

# Pavement Preservation Activities, 2010-2011

Connecticut Department of Transportation

# Program Timeline

- 2006 - Preservation Working Group (DOT)
- 2009 - \$2M project (HMA mill-and-fill, Micromill + Novachip ®)
- 2009-2010 - ARRA \$18M for specific projects plus preservation projects for municipalities
- 2011 - \$35M program

# Program Timeline

- 2011 - \$35M program
  - Rubb. Chip Seal - Rte 89, Mansfield, CT
  - Microsurfacing, Rte 63, Canaan, CT
  - Mill-and-Fill with WMA
    - 3 locations, 4 technologies evaluated
    - 2 conventional PG64-22 with WMA technology
    - 1 PG76-22 w/SBS with WMA technology

# Program Timeline

- 2011 - \$35M program
  - Ultra-thin bonded HMA
    - I-91 Windsor-E. Windsor
  - Diamond Grinding
    - I-84 Manchester

# 2010-2011 “Back Office” Activities

- Specifications for treatments and prep work
  - Joint and Crack Filling (s.y.)
  - Joint and Crack Sealing (s.y.)
  - Pre-overlay Crack Filling (lb + l.f.)
  - Surface Patching of Bit Conc (s.y.)
  - “Partial-Depth Patching” of Bit Conc (s.y.)
  - Full-Depth Patching of Bit Conc (s.y.)

# 2010-2011 “Back Office” Activities

- Specifications for treatments and prep work
  - Rubberized Chip Seal (s.y.)
  - Microsurfacing (s.y.)
  - Ultra-thin bonded HMA - Gradation “B” (s.y.)
- Provided Construction personnel with expert advice on project-by-project basis on new technology or “forgotten technology”

# 2010-2011 “Back Office” Activities

- Integration of Pavement Preservation into Pavement Management - Project Selection Approach
  - Start with PvMS recommended project list and treatment “category”
  - Prioritized on benefit/cost ratio
  - Adjust candidate project limits using Photolog HD images
  - Remove if conflicts with other planned work

# 2010-2011 “Back Office” Activities

- Project-development approach
  - Evaluate the pavement
    - Is it structurally sound?
    - What is driving deterioration?
    - What other distress is there?
  - Submit scope, estimates, items, and specifications to highway engineers for project development
  - Contract executed through Construction



# 2012 Program

- Goal of \$80M program
- Separate (quicker) project delivery mechanism for
  - Crack sealing/filling
  - Surface treatments for secondary roadways

# Questions for 2011-2012 Winter

- At the program level,
  - How well does the PMS-recommended program match the resulting program?
- At the network level,
  - How good are our sections?
  - How do we better measure distress in the preservation condition range?
- At the project level
  - What are training and support needs?