

Understanding of Risk and Road Asset Management

We refresh / revamp Your knowledge about the Understanding of RRAM

Strategic + Tactical + Operational



- (a) “the right **treatment**
- (b) at the right **time**
- (c) to achieve with **continuing** effect
- (d) the **desired level** of services
- (e) during the **entire life cycle** and
- (f) to **conserve** the Road Asset **Value**
- (g) on a **high level**”

Road Risk + Asset Management System to develop and to maintain

1 Inputs:

Definition the level of services to meet the “customers” road users expectations, demand of Asset, asset conditions / road condition survey [think about it: Garbage data input for an expensive program will not improve the Garbage output]

2 Process:

Prediction of performance and failure modes, resolution of options and strategies, pavement management principles, pavement deterioration models, treatment alternatives if chipping-surfacing does not meet the requirements, net value analysis, Risk management and Prioritization

3 Outputs:

Works program to consider the initial cost, maintenance cost, vehicle operating cost, safety and attractiveness to the community at large, expected life cycle, treatment cycles in context with pavement lives.

4 Implementation of the internal RAM:

Decide about the treatment / surfacing selection process, and finalize the Work Program in order to carry out the pavement / seal / surfacing design with drainage

5 Procurement and Execution of Works

After the final decision about the intelligent Employer’s Requirements to conserve /preserve future investments the Consultant can produce the Tender Dossier for **Bid + Build (traditional construction contracts)** or **OPBRC / DBOMT** (Design Build Operate Maintain and Transfer) for the Tendering, Award of Contract and for Execution and Maintenance interventions with Emergency measures.

The Standard Procurement Documents SPD have been developed from PMMR 2006, OPBRC 2009, 2016 and OPBRC 2017 (World Bank).

6 Product Development:

The industry is developing more **efficient and effective products**, which shall be incorporated in the implementation for a proper Road Asset Management System.

7 Transfer /

evaluate the Road after the Contract period to DC/LC.