

The guardrail for both RRR and Preventive Maintenance (PM) projects shall be reviewed for proper height. In cases where the guardrail height is less than 26 inches, it shall be reset as part of the RRR project. The guardrail in preventive maintenance projects will be reset if the paving operations resulted in a reduction of guardrail height.*

It is agreed that FHWA will be invited to briefing/scoping meetings for all PM and RRR projects on the Interstate. Since many of these projects will not meet the thresholds for "Full Oversight", FHWA will maintain a programmatic review of the process.

It is the intent of this policy is to identify the characteristics and document procedures to be used in the development of projects within each of the following two categories:

Category 1: Preventative maintenance and resurfacing.

Category 2: Heavy maintenance and RRR.

Category 1: Preventative Maintenance and Resurfacing:

The activities must be clearly of a preventative measure as opposed to reacting once a corrective action is required. Projects that address deficiencies in pavement structure or increase capacity of the facility are not considered preventive maintenance. All preventative maintenance projects shall maintain and preserve the current level of safety and accessibility and consider additional low cost safety improvements.

Procedural steps for the development of Category 1 projects:

- Identify high crash locations throughout the proposed corridor and conduct a field review to determine isolated or obvious deficiencies that should be addressed as part of a future project.
- Determine whether additional safety improvements such as upgrading guardrail and end treatments, installation of traffic signs and pavement markings, and edge line rumble strips should be included in the proposed project where they are determined to be a cost effective way to improve safety. In no way shall preventative maintenance type projects adversely impact the safety of the traveled way or its users.

* Rev.7/09