

Glossary of Improvements

Reconstruction. Pavement is in a structural condition that full removal and replacement is warranted. No salvage value of the existing pavements.

Rehabilitation. Portions of the existing pavement structure may be salvageable and more cost effective than full removal and replacement.

Mill and Resurfacing – Heavy. Overall condition of the base is still sufficient to carry the traffic loading. The existing surface and binder courses are to be removed and replaced.

Mill and Resurfacing. The underlying binder course is salvageable and has structural benefit to be left in place. The exiting surface course is to be removed and replaced.

Patching and Crack Sealing. The surface course does not yet warrant replacement and spot patching and crack sealing will extend the pavement life.

Crack Sealing. Routing and filling cracks at an early stage to prevent migration of water to the base course and extend pavement life.

Rejuvenation. Placement of a rejuvenation liquid to bring ductility back to the upper 3/8 in of oxidized or otherwise aged asphalt binder without causing an unacceptable reduction in the friction characteristics (skid resistance) of the pavement section.

Maintenance Activities. Crack sealing, rejuvenation, and pavement resurfacing completed at the right time to extend the pavement life. Alternatively, the use of the appropriate interim processes to bridge the pavement structure until such time as funding can be provided.