

**MDOT Pavement Preservation & Preventive Maintenance
Treatment Policy for Federal-Aid Projects**

Guidance for Pavement Preservation Preventive Maintenance Treatment Selection:

- MDOT's Current Pavement Preservation & Preventive Maintenance Manual
- MDOT's Current Pavement Management System & Prioritization Program

Eligible Pavement Preservation Preventive Maintenance Treatments:

- Asphalt Pavements: Fog Seals, Chip Seals, Scrub Seals, Single Lift Asphalt Overlays, Ultra-Thin/Thin Lift Asphalt Overlays, OGFC
- Concrete Pavements: Diamond Grinding, Punchout & Joint/Spall Repairs, Dowel Bar Repairs

Federal-Aid Eligibility Requirements Associated with the Above Listed Pavement Preservation Preventive Maintenance Treatments:

- A) Seals: Allowed as stand alone or in combination with one overlay lift (2" maximum lift thickness).
- B) Overlays:
- 1) One overlay lift: 2" maximum lift thickness (milled or un-milled surface).
 - 2) Additional Work Options : (Prior to One Lift Overlay):
 - a) Pre-leveling Option: Limited to correct distorted sections or to correct crown and/or cross slopesOR
 - b) Milling Option:
 - (1) To address transitions
 - (2) To address areas with identified safety concerns including correction of distorted sections or correction of crown and/or cross slopes
 - (3) To address the entire roadway (2" & variable depth) if concurred with by the pavement review committee members
 - 3) Two foot (2') Trench Widening: Should provide two feet of paved shoulder along the entire project length if such work has not been previously completed.
- C) Incidental Base Failure Repairs: Isolated Repairs Allowed.
- D) Rumble Stripe/Strip Placement: As outlined within the approved MDOT Pavement Marking Policy and the latest approved MDOT Standard Drawings/specifications.
- E) Safety Edge Requirement: Meet latest approved MDOT guidance.
- F) Safety Hardware Improvements:
- 1) Guardrail Requirements: Upgrade to latest MDOT Standard Drawings & per NCHRP 350 Report or MASH & in accordance with the 2016 AASHTO/FHWA Implementation Schedule. (See attached FHWA 01/07/16 Memo).
 - 2) Signs & Sign Support Requirements: Upgrade to latest MUTCD & per NCHRP 350 Report or MASH

standards in accordance with the 2016 AASHTO/FHWA Implementation Schedule.

- 3) Features of existing safety hardware systems not covered by Notes F1 & F2 need not be upgraded unless full replacement is required due to the degree of existing damage or aging condition.
- 4) All newly added installations of safety hardware must meet the latest MDOT Standard Drawings/specifications and be in compliance with NCHRP 350 Report or MASH in accordance with the 2016 AASHTO/FHWA Implementation Schedule.
- G) Projects for OGFC Replacement on Interstate Routes: Replacement of OGFC is allowed along sections of existing Interstate previously rehabilitated with at least one lift of SMA mix capped with OGFC. As part of this work, incidental isolated underlying/base repairs as well as mainline shoulder mill and inlay work and interchange ramp preventive maintenance work is also allowed. The above listed requirements covering rumble strip placement, sign & sign supports, and other safety improvements also apply for these projects.
- H) Railroad Crossing Protection: Include provisions or implement separate projects to address needed railroad/highway improvements (improvements as identified by MDOT Traffic Engineering Division).
- I) ADA Improvements:
 - 1) Ramps:
 - a) For Pavement Preservation Treatments classified as "Maintenance" Activities under ADA Requirements (Treatment Types include Stand Alone Chip or Scrub Seals, Diamond Grinding, Punchout & Spall/Joint Repairs, Dowel Bar Repairs) - No Requirement for concurrent installation of compliant ADA ramps & related features.
 - b) For Pavement Preservation Treatments classified as "Alteration" Activities under ADA Requirements (Treatment Types include Single Lift Asphalt Overlays & Ultra-Thin/Thin Lift Asphalt Overlays with or without Milling, Combination of Chip or Scrub Seal & Ultra-Thin/Thin Lift Asphalt Overlay) – Requirement for concurrent installation of compliant ADA curb ramps (including, but not limited to, curb cuts, curb ramps, landing areas, detectable warnings) - per latest PROWAG & approved MDOT Standard Drawings/Design Standards) to the maximum extent physically feasible (cost & schedule are not factors). Document decisions where variances are determined to be justified – these should be rare instances.
 - 2) Other Pedestrian Features: Any other new pedestrian features being added and/or portions of existing pedestrian features disturbed/changed/affected by construction must be (re)placed meeting current PROWAG standards & approved MDOT Standard Drawings/Design Standards. (These include, but are not limited to, sidewalks, pedestrian traffic signal improvements, handrails.)
 - 3) Transition Plan Updates: Remaining undisturbed/unchanged/unaffected pedestrian features not required to be addressed per the above listed requirements and needing accessibility improvements shall be incorporated into the ADA Transition Plan as required by 28 CFR 35.150.
- J) Design Exception & Variances: MDOT documents & approves.

Approved: Joe A. Walker, III
MDOT Deputy Executive Director/Chief Engineer

1/5/18
Date

Approved: Ronald E. Davis
for FHWA Division Administrator, Mississippi Division

1/18/18
Date