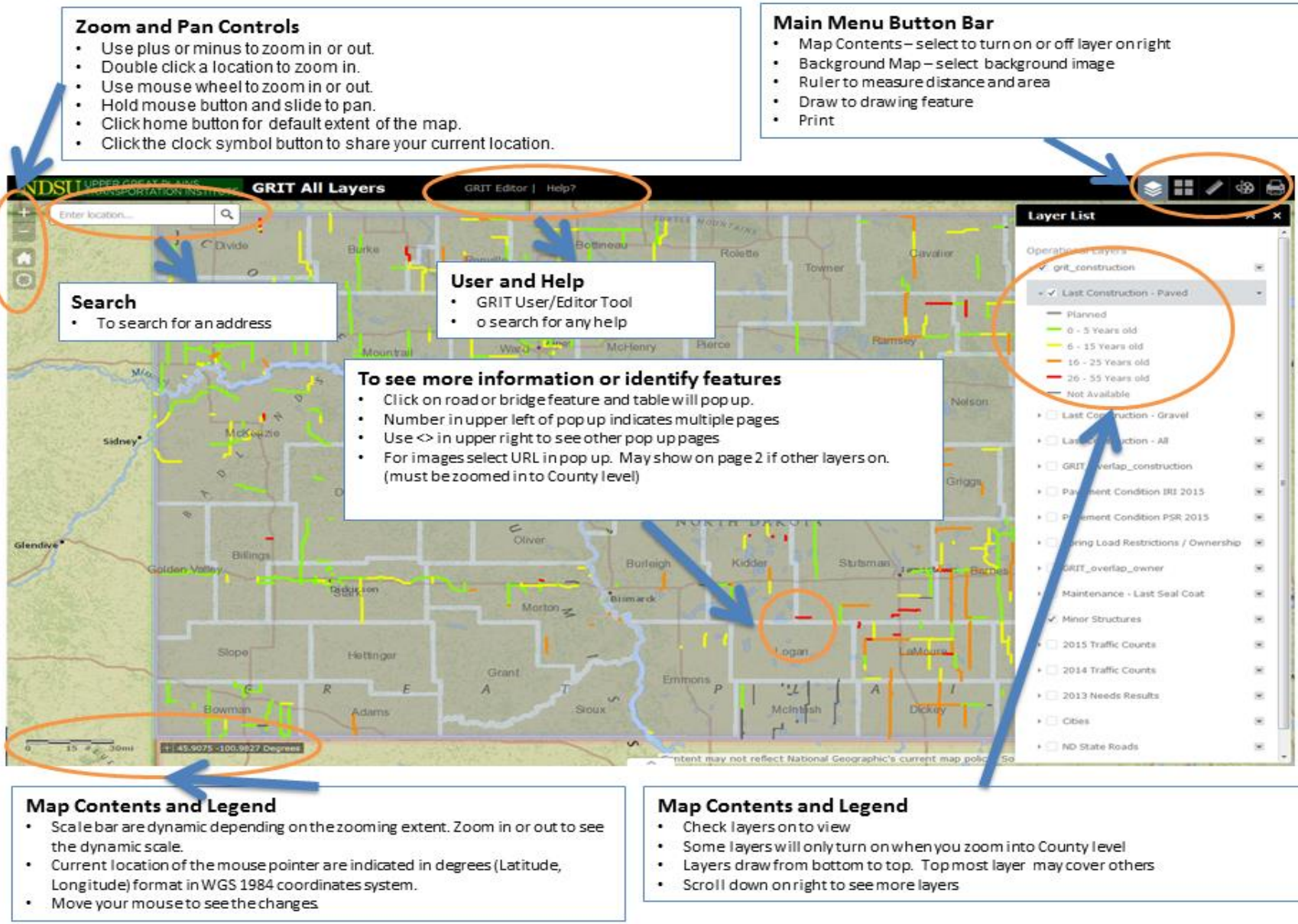
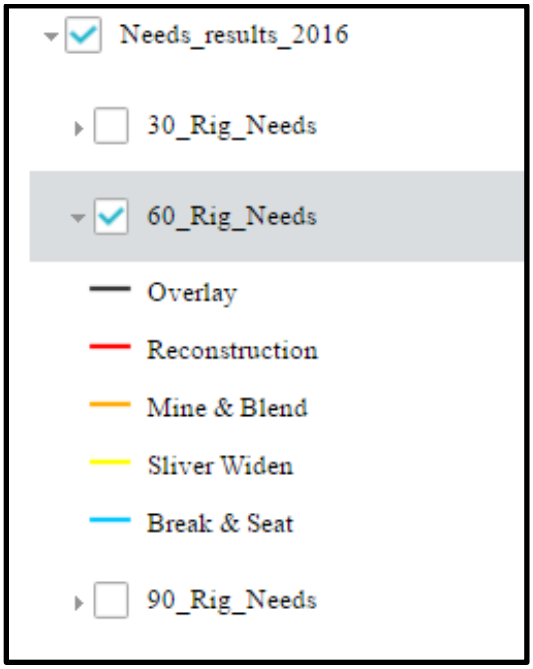


Figure 1. GRIT Construction Web App Main Window

60_Rig_Needs

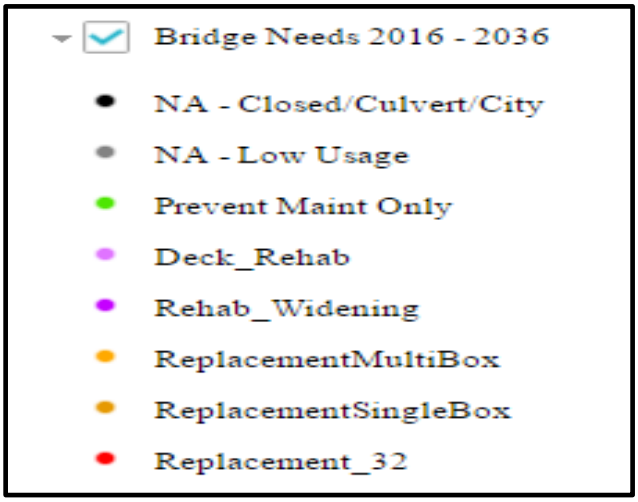
This layer indicates the 2017 to 2037 Needs for the 60 Rig option for traffic projections. The 30 and 90 Rig options are also shown with the same formatting. The color of the line represents the type of project that has been selected for this segment of road. Clicking on a segment of road will bring up a pop up for the layers that are turned on with the check marks. The pop up shows the following data items for this layer: Age – represents age of pavement since last project, Length-length of the project in miles, PSR_Comb - pavement condition based on ride and distress represented in a 0 to 5 score with 5 being the best, Truck AADT- truck average annual daily traffic from the year in which the max traffic volume was projected by the traffic model, Cum_Esal20 - cumulative equivalent single axle loads over 20 year period as projected by traffic model, Inches - thickness of proposed overlay as determined by pavement model using ASHTO 93 pavement design equation, Cost- total cost for proposed project, Improvement Year- the year the proposed project is scheduled for, Improvement Age - the age of the segment of road at time of proposed project, Improvement Type- type of proposed improvement.



Bridge Needs 2016 – 2036

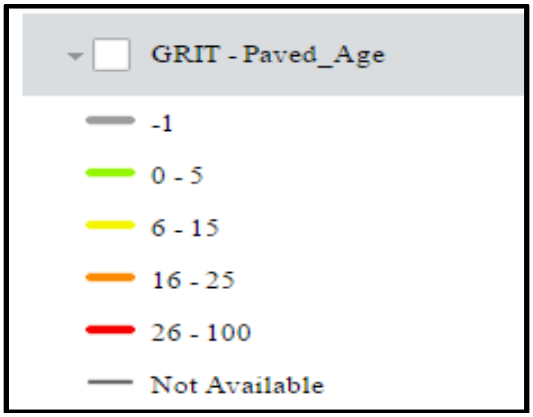
This layer indicates the 2016 to 2036 Needs for bridges based on the bridge model. The color of the points represents the type of project that has been selected for this bridge. Clicking on a bridge will bring up a pop up for the layers that are turned on with the check marks. The pop up shows the following data items for this layer: Bridge_Id – Bridge id number from national bridge inventory, Ownerdesc – Owner of bridge, Culvert – a value of 1 indicates it is a box culvert over a 20 foot span, Oppostcld – indicates if bridge is closed or open, Suff_rate – indicates the sufficiency rating as reported from NBI in 2015. This score is a 1 to 100 range with 100 being the best and 60 or lower being poor, Year_built – year structure was built, Type – type of structure, treatment – indicates type of improvement with PM indicating preventative maintenance only,

Costs – The total cost for improvement over 20 years, Low_Mainte – a value of 1 indicates the bridge was considered a very low priority bridge and was not evaluated for improvements.



GRIT – Paved_Age

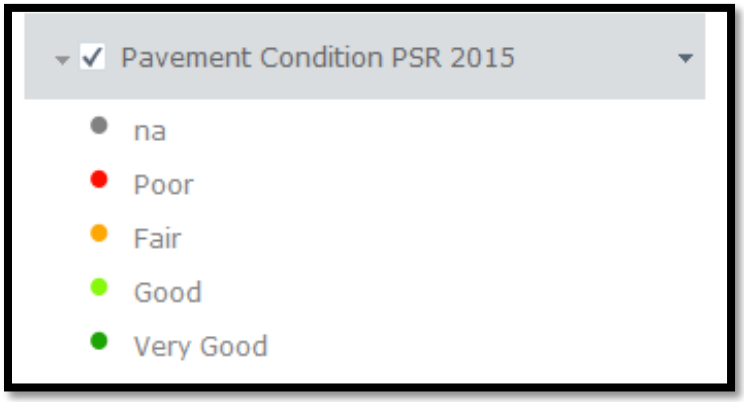
This layer indicates the age of the paved county and city roads based on information entered into the Geographic Roadway Inventory Tool (GRIT) by Local Officials. Clicking on a segment of road with this layer on with a check mark will bring up a pop-up with all the data items as entered into GRIT.



Pavement Condition (PSR)

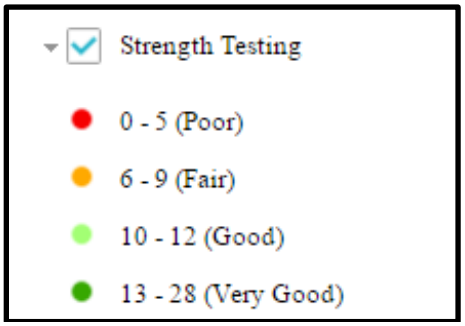
Pavement Condition: PSR (Present Serviceability Rating) scores run from 0 to 5 with 5 being the best or like new. The score zero indicates the data is not available; zero to 2.5 indicates poor; 2.5 to 3.0 indicates Fair; 3.0 to 4.0 indicates Good; and 4.0 to 5.0 indicates very good (Figure 5). A highway indicated by red has a poor score with regard to ride and shows pavement distresses such as cracking or rutting. Clicking on a road where this data is highlighted will pull up a box with

information on the PSR-ride score and a PSR-distress score and a PSR-combined score as collected in the survey (see pop-up below). This data was collected in late summer and early fall of 2015.



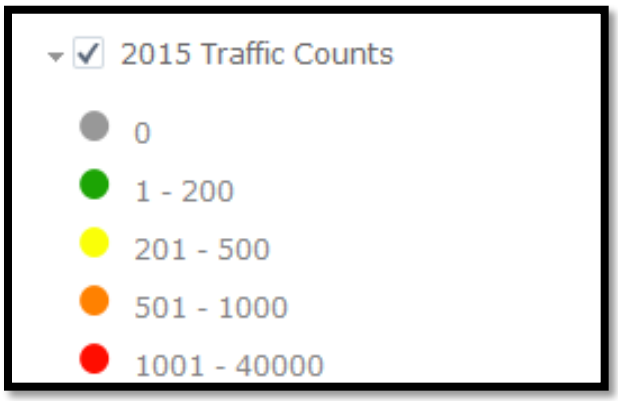
Strength Testing

This layer represents non-destructive strength testing that was performed in 2015 and 2013. In 2015 two mile sample sections were tested on all paved sections of county roads longer than 2 miles and which were not tested in 2013. The values shown represent the sub-grades soil resilient modulus. When clicking on a test point a pop-up will appear with the following data items: Pavement Depth – as measured in inches using ground penetrating radar, Base Depth – same, EM of Pavement – resilient modulus of pavement layer, EM of Base – resilient modulus of base layer, and EM of Subgrade – resilient modulus of subgrade.



2015 Traffic Counts

This categories indicate where traffic counts were taken on County and State roads. Some of the counts were taken with single-tube counters that record vehicles as a count – these do not differentiate a truck from a car. The class counts were performed with 2 rubber tubes and these counts classify the type of vehicle into 13 categories of cars, pickups, single unit trucks and combination trucks. Clicking on these counts will bring up more detailed information on the data collected during the count or class survey. This data was collected in 2015 with some data in 2014.


2015 Traffic Counts
0
1 - 200
201 - 500
501 - 1000
1001 - 40000