

Treatment Selection Guidelines for Flexible Pavements

Pavement Conditions	Severity Level (1)	Rejuvenators	Cape Seal*	Scrub Seal	Slurry Seal	Thinlay
	Low	Recommended	Recommended	Recommended	Recommended	Recommended
	Medium	Feasible	Feasible	Recommended	Feasible	Feasible
	High	Not Recommended	Not Recommended	Feasible	Not Recommended	Not Recommended
Longitudinal Cracking	Low	Recommended	Recommended	Recommended	Recommended	Recommended
	Medium	Not Recommended	Not Recommended	Feasible	Feasible	Feasible
	High	Not Recommended	Feasible	Not Recommended	Not Recommended	Not Recommended
Longitudinal Joint Cracking	Low	Feasible	Feasible	Feasible	Feasible	Feasible
	Medium	Not Recommended	Feasible	Feasible	Feasible	Not Recommended
	High	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Feasible
Multiple Cracking	Low	Feasible	Recommended	Recommended	Recommended	Recommended
	Medium	Not Recommended	Feasible	Feasible	Feasible	Feasible
	High	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
Alligator Cracking	Low	Not Recommended	Feasible	Feasible	Feasible	Feasible
	Medium	Not Recommended	Not Recommended	Feasible	Not Recommended	Not Recommended
	High	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
Rutting	Low	Not Recommended	Feasible	Not Recommended	Feasible	Feasible
	Medium	Not Recommended	Feasible	Not Recommended	Feasible	Feasible
	High	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
Raveling and Weathering (Load Related)	Low	Recommended	Recommended	Recommended	Recommended	Recommended
	Medium	Feasible	Recommended	Recommended	Recommended	Recommended
	High	Not Recommended	Feasible	Feasible	Feasible	Feasible
Patching	Low	Feasible	Feasible	Feasible	Feasible	Feasible
	Medium	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
	High	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
RQI	3.0-4.0	Recommended	Recommended	Recommended	Recommended	Recommended
	2.0-2.9	Feasible	Recommended	Feasible	Feasible	Recommended
	1.0-1.9	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended
ADT**	<2,500	Recommended	Recommended	Recommended	Recommended	Recommended
	2,500-10,000	Feasible	Recommended	Feasible	Feasible	Recommended
	>10,000	Feasible	Recommended	Feasible	Feasible	Recommended
Friction	Poor	Not Recommended	Recommended	Recommended	Recommended	Recommended

Recommended	
Feasible	
Not Recommended	

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*These treatments require ADA compliance as part of the project.

**Consider speeds when identifying best treatments

1 - For more information on severity levels, please see the MnDOT Pavement Distress Identification Manual: http://www.dot.state.mn.us/materials/manuals/pvmtgmt/Distress_Manual.pdf

Crack Filling to Rut Filling is from: http://mndot.org/materials/pavementpreservation/manualsandguides/documents/MnDOT_Pavement_Preservation_Manual.pdf