



**Oregon Department of Aviation**  
**PAVEMENT MAINTENANCE PROGRAM**  
*Program Overview & Past Performance*

*Presented by*

**Heather Peck**

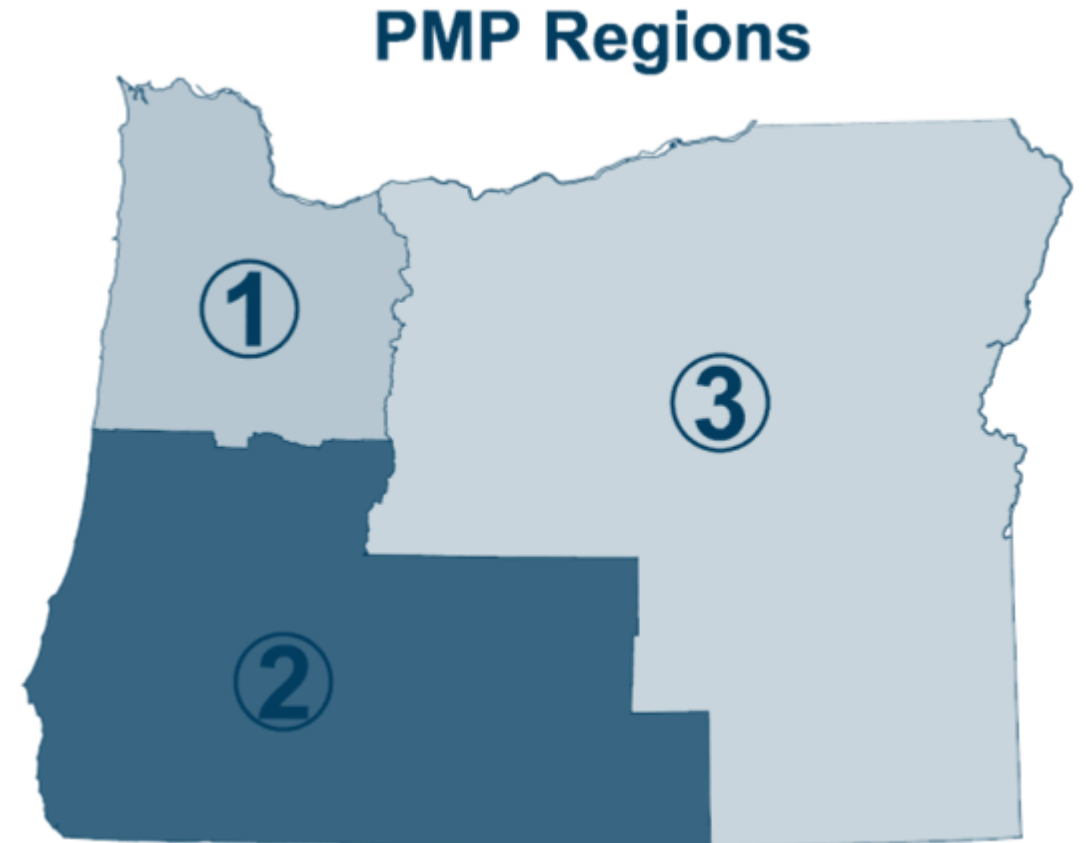


**James Kirby, PE**



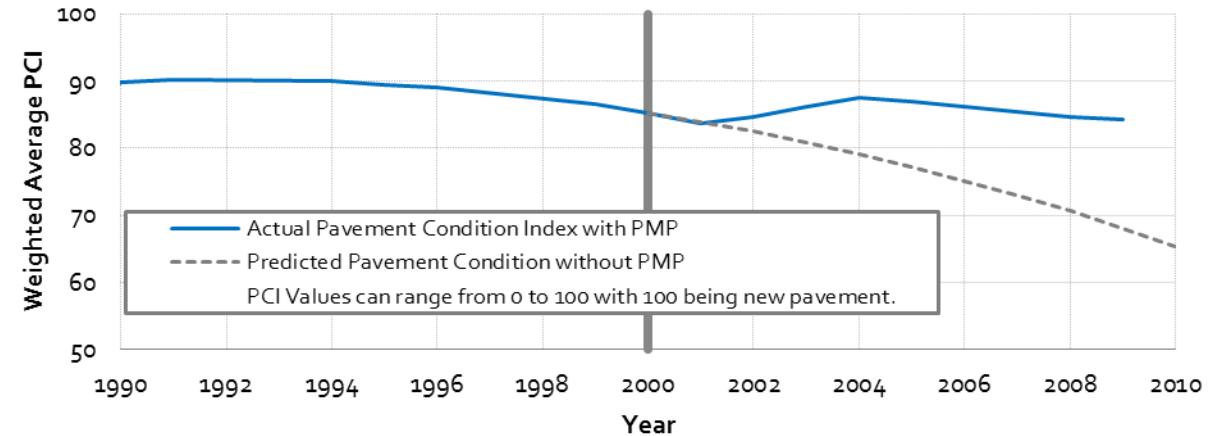
# PMP Basics

- Legislated funding source
- \$1M per year from Aviation Fuel Tax
- Administered by ODA
- 65+ System Plan airports
- 3 year cycle
- 3 geographic regions
- 3 contracts per cycle



# Why PMP?

- Asset Management
  - Preservation of existing pavement assets
  - Reduce or defer major capital outlays
  - Improve PCI trends over time



*Coastal Combined Region (from 10 Year study)*

# Why PMP?

- Economy of Scale
  - Shorter operational disruptions
  - Volume pricing for small volume work
  - Centralize training
- Maximize Funding
  - Match \$ prevents future large AIP matches
- Grant Assurance #11



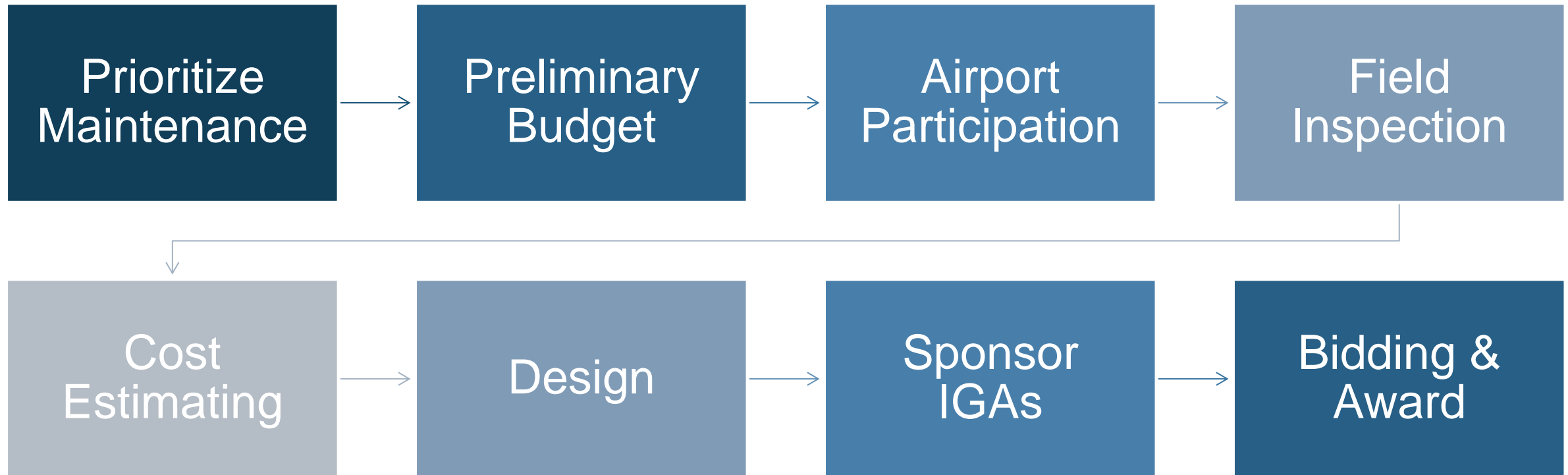
## TYPICAL

# Preliminary Program

- Pavement Evaluation Program (PEP)
  - Inventory/History
  - Field inspections
  - Distress assessment
  - MicroPAVER Inputs
- MicroPAVER Outputs
  - Current PCI values
  - Predicted PCI values
  - Recommended maintenance plan
  - Individual Reports - Geared to CIP inclusion

TYPICAL

# Programming to Bid Documents



TYPICAL

# Schedule

	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
<b>PEP Evaluation</b>															
Inspections and Reports	█	█	█	█											
<b>Design Phase</b>															
Scope and Fee			█	█											
Preliminary Program				█											
Field Inspections					█	█									
Final Programming						█									
Program Review							█	█							
Contract Documents								█	█						
Review									█	█					
Bidding and Award										█	█				
<b>Construction Phase</b>															
Pre-Construction												█			
Contractor Training													█	█	█
Construction													█	█	█
Final Inspection															█

**\* Environmental Consultations & Schedule**



## TYPICAL

# Construction

- Contractor Education
  - Pre-Construction Conference
  - Mandatory Airport / Safety / Radio training
- Construction logistics
  - Full time construction inspection/oversight
  - NOTAM tracking
  - Scheduling
  - Sponsor coordination
  - Stakeholder coordination





TYPICAL

# Work Performed



**CRACK REPAIR**



**PAVEMENT REPAIRS**



**SURFACE SEALANTS**



**PAVEMENT MARKING**

# Realized Benefits

- Preserve and maintain airport pavements
  - 10 year study to quantify
  - Maintained pavement: 40.88 year life vs. 20 year design life
- Cost/year/square yard of pavement reduced

**\$2.590**

*per year per square yard*

**UNMAINTAINED  
PAVEMENT**

**\$1.974**

*per year per square yard*

**MAINTAINED  
PAVEMENT**

**MAINTENANCE =**

**\$0.617**

*per yard*

**23.8%**

*Cost avoidance*



# Realized Benefits

- Economies of scale to smaller volumes of work
- Brings specialized trades to remote airports
  - Allowances for “extra work”



# Realized Benefits

- Consolidation of Safety Training
  - Contractors
  - Consultant Staff
  - ODA Staff

## General Aviation Airport Basics

A Primer for Contractors  
Working on General Aviation Airports  
And the ODA Pavement Maintenance Program

Presented by Century West Engineering



# Realized Benefits

- Innovation in materials and approaches
  - Focus on program goals in selection of priorities
  - Regional bias in funding structure
- Quality product



# Realized Benefits

- Sponsor/FAA leveraging of ODA funding
- Compliance with grant assurances







# Questions?