

ASCE Pavement Committee Questionnaire Summary
October 2011

<i>AGENCIES RESPONDING</i>		
<i>Cities</i>	<i>Counties</i>	<i>Federal</i>
Coeur d'Alene, Idaho Post Falls, Idaho Colville, Washington Deer Park, Washington Pullman, Washington Spokane, Washington Spokane Valley, Washington	Spokane Ferry Stevens	Fairchild Air Force Base

QUESTIONS

1. *How many lane miles of paved roadways are within your jurisdiction?*

<i>Miles</i>	<i>Agencies</i>
<50	2
50 – 100	1
100 – 150	1
150 – 200	1
500 – 550	2
900 – 950	1
950 – 1000	1
1,000 – 1,500	1
2,000 – 3,000	1

2. *What is the agency's total budget for maintenance of these roadways?*

<i>Amount</i>	<i>Agencies</i>
NR	1
\$60,000	1
\$100,000	1
\$404,564	1
\$790,000	1
\$1,000,000	1
\$2,323,400	1
\$2,400,000	1
\$2,900,000	1
\$5,000,000	1
\$15,000,000	1

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3. *Is maintenance performed by the jurisdiction, by others, or a combination thereof?*

<i>Entity</i>	<i>Agencies</i>
Jurisdiction	5
Jurisdiction except for major resurfacing	1
Combination	4
Others	1

4. *What is your rating for rural residential (FFC9) and urban residential (FFC10) pavements? If you are in Idaho, please use your local rating system.*

<i>Rating System</i>	<i>Agencies</i>
FFC10 57	1
FFC9 <60	1
FFC9 68	1
OCI 69	1
FFC9 73	1
OCI 74	1
PCI 80	1
PRC 80 (average)	1
NR	4

5. *Do you have a typical pavement section for your various road classifications? If so, please indicate:*

a. Residential Streets

<i>Asphalt/Gravel</i>	<i>Agencies</i>	<i>Subgrade Compaction</i>	<i>Agencies</i>
2"/6"	4	95%	9
3"/6"	2	95% (Mod) Upper 6" 90% (Mod) below	1
2"/4"	2	95% upper 2'	1
2"/8"	1		
3"/4"	1		
3"/12"	1		
0"/3"	1		

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b. Collector Streets

<i>Asphalt/Gravel</i>	<i>Agencies</i>	<i>Subgrade Compaction</i>	<i>Agencies</i>
0"/12"	1	95% WSDOT standard	2
3"/4"-6"	1	95%	6
3"/6"	1	95% upper 2'	1
4"/6"	1	95% (Mod) Upper 6" 90% (Mod) below	1
4"/6" (min Design Req)	1		
Design Required	1		
3"/8"	1		
3.5"-4.5"/6"-7.5"	1		
4"/8"	1		
3"/12"	2		

c. Arterial Streets

<i>Asphalt/Gravel</i>	<i>Agencies</i>	<i>Subgrade Compaction</i>	<i>Agencies</i>
2"/12"	1	95% WSDOT standard	2
3"/6"	1	95%	6
4"/4"-6"	1	95% upper 2'	1
4"/6"	1	95% (Mod) Upper 6" 90% (Mod) below	1
4"/6" (min Design Req)	1		
Design Required	1		
3"/8"	1		
3"/12"	2		
4.5"-5"/7.5"-8.5"	1		
4"/8"	1		
4"/10"	1		
4"/12"-16"	1		

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6. *Does your agency have an adopted pavement design methodology? If so, please describe:*

<i>Method</i>	<i>Agencies</i>
Yes	9
R-Value	1
WSDOT Guidelines	1
Based on Provided Geotechnical Report	1
WSDOT Guidelines w/Alternate Methods	1
Rational Method Based on AASHTO Using ESALs and Subgrade Support Values	1
1993 AASHTO Guide for Design of Flexible Pavement Structures	3
PCASE (USACOE)	1
No	2

7. *Please describe your routine maintenance program to preserve the life of your pavements. A description of the methods used (crack sealing, overlays, sealing, etc.) and the frequency, of those methods.*

<i>Maintenance Activity</i>	<i>Agencies</i>
NR	1
Crack Sealing every year	3
Crack Sealing every 2 years	1
Crack Sealing every 7 years	1
Crack Sealing @ 30,000 LF/yr	1
Crack Sealing (No interval)	4
Pulverize & Repave 1.5 – 2 miles/yr	1
Patching (Based on pavement rating)	1
Patching (No interval)	1
Patching (7-year Interval)	1
Thin Lift Overlay (Based on pavement rating)	2
Reconstruction (Based on pavement rating)	2
Reconstruction (Based on budget)	1
Reconstruction (@ Failure)	1

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<i>Maintenance Activity</i>	<i>Agencies</i>
Chip Seal (No interval)	1
Sealing (After one year)	1
Sealing (Seven-year frequency)	2
Sealing (Five-year frequency for collector and arterials)	1
Grind/Overlay (Worst case first)	1
Grind/Inlays	1
Grind/Mix & Repave (Based on budget)	1
Pot Hole Repair every year	2
Sweep All Streets once per month	1
No Routine Maintenance	1

8. *What other alternative maintenance methods are you interested in and would consider using, if you had more information on those methods and local contractors' willingness to employ those methods?*

<i>Method</i>	<i>Agencies</i>
NR	2
None	3
Cement Treated Base	1
Pre-coated Chips	1
Warm mix Thin Asphalt Overlays	1
Fast Cure Seals	1
Slurry Seals	2
Chip Seal	2
¼" Chip Seal	1
Chip Seal Alternatives	1
Cape Seal	1
Micro Seal	2
Any Inexpensive Means	2

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9. Do you use pavement management data to develop your maintenance and reconstruction program? If so, how do you use it?

<i>Data</i>	<i>Agencies</i>
Yes	11
WSDOT Pavement Rating System	2
Pavement Management Software	3
O.C.I.	1
Consultant Developed System	1
No	0

10. What are the major types of pavement failures / issues affecting your agency?

<i>Failure/Issue</i>	<i>Agencies</i>
Worn Out Pavement	1
Longitudinal Joints	1
Construction Joints	2
Rutting	2
Structural	1
Weather	4
Material	1
Subgrade	2
Funding	2
Old Asphalt	1
Raveling	2
Cracking	2
Asphalt Deterioration	1

11. What are the major issues that you see facing your agency in regards to pavement preservation?

<i>Issue</i>	<i>Agencies</i>
Funding	11
Manpower	1
Bid Prices	1

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Preservation Alternatives, Approaches, & Timing	1
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12. Maintenance:

<i>Issue</i>	<i>Agencies</i>
NR	9
Funding	2
Alternatives	1
Material Costs	1

13. Construction Practice:

<i>Issue</i>	<i>Agencies</i>
NR	4
Contractor Understanding	3
Local Training Classes	1
Failure of Poor Joints (New Pavement versus Old)	1
Funding	2
Material Quality	1
Poor Soil Conditions	1

14. Are there specific issues that you would like the committee to address?

<i>Issue</i>	<i>Agencies</i>
NR	6
Pavement Design Practices	1
Studded Tires	1
Pre-mature Asphalt Failure	1
Innovative, Cost Effective Repair Strategies	1
National Asphalt Oil Supply & Demand	1
Jurisdiction Maintenance Personnel Training	1
Funding	2

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15. General Comments

<i>Comment</i>	<i>Agencies</i>
NR	9
I think that this committee is a great way to bring together all parties and to seek out better ways to improve our local roads through construction techniques, proper management and research.	1
Better planning prior to paving to minimize roadway utility cuts.	1
¼” chip seal with fog seal is receiving better acceptance from community.	1
¼” rock price has lowered in the last couple of years.	1
Seal must have a high flash time (20 minutes) to minimize traffic disruption.	1
Funding will always be an issue and maintenance must be approached in a logical and systematic manner to not waste those available funds.	1