Louisiana Statewide Transportation Plan Update
State Highway Operations and Maintenance Advisory Council Meeting
March 20, 2013

Initial Issues

This listing is for discussion purposes and does not represent a complete list of issues. During the Advisory Council meeting, you will use this list as a starting point and add, delete, modify issues as appropriate.

- **Highway Preservation**
  - Louisiana separates roadways into four classes; interstates, non-interstate NHS, State Highway System (SHS), and Regional Highway System (RHS).

LADOTD Road Class	Name	Mileage	Percent
Interstate Highway System	IHS	1,521.7	8.4%
Non-Interstate NHS	NHS	2,415.5	13.4%
State Highway System	SHS	6,767.5	37.4%
Regional Highway System	RHS	7,383.0	40.8%
Total System		18,087.7	100.0%

System	Very Poor	Poor	Fair	Good	Very Good	Fair or Better
IHS	0.1%	2.4%	29.8%	23.4%	44.3%	97.5%
NHS	1.7%	3.9%	26.4%	36.5%	31.4%	94.4%
SHS	0.3%	3.8%	30.6%	38.7%	26.6%	95.9%
RHS	1.8%	11.0%	39.7%	31.9%	15.6%	87.2%
Total	1.1%	6.7%	33.7%	34.3%	24.3%	92.3%

  - 7.8 percent of the system is in (poor or very poor) unacceptable condition, this equates to almost 1,400 miles with 196 miles in very poor condition.
  - Heavy loads from agricultural, shale, and other industry are causing major damage to the infrastructure
  - Utilities operations affect roadway condition and hurt roadway operations

  - Draft Highway Preservation Plan Needs

Type of Improvement	Rural	Urban	Total	Percent
Modernization	$502.3	$873.2	$1,375.5	8.1%
Preservation	$7,963.1	$4,251.7	$12,214.8	71.7%
Routine Maintenance	$3,183.7	$250.5	$3,434.2	20.2%
Total	$11,649.1	$5,375.4	$17,024.5	

- Rural needs total $11.6 Billion, or 68.4 percent of total needs, while urban roads account for almost $5.4 Billion (31.6 percent).
- The pavement management system was tasked with improving the network to the acceptable threshold levels established by DOTD per system category

- **Draft Highway Capacity Plan Needs (to achieve reasonable congestion targets)**

	Backlog	Accruing	Total
Cost	$5,493.0	$1,121.1	$6,614.1
Miles	837.6	167.0	1004.6

  - Backlog represents "now needs" for new roadways and added lanes on existing roadways
  - Accruing represents additional lanes on existing roads

- **Bridge Preservation**
  - Number of structurally deficient bridges is steadily decreasing
  - 47 percent of DOTD bridges bridges have a sufficiency rating of 80 or better. Forty-two percent, or approximately 2,600 bridges, are between 50 and 80 rating. The remaining 11 percent of bridges are below a 50 sufficiency rating. There were 502 structurally deficient bridges…according to now needs. Total of 8,070 DOTD structures (bridges and culverts) and 6279 bridges >20ft long.
  - Under the previous highway bill a 50-80 rating triggers eligibility for rehabilitation and a 50% or below triggered eligibility for reconstruction

	SR < 50%	50 to 80%	SR > 80%	
2010	714	2608	2957	6279
	11.4%	41.5%	47.1%	

Bridge Owner	Bridges		Cost	
	Count	%	$ (Million)	%
Parish	10,311	33.0%	529.5	12.3%
Municipality	971	3.1%	102.4	2.4%
State	19,972	63.9%	3,665.4	85.3%
Grand Total	31,254	100.0%	4,297.4	100.0%

- **Draft Highway and Bridge Preservation Plan Need**

	Highway	Bridge	Total
Cost	$23.6B	$4.3B	$27.9B

  - There is not sufficient funding to maintain roads and bridges according to life cycle cost principles

- **Safety Issues**
  - (State very close to goal of 1.54 fatality rate set in 2006, but challenges remain)

HIGHWAY FATALITIES	2008		2012	
Total	915		711	
Aggressive	570	62%	393	55%
Distracted	203	22%	167	23%
Alcohol	451	49%	215	30%
Roadway departure	508	56%	341	48%
Occupant protection	398	43%	236	33%
Young drivers	317	35%	208	29%

- **ITS**
  - How can we maximize ITS potential for cost-effective operations? Some believe more investment is needed in ITS to squeeze maximum capacity from existing system
  - Are there obstacles preventing this?