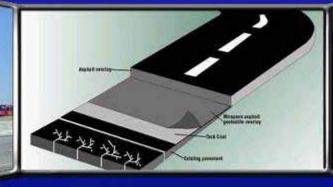
Opening the Portal to Effective Pavement Management



Said Ismail, P.E. Louisiana Department of Transportation and Development

Introduction

Background

Increased Importance of Pavement Management Systems

Data Integration – Benefits and Obstacles

Launch of New PMS Web Application

Background

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Background

- Pavement management is a planning and programming tool for state-level network analysis
- LADOTD has maintained a PMS since 1991
- Districts were initially skeptical of PMS
- Accessibility to PMS data is vital to LADOTD staff



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Brief History of PMS Data Delivery

<u>Year</u>	Method of delivery
1992	VHS tapes (1600 mile pilot study)
1994	S-VHS tapes
1997-98	S-VHS tapes
2000	DVD
2003	Hard drives to DOTD, SNAP servers to districts
2005	Hard drives to DOTD, SNAP servers to districts
2007	Hi-Def images on hard drives, SNAP servers to districts

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Response to Data Delivery Methods

<u>Delivery Method</u>	Description	<u>Response</u>
VHS	Cumbersome to search through	Poor
DVD	Easier searches for road sections	Better
Servers	Allowed more users access to data	Good
Dot NET Webpage	Easy data access and limited queries	Very Good
VisiWeb	All users allowed image access through web	Excellent
Web page / GIS Interface	Users can query PMS database and display results on map	TBD



Additional Data Items Collected

- Vertical Clearance Measurements
- Signs (Traffic and Advertising)
- Geometric Data (Cross-Slope, Horizontal and Vertical Curves, Edge Drop-Offs)



Right of Way Images on all Ramps



Increased Importance of Pavement Management Systems





Increased Importance of PMS

- Increased costs and decreased funding
- Shifting focus from expansion to preservation
- Significant investment in pavement management data



 PMS data is valuable to all LA DOTD engineers and support staff





 Depart from "Worst First"

• Empower Principles of Life Cycle Analysis

 Proceed toward Preservation First





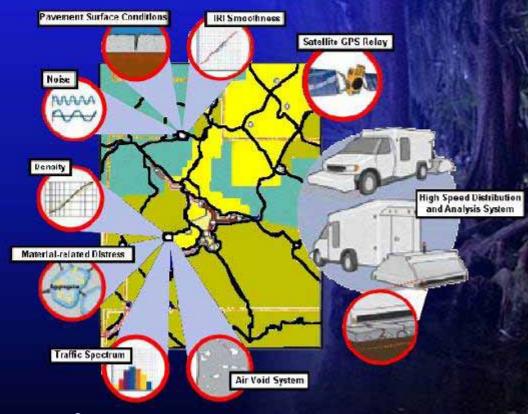
Integrating Data – Benefits and Obstacles





Benefits of Integrating Data

- Reduction in research and reporting times
- More comprehensive inventory, condition, and event data
- Flexibility to incorporate new assets or events
- Data is accessed directly from source



Intuitive map-based user interface

Data Integration – LRS Obstacles

- Location Reference System (LRS) - Various location reference systems are used throughout LA DOTD: » Control Section Logmile » Route Logmile » Route Milepost » GPS Latitude/Longitude » Project Station Number
 - Some data is still not integrated due to the differences in LRS



PMS Web Application with GIS Interface

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The Tools Available

Databases

Condition and Program Recommendations

Traffic Volumes

Highway Inventory

Project Tracking

Traffic Accidents

GIS

ESRI ArcIMS

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Secure Login 9 Select Budget Map Reports Launch Viewer Project Report . Current Condition · Priority List Charts Average Condition · Program Costs Treatment Costs Treatment Lengths Condition Distribution

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Welcome! to the intranet version of LADOTD's Pavement Management System.

PMS Web Application

This application will enable you to view the most current pavement condition data and examine the effects of different budget scenarios on your agency's roads. You may also view the recommended projects and resulting conditions for each different budget scenario you select.

Information >> Home

Data Reports

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Budgets

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Data Report
 Index Plot

Help

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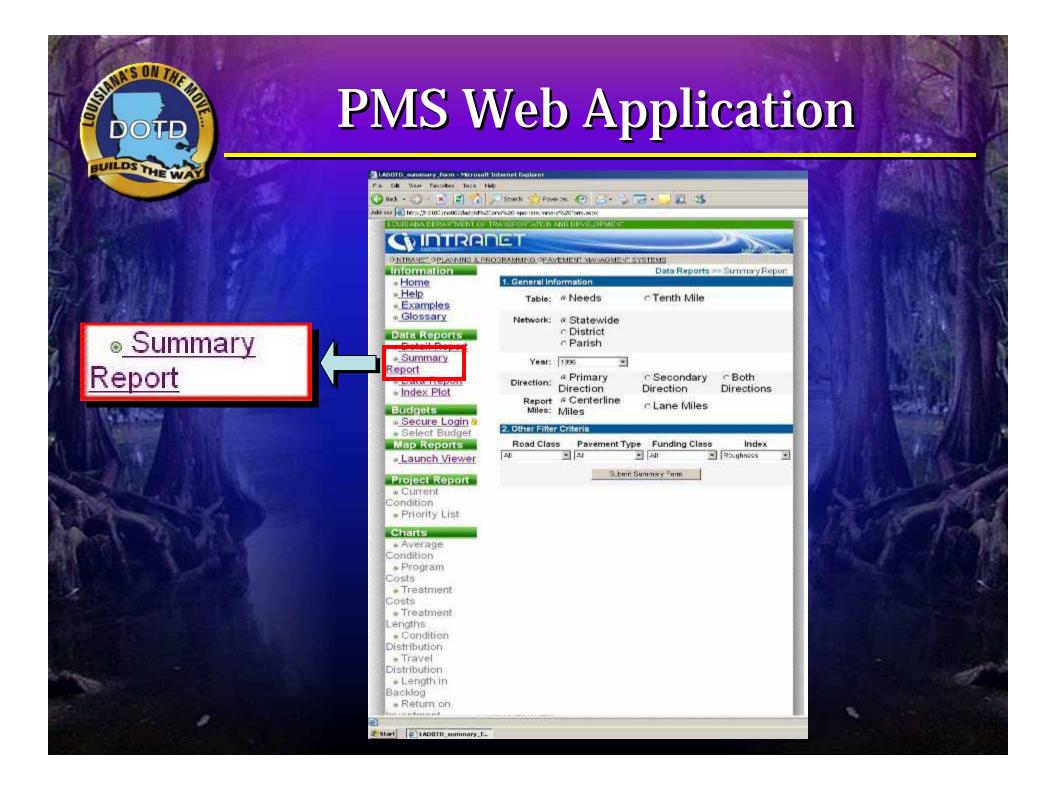
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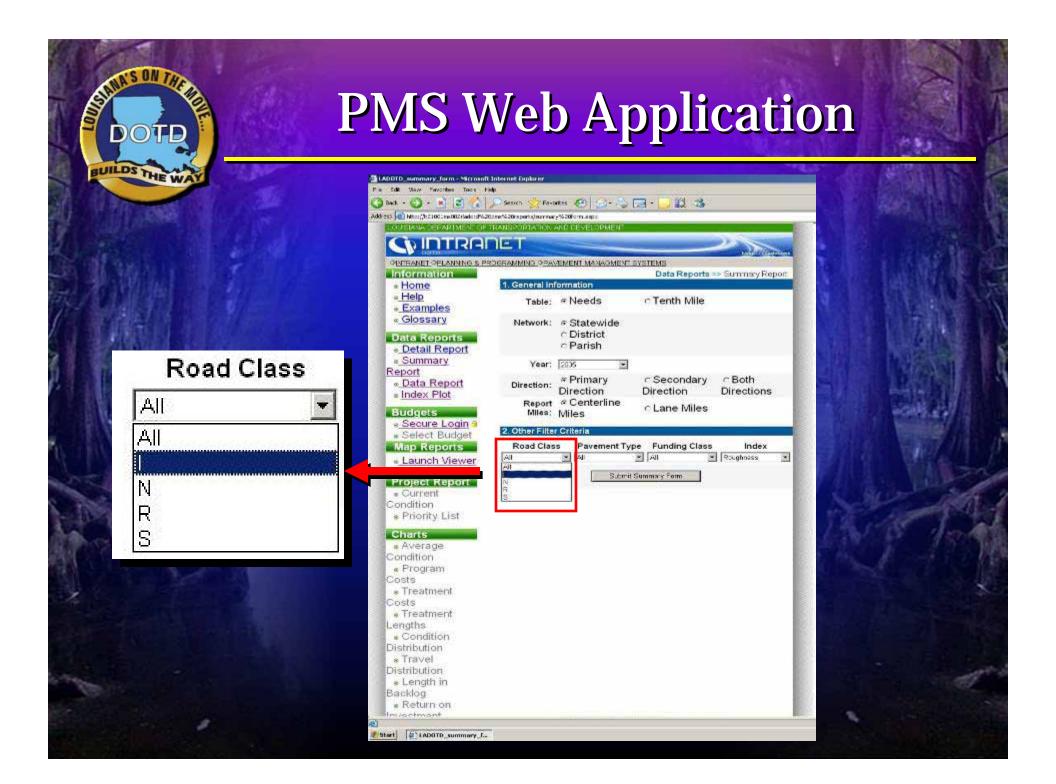
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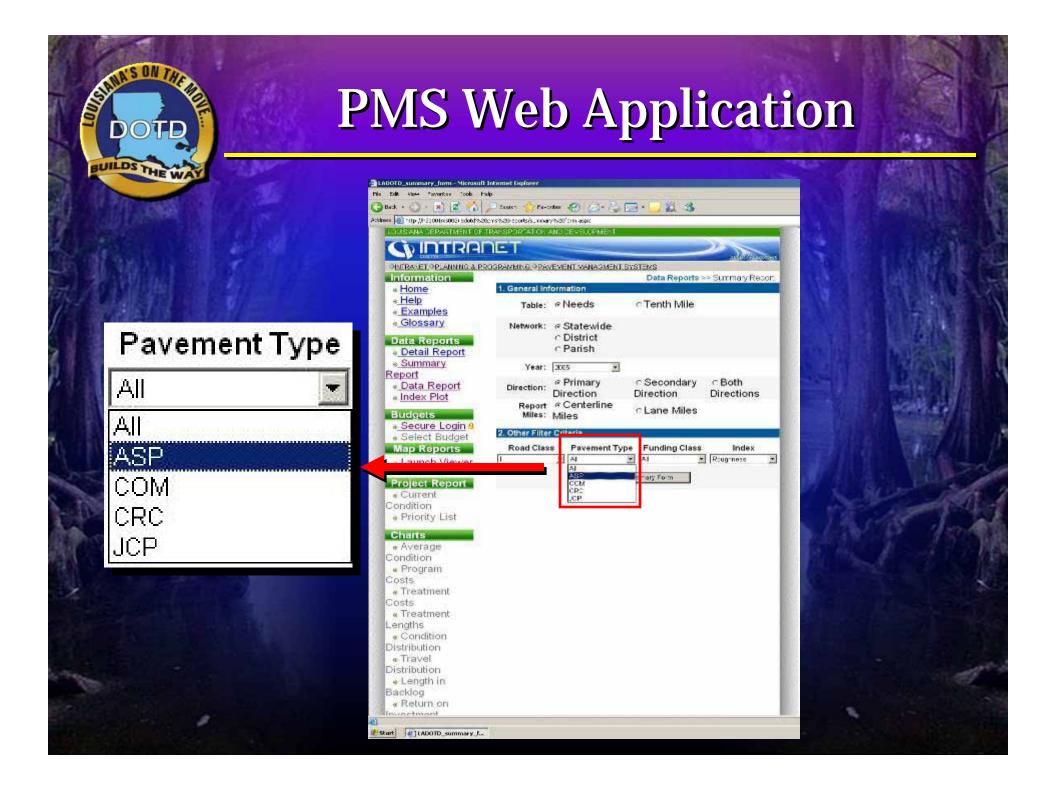
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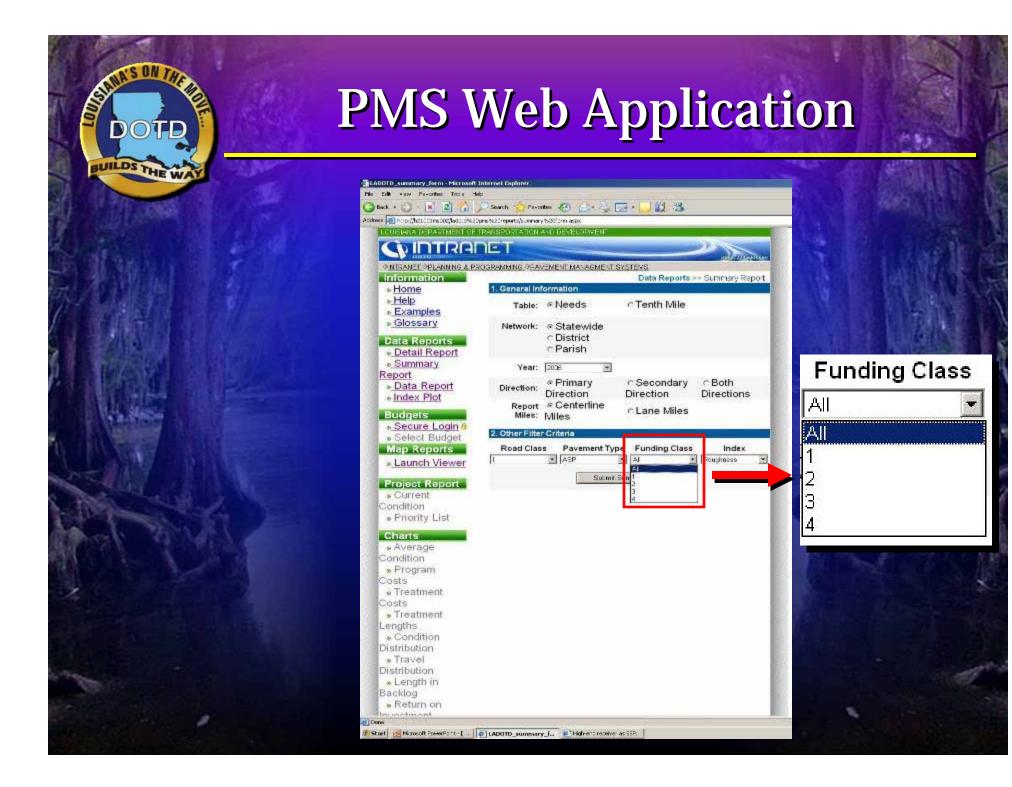
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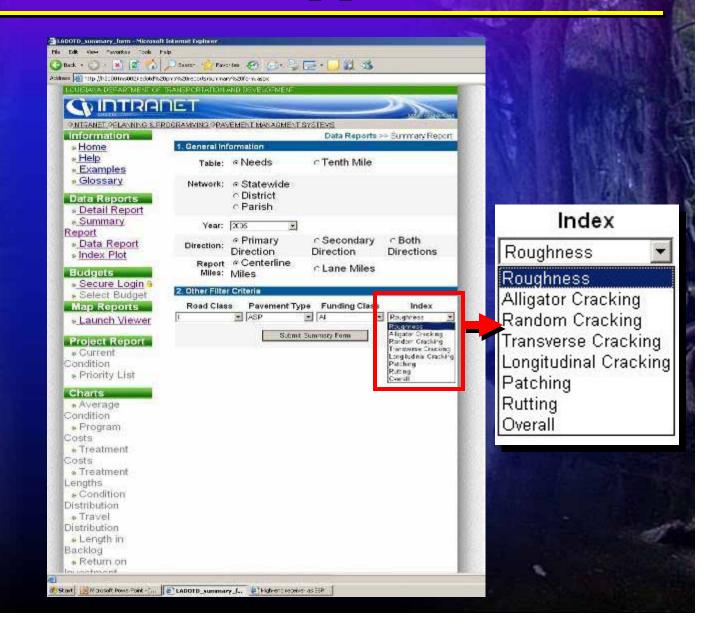
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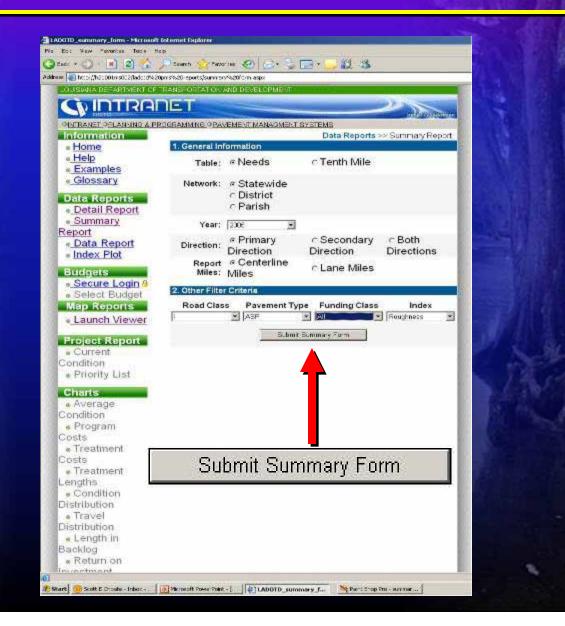


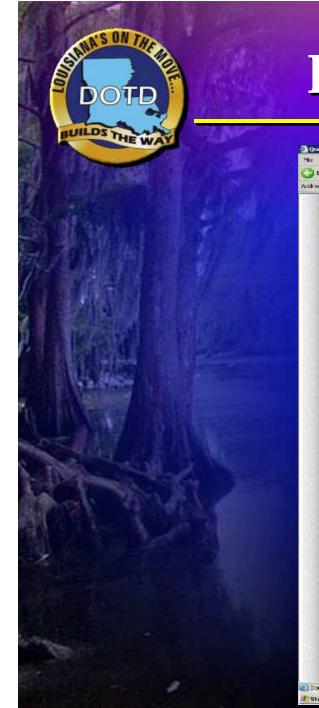












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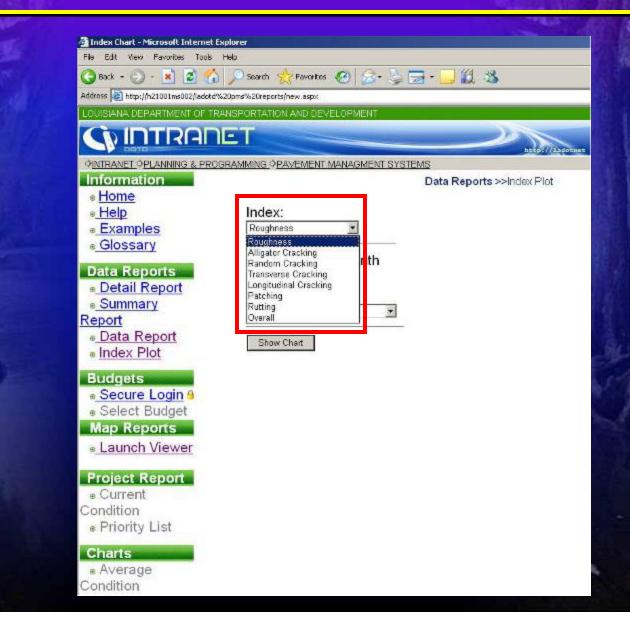
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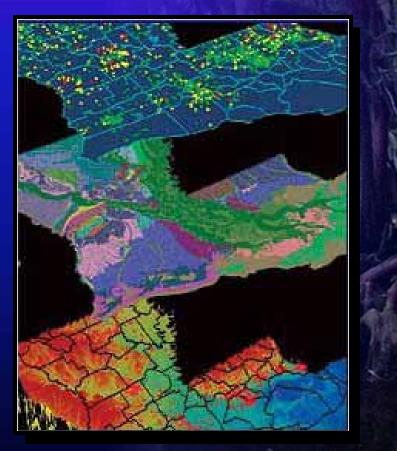


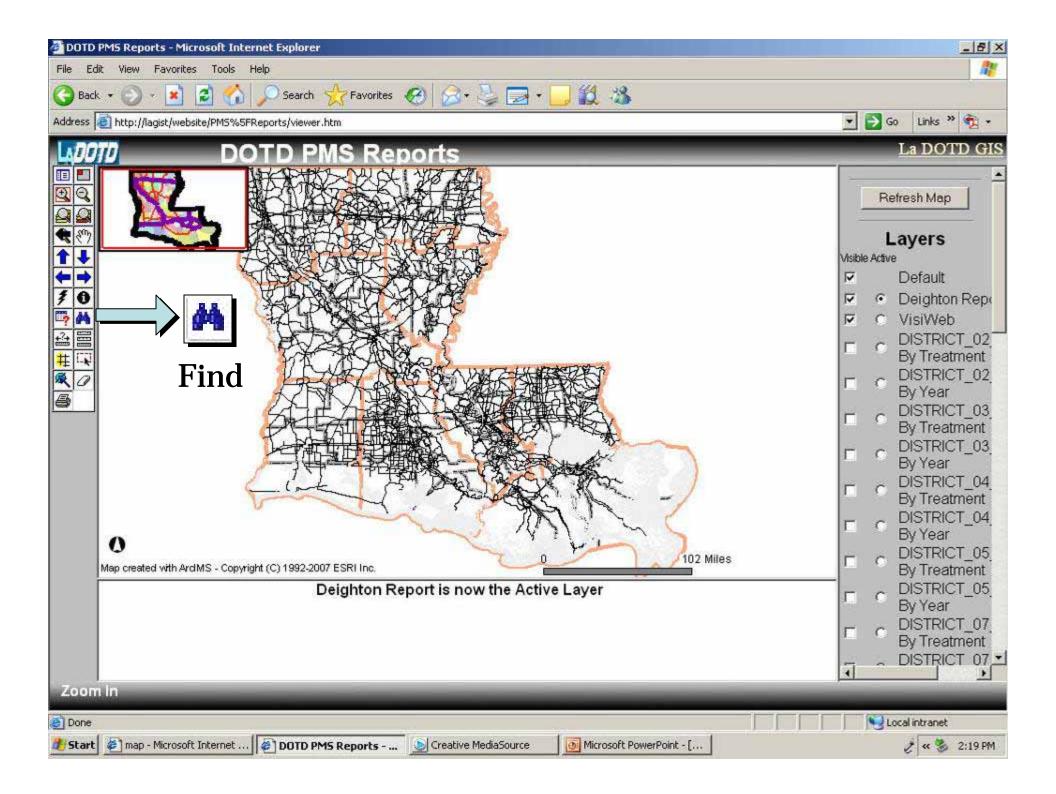
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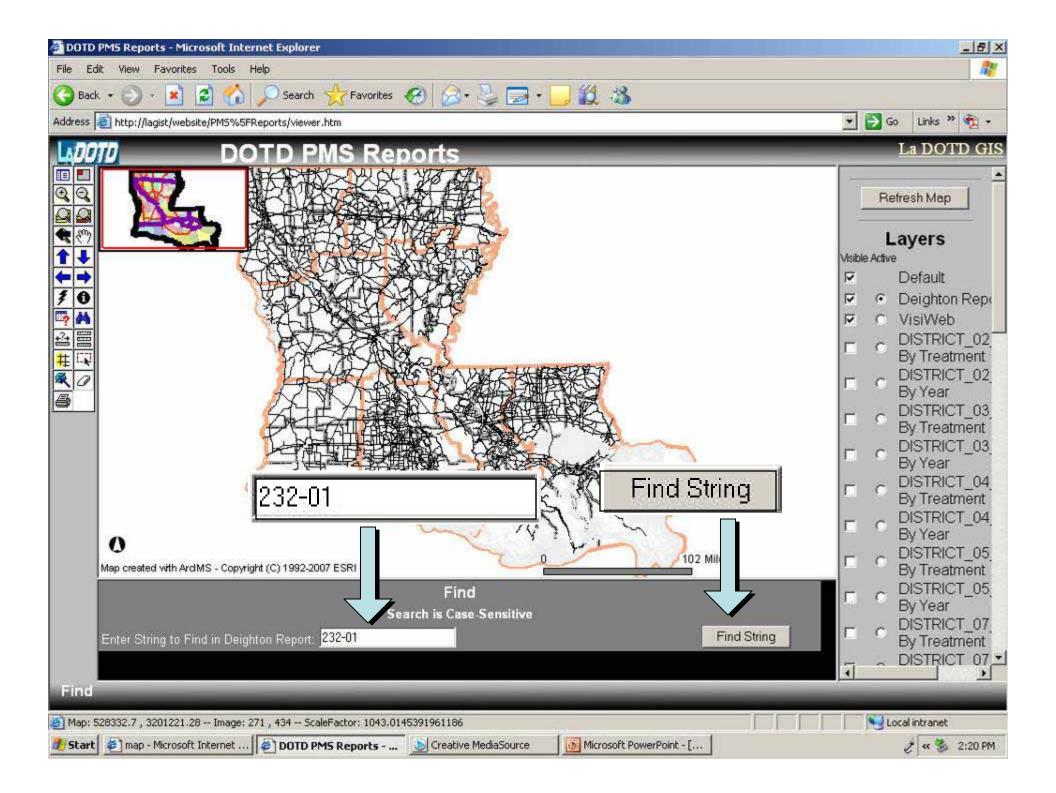
• Easy to use, visual data

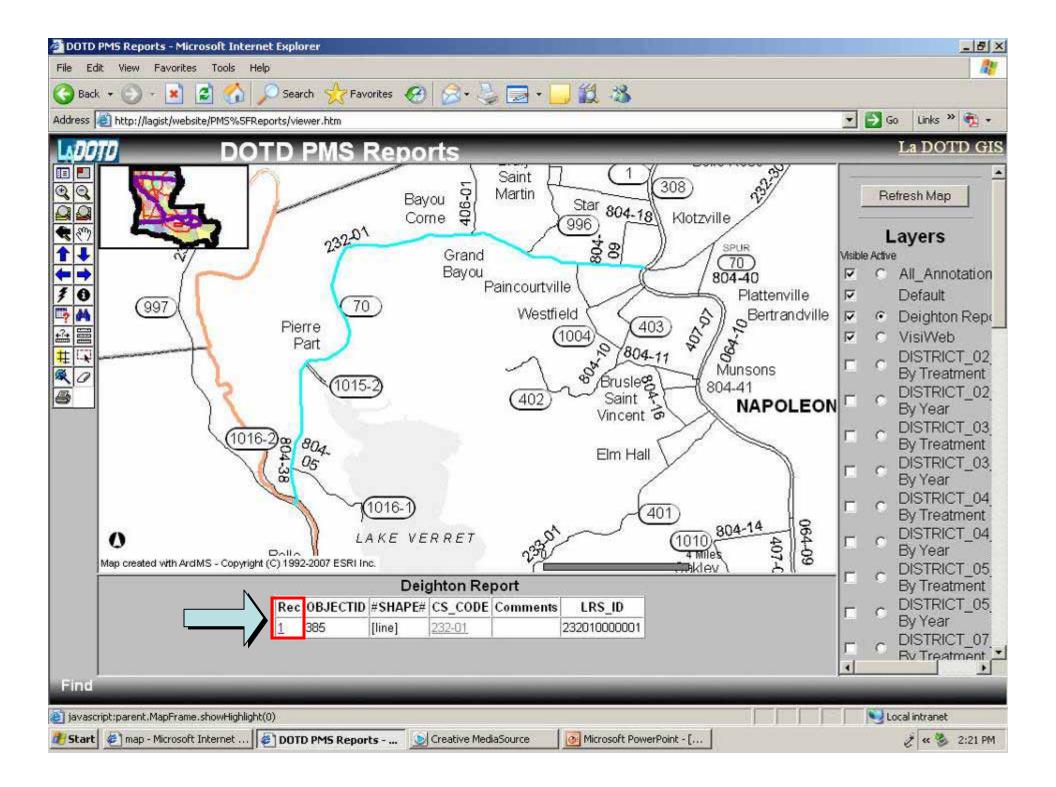
• Find available data on any road section

 Query results are displayed on a GIS map









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Budgets

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- Select Budget
- Map Reports

Launch Viewer

Project Report

Current
 Condition
 Priority List

Charts

Condition Program Costs Treatment Costs Treatment Lengths . Condition Distribution Travel Distribution . Length in Backlog Return on Investment Remaining Work

Summary Report: LETSPROJ - 232-01-0046

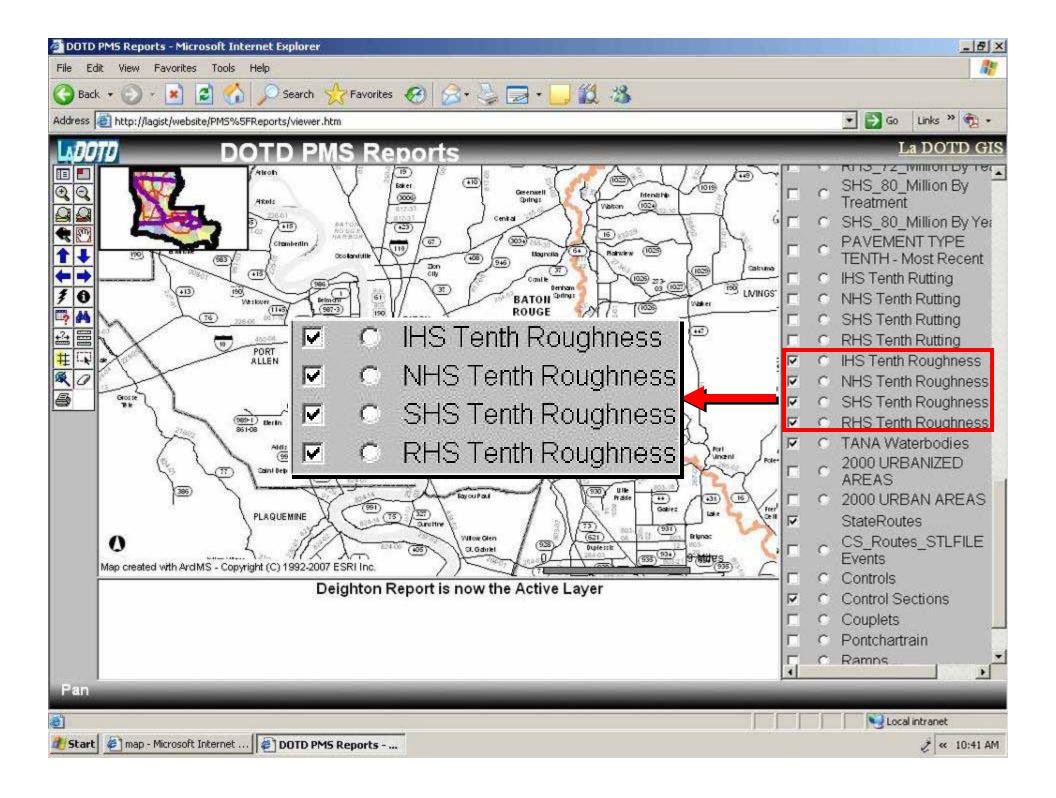
2 V2 N1	
Report Description:	
K	
Identifying Number	232-01-00
Letting Date	1986
Delivery Date	
Highway Route Number	LA
Distance from Beg Log Mile to End Log Mile	4)
Parish where Project resides	
Two character DOTD office code from parish number	
Deginning Log Mile	12.
Ending Log Mile	16.
Name of Project	BELLE RIVER - PIERRE PAR
Improvement Category - type of work performed	
Further explanation of Improvement Category	OVERLA
Financial Source (Fed or State)	
Estimated ROW Cost	\$0.
Estimated Util Cost	\$0.
Used to prioritize projects in a fiscal year	
Fiscal year for Engineering	
Engineering authorization date	
Fiscal year for Right of Way	
Right of Way authorization date	
Fiscal year for utilities	
Utilities authorization date	
Fiscal year for construction	19
Construction authorization date	
Projected Survey Date	
Survey Status	
Associate Project Number	
Associate Route Number	
Associate Parish Number	
Associate Project Beginning Log Mile	
Associate Project Ending Log Mile	341.072
Onginal Construction Estimate	\$440.
Bridge Flag	10000
Project Manager	HICK
Projected ROV/ Map Date	
ROW Map Status	N
Projected ROW Clearance Date	
Utility Status	
Total Number of Parcels Required	
Total Number of Parcels Acquired	

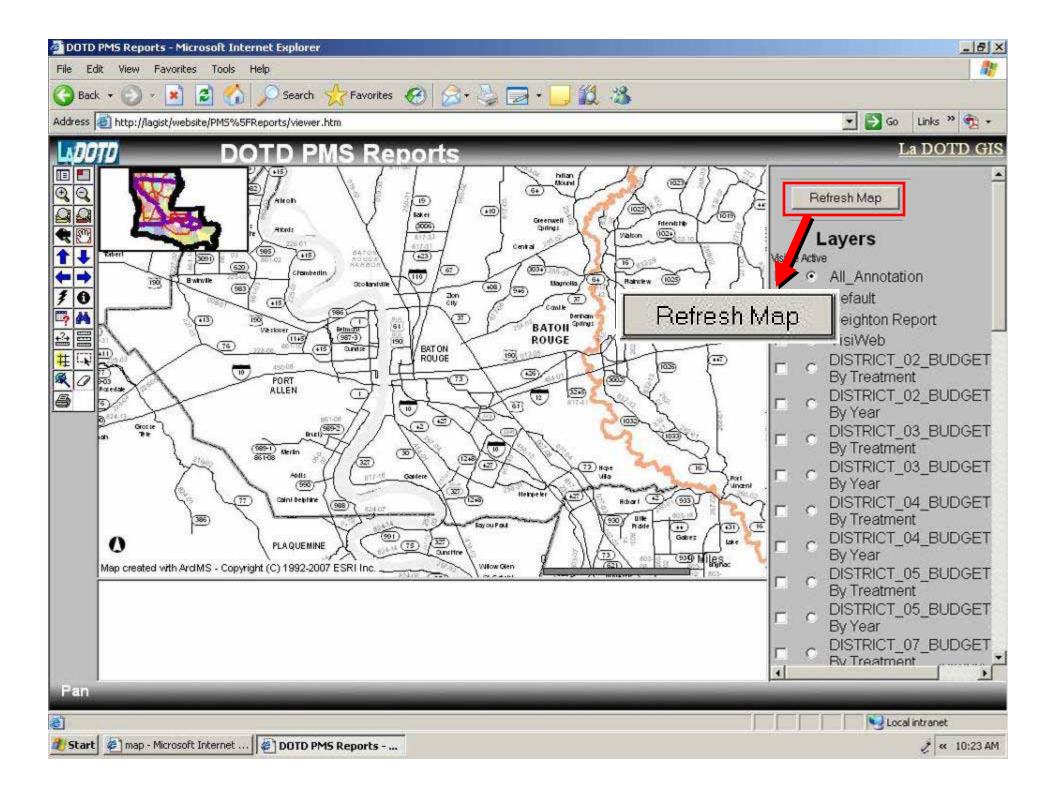
😸 Done

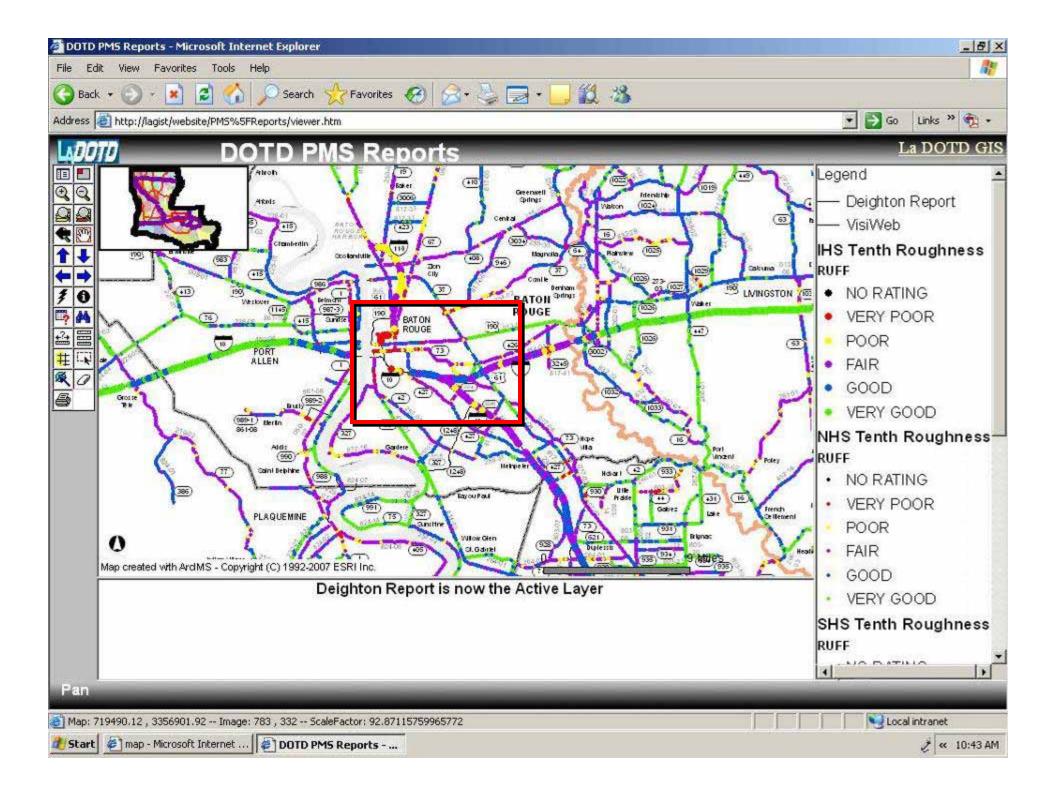
🐮 Start 🔄 map - Microsoft Internet ... 🛊 DOID PMS Reports - Mic... 🖗 map - Microsoft Inter... 🌜 Creative MediaSource 🛛 🐻 Microsoft PowerPoint - [...

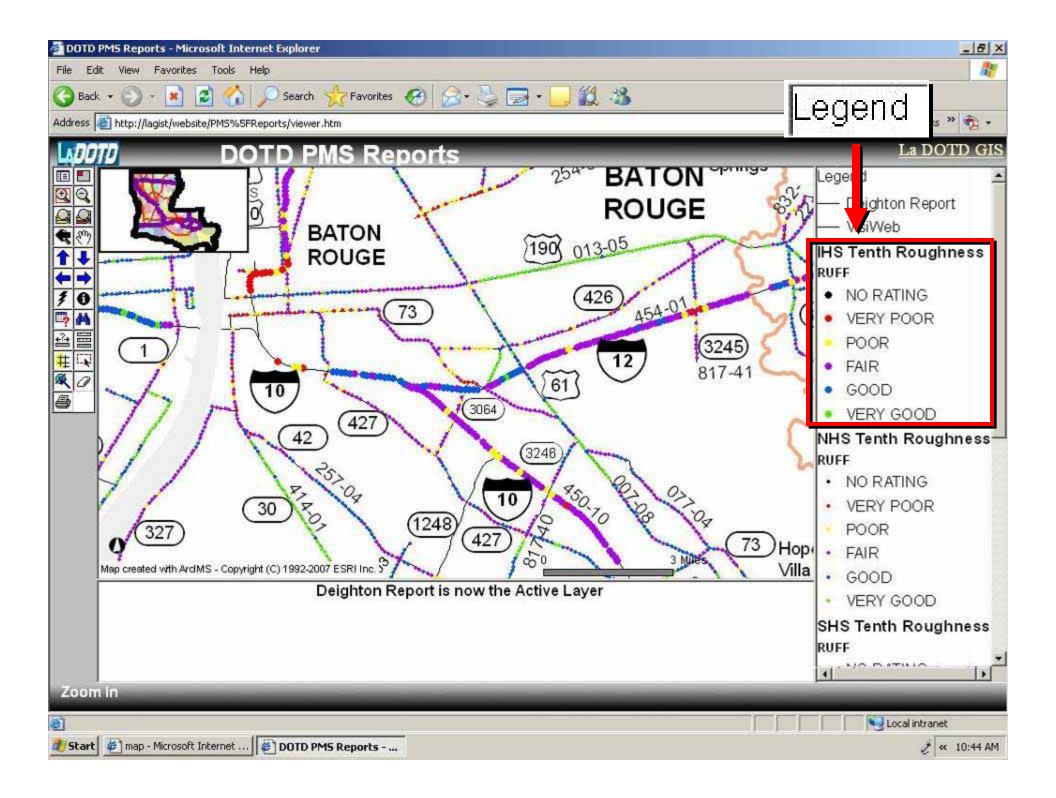


Mapping Pavement Roughness





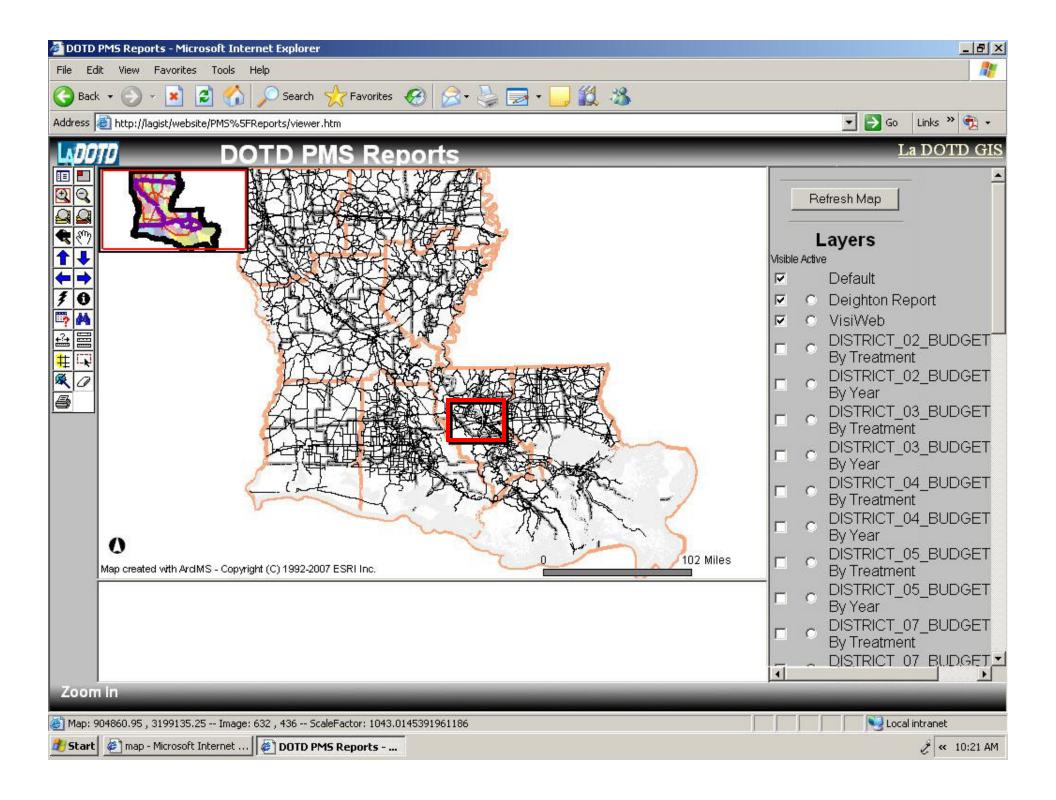


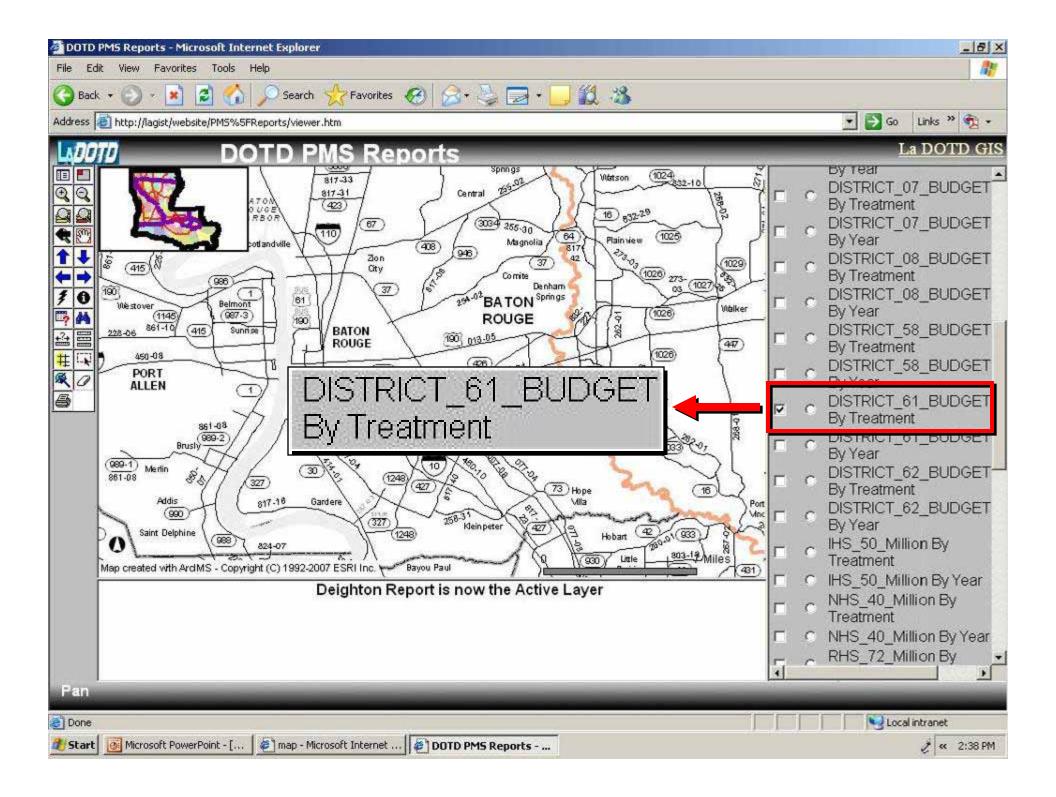


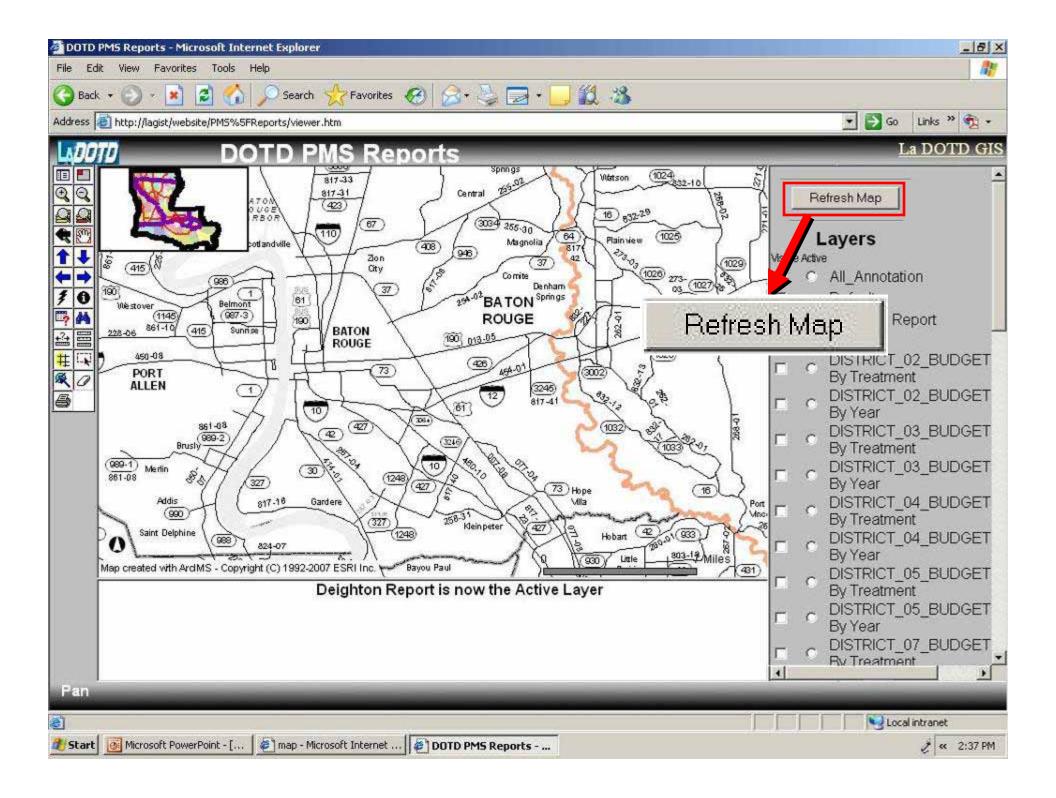


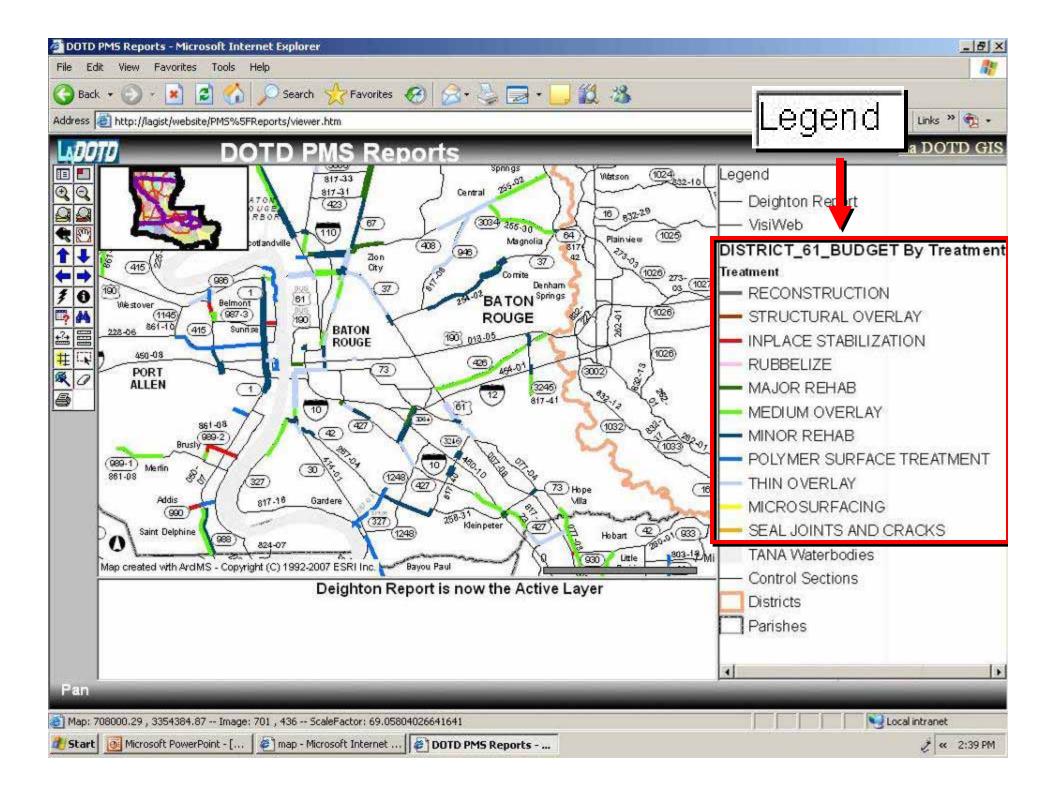
Mapping PMS Recommended Treatments

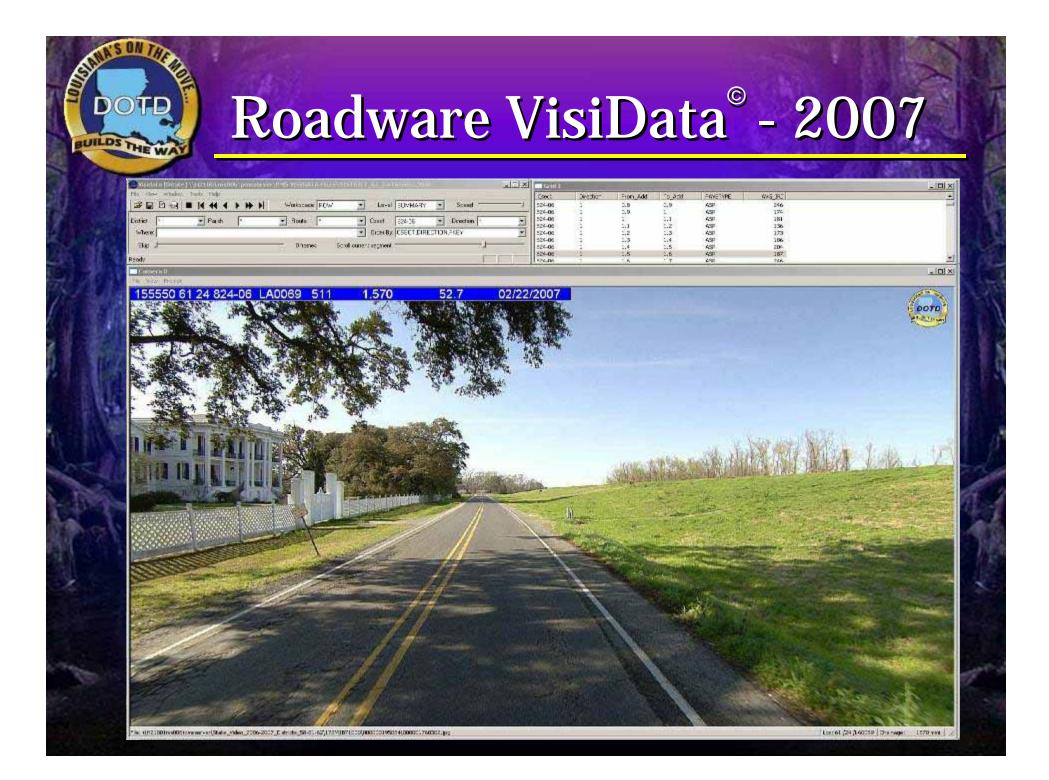












Thank You

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