Pavement Preservation in Tennessee

SEPPP Conference - 2014
Louisville, KY

Jim Maxwell, P.E.
Pavement Management
Direction of Our Program
Pavement Management Program
Standard Operating Guidelines (SOG)

Published in August
What’s In the SOG?
## Treatment Types and Pavement Life Extension

<table>
<thead>
<tr>
<th>Treatment Type</th>
<th>Extension Life</th>
</tr>
</thead>
<tbody>
<tr>
<td>411 D</td>
<td>12</td>
</tr>
<tr>
<td>Mill 411D</td>
<td>12</td>
</tr>
<tr>
<td>Thin Lift D</td>
<td>10</td>
</tr>
<tr>
<td>Thin Lift</td>
<td>7</td>
</tr>
<tr>
<td>Microsurfacing (22 lbs./SY)</td>
<td>7</td>
</tr>
<tr>
<td>Microsurfacing (32 lbs./SY)</td>
<td>8</td>
</tr>
<tr>
<td>Chip Seals</td>
<td>6</td>
</tr>
<tr>
<td>Chip Seal with Thin Lift Overlay</td>
<td>12</td>
</tr>
<tr>
<td>Cape Seal</td>
<td>10</td>
</tr>
<tr>
<td>Crack Sealing</td>
<td>2</td>
</tr>
<tr>
<td>Longitudinal Joint Stabilization</td>
<td>3</td>
</tr>
</tbody>
</table>
Project Identification and Selection

1. Identify candidates from PMS data
2. Team visit to all candidate projects
3. Develop priority list for each district (3 districts per each of 4 regions)
4. Send to Operations Manager in each region
5. He compiles final list for region
6. Submits for funding approval

75% Traditional Hot Mix Asphalt
25% Alternative Treatments (min. 10% microsurface)
Design Considerations

Must notify Plans producer of need for the following:

- Underdrains
- Bike and Pedestrian Routes
- ADA Ramps
- Environmental Documents
- Low-Cost Safety Improvements
- Railroad Involvement
Training on SOG

Almost 100 people attended the Operations Management Workshops including:

Regional Operations Personnel
District Managers, Engineers and Supervisors
County Personnel
The Treatments We Use Most

The Big 3 (85 to 90%)

Mill and Fill (1 ¼”)

Overlay (1 ¼ ”)

Microsurfacing
Other Treatments We Use

- Thin Lift Asphalt (various)
- Hot In-place Recycling
- Chip Seals
- Cape Seals
Challenges to our Pavement Preservation Program
Pavement Preservation Experience

Promotions under reorganization

Regional and District personnel with little or no experience in PP

Succession Planning - Retirement
Funding Uncertainty

A large portion TDOT’s resurfacing budget is derived from the Highway Trust Fund. With those resources in doubt we have had to come up with contingency funding scenarios to help mitigate this.
Thank You

Questions ?
Jim Maxwell, P.E.
Assistant Director - Maintenance Pavement Management

james.maxwell@tn.gov
(615) 253-0012