



Nashville – 2016



Indianapolis – 2023

# Impacts of Local Agency Efforts in Pavement Asset Management and Preservation

## Nashville to Indianapolis



Nashville – 2016



Indianapolis – 2023



## Nashville – 2016

### INDIANA Road Funding Partial Snapshot

Indiana Gas Tax: \$0.18/gallon

Special Fuel Tax: \$0.16/ gallon

Motor Carrier Surtax: \$0.11 /gallon

Total Gas Tax Revenue: \$566,824,109

Total Special Fuel Revenue: \$186,164,458

MVH Amount: \$804,720,377

Local Share of MVH: \$394,719,002



Indianapolis – 2023

INDIANA Road Funding Partial Snapshot

Indiana Gas Tax: \$0.33/gallon

Special Fuel Tax: \$0.55/ gallon

Motor Carrier Surtax: \$0.00/gallon

Total Gas Tax Revenue: \$981,582,166

Total Special Fuel Revenue: \$606,497,856

MVH Amount: \$1,509,657,744

Local Share of MVH: \$572,498,325

**2016**

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**WHAT DID WE DO!?**

2016:

State Legislation:

## Established Local Road and Bridge Matching Grant Fund (Community Crossings)

- 1) Locals Needed some “SKIN in the GAME”
- 2) Required Pavement Asset Management Plan

Year 1: State Reserves; ~\$200,000,000

Years following: New Hybrid Car Fee, New Electric Car Fee, New Vehicle Registration Fee, and portion of Gas Use Tax (1.5% of 7% Sales tax)

~\$200,000,00 – \$220,000,000/ year

**2016–2017:**

1<sup>st</sup> year of Local Road and Bridge Matching Grant Fund

PAMP's (Inventory and Condition Ratings)

Counties: 71 / 92

Cities: 100 / 120

Towns: 142 / 450

LTAP Produced from the Data: **2016 Local Needs Assessment**

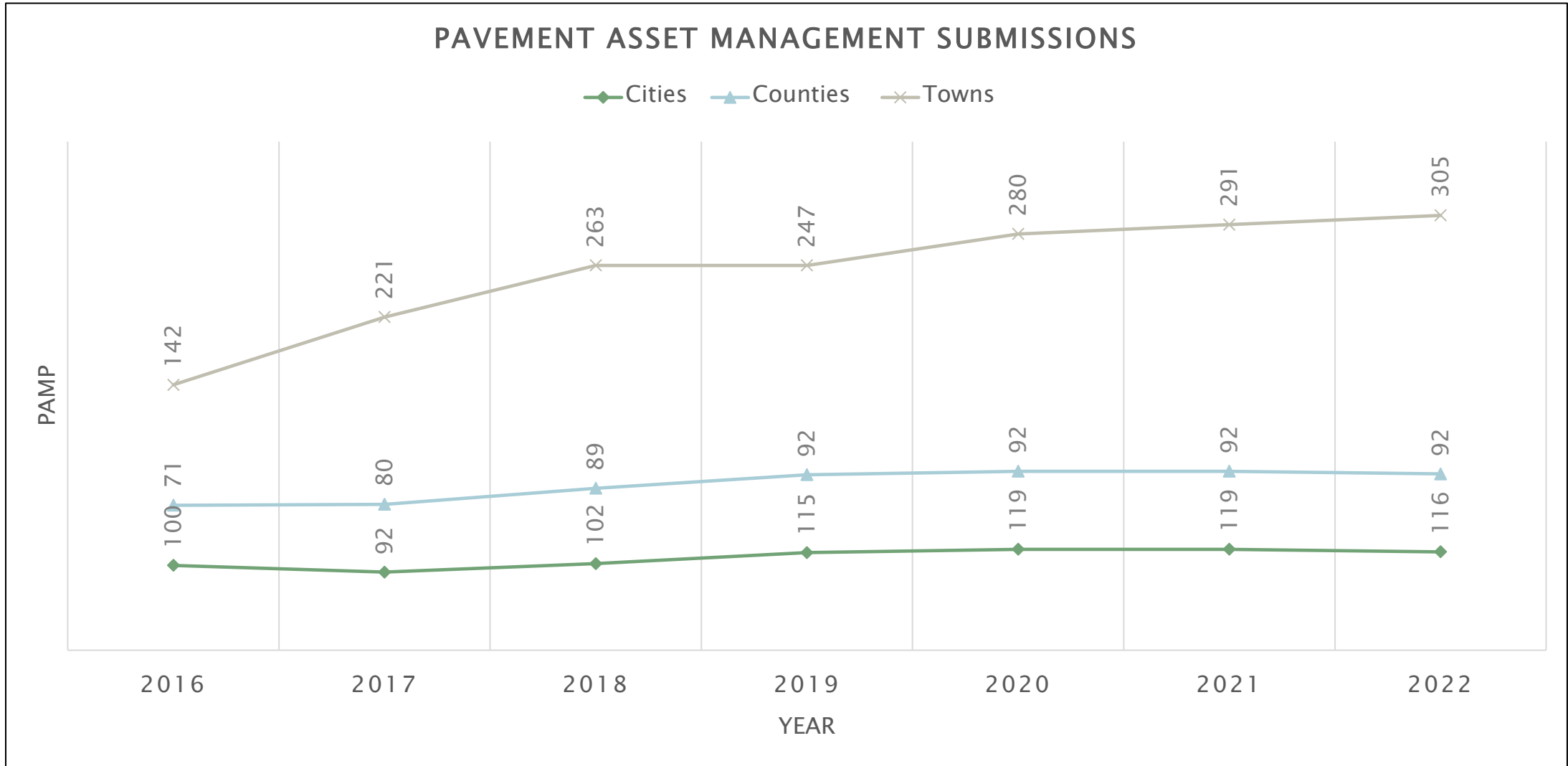


# 2017:

## State Legislation:

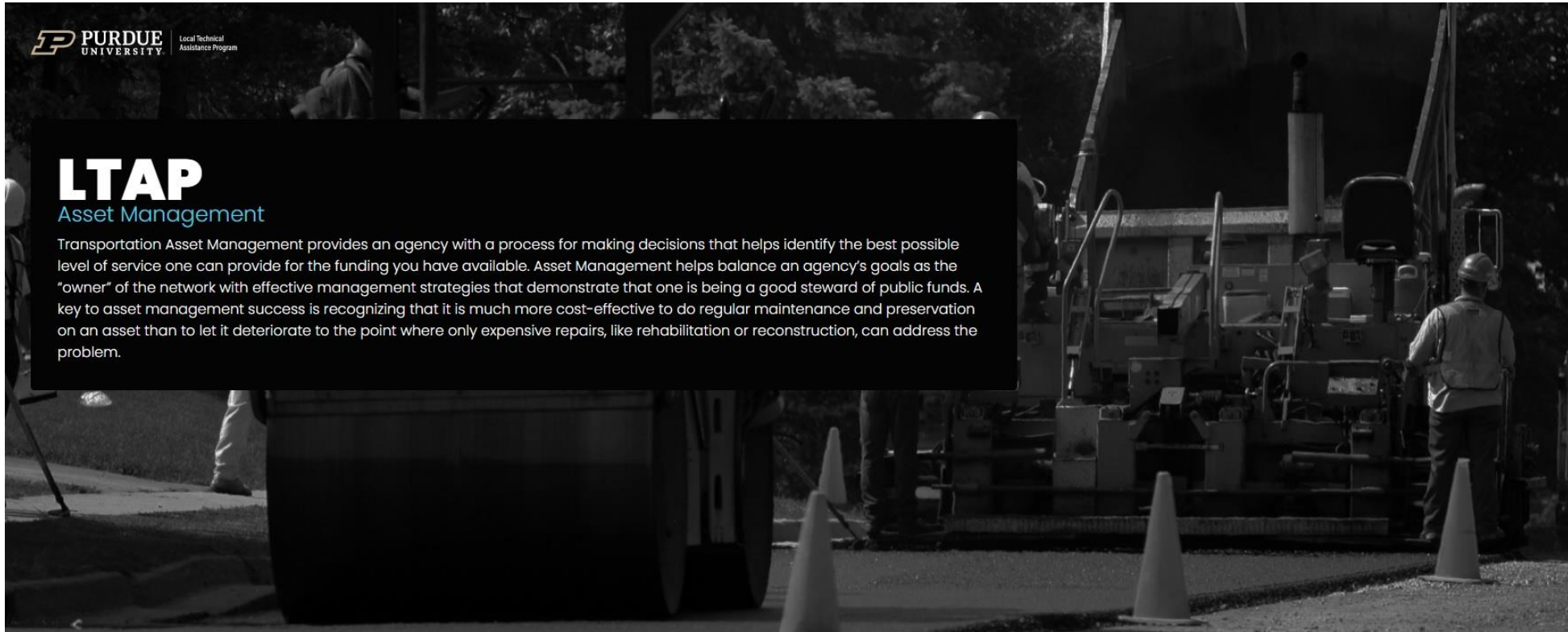
- 10 cent/gal Gas Tax Increase
  - 10 cent/gal Special Fuel Tax Increase
  - 10 cent/gal Motor Carrier Surtax Increase
  - Increase in IRP
  - Eliminates sales tax on special fuel
  - New requirements on how MVH to be used
    - For Locals; 50% of MVH required to be spent on Construction, Reconstruction, **Preservation**
- \*Annually Indexed

# 2016 – 2022:



2016 – 2022:

[Website](#)



# LTAP

## Asset Management

Transportation Asset Management provides an agency with a process for making decisions that helps identify the best possible level of service one can provide for the funding you have available. Asset Management helps balance an agency's goals as the "owner" of the network with effective management strategies that demonstrate that one is being a good steward of public funds. A key to asset management success is recognizing that it is much more cost-effective to do regular maintenance and preservation on an asset than to let it deteriorate to the point where only expensive repairs, like rehabilitation or reconstruction, can address the problem.

### Overall for Indiana Local Roads

Asset Management provides the framework to plan, budget, and communicate the owner's strategy and results that they are working to achieve. In effort to help communicate and provide transparency, this website provides access to the data that the Indiana LTAP has been given from the cities, towns, and counties. The data below represents the aggregated data for cities, towns, and counties to report and demonstrate the size of

## Tools, Training, and Resources

- 1) Online Class: Asset Management
- 2) PASER and Pavement Management Training
- 3) Spreadsheet Pavement Network Tools
- 4) GIS capabilities for Data Collection
- 5) Infrastructure Asset Management Conference
- 6) Pavement Preservation Training

# What is PASER??

## **PASER – *What it is NOT!***

subjective

səb'jektiv/adjective

‹based on or influenced by personal feelings, tastes, or opinions›.

## **PASER– *What it is!***

### Ordered State Ratings

- Set of criteria which describe a set of discrete, ordered states.
- Trained observer judges state and assigns rating.
- Usually most cost effective system
- Most subject to variability by rater
- Does not tell you why the distress is there

# Condition Rating – Types of Systems

## Ordered State Ratings

Set of criteria which describe a set of discrete, ordered states.

Professional observer judges state and assigns rating.

Usually most cost effective system

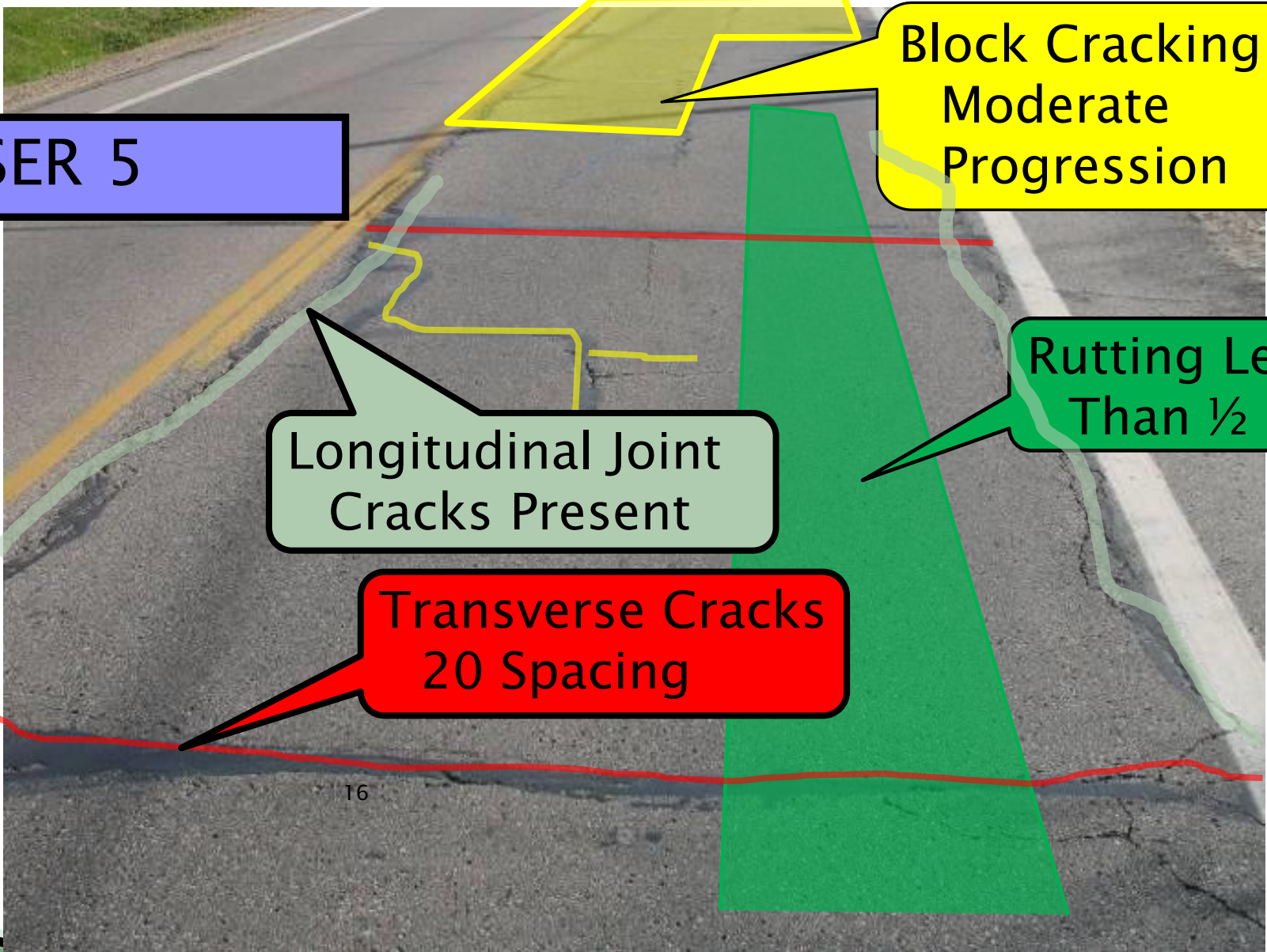
Most subject to variability by rater

- PASER – Pavement Surface Evaluation and Rating
- NBI – Bridge Inspection Ratings



# Ordered State Rating

PASER 5



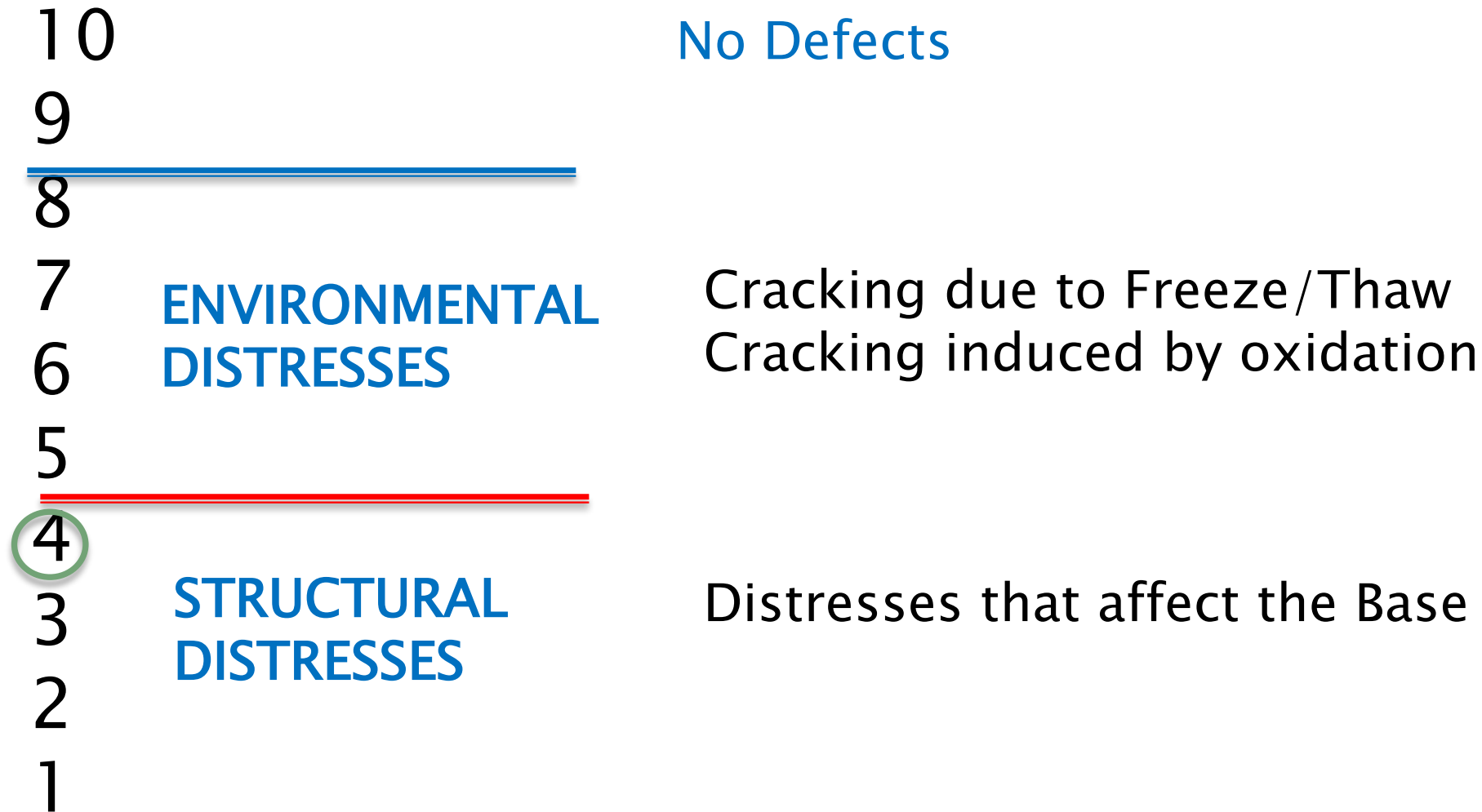
Block Cracking  
Moderate  
Progression

Longitudinal Joint  
Cracks Present

Rutting Less  
Than 1/2 Inch

Transverse Cracks  
20 Spacing





10

9

8

7

6

Good at Determining  
Pavement Treatments

Fog Seals, Rejuvenators,  
Chip Seal, MicroSurface,  
Thin Overlays

5

4

3

Additional Engineering  
Investigation maybe  
required

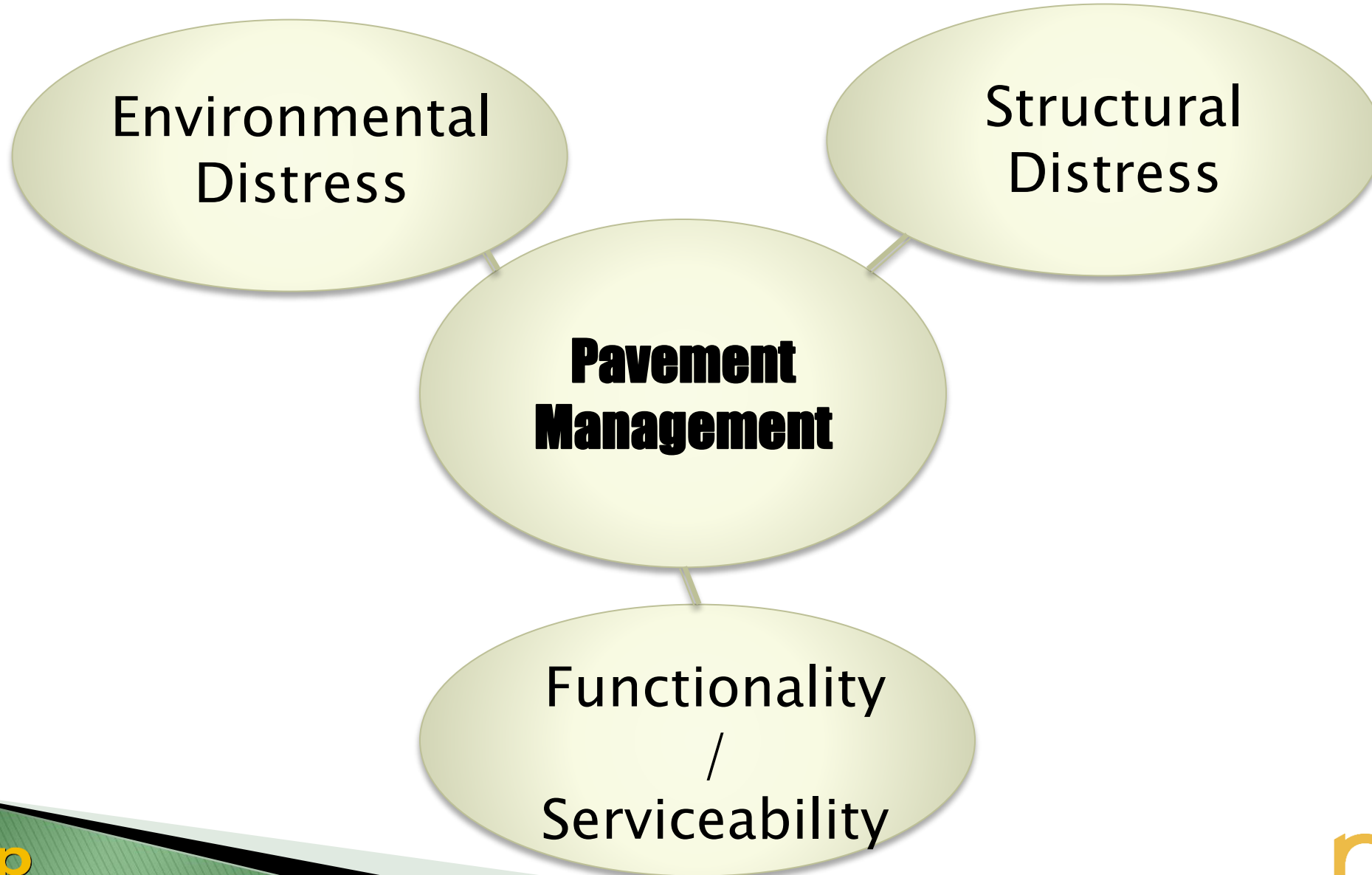
Rutting? Isolated Area?  
Cross Slope? Roughness?

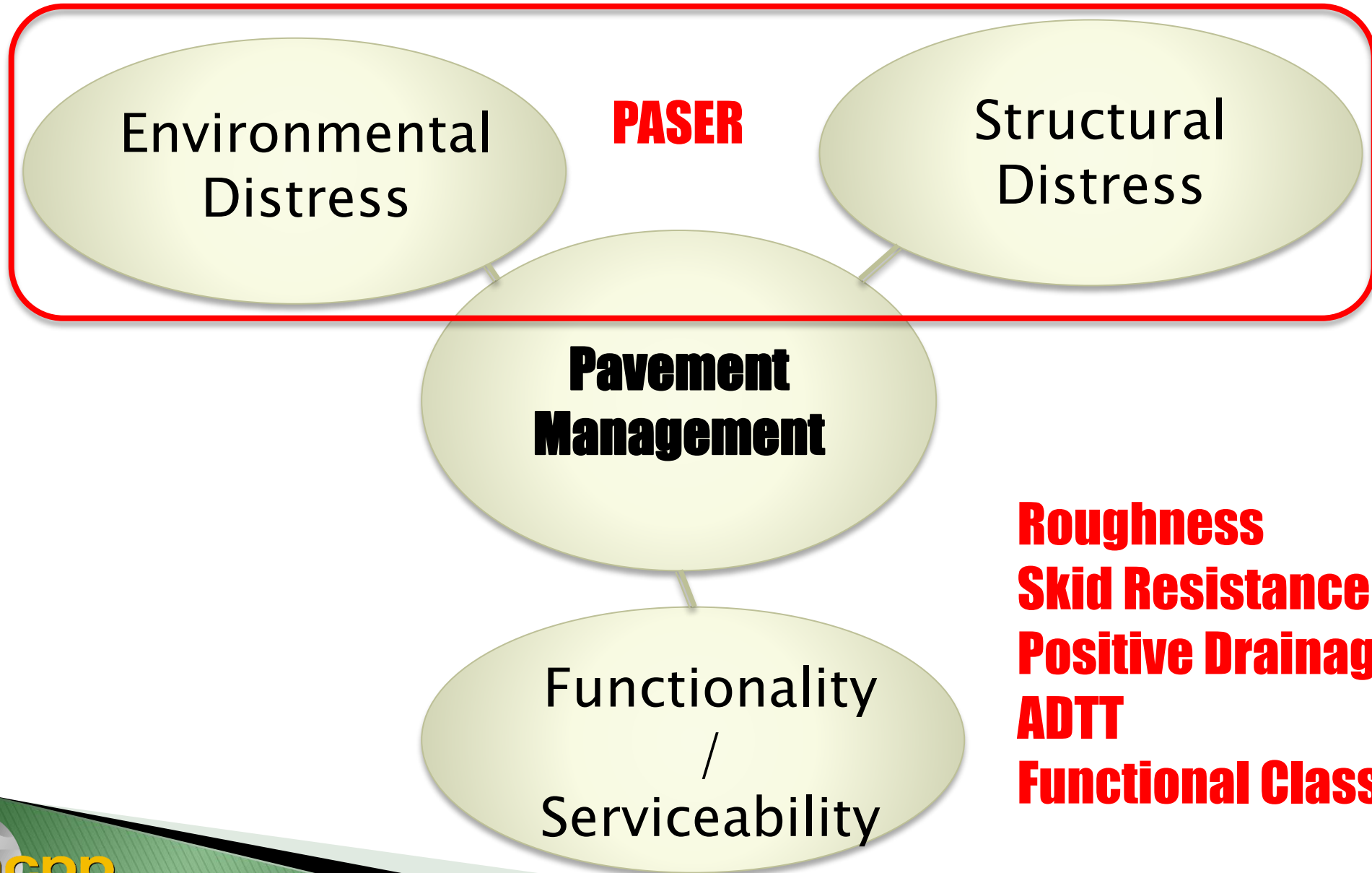
2

1

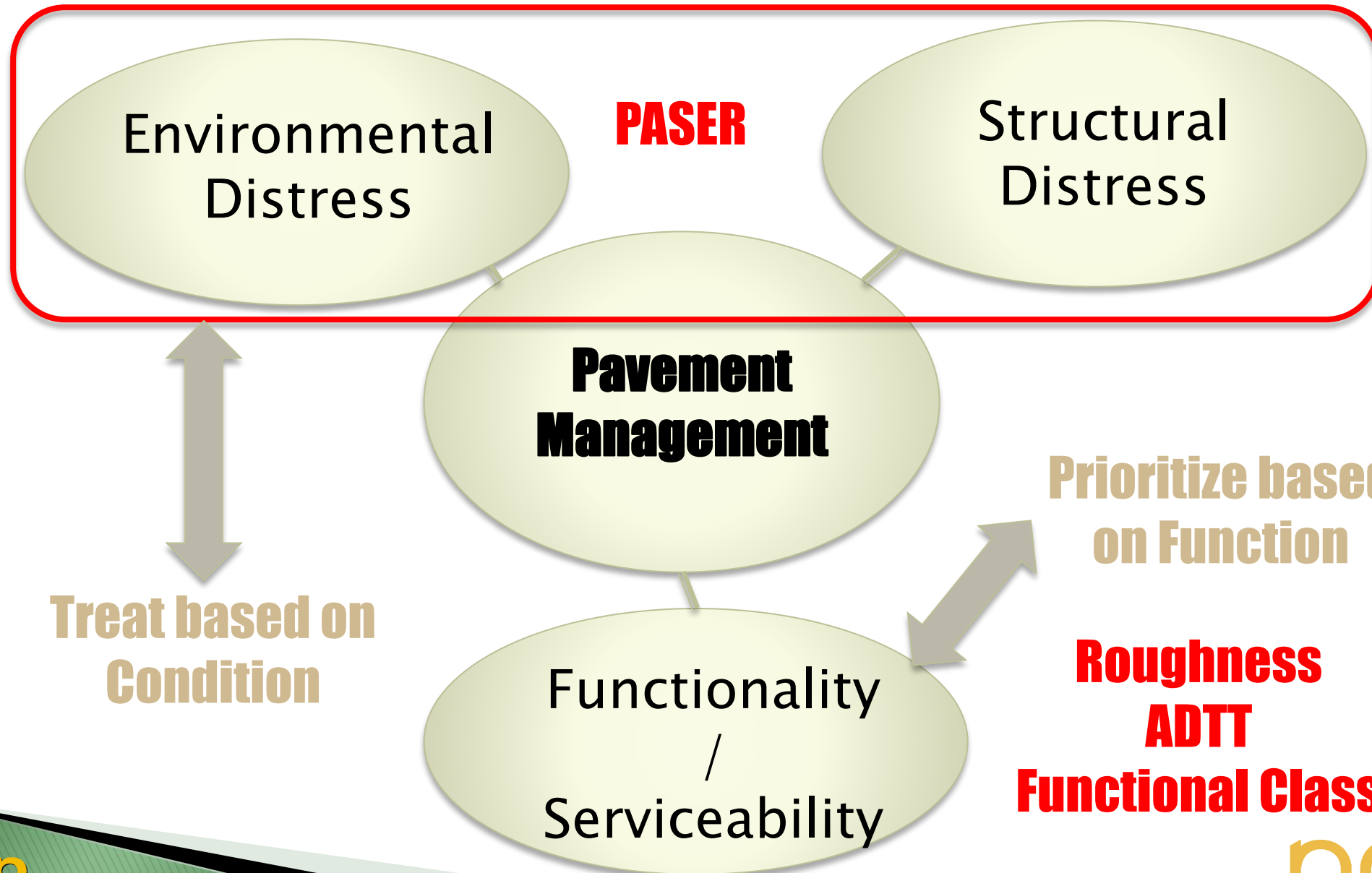
Good at Determining  
Pavement Treatments

Reconstruction, FDR





**Roughness**  
**Skid Resistance**  
**Positive Drainage**  
**ADTT**  
**Functional Class**



**no**

## Distresses Structural?

**yes**

- 8 – Transverse Cracks > 40'
- 7 – Transverse Cracks 10 – 40'
- 6 – Transverse Cracks < 10'  
– First Signs of Block Cracking
- 5 – Moderate Block Cracking  
– Edge Cracking  
– Secondary Cracking

- 4 – Wheel Line Path Cracks  
– Rutting ½" – 1"  
– Severe Block Cracking
- 3 – Rutting 1"–2"  
– Alligator Cracks (1<sup>st</sup> Signs)
- 2 – Rutting > 2"  
– Alligator Cracking >25%
- 1 – Extensive Distress  
– Loss of Integrity

# ***WE WANT TO HEAR FROM YOU***

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