



- Notes:**
1. An Initial PES report should be prepared where the DPL determines that existing pavement must be retained as part of the permanent pavement structure based on line and grade or due to a planned sequence of staged construction. The PM will request the Initial PES. See PDP 5.9
  2. OMAT evaluates suitability for overlay which can affect staging and cost estimates. An Initial PES is meant to identify obvious constraints needed to develop conceptual level pavement designs, staging plans, and cost estimates. No field work is performed at this time. Initial PES is based on visual distresses and other existing data and does not provide overlay recommendations. See PDP 5.9
  3. Initial pavement design will be prepared by the DPL. These designs should incorporate findings from Initial PES if these reports were required. See PDP 5.11
  4. For projects where pavement is being retained and an Initial PES did not preclude retaining pavement, the PM should request a PES be performed. See PDP 6.3.3 for conditions where a PES may not be required.
  5. PTS should be requested after pavement designs have been approved by SPE.
  6. PTS reports performed by OMAT will be approved by the SPE. PTS reports performed by consultants should be submitted to OMAT for review and approval by the SPE.
  7. Pavement design(s) will be prepared by the DPL. These designs should incorporate findings from the PES if it was required. The pavement design package is completed by the DPL.
  8. GDOT DPL's will submit pavement design package to the SRDE after completing QC checks. The SRDE will complete QA checks. Roadway Design will submit the final package to the SPE for approval.
  9. Consultant DPL's will submit pavement design package to the PM after completing reviews in accordance with their approved QC/QA policy. The PM will forward the consultant submittal to OMAT for review and approval by the SPE.
  10. The SPE approves the pavement design package or returns the pavement design for correction and re-submission. Once approval is given, signed pavement designs will be forwarded to the PM.
  11. Guidelines for Minor Pavement Projects can be used for projects that fall within the parameters of the guidelines and do not require review or approval of SPE.
  12. DPL validates approved design. Examples of reasons for changes are updated traffic, Soil Survey Summary not required until final design, updated PES reports, & Design or Policy Change. See PDP 7.3.2
  13. OMAT will respond to the PM within 30 days of receiving the request. If additional field work is required, OMAT will return revised PES to PM within 4-6 mo. of the original reevaluation request.
  14. The PM or SRDE will submit any new revised designs to the SPE. PM submits for consultant projects. Roadway Design submits for in-house design. See PDP 7.3.2
  15. The PM will submit plans for letting.
  16. Pavements will continue to age and deteriorate until the distresses are addressed and repaired. Refer to the expiration date provided in the PES report. If none is provided contact OMAT.
  17. Guidelines for Minor Pavement Projects can be found on ROADS.  
<http://www.dot.ga.gov/PartnerSmart/DesignManuals/Pavement/Guidelines%20for%20Minor%20Pavement%20Projects.pdf>
- This flowchart is provided as a general guidance tool in conjunction with the PDP Manual. It does not supersede the PDP.