



Pavement Asset Management

Plan

This Pavement Asset Management Plan satisfies the HB1001 State funding requirements. This plan must include the complete pavement inventory of the local agency.

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A. Road Asset Inventory

Due to the inventory's length, an Excel spreadsheet with the complete pavement inventory has been accompanied with this document. Part B of this document breaks down the county's pavement treatment plan for the next five years by PASER rating. Part B also includes the county's performance benchmarks as well as the monitoring program for pavement assets.

B. Proposed Treatments

Floyd County has developed a list of treatment options for the road inventory. The County will continue to monitor improvements and technological innovations that may be beneficial in the maintenance and operation of the community's roadways. The following table below references the road rating and appropriate treatment option to be applied.

Table B. 1 Rating and Five Year Cost Estimate for Treatment

Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost
9-10	Crack Sealant	\$5,000	53	\$265,000
7-8	Crack Sealant	\$5,000	64	\$320,000
6	Crack Sealant	\$5,000	93	\$465,000
6	1' Overlay	\$50,000	30	1,500,000
4-5	2' Overlay	\$70,000	33	2,310,000
1-3	Reconstruction	\$115,000	11	1,265,000
Total				\$6,125,000

Objectives and Measurements

The Floyd County Highway and Public Works Department have defined a series of performance and goals and expected level of service measurements for the road inventory. Using the PASER system, the County has created a five (5) year performance plan to measure the effectiveness and efficiency of the proposed work plan. The proposed work plan is detailed below.

Floyd County Highway and Public Works Five Year Work Plan Summary

The Five Year Work plan is designed to create a matrix with a set of performance related benchmarks for the County's road inventory. The County's road inventory is described in the following table. The table defines the total current mileage in 2016 and the current mileage for functional classifications that are in the county's system. The overall benchmark for the next five year is to increase the percentage of miles in each classification to a higher standard.

Table B.2 Performance Goals

Functional Classification	Total Miles	Miles Rating 8 or above	Benchmark Resurfacing	Benchmark Preventive Maintenance	Benchmark Preventive Maintenance and Selected Resurfacing
Minor Arterial	11	6.35	4.75	6.35	0
Major Collector	48.9	18.9	11.1	38.6	0
Minor Collector	26	3.65	12.4	13.8	0
Local Roads	267.9	24.4	49.5	144.1	81
Total	353.8	53.3	77.75	189.05	81

The County initiated a PASER review of its road system. Each segment of road was physically visited and a PASER evaluation was conducted by the County Infrastructure Coordinator. The coordinator had training in the development of the PASER system and developed the program for the review. Upon the review of the initial evaluation, a series of benchmarks were established using the following criteria.

Benchmark Performance Goals

1. All Minor Arterial Roads will have a benchmark rating 8 within 2 years
2. All Major Collector Roads with a rating of 4-5 will be slated for resurfacing within next 3 years.
3. All Major Collector Roads with a rating of 6-9 will be slated for preventive maintenance within 1 year.
4. All Minor Collector roads with a rating of 4-5 will be slated for resurfacing within next 3 years
5. All Minor Collector roads with a rating of 6-9 will be slated for preventive maintenance with 1 year.
6. All local roads with a rating of 0-3 or less will be slated for resurfacing within next five years
7. All local roads with a rating of 6-9 will be slated for preventive maintenance with next five years.
8. A quarter of the roads with a rating of 5 will be slated for preventive maintenance and selected resurfacing

In addition to the surface repair, the County is monitoring the drainage systems associated with the road system. The department is prioritizing the areas in need of drainage work and has developed an inventory and rating system for the culverts and pipes within the drainage system. Additionally, the County has finished an extensive categorizing of its right of way on GIS in order to better track the community's right of way assets.

A main focus of the County's Infrastructure Coordinator will be on-going monitoring of the road inventory. Quarterly review of the inventory will be done by classification. The monitoring program will also track the work orders issued to the Highway and Public Works department to review progress of the work plan and also to determine any trends in operations such as higher concentrations of pot hole repairs or drainage problems.