



**STANDARD OPERATING PROCEDURE
FOR
PAVEMENT PROGRAM MANAGEMENT**

March 2026

INTRODUCTION

The Tennessee Department of Transportation (TDOT) maintains over 36,000 lane miles of Interstate and State Route pavement that serves communities in 95 counties. TDOT measures and manages pavement condition according to its Transportation Asset Management Plan (TAMP), including setting targets for Good, Fair, and Poor pavement.¹ TDOT aims to achieve those targets and maintain pavement condition by delivering pavement preservation, preventive maintenance, rehabilitation, and reconstruction projects. A 3-year list of planned pavement projects is published annually to communicate plans to the general public and other pavement stakeholders. These standard operating guidelines define the steps required to help ensure that the 3-year Pavement Plan is routinely established on time in a manner that supports reliable, on-time delivery of pavement projects.

¹ Tennessee Department of Transportation (TDOT). 2023. [TDOT Transportation Asset Management Plan \(TAMP\) 2022](#). Version 3.0. Tennessee Department of Transportation, Nashville, TN.

SCOPE

These guidelines define the necessary steps for developing, reviewing, and refining project lists received from the TDOT Pavement Asset Management office to maintain the 3-year Pavement Plan. The process begins once project recommendations developed within the Pavement Management System (PMS) are received from Pavement Asset Management and ends once the 3-year plan is updated. Technical processes for receiving pavement condition data, loading into the PMS, and generating output are defined in separate guideline documents. Once projects are established in the 3-year plan and advance to the most immediate year of the plan, they are defined as Year 1 projects. Tasks for developing Year 1 roadway construction plans are not specifically defined in these guidelines. That phase is described herein as the Year 1 development phase.

These guidelines do not define processes for determining pavement funding needs, setting performance targets, or addressing pavement risks. Those processes are defined in the TAMP. These guidelines do not define processes for conducting pavement layer thickness designs, performing life-cycle cost analysis, or establishing pavement rehabilitation and reconstruction projects.

GUIDELINES FOR DEVELOPING AND MAINTAINING THE 3-YEAR PAVEMENT PLAN

The following guidelines describe the steps for maintaining a 3-year Pavement Plan that reliably establishes pavement projects and treatments for sustaining pavement network health. Projects selected for the 3-year plan are expected to preserve or improve pavement surface condition using available funds. Roles and responsibilities are defined for each process task and milestone to improve accountability, but roles for tracking process activities and ensuring they are completed on time are not declared.

Phases

Work to develop the annual 3-year Pavement Plan is separated into phases based on work objectives. Technical activities are separated from coordination tasks and planning activities that focus on verifying and finalizing project lists. Work performed to initiate railroad coordination, obtain agreements, or develop construction plans are also considered to be separate from technical and planning activities. The four phases involved in developing the 3-year Pavement Plan include:

- **Pavement Management and Design.** Technical activities that support selecting effective Pavement Program projects and treatments, such as processing pavement condition data, field testing, and pavement design for determining optimum layer thicknesses.
- **Planning.** Activities performed to develop the 3-year paving plan, such as detailed project review and verification of PMS recommendations, developing preliminary project estimates, and compiling final 3-year lists for distribution.
- **Railroad Coordination.** Actions performed to establish railroad agreements on projects with railroad involvement. This includes property interest studies, crossing surveys, establishment of letter agreements, right-of-way plan development, and acquisitions. Tasks and milestones for railroad coordination are performed based on a separate railroad-specific schedule. Considerations made for incorporating railroad safety countermeasures to meet Federal railroad safety requirements will be part of the Year 1 Development phase.
- **Year 1 Development.** Preconstruction work performed to prepare roadway plans for letting according to the Year 1 delivery schedule, formerly known as the Resurfacing Schedule. This includes pavement development field reviews (PDFRs), bridge recommendations, Safety and Highway Safety Improvement Program (HSIP) coordination, National Environmental Policy Act (NEPA) documents, and plan development.

To ensure roadway plans are developed for lettings on time, the Year 1 development phase will begin each year before the Planning phase is completed and the 3-year plan is updated.

Key Tasks and Milestones

Tasks and milestones are defined in the Pavement Program Master Schedule shown in table 1 and figure 1. Tasks are work activities and are shown with a duration to estimate the length of time for completion, and milestones are single events which are either achieved or can occur as an event in a single day. This section describes each key task and lists responsible parties and milestones.

Receipt of PMS Recommendations

Who: From Headquarters (HQ) Asset Management Pavement office to Pavement Program Management, Materials and Pavements, and Regional/District Operations

When: Interstates by February 1; State Routes by March 15

The Asset Management Pavement office maintains a PMS that contains historical pavement condition data, prediction models, and decision trees for identifying candidate pavement projects. The PMS identifies network segmentations that list all roads on the pavement network with segment lengths and termini that are a reasonable size for pavement projects. Maintenance and rehabilitation and optimization analysis uses decision trees, performance models, and historical condition to suggest pavement work plans based on funding scenarios. These optimized PMS work plans maximize the total effectiveness of proposed projects during the analysis period with the funding available. The Asset Management Pavement office will generate these PMS work plans annually after the most recent condition data have been received, processed, and loaded into the PMS. PMS work plans will be distributed to Pavement Program Management, Materials and Pavements, and Regional/District Operations for review in two major installments. Interstate PMS work plans will be established first and will be distributed as a statewide plan. State Route PMS work plans will be distributed second and will be separated by region. These work plans will be used as the basis for establishing the 3-year Pavement Plan. Following review of these outputs, Regional/District Operations should identify projects potentially missing from the PMS recommendations and provide this list of potentially missing projects to Pavement Asset Management and Materials and Pavements for technical review. This communication should occur prior to field reviews. If, pending a technical review, Materials and Pavements and the Asset Management Pavement office consider the projects influential, the project may be considered for field review and further consideration in the 3-year plan.

The Asset Management Pavement office will routinely adjust analysis processes based on feedback from field reviews or other findings. Over time, PMS processes will evolve to establish preliminary work plans that closely match findings from field reviews. This will reduce the number of projects where field reviewers suggest project and treatment changes, minimize field review time, and improve the PMS' ability to project long-term condition and needs.

Treatment Field Reviews

Project-level field reviews will be performed on all candidate projects identified by the PMS output. Interstate project candidates will be reviewed first, followed by State Route candidates starting with Year 1. Review teams will evaluate the proposed projects and treatments and will make recommendations to keep each project as proposed, revise termini, adjust the proposed treatment, or postpone the project to a later year. Final treatment selections will be made based on pavement surface and structural condition by qualified Materials and Pavements staff with feedback from Regional Operations. Treatments may be adjusted from PMS output as long as the selected treatment is in an equal or lesser treatment category. Recommendations for changing to heavier categories of treatment or rehabilitation must be coordinated with the Pavement Program Manager. Any deviation from the PMS-proposed project and treatment shall be documented and sent to the Pavement Asset Management office to support improving future analysis output.

Treatment Field Review Kickoff

Who: HQ Materials and Pavements (lead), Regional/District Operations, and Asset Management Pavement office (Interstates only)

When: March 1

Each year during the Treatment Field Review Kickoff, roles and responsibilities shall be defined for Regional and District Operations staff performing tasks to establish the 3-year Pavement Plan. During this meeting, staff performing regional tasks shall be identified and documented in the Treatment Field Review Kickoff meeting minutes and kept in the HQ Pavement Program Management file. The Materials and Pavements office will clarify expectations for these individuals, such as deadlines for project and treatment feedback and estimates. The Materials and Pavements Manager will verify that all staff performing treatment selection reviews have completed the appropriate training required to perform the work. If properly trained district staff are not available, this need for training shall be communicated to the Materials and Pavements Manager. If possible, a mentoring program could be employed until the appropriate formal training is acquired, such as having trained staff from other districts provide on-site training.

Interstate Field Reviews

Who: HQ Materials and Pavements (lead), Regional/District Operations, and Asset Management Pavement office

When: March 15 – April 5

All Interstates will be visually reviewed annually to identify current and future work needs for the 3-year Pavement Plan. The review team will include Materials and Pavements, Asset Management Pavement office, and a Regional or District Operations representative. Candidate project termini will be based on the most recent PMS output but can be adjusted based on feedback from the field review. Any change in project termini and treatment shall be documented by the reviewer. The Pavement Management Engineer at the Asset Management pavement office shall review the reasons for change, visit the field as needed, determine how they affect the department's strategic goals and make recommendations to update the Interstate pavement plan. During Interstate field reviews, reviewers shall identify whether a project is flagged as having railroad involvement and verify whether crossings exist. Once field reviews are complete, HQ Materials and Pavements will send the final three-year list of Interstate projects with treatment recommendations to Pavement Program Management, the Asset Management Pavement office, and Regional/District Operations.

State Route Treatment Reviews

Who: HQ Materials and Pavements (lead) and Regional/District Operations

When: April 5 – June 14

State Route Treatment reviews will be performed by the designated staff immediately following completion of the Interstate Field Review. Treatment reviews will be coordinated by Materials and Pavements and include Regional or District Operations staff.

Year 1 projects and treatments will have been on the 3-year Pavement Plan previously and may have been reviewed twice before receiving their final review prior to initiating plan development. Review of Year 1 projects by the pavement team are thus expected to be brief. The reviews will

mostly consist of windshield surveys to verify that winter freeze-thaw damage has not deteriorated the road unexpectedly, causing the selected treatment to no longer be valid. If the selected treatment is no longer valid, the reviewer shall document the reasons and send the final treatment to the Asset Management pavement office. The Pavement Management Engineer at the Asset Management pavement office shall review these documents, visit the field as needed, determine how it affects the funding and system performance targets, and make recommendations to update the state route pavement plan. To ensure that Year 1 project lists are finalized in time for plan development to begin, these project reviews must be completed and Year 1 project lists finalized before the bundling meeting defined in the Year 1 development schedule. Development of Year 1 projects must begin before the final 3-year Pavement Plan is published. When mobilizing to perform Year 1 reviews, Year 2 projects that are passed during transit may be reviewed but only if time permits and does not jeopardize finalizing the Year 1 list for development.

During field reviews, reviewers shall identify whether a project is flagged as having railroad involvement and verify whether crossings exist. This review shall also consider crossings that may be within the railroad zone of influence. Region Project Management will request PINs for projects with known railroad involvement or other projects confirmed early to be on the 3-year list.

Once field reviews are complete, HQ Materials and Pavements will send the final three-year list with treatment recommendations to Pavement Program Management, the Asset Management Pavement office, and Regional/District Operations.

Pavement Structural Investigations

Who: HQ Materials and Pavements, Pavement Testing on-call consultant

When: Begin mid-June after Year 3 treatment reviews are completed; complete by April 15 the following year

Based on findings from PMS analyses and treatment field reviews, the Materials and Pavements office will identify projects requiring structural testing to verify treatment applicability for project candidates (e.g., preservation treatment or rehabilitation candidates). Testing may include but is not limited to pavement coring, falling weight deflectometer testing, or ground-penetrating radar. Pavement designs using test data may be performed at the discretion of Materials and Pavements. Candidate projects requiring structural investigations will be identified during the Year 3 treatment field reviews with the intention to complete investigations before projects advance to Year 2. Projects confirmed to require rehabilitation will be coordinated with Pavement Program Management. If HQ Materials and Pavements decides any significant changes to treatments, a designated staff shall send the final decisions to the Asset Management pavement office for review so that the influence of these changes on performance goals can be evaluated. The Pavement Management Engineer shall make recommendations on how to reflect these changes in the updated pavement plan.

Pavement Development Field Reviews (PDFRs)

Who: Regional Project Management (lead), Regional Operations

When: Kickoff May 15 according to development schedule

Previously identified as preparation of plans, specifications, and estimates, PDFRs are field reviews to collect information required to develop roadway construction plan sets. PDFRs will be performed by qualified staff using the standard form. PDFRs will be performed according to the Year 1 development schedule and will initiate with the Regional PDRF kickoff meeting.

Adjusting and Establishing Estimates

Who: Regional/District Operations

When: Two weeks after field reviews are completed for Interstates, Year 1 State Routes, and Year 2 State Routes. Four weeks after completing field reviews for Year 3 State Routes.

Throughout the planning process, project estimates shall be re-evaluated as project scopes increase in detail. The initial project estimate will come from the PMS based on cost models within the software. Once projects are added into Year 3 of the 3-year plan and treatments are identified, a preliminary estimate will be developed by Regional and District Operations based on local knowledge of the project, historical prices, and expected inflation. The preliminary estimate will be reviewed and potentially adjusted as the project moves into increasingly imminent years of the 3-year plan. If the treatment is revised, the estimate shall be adjusted accordingly. Once Regional/District Operations have completed their review of estimates, a list of revised estimates will be sent to Pavement Program Management and the Asset Management Pavement office. If the preliminary cost estimate is different from the initial pavement management project estimate, Regional and District Operations shall provide commentary on why so the Pavement Management Engineer can review and make recommendations for updating pavement management cost models. Once projects enter the Year 1 project development phase, the Engineering Estimate will be developed by the Headquarters Estimating office.

Railroad Status Review Meetings

Who: Regional Project Management (lead), Railroad Coordinator, Pavement Program Management

When: Mid-June before finalizing 3-year plan

In addition to monthly railroad coordination meetings, an annual planning meeting to review all planned projects with railroad coordination will occur to verify that planned projects in all 3 years can reasonably be expected to be delivered on time. This meeting shall occur prior to finalizing the 3-year plan. Year 1 projects that do not have property research shall not be expected to be completed on time and shall be reconsidered for Year 2 or later. Projects considered for Year 2 that are known to have fee simple crossing involvement but do not yet have appraisals shall be considered for Year 3 or later.

Initiating Railroad Property Research

Who: Regional Project Management

When: After creating project numbers — mid-April for Interstates and early June for State Routes

An early step to delivering pavement projects with railroad involvement is conducting railroad property research. Legal staff perform this work to recognize whether crossing property is identified as an easement or fee simple. Findings from property research must be complete to distinguish whether additional right of way acquisition is required for fee simple crossings. If so,

the time required to prepare agreements and deliver projects to letting may be 2 years or longer. Initiating property research early is essential for projects in the 3-year Pavement Plan to be delivered on time. Property research may not begin until a project is entered into the TDOT system and receives a PIN. Milestones are established in the schedule for initiating property research for Year 3 Interstate and State Route projects once they are identified as projects. If time and resources permit, Year 4 and 5 project candidates from PMS output may be evaluated for early consideration to initiate property research proactively. To support this work and initiate additional field review, PMS output can flag project data containing at-grade and grade-separated crossings.

Mid-Year Funding Review

Who: HQ Pavement Program Management

When: After February awards and before May authorizations

During the development and delivery of Year 1 projects, a review of awarded project costs is necessary to ensure final fiscal year obligations align with allocations. Typically, after February projects are awarded, March projects have engineering estimates. Funding authorization requests for May letting projects typically will be due within 5 to 10 business days after February projects are awarded and before March award prices are available. During the time between February awards and May authorizations, a review shall be performed of fiscal year costs by funding category. If any funding category is overcommitted, projects may be postponed. If a projected imbalance in spending is observed between some funding categories, this may potentially be corrected by updating the fund codes for May and June planned projects. For example, if National Highway (NH) funding is projected to be overspent and State funds are available, NH project numbers can be removed from the project before authorization requests are made. The Pavement Program Manager shall annually conduct this funding review.

Compiling Preliminary 3-Year Plans

Who: HQ Pavement Program Management

When: Begin early July

Once regional 3-year Pavement Plans with treatments are ready for distribution, the Pavement Program Manager will compile the 3-year Pavement Plan based on information from field reviews. The Program Manager will review estimates provided by Operations staff and the final distribution of funding by region. During this review, the Program Manager will verify funding is available for all planned projects as estimated and reprioritize projects as needed. The Program Manager will summarize the planned work by work types and ensure final treatment selections align with Departmental goals, such as annual targets for preservation. The Program Manager will act as the authority for making final decisions related to projects on the 3-year plan and any necessary substitutions.

As part of this task, the Pavement Program Manager will coordinate a review of the 3-year Pavement Plan to identify conflicts with other projects that may not have been previously identified. This review will be performed using the tools available at the time, including geographical information system tools such as ESRI TRIMs or project dashboards.

Once project conflicts have been resolved, the compiled preliminary 3-year Pavement Plan will be distributed to the following groups for comment:

- Asset Management and Asset Management Pavement office.
- Materials and Pavements.
- Regional Project Managers.
- Regional and District Operations points of contact identified during the Treatment Field Review Kickoff.
- Structures and Bridge Inspection.
- Railroad and Utilities.

Work performed to compile preliminary 3-year Interstate and State Route lists, review estimates and funding, summarize treatment type volumes, identify project conflicts, and distribute preliminary lists will take up to 3 weeks to perform.

Stakeholder Review and Comment

When: Mid-July to early August

Who: Key stakeholders as identified by Regional and HQ Project Management

Stakeholders who receive copies of the preliminary 3-year Pavement Plan will be provided up to 2 weeks to comment on the projects and treatments in the plan. Stakeholder feedback shall be provided to the Pavement Program Manager to be documented and summarized for the List Review Meeting.

List Review Meeting

Who: HQ Pavement Program Management (lead), Regional Project Management HQ Materials and Pavements, Asset Management Pavement office, Regional/District Operations

When: Early August, after stakeholder review and comment

Prior to finalizing the 3-year Pavement Plan, an in-person review meeting will be held to discuss all projects. This meeting will include representatives from Pavement Program Management, Materials and Pavements, Asset Management Pavement office, Regional and District Operations, and Regional Project Management. The Pavement Program Manager will lead the meeting and present a summary of the final funding distributions by Region and Work Type, including notes on final funding and project prioritizations. The group will review and discuss commentary from the Stakeholder Comment period and determine if any feedback is persuasive enough to modify the plan. The group will make final decisions on whether any stakeholder feedback requires documentation or response.

The Pavement Program Manager will solicit final feedback from the group on individual projects and treatments. The Program Manager will document feedback on projects and whether adjustments to the plan will be necessary before finalizing the plan. The group will then determine whether the final 3-year Pavement Plan can be approved for public distribution, pending final adjustments.

Finalizing the 3-Year Pavement Plan

Who: HQ Pavement Program Management

When: Finalized internally mid-August. Made public mid-February.

The Pavement Program Manager will ensure that the 3-year Pavement Plan is updated based on findings from the List Review Meeting. Once those findings are addressed and incorporated in the final version, the 3-year Pavement Plan will be considered final. The final 3-year Pavement Plan will be published in mid- February the following year and made available on the TDOT webpage.

Task and Milestones to Be Added to Future Versions

The following activities may be considered for inclusion in future versions of these procedures.

Updated Processes for Incorporating Bridge Deck Preservation into Pavement Projects

This process may continue according to the usual schedule but may begin earlier. Typically, bridge recommendations are received 21 weeks before letting and bridge repair sheets are submitted 12.5 weeks before letting. To increase the time available for traffic control planning in design, the due date for bridge repair sheets may be moved to align with preliminary plans (16-1/2 weeks) and bridge recommendation work can begin as soon as projects are placed on the 3-year Pavement Plan.

Local Interests

This process does not include a stakeholder engagement process for incorporating feedback from municipalities, utility considerations, inclusion of nonparticipating items, or lane reconfigurations such as road diets. A process may need to be established for communicating planned projects to external stakeholders such as municipalities. Paving projects shall be communicated to the appropriate local points of contact as soon as the 3-year Pavement Plan is confirmed each year. Confirmation of receipt from the local entity and information regarding their interest in the project shall be confirmed and documented within 90 days. Interest shall be reconfirmed and updated when the project is moved to Year 2 in the following year. At the PDFR kickoff meeting, the final status of local interest development shall be reviewed. If an external source intends to provide design details, they shall be provided by the PDFR turn-in date.

Just-In-Time Training

As new paving treatments are implemented across the State or as other treatments are developed in work areas that do not have recent experience inspecting that type of work, “just-in-time training” may be provided between the bid letting and beginning of project construction. This approach has proven to increase local knowledge for the treatment prior to construction, improve inspection activities, and minimize performance risk. This training may be classroom style or roadside. In some situations, training activities may include contractor staff and suppliers, if considered supportive of the project.

SCHEDULE FOR DEVELOPING 3-YEAR PAVEMENT PLAN

The start dates and durations for critical milestones and events are listed in table 1 and figure 1. Each year, the default dates and durations provided below shall be reviewed by HQ Pavement Program Management and adjusted based on findings from the previous year. A specific development schedule shall be established and discussed at the Treatment Field Review Kickoff. Any critical dates identified to fall on a weekend or holiday shall be moved to the following business day. If milestones or tasks are completed early or late, the HQ Pavement Program Manager shall coordinate with other parties to determine whether dates in the year-specific schedule need to be revised, and new deliverable dates shall be communicated to all parties defined in table 1.

Following January 1 of any given year, the current 3-year Pavement Plan will include the current year and the 2 years that follow. Terms in table 1 refer to Year 1 and Year 2 to describe the first or second year in the plan being developed, not the current year. For example, State Route treatment reviews of Year 1 that begin approximately April 5 are a review of projects to be constructed the following year. Pavement structural investigations will be initiated in June for projects in Year 3 of the plan being developed, which are projects to be constructed in 4 years. By the time complete findings from structural evaluations have been received, it will be the following year, at which time they will be in Year 2 of the plan being developed.

Table 1. 3-year Pavement Plan development schedule.

Event/Milestone	Notes	Who	Begins	Duration	End
Data Quality Review and Processing	Receive PMS Data from Vendor no later than October 15 Process described in Pavement Management SOP and Data Quality Management Plan Provide project recommendations for Interstates first then State Routes	Asset Management Pavement office	October 15	5.5 months	February 15
Distribute Pavement Management Interstate Project Recommendations	Distribute to Pavement Program Management, Materials and Pavements, and Regional/District Operations	Asset Management Pavement office	February 1	n/a	n/a
Officially release Three-Year Plan	Officially release the Three-Year Plan for public consumption	HQ Pavement Program Management	January 31	n/a	n/a
Treatment Field Review Kickoff	Establish roles and timelines for Interstate field reviews and State Route treatment field reviews	HQ Materials and Pavements	March 01 Before Interstate Rides Begin	n/a	n/a
Mid-Fiscal Year Funding Review	Review awarded costs up through February letting, March preliminary or engineering estimates, and remaining preliminary estimates After February awards and before May authorization requests	HQ Pavement Program Management	March 08	1 week	March 15
Distribute Pavement Management State Route Project Recommendations	Distribute to Pavement Program Management, Materials and Pavements, and Regional/District Operations	Asset Management Pavement office	February 15	n/a	n/a
Interstate Field Reviews (Whole Network)	Group windshield review of all Interstates	HQ Materials and Pavements Asset Management Pavement office Regional/District Operations	March 15 After majority of winter freeze risk has passed	3 weeks	April 5
Create Year 3 Interstate Project Numbers	List will not be final but can proceed with creating numbers for projects	Program Operations	After Interstate Rides	2 weeks	April 19

Table 1. 3-Year Pavement Plan development schedule (continued).

Event/Milestone	Notes	Who	Begins	Duration	End
Initiate RR Property Research (Year 3+ Interstate Projects)	Begin when projects are considered official for development Consider an internal list of Year 4 and 5 RR projects based on flagged PMS output	Regional Project Management	April 19 After Year 3 Interstate projects receive project numbers	n/a	n/a
State route treatment Reviews (Year 1)		HQ Materials and Pavements Regional/District Operations	April 05 After Interstate Rides	3 weeks	April 26
Review Year 1 Treatments and Adjust Estimates (Interstate and Year 1 State Routes)	Adjust Interstate and Year 1 State Route Estimates	Regional/District Operations	April 15 As treatment reviews are complete	2 weeks	April 29
Year 2 Pavement Structural Investigations Complete	Includes pavement design recommendations affecting treatment	HQ Materials and Pavement	April 15	n/a	n/a
State Route Treatment Reviews (Year 2)		HQ Materials and Pavements Regional/District Operations	April 26 After State route Year 1 treatment reviews	3 weeks	May 17
Begin Plans Development for Year 1 Projects	Develop according to the 1-year schedule beginning with the State route bundling meeting	See 1-year schedule	April 26	n/a	n/a
Review Year 2 Treatments and Adjust Estimates		Regional/District Operations	May 06 As treatment reviews are complete	2 weeks	May 20
PDFR Kickoff Meetings	According to 1-year schedule Regional for October Interstate and December State route projects	Regional Project Management	May 15	n/a	n/a

Table 1. 3-Year Pavement Plan development schedule (continued).

Event/Milestone	Notes	Who	Begins	Duration	End
State Route Treatment Reviews (Year 3)		HQ Materials and Pavements Regional/District Operations	May 17 After State Route year 1 and 2 treatment reviews	4 weeks	June 14
Request Project PINs	Occurs during field reviews as Year 3 projects are confirmed. Railroad involvement projects, when identified, may need to have PINs requested earlier. Final list of PIN requests to be submitted once preliminary list is compiled.	Regional Project Management	May 17	n/a	n/a
Review Year 3 Treatments and Develop Estimates		Regional/District Operations	June 14 After M&T Completion of Year 3 Treatment Reviews	4 weeks	July 12
Year 3 Pavement Structural Investigations		HQ Materials and Pavements	June 14 After M&T Completion of Year 3 Treatment Reviews	10 months	April 10
Railroad Status Review	Virtual or in person	Pavement Program Management Regional Project Management Railroad Coordinator	May 15	n/a	n/a
Compile Preliminary Lists	Review estimates, funding distributions, and treatment volumes Coordinate conflict review to identify conflicts with other planned projects and request PINs List includes treatment selections Distribute to Regional/District Operations Preliminary Interstate list may be prepared and distributed early, after Interstate rides and estimates are updated	Regional Project Management	July 12 After Year 3 estimates are complete	4 weeks	August 9

Table 1. 3-Year Pavement Plan development schedule (continued).

Event/Milestone	Notes	Who	Begins	Duration	End
Stakeholder Review/Comment			August 9 After compiling and distributing preliminary list	4 weeks	September 6
List Review Meeting	Live meeting (in person) Regional or statewide	HQ Materials and Pavements Asset Management Pavement office Regional/District Operations Regional Project Management	September 9 After stakeholder review	n/a	n/a
Initiate RR property research (Year 3+ State Route Projects)	Begin when projects are considered official for development Consider an internal list of Year 4 and 5 RR projects based on flagged PMS output	Regional Project Management	October 14 After 3-year list is final	n/a	n/a
Finalize 3-Year Interstate List (Internal)	Finalize for internal use, to be officially released for public consumption January 31	HQ Pavement Program Management	October 14 After list review meeting	n/a	n/a
Finalize 3-Year State Route List (Internal)	Finalize for internal use, to be officially released for public consumption January 31	HQ Pavement Program Management	October 14 After list review meeting	n/a	n/a
Annual Program Summary Report		HQ Pavement Program Management	November 13 After finalizing 3-year list	n/a	n/a

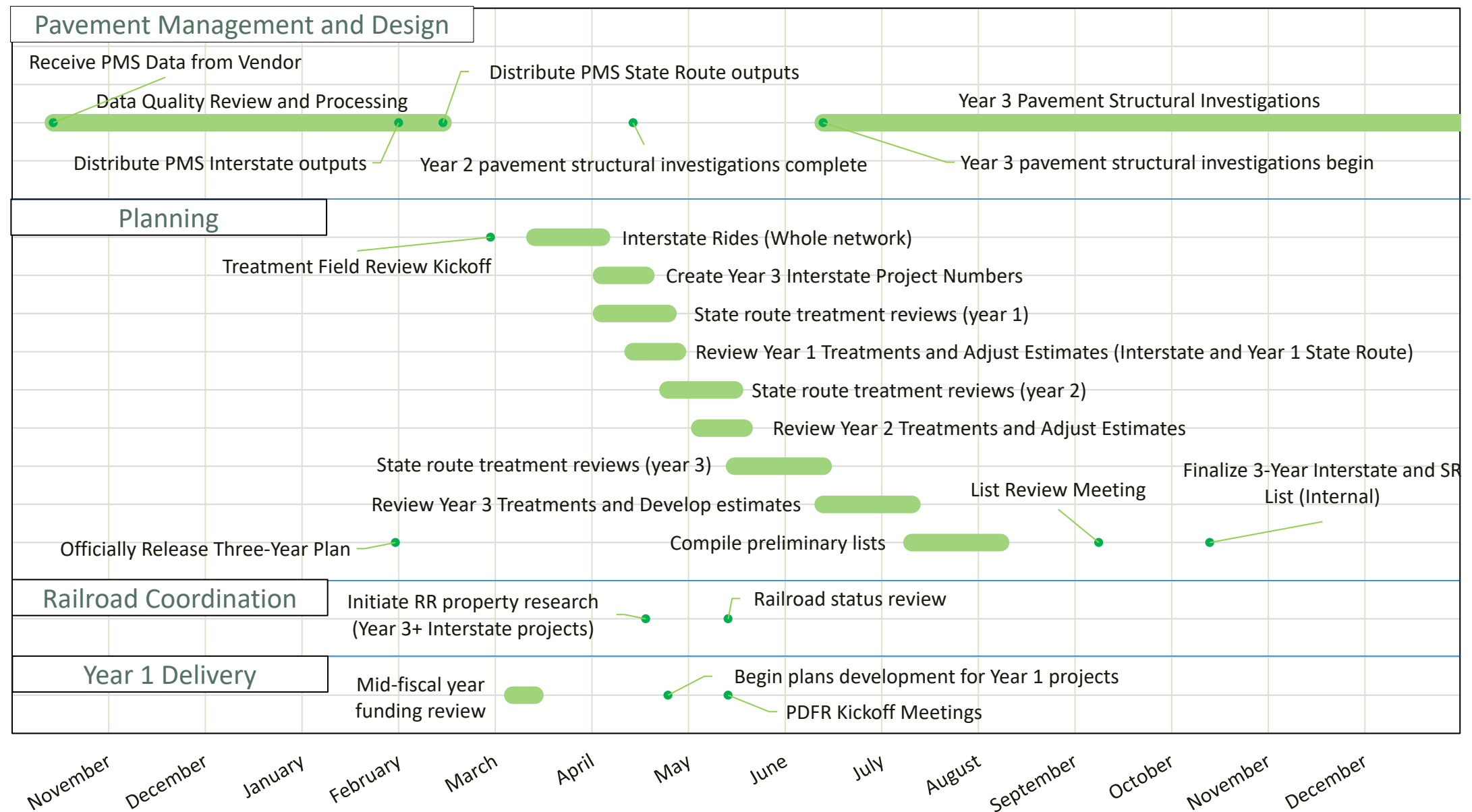


Figure 1. Milestones and events.