DALLAS — Thanks to aggressive pavement management strategies in recent years, the Dallas District has enjoyed a steady climb in the statewide ranking of road surfaces, making the ride much smoother for the 3.5 million registered vehicles in the District.

Every year all TxDOT-maintained roads — more than 80,000 miles — are analyzed in half-mile increments. The half-mile scores in each county are averaged together to give an overall grade for the county. The average of each county score is how the districts get their overall pavement score.

Since 2008, when the Dallas District received a score of 70.74, pavement conditions have improved by almost 10 percent. Aside from a slight drop of 0.17 percent from last year, scores have increased every year since 2012. For 2016, the district received an overall score of 78.03, well above of the statewide condition target score of 70.

“Seeing improvement year after year and consistently receiving some of the highest scores in the state shows the commitment from each of our area offices at maintaining the quality of our roads,” said Kelly Selman, the Dallas District’s chief engineer.

The Texas Pavement Management Information System was created in the 1970s as a tool to monitor the performance of every TxDOT road in the state. The pilot program was tested in Dallas, and at the time, Texas was one of the first states to implement such a program.

The plan was to provide district engineers with the information needed to make good pavement decisions on design, construction, maintenance and rehabilitation, while also providing vital information to help in decisions on allocating funds.

Today, PMIS is a state-of-the-art online database using complex algorithms to produce up-to-date information on the condition of every state-run road in Texas. The database received a comprehensive software upgrade earlier this year, making it one of the most advanced pavement management systems in the country.

PMIS measures pavement performance using several factors, including ride quality, structural adequacy, skid resistance and distress.

“So many things can have an effect on your final score,” said Danny Murphy, TxDOT’s director of maintenance in Collin County, which saw its roads increase in 2016 by 2.27 points. “One of the biggest factors is weather; drought, heavy rains, snow and ice.”

Extreme weather will almost certainly cause a drop in scores. For example, freezing rain can quickly turn a small surface crack into a large pothole, requiring an immediate patch.

In order to not see a deduction of PMIS points, a repair must be the full width of the road and at least 500 feet long. Otherwise, the PMIS survey will consider it a “patch,” which is an instant deduction of points.

However, rain or shine, the steady climb in pavement scores is evidence the Dallas District is committed to a smoother ride.
## SEPTEMBER 2016 LET PROJECTS

### COMPLETED CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>DATE COMPLETED</th>
<th>COST (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0091-06-058</td>
<td>SH 289</td>
<td>LP 12 to Elderwood Dr.</td>
<td>Mill, full depth repair, overlay &amp; pavement markings</td>
<td>9/7/2016</td>
<td>$2.36</td>
</tr>
<tr>
<td>0047-04-024</td>
<td>SH 5</td>
<td>SH 121 to CR 422</td>
<td>Mill, base repair &amp; overlay</td>
<td>9/22/2016</td>
<td>$3.44</td>
</tr>
<tr>
<td>1013-01-028</td>
<td>FM 546</td>
<td>West of The Crossings Dr. to FM 982</td>
<td>Provide additional paved surface width</td>
<td>9/9/2016</td>
<td>$6.00</td>
</tr>
<tr>
<td>2056-01-048</td>
<td>FM 2551</td>
<td>FM 544 to FM 2514 (Parker Rd.)</td>
<td>Landscape development</td>
<td>9/8/2016</td>
<td>$0.37</td>
</tr>
<tr>
<td>0092-03-048</td>
<td>I-45</td>
<td>South of LP 561 to Dallas County Line</td>
<td>Install guide signs</td>
<td>9/9/2016</td>
<td>$0.81</td>
</tr>
<tr>
<td>0918-00-162*</td>
<td>VA</td>
<td>District-wide</td>
<td>Non-site specific guide signs</td>
<td>9/27/2016</td>
<td>$0.34</td>
</tr>
<tr>
<td>0918-00-186*</td>
<td>VA</td>
<td>Various locations</td>
<td>Non-site specific signal</td>
<td>9/27/2016</td>
<td>$1.60</td>
</tr>
<tr>
<td>0918-00-234*</td>
<td>VA</td>
<td>Various locations</td>
<td>Pavement markings, signs &amp; signals</td>
<td>9/22/2016</td>
<td>$0.71</td>
</tr>
</tbody>
</table>

Total: $15.63

*Not mapped.

**NOTES:**
- Source: Texas Department of Transportation
- TxDOT graphic

### OCTOBER 2016 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0998-02-008</td>
<td>FM 246</td>
<td>I-45 to Navarro County Line</td>
<td>Seal coat</td>
<td>$0.04</td>
</tr>
<tr>
<td>0196-03-272</td>
<td>I-35E</td>
<td>North of Oak Lawn Ave. to north of Harry Hines Blvd.</td>
<td>Full depth repair concrete pavement, mill &amp; overlay on the frontage road</td>
<td>$4.78</td>
</tr>
<tr>
<td>1785-01-032</td>
<td>FM 1830</td>
<td>FM 1830 from FM 407 to US 377 and at Fincher Branch; FM 544 from Parker Road to Plano Parkway</td>
<td>Shoulder widening, base repair and culvert widening</td>
<td>$7.36</td>
</tr>
<tr>
<td>2555-01-011</td>
<td>FM 2578</td>
<td>US 175 to FM 987</td>
<td>Restore existing pavement and add shoulders</td>
<td>$7.19</td>
</tr>
<tr>
<td>0008-08-075*</td>
<td>VA</td>
<td>Various locations in Dallas County</td>
<td>Seal coat of shoulders</td>
<td>$1.75</td>
</tr>
<tr>
<td>0048-03-093*</td>
<td>SH 342</td>
<td>Various locations in Dallas District</td>
<td>Seal coat, pavement markings</td>
<td>$13.14</td>
</tr>
</tbody>
</table>

Total: $34.26

*Not mapped. NOTE: Subject to Change.

**NOTES:**
- Source: Texas Department of Transportation
- TxDOT graphic

### DISTRICT FY ACCUMULATIVE LETTINGS

- SEPTEMBER 2016 TOTAL: $36.20
- OCTOBER 2016 PROJECTED TOTAL: $34.26
- DISTRICT FY LETTING VOLUME CAP: $594.42

**NOTES:**
- Source: Texas Department of Transportation
- TxDOT graphic
DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in September, are projected to let in October or have recently been completed.

DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,551,670
LANE MILES | 10,493,628

A. | DENTON COUNTY
VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 758,370
LANE MILES: 1,488.733

B. | COLLIN COUNTY
VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 897,510
LANE MILES: 3,366.158

C. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,478,740
LANE MILES: 3,366.158

D. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 89,660
LANE MILES: 346.368

E. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 164,960
LANE MILES: 1,523.910

F. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 113,530
LANE MILES: 1,201.810

G. | NAVARRO COUNTY
VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 48,900
LANE MILES: 1,192.820

LEGEND

LET
PROJECTED
COMPLETED
PLANNED
TOLL ROAD
TOLL ROAD UNDER CONSTRUCTION
INTERSTATE HWY
U.S. HWY
STATE HWY

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.
DALLAS DISTRICT—TxDOT employees from all seven counties competed in the annual Dallas District Truck Roadeo last month at the Hutchins yard. The competition began earlier this year, when more than 250 drivers competed at the county level in hopes of earning a spot in the District finals.

Of the 28 drivers in the District finals, Floyd “Tony” Russell from the Signal Shop and Michael Thomas from Dallas County Maintenance finished in first and second place, respectively, each earning a spot at the state finals in Austin later this month.

Spotting was one of seven events the 28 district finalists competed in.

SOURCE: Texas Department of Transportation