



# 2009 Pavement Condition Executive Summary



**Report #: MnDOT/OMRR-PM--2009-01**

December 2009  
Office of Materials and Road Research  
Pavement Management Unit

**EXECUTIVE SUMMARY**



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## INTRODUCTION

This report is prepared annually by the Minnesota Department of Transportation (Mn/DOT) Pavement Management Unit to provide information concerning trunk highway pavement performance. It briefly discusses statewide performance trends and how they compare with established targets. In addition, comparisons are made between the eight Area Transportation Partnerships (ATP) used in statewide planning.

The two indices used to measure pavement performance in Mn/DOT's 20-year Transportation Plan are the Ride Quality Index (RQI), a measure of pavement smoothness, and Remaining Service Life (RSL), an estimate of the time until the pavement will reach the end of its design life and require major rehabilitation. In addition, the Pavement Quality Index (PQI) is a composite index reflecting both pavement smoothness and cracking. It is used to determine if the state highway system is meeting performance thresholds established for the Government Accounting Standards Board, Standard 34 (GASB 34). Each of these three indices will be discussed in this report.

## BACKGROUND

Mn/DOT's trunk highway system consists of approximately 12,000 centerline miles of pavement. This system consists of bituminous, concrete, and composite pavement with a wide range of condition, age, and performance. Each year, the Pavement Management Unit collects pavement roughness and digital image data on the entire trunk highway system, in both directions, and calculates surface distress quantities on approximately 60% of the system.

## DATA COLLECTION

The pavement roughness and surface distress data (cracks, ruts, faults, etc.) are collected using a sophisticated digital inspection vehicle (shown to the right). This van films the pavement surface using four digital cameras, one looking straight ahead, one looking to the side and two looking straight down. The two down-looking cameras are used to evaluate the pavement surface distress. In addition to the cameras, the van is equipped with lasers that measure the longitudinal pavement profile, from which pavement roughness, rutting, and faulting are calculated.



Pavement condition data is used to monitor the performance of the system, to help in the selection of projects, and identify pavements that need future maintenance and/or rehabilitation. The van drives over every mile of trunk highway annually, in both directions.

## **Mn/DOT PAVEMENT CONDITION INDICES and MEASURES**

Mn/DOT's pavement condition data is reduced to several indices for reporting the statewide pavement performance measures: Ride Quality Index (RQI), Surface Rating (SR), Pavement Quality Index (PQI), and Remaining Service Life (RSL). Each index captures a different aspect of the pavement's health and can be used to rank pavement sections and to predict future maintenance and rehabilitation needs. They are briefly described below.

### ***RQI: Ride Quality Index***

The RQI is Mn/DOT's ride or smoothness index. It uses a zero to five rating scale, rounded to the nearest tenth. The higher the RQI, the smoother the road is. The RQI is intended to represent the rating that a typical road user would give to the pavement's smoothness as felt while driving his/her vehicle. Most new construction projects have an initial RQI slightly over 4.0. Pavements are normally designed for a terminal RQI value of 2.5. When a road has reached its terminal RQI value it doesn't mean the road can't be driven on, but rather that it has deteriorated to the point where most people feel it is uncomfortable and a major rehabilitation is likely needed.

The RQI is calculated from the pavement's longitudinal profile, measured by the front mounted lasers on the digital inspection vehicle. A mathematical simulation, called the International Roughness Index (IRI), is then done to estimate the amount of vertical movement a standard vehicle would experience if driven down the road. The IRI is the roughness index used by every state DOT in the U.S. as well as most countries in the world. In the past, Mn/DOT has taken a rating panel of 30 to 40 people out in the field and driven them over hundreds of test sections to get their perception of the smoothness of various pavement sections. Following right behind them was the digital inspection vehicle. This provides us with a direct correlation between the IRI, as measured by the van, and the perceived roughness, as felt by the rating panel.

### **SR: Surface Rating**

Pavement distresses are those defects visible on the pavement surface. They are symptoms, indicating some problem or phenomenon of pavement deterioration such as cracks, patches and ruts. The type and severity of distress a pavement has can provide great insight into what its future maintenance and/or rehabilitation needs will be.

Mn/DOT uses the Surface Rating, or SR, to quantify pavement distress. The distress identification procedure used to determine the SR is done by technicians using computer workstations in the Pavement Management Unit of the Office of Materials and Road Research, located in Maplewood, MN. The workstations allow the operators to view and analyze the digital images captured by the van. The van captures four images that are shown on four monitors simultaneously. The front, side and two down views help the operator determine the type and severity of each defect.

Because of the time involved determining the SR, Mn/DOT does not conduct continuous distress surveys. Instead, the first 500-feet of each mile and section are rated (~10% sample). On undivided roadways, only the outside lane in the increasing direction (north or east) is rated when the SR is measured. On divided routes, the outside lane in both directions is rated.

The percentage of each distress in the 500-foot sample is determined and multiplied by a weighting factor. The weighting factors are higher for higher severity levels of the same distress and higher for distress types that indicate more serious problems exist in the roadway such as

alligator cracking and broken panels. The weighting factors are then combined to determine the Surface Rating, or SR. The SR ranges from 0.0 to 4.0, and is reported to the nearest tenth. A higher SR means better condition. A road with no defects is rated at 4.0. A road in need of major rehabilitation or reconstruction will generally have an SR near 2.0.

### ***PQI: Pavement Quality Index (PQ)***

The PQI is a composite index, equal to the square root of the RQI multiplied by the SR. As such, it gives an overall indication of the condition of the pavement, taking into account both the pavement smoothness and cracking.

### ***RSL: Remaining Service Life***

The RSL is an estimate, in years, until the RQI will reach a value of 2.5, generally considered to be the end of a pavement's design life. Most pavements will need some type of major rehabilitation or reconstruction when the RQI has reached this value. The RSL is determined from pavement deterioration curves applied to the current data. A curve is fitted through the historical RQI data for each pavement section and the year the RQI will reach 2.5 is estimated. If there is inadequate historical data to make this calculation, default models, based on statewide pavement performance, are used. Rehabilitation activities with long service lives will add a considerable number of years to the RSL of a pavement. Short-term fixes, such as patching, may increase the pavement smoothness for a short time, but do not result in many additional years of RSL.

Each year, the RSL is calculated for all highway segments. From these values, a length-weighted Average Remaining Service Life (ARSL) is calculated for the entire trunk highway system as well as for each ATP. The ARSL provides a measure of whether the fixes being applied to the trunk highway system are mostly long-term or short-term.

## **PERFORMANCE CATEGORIES**

Mn/DOT currently categorizes pavement condition, as measured by the RQI, into five equal categories as shown in Table 1. When reporting performance measures, the top two and bottom two categories are combined and will be referred to as "Good" and "Poor," respectively, for the remainder of this report.

**Table 1. Ride Quality Index (RQI) Performance Categories**

<b>Descriptive Category</b>	<b>RQI Range</b>	<b>Performance Measure Category</b>
Very Good	5.0 – 4.1	<b>Good</b>
Good	4.0 – 3.1	
Fair	3.0 – 2.1	<b>Poor</b>
Poor	2.0 – 1.1	
Very Poor	1.0 – 0.0	

## **PERFORMANCE TARGETS**

Using the traffic functional class designation of each segment of highway, all pavements sections are assigned to one of two traffic functional groups, Principal Arterial (PA) or Non-Principal Arterial (NPA) when reporting statewide pavement performance measures. The Interstate system is considered to be part of the PA system. The current trunk highway system mileage is comprised of 53% PA and 47% NPA.

Performance targets have been established based on historical RQI values for both functional groups as shown in Table 2. The RQI targets are based on the percent of miles in the “Good” and “Poor” categories as described below.

**Table 2. Ride Quality Index (RQI) Targets by Functional Group**

Functional Group	Ride Quality Index (RQI)	
	“Good” RQI (RQI > 3.0)	“Poor” RQI (RQI ≤ 2.0)
Principal Arterial	70% or more	2% or less
Non-Principal Arterial	65% or more	3% or less

## STATEWIDE HISTORICAL RQI TRENDS

Statewide, the smoothness of both the PA and NPA systems declined in 2009, with fewer miles in the “Good” category and more miles in the “Poor” category compared to 2008. The percent of miles in “Poor” condition on both systems is now at the highest levels ever recorded.

### **2000 - 2009 “Good” RQI Trend (Figure 2)**

Statewide, the percent of miles on the PA system in “Good” condition dropped from 67.0 percent, in 2008, to 63.7 percent, in 2009. The percent of miles on the NPA system in “Good” condition also dropped, from 60.2 percent, in 2008, to 55.3%, in 2009. This marks the 7<sup>th</sup> straight year the PA system has not met the “Good” RQI target (70 percent or more) and the 8<sup>th</sup> straight year the NPA system has not met the target (65 percent or more).

Only ATP-3 and Metro saw an increase in the percent of miles on the PA system in “Good” condition in 2009. All other ATPs had a reduction, ranging from 2.7 to 15.4 percent. ATP-7 and 8 had the largest drop in the amount of their PA system in “Good” condition. ATP-7 dropped from 73.9 percent, in 2008, to 58.5 percent, in 2009. ATP-8 dropped from 65.3 percent, in 2008, to 56.8 percent, in 2009.

On the NPA system, only ATP-3 had an increase in the percent of miles in “Good” condition in 2009. All other ATPs had a reduction, ranging from 0.8 to 10.4 percent. ATP-4 and 7 had the largest drop in the amount of their PA system in “Good” condition. ATP-4 dropped from 56.4 percent, in 2008, to 46.5 percent, in 2009. ATP-7 dropped from 65.6 percent to 55.2 percent.

Based on the current 2010-2013 program, the percent of miles in “Good” condition on the PA system is expected to decrease from its current value of 63.7 percent to 61.6 percent by 2013. The miles in “Good” condition is also expected to decrease on the NPA system from its current value of 55.3 percent to 48.9 percent by 2013.

### **2000 - 2009 “Poor” RQI Trend (Figure 3)**

Statewide, the percent of miles on the PA system in “Poor” condition increased from 3.4 percent, in 2008, to a record high of 5.5 percent, in 2009; the largest one-year increase ever measured. The NPA system also had its largest one-year increase in miles of road in “Poor” condition, from 5.9 percent, in 2008, to 8.5 percent, in 2009, also a record high. The PA system now has more than twice as many miles of road in “Poor” condition as the target (2 percent or less). The NPA system has nearly three times as many miles in “Poor” condition as the target (3 percent or less).



The only area to see a reduction in the number of miles in “Poor” condition in 2009 was ATP-3. All other ATPs had an increase in “Poor” roads on both the PA and NPA system. On the PA system, the increase in miles in “Poor” condition ranged from 0.7 percent to 5.7 percent. ATP-1 and 7 had the biggest increases. The amount of “Poor” roads on ATP-1’s PA system increased from 3.7, in 2008, to 9.4, in 2009. ATP-7 increased from 2.7 percent “Poor”, in 2008, to 5.9 percent, in 2009. On the NPA system, the increase in miles in “Poor” condition ranged from 0.5 percent to 5.3 percent. ATP-4 and 6 had the biggest increases. ATP-4 increased from 3.0 percent “Poor”, in 2008, to 7.0 percent, in 2009. The amount of “Poor” roads on ATP-6’s NPA system increased from 17.7 percent, in 2008, to 23.0 percent, in 2009.

Between now and 2013, the percent of miles in the “Poor” RQI category is expected to increase from 5.5 to 6.6 percent, on the PA system, and from 8.5 to 13.7 percent on the NPA system. This is more than three times the target amount on the PA system and more than four times the target amount on the NPA system. Once a pavement falls into the “Poor” category it normally will require major rehabilitation or reconstruction to restore any meaningful amount of service life. These types of repairs are very expensive, thus making it much harder to recover once the amount of miles in this condition gets very high.

### **RQI COMPARISON by ATP**

In 2009, only ATP-3 met all four of the RQI targets. ATP-2 met three of the four and was close on the other. As was the case the last two years, ATP-1 and 6 did not meet any of the RQI targets in 2009. ATP-7 had the biggest overall decline in pavement condition in 2009 compared to 2008, also failing to meet any of the RQI targets.

#### **“Good” RQI Comparison (Figure 4, 6, and 7)**

ATP-2, 3, and 4 met the target of having at least 70% of the PA system in “Good” condition in 2009. This was the fourth year in a row this occurred in ATP-2 and 4.

Only ATP-2 and 3 met the target of having 65% or more of the NPA system in “Good” condition. Last year, they were joined by ATP-7. Only ATP-2 and 3 met the “Good” RQI targets on *both* the PA and NPA system in 2009.

As shown in Figure 6, compared to last year, every ATP had a reduction in “Good” roads on the PA system except for ATP-3 and Metro, both of which improved. Figure 7 compares the good roads on the NPA system from 2008 and 2009. Only ATP-3 had an increase in the number of miles in Good condition; all other ATP’s had a reduction.

Because ATP-3 was the last one tested in 2009, nearly all of their projects for the year, including ARRA projects were completed when the pavement management van drove over their roads, thus reflecting their full impact. Other ATPs, particularly ATP-6, 7, and Metro, which are done early in the year, will not have the impact of any 2009 work measured until the van returns in 2010.

The 2008 data was reviewed to see if there was an explanation as to why ATP-7 had such a large decrease in the amount of roads in “Good” condition in 2009, both on the PA and NPA systems. The data shows that nearly 24 percent of all their PA system miles and 22 percent of their NPA miles had a 2008 RQI between 3.0 and 3.3. Nearly all of these fell to 3.0 or less in 2009, dropping them out of the “Good” category. The pavement model predicted that some of them would remain above 3.0, and in Good condition. As a result, the overall statewide prediction of “Good” roads was higher than the actual amount.

### **“Poor” RQI Comparison (Figure 5, 8, and 9)**

Only ATP-2 and 3 met the target of having 2% or less, of the PA system in “Poor” condition in 2009.

Only ATP-3 and 8 met the target of having 3% or less, of the NPA system in “Poor” condition. This is the fewest number of ATPs’ to meet this target since Mn/DOT began using performance measures.

Only ATP-3 met the “Poor” RQI targets on *both* the PA and NPA system. As mentioned above, part of this is due to the fact that ATP-3 was tested last in 2009, resulting in the pavement management van measuring the full impact of all their 2009 work, including ARRA projects.

Figure 8 and 9 show how the 2009 conditions compare to 2008. Compared to last year, every ATP had an increase in “Poor” roads (got worse) on both the PA and NPA system except for ATP-3. Statewide, the PA system had its largest one-year increase in “Poor” roads ever. Both the PA and NPA system now have the most miles of pavement in “Poor” condition ever measured. ATP-1 and 6 had the largest increases in the amount of roads in “Poor” condition in 2009.

### **RQI TARGET SUMMARY**

Table 3 provides a visual picture of which ATPs met the pavement targets in 2009. It uses the following legend:

- Green = Met the target
- Red = Missed the Target
- Yellow = Missed the target, but was “close”

“Close” means within 1% of target for the “Poor” RQI category and within 5% for “Good.”

In 2008, 12 of the 32 (37.5%) RQI targets were met and shaded Green. In 2009, this has dropped to 9 of 32 (28.1%), another indication of the declining pavement condition on state highways.

**Table 3. Overview of Ride Quality Index (RQI) Targets by ATP**

ATP	Ride Quality Index (RQI) Targets Met in 2009			
	Good RQI (RQI > 3.0)		Poor RQI (RQI <= 2.0)	
	PA (target = 70% or more)	NPA (target = 65% or more)	PA (target = 2% or less)	NPA (target = 3% or less)
1	56.9%	52.2%	9.4%	9.4%
2	82.8%	74.1%	1.3%	4.0%
3	72.1%	79.8%	1.9%	1.4%
4	73.7%	46.5%	4.3%	7.0%
6	49.6%	36.1%	12.5%	23.0%
7	58.5%	55.2%	5.9%	6.9%
8	56.8%	51.3%	2.7%	2.8%
M	63.9%	45.3%	4.2%	13.9%

## **AVERAGE REMAINING SERVICE LIFE (ARSL)**

As mentioned earlier, the Remaining Service Life (RSL) is defined as the number of years until the RQI reaches a value of 2.5 or less. This is the point where most people begin to complain that a road's roughness is objectionable.

### **2000 - 2009 Average RSL Trend (Figure 10)**

The 2009 ARSL was 8.4 years on the PA system and 6.7 years on the NPA system. These are both lower than last year's averages of 9.5 and 7.9, respectively. It appears the extensive amount of maintenance patching done in the last few years has now deteriorated, after having provided one or two years of improvement.

### **Average RSL Comparison (Figure 11)**

By ATP, the ARSL ranges from 6.9 to 10.3 years on the PA system and from 4.7 to 10.7 years on the NPA system. As was the case the past two years, ATP-2 has the highest ARSL on the PA system while ATP-3 has the highest ARSL on the NPA system. ATP-1 now has the lowest ARSL on PA system while ATP-6 has the lowest ARSL on the NPA systems (6.9 and 4.7 years, respectively).

## **ACCURACY OF PREDICTED PAVEMENT CONDITIONS**

Each year, a prediction of the following year's pavement condition is done using the pavement management system. This is done for several reasons, including reassuring management that the pavement management system is working correctly and that it can be relied on as a tool for predicting future needs, to give managers an idea of the impact different funding scenarios will have on the state's pavement conditions, and to alert the legislature of any worrisome trends that might be on the horizon.

Pavement predictions for 2009 were affected somewhat by the American Recovery and Reinvestment Act (ARRA), also known as the federal stimulus package. These projects were not accounted for in last year's predictions. However, the majority of the ARRA projects were already in the 2010-2013 STIP; they simply were moved up a year or two in the program. In addition, \$150 Million in funding was cut from the FY 2010 and 2011 state road construction program due lower state revenue forecasts, thus negating much of the impact of the ARRA projects.

The pavement sections not scheduled for any work in the 2010-2013 STIP use one of two types of deterioration curves to predict future condition. If there is enough historical data since the last rehabilitation was done on a section, a regression curve is fitted through the data. This curve is then used to predict the expected RQI for the section. If there is not enough historical data or if the regression through the historical data results in an unrealistic curve, then a default curve is used to predict the future RQI. Default curves were developed for all pavement fixes in the pavement management system in the mid-1980's and subsequently updated in 1992 and 2008. The curves are based on historical statewide performance.

For the pavement sections that are scheduled for work during the STIP, adjustments are made to the construction year to better predict the expected results. Since the pavement management van can't wait until all of the work is completed each year, some projects will not have begun, some will still be under construction, and some will be completed when the van is in the area collecting data. The following adjustments are made to the construction year in the STIP to estimate the status of construction projects when the van is in each district:

#### D-6, 7, and Metro:

The construction year for all pavement projects listed in the STIP is increased by one year. This is done because these three districts are normally tested early in the spring, when almost none of the construction projects slated for the year have begun. It won't be until the van returns the following year that the impact of this work is measured.

#### D-3 and 4:

No changes are made to the construction year for projects in the STIP since these two districts are normally tested late in the fall, when most of their pavement projects are completed for the year. Thus, the van will likely be driving on the new, improved, surface and the impacts of the pavement work will be reflected.

#### D-1, 2, and 8:

Half of the projects in these districts have the construction year increased by one year. This is done because at the time the van is filming the pavements, some of their projects will be completed, some will be under construction, and others will not have begun. Since there is no way to predict which ones will be complete when the van is there and which ones will not, the projects are randomly chosen. As was mentioned earlier, none of the ATP-8 construction projects were completed in 2009, affecting the accuracy of the predictions.

The table below compares the predicted 2009 pavement conditions with the actual conditions, using the method described above.

**Table 4. Comparison of Predicted 2009 versus Actual 2009 RQI**

<b>RQI Category</b>	<b>Actual 2008 Data</b>	<b>Predicted 2009 Data *</b>	<b>Actual 2009 Data</b>
Good RQI (RQI > 3.0)	67.0%	67.5%	63.7%
Poor RQI (RQI <= 2.0)	3.4%	4.1%	5.5%
<b>RQI Category</b>	<b>Actual 2008 Data</b>	<b>Predicted 2009 Data *</b>	<b>Actual 2009 Data</b>
Good RQI (RQI > 3.0)	60.2%	58.5%	55.3%
Poor RQI (RQI <= 2.0)	5.9%	6.5%	8.5%

\*Predictions based on the 2010-2013 STIP and ARRA projects, with adjustments to construction year as described above.

Actual 2009 conditions were worse than the predicted 2009 condition (using 2008 data and the projected 2009 projects). Part of this was due to the fact that none of the pavement projects in ATP-8 were completed when the pavement van was there. We normally assume about 50 percent of their projects will be completed. Another factor was the large number of miles that were just above the Good threshold in 2008 that dropped below the threshold in 2009. Since the number of miles that fell below the Good threshold was more than expected, the actual percent of roads in Good condition is lower than predicted. Finally, it was difficult to predict exactly when the ARRA projects would be started and completed.

Interestingly, back in 2007, we predicted that in 2009 we would have 65.7 percent of the PA system and 54.5 percent of the NPA system in "Good" condition. In 2009, we measured 63.7 and 55.3 percent, respectively. We also predicted that by 2009 we would have 5.0 percent of the PA system and 8.3 percent of the NPA system in "Poor" condition. In 2009, we measured 5.5 and 8.5 percent, respectively. The closeness of the 2009 predictions using the 2007 data and 2008-2011 STIP to the actual 2009 conditions highlights that while differences in the year by year program occur in successive STIPs, over a four year period it tends to average out (more work than predicted some years, less in others).

## **GOVERNMENT ACCOUNTING STANDARDS BOARD, STATEMENT 34 (GASB 34)**

The GASB, a private, nonprofit organization, was established in 1984 by the Financial Accounting Foundation. The Foundation oversees GASB, provides funding, and appoints the members of GASB's board. The Foundation has a similar relationship with GASB's sister organization, the private-sector, standard-setting Financial Accounting Standards Board. GASB's span of influence covers over 84,000 State, County, and other local governmental units. Also impacted by GASB's financial reporting standards are organizations such as public utilities, municipal hospitals, and state universities. GASB, which does not impact the Federal government, establishes concepts and standards that guide the preparation of external financial reports. GASB establishes generally accepted accounting principles that are utilized by auditors charged with evaluating state and local government financial statements.

In June 1999, the Governmental Accounting Standards Board (GASB) established new financial reporting standards that fundamentally changed the way state and local governments report their financial results. Among other provisions, GASB Statement 34 (GASB 34), "Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments," requires that major infrastructure assets acquired or having major additions or improvements in fiscal years beginning after June 15, 1980, be capitalized in financial statements. In addition, the cost of using the assets must be reflected. (Source: U.S. Department of Transportation, Federal Highway Administration, Office of Asset Management, Primer: GASB 34 (November 2002).

One of the primary purposes of GASB 34 is to demonstrate to the public, and others, that the agency is maintaining its infrastructure in an acceptable condition and does not have an undisclosed liability looming in the future.

In terms of determining the cost of using the assets, GASB allows governments to report either a depreciation expense or apply an alternative modified/ preservation approach. Governments may use the modified approach in lieu of depreciating their assets if they have a systematic approach to managing their assets that, at a minimum, meets the following four requirements:

- Having a current inventory of eligible assets
- Documenting the condition of those assets via a reproducible assessment procedure
- Demonstrating that assets are being preserved at a level predetermined by the government
- Estimating the actual cost to maintain and preserve the assets.

Mn/DOT has chosen to use the modified/preservation approach, since it can meet all the requirements listed above. For the purposes of GASB 34, Mn/DOT established that the state highway system will be maintained, at a minimum, at the following levels:

- Principal Arterial System: Average PQI of 3.0 or higher
- Non-Principal Arterial System: Average PQI of 2.8 or higher

Figure 12 shows how actual pavement conditions compare with the established GASB 34 levels.

## **PAVEMENT PRESERVATION SPENDING**

Pavement preservation includes those maintenance and rehabilitation activities intended to preserve the investment made in the highways when they were originally constructed. It ranges from preventive maintenance treatments, such as crack seals and joint seals, to total pavement

replacement. It does not, however, include major construction, normally involving re-routing the roadway on a new alignment or adding additional lanes. The following Mn/DOT program categories are considered part of pavement preservation: Reconstruction (RC), Resurfacing (RS), Reconditioning (RD), Road Repair (RX), and Preventive Maintenance (PM).

As shown in Figure 13, Mn/DOT invested an average of \$221 million per year on pavement preservation between 2002 and 2009. Spending during the 2010-2013 STIP is expected to average \$285 million per year. These amounts include new funds being channeled into accelerated pavement projects from the Chapter 152 bonding package passed by the 2008 Legislature and the 2009 American Recovery and Reinvestment Act. This will be insufficient for the department to reach its pavement performance targets. Anticipated 2014-2019 pavement preservation spending, as outlined by the districts in their 10-year highway improvement plan, will only average about \$198 million per year. Mn/DOT estimates that an additional \$270 million per year over and above anticipated funding should be invested from 2014 through 2019 in order to reach performance targets by 2018.

### **ADDITIONAL INFORMATION**

Additional information about the condition and performance of the state highway system, including color coded maps showing the various indices, can be obtained from the Pavement Management Unit's website:

<http://www.dot.state.mn.us/materials/pvmtmgmt.html>

Or by contacting:

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[dave.janisch@state.mn.us](mailto:dave.janisch@state.mn.us)

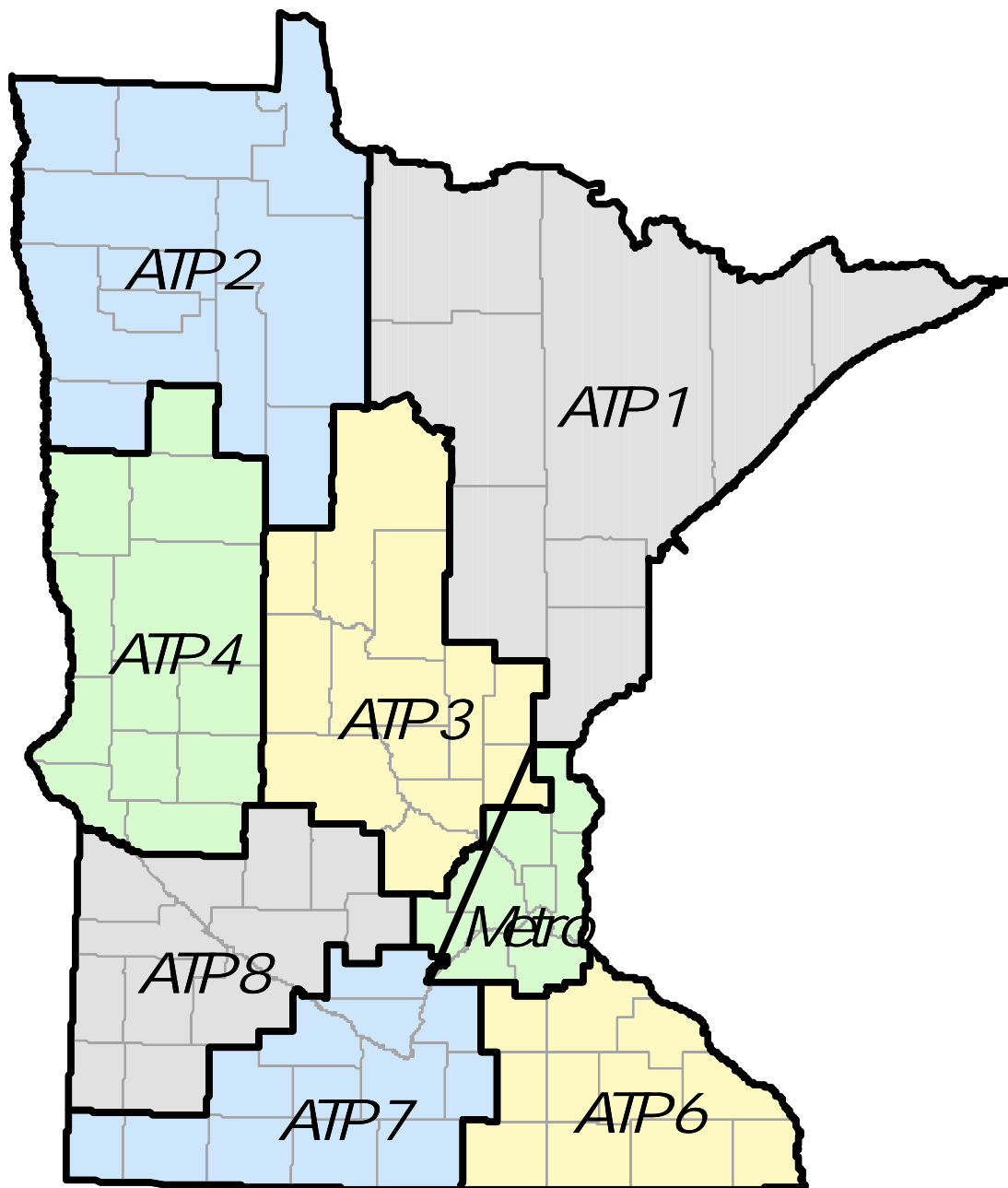
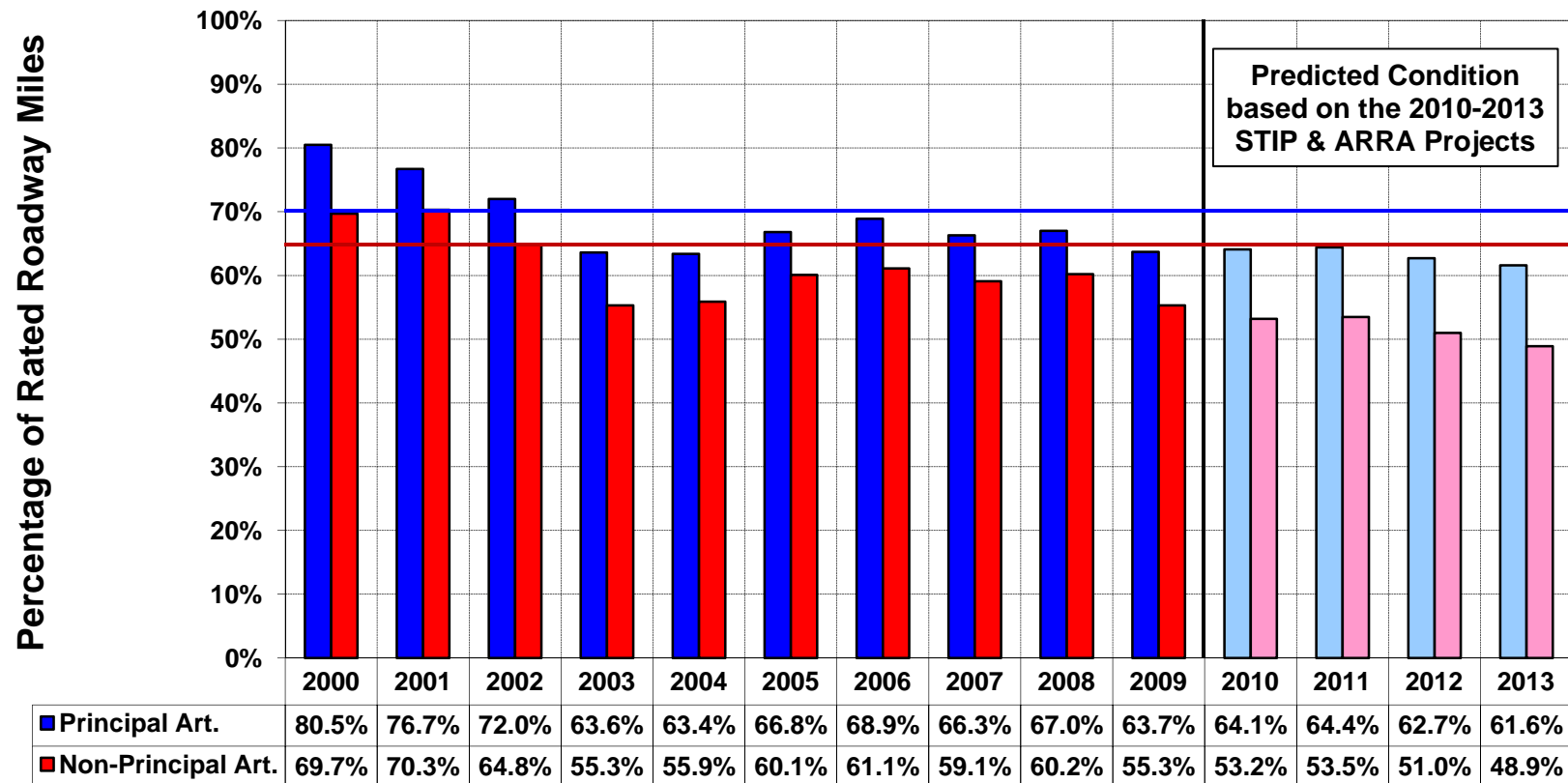


Figure 1. Mn/DOT's Area Transportation Partnership (ATP) Boundaries

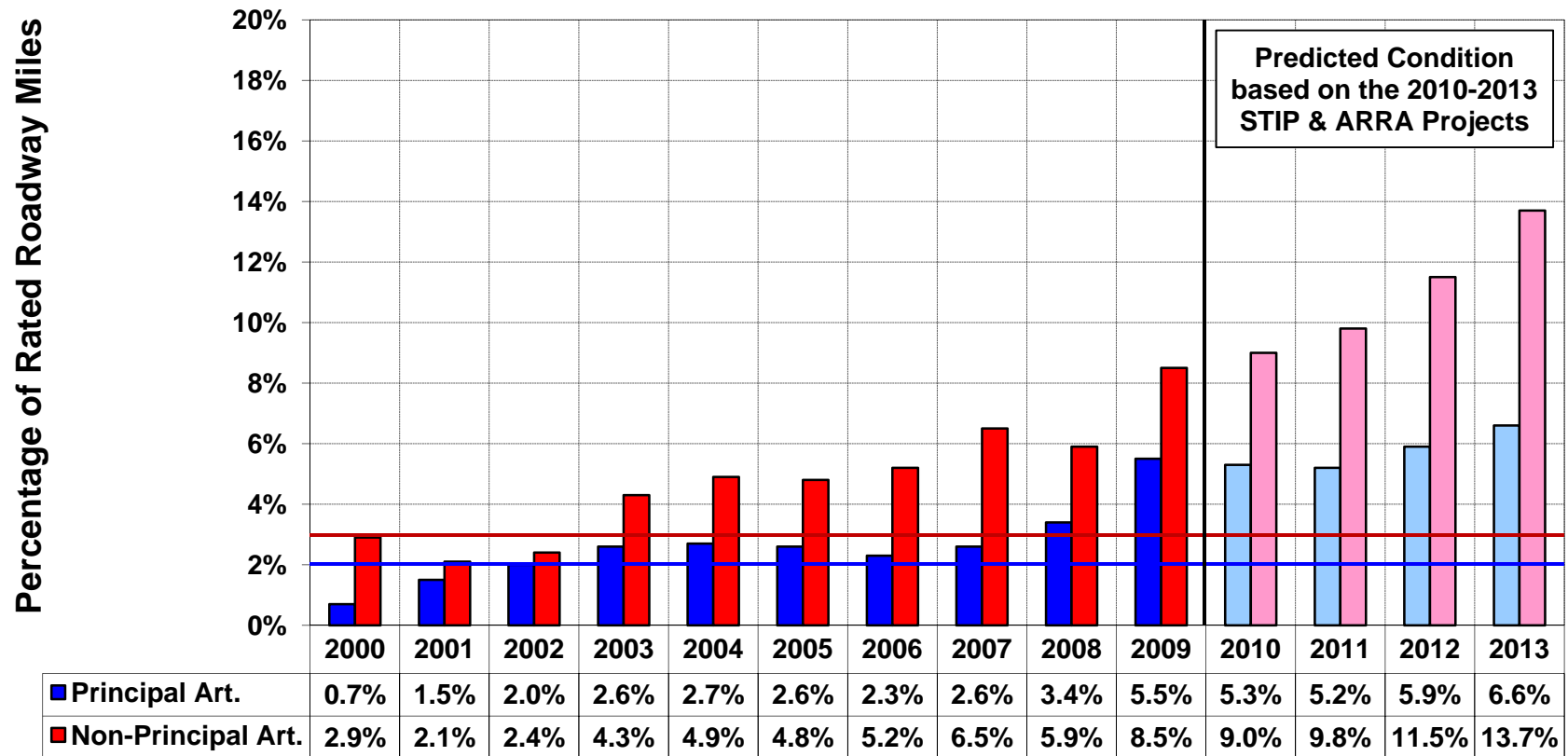
**Figure 2**  
**Statewide "Good" Ride Quality Index**  
 (percent of miles with an RQI greater than 3.0)  
 Actual 2000 - 2009, Predicted 2010 - 2013



Principal Arterial Target = 70 percent or more  
 Non-Principal Arterial Target = 65 percent or more

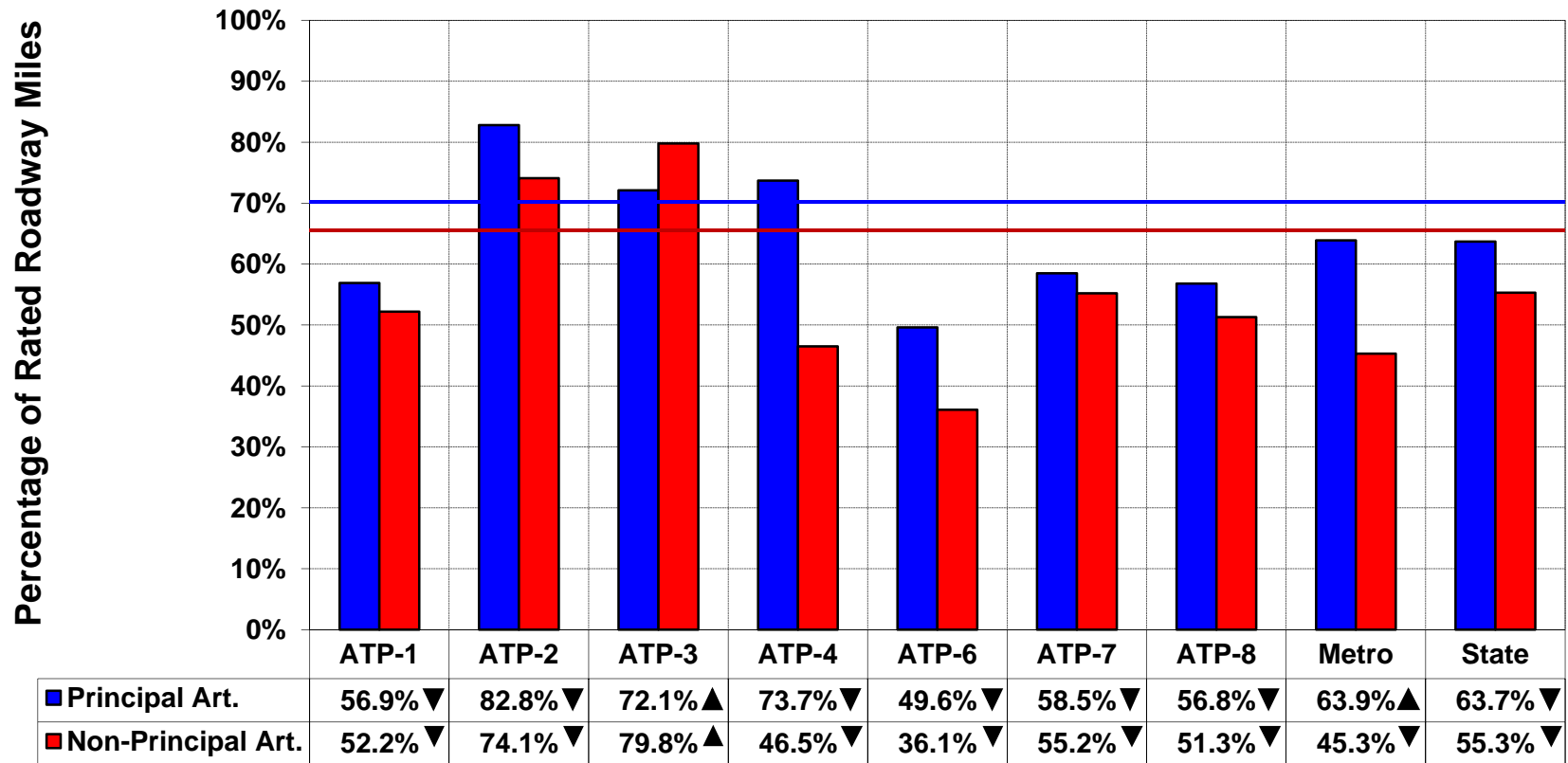


**Figure 3**  
**Statewide "Poor" Ride Quality Index**  
 (percent of miles with an RQI of 2.0 or less)  
 Actual 2000 - 2009, Predicted 2010 - 2013



Principal Arterial Target           = 2 percent or less  
 Non-Principal Arterial Target   = 3 percent or less

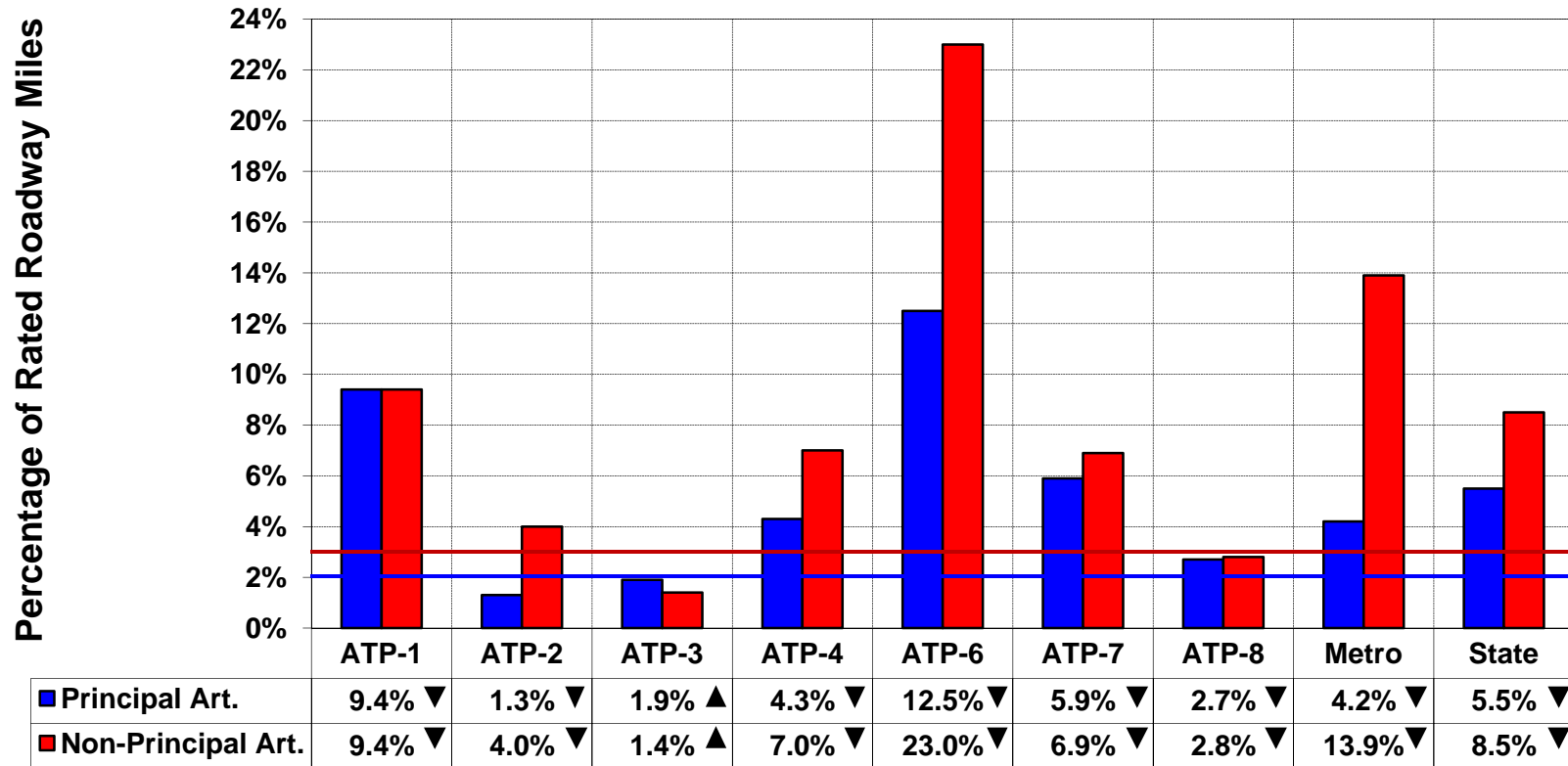
**Figure 4**  
**"Good" Ride Quality Index**  
 (percent of miles with an RQI greater than 3.0)  
**Comparison of 2009 Data by ATP**



▲ = Better than 2008    ▼ = Worse than 2008

Principal Arterial Target            = 70 percent of more  
 Non-Principal Arterial Target    = 65 percent or more

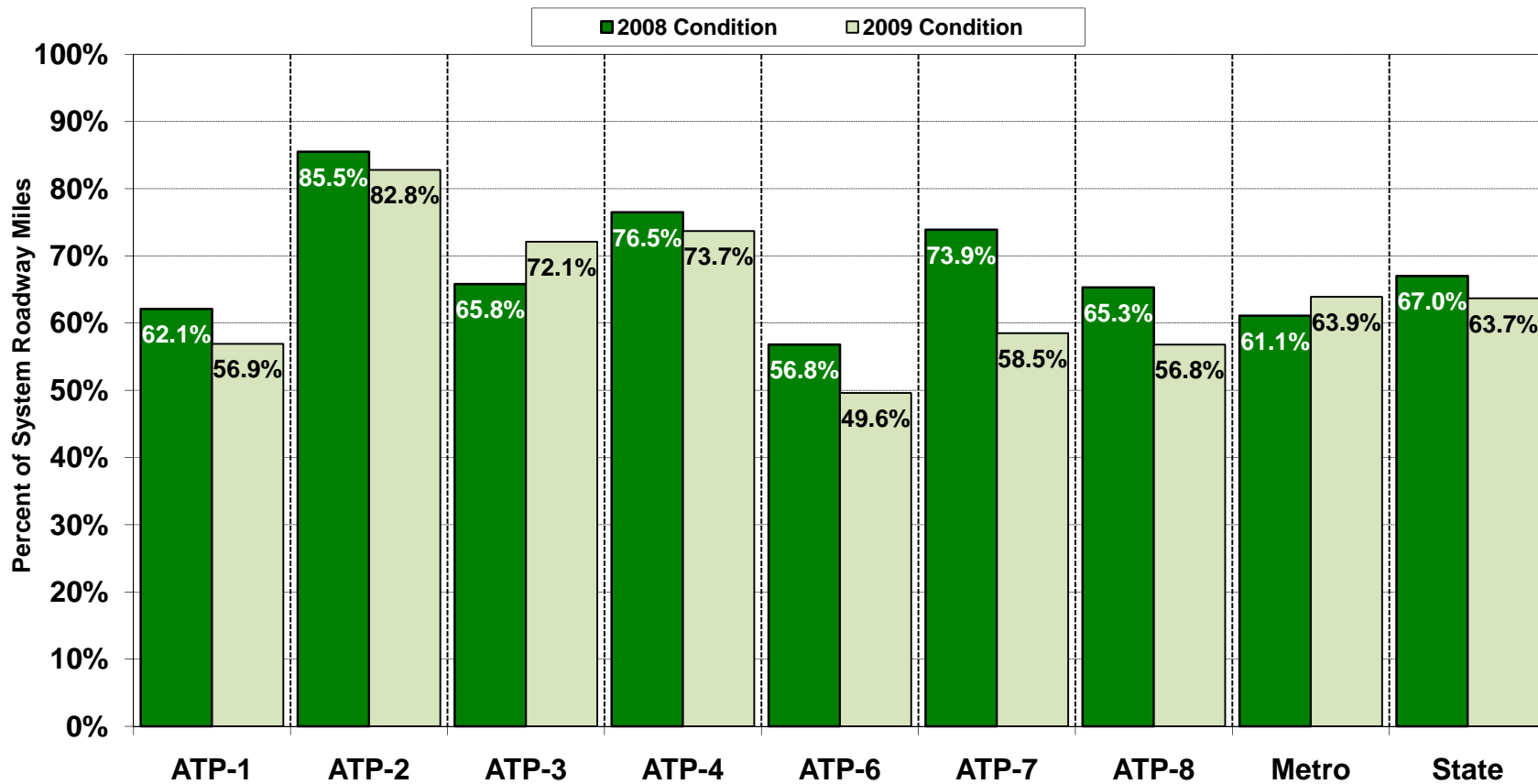
**Figure 5**  
**"Poor" Ride Quality Index**  
 (percent of miles with an RQI of 2.0 or less)  
**Comparison of 2009 Data by ATP**



▲ = Better than 2008    ▼ = Worse than 2008

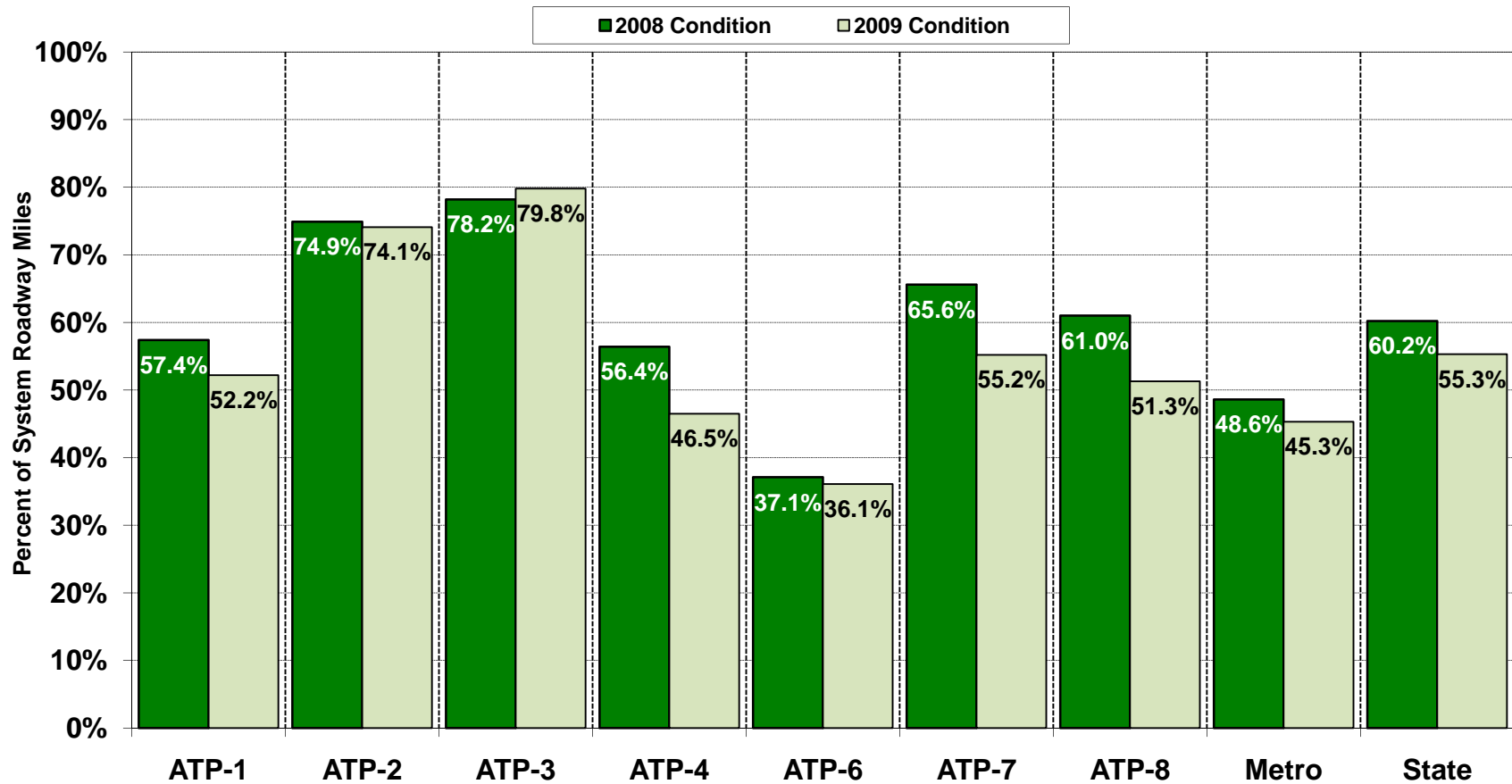
Principal Arterial Target        = 2 percent or less  
 Non-Principal Arterial Target    = 3 percent or less

**Figure 6**  
**Comparison of "Good" Ride Quality Index**  
 (percent of miles with an RQI greater than 3.0)  
**Principal Arterial System, 2008 -vs- 2009 Condition**



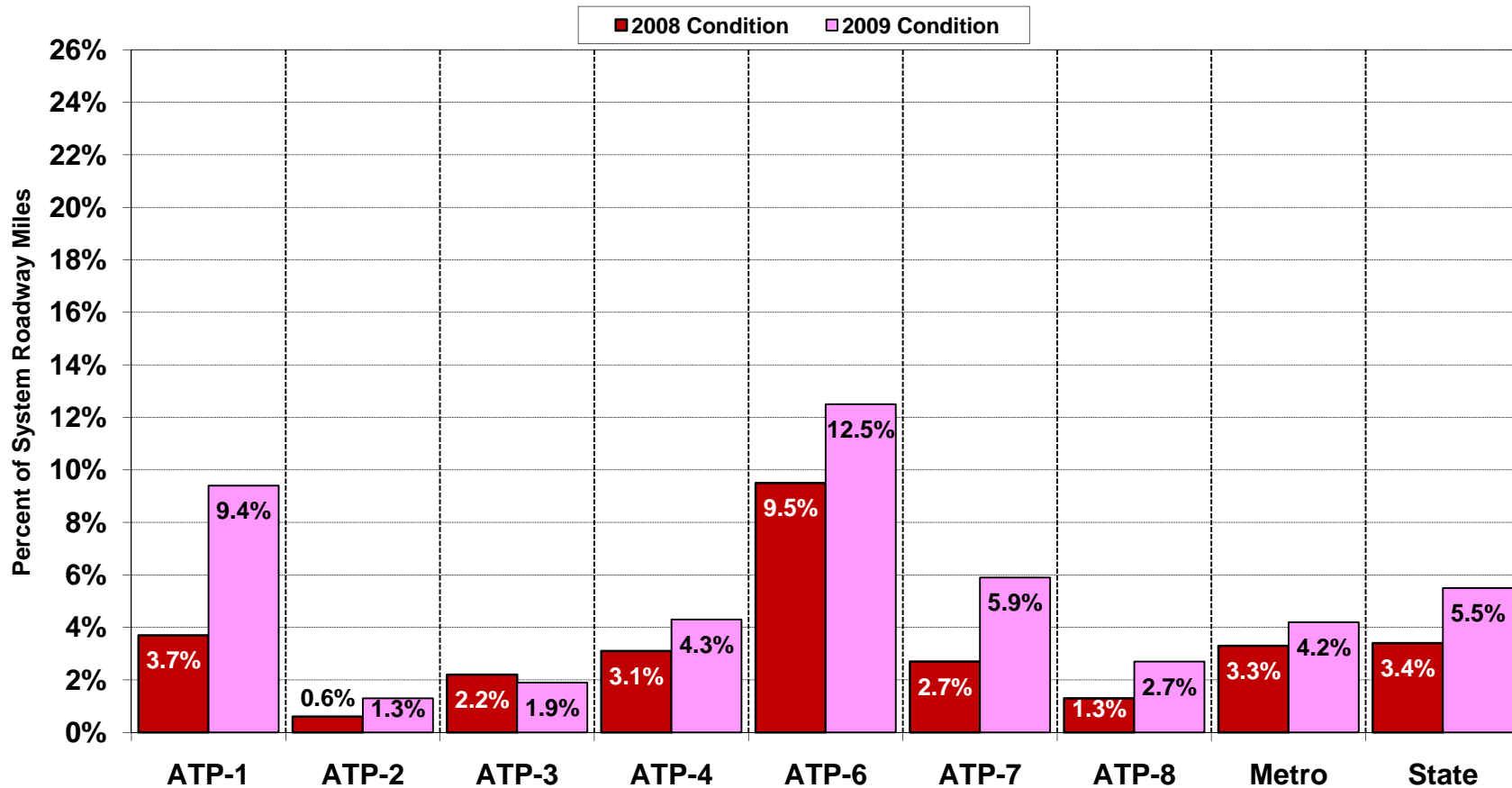
**Principal Arterial Target = 70 percent or more**

**Figure 7**  
**Comparison of "Good" Ride Quality Index**  
 (percent of miles with an RQI greater than 3.0)  
**Non-Principal Arterial System, 2008 -vs- 2009 Condition**



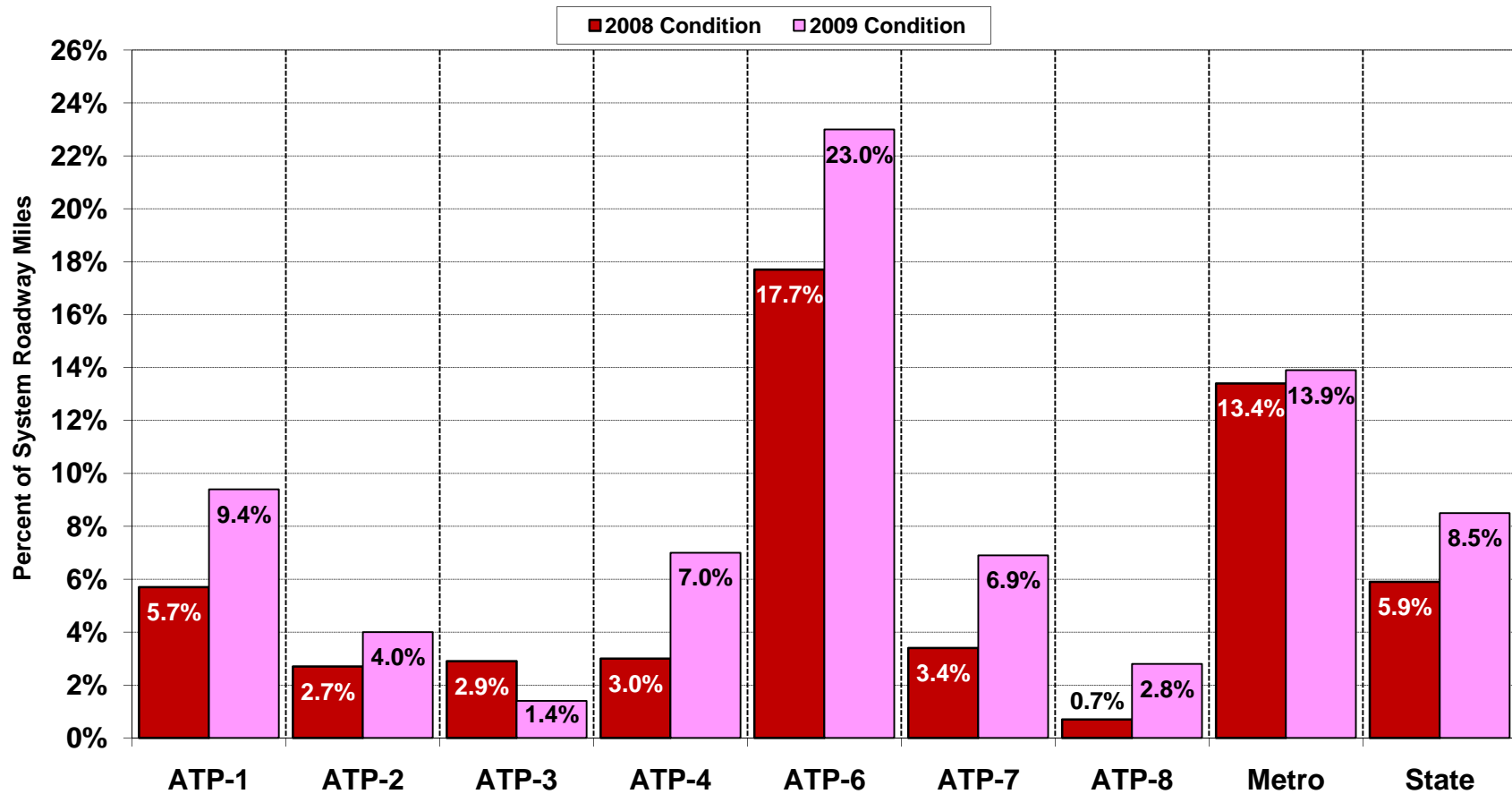
Non-Principal Arterial Target = 65 percent or more

**Figure 8**  
**Comparison of "Poor" Ride Quality Index**  
 (percent of miles with an RQI greater of 2.0 or less)  
**Principal Arterial System, 2008 -vs- 2009 Condition**



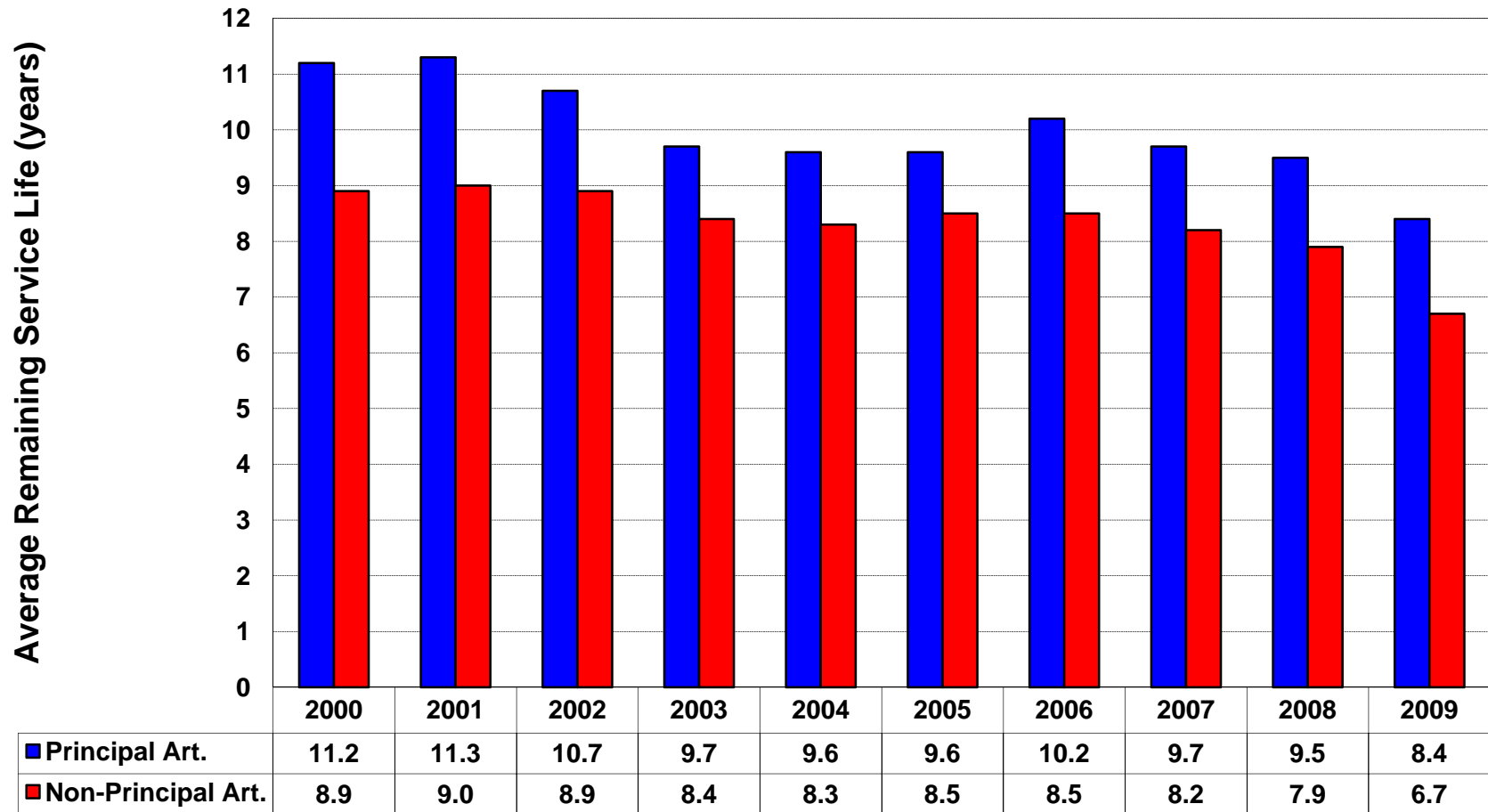
**Principal Arterial Target = 2 percent or less**

**Figure 9**  
**Comparison of "Poor" Ride Quality Index**  
 (percent of miles with an RQI greater of 2.0 or less)  
**Non-Principal Arterial System, 2008 -vs- 2009 Condition**



Non-Principal Arterial Target = 3 percent or less

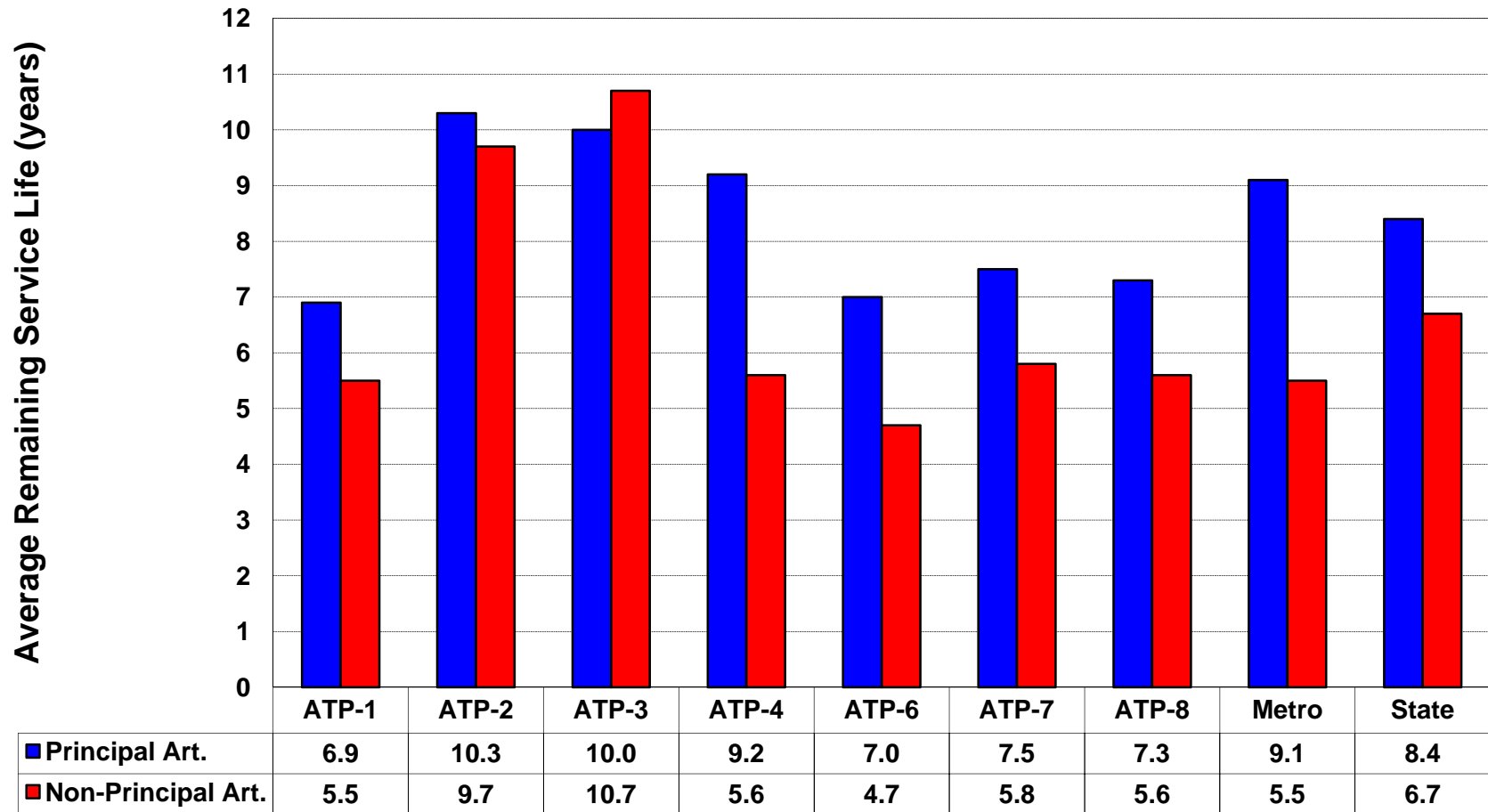
**Figure 10**  
**Statewide Average Remaining Service Life (ARSL)**  
 (years until RQI reaches 2.5)  
 Statewide Average Remaining Service Life



No official targets have been established for ARSL

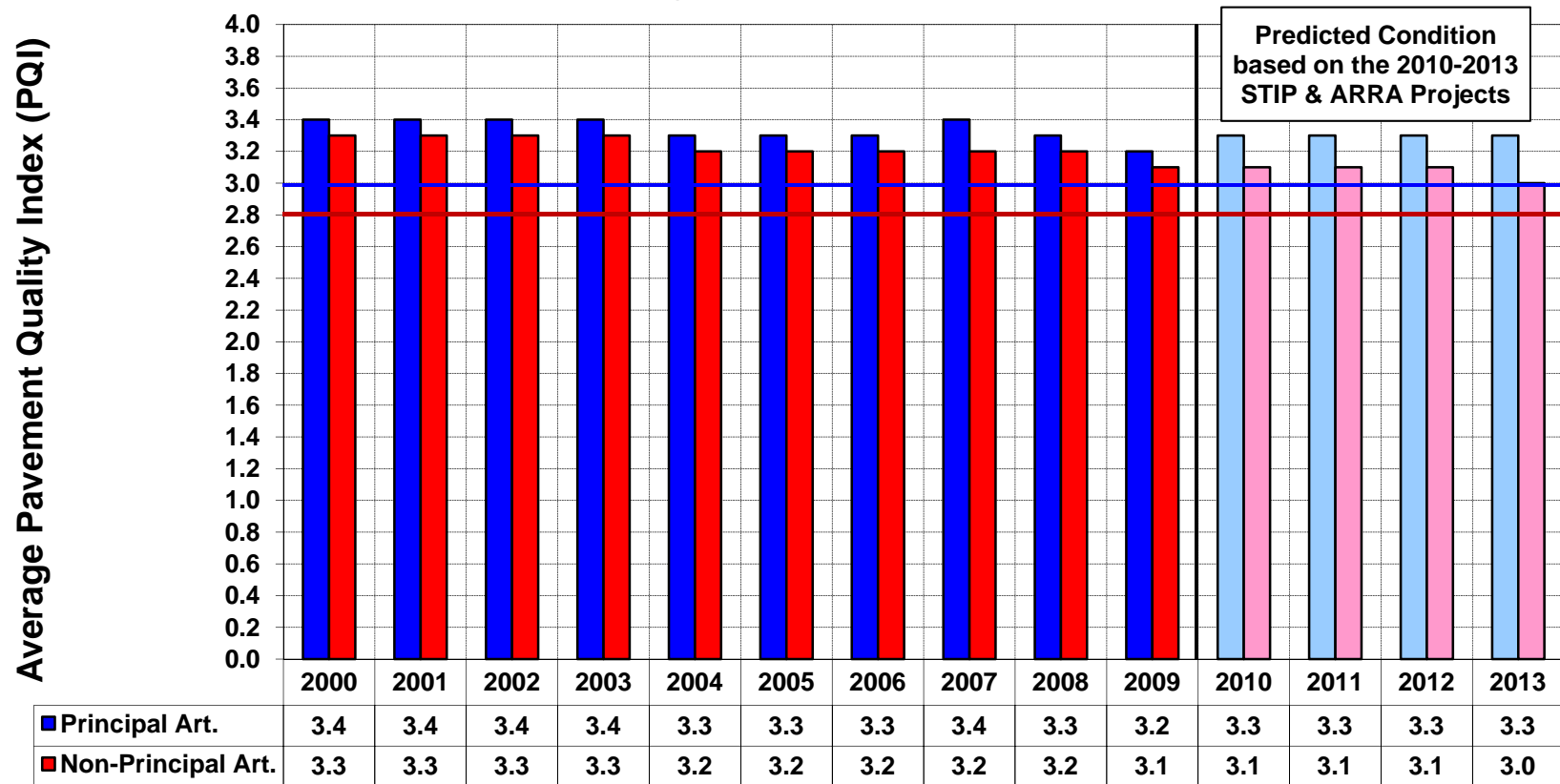


**Figure 11**  
**Average Remaining Service Life (ARSL)**  
 (years until RQI reaches 2.5)  
**Comparison of 2009 Data, by ATP**



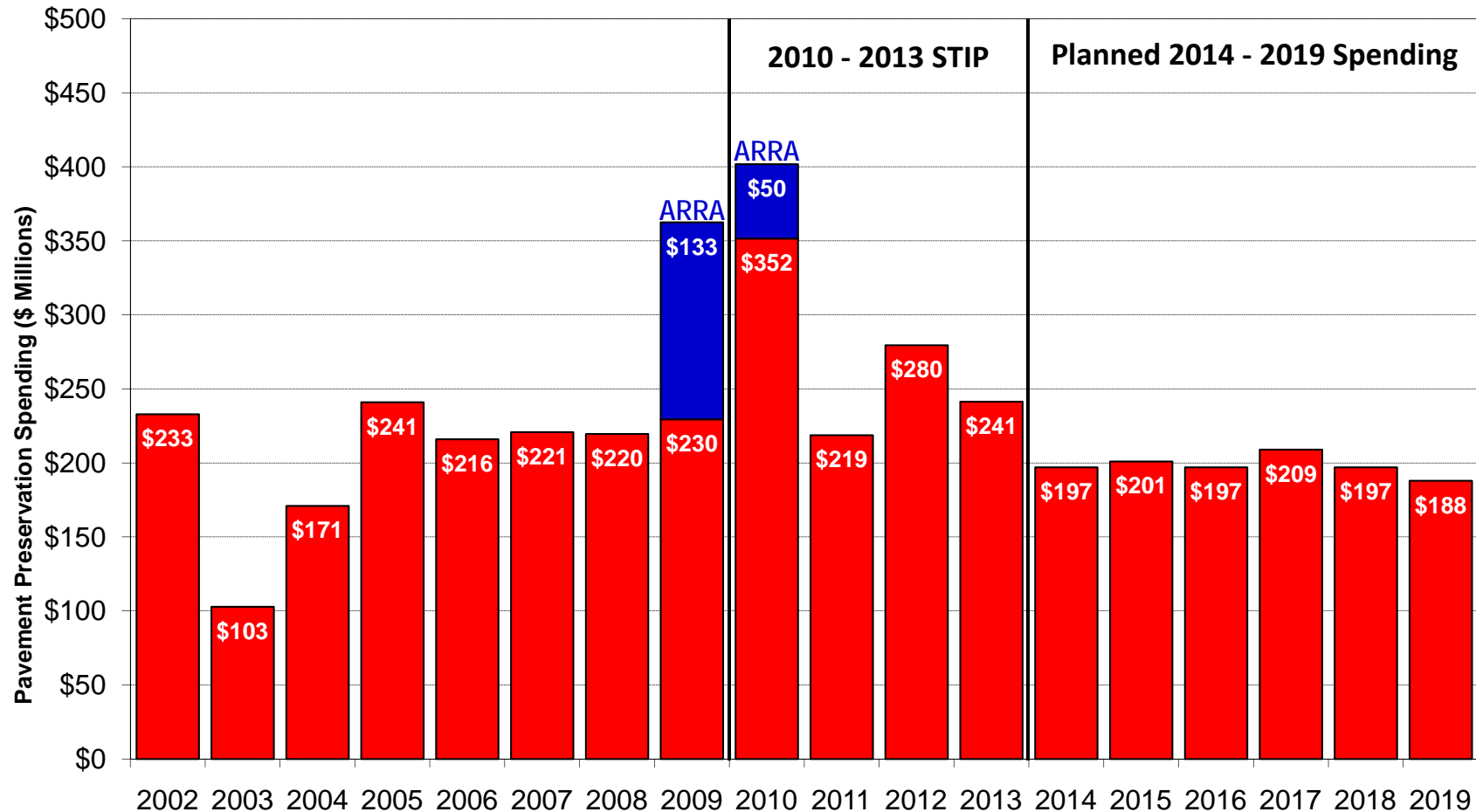
No official targets have been established for ARSL

**Figure 12**  
**Government Accounting Standards Board,**  
**Statement 34 (GASB 34) Thresholds**  
**Statewide Average Pavement Quality Index (PQI)**



Principal Arterial Threshold: Average PQI  $\geq 3.0$   
Non-Principal Arterial Threshold: Average PQI  $\geq 2.8$

**Figure 13**  
**Highway Pavement Preservation Spending**  
 (\$ Millions)



Pavement Preservation includes program categories RC, RS, RD, RX, and PM  
 Source: Mn/DOT Office of Investment Management

