

TPM Peer Exchange

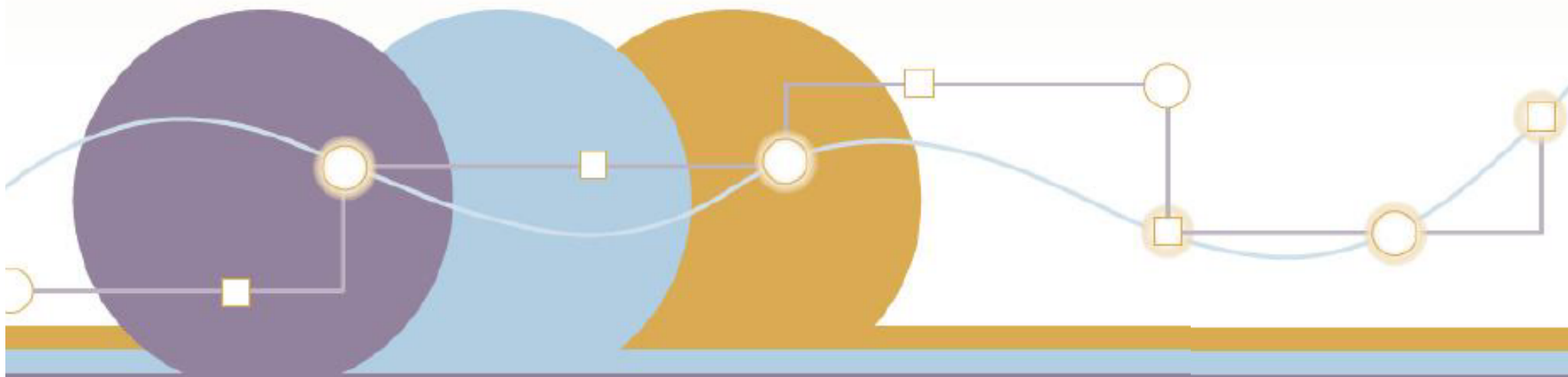
Getting Ready for TPM

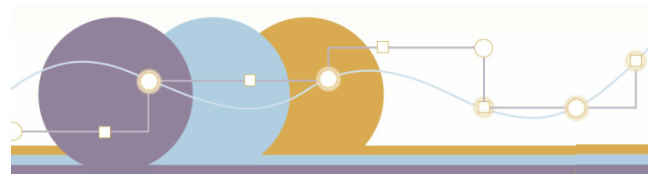
“...do I really need to play along...”

HPMS / TPM Activities

Chris Allen

Office of Policy and Government Affairs



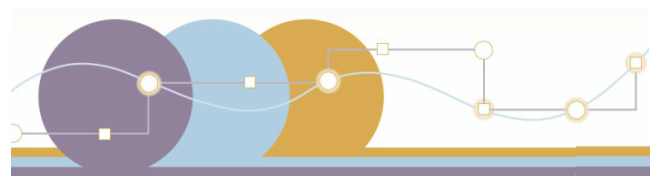


HPMS Culture Shift

- Timely -- Complete – Quality

- Adapting
 - New Customers (FMIS5.0, TPM, Facebook, and Twitter...)
 - New Technology (Keeping up?)





HPMS Culture Shift

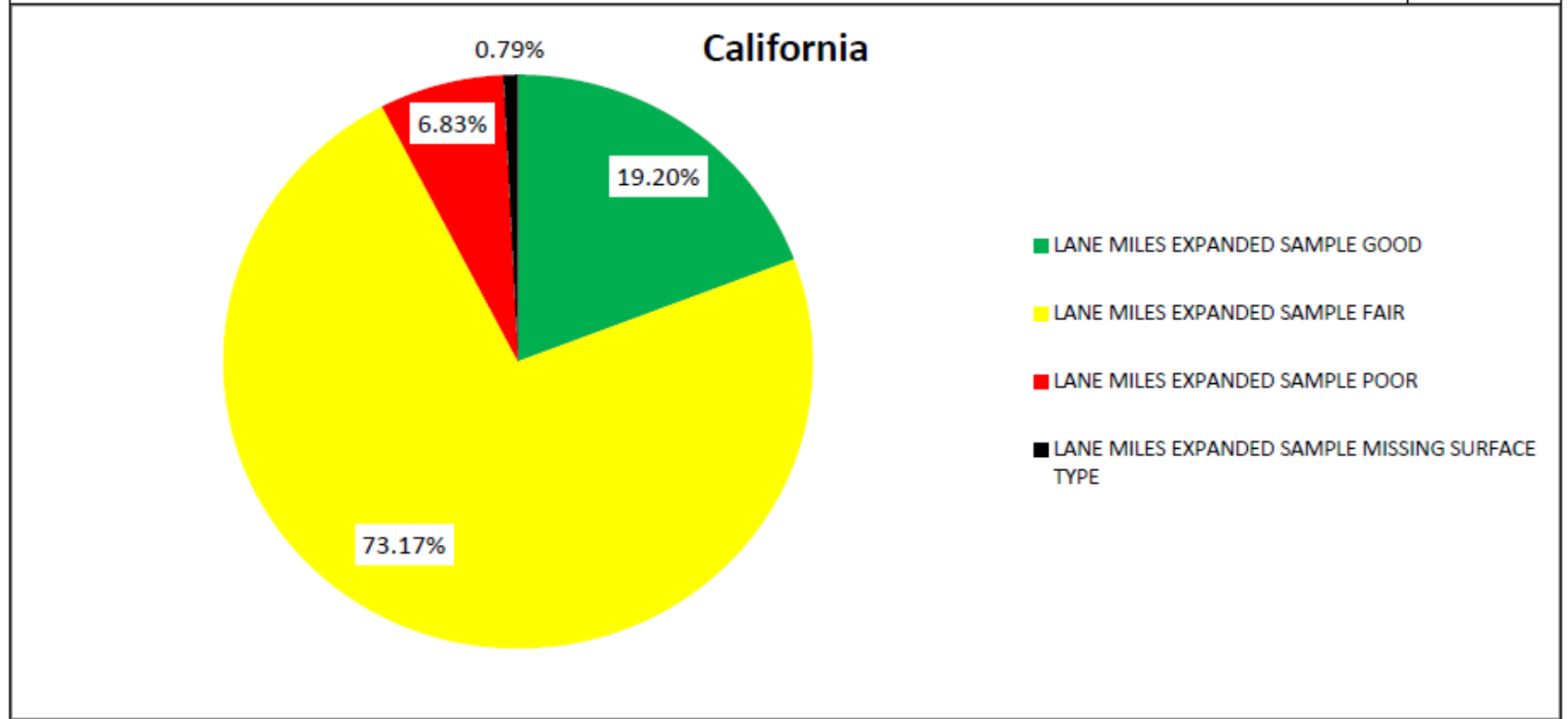
- Elevate/ Escalate/ Attention

Communicating

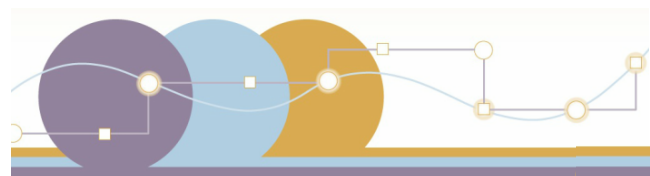
- Pavement Performance Report Card
- HPMS Score Card
- Studies
 - “Checklist” Project
 - ARNOLD Pooled Fund
 - Sample Adequacy Evaluation
- Corrective Action Plans
- TRB Statewide Data Subcommittee



GOOD-FAIR-POOR	YEAR RECORD	2014
LANE MILES EXPANDED SAMPLE GOOD		2882.731
LANE MILES EXPANDED SAMPLE FAIR		10984.369
LANE MILES EXPANDED SAMPLE POOR		1024.930
LANE MILES EXPANDED SAMPLE MISSING SURFACE TYPE		119.219
TOTAL		15011.249



ITEMS SHADED ORANGE ARE HPMS PAVEMENT PERFORMANCE DATA IMPROVEMENT ZONES WHERE DATA SHOULD BE VERIFIED OR CORRECTED



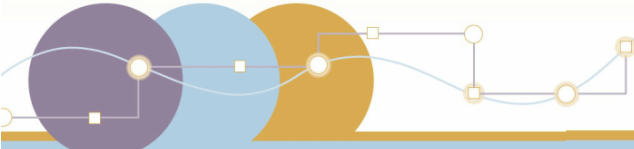
HPMS Culture Shift

- Elevate/ Escalate/ Attention

Communicating

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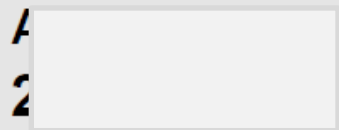




HPMS Scorecard – Sample Content – Summary Page



HPMS SCORECARD



Generated: April 05, 2016

The HPMS Scorecard is a product of the Office of Highway Policy Information and was developed by FHWA's Data Visualization Center. The Scorecard is a visually oriented statistical review of the HPMS data for any one of the 52 reporting geographies (50 states plus Washington DC and Puerto Rico). The primary purpose of this Scorecard is to provide a consistent and thorough tool for review of the HPMS Data Items (also known as 'Sector' or attribute data).

The Scorecard is intended to serve as a visual tool to highlight areas of concern or data irregularities, but is not an exhaustive error finding tool. The Scorecard reflects data from 1) the 'Analysis Year' which is typically the most recent data year and 2) a previous 'Comparison Year', which is required to accommodate many of the Scorecard's temporal calculations. The Scorecard also evaluates the National patterns for the year prior to the Analysis Year. Elements of the Scorecard are 1) statewide data timeliness, quality and completeness summary, 2) information on the Interpretation of scorecard elements, 3) pavement and travel items detailed reviews, 4) ramp data details and 5) HPMS Data Item statistical review.

Score



The Score is the sum of points received from timeliness, completeness, and quality.

Data Summary

	2014	2013
Number of Data Items	77.00	74.00
Number of Routes	2,477.00	2,808.00
Number of Sections	3,480.00	4,206.00
Total Center Line Miles	13,229.75	13,358.65
Total Lane Miles	17,606.33	20,404.00

inventory

- ACCESS_CONTROL
- COUNTER_PEAK_LANES
- COUNTY_CODE
- F_SYSTEM
- FACILITY_TYPE
- HOV_LANES
- HOV_TYPE
- MAINTENANCE_OPERATIONS
- OWNERSHIP
- PEAK_LANES
- SPEED_LIMIT
- STRUCTURE_TYPE
- THROUGH_LANES
- TOLL_CHARGED
- TOLL_TYPE
- TURN_LANES_L
- TURN_LANES_R
- URBAN_CODE

pavement

- BASE_THICKNESS
- BASE_TYPE
- CRACKING_PERCENT
- FAULTING
- IRI
- LAST_OVERLAY_THICKNESS
- PSR
- RUTTING
- SURFACE_TYPE
- THICKNESS_FLEXIBLE
- THICKNESS_RIGID
- YEAR_LAST_CONSTRUCTION
- YEAR_LAST_IMPROV

traffic

- AADT
- AADT_COMBINATION
- AADT_SINGLE_UNIT
- AT_GRADE_OTHER
- CAPACITY
- DIR_FACTOR
- FUTURE_AADT
- K_FACTOR
- NUMBER_SIGNALS
- PCT_GREEN_TIME
- PCT_PEAK_COMBINATION
- PCT_PEAK_SINGLE
- SIGNAL_TYPE
- STOP_SIGNS

geometric

- CURVES_A
- CURVES_B
- CURVES_C
- CURVES_D
- CURVES_E
- CURVES_F
- GRADES_A
- GRADES_B
- GRADES_C
- GRADES_D
- GRADES_E
- GRADES_F
- LANE_WIDTH
- MEDIAN_TYPE
- MEDIAN_WIDTH
- PCT_PASS_SIGHT
- PEAK_PARKING
- SHOULDER_TYPE
- SHOULDER_WIDTH_L
- SHOULDER_WIDTH_R
- TERRAIN_TYPE
- WIDENING_OBSTACLE
- WIDENING_POTENTIAL

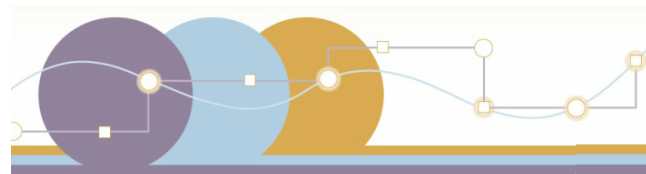
route

- ROUTE_NUMBER
- ROUTE_QUALIFIER
- ROUTE_SIGNING

special networks

- FUTURE_FACILITY
- NHS
- STRAHNET_TYPE
- TRUCK

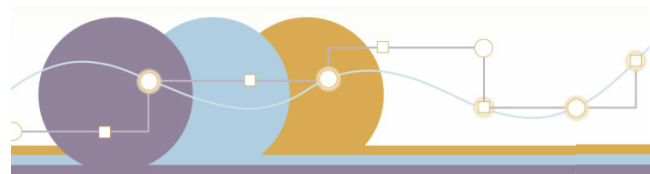
Key to data item status and completeness: Submitted and Complete Submitted and Incomplete Not Submitted Key to data item quality: High Medium Low



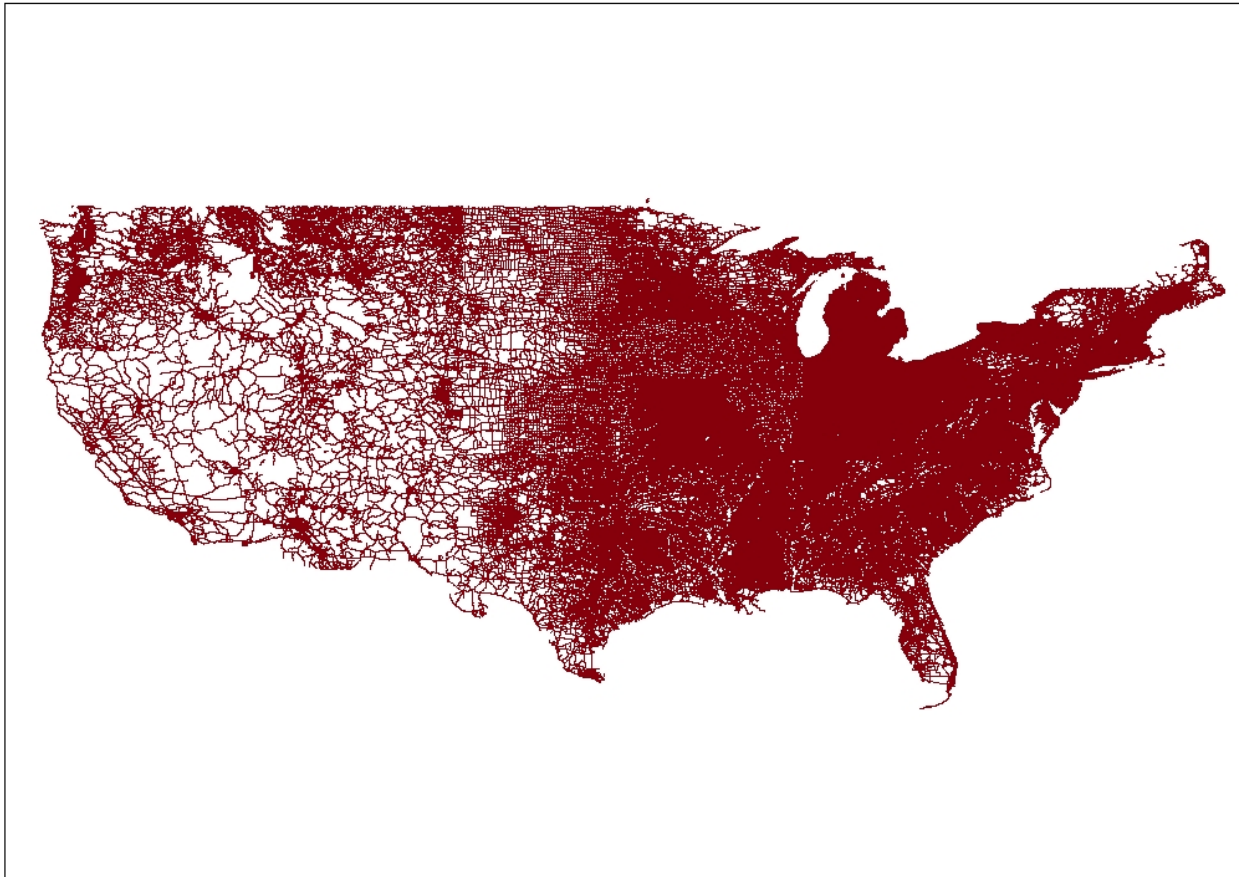
“... do I really need to play along?”

- ARNOLD Network
- Dependence
 - FHWA : State DOT
 - State DOT :
 - State HPMS Coordinator:
 - » GIS Group
 - » Bridge Group
 - » Pavement Group
 - » Traffic Group
 - » Locals
 - State Finance \$\$\$



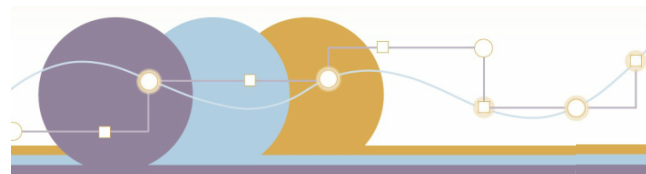


All Road Network Of Linear referenced Data



- All Public Roads
- Dual Carriageway
- Linear Referenced
- From Authoritative Sources (State DOT and Federal Land Management Agencies)

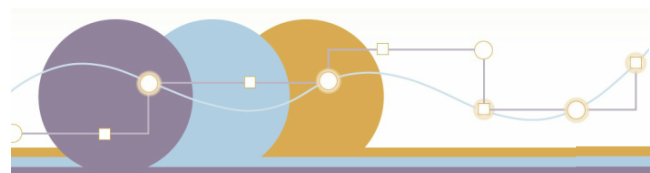




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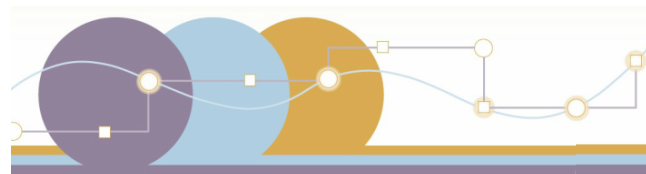




“... do I really need to play along?”

- Common Reasons for data delay:
 - Bridge Group not locating bridges for HPMS Coordinator
 - Pavement Group claiming data given by HPMS Coordinator to HPMS is not the Pavement Groups
 - Transitioning to New Software
 - Traffic Consultant is late





Wrap up

- 4 States ready to submit their HPMS data
- Opportunity/ Solution

