Excellence in Pavement Preservation Award

Rod Birdsall President FP² Inc.

South East Pavement Preservation Partnership
March 17, 2015
Charleston, SC



What is FP²

- What is FP² Inc?
 - ➤ An Industry supported trade association
- Purpose of FP² Inc?
 - ➤ Promoting the importance of protecting and preserving the huge investment in our nation's pavement infrastructure





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Sponsoring Associations















FP2 Strategies

- Industry Advocacy
- Research
- Communication



What do we do?

- FP² Inc. financially supports
 - ➤ The National Center for Pavement Preservation at Michigan State University
- FP² 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?

- FP² Advocates for Pavement Preservation
 - ➤ Monitors legislation and ruling affecting the pavement preservation industry
 - ➤ Participates in national associations PP ETG, TRB, AASHTO
- FP² is a full partner in NCAT PP research
- FP² Inc. publishes the Pavement Preservation Journal
- Presents Annual James B. Sorenson Award



Jim Sorenson



1949-2009

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



Award Criteria

- 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

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

 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

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



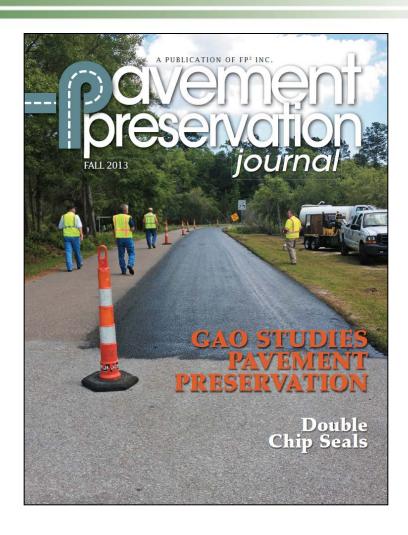


NH DOT Public Awareness



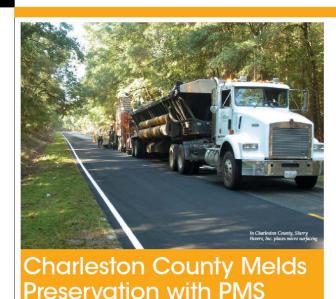


Fall 2013 PPJ





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he 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.

20 View past issues of the Pavement Preservation Journal online at www.naylornetwork.com/tpp-nxt

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.charlestonte.corg.

"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 lowvolume 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



(512) 970-8865 (866) 862-4587 jimmoulthrop@gmail.com

FOR PAVEMENT PRESERVATION

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

Executive Director

FP², Inc. 8100 West Court Austin, TX 78759

