Virginia Department of Transportation

Updating
Maintenance and Operations Service Standards
Discussion Draft

"Safety and the Centerline"

February 19, 2009

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Maintenance Division

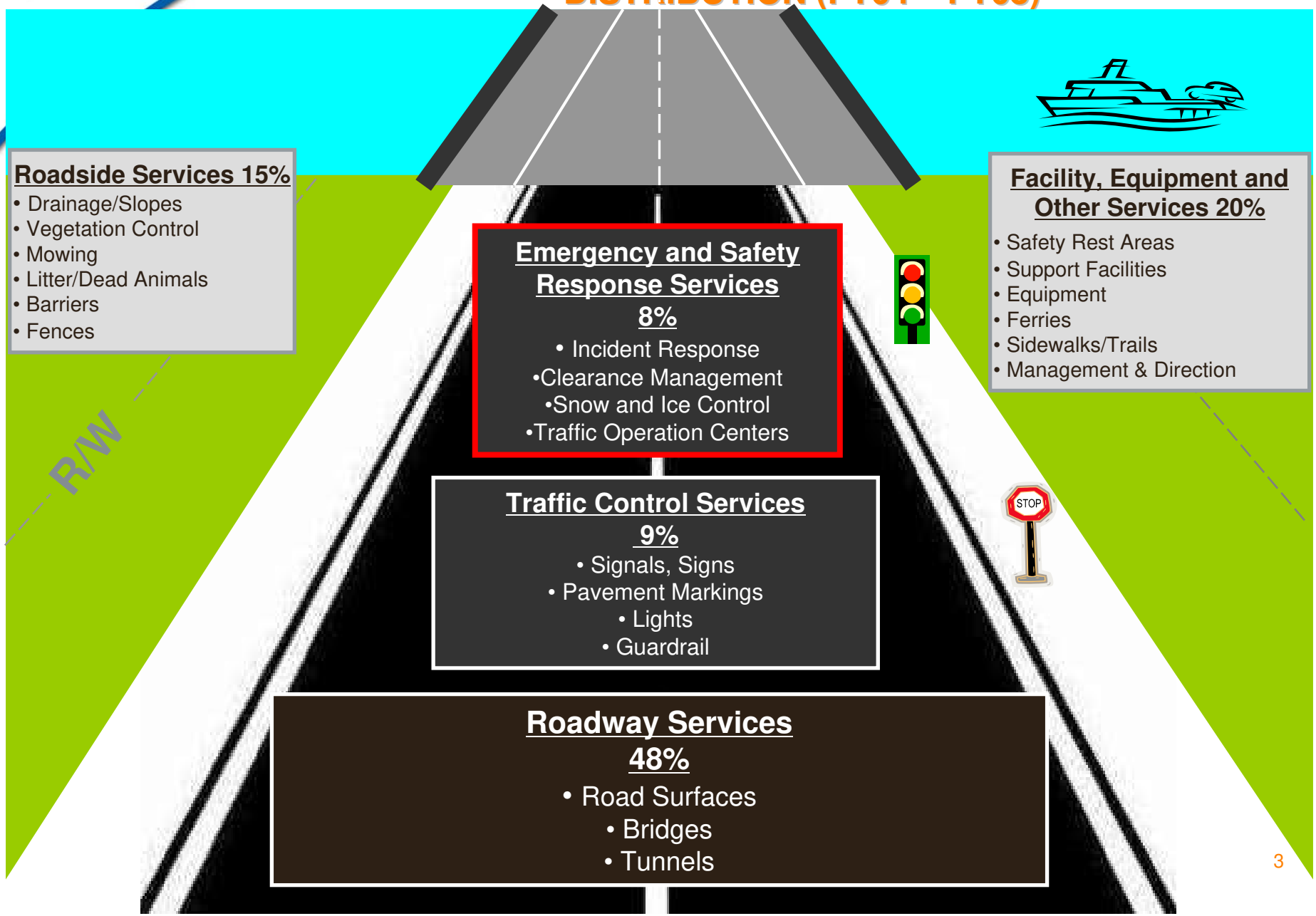
SERVICES/PROGRAMS REVIEW FRAMEWORK

16 services provided by VDOT through in-house staff or through the use of private sector vendors and partners.

Services Framework

- Emergency Response
- Snow and Ice Response
- Safety service patrols
- Traveler Information/Customer Complaint Management
- Roadway Striping
- Sign Maintenance/Replacement
- Pothole Repair
- Gravel Road Maintenance
- Shoulder Maintenance
- Traffic Signal/DMS/CCTV/RWIS Management
- Roadway Lighting
- Guardrail Repair
- Mowing/Tree Trimming
- Litter and Dead Animal Management
- Sidewalk and Trail Maintenance
- Fencing Maintenance

AVERAGE ANNUAL MAINTENANCE 604 EXPENDITURES DISTRIBUTION (FY04 – FY08)



Roadside Services 15%
- Drainage/Slopes
- Vegetation Control
- Mowing
- Litter/Dead Animals
- Barriers
- Fences

R/W

Emergency and Safety Response Services 8%
- Incident Response
- Clearance Management
- Snow and Ice Control
- Traffic Operation Centers

Traffic Control Services 9%
- Signals, Signs
- Pavement Markings
- Lights
- Guardrail

Roadway Services 48%
- Road Surfaces
- Bridges
- Tunnels

Facility, Equipment and Other Services 20%
- Safety Rest Areas
- Support Facilities
- Equipment
- Ferries
- Sidewalks/Trails
- Management & Direction

SAFETY AND THE CENTERLINE

VDOT's approach to delivering maintenance and operations services begins with the overriding principle and goal of ensuring the safety of the traveling public. Therefore, all VDOT maintenance and operations services shall be delivered in accordance with the following priorities:

1. The first priority in all maintenance and operations activities shall be work that is directed specifically to the immediate safety of the traveling public.
2. The second priority in all maintenance and operations activities shall be to those activities which contribute primarily to the preservation of the road.
3. All other activities intended primarily for aesthetics, upgrading (construction), or other items not relating to the preservation of the road or to specific safety hazards, shall not be done in lieu of work categorized as priority one or two.

In order to achieve our top priorities while carrying out these services, maintenance and operation services will be delivered by applying a *centerline-out approach*

MAINTENANCE AND OPERATIONS SERVICES

1. **Emergency and Safety Response Services**
    1. **Incident Response/Clearance**
        - Crashes and Accidents
        - Hurricane and Severe Weather Events
        - Hazardous Materials Spills
        - Terrorist Events
    2. **Snow and Ice Control**
    3. **Traffic Operations**
2. **Roadway Services**
    1. **Road Surface Management**
    2. **Bridge Management**
    3. **Tunnel Management**
3. **Traffic Control Services**
    1. **Signals, Signs, and Pavement Marking Management**
    2. **Lights and Guardrail Management**
4. **Roadside Services**
    1. **Drainage Management**
    2. **Vegetation Control Management**
    3. **Mowing Services**
    4. **Obstruction/Hazardous Debris Management**
    5. **Sound Barriers Management**
    6. **Fence Management**
5. **Facility Services**
    1. **Safety Rest Area and Waysides**
    2. **Park & Ride Lot Management**
    3. **Sidewalks/Trail Management**

ROAD CATEGORIES

Average Daily Traffic (ADT)	Interstate and Other Limited Access Roads	Primaries	Secondaries	Unpaved Roads
200,000+	1			
100,000	1			
50,000	1	1		
25,000	1	1	1	
10,000	1	1	1	
5,000	1	2	2	
2,500	2	3	3	
1,000		3	3	4
750			4	5
450			4	5
100			4	5
50			4	5
< 50			4	5

Category 1 is approximately 18-20,000 miles of the state-maintained network

SNOW AND ICE CONTROL

Roadway Category	Snow and Ice Control (Current)	Snow and Ice Control (Proposed)
1	A	A
2	A	B
3	B	C
4	C	D
5	D	E

Average Daily Traffic (ADT)	Interstate and Other Limited Access Roads	Primaries	Secondaries	Unpaved Roads
200,000+	1			
100,000	1			
50,000	1	1		
25,000	1	1	1	
10,000	1	1	1	
5,000	1	2	2	
2,500	2	3	3	
1,000		3	3	4
750			4	5
450			4	5
100			4	5
50			4	5
<50			4	5

Category 1 is approximately 18-20,000 miles of the State maintained network









E

Periodically impassable. Chains or 4WD likely required.

ROAD SURFACE

Roadway Category	Road Surface (Current)	Road Surface (Proposed)
1	A/B	B
2	B	B
3	B	B
4	C	C
5	D	D

Pothole 100 sq" x 3" deep

Roadway Category	Roadway Response Time	Shoulder Response Time
1	4 days	10 days
2	4 days	30 days
3	30 days	60 days
4/5	Annual Maintenance	Annual Maintenance

Average Daily Traffic (ADT)	Interstate and Other Limited Access Roads	Primaries	Secondaries	Unpaved Roads
200,000+	1			
100,000	1			
50,000	1	1		
25,000	1	1	1	
10,000	1	1	1	
5,000	1	2	2	
2,500	2	3	3	
1,000		3	3	4
750			4	5
450			4	5
100			4	5
50			4	5
<50			4	5

Category 1 is approximately 18-20,000 miles of the State maintained network











MOWING

Roadway Category	Mowing (Current)	Mowing (Proposed)
1	A+	B
2	A	B
3	A/B	C
4	B	C
5	C	D

Average Daily Traffic (ADT)	Interstate and Other Limited Access Roads	Primaries	Secondaries	Unpaved Roads
200,000+	1			
100,000	1			
50,000	1	1		
25,000	1	1	1	
10,000	1	1	1	
5,000	1	2	2	
2,500	2	3	3	
1,000		3	3	4
750			4	5
450			4	5
100			4	5
50			4	5
<50			4	5

Category 1 is approximately 18-20,000 miles of the State maintained network











SERVICES/PROGRAMS REVIEW FRAMEWORK

- The focus will be on service performance tailored to the following goals:
  - Maintaining Emergency Response
  - Safety of the traveling public
  - Priorities established from the centerline to the edge of the right of way
  - Service tailored to urban and rural settings
- A team is updating the standards using this approach
- Receive public comments in March 2009
- Implementation of service changes will begin July 1, 2009

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