

# Excellence in Pavement Preservation Award

**Rod Birdsall**  
**President**  
**FP<sup>2</sup> Inc.**

**South East Pavement Preservation Partnership**

**March 17 , 2015**

**Charleston, SC**



# What is FP<sup>2</sup>

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- **What is FP<sup>2</sup> Inc?**
  - **An Industry supported trade association**
- **Purpose of FP<sup>2</sup> Inc?**
  - **Promoting the importance of protecting and preserving the huge investment in our nation's pavement infrastructure**



# FP2 Contributors

## Corporate Sponsors



## Sponsoring Associations



# FP2 Strategies

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- **Industry Advocacy**
- **Research**
- **Communication**



# What do we do?

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- **FP<sup>2</sup> Inc. financially supports**
  - **The National Center for Pavement Preservation at Michigan State University**
- **FP<sup>2</sup> Inc. works closely with**
  - **Regional Preservation Centers in California and Texas**
  - **Regional Preservation Partnerships in the Northeast, Southeast, Midwest, and Rocky Mountain West; regional Councils**
  - **Federal Highway Administration**



# What do we do?

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- **FP<sup>2</sup> Advocates for Pavement Preservation**
  - **Monitors legislation and ruling affecting the pavement preservation industry**
  - **Participates in national associations – PP ETG, TRB, AASHTO**
- **FP<sup>2</sup> is a full partner in NCAT PP research**
- **FP<sup>2</sup> Inc. publishes the Pavement Preservation Journal**
- **Presents Annual James B. Sorenson Award**



# Jim Sorenson

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1949-2009

Award honors Sorenson, FHWA, a leader and dedicated advocate in the field of pavement preservation



# Award Criteria

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- 40% for process used to gain acceptance by elected officials, public, employees, industry
- 20% relates to “right treatment, right road, right time”
- 20% relates to tangible improvement to the system
- 10% strategies to keep public informed
- 10% uniqueness of program



# James B. Sorenson Award

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## Previous Winners:

Los Angeles County, CA

Fredrick County, MD

City of Nashville, TN

Caltrans

County of Rockland, NY

Tennessee DOT

Bexar County, TX

New Hampshire DOT



# James B. Sorenson Award

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- 2013 Award presented to the New Hampshire Department of Transportation
- Positive, dynamic preservation program managed by Eric Thibodeau and supported by Commissioner Clement



# James B. Sorenson Award

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- Presented to Commissioner Clement and Eric at the Midwest Pavement Preservation Partnership meeting in Indianapolis, IN



# NH DOT Public Awareness

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Ribbon Cutting on  
Kancamagus Highway (Rt. 112)



# Fall 2013 PPJ



# Fall 2013 PPJ



In Charleston County, Slurry Pavers, Inc. places micro surfacing

## Charleston County Mends Preservation with PMS

By Ellie Payne



The word is out, and governments across the country see pavement preservation as a crucial component of modern pavement management systems (PMS).

Charleston County, which encompasses the City of Charleston, is located in eastern South Carolina and is following this trend,

adopting a proactive preservation approach to maintain and advance its PMS.

This preservation through PMS activity complements one of the largest and most underfunded road systems in the country, that of the South Carolina Department of Transportation, and will spend county taxpayer dollars more wisely.

As a rookie in the field of pavement preservation, Charleston County sees education as the key to the successful implementation of its pavement preservation program.

### REALLOCATING FUNDS

Richard Turner, pavement manager for Charleston County Transportation Department, advocates this movement. Pavement preservation is only one of three categories of funding within the PMS, but by reallocating some money from the Rehab and Reconstruction funds, the county will be able to improve more miles of roadway for the same amount of money, this according to the Charleston County Transportation Committee's website [www.charlestonct.org](http://www.charlestonct.org).

"Choosing the right treatment for the right road is what we are learning now by completing pilot projects and meeting with vendors and industry professionals," Turner said. "One fuels the other; by meeting with industry leaders, we learn what techniques could be successful in the Charleston area."

Engineers then design pilot programs that put these techniques to use in Charleston's uniquely structured system. What might work on high-volume roads may not be the answer for the county's mostly low-volume road system.

The right treatment on the right road at the right time can be a fine line to walk, said Turner. "If you place a preservation treatment on a road that is a little too far down its life cycle, then the treatment will not last very long, and the effectiveness will not be realized," he said.

Pilot programs help identify the right tool to use for a particular project. By continually evaluating techniques and products, the county will stock its "tool box" with cost effective practices for pavement preservation.

### EVALUATING TECHNIQUES

Among the techniques recently evaluated for integration within the PMS are ultrathin lift asphalt overlays, crack sealing, asphalt rejuvenation, fog sealing and micro surfacing.

The trials do not get a pass or fail mark, but rather are used to test the limits of a particular treatment given different variables such as age, service load and pavement distresses.

For instance, Charleston County cut maintenance costs for some of

its low-volume, weathered roads by using a combined treatment of cracking sealing with an ultrathin overlay instead of the typical 1.5-in. layer. After crack sealing using a liquid rubberized asphalt material, it applied an ultrathin, warm mix asphalt overlay.

Though the cracks reflected through the surface after a few months, the project was considered a success in that the combined treatment effectively sealed the



South Carolina DOT staff observes placement of Reclamite rejuvenator in Charleston County

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# Contact Information

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FOR PAVEMENT PRESERVATION

**James S. Moulthrop, P.E. (PA, AZ)**

Executive Director

FP<sup>2</sup>, Inc.

8100 West Court

Austin, TX 78759

(512) 970-8865

(866) 862-4587

[jimmoulthrop@gmail.com](mailto:jimmoulthrop@gmail.com)

