

Pavement Preservation at the Mississippi DOT



MDOT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

James C. Watkins, P.E.
State Research Engineer




Strengths

- PMS data since 1991
- Level of data detail good for preservation
- Upcoming PMS software will have optimization, including financial
- Decision trees developed and piloted
- Chief Engineer required that districts spend 10% of 2-lane/4-lane funds on preservation
- Current upper management is pro-preservation
- Experienced district maintenance personnel



Weaknesses

- Not enough knowledge of treatment application technique (both contractors and DOT personnel)
 - Limited state funding makes in-house jobs difficult to pay for
 - Optimal treatment timing difficult with PMS data intervals and time to get contracts let
 - Optimization is more complex than worst-first
- 



Opportunities

- Optimization will enable us to more effectively choose preservation treatment projects
- New preservation techniques are being developed
- Opportunity to make more data-driven and transparent decisions about treatments
- Opportunity to highlight maintenance and educate public about preservation
- Can develop accurate performance measures

Threats

- Funding, funding, funding (federal and state)
- Retiring work force, loss of institutional knowledge, turnover
- Changes in upper mgmt and legislature
- MDOT's semi-decentralized nature
- Educating public may be difficult ("Why are you working on this good road?!")
- Few specifications for treatments, need to develop
- Time—fewer good roads, many now beyond preservation
- Band-aiding roads that are far gone could ultimately hurt preservation program

Questions?

James C. Watkins, P.E.
State Research Engineer

jwatkins@mdot.ms.gov

601-359-7650

