

CALTRANS FIVE-YEAR MAINTENANCE PLAN



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AASHTO SCOM July 13-17, 2008



Vision



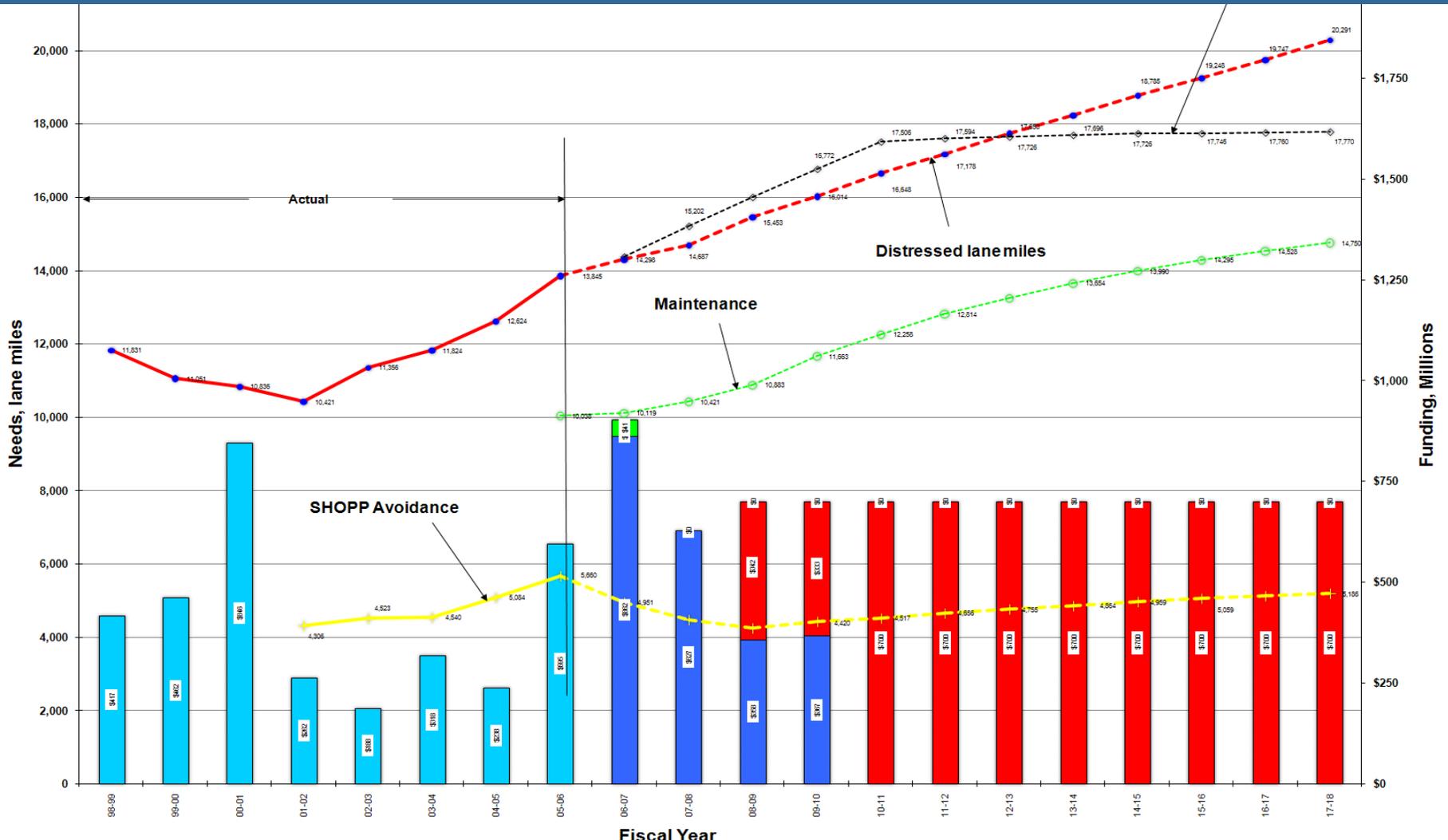
Roadway Preservation Program



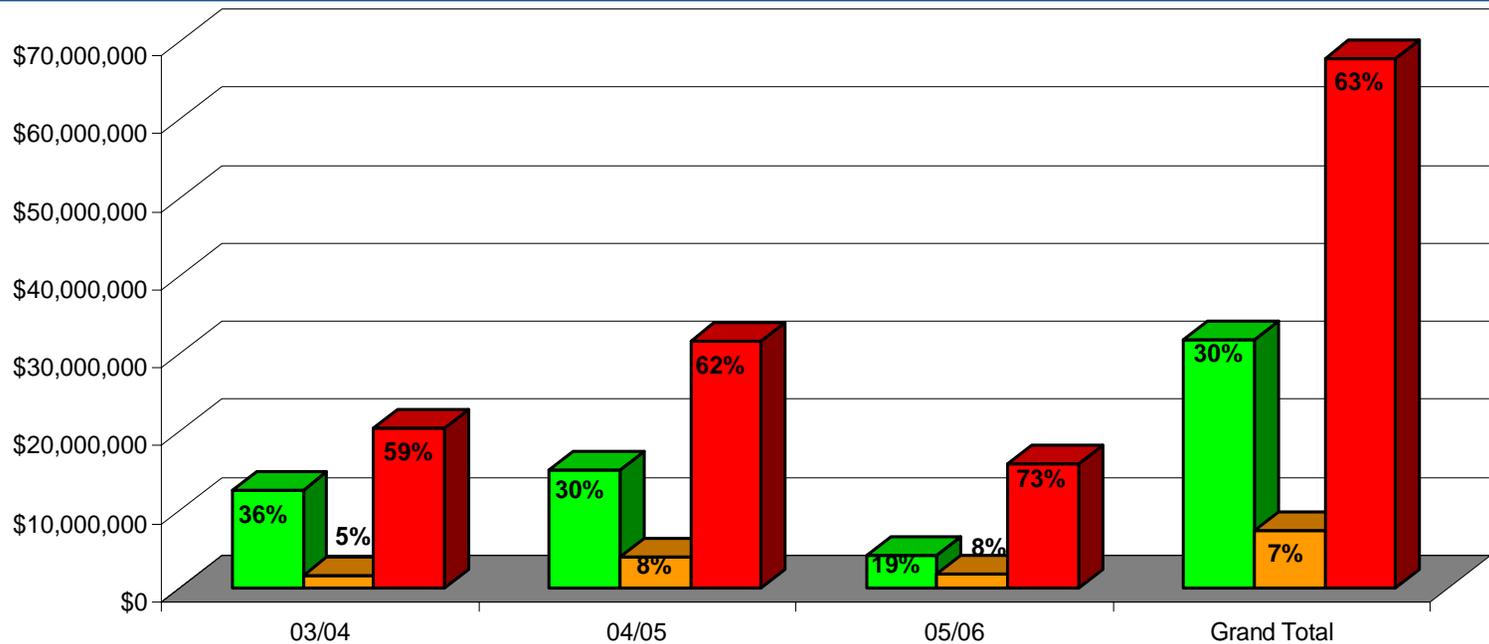
2005 PCR

	No Damage Excellent		Maintenance Preventive		Maintenance Preservation		Poor Ride Only		Minor Structural Damage		Major Structural Damage		Total Rehabilitation		Total Inventory
2004	22,862	45%	8,711	17%	6,052	12%	241	0.5%	3,391	7%	8,992	18%	12,624	25%	50,249
2005	20,866	42%	9,223	18%	6,316	13%	248	0.5%	2,077	4%	11,519	23%	13,844	28%	50,249

Distress pavement is projected to increase to 20,291 by 2017/18.

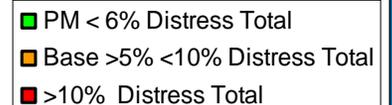


Maintenance Preservation Projects with Pre-Condition of Distress

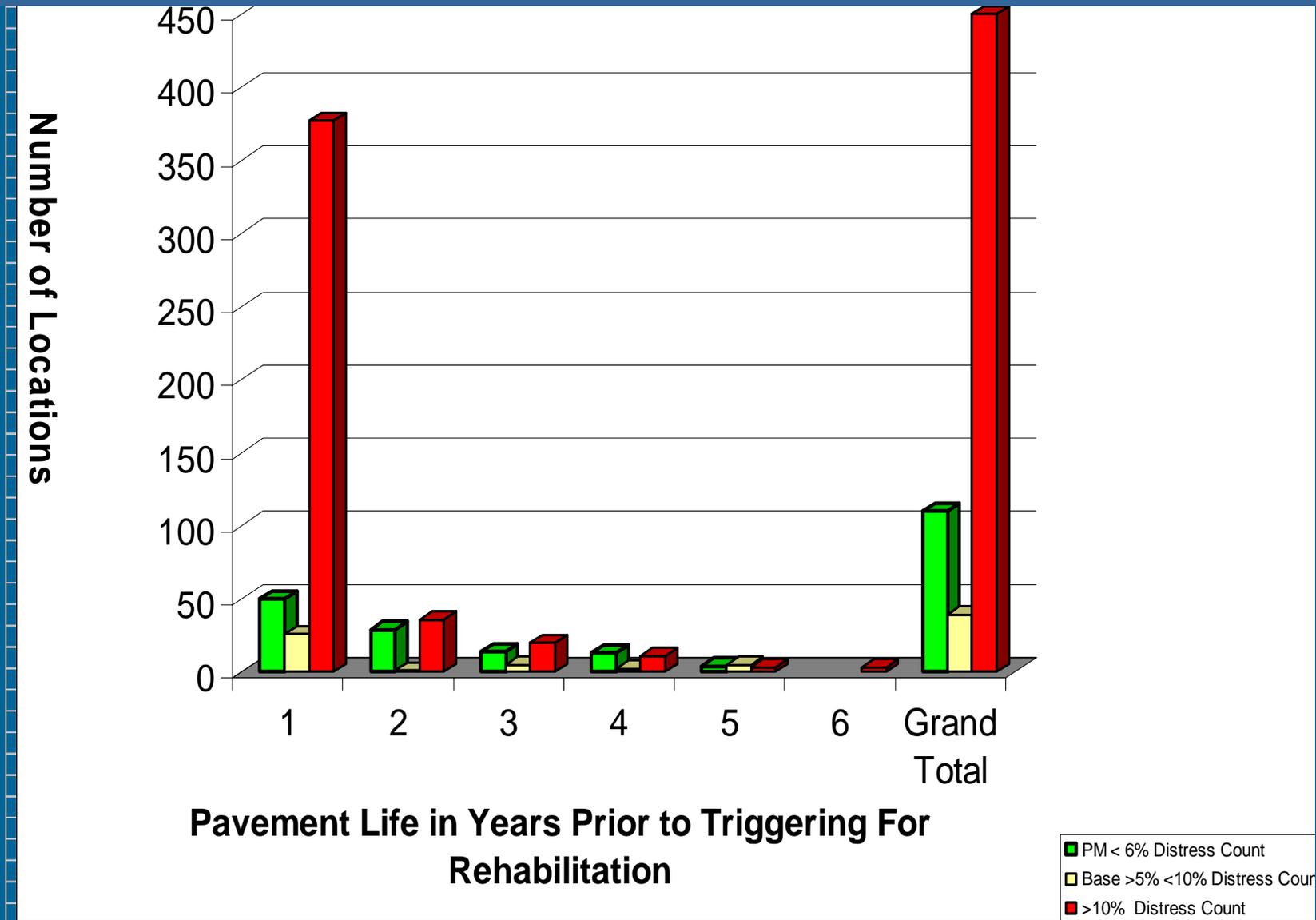


PM \$31,867,763
 Base \$ 7,353,419
 HA Triggered \$67,897,879

Dollars Spent By FY



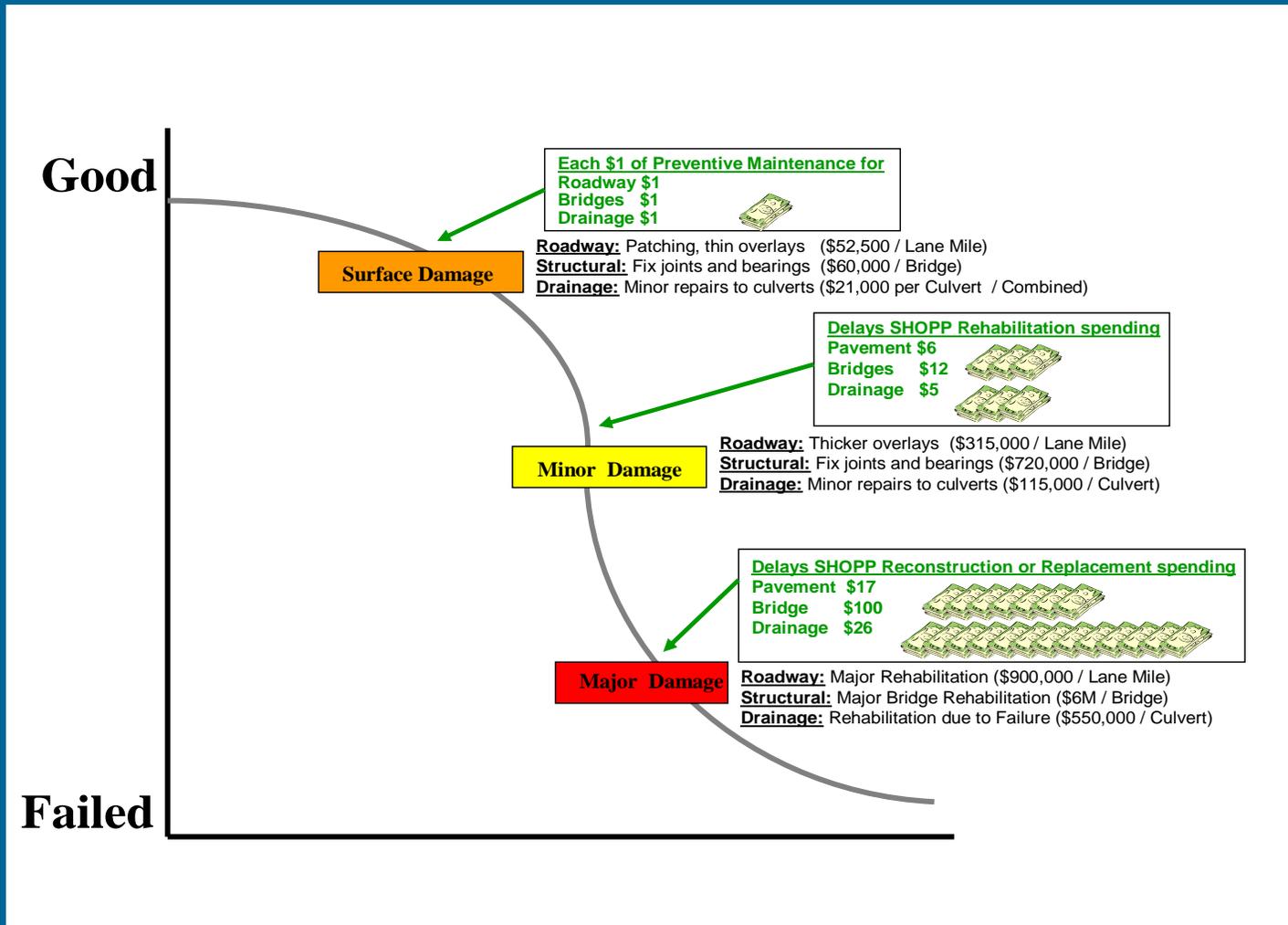
Maintenance Preservation Projects Re-Triggered for Rehabilitation



Five-Year Maintenance Plan

- Needs based preservation plan
(Pavement, Bridges, Drainage)
- Identify pavement backlogs
- Illustrate alternatives:
 - Current funding
 - Steady State plus reduced backlog in 10-yrs
 - Steady State plus reduced backlog in 5-yrs
- Estimate cost benefit ratio

Cost Effectiveness Chart



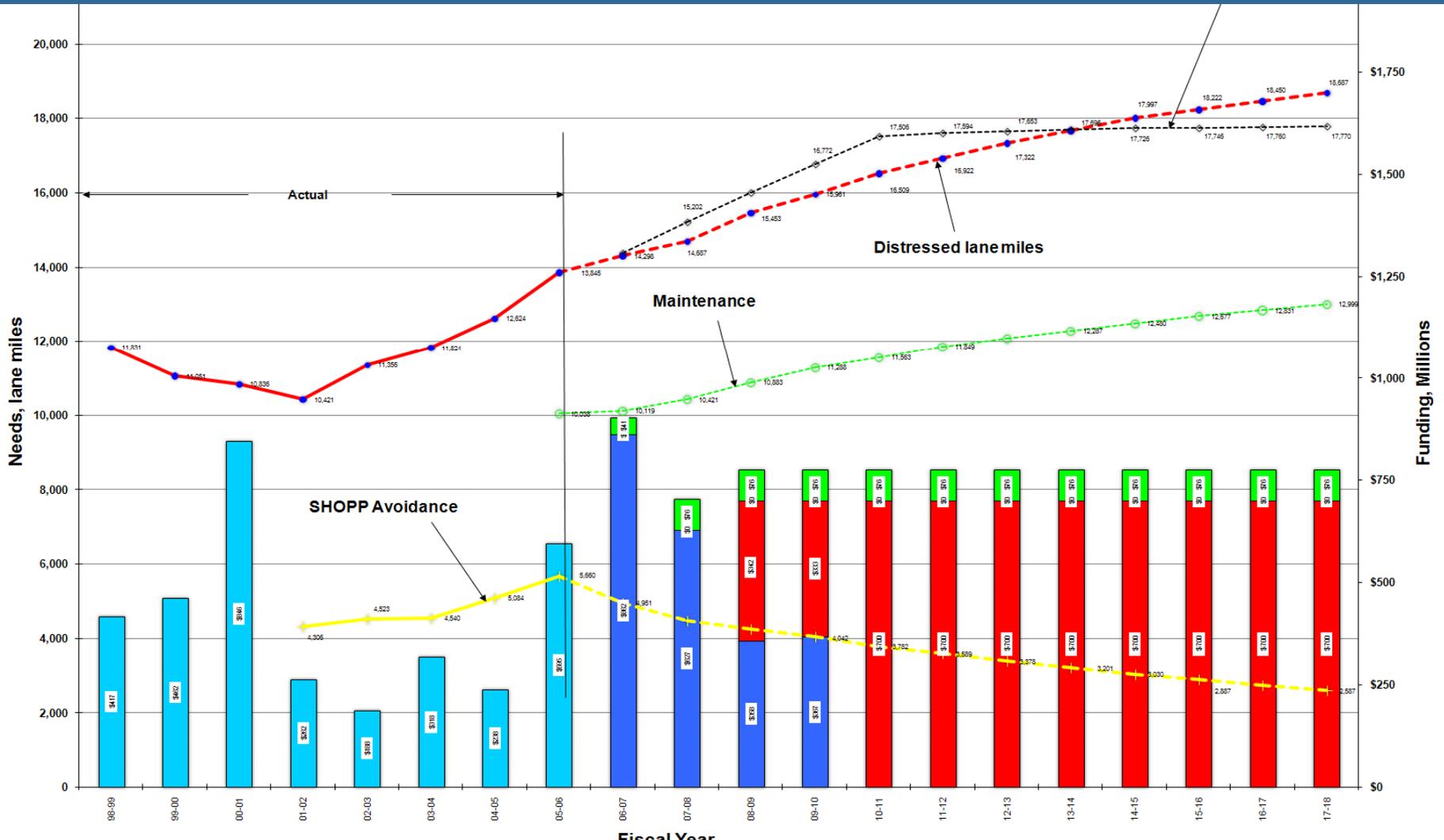
□ Estimate dollars that would be delayed in the SHOPP (\$2.975 Billion)

Five-Year Maintenance Plan (cont.)

- Approved 2005 Five-Year Plan provided additional \$105 million to Maintenance Program.
 - \$53 Million for Pavement
 - \$47 Million for Bridges
 - \$5 Million for Drainage
- Approved 2007 Five-Year Plan provided \$85 million increase in pavement maintenance beginning 2007/08 FY to reduce maintenance backlog over a ten-year period to zero.
- Approved 2007 5-Year Plan recommends increased funding of \$62.1 million to Maintenance Program beginning 2008/09 FY.
 - \$41.1 Million for Bridges to reduce major maintenance backlog to zero
(Approved redirection)
 - \$21.0 Million for Drainage (Not Approved)

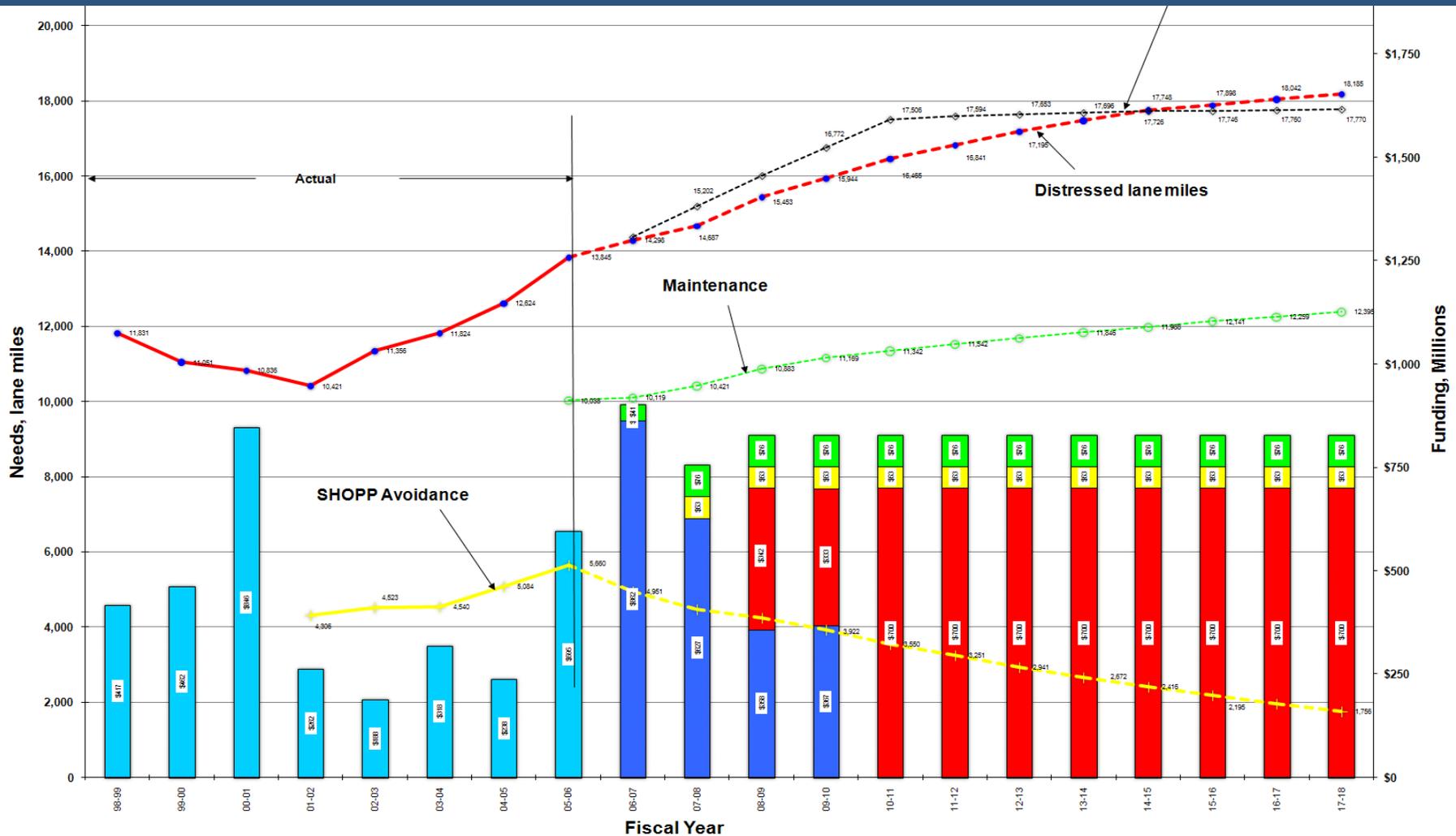
Major Maintenance funding of \$76M

Distressed pavement will reduce the increase of distress pavement to 18,587 by 2017/18.



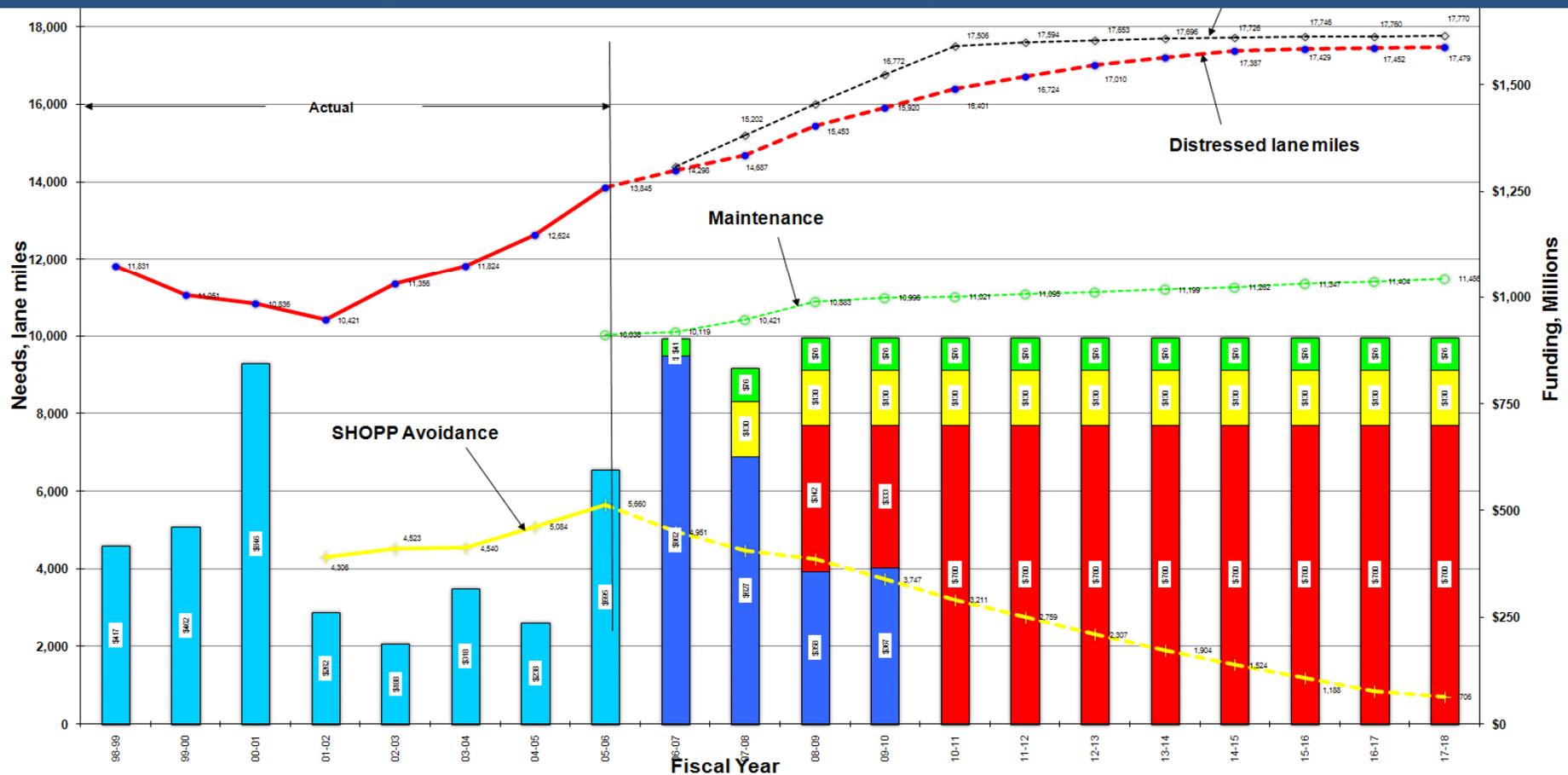
Major Maintenance funding of \$76M for preservation and \$53M for SHOPP Avoid

Major Maintenance projects will reduce the increase of distress pavement to 18,185 by 2017/18.

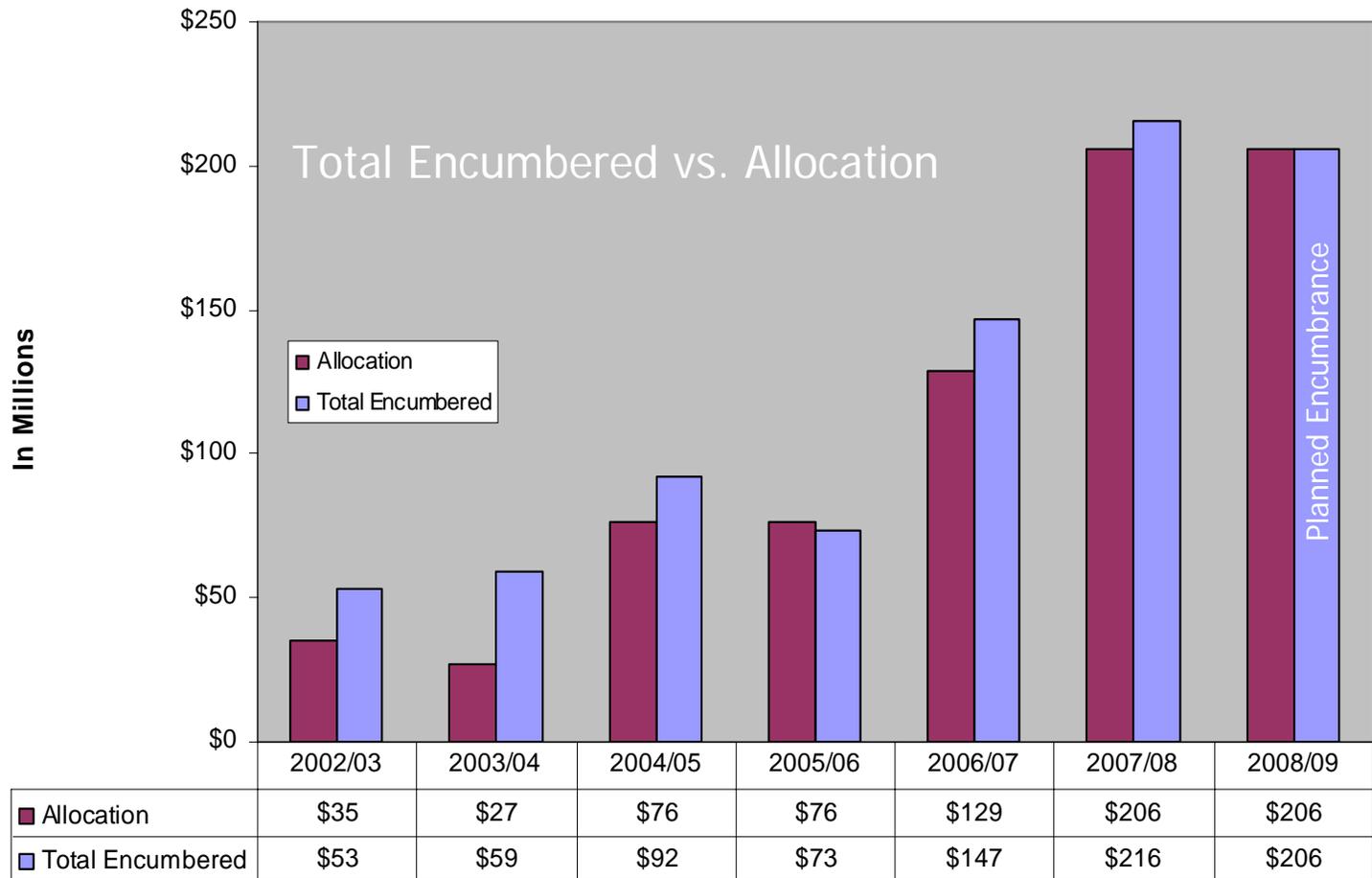


Major Maintenance funding of \$76M for preservation and \$130M for SHOPP Avoidance.

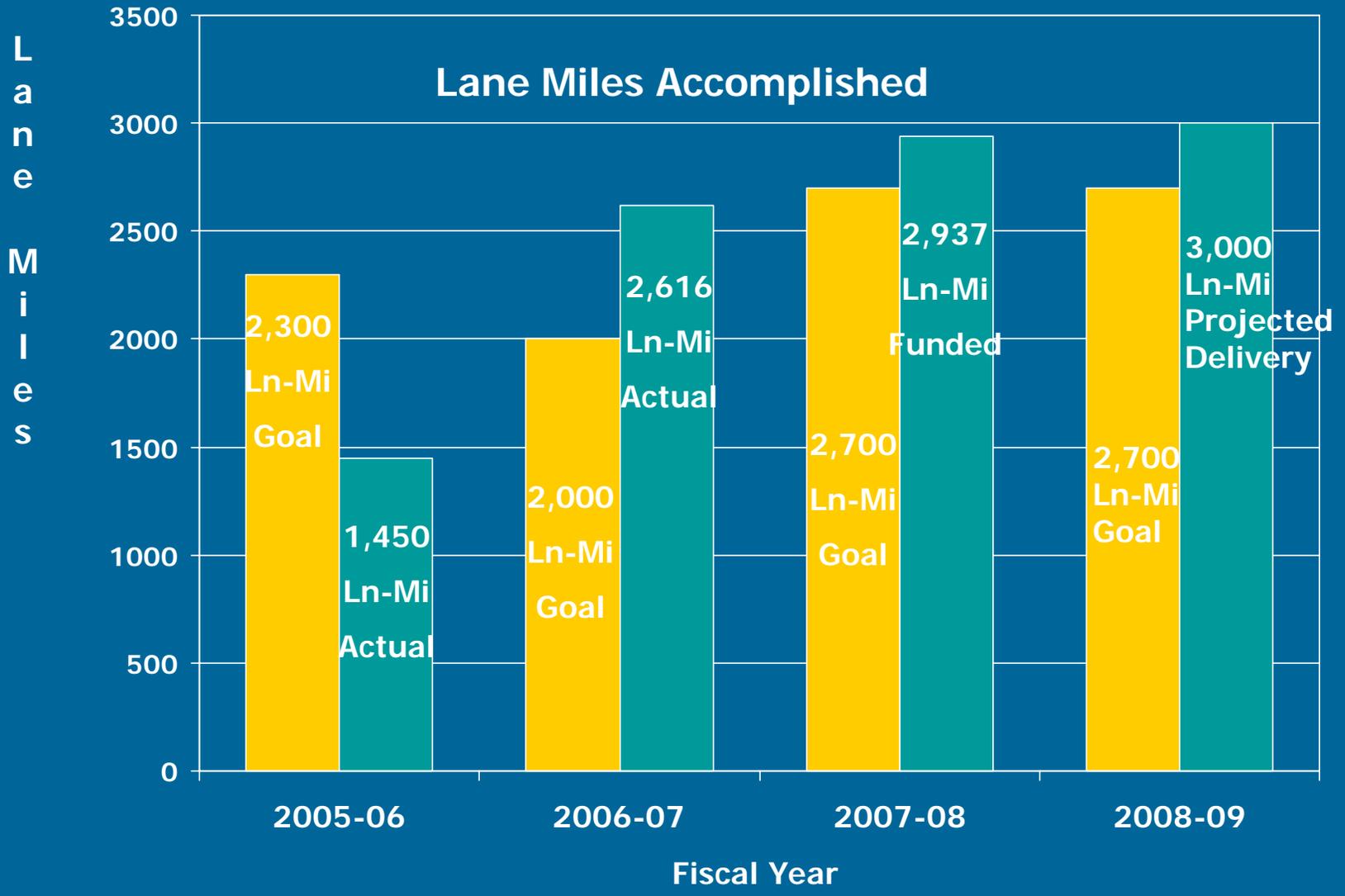
Major Maintenance projects will reduce the increase of distress pavement to 17,479 by 2017/18.



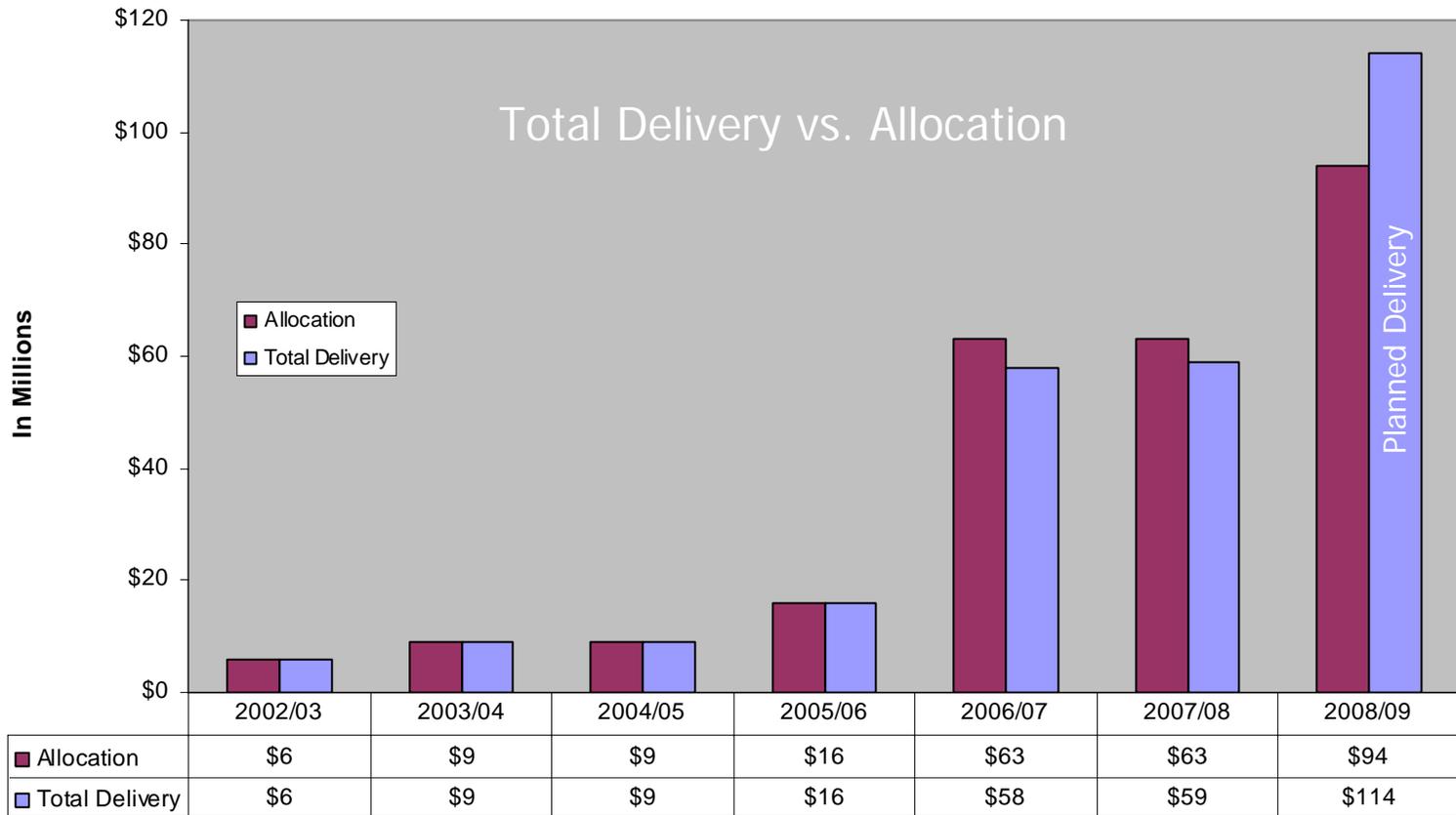
Pavement Preservation History



Pavement Preservation History



Bridge Preservation History



Bridge Preservation History



Partnerships

- Purpose of partnerships
 - Empowered to make decisions
 - Increased credibility
 - Shared resources
 - Innovation and technology transfer
- Internal partnerships
- External partnerships

Partnerships (cont.)

□ Internal Partnerships

- Pavement Standard Team (PST)
- CSU, Chico-California Pavement Preservation Center
- District Maintenance Engineers
- UC, Davis-Partnered Pavement Research Program

□ External Partnerships

- Pavement Preservation Task Group (Industry and CT)
- Local Agencies
- FHWA-Including FHWA Road Map on PP Research
- Coordination with National and Regional PP Centers
- Western Pavement Preservation Partnership (WPPP)
- Pavement Technology Consortium

Guiding Principles For Success

- Credibility
- Partnership
- Leadership
 - Model the Way
 - Inspire a Shared Vision
 - Challenge the Process
 - Enable Others to Act
 - Encourage the Heart
- Get It Done Attitude

Any Questions?

