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The mission of Iowa's LTAP:

To foster a safe, efficient, environmentally sound transportation system by improving skills and knowledge of local transportation providers through training, technical assistance, and technology transfer, thus improving the quality of life for Iowans.

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Keeping up with Iowa's pavement management program

Omar Smadi,
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THIS ARTICLE UPDATES local government agencies about current work and future plans for Iowa's pavement management program (IPMP). The program provides roadway data and computing tools to help agencies make cost-effective decisions about road repair, rehabilitation, and reconstruction. The IPMP covers all of Iowa's non-National Highway System (non-NHS), federal-aid eligible roads under state, county, and city jurisdictions.

Funded by and in cooperation with the Iowa DOT, CTRE began developing the IPMP in 1994 and implementing it in 1999. Major tasks—development of geographic information systems (GIS) database, collection of distress data, selection of pavement management software, and delivery of distress data—have been completed. Training workshops on the GIS tools and pavement management software, begun in 2000, continue into 2002.

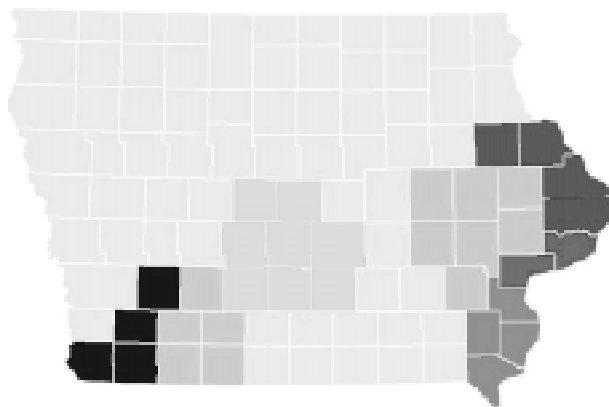
Delivering 2001 distress data

By the end of June 2002, roadway distress data collected in 2001 for local governmental agencies will be delivered on CD to participating cities, counties, metropolitan planning organizations (MPOs), and regional planning authorities (RPAs).

The map below illustrates the geographic areas of the state where 2001 distress data were collected.

Collecting distress data in 2002

This year we are beginning the fourth cycle of distress data collection. All 18 of Iowa's RPAs and eight MPOs are participating in the data collection effort.



The colored areas represent sections of the state for which distress data were collected in 2001.

During the previous three cycles, participating local government agencies were given the option of collecting distress data on *all* their paved miles—including non-federal aid eligible roads—for an extra cost. Fifty cities and counties have had distress data collected on their entire paved system, and several have indicated interest in doing so in 2002.

The Iowa DOT has now begun funding data collection on county non-federal aid paved roads (approximately 5,500 miles over a two-year period). The cost for collecting data on urban non-federal aid paved roads is \$55 per mile plus an additional cost for CTRE (based on the number of miles) to set up the system, manage data collection, and deliver the data.

Video logging

Working with the data collection vendor (Roadware Corporation), CTRE is making video-logging capabilities available to local transportation agencies. Roadware can provide video logs (one view or multiple views) of the right of way, as well as pavement images for roads where distress data are being collected.

Through its VISIDATA software, Roadware integrates video and data into one desktop application, providing the ideal vehicle for driving your network without leaving your office.

CTRE has an agreement with Roadware Corporation to provide this service to local transportation agencies participating in the IPMP at a cost of \$7.50 per mile for one right-of-way view and an additional \$10 per mile for the pavement images. A copy of the VISIDATA software can be purchased for \$500.

Together, the video logs, images, and VISIDATA software will provide transportation agencies with continuous coverage (160 images per mile) of their highway network integrated with the condition data that Roadware already collects.

Last year, eight agencies purchased video log information, and the data and images are already being used in presentations to city councils and county boards of supervisors.

dTIMS pavement management software

dTIMS software is a tool that allows local and regional agencies to use pavement condition information as the bases for determining and prioritizing

roadway maintenance and rehabilitation needs and developing cost-effective long-range plans and programs. Fifty cities, counties, MPOs, and RPAs have purchased dTIMS. The initial cost of the software is \$500, plus an additional \$700 per year for maintenance and update. We still have several copies available.

Training

Several training workshops covering the pavement management software and the IPMP GIS tools were conducted last year, and we are planning a very aggressive training program again in 2002. Training on dTIMS and GIS tools, including the newly developed section tool, will begin this summer.

We will also conduct training sessions for RPAs and MPOs in their offices. We conducted three such training sessions last year. A dTIMS users' group will also be formed to allow users to meet and discuss their experiences and insights.

IPMP website

The IPMP project website is under construction. It will include information about IPMP tasks and distress data collection, the 2002 workshop schedule, frequently asked questions, and other related information. It will also include an electronic request for information form. We will advertise the website in *Technology News* and through CTRE's website, www.ctre.iastate.edu.

What service do you need?

Use the form on this page to request information about specific IPMP services. •



**Iowa Pavement Management Program
Information Request Form**

Agency:

Contact person:

Phone number:

Fax number:

E-mail address:

Check IPMP services you're interested in

- Collecting distress data on urban non-federal aid roadways (urban only; the Iowa DOT is funding county data collection)
- Collecting video log information
- Purchasing dTIMS pavement management system software
- Information about 2002 workshops

Mail or fax the completed form to

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Roadware Corporation can provide video logs of the right of way (one view, left, or multiple views, below) .

LTAP Advisory Board

The people listed below help guide and direct the policies and activities of Iowa's Local Technical Assistance Program (LTAP). Contact any of the advisory board members to comment, make suggestions, or ask questions about any aspect of LTAP.

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