STATE OF GOOD REPAIR (SGR)
LOCAL PAVING AND LOCAL BRIDGE WEBINAR

September 24, 2019
STATE OF GOOD REPAIR LOCAL BRIDGE UPDATE
PRE-SCOPING REQUIREMENTS & BEST PRACTICES FOR BRIDGE PROJECTS FOR SGR FUNDING

Todd Springer, PE, Program Manager
Bridge Maintenance & Management Program Area
Structure and Bridge Division

September 24, 2019
Background

• **SMART Portal**
  • Enter and submit Work Notification Forms

• **Structure and Bridge Division SGR Webpage**
  • SGR Scope Eligibility (IIM-S&B-95)
  • Virginia Structure Priority Score (VSPS) used in SGR
    • Smart Flags

• **Local Assistance Division SGR Webpage**
  • Old SMART Portal Presentation (11/8/2017)

• **Asset Management Division Webpage**
  • Eligible Locality Lists for Current Selection Round (FY2021 – FY2026)
SGR Fund Request – Required Documents

Pre-Scoping Documents

- **Cross Sections**
  - Existing Approach Roadway
  - Existing Bridge Deck
  - Proposed Bridge Deck

- **Concept/Site Plan – Existing and Proposed Features**
  - Showing limits of approach work
  - Showing general limits of proposed bridge
  - If applicable, other items such as significant MOT, ROW, Utility Impacts, etc.

- **Smart Flags – Support Documentation**
SGR Fund Request – Required Documents

Project Cost Estimates (from Pre-Scoping Efforts)

- Deliverable Requirements
  - PCES (or equivalent)

- Required Estimates
  - Proposed SGR Repair Scope
  - Proposed SGR Bridge Replacement

- Usage
  - Establish SGR Project Allocations (Budget)
    - SGR Fund Need = SGR Repair Cost Estimate – Other Funds
  - SGR Prioritization
    - Virginia Structure Priority Score (Cost Effectiveness Factor (CEF))
    - CEF = Function of SGR Fund Need / Bridge Replacement Cost Estimate
SGR Submittal: Concept/Site Plan

- Aerial Background
- GIS
  - Contours
  - Right-of-Way
  - Utilities
- Concept Details
  - Bridge
  - Limits of approach work
  - Fill impacts (ROW)
- Offset Alignment
  - Impacts more involved
SGR Submittal: Concept/Site Plan
GIS for Conceptual Plan View

A Conceptual plan view of the project must be provided on an 11 x 17 size map. The plan shall be developed using GIS data and include available information that will help develop an accurate cost estimate including the proposed bridge footprint, project limits (touchdown points), existing right of way, existing utilities and contours.

Suggested Method for Creating the GIS Basemap from VITA:
(Note: Some Cities/Counties have their own GIS Mapping)

**Download Imagery**
1. Go to VITA Virginia Base Map Program Site: https://vgin.maps.arcgis.com/apps/Viewer/index.html?appid=cbe6a0c1b2c440168e228ee33b89cb38
2. Zoom to the project location, right click on the image file name, and download the MrSID zip file.

**Download GIS Data**
3. Download supporting GIS/shape files for project location (roadway edges, sidewalks, building, parcels, utilities, railroads, contours, etc.) from county GIS website (shapefiles or dwg).
4. Example: https://www.albemarle.org/department.asp?department=gds&relpage=3914#Planimetrics

**Create Basemap File and Setup the Environment**
5. Create new 2D dgn file (US Survey feet) using VDOT seed file (USFootSeed.dgn).
6. Save as Basemap.dgn
7. Select the “Workspace” menu/Preferences/ Raster Manager
   - Select the Georeference tab
   - Change the Default Unit Settings to US Survey Feet.

8. Select the “Tools” menu
   - open the Geographic toolbox
   - Click the Geographic Coordinate System and search Virginia.

9. Select the appropriate coordinate system name for your project location (VA83-NF or VA83-SF).

**Build Basemap**
10. Select the “Raster Manager” menu and attach the downloaded imagery (*.sid) file from steps 1 and 2.
11. Select the “Tools” menu and reference in the downloaded planimetric files (*.shp or *.dwg) from step 3. (Note: when attaching these files, set the “Attachment Method” to Geographic – Reprojected.

**Note:** If elevation information is needed, lidar data can be download and converted to an existing surface TIN file (*.tin). Virginia LiDAR: https://vgin.maps.arcgis.com/home/item.html?id=1e964be36b45a12a69a3ad0bc1473ce
SGR Submittal: Existing Approach Roadway Section

• Used to Assess Proposed Bridge Deck Section

EXISTING ROADWAY TYPICAL SECTION
SGR Submittal: Existing Bridge Deck Sections

Used to Assess Proposed Bridge Deck Section

Source: Examples
Existing Bridge Plans
(or Safety Inspection Report)
SGR Submittal: Proposed Bridge Deck Sections

PROPOSED BRIDGE TYPICAL SECTION

- More interested in Section Geometry
- Less Interested in Superstructure
SMART Portal – Upload Documents

- Upload Concept Sketches
- Upload Project Cost Estimates
- SMART Portal Upload
Lessons Learned - Project Funding Items Needing Early Review

- SGR Projects with SMART SCALE Funding/Scope
- SGR Projects with Other Funds With Specific Scope Req’s *
  * Where other funding source has specific scope requirements
  - Examples: HSIP, Container Funds, etc.
- SGR Projects with Other Funds Covering Non-SGR Scope **
  ** Where other funding does not have specific scope requirements
  - Examples: DBF, CTB, M&O, Locality, etc.

Early review helps to
1) Have all scope items are funded by the correct fund source
2) Reduce chance on rejection of WNF for SGR
3) Reduce chance of rejection of application for other fund source
Lessons Learned - Project Scope Issues Needing Early Review

- Exceeding SGR Limits (Ex. Touchdown) in IIM-S&B-95
  - Items requiring approval from District Structure & Bridge Engineer
  - Items requiring approval from Assistant State Structure & Bridge Engineer
- Bicycle/Pedestrian/Shared-Use-Path Elements
- Railroad or Transit Element
- Uncommon / Complex Environmental Permits
- Navigational Waterways (clearances/permits)
- Accommodating Future Expansion
- Other Situations
  - High Risk
  - Unusual / Uncommon Elements

Early review helps to include sufficient funding (budget) to cover estimate for all scope items
Lessons Learned – Additional Project Scope to Watch For

- **Maintenance of Traffic**
  - **Closed Road with Detour becomes Part-Width Construction**
    - Additional Costs: MOT bid items add cost, access, double mobilization
  - **Part-Width Construction becomes an Offset Alignment**
    - Additional Temporary ROW and Utility Impacts

- **Utilities**

- **Right-of-Way**
  - Partial ROW takes become full takes
  - ROW Inflation Costs

- **Schedule**
  - Delays cost additional Inflation Costs

*Early review helps to include sufficient funding (budget) to cover estimate for all scope items*
SMART Portal – Identifying Early Review Items

- Contact the District ASAP to Advise of Situation
  - District Locality Liaison
  - District Bridge Engineer
- Note Early Review Items on Work Notification Form

**Short Project Description**

- Select Short Description

* Includes Restorative Maintenance on all elements

**Detailed Project Description**

(2000 character limit)

PROVIDE DETAILS
Lessons Learned – Project Cost Estimating & Pre-Scoping

- **Documents Under Development** (Task Group / Project Management Office)
  - Pre-Scoping Summary Form
  - Project Cost Estimate Summary Form (all project phases)
- **Former Chief Engineer of VDOT**
  - Project Estimating Task Group (5/10/2019)
- **SYIP / 603 / Construction Programs**
  - State of Good Repair
    - SGR FY2021-FY2026 - **Strongly Recommended** (NOT REQUIRED)
    - SGR FY2022-FY2027 - Likely Required (future PMO Standard)
  - **SMART SCALE**
    - Likely required for coming round
- **Other Programs**
  - Likely to become required (future PMO Standard)

Under Development
- These forms are not yet required for SGR
- Strongly Recommended
- As a Minimum, Serves and a Best Practice
Lessons Learned - Project Pre-Scoping Summary Form (Recommended / Not Required)

**TOPIC AREAS**

- General Project Scope Description
- Construction Requirements (under water construction, cofferdams, causeway, temporary shoring)
- Alternatives Evaluation (Replacement, Rehabilitation, Repairs)
- SGR Funding Scope Eligibility Requirements (S&B-IIM-95)
- Non-SGR Scope Elements
- Project Cost Estimating
- Bridges over Waterways
- Bridges over Railroads / Transit
- Bridges over Roadways
- Traffic Requirements / MOT
- Bicycle and Pedestrian Accommodations
- Roadway
- Hydraulics
- Right-of-Way
- Utilities
- Materials / Geotechnical
- Environmental
- Community Impacts

Most scope and estimate issues on projects with bridges are not the direct bridge items.
SIGNIFICANT SCOPE ITEMS

- Assumptions
- Moderate to high risks
- Unknowns

Indicate below when applicable

- N/A: Not applicable
- Nil: No significant scope items

Form to be published on VDOT S&B Website
## Lessons Learned - Project Pre-Scoping Summary Form (Recommended / Not Required)

**Example:**

<table>
<thead>
<tr>
<th>Item 7: Bridges over Railroads / Transit</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• N/A</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item 8: Bridges over Roadways</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• N/A</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item 9: Bicycle and Pedestrian Accommodations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assumption: Proposed bridge deck to include sidewalk on north side of deck given existing sidewalk on north side of approach road on the immediate east approach to the bridge.</td>
<td></td>
</tr>
<tr>
<td>• No other bicycle-pedestrian improvements considered in immediate vicinity of bridge on in SYIP.</td>
<td></td>
</tr>
<tr>
<td>• County has shared-use-paths mentioned in Comprehensive Plan but no projects are planned in near term.</td>
<td></td>
</tr>
<tr>
<td>• County contacted, and for concur with above (see email in Bridge File).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item 10: Traffic Requirements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Discussed maintenance of traffic with Traffic Engineering and Operations reviewed the following options for this Minor Local Road: Providing detour and closing bridge; part-width construction reducing two lanes reduced to one lane of traffic; and an offset alignment and maintaining two lanes of traffic at all items.</td>
<td></td>
</tr>
<tr>
<td>o Providing detour and closing bridge was not acceptable due to length of detour</td>
<td></td>
</tr>
<tr>
<td>o Part-width construction would be tolerable without significant backups.</td>
<td></td>
</tr>
<tr>
<td>o Offset alignment would have substantial ROW impacts</td>
<td></td>
</tr>
<tr>
<td>• Bridge is not on school bus route and does not provide access to any significant facilities</td>
<td></td>
</tr>
<tr>
<td>• Have completed initial coordination with local emergency needs (police, fire, EMT, etc.).</td>
<td></td>
</tr>
</tbody>
</table>

### SIGNIFICANT SCOPE ITEMS
- Assumptions
- Moderate to high risks
- Unknowns

Indicate below when applicable
- N/A: Not applicable
- Nil: No significant scope items

**Form to be published on VDOT S&B Website**
Lessons Learned - Project Cost Estimate Summary (Recommended / Not Required)

- Summary is Strongly Recommended
- Under development by VDOT PMO
- Training and Guidance Being Developed
- PCES Estimate (or equivalent)
- All phases (PE, RW, CN)
- VDOT Oversight Costs (LAP Manual)
- Inflation
- Contingency
Lessons Learned - Project Cost Estimate Summary (Recommended / Not Required)

- Base Costs
  - Includes incidentals
  - 50th percentile
  - Current Rates
- Contingency Costs
  - Project Development
  - Risk
- Inflation Costs
  - Per Schedule
- VDOT Oversight Costs
  - LAP Manual
### Project Cost Estimate Summary (PE Phase)

- **Disciplines**
  - By discipline

- **Reminder**
  - VDOT Oversight (LAP Manual)
  - Base
  - Contingency
    - On All Phase Items
    - Early Scope Validation
    - Redesign
    - Other Obstacles
  - Inflation (on all phase items)

### Preliminary Engineering

<table>
<thead>
<tr>
<th>Preliminary Engineering</th>
<th>Project Estimate Component</th>
<th>Proposed Project Cost Estimate ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Discipline</td>
<td>Source</td>
</tr>
<tr>
<td></td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hydraulics</td>
<td></td>
</tr>
<tr>
<td></td>
<td>In-plan Utilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traffic</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Structures/Bridges</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Materials/Geotech</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Survey</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Environmental</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>VDOT Oversight Costs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total PE Phase Estimate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inflation factor (%) / Costs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Inflated PE Estimate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PE Base Estimate Date (XX/XXXX)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Initial Baseline PE Start Date (XX/XX/XXXX)</td>
<td></td>
</tr>
</tbody>
</table>

- **Table**: Project Name, Project UPC, Prepared By, Reviewed By, County/City/Town, Development Phase, Date, Creation/Pre Scope, Tier Level
- **Diagram**: Project Cost Estimate Summary (PE Phase) with VDOT Oversight (LAP Manual) and Contingency with Inflation (on all phase items)
Project Cost Estimate Summary (RW Phase)

- **Disciplines**
  - Right-of-Way
  - Out-of-Plan Utilities
  - Railroad (including overhead easements)

- **Reminder**
  - VDOT Oversight (LAP Manual)
  - Base
  - Contingency
    - on all phase items
  - Inflation
    - On all phase items
Project Cost Estimate Summary (CN Phase)

- **Disciplines**
  - Bid Items by discipline
  - CEI
  - Railroad
  - Incidental Claims & WOs
  - Contract Requirements
  - State Forces, State Police

- **Reminder**
  - VDOT Oversight (LAP Manual)
  - Base
  - Contingency & Inflation
    - On all phase items
Questions

Contact your
• District Locality Liaison
• District Bridge Engineer

C. Todd Springer, P.E., Program Manager
Bridge Maintenance and Management Program Area
Central Office, Structure & Bridge Division, Virginia Department of Transportation
Phone: 804.786.7537 / Todd.Springer@VDOT.Virginia.gov
STATE OF GOOD REPAIR LOCAL PAVING FEDERALIZATION

Jennifer Ahlin, VDOT Asset Management Division
Yolanda Newton, VDOT Local Assistance Division
Harold Capels, VDOT Construction Division
Heather Williams, VDOT Environmental Division
Tanveer Chowdhury, VDOT Maintenance Division

September 24, 2019
# State of Good Repair Program
## Section 33.2-369, *Code of Virginia*  

<table>
<thead>
<tr>
<th>Description</th>
<th>Pavement</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Reconstruction/Rehabilitation (Deteriorated)</td>
<td>Reconstruction/Replacement (Structurally</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Deficient)</td>
</tr>
<tr>
<td>System</td>
<td>Interstate/Primary/Primary Extensions</td>
<td>All Systems</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(VDOT and Locally Maintained)</td>
</tr>
<tr>
<td>Priority Ranking Consideration</td>
<td>Mileage, Condition, Costs</td>
<td>Number, Condition, Costs</td>
</tr>
<tr>
<td>Distribution</td>
<td>All nine construction districts receive allocations each year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Based on needs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimum allocation of 5.5% and maximum allocation of 17.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>per district per year</td>
<td></td>
</tr>
<tr>
<td>CTB Approved Waivers (Optional)</td>
<td>Key Project - extraordinary circumstances only – the maximum</td>
<td></td>
</tr>
<tr>
<td></td>
<td>allocation of 17.5% can be waived in a given year</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20% - Secondary Pavements</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>(Optional if VDOT secondary target not met)</td>
<td></td>
</tr>
</tbody>
</table>
# State of Good Repair Program
## Three Test Requirement

<table>
<thead>
<tr>
<th>Tests*</th>
<th>Pavement</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Improves the pavement condition to “fair” or better status</td>
<td>Removes from structurally deficient status</td>
</tr>
<tr>
<td>2</td>
<td>Meets definition of pavement rehabilitation and reconstruction in Federal Highway Administration’s memo dated 9/12/2005 (see link below)</td>
<td>Meets definition of bridge rehabilitation and replacement in Federal Highway Administration’s Bridge Preservation Guide dated August 2011 (see link below)</td>
</tr>
<tr>
<td>3</td>
<td>Adds or restores strength</td>
<td></td>
</tr>
</tbody>
</table>

**FHWA Memo Links**
- [FHWA's Memo – September 12, 2005 - Pavement Preservation Definitions](#)
- [FHWA's Memo - February 25, 2016 - Pavement Preservation](#)
- [FHWA's Bridge Preservation Guide – August 2011 – Maintaining a State of Good Repair Using Cost Effective Investment Strategies](#)
State of Good Repair Program

Statewide SGR Funds

District “X” SGR Funds

VDOT Pavement SGR Funds
VDOT Bridges SGR Funds
Locality Pavement SGR Funds
Locality Bridges SGR Funds

Statewide Funding Distribution

Bristol District SGR Funds
Salem District SGR Funds
Lynchburg District SGR Funds
Richmond District SGR Funds
Hampton Roads District SGR Funds
Fredericksburg District SGR Funds
Culpeper District SGR Funds
Staunton District SGR Funds
Northern VA District SGR Funds
State of Good Repair Program
Primary Extension Paving Update

Primary Extension Policy Adopted June 2014

- Allows CTB to set aside a portion of the reconstruction and paving allocations for deteriorated primary extension pavements maintained by municipalities
- Maximum request of $1M per locality per year
- Combined Condition Index (CCI) rating of less than 60
- Projects must be advertised within 6 months of allocation of funds
- Maintenance of Effort Certification – funding supplements, not replaces, the current level of funding/level of effort on the part of the locality
Funding Source Background

- CTB Formula funds applied to projects were state funds beginning in FY 2015
- CTB Formula funding sunsets in FY2020
- State of Good Repair program funding was partially implemented in Fiscal Year 2017 using state funds
- State of Good Repair funding anticipated to be fully implemented in FY 2021
- Beginning FY 2021 primary extension projects must follow the federal process
  - Funding was anticipated to be federal in FY 2019
  - Exception was granted through FY 2020 to allow localities time to prepare for additional federal contract requirements
State of Good Repair Program
Primary Extension Paving Update

• Primary extension projects will utilize federal funding beginning FY 2021
• Changes are proposed to address the following:
  • Additional cost for projects to meet the federal requirements
    • Contract Development:
      – Safety reviews (guardrails, ADA compliance, pavement markings, shoulder drop-offs, signs, etc.)
      – Environmental studies (Environmental review process, Environmental permits, and Draft environmental document)
      – NEPA document (designated as Activity 25) as a Programmatic Categorical Exclusion (PCE)
    • Contract Administration:
      – Contract enforcement
      – Buy America, DBE goals, Davis-Bacon wage rates, etc…
  • Additional time to meet federal requirements and to obtain federal authorization
State of Good Repair Program
Primary Extension Paving Update

Environmental Update

• VDOT has a streamlined environmental process for paving projects

• VDOT environmental will complete the necessary NEPA and threatened and endangered species environmental clearances for all federal SGR local paving projects utilizing the streamlined process
State of Good Repair Program
Primary Extension Paving Update

Environmental Update

Streamlined Process

- A One-Time Programmatic Categorical Exclusion (OTPCE) has been created for paving projects
  - OTPCE – PCE created for specific activities – In this case paving projects
- Programmatic agreements have been executed with resource agencies for threatened and endangered species coordination
- Depending on project location and clearances received the locality may be required to include special provisions in contract documents
  - VDOT will provided special provision template language when required
Environmental Update

• NEPA Document is now required due to federal funds being applied to the projects

• All activities in the contract become federalized and all activities must be included in the NEPA document

• **Example 1:** One side of the road receives federal SGR funds, the other side of the road is in the same contract and paid for with locality funds. Since both sides of the road are in the same contract both sides of the road are federalized and are included in the NEPA document.
Environmental Update

• **Example 2:** A roadway receives federal SGR funds to pave a portion of the roadway. The locality wants to build a turn lane in the same area as the paving project and the locality decides it would be best to include both activities in the same contract. Both activities would be considered federalized and the project would no longer qualify for the streamlined clearance process. (OTPCE could not be used and threatened and endangered species programmatic agreement not longer applicable)
State of Good Repair Program
Primary Extension Paving Update

VDOT initiatives to assist localities with federalizing paving contracts

- Construction Division will be providing a federal paving contract template with all required federal provisions for locality use
- VDOT could advertise/administer District wide contracts for locality SGR paving segments
- Localities could Federalize an existing contract and include the Primary Extension Routes in that contract
- Localities may use existing contracts if they were procured with federal aid contract provisions
## Safety Analysis Requirements for Paving Projects (FHWA-VDOT Stewardship and Oversight Agreement)

<table>
<thead>
<tr>
<th>Project Category*</th>
<th>Net Elevation Change</th>
<th>State-Funded Projects</th>
<th>Federal Fund Eligible Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1 (FHWA Preservation Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PM CM1</td>
<td>Limited</td>
<td>• General Highway Safety Analysis <strong>Recommended</strong></td>
<td>• General Highway Safety Analysis <strong>Required</strong></td>
</tr>
<tr>
<td>CM2</td>
<td>1.5-2”</td>
<td>• Detailed Guardrail Assessment <strong>NOT Required</strong></td>
<td>• Detailed Guardrail Assessment <strong>NOT Required</strong></td>
</tr>
<tr>
<td>Category 2 (FHWA 3R Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RM1</td>
<td>Limited</td>
<td>• General Highway Safety Analysis <strong>Required</strong></td>
<td>• General Highway Safety Analysis <strong>Required</strong></td>
</tr>
<tr>
<td>RM2</td>
<td>1.5-2”</td>
<td>• Detailed Guardrail Assessment <strong>Required</strong></td>
<td>• Detailed Guardrail Assessment <strong>Required</strong></td>
</tr>
<tr>
<td>RM3 RC</td>
<td>&gt;2”</td>
<td>• Safety upgrades to be included in the paving project or through separate contract delivered in coordination with the paving project</td>
<td>• Safety upgrades to be included in the paving project or through separate contract delivered in coordination with the paving project</td>
</tr>
</tbody>
</table>

* Definitions of terms can be found on page 3 and 4 of the document “Agreement of Federal-Aid Maintenance Projects Between Federal Highway Administration & Virginia Department of Transportation”
# Differences Between Category 1 and Category 2 Projects

<table>
<thead>
<tr>
<th>Needed Actions</th>
<th>Category 1</th>
<th>Category 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Validate the scope and purpose</td>
<td>Review to ensure it meets Category 1 projects</td>
<td>Review to ensure it meets Category 2 projects</td>
</tr>
<tr>
<td>Review of Signing, Pavement marking, Edge drop-offs, Guardrail, Rumble strip, and Other road elements</td>
<td>Conduct windshield daytime observation.</td>
<td>Conduct windshield daytime and appropriate site specific observation of road traffic assets in the paving corridor and check deficient areas if necessary.</td>
</tr>
<tr>
<td>PE sign &amp; seal</td>
<td>Not required</td>
<td>Required</td>
</tr>
</tbody>
</table>

The details are in the document “VDOT Safety Analysis Guidelines”, at the following link:

State of Good Repair Program
Primary Extension Paving Update

Proposals Submitted to CTB on September 17th

• Increase time limit from 6 months to advertise to 12 months to advertise projects
• Increase funding limit from $1M annually per locality to $1.5M annually per locality

Next Steps:
• Anticipate approval at the CTB action meeting in October
• Call for applications will be made October 1st
• Application period ends on December 13th
QUESTIONS?
Contacts

Primary Extension Guidance and Policy Questions:
Todd Halacy – Todd.Halacy@vdot.virginia.gov  Phone – 804.786.3438
Yolanda Newton – Yolanda.Newton@vdot.virginia.gov  Phone – 804.786.0334

State of Good Repair Funding Program Questions:
Jennifer Ahlin – Jennifer.Ahlin@vdot.virginia.gov  Phone – 804.786.6581

Contracting Questions:
Harold Caples – Harold.Caples@vdot.virginia.gov  Phone – 804.786.1630

Environmental Questions:
Heather Williams – Heather.Williams@vdot.virginia.gov  Phone – 804.786.1872

Safety Analysis Questions:
Tanveer Chowdhury – Tanveer.Chowdhury@vdot.virginia.gov  Phone – 804.786.0694
Raja Shekharan - Raja.Shekharan@vdot.virginia.gov  Phone – 804.786.0870