

Definitions for Preservation and Beyond Preservation Projects

(Approved by CDTC's Policy Board 9/2/2021)

Overview

NYSDOT's "Preservation First" strategy prioritizes activities that maximize the service life of existing infrastructure assets over expansion or enhancement of the transportation system. This strategy was discussed in the 2019 NYSDOT Transportation Asset Management Plan (TAMP)¹. It prioritizes managing conditions across the entire system, not just the National Highway System (NHS), by keeping preservable assets in the lower-cost preservation treatment cycle. In addition, CDTC's New Visions 2050 regional transportation plan² identifies investing in a quality region and preserving and managing the transportation system as two of fifteen key planning and investment principles. These principles support CDTC's project programming process that is multi-modal and equitable, based on condition and function not ownership.

CDTC is developing guidance to define preservation and beyond preservation projects for the 2022-2027 TIP Update. The proposed definitions use the NYSDOT TAMP as a reference to update CDTC's priorities and practices. This guidance will apply to all federal-aid projects for transportation assets maintained by NYSDOT, NYSTA, CDTA and local governments. These definitions are intended to make CDTC's project programming process more transparent and will assist CDTC with meeting state and CDTC performance measure targets. This guidance is subject to change pending release of the NYSDOT 2022-2027 TIP/STIP Update Guidance document and potential changes to federal transportation policy.

Definition of Terms

Preservation activities extend or maximize the service life on an existing transportation asset. Preservation work includes preventive maintenance and preservation activities on pavements, sidewalks, shared use trails and transit infrastructure in addition to rehabilitation treatments on bridges.

Beyond Preservation activities address assets that have deteriorated beyond a state in which they can be preserved or meet statewide goals of economic development, resiliency or sustainability. Beyond preservation work includes road, sidewalk, shared use trail and transit infrastructure reconstruction, bridge replacement projects and construction of new roads, bridges, sidewalks, shared use trail and transit infrastructure.

ADA Accessibility Standards for local projects are addressed in revised Chapter 13 of the Local Projects Manual (LPM)³. ADA standards do not determine preservation versus beyond preservation status and are specific to the provision of curb ramps. For additional information, please refer to Chapter 13 of the NYSDOT Local Projects Manual.

¹ NYSDOT TAMP: www.dot.ny.gov/programs/capital-plan/repository/Final%20TAMP%20June%2028%202019.pdf

² New Visions 2050: https://www.cdcmpo.org/images/new_visions/NewVisions2050_Final_ForWeb_09_08.pdf

³ NYSDOT Chapter 13 of the Local Projects Manual (LPM): <http://www.dot.ny.gov/plafap>

Preservation Project Definitions

Pavement Preservation Projects include preventive and corrective treatments. Reconstruction of sidewalks or shared use trails as part of road preservation projects shall not exceed 2,640 linear feet or 0.50 miles. There shall be no new sidewalk or shared use trail construction as part of road preservation projects.

- **Pavement Preventive treatments** are used for assets which are in fair to good condition but in need of specific repairs. Examples of Preventive treatments include thin pavement overlays, single course overlays, and concrete repairs. Preservation projects are subject to ADA standards. See Pavement Work Type Table on Page 4.
- **Corrective treatments** are required for assets which still have a potential for significant remaining service but show more distress, generally in fair to nearly poor condition. Examples of rehabilitation treatments include thick pavement mill and fill, and hot or cold in place recycling. Rehabilitation projects are subject to ADA standards. See Pavement Work Type Table on Page 4.

Bridge Preservation Projects include preventive maintenance and rehabilitation (corrective) treatments. Reconstruction of sidewalks as part of bridge preservation projects shall be limited to sidewalk quantities (measured in square feet) having element condition states of CS2 (fair) or worse as documented in the most recent bridge inspection report. There shall be no new sidewalk or shared use trail construction as part of bridge preservation projects.

- **Preventive maintenance treatments** are only applicable to assets that are still in relatively good condition. Examples of preventive maintenance treatments include bridge painting, joint resealing and waterproofing concrete. Preventive maintenance projects are not subject to ADA standards, including the provision of curb ramps.
- **Rehabilitation (corrective) treatments** are required for assets which still have a potential for significant remaining service but have a substantial number of components in need of repair, or major components in need of substantial repair. Examples of rehabilitation treatments include bridge deck replacement and element specific repairs as documented in the most recent bridge inspection report. Rehabilitation projects are subject to ADA standards, including the provision of curb ramps.

Sidewalk Preservation includes sealing, patching and repairing. Sidewalks are designed for pedestrians and are not designed for bicycles or other recreational purposes. Sidewalk preservation projects are subject to ADA standards.

Shared Use Trail Preservation includes repaving or resurfacing. Shared use trails provide off-road routes, are designed for a variety of users and are physically separated from streets by an open space or barrier. Shared use trail preservation projects are subject to ADA standards.

Complete Street implementation as part of a road or bridge preservation project includes treatments such as crosswalks or bike lane striping inside the pavement edges. Treatments outside the pavement edges such as granite curb resetting, any work between the curb and sidewalk, installation of pedestrian push buttons and bulb outs are beyond preservation. Complete street implementation as part of road or bridge preservation projects are subject to ADA standards.

Transit Infrastructure that is repaired or rehabilitated including transit stations and shelters is considered preservation. Construction of new facilities or reconstruction of existing transit facilities are beyond preservation. Transit infrastructure projects are subject to ADA standards.

Beyond Preservation Project Definitions

- **System Improvement Projects** provide capacity or operational improvements such as construction of new roadways, bridges, sidewalks, shared use trails, transit infrastructure, capacity projects and projects that result in any fundamental change in function or functional class. System improvement projects are subject to ADA standards.
- **System Renewal Projects** include bridge replacements; reconstruction of road and transit infrastructure; and the reconstruction of sidewalks and shared use trails, except as part of road preservation projects with less than 2,640 linear feet or 0.50 miles of reconstructed sidewalk/shared use trail or sidewalk replacement as part of bridge preservation projects for sidewalk quantities having element condition states of CS2 (fair) or worse as documented in the most recent bridge inspection report. Road reconstruction is not considered until the pavement has reached a majority condition rating of 6. System renewal also includes complete streets treatments, except treatments inside the pavement edges of road and bridge preservation projects such as crosswalks or bike lane striping. System renewal projects are subject to ADA standards.

Pavement Work Type Categories

Work Type Description		Category
	Paver Placed Surface Treatment (Novachip)	PREV
	Thin Hot Mix Asphalt Overlay (0.75" - 1")	PREV
	Single Course Hot Mix Overlay (1.5" - 2")	PREV
	Single Course Hot Mix Overlay w/ T&L	CORR
	Mill and Fill	CORR
	Hot in Place Recycling with Overlay	CORR
	Cold in Place Recycling with Overlay	CORR
	Concrete Pavement Restoration (CPR) Light	CORR
	Mill and Fill with additional Overlay	CORR
	2 Course Asphalt Overlay	CORR
	Cold in Place Recycling with 2 Course Asphalt Overlay	CORR
	Multi-Course Mill and Fill with Joint Repairs	REHAB
	Concrete Pavement Restoration (CPR) Heavy	REHAB
	Crack and Seat with Multiple Course Asphalt Overlay	REHAB
	Rubblize Concrete with Multiple Course Asphalt Overlay	RECON
	3 Course Asphalt Overlay	RECON
	Reconstruction of Asphalt Pavement	RECON
	Reconstruction of Concrete Pavement	RECON
Preventive and Corrective Maintenance		
System Renewal		
PREV	Preventive Maintenance slows the deterioration by sealing the pavement surface without adding significant structure	
CORR	Corrective Maintenance repairs distress in the top of the pavement structure and may add structural capacity	
REHAB	Rehabilitation restores the pavement above the subbase to like-new condition, add moderate structure to the pavement.	
RECON	Reconstruction creates or restores a new pavement structure	
		Definitions