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4-YEAR PAVEMENT MANAGEMENT PLAN (WITH PROPOSITION 12 PROJECTS): ANALYSIS REPORT

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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.

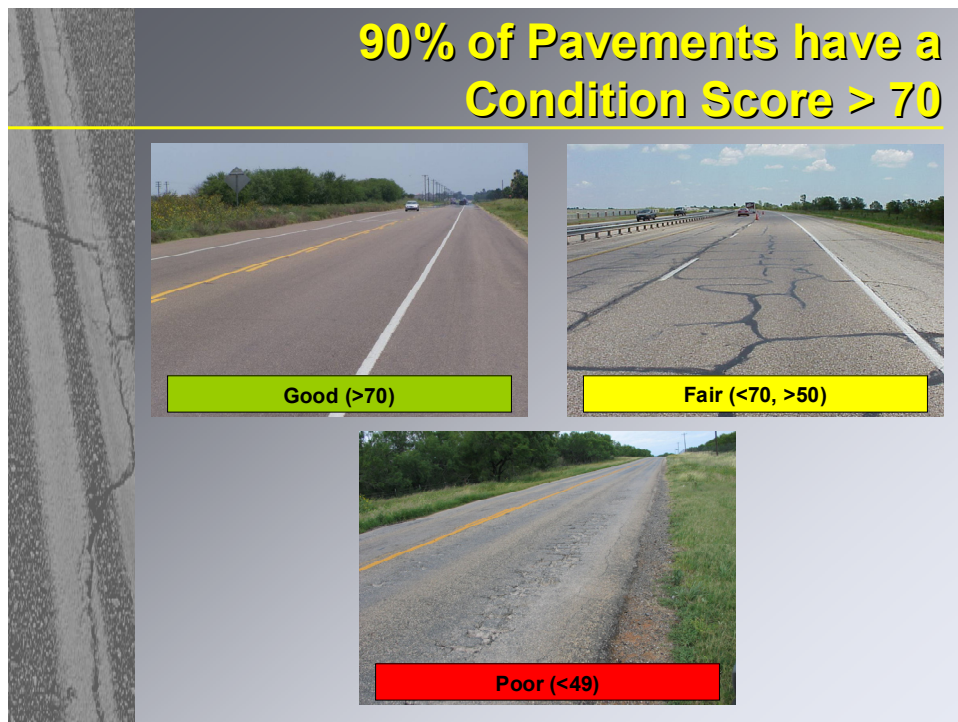


Figure 1. Photos Indicating the Pavement Conditions with the Associated Condition Ratings

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.

Performance Measures

Pavement and Bridge Condition % Good or Better	Total Annual Maintenance Needs	Annual Pavement Needs (PM and Rehabilitation) 2030 Rep.	Annual Routine Maintenance Needs	Annual Bridge Needs (PM, Rehabilitation and Replacement)	2010 GAP
90%	\$ 5.8 B	\$ 3.7 B	\$ 1.2 B	\$ 0.9 B	<\$ 3.5 B>
87%	\$ 5.5 B	\$ 3.5 B	\$ 1.2 B	\$ 0.8 B	<\$ 3.2 B>
80%	\$ 4.9 B	\$ 3.1 B	\$ 1.2 B	\$ 0.6 B	<\$ 2.6 B>

FY 2010 Allocation to Maintenance = \$1.2 B (scenario C) for PM and Rehab; \$0.9 B (LAR) for Routine; and \$0.23 B for Bridges = \$ 2.3 B

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 & Opers.		Struct.		Roadside		Traffic Opers.		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

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

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.

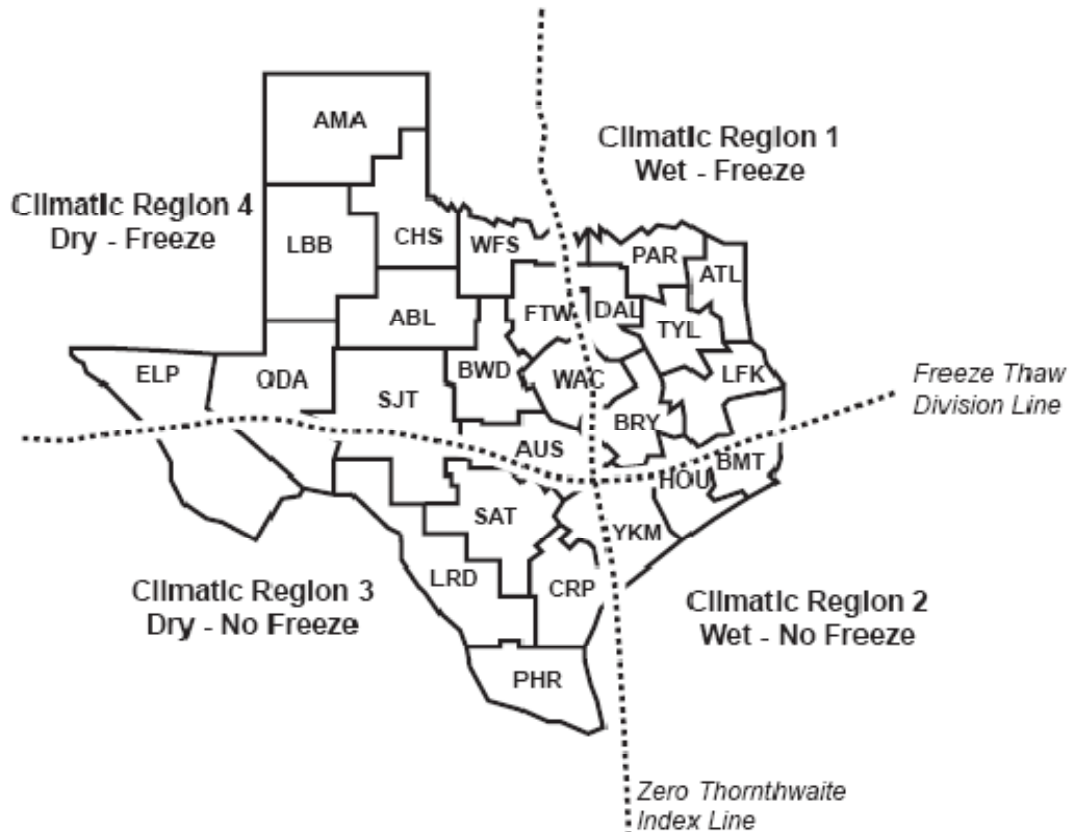


Figure 3. Climatic Regions in the State of Texas

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

M&R Action	Unit Cost (per mile per lane) for Flexible Pavements	Unit Cost (per mile per lane) for Rigid Pavements
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

M&R Action	Ride Score Improvement	Distress Score Improvement
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 = **16,010.2 lane miles** = 8.6% of system lane miles
 FY 2010 Plan total treatments = **15,732.7 lane miles** = 8.4% of system lane miles
 FY 2011 Plan total treatments = **14,743.1 lane miles** = 7.9% of system lane miles
 FY 2012 Plan total treatments = **16,141.6 lane miles** = 8.6% of system lane miles

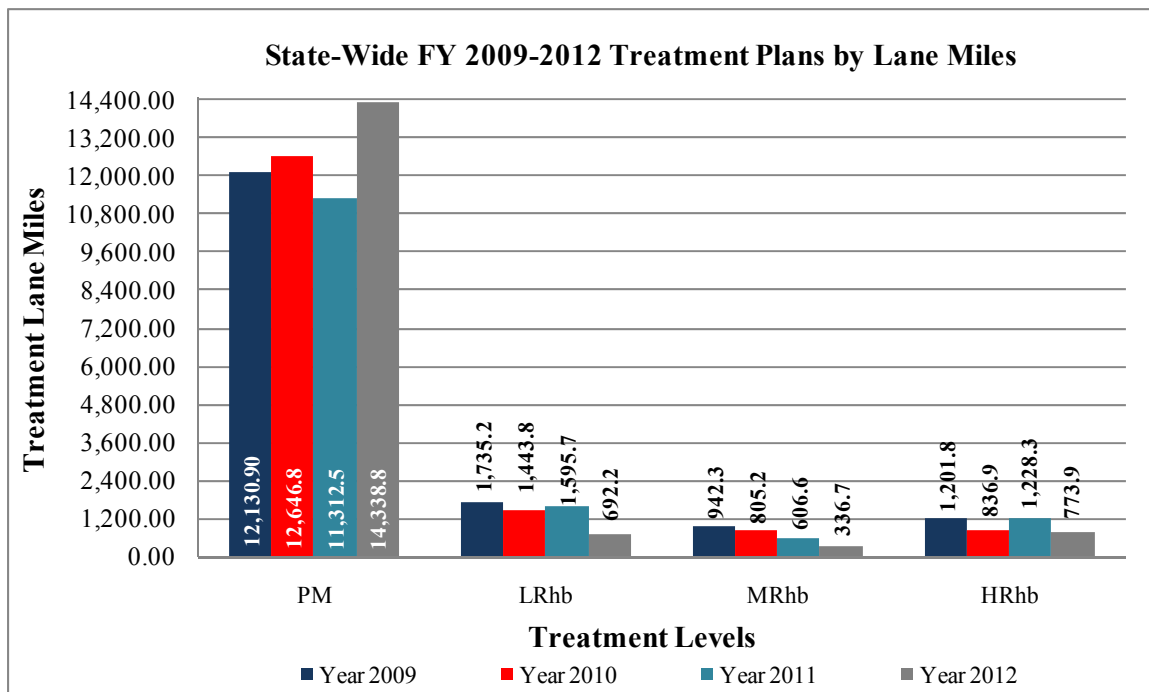


Figure 4. State-wide Treatment Plans for FY 2009-2012

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 1,201.8, 836.9, 1228.3 and 773.9 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 942.3, 805.2, 606.6 and 336.7 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 1,735.2, 1,443.8, 1,595.7 and 692.2 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 12,130.9, 12,646.8, 11,312.5 and 14,338.8 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 14,808.40 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 = 16,097.60 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 = 14,351.70 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 = 16,596.00 lane miles or approximately 8.9% 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	84.96	83.89	82.05	79.77	
	Achieved Average CS	90	88	88	86	83	81	
Districts in State of Texas	Abilene	Achieved Goal (%)	89.31	89.98	88.88	87.05	85.44	82.81
		Achieved Average CS	92	91	90	87	85	82
	Amarillo	Achieved Goal (%)	87.41	86.09	88.06	88.79	87.48	85.23
		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	81.69	78.6	75.38	71.23
		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	83.31	82.72	82.83	80.38
		Achieved Average CS	88	85	87	85	84	82
	Dallas	Achieved Goal (%)	75.27	67.37	70.1	66.82	62.05	58.19
		Achieved Average CS	81	76	78	75	71	68
El Paso	Achieved Goal (%)	87.35	85.15	86.15	84.13	81.76	80.39	
	Achieved Average CS	90	87	88	86	83	81	
Fort Worth	Achieved Goal (%)	81.44	79.05	80.1	77.5	74.07	78.42	
	Achieved Average CS	87	84	84	82	79	80	
Houston	Achieved Goal (%)	75.80	75.92	71.93	67.74	62.46	57.41	
	Achieved Average CS	84	82	80	77	72	69	
Laredo	Achieved Goal (%)	85.37	82.87	83.30	81.36	78.01	73.27	
	Achieved Average CS	89	86	86	84	81	78	
Lubbock	Achieved Goal (%)	86.40	89.10	85.99	86.38	86.94	84.48	

		Base Year 2009		Analysis Years			
		Measured	Predicted	2010	2011	2012	2013
	Achieved Average CS	91	91	89	87	86	84
Lufkin	Achieved Goal (%)	87.87	85.75	85.26	84.33	82.8	81.74
	Achieved Average CS	91	88	89	87	84	82
Odessa	Achieved Goal (%)	93.33	93.19	92.75	93.69	92.57	90.38
	Achieved Average CS	95	92	93	91	89	86
Paris	Achieved Goal (%)	74.92	68.90	72.74	71.94	72.87	71.1
	Achieved Average CS	83	79	82	80	80	78
Pharr	Achieved Goal (%)	80.38	80.84	80.22	85.01	84.99	83.26
	Achieved Average CS	88	86	86	86	85	83
San Angelo	Achieved Goal (%)	94.58	94.63	94.91	94.43	92.21	89.31
	Achieved Average CS	95	94	94	91	88	86
San Antonio	Achieved Goal (%)	83.03	85.64	81.43	80.2	77.85	79.34
	Achieved Average CS	88	88	85	83	80	81
Tyler	Achieved Goal (%)	92.28	83.44	89.83	86.29	81.96	76.8
	Achieved Average CS	92	86	90	87	84	80
Waco	Achieved Goal (%)	86.72	88.53	83.33	81.4	80.05	76.15
	Achieved Average CS	89	89	87	85	83	80
Wichita Falls	Achieved Goal (%)	92.98	92.46	91.97	89.98	88.12	88.81
	Achieved Average CS	93	92	91	89	86	86
Yoakum	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

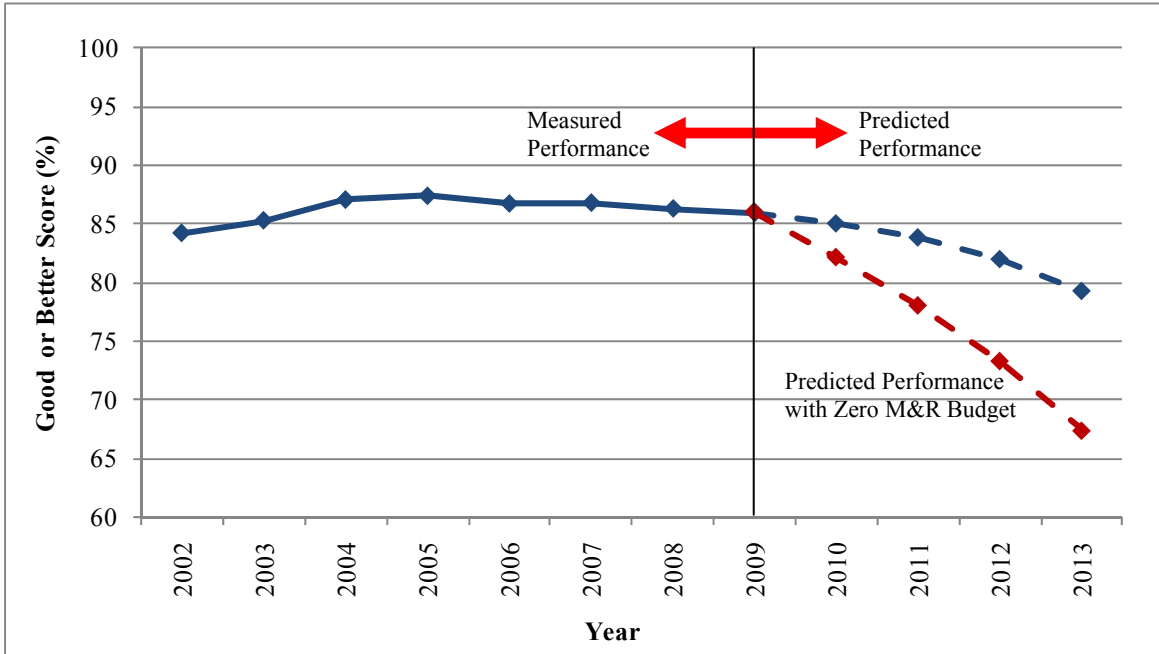


Figure 5. State-Wide Overall Pavement Performance of FY 2002-FY 2013

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 = **573.6 lane miles** = 6.9% of system lane miles

FY 2010 Plan total treatments = **533.0 lane miles** = 6.4% of system lane miles

FY 2011 Plan total treatments = **517.7 lane miles** = 6.3% of system lane miles

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

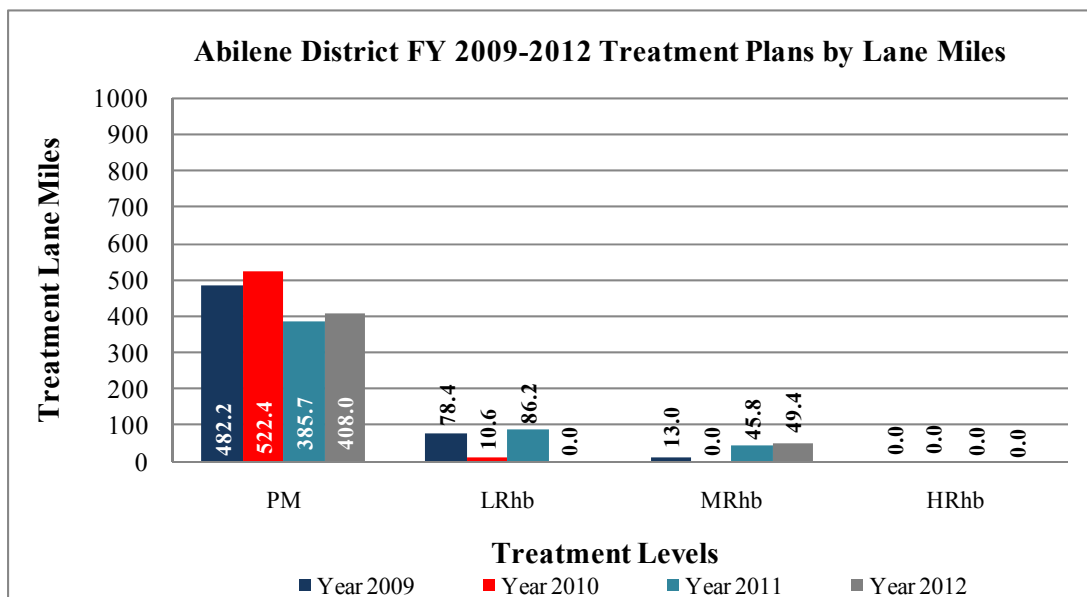


Figure 6. Abilene District Treatment Plans for FY 2009-2012

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, 45.8 and 49.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 78.4, 10.6, 86.2, and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 482.2, 522.4, 385.7 and 408.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 573.6 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 533.0 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 533.0 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 = 517.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 517.7 lane miles or approximately 6.3% 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
Abilene District		Achieved Goal (%)	89.31	88.88	87.05	85.44	82.81
		Achieved Average CS	92	90	87	85	82
Counties in Abilene District	Borden	Achieved Goal (%)	96.33	94.24	89.93	90.51	86.32
		Achieved Average CS	96	93	90	87	84
	Callahan	Achieved Goal (%)	85.3	86.66	83.32	79.89	77.86
		Achieved Average CS	89	89	86	83	81
	Fisher	Achieved Goal (%)	96.09	97.61	97.22	96.49	93.63
		Achieved Average CS	97	95	93	91	88
	Haskell	Achieved Goal (%)	90.72	92.81	90.33	87.29	85.08
		Achieved Average CS	93	92	89	86	83
	Howard	Achieved Goal (%)	88.23	87.98	86.18	83.71	81.92
		Achieved Average CS	91	89	87	84	82
	Jones	Achieved Goal (%)	88.09	88.57	85.98	82.45	80.02
		Achieved Average CS	92	90	87	84	81
	Kent	Achieved Goal (%)	95.32	94.15	92.92	89.53	85.9
		Achieved Average CS	96	93	90	87	83
	Mitchell	Achieved Goal (%)	88.54	84.62	85.57	92.22	90.35

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Nolan	Achieved Average CS	92	89	87	89	87
	Achieved Goal (%)	90.18	89.16	86.77	81.76	78.55
Scurry	Achieved Average CS	92	89	86	83	80
	Achieved Goal (%)	91.78	91.16	90.98	88.95	85.12
Shackelford	Achieved Average CS	94	91	90	87	85
	Achieved Goal (%)	85.62	87.45	86.77	84.2	84.14
Stonewall	Achieved Average CS	89	88	86	84	82
	Achieved Goal (%)	94.06	95.53	98.71	97.49	96.27
Taylor	Achieved Average CS	96	95	94	91	88
	Achieved Goal (%)	83.96	81.02	76.97	76.79	72.98
	Achieved Average CS	89	85	82	81	77

Based on the analysis results presented in Table 5, at the end of the 4-year planning horizon the county in best condition was Stonewall (96.27%) while the worst was Taylor (72.98%).

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

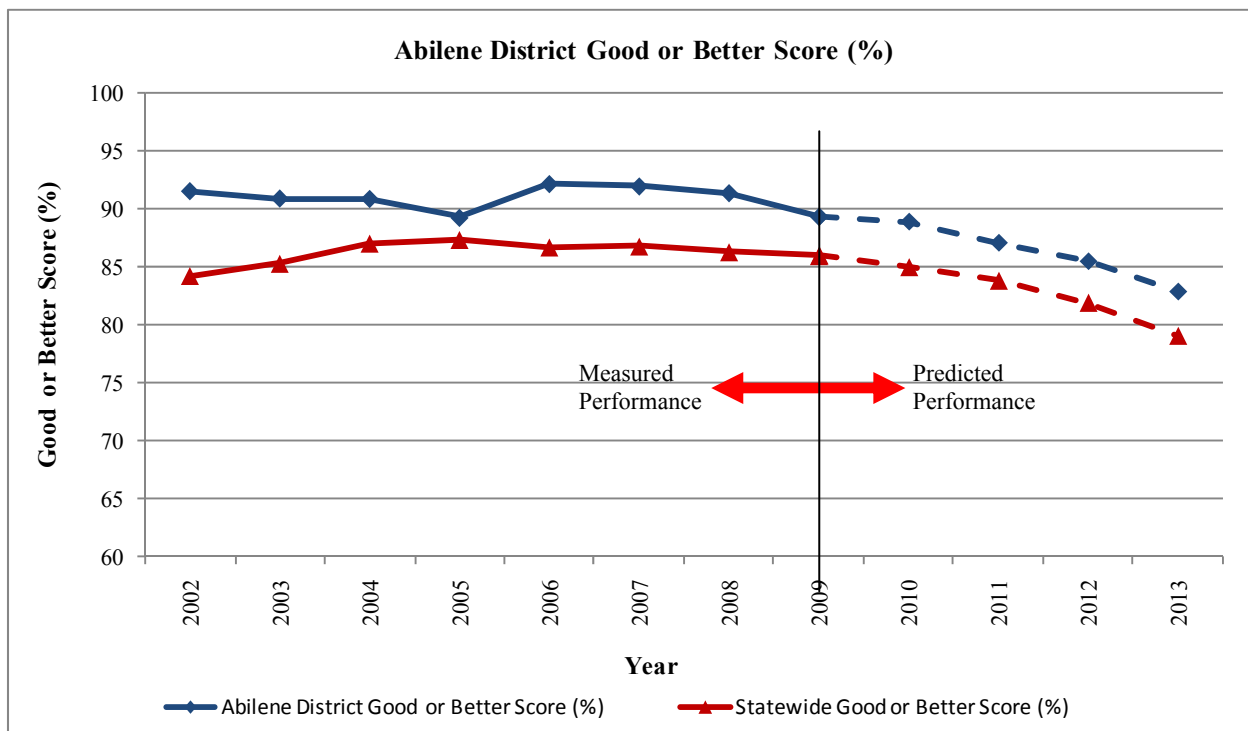


Figure 7. Abilene District Overall Pavement Performance of FY 2002-FY 2013

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 = **885.9 lane miles** = 9.6% 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

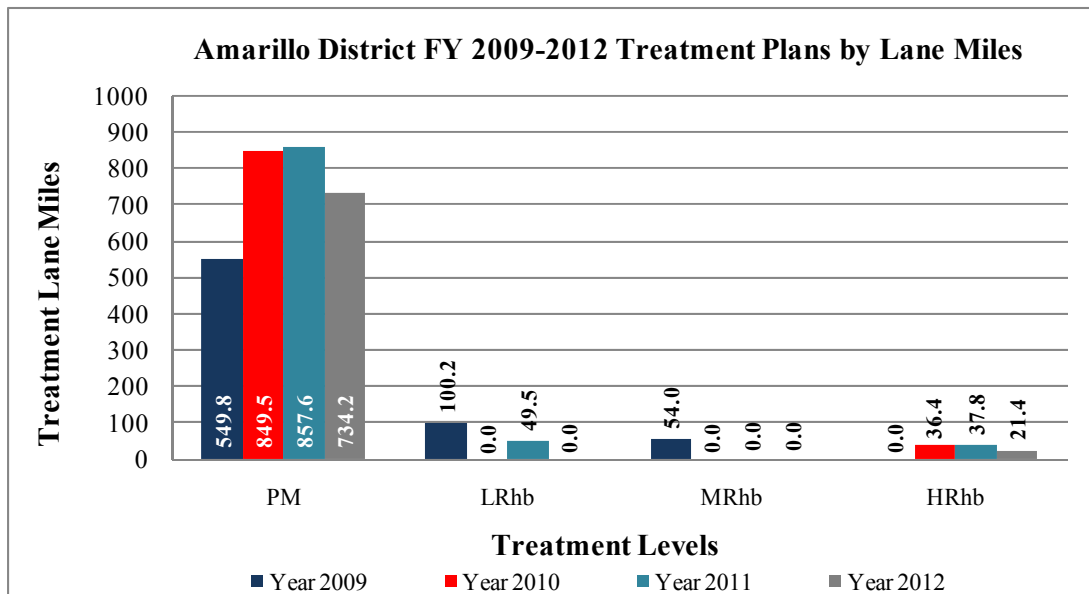


Figure 8. Amarillo District Treatment Plans for FY 2009-2010

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, 36.4, 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, 849.5, 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 = 849.5 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 849.5 lane miles or approximately 9.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 907.1 lane miles + 36.4 lane miles of Heavy Rehab treatments from FY 2010 = 943.5 lane miles or approximately 10.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 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
Amarillo District		Achieved Goal (%)	87.41	88.06	88.79	87.48	85.23
		Achieved Average CS	90	89	88	86	84
Counties in Amarillo District	Armstrong	Achieved Goal (%)	79.3	90.93	92.01	96.28	94.7
		Achieved Average CS	87	92	90	90	87
	Carson	Achieved Goal (%)	83.28	80.29	84.24	87.54	87.54
		Achieved Average CS	87	85	86	87	86
	Dallam	Achieved Goal (%)	88.69	88.14	89.9	88.11	86.12
		Achieved Average CS	91	89	88	85	83
	Deaf Smith	Achieved Goal (%)	90.51	90.08	89.69	87.87	86.35
		Achieved Average CS	92	90	88	86	84
	Gray	Achieved Goal (%)	88.45	85.85	83.55	80.51	76.49
		Achieved Average CS	90	88	85	82	79
	Hansford	Achieved Goal (%)	96.55	96.36	97.23	96.25	94.77
		Achieved Average CS	96	95	93	90	88
	Hartley	Achieved Goal (%)	85.01	94.98	95.2	92.06	89.15

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
	Achieved Average CS	88	93	91	88	86
Hemphill	Achieved Goal (%)	86.31	87.15	89.19	86.78	82.69
	Achieved Average CS	88	88	87	85	83
Hutchinson	Achieved Goal (%)	87.83	84.3	84.47	78.94	78.38
	Achieved Average CS	88	85	85	82	80
Lipscomb	Achieved Goal (%)	81.73	86.17	89.97	91.08	87.52
	Achieved Average CS	86	87	88	88	86
Moore	Achieved Goal (%)	90.39	94.53	94.66	91.77	88.75
	Achieved Average CS	93	93	92	89	86
Ochiltree	Achieved Goal (%)	75.17	80.34	85.14	84.02	81.51
	Achieved Average CS	82	84	85	82	79
Oldham	Achieved Goal (%)	95.51	93.19	92.64	91.1	87.96
	Achieved Average CS	94	92	90	89	86
Potter	Achieved Goal (%)	84.1	83.27	81.74	78.87	76.13
	Achieved Average CS	88	87	85	82	78
Randall	Achieved Goal (%)	92.42	90.53	88.73	85.77	81.94
	Achieved Average CS	93	90	88	85	82
Roberts	Achieved Goal (%)	88.47	87.97	93.65	95.07	94.32
	Achieved Average CS	93	91	91	90	89
Sherman	Achieved Goal (%)	87.45	87.68	89.63	92.38	94.28
	Achieved Average CS	91	89	89	88	88

Based on the analysis results presented in Table 6, at the end of the 4-year planning horizon the county in best condition was Hansford (94.77%) while the worst was Potter (76.13%).

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

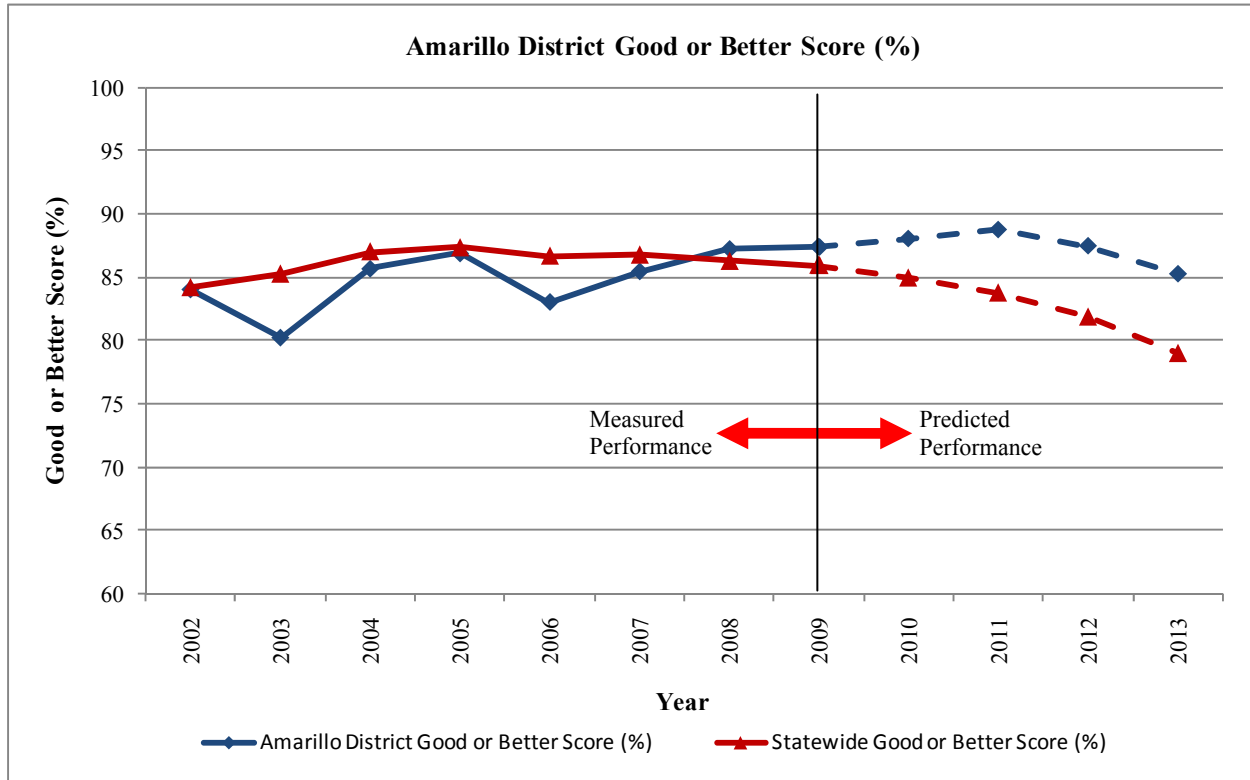


Figure 9. Amarillo District Overall Pavement Performance of FY 2002-FY 2013

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

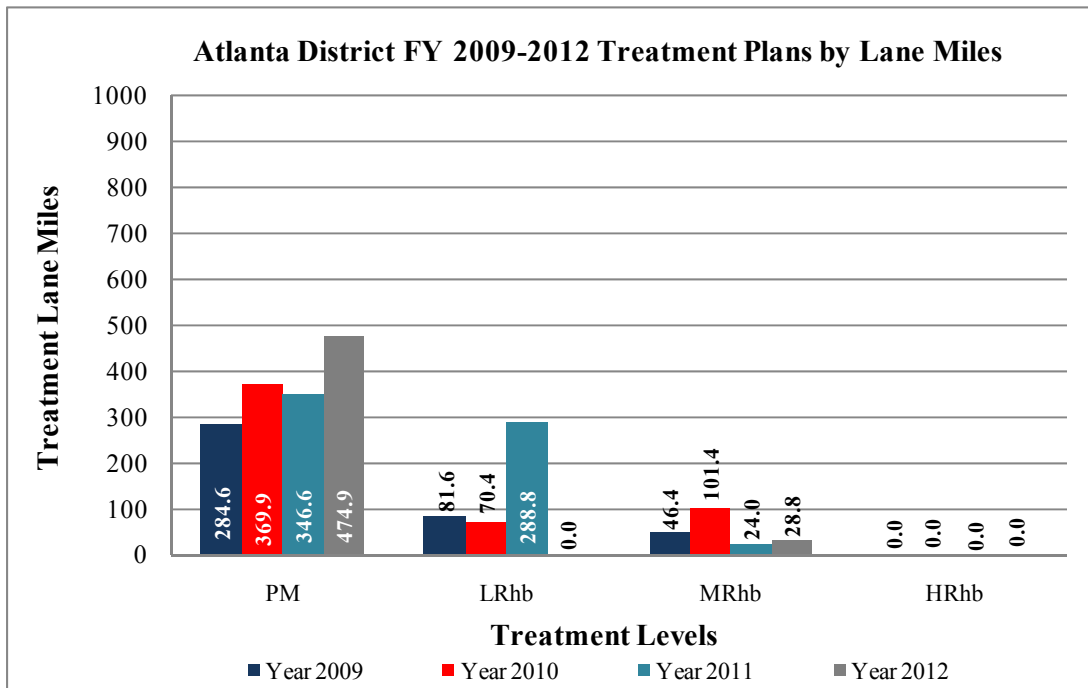


Figure 10. Atlanta District Treatment Plans for FY 2009-2012

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

		Base Year	Analysis Years			
		2009	2010	2011	2011	2012
Upshur	Achieved Average CS	91	89	87	86	84
	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 7, 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

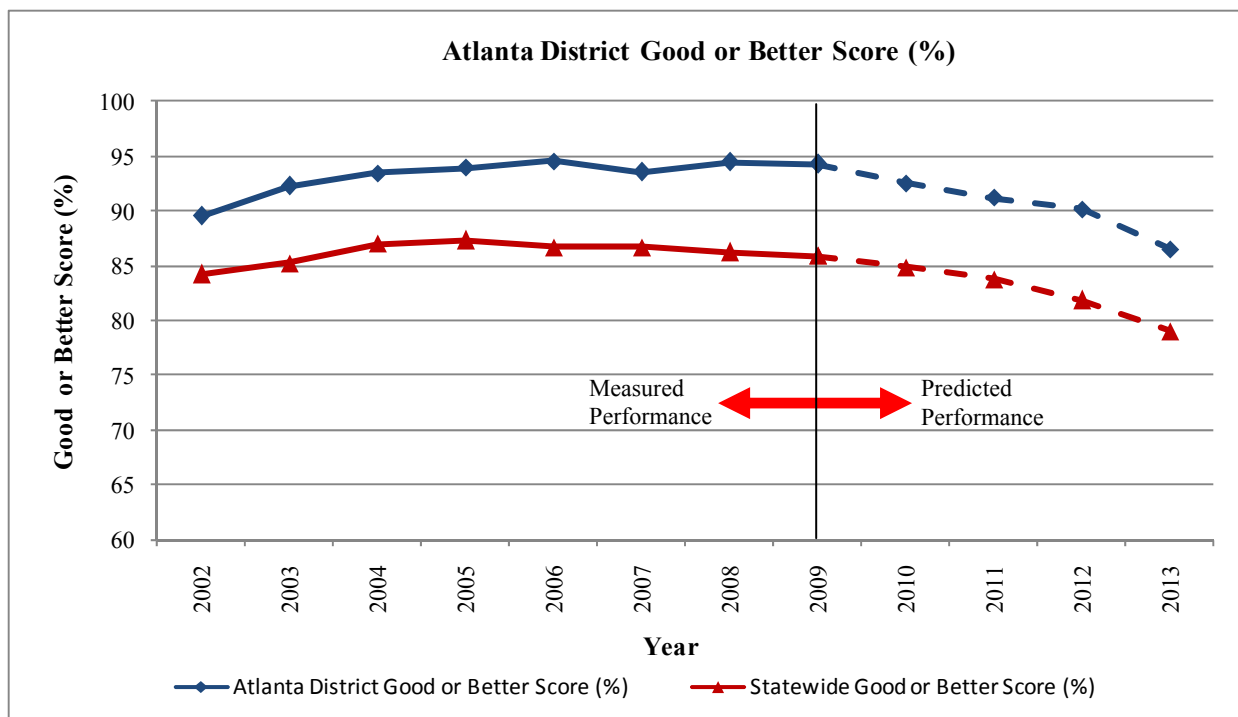


Figure 11. Atlanta District Overall Pavement Performance of FY 2002-FY 2013

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 = **458.5 lane miles** = 5.2% of system lane miles

FY 2011 Plan total treatments = **438.0 lane miles** = 5.0% of system lane miles

FY 2012 Plan total treatments = **183.8 lane miles** = 2.1% of system lane miles

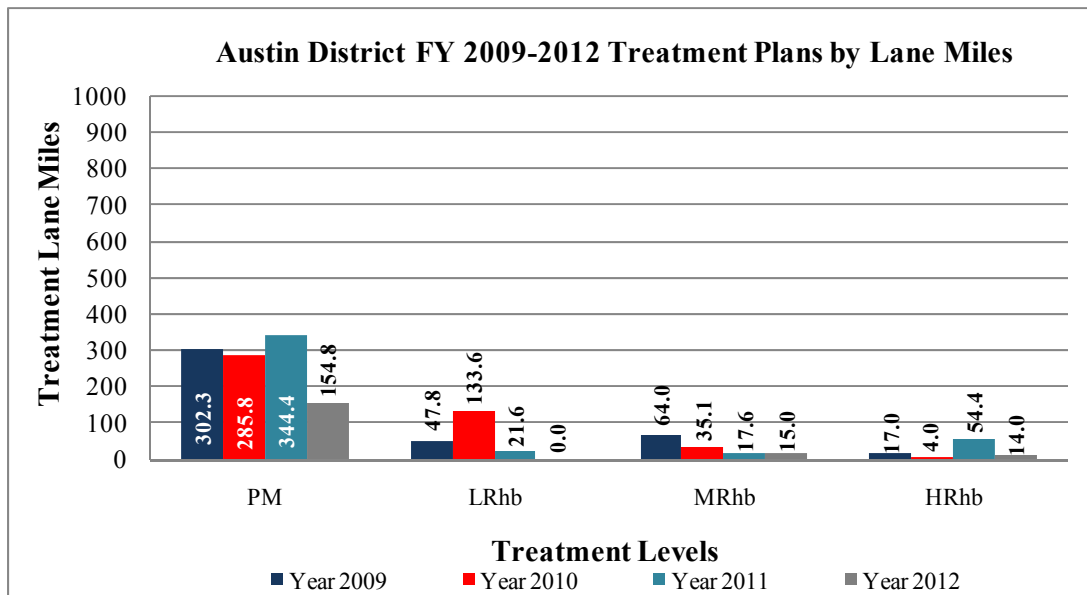


Figure 12. Austin District Treatment Plans for FY 2009-2012

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, 54.4 and 14.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 64.0, 35.1, 17.6 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, 285.8, 344.4 and 154.8 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 = 454.5 lane miles + 17.0 lane miles of Heavy Rehab treatments from FY 2009 = 471.5 lane miles or approximately 5.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 383.6 lane miles + 4.0 lane miles of Heavy Rehab treatments from FY 2010 = 387.6 lane miles or approximately 4.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 169.8 lane miles + 54.4 lane miles of Heavy Rehab treatments from FY 2011 = 224.2 lane miles or approximately 2.6% 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	
Austin District		Achieved Goal (%)	83.95	81.69	78.6	75.38	71.23
		Achieved Average CS	88	86	83	80	77
Counties in Austin District	Bastrop	Achieved Goal (%)	82.4	80.38	78.57	77.69	76.49
		Achieved Average CS	87	85	83	82	79
	Blanco	Achieved Goal (%)	90.35	84.4	80.49	76.53	69.01
		Achieved Average CS	91	88	85	81	77
	Burnet	Achieved Goal (%)	88.71	88.21	86.67	82.15	77.22
		Achieved Average CS	90	88	87	84	80
	Caldwell	Achieved Goal (%)	73.08	75.12	73	70.81	64.98
		Achieved Average CS	83	82	79	76	73
	Gillespie	Achieved Goal (%)	89.9	85.93	79.62	76.56	70.47
		Achieved Average CS	91	88	85	82	77
	Hays	Achieved Goal (%)	84.38	82.55	78.9	75.95	73.57
		Achieved Average CS	89	86	83	80	78
	Lee	Achieved Goal (%)	78.82	78.9	80.89	79.33	74.39
		Achieved Average CS	86	85	84	83	79

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Llano	Achieved Goal (%)	87.87	85.28	81.07	77.05	70.56
	Achieved Average CS	89	86	83	80	76
Mason	Achieved Goal (%)	90.39	89.23	84.71	82.56	78.75
	Achieved Average CS	92	91	88	85	82
Travis	Achieved Goal (%)	85.72	83.67	81.21	77.42	72.63
	Achieved Average CS	89	87	85	82	78
Williamson	Achieved Goal (%)	77.92	73.7	69.06	65.16	63.22
	Achieved Average CS	84	80	77	74	73

Based on the analysis results presented in Table 8, at the end of the 4-year planning horizon the county in best condition was Mason (78.75%) while the worst was Williamson (63.22%).

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

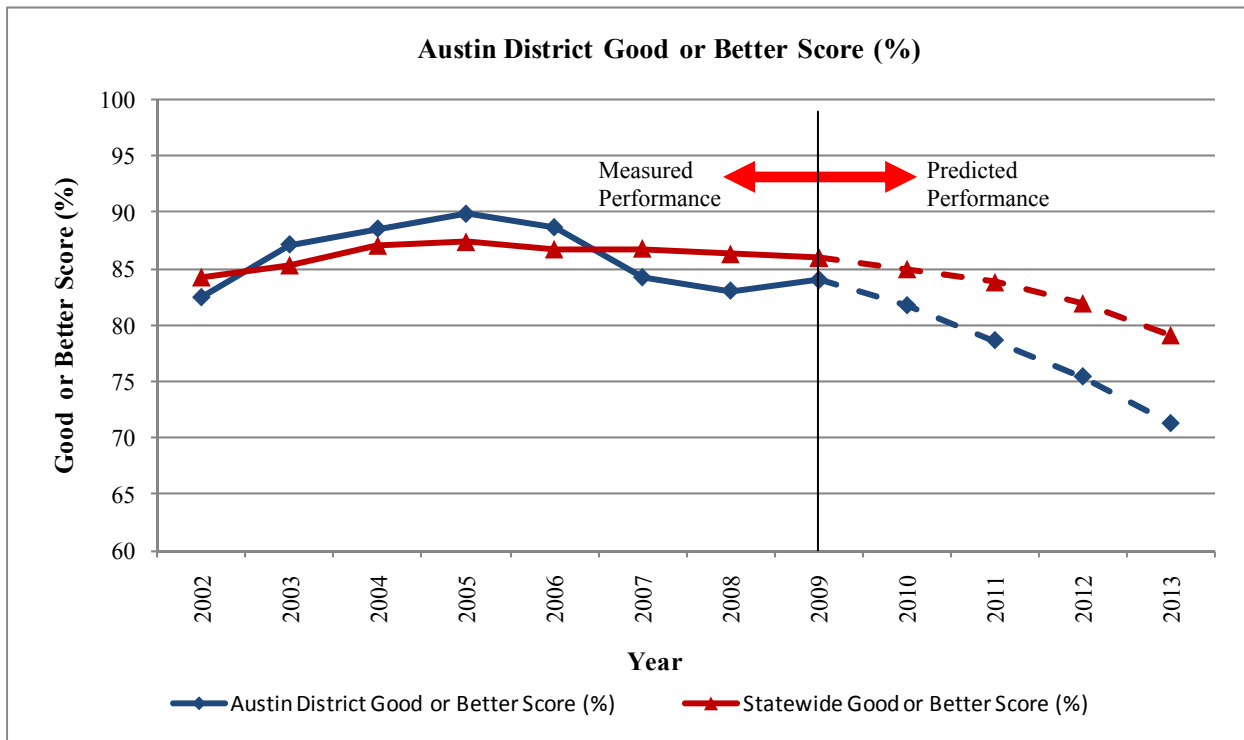


Figure 13. Austin District Overall Pavement Performance of FY 2002-FY 2013

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 = **646.1 lane miles** = 12.0% of system lane miles

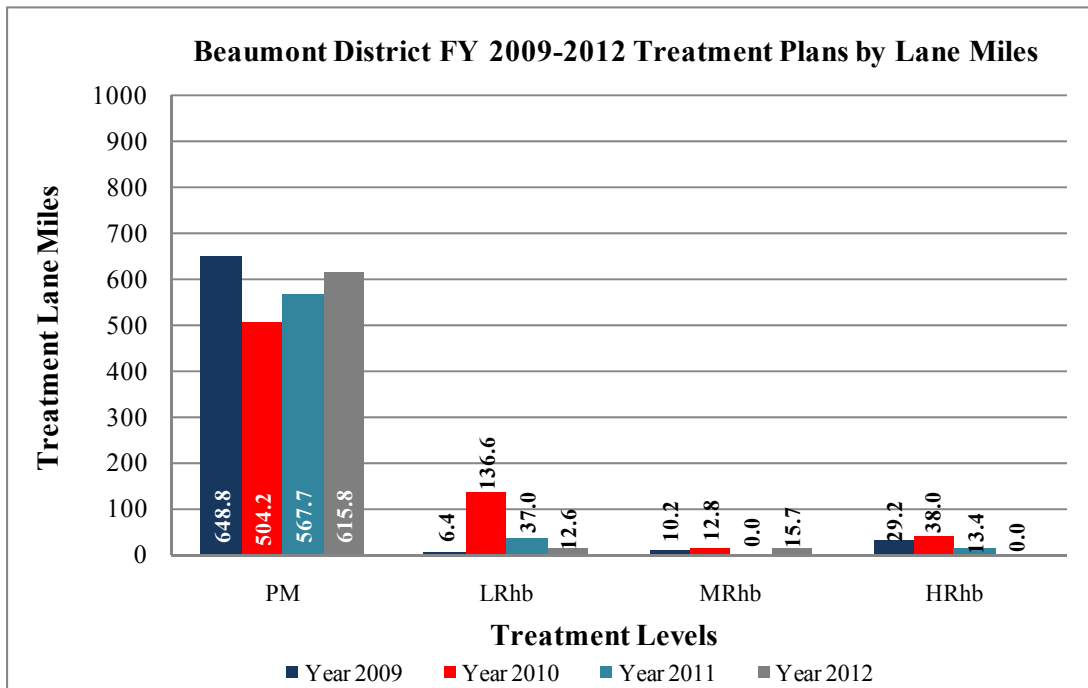


Figure 14. Beaumont District Treatment Plans for FY 2009-2012

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
Beaumont District		Achieved Goal (%)	86.98	86.79	86.38	85.69	84.57
		Achieved Average CS	90	89	87	85	83
Counties in Beaumont District	Chambers	Achieved Goal (%)	90.87	91.23	89.67	87.85	86.48
		Achieved Average CS	92	91	89	87	84
	Hardin	Achieved Goal (%)	93.79	93.27	93.64	91.01	89.25
		Achieved Average CS	95	93	92	89	86
	Jasper	Achieved Goal (%)	91.99	93.94	93.2	90.92	87.05
		Achieved Average CS	93	93	91	88	84
	Jefferson	Achieved Goal (%)	73.74	71.69	70.34	74.51	75.25
		Achieved Average CS	81	79	77	77	78
	Liberty	Achieved Goal (%)	90.61	87.55	89.44	89.69	87.89
		Achieved Average CS	92	90	89	88	85
	Newton	Achieved Goal (%)	97.2	96.82	96.63	93.18	93.22
		Achieved Average CS	97	95	93	90	89
	Orange	Achieved Goal (%)	76.51	78.76	80.34	79.48	80.42

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Tyler	Achieved Average CS	84	83	83	81	82	
	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 9, 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

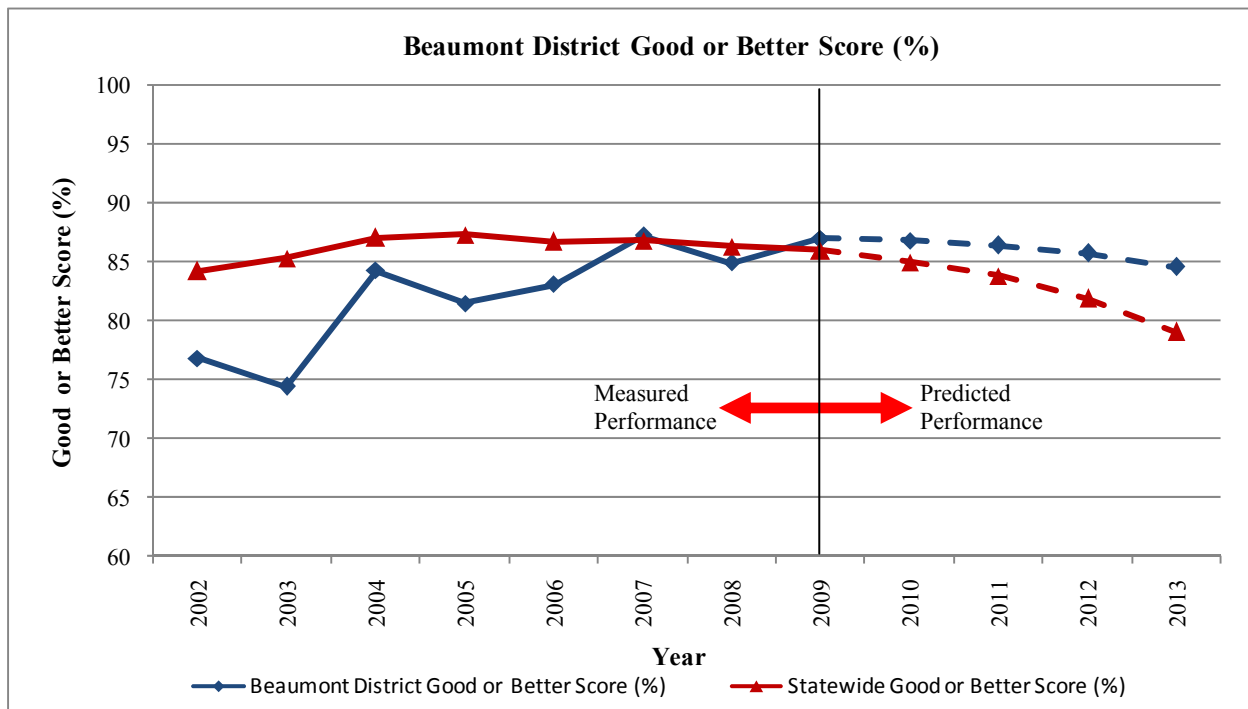


Figure 15. Beaumont District Overall Pavement Performance of FY 2002-FY 2013

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

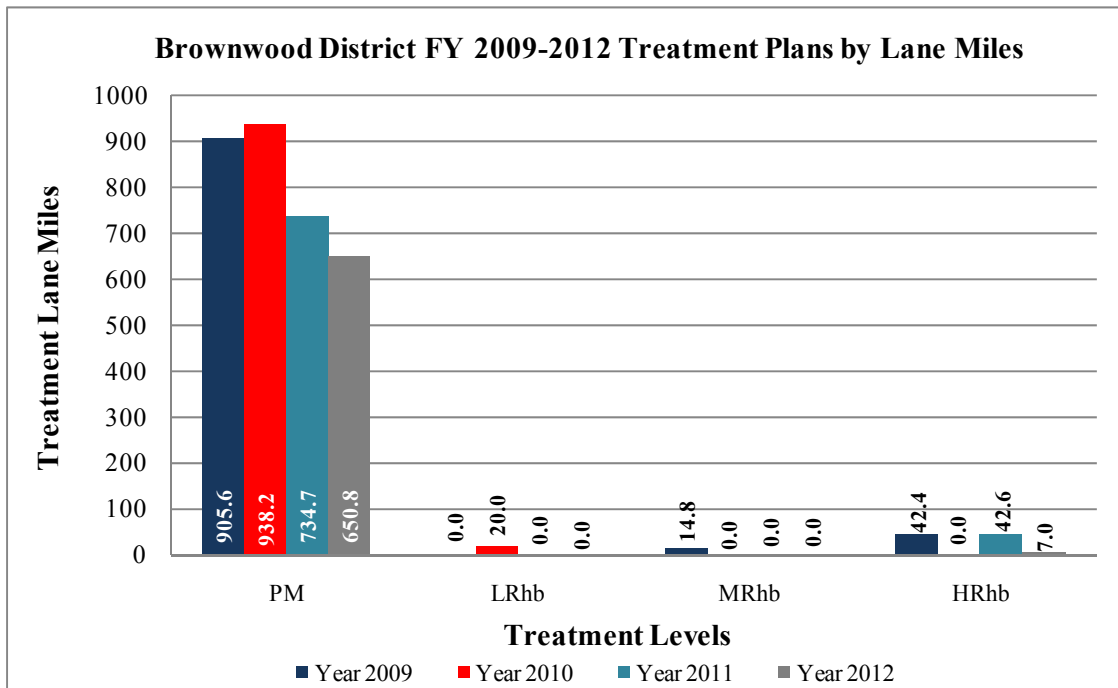


Figure 16. Brownwood District Treatment Plans for FY 2009-2012

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
Brownwood District	Achieved Goal (%)		91.17	92.39	93.6	93.33	92.47
	Achieved Average CS		93	92	91	89	87
Counties in Brownwood District	Brown	Achieved Goal (%)	94.38	92.97	92.6	90.87	88.09
		Achieved Average CS	95	93	91	88	86
	Coleman	Achieved Goal (%)	92.24	94.28	94.57	94.17	93.11
		Achieved Average CS	93	93	91	89	86
	Comanche	Achieved Goal (%)	91.28	92.06	96	95.06	93.25
		Achieved Average CS	94	92	92	89	87
	Eastland	Achieved Goal (%)	91.84	92.88	93.51	91.38	91.21
		Achieved Average CS	93	92	90	88	87
	Lampasas	Achieved Goal (%)	95.04	93.92	93.59	92.8	90.53
		Achieved Average CS	95	93	91	89	87
	McCulloch	Achieved Goal (%)	93.96	94.15	93.73	96.42	96.85
		Achieved Average CS	94	93	91	91	89
	Mills	Achieved Goal (%)	95.75	94.8	97.7	97.24	98.1

		Base Year	Analysis Years			
		2008	2010	2011	2012	2013
San Saba	Achieved Average CS	95	94	94	92	90
	Achieved Goal (%)	86.51	87.02	87.67	89.65	92.33
	Achieved Average CS	89	89	88	88	88
Stephens	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 10, 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

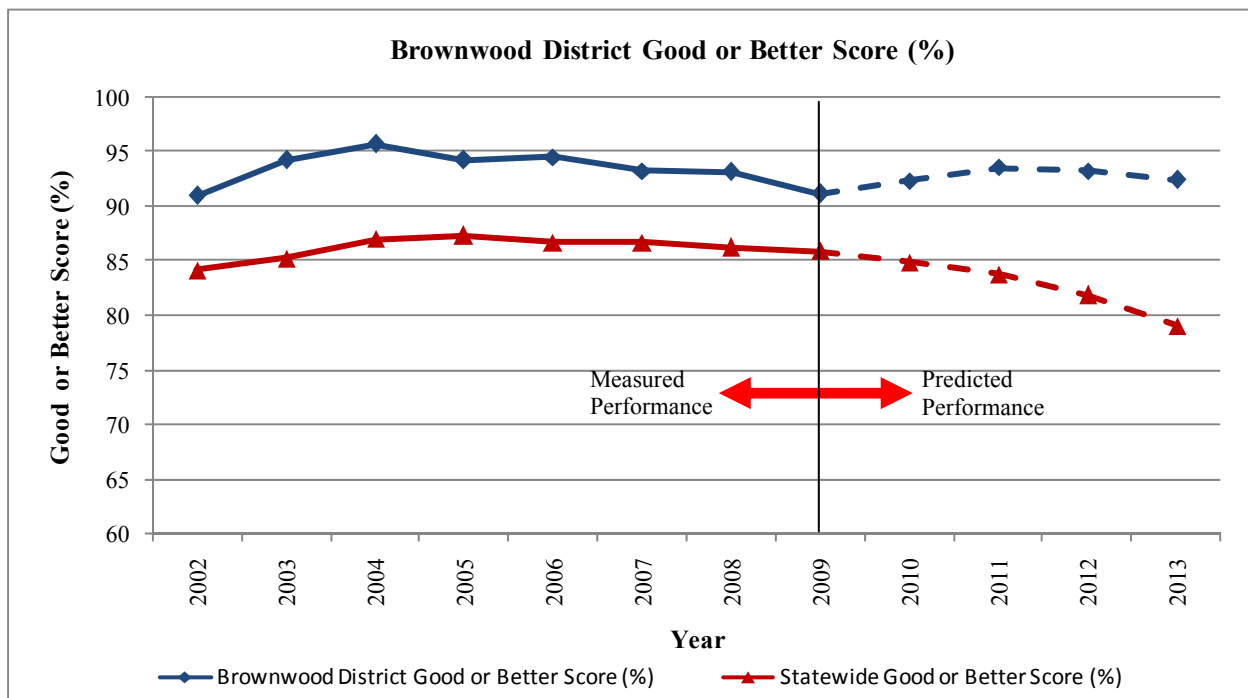


Figure 17. Brownwood District Overall Pavement Performance of FY 2002-FY 2013

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

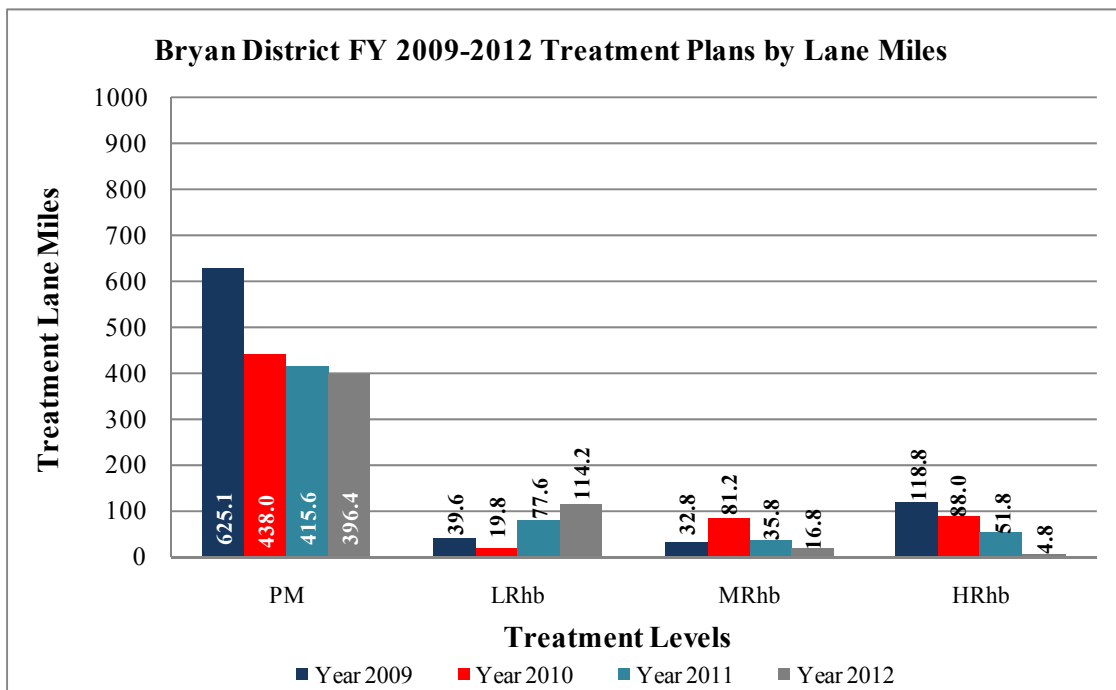


Figure 18. Bryan District Treatment Plans for FY 2009-2012

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
Bryan District		Achieved Goal (%)	87.57	85.27	83.5	81.81	77.52
		Achieved Average CS	90	88	86	83	81
Counties in Bryan District	Brazos	Achieved Goal (%)	83.33	82.19	80	75.38	68.45
		Achieved Average CS	88	87	83	79	75
	Burleson	Achieved Goal (%)	88.87	84.55	79.46	79.49	71.75
		Achieved Average CS	90	87	84	82	78
	Freestone	Achieved Goal (%)	82.47	79.21	80.12	80.85	77.22
		Achieved Average CS	87	85	84	84	81
	Grimes	Achieved Goal (%)	85.16	81.58	80.75	77.5	77.8
		Achieved Average CS	89	86	85	82	82
	Leon	Achieved Goal (%)	88.68	86.93	82.45	84.4	79.97
		Achieved Average CS	90	89	85	85	82
	Madison	Achieved Goal (%)	85.19	82.66	81.16	78.66	73.41
		Achieved Average CS	88	86	85	82	78
	Milam	Achieved Goal (%)	89.33	87.4	87.93	83.31	78.5

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Robertson	Achieved Average CS	91	89	89	85	81
	Achieved Goal (%)	87.11	86.28	87.37	85.69	83.12
	Achieved Average CS	91	89	88	86	83
Walker	Achieved Goal (%)	94.5	91.97	88.29	87.39	83.32
	Achieved Average CS	93	91	88	85	83
Washington	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 11, 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

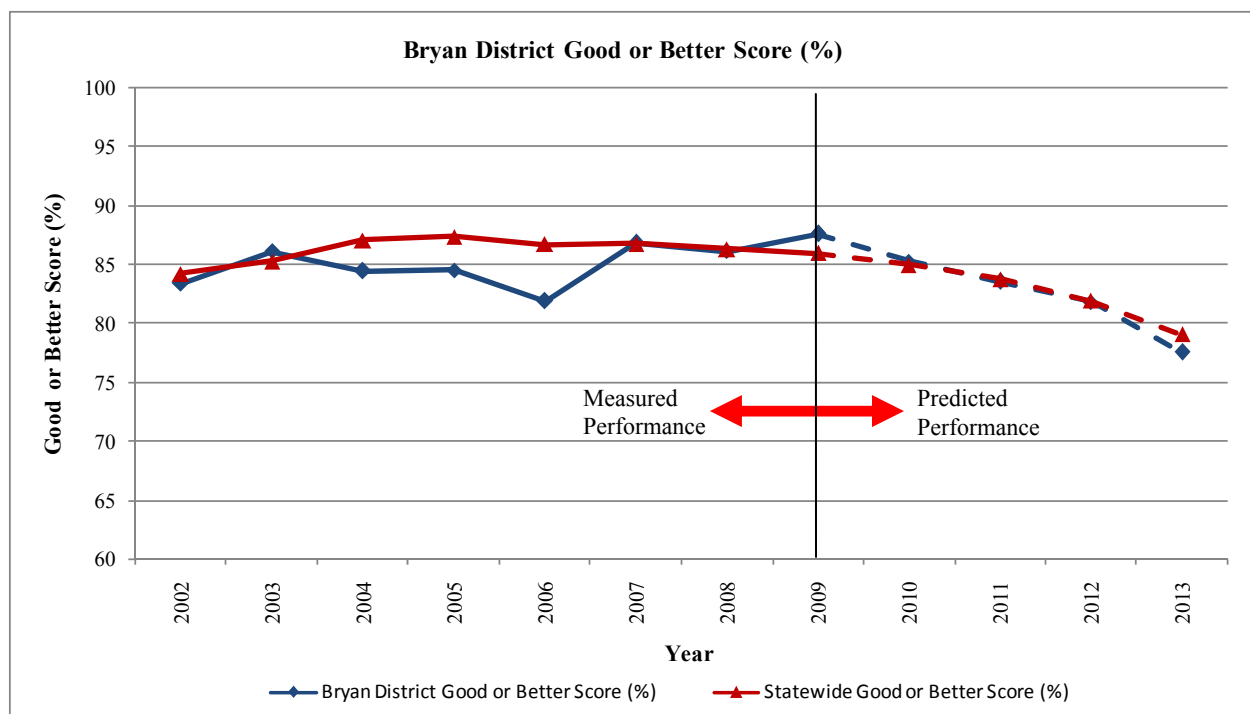


Figure 19. Bryan District Overall Pavement Performance of FY 2002-FY 2013

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

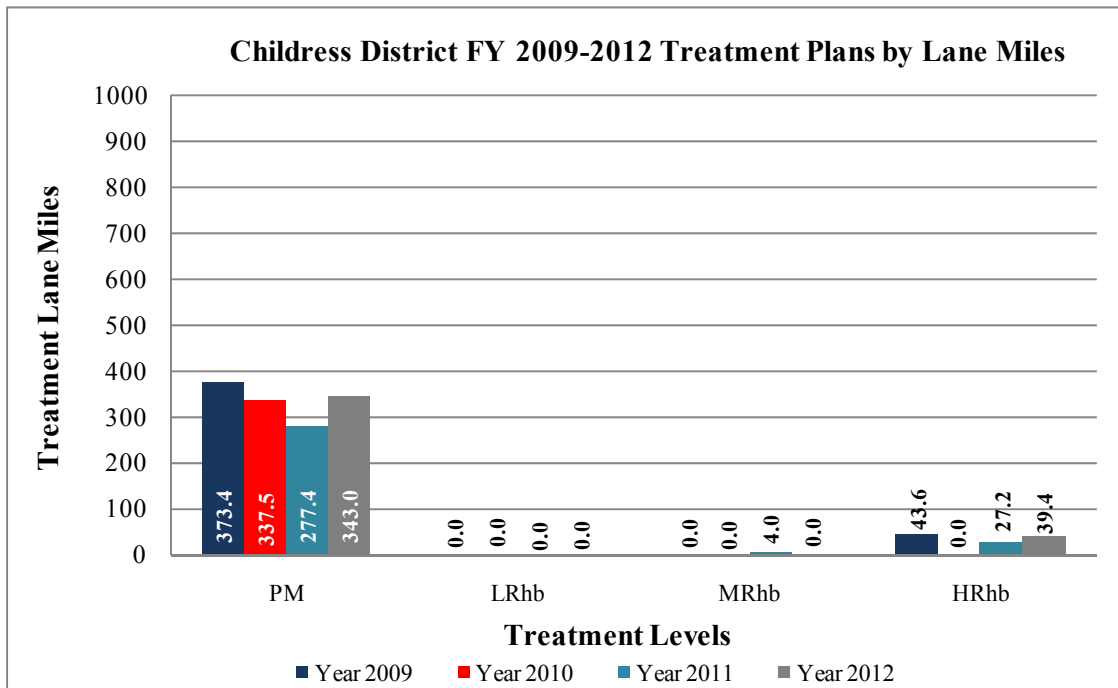


Figure 20. Childress District Treatment Plans for FY 2009-2012

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	
Childress District		Achieved Goal (%)	91.48	90.87	91.25	90.15	88.01
		Achieved Average CS	94	92	90	88	85
Counties in Childress District	Briscoe	Achieved Goal (%)	91.18	90.94	88.18	89.04	85.12
		Achieved Average CS	93	92	89	87	84
	Childress	Achieved Goal (%)	84.77	83.55	92.32	91.1	87.91
		Achieved Average CS	90	88	91	88	85
	Collingsworth	Achieved Goal (%)	91.71	89.94	89.1	88.7	86.48
		Achieved Average CS	94	92	90	87	83
	Cottle	Achieved Goal (%)	98.09	96.54	95.15	94.22	90.5
		Achieved Average CS	97	95	92	89	86
	Dickens	Achieved Goal (%)	94.43	92.81	91.49	89.66	87.66
		Achieved Average CS	96	93	91	88	86
	Donley	Achieved Goal (%)	82.77	80.69	88.33	87.08	85.77
		Achieved Average CS	91	89	89	87	85
	Foard	Achieved Goal (%)	90.47	86.49	82.03	82.3	80.47
		Achieved Average CS	91	89	86	85	82

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Hall	Achieved Goal (%)	94.77	93.75	94.46	93.18	90.68
	Achieved Average CS	96	94	92	90	87
Hardeman	Achieved Goal (%)	87.04	90.1	91.46	88.92	85.77
	Achieved Average CS	92	91	90	87	84
King	Achieved Goal (%)	92.99	93.5	91.98	97.46	96.95
	Achieved Average CS	93	93	90	92	90
Knox	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 12, 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

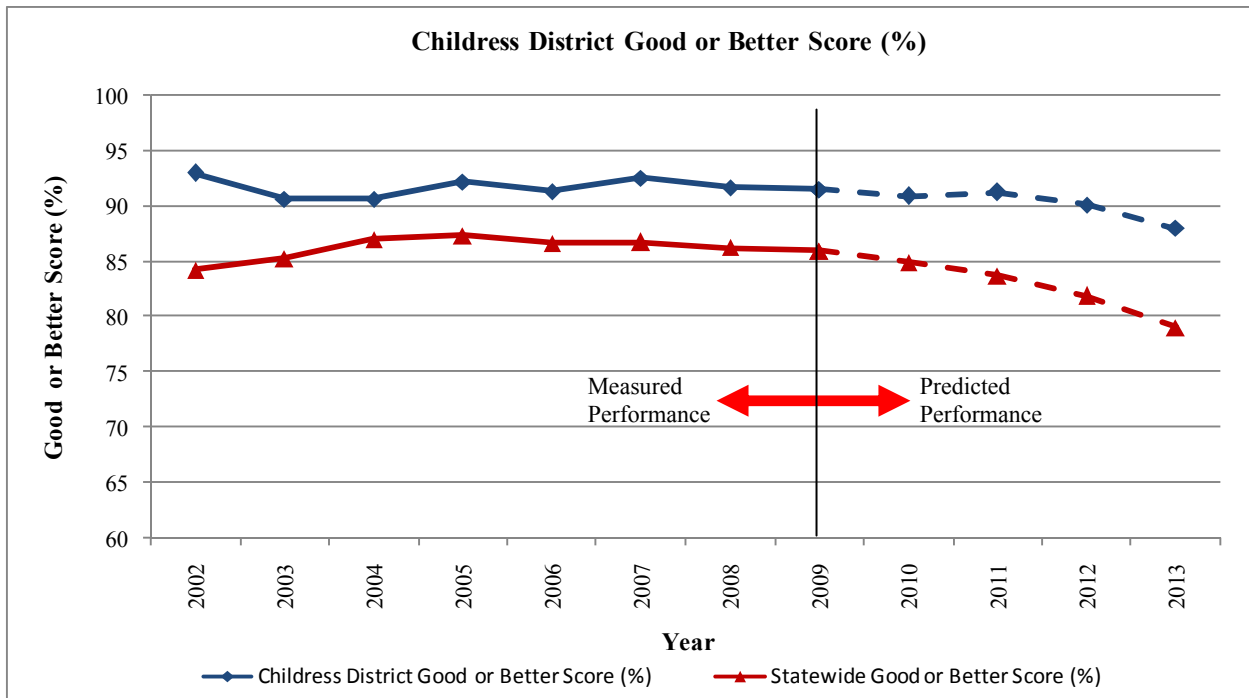


Figure 21. Childress District Overall Pavement Performance of FY 2002-FY 2013

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 = **972.8 lane miles** = 14.2% of system lane miles
 FY 2011 Plan total treatments = **972.1 lane miles** = 14.2% of system lane miles
 FY 2012 Plan total treatments = **677.4 lane miles** = 9.9% of system lane miles

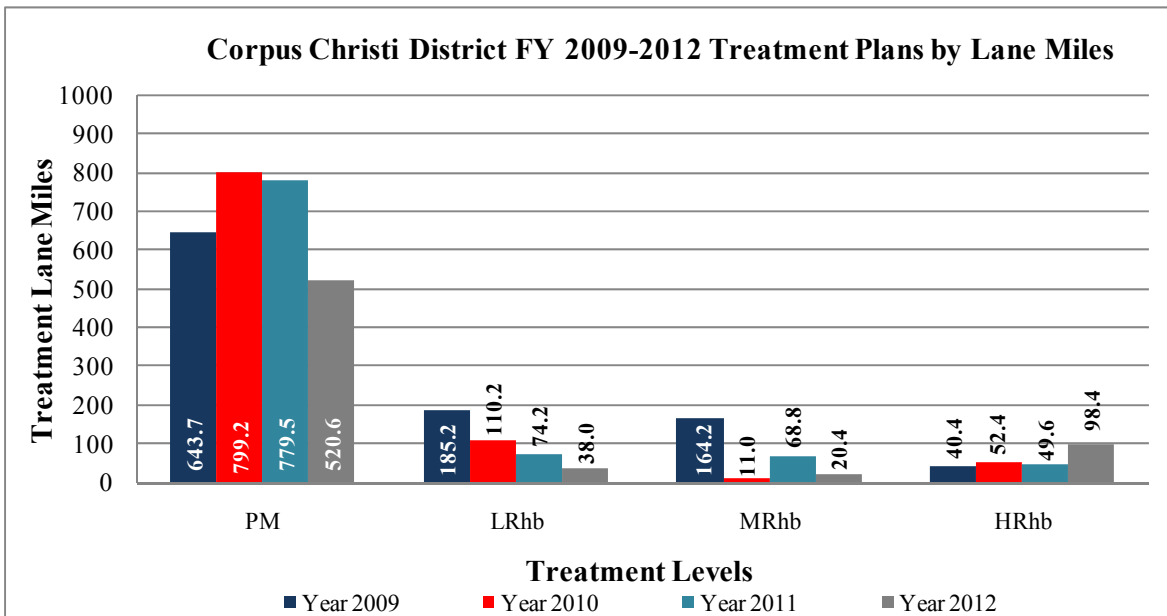


Figure 22. Corpus Christi District Treatment Plans for FY 2009-2012

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, 52.4, 49.6 and 98.4 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, 799.2, 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 = 920.4 lane miles + 40.4 lane miles of Heavy Rehab treatments from FY 2009 = 960.8 lane miles or approximately 14.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 922.5 lane miles + 52.4 lane miles of Heavy Rehab treatments from FY 2010 = 974.9 lane miles or approximately 14.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 579.0 lane miles + 49.6 lane miles of Heavy Rehab treatments from FY 2011 = 628.6 lane miles or approximately 9.2% 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
Corpus Christi District		Achieved Goal (%)	83.58	83.31	82.72	82.83	80.38
		Achieved Average CS	88	87	85	84	82
Counties in Corpus Christi District	Aransas	Achieved Goal (%)	89.85	84.59	84.11	78.84	80.66
		Achieved Average CS	91	87	85	82	83
	Bee	Achieved Goal (%)	86.39	88.82	88.41	88.31	84.53
		Achieved Average CS	90	90	88	86	83
	Goliad	Achieved Goal (%)	82.97	88.86	82.68	80.77	77.55
		Achieved Average CS	87	89	86	83	81
	Jim Wells	Achieved Goal (%)	76.21	76.4	77.88	81.22	83.59
		Achieved Average CS	84	83	83	83	83
	Karnes	Achieved Goal (%)	85.59	81.88	80.16	77.42	72.21
		Achieved Average CS	89	87	84	81	78
	Kleberg	Achieved Goal (%)	84.47	86.47	86.7	84.13	79.22
		Achieved Average CS	88	88	87	84	80
	Live Oak	Achieved Goal (%)	84.32	85.32	83.59	83.51	79.09
		Achieved Average CS	88	89	87	85	81

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Nueces	Achieved Goal (%)	85.1	82.04	82.37	82.2	80.73
	Achieved Average CS	89	86	85	84	82
Refugio	Achieved Goal (%)	91.1	91.19	88.52	88.91	84.79
	Achieved Average CS	90	89	87	87	83
San Patricio	Achieved Goal (%)	77.48	77.4	79.27	83.02	81.51
	Achieved Average CS	85	84	83	84	82

Based on the analysis results presented in Table 13, at the end of the 4-year planning horizon the county in best condition was Refugio (84.79%) while the worst was Karnes (72.21%).

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

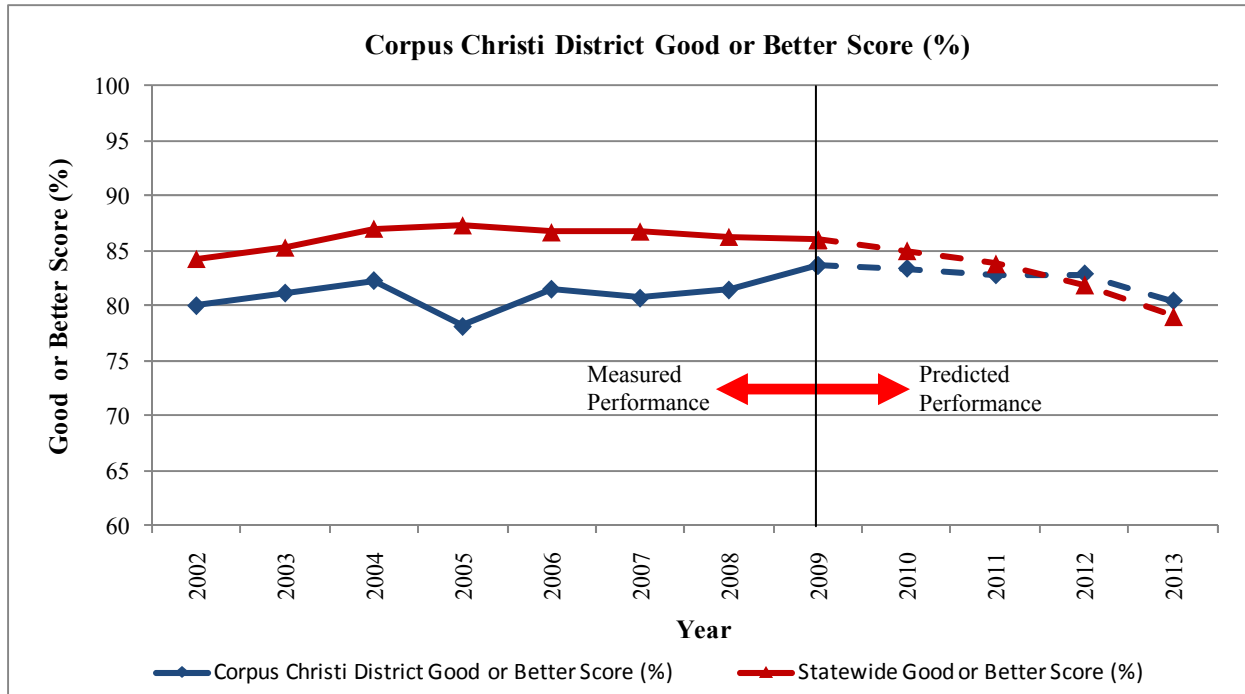


Figure 23. Corpus Christi District Overall Pavement Performance of FY 2002-FY 2013

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 = **671.4 lane miles** = 6.7% of system lane miles
 FY 2010 Plan total treatments = **830.6 lane miles** = 8.3% of system lane miles
 FY 2011 Plan total treatments = **448.2 lane miles** = 4.5% of system lane miles
 FY 2012 Plan total treatments = **436.5 lane miles** = 4.3% of system lane miles

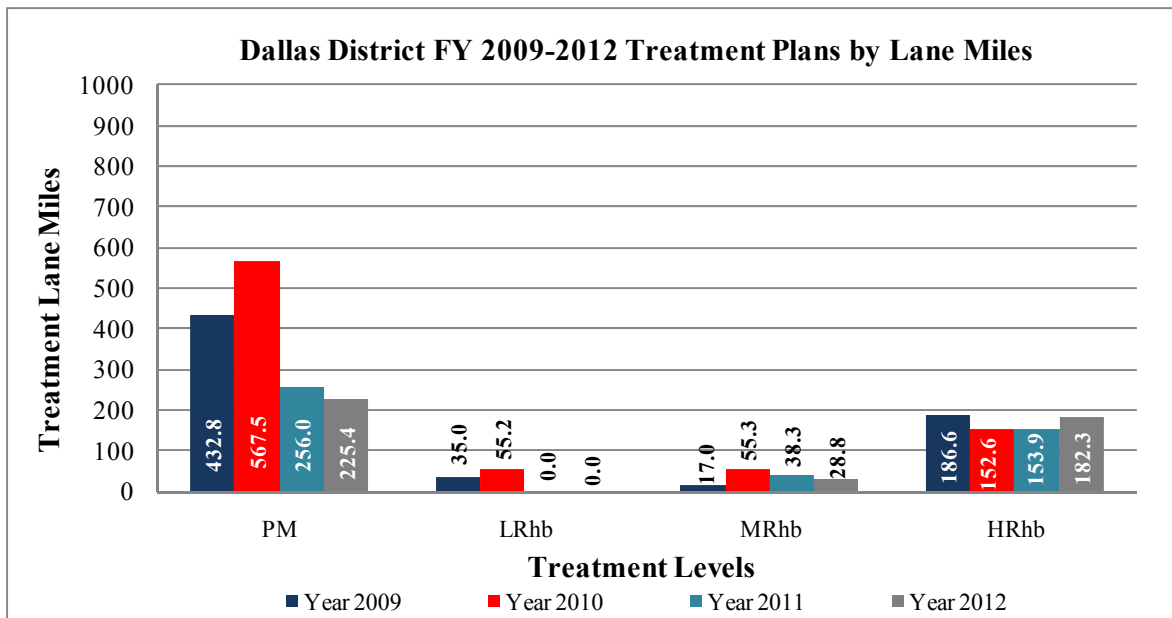


Figure 24. Dallas District Treatment Plans for FY 2009-2012

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 186.6, 152.6, 153.9 and 182.3 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 17.0, 55.3, 38.3 and 28.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 35.0, 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 432.8, 567.5, 256.0 and 225.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 484.8 lane miles or approximately 4.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 678.0 lane miles + 186.6 lane miles of Heavy Rehab treatments from FY 2009 = 864.6 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 = 294.3 lane miles + 152.6 lane miles of Heavy Rehab treatments from FY 2010 = 446.9 lane miles or approximately 4.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 254.2 lane miles + 153.9 lane miles of Heavy Rehab treatments from FY 2011 = 408.1 lane miles or approximately 4.1% 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
Dallas District		Achieved Goal (%)	75.27	70.1	66.82	62.05	58.19
		Achieved Average CS	81	78	75	71	68
Counties in Dallas District	Collin	Achieved Goal (%)	78.41	75.03	71.37	64.6	62.19
		Achieved Average CS	83	81	78	74	71
	Dallas	Achieved Goal (%)	67.98	60.14	55.71	50.85	45.95
		Achieved Average CS	76	71	68	64	60
	Denton	Achieved Goal (%)	80.92	74.19	72.1	66.32	64.6
		Achieved Average CS	85	81	78	74	72
	Ellis	Achieved Goal (%)	82	81.62	77.88	75.36	73.16
		Achieved Average CS	86	84	81	79	77
	Kaufman	Achieved Goal (%)	69.83	65.13	60.27	55.95	52.22
		Achieved Average CS	78	74	71	67	63
	Navarro	Achieved Goal (%)	86.02	80.97	79.76	76.19	69.79
		Achieved Average CS	88	85	82	79	75
	Rockwall	Achieved Goal (%)	57.51	53.75	58.16	51.15	42.58
		Achieved Average CS	71	69	70	67	61

Based on the analysis results presented in Table 14, at the end of the 4-year planning horizon the county in best condition was Ellis (73.16%) while the worst was Rockwall (42.58%).

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

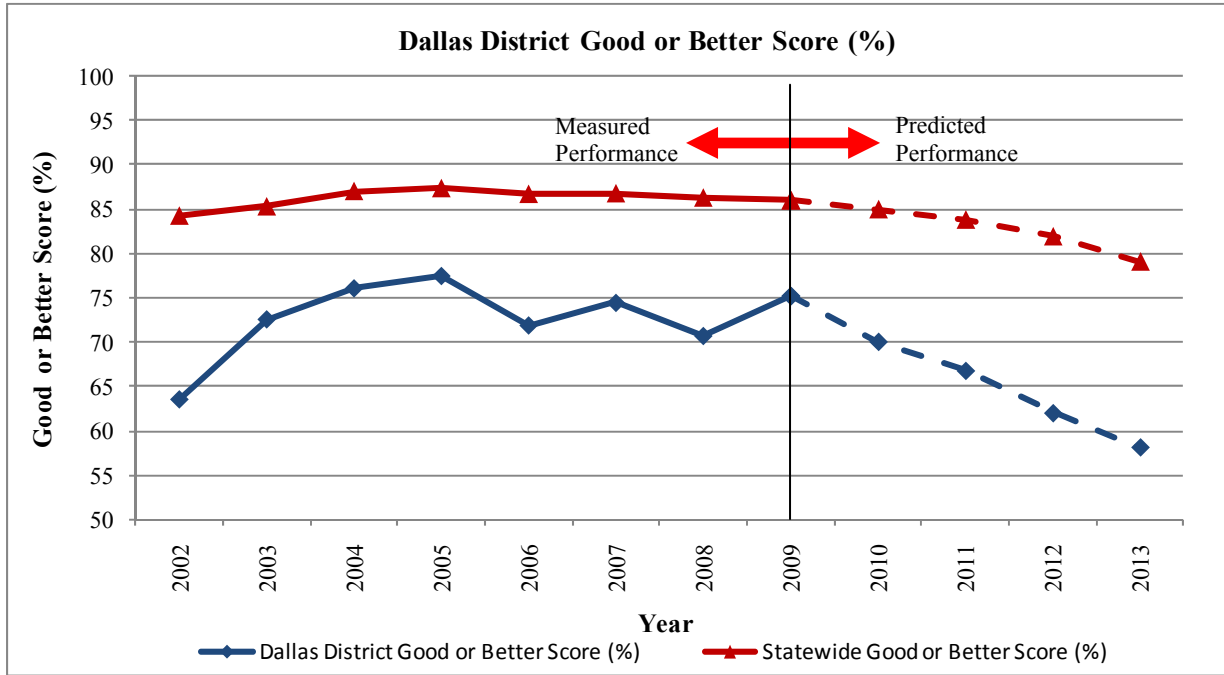


Figure 25. Dallas District Overall Pavement Performance of FY 2002-FY 2013

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 = **263.3 lane miles** = 5.6% of system lane miles
 FY 2012 Plan total treatments = **349.0 lane miles** = 7.4% of system lane miles

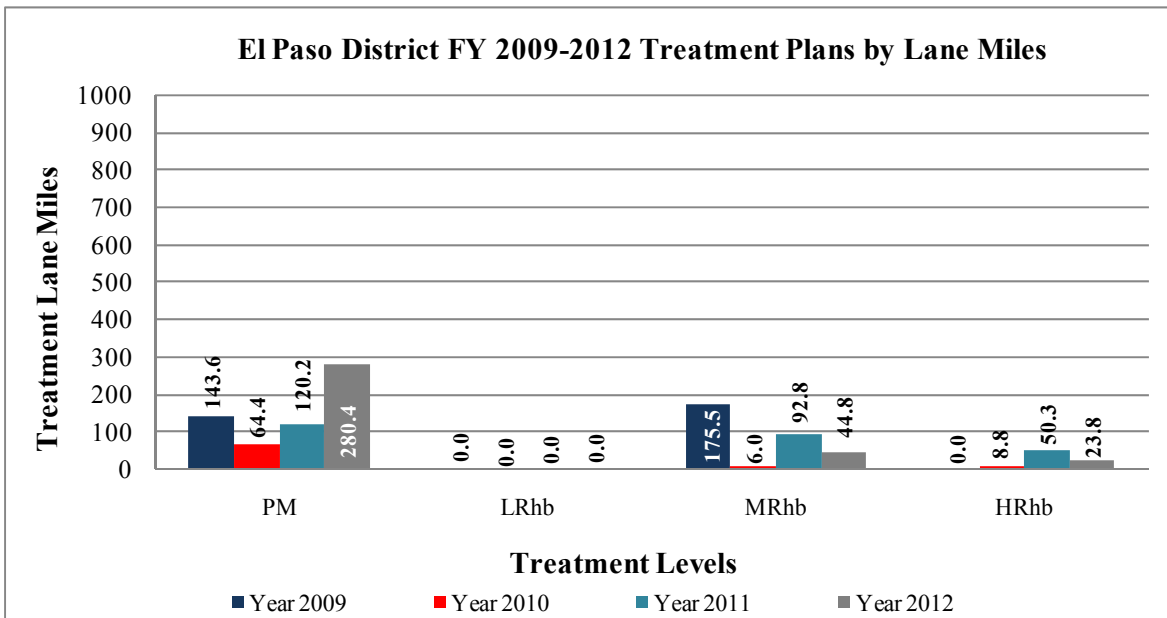


Figure 26. El Paso District Treatment Plans for FY 2009-2012

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, 92.8 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 280.4 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 = 213.0 lane miles + 8.8 lane miles of Heavy Rehab treatments from FY 2010 = 221.8 lane miles or approximately 4.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 325.2 lane miles + 50.3 lane miles of Heavy Rehab treatments from FY 2011 = 375.5 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
El Paso District		Achieved Goal (%)	87.35	86.15	84.13	81.76	80.39
		Achieved Average CS	90	88	86	83	81
Counties in El Paso District	Brewster	Achieved Goal (%)	95.55	93.93	92.44	91.24	87.47
		Achieved Average CS	95	93	90	88	85
	Culberson	Achieved Goal (%)	92.46	92.27	89.91	86.54	82.23
		Achieved Average CS	93	92	89	85	82
	El Paso	Achieved Goal (%)	78.34	77.39	73.86	71.88	73.44
		Achieved Average CS	84	83	80	78	79
	Hudspeth	Achieved Goal (%)	90.42	90.15	90.8	88	85.02
		Achieved Average CS	93	91	89	87	83
	Jeff Davis	Achieved Goal (%)	87.94	84.36	82.51	79.73	81.49
		Achieved Average CS	90	88	85	82	82
	Presidio	Achieved Goal (%)	92.01	89.83	87.79	85.31	81.95
		Achieved Average CS	93	90	87	85	81

Based on the analysis results presented in Table 15, at the end of the 4-year planning horizon the county in best condition was Brewster (87.47%) while the worst was El Paso (73.44%).

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

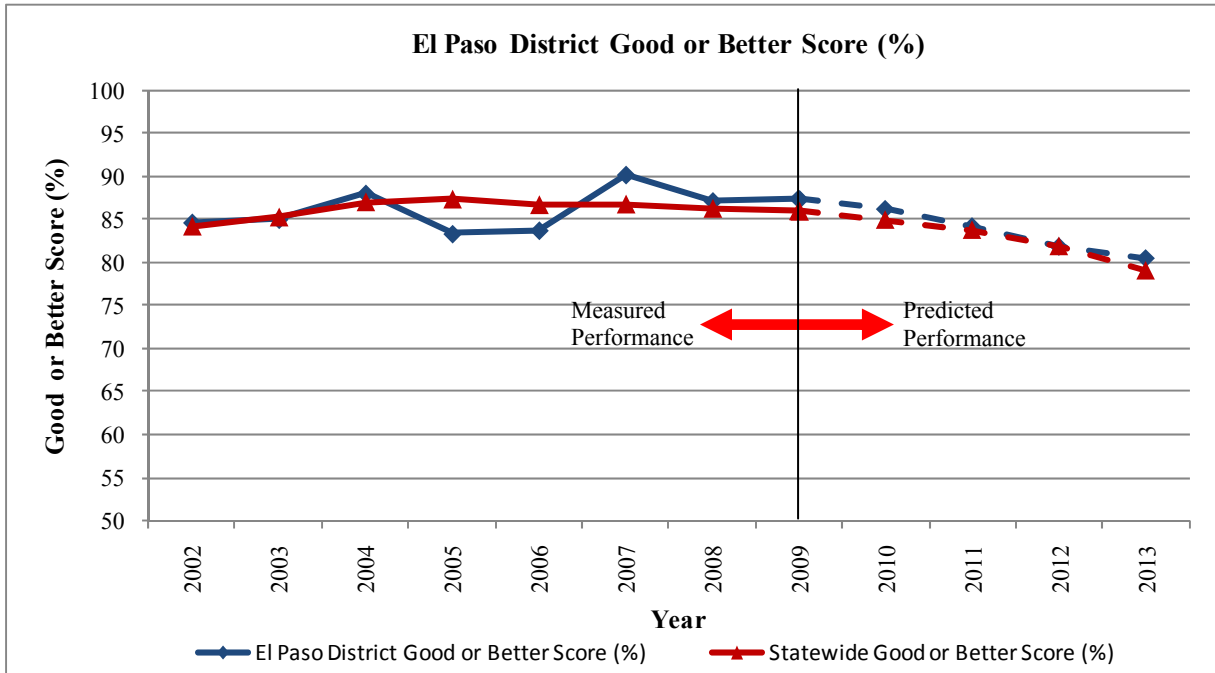


Figure 27. El Paso District Overall Pavement Performance of FY 2002-FY 2013

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 = **754.8 lane miles** = 8.9% of system lane miles
 FY 2010 Plan total treatments = **566.5 lane miles** = 6.6% of system lane miles
 FY 2011 Plan total treatments = **571.8 lane miles** = 6.7% of system lane miles
 FY 2012 Plan total treatments = **2122.1 lane miles** = 24.9% of system lane miles

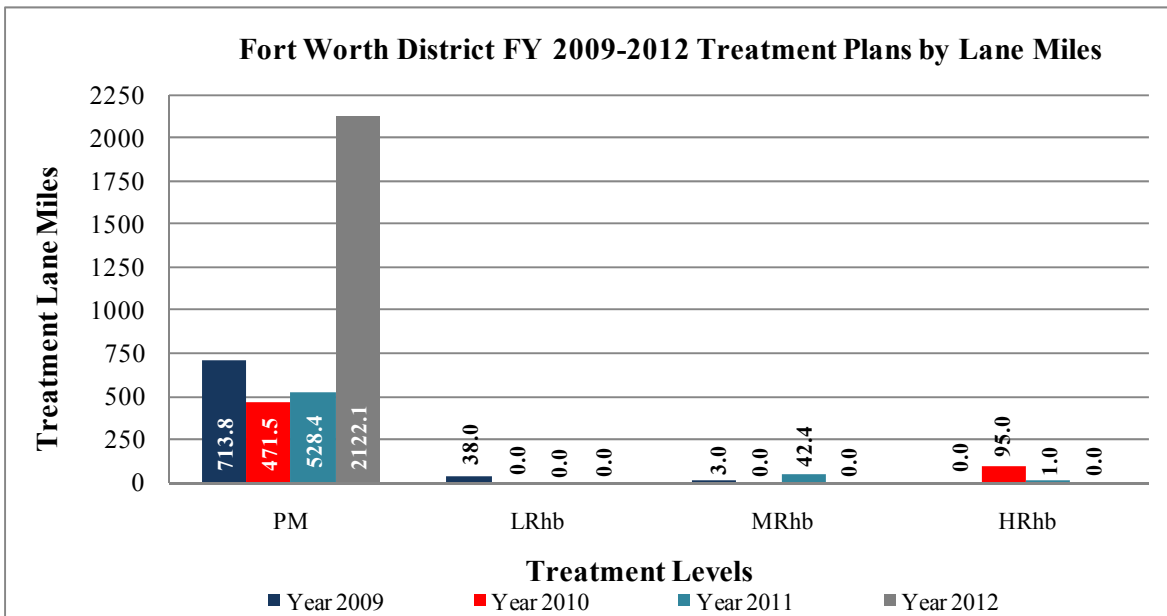


Figure 28. Fort Worth District Treatment Plans for FY 2009-2012

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, 95.0, 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 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 713.8, 471.5, 528.4 and 2122.1 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 754.8 lane miles or approximately 8.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 471.5 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 471.5 lane miles or approximately 5.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 570.8 lane miles + 95.0 lane miles of Heavy Rehab treatments from FY 2010 = 665.8 lane miles or approximately 7.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 2122.1 lane miles + 1.0 lane miles of Heavy Rehab treatments from FY 2011 = 2123.1 lane miles or approximately 24.9% 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
Fort Worth District		Achieved Goal (%)	81.44	80.1	77.5	74.07	78.42
		Achieved Average CS	87	84	82	79	80
Counties in Fort Worth District	Erath	Achieved Goal (%)	87.59	88.03	86.51	82.69	77.39
		Achieved Average CS	90	89	86	83	80
	Hood	Achieved Goal (%)	73.75	70.12	79.92	80.18	85.78
		Achieved Average CS	85	82	84	82	83
	Jack	Achieved Goal (%)	91.2	91.52	91.55	90.47	83.8
		Achieved Average CS	93	91	90	87	82
	Johnson	Achieved Goal (%)	76.29	77.25	75.32	74.51	76.46
		Achieved Average CS	84	82	80	78	78
	Palo Pinto	Achieved Goal (%)	90.36	86.86	83.44	78.55	75.24
		Achieved Average CS	93	90	86	82	79
	Parker	Achieved Goal (%)	78.17	81.65	76.89	77.61	82.09
		Achieved Average CS	83	84	80	80	83
	Somervell	Achieved Goal (%)	83.74	77.61	85.5	80.65	80.44
		Achieved Average CS	89	84	87	84	80
	Tarrant	Achieved Goal (%)	79.2	73.97	68.78	63.22	77.29

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Wise	Achieved Average CS	85	80	77	73	81	
	Achieved Goal (%)	80.79	87.68	86.1	82.21	77.53	
	Achieved Average CS	87	90	87	83	79	

Based on the analysis results presented in Table 16, at the end of the 4-year planning horizon the county in best condition was Hood (85.78%) while the worst was Palo Pinto (75.24%).

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

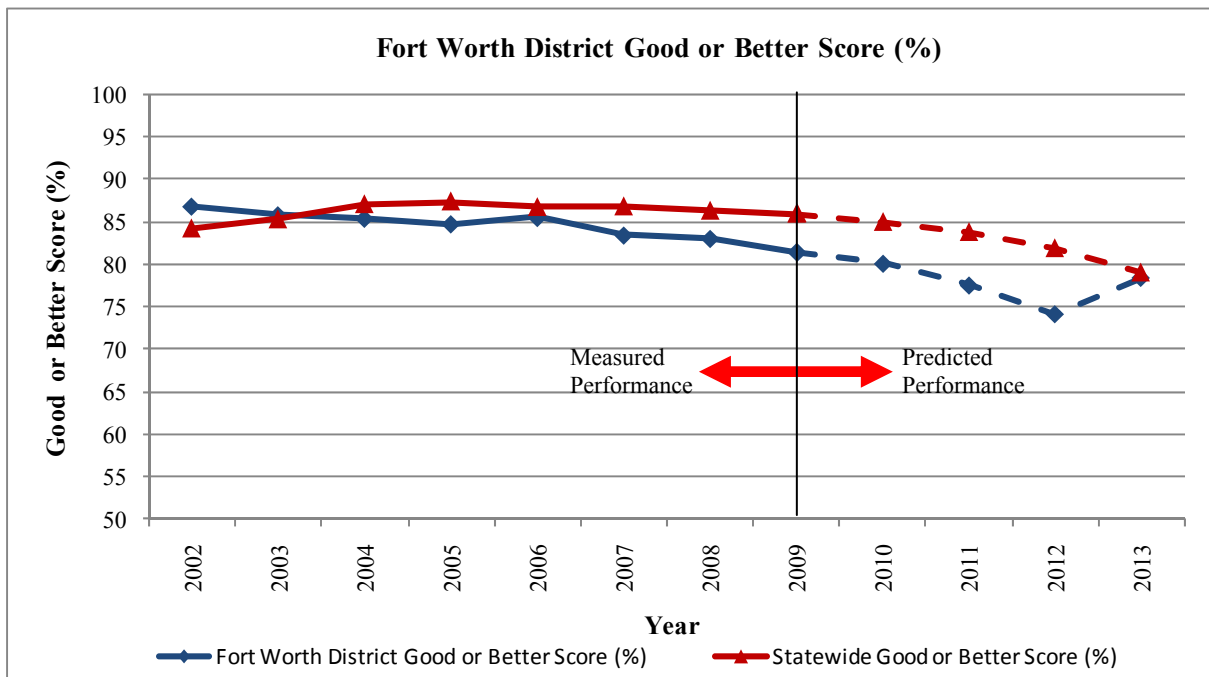


Figure 29. Fort Worth District Overall Pavement Performance of FY 2002-FY 2013

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

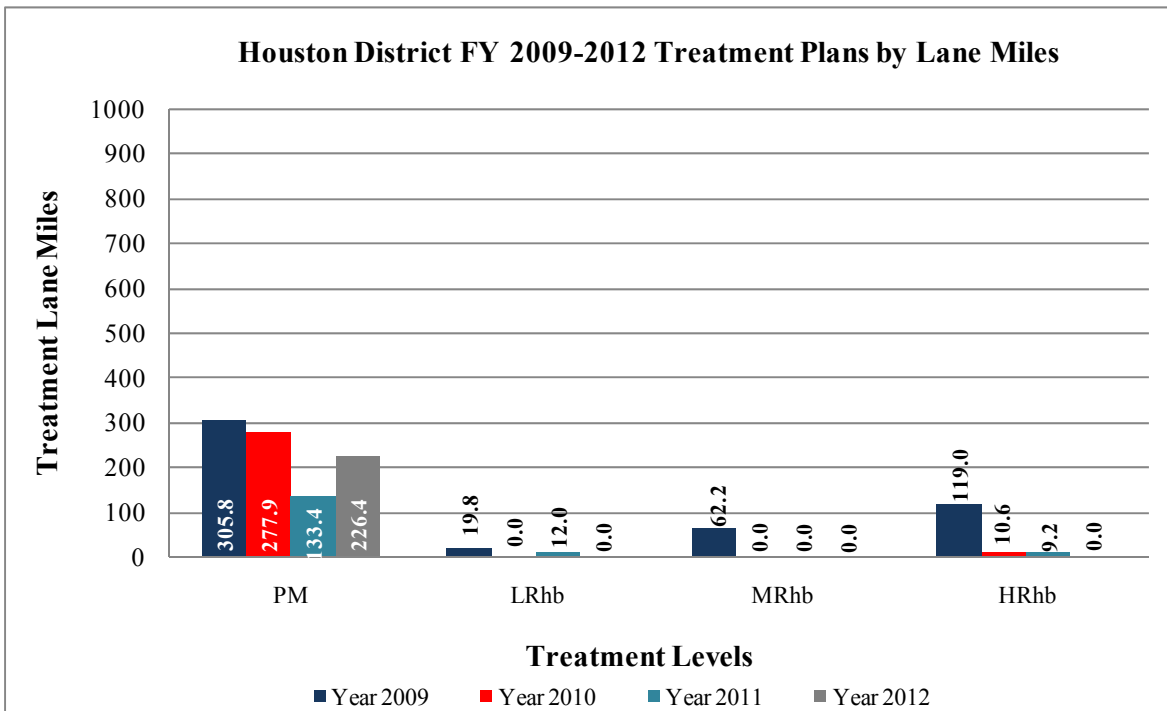


Figure 30. Houston District Treatment Plans for FY 2009-2012

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
Houston District		Achieved Goal (%)	75.8	71.93	67.74	62.46	57.41
		Achieved Average CS	84	80	77	72	69
Counties in Houston District	Brazoria	Achieved Goal (%)	74.26	73.72	70.17	65.42	62.53
		Achieved Average CS	82	81	77	73	70
	Fort Bend	Achieved Goal (%)	81.43	78.45	74.3	70.26	66.73
		Achieved Average CS	88	85	81	77	73
	Galveston	Achieved Goal (%)	70.75	66.4	64.58	61.08	58.48
		Achieved Average CS	81	78	76	72	70
	Harris	Achieved Goal (%)	75.09	69.14	62.84	56.19	48.66
		Achieved Average CS	82	78	74	68	64
	Montgomery	Achieved Goal (%)	80.45	76.64	74.59	70.42	67.39
		Achieved Average CS	88	85	82	78	75
	Waller	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 17, 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

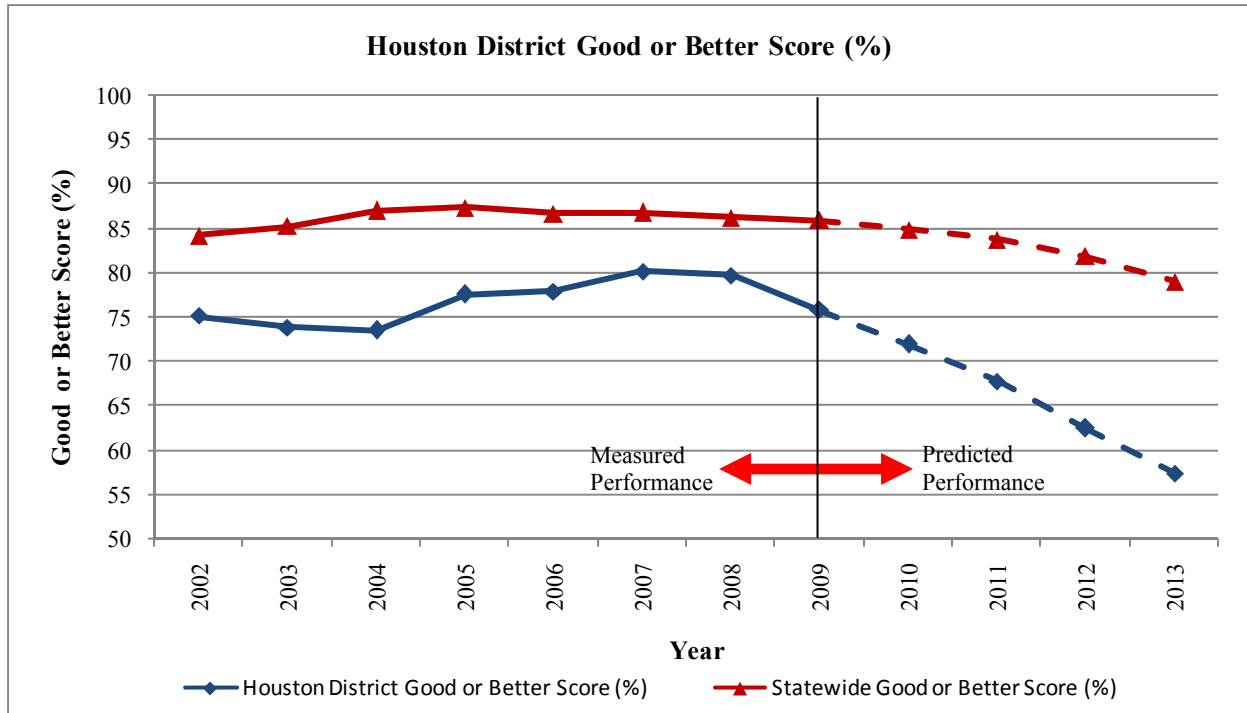


Figure 31. Houston District Overall Pavement Performance of FY 2002-FY 2013

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

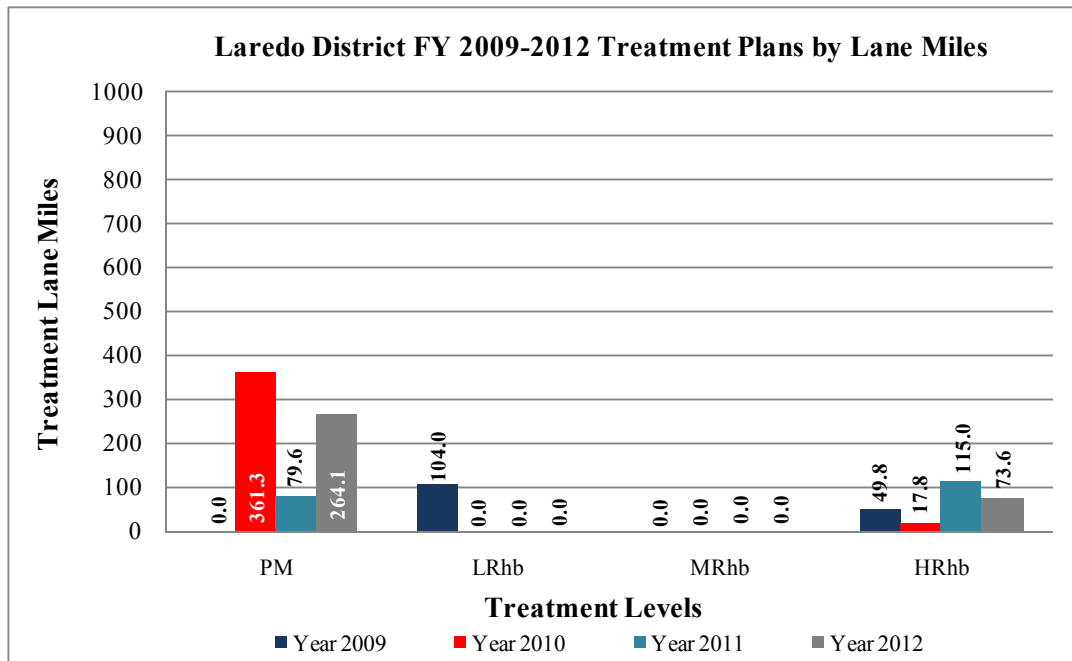


Figure 32. Laredo District Treatment Plans for FY 2009-2012

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
Laredo District		Achieved Goal (%)	85.37	83.30	81.36	78.01	73.27
		Achieved Average CS	89	86	84	81	78
Counties in Laredo District	Dimmit	Achieved Goal (%)	83.76	80.1	77.57	76.1	76.33
		Achieved Average CS	89	86	82	80	80
	Duval	Achieved Goal (%)	93.46	92.18	89.62	86.43	81.47
		Achieved Average CS	94	92	88	85	82
	Kinney	Achieved Goal (%)	94.09	90.94	88.98	83.63	77.07
		Achieved Average CS	95	91	88	84	79
	La Salle	Achieved Goal (%)	79.29	80.87	76.22	72.9	70.68
		Achieved Average CS	86	86	82	78	77
	Maverick	Achieved Goal (%)	67.95	65.15	70.17	64.74	59.80
		Achieved Average CS	78	74	78	74	71
	Val Verde	Achieved Goal (%)	91.2	88.42	86.31	84.26	77.49
		Achieved Average CS	92	88	86	83	80
	Webb	Achieved Goal (%)	87.79	85.69	84.32	81.45	76.47
		Achieved Average CS	90	88	86	82	79
	Zavala	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 18, 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

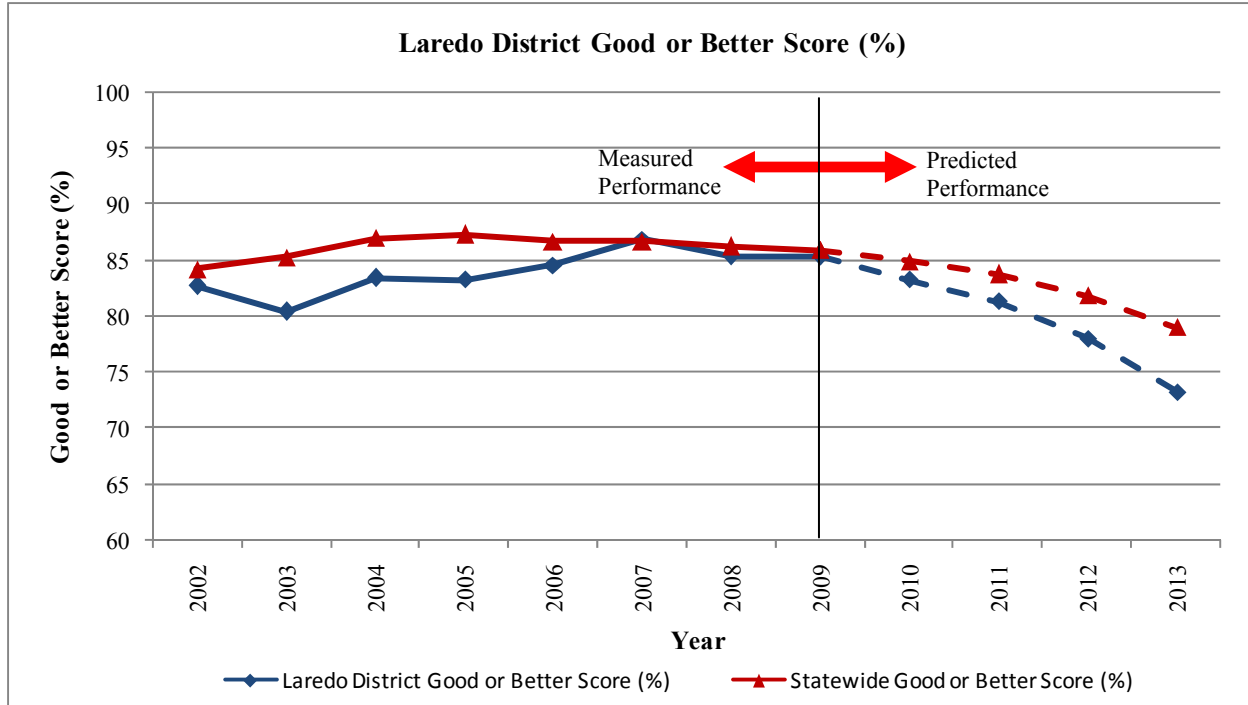


Figure 33. Laredo District Overall Pavement Performance of FY 2002-FY 2013

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

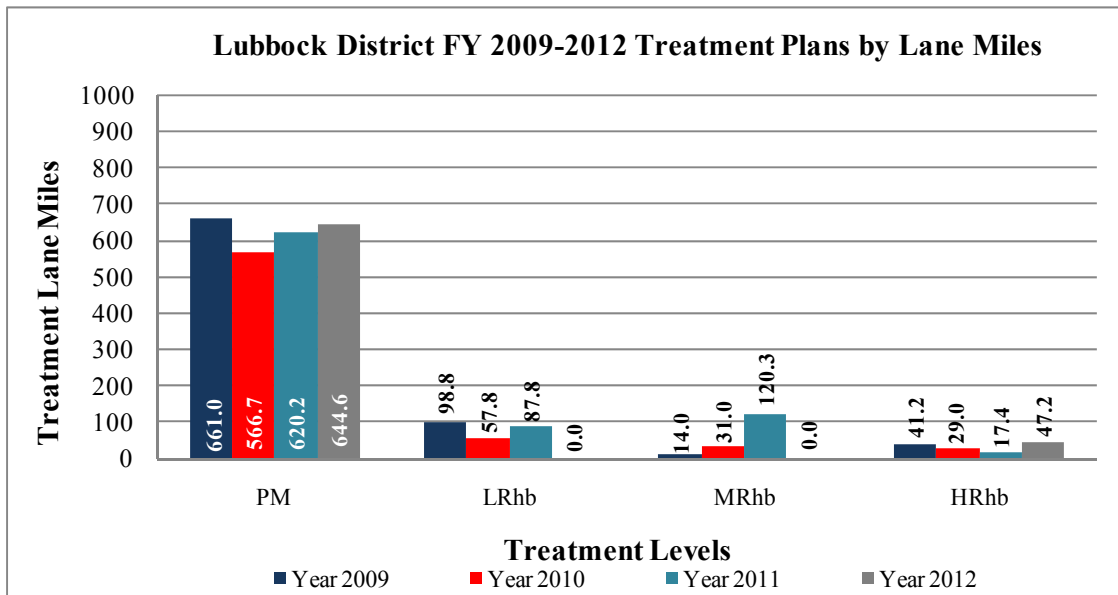


Figure 34. Lubbock District Treatment Plans for FY 2009-2012

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 41.2, 29.0, 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 98.8, 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 566.7, 620.2 and 644.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 773.8 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 = 655.5 lane miles + 41.2 lane miles of Heavy Rehab treatments from FY 2009 = 696.7 lane miles or approximately 5.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 828.3 lane miles + 29.0 lane miles of Heavy Rehab treatments from FY 2010 = 857.3 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 + 17.4 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
Lubbock District		Achieved Goal (%)	86.4	85.99	86.38	86.94	84.48
		Achieved Average CS	91	89	87	86	84
Counties in Lubbock District	Bailey	Achieved Goal (%)	91.77	91.57	89.95	89.13	89.58
		Achieved Average CS	93	91	88	86	85
	Castro	Achieved Goal (%)	82.35	81.64	86.66	85.58	81.94
		Achieved Average CS	88	86	88	85	82
	Cochran	Achieved Goal (%)	95.54	94.04	94.59	93.52	88.33
		Achieved Average CS	96	94	92	89	86
	Crosby	Achieved Goal (%)	76.42	80.81	88.79	92.61	87.8
		Achieved Average CS	87	88	89	89	85
	Dawson	Achieved Goal (%)	79.8	79.83	77.46	89.33	87.98
		Achieved Average CS	88	86	83	87	85
	Floyd	Achieved Goal (%)	77.64	75.62	74.86	73.11	79.64
		Achieved Average CS	87	84	82	79	82
	Gaines	Achieved Goal (%)	92.59	92.56	95.25	92.34	89.52
		Achieved Average CS	94	92	91	88	86
	Garza	Achieved Goal (%)	96.59	95.42	96.64	94.03	90.17

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
	Achieved Average CS	97	94	93	90	86
Hale	Achieved Goal (%)	90.96	90.42	88.13	85.78	84.46
	Achieved Average CS	93	91	88	85	84
Hockley	Achieved Goal (%)	85.01	81.65	83.05	82.07	79.3
	Achieved Average CS	88	87	86	84	82
Lamb	Achieved Goal (%)	76.32	78.25	80.31	80.57	75.86
	Achieved Average CS	85	85	84	83	80
Lubbock	Achieved Goal (%)	88.62	87.43	86.94	87.73	83.65
	Achieved Average CS	91	90	88	87	84
Lynn	Achieved Goal (%)	85.43	86.8	88.52	87.73	83.51
	Achieved Average CS	91	89	88	86	83
Parmer	Achieved Goal (%)	77.06	74.63	74.46	77.19	77.42
	Achieved Average CS	86	84	82	81	80
Swisher	Achieved Goal (%)	93.98	91.58	89.18	88.57	84.16
	Achieved Average CS	94	92	89	87	84
Terry	Achieved Goal (%)	87.75	90.94	90.85	91.64	90.49
	Achieved Average CS	92	92	90	88	86
Yoakum	Achieved Goal (%)	94.4	92.98	90.77	95.76	92.33
	Achieved Average CS	95	93	90	91	88

Based on the analysis results presented in Table 19, at the end of the 4-year planning horizon the county in best condition was Yoakum (92.33%) while the worst was Lamb (75.86%).

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

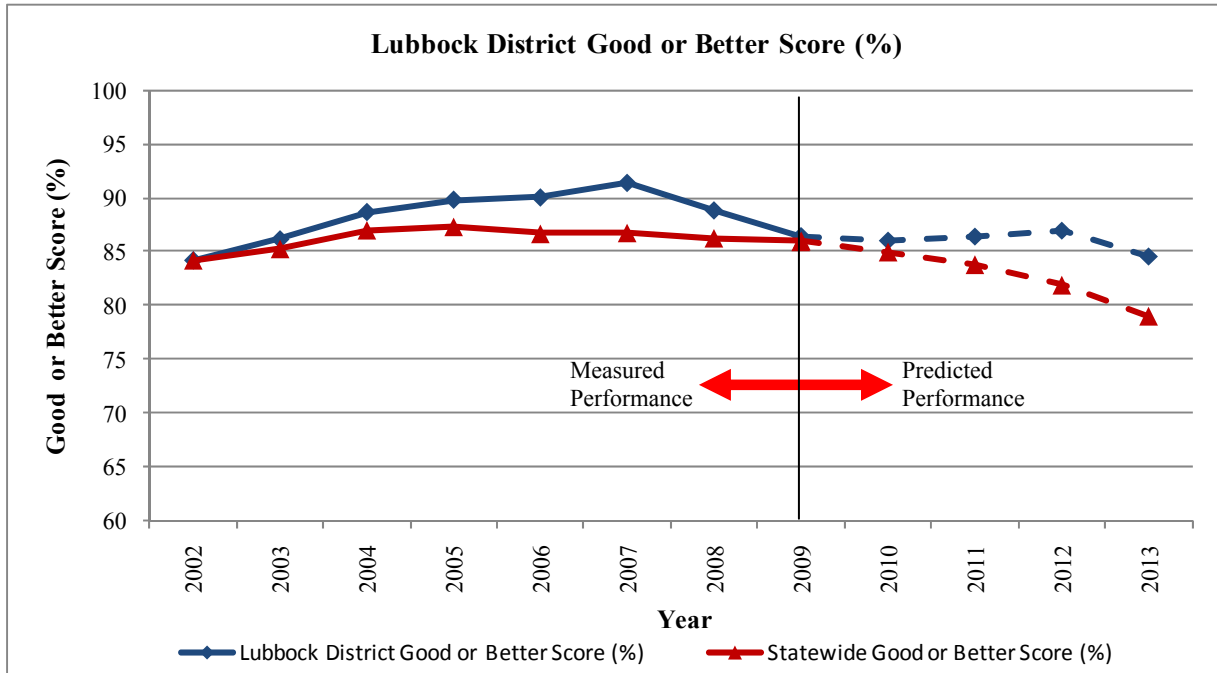


Figure 35. Lubbock District Overall Pavement Performance of FY 2002-FY 2013

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 = **616.2 lane miles** = 9.6% of system lane miles
 FY 2010 Plan total treatments = **970.7 lane miles** = 15.2% of system lane miles
 FY 2011 Plan total treatments = **745.9 lane miles** = 11.7% of system lane miles
 FY 2012 Plan total treatments = **573.2 lane miles** = 9.0% of system lane miles

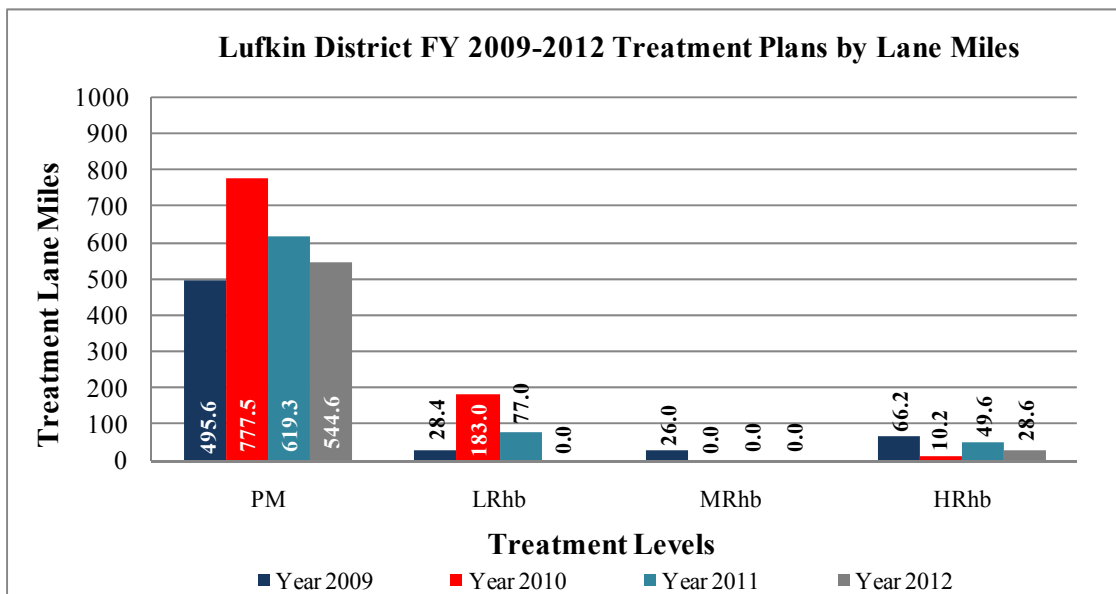


Figure 36. Lufkin District Treatment Plans for FY 2009-2012

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 10.2, 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 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 28.4 and 183.0, 77.0 and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 495.6, 777.5, 619.3 and 544.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 550.0 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 960.5 lane miles + 66.2 lane miles of Heavy Rehab treatments from FY 2009 = 1026.7 lane miles or approximately 16.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 696.3 lane miles + 10.2 lane miles of Heavy Rehab treatments from FY 2010 = 706.5 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 = 544.6 lane miles + 49.6 lane miles of Heavy Rehab treatments from FY 2011 = 594.2 lane miles or approximately 9.3% 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
Lufkin District		Achieved Goal (%)	87.87	85.26	84.33	82.8	81.74
		Achieved Average CS	91	89	87	84	82
Counties in Lufkin District	Angelina	Achieved Goal (%)	88.24	84.49	83.56	79.85	81.99
		Achieved Average CS	91	89	86	82	82
	Houston	Achieved Goal (%)	82.34	77.45	74.84	75.51	72.57
		Achieved Average CS	87	84	81	80	76
	Nacogdoches	Achieved Goal (%)	89.97	85.28	82.99	80.46	79.62
		Achieved Average CS	91	89	85	83	81
	Polk	Achieved Goal (%)	81.01	84.92	85.51	83.97	83.52
		Achieved Average CS	88	88	87	85	82
	Sabine	Achieved Goal (%)	90.07	85.4	82.26	82.09	83.21
		Achieved Average CS	91	89	86	84	83
	San Augustine	Achieved Goal (%)	91.69	92.2	91.8	91.21	88.17
		Achieved Average CS	93	93	91	89	85
	San Jacinto	Achieved Goal (%)	97.21	95.58	93.63	92.95	92.2
		Achieved Average CS	97	95	92	90	88

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Shelby	Achieved Goal (%)	88.19	83.01	82.58	79.92	77.07
	Achieved Average CS	91	87	85	83	81
Trinity	Achieved Goal (%)	87.73	86.45	91	90.71	88.01
	Achieved Average CS	92	90	90	88	85

Based on the analysis results presented in Table 20, at the end of the 4-year planning horizon the county in best condition was San Jacinto (92.20%) while the worst was Houston (72.57%).

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

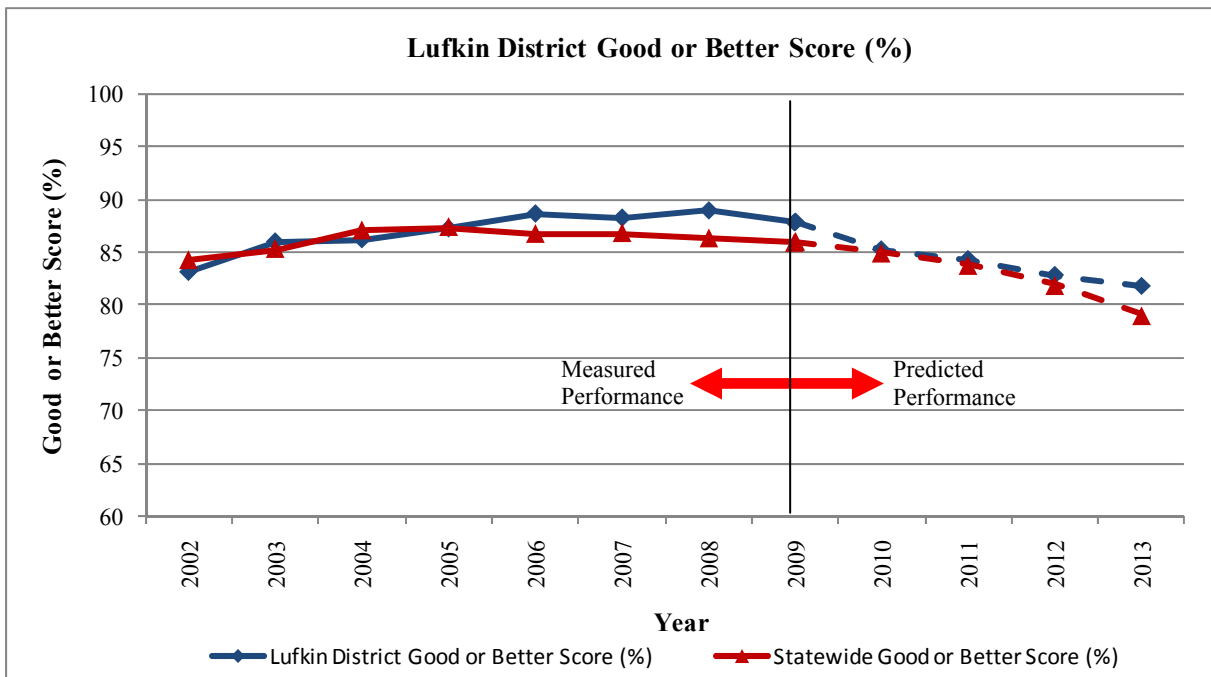


Figure 37. Lufkin District Overall Pavement Performance of FY 2002-FY 2013

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

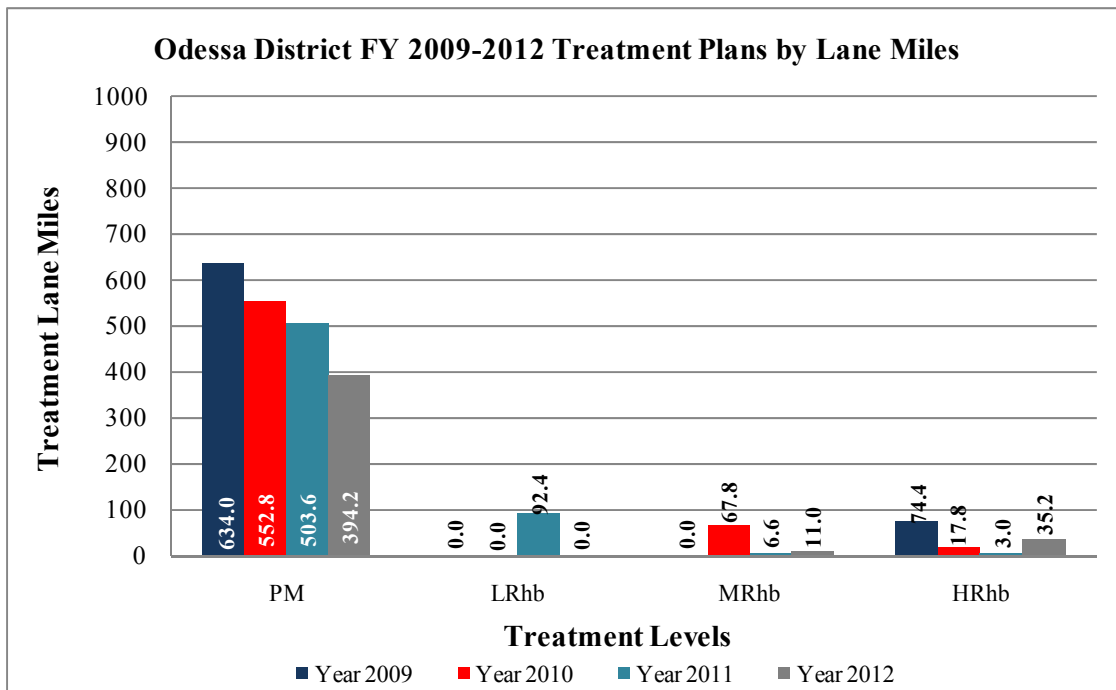


Figure 38. Odessa District Treatment Plans for FY 2009-2012

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
Odessa District		Achieved Goal (%)	93.33	92.75	93.69	92.57	90.38
		Achieved Average CS	95	93	91	89	86
Counties in Odessa District	Andrews	Achieved Goal (%)	96.17	95.25	96.83	94.88	92.89
		Achieved Average CS	96	94	93	90	88
	Crane	Achieved Goal (%)	98.98	100	99.04	98.66	97.57
		Achieved Average CS	96	97	94	92	90
	Ector	Achieved Goal (%)	89.52	89.86	91.18	90.35	88.08
		Achieved Average CS	94	92	90	88	85
	Loving	Achieved Goal (%)	98.81	98.52	97.03	98.22	94.07
		Achieved Average CS	99	97	95	92	89
	Martin	Achieved Goal (%)	85.84	89.88	96.17	95.08	92.3
		Achieved Average CS	91	91	93	90	86
	Midland	Achieved Goal (%)	85.97	82.35	84.13	81.46	76.77
		Achieved Average CS	90	87	86	83	79

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Pecos	Achieved Goal (%)	98.71	98.15	98.35	97.2	95.58
	Achieved Average CS	98	96	94	92	89
Reeves	Achieved Goal (%)	92.34	90.95	90.61	91	90.4
	Achieved Average CS	94	92	90	89	87
Terrell	Achieved Goal (%)	96.51	98.18	99.48	99.22	97.11
	Achieved Average CS	97	96	94	91	88
Upton	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 21, 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

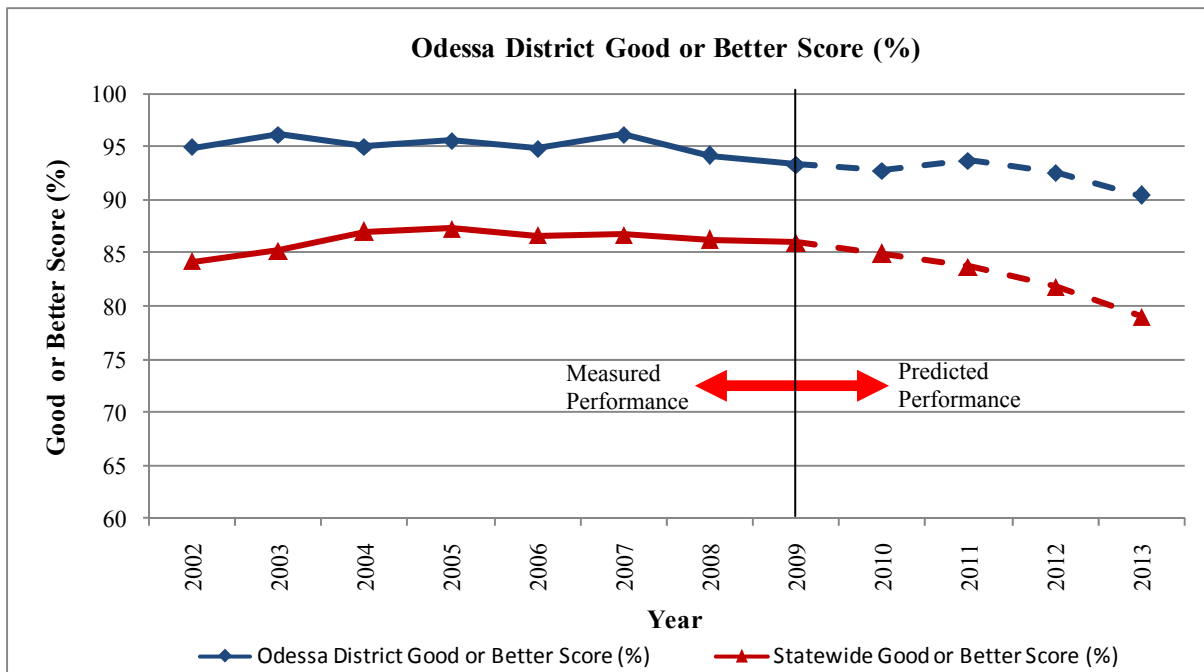


Figure 39. Odessa District Overall Pavement Performance of FY 2002-FY 2013

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 = **684.8 lane miles** = 10.1% of system lane miles
 FY 2010 Plan total treatments = **560.6 lane miles** = 8.3% of system lane miles
 FY 2011 Plan total treatments = **716.4 lane miles** = 10.6% of system lane miles
 FY 2012 Plan total treatments = **479.0 lane miles** = 7.1% of system lane miles

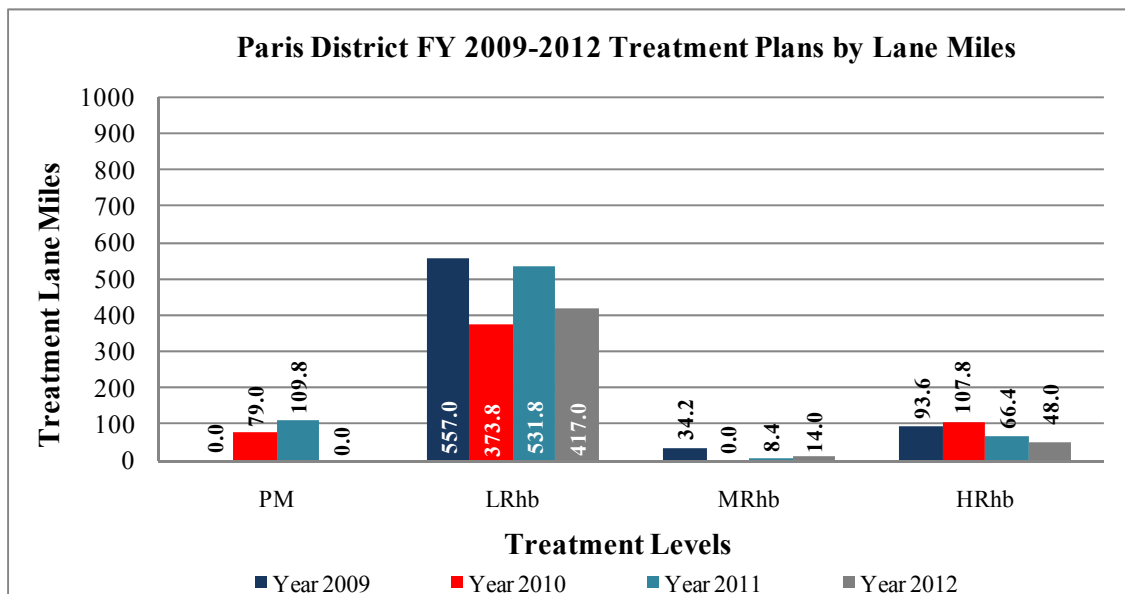


Figure 40. Paris District Treatment Plans for FY 2009-2012

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, 107.8, 66.4 and 48.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 34.2, 0.0, 8.4 and 14.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 557.0, 373.8, 531.8 and 417.0 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 = 591.2 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 = 452.8 lane miles + 93.6 lane miles of Heavy Rehab treatments from FY 2009 = 546.4 lane miles or approximately 8.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 650.0 lane miles + 107.8 lane miles of Heavy Rehab treatments from FY 2010 = 757.8 lane miles or approximately 11.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 431.0 lane miles + 66.4 lane miles of Heavy Rehab treatments from FY 2011 = 497.4 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 22. Pavement Performance Summary for Paris District and Counties

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
Paris District	Achieved Goal (%)	74.92	72.74	71.94	72.87	71.1	
	Achieved Average CS	83	82	80	80	78	
Counties in Paris District	Delta	Achieved Goal (%)	75.38	66.03	59.63	58.95	62.15
		Achieved Average CS	84	79	76	74	75
	Fannin	Achieved Goal (%)	62.59	66.78	65.74	67.98	66.74
		Achieved Average CS	80	80	78	78	76
	Franklin	Achieved Goal (%)	82.99	82.5	84.63	81.65	78.84
		Achieved Average CS	89	89	88	85	83
	Grayson	Achieved Goal (%)	67.46	63.27	62.71	64.78	63.89
		Achieved Average CS	78	76	75	76	74
	Hopkins	Achieved Goal (%)	77.67	75.11	73.95	74.34	72.46
		Achieved Average CS	84	82	81	79	77
	Hunt	Achieved Goal (%)	78.32	74.25	72.11	70.43	68.17
		Achieved Average CS	83	81	79	78	76
	Lamar	Achieved Goal (%)	73.13	73.72	77.26	80.68	79.36
		Achieved Average CS	83	83	83	84	82

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Rains	Achieved Goal (%)	79.61	75.28	70.71	75.98	70.16
	Achieved Average CS	85	82	79	81	77
Red River	Achieved Goal (%)	89.96	86.03	84.54	84.68	80.82
	Achieved Average CS	91	89	87	86	83

Based on the analysis results presented in Table 22, at the end of the 4-year planning horizon the county in best condition was Red River (80.82%) while the worst was Delta (62.15%).

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

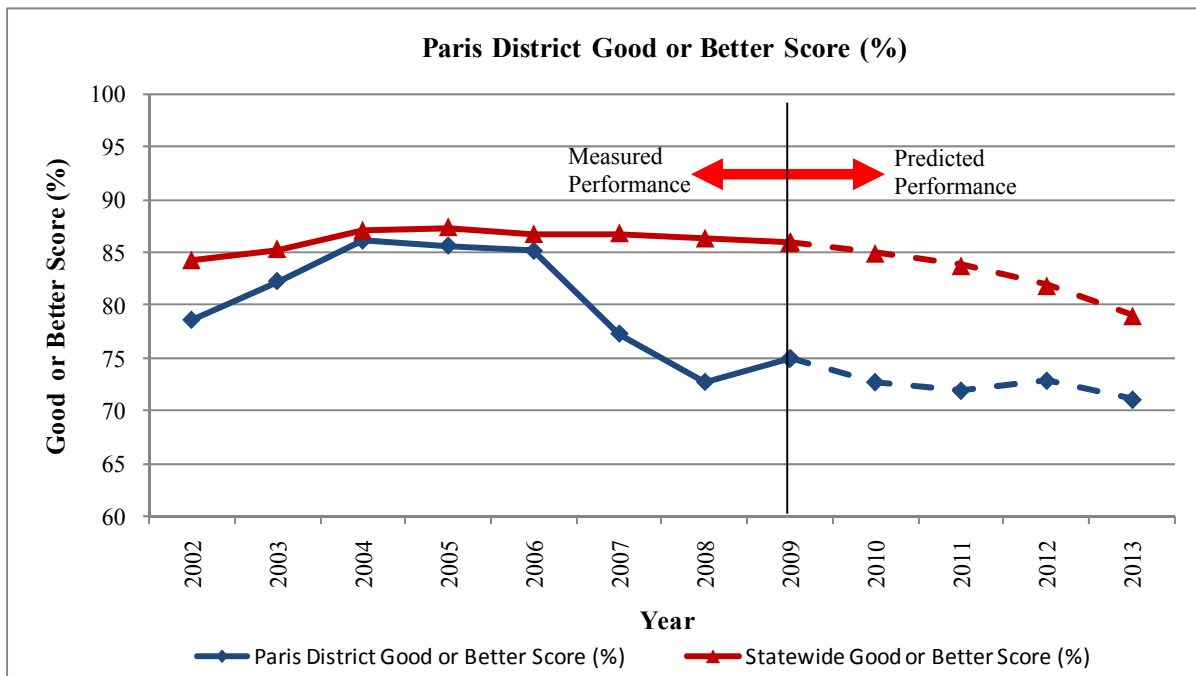


Figure 41. Paris District Overall Pavement Performance of FY 2002-FY 2013

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 = **675.1 lane miles** = 11.9 % of system lane miles

FY 2010 Plan total treatments = **731.7 lane miles** = 12.9 % of system lane miles

FY 2011 Plan total treatments = **540.4 lane miles** = 9.5% of system lane miles

FY 2012 Plan total treatments = **590.4 lane miles** = 10.4% of system lane miles

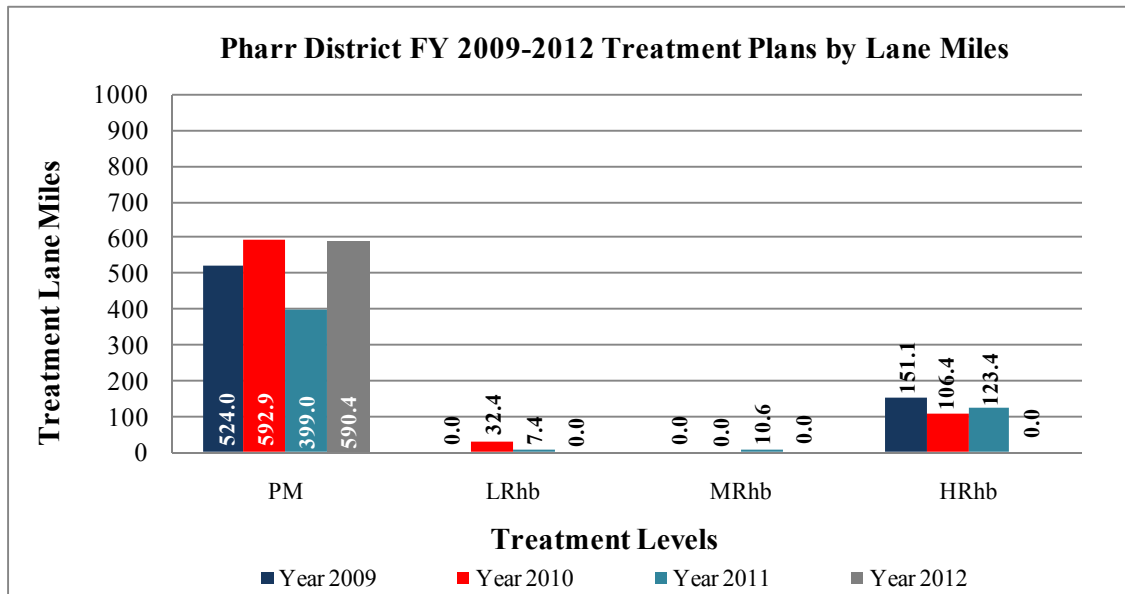


Figure 42. Pharr District Treatment Plans for FY 2010-2012

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 151.1, 106.4, 123.4 and 0.0 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 524.0, 592.9, 399.0 and 590.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 524.0 lane miles or approximately 9.2 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 625.3 lane miles + 151.1 lane miles of Heavy Rehab treatments from FY 2009 = 776.4 lane miles or approximately 13.6 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 417.0 lane miles + 106.4 lane miles of Heavy Rehab treatments from FY 2010 = 523.4 lane miles or approximately 9.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 590.4 lane miles + 123.4 lane miles of Heavy Rehab treatments from FY 2011 = 713.8 lane miles or approximately 12.5% 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
Pharr District		Achieved Goal (%)	80.38	80.22	85.01	84.99	83.26
		Achieved Average CS	88	86	86	85	83
Counties in Pharr District	Brooks	Achieved Goal (%)	92.39	91.48	96.8	94.44	94.37
		Achieved Average CS	94	92	92	90	89
	Cameron	Achieved Goal (%)	84.91	81.53	83.85	83.04	79.32
		Achieved Average CS	89	86	85	84	82
	Hidalgo	Achieved Goal (%)	78.74	80.2	85.03	84.87	83.6
		Achieved Average CS	86	86	86	84	83
	Jim Hogg	Achieved Goal (%)	95.93	94.97	94.56	91.8	90.35
		Achieved Average CS	97	95	92	89	86
	Kenedy	Achieved Goal (%)	0	0.42	56.26	79.94	79.94
		Achieved Average CS	59	54	75	83	80
	Starr	Achieved Goal (%)	78.95	80.38	81.78	82.23	82.51
		Achieved Average CS	88	87	86	84	83
	Willacy	Achieved Goal (%)	92.15	94.71	91.1	85.85	81.52
		Achieved Average CS	92	92	88	85	83
	Zapata	Achieved Goal (%)	75.12	75.12	85.3	88.5	93.11
		Achieved Average CS	86	84	87	88	90

Based on the analysis results presented in Table 23, at the end of the 4-year planning horizon the county in best condition was Brooks (94.37%) while the worst was Cameron (79.32%).

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

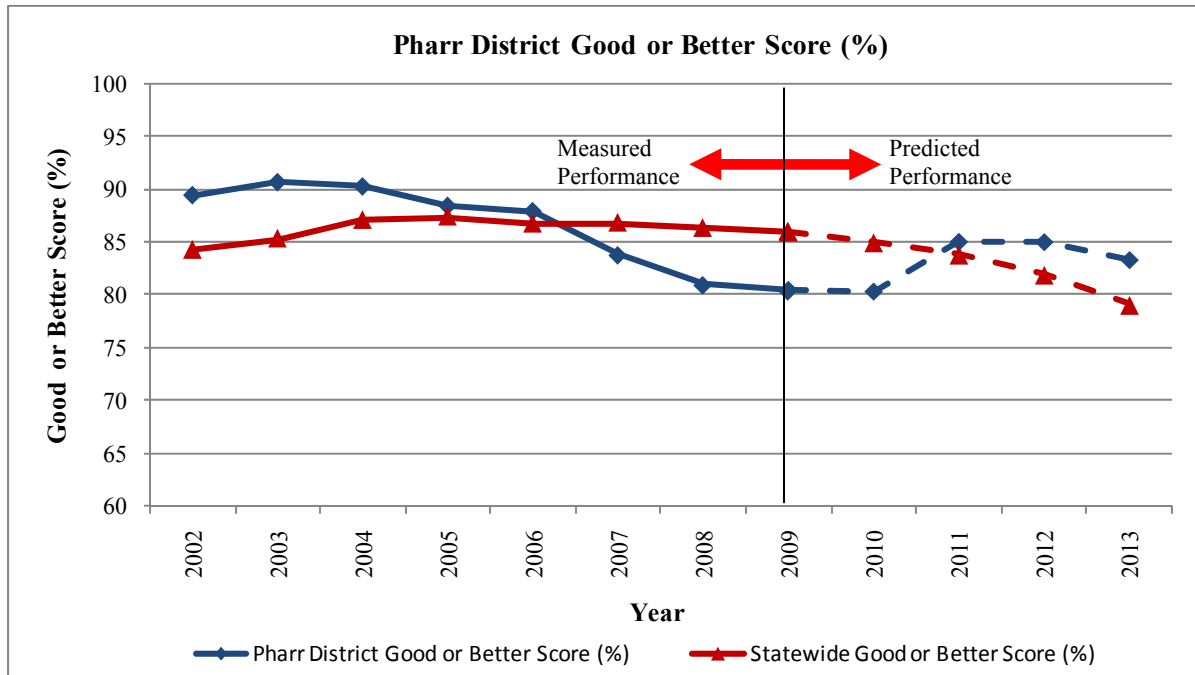


Figure 43. Pharr District Overall Pavement Performance of FY 2002-FY 2013

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

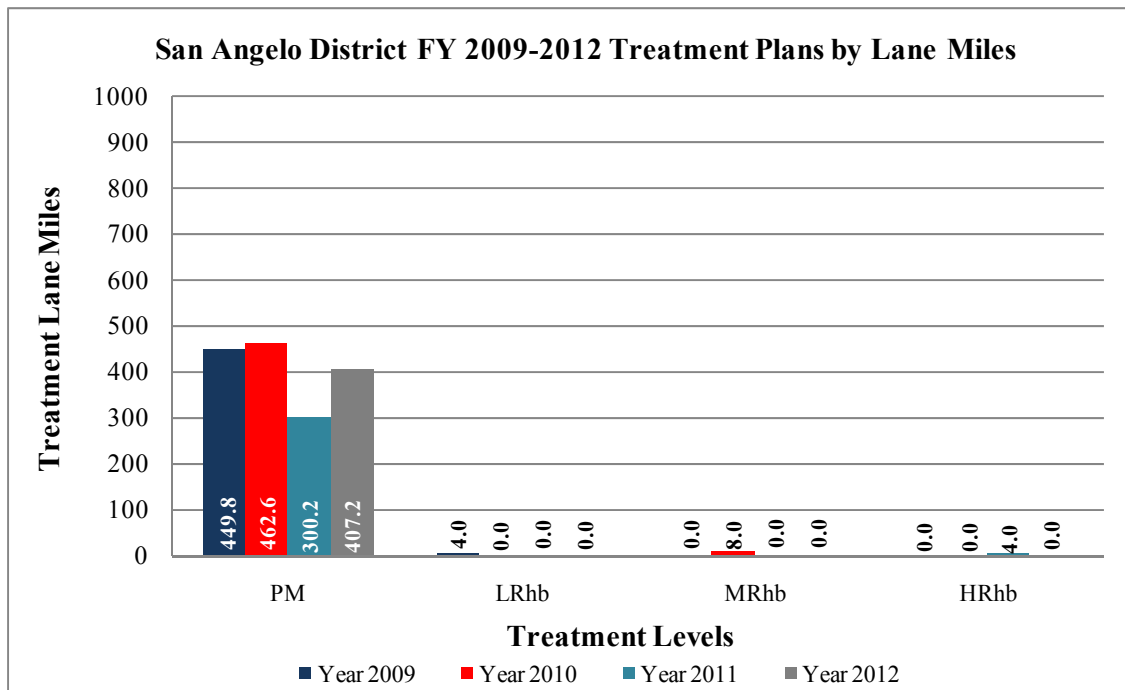


Figure 44. San Angelo District Treatment Plans for FY 2009-2012

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
San Angelo District		Achieved Goal (%)	94.58	94.91	94.43	92.21	89.31
		Achieved Average CS	95	94	91	88	86
Counties in San Angelo District	Coke	Achieved Goal (%)	97.6	95.92	93.58	91.54	89.89
		Achieved Average CS	97	95	92	89	86
	Concho	Achieved Goal (%)	87.67	86.99	96.65	92.16	91.34
		Achieved Average CS	93	90	92	89	86
	Crockett	Achieved Goal (%)	92.93	93.58	96.88	94.47	93.34
		Achieved Average CS	95	93	93	90	88
	Edwards	Achieved Goal (%)	95.86	94.41	92.8	89.82	86.48
		Achieved Average CS	95	92	89	86	84
	Glasscock	Achieved Goal (%)	98.3	97.21	97.21	96.88	95.11
		Achieved Average CS	98	96	94	90	87
	Irion	Achieved Goal (%)	94.42	94	94.84	90.59	84.76
		Achieved Average CS	95	93	91	88	85
	Kimble	Achieved Goal (%)	96.65	96.3	94.66	93.28	91.02
		Achieved Average CS	96	95	92	89	87
	Menard	Achieved Goal (%)	95.35	96.29	93.46	92.14	87.08
		Achieved Average CS	95	94	91	88	84

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Reagan	Achieved Goal (%)	98.75	100	98.75	97.44	94.57
	Achieved Average CS	98	97	94	91	88
Real	Achieved Goal (%)	91.8	89.99	88.9	85.12	78.96
	Achieved Average CS	94	92	89	85	81
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 24, 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

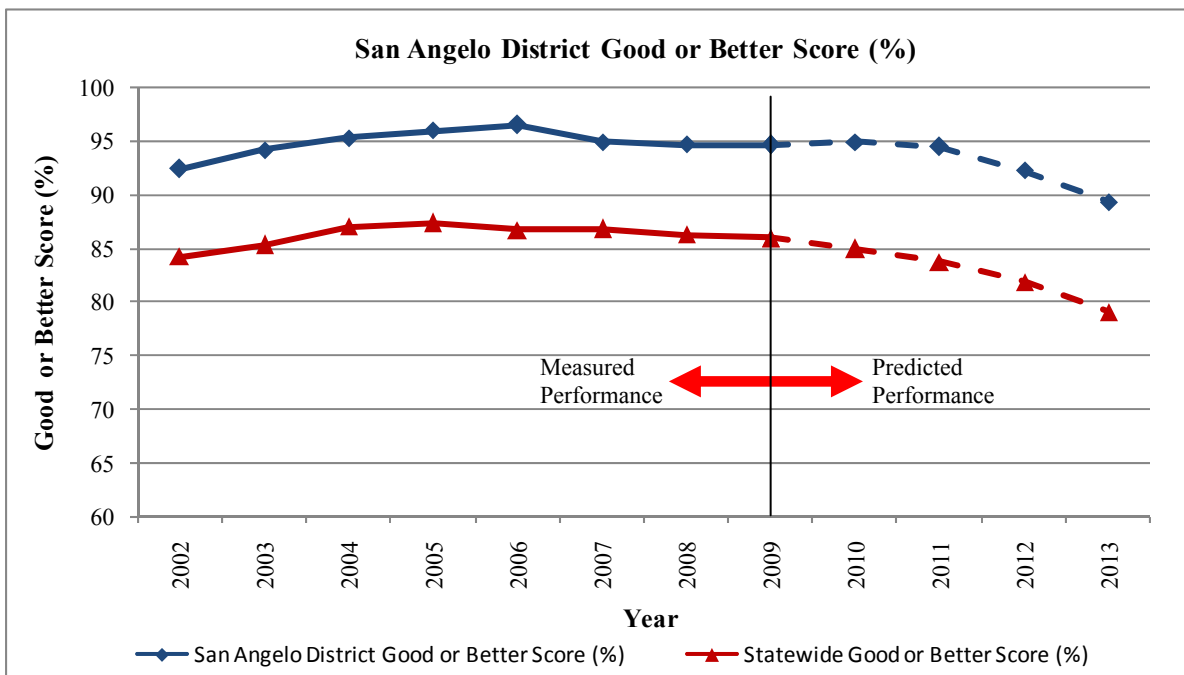


Figure 45. San Angelo District Overall Pavement Performance of FY 2002-FY 2013

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 = **1024.4 lane miles** = 9.6% of system lane miles
 FY 2010 Plan total treatments = **1010.4 lane miles** = 9.4% of system lane miles
 FY 2011 Plan total treatments = **881.6 lane miles** = 8.2% of system lane miles
 FY 2012 Plan total treatments = **2061.7 lane miles** = 19.2% of system lane miles

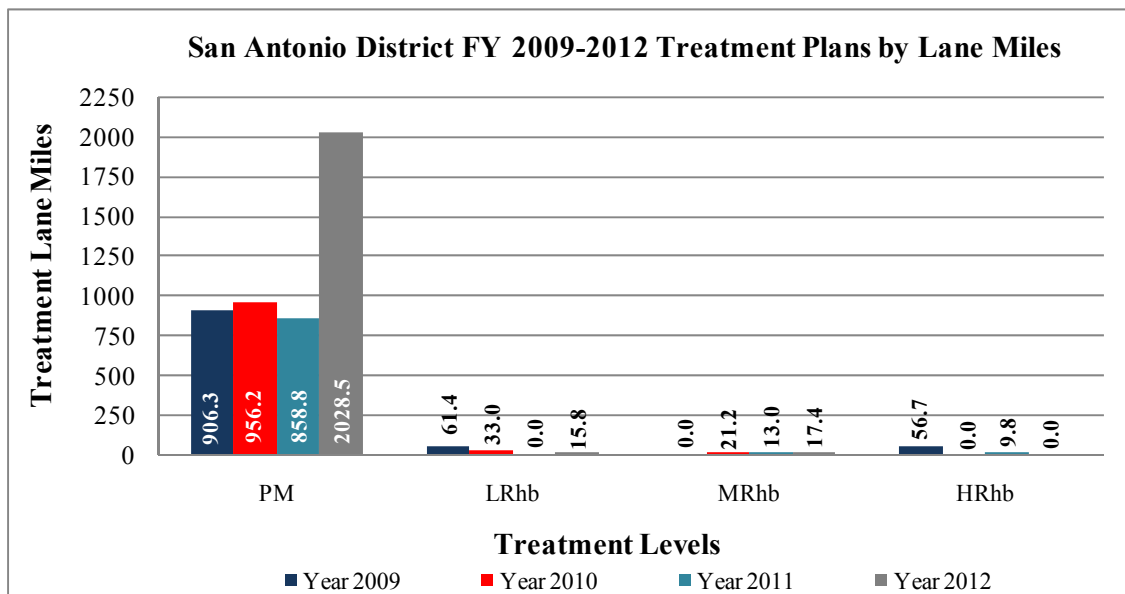


Figure 46. San Antonio District Treatment Plans for FY 2009-2012

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, 21.2, 13.0 and 17.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 61.4, 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 906.3, 956.2, 858.8 and 2028.5 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 967.7 lane miles or approximately 9.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 1010.4 lane miles + 56.7 lane miles of Heavy Rehab treatments from FY 2009 = 1067.1 lane miles or approximately 10.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 871.8 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 871.8 lane miles or approximately 8.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 2061.7 lane miles + 9.8 lane miles of Heavy Rehab treatments from FY 2011 = 2071.5 lane miles or approximately 19.3% 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	
San Antonio District		Achieved Goal (%)	83.03	81.43	80.2	77.85	79.34
		Achieved Average CS	88	85	83	80	81
Counties in San Antonio District	Atascosa	Achieved Goal (%)	80.84	83.32	86.38	84	78.82
		Achieved Average CS	87	87	86	83	79
	Bandera	Achieved Goal (%)	95.3	88.3	86.8	89.99	82.7
		Achieved Average CS	94	90	87	87	83
	Bexar	Achieved Goal (%)	79.86	76.54	74.16	69.16	80.83
		Achieved Average CS	85	82	80	76	83
	Comal	Achieved Goal (%)	88.34	88.49	88.41	83.8	86.17
		Achieved Average CS	91	89	87	83	86
	Frio	Achieved Goal (%)	91.69	90.4	90.56	87.96	83.64
		Achieved Average CS	93	91	89	86	82
	Guadalupe	Achieved Goal (%)	76.95	75.73	76.13	79.85	77.55
		Achieved Average CS	84	83	81	81	78
	Kendall	Achieved Goal (%)	82.79	77.8	72.65	68.78	74.67
		Achieved Average CS	87	84	80	76	79

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Kerr	Achieved Goal (%)	84.99	84.6	81.5	77.52	78.45
	Achieved Average CS	89	87	84	80	79
McMullen	Achieved Goal (%)	80.22	80.22	77.38	76.55	72.16
	Achieved Average CS	85	85	82	81	76
Medina	Achieved Goal (%)	89.16	89.88	87.55	84.75	81.3
	Achieved Average CS	92	90	87	84	82
Uvalde	Achieved Goal (%)	79.12	81.05	77.77	77.04	70.66
	Achieved Average CS	85	85	83	80	77
Wilson	Achieved Goal (%)	83.78	78.81	80.03	81.51	75.65
	Achieved Average CS	89	85	84	82	78

Based on the analysis results presented in Table 25, at the end of the 4-year planning horizon the county in best condition was Comal (86.17%) while the worst was Uvalde (70.66%).

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

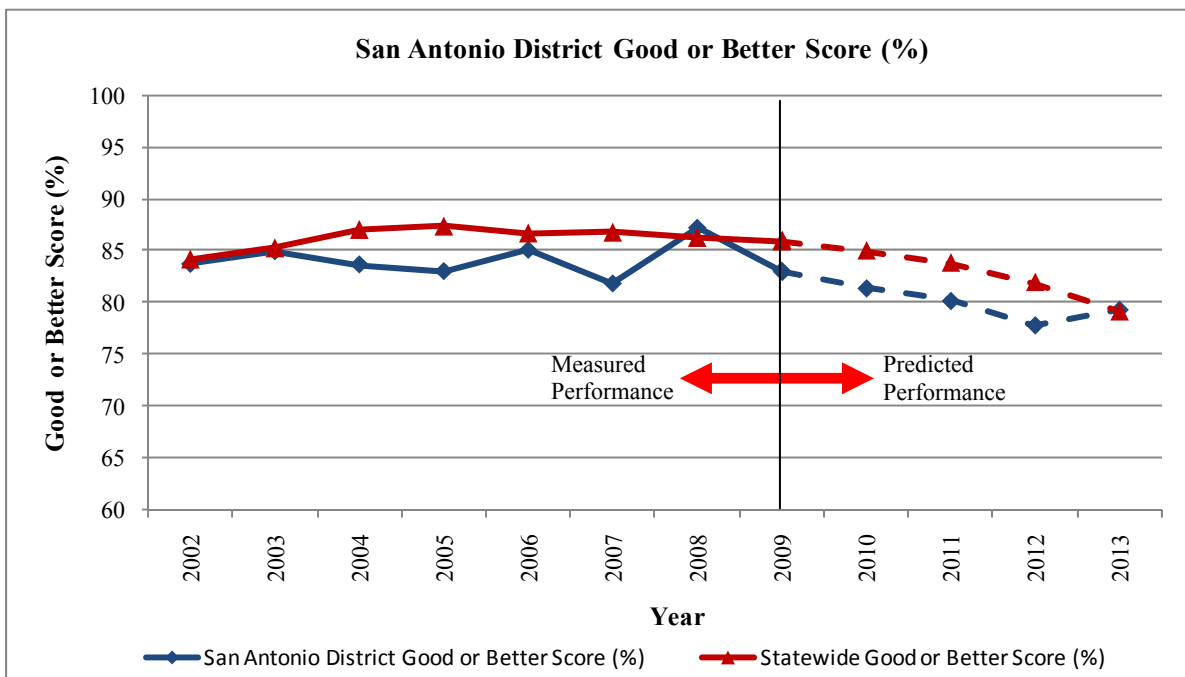


Figure 47. San Antonio District Overall Pavement Performance of FY 2002-FY 2013

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

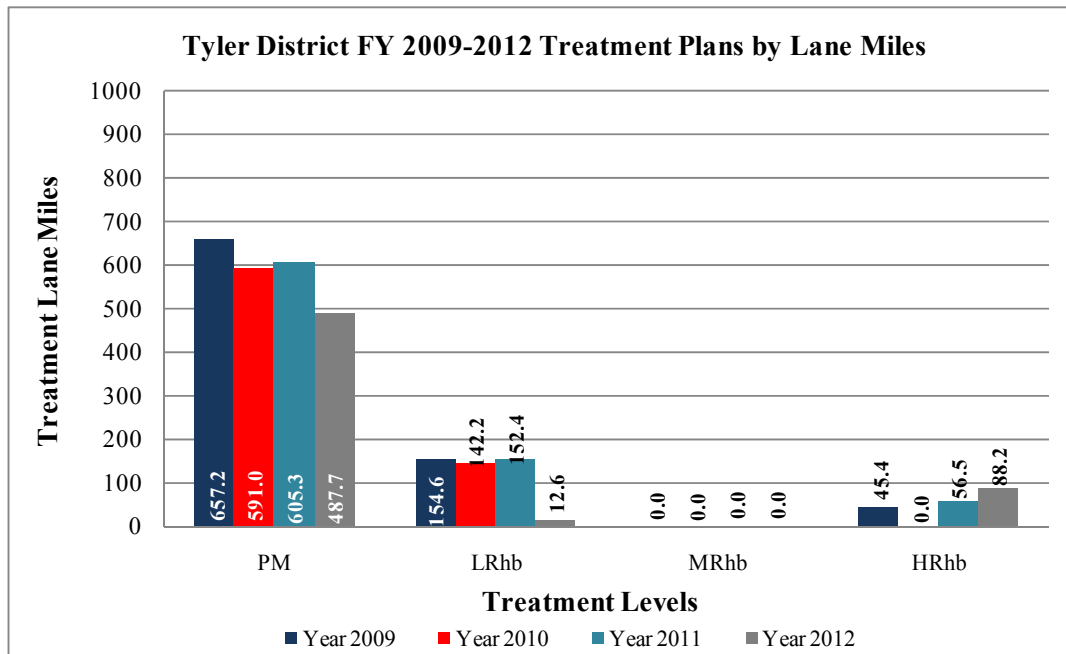


Figure 48. Tyler District Treatment Plans for FY 2009-2012

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 26, 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

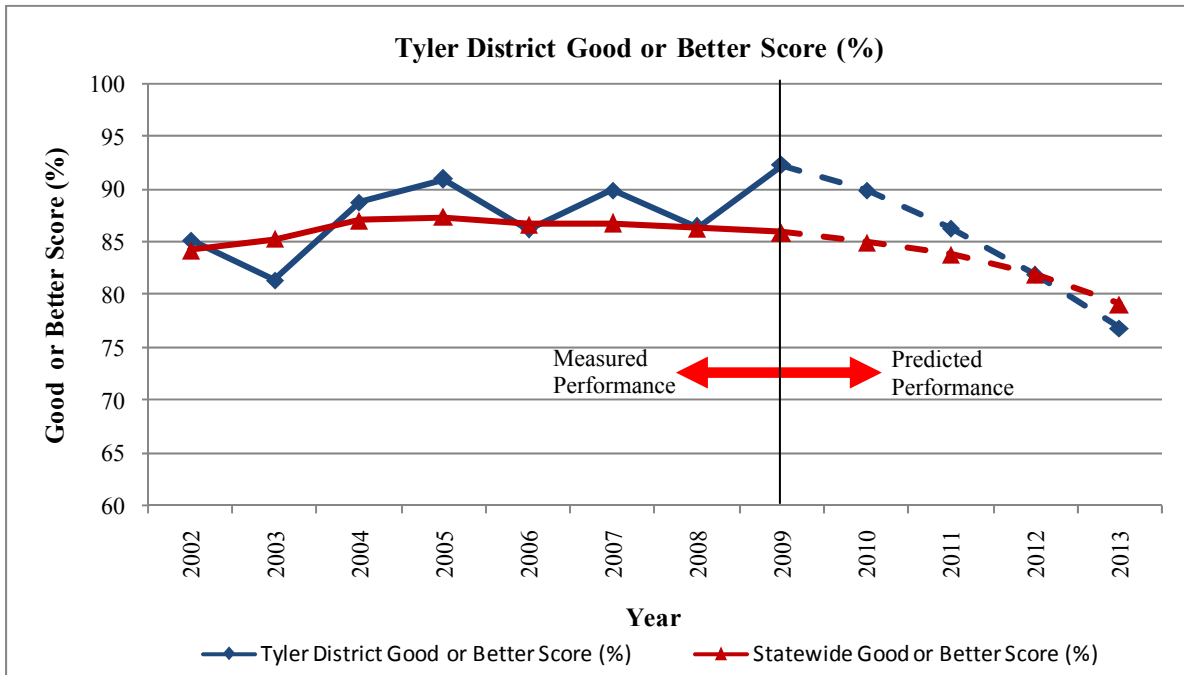


Figure 49. Tyler District Overall Pavement Performance of FY 2002-FY 2013

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 = **764.8 lane miles** = 10.4% of system lane miles
 FY 2012 Plan total treatments = **115.8 lane miles** = 1.6% of system lane miles

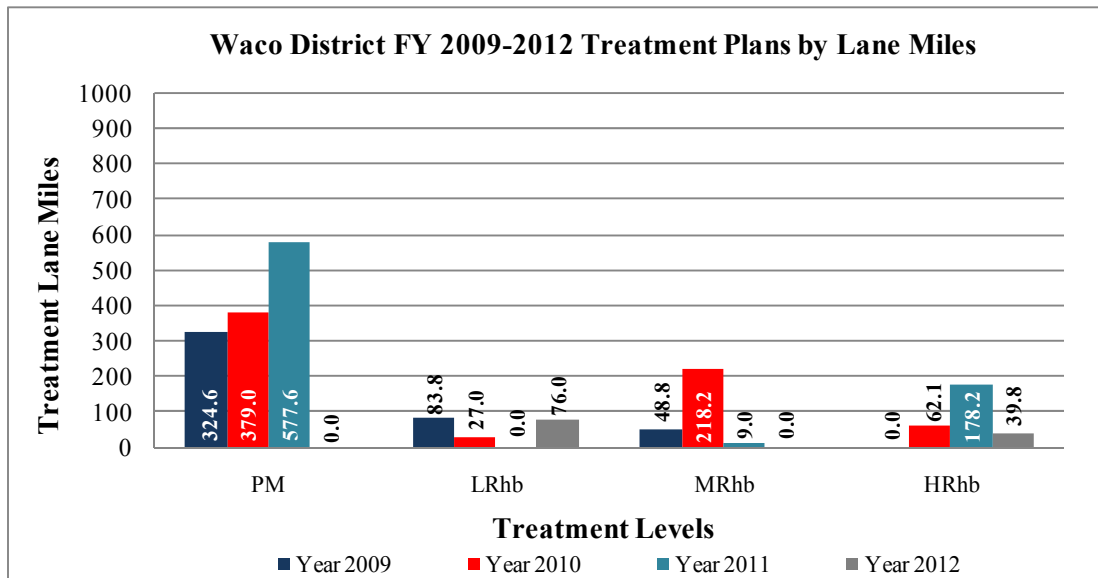


Figure 50. Waco District Treatment Plans for FY 2009-2012

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, 178.2 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, 9.0 and 0.0 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, 577.6 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 = 586.6 lane miles + 62.1 lane miles of Heavy Rehab treatments from FY 2010 = 648.7 lane miles or approximately 8.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 76.0 lane miles + 178.2 lane miles of Heavy Rehab treatments from FY 2011 = 254.2 lane miles or approximately 3.5% 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
Waco District		Achieved Goal (%)	86.72	83.33	81.4	80.05	76.15
		Achieved Average CS	89	87	85	83	80
Counties in Waco District	Bell	Achieved Goal (%)	81.44	78.44	74.68	74.92	70.72
		Achieved Average CS	87	85	82	81	78
	Bosque	Achieved Goal (%)	97.04	92.79	91.67	93.16	89.81
		Achieved Average CS	95	92	90	90	87
	Coryell	Achieved Goal (%)	95.01	90.33	88.2	86.87	82.33
		Achieved Average CS	93	91	88	86	83
	Falls	Achieved Goal (%)	95.56	92.79	91.68	89.96	85.95
		Achieved Average CS	95	93	91	88	84
	Hamilton	Achieved Goal (%)	92.88	86.47	83.85	83.81	81.74
		Achieved Average CS	92	89	87	86	84
	Hill	Achieved Goal (%)	78.49	76.39	75.6	73.97	69.45
		Achieved Average CS	84	82	81	79	75
	Limestone	Achieved Goal (%)	87.86	84.68	83.02	80.11	75.59
		Achieved Average CS	91	88	87	84	80
	McLennan	Achieved Goal (%)	81.77	78.83	77.19	73.81	70.29
		Achieved Average CS	86	84	82	79	75

Based on the analysis results presented in Table 27, at the end of the 4-year planning horizon the county in best condition was Bosque (89.81%) while the worst was Hill (69.45%).

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

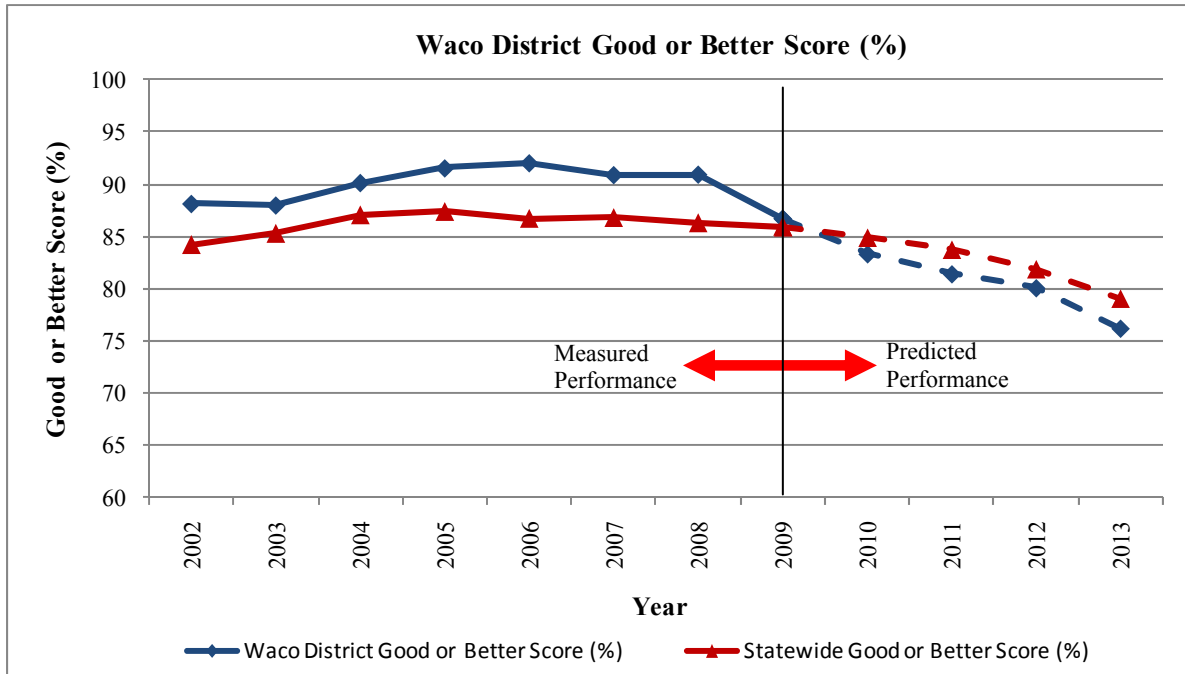


Figure 51. Waco District Overall Pavement Performance of FY 2002-FY 2013

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

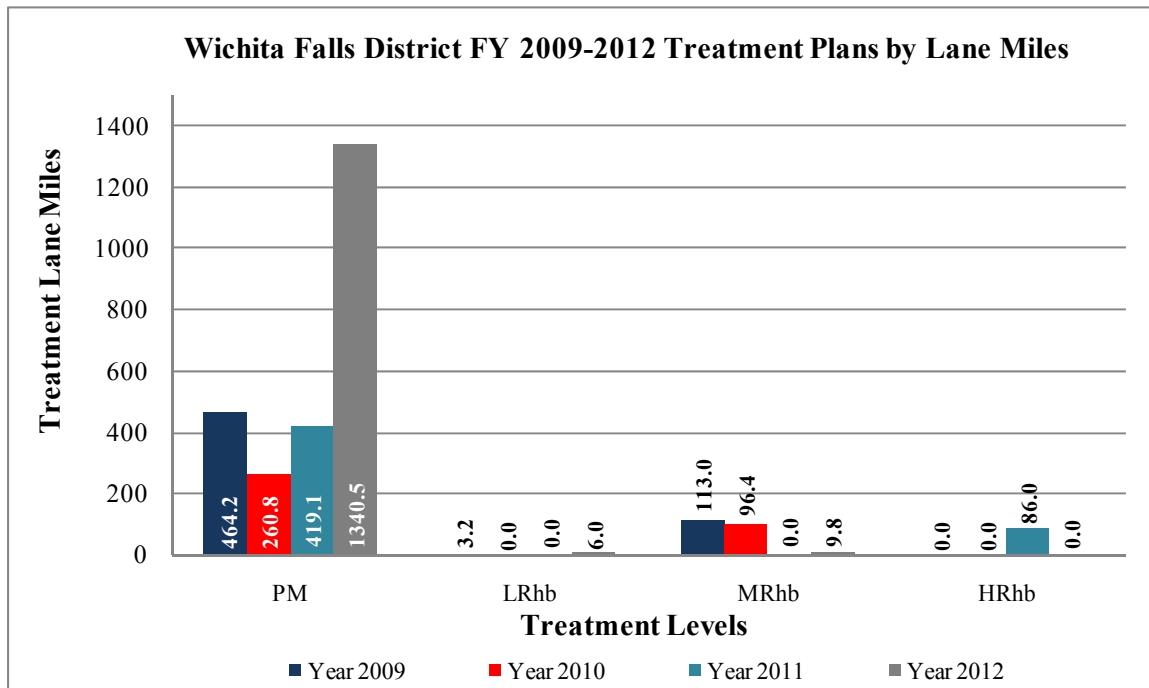


Figure 52. Wichita Falls District Treatment Plans for FY 2009-2012

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

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
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 28, 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

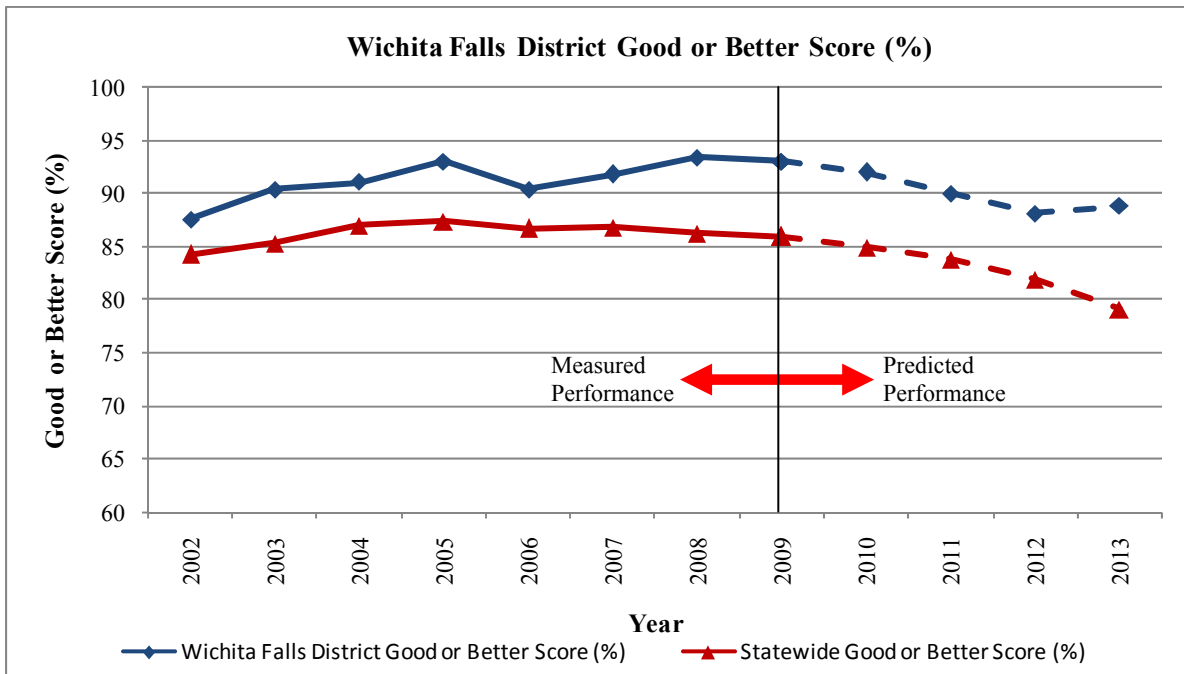


Figure 53. Wichita Falls District Overall Pavement Performance of FY 2002-FY 2013

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

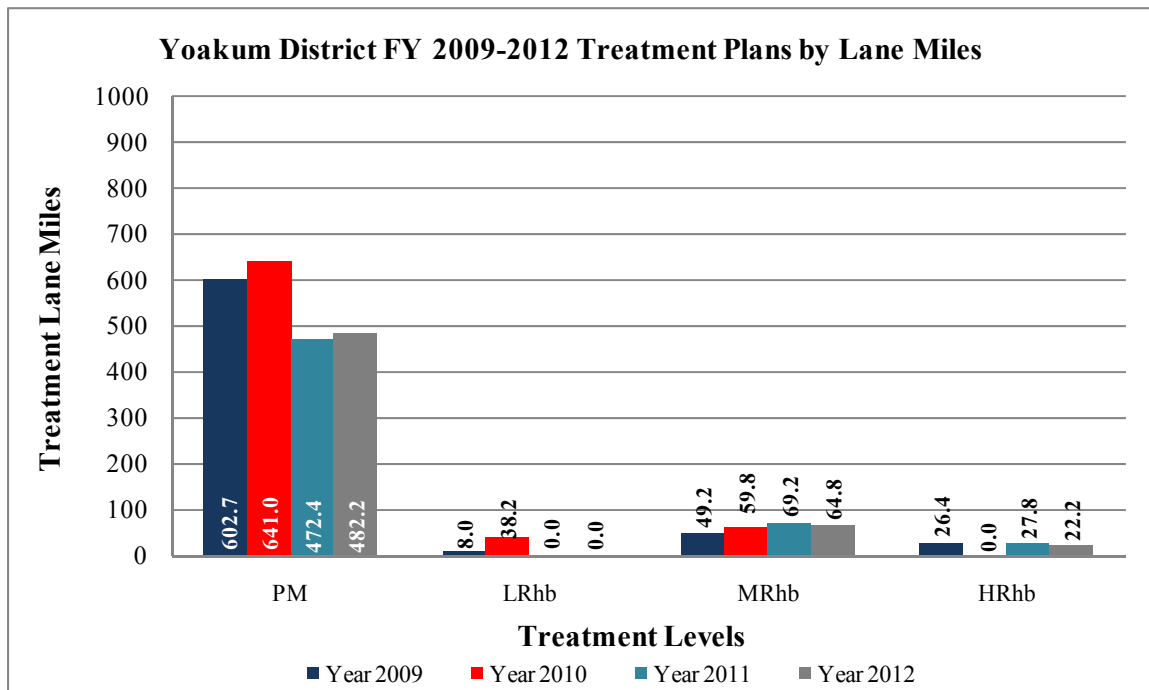


Figure 54. Yoakum District Treatment Plans for FY 2009-2012

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
Yoakum District		Achieved Goal (%)	86.08	84.08	82.93	80.23	76.5
		Achieved Average CS	90	87	85	83	80
Counties in Yoakum District	Austin	Achieved Goal (%)	85.34	88.35	88.9	84.94	84.71
		Achieved Average CS	89	89	87	84	85
	Calhoun	Achieved Goal (%)	86.08	81.92	82.16	84.53	79.66
		Achieved Average CS	90	87	86	86	82
	Colorado	Achieved Goal (%)	90.79	87.5	86.99	84.83	79.47
		Achieved Average CS	93	90	88	85	82
	Dewitt	Achieved Goal (%)	87.42	84.83	84.59	81.42	77.56
		Achieved Average CS	91	89	87	84	80
	Fayette	Achieved Goal (%)	83.07	82.62	81.18	78.07	72.93
		Achieved Average CS	88	87	84	81	77
	Gonzales	Achieved Goal (%)	83.21	81.19	79	74.98	71.81
		Achieved Average CS	88	86	84	80	77

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Jackson	Achieved Goal (%)	85.72	85.07	81.26	80.86	76.54
	Achieved Average CS	90	88	85	84	81
Lavaca	Achieved Goal (%)	79.93	76.39	76.57	76.7	73.11
	Achieved Average CS	87	84	82	81	77
Matagorda	Achieved Goal (%)	90.34	92.09	92.27	88.73	85.96
	Achieved Average CS	92	91	90	87	85
Victoria	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 29, 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

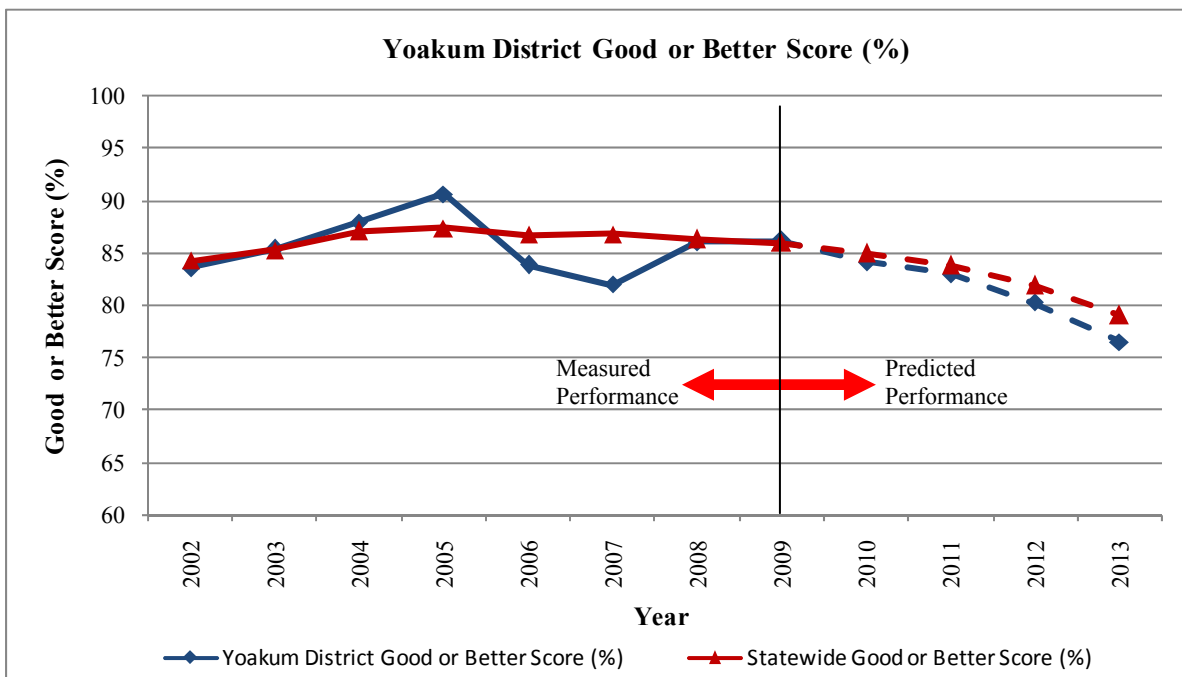


Figure 55. Yoakum District Overall Pavement Performance of FY 2002-FY 2013

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.