Keys To a Successful Pavement Preservation Program

Mark Ishee
VP Pavement Preservation & Specialty Products
Ergon Asphalt & Emulsions

Nashville, TN
October 12, 2016
Every Department of Transportation, and thousands of cities and counties throughout North America are employing pavement preservation treatments.
Many of these agencies have a Pavement Preservation Program & Taxpayers have saved untold $$$ millions $$$
Stagnant funding, a deep recession and a very long recovery led to the willingness to try preservation treatments on a larger scale.
We Can’t Go Back!!

WHY?
We have well over a decade of success?

Taxpayers are used to us being more responsible?

There’s never going to be enough money?
As much fun as fish fingers.

Spam Sticks.

Soup on the rocks.
Two Bytes Are Better Than One

TMS 9900
16BIT
MICROCOMPUTER
SS-16

Super Series
Floppy Disk
Color Video
Drives

Blow in her face and she'll follow you anywhere

Hit her with tangy Tipalet Cherry. Or rich, grape-y Tipalet Burgundy. Or luscious Tipalet Blueberry. It's Wild! Tipalet. It's new. Different. Delicious in taste and in aroma. A puff in her direction and she'll follow you anywhere.

Oh yes ... you get smoking satisfaction without inhaling smoke.

Smokers of America, do yourself a flavor. Make your next cigarette a Tipalet.

New from Muriel. About 5 for 25c.
Things have changed for the better

so

We need to continue to move forward
We have to have a plan

The following thoughts could be some of the...

that help sustain your program
Communication
Commitment
Network Mindset
Participation
Think of these as **BEST PRACTICES**
The more of them that are accomplished, the better the chance of success.
Communicate With Funders

• What is the result of the spending?
• Teach them the basics
• Get involved with them
• Let them take credit
• Make it easy to continue to fund the program
Communicate With Taxpayers

• Provide direct access
• Inform them using appropriate media
• Follow up with progress
  – How many miles are treated
  – How much money is saved
  – Effect on local economy
Communicate Internally

- What’s the plan?
- Share knowledge
- Plan for transition
- Plan for success
- Work with other agencies
Communicate With Industry

• What’s new
• How can we partner
• Value engineering
• How can cost be controlled
• Use their resources
Communicate With Industry

- Ride the roads
- Invite them inside
- Learn from their successes
- Learn from their mistakes
- Learn what’s really important for the treatment to perform
Critical Areas of Commitment

• Time
• Funding
• Education
W. Edwards Deming said

“Without data, you are just someone with an opinion.”
Network Mindset

• Decisions are based on the whole rather than the parts
• Keep Score
• Work to understand the factors that affect your network score
Employing a Network Mindset Allows Us To

• Measure Progress
• Predict the effects of different strategies
• Affect funding considerations
• Plan for steady improvements
Network Mindset

• Defend the decisions made
• Provide political cover
• Answer questions from taxpayers
• Maximize taxpayer contributions
Network Mindset

• Inputs are local
• Make decisions from your office
• Allows network condition predictions
• Multiple strategies can be evaluated
• DATA is created and shared
Historically, many highway agency managers and administrators have tended to view their highway systems as simply a collection of projects. By viewing the network in this manner, there is a certain comfort derived from the ability to match pavement actions with their physical/functional needs. However, by only focusing on projects, opportunities for strategically managing entire road networks and asset needs are overlooked. Although the “bottom up” approach is analytically possible, managing networks this way can be a daunting prospect. Instead, road agency administrators have tackled the network problem from the “top down” by allocating budgets and resources based on historic estimates of need. Implicit in this approach is a belief that the allocated resources will be wisely used and will prove adequate to achieve desirable network service levels.

By using a quick checkup tool, road agency managers and administrators can assess the needs of their network and other highway assets and determine the adequacy of their resource allocation effort. A quick checkup is readily available and can be usefully applied with minimum calculations.

It is essential to know whether present and planned program actions (reconstruction, rehabilitation, and preservation) will produce a net improvement in the condition of the network. However, before the effects of any planned actions to the highway network can be analyzed, some basic concepts should be considered.
WE CANT AFFORD A FAILURE
IF this is true, what are we willing to do to assure that we don’t have one?
WE MUST WORK TOGETHER
The best materials can’t overcome a bad contractor

The best contractor can’t perform using bad materials
Poor Specifications will defeat good intentions of the best contractors and the best material suppliers
A treatment applied by the best contractor using the best materials and a good specification will not perform if the site selection is poor.
The best contractor using the best materials and a great specification on the perfect candidate won’t get the job if it is known that the agency doesn’t participate.
Agency Participation

Demand good work by **not accepting bad work**

- Develop sound specifications
- Calibrate
- Inspect
- Test
Swing the HAMMER
Understand the Treatments

- What
- When
- Where
- Why
- Costs
- Life extensions
- Advantages
- Reactive or preventive
Preservation Treatments Move Fast

- Don’t experiment recklessly
- Select treatments thoughtfully
- There is no magic
- Share Knowledge
Do you know what happened?

- Times
- Weather
- Application rates
- Return to traffic
- Test results
- Equipment-sequence
- Significant events
- Problems Resolutions
- Special conditions
Will we choose Belted Sweaters and Spam Sticks or move towards improvements?

It’s up to all of us
Contact information:

Mark Ishee
Ergon Asphalt & Emulsions
2829 Lakeland Dr
Jackson, MS 39215
601.933.3000
mark.ishee@ergon.com