

**505.00      P.E.P. GUIDELINES**

1.     NSI must be between 60 and 70 and surfacing doesn't require extensive patching or base work.
2.     Existing pavement must be asphalt, not composite or concrete, because of reflective cracking.
3.     Current truck ADT must be less than 500.
4.     P.E.P. candidate location can't already be in the five-year program.
5.     P.E.P. is for 7.3 m (24 feet) width only. Any shoulder work, other than fog seal or armor coat will be charged to the district's regular budget. Existing 7.3 m (24 feet) top will remain 7.3 m (24 feet) even if standard calls for 8.5 m (28 feet).
6.     P.E.P. projects are allowed on segments that have no deficiencies other than surfacing. If highway segment has other deficiencies, a future project will also be programmed to correct the deficiencies.
7.     A 12.5 mm (1/2 inch) grade raise is acceptable with no shoulder work or guardrail adjustment.
8.     P.E.P. projects with a grade raise of more than 12.5 mm (½ inch) will be the exception and will require approval of the Deputy Director-Engineering. The cost of any shoulder work or guardrail adjustment will be charged to the district's regular budget, if the work is done by the contractor. The district's construction budget won't be charged if the work is done by maintenance forces.
9.     If grade is raised and contractor does the shoulder work, the District Engineer will determine if dirt is available within the right-of-way.
10.    Anything out of the ordinary for a P.E.P. project will be charged to the district's regular budget and may require more than one year to develop the project.
11.    Other considerations for P.E.P. projects:
  - A.     No new mailbox turnouts.
  - B.     No superelevation corrections.
  - C.     Surfacing will be feathered out at intersections and driveways.
  - D.     P.E.P. projects are considered to be maintenance projects and as such no ADA work will be done.