



**5-9035-01-P3**

# **4-YEAR PAVEMENT MANAGEMENT PLAN: ANALYSIS REPORT**

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*TxDOT Project 5-9035-01: Pilot Implementation of a Web-based GIS System to  
Provide Information for Pavement Maintenance  
Decision-Making*

**OCTOBER 2009**

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Performed in cooperation with the Texas Department of Transportation and the Federal Highway Administration.	



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## **Section 1. Pavement Management Plan Executive Summary**

Rider 55 of TxDOT's appropriations bill requires that prior to the beginning of each fiscal year, the department provide the Legislative Budget Board and the Governor with a detailed plan for the use of these funds that includes, but is not limited to a district by district analysis of pavement score targets and how proposed maintenance spending will impact pavement scores in each district.

The 2009-2012 Pavement Management Plan, which was completed last year, provided TxDOT with a mechanism to be able to predict pavement conditions based on a specified funding level and project specific plan. The resulting report consisted of the summary of the number of lane miles that each district planned to treat as Preventive Maintenance (PM), Light, Medium or Heavy Rehabilitation and the impact that those treatments would have on the pavement conditions. This year, the plan has been updated to extend to FY2013 and a similar report generated.

### **Definitions**

Maintenance is composed of Routine + Preventive + Rehabilitation + Bridges

Routine Maintenance includes but is not limited to:

- Emergency response,
- Sealing cracks,
- Signs,
- Striping,
- Edge maintenance,
- Ditch cleaning,
- Operating ITS,
- Traffic signals,
- Patching,
- Pothole repair,
- Level up,
- Litter and debris removal,
- Mowing

Preventive Maintenance includes:

- Seal coats (chip seals)
- Thin Overlays
- Micro-surfacing

Rehabilitation includes:

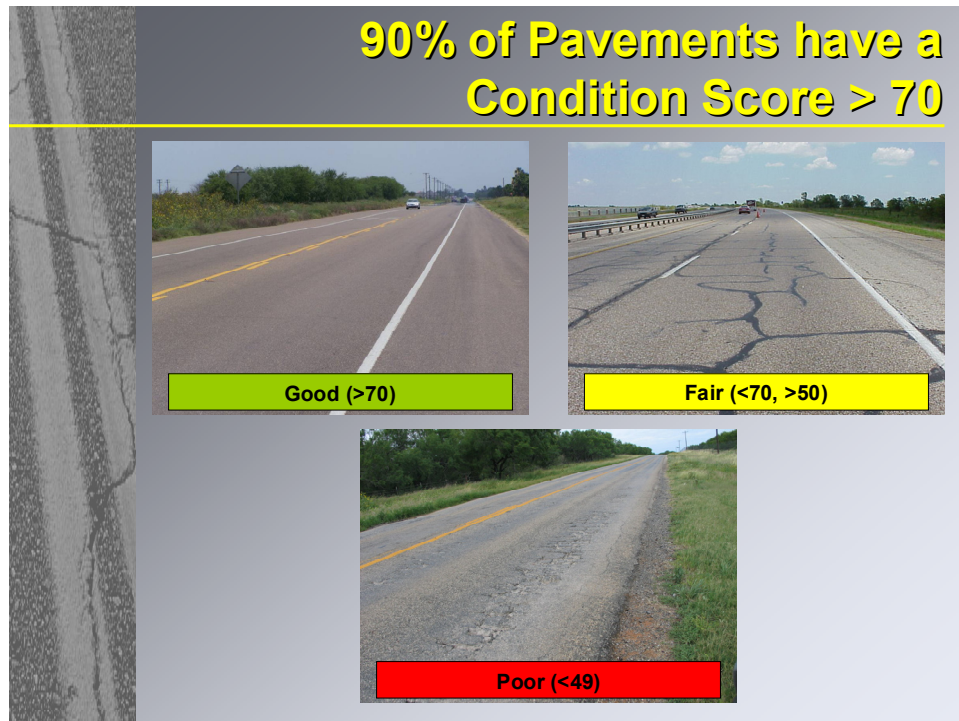
- Thick structural overlays,
- Rebuilding the pavement structure
- Adding shoulders and passing lanes

**Note: Every \$1 spent on Preventive Maintenance saves \$6 of Rehabilitation over the life of the pavement.**

## Performance Measures

### Pavement Condition Ratings

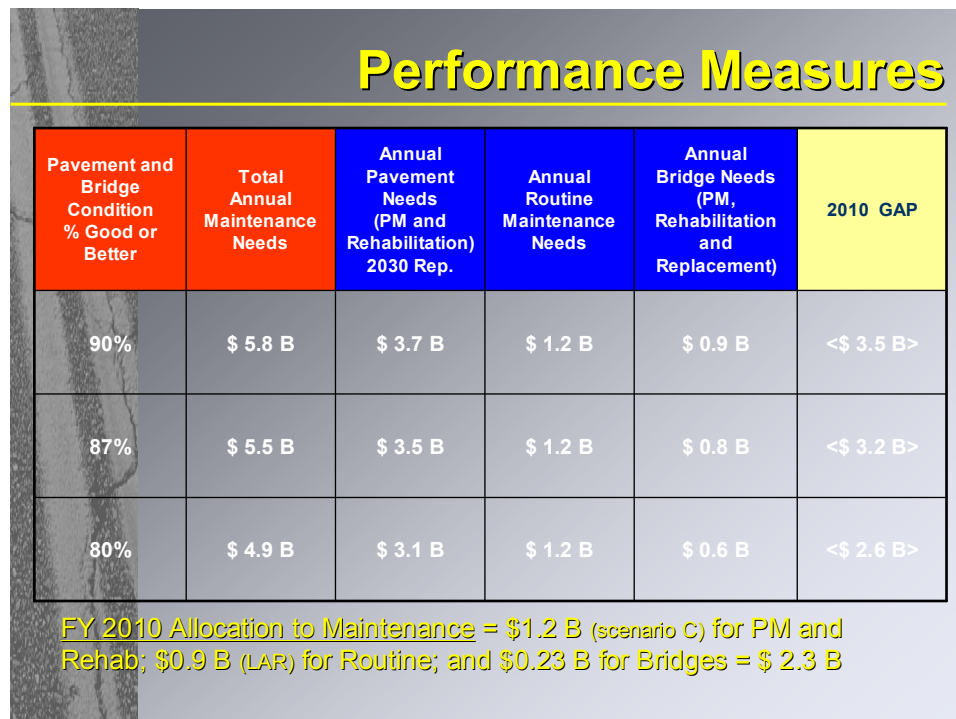
All pavements are rated on an annual basis with visual observations as well as mechanical measurements. The types of distresses considered are cracking, rutting, failures, etc. The ride quality is measure utilizing a Profiler. The Pavement Condition Score is then a measure of distress and ride quality. The Texas Transportation Commission has set a goal for 90% of our pavements to be rated “Good or Better” (Score>70) by 2012. Figure 1 below shows samples of the ratings.



**Figure 1. Photos Indicating the Pavement Conditions with the Associated Condition Ratings**

### Funding relationship

The 2030 Committee identified the required level of funding associated with the Performance Measure of Pavement Condition. Figure 2 shows the necessary annual investment needed for maintaining certain Pavement Condition.



**Figure 2. Funding Requirements for Associated Pavement Condition Goals as determined by the 2030 Committee**

### Challenges

#### Pavement Condition Trends

- Pavement conditions have continued to decrease across the state, especially in urban districts. The following observations are based on the 2009 Condition of Texas Pavements report published by the Construction Division, Materials and Pavements Section:
  - ✓ Since FY 2005, the % Good or Better average of the entire highway system has steadily decreased.
  - ✓ Asphalt concrete pavements got worse in all categories, with the largest drops being in distress and deep distress.
  - ✓ In FY 2009, only 85.94% of roadways were rated in “good or better condition,” down from 86.27 in FY 2008 and down from the highest value of 87.34% in FY 2005.
  - ✓ The FY 2009 Pavement conditions are the lowest they have been since FY 2003.

#### Funding Limitations

- Non pavement related tasks continually re-direct resources away from pavement maintenance.
  - ✓ In FY 2008, approximately 26% of our statewide maintenance budget was spent on salaries and other miscellaneous expenditures.
  - ✓ In FY 2008, only 16% of our statewide maintenance budget was spent on roadway materials.
  - ✓ Over the past 4 years, an average of \$ 460 million per year (60% of total statewide maintenance budget) has been spent on non pavement items.
  - ✓ Over the past 4 years, Metro districts have spent an average of 69 % of their total budget on non-pavement related items.

## Summary of 2009-2012 Plan and Projections

### Plan

Each district developed their 4 year expenditure projections based on anticipated budgets. There are certain expenses that are fixed and are part of doing business such as overhead and operational expenses. The roadside expenditures continue to be evaluated in order to find the balance with expectations. Traffic operational expenses are also pretty well established in order to maintain existing systems (ITS, signals, illumination, etc.). The pavement expenditures include both in house and routine maintenance contracts. These pavement expenditures do not include construction expenditures in which approximately \$700 M were expected to be available in 2009 for rehabilitation and preventive maintenance projects.

### Statewide Expenditure Projections

FY	Budget	OH & Oper.		Struct.		Roadside		Traffic Oper.		Pvmt.	
	\$	\$	%	\$	%	\$	%	\$	%	\$	%
2009	844 M	116 M	14	19 M	2	201 M	24	227 M	27	281 M	33
2010	899 M	123 M	14	18 M	2	208 M	23	238 M	28	309 M	34
2011	942 M	129 M	14	19 M	2	216 M	23	248 M	28	316 M	34
2012	942 M	132 M	14	20 M	2	222 M	24	256 M	27	321 M	34
Avg.			14		2		23		27		34

### Metros

- Expenditure projections indicate approximately 75% of maintenance resources expended on non pavement items.
- Pavement condition scores are the lowest as expected.

### Statewide

- Projected annual growth in maintenance budget at 5.7%. This was an optimistic projection.
- Overall, we can only predict spending an average of 34% of our maintenance budget on pavement work.
- Even with an aggressive approach of targeting pavement work with our Cat 1 and Maintenance budget, we still hover at 60% of total combined construction and maintenance dollars directed towards pavements.

### Pavement Condition Projections

- Center for Transportation Research (CTR) developed a document that summarizes all the assumptions and is included in the report.
- CTR developed a model that predicts deterioration of pavements based on several factors such as climatic region, historical deterioration, and highway type.
- The 4 year plan indicated that the following number of lanes miles would be treated with PM or Rehab:
  - FY 2009 - 15,913 lane miles = 8.6% of system
  - FY 2010 - 14,987 lane miles = 8.1% of system

- FY 2011 - 16,204 lane miles = 8.8% of system
- FY 2012 - 18,655 lane miles = 10.1% of system
- The 4 year projections indicated that the Percent of Good or Better Pavement Conditions would be as follows:
  - FY 2009 – 84.78%
  - FY 2010 – 83.47%
  - FY 2011 – 82.01%
  - FY 2012 – 80.37%

## 2010-2013 Pavement Management Plan

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### Goals

- Develop a comprehensive and uniform pavement management plan that is roadway specific to the greatest extent possible, and is fiscally constrained
- Generate Pavement Condition Projections based on a financially constrained plan that can be reported in compliance with Rider 55 of the 2010-11 Appropriations.
- Assure maintenance resources are directed towards pavement operations and roadway related work.
- Provide a reporting mechanism for District Engineers, Administration, and Commission to utilize in briefing elected officials.
- Allow districts and regions to appropriately allocate resources through long term planning in order to accomplish the plan.

### Plan

Each district developed their 4 year expenditure projections based on anticipated budgets. There are certain expenses that are fixed and are part of doing business such as overhead and operational expenses. The roadside expenditures continue to be evaluated in order to find the balance with expectations. Traffic operational expenses are also pretty well established in order to maintain existing systems (ITS, signals, illumination, etc.). The pavement expenditures include both in house and routine maintenance contracts. These pavement expenditures do not include construction expenditures in which approximately \$932 M was expected to be available in 2010 for rehabilitation and preventive maintenance projects from Fund 6, ARRA and Proposition 14.

### Statewide Expenditure Projections

FY	Budget	OH & Oper.		Struct.		Roadside		Traffic Oper.		Pvmt.	
	\$	\$	%	\$	%	\$	%	\$	%	\$	%
<b>2010</b>	858 M	124 M	14	23 M	2.7	184 M	21	202 M	24	325 M	38.3
<b>2011</b>	883 M	128 M	14	21 M	2.4	187 M	21	208 M	24	339 M	38.6
<b>2012</b>	885 M	130 M	15	21 M	2.4	189 M	21	209 M	24	336 M	37.6
<b>2013</b>	886 M	132 M	15	21 M	2.4	191 M	22	212 M	24	330 M	36.6
<b>Avg.</b>			<b>14.5</b>		<b>2.5</b>		<b>21.3</b>		<b>24</b>		<b>37.7</b>

## Statewide

- Projected annual growth in maintenance budget at 0 %.
- Overall, we can only project spending an average of 36 % of our maintenance budget on pavement work.
- Even with an aggressive approach of targeting pavement work with our Cat 1 and Maintenance budget, we still hover at 65 % of total combined construction and maintenance dollars directed towards pavements.

## **Pavement Condition Projections**

- CTR developed a document that summarizes all their assumptions and is included in the report.
- CTR developed a model that predicts deterioration of pavements based on several factors such as climatic region, historical deterioration, and highway type.
- The 4 year plan indicated that the following number of lanes miles would be treated with PM or Rehab:
  - FY 2010 – 15,661 lane miles = 8.4 % of system
  - FY 2011 - 15,405 lane miles = 8.2 % of system
  - FY 2012 - 14,053 lane miles = 7.5 % of system
  - FY 2013 - 12,898 lane miles = 6.9 % of system
- The 4 year projections indicated that the Percent of Good or Better Pavement Conditions would be as follows:
  - FY 2009 (Actual) – 85.94%
  - FY 2010 – 84.94 %
  - FY 2011 – 83.77 %
  - FY 2012 – 81.89 %
  - FY 2013 – 79.05 %

## Section 2. Analysis Assumptions

Key assumptions used in the analysis and prediction of the pavement conditions under the 4-year pavement management plans provided by TxDOT are discussed as follows.

### Pavement Network

The pavement network with which the analysis was conducted consists of the existing pavements under TxDOT's jurisdiction and is stored in the existing PMIS database. The most current version of the PMIS database was used in the analysis, based on the 2009 PMIS data collection.

### Base Year Network Condition

The base year of the analysis was 2009. The condition of the entire state's pavement network was initially determined based on the individual scores of the pavement sections in the PMIS database. The Condition Score of these sections was used as the performance measurement index to calculate the "Good" or Better Pavement Scores.

### Deterioration Models

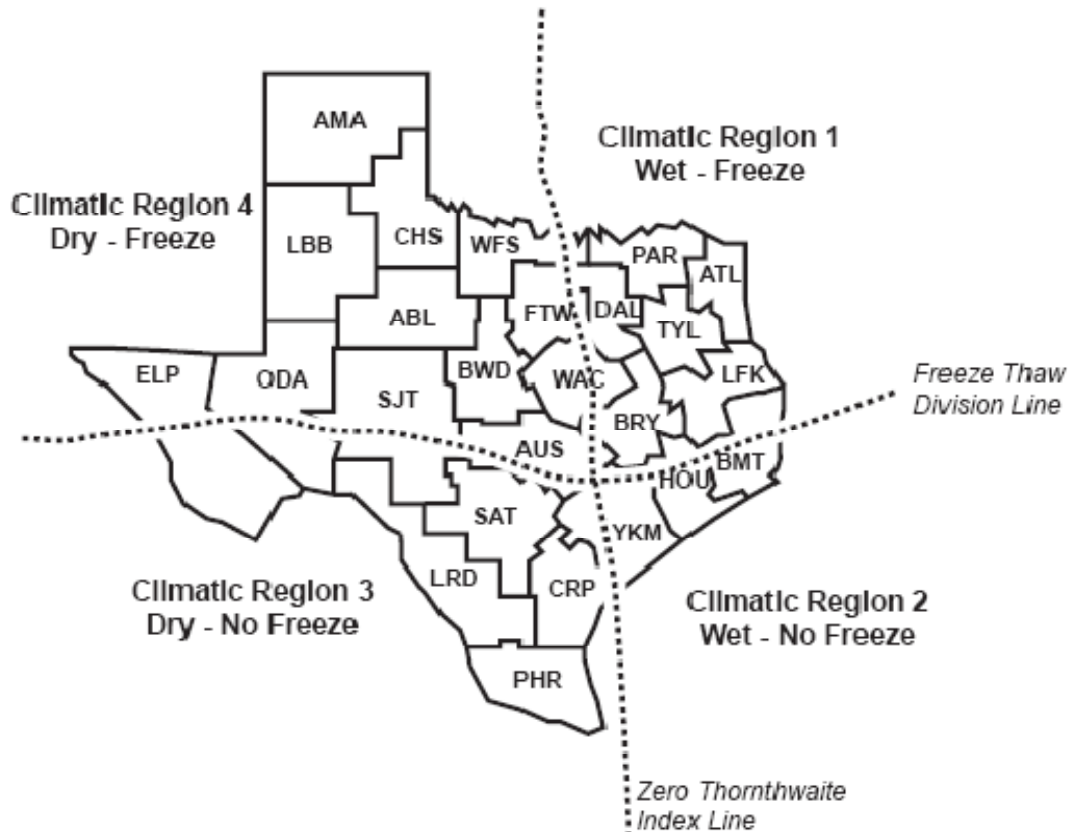
Before planning for the Maintenance and Rehabilitation (M&R) actions for the road network, the deterioration process of the pavements was studied in order to understand when their condition would reach a critical level that would trigger intervention. In this study, a statistical analysis was carried out to analyze the deterioration rate distribution for the different pavement structure types and highway functional classifications. As a result, nine broad groups of deterioration models were defined as presented in Table 1.

**Table 1. Summary of Nine Groups of Deterioration Models**

Highway Functional Class		Pavement Type		
		Flexible	Rigid	
			CRCP	JCP
Interstate Highways	IH	Group 1	Group 4	Group 7
US Highways	US			
State Highways	SH	Group 2	Group 5	Group 8
Farm-to-Market	FM	Group 3	Group 6	Group 9

These nine groups were found to have distinctive deterioration rates; and therefore a different set of models were developed for each group.

It is also known that the daily temperature range and the precipitation play an important role in the pavement deterioration process. As a result, instead of developing pavement condition models for every district in Texas, these models were developed instead for the four climatic regions of Texas, as shown in Figure 1. For each climatic region, separate pavement condition models pertaining to the Distress Score and the Ride score were developed.



**Figure 3. Climatic Regions in the State of Texas**

#### **Next Year Network Condition**

The condition of the network for each subsequent year was based on the condition of the previous year with the addition of the effect of the natural deterioration and the M&R work planned for the previous year. Once these new values in terms of the Ride Score and their Distress Score were determined then they were combined together to calculate the new Condition Score of each section. The new Condition Scores of each sections were then averaged together weighted by their respective lane-miles to get the new state-wide Condition Score.

#### **Maintenance and Rehabilitation Costs**

Finally, the implementation of each treatment action corresponded to a specific cost for the agency, based on the unit cost of the action by lane-mile treated and the lane-miles of the treated section(s). The unit costs of each action were set to the values shown in Table 2, and were different for flexible and for rigid pavements. These values are consistent with the 2030 analysis. The treatment costs used in the 2030 Pavement Needs Estimate and the analysis undertaken in this study are based on Project delivery costs that include estimated costs for mobilization, traffic control, materials, labor, and ancillary items necessary to actually complete the pavement project. These costs generally differ from PMIS treatment costs, which primarily include the cost for pavement materials (i.e., Hot mix, Portland Cement Concrete, etc.). In addition, the treatment costs used in this analysis are based on constant FY 2008 dollars.



**Table 2. Maintenance and Rehabilitation Action Unit Costs**

<b>M&amp;R Action</b>	<b>Unit Cost (per mile per lane) for Flexible Pavements</b>	<b>Unit Cost (per mile per lane) for Rigid Pavements</b>
Needs Nothing	\$0	\$0
Preventive Maintenance	\$7,000	\$10,000
Light Rehabilitation	\$40,000	\$60,000
Medium Rehabilitation	\$55,000	\$125,000
Heavy Rehabilitation	\$170,000	\$400,000

**Maintenance and Rehabilitation Improvements**

Each M&R action was assumed to have a specific effect on the section it was applied to, in terms of the section's Ride Score and Distress Score. The correspondence between the various M&R actions and their respective effect on the pavement sections are shown in Table 3.

**Table 3. Maintenance and Rehabilitation Action Improvements**

<b>M&amp;R Action</b>	<b>Ride Score Improvement</b>	<b>Distress Score Improvement</b>
Needs Nothing	0	0
Preventive Maintenance	0.5	95
Light Rehabilitation	1.5	100
Medium Rehabilitation	Reset to 4.8	Reset to 100
Heavy Rehabilitation	Reset to 4.8	Reset to 100



## Section 3. State-Wide Summary

### I. Summary of FY 2009–FY 2012 Treatments

Total State Center line miles = 80,000

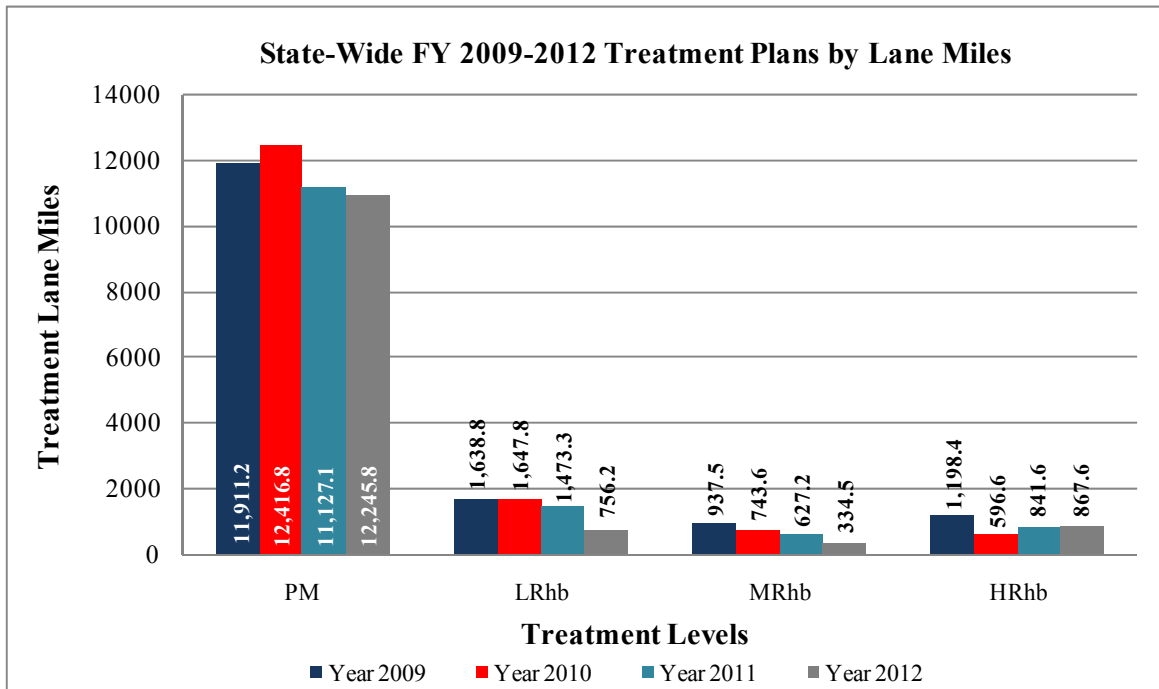
Total State Lane miles = 187,179

FY 2009 Plan total treatments = **15,685.9 lane miles** = 8.4% of system lane miles

FY 2010 Plan total treatments = **15,404.8 lane miles** = 8.2% of system lane miles

FY 2011 Plan total treatments = **14,069.2 lane miles** = 7.5% of system lane miles

FY 2012 Plan total treatments = **14,204.1 lane miles** = 7.6% of system lane miles



**Figure 4. State-wide Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 1,198.4, 596.6, 841.6, and 867.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 937.5, 743.6, 627.2, and 334.5 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 1,638.8, 1,647.8, 1,473.3, and 756.2 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 11,911.2, 12,416.8, 11,127.1, and 12,245.8 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 14,487.50 lane miles or approximately 7.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 16,006.60 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 13,824.20 lane miles or approximately 7.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 14,178.10 lane miles or approximately 7.6% of the total system.

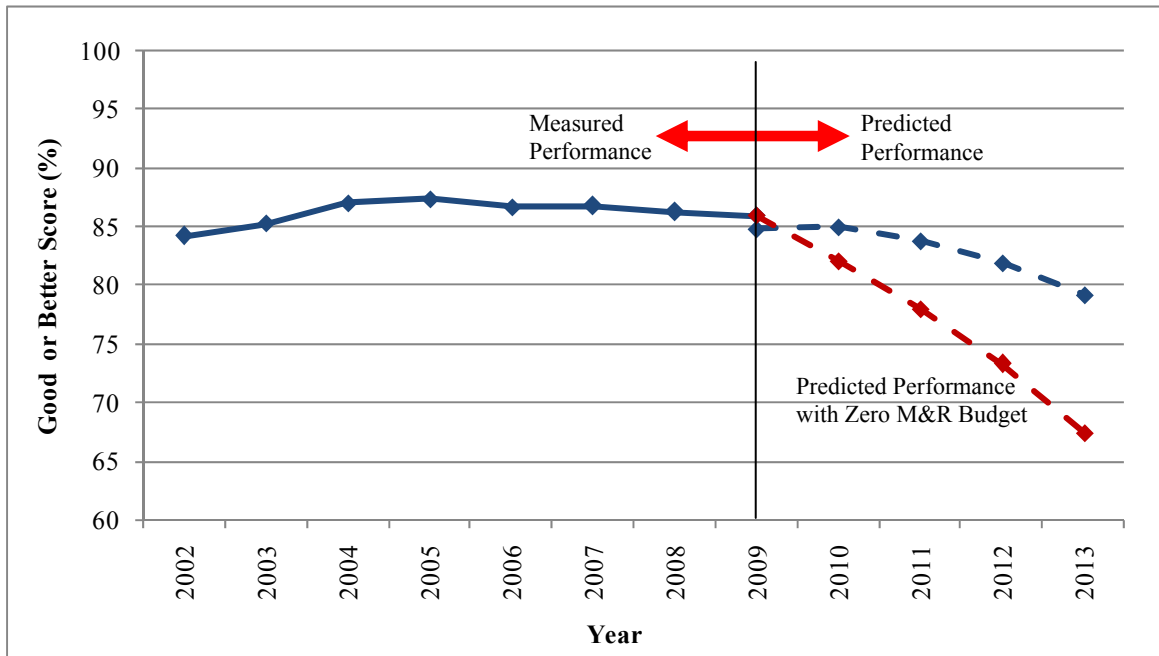
## II. Summary of FY 2009–FY 2013 Percentage of “Good” or Better Pavements and Condition Score for Entire State

**Table 4. Pavement Performance Summary for the Entire State and 25 Districts**

			Base Year 2009		Analysis Years			
			Measured	Predicted	2010	2011	2012	2013
Overall State		Achieved Goal (%)	85.94	84.78	84.95	83.76	81.92	79.22
		Achieved Average CS	90	88	88	86	83	81
Districts in State of Texas	Abilene	Achieved Goal (%)	89.31	89.98	88.74	86.98	85.58	82.47
		Achieved Average CS	92	91	90	87	85	82
	Amarillo	Achieved Goal (%)	87.41	86.09	87.91	88.43	87.62	84.89
		Achieved Average CS	90	88	89	88	86	84
	Atlanta	Achieved Goal (%)	94.25	92.48	92.55	91.23	90.21	86.56
		Achieved Average CS	95	92	93	90	88	85
	Austin	Achieved Goal (%)	83.95	80.71	81.41	78.44	75.8	71.26
		Achieved Average CS	88	85	86	83	80	77
	Beaumont	Achieved Goal (%)	86.98	85.07	86.79	86.38	85.69	84.57
		Achieved Average CS	90	88	89	87	85	83
	Brownwood	Achieved Goal (%)	91.17	92.71	92.39	93.6	93.33	92.47
		Achieved Average CS	93	93	92	91	89	87
	Bryan	Achieved Goal (%)	87.57	83.87	85.27	83.5	81.81	77.52
		Achieved Average CS	90	86	88	86	83	81
	Childress	Achieved Goal (%)	91.48	92.00	90.87	91.25	90.15	88.01
		Achieved Average CS	94	93	92	90	88	85
	Corpus Christi	Achieved Goal (%)	83.58	80.65	83.48	82.87	82.62	80.24
		Achieved Average CS	88	85	87	85	84	82

		Base Year 2009		Analysis Years			
		Measured	Predicted	2010	2011	2012	2013
<b>Dallas</b>	Achieved Goal (%)	75.27	67.37	69.9	66.3	61.72	55.61
	Achieved Average CS	81	76	77	74	71	67
<b>El Paso</b>	Achieved Goal (%)	87.35	85.15	86.25	83.52	82.14	80.52
	Achieved Average CS	90	87	88	85	84	82
<b>Fort Worth</b>	Achieved Goal (%)	81.44	79.05	80.23	78.55	74.63	78.34
	Achieved Average CS	87	84	84	82	79	81
<b>Houston</b>	Achieved Goal (%)	75.80	75.92	71.93	67.74	62.46	57.41
	Achieved Average CS	84	82	80	77	72	69
<b>Laredo</b>	Achieved Goal (%)	85.37	82.87	83.30	81.36	78.01	73.27
	Achieved Average CS	89	86	86	84	81	78
<b>Lubbock</b>	Achieved Goal (%)	86.40	89.10	86.33	86.47	86.87	84.45
	Achieved Average CS	91	91	89	87	86	84
<b>Lufkin</b>	Achieved Goal (%)	87.87	85.75	85.45	84.49	82.48	81.75
	Achieved Average CS	91	88	88	86	84	82
<b>Odessa</b>	Achieved Goal (%)	93.33	93.19	92.75	93.69	92.57	90.38
	Achieved Average CS	95	92	93	91	89	86
<b>Paris</b>	Achieved Goal (%)	74.92	68.90	72.65	72.18	72.19	70.39
	Achieved Average CS	83	79	81	80	79	77
<b>Pharr</b>	Achieved Goal (%)	80.38	80.84	79.98	82.1	82.58	81.16
	Achieved Average CS	88	86	86	85	83	82
<b>San Angelo</b>	Achieved Goal (%)	94.58	94.63	94.91	94.43	92.21	89.31
	Achieved Average CS	95	94	94	91	88	86
<b>San Antonio</b>	Achieved Goal (%)	83.03	85.64	81.42	79.98	77.47	72.41
	Achieved Average CS	88	88	85	83	80	76
<b>Tyler</b>	Achieved Goal (%)	92.28	83.44	89.83	86.29	81.96	76.8
	Achieved Average CS	92	86	90	87	84	80
<b>Waco</b>	Achieved Goal (%)	86.72	88.53	83.26	81.37	79.63	75.52
	Achieved Average CS	89	89	87	85	83	79
<b>Wichita Falls</b>	Achieved Goal (%)	92.98	92.46	91.97	89.98	88.12	88.81
	Achieved Average CS	93	92	91	89	86	86
<b>Yoakum</b>	Achieved Goal (%)	86.08	83.12	84.08	82.93	80.23	76.5
	Achieved Average CS	90	87	87	85	83	80

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements for Entire State



**Figure 5. State-Wide Overall Pavement Performance of FY 2002-FY 2013**

## Section 4. District Summaries

### Abilene District

#### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,744

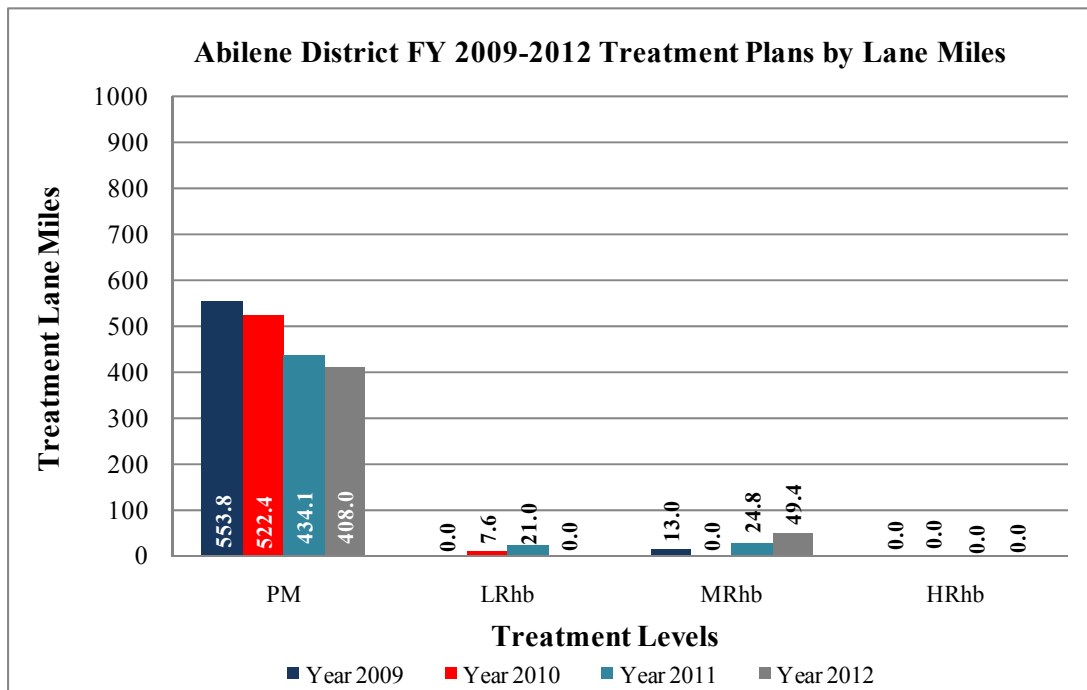
Total Lane miles = 8,265

FY 2009 Plan total treatments = **566.8 lane miles** = 6.9% of system lane miles

FY 2010 Plan total treatments = **530.0 lane miles** = 6.4% of system lane miles

FY 2011 Plan total treatments = **479.9 lane miles** = 5.8% of system lane miles

FY 2012 Plan total treatments = **457.4 lane miles** = 5.5% of system lane miles



**Figure 6. Abilene District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. There were no HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 13.0, 0.0, 24.8 and 49.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 7.6, 21.0, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 553.8, 522.4, 434.1 and 408.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 566.8 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 530.0 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 530.0 lane miles or approximately 6.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 479.9 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 479.9 lane miles or approximately 5.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 457.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 457.4 lane miles or approximately 5.5% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 5. Pavement Performance Summary for Abilene District and Counties**

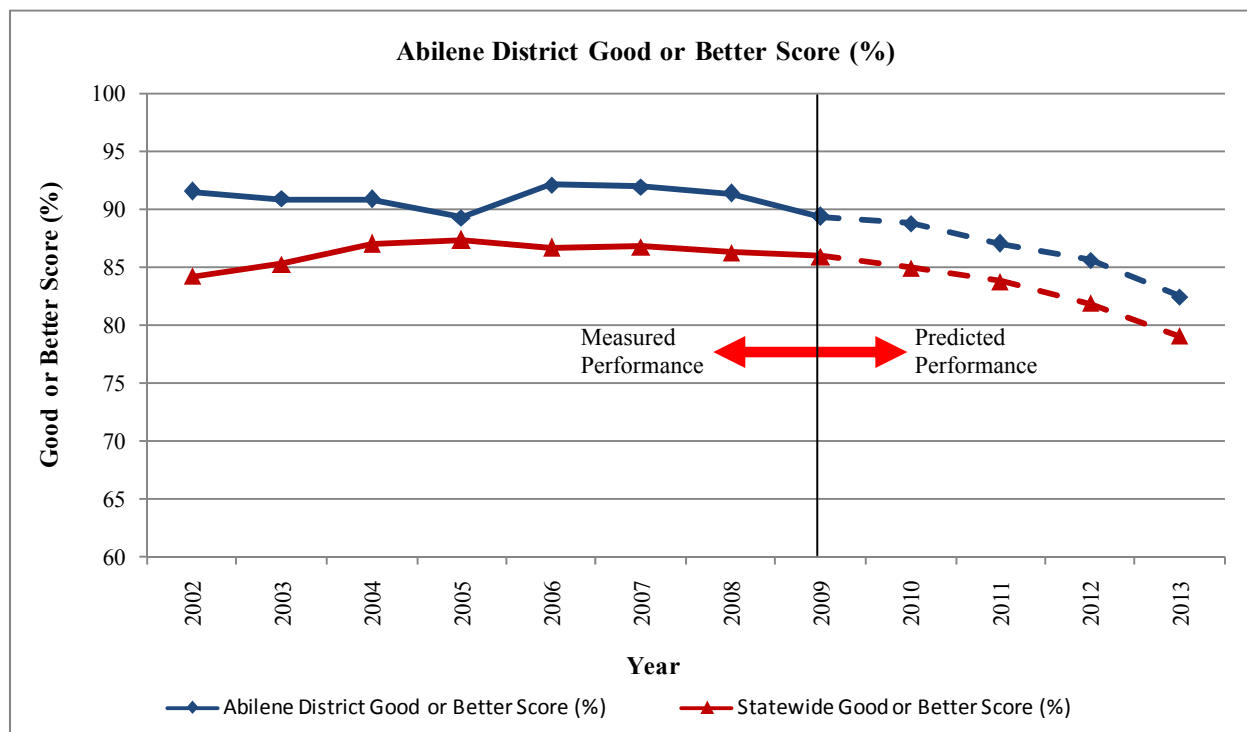
			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Abilene District</b>		<b>Achieved Goal (%)</b>	<b>89.31</b>	<b>88.74</b>	<b>86.98</b>	<b>85.58</b>	<b>82.47</b>	
		<b>Achieved Average CS</b>	<b>92</b>	<b>90</b>	<b>87</b>	<b>85</b>	<b>82</b>	
<b>Counties in Abilene District</b>	<b>Borden</b>	Achieved Goal (%)	96.33	94.53	92.78	88.71	87.37	
		Achieved Average CS	96	94	90	88	85	
	<b>Callahan</b>	Achieved Goal (%)	85.3	85.16	81.82	79	76.89	
		Achieved Average CS	89	88	85	82	80	
	<b>Fisher</b>	Achieved Goal (%)	96.09	96.82	97.58	96.06	92.73	
		Achieved Average CS	97	95	93	91	87	
	<b>Haskell</b>	Achieved Goal (%)	90.72	91.94	89.73	88.27	85.68	
		Achieved Average CS	93	92	89	86	84	
	<b>Howard</b>	Achieved Goal (%)	88.23	88.21	85.64	84.86	81.46	
		Achieved Average CS	91	89	86	84	81	
	<b>Jones</b>	Achieved Goal (%)	88.09	89.13	86.88	83.59	79.29	
		Achieved Average CS	92	90	87	83	81	
	<b>Kent</b>	Achieved Goal (%)	95.32	93.53	92.3	89.53	86.21	
		Achieved Average CS	96	93	90	87	84	
	<b>Mitchell</b>	Achieved Goal (%)	88.54	84.71	86.31	92.89	91.12	
		Achieved Average CS	92	90	88	89	86	
	<b>Nolan</b>	Achieved Goal (%)	90.18	90.18	87.07	83.57	77.74	



		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Scurry	Achieved Average CS	92	90	87	83	79	
	Achieved Goal (%)	91.78	90.53	90.56	90.11	86.2	
	Achieved Average CS	94	91	89	87	84	
Shackelford	Achieved Goal (%)	85.62	89.22	85.05	82.14	84.65	
	Achieved Average CS	89	88	86	83	82	
Stonewall	Achieved Goal (%)	94.06	96.51	98.78	98.16	94.49	
	Achieved Average CS	96	95	95	92	89	
Taylor	Achieved Goal (%)	83.96	80.13	76.69	74.99	71.57	
	Achieved Average CS	89	85	82	80	77	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Stonewall (94.49%) while the worst was Taylor (71.57%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 7. Abilene District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Amarillo District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 4,092

Total Lane miles = 9,274

FY 2009 Plan total treatments = **704.0 lane miles** = 7.6% of system lane miles

FY 2010 Plan total treatments = **870.5 lane miles** = 9.4% of system lane miles

FY 2011 Plan total treatments = **944.9 lane miles** = 10.2% of system lane miles

FY 2012 Plan total treatments = **755.6 lane miles** = 8.1% of system lane miles

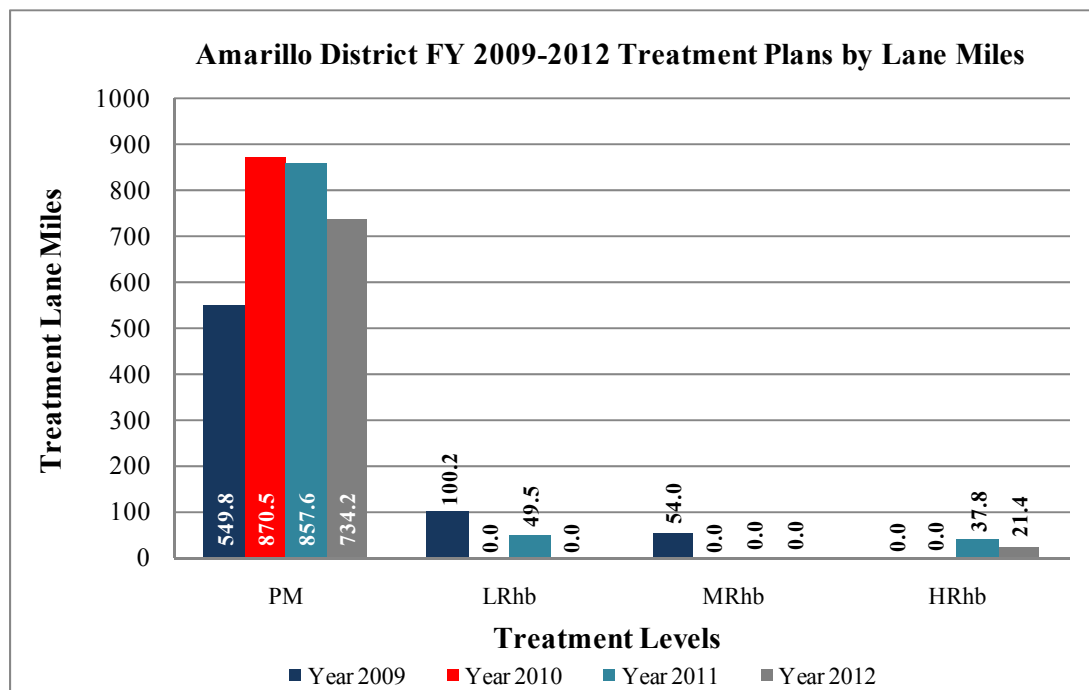


Figure 8. Amarillo District Treatment Plans for FY 2009-2010

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 37.8 and 21.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 54.0, 0.0, 0.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 100.2, 0.0, 49.5 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 549.8, 870.5, 857.6 and 734.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 704.0 lane miles or approximately 7.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 870.5 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 870.5 lane miles or approximately 9.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 907.1 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 907.1 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 734.2 lane miles + 37.8 lane miles of Heavy Rehab treatments from FY 2011 = 772.0 lane miles or approximately 8.3% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

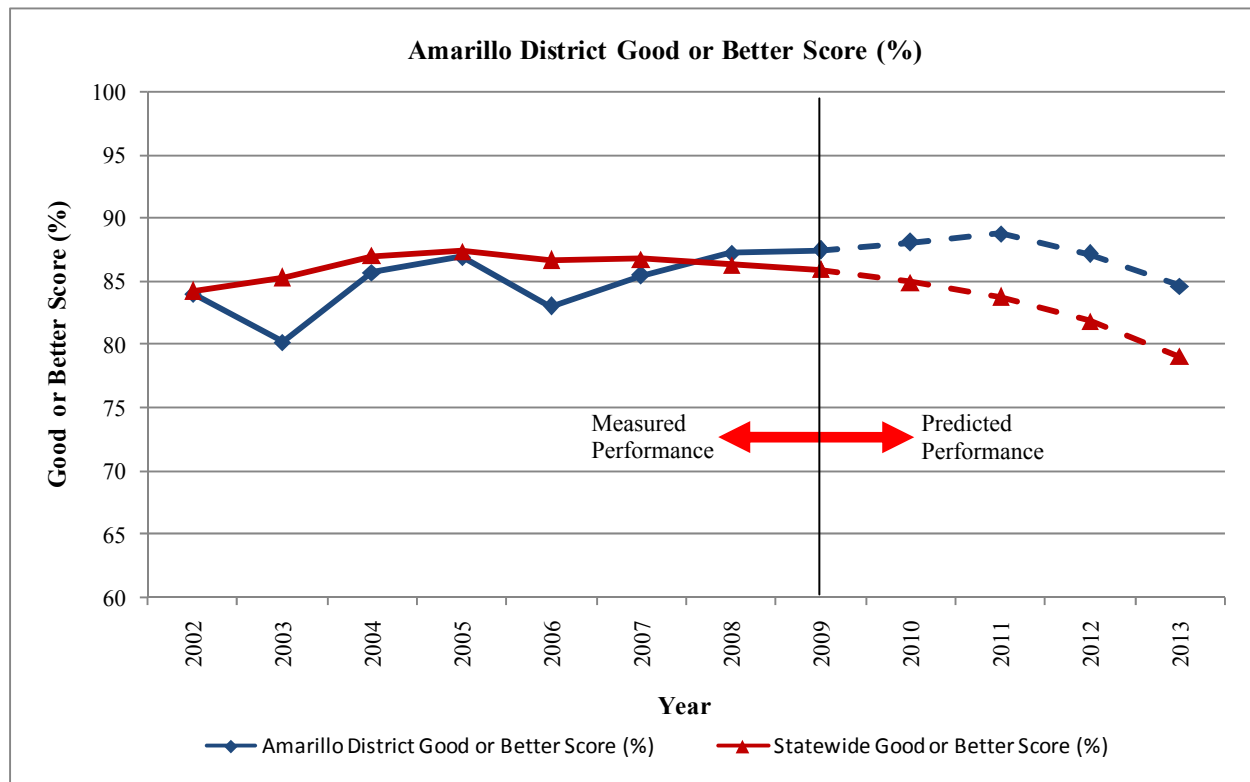
**Table 6. Pavement Performance Summary for Amarillo District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Amarillo District</b>		<b>Achieved Goal (%)</b>	<b>87.41</b>	<b>87.91</b>	<b>88.43</b>	<b>87.62</b>	<b>84.89</b>	
		<b>Achieved Average CS</b>	<b>90</b>	<b>89</b>	<b>88</b>	<b>86</b>	<b>84</b>	
<b>Counties in Amarillo District</b>	<b>Armstrong</b>	Achieved Goal (%)	79.3	91.85	92.99	95.41	93.28	
		Achieved Average CS	87	92	91	90	87	
	<b>Carson</b>	Achieved Goal (%)	83.28	78.8	84.11	84.59	85.32	
		Achieved Average CS	87	84	86	85	83	
	<b>Dallam</b>	Achieved Goal (%)	88.69	87.92	89.9	87.88	85.35	
		Achieved Average CS	91	89	88	85	83	
	<b>Deaf Smith</b>	Achieved Goal (%)	90.51	89.16	88.26	87.44	85.29	
		Achieved Average CS	92	90	88	85	84	
	<b>Gray</b>	Achieved Goal (%)	88.45	86.55	83.84	81.55	76.96	
		Achieved Average CS	90	88	86	83	80	
	<b>Hansford</b>	Achieved Goal (%)	96.55	98.22	97.54	97.23	94.65	
		Achieved Average CS	96	95	93	91	89	
	<b>Hartley</b>	Achieved Goal (%)	85.01	94.94	95.5	93.24	90.18	
		Achieved Average CS	88	93	91	88	86	
	<b>Hemphill</b>	Achieved Goal (%)	86.31	85.36	86.83	85.1	84.42	
		Achieved Average CS	88	87	86	85	83	
	<b>Hutchinson</b>	Achieved Goal (%)	87.83	82.98	85.45	82.21	78.17	
		Achieved Average CS	88	85	86	83	80	
	<b>Lipscomb</b>	Achieved Goal (%)	81.73	87.37	91.08	91.08	86.45	

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
	Achieved Average CS	86	87	88	88	86	
	Achieved Goal (%)	90.39	93.58	95.17	91.94	89.01	
<b>Moore</b>	Achieved Average CS	93	93	91	88	84	
	Achieved Goal (%)	75.17	81.93	84.58	83.84	80.2	
<b>Ochiltree</b>	Achieved Average CS	82	84	85	83	80	
	Achieved Goal (%)	95.51	93.44	91.88	92.03	89.35	
<b>Oldham</b>	Achieved Average CS	94	92	90	89	86	
	Achieved Goal (%)	84.1	84.37	84.2	81.32	76.52	
<b>Potter</b>	Achieved Average CS	88	87	86	83	79	
	Achieved Goal (%)	92.42	90.61	88.39	85.22	81.16	
<b>Randall</b>	Achieved Average CS	93	91	88	85	82	
	Achieved Goal (%)	88.47	87.05	90.56	92.48	92.98	
<b>Roberts</b>	Achieved Average CS	93	91	90	89	89	
	Achieved Goal (%)	87.45	86.8	89.91	92.24	92.56	
<b>Sherman</b>	Achieved Average CS	91	89	88	88	88	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Hansford (94.65%) while the worst was Potter (76.52%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 9. Amarillo District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

# Atlanta District

## I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,691

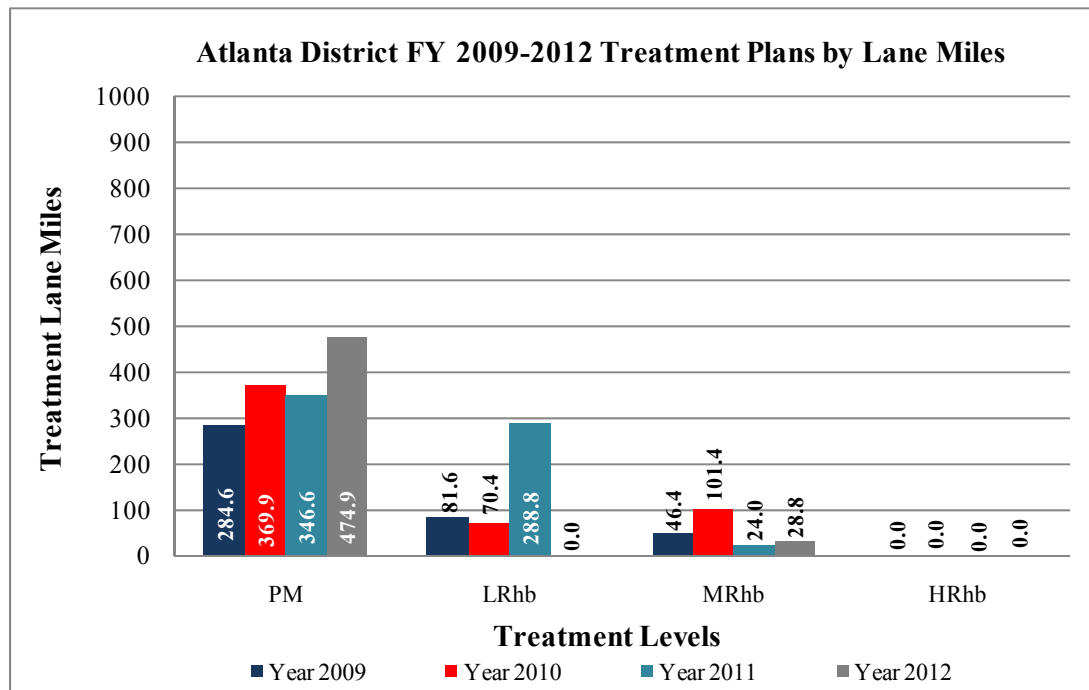
Total Lane miles = 6,217

FY 2009 Plan total treatments = **412.6 lane miles** = 6.6% of system lane miles

FY 2010 Plan total treatments = **541.7 lane miles** = 8.7% of system lane miles

FY 2011 Plan total treatments = **659.4 lane miles** = 10.6% of system lane miles

FY 2012 Plan total treatments = **503.7 lane miles** = 8.1% of system lane miles



**Figure 10. Atlanta District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. There were no HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 46.4, 101.4, 24.0 and 28.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 81.6, 70.4, 288.8 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 284.6, 369.9, 346.6 and 474.9 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 412.6 lane miles or approximately 6.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 541.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 541.7 lane miles or approximately 8.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 659.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 659.4 lane miles or approximately 10.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 503.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2011 = 503.7 lane miles or approximately 8.1% of the total system.

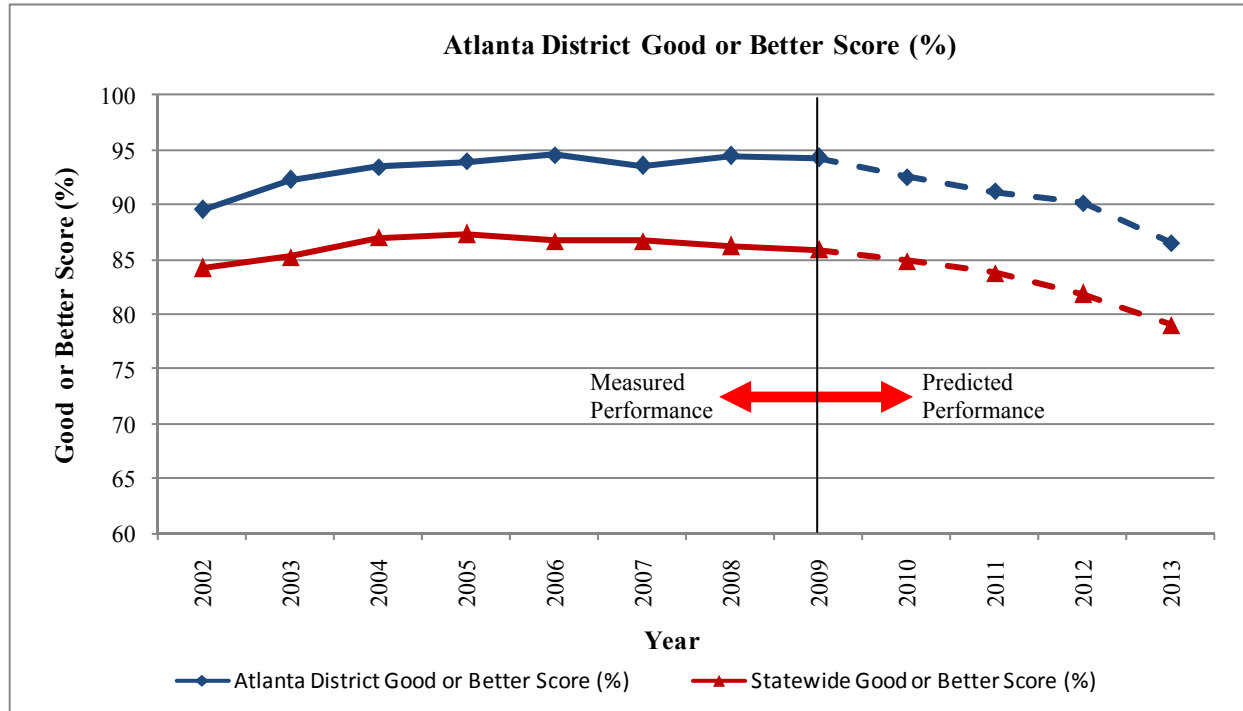
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 7. Pavement Performance Summary for Atlanta District and Counties**

			Base Year	Analysis Years			
			2009	2010	2011	2011	2012
Atlanta District	Achieved Goal (%)		94.25	92.55	91.23	90.21	86.56
	Achieved Average CS		95	93	90	88	85
Counties in Atlanta District	Bowie	Achieved Goal (%)	92.71	89.9	87.43	87.05	83.6
		Achieved Average CS	93	91	88	86	83
	Camp	Achieved Goal (%)	94.85	90.59	88.58	88.42	88.5
		Achieved Average CS	94	91	91	89	87
	Cass	Achieved Goal (%)	97.01	95.43	93.33	91.84	88.55
		Achieved Average CS	96	95	92	89	86
	Harrison	Achieved Goal (%)	94.42	94.41	93.08	89.6	84.4
		Achieved Average CS	94	93	90	87	84
	Marion	Achieved Goal (%)	96.88	95.1	93.89	93.95	90.7
		Achieved Average CS	96	94	91	90	86
	Morris	Achieved Goal (%)	97.83	96.23	96.8	94.8	91.26
		Achieved Average CS	98	96	94	90	88
	Panola	Achieved Goal (%)	95.61	94	93.86	91.59	87.86
		Achieved Average CS	96	94	92	90	86
	Titus	Achieved Goal (%)	87.15	85.2	84.78	86.08	83.32
		Achieved Average CS	91	89	87	86	84
	Upshur	Achieved Goal (%)	93.65	91.86	90.79	92.34	88.3
		Achieved Average CS	95	93	90	89	85

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Morris (91.26%) while the worst was Titus (83.32%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 11. Atlanta District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.



## Austin District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,345

Total Lane miles = 8,766

FY 2009 Plan total treatments = **431.1 lane miles** = 4.9% of system lane miles

FY 2010 Plan total treatments = **435.6 lane miles** = 5.0% of system lane miles

FY 2011 Plan total treatments = **400.6 lane miles** = 4.6% of system lane miles

FY 2012 Plan total treatments = **154.2 lane miles** = 1.8% of system lane miles

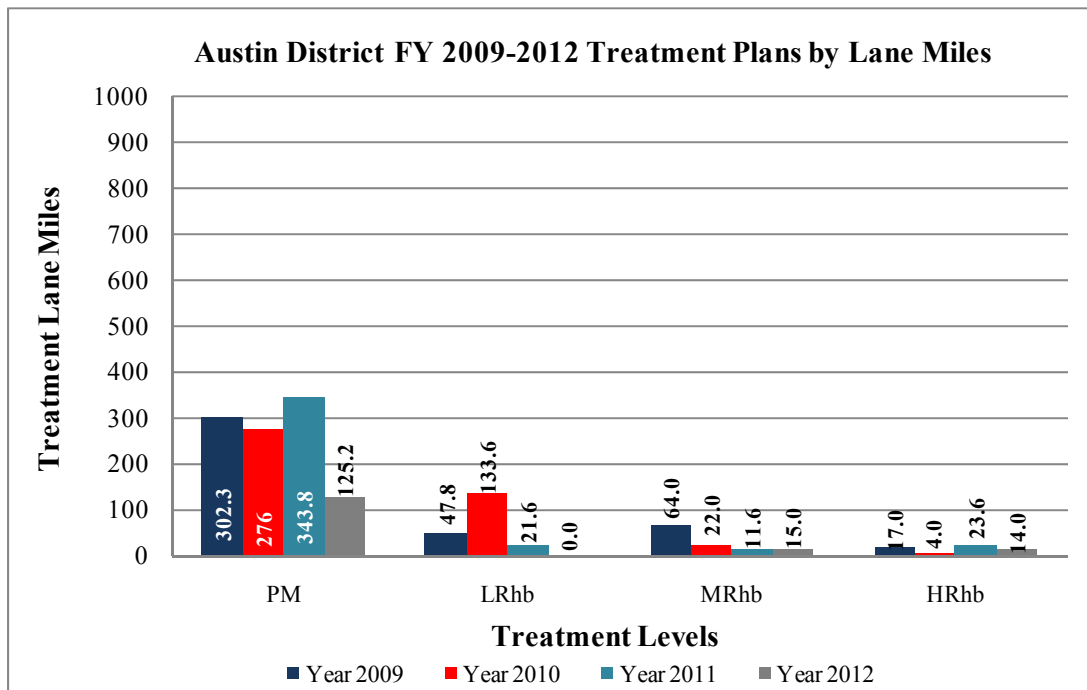


Figure 12. Austin District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 17.0, 4.0, 23.6 and 14.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 64.0, 22.0, 11.6 and 15.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 47.8, 133.6, 21.6 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 302.3, 276.0, 343.8 and 125.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 414.1 lane miles or approximately 4.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 431.6 lane miles + 17.0 lane miles of Heavy Rehab treatments from FY 2009 = 448.6 lane miles or approximately 5.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 377.0 lane miles + 4.0 lane miles of Heavy Rehab treatments from FY 2010 = 381.0 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 140.2 lane miles + 23.6 lane miles of Heavy Rehab treatments from FY 2011 = 163.8 lane miles or approximately 1.9% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

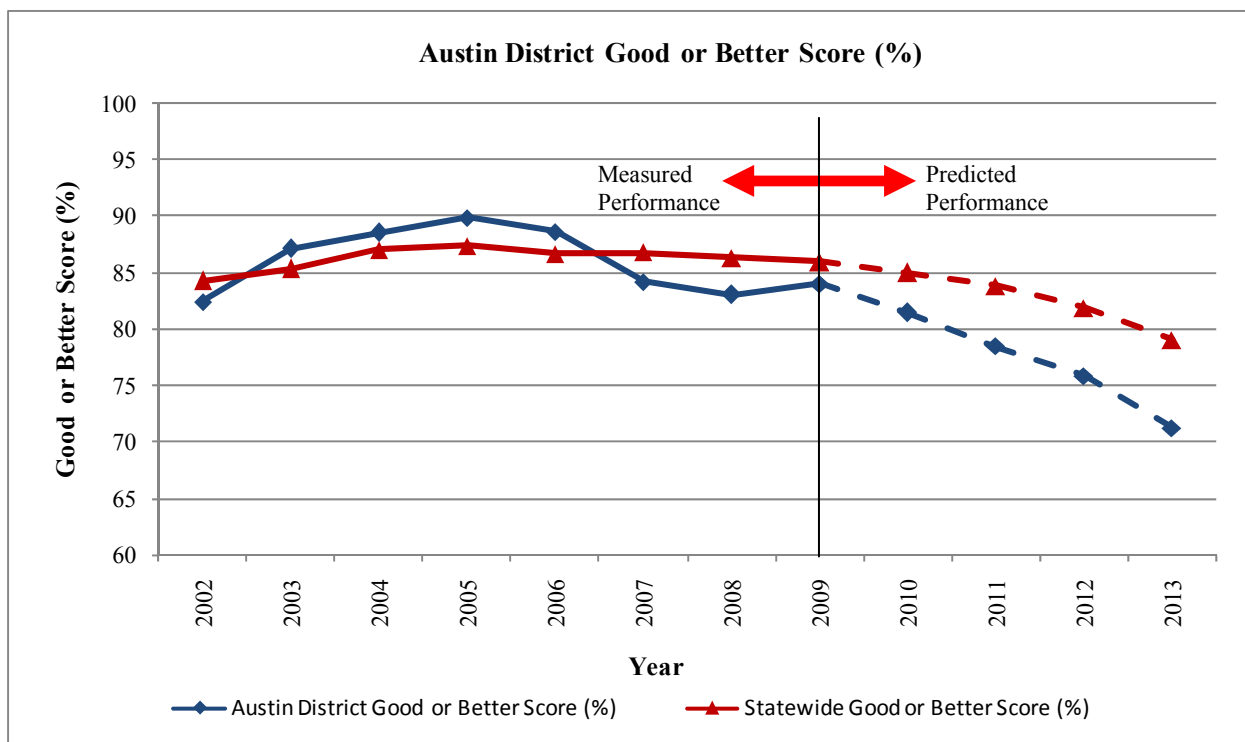
**Table 8. Pavement Performance Summary for Austin District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Austin District</b>		<b>Achieved Goal (%)</b>	<b>83.95</b>	<b>81.41</b>	<b>78.44</b>	<b>75.8</b>	<b>71.26</b>	
		<b>Achieved Average CS</b>	<b>88</b>	<b>86</b>	<b>83</b>	<b>80</b>	<b>77</b>	
<b>Counties in Austin District</b>	<b>Bastrop</b>	Achieved Goal (%)	82.4	79.98	79.1	78.17	72.75	
		Achieved Average CS	87	85	84	82	79	
	<b>Blanco</b>	Achieved Goal (%)	90.35	85.14	82.27	77.92	71.71	
		Achieved Average CS	91	88	85	81	78	
	<b>Burnet</b>	Achieved Goal (%)	88.71	87.25	87.35	83.08	75.45	
		Achieved Average CS	90	89	87	84	80	
	<b>Caldwell</b>	Achieved Goal (%)	73.08	75.63	70.78	69.65	66.11	
		Achieved Average CS	83	82	79	76	73	
	<b>Gillespie</b>	Achieved Goal (%)	89.9	86.87	80.23	77.02	69.95	
		Achieved Average CS	91	88	85	82	78	
	<b>Hays</b>	Achieved Goal (%)	84.38	81.17	77.96	75.54	72.26	
		Achieved Average CS	89	86	83	80	77	
	<b>Lee</b>	Achieved Goal (%)	78.82	79.56	79.8	80.19	76.14	
		Achieved Average CS	86	85	84	83	79	
	<b>Llano</b>	Achieved Goal (%)	87.87	85.44	80.67	77.84	74.9	
		Achieved Average CS	89	87	83	81	77	
	<b>Mason</b>	Achieved Goal (%)	90.39	87.28	85.74	81.88	76.77	
		Achieved Average CS	92	90	87	84	80	
	<b>Travis</b>	Achieved Goal (%)	85.72	83.35	80.74	77.92	73.62	

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
Williamson		Achieved Average CS	89	87	84	81	78	
		Achieved Goal (%)	77.92	73.17	68.89	65.96	63.23	
		Achieved Average CS	84	80	77	74	72	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Mason (76.77%) while the worst was Williamson (63.23%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 13. Austin District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Beaumont District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,374

Total Lane miles = 5,370

FY 2009 Plan total treatments = **694.6 lane miles** = 12.9% of system lane miles

FY 2010 Plan total treatments = **691.6 lane miles** = 12.9% of system lane miles

FY 2011 Plan total treatments = **618.1 lane miles** = 11.5% of system lane miles

FY 2012 Plan total treatments = **644.1 lane miles** = 12.0% of system lane miles

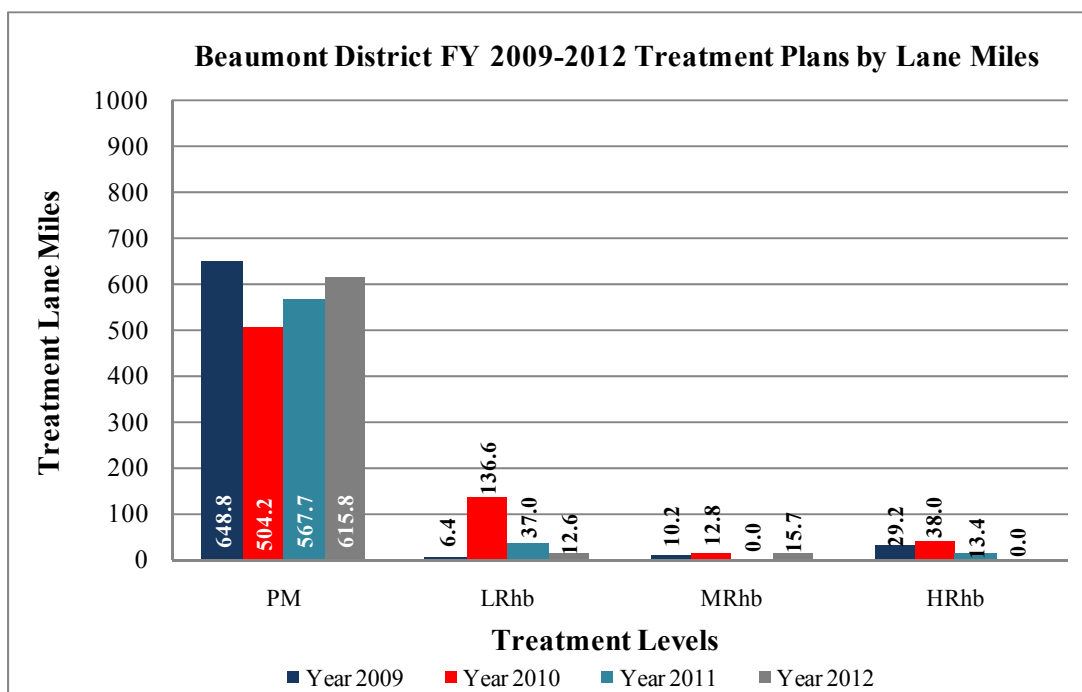


Figure 14. Beaumont District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 29.2, 38.0, 13.4 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 10.2, 12.8, 0.0 and 15.7 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 6.4, 136.6, 37.0 and 12.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 648.8, 504.2, 567.7 and 615.8 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 665.4 lane miles or approximately 12.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 653.6 lane miles + 29.2 lane miles of Heavy Rehab treatments from FY 2009 = 682.6 lane miles or approximately 12.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 604.7 lane miles + 38.0 lane miles of Heavy Rehab treatments from FY 2010 = 642.7 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 644.1 lane miles + 13.4 lane miles of Heavy Rehab treatments from FY 2011 = 657.5 lane miles or approximately 12.2% of the total system.

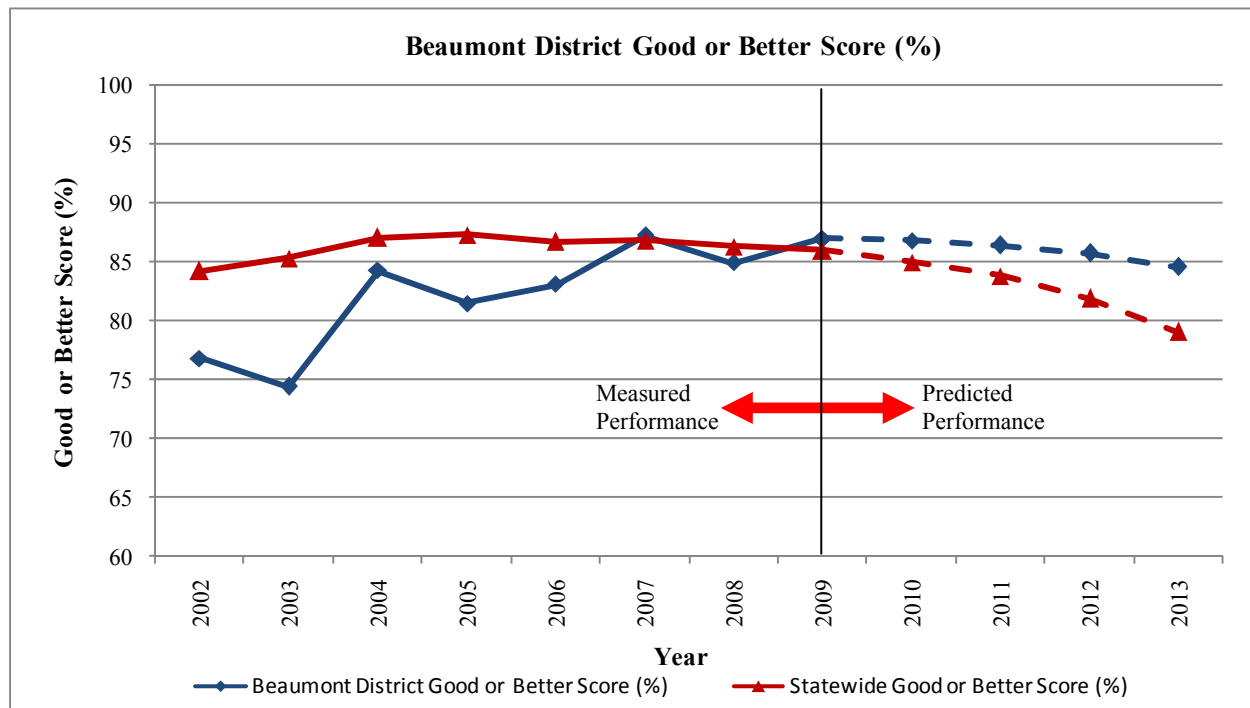
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 9. Pavement Performance Summary for Beaumont District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Beaumont District</b>		<b>Achieved Goal (%)</b>	86.98	86.79	86.38	85.69	84.57	
		<b>Achieved Average CS</b>	90	89	87	85	83	
<b>Counties in Beaumont District</b>	<b>Chambers</b>	Achieved Goal (%)	90.87	91.23	89.67	87.85	86.48	
		Achieved Average CS	92	91	89	87	84	
	<b>Hardin</b>	Achieved Goal (%)	93.79	93.27	93.64	91.01	89.25	
		Achieved Average CS	95	93	92	89	86	
	<b>Jasper</b>	Achieved Goal (%)	91.99	93.94	93.2	90.92	87.05	
		Achieved Average CS	93	93	91	88	84	
	<b>Jefferson</b>	Achieved Goal (%)	73.74	71.69	70.34	74.51	75.25	
		Achieved Average CS	81	79	77	77	78	
	<b>Liberty</b>	Achieved Goal (%)	90.61	87.55	89.44	89.69	87.89	
		Achieved Average CS	92	90	89	88	85	
	<b>Newton</b>	Achieved Goal (%)	97.2	96.82	96.63	93.18	93.22	
		Achieved Average CS	97	95	93	90	89	
	<b>Orange</b>	Achieved Goal (%)	76.51	78.76	80.34	79.48	80.42	
		Achieved Average CS	84	83	83	81	82	
	<b>Tyler</b>	Achieved Goal (%)	91.43	93.25	90.41	87.09	84.4	
		Achieved Average CS	93	92	89	86	83	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Newton (93.22%) while the worst was Jefferson (75.25%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 15. Beaumont District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Brownwood District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,678

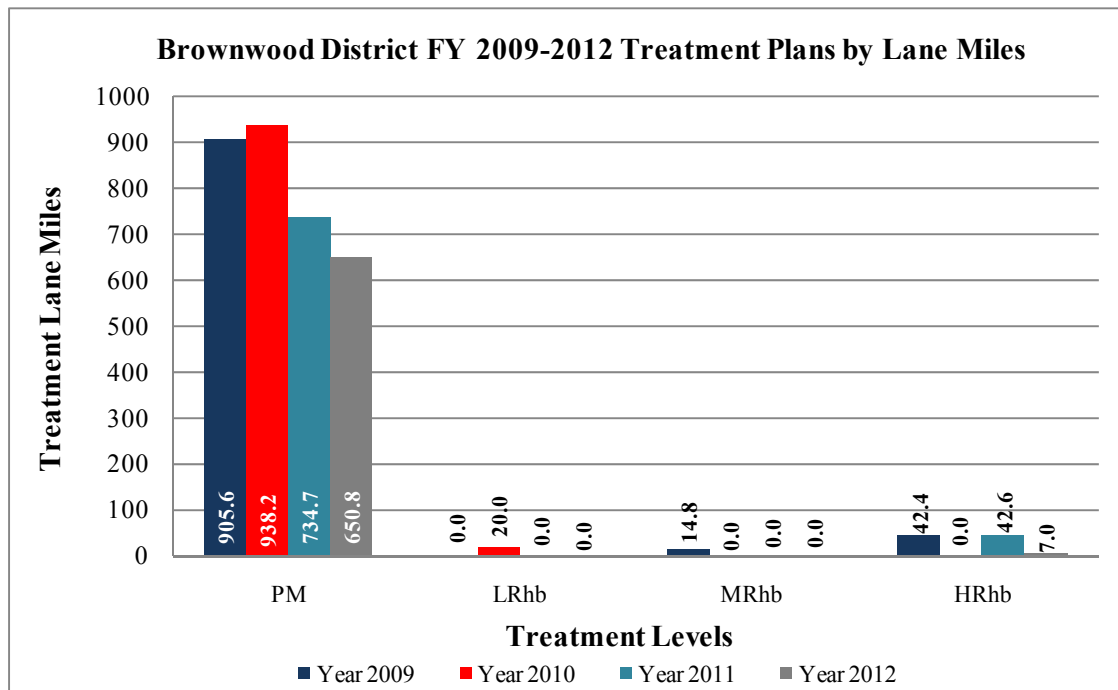
Total Lane miles = 5,741

FY 2009 Plan total treatments = **962.8 lane miles** = 16.8% of system lane miles

FY 2010 Plan total treatments = **958.2 lane miles** = 16.7% of system lane miles

FY 2011 Plan total treatments = **777.3 lane miles** = 13.5% of system lane miles

FY 2012 Plan total treatments = **657.8 lane miles** = 11.5% of system lane miles



**Figure 16. Brownwood District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 42.2, 0.0, 42.6 and 7.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 14.8, 0.0, 0.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 20.0, 0.0 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 905.6 and 938.2, 734.7 and 650.8 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 920.4 lane miles or approximately 16.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 958.2 lane miles + 42.4 lane miles of Heavy Rehab treatments from FY 2009 = 1000.6 lane miles or approximately 17.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 734.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 734.7 lane miles or approximately 12.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 650.8 lane miles + 42.6 lane miles of Heavy Rehab treatments from FY 2011 = 693.4 lane miles or approximately 12.1% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

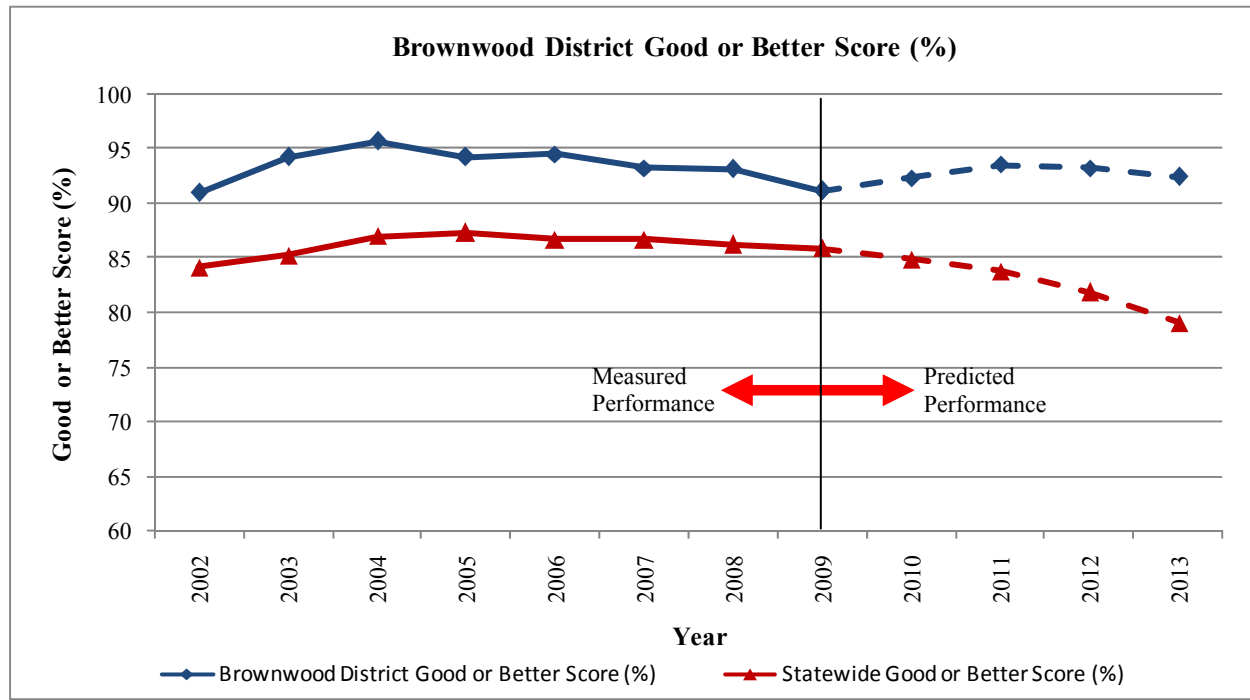
**Table 10. Pavement Performance Summary for Brownwood District and Counties**

			Base Year	Analysis Years				
			2008	2010	2011	2012	2013	
<b>Brownwood District</b>		<b>Achieved Goal (%)</b>	<b>91.17</b>	<b>92.39</b>	<b>93.6</b>	<b>93.33</b>	<b>92.47</b>	
		<b>Achieved Average CS</b>	<b>93</b>	<b>92</b>	<b>91</b>	<b>89</b>	<b>87</b>	
<b>Counties in Brownwood District</b>	<b>Brown</b>	Achieved Goal (%)	94.38	92.97	92.6	90.87	88.09	
		Achieved Average CS	95	93	91	88	86	
	<b>Coleman</b>	Achieved Goal (%)	92.24	94.28	94.57	94.17	93.11	
		Achieved Average CS	93	93	91	89	86	
	<b>Comanche</b>	Achieved Goal (%)	91.28	92.06	96	95.06	93.25	
		Achieved Average CS	94	92	92	89	87	
	<b>Eastland</b>	Achieved Goal (%)	91.84	92.88	93.51	91.38	91.21	
		Achieved Average CS	93	92	90	88	87	
	<b>Lampasas</b>	Achieved Goal (%)	95.04	93.92	93.59	92.8	90.53	
		Achieved Average CS	95	93	91	89	87	
	<b>McCulloch</b>	Achieved Goal (%)	93.96	94.15	93.73	96.42	96.85	
		Achieved Average CS	94	93	91	91	89	
	<b>Mills</b>	Achieved Goal (%)	95.75	94.8	97.7	97.24	98.1	
		Achieved Average CS	95	94	94	92	90	
	<b>San Saba</b>	Achieved Goal (%)	86.51	87.02	87.67	89.65	92.33	
		Achieved Average CS	89	89	88	88	88	
	<b>Stephens</b>	Achieved Goal (%)	77.71	87.64	91.96	93.54	91.32	
		Achieved Average CS	85	90	90	89	86	



Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Mills (98.10%) while the worst was Brown (88.09%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 17. Brownwood District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Bryan District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,127

Total Lane miles = 6,833

FY 2009 Plan total treatments = **816.3 lane miles** = 11.9% of system lane miles

FY 2010 Plan total treatments = **627.0 lane miles** = 9.2% of system lane miles

FY 2011 Plan total treatments = **580.8 lane miles** = 8.5% of system lane miles

FY 2012 Plan total treatments = **532.2 lane miles** = 7.8% of system lane miles

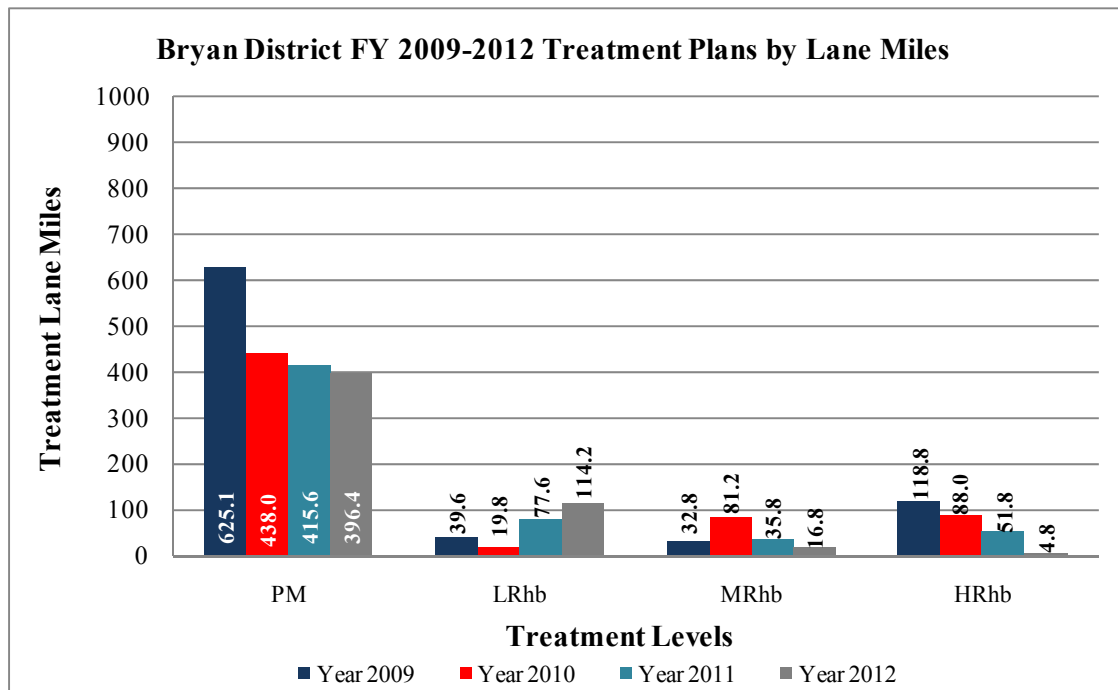


Figure 18. Bryan District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 118.8, 88.0, 51.8 and 4.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 32.8, 81.2, 35.8 and 16.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 39.6, 19.8, 77.6 and 114.2 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 625.1, 438.0, 415.6 and 396.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 697.5 lane miles or approximately 10.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 539.0 lane miles + 118.8 lane miles of Heavy Rehab treatments from FY 2009 = 657.8 lane miles or approximately 9.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 529.0 lane miles + 88.0 lane miles of Heavy Rehab treatments from FY 2010 = 617.0 lane miles or approximately 9.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 527.4 lane miles + 51.8 lane miles of Heavy Rehab treatments from FY 2011 = 579.2 lane miles or approximately 8.5% of the total system.

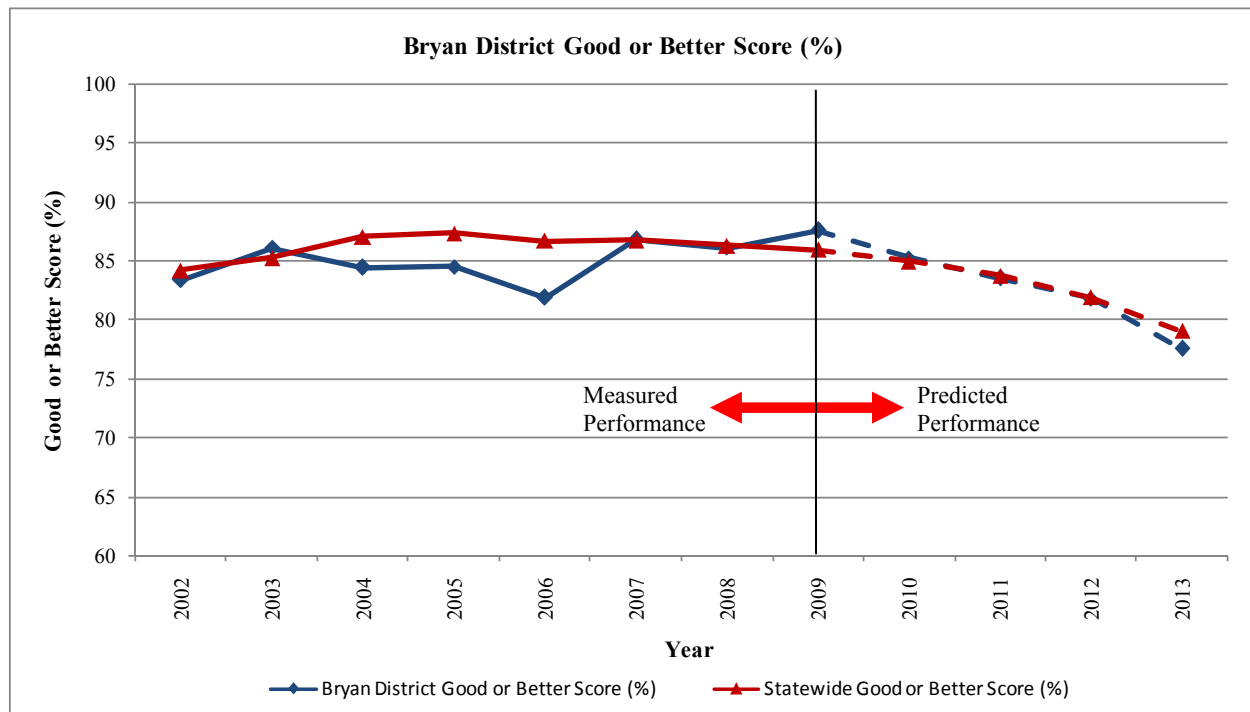
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 11. Pavement Performance Summary for Bryan District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Bryan District</b>		<b>Achieved Goal (%)</b>	<b>87.57</b>	<b>85.27</b>	<b>83.5</b>	<b>81.81</b>	<b>77.52</b>	
		<b>Achieved Average CS</b>	<b>90</b>	<b>88</b>	<b>86</b>	<b>83</b>	<b>81</b>	
<b>Counties in Bryan District</b>	<b>Brazos</b>	Achieved Goal (%)	83.33	82.19	80	75.38	68.45	
		Achieved Average CS	88	87	83	79	75	
	<b>Burleson</b>	Achieved Goal (%)	88.87	84.55	79.46	79.49	71.75	
		Achieved Average CS	90	87	84	82	78	
	<b>Freestone</b>	Achieved Goal (%)	82.47	79.21	80.12	80.85	77.22	
		Achieved Average CS	87	85	84	84	81	
	<b>Grimes</b>	Achieved Goal (%)	85.16	81.58	80.75	77.5	77.8	
		Achieved Average CS	89	86	85	82	82	
	<b>Leon</b>	Achieved Goal (%)	88.68	86.93	82.45	84.4	79.97	
		Achieved Average CS	90	89	85	85	82	
	<b>Madison</b>	Achieved Goal (%)	85.19	82.66	81.16	78.66	73.41	
		Achieved Average CS	88	86	85	82	78	
	<b>Milam</b>	Achieved Goal (%)	89.33	87.4	87.93	83.31	78.5	
		Achieved Average CS	91	89	89	85	81	
	<b>Robertson</b>	Achieved Goal (%)	87.11	86.28	87.37	85.69	83.12	
		Achieved Average CS	91	89	88	86	83	
	<b>Walker</b>	Achieved Goal (%)	94.5	91.97	88.29	87.39	83.32	
		Achieved Average CS	93	91	88	85	83	
	<b>Washington</b>	Achieved Goal (%)	91.91	90.05	87.61	85.21	81.79	
		Achieved Average CS	93	91	87	84	82	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Walker (83.32%) while the worst was Brazos (68.45%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 19. Bryan District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Childress District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,506

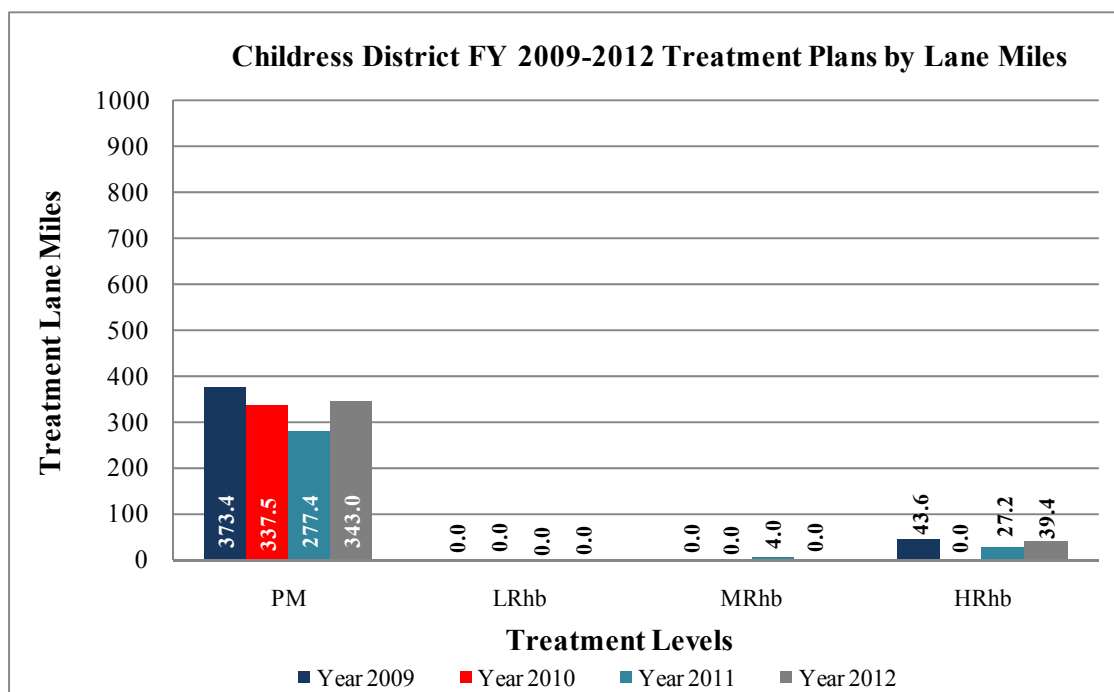
Total Lane miles = 5,401

FY 2009 Plan total treatments = **417.0 lane miles** = 7.7% of system lane miles

FY 2010 Plan total treatments = **337.5 lane miles** = 6.2% of system lane miles

FY 2011 Plan total treatments = **308.6 lane miles** = 5.7% of system lane miles

FY 2012 Plan total treatments = **382.4 lane miles** = 7.1% of system lane miles



**Figure 20. Childress District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 43.6, 0.0, 27.2 and 39.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 4.0 and 0.0.
- There were no Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 373.4, 337.5, 277.4 and 343.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 373.4 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 337.5 lane miles + 43.6 lane miles of Heavy Rehab treatments from FY 2009 = 381.1 lane miles or approximately 7.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 281.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 281.4 lane miles or approximately 5.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 343.0 lane miles + 27.2 lane miles of Heavy Rehab treatments from FY 2011 = 370.2 lane miles or approximately 6.9% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

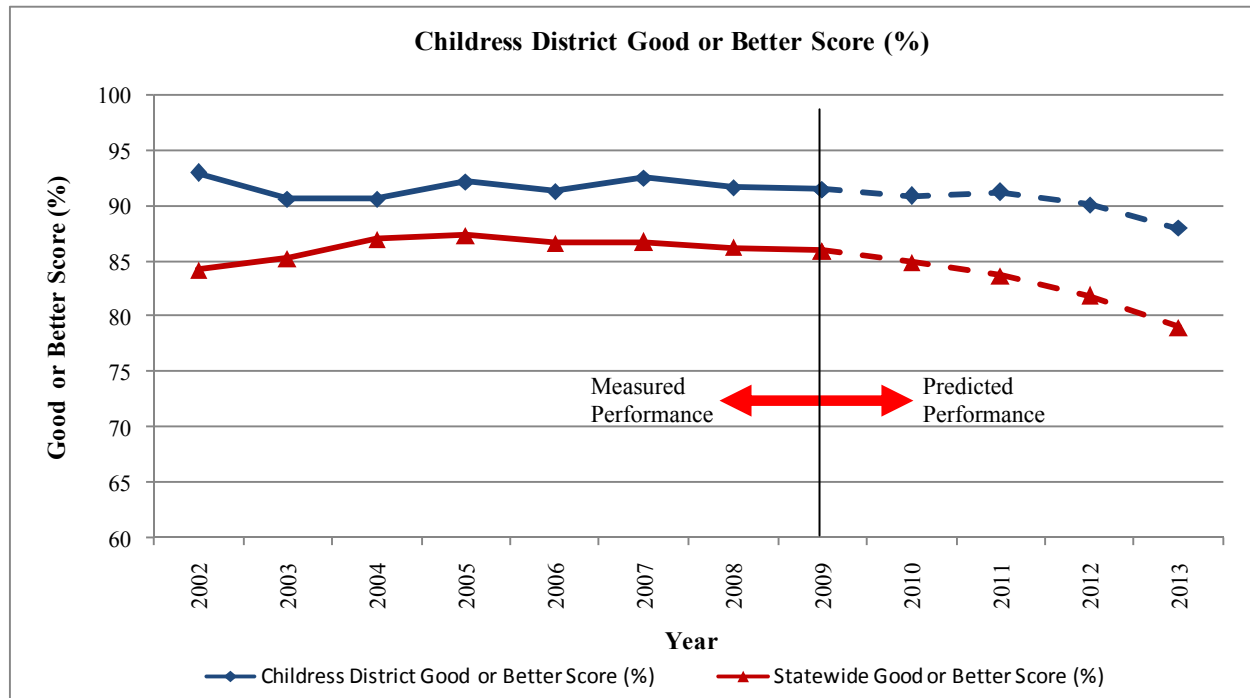
**Table 12. Pavement Performance Summary for Childress District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
	<b>Childress District</b>	<b>Achieved Goal (%)</b>	<b>91.48</b>	<b>90.87</b>	<b>91.25</b>	<b>90.15</b>	<b>88.01</b>	
		<b>Achieved Average CS</b>	<b>94</b>	<b>92</b>	<b>90</b>	<b>88</b>	<b>85</b>	
<b>Counties in Childress District</b>	<b>Briscoe</b>	Achieved Goal (%)	91.18	90.94	88.18	89.04	85.12	
		Achieved Average CS	93	92	89	87	84	
	<b>Childress</b>	Achieved Goal (%)	84.77	83.55	92.32	91.1	87.91	
		Achieved Average CS	90	88	91	88	85	
	<b>Collingsworth</b>	Achieved Goal (%)	91.71	89.94	89.1	88.7	86.48	
		Achieved Average CS	94	92	90	87	83	
	<b>Cottle</b>	Achieved Goal (%)	98.09	96.54	95.15	94.22	90.5	
		Achieved Average CS	97	95	92	89	86	
	<b>Dickens</b>	Achieved Goal (%)	94.43	92.81	91.49	89.66	87.66	
		Achieved Average CS	96	93	91	88	86	
	<b>Donley</b>	Achieved Goal (%)	82.77	80.69	88.33	87.08	85.77	
		Achieved Average CS	91	89	89	87	85	
	<b>Foard</b>	Achieved Goal (%)	90.47	86.49	82.03	82.3	80.47	
		Achieved Average CS	91	89	86	85	82	
	<b>Hall</b>	Achieved Goal (%)	94.77	93.75	94.46	93.18	90.68	
		Achieved Average CS	96	94	92	90	87	
	<b>Hardeman</b>	Achieved Goal (%)	87.04	90.1	91.46	88.92	85.77	
		Achieved Average CS	92	91	90	87	84	
	<b>King</b>	Achieved Goal (%)	92.99	93.5	91.98	97.46	96.95	

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Knox	Achieved Average CS	93	93	90	92	90	
	Achieved Goal (%)	94.51	97.23	95.89	95.03	92.18	
	Achieved Average CS	96	95	92	90	88	
Motley	Achieved Goal (%)	96.49	96.25	95.34	94.43	93.1	
	Achieved Average CS	96	95	93	90	87	
Wheeler	Achieved Goal (%)	91.98	91	89.09	85.48	85.75	
	Achieved Average CS	93	91	88	85	84	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was King (96.95%) while the worst was Foard (80.47%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 21. Childress District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.



## Corpus Christi District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,886

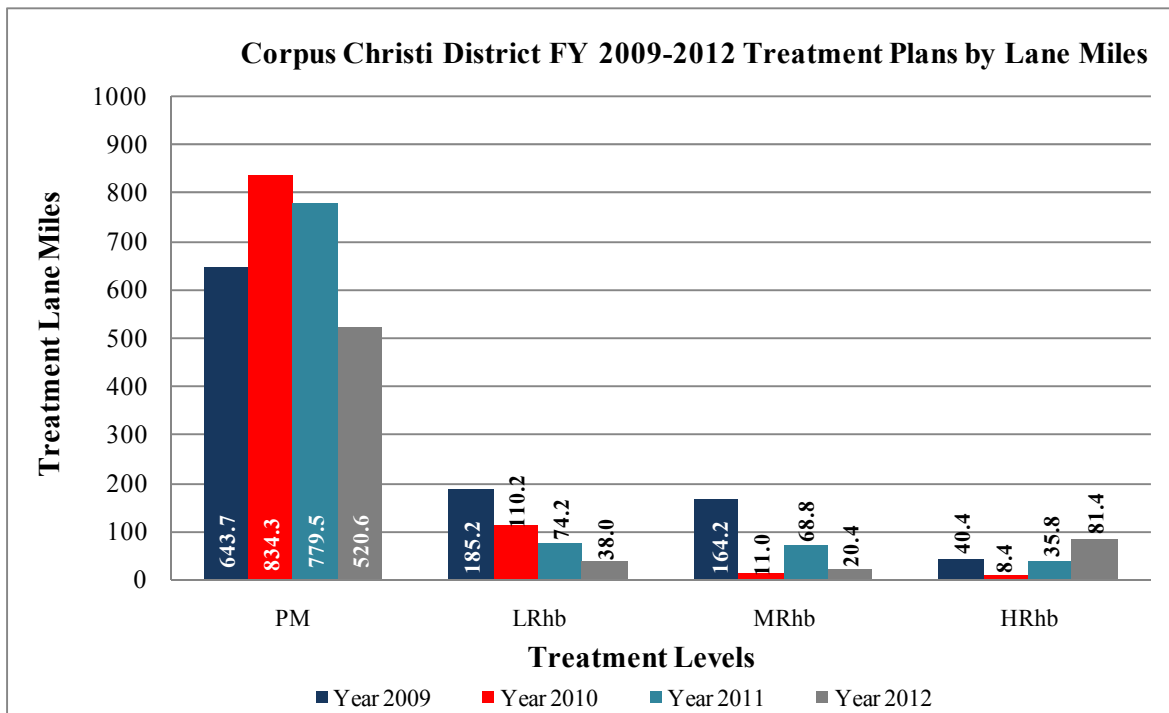
Total Lane miles = 6,866

FY 2009 Plan total treatments = **1033.5 lane miles** = 15.1% of system lane miles

FY 2010 Plan total treatments = **963.9 lane miles** = 14.0% of system lane miles

FY 2011 Plan total treatments = **958.3 lane miles** = 14.0% of system lane miles

FY 2012 Plan total treatments = **660.4 lane miles** = 9.6% of system lane miles



**Figure 22. Corpus Christi District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 40.4, 8.4, 35.8 and 81.4 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 164.2, 11.0, 68.8 and 20.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 185.2, 110.2, 74.2 and 38.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 643.7, 834.3, 779.5 and 520.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 993.1 lane miles or approximately 14.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 955.5 lane miles + 40.4 lane miles of Heavy Rehab treatments from FY 2009 = 995.9 lane miles or approximately 14.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 922.5 lane miles + 8.4 lane miles of Heavy Rehab treatments from FY 2010 = 930.9 lane miles or approximately 13.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 579.0 lane miles + 35.8 lane miles of Heavy Rehab treatments from FY 2011 = 614.8 lane miles or approximately 9.0% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

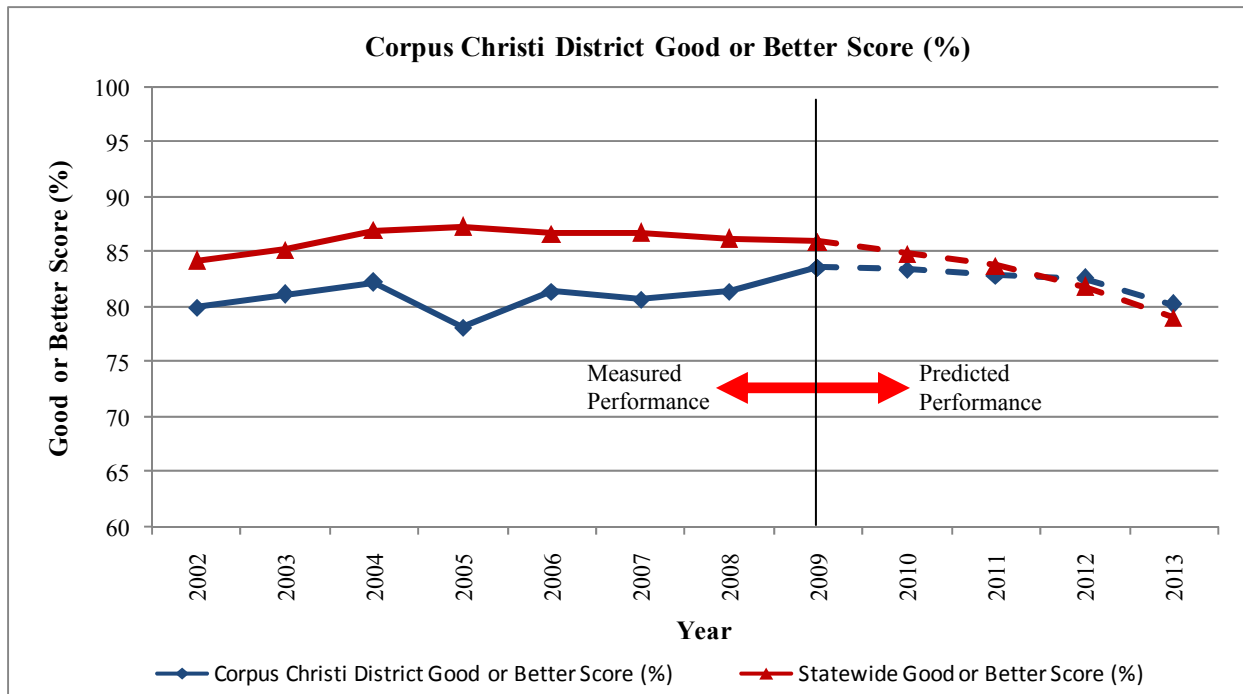
**Table 13. Pavement Performance Summary for Corpus Christi District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Corpus Christi District</b>		<b>Achieved Goal (%)</b>	<b>83.58</b>	<b>83.48</b>	<b>82.87</b>	<b>82.62</b>	<b>80.24</b>	
		<b>Achieved Average CS</b>	<b>88</b>	<b>87</b>	<b>85</b>	<b>84</b>	<b>82</b>	
<b>Counties in Corpus Christi District</b>	<b>Aransas</b>	Achieved Goal (%)	89.85	84.97	83.72	81.91	84.2	
		Achieved Average CS	91	87	85	84	84	
	<b>Bee</b>	Achieved Goal (%)	86.39	89.61	89.2	88.15	85.6	
		Achieved Average CS	90	90	88	86	83	
	<b>Goliad</b>	Achieved Goal (%)	82.97	86.32	82.38	82.42	77.68	
		Achieved Average CS	87	89	86	84	81	
	<b>Jim Wells</b>	Achieved Goal (%)	76.21	76.01	77.46	80.36	82.11	
		Achieved Average CS	84	83	83	83	83	
	<b>Karnes</b>	Achieved Goal (%)	85.59	83.59	80.07	78.62	73.7	
		Achieved Average CS	89	87	85	82	79	
	<b>Kleberg</b>	Achieved Goal (%)	84.47	85.62	87.44	83.39	79.79	
		Achieved Average CS	88	88	87	84	80	
	<b>Live Oak</b>	Achieved Goal (%)	84.32	85.87	85.3	83.45	78.8	
		Achieved Average CS	88	89	88	85	81	
	<b>Nueces</b>	Achieved Goal (%)	85.1	83.29	82.89	82.62	80.45	
		Achieved Average CS	89	86	85	84	82	
	<b>Refugio</b>	Achieved Goal (%)	91.1	89.75	87.12	88.39	84.4	

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
San Patricio		Achieved Average CS	90	89	87	87	83	
		Achieved Goal (%)	77.48	76.93	78.42	79.76	79.68	
		Achieved Average CS	85	83	83	83	81	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Bee (85.60%) while the worst was Karnes (73.7%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 23. Corpus Christi District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Dallas District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,289

Total Lane miles = 10,040

FY 2009 Plan total treatments = **464.2 lane miles** = 4.6% of system lane miles

FY 2010 Plan total treatments = **781.8 lane miles** = 7.8% of system lane miles

FY 2011 Plan total treatments = **153.3 lane miles** = 1.5% of system lane miles

FY 2012 Plan total treatments = **265.3 lane miles** = 2.6% of system lane miles

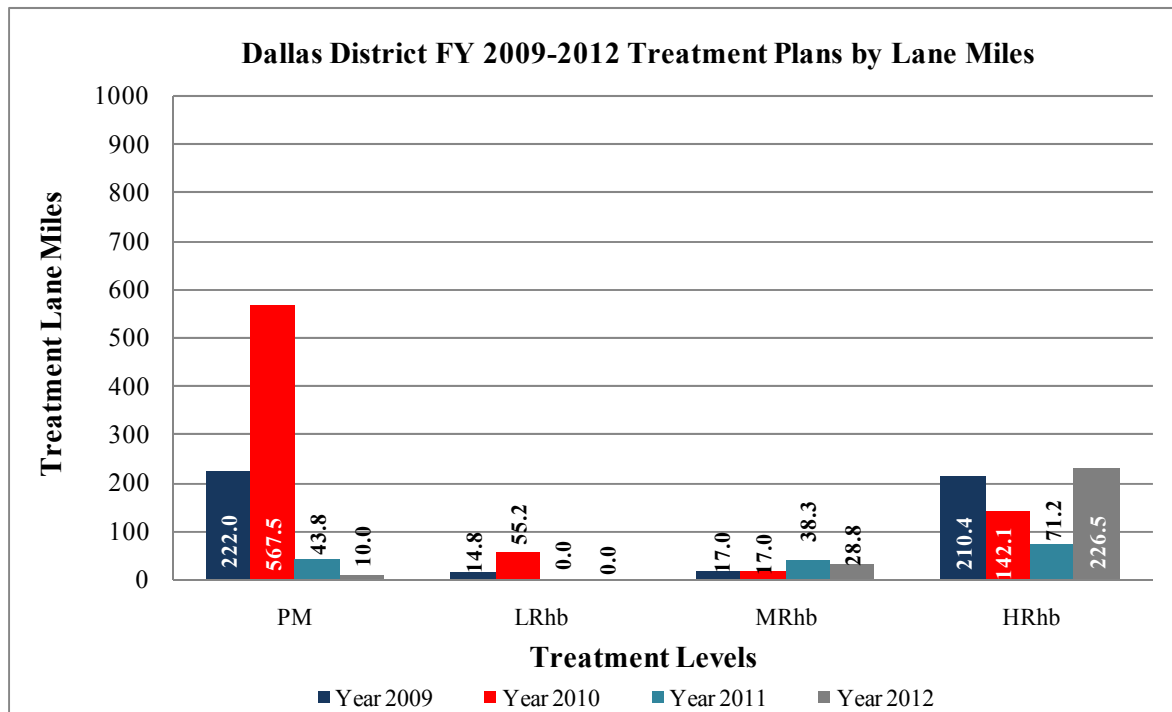


Figure 24. Dallas District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 210.4, 142.1, 71.2 and 226.5 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 17.0, 17.0, 38.3 and 28.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 14.8, 55.2, 0.0 and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 222.0 and 567.5, 43.8 and 10.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 253.8 lane miles or approximately 2.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 639.7 lane miles + 210.4 lane miles of Heavy Rehab treatments from FY 2009 = 850.1 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 82.1 lane miles + 142.1 lane miles of Heavy Rehab treatments from FY 2010 = 224.2 lane miles or approximately 2.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 38.8 lane miles + 71.2 lane miles of Heavy Rehab treatments from FY 2011 = 110.0 lane miles or approximately 1.1% of the total system.

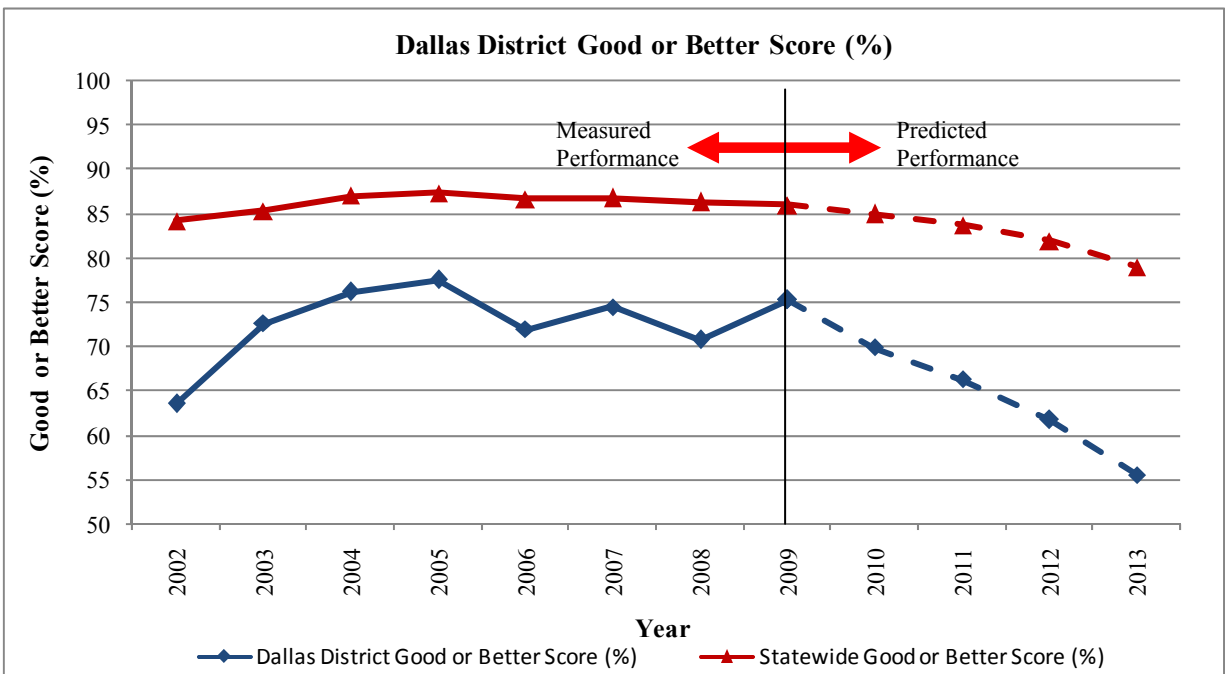
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 14. Pavement Performance Summary for Dallas District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Dallas District</b>		<b>Achieved Goal (%)</b>	<b>75.27</b>	<b>69.9</b>	<b>66.3</b>	<b>61.72</b>	<b>55.61</b>	
		<b>Achieved Average CS</b>	<b>81</b>	<b>77</b>	<b>74</b>	<b>71</b>	<b>67</b>	
<b>Counties in Dallas District</b>	<b>Collin</b>	Achieved Goal (%)	78.41	73.33	70.59	65.85	59.37	
		Achieved Average CS	83	80	78	75	70	
	<b>Dallas</b>	Achieved Goal (%)	67.98	61.1	55.83	50.81	44.24	
		Achieved Average CS	76	71	67	64	59	
	<b>Denton</b>	Achieved Goal (%)	80.92	75.19	73.16	70.62	65.18	
		Achieved Average CS	85	81	79	76	72	
	<b>Ellis</b>	Achieved Goal (%)	82	77.88	73.51	68.86	63.05	
		Achieved Average CS	86	82	79	75	72	
	<b>Kaufman</b>	Achieved Goal (%)	69.83	64.68	60.69	55.95	50.73	
		Achieved Average CS	78	74	70	67	63	
	<b>Navarro</b>	Achieved Goal (%)	86.02	81.79	79.74	74.69	68.06	
		Achieved Average CS	88	85	83	79	74	
	<b>Rockwall</b>	Achieved Goal (%)	57.51	56.78	57.64	51.3	45.45	
		Achieved Average CS	71	69	70	66	61	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Navarro (68.06%) while the worst was Dallas (44.24%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 25. Dallas District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## El Paso District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 1,927

Total Lane miles = 4,717

FY 2009 Plan total treatments = **319.1 lane miles** = 6.8% of system lane miles

FY 2010 Plan total treatments = **79.2 lane miles** = 1.7% of system lane miles

FY 2011 Plan total treatments = **323.9 lane miles** = 6.9% of system lane miles

FY 2012 Plan total treatments = **350.2 lane miles** = 7.4% of system lane miles

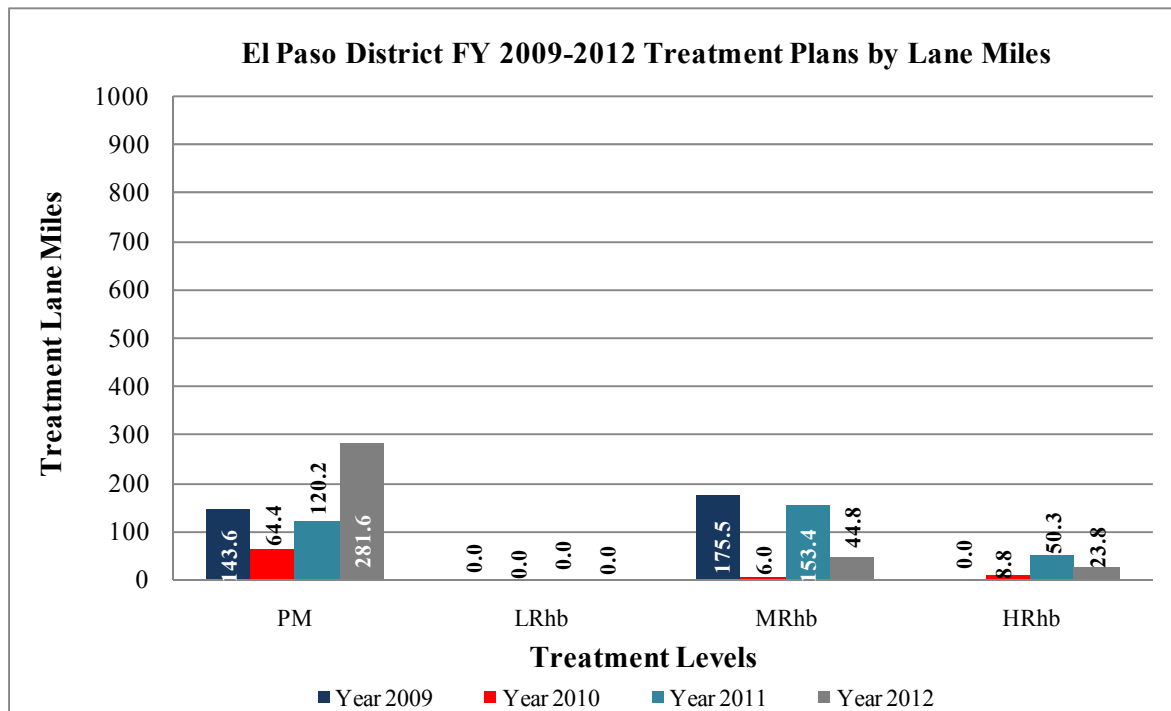


Figure 26. El Paso District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 8.8, 50.3 and 23.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 175.5, 6.0, 153.4 and 44.8 lane miles respectively.
- There were no Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 143.6, 64.4, 120.2 and 281.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 319.1 lane miles or approximately 6.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 70.4 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 70.4 lane miles or approximately 1.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 273.6 lane miles + 8.8 lane miles of Heavy Rehab treatments from FY 2010 = 282.4 lane miles or approximately 6.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 326.4 lane miles + 50.3 lane miles of Heavy Rehab treatments from FY 2011 = 376.7 lane miles or approximately 8.0% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

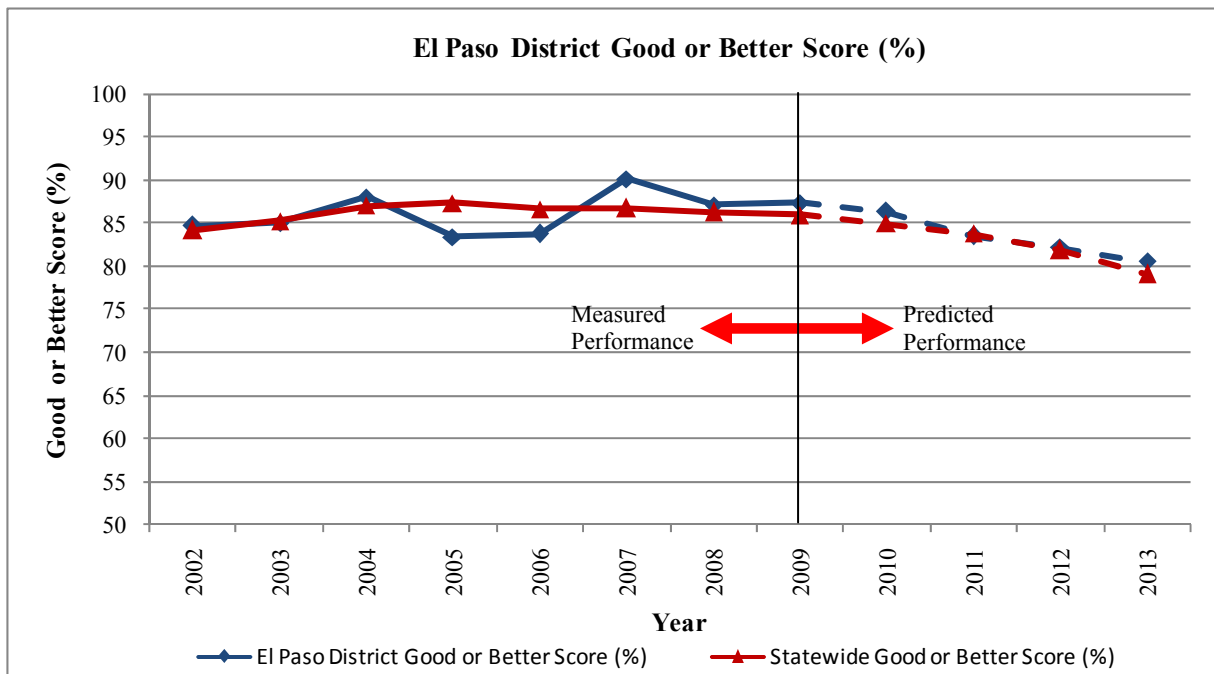
**Table 15. Pavement Performance Summary for El Paso District and Counties**

			Base Year	Analysis Years				
			2008	2010	2011	2012	2013	
<b>El Paso District</b>		<b>Achieved Goal (%)</b>	<b>87.35</b>	<b>86.25</b>	<b>83.52</b>	<b>82.14</b>	<b>80.52</b>	
		<b>Achieved Average CS</b>	<b>90</b>	<b>88</b>	<b>85</b>	<b>84</b>	<b>82</b>	
<b>Counties in El Paso District</b>	<b>Brewster</b>	Achieved Goal (%)	95.55	93.48	91.76	90.59	85.95	
		Achieved Average CS	95	93	90	88	85	
	<b>Culberson</b>	Achieved Goal (%)	92.46	92.21	89.18	86.49	82.37	
		Achieved Average CS	93	92	88	85	82	
	<b>El Paso</b>	Achieved Goal (%)	78.34	77.91	72.97	72.24	75.51	
		Achieved Average CS	84	83	80	79	80	
	<b>Hudspeth</b>	Achieved Goal (%)	90.42	89.01	89.45	87.85	83.25	
		Achieved Average CS	93	91	89	86	83	
	<b>Jeff Davis</b>	Achieved Goal (%)	87.94	84.85	82.2	81.23	79.24	
		Achieved Average CS	90	88	84	82	82	
	<b>Presidio</b>	Achieved Goal (%)	92.01	91.16	89.16	87.35	83.24	
		Achieved Average CS	93	91	88	86	83	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Brewster (85.95%) while the worst was El Paso (75.51%).



### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 27. El Paso District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Fort Worth District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,297

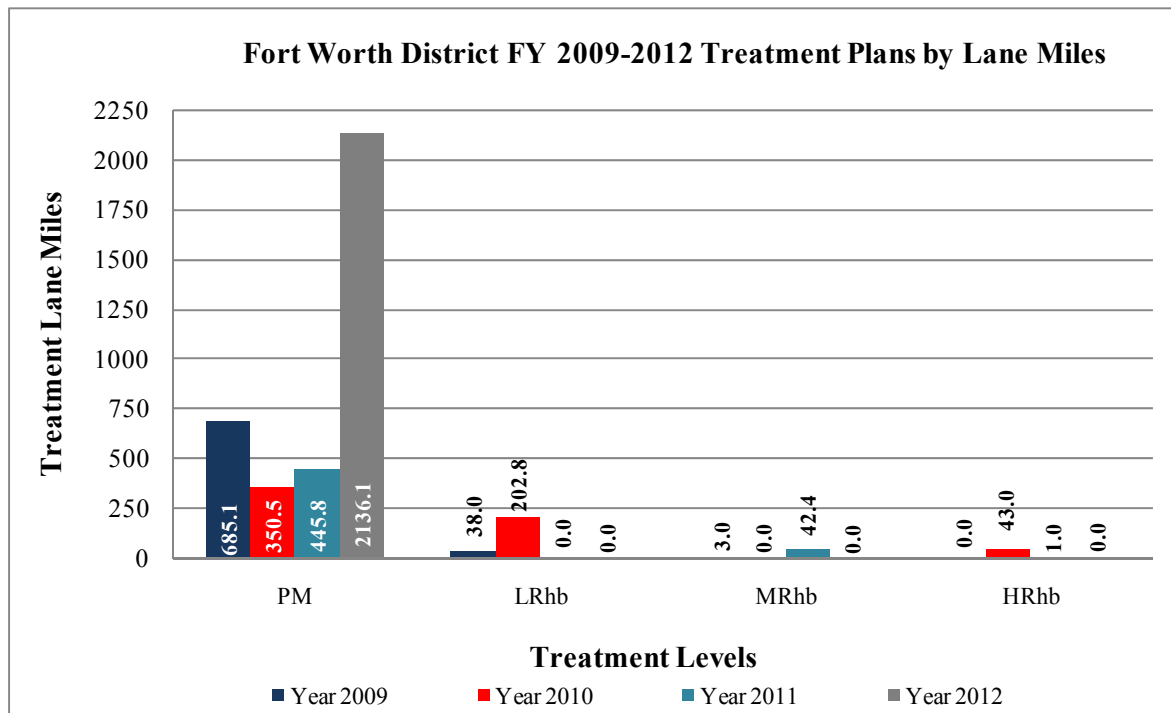
Total Lane miles = 8,528

FY 2009 Plan total treatments = **726.1 lane miles** = 8.5% of system lane miles

FY 2010 Plan total treatments = **596.3 lane miles** = 7.0% of system lane miles

FY 2011 Plan total treatments = **589.2 lane miles** = 5.7% of system lane miles

FY 2012 Plan total treatments = **2136.1 lane miles** = 25.0% of system lane miles



**Figure 28. Fort Worth District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 43.0, 1.0 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 3.0, 0.0, 42.4 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 38.0, 202.8, 0.0 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 685.1, 350.5, 445.8 and 2136.1 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 726.1 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 553.3 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 553.3 lane miles or approximately 6.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 488.2 lane miles + 43.0 lane miles of Heavy Rehab treatments from FY 2010 = 531.2 lane miles or approximately 6.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 2136.1 lane miles + 1.0 lane miles of Heavy Rehab treatments from FY 2011 = 2137.1 lane miles or approximately 25.1% of the total system.

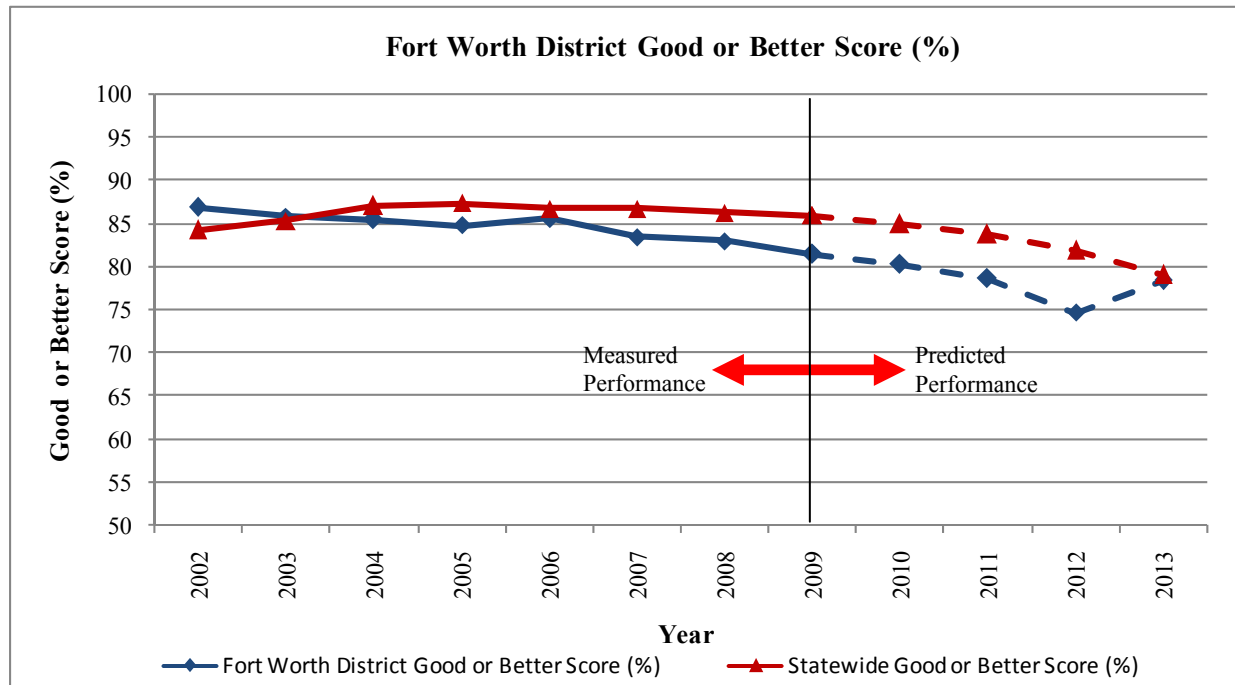
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 16. Pavement Performance Summary for Fort Worth District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Fort Worth District</b>		<b>Achieved Goal (%)</b>	<b>81.44</b>	<b>80.23</b>	<b>78.55</b>	<b>74.63</b>	<b>78.34</b>	
		<b>Achieved Average CS</b>	<b>87</b>	<b>84</b>	<b>82</b>	<b>79</b>	<b>81</b>	
<b>Counties in Fort Worth District</b>	<b>Erath</b>	Achieved Goal (%)	87.59	87.61	84.97	82.93	77.99	
		Achieved Average CS	90	89	86	83	80	
	<b>Hood</b>	Achieved Goal (%)	73.75	71.93	79.35	78.73	83.04	
		Achieved Average CS	85	82	84	82	82	
	<b>Jack</b>	Achieved Goal (%)	91.2	90.65	91.1	88.84	82.27	
		Achieved Average CS	93	91	88	86	82	
	<b>Johnson</b>	Achieved Goal (%)	76.29	77.1	75.28	72.67	74.63	
		Achieved Average CS	84	82	79	77	78	
	<b>Palo Pinto</b>	Achieved Goal (%)	90.36	88.76	83.69	79.27	74.3	
		Achieved Average CS	93	90	86	83	79	
	<b>Parker</b>	Achieved Goal (%)	78.17	80.72	77.75	77.22	83	
		Achieved Average CS	83	84	80	79	82	
	<b>Somervell</b>	Achieved Goal (%)	83.74	78.78	86.57	80.33	75.8	
		Achieved Average CS	89	85	88	84	79	
	<b>Tarrant</b>	Achieved Goal (%)	79.2	73.9	71.82	65.38	77.72	
		Achieved Average CS	85	80	78	74	81	
	<b>Wise</b>	Achieved Goal (%)	80.79	88.57	86.27	83.31	79.9	
		Achieved Average CS	87	90	87	83	80	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Hood (83.04%) while the worst was Palo Pinto (74.30%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 29. Fort Worth District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Houston District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,134

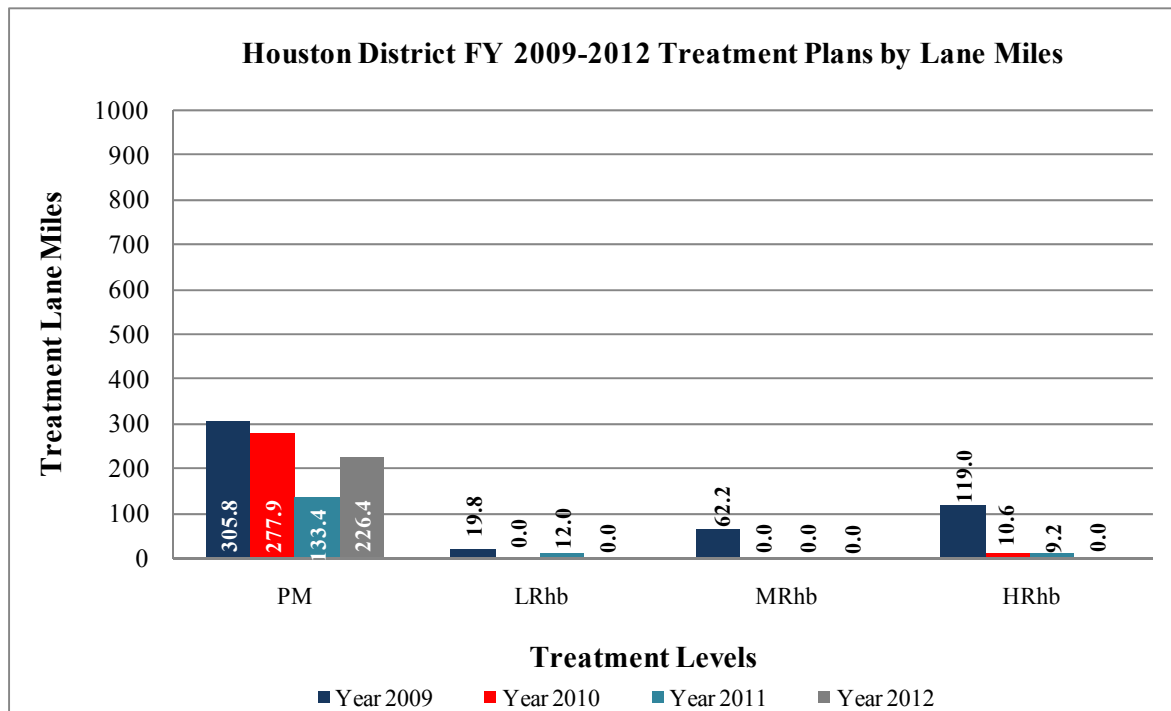
Total Lane miles = 9,885

FY 2009 Plan total treatments = **506.8 lane miles** = 5.1% of system lane miles

FY 2010 Plan total treatments = **288.5 lane miles** = 2.9% of system lane miles

FY 2011 Plan total treatments = **154.6 lane miles** = 1.6% of system lane miles

FY 2012 Plan total treatments = **226.3 lane miles** = 2.3% of system lane miles



**Figure 30. Houston District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 119.0, 10.6, 9.2 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 62.2, 0.0, 0.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 19.8, 0.0, 12.0 and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 305.8 and 277.9, 133.4 and 226.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 387.8 lane miles or approximately 3.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 277.9 lane miles + 119.0 lane miles of Heavy Rehab treatments from FY 2009 = 396.9 lane miles or approximately 4.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 145.4 lane miles + 10.6 lane miles of Heavy Rehab treatments from FY 2010 = 156.0 lane miles or approximately 1.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 226.4 lane miles + 9.2 lane miles of Heavy Rehab treatments from FY 2011 = 235.6 lane miles or approximately 2.4% of the total system.

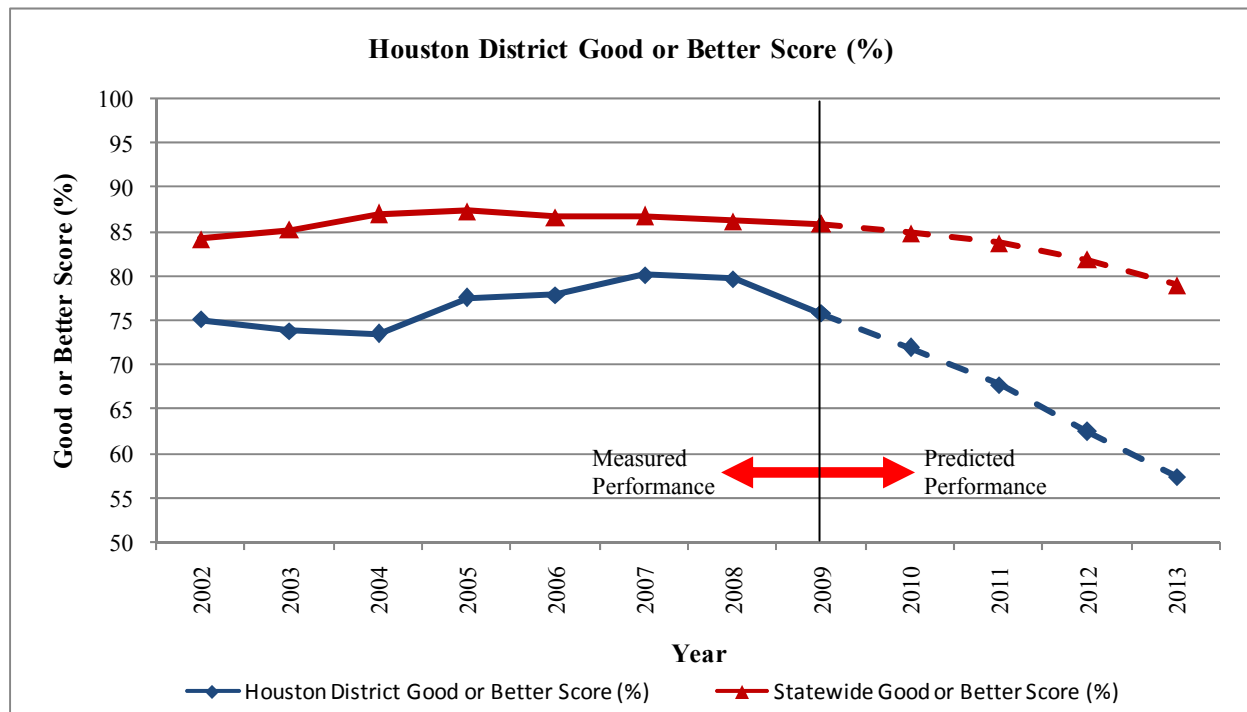
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 17. Pavement Performance Summary for Houston District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Houston District</b>		<b>Achieved Goal (%)</b>	<b>75.8</b>	<b>71.93</b>	<b>67.74</b>	<b>62.46</b>	<b>57.41</b>	
		<b>Achieved Average CS</b>	<b>84</b>	<b>80</b>	<b>77</b>	<b>72</b>	<b>69</b>	
<b>Counties in Houston District</b>	<b>Brazoria</b>	Achieved Goal (%)	74.26	73.72	70.17	65.42	62.53	
		Achieved Average CS	82	81	77	73	70	
	<b>Fort Bend</b>	Achieved Goal (%)	81.43	78.45	74.3	70.26	66.73	
		Achieved Average CS	88	85	81	77	73	
	<b>Galveston</b>	Achieved Goal (%)	70.75	66.4	64.58	61.08	58.48	
		Achieved Average CS	81	78	76	72	70	
	<b>Harris</b>	Achieved Goal (%)	75.09	69.14	62.84	56.19	48.66	
		Achieved Average CS	82	78	74	68	64	
	<b>Montgomery</b>	Achieved Goal (%)	80.45	76.64	74.59	70.42	67.39	
		Achieved Average CS	88	85	82	78	75	
	<b>Waller</b>	Achieved Goal (%)	75.3	80.9	84.63	82.18	82.3	
		Achieved Average CS	87	88	88	85	82	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Waller (82.30%) while the worst was Harris (48.66%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 31. Houston District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Laredo District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,266

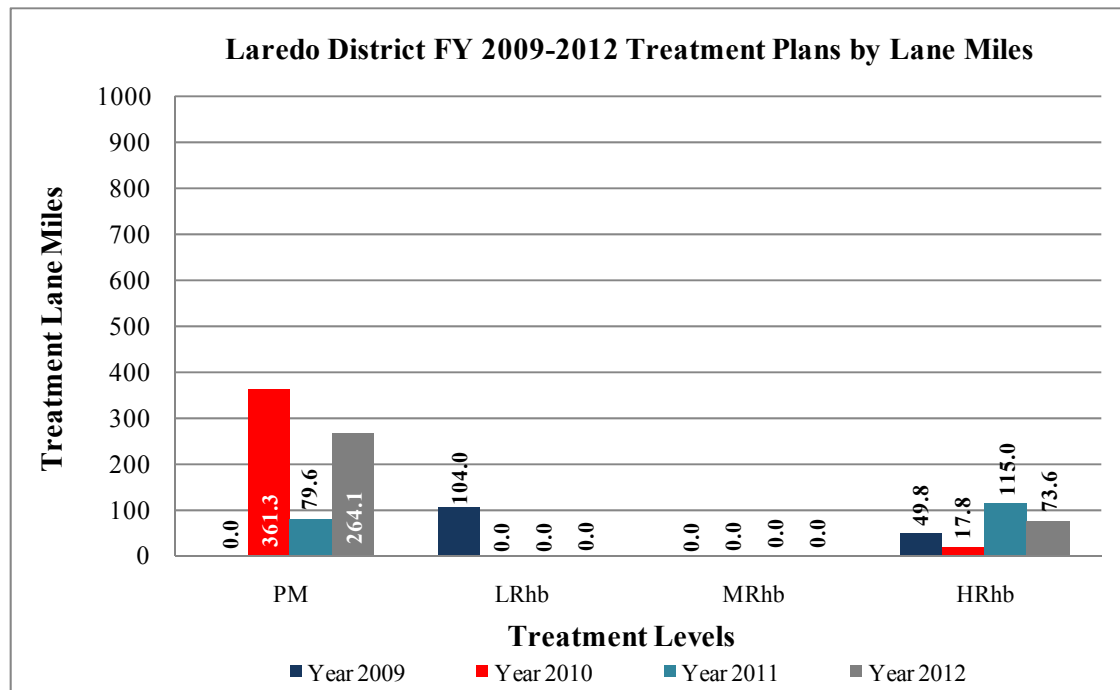
Total Lane miles = 4,892

FY 2009 Plan total treatments = **153.8 lane miles** = 3.1% of system lane miles

FY 2010 Plan total treatments = **379.1 lane miles** = 7.8% of system lane miles

FY 2011 Plan total treatments = **194.6 lane miles** = 4.0% of system lane miles

FY 2012 Plan total treatments = **337.7 lane miles** = 6.9% of system lane miles



**Figure 32. Laredo District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 49.8 and 17.8, 115.0 and 73.6 lane miles respectively.
- There were no Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 104.0, 0.0, 0.0 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 361.3, 79.6 and 264.1 lane miles respectively.



The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 104.0 lane miles or approximately 2.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 361.3 lane miles + 49.8 lane miles of Heavy Rehab treatments from FY 2009 = 411.1 lane miles or approximately 8.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 79.6 lane miles + 17.8 lane miles of Heavy Rehab treatments from FY 2010 = 97.4 lane miles or approximately 2.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 264.1 lane miles + 115.0 lane miles of Heavy Rehab treatments from FY 2011 = 379.1 lane miles or approximately 7.8% of the total system.

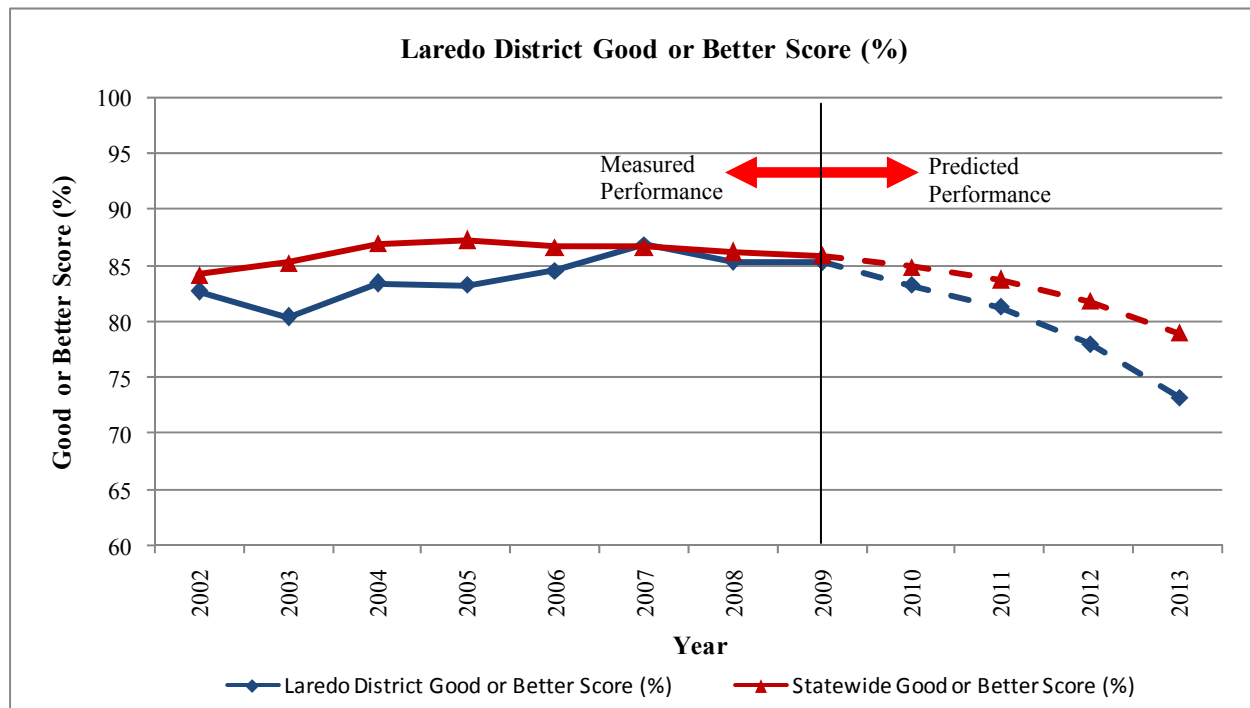
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 18. Pavement Performance Summary for Laredo District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Laredo District</b>		<b>Achieved Goal (%)</b>	85.37	83.30	81.36	78.01	73.27	
		<b>Achieved Average CS</b>	89	86	84	81	78	
<b>Counties in Laredo District</b>	<b>Dimmit</b>	Achieved Goal (%)	83.76	80.1	77.57	76.1	76.33	
		Achieved Average CS	89	86	82	80	80	
	<b>Duval</b>	Achieved Goal (%)	93.46	92.18	89.62	86.43	81.47	
		Achieved Average CS	94	92	88	85	82	
	<b>Kinney</b>	Achieved Goal (%)	94.09	90.94	88.98	83.63	77.07	
		Achieved Average CS	95	91	88	84	79	
	<b>La Salle</b>	Achieved Goal (%)	79.29	80.87	76.22	72.9	70.68	
		Achieved Average CS	86	86	82	78	77	
	<b>Maverick</b>	Achieved Goal (%)	67.95	65.15	70.17	64.74	59.80	
		Achieved Average CS	78	74	78	74	71	
	<b>Val Verde</b>	Achieved Goal (%)	91.2	88.42	86.31	84.26	77.49	
		Achieved Average CS	92	88	86	83	80	
	<b>Webb</b>	Achieved Goal (%)	87.79	85.69	84.32	81.45	76.47	
		Achieved Average CS	90	88	86	82	79	
	<b>Zavala</b>	Achieved Goal (%)	79.62	76.03	71.4	66.53	59.15	
		Achieved Average CS	86	83	79	74	69	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Duval (81.47%) while the worst was Zavala (59.15%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 33. Laredo District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Lubbock District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 5,267

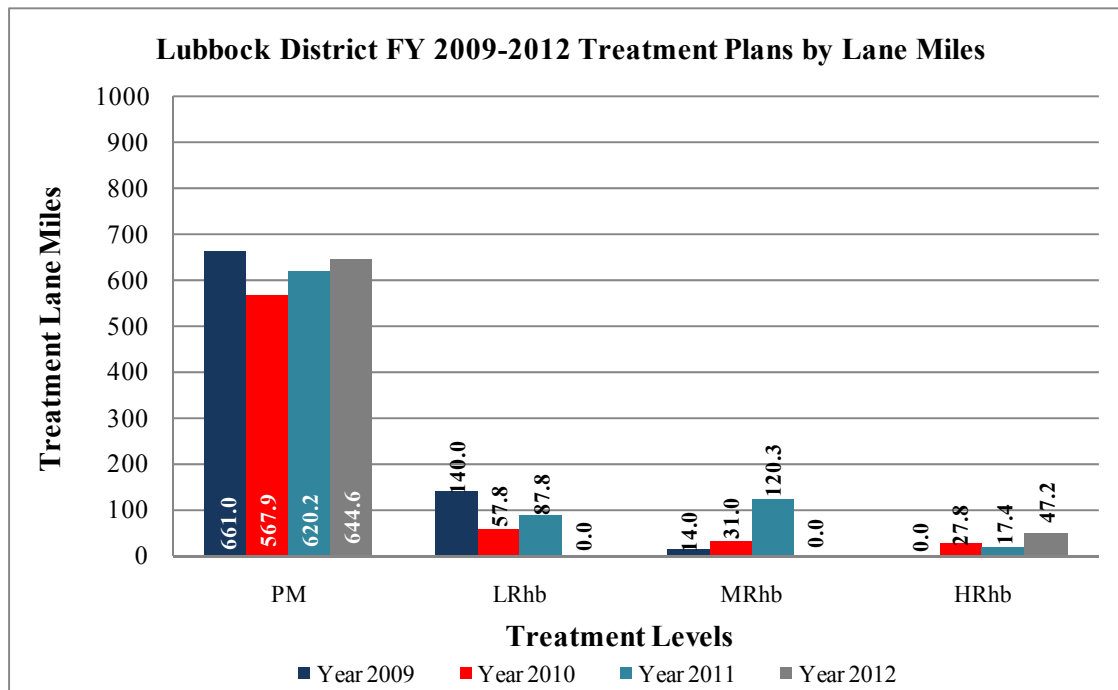
Total Lane miles = 11,732

FY 2009 Plan total treatments = **815.0 lane miles** = 6.9% of system lane miles

FY 2010 Plan total treatments = **684.5 lane miles** = 5.8% of system lane miles

FY 2011 Plan total treatments = **845.7 lane miles** = 7.2% of system lane miles

FY 2012 Plan total treatments = **691.8 lane miles** = 5.9% of system lane miles



**Figure 34. Lubbock District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 27.8, 17.4 and 47.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 14.0, 31.0, 120.3 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 140.0, 57.8, 87.8 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 661.0 and 567.9, 620.2 and 644.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 815.0 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 656.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 656.7 lane miles or approximately 5.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 828.3 lane miles + 27.8 lane miles of Heavy Rehab treatments from FY 2010 = 856.1 lane miles or approximately 7.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 644.6 lane miles + 17.2 lane miles of Heavy Rehab treatments from FY 2011 = 662.0 lane miles or approximately 5.6% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

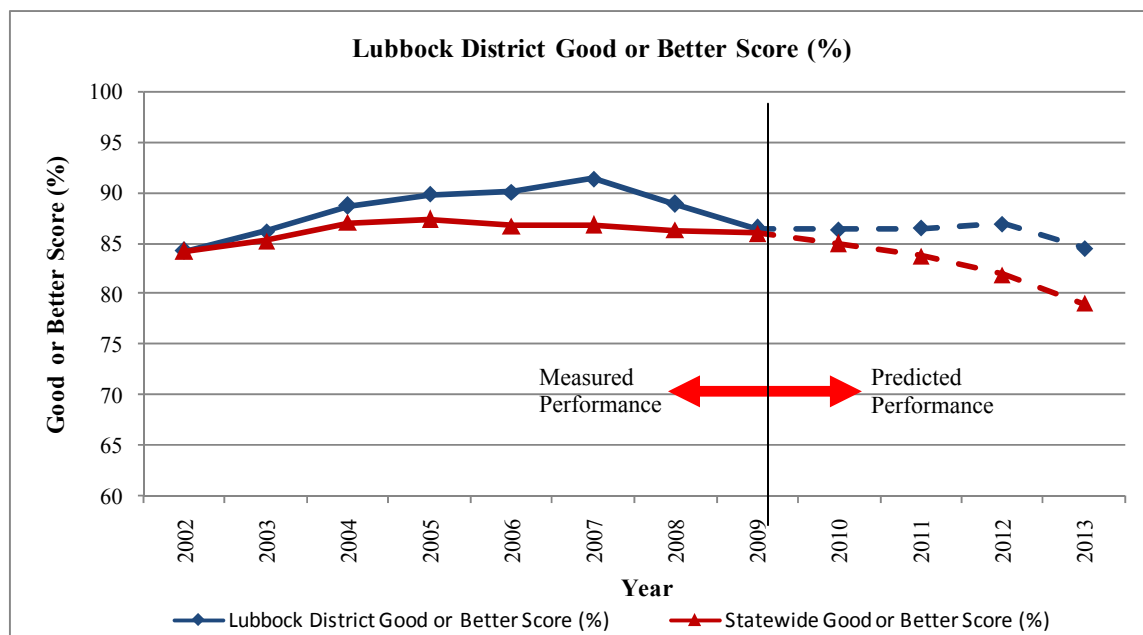
**Table 19. Pavement Performance Summary for Lubbock District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
	<b>Lubbock District</b>	<b>Achieved Goal (%)</b>	<b>86.4</b>	<b>86.33</b>	<b>86.47</b>	<b>86.87</b>	<b>84.45</b>	
		<b>Achieved Average CS</b>	<b>91</b>	<b>89</b>	<b>87</b>	<b>86</b>	<b>84</b>	
<b>Counties in Lubbock District</b>	<b>Bailey</b>	Achieved Goal (%)	91.77	91.77	90.24	88.71	86.81	
		Achieved Average CS	93	91	88	86	85	
	<b>Castro</b>	Achieved Goal (%)	82.35	86.89	87.52	86.21	82.09	
		Achieved Average CS	88	89	88	85	82	
	<b>Cochran</b>	Achieved Goal (%)	95.54	93.39	95.02	93.31	91.16	
		Achieved Average CS	96	94	93	90	87	
	<b>Crosby</b>	Achieved Goal (%)	76.42	81.37	89.47	92.75	90.1	
		Achieved Average CS	87	87	89	89	86	
	<b>Dawson</b>	Achieved Goal (%)	79.8	79.52	77.84	90.08	88.43	
		Achieved Average CS	88	86	83	87	85	
	<b>Floyd</b>	Achieved Goal (%)	77.64	75.86	74.89	73.78	80.09	
		Achieved Average CS	87	84	82	79	82	
	<b>Gaines</b>	Achieved Goal (%)	92.59	93.37	95.25	92.56	89.68	
		Achieved Average CS	94	92	91	88	87	
	<b>Garza</b>	Achieved Goal (%)	96.59	95.94	96.77	94.64	89.65	
		Achieved Average CS	97	95	93	90	87	
	<b>Hale</b>	Achieved Goal (%)	90.96	89.64	87.82	85.61	84.66	
		Achieved Average CS	93	91	88	85	85	
	<b>Hockley</b>	Achieved Goal (%)	85.01	83.24	81.87	81.06	76.53	

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
	Achieved Average CS	88	87	85	83	81	
	Achieved Goal (%)	76.32	78.46	78.79	78.51	74.88	
Lamb	Achieved Average CS	85	85	84	82	79	
	Achieved Goal (%)	88.62	87.94	87.48	87.68	83.28	
Lubbock	Achieved Average CS	91	90	88	87	84	
	Achieved Goal (%)	85.43	85.95	88.01	87.79	84.75	
Lynn	Achieved Average CS	91	89	88	87	84	
	Achieved Goal (%)	77.06	74.39	75.66	76.62	77.86	
Parmer	Achieved Average CS	86	83	82	81	80	
	Achieved Goal (%)	93.98	91.47	89.98	89.37	85.12	
Swisher	Achieved Average CS	94	92	89	87	84	
	Achieved Goal (%)	87.75	90.81	90.27	92.15	89.98	
Terry	Achieved Average CS	92	92	90	88	86	
	Achieved Goal (%)	94.4	92.89	91.71	94.92	90.87	
Yoakum	Achieved Average CS	95	93	90	90	87	
	Achieved Goal (%)						

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Cochran (91.16%) while the worst was Lamb (74.88%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 35. Lubbock District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Lufkin District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,880

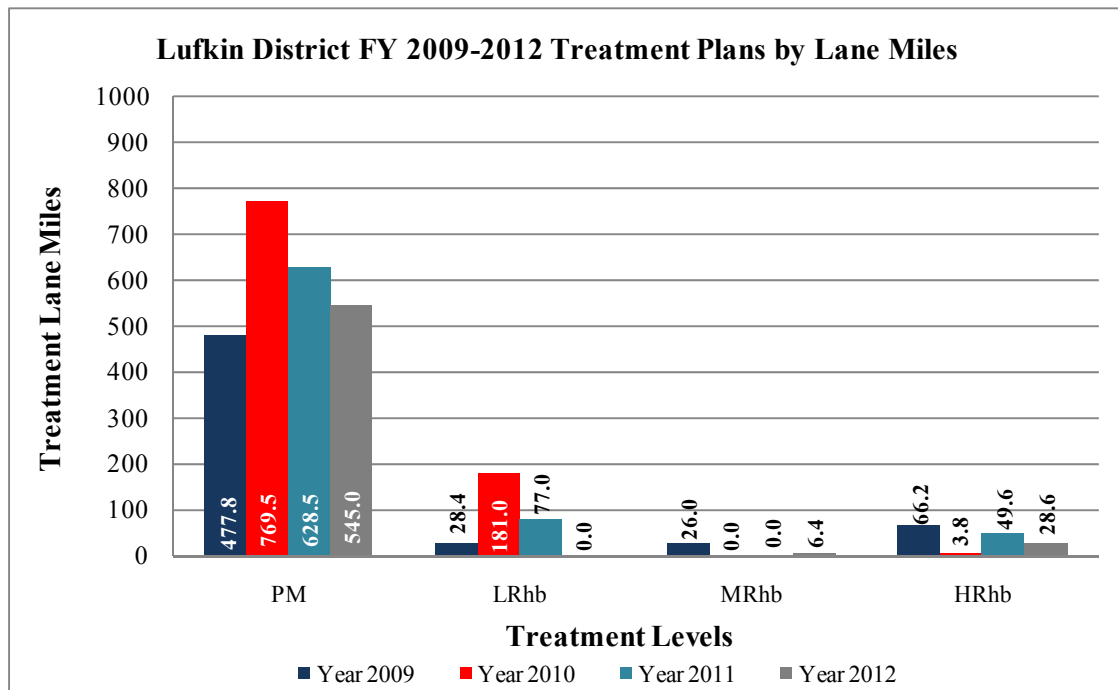
Total Lane miles = 6,386

FY 2009 Plan total treatments = **598.4 lane miles** = 9.4% of system lane miles

FY 2010 Plan total treatments = **954.3 lane miles** = 14.9% of system lane miles

FY 2011 Plan total treatments = **755.1 lane miles** = 11.8% of system lane miles

FY 2012 Plan total treatments = **580.0 lane miles** = 9.1% of system lane miles



**Figure 36. Lufkin District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 66.2 and 3.8, 49.6 and 28.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 26.0, 0.0, 0.0 and 6.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 28.4 and 181.0, 77.0 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 477.8, 769.5, 628.5 and 545.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 532.2 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 950.5 lane miles + 66.2 lane miles of Heavy Rehab treatments from FY 2009 = 1016.7 lane miles or approximately 15.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 705.5 lane miles + 3.8 lane miles of Heavy Rehab treatments from FY 2010 = 709.3 lane miles or approximately 11.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 551.4 lane miles + 49.6 lane miles of Heavy Rehab treatments from FY 2011 = 601.0 lane miles or approximately 9.4% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

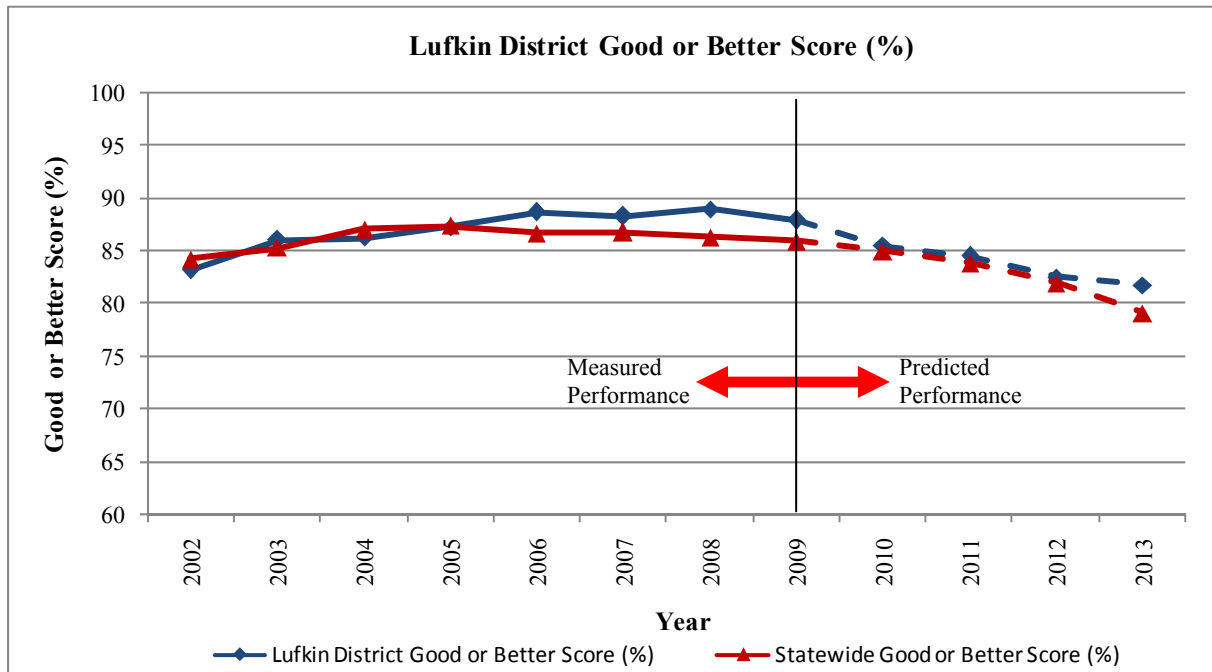
**Table 20. Pavement Performance Summary for Lufkin District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Lufkin District</b>		<b>Achieved Goal (%)</b>	87.87	85.45	84.49	82.48	81.75	
		<b>Achieved Average CS</b>	91	88	86	84	82	
<b>Counties in Lufkin District</b>	<b>Angelina</b>	Achieved Goal (%)	88.24	84.86	84.01	80.6	85.23	
		Achieved Average CS	91	88	86	82	83	
	<b>Houston</b>	Achieved Goal (%)	82.34	77.76	76.2	73.65	68.61	
		Achieved Average CS	87	84	81	79	75	
	<b>Nacogdoches</b>	Achieved Goal (%)	89.97	84.7	83.04	80.66	81.09	
		Achieved Average CS	91	88	86	83	82	
	<b>Polk</b>	Achieved Goal (%)	81.01	84.25	85.1	82.15	81.72	
		Achieved Average CS	88	88	87	84	82	
	<b>Sabine</b>	Achieved Goal (%)	90.07	86.44	83.42	81.02	81.31	
		Achieved Average CS	91	89	86	84	83	
	<b>San Augustine</b>	Achieved Goal (%)	91.69	93.34	92.09	91.15	86.48	
		Achieved Average CS	93	93	90	88	85	
	<b>San Jacinto</b>	Achieved Goal (%)	97.21	95.34	93.35	93.87	92.99	
		Achieved Average CS	97	94	92	90	88	
	<b>Shelby</b>	Achieved Goal (%)	88.19	83.32	82.33	80.52	79.87	
		Achieved Average CS	91	87	85	83	81	
	<b>Trinity</b>	Achieved Goal (%)	87.73	87.63	89.72	90.14	86.64	
		Achieved Average CS	92	90	90	88	85	



Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was San Jacinto (92.99%) while the worst was Houston (68.61%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 37. Lufkin District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Odessa District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,388

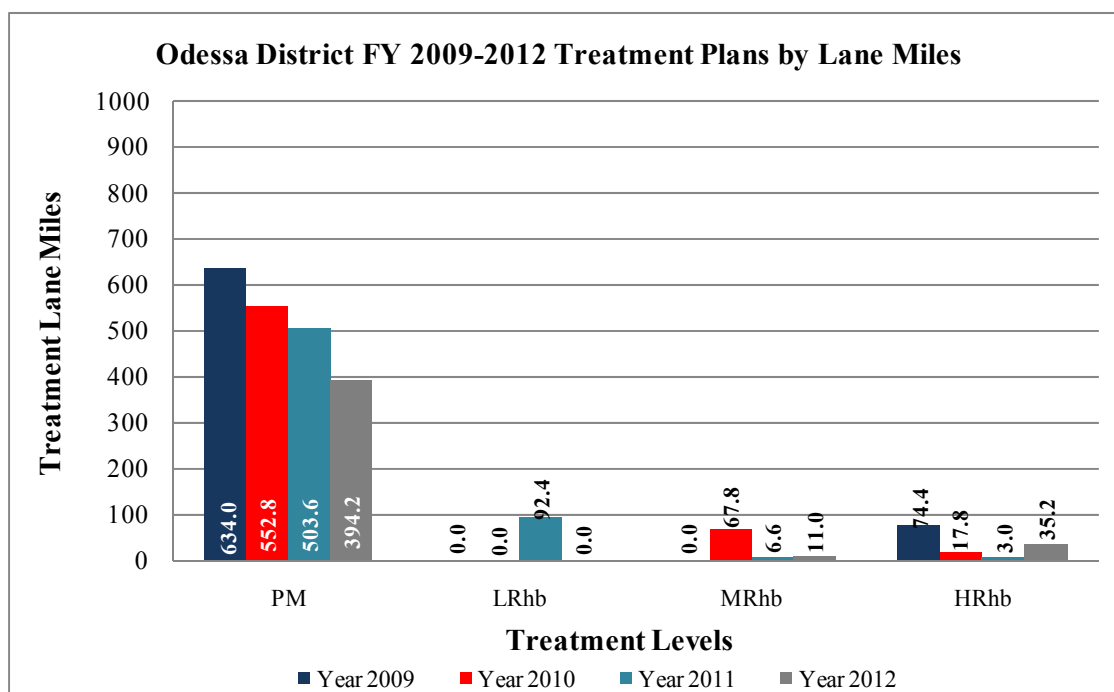
Total Lane miles = 8,079

FY 2009 Plan total treatments = **708.4 lane miles** = 8.8% of system lane miles

FY 2010 Plan total treatments = **638.4 lane miles** = 7.9% of system lane miles

FY 2011 Plan total treatments = **605.6 lane miles** = 7.5% of system lane miles

FY 2012 Plan total treatments = **440.4 lane miles** = 5.5% of system lane miles



**Figure 38. Odessa District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 74.4, 17.8, 3.0 and 35.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0 and 67.8, 6.6 and 11.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 92.4 and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 634.0, 552.8, 503.6 and 394.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 634.0 lane miles or approximately 7.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 620.6 lane miles + 74.4 lane miles of Heavy Rehab treatments from FY 2009 = 695.0 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 602.6 lane miles + 17.8 lane miles of Heavy Rehab treatments from FY 2010 = 620.4 lane miles or approximately 7.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 405.2 lane miles + 3.0 lane miles of Heavy Rehab treatments from FY 2011 = 408.2 lane miles or approximately 5.1% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

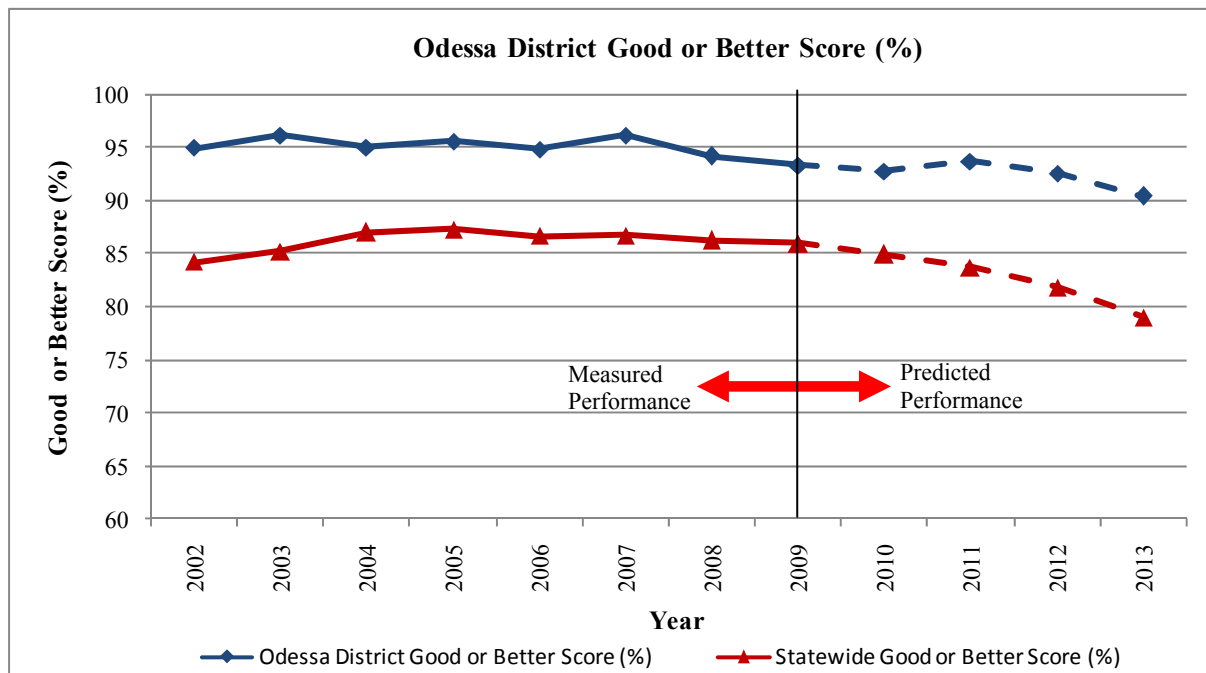
**Table 21. Pavement Performance Summary for Odessa District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Odessa District</b>		<b>Achieved Goal (%)</b>	<b>93.33</b>	<b>92.75</b>	<b>93.69</b>	<b>92.57</b>	<b>90.38</b>	
		<b>Achieved Average CS</b>	<b>95</b>	<b>93</b>	<b>91</b>	<b>89</b>	<b>86</b>	
<b>Counties in Odessa District</b>	<b>Andrews</b>	Achieved Goal (%)	96.17	95.25	96.83	94.88	92.89	
		Achieved Average CS	96	94	93	90	88	
	<b>Crane</b>	Achieved Goal (%)	98.98	100	99.04	98.66	97.57	
		Achieved Average CS	96	97	94	92	90	
	<b>Ector</b>	Achieved Goal (%)	89.52	89.86	91.18	90.35	88.08	
		Achieved Average CS	94	92	90	88	85	
	<b>Loving</b>	Achieved Goal (%)	98.81	98.52	97.03	98.22	94.07	
		Achieved Average CS	99	97	95	92	89	
	<b>Martin</b>	Achieved Goal (%)	85.84	89.88	96.17	95.08	92.3	
		Achieved Average CS	91	91	93	90	86	
	<b>Midland</b>	Achieved Goal (%)	85.97	82.35	84.13	81.46	76.77	
		Achieved Average CS	90	87	86	83	79	
	<b>Pecos</b>	Achieved Goal (%)	98.71	98.15	98.35	97.2	95.58	
		Achieved Average CS	98	96	94	92	89	
	<b>Reeves</b>	Achieved Goal (%)	92.34	90.95	90.61	91	90.4	
		Achieved Average CS	94	92	90	89	87	
	<b>Terrell</b>	Achieved Goal (%)	96.51	98.18	99.48	99.22	97.11	

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Upton	Achieved Average CS	97	96	94	91	88	
	Achieved Goal (%)	96.97	97.9	98.87	98.1	97.08	
	Achieved Average CS	98	96	94	92	89	
Ward	Achieved Goal (%)	96.63	94.35	94.97	93.92	90.4	
	Achieved Average CS	97	95	92	89	86	
Winkler	Achieved Goal (%)	92.27	91.06	88.63	84.73	83.39	
	Achieved Average CS	94	92	90	87	84	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Crane (97.57%) while the worst was Midland (76.77%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 39. Odessa District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Paris District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,412

Total Lane miles = 6,780

FY 2009 Plan total treatments = **630.8 lane miles** = 9.3% of system lane miles

FY 2010 Plan total treatments = **528.8 lane miles** = 7.8% of system lane miles

FY 2011 Plan total treatments = **642.0 lane miles** = 9.5% of system lane miles

FY 2012 Plan total treatments = **587.4 lane miles** = 8.7% of system lane miles

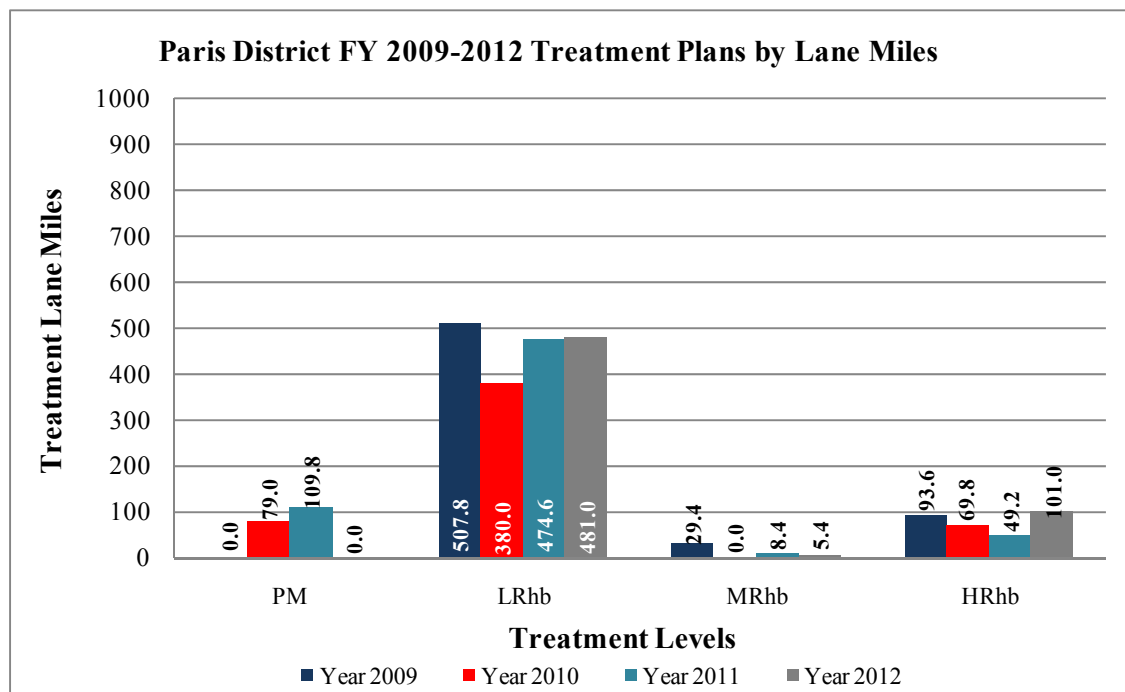


Figure 40. Paris District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 93.6, 69.8, 49.2 and 101.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 29.4, 0.0, 8.4 and 5.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 507.8, 380.0, 474.6 and 481.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 79.0, 109.8 and 0.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 537.2 lane miles or approximately 7.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 459.0 lane miles + 93.6 lane miles of Heavy Rehab treatments from FY 2009 = 552.6 lane miles or approximately 8.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 592.8 lane miles + 69.8 lane miles of Heavy Rehab treatments from FY 2010 = 662.6 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 486.4 lane miles + 49.2 lane miles of Heavy Rehab treatments from FY 2011 = 535.6 lane miles or approximately 7.9% of the total system.

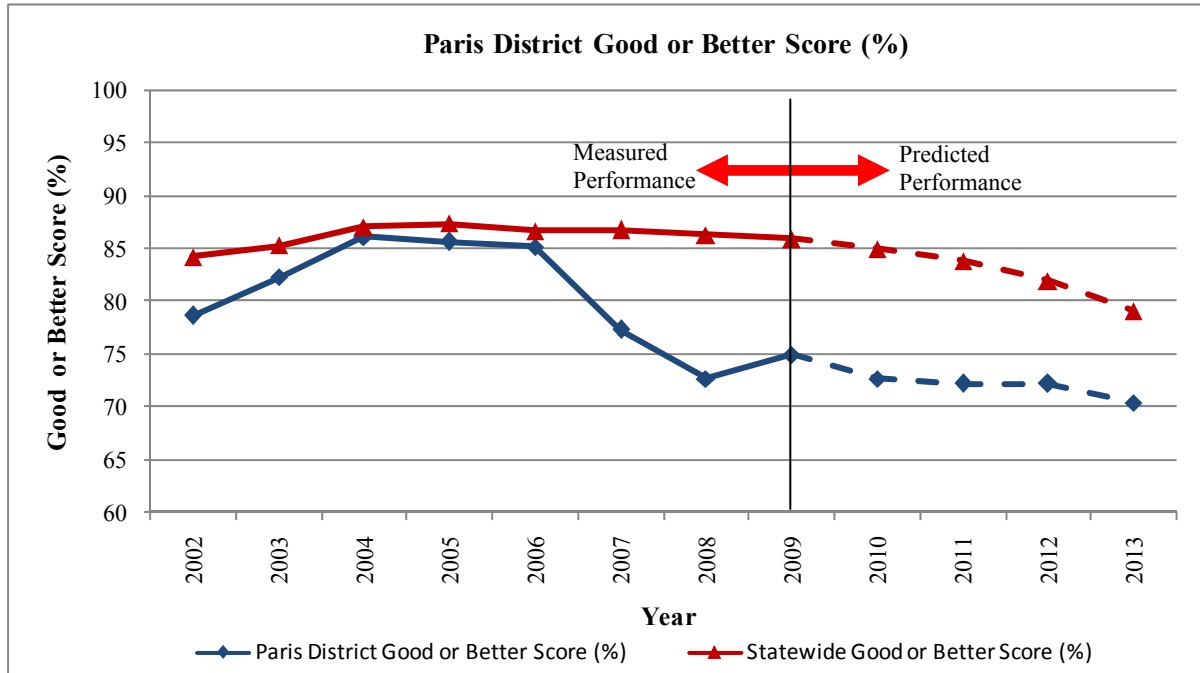
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 22. Pavement Performance Summary for Paris District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
Paris District	Achieved Goal (%)		74.92	72.65	72.18	72.19	70.39	
	Achieved Average CS		83	81	80	79	77	
Counties in Paris District	Delta	Achieved Goal (%)	75.38	67.57	61.48	60.25	62.28	
		Achieved Average CS	84	80	77	75	76	
	Fannin	Achieved Goal (%)	62.59	66.28	65.67	67.63	67.17	
		Achieved Average CS	80	80	78	78	76	
	Franklin	Achieved Goal (%)	82.99	82.68	84.76	83.29	78.29	
		Achieved Average CS	89	88	88	85	82	
	Grayson	Achieved Goal (%)	67.46	62.64	63.04	64.85	65.15	
		Achieved Average CS	78	75	74	75	74	
	Hopkins	Achieved Goal (%)	77.67	75.11	76.05	72.74	68.63	
		Achieved Average CS	84	82	81	78	76	
	Hunt	Achieved Goal (%)	78.32	73.59	70.96	68.31	67.47	
		Achieved Average CS	83	81	79	76	75	
	Lamar	Achieved Goal (%)	73.13	74.62	76.66	79.74	78.67	
		Achieved Average CS	83	83	84	84	82	
	Rains	Achieved Goal (%)	79.61	74.02	71.89	70.24	58.58	
		Achieved Average CS	85	81	79	77	73	
	Red River	Achieved Goal (%)	89.96	86.4	85.06	85.97	82.82	
		Achieved Average CS	91	90	87	87	84	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Red River (82.82%) while the worst was Rains (58.58%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 41. Paris District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

# Pharr District

## I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,322

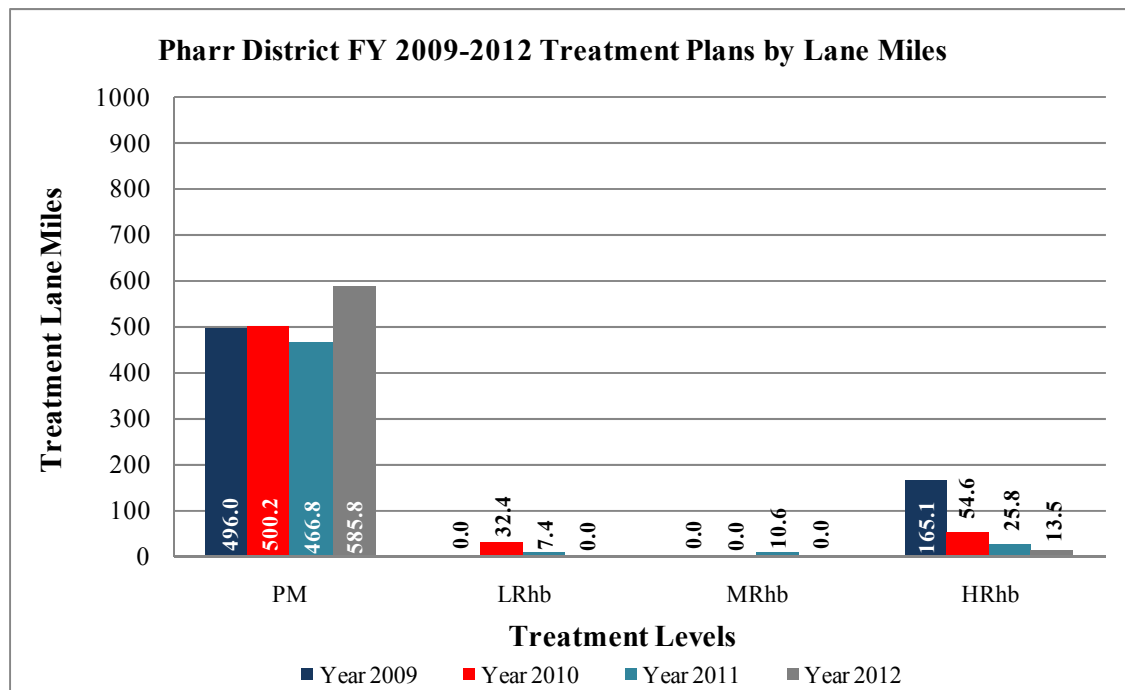
Total Lane miles = 5,690

FY 2009 Plan total treatments = **661.1 lane miles** = 11.6 % of system lane miles

FY 2010 Plan total treatments = **587.2 lane miles** = 10.3 % of system lane miles

FY 2011 Plan total treatments = **510.6 lane miles** = 9.0% of system lane miles

FY 2012 Plan total treatments = **599.3 lane miles** = 10.5% of system lane miles



**Figure 42. Pharr District Treatment Plans for FY 2010-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 165.1, 54.6, 25.8 and 13.5 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 10.6 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 32.4, 7.4 and 0.0 lane miles respectively.



- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 496.0, 500.2, 466.8 and 585.8 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 496.0 lane miles or approximately 8.7 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 532.6 lane miles + 165.1 lane miles of Heavy Rehab treatments from FY 2009 = 697.7 lane miles or approximately 12.3 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 484.8 lane miles + 54.6 lane miles of Heavy Rehab treatments from FY 2010 = 539.4 lane miles or approximately 9.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 585.8 lane miles + 25.8 lane miles of Heavy Rehab treatments from FY 2011 = 611.6 lane miles or approximately 10.7% of the total system.

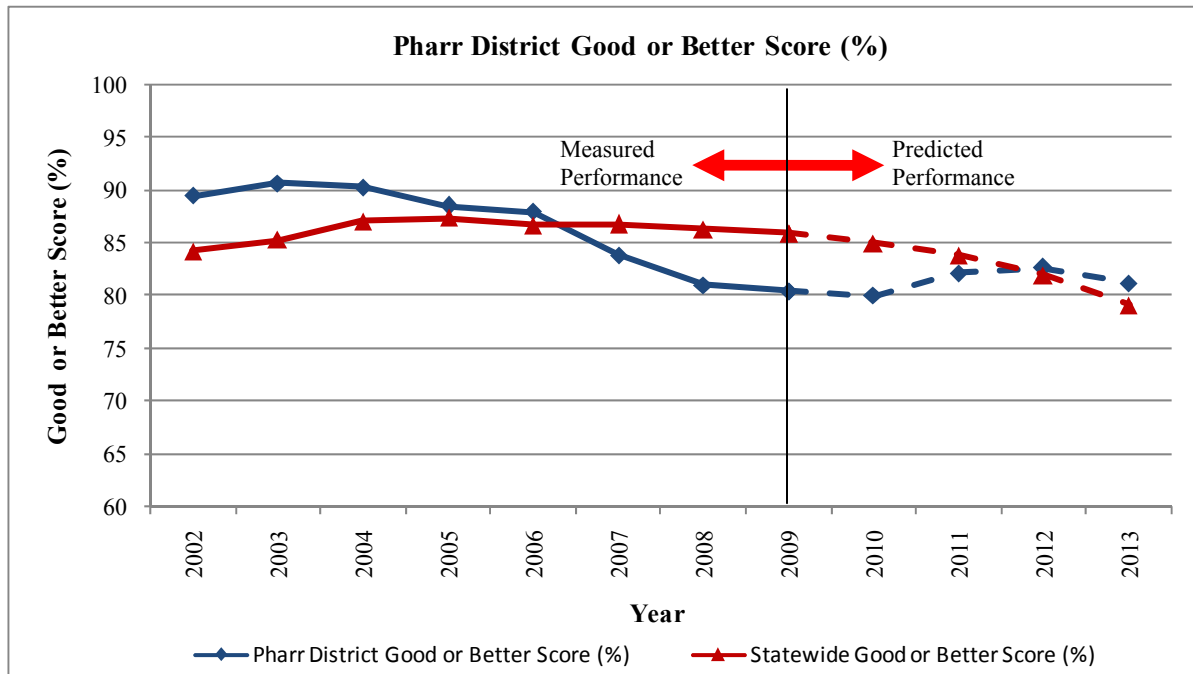
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 23. Pavement Performance Summary for Pharr District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Pharr District</b>		<b>Achieved Goal (%)</b>	80.38	79.98	82.1	82.58	81.16	
		<b>Achieved Average CS</b>	88	86	85	83	82	
<b>Counties in Pharr District</b>	<b>Brooks</b>	Achieved Goal (%)	92.39	91.25	96.12	94.9	92.69	
		Achieved Average CS	94	92	92	90	88	
	<b>Cameron</b>	Achieved Goal (%)	84.91	81.71	81.9	81.79	79.84	
		Achieved Average CS	89	86	85	83	80	
	<b>Hidalgo</b>	Achieved Goal (%)	78.74	79.14	83.65	83.36	82.98	
		Achieved Average CS	86	85	86	83	83	
	<b>Jim Hogg</b>	Achieved Goal (%)	95.93	95.86	93.38	91.25	89.66	
		Achieved Average CS	97	95	92	88	86	
	<b>Kenedy*</b>	Achieved Goal (%)	0	0	0	24.2	24.2	
		Achieved Average CS	59	54	48	56	51	
	<b>Starr</b>	Achieved Goal (%)	78.95	80.55	82.31	81.7	82.23	
		Achieved Average CS	88	87	86	84	83	
	<b>Willacy</b>	Achieved Goal (%)	92.15	95.17	90.68	88.83	82.07	
		Achieved Average CS	92	92	88	86	83	
	<b>Zapata</b>	Achieved Goal (%)	75.12	75.92	87.5	91.91	91.51	
		Achieved Average CS	86	84	89	90	86	

Based on the analysis results presented in Table 2, at the end of the 4-year planning horizon the county in best condition was Brooks (92.69%) while the worst was Kennedy (24.20%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 43. Pharr District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## San Angelo District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,253

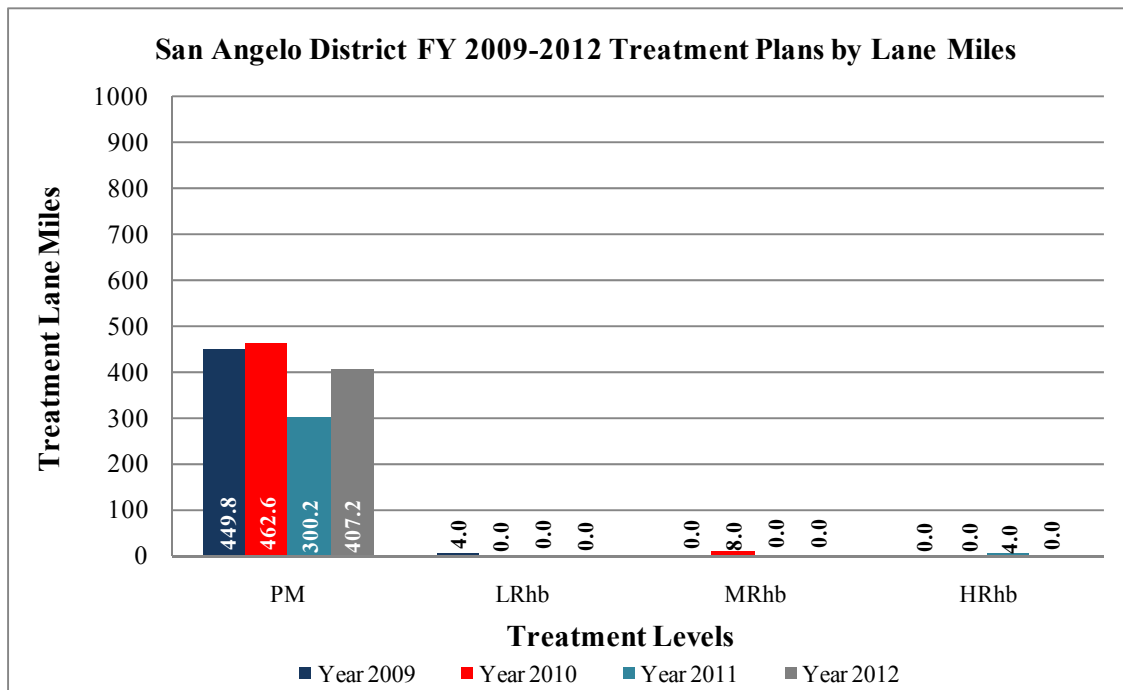
Total Lane miles = 7,174

FY 2009 Plan total treatments = **453.8 lane miles** = 6.3% of system lane miles

FY 2010 Plan total treatments = **470.6 lane miles** = 6.6% of system lane miles

FY 2011 Plan total treatments = **304.2 lane miles** = 4.2% of system lane miles

FY 2012 Plan total treatments = **407.2 lane miles** = 5.7% of system lane miles



**Figure 44. San Angelo District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 4.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 8.0, 0.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 4.0, 0.0, 0.0 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 449.8 and 462.6, 300.2 and 407.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 453.8 lane miles or approximately 6.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 470.6 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 470.6 lane miles or approximately 6.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 300.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 300.2 lane miles or approximately 4.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 407.2 lane miles + 4.0 lane miles of Heavy Rehab treatments from FY 2011 = 411.2 lane miles or approximately 5.7% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

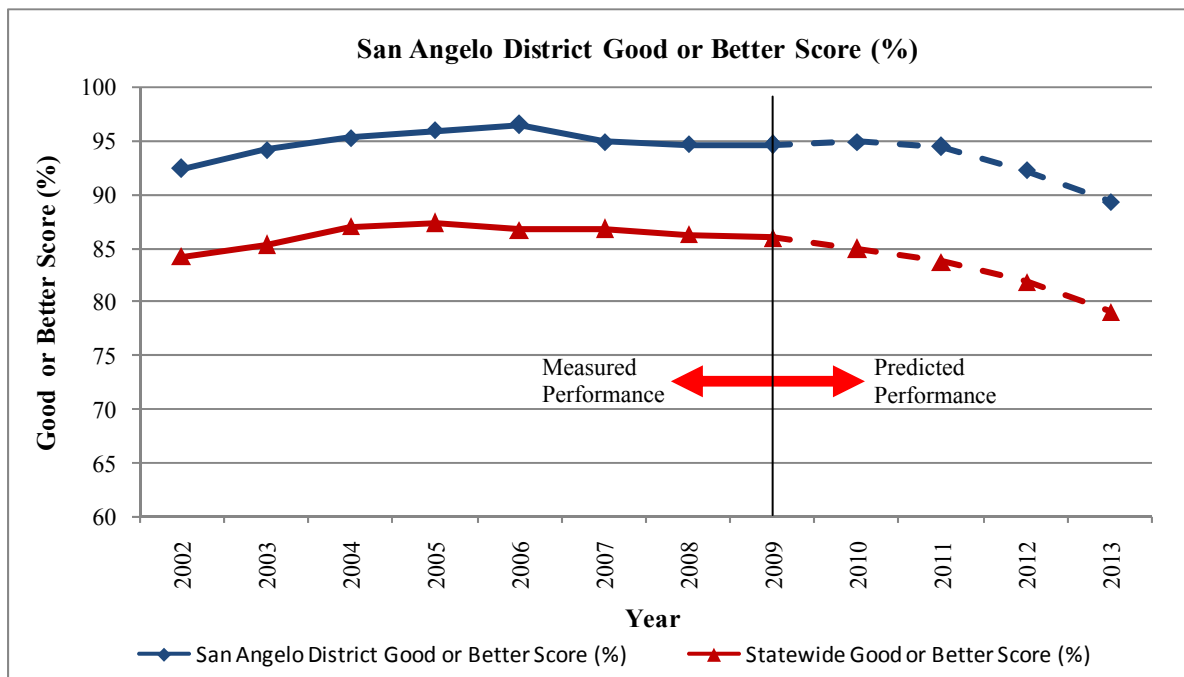
**Table 24. Pavement Performance Summary for San Angelo District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>San Angelo District</b>		<b>Achieved Goal (%)</b>	<b>94.58</b>	<b>94.91</b>	<b>94.43</b>	<b>92.21</b>	<b>89.31</b>	
		<b>Achieved Average CS</b>	<b>95</b>	<b>94</b>	<b>91</b>	<b>88</b>	<b>86</b>	
<b>Counties in San Angelo District</b>	<b>Coke</b>	Achieved Goal (%)	97.6	95.92	93.58	91.54	89.89	
		Achieved Average CS	97	95	92	89	86	
	<b>Concho</b>	Achieved Goal (%)	87.67	86.99	96.65	92.16	91.34	
		Achieved Average CS	93	90	92	89	86	
	<b>Crockett</b>	Achieved Goal (%)	92.93	93.58	96.88	94.47	93.34	
		Achieved Average CS	95	93	93	90	88	
	<b>Edwards</b>	Achieved Goal (%)	95.86	94.41	92.8	89.82	86.48	
		Achieved Average CS	95	92	89	86	84	
	<b>Glasscock</b>	Achieved Goal (%)	98.3	97.21	97.21	96.88	95.11	
		Achieved Average CS	98	96	94	90	87	
	<b>Irion</b>	Achieved Goal (%)	94.42	94	94.84	90.59	84.76	
		Achieved Average CS	95	93	91	88	85	
	<b>Kimble</b>	Achieved Goal (%)	96.65	96.3	94.66	93.28	91.02	
		Achieved Average CS	96	95	92	89	87	
	<b>Menard</b>	Achieved Goal (%)	95.35	96.29	93.46	92.14	87.08	
		Achieved Average CS	95	94	91	88	84	
	<b>Reagan</b>	Achieved Goal (%)	98.75	100	98.75	97.44	94.57	
		Achieved Average CS	98	97	94	91	88	
	<b>Real</b>	Achieved Goal (%)	91.8	89.99	88.9	85.12	78.96	
		Achieved Average CS	94	92	89	85	81	

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Runnels	Achieved Goal (%)	95.83	95.11	92.45	90.76	86.04	
	Achieved Average CS	95	93	91	88	84	
Schleicher	Achieved Goal (%)	94.09	97.68	96.3	94.92	90.22	
	Achieved Average CS	96	95	92	89	87	
Sterling	Achieved Goal (%)	91.36	89.44	89.44	90.64	88.64	
	Achieved Average CS	94	91	89	88	86	
Sutton	Achieved Goal (%)	95.87	98	97.09	94.11	92.82	
	Achieved Average CS	95	95	92	89	88	
Tom Green	Achieved Goal (%)	93.12	95.44	92.64	90.13	87.5	
	Achieved Average CS	94	93	90	87	84	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Glasscock (95.11%) while the worst was Real (78.96%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 45. San Angelo District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## San Antonio District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 4,270

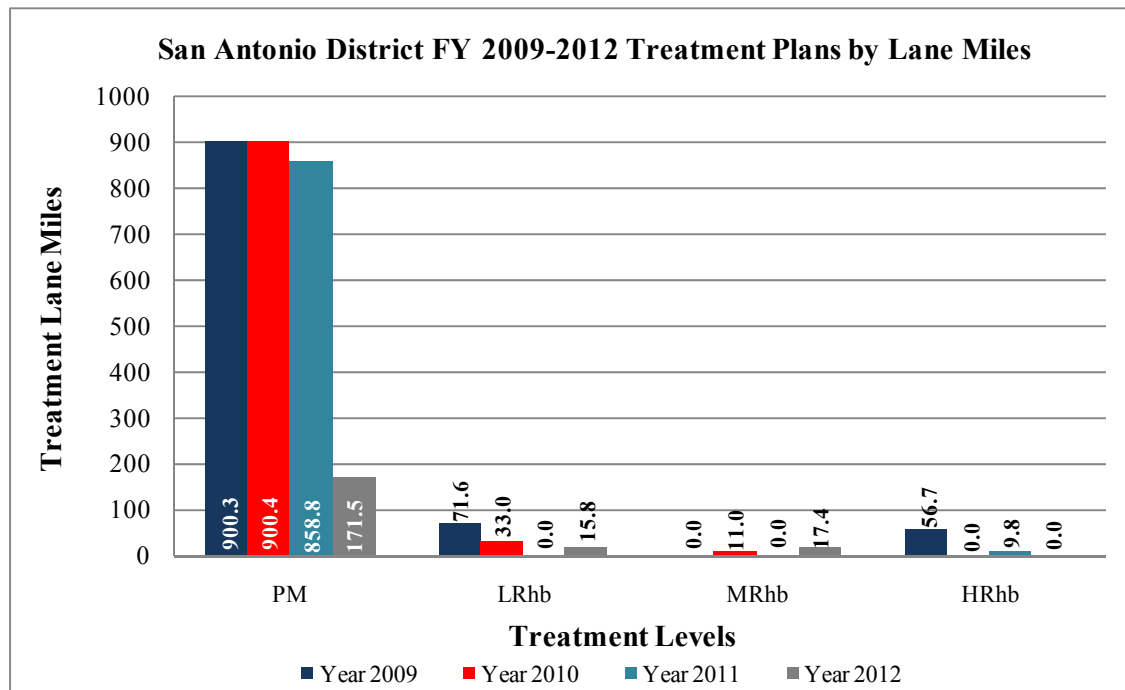
Total Lane miles = 10,713

FY 2009 Plan total treatments = **1028.6 lane miles** = 9.3% of system lane miles

FY 2010 Plan total treatments = **944.4 lane miles** = 8.8% of system lane miles

FY 2011 Plan total treatments = **868.6 lane miles** = 8.1% of system lane miles

FY 2012 Plan total treatments = **204.7 lane miles** = 1.9% of system lane miles



**Figure 46. San Antonio District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009 and FY 2010 are 56.7, 0.0, 9.8 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 11.0, 0.0 and 17.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 71.6 and 33.0, 0.0 and 15.8 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 900.3, 900.4, 858.8 and 171.5 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 971.9 lane miles or approximately 9.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 944.4 lane miles + 56.7 lane miles of Heavy Rehab treatments from FY 2009 = 1001.1 lane miles or approximately 9.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 858.8 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 858.8 lane miles or approximately 8.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 204.7 lane miles + 9.8 lane miles of Heavy Rehab treatments from FY 2011 = 214.5 lane miles or approximately 2.0% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

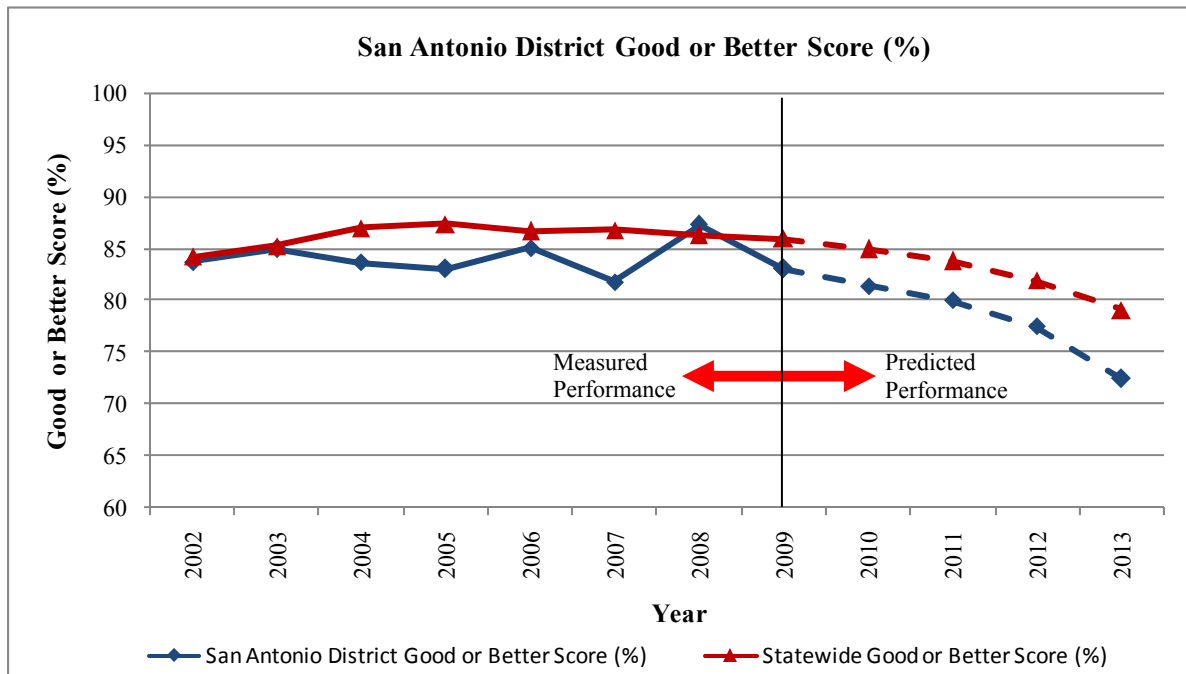
**Table 25. Pavement Performance Summary for San Antonio District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>San Antonio District</b>		<b>Achieved Goal (%)</b>	<b>83.03</b>	<b>81.42</b>	<b>79.98</b>	<b>77.47</b>	<b>72.41</b>	
		<b>Achieved Average CS</b>	<b>88</b>	<b>85</b>	<b>83</b>	<b>80</b>	<b>76</b>	
<b>Counties in San Antonio District</b>	<b>Atascosa</b>	Achieved Goal (%)	80.84	83.72	84.64	80.74	74.83	
		Achieved Average CS	87	87	85	82	77	
	<b>Bandera</b>	Achieved Goal (%)	95.3	89.6	89.62	87.47	81.69	
		Achieved Average CS	94	90	88	87	82	
	<b>Bexar</b>	Achieved Goal (%)	79.86	76.89	74	69.25	62.8	
		Achieved Average CS	85	82	80	76	72	
	<b>Comal</b>	Achieved Goal (%)	88.34	88.5	88.05	83.16	78.57	
		Achieved Average CS	91	89	87	83	80	
	<b>Frio</b>	Achieved Goal (%)	91.69	90.74	90.17	88.77	83.85	
		Achieved Average CS	93	91	89	86	83	
	<b>Guadalupe</b>	Achieved Goal (%)	76.95	74.9	73.35	78.13	73.43	
		Achieved Average CS	84	82	80	80	76	
	<b>Kendall</b>	Achieved Goal (%)	82.79	79.82	72.65	68.08	70.87	
		Achieved Average CS	87	84	80	75	77	
	<b>Kerr</b>	Achieved Goal (%)	84.99	82.1	81.08	76.72	71.47	
		Achieved Average CS	89	86	84	80	76	
	<b>McMullen</b>	Achieved Goal (%)	80.22	80.93	77.84	77.64	73.52	
		Achieved Average CS	85	85	81	80	76	
	<b>Medina</b>	Achieved Goal (%)	89.16	88.9	86.76	84.26	80.71	

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
	Uvalde	Achieved Average CS	92	90	87	84	82	
		Achieved Goal (%)	79.12	79.85	79.7	77.88	72.16	
		Achieved Average CS	85	85	83	81	76	
	Wilson	Achieved Goal (%)	83.78	79.65	81.89	83.76	79.38	
		Achieved Average CS	89	86	85	84	80	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Frio (83.85%) while the worst was Bexar (62.80%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 47. San Antonio District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.



## Tyler District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,704

Total Lane miles = 8,526

FY 2009 Plan total treatments = **857.2 lane miles** = 10.1% of system lane miles

FY 2010 Plan total treatments = **733.2 lane miles** = 8.6% of system lane miles

FY 2011 Plan total treatments = **814.2 lane miles** = 9.5% of system lane miles

FY 2012 Plan total treatments = **588.5 lane miles** = 6.9% of system lane miles

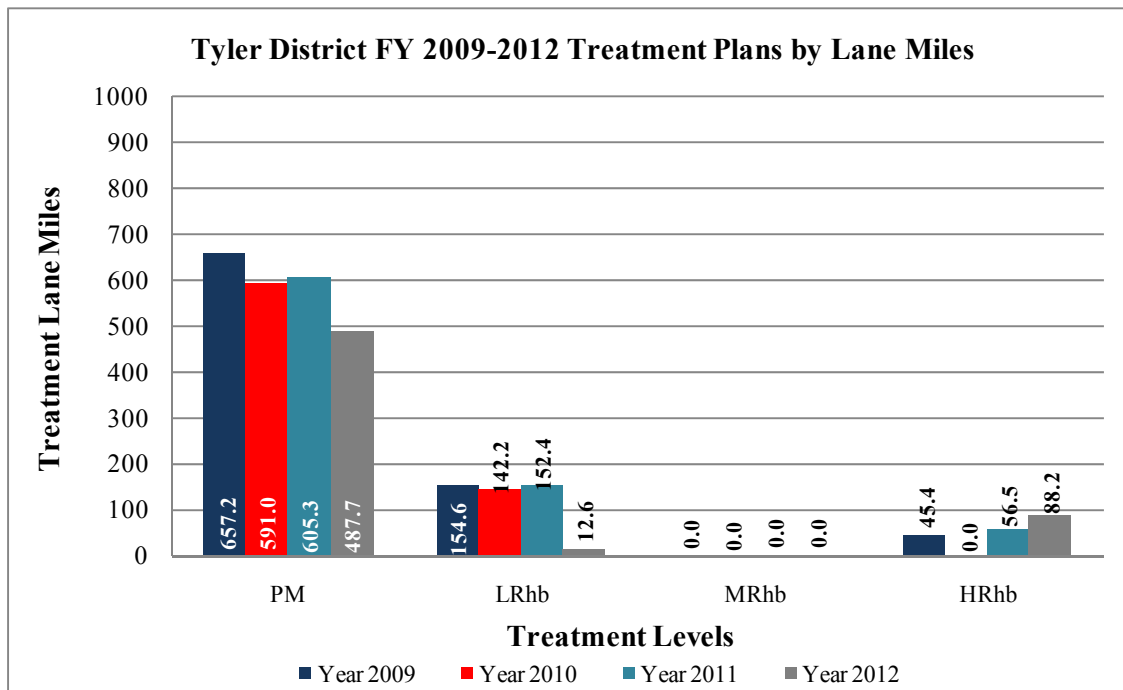


Figure 48. Tyler District Treatment Plans for FY 2009-2012

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 45.4, 0.0, 56.5 and 88.2 lane miles respectively.
- There were no Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 154.6, 142.2, 152.4 and 12.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 657.2, 591.0, 605.3, and 487.7 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 811.8 lane miles or approximately 9.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 733.2 lane miles + 45.4 lane miles of Heavy Rehab treatments from FY 2009 = 778.6 lane miles or approximately 9.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 757.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 757.7 lane miles or approximately 8.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 500.3 lane miles + 56.5 lane miles of Heavy Rehab treatments from FY 2011 = 556.8 lane miles or approximately 6.5% of the total system.

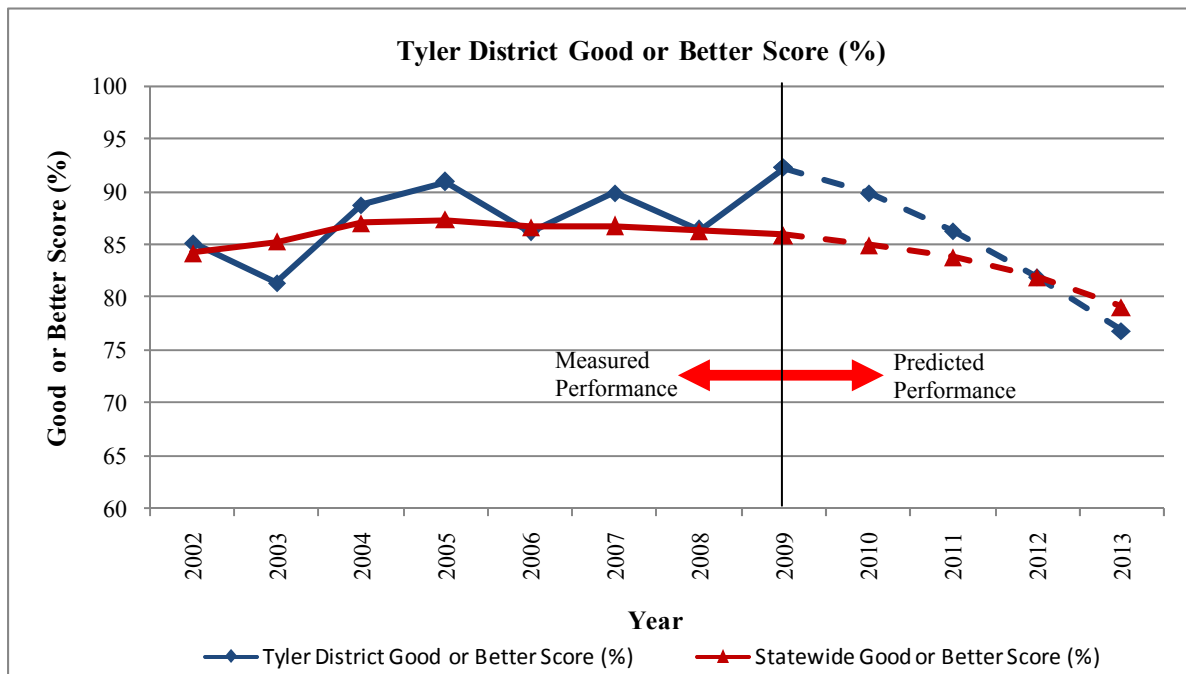
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 26. Pavement Performance Summary for Tyler District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
Tyler District		Achieved Goal (%)	92.28	89.83	86.29	81.96	76.8	
		Achieved Average CS	92	90	87	84	80	
Counties in Tyler District	Anderson	Achieved Goal (%)	96.15	93.36	89.28	84.81	76.89	
		Achieved Average CS	94	91	87	84	80	
	Cherokee	Achieved Goal (%)	96.86	95.8	92.37	87.88	81.18	
		Achieved Average CS	95	93	90	86	82	
	Gregg	Achieved Goal (%)	88.6	84.97	83.58	78.64	75.02	
		Achieved Average CS	91	88	86	83	79	
	Henderson	Achieved Goal (%)	90.32	87.66	83.15	79.48	73.27	
		Achieved Average CS	90	88	85	82	79	
	Rusk	Achieved Goal (%)	88.1	84.7	80.93	76.72	72.29	
		Achieved Average CS	90	87	85	81	78	
	Smith	Achieved Goal (%)	92.89	91.18	87.16	82.75	78.09	
		Achieved Average CS	93	91	88	84	81	
	Van Zandt	Achieved Goal (%)	91.37	89.12	85.71	84.18	80.43	
		Achieved Average CS	92	90	87	85	82	
	Wood	Achieved Goal (%)	93.35	90.58	87.58	79.94	75.75	
		Achieved Average CS	91	89	87	83	80	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Cherokee (81.18%) while the worst was Rusk (72.29%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 49. Tyler District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Waco District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,404

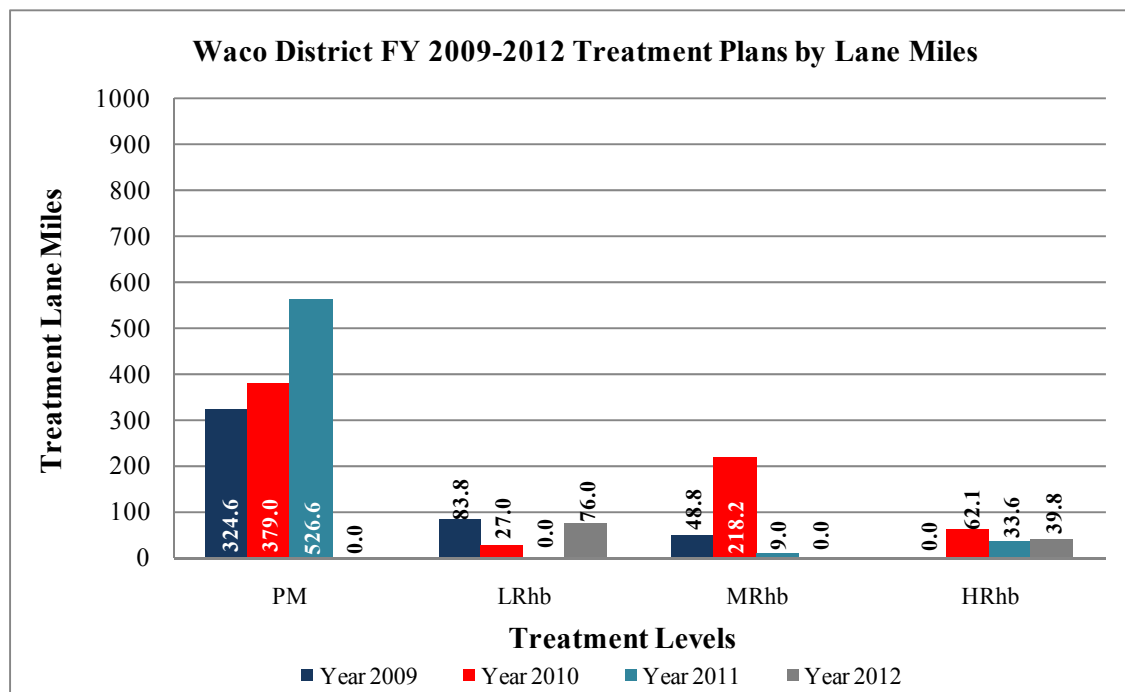
Total Lane miles = 7,339

FY 2009 Plan total treatments = **457.2 lane miles** = 6.2% of system lane miles

FY 2010 Plan total treatments = **686.3 lane miles** = 9.4% of system lane miles

FY 2011 Plan total treatments = **605.2 lane miles** = 8.2% of system lane miles

FY 2012 Plan total treatments = **115.8 lane miles** = 1.6% of system lane miles



**Figure 50. Waco District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009 and FY 2010 are 0.0, 62.1, 33.6 and 39.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 48.8, 218.2, 0.0 and 76.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 83.8, 27.0, 0.0 and 76.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 324.6, 379.0, 526.6 and 0.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 457.2 lane miles or approximately 6.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 624.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 624.2 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 571.6 lane miles + 62.1 lane miles of Heavy Rehab treatments from FY 2010 = 633.7 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 76.0 lane miles + 33.6 lane miles of Heavy Rehab treatments from FY 2011 = 109.6 lane miles or approximately 1.5% of the total system.

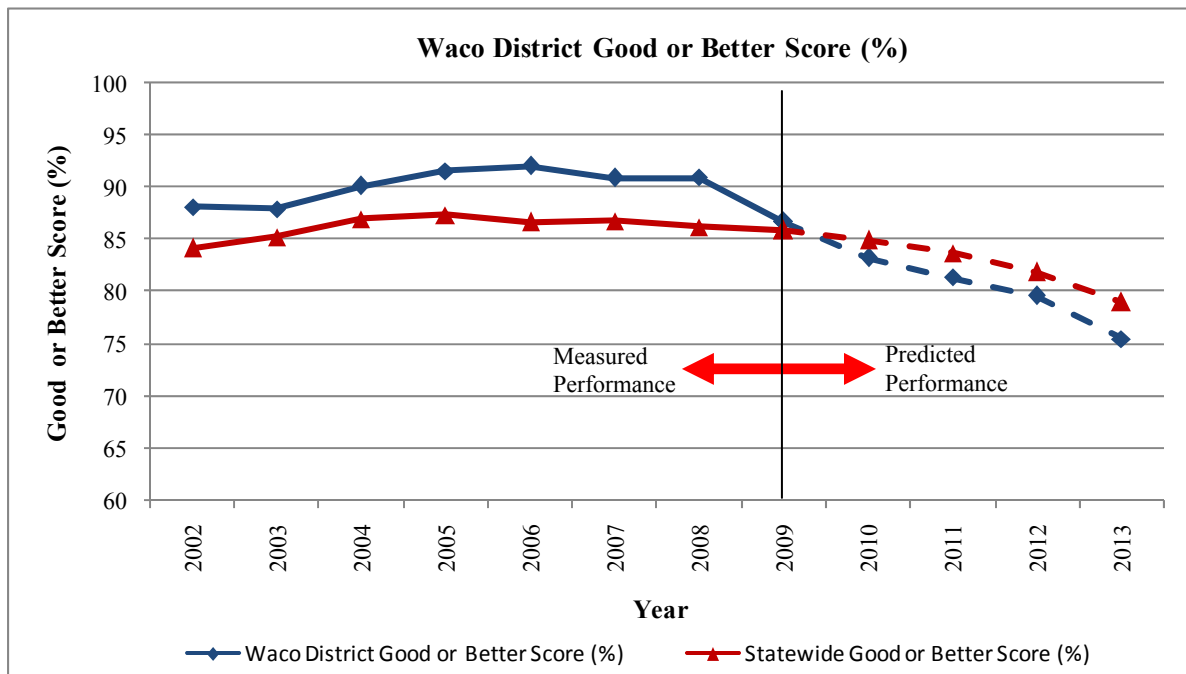
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 27. Pavement Performance Summary for Waco District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Waco District</b>		<b>Achieved Goal (%)</b>	86.72	83.26	81.37	79.63	75.52	
		<b>Achieved Average CS</b>	89	87	85	83	79	
<b>Counties in Waco District</b>	<b>Bell</b>	Achieved Goal (%)	81.44	77.37	75.34	74.75	70.31	
		Achieved Average CS	87	84	82	80	77	
	<b>Bosque</b>	Achieved Goal (%)	97.04	93.19	90.86	91.91	88.03	
		Achieved Average CS	95	92	90	90	86	
	<b>Coryell</b>	Achieved Goal (%)	95.01	90.02	88.14	85.3	78.12	
		Achieved Average CS	93	91	88	86	81	
	<b>Falls</b>	Achieved Goal (%)	95.56	93.48	91.92	88.92	86.04	
		Achieved Average CS	95	93	91	88	84	
	<b>Hamilton</b>	Achieved Goal (%)	92.88	87.74	83.66	82.14	80.66	
		Achieved Average CS	92	89	87	85	85	
	<b>Hill</b>	Achieved Goal (%)	78.49	76.12	74.82	73.17	69.16	
		Achieved Average CS	84	82	81	79	75	
	<b>Limestone</b>	Achieved Goal (%)	87.86	83.37	83.05	80.82	76.95	
		Achieved Average CS	91	88	87	84	81	
	<b>McLennan</b>	Achieved Goal (%)	81.77	79.43	77.3	74.49	70.14	
		Achieved Average CS	86	84	82	79	75	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Bosque (88.03%) while the worst was Hill (69.16%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 51. Waco District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Wichita Falls District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,857

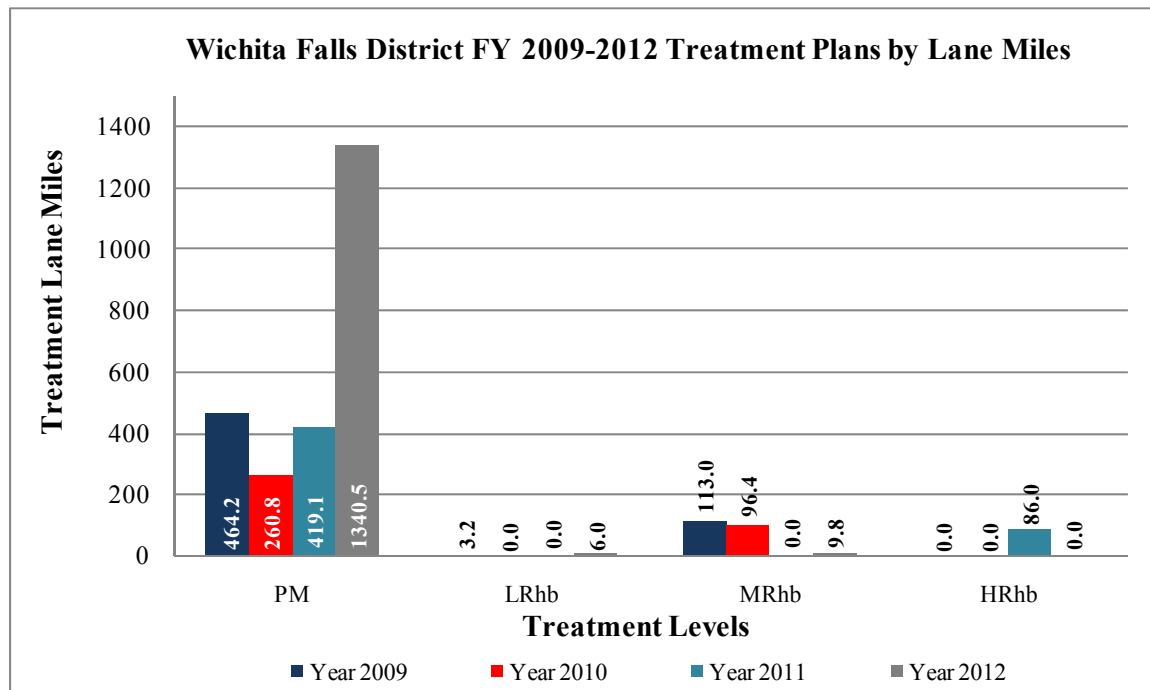
Total Lane miles = 6,121

FY 2009 Plan total treatments = **580.4 lane miles** = 9.5% of system lane miles

FY 2010 Plan total treatments = **357.2 lane miles** = 5.8% of system lane miles

FY 2011 Plan total treatments = **505.1 lane miles** = 8.3% of system lane miles

FY 2012 Plan total treatments = **1356.3 lane miles** = 22.2% of system lane miles



**Figure 52. Wichita Falls District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 86.0 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 113.0, 96.4, 0.0 and 9.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 3.2, 0.0, 0.0 and 6.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 464.2, 260.8, 419.1 and 1340.5 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 580.4 lane miles or approximately 9.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 357.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 357.2 lane miles or approximately 5.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 419.1 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 419.1 lane miles or approximately 6.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1356.3 lane miles + 86.0 lane miles of Heavy Rehab treatments from FY 2011 = 1442.3 lane miles or approximately 23.6% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

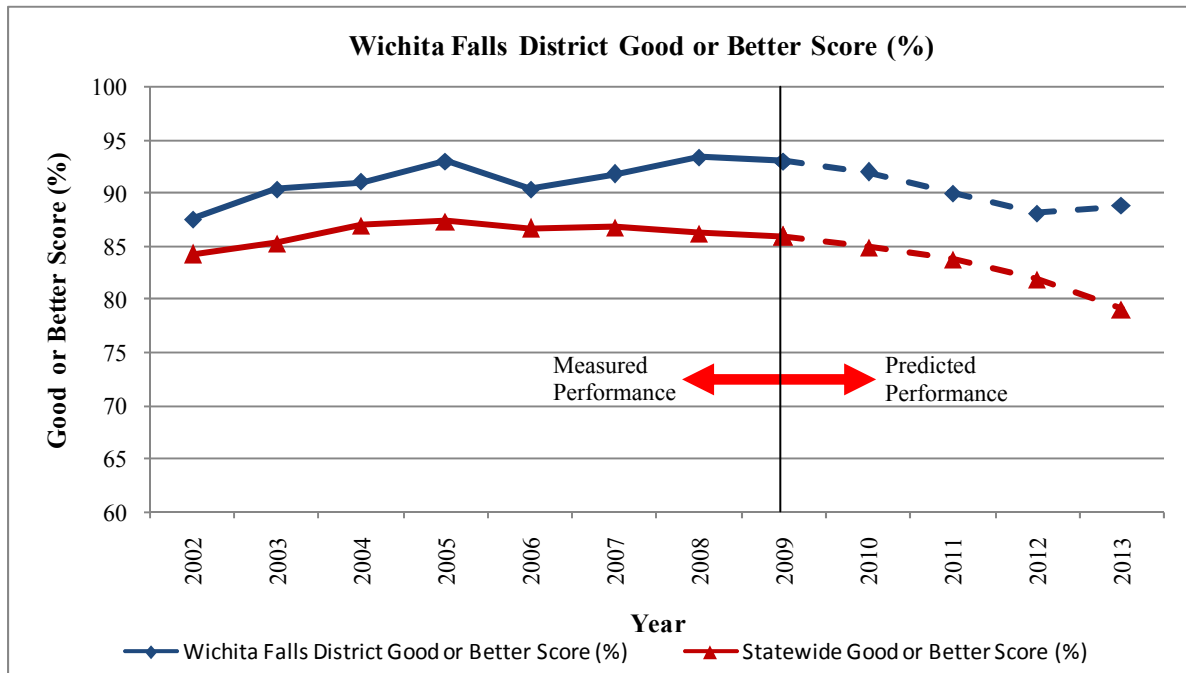
**Table 28. Pavement Performance Summary for Wichita Falls District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
	Wichita Falls District	Achieved Goal (%)	92.98	91.97	89.98	88.12	88.81	
		Achieved Average CS	93	91	89	86	86	
Counties in Wichita Falls District	Archer	Achieved Goal (%)	95.18	95.62	94.4	92.7	92.07	
		Achieved Average CS	96	94	91	88	87	
	Baylor	Achieved Goal (%)	96.99	95.89	94.31	94.22	90.39	
		Achieved Average CS	97	94	92	90	86	
	Clay	Achieved Goal (%)	97.14	96.8	94.89	93.16	92.79	
		Achieved Average CS	96	94	91	89	87	
	Cooke	Achieved Goal (%)	91.19	89.34	86.1	84.03	86.83	
		Achieved Average CS	91	90	87	84	86	
	Montague	Achieved Goal (%)	90.64	90.47	86.46	83	83.88	
		Achieved Average CS	92	90	87	84	84	
	Throckmorton	Achieved Goal (%)	96.44	94.54	93.77	92.57	87.48	
		Achieved Average CS	95	93	91	89	85	
	Wichita	Achieved Goal (%)	86.28	84.78	82.43	80.03	86.35	
		Achieved Average CS	88	87	84	81	86	
	Wilbarger	Achieved Goal (%)	94.32	93.63	93.49	92.12	94.1	
		Achieved Average CS	95	93	91	89	89	
	Young	Achieved Goal (%)	96.24	94.29	93.28	92.26	89.72	
		Achieved Average CS	95	92	90	89	87	



Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Wilbarger (94.10%) while the worst was Montague (83.88%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 53. Wichita Falls District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Yoakum District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,836

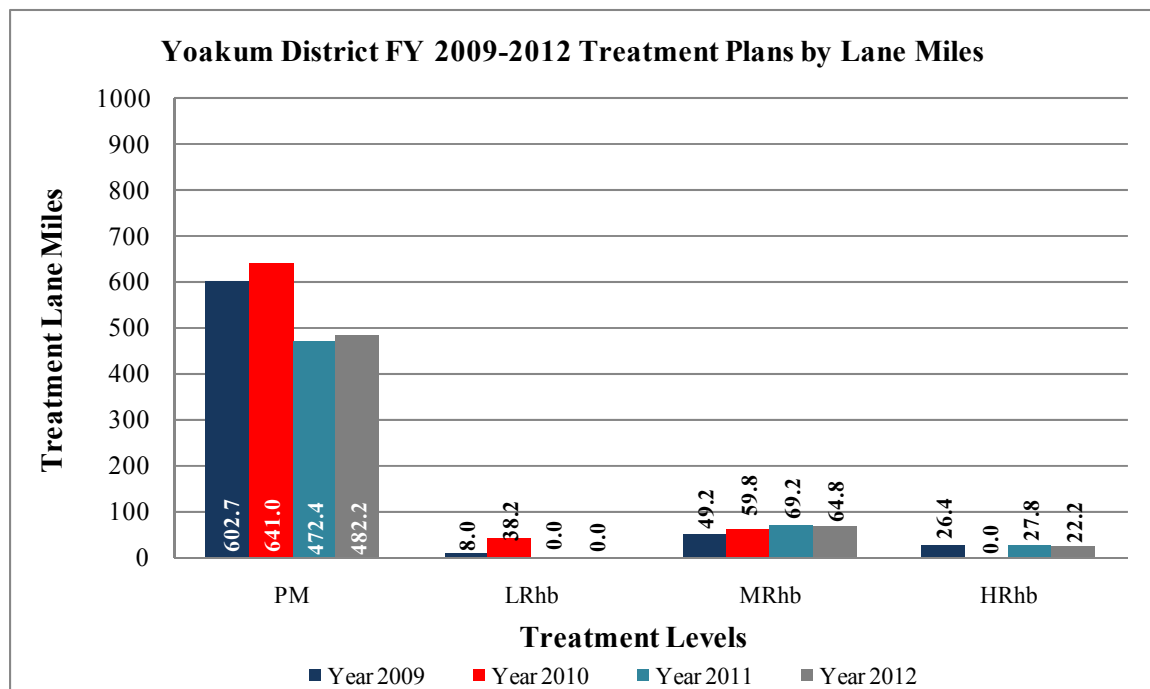
Total Lane miles = 7,843

FY 2009 Plan total treatments = **686.3 lane miles** = 8.8% of system lane miles

FY 2010 Plan total treatments = **739.0 lane miles** = 9.4% of system lane miles

FY 2011 Plan total treatments = **569.4 lane miles** = 7.3% of system lane miles

FY 2012 Plan total treatments = **569.2 lane miles** = 7.3% of system lane miles



**Figure 54. Yoakum District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 26.4, 0.0, 27.8, and 22.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 49.2, 59.8, 69.2, and 64.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 8.0, 38.2, 0.0, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 602.7, 641.0, 472.4, and 482.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 659.9 lane miles or approximately 8.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 739.0 lane miles + 26.4 lane miles of Heavy Rehab treatments from FY 2009 = 765.4 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 541.6 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 541.6 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 547.0 lane miles + 27.8 lane miles of Heavy Rehab treatments from FY 2011 = 574.8 lane miles or approximately 7.3% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

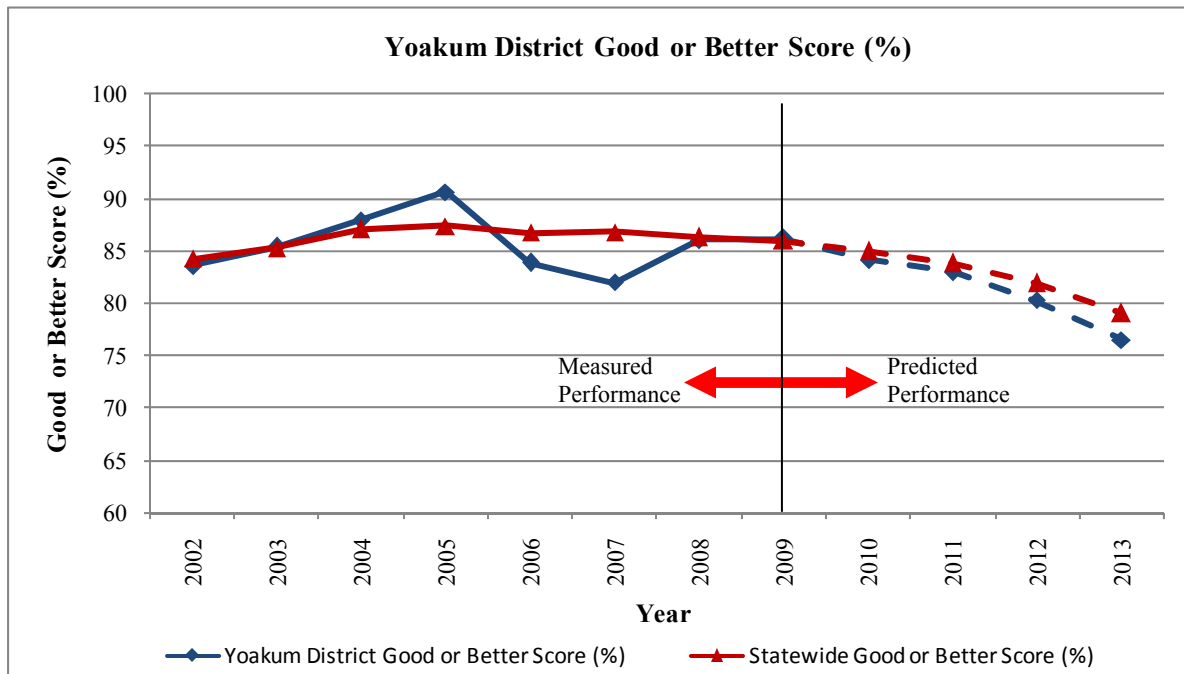
**Table 29. Pavement Performance Summary for Yoakum District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Yoakum District</b>		<b>Achieved Goal (%)</b>	<b>86.08</b>	<b>84.08</b>	<b>82.93</b>	<b>80.23</b>	<b>76.5</b>	
		<b>Achieved Average CS</b>	<b>90</b>	<b>87</b>	<b>85</b>	<b>83</b>	<b>80</b>	
<b>Counties in Yoakum District</b>	<b>Austin</b>	Achieved Goal (%)	85.34	88.35	88.9	84.94	84.71	
		Achieved Average CS	89	89	87	84	85	
	<b>Calhoun</b>	Achieved Goal (%)	86.08	81.92	82.16	84.53	79.66	
		Achieved Average CS	90	87	86	86	82	
	<b>Colorado</b>	Achieved Goal (%)	90.79	87.5	86.99	84.83	79.47	
		Achieved Average CS	93	90	88	85	82	
	<b>Dewitt</b>	Achieved Goal (%)	87.42	84.83	84.59	81.42	77.56	
		Achieved Average CS	91	89	87	84	80	
	<b>Fayette</b>	Achieved Goal (%)	83.07	82.62	81.18	78.07	72.93	
		Achieved Average CS	88	87	84	81	77	
	<b>Gonzales</b>	Achieved Goal (%)	83.21	81.19	79	74.98	71.81	
		Achieved Average CS	88	86	84	80	77	
	<b>Jackson</b>	Achieved Goal (%)	85.72	85.07	81.26	80.86	76.54	
		Achieved Average CS	90	88	85	84	81	
	<b>Lavaca</b>	Achieved Goal (%)	79.93	76.39	76.57	76.7	73.11	
		Achieved Average CS	87	84	82	81	77	
	<b>Matagorda</b>	Achieved Goal (%)	90.34	92.09	92.27	88.73	85.96	

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Victoria	Achieved Average CS	92	91	90	87	85	
	Achieved Goal (%)	88.27	82.9	79.32	75.12	70.25	
	Achieved Average CS	89	86	84	81	78	
Wharton	Achieved Goal (%)	87.01	82.74	81.97	77.84	75.35	
	Achieved Average CS	90	87	85	81	79	

Based on the analysis results presented in Table 1, at the end of the 4-year planning horizon the county in best condition was Matagorda (85.96%) while the worst was Victoria (70.25%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 55. Yoakum District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.