



Highway Factors Attachment – Email from TDOT dated February 24, 2022

Decatur, TN

HWY21FH001

(3 pages)

Walsh Daniel

Subject: FW: SR-58; Improvement Project scheduled for letting in May 2022

From: Jeff C. Jones [REDACTED]
Sent: Thursday, February 24, 2022 10:21 AM
To: Walsh Daniel [REDACTED]
Cc: Alan Wolfe [REDACTED]; Joe Deering [REDACTED]
Subject: RE: SR-58; Improvement Project scheduled for letting in May 2022

Dan:

In response to your February 15 email with follow-up questions about the SR-58 resurfacing project, I reviewed the plans, estimate, funding and project scheduling. My comments are below in blue.

- SR-58 is functionally classified as a minor arterial and, as such, is eligible for STBG federal-aid funds. Is TDOT using STBG funds for this proposed improvement project or another funding source?

The SR-58 resurfacing project is funded with 100% State (maintenance) funds. No Surface Transportation Block Grant (STBG) or any other federal-aid funds will be used for the resurfacing project. (note: this project was developed with the intent to use federal-aid funds, however, to keep the project in the March 25, 2022 construction letting as scheduled, we changed the project funding to 100% State funds only. No plans revisions were made just the project funding source)

- What is the TDOT procedures for setting prioritization for STBG projects? What makes proposed improvement projects eligible for letting of construction sooner rather than later?

Our prioritization for delivery of STBG projects is the same as any other TDOT project. Each year the Department develops a three year work program which includes funding for Specific Projects and for Statewide Programs. Specific Projects are funded by Phase (Preliminary Engineering, Right-of-Way or Construction) dependent on established business rules which gage the projects' readiness for funding. Generally, our intent is to fund project phases that can be completed (or authorized) by the end of the federal fiscal year. For example, we would not show a STBG project for ROW funding in FY 23, if the plans delivery to ROW is tracking for FY 24 or later. Likewise, we would not show a STBG project for Construction funding in FY 23 that could not be completed and turned in for a construction letting in FY 23. Although business rules are used for funding, other factors are considered also. This is necessary as more often than not, more projects can be delivered than revenue available. Other factors that go into the funding decision matrix include the balance of work across the State by lane miles and population, balance of work by Phase, the balance of work in Urban vs Rural Areas, project location in Counties at-risk or distressed (high unemployment) and Technical Ranking. We are not a bond state rather we are a "pay as we go" state. As such, we spend a lot of time evaluating projects for readiness before funding decisions are made.

With respect to Statewide Programs (such as bridge or resurfacing programs) the annual work program includes a specific amount of funding instead of a list of projects. TDOT staff manage the statewide programs and strive to maintain our system at targeted levels of service or performance. Examples of some of our Asset Management Performance indicators are, as follows;

- Percentage of bridge deck area on all TDOT maintained bridges that is not classified in Poor condition
- Percentage of bridge deck area on all off-system bridges (not maintained by TDOT) that is not classified in Poor condition
- Statewide average Pavement Quality Index (PQI) on state routes
- Statewide average Pavement Quality Index (PQI) on interstate routes

Regarding the question about what makes proposed improvement projects eligible for letting of construction sooner rather than later, for Specific Projects the key factor would be the overall project development completion schedule. For Statewide Programs, the key factor would be the rating or condition of the asset.

- Could the SR-58 propose improvement project been started or completed prior to the October 27, 2020, crash?

TDOT maintains a three-year list of proposed resurfacing projects for planning and development purposes. This project was identified in June 2020 as a candidate project for the 2022 construction year. For construction to have been completed prior to October 2020, the project should have been identified as a 2020 resurfacing candidate by the summer of 2019 or earlier to provide sufficient time for plans development.

- The SR-58 propose improvement project was identified on the list of resurfacing projects for implementation in June 2020, why did it take so long to get to a May 2022 letting?

As noted above, this project was initially identified as a 2022 resurfacing candidate. In 2020, the pavement quality index (PQI) for this route was 2.61, still above TDOT's typical treatment trigger value of 2.5. The project was accurately forecasted in 2020 as a 2022 need based on pavement condition. Other factors that account for the amount of time needed between project identification and construction letting, include coordination for National Environmental Policy Act (NEPA) Document purposes and coordination for railroad Right-of-Way and to secure railroad crossing agreements.

I hope the above sufficiently addressed your questions. If you have any other questions let me know.

Thanks,

Jeff