











































































































































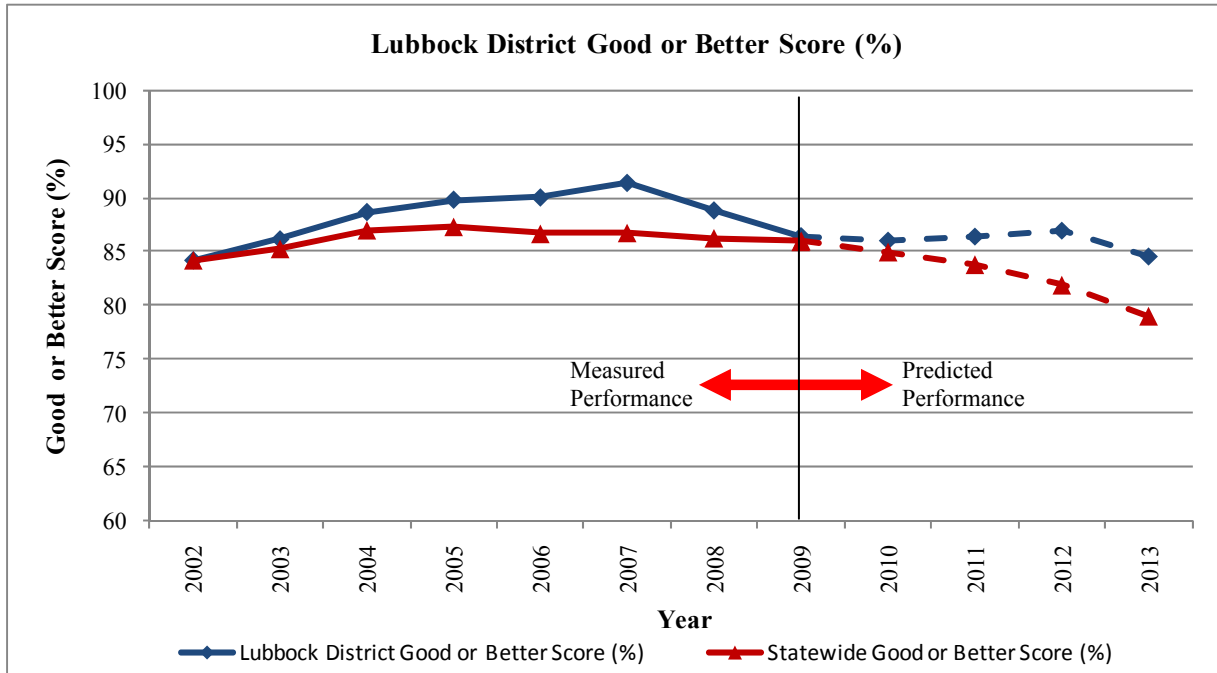








### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 35. Lubbock District Overall Pavement Performance of FY 2002-FY 2013**

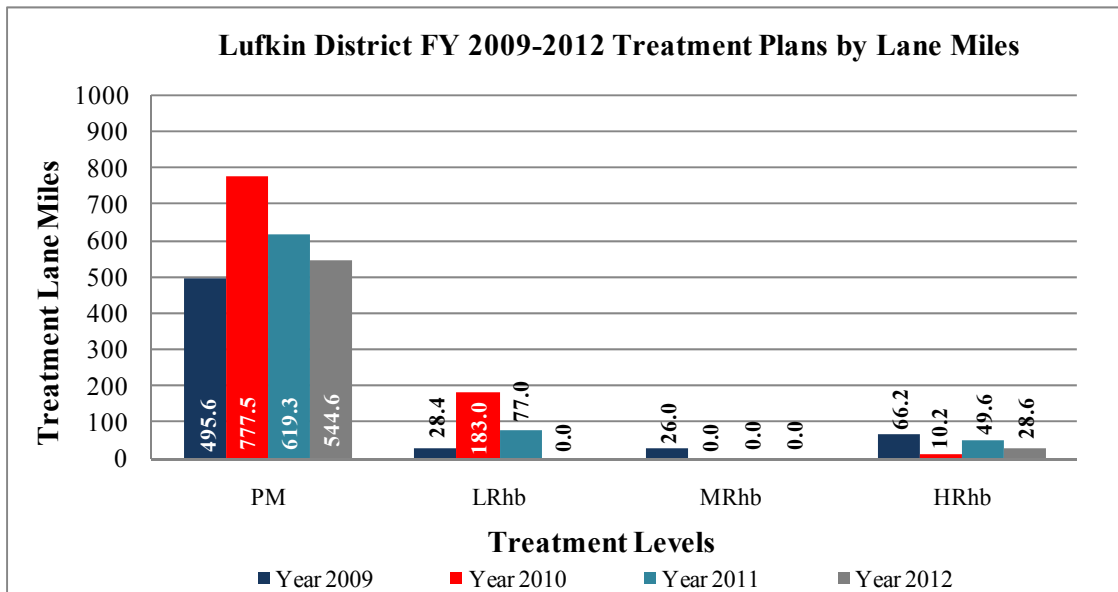
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Lufkin District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,880  
 Total Lane miles = 6,386

FY 2009 Plan total treatments = **616.2 lane miles** = 9.6% of system lane miles  
 FY 2010 Plan total treatments = **970.7 lane miles** = 15.2% of system lane miles  
 FY 2011 Plan total treatments = **745.9 lane miles** = 11.7% of system lane miles  
 FY 2012 Plan total treatments = **573.2 lane miles** = 9.0% of system lane miles



**Figure 36. Lufkin District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 66.2 and 10.2, 49.6 and 28.6 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 26.0, 0.0, 0.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 28.4 and 183.0, 77.0 and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 495.6, 777.5, 619.3 and 544.6 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 550.0 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 960.5 lane miles + 66.2 lane miles of Heavy Rehab treatments from FY 2009 = 1026.7 lane miles or approximately 16.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 696.3 lane miles + 10.2 lane miles of Heavy Rehab treatments from FY 2010 = 706.5 lane miles or approximately 11.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 544.6 lane miles + 49.6 lane miles of Heavy Rehab treatments from FY 2011 = 594.2 lane miles or approximately 9.3% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

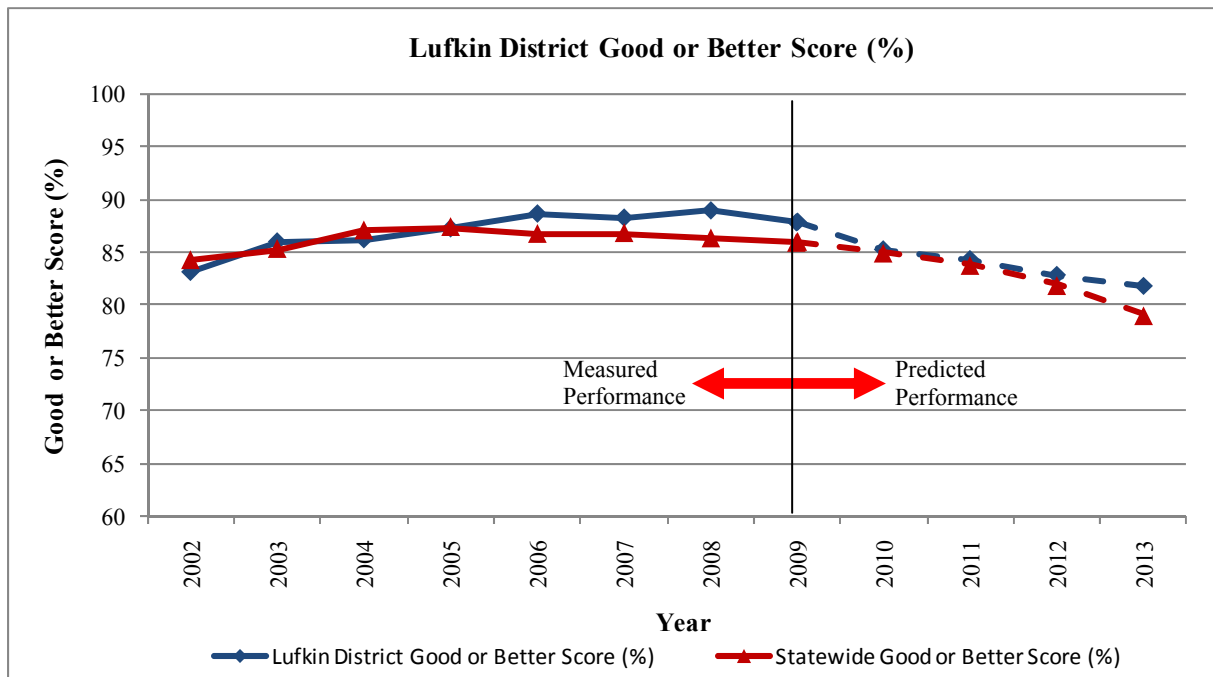
**Table 20. Pavement Performance Summary for Lufkin District and Counties**

		Base Year	Analysis Years				
			2009	2010	2011	2012	2013
<b>Lufkin District</b>		<b>Achieved Goal (%)</b>	87.87	85.26	84.33	82.8	81.74
		<b>Achieved Average CS</b>	91	89	87	84	82
<b>Counties in Lufkin District</b>	<b>Angelina</b>	Achieved Goal (%)	88.24	84.49	83.56	79.85	81.99
		Achieved Average CS	91	89	86	82	82
	<b>Houston</b>	Achieved Goal (%)	82.34	77.45	74.84	75.51	72.57
		Achieved Average CS	87	84	81	80	76
	<b>Nacogdoches</b>	Achieved Goal (%)	89.97	85.28	82.99	80.46	79.62
		Achieved Average CS	91	89	85	83	81
	<b>Polk</b>	Achieved Goal (%)	81.01	84.92	85.51	83.97	83.52
		Achieved Average CS	88	88	87	85	82
	<b>Sabine</b>	Achieved Goal (%)	90.07	85.4	82.26	82.09	83.21
		Achieved Average CS	91	89	86	84	83
	<b>San Augustine</b>	Achieved Goal (%)	91.69	92.2	91.8	91.21	88.17
		Achieved Average CS	93	93	91	89	85
	<b>San Jacinto</b>	Achieved Goal (%)	97.21	95.58	93.63	92.95	92.2
		Achieved Average CS	97	95	92	90	88

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Shelby	Achieved Goal (%)	88.19	83.01	82.58	79.92	77.07
	Achieved Average CS	91	87	85	83	81
Trinity	Achieved Goal (%)	87.73	86.45	91	90.71	88.01
	Achieved Average CS	92	90	90	88	85

Based on the analysis results presented in Table 20, at the end of the 4-year planning horizon the county in best condition was San Jacinto (92.20%) while the worst was Houston (72.57%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 37. Lufkin District Overall Pavement Performance of FY 2002-FY 2013**

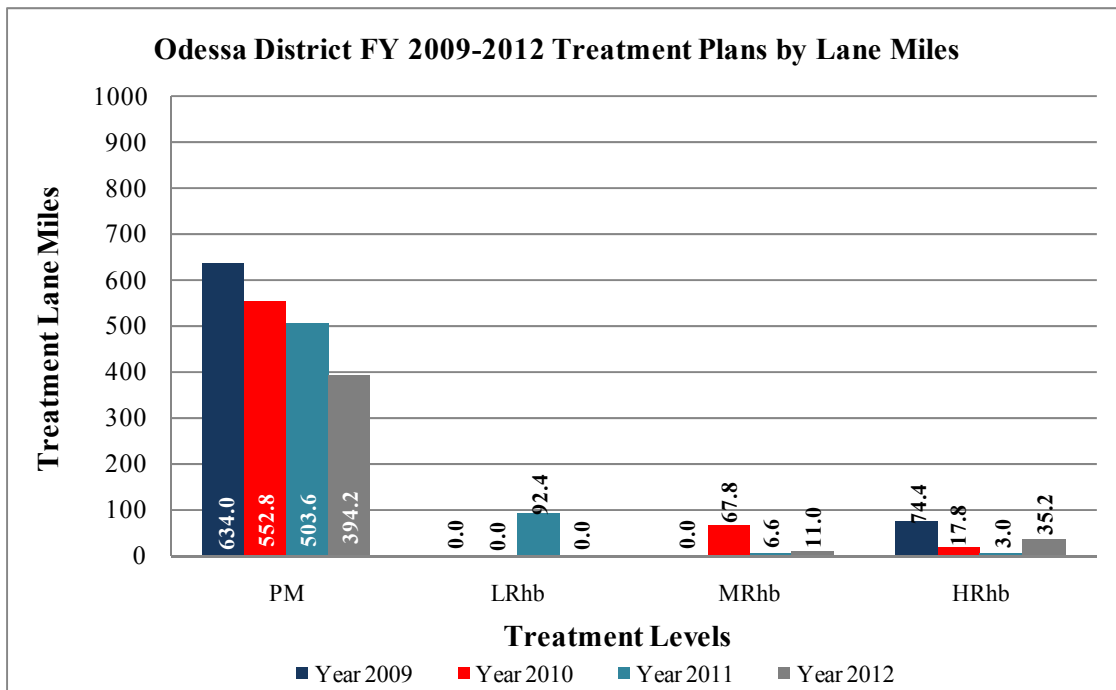
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Odessa District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,388  
 Total Lane miles = 8,079

FY 2009 Plan total treatments = **708.4 lane miles** = 8.8% of system lane miles  
 FY 2010 Plan total treatments = **638.4 lane miles** = 7.9% of system lane miles  
 FY 2011 Plan total treatments = **605.6 lane miles** = 7.5% of system lane miles  
 FY 2012 Plan total treatments = **440.4 lane miles** = 5.5% of system lane miles



**Figure 38. Odessa District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 74.4, 17.8, 3.0 and 35.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0 and 67.8, 6.6 and 11.0 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 92.4 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 634.0, 552.8, 503.6 and 394.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 634.0 lane miles or approximately 7.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 620.6 lane miles + 74.4 lane miles of Heavy Rehab treatments from FY 2009 = 695.0 lane miles or approximately 8.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 602.6 lane miles + 17.8 lane miles of Heavy Rehab treatments from FY 2010 = 620.4 lane miles or approximately 7.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 405.2 lane miles + 3.0 lane miles of Heavy Rehab treatments from FY 2011 = 408.2 lane miles or approximately 5.1% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 21. Pavement Performance Summary for Odessa District and Counties**

			Base Year	Analysis Years			
			2009	2010	2011	2012	2013
<b>Odessa District</b>		Achieved Goal (%)	93.33	92.75	93.69	92.57	90.38
		Achieved Average CS	95	93	91	89	86
<b>Counties in Odessa District</b>	<b>Andrews</b>	Achieved Goal (%)	96.17	95.25	96.83	94.88	92.89
		Achieved Average CS	96	94	93	90	88
	<b>Crane</b>	Achieved Goal (%)	98.98	100	99.04	98.66	97.57
		Achieved Average CS	96	97	94	92	90
	<b>Ector</b>	Achieved Goal (%)	89.52	89.86	91.18	90.35	88.08
		Achieved Average CS	94	92	90	88	85
	<b>Loving</b>	Achieved Goal (%)	98.81	98.52	97.03	98.22	94.07
		Achieved Average CS	99	97	95	92	89
	<b>Martin</b>	Achieved Goal (%)	85.84	89.88	96.17	95.08	92.3
		Achieved Average CS	91	91	93	90	86
	<b>Midland</b>	Achieved Goal (%)	85.97	82.35	84.13	81.46	76.77
		Achieved Average CS	90	87	86	83	79

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Pecos	Achieved Goal (%)	98.71	98.15	98.35	97.2	95.58
	Achieved Average CS	98	96	94	92	89
Reeves	Achieved Goal (%)	92.34	90.95	90.61	91	90.4
	Achieved Average CS	94	92	90	89	87
Terrell	Achieved Goal (%)	96.51	98.18	99.48	99.22	97.11
	Achieved Average CS	97	96	94	91	88
Upton	Achieved Goal (%)	96.97	97.9	98.87	98.1	97.08
	Achieved Average CS	98	96	94	92	89
Ward	Achieved Goal (%)	96.63	94.35	94.97	93.92	90.4
	Achieved Average CS	97	95	92	89	86
Winkler	Achieved Goal (%)	92.27	91.06	88.63	84.73	83.39
	Achieved Average CS	94	92	90	87	84

Based on the analysis results presented in Table 21, at the end of the 4-year planning horizon the county in best condition was Crane (97.57%) while the worst was Midland (76.77%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements

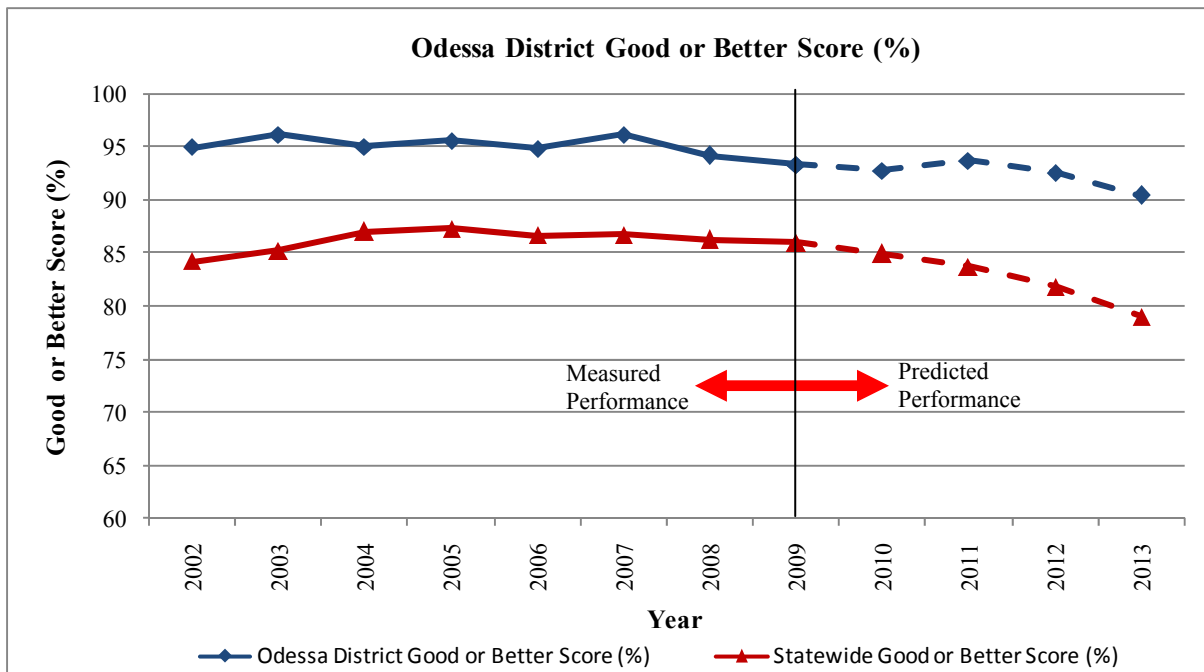


Figure 39. Odessa District Overall Pavement Performance of FY 2002-FY 2013

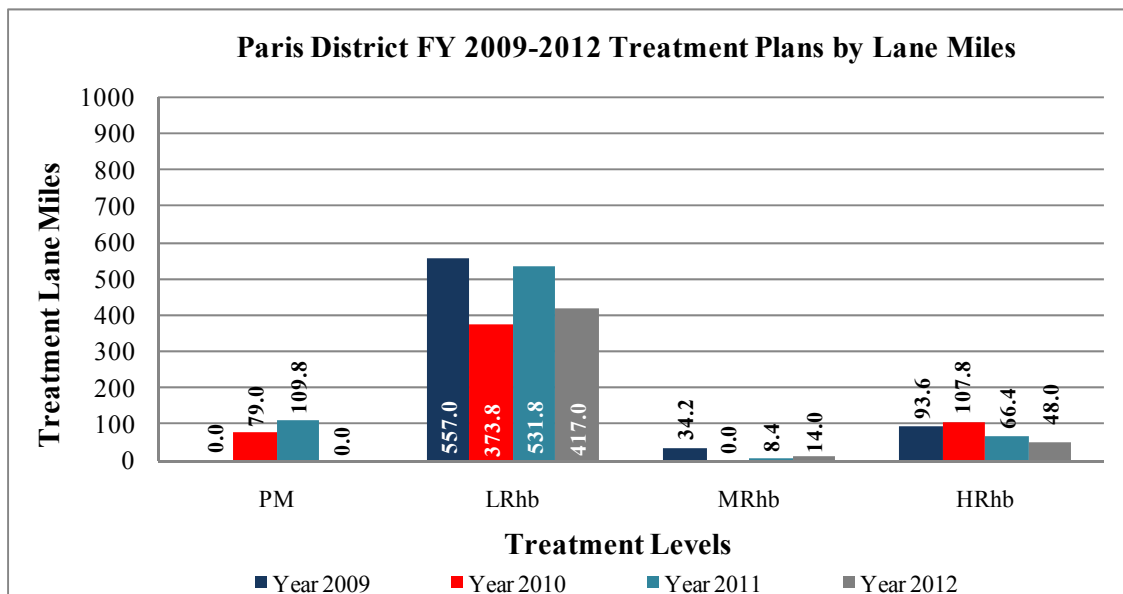
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Paris District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,412  
 Total Lane miles = 6,780

FY 2009 Plan total treatments = **684.8 lane miles** = 10.1% of system lane miles  
 FY 2010 Plan total treatments = **560.6 lane miles** = 8.3% of system lane miles  
 FY 2011 Plan total treatments = **716.4 lane miles** = 10.6% of system lane miles  
 FY 2012 Plan total treatments = **479.0 lane miles** = 7.1% of system lane miles



**Figure 40. Paris District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 93.6, 107.8, 66.4 and 48.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 34.2, 0.0, 8.4 and 14.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 557.0, 373.8, 531.8 and 417.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 79.0, 109.8 and 0.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 591.2 lane miles or approximately 8.7% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 452.8 lane miles + 93.6 lane miles of Heavy Rehab treatments from FY 2009 = 546.4 lane miles or approximately 8.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 650.0 lane miles + 107.8 lane miles of Heavy Rehab treatments from FY 2010 = 757.8 lane miles or approximately 11.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 431.0 lane miles + 66.4 lane miles of Heavy Rehab treatments from FY 2011 = 497.4 lane miles or approximately 7.3% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

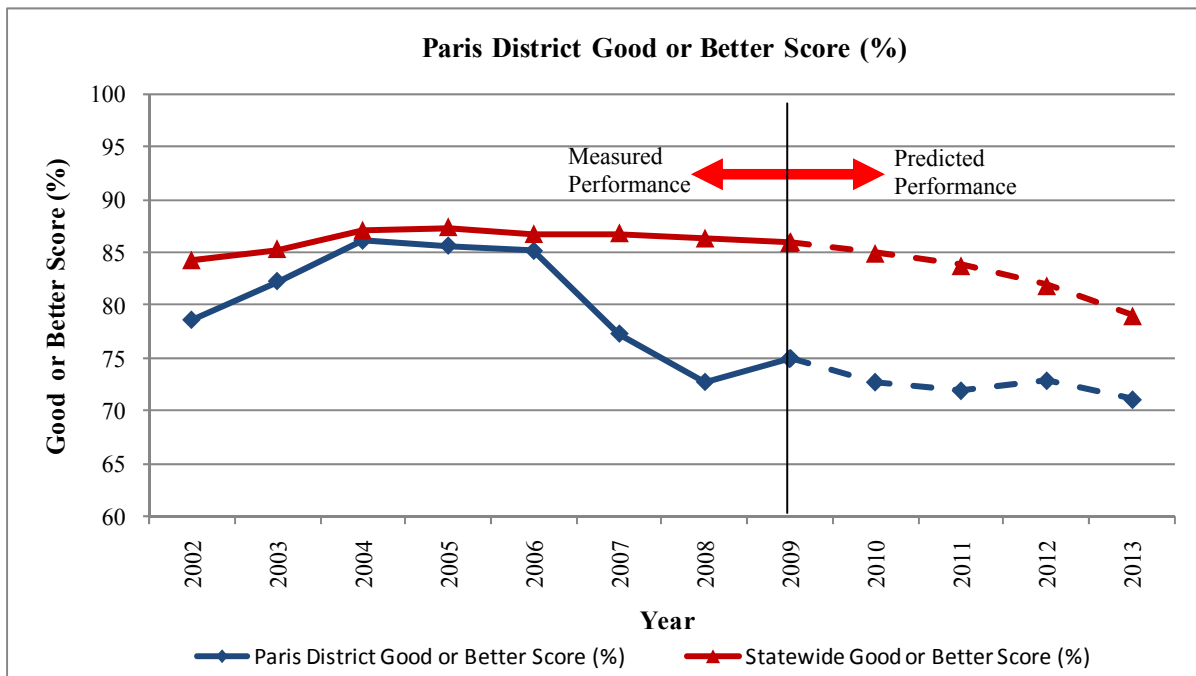
**Table 22. Pavement Performance Summary for Paris District and Counties**

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
<b>Paris District</b>	<b>Achieved Goal (%)</b>	74.92	72.74	71.94	72.87	71.1	
	<b>Achieved Average CS</b>	83	82	80	80	78	
<b>Counties in Paris District</b>	<b>Delta</b>	Achieved Goal (%)	75.38	66.03	59.63	58.95	62.15
		Achieved Average CS	84	79	76	74	75
	<b>Fannin</b>	Achieved Goal (%)	62.59	66.78	65.74	67.98	66.74
		Achieved Average CS	80	80	78	78	76
	<b>Franklin</b>	Achieved Goal (%)	82.99	82.5	84.63	81.65	78.84
		Achieved Average CS	89	89	88	85	83
	<b>Grayson</b>	Achieved Goal (%)	67.46	63.27	62.71	64.78	63.89
		Achieved Average CS	78	76	75	76	74
	<b>Hopkins</b>	Achieved Goal (%)	77.67	75.11	73.95	74.34	72.46
		Achieved Average CS	84	82	81	79	77
	<b>Hunt</b>	Achieved Goal (%)	78.32	74.25	72.11	70.43	68.17
		Achieved Average CS	83	81	79	78	76
	<b>Lamar</b>	Achieved Goal (%)	73.13	73.72	77.26	80.68	79.36
		Achieved Average CS	83	83	83	84	82

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Rains	Achieved Goal (%)	79.61	75.28	70.71	75.98	70.16
	Achieved Average CS	85	82	79	81	77
Red River	Achieved Goal (%)	89.96	86.03	84.54	84.68	80.82
	Achieved Average CS	91	89	87	86	83

Based on the analysis results presented in Table 22, at the end of the 4-year planning horizon the county in best condition was Red River (80.82%) while the worst was Delta (62.15%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 41. Paris District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

# Pharr District

## I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,322

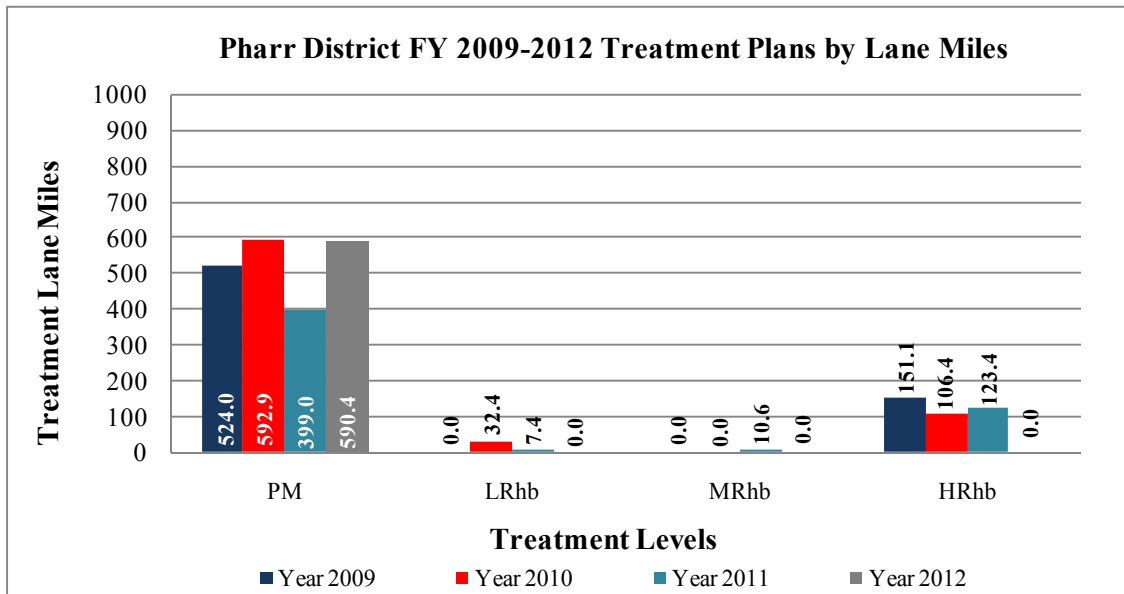
Total Lane miles = 5,690

FY 2009 Plan total treatments = **675.1 lane miles** = 11.9 % of system lane miles

FY 2010 Plan total treatments = **731.7 lane miles** = 12.9 % of system lane miles

FY 2011 Plan total treatments = **540.4 lane miles** = 9.5% of system lane miles

FY 2012 Plan total treatments = **590.4 lane miles** = 10.4% of system lane miles



**Figure 42. Pharr District Treatment Plans for FY 2010-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 151.1, 106.4, 123.4 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 10.6 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 32.4, 7.4 and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 524.0, 592.9, 399.0 and 590.4 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 524.0 lane miles or approximately 9.2 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 625.3 lane miles + 151.1 lane miles of Heavy Rehab treatments from FY 2009 = 776.4 lane miles or approximately 13.6 % of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 417.0 lane miles + 106.4 lane miles of Heavy Rehab treatments from FY 2010 = 523.4 lane miles or approximately 9.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 590.4 lane miles + 123.4 lane miles of Heavy Rehab treatments from FY 2011 = 713.8 lane miles or approximately 12.5% of the total system.

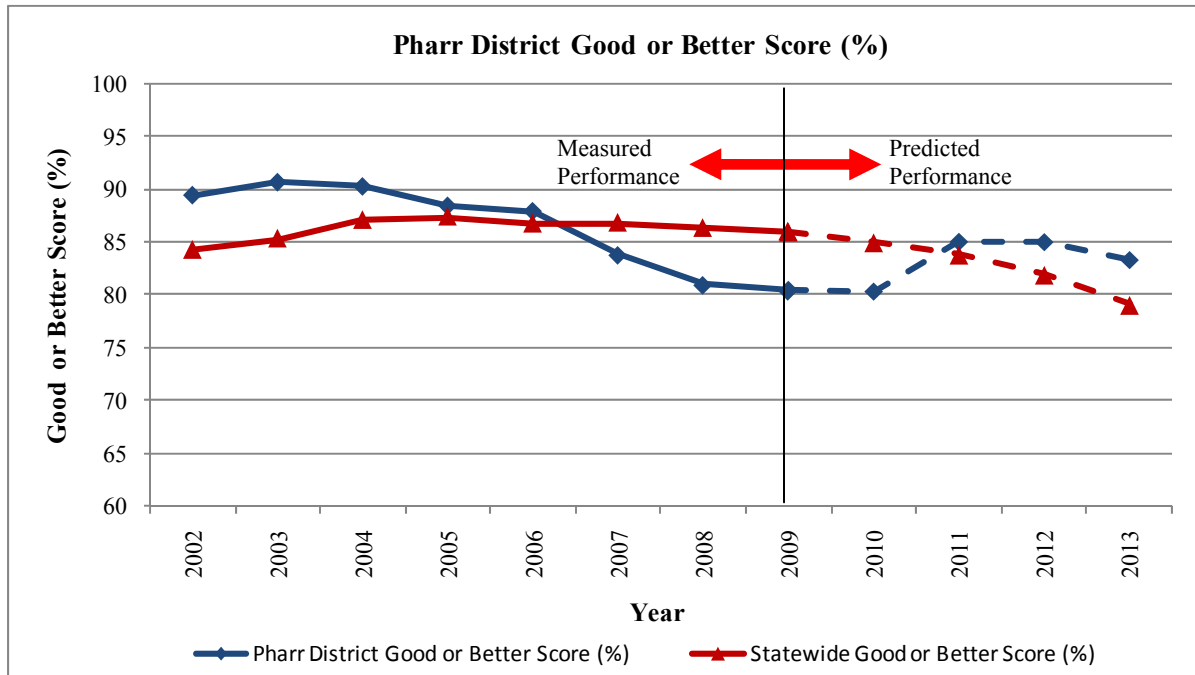
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 23. Pavement Performance Summary for Pharr District and Counties**

			Base Year	Analysis Years			
			2009	2010	2011	2012	2013
<b>Pharr District</b>		Achieved Goal (%)	80.38	80.22	85.01	84.99	83.26
		Achieved Average CS	88	86	86	85	83
<b>Counties in Pharr District</b>	<b>Brooks</b>	Achieved Goal (%)	92.39	91.48	96.8	94.44	94.37
		Achieved Average CS	94	92	92	90	89
	<b>Cameron</b>	Achieved Goal (%)	84.91	81.53	83.85	83.04	79.32
		Achieved Average CS	89	86	85	84	82
	<b>Hidalgo</b>	Achieved Goal (%)	78.74	80.2	85.03	84.87	83.6
		Achieved Average CS	86	86	86	84	83
	<b>Jim Hogg</b>	Achieved Goal (%)	95.93	94.97	94.56	91.8	90.35
		Achieved Average CS	97	95	92	89	86
	<b>Kenedy</b>	Achieved Goal (%)	0	0.42	56.26	79.94	79.94
		Achieved Average CS	59	54	75	83	80
	<b>Starr</b>	Achieved Goal (%)	78.95	80.38	81.78	82.23	82.51
		Achieved Average CS	88	87	86	84	83
	<b>Willacy</b>	Achieved Goal (%)	92.15	94.71	91.1	85.85	81.52
		Achieved Average CS	92	92	88	85	83
	<b>Zapata</b>	Achieved Goal (%)	75.12	75.12	85.3	88.5	93.11
		Achieved Average CS	86	84	87	88	90

Based on the analysis results presented in Table 23, at the end of the 4-year planning horizon the county in best condition was Brooks (94.37%) while the worst was Cameron (79.32%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 43. Pharr District Overall Pavement Performance of FY 2002-FY 2013**

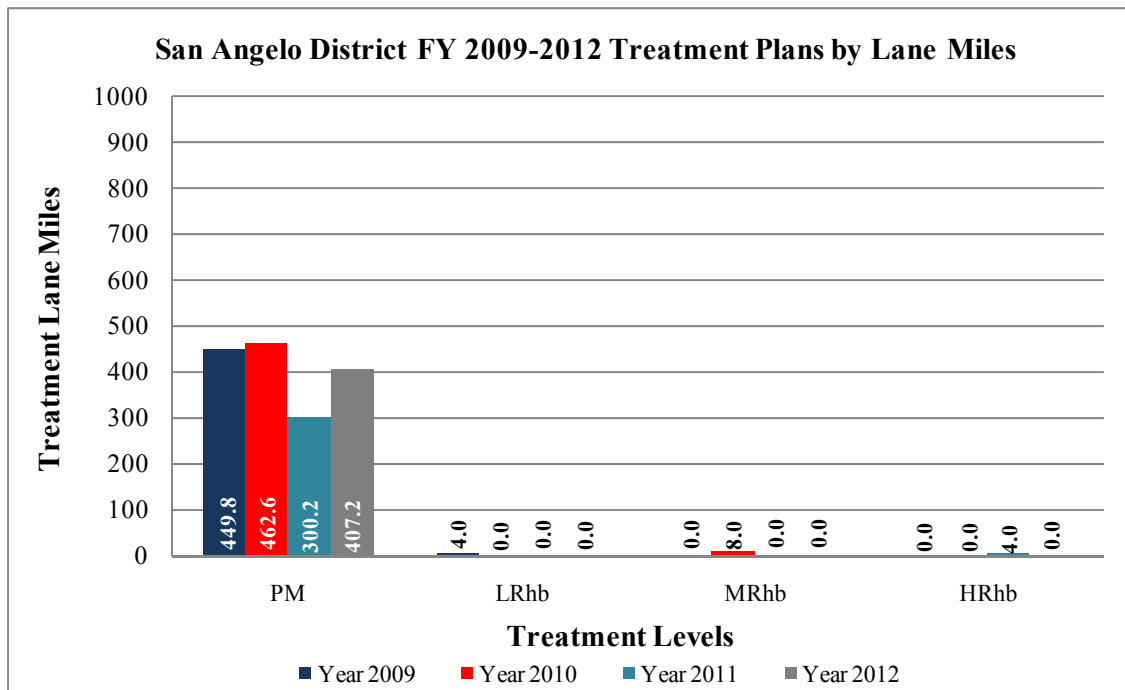
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## San Angelo District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,253  
 Total Lane miles = 7,174

FY 2009 Plan total treatments = **453.8 lane miles** = 6.3% of system lane miles  
 FY 2010 Plan total treatments = **470.6 lane miles** = 6.6% of system lane miles  
 FY 2011 Plan total treatments = **304.2 lane miles** = 4.2% of system lane miles  
 FY 2012 Plan total treatments = **407.2 lane miles** = 5.7% of system lane miles



**Figure 44. San Angelo District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 4.0, and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 8.0, 0.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 4.0, 0.0, 0.0 and 0.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 449.8 and 462.6, 300.2 and 407.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 453.8 lane miles or approximately 6.3% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 470.6 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 470.6 lane miles or approximately 6.6% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 300.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 300.2 lane miles or approximately 4.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 407.2 lane miles + 4.0 lane miles of Heavy Rehab treatments from FY 2011 = 411.2 lane miles or approximately 5.7% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 24. Pavement Performance Summary for San Angelo District and Counties**

			Base Year	Analysis Years			
			2009	2010	2011	2012	2013
<b>San Angelo District</b>		Achieved Goal (%)	94.58	94.91	94.43	92.21	89.31
		Achieved Average CS	95	94	91	88	86
<b>Counties in San Angelo District</b>	<b>Coke</b>	Achieved Goal (%)	97.6	95.92	93.58	91.54	89.89
		Achieved Average CS	97	95	92	89	86
	<b>Concho</b>	Achieved Goal (%)	87.67	86.99	96.65	92.16	91.34
		Achieved Average CS	93	90	92	89	86
	<b>Crockett</b>	Achieved Goal (%)	92.93	93.58	96.88	94.47	93.34
		Achieved Average CS	95	93	93	90	88
	<b>Edwards</b>	Achieved Goal (%)	95.86	94.41	92.8	89.82	86.48
		Achieved Average CS	95	92	89	86	84
	<b>Glasscock</b>	Achieved Goal (%)	98.3	97.21	97.21	96.88	95.11
		Achieved Average CS	98	96	94	90	87
	<b>Irion</b>	Achieved Goal (%)	94.42	94	94.84	90.59	84.76
		Achieved Average CS	95	93	91	88	85
	<b>Kimble</b>	Achieved Goal (%)	96.65	96.3	94.66	93.28	91.02
		Achieved Average CS	96	95	92	89	87
	<b>Menard</b>	Achieved Goal (%)	95.35	96.29	93.46	92.14	87.08
		Achieved Average CS	95	94	91	88	84

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
<b>Reagan</b>	Achieved Goal (%)	98.75	100	98.75	97.44	94.57
	Achieved Average CS	98	97	94	91	88
<b>Real</b>	Achieved Goal (%)	91.8	89.99	88.9	85.12	78.96
	Achieved Average CS	94	92	89	85	81
<b>Runnels</b>	Achieved Goal (%)	95.83	95.11	92.45	90.76	86.04
	Achieved Average CS	95	93	91	88	84
<b>Schleicher</b>	Achieved Goal (%)	94.09	97.68	96.3	94.92	90.22
	Achieved Average CS	96	95	92	89	87
<b>Sterling</b>	Achieved Goal (%)	91.36	89.44	89.44	90.64	88.64
	Achieved Average CS	94	91	89	88	86
<b>Sutton</b>	Achieved Goal (%)	95.87	98	97.09	94.11	92.82
	Achieved Average CS	95	95	92	89	88
<b>Tom Green</b>	Achieved Goal (%)	93.12	95.44	92.64	90.13	87.5
	Achieved Average CS	94	93	90	87	84

Based on the analysis results presented in Table 24, at the end of the 4-year planning horizon the county in best condition was Glasscock (95.11%) while the worst was Real (78.96%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements

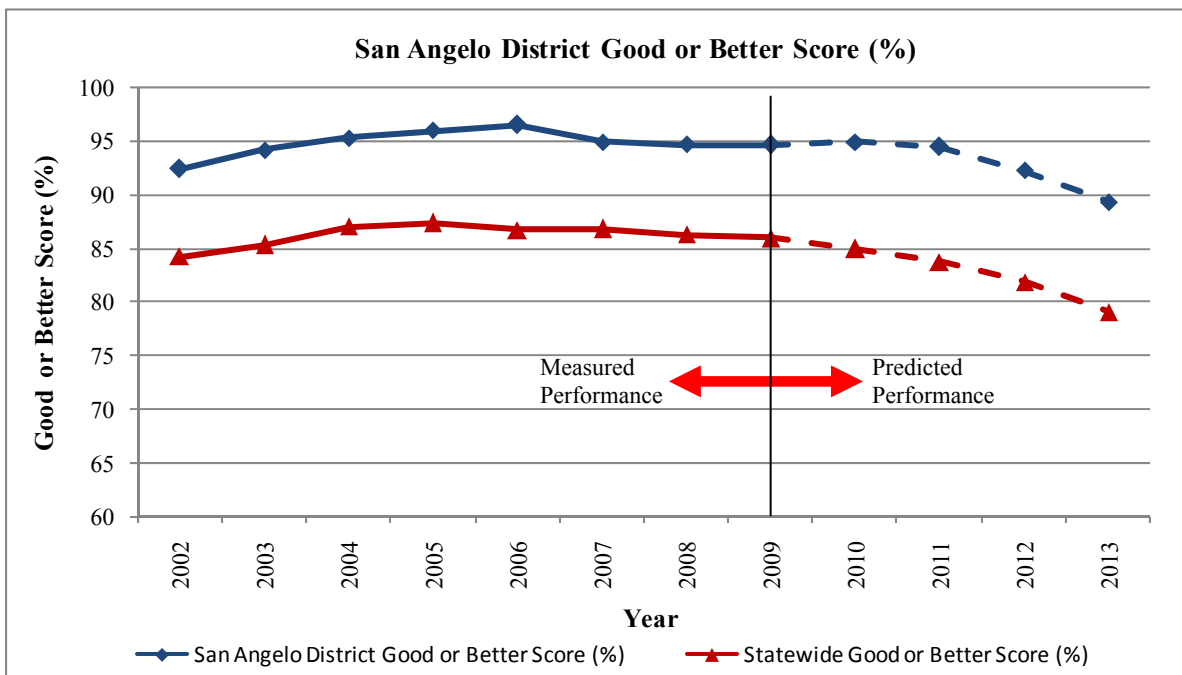


Figure 45. San Angelo District Overall Pavement Performance of FY 2002-FY 2013

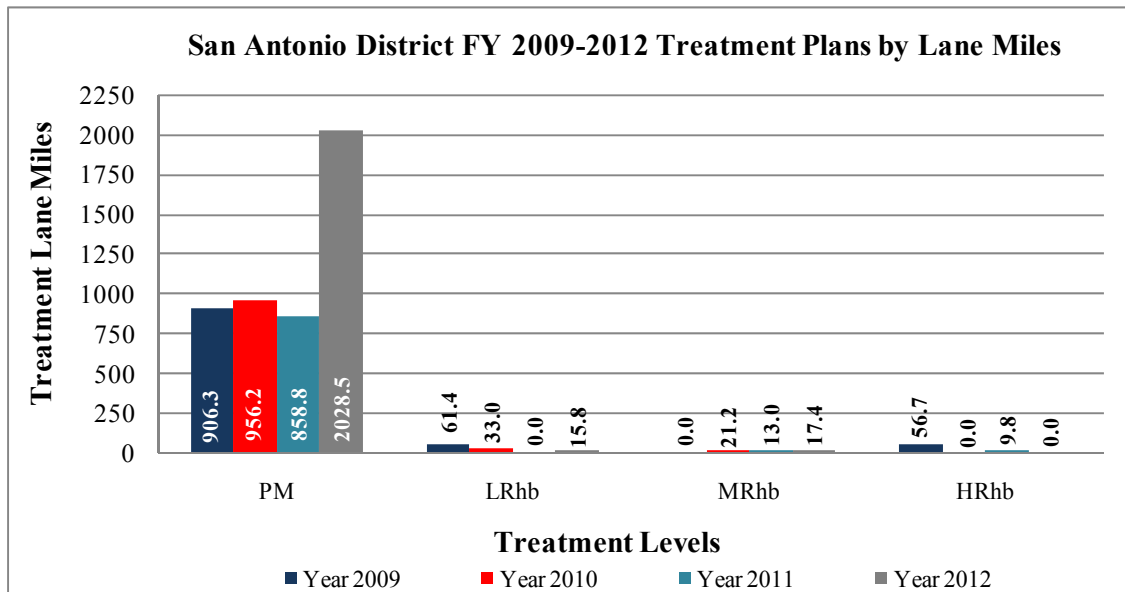
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT's PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## San Antonio District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 4,270  
 Total Lane miles = 10,713

FY 2009 Plan total treatments = **1024.4 lane miles** = 9.6% of system lane miles  
 FY 2010 Plan total treatments = **1010.4 lane miles** = 9.4% of system lane miles  
 FY 2011 Plan total treatments = **881.6 lane miles** = 8.2% of system lane miles  
 FY 2012 Plan total treatments = **2061.7 lane miles** = 19.2% of system lane miles



**Figure 46. San Antonio District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009 and FY 2010 are 56.7, 0.0, 9.8 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 21.2, 13.0 and 17.4 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 61.4, 33.0, 0.0 and 15.8 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 906.3, 956.2, 858.8 and 2028.5 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 967.7 lane miles or approximately 9.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 1010.4 lane miles + 56.7 lane miles of Heavy Rehab treatments from FY 2009 = 1067.1 lane miles or approximately 10.0% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 871.8 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 871.8 lane miles or approximately 8.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 2061.7 lane miles + 9.8 lane miles of Heavy Rehab treatments from FY 2011 = 2071.5 lane miles or approximately 19.3% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

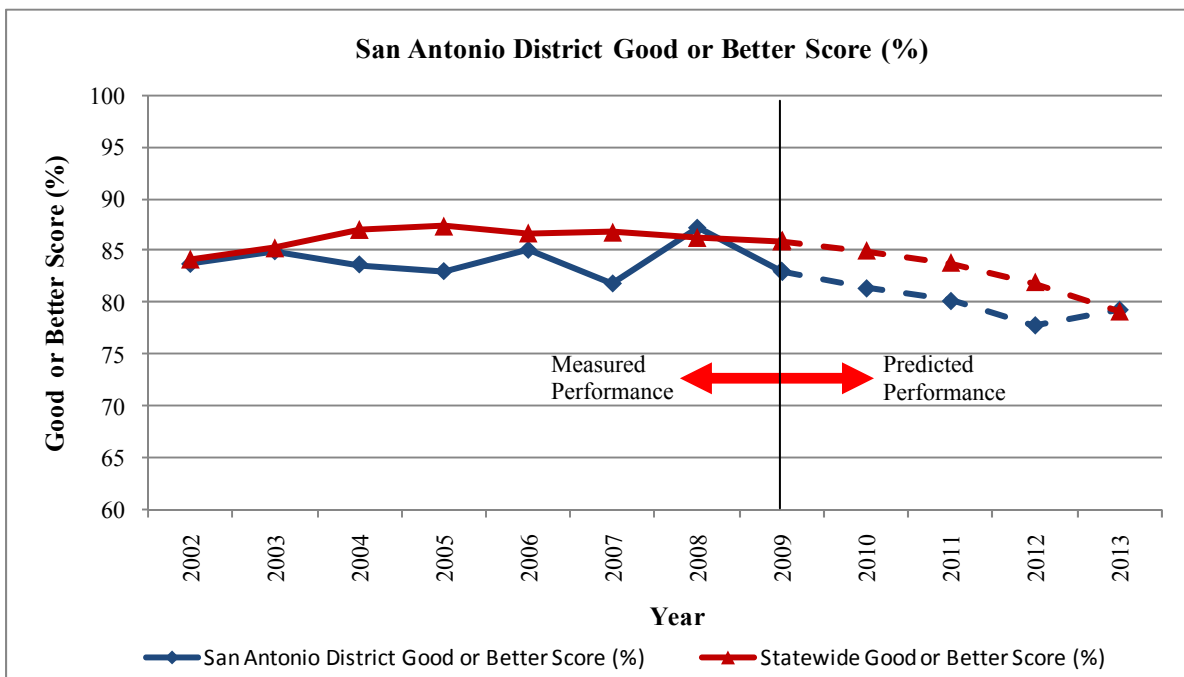
**Table 25. Pavement Performance Summary for San Antonio District and Counties**

		Base Year	Analysis Years				
		2009	2010	2011	2012	2013	
<b>San Antonio District</b>		<b>Achieved Goal (%)</b>	<b>83.03</b>	<b>81.43</b>	<b>80.2</b>	<b>77.85</b>	<b>79.34</b>
		<b>Achieved Average CS</b>	<b>88</b>	<b>85</b>	<b>83</b>	<b>80</b>	<b>81</b>
<b>Counties in San Antonio District</b>	<b>Atascosa</b>	Achieved Goal (%)	80.84	83.32	86.38	84	78.82
		Achieved Average CS	87	87	86	83	79
	<b>Bandera</b>	Achieved Goal (%)	95.3	88.3	86.8	89.99	82.7
		Achieved Average CS	94	90	87	87	83
	<b>Bexar</b>	Achieved Goal (%)	79.86	76.54	74.16	69.16	80.83
		Achieved Average CS	85	82	80	76	83
	<b>Comal</b>	Achieved Goal (%)	88.34	88.49	88.41	83.8	86.17
		Achieved Average CS	91	89	87	83	86
	<b>Frio</b>	Achieved Goal (%)	91.69	90.4	90.56	87.96	83.64
		Achieved Average CS	93	91	89	86	82
	<b>Guadalupe</b>	Achieved Goal (%)	76.95	75.73	76.13	79.85	77.55
		Achieved Average CS	84	83	81	81	78
	<b>Kendall</b>	Achieved Goal (%)	82.79	77.8	72.65	68.78	74.67
		Achieved Average CS	87	84	80	76	79

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
<b>Kerr</b>	Achieved Goal (%)	84.99	84.6	81.5	77.52	78.45
	Achieved Average CS	89	87	84	80	79
<b>McMullen</b>	Achieved Goal (%)	80.22	80.22	77.38	76.55	72.16
	Achieved Average CS	85	85	82	81	76
<b>Medina</b>	Achieved Goal (%)	89.16	89.88	87.55	84.75	81.3
	Achieved Average CS	92	90	87	84	82
<b>Uvalde</b>	Achieved Goal (%)	79.12	81.05	77.77	77.04	70.66
	Achieved Average CS	85	85	83	80	77
<b>Wilson</b>	Achieved Goal (%)	83.78	78.81	80.03	81.51	75.65
	Achieved Average CS	89	85	84	82	78

Based on the analysis results presented in Table 25, at the end of the 4-year planning horizon the county in best condition was Comal (86.17%) while the worst was Uvalde (70.66%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 47. San Antonio District Overall Pavement Performance of FY 2002-FY 2013**

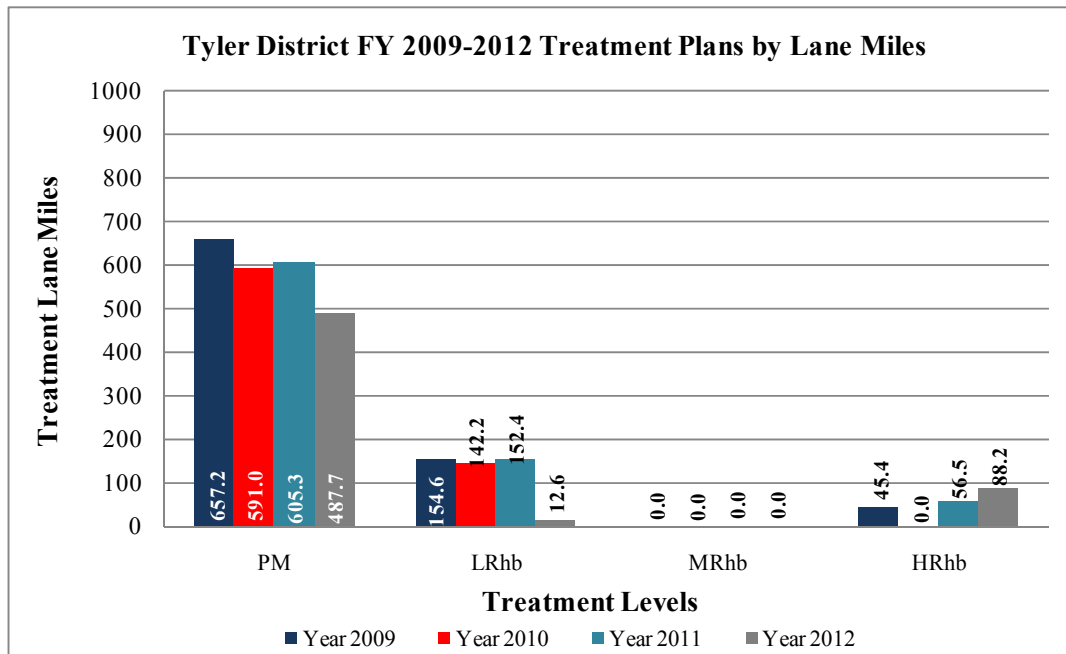
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Tyler District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,704  
 Total Lane miles = 8,526

FY 2009 Plan total treatments = **857.2 lane miles** = 10.1% of system lane miles  
 FY 2010 Plan total treatments = **733.2 lane miles** = 8.6% of system lane miles  
 FY 2011 Plan total treatments = **814.2 lane miles** = 9.5% of system lane miles  
 FY 2012 Plan total treatments = **588.5 lane miles** = 6.9% of system lane miles



**Figure 48. Tyler District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 45.4, 0.0, 56.5 and 88.2 lane miles respectively.
- There were no Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 154.6, 142.2, 152.4 and 12.6 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 657.2, 591.0, 605.3, and 487.7 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 811.8 lane miles or approximately 9.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 733.2 lane miles + 45.4 lane miles of Heavy Rehab treatments from FY 2009 = 778.6 lane miles or approximately 9.1% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 757.7 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 757.7 lane miles or approximately 8.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 500.3 lane miles + 56.5 lane miles of Heavy Rehab treatments from FY 2011 = 556.8 lane miles or approximately 6.5% of the total system.

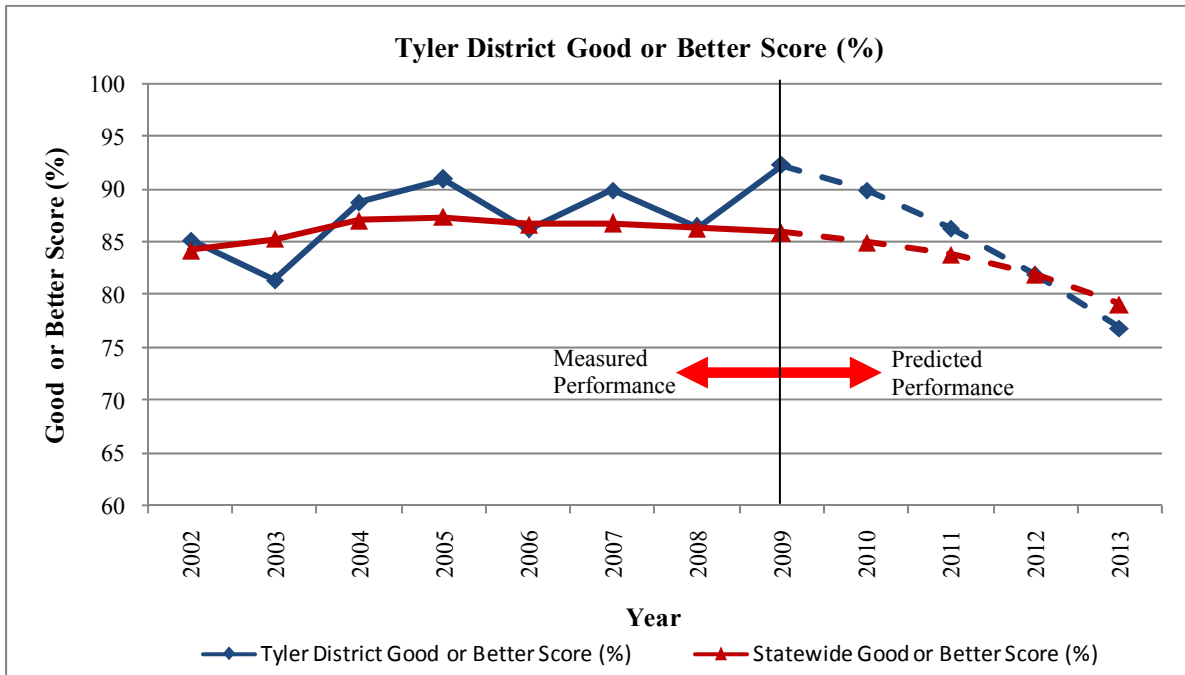
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 26. Pavement Performance Summary for Tyler District and Counties**

			Base Year	Analysis Years			
			2009	2010	2011	2012	2013
<b>Tyler District</b>		Achieved Goal (%)	92.28	89.83	86.29	81.96	76.8
		Achieved Average CS	92	90	87	84	80
<b>Counties in Tyler District</b>	<b>Anderson</b>	Achieved Goal (%)	96.15	93.36	89.28	84.81	76.89
		Achieved Average CS	94	91	87	84	80
	<b>Cherokee</b>	Achieved Goal (%)	96.86	95.8	92.37	87.88	81.18
		Achieved Average CS	95	93	90	86	82
	<b>Gregg</b>	Achieved Goal (%)	88.6	84.97	83.58	78.64	75.02
		Achieved Average CS	91	88	86	83	79
	<b>Henderson</b>	Achieved Goal (%)	90.32	87.66	83.15	79.48	73.27
		Achieved Average CS	90	88	85	82	79
	<b>Rusk</b>	Achieved Goal (%)	88.1	84.7	80.93	76.72	72.29
		Achieved Average CS	90	87	85	81	78
	<b>Smith</b>	Achieved Goal (%)	92.89	91.18	87.16	82.75	78.09
		Achieved Average CS	93	91	88	84	81
	<b>Van Zandt</b>	Achieved Goal (%)	91.37	89.12	85.71	84.18	80.43
		Achieved Average CS	92	90	87	85	82
	<b>Wood</b>	Achieved Goal (%)	93.35	90.58	87.58	79.94	75.75
		Achieved Average CS	91	89	87	83	80

Based on the analysis results presented in Table 26, at the end of the 4-year planning horizon the county in best condition was Cherokee (81.18%) while the worst was Rusk (72.29%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 49. Tyler District Overall Pavement Performance of FY 2002-FY 2013**

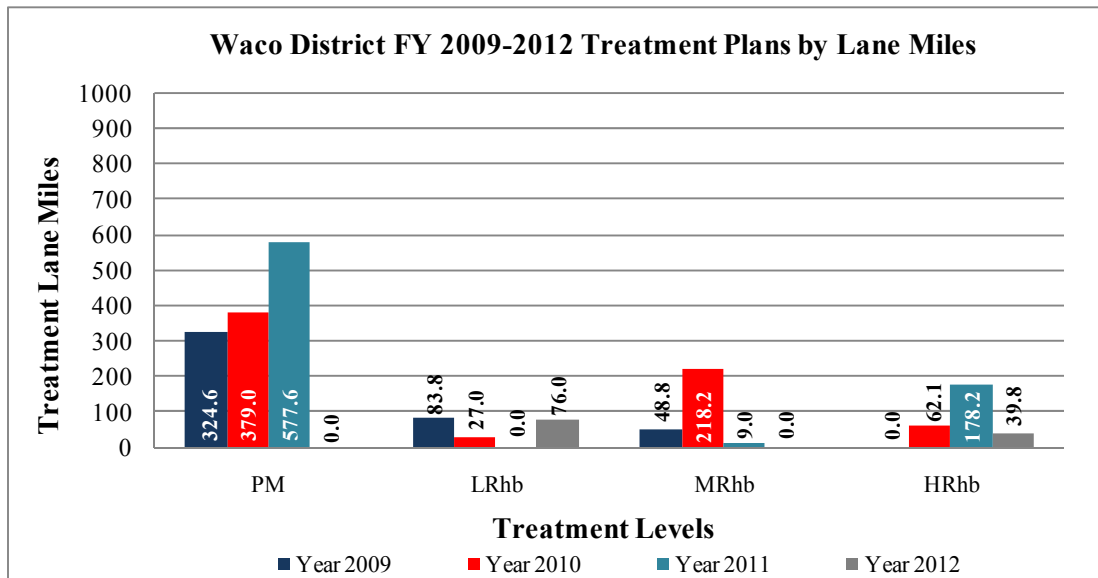
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Waco District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,404  
 Total Lane miles = 7,339

FY 2009 Plan total treatments = **457.2 lane miles** = 6.2% of system lane miles  
 FY 2010 Plan total treatments = **686.3 lane miles** = 9.4% of system lane miles  
 FY 2011 Plan total treatments = **764.8 lane miles** = 10.4% of system lane miles  
 FY 2012 Plan total treatments = **115.8 lane miles** = 1.6% of system lane miles



**Figure 50. Waco District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009 and FY 2010 are 0.0, 62.1, 178.2 and 39.8 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 48.8, 218.2, 9.0 and 0.0 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 83.8, 27.0, 0.0 and 76.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 324.6, 379.0, 577.6 and 0.0 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 457.2 lane miles or approximately 6.2% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 624.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 624.2 lane miles or approximately 8.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 586.6 lane miles + 62.1 lane miles of Heavy Rehab treatments from FY 2010 = 648.7 lane miles or approximately 8.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 76.0 lane miles + 178.2 lane miles of Heavy Rehab treatments from FY 2011 = 254.2 lane miles or approximately 3.5% of the total system.

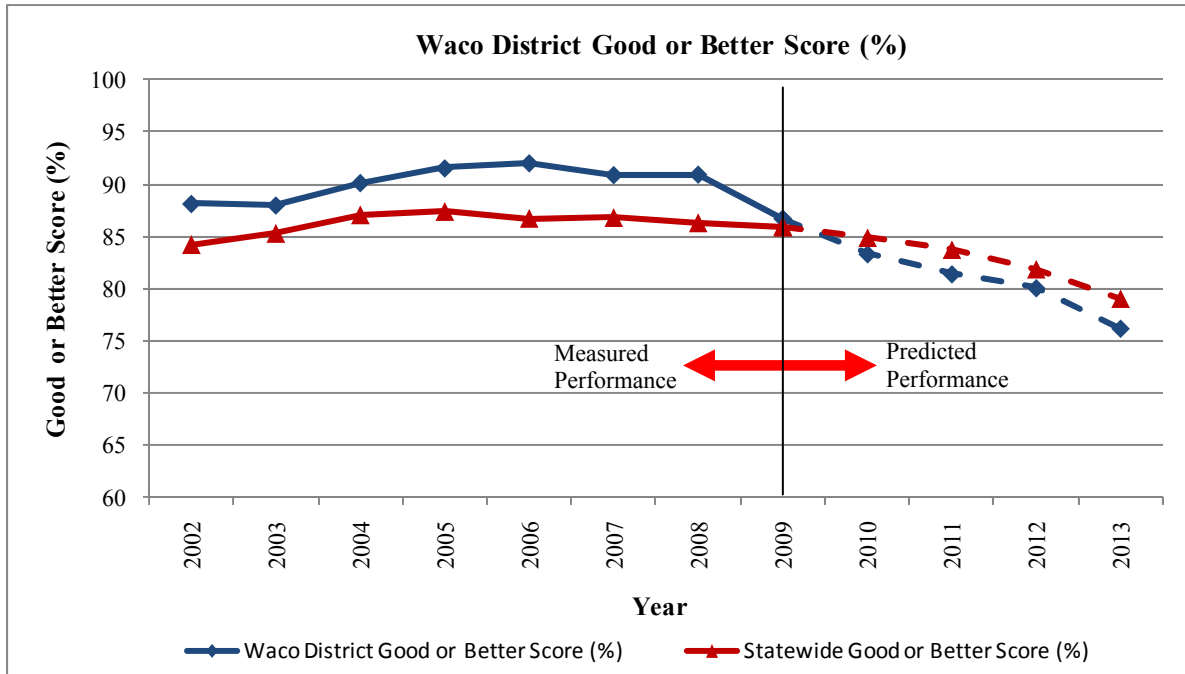
## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

**Table 27. Pavement Performance Summary for Waco District and Counties**

			Base Year	Analysis Years			
			2009	2010	2011	2012	2013
<b>Waco District</b>		Achieved Goal (%)	86.72	83.33	81.4	80.05	76.15
		Achieved Average CS	89	87	85	83	80
<b>Counties in Waco District</b>	<b>Bell</b>	Achieved Goal (%)	81.44	78.44	74.68	74.92	70.72
		Achieved Average CS	87	85	82	81	78
	<b>Bosque</b>	Achieved Goal (%)	97.04	92.79	91.67	93.16	89.81
		Achieved Average CS	95	92	90	90	87
	<b>Coryell</b>	Achieved Goal (%)	95.01	90.33	88.2	86.87	82.33
		Achieved Average CS	93	91	88	86	83
	<b>Falls</b>	Achieved Goal (%)	95.56	92.79	91.68	89.96	85.95
		Achieved Average CS	95	93	91	88	84
	<b>Hamilton</b>	Achieved Goal (%)	92.88	86.47	83.85	83.81	81.74
		Achieved Average CS	92	89	87	86	84
	<b>Hill</b>	Achieved Goal (%)	78.49	76.39	75.6	73.97	69.45
		Achieved Average CS	84	82	81	79	75
	<b>Limestone</b>	Achieved Goal (%)	87.86	84.68	83.02	80.11	75.59
		Achieved Average CS	91	88	87	84	80
	<b>McLennan</b>	Achieved Goal (%)	81.77	78.83	77.19	73.81	70.29
		Achieved Average CS	86	84	82	79	75

Based on the analysis results presented in Table 27, at the end of the 4-year planning horizon the county in best condition was Bosque (89.81%) while the worst was Hill (69.45%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 51. Waco District Overall Pavement Performance of FY 2002-FY 2013**

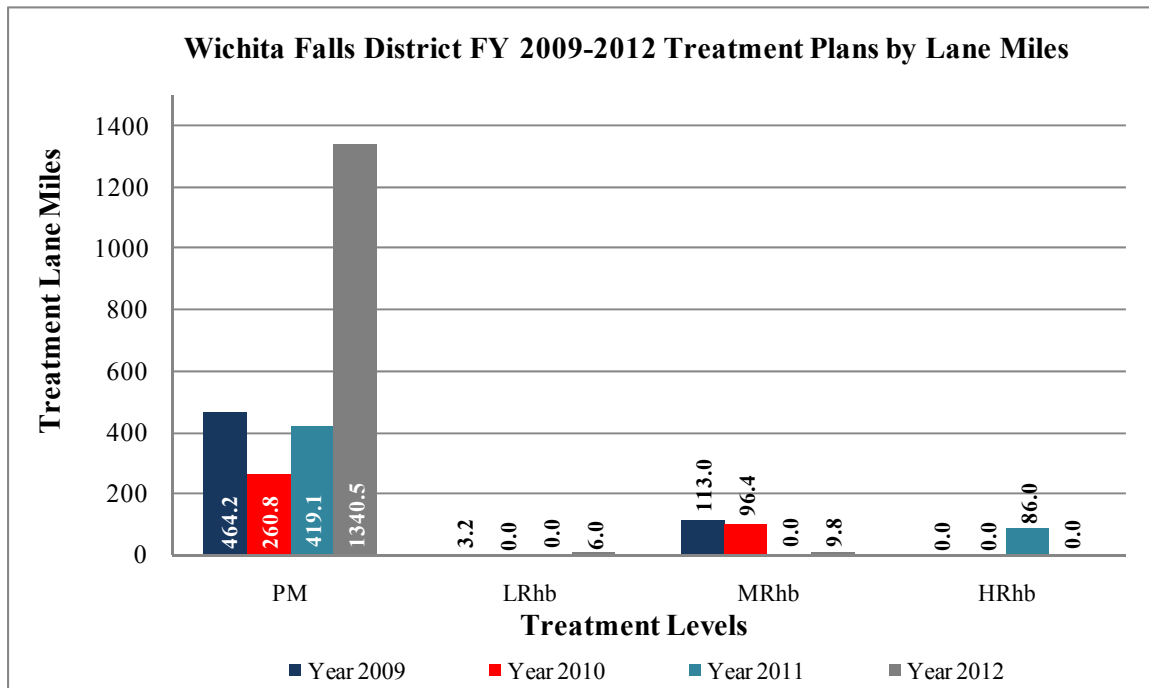
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Wichita Falls District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 2,857  
 Total Lane miles = 6,121

FY 2009 Plan total treatments = **580.4 lane miles** = 9.5% of system lane miles  
 FY 2010 Plan total treatments = **357.2 lane miles** = 5.8% of system lane miles  
 FY 2011 Plan total treatments = **505.1 lane miles** = 8.3% of system lane miles  
 FY 2012 Plan total treatments = **1356.3 lane miles** = 22.2% of system lane miles



**Figure 52. Wichita Falls District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 0.0, 0.0, 86.0 and 0.0 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 113.0, 96.4, 0.0 and 9.8 lane miles respectively.
- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 3.2, 0.0, 0.0 and 6.0 lane miles respectively.

- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011 and FY 2012 are 464.2, 260.8, 419.1 and 1340.5 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 580.4 lane miles or approximately 9.5% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 357.2 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2009 = 357.2 lane miles or approximately 5.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 419.1 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 419.1 lane miles or approximately 6.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 1356.3 lane miles + 86.0 lane miles of Heavy Rehab treatments from FY 2011 = 1442.3 lane miles or approximately 23.6% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

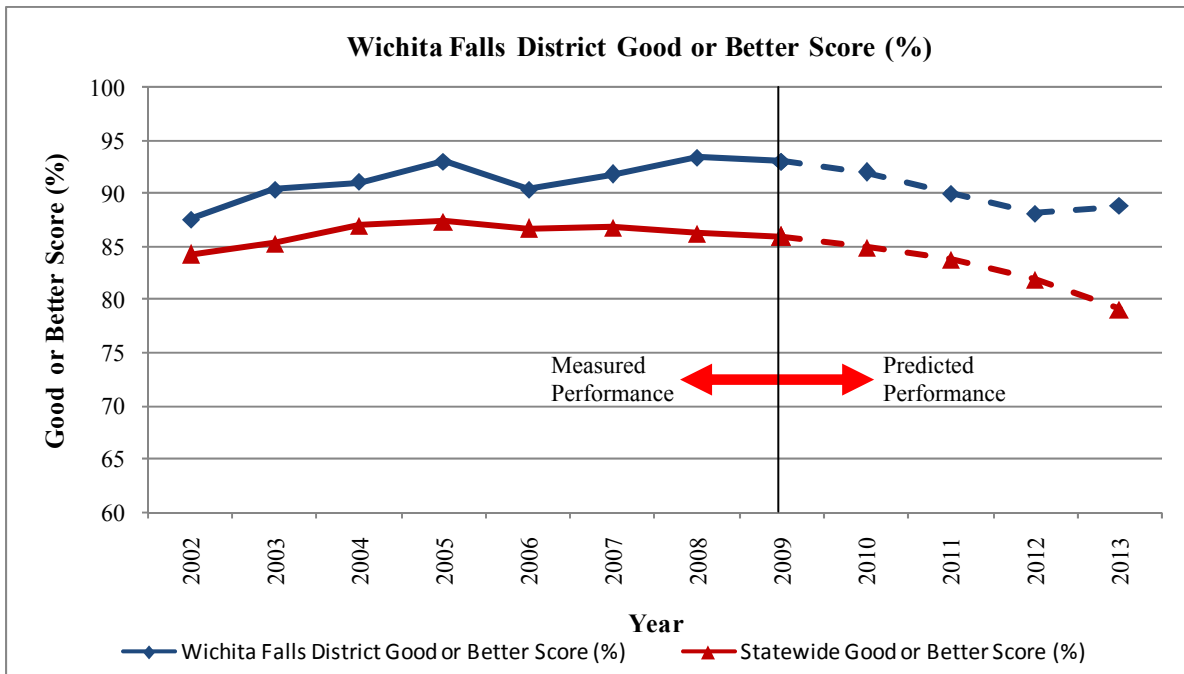
**Table 28. Pavement Performance Summary for Wichita Falls District and Counties**

		Base Year	Analysis Years				
			2009	2010	2011	2012	2013
<b>Wichita Falls District</b>		<b>Achieved Goal (%)</b>	92.98	91.97	89.98	88.12	88.81
		<b>Achieved Average CS</b>	93	91	89	86	86
<b>Counties in Wichita Falls District</b>	<b>Archer</b>	Achieved Goal (%)	95.18	95.62	94.4	92.7	92.07
		Achieved Average CS	96	94	91	88	87
	<b>Baylor</b>	Achieved Goal (%)	96.99	95.89	94.31	94.22	90.39
		Achieved Average CS	97	94	92	90	86
	<b>Clay</b>	Achieved Goal (%)	97.14	96.8	94.89	93.16	92.79
		Achieved Average CS	96	94	91	89	87
	<b>Cooke</b>	Achieved Goal (%)	91.19	89.34	86.1	84.03	86.83
		Achieved Average CS	91	90	87	84	86
	<b>Montague</b>	Achieved Goal (%)	90.64	90.47	86.46	83	83.88
		Achieved Average CS	92	90	87	84	84
	<b>Throckmorton</b>	Achieved Goal (%)	96.44	94.54	93.77	92.57	87.48
		Achieved Average CS	95	93	91	89	85
	<b>Wichita</b>	Achieved Goal (%)	86.28	84.78	82.43	80.03	86.35
		Achieved Average CS	88	87	84	81	86

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
Wilbarger	Achieved Goal (%)	94.32	93.63	93.49	92.12	94.1
	Achieved Average CS	95	93	91	89	89
Young	Achieved Goal (%)	96.24	94.29	93.28	92.26	89.72
	Achieved Average CS	95	92	90	89	87

Based on the analysis results presented in Table 28, at the end of the 4-year planning horizon the county in best condition was Wilbarger (94.10%) while the worst was Montague (83.88%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 53. Wichita Falls District Overall Pavement Performance of FY 2002-FY 2013**

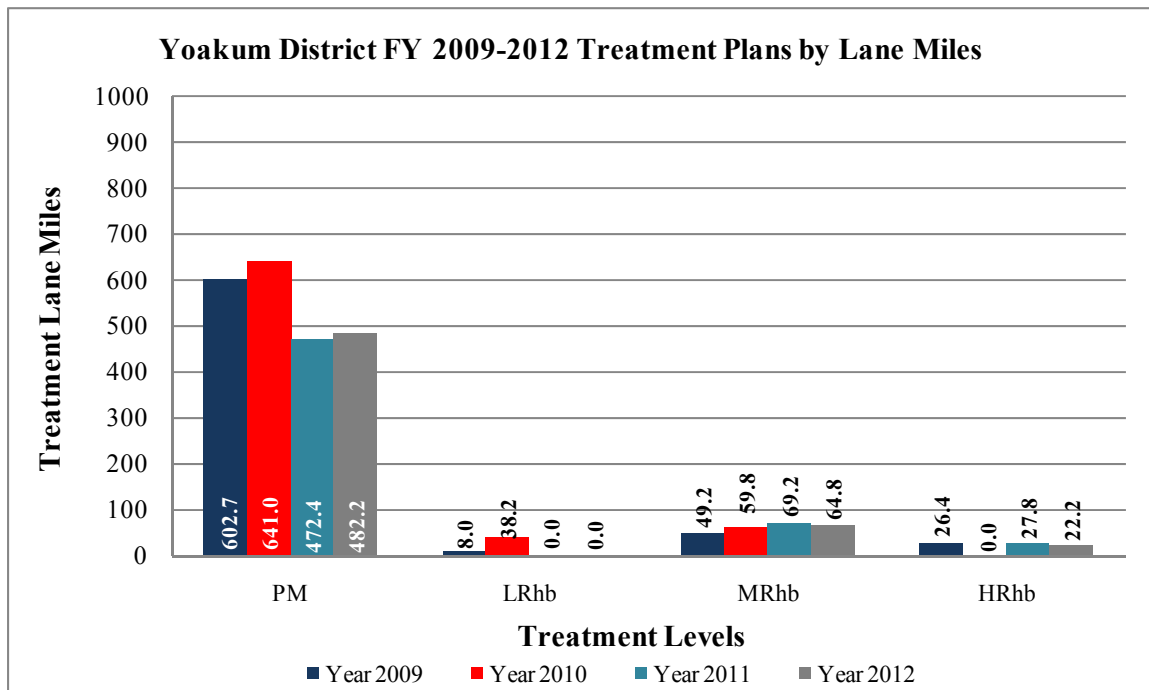
For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.

## Yoakum District

### I. Summary of FY 2009–FY 2012 Treatments

Total Center line miles = 3,836  
 Total Lane miles = 7,843

FY 2009 Plan total treatments = **686.3 lane miles** = 8.8% of system lane miles  
 FY 2010 Plan total treatments = **739.0 lane miles** = 9.4% of system lane miles  
 FY 2011 Plan total treatments = **569.4 lane miles** = 7.3% of system lane miles  
 FY 2012 Plan total treatments = **569.2 lane miles** = 7.3% of system lane miles



**Figure 54. Yoakum District Treatment Plans for FY 2009-2012**

The effect of PM, LRhb, and MRhb treatments will not take place in the fiscal year they were planned due to a 1-year delay in Condition Score improvement, whereas HRhb treatments will not improve pavement Condition Scores in the fiscal year they were planned due to a 2-year delay.

- Heavy Rehabilitation pertains to both existing sections and Added Capacity. The HRhb treatments planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 26.4, 0.0, 27.8, and 22.2 lane miles respectively.
- The Medium Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 49.2, 59.8, 69.2, and 64.8 lane miles respectively.

- The Light Rehabilitation treatments planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 8.0, 38.2, 0.0, and 0.0 lane miles respectively.
- The Preventive Maintenance planned for FY 2009, FY 2010, FY 2011, and FY 2012 are 602.7, 641.0, 472.4, and 482.2 lane miles respectively.

The total number of Treatment lane miles that will improve Condition Score in FY 2010 = 659.9 lane miles or approximately 8.4% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2011 = 739.0 lane miles + 26.4 lane miles of Heavy Rehab treatments from FY 2009 = 765.4 lane miles or approximately 9.8% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2012 = 541.6 lane miles + 0.0 lane miles of Heavy Rehab treatments from FY 2010 = 541.6 lane miles or approximately 6.9% of the total system.

The total number of Treatment lane miles that will improve Condition Score in FY 2013 = 547.0 lane miles + 27.8 lane miles of Heavy Rehab treatments from FY 2011 = 574.8 lane miles or approximately 7.3% of the total system.

## II. Summary of FY 2010–FY 2013 Percentage of “Good” or Better Pavements and Condition Score

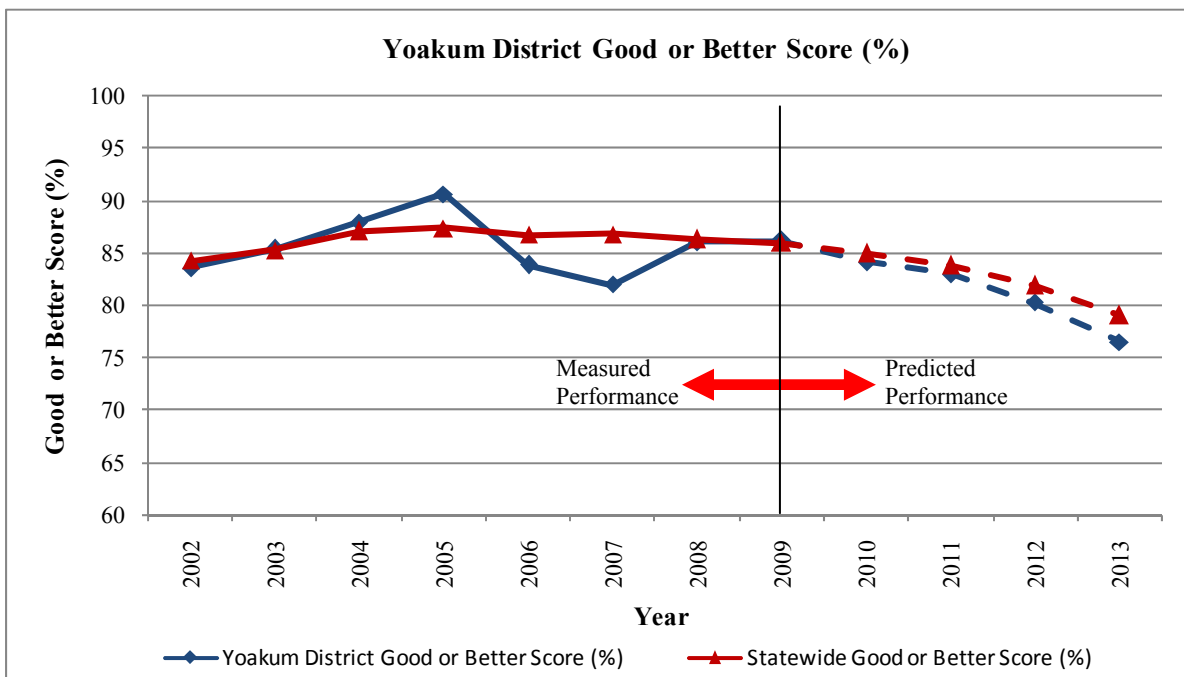
**Table 29. Pavement Performance Summary for Yoakum District and Counties**

			Base Year	Analysis Years				
			2009	2010	2011	2012	2013	
<b>Yoakum District</b>			Achieved Goal (%)	86.08	84.08	82.93	80.23	76.5
			Achieved Average CS	90	87	85	83	80
<b>Counties in Yoakum District</b>	<b>Austin</b>	Achieved Goal (%)	85.34	88.35	88.9	84.94	84.71	
		Achieved Average CS	89	89	87	84	85	
	<b>Calhoun</b>	Achieved Goal (%)	86.08	81.92	82.16	84.53	79.66	
		Achieved Average CS	90	87	86	86	82	
	<b>Colorado</b>	Achieved Goal (%)	90.79	87.5	86.99	84.83	79.47	
		Achieved Average CS	93	90	88	85	82	
	<b>Dewitt</b>	Achieved Goal (%)	87.42	84.83	84.59	81.42	77.56	
		Achieved Average CS	91	89	87	84	80	
	<b>Fayette</b>	Achieved Goal (%)	83.07	82.62	81.18	78.07	72.93	
		Achieved Average CS	88	87	84	81	77	
	<b>Gonzales</b>	Achieved Goal (%)	83.21	81.19	79	74.98	71.81	
		Achieved Average CS	88	86	84	80	77	

		Base Year	Analysis Years			
		2009	2010	2011	2012	2013
<b>Jackson</b>	Achieved Goal (%)	85.72	85.07	81.26	80.86	76.54
	Achieved Average CS	90	88	85	84	81
<b>Lavaca</b>	Achieved Goal (%)	79.93	76.39	76.57	76.7	73.11
	Achieved Average CS	87	84	82	81	77
<b>Matagorda</b>	Achieved Goal (%)	90.34	92.09	92.27	88.73	85.96
	Achieved Average CS	92	91	90	87	85
<b>Victoria</b>	Achieved Goal (%)	88.27	82.9	79.32	75.12	70.25
	Achieved Average CS	89	86	84	81	78
<b>Wharton</b>	Achieved Goal (%)	87.01	82.74	81.97	77.84	75.35
	Achieved Average CS	90	87	85	81	79

Based on the analysis results presented in Table 29, at the end of the 4-year planning horizon the county in best condition was Matagorda (85.96%) while the worst was Victoria (70.25%).

### III. Summary of FY 2002–FY 2013 Percentage of “Good” or Better Pavements



**Figure 55. Yoakum District Overall Pavement Performance of FY 2002-FY 2013**

For FY 2002 to FY 2009 the solid line data points are based on measured values from TxDOT’s PMIS. The dashed line data points from FY 2009 until FY 2013 are projected values from the analysis conducted by CTR.