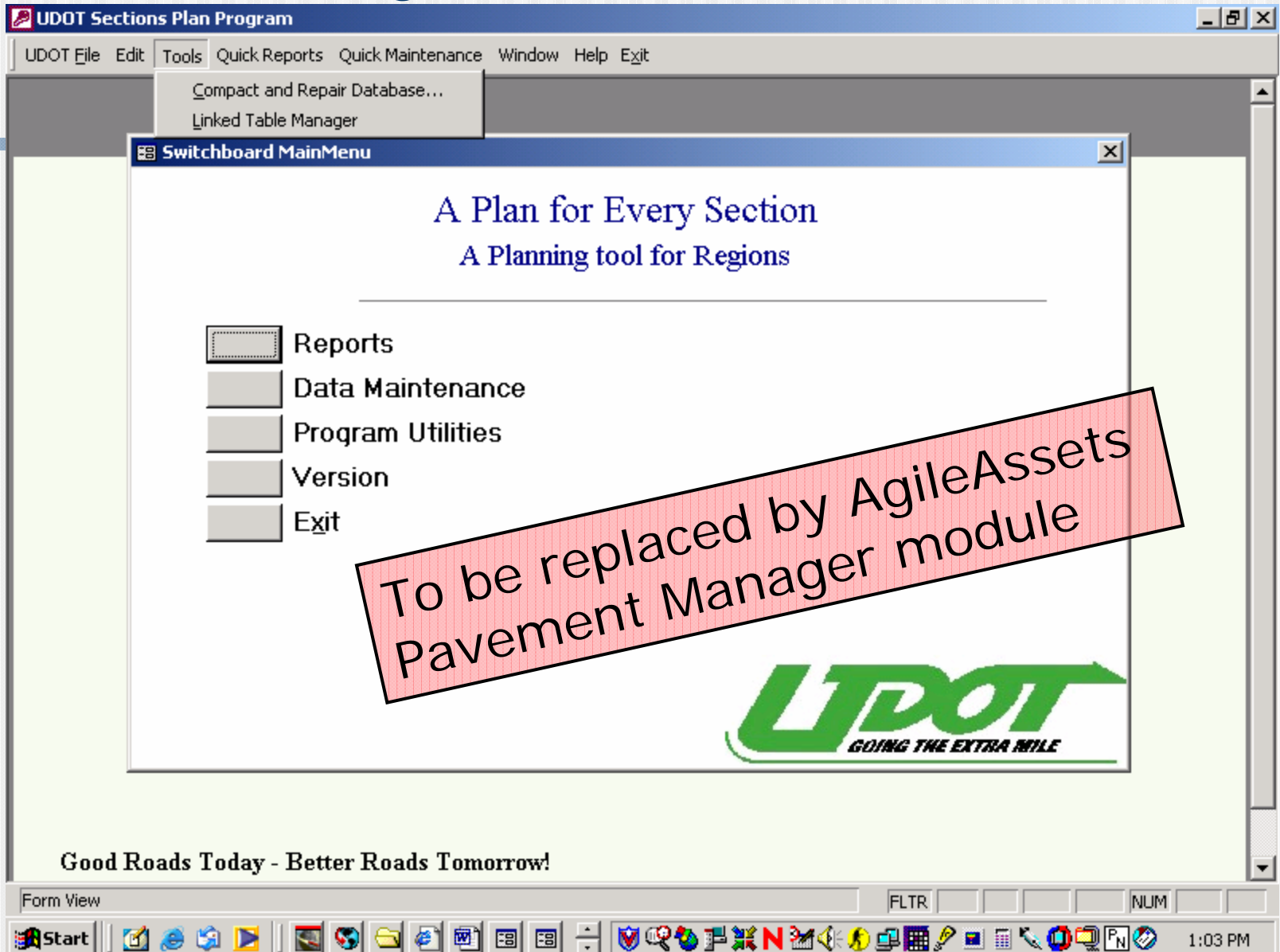


UDOT Pavement Preservation Program

**Rocky Mountain Pavement
Preservation Partnership
Denver, Colorado
April 29, 2008**



Plan for Every Section Database



UDOT Pavement Life Strategy

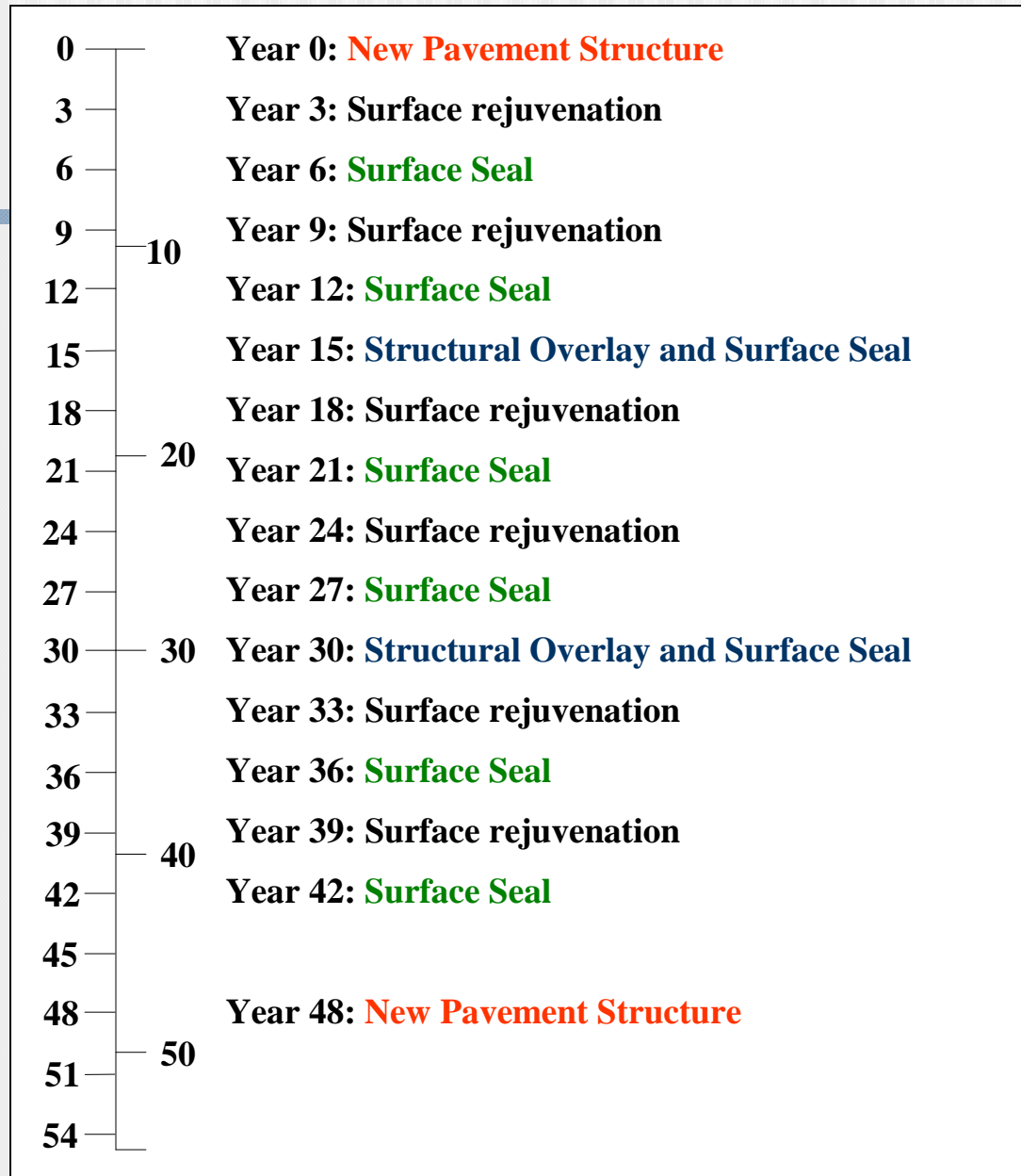
Suggested timing of treatments for:

- Concrete (all systems)
- Interstate asphalt
- High volume asphalt
- Low volume asphalt
- Gravel roads

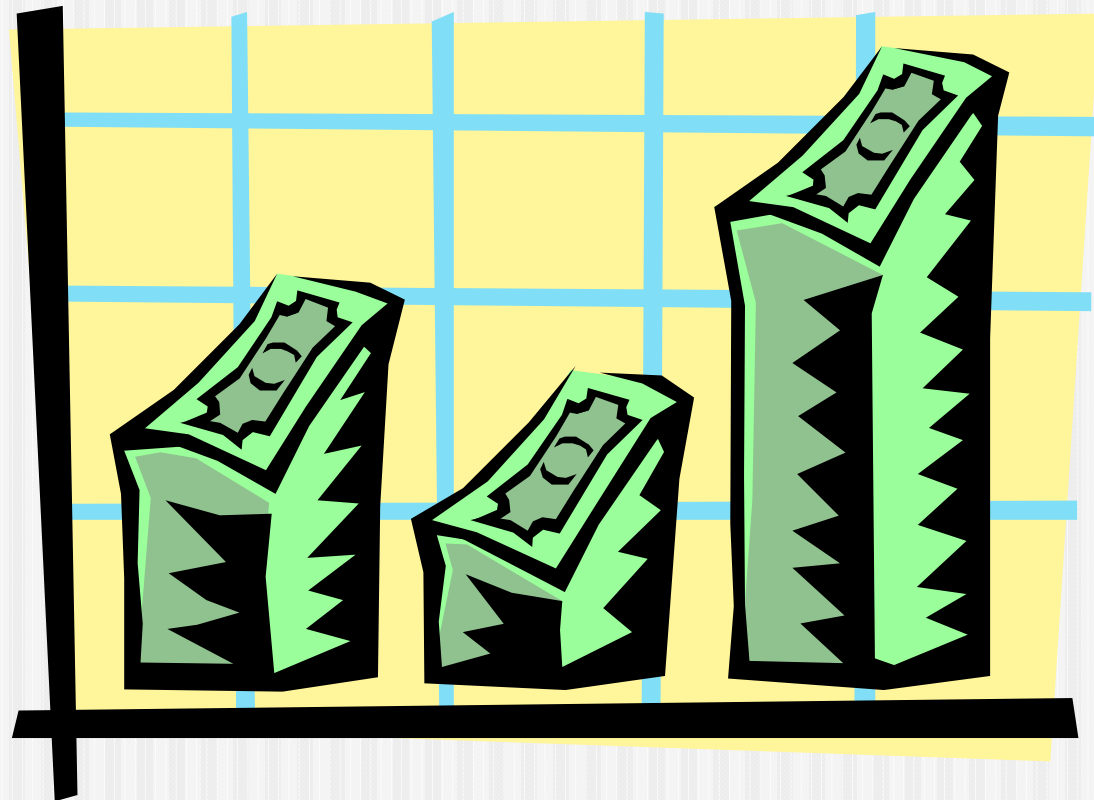
Descriptions of treatments (tool box)

- Thin overlay
- Chip seal
- Open graded surface course
- Slurry seal
- Micro surfacing
- Etc.

Timing of Treatments: Interstate Asphalt Example

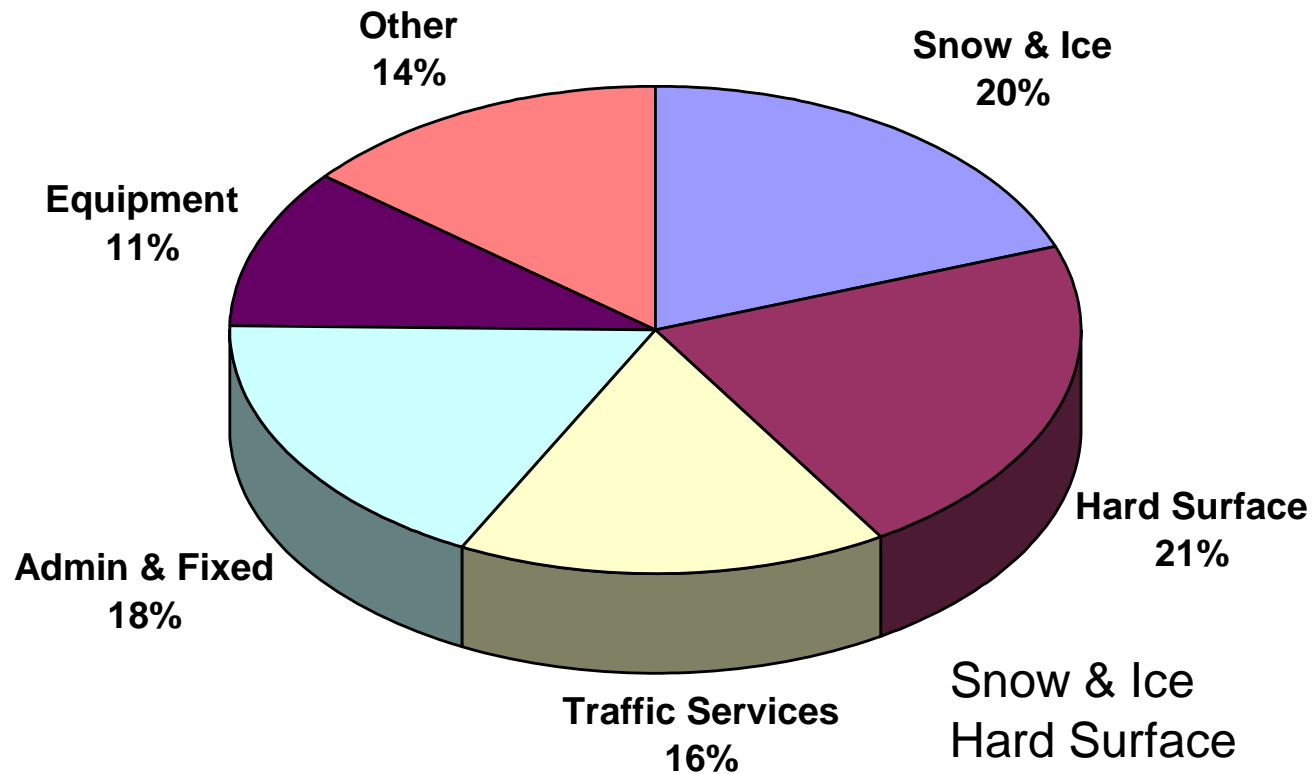


Pavement Preservation Budget



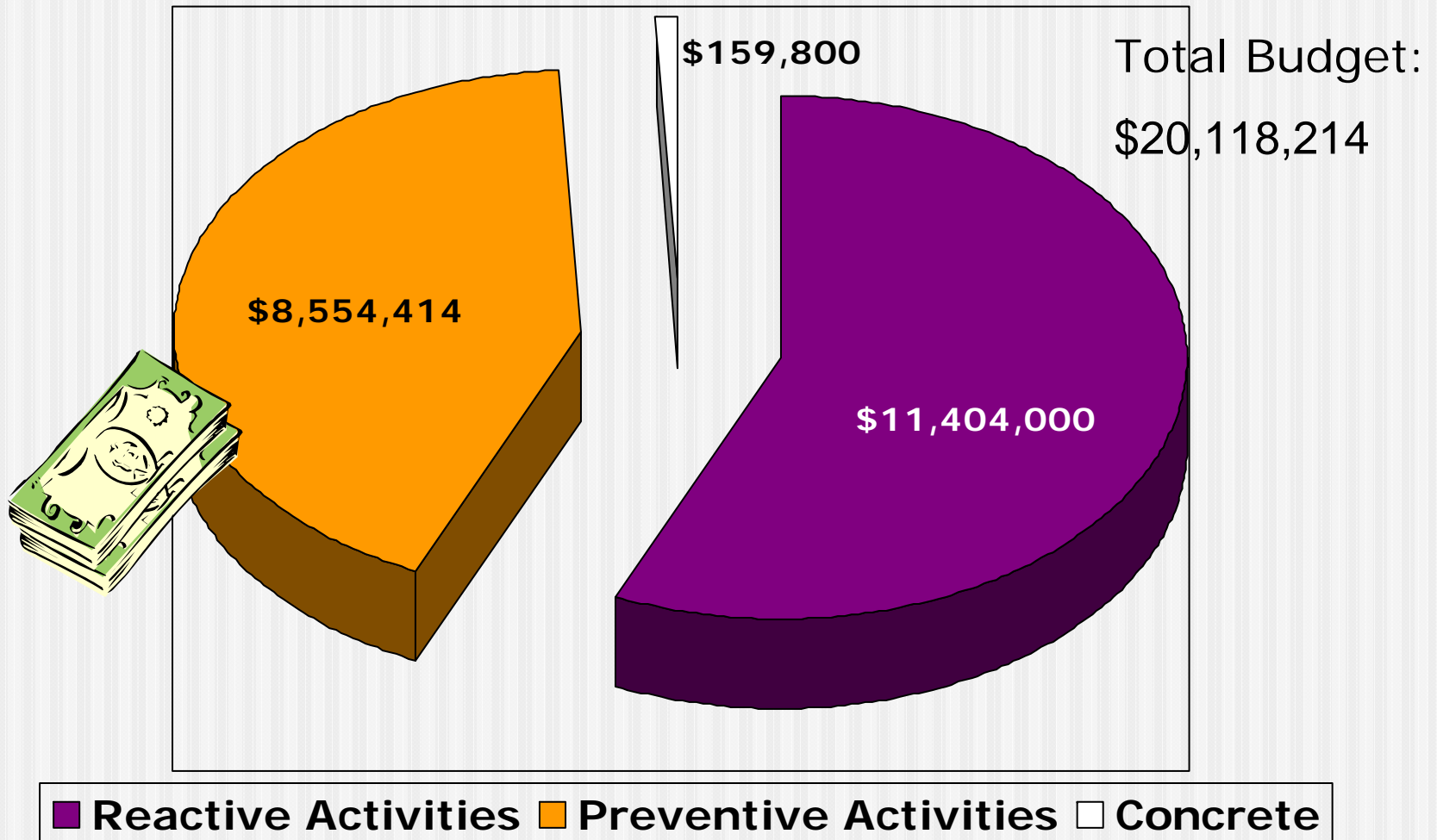
Maintenance "Code 1" Budget

UDOT Maintenance Budget 2008

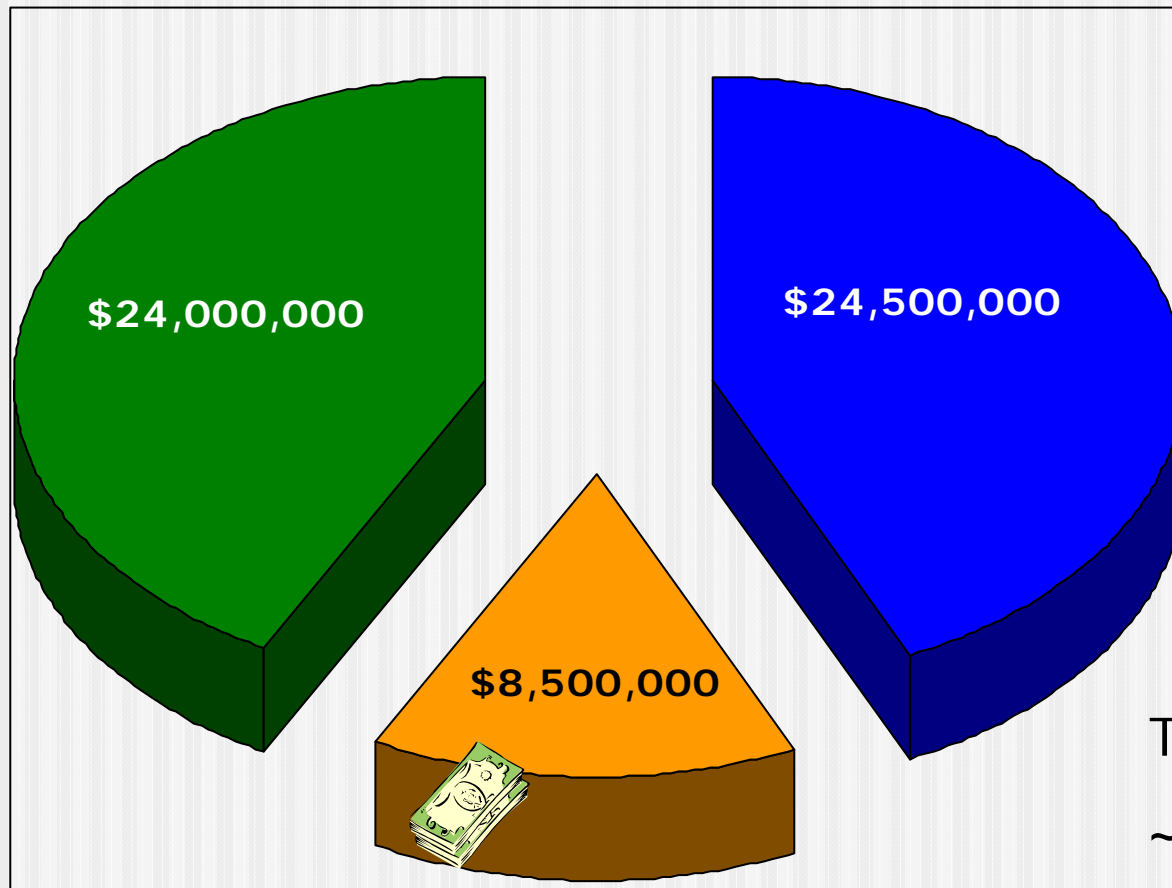


Snow & Ice	\$18,082,549
Hard Surface	\$20,118,214
Traffic Services	\$15,023,888
Admin & Fixed	\$16,451,625
Equipment	\$9,931,732
Other	\$13,086,492
Total	\$92,694,500

Hard Surface Budget (Code 1)



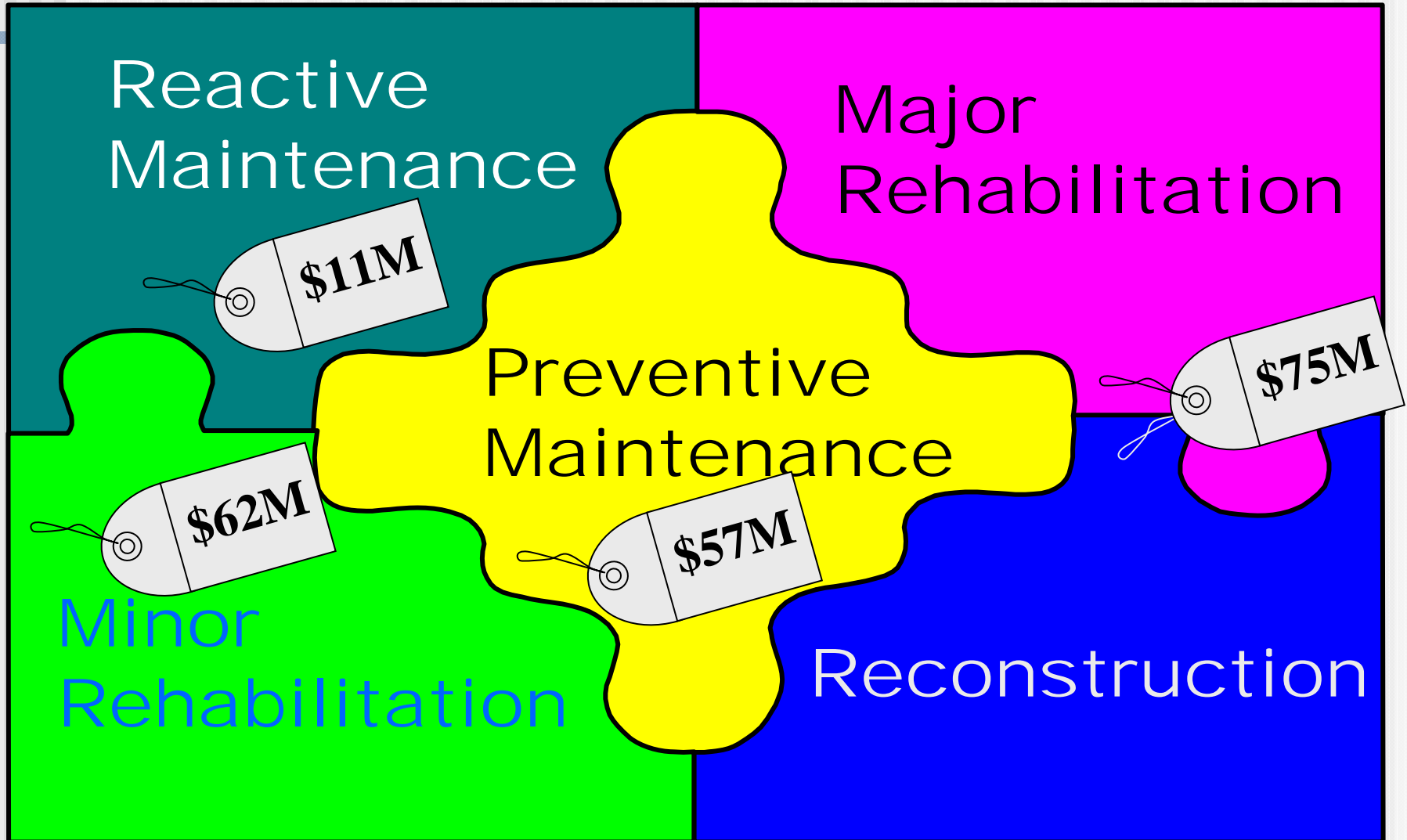
Contractual Preventive Maintenance Budget (Orange Book) 2008



Total Budget:
~\$48.5 - \$57M

■ Federal Aid funds ■ Code 1 (State forces) ■ State funds

Comprehensive Pavement Strategy



Project Selection Process

- 1) Region PMEs update Plan For Every Section
 - Section limits
 - Date of last treatment
- 2) Pavement Management runs dTIMS using latest PFES updates and condition data
 - Statewide recommendation (overall amount for preventive maintenance)
 - Recommended amounts by Region

Project Selection (Cont.)

- 3) Letter sent to Regions
 - Includes projects recommended by dTIMS
 - Regions should either accept or justify why other sections should be substituted
- 4) Regions send back proposed projects
- 5) Central fits proposed projects to funding available by eligibility
- 6) Central establishes final allocations to each Region/District
- 7) Regions manage programs within their allocated amounts

Contact Information

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