

ADOT Maintenance and Rehabilitation

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ADOT Materials Group

Surface Treatments

- Fog Seals
- Chip Seals
- Slurry Seals
- Micro seals

Maintenance Activities

- Cleaning Ditches
- Cleaning Culverts
- Repairing Potholes
- Repairing/Replacing Pavement Damaged in Traffic Incidents, etc.

Rehabilitation

- Overlays
- Mill and Replace
- Full Depth Reconstruction

Budget

- ADOT currently budgets about 50% of need for Pavement Preservation
- Some States only fund maintenance and still not enough
- Some States selectively choosing not to maintain some roads

Profilometer



Federal Standards

- Below 95 in/mi – good ride; good condition
- 95-119 in/mi – acceptable ride; fair condition
- 120-170 in/mi - acceptable ride; mediocre condition
- Greater than 170 in/mi – unacceptable ride; poor condition

ADOT Standards

- PSR no worse than 3.2
- PSR of 3.2 = IRI of 117 in/mi
- Currently about 25% of the State system exceeds 117 in/mi

AASHTO 2008 - *Pavement Smoothness*

2nd in the nation

AASHTO 2009 – *Rough Roads Ahead*

- Top 5 in country
- AZ vehicle operating costs \$380 less than CA

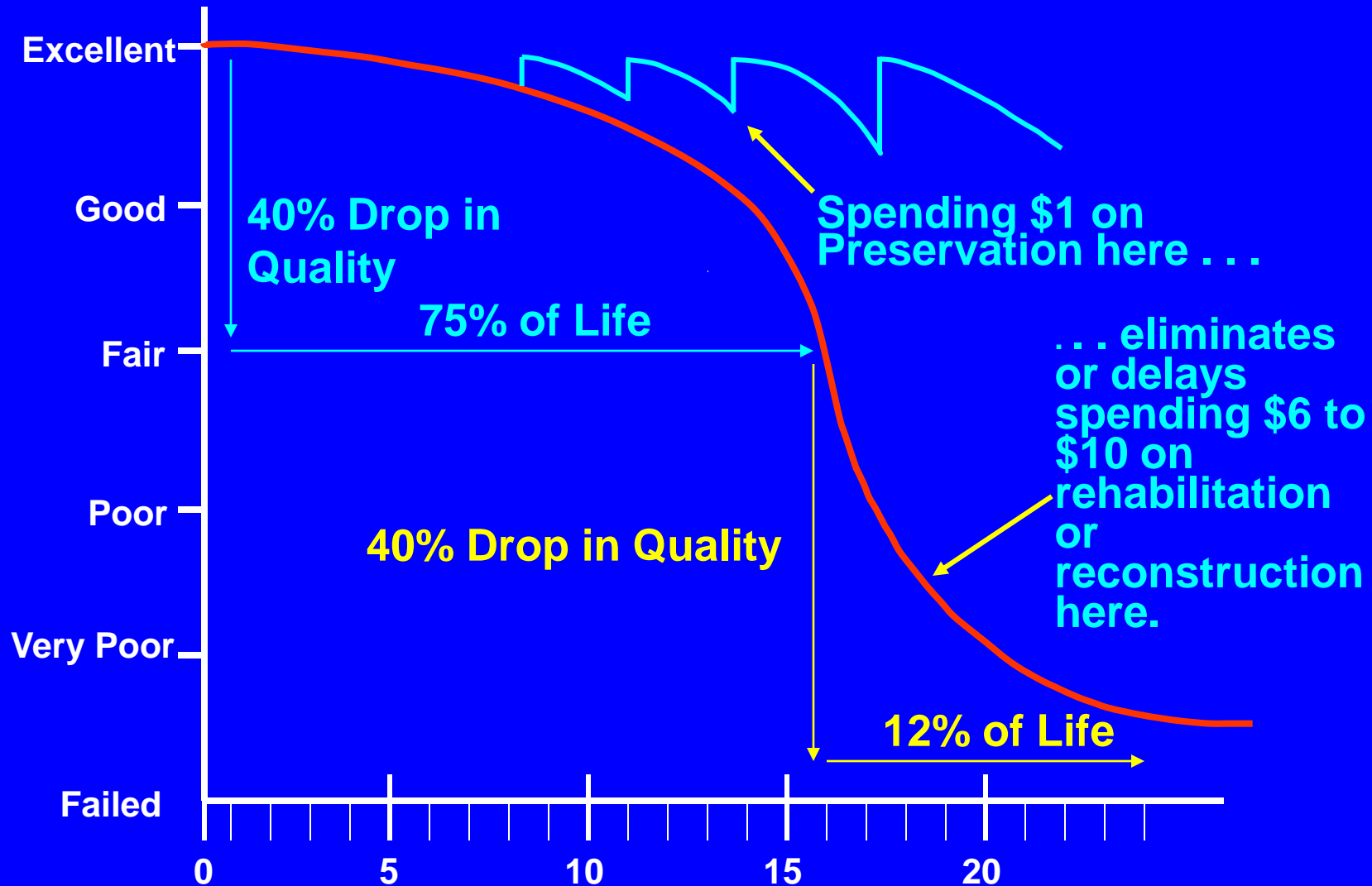
Life Cycle of Road

- Design
 - 20 year new flexible
 - 10 year rehab flexible
- Construction
 - Incentive/disincentive \$7-9K per lane mile
 - Strict adherence to specifications

Life Cycle of Road cont.

- Initial Deterioration
- Visible Deterioration
- Failure

Pavement Option Curve





QUESTIONS?