

PAVEMENT CONDITION

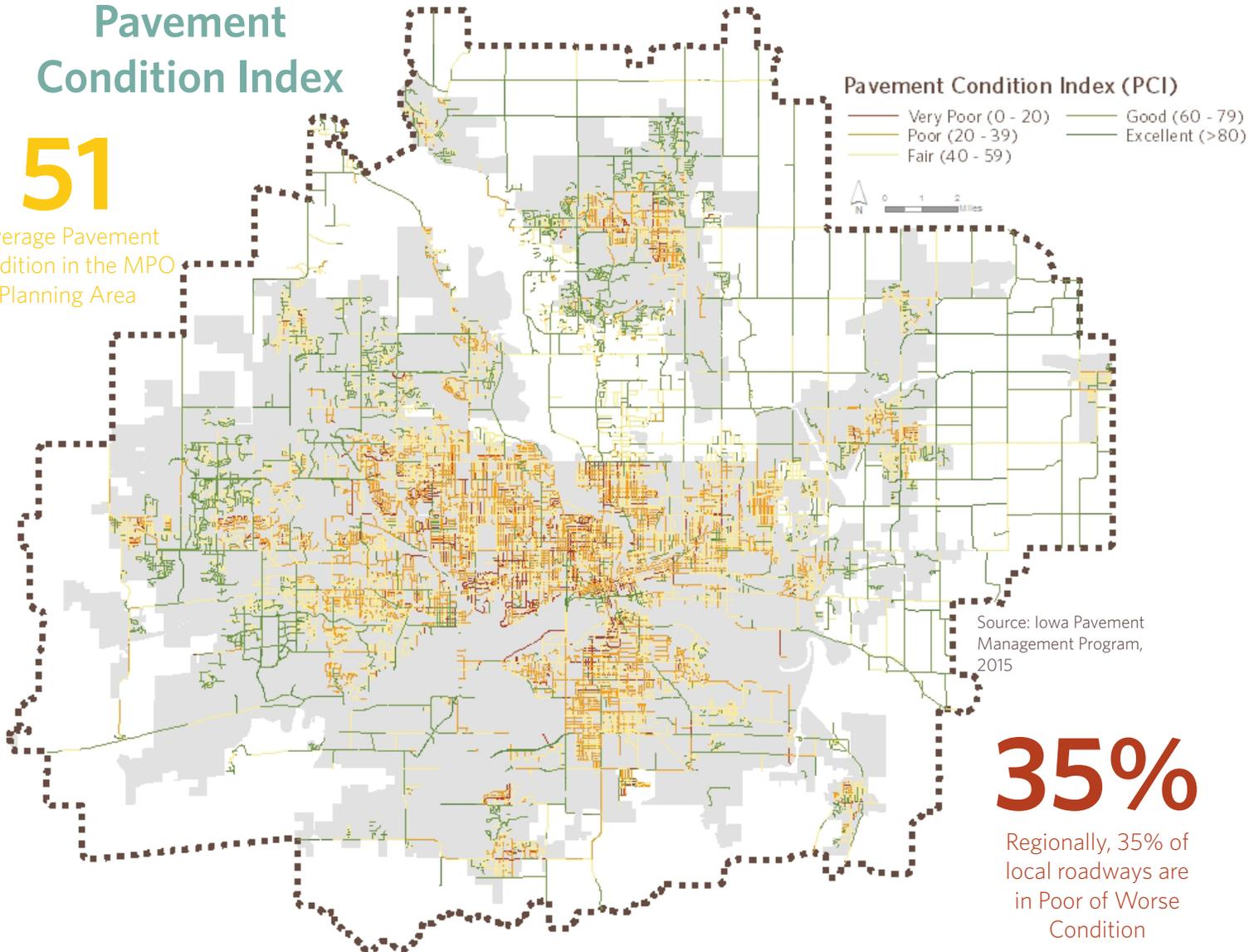
Pavement Condition

Mobilizing Tomorrow defines several performance measures to determine how well the region is achieving its goal to manage and optimize transportation infrastructure and services. One of the measures for achieving this goal is to maintain pavement condition at base year levels. Between 2013 and 2015, the region saw a 15 percent reduction in average pavement condition.

Pavement Condition Index

51

Average Pavement Condition in the MPO Planning Area



35%

Regionally, 35% of local roadways are in Poor or Worse Condition

GOAL	MEASURE	DATA	2050 TARGET	GOAL	ACTUAL	TREND
Pavement Condition Index	Average Pavement Condition Index	2013: 60	Maintain	➔	⬇️	-15%
		2015: 51				
	% Roads in Poor or Worse Condition	2013: 18%	Maintain	➔	⬆️	17% (pp)
		2015: 35%				

Sources: Iowa Pavement Management Program, 2013 & 2015

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Cost of Poor Roads

A November 2016 report by TRIP, a national transportation research group, examined the cost of additional vehicle maintenance due to roads in fair or worse conditions. The report finds that nationally the average motorist spends \$532 annually due to poor road conditions. In the Des Moines region, the report found that motorists pay \$705 in additional maintenance, approximately \$173 more than the national average.

\$532

Average Additional Vehicle Maintenance Cost in 2015 (Nationally)

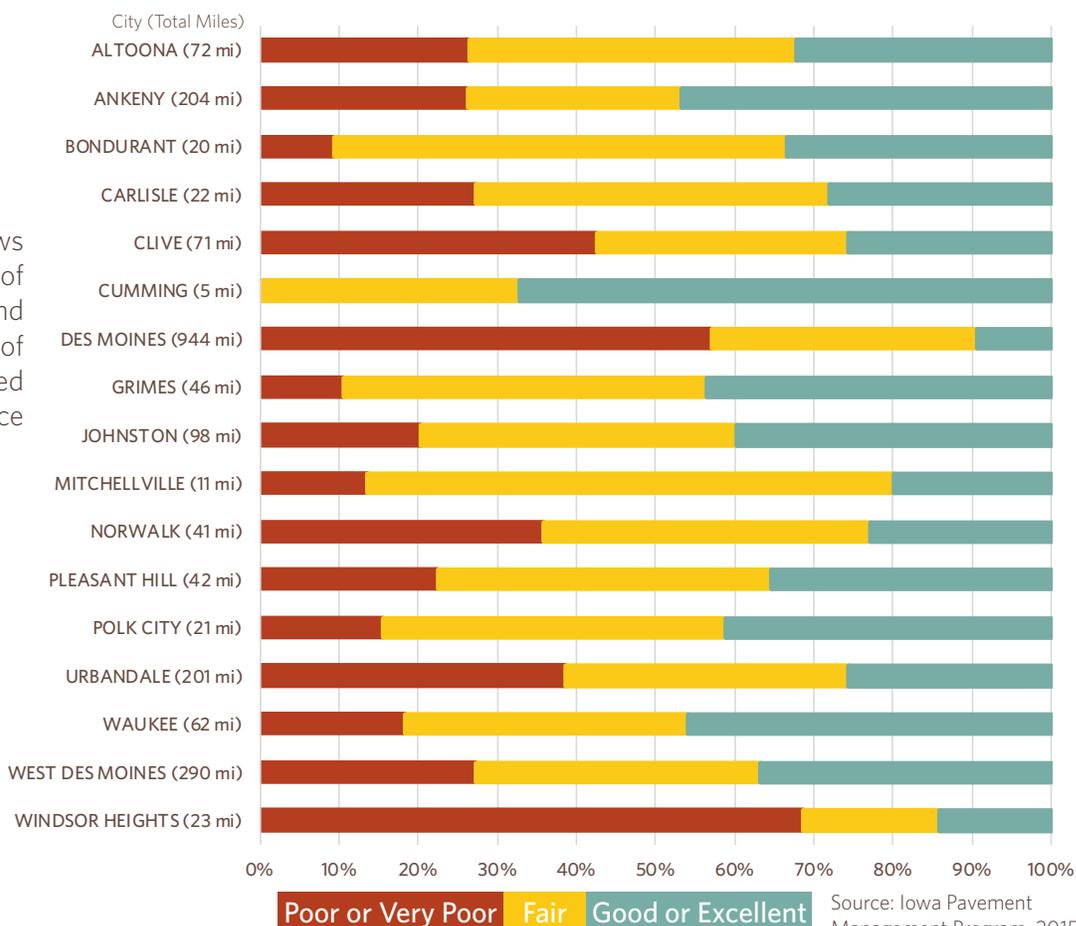
\$705

Average Additional Vehicle Maintenance Cost in 2015 (Des Moines Area)

Pavement Condition Index by Percent of Total Miles

The table to the right shows the percent of miles of roadway by condition and city. On-going monitoring of pavement condition is needed for roadway maintenance planning.

Interactive map of pavement conditions is available at: dmampo.org/maps



Source: Iowa Pavement Management Program, 2015
*Does not include state roads.

Iowa Pavement Management Program

Each year, the Institute for Transportation at Iowa State University (InTrans) collects pavement condition data for roads in Iowa. As part of this data collection, InTrans records cracking, defects, surface type, and other roadway attributes that are used to manage the roadway network. With the collected data, InTrans provides a Pavement Condition Index (PCI), ranging from zero to one hundred, which represents the level of quality users should expect while driving on the roadways.