

State Wide Pavement Committee (SPC)
Issue Paper

Date: June 27, 2011

Issue: Identification of when STIP pavement preservation funds can be used to fund durable striping lines on STIP pavement preservation projects.

Originators: Monte Grove, Mike Buchanan, Jeff Gower, John Coplantz, Luci Moore, Frank Reading

Action required/ how do we know we are done: Approve or not approve this issues brief.

Issue

Durable striping is a relatively expensive feature that has historically been included in STIP pavement preservation projects. Direction needs to be established for when STIP pavement preservation funds can be used for funding durable pavement markings.

Background

The Highway Leadership Team (HLT) recently approved the Pavements System Preservation Strategy for the agency (see attachment) and the associated work plan. This strategy serves to better focus our limited pavement dollars to improving pavement conditions on the system. This work plan contains the following work item:

<u>Action</u>	<u>Delivery Date</u>
<i>Work with Statewide Pavement Committee to develop durable line and jurisdictional exchange policy for the use of STIP Pavement Preservation funds.</i>	<i>3/1/2011</i>

In addition, HLT has recently approved a “use of funds” directive for our pavement and bridge programs (See attachment), which further clarifies how funds will be used relative to the pavement and bridge programs. This directive serves as background materials for this issue.

Proposal

Use State wide Striping Committee’s (SSC) plan for durable markings on the system to identify those sections of highway, and associated durable striping configurations, that are “must haves” for durable striping.

SPC will evaluate the financial impact of approving these “must have” sections of highway and associated durable striping configurations. Based on this evaluation the SPC will approve the “must haves” or a subset of the “must haves” as eligible for pavement preservation funding.

Allow STIP pavement preservation funding to be used for durable striping on those sections of highways or a subset of those sections of highways that are “must haves” for durables as identified in the plan and approved by the SPC. These would only be included on 1R and 3R STIP pavement projects (non-chip seals) on the system.

The state’s low volume inventory of highways (<5000 AADT & < 3 million ESALS), which represent 45% of the state highways in Oregon, would not be included as these highways do not use STIP pavement preservation funds. Pavement conditions on our low volume highways are maintained and funded out of the maintenance limitation.

STIP chip seal projects would not be eligible for STIP pavement preservation funding for durable lines.

All pavement preservation projects on the system can include durable lines, but can’t be funded with pavement preservation dollars, except as identified above.