

GENESEE COUNTY ROAD COMMISSION 3 YEAR ASSET MGT. PLAN

*EXPERIENCE AND DISCUSSION ON PUTTING
TOGETHER AN ASSET MGT. PLAN*

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NEXT STEP AFTER YOU HAVE YOUR DATA.

I'm kind of lost because I'm thinking of all of the other things I need to get done...what exactly will my local agency need to submit on October 1?

1. **An Asset Compliance Plan** (Which includes #2 & #3, over 100 pages) – (CP)
2. A Pavement Asset Management Plan (40% of the work) – (PAMP)
3. A Bridge Asset Management Plan (40% of the work) – (BAMP)

Okay, What raw data do I need to supply for each?

1. Roadsoft Information regarding current PASER and PASER history (includes IBR for Fed-Aide gravel road network). Get it updated through this summer, if you haven't! (PAMP)
2. List of current and future projects for each year of the 3 year plan (best of your knowledge) (PAMP & BAMP)
3. Updated information on MiBridge regarding your bridges. Also, you bridge projects for the next three years. PM projects nice to know, but not necessarily needed. (BAMP)
4. Culvert (G/F/P) data, Traffic Signals (how many). Needed for compliance plan only. (CP)
5. Need to know your **goals** for both PAMP and BAMP. I'll expand on this.
6. Need to know historically and current how much \$ /y year your organization will be spending on both PAMP and BP.

KNOW & STICK TO YOUR TIME-LINE ON SUBMISSION.

So I need to submit on October 1, 2021. What other dates are important?

Answer:

This is important to establish a time-line and keep pace. The hard deadline to submit is Oct 1st, but there are many dates and deadlines which must be met before then.

Get started sooner than later, manage your agenda so that you can put the appropriate amount of time into this! Good idea to establish a timeline in reverse order.

1. The compliance plan **MUST** be adopted via resolution from your municipal board. Like many organizations, to have this put before the board for approval, it must be on the agenda, which could be almost a month for some organizations.
2. Board members need time to review, ask questions, etc. This could add additional time, as this document will be over hundred pages. Good idea to let board members know about this report and resolution requirement well in advance.
3. Make sure you know when the LTAP sessions are offered. **DO NOT MISS!**
4. Know your command structure at your organization in regards to establishing goals.
5. Make sure you have your input data ready as soon as feasibly possible.
6. Get to you know your help @ LTAP. (Vicki, Andy, Mike, etc.)

WHAT ARE MY GOALS?

What goals do will I be required to know, and why is this important?

Answer:

Pavement Asset Management Plan – You need two goals.

- a) For your primary road network, you will need a percentage to reduce you poor network at the end of the three year cycle.
- b) For your local road network, you will need a percentage to reduce you poor network at the end of the three year cycle.

More on Pavement Asset Management Goals in later slides.

Bridge Asset Management Plan – You need two goals.

- a) For your bridge network (regardless of primary or local), you will need a percentage to reduce you poorly rated bridges by the end of the cycle.
- b) For your bridge network (regardless of primary or local), you will need a percentage to reduce you structurally deficient bridges by the end of the cycle.
- c) FYI, in many instances, this whatever bridges you remove likely may achieve both goals.

WHAT YEAR IS IT?

This is something you need to establish right out of the gate!

If my submission date is October 1 2021, then what three years am I referring to?

Answer:

In this case, you would 2021, 2022 & 2023. for pavement management, and 2021, 2022, 2023 & 2024 for bridges.

Okay, I got a late start, I'm putting this together last summer of 2021, and we're half-way through the 2021 construction season. In fact, most of the 2021 road and bridge projects are completed, and I'm doing PASER next week. Do I jump my start date to 2022?

Answer:

No. I would not. All local agencies w/ the same submission deadline need to be starting from the same point. Keep your start date consistent.

MY PAVEMENT MANAGEMENT GOALS

Ya know, doing the Bridge Plan was much easier than the Road Plan!

Bridges vs Roads

Bridges are known data points which hold their ratings well, replacement costs are easy to estimate. Roads can be all over the place in that regard. You can sink \$80,000 or \$800,000 into a mile of road to see an improvement, but you can't say the same as a bridge!

The Roadsoft Strategy

For roads, you will need to do a Roadsoft strategy (at least one each for primary and one for local). These aren't incredibly difficult to do, but your results can vary considerably. My advice is to keep this simple (treatments, unit costs), and ask yourself if it makes sense. You may need to set aside time to work with LTAP virtually.

The Goal vs the Gap

Before you input your goal, you will need to establish where you will be going with **current** funding levels and known projects. Your **goal** will be what you need to reduce your poor road network. Your **gap** is the missing funding between your current trend and your goal.

THE TEMPLATE & YOUR CUSTOMIZED CHANGES.

LTAP has crafted a series of highly technical word documents and excel files.

Among these files is the CP, PAMP & BAMP are among them. **The majority of the writing in the report is completed for you.**

Keep track of any changes you wish to make on separate paper or in the comments portion.

Additional word information to the templates:

- Discuss how anticipated funding levels may change over time.

- Discuss how local road funding policies effect your

- Expand on your goals. Do they make sense and why?

- Did Covid impact funding levels? Talk about it.

Do not make any changes or additions until the very end! This includes changing out stock photographs, maps, appendices, etc.

LAST THOUGHTS

Get your Money Straight

When researching project costs, funding trends, it's important to acknowledge the total construction costs of each projects. This total cost could likely involve external funding sources outside of your organization.

Will I get in trouble if we don't hit our goals?

To the best of my knowledge, your goals are your own. In my opinion, you goals should be essentially feasible and defendable.

Do my goals make sense?

Yes, I could do a low cost PM fix on all of my poorly rated primary roads, thereby reaching my PASER goals and beyond, but what would road network look like 3 years beyond that?

Yes, I can do a low cost PM fix on all of my subdivision streets, but my experience tells me that, because these are assessment driven, the residents want a heavy rehab / reconstruct. Will these local projects go?

I'm having trouble here and there...

Keep a running list of issues you have, and address them one at a time. There are some bugs and inconsistencies in the templates, but LTAP is working them out.

Manage your time

The more time you give yourself to work on this, the better you will be. Be courteous to the staff at LTAP and TAMC.



QUESTIONS?

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