

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Materials and Geotechnical Branch
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DATE: September 3, 2009

TO: Richard Gabel, P.E., Director of Staff Branches

FROM: Steve Olson, Pavement Management Program Manager

SUBJECT: Policy Memo 010 – PMP Definition of a Match for: Resurfacing Project; Preventive Maintenance Project; Resurfacing Dollars; and Preventive Maintenance Dollars.

Background: Policy Directive 1400.00 Surface Treatment Program establishes the Surface Treatment Program (STP) and requires that a funding level be established that will:

- "...maintain the condition and drivability of Colorado roadways in the most efficient manner and to achieve the desired roadway surface condition objectives."
- "Such Funding levels and Roadway Condition Objectives shall be based on recommendations by the Executive Director with data provided by the Materials and Geotechnical Branch, specifically the Pavement Management Program, with concurrence of the Chief Engineers(s)."

The Pavement Management Program (PMP) uses the tenets of pavement management to optimize the efficient use of STP funds and improve the pavement surface quality. The optimization is performed with an approved asset management model and provides recommendations for performing specific types of projects, within a specific time frame and at a specific location. The consistent delivery of recommended projects, is assumed for model predictions of future condition and for determining future funding requirements. The model is limited and is unable to analyze the impacts on future performance caused by external forces. To accommodate the model limitations, the criteria for all types of project matches will be set at 70%. The criteria of 70% allows for the 30% of STP funds to be spent on STP projects that are not determined to be a project match, but still meet the requirements of a STP project.

Issue: An element of the core service performance measures is the annual comparison of Pavement Management Program list of recommended Surface Treatment Program (STP) projects as compared to the individual Region STP list of planned and committed projects.

Action: We are requesting ratification by the Chief Engineer to use the following definitions of a matching construction and preventive maintenance projects.

Recommendation: The Pavement Management Technical Committee proposes four project match criteria:

1. Percent of resurfacing projects that match recommendations of the Pavement Management System.
2. Percent of preventive maintenance projects that match recommendations of the Pavement Management System.
3. Percent of resurfacing project dollars that match recommendations of the Pavement Management System.
4. Percent of preventive maintenance project dollars that match recommendations of the Pavement Management System.

The following conditions must be met in order to have a matching resurfacing project or preventive maintenance project:

- A. Any length of overlap between the beginning and ending mileposts in either direction,
- B. The project must be constructed within ± 4 years from the time recommended by the Pavement Management Program,
- C. The level of treatment (preventive maintenance, rehabilitation, or reconstruction) must match,
- D. Only projects constructed with a majority of surface treatment funds will be considered for a project match,
- E. Region or statewide treatment costs, treatment benefits, and triggers will be used to generate the project recommendations,
- F. If a region is constructing a project that extends across another region's boundary, the region funding the project will get the match, and
- G. If a project number consists of work being performed on multiple highways only one of these highways needs to match for the entire project number to be considered a project match.

The project match calculation will use the following general process to determine percent match:

- I. The project must satisfy conditions A-G listed above.
- II. The total number of matching projects will be divided by the total number of planned projects using STP funds.
- III. The total estimated resurfacing dollars of all matching projects will be divided by the total estimated resurfacing budget for that year.

Tracking and Reporting: The Region Materials Engineer will document and provide justification for all projects that are planned and/or delivered which do not meet all of the project match criteria. Documentation and justifications will be recorded in the project file and provided to the Program Manager of the Pavement Management Program. The Pavement Management Program Manager will summarize and report statewide information to Chief Engineer and the Region Transportation Directors on an annual basis.

I Concur: Pamela Hutton 9-4-09
Date

Pamela Hutton,
Chief Engineer

cc: Jim Zufall
Region Materials Engineers