

TAMC Policy to Revise Investment Reporting Treatment Categories for Planned and Completed Projects

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Background: For over a decade the Michigan Transportation Asset Management Council (TAMC) has required road owning agencies in Michigan to report planned and completed road and bridge projects annually. Beginning October 1, 2015 this reporting is now required and is supported under Public Act (PA) 499 of 2002 and more directly under PA 199 of 2007. When reporting standards for TAMC were initially developed the project treatment categories already used by MDOT were adopted. The MDOT project treatment categories are organized to meet federal project reporting requirements and consist of over 70 project types. The full list of MDOT project types is included as Attachment A.

When transportation agencies report investments annually within the Internet Reporting Tool (IRT) (or using Roadsoft to Report to the IRT) they must assign one of these MDOT treatment categories/codes to each project submitted. Even with the fine degree of granularity on treatment categories in the MDOT system there is not a complete set of formal definitions and in many cases local agencies categories and combined treatments don't fit cleanly with the MDOT categories. This provides confusion and difficulties when completing investment reporting and may add to non-compliance and delays in submitting data. This granularity also does not lend itself to statewide analysis of the fixes and associated service life improvements. This was a key concern expressed at the various IRT training sessions held in 2015.

Purpose: The goal of this proposal is to create a smaller set of TAMC project treatment categories for reporting with formal definitions for project types that can accomplish the following:

1. Be consistent with how MDOT is reporting and recording data on their system.
2. Provide clear definitions that address the treatment categories of road project types as well as provide guidance on new or innovative treatments.
3. Provide local flexibility for retaining local naming of project types to meet local asset management needs.
4. Provide rolled up (summary) categories that allow TAMC to easily compile data for their uses which include: Feeding the annual TAMC network wide deterioration model; Generating average unit costs for categories of treatments; Provide a report metric to show miles of Capital Preventive Maintenance (CPM), Rehabilitation and Reconstruction to monitor "worst first vs. mix of fixes" approaches at a statewide level.
5. Respond to the concerns on this issue expressed during training.

This proposal is not intended to change any other requirement or details of TAMC IRT and will impact only the name of project treatments submitted.

Technical Details of the Proposal

TAMC Current Definition: TAMC currently defines both Structural Improvement, Capital Preventive Maintenance and Routine Maintenance in its guidance documents and training. Routine maintenance includes non-construction activity such as snow plowing, mowing, etc. and as such are not currently required to be reported by TAMC. The current definitions for road construction projects are as follows: *Structural Improvement (SI) is necessary for roads assigned a PASER of 1, 2, 3, or 4 which require some type of structural improvement such as resurfacing or major reconstruction. Alligator cracking is evident. Rutting is beginning to take place. Road rutting is evidence that the underlying structure is beginning to fail and it must be either rehabilitated with a fix like a crush and shape or it must be totally reconstructed. These roads are considered "Poor."*

Capital Preventive Maintenance (CPM) is a planned set of cost effective treatments to an existing roadway that slows further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of CPM fixes is to protect the pavement structure; slow the rate of deterioration; and/or correct pavement surface deficiencies. PASER 5, 6, and 7 are included in this category. Roads in this category still show good structural support but the surface is starting to deteriorate. CPM is intended to address pavement problems before the structural integrity of the pavement has been severely impacted. These roads are considered "Fair."

TAMC Proposed Changes in Treatment Categories:

The proposed changes in TAMC reporting would be consistent with the above definitions of SI and CPM, and would consolidate reporting treatment categories from over 70 currently to only requiring selection from four broad, defined classifications (Reconstruction, Rehabilitation, Heavy CPM or Light CPM). In addition to reporting projects with one of the four defined TAMC reporting classifications, each project would also include the treatment category that the reporting agency uses for their own purposes as supplementary information in a separate data field.

Examples of project type reporting are shown **Local Treatment Category** in the table below: **TAMC Reporting**

Treatment Category

<i>Light CPM</i>	<i>Overband crack fill</i>
<i>Heavy CPM</i>	<i>One course chip seal with a fog seal</i>
<i>Rehabilitation</i>	<i>Crush and shape with 2 inch Hot Mix Asphalt (HMA) overlay</i>
<i>Rehabilitation</i>	<i>3" HMA overlay</i>
<i>Rehabilitation</i>	<i>Resurface, Mill & Pulverize</i>
<i>Reconstruction</i>	<i>Remove and replace pavement to subgrade</i>