

FACT SHEET – NEEDS BY MODE

HIGHWAY PAVEMENT



CONNECTIONS TO LRTP GOALS

E

Economic Vitality & Freight Movement

C

System Condition, Efficiency & Fiscal Sustainability

S

Safety & Security for All Users

Over 25,000 lane miles of paved roadways serve as the backbone of truck freight movement and passenger vehicle travel across West Virginia. 88% of these facilities serve rural communities through mountainous terrain providing vital links to local industries and tourist destinations. According to the 2020 ASCE Infrastructure Report Card, unmet pavement needs will cost WV citizens \$758 M per year. Maintaining the condition of this critical asset in a state of good repair will support the economy and safety of users.

STAKEHOLDER INPUT

Maintaining pavement in a state of good repair was the most important need noted by stakeholders across both the statewide and local perspective

Some stakeholders noted that proper upkeep of pavement conditions would make smaller towns more attractive for residents and businesses



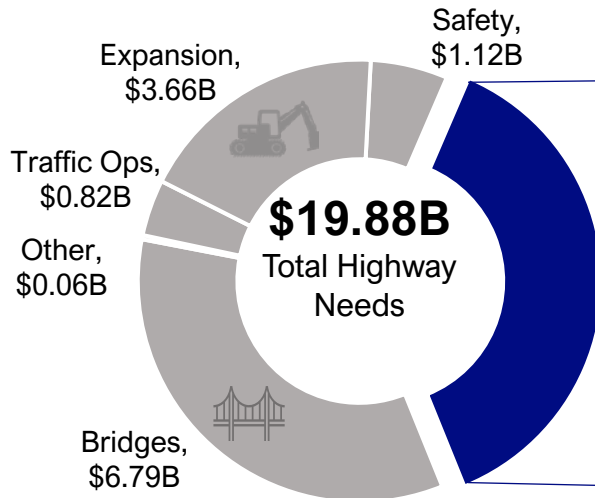
To forecast needs, anticipated available funds to maintain pavements were guided by the 2019 TAMP and 30-year revenue availability. WVDOH's pavement management software was used to evaluate future pavement conditions for NHS, non-NHS and Turnpike roadways and to quantify resulting investment under baseline and performance driven scenarios.

FORECASTING METHOD

Sources considered: [West Virginia Transportation Asset Management Plan \(TAMP, 2019\)](#), West Virginia Asset Management Systems (AMS).

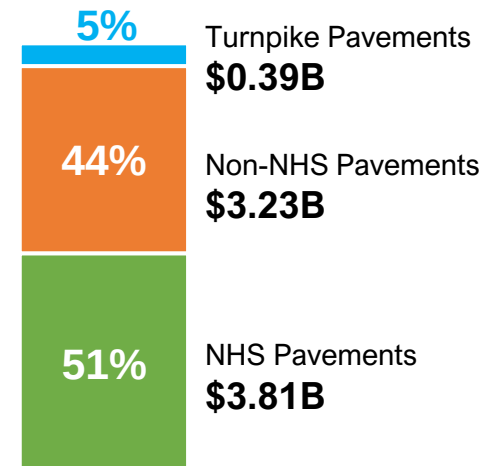
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HIGHWAY PAVEMENT



\$7.43B

Highway
Pavement
Needs



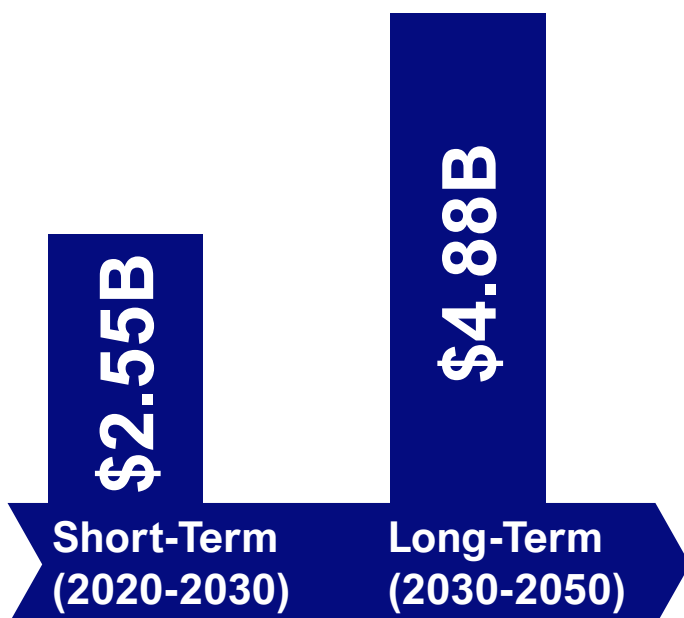
OPPORTUNITIES

Maintain historical investment levels in NHS pavements including the Turnpike to preserve conditions and avoid future degradation. Consider alternate funding mechanisms to improve and maintain Non-NHS paved network for local/regional commerce and tourism.

TRENDS AND EMERGING NEEDS

A reduction in coal extraction combined with stabilized oil and gas operations will reduce the wear on NHS roadways. This reduction will also result in reduced motor vehicle fuel tax collections, ultimately reducing revenues. Maintaining long-term pavement conditions requires adaptive funding and treatment methodologies.

SHORT-TERM AND LONG-TERM FORECASTS



- Maintain funding commitments on NHS pavements to comply with FHWA targets
- Implement alternative tax structure and funding initiatives to support needs
- Continue to invest in data collection methods and training to leverage program management
- Continue collaboration of WVDOH and Turnpike asset management personnel
- Improve analysis accuracy through validating and calibrating the pavement management system