



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Local Government Section
Transportation Building
355 Capitol St. NE, Room 326
Salem, Oregon 97301

April 14, 2009

Affected Local Governments

**RE: Pavement Preservation Project Guidelines for Local Governments
under the American Recovery and Reinvestment Act (ARRA) of 2009**

The primary goal for pavement preservation projects is to preserve existing pavements that are in "fair or better" condition. An expectation for a pavement preservation project is to shorten the timeline between project identification and delivery. ODOT has adopted Technical Services Bulletin TSB09-01(B) as a basis for its pavement preservation (1R) program on state highways. At this time a 1R program has not been developed for roads and streets under the jurisdiction of cities and counties. This document provides interim guidance to local agency's to allow the use of ARRA funding on pavement preservation projects. Listed below are the requirements and guidelines for implementing pavement preservation projects:

- An overlay shall be limited to the confines of the existing pavement edges. Increasing the existing pavement width is not allowed.
- Pavement preservation standards allow for the pavement overlay or inlay depth to be 2" to 3". The 3" lift will only be allowed if it is specified in the pavement design. Three-inch lifts allow the use of $\frac{3}{4}$ " HMA, where deemed suitable by the pavement designer.
- The existing surface shall be rated "fair or better" with no evidence of significant structural deficiencies. A pavement design life of eight years is the goal for pavement preservation projects. The pavement designer may look at a shorter design life depending upon the situation. A design life of less than eight years will require analysis for justification and approval from ODOT.
- Leveling to address rutting or localized repairs will be allowed. Leveling will not be used as an added lift to provide structure.
- When the pavement recommendation is an inlay, the width of the inlay will depend on the width of existing shoulders. If the existing pavement is a dense mix the inlay will typically be a minimum of 2' to 3' beyond the fog stripe. If the existing pavement is an open graded mix, the inlay will be full width. No additional paving is allowed beyond the existing pavement edges.
- Minimal dig outs or base treatment is allowed. (Not more than 5% of pavement area.) No culvert installation, replacement, or repair is allowed.
- Repaving on bridge decks must include grinding out the old surface before repaving such that there is no net increase in the dead load.

- A candidate project must include a pavement design stamped by a Professional Engineer licensed in the State of Oregon. It shall include a pavement history and design documentation. The history must include a pavement condition rating, photographs, “as built” information and information on other treatments since the original construction. The design documentation should include at a minimum anticipated traffic, materials selected, analysis type and basis for the design selected.
- Pavement testing for design will be done based upon the existing pavement condition. When there is evidence of structural needs and/or material problems such as patching, testing will be scheduled as determined by the pavement designer. Abbreviated testing may be performed as determined by the pavement designer based upon pavement condition and level of importance of the highway. Importance will be based upon urban versus rural, expected traffic loading, highway classification and other risks. The ODOT Pavement Design Guide has additional information.
http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/docs/pavement/odot_pavement_design_guide_2007.pdf
- Methods of pavement design other than ODOT’s method are acceptable.
- The purpose of pavement preservation projects is to extend the existing roadway’s pavement life so major safety enhancements are not required. However, existing safety features that do not meet the NCHRP 230* testing standards shall be considered for upgrading to the NCHRP 350* testing standards.
- Safety measures requiring upgrading include un-connected bridge transitions and guardrail terminals (Pre 230), adding shoulder rock to provide a transition from the new pavement depth, guard rail adjustment to restore standard height above pavement, and re-striping when paving is complete. Due to environmental concerns new guardrail transitions must be constructed in the footprint of the existing transition unless approved by ODOT.
- Sign replacement is allowed but must conform to the “2003 Manual on Uniform Traffic Control Devices, Revision 2” (MUTCD). New sign posts must meet current safety standards.
- In no case shall pavement preservation projects degrade existing safety, pedestrian and/or bicycle conditions. For example, a resurfacing project shall not leave a seam, sunken drainage grates or other hazards in the shoulder or bike line.
- All pavement preservation projects will include a Pavement Preservation Project Roadside Safety Inventory. (See Attachment 3)

*National Cooperative Highway Research Program (NCHRP)

See Attachments:

1. ODOT and Local Agency Roles.
2. GFP Condition Rating Definition
3. Pavement Preservation Project Roadside Safety Inventory

Attachment 1
ODOT and Local Agency Responsibilities

Local Agency Responsibilities:

- No new ROW is permitted including easements and/or temporary construction easements and detours. A local agency or consultant shall submit a ROW certification to ODOT as part of the Intergovernmental Agreement.
- Construction Administration shall conform to the ODOT Construction Manual <http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/CM.shtml>.
- Contractor sources and staging areas are of concern. Approved commercial material sources are acceptable. New sources or staging areas need clearance from affected agencies. Geo-Environmental bulletin GE08-04(B) ftp://ftp.odot.state.or.us/techserv/Geo-Environmental/Environmental/Other%20Enviromental%20Materials/Policy/Designating_Construction_Staging_Disposal_Sites.pdf will be used in designating construction, staging and disposal sites. It is the responsibility of the local agency to ensure they are followed. Reimbursement may not be possible if they are not.
- AASHTO Design Standards and ODOT Standard Specifications shall be used. If the work is performed on a State Highway or NHS route the ODOT High Design Manual standards will be used.

ODOT Responsibilities:

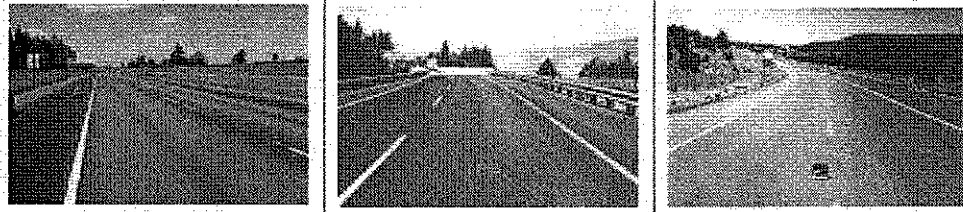
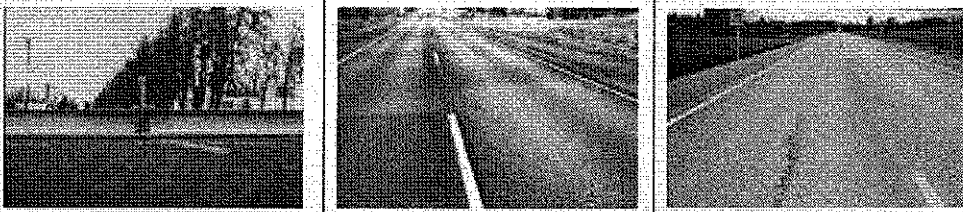

- ODOT will make flexible services contracts available to local agencies for hiring consultant services.
- ODOT will develop a statewide programmatic (batched) categorical exclusion for these projects to meet NEPA requirements. No additional environmental work will be required if the project follows the requirements contained in the "Pavement Preservation Project Guidelines for Local Governments funded under the American Recovery and Reinvestment Act (ARRA) of 2009". All pavement preservation projects will be reviewed by ODOT to ensure they are in compliance with these requirements.
- ODOT will assign DBE Goals to each project on the projects and supply this information to the local agencies.
- ODOT may combine projects from one or more jurisdictions with approval of affected Agencies if there are obvious cost savings.
- ODOT will advise local agency in writing when FHWA has approved ARRA funding, provide federal aid number, advertise, bid and award project.
- ODOT will perform a final inspection on the project for close out.
- ODOT will reimburse contractors and local agencies for all eligible work performed.

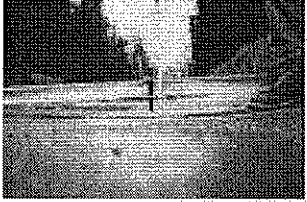
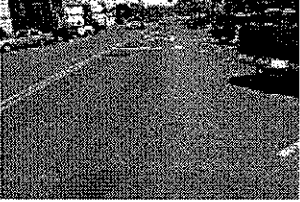
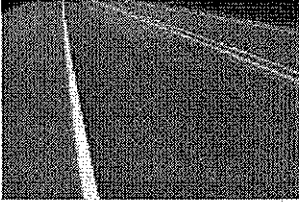
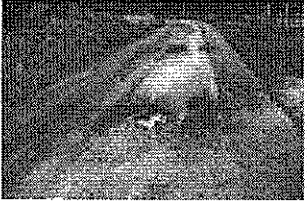

GFP CONDITION RATING DEFINITIONS
For Non-National Highway System
Asphalt Concrete Pavement (AC)

<u>Score</u>	<u>Definition</u>
Very Good (1.0 - 1.9)	Stable, no cracking, no patching, and no deformation. Excellent riding qualities. Nothing would improve the roadway at this time.
Good (2.0 - 2.9)	Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Very good riding qualities. Rutting may be present but is less than 1/2".
Fair (3.0 - 3.9)	Generally stable, minor areas of structural weakness evident. Cracking is easier to detect, patched but not excessively. Deformation more pronounced and easily noticed. Ride qualities are good to acceptable. Rutting may be present but is less than 3/4".
Poor (4.0 - 4.9)	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring), heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor. When rutting is present, rut depth is greater than 3/4".
Very Poor (5.0)	Pavement in extremely deteriorated condition. Numerous areas of instability. Majority of section showing structural deficiency. Ride quality is unacceptable (probably should slow down).

Pavement Conditions

Definitions and Photos

<p>Very Good</p>	<p>Pavement Structure is stable, with no cracking, no patching, and no deformation evident. Roadways in this category are usually fairly new. Riding qualities are excellent. Nothing would improve the roadway at this time.</p>
	
<p>Good</p>	<p>Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Very good riding qualities. Rutting less than 1/2".</p>
	
<p>Fair</p>	<p>Pavement structure is generally stable with minor areas of structural weakness evident. Cracking is easier to detect. The pavement may be patched but not excessively. Although riding qualities are good, deformation is more pronounced and easily noticed. Rutting less than 3/4".</p>
	

Poor	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligating), heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor. Rutting greater than 3/4".		
			
Very Poor	Pavement is in extremely deteriorated condition. Numerous areas of instability. Majority of section is showing structural deficiency. Riding quality is unacceptable (probably should slow down).		
			

**PAVEMENT PRESERVATION PROJECT
ROADSIDE SAFETY INVENTORY**

Please provide the following information:

City/County Name
Street/Road Name
Location or Mile Post
Roadway Functional Class
City/County Contact Person

A. ROADWAY INFORMATION

- Last Major Construction (Year and Type of Work)
- Roadway Widths (Typical)

B. DESIGN CONSIDERATIONS

- Traffic Volumes (Attach Traffic Data Summary)
 - Year: Current - Projected
 - ADT: Current - Projected
- Percent Trucks: Current - Projected
- Posted Speed: Advisory - Legal
- Design Speed: Existing - Proposed

STRUCTURES (note if it is pre 230*)

- Location (M.P) and Bridge Number
- Length
- Deck Width, Curb-Curb
- Bridge Rail and Transitions to Guardrail

C. GUARDRAIL & BARRIERS (note if it is pre 230*)

- Location (M.P.)
- Left
- Right
- Type of rail or barrier
- End Piece Type
- Height
- Condition
- Earth mound end treatments
- Flare type
- Anchor type

* National Cooperative Highway Research Program (NCHRP) Standard 230