

Impact of MAP-21 Performance Measures on Agencies

Setting and Meeting Targets, Sustaining Performance – a view from the Connecticut DOT

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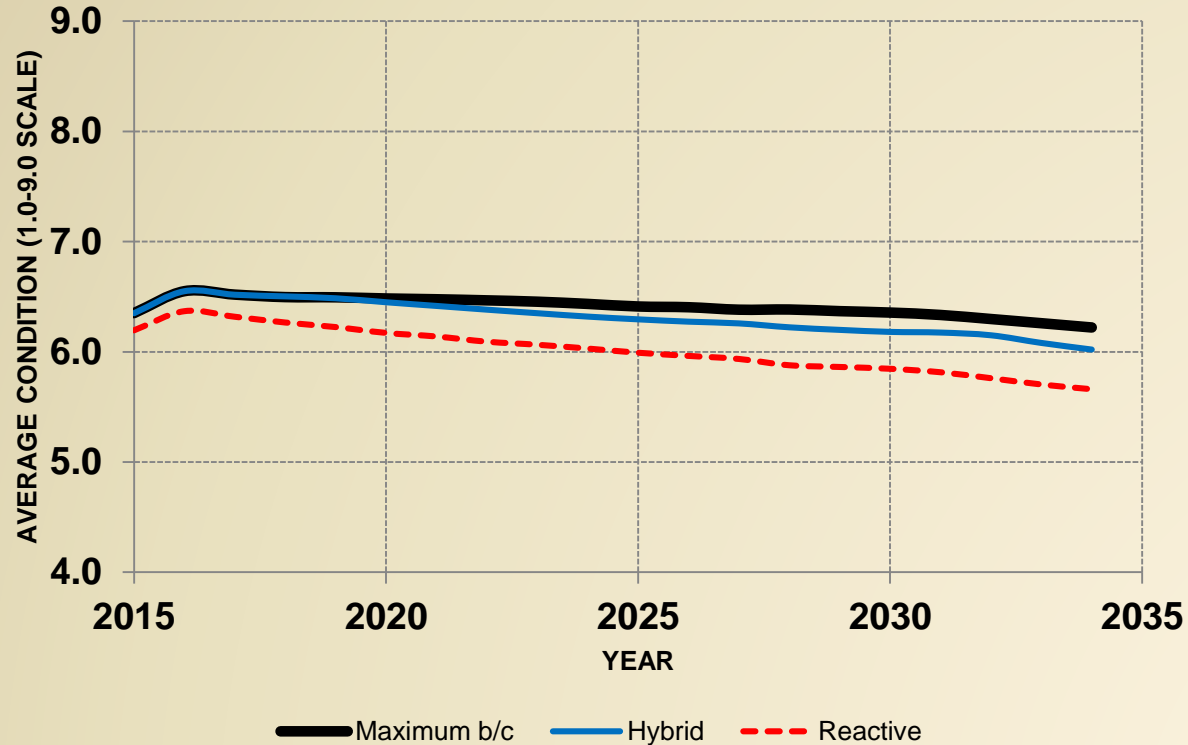


What Happens To Network Condition With Pavement Preservation

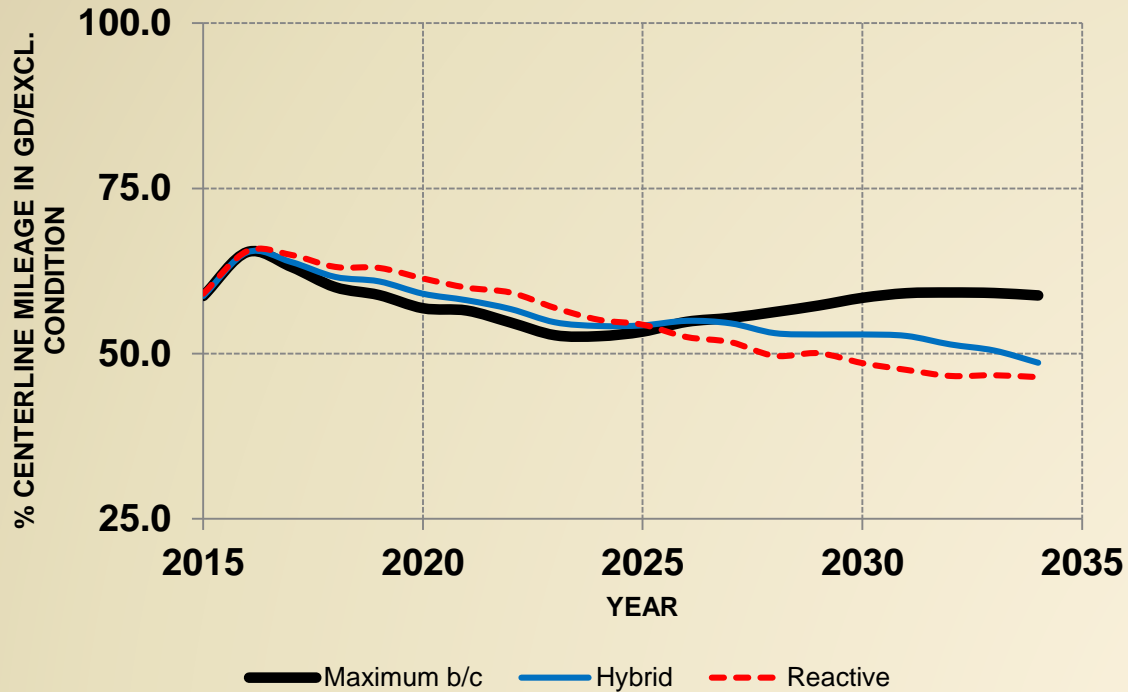
- Higher average network condition for a given funding level
- Good pavements stay in good condition
- If funding is not sufficient, percent of poor pavements increases more

Lower b/c ratios for fixing worst-first

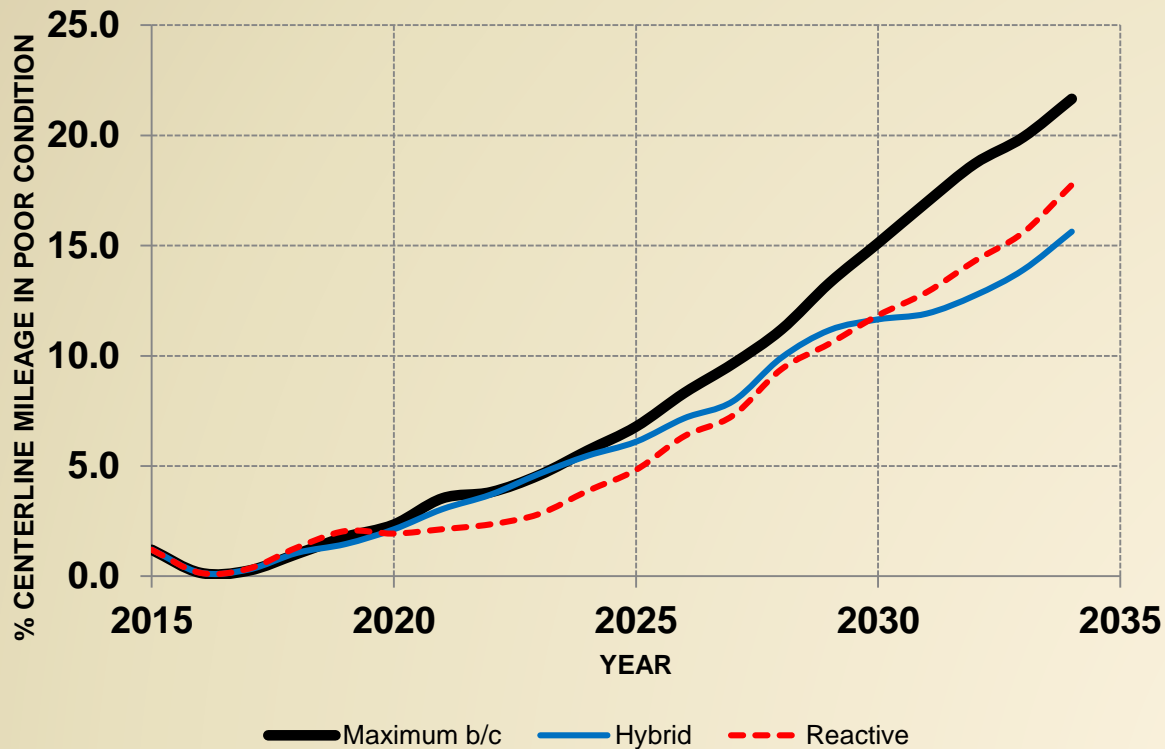
Average Network Condition



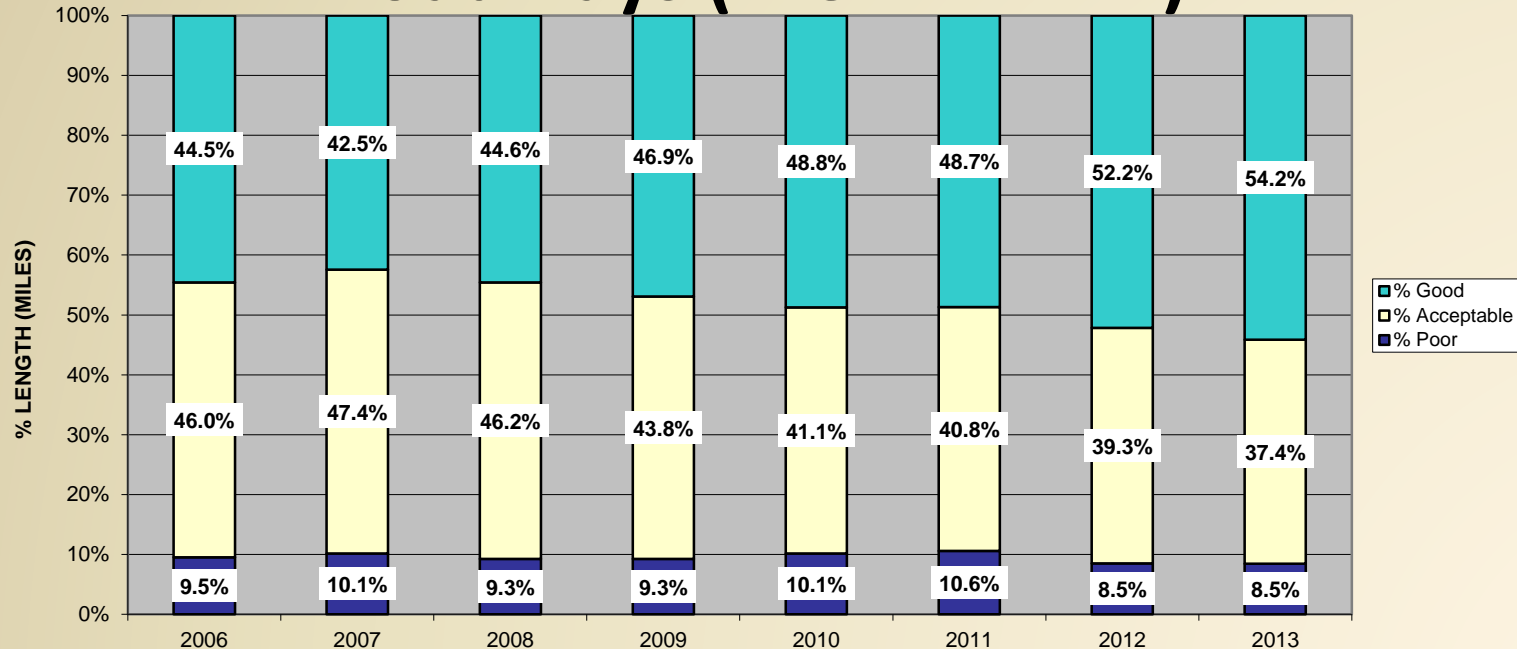
Good And Excellent Pavements



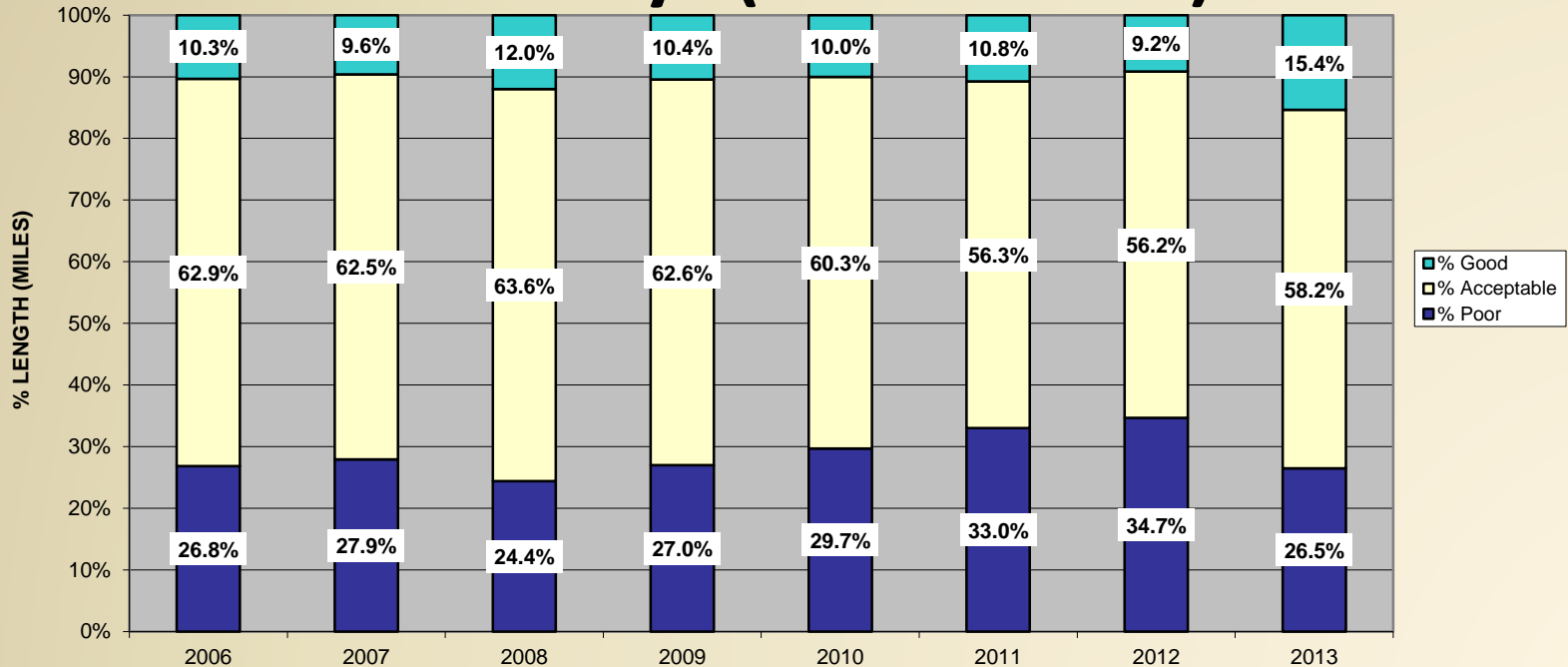
Poor Pavements (% of mileage)



Combined Impact of Preservation Program and Investment Level on Rideability of NHS Roadways (Pre-MAP-21)



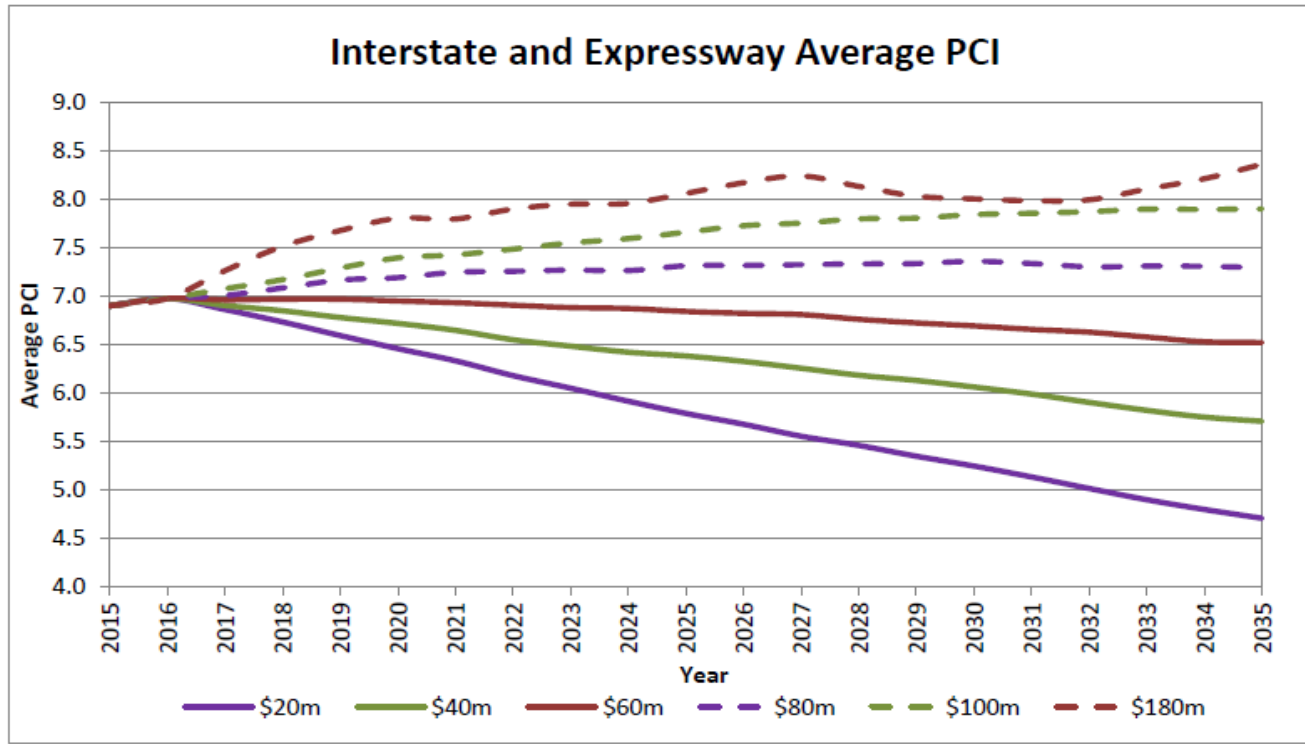
Combined Impact of Traditional Investment and Funding Level on Rideability of Non-NHS Roadways (Pre-MAP-21)



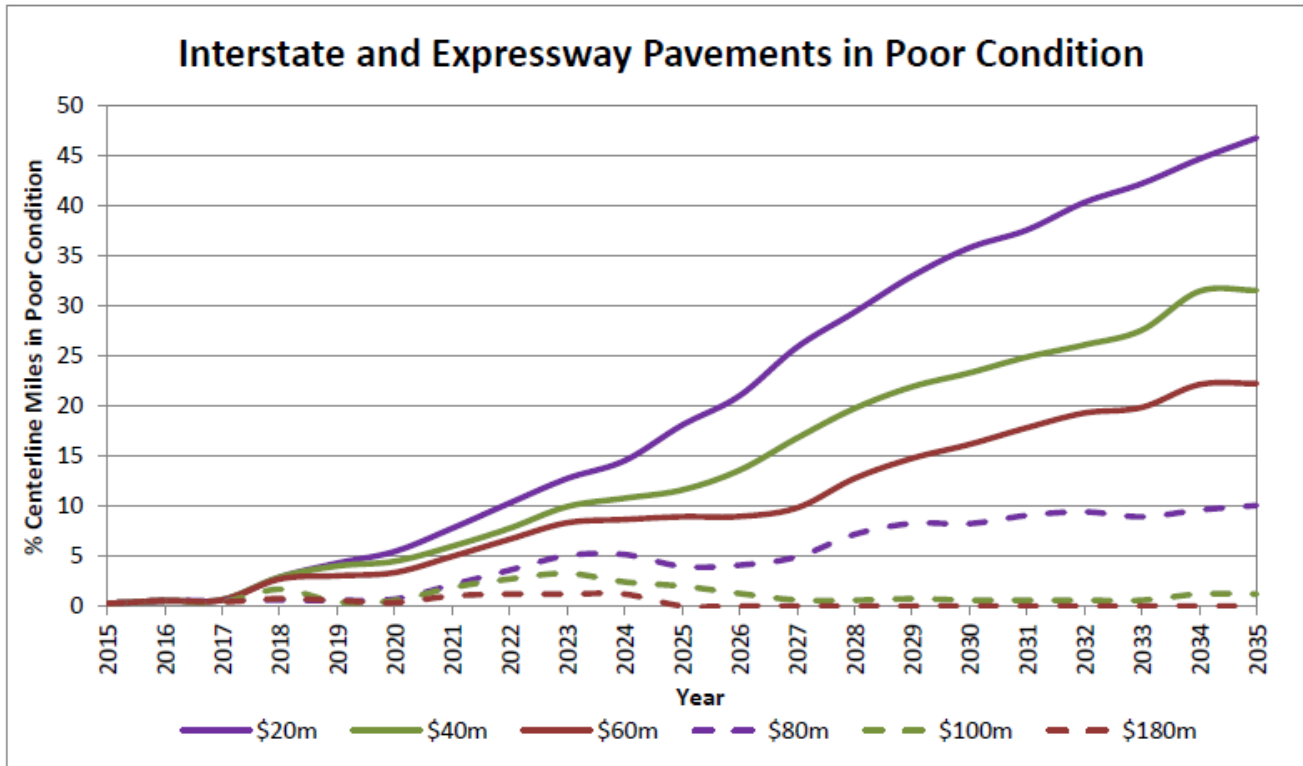
Impact of Funding Levels on Network Condition

- With a pavement-management approach and a preservation program, higher funding levels = higher average condition
- With sufficient funding, the backlog can be addressed.
 - **Insufficient funding could impact the minimum condition levels under MAP-21**

Funding Level Impacts: Avg Condition



Funding Level Impacts: % Poor



Summary

- Best performance for a given funding level with preservation and an optimized approach
- **Insufficient funding level risks not meeting minimum condition levels on Interstates**
- Study how to address the minimum-condition thresholds under insufficient-funding scenarios