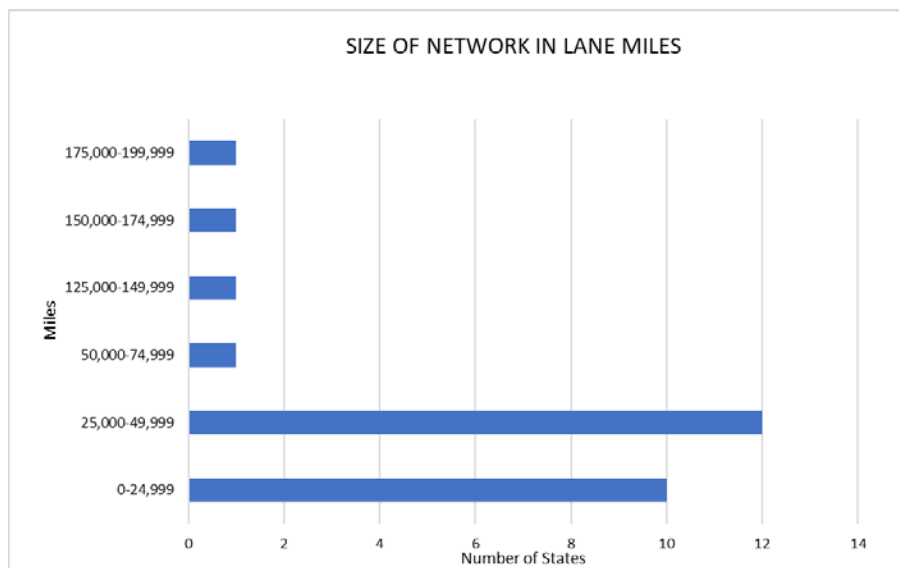


# Maintenance Peer Exchange on Leading Management Practices for Determining Funding Levels for Maintenance and Preservation

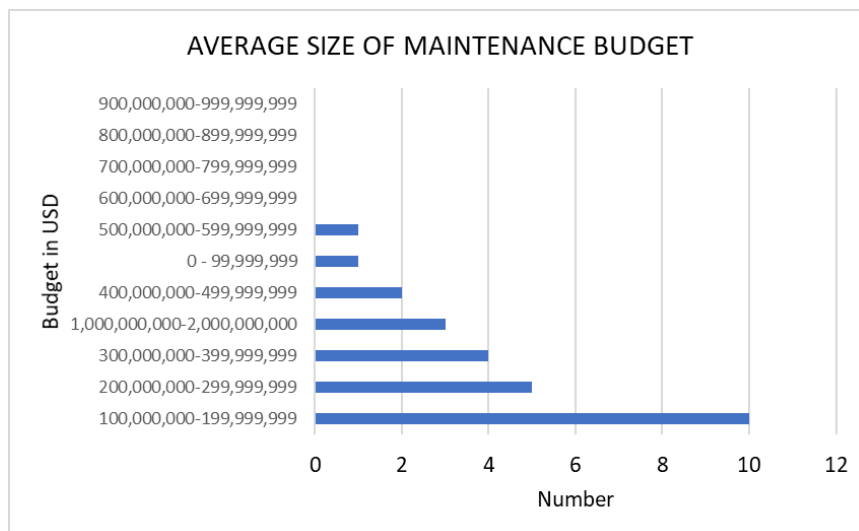
## Summary of Practice

Participants in the Maintenance Peer Exchange taking place in Nashville, TN from September 18-20, 2018 were asked to provide basic information about their maintenance programs through a survey of practice. The questions that were asked and the responses received from the 27 responding agencies are provided.

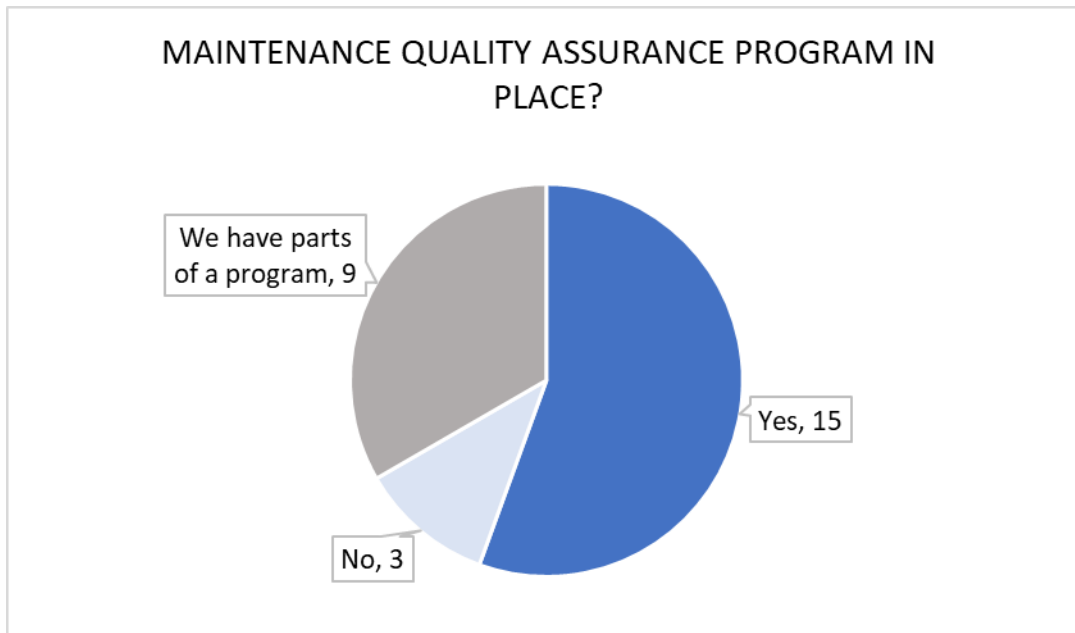
1. What is the approximately size of your network in lane miles? (26 responses)



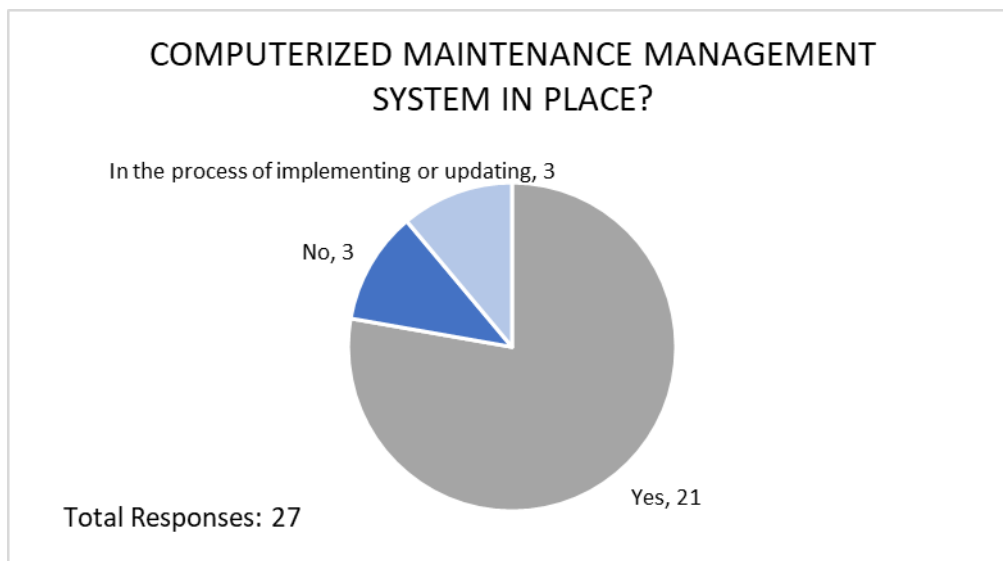
2. What is the average size of the maintenance budget (in dollars)? (26 responses)

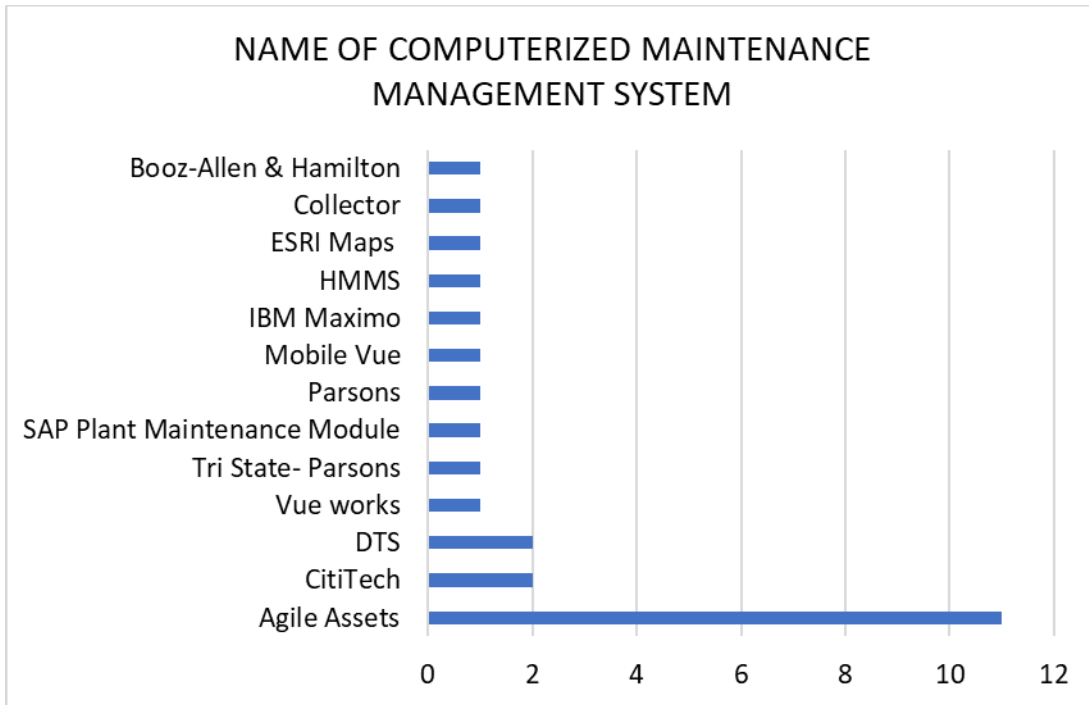


3. Do you have a Maintenance Quality Assurance program in place? (27 responses)

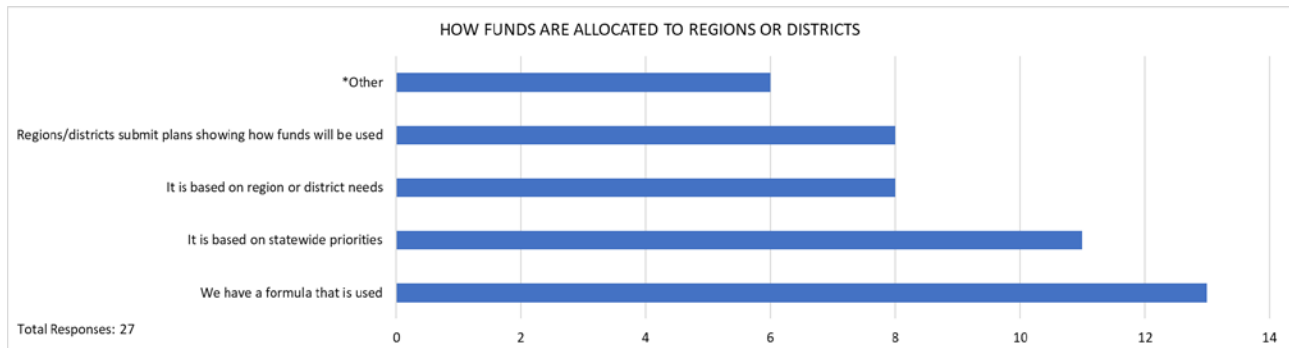


4. Do you have a computerized Maintenance Management System in place? (27 responses)



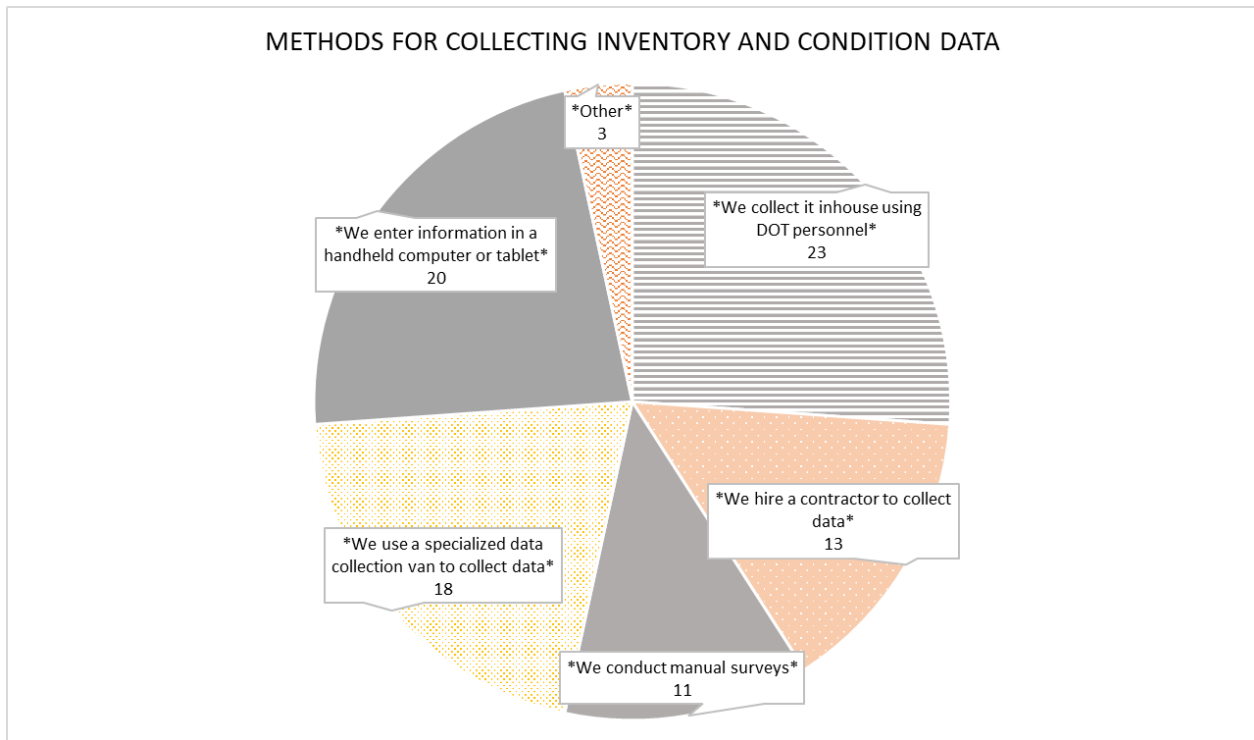


5. How are funds allocated to regions or districts? (27 responses, multiple answers provided)



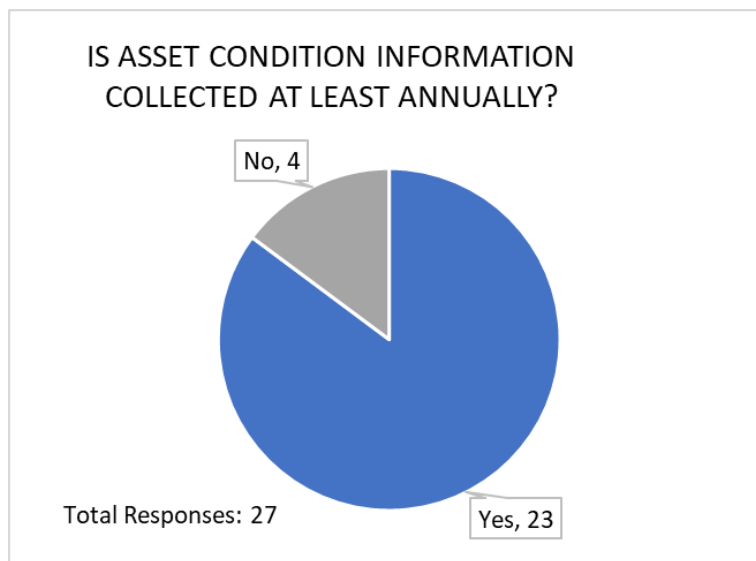
Other responses provided: historical budget, budget based on historical budgets with annual economic increase and adjusted throughout the year based on input from monthly maintenance budget team meeting, county-level asset inventory by road system, historical allocation adjusted based on specific data-supported needs, dollar limit caps set by Executive Staff, overlay 60% VMA/40% AMMP, routine: predominately historical.

6. How are inventory and condition data collected? (27 responses, multiple answers provided)

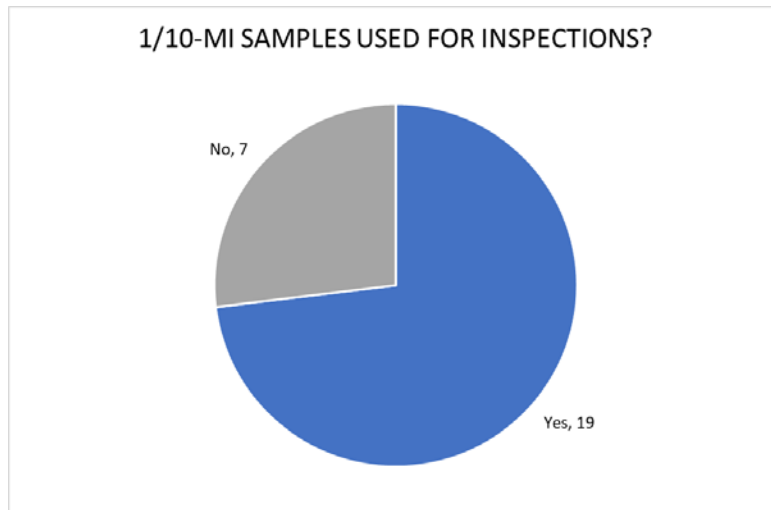


Other responses: In past years we have used visual inspection. This year, automated collection.

7. Do you collect asset condition information at least annually? (27 responses)



8. Do you use 1/10-mi samples for inspections? (26 responses)

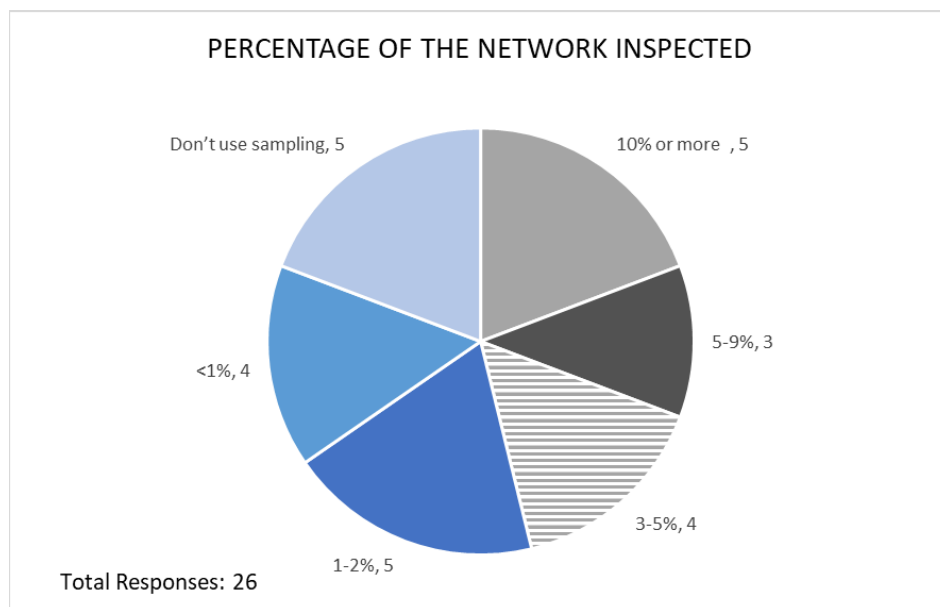


One agency that uses 1/10-mile samples noted that sign and striping reflectivity are inspected using a 1-mile sample.

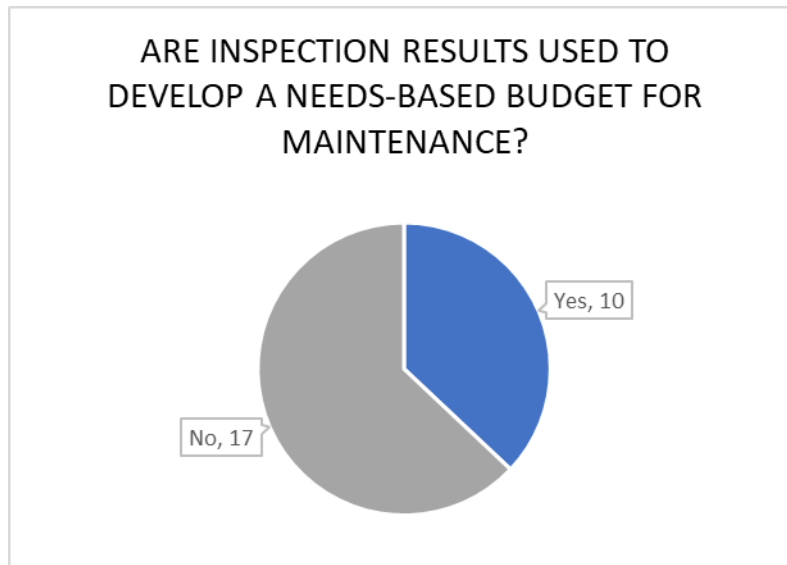
Agencies that do not use 1/10-mile samples use the following sample sizes:

- 0.5-mile (2 agencies)
- 0.2-mile (1 agency)
- Full roadway length (1 agency)
- Did not provide sample size (3 agencies)

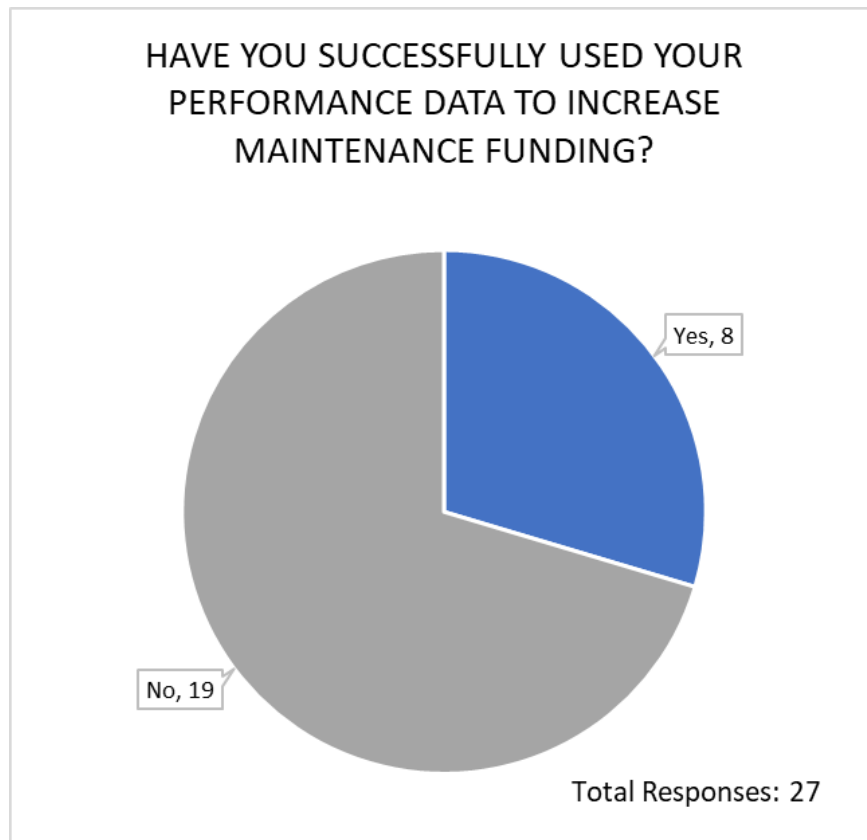
9. If sampling is used, approximately what percentage of the network do you inspect? (26 responses)



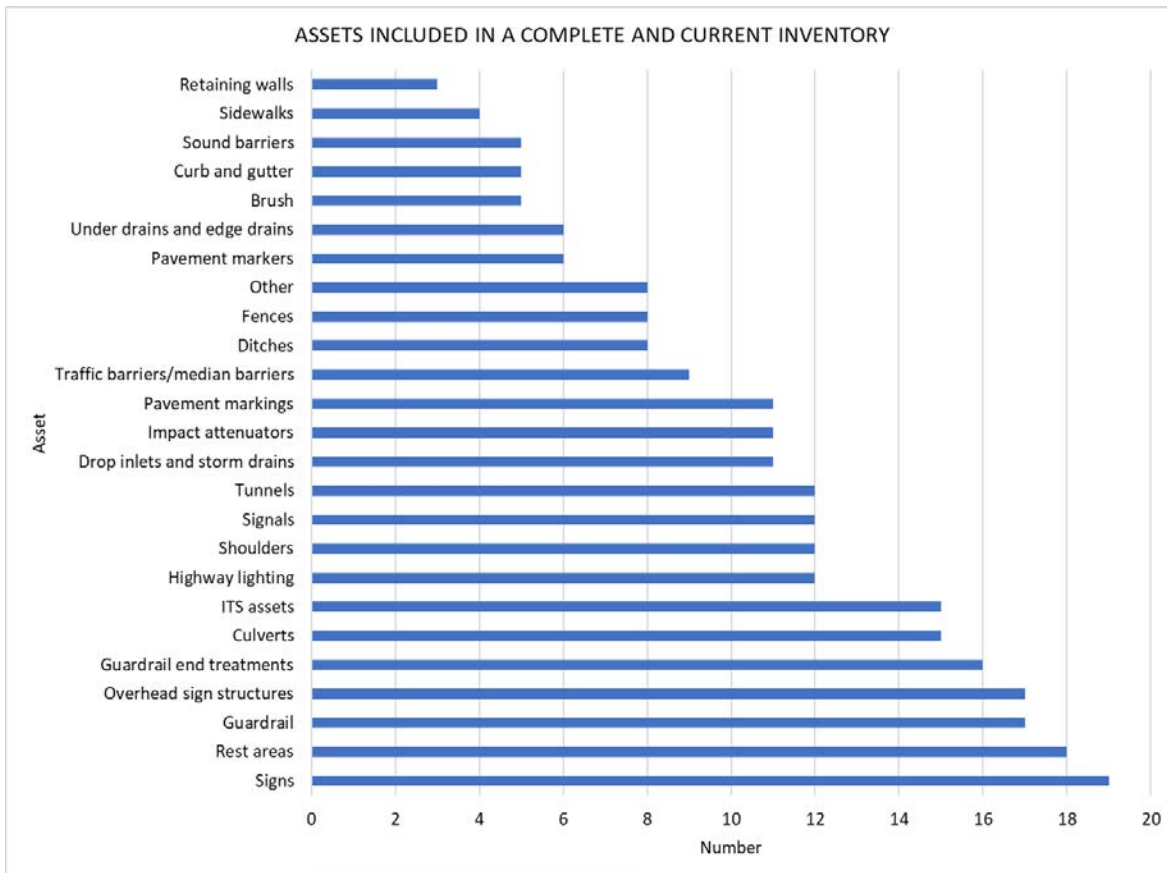
10. Are inspection results used to develop a needs-based budget for maintenance?  
(27 responses)



11. Have you successfully used your performance data to increase maintenance funding?  
(27 responses)



## 12. Which assets are included in a complete and current inventory? (27 responses)



Other responses provided: potholes, rumble strips, rutting, bikeways, blowing snow control features, bridge joints, surface separation, bridges, cattle guards, cracking, delineators, drainage, gravel surfacing, landscape, litter, mowing areas, noise walls, pavement dropoff, pavements, post construction BMPs, pump stations, railroad crossings, RWIS installations, slope stability, snow fence, travel lane widths

**Disclaimer**

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*Source:* Scan 14-01, "Leading Management Practices in Determining Funding Levels for Maintenance and Preservation," investigated funding allocation practices within transportation agencies that have successfully ensured reliably adequate funding to support delivery of efficient and effective maintenance programs. A peer exchange subsequently was held to encourage dissemination and application of the scan team's findings, with funding support from NCHRP Project 20-44, "Moving Research into Practice." The scan team's final report is available now, and the full report of the peer exchange will be available shortly from the program web page at <https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=1570>.