

December 1, 2020

Montgomery County, Indiana

RE: Approval Letter for 2020 Pavement Asset Management Plan

To Whom It May Concern,

Thank you for submitting Montgomery County's Asset Management Plan. It has been determined that your 2020 Pavement Asset Management Plan has met all the criteria required from the INDOT approved template and is complete.

Use this approval letter for the 2021 (calendar year) Community Crossings Matching Grant Program's application. Please note that you will need to submit your asset management plan each year by December 1st to be eligible for the following year's Community Crossing Matching Grant Program.

Sincerely,



Patrick A. Conner, PE
LTAP Research Manager

Montgomery County Pavement Management Plan

Objectives and Measures

A. Define the Agency's performance goals and expected level of service for pavements.

The goal for Montgomery County is to spend its resurfacing budget wisely and provide the best roads for its citizens and commuters. The roads will be maintained to allow for the optimum traffic flow.

The expected level of service (LOS) rating for the HMA roads maintained by Montgomery County is based upon the functional classification. Collectors and arterials will be maintained to a PASER rating of 4 or higher, and local streets will be maintained to a PASER rating of 3 or higher.

A PASER rating of 8 is lowest rating for a road to be considered in good shape. A PASER rating of 5 is the lowest rating for a road to be considered in fair condition. The chip seal roads will be maintained to a rating of 4 to avoid the need for Jump Paving.

B. Define the Rating System.

The rating system used to provide condition ratings for the roads is PASER. The PASER system was developed by the Wisconsin LTAP and is utilized statewide by local agencies in Michigan, as well as many others throughout the country and is the system taught by the Indiana LTAP. The Pavement Surface Evaluation and Rating (PASER) system visually evaluates the condition of road segments. The PASER system rates each segment on a scale of 1 – 10 with 1 being the worst condition and 10 being the best condition (new construction). Ratings of 1 to 4 indicate Poor Condition, 5 to 7 represent Fair, and 8 to 10 represent Good Condition. PASER also recommends needed maintenance or repair, based on the condition of the roadway.

C. Describe the process used to develop a work plan.

USI utilized a two-man data collection team. Data was collected between August 22nd and October 1st of 2020. Each roadway section was driven and videotaped as the field team reviewed each segment for notable surface defects, such as raveling or polishing, surface deformations including rutting or rippling, cracks and areas of patching. Additionally, the field team verified pavement widths, the presence and condition of any curb or gutter, and noted other items that may have changed since the previous PASER rating. Roadway segments were defined from intersection to intersection along each roadway, unless a defined change in roadway characteristics was encountered. In the cases where a significant change in the roadway characteristics was encountered mid-block, additional segments

were added in order to accurately reflect the correct PASER ratings. All segments were entered into a spreadsheet that will allow for easy data presentation. The spreadsheet also includes direct hyperlinks to the video of the roadway.

D. Describe the monitoring program and plan for making updates and adjustments.

Montgomery County evaluates their roadways and update their inventory at least every two years. This two-year cycle allows Montgomery County to keep up with the deterioration of their roads and keep them from severe deterioration that requires reconstruction. The Pavement Asset Inventory was created in Microsoft Excel and allows for ease of access to the inventory and updating.

The inventory can be updated as necessary, adding and removing columns to the spreadsheet. This allows for customization of the inventory and easy updating. The asset management plan is a living document and must be updated as work is completed on each segment. This allows Montgomery County to track when each segment is treated and see how cost effective their treatments are.

E. Describe drainage and ROW conditions.

Drainage conditions for Montgomery County varied ranging from square curb to roll curb and roadside ditch. The field team did not identify any particular areas of concern relating to drainage. Montgomery County will maintain its Right of Way (ROW) by utilizing regular mowing cycles, visual inspection of roadside ditches, and berming of shoulders. Sight distance will be maintained for the ROW by enforcing no parking zones at intersections and curves, and also by trimming trees and shrubs.

Any poorly draining ditches and channels are able to be corrected utilizing the County's labor force.

Montgomery County is currently capable of replacing any culverts with a diameter of 5' or less in-house. These will be replaced as needed or ahead of contracted roadwork to reduce contract costs. Future contracted paving operations will also include Right of Way purchasing to allow for culvert and guardrail installation. After the Right of Way is purchased the County will conduct the clearing in-house ahead of any other construction projects.

Year	Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost
2021	1	Full Depth Reclamation with Asphalt	700,000	0	0
2021	2	Cold Mix Asphalt	40,000	15	600,000
2021	3	Overlay - 2"	136,000	3.5	476,000
2021	4	Overlay - 2"	136,000	3.5	476,000
2021	5	Chip Seal and Fog	15,000	17	255,000
2021	6 to 8	Crack Seal	10,000	10	100,000
2022	1	Full Depth Reclamation with Asphalt	700,000	0	0
2022	2	Cold Mix Asphalt	40,000	15	600,000
2022	3	Overlay - 2"	136,000	2	272,000
2022	4	Chip Seal and Microsurfacing	87,560	5	437,800
2022	5	Chip Seal and Fog	15,000	17	255,000
2022	6 to 8	Crack Seal	10,000	10	100,000
2023	1	Full Depth Reclamation with Asphalt	700,000	0	0
2023	2	Cold Mix Asphalt	40,000	15	600,000
2023	3	Overlay - 2"	136,000	1	136,000
2023	4	Chip Seal and Microsurfacing	87,560	9	788,040
2023	5	Chip Seal and Fog	15,000	17	255,000
2023	6	Crack Seal	10,000	10	100,000
2023	7	Chip Seal and Fog	15,000	0	0
2023	8	Chip Seal and Fog	15,000	0	0
2024	1	Full Depth Reclamation with Asphalt	700,000	0	0
2024	2	Cold Mix Asphalt	40,000	15	600,000
2024	3	Overlay - 2"	136,000	3.5	476,000
2024	4	Overlay - 2"	136,000	3.5	476,000
2024	5	Chip Seal and Fog	15,000	17	255,000
2024	6 to 8	Crack Seal	10,000	10	100,000
2025	1	Full Depth Reclamation with Asphalt	700,000	0	0
2025	2	Cold Mix Asphalt	40,000	15	600,000
2025	3	Overlay - 2"	136,000	3.5	476,000
2025	4	Overlay - 2"	136,000	3.5	476,000
2025	5	Chip Seal and Fog	15,000	17	255,000
2025	6 to 8	Crack Seal	10,000	10	100,000