ROADWAY TOPICS

- Vegetation Maintenance (Howard Peavey)
- Open-Graded Friction Course (OGFC) layer
- Scrub Seal (Slurry Mixes) on the Interstate
- MASH Implementation and the ALDOT Pavement Preservation Policy
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Interstate Maintenance PM1 Program
OGFC Layer

• Let 31 PM1 projects since 2015
  • 3 FY 2015
  • 6 FY 2016
  • 8 FY 2017
  • 4 FY 2018
  • 10 FY 2019
  • 4 PM1, 6 PM2, 5 PMR, 1 other (R/A)
• Planned $192 million
• $148 million in preservation projects
• Where is the other $44 million?
Interstate Maintenance PM1 Program

OGFC Layer

- Let 31 PM1 projects since 2015
  - 3 FY 2015
  - 6 FY 2016
  - 8 FY 2017
  - 4 FY 2018
  - 10 FY 2019

- From 2015, $124.5m on OGFC projects
  - 222 Centerline Miles paved
  - 965 Lane Miles Paved
  - $130k per Lane Mile for a PM1
  - 306k Tons of OGFC placed
Interstate Maintenance Program Updates

**IM Program Cost**

- **IM Lane Mile Cost for Last 5 Years**
  - **Average Lane Mile**
    - FY 2014 $374K (83% PMR)
    - FY 2015 $313K (63% PMR)
    - FY 2016 $256K (39% PMR)
    - FY 2017 $257K (52% PMR*)
    - FY 2018 $350K (31% PMR)
Interstate Maintenance PM1 Program

OGFC Layer

• IM Lane Mile Cost for Last 5 Years
  • Average Lane Mile for PM1
    • FY 2014  $  ---  K
    • FY 2015  $  118K
    • FY 2016  $  142K
    • FY 2017  $  130K
    • FY 2018  $  135K
Interstate Maintenance Program Updates

IM Program Cost

• IM Lane Mile Cost for Last 5 Years
  • Average Lane Mile for PM2
    • FY 2014  $ 207K
    • FY 2015  $ 219K
    • FY 2016  $ 363K
    • FY 2017  $  ---  K*
    • FY 2018  $ 311K
Interstate Maintenance Program Updates

IM Program Cost

• IM Lane Mile Cost for Last 5 Years
  • Average Lane Mile for PMR
    • FY 2014  $ 424K
    • FY 2015  $ 378K
    • FY 2016  $ 450K
    • FY 2017  $ 398K
    • FY 2018  $ 630K
Interstate Maintenance PM1 Program
OGFC Layer

- Any States currently utilize Fog Seal as an OGFC preservation tool?
  - Lane impacts
  - Friction loss concerns
  - Life cost benefits
- Any States Vacuum and Clean their OGFC?
  - Successfully restore drainage?
  - Harmful to OGFC?
ROADWAY TOPICS

- Vegetation Maintenance (Howard Peavey)
- Open-Graded Friction Course (OGFC) layer
- *Scrub Seal (Slurry Mixes) on the Interstate*
- MASH Implementation and the ALDOT Pavement Preservation Policy Update
Slurry Mixes on the Interstate

• Any States allow Slurry mixes on the Interstate? (Open to Traffic)

• Slurry Types
  • Micro
  • Chip Seals
  • Scrub Seals
  • High Density Mineral Bonds
(f) Material Application.

The emulsion broom shall be pulled behind the emulsion distributor immediately after the application of the emulsion. All cracks in the pavement shall be filled by emulsion by the movement of the weighted emulsion broom through the emulsion.

The aggregate shall be dry during spreading. The aggregate shall be evenly spread over the scrubbed emulsion.

The seal should be rolled immediately after the aggregate is applied. There shall be at least three passes made with a pneumatic roller.

The scrub seal system shall be stiff enough to allow sweeping up excess aggregate without damage to the pavement surface. The excess aggregate shall be removed with the vacuum broom within two hours of rolling or as directed by the Engineer.

The roadway shall not be opened to traffic until at least two hours after the completion of the placement of the emulsion and aggregate. The Engineer may require a second power sweeping to remove any loose aggregate. Excess aggregate shall be removed from the project unless otherwise approved by the Engineer.

For inner layer applications the scrub seal shall be sufficiently cured a minimum of 72 hours prior to placing a bituminous overlay, micro-surfacing, or other asphalt surface treatments. The work shall be staged such that any seal coat inner-layer placed shall be covered by the succeeding surface treatment as soon as possible following the minimum curing time. The status of being cured shall be determined by the ability to sweep all loose aggregate from the surface without removing any aggregate adhered to the bituminous emulsion.

Longitudinal joints shall not overlap. The longitudinal construction joint shall coincide with the painted lane line or at the outside edge of shoulder.
Slurry Mixes on the Interstate

• Scrub Seal Specification

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Slurry Mixes on the Interstate

• Any States allow Scrub Seals on the Interstate?
  • Open to Traffic?
  • Cure period definition
  • Cover the same day?
  • Place OGFC on Scrub Seal?
ROADWAY TOPICS

• Vegetation Maintenance (Howard Peavey)
• Open-Graded Friction Course (OGFC) layer
• Scrub Seal (Slurry Mixes) on the Interstate

• MASH Implementation and the ALDOT Pavement Preservation Policy
2016 AASHTO/FHWA Joint Agreement for MASH

- Urged Agencies to replace later than NCHRP 350 safety hardware
- Encouraged Agencies to replace beyond repair damaged hardware or have an individual Agency policy
The new Policy was signed and approved on July 2, 2019
## ALDOT Policy

### Major Changes within New Policy

<table>
<thead>
<tr>
<th>ITEM</th>
<th>CURRENT POLICY</th>
<th>NEW POLICY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PM 1</td>
<td>PM 2</td>
</tr>
<tr>
<td>SAFETY FUNDS</td>
<td>0%</td>
<td>5%</td>
</tr>
<tr>
<td>FLEXIBLE PAVEMENT MILLING</td>
<td>0” SAFETY LAYER ONLY</td>
<td>½ WS EXCL. SAFETY LAYER</td>
</tr>
<tr>
<td>FLEXIBLE PAVEMENT OVERLAY</td>
<td>&lt;1” NO HMA</td>
<td>&lt;2” EXCL. SAFETY LAYER</td>
</tr>
<tr>
<td>RIGID PAVEMENTS</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td>GUARDRAIL/END ANCHORS</td>
<td>NONE</td>
<td>NONE</td>
</tr>
</tbody>
</table>

* ALT. FUNDS
**ALDOT** TREATMENTS
* DEFINED MR TREATMENTS
**Pavement Preservation Policy Matrix**

**Note 1:** These safety items may be eligible for HSIP or other alternative funding. Subject to the availability of alternative funding sources, these safety items identified within the matrix may be funded by the Pavement Preservation Project as initial deductions to the allowable safety funding for each category (0% on PM1, 5% on PM2, 10% on MR).

**Note 2:** Use ALDOT approved Manual for Assessing Safety Hardware 2016 (MASH) safety devices. If no MASH item is available, consult the Design Bureau for a recommendation for the site-specific application.

**Note 3:** Should the replacement or repair costs of damaged devices, combined with other improvement costs (guardrail, end anchors and bridge connection rails), exceed the allowable safety funds for each category (0% on PM1, 6% on PM2, 10% on MR) then seek alternative funds.

<table>
<thead>
<tr>
<th>Americans with Disabilities Act</th>
<th>Preventive Maintenance 1 (PM 1)</th>
<th>Preventive Maintenance 2 (PM 2)</th>
<th>Minor Rehabilitation (MR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install curb cuts and curb ramps along existing curb-and-gutter sections where sidewalks are present except when the following treatments are selected:</td>
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<tr>
<td>• Crack Filling and Sealing</td>
<td>• Chip Seals</td>
<td>• Slurry Seals</td>
<td>• Fog Seals</td>
</tr>
<tr>
<td>• Surface Sealing</td>
<td>• Scrub Seals</td>
<td>• Joint Crack Seals</td>
<td>• Joint Repairs</td>
</tr>
<tr>
<td>• Chip Seals</td>
<td>• High Friction Treatments (Spot locations)</td>
<td>• Diamond Grinding</td>
<td>• Concrete Grooving</td>
</tr>
<tr>
<td>• Slurry Seals</td>
<td>• Pavement Patching</td>
<td></td>
<td>• Pavement Patching</td>
</tr>
<tr>
<td>Guardrail End Treatments</td>
<td>Preventative Maintenance 1 (PM 1)</td>
<td>Preventative Maintenance 2 (PM 2)</td>
<td>Minor Rehabilitation (MR)</td>
</tr>
<tr>
<td>--------------------------</td>
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<td>Safety items are not a required consideration - outside the purview of preventative maintenance with the following exceptions: On all route types, undamaged guardrail approach end treatments that are not compliant with NCHRP 350 should be replaced by MASH 2016 compliant devices. (See Note 1 and 2) On all route types, replacement or repairs to damaged NCHRP 350 compliant guardrail approach end treatments should be addressed by the Pavement Preservation Project funding or other appropriate alternative funding. On Interstate preservation projects, Pavement Preservation Project funding for the replacements or repairs must be prescribed by the IM Scope Review Letter. (See Note 2 and 3)</td>
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QUESTIONS???