

Moving Forward with TAMP

Asset Management
August 7, 2020

IDOT TAMP Status

- Initial TAMP submitted and approved by FHWA in 2018
- Final TAMP submitted and approved by FHWA August 29, 2019
- FHWA's annual determination that the TAMP has been developed and implemented received on July 31, 2020

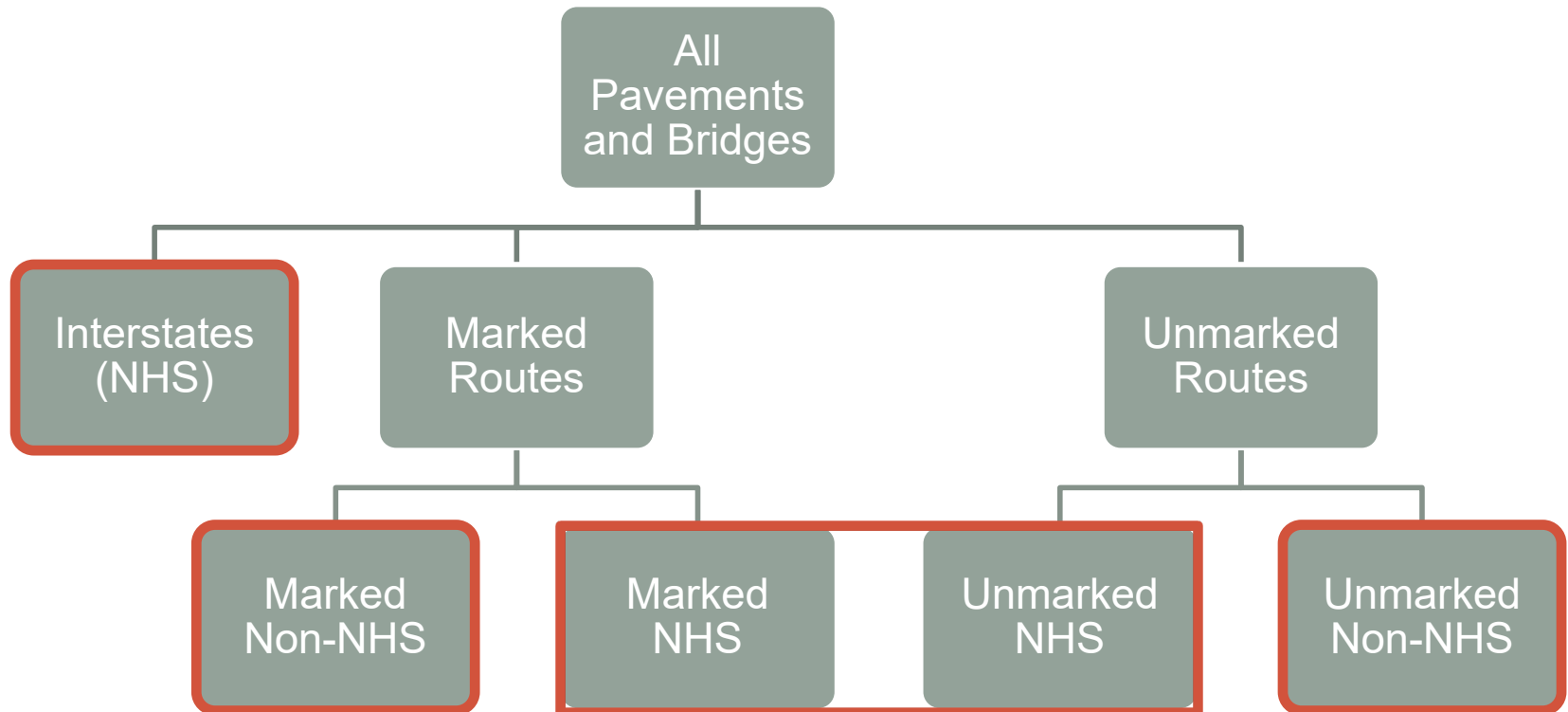
Local NHS Inventory as of 03/01/2019

| Roads | | |
|----------------------------------|--------------------|----------------------------|
| Owner | Number of Agencies | Number of Miles |
| Counties | 13 | 269.64 |
| Municipalities | 66 | 202.66 |
| Townships | 5 | 2.19 |
| Other (Private / Federal) | 2 | 0.92 |
| Total Roads | 86 | 474.41 |
| Bridges | | |
| Owner | Number of Bridges | Square Feet (in thousands) |
| Counties | 80 | 838 |
| Municipalities | 152 | 4,344 |
| Townships | 0 | 0 |
| Other (Private / Adjacent State) | 4 | 111 |
| Total Bridges | 236 | 5,293 |

Coordinating with Local Agencies/MPOs

- Internal Asset Management Local Agencies team (Local Roads & Streets, Bridges & Structures, Planning, Programming) coordinates communication with local agencies/MPOS
- Every year, IDOT adds the previous year's condition data to the IDOT website: <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/tamp>. Look under the Performance tab

IDOT's Approach to Asset Management

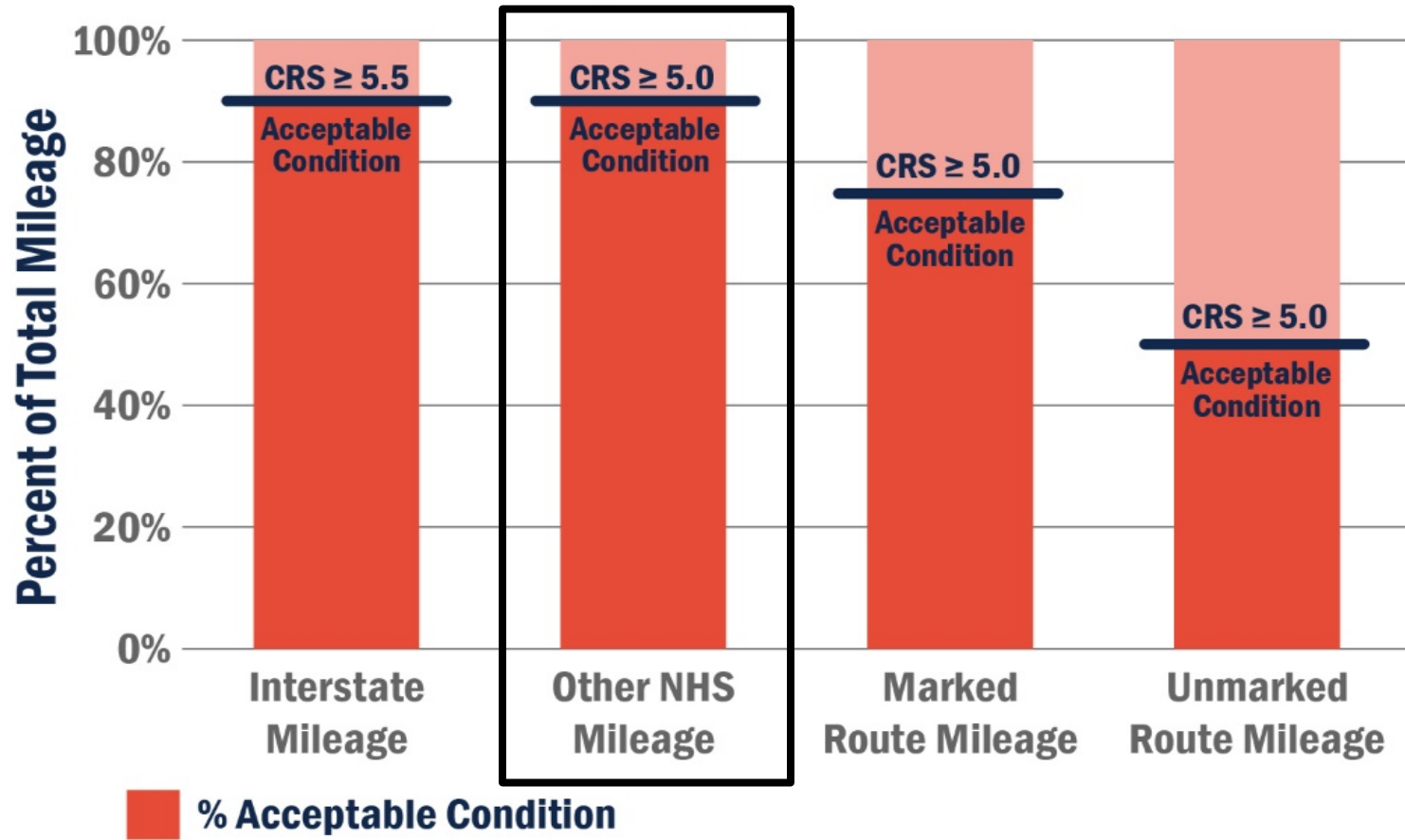


TAMP Performance Measures

- IDOT's primary pavement condition measure continues to be based on CRS (condition rating survey)
- IDOT is using NBI for bridges
- Additionally, legislation requires national performance management measures
- ***CRS incorporates national measures and goes beyond***

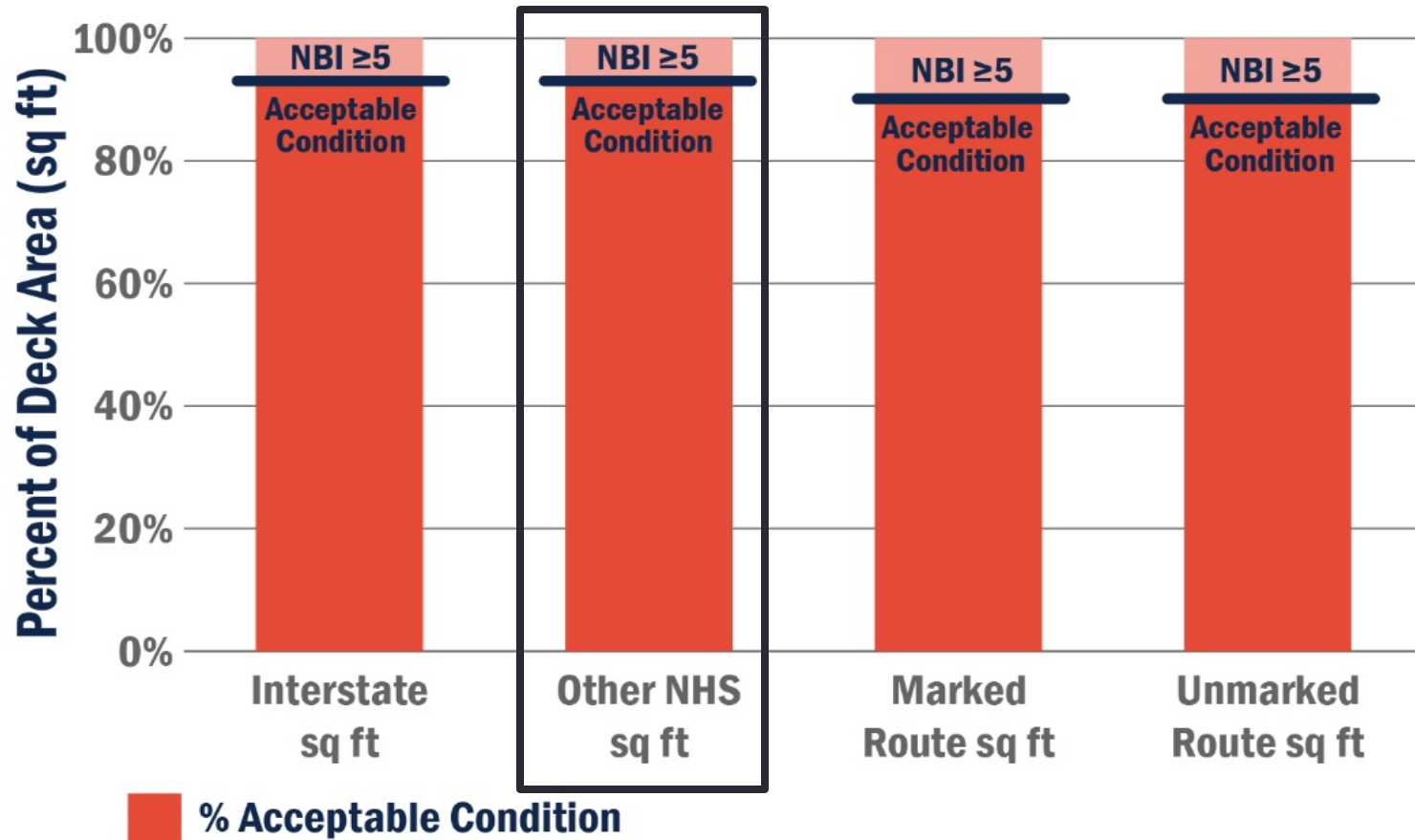
State of Acceptable Condition (SoAC)

State of Acceptable Condition – Pavements



State of Acceptable Condition (SoAC)

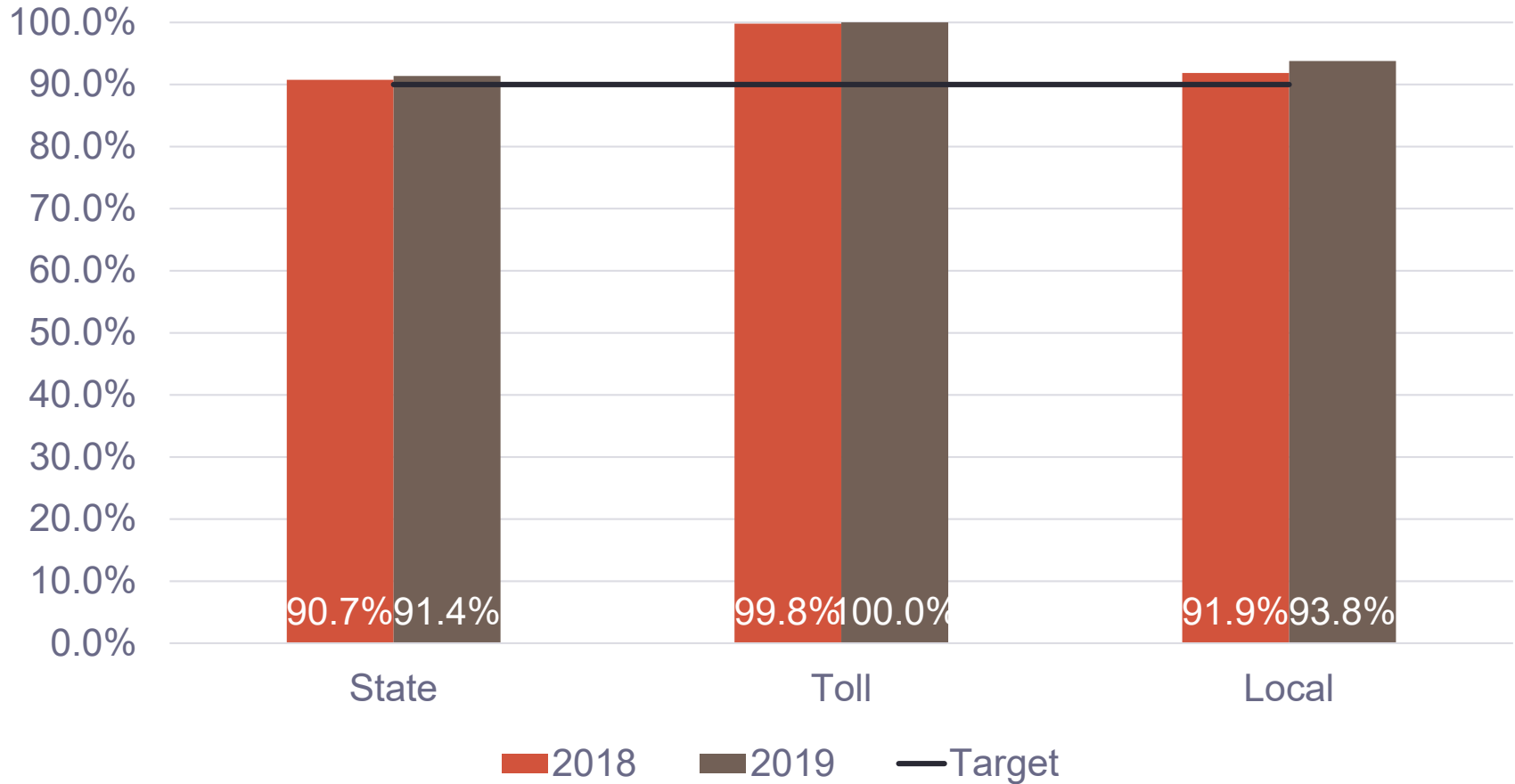
State of Acceptable Condition – Bridges



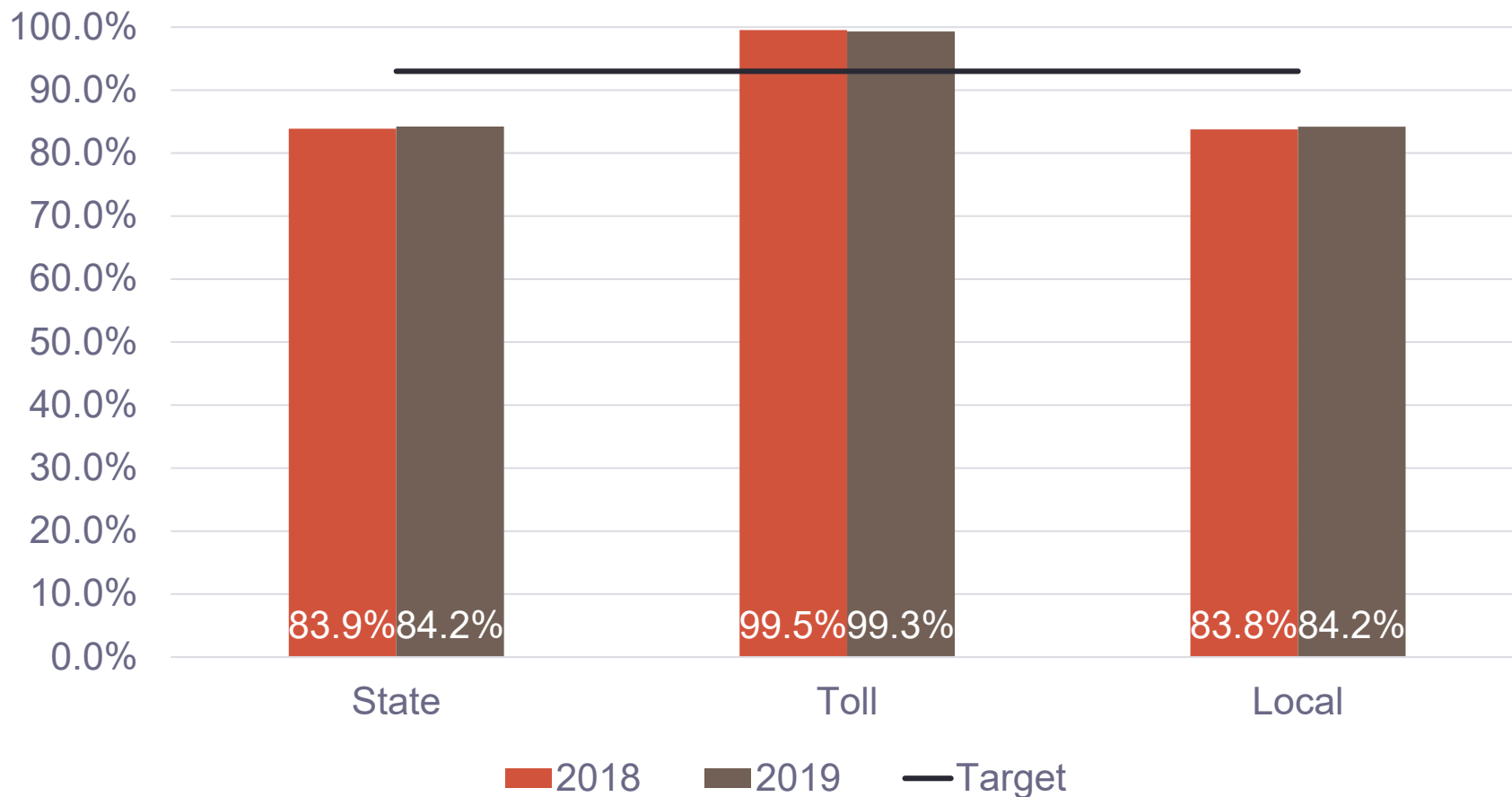
How do local agencies determine their current conditions?

- IDOT is collecting all local agency NHS pavement data using its automated data collection vendor and is calculating CRS for all local agency pavement sections
- Condition data collected each year is transmitted to the local agencies in the spring of the following year
- Local agencies are responsible for their own NHS bridge inspections and transmitting the results to IDOT

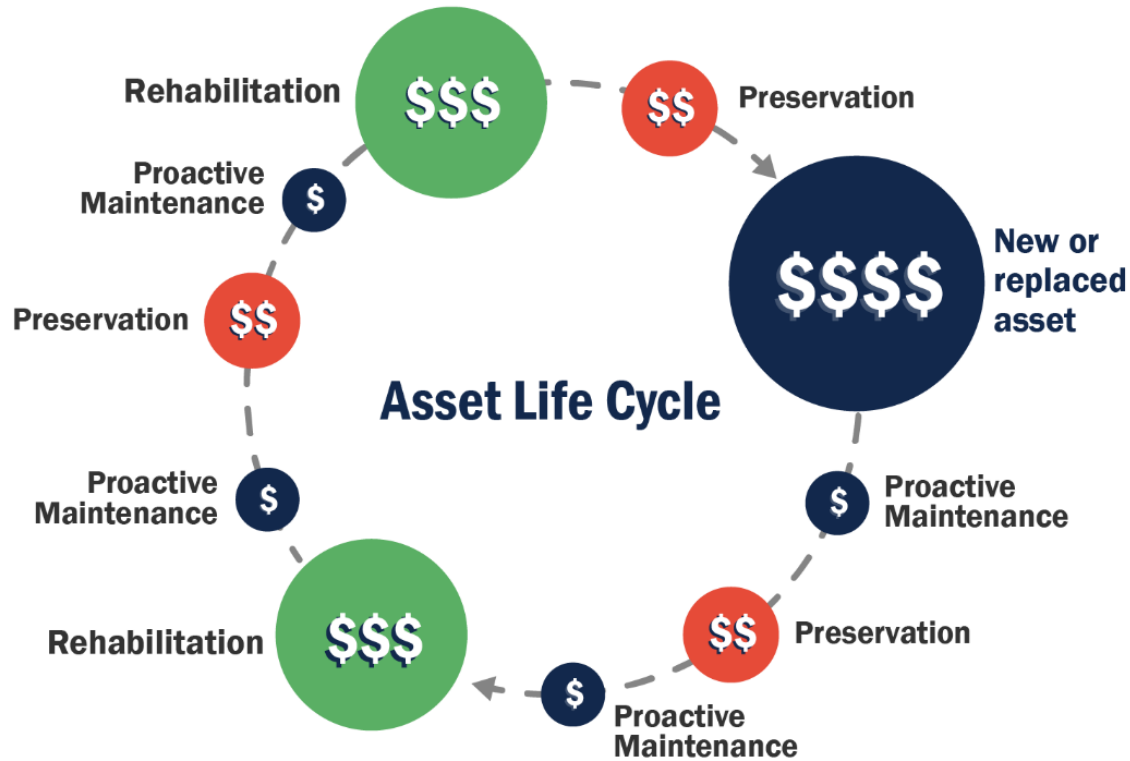
CMAP 2018 and 2019 Conditions – Pavements



CMAP 2018 and 2019 Conditions – Bridges



Life-Cycle Planning



IDOT's Investment Strategies

- Prioritizing systems based on SoAC results from previous year
 - Meeting NHS goals top priority, interstate then non-interstate routes
 - Meeting non-NHS goals secondary priority, marked then unmarked routes
- Programming projects throughout their life cycle: initial construction, proactive maintenance & preservation, rehabilitation, replacement

IDOT's Investment Strategies

- Treatments selected based on condition
 - 80% rehab/replace and 20% preservation by miles/square feet
 - 7% of unrestricted program dollars dedicated to preservation treatments
- Allows for a data-driven discussion of needs on the existing system

Program Priorities

- Maintain and preserve our existing roads and bridges
- Emphasis on structurally deficient (SD) NHS bridges and NHS pavements

Moving Forward – Next Steps

- Update TAMP to reflect Rebuild Illinois and COVID-19 effects
- Provide TAMP support to districts and local agencies
- Set up and implement Enterprise Asset Management System (EAMS)

For More Information



IDOT TAMP:

<http://www.idot.illinois.gov/transportation-system/transportation-management/planning/tamp>

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