



Messaging & Implementation Subcommittee

November 30, 2021





M & I Subcommittee

Goal: Adoption of AASHTO Guide Specifications for Construction of by all state DOTs.

Project Tasks:

1. Information Dissemination (Messaging)
2. Outreach
3. Training
4. Demonstrations



M & I Subcommittee Members

Co-Chairs: Larry Tomkins & Stormy Brewster

Messaging Leader: Scott Dmytrow

Outreach Leader: Jerry Geib

Training Leaders: Stormy Brewster/Travis Walbeck

Demo Leader: Larry Tomkins

Members: Colin Durante, Scott Metcalf, Brian Pfeifer, Bobby Betsold, Tejash Gandhi, Russ Milan, Kevin McGlumphy, Larry Galehouse, Steve Cross, Joe Brandenburg, Shelly Cowley, Eric Reimschiessel, Todd Kinney, Larry Ilg, Mark Ishee, Matt Teto, Nathan Awwad





M & I Subcommittee Accomplishments



ALTS
NS
LE IN
ADS

A little known highway technology is quietly changing the way we spend money on asphalt emulsions, and revolutionizing the way that we spend money on asphalt emulsions. The diverse collection of needs, contractors, professionals, and officials is known as the Transportation System Preservation (TSP) for short. In the past five years to create standards, predicated emulsion-based pavement treatments. As part of advancing changes in asphalt emulsion technology and encouraging state Departments of Transportation and local agencies to incorporate these new developments into their pavement preservation programs.

Protecting \$2.4 Trillion Investment

Emulsion-based surface treatments are employed for roadway preventive maintenance and are considered by the Federal Highway Administration (FHWA) as a major component of pavement preservation. Some agencies use the terms pavement preservation and preventive maintenance interchangeably for these treatments, which include chip sealing, slurry seals, micro surfacing and fog seals, among

tion of the Asphalt Institute, the National Asphalt Pavement Association, and the State Asphalt Pavement Associations. Preserving this immense roadway investment requires enormous financial expenditures. In 2014, a total of \$1.65 trillion was spent for national, state and local roads, bridges and tunnels, according to BidNet, a market research company based in New York. As the elements take their toll on roadways and new highways are developed in states across the country, there will be a continual need for construction services to maintain new and existing infrastructure. And the company predicts that the federal government has strong incentives to spend billions of dollars on highway infrastructure.

that promoted the concepts of pavement preservation. Sorenson believed that the benefit-to-cost ratio for pavement preservation far exceeds that of reconstructing a road that has been allowed to deteriorate too long and he estimated that for every \$1 invested in preservation, there is a \$6 return in extended service life.

Today, FHWA points out that an effective pavement preservation program addresses pavements while they are still in good condition, before the onset of serious damage. By applying a cost-effective treatment at the right time, the agency believes pavement is restored almost to its original condition. The cumulative effect of aging, weather and abrasion is postponed, and

continue to provide a cost-effective service. This proactive and systematic treatment postpones reconstruction and reconstruction activities. FHWA regards this as having three preventive maintenance, on (non-structural), maintenance activities.

Advantages
Emulsions are the key to pavement preservation. They are relatively

created by combining emulsifying agent in a colloid mill that shears the asphalt into tiny droplets. The emulsifier, usually a surface-active agent such as ordinary soap, keeps the asphalt droplets in a stable brown suspension with a thin consistency, which can be used in cold processes for road construction and maintenance. Once the emulsion is applied in the field, the asphalt begins to stick to the surrounding aggregate or other surface, and the emulsion "breaks," with its color changing from brown to black. As the water begins to evaporate, the emulsion begins to behave like pure asphalt binder, and is described as being set.





M & I Subcommittee Accomplishments



MPPP



NEPPP



SEPPP



RMWPPP



North Central Asphalt User/Producer Group





M & I Subcommittee Accomplishments

517-432-8220 | ncpp@egr.msu.edu

TSP2 Emulsion Task Force

Search...

About ETF ▾ Meetings & Presentations Specs & Checklists ▾ NCHRP 20-44(26) **Training** Mem

Training

- Fog Seal Training - Power Point - with voice
- Chip Seal Training - Power Point - no voice
- Chip Seal Training - Power Point - with voice
- Micro Surfacing Training - Power Point - with voice





M & I Subcommittee Accomplishments

$$32 = 52$$