

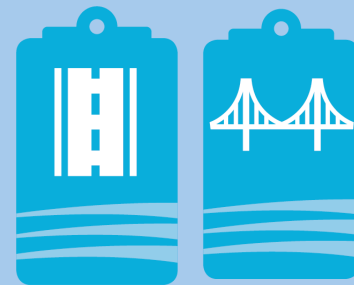
2025 Report Card for America's Infrastructure

Roads & Bridges



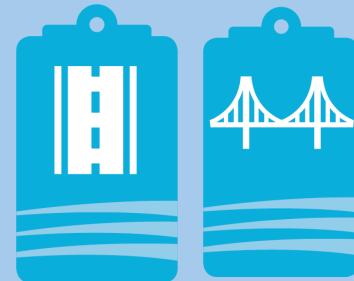
October 13, 2026





Agenda

- Overview of ASCE Report Card
- Panel Perspectives
- Questions and Answers



Housekeeping Items

- Webinar is being recorded
- Recording and slides will be made available
- Attendee input via typed questions
- Send any technical issues/questions through the chat function

ASCE *Making the Grade: Roads & Bridges*

Panelists



Rocky Moretti
Policy Director, TRIP



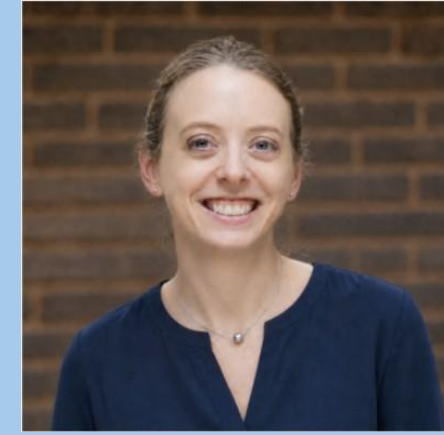
Erik Fry
*Transportation Design
Corporate Service Line
Leader, KCI*



Patrick Norman
*Chief Engineer, Division
of Highways, NC DoT*



Paul Staton
*President, Infrastructure
Division, Webber*



Dr. Katherine Kortum
*Committee on America's
Infrastructure & Senior
Program Officer, TRB*



ASCE
2025 REPORT CARD
FOR AMERICA'S INFRASTRUCTURE

2025 Report Card for America's Infrastructure

	AVIATION	 D+		PARKS AND RECREATION	 C-
	BRIDGES	C		PORTS	 B
	BROADBAND	 C+		RAIL	 B-
	DAMS	 D+		ROADS	 D+
	DRINKING WATER	 C-		SCHOOLS	D+
	ENERGY	 D+		SOLID WASTE	C+
	HAZARDOUS WASTE	 C		STORMWATER	D
	INLAND WATERWAYS	 C-		TRANSIT	 D
	LEVEES	 D+		WASTEWATER	D+

America's
Cumulative
Infrastructure
Grade



A EXCEPTIONAL

B GOOD

C MEDIOCRE

D POOR

F FAILING

What the Grades Mean



MEDIOCRE
Requires attention



EXCEPTIONAL
Fit for the future



POOR
At risk



GOOD
Adequate for now



FAILING/CRITICAL
Unfit for purpose

Methodology

CAPACITY

OPERATION AND MAINTENANCE

CONDITION

PUBLIC SAFETY

FUNDING

RESILIENCE

FUTURE NEED

INNOVATION

Investment Gap

Infrastructure System	TOTAL NEEDS	FUNDED	FUNDING GAP
AVIATION	\$310	\$197	\$113
BRIDGES	\$538	\$165	\$373
BROADBAND	\$61	\$61	\$0
DAMS	\$185	\$20	\$166
DRINKING WATER	\$670	\$361	\$309
ENERGY	\$1,886	\$1,308	\$578
HAZARDOUS & SOLID WASTE	\$162	\$146	\$16
INLAND WATERWAYS & PORTS	\$45	\$32	\$13
LEVEES	\$97	\$7	\$91
PUBLIC PARKS	\$106	\$62	\$44
RAIL	\$145	\$113	\$32
ROADS	\$2,233	\$1,549	\$684
SCHOOLS	\$1,100	\$671	\$429
TRANSIT	\$618	\$466	\$152
WASTEWATER + STORMWATER	\$983	\$293	\$690
TOTALS	\$9,139	\$5,450	\$3,689

\$3.7
Trillion
needed

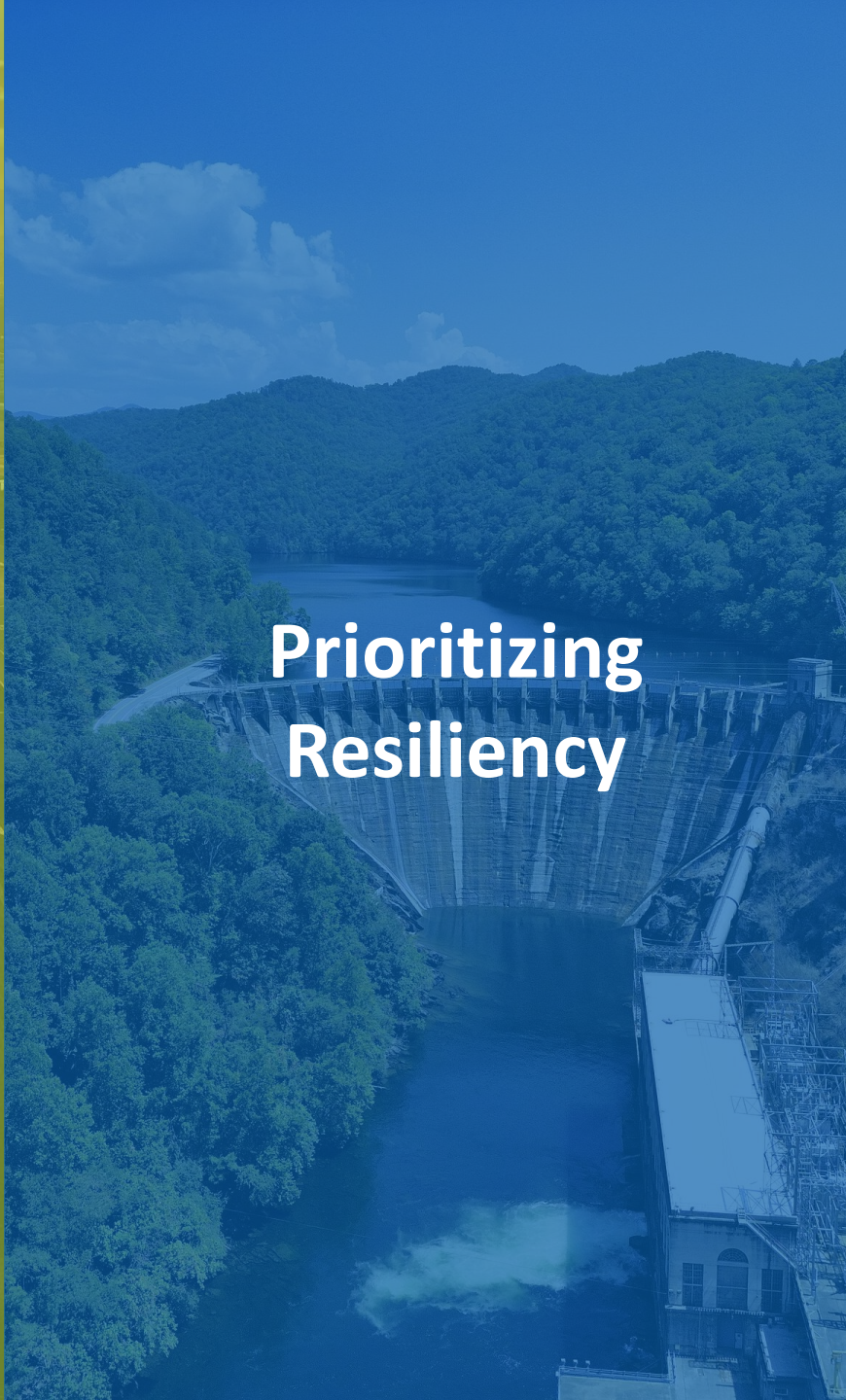


CURRENT
FUNDING

FUNDING
GAP



**Sustaining
Investment**



**Prioritizing
Resiliency**

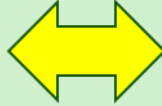
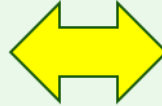


**Advancing Policy
& Innovation**

Grading Roads

2021 Grade = D

2025 Grade = D+

Criteria	Change	Why?
Capacity		The country has more than 4.1 million miles of public roadways. The average driver lost 42 hours to congestion in 2023 up from 38 hours in 2022. The IIJA has led to construction of 175,000 miles of roads.
Condition		39% of major roads are in poor or mediocre condition, which is an improvement from 43% in 2020. FHWA reported pavement with good quality improved between 2008-2018.
Funding		The IIJA represented a nearly 50% increase in highway funding, since enactment, over \$480 billion has been announced. The purchasing power of the federal fuel tax rate continues to decline.
Operations & Maintenance		Each state required to develop risk-based asset management plan to improve/preserve assets. The country will not be able to build out congestion. Life-cycle cost analysis helps transportation professionals make well informed decisions.

Grading Roads

2021 Grade = D

2025 Grade = D+

Criteria	Change	Why?
Future Need		Decades of underinvestment combined with declining fuel tax receipts and rising costs have led to staggering needs. FHWA estimates \$151.1 billion in average annual investments would be needed to fund all highway capital investments through 2038.
Public Safety		NHTSA estimates 40,990 people died in crashes in 2023. Pedestrian, bicyclists, and work zone safety deaths have all trended upward.
Resilience and Innovation		Rising temperatures, fires, flooding, erosion, and severe weather strain roadways. Many states and localities have been emphasizing strategies focused on resilience to natural and man made disasters. State and local governments have pursued emerging technologies, policies, and changes to improve safety and traffic operations.

Recommendations to Raise the Grade Roads

- Promote the frequent release of accurate and updated condition data
- Incorporate infrastructure design choices to help save lives
- Encourage states and localities to develop transportation asset management plans that incorporate asset management efforts with long-term transportation planning
- Increase funding from government and private sector partners to improve the condition and operations of the transportation system and enhance safety for all users
- Optimize capacity of the existing road network for the movement of people in coordination with the development and deployment of new technologies
- Dedicate resources to preserving a state of good repair

Grading Bridges

2021 Grade = C 2025 Grade = C

Criteria	Change	Why?
Capacity		In 2024, over 4.9 billion motor vehicles trips were taken every day. From the enactment of the IIJA through 2024, 11,445 new bridge projects were started.
Condition		Percentage of bridges rated as good, fair, or poor have remained constant between 2021 and 2024.
Funding		The IIJA provided a boost for bridges, creating the Bridge Formula Program and the Bridge Investment Program.
Operations & Maintenance		Bridges are complex structures that deteriorate at their own pace and require specific needs. Life-cycle cost analysis is a critical component of asset management.

Grading Bridges

2021 Grade = C 2025 Grade = C

Criteria	Change	Why?
Future Need		FHWA estimates replacement costs of poor National Highway System bridges total \$38.3 billion, while rehabilitation costs are \$26 billion. ARTBA estimates it would cost over \$400 billion to make all needed repairs to bridges.
Public Safety		168 million trips were taken across poor bridges every day in 2024, major bridge failures in the past couple of years loom large.
Resilience and Innovation		Extreme weather, flooding, and earthquakes are all threats to bridges. Some 22,420 bridges were found to be susceptible to overtopping. A variety of materials and techniques, including high-performance steel, stainless steel, ultra-high-performance concrete, and self-healing concrete, have been deployed to maintain the design life of bridges.

Recommendations to Raise the Grade Bridges

- Fund research into innovative technologies, materials, and construction techniques to extend and preserve the life of bridges
- Encourage states to develop multivariable prioritization formulas for the bridges in their jurisdiction
- Urge states to prioritize investing in bridges that are most critical
- Prioritize rehabilitating and preserving of bridges in fair condition
- Continue the use of traditional user fees for transportation funding
- Increase funding from all levels of government to continue bridge repair
- Determine the entire life-cycle cost of a bridge to inform smart design decisions

Benefits of Improving America's Infrastructure Grades

Rocky Moretti, TRIP

October 13, 2026



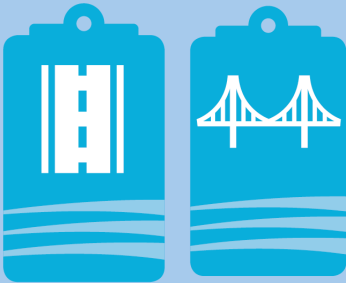
www.tripnet.org



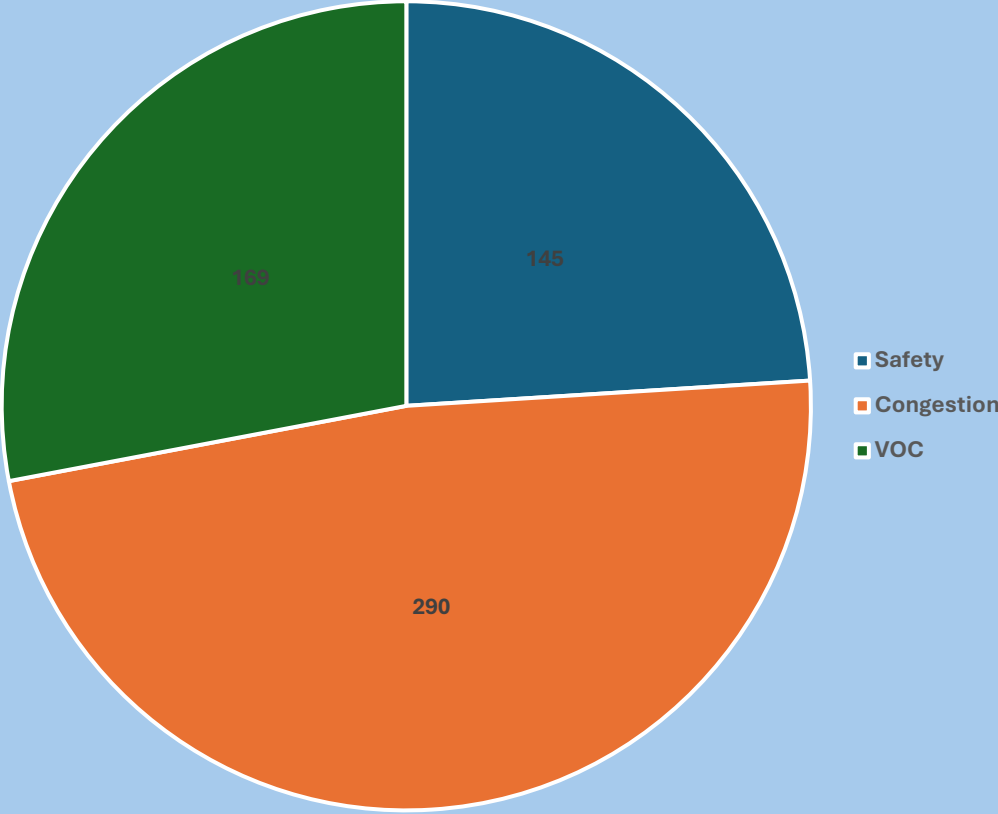
TRIP



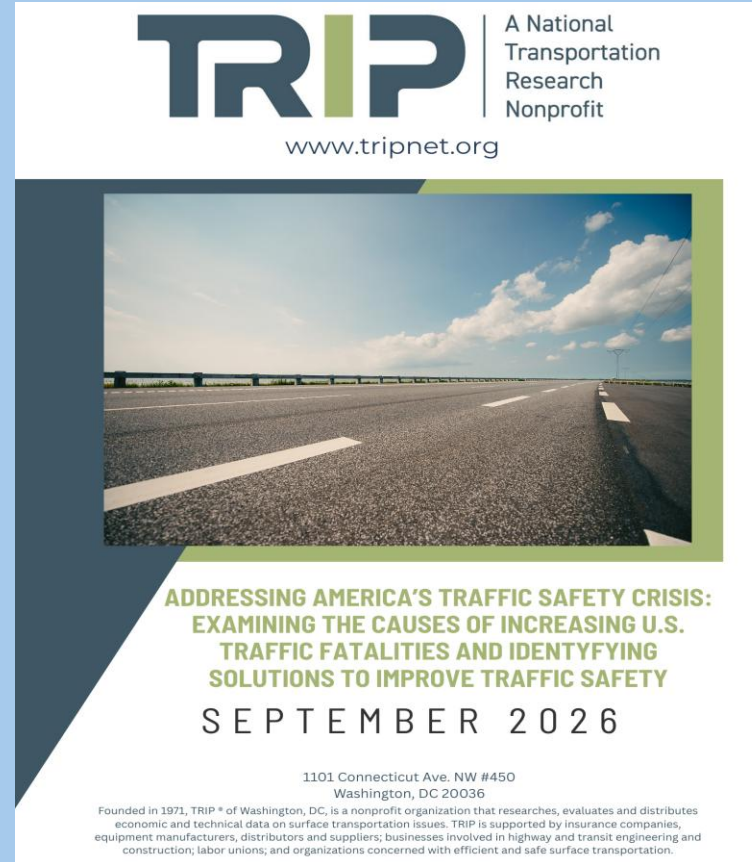
Cost of Deficient Transportation Facilities



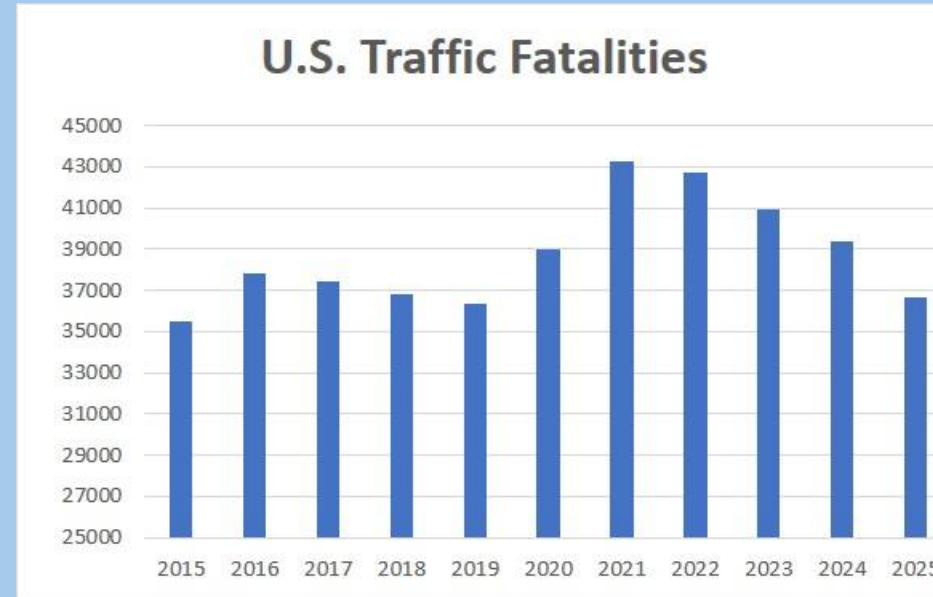
Annual Cost of Deficient Roadways: \$609 Billion



TRIP's 2026 Traffic Safety Report



TRIP 2026 Traffic Safety Report



TRIP 2026 Traffic Safety Report

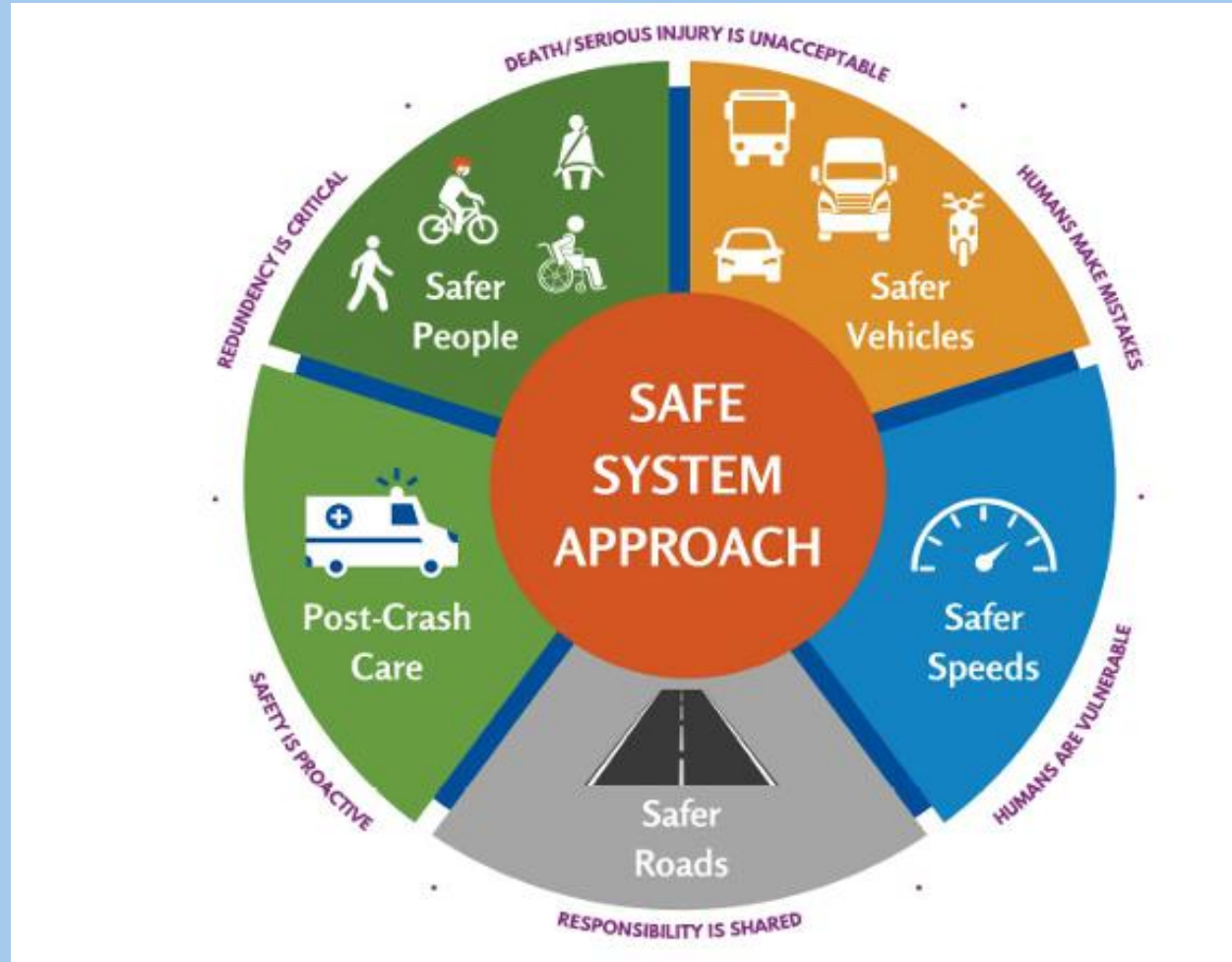


2025 Traffic Fatality Rate per 100M VMT					
1	New Mexico	1.59	11	Nevada	1.32
2	Mississippi	1.52	12	Oregon	1.29
3	South Carolina	1.51	13	Colorado	1.28
4	Arizona	1.50	14	Tennessee	1.27
5	West Virginia	1.46	15	Wyoming	1.26
6	Arkansas	1.43	16	Florida	1.24
7	Montana	1.43	17	Idaho	1.22
8	Louisiana	1.38	18	Hawaii	1.22
9	Kentucky	1.36	19	Delaware	1.21
10	Oklahoma	1.35	20	Texas	1.21
U.S. TOTAL: 1.10					

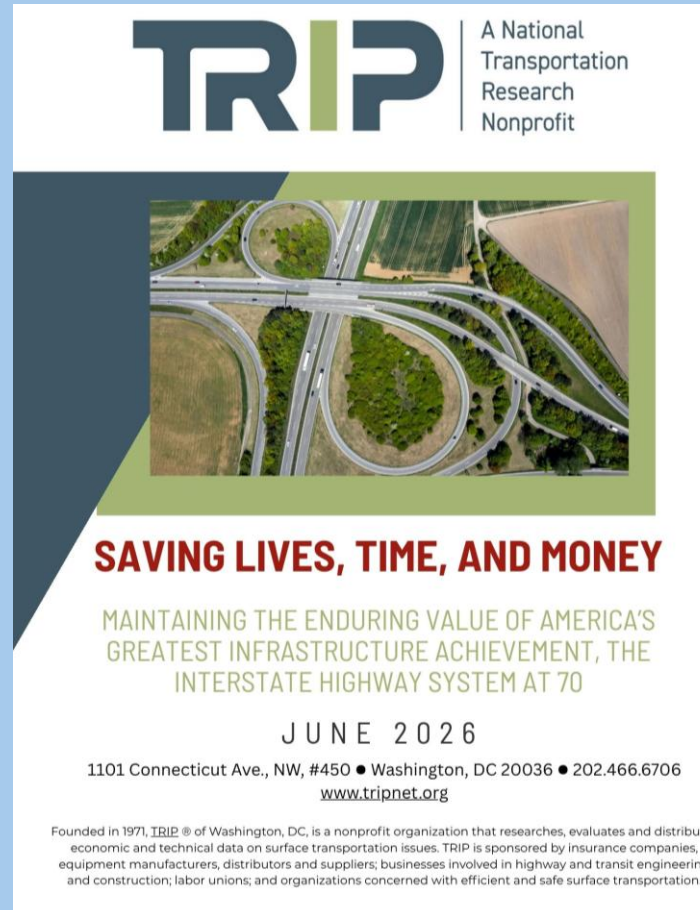
TRIP 2026 Traffic Safety Report



TRIP 2026 Traffic Safety Report



TRIP 2026 Interstate Report



Transportation Research Board 2019 Interstate Report



- Annual investment in the Interstate system needs to be increased from \$23 billion to \$57 billion.
- Growing and persistent backlog of physical and operational deficiencies as a result of age, heavy use and deferred reinvestment.
- Routine highway resurfacing/repairs resulting in diminishing returns.
- Needs include:
 - ✓ Reconstruction of most of the system
 - ✓ Modernization of most interchanges
 - ✓ Addition of capacity
 - ✓ Remediation of economic and social disruption

TRIP 2026 Interstate Report



TRIP 2026 Interstate Report



TRIP 2026 Interstate Report



TRIP 2026 Interstate Report



- Nearly 70 years after being the first state to begin construction on the Interstate highway system, Missouri is again leading the country in being the first state to commit to a full re-construction of its Interstate highway system, starting with the \$2.8 billion re-construction and expansion of Interstate 70 from St. Louis to Kansas City to three-lanes in each direction.



Saving Lives, Time and Money



Saving Texans' Lives, Time and Money:
The Impact of Increased Transportation Funding in
Providing Texas with a Smoother, Safer,
More Reliable Transportation System



TRIP | A National
Transportation
Research
Nonprofit
tripnet.org

DECEMBER 2025



Texas: Capacity Additions Reduce Congestion



	Current TTI	TTI Without Props 1 & 7
Austin	1.27	1.43
Dallas-Fort Worth	1.23	1.37
Houston	1.27	1.43
San Antonio	1.21	1.33

	Current Hours Lost to Congestion	Hours Lost to Congestion Without Props 1 & 7	Hours Saved per Household
Austin	118	165	47
Dallas-Fort Worth	110	137	27
Houston	131	169	38
San Antonio	85	123	38

Texas: Reduced Delays = Reduced Costs



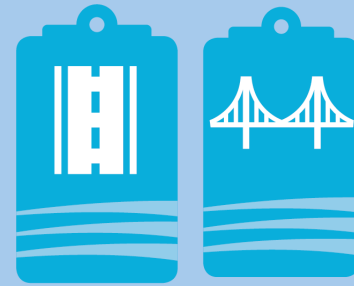
	Current Annual Congestion Cost	Congestion Cost Without Props 1 & 7	Annual Savings per Household
Austin	\$3,202	\$4,466	\$1,264
Dallas-Fort Worth	\$3,053	\$3,813	\$760
Houston	\$3,546	\$4,581	\$1,035
San Antonio	\$2,326	\$3,364	\$1,039
STATEWIDE SAVINGS			\$5.3 BILLION

Texas: Improved Safety = Lives Saved



Year	Fatality Rate per 100M VMT	Fatality Rate per 100M VMT Without Props 1 & 7 Funds	Estimated Lives Saved as a Result of Props 1 & 7 Funds
2015	1.39	1.41	52
2016	1.40	1.42	58
2017	1.36	1.39	71
2018	1.30	1.35	133
2019	1.26	1.34	240
2020	1.49	1.69	525
2021	1.58	1.84	725
2022	1.55	1.83	784
2023	1.45	1.78	977
TOTAL LIVES SAVED			3,565

Annual Benefit of Texas' Recent Highway Investment



	ANNUAL SAVINGS PER HOUSEHOLD AS A RESULT OF INCREASED TRANSPORTATION INVESTMENT				
	PAVEMENT	BRIDGES	CONGESTION	SAFETY	Total Annual Savings
Austin	\$ 151	\$ 58	\$ 1,264	\$ 828	\$ 2,301
Dallas-Fort Worth	\$ 327	\$ 58	\$ 760	\$ 828	\$ 1,973
Houston	\$ 343	\$ 58	\$ 1,035	\$ 828	\$ 2,264
San Antonio	\$ 282	\$ 58	\$ 1,039	\$ 828	\$ 2,207
All Other Texas Households	\$ 266	\$ 58	N/A	\$ 828	\$ 1,152
Total Savings per Household	\$2.9 Billion	\$648 Million	\$5.3 Billion	\$9.3 Billion	\$18.1 Billion

Highway Construction Inflation Slowing Progress



AN ENGINEERING,
CONSULTING AND
CONSTRUCTION FIRM



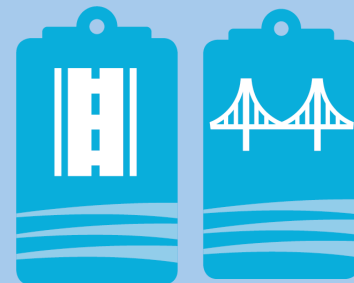
A National
Transportation
Research
Nonprofit



Final Thoughts



- Americans are paying the price for roadways that are deteriorated, congested and lacking in safety features.
- Aging roads, highways and bridges increasingly will need comprehensive re-construction or replacement.
- Nation's traffic safety crisis demands unprecedented response.
- Current funding mechanisms are inadequate to meet demand.
- Adequate transportation investment can save lives, time and money.



Rocky Moretti

Director of Policy & Research

202.262.0174 (cell)

Moretti@tripnet.org

www.tripnet.org

Scan with your phone



AN ENGINEERING,
CONSULTING AND
CONSTRUCTION FIRM



A National
Transportation
Research
Nonprofit





NORTH CAROLINA
Department of Transportation

ASCE Making the Grade: Roads/Bridges Webinar

Chief Engineer

Patrick A. Norman, PE

October 13, 2026

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

NCDOT Pavement Conditions

Condition Projections (next 7 years)

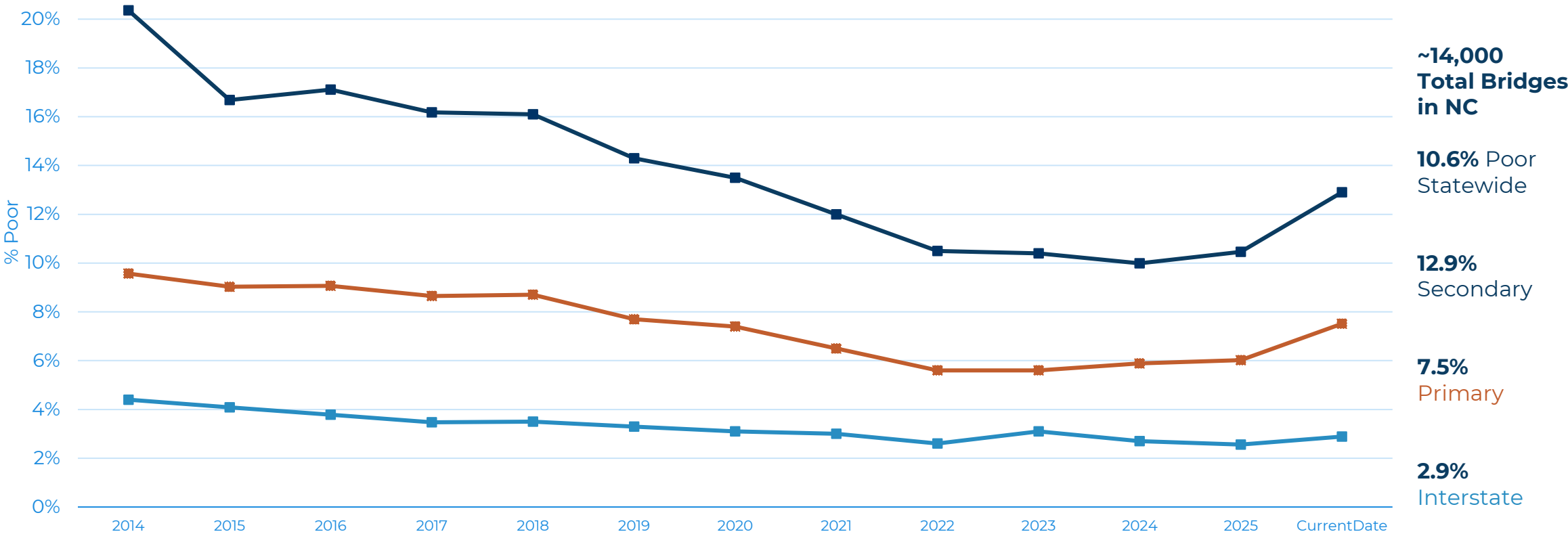
Percent Good, Fair, Poor 7 Year Projection											
Primary System				Secondary System				Statewide			
	Good	Fair	Poor		Good	Fair	Poor		Good	Fair	Poor
2026	71.2%	24.2%	4.6%	2026	68.9%	26.9%	4.2%	2026	69.4%	26.3%	4.3%
2027	72.8%	21.8%	5.4%	2027	69.3%	25.7%	5.0%	2027	70.0%	24.8%	5.1%
2028	74.1%	19.8%	6.2%	2028	69.7%	24.4%	5.9%	2028	70.6%	23.5%	5.9%
2029	76.0%	17.7%	6.3%	2029	70.0%	23.3%	6.7%	2029	71.3%	22.1%	6.6%
2030	77.9%	15.0%	7.1%	2030	70.6%	22.0%	7.4%	2030	72.2%	20.4%	7.4%
2031	79.1%	14.6%	6.3%	2031	71.1%	21.2%	7.7%	2031	72.6%	19.9%	7.5%
2032	80.5%	12.4%	7.0%	2032	70.4%	22.4%	7.3%	2032	72.5%	20.3%	7.2%

Contract Resurfacing & Pavement Preservation Need vs. Appropriation

FY	Mopar Report Year	Resurfacing Need (From MOPAR)	Resurfacing Appropriation	Preservation Need (From MOPAR)	Preservation Appropriation
2027	2024	\$966,000,000	\$631,189,041	\$128,000,000	\$87,211,281
2026	2024	\$840,000,000	\$630,000,000	\$147,000,000	\$85,800,267
2025	2022	\$805,000,000	\$630,000,000	\$192,000,000	\$85,800,267
2024	2022	\$805,000,000	\$600,000,000	\$192,000,000	\$85,800,267
2023	2020	\$640,000,000	\$570,599,527	\$182,000,000	\$85,358,348
2022	2020	\$640,000,000	\$570,599,527	\$182,000,000	\$85,358,348
2021	2018	\$519,000,000	\$558,674,899	\$110,000,000	\$85,358,348
2020	2018	\$519,000,000	\$513,117,028	\$110,000,000	\$92,969,597

NCDOT Bridge Conditions

Poor Condition Bridges



State and Federal Bridge Programs

State Bridge Program

- \$330M for Replacements
 - \$200M (Highway Fund Bridge Statewide - Interstate and Primary)
 - \$130M (Highway Fund Bridge Division – Secondary)
- ~\$85M for Bridge Preservation
 - \$50M Central (High Value Bridge Program)
 - \$35M Division (Other)

Federal Bridge Program

- ~\$150M for Replacements/Rehab (State Transportation Improvement Program)

Bridge Program Replacements Needs FY 2027 – FY 2031

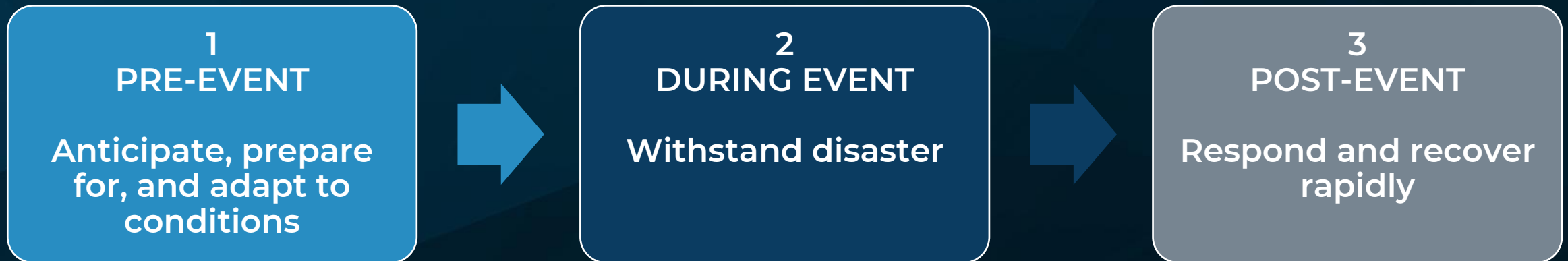
Year	Interstate (\$M)	Primary (\$M)	Secondary (\$M)	Total
2027	\$114	\$272	\$336	\$722
2028	\$116	\$278	\$343	\$737
2029	\$119	\$283	\$350	\$752
2030	\$121	\$289	\$357	\$767
2031	\$123	\$295	\$364	\$782
Total	\$592	\$1,417	\$1,751	\$3,760

Innovation, Risk and Resilience from Helene Recovery

What is Resilience?

“Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”

(FHWA – 2019 & NCDOT Resilience Policy- September 27, 2021)



NCDOT Infrastructure Helene Damage Summary



9,400
damage sites

- 1,400 roads closed
- 5,000 miles of state-maintained road



846
bridges damaged

- 679 state-maintained bridges
- 167 state-maintained bridges need replacement (most completely destroyed)

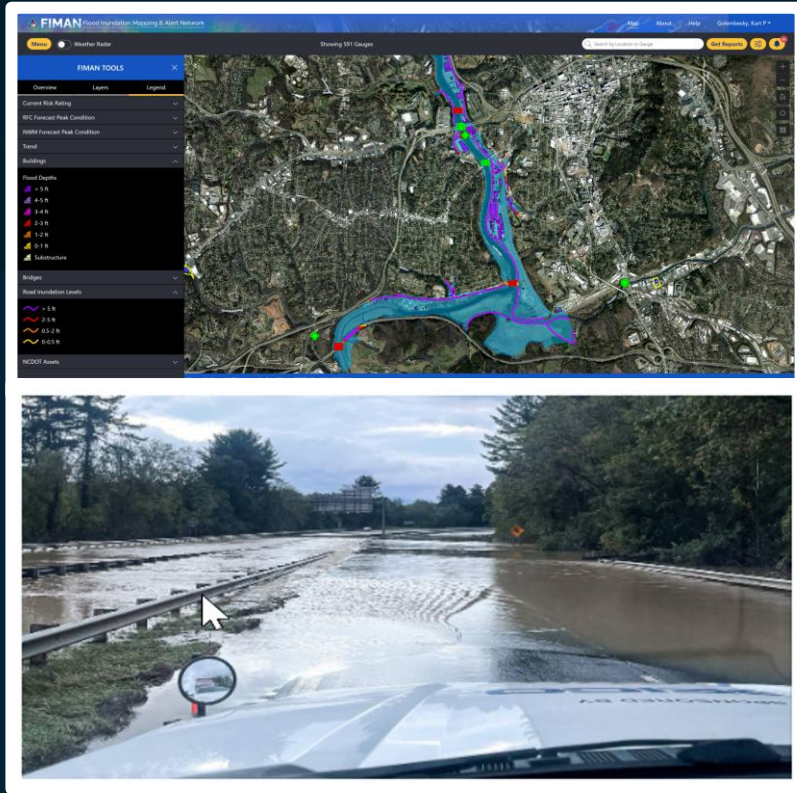


1,500
culvert pipes
damaged



\$5.8
billion
damages to
state roads

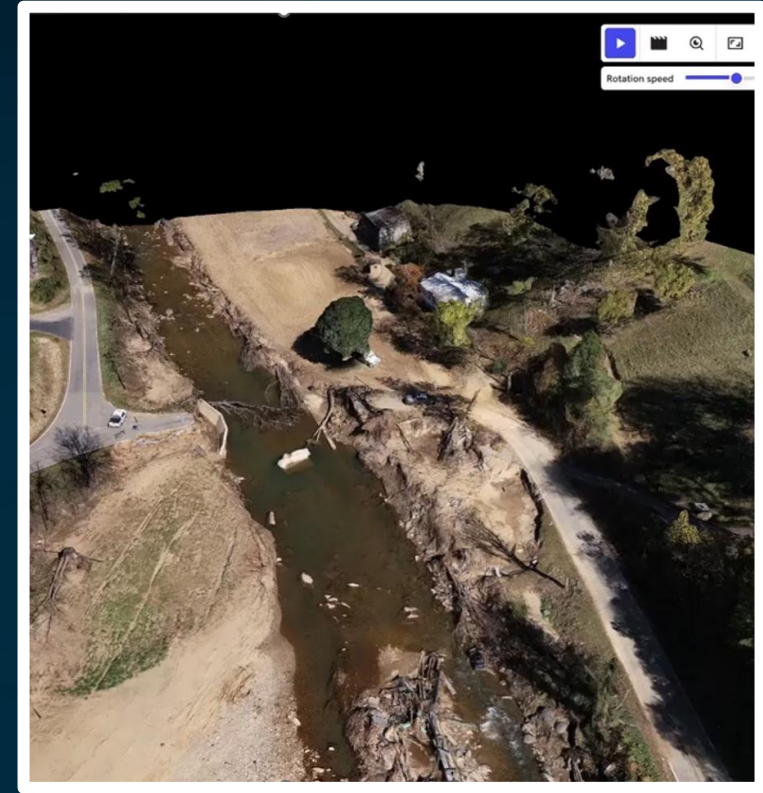
Innovating in Response



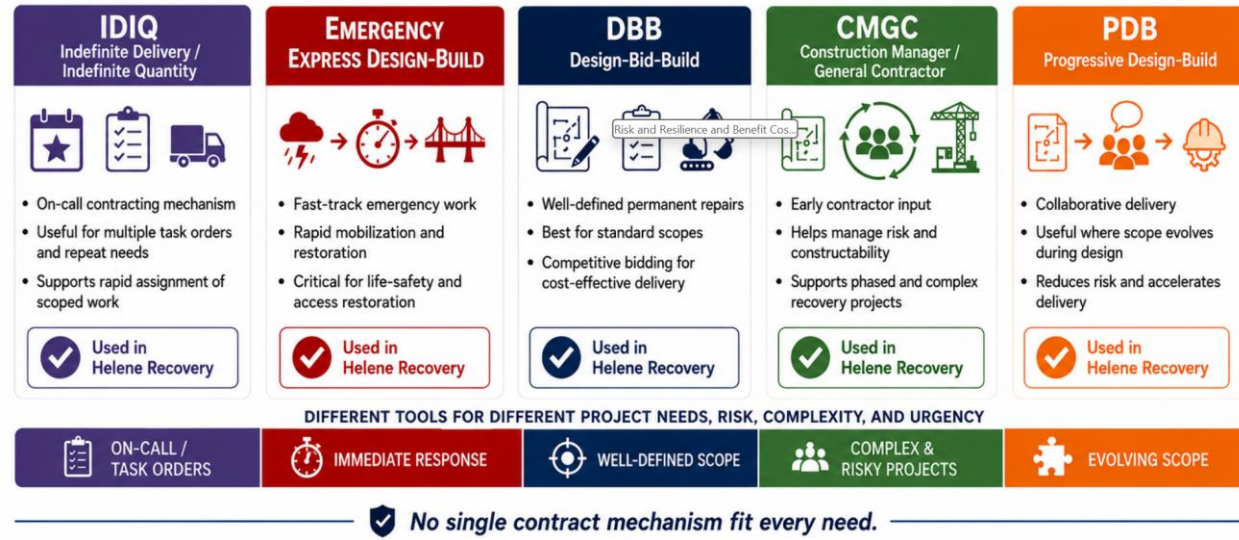
Flood Warning System



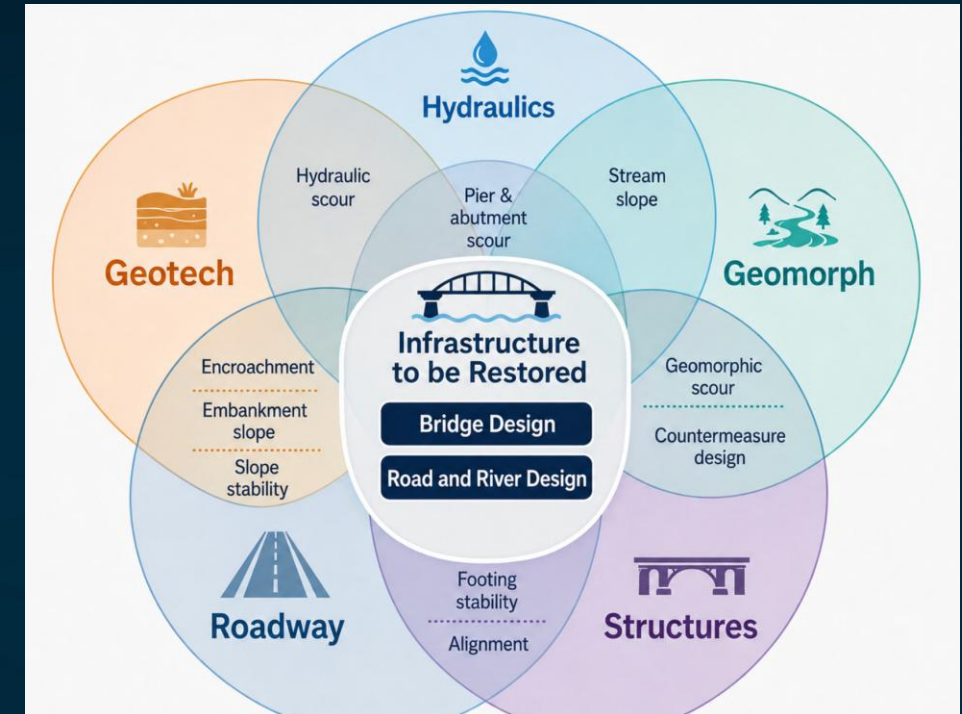
Railcar Bridges



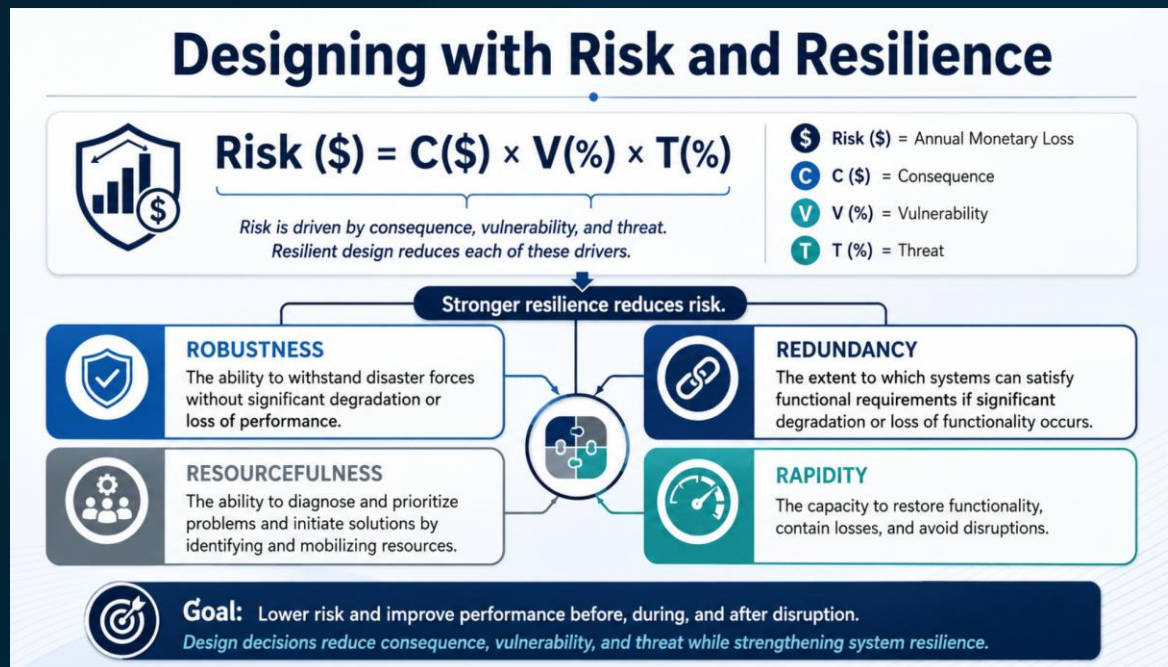
Drone Deploy



Innovating in Recovery



Multiple Contract Delivery Methods

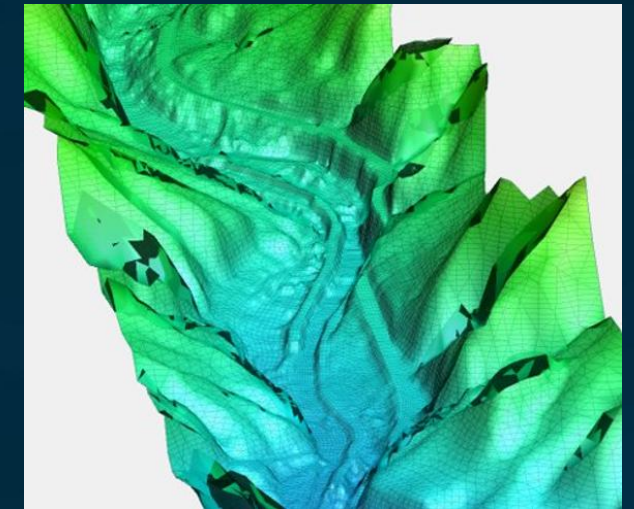
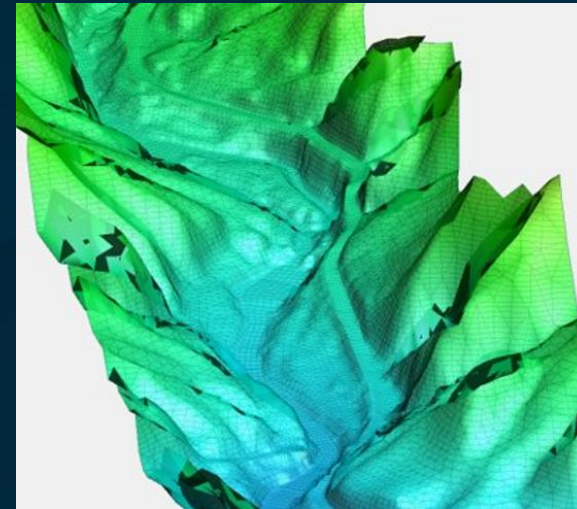
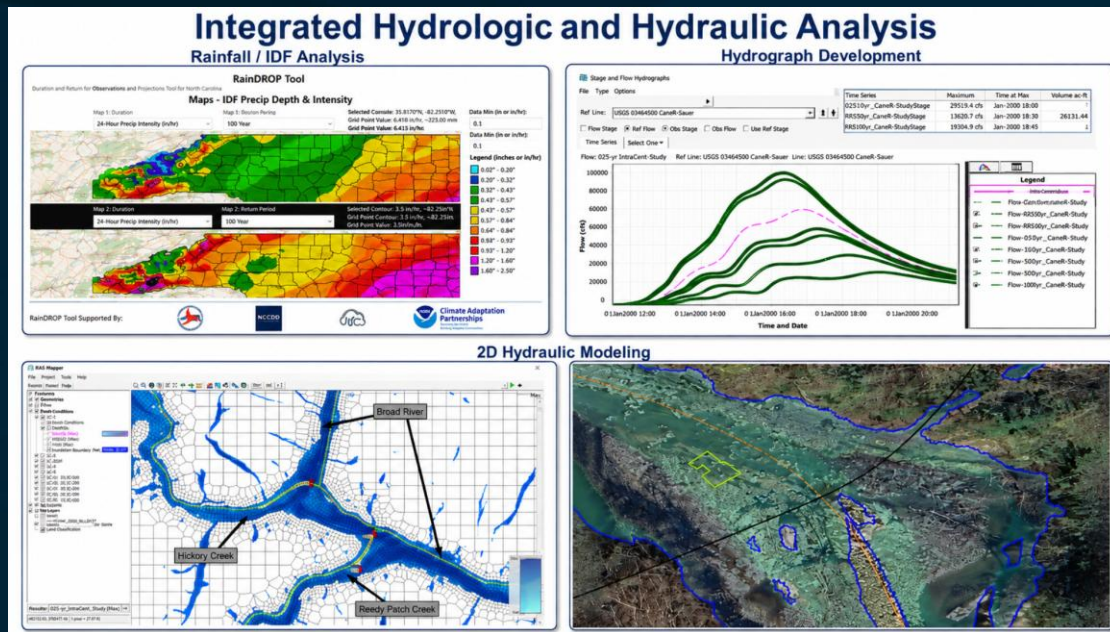


Multi Disciplined Teams

Risk and Resilience Design Approach: I-40 vs Corridor Projects

Resilient Design

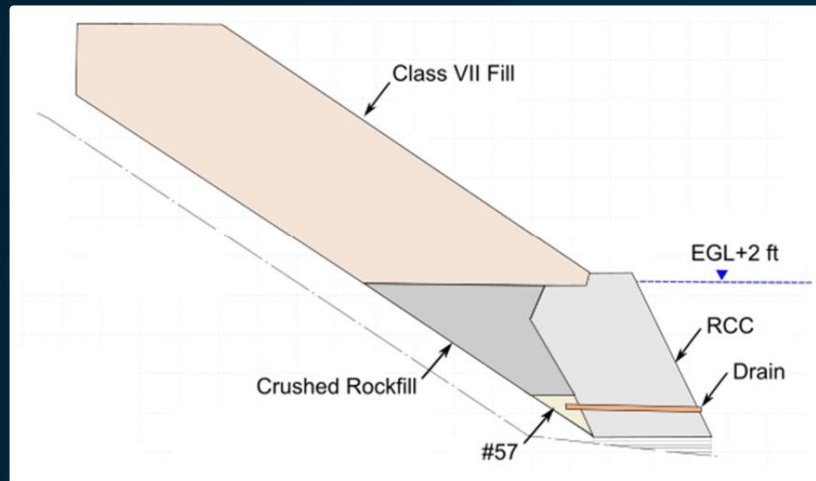
- Rain on Grid Hydrology
- LIDAR based - 2D Modeling
- Advanced risk-based resilient design and optimized roadway and river corridor solutions.



From US74 Broad River model, just upstream of Chimney Rock

I-40 Design

- High Criticality
- Extreme Environment
- History of failure
- Robust Design



Other 7 Major Corridors

- 3R Design Concept
- Restore
- Risk-Based Design
- Preserve Service Life

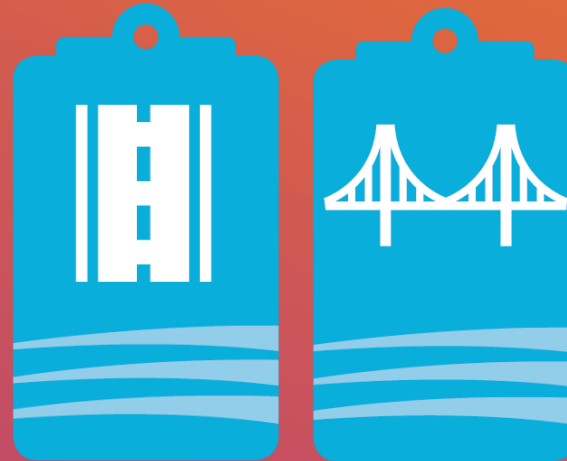




Transportation Market Trends

— *Do More for Less*

— *Replacing Aged Bridges*



Erick Fry, PE

October 13, 2026

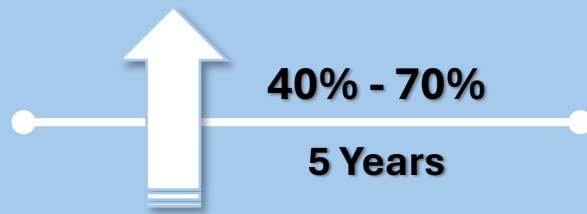


Do More for Less

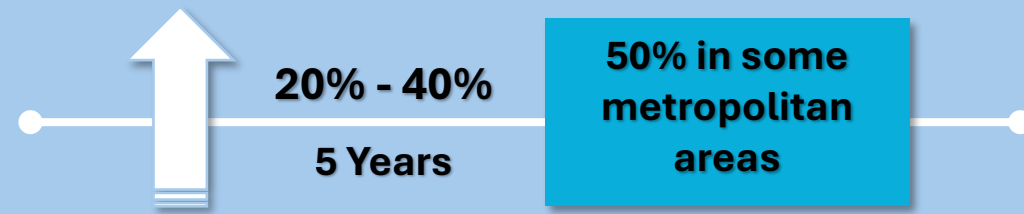


Adding Capacity and Improving Safety while Reducing Costs

Inflation of Construction Costs of Transportation Projects



Cost of Land/Right of Way for Transportation Projects

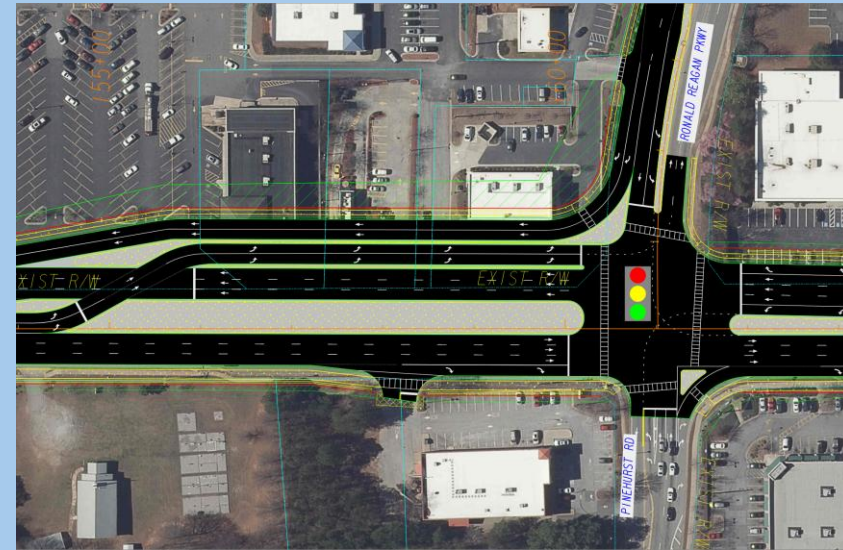


Resources/Staff – Cost of Design for Transportation Projects

Do More for Less

SR124/Scenic Hwy Widening 2 to 3 lanes

- Design Solutions
 - Reduce R/W – Utilize right turn lanes
 - Displaced Left vs full Interchange
 - No-build - Open Year LOS E/F (Delay 68/116),
 - DL -\$15M Proposed LOS D (Delay 35 sec), ROW \$5M
 - Full Int - \$80M Proposed LOS C (Delay 17 sec), ROW \$25M
 - Median U-turns and R-Cuts
 - Eliminate Signals
 - Pedestrian Facilities Upgrade
 - Bike and Ped accommodations
 - Bus Accommodations
 - Pre-emption for signals



Do More for Less

I-95 @ Pooler Pkwy/Airways Ave.

- Design Solutions
 - Diverging Diamond Interchange
 - Full Interchange - \$99.2M, LOS C/D
 - Partial Cloverleaf - \$71.7M, LOS E/D
 - DDI - \$40M, LOS C/D
 - Displaced Left/Triple Left
 - Pedestrian accommodations



Do More for Less

Safe Systems Approach



Traditional

Prevent crashes →

Improve human behavior →

Control speeding →

Individuals are responsible →

React based on crash history →

Single layer approach →

Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

Reduce risk

Share responsibility

Proactively identify and address risks

Redundancy is critical

Do More for Less

Safe Systems Approach

- Separate Users in Space
- Separate Users in Time
- Redundancy + Anticipation
- Increase Awareness/Attentiveness
- Reduce Speeds
- Reduce Risks



Do More for Less

Safe Systems Approach

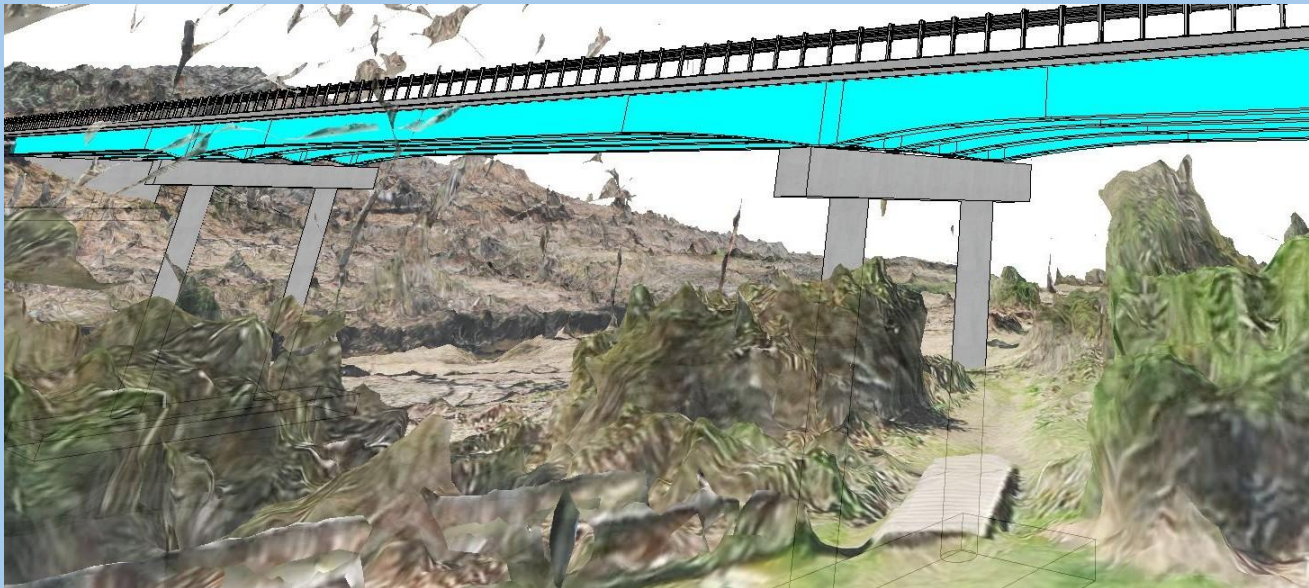
- Nolensville Safety Audit
- 12th South Traffic Calming
- Demonbreun Bikeway
- Vanderbilt University



Replacing Aged Infrastructure

Hartford County, Maryland – Madonna Road over Deer Creek Bridge Replacement

- **Bentley OpenRoads Designer, and OpenBridge Modeler**



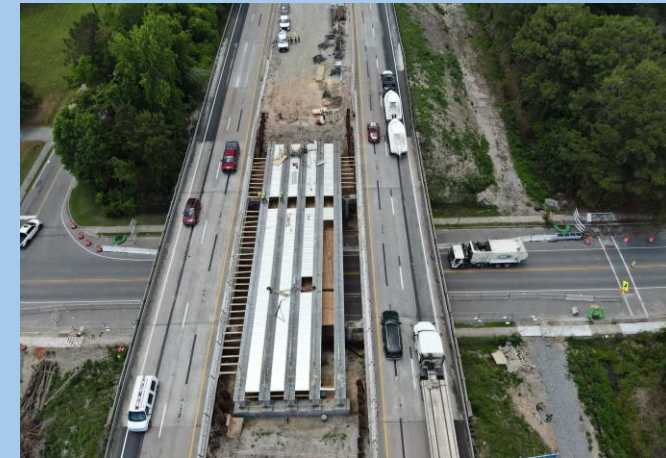
Replacing Aged Infrastructure

South Carolina Expedited Bridges

\$80M (PE only) over three years

GOAL - Plans prepared and ready for construction in 15 months

- KCI has several assignments under contract
 - S-222 over Twelve Mile Creek – Pickens County S-76 over Little Horse Creek – Cherokee County
 - S-45 over Rocky Creek – Chesterfield County
 - US 17A over S-1 and CSX Railroad – Hampton County
 - US 521 SB over CSX Railroad – Lancaster County
- I-95 Widening (GA State line north)
 - Widen I-95 from 4 lanes to 6 lanes
 - Replace all mainline bridges to 8 lanes (4 in each direction)
 - Bridges meet SCDOT Seismic Design Specifications



Roads & Bridges

Operating and Maintaining Critical Infrastructure

Webber Infrastructure Management



Paul Staton | October 13, 2026



Infrastructure Portfolio at a Glance



46 performance-based maintenance contracts

16,000+ lane miles of roadway

2,000+ fixed bridges

29 movable bridges

6,000+ ancillary structures

26 tunnels

1,121 People

71 White Collar Canada

237 White Collar US

298 Blue Collar Canada

495 Blue Collar US

17 Intern Canada

3 Intern US

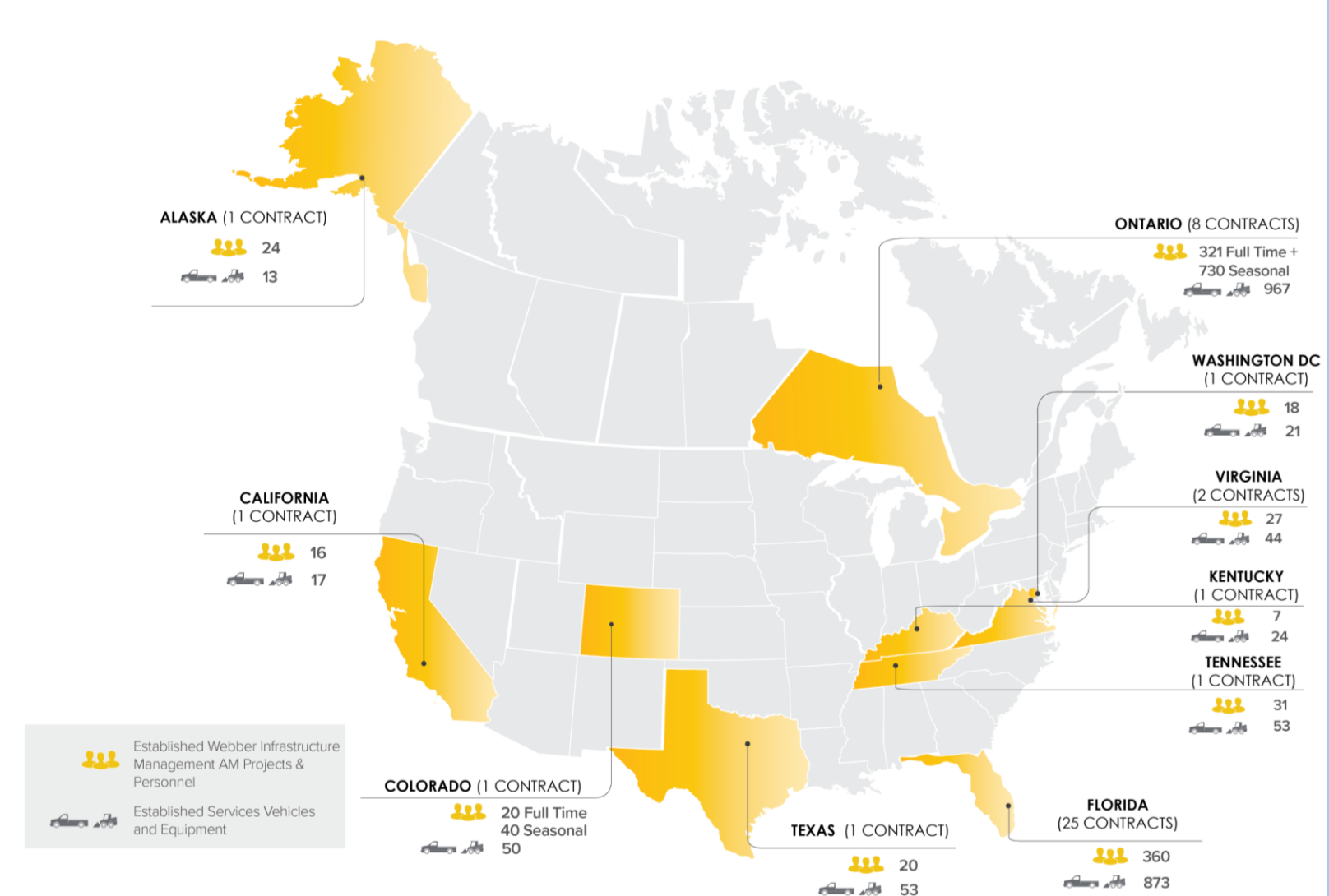
854 Seasonal People

814 Canada

40 US

1,975 Total Annual People

North American Operating Footprint



Always Safe, Always Ready



If it's not safe, we stop!

Learning From Recent Events



Staunton
TMA Strike

Learning From Recent Events: U.S.



Nashville R3 South HiPO

April 20, 2026

I-24 TN

EE working first night in the
field was struck by Asphalt
Roller



Recent Incident - Canada



**Sidewalk Equipment Roll Over -
Ottawa**

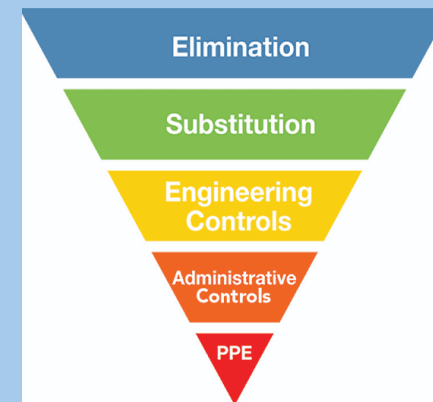


Current Safety Initiatives



Recently implemented positive initiatives:

- Continuous Improvement Matrix
- Enhanced incident reviews of all incidents by Executive Leadership
- Expanded orientation requirements
- Critical Risk Guide
- SIF Prevention Training
- Life Saving Control training and implementation
 - STKY Awareness
- Energy Wheel education



The cumulative impact is being realized across the Infra business through field engagement, increased risk awareness, and improved safety performance.

Safety Innovation on the Horizon



TTC/MOT - Practical training during onboarding/orientation.

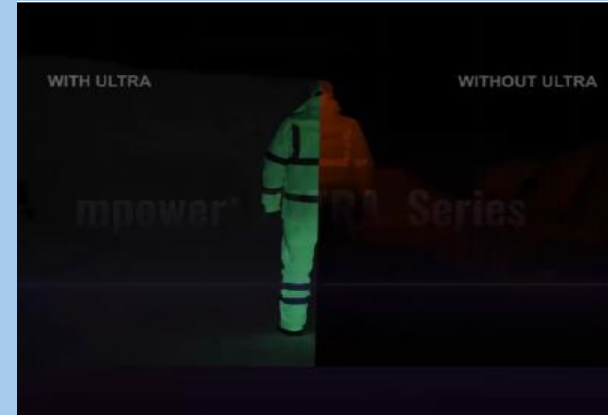
Equipment – Synchronized variable/intensity UV fleet lighting

Connected Vehicle Space

Equipment - Level 8 Collision Avoidance System on (GKD 360 AI)

Equipment - Qualification and verification of operators

Safety Commitment Campaign



Culture in Motion



Making a Difference



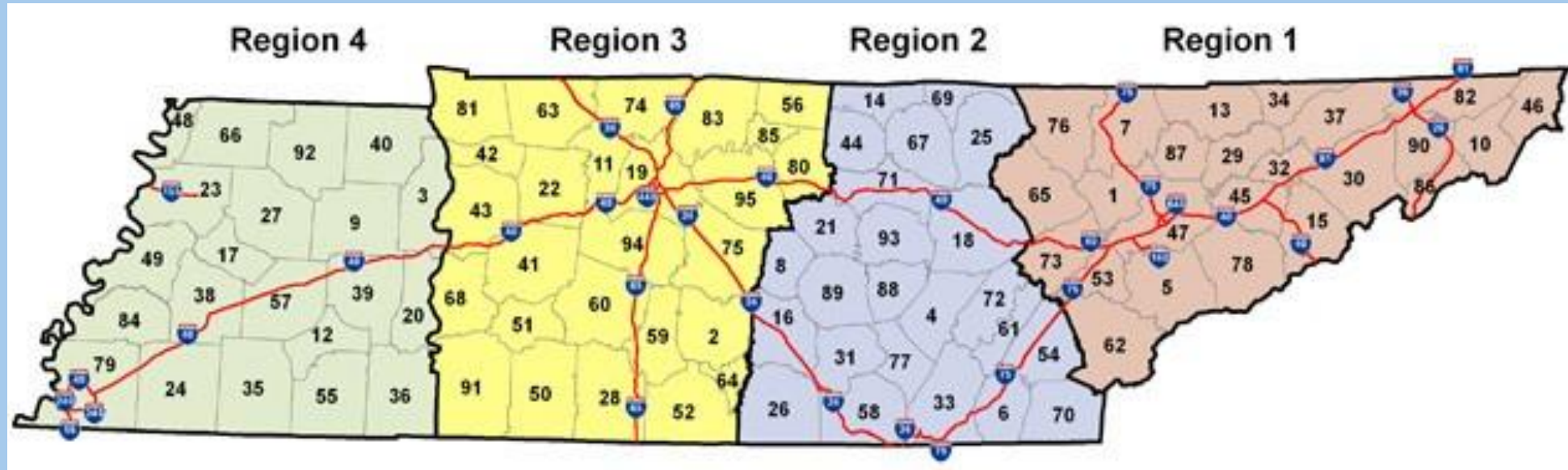
2025/2026 Winter Weather Season
+\$45M Salt
+300,000 Tons Salt



Case Study Tennessee DOT



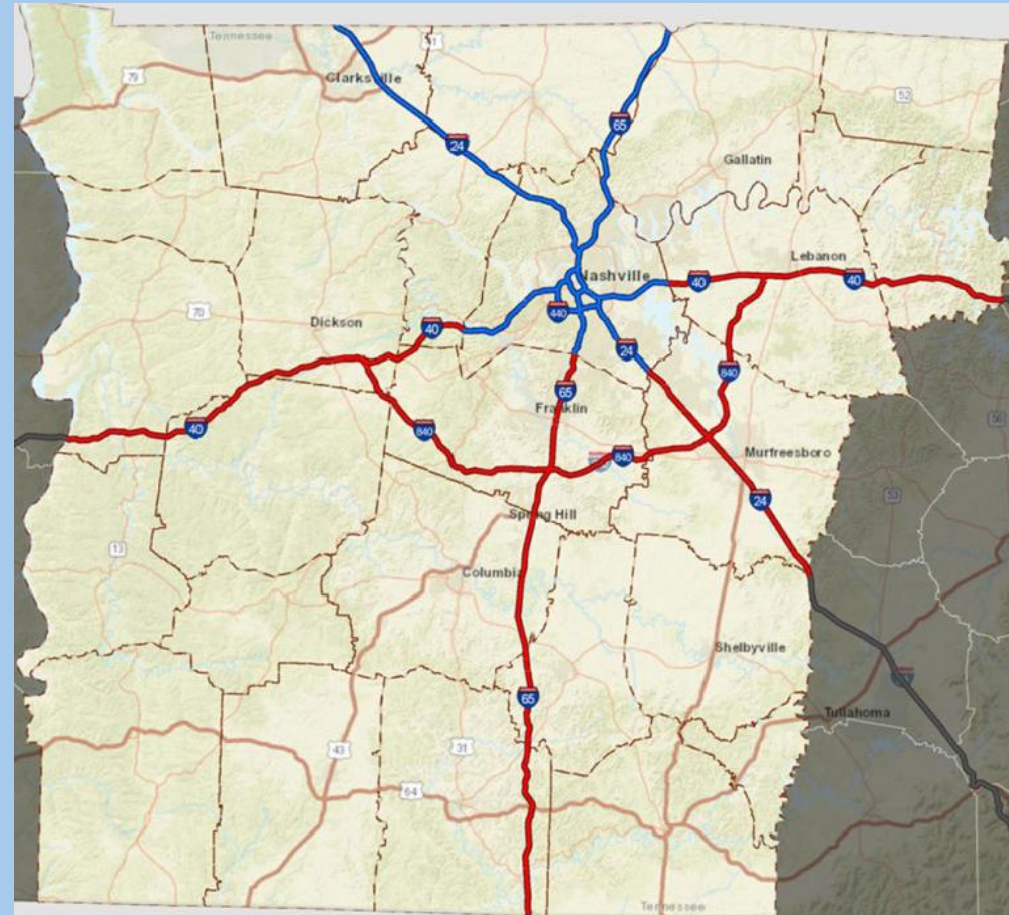
TN DOT Regions



Case Study Tennessee DOT



- **Owner/Client:** Tennessee Department of Transportation, Region 3
- **Contract:** 5-years + two 2-year renewals
 - Go-Live: April 24, 2024
- **\$13 million** for Year 1
 - \$10.5 million per year (base)
 - \$1.4 million (phased)
 - \$1.1 million (mobilization)
- **\$11 million** for Year 2 (base only)
- Annual CPI adjustment in January



Case Study Tennessee DOT

Introduction and Project Overview



Scope of Work

- **Base contract:** routine maintenance for 287 centerline miles (1,393 lane miles) of high-speed interstate highway
 - 82 miles of urban roadway
- **Phased maintenance:**
 - Shoulder drop-off (one year)
 - Drainage structures (six months)
 - Paved ditches (extended to one year)
 - Signs (six months)
 - Drainage inlets (six months)
- **T&M:**
 - Tier 2 paving (<30 tons), May 2025 change order
 - ~~Tier 3 paving (more than 30 tons)~~
 - Additional sweeping, mowing, and litter
- **Maintenance:**
 - Highway, drainage, structures, guardrail, roadside, vegetation across a 12-county area
 - Self-reporting (inspections)
 - Exclusions: snow/ice, pavement markings, lighting, ITS, sweeping on bridges
 - Typical shifts: 7:30AM to 4:00PM, Mon-Fri
- **Incident response:**
 - 24/7 responsibility – 12 to 27 incidents per month (not including high-priority emergency maintenance tasks)
 - 1-hour response time
 - Incident clean-up, queue trucks
- **Partnership (Emergency Management):**
 - Winter Weather
 - Hurricanes
 - Tornado Response



PBMI CHARACTERISTICS

- Brush and Trees
- Control Access Fence
- Curb and Gutter
- Front/Back Slope
- Glare Screen
- Graffiti
- Ground Signs & Overhead Signs
- Guardrail / Cable Rail / Concrete Barrier
- Illicit Discharge
- Impact Attenuators
- Inlets
- Lateral and Outfall Ditches (Unpaved Ditches)
- Miscellaneous Drainage Structures
- Mowing
- Noise Walls and Retaining Walls

- Object Markers and Delineators
- Paved Lanes - Asphalt
- Paved Lanes - Concrete
- Paved Shoulders (Rigid or Flexible)
- Pavement Markings
- Pipes
- Retaining and MSE Walls
- Roadway Sweeping
- Sign Hardware
- Sign Support
- Sign Visibility
- Turf
- Unpaved Shoulder Edge
- Words and Symbols

Each characteristic is evaluated against the individual target score of 70.



AN ENGINEERING,
CONSULTING AND
CONSTRUCTION FIRM



A National
Transportation
Research
Nonprofit



Tennessee DOT | Performance Progression

Baseline-to-latest view across major asset groups

Target Overall 80 Element Group 75



Scores	BASELINE	Aug-24	Nov-24	Feb-25	May-25	Aug-25	Nov-25	May-26	Aug-27
Overall	73.71	87.00	88.43	81.25	91.28	93.34	88.75	93.06	93.57
Roadside	83.15	84.98	88.38	87.52	92.73	92.63	90.21	91.87	92.39
Drainage Structures	56.12	81.01	76.66	65.84	89.66	93.62	83.40	94.46	92.54
Paved Lanes	81.53	84.93	89.23	87.29	92.10	95.05	91.12	92.96	95.92
Traffic	64.86	92.56	95.50	84.10	87.22	97.64	97.54	97.60	97.91
Unpaved Shoulders and Ditches	67.54	93.73	92.10	79.84	95.88	84.73	78.13	86.66	85.66

TOTAL SCORE

73.71 → 93.57

+19.86 pts

DRAINAGE STRUCTURES

56.12 → 92.54

+36.42 pts

TRAFFIC

64.86 → 97.91

+33.05 pts

The summary table establishes the overall trend; the following slides highlight total-score progression and highest-gain asset groups.

PBMI performance improved materially from baseline Overall Score



Total score progression through May 2026, the latest completed period before the future-dated column

BASELINE

73.71

CURRENT | MAY 2026

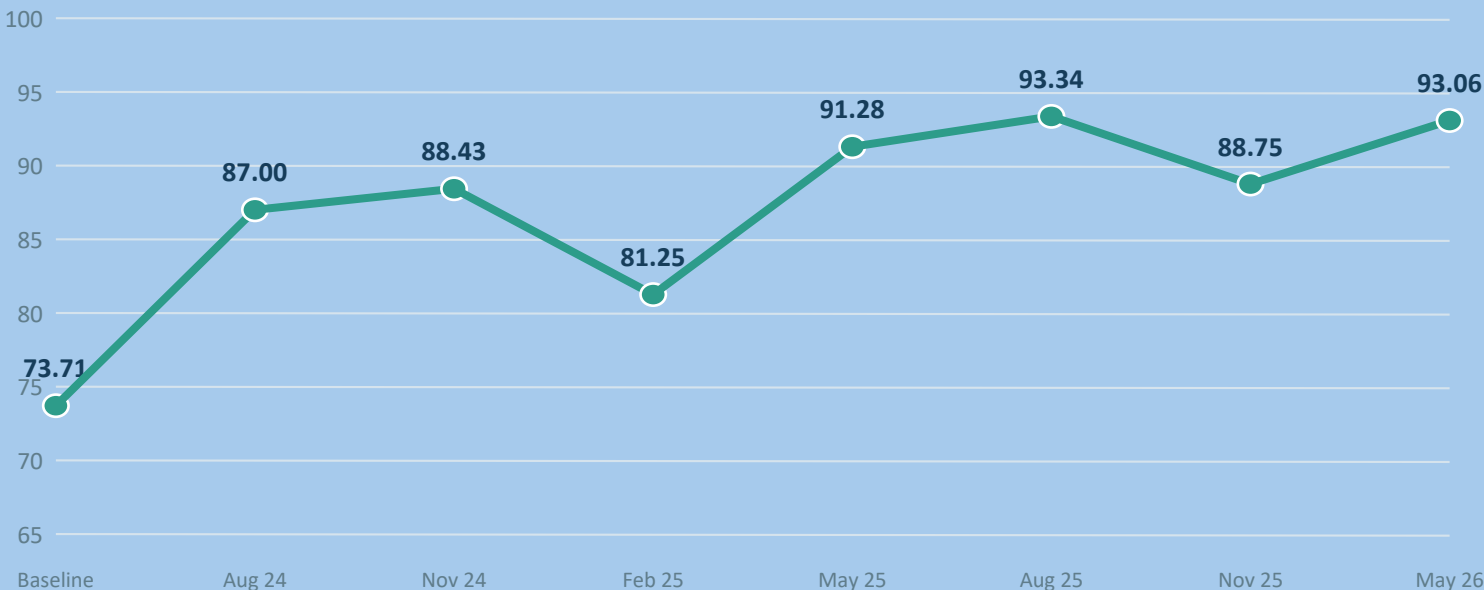
93.06

IMPROVEMENT

+19.35 pts

ABOVE 80 MINIMUM

+13.06 pts



What the trend shows

- Total score increased from 73.71 to 93.06.
- The current score is 26% higher than baseline.
- Every scored period after baseline remained above the 80-point project minimum.

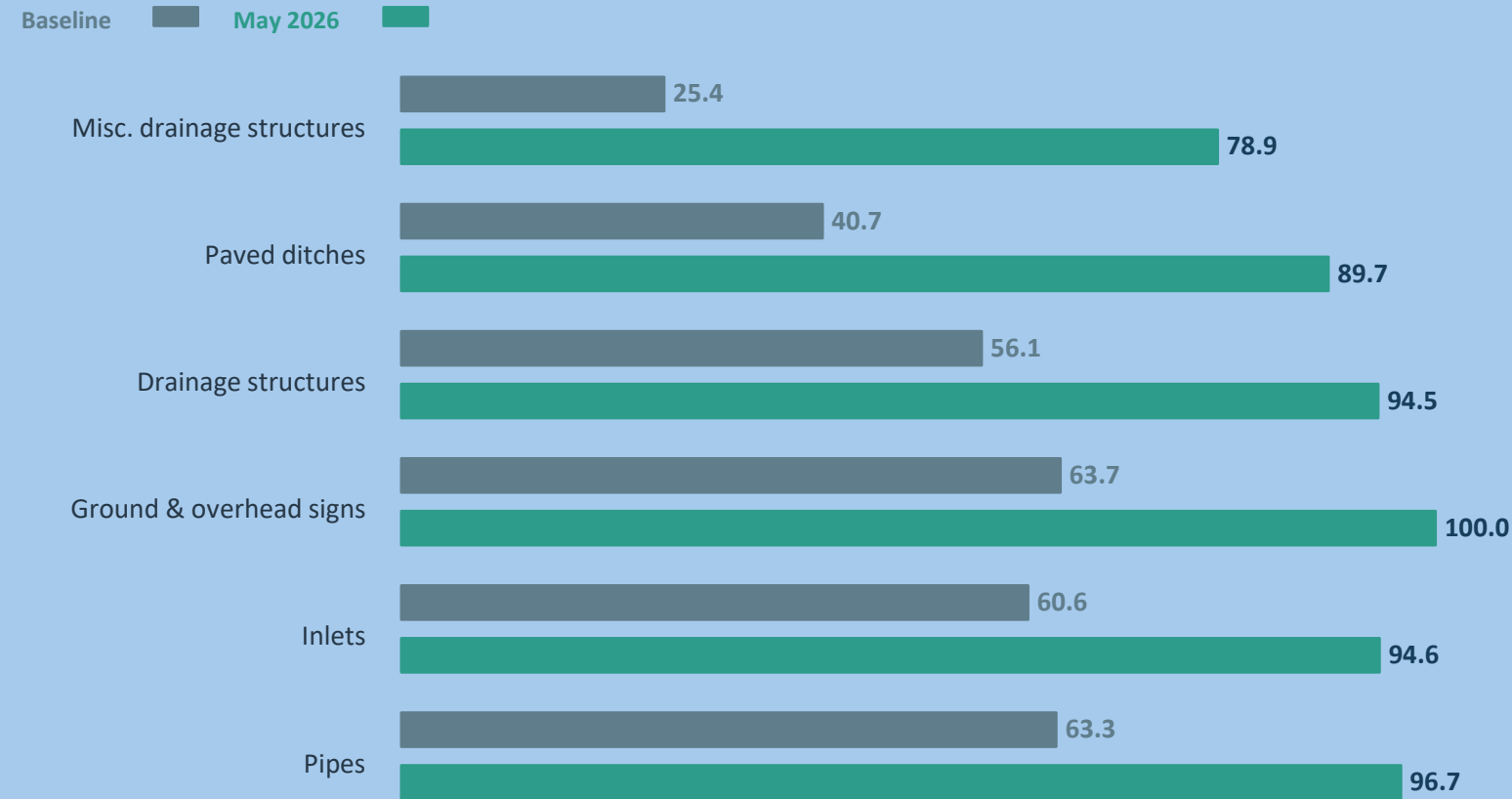
Sustained improvement

Source: PB2402 PBMI Scores (working) 1.xlsx | Side-by-side tab

The strongest gains were in historically low-scoring characteristics



Baseline compared with May 2026 for selected elements with measurable baseline scores



Point improvement

Misc. drainage structures **+53.5**

Paved ditches **+48.9**

Drainage structures **+38.3**

Ground & overhead signs **+36.3**

Inlets **+34.0**

Pipes **+33.3**

All six improved ≥ 33 pts

Source: PB2402 PBMI Scores (working) 1.xlsx | Side-by-side tab



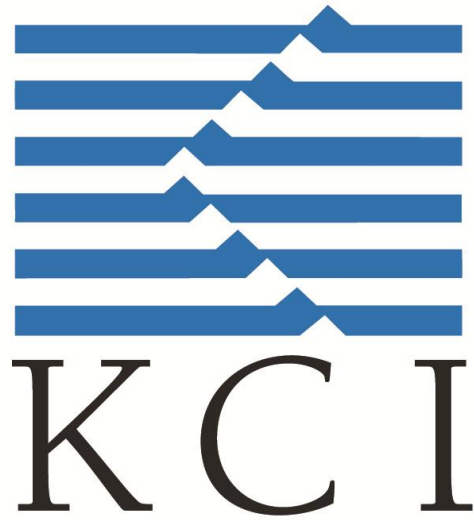
Thank You!



Questions?



Thank you to today's sponsor!



**AN ENGINEERING,
CONSULTING AND
CONSTRUCTION FIRM**



Find more details, please visit InfrastructureReportCard.org.