4-Year Pavement Management Plan

(FY2019-FY2022)

Analysis Report

4-Year Pavement Management Plan Work Group

Texas Department of Transportation

July 2018

(This page was intentionally left blank.)

Table of Contents

List of Tables

List of Figures

Section 1. FY 2019-2022 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 which 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.

Plan Goals

- Develop a comprehensive and uniform pavement management plan which is roadway specific to the greatest extent possible, and is fiscally constrained.
- Generate Pavement Condition Projections based on a financially constrained plan.
- 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.

The 2019-2022 Pavement Management Plan provides TxDOT with a mechanism to predict pavement conditions based on a specified funding level and project specific plan. The resulting report consists of the summary of the number of lane miles that each district plans to treat as Preventive Maintenance (PM), Light Rehabilitation (LR), Medium Rehabilitation (MR) or Heavy Rehabilitation (HR) and the impact that those treatments are predicted to have on the pavement conditions.

Plan Components

- Projects for the FY 2019-2022 planned lettings were identified in the Design and Construction Information System (DCIS) and Maintenance Management System (MMS) at TxDOT.
    - The projects from DCIS included pavement preventive and rehabilitation work.
    - All Maintenance expenditure (Strategy 13023/13045) related to pavement performance in the analysis was captured in MMS taking into account preventive maintenance and rehabilitation work.

Maintenance and Rehabilitation Expenditures

Each district developed their 4-year expenditure projections based on anticipated budgets. In DCIS and MMS, each project includes its allocated expenditure amount. The total pavement expenditures for the 4-year period of FY 2019-2022 are summarized in the following Table 1.

Table 1. Statewide Pavement Expenditures in the FY2019-2022 Analysis

FY	DCIS($)	MMS($)	Total ($)
2019	1,781,219,535	207,675,663	1,988,895,198
2020	1,181,501,171	209,180,965	1,390,682,136
2021	1,397,934,182	176,897,357	1,574,831,539
2022	906,072,127	134,918,014	1,040,990,141
Avg.	1,316,681,754	182,168,000	1,498,849,754

Pavement Condition Prediction Models

The project data identified above was analyzed through the TxDOT prediction models described below.

Pavement Network

The pavement network with which the analysis was conducted consists of the existing pavements under TxDOT's jurisdiction and stored in the Pavement Analyst™ (PA) database.

Base Year Network Condition

The base year of the analysis was 2018. The condition of the entire state's pavement network was initially determined based on the individual scores of the pavement sections in the PA database. The Condition Score of these sections was used as the performance measurement index to calculate the "Good" or Better pavement Condition Scores.

Proposed Improvements

The projects identified in the DCIS and MMS were applied to the model with the appropriate work type as defined below:

Asphalt Pavement

- **Preventive Maintenance:** seal coat; thin overlay 2 inches thick or less; mill and inlay 2 inches or less; hot in-place recycling; micro-surfacing or slurry seal; and scrub seal.
- **Light Rehabilitation:** overlay greater than 2 inches thick but no more than 4 inches; mill and inlay greater than 2 inches thick but no more than 4 inches.
- **Medium Rehabilitation**: overlay greater than 4 inches but no more than 6 inches; mill and inlay greater than 4 inches but no more than 6 inches; white-topping.
- **Heavy Rehabilitation:** overlay greater than 6 inches; mill and inlay greater than 6 inches; full reconstruction; full depth reclamation (pulverization and stabilization) with new hot-mix asphalt surface; full depth reclamation (pulverization and add new base) with new seal coat surface.

Continuous Reinforced Concrete Pavement

- **Preventive Maintenance:** half depth repair or full depth repair; diamond grinding and grooving; thin asphalt overlay 2 inches thick or less.
- **Light Rehabilitation:** asphalt overlay greater than 2 inches and no more than 4 inches.
- **Medium Rehabilitation**: asphalt overlay greater than 4 inches and no more than 6 inches.

- **Heavy Rehabilitation:** reconstruction; rubblization and overlay greater than 6 inches; bonded concrete overlay; unbonded concrete overlay.

Joint Concrete Pavement

- **Preventive Maintenance:** diamond grinding and grooving; joint and/or crack sealing; half depth repair; slab replacement; thin asphalt overlays 2 inches or less.
- **Light Rehabilitation:** asphalt overlay greater than 2 inches and no more than 4 inches; dowel bar retrofit and grinding.
- **Medium Rehabilitation**: asphalt overlay greater than 4 inches and no more than 6 inches.
- **Heavy Rehabilitation:** full reconstruction; rubblization and asphalt resurfacing greater than 6 inches; bonded concrete overlay; unbonded concrete overlay.

Deterioration Model

TxDOT models which predict deterioration of pavements are based on several factors including traffic loading levels, climatic & subgrade zones, pavement families, and treatment types. The network was loaded with the proposed improvements and then deterioration was applied using the model resulting in predicted Pavement Condition Scores.

Decision Trees

A set of engineered decision trees was used to provide recommended treatments appropriate for given input pavement conditions and inventory. The TxDOT decision trees have been established based on engineering experience and interviews with TxDOT engineering staff. The idea was to determine a rational treatment type for each section. That is, before the optimized project selection analysis, a feasible treatment type was selected based on relevant engineering variables. This would result in a "need-based" treatment for the individual section. Whether that treatment would be finally selected was determined by the optimization problem objectives and user supplied constraints.

Optimization Analysis

The 4-year plan analysis projected the performance of the network into the future given the preselected projects and unallocated budgets from the districts. The PA system directly projected the condition of the located projects but for the projects without specific locations the optimization analysis was used to select the projects for the county based funds specified by the districts. The PA used its integer programming based optimization algorithm to select the candidate projects and then projected condition of the network based on the optimized projects selected. For this analysis the system was configured with an objective to maximize the network-level pavement performance improvement under the budget constraints for each plan year.

Performance Measures

Pavement Condition Ratings

All pavements are rated on an annual basis with automated/semi-automated measurements. The types of distresses considered are cracking, rutting, failures, etc. The ride quality is measured utilizing a Profiler. The Pavement Condition Score is 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" (Condition Score≥70) by 2012. Fig. 1 below shows samples of the ratings.

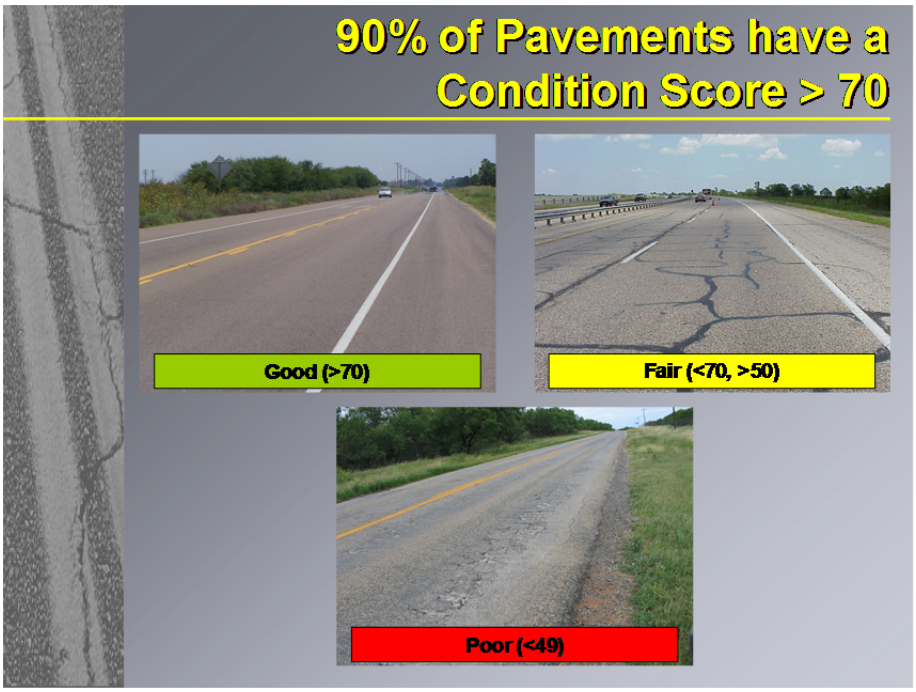

Figure 1. Photos indicate the visual pavement condition with the associated Condition Score.

Pavement Condition Improvements

Statewide Pavement Conditions

FY 2013: 88.30% GOOD OR BETTER
FY 2014: 87.19% GOOD OR BETTER
FY 2015: 86.92% GOOD OR BETTER
FY 2016: 87.32% GOOD OR BETTER
FY 2017: 86.30% GOOD OR BETTER
FY 2018: 87.93% GOOD OR BETTER

Contributing factors

- Proposition 1
- Peer Reviews
- Planning maintenance strategically (Results oriented *"Pavement Management Plan"*)

Pavement Condition Projections

- The 4-year plan indicates that the following number of lanes miles would be treated with PM or Rehab:

- FY 2018 - **26,311 lane miles** = 13.3% of system
- FY 2019 - **32,103 lane miles** = 16.3% of system
- FY 2020 - **24,867 lane miles** = 12.6% of system
- FY 2021 - **18,252 lane miles** = 9.2% of system
- FY 2022 - **12,566 lane miles** = 6.4% of system

- The 4-year projections indicate that the Percent of Good or Better Pavement would be as follows:
  - FY 2018(Actual) – 87.93%
  - FY 2019 – 87.88%
  - FY 2020 – 88.66%
  - FY 2021 – 88.82%
  - FY 2022 – 88.38%

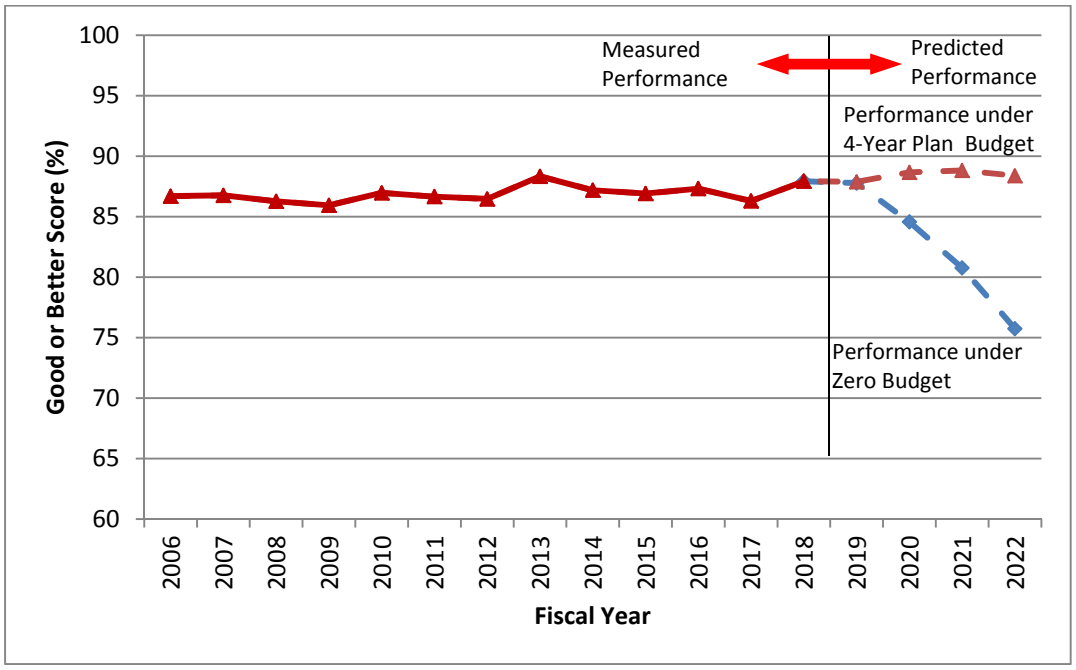

Figure 2. State-Wide Overall Pavement Performance for FY 2006-FY 2022

Section 2. Analysis Assumptions

Key assumptions used in the analysis and prediction of the pavement conditions under the 4-Year Pavement Management Plans 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 PA database. The most current version of the database was used in the analysis, based on the FY 2018 data collection.

Base Year Network Condition

The base year of the analysis was FY 2018. The condition of the entire state's pavement network was initially determined based on the individual scores of the pavement sections in the database. The Condition Score of these sections was used as the performance measurement index to calculate the predicted (percentage of) "Good" or Better Pavement.

Deterioration Models

The prediction models serve the system in two ways. First, they are used to predict conditions on a section by section basis as part of the network level analysis. These predictions can then be "rolled up" to provide projections of condition on the network in part or in whole. Second, the predicted conditions are used as input in the optimization-based decisions. The predictions are used for treatment selection and estimation of treatment effectiveness. The TxDOT prediction models were initially developed and calibrated over time and now configured for use within the PA system. The modeling framework accounts for the large network covering different conditions in Texas by allowing separate models to be used in different situations. The prediction models developed through TxDOT research are categorized into varying groups based on the following factors:

- Climate & subgrade zones: Zone 1, Zone 2, Zone 3, and Zone 4 across the state of Texas. Zone 1 covers wet-cold climate and poor, very poor, or mixed subgrade. Zone 2 covers wet-warm climate and poor, very poor, or mixed subgrade. Zone 3 covers dry-cold climate and good, very good, or mixed subgrade. Zone 4 covers dry-warm climate and good, very good, or mixed subgrade. See Figure 3.
- Pavement families: flexible/asphalt pavement, Continuous Reinforced Concrete Pavement (CRCP), Jointed Concrete Pavement (JCP). The asphalt pavement is further divided into subgroups of A (detailed pavement types 4, 5, and 9), B (detailed pavement types 7 and 8), and C (detailed pavement types 6 and 10) mainly based on the structural capacity.
- Treatment types: Preventive Maintenance (PM), Light Rehabilitation (LR), Medium Rehabilitation (MR), and Heavy Rehabilitation (HR).
- Traffic loading levels: low, medium, and heavy traffic based on the predicted 20 years of Equivalent Single Axle Loads (ESALs).
    - Low Traffic Loading: This level includes pavement sections that have a 20-year projected cumulative ESALs of less than 1.0 million.
    - Medium Traffic Loading: This level includes pavement sections that have a 20-year projected cumulative ESALs greater than or equal to 1.0 million and less than 10 million.
    - Heavy Traffic Loading: This level includes pavement sections that have a 20-year projected cumulative ESAL greater than or equal to 10 million.

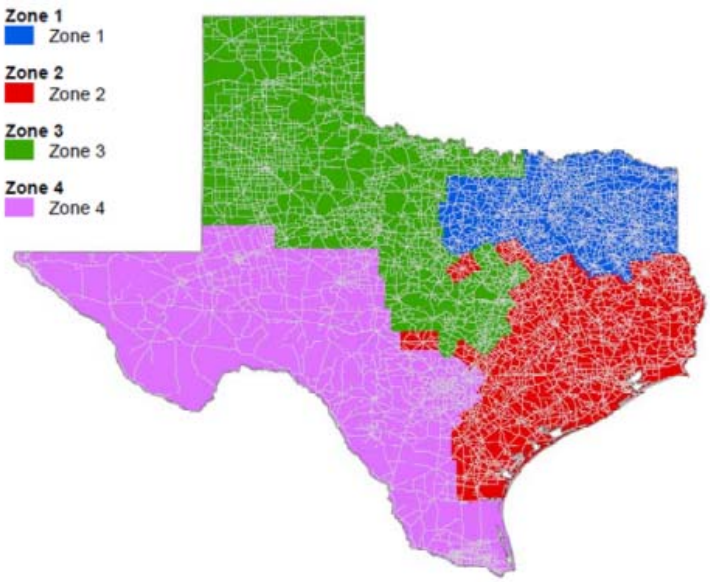

Figure 3. Climate and Subgrade Zones for Deterioration Models

Within each of the families defined by the criteria above a sigmoidal curve is used to project the pavement distress or ride quality loss, which are combined into a "distress, ride and combined condition" score based on their utility or "weight" values.

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. The new Condition Scores of each section were then averaged together and 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 rigid pavements. These values are obtained based on the statistics from the projects stored in the Site Manager at TxDOT.

Table 2. Maintenance and Rehabilitation Action Unit Cost

	Pavement Type	
Treatment	**Flexible Pavements**	**Rigid Pavements**
Preventive Maintenance	$53,462	$81,703
Light Rehabilitation	$221,186	$172,041
Medium Rehabilitation	$296,023	$210,144
Heavy Rehabilitation	$470,988	$971,516

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 Distress Score and Ride Score. For a section receiving treatment (PM, LR, MR, and HR), the Distress Score is reset to 100. The Ride Score reset values are shown in Table 3.

Table 3. Maintenance and Rehabilitation Action Ride Score Reset Values

Pavement Type	Treatment	Reset Ride Score
Flexible Pavements	Preventive Maintenance	3.9
	Light Rehabilitation	4.2
	Medium Rehabilitation	4.5
	Heavy Rehabilitation	4.5
Rigid Pavements (CRCP)	Preventive Maintenance	3.8
	Light Rehabilitation	4.2
	Medium Rehabilitation	4.5
	Heavy Rehabilitation	4.5
Rigid Pavements (JCP)	Preventive Maintenance	3.7
	Light Rehabilitation	4.2
	Medium Rehabilitation	4.5
	Heavy Rehabilitation	4.5

Section 3. State-Wide Summary

I. Summary of FY 2019–FY 2022 Treatments

Total State Center line miles = 72,985
Total State Lane miles = 197,438

FY 2019 Plan total treatments = **32,103 lane miles** = 16.3% of system lane miles
FY 2020 Plan total treatments = **24,867 lane miles** = 12.6% of system lane miles
FY 2021 Plan total treatments = **18,252 lane miles** = 9.2% of system lane miles
FY 2022 Plan total treatments = **12,566 lane miles** = 6.4% of system lane miles

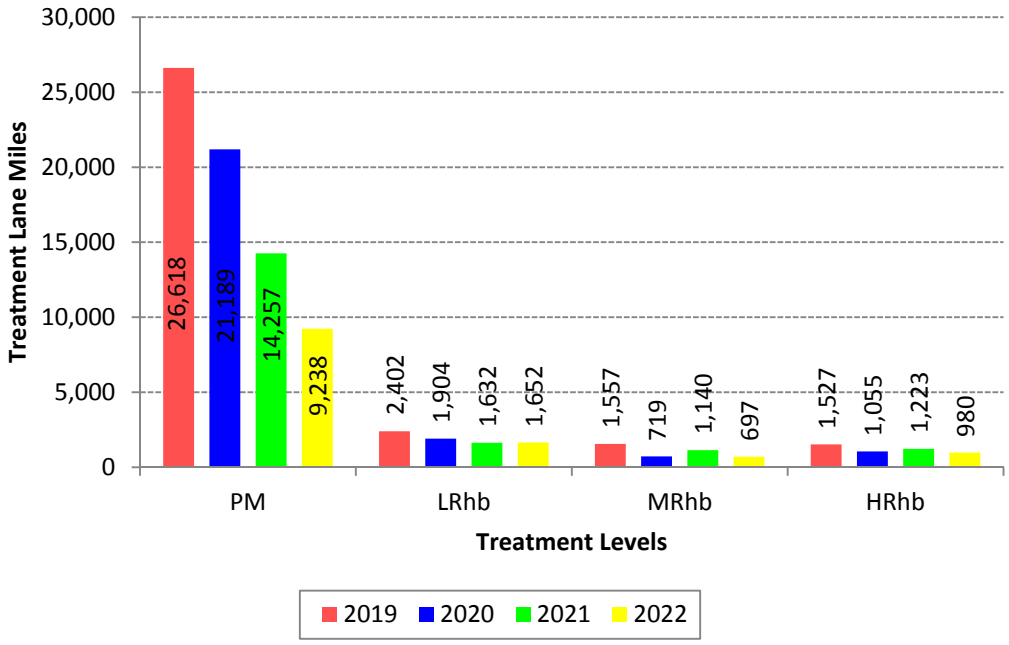

Figure 4. Statewide Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1527, 1055, 1223 and 980 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1557, 719, 1140, and 697 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 2402, 1904, 1632, and 1652 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 26618, 21189, 14257, and 9238 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 26311 lane miles or approximately 13.3 % of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 32103 lane miles or approximately 16.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 24867 lane miles or approximately 12.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 18252 lane miles or approximately 9.2% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 5.

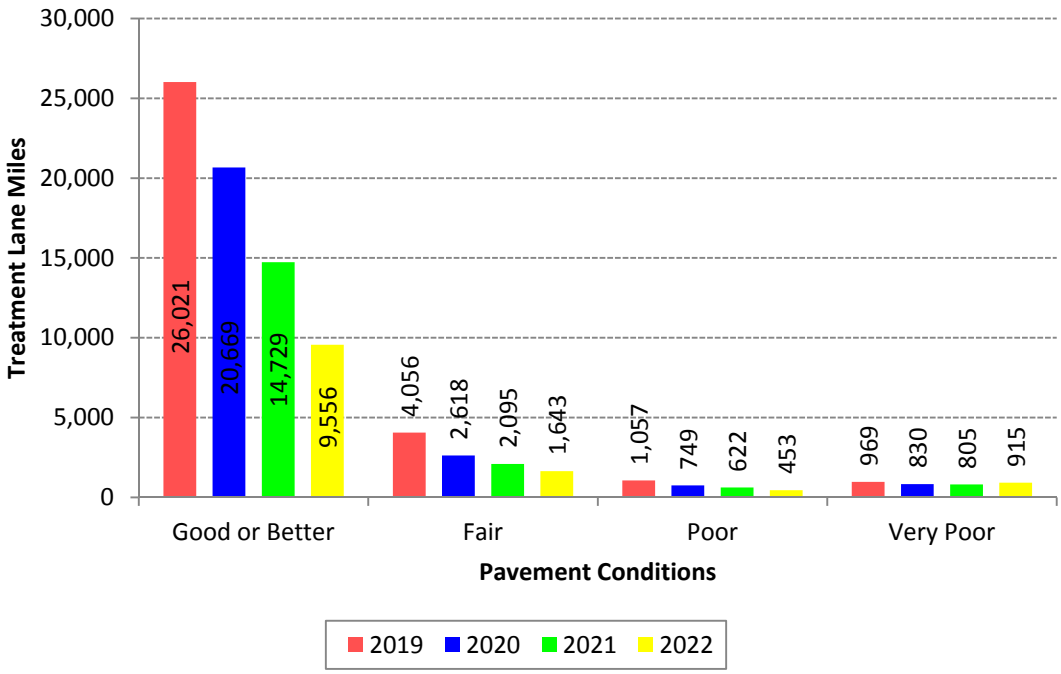

Figure 5. Statewide FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score for Entire State

Table 4a. Pavement Performance in % Good/Better for the Entire State and 25 Districts Respectively

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Overall State		87.93	87.88	88.66	88.82	88.38
Districts	Abilene	87.86	87.50	89.82	90.06	91.44
	Amarillo	85.03	85.58	88.56	90.06	90.47
	Atlanta	95.93	95.26	96.17	95.93	96.02
	Austin	94.15	95.42	95.33	94.66	93.30
	Beaumont	91.42	90.17	91.13	90.97	89.18
	Brownwood	93.19	93.18	93.75	93.02	91.13
	Bryan	89.46	89.67	91.70	92.69	93.15
	Childress	95.46	96.21	96.36	96.36	96.35
	Corpus Christi	87.15	86.31	89.69	89.31	87.31
	Dallas	76.45	74.07	73.95	72.28	69.50
	El Paso	86.82	84.11	82.50	85.49	84.13
	Fort Worth	82.39	82.00	84.62	85.66	85.21
	Houston	82.89	82.90	82.18	80.55	79.19
	Laredo	86.37	83.94	84.68	85.53	86.76
	Lubbock	86.08	87.58	89.55	90.50	90.90
	Lufkin	95.54	95.41	95.45	95.61	96.91
	Odessa	85.10	86.36	86.80	86.96	87.66
	Paris	86.88	87.81	87.25	87.59	86.78
	Pharr	90.68	90.24	89.50	91.06	91.46
	San Angelo	91.71	92.53	93.05	92.80	92.10
	San Antonio	80.69	80.05	80.15	79.21	78.94
	Tyler	90.58	90.82	89.54	90.75	90.61
	Waco	89.42	90.11	90.78	91.12	90.58
	Wichita Falls	92.27	93.00	94.63	94.58	93.98
	Yoakum	91.63	91.65	93.20	93.56	92.76

Table 4b. Pavement Performance in Average Condition Score for the Entire State and 25 Districts Respectively

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Overall State		88	88	89	89	89
Districts	Abilene	88	88	90	91	91
	Amarillo	86	87	90	91	92
	Atlanta	92	92	94	94	94
	Austin	92	93	93	93	92
	Beaumont	92	91	92	91	90
	Brownwood	89	89	90	90	89
	Bryan	88	88	91	92	93
	Childress	93	94	94	95	95
	Corpus Christi	89	88	90	90	89
	Dallas	82	80	80	78	76
	El Paso	89	87	86	87	86
	Fort Worth	85	85	87	88	88
	Houston	86	86	85	84	82
	Laredo	87	86	87	87	88
	Lubbock	87	88	89	90	91
	Lufkin	95	94	95	95	96
	Odessa	87	87	87	87	87
	Paris	87	87	88	89	89
	Pharr	91	90	90	91	92
	San Angelo	90	90	91	91	89
	San Antonio	83	83	83	83	82
	Tyler	90	89	90	91	91
	Waco	89	89	90	91	90
	Wichita Falls	91	92	93	93	93
	Yoakum	90	89	91	91	91

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements for Entire State

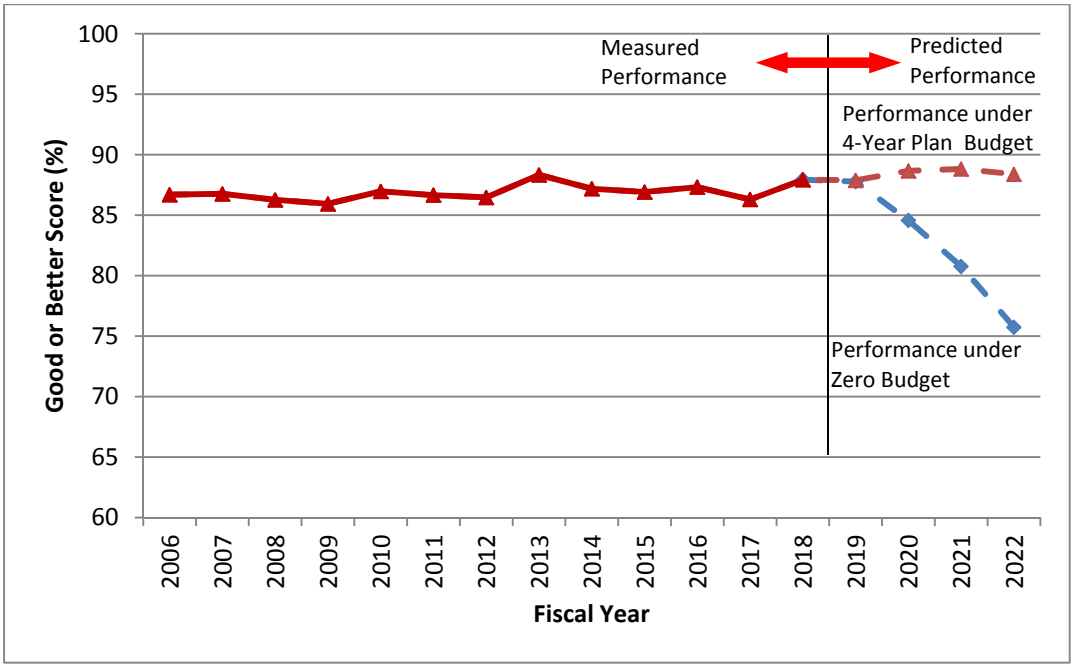

Figure 6. Statewide Overall Pavement Performance for FY 2006-FY 2022

Section 4. District Summaries

Abilene District

I. Summary of FY 2019–FY 2022 Treatments

Total Center lane miles = 3,337.7
Total Lane miles = 8,471.9

FY 2019 Plan total treatments = **2,098.8 lane miles** = 24.8 % of system lane miles
FY 2020 Plan total treatments = **1,262.2 lane miles** = 14.9% of system lane miles
FY 2021 Plan total treatments = **908.3 lane miles** = 10.7% of system lane miles
FY 2022 Plan total treatments = **535.8 lane miles** = 6.3% of system lane miles

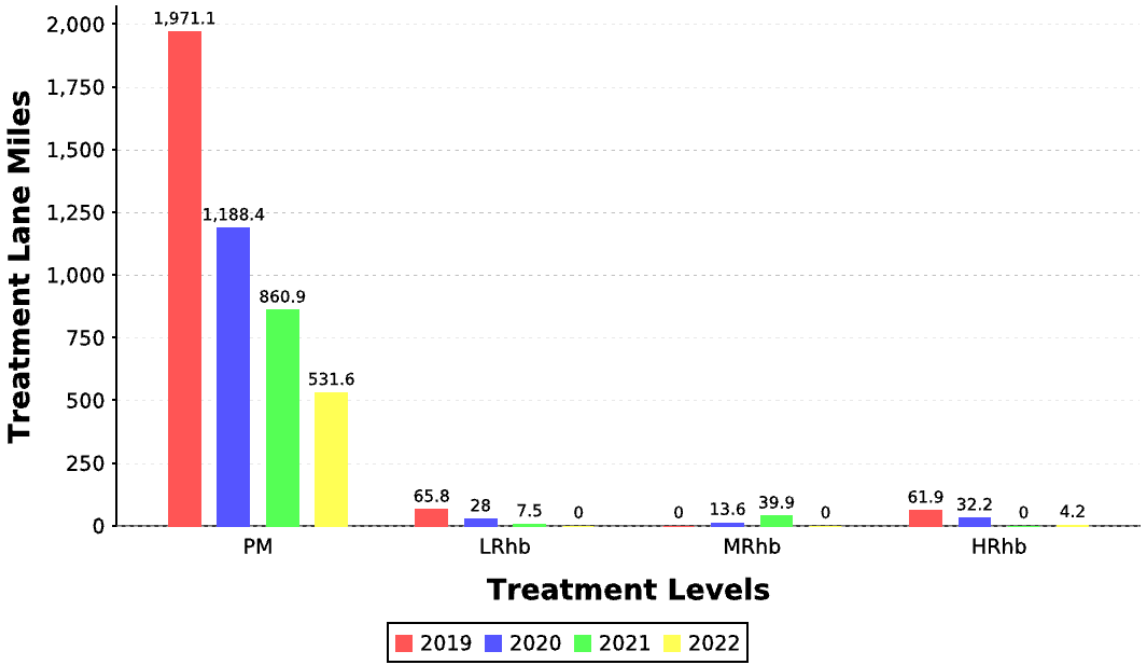

Figure 7. Abilene District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 61.9, 32.2, 0.0 and 4.2 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.0, 13.6, 39.9 and 0.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 65.8, 28.0, 7.5 and 0.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1971.1, 1188.4, 860.9 and 531.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1108.5 lane miles or approximately 13.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 2098.8 lane miles or approximately 24.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1262.2 lane miles or approximately 14.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2022 = 908.3 lane miles or approximately 6.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 8.

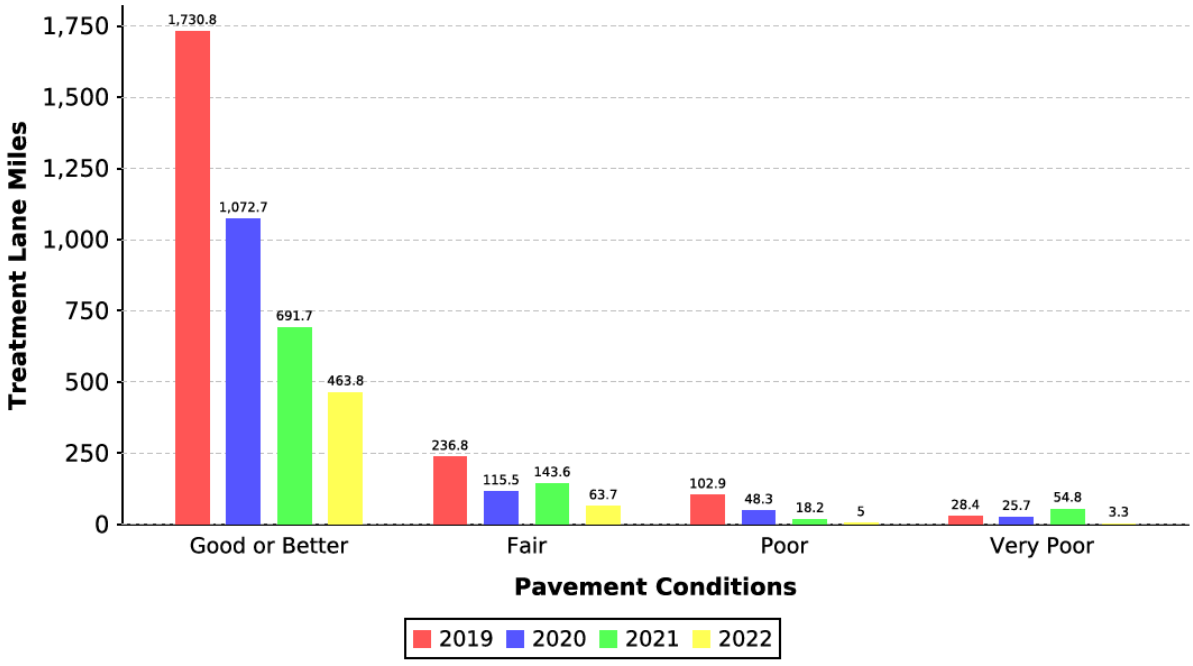

Figure 8. Abilene District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 5a. Pavement Performance in % Good/Better for Abilene District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Abilene District		87.86	87.50	89.82	90.06	91.44
Counties	Borden	85.42	88.39	92.73	94.70	95.68
	Callahan	83.91	84.84	84.06	87.02	87.52
	Fisher	91.59	95.40	98.66	98.10	98.41
	Haskell	90.70	89.06	88.51	83.50	83.10
	Howard	83.54	83.24	83.24	85.24	86.14
	Jones	82.93	87.00	88.45	88.74	89.67
	Kent	95.98	97.02	98.80	99.42	98.52
	Mitchell	89.82	92.04	92.91	93.31	93.76
	Nolan	79.50	82.10	84.40	84.10	84.80
	Scurry	95.12	96.05	97.84	98.90	98.97
	Shackelford	93.23	96.02	98.30	96.73	96.74
	Stonewall	99.12	99.59	99.96	99.66	99.81
	Taylor	87.48	90.36	92.01	93.51	94.76

Table 5b. Pavement Performance in Average Condition Score for Abilene District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Abilene District		88	88	90	91	91
Counties	Borden	86	88	91	93	93
	Callahan	86	86	87	90	90
	Fisher	91	94	96	96	96
	Haskell	87	88	88	86	86
	Howard	87	87	88	88	88
	Jones	84	86	88	89	90
	Kent	93	94	95	95	95
	Mitchell	88	90	92	94	94
	Nolan	83	85	86	87	88
	Scurry	93	94	96	97	97
	Shackelford	89	92	94	94	94
	Stonewall	95	96	97	97	98
	Taylor	89	91	92	94	94

Based on the analysis results presented in Table 5a, at the end of the 4-year planning horizon the county in best condition will be Stonewall (99.81%) while the worst will be Haskell (83.10%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

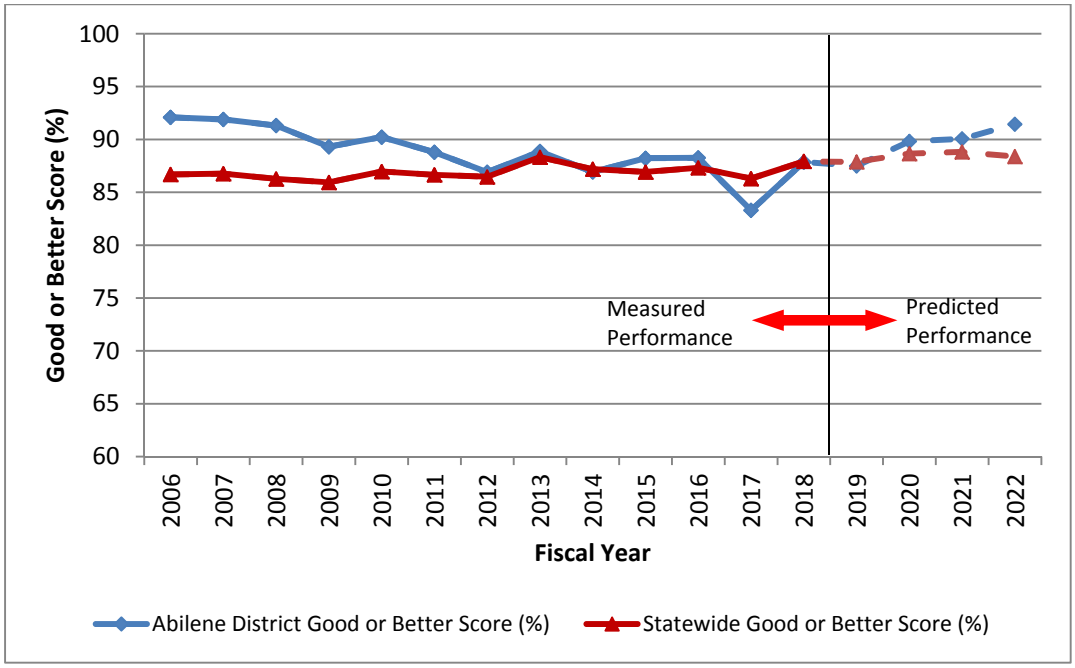

Figure 9. Abilene District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Amarillo District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,742.5
Total Lane miles = 9,482.2

FY 2019 Plan total treatments =**2,112.5 lane miles** = 22.3% of system lane miles
FY 2020 Plan total treatments = **1,233.7 lane miles** = 13.0% of system lane miles
FY 2021 Plan total treatments = **1,108.8 lane miles** = 11.7% of system lane miles
FY 2022 Plan total treatments = **520.5 lane miles** = 5.5% of system lane miles

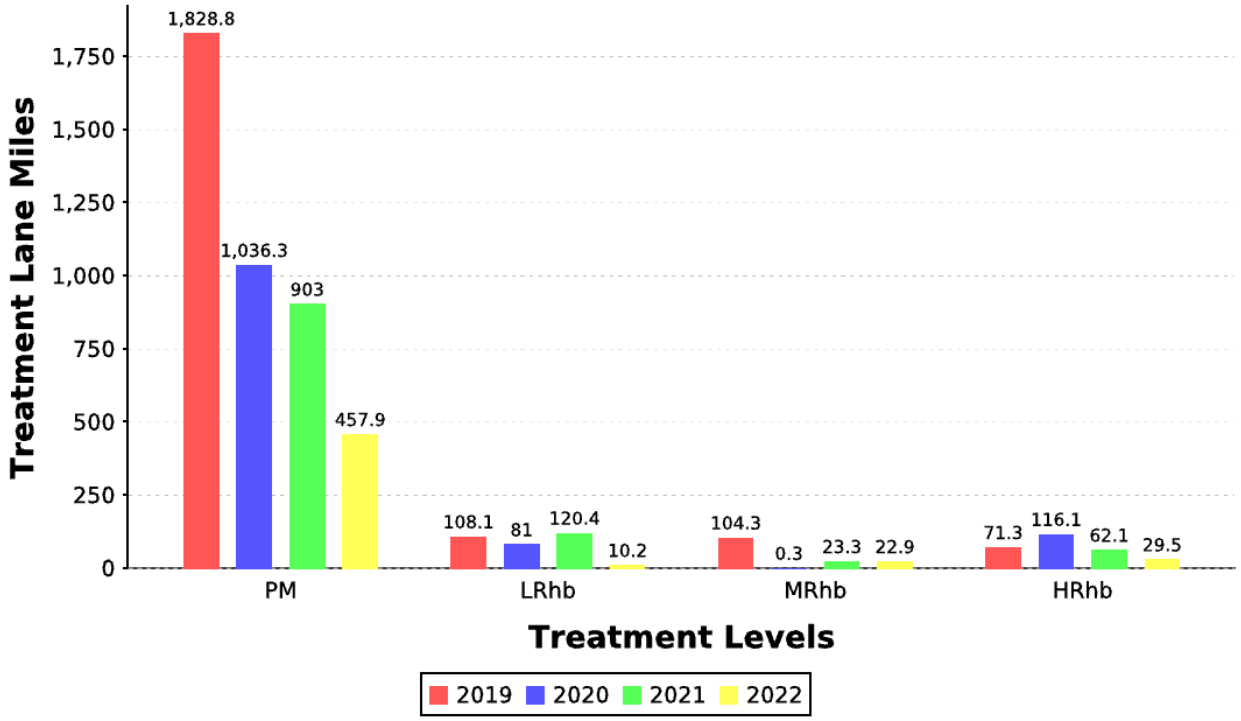

Figure 10. Amarillo District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 71.3, 116.1, 62.1 and 29.5 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 104.3, 0.3, 23.3 and 22.9 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 108.1, 81.0, 120.4 and 10.2 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1828.8, 1036.3, 903 and 457.9 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1277.7 lane miles or approximately 13.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 2112.5 lane miles or approximately 22.3 % of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1233.7 lane miles or approximately 13.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 1108.8 lane miles or approximately 13.7% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 11.

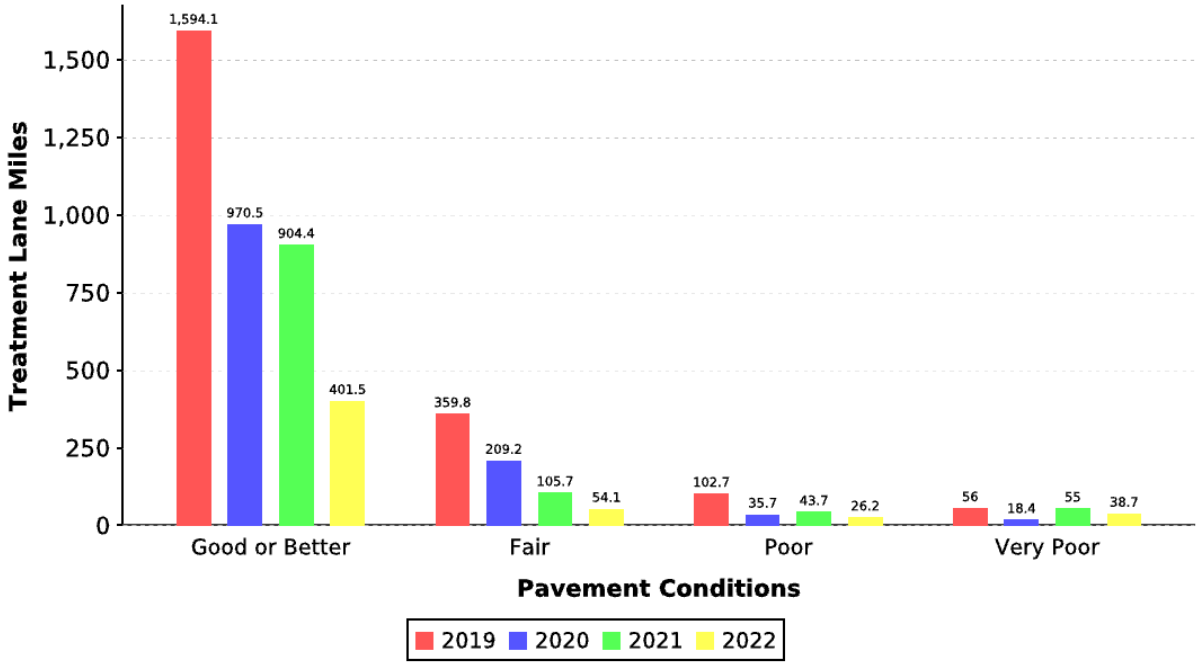

Figure 11. Amarillo District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 6a. Pavement Performance in % Good/Better for Amarillo District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Amarillo District		85.03	85.58	88.56	90.06	90.47
Counties	Armstrong	97.81	97.78	98.58	99.26	98.98
	Carson	86.36	91.32	94.72	95.28	96.56
	Dallam	80.21	85.66	87.20	87.75	85.48
	Deaf Smith	89.32	90.60	88.82	88.16	89.26
	Gray	82.56	87.21	91.46	90.84	89.49
	Hansford	89.28	91.58	93.72	95.18	95.72
	Hartley	80.45	83.86	89.56	90.52	89.78
	Hemphill	87.86	93.09	94.02	93.72	89.72
	Hutchinson	82.41	83.14	79.44	81.61	81.71
	Lipscomb	83.84	84.99	87.83	89.88	87.23
	Moore	85.71	91.04	90.92	93.30	91.09
	Ochiltree	76.62	81.86	86.99	87.89	89.42
	Oldham	96.52	96.46	97.24	95.66	94.92
	Potter	79.20	81.96	78.56	83.21	88.26
	Randall	84.30	87.54	90.63	93.24	92.55
	Roberts	83.94	89.82	94.12	91.86	95.12
	Sherman	89.66	93.94	96.58	99.31	98.46

Table 6b. Pavement Performance in Average Condition Score for Amarillo District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Amarillo District		86	87	90	91	92
Counties	Armstrong	94	95	96	97	96
	Carson	88	92	95	96	96
	Dallam	83	86	88	88	87
	Deaf Smith	89	92	92	92	91
	Gray	85	88	90	90	89
	Hansford	88	90	92	94	96
	Hartley	85	88	90	91	92
	Hemphill	90	92	92	92	91
	Hutchinson	83	86	84	86	85
	Lipscomb	87	88	90	90	90
	Moore	86	90	92	93	92
	Ochiltree	82	86	90	92	92
	Oldham	93	94	94	94	94
	Potter	84	85	85	88	91
	Randall	86	89	91	92	92
	Roberts	84	89	92	90	92
	Sherman	88	91	96	98	98

Based on the analysis results presented in Table 6a, at the end of the 4-year planning horizon the county in best condition will be Amstrong (98.98%) while the worst will be Hutchinson (81.71%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

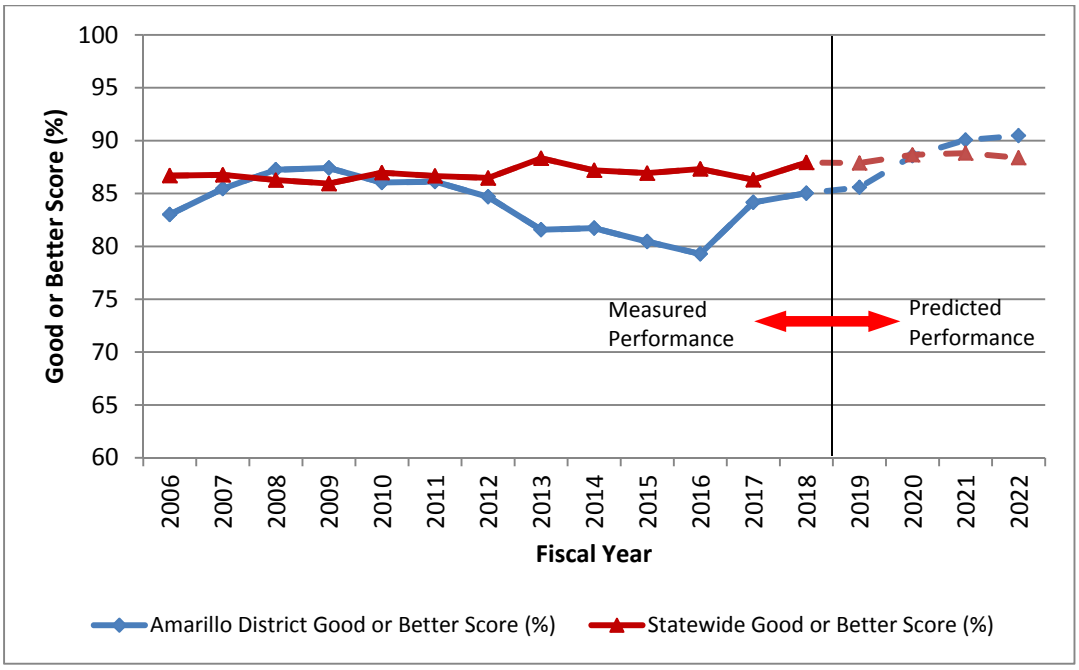

Figure 12. Amarillo District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Atlanta District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,586.9
Total Lane miles = 6,542.5

FY 2019 Plan total treatments = **1,353.0 lane miles** = 20.7% of system lane miles
FY 2020 Plan total treatments = **638.3 lane miles** = 9.8% of system lane miles
FY 2021 Plan total treatments = **493.7 lane miles** = 7.5% of system lane miles
FY 2022 Plan total treatments = **358.0 lane miles** = 5.5% of system lane miles

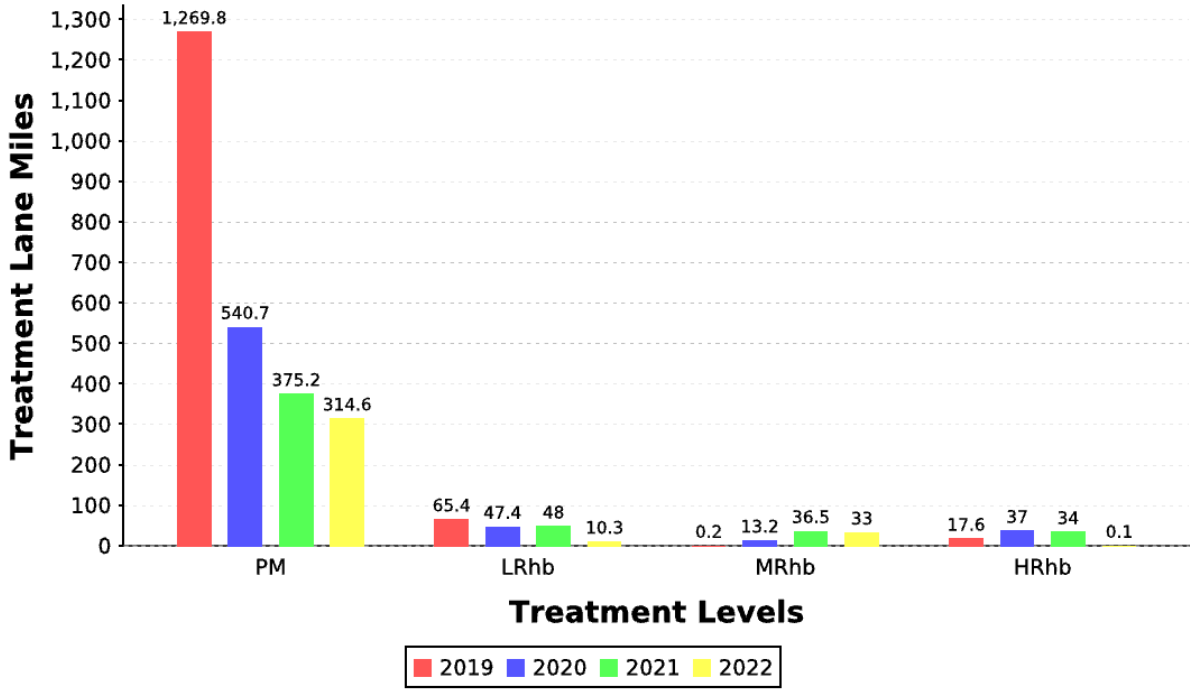

Figure 13. Atlanta District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 17.6, 37.0, 34.0 and 0.1 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.2, 13.2, 36.5 and 33.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 65.4, 47.4, 48.0 and 10.3 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1269.8, 540.7, 375.2 and 314.6 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 719.5 lane miles or approximately 11.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1353.0 lane miles or approximately 20.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 638.3 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 493.7 lane miles or approximately 7.5% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 14.

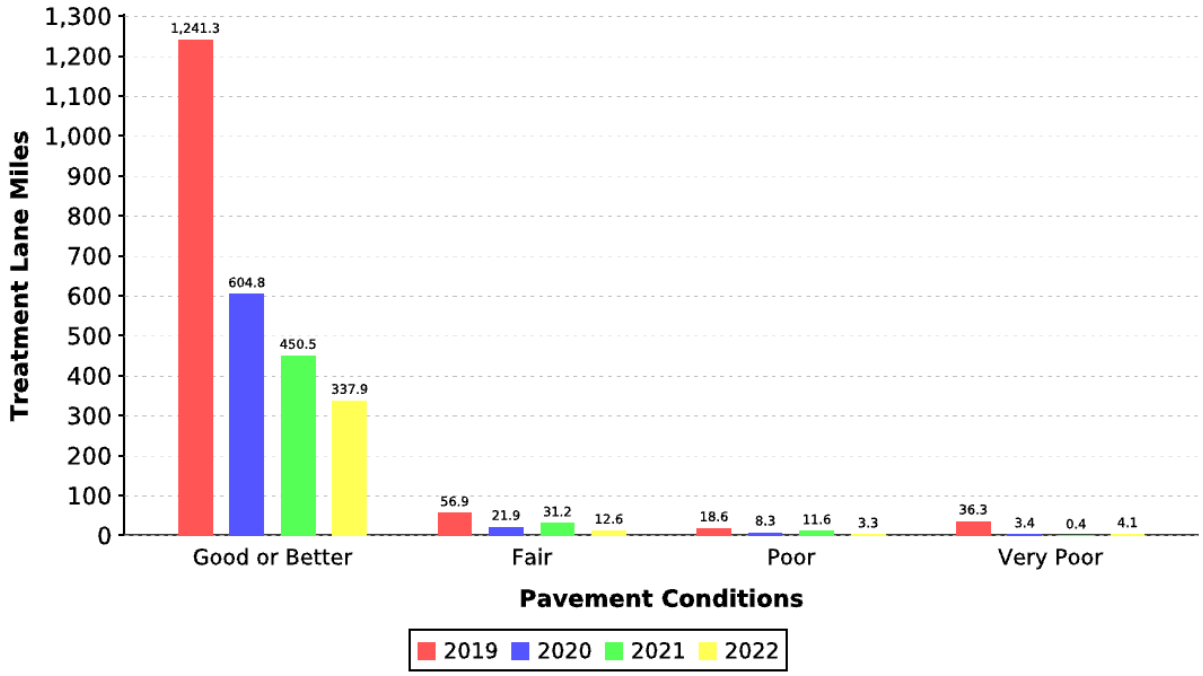

Figure 14. Atlanta District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 7a. Pavement Performance in % Good/Better for Atlanta District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Atlanta District		95.93	95.26	96.17	95.93	96.02
Counties	Bowie	92.91	92.63	94.28	92.60	91.74
	Camp	97.28	97.92	98.66	98.85	98.85
	Cass	96.40	96.66	97.90	98.80	99.26
	Harrison	95.80	95.94	95.82	94.80	94.30
	Marion	94.93	93.39	96.34	98.32	99.40
	Morris	99.84	99.98	100.00	100.00	99.24
	Panola	96.25	96.63	94.12	95.08	95.62
	Titus	96.35	97.28	96.76	96.66	96.92
	Upshur	97.76	98.46	98.46	98.34	98.34

Table 7b. Pavement Performance in Average Condition Score for Atlanta District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Atlanta District		92	92	94	94	94
Counties	Bowie	90	92	94	93	92
	Camp	92	94	96	96	95
	Cass	94	94	96	97	98
	Harrison	92	93	94	93	92
	Marion	90	91	94	96	96
	Morris	95	96	96	96	95
	Panola	92	93	92	94	94
	Titus	93	94	94	95	95
	Upshur	94	96	96	96	96

Based on the analysis results presented in Table 7a, at the end of the 4-year planning horizon the county in best condition will be Marion (99.40%) while the worst will be Bowie (91.74%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

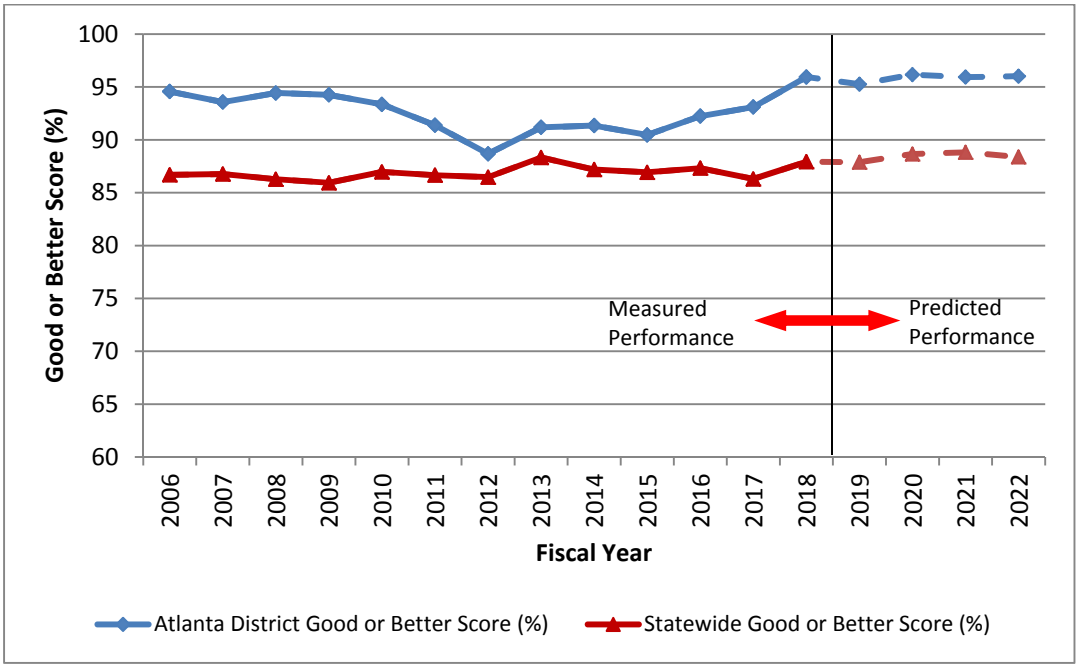

Figure 15. Atlanta District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Austin District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,073.8
Total Lane miles = 9,564.8

FY 2019 Plan total treatments = **841.3 lane miles** = 8.8% of system lane miles
FY 2020 Plan total treatments = **798.0 lane miles** = 8.3% of system lane miles
FY 2021 Plan total treatments = **561.1 lane miles** = 5.9% of system lane miles
FY 2022 Plan total treatments = **623.7 lane miles** = 6.5% of system lane miles

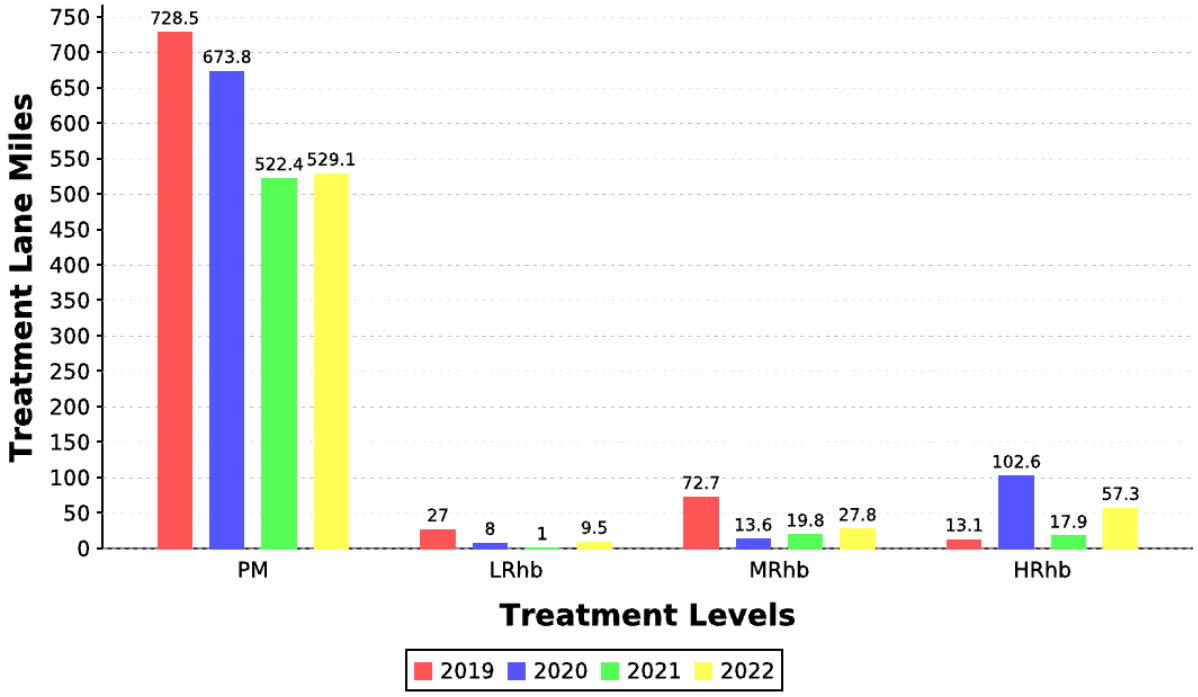

Figure 16. Austin District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 13.1, 102.6, 17.9 and 57.3 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 72.7, 13.6, 19.8 and 27.8 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 27.0, 8.0, 1.0 and 9.5 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 728.5, 673.8, 522.4 and 529.1 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1084.9 lane miles or approximately 11.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 841.3 lane miles or approximately 8.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 798.002 lane miles or approximately 8.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 561.1 lane miles or approximately 5.9% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 17.

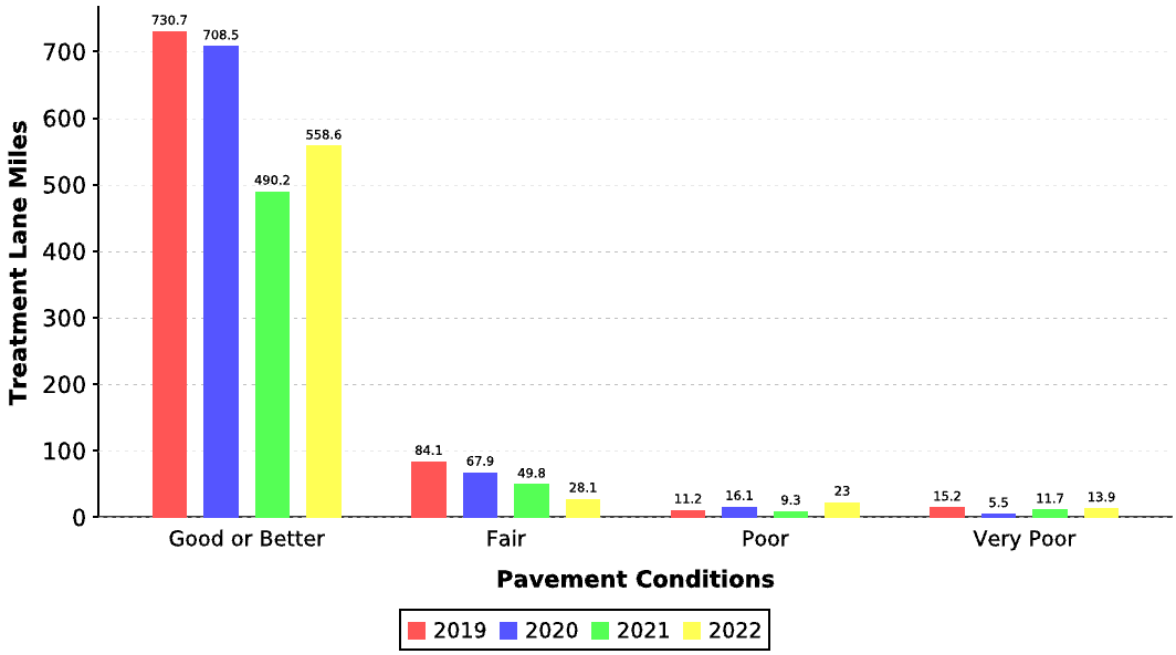

Figure 17. Austin District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 8a. Pavement Performance in % Good/Better for Austin District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Austin District		94.15	95.42	95.33	94.66	93.30
Counties	Bastrop	90.43	92.14	92.11	90.74	90.03
	Blanco	94.74	98.02	99.32	99.10	98.76
	Burnet	95.33	95.42	95.66	95.57	91.50
	Caldwell	94.97	96.56	95.50	94.76	91.74
	Gillespie	94.54	97.72	93.08	94.51	93.23
	Hays	92.60	93.53	94.94	91.38	90.27
	Lee	91.98	97.92	97.79	97.18	96.31
	Llano	96.52	97.54	97.76	96.84	97.71
	Mason	93.52	95.04	96.55	96.90	96.36
	Travis	93.84	95.44	95.60	94.12	92.35
	Williamson	95.65	97.42	96.88	96.92	95.97

Table 8b. Pavement Performance in Average Condition Score for Austin District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Austin District		92	93	93	93	92
Counties	Bastrop	90	90	90	90	90
	Blanco	91	94	94	94	94
	Burnet	93	94	93	93	92
	Caldwell	93	94	94	93	92
	Gillespie	91	92	92	92	91
	Hays	92	93	94	94	92
	Lee	90	92	92	92	91
	Llano	91	92	92	92	94
	Mason	90	91	92	93	93
	Travis	94	95	94	93	91
	Williamson	94	94	94	94	94

Based on the analysis results presented in Table 8a, at the end of the 4-year planning horizon the county in best condition will be Blanco (98.76%) while the worst will be Bastrop (90.03%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

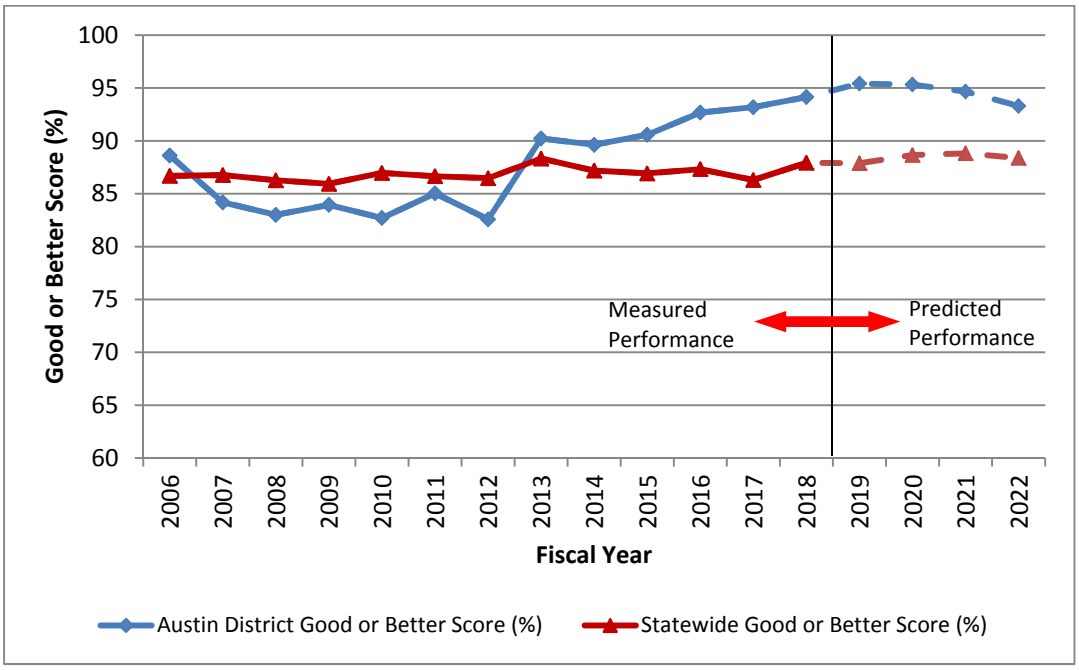

Figure 18. Austin District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Beaumont District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,170.3
Total Lane miles = 5,900.3

FY 2019 Plan total treatments = **1,152.2 lane miles** = 19.5% of system lane miles
FY 2020 Plan total treatments = **593.6 lane miles** = 10.1% of system lane miles
FY 2021 Plan total treatments = **398.9 lane miles** = 6.8% of system lane miles
FY 2022 Plan total treatments = **332.3 lane miles** = 5.6% of system lane miles

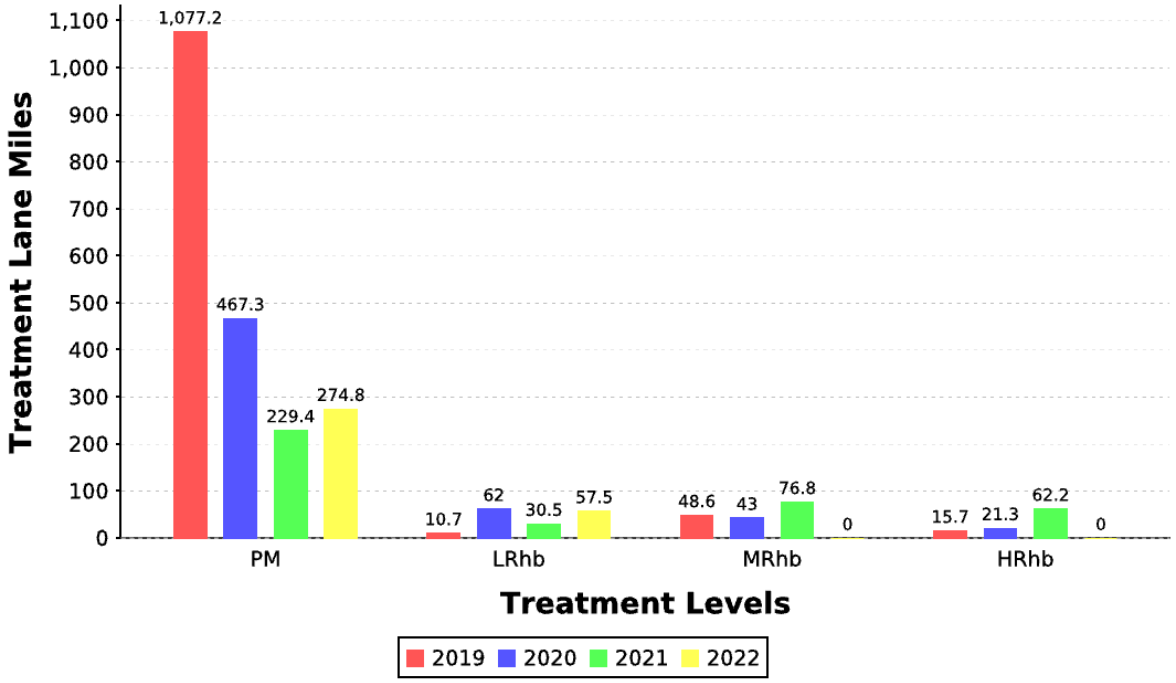

Figure 19. Beaumont District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 15.7, 21.3, 62.2 and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 48.6, 43.0, 76.8 and 0.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 10.7, 62.0, 30.5 and 57.5 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1077.2, 467.3, 229.4 and 274.8 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 739.0 lane miles or approximately 12.5 % of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1152.2 lane miles or approximately 19.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 593.6 lane miles or approximately 10.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 398.9 lane miles or approximately 6.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 20.

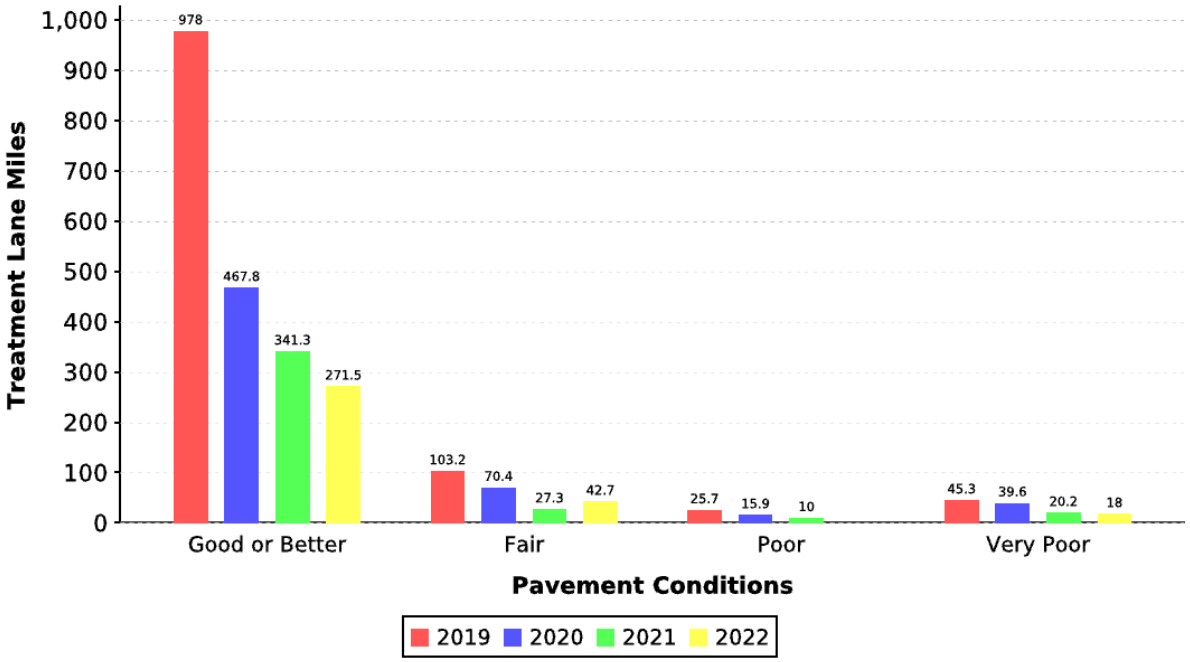

Figure 20. Beaumont District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 9a. Pavement Performance in % Good/Better for Beaumont District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Beaumont District		91.42	90.17	91.13	90.97	89.18
Counties	Chambers	93.10	93.96	96.20	94.00	89.05
	Hardin	97.29	94.17	94.93	92.18	91.49
	Jasper	94.49	95.80	93.76	90.90	85.47
	Jefferson	83.16	82.30	82.84	85.36	85.70
	Liberty	95.89	95.40	94.79	93.13	91.28
	Newton	97.91	98.63	97.70	97.01	96.42
	Orange	85.97	84.30	85.62	86.96	87.14
	Tyler	87.95	93.77	98.52	97.59	97.00

Table 9b. Pavement Performance in Average Condition Score for Beaumont District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Beaumont District		92	91	92	91	90
Counties	Chambers	92	94	96	94	90
	Hardin	96	96	95	94	92
	Jasper	94	95	94	92	90
	Jefferson	86	86	86	88	88
	Liberty	95	96	94	94	91
	Newton	95	96	96	96	94
	Orange	89	88	88	88	86
	Tyler	91	94	96	96	94

Based on the analysis results presented in Table 9a, at the end of the 4-year planning horizon the county in best condition will be Tyler (97.00%) while the worst will be Jasper (85.47%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

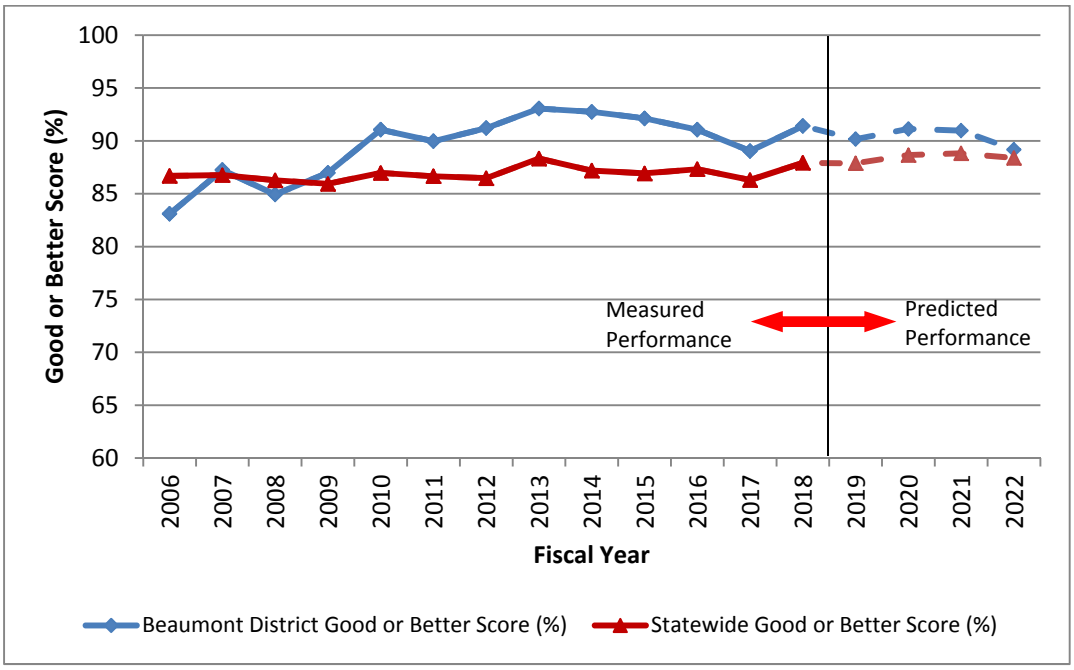

Figure 21. Beaumont District Overall Pavement Performance of FY FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Brownwood District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,616.6
Total Lane miles = 5,888.8

FY 2019 Plan total treatments = **812.5 lane miles** = 13.8% of system lane miles
FY 2020 Plan total treatments = **1,018.1 lane miles** = 17.3% of system lane miles
FY 2021 Plan total treatments = **196.8 lane miles** = 3.3% of system lane miles
FY 2022 Plan total treatments = **184.3 lane miles** = 3.1% of system lane miles

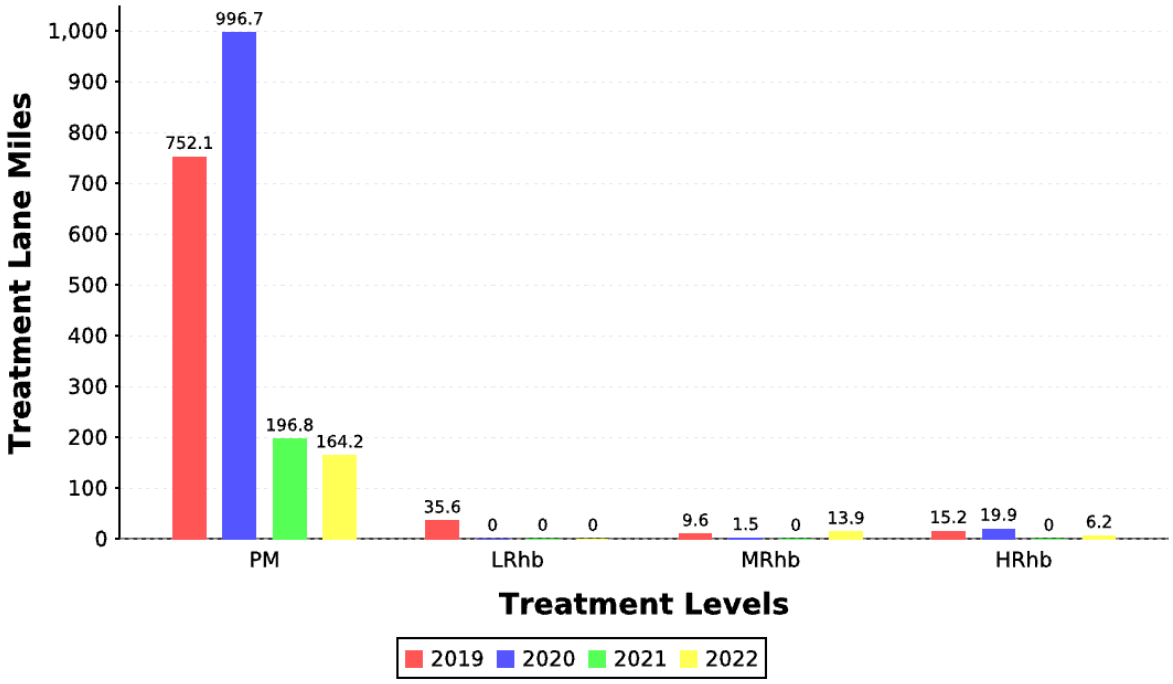

Figure 22. Brownwood District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 15.2, 19.9, 0.0 and 6.2 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 9.6, 1.5, 0.0 and 13.9 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 35.6, 0.0, 0.0 and 0.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 752.1, 996.7, 196.8 and 164.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 893.2 lane miles or approximately 15.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 812.5 lane miles or approximately 13.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1018.1 lane miles or approximately 17.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 196.8 lane miles or approximately 3.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 23.

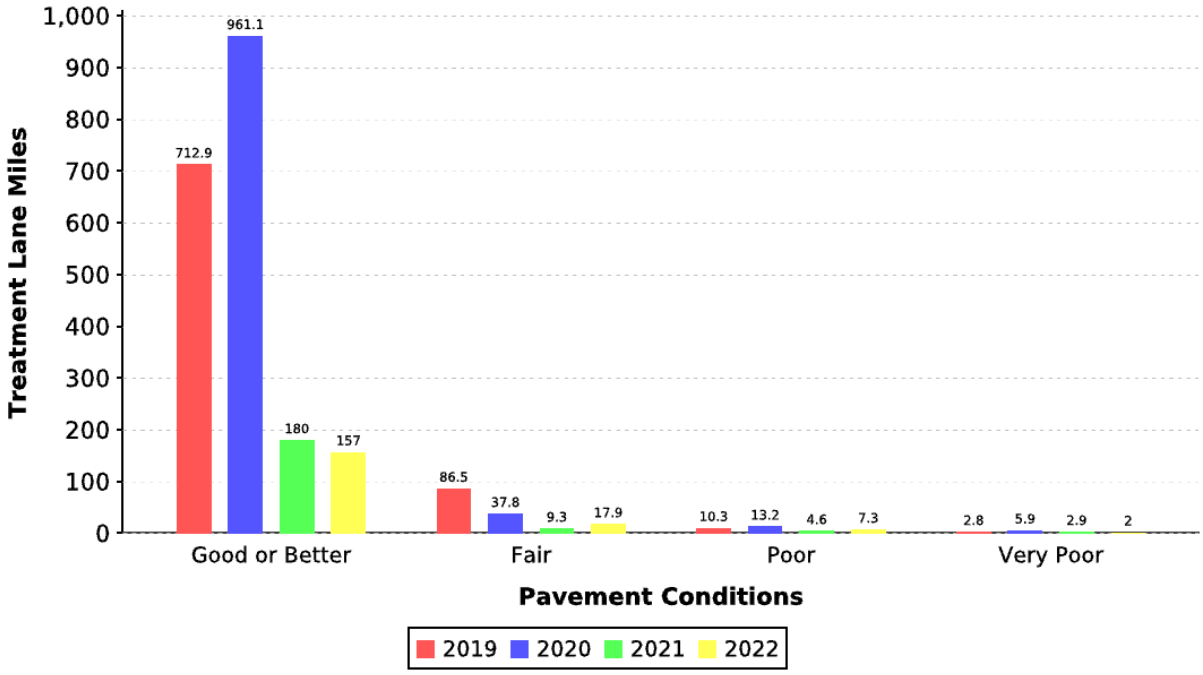

Figure 23. Brownwood District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 10a. Pavement Performance in % Good/Better for Brownwood District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Brownwood District		93.19	93.18	93.75	93.02	91.13
Counties	Brown	95.14	96.92	97.38	96.96	96.54
	Coleman	93.69	92.22	90.82	89.68	86.14
	Comanche	93.59	92.86	91.47	89.25	85.94
	Eastland	90.74	91.90	93.12	93.10	91.20
	Lampasas	93.15	92.90	93.50	92.31	91.98
	McCulloch	95.04	95.90	96.98	96.62	96.13
	Mills	99.07	99.62	99.73	99.95	99.57
	San Saba	93.16	94.66	95.11	91.76	91.46
	Stephens	87.07	91.76	92.52	90.42	86.15

Table 10b. Pavement Performance in Average Condition Score for Brownwood District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Brownwood District		89	89	90	90	89
Counties	Brown	92	93	94	94	94
	Coleman	89	90	88	88	87
	Comanche	90	90	90	89	87
	Eastland	88	89	90	90	89
	Lampasas	88	89	90	91	90
	McCulloch	90	91	92	92	91
	Mills	94	94	94	95	94
	San Saba	87	88	90	90	90
	Stephens	85	86	88	87	85

Based on the analysis results presented in Table 10a, at the end of the 4-year planning horizon the county in best condition will be MIlls (99.57%) while the worst will be Comanche (85.94%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

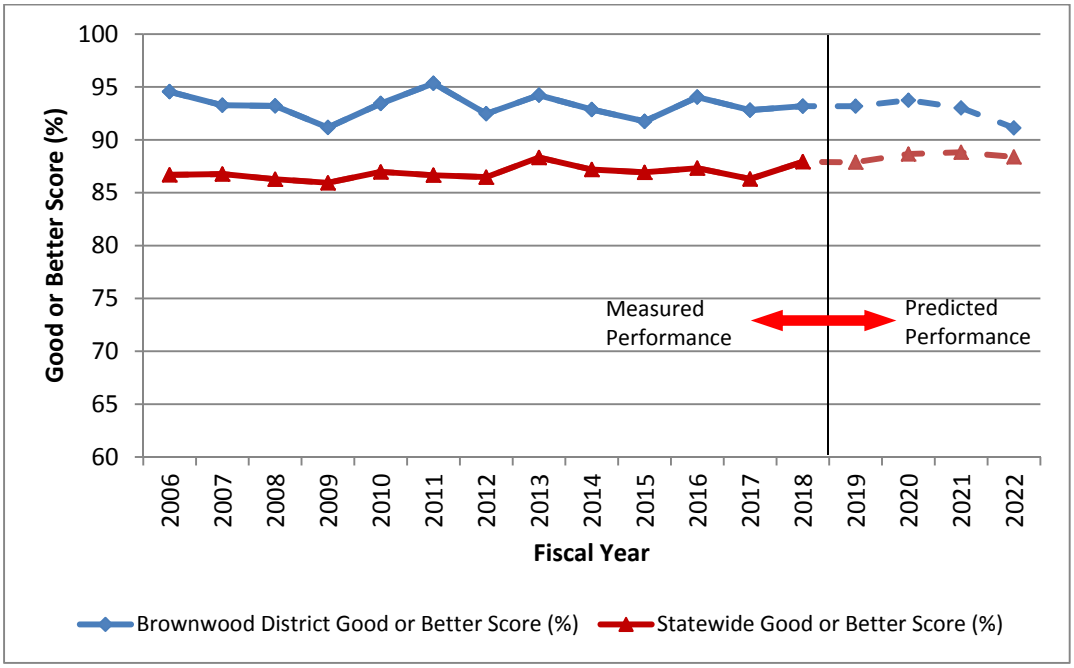

Figure 24. Brownwood District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Bryan District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,925.4
Total Lane miles = 7,203.2

FY 2019 Plan total treatments = **1,647.5 lane miles** = 22.9% of system lane miles
FY 2020 Plan total treatments = **1,054.1 lane miles** = 14.6% of system lane miles
FY 2021 Plan total treatments = **966.4 lane miles** = 13.4% of system lane miles
FY 2022 Plan total treatments = **833.7 lane miles** = 11.6% of system lane miles

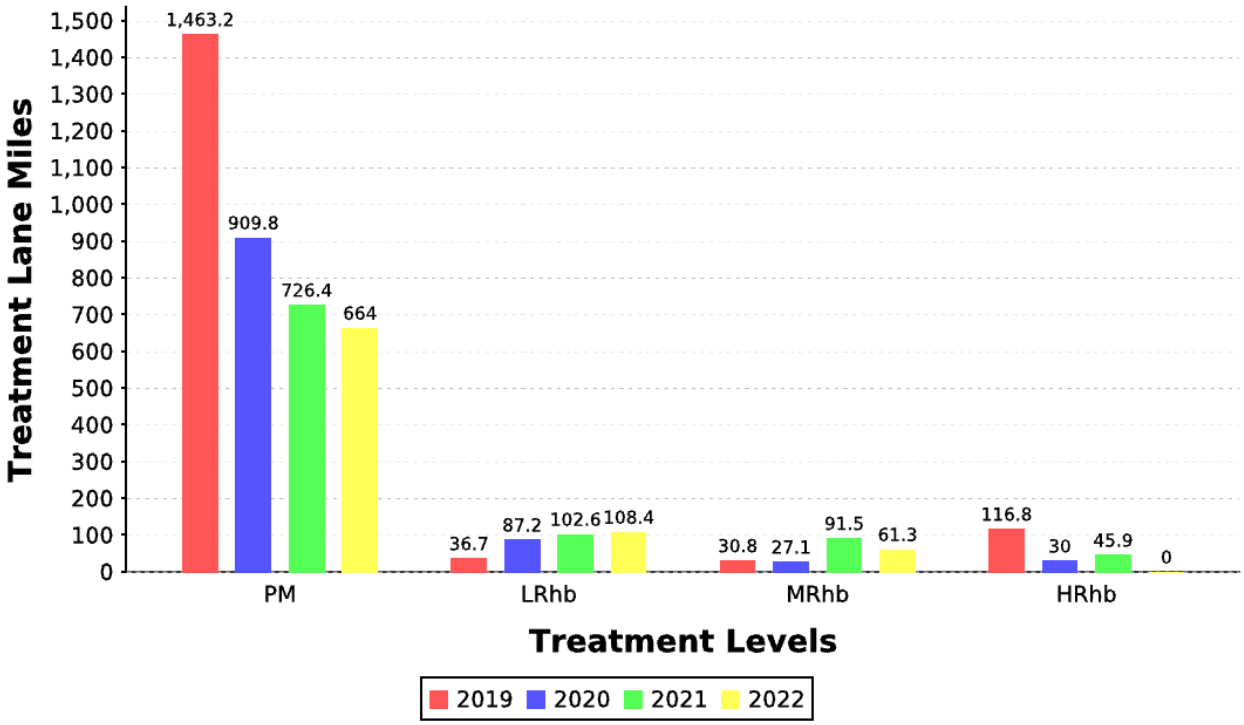

Figure 25. Bryan District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 116.8, 30.0, 45.9 and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 30.8, 27.1, 91.5 and 61.3 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 36.7, 87.2, 102.6 and 108.4 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1463.2, 909.8, 726.4 and 664.0 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1508.0 lane miles or approximately 20.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1647.5 lane miles or approximately 22.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1054.1 lane miles or approximately 14.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 966.4 lane miles or approximately 13.4% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 26.

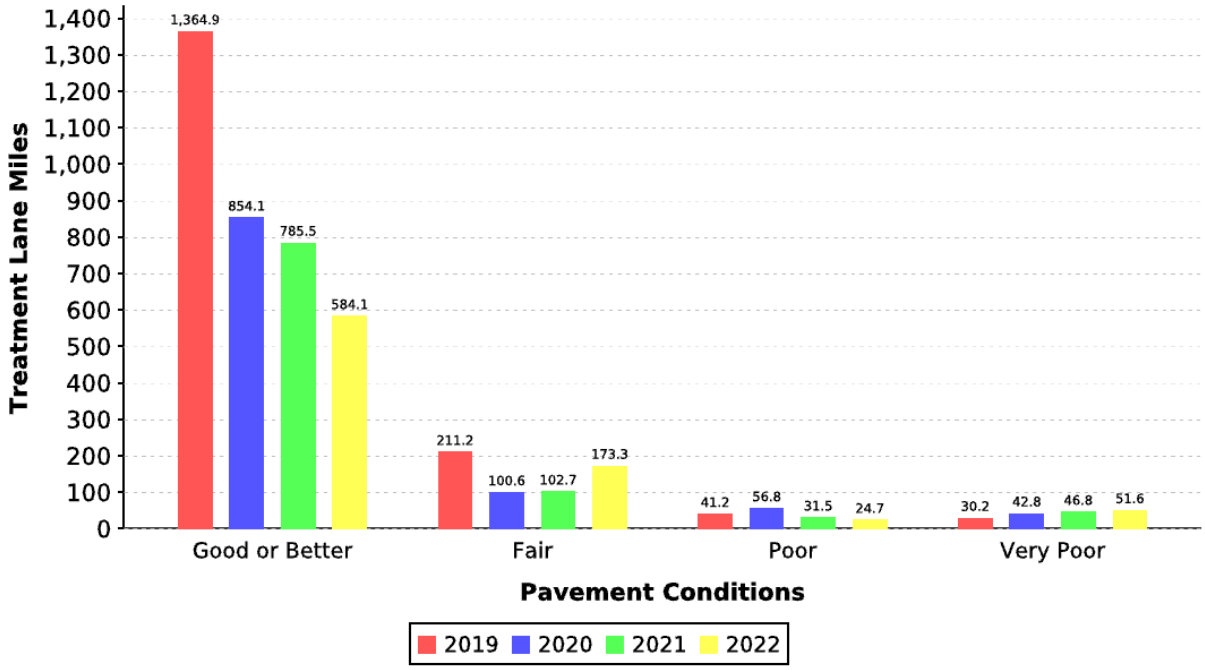

Figure 26. Bryan District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 11a. Pavement Performance in % Good/Better for Bryan District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Bryan District		89.46	89.67	91.70	92.69	93.15
Counties	Brazos	81.36	82.92	89.73	95.30	97.26
	Burleson	94.01	96.48	97.05	95.43	97.88
	Freestone	88.94	89.62	90.56	90.38	93.32
	Grimes	93.66	95.98	96.48	96.86	94.48
	Leon	90.84	92.12	92.14	92.64	92.06
	Madison	81.03	86.13	88.55	91.78	95.12
	Milam	90.59	95.24	96.44	96.70	97.68
	Robertson	89.64	91.79	91.84	93.30	95.38
	Walker	94.77	96.10	96.49	95.71	94.37
	Washington	92.23	93.86	93.48	91.61	91.81

Table 11b. Pavement Performance in Average Condition Score for Bryan District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Bryan District		88	88	91	92	93
Counties	Brazos	84	86	91	95	96
	Burleson	88	90	92	93	94
	Freestone	90	91	92	92	94
	Grimes	90	92	93	94	94
	Leon	90	90	91	92	93
	Madison	86	88	90	91	93
	Milam	89	92	94	96	96
	Robertson	88	90	90	90	92
	Walker	91	93	94	94	94
	Washington	89	90	92	92	92

Based on the analysis results presented in Table 11a, at the end of the 4-year planning horizon the county in best condition will be Burleson (97.88%) while the worst will be Washington (91.81%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

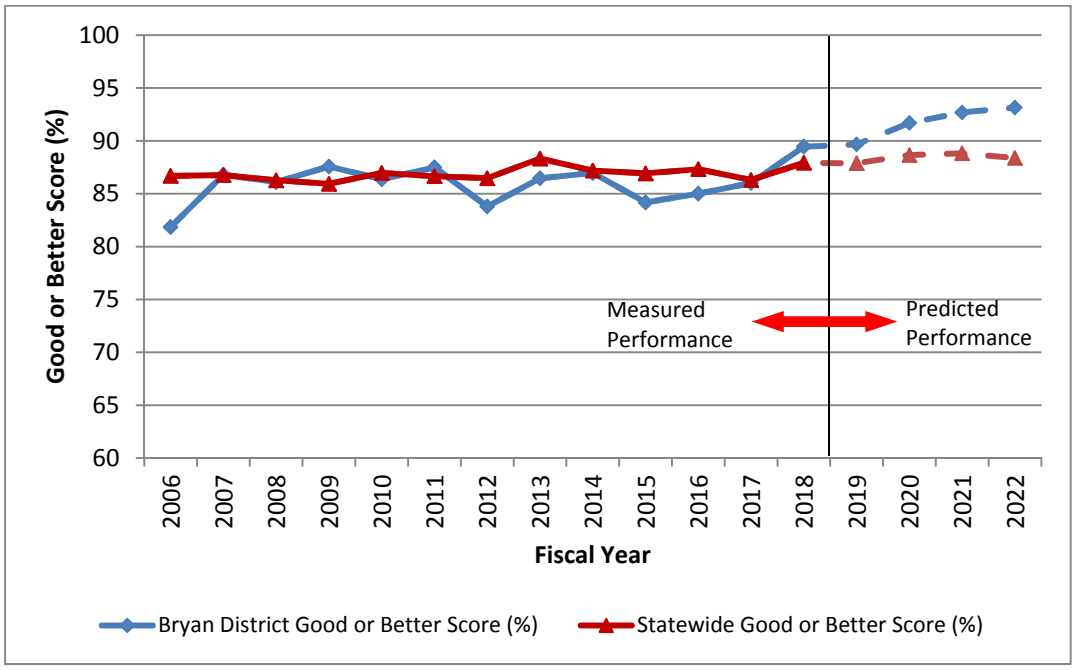

Figure 27. Bryan District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Childress District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,427.6
Total Lane miles = 5,430.0

FY 2019 Plan total treatments = **730.4 lane miles** = 13.5% of system lane miles
FY 2020 Plan total treatments = **708.6 lane miles** = 13.0% of system lane miles
FY 2021 Plan total treatments = **434.8 lane miles** = 8.0% of system lane miles
FY 2022 Plan total treatments = **186.4 lane miles** = 3.4% of system lane miles

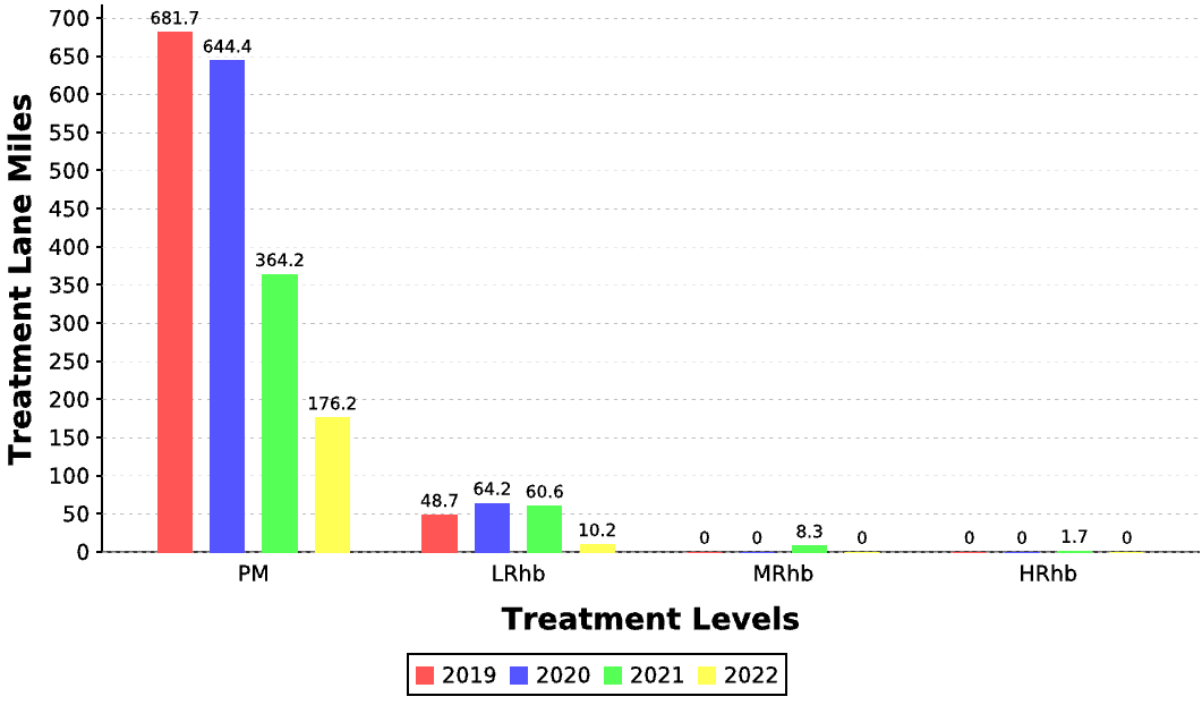

Figure 28. Childress District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.0, 0.0, 1.7 and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.0, 0.0, 8.3 and 0.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 48.7, 64.2, 60.6 and 10.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 681.7, 644.4, 364.2 and 176.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 776.5 lane miles or approximately 14.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 730.4 lane miles or approximately 13.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 708.6 lane miles or approximately 13.0% of the total system.

The total number of Treatment lane miles that will improve the sCondition Score in FY 2022 = 434.8 lane miles or approximately 8.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 29.

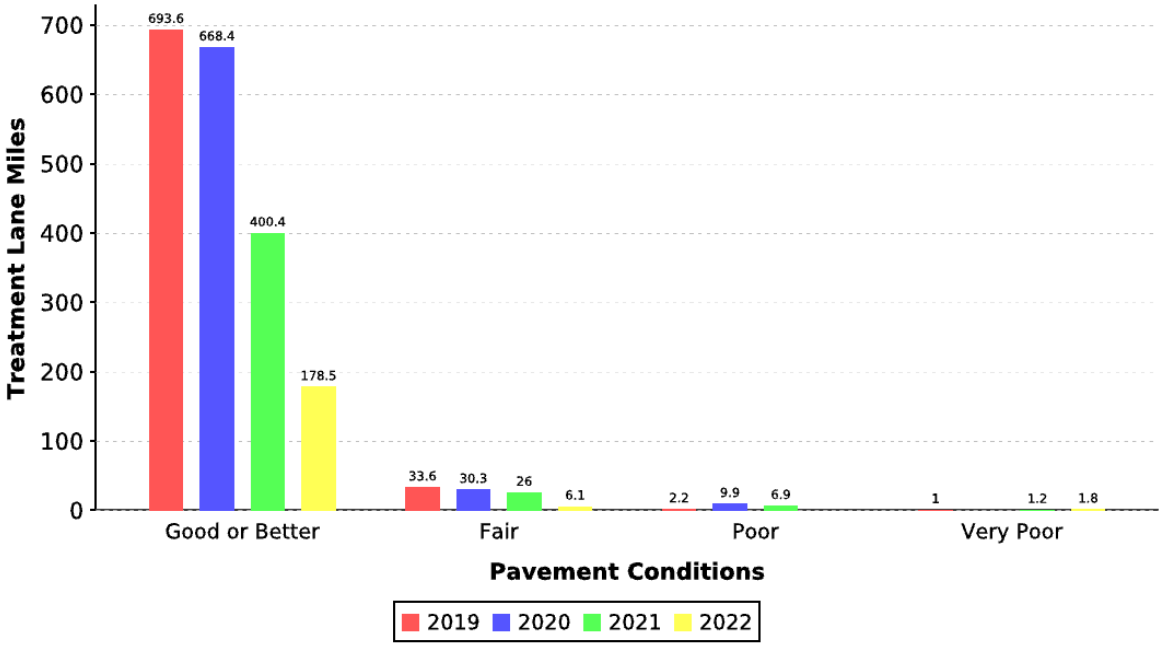

Figure 29. Childress District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 12a. Pavement Performance in % Good/Better for Childress District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Childress District		95.46	96.21	96.36	96.36	96.35
Counties	Briscoe	97.12	98.24	99.04	99.20	99.35
	Childress	96.49	96.86	96.64	97.24	97.37
	Collingsworth	98.16	99.07	98.52	97.97	97.10
	Cottle	98.71	99.35	98.65	99.35	99.35
	Dickens	98.05	98.97	99.26	98.64	98.64
	Donley	99.25	99.40	99.16	99.46	99.73
	Foard	93.01	94.94	95.14	94.28	96.08
	Hall	95.08	94.80	95.44	95.94	95.27
	Hardeman	96.46	97.94	96.54	95.58	95.08
	King	87.55	88.03	88.03	88.03	88.03
	Knox	92.92	94.88	97.11	99.34	99.34
	Motley	99.18	99.55	99.76	99.76	99.76
	Wheeler	89.21	91.91	92.70	91.04	89.24

Table 12b. Pavement Performance in Average Condition Score for Childress District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Childress District		93	94	94	95	95
Counties	Briscoe	93	95	96	98	97
	Childress	96	96	96	97	97
	Collingsworth	96	96	96	95	94
	Cottle	95	96	96	96	96
	Dickens	93	94	95	95	95
	Donley	97	96	98	98	99
	Foard	90	90	90	92	94
	Hall	93	93	93	94	93
	Hardeman	93	94	94	94	94
	King	89	92	92	92	92
	Knox	93	94	96	97	96
	Motley	96	98	98	98	98
	Wheeler	90	92	92	92	91

Based on the analysis results presented in Table 12a, at the end of the 4-year planning horizon the county in best condition will be Motley (99.76%) while the worst will be King (88.03%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

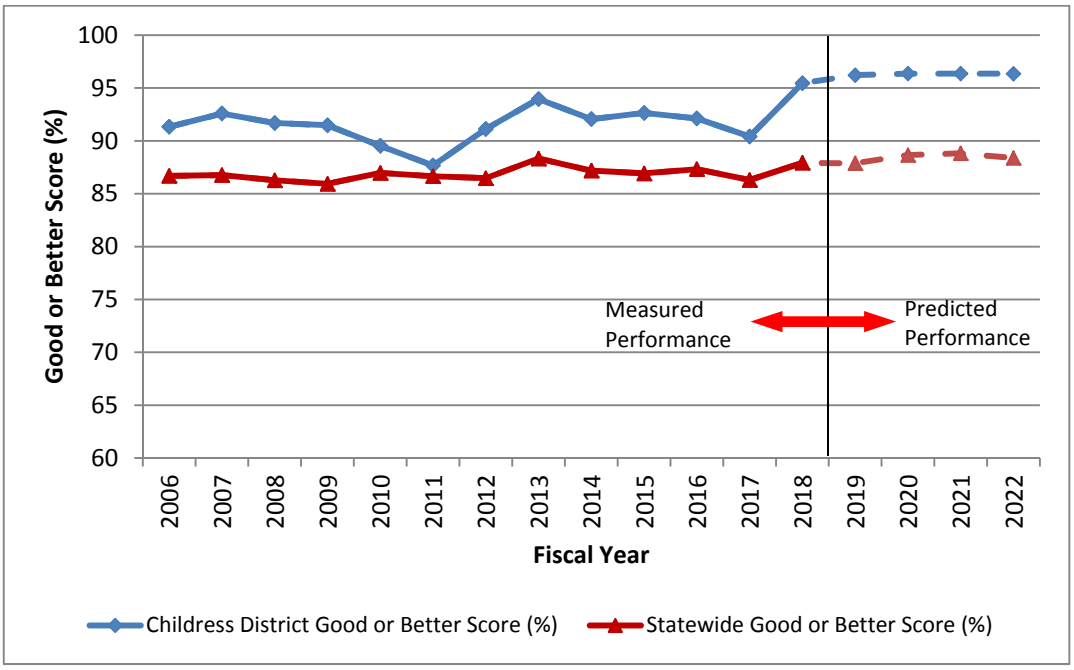

Figure 30. Childress District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Corpus Christi District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,647.9
Total Lane miles = 7,255.8

FY 2019 Plan total treatments = **1,507.6 lane miles** = 20.8% of system lane miles
FY 2020 Plan total treatments = **478.4 lane miles** = 6.6% of system lane miles
FY 2021 Plan total treatments = **451.0 lane miles** = 6.2% of system lane miles
FY 2022 Plan total treatments = **342.4 lane miles** = 4.7% of system lane miles

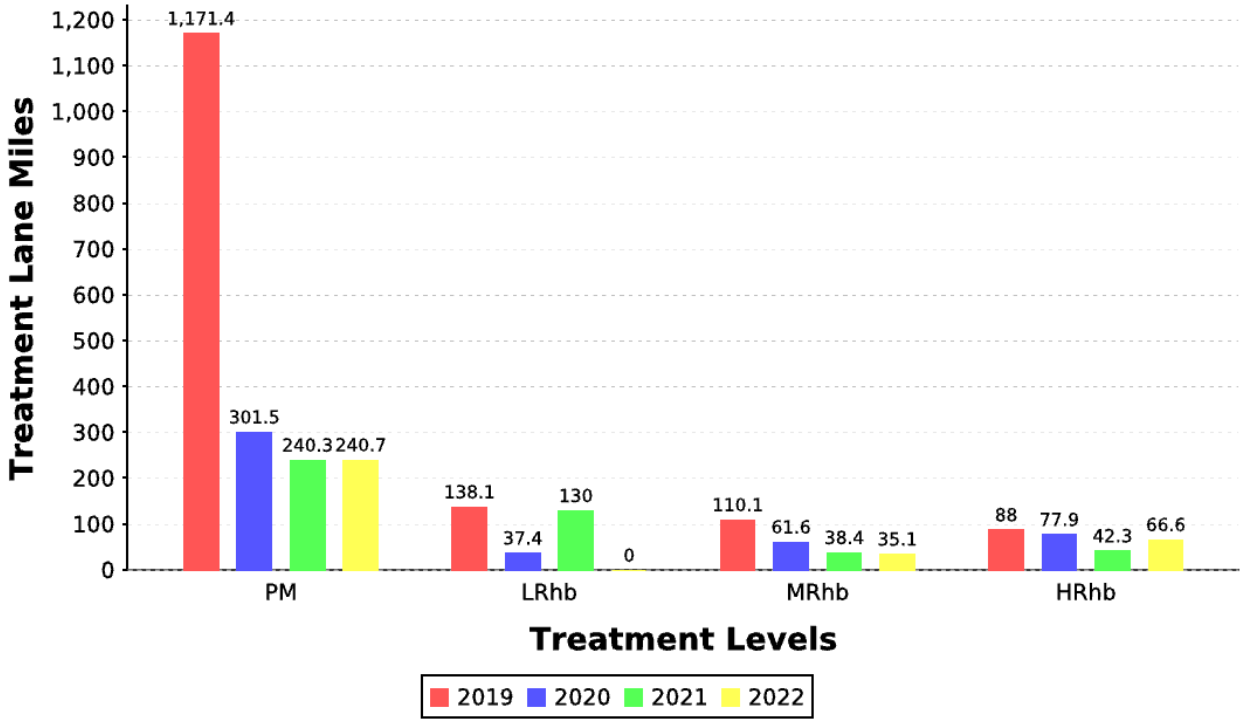

Figure 31. Corpus Christi District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 88.0, 77.9, 42.3 and 66.6 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 110.1, 61.6, 38.4 and 35.1 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 138.1, 37.4, 130.0 and 0.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1171.4, 301.5, 240.3 and 240.7 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1110.8 lane miles or approximately 15.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1507.6 lane miles or approximately 20.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 478.4 lane miles or approximately 6.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 451.0 lane miles or approximately 6.2% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 32.

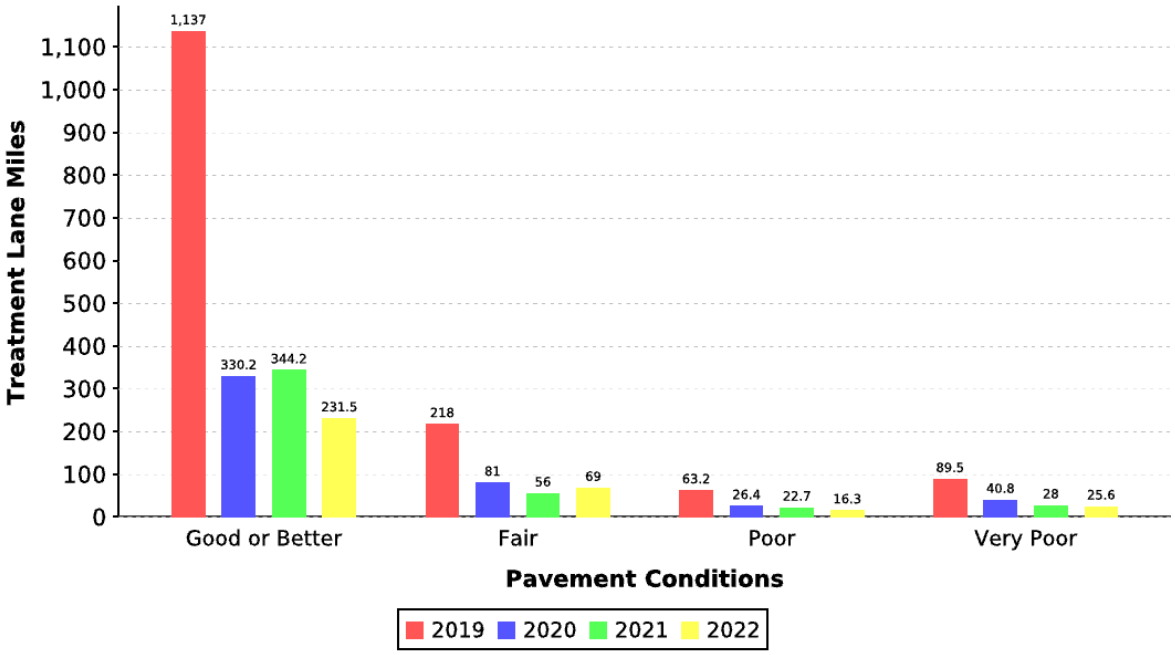

Figure 32. Corpus Christi District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 13a. Pavement Performance in % Good/Better for Corpus Christi District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Corpus Christi District		87.15	86.31	89.69	89.31	87.31
Counties	Aransas	93.89	94.24	93.85	89.70	74.69
	Bee	93.88	92.96	94.74	88.70	86.80
	Goliad	86.63	90.56	93.64	92.38	89.96
	Jim Wells	89.92	90.43	91.81	91.66	93.02
	Karnes	65.32	70.50	75.12	73.93	72.16
	Kleberg	90.44	90.53	87.60	86.30	82.90
	Live Oak	91.94	92.78	93.67	92.81	90.94
	Nueces	85.50	87.56	90.80	93.20	92.03
	Refugio	98.19	98.70	99.66	99.33	99.49
	San Patricio	86.03	88.37	89.66	89.27	85.86

Table 13b. Pavement Performance in Average Condition Score for Corpus Christi District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Corpus Christi District		89	88	90	90	89
Counties	Aransas	93	92	92	90	86
	Bee	92	93	93	91	88
	Goliad	88	90	92	92	90
	Jim Wells	91	92	92	92	93
	Karnes	75	78	80	78	77
	Kleberg	91	90	90	87	84
	Live Oak	91	92	92	92	90
	Nueces	87	89	91	92	92
	Refugio	96	97	97	96	96
	San Patricio	89	90	90	89	87

Based on the analysis results presented in Table 13a, at the end of the 4-year planning horizon the county in best condition will be Refugio (99.49%) while the worst will be Karnes (72.16%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

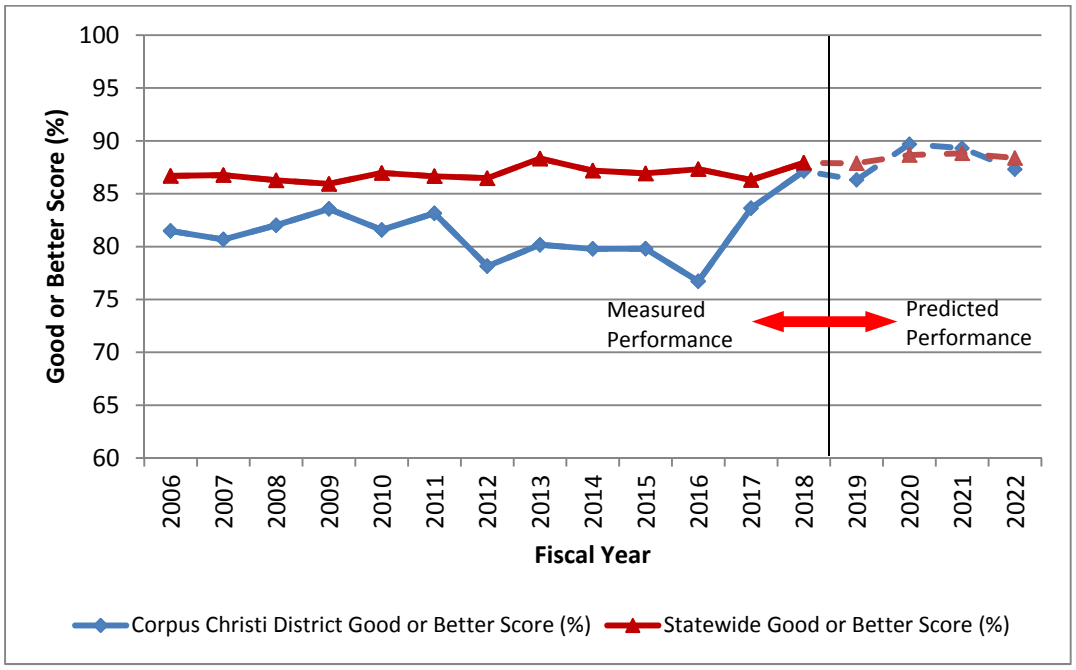

Figure 33. Corpus Christi District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Dallas District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,820.0
Total Lane miles = 10,681.0

FY 2019 Plan total treatments = **2,027.7 lane miles** = 19.0% of system lane miles
FY 2020 Plan total treatments = **624.8 lane miles** = 5.8% of system lane miles
FY 2021 Plan total treatments = **464.4 lane miles** = 4.3% of system lane miles
FY 2022 Plan total treatments = **261.2 lane miles** = 2.4% of system lane miles

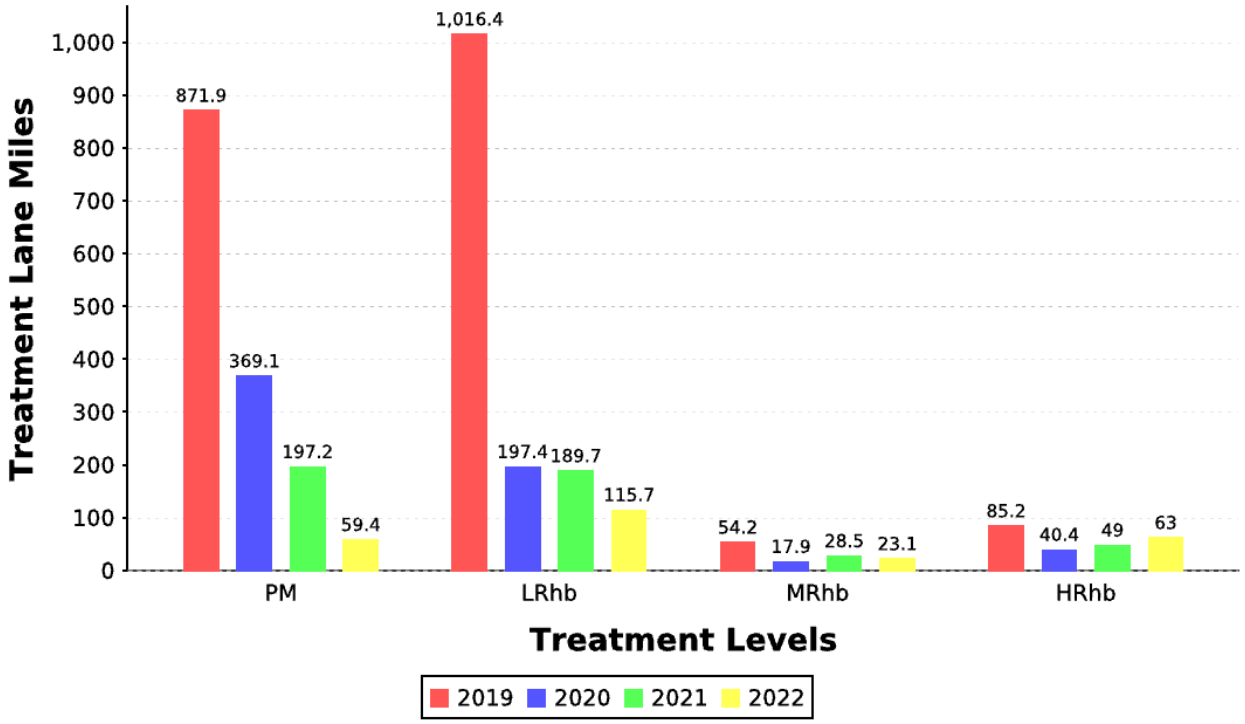

Figure 34. Dallas District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 85.2, 40.4, 49.0 and 63.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 54.2, 17.9, 28.5 and 23.1 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1016.4, 197.4, 189.7 and 115.7 miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 871.9, 369.1, 197.2 and 59.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1261.9 lane miles or approximately 11.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 2027.7 lane miles or approximately 19.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 624.8 lane miles or approximately 5.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 464.4 lane miles or approximately 4.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 35.

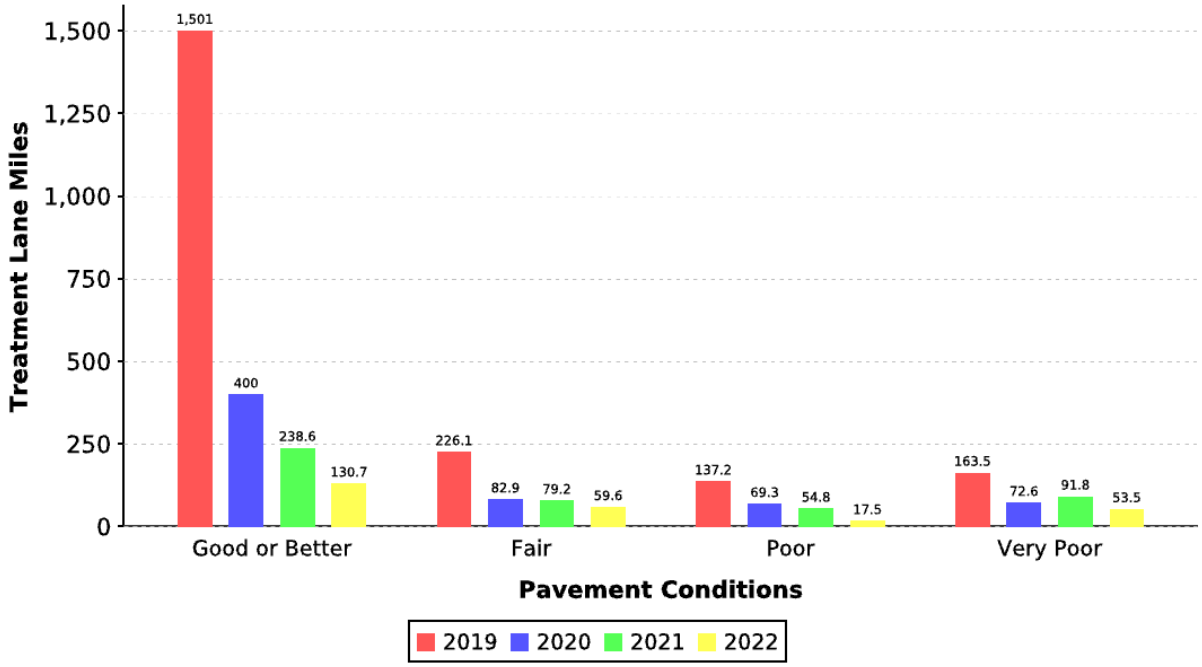

Figure 35. Dallas District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2020-FY 2020 Percentage of "Good" or Better Pavements and Average Condition Score

Table 14a. Pavement Performance in % Good/Better for Dallas District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Dallas District		76.45	74.07	73.95	72.28	69.50
Counties	Collin	76.32	80.62	78.17	73.30	66.23
	Dallas	68.16	63.50	60.73	59.60	56.46
	Denton	81.45	79.40	75.46	73.79	68.60
	Ellis	85.77	88.48	88.06	85.78	82.54
	Kaufman	76.63	78.36	79.12	80.01	82.20
	Navarro	85.26	89.25	91.67	90.32	88.53
	Rockwall	61.36	70.17	68.88	69.12	64.11

Table 14b. Pavement Performance in Average Condition Score for Dallas District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Dallas District		82	80	80	78	76
Counties	Collin	82	86	82	79	75
	Dallas	76	74	72	70	68
	Denton	85	84	81	78	75
	Ellis	87	89	89	88	85
	Kaufman	82	84	84	85	85
	Navarro	87	91	92	90	90
	Rockwall	73	78	76	75	73

Based on the analysis results presented in Table 14a, at the end of the 4-year planning horizon the county in best condition will be Navarro (88.53%) while the worst will be Dallas (56.46%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

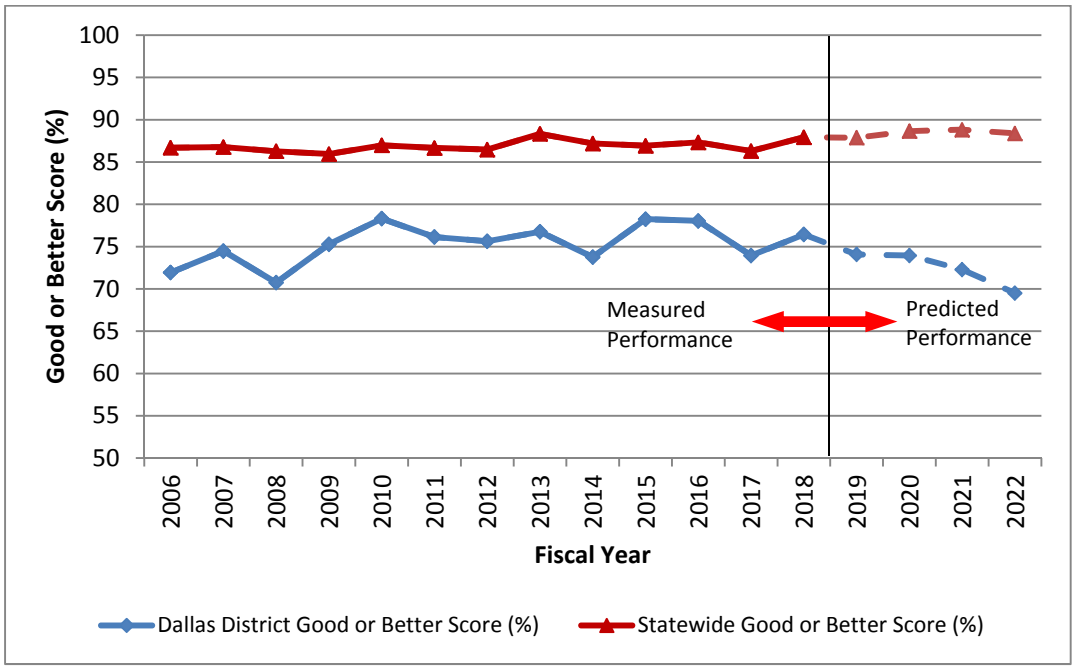

Figure 36. Dallas District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

El Paso District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 1,709.8
Total Lane miles = 4,941.6

FY 2019 Plan total treatments = **489.5 lane miles** = 9.9% of system lane miles
FY 2020 Plan total treatments = **825.3 lane miles** = 16.7% of system lane miles
FY 2021 Plan total treatments = **375.0 lane miles** = 7.6% of system lane miles
FY 2022 Plan total treatments = **406.8 lane miles** = 8.2% of system lane miles

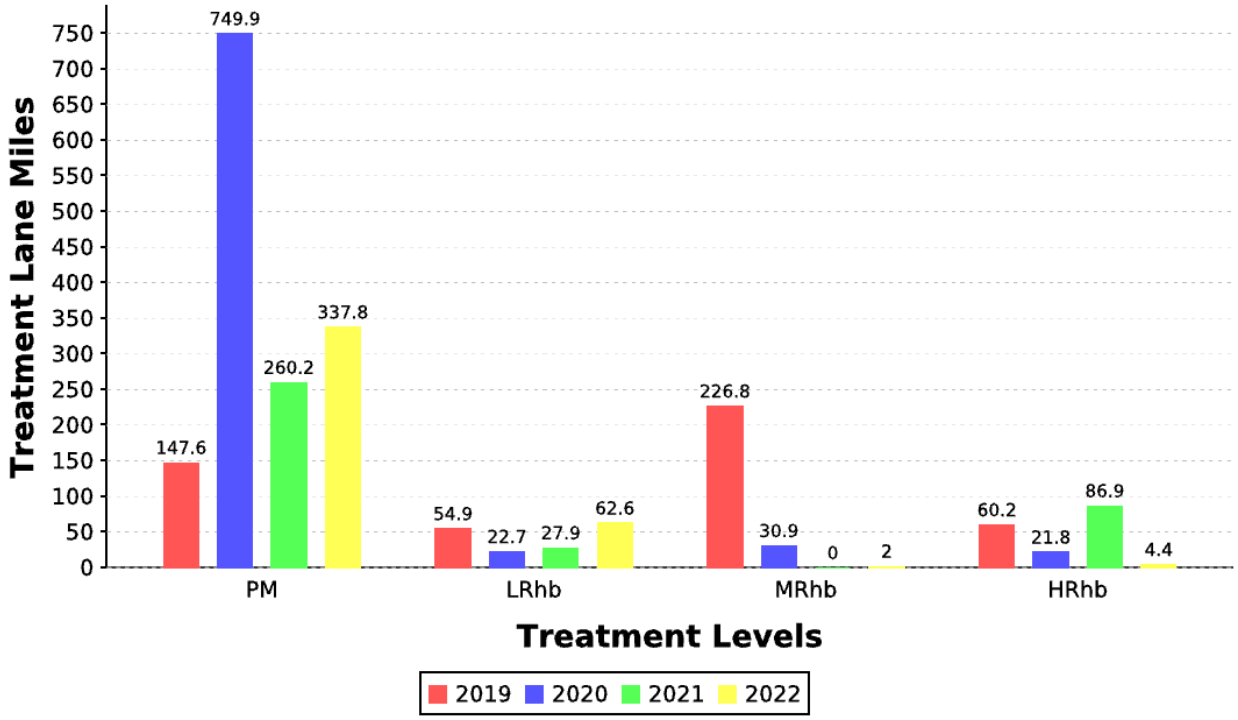

Figure 37. El Paso District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 60.2, 21.8, 86.9 and 4.4 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 226.8, 30.9, 0.0 and 2.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 54.9, 22.7, 27.9, 62.6 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 147.6, 749.9, 260.2 and 337.8 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 929.3 lane miles or approximately 18.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 489.5 lane miles or approximately 9.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 825.3 lane miles or approximately 16.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 375.0 lane miles or approximately 7.6% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 38.

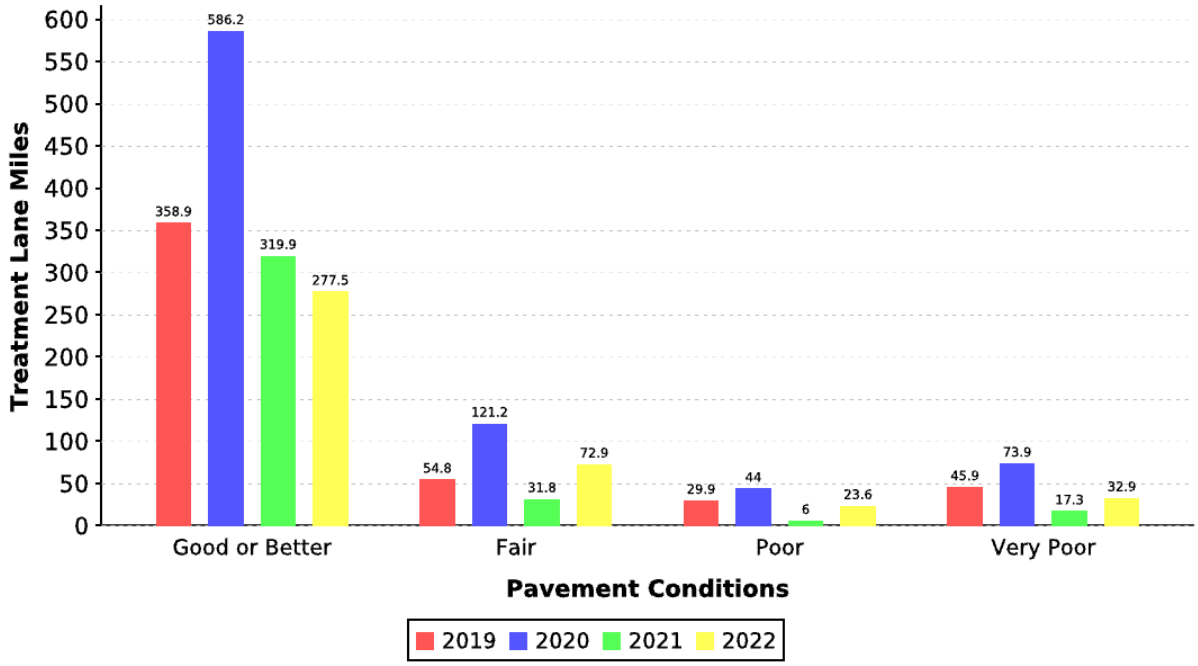

Figure 38. El Paso District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 15a. Pavement Performance in % Good/Better for El Paso District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
El Paso District		86.82	84.11	82.50	85.49	84.13
Counties	Brewster	98.43	97.92	97.31	97.34	95.83
	Culberson	82.94	81.81	86.34	90.56	88.66
	El Paso	82.07	79.08	75.70	75.06	75.44
	Hudspeth	90.66	88.81	88.24	91.36	89.24
	Jeff Davis	87.25	85.55	84.96	87.40	91.48
	Presidio	87.72	91.12	93.09	92.66	89.52

Table 15b. Pavement Performance in Average Condition Score for El Paso District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
El Paso District		89	87	86	87	86
Counties	Brewster	95	96	95	93	92
	Culberson	87	86	89	91	90
	El Paso	85	84	82	80	78
	Hudspeth	92	90	90	92	90
	Jeff Davis	90	88	88	90	94
	Presidio	88	91	93	92	91

Based on the analysis results presented in Table 15a, at the end of the 4-year planning horizon the county in best condition will be Brewster (95.83%) while the worst will be El Paso (75.44%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

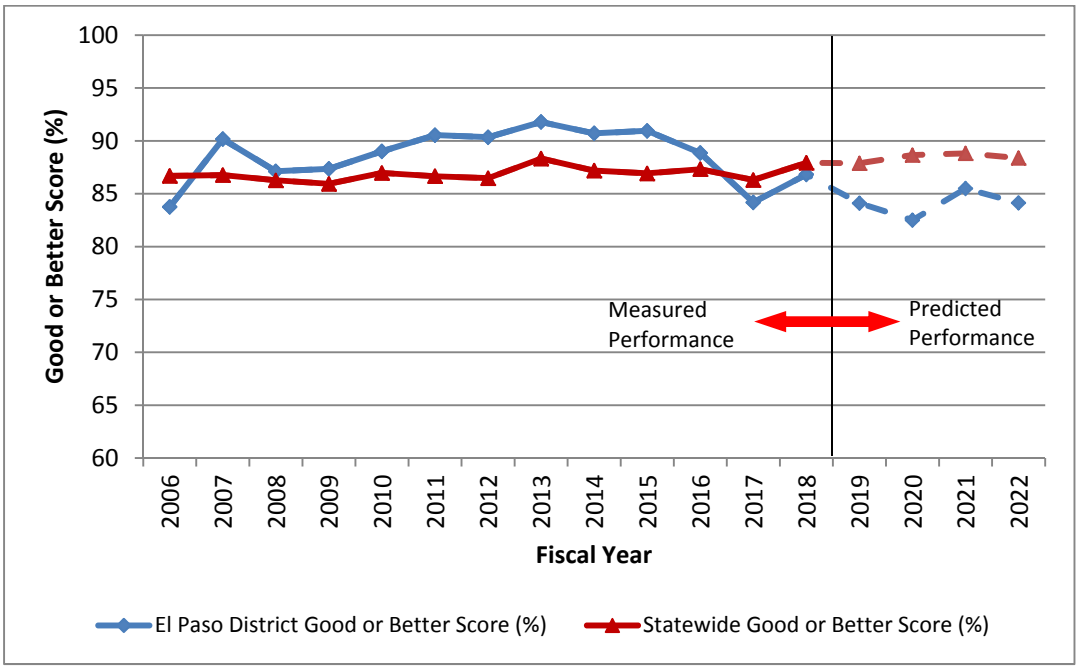

Figure 39. El Paso District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Fort Worth District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,805.0
Total Lane miles = 9,021.3

FY 2019 Plan total treatments = **2,020.2 lane miles** = 22.4% of system lane miles
FY 2020 Plan total treatments = **1,113.9 lane miles** = 12.3% of system lane miles
FY 2021 Plan total treatments = **1,074.9 lane miles** = 11.9% of system lane miles
FY 2022 Plan total treatments = **686.8 lane miles** = 7.6% of system lane miles

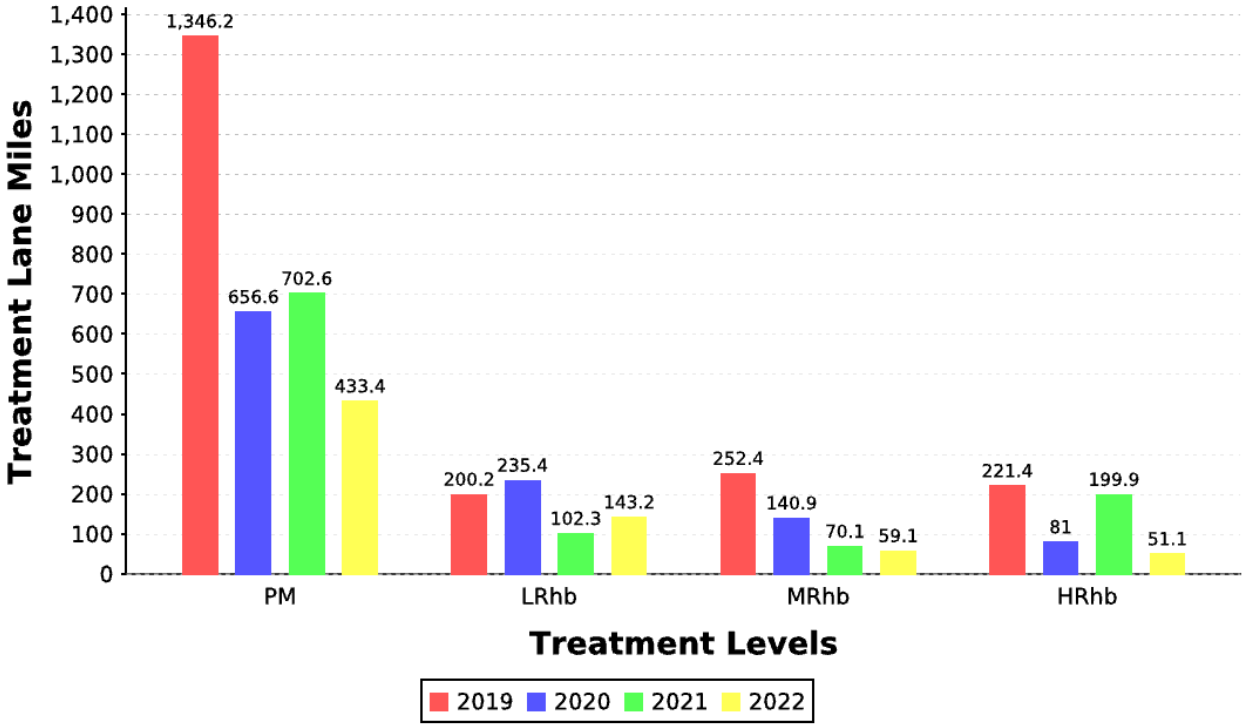

Figure 40. Fort Worth District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 221.4, 81.0, 199.9 and 51.1 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 252.4, 140.9, 70.1 and 59.1 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 200.2, 235.4, 102.3 and 143.2 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1346.2, 656.6, 702.6 and 433.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1982.6 lane miles or approximately 22.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 2020.2 lane miles or approximately 22.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1113.9 lane miles or approximately 12.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 1074.9 lane miles or approximately 11.9% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 41.

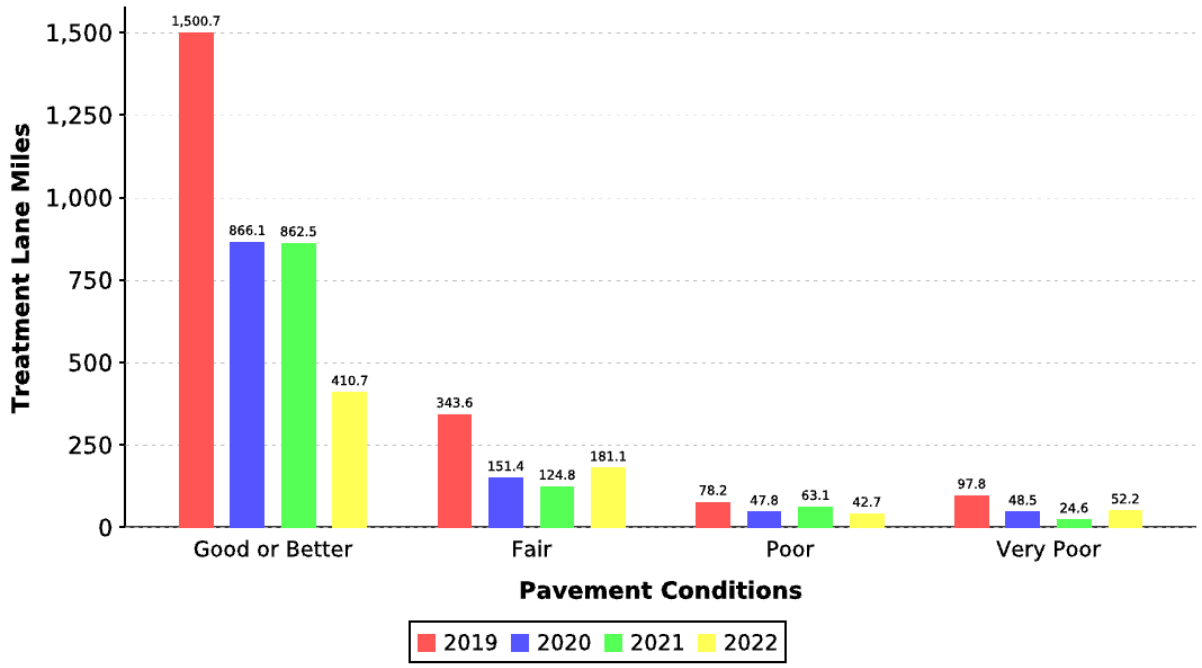

Figure 41.Fort Worth District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 16a. Pavement Performance in % Good/Better for Fort Worth District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Fort Worth District		82.39	82.00	84.62	85.66	85.21
Counties	Erath	90.09	92.36	93.02	92.42	91.14
	Hood	91.36	93.72	94.46	94.46	94.84
	Jack	74.76	82.06	89.93	92.83	92.48
	Johnson	89.84	93.26	92.35	93.18	94.02
	Palo Pinto	77.33	84.00	86.85	88.78	90.94
	Parker	83.66	89.41	93.40	93.60	90.98
	Somervell	86.66	88.86	92.49	93.62	93.88
	Tarrant	77.60	76.90	76.47	77.01	76.48
	Wise	88.01	91.02	91.84	93.85	95.47

Table 16b. Pavement Performance in Average Condition Score for Fort Worth District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Fort Worth District		85	85	87	88	88
Counties	Erath	88	90	92	92	92
	Hood	90	91	92	93	94
	Jack	81	86	92	94	94
	Johnson	90	92	93	94	94
	Palo Pinto	82	86	89	90	91
	Parker	86	90	94	93	92
	Somervell	87	90	93	94	94
	Tarrant	83	83	82	82	82
	Wise	89	90	92	92	94

Based on the analysis results presented in Table 16a, at the end of the 4-year planning horizon the county in best condition will be Wise (95.47%) while the worst will be Tarrant (76.48%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

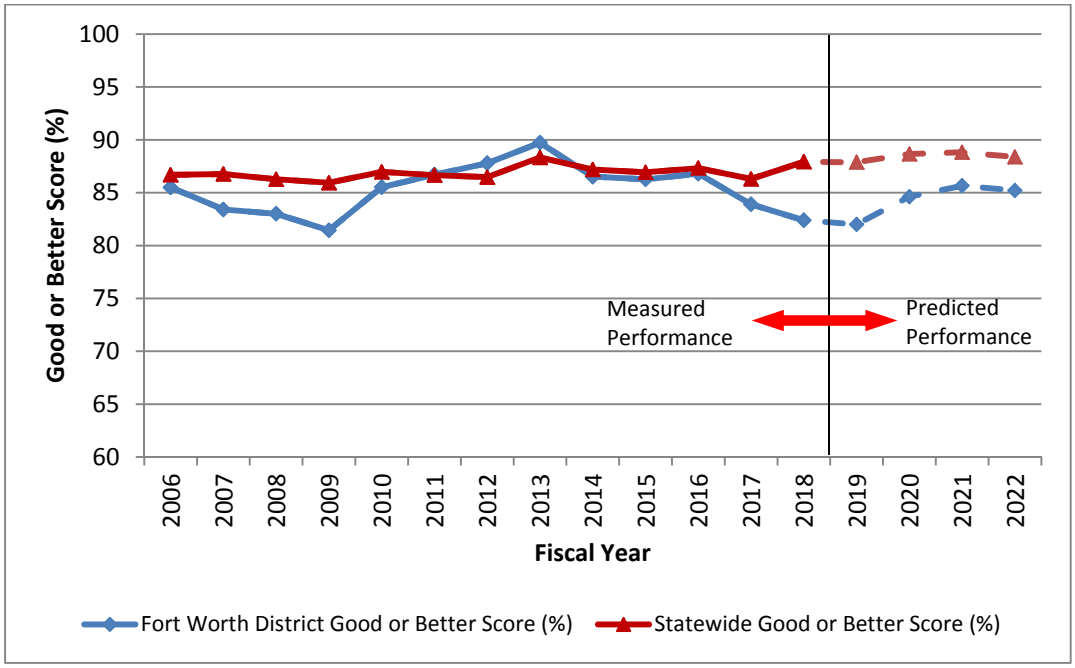

Figure 42. Fort Worth District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Houston District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,371.5
Total Lane miles = 10,969.8

FY 2019 Plan total treatments = **779.1 lane miles** = 7.1% of system lane miles
FY 2020 Plan total treatments = **735.0 lane miles** = 6.7% of system lane miles
FY 2021 Plan total treatments = **413.3 lane miles** = 3.8% of system lane miles
FY 2022 Plan total treatments = **376.5 lane miles** = 3.4% of system lane miles

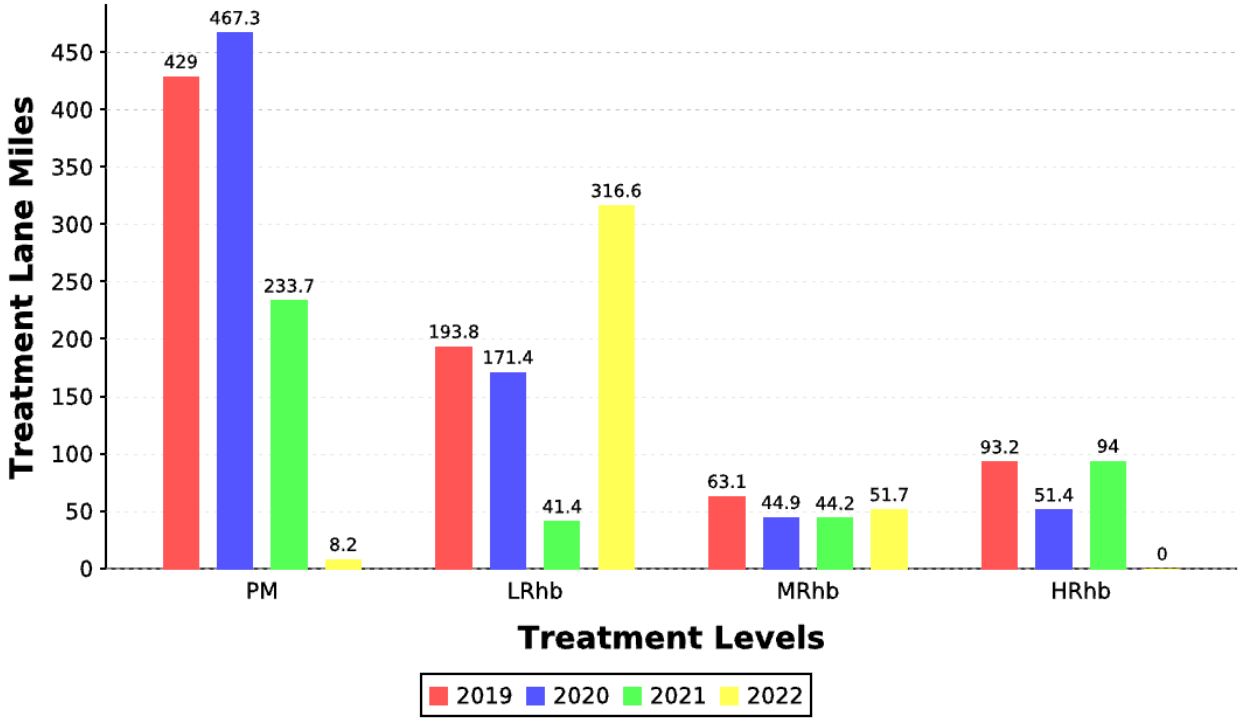

Figure 43. Houston District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 93.2, 51.4, 94.0 and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 63.1, 44.9, 44.2 and 51.7 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 193.8, 171.4, 41.4 and 316.6 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 429.0, 467.3, 233.7 and 8.2 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 298.7 lane miles or approximately 2.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 779.1 lane miles or approximately 7.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 735.0 lane miles or approximately 6.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 413.3 lane miles or approximately 3.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 44.

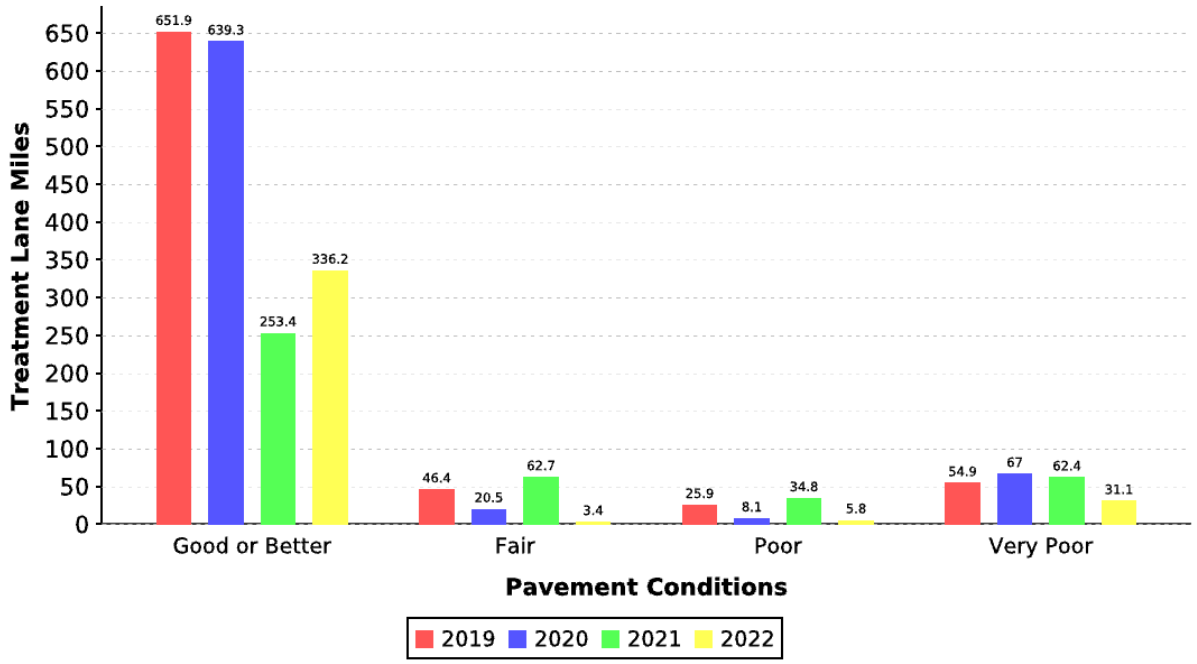

Figure 44. Houston District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 17a. Pavement Performance in % Good/Better for Houston District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Houston District		82.89	82.90	82.18	80.55	79.19
Counties	Brazoria	88.19	93.52	92.87	88.34	82.76
	Fort Bend	86.40	83.51	82.05	80.62	76.58
	Galveston	89.80	89.62	87.60	83.89	80.24
	Harris	75.78	75.81	75.24	74.66	74.18
	Montgomery	92.96	94.98	93.33	92.68	90.70
	Waller	92.43	91.46	91.42	94.58	96.78

Table 17b. Pavement Performance in Average Condition Score for Houston District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Houston District		86	86	85	84	82
Counties	Brazoria	89	92	92	90	86
	Fort Bend	88	86	86	84	82
	Galveston	91	90	89	86	84
	Harris	82	81	80	80	78
	Montgomery	93	94	92	92	90
	Waller	93	92	93	95	95

Based on the analysis results presented in Table 17a, at the end of the 4-year planning horizon the county in best condition will be Waller (96.78%) while the worst will be Harris (74.18%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

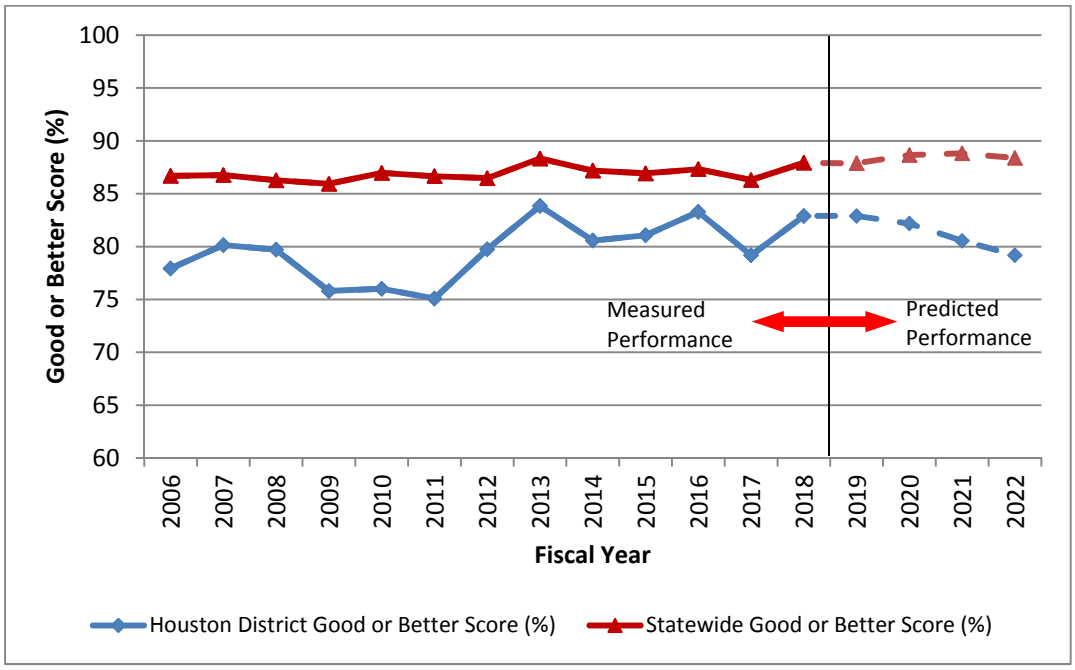

Figure 45. Houston District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Laredo District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,131.6
Total Lane miles = 5,233.4

FY 2019 Plan total treatments = **907.9 lane miles** = 17.3% of system lane miles
FY 2020 Plan total treatments = **761.1 lane miles** = 14.5% of system lane miles
FY 2021 Plan total treatments = **786.2 lane miles** = 15.0% of system lane miles
FY 2022 Plan total treatments = **908.4 lane miles** = 17.4% of system lane miles

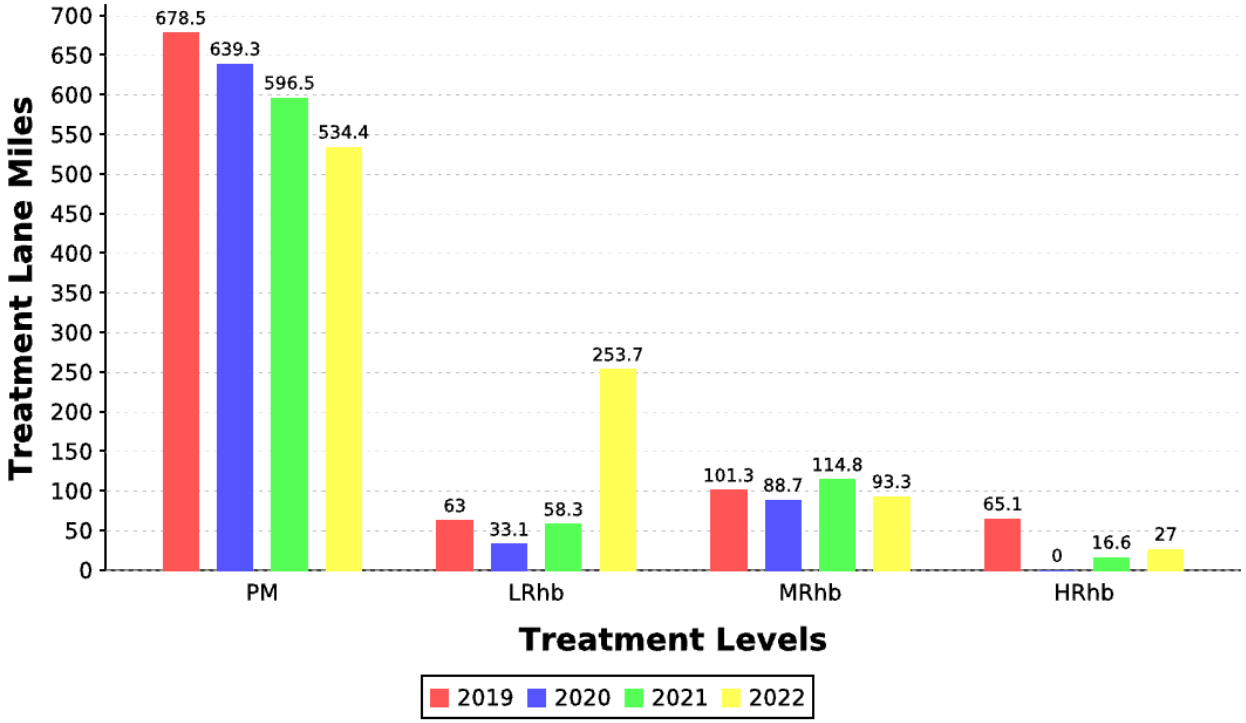

Figure 46. Laredo District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 65.1, 0.0, 16.6 and 27.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 101.3, 88.7, 114.8 and 93.3 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 63.0, 33.1, 58.3, and 253.7 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 678.5, 639.3, 596.5, and 534.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 652.4 lane miles or approximately 12.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 907.9 lane miles or approximately 17.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 761.1 lane miles or approximately 14.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 786.2 lane miles or approximately 15.0% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 47.

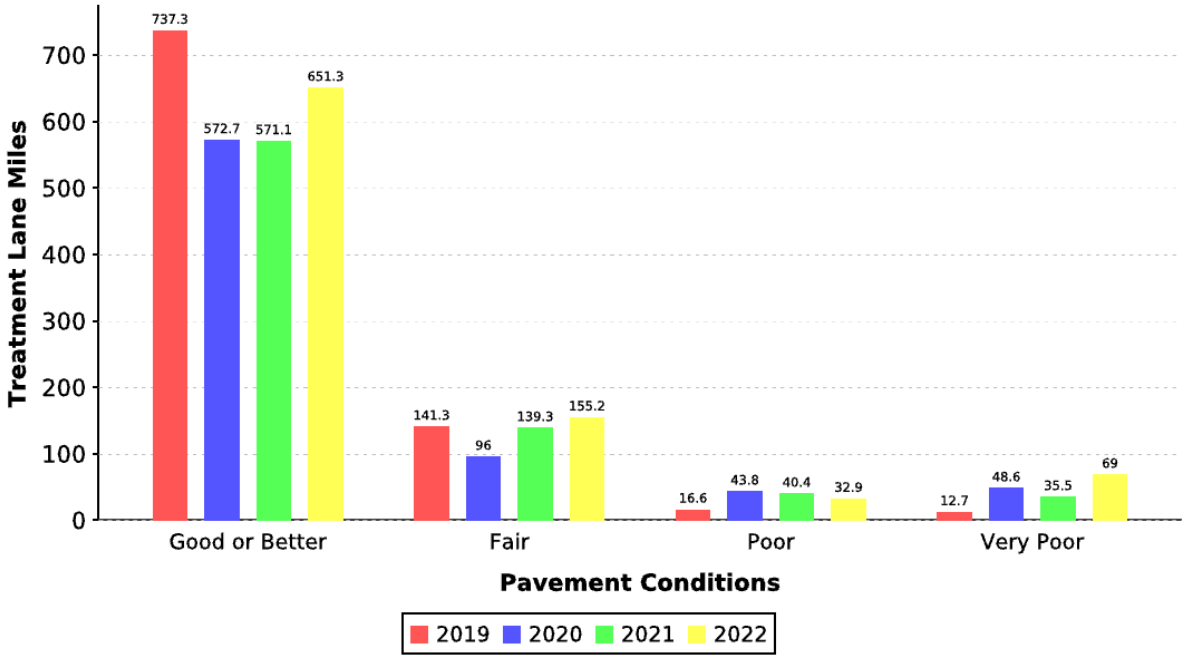

Figure 47. Laredo District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 18a. Pavement Performance in % Good/Better for Laredo District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Laredo District		86.37	83.94	84.68	85.53	86.76
Counties	Dimmit	93.90	90.26	89.36	90.26	88.32
	Duval	92.61	95.20	97.48	97.19	98.68
	Kinney	84.10	80.10	78.14	77.94	82.64
	LaSalle	81.93	84.88	87.04	88.00	91.37
	Maverick	84.85	85.04	85.82	84.94	87.62
	Val Verde	77.80	71.76	75.08	82.22	86.50
	Webb	87.78	88.53	89.73	89.29	88.28
	Zavala	89.49	87.87	85.61	86.64	88.68

Table 18b. Pavement Performance in Average Condition Score for Laredo District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Laredo District		87	86	87	87	88
Counties	Dimmit	91	90	90	90	90
	Duval	90	92	94	96	96
	Kinney	84	84	82	84	88
	LaSalle	84	86	88	89	91
	Maverick	87	87	88	87	88
	Val Verde	82	80	83	87	90
	Webb	88	90	90	89	89
	Zavala	90	89	88	88	90

Based on the analysis results presented in Table 18a, at the end of the 4-year planning horizon the county in best condition will be Duval (98.68%) while the worst will be Kinney (82.64%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

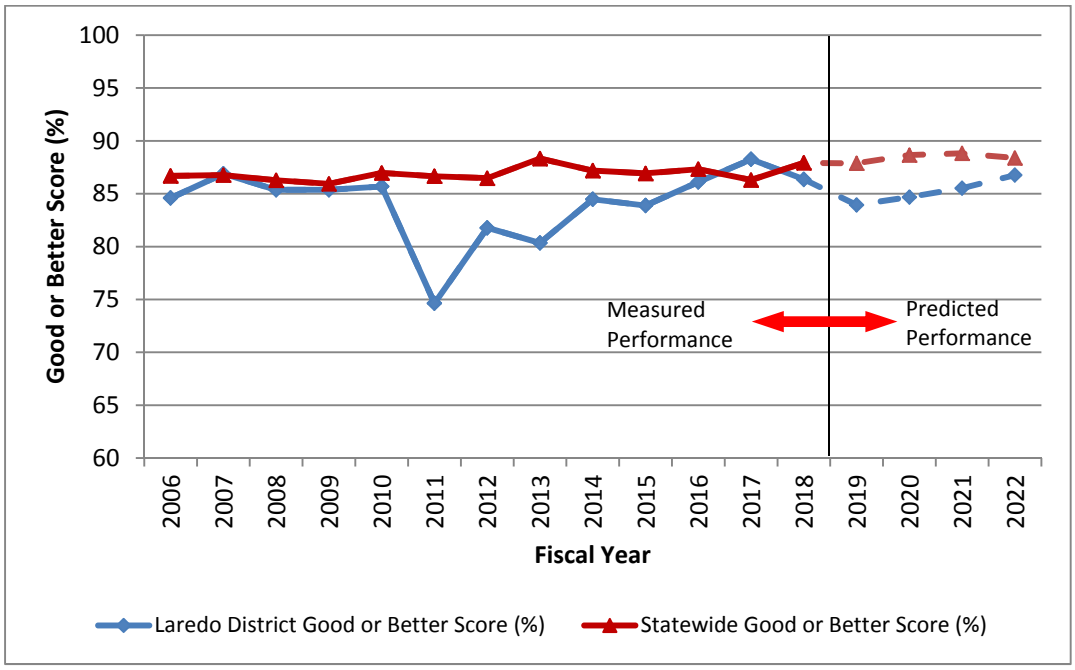

Figure 48. Laredo District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Lubbock District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 4,973.9
Total Lane miles = 12,201.7

FY 2019 Plan total treatments = **1,828.8 lane miles** = 15.0% of system lane miles
FY 2020 Plan total treatments = **1,661.4 lane miles** = 13.6% of system lane miles
FY 2021 Plan total treatments = **1,138.6 lane miles** = 9.3% of system lane miles
FY 2022 Plan total treatments = **904.8 lane miles** = 7.4% of system lane miles

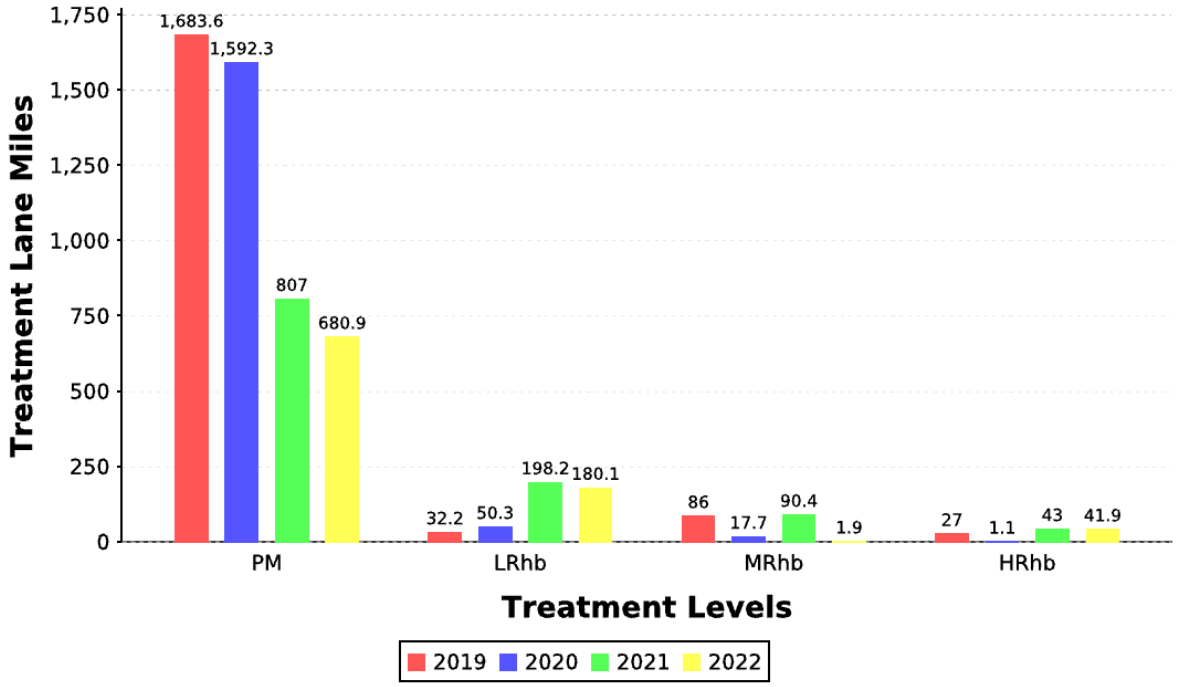

Figure 49. Lubbock District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 27.0, 1.1, 43.0 and 41.9 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 86.0, 17.7, 90.4 and 1.9 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 32.2, 50.3, 198.2 and 180. lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1683.6, 1592.3, 807.0 and 680.9 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1464.3 lane miles or approximately 12.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1828.8 lane miles or approximately 15.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1661.4 lane miles or approximately 13.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 1138.6 lane miles or approximately 9.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 50.

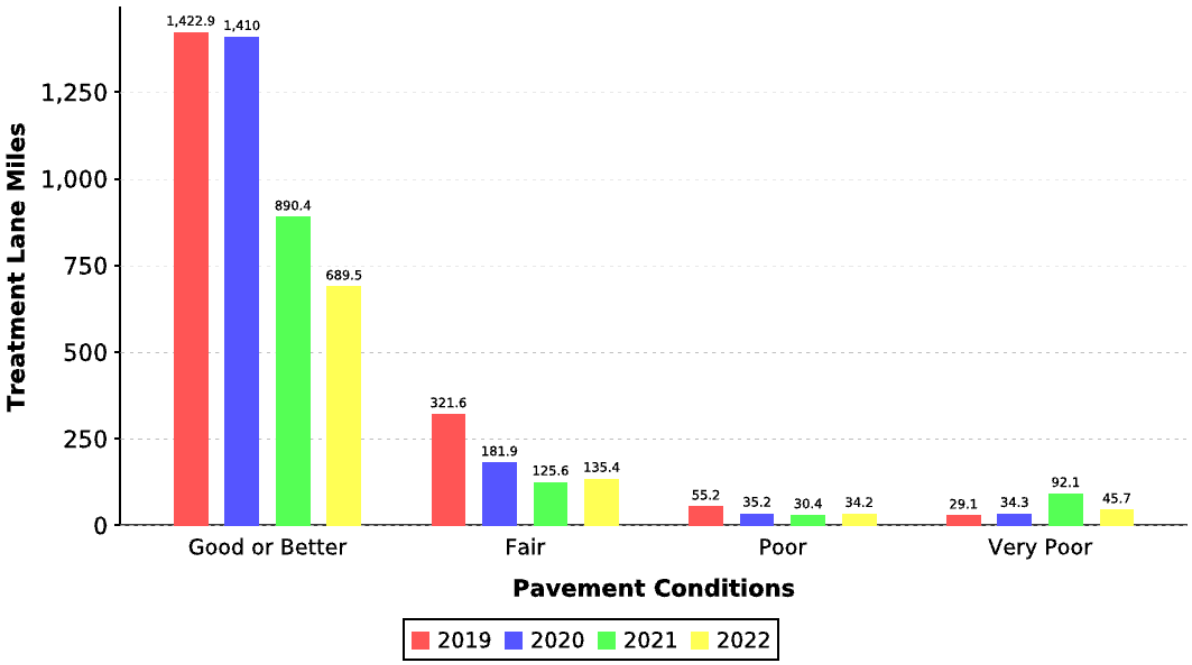

Figure 50. Lubbock District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 19a. Pavement Performance in % Good/Better for Lubbock District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Lubbock District		86.08	87.58	89.55	90.50	90.90
Counties	Bailey	86.33	88.04	91.42	95.64	95.39
	Castro	89.10	93.37	91.02	91.91	93.76
	Cochran	83.80	92.32	96.40	96.45	97.06
	Crosby	87.49	89.07	87.84	86.22	84.10
	Dawson	90.71	90.34	91.29	92.24	91.48
	Floyd	86.70	85.62	84.47	84.22	81.48
	Gaines	81.97	91.08	91.74	91.74	93.22
	Garza	86.78	92.06	92.35	91.94	91.52
	Hale	90.11	92.76	91.82	92.12	91.23
	Hockley	86.75	88.18	88.50	88.36	88.02
	Lamb	85.33	89.26	94.36	96.44	96.50
	Lubbock	85.78	89.02	92.44	96.46	99.10
	Lynn	90.91	93.89	95.59	96.18	95.50
	Parmer	82.44	88.94	92.08	90.43	87.97
	Swisher	79.90	81.27	82.76	83.04	86.02
	Terry	77.54	83.07	83.82	83.69	86.14
	Yoakum	92.20	91.47	91.48	93.66	92.74

Table 19b. Pavement Performance in Average Condition Score for Lubbock District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Lubbock District		87	88	89	90	91
Counties	**Bailey**	88	89	90	94	96
	Castro	88	91	90	90	91
	Cochran	87	92	95	96	96
	Crosby	87	88	88	86	86
	Dawson	90	91	92	92	92
	Floyd	87	88	88	86	86
	Gaines	83	88	90	90	90
	Garza	87	89	91	92	92
	Hale	90	92	92	90	90
	Hockley	87	87	88	88	88
	Lamb	87	90	92	94	94
	Lubbock	87	90	92	96	98
	Lynn	89	92	92	93	94
	Parmer	86	90	92	91	91
	Swisher	83	84	84	86	87
	Terry	83	86	86	86	89
	Yoakum	88	89	91	93	93

Based on the analysis results presented in Table 19a, at the end of the 4-year planning horizon the county in best condition will be Lubbock (99.10%) while the worst will be Floyd (81.48%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

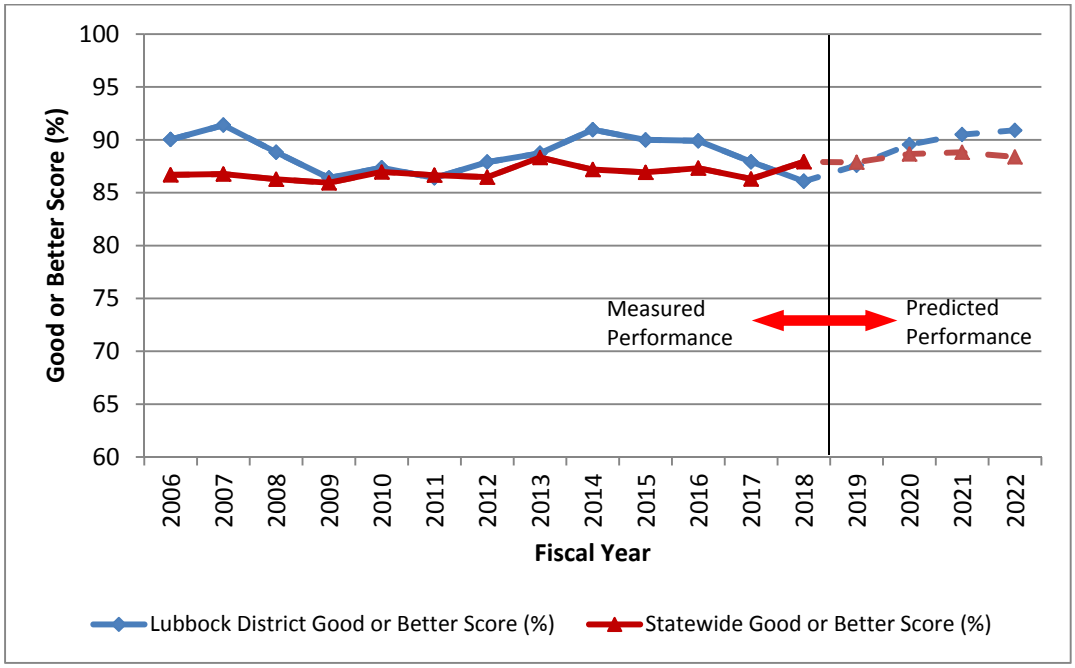

Figure 51. Lubbock District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Lufkin District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,855.8
Total Lane miles = 6,620.5

FY 2019 Plan total treatments = **1,313.7 lane miles** = 19.8% of system lane miles
FY 2020 Plan total treatments = **1,028.8 lane miles** = 15.5% of system lane miles
FY 2021 Plan total treatments = **974.0 lane miles** = 14.7% of system lane miles
FY 2022 Plan total treatments = **831.2 lane miles** = 12.6% of system lane miles

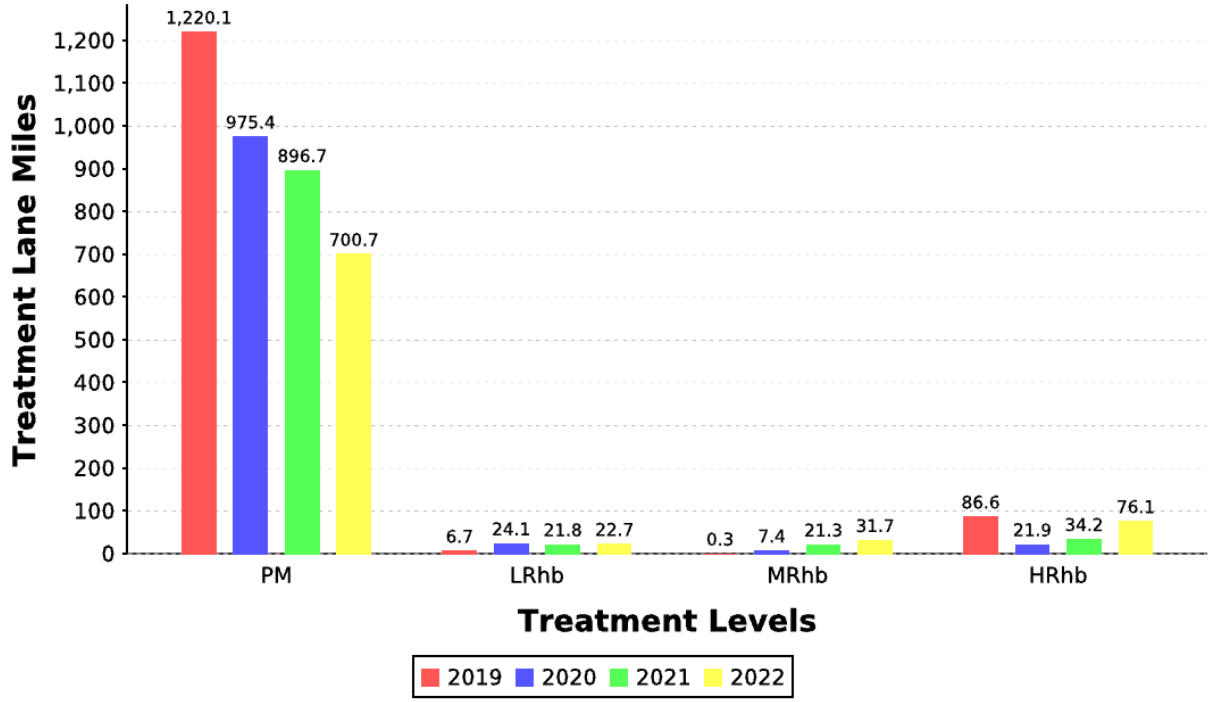

Figure 52. Lufkin District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 86.6, 21.9, 34.2 and 76.1 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.3, 7.4, 21.3 and 31.7 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 6.7, 24.1, 21.8 and 22.7 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1220.1, 975.4, 896.7 and 700.7 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 832.9 lane miles or approximately 12.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1313.7 lane miles or approximately 19.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1028.8 lane miles or approximately 15.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 974.0 lane miles or approximately 14.7% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 53.

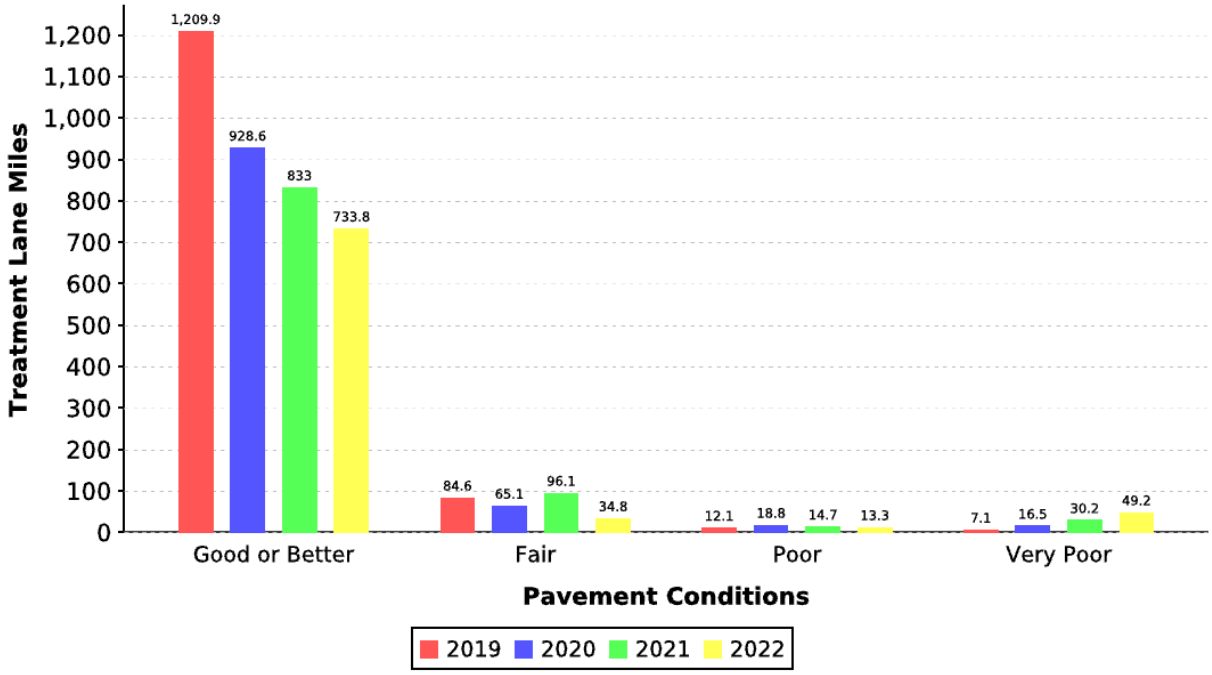

Figure 53. Lufkin District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 20a. Pavement Performance in % Good/Better for Lufkin District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Lufkin District		95.54	95.41	95.45	95.61	96.91
Counties	Angelina	96.39	95.79	94.00	93.29	93.51
	Houston	91.61	92.53	94.12	96.34	97.94
	Nacogdoches	93.66	92.96	93.90	94.32	95.64
	Polk	96.31	96.12	96.68	97.37	98.78
	Sabine	97.03	99.26	99.18	98.05	99.14
	San Augustine	97.47	99.61	99.10	99.52	99.44
	San Jacinto	98.90	99.88	98.53	98.85	99.04
	Shelby	95.83	97.24	97.60	98.58	99.07
	Trinity	95.61	97.72	97.00	97.28	99.62

Table 20b. Pavement Performance in Average Condition Score for Lufkin District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Lufkin District		95	94	95	95	96
Counties	Angelina	95	95	94	93	94
	Houston	92	94	94	96	98
	Nacogdoches	93	94	94	94	94
	Polk	95	96	96	96	97
	Sabine	96	96	96	97	98
	San Augustine	96	97	96	97	98
	San Jacinto	98	99	98	98	98
	Shelby	95	96	96	97	98
	Trinity	95	96	96	98	98

Based on the analysis results presented in Table 20a, at the end of the 4-year planning horizon the county in best condition will be Trinity (99.62%) while the worst will be Angelina (93.51%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

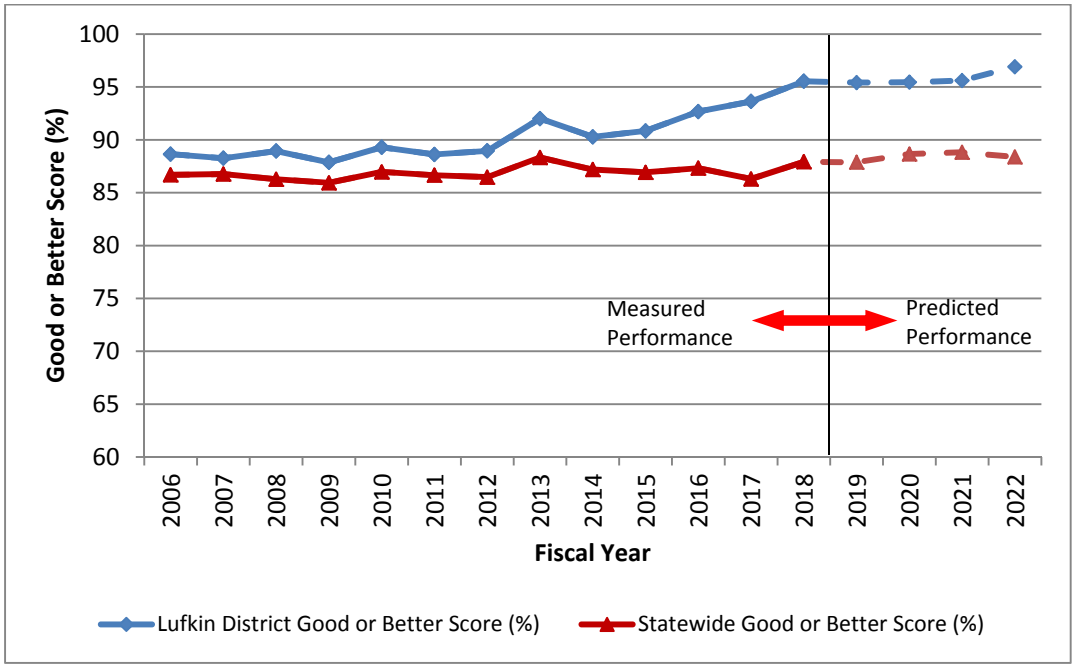

Figure 54. Lufkin District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Odessa District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,906.1
Total Lane miles = 8,256.2

FY 2019 Plan total treatments = **1,062.4 lane miles** = 12.9% of system lane miles
FY 2020 Plan total treatments = **1,118.0 lane miles** = 13.5% of system lane miles
FY 2021 Plan total treatments = **1,613.7 lane miles** = 19.5% of system lane miles
FY 2022 Plan total treatments = **580.7 lane miles** = 7.0% of system lane miles

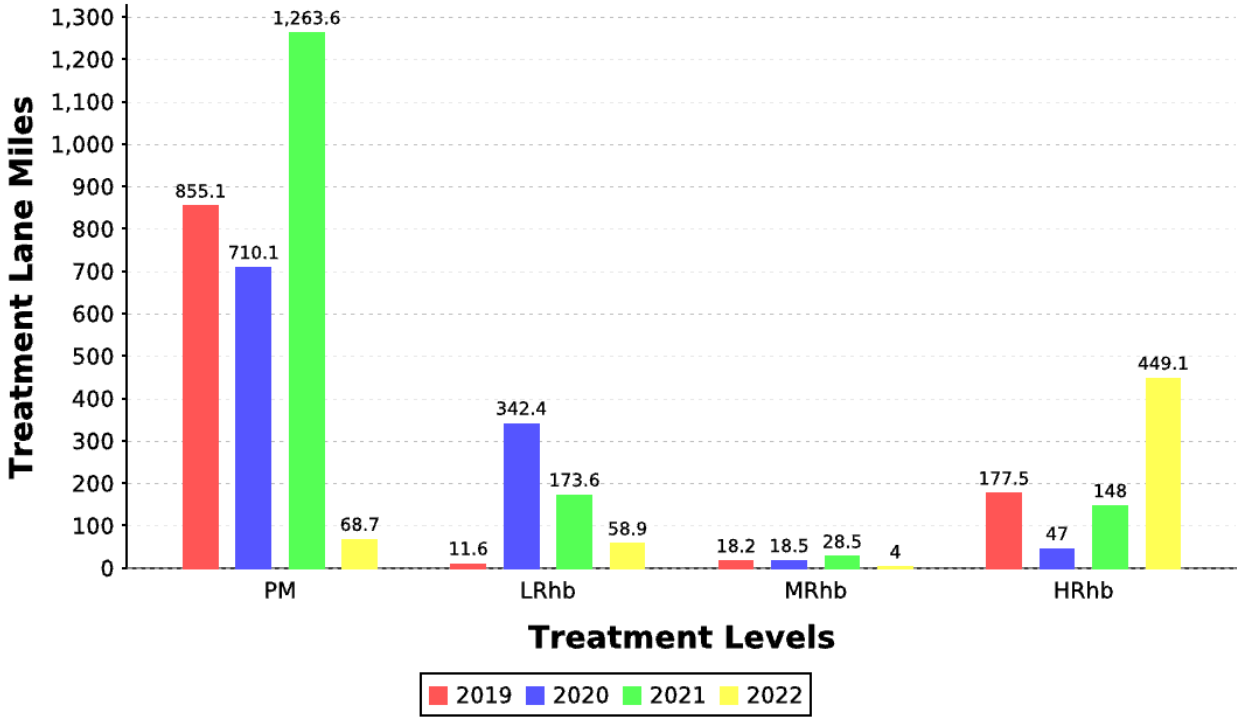

Figure 55. Odessa District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 177.5, 47.0, 148.0 and 449.1 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 18.2, 18.5, 28.5 and 4.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 11.6, 342.4, 173.6 and 58.9 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 855.1, 710.1, 1263.6 and 68.7 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1401.4 lane miles or approximately 17.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1062.4 lane miles or approximately 12.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1118.0 lane miles or approximately 13.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 1613.7 lane miles or approximately 19.5% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 56.

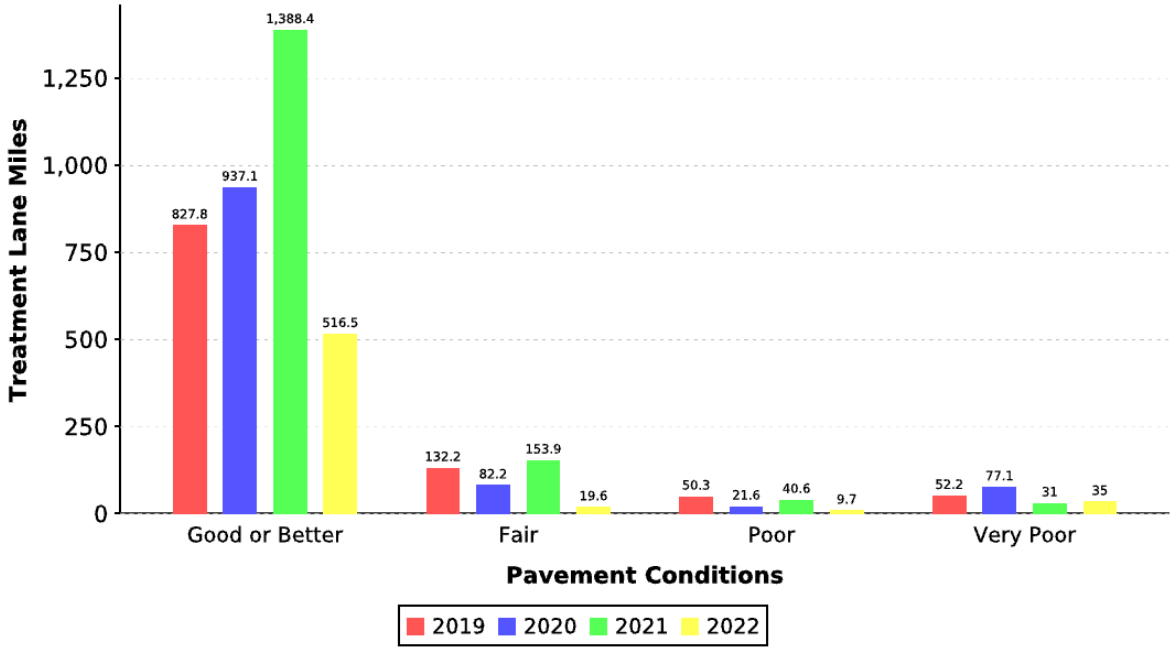

Figure 56. Odessa District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 21a. Pavement Performance in % Good/Better for Odessa District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Odessa District		85.10	86.36	86.80	86.96	87.66
Counties	Andrews	82.12	86.80	82.60	82.36	79.12
	Crane	97.32	99.18	99.19	99.19	98.83
	Ector	82.48	82.49	84.86	88.22	92.02
	Loving	82.84	92.43	89.27	90.85	92.43
	Martin	94.72	96.32	96.15	95.68	94.74
	Midland	75.67	79.43	79.70	82.22	83.16
	Pecos	96.31	97.45	96.18	96.18	94.83
	Reeves	74.74	81.10	81.80	81.02	80.14
	Terrell	97.67	97.85	95.08	95.34	96.27
	Upton	95.75	97.00	96.22	94.49	94.10
	Ward	81.75	79.40	77.92	77.56	75.65
	Winkler	56.71	73.04	87.58	87.68	87.68

Table 21b. Pavement Performance in Average Condition Score for Odessa District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Odessa District		87	87	87	87	87
Counties	Andrews	87	88	87	85	83
	Crane	93	95	96	96	95
	Ector	86	86	88	91	94
	Loving	83	90	87	88	89
	Martin	93	94	92	91	89
	Midland	81	84	84	85	83
	Pecos	92	92	92	92	92
	Reeves	81	84	84	84	83
	Terrell	92	92	92	92	92
	Upton	95	96	94	92	89
	Ward	85	84	82	82	81
	Winkler	70	81	92	91	89

Based on the analysis results presented in Table 21a, at the end of the 4-year planning horizon the county in best condition will be Crane (98.83%) while the worst will be Ward (75.65%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

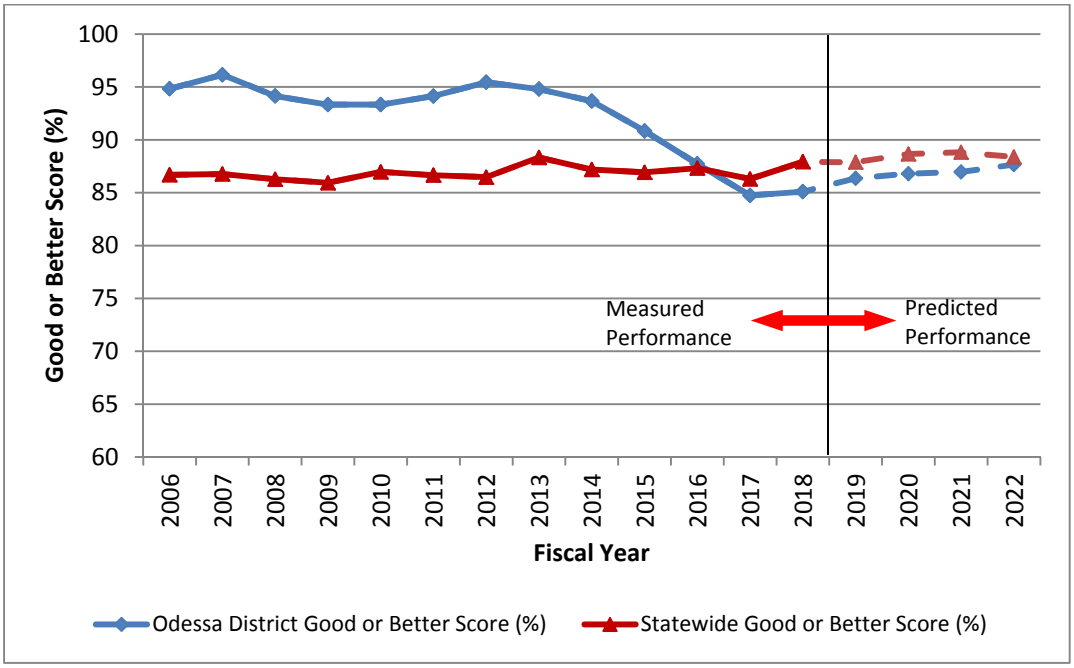

Figure 57. Odessa District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Paris District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,098.3
Total Lane miles = 7,290.8

FY 2019 Plan total treatments = **1,174.9 lane miles** = 16.1% of system lane miles
FY 2020 Plan total treatments = **1,24.0 lane miles** = 16.8% of system lane miles
FY 2021 Plan total treatments = **824.2 lane miles** = 11.3% of system lane miles
FY 2022 Plan total treatments = **120.5 lane miles** = 1.7% of system lane miles

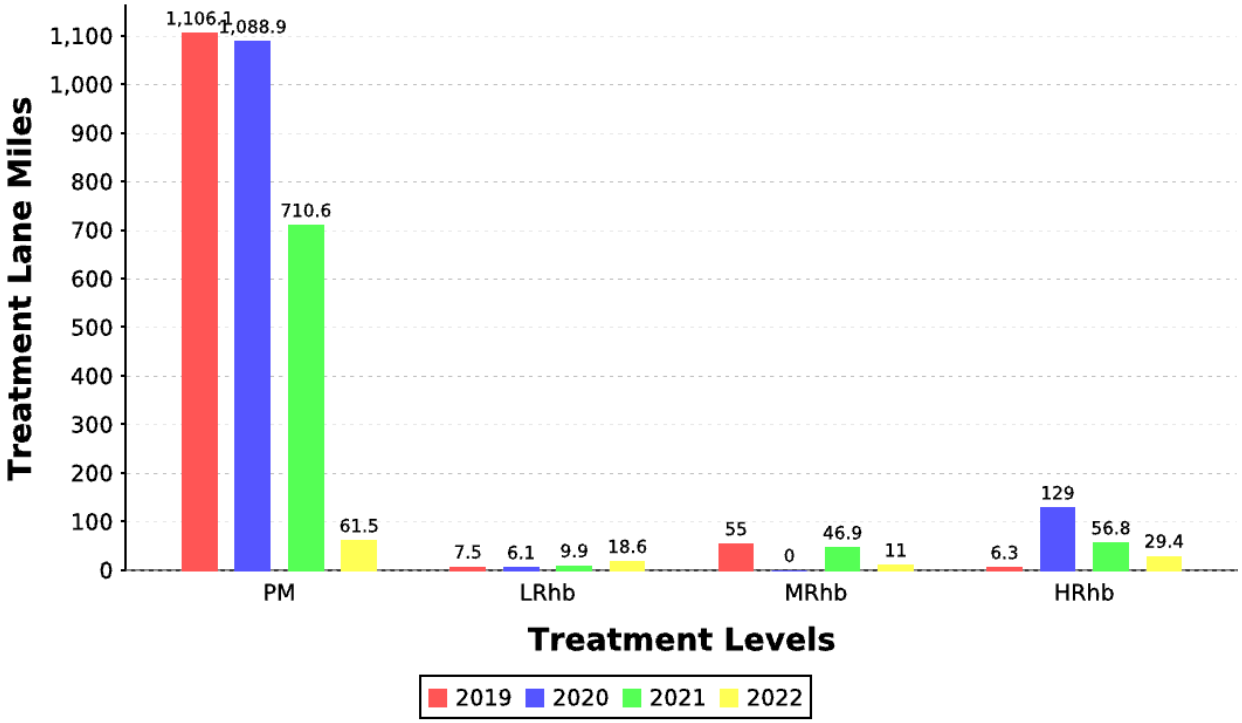

Figure 58. Paris District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 6.3, 129.0, 56.8 and 29.4 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 55.0, 0.0, 46.9 and 11.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 64.0, 0.0, 12.7 and 4.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1106.1, 1088.9, 710.6 and 61.5 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1059.0 lane miles or approximately 14.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1174.9 lane miles or approximately 16.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1224.0 lane miles or approximately 16.8% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 824.2 lane miles or approximately 11.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 59.

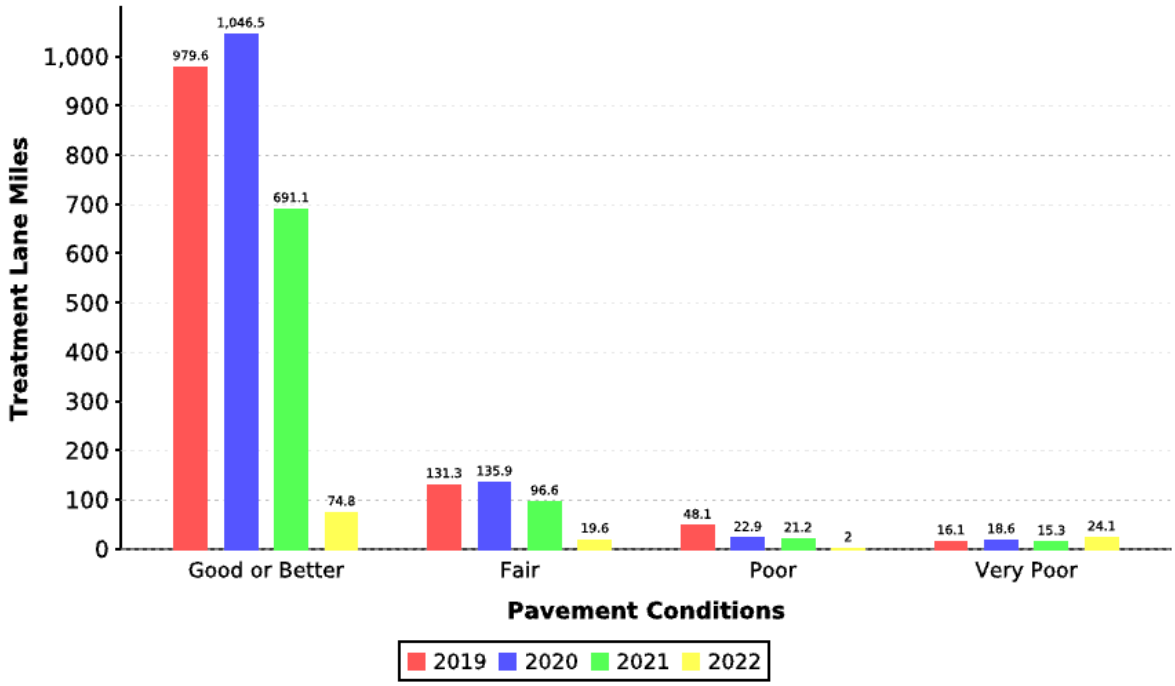

Figure 59. Paris District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 22a. Pavement Performance in % Good/Better for Paris District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Paris District		86.88	87.81	87.25	87.59	86.78
Counties	Delta	90.90	91.67	92.55	92.70	91.58
	Fannin	84.89	87.66	85.78	86.84	84.63
	Franklin	97.07	98.16	96.83	95.76	91.72
	Grayson	75.11	82.08	83.04	83.48	81.13
	Hopkins	88.08	92.28	91.48	91.16	89.67
	Hunt	87.58	87.10	84.50	82.30	79.57
	Lamar	89.31	89.50	90.20	92.79	95.31
	Rains	93.15	95.46	93.02	93.58	92.38
	Red River	94.53	94.64	94.84	94.00	93.56

Table 22b. Pavement Performance in Average Condition Score for Paris District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Paris District		87	87	88	89	89
Counties	Delta	89	90	92	92	92
	Fannin	85	86	87	88	88
	Franklin	94	94	94	94	92
	Grayson	80	84	86	87	85
	Hopkins	89	91	92	92	90
	Hunt	87	87	86	85	84
	Lamar	88	89	90	92	94
	Rains	90	92	92	92	92
	Red River	91	92	94	94	92

Based on the analysis results presented in Table 22a, at the end of the 4-year planning horizon the county in best condition will be Lamar (95.31%) while the worst will be Hunt (79.57%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

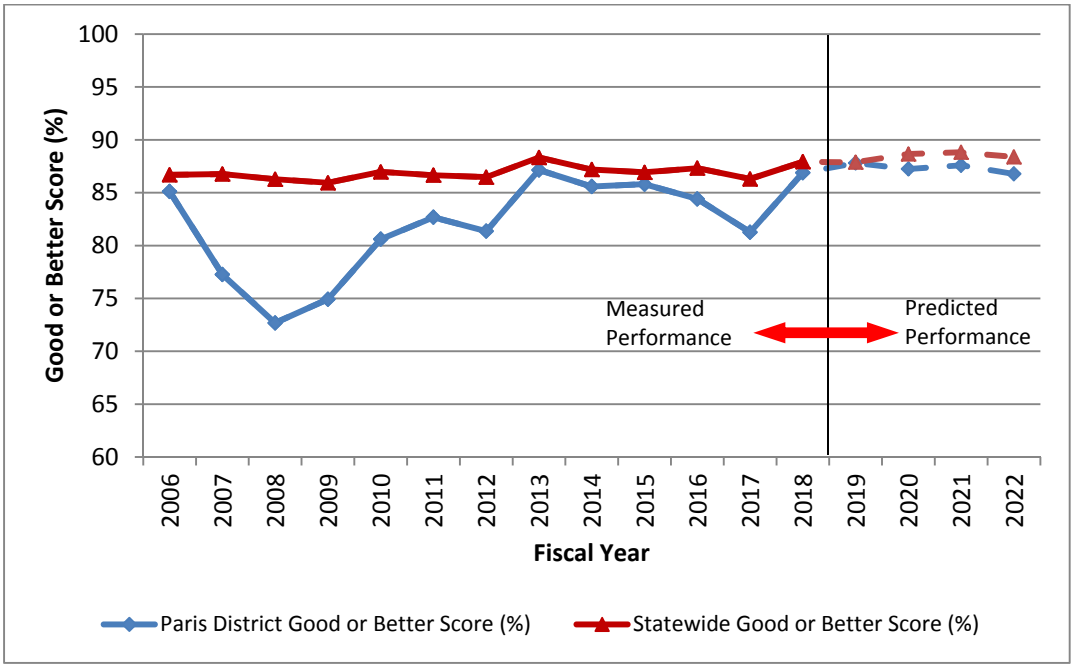

Figure 60. Paris District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Pharr District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,128.9
Total Lane miles = 6,502.6

FY 2019 Plan total treatments = **751.8 lane miles** = 11.6% of system lane miles
FY 2020 Plan total treatments = **1,056.3 lane miles** = 16.2% of system lane miles
FY 2021 Plan total treatments = **1,139.6 lane miles** = 17.5% of system lane miles
FY 2022 Plan total treatments = **628.8 lane miles** = 9.7% of system lane miles

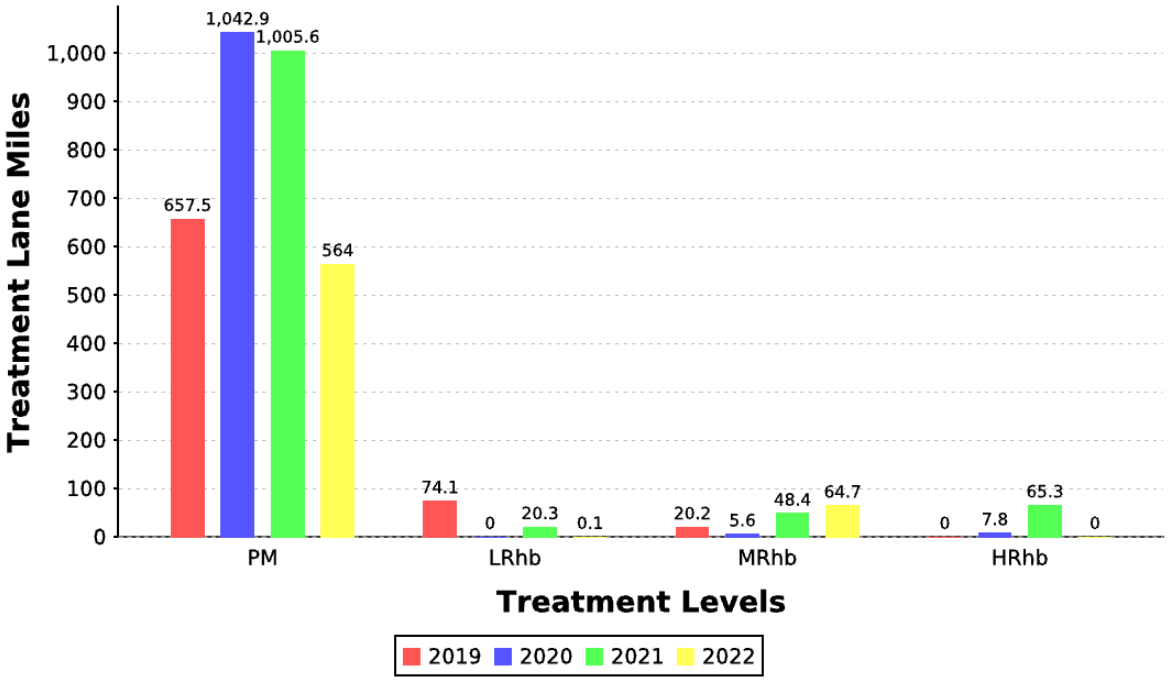

Figure 61. Pharr District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.0, 7.8, 65.3, and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 20.2, 5.6, 48.4 and 64.7 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 74.1, 0.0, 20.3 and 0.1 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 657.5, 1042.9, 1005.6 and 564.0 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 534.3 lane miles or approximately 8.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 751.8 lane miles or approximately 11.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1056.3 lane miles or approximately 16.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 1139.6 lane miles or approximately 17.5% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 62.

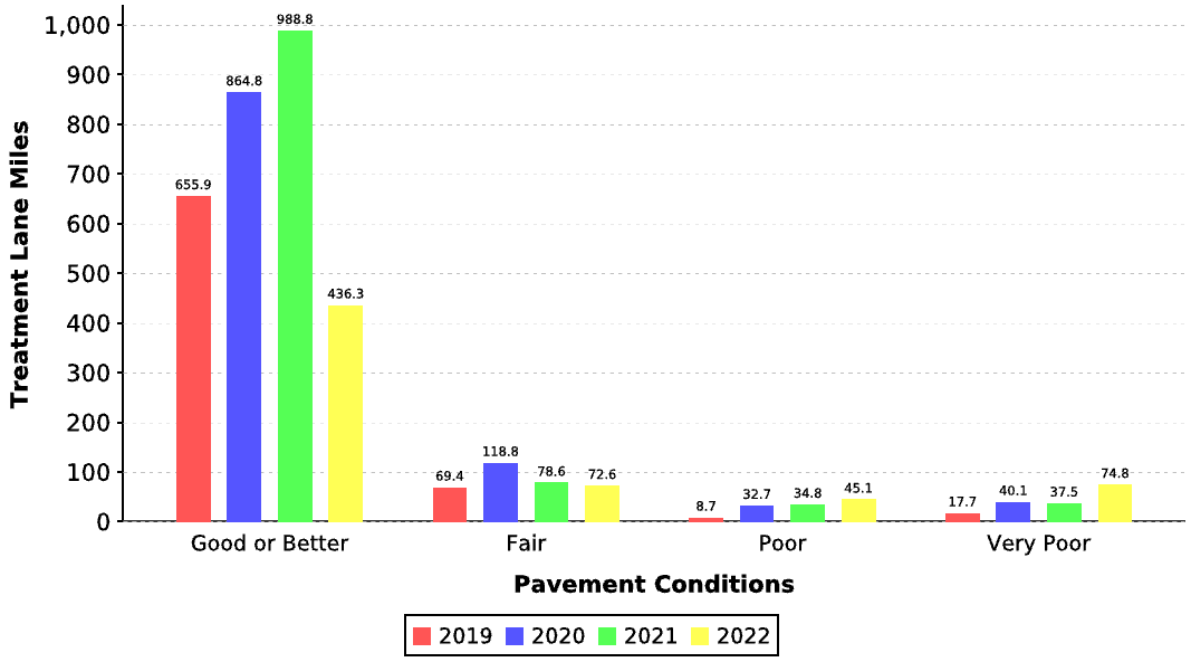

Figure 62. Pharr District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 23a. Pavement Performance in % Good/Better for Pharr District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Pharr District		90.68	90.24	89.50	91.06	91.46
Counties	Brooks	92.44	94.04	98.60	98.99	99.20
	Cameron	85.29	84.90	84.83	87.54	89.85
	Hidalgo	91.76	91.93	90.78	91.68	91.24
	Jim Hogg	94.32	95.23	97.62	99.11	96.74
	Kenedy	99.60	99.07	99.07	99.07	99.07
	Starr	95.59	96.48	97.06	98.20	98.72
	Willacy	89.03	91.14	92.18	91.65	95.00
	Zapata	98.19	98.37	97.80	97.63	97.97

Table 23b. Pavement Performance in Average Condition Score for Pharr District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Pharr District		91	90	90	91	92
Counties	Brooks	90	93	96	97	97
	Cameron	88	88	87	88	91
	Hidalgo	92	92	91	92	92
	Jim Hogg	91	91	93	96	96
	Kenedy	99	99	99	99	99
	Starr	92	94	96	97	98
	Willacy	89	91	92	92	94
	Zapata	95	96	96	96	97

Based on the analysis results presented in Table 23a, at the end of the 4-year planning horizon the county in best condition will be Brooks (99.20%) while the worst will be Cameron (89.85%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

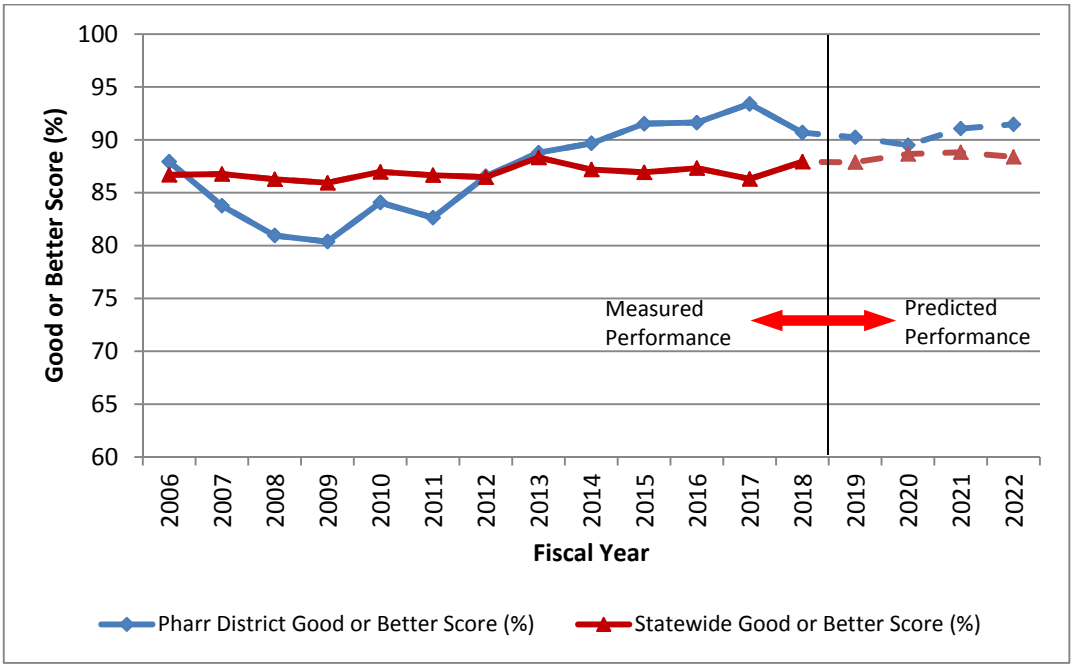

Figure 63. Pharr District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

San Angelo District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,106.7
Total Lane miles = 7,348.5

FY 2019 Plan total treatments = **1,193.1 lane miles** = 16.2% of system lane miles
FY 2020 Plan total treatments = **675.3 lane miles** = 9.2% of system lane miles
FY 2021 Plan total treatments = **331.1 lane miles** = 4.5% of system lane miles
FY 2022 Plan total treatments = **248.5 lane miles** = 3.4% of system lane miles

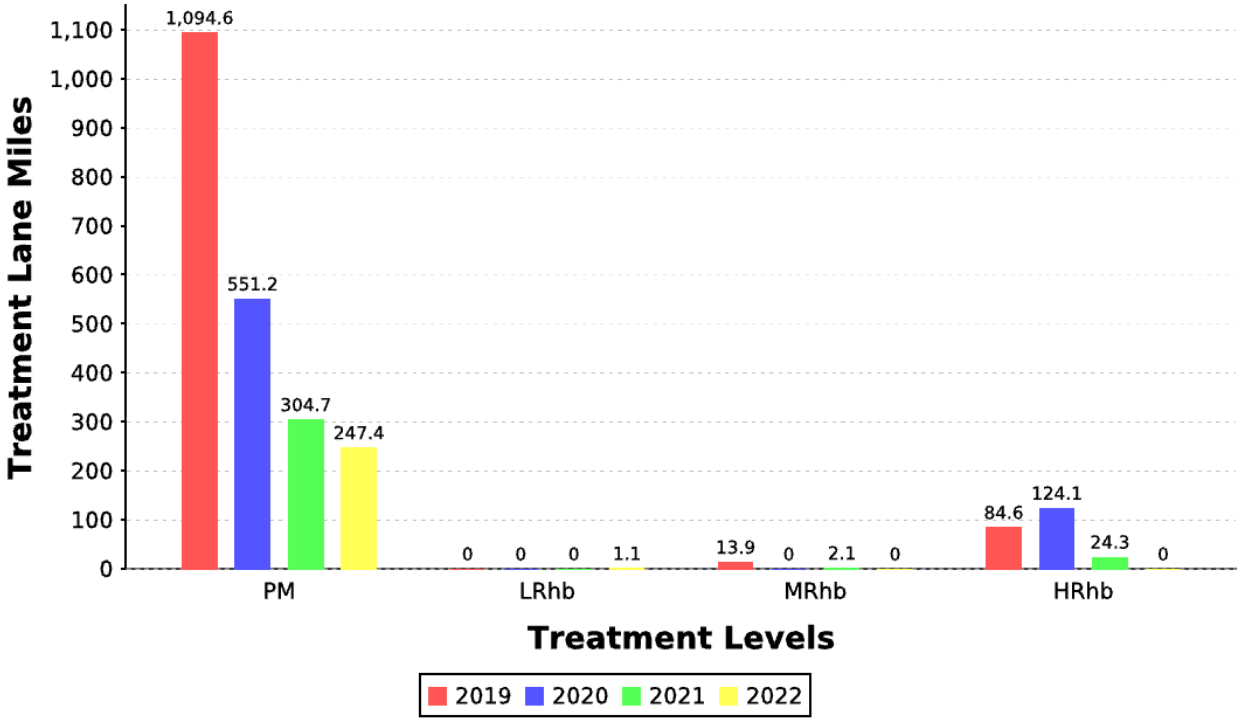

Figure 64. San Angelo District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 84.6, 124.1, 24.3 and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 13.9, 0.0, 2.1 and 0.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.0, 0.0, 0.0 and 1.1 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1094.6, 551.2, 304.7 and 247.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 949.6 lane miles or approximately 12.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1193.1 lane miles or approximately 16.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 675.3 lane miles or approximately 9.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 331.1 lane miles or approximately 4.5% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 65.

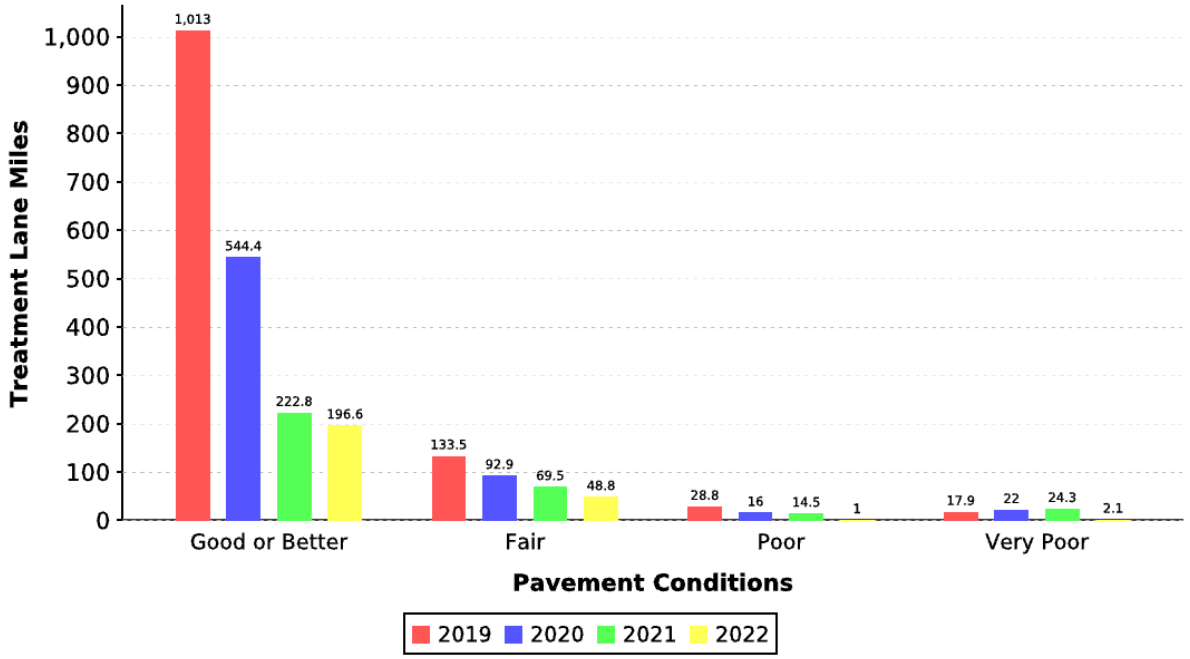

Figure 65. San Angelo District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 24a. Pavement Performance in % Good/Better for San Angelo District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
San Angelo District		91.71	92.53	93.05	92.80	92.10
Counties	Coke	89.18	91.46	88.13	84.83	81.52
	Concho	95.92	98.87	99.47	99.16	99.28
	Crockett	91.43	92.56	90.97	89.96	88.87
	Edwards	94.52	94.07	92.69	90.23	91.30
	Glasscock	96.15	96.78	97.24	97.69	94.84
	Irion	97.76	99.54	98.66	97.49	94.63
	Kimble	94.97	95.70	94.68	95.03	95.20
	Menard	95.65	98.57	99.14	99.00	97.68
	Reagan	83.25	88.50	90.62	97.58	93.85
	Real	90.40	90.77	85.90	89.26	94.60
	Runnels	87.10	89.94	93.54	92.24	88.56
	Schleicher	92.15	95.51	95.84	95.84	95.56
	Sterling	98.66	98.66	98.66	98.31	98.31
	Sutton	90.06	93.59	95.40	96.82	94.94
	Tom Green	88.82	91.11	92.86	90.06	89.01

Table 24b. Pavement Performance in Average Condition Score for San Angelo District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
San Angelo District		90	90	91	91	89
Counties	Coke	87	88	86	84	83
	Concho	93	94	96	96	94
	Crockett	89	90	90	90	88
	Edwards	90	90	90	90	89
	Glasscock	95	96	96	95	92
	Irion	94	96	95	93	90
	Kimble	91	92	92	90	89
	Menard	92	95	96	95	94
	Reagan	85	86	92	95	94
	Real	91	90	88	89	89
	Runnels	85	88	91	90	88
	Schleicher	89	90	92	92	91
	Sterling	97	97	96	94	92
	Sutton	86	88	89	90	91
	Tom Green	89	90	92	90	88

Based on the analysis results presented in Table 24a, at the end of the 4-year planning horizon the county in best condition will be Concho (99.28%) while the worst will be Coke (81.52%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

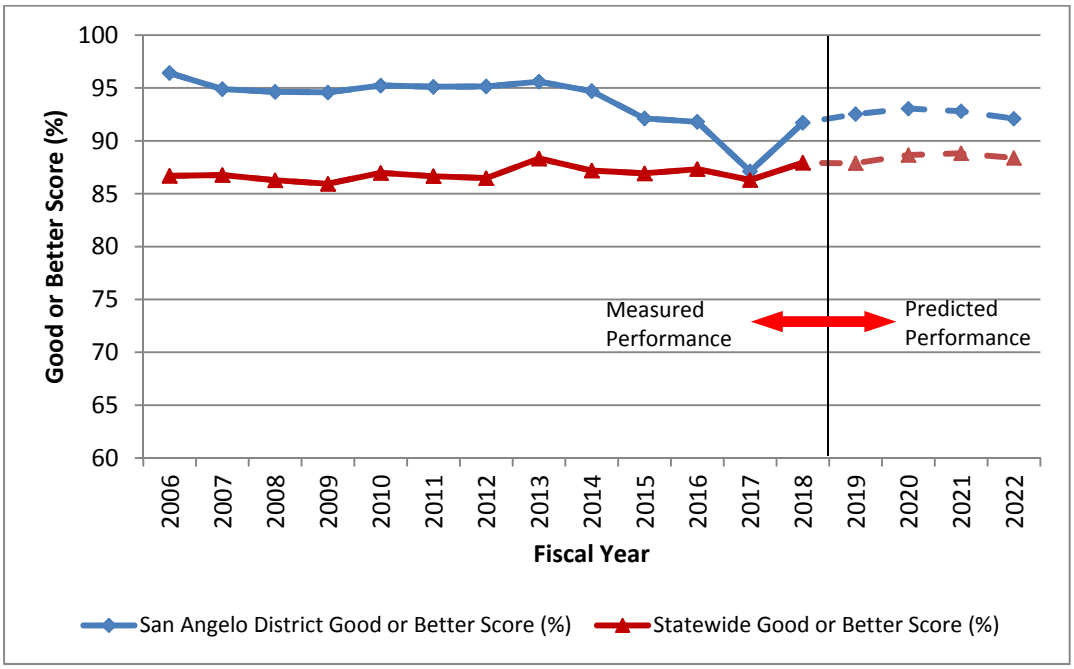

Figure 66. San Angelo District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

San Antonio District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,639.3
Total Lane miles = 11,082.3

FY 2019 Plan total treatments = **1,712.1 lane miles** = 15.4% of system lane miles
FY 2020 Plan total treatments = **1,514.1 lane miles** = 13.7% of system lane miles
FY 2021 Plan total treatments = **975.2 lane miles** = 8.8% of system lane miles
FY 2022 Plan total treatments = **691.8 lane miles** = 6.2% of system lane miles

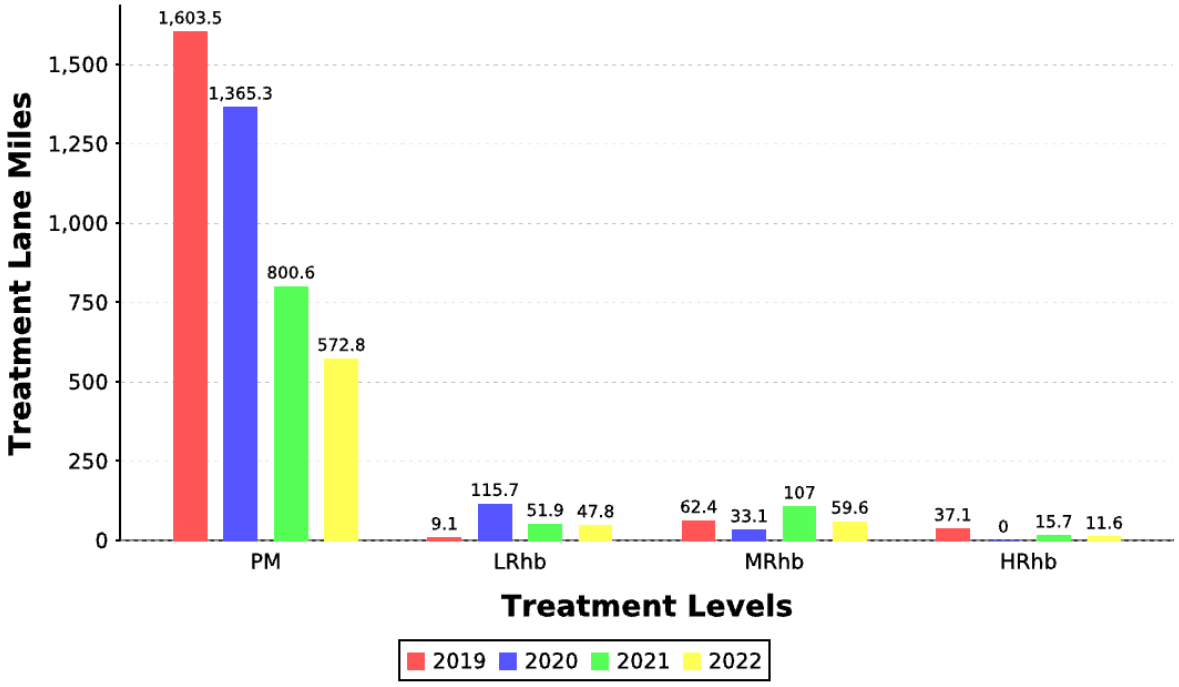

Figure 67. San Antonio District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 37.1, 0.0, 15.7 and 11.6 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 62.4, 33.1, 107.0 and 59.6 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 9.1, 115.7, 51.9 and 47.8 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1603.5, 1365.3, 800.6 and 572.8 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1479.9 lane miles or approximately 13.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1712.1 lane miles or approximately 15.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1514.1 lane miles or approximately 13.7% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 975.2 lane miles or approximately 8.8% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 68.

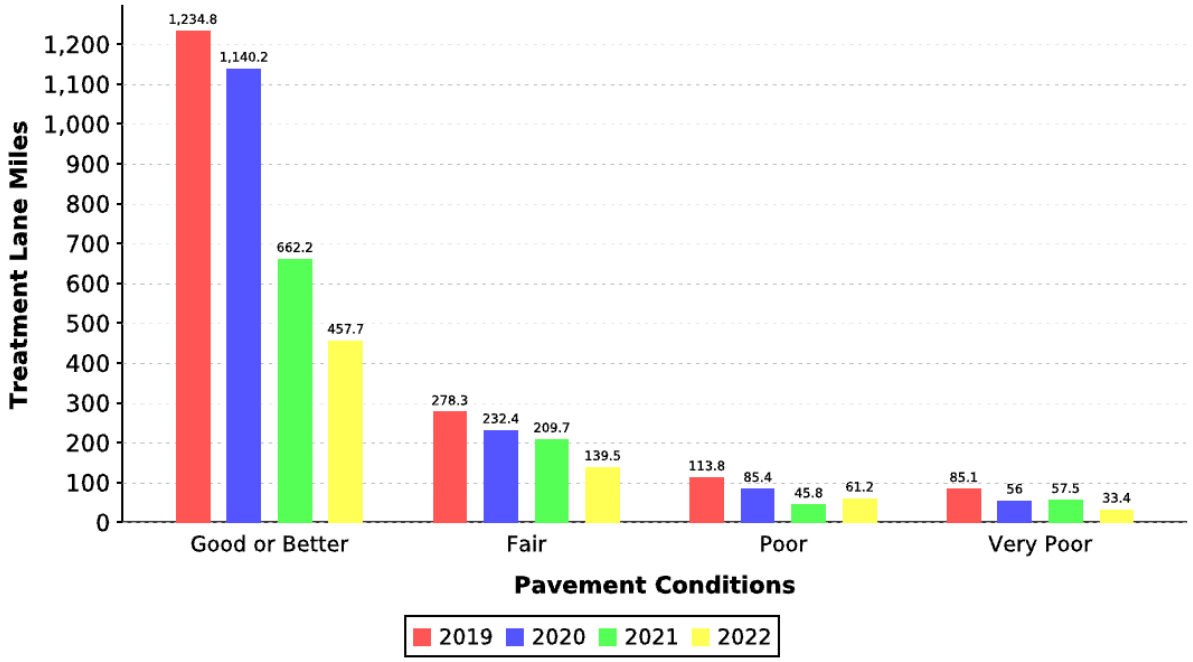

Figure 68. San Antonio District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 25a. Pavement Performance in % Good/Better for San Antonio District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
San Antonio District		80.69	80.05	80.15	79.21	78.94
Counties	Atascosa	79.34	78.28	77.86	74.98	72.82
	Bandera	95.05	93.49	91.00	89.51	86.65
	Bexar	74.04	75.30	74.20	73.94	75.94
	Comal	88.73	89.75	90.54	86.44	82.22
	Frio	84.82	87.05	85.88	84.48	82.60
	Guadalupe	76.17	76.08	78.74	79.94	80.26
	Kendall	80.01	86.58	85.36	82.95	85.22
	Kerr	87.18	91.56	89.52	87.80	84.82
	McMullen	77.81	78.04	83.75	85.32	86.56
	Medina	84.86	88.86	86.23	82.53	78.80
	Uvalde	87.11	91.84	92.62	92.26	92.09
	Wilson	83.71	83.56	84.32	83.54	80.34

Table 25b. Pavement Performance in Average Condition Score for San Antonio District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
San Antonio District		83	83	83	83	82
Counties	Atascosa	83	82	82	80	78
	Bandera	89	90	90	90	88
	Bexar	81	82	82	81	82
	Comal	87	88	88	86	84
	Frio	84	85	86	86	84
	Guadalupe	79	80	82	84	83
	Kendall	81	85	86	85	86
	Kerr	85	87	88	88	85
	McMullen	82	83	86	87	86
	Medina	84	86	86	84	81
	Uvalde	86	88	90	90	90
	Wilson	86	86	88	86	84

Based on the analysis results presented in Table 25a, at the end of the 4-year planning horizon the county in best condition will be Uvalde (92.09%) while the worst will be Atascosa (72.82%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

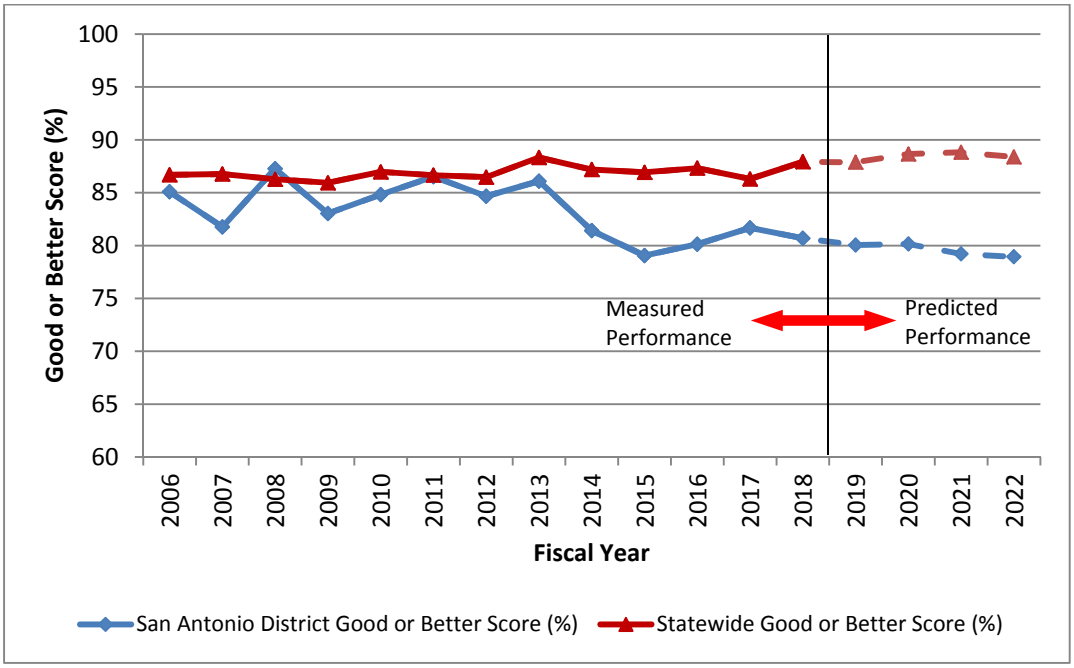

Figure 69. San Antonio District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Tyler District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,606.6
Total Lane miles = 8,929.2

FY 2019 Plan total treatments = **1,468.7 lane miles** = 16.4% of system lane miles
FY 2020 Plan total treatments = **1,507.3 lane miles** = 16.9% of system lane miles
FY 2021 Plan total treatments = **857.2 lane miles** = 9.6% of system lane miles
FY 2022 Plan total treatments = **879.5 lane miles** = 9.8% of system lane miles

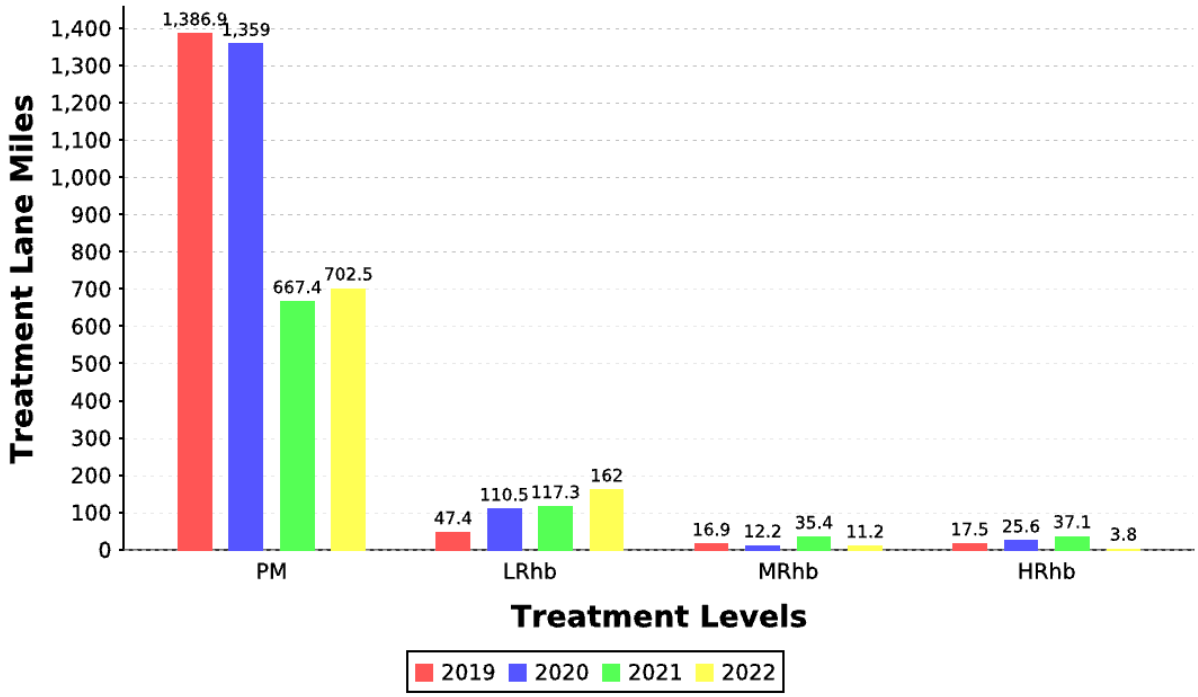

Figure 70. Tyler District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 17.5, 25.6, 37.1 and 3.8 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 16.9, 12.2, 35.4 and 11.2 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 47.4, 110.5, 117.3 and 162.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1386.9, 1359.0, 667.4 and 702.5 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1329.8 lane miles or approximately 14.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1468.7 lane miles or approximately 16.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1507.3 lane miles or approximately 16.9% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 857.2 lane miles or approximately 9.6% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 71.

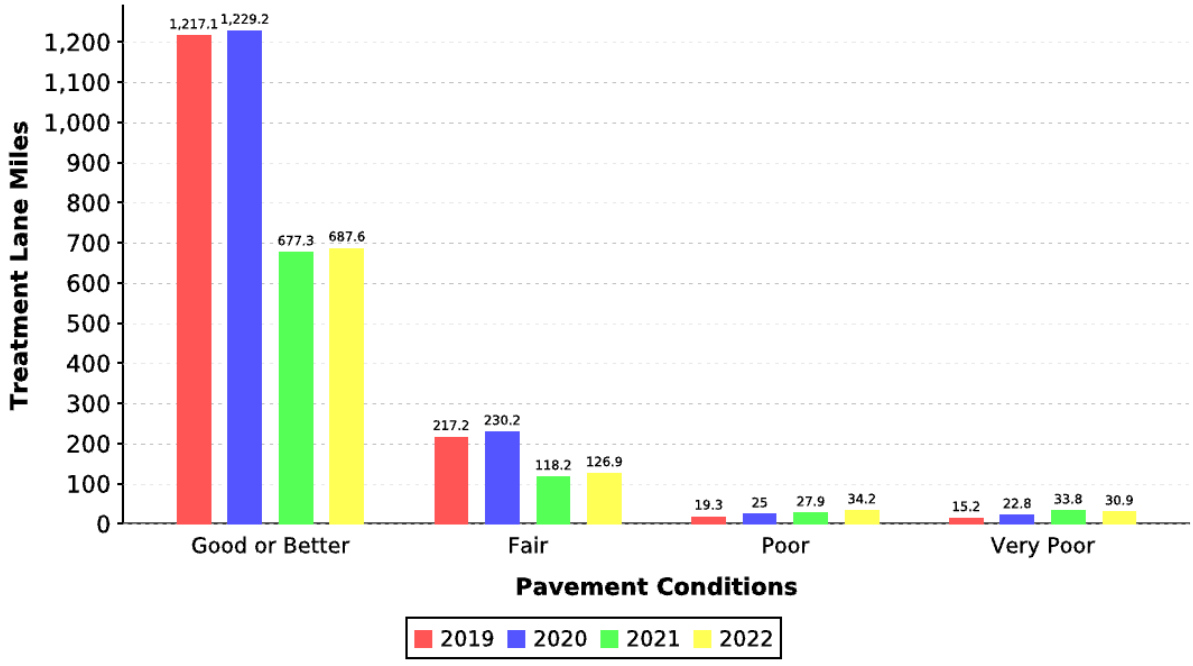

Figure 71. Tyler District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 26a. Pavement Performance in % Good/Better for Tyler District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Tyler District		90.58	90.82	89.54	90.75	90.61
Counties	Anderson	93.40	95.30	93.87	93.84	92.82
	Cherokee	92.56	95.24	95.56	95.04	94.90
	Gregg	83.17	85.00	87.93	87.57	87.36
	Henderson	93.70	95.35	94.00	92.88	91.44
	Rusk	85.49	87.69	85.44	85.19	85.68
	Smith	94.77	93.98	89.20	93.82	95.44
	Van Zandt	90.37	92.38	93.03	94.39	93.84
	Wood	87.86	91.08	90.72	89.62	88.80

Table 26b. Pavement Performance in Average Condition Score for Tyler District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Tyler District		90	89	90	91	91
Counties	Anderson	92	94	94	94	94
	Cherokee	91	92	94	94	95
	Gregg	86	88	89	88	89
	Henderson	92	92	94	93	93
	Rusk	86	88	88	88	88
	Smith	93	92	92	94	96
	Van Zandt	90	91	92	94	93
	Wood	87	88	90	90	90

Based on the analysis results presented in Table 26a, at the end of the 4-year planning horizon the county in best condition will be Smith (95.44%) while the worst will be Rusk (85.68%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

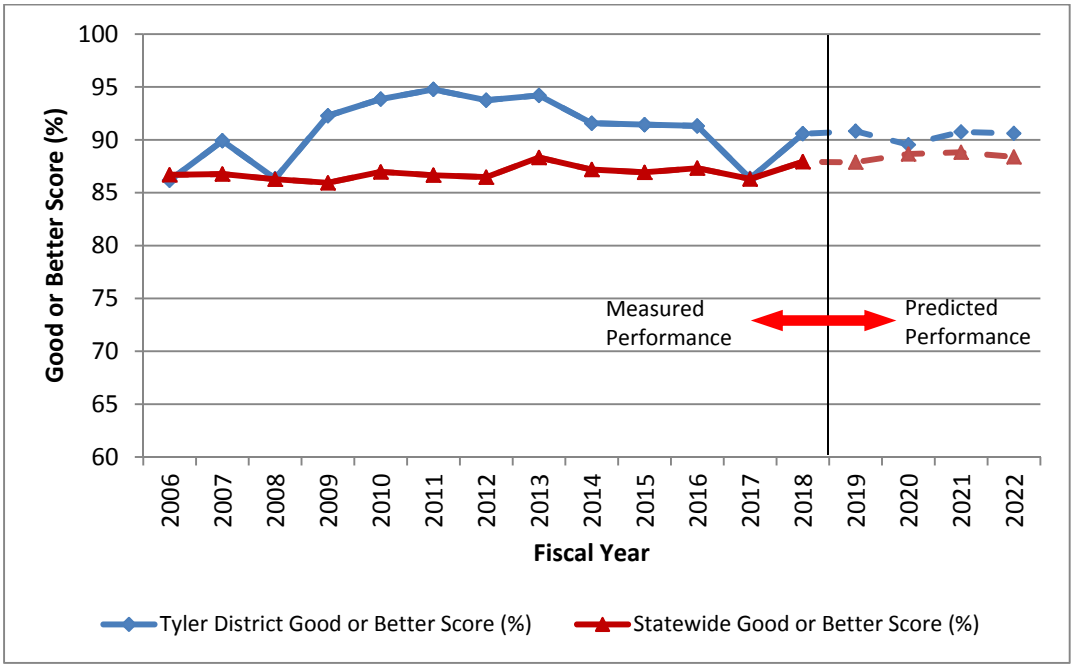

Figure 72. Tyler District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Waco District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,140.4
Total Lane miles = 7,915.8

FY 2019 Plan total treatments = **1,142.8 lane miles** = 14.4% of system lane miles
FY 2020 Plan total treatments = **980.7 lane miles** = 12.4% of system lane miles
FY 2021 Plan total treatments = **762.0 lane miles** = 9.6% of system lane miles
FY 2022 Plan total treatments = **525.0 lane miles** = 6.6% of system lane miles

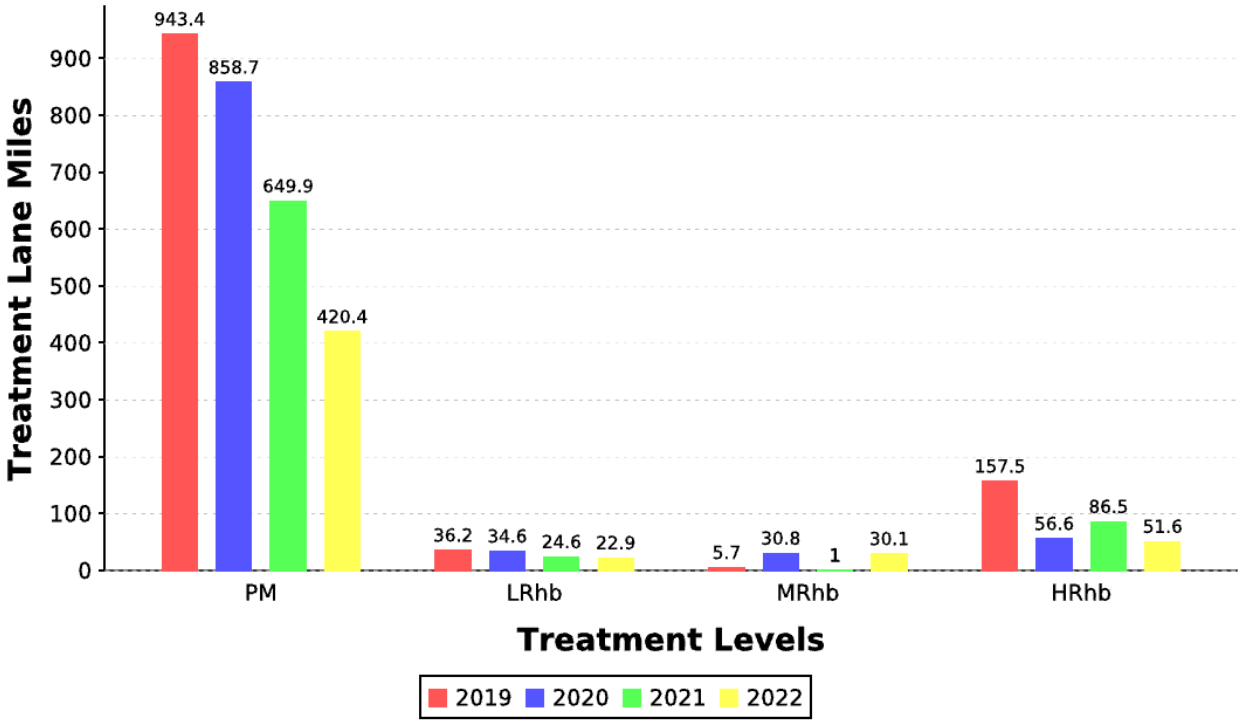

Figure 73. Waco District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 157.5, 56.6, 86.5 and 51.6 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 5.7, 30.8, 1.0 and 30.1 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 36.2, 34.6, 24.6 and 22.9 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 943.4, 858.7, 649.9 and 420.4 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1282.3 lane miles or approximately 16.2% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1142.8 lane miles or approximately 14.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 980.7 lane miles or approximately 12.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 762.0 lane miles or approximately 9.6% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 74.

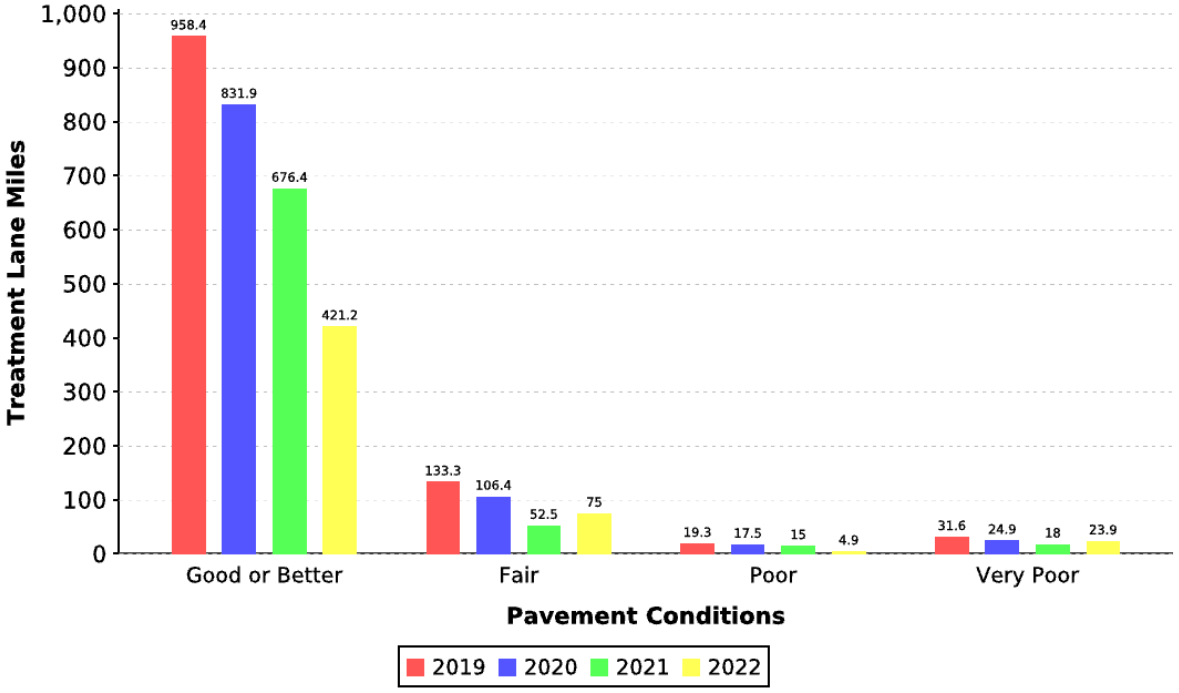

Figure 74. Waco District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 27a. Pavement Performance in % Good or Better for Waco District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Waco District		89.42	90.11	90.78	91.12	90.58
Counties	Bell	89.33	90.82	91.89	92.02	91.06
	Bosque	93.08	95.44	95.31	94.58	93.50
	Coryell	97.15	98.24	98.72	96.12	95.63
	Falls	92.53	91.85	90.88	91.33	91.74
	Hamilton	85.43	90.98	90.78	93.29	92.44
	Hill	86.40	89.35	90.42	89.24	87.10
	Limestone	93.24	92.90	93.42	93.71	92.90
	McLennan	85.14	87.54	88.04	88.56	89.77

Table 27b. Pavement Performance in Average Condition Score for Waco District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Waco District		89	89	90	91	90
Counties	Bell	90	91	92	91	90
	Bosque	90	90	92	92	92
	Coryell	94	95	95	95	94
	Falls	90	91	92	92	92
	Hamilton	86	88	90	94	94
	Hill	87	88	90	90	88
	Limestone	92	93	94	94	93
	McLennan	86	88	88	88	90

Based on the analysis results presented in Table 27a, at the end of the 4-year planning horizon the county in best condition will be Coryell (95.63%) while the worst will be Hill (87.10%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

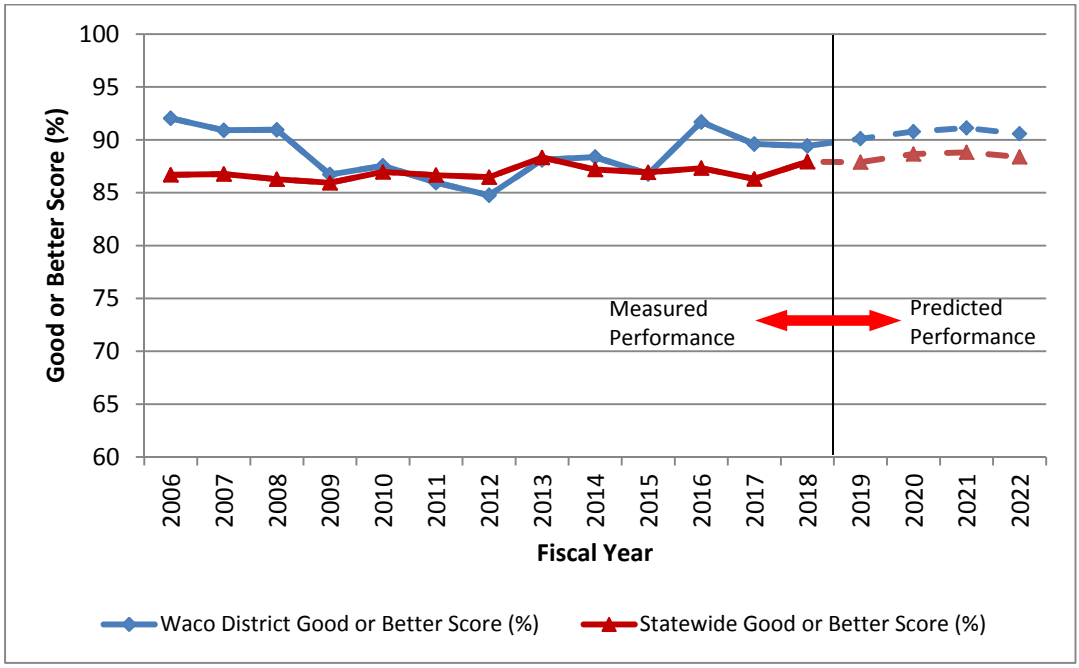

Figure 75. Waco District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Wichita Falls District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 2,665.9
Total Lane miles = 6,498.8

FY 2019 Plan total treatments = **785.8 lane miles** = 12.1% of system lane miles
FY 2020 Plan total treatments = **907.0 lane miles** = 14.0% of system lane miles
FY 2021 Plan total treatments = **404.8 lane miles** = 6.2% of system lane miles
FY 2022 Plan total treatments = **292.7 lane miles** = 4.5% of system lane miles

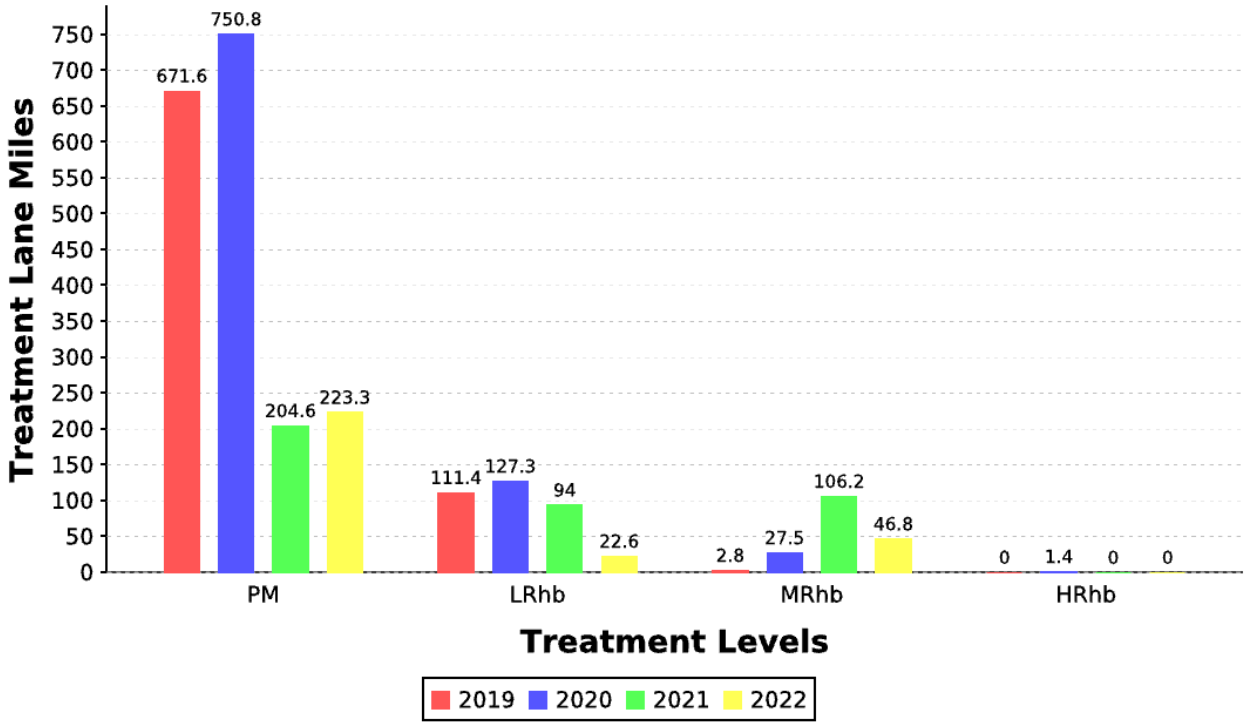

Figure 76. Wichita Falls District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 0.0, 1.4, 0.0 and 0.0 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 2.8, 27.5, 106.2 and 46.8 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 111.4, 127.3, 94.0 and 22.6 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 671.6, 750.8, 204.6 and 223.3 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 623.8 lane miles or approximately 9.6% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 785.8 lane miles or approximately 12.1% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 907.0 lane miles or approximately 14.0% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 404.8 lane miles or approximately 6.2% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 77.

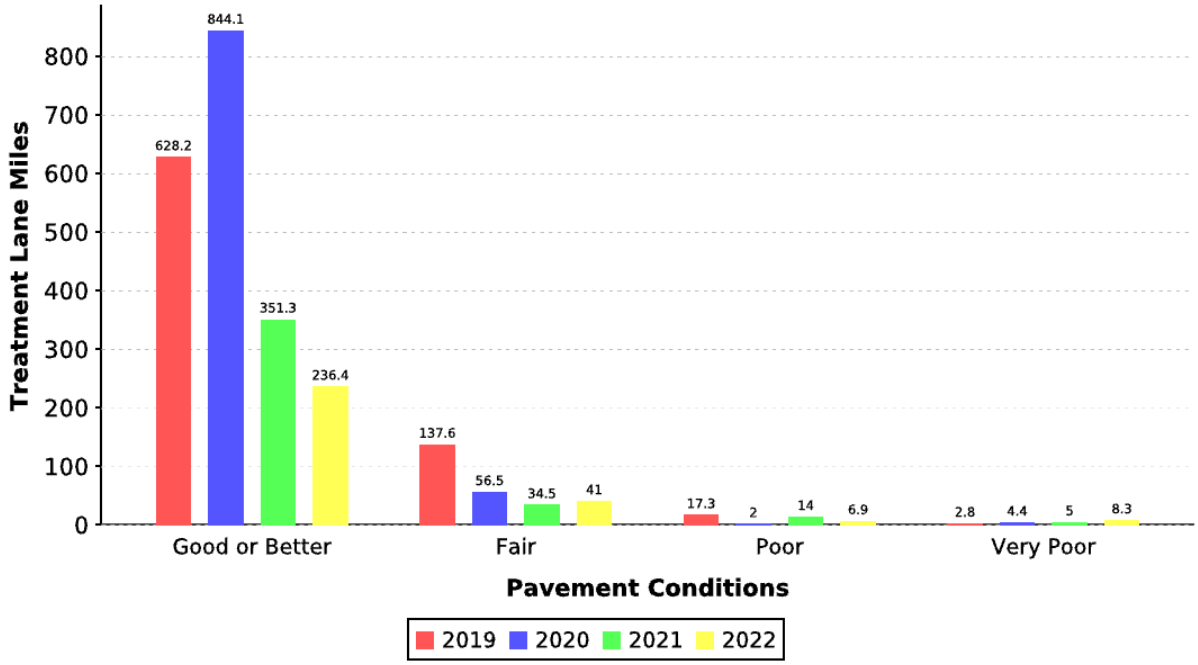

Figure 77. Wichita Falls District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 28a. Pavement Performance in % Good/Better for Wichita Falls District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Wichita Falls District		92.27	93.00	94.63	94.58	93.98
Counties	Archer	97.69	98.50	99.10	98.19	95.12
	Baylor	95.02	96.33	97.43	98.46	98.55
	Clay	93.02	94.07	95.06	95.08	94.62
	Cooke	91.28	93.20	94.03	92.86	91.67
	Montague	90.22	92.29	95.26	95.97	95.24
	Throckmorton	96.54	98.67	99.39	99.39	96.81
	Wichita	86.02	88.61	87.86	87.93	89.00
	Wilbarger	92.84	95.96	97.82	97.20	96.72
	Young	96.18	98.08	98.32	98.20	98.04

Table 28b. Pavement Performance in Average Condition Score for Wichita Falls District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Wichita Falls District		91	92	93	93	93
Counties	Archer	95	96	96	96	95
	Baylor	93	94	95	96	96
	Clay	91	92	93	92	92
	Cooke	89	91	92	92	91
	Montague	90	92	94	94	93
	Throckmorton	93	96	96	96	95
	Wichita	87	88	88	88	90
	Wilbarger	92	94	96	96	95
	Young	94	96	98	97	97

Based on the analysis results presented in Table 28a, at the end of the 4-year planning horizon the county in best condition will be Baylor (98.55%) while the worst will be Wichita (89.00%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

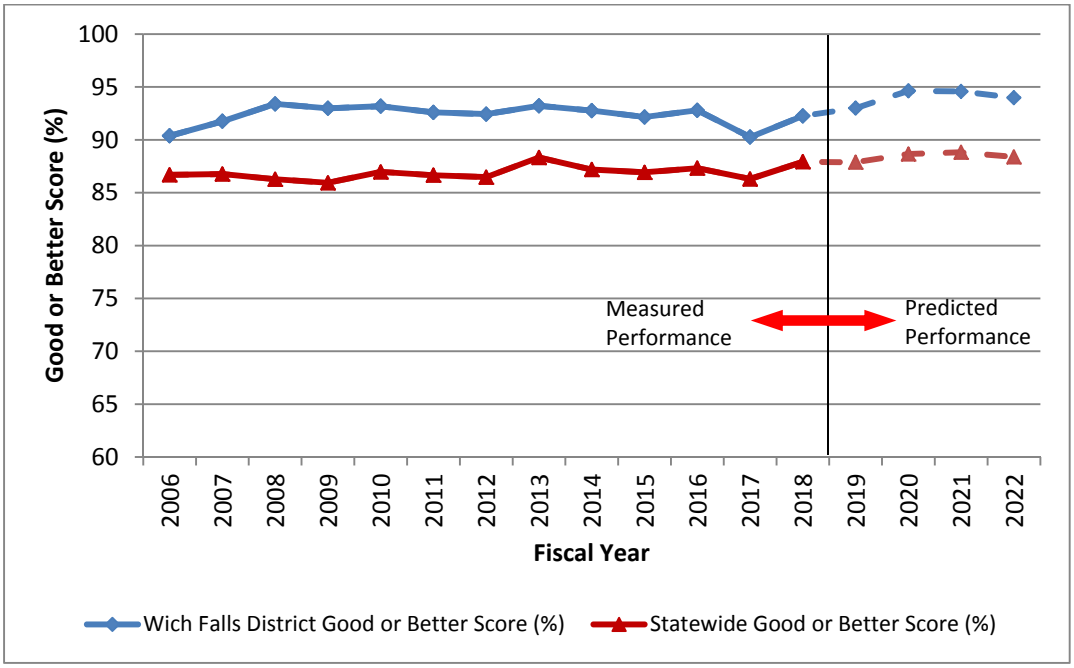

Figure 78. Wichita Falls District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.

Yoakum District

I. Summary of FY 2019–FY 2022 Treatments

Total Center line miles = 3,412.9
Total Lane miles = 8,205.0

FY 2019 Plan total treatments = **1,188.2 lane miles** = 14.5% of system lane miles
FY 2020 Plan total treatments = **1,349.0 lane miles** = 16.4% of system lane miles
FY 2021 Plan total treatments = **597.7 lane miles** = 7.3% of system lane miles
FY 2022 Plan total treatments = **306.1 lane miles** = 3.7% of system lane miles

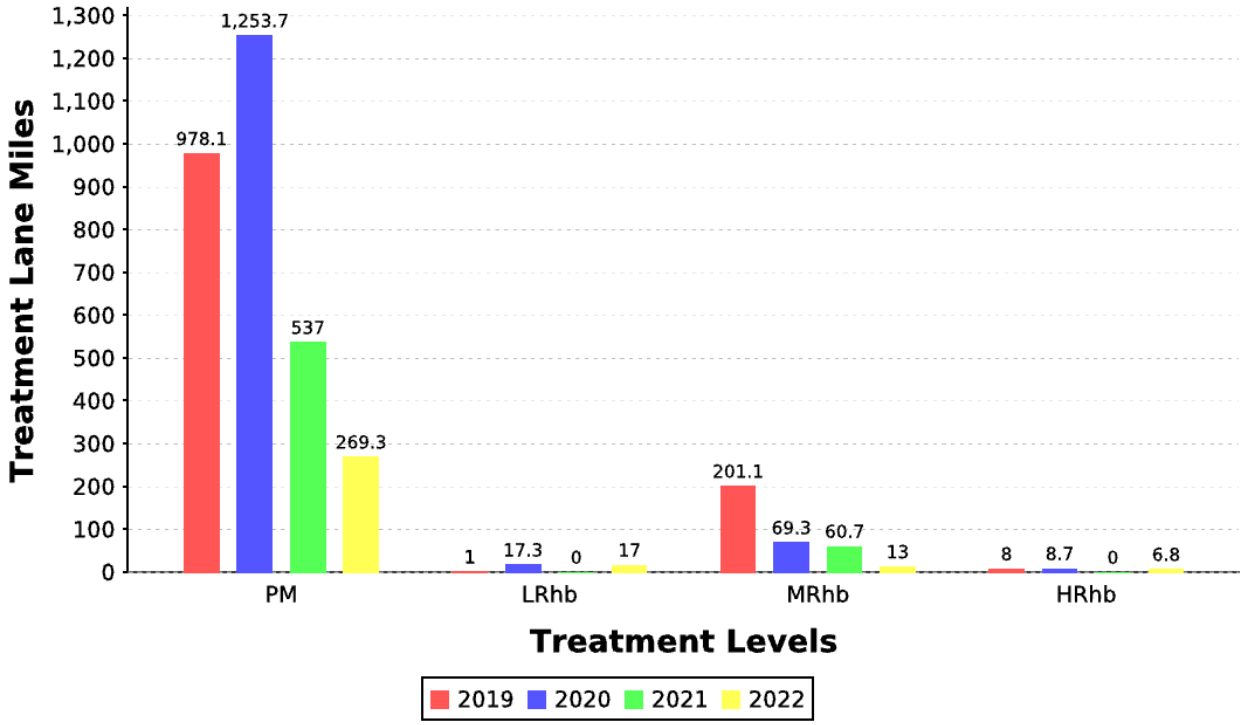

Figure 79. Yoakum District Treatment Plans for FY 2019-2022

The effect of treatments will take place in the next fiscal year they are planned due to a 1-year delay in Condition Score improvement.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The Heavy Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 8.0, 8.7, 0.0 and 6.8 lane miles respectively.

- The Medium Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 201.1, 69.3, 60.7 and 13.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 1.0, 17.3, 0.0 and 17.0 lane miles respectively.

- The Preventive Maintenance treatments planned for FY 2019, FY 2020, FY 2021 and FY 2022 are 978.1, 1253.7, 537.0 and 269.3 lane miles respectively.

The total number of Treatment lane miles that will improve the Condition Score in FY 2019 = 1011.0 lane miles or approximately 12.3% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2020 = 1188.2 lane miles or approximately 14.5% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2021 = 1349.0 lane miles or approximately 16.4% of the total system.

The total number of Treatment lane miles that will improve the Condition Score in FY 2022 = 597.7 lane miles or approximately 7.3% of the total system.

The lane miles treated for each pavement condition (Good or Better, Fair, Poor and Very Poor) are summarized in Figure 80.

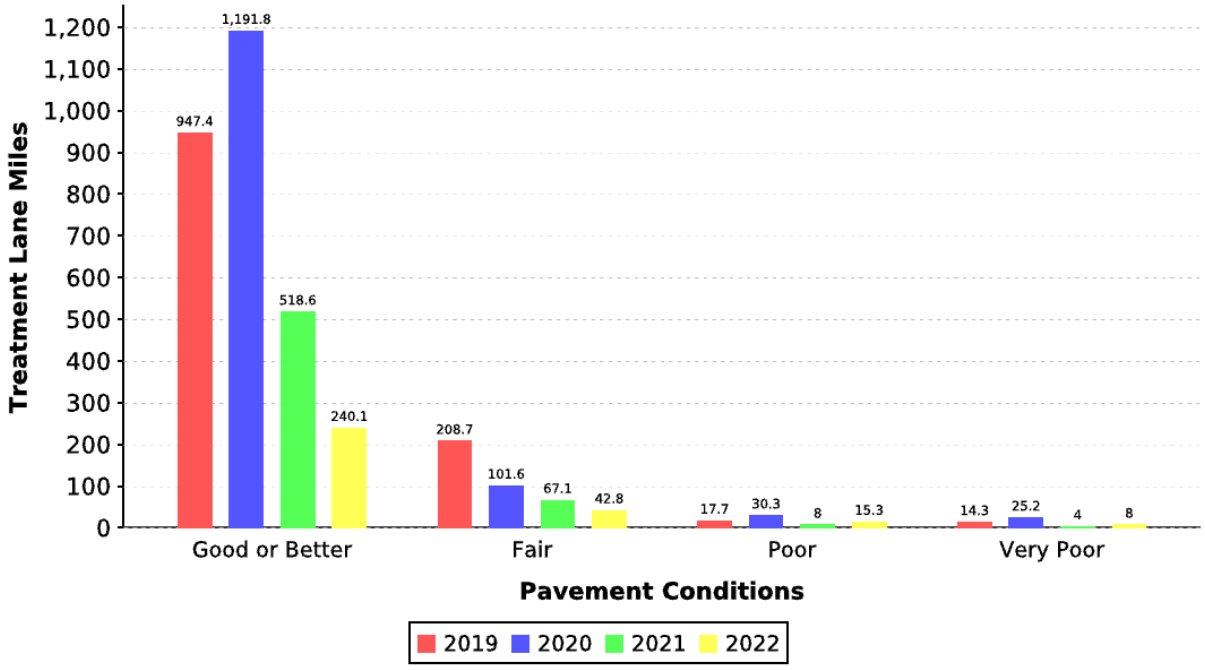

Figure 80. Yoakum District FY 2019-2022 Lane Miles Treated for Each Pavement Condition

II. Summary of FY 2018–FY 2022 Percentage of "Good" or Better Pavements and Average Condition Score

Table 29a. Pavement Performance in % Good/Better for Yoakum District and Counties

		Base Year	Analysis Year			
		2018	2019	2020	2021	2022
Yoakum District		91.63	91.65	93.20	93.56	92.76
Counties	Austin	91.53	93.07	94.84	94.49	91.82
	Calhoun	93.53	95.90	96.79	93.56	91.34
	Colorado	90.74	94.67	94.12	94.56	94.00
	DeWitt	93.54	96.56	98.30	97.54	96.86
	Fayette	87.59	89.42	90.86	91.86	91.46
	Gonzales	88.54	88.65	90.13	89.30	89.21
	Jackson	90.91	92.26	93.26	93.63	93.66
	Lavaca	95.54	95.88	96.09	95.80	94.89
	Matagorda	93.06	93.80	96.72	97.30	96.48
	Victoria	93.75	93.97	95.32	95.73	95.16
	Wharton	92.12	93.70	93.21	92.82	91.06

Table 29b. Pavement Performance in Average Condition Score for Yoakum District and Counties

		Base Year	Analysis Year			
		2016	2017	2018	2019	2020
Yoakum District		90	89	91	91	91
Counties	Austin	88	90	91	91	90
	Calhoun	91	92	92	92	91
	Colorado	89	90	91	92	92
	DeWitt	91	94	96	96	96
	Fayette	88	88	90	91	90
	Gonzales	88	88	88	88	88
	Jackson	90	90	91	92	92
	Lavaca	92	93	94	94	94
	Matagorda	91	92	94	94	95
	Victoria	90	91	92	93	93
	Wharton	89	90	91	91	91

Based on the analysis results presented in Table 29a, at the end of the 4-year planning horizon the county in best condition will be DeWitt (96.86%) while the worst will be Gonzales (89.21%).

III. Summary of FY 2006–FY 2022 Percentage of "Good" or Better Pavements

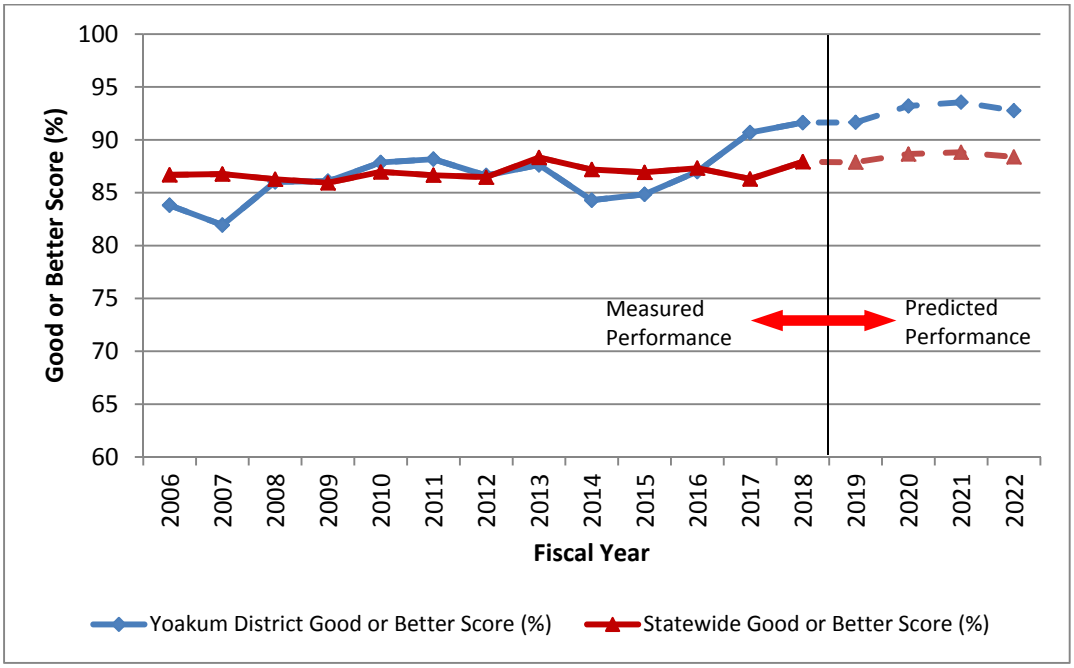

Figure 81. Yoakum District Overall Pavement Performance of FY 2006-FY 2022

For FY 2006 to FY 2018 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2019 until FY 2022 are projected values from the analysis.