

Consistency Review

Developing, monitoring and improving the TAMP is an evolving and iterative process. MoDOT monitors the programming and project delivery process to evaluate the successes of the TAMP through the various methods described below.

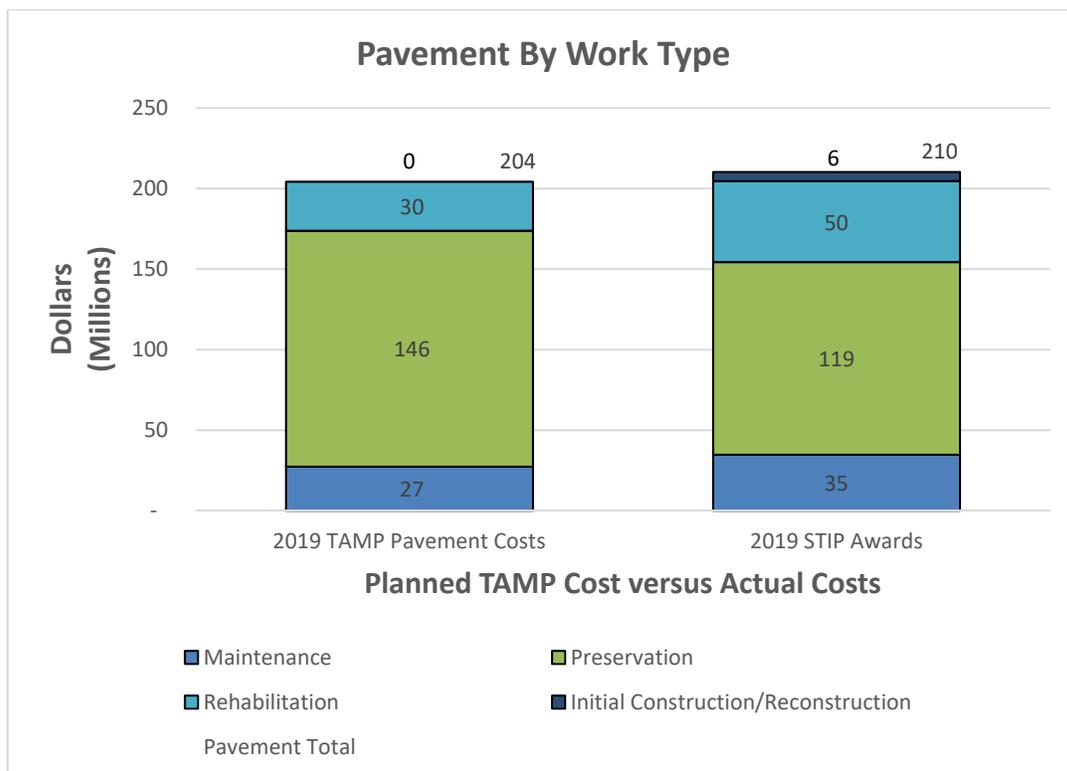
Implementing the TAMP through an asset management approach to programming projects

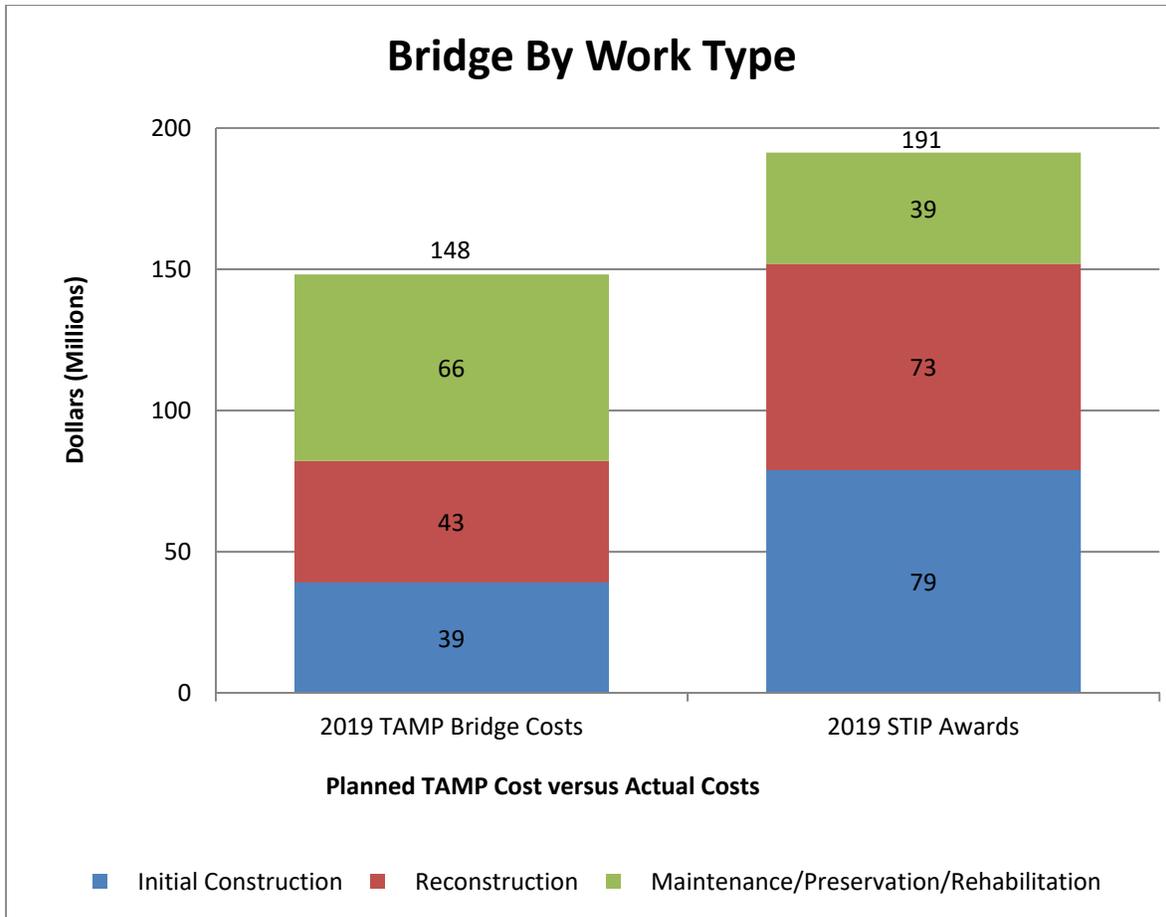
Generally, districts work with regional partners to update the STIP, using their asset management plan (AMP) as a guide, to program projects. As part of the programming cycle, MoDOT evaluates the draft STIP to compare the planned asset management expenditures for the applicable years to the draft programming to help ensure that projects are programmed, and funds are committed to support the objectives of the TAMP. MoDOT’s 10-year rolling AMP is reviewed and refined each year with the latest information.

As part of the Executive Team approval process of MoDOT’s STIP, a comparison of the AMP goals and the fully programmed years of the 5-year STIP is reviewed to gauge compliance with our desired direction. MoDOT’s AMPs are the implementation tool for our TAMP.

Each district office actively reviews their treatment costs, pavement and bridge conditions, treatment cycles and projected budget, to balance the needs of their system with the overall system goals. MoDOT continues to work with FHWA on demonstrating compliance of the TAMP required pavement and bridge management systems including participation in working groups on these areas.

2019 Performance





Notes:

- The 2019 FY projects were reviewed and categorized according to the TAMP criteria.
- Work type costs are based upon Contract Award amount for the categorized projects.
- Multi-year complex projects including design build projects with both Pavement and Bridge work were prorated based upon the anticipated scope of work.

System condition performance

Measure	2017 Baseline	2019 (Current)	2021 Target
Good Cond. IS Pavement	77.5%	75.0%	77.5%
Poor Cond. IS Pavement	0.0%	0.0%	0.1%
Good Cond. Non-IS NHS Pavement	74.8% (IRI Only)	61.6%	61.1%
Poor Cond. Non-IS NHS Pavement	5.1% (IRI Only)	0.8%	1.0%
Poor Deck on NHS	34.0%	29.8%	30.9%
Good Deck on NHS	7.1%	7.5%	7.1%

Documentation

- The TAMP covers a 10-year window of system investment and includes 2- and 4-year targets, to guide the maintenance of the system assets over that time. Fluctuations in performance on specific measures is a result of balancing associated project over Interstate, Non-Interstate NHS and the minor system. Although a 2.5% reduction in Good Condition IS pavement (between the baseline and 2019), and a single year reduction of 4.1% are of note, we do not believe it yet represents a cause for alarm as the work represented by FY 2019 is not fully realized in the performance.
- Significant projects, including a substantial design build project, are included in the FY2019 funds. For the design build project, the proposed design invests heavily in interstate pavement rehabilitation and bridge replacement. However, these improvements are mostly not reflected in the current condition performance due to being multi-year, complex construction projects. Once the additional interstate and bridge work is completed, we would anticipate slightly increased % Good Interstate Pavement, slightly reduced % Poor Deck on NHS and slightly improved % Good Deck on NHS. These projects also skewed the individual year performance to initial construction for bridge work and to rehabilitation for pavement.
- Major bridges can have significant impact to overall performance due to the associated size of the structures. A single structure moving to poor can impact the performance by ½ percent, and thus can fluctuate from year to year.
- Recognizing the decreasing trend associated with bridge deck condition, MoDOT overspent in FY2019 from the asset management goals and have included significant bridge focused efforts in FY2020 and FY2021 which will aid in slowing that trend.
- The overall investment strategy demonstrates a commitment of funds to asset management with project commitments exceeding most identified categories.
- Updating bridge and pavement costs: Asset management plans are used to guide STIP investment decisions. Asset management investment and project costs must be monitored to the square foot and lane mile cost, to ensure projected funding commitments adequately cover the projected needs. MoDOT monitors these costs through the STIP and through the asset management program. For most areas, the asset management program costs align closely with STIP programming estimates, however some variances exist and must be closely watched with each asset management update.

This Consistency Determination document will be updated and posted on MoDOT's website annually.