COMMITTEE ON TRANSPORTATION & THE ENVIRONMENT PUBLIC OVERSIGHT ROUNDTABLE

The Condition of the District’s Roadways
Introduction

• DDOT Accomplishments
• Federal Roadways
  – Investment Trends
  – Projected Condition
• Local Roadways
  – Investment Trends
  – Projected Condition
• Pavement Condition Index
• Roadway Maintenance Program
• Paving it Forward
• Online Resources
DDOT Accomplishments

AlleyPalooza
- Six campaigns initiated since FY 2015
- Over 400 alleys reconstructed and repaired

Roadway Paving
- Mayor’s priority, with increased focus starting in FY 2016
- FY 2017 expenditures are more than 40% higher than FY 2016 expenditures and more than 4.5 times higher than the FY 2010-2014 average
- Tripled the number of miles paved in 2016 and 2017 compared to the average from 2010 to 2014
- Saved $1.2 million in FY 2017 by utilizing in-house forces to address potholes

Bridge Rehabilitation
- Reduced the number of structurally deficient bridges from 23 to 5 in the last several years
Federal Roadways: Investment Trends

Expenditures (in millions $)

- FY 2010: 13.60
- FY 2011: 11.60
- FY 2012: 24.37
- FY 2013: 18.37
- FY 2014: 24.75
- FY 2015: 25.98
- FY 2016: 26.77
- FY 2017: 21.56
- FY 2018: 33.4

Expenditure Actuals, Average Expenditures FY 10 - FY 14, FY 2018 Planned Capacity
Federal Roadways: Projected Condition

Asset Condition – 6-Year Budget Allotments ($ in thousands)

<table>
<thead>
<tr>
<th>Year</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>$26,700</td>
<td>$21,500</td>
<td>$33,400</td>
<td>$26,900</td>
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<tr>
<td>2017</td>
<td>$26,900</td>
<td>$26,900</td>
<td>$26,900</td>
<td>$26,900</td>
</tr>
<tr>
<td>2018</td>
<td>$33,400</td>
<td>$21,500</td>
<td>$26,900</td>
<td>$26,900</td>
</tr>
<tr>
<td>2019</td>
<td>$26,900</td>
<td>$26,900</td>
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<td>2020</td>
<td>$26,900</td>
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<td>2021</td>
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<td>2022</td>
<td>$26,900</td>
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<td>2023</td>
<td>$26,900</td>
<td>$26,900</td>
<td>$26,900</td>
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</table>

Approximate Miles by Condition Category

<table>
<thead>
<tr>
<th>Year</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
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<tbody>
<tr>
<td>2016</td>
<td>104.0</td>
<td>110.0</td>
<td>118.9</td>
<td>130.9</td>
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<tr>
<td>2017</td>
<td>110.0</td>
<td>118.9</td>
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<tr>
<td>2018</td>
<td>118.9</td>
<td>130.9</td>
<td>152.9</td>
<td>168.9</td>
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<tr>
<td>2019</td>
<td>130.9</td>
<td>152.9</td>
<td>168.9</td>
<td>186.9</td>
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<td>168.9</td>
<td>186.9</td>
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<tr>
<td>2021</td>
<td>168.9</td>
<td>186.9</td>
<td>197.9</td>
<td>201.1</td>
</tr>
<tr>
<td>2022</td>
<td>186.9</td>
<td>197.9</td>
<td>201.1</td>
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<tr>
<td>2023</td>
<td>197.9</td>
<td>201.1</td>
<td>201.1</td>
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</table>
Local Roadways: Investment Trends

Focus on Project Delivery: FY 2017 year-to-date expenditures are nearly 48% higher than FY 2016 actual expenditures and more than 4.5 times higher than the FY 2010-2014 average.
Local Roadways: Improvement since 2015

56% increase in the miles of roadway assessed as Excellent
18% increase in the miles of roadway assessed as Good

19% decrease in the miles of roadway assessed as Poor
8% decrease in the miles of roadway assessed as Fair
Local Roadways: Projected Condition
Asset Condition – 6-Year Budget Allotments ($ in thousands)

<table>
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<tbody>
<tr>
<td>Excellent</td>
<td>$12,000</td>
<td>$23,800</td>
<td>$28,240</td>
<td>$32,000</td>
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<tr>
<td>Good</td>
<td>$14,100</td>
<td>$16,700</td>
<td>$16,700</td>
<td>$16,700</td>
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<td>$16,700</td>
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<tr>
<td>Fair</td>
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<td>$14,800</td>
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<td>$14,800</td>
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<td>$14,800</td>
<td>$14,800</td>
</tr>
<tr>
<td>Poor</td>
<td>$21,100</td>
<td>$18,950</td>
<td>$16,950</td>
<td>$14,850</td>
<td>$12,630</td>
<td>$10,410</td>
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<td>$3,760</td>
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Reconstruction Investment

Approximately $15 - $25 million per year

• Major projects that can span multiple fiscal years
• Examples
  – Kennedy Street Reconstruction
  – Blair Road Streetscape Project
  – Oregon Avenue Reconstruction
### Pavement Condition Index (PCI)

<table>
<thead>
<tr>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>100-86</td>
<td>85-71</td>
<td>70-56</td>
<td>55-0</td>
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</table>

**EXCELLENT**
No defects or deficiencies

**GOOD**
Low severity defects and deficiencies
DDOT’s priority for the roadways is to resurface the worst first.

Streets with a PCI of 55 or lower

**FAIR**
Low to moderate severity defects or deficiencies

**POOR**
Medium to high severity defects or deficiencies
Roadway Maintenance Program

Reconstruction
• Major capital projects that include complete removal of the surface and base of the roadway
  • 14 St. Streetscape Project
  • Reconstruction of Kenilworth Ave.

System Preservation
• Resurfacing
• Surface rejuvenation

Maintenance
• Patching
• Crack sealing
• Restoration of utility cuts
Paving It Forward

FY18 initiatives to improve the DDOT paving program

• Procurement & invoicing improvements
  • Implemented new invoice payment process improvements (Fall 2017)
  • Transitioning to multiple award IDIQ contracts (Spring 2018)

• Transportation Asset Management Plan (TAMP)
  • Comprehensive evaluation of the condition, investment, and risk associated with all roads, bridges, and tunnels
  • Completion: Federal - Spring 2018; Local - Fall 2018

• Sub-Surface Evaluations (Fall 2018)
  • Proactive investigation of sinking pavement to identify voids and/or failures

• Alley Condition Assessment (Fall 2018)
  • Establishing a PCI for all alleys
Online Resources

• District Transportation Access Portal (DTAP)
  • Paving Program Page:
    https://dtap.ddot.dc.gov/Projects/PavingPlan

• DDOT Website
  • Street Resurfacing Page:
    https://ddot.dc.gov/service/street-resurfacing

• DDOT Blog
  • Relaunched as https://ddotdelivers.com
Thank You