

**Region 2**  
**2010-2013 Construction STIP**  
**Preservation Project Criteria Summary Report**

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**Project Selection Process**

In late 2007, Region 2 received the list of locations to scope from the Pavements Unit. This list was generated by the Pavements Management System and showed the highest priority of pavements needing overlay work. This list was reviewed by the Region 2 Preservation team to apply maintenance knowledge and insight. The Preservation proposals were then scoped by a team of technical specialists to determine the scope, cost and timing of possible STIP projects. When scoping efforts were completed, a team (with direct involvement of the Pavements Management System staff) assessed which projects could be accomplished within the available funding. The Region 2 projects selected are in alignment with the “fair or better” pavement condition goals as described in the 1999 Oregon Highway Plan.

Over the summer/early fall months of 2008 the proposed Preservation project list will be presented to the Region 2 ACTs and MPOs. For the STIP Preservation Program, ACTs have only a review role; however, local input is valuable during the final STIP decision process. Comments and suggestions received will be considered by Region management as final project selections are made.

**Project Eligibility**

*Projects identified through the Pavement Management System:*

All of the Region 2 Preservation project proposals in the Draft 2010-2013 STIP originated as priority needs from ODOT’s Pavement Management System. The Pavement Management System is a set of tools that can assist decision makers in finding cost effective strategies for providing, evaluating, and maintaining pavements in a serviceable condition. PMS consists of two basic components: A comprehensive database, which contains current and historical information on pavement condition, pavement structure and traffic. The second component is a set of tools that helps the ODOT Pavement Unit determine existing and future pavement conditions, predict financial needs and identify and prioritize pavement preservation projects. From this system, the Pavement Unit produced a list of areas within Region 2 that should be considered to receive pavement overlay/preservation funding in the 2010-2013 timeframe.

**Project Prioritization**

*Project readiness:*

As part of the scoping and assessment of the project development requirements, Region 2 management and staff have determined the best construction let year for the proposed 2010-2013 Preservation projects. The timeframe being proposed will allow enough time for the development, right of way acquisition, any access management issues, and other required steps to be completed prior to construction letting

*Support of OHP policies:*

Several policies with the 1999 Oregon Highway Plan (OHP) are furthered by the proposed Preservation projects. Those policies are:

Policy 1A – *It is the policy of the State of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.* The Preservation Program has different pavement condition goals for the different classifications of highways. Interstate and State highway classifications have a higher percentage goal for the miles to be maintained in fair or better condition. The Region 2 Preservation project proposals in the Draft 2010-2013 STIP were chosen with highway classification as a criterion.

Policy 1C – *It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system and to recognize the importance of maintaining efficient through movement on major truck freight routes.*

*and*

Policy 4A – *It is the policy of the State of Oregon to maintain and improve the efficiency of freight movement on the state highway system and access to Intermodal connections....* Pavement overlays improve the efficient movement of all traffic, including trucks moving freight. Thirteen of the Region 2 Preservation projects in the Draft 2010-2013 STIP are on freight routes.

Policy 1G - *It is the policy of the State of Oregon to place the highest priority for making investments in the state highway system on safety and managing and preserving the physical infrastructure.* Preservation projects, in general, add useful life to a highway without increasing the capacity. This effort is in keeping with Policy 1G and compliance with the highest priority – to protect the existing system. By their nature, Preservation projects support the Investment Policy, 1G.

Policy 2F – *It is the policy of the State of Oregon to continually improve safety for all users of the highway system using solutions involving engineering, education, enforcement, and emergency medical services.* Preservation project proposals promote safety by achieving fair or better pavement conditions as well as upgrading guardrail and bridge rail where needed.

*Leverage of other funds and benefits:*

As the Draft STIP develops, project logistics will be explored to discover other opportunities for combining work from the different ODOT STIP programs and the local communities' infrastructure efforts.

On the Draft 2010-2013 STIP list, there are 13 proposed Preservation projects on Freight Routes in Region 2. These surface improvement projects will give freight (as well as other motorists) a safer and more expeditious trip between destinations.

**Conditions of Approval and Other Relevant Information**

None.