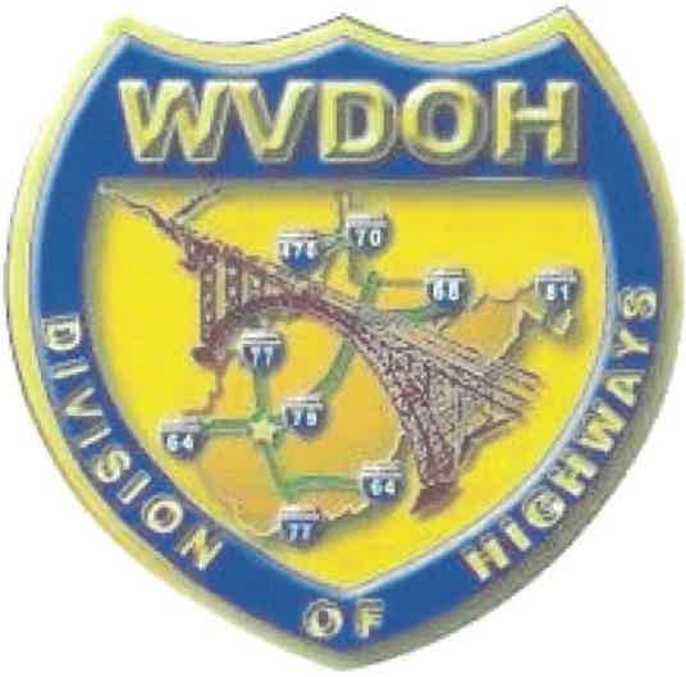
WEST VIRGINIA DIVISION OF HIGHWAYS



ROAD OPTIMIZATION AND ASSESSMENT DATA
PILOT PROGRAM YEAR TWO REPORT

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In response to HB 3214, the West Virginia Division of Highways (WVDOH) has initiated a five-year pilot program to enhance its pavement management practices through more advanced data collection, system integration, and the use of artificial intelligence (AI) and machine learning (ML). The program places a particular focus on Monongalia and Preston Counties and has also influenced the state's first effort to collect pavement condition data across the entire WVDOH paved roadway network.

Under the new pavement data collection contract which began in 2023, WVDOH expanded the types of data gathered to include patching information, which is measured in square feet. This addition complements other key condition indices such as cracking, rutting, and IRI (smoothness quality), creating a more complete picture of roadway conditions. For Monongalia and Preston Counties, this data is being collected annually, ensuring a consistent view of roadway deterioration.

The estimated cost of pavement condition data collection for Monongalia and Preston Counties is approximately $700,000 over the five-year span of the program. This figure is based on an average of $135.95 per mile across a network of just over 1,000 miles. Given the significance of this data and its impact on improving treatment planning, the Operations Division is reviewing the value of continuing full-network pavement condition assessments on a five-year cycle. To equalize annual costs a rotating strategy, such as collecting data for two districts each year, may provide a more balanced approach to future budgeting.

To support more accurate performance forecasting, WVDOH is working with its pavement management software vendor, Deighton, to update the deterioration curves that help model how road conditions change over time. Data used for these updates is being drawn from the new pavement data collection vendor to maintain consistency across the system. Concurrently, efforts are underway to establish a seamless connection between WVDOH's GIS-based roadway network files and the base network file used in the pavement management software (dTIMS). This collaboration between the IT Division and Asset Management teams is aimed at automating updates to the system whenever official network changes occur.

One of the more significant insights from the program has been the realization that the existing pavement management system was not well-suited to recommend appropriate treatments for lower-volume, non-NHS roads. Previously, the system's treatment triggers were developed for higher-traffic routes like those on the NHS and did not yield practical recommendations for more rural roads. In response, new "County" treatments have been created within the system that use customized analysis expressions. Unlike traditional models that rely on a wide range of indices - including concrete slab condition, joint quality, and rut depth - the new treatments focus more heavily on IRI, composite cracking index (CCI), and patching area. These changes better reflect the typical deficiencies found on lower traffic roads.

Another important adjustment involves how the pavement management system segments roadways for suggested treatments. Initially, the system prioritized paving the shortest segments first - often less than half a mile in length - which is impractical from both a planning and budgeting perspective. Work is ongoing to develop more logical and actionable segmentation strategies within the system.

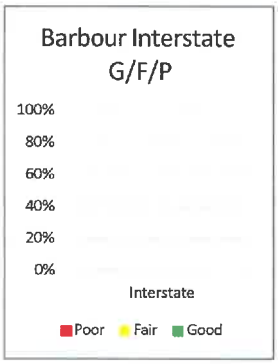
Other technologies being explored by WVDOH include utilizing dashcams to capture video footage of roadways and using an object detection model trained to identify potholes. The dashcam geotags each video frame allowing us to accurately map detected pothole locations within our Linear Referencing System. Along with roadway condition data, the GIS Section is integrating AI and ML using available aerial and vehicle-mounted imagery to classify roadway surface types and to extract and georeference transportation assets such as pedestrian facilities, lighting elements, and signage.

Looking ahead, WVDOH has also committed to exploring the role of AI and ML in optimizing pavement management. In partnership with the West Virginia University Asphalt Technology Section, the Division is sponsoring a research project titled "AI Applications for Enhancing Pavement Management," which was officially approved on March 26, 2025. The project is set to launch in the fall and is expected to advance the agency's ability to make accurate pavement condition projections and develop more effective long-term treatment strategies.

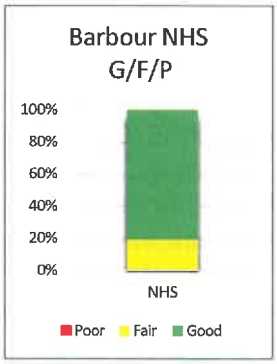
Although the dTIMS software used by WVDOH already incorporates AI-based optimization, ongoing enhancements to performance models and data integration aim to make the system more responsive to West Virginia's unique roadway characteristics. With the combination of improved data, targeted treatment models, and AI research, WVDOH is laying the groundwork for a more predictive, data-driven approach to roadway treatment programs, while moving away from reactive methods and towards a proactive treatment strategy and cost-effective future.

Barbour County

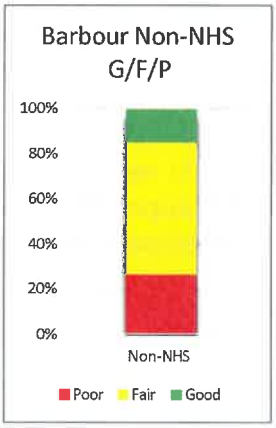
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



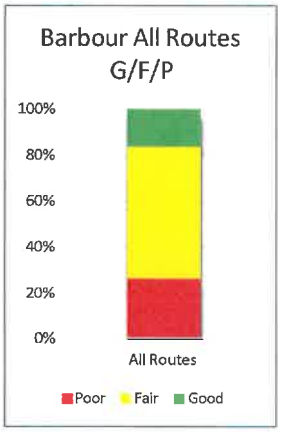
NHS	Miles	Percentage
Good	7	81%
Fair	2	19%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	56	15%
Fair	212	58%
Poor	95.9	26%

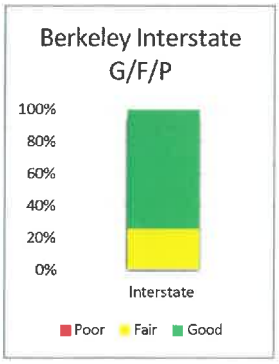


All Routes	Miles	Percentage
Good	63	17%
Fair	213	57%
Poor	95.9	26%

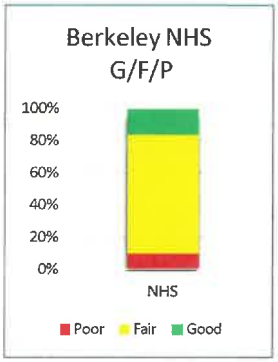


Berkeley County

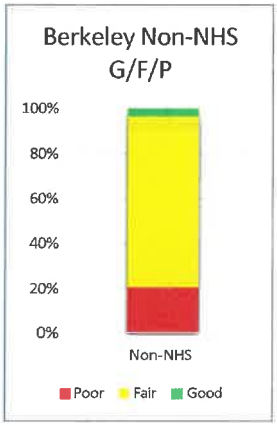
Interstate	Miles	Percentage
Good	39	74%
Fair	13	26%
Poor	0.0	0%



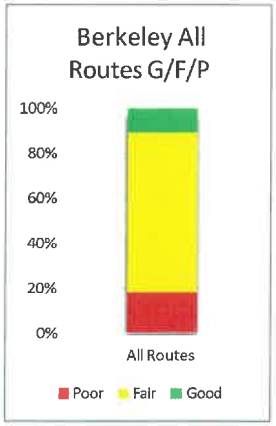
NHS	Miles	Percentage
Good	3	16%
Fair	15	74%
Poor	1.9	10%



Non-NHS	Miles	Percentage
Good	16	3%
Fair	366	76%
Poor	97.4	20%

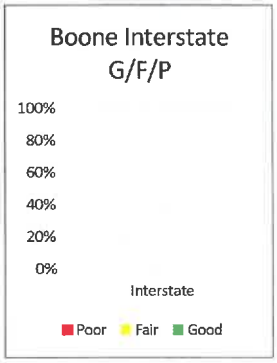


All Routes	Miles	Percentage
Good	58	11%
Fair	393	71%
Poor	99.3	18%

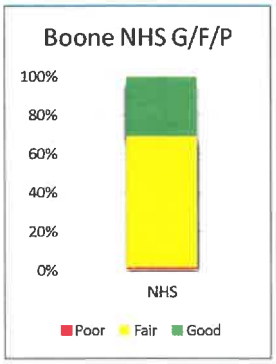


Boone County

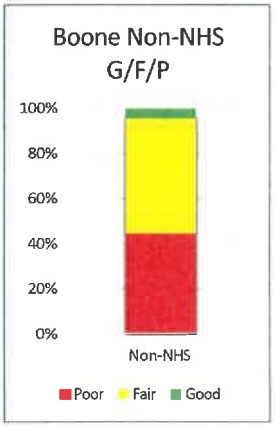
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



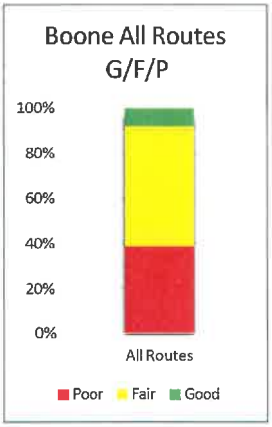
NHS	Miles	Percentage
Good	14	31%
Fair	31	68%
Poor	0.6	1%



Non-NHS	Miles	Percentage
Good	13	4%
Fair	152	51%
Poor	131.6	44%

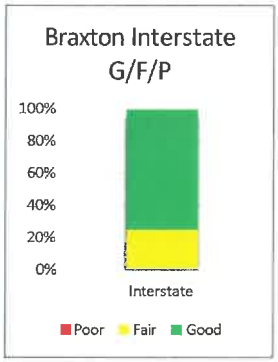


All Routes	Miles	Percentage
Good	27	8%
Fair	183	54%
Poor	132.2	39%

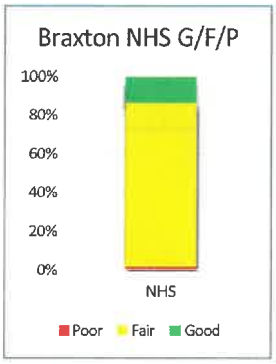


Braxton County

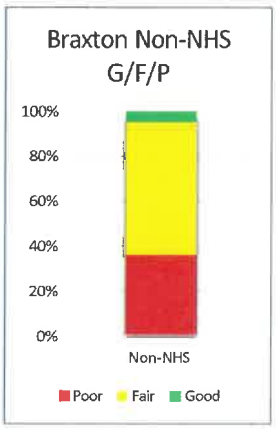
Interstate	Miles	Percentage
Good	58	75%
Fair	19	25%
Poor	0.0	0%



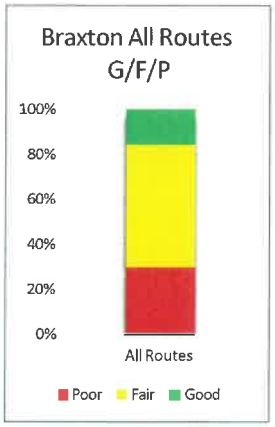
NHS	Miles	Percentage
Good	2	14%
Fair	12	85%
Poor	0.2	1%



Non-NHS	Miles	Percentage
Good	20	5%
Fair	248	59%
Poor	150.4	36%



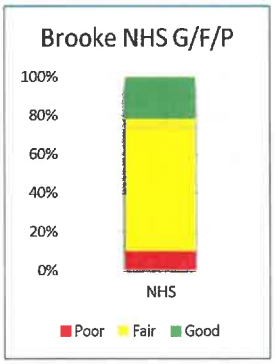
All Routes	Miles	Percentage
Good	80	16%
Fair	279	55%
Poor	150.6	30%



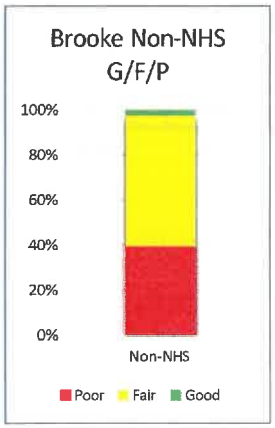
Brooke County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

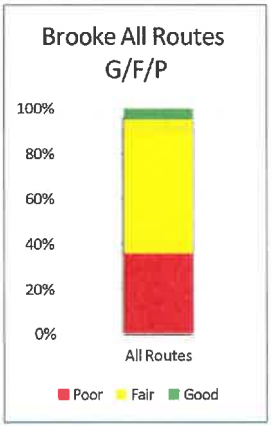
NHS	Miles	Percentage
Good	5	21%
Fair	16	69%
Poor	2.3	10%



Non-NHS	Miles	Percentage
Good	4	2%
Fair	99	58%
Poor	67.0	39%

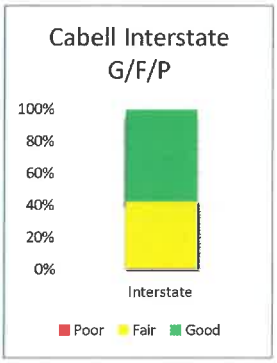


All Routes	Miles	Percentage
Good	9	5%
Fair	116	60%
Poor	69.3	36%

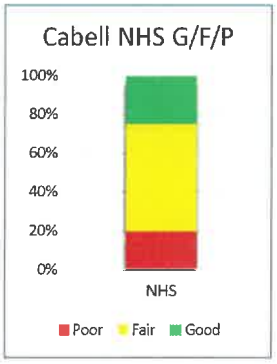


Cabell County

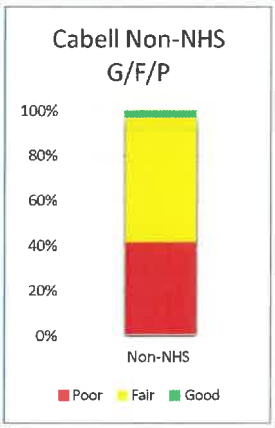
Interstate	Miles	Percentage
Good	30	57%
Fair	22	42%
Poor	0.4	1%



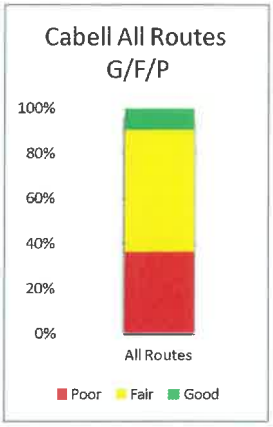
NHS	Miles	Percentage
Good	12	25%
Fair	26	56%
Poor	9.3	20%



Non-NHS	Miles	Percentage
Good	15	3%
Fair	286	56%
Poor	212.3	41%

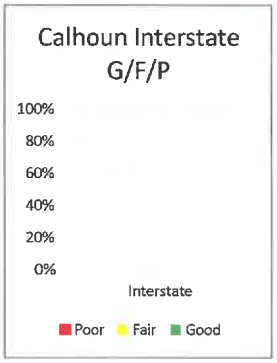


All Routes	Miles	Percentage
Good	57	9%
Fair	334	55%
Poor	222.1	36%

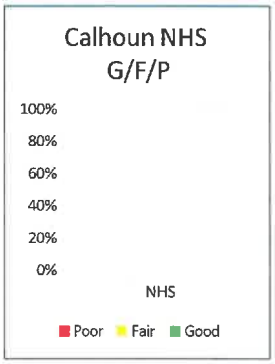


Calhoun County

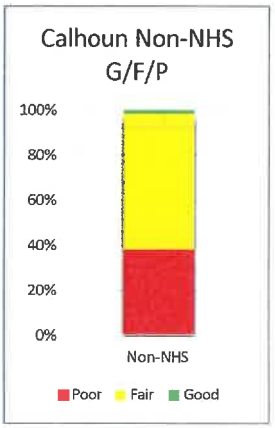
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



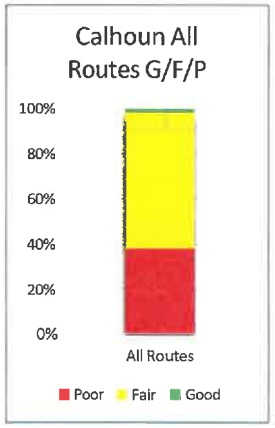
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	4	1%
Fair	150	61%
Poor	93.7	38%

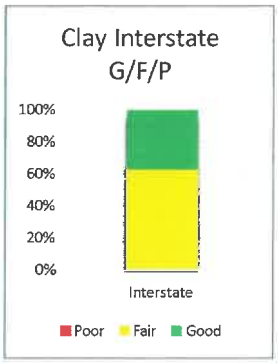


All Routes	Miles	Percentage
Good	4	1%
Fair	150	61%
Poor	93.7	38%

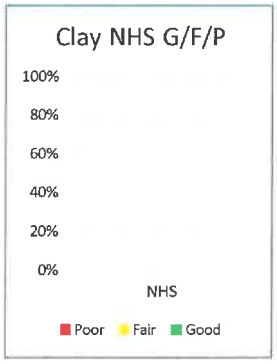


Clay County

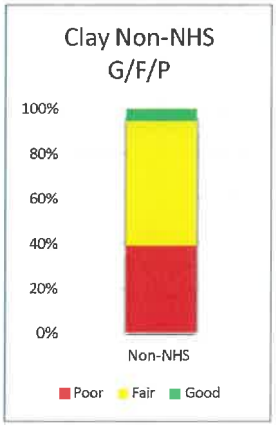
Interstate	Miles	Percentage
Good	6	37%
Fair	11	63%
Poor	0.0	0%



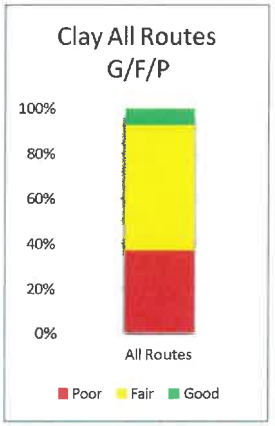
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	15	5%
Fair	158	56%
Poor	110.6	39%

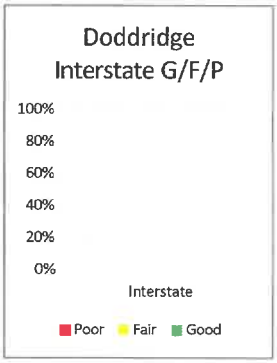


All Routes	Miles	Percentage
Good	21	7%
Fair	169	56%
Poor	110.6	37%

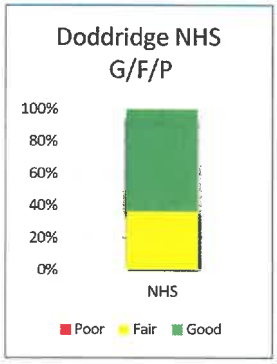


Doddridge County

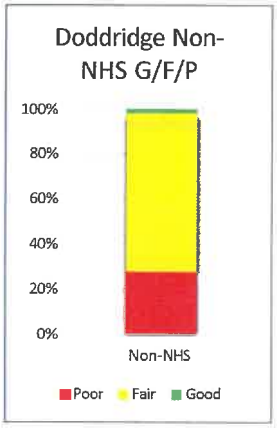
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



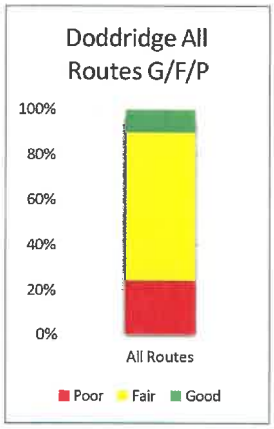
NHS	Miles	Percentage
Good	24	64%
Fair	14	36%
Poor	0.1	0%



Non-NHS	Miles	Percentage
Good	4	2%
Fair	171	71%
Poor	66.7	28%

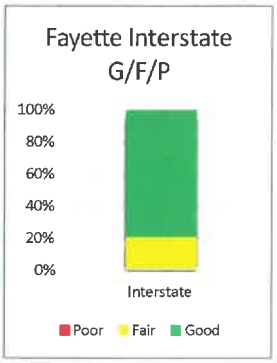


All Routes	Miles	Percentage
Good	28	10%
Fair	184	66%
Poor	66.8	24%

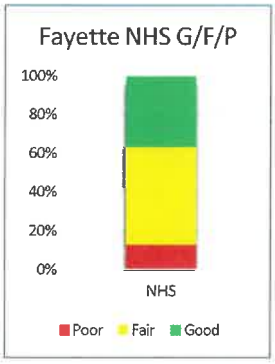


Fayette County

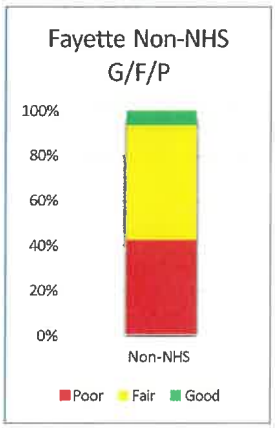
Interstate	Miles	Percentage
Good	23	79%
Fair	6	20%
Poor	0.1	0%



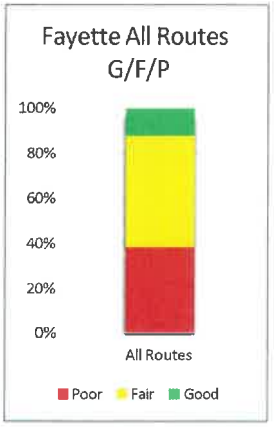
NHS	Miles	Percentage
Good	19	36%
Fair	27	51%
Poor	6.6	13%



Non-NHS	Miles	Percentage
Good	37	6%
Fair	297	51%
Poor	246.0	42%

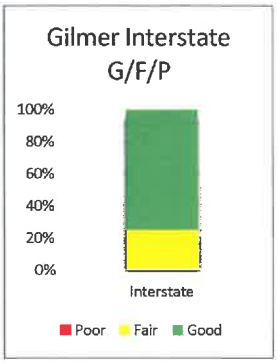


All Routes	Miles	Percentage
Good	80	12%
Fair	330	50%
Poor	252.8	38%

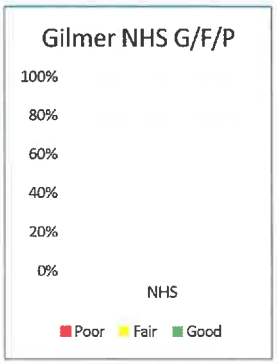


Gilmer County

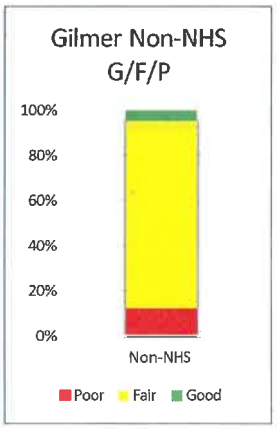
Interstate	Miles	Percentage
Good	0.6	75%
Fair	0.2	25%
Poor	0.0	0%



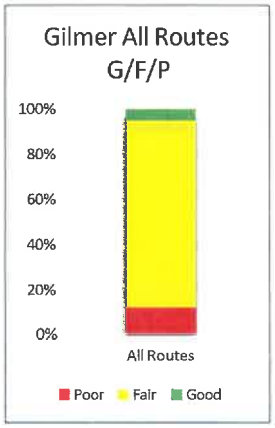
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	11	5%
Fair	200	83%
Poor	28.6	12%

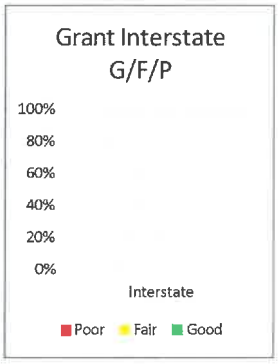


All Routes	Miles	Percentage
Good	12	5%
Fair	200	83%
Poor	28.6	12%

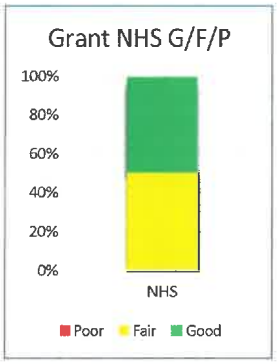


Grant County

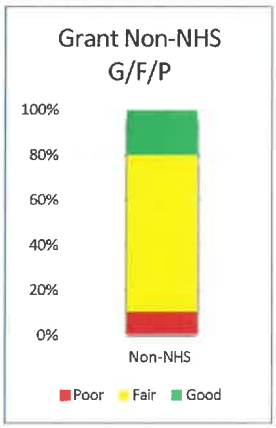
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



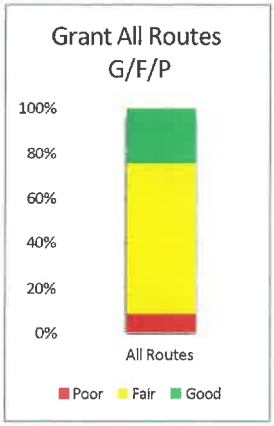
NHS	Miles	Percentage
Good	27	49%
Fair	28	50%
Poor	0.2	0%



Non-NHS	Miles	Percentage
Good	57	20%
Fair	203	70%
Poor	29.5	10%

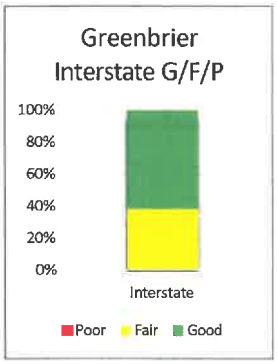


All Routes	Miles	Percentage
Good	84	24%
Fair	231	67%
Poor	29.7	9%

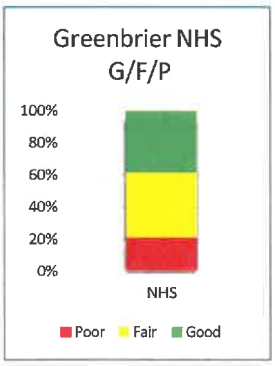


Greenbrier County

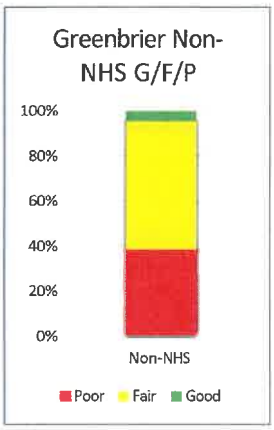
Interstate	Miles	Percentage
Good	45	62%
Fair	28	38%
Poor	0.2	0%



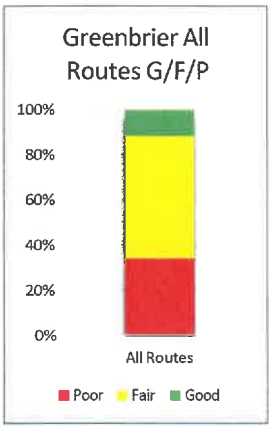
NHS	Miles	Percentage
Good	14	38%
Fair	15	41%
Poor	7.5	21%



Non-NHS	Miles	Percentage
Good	30	4%
Fair	384	57%
Poor	257.8	38%

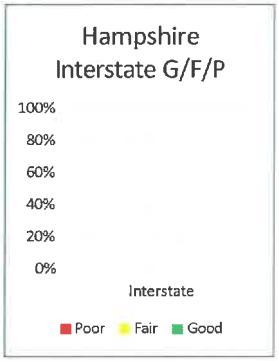


All Routes	Miles	Percentage
Good	90	12%
Fair	425	54%
Poor	265.5	34%

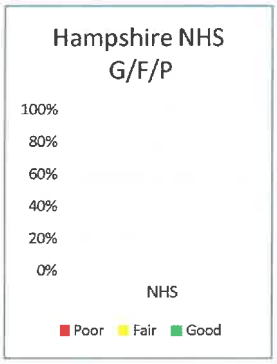


Hampshire County

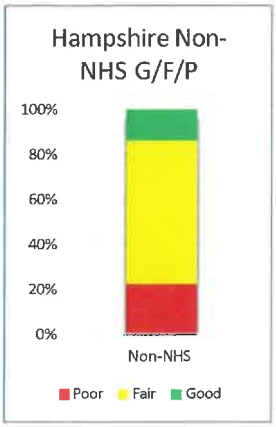
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



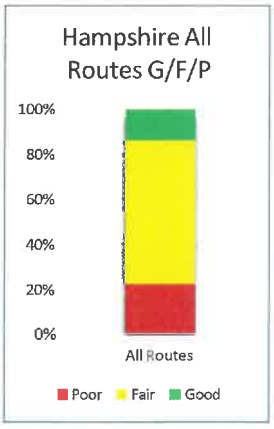
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	62	14%
Fair	287	64%
Poor	98.8	22%

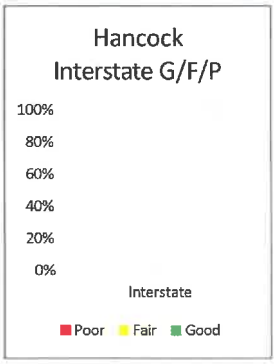


All Routes	Miles	Percentage
Good	62	14%
Fair	287	64%
Poor	98.8	22%

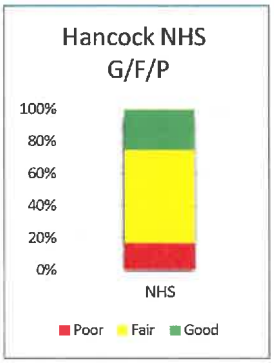


Hancock County

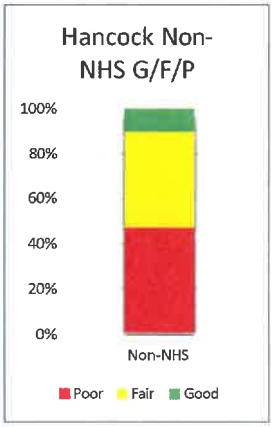
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



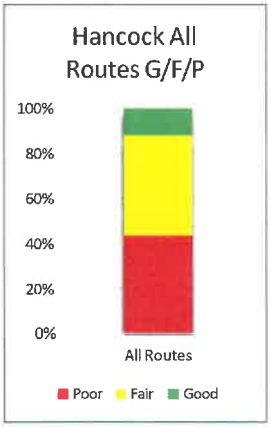
NHS	Miles	Percentage
Good	6	25%
Fair	13	58%
Poor	3.7	17%



Non-NHS	Miles	Percentage
Good	17	10%
Fair	73	43%
Poor	80.1	47%

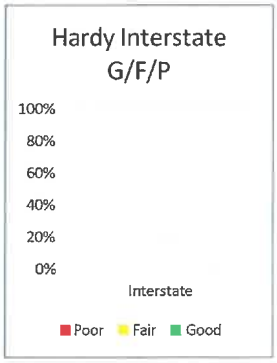


All Routes	Miles	Percentage
Good	23	12%
Fair	86	45%
Poor	83.8	44%

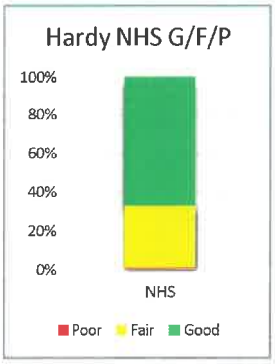


Hardy County

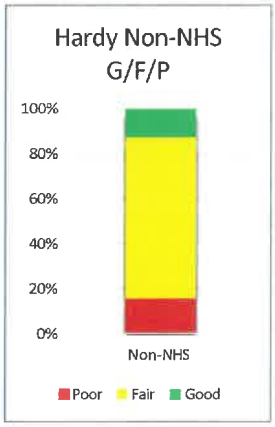
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



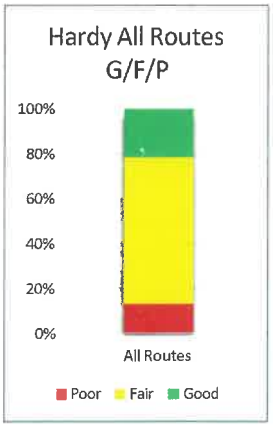
NHS	Miles	Percentage
Good	48	67%
Fair	23	32%
Poor	0.7	1%



Non-NHS	Miles	Percentage
Good	47	13%
Fair	264	72%
Poor	56.9	16%

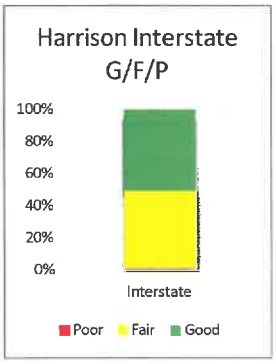


All Routes	Miles	Percentage
Good	95	22%
Fair	287	65%
Poor	57.6	13%

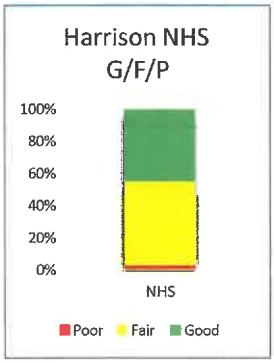


Harrison County

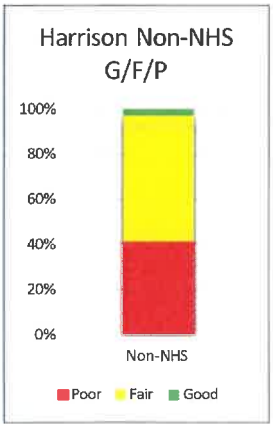
Interstate	Miles	Percentage
Good	23	51%
Fair	22	48%
Poor	0.3	1%



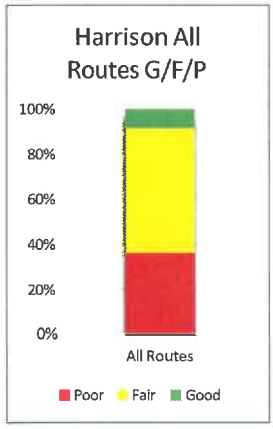
NHS	Miles	Percentage
Good	16	45%
Fair	19	53%
Poor	0.9	2%



Non-NHS	Miles	Percentage
Good	15	3%
Fair	318	56%
Poor	233.2	41%

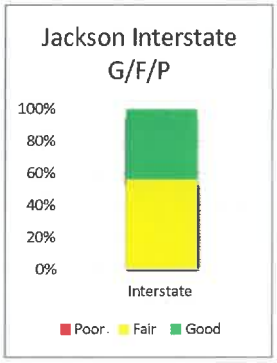


All Routes	Miles	Percentage
Good	54	8%
Fair	360	55%
Poor	234.4	36%

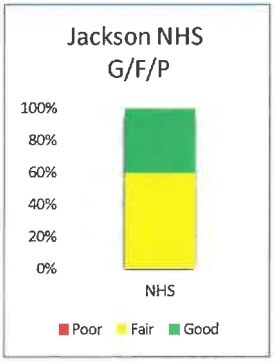


Jackson County

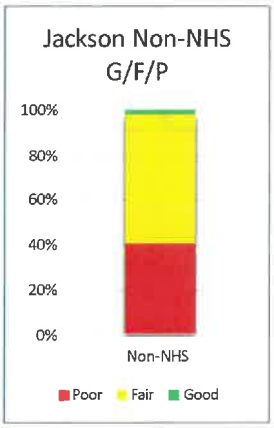
Interstate	Miles	Percentage
Good	35	44%
Fair	44	55%
Poor	0.4	1%



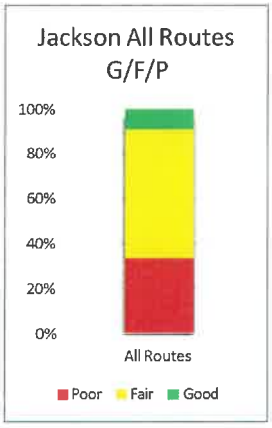
NHS	Miles	Percentage
Good	6	40%
Fair	9	60%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	8	2%
Fair	265	58%
Poor	185.1	40%

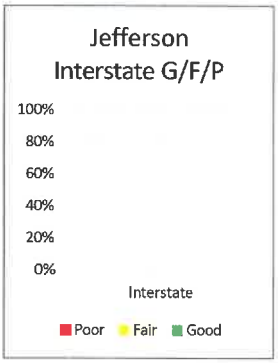


All Routes	Miles	Percentage
Good	49	9%
Fair	318	58%
Poor	185.4	34%

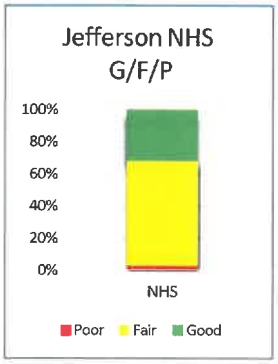


Jefferson County

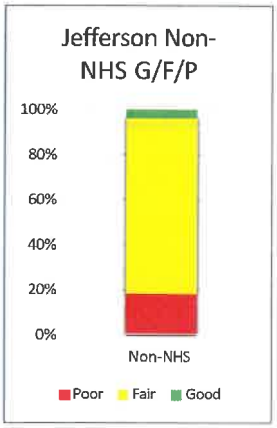
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



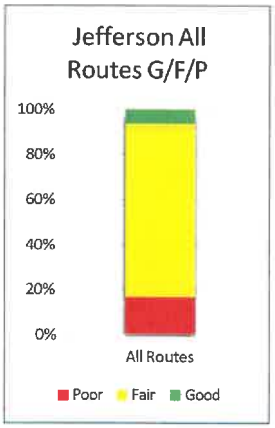
NHS	Miles	Percentage
Good	10	32%
Fair	20	66%
Poor	0.8	3%



Non-NHS	Miles	Percentage
Good	13	4%
Fair	259	78%
Poor	59.9	18%

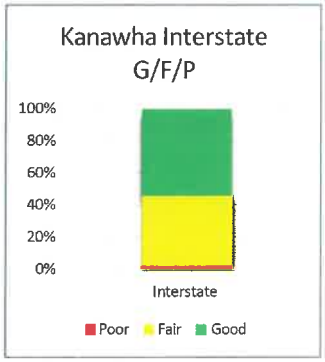


All Routes	Miles	Percentage
Good	23	6%
Fair	279	77%
Poor	60.6	17%

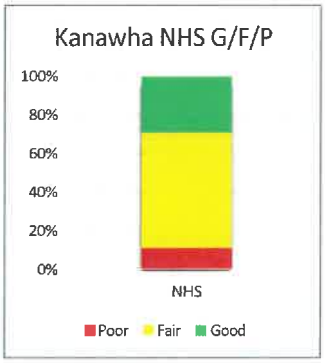


Kanawha County

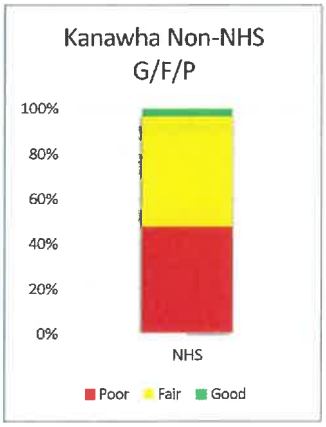
Interstate	Miles	Percentage
Good	94	54%
Fair	76	44%
Poor	3.6	2%



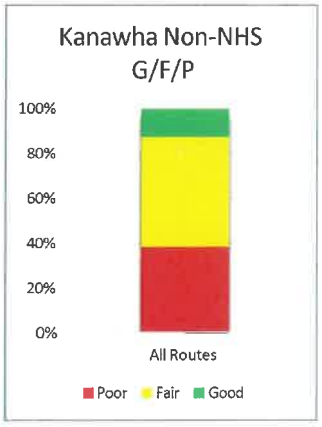
NHS	Miles	Percentage
Good	26	29%
Fair	54	60%
Poor	9.6	11%



Non-NHS	Miles	Percentage
Good	30	3%
Fair	455	49%
Poor	437.9	47%

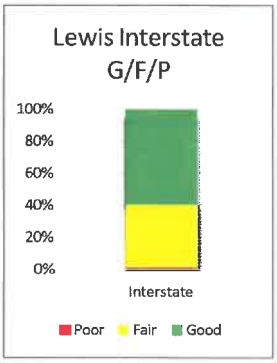


All Routes	Miles	Percentage
Good	149	13%
Fair	585	49%
Poor	452.0	38%

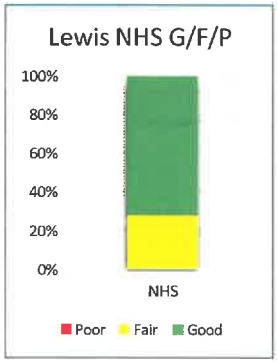


Lewis County

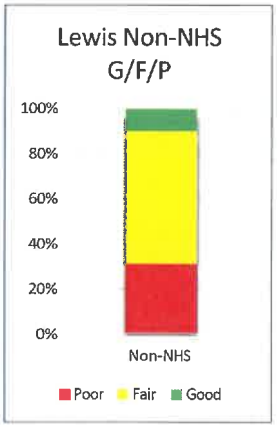
Interstate	Miles	Percentage
Good	27	59%
Fair	18	39%
Poor	0.5	1%



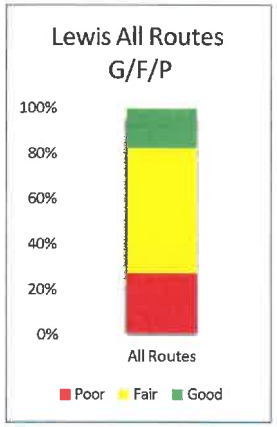
NHS	Miles	Percentage
Good	10	72%
Fair	4	28%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	35	10%
Fair	212	59%
Poor	111.5	31%

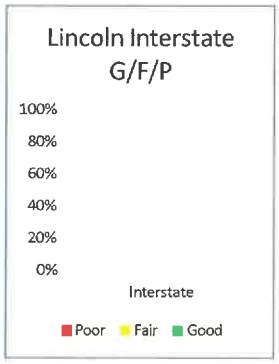


All Routes	Miles	Percentage
Good	73	17%
Fair	234	56%
Poor	112.2	27%

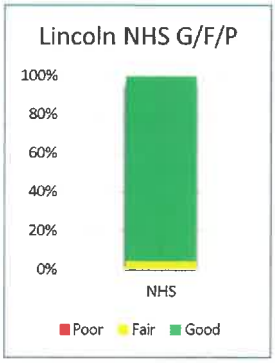


Lincoln County

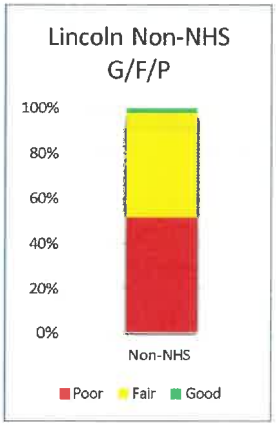
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



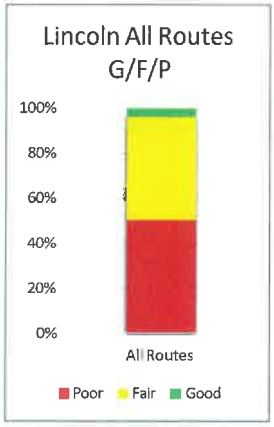
NHS	Miles	Percentage
Good	9	96%
Fair	0.4	4%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	7	2%
Fair	197	47%
Poor	215.6	51%

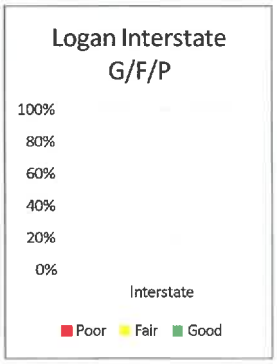


All Routes	Miles	Percentage
Good	16	4%
Fair	197	46%
Poor	215.6	50%

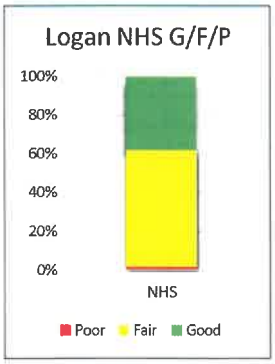


Logan County

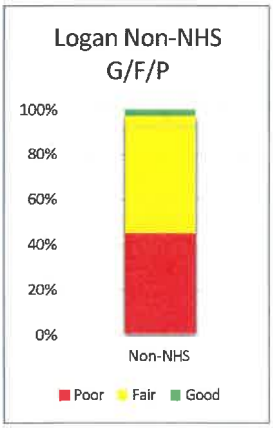
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



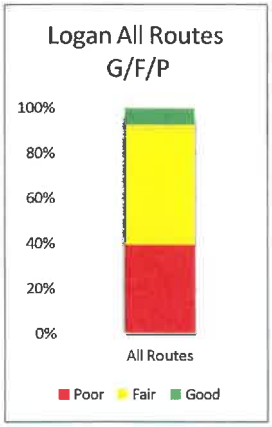
NHS	Miles	Percentage
Good	23	38%
Fair	36	61%
Poor	0.9	2%



Non-NHS	Miles	Percentage
Good	10	3%
Fair	210	52%
Poor	179.4	45%

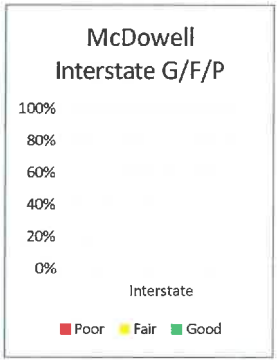


All Routes	Miles	Percentage
Good	33	7%
Fair	246	54%
Poor	180.3	39%

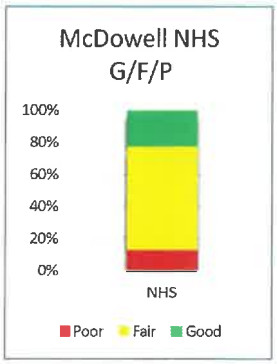


McDowell County

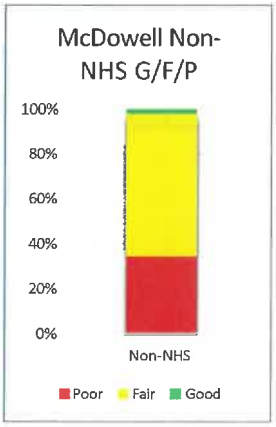
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



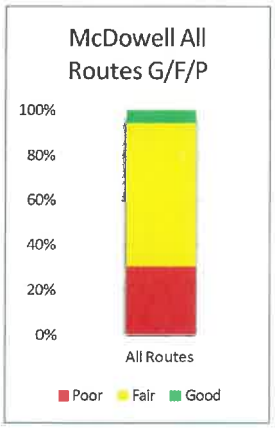
NHS	Miles	Percentage
Good	18	22%
Fair	51	65%
Poor	10.1	13%



Non-NHS	Miles	Percentage
Good	6	2%
Fair	220	64%
Poor	118.7	34%

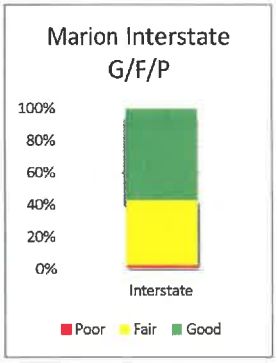


All Routes	Miles	Percentage
Good	24	6%
Fair	271	64%
Poor	128.8	30%

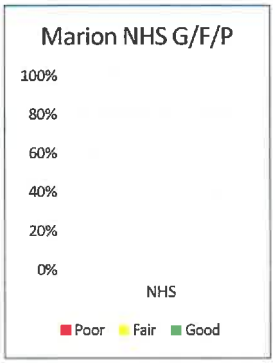


Marion County

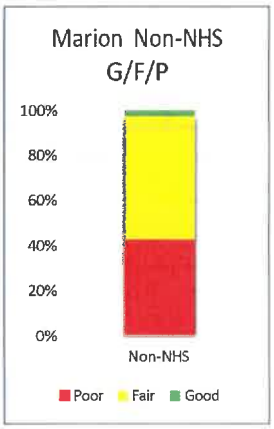
Interstate	Miles	Percentage
Good	15	57%
Fair	11	41%
Poor	0.6	2%



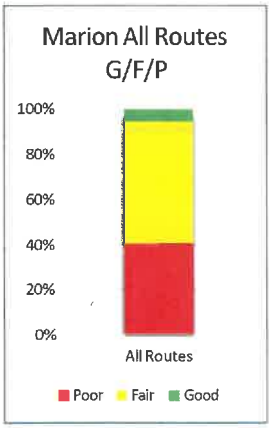
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	11	2%
Fair	248	55%
Poor	192.3	43%

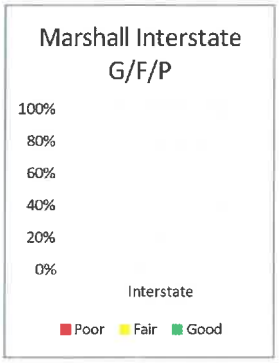


All Routes	Miles	Percentage
Good	26	5%
Fair	259	54%
Poor	192.9	40%

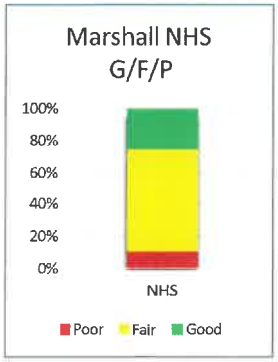


Marshall County

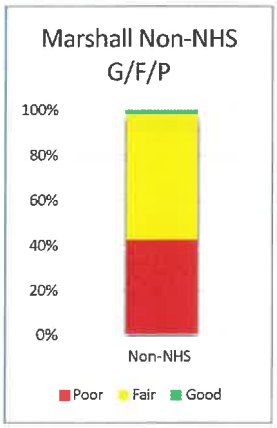
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



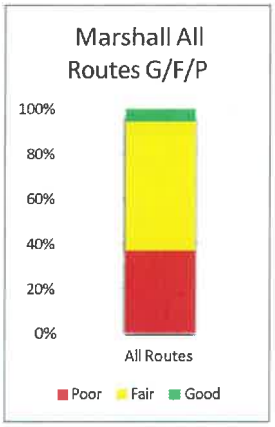
NHS	Miles	Percentage
Good	15	25%
Fair	38	64%
Poor	6.4	11%



Non-NHS	Miles	Percentage
Good	5	2%
Fair	173	56%
Poor	129.2	42%



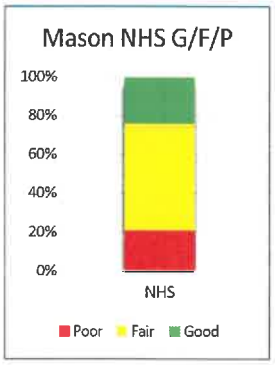
All Routes	Miles	Percentage
Good	20	5%
Fair	211	58%
Poor	135.6	37%



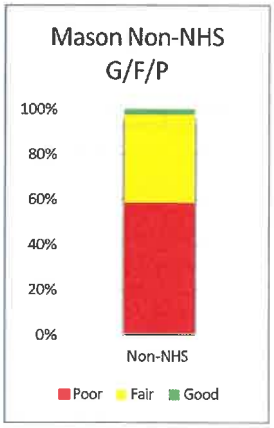
Mason County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

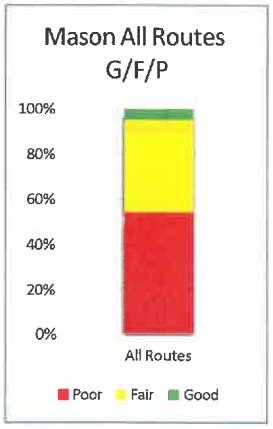
NHS	Miles	Percentage
Good	13	24%
Fair	31	55%
Poor	11.5	21%



Non-NHS	Miles	Percentage
Good	9	2%
Fair	170	39%
Poor	252.1	58%

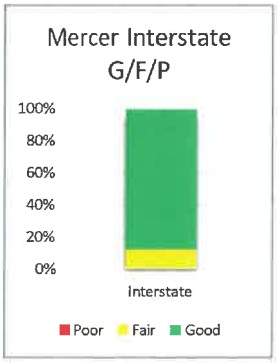


All Routes	Miles	Percentage
Good	23	5%
Fair	201	41%
Poor	263.6	54%

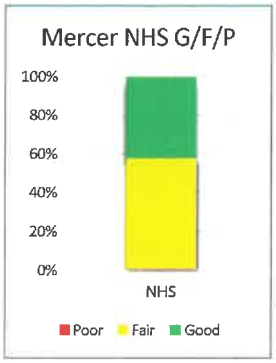


Mercer County

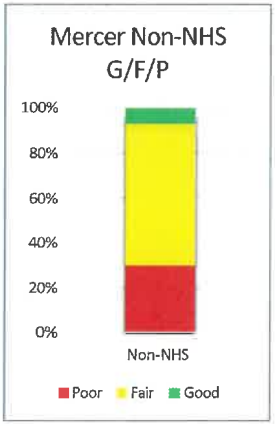
Interstate	Miles	Percentage
Good	48	88%
Fair	7	12%
Poor	0.0	0%



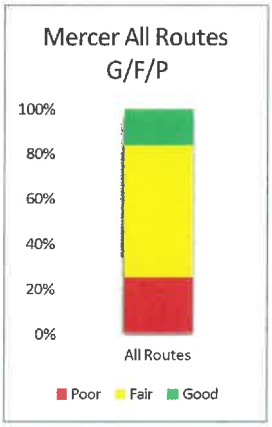
NHS	Miles	Percentage
Good	31	42%
Fair	42	57%
Poor	0.4	1%



Non-NHS	Miles	Percentage
Good	44	7%
Fair	406	63%
Poor	192.0	30%

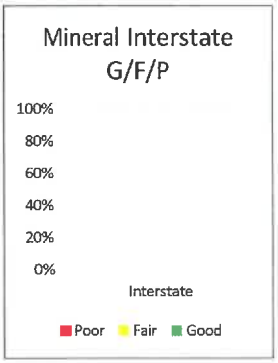


All Routes	Miles	Percentage
Good	124	16%
Fair	456	59%
Poor	192.4	25%

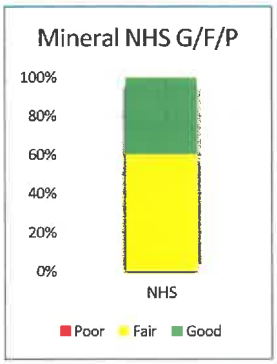


Mineral County

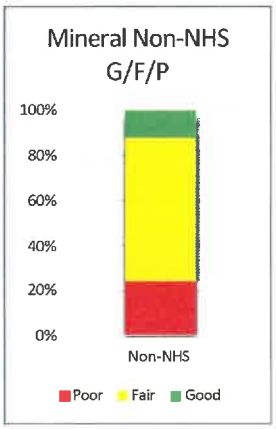
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



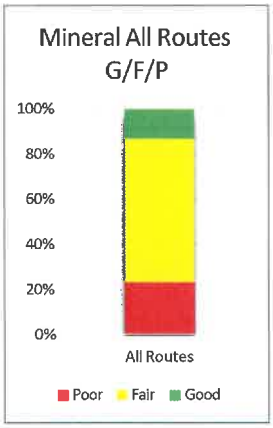
NHS	Miles	Percentage
Good	5	40%
Fair	8	60%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	39	12%
Fair	205	64%
Poor	77.3	24%

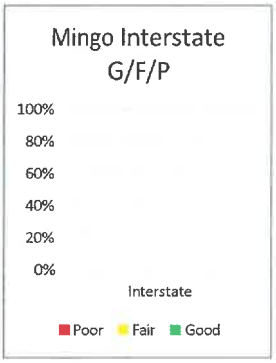


All Routes	Miles	Percentage
Good	44	13%
Fair	213	64%
Poor	77.3	23%

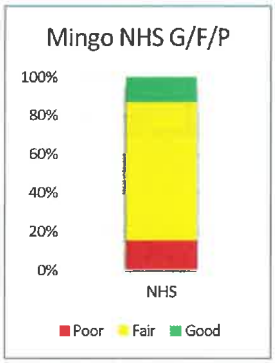


Mingo County

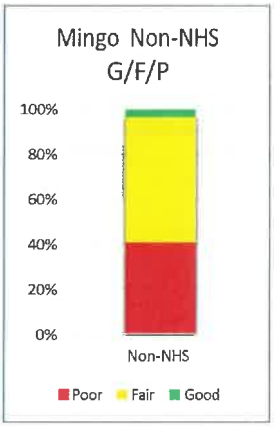
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



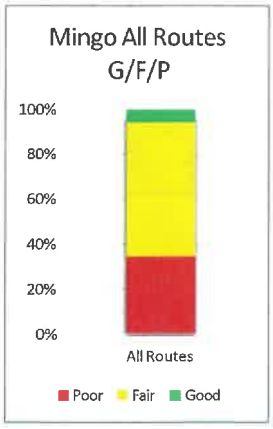
NHS	Miles	Percentage
Good	13	13%
Fair	72	72%
Poor	15.2	15%



Non-NHS	Miles	Percentage
Good	10	3%
Fair	172	56%
Poor	125.7	41%

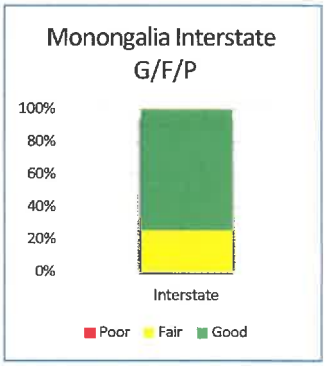


All Routes	Miles	Percentage
Good	23	6%
Fair	244	60%
Poor	140.9	35%

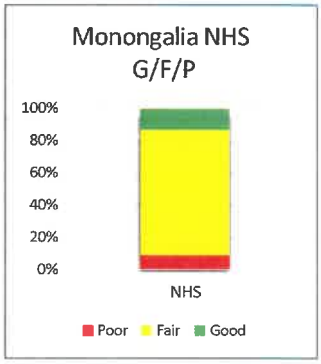


Monongalia County

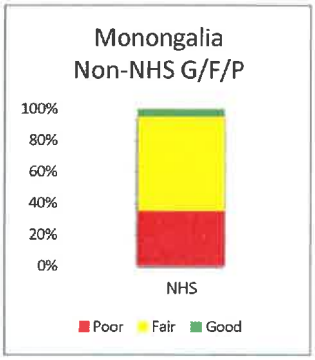
Interstate	Miles	Percentage
Good	50	74%
Fair	18	26%
Poor	0.0	0%



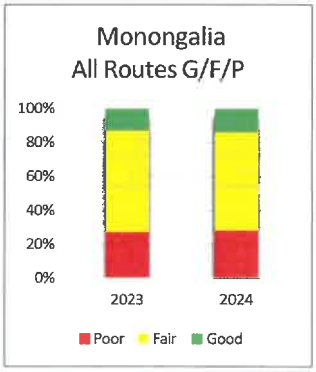
NHS	Miles	Percentage
Good	7	13%
Fair	43	78%
Poor	5.0	9%



Non-NHS	Miles	Percentage
Good	18	4%
Fair	248	60%
Poor	145.3	35%



2023	Miles	Percentage
Good	70	13%
Fair	315	60%
Poor	144.0	27%
2024	Miles	Percentage
Good	76	14%
Fair	310	58%
Poor	150.0	28%

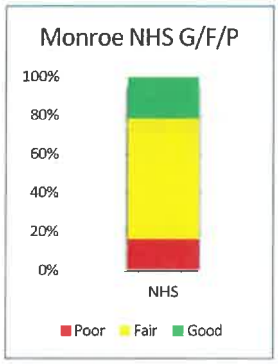


NOTE: The GIS shape files provided to our pavement data vendor changed in 2023 and 2024. Also, our vendor was unable to collect data on every route in both years, and this has been addressed.

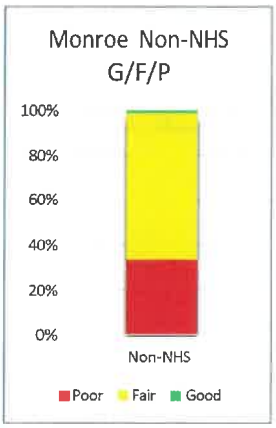
Monroe County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

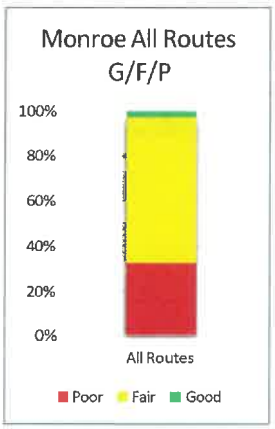
NHS	Miles	Percentage
Good	7	21%
Fair	21	63%
Poor	5.3	16%



Non-NHS	Miles	Percentage
Good	5	1%
Fair	279	65%
Poor	143.7	34%

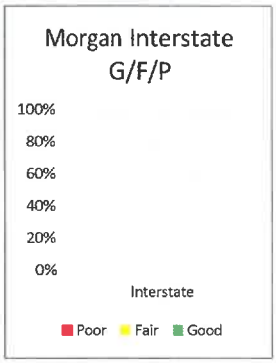


All Routes	Miles	Percentage
Good	12	3%
Fair	300	65%
Poor	149.0	32%

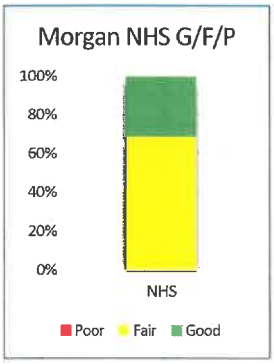


Morgan County

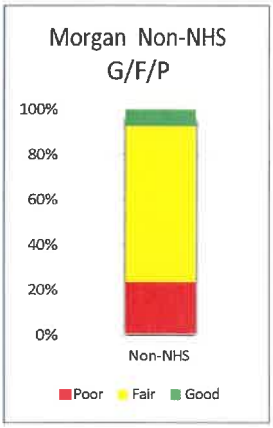
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



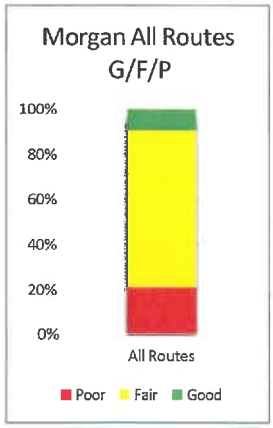
NHS	Miles	Percentage
Good	9	31%
Fair	21	69%
Poor	0.1	0%



Non-NHS	Miles	Percentage
Good	20	7%
Fair	194	70%
Poor	63.9	23%

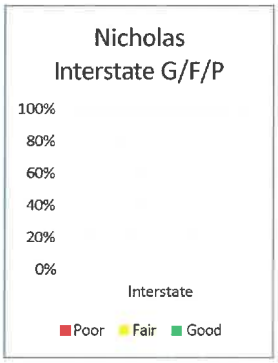


All Routes	Miles	Percentage
Good	29	9%
Fair	214	70%
Poor	64.0	21%

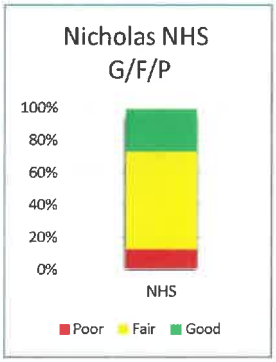


Nicholas County

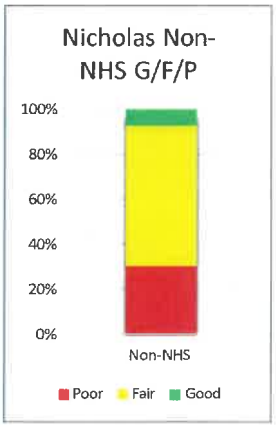
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



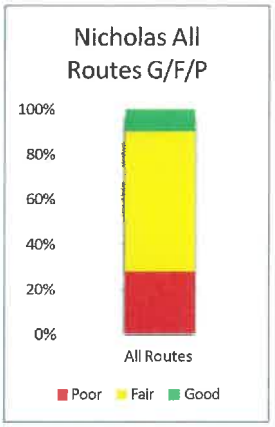
NHS	Miles	Percentage
Good	17	27%
Fair	39	61%
Poor	7.7	12%



Non-NHS	Miles	Percentage
Good	30	7%
Fair	266	63%
Poor	127.6	30%

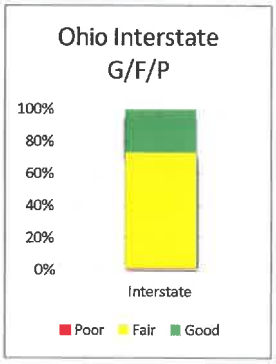


All Routes	Miles	Percentage
Good	47	10%
Fair	305	63%
Poor	135.3	28%

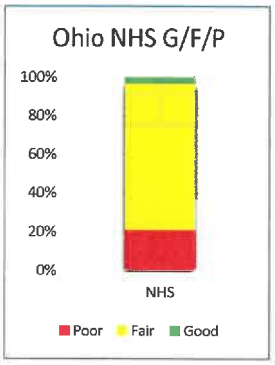


Ohio County

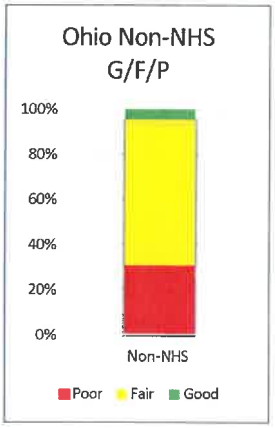
Interstate	Miles	Percentage
Good	10	27%
Fair	27	72%
Poor	0.3	1%



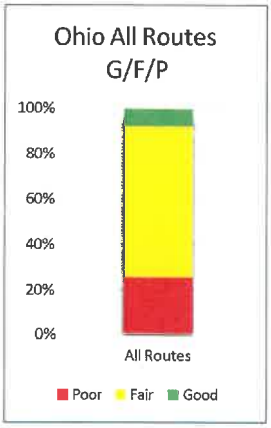
NHS	Miles	Percentage
Good	1	3%
Fair	16	76%
Poor	4.4	21%



Non-NHS	Miles	Percentage
Good	8	4%
Fair	116	65%
Poor	54.5	31%

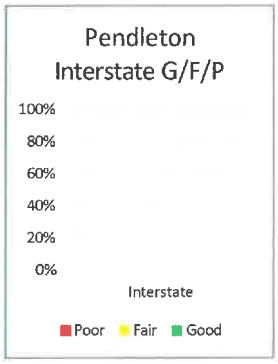


All Routes	Miles	Percentage
Good	18	7%
Fair	159	67%
Poor	59.4	25%



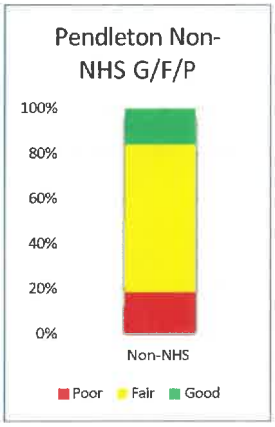
Pendleton County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

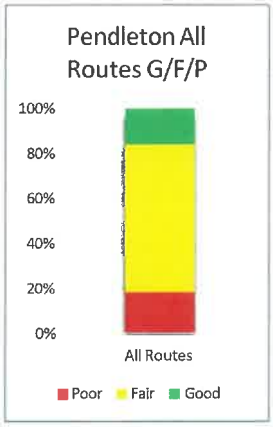


NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

Non-NHS	Miles	Percentage
Good	58	16%
Fair	239	66%
Poor	66.0	18%

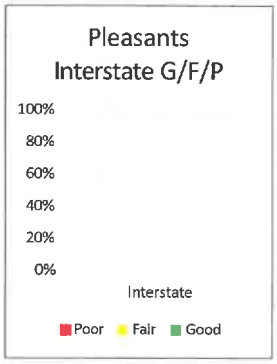


All Routes	Miles	Percentage
Good	58	16%
Fair	239	66%
Poor	66.0	18%

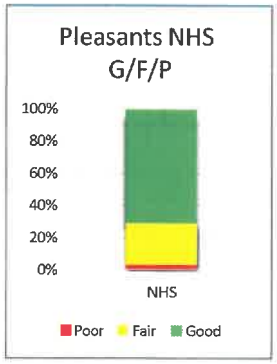


Pleasants County

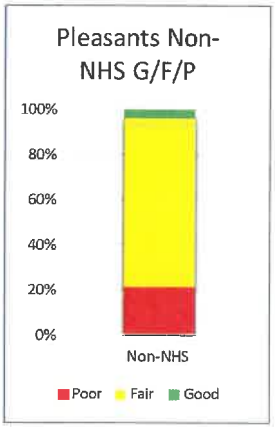
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



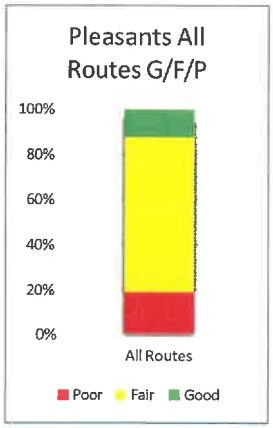
NHS	Miles	Percentage
Good	12	71%
Fair	5	26%
Poor	0.5	3%



Non-NHS	Miles	Percentage
Good	5	4%
Fair	91	75%
Poor	25.4	21%

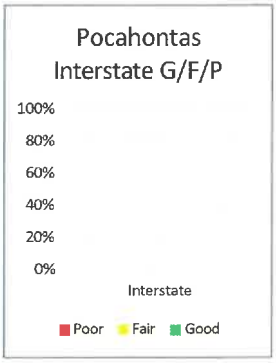


All Routes	Miles	Percentage
Good	17	12%
Fair	95	69%
Poor	25.9	19%

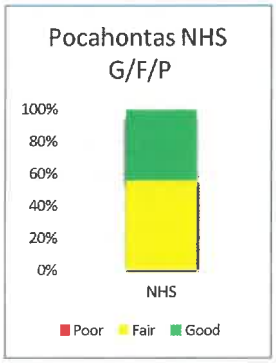


Pocahontas County

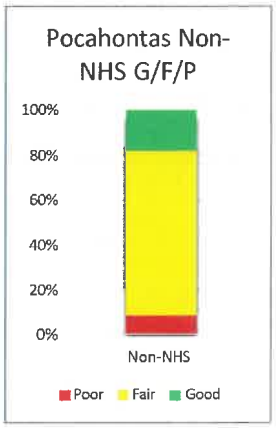
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



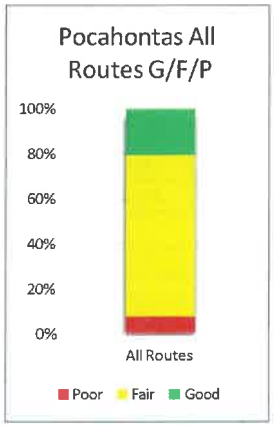
NHS	Miles	Percentage
Good	19	44%
Fair	23	56%
Poor	0.2	0%



Non-NHS	Miles	Percentage
Good	73	18%
Fair	299	74%
Poor	34.2	8%

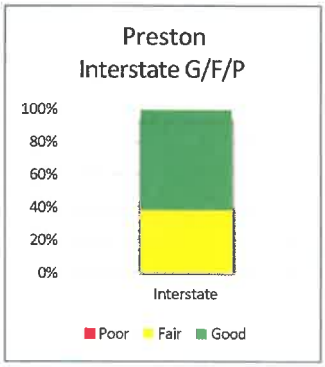


All Routes	Miles	Percentage
Good	92	20%
Fair	323	72%
Poor	34.4	8%

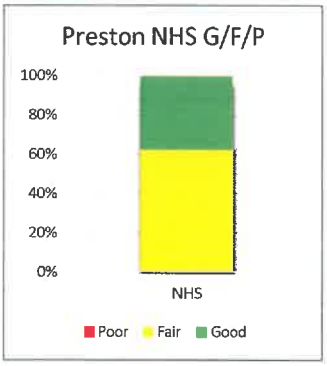


Preston County

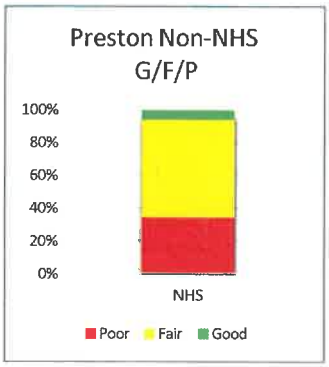
Interstate	Miles	Percentage
Good	22	61%
Fair	14	38%
Poor	0.0	0%



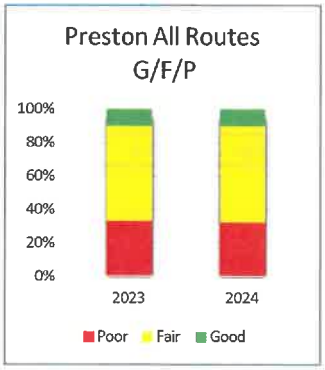
NHS	Miles	Percentage
Good	2	38%
Fair	3	62%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	36	7%
Fair	310	59%
Poor	179.6	34%



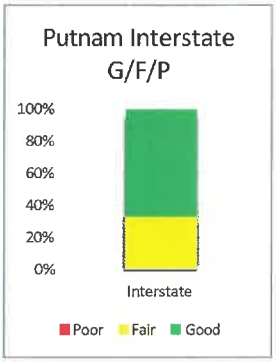
2023	Miles	Percentage
Good	57	10%
Fair	337	57%
Poor	197.0	33%
2024	Miles	Percentage
Good	59	10%
Fair	327	58%
Poor	180.0	32%



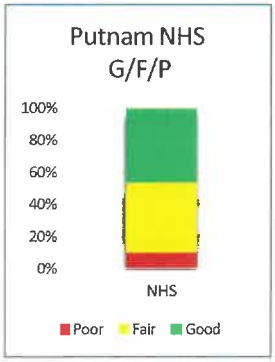
NOTE: The GIS shape files provided to our pavement data vendor changed in 2023 and 2024. Also, our vendor was unable to collect data on every route in both years, and this has been addressed.

Putnam County

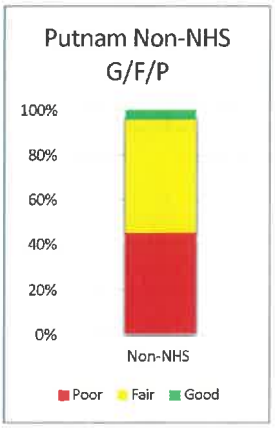
Interstate	Miles	Percentage
Good	18	67%
Fair	9	32%
Poor	0.1	0%



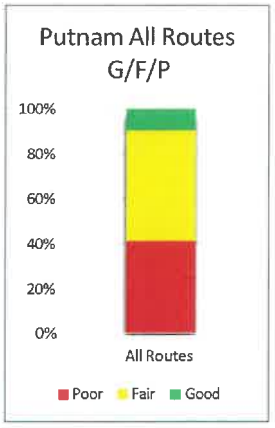
NHS	Miles	Percentage
Good	8	46%
Fair	8	44%
Poor	1.8	10%



Non-NHS	Miles	Percentage
Good	18	4%
Fair	217	51%
Poor	193.2	45%

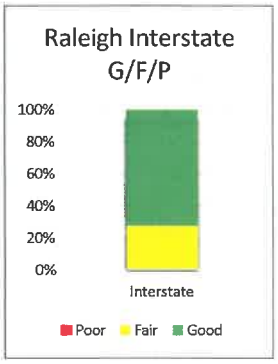


All Routes	Miles	Percentage
Good	45	10%
Fair	234	49%
Poor	195.1	41%

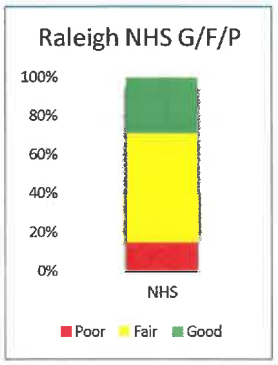


Raleigh County

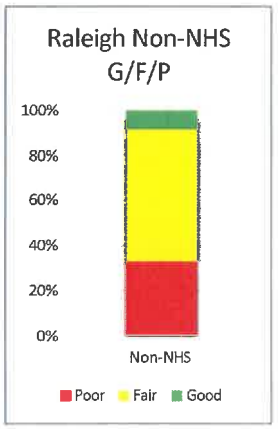
Interstate	Miles	Percentage
Good	65	73%
Fair	24	27%
Poor	0.1	0%



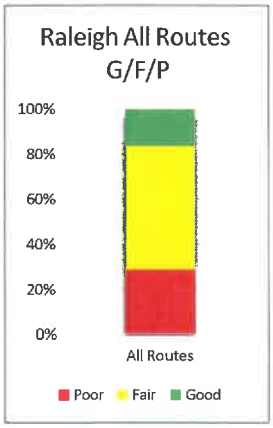
NHS	Miles	Percentage
Good	8	29%
Fair	16	57%
Poor	4.0	15%



Non-NHS	Miles	Percentage
Good	58	8%
Fair	410	59%
Poor	228.2	33%

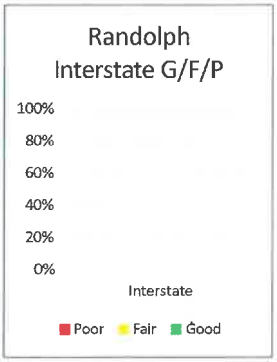


All Routes	Miles	Percentage
Good	132	16%
Fair	449	55%
Poor	233.3	29%

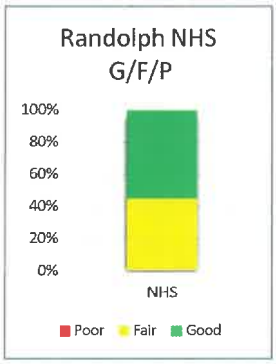


Randolph County

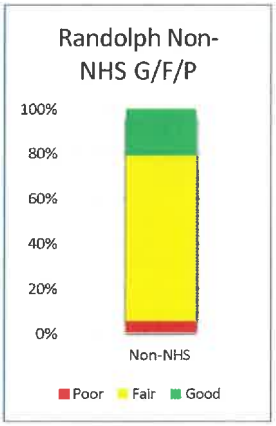
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



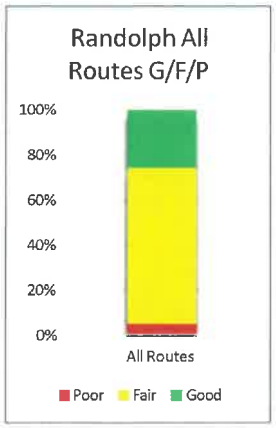
NHS	Miles	Percentage
Good	42	55%
Fair	34	44%
Poor	0.3	0%



Non-NHS	Miles	Percentage
Good	92	21%
Fair	330	74%
Poor	23.5	5%



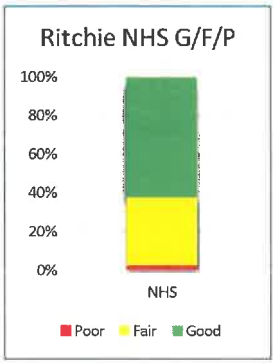
All Routes	Miles	Percentage
Good	134	26%
Fair	364	70%
Poor	23.8	5%



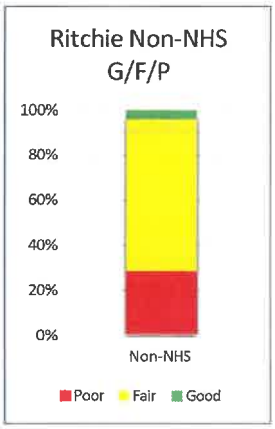
Ritchie County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

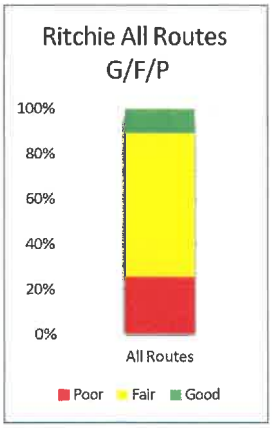
NHS	Miles	Percentage
Good	26	62%
Fair	15	35%
Poor	1.0	2%



Non-NHS	Miles	Percentage
Good	13	4%
Fair	221	68%
Poor	92.6	28%

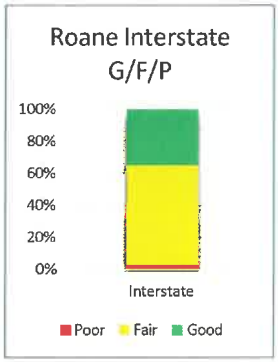


All Routes	Miles	Percentage
Good	39	11%
Fair	236	64%
Poor	93.6	25%

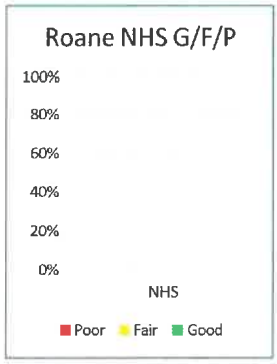


Roane County

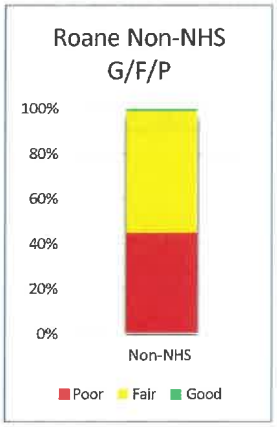
Interstate	Miles	Percentage
Good	10	35%
Fair	18	62%
Poor	0.8	3%



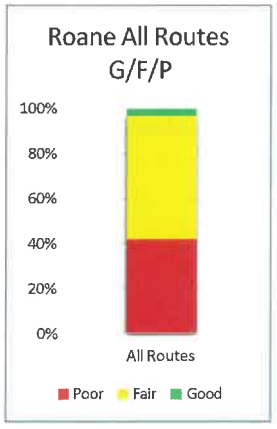
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	3	1%
Fair	228	55%
Poor	187.4	45%

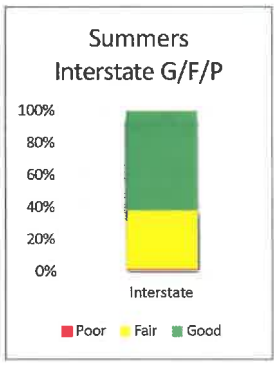


All Routes	Miles	Percentage
Good	13	3%
Fair	247	55%
Poor	188.1	42%

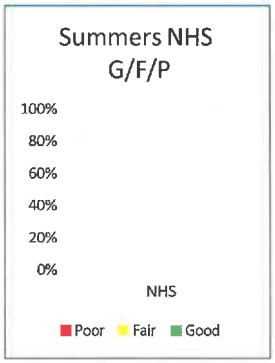


Summers County

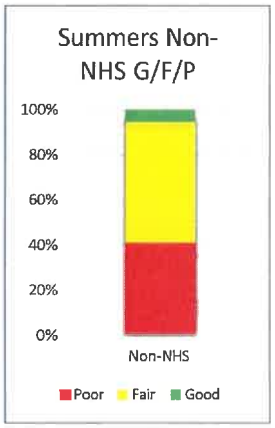
Interstate	Miles	Percentage
Good	12	62%
Fair	7	37%
Poor	0.2	1%



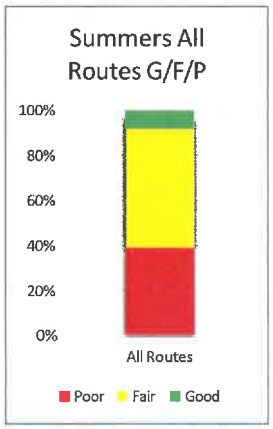
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	21	5%
Fair	214	54%
Poor	161.6	41%

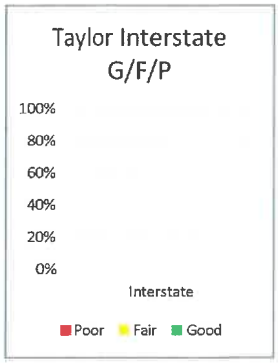


All Routes	Miles	Percentage
Good	33	8%
Fair	221	53%
Poor	161.9	39%

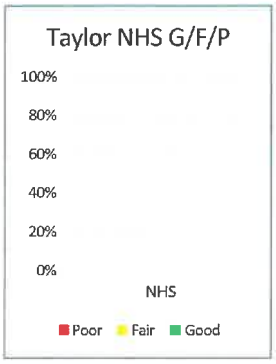


Taylor County

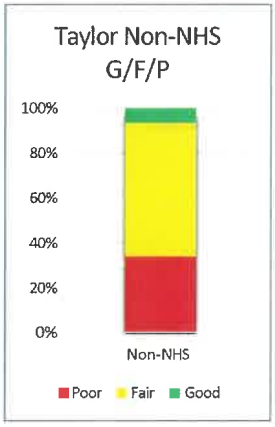
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



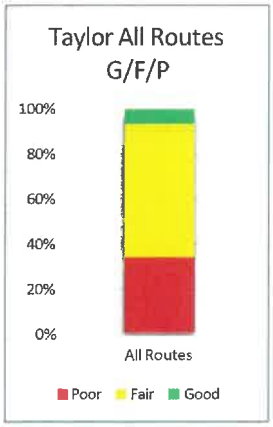
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	17	6%
Fair	160	60%
Poor	91.2	34%

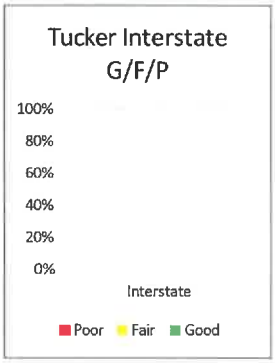


All Routes	Miles	Percentage
Good	17	6%
Fair	160	60%
Poor	91.2	34%

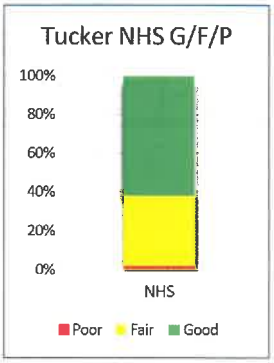


Tucker County

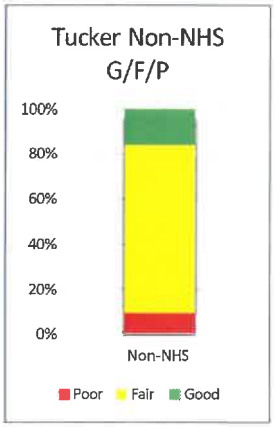
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



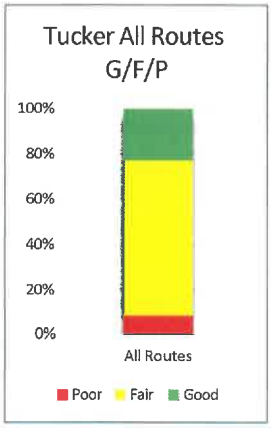
NHS	Miles	Percentage
Good	26	62%
Fair	15	37%
Poor	0.7	2%



Non-NHS	Miles	Percentage
Good	37	16%
Fair	176	75%
Poor	21.6	9%

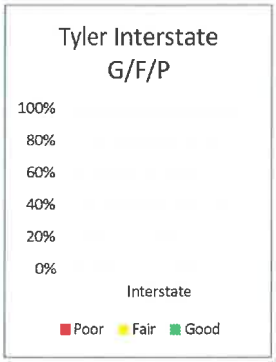


All Routes	Miles	Percentage
Good	63	23%
Fair	191	69%
Poor	22.3	8%

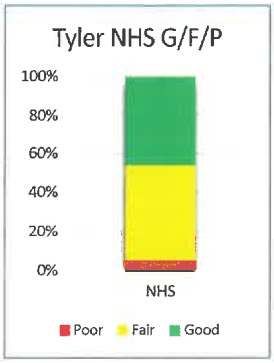


Tyler County

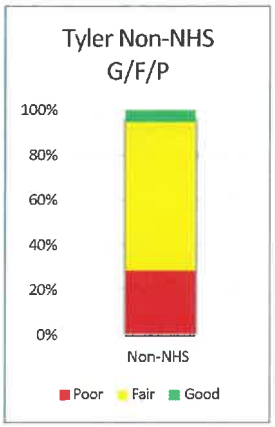
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



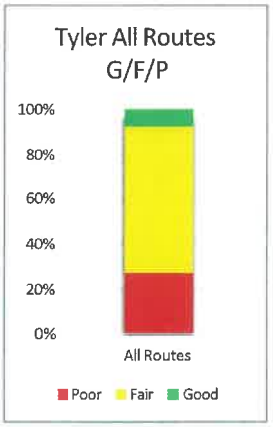
NHS	Miles	Percentage
Good	6	46%
Fair	7	49%
Poor	0.7	5%



Non-NHS	Miles	Percentage
Good	11	5%
Fair	139	66%
Poor	59.5	28%

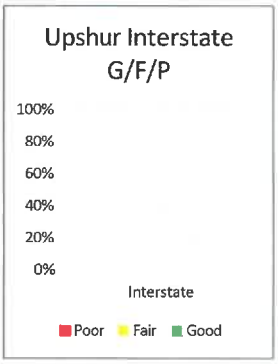


All Routes	Miles	Percentage
Good	17	8%
Fair	146	65%
Poor	60.2	27%

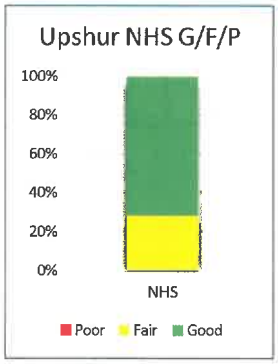


Upshur County

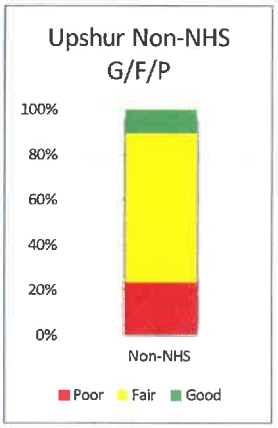
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



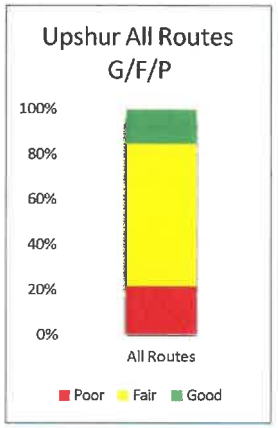
NHS	Miles	Percentage
Good	22	72%
Fair	9	28%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	37	10%
Fair	240	67%
Poor	83.5	23%

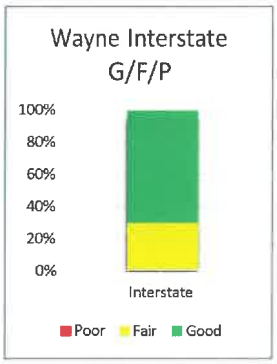


All Routes	Miles	Percentage
Good	59	15%
Fair	248	64%
Poor	83.5	21%

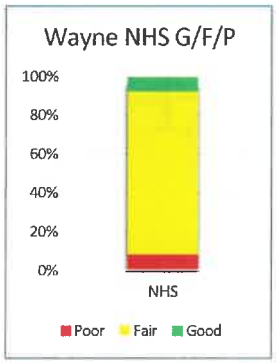


Wayne County

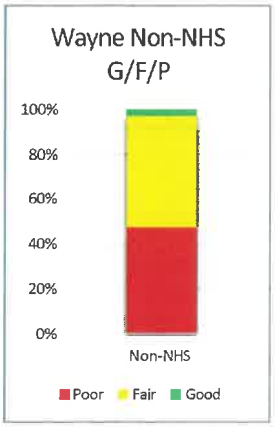
Interstate	Miles	Percentage
Good	8	70%
Fair	4	30%
Poor	0.0	0%



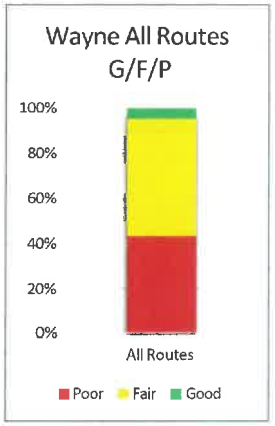
NHS	Miles	Percentage
Good	4	7%
Fair	48	85%
Poor	4.6	8%



Non-NHS	Miles	Percentage
Good	16	3%
Fair	279	50%
Poor	266.4	47%

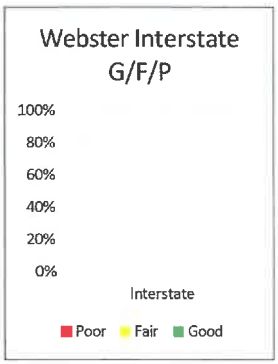


All Routes	Miles	Percentage
Good	28	5%
Fair	331	53%
Poor	270.9	43%



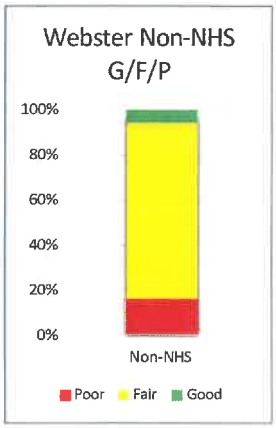
Webster County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

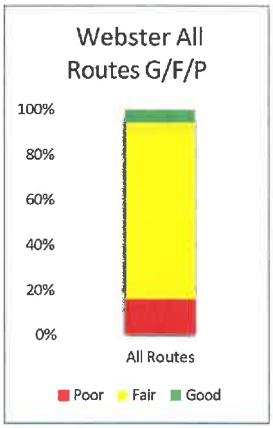


NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

Non-NHS	Miles	Percentage
Good	16	6%
Fair	213	79%
Poor	42.9	16%



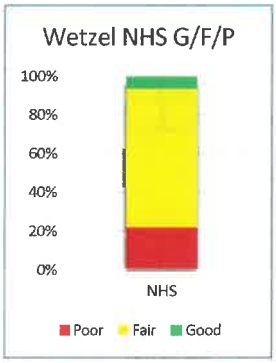
All Routes	Miles	Percentage
Good	16	6%
Fair	213	79%
Poor	42.9	16%



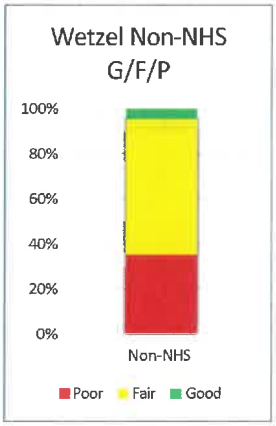
Wetzel County

Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%

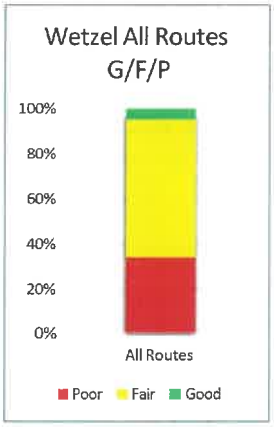
NHS	Miles	Percentage
Good	2	6%
Fair	17	72%
Poor	5.2	22%



Non-NHS	Miles	Percentage
Good	12	5%
Fair	163	61%
Poor	94.1	35%

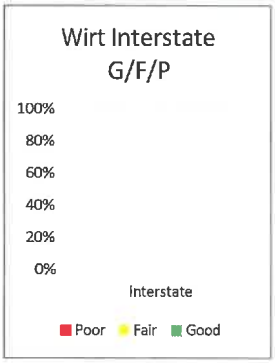


All Routes	Miles	Percentage
Good	14	5%
Fair	181	62%
Poor	99.4	34%

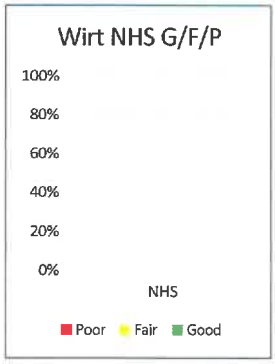


Wirt County

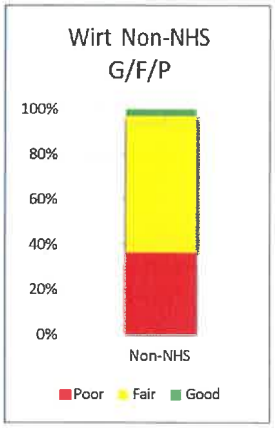
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



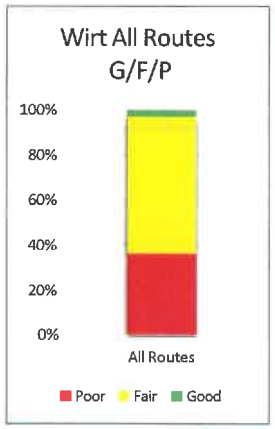
NHS	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



Non-NHS	Miles	Percentage
Good	5	3%
Fair	116	61%
Poor	68.7	36%

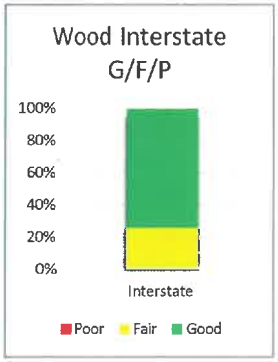


All Routes	Miles	Percentage
Good	5	3%
Fair	116	61%
Poor	68.7	36%

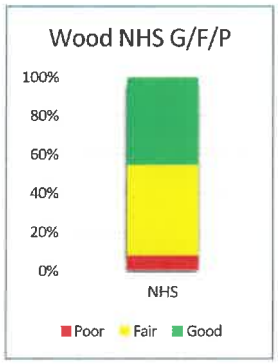


Wood County

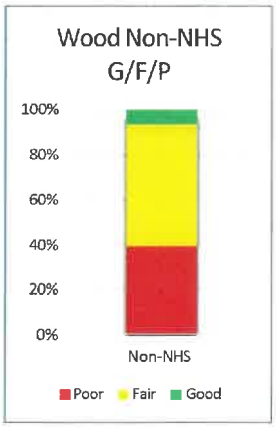
Interstate	Miles	Percentage
Good	45	75%
Fair	15	25%
Poor	0.0	0%



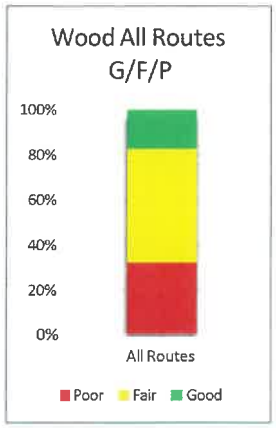
NHS	Miles	Percentage
Good	33	45%
Fair	35	47%
Poor	5.7	8%



Non-NHS	Miles	Percentage
Good	32	6%
Fair	276	54%
Poor	198.8	39%

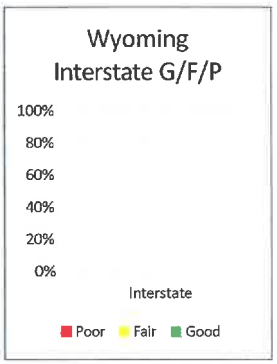


All Routes	Miles	Percentage
Good	111	17%
Fair	326	51%
Poor	204.5	32%

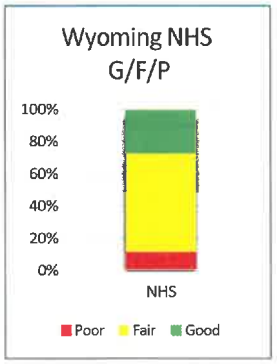


Wyoming County

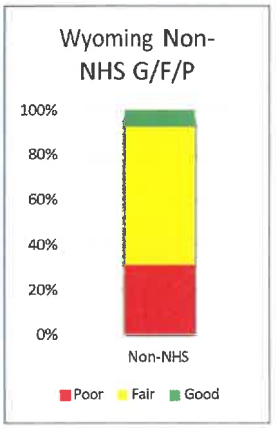
Interstate	Miles	Percentage
Good	0	0%
Fair	0	0%
Poor	0.0	0%



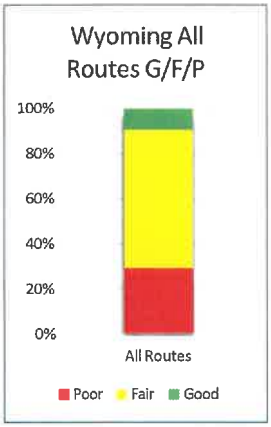
NHS	Miles	Percentage
Good	10	27%
Fair	23	62%
Poor	4.1	11%



Non-NHS	Miles	Percentage
Good	27	7%
Fair	228	62%
Poor	114.1	31%



All Routes	Miles	Percentage
Good	37	9%
Fair	251	62%
Poor	118.3	29%



Interstate Roadway Condition Summary

Interstate	Mileage	Good	Fair	Poor
Barbour	0.0	0%	0%	0%
Berkeley	52.0	74%	26%	0%
Boone	0.0	0%	0%	0%
Braxton	77.1	75%	25%	0%
Brooke	0.0	0%	0%	0%
Cabell	51.8	57%	42%	1%
Calhoun	0.0	0%	0%	0%
Clay	17.2	37%	63%	0%
Doddridge	0.0	0%	0%	0%
Fayette	29.3	79%	20%	0%
Gilmer	0.8	75%	25%	0%
Grant	0.0	0%	0%	0%
Greenbrier	72.8	62%	38%	0%
Hampshire	0.0	0%	0%	0%
Hancock	0.0	0%	0%	0%
Hardy	0.0	0%	0%	0%
Harrison	45.6	51%	48%	1%
Jackson	79.0	44%	55%	1%
Jefferson	0.0	0%	0%	0%
Kanawha	173.2	54%	44%	2%
Lewis	45.7	59%	39%	1%
Lincoln	0.0	0%	0%	0%
Logan	0.0	0%	0%	0%
McDowell	0.0	0%	0%	0%
Marion	26.3	57%	41%	2%
Marshall	0.0	0%	0%	0%
Mason	0.0	0%	0%	0%
Mercer	54.5	88%	12%	0%
Mineral	0.0	0%	0%	0%
Mingo	0.0	0%	0%	0%
Monongalia	68.0	74%	26%	0%
Monroe	0.0	0%	0%	0%
Morgan	0.0	0%	0%	0%
Nicholas	0.0	0%	0%	0%
Ohio	36.8	27%	72%	1%
Pendleton	0.0	0%	0%	0%
Pleasants	0.0	0%	0%	0%
Pocahontas	0.0	0%	0%	0%
Preston	36.0	61%	38%	0%
Putnam	27.2	67%	32%	0%
Raleigh	89.5	73%	27%	0%
Randolph	0.0	0%	0%	0%
Ritchie	0.0	0%	0%	0%
Roane	29.4	35%	62%	3%
Summers	19.2	62%	37%	1%
Taylor	0.0	0%	0%	0%
Tucker	0.0	0%	0%	0%
Tyler	0.0	0%	0%	0%
Upshur	0.0	0%	0%	0%
Wayne	11.7	70%	30%	0%
Webster	0.0	0%	0%	0%
Wetzel	0.0	0%	0%	0%
Wirt	0.0	0%	0%	0%
Wood	60.4	75%	25%	0%
Wyoming	0.0	0%	0%	0%
Statewide Average	**1103.7**	**61%**	**38%**	**1%**

NHS Roadway Condition Summary

NHS	Mileage	Good	Fair	Poor
Barbour	8.9	81%	19%	0%
Berkeley	20.0	16%	74%	10%
Boone	45.8	31%	68%	1%
Braxton	13.9	14%	85%	1%
Brooke	23.4	21%	69%	10%
Cabell	47.3	25%	56%	20%
Calhoun	0.0	0%	0%	0%
Clay	0.0	0%	0%	0%
Doddridge	37.7	64%	36%	0%
Fayette	52.6	36%	51%	13%
Gilmer	0.0	0%	0%	0%
Grant	55.0	49%	50%	0%
Greenbrier	35.9	38%	41%	21%
Hampshire	0.0	0%	0%	0%
Hancock	22.4	25%	58%	17%
Hardy	71.7	67%	32%	1%
Harrison	36.6	45%	53%	2%
Jackson	14.9	40%	60%	0%
Jefferson	30.7	32%	66%	3%
Kanawha	89.6	29%	60%	11%
Lewis	14.4	72%	28%	0%
Lincoln	9.5	96%	4%	0%
Logan	60.0	38%	61%	2%
McDowell	79.0	22%	65%	13%
Marion	0.0	0%	0%	0%
Marshall	59.8	25%	64%	11%
Mason	55.4	24%	55%	21%
Mercer	74.1	42%	57%	1%
Mineral	12.7	40%	60%	0%
Mingo	100.1	13%	72%	15%
Monongalia	55.0	13%	78%	9%
Monroe	33.3	21%	63%	16%
Morgan	30.3	31%	69%	0%
Nicholas	63.7	27%	61%	12%
Ohio	21.0	3%	76%	21%
Pendleton	0.0	0%	0%	0%
Pleasants	17.5	71%	26%	3%
Pocahontas	42.3	44%	56%	0%
Preston	5.0	38%	62%	0%
Putnam	18.4	46%	44%	10%
Raleigh	27.6	29%	57%	15%
Randolph	76.4	55%	44%	0%
Ritchie	41.9	62%	35%	2%
Roane	0.0	0%	0%	0%
Summers	0.0	0%	0%	0%
Taylor	0.0	0%	0%	0%
Tucker	41.9	62%	37%	2%
Tyler	13.9	46%	49%	5%
Upshur	30.8	72%	28%	0%
Wayne	57.4	7%	85%	8%
Webster	0.0	0%	0%	0%
Wetzel	24.2	6%	72%	22%
Wirt	0.0	0%	0%	0%
Wood	73.6	45%	47%	8%
Wyoming	36.8	27%	62%	11%
Statewide Average	**1782.2**	**37%**	**54%**	**9%**

Non-NHS Roadway Condition Summary

Non-NHS	Mileage	Good	Fair	Poor
Barbour	363.1	15%	58%	26%
Berkeley	479.0	3%	76%	20%
Boone	295.9	4%	51%	44%
Braxton	418.6	5%	59%	36%
Brooke	170.5	2%	58%	39%
Cabell	513.5	3%	56%	41%
Calhoun	246.8	1%	61%	38%
Clay	283.4	5%	56%	39%
Doddridge	241.3	2%	71%	28%
Fayette	580.8	6%	51%	42%
Gilmer	239.8	5%	83%	12%
Grant	290.0	20%	70%	10%
Greenbrier	672.1	4%	57%	38%
Hampshire	447.8	14%	64%	22%
Hancock	170.2	10%	43%	47%
Hardy	367.0	13%	72%	16%
Harrison	566.2	3%	56%	41%
Jackson	458.6	2%	58%	40%
Jefferson	331.6	4%	78%	18%
Kanawha	922.9	3%	49%	47%
Lewis	358.9	10%	59%	31%
Lincoln	419.2	2%	47%	51%
Logan	399.3	3%	52%	45%
McDowell	345.0	2%	64%	34%
Marion	450.8	2%	55%	43%
Marshall	306.6	2%	56%	42%
Mason	431.5	2%	39%	58%
Mercer	642.9	7%	63%	30%
Mineral	321.1	12%	64%	24%
Mingo	308.1	3%	56%	41%
Monongalia	411.8	4%	60%	35%
Monroe	427.7	1%	65%	34%
Morgan	277.0	7%	70%	23%
Nicholas	423.4	7%	63%	30%
Ohio	178.1	4%	65%	31%
Pendleton	362.6	16%	66%	18%
Pleasants	120.6	4%	75%	21%
Pocahontas	406.8	18%	74%	8%
Preston	525.7	7%	59%	34%
Putnam	428.1	4%	51%	45%
Raleigh	695.9	8%	59%	33%
Randolph	445.4	21%	74%	5%
Ritchie	326.2	4%	68%	28%
Roane	418.7	1%	55%	45%
Summers	396.8	5%	54%	41%
Taylor	268.5	6%	60%	34%
Tucker	234.3	16%	75%	9%
Tyler	209.1	5%	66%	28%
Upshur	359.9	10%	67%	23%
Wayne	561.3	3%	50%	47%
Webster	271.8	6%	79%	16%
Wetzel	269.9	5%	61%	35%
Wirt	189.7	3%	61%	36%
Wood	507.0	6%	54%	39%
Wyoming	369.2	7%	62%	31%
Statewide Average	**21128.0**	**7%**	**61%**	**32%**

All Routes Roadway Condition Summary

All Routes	Mileage	Good	Fair	Poor
Barbour	371.9	17%	57%	26%
Berkeley	551.0	11%	71%	18%
Boone	341.7	8%	54%	39%
Braxton	509.6	16%	55%	30%
Brooke	193.8	5%	60%	36%
Cabell	612.6	9%	55%	36%
Calhoun	246.8	1%	61%	38%
Clay	300.6	7%	56%	37%
Doddridge	279.1	10%	66%	24%
Fayette	662.7	12%	50%	38%
Gilmer	240.6	5%	83%	12%
Grant	345.0	24%	67%	9%
Greenbrier	780.8	12%	54%	34%
Hampshire	447.8	14%	64%	22%
Hancock	192.5	12%	45%	44%
Hardy	438.7	22%	65%	13%
Harrison	648.4	8%	55%	36%
Jackson	552.5	9%	58%	34%
Jefferson	362.3	6%	77%	17%
Kanawha	1186.2	13%	49%	38%
Lewis	419.0	17%	56%	27%
Lincoln	428.7	4%	46%	50%
Logan	459.3	7%	54%	39%
McDowell	424.0	6%	64%	30%
Marion	477.1	5%	54%	40%
Marshall	366.4	5%	58%	37%
Mason	486.9	5%	41%	54%
Mercer	771.5	16%	59%	25%
Mineral	333.7	13%	64%	23%
Mingo	408.1	6%	60%	35%
Monongalia	220.0	14%	58%	28%
Monroe	461.1	3%	65%	32%
Morgan	307.4	9%	70%	21%
Nicholas	487.1	10%	63%	28%
Ohio	235.9	7%	67%	25%
Pendleton	362.6	16%	66%	18%
Pleasants	138.1	12%	69%	19%
Pocahontas	449.1	20%	72%	8%
Preston	256.0	10%	58%	32%
Putnam	473.7	10%	49%	41%
Raleigh	813.9	16%	55%	29%
Randolph	521.8	26%	70%	5%
Ritchie	368.1	11%	64%	25%
Roane	448.2	3%	55%	42%
Summers	416.0	8%	53%	39%
Taylor	268.5	6%	60%	34%
Tucker	276.3	23%	69%	8%
Tyler	223.0	8%	65%	27%
Upshur	390.7	15%	64%	21%
Wayne	630.4	5%	53%	43%
Webster	271.8	6%	79%	16%
Wetzel	294.0	5%	62%	34%
Wirt	189.7	3%	61%	36%
Wood	641.0	17%	51%	32%
Wyoming	406.0	9%	62%	29%
Statewide Average	**23389.6**	**10%**	**60%**	**30%**

Appendix

WEST VIRGINIA LEGISLATURE

2023 REGULAR SESSION

Committee Substitute

for

House Bill 3214

BY DELEGATES CAPITO, RILEY, WILLIAMS, YOUNG, STORCH AND JENNINGS

[Introduced February 02, 2023; Referred to the Committee on Technology and Infrastructure]

A BILL to amend the Code of West Virginia, 1931, as amended, by adding thereto a new section, designated §17-2A-25, relating to creation of the "Road Optimization and Assessment Data (R.O.A.D.) Pilot Program"; legislative findings and purpose; Commissioner of Highways to promulgate rules; and specifics to be contained in rules to determine how best to maintain roads and highways.

Be it enacted by the Legislature of West Virginia:

ARTICLE 2A. WEST VIRGINIA COMMISSIONER OF HIGHWAYS.

§17-2A-25. Road optimization and assessment data (R.O.A.D.) pilot program; legislative findings and purposes.

(a) The Legislature hereby finds and declares that:

(1) Properly maintained roads and highways are important to the economic and industrial growth and development and well-being of the state and to the health, education, welfare, and prosperity of its citizens;

(2) Roads and highways of the state that are not well maintained because of potholes, patching, cracking, road shoulder issues, canopy brush, and drainage issues, do not contribute to the health, education, welfare, and prosperity of its citizens of this state;

(3) Data is and has been collected by the West Virginia Division of Highways for purposes of an overall assessment and evaluation of road maintenance;

(4) The purpose of this section is to create a pilot program to study alternative advanced methods of assessing the conditions of the roads and highways and methods of financing road and highway maintenance with respect to the issues stated in this section.

(b) The Legislature declares that a pilot program designated the "Road Optimization and Assessment Data Road Pilot Program" is hereby created.

(c) The Commissioner of Highways shall implement a pilot program concerning the collection of data and the overall assessment of the conditions of the paved roads and highways of the state and the repairs and maintenance required to develop the pilot program. The pilot program will:

(1) To the extent not already used, incorporate Machine Learning (ML) and Artificial Intelligence (AI) to assess the roads, or any other advanced technologies.

(2) Include a combination of urban and rural roads, using Monongalia and Preston Counties as the test areas for this program, with all paved roads in these counties being driven and assessed in conjunction with the program.

(3) Use existing assessments in the pilot counties to begin to teach the program.

(4) Use GPS positioning and Geotagged positioning including high accuracy precision GPS to indicate road geometry and curvature.

(5) Use Laser measuring systems (including video) that are capable of longitudinal profiling, identifying and measuring cracks, pavement distress, including potholes, patching, cracking, road shoulder issues, canopy brush, and drainage issues.

(6) Use videos of the roads allowing pavement distress for imagery as well as canopy brush, drainage documentation and the use of a Reflectometer system to check the reflectivity of painted lines.

(7) Utilize post data capture processing to create a baseline for road condition assessment based on Division of Highways standards and the ASTM D6433-11 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys.

(8) Provide for the data capturing and processing to be performed at intervals determined by the Commissioner to adequately collect and assess the data for maintenance purposes: Provided, That data capturing and processing shall occur at least twice during the pilot project. The data shall also compare the changes in road conditions such as deterioration of roads from previous condition, average daily traffic, and heavy truck traffic if such information is available. The term of this pilot program shall be five years.

(9) Incorporate the additional data gathered within the Division of Highways' existing pavement management system, or an alternative machine learning artificial intelligence system, and such that it can improve predictive analysis of roads and highways, and guide in the performance of preventive maintenance for the roads and highways, rather than reactive maintenance.

(d) At the conclusion of year two, year four, and the termination of the pilot program, the Division of Highways shall report to the Joint Legislative Oversight Commission on Department of Transportation Accountability, which report will include identification of the technologies used and any improvements in road maintenance and pavement management processes that may be realized.

NOTE: The purpose of this bill is to create the "Road Optimization and Assessment Data (R.O.A.D.) Pilot Program" to collect data to best determine how to maintain roads and highways.