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SUBJECT	APPROVED SIGNATURE
System Preservation Program Funds	

PURPOSE:

This notice provides direction on how bridge and pavement program funds will be spent on highway projects.

DIRECTION/GUIDANCE:

Applying the principles of Practical Design, pavement and bridge program funds are to be focused on the necessary pavement and bridge aspects of the project. Minimum pavement and bridge program funding requirements must be satisfied as a condition of using the funds.

- Bridge program funds will only be used for basic bridge rehab projects and rare replacements. Bridge replacement projects will be evaluated to ensure the selected design is appropriate for the site and economical in terms of construction, inspection and maintenance.
- Pavement preservation funds will only be used on pavement preservation, rehabilitation or reconstruction projects.

Any enhancements, add-ons, or other features a region wishes to include on a project that do not directly benefit pavement or bridge conditions, or reduce pavement structure or bridge structure maintenance requirements, or are a requirement of meeting minimum standards (within Practical Design expectations) must be funded by other sources identified by the region (i.e. unusual aesthetics).

If the Practical Design outcomes (e.g., *not compromising safety, system first*) require ODOT to upgrade other features on bridge and pavement projects, or if an exception to standards is not reasonably possible, then the required upgrades can be included in the project. In such cases, Region's should check availability of other funding sources first, and if none are available or qualify for the specific application, then bridge and preservation dollars can be utilized.

Program managers are encouraged to leverage other non-bridge / non-pavement preservation programs to make improvements to state's bridge and pavement assets. This would be accomplished without using ODOT existing pavement and bridge program funds.

If this directive places an undue hardship on a Region that appears to outweigh the program benefits, as spelled out in this directive, then the Region Manager may petition the Highway Division Administrator to grant an exception to this directive. These will be approved or denied on a case by case basis.

By implementing this directive, ODOT will be able to fully use pavement and bridge program funds to address preservation and structural needs on the highway system. This will have the effect of prolonging the conditions of our bridges and pavements.

BACKGROUND:

Both the bridge and the pavement preservation programs have developed strategies to help stretch limited funding. In the past, ODOT has used these programs to fund additional project features and enhancements, outside of bridge and pavement features and outside of what is required to meet minimum project standards, which can significantly increase the cost of the project and limit program funding available to other projects. Going forward, our goal is to either eliminate these additional project elements or find other funding sources to pay for them.

Examples:

- The replacement of several notable bridges in the last few years provides an example of projects that were filled with unusual aesthetics and context sensitive enhancements. A partial list includes bridge types inappropriate for the site, decorative pylons, planters on the bridge deck, precast art around the columns, decorative luminaries, ornamental rail, concrete sculptures in the median, decorative protective screening, and MSE walls with architectural facing. While these projects may add cultural value to a community, those features take funds away from repair and preservation of other critical assets. If significant enhancements are desired, appropriate non-bridge program funds should be identified for those features and added to the project budget.

- Previously ODOT has used pavement funds to correct substandard features and to add project enhancements, not related to standards, to a project. An example of this type of project being implemented under this directive is as follows:
 - 3-R pavement preservation project has substandard; guardrail, sidewalks, shoulder width, end terminals, and roadside obstacles. In addition, the Region wants to correct some drainage (culvert) deficiencies along the section. The 3-R project standards require upgrade or approved exceptions of all substandard features. A solution consistent with this directive would be as follows:
 - Process and gain approval of an exception to 3R standards for pavement widths and the associated roadside obstacles.
 - Attain "SWIP" sidewalk funds to correct the substandard sidewalks.
 - Attain culvert funds to correct drainage (culvert) deficiencies along section.
 - Use project funds to correct substandard end terminals and guardrail runs.

- Previously, ODOT would program a pavement preservation project in an urban jurisdiction and then seek additional federal or state money to build sidewalks, add street lights, include brick pavers, etc., thus using pavement dollars to leverage other funding to benefit non-pavement features. Under this directive, ODOT would encourage programming a sidewalk enhancement project and lobby for additional non-pavement preservation funds to enhance deficient pavements.

RESPONSIBILITY	STEP	ACTION
Region Project Delivery Team	1	<ul style="list-style-type: none"> ▪ Scope projects consistent with Practical Design principles and Program Manager expectations. ▪ Identify bridge and/or pavement preservation program funds needed for the project according to the criteria and scope set forth in those programs.
Bridge/Pavement Program Managers	2	<ul style="list-style-type: none"> ▪ Ensure funds are expended according to each program's preservation strategies to maximize funds.
Bridge/Pavement Program Managers	3	<ul style="list-style-type: none"> ▪ Provide annual performance reports to the Highway Leadership Team that demonstrates the Highway Division's progress towards implementing this directive.