Pavement Maintenance Requirements Regarding Licensed Professionals:

MAINTENANCE REPAIR DRAWINGS, PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, OR CALCULATIONS REQUIRE A LICENSED PROFESSIONAL FOR THE FOLLOWING:

- New pavement construction, reconstruction, or overlays more than 2" thick, or other non-localized repairs intended to increase structural capacity to existing pavement that has suffered major deterioration.

THE FOLLOWING TWO CATEGORIES OF PRESERVATION AND REPAIR PROJECTS DO NOT REQUIRE A PROFESSIONAL OF RECORD:

- Preventative Maintenance with a 2" treatment or less (including chip seals)
  Preserves the wearing surface to prevent deterioration and maintain existing structural capacity. It is not construction, reconstruction or a major renovation.

- Non-Preventative Maintenance 2" or less, but including localized repair up to and including full depth pavement repair.
  Treatment is a repair but is considered non-structural and is not significant strengthening or a major renovation. Non-preventative maintenance includes minor rehabilitation, some routine maintenance, and corrective maintenance.

Note: This information is consistent with FHWA's definition of pavement preservation. Pavement preservation includes minor rehabilitation, preventative maintenance, corrective maintenance, and routine maintenance.

"***Minor rehabilitation*** consists of non-structural enhancements made to the existing pavement sections to eliminate age-related, top-down surface cracking that develop in flexible pavements due to environmental exposure. Because of the non-structural nature of minor rehabilitation techniques, these types of rehabilitation techniques are placed in the category of pavement preservation."

"***Preventive maintenance*** is typically applied to pavements in good condition having significant remaining service life. As a major component of pavement preservation, preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples of preventive treatments include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin hot-mix asphalt overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial and/or full-depth concrete repairs to restore functionality of the slab; e.g., edge spalls, or corner breaks."

"Routine maintenance consists of day-to-day activities that are scheduled by maintenance personnel to maintain and preserve the condition of the highway system at a satisfactory level of service. Examples of pavement-related routine maintenance activities include cleaning of roadside ditches and structures, maintenance of pavement markings and crack filling, pothole patching and isolated overlays. Crack filling is another routine maintenance activity which consists of placing a generally, bituminous material into "non-working" cracks to substantially reduce water infiltration and reinforce adjacent top-down cracks. Depending on the timing of application, the nature of the distress, and the type of activity, certain routine maintenance

activities may be classified as preservation. Routine Maintenance activities are often "in-house" or agency-performed and are not normally eligible for Federal-aid funding."

"***Corrective Maintenance*** activities are performed in response to the development of a deficiency or deficiencies that negatively impact the safe, efficient operations of the facility and future integrity of the pavement section. Corrective maintenance activities are generally reactive, not proactive, and performed to restore a pavement to an acceptable level of service due to unforeseen conditions. Activities such as pothole repair, patching of localized pavement deterioration, e.g. edge failures and/or grade separations along the shoulders, are considered examples of corrective maintenance of flexible pavements. Examples for rigid pavements might consist of joint replacement or full width and depth slab replacement at isolated locations.

Decision Meeting Attendees:

Decision Meeting Date: 06/19/2012

Luci Moore, State Maintenance & Operations Engineer
John Coplantz, Pavement Management Engineer
Justin Moderie, Pavement Design Engineer
Ace Clark, Assistant District 12 Manager