

**2014
Rocky Mountain West
Pavement Preservation Partnership
Oregon State Report**



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STATE OF OREGON



LEGEND

- STATE HIGHWAY
- STATE HIGHWAY NUMBER
- COUNTY BOUNDARY
- CRATER LAKE NATIONAL PARK

ROUTE SHIELDS

- INTERSTATE
- U.S.
- OREGON

- **18,200 lane-miles (excludes frontage & ramps)**
 - 17,150 LM asphalt (1075 composite)
 - 750 LM concrete (650 CRCP, 100 JCP)
 - 1,250 LM Oil Mat (BST)
 - 50 gravel
- **4,600 employees**
- **\$1.2 billion/yr Total Highway Budget**
- **\$110 million/yr Pavement Budget (2010-13 avg)**
 - \$12 million/yr Chip Seals
 - \$44 million/yr Single lift Paving
 - \$32 million/yr Rehabilitation
 - \$22 million/yr Reconstruction

} **Preservation**

Preservation Toolbox

- **Asphalt Surfaces**

- **Chip seals**

- Emulsified – lower traffic roads
- Hot oil with precoated chips (use for higher ADT routes)

- **Fog seals (over chip seal or on old OGFC)**

- **Crack sealing**

- **Single lift HMAC inlays/overlay**

- Commonly 2”, but are experimenting with 1”

- **Concrete Surfaces**

- **Full depth patching & spall repair**

- **Diamond grinding**

- **2” HMAC overlay (“sacrificial” layer - studded tire rutting)**



Strengths



- What are we doing well?
 - Agency generally understands and supports preservation
 - Good relations and trust between Pavement Office staff and Maintenance
 - Low Volume Roads – 20% improvement in “fair or better” mileage over the last 15 years
- Has being involved in this group had an effect on these strengths?
 - There has been tremendous value from the group in the sharing of information, ideas, and lessons learned
 - The “field demo” at the Nashville Conference still stands out in my mind as the one of the best events I have ever attended!

Challenges

- What are our challenges now?
 - Technical
 - Educational
 - Political
 - Funding
- Are they different than when we joined RMWPPP?
 - Not really, I wrote the same issues on my old 2008 slides



Technical Challenges



Looking Ahead



- What are your plans to keep your preservation program moving forward?
 - Continue hot oil precoated chip seal where applicable
 - More thin 1” paving – specifying spray pavers
 - Trying our first Microsurfacing this year
 - Annual Chip seal workshop
 - Chip seal research project underway
 - Pass on “lessons learned” and what to look for (and lookout for) to the next generation of DOT personnel