



Rocky Mountain West Pavement Preservation Partnership



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Presentation Outline

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Grand Canyon

- Recognized Benefits of Pavement Preservation
- Current Challenges – increasing the need for Pavement Preservation (the reality of today!)
- Opportunities for the future.



Recognized Benefits of Pavement Preservation

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- Pavement Preservation can delay expensive rehabilitation and reconstruction.
- Pavement Preservation can and does extend the life of the existing pavement.
- Pavement Preservation is an inexpensive and cost effective measure that restores the serviceability with less disruption to the public

“The Right Treatment on the Right Roadway at the Right Time”

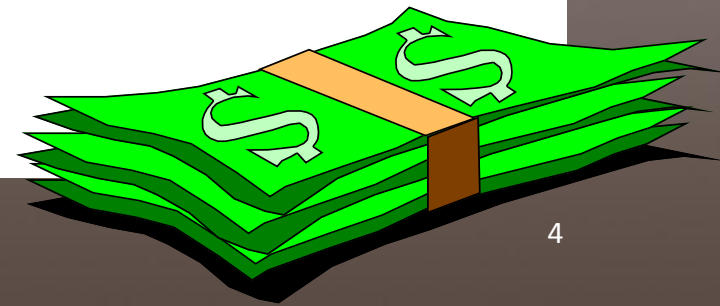


Current Challenges – increasing the need for Pave Pres

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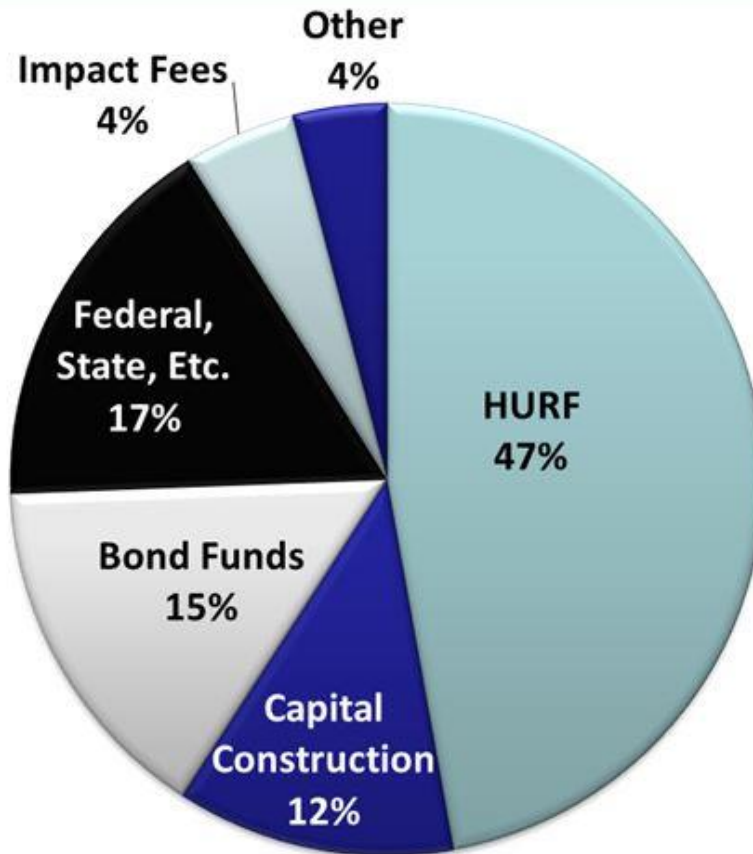
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- States are shifting emphasis from building the system to preserving the system.
- Highway funding and the purchasing power of funds is declining

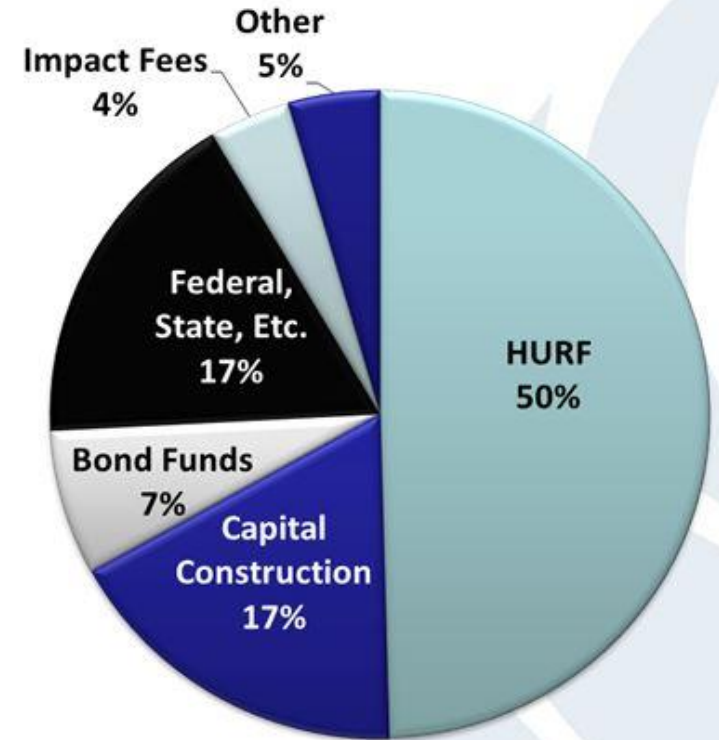




Five-Year Capital Program Funding Sources



2008-13 Street Transportation CIP
Total Funding: \$793,462,874



2013-18 Street Transportation CIP
Total Funding: \$581,931,335



Pavement Conditions

- Current Rehab Cycle
 - Residential Streets = 65 years
 - Arterial Streets = 60 years
- Optimum Rehab Cycle = 30 years



Current Challenges – increasing the need for Pave Pres

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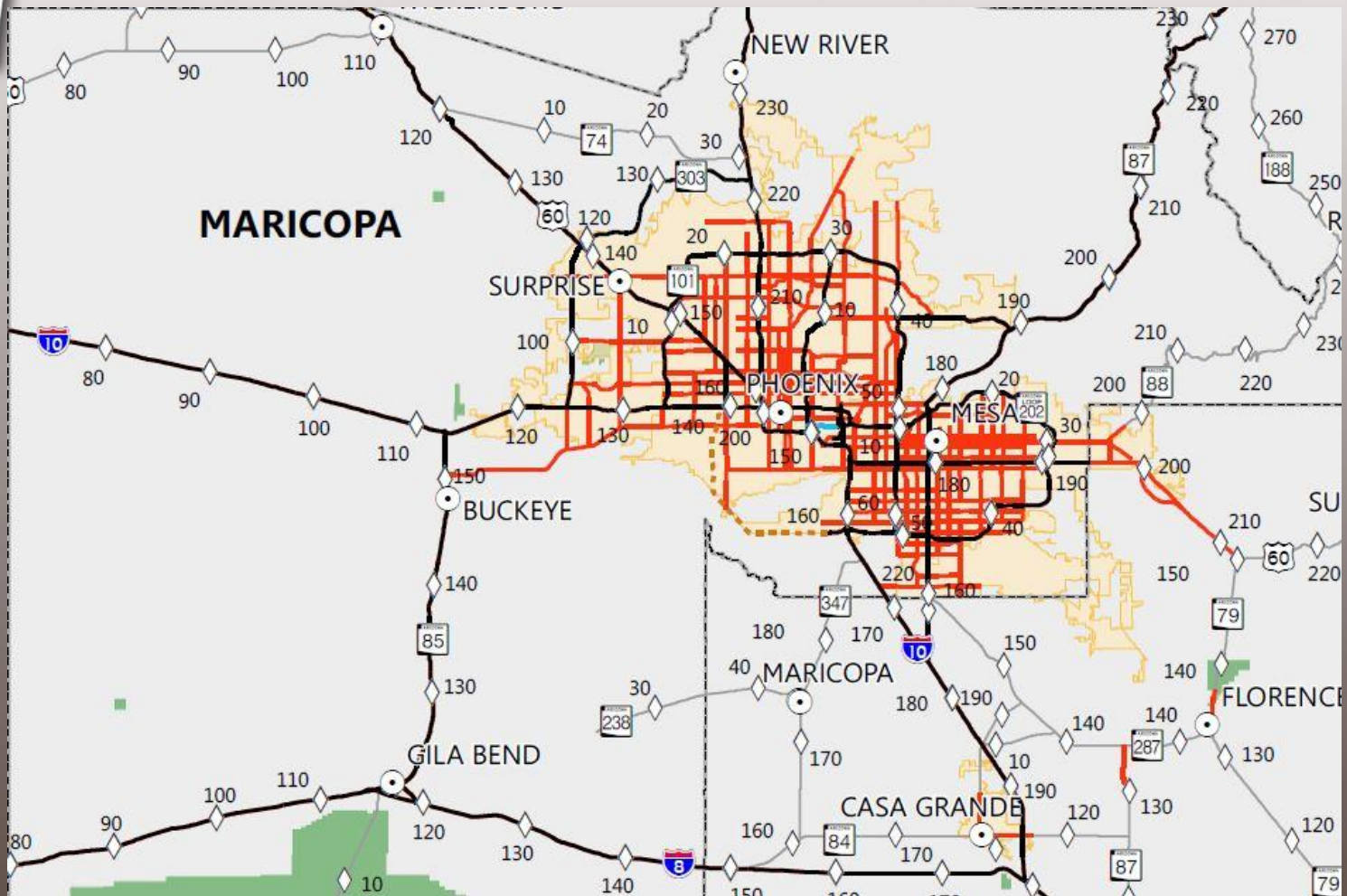
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Current Challenges – increasing the need for Pave Pres

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Current Challenges – increasing the need for Pave Pres

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U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.² This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.³ Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.⁴ Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.



Current Challenges – increasing the need for Pave Pres

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FP²: Costs of ADA Unfunded Mandate Will Hammer Local Road Budgets

By Tom Kuennen

The cost of compliance with the new Department of Justice/Department of Transportation interpretation of ADA rules for pavement preservation for county and municipal governments will badly impact local pavement preservation programs, say affected agencies.

In addition to the imposition of new costs associated with this new interpretation, some local governments anticipate a retreat from high-performance pavement preservation techniques that have proven their worth locally, forcing them to revert to treatments that don't require adherence to ADA requirements.

Title II of the *Americans with Disabilities Act of 1990* (ADA) requires that state and local governments make sure that persons with disabilities have access to the pedestrian routes in the public right-of-way. An important part of this requirement is the obligation that, whenever streets, roadways or highways are altered, curb ramps be provided where street level pedestrian walkways cross curbs.

Previously, pavement preservation treatments weren't considered road construction that would trigger ADA requirements. But following new guidance released last year, under the ADA, some pavement preservation treatments now require costly accessibility features such as curb ramps be installed as part of the project, while other preservation treatments don't.

Projects now deemed to be *alterations* must include curb ramps within the scope of a project. These include micro surfacing, thin lift overlays, open graded surface courses, cape seals, mill-and-overlays, and hot in-place recycling.

Projects deemed to be *maintenance*, and exempt from curb ramps include crack and joint filling and sealing; surface chip, slurry, scrub and fog seals; concrete joint repairs and dowel bar retrofits; spot high-friction treatments; and undersealing, diamond grinding, and pavement patching.

FP² Inc. maintains that because the advisory arbitrarily distinguishes between similar treatments for purposes of

application of the ADA, the practical effect will be to drive public agencies to the pavement preservation treatments which don't require costly curb cuts, regardless of whether these are the right treatments for their roads. This now is being demonstrated in the field.

Furthermore, it was discouraging to FP² and its allies to see that civil engineering practice and experience did not play a role in determining which rehab treatments fell into what category (see FP²: *ADA Technical Guidance Driven by Public Perception, not Engineering Principles*, Summer 2014, pp 9-13, visit fp2.org for back issues).

SURVEY SHOWS DANGER

A survey this spring of local governments in California shows the damage that the ADA guidance will do to cash-strapped local governments that now must recalibrate their pavement preservation programs to accommodate the cost of compliance, or change strategies completely.

The survey was conducted in May by Ding Cheng, Ph.D., and Gary Hicks, Ph.D., of the California Pavement



In Clovis, Calif, hot chips are spread on rubberized asphalt in advance of slurry surfacing to complete cape seal

“The practical effect will be to drive public agencies to the Pavement Preservation treatments which don't require costly curb cuts, regardless of whether those treatments are the right treatment for their roads”

Pavement Preservation
Journal,
Fall 2014



Opportunities for the future

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Transportation Asset Management

- States are required to develop a risk-based plan for the National Highway System.
- NPRM is expected to be out for comment in Fall 2014 with 60 day comment period.

“TAM is a strategic approach that strives to provide the best return for each dollar invested by maximizing system performance, improving customer satisfaction, and minimizing life-cycle costs.”

Transportation Performance Management

- NPRM is expected to be published in the Fall of 2014

Will inform the public and decision-makers, and will help decision-makers realize the shortfall in funding.



Opportunities for the future

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FHWA SHRP 2 (R26) - Preservation of High Traffic Volume Roadways

- This will assist ADOT to determine the effectiveness of pavement preservation surface treatments that are applied on the system.
- As a Lead Adopter, ADOT received \$120,000 in Implementation Assistance for the development and construction of four high volume roadway surface treatment projects on Interstates 8 and 10, and SR 68.
- The four projects were constructed in 2014.
- The pre-construction and post-construction pavement surfaces were surveyed for Pavement Condition and tested for Ride Profile (IRI) and High Speed Friction.



Thank You

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