### NEPPP **Accomplishments & Future Directions**



Geoff Hall, P.E. **NEPPP Chair** 



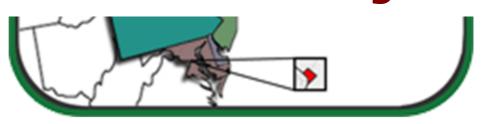
### **Agenda**

- Accomplishment
  - State Project Showcase

- Future Direction
  - Needed Research







company, or group may join and

The **NEPPP 2011 Travel Plann** downloaded <u>here</u>.

The NEPPP's Vision Statement, Mission Statement, and Objectives may By-Laws.

The Northeast Pavement Preservation Project system can be found <a href="https://www.neres.new.neres.com/">here</a>.

Prospective members should contact the National Center for Pavement Prese at 517-432-8220 or by e-mail at <a href="mailto:ncpp@egr.msu.edu">ncpp@egr.msu.edu</a>



- Five agencies have uploaded projects
  - Delaware
  - Maryland
  - Rhode Island
  - New Hampshire
  - Nova Scotia

Maryland State Highway Administration	MD 331	MD 331 from Caroline County Line - June Way (M.P 0.08 - 3.21)	3.13	\$230,000	
New Hampshire DOT	I-93 NB & SB (Campton)	Mile Marker (MM): 81.5 - Mile Marker (MM): 88.3	6.8 miles	\$1,138,500	

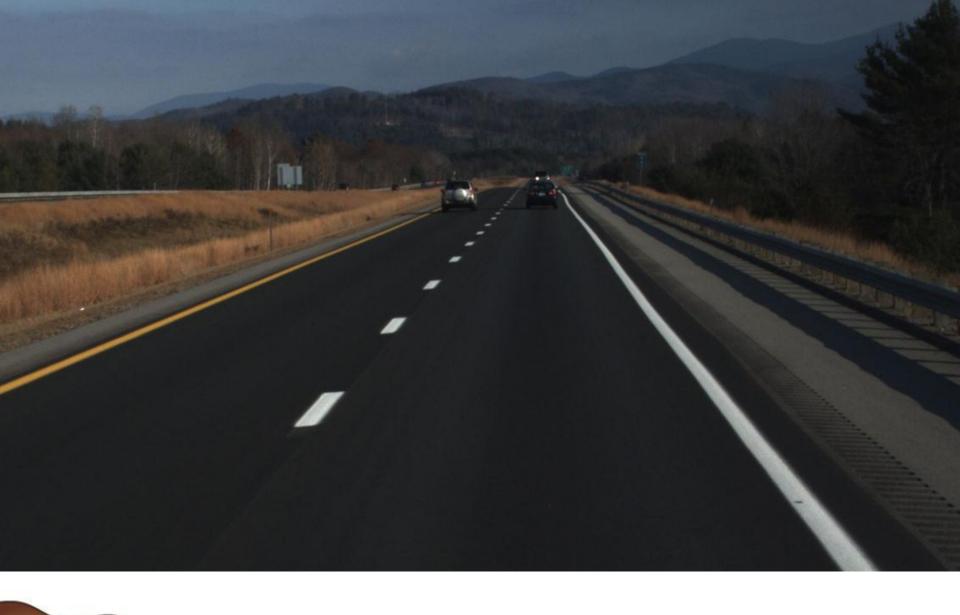














#### **Basic Information**

Project Owner New Hampshire DOT

Contact Information Eric Thibodeau

EThibodeau@dot.state.nh.us

603-271-3151 (Phone) 603-271-8700 (Fax)

Route I-93 NB & SB (Campton)

Project Limit Mile Marker (MM): 81.5 - Mile Marker (MM): 81

Project Length 6.8 miles



#### **Detailed Information**

Project Dates 06/15/2009 - 10/16/2009

Contractor(s) NY Bituminous Products Corp. – Micro-Surfacing

All States Asphalt, Inc. - PPST (Nova Chip)

Pike Industries – 4.75mm latex modified HMA (supplier) Wolcott Construction – 4.7mm latex modified HMA (laydo

Maintenance History Full Depth Reclamation with 6 inches HBP (2003/2004)

Crack Seal 2007

Existing Pavement Condition Good ride quality but was in need of treatment due to surf

Types and Severity of Distress Slight wheel path rutting. Construction joints starting to co

"fines".

Base/Binder: 1st generation Superpave mix Wearing Course: 2nd generation Superpave mix



Treatments Applied NB/SB:

MM: 81.5 to 83.2 - Do Nothing Control Section

MM: 83.2 to 85.0 - Micro Surfacing MM: 85.0 to 86.3 - PPST (Nova Chip)

MM: 86.3 to 88.3 - 4.75mm latex modified HMA

Why was treatment selected? Seal the surface to prevent further weathering and loss of fines and for

the different treatments will be tracked over time and compared again

Treatment Details Micro Surfacing – Type 2 (34 lbs/SY)

PPST (Nova Chip) - Type 3 PG 58-28

4.75mm HMA – Superpave 75 gyration PG 58-28; 1.7% latex; placed

Surface Preparation Crack seal. Scarify thermoplastic pavement markings.

Pavement Markings Used Retroreflective Paint - Edgelines & Centerlines

Retroreflective Thermoplastic - Gores

Unique Aspects of Project 1. Micro Surfacing Pavement Markings

a. First lift was placed 26 ft wide



**Ultimately**, we are after the...

Right Fix
for the Right Road
at the Right Time

How will that be achieved???

### **Data Needs**

 What <u>specific</u> data should be captured to promote the use of pavement preservation treatments?

Data currently captured promotes the use of <u>rehabilitation</u>

#### Data Needs (cont.)

- How will that data be obtained?
  - Must be practical methodology
  - Must be "network-level" collection (useful for project-level), not "project-level" collection

### **Performance Targets**

- What targets should be established to promote the use of PP treatments, as opposed to rehabilitation?
  - Many targets (unintentionally?) promote worst-first fixes

#### Remaining Service Life Definition

- How can RSL be defined to promote the use of PP treatments?
  - Many RSL definitions are just structural or ride quality
  - Functional condition must also be included (e.g. skid resistance, environmental cracking)

#### **Treatment Use Criteria**

- For each treatment, under what conditions is it okay to use?
  - Just as importantly, when is it <u>not</u> okay to use?
  - Have specific, objective, measureable criteria: do not rely on "structurally adequate" or "not too far gone"

#### **Treatment Use Criteria**

- For each treatment, under what conditions is it okay to use?
  - What kind of pre-treatments are needed before the preservation treatment can be placed?
  - What condition can be expected after placement?

 Practitioners must be made aware of the research outcome

- Output must be geared towards practitioners...it must tailored to the implementing audience!
  - More practical, less theoretical

#### **Bottom Line**

 There is plenty of focus on new construction and rehabilitation research – yet agencies already have a good handle on that

 Much more focus needed on Pavement Preservation research – agencies do not have a good handle on that

#### **Questions?**

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