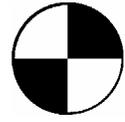




Highway Division Project Delivery Leadership Team Operational Notice



NUMBER	SUPERSEDES	EFFECTIVE DATE	CANCELLATION DATE
PD-13	N/A	12-21-04	N/A
SUBJECT		ISSUING BODY	
Resourcing Pavement Designs for Preservation Projects		Project Delivery Leadership Team (PDLT)	

PURPOSE: To provide clarifying direction to ODOT staff in relation to the resourcing of pavement designs on Preservation Projects.

BACKGROUND: The Strategic Alignment Steering Committee agreed that decentralizing pavement design to the region technical centers was not an efficient use of resources and as such, the Pavement Services Unit will maintain overall design authority for pavement designs. The use of consultants to provide pavement designs has resulted in varying levels of quality over the years. While it is fairly easy to write contract language that minimizes the risk of over or under designing pavement sections for new construction or reconstruction, preservation pavement designs require variations in interpretation in the design procedures and owner engineering judgment. ODOT staff have typically seen more conservative consultant pavement designs compared to designs done in-house. Currently, there is little or no incentive for the consultant to develop a less conservative recommendation.

RATIONALE: The financial impacts to a preservation project and the state of the pavement system can be quite large. A one inch increase in thickness can cost about \$25-30,000 per lane mile. This relates to a 15-20% increase to the total project cost. If this increase in project cost due to conservative consultant pavement designs is applied to the entire preservation program, about 100 less lane miles would be paved each year.

PROCESS: Pavement designs for **Preservation Projects** will be designed by Pavement Services staff or through a flexible services consultant contract managed by the Pavement Services Unit regardless of the delivery method for the rest of the project. The pavement design for all other types of projects (Bridge, Modernization, Safety, etc) will be developed in the same manner as the other parts of those projects. The Pavement Services Unit will outsource approximately 15% of the preservation pavement designs as per Strategic Alignment Steering Committee direction. Pavement designs for preservation projects included in the OTIA III Bridge Program will also be the responsibility of the Pavement Services Unit.

Responsibilities: Highway Division personnel such as Project Leaders and Consultant Project Managers, whose duties involve project delivery, are expected to coordinate Preservation Project schedules with the Pavement Design Engineer or Pavement Design Coordinator to insure timely delivery of project pavement designs. The Pavement Services Unit will coordinate the use of in-house and consultant resources as defined in the process above to deliver project pavement designs in a timeframe that meets the project schedule.