



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
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January 16, 2003

REFER TO
HDA-AK
File #: MA1-1

Mike Barton, Acting Commissioner
Alaska Department of Transportation
and Public Facilities
3132 Channel Dr.
Juneau, AK 99801

SUBJECT: Preventative Maintenance Eligibility

Dear Mr. Barton:

Our office has revised the Preventative Maintenance Eligibility items identified in the September 11, 1996 letter from Mr. Phil Smith. Please review the enclosed document for current Federal eligible and non-eligible preventive maintenance activities.

For more information, please contact Al Fletcher of our office at 907-586-7245.

Sincerely,

For
David C. Miller
Division Administrator

Enclosure

Preventative Maintenance Eligibility

History

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) introduced the Interstate Maintenance program and created the IM funding category to be used for preventative maintenance and 3R work. Title 23 of the United States Code (USC) section 119(e) states:

Preventative maintenance activities shall be eligible under this section when a state can demonstrate, through its pavement management system, that such activities are a cost-effective means of extending the Interstate pavement life.

The Transportation Efficiency Act for the 21st Century (TEA21) continued funding for preventative maintenance activities that demonstrate a cost-effective means of extending the useful life of a Federal-aid highway.

Title 23 of the USC, Section 118 enables Alaska to expend funds for construction of access and development roads that will serve resource development, recreational, residential, commercial, industrial or other like purposes. Therefore, preventative maintenance activities are eligible for any public road in Alaska.

In general, eligible preventative maintenance activities would provide improved pavement structure, prevent the intrusion of water into the pavement base, provide for removal of water that is in the pavement base, restore surface rideability, or prevent the deterioration of bridges.

The FHWA Alaska Division office in conjunction with FHWA Headquarters has developed additional guidance to identify preventative maintenance activities that are eligible for Federal-aid funding.

Eligible Preventative Maintenance Activities

Pavement Surface

Eligible – Crack sealing, asphalt surface treatments, rut filling, profiling, milling, and overlays or replacement of the roadway surface when these activities are recommended by the pavement management system as a cost effective means of extending the life of the roadway. Correcting permafrost damage. Applying calcium chloride or other dust stabilizer to gravel roads. Approved Southeast Alaska Guidance Association (SAGA) activities.

Not Eligible – Pothole patching or very short sections of asphalt surface treatment or overlay. The roadway section and the treatment must be identified by the pavement management system to be eligible for federal-aid.

Guardrail

Eligible – Upgrade end treatments to current standards. Replacing substandard rail adjacent to pavement overlay or reconstruction areas.

Not eligible – Replacing hit sections or damage done by maintenance operations.

Lighting and Signals

Eligible – Replacing poles, light fixtures, or signal heads with new, improved products in a roadway corridor. A systematic program to replace bulbs or LED signals that are near the end of their projected service life is eligible. Also, a systematic program to evaluate and repair signal/luminaire poles and bases for fatigue and/or proper breakaway function would be eligible if the total scope of work was of sufficient magnitude.

Not Eligible – Replacing occasional burned out bulbs or replacing damaged poles.

Striping

Eligible – Area-wide striping projects using materials as recommended in the Statewide striping policy.

Not eligible – Localized or spot striping

Signs

Eligible – A systematic replacement of signs in an area or road corridor based on retro-reflectivity measurements or a sign inventory/sign management system.

Not eligible - New signs or replacement of randomly damaged signs.

Drainage

Eligible – Area wide or corridor wide culverts and/or end section replacement is eligible. Cleaning ditches to re-establish drainage in locations where standing water could weaken the roadway sub-grade. Cleaning out storm drains would similarly be eligible.

Landscaping

Maintenance of landscaping is not eligible.

Bridge Work

Federal funds may be used to perform preventive maintenance on bridges included in the National Bridge Inventory that are not owned by a federal agency that demonstrate a cost-effective means of extending the useful life of the bridge.

Eligible

1. Seismic retrofit. Bridges must be on Alaska's seismic retrofit prioritization list.
2. Scour countermeasures. Repair of spurs, spur dikes, rip-rap, and other river training structures used to minimize scour. Removal of significant amounts of debris upon concurrence of the AKDOT&PF Region or Headquarters Hydraulic Engineer.
3. Crack sealing. Decks, girders, and substructure.
4. Joint repair.

5. Painting and repainting an entire bridge or areas essential for bridge performance. Painting smaller areas may be eligible as a part of a larger project to extend the life of the bridge.
6. Deck overlays. Including repair of delaminated and spalled areas.
7. Cleaning deck drains.
8. Spalled concrete repair. Including repair to damaged superstructure due to bridge rail impacts.
9. Bridge rail replacement or retrofit.

NOT eligible

1. Minor touch-up painting as a stand-alone task.

Highway Bridge and Rehabilitation Program (HBRRP) funding may be used for bridges on the Federal-aid system for the identified bridge maintenance activities.

The scope of a preventive maintenance project must be substantial in nature and of sufficient magnitude to warrant Federal-aid participation as a construction item. Preventative maintenance activities must be shown to be cost effective and should be identified using an approved systematic or scheduled program.