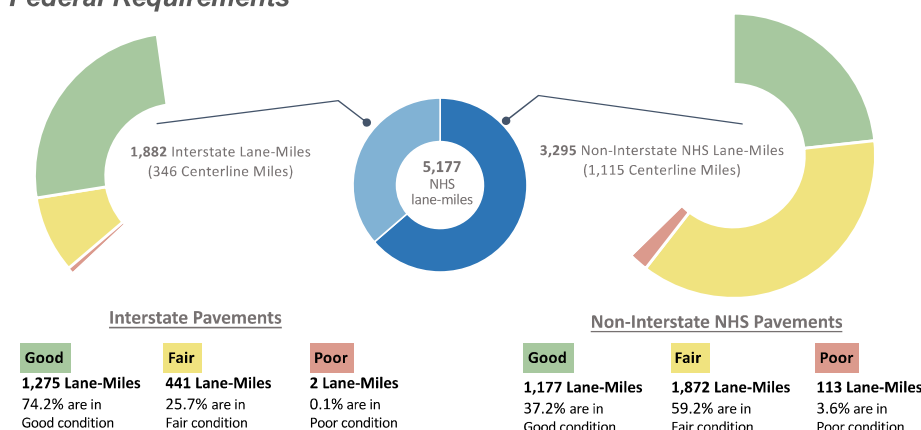


Description

- There are 3,716 centerline miles of state-maintained routes and roads in Connecticut, 1,406 of which are on the National Highway System (NHS), including 346 Interstate miles.
- There are another 17,446 centerline miles of town maintained roads, 56 of which are on the NHS.
- 70.5% of CTDOT maintained centerline miles are flexible (asphalt) pavements, 29.2% are composite pavements (asphalt over concrete), and 0.3% are rigid (concrete) pavements.

NHS Roadways Inventory and Condition

Federal Requirements



Note on Interstate: Total condition lane miles of 1,718 excludes 131 lane miles coded as bridge and 32 lane miles missing/invalid.
 Note on Non-Interstate NHS: Total condition lane miles of 3,163 excludes 81 lane miles coded as bridge and 51 lane mile missing/invalid. Totals include 130 NHS lane miles which are locally maintained, 3.1% in good condition, 87.7% in fair condition and 9.2% in poor condition.

Based on 2019 HPMS pavement condition data submitted to FHWA June 2020!

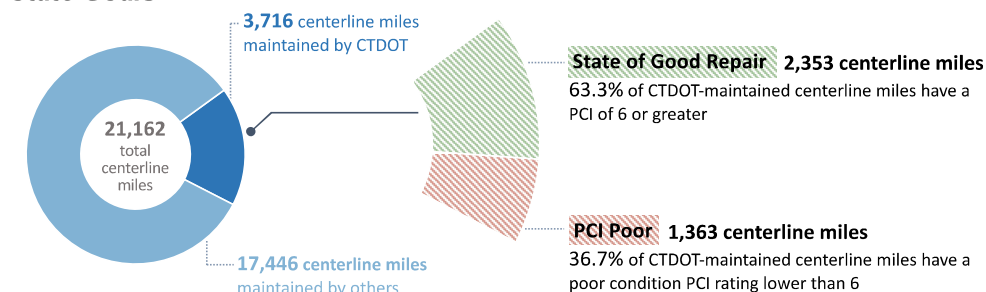
Good-Fair-Poor defined by MAP-21/FAST Act

State of Good Repair (SOGR)

A pavement section for which the Pavement Condition Index (PCI) is 6 or greater is classified as being in a State of Good Repair (SOGR). The PCI is based on cracking, rutting, drainage disintegration, and ride. FHWA uses different condition measures for NHS pavements.

CTDOT-Maintained Roadways Inventory and Condition

State Goals

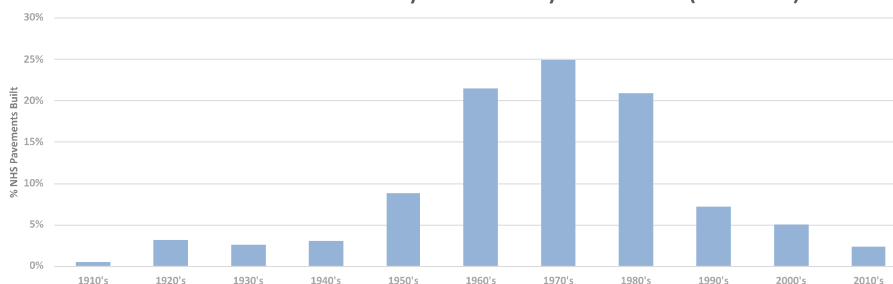


Based on CTDOT 12/31/19 Snapshot

SOGR defined by CTDOT

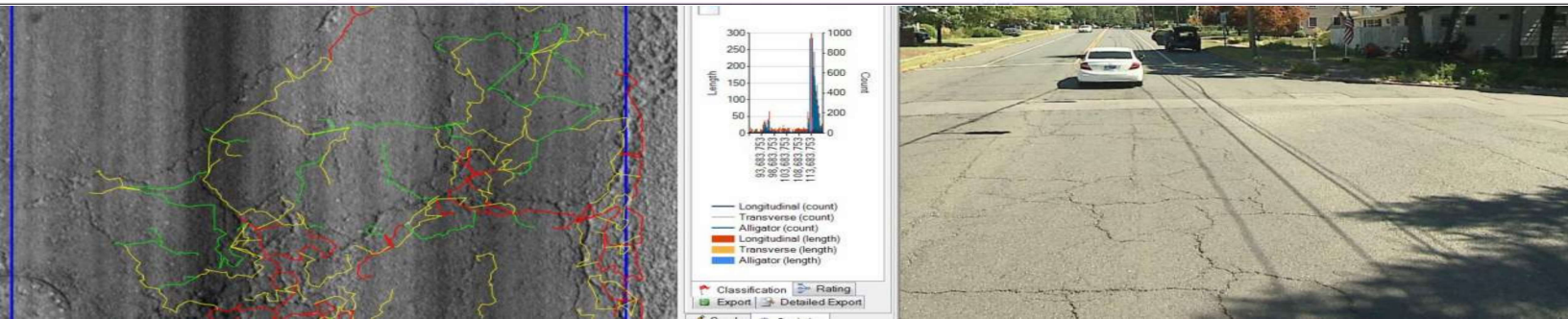
History

Distribution of CT NHS Roadway Pavements By Decade Built (lane miles)



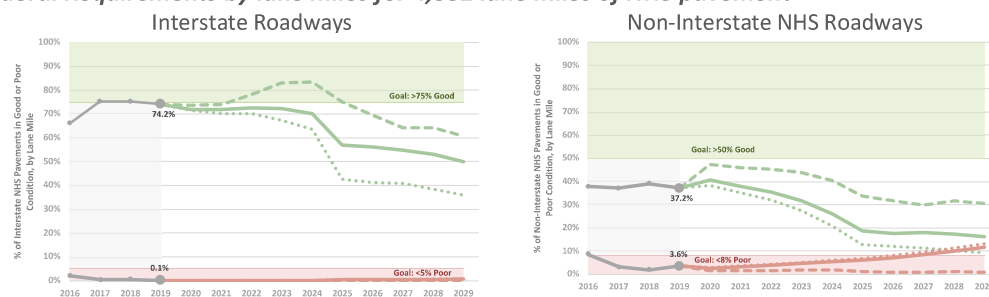


Connecticut Transportation Asset Management Plan Pavement



NHS Pavement Performance Projections

Federal Requirements by lane miles for 4,882 lane miles of NHS pavement



% Good (by lane miles)

Preferred Funding (\$425M) Current Funding (\$130M) No Funding (\$0M) Actual Conditions

% Poor (by lane miles)

Preferred Funding (\$425M) Current Funding (\$130M) No Funding (\$0M) Actual Conditions

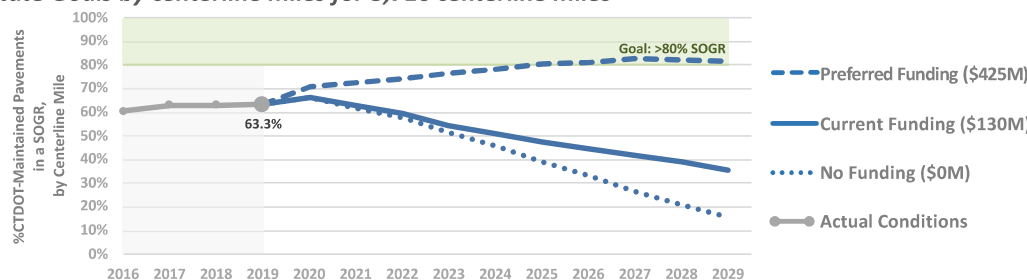
Based on funding as of 12/31/20

Performance Projections at Current Funding Level (\$130M Budget)

End of Year	2020	2021	2022	2023	2024	Goal
Interstate Good	72.1%	71.9%	72.8%	72.2%	70.3%	75.0%
Interstate Poor	0.2%	0.2%	0.2%	0.2%	0.2%	<5.0%
Non-Int NHS Good	40.6%	37.9%	35.3%	31.5%	26.2%	50.0%
Non-Int NHS Poor	2.7%	3.4%	4.0%	4.7%	5.5%	<8.0%

CTDOT-Maintained Pavement Performance Projections

State Goals by centerline miles for 3,716 centerline miles



Based on funding as of 12/31/20

Performance Projections at Current Funding Level (\$130M Budget)

End of Year	2020	2021	2022	2023	2024	Goal
SOGR	66.6%	62.9%	59.5%	54.6%	51.2%	80.0%

Performance Projections

The charts on the left depicts pavement condition for various funding scenarios. These were developed through an analysis program using CTDOT pavement deterioration curves projected from 2019 pavement condition data.

Asset Valuation

\$10,931,647,881

Asset value is estimated using the replacement value. For pavements, replacement value is the product of pavement area (SY) and unit construction cost. For 3,716 centerline miles of pavement: 104.1 million SY * \$105/SY = \$10.93 Billion

Measures and Targets

CTDOT has set the following pavement condition goals:
Federal Requirements:

- Interstate: 75% good condition and less than 5% poor condition (Federal minimum is less than 5% poor)
- Non-Interstate: 50% good condition and less than 8% poor condition

State Goal:

- 80% or more of State-maintained pavements in a SOGR (State)