



IPAG

Irish Pavement Asset Group

Pavement Asset Management

Guidance

Section 0:

Introduction

Version 1.0

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An Roinn Iompair
Turasoireachta agus Spóirt
Department of Transport, Tourism and Sport



AN GHNÍOMHAIREADH BAINISTOICHTA REACTAS AIRTEL
LOCAL GOVERNMENT MANAGEMENT AGENCY

Document Information

Title	Pavement Asset Management Guidance, Section 0: Introduction
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Document History

Version	Status	Author	Checked	Changes from Previous Version
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The Group wishes to pay tribute to former group member, the late Peter Britton (RIP), Tipperary County Council, for his outstanding contribution to this project and his influence on the workings of this steering group. The impact and loss resulting from his tragic death is profound to the project and his colleagues.

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Irish Pavement Asset Group

A committee was set up under the aegis of Local Government Management Agency (LGMA) to develop a pavement management approach for all the Irish local authorities. The Irish Pavement Asset Group (IPAG) is charged with establishing the engineering requirements and standards for pavement management in Ireland. IPAG has members representing the Department of Transport, Tourism and Sport, the LGMA and local authorities.

Pavement Management in Ireland

Road authorities have practiced elements of pavement asset management for many years. In the main, however, these practices have been applied in a pragmatic way and have relied upon the judgement of experienced individuals. Systems of planning and recording works currently vary considerably from reasonably well structured to informal. Part of IPAG's remit is the development of a structured approach to pavement management in Ireland. In supporting all road authorities across Ireland, IPAG needs to take into account the short- and medium-term needs and resources of the organisations that manage pavements. Hence, it is of high importance that flexibility is built into the system. In simplistic terms, the needs of a road authority in Ireland range from strategic decision making for a large and complex network to the operational level of minor repair work.

Pavement Asset Management Guidance

This document is part of the output from an IPAG project to develop a guidance document covering the engineering requirements of a Pavement Management System. The intent is that this guidance will be sufficiently comprehensive to allow all road authorities to use it as their reference framework, when implementing a pavement management system. The phrase 'engineering requirements' means the engineering and business processes on which road authorities can base their pavement management systems.

Guidance produced by IPAG is intended to be applicable to both urban and rural authorities, recognising the differing characteristics and needs of each. Urban areas have networks that are heavily trafficked, often subject to congestion and with roads that have multiple lanes. Considerations of network availability and the need to apply working restrictions are key issues for these authorities. Rural areas cover a large portion of the country's roads and are lightly populated. Local authorities have resource levels commensurate with their size and financial means.

Pavement Asset Management Guidance Documents

As of December 2014, the IPAG Pavement Asset Management Guidance documentation comprises:

Section	Title	Description	Version & Date
0	Introduction	This section introduces the Pavement Asset Management Guidance document produced by the Irish Pavement Asset Group.	1.0 December 2014
1	Road Asset Register	This section provides guidance on how to structure an asset register for road infrastructure.	1.0 December 2014
2	Network Referencing	This section provides a recommended method of network referencing for use in Ireland. It sets out how a network of roads should be referenced, to enable data to be stored against the network.	1.0 December 2014
3	Inventory and Data Management	This section recommends the inventory data that road authorities should hold. It provides guidance on data collection methods and states how the data should be updated and validated.	1.0 December 2014
4	Routine Maintenance Management	This section recommends the use of a systems-based approach to the management of routine maintenance. It provides guidance on the identification, categorisation, prioritisation and reporting for repair of routine / minor pavement defects. It recommends the records that should be kept of each of these activities to support pavement asset management.	1.0 December 2014
5	Condition Surveying and Rating	This section describes the methods to be used for condition surveying and rating. It records the regime of condition surveys that are required. It comprises: <ul style="list-style-type: none"> – 5.0: Condition Surveying and Rating – Overview – 5.1: [Future] – 5.2: Condition Surveying and Rating – Footway – 5.3: Condition Surveying and Rating – Drainage 	1.0 December 2014

Section	Title	Description	Version & Date
6	Pavement Asset Management Strategies	This section recommends how pavement asset management strategies should be developed. It provides guidance on how asset data should be used to support identification of potential sites for treatment, analysis of the options for treatment and the creation of a short-term programme of schemes and long-term projections of funding needs.	1.0 December 2014
7	Reinstatements	This section recommends that records should be kept of road reinstatements. It refers specifically to those records required to assist with pavement management. It includes reference to other systems used to store data for the purposes of roadworks control.	1.0 December 2014
8	New Roads and Taking in Charge	This section recommends methods that should be adopted to ensure that roads constructed by contractors (on behalf of the road authority) or developers meet appropriate standards for 'taking in charge'. It provides guidance on what inspections should take place, what checks should be made to confirm that materials & construction depths meet the relevant specifications and what records & data that contractors / developers should be required to hand-over prior to 'taking in charge'.	1.0 December 2014