

KENTUCKY TRANSPORTATION CABINET  
POLICY FOR REHABILITATION AND/OR RESTORATION PROJECTS  
FOR INTERSTATE AND NATIONAL HIGHWAY SYSTEM ROUTES

The following guidelines shall apply when the intent of the project is to perform rehabilitation rather than reconstruction. For purposes of this document, **pavement reconstruction** shall be defined as the construction of the equivalent of a new pavement structure which usually involves complete removal and replacement of the existing pavement structure including new and/or recycled materials. **Pavement rehabilitation** shall be defined as resurfacing, restoration, and rehabilitation (3R) work undertaken to restore serviceability and to extend the service life of an existing facility. This may include partial recycling of the existing pavement, placement of additional surface materials, and/or other work necessary to return an existing pavement, including shoulders, to a condition of structural or functional adequacy. **Pavement maintenance** shall be considered as all **routine** actions, both responsive and preventative, which are taken by the State or their agent to preserve the pavement structure, including joints, drainage, surface, and shoulders as necessary for safe and efficient utilization of the pavement.

#### PAVEMENT RECONSTRUCTION AND REHABILITATION

It is the intent of these Guidelines that the geometric considerations for **pavement reconstruction projects** and **pavement rehabilitation projects** be in accordance with AASHTO Standards. However, on 3R type projects the Standards used for horizontal alignment, vertical alignment, width of median, width of traveled way and width of shoulder may be those that were in effect at the time of original construction. Exceptions from the original criteria or a deviation of existing geometrics will need formal approval. All Interstate and other non-Interstate freeway projects will provide a minimum 4:1 paved median shoulder. Depressed medians should be reconstructed to provide a minimum 4:1 cross slope and a safely traversable ditch section (see Roadside Design Guide) . Raised medians will be permitted to remain, where existing, on non-Interstate freeways.

Guardrail, guardrail end treatment, and bridge rail connectors shall be upgraded to current standards for all **pavement rehabilitation projects**. Guardrail end treatments which have been determined to provide unsatisfactory performance are not to be used on any Interstate, Parkway, or other National Highway System route. **Site preparation is important to the performance of end treatments. The end treatment selected for any given location should perform as it is intended for conditions present at that site. End treatments, (i.e. BCT) which are more dependent on site preparation should be avoided when alternative end treatments provide a more desirable solution.** Features within the limits of each project should be evaluated and appropriate actions included to provide for a safer roadway. Drainage structures and sign supports are examples of features which should receive particular attention. This will include examining the location for the potential use of crash cushions or other attenuator devices. Widening shoulders to provide room for or of setting the face of guard rail from the edge of usable shoulder can be deferred to a future reconstruction project.

All bridges will be investigated to determine their functional and structural adequacy. Any structure determined to be obsolete shall be rehabilitated or replaced. Bridges on the Interstate system shall be

designed to full approach width or must have an exception granted for a reduced width. If the exception is granted on the Interstate system, it will be only for a deferral of the immediate reconstruction of the bridges to the full approach width. The widening of these "exception" structures will be expected to be accomplished at a foreseeable future date. Bridges over the Interstate must provide a 16' minimum vertical clearance over the pavement and shoulders. **Bridges on non-Interstate National Highway System routes shall be designed to meet current AASHTO standards or must have a formally approved exception. Functionally or structurally obsolete bridge rail must be replaced.**

**On Interstate and non-Interstate freeways, the adequacy of mainline acceleration and deceleration ramps shall be reviewed in accordance with current criteria.** If it is determined that short-term conditions require that the ramp(s) be reconstructed in conjunction with the proposed rehabilitation project, the ramp(s) shall be reconstructed to current standards. If it is determined that there is minimal effect on the safety and operation of the facility, an exception may be granted to defer reconstruction of the ramp(s) to a future project. On non-Interstate and non-freeway National Highway System projects, entrances not conforming with the Department's approved policy will be modified to meet current criteria or have an exception granted.

To be eligible for Federal funding, the design of pavement rehabilitation (**3R**) projects shall provide for a minimum performance period of 8 years. Exceptions to this requirement must be obtained from FHWA and must be applied on a case-by-case basis as uniquely required.

#### PAVEMENT MAINTENANCE

**Pavement maintenance** is intended to insure the continued short term utility of the existing facility and does not necessarily require the upgrading of elements which can reasonably be deferred to a future **reconstruction or rehabilitation** project. Within the context of the above description, **maintenance overlays of up to one and one-half (1 1/2) inches may be advanced without addressing existing design features. Formal documentation on the disposition of deficient design features will be needed where overlays are in excess of one one-half (1 1/2) inches.**