

REDUCING ENGINEERING STANDARDS: GOOD OR BAD

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Why for WYDOT: Out of necessity to reduce project costs.

- WYDOT experienced 100+% construction inflation over 6 years.
- Revenue has stayed flat.
- Pavement conditions were on a downward slide.
- Very little funding for non-NHS routes
- The 400+ miles of I-80 is experiencing 50% trucks; 7000 – 8000 trucks per day currently and anticipated to double in the future.
- Many fewer system miles of construction completed each year.

What has WYDOT done?

- Put together internal task force to develop new design guides.
- In 2007, issued three new WYDOT Design Guides
 - Interstate Highways, 4R-1R Criteria
 - NHS Arterial (Non-Interstate), 4R-1R Criteria
 - Non-NHS State Highways, 4R-1R Criteria
- Guides are available on WYDOT's Website: www.dot.state.wy.us
- Guides are now being modified slightly and are being implemented on new projects.
- Now doing more maintenance type projects, as opposed to reconstruction projects, than in the past. (more 1R, 2R as opposed to 4R).

For WYDOT, is Reducing Design Standards Good or Bad?

- On an individual project basis, design standards will be lower than they were in the past.
- On a system wide basis, more roads will be upgraded.
- Hopefully, the trend on condition of pavements will reverse.
- Concern as Wyoming drivers expect 65 mph posted speed on all State highways.
- State statute requires highways to be posted at 65 mph unless justified otherwise on an engineering basis.
- The jury is still out whether or not the correct decision was made. Since we are constructing more lower design life pavements, will future pavement problem begin to hit all at the same time? Will there be a negative impact on safety? Will the improvements in ride surfaces have a negative impact on securing additional state highway funding?

Questions?