

GEOMETRIC DESIGN GUIDELINES

Design Guidelines for Preventive Maintenance Projects

Traffic Data	Use current ADT
Roadway Width	Use appropriate width to meet NDDOT guidelines.
Super Elevations	Use existing.
Design Speed	Use posted speed limit.
Driving Lane Cross Slope	Use Existing.
Horizontal Curvature	Use existing.
Vertical Curvature	Use existing.
Clear Zone	Use existing.
Inslope	Use existing
Roadway Shoulder/Slough Cross Slope	Use Department Shoulder Standards. (See appendix B)
Safety	Safety issues will be identified and addressed as part of the Statewide Safety Program. Safety features will remain as they exist unless a need is identified.

The purpose of the Preventive Maintenance program is to protect the pavement structure, slow the rate of pavement deterioration and/or correct pavement surface deficiencies. Surface treatments used for preventive maintenance are targeted at pavement surface defects primarily caused by the environment and by the daily wear and tear of traffic. Structural deficiencies caused by traffic loading are not corrected by using these treatments.

Preventive Maintenance treatments may be applied as frequently as supported by a cost effectiveness determination. Improvements for ADA requirements will be considered and be addressed in the environmental document. Most preventive maintenance projects will be conducted on the top of the existing roadway and will have no impact to wetlands or cultural resources. Miscellaneous features such as mailboxes, signing, delineators and others will not be required to be upgraded as part of these projects unless identified by the Statewide Safety Program. Signage not in compliance with the MUTCD will be updated if engineering judgment indicates that:

One compliant device in the midst of a series of adjacent non-compliant devices could potentially be confusing to road user.

The anticipated schedule for replacement of the whole series of non-compliant devices will result in achieving timely compliance with the MUTCD.

All railroad crossings will have adequate warning/protective devices in place or be otherwise addressed in the State Railroad Crossing Improvement Program.

