

STATE HIGHWAY AND BRIDGE NEEDS

AS ASSESSED BY LADOTD FOR THE YEAR 2013

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TOTAL HIGHWAY AND BRIDGE NEEDS (2013)

(Cost in Billions)

| | | |
|----------------------|-----------|---------------|
| HIGHWAY NEEDS | \$ | 9.397 |
| BRIDGE NEEDS | \$ | 2.949 |
| TOTAL NEEDS | \$ | 12.346 |

HIGHWAY NEEDS ARE DETERMINED BY COMPARING DATA ON EACH SECTION OF ROADWAY TO ESTABLISHED THRESHOLDS. ROADWAY SECTIONS WHICH FALL BELOW THE THRESHOLDS ARE CONSIDERED NEEDS.

BRIDGE NEEDS ARE COMPRISED OF THE BRIDGES THAT ARE STRUCTURALLY DEFICIENT AND A SELECT NUMBER OF THOSE THAT ARE FUNCTIONALLY OBSOLETE WHEN SUCH OBSOLESCENCE IS CONSIDERED TO PRESENT SIGNIFICANT SAFETY CONCERNS.

STATE HIGHWAY AND BRIDGE NEEDS COMPARISON

(COSTS IN MILLION DOLLARS)

| | 2004 | | 2005 | | 2006 | | 2007 | 2008 | | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | | |
|---|-------|----------|-------|----------|-------|----------|--|-------|----------|---------|----------|----------|----------|----------|----------|---------|----------|---------|----------|---------|
| TYPE NEED | MILES | COST | MILES | COST | MILES | COST | needs assessment techniques under review | MILES | COST | MILES | COST | MILES | COST | MILES | COST | MILES | COST | MILES | COST | |
| Highway Needs | | | | | | | | | | | | | | | | | | | | |
| Capacity | 968 | \$6,416 | 950 | \$6,594 | 881 | \$7,837 | | | 757 | \$5,826 | 781 | \$6,557 | 878 | \$6,384 | 838 | \$5,493 | 837 | \$5,440 | 885 | \$5,854 |
| Geometrics "Safety" Lane Width Alignment, Shoulders | 2211 | \$2,748 | 2202 | \$2,915 | 2093 | \$3,249 | | | 1760 | \$943 | 1652 | \$897 | 1598 | \$759 | 1659 | \$773 | 1730 | \$788 | 1600 | \$748 |
| Operations/Motorist Services | | | | | | | | | | \$187 | | \$170 | | \$186 | | \$190 | | \$179 | | \$189 |
| Resurfacing (ONLY) | 1942 | \$830 | 1933 | \$1,025 | 1828 | \$814 | | | 9363 | \$3,024 | 8071 | \$2,690 | 8116 | \$2,689 | 9293 | \$3,069 | 10001 | \$2,977 | 9228 | \$2,606 |
| Total Highway Needs | | | | | | | | | 11881 | \$9,980 | 10503 | \$10,314 | 10592 | \$10,018 | 11790 | \$9,525 | 12568 | \$9,384 | 11713 | \$9,397 |
| BRIDGE NEEDS | | | | | | | | | # | Cost | # | Cost | # | Cost | # | Cost | # | Cost | # | Cost |
| Structurally Deficient | | | | | | | | | 481 | \$2,440 | 467 | \$2,126 | 464 | \$2,007 | 502 | \$2,254 | 505 | \$2,392 | 522 | \$2,676 |
| Functionally Obsolete | | | | | | | | | 53 | \$250 | 51 | \$244 | 41 | \$247 | 37 | \$180 | 37 | \$184 | 36 | \$170 |
| Moveable Bridges | | | | | | | | | | \$7 | | \$7 | | \$7 | | \$7 | | \$7 | | \$7 |
| Painting | | | | | | | | | | \$96 | | \$96 | | \$95 | | \$96 | | \$96 | | \$95 |
| Total Bridge Needs | | \$1,077 | | \$1,175 | | \$2,110 | | | 534 | \$2,793 | 518 | \$2,473 | 505 | \$2,356 | 539 | \$2,537 | 542 | \$2,679 | 558 | \$2,949 |
| TOTALS | 5,121 | \$11,071 | 5,085 | \$11,709 | 4,802 | \$14,010 | | | \$12,773 | | \$12,787 | | \$12,374 | | \$12,062 | | \$12,063 | | \$12,346 | |

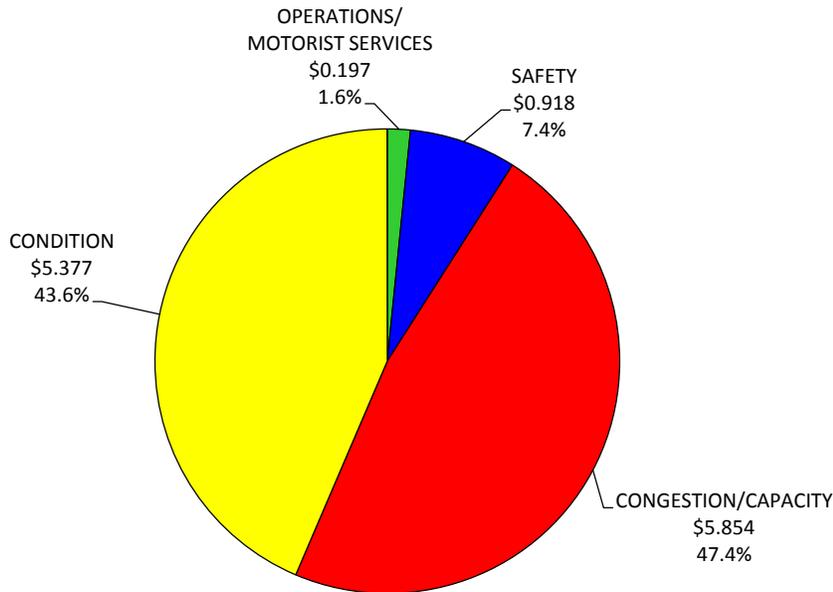
NOTES:

- Highway Needs are determined by comparing data on roadway sections to established threshold values.
- Roadways having needs in more than one area are shown only in the higher level improvement type. For instance, the Resurfacing (Only) category includes roadways where the only need is resurfacing. This does not mean that there is no other mileage requiring resurfacing. These other miles may require resurfacing and another improvement. This mileage would be shown in the higher level improvement, such as capacity or geometric improvement. The exception is sections in which a TSM capacity improvement and a resurfacing are required. In such cases TSM and resurfacing cost are added together and listed only under TSM.
- Bridge Needs are those that qualify for federal fund, i.e. are deficient and have a sufficiency rating <50.
- Due to changes in assessment techniques, need categories, and thresholds, caution should be used when comparing Needs for 2008 and beyond to previous years. Needs for 2008 and beyond do not include roadways under construction, or off system bridges.
- DOTD Administers federal funds for off-system bridges and off-system railroad crossings but these needs are not included in the above figures.

DISTRIBUTION OF 2013 NEEDS BY CATEGORY

| TOTAL NEEDS FOR 2013 (STATE HIGHWAYS AND BRIDGES) | | | | | |
|---|--|-----------------|-------------------|-----------------------|------------------------------------|
| CATEGORY | TYPE OF IMPROVEMENT | Miles | COST (BILLION) | % OF TOTAL COST | % OF TOTAL COST FOR CATEGORY |
| Congestion/Capacity | Major Widening/Adding Lanes/TSM | 884.80 | \$5.854 | 47.4% | 47.4% |
| Safety | Isolated Reconstruction | 37.64 | \$0.074 | 0.6% | 7.4% |
| | Minor Widening | 448.39 | \$0.171 | 1.4% | |
| | Minor Widening and Isolated Reconstruction | 131.79 | \$0.073 | 0.6% | |
| | Resurfacing and Isolated Reconstruction | 916.81 | \$0.347 | 2.8% | |
| | Shoulders | 65.45 | \$0.023 | 0.2% | |
| | Vertical Clearance | | \$0.001 | 0.0% | |
| | Railroad Crossings | | \$0.060 | 0.5% | |
| Condition | Functionally Obsolete Bridges | | \$0.170 | 1.4% | 43.6% |
| | Resurfacing Only | 9228.35 | \$2.606 | 21.1% | |
| | Structurally Deficient Bridges | | \$2.676 | 21.7% | |
| Operations/ Motorist Services | Bridge Painting | | \$0.095 | 0.8% | 1.6% |
| | ITS - Capital Equipment Replacement | | \$0.013 | 0.1% | |
| | Signals | | \$0.080 | 0.6% | |
| | Interstate Striping | | \$0.002 | 0.0% | |
| | Interstate Signs | | \$0.013 | 0.1% | |
| | Rest Areas & Weigh Stations | | \$0.075 | 0.6% | |
| | Moveable Bridges | | \$0.007 | 0.1% | |
| Ferries | | \$0.002 | 0.0% | | |
| Roadway Flooding | | \$0.004 | 0.0% | | |
| TOTALS | | 11713.23 | \$12.346 | 100.0% | 100% |

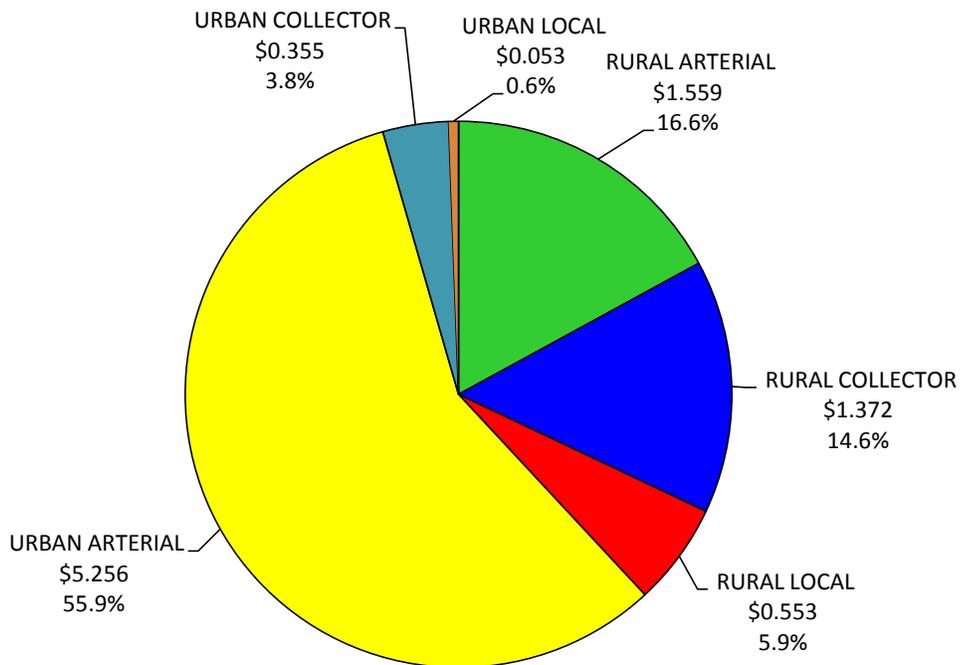
DISTRIBUTION OF 2013 NEEDS BY CATEGORY



SUMMARY OF STATE HIGHWAY NEEDS BY FUNCTIONAL CLASS (2013) EXCLUDING BRIDGES

| FUNCTION CLASS | SUB-CATEGORIES | COST TO ADDRESS NOW NEEDS (BILLION) | % OF TOTAL COST | LENGTH (MILES) |
|---|---|-------------------------------------|-----------------|-----------------|
| Rural Arterial | Principal Arterial - Interstate Principal Arterial-Non Interstate Minor Arterial | \$ 1.559 | 16.6% | 2156.20 |
| Rural Collector | Major Collector Minor Collector | \$ 1.372 | 14.6% | 5166.16 |
| Rural Local | Local | \$ 0.553 | 5.9% | 1809.25 |
| Urban Arterial | Principal Arterial - Interstate Principal Arterial - Other Freeway Principal Arterial - Other Minor Arterial | \$ 5.256 | 55.9% | 1921.53 |
| Urban Collector | Major Collector | \$ 0.355 | 3.8% | 554.50 |
| Urban Local | Local | \$ 0.053 | 0.6% | 105.59 |
| Needs Not Distributed by Functional Class (Motorist Services, and Railroads) | | \$ 0.249 | 2.7% | |
| Total Cost to Address Now Needs | | \$ 9.397 | 100.0% | 11713.23 |

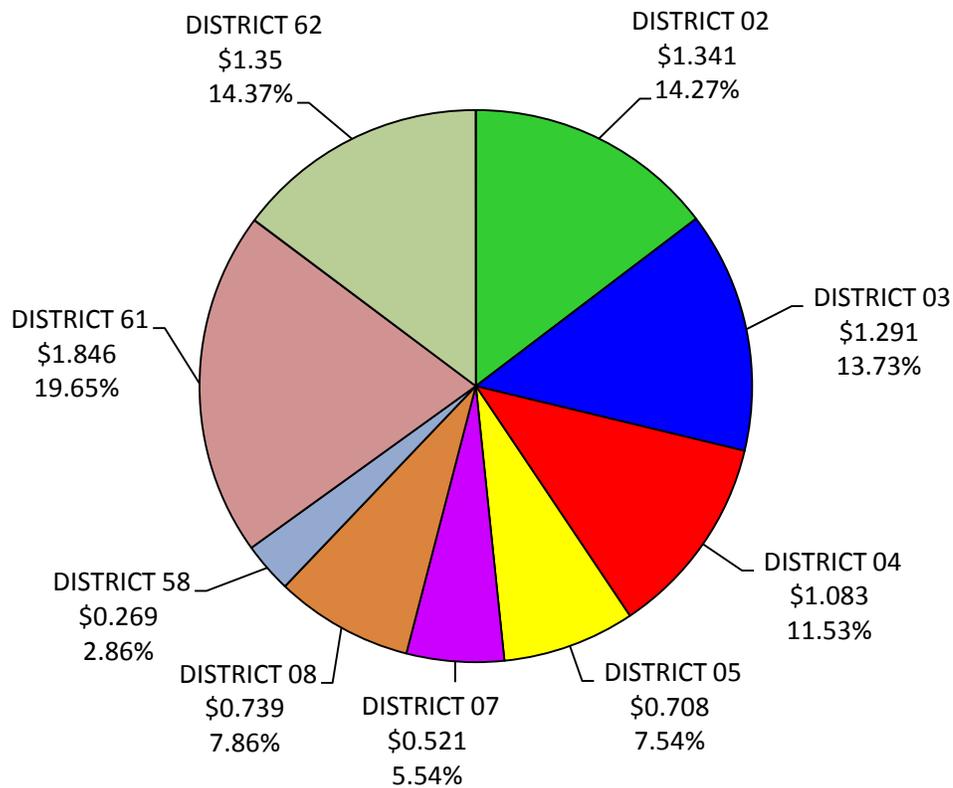
SUMMARY OF 2013 HIGHWAY NEEDS BY FUNCTIONAL CLASS



SUMMARY OF STATE HIGHWAY NEEDS BY DISTRICT (2013) EXCLUDING BRIDGES

| DISTRICT | LENGTH (MILES) | ESTIMATED COST (BILLION) | % TOTAL COST |
|--|-----------------|--------------------------|---------------|
| 02 | 690.57 | \$ 1.341 | 14.27% |
| 03 | 1854.74 | \$ 1.291 | 13.73% |
| 04 | 1308.14 | \$ 1.083 | 11.53% |
| 05 | 1420.91 | \$ 0.708 | 7.54% |
| 07 | 735.95 | \$ 0.521 | 5.54% |
| 08 | 1894.59 | \$ 0.739 | 7.86% |
| 58 | 1092.57 | \$ 0.269 | 2.86% |
| 61 | 1363.25 | \$ 1.846 | 19.65% |
| 62 | 1352.51 | \$ 1.350 | 14.37% |
| Needs Not Distributed by District (Motorist Services and Railroads) | | \$ 0.249 | 2.65% |
| TOTALS | 11713.23 | \$ 9.397 | 100.0% |

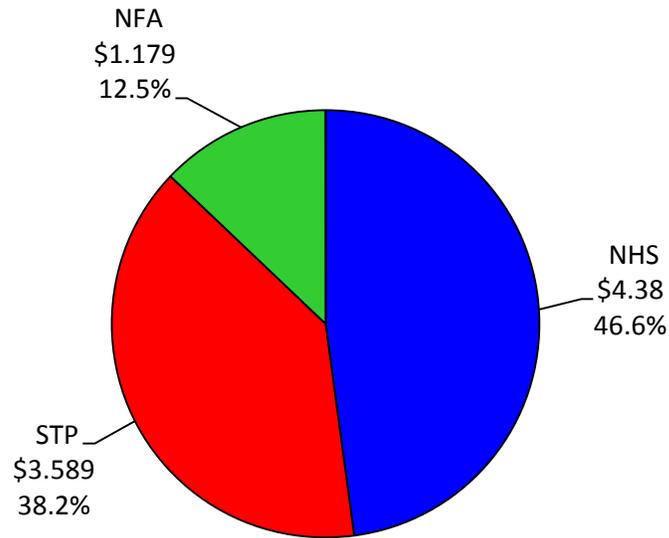
SUMMARY OF 2013 HIGHWAY NEEDS BY DISTRICT



STATE HIGHWAY NEEDS BY FEDERAL SYSTEM (2013)

| FEDERAL SYSTEM | TOTAL COST (Billion) | % OF TOTAL |
|---|-------------------------|---------------|
| NHS (National Highway System) | \$ 4.380 | 46.6% |
| STP(Surface Transportation Program) | \$ 3.589 | 38.2% |
| NFA (Non-Federal Aid) | \$ 1.179 | 12.5% |
| Needs not Distributed By Federal Aid System | \$ 0.249 | 2.7% |
| TOTAL | \$ 9.397 | 100.0% |

SUMMARY OF 2013 HIGHWAY NEEDS BY FEDERAL SYSTEM



Any information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.