

Rocky Mountain West
Pavement Preservation Partnership
2011 Annual Meeting

Colorado Department of Transportation
State Agency Presentation
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CDOT Efforts to Integrate Pavement Preservation into CDOT Culture:

- Policies are in place that require:
 - the use of a Pavement Management Program to make recommendations for surface treatment.
 - 70% of the specific project treatments match recommendations of PMP.
 - recommend minimum preventive maintenance percentage of 5% of all Surface Treatment Program funds.
- Value of preservation is understood by policy and decision makers, and the objective is to deliver the right project, as defined by appropriate treatment, location and time.

CDOT Challenges to Integrating Pavement Preservation into Culture:

- In General at CDOT:
 - New Model for Developing Engineers to include asset management and preservation:
 - Executive Management understands the concept and value
 - Maintenance Staff at most levels understand and implement preservation for multiple assets
 - Most engineers understand the concept, but most are not involved in the project selection process or in determining the pavement treatment.
 - Integration is lacking in planning and with middle management in most departments, including engineers.
 - Many of CDOT Policy and Decision Makers were not involved with asset management, until they were appointed or promoted to current position. Most Engineers who promote and advance to management have built signature new capacity, worst-first projects, they did not advance by performing crack seals and chip seals.
- Improved performance measures specific to preservation of all assets.
- Treatment Performance Specific to CDOT
- Increased integration of asset management, statewide planning and project delivery based on project specifics and overall network condition.
- Not a salient element in the CDOT-FHWA Stewardship Agreement

CDOT PP Successes

- Region 1-Network Condition Improvements, bucks CDOT Statewide and Region Specific Trend.
 - Programing and delivering ~20% of available funding on pavement preservation projects. Pavement Management recommends 17-24 percent PP, statewide and region basis.
 - Over 70% of Specific Projects delivered are project matches.
- Practical Design-Requires justification of Major Rehab or Reconstruct Treatments on roads with low ADT and ADTT.
- Developing or Improving Colorado Treatments: CIR, Asphalt Emulsion FDR, Minor FDR (i.e. 10 Yr Design)

CDOT PP Efforts-Looking Forward

- Contracted Crack Seal-
 - Develop Industry and In-house Capacity for: Design; Construction; Performance Monitoring & Evaluation.
- Future-ST Mix-Thin (<1”) Superpave Treatment
- Future RFP- Consultant Services to: Develop CDOT Procedures; Specifications; Construction Administration Processes; QA/QC; Performance Monitoring & Evaluation.

CDOT-Needs from RMWPPP Task Force Efforts and NCPP

- Treatment Performance
- Technology Transfer: Specifications; Methods, Policies; Public Outreach
- Consistent Terminology
- PP Tools and Education
- Influence National Policy Makers on the value of and the need for PP