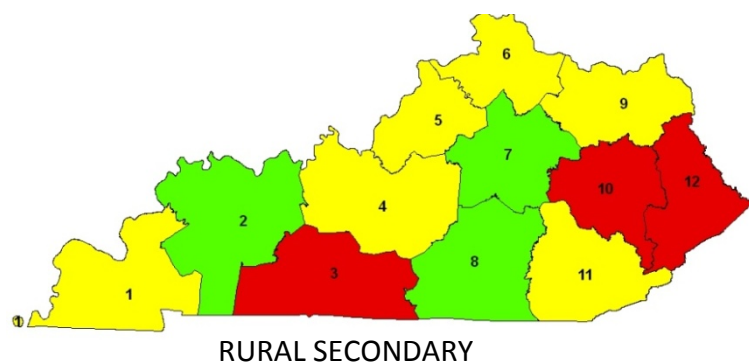
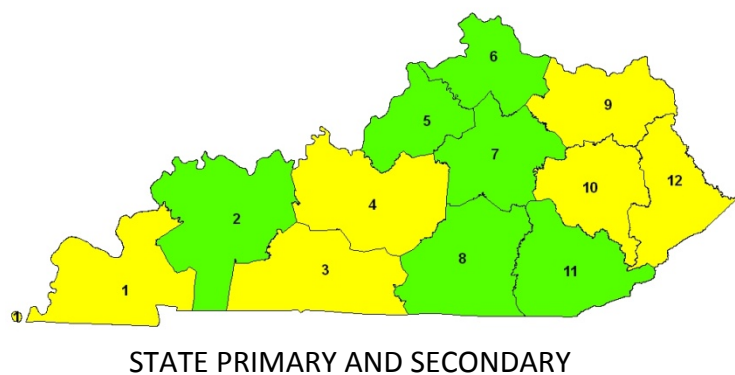
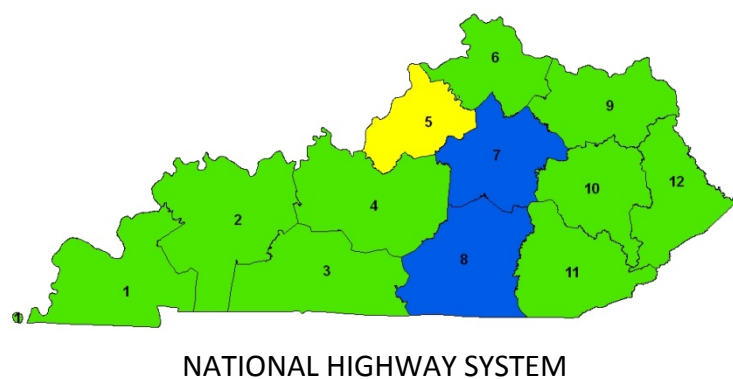
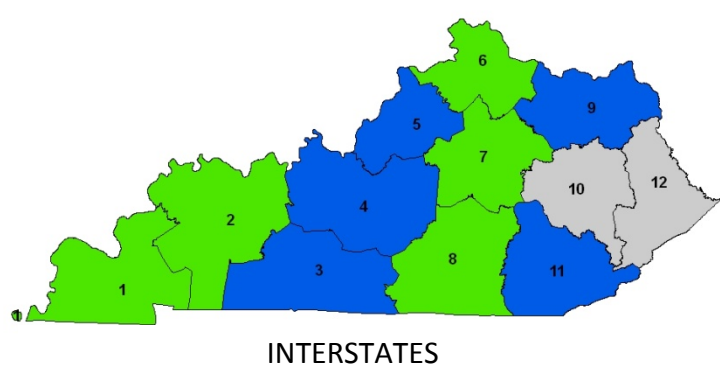
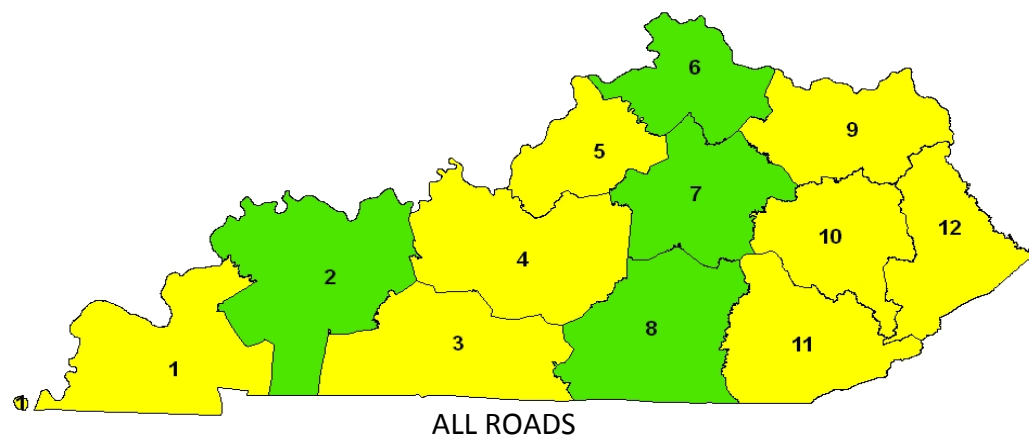


Figure 1: District Maintenance Levels of Service

2012 Maintenance Rating Program Report

The overall statewide weighted scores for each maintenance feature inspected as part of the Maintenance Rating Program are shown on Table 2: Statewide Maintenance Feature Scores. Shoulder drop off and vertical clearance were the only failing features. Rideability, pavement drop off, and ditches scored close to the fail threshold.

Table 2: Statewide Maintenance Feature Scores

FEATURE DESCRIPTION	OVERALL SCORE
Rideability	72.5
Appearance	90.7
Vertical Clearance	66.3
Visual Obstructions	87.5
Fencing	84.3
Guardrail Specifications	81.9
Guardrail Damage	84.4
Attenuators	87.6
Potholes	74.6
Rutting	77.0
Pavement Drop Off	72.5
Shoulder Drop Off	68.1
High Shoulder	85.2
Shoulder Potholes	79.1
Drains	74.2
Ditches	71.5
Curb and Gutter	90.2
White Stripe	88.9
Yellow Stripe	85.1
Guide Signs	79.1
Guide Sign Assemblies	81.7
Warning and Reg. Signs	79.9
Warning and Reg. Sign Assemblies	85.4

The overall district weighted scores for each maintenance feature inspected for the Maintenance Rating Program are shown on Table 3: District Maintenance Feature Scores. Districts will be able to request reimbursement for up to \$100,000 per feature to correct failing MRP features (below 70). Features not eligible for additional funding are those impacted by resurfacing (appearance, rideability, rutting, and pavement potholes).

TABLE 3 - DISTRICT MAINTENANCE FEATURE SCORES
All State Roads - Fiscal Year 2012

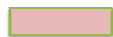
District:	1	2	3	4	5	6	7	8	9	10	11	12
Rideability Index	71.9	73.6	76.3	76.0	67.9	68.3	71.5	72.2	73.3	70.1	74.7	70.0
Appearance	98.3	88.4	92.3	74.0	97.8	92.3	96.2	85.7	95.3	95.1	84.6	97.0
Vertical Clearance	61.3	92.6	63.4	73.9	84.9	61.0	80.2	70.4	58.7	33.1	56.8	35.6
Visual Obstructions	88.6	91.8	68.5	95.1	88.0	83.6	85.0	87.6	82.8	99.0	83.1	97.1
Fencing	72.4	80.9	96.3	66.5	75.8	74.3	97.9	71.6	99.4	93.1	82.7	34.7
Guardrail Out of Specifications	26.2	91.7	72.1	81.3	92.1	81.4	80.7	77.5	74.8	97.4	80.9	83.6
Guardrail Damaged	96.8	84.6	77.8	91.6	84.6	88.0	84.1	89.7	77.6	69.5	92.8	85.1
Attenuators/Rail Ends Damaged	100.0	68.3	83.5	96.5	92.7	82.7	70.2	100.0	74.4	89.4	100.0	91.1
Pavement Potholes	68.2	62.6	82.8	69.0	75.0	74.0	82.2	90.1	83.5	83.1	69.3	63.8
Rutting	51.5	78.2	84.2	66.7	77.0	61.8	88.6	94.4	92.2	84.0	70.9	82.2
Pavement Dropoff	44.3	86.1	76.6	65.4	88.3	75.8	94.9	95.7	57.1	29.3	90.9	60.3
Shoulder Dropoff	34.2	82.1	48.4	64.9	67.0	72.0	72.8	86.4	76.8	80.9	67.4	70.6
High Shoulder	95.7	91.3	75.7	86.2	88.6	92.1	83.1	96.4	58.3	81.0	81.0	84.4
Shoulder Potholes	86.6	83.4	55.2	61.0	74.4	85.7	92.1	94.9	82.0	77.6	72.8	87.0
Drains	92.9	47.0	47.2	64.2	85.1	71.8	86.9	86.5	73.4	57.2	81.8	74.4
Ditches	89.7	54.9	53.0	81.4	81.0	89.2	95.7	72.9	59.7	70.7	53.6	60.2
Curbs and Gutters	N/A	86.1	N/A	N/A	93.2	99.0	87.2	N/A	76.6	N/A	N/A	94.1
White Striping	98.0	97.7	90.3	97.0	94.1	N/A	92.9	N/A	93.8	58.7	72.5	75.5
Yellow Striping	91.5	93.0	94.9	96.9	95.1	N/A	90.2	N/A	85.8	40.2	71.0	73.8
Guide Sign Faces	75.9	84.6	71.0	84.9	73.2	99.0	71.0	86.9	86.9	86.6	85.7	51.7
Guide Sign Assemblies	100.0	51.6	83.3	80.7	66.3	89.3	78.8	96.9	88.7	78.6	91.0	78.9
Warning/Reg Sign Faces	81.9	87.4	64.1	77.9	66.1	92.4	70.2	95.8	61.2	69.4	99.5	84.2
W/R Sign Assemblies	90.6	99.0	75.8	80.0	52.5	93.5	92.2	94.2	71.0	75.7	99.1	75.1



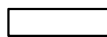
Strength - A feature scored at 90 or higher across the district.



Within Acceptable Limits - A feature scored between 70 and 90 points across the district.



Failing - A feature scored below 70 across the district.



Features did not have a sample size large enough to produce statistically valid data

*Some values may appear to be shaded incorrectly due to rounding

2012 Maintenance Rating Program Report

The costs for routine maintenance, obtained through both EMARS and OMS, are shown in Figure 2: Maintenance Spending. Only activities that impact features inspected by the MRP were included in the summary. For a complete list of activities included refer to Appendix V.

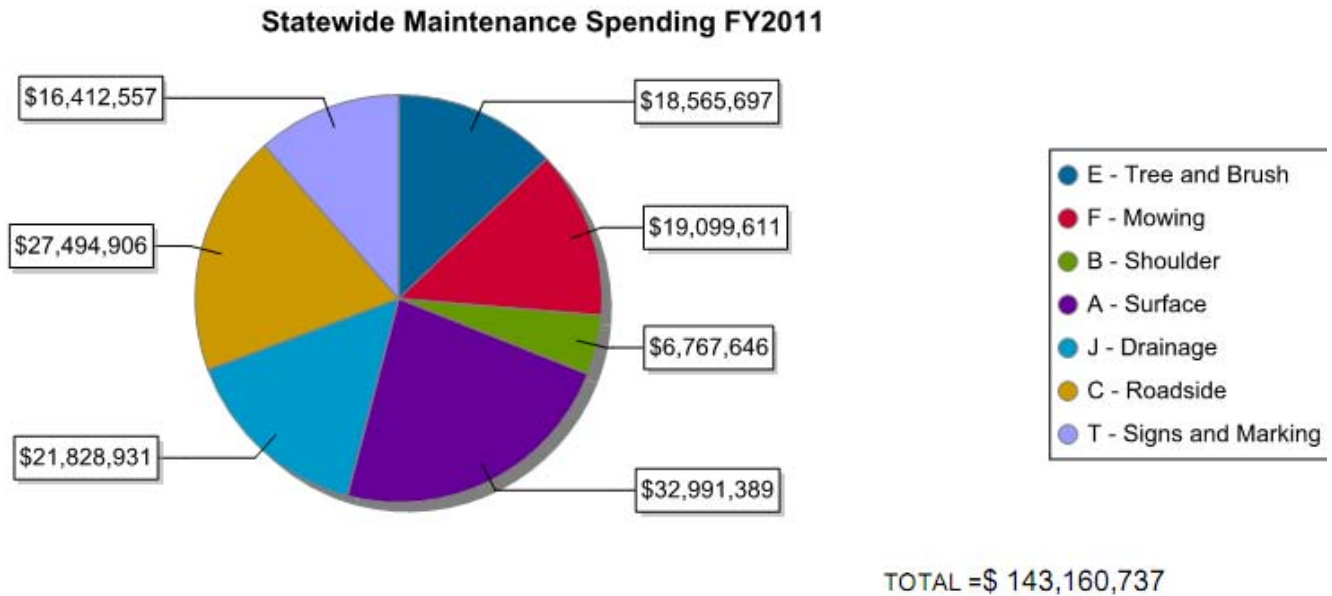


Figure 2: Maintenance Spending

Districts were allotted extra money for failing Maintenance Rating Program features with the FY '10 MRP Report scores. Districts were able to request reimbursement for up to \$100,000 per low scoring feature (in FY '11 budgets) in an effort to improve maintenance service provided. This money was tracked according to activity spending to ensure it was used to address issues noted in the report. Districts received a total allotment of \$1.52 million for FY '11 budgets. Table 2: Statewide Scores by Year compares the overall weighted scores from FY '10 (used to determine FY '11 allotments) to FY '12 scores (impacted by FY '11 budget). During this time, the level of service for rural secondary roads improved while other roadway classifications remained constant.

Table 4: Statewide Scores by Year

Statewide Scores Comparison		
Classification	FY2010	FY2012
ALL ROADS	79.6	80.1
INTERSTATE	89.4	90.5
NATIONAL HIGHWAY SYSTEM	87.1	87.7
STATE PRIMARY AND SECONDARY	81.8	80.5
RURAL SECONDARY	74.1	77.0

A. GOALS AND REQUIREMENTS

Assess the maintenance activities of the Kentucky Transportation Cabinet.

The MRP allows the cabinet to assess the effectiveness of infrastructure maintenance activities and compare the outcomes to customer expectations.

Make informed policy and management decisions.

The results of the MRP provide guidance for investment decisions and resource allocation. In addition, the MRP findings also offer a means to assess effectiveness of prior decisions and resource allocations. MRP findings also reveal where additional resources are needed to bring performance to targeted levels.

The MRP supports the cabinet goal of delivering a consistent level of customer service across the state by providing the necessary data to identify differences in performance across districts, road types, and roadway features. The results of the MRP demonstrate how each district is performing in comparison to targeted levels in specific categories. The MRP can thereby help district management determine how district resources should be allocated to achieve a consistent level of service. The MRP can also help district and cabinet management formulate the budget request necessary to achieve targeted levels of performance.

Similarly, the MRP communicates targeted performance levels, along with the policy and budget decisions that drive them, to policy makers as well as citizens. The MRP thus aids the Commonwealth's Executive and Legislative branches in determining acceptable levels of performance for their constituents.

The MRP is designed to support "management by fact" at all levels and provides a means to identify best practices among the districts by identifying districts exceeding target levels. These practices can then be shared with districts that may be falling short of their goals.

Promote alignment with the Transportation Cabinet's Strategic Plan.

The Maintenance Rating Program is vital to two of the cabinet's four strategic goals. These goals are as follows:

Strategic Goal Number 1: "Ensure Mobility & Access" to preserve the transportation system infrastructure.

Strategic Goal Number 3: "Continually Improve Organizational Performance" of Operational and Support Processes.

The MRP is a direct assessment tool for maintenance activities related to infrastructure preservation, as defined in *Strategic Goal Number 1*. The MRP is also the principal

2012 Maintenance Rating Program Report

performance measure for assessing maintenance process improvement, thereby facilitating *Strategic Goal Number 3*.

Provide Data for GASB-34.

MRP data can be used to satisfy the Governmental Accounting Standards Board Statement 34 (GASB-34) condition of highway assets requirement. This requirement obligates state governments to report all capital assets, including infrastructure, in a *statement of net assets* and to report depreciation expense associated with these assets. Infrastructure assets are not required to be depreciated if (1) the government manages the assets using an asset management system that has certain defined characteristics and (2) the government can document that the assets are being preserved approximately at (or above) a condition level established and disclosed by the government.

KYTC's Operations Management System (OMS) satisfies the first requirement listed above. The MRP fulfills the second requirement.

B. METHODOLOGY

Sampling and Data Collection

Data is collected during one wave each year, June through October.

For this wave, between 300 and 400 roadway segments are randomly selected in each district among the following four road types:

Interstates - Those routes designated as part of the Eisenhower National System of Interstate and Defense Highways. These include three north-south interstates (I-65, I-71, I-75); two east-west interstates (I-24 and I-64); and smaller loop routes in Louisville Metro and Northern Kentucky.

Other NHS - Non-interstate routes that are part of the National Highway System. This category includes most of the state's parkways and major US routes. Some state routes (roads designated with a "KY" prefix) are also components of this system.

Other SP/Sec - State Primary and Secondary roads include all "KY" routes which do not carry an NHS or Rural Secondary designation.

Rural Secondary – The system of roads in Kentucky that are usually considered “farm to market” roads.

Each roadway segment is 500 feet in length and includes all adjacent right-of-way. Two-person teams from each district inspect the selected roadway segments and complete the MRP data form for each segment. The MRP data form splits performance measures into five main categories: roadway general, pavement, shoulders, drainage, and traffic. The following are some of the inspected features: general aesthetics, visual obstructions, potholes, rutting, drop off, ditches, and guide sign faces. These measures are then used in the calculation of statewide and district MRP scores.

Quality Assurance

The Field Data Collection Manual was revised in May 2006 to reflect the recording changes for some features. The training manual contains an introduction of the Maintenance Rating Program and its purposes, as well as definitions and guidelines for recording measurements and observations on the inspection form. Additionally, the manual establishes safety procedures for both the inspection team and the public. This manual along with a training power point presentation is available on the website: <http://transportation.ky.gov/maintenance/>

Statewide training was available prior to the summer 2009 data collection to ensure new employees are properly trained and to address any additional questions regarding the program. All districts requested and received training with the exception of districts three and eight during this time. District three requested and received training prior to the summer 2010 data collection. All districts were trained for mobile device collection in 2011.

A quality assurance procedure was established to assess the accuracy of MRP data collection, and indirectly, the consistency of training. Two teams from the central office in Frankfort re-inspected approximately 10% of the segments surveyed in each district. The results of the quality assurance inspections will be compared to that of the original inspections and will be used to determine additional needs for training of the field data collection teams.

A committee of stakeholders, including Maintenance and Traffic Engineers in the MRP will periodically meet to review the data collection procedures, features and weight factors to make further improvements to align the MRP with the Strategic Goals of the cabinet.

C. ANALYSIS

The inspection results for each of the sample sets were analyzed using the Operations Management System MRP module. Most of the information reported is statistical summaries of the data. Rideability indices were provided by the Pavement Management Branch within the Division of Maintenance. Each road type score was weighted according to the proportion of centerline miles for each of the four road types to produce district and statewide road type totals and a state total score. Spending data was taken from OMS and EMARS according to fiscal year. Spending data from the previous fiscal year is paired with MRP data collected during the current fiscal year.

Each of the roadway features measured was evaluated and given an "importance weight" with respect to the other features so that the sum of all weights is 100. These importance weights were determined through a consensus of approximately 100 key KYTC managers and staff. They are based on the customer requirements identified and prioritized in the 1998 Voice of the Customer research conducted by the cabinet. These requirements include safety, protection of the infrastructure, comfort and convenience, and aesthetics. Importance weights were revised in 2011 to reflect results of the 2010 Maintenance Customer Survey performed by KTC.

The targeted confidence levels and intervals are based on the size of the samples. The target confidence interval for the smallest sample, road type by district, is set as 90% +/- 10%. District totals and road type totals have a confidence interval of 90% +/- 5%, while the statewide total target confidence interval is set as 99% +/- 3%. For a feature where the number of occurrences is less than nineteen in the sample segments, no data is reported, as the data may lack statistical validity.

If no data was present for a particular feature in a district, the scores were adjusted for missing values so that the potential value remained 100. This allows for calculation of overall district and road type scores in the absence of specific feature data.

APPENDIX I

Statewide Scores

Appendix I charts show the MRP score by road type for each feature measured. Boxes are color coded according to scores:

Green – a strength, score at 90 or higher

Yellow – within acceptable limits, score between 70 and 90

Red – failing, score below 70

In some cases, a score of "N/A" is listed. In these instances, there were not enough occurrences in order to achieve the desired confidence level. This may be due to the absence of a particular feature in the sample segments (such as guardrail, curb, etc.). It also may indicate that inspection crews were unable to measure certain items due to safety concerns (as with striping on interstates).

Statewide Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	87.0	82.6	73.4	69.1	72.5
Appearance	95.1	95.0	92.4	88.2	90.7
Vertical Clearance	90.3	88.8	67.8	59.7	66.3
Visual Obstructions	98.8	98.7	90.1	82.5	87.5
Fencing	88.0	73.8	81.6	94.1	84.3
Guardrail Specifications	87.8	84.9	83.5	70.6	81.9
Guardrail Damage	88.6	91.9	81.0	86.4	84.4
Attenuators	97.0	92.3	86.1	86.1	87.6
Potholes	66.9	81.2	75.4	73.3	74.6
Rutting	81.9	82.1	75.5	77.2	77.0
Pavement Drop Off	93.4	90.1	76.7	64.4	72.5
Shoulder Drop Off	82.9	86.1	67.9	64.3	68.1
High Shoulder	96.0	94.1	85.7	82.5	85.2
Shoulder Potholes	82.3	82.3	77.8	79.6	79.1
Drains	93.9	80.2	76.1	70.3	74.2
Ditches	95.2	78.2	72.1	68.4	71.5
Curb and Gutter	100.0	90.6	89.7		90.2
White Stripe	96.0	92.1	88.8	86.6	88.9
Yellow Stripe	96.8	93.8	85.5	82.9	85.1
Guide Signs	88.2	87.3	84.3	70.7	79.1
Guide Sign Assemblies	93.0	89.4	82.0	75.8	81.7
Warning and Reg. Signs	97.6	89.8	77.3	80.8	79.9
Warning and Reg. Sign Assemblies	88.0	90.2	85.3	84.8	85.4
Total Score	90.5	87.7	80.5	77.0	80.1

District One Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	86.0	82.5	71.6	70.1	71.9
Appearance	100.0	100.0	97.1	99.0	98.3
Vertical Clearance	63.2	76.8	55.9	63.7	61.3
Visual Obstructions	100.0	95.6	87.2	88.2	88.6
Fencing	88.9	63.6			72.4
Guardrail Specifications		34.8			26.2
Guardrail Damage		95.6			96.8
Attenuators					100.0
Potholes	60.5	96.4	70.6	63.2	68.2
Rutting	31.6	65.2	44.1	56.9	51.5
Pavement Drop Off	65.8	72.5	45.1	39.2	44.3
Shoulder Drop Off	60.5	49.3	36.3	29.4	34.2
High Shoulder	100.0	92.8	94.1	97.1	95.7
Shoulder Potholes	93.4	100.0	82.8	87.8	86.6
Drains	100.0	100.0	93.0	91.7	92.9
Ditches	100.0	95.2	92.5	86.3	89.7
Curb and Gutter					
White Stripe		100.0	97.6		98.0
Yellow Stripe		98.3	92.6	89.6	91.5
Guide Signs		93.0	74.1	75.0	75.9
Guide Sign Assemblies		100.0	100.0		100.0
Warning and Reg. Signs		97.0	71.0	88.9	81.9
Warning and Reg. Sign Assemblies		100.0	85.7	93.3	90.6
Total Score	81.8	87.0	76.4	75.6	76.9

District Two Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	84.6	82.0	73.1	71.8	73.6
Appearance	100.0	91.8	86.3	89.6	88.4
Vertical Clearance	100.0	94.1	93.7	90.6	92.6
Visual Obstructions	100.0	97.6	90.5	91.5	91.8
Fencing	83.3	69.2			80.9
Guardrail Specifications		100.0			91.7
Guardrail Damage		93.2			84.6
Attenuators					68.3
Potholes	30.6	73.5	57.9	67.0	62.6
Rutting	100.0	94.1	79.0	72.6	78.2
Pavement Drop Off	94.4	96.5	89.5	79.2	86.1
Shoulder Drop Off	100.0	87.1	85.3	76.4	82.1
High Shoulder	100.0	95.3	88.4	93.4	91.3
Shoulder Potholes	37.5	64.7	79.0	95.3	83.4
Drains		56.9			47.0
Ditches	93.3	51.5	54.7	54.4	54.9
Curb and Gutter					86.1
White Stripe	100.0	100.0	97.1	97.8	97.7
Yellow Stripe	97.2	100.0	90.8	93.8	93.0
Guide Signs		84.6	92.0	75.8	84.6
Guide Sign Assemblies		82.6			51.6
Warning and Reg. Signs		92.3	79.3	96.1	87.4
Warning and Reg. Sign Assemblies		90.5	100.0	100.0	99.0
Total Score	85.9	86.0	81.8	83.0	82.8

District Three Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	90.5	87.9	76.0	74.7	76.3
Appearance	100.0	100.0	92.1	91.4	92.3
Vertical Clearance	100.0	98.3	62.4	58.6	63.4
Visual Obstructions	100.0	100.0	72.3	60.6	68.5
Fencing	100.0	94.2			96.3
Guardrail Specifications		72.0			72.1
Guardrail Damage		92.0			77.8
Attenuators					83.5
Potholes	85.3	82.8	72.8	90.4	82.8
Rutting	100.0	81.0	77.2	89.4	84.2
Pavement Drop Off	100.0	94.8	87.1	65.4	76.6
Shoulder Drop Off	100.0	93.1	45.5	43.3	48.4
High Shoulder	97.1	96.6	67.3	78.8	75.7
Shoulder Potholes	100.0	87.1	55.4	49.5	55.2
Drains	74.1		49.0	43.8	47.2
Ditches	90.9	85.7	50.6	49.5	53.0
Curb and Gutter					
White Stripe		96.5	90.4		90.3
Yellow Stripe		100.0	94.7	94.4	94.9
Guide Signs	100.0	84.0	67.0	71.4	71.0
Guide Sign Assemblies			83.0		83.3
Warning and Reg. Signs			79.5	51.7	64.1
Warning and Reg. Sign Assemblies			80.3	72.1	75.8
Total Score	94.6	89.7	73.2	68.9	72.5

District Four Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	88.4	83.3	76.5	74.4	76.0
Appearance	90.0	72.2	77.9	70.0	74.0
Vertical Clearance	95.0	77.8	74.0	72.7	73.9
Visual Obstructions	100.0	98.6	95.2	94.6	95.1
Fencing	23.7	76.2			66.5
Guardrail Specifications		95.9			81.3
Guardrail Damage		93.9			91.6
Attenuators		91.7			96.5
Potholes	93.8	44.4	63.9	75.0	69.0
Rutting	75.0	62.5	70.2	63.6	66.7
Pavement Drop Off	100.0	84.7	71.2	57.3	65.4
Shoulder Drop Off	92.5	83.3	60.6	66.4	64.9
High Shoulder	100.0	97.2	89.4	81.8	86.2
Shoulder Potholes	100.0	61.8	61.5	59.1	61.0
Drains		81.1	66.0	60.8	64.2
Ditches	100.0	91.8	85.4	76.2	81.4
Curb and Gutter					
White Stripe	100.0	98.4	96.7		97.0
Yellow Stripe	95.0	100.0	95.8	97.6	96.9
Guide Signs		79.0	95.2	76.0	84.9
Guide Sign Assemblies			79.0		80.7
Warning and Reg. Signs		80.0	80.6	75.0	77.9
Warning and Reg. Sign Assemblies			84.0		80.0
Total Score	90.7	82.9	79.5	73.8	77.3

District Five Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	85.1	71.2	68.4	62.6	67.9
Appearance	95.0	100.0	98.0	98.0	97.8
Vertical Clearance	95.0	85.0	90.2	76.5	84.9
Visual Obstructions	97.5	100.0	88.2	84.3	88.0
Fencing					75.8
Guardrail Specifications			91.2		92.1
Guardrail Damage			82.4		84.6
Attenuators			92.6		92.7
Potholes	81.2	25.0	73.0	80.4	75.0
Rutting	92.5	75.0	80.4	69.6	77.0
Pavement Drop Off	100.0	100.0	96.1	75.5	88.3
Shoulder Drop Off	82.5	80.0	71.6	56.9	67.0
High Shoulder	95.0	100.0	88.2	86.3	88.6
Shoulder Potholes	93.8	25.0	75.5	73.0	74.4
Drains	92.0	95.6	92.1	74.5	85.1
Ditches	93.3		84.9	73.7	81.0
Curb and Gutter			93.3		93.2
White Stripe	92.6		92.5	96.8	94.1
Yellow Stripe	96.3	79.0	96.9	94.2	95.1
Guide Signs	79.5	79.0	67.5	77.4	73.2
Guide Sign Assemblies	87.5		66.7	61.5	66.3
Warning and Reg. Signs			68.4	61.2	66.1
Warning and Reg. Sign Assemblies			52.4	51.6	52.5
Total Score	90.8	76.7	81.0	74.8	79.4

District Six Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	83.6	75.0	69.0	64.1	68.3
Appearance	87.2	100.0	95.8	87.1	92.3
Vertical Clearance	69.2	50.0	58.3	64.5	61.0
Visual Obstructions	100.0	100.0	90.6	68.8	83.6
Fencing	97.0	100.0			74.3
Guardrail Specifications	75.9		83.3		81.4
Guardrail Damage	82.8		87.5		88.0
Attenuators					82.7
Potholes	55.1	90.4	74.0	75.8	74.0
Rutting	74.4	50.0	61.5	61.3	61.8
Pavement Drop Off	94.9	100.0	77.1	68.8	75.8
Shoulder Drop Off	82.0	96.2	71.9	68.8	72.0
High Shoulder	100.0	100.0	94.8	86.0	92.1
Shoulder Potholes	61.5	100.0	81.8	94.6	85.7
Drains	95.2		72.4	66.7	71.8
Ditches	94.6		88.4	89.3	89.2
Curb and Gutter					99.0
White Stripe					
Yellow Stripe					
Guide Signs	95.4		100.0		99.0
Guide Sign Assemblies	100.0		90.7		89.3
Warning and Reg. Signs		100.0	89.6	95.7	92.4
Warning and Reg. Sign Assemblies		92.0	93.0	94.0	93.5
Total Score	85.8	87.6	81.2	76.4	80.1

District Seven Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	89.2	81.4	71.3	67.0	71.5
Appearance	100.0	95.3	95.1	97.1	96.2
Vertical Clearance	97.4	85.9	84.3	72.1	80.2
Visual Obstructions	100.0	100.0	87.2	76.9	85.0
Fencing	100.0	86.4		100.0	97.9
Guardrail Specifications	89.5	79.2			80.7
Guardrail Damage	84.2	87.5			84.1
Attenuators					70.2
Potholes	43.8	84.4	87.8	80.8	82.2
Rutting	89.7	93.8	90.2	85.6	88.6
Pavement Drop Off	94.9	100.0	96.1	92.3	94.9
Shoulder Drop Off	79.5	90.6	76.5	63.5	72.8
High Shoulder	82.0	93.8	89.2	74.0	83.1
Shoulder Potholes	75.0	96.1	92.6	92.8	92.1
Drains	100.0	92.2	88.0	82.6	86.9
Ditches	100.0	94.3	93.5	97.9	95.7
Curb and Gutter					87.2
White Stripe		97.9	91.3		92.9
Yellow Stripe		100.0	89.5	88.6	90.2
Guide Signs	84.0	100.0	86.4	45.4	71.0
Guide Sign Assemblies		100.0	87.0	63.6	78.8
Warning and Reg. Signs		95.2	63.0	71.4	70.2
Warning and Reg. Sign Assemblies			84.6	100.0	92.2
Total Score	87.6	92.6	84.9	80.0	83.9

District Eight Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	95.4	80.4	75.7	68.9	72.2
Appearance	55.6	90.6	91.8	82.7	85.7
Vertical Clearance	100.0	97.6	81.6	60.6	70.4
Visual Obstructions	100.0	96.5	94.9	82.7	87.6
Fencing	96.4	72.5			71.6
Guardrail Specifications	100.0	79.6			77.5
Guardrail Damage	91.3	93.2			89.7
Attenuators		100.0			100.0
Potholes	44.4	94.1	94.9	88.0	90.1
Rutting	77.8	85.9	89.8	98.1	94.4
Pavement Drop Off	100.0	97.6	95.9	95.2	95.7
Shoulder Drop Off	97.2	92.9	89.8	83.6	86.4
High Shoulder	100.0	98.8	95.9	96.2	96.4
Shoulder Potholes	79.2	94.1	94.9	95.2	94.9
Drains		96.7	92.0	82.4	86.5
Ditches	100.0	82.0	62.0	75.7	72.9
Curb and Gutter					
White Stripe					
Yellow Stripe					
Guide Signs		100.0	94.3		86.9
Guide Sign Assemblies		100.0	94.9		96.9
Warning and Reg. Signs		100.0	92.0	96.7	95.8
Warning and Reg. Sign Assemblies		100.0	89.7	95.2	94.2
Total Score	89.8	92.2	88.3	85.1	86.9

District Nine Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	90.3	82.2	75.5	68.6	73.3
Appearance	100.0	100.0	96.8	92.9	95.3
Vertical Clearance	100.0	93.3	68.8	40.8	58.7
Visual Obstructions	92.9	100.0	89.2	73.5	82.8
Fencing	97.6	100.0			99.4
Guardrail Specifications	100.0	85.2	72.0		74.8
Guardrail Damage	96.7	88.9	72.0		77.6
Attenuators		79.0	71.4		74.4
Potholes	88.1	87.5	83.9	82.1	83.5
Rutting	90.5	93.3	91.4	92.9	92.2
Pavement Drop Off	83.3	85.0	65.6	42.9	57.1
Shoulder Drop Off	64.3	90.0	74.2	77.6	76.8
High Shoulder	100.0	71.7	60.2	51.0	58.3
Shoulder Potholes	88.1	87.5	67.7	92.4	82.0
Drains	95.0	73.1	79.2	67.0	73.4
Ditches	90.0	47.1	60.2	59.1	59.7
Curb and Gutter					76.6
White Stripe		96.4	94.1		93.8
Yellow Stripe		96.4	86.5	83.3	85.8
Guide Signs		76.5	85.7	89.5	86.9
Guide Sign Assemblies		82.6	90.5		88.7
Warning and Reg. Signs		63.0	63.1	59.0	61.2
Warning and Reg. Sign Assemblies			79.6	64.3	71.0
Total Score	91.4	84.1	77.7	71.2	75.9

District Ten Scores

FEATURE DESCRIPTION	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	84.0	73.2	64.3	70.1
Appearance	100.0	98.0	91.2	95.1
Vertical Clearance	99.0	34.3	19.6	33.1
Visual Obstructions	99.0	100.0	98.0	99.0
Fencing			92.3	93.1
Guardrail Specifications	100.0	96.7		97.4
Guardrail Damage	80.0	66.7		69.5
Attenuators	88.7	90.5		89.4
Potholes	97.5	95.0	68.1	83.1
Rutting	94.0	83.8	82.4	84.0
Pavement Drop Off	53.0	34.3	19.6	29.3
Shoulder Drop Off	99.0	82.8	75.5	80.9
High Shoulder	98.0	87.9	70.6	81.0
Shoulder Potholes	87.5	87.4	65.7	77.6
Drains		63.6	50.0	57.2
Ditches	95.3	73.0	63.6	70.7
Curb and Gutter				
White Stripe	50.0	61.3		58.7
Yellow Stripe	74.4	49.4	24.2	40.2
Guide Signs	92.0	80.2	92.3	86.6
Guide Sign Assemblies	86.3	76.3		78.6
Warning and Reg. Signs	82.1	60.0	76.9	69.4
Warning and Reg. Sign Assemblies	92.3	70.5		75.7
Total Score	86.4	73.8	65.9	71.8

District Eleven Scores

FEATURE DESCRIPTION	INTERSTATE	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	86.1	86.0	76.5	70.4	74.7
Appearance	100.0	97.2	89.9	76.4	84.6
Vertical Clearance	100.0	77.8	61.6	46.2	56.8
Visual Obstructions	100.0	100.0	90.9	71.7	83.1
Fencing		77.4			82.7
Guardrail Specifications	87.0	87.8	83.8		80.9
Guardrail Damage	95.6	97.6	91.9		92.8
Attenuators		100.0			100.0
Potholes	82.1	100.0	84.8	48.1	69.3
Rutting	71.4	66.7	72.7	69.8	70.9
Pavement Drop Off	100.0	94.4	96.0	84.9	90.9
Shoulder Drop Off	100.0	90.3	70.7	58.5	67.4
High Shoulder	100.0	97.2	81.8	76.4	81.0
Shoulder Potholes	100.0	72.2	77.3	67.0	72.8
Drains	91.7	78.8	87.5	76.1	81.8
Ditches	92.6	88.9	59.3	39.8	53.6
Curb and Gutter					
White Stripe		87.5	70.8		72.5
Yellow Stripe		94.6	68.8	68.4	71.0
Guide Signs			83.8		85.7
Guide Sign Assemblies					91.0
Warning and Reg. Signs		94.3	100.0	100.0	99.5
Warning and Reg. Sign Assemblies		88.2	100.0	100.0	99.1
Total Score	93.3	89.0	81.8	71.4	78.4

District Twelve Scores

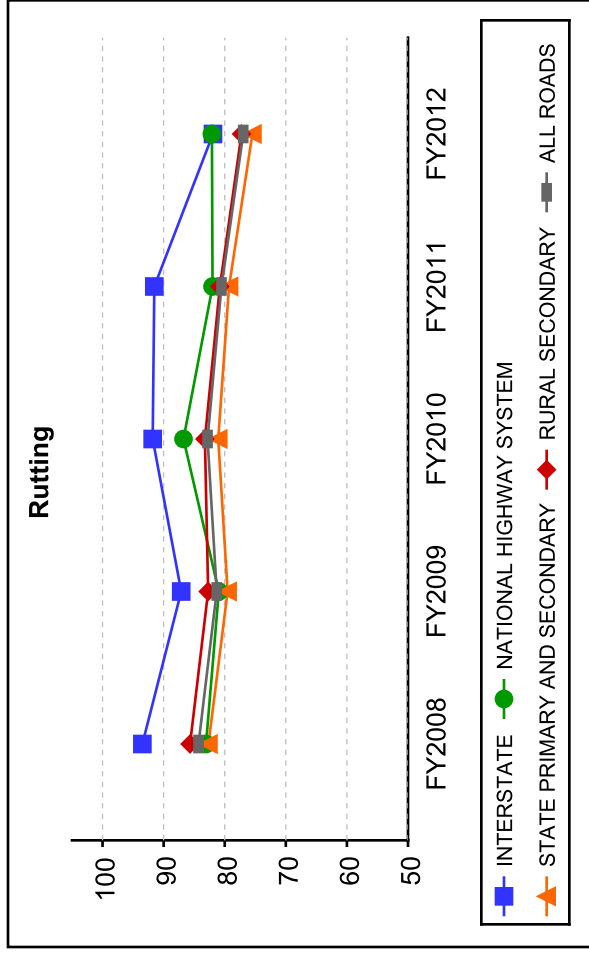
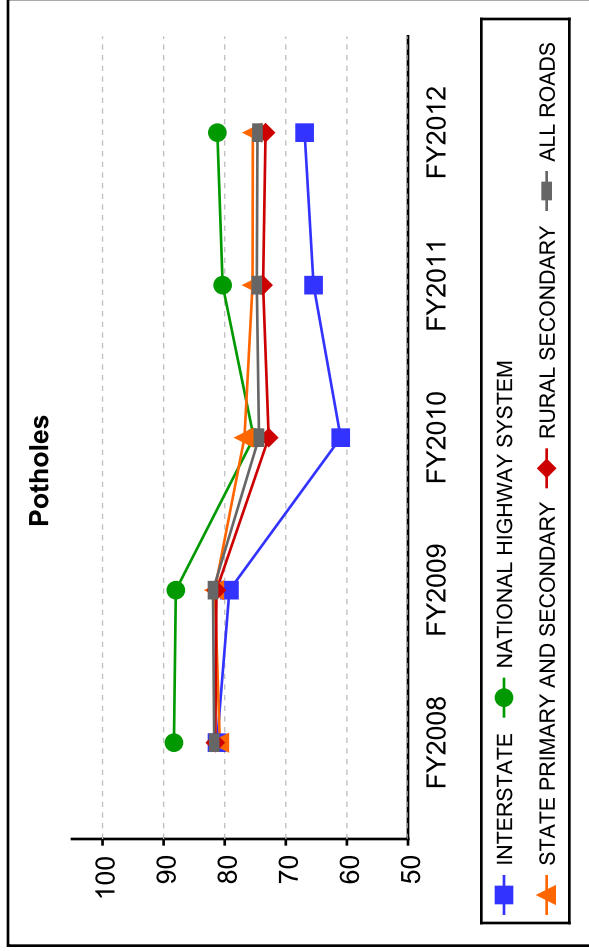
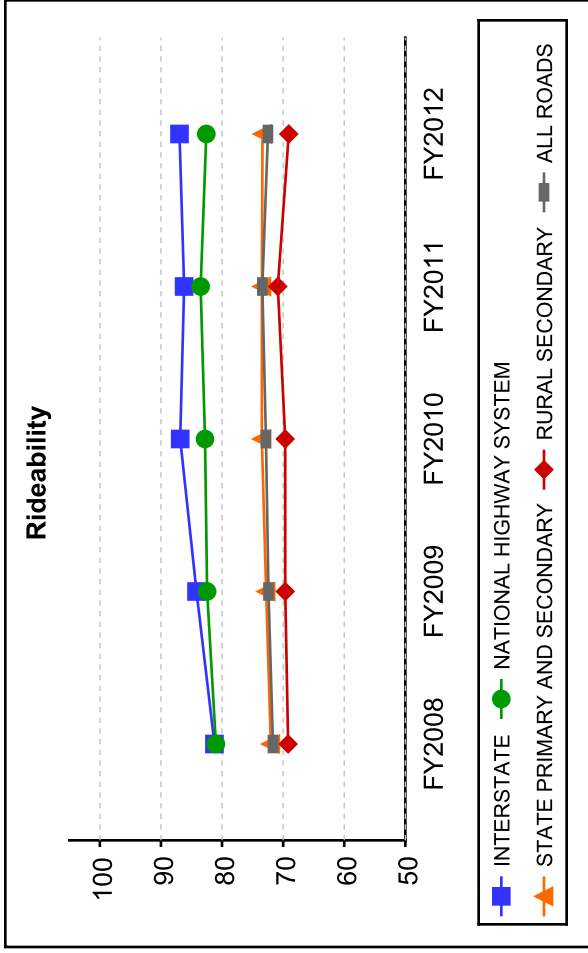
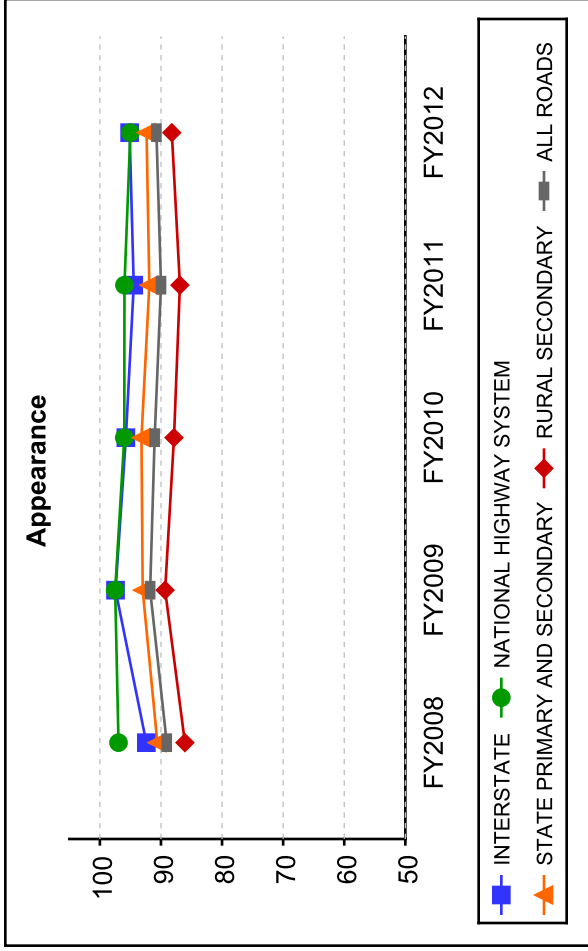
FEATURE DESCRIPTION	NATIONAL HIGHWAY SYSTEM	STATE PRIMARY AND SECONDARY	RURAL SECONDARY	ALL ROADS
Rideability	84.8	74.0	59.3	70.0
Appearance	98.2	100.0	92.8	97.0
Vertical Clearance	89.8	34.4	17.1	35.6
Visual Obstructions	100.0	96.9	96.4	97.1
Fencing	38.1			34.7
Guardrail Specifications	98.2	82.6	79.5	83.6
Guardrail Damage	94.6	84.8	82.0	85.1
Attenuators	91.5	94.4	86.7	91.1
Potholes	69.9	74.0	48.2	63.8
Rutting	77.8	82.3	83.8	82.2
Pavement Drop Off	96.3	68.8	36.0	60.3
Shoulder Drop Off	83.3	56.2	84.7	70.6
High Shoulder	94.4	85.4	79.3	84.4
Shoulder Potholes	88.4	87.0	86.5	87.0
Drains	71.2	71.1	80.0	74.4
Ditches	76.3	59.1	55.6	60.2
Curb and Gutter	96.8			94.1
White Stripe	91.6	82.8	60.0	75.5
Yellow Stripe	84.1	77.4	65.2	73.8
Guide Signs	76.7	75.7	11.1	51.7
Guide Sign Assemblies	87.0	72.7	84.0	78.9
Warning and Reg. Signs	92.3	77.4	90.2	84.2
Warning and Reg. Sign Assemblies	78.6	86.4	59.1	75.1
Total Score	85.4	77.4	67.6	74.9

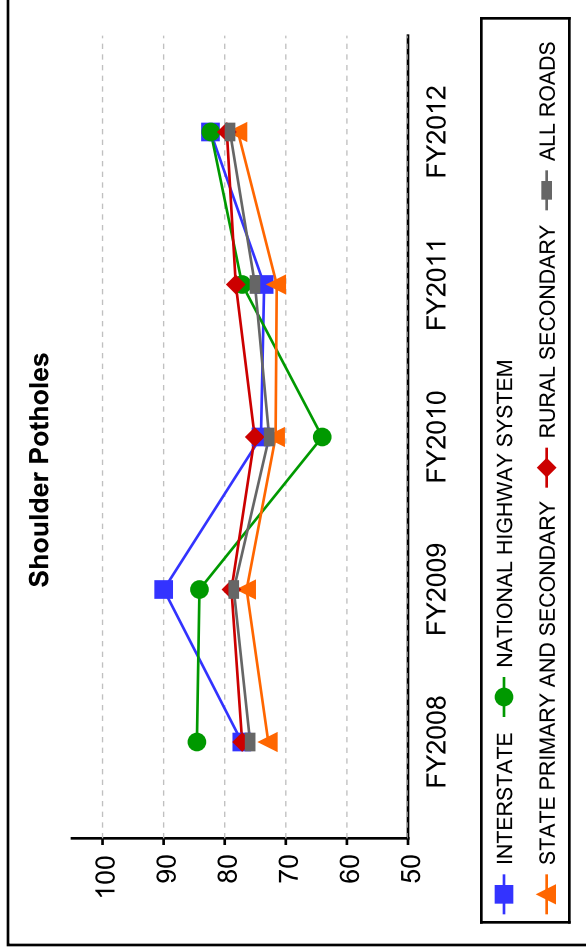
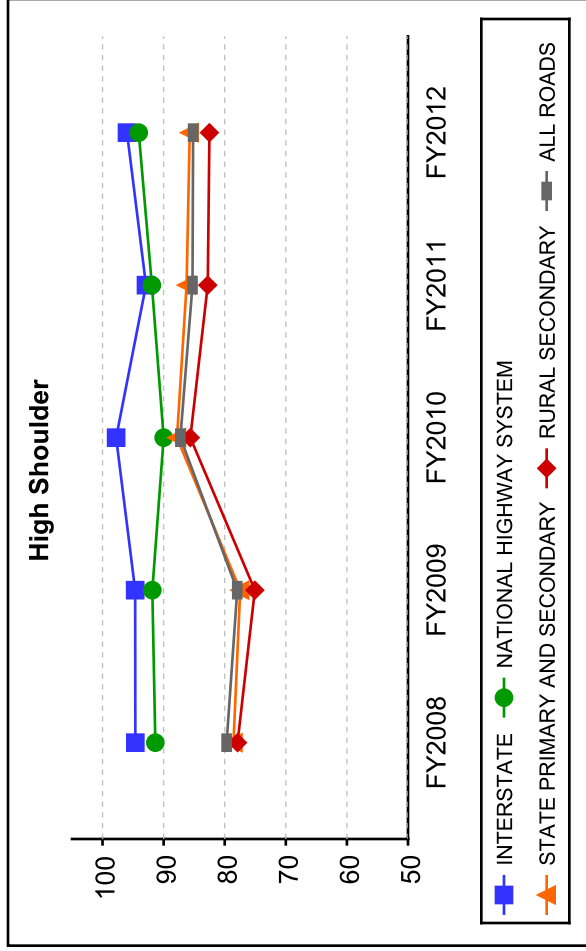
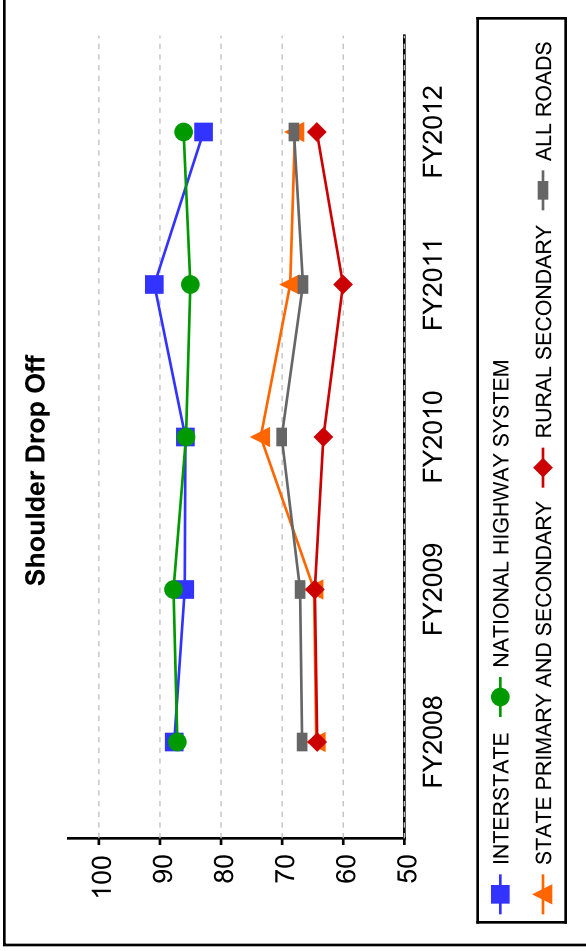
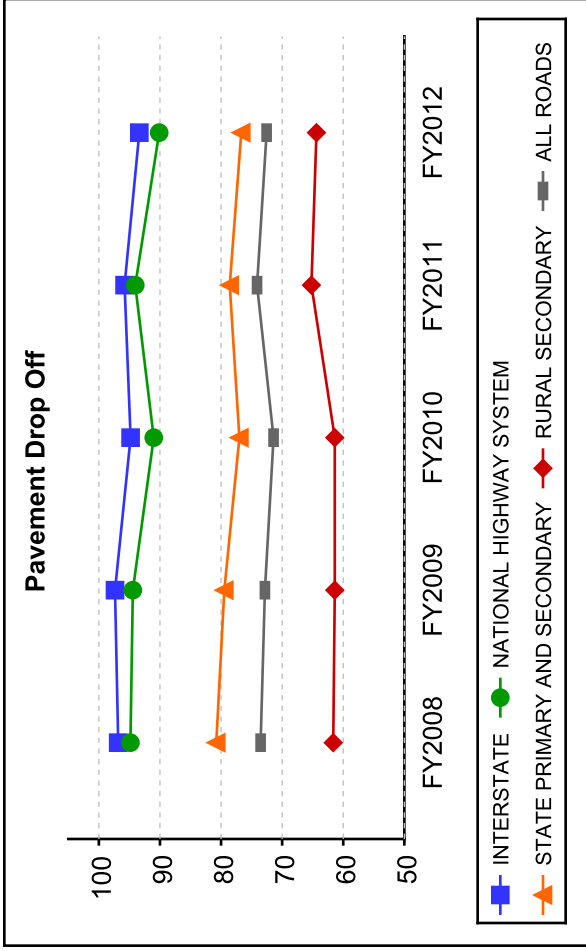
APPENDIX II

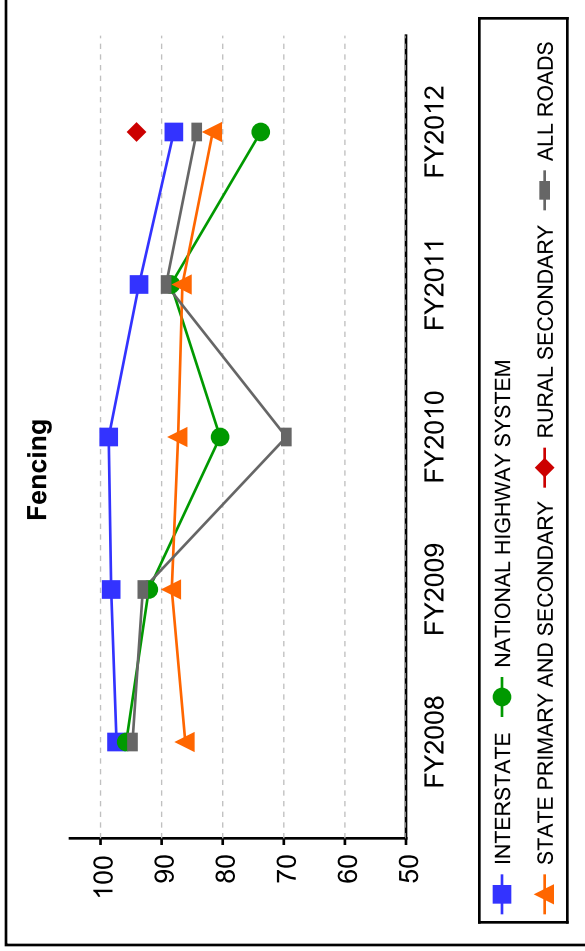
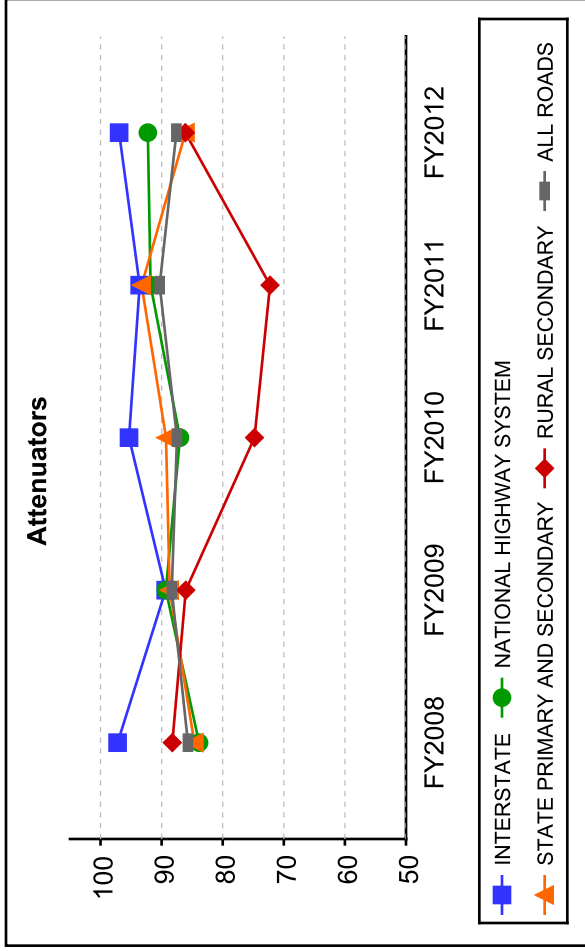
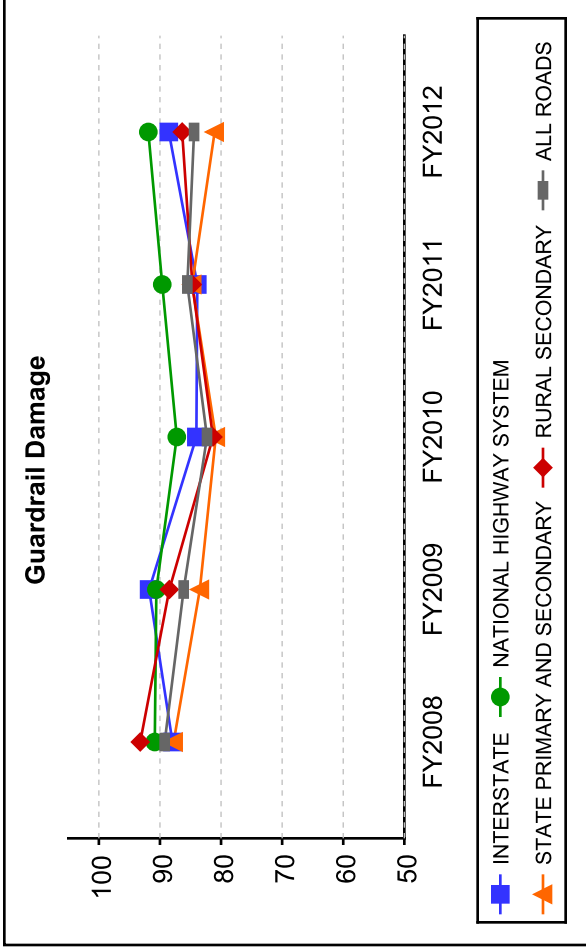
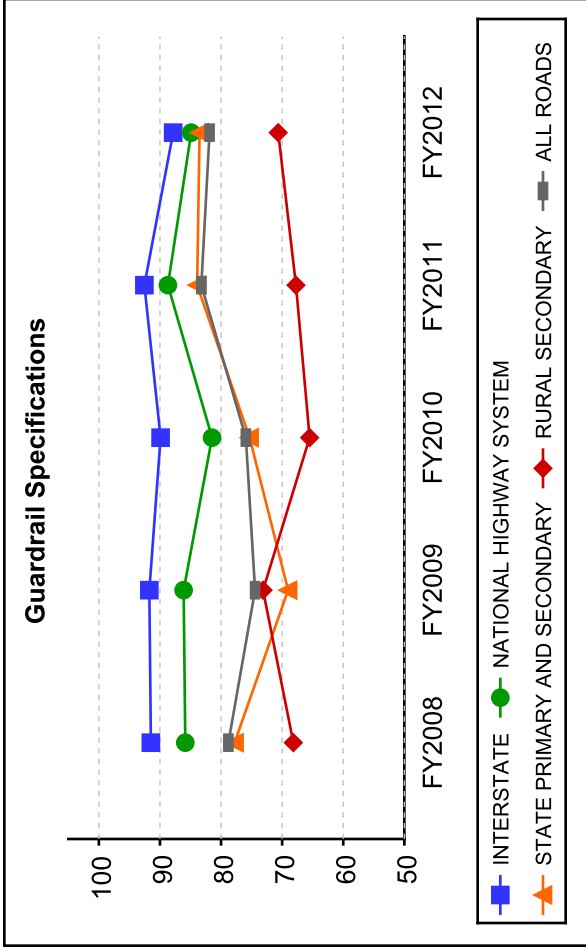
Statewide Scores by Element Type

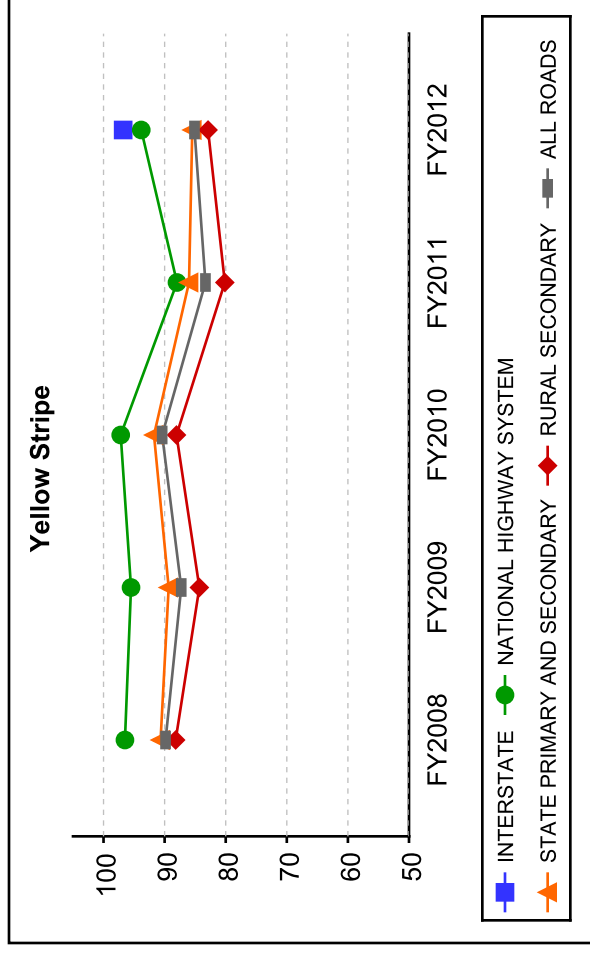
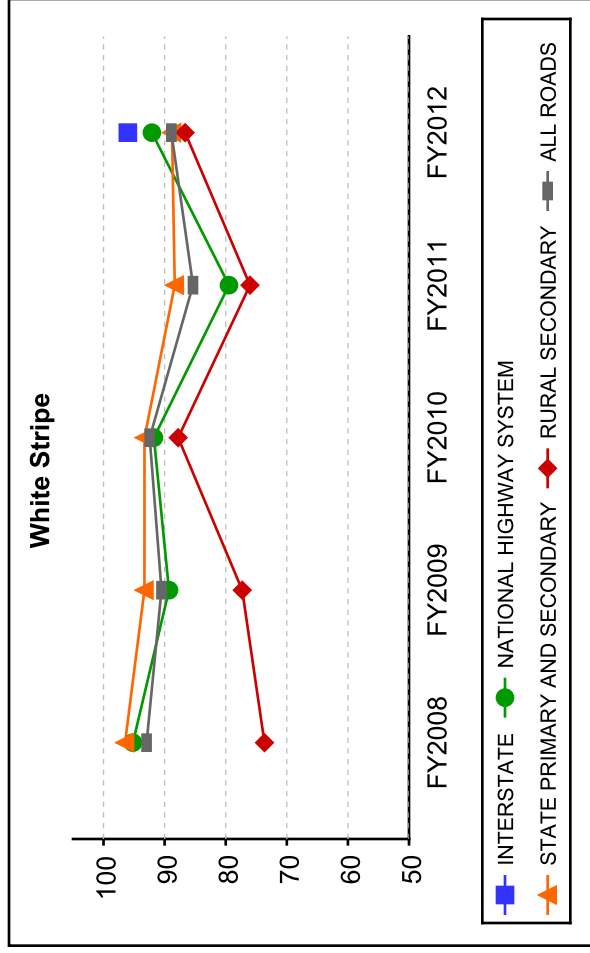
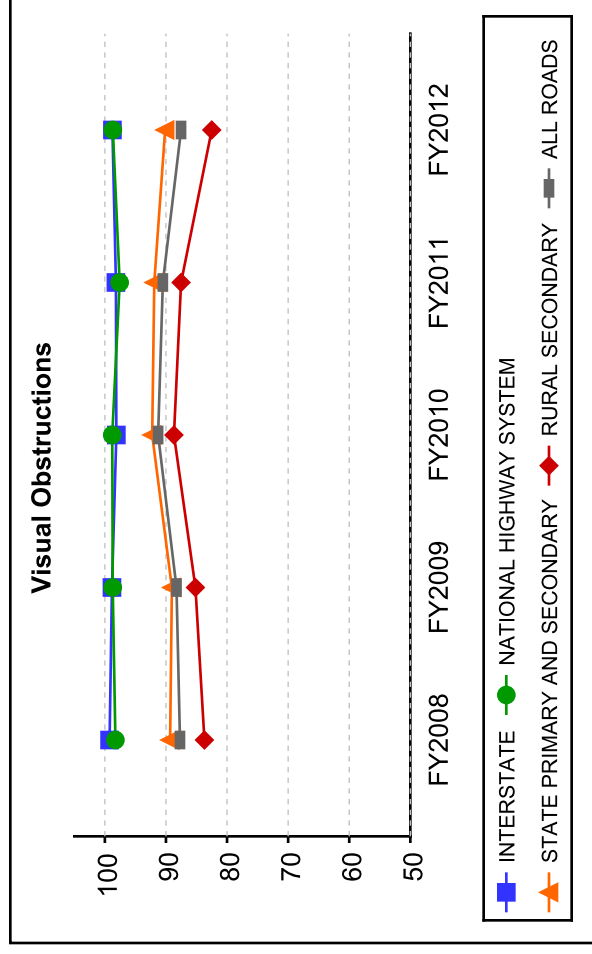
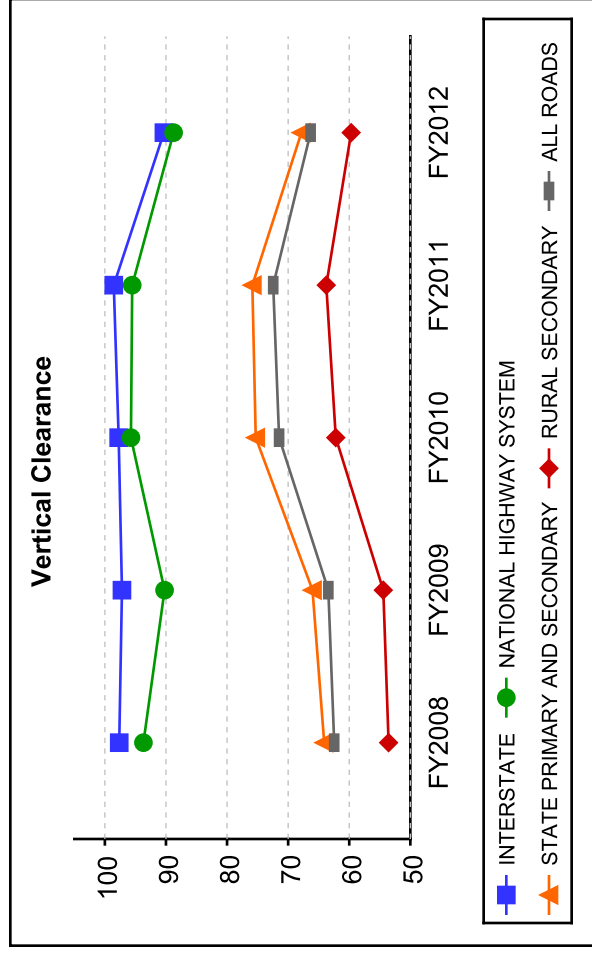
Appendix II is a graphical representation of historical scores on a statewide basis. Scores for the current and previous four years are represented in the graphs for each of the four road types. The gray shaded area represents the weighted average of all roads for the given feature. This weighting is based on the number of miles present for each road type. For this reason, the shaded area may not appear to be a true average of the individual lines. In general, the weighted average will tend to gravitate toward the RS and Other SP/SS scores as these have the majority of centerline miles.

In some instances, there may be insufficient data available to analyze a specific road type. In these cases, individual lines may be broken or may not appear at all. Where possible, the overall average score is still displayed.

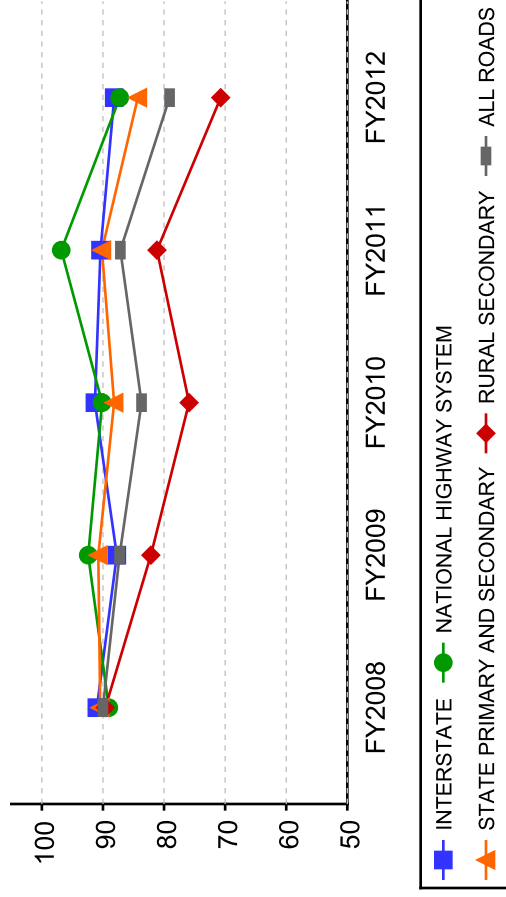




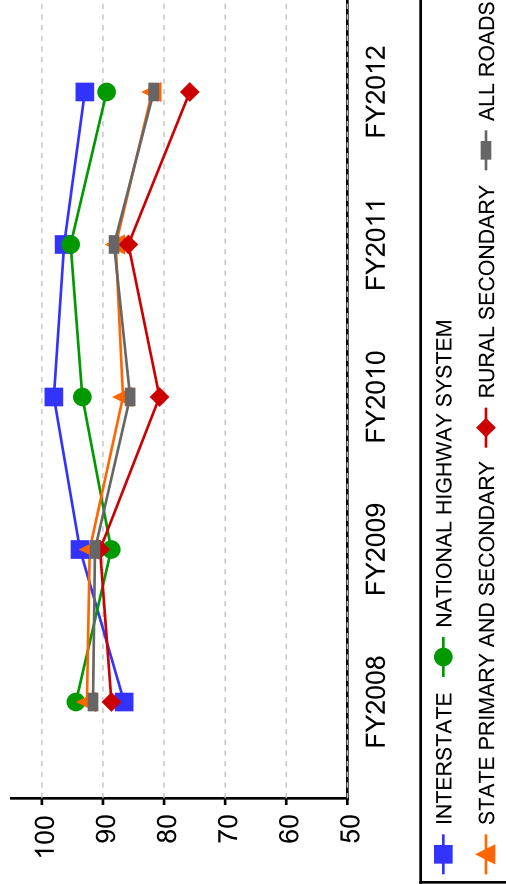




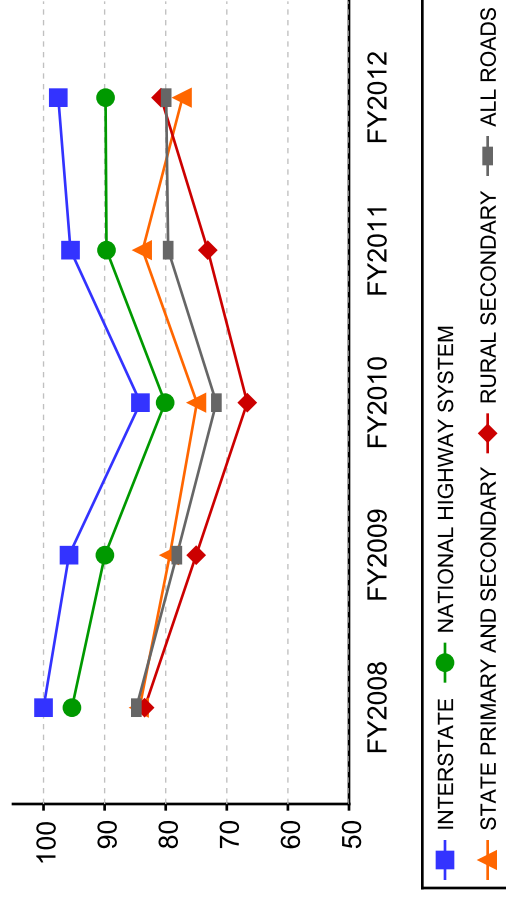
Guide Signs



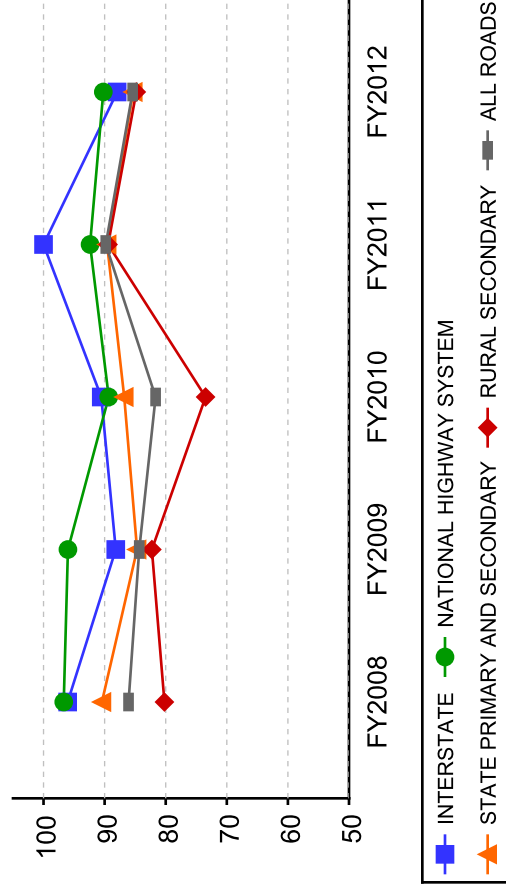
Guide Sign Assemblies

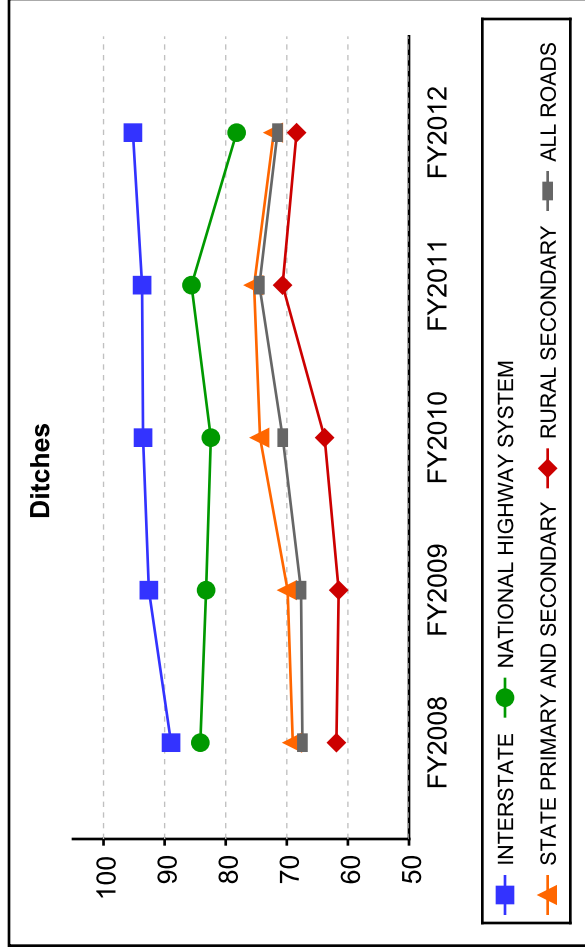
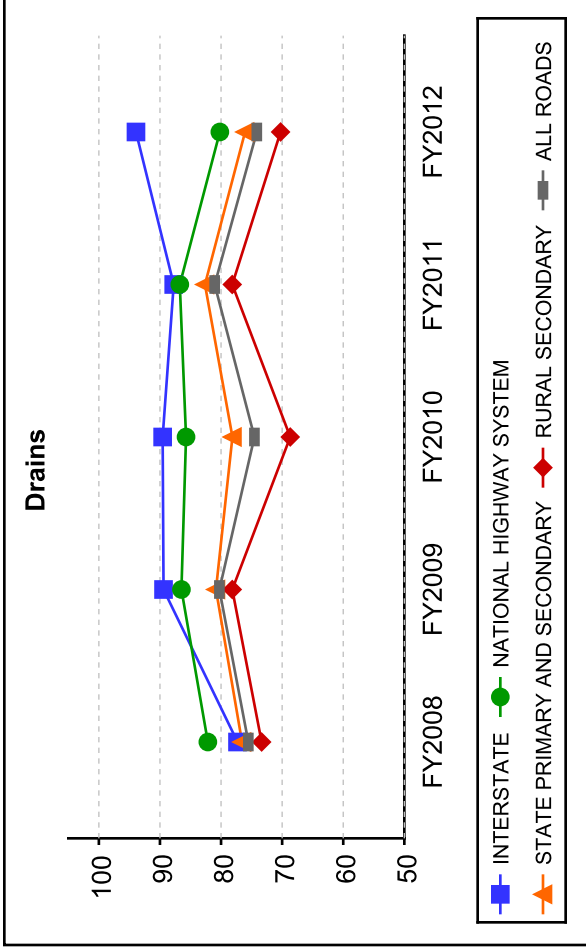
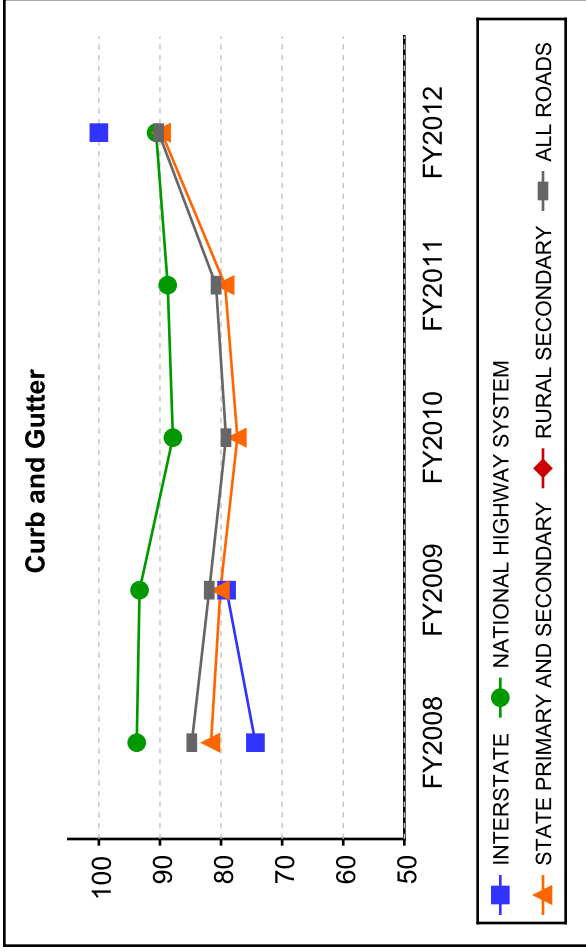


Warning and Reg. Signs



Warning and Reg. Sign Assemblies



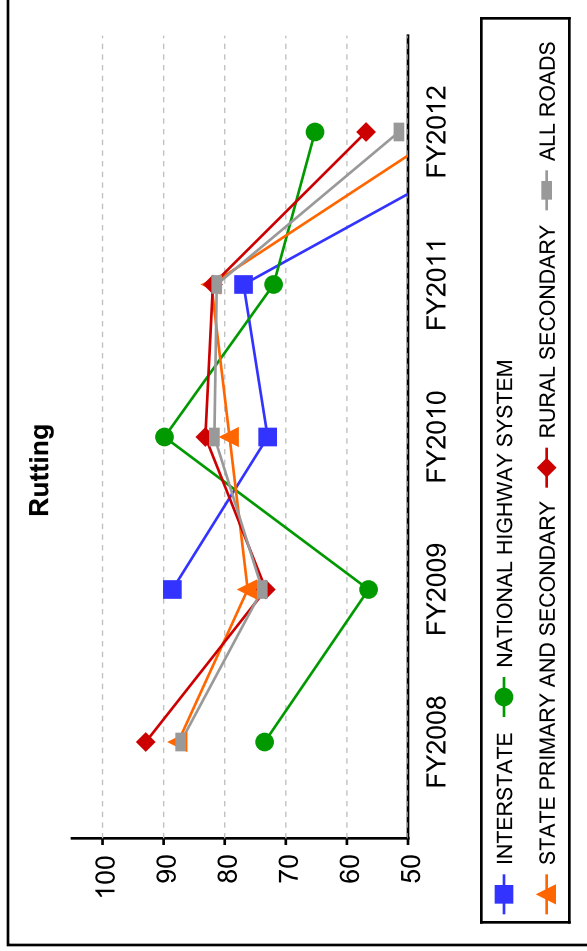
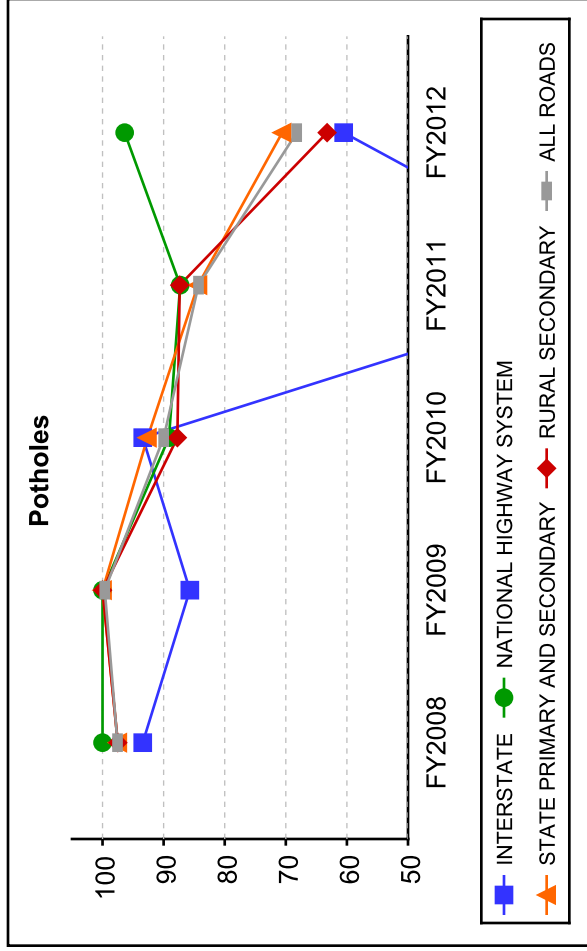
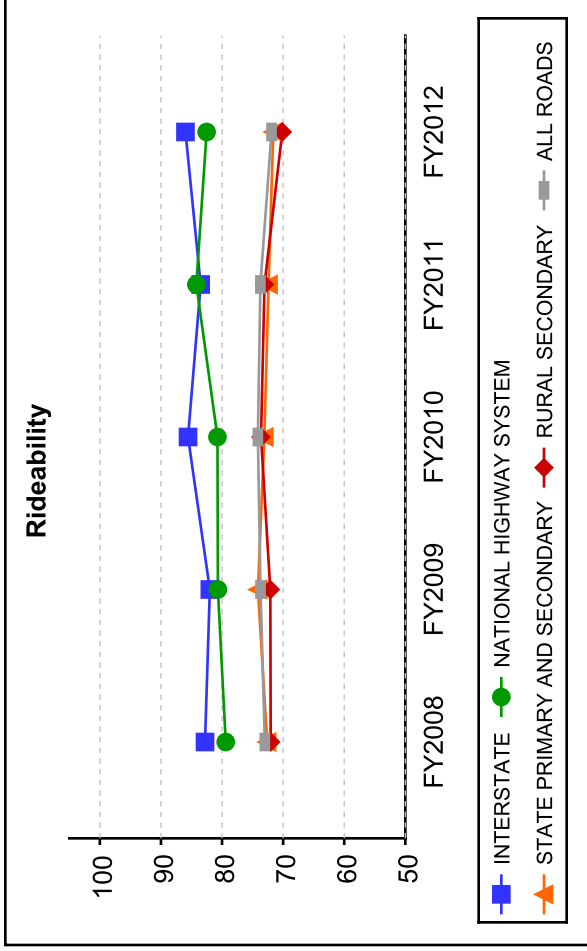
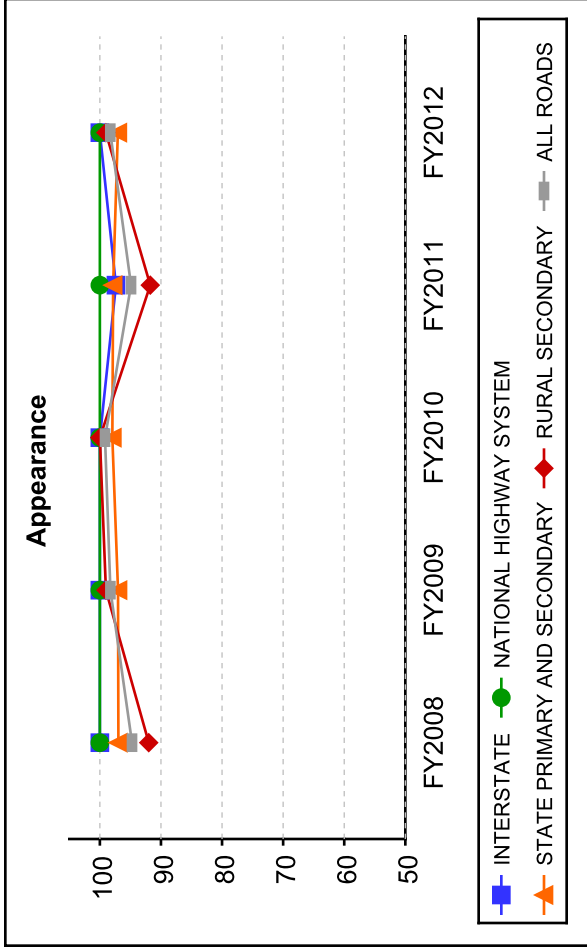


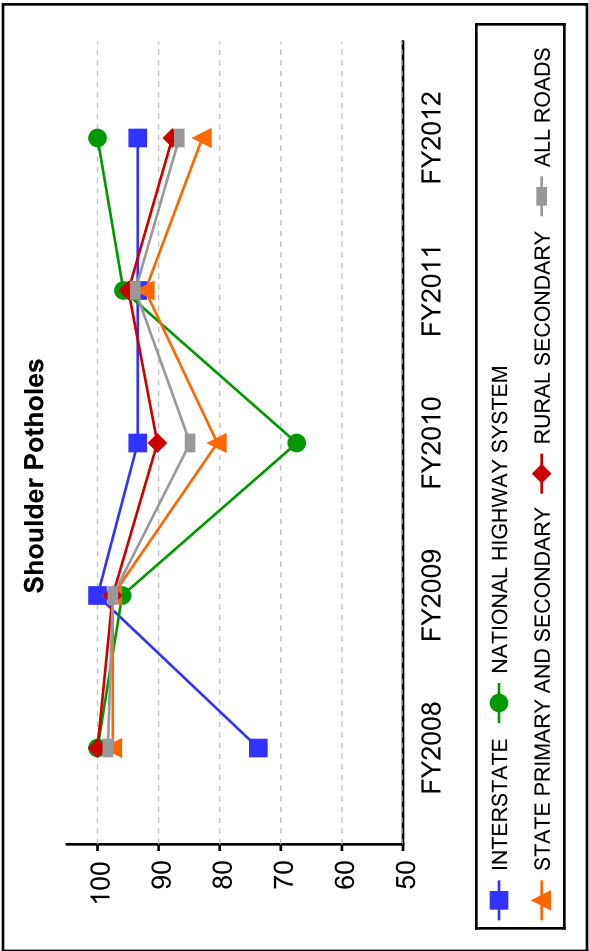
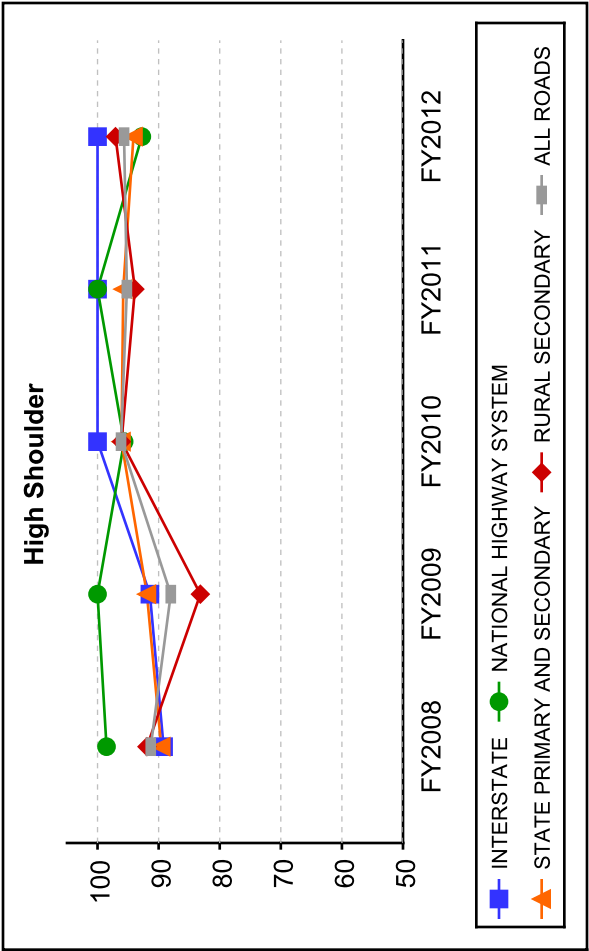
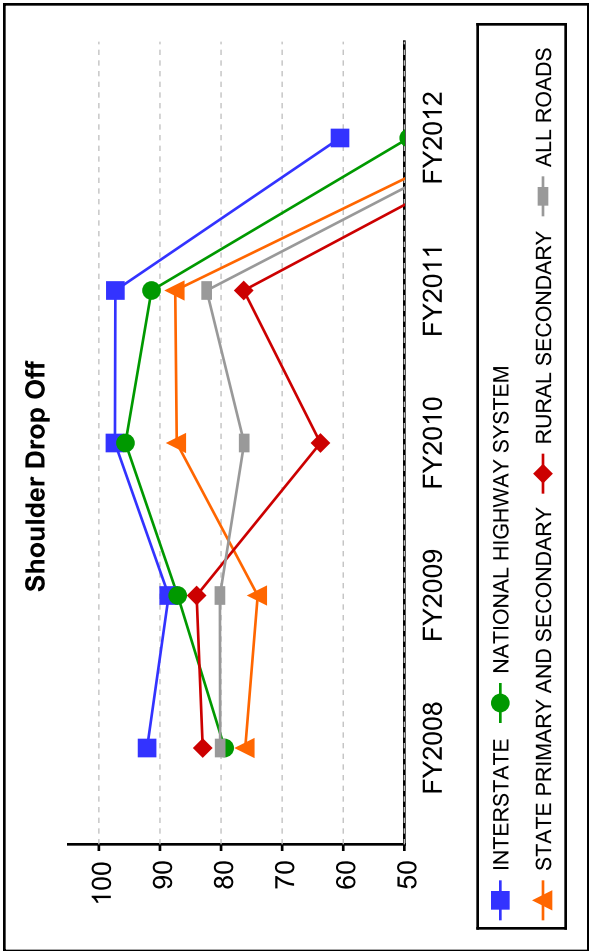
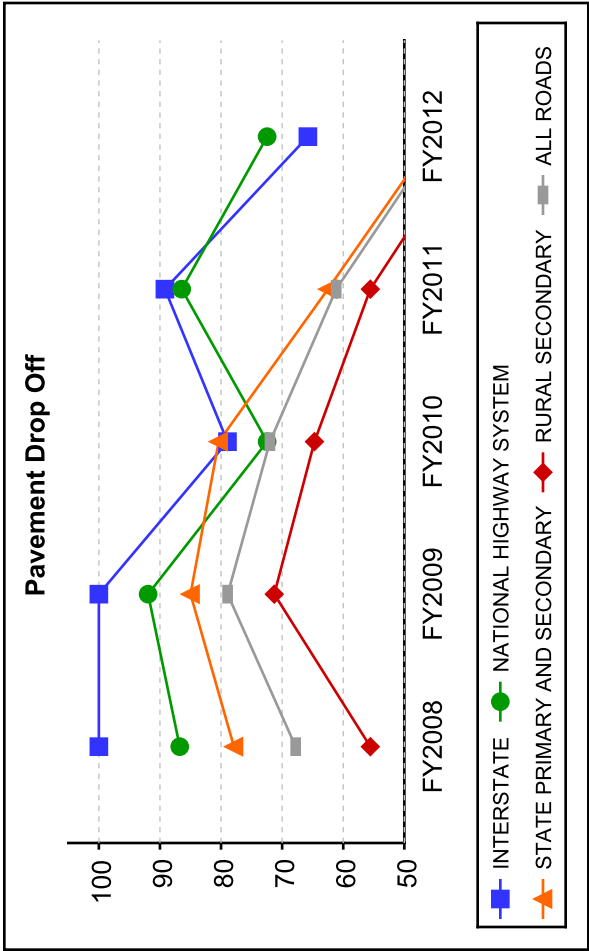
APPENDIX III

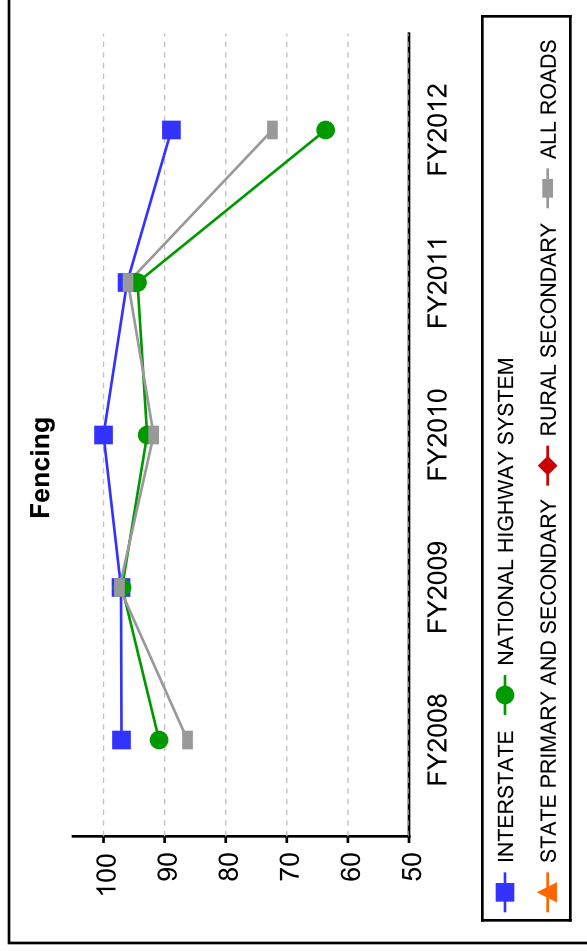
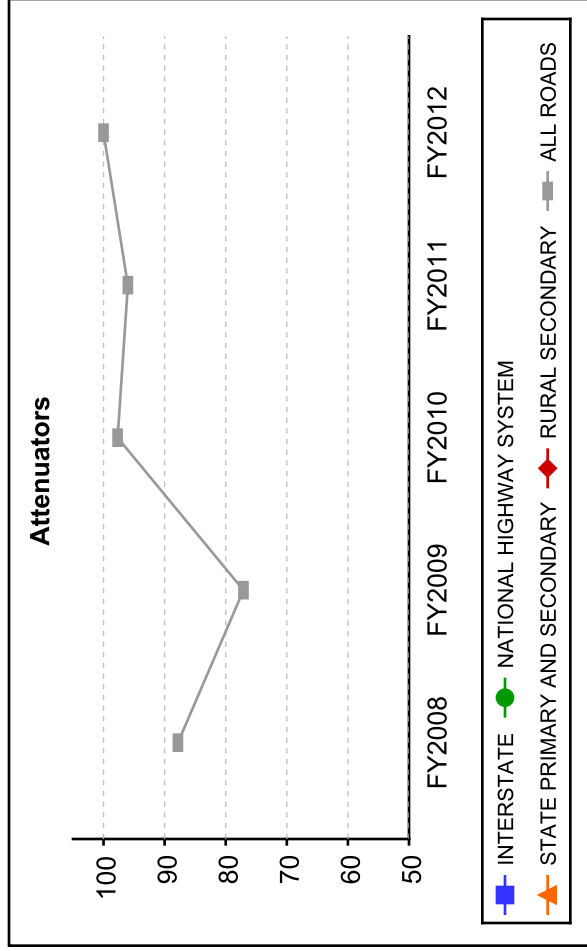
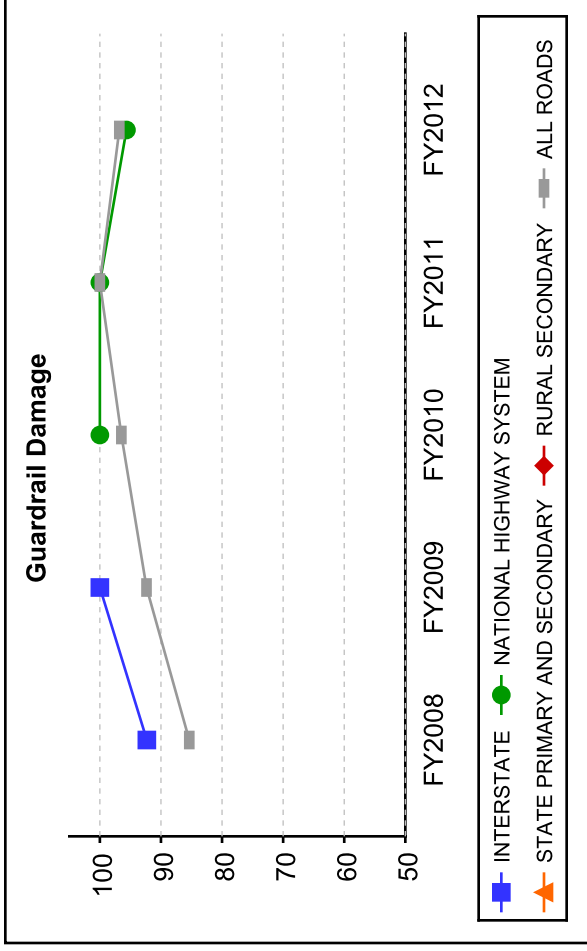
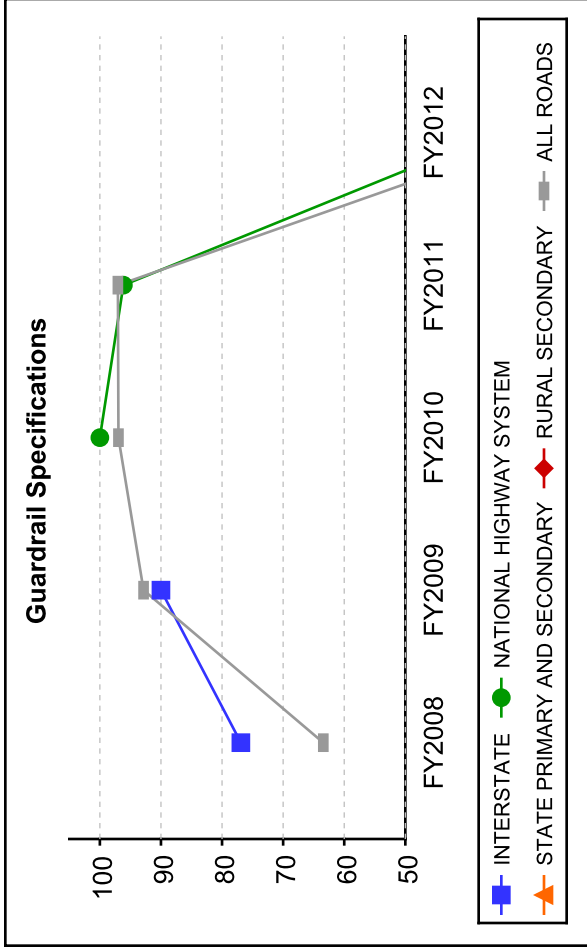
District Scores by Element Type

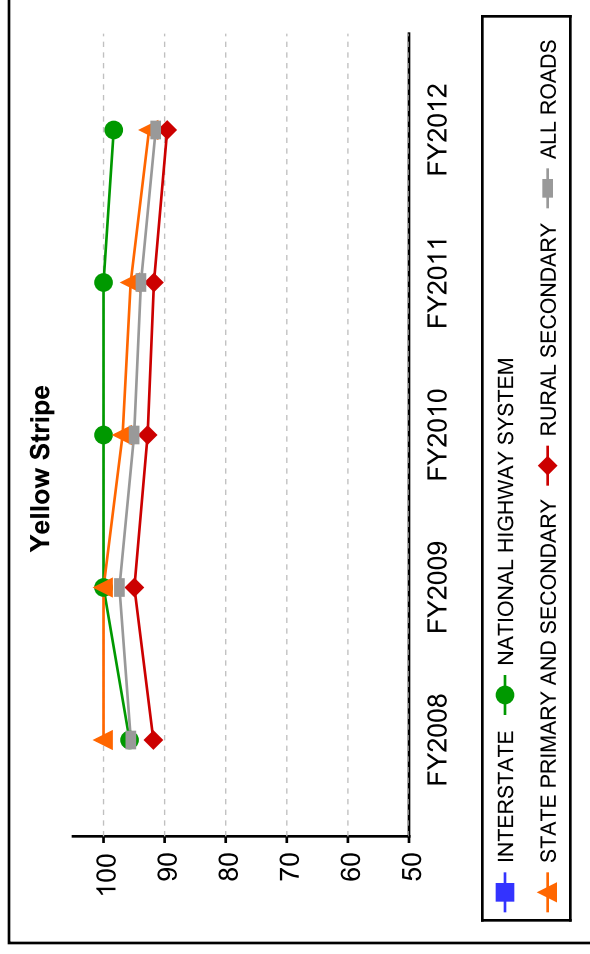
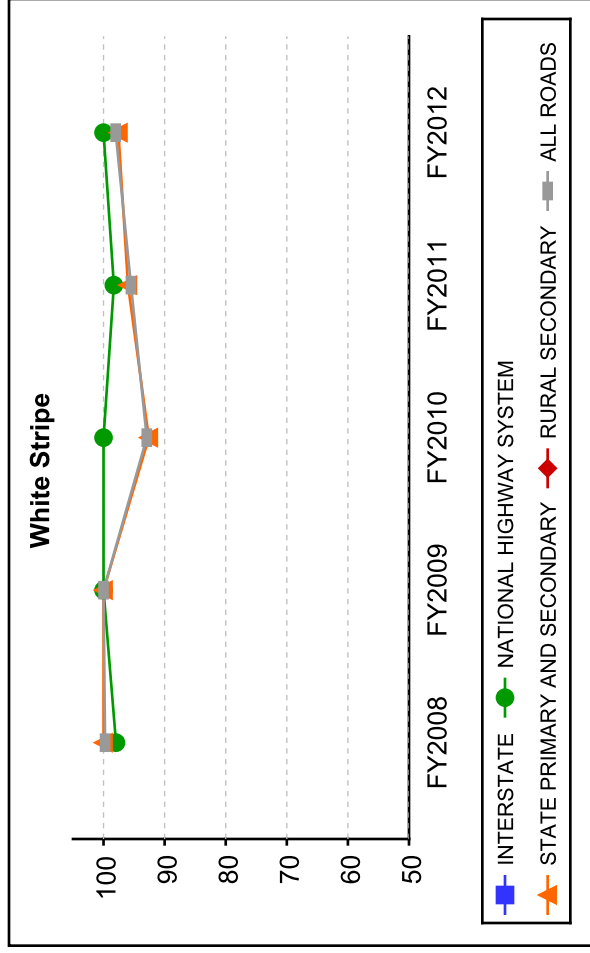
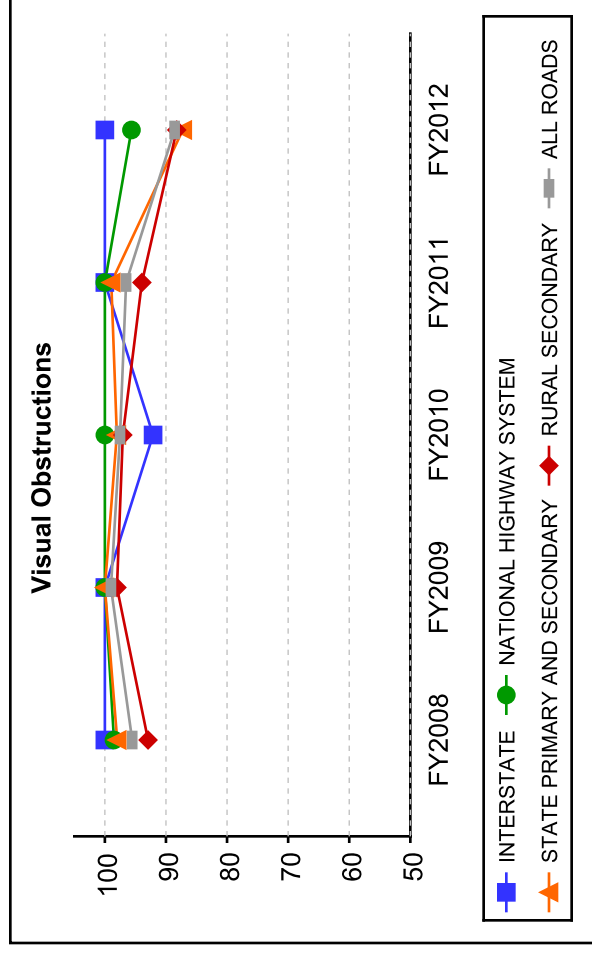
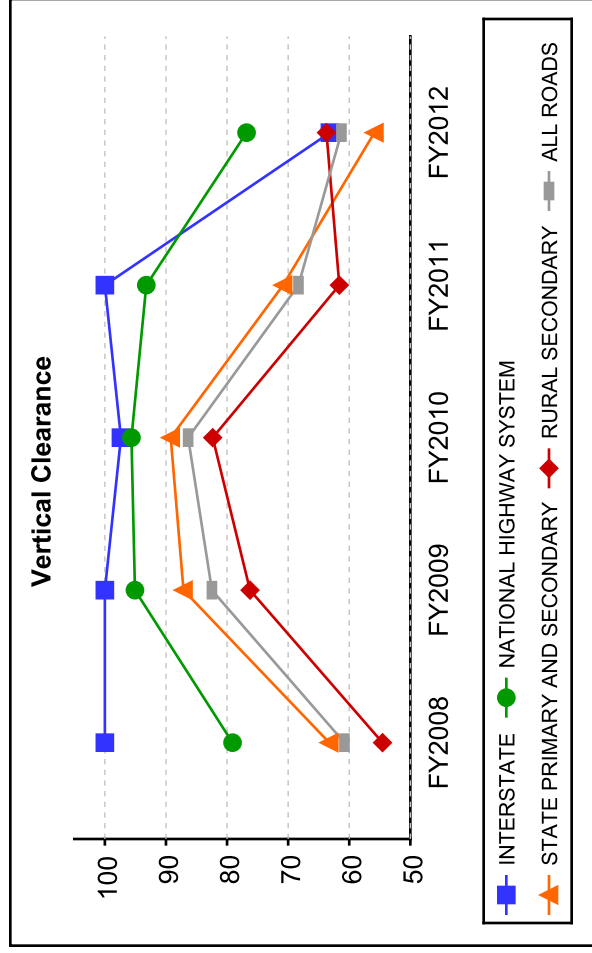
Similar to Appendix II, the District Scores by Element Type have scores for the current and previous four years represented in the graphs for each of the four road types. The gray shaded area represents the weighted average of all roads for the given feature.

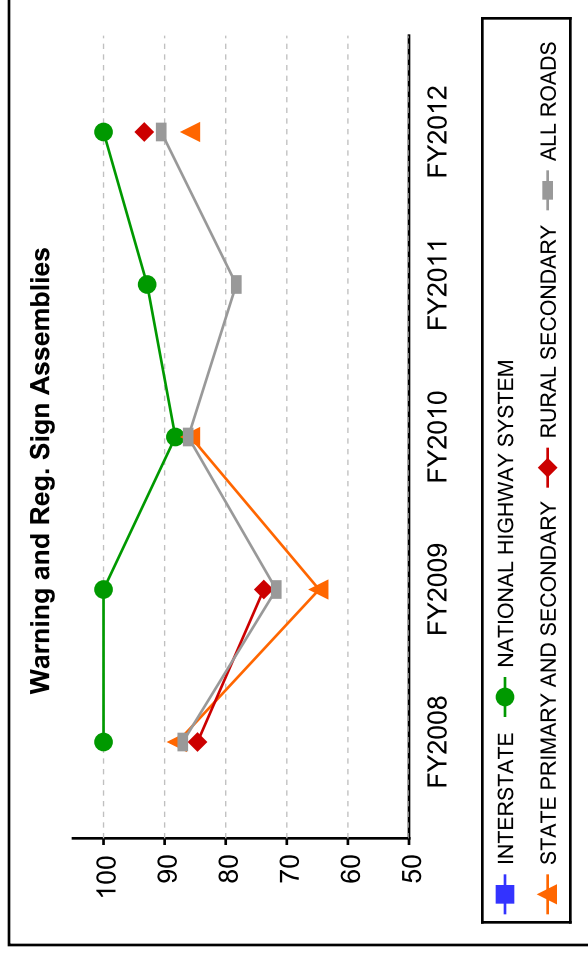
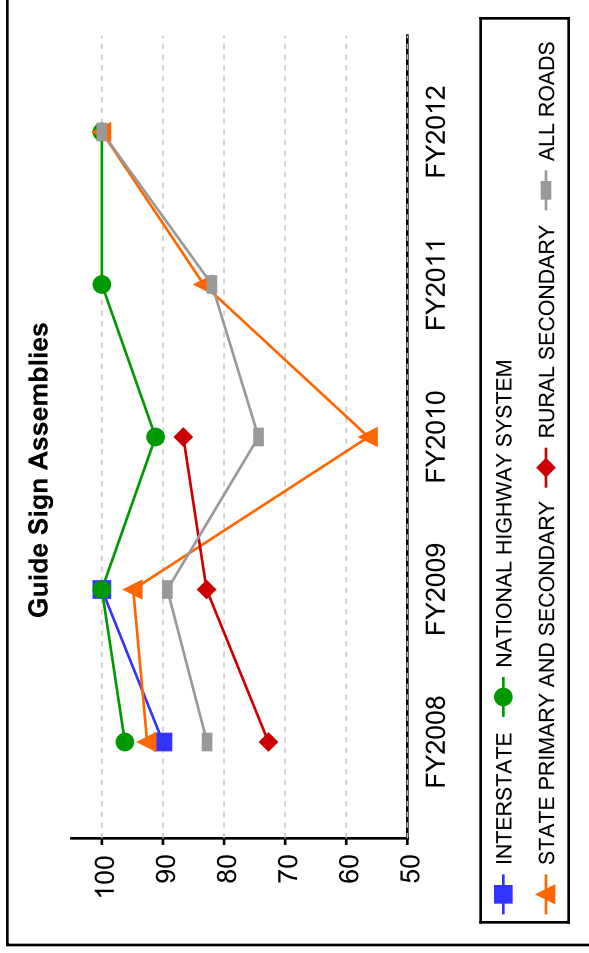
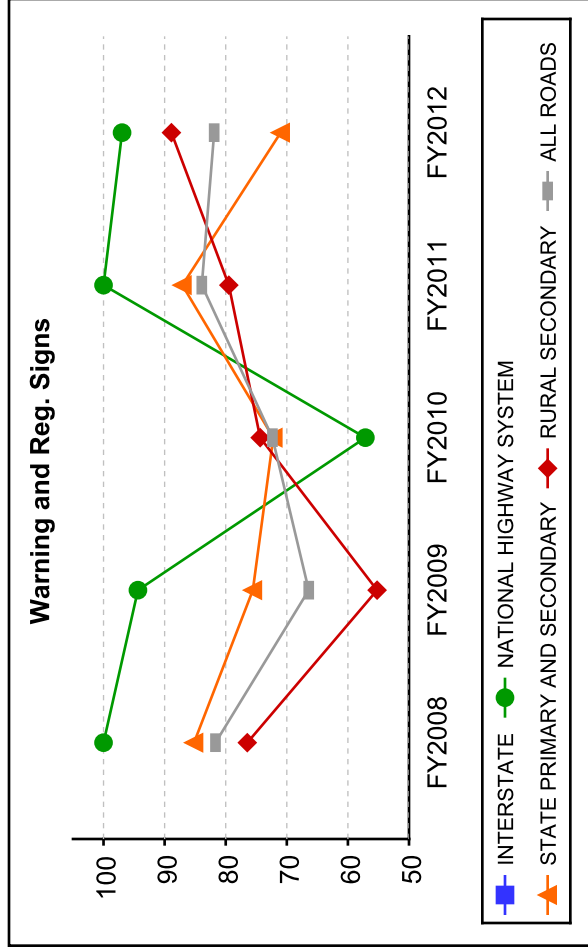
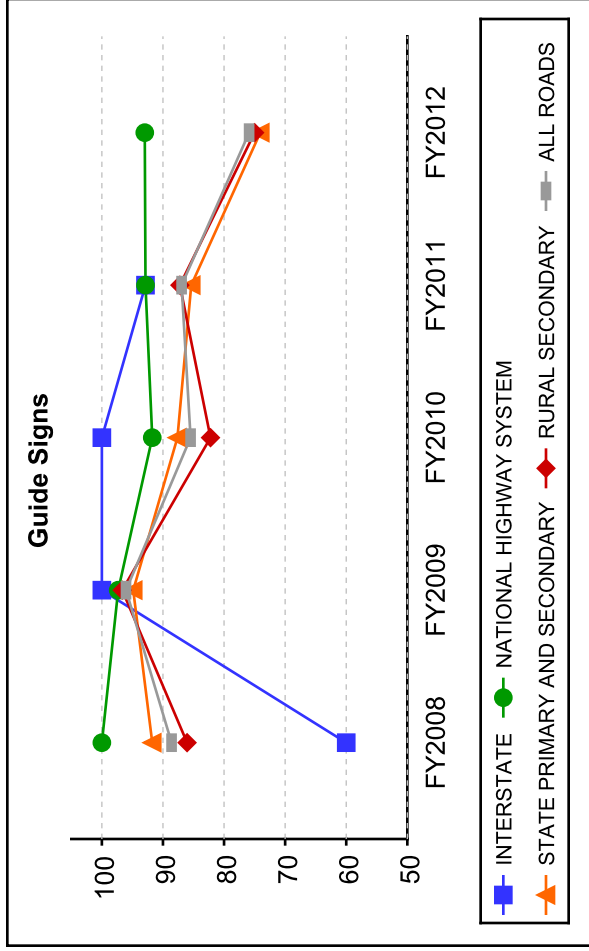
Due to the much smaller sample size in district evaluations, there are many more instances where there was insufficient data for analysis. These graphs are still shown, but will be marked accordingly. In some cases, the line representing a specific road type may be missing or broken due to insufficient data for a specific year or road type, but the district-wide average for all road types is still shown where possible.



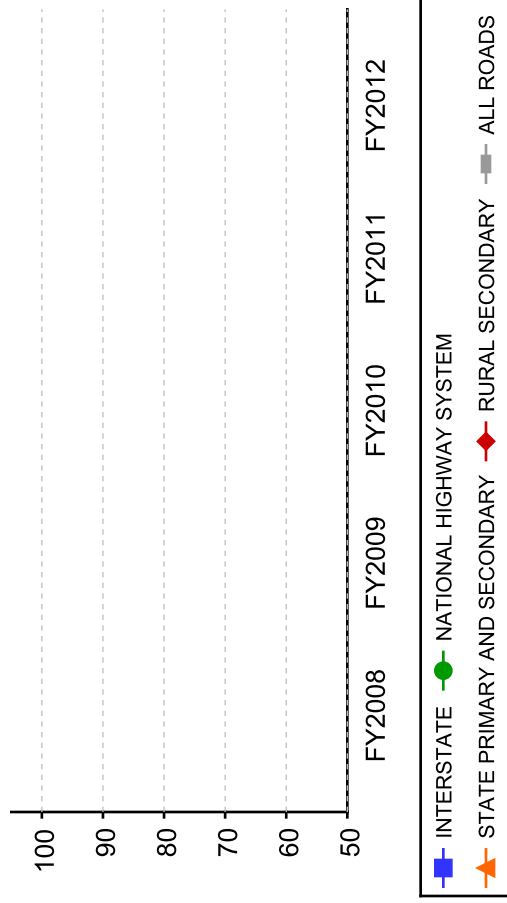




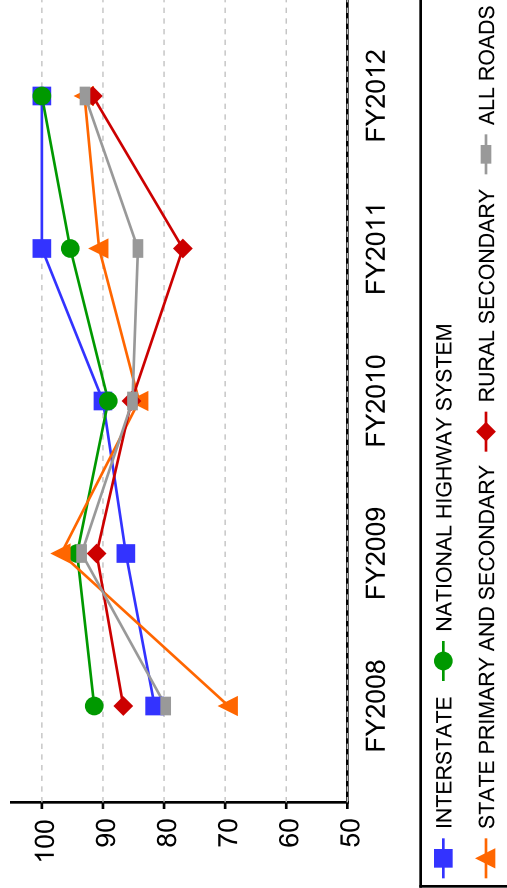




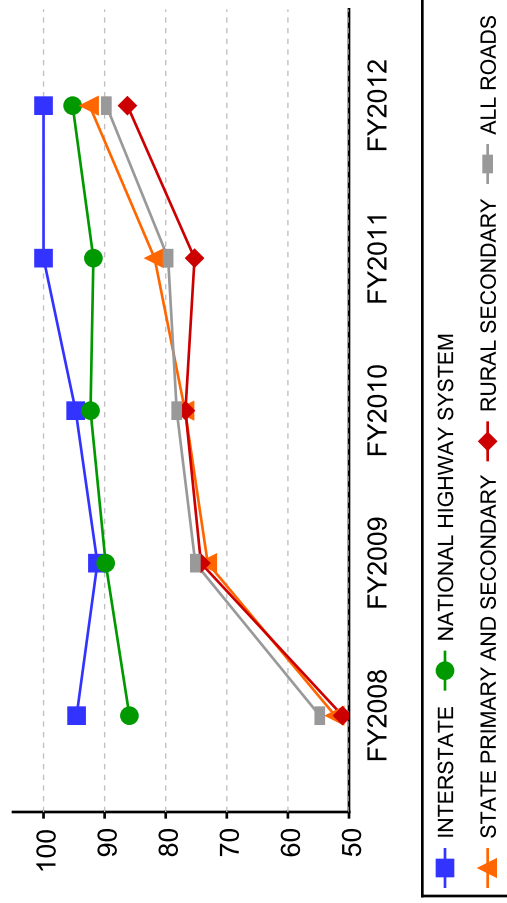
Curb and Gutter

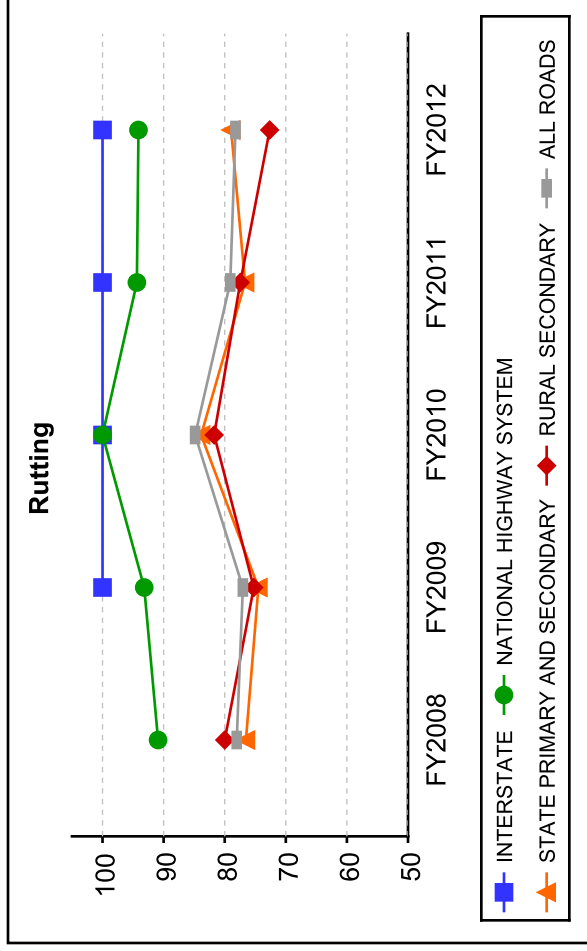
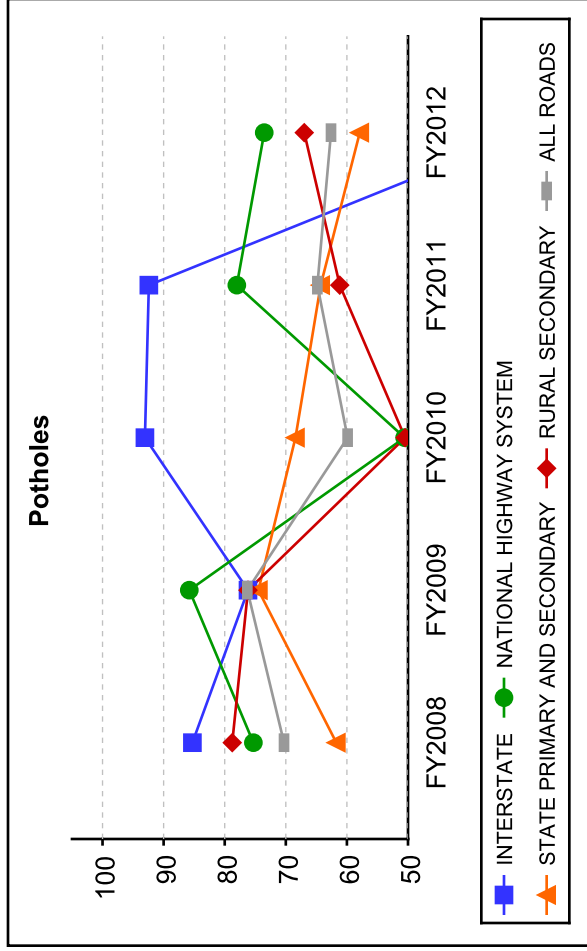
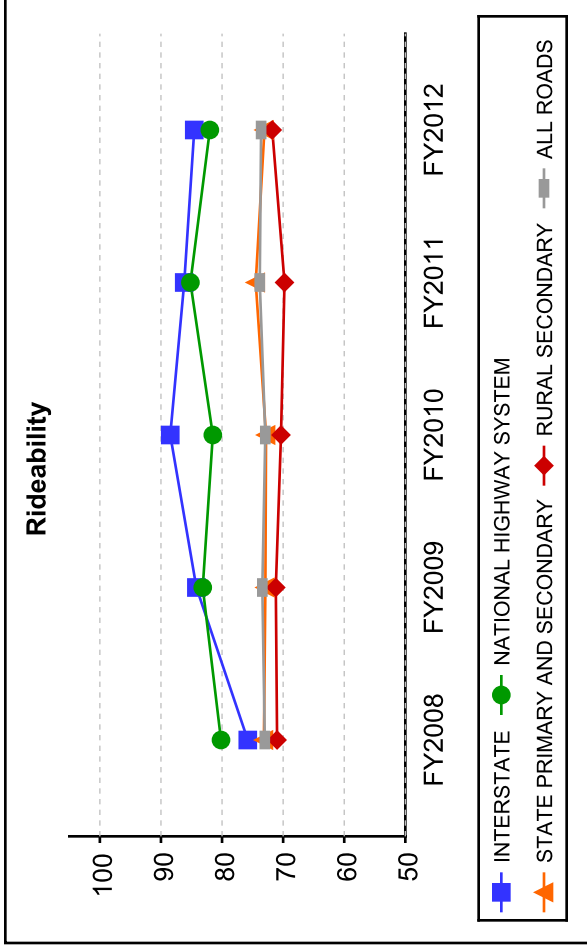
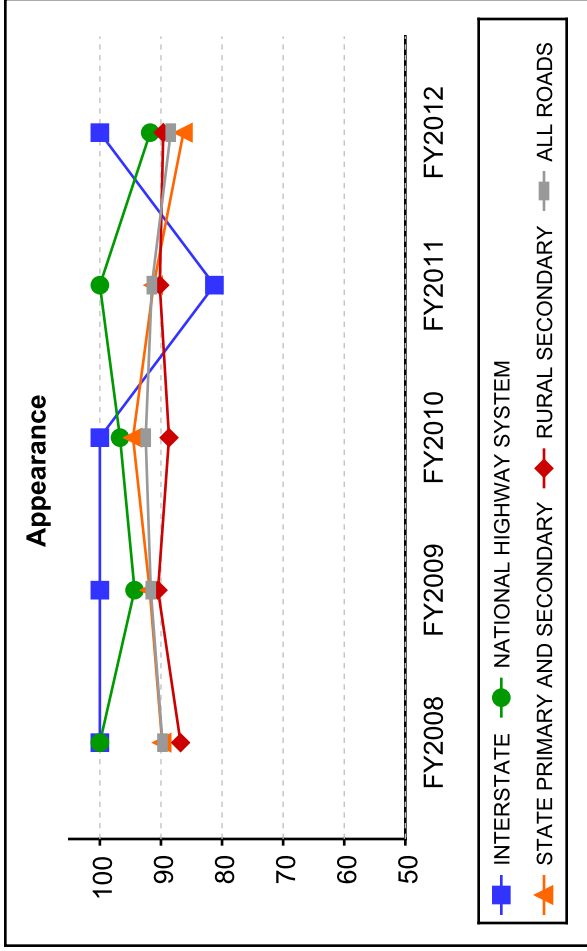


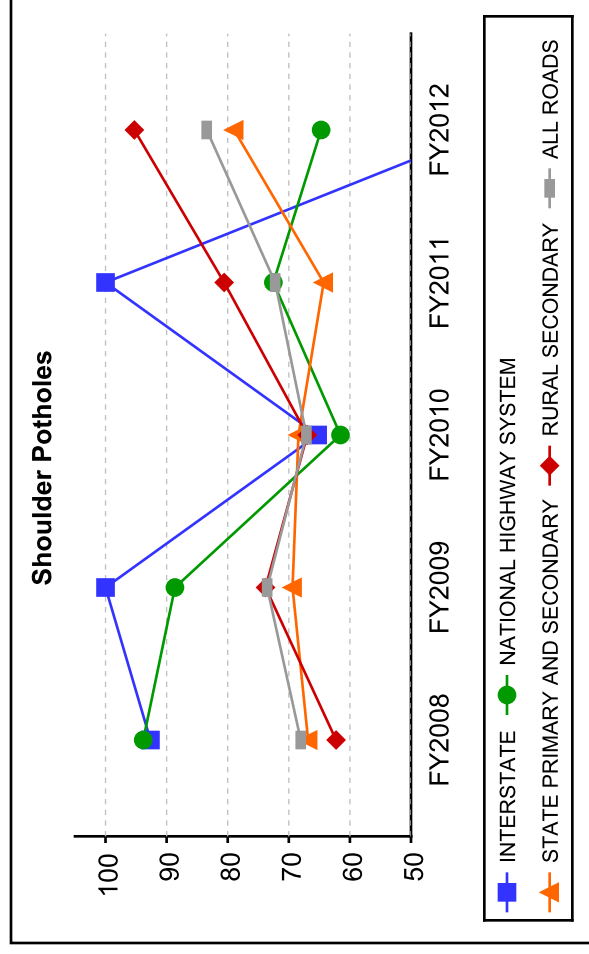
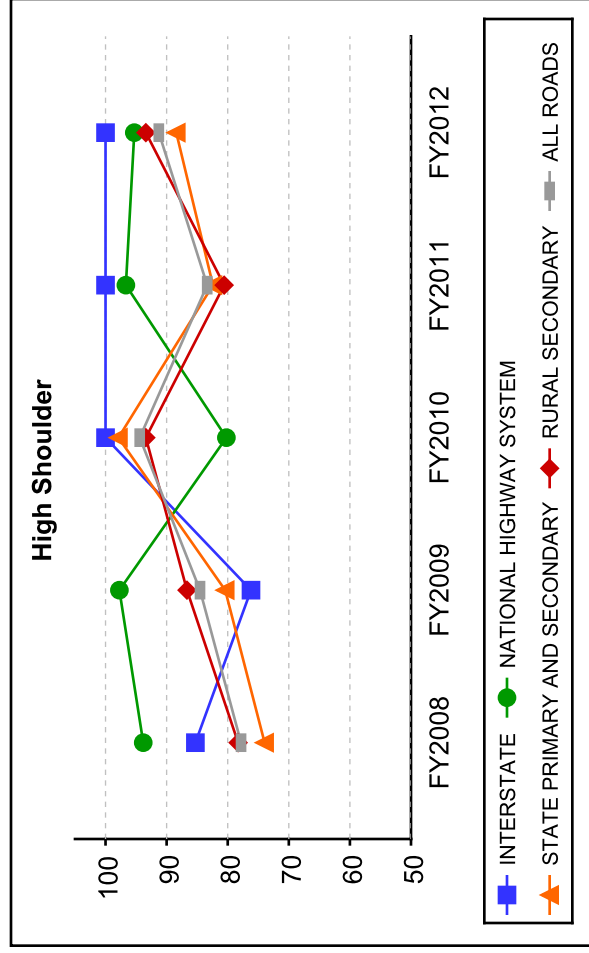
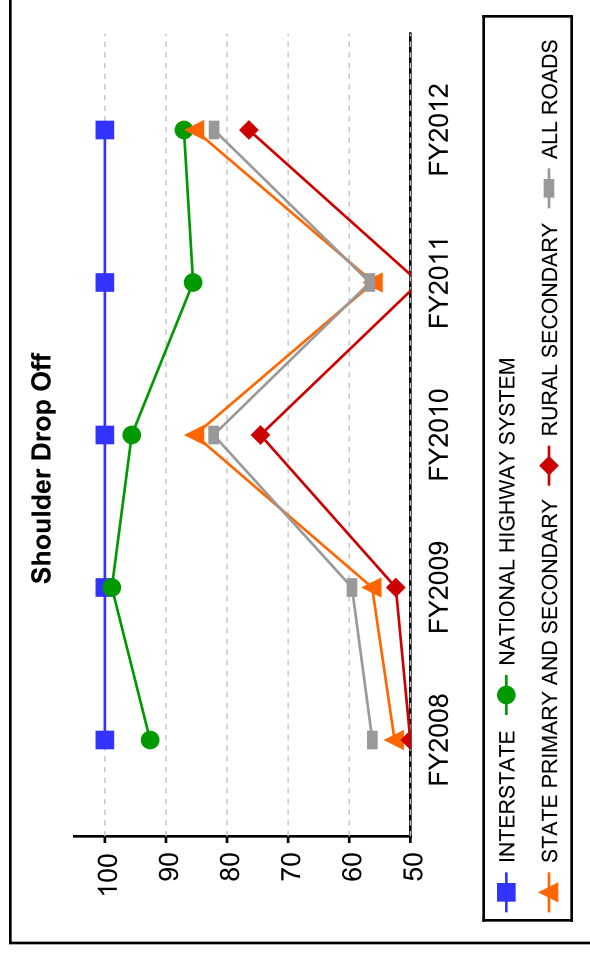
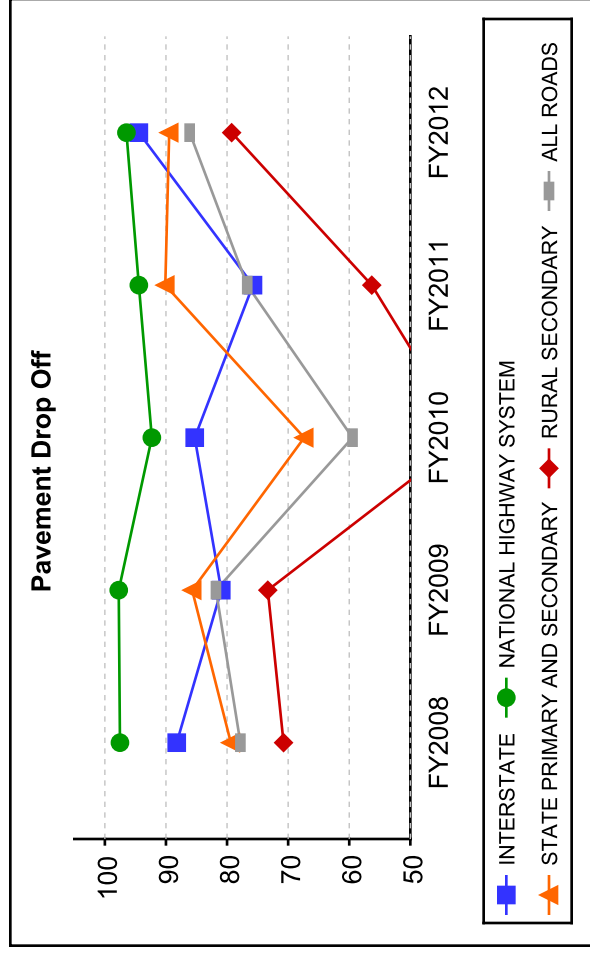
Drains

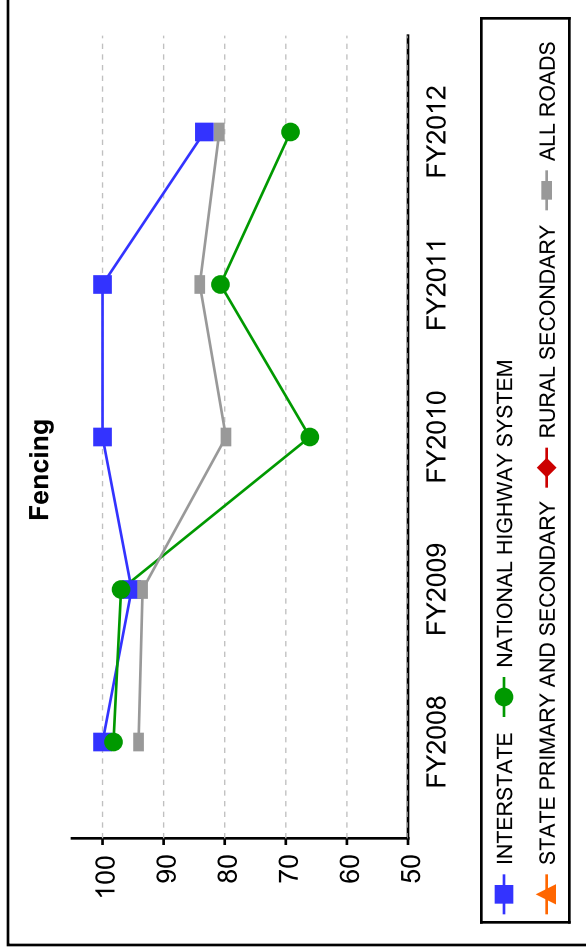
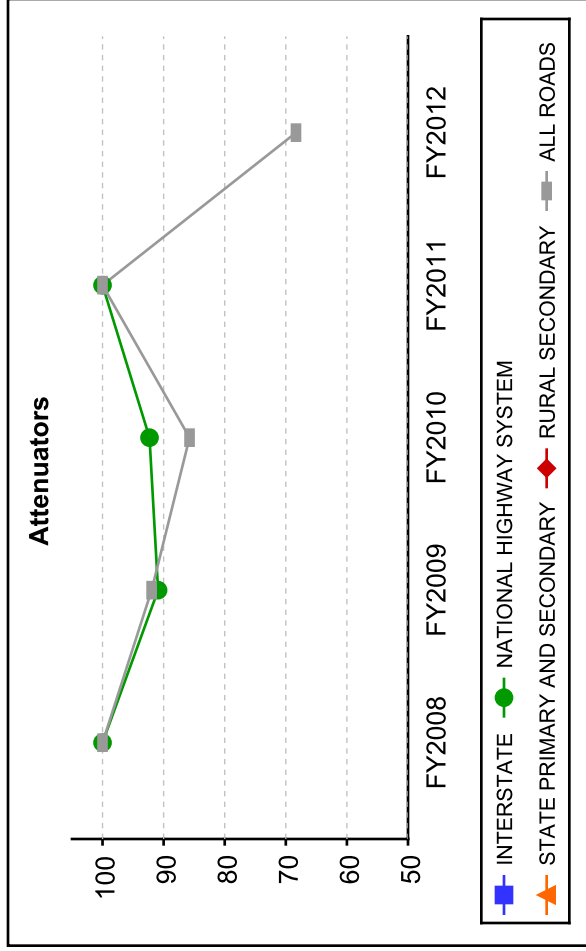
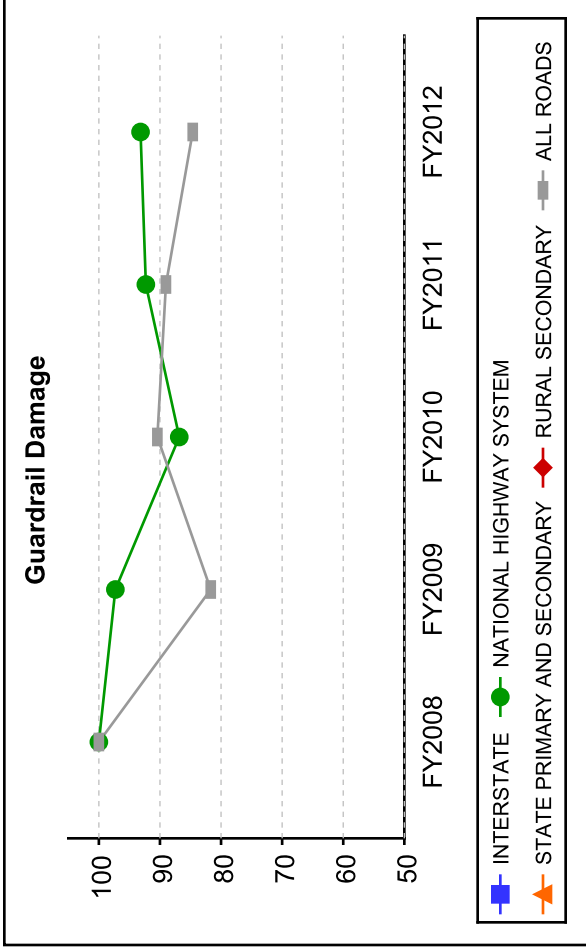
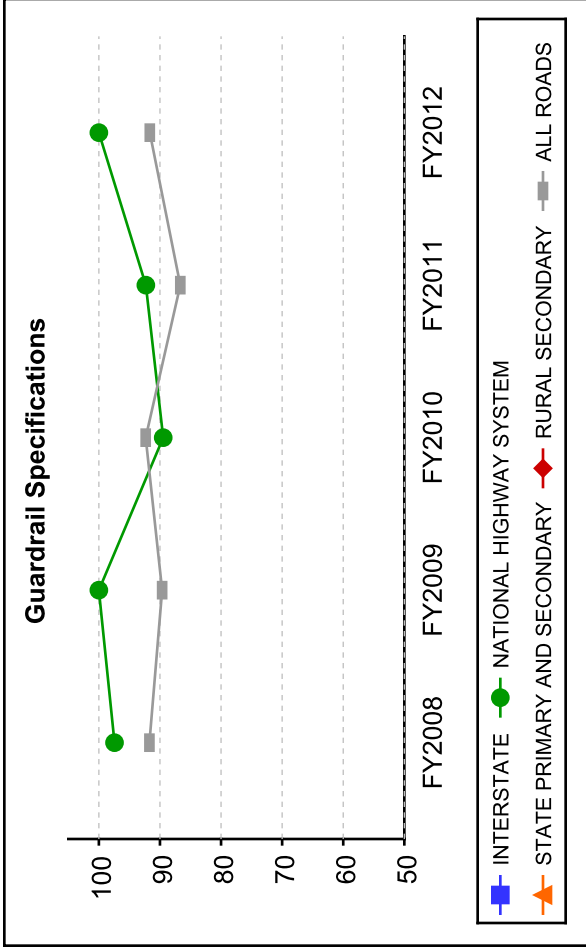


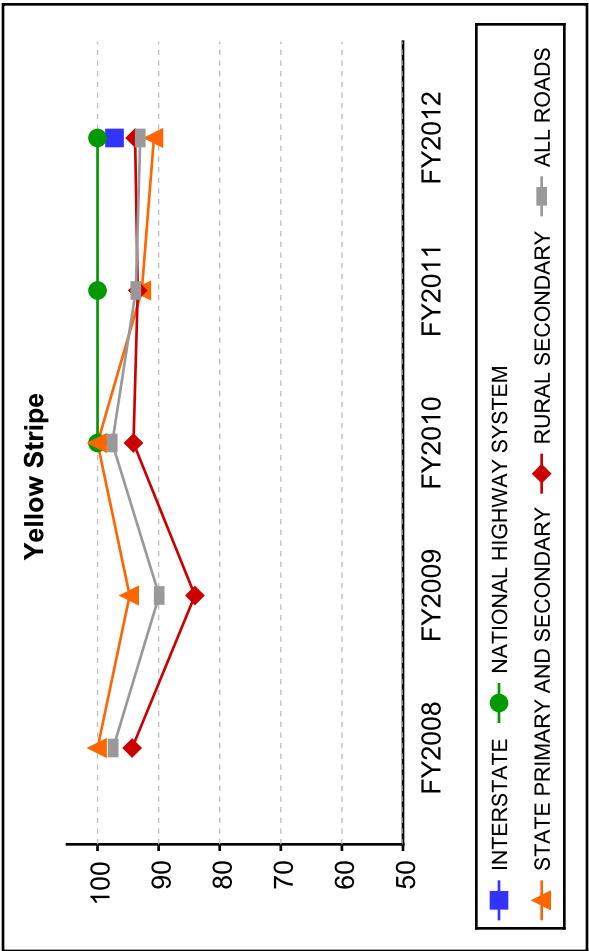
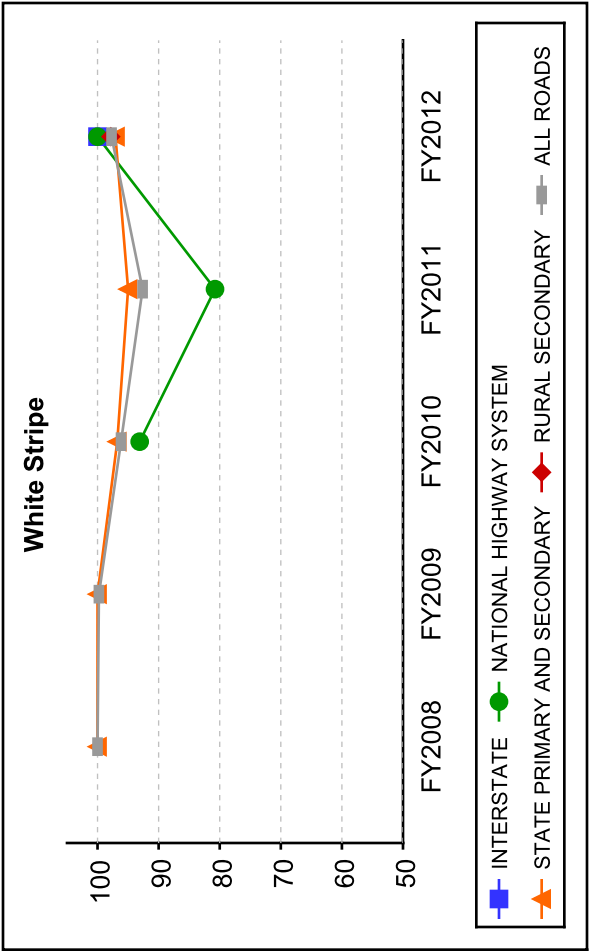
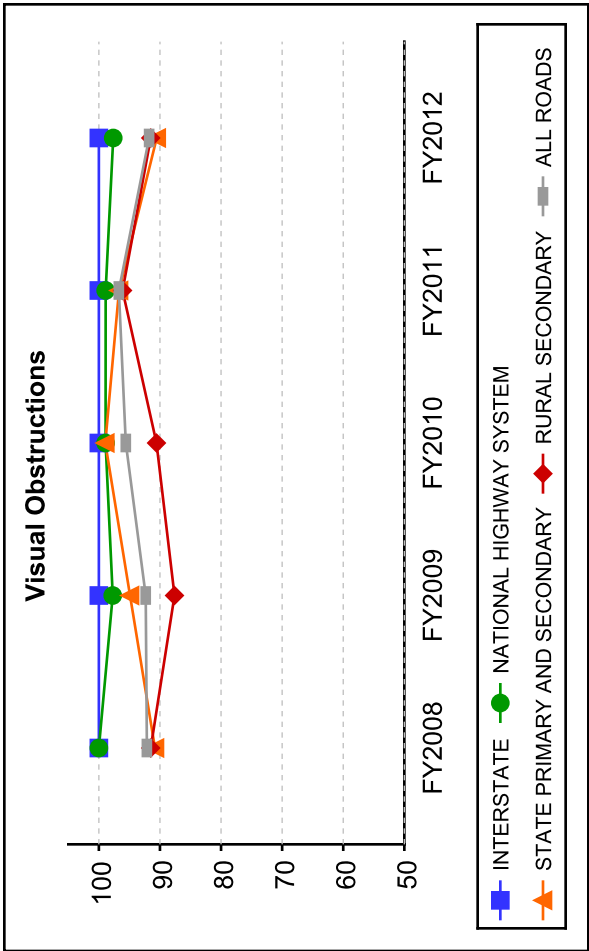
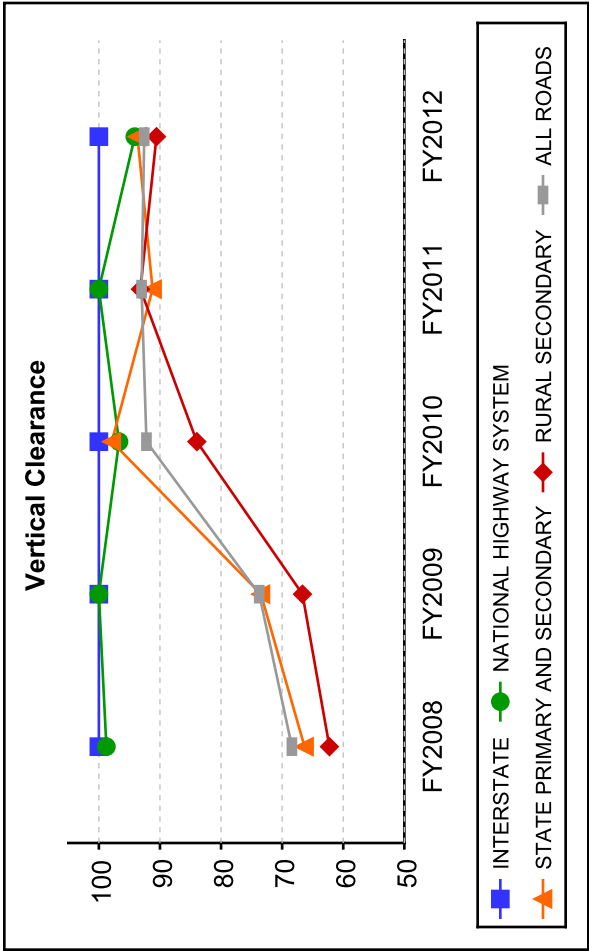
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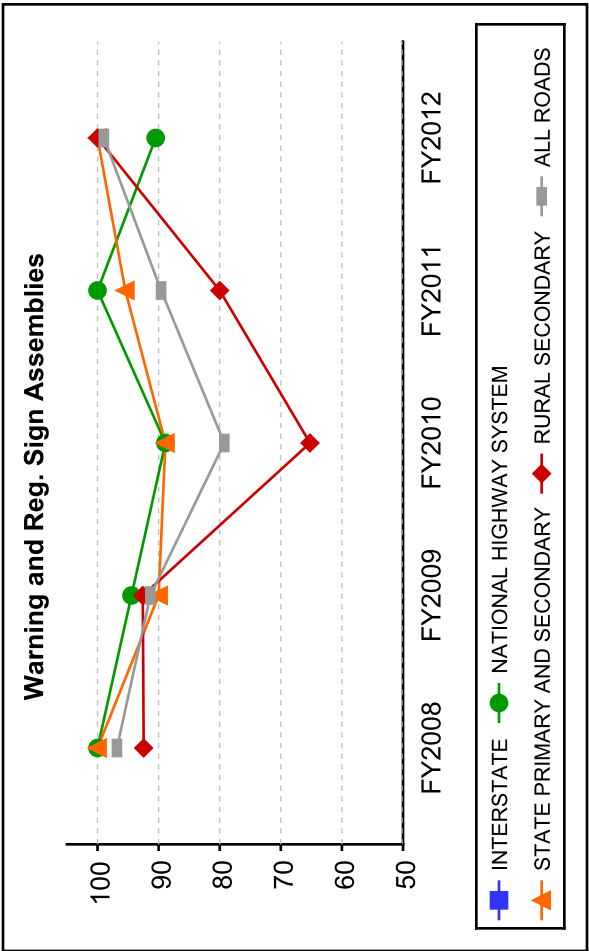
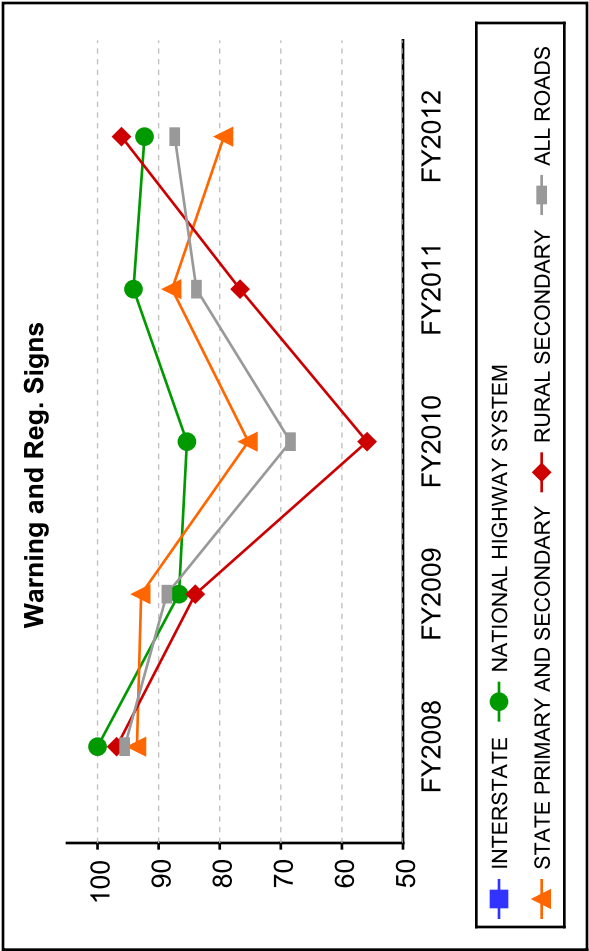
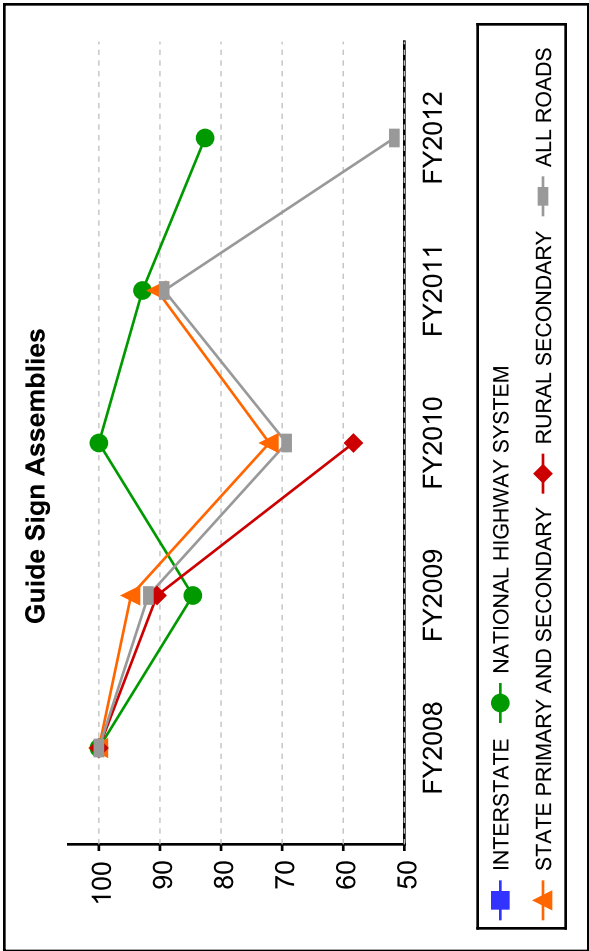
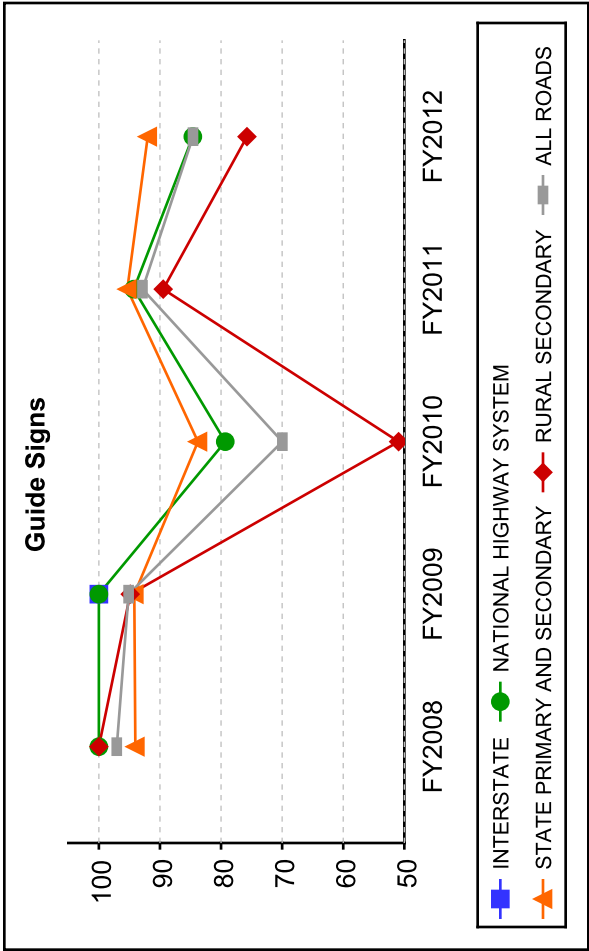




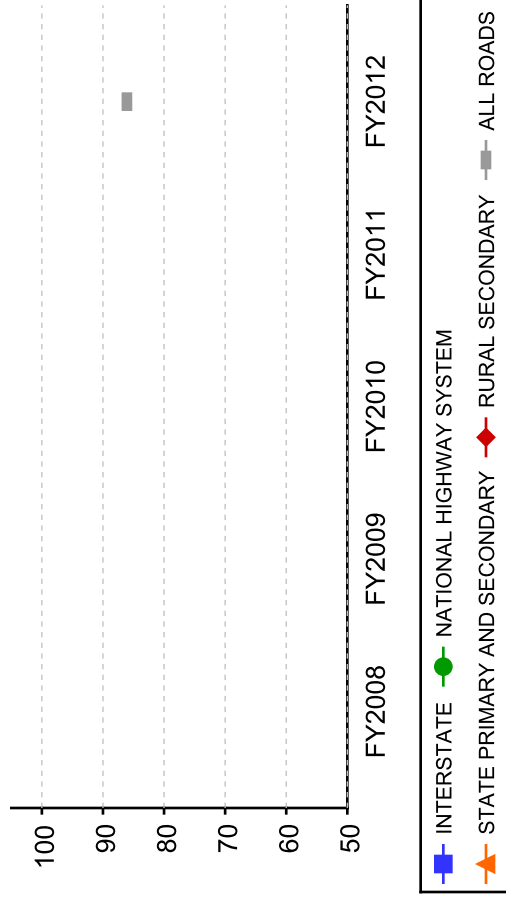




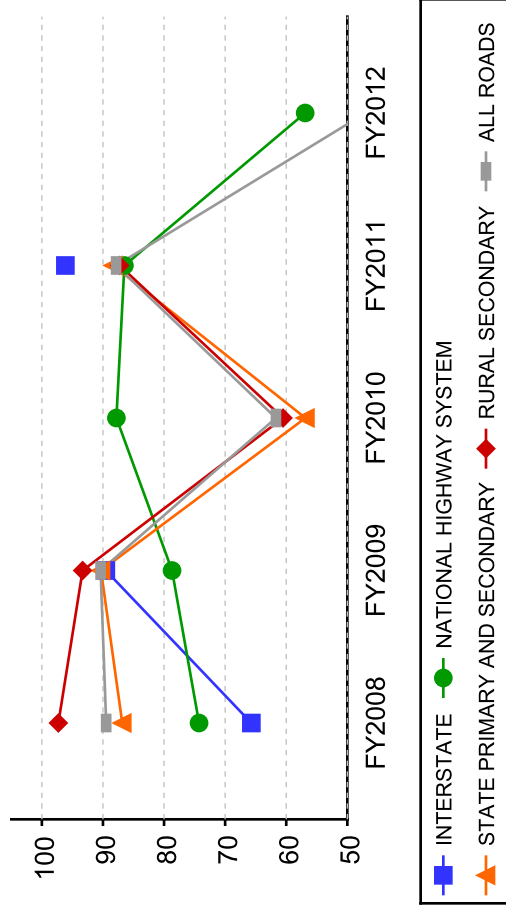




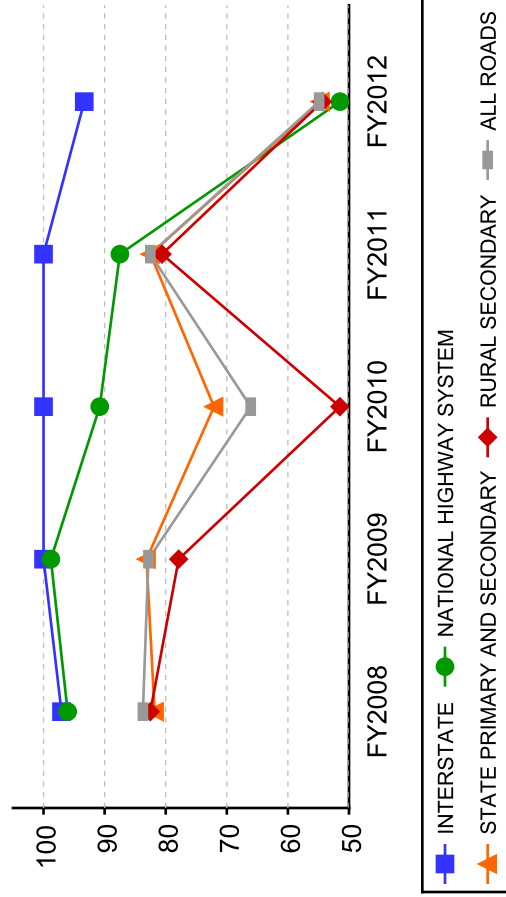
Curb and Gutter

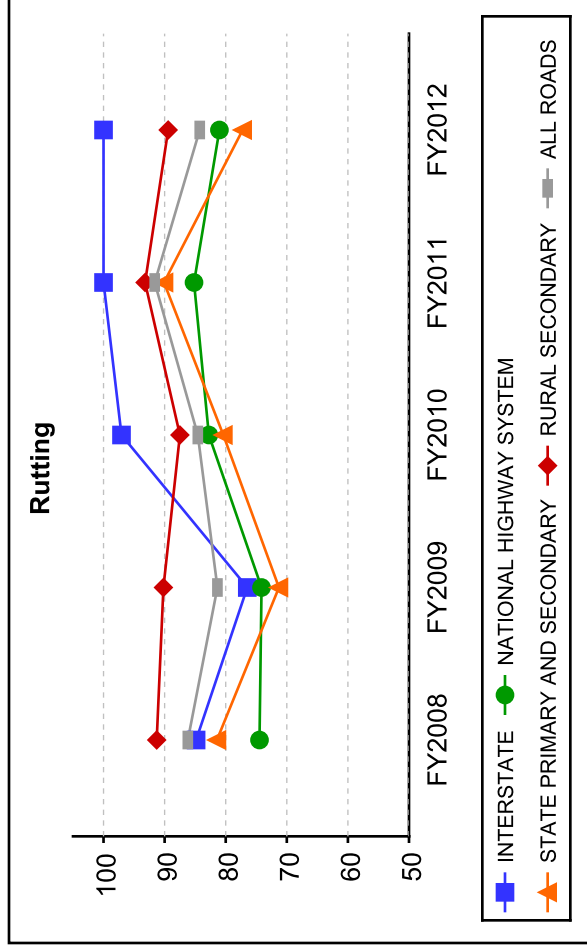
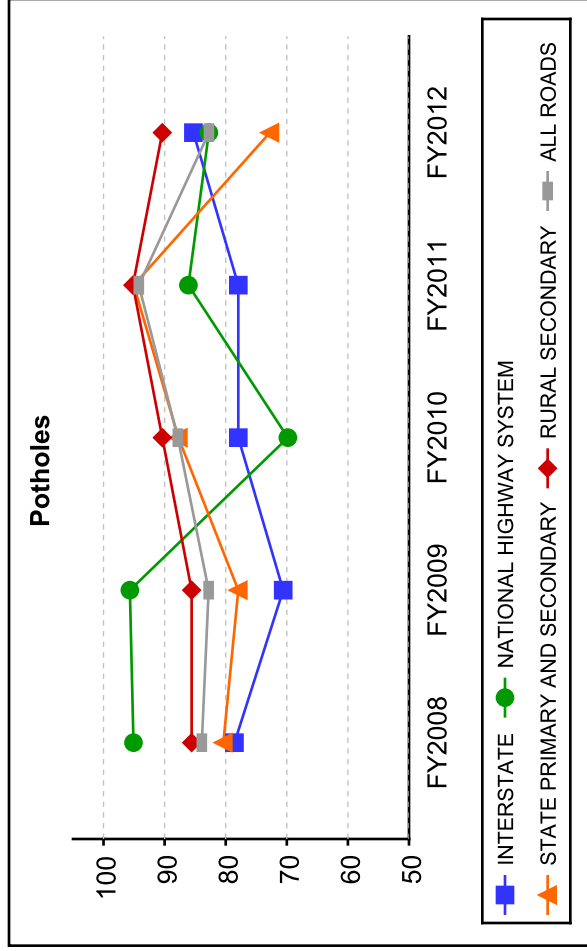
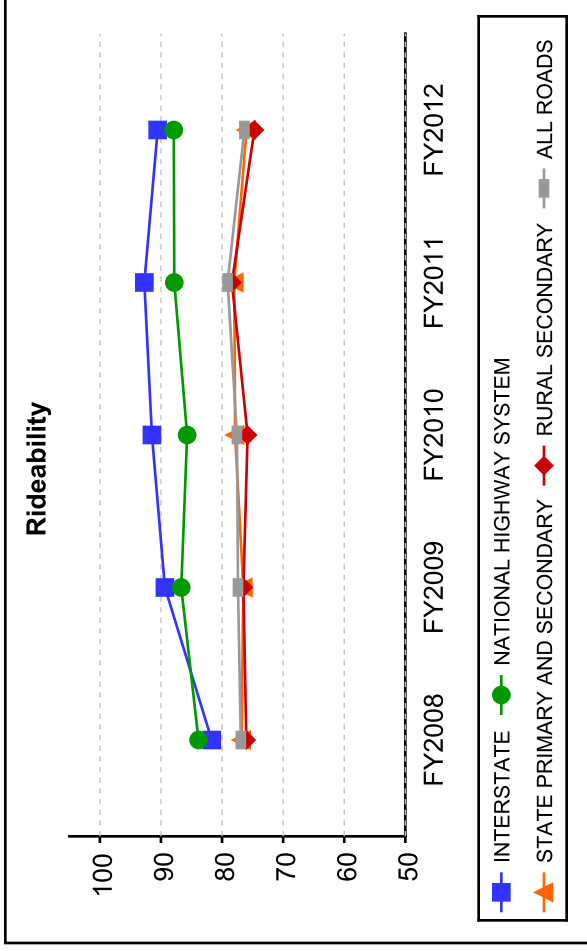
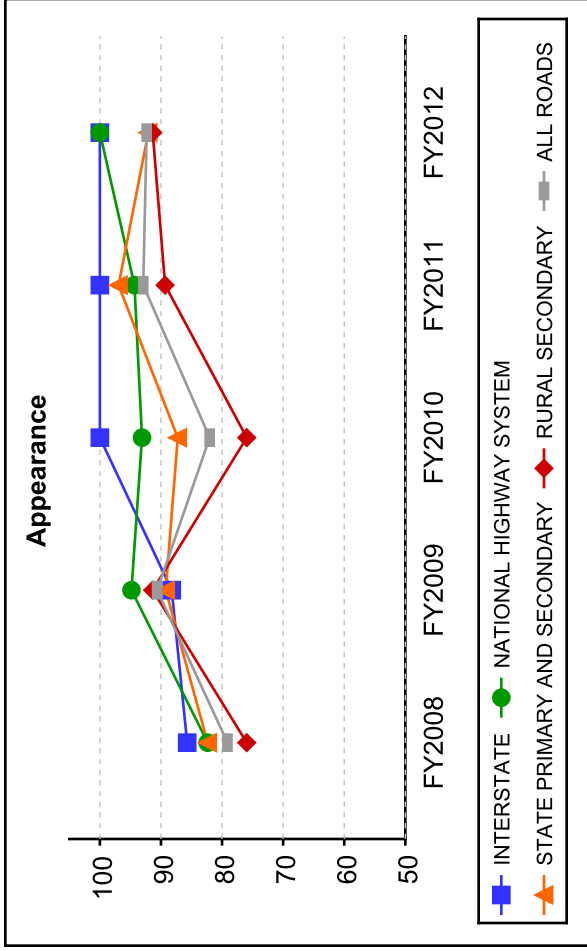


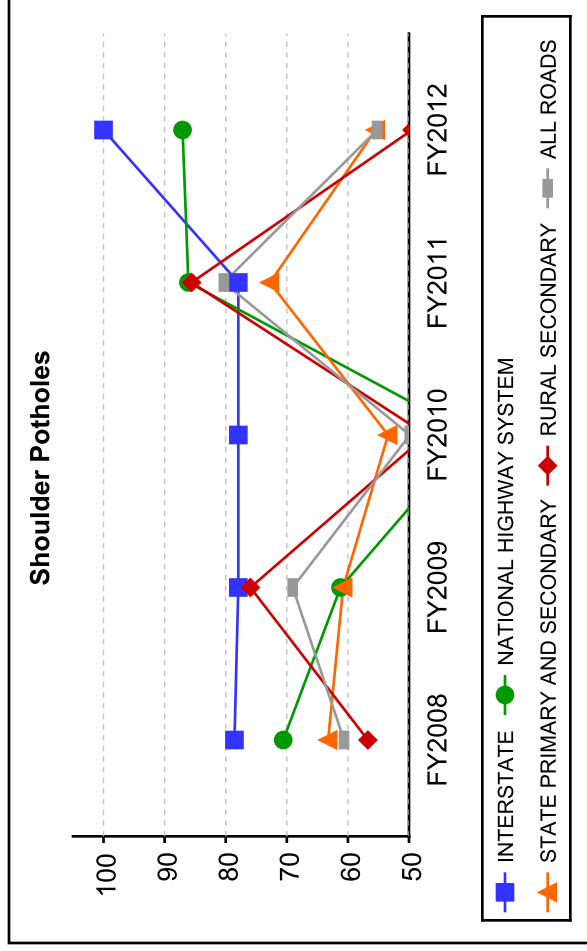
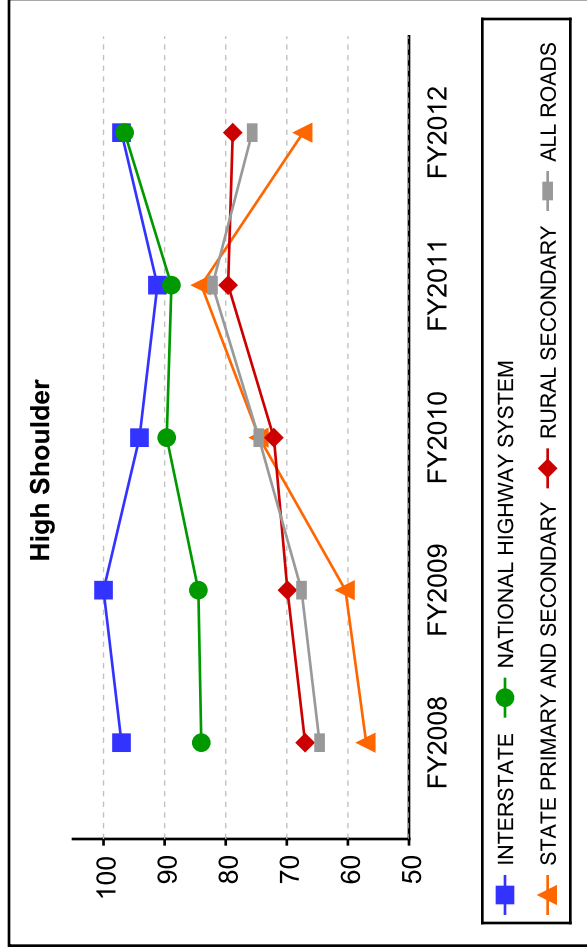
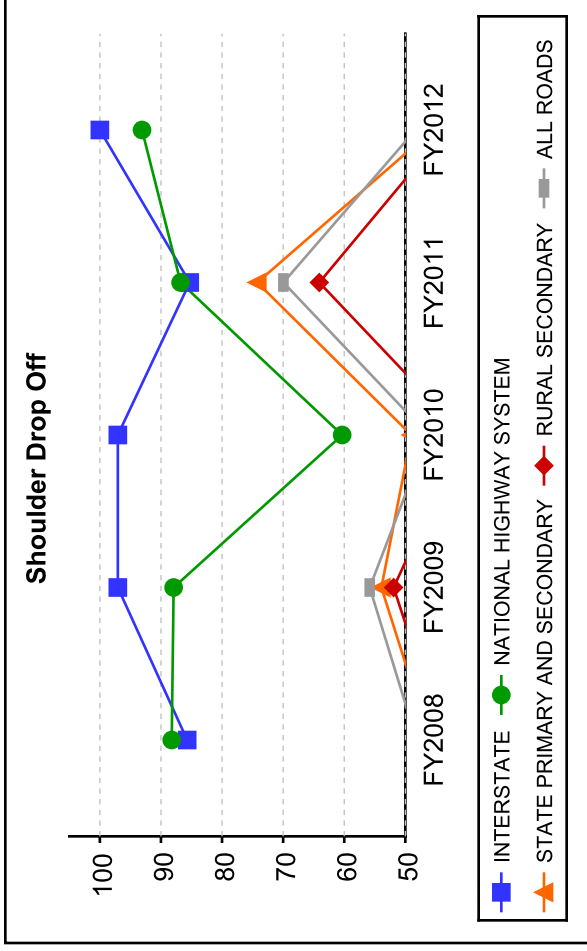
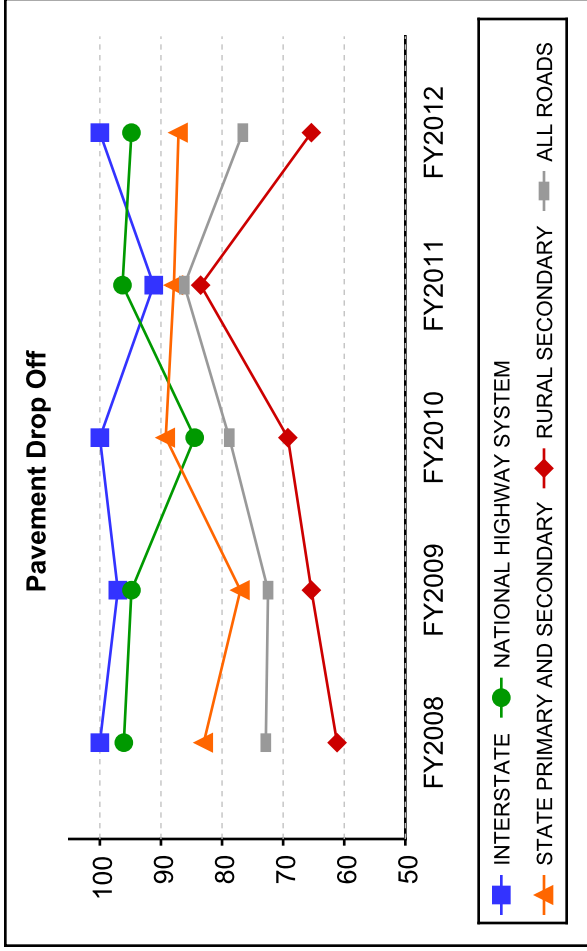
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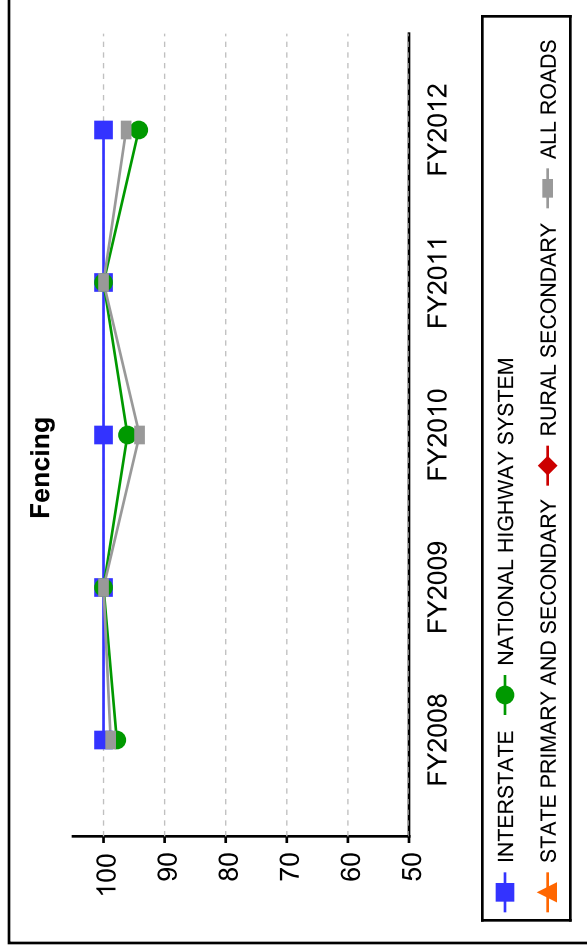
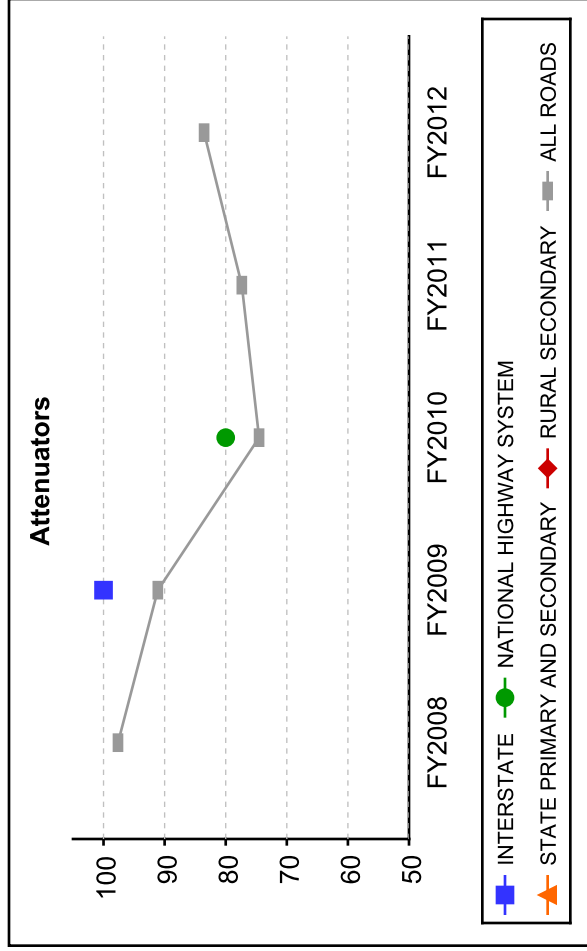
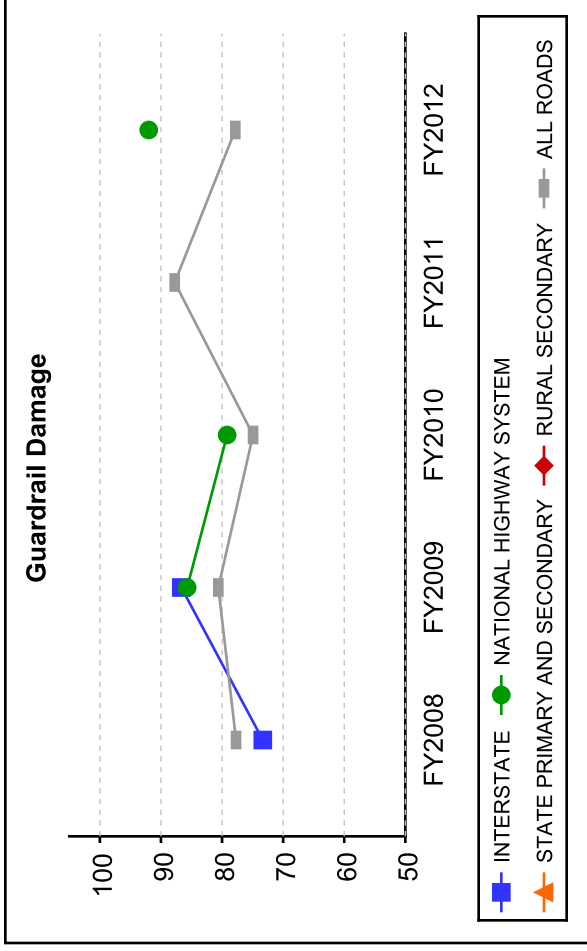
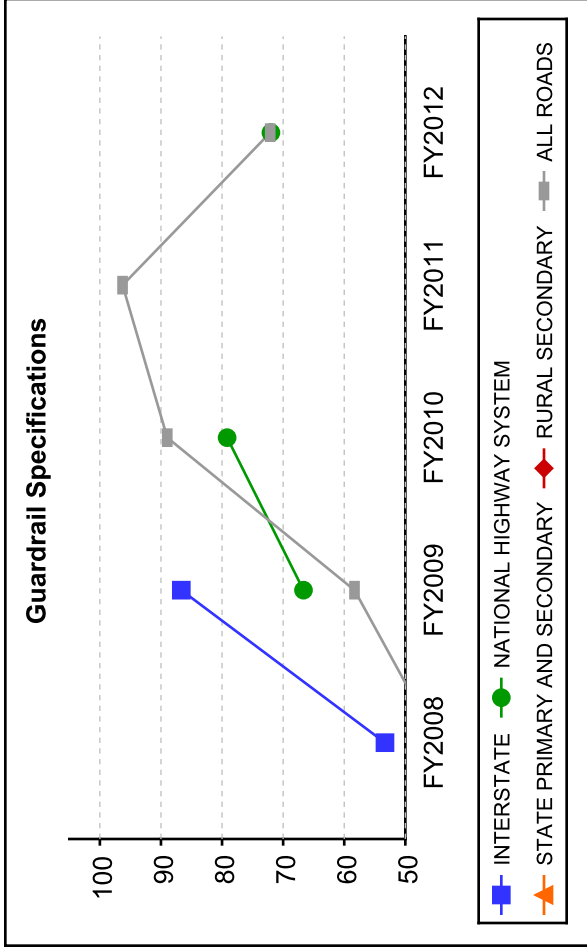


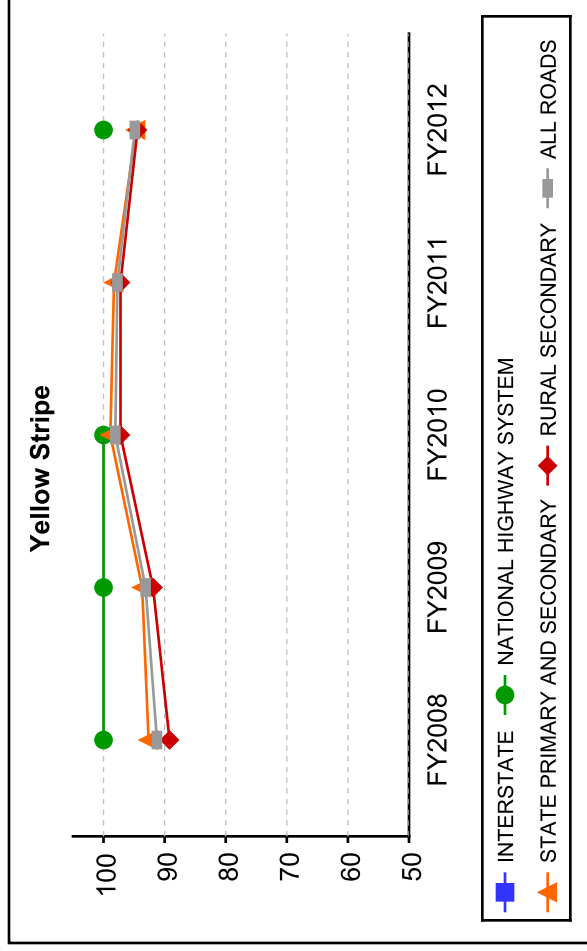
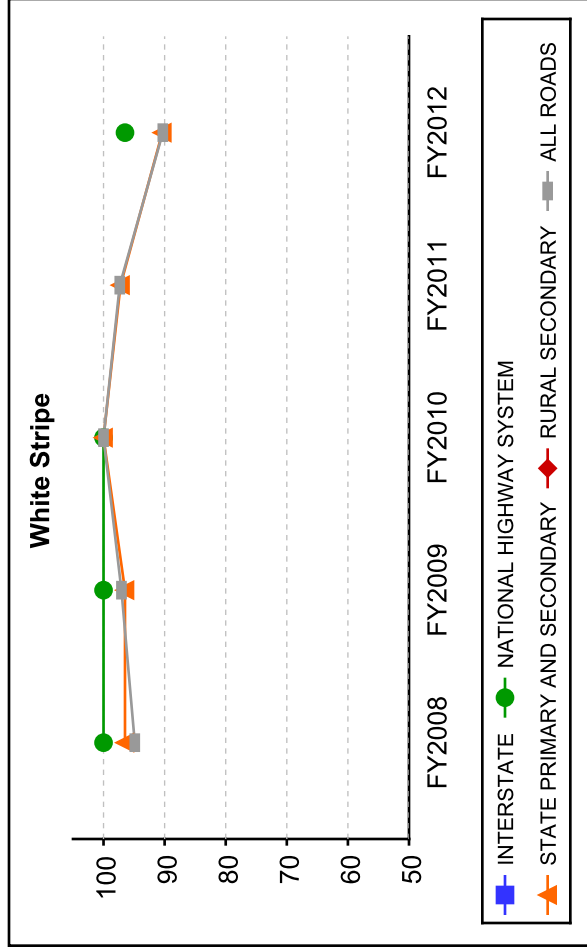
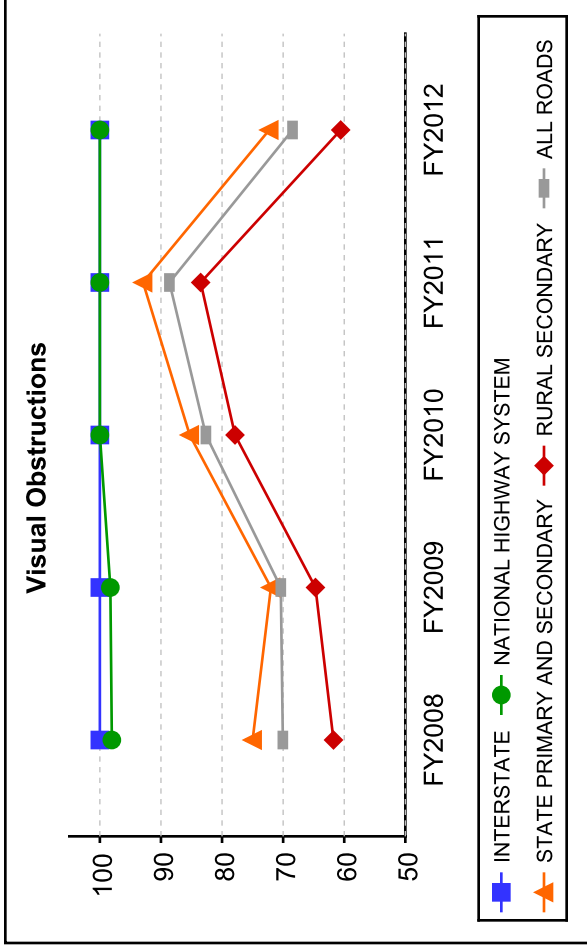
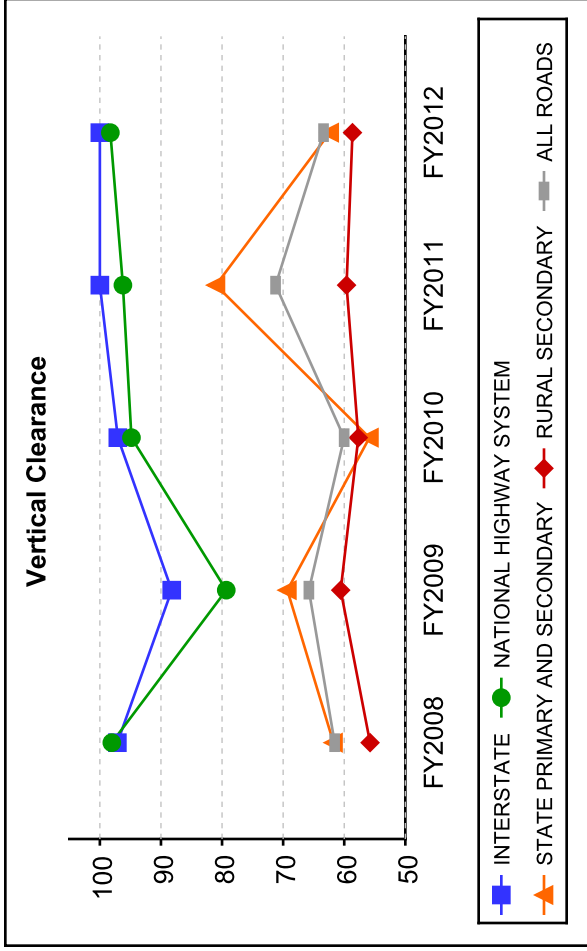
Ditches

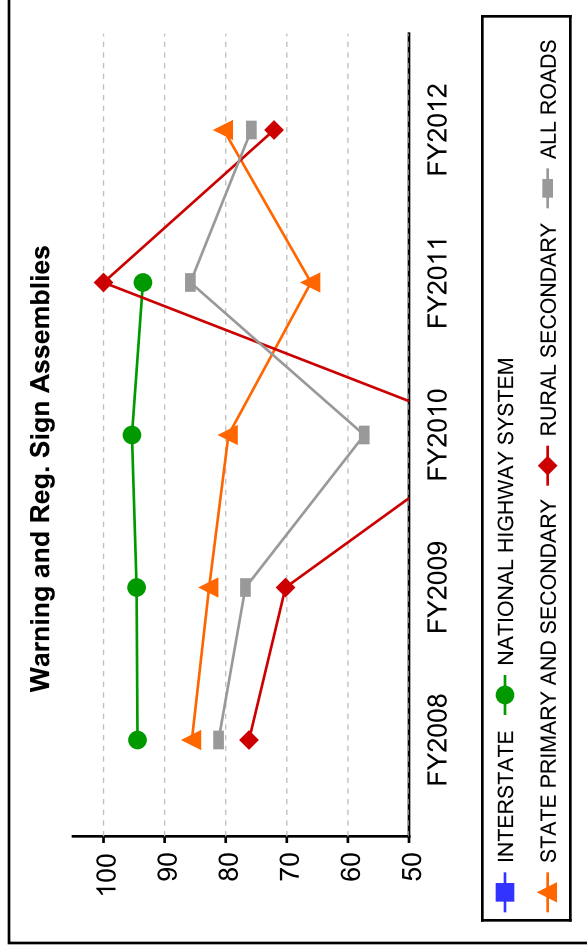
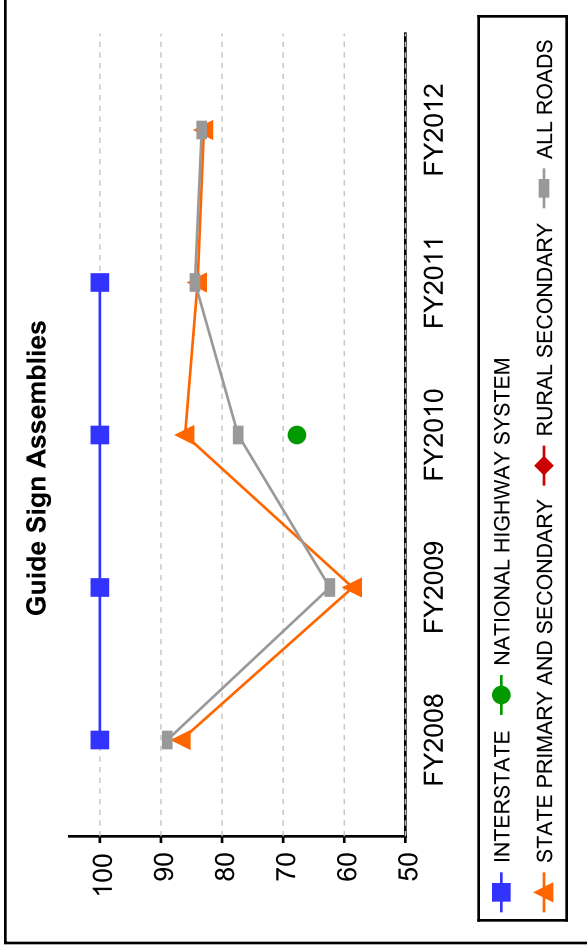
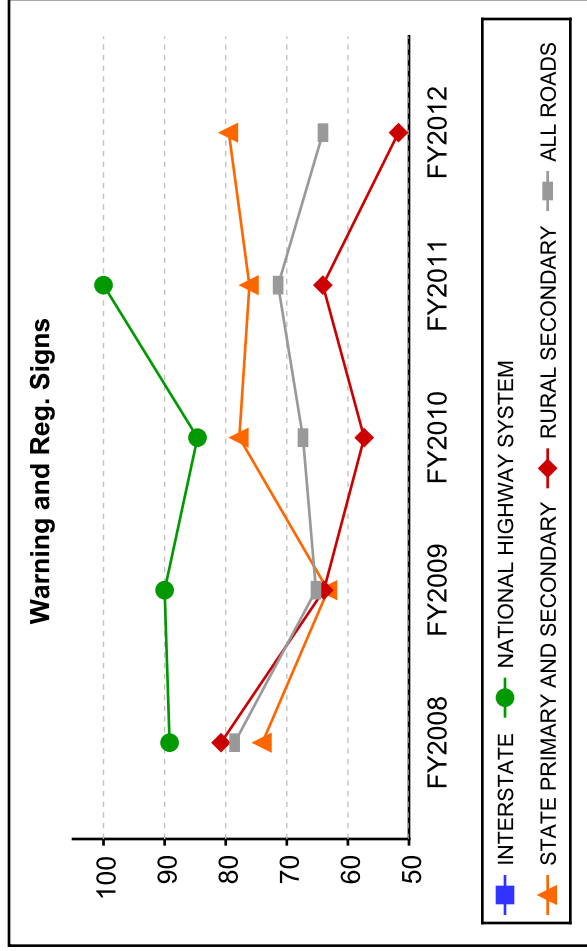
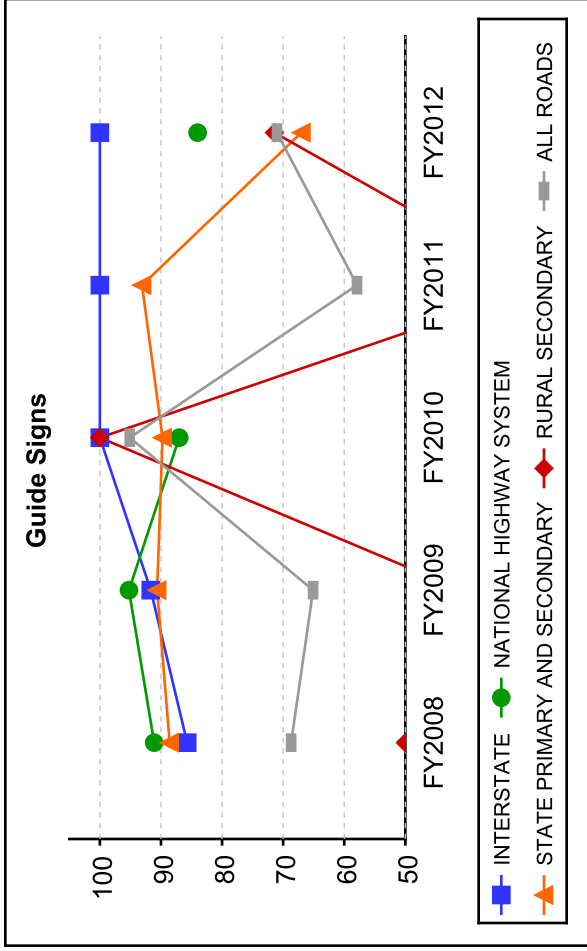




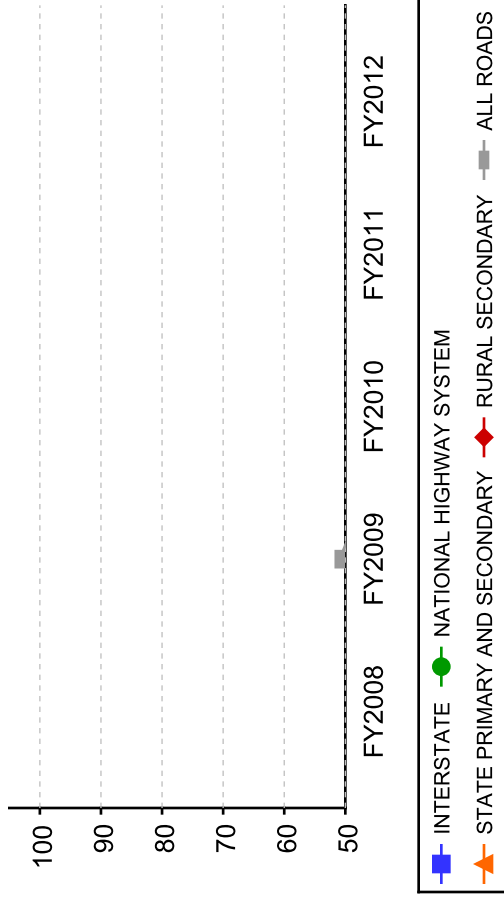




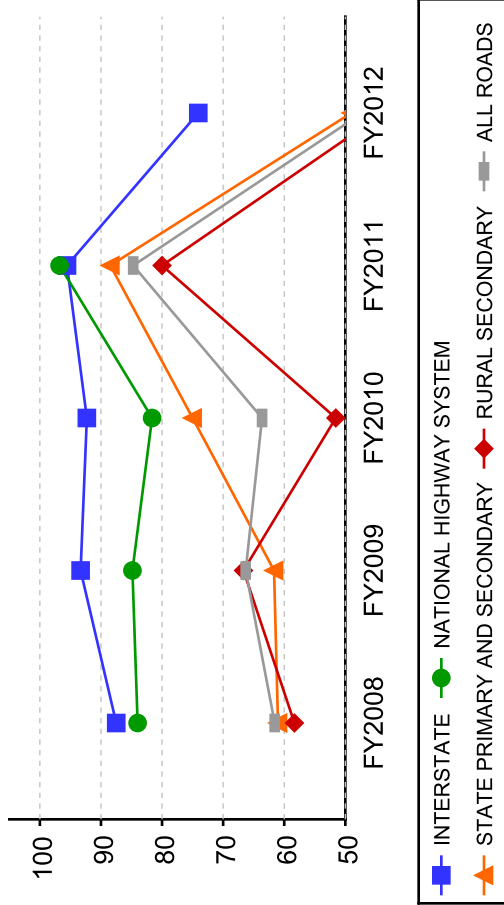




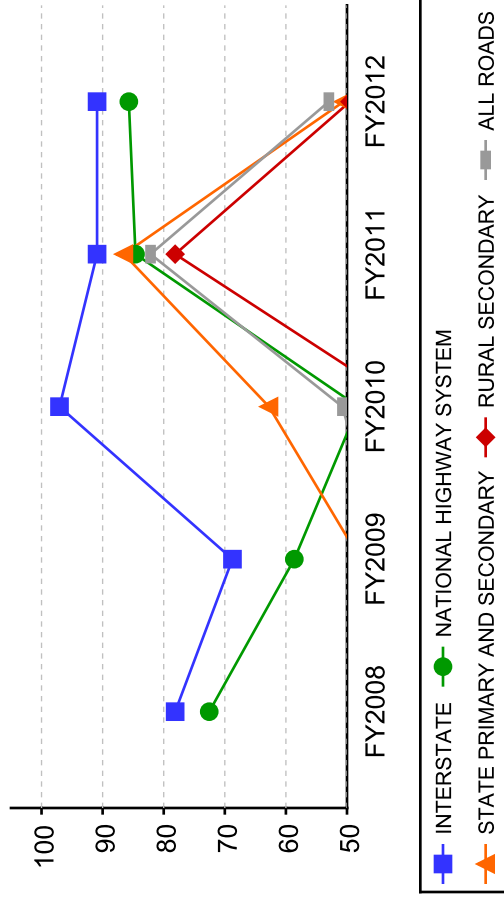
Curb and Gutter

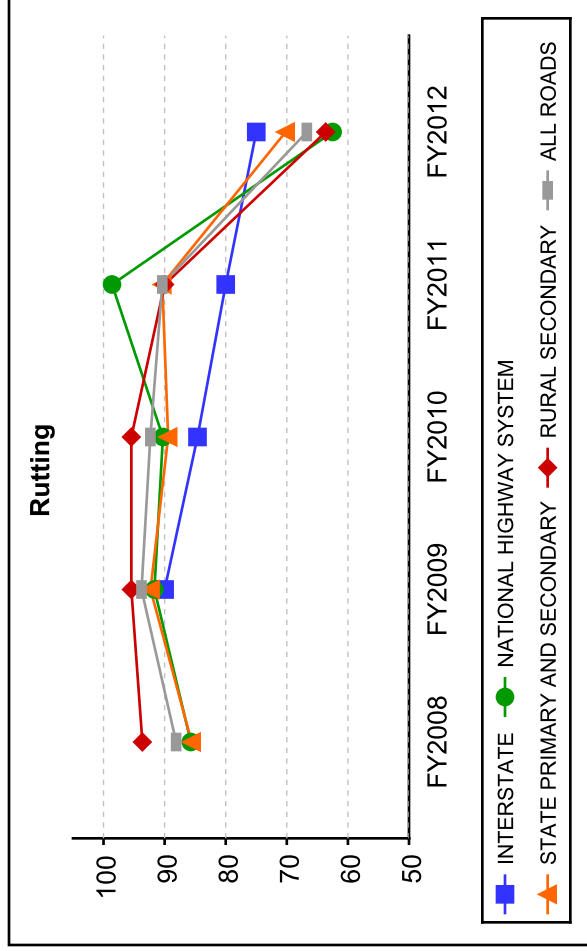
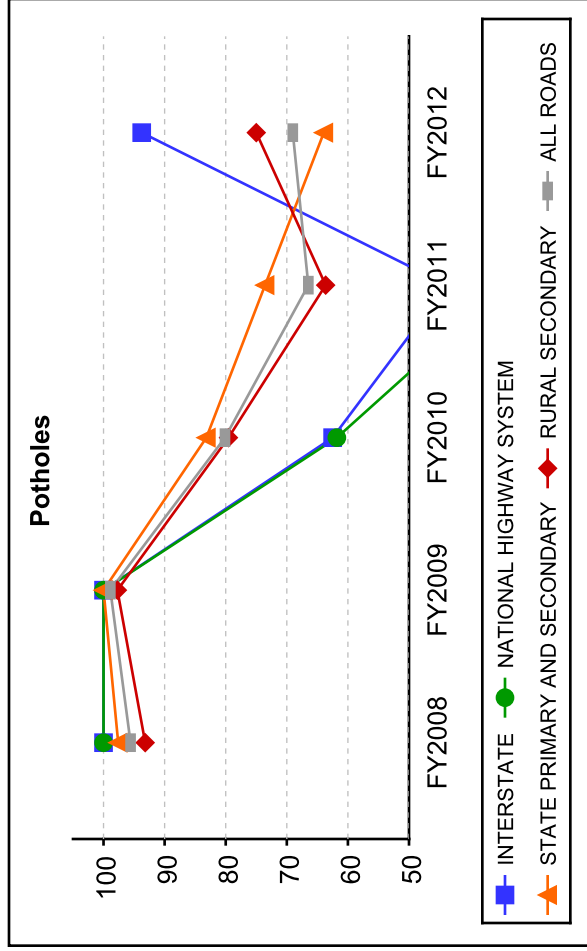
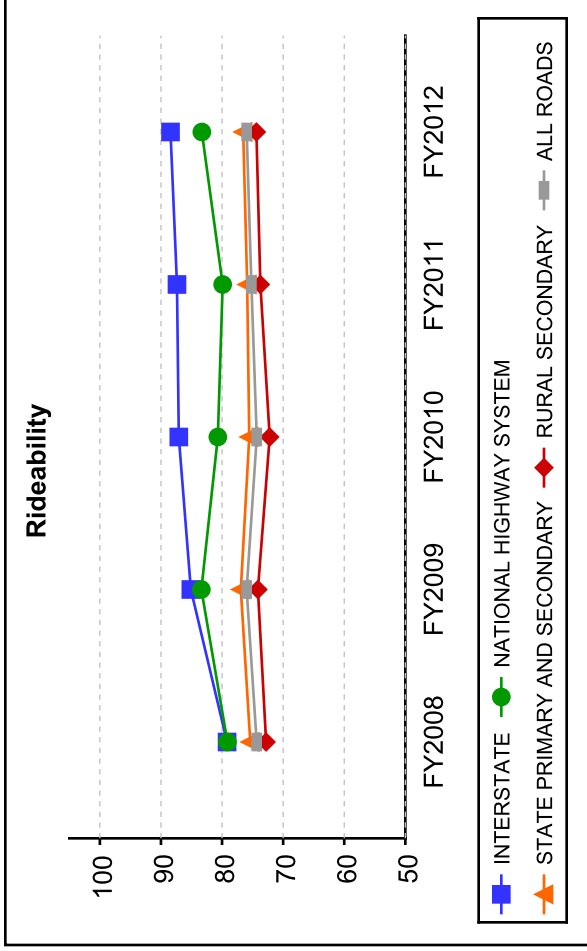
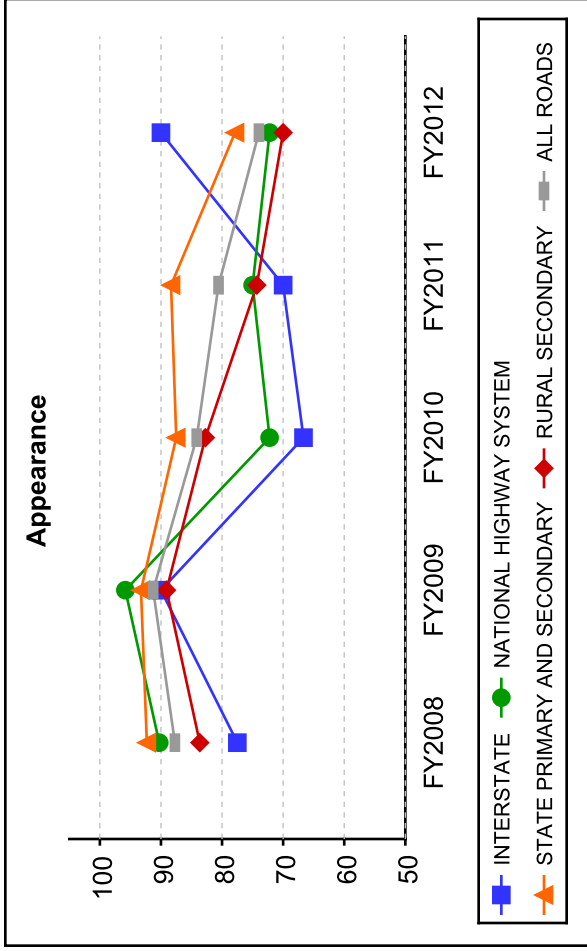


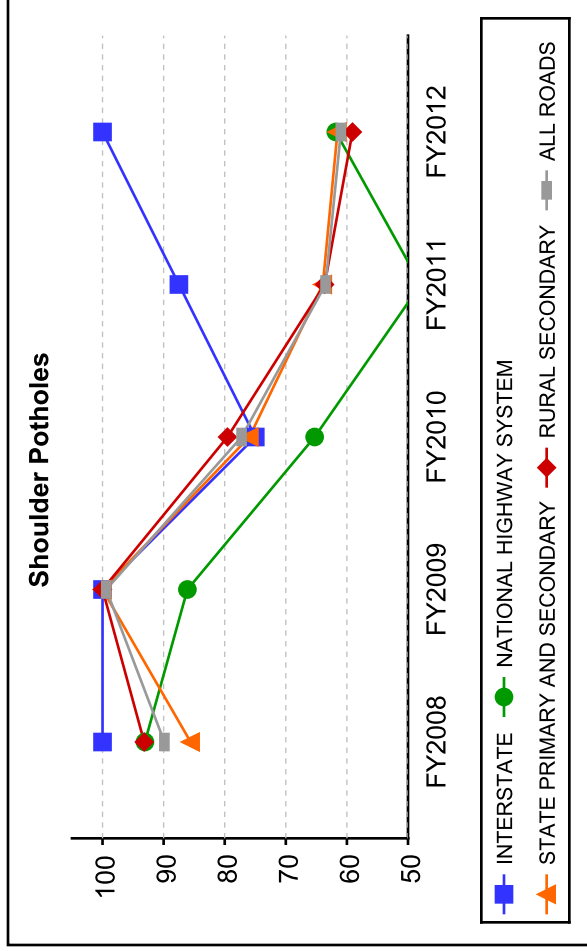
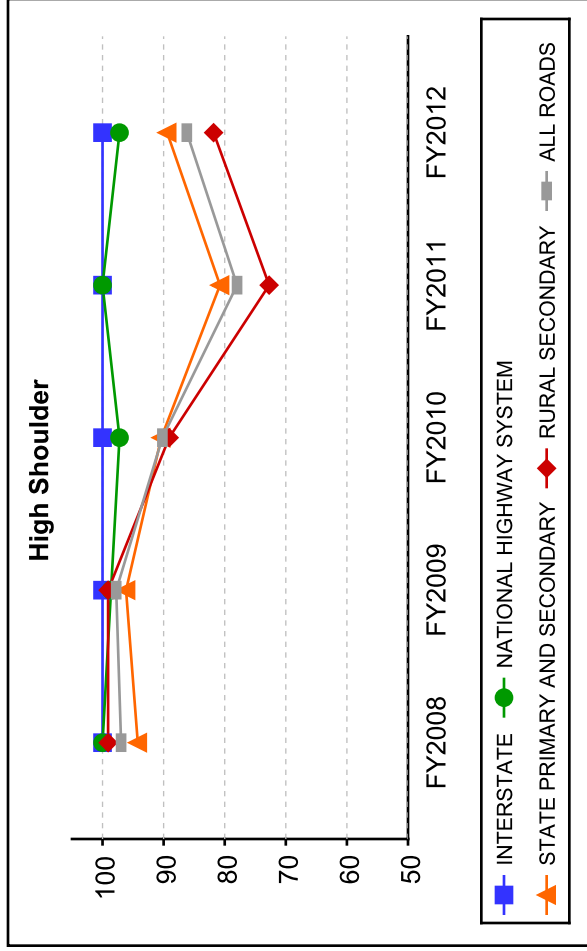
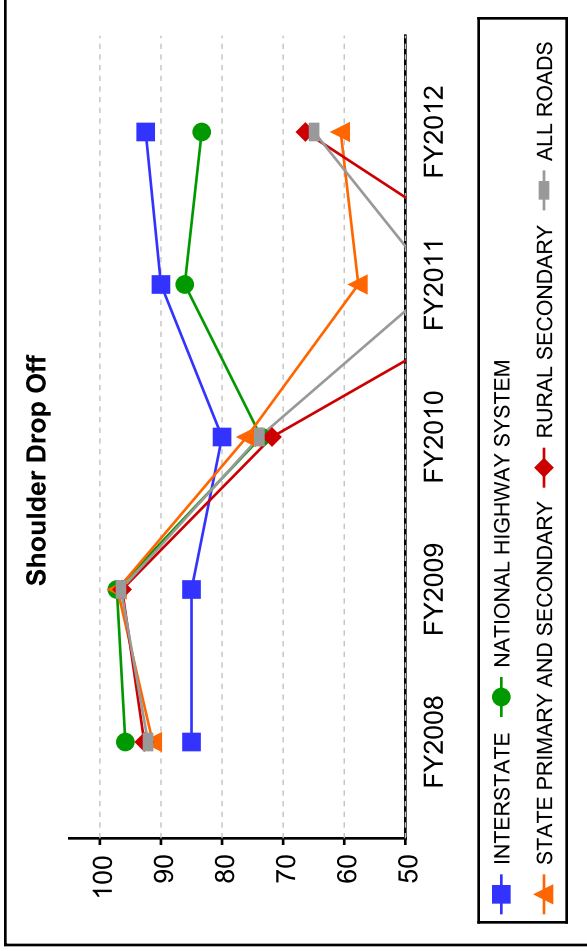
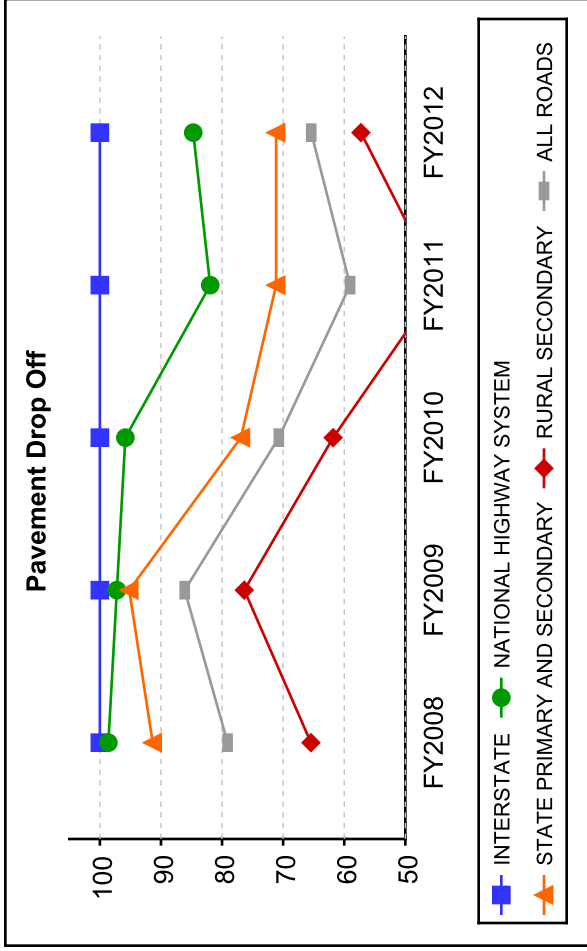
Drains

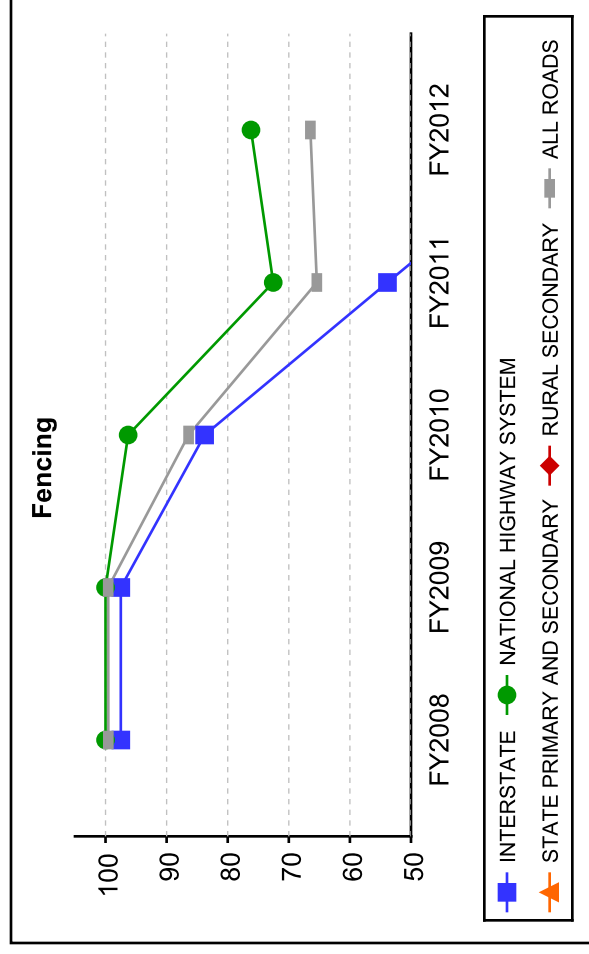
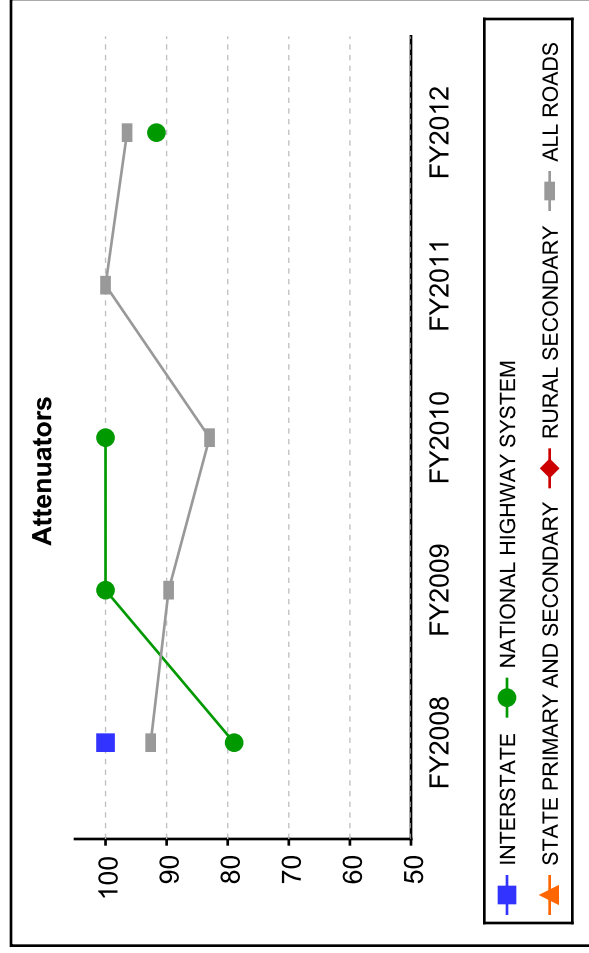
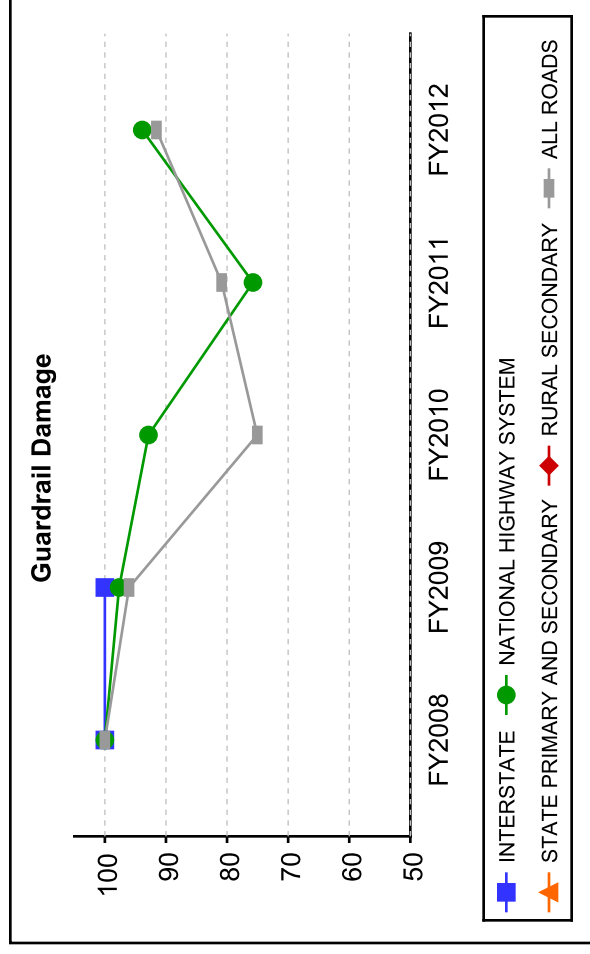
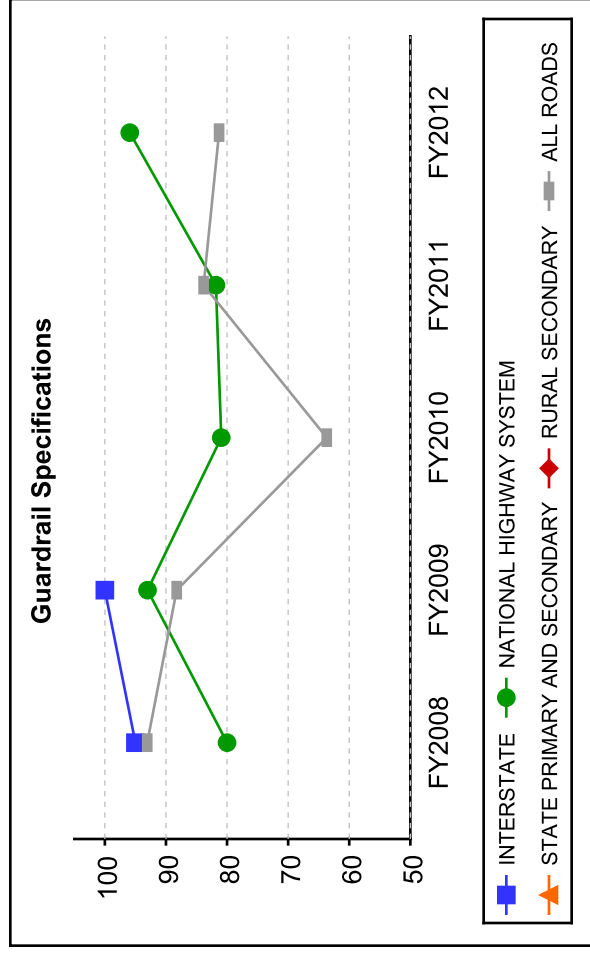


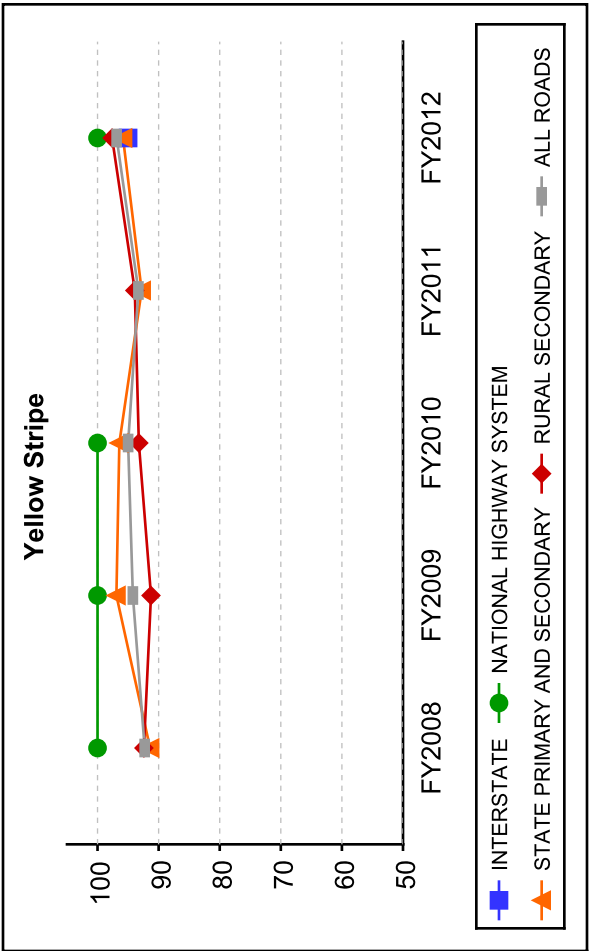
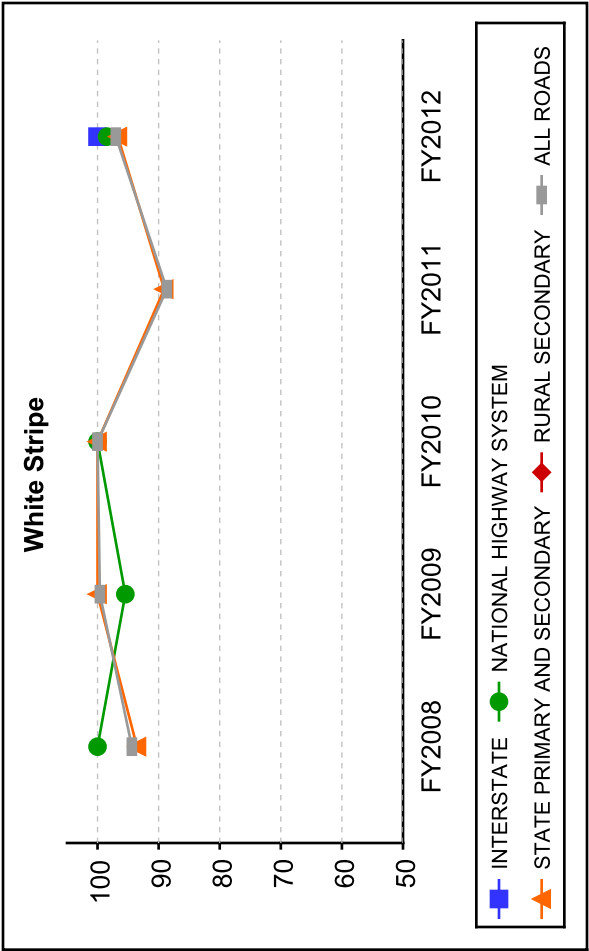
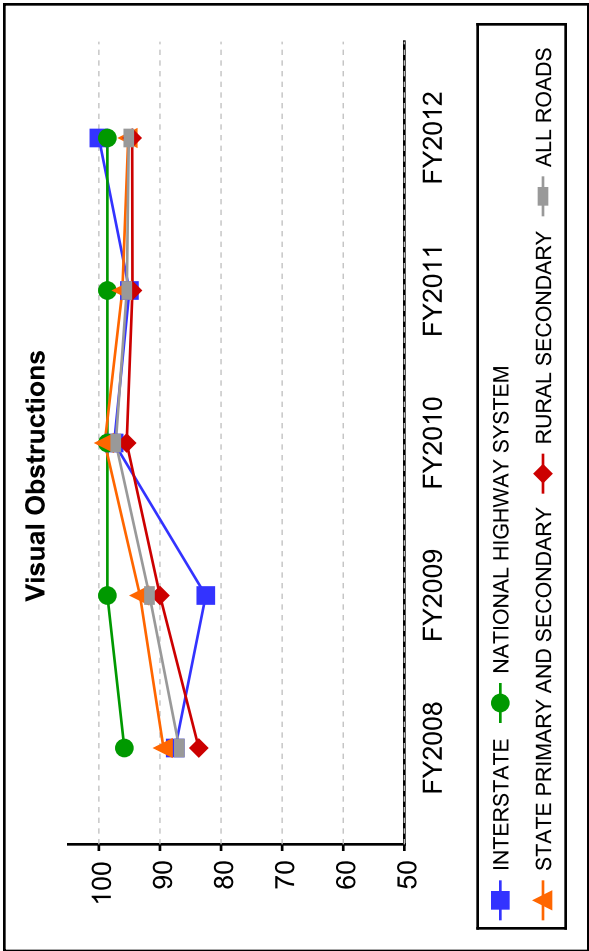
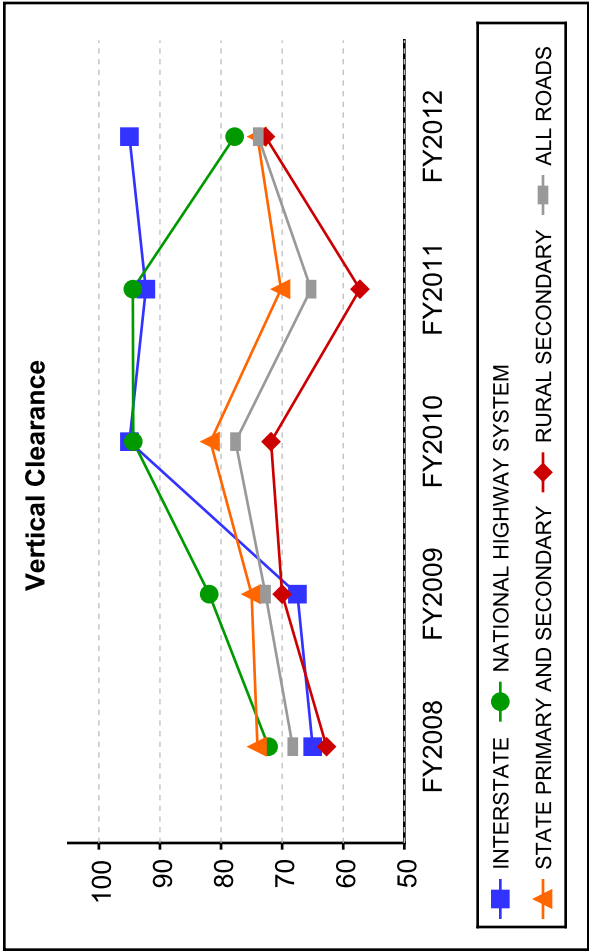
Ditches

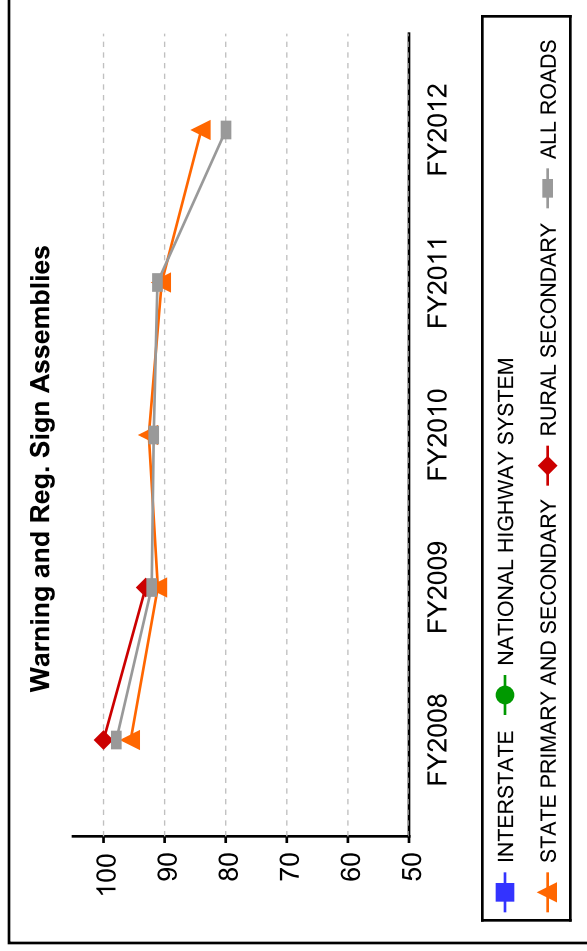
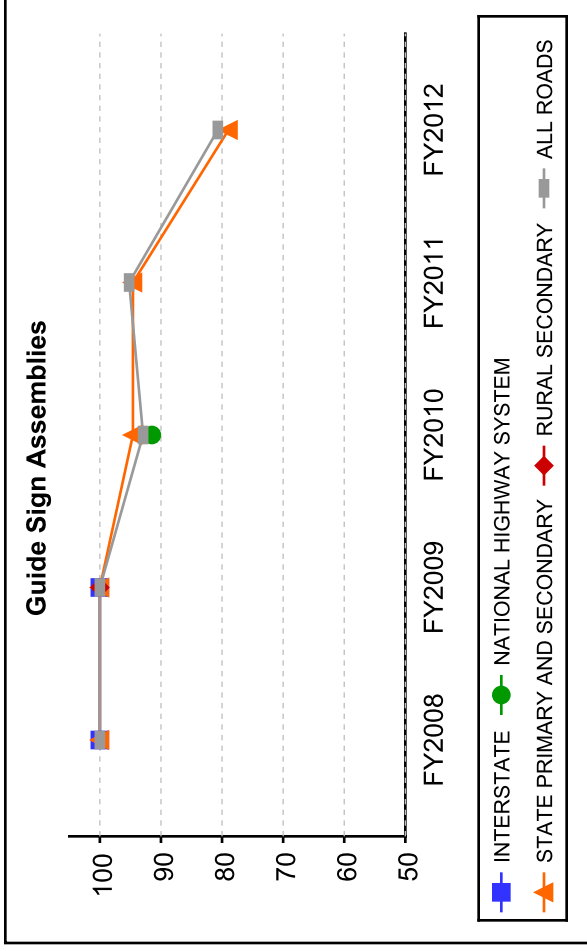
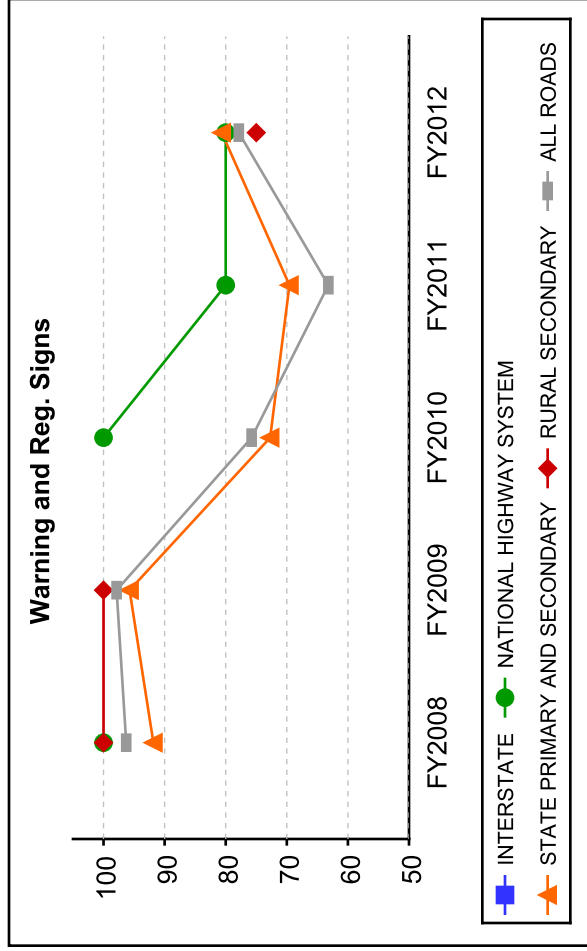
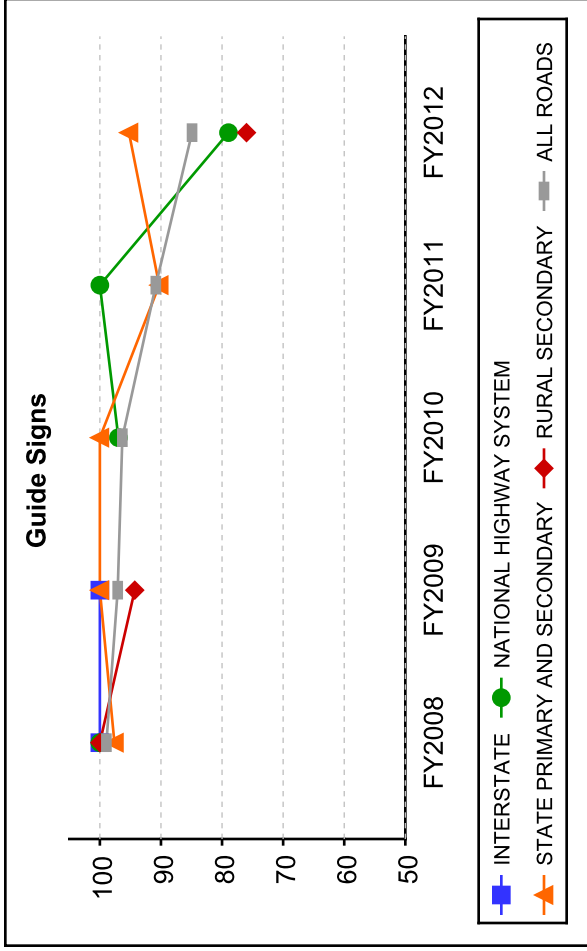




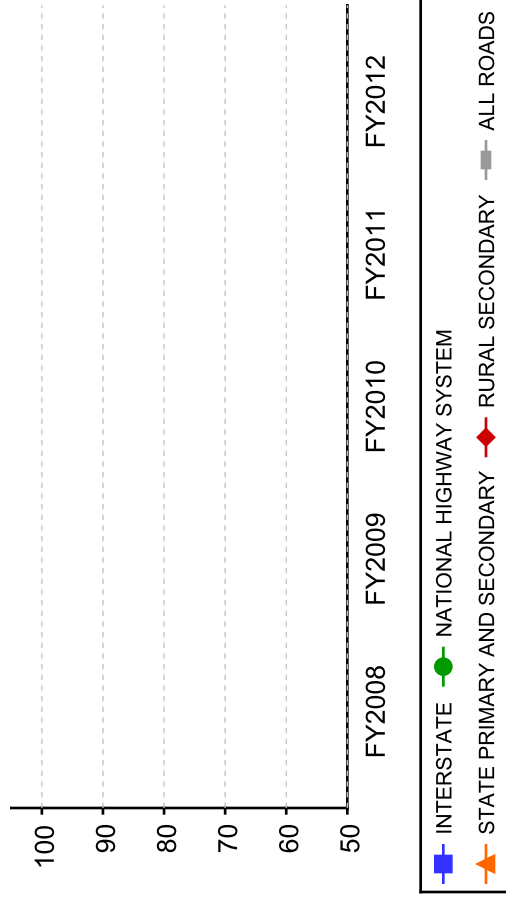




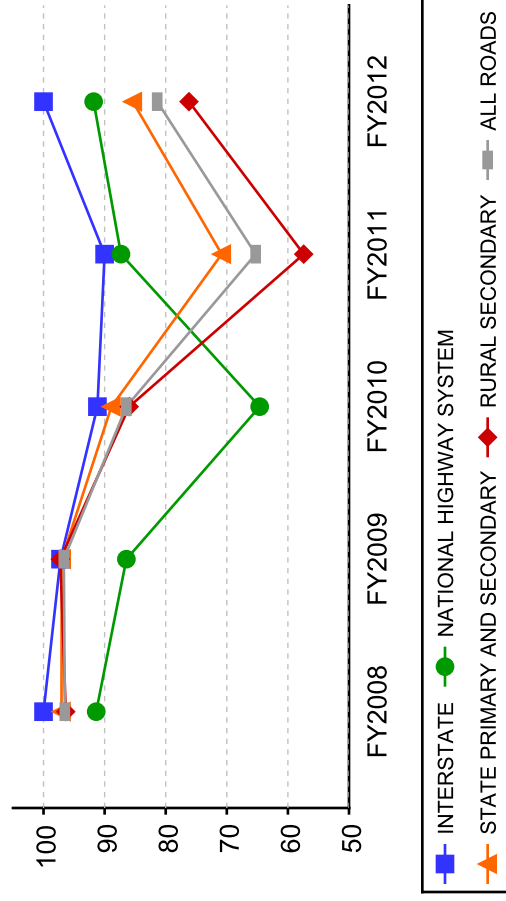




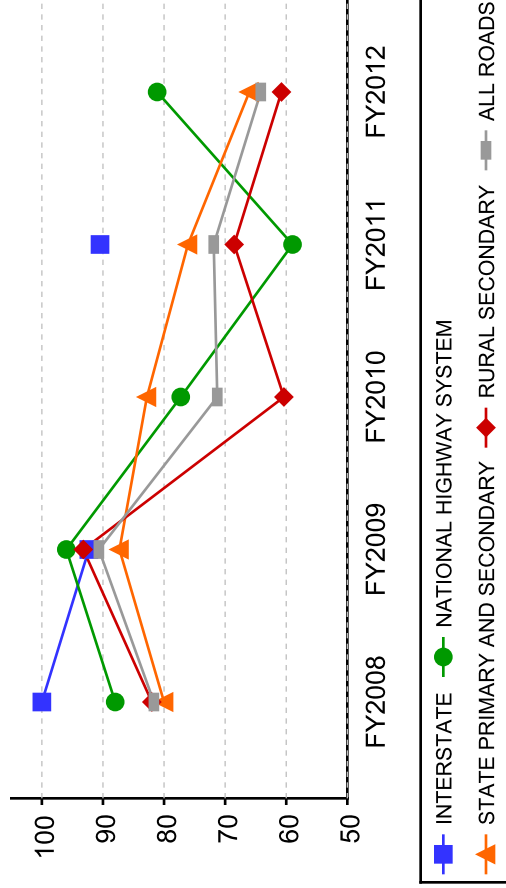
Curb and Gutter

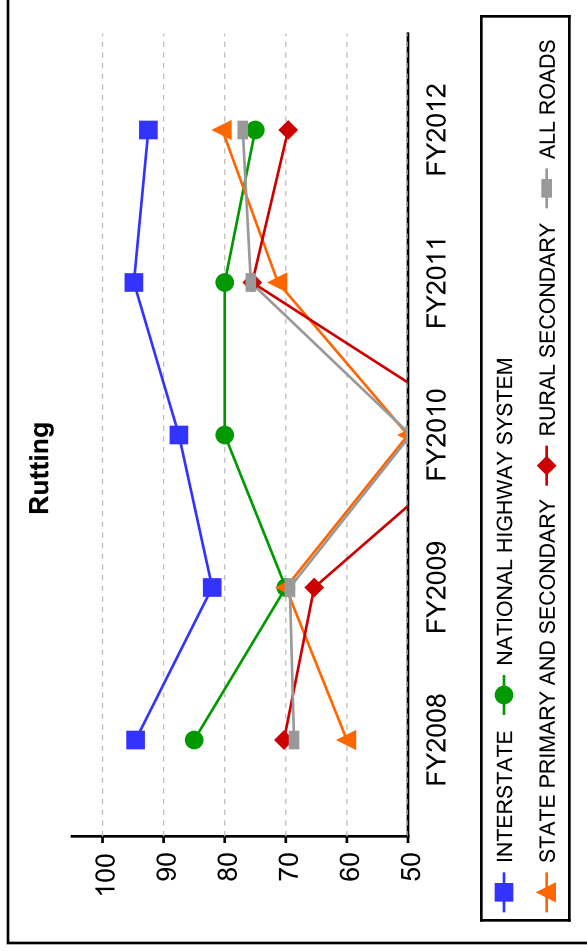
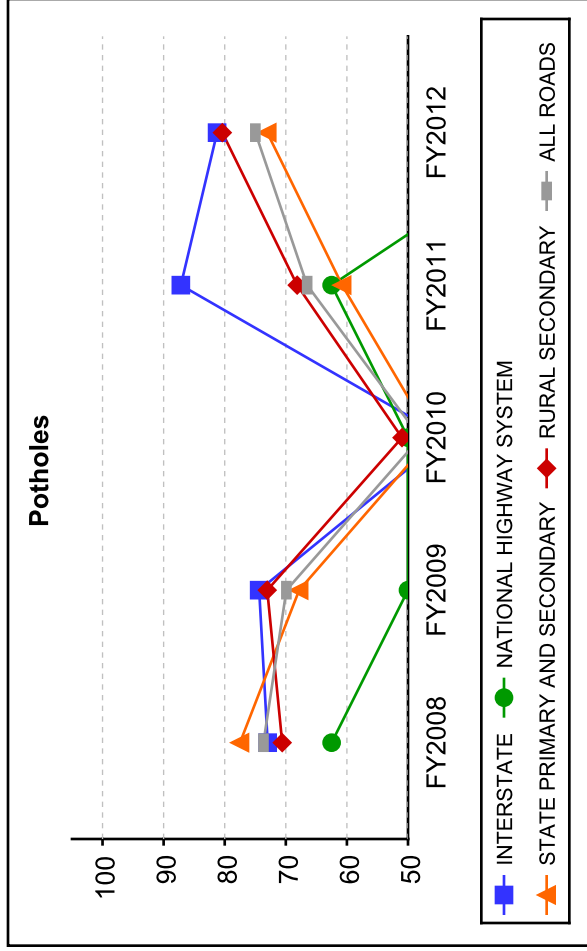
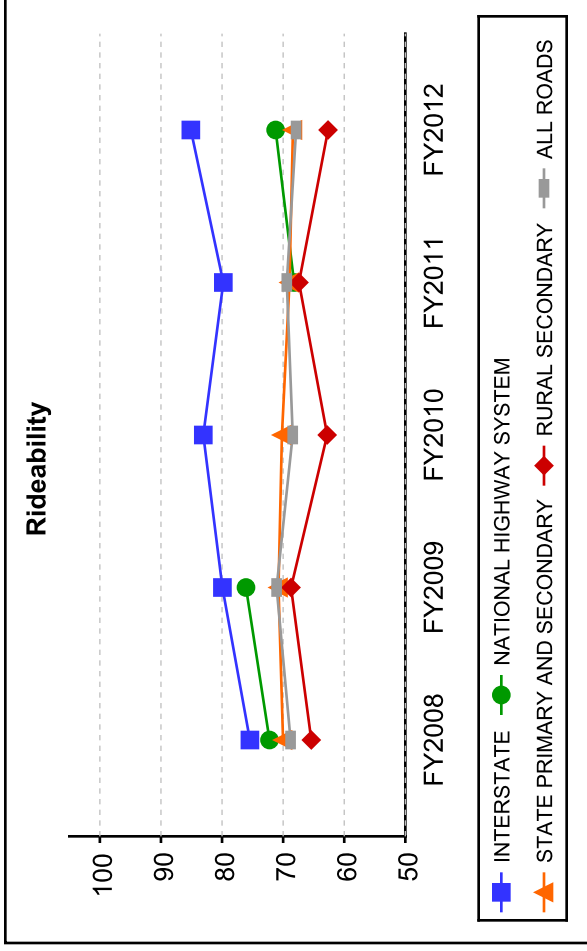
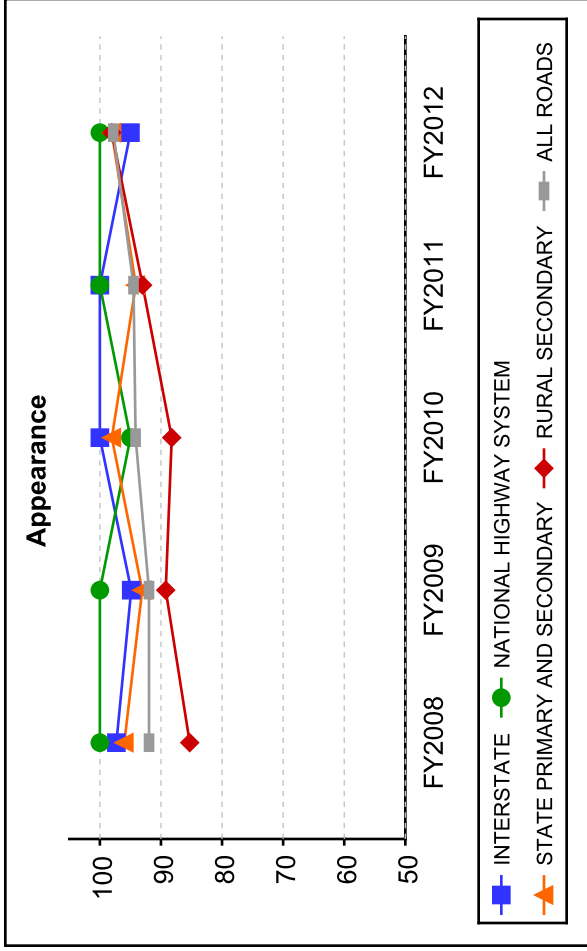


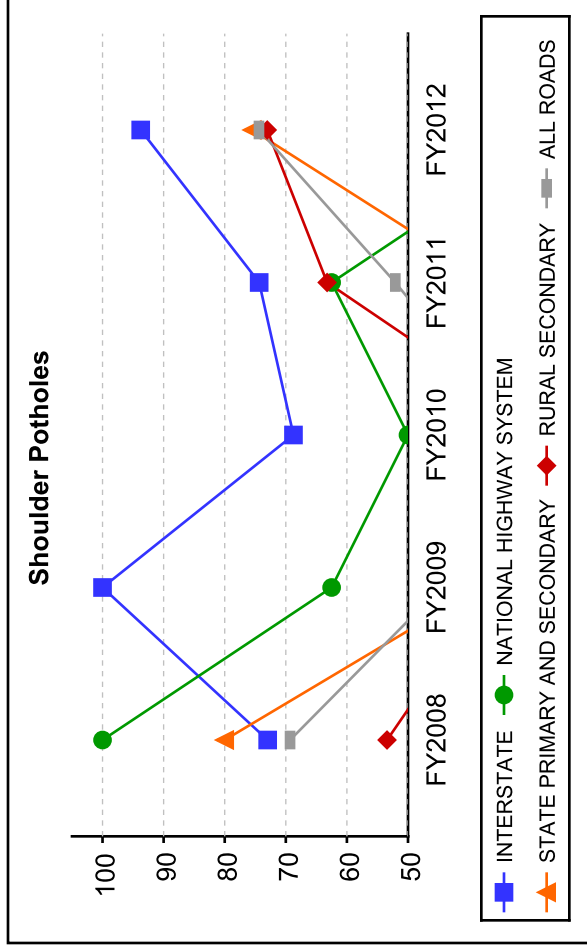
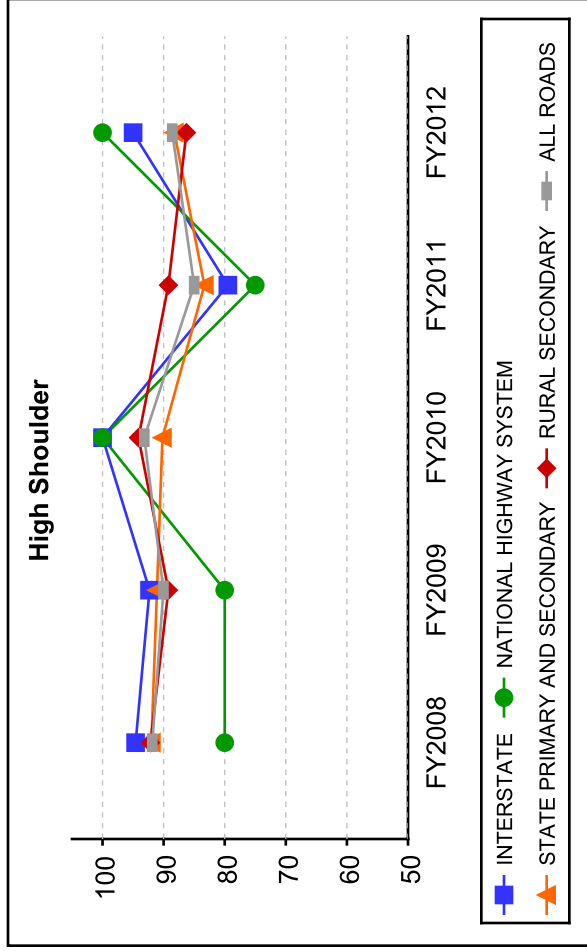
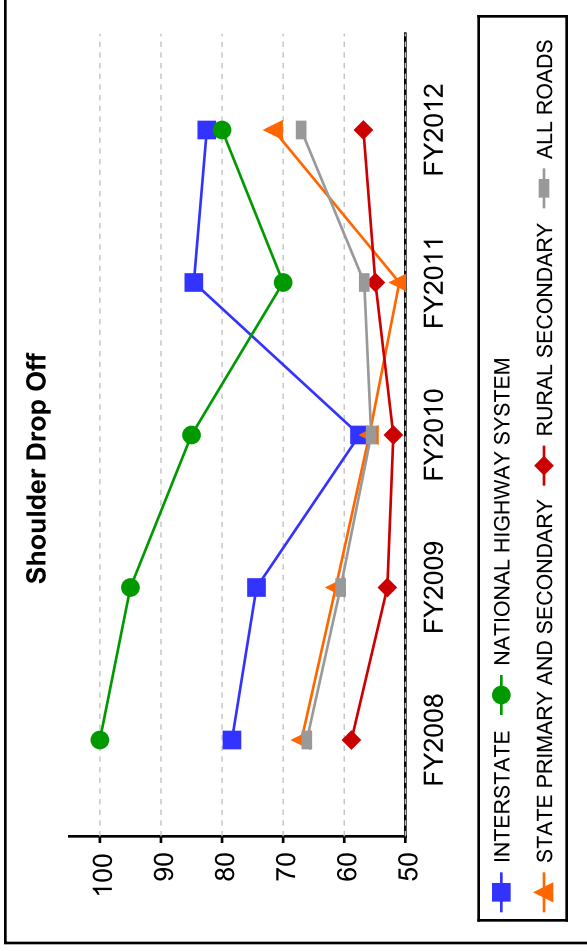
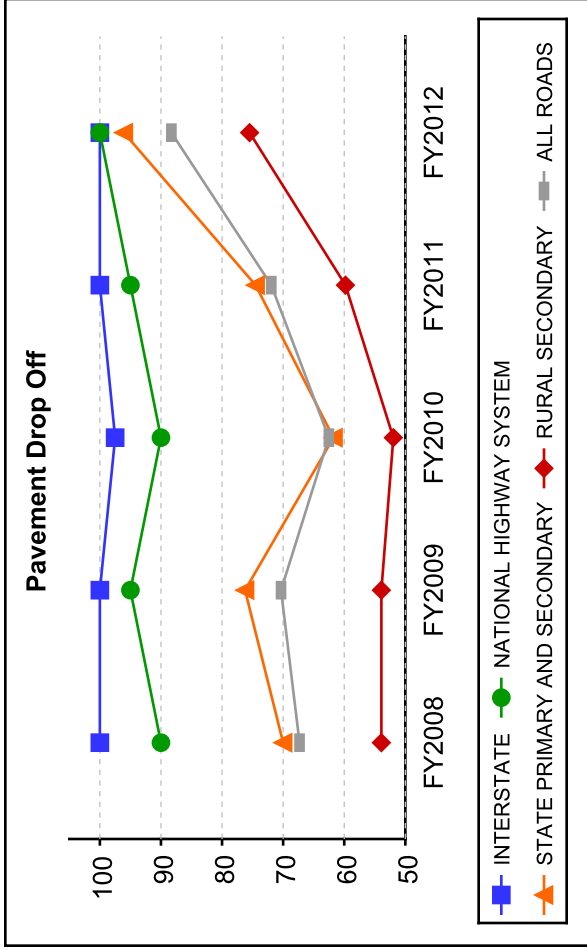
Ditches

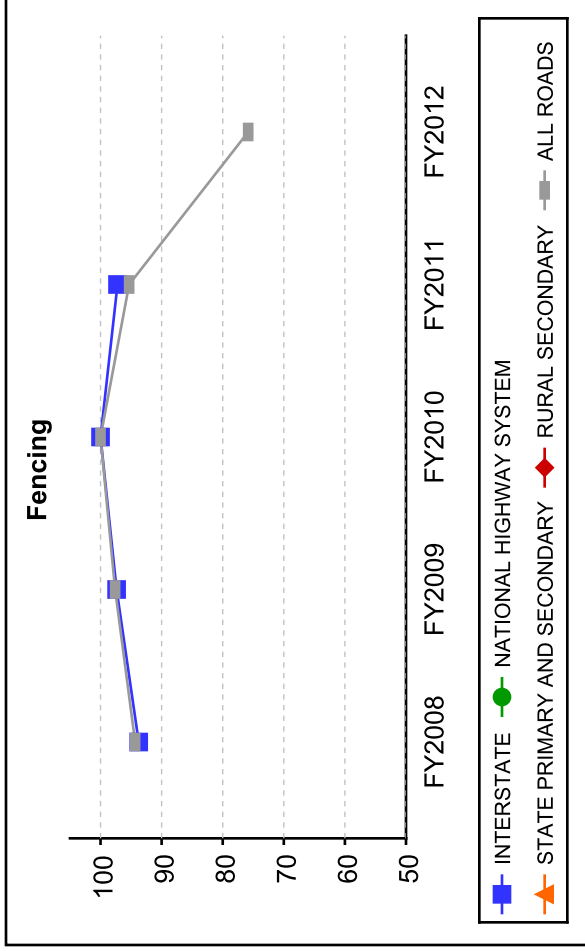
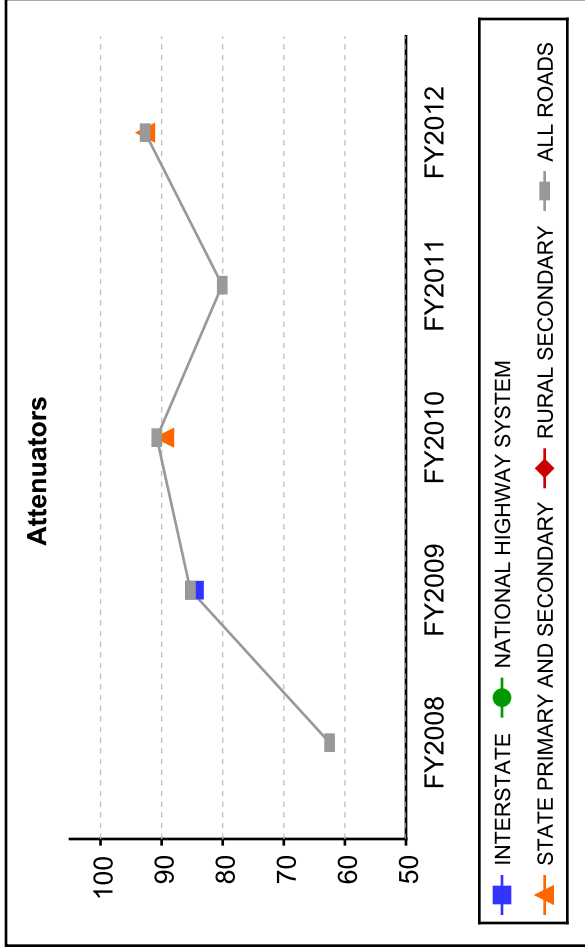
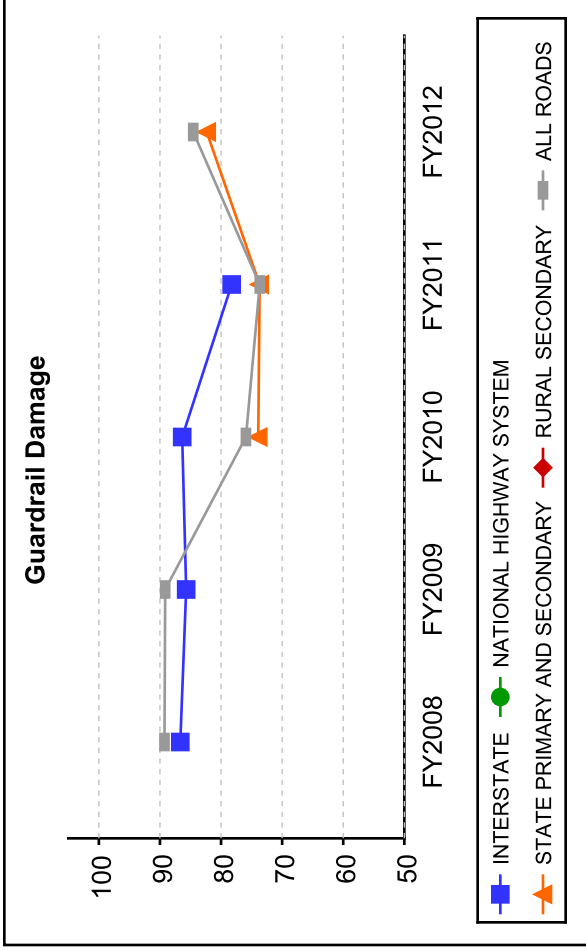
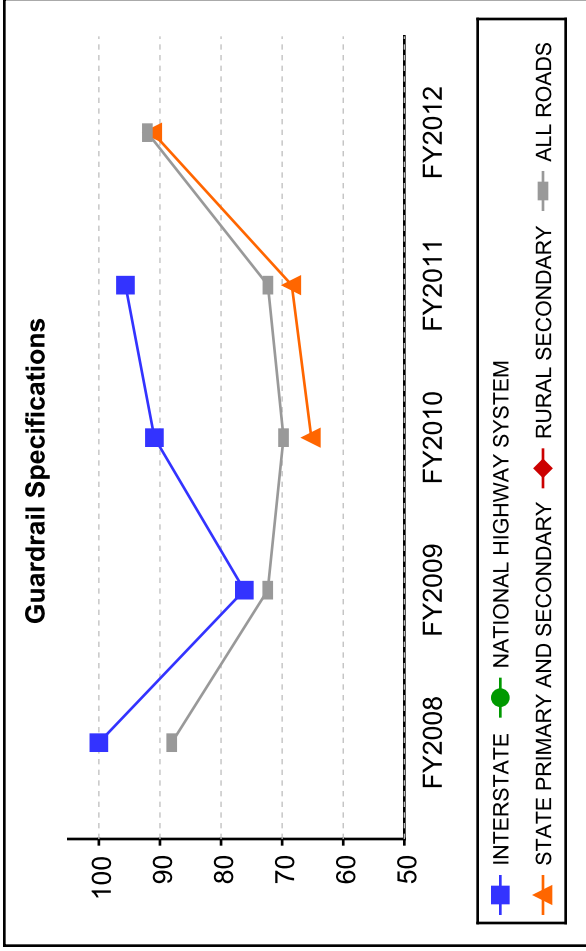


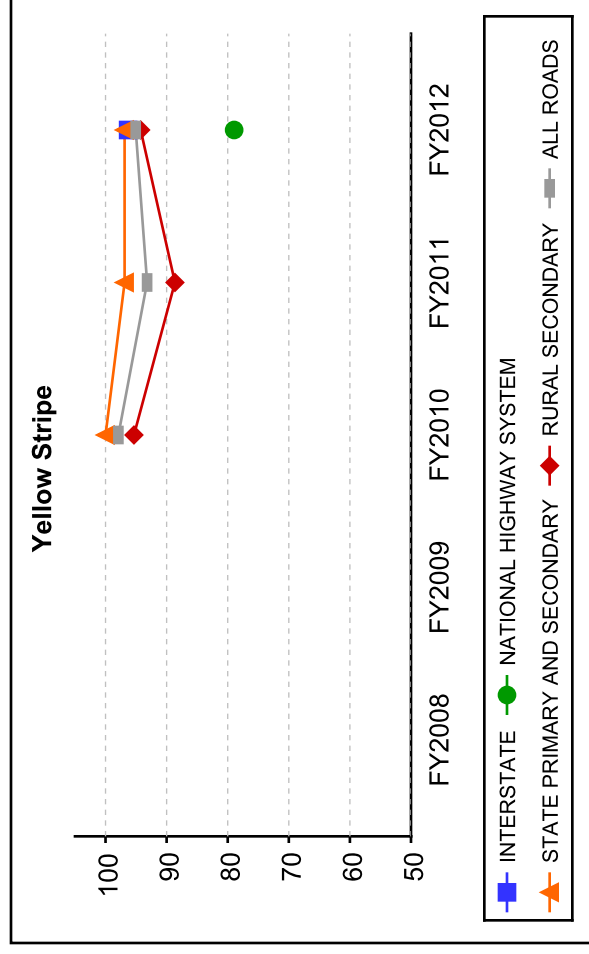
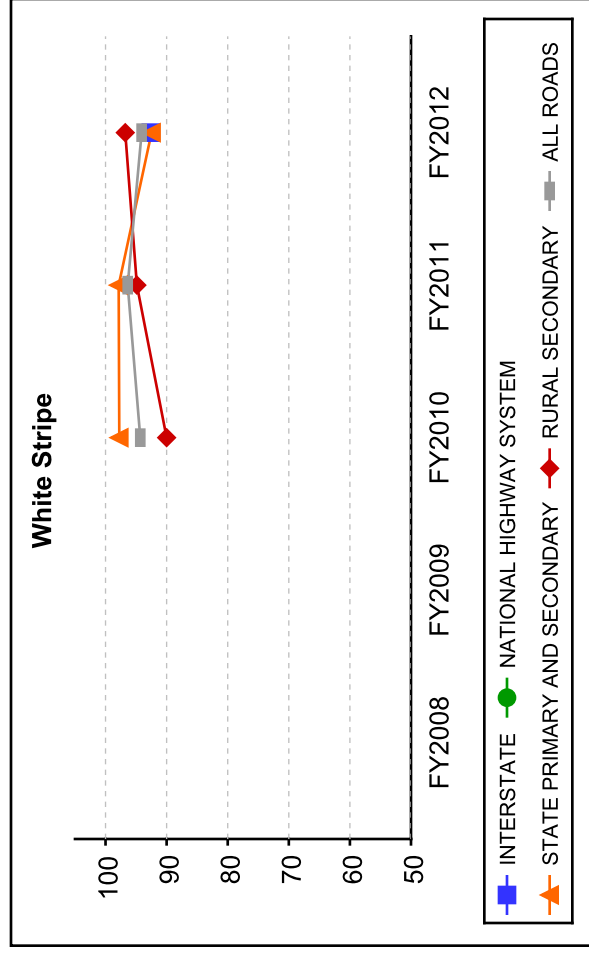
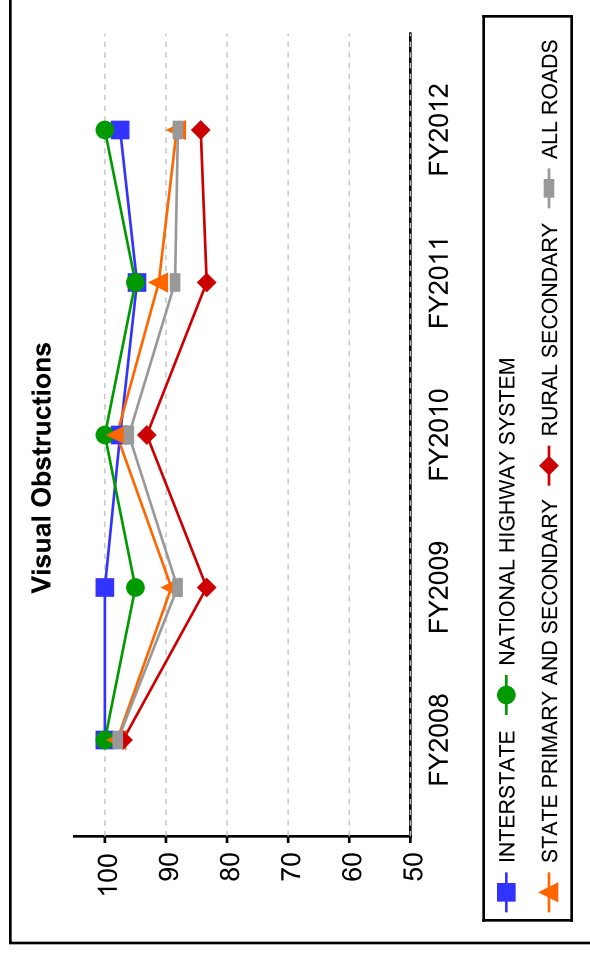
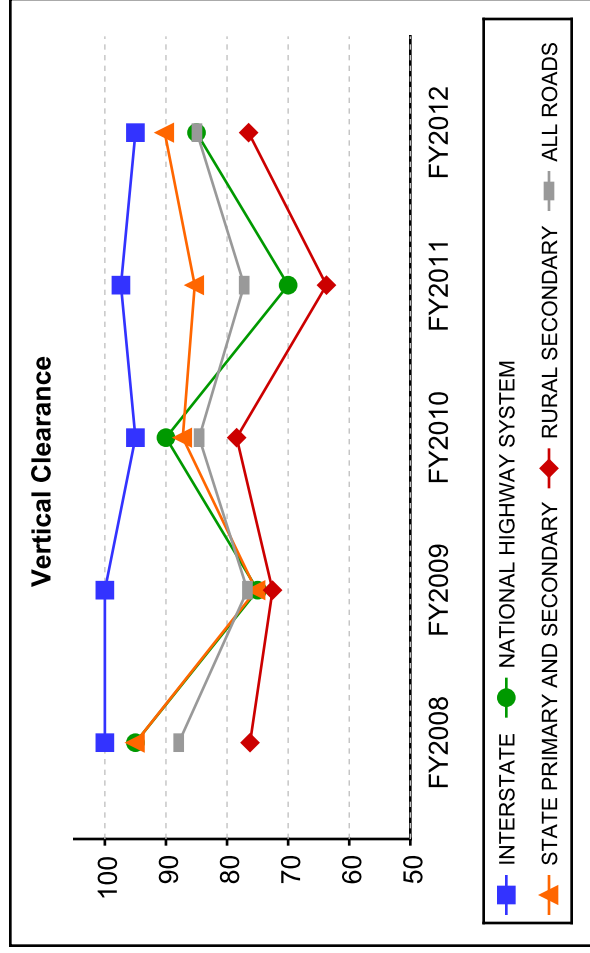
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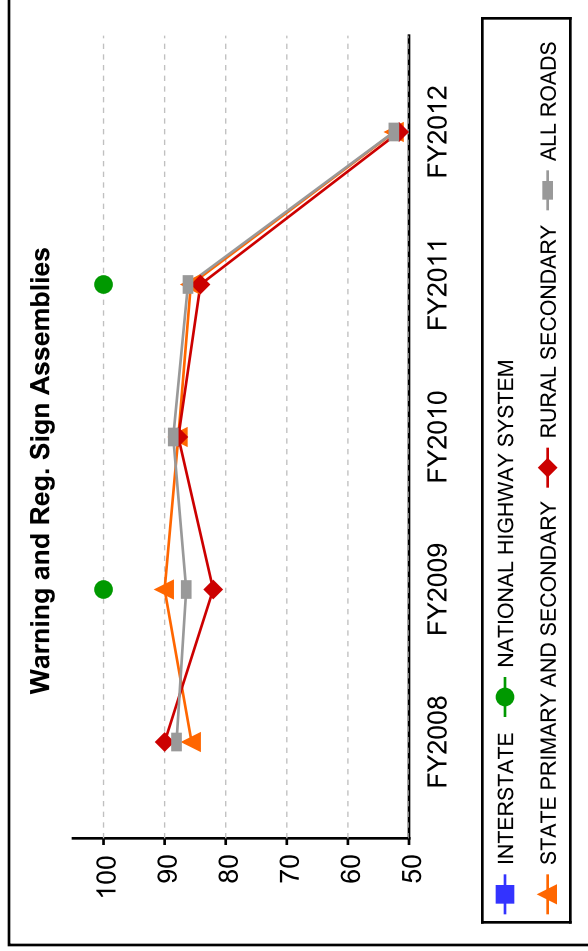
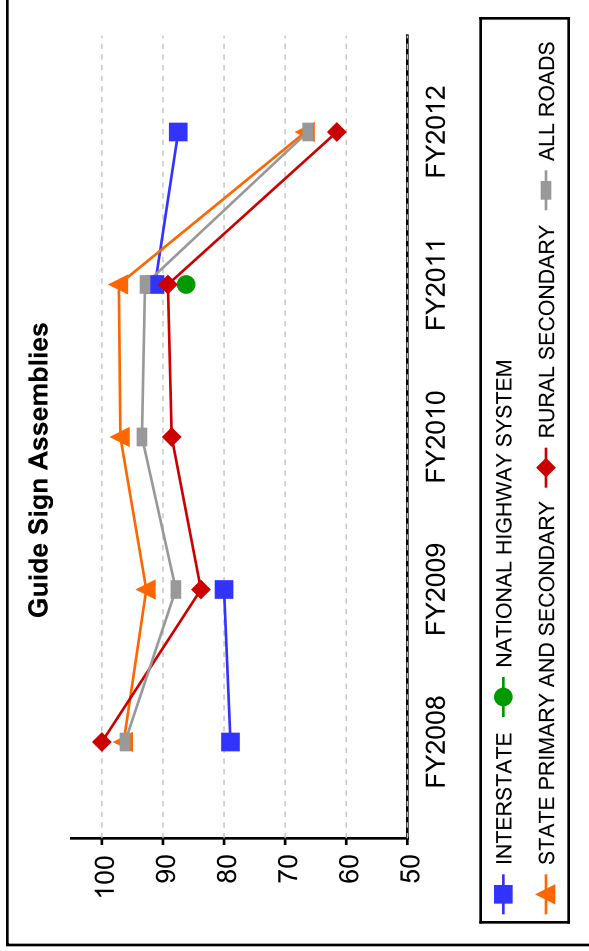
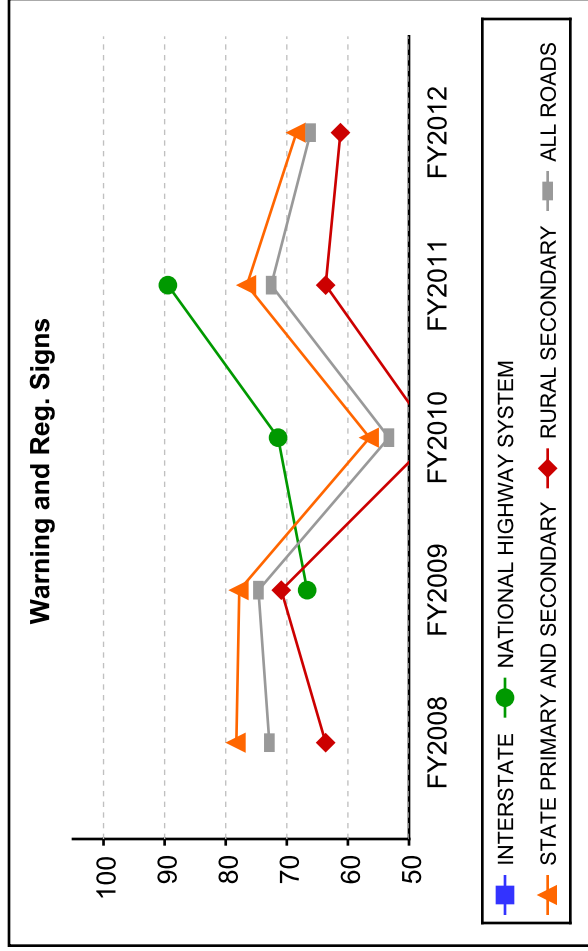
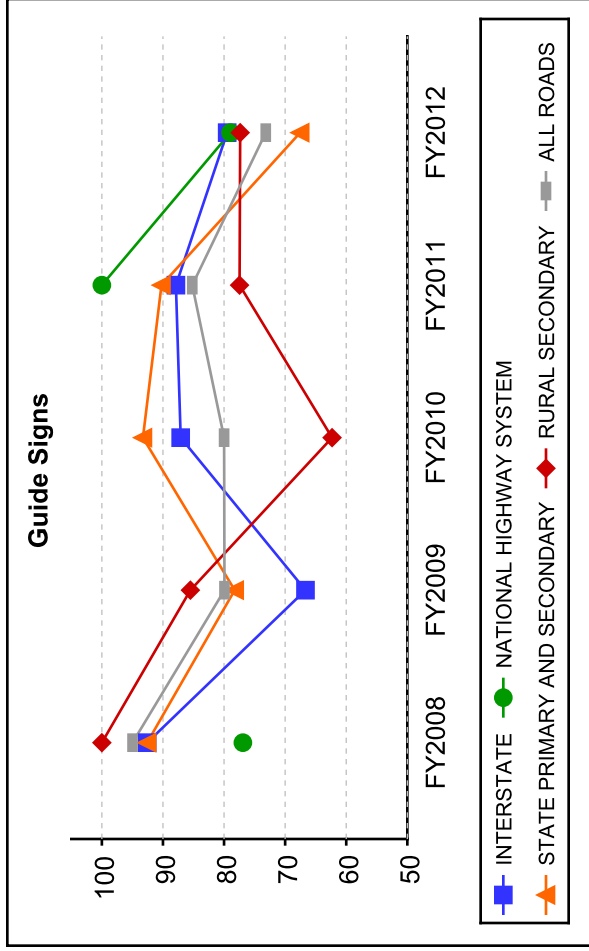


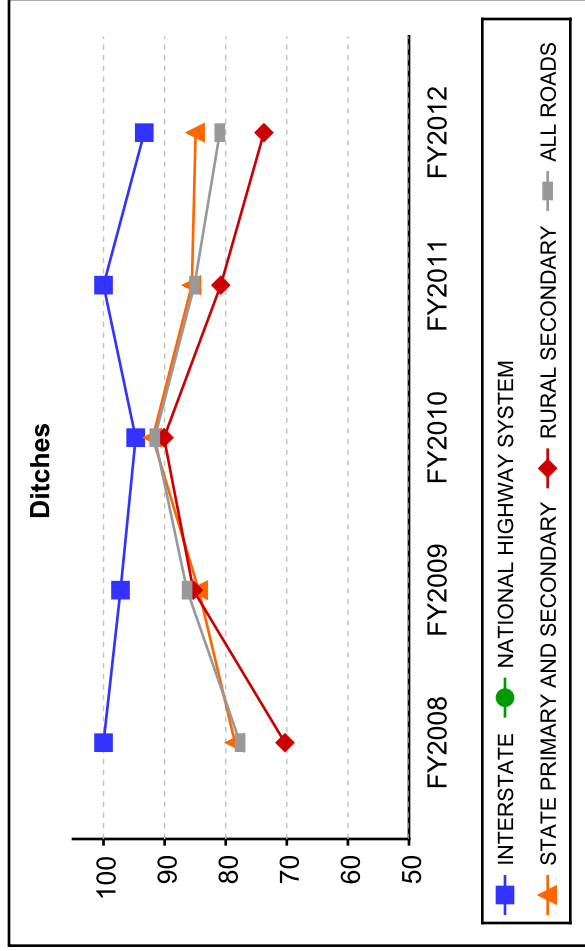
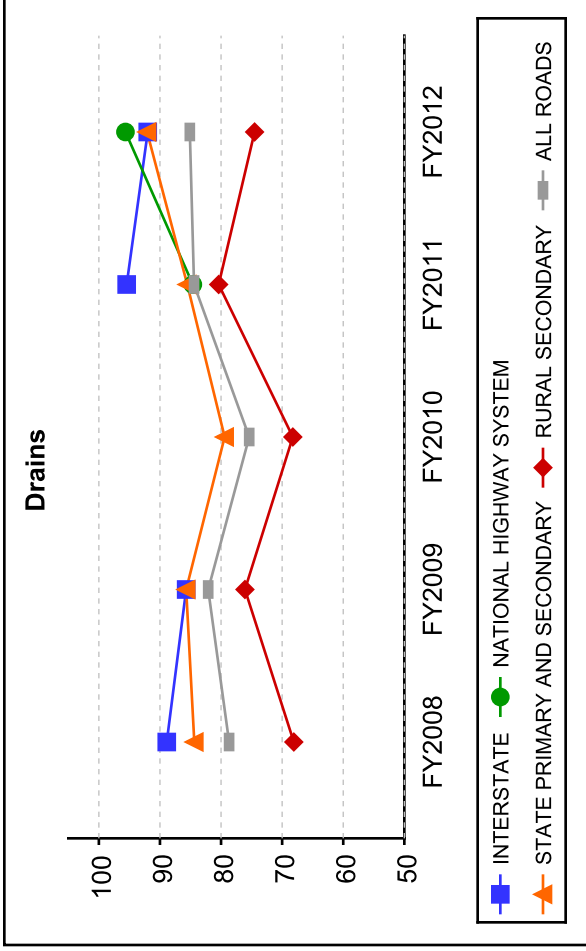
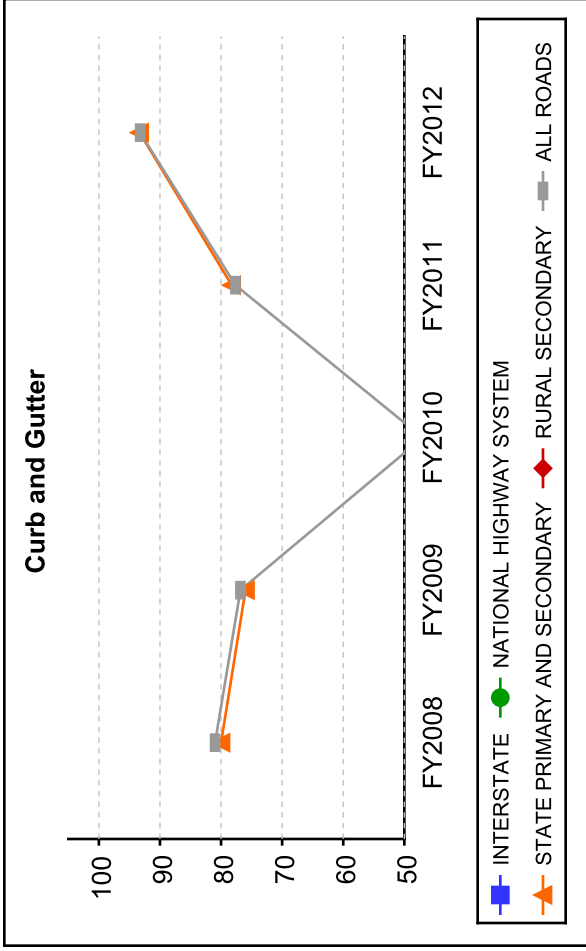


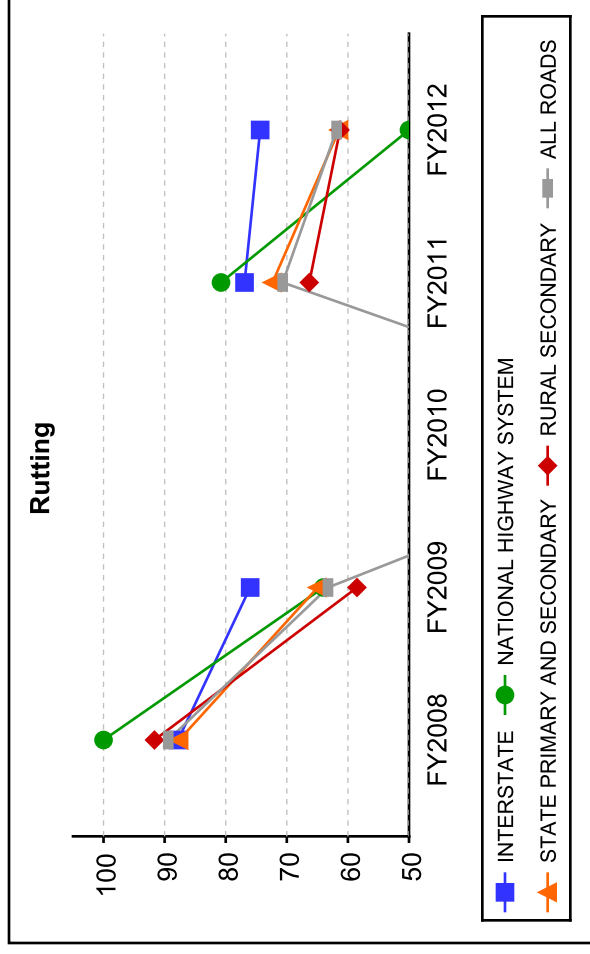
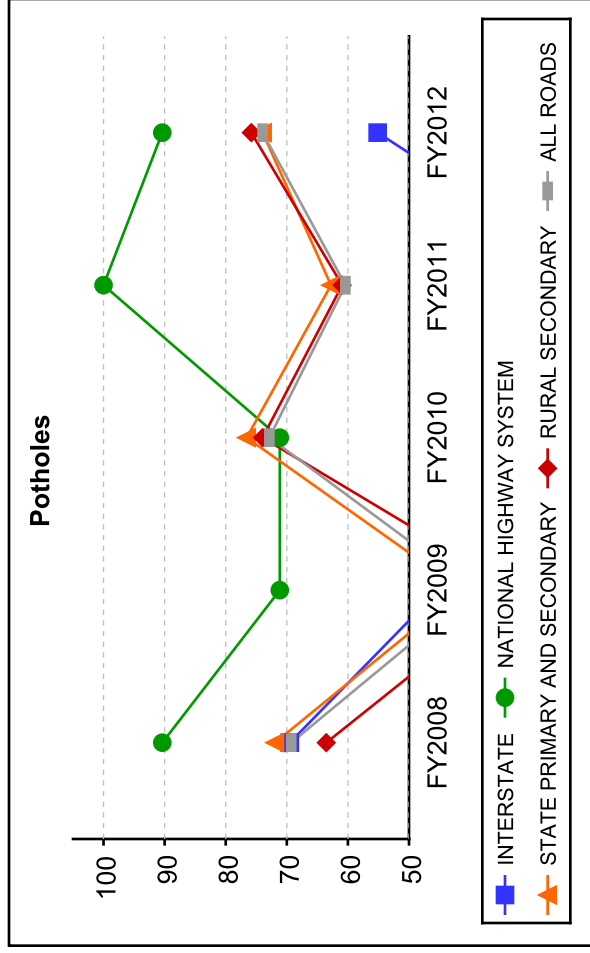
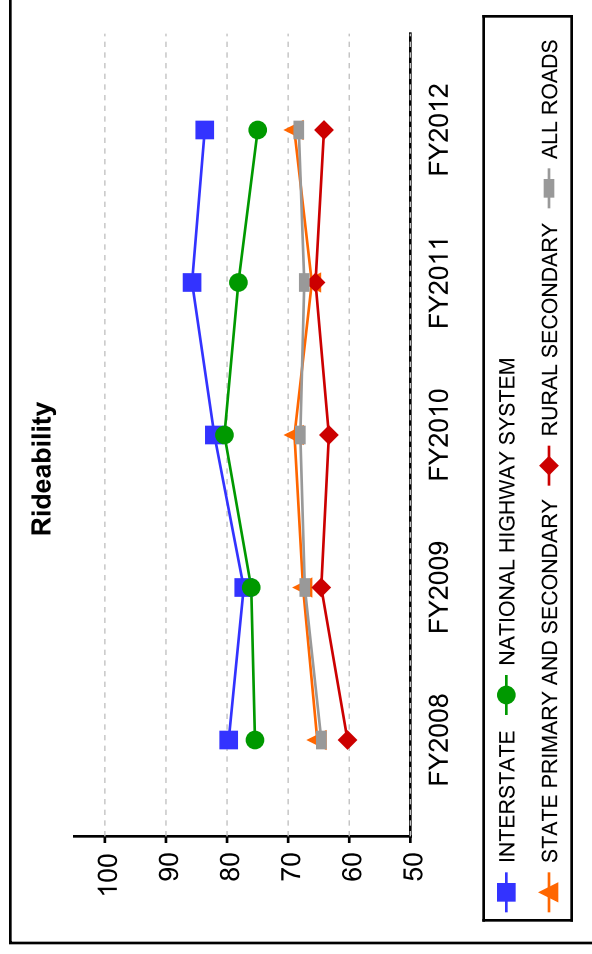
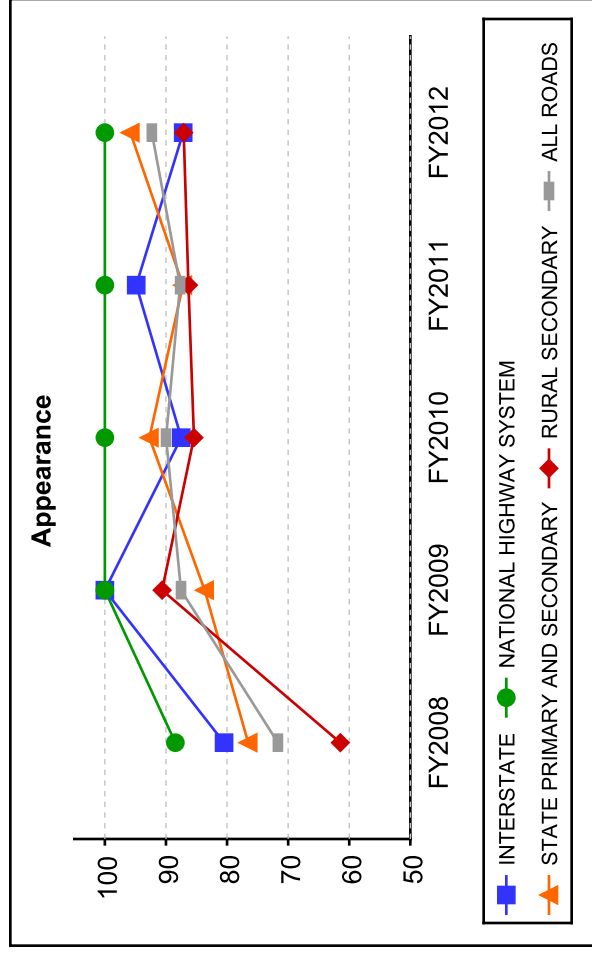


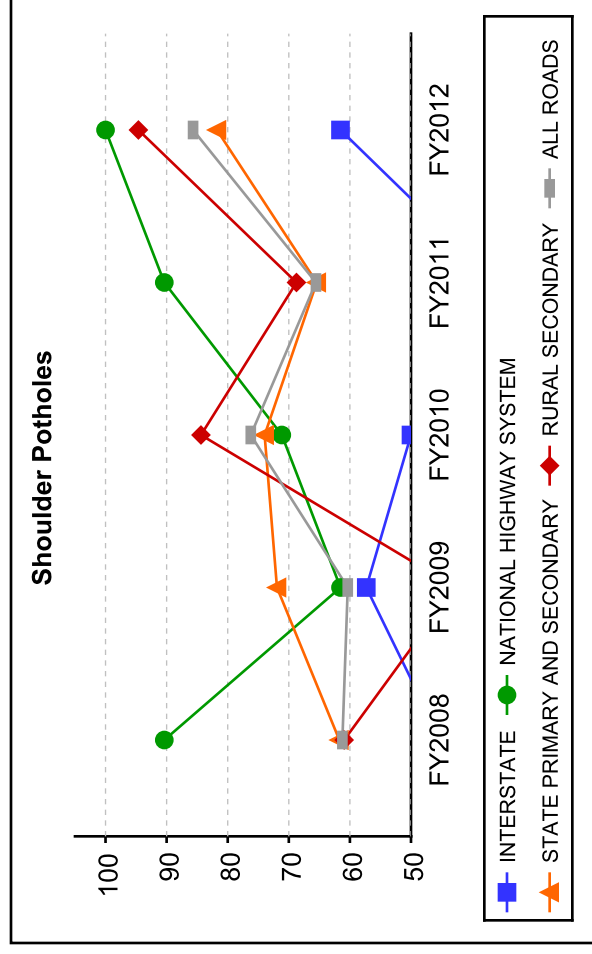
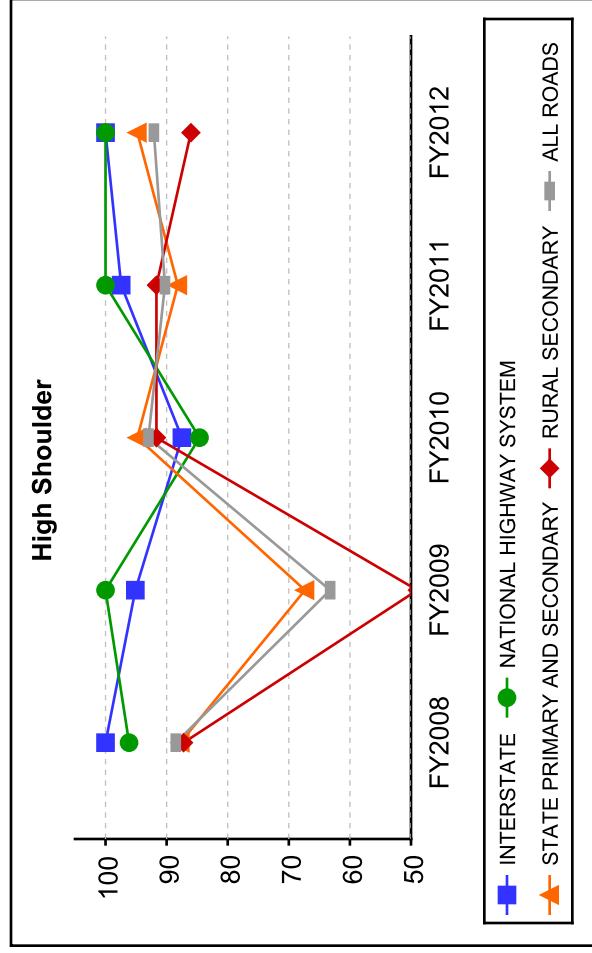
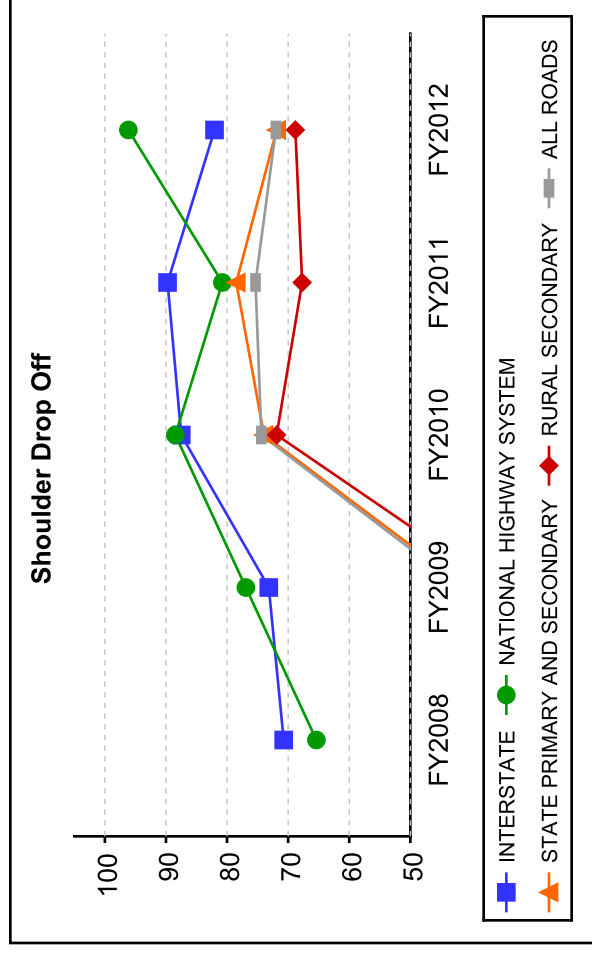
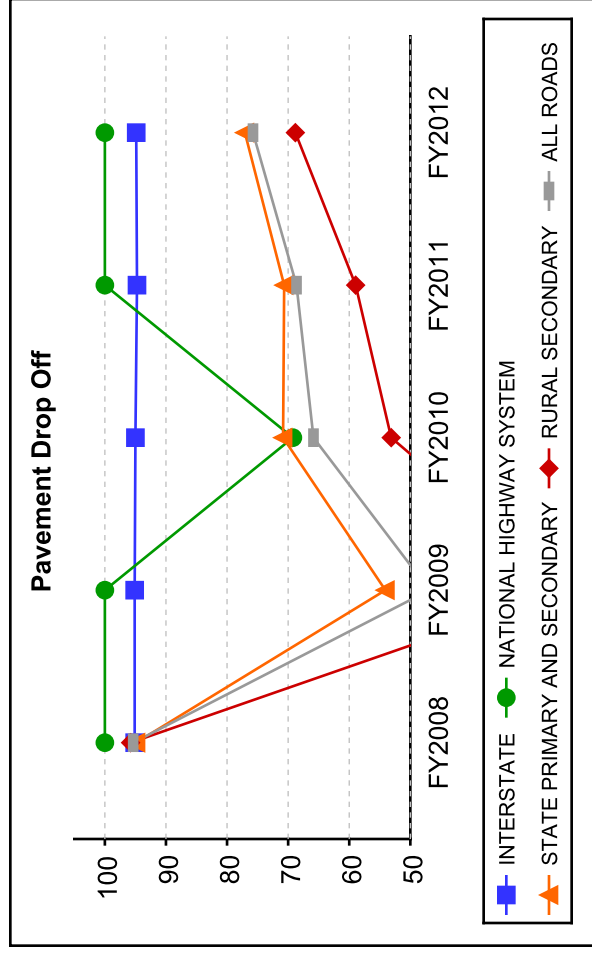


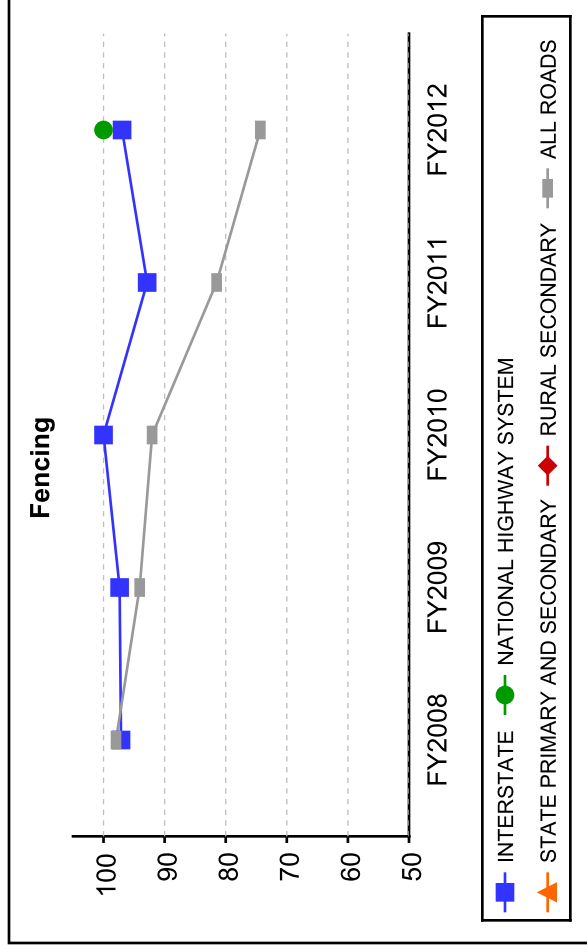
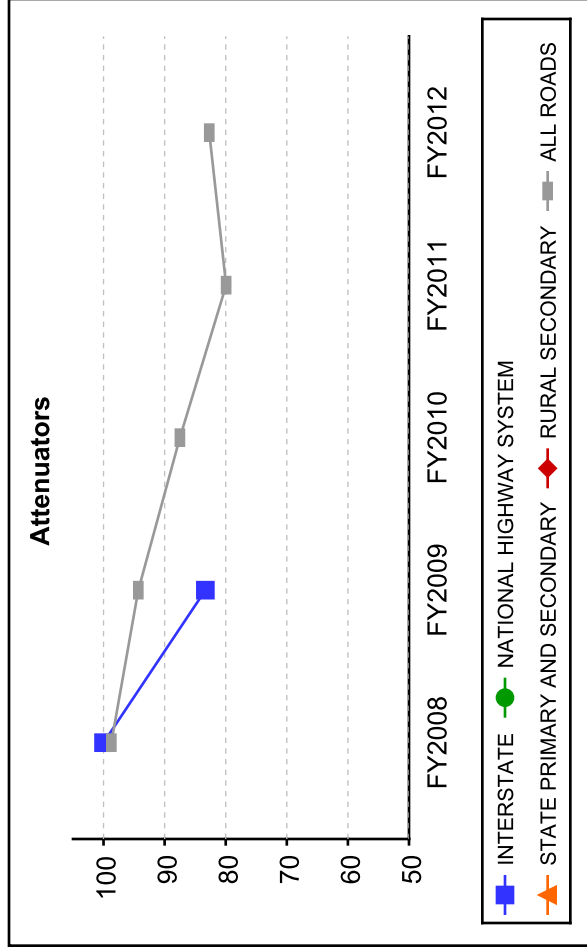
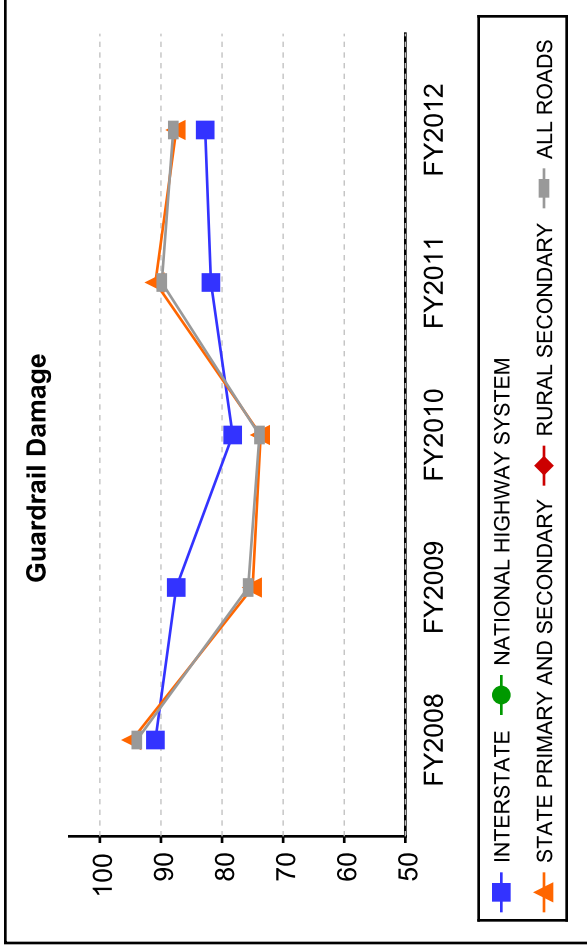
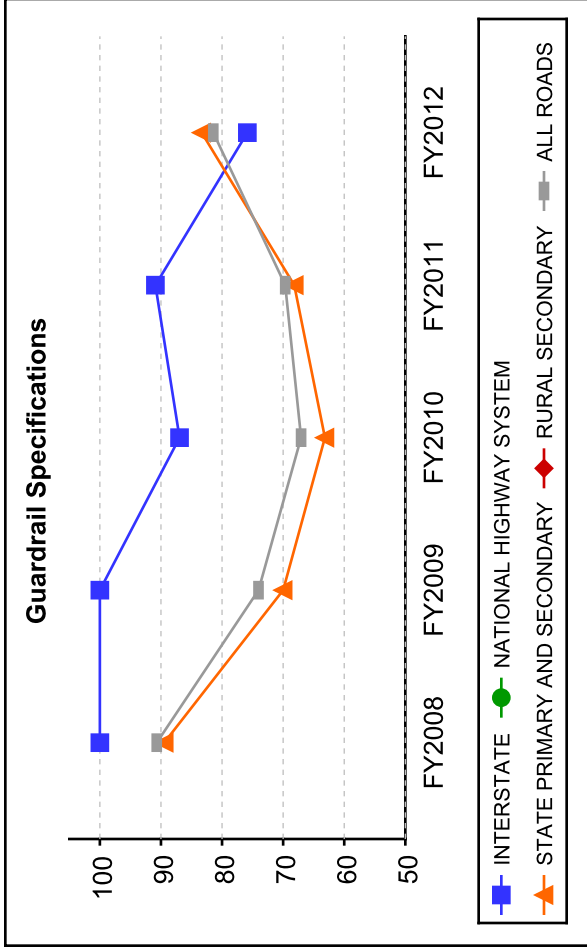


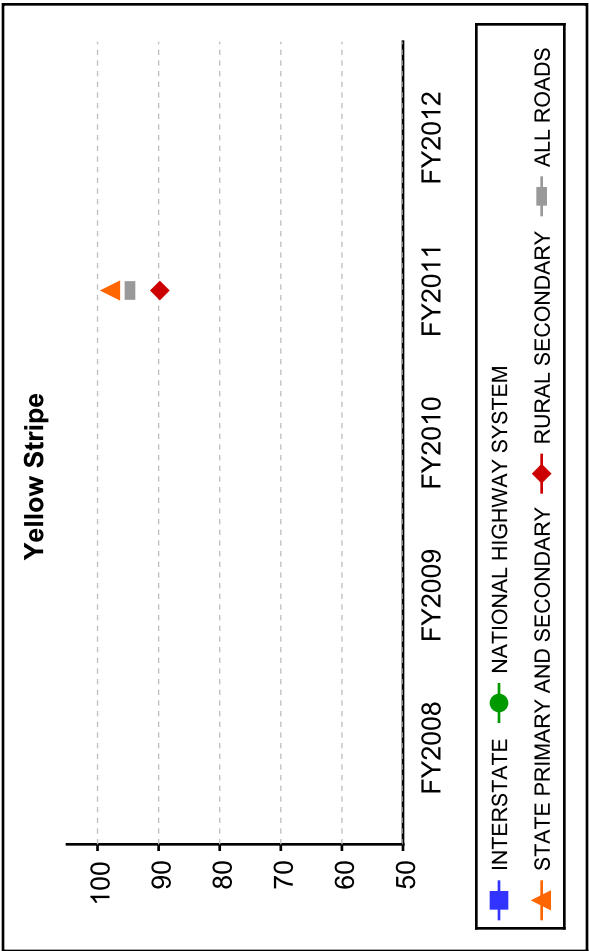
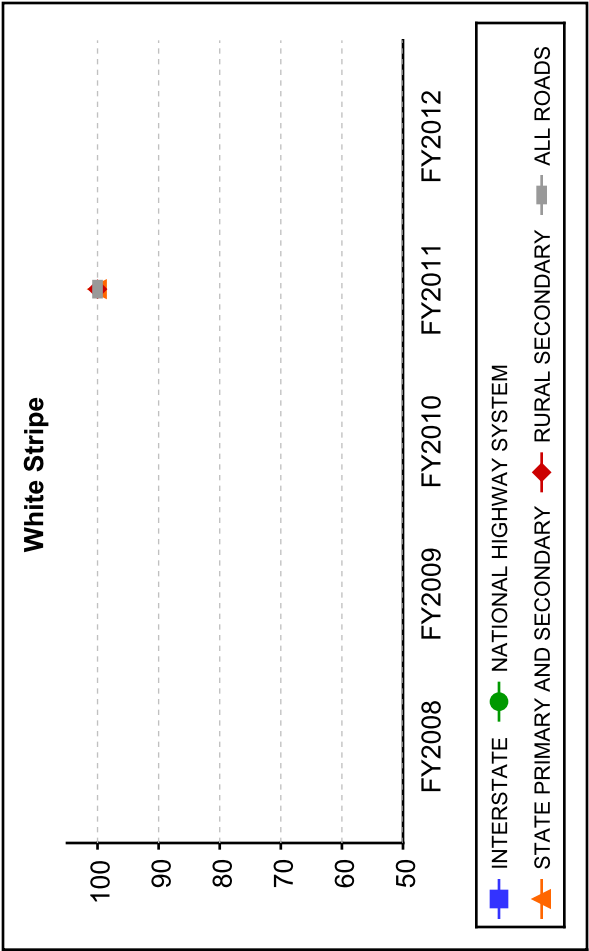
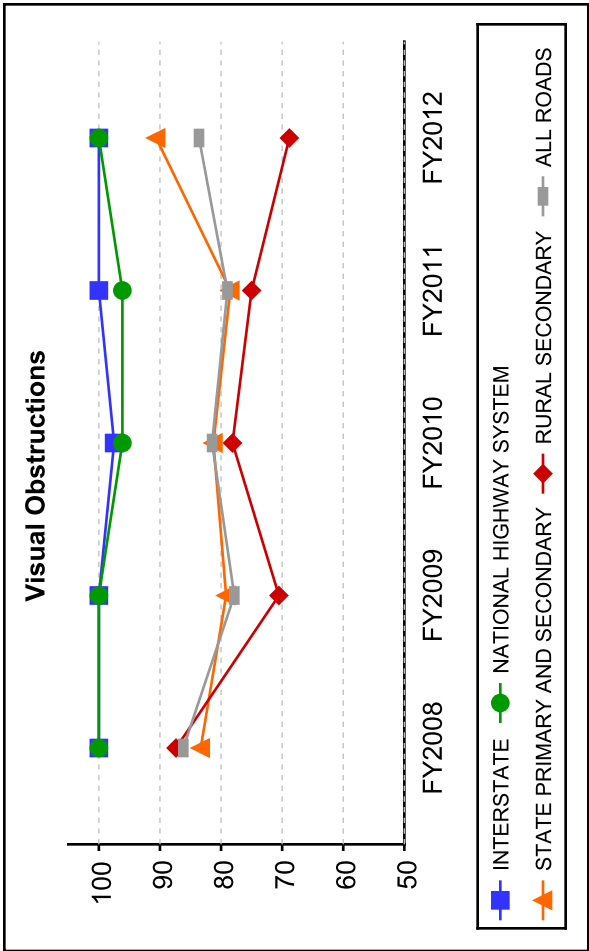
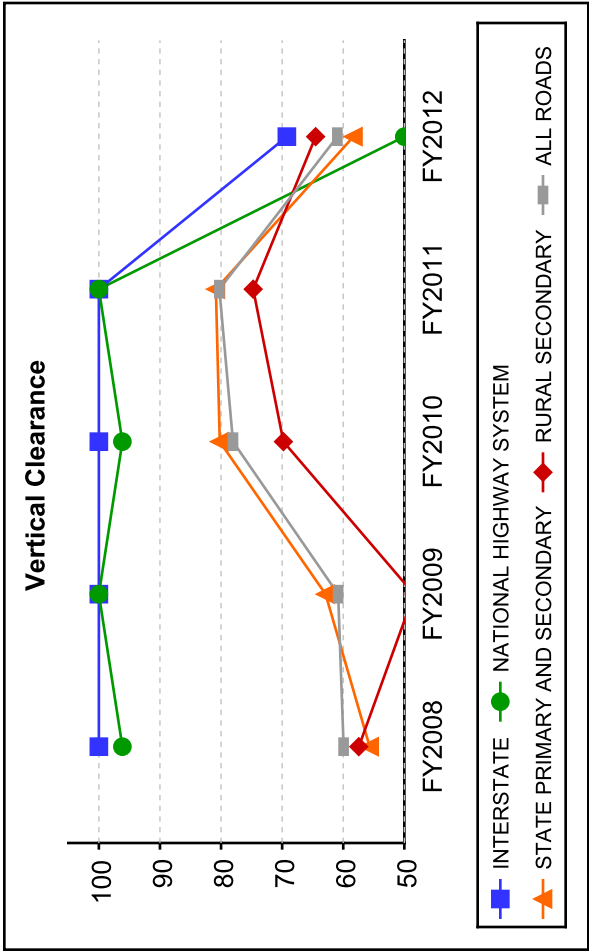


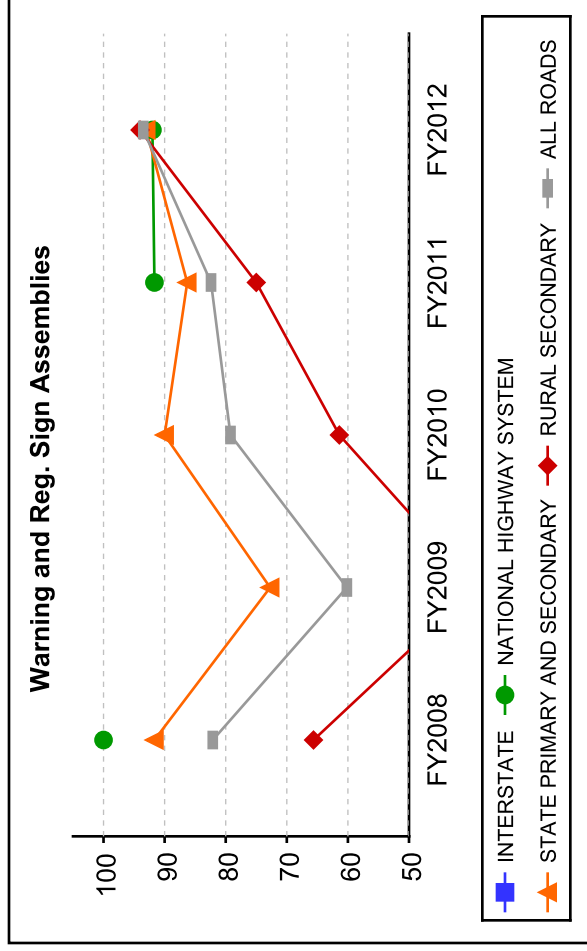
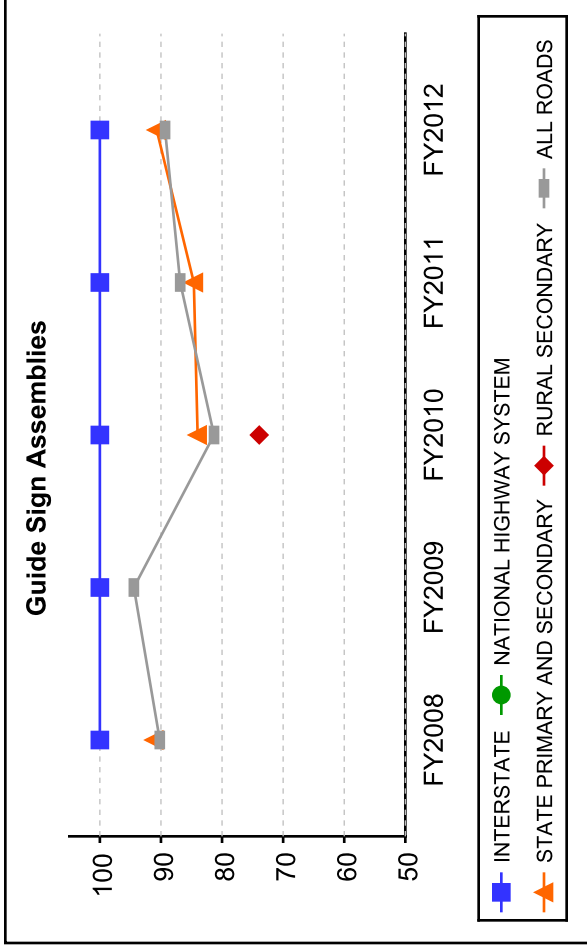
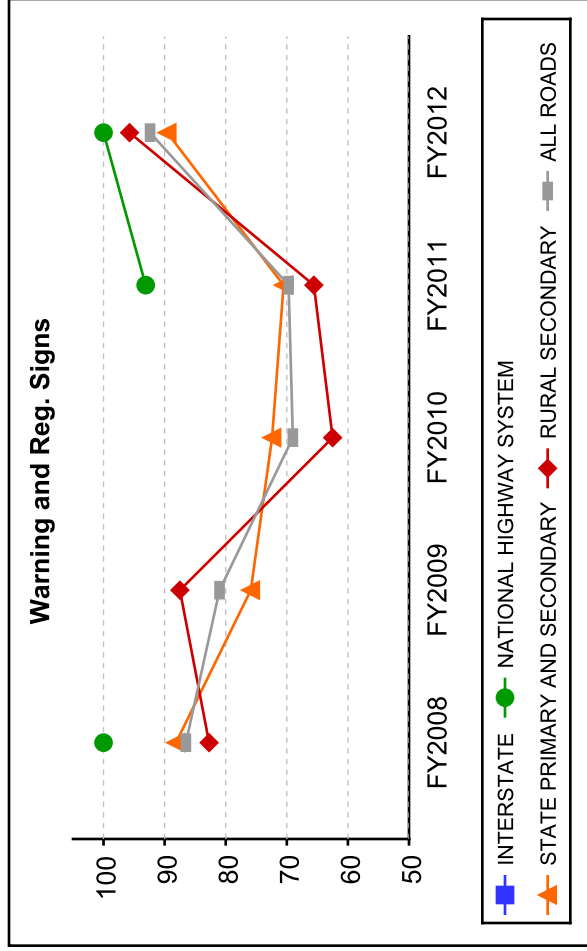
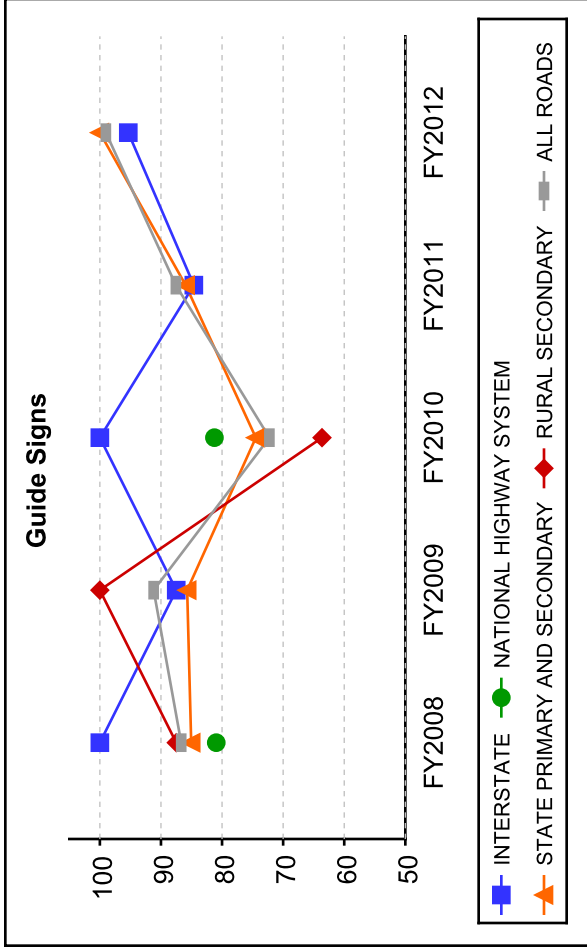


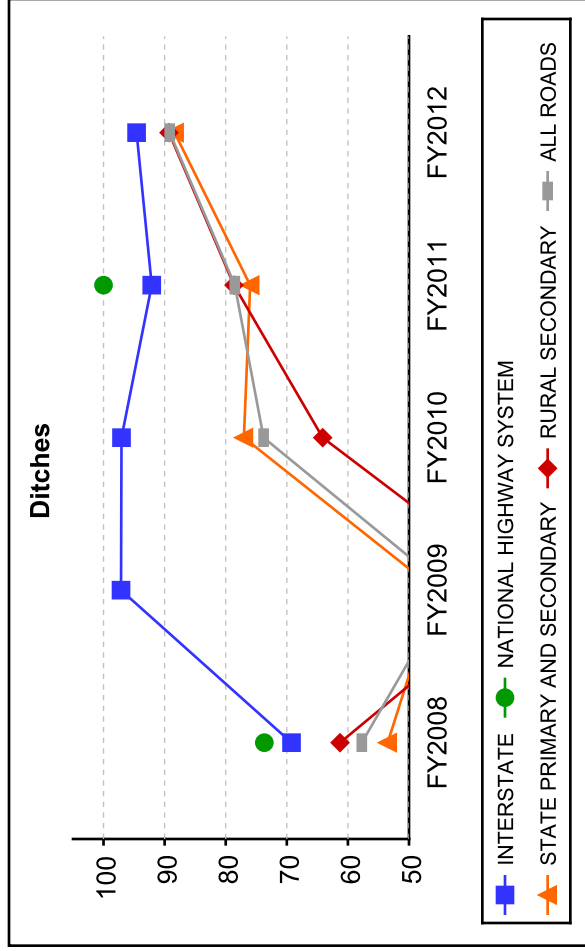
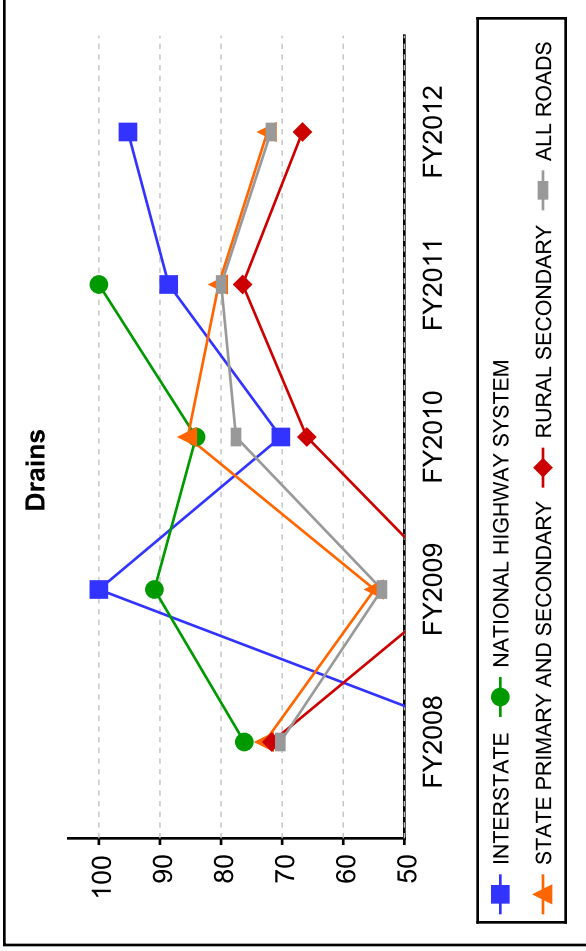
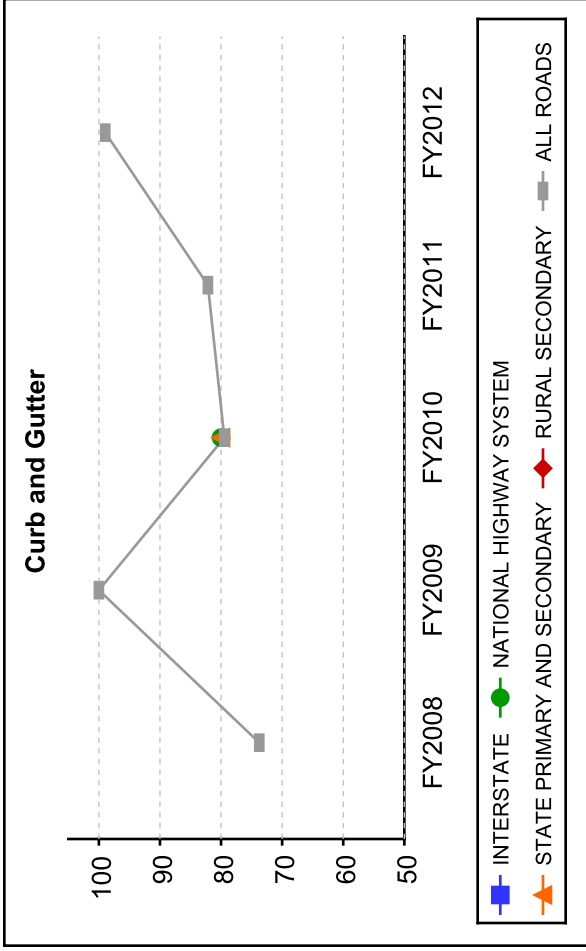


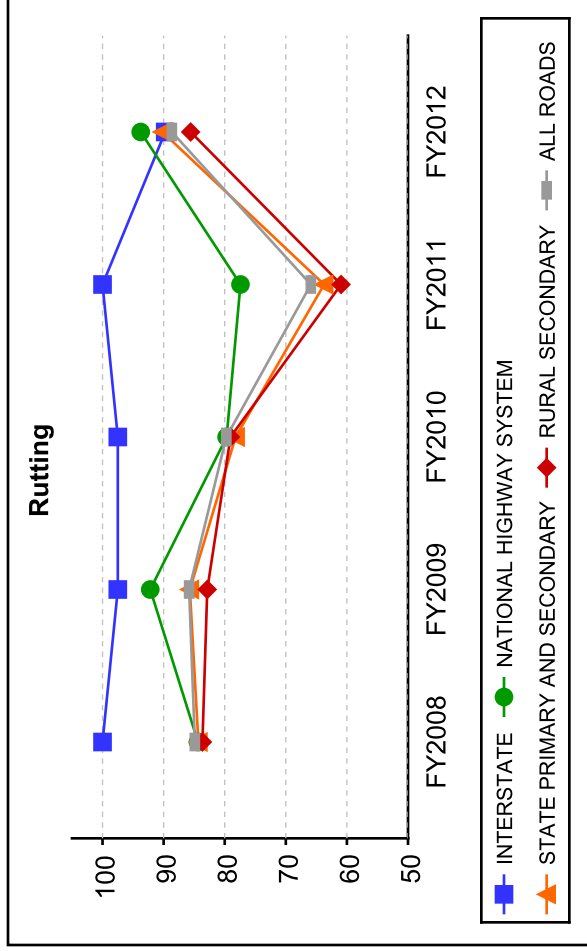
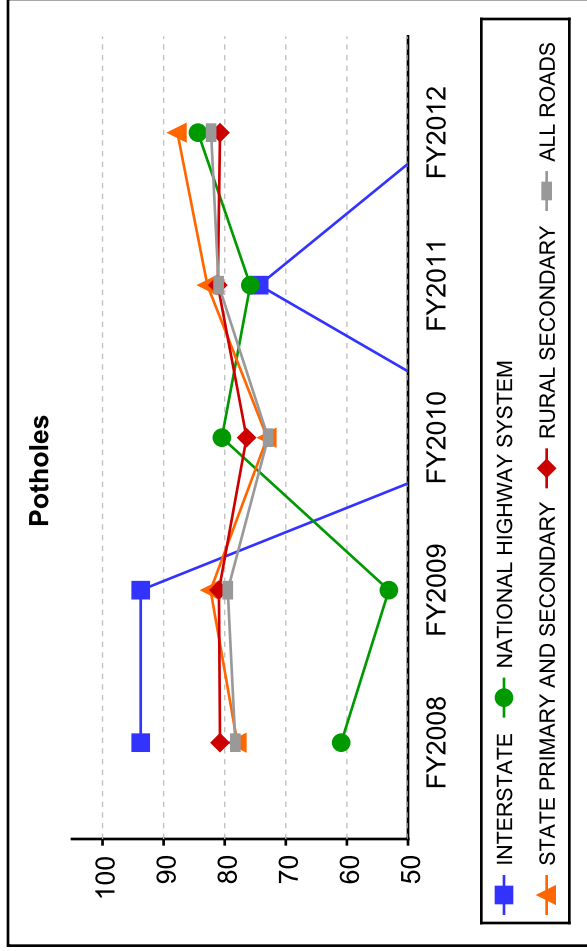
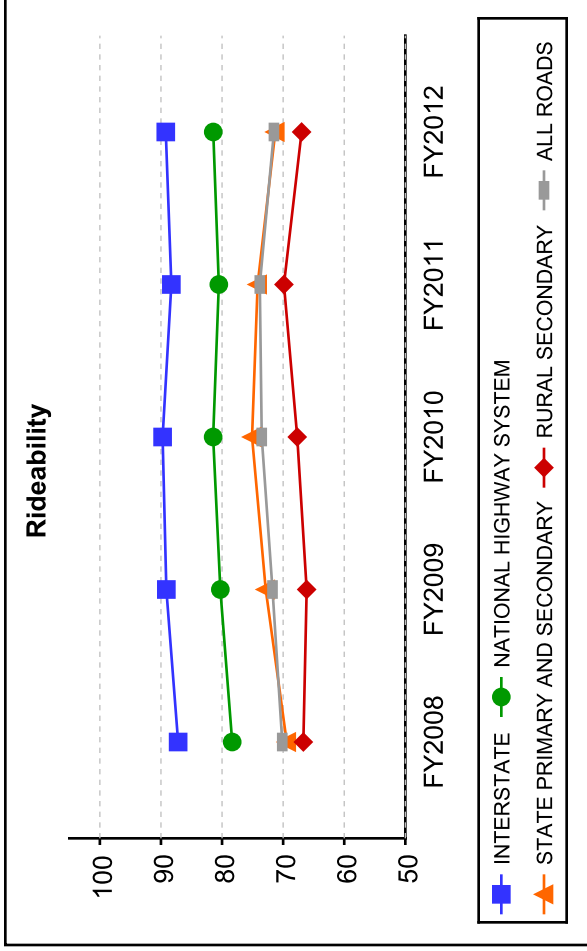
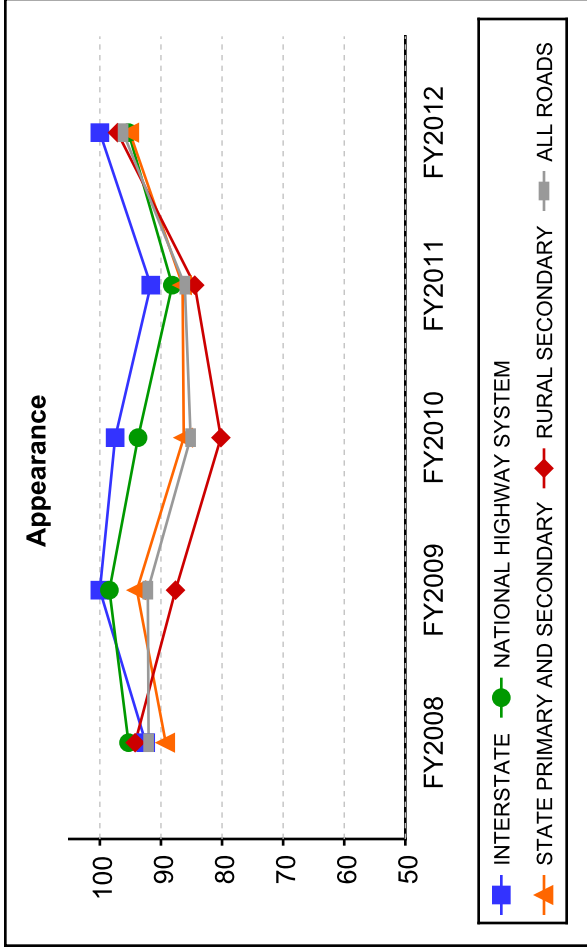


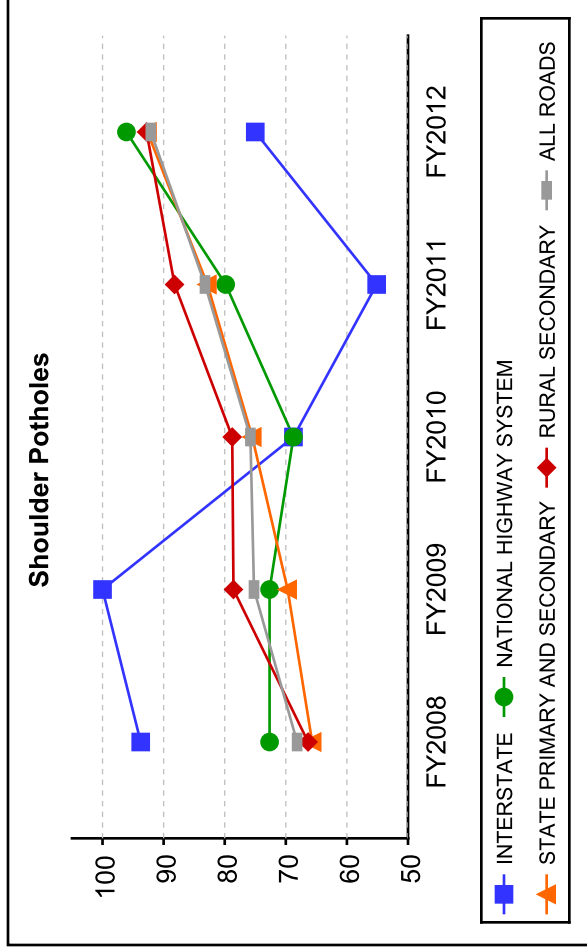
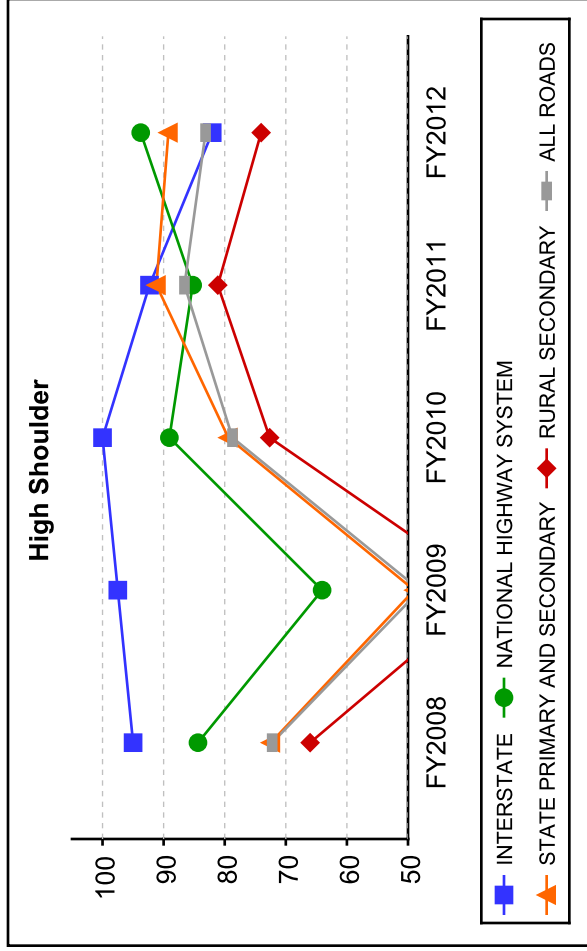
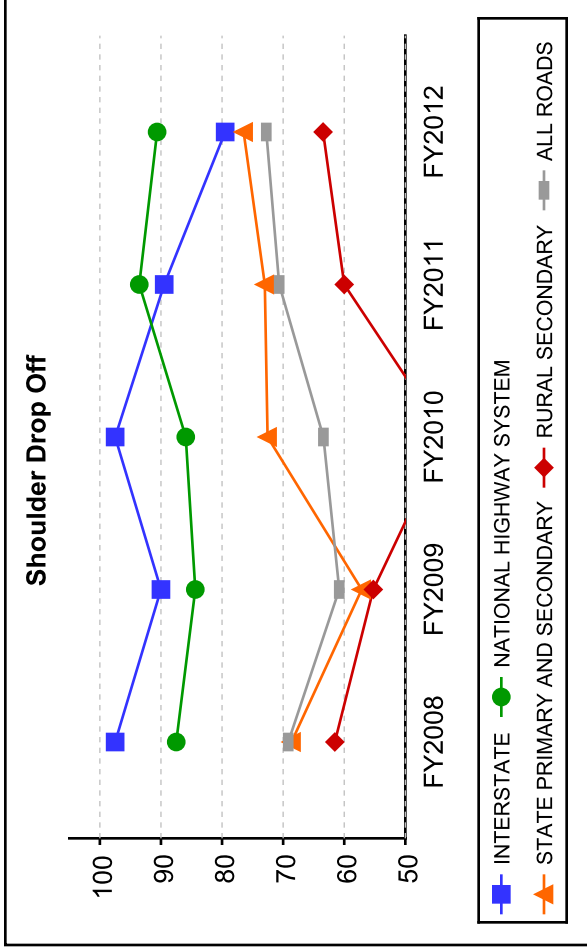
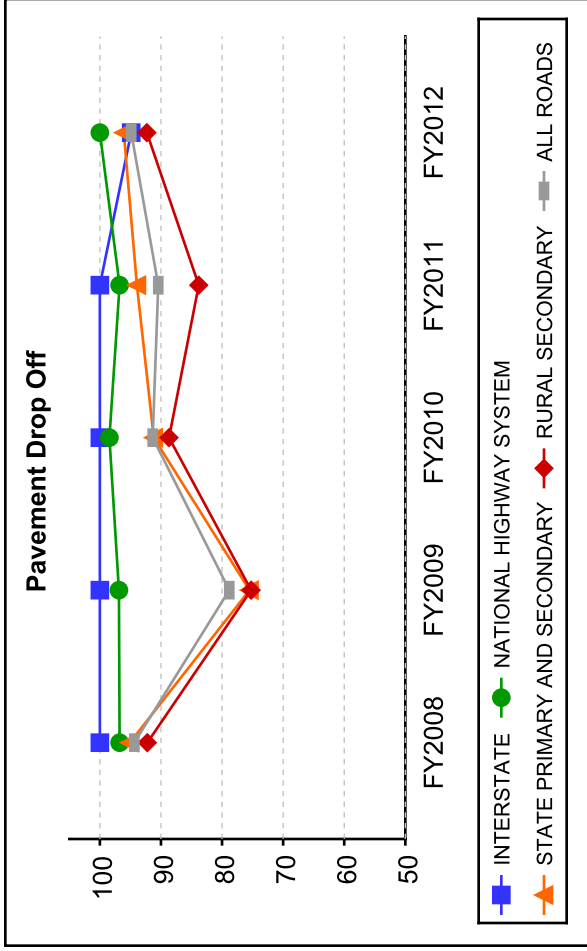


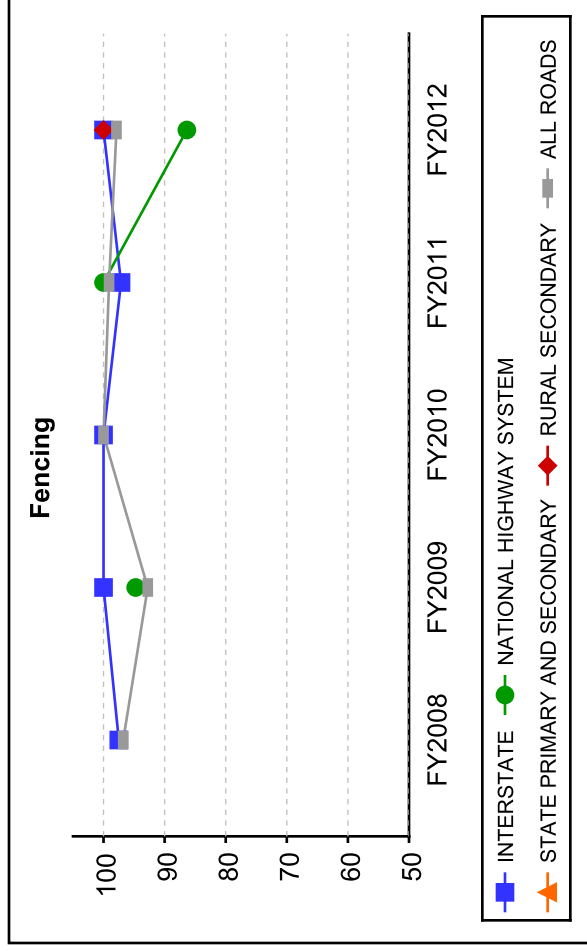
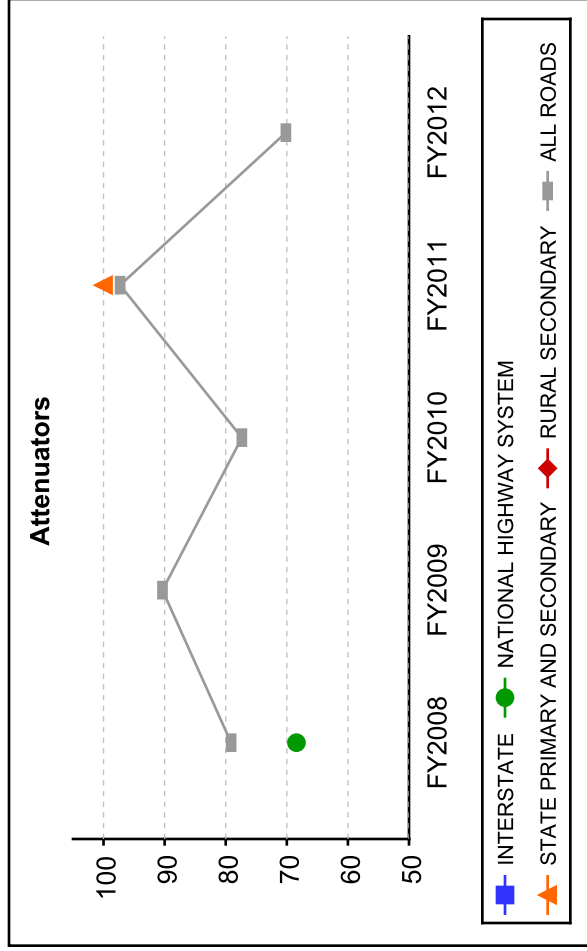
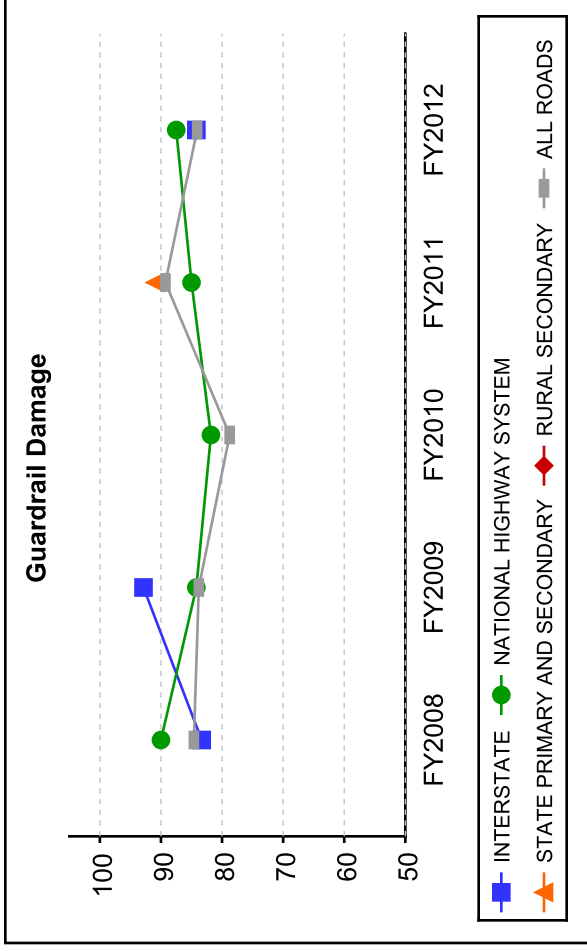
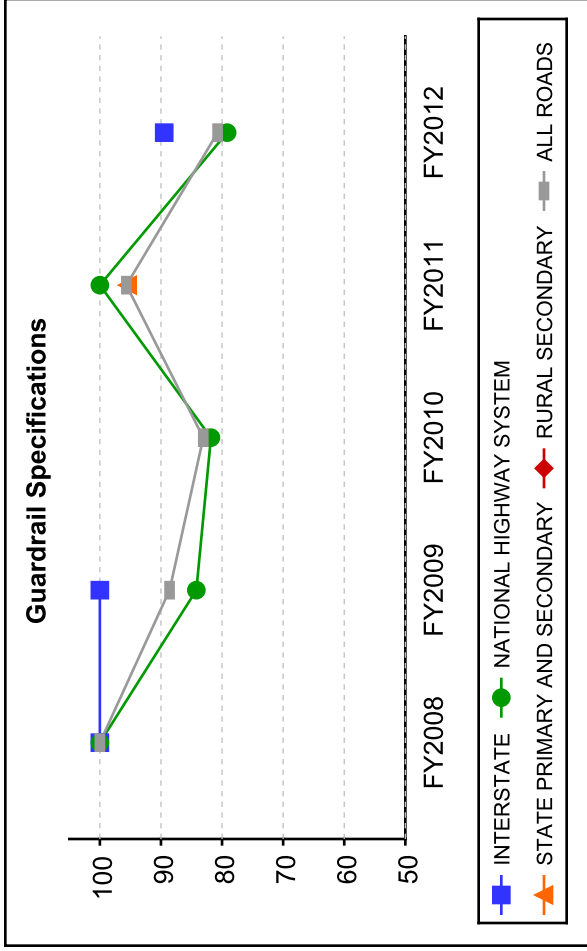


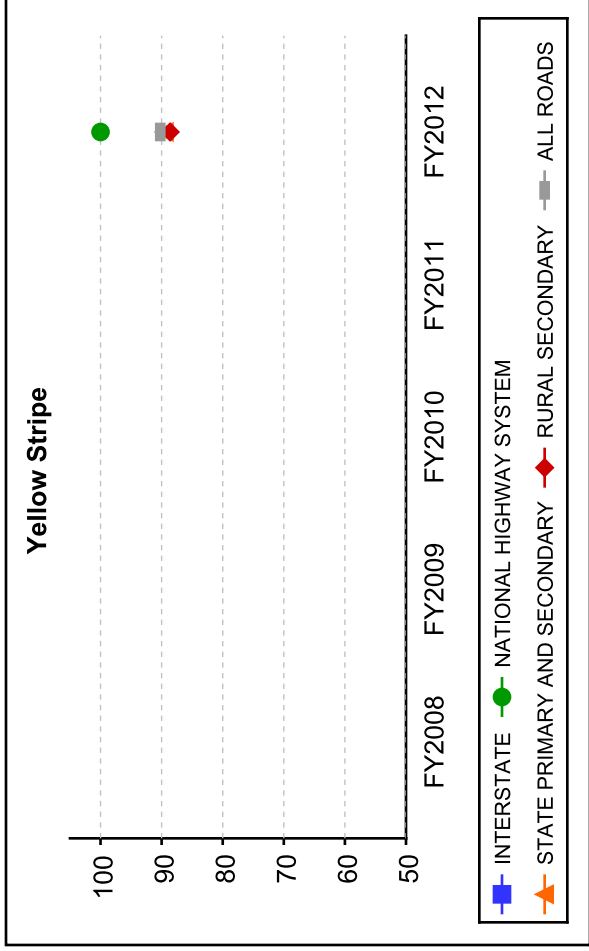
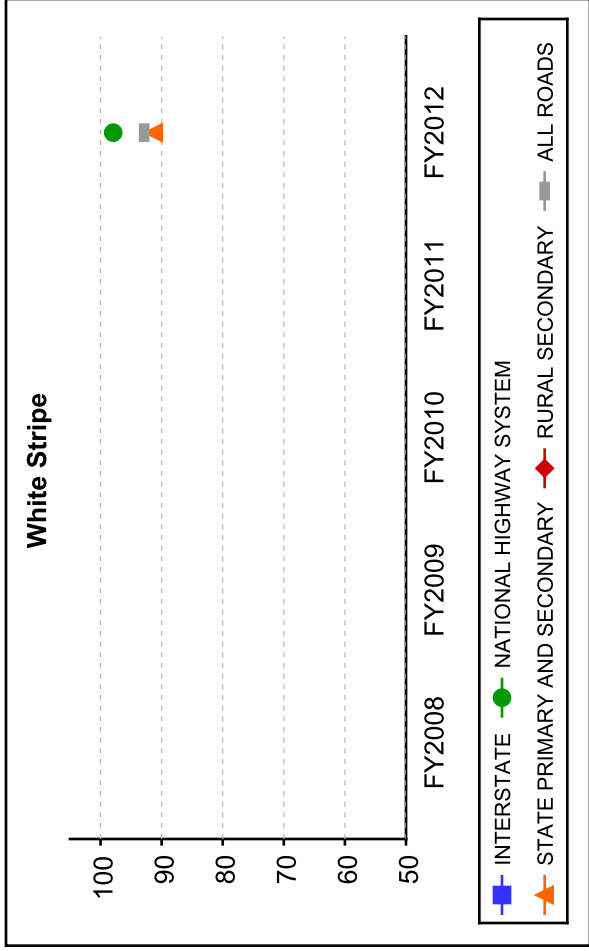
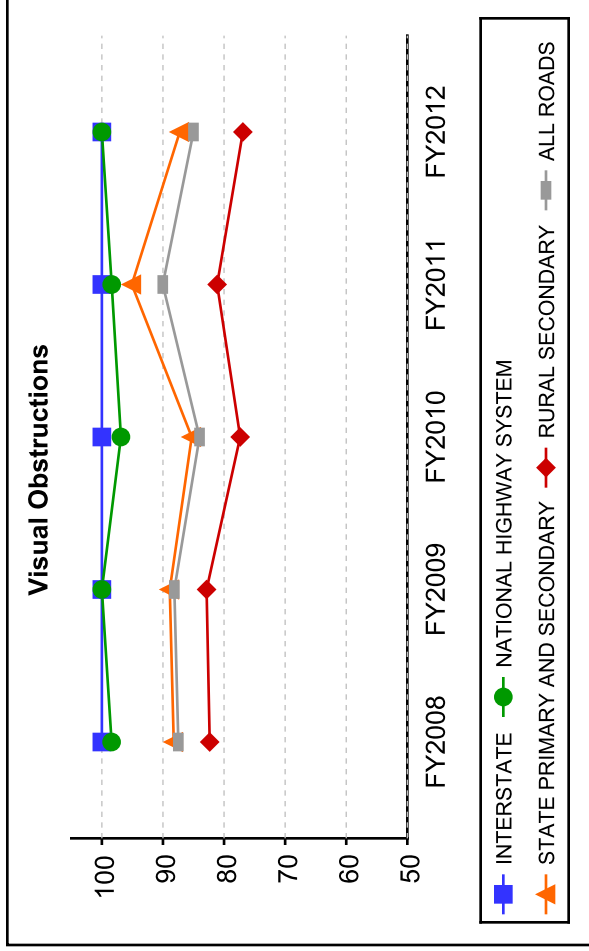
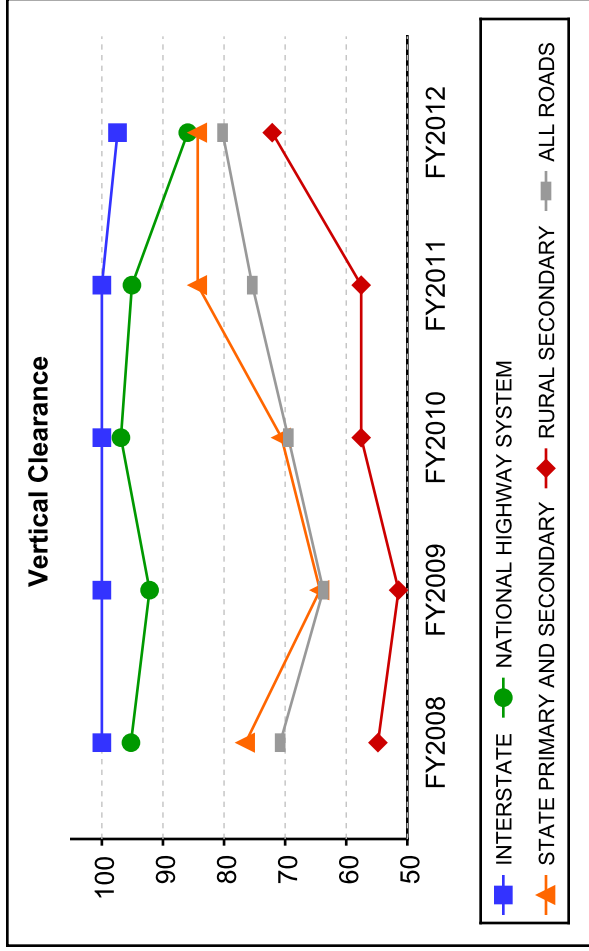


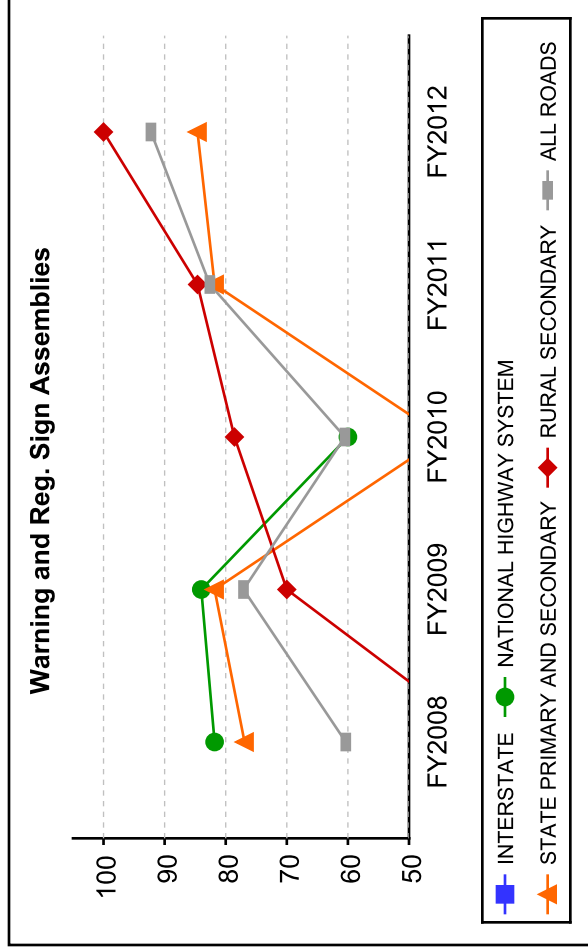
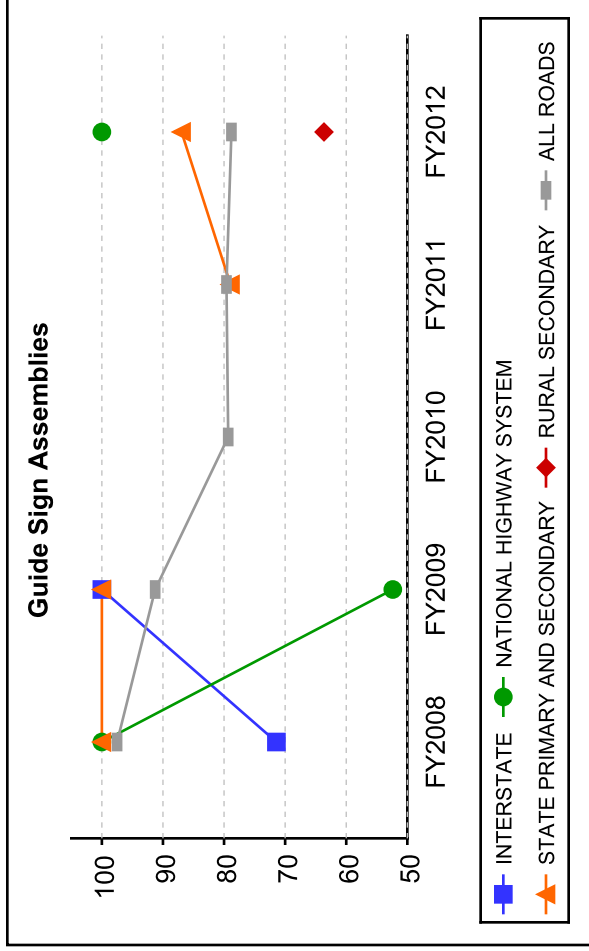
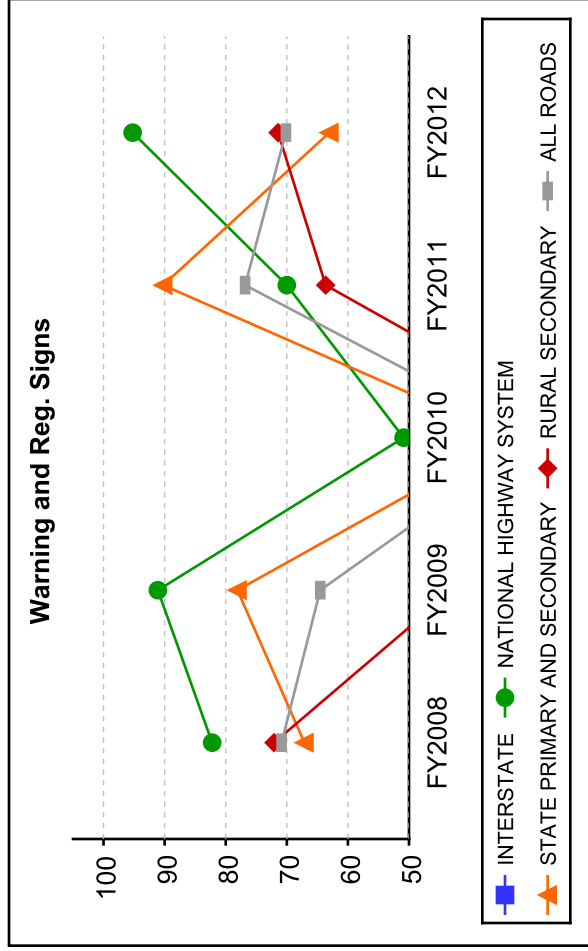
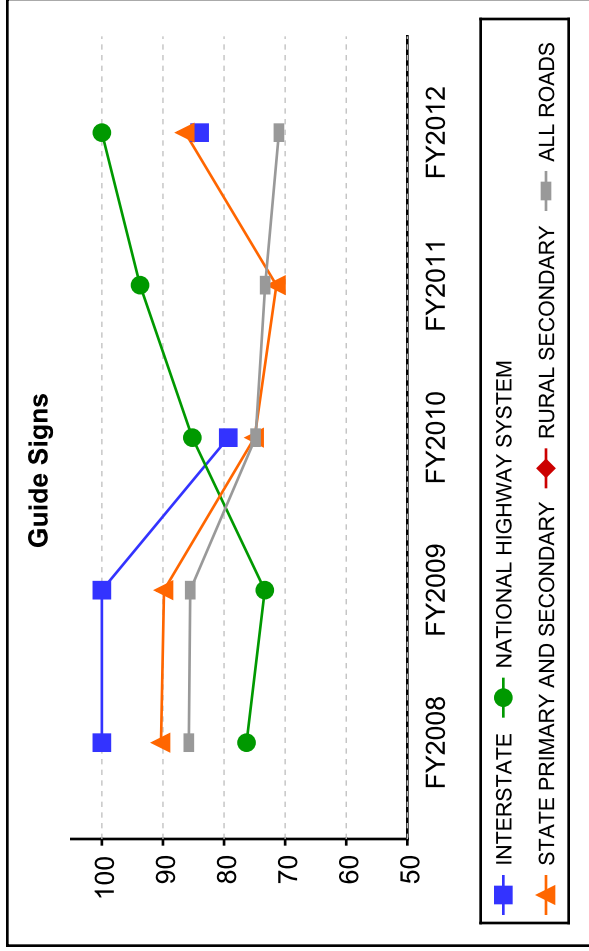




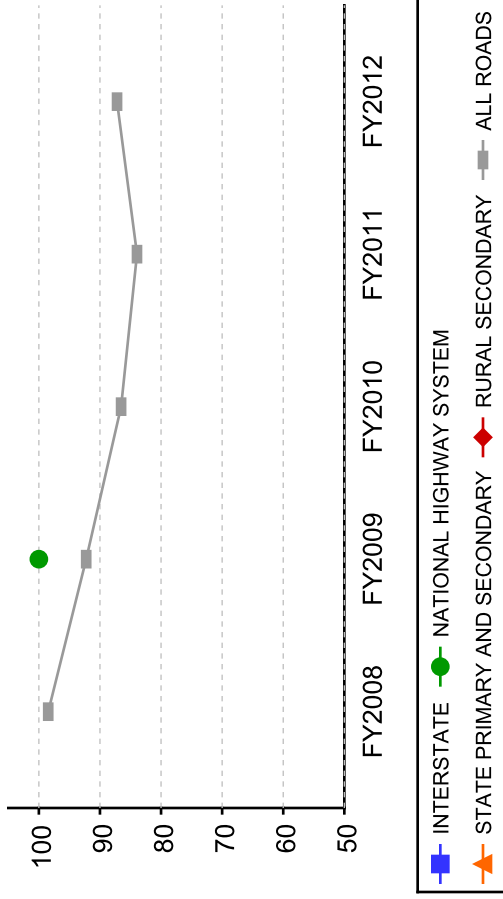




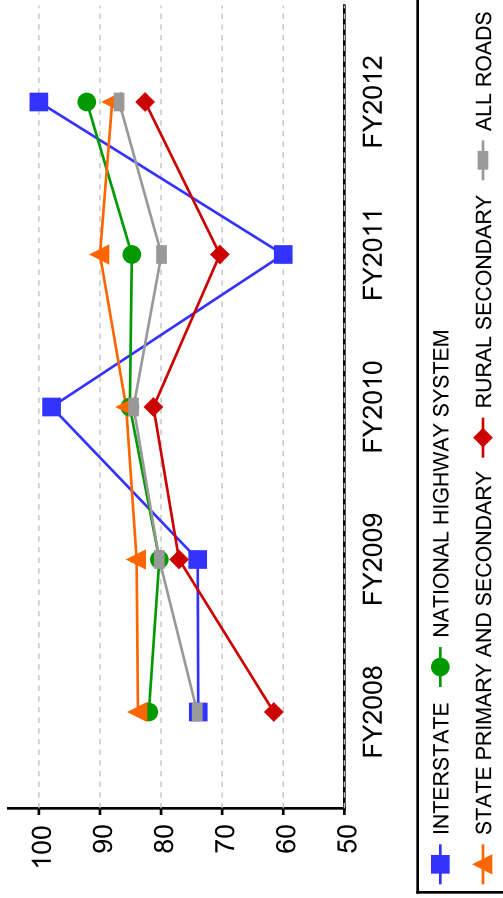




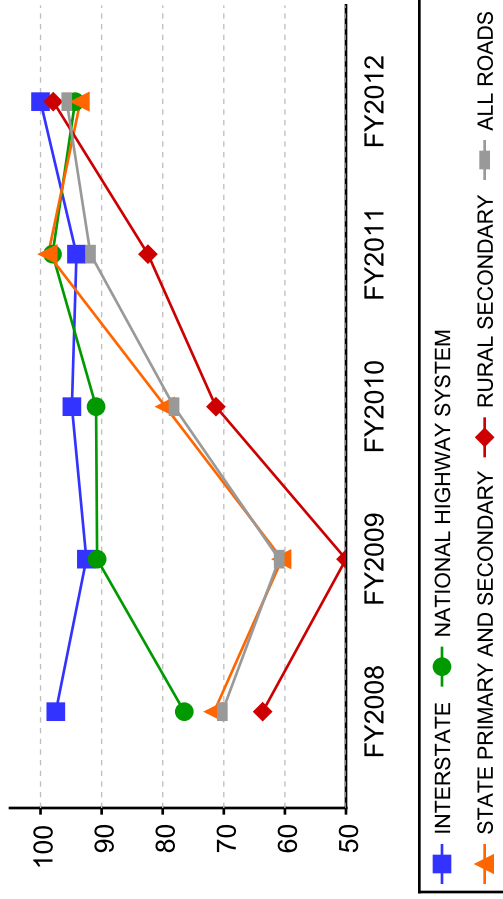
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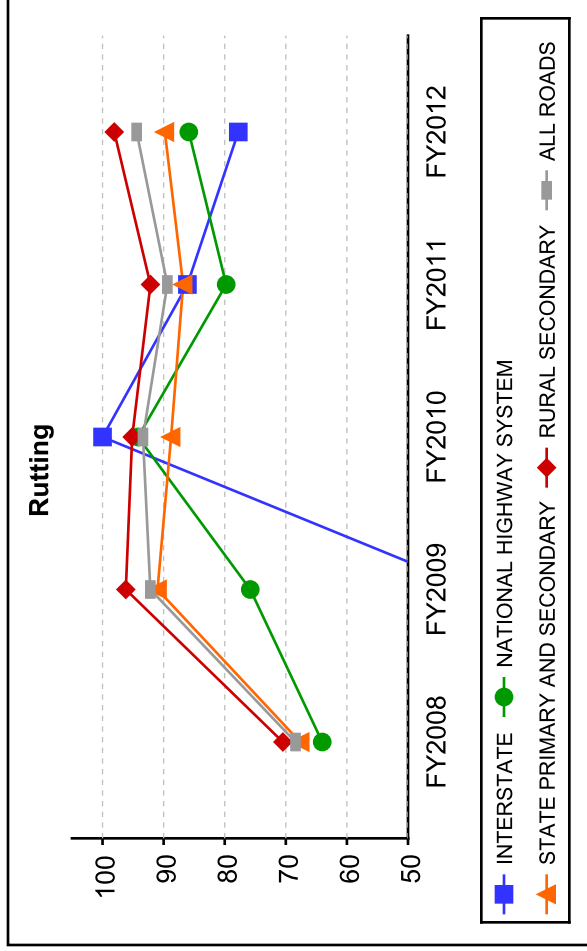
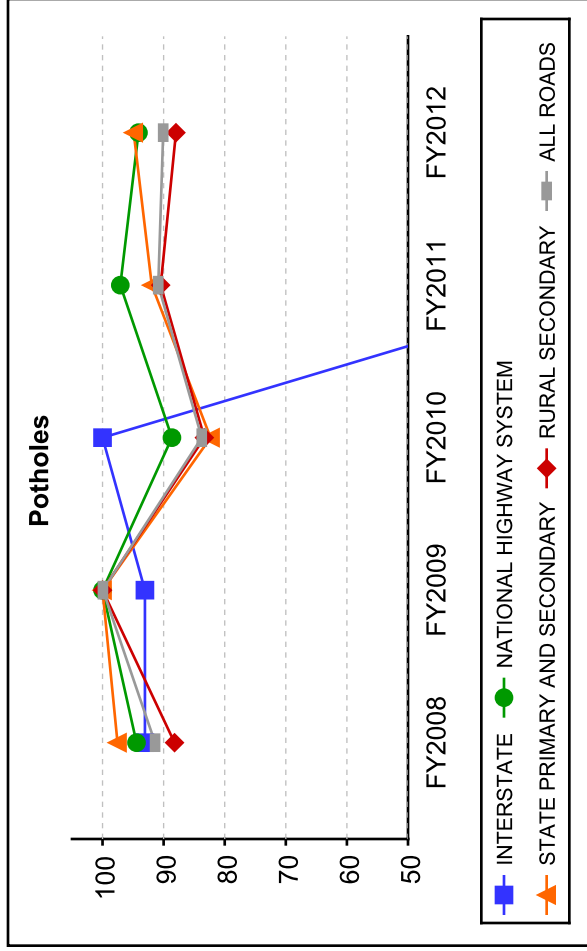
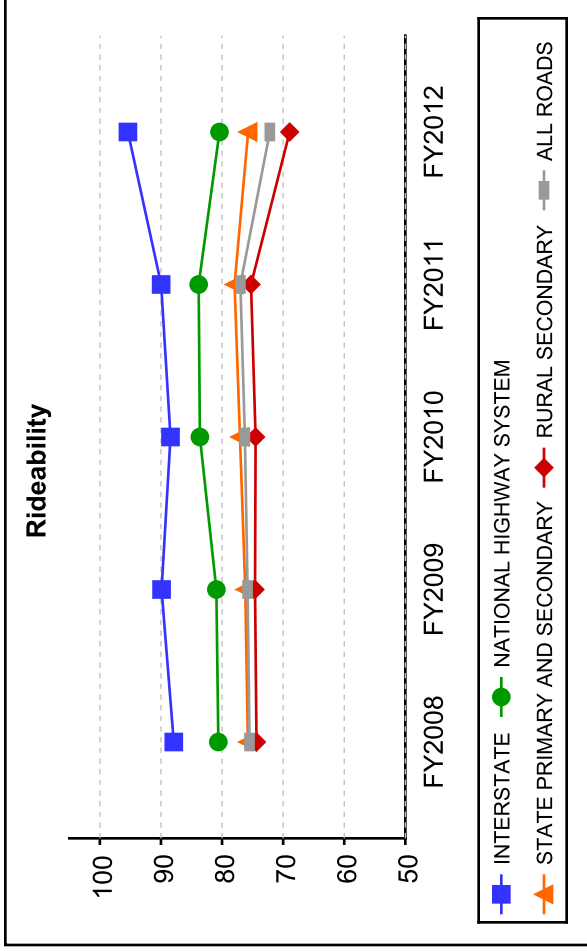
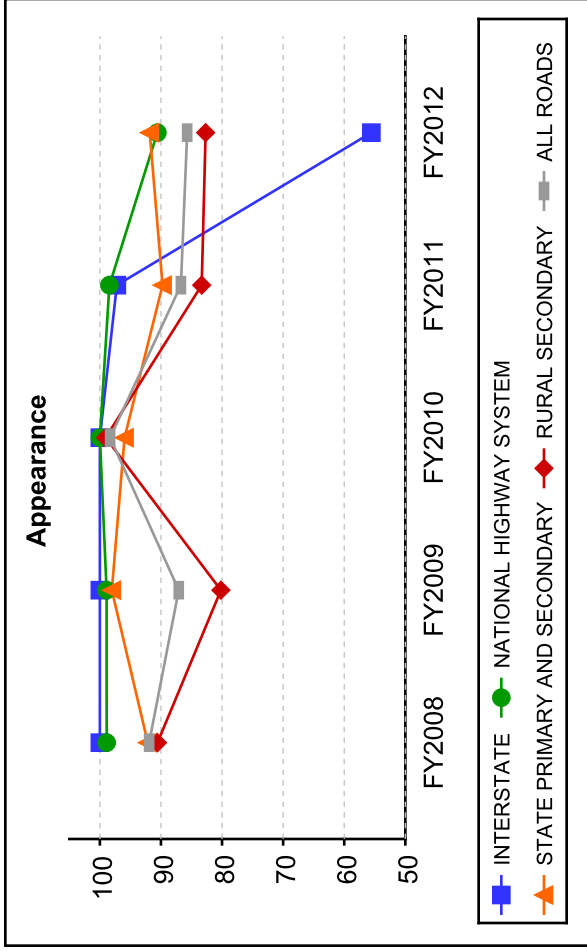


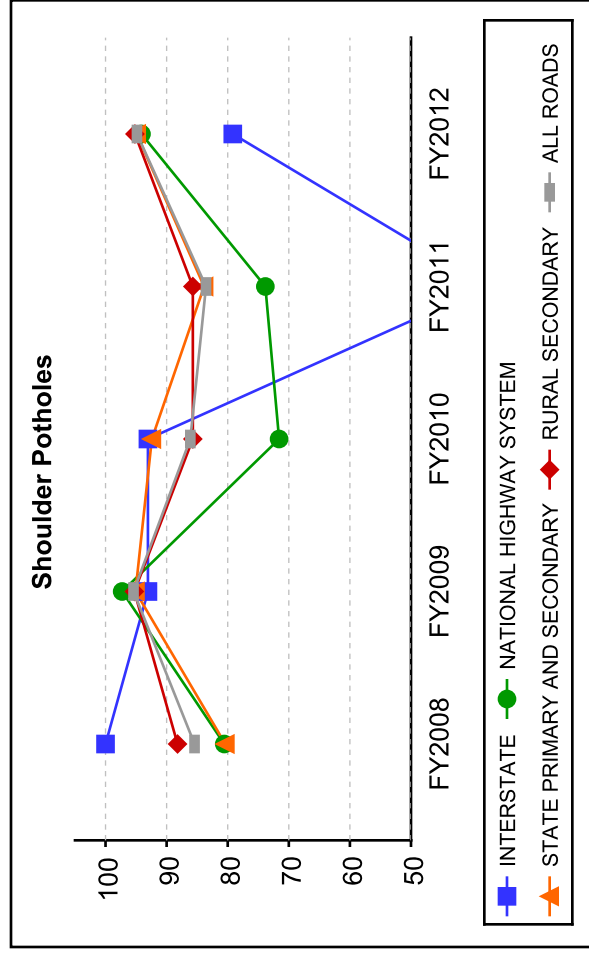
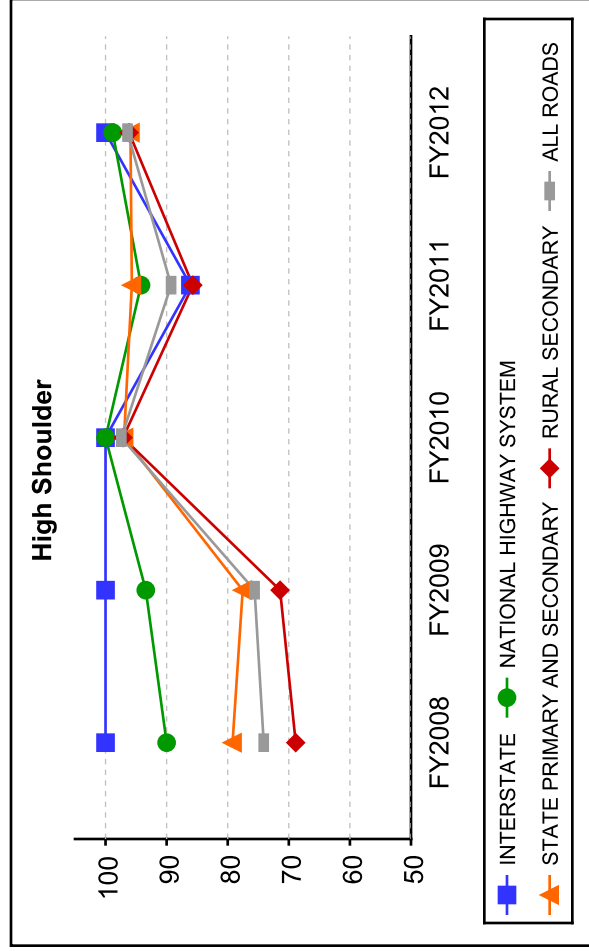
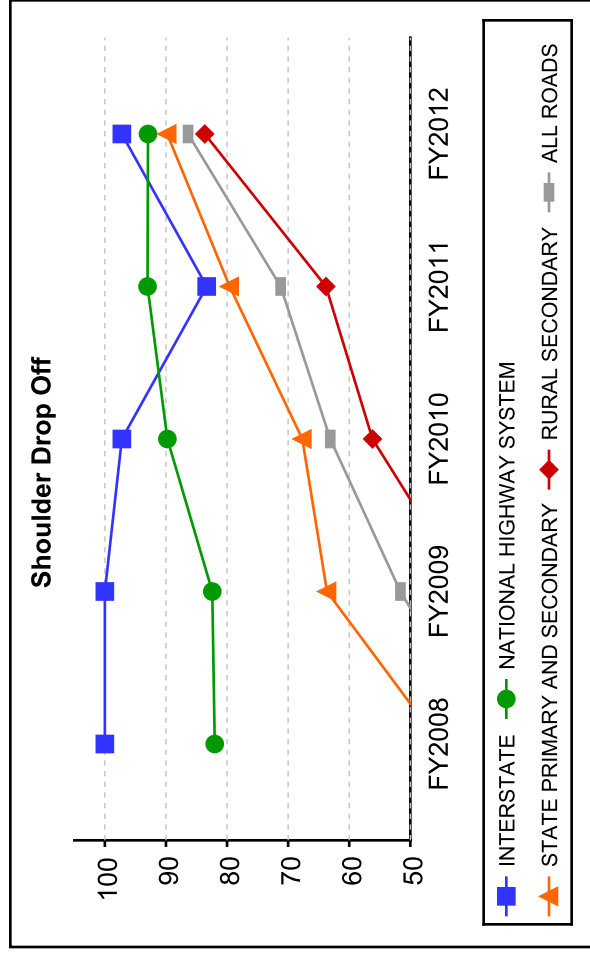
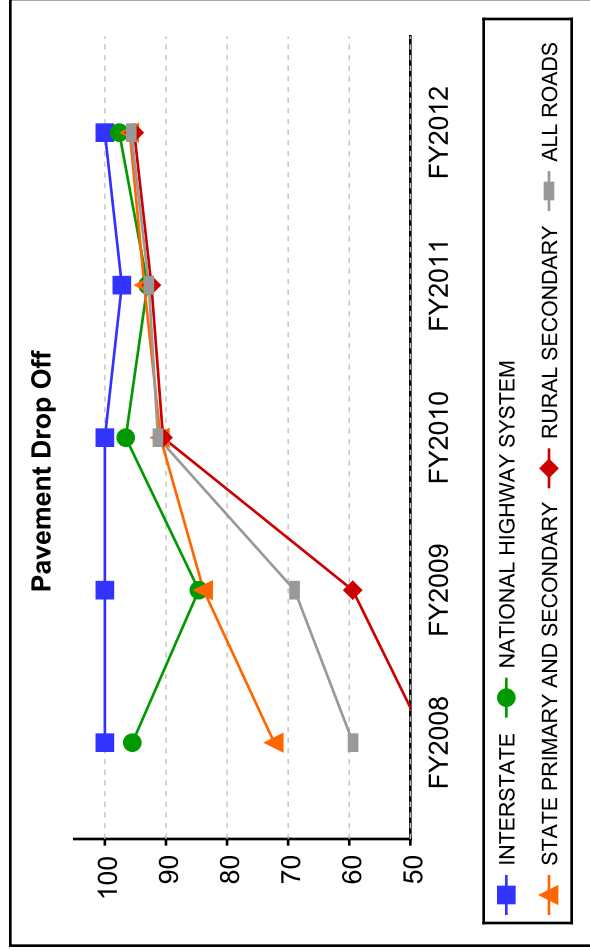
Drains

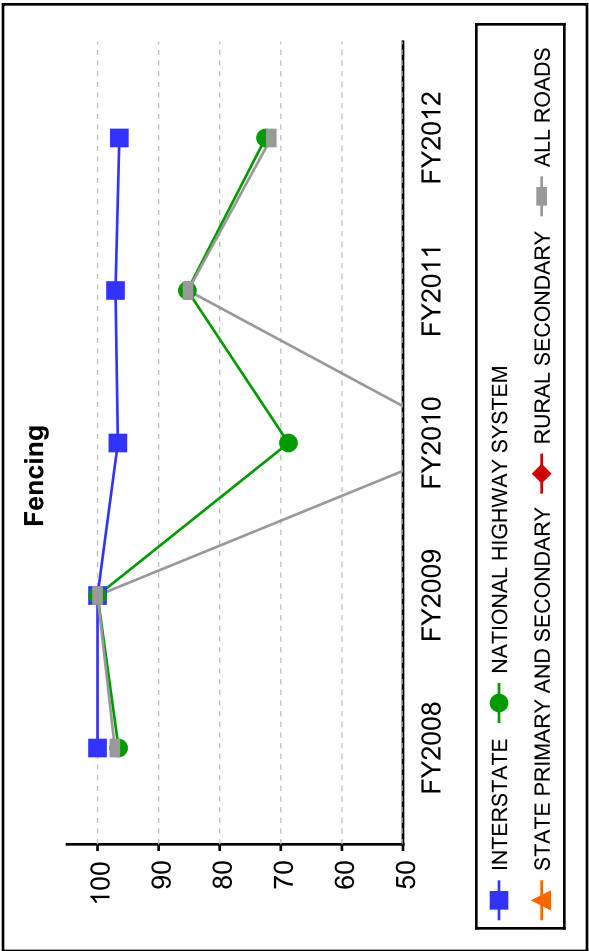
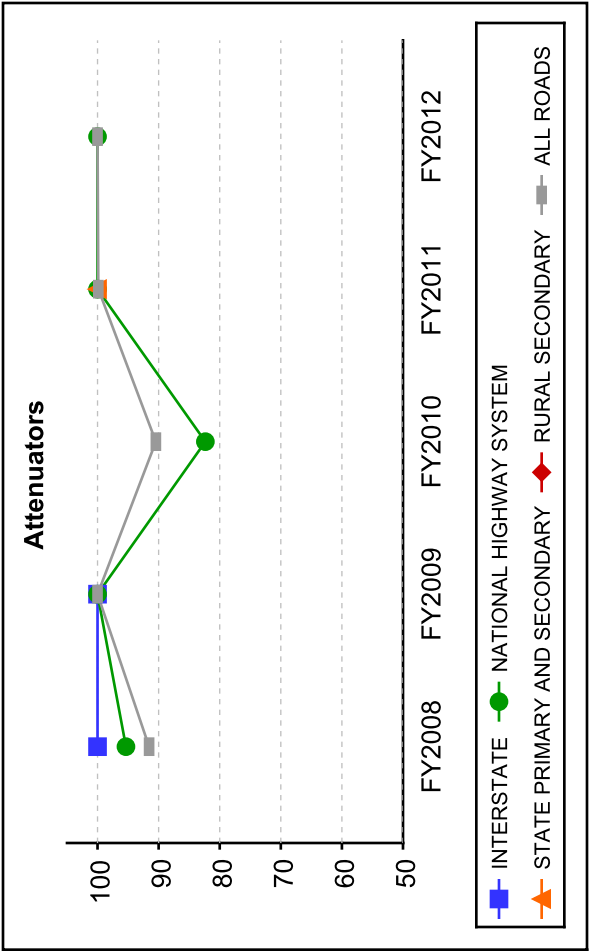
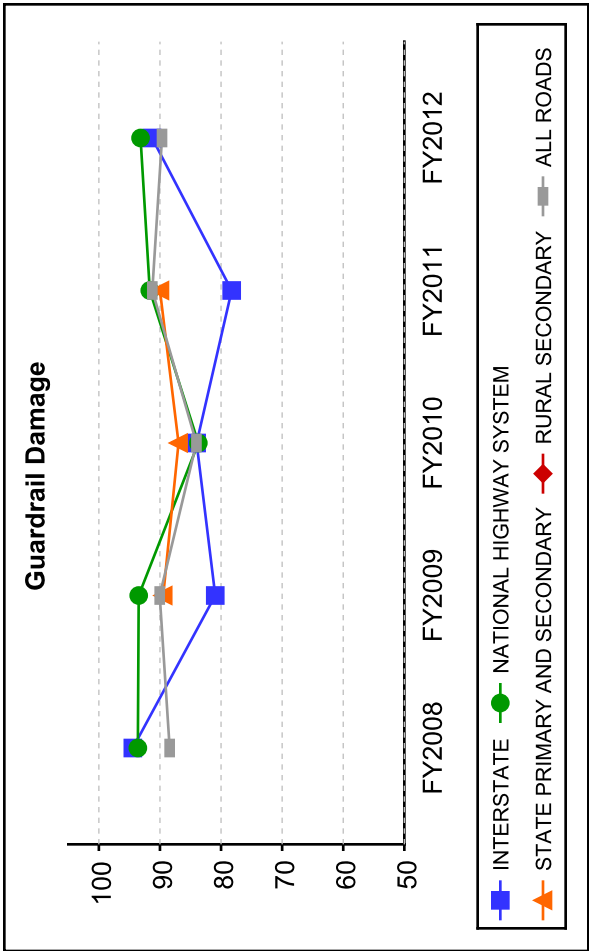
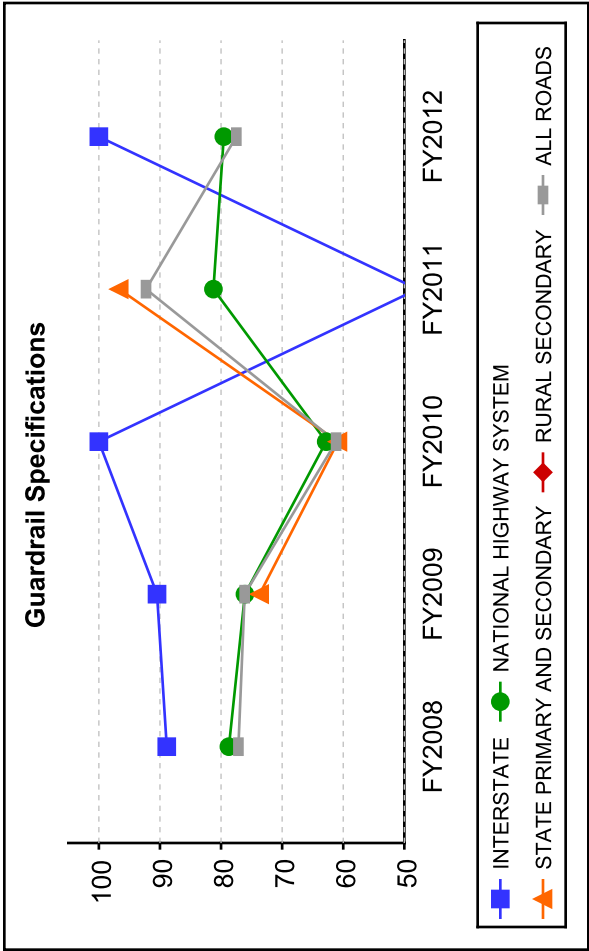


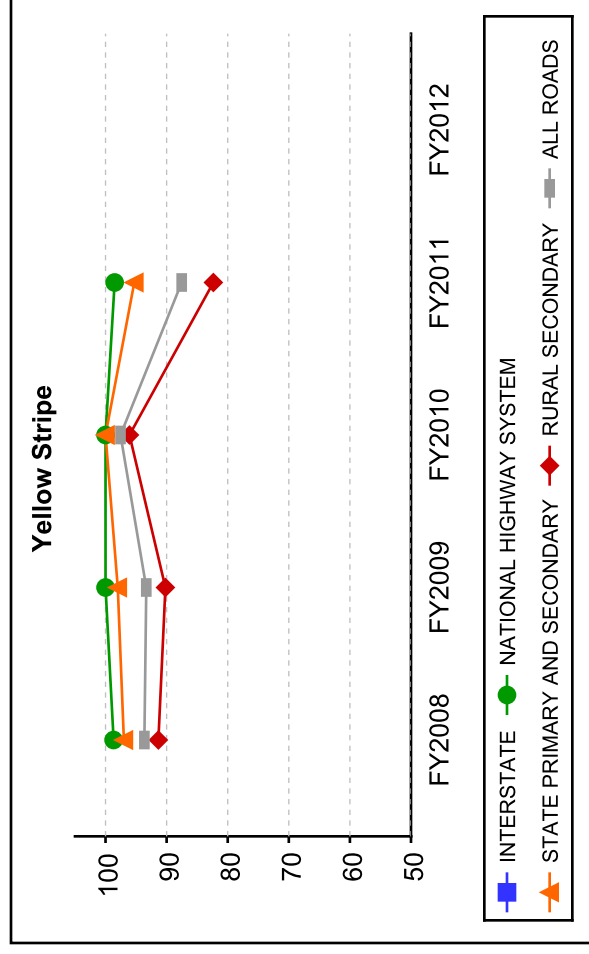
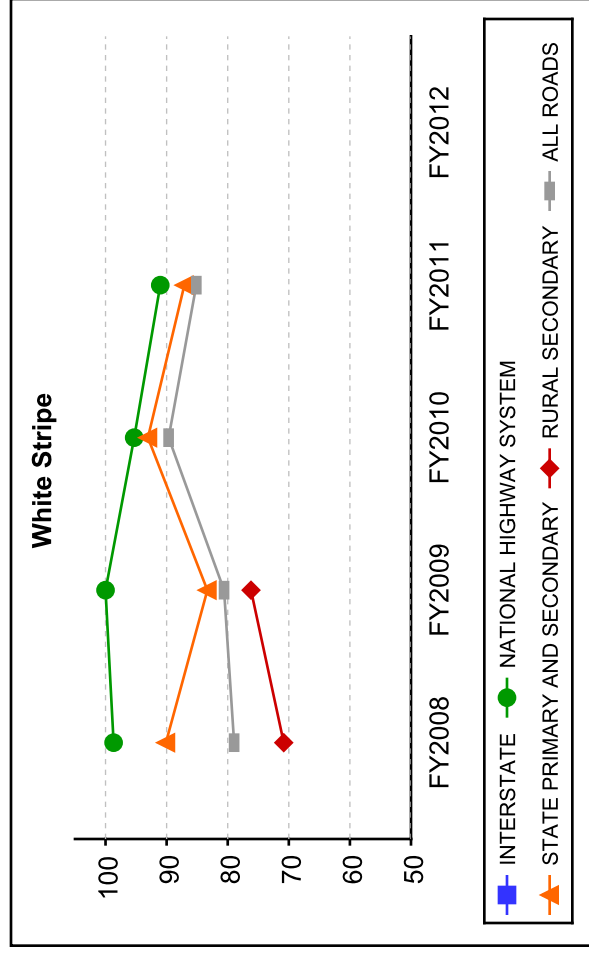
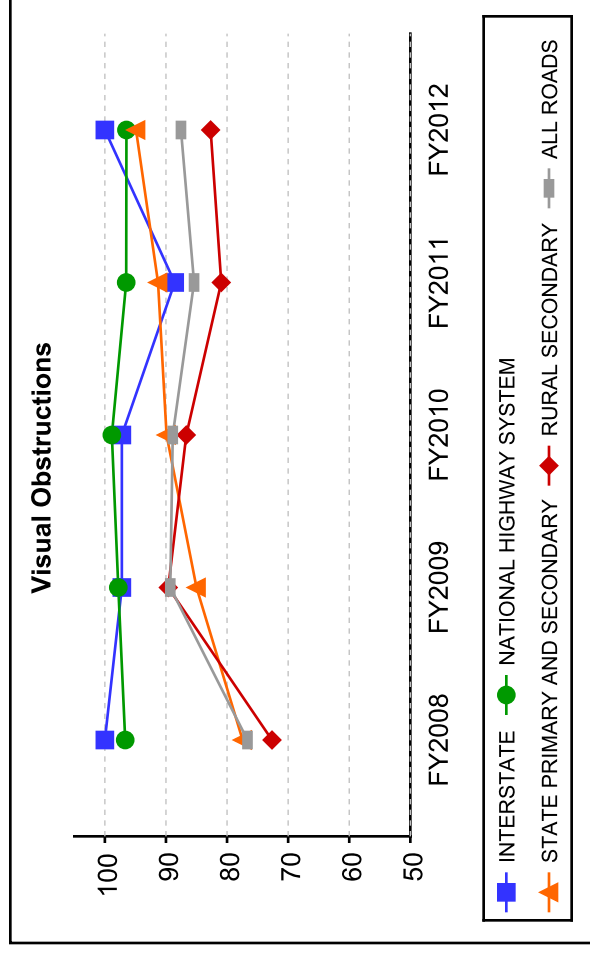
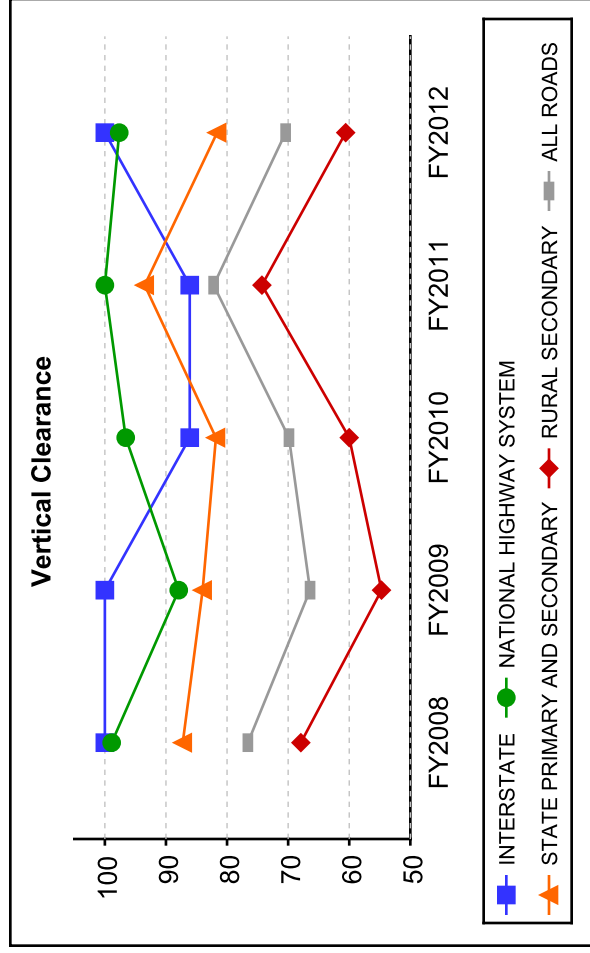
Ditches

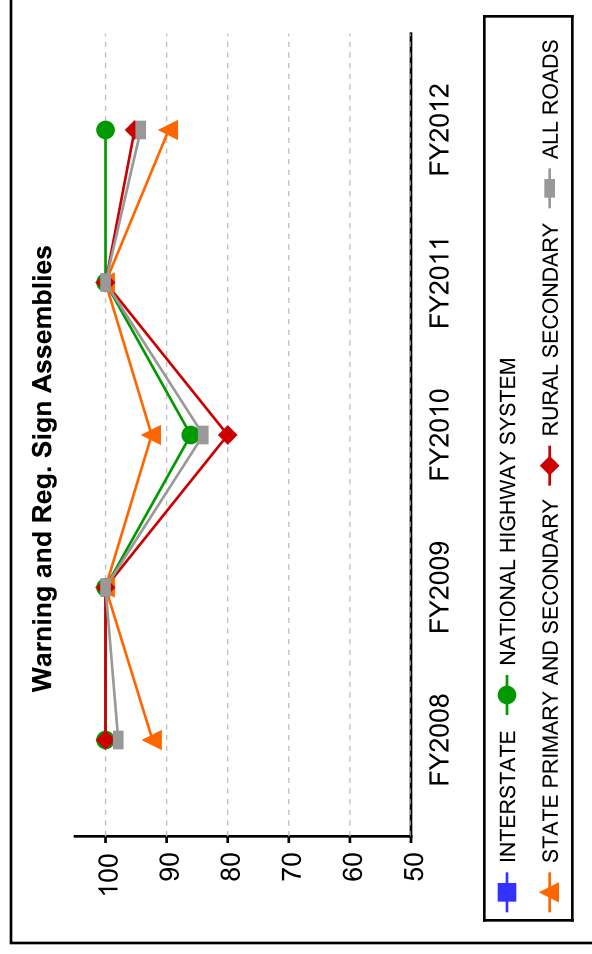
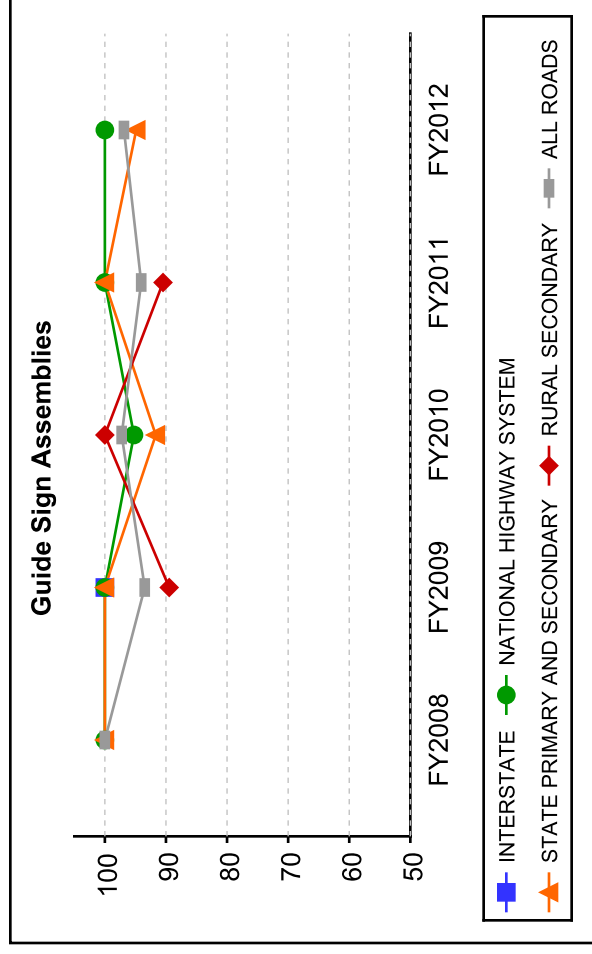
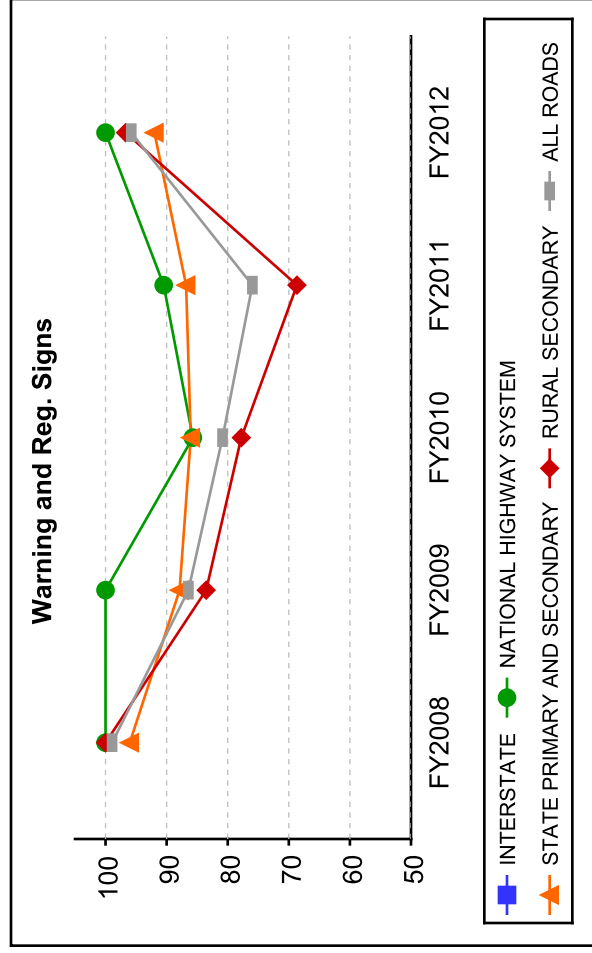
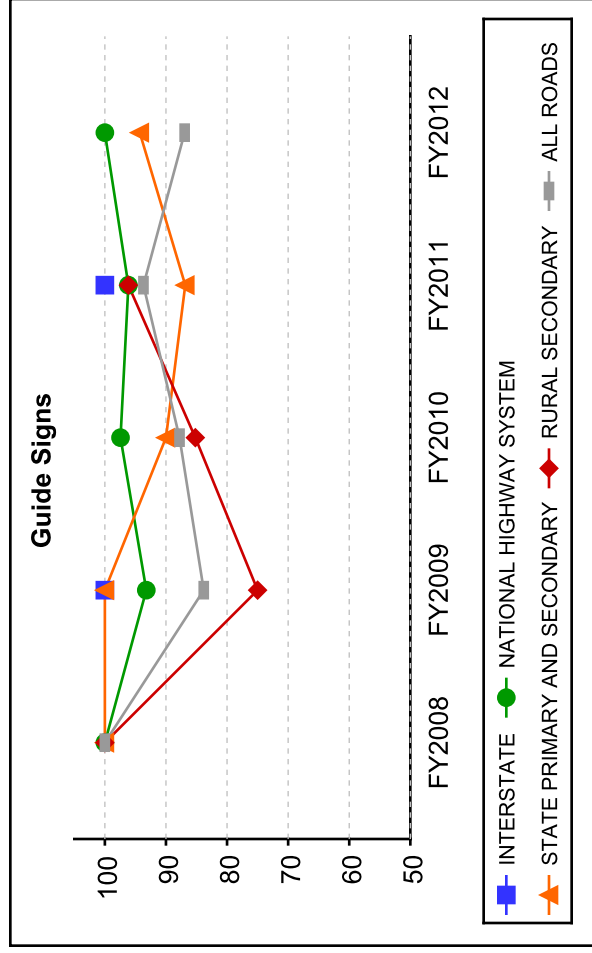


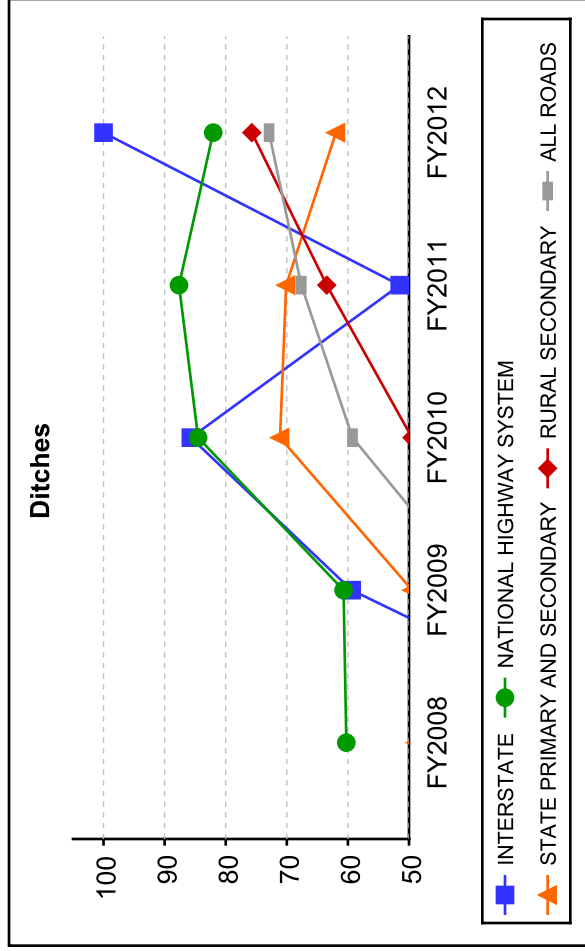
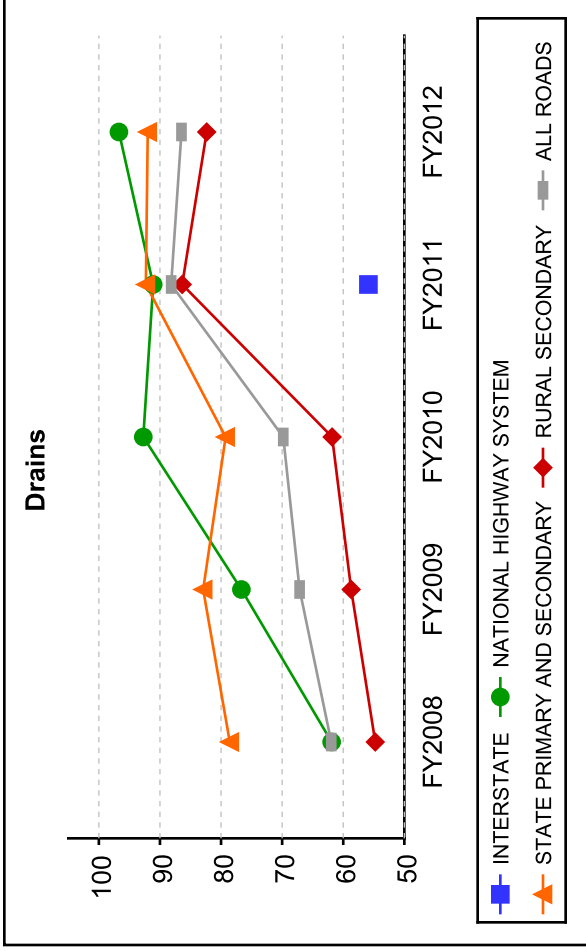
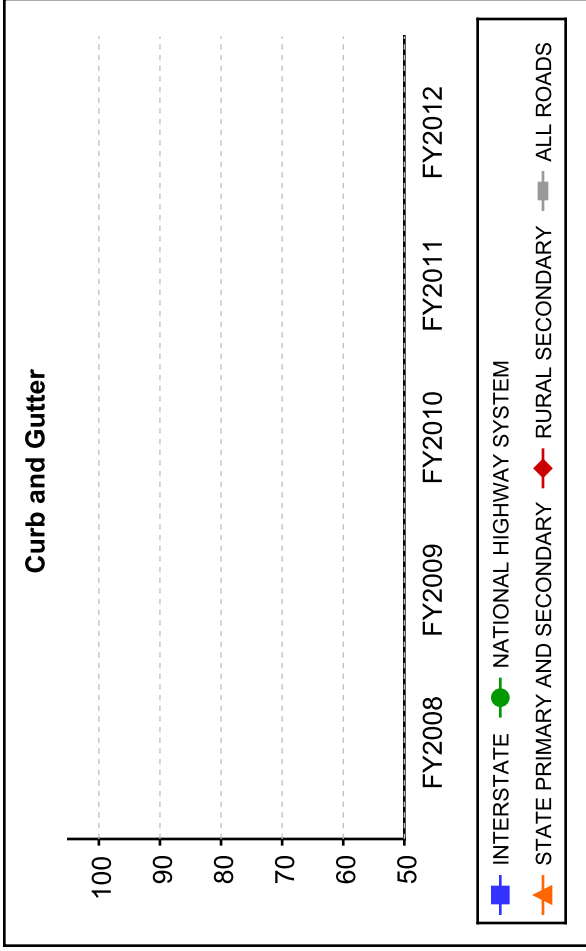


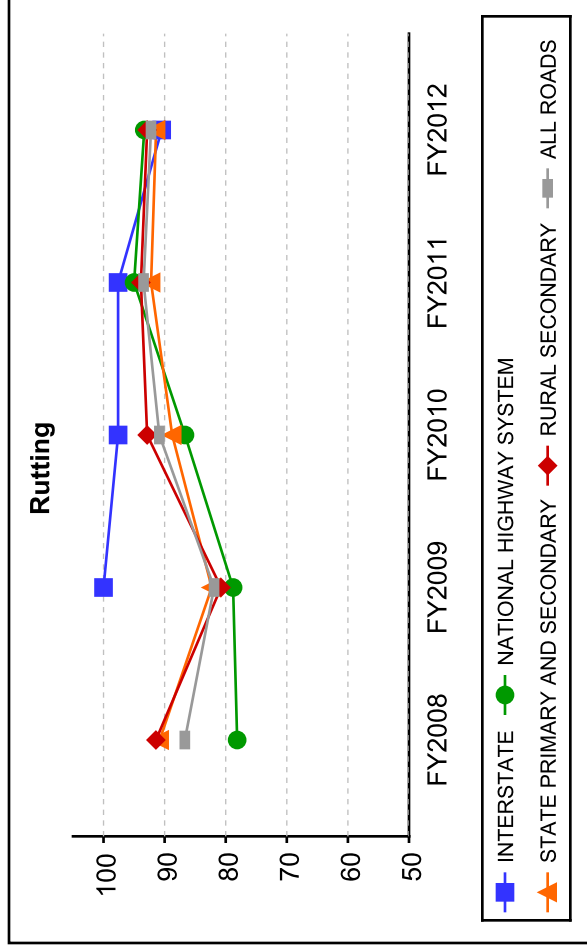
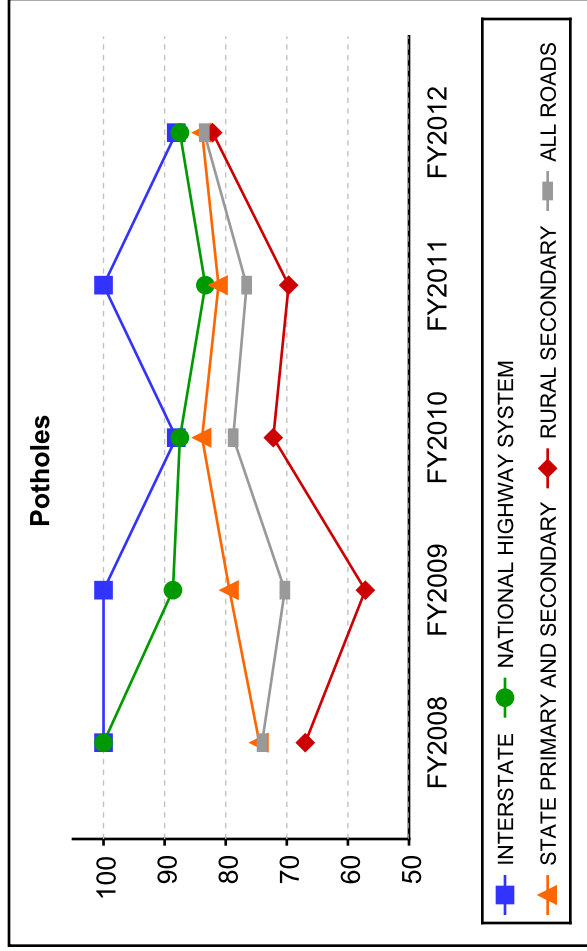
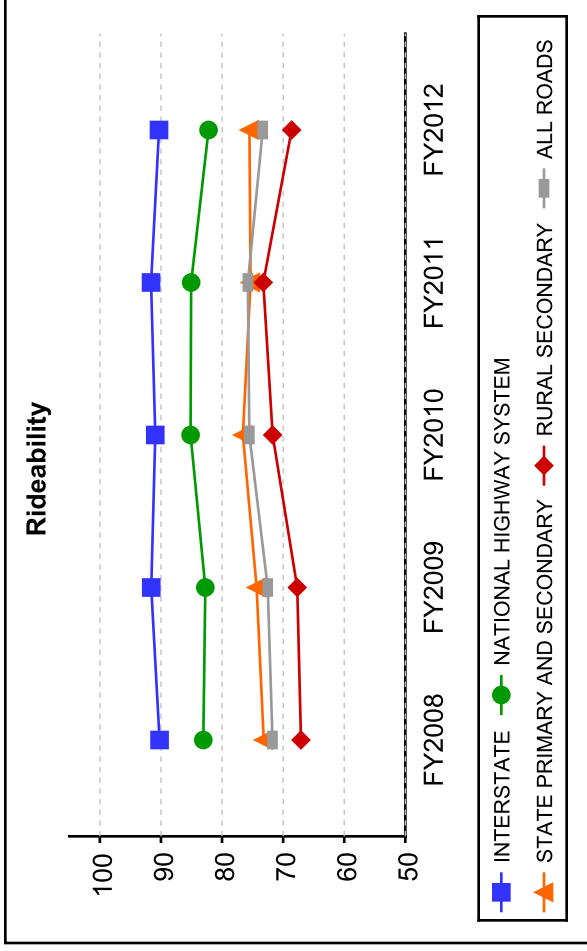
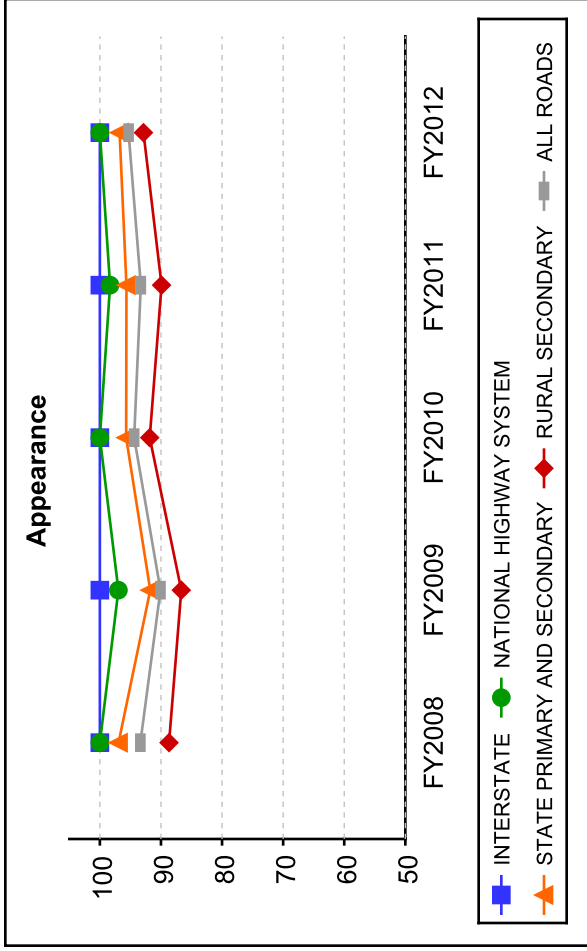


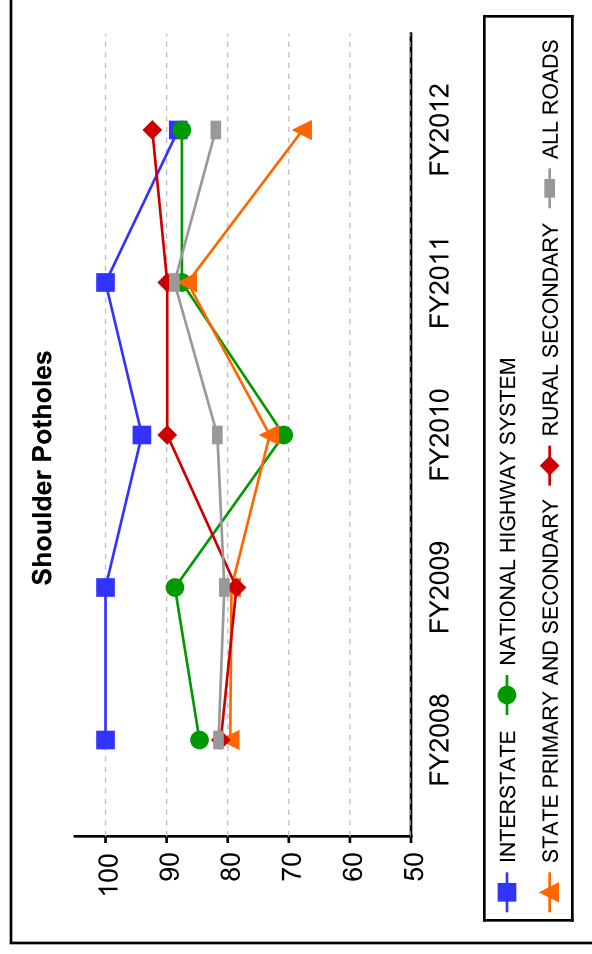
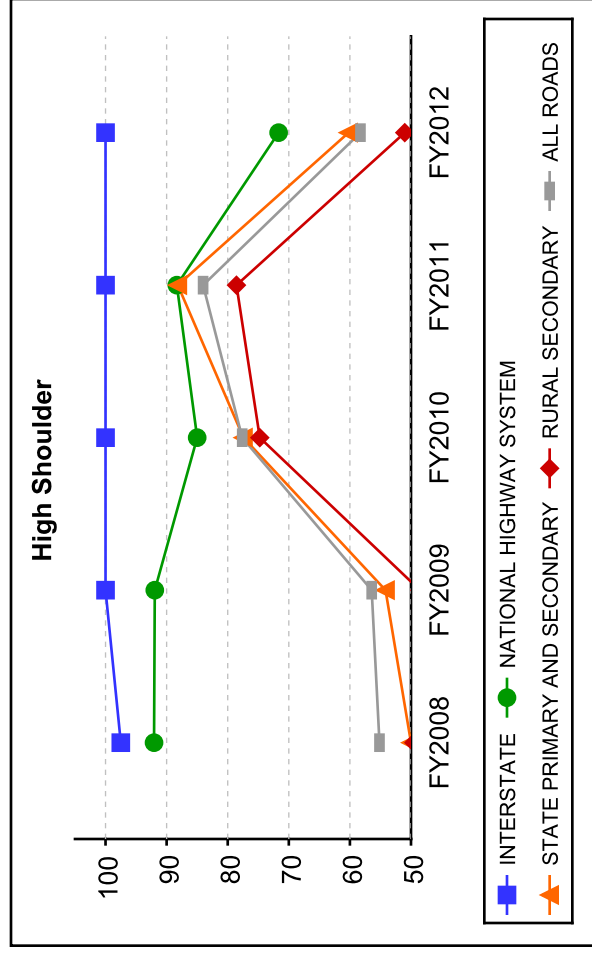
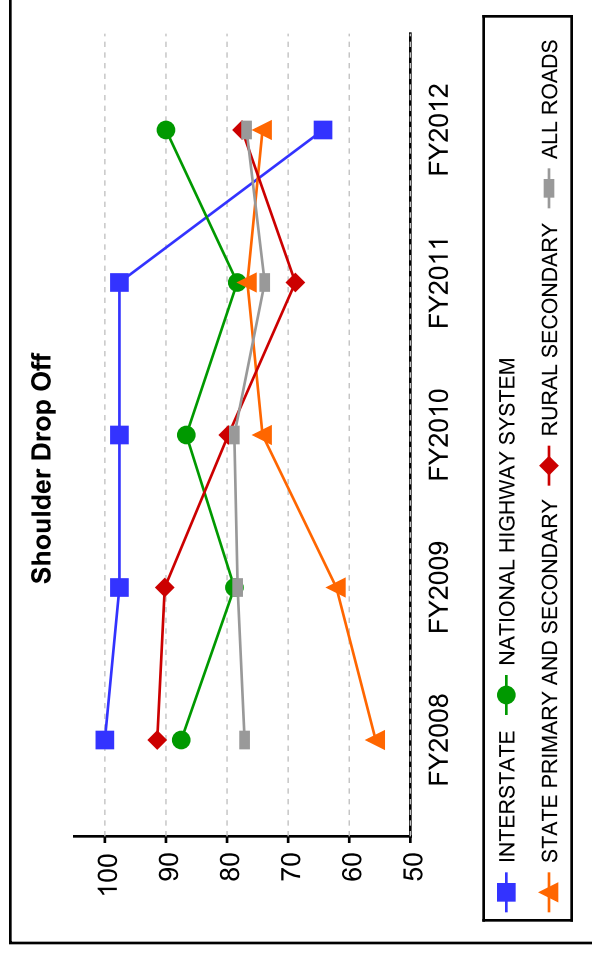
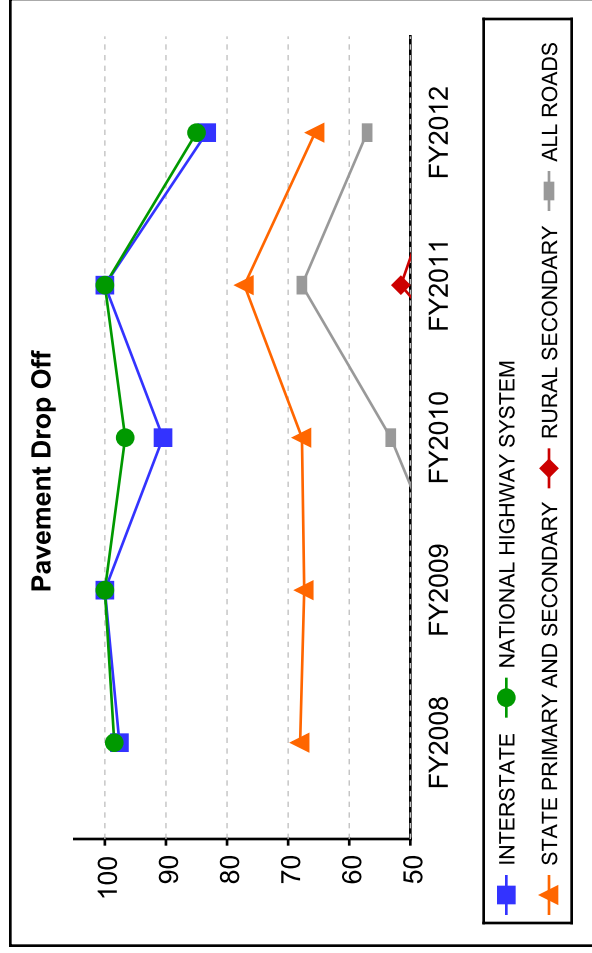


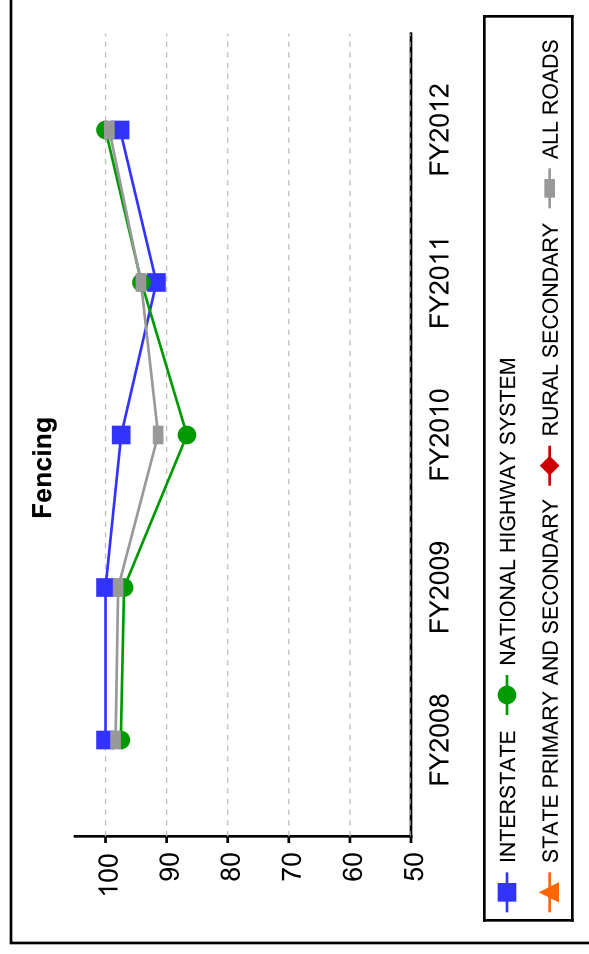
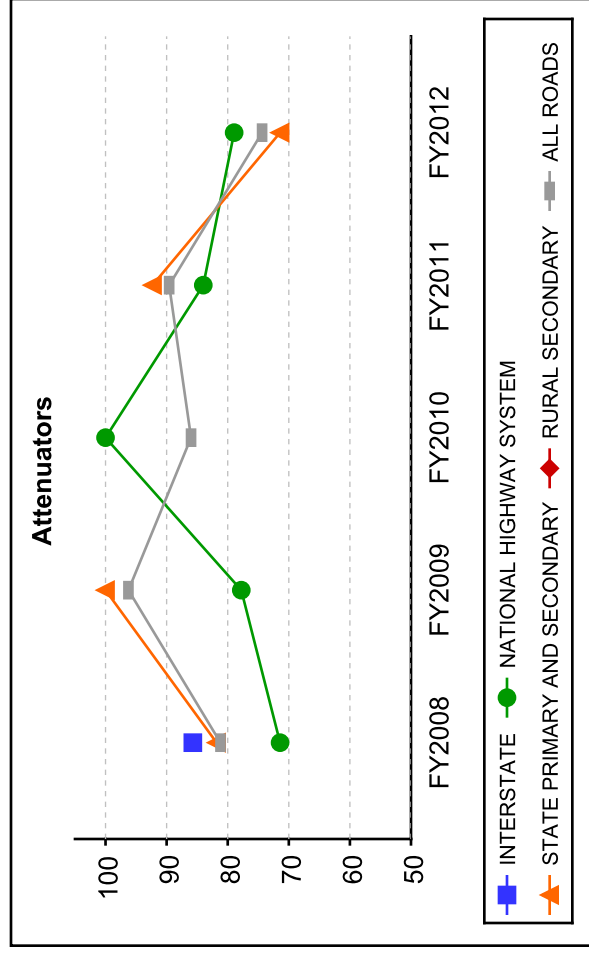
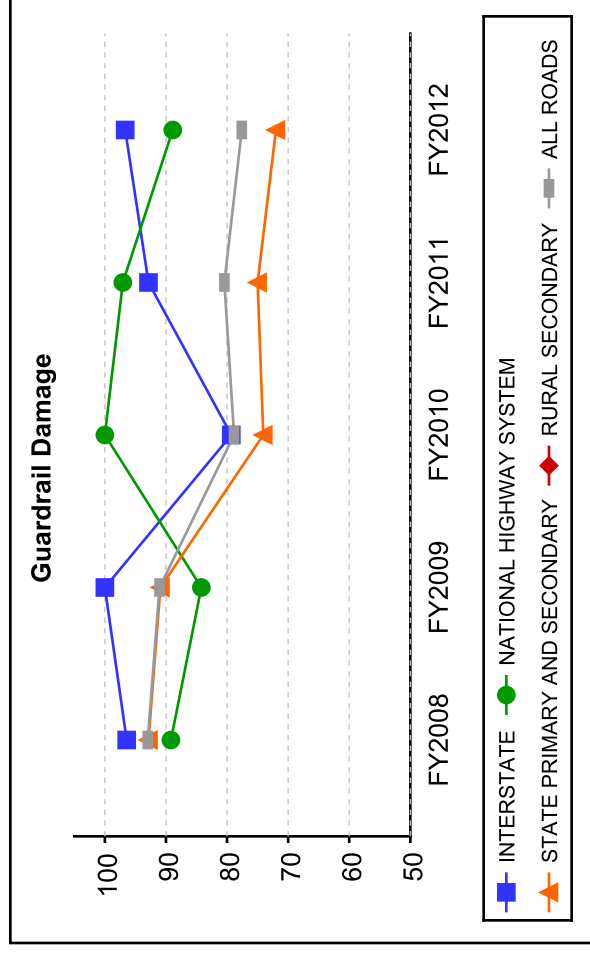
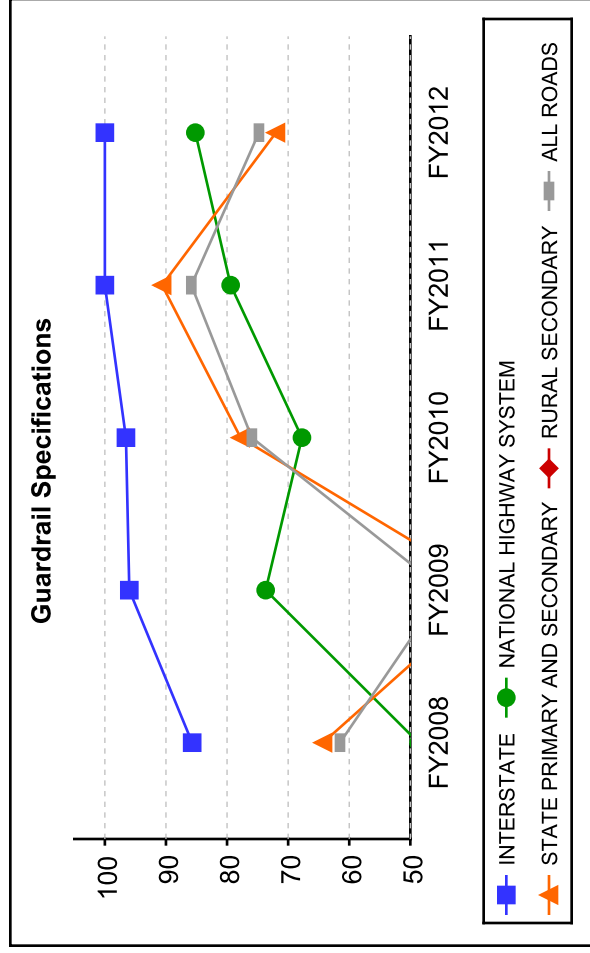


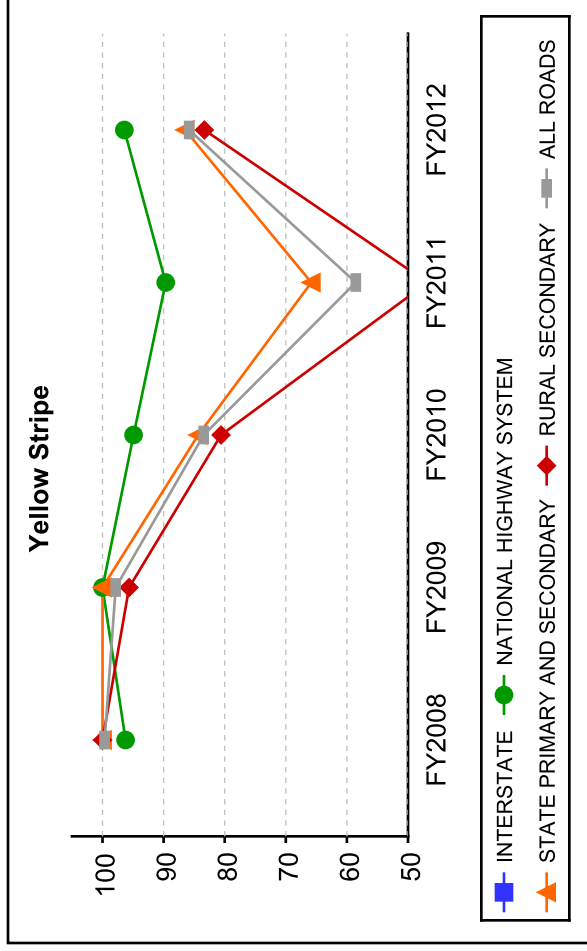
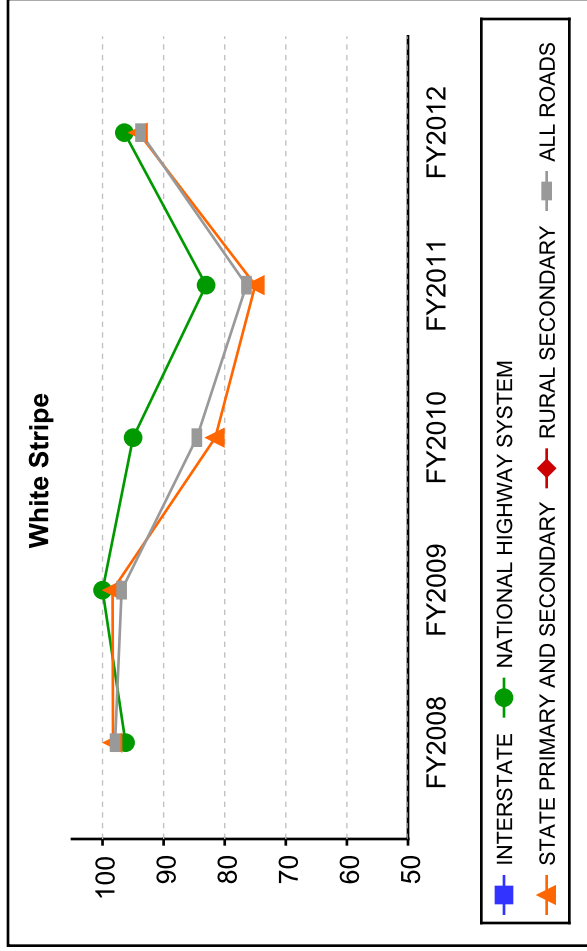
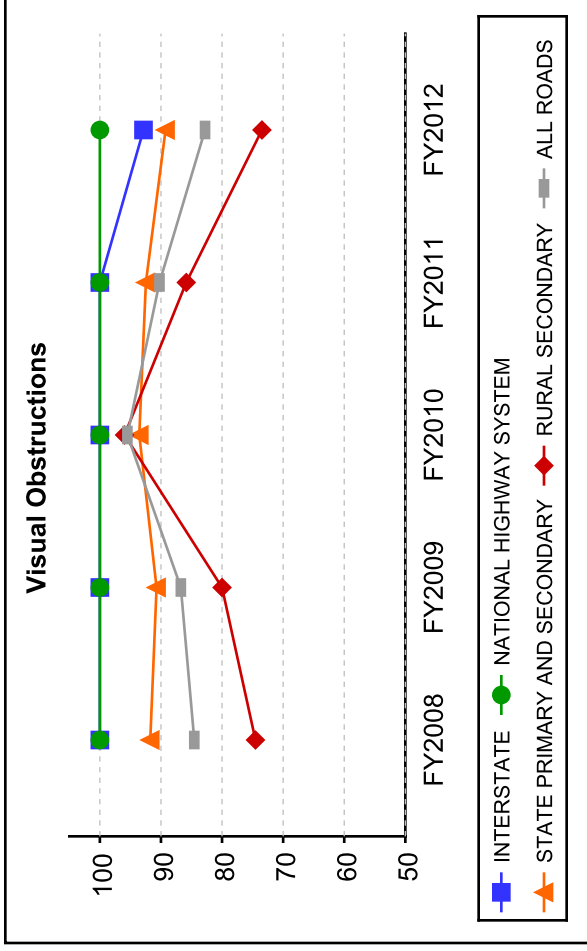
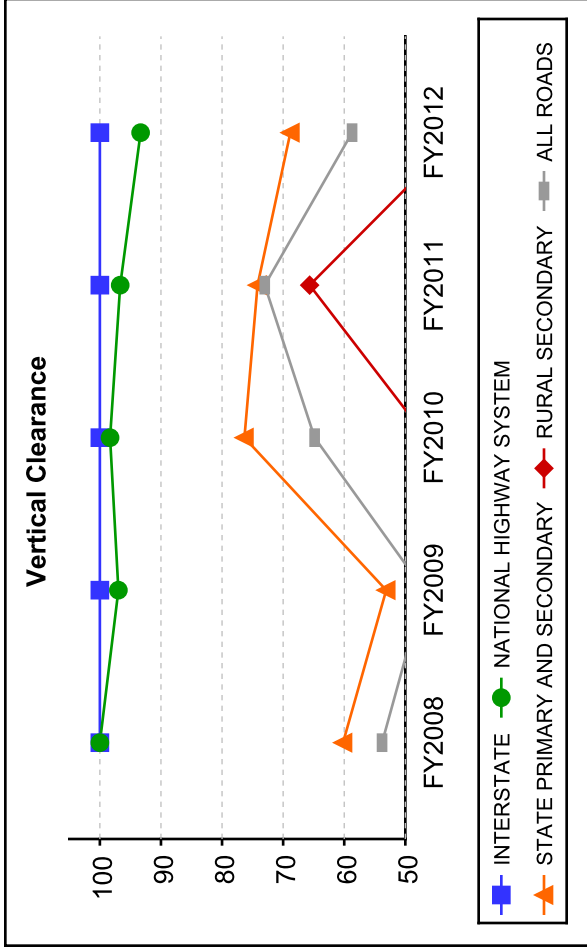


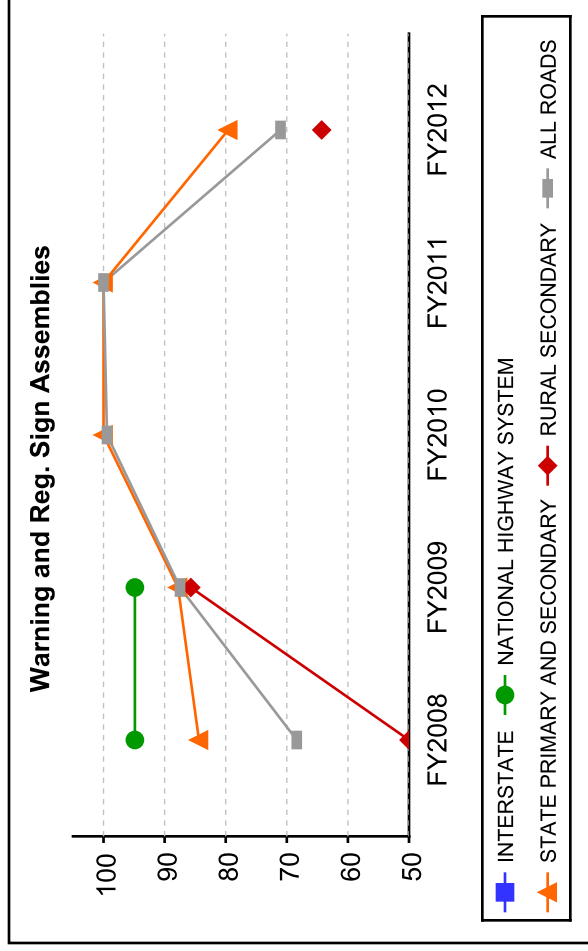
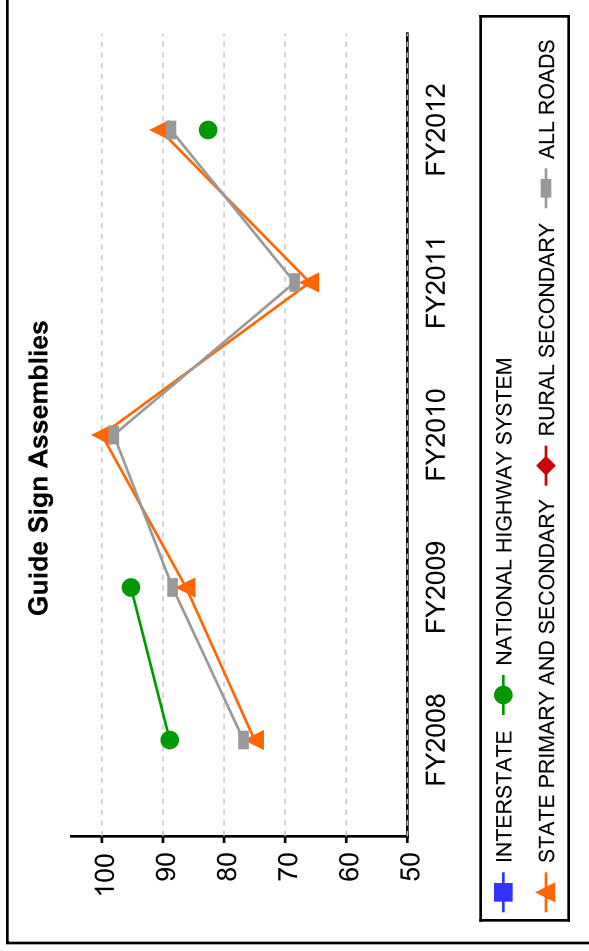
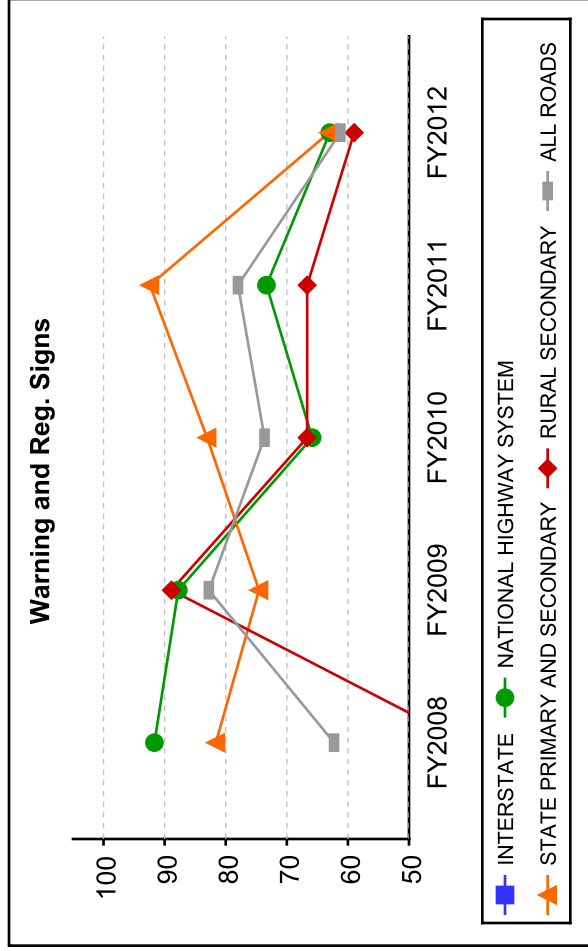
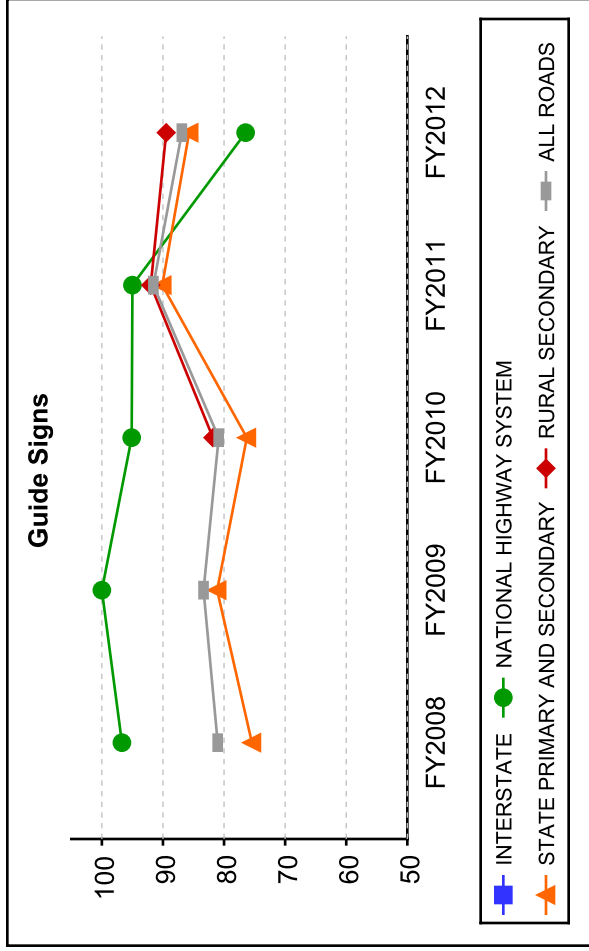




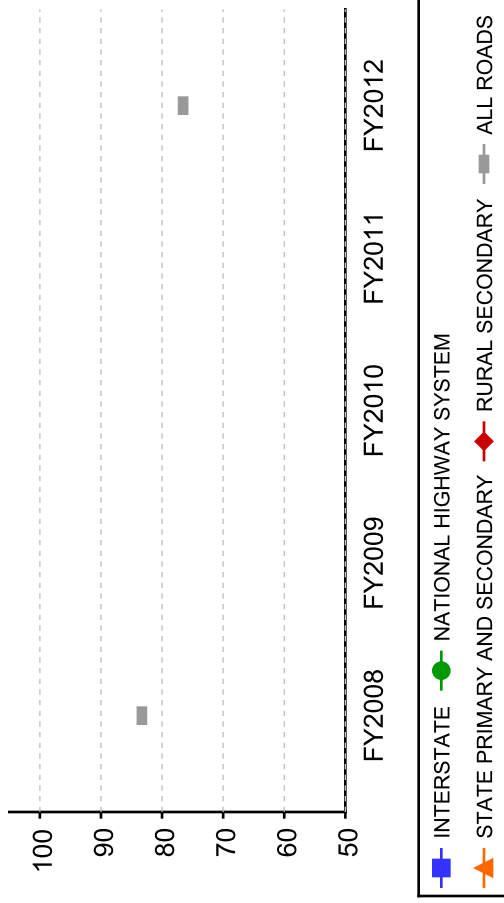




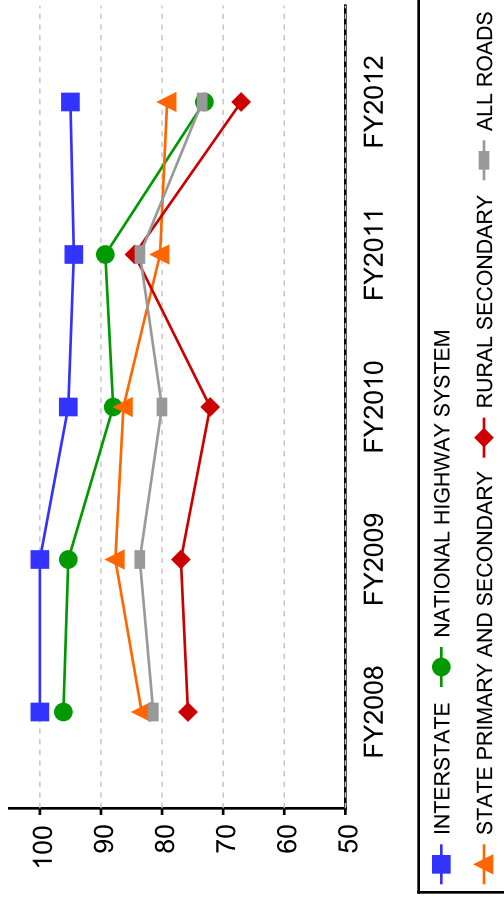




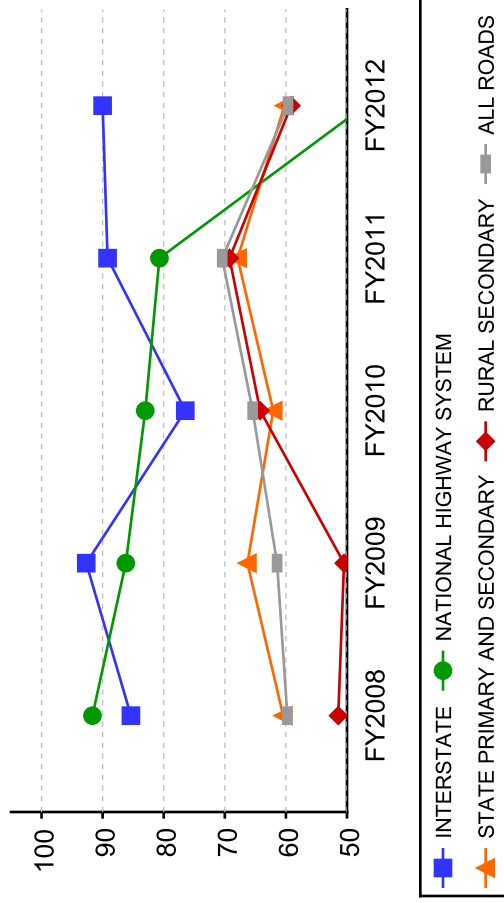
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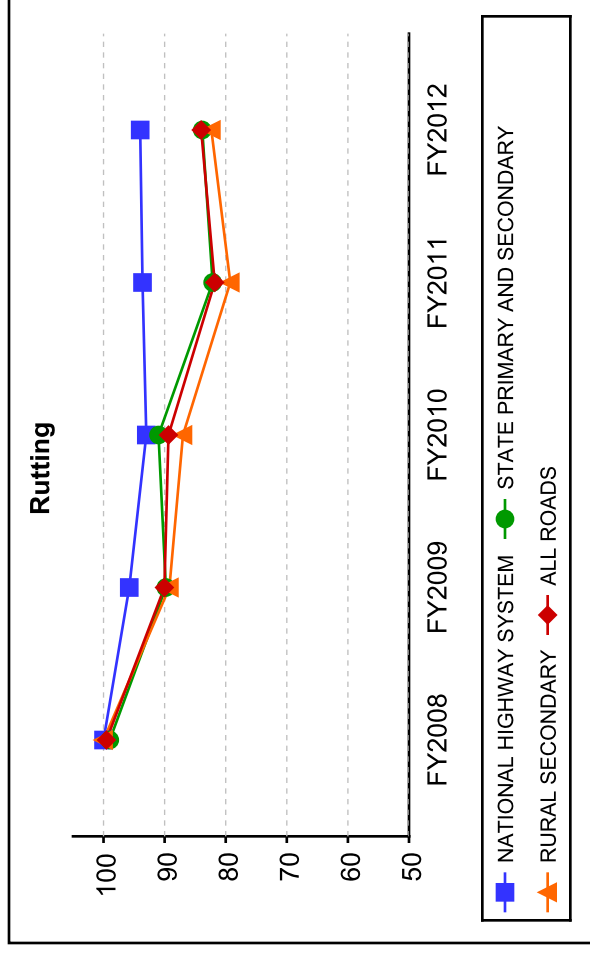
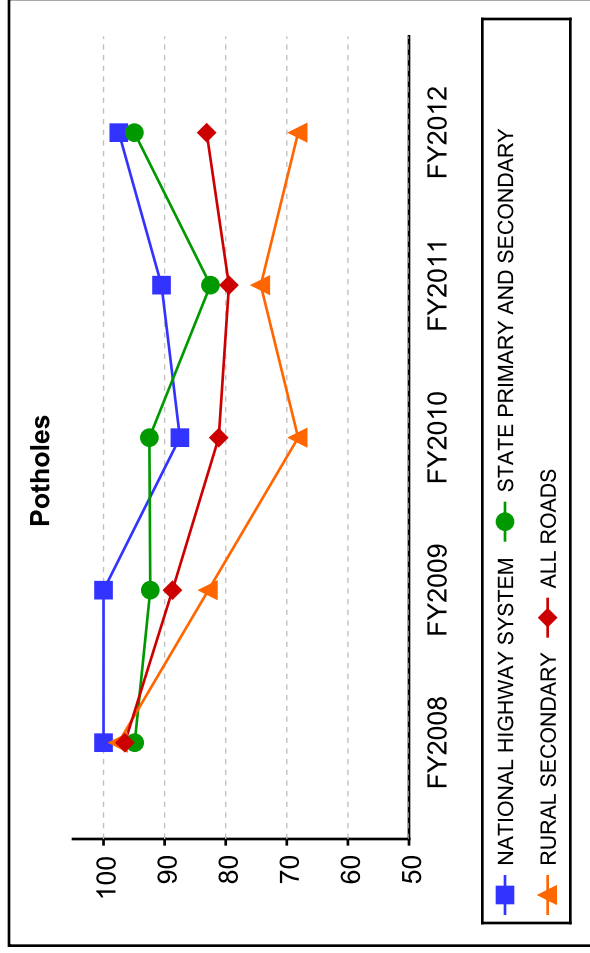
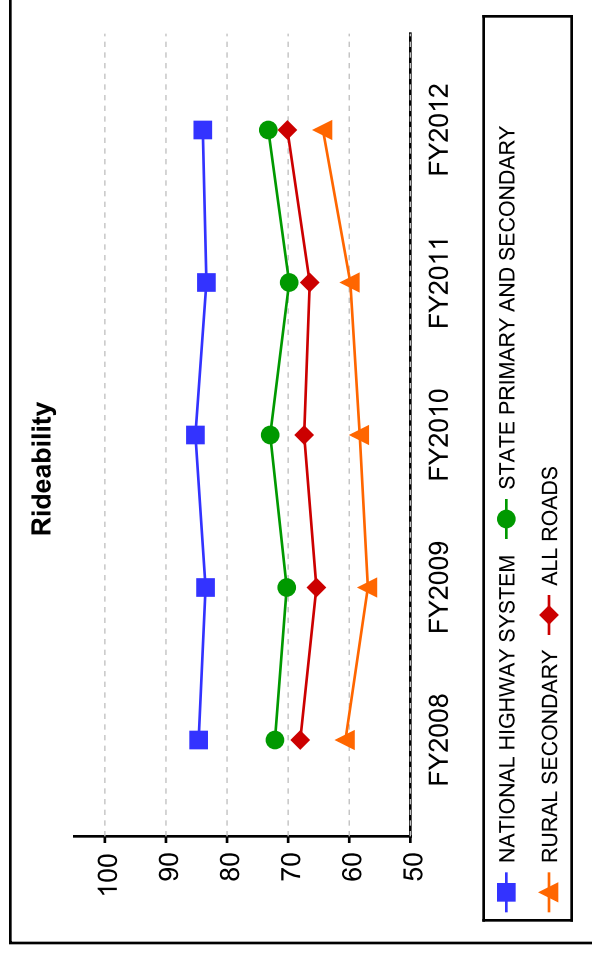
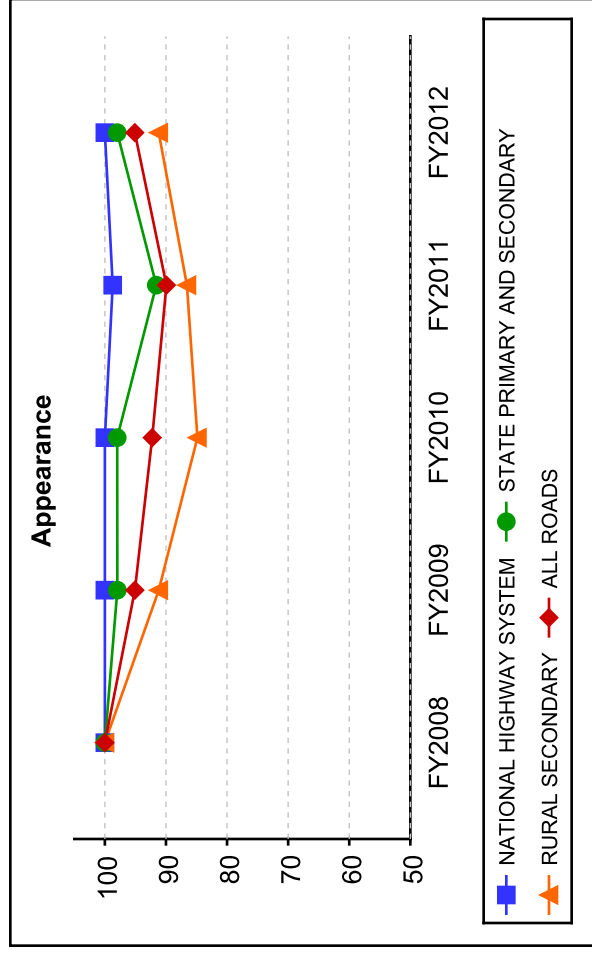


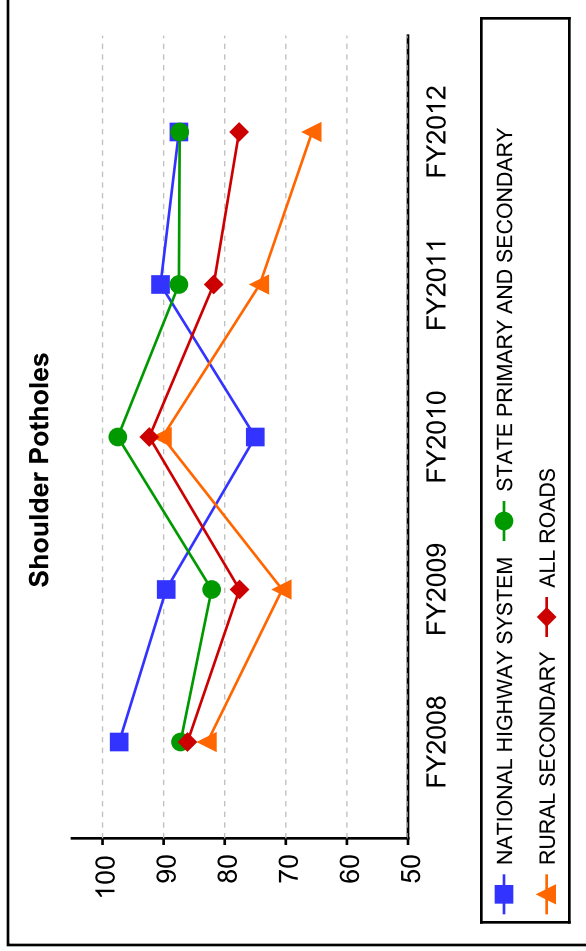
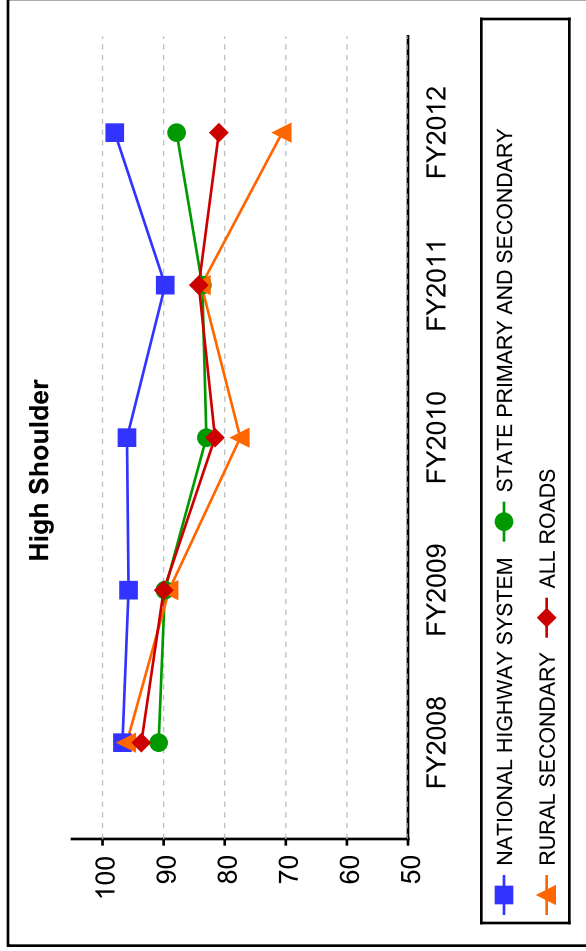
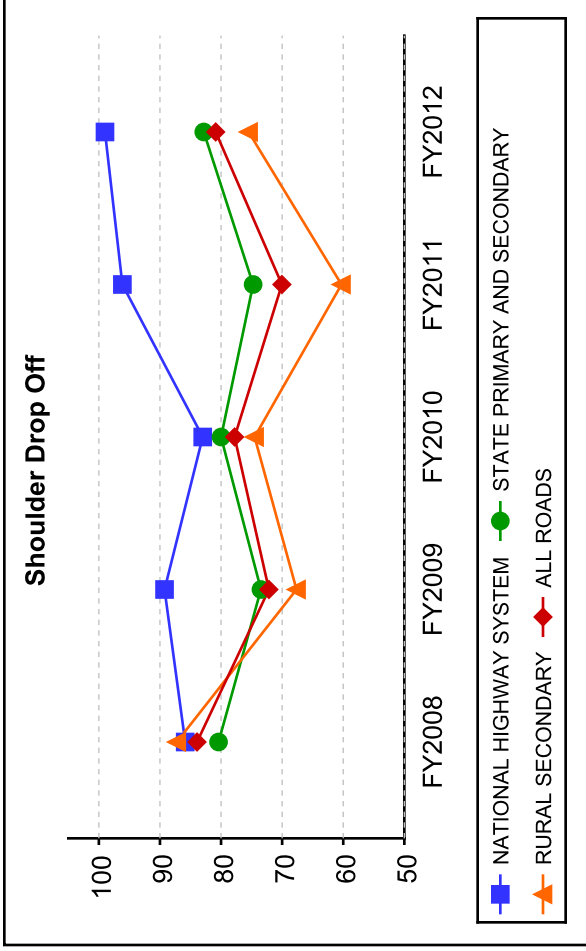
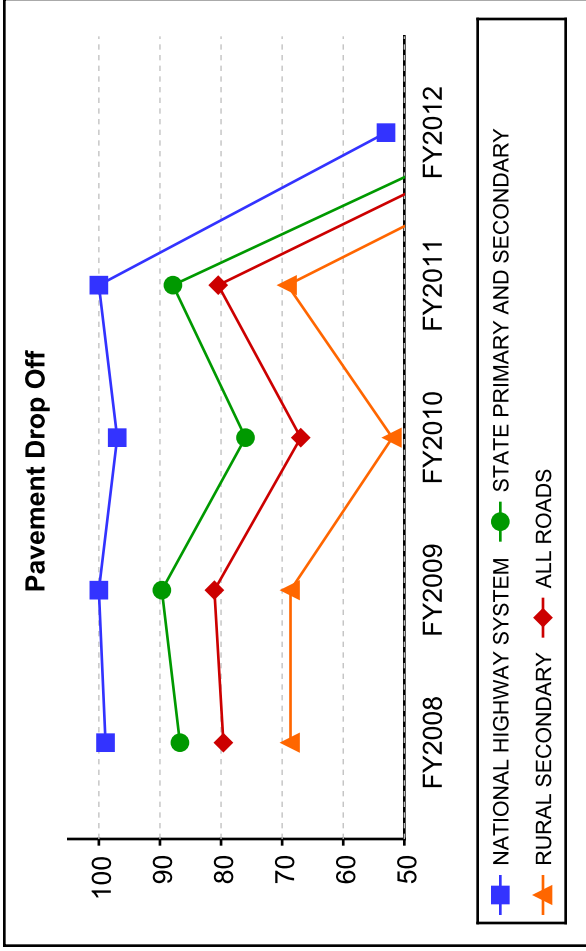
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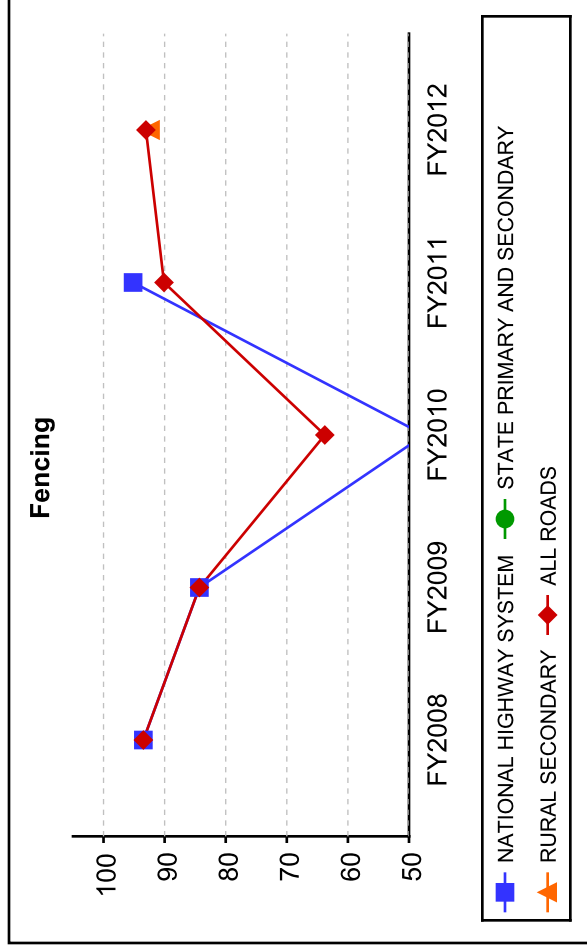
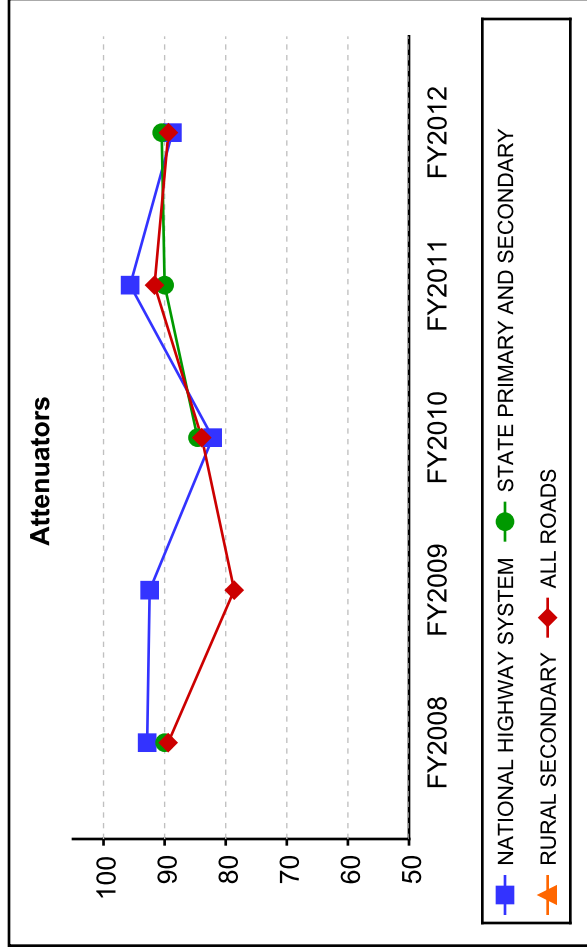
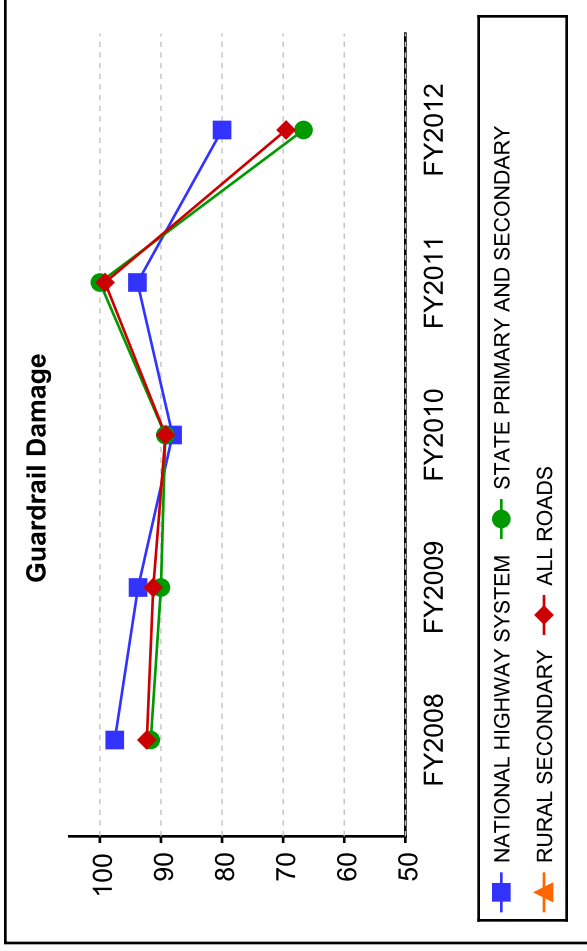
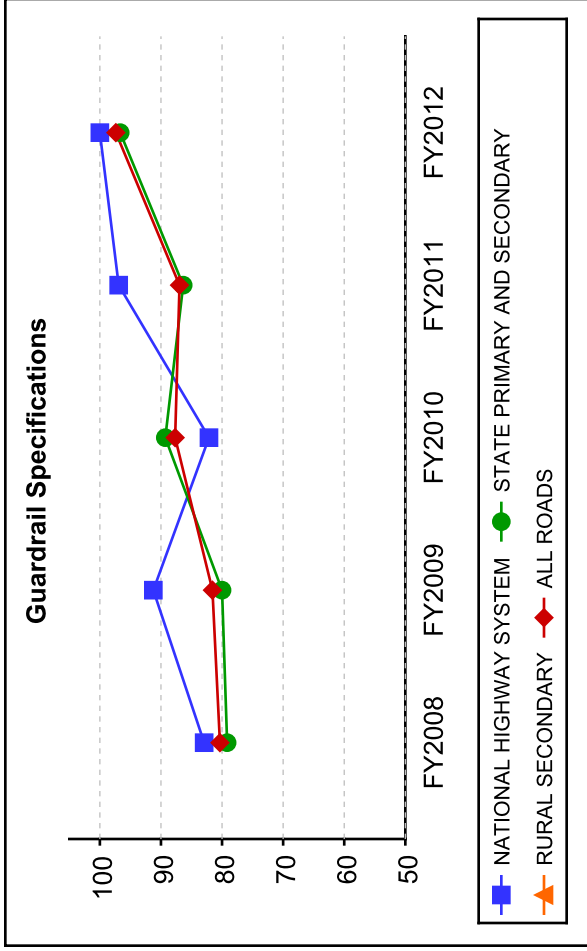


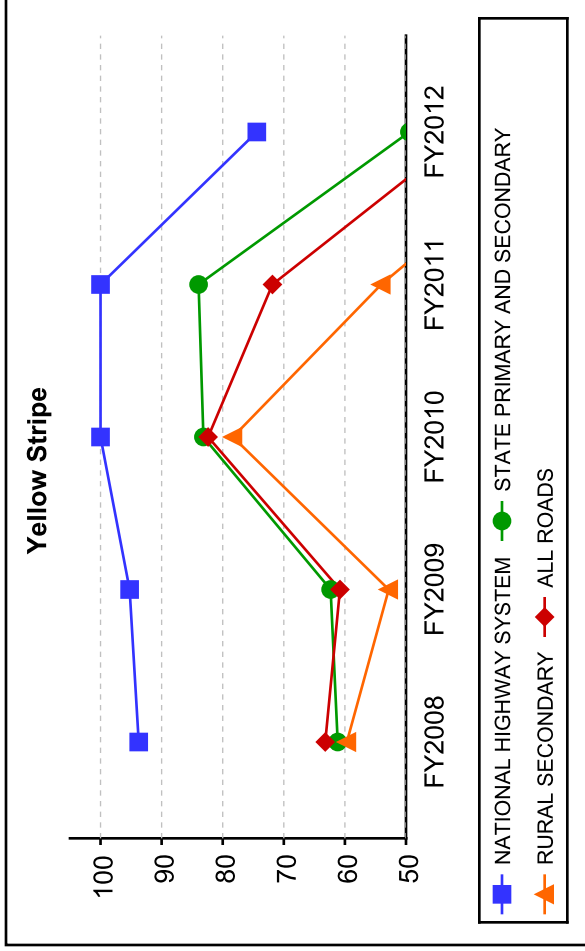
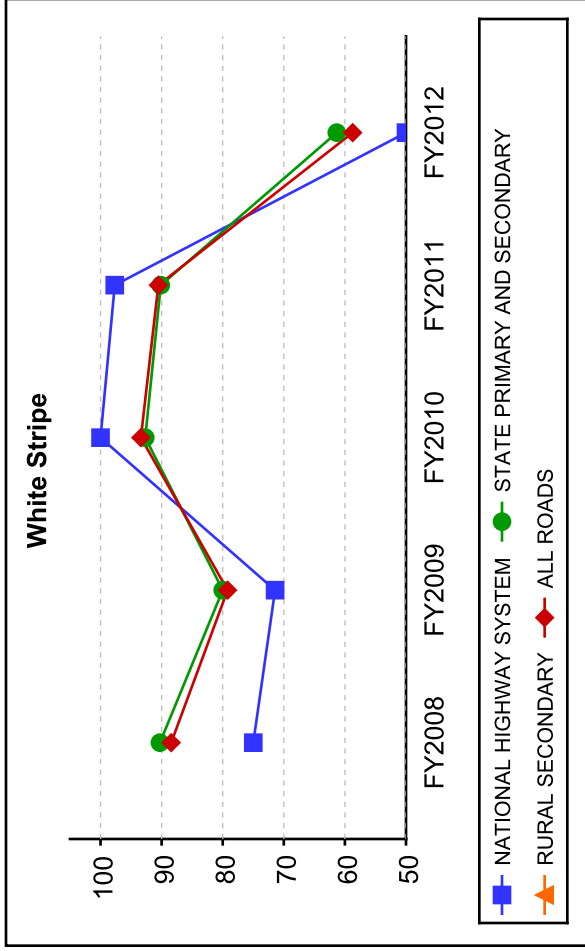
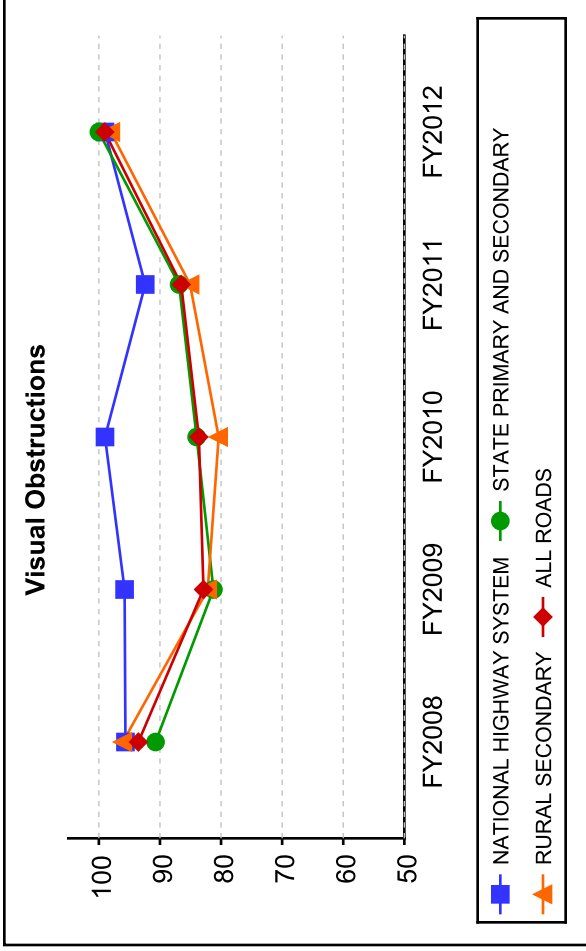
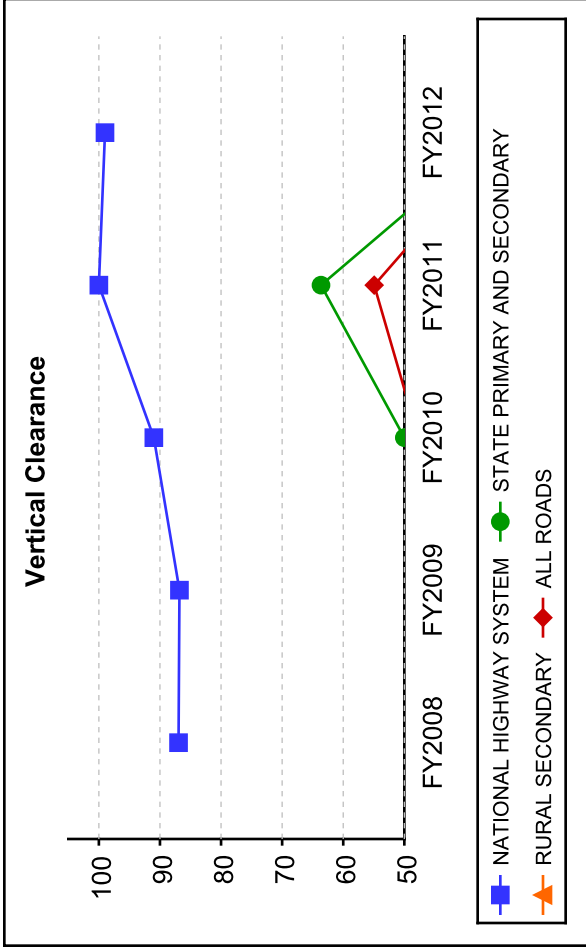
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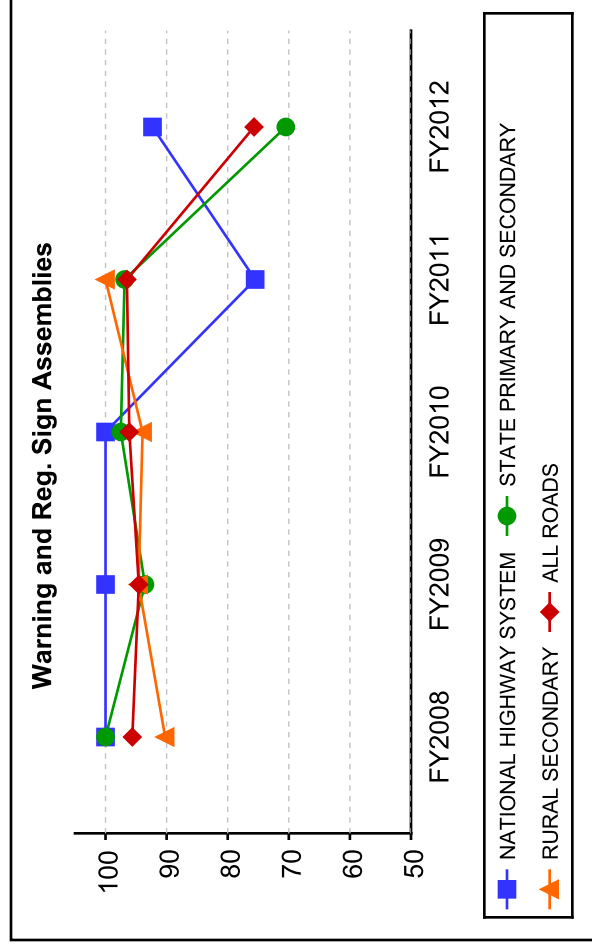
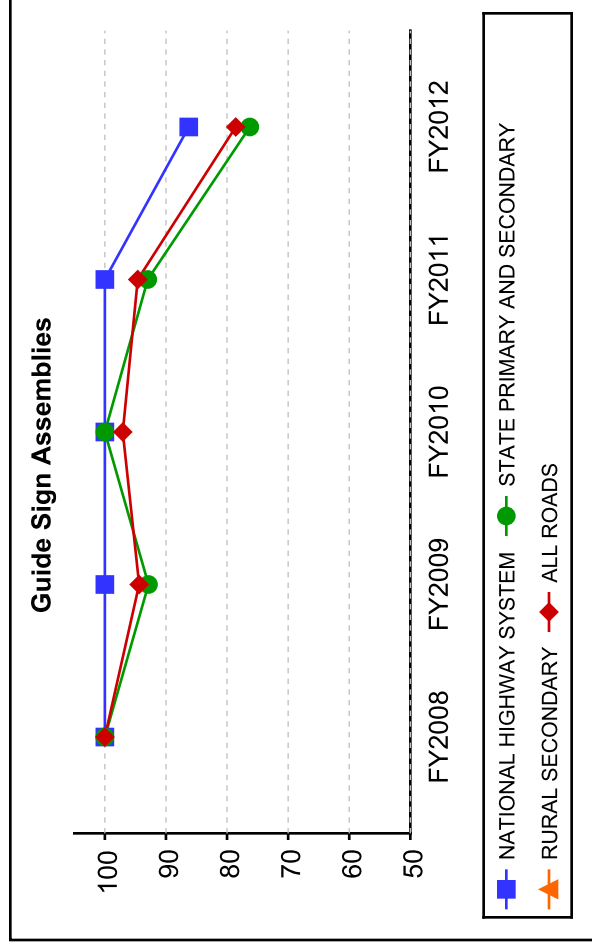
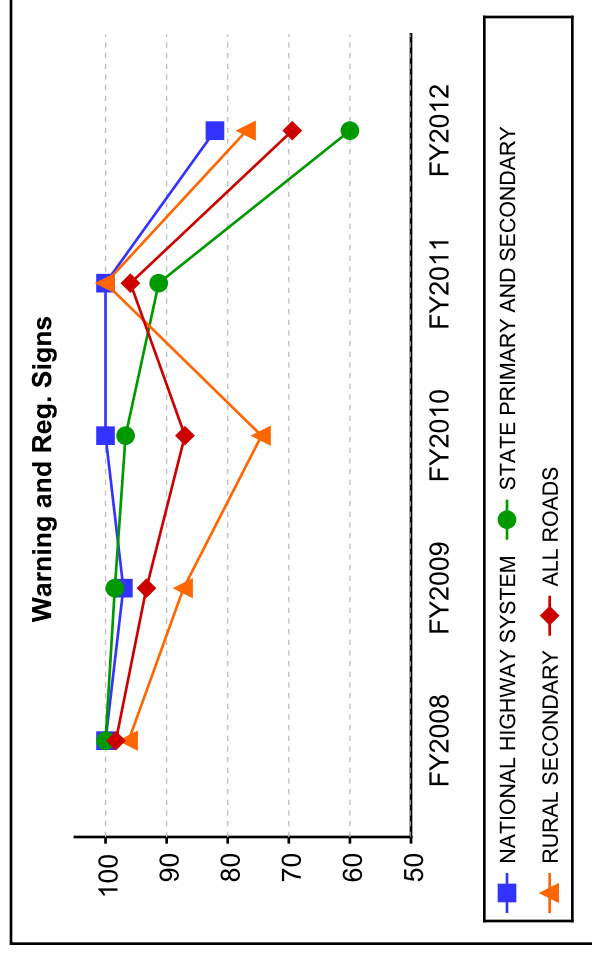
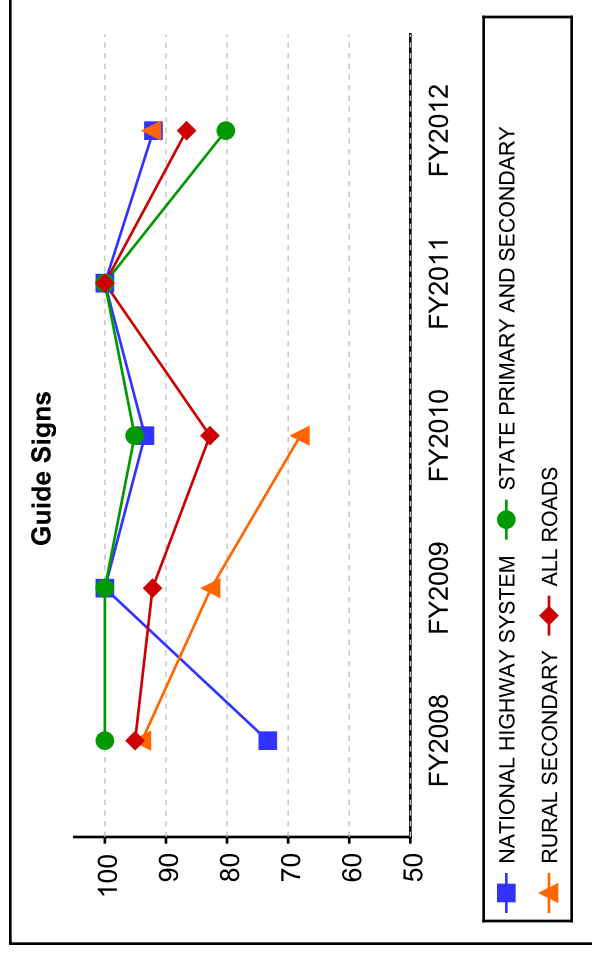




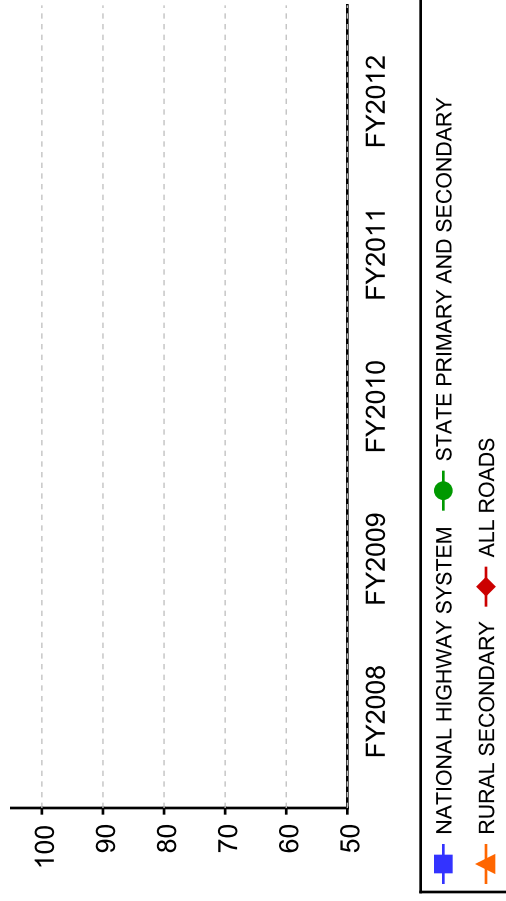




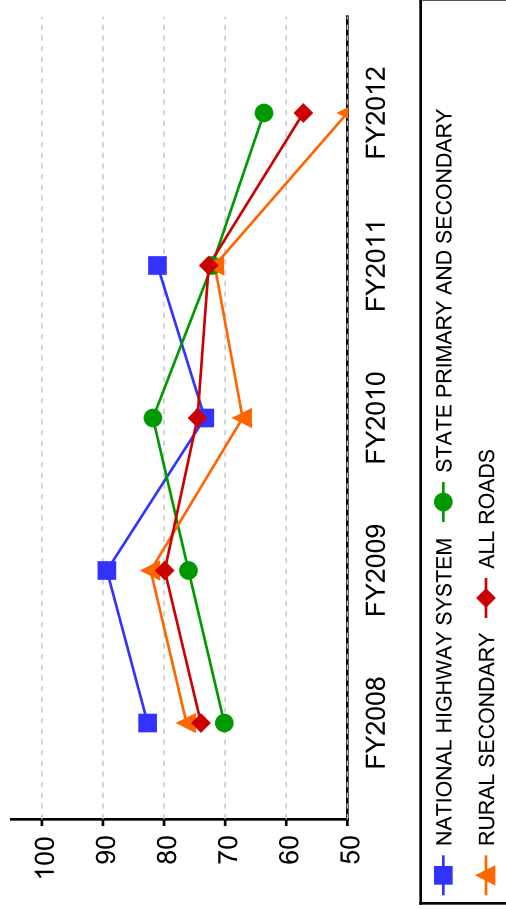




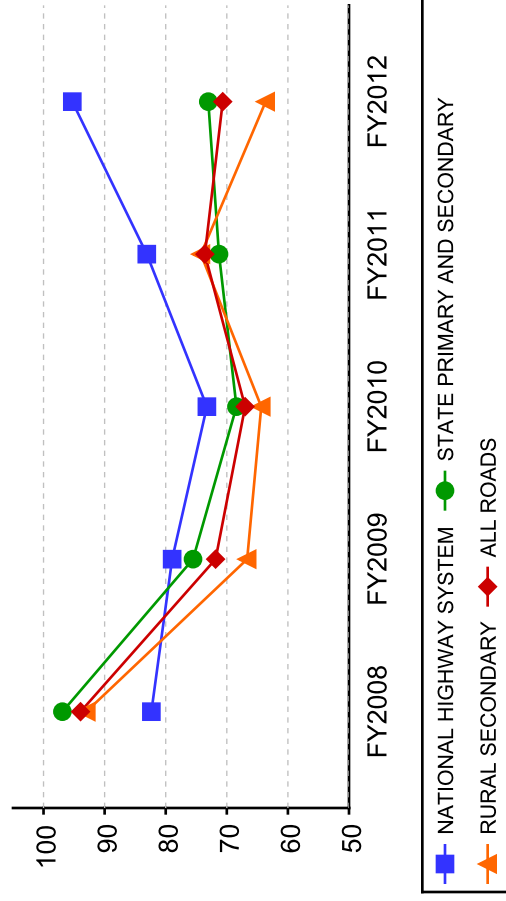
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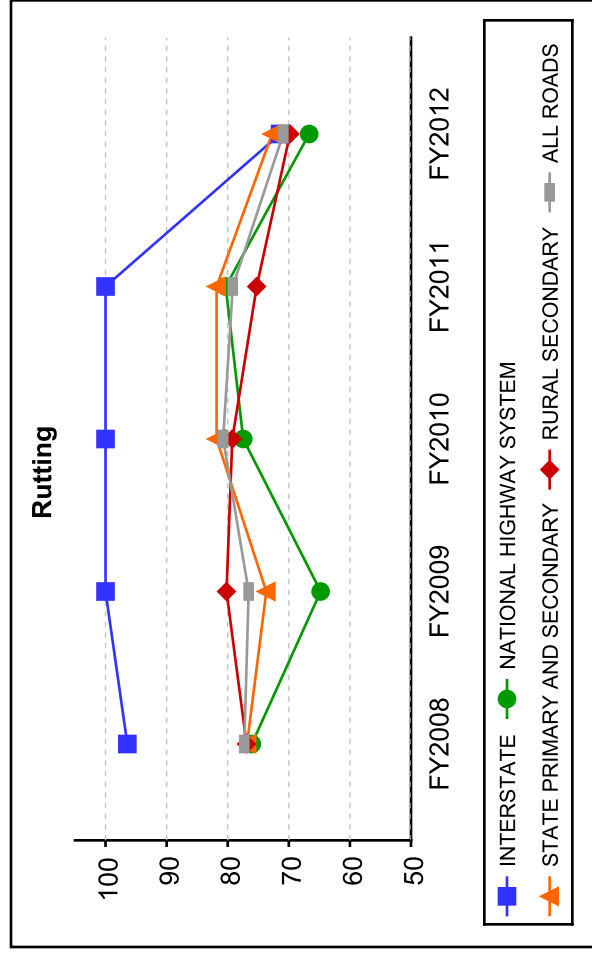
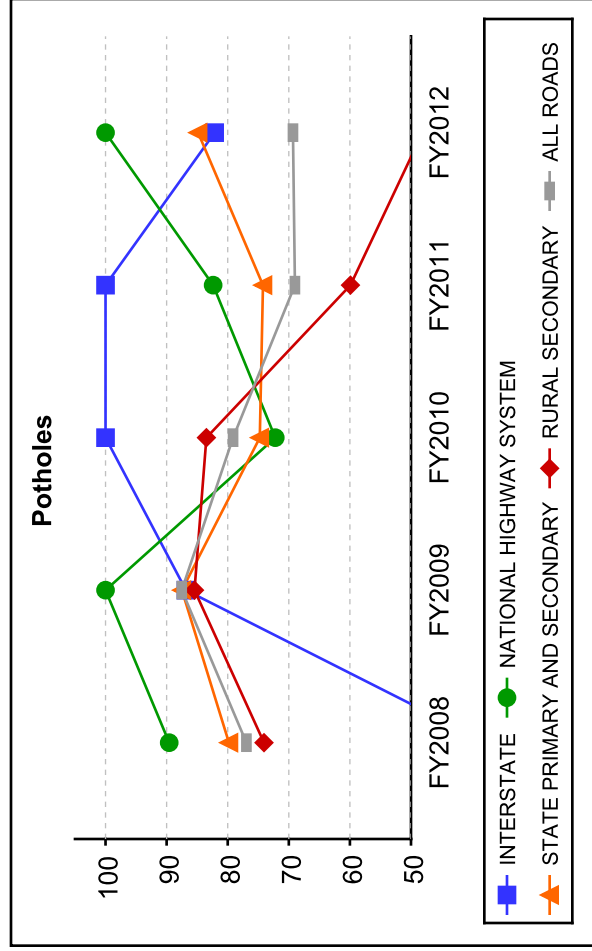
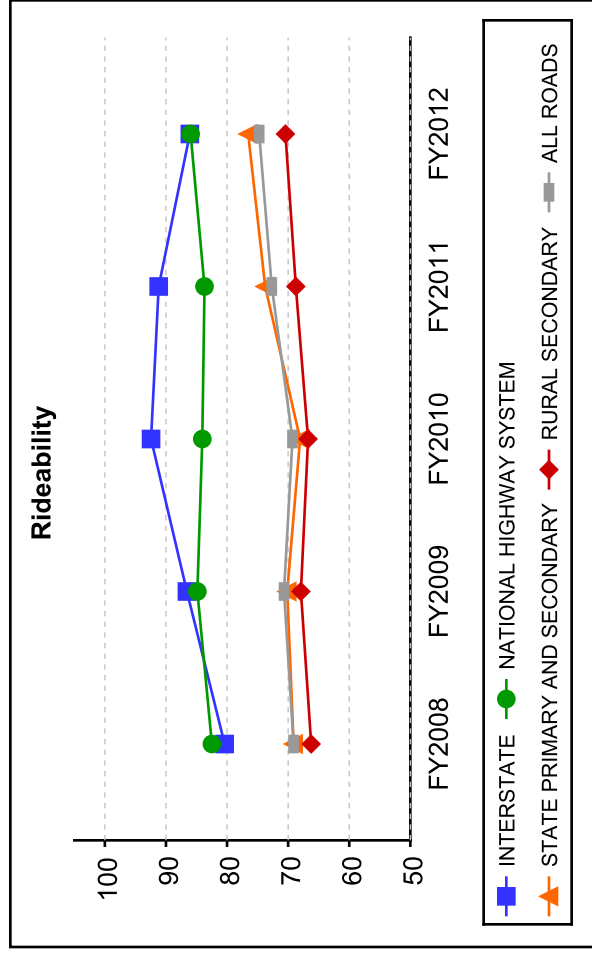
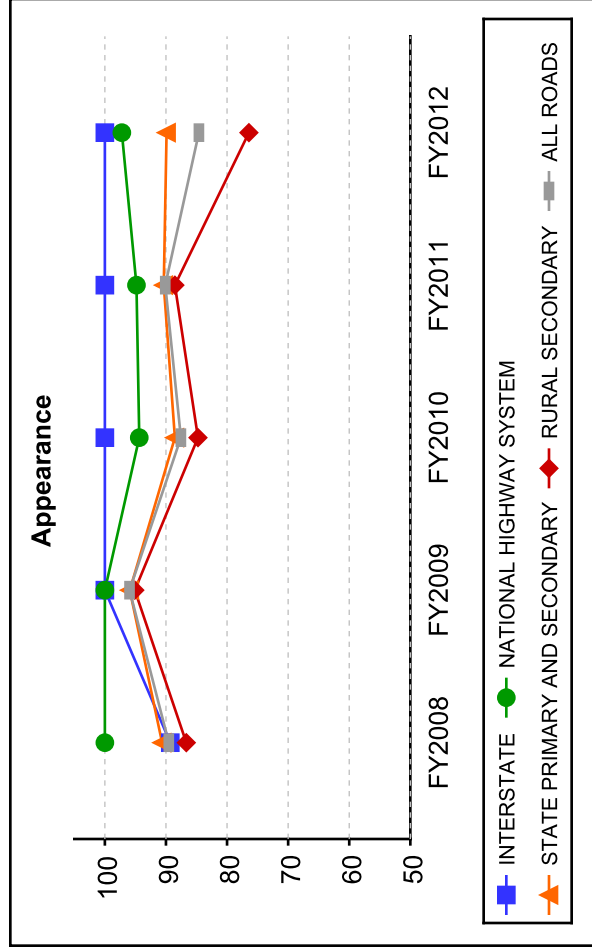


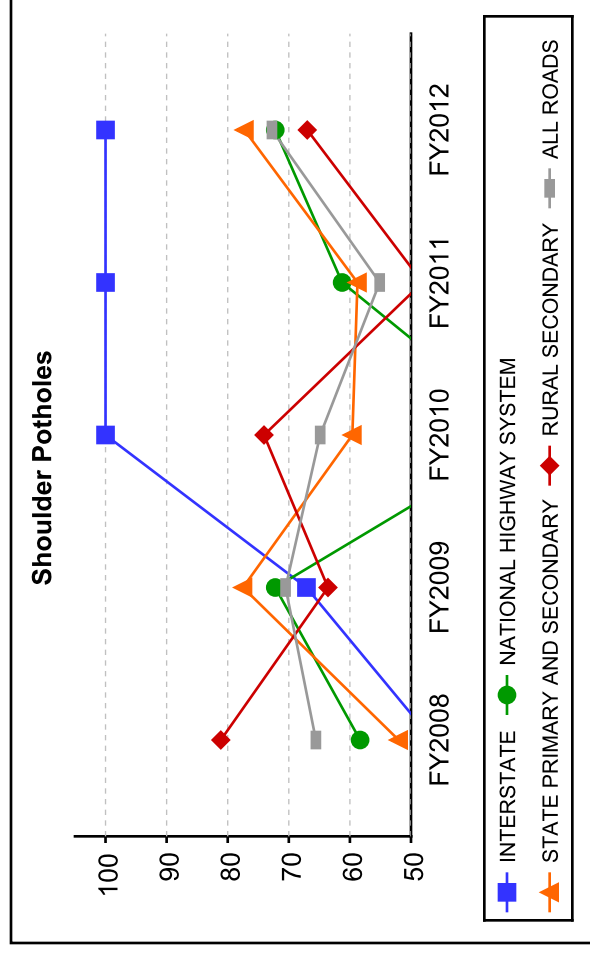
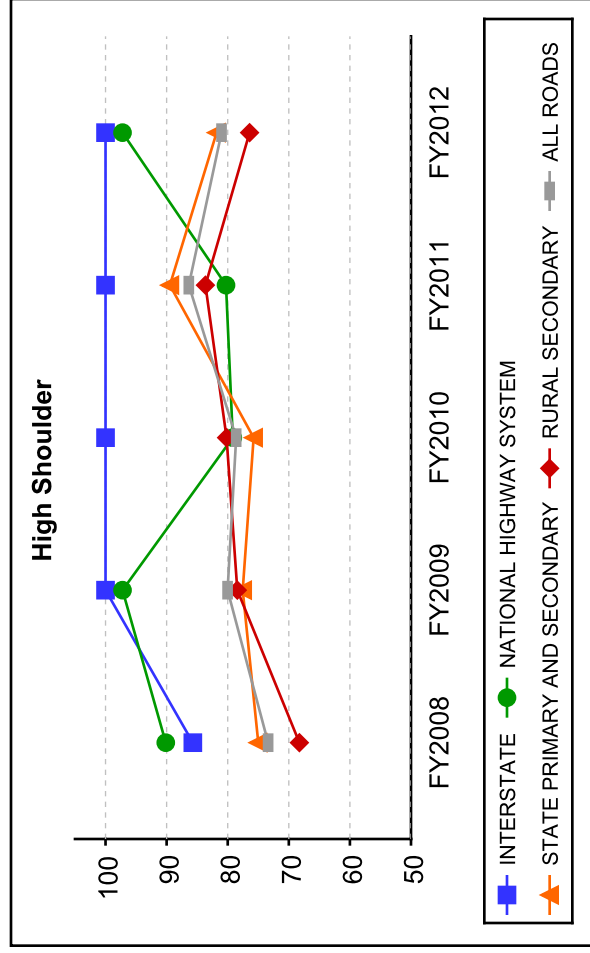
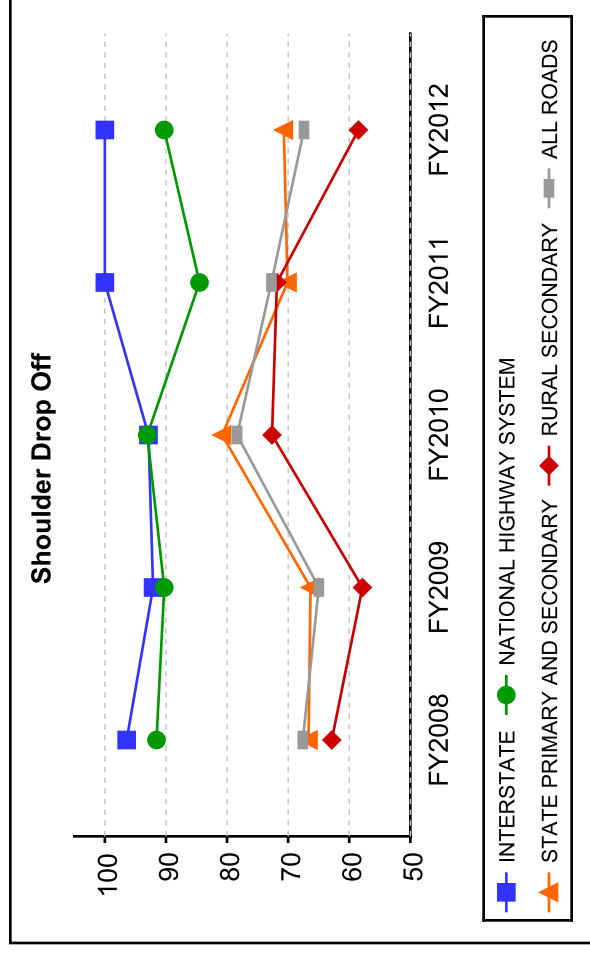
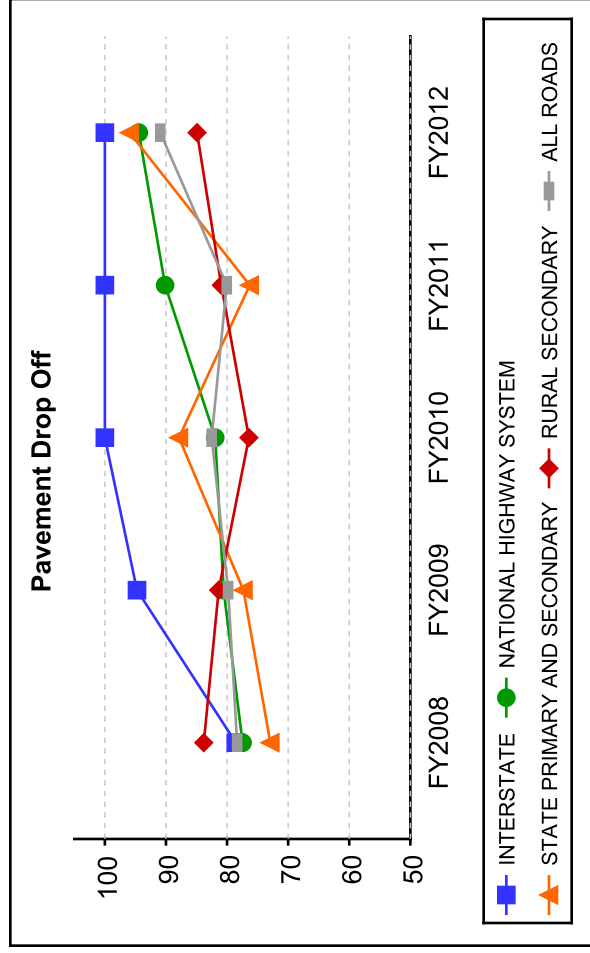
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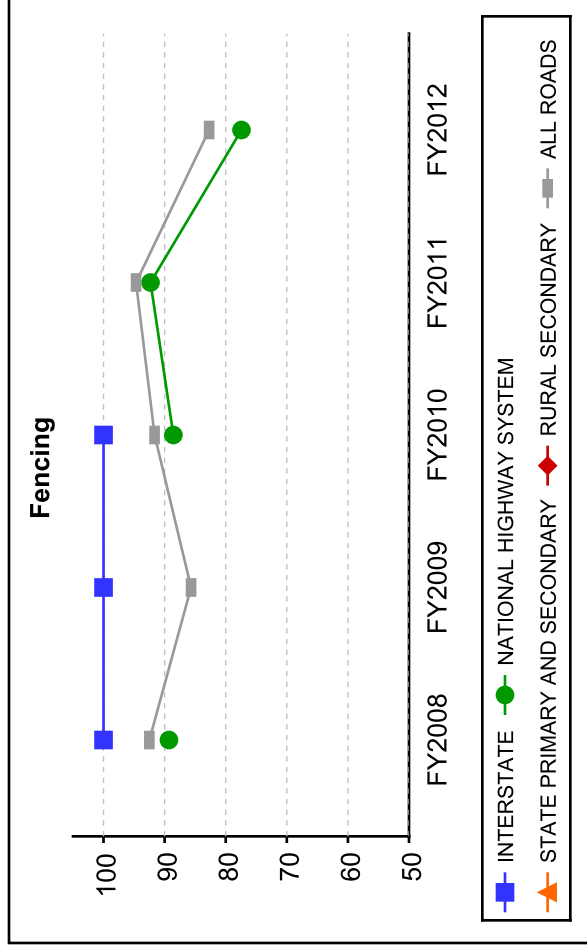
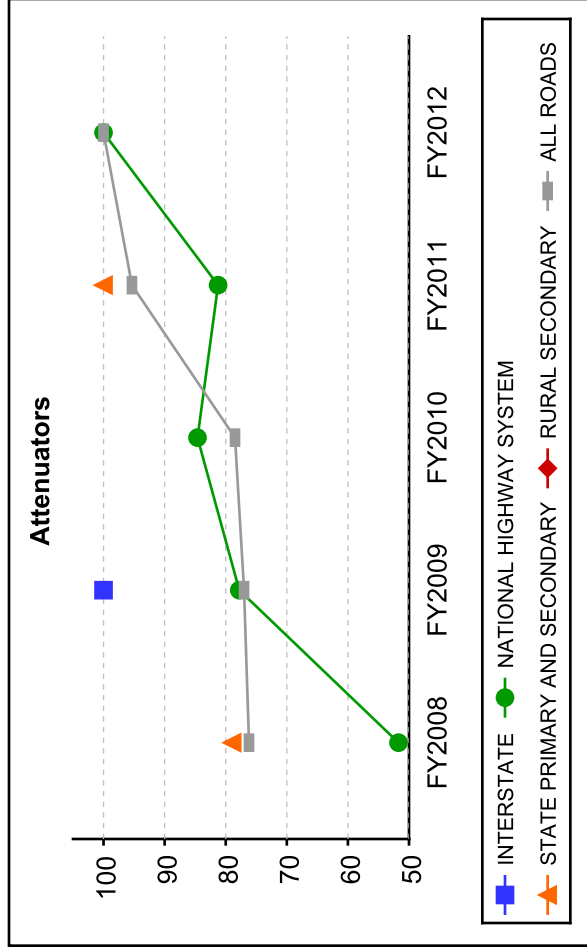
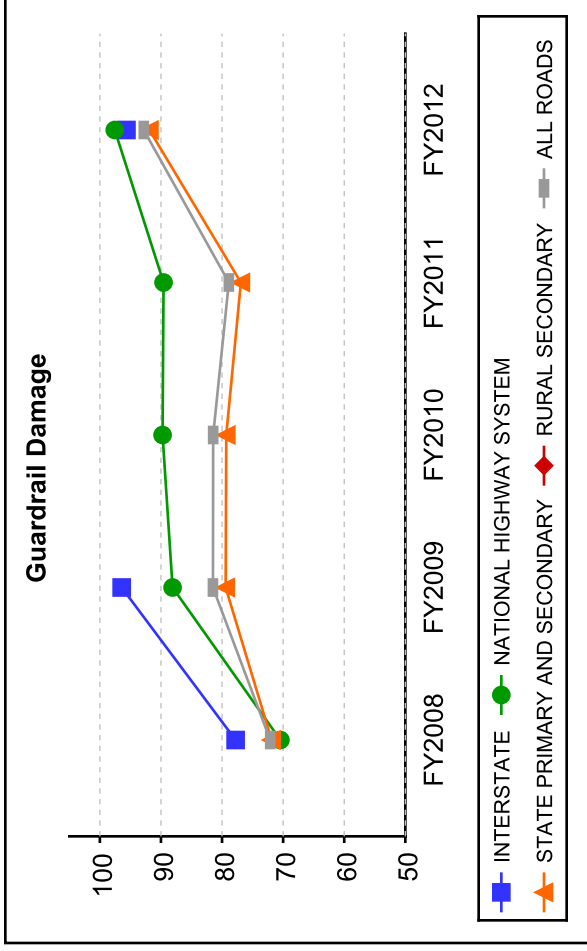
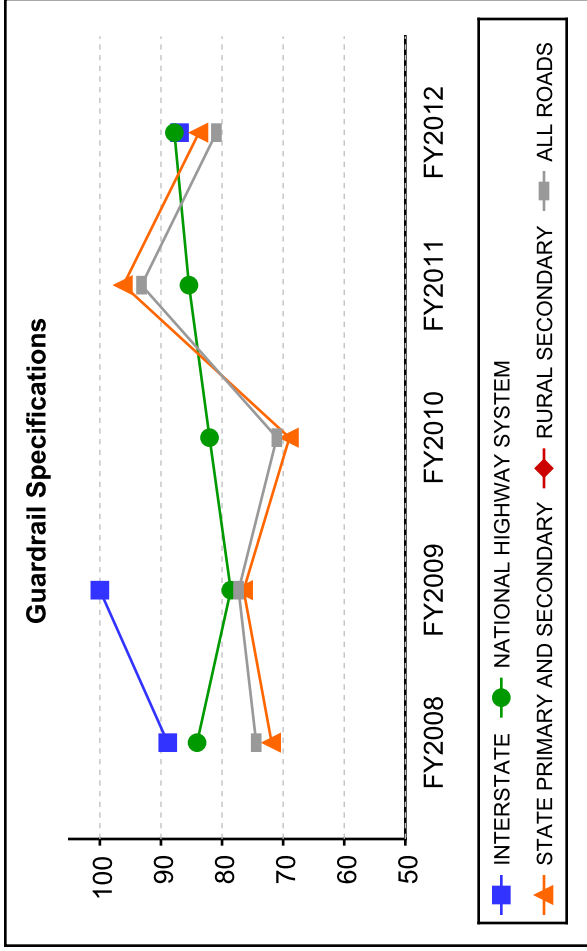


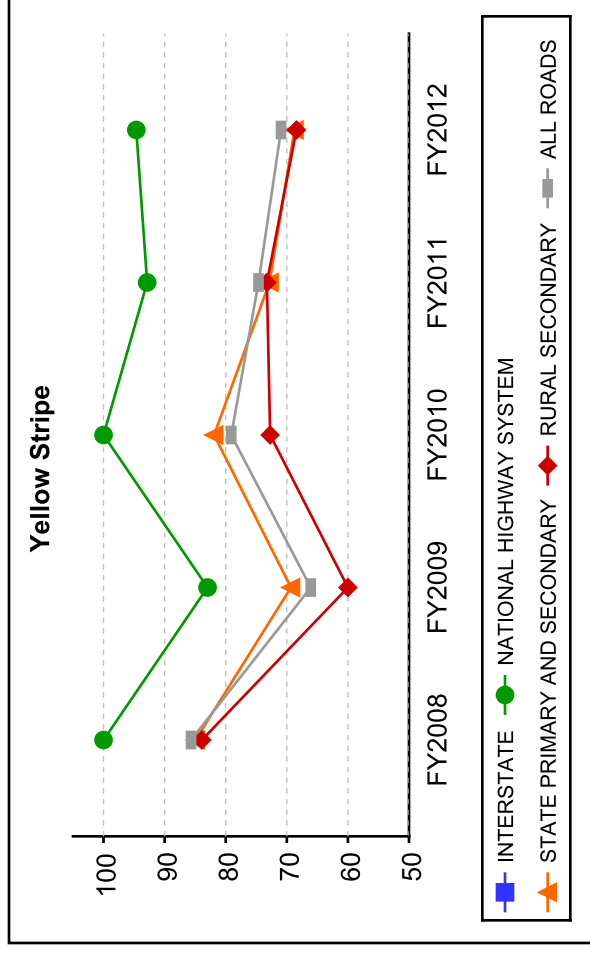
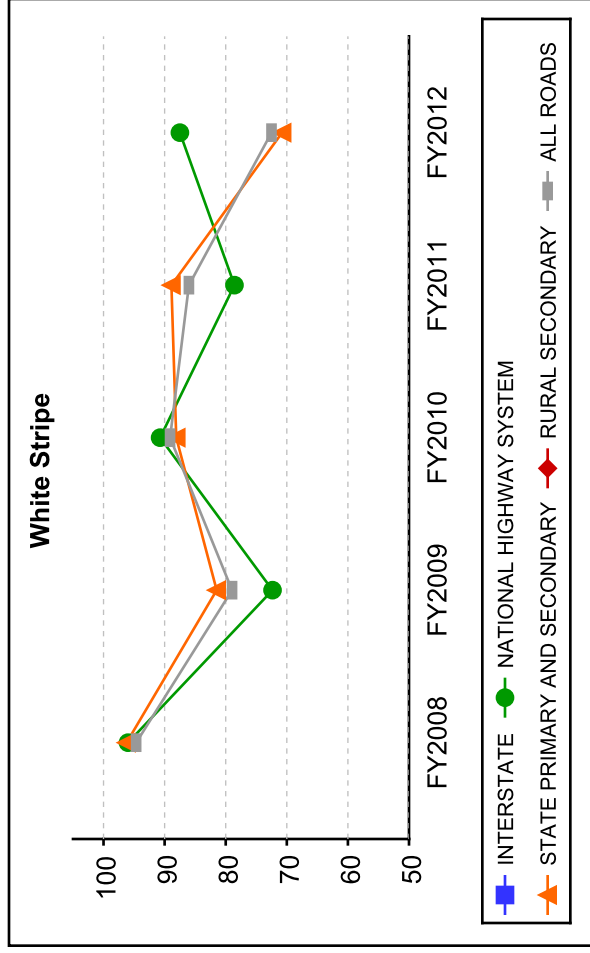
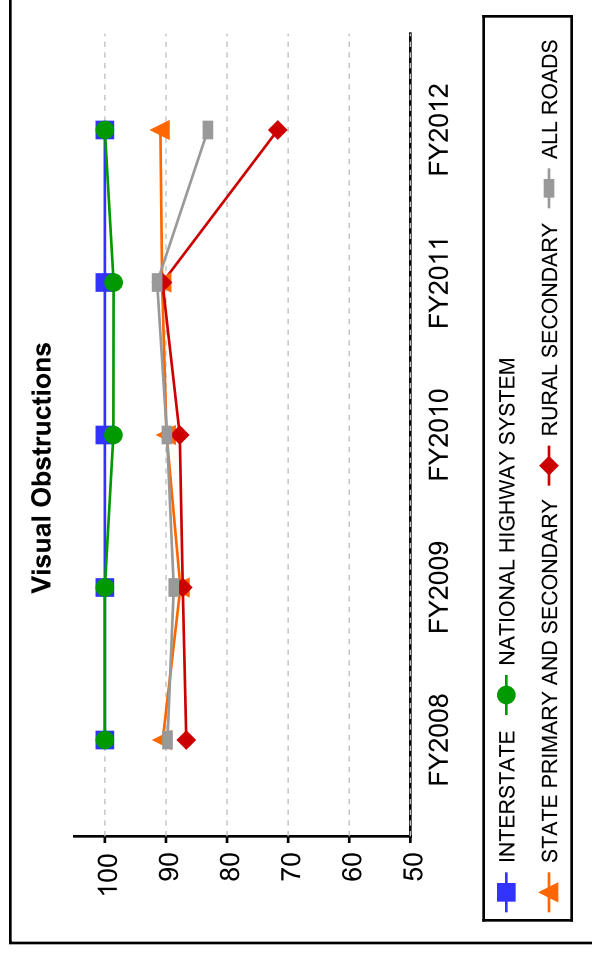
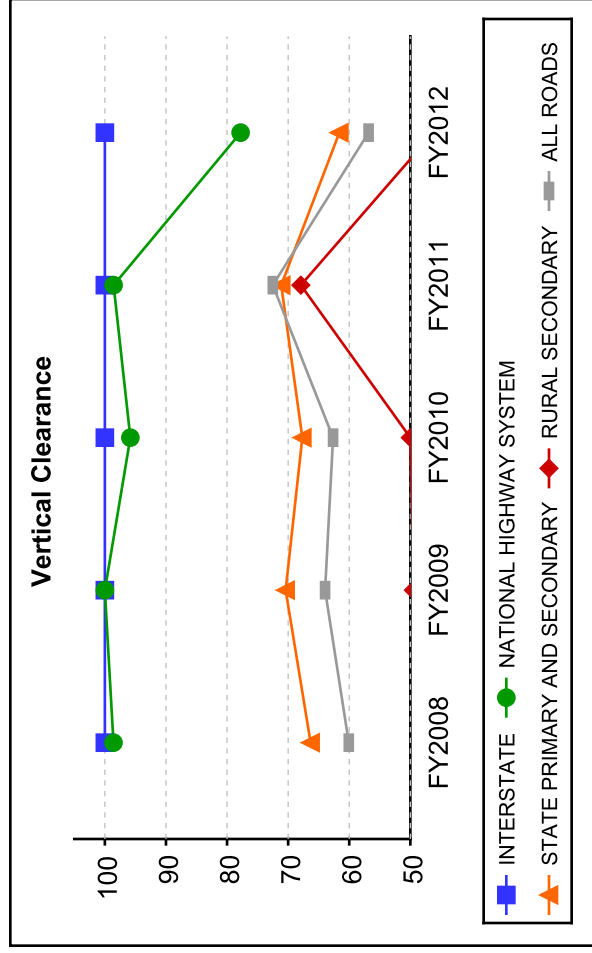
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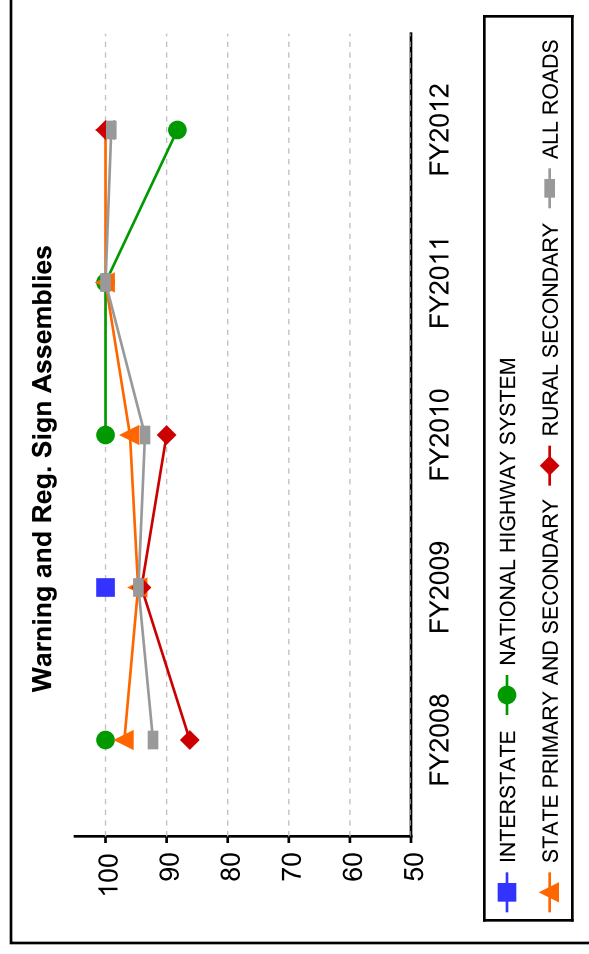
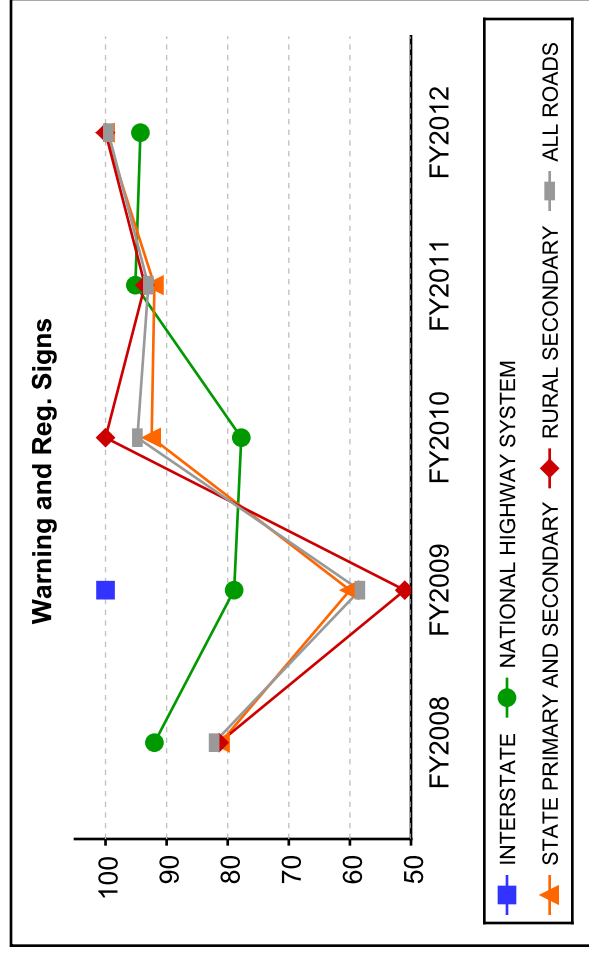
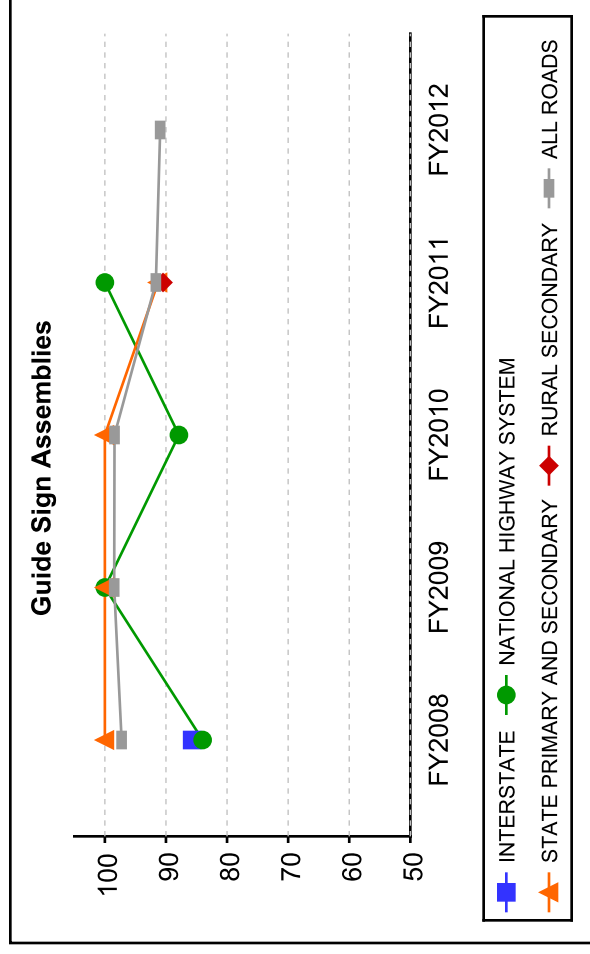
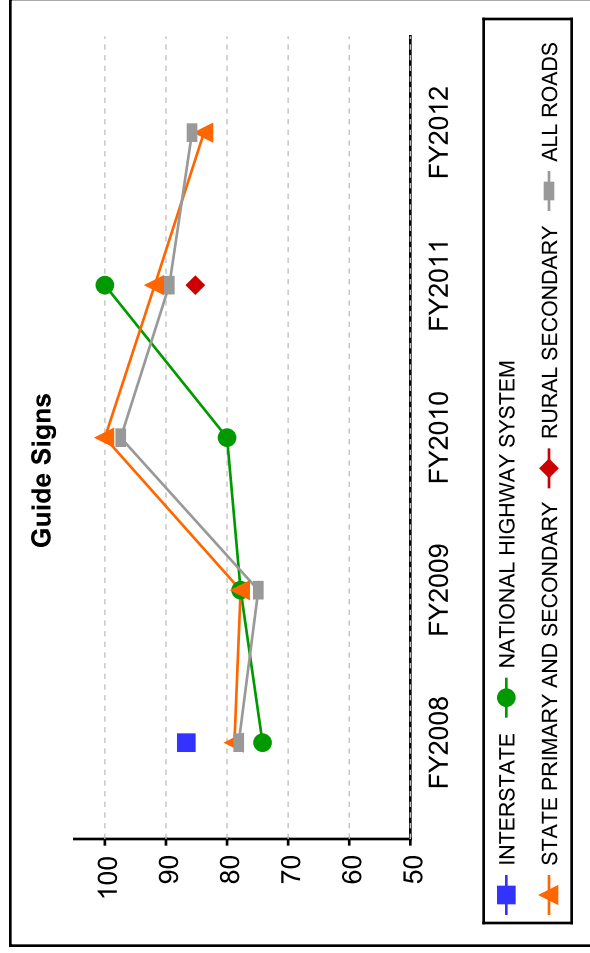


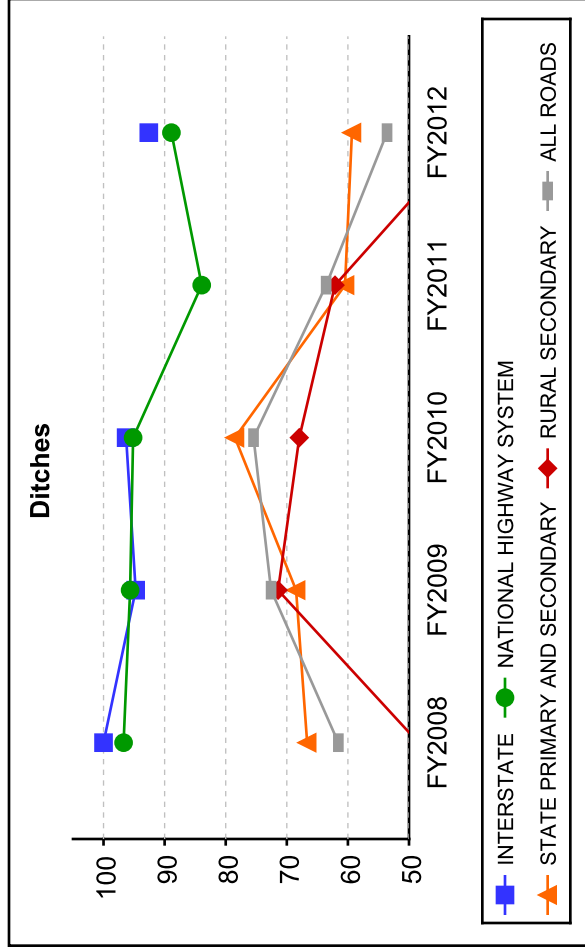
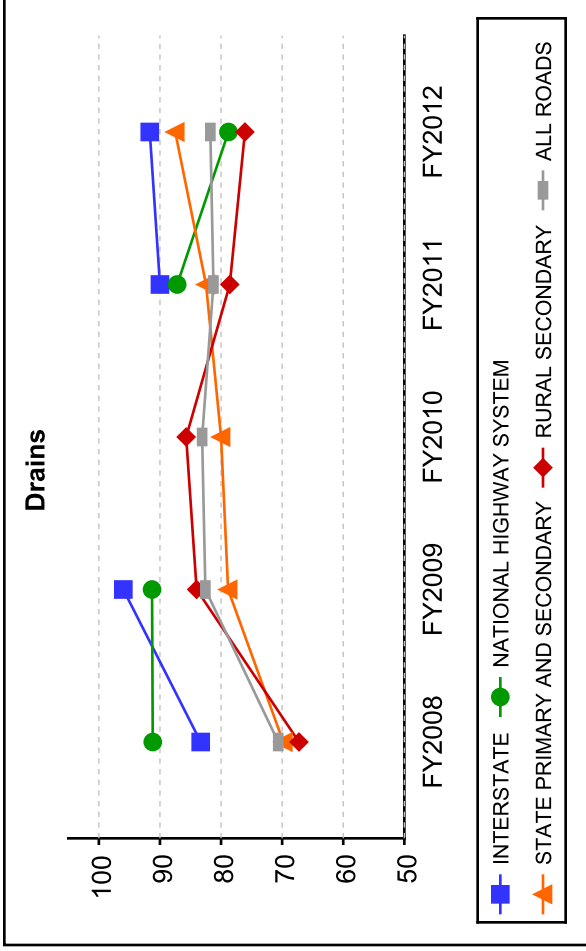
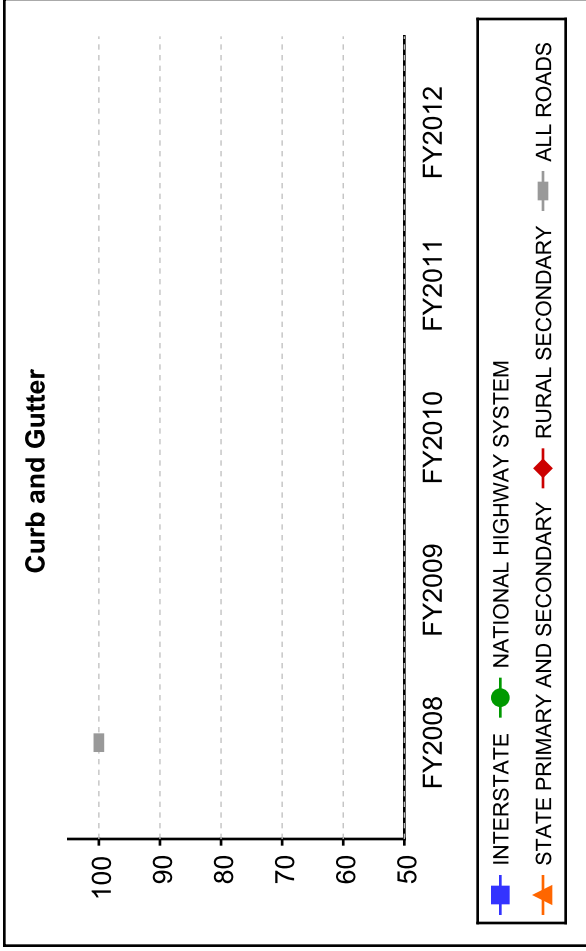


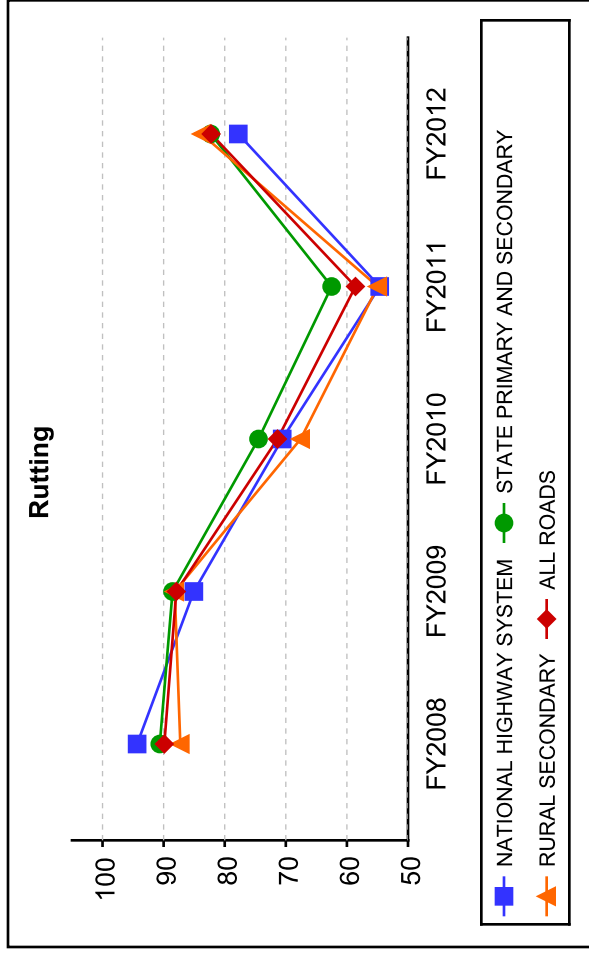
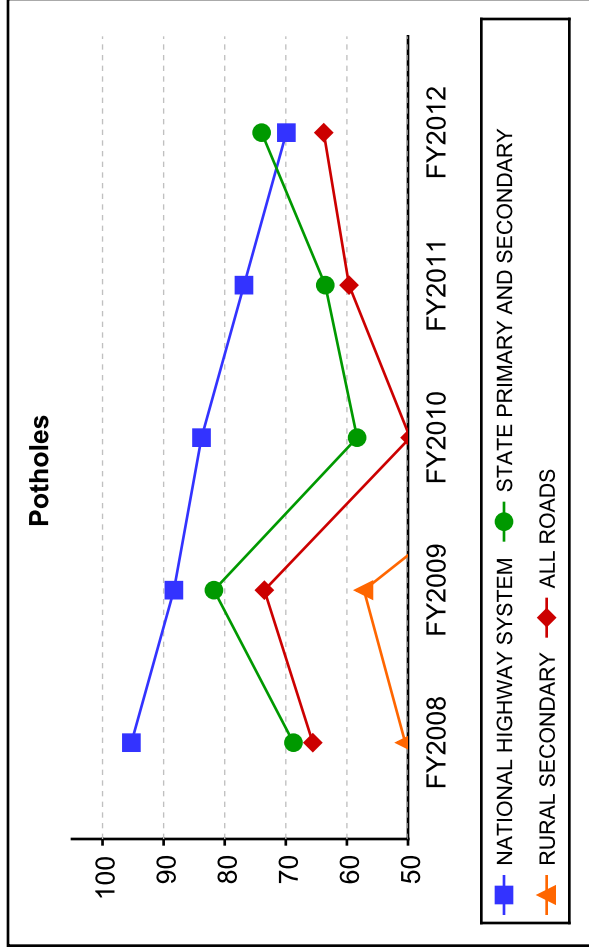
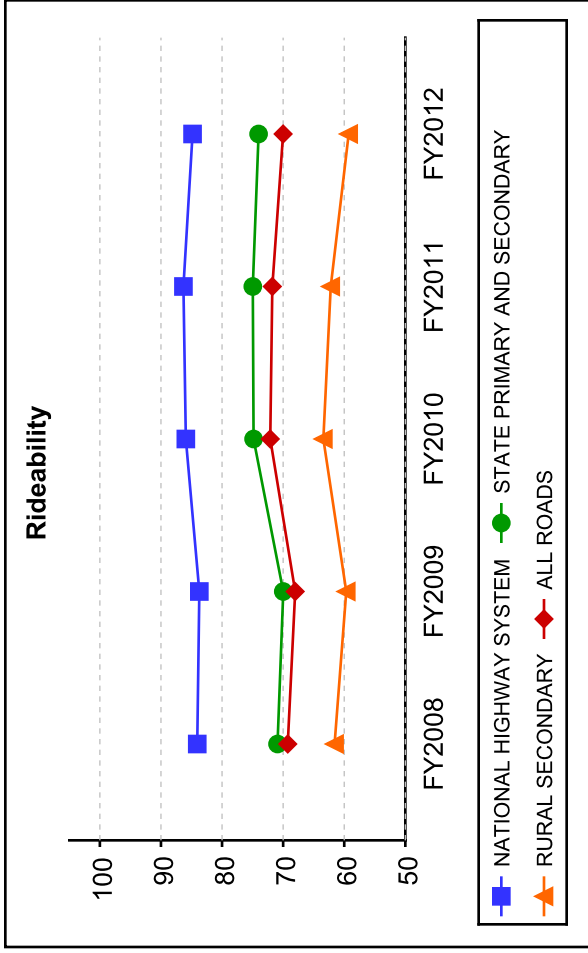
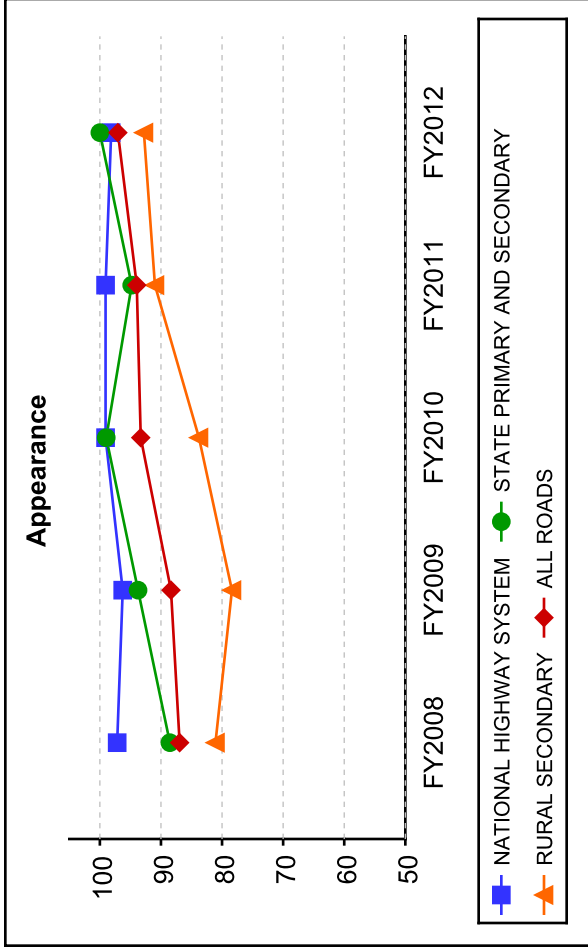


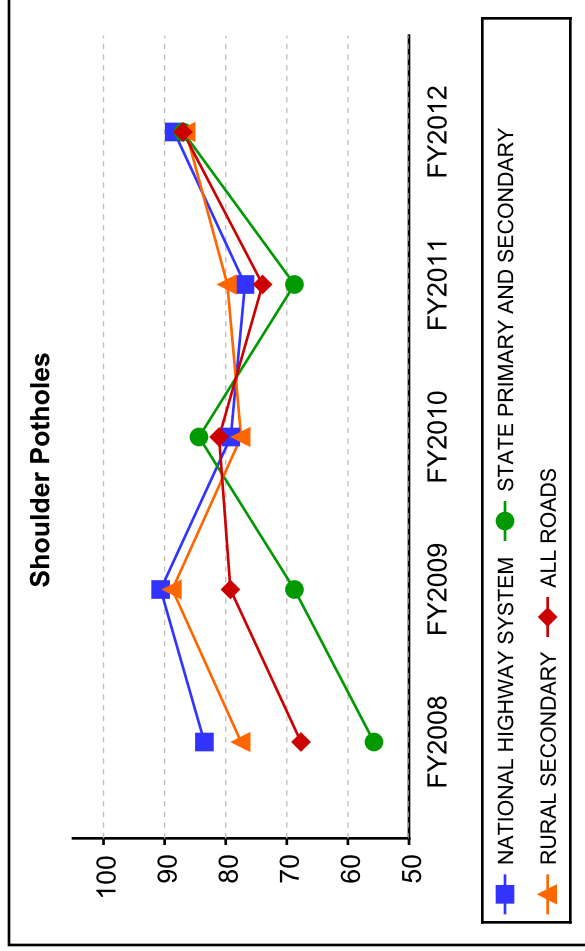
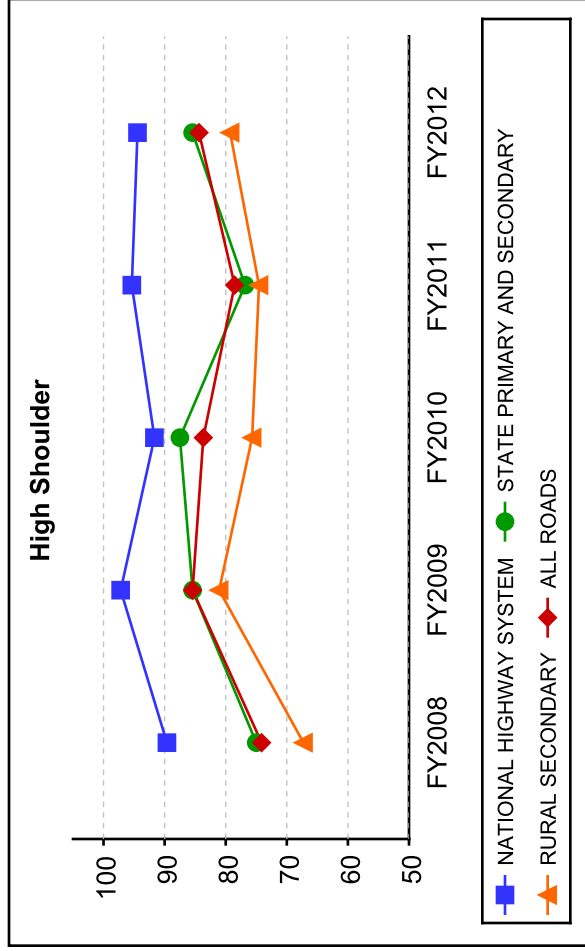
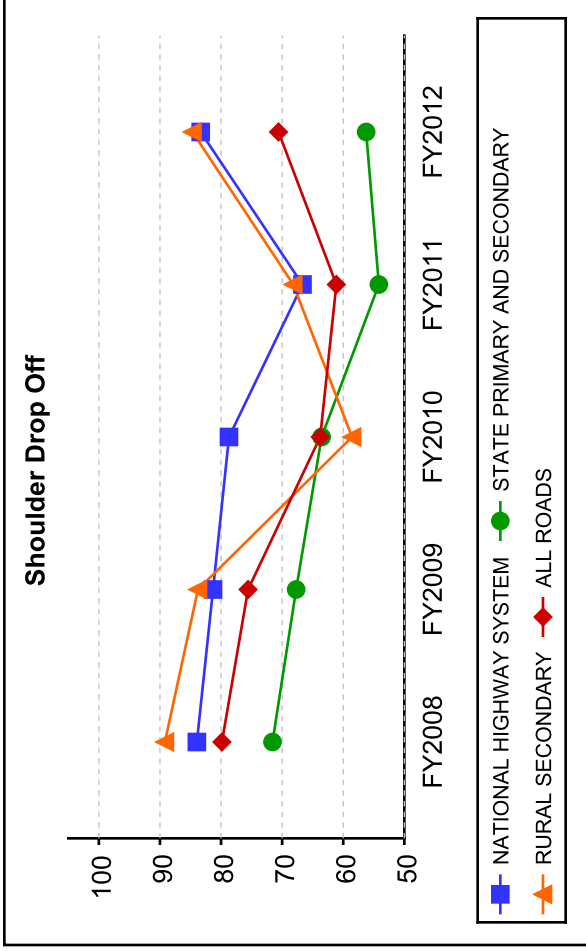
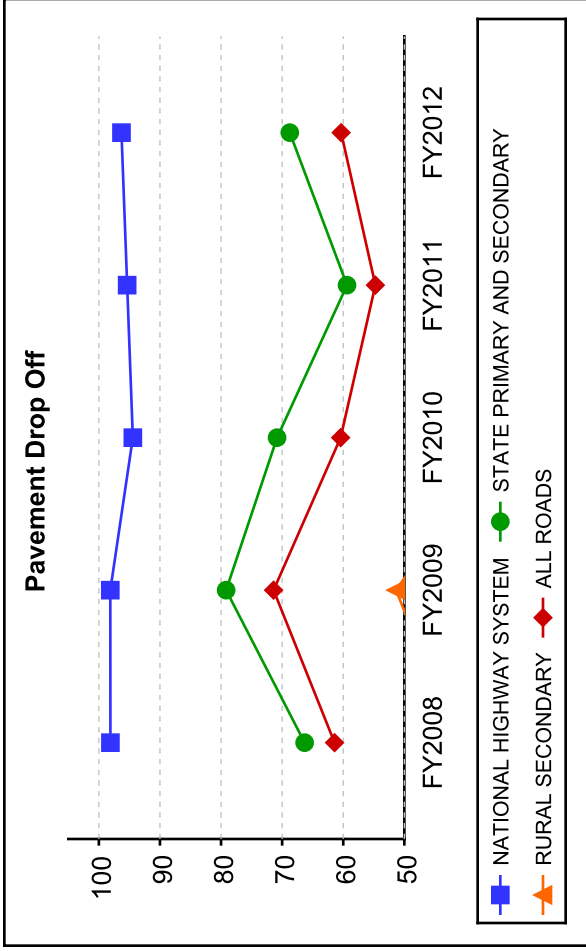


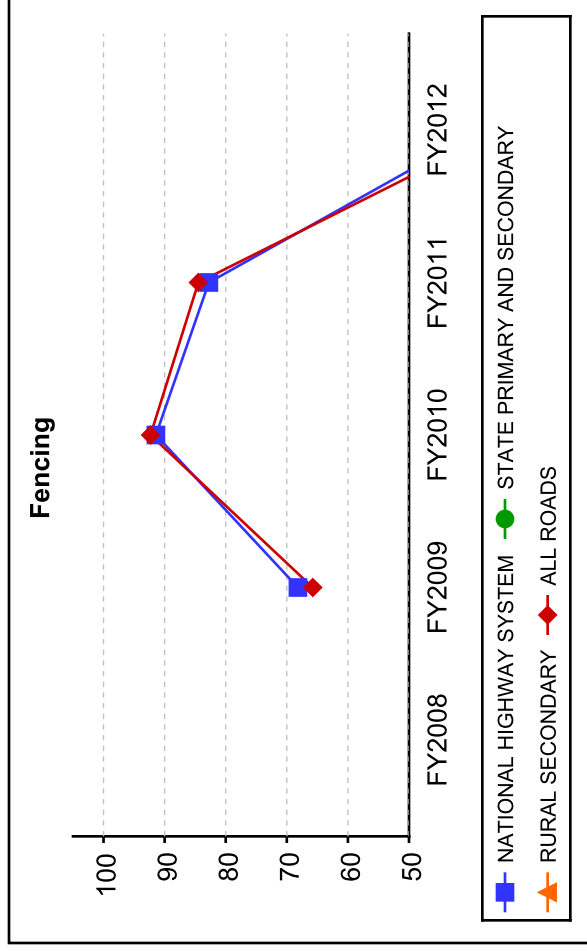
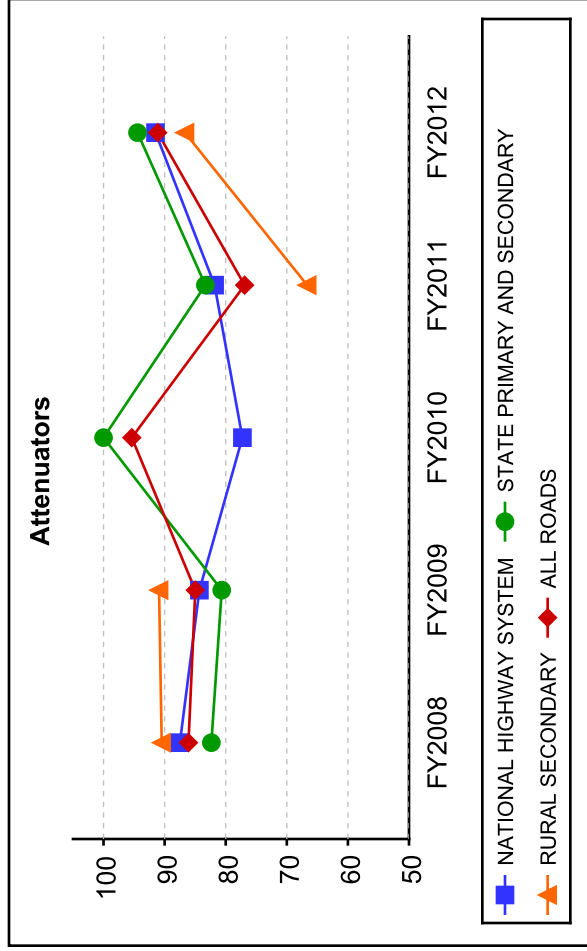
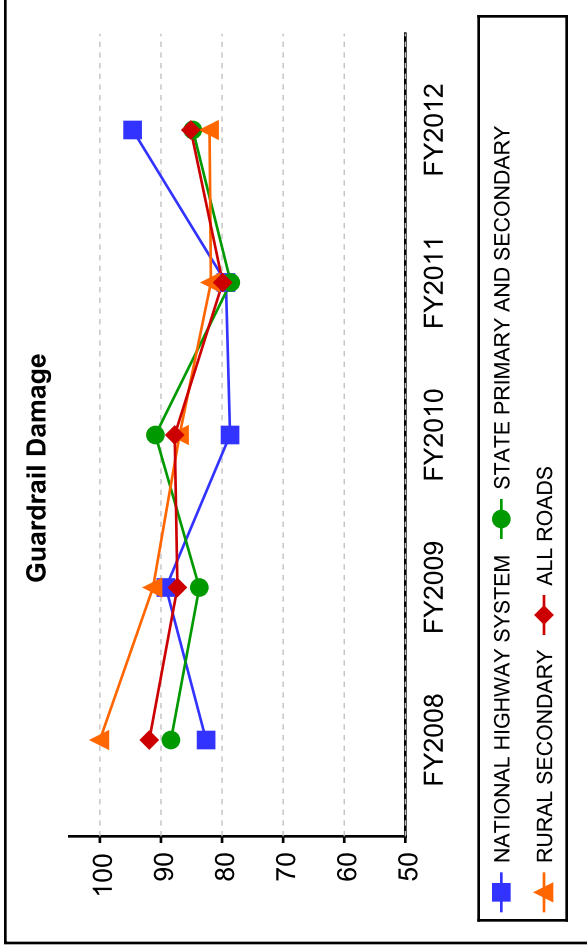
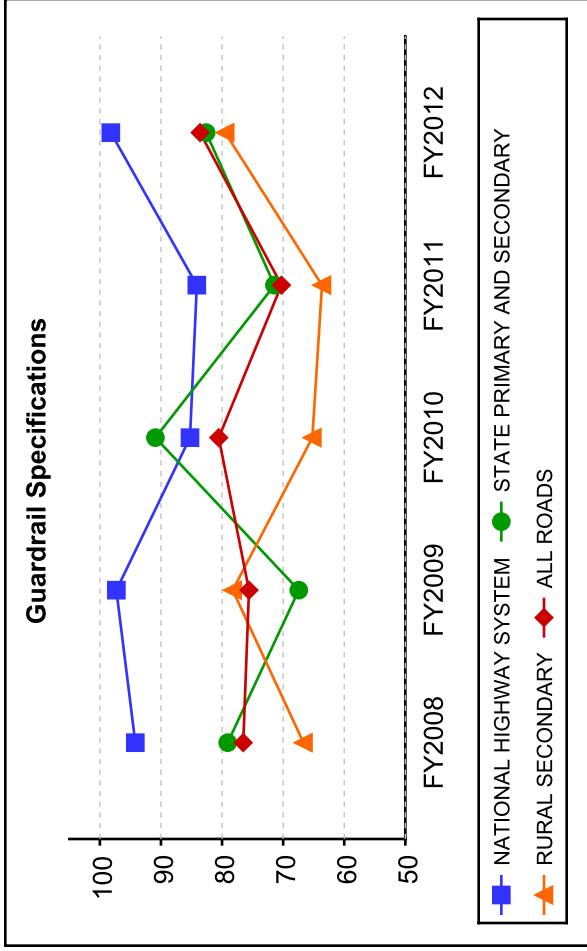


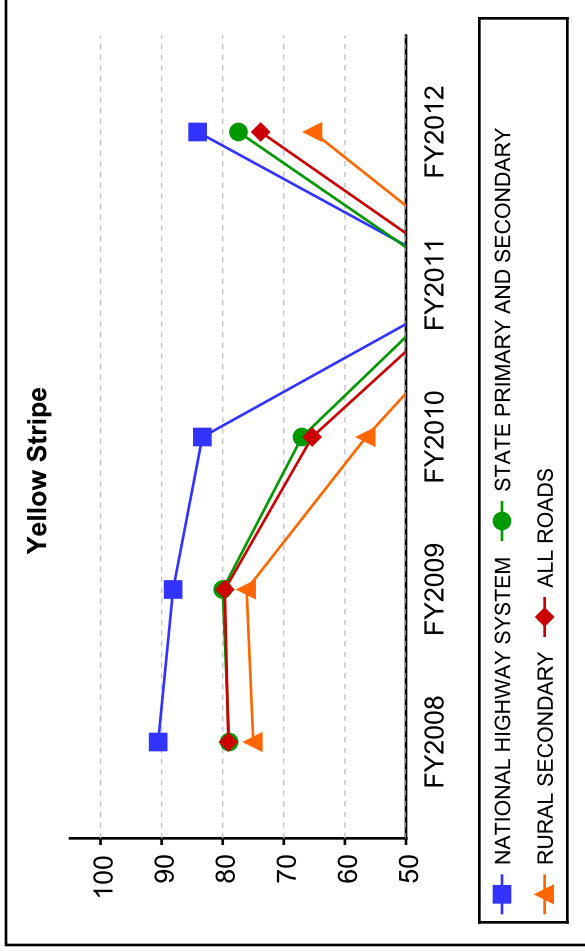
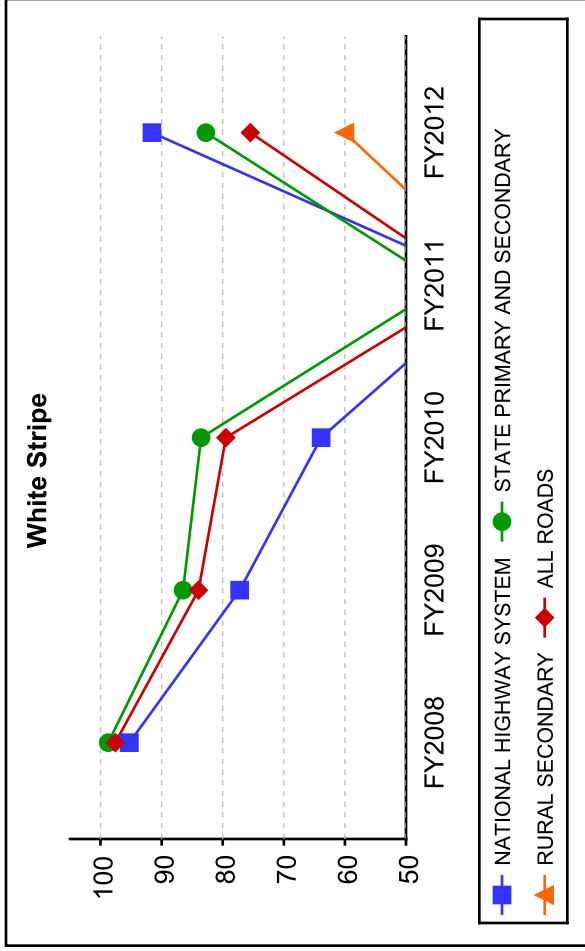
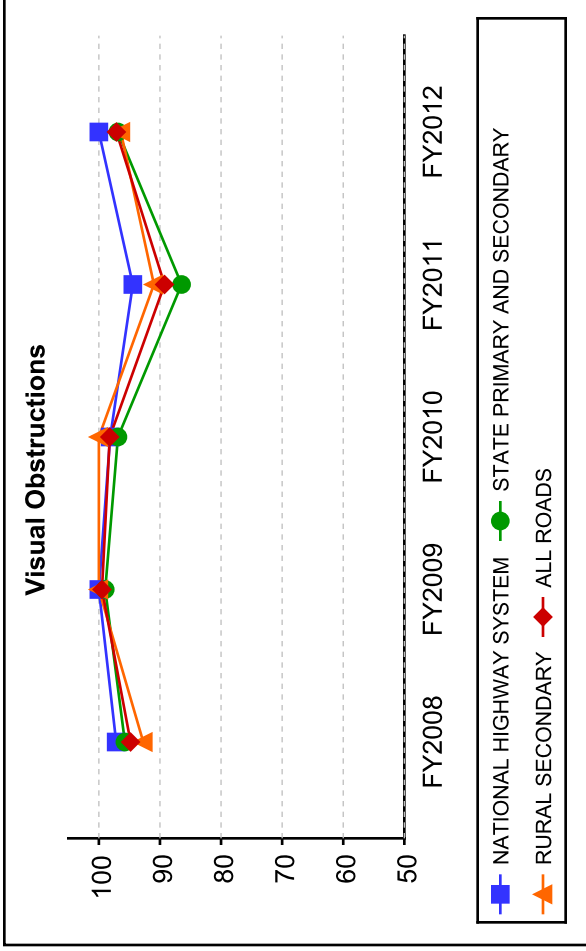
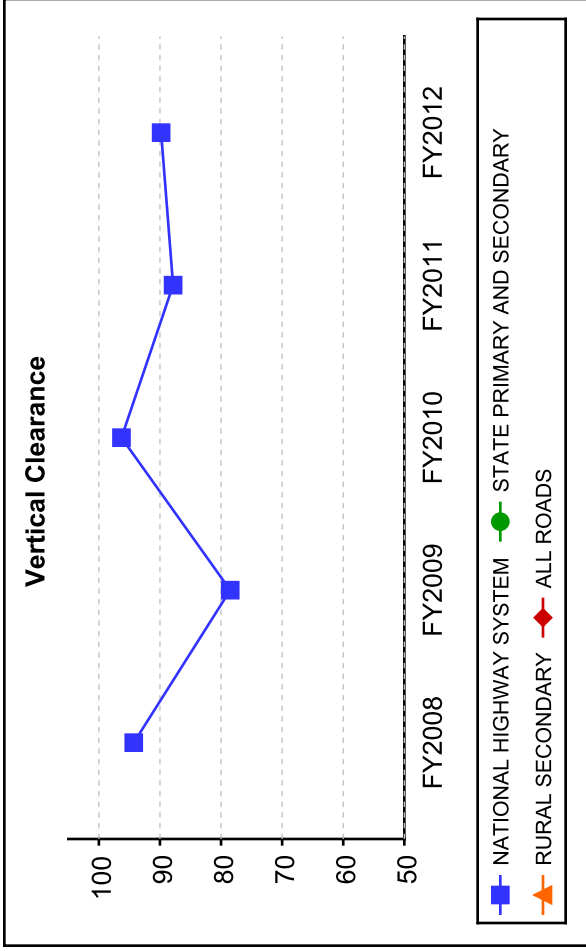


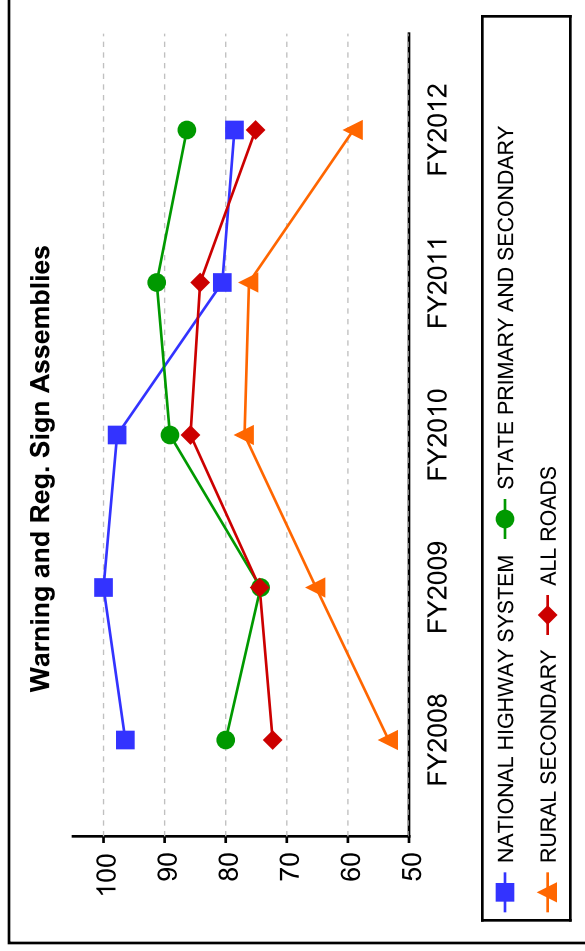
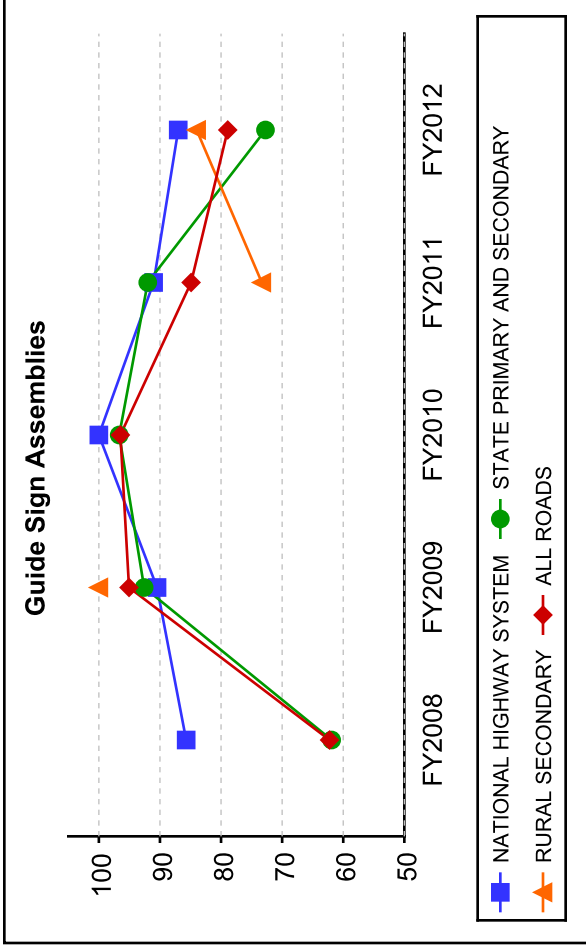
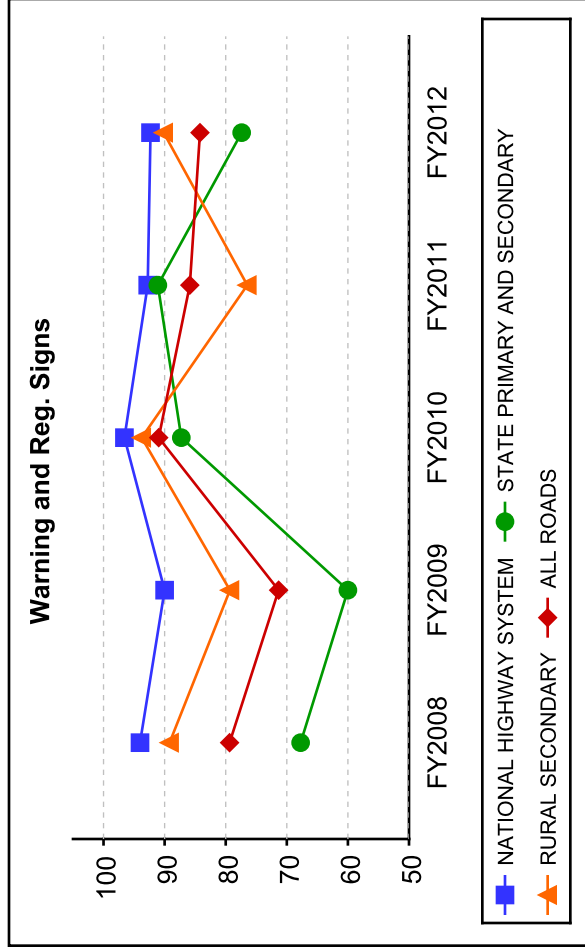
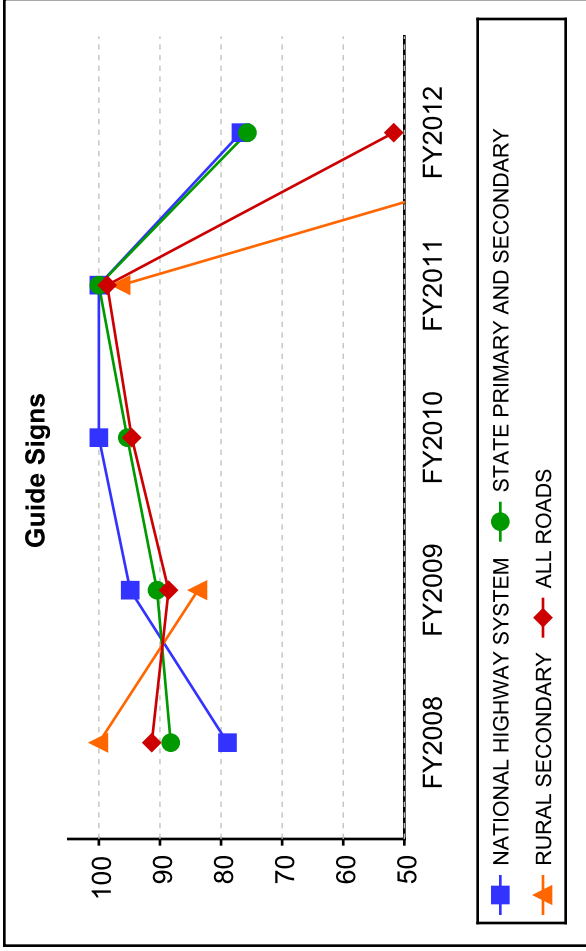


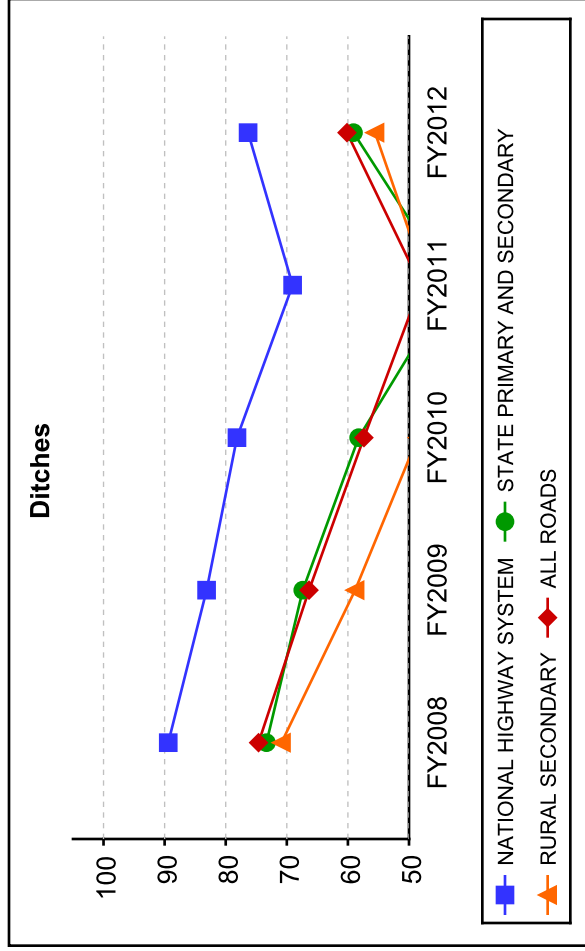
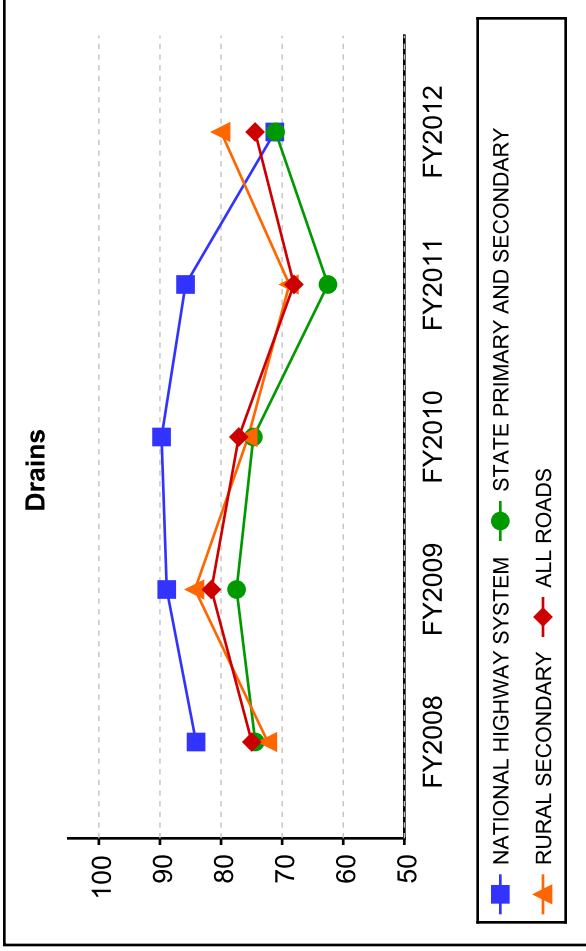
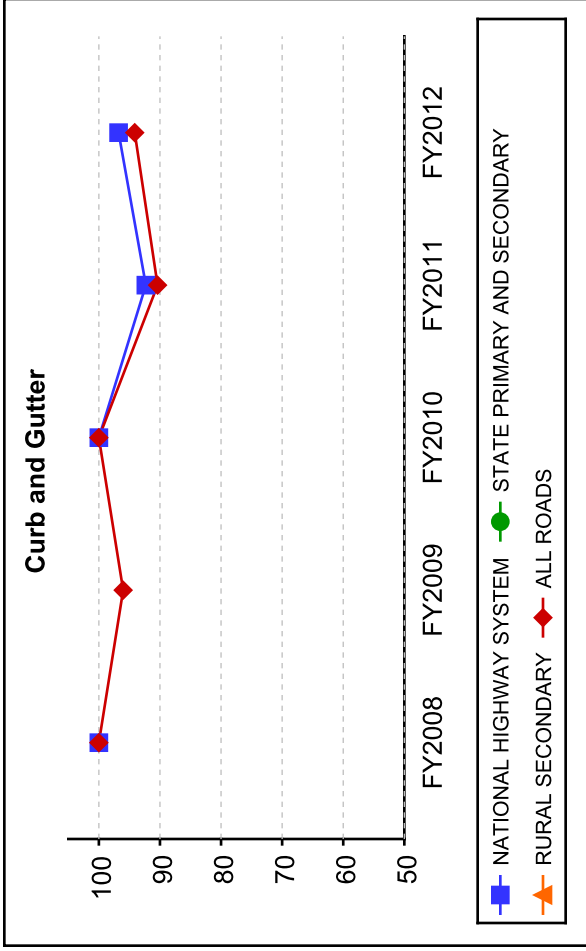












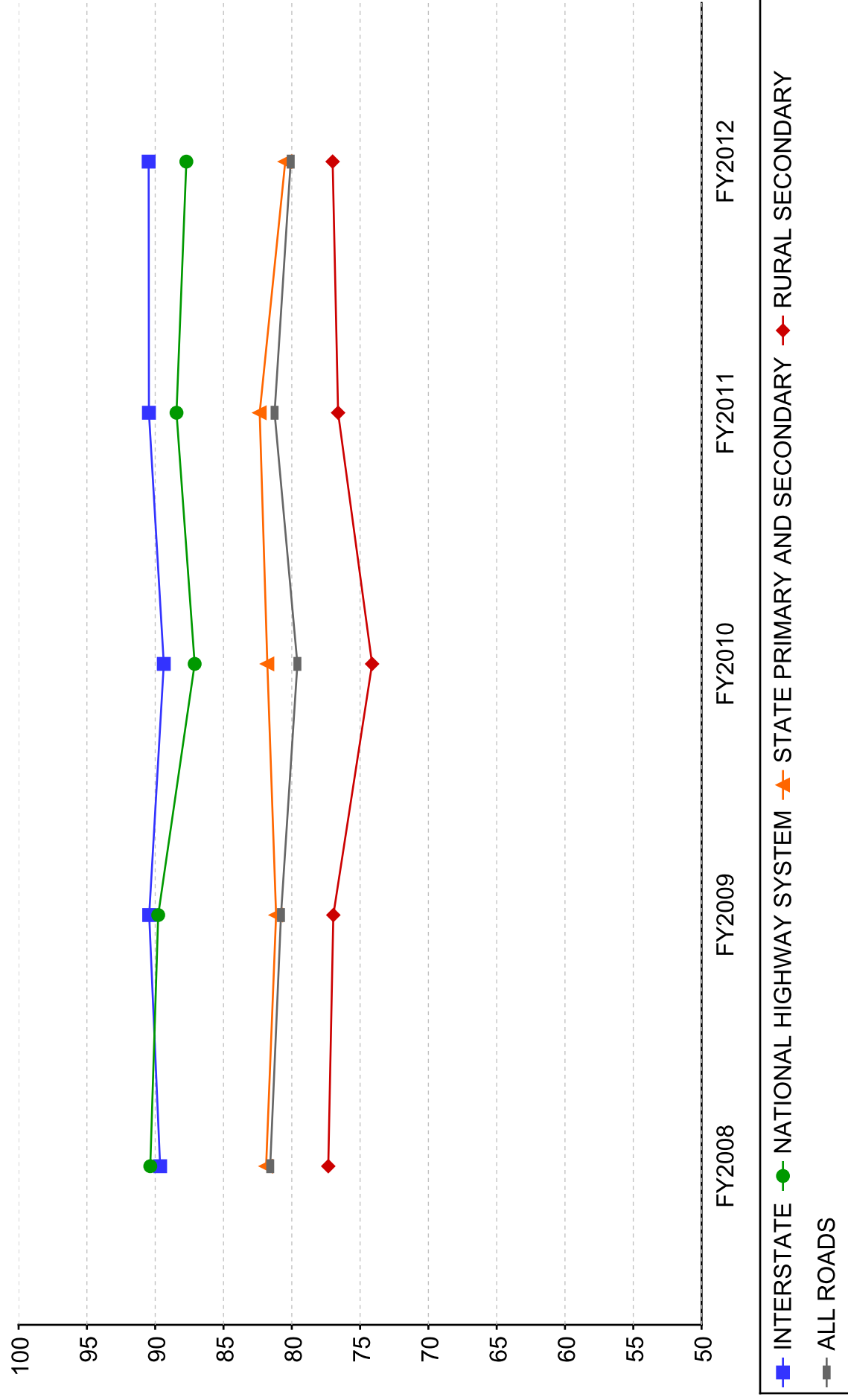
APPENDIX IV

Total Scores by Road Type

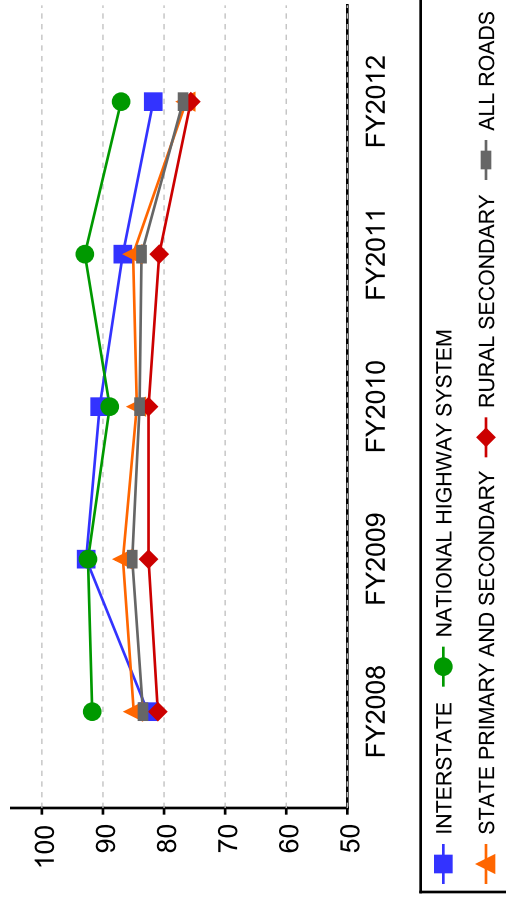
The graphs in Appendix IV illustrate the total MRP scores for each district and statewide. These are the combined scores for all roadway features. Included are the most recent MRP data and historical data for all previous four years.

As in previous graphs, the four road types are represented by colored lines, while the overall weighted average is shown as a gray shaded area.

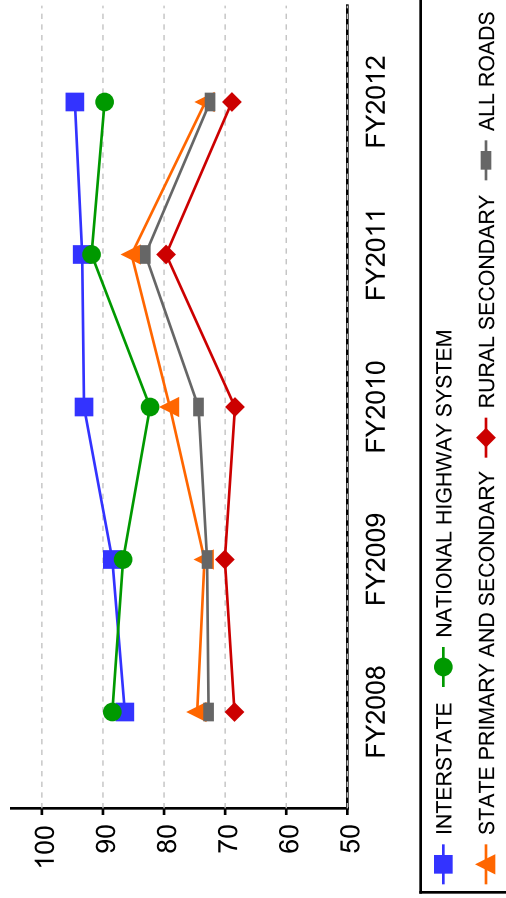
Statewide MRP Scores



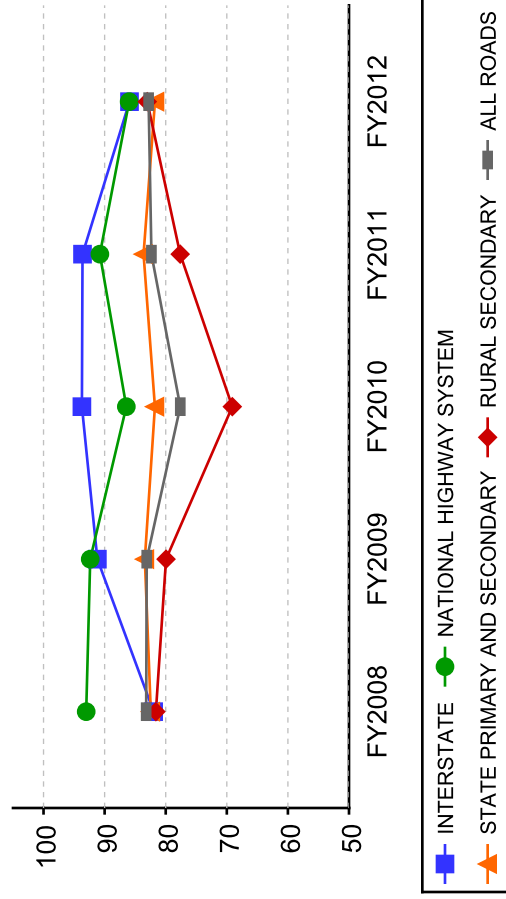
District 1 MRP Scores



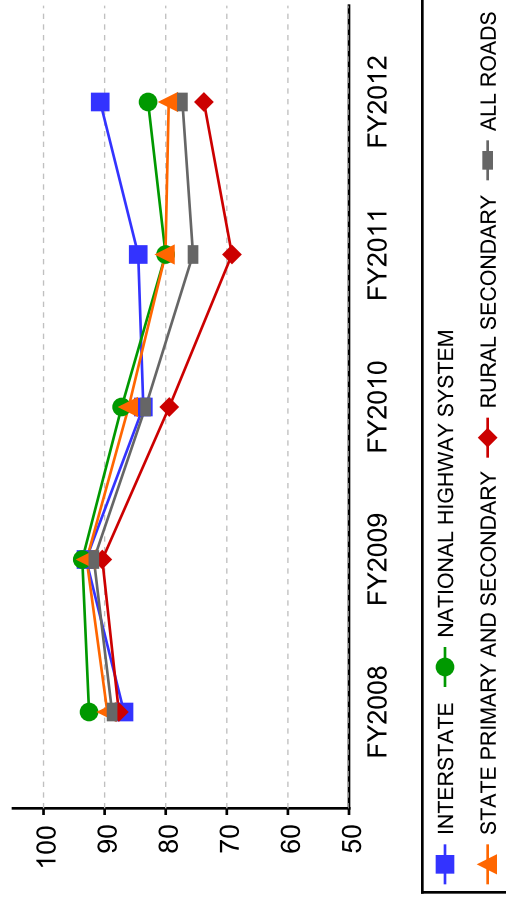
District 3 MRP Scores



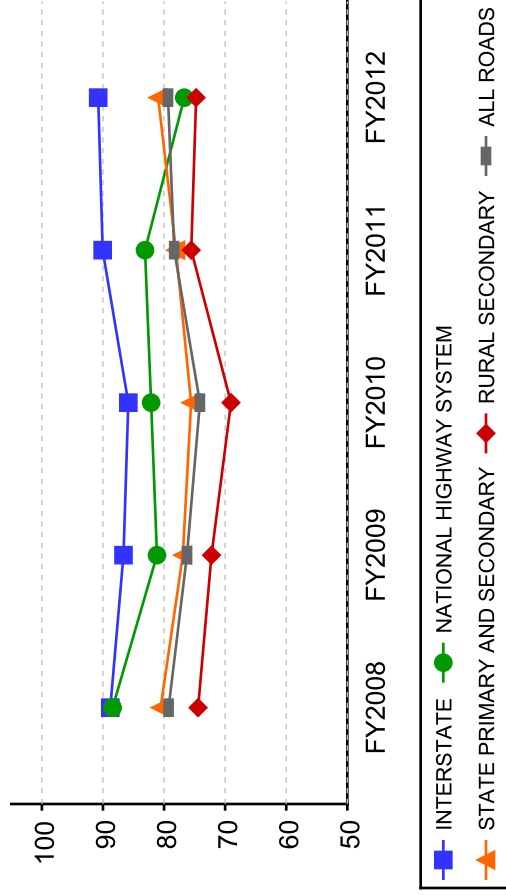
District 2 MRP Scores



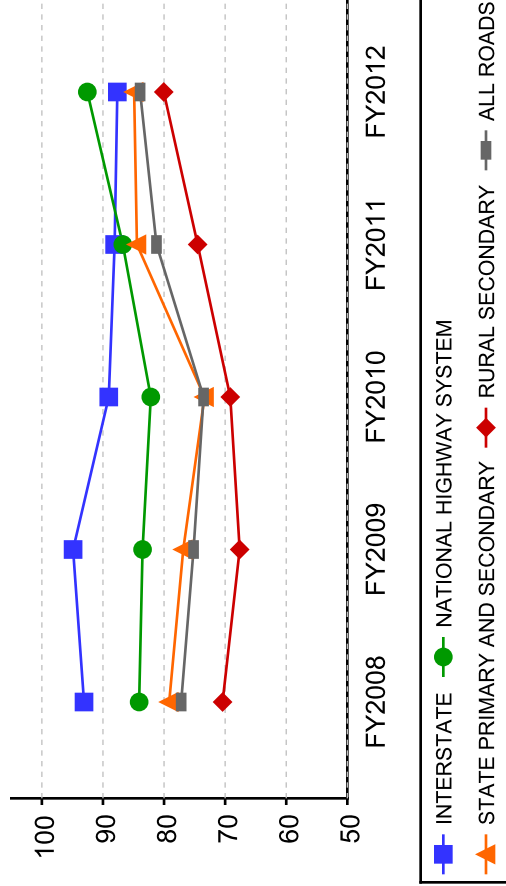
District 4 MRP Scores



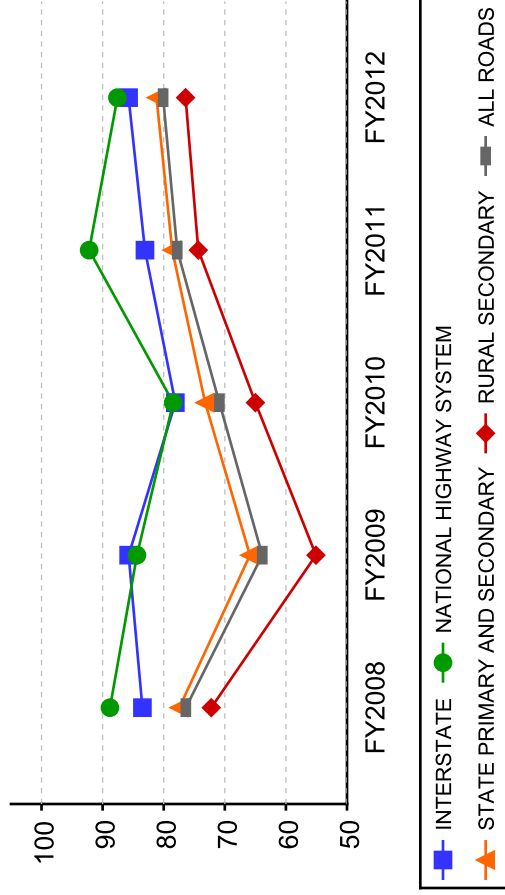
District 5 MRP Scores



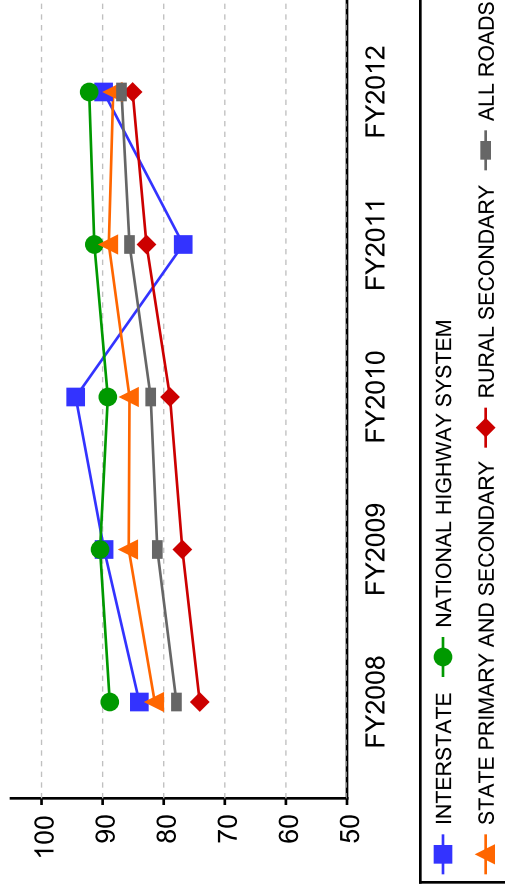
District 7 MRP Scores



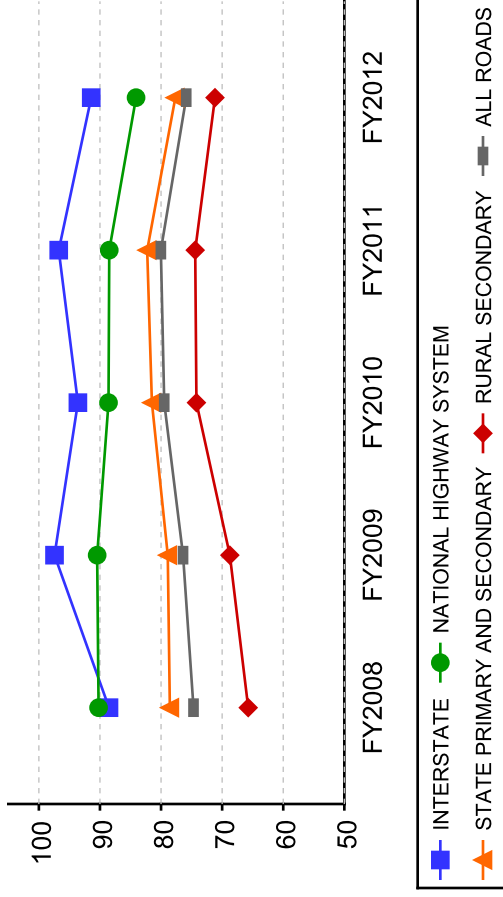
District 6 MRP Scores



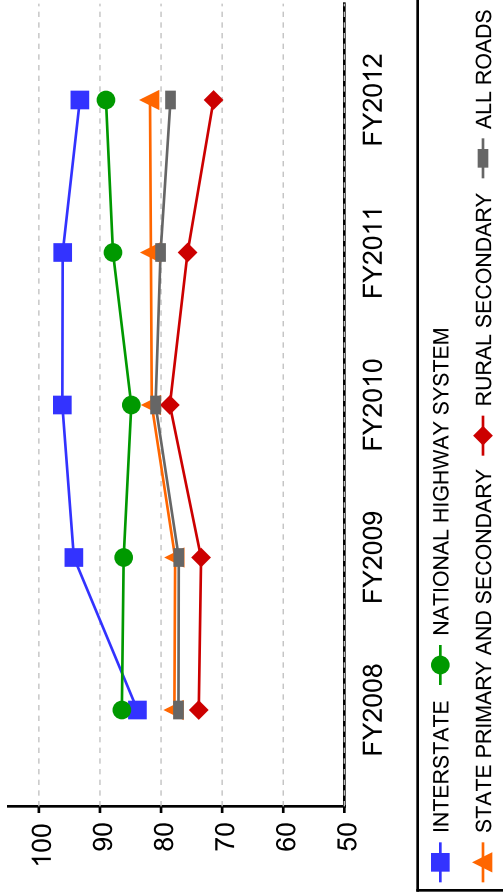
District 8 MRP Scores



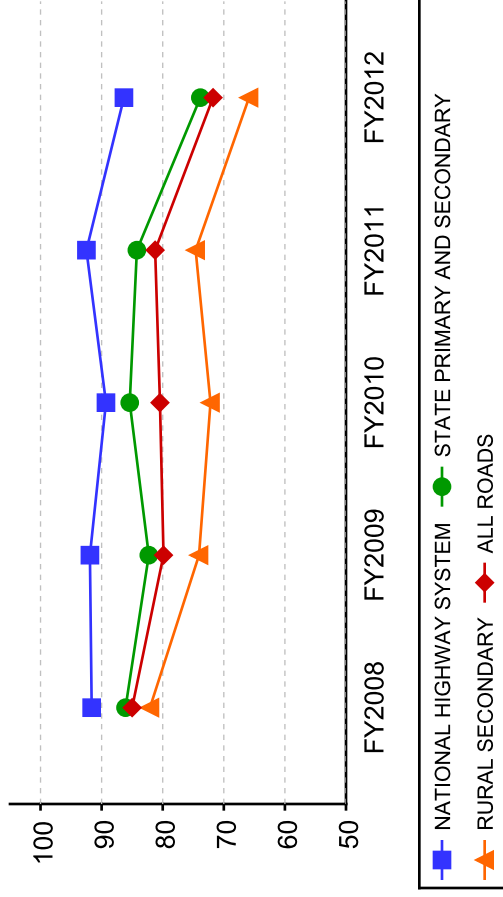
District 9 MRP Scores



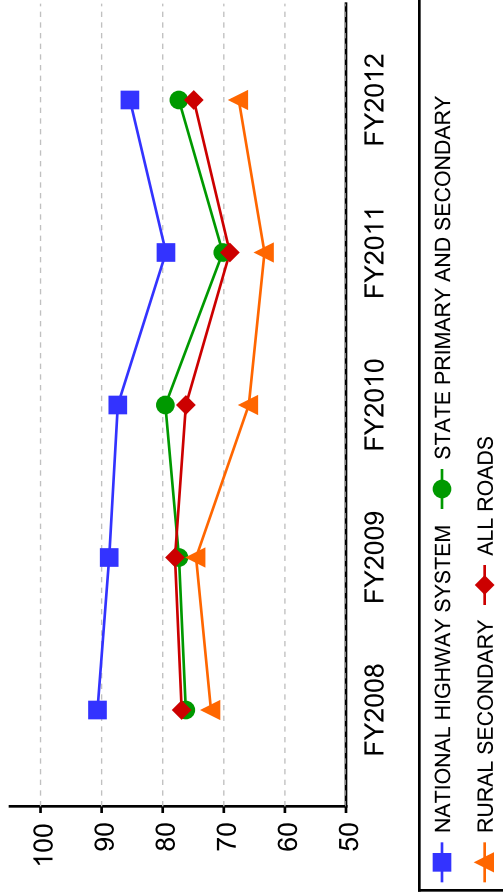
District 11 MRP Scores



District 10 MRP Scores



District 12 MRP Scores



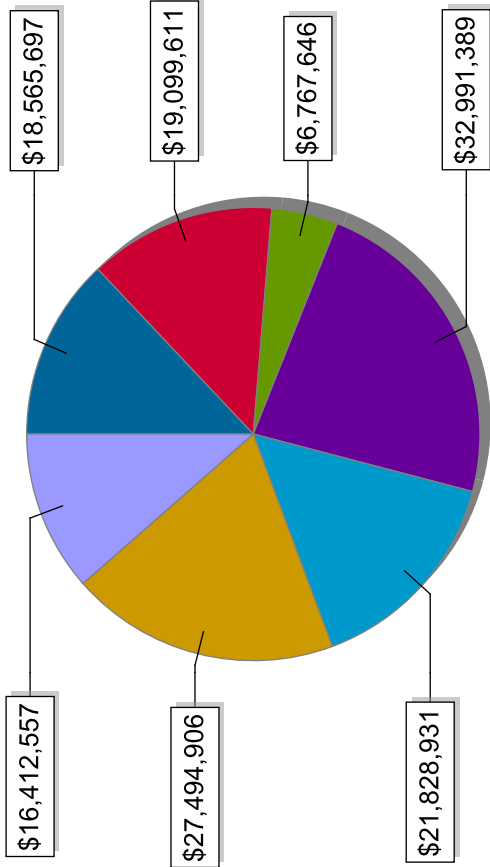
APPENDIX V

Activity Spending

Appendix V tables and graphs are a summary of previous fiscal year district spending impacting current MRP scores. Spending is pulled from a combination of OMS and EMARS reports in order to include state force and contract spending.

Appendix V also contains a complete list of activities that impact features inspected by the MRP.

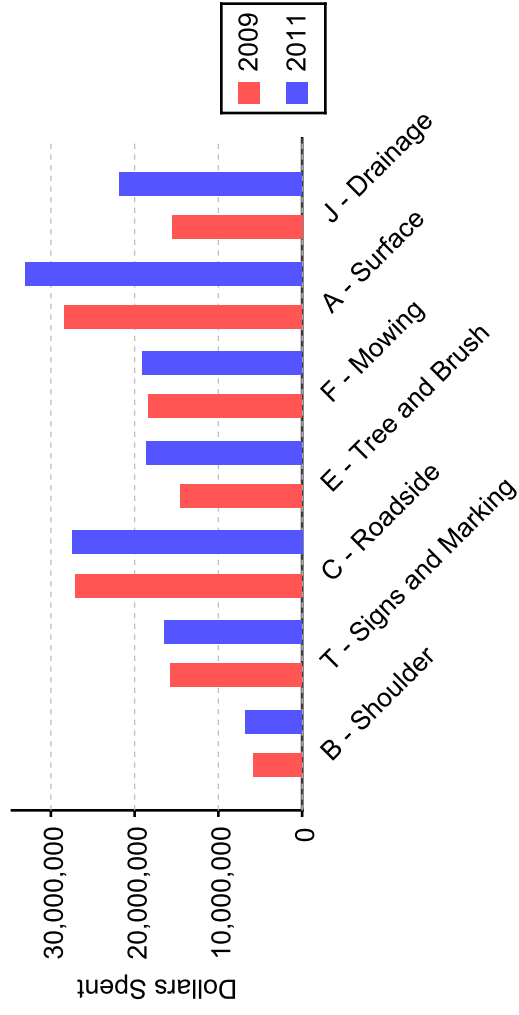
Statewide Maintenance Spending FY2011



- E - Tree and Brush
- F - Mowing
- B - Shoulder
- A - Surface
- J - Drainage
- C - Roadside
- T - Signs and Marking

TOTAL =\$ 143,160,737

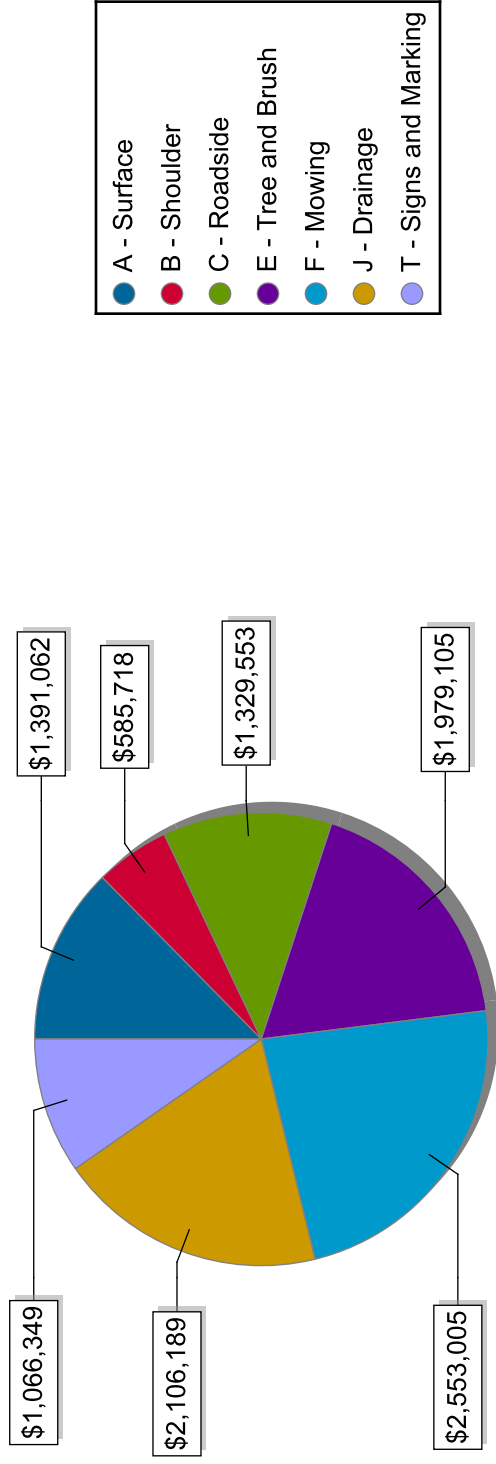
Statewide Maintenance Spending



Statewide Scores Comparison

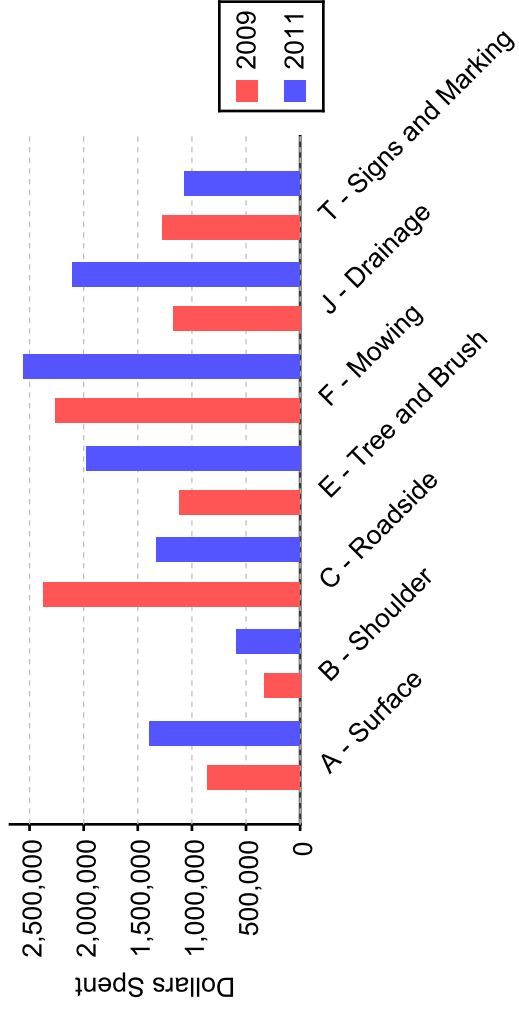
Classification	FY2010	FY2012
ALL ROADS	79.6	80.1
INTERSTATE	89.4	90.5
NATIONAL HIGHWAY SYSTEM	87.1	87.7
STATE PRIMARY AND SECONDARY	81.8	80.5
RURAL SECONDARY	74.1	77.0

District One Maintenance Spending FY2011



TOTAL = \$ 11,010,981

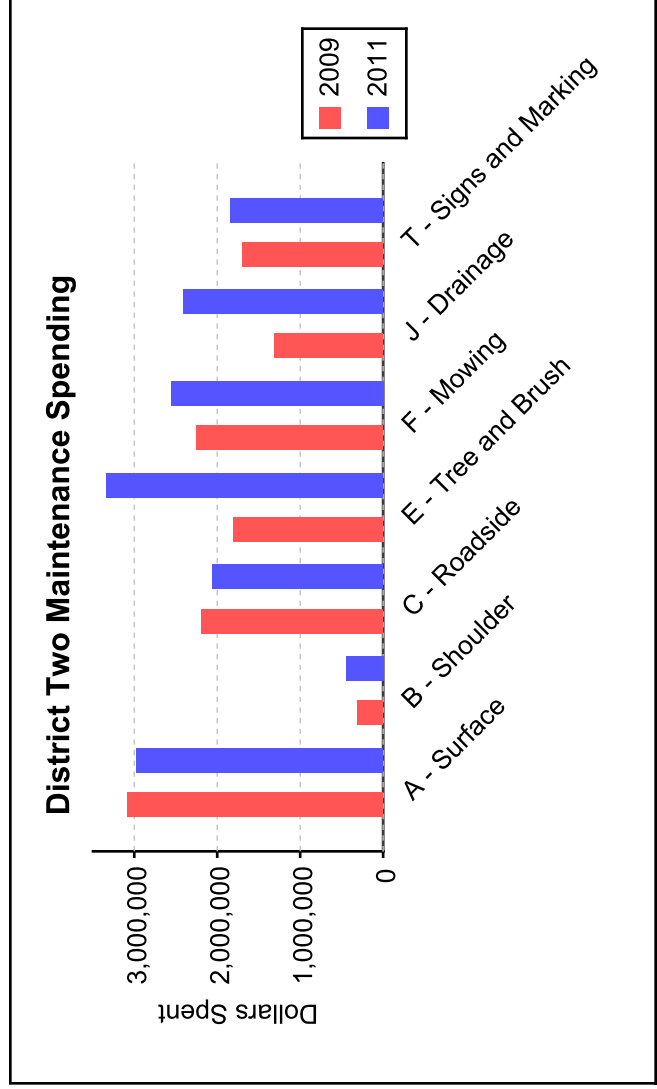
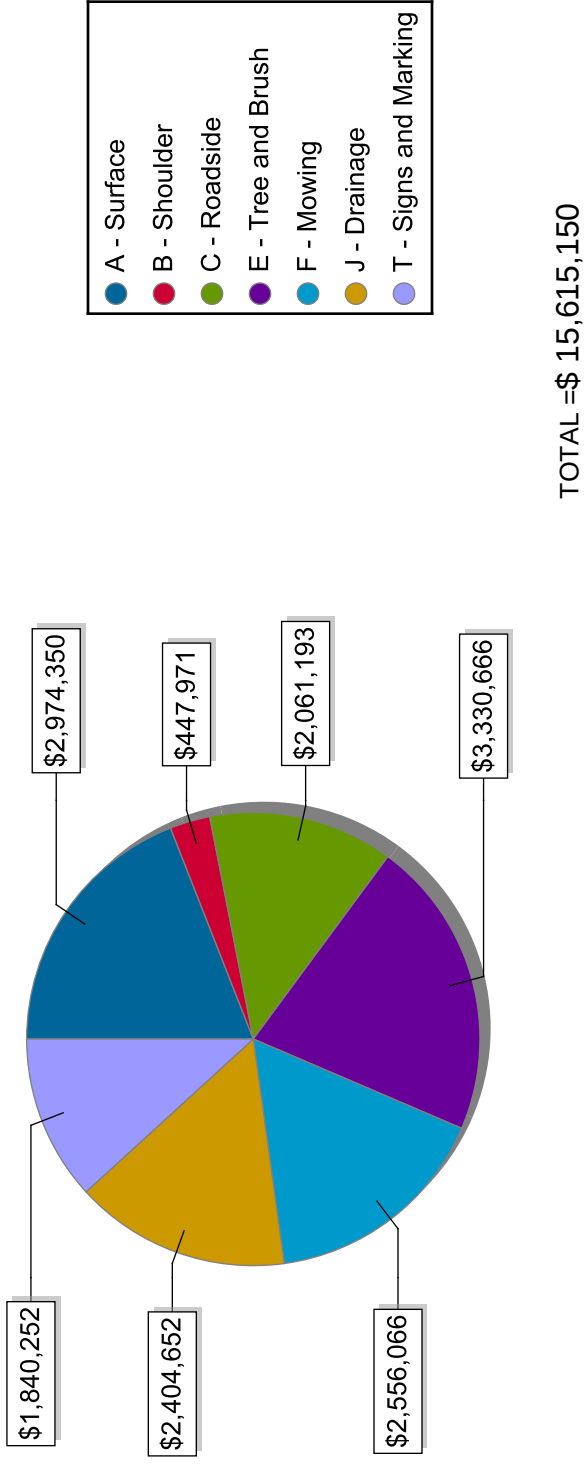
District One Maintenance Spending



District One Scores Comparison

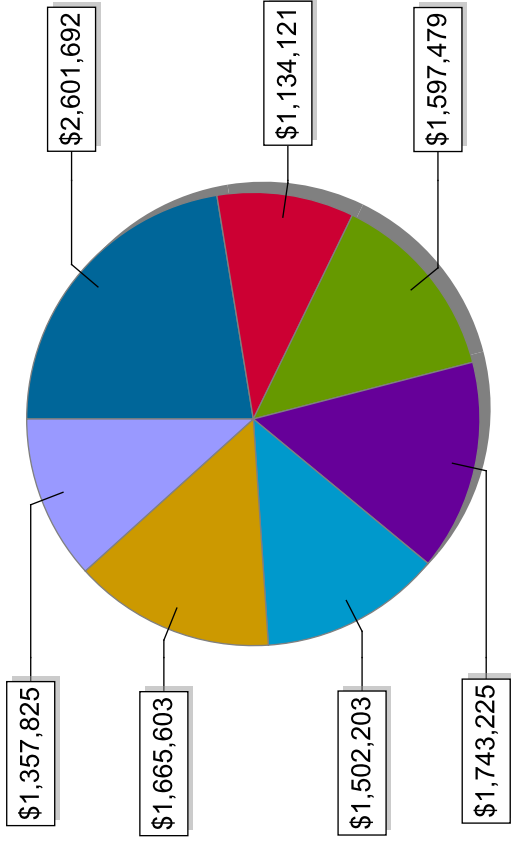
Classification	FY2010	FY2012
ALL ROADS	84.0	76.9
INTERSTATE	90.5	81.8
NATIONAL HIGHWAY SYSTEM	88.9	87.0
STATE PRIMARY AND SECONDARY	84.5	76.4
RURAL SECONDARY	82.5	75.6

District Two Maintenance Spending FY2011



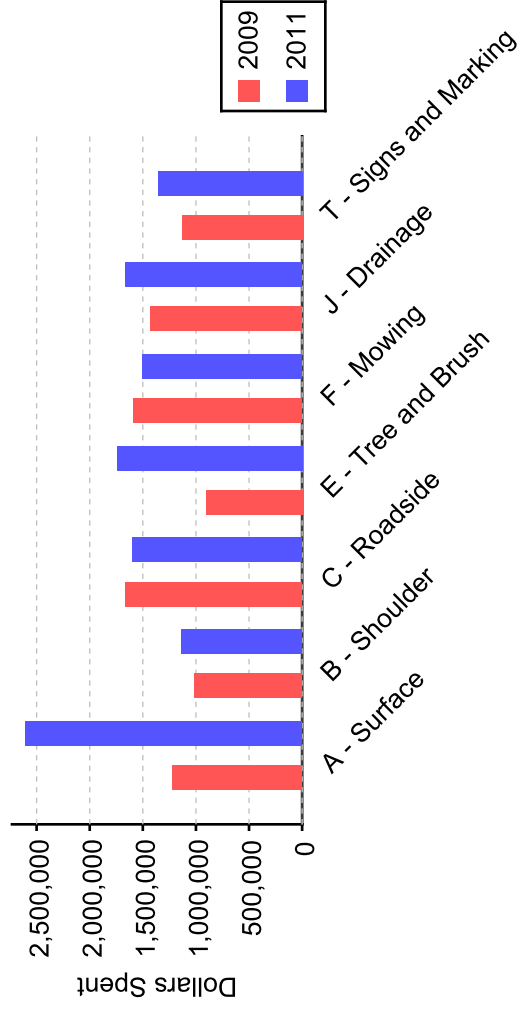
District Two Scores Comparison			
Classification	FY2010	FY2012	
ALL ROADS	77.6	82.8	
INTERSTATE	93.7	85.9	
NATIONAL HIGHWAY SYSTEM	86.4	86.0	
STATE PRIMARY AND SECONDARY	81.8	81.8	
RURAL SECONDARY	69.1	83.0	

District Three Maintenance Spending FY2011



TOTAL = \$ 11,602,148

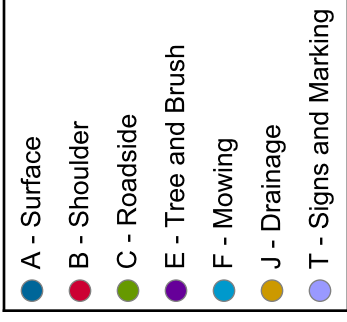
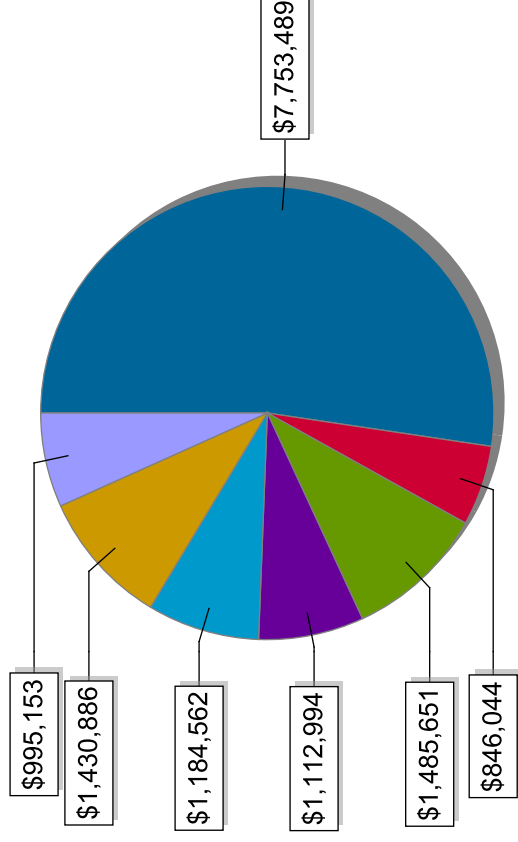
District Three Maintenance Spending



District Three Scores Comparison

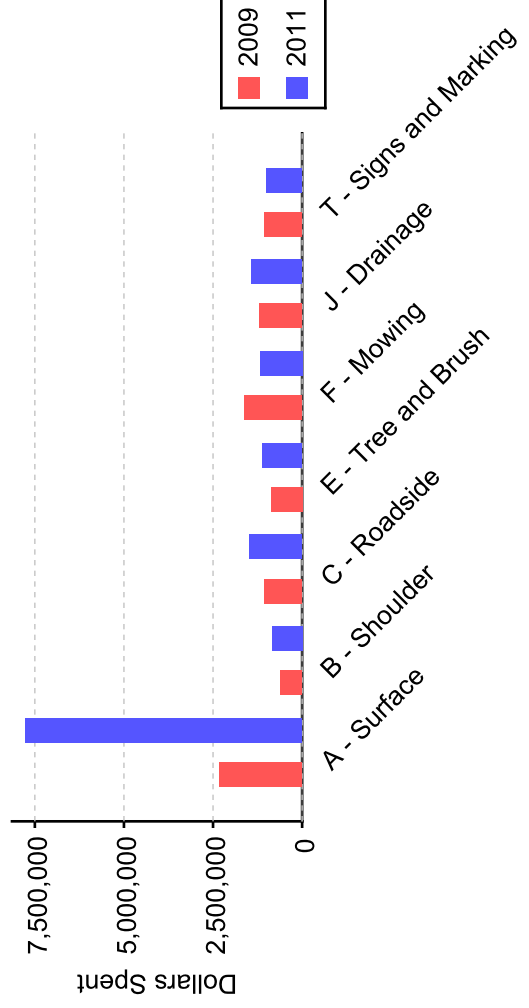
Classification	FY2010	FY2012
ALL ROADS	74.4	72.5
INTERSTATE	93.1	94.6
NATIONAL HIGHWAY SYSTEM	82.3	89.7
STATE PRIMARY AND SECONDARY	79.0	73.2
RURAL SECONDARY	68.4	68.9

District Four Maintenance Spending FY2011



TOTAL = \$ 14,808,779

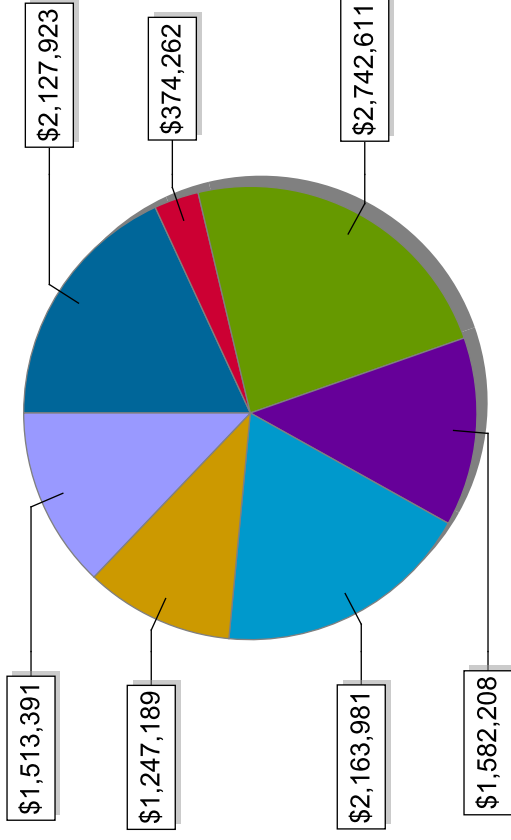
District Four Maintenance Spending



District Four Scores Comparison

Classification	FY2010	FY2012
ALL ROADS	83.3	77.3
INTERSTATE	83.7	90.7
NATIONAL HIGHWAY SYSTEM	87.2	82.9
STATE PRIMARY AND SECONDARY	86.1	79.5
RURAL SECONDARY	79.4	73.8

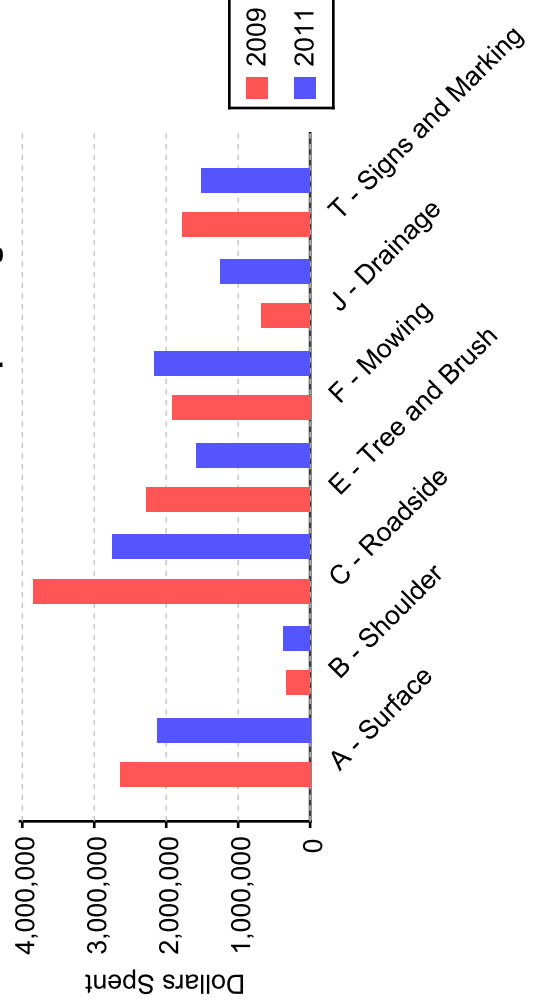
District Five Maintenance Spending FY2011



TOTAL = \$ 11,751,565

- A - Surface
- B - Shoulder
- C - Roadside
- E - Tree and Brush
- F - Mowing
- J - Drainage
- T - Signs and Marking

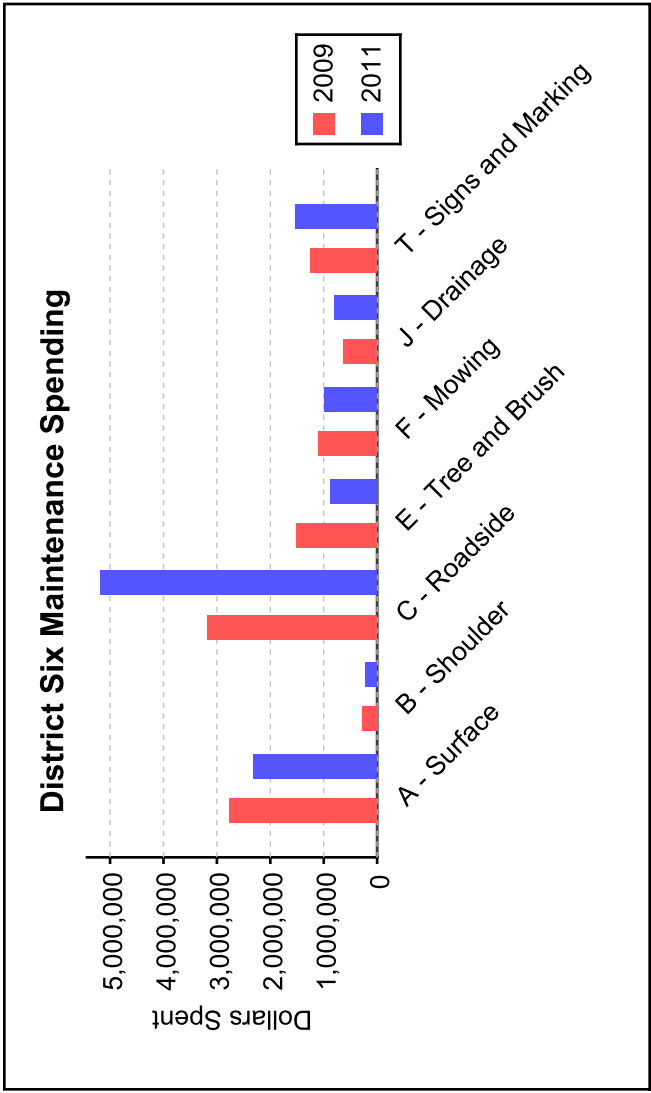
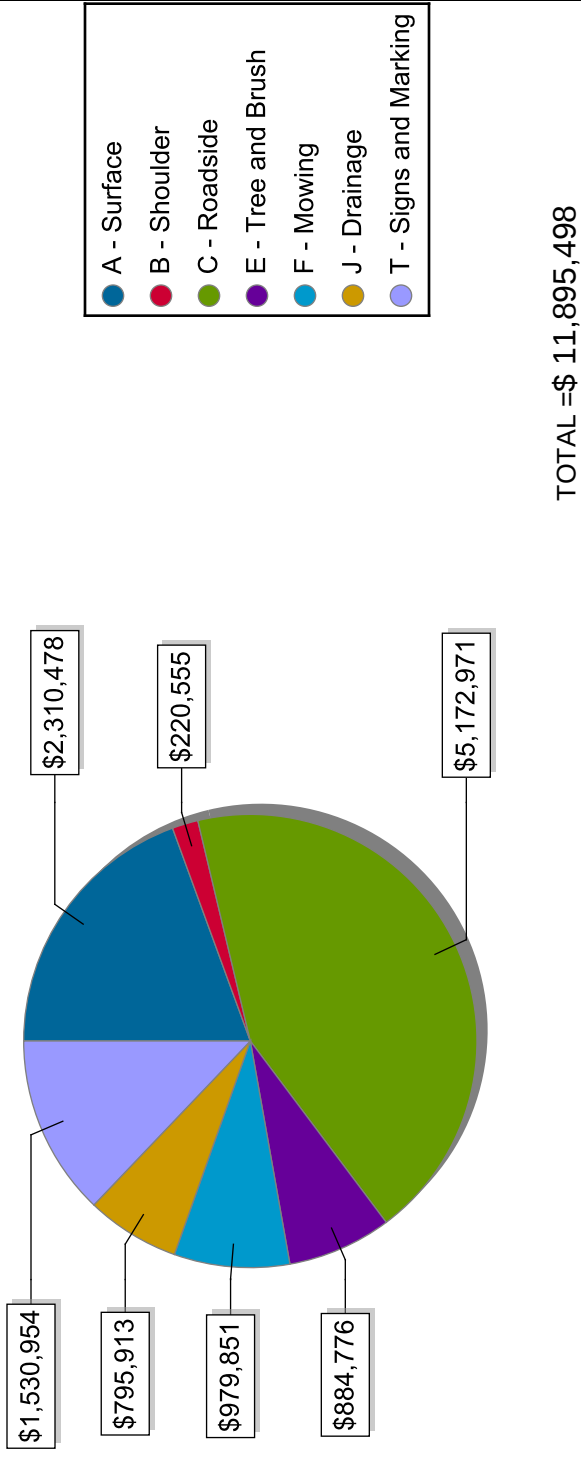
District Five Maintenance Spending



District Five Scores Comparison

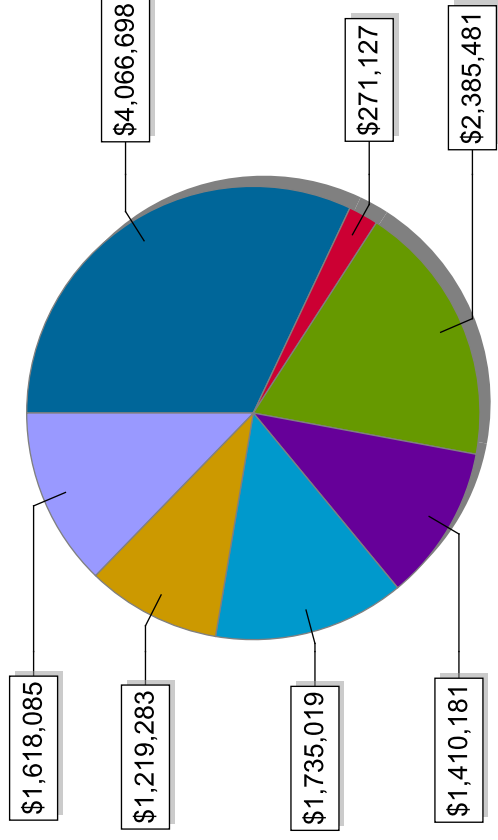
Classification	FY2010	FY2012
ALL ROADS	74.1	79.4
INTERSTATE	85.8	90.8
NATIONAL HIGHWAY SYSTEM	82.1	76.7
STATE PRIMARY AND SECONDARY	75.6	81.0
RURAL SECONDARY	69.0	74.8

District Six Maintenance Spending FY2011



District Six Scores Comparison		
Classification	FY2010	FY2012
ALL ROADS	70.9	80.1
INTERSTATE	78.1	85.8
NATIONAL HIGHWAY SYSTEM	78.4	87.6
STATE PRIMARY AND SECONDARY	73.2	81.2
RURAL SECONDARY	65.0	76.4

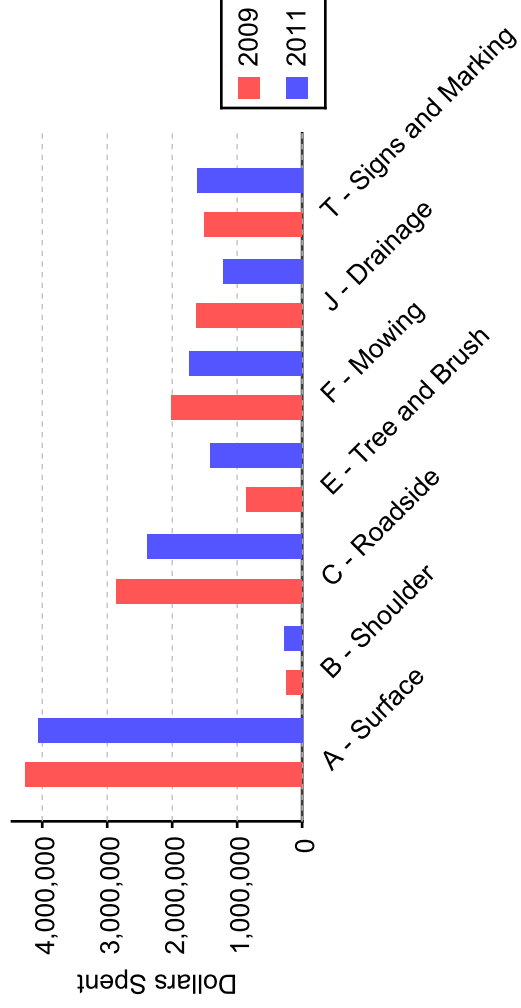
District Seven Maintenance Spending FY2011



- A - Surface
- B - Shoulder
- C - Roadside
- E - Tree and Brush
- F - Mowing
- J - Drainage
- T - Signs and Marking

TOTAL = \$ 12,705,874

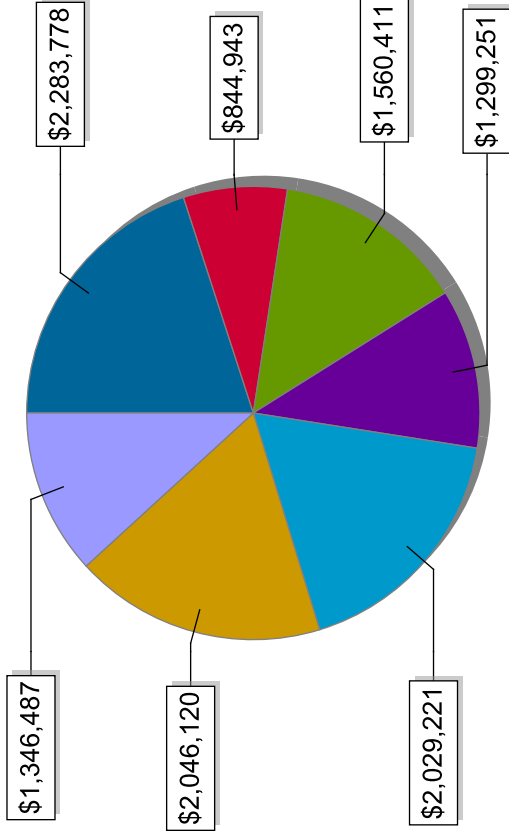
District Seven Maintenance Spending



District Seven Scores Comparison

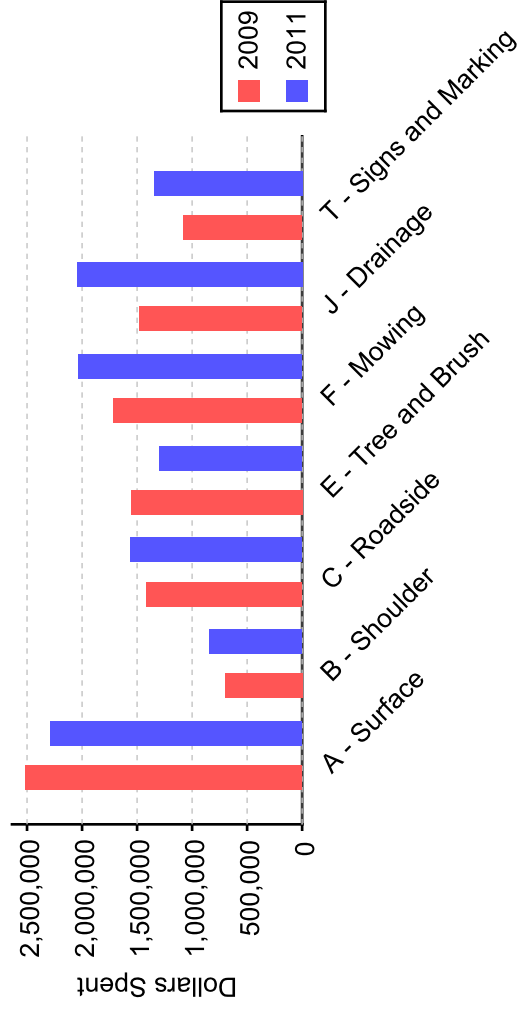
Classification	FY2010	FY2012
ALL ROADS	73.5	83.9
INTERSTATE	89.0	87.6
NATIONAL HIGHWAY SYSTEM	82.2	92.6
STATE PRIMARY AND SECONDARY	73.4	84.9
RURAL SECONDARY	69.2	80.0

District Eight Maintenance Spending FY2011



TOTAL = \$ 11,410,211

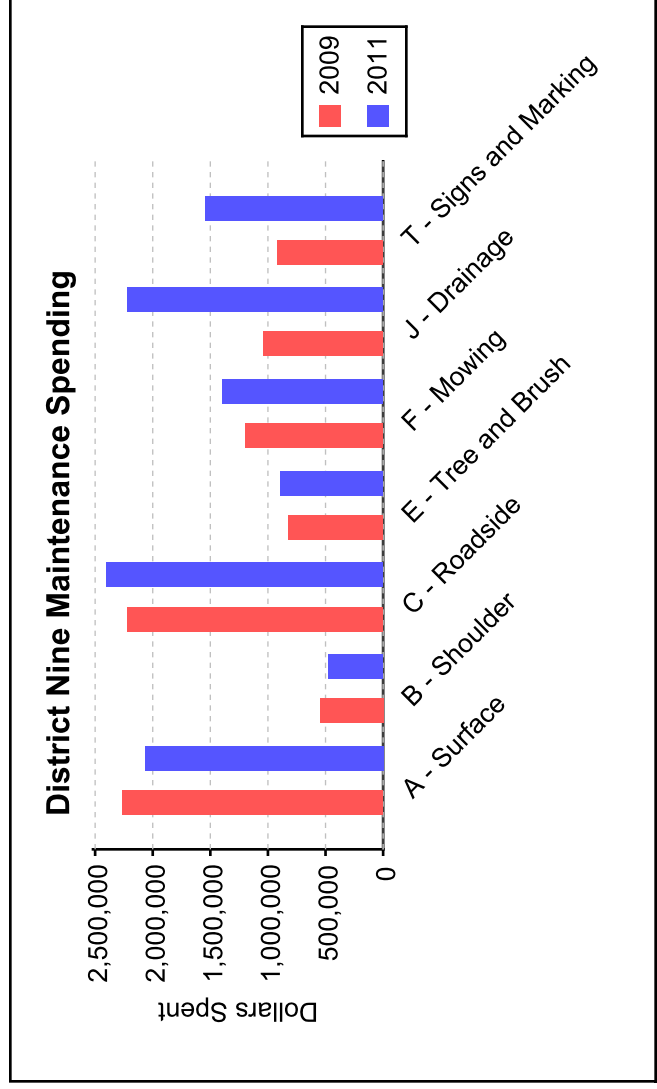
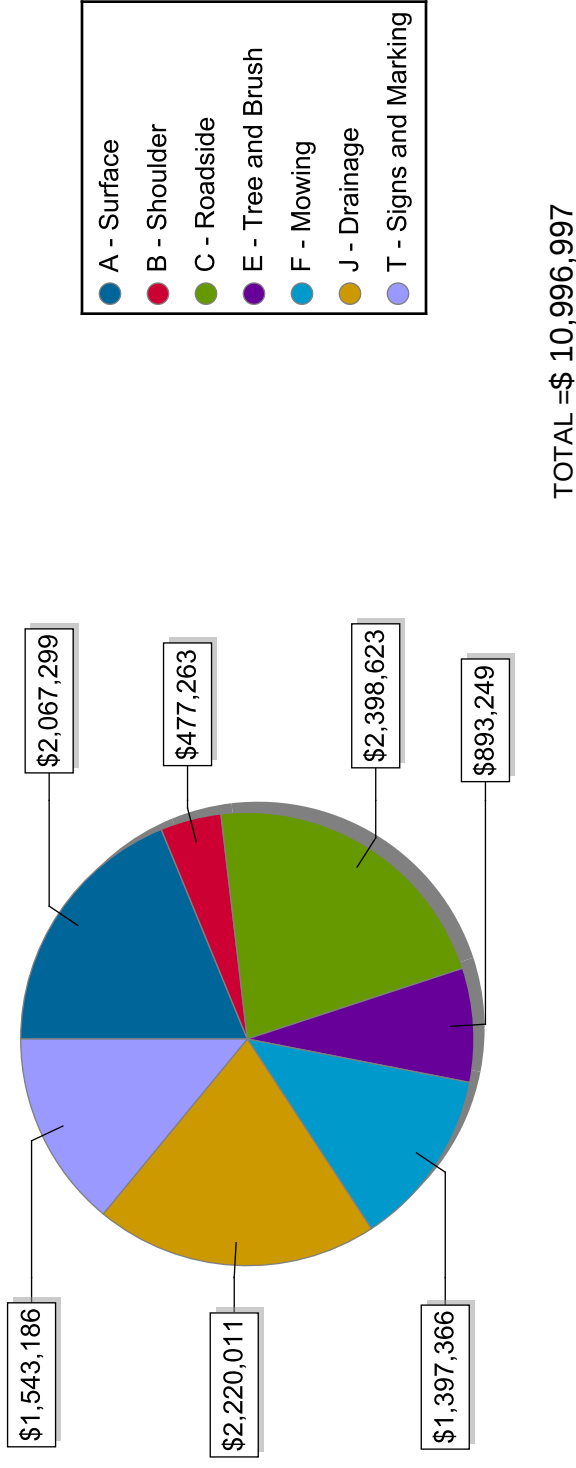
District Eight Maintenance Spending



District Eight Scores Comparison

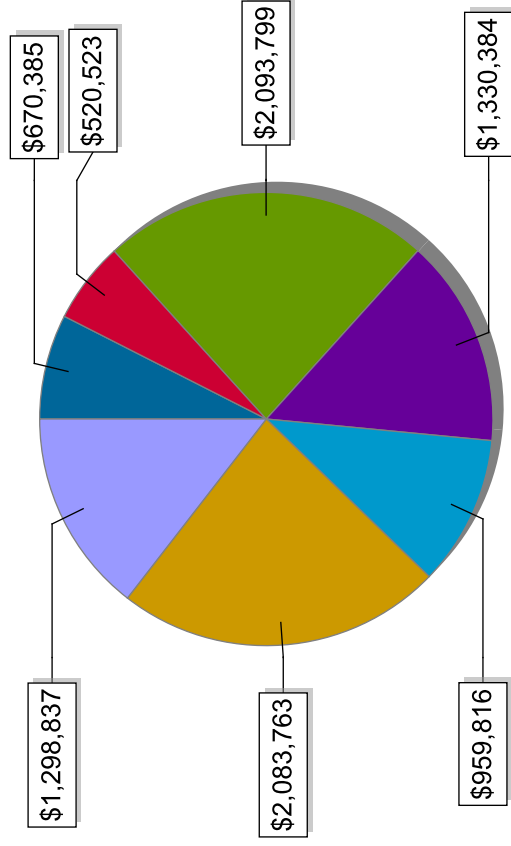
Classification	FY2010	FY2012
ALL ROADS	82.1	86.9
INTERSTATE	94.4	89.8
NATIONAL HIGHWAY SYSTEM	89.2	92.2
STATE PRIMARY AND SECONDARY	85.6	88.3
RURAL SECONDARY	79.0	85.1

District Nine Maintenance Spending FY2011



District Nine Scores Comparison		
Classification	FY2010	FY2012
ALL ROADS	79.5	75.9
INTERSTATE	93.6	91.4
NATIONAL HIGHWAY SYSTEM	88.6	84.1
STATE PRIMARY AND SECONDARY	81.5	77.7
RURAL SECONDARY	74.2	71.2

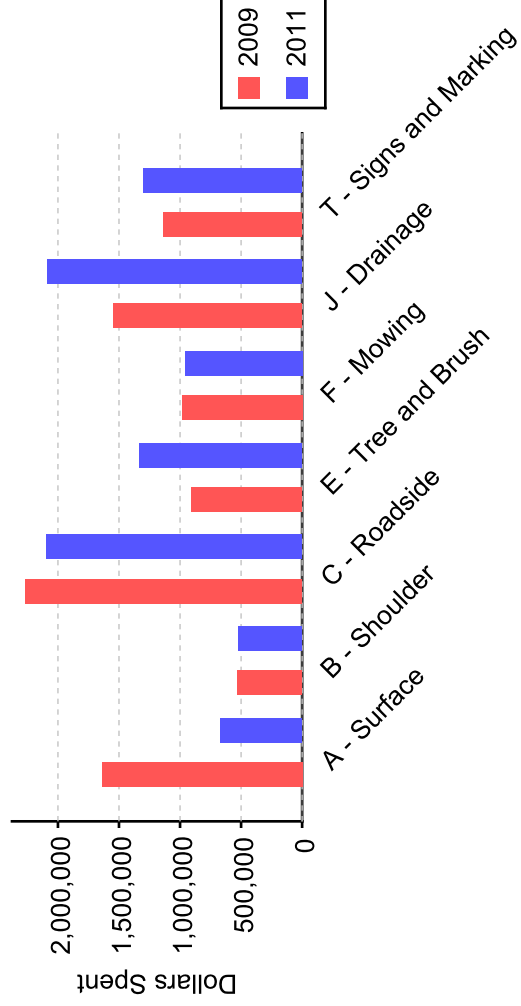
District Ten Maintenance Spending FY2011



- A - Surface
- B - Shoulder
- C - Roadside
- E - Tree and Brush
- F - Mowing
- J - Drainage
- T - Signs and Marking

TOTAL = \$ 8,957,507

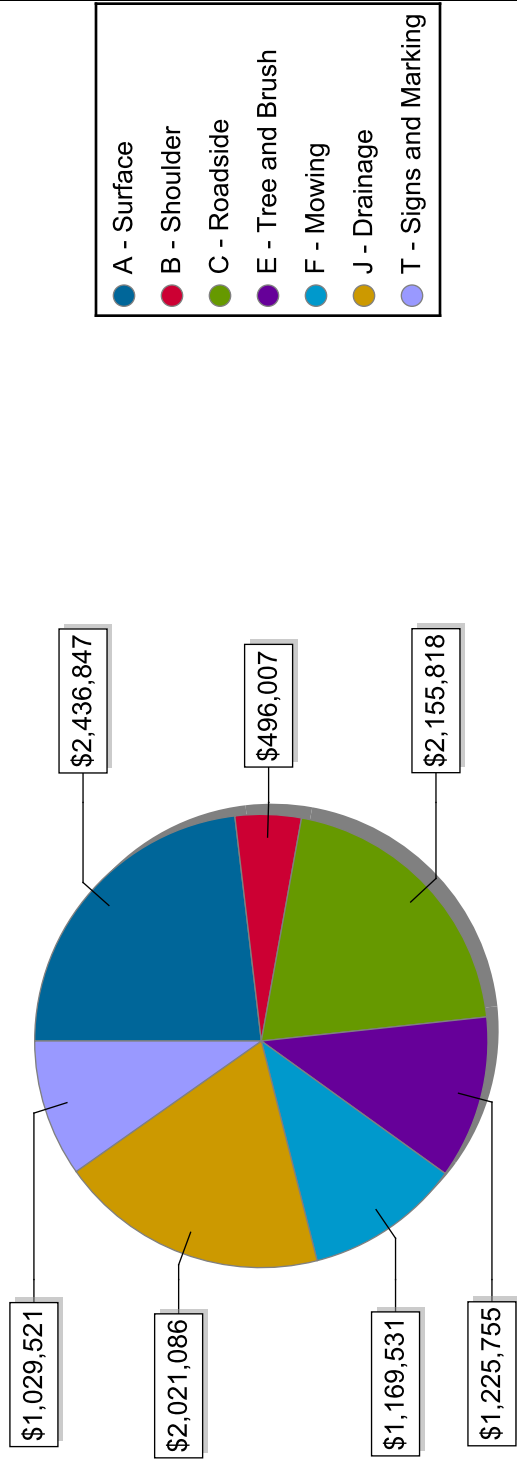
District Ten Maintenance Spending



District Ten Scores Comparison

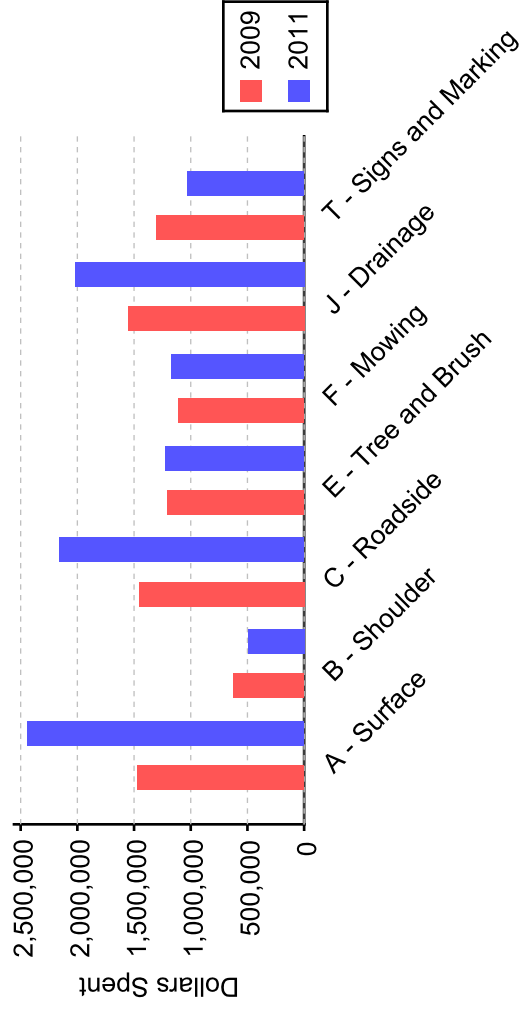
Classification	FY2010	FY2012
ALL ROADS	80.4	71.8
NATIONAL HIGHWAY SYSTEM	89.3	86.4
STATE PRIMARY AND SECONDARY	85.4	73.8
RURAL SECONDARY	72.2	65.9

District Eleven Maintenance Spending FY2011



TOTAL = \$ 10,534,565

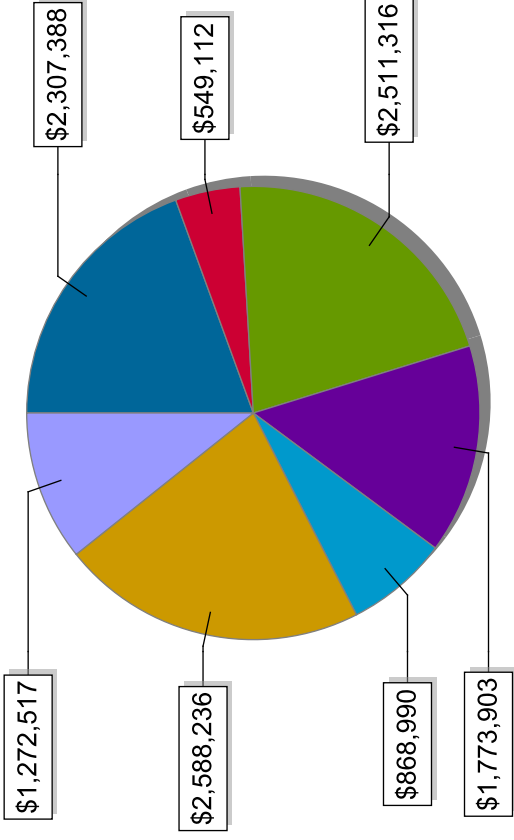
District Eleven Maintenance Spending



District Eleven Scores Comparison

Classification	FY2010	FY2012
ALL ROADS	80.9	78.4
INTERSTATE	96.2	93.3
NATIONAL HIGHWAY SYSTEM	84.9	89.0
STATE PRIMARY AND SECONDARY	81.5	81.8
RURAL SECONDARY	78.6	71.4

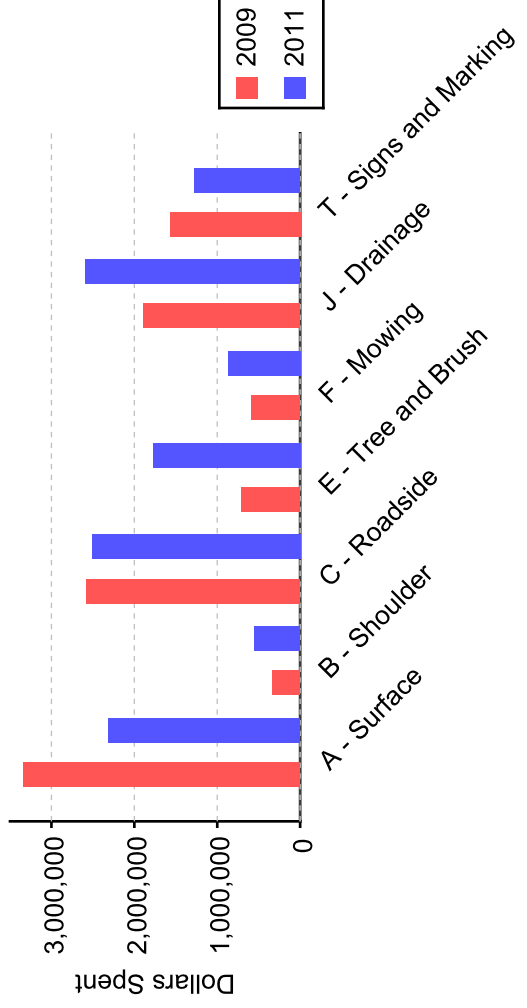
District Twelve Maintenance Spending FY2011



- A - Surface
- B - Shoulder
- C - Roadside
- E - Tree and Brush
- F - Mowing
- J - Drainage
- T - Signs and Marking

TOTAL = \$ 11,871,462

District Twelve Maintenance Spending



District Twelve Scores Comparison

Classification	FY2010	FY2012
ALL ROADS	76.2	74.9
NATIONAL HIGHWAY SYSTEM	87.4	85.4
STATE PRIMARY AND SECONDARY	79.6	77.4
RURAL SECONDARY	65.9	67.6

ACTIVITY	Roadway			Rideability	Appearance	Vertical Clearance	Visual Obstructions	Fencing	Guardrail Out of Specifications	Guardrail Damage	Attenuators/Rail Ends	Pavement	Potholes	Rutting
	General													
A010 SUR-POT HOLE PATCH (tons)			x	x									x	
A020 MACHINE PATCH (tons)			x	x									x	x
A030 SURF-ABNORM REP (tons)			x	x									x	x
A040 SURF-REPAIR PCC (sq. ft.)			x	x									x	
A050 SURFACE-SPOT SEAL COAT (tons)				x	x									
A140 TOTAL CONTRA PATCH (tons)			x	x									x	
A150 VENDOR AIDED PATCH (tons)			x	x									x	
A710 MILLING-STATE MACH (sq. yds.)			x	x										x
A720 MILLING-VENDOR (sq. yds.)			x	x										x
B010 SHR-POT HOLE HOT (tons)				x										
B040 SHOULDER-SEAL COAT (tons)				x										
B020 SHR-MACH PATCH HOT (tons)				x										
B050 SHR - ABNORM REP (tons)				x										
B110 WEDG PAVE SHR HOT (tons)														
B120 BIT EDGE SHDL (tons)														
B130 GRADE SHRS-GRASS (Ln. Mile)														
B140 SHR TBM MAINT (tons)				x										
B150 CONTRA SHLD MAINT (tons)				x										
B210 GRADE SHOULDERS (miles)														
B220 GRADE SHR ADD MAT (tons)														
B230 GRADE SHLD UNDR GR (linear foot)														
B540 EDGE UNPAVED SHDLS (tons)														
B990 MISC SHR MAINT (hours)														
C010 ROCK FALLS AND DEBRIS (hours)				x										
C020 SLIDES/SINKHOLES & DEBRIS (hours)			x	x										
C100 LITTER CLNUP EX (hours)				x										
C110 LITTER CLEANUP (hours)				x										
C130 DEAD ANIMAL (hours)				x										
C140 SWEEP (hours)				x										
C150 CONT-MECH SWEEP (miles)				x										
C190 CRASH CUSHIONS (each)														
C200 REPAIR FENCES (linear foot)								x			x			
C300 REP ST BM GRL (linear foot)									x			x		

ACTIVITY	Roadway General										Pavement					Routing	
	General	Rideability	Appearance	Vertical Clearance	Visual Obstructions	Fencing	Guardrail Out of Specifications	Guardrail Damage	Attenuators/Rail Ends	Pavement	Potholes	Rutting					
C330 REP GR END TR (each)									X								
C390 CNTRCT GRAIL (hours)							X	X	X								
C400 CNTRCT GRAIL EN (hours)							X	X	X								
E010 TREE&BRUSH RMVL (hours)			X	X	X												
E020 GRADER			X	X	X												
E030 CONTR TREE-BRSH (hours)			X	X	X												
E110 TREE&SHRUB MNT (hours)			X	X	X												
E290 HERB GRAIL (miles)			X		X												
E300 SPOT SPRAY HERB (acres)			X		X												
E310 MECH SPRAY OF H (acres)			X		X												
F050 SLOPE MOWING (hours)			X	X	X												
F080 MOWER SUPPORT (hours)																	
F090 HAND TRIM/LAWN MOW (hours)			X		X												
F310 MOW-STATE FORCE (acres)			X		X												
F320 MOW-CONTRACT (hours)			X		X												
J010 HAND CLN CULVRT (each)																	
J020 MACH CLN CULVRT (each)																	
J030 RPR CULV/PIPE (each)																	
J070 PVT ENT MAINT (each)																	
J110 SLOPE PROTECT (tons)																	
J150 CONTRACT DRNGE (hours)																	
J210 DITCH W/ GRADE (miles)																	
J230 SPT DCH BOOM EQ (miles)																	
J310 PAV/ ROCK DTCH (linear foot)																	
J320 CLN DRAIN CHNL (hours)																	
T010 CONTRACT 4" YELLOW STRIP (linear foot)			X														
T020 S.F. 4" YELLOW STRIPING (linear foot)			X														
T030 S.F. 4" WHITE STRIPING (linear foot)			X														
T040 HAND PVMT MARK (hours)			X														
T050 HAND PVMT PAINT (hours)			X														
T060 RAISED PVMT MRK (each)			X														
T110 PNT LNE&EDG LNE (miles)			X														
T200 PLCMNT SHT SIG (each)			X														
T210 RPLC SIGN & DEL (each)			X														
T240 SIGN MNT (each)			X														
T250 MNT PANEL SIGNS (each)			X														

ACTIVITY	Shoulders				Drainage				Traffic				Warning Sign Assemblies				
	Pavement Drop-Off to Shoulder	Shoulder Drop-Off to Ground	High Shoulder	Shoulder Potholes	Drainage Structures	Ditches	Curb and Gutter	Traffic	White Stripe Reflectivity	Yellow Stripe Reflectivity	Guide Signs	Guide Sign Assemblies	Warning Signs	Warning Sign Assemblies			
A010 SUR-POT HOLE PATCH (tons)																	
A020 MACHINE PATCH (tons)																	
A030 SURF-ABNORM REP (tons)																	
A040 SURF-REPAIR PCC (sq. ft.)																	
A050 SURFACE-SPOT SEAL COAT (tons)																	
A140 TOTAL CONTRA PATCH (tons)																	
A150 VENDOR AIDED PATCH (tons)																	
A710 MILLING-STATE MACH (sq. yds.)																	
A720 MILLING-VENDOR (sq. yds.)																	
B010 SHR-POT HOLE HOT (tons)				X													
B040 SHOULDER-SEAL COAT (tons)																	
B020 SHR-MACH PATCH HOT (tons)	X	X		X													
B050 SHR - ABNORM REP (tons)	X	X		X													
B110 WEDG PAVE SHR HOT (tons)	X																
B120 BIT EDGE SHDL (tons)	X																
B130 GRADE SHRS-GRASS (Ln. Mile)			X														
B140 SHR TBM MAINT (tons)	X	X															
B150 CONTRA SHLD MAINT (tons)	X	X	X	X													
B210 GRADE SHOULDERS (miles)	X	X	X														
B220 GRADE SHR ADD MAT (tons)	X	X	X														
B230 GRADE SHLD UNDR GR (linear foot)	X		X														
B540 EDGE UNPAVED SHDLS (tons)	X										X						
B990 MISC SHR MAINT (hours)	X	X	X	X													
C010 ROCK FALLS AND DEBRIS (hours)											X						
C020 SLIDES/SINKHOLES & DEBRIS (hours)		X									X						
C100 LITTER CLNUP EX (hours)																	
C110 LITTER CLEANUP (hours)																	
C130 DEAD ANIMAL (hours)																	
C140 SWEEP (hours)																	
C150 CONT-MECH SWEEP (miles)																	
C190 CRASH CUSHIONS (each)																	
C200 REPAIR FENCES (linear foot)																	
C300 REP ST BM GRL (linear foot)																	

ACTIVITY	Shoulders				Drainage				Traffic				Warning Signs Assemblies				
	Pavement Drop-Off to Shoulder	Shoulder Drop-Off to Ground	High Shoulder	Shoulder Potholes	Drainage Structures	Ditches	Curb and Gutter	Traffic	White Stripe Reflectivity	Yellow Stripe Reflectivity	Guide Signs	Guide Sign Assemblies	Warning Signs	Warning Sign Assemblies			
C330 REP GR END TR (each)																	
C390 CNTRCT GRAIL (hours)																	
C400 CNTRCT GRAIL EN (hours)																	
E010 TREE&BRUSH RMVL (hours)																	
E020 GRADER																	
E030 CONTR TREE-BRSH (hours)																	
E110 TREE&SHRUB MNT (hours)																	
E290 HERB GRAIL (miles)																	
E300 SPOT SPRAY HERB (acres)																	
E310 MECH SPRAY OF H (acres)																	
F050 SLOPE MOWING (hours)																	
F080 MOWER SUPPORT (hours)																	
F090 HAND TRIM/LAWN MOW (hours)																	
F310 MOW-STATE FORCE (acres)																	
F320 MOW-CONTRACT (hours)																	
J010 HAND CLN CULVRT (each)					X	X											
J020 MACH CLN CULVRT (each)					X	X											
J030 RPR CULV/PIPE (each)					X	X											
J070 PVT ENT MAINT (each)					X	X											
J110 SLOPE PROTECT (tons)						X											
J150 CONTRACT DRNGE (hours)					X	X	X										
J210 DITCH W/ GRADE (miles)						X	X										
J230 SPT DCH BOOM EQ (miles)					X	X											
J310 PAV/ ROCK DTCH (linear foot)						X											
J320 CLN DRAIN CHNL (hours)					X	X											
T010 CONTRACT 4" YELLOW STRIP (linear foot)										X							
T020 S.F. 4" YELLOW STRIPING (linear foot)										X							
T030 S.F. 4" WHITE STRIPING (linear foot)									X								
T040 HAND PVMT MARK (hours)									X	X							
T050 HAND PVMT PAINT (hours)									X	X							
T060 RAISED PVMT MRK (each)									X	X							
T110 PNT LNE&EDG LNE (miles)									X	X							
T200 PLCMNT SHT SIG (each)									X	X							
T210 RPLC SIGN & DEL (each)											X	X	X	X			
T240 SIGN MNT (each)												X	X	X			
T250 MNT PANEL SIGNS (each)													X				

APPENDIX VI

Inspection Features

Appendix VI includes an example of the current inspection form used in data collection.

The table in Appendix VI explains the data collection of each inspection feature of the Maintenance Rating Program and how that data is converted into scoring for the report.

Inspection Date: _____

**Maintenance
Rating Program**
Inspection Form

Evaluation Team: _____

01-0001

Wave 19 Summer 2009

District 01	County: LIVINGSTON	Route: I -24	Mile Point: 030.563	Dir: E
Number of Lanes: 4	Surface: AC	AADT: 28500	Median: Earth	Shoulder: AC
Lane Width: 12	Category: Interstates/Expressways		Median Width: 48	Shoulder Width: 10

r1 - General Aesthetics (Grass, Vegetation, Litter & Surface) 1=Excellent 2=Good 3=Acceptable 4=Poor 5=Unacceptable				
r2 – Is there roadway or shoulder with less than 15' vertical clearance?	(2)	Y	N	
r3 – Are there visual obstructions of intersections, curves or signs, etc.?	(3)	Y	N	
r4 – Is there right-of-way fencing?	(4)	Y	N	
r5 – Is there fence not providing a positive barrier?	(5)	Y	N	
r6 – Is there guardrail?	(6)	Y	N	
r7 – Is there guardrail outside height specifications (25" to 29")?	(7)	Y	N	
r8 – Is there guardrail with post or accident damage?	(8)	Y	N	
r9 - Number of guardrail attenuators/rail ends	(9)			_____
r10 - Number of attenuators/rail ends damaged	(10)			_____
p1 - Number of pavement potholes 6" long, 6" wide and 1" deep or larger (<i>maximum = 20</i>)	(11)			_____
p2 - Rutting - Outside wheel path at 0 feet (circle one)		Greater than ¼"	Less than or equal to ¼"	
p3 - Rutting - Outside wheel path at 100 feet (circle one)		Greater than ¼"	Less than or equal to ¼"	
s1 – Is there pavement dropoff to shoulder greater than or equal to 1.5"?	(14)	Y	N	
s2 – Is there shoulder dropoff to ground greater than or equal to 3.0"?	(15)	Y	N	
s3 – Is there high shoulder?	(16)	Y	N	
s4 - Number of shoulder potholes 6" x 6" x 1" or larger (<i>maximum = 20</i>)	(17)			_____
d1 - Number of drainage structures (<i>do not include entrance pipes</i>)	(18)			_____
d2 – Number of drainage structures with 25% or greater flow inhibited	(19)			_____
d3 – Are there ditches?	(20)	Y	N	
d4 – Are there ditches with flow inhibited? (<i>include any blocked entrance pipes here</i>)	(21)	Y	N	
d5 – Are there curbs and gutters?	(22)	Y	N	
d6 – Are there curbs and gutters with flow inhibited?	(23)	Y	N	
Striping reflectivity measurements taken 10 paces apart (Priorities: 1=Edge Line, 2=Center Line, 3=Skip Line)				
t1 - White reading #1 (24) _____	t2- White reading #2 (25) _____	t3- White reading #3 (26) _____		
t4 - Yellow reading #1 (27) _____	t5- Yellow reading #3 (28) _____	t6- Yellow reading #3 (29) _____		
t7 - Number of guide signs	(30)			_____
t8 - Number of guide signs not conforming with sign face specifications (<i>damaged sign face, faded, vandalized, etc</i>)	(31)			_____
t9 - Number of guide sign assemblies	(32)			_____
t10 - Number of guide sign assemblies not conforming with specifications	(33)			_____
t11 - Number of warning and regulatory signs	(34)			_____
t12 - Number of warning and regulatory signs not conforming with sign face specifications (<i>damaged sign face, faded, vandalized, etc.</i>)	(35)			_____
t13 - Number of warning and regulatory sign assemblies	(36)			_____
t14 - Number of warning and regulatory sign assemblies not conforming with specifications	(37)			_____

Comments:

Explanation and Score Equivalence of Inspection Features

Inspection Features	Explanation	Score	MRP Score
International Roughness Index	A measure that indicates smoothness and ride quality for the highway user. Note: Weighting used in sampling scheme may create variances between the MRP rideability indices and those reported for the entire population.	51 or less	90 +
		52 - 90	80 – 89.9
		91-129	70 – 79.9
		130 – 167	60 – 69.9
		168+	59.9 and below
Appearance	The general visual character (height of grass, litter, unsightly patching, etc.) of the roadway and roadside as it would be seen by the public.	100% acceptable	100
		80%	80
		60%	60
Vertical Clearance	Roadways and shoulders are free of any canopy (trees or other vegetation) or other obstructions for a minimum height of 15 feet.	0% obstructed	100
		20%	80
		40%	60
Visual Obstructions	Vegetation, structures, signage etc. cause horizontal or vertical visual obstructions of intersections, curves, signs, oncoming lanes, etc.	0% obstructed	100
		20%	80
		40%	60
Fencing Providing Effective Barriers	Fencing provides an effective barrier on limited access highways (Interstate, Parkways, or other highways) to deny access to people or animals. Segments with no fencing are not included in the sample.	100% effective	100
		80%	80
		60%	60
Guardrail Within Height Specifications	The height is at least 25 inches and not more than 29 inches.	100% in spec	100
		80%	80
		60%	60
Guardrail Fully Functional	Guardrails have not been damaged due to vehicular hits or other factors.	100% in spec	100
		80%	80
		60%	60

Inspection Features	Explanation	Score	MRP Score
Attenuators/End Treatments Undamaged	Attenuators / End Treatments have not been damaged due to vehicular hits or other factors.	100% undamaged	100
		80%	80
		60%	60
Pavement Potholes	A bowl shaped hole of various sizes in the pavement surface. The surface may have broken into small pieces due to cracking or localized disintegration and the material removed by traffic. A pothole has a minimum size of 6"x6"x1".	0 failed sections	100
		10%	75
		20%	50
		40%	0
Rutting	A surface depression of pavement in the wheel paths. Ruts may be more noticeable after a rainfall when wheel paths are full with water.	0% have ruts larger than ¼"	100
		20%	80
		40%	60
Pavement Drop-off to Shoulder	Occurs whenever there is a decrease in elevation between the traffic lane and the shoulder. It may be due to consolidation, displacement or settlement of underlying material.	0% have drop-off larger than 1.5"	100
		20%	80
		40%	60
Shoulder Drop-off to Ground	An elevation difference between the improved shoulder and adjacent ground at the outside edge of the shoulder. It could be due to consolidation of material, erosion, run off or other factors.	0% have drop-off larger than 3"	100
		20%	80
		40%	60
High Shoulder	The opposite of pavement drop-off to shoulder. Frost heave, swelling soils or other factors can cause it. High shoulder creates ponding of water on pavement.	0% unacceptable	100
		20%	80
		40%	60
Shoulder Potholes	A bowl shaped hole or depression in the shoulder surface. The surface may have broken into small pieces due to the cracking or localized disintegration and the material removed by traffic. A shoulder pothole has a minimum size of 6"x6"x1".	0% failed sections	100
		10%	75
		20%	50
		40%	0

Inspection Features	Explanation	Score	MRP Score
Drainage Structures	Drainage structures like pipes and culverts that are free of any degree of obstruction and are in good working order. Drainage structures obstructed more than 25% fail.	100% acceptable	100
		80%	80
		60%	60
Ditches	Ditches on the side of the road with water flow not obstructed by dirt, rock, debris, or other items or by structural damage.	0% blockage	100
		20%	80
		40%	60
Curbs and Gutters	Curbs and gutters with water flow not obstructed by blockage or damage.	0% blockage	100
		20%	80
		40%	60
White Striping Reflectivity	Measures night reflectivity of striping that provides positive guidance to motorists. Measurements equal to or exceeding 125 from retro-reflectometer pass.	100% acceptable	100
		80%	80
		60%	60
Yellow Striping Reflectivity	Measures night reflectivity of striping that provides positive guidance to motorists. Measurements equal to or exceeding 80 from retro-reflectometer pass.	100% acceptable	100
		80%	80
		60%	60
Guide Sign Faces	Includes route markers (cardinal directions, route numbers, arrows), distance/destination signs, and directions signs. (Green, brown or blue backgrounds). The standard is no visible defects that detract from effectiveness under nighttime conditions.	100% in spec	100
		90%	80
		80%	60
Guide Sign Assemblies	Guide signs mounted according to specifications including: not leaning more than 22.5 degrees in either direction, no bolts or rivets missing, not turned more than 45 degrees from the line of sight, etc.	100% in spec	100
		90%	80
		80%	60

Inspection Features	Explanation	Score	MRP Score
Warning and Regulatory Sign Faces Meeting Specifications	No visible defects that detract from sign face effectiveness under nighttime conditions. Includes red and white backgrounds (STOP, WRONG WAY, DO NOT ENTER, speed limit, etc.) and yellow backgrounds (STOP AHEAD, curve warning signs, chevrons, etc).	100% in spec	100
		90%	80
		80%	60
Warning and Regulatory Sign Assemblies	Warning and regulatory signs mounted according to specifications, including: not leaning more than 22.5 degrees in any direction, no bolts or rivets missing, not turned more than 45 degrees from the line of sight, etc.	100% in spec	100
		90%	80
		80%	60

Note: Scores for features were calculated only in segments where features were present at least nineteen times to give statistically valid results. If the feature occurred less than nineteen times, “N/A” was entered. However, it was still used for calculating weighted totals such as District Totals (including all road types), Road Type Totals (including all districts), and State Totals (including all road types and all districts).

