

Northeastern Pavement Preservation Partnership

Meeting Minutes

Holiday Inn Hotel & Suites
265 Lakeside Avenue
Marlborough, MA 01752-4503
12 January 2006

Introductions and Welcome

The meeting began at 8:10 am with the Moderator, Mr. Ed Denehy of New York DOT, welcomed the participants and introducing Mr. Stan Gee of the FHWA, Massachusetts Division and Mr. John Blundo of MassHighway.

Mr. Gee welcomed the attendees and posed the question, “Why Pavement Preservation?” He then proceeded to describe technical innovations that are possible when the State Highway Agency and the FHWA work cooperatively. Mr. Gee was followed by Mr. Blundo who also welcomed the attendees. See participant list (Appendix A).

Foundation for Pavement Preservation

Mr. Blundo was followed by Mr. Bill O’Leary of the Foundation for Pavement Preservation (FP²). Mr. O’Leary presented a video describing the structure and activities of FP². Copies of publications from FP² and the National Center for Pavement Preservation (NCPPI) are to be made available online through NCPPI’s website. (www.pavementpreservation.org).

National Center for Pavement Preservation

Mr. O’Leary was followed by Mr. Larry Galehouse of the National Center for Pavement Preservation (NCPPI). Mr. Galehouse presented an overview of NCPPI’s establishment, structure, and activities.

Expert Task Group on Pavement Preservation

Mr. Galehouse was followed by Mr. Denehy who spoke of the need for Regional Groups.

- Break -

Saratoga Meeting, September 2004

Mr. Denehy was followed by Mr. Colin Franco of the Rhode Island DOT who made a verbal report based on the Saratoga meeting minutes and state reports.

State and Local Agency Presentations

Presentations were then made by attendees on their current pavement preservation practices / programs.

Ed Denehy, NY DOT – New York has implemented many pavement preservation projects and developed specifications for several treatments. The agency has also simplified its construction contracts – many contracts are now for

a month or less, have a single purpose, and involve only one payment. New York also does work by force account and contract and federal aid is now being used for chip seals, microsurfacing, and hot mix asphalt overlays. The Department has obtained an extra \$50M, of which \$20M will be used for pavement preservation. Over the past few years, the State's road conditions have deteriorated, necessitating a new plan.

From the NEPPP, New York seeks to share information and obtain assistance in devising strategies to raise the profile and priority of pavement preservation within the DOT.

Ed Block, Connecticut DOT – Connecticut is working to promote pavement preservation and the PMS to the agency's upper management. They have produced a guide on treatment timing, options, etc. Upper management has expressed a desire to have better data on which to base their decisions.

Matt Turo, Massachusetts EOT – Mr. Turo also welcomed the delegates and thanked them for their attendance.

Massachusetts has been practicing pavement preservation for a number of years, and last year, the Department formalized the program with a commitment from upper management. The State performed 300 lane-miles of pavement preservation last year and seeks to add an additional 100 lane-miles in 2006. The Department is also establishing a pavement preservation policy with dedicated funding and crafting a prioritized, 5-year program.

Ann Emidy, Maine DOT – Maine has performed 9,000 lane-miles of pavement preservation and collects data on a 2-year cycle. The agency has obtained a pavement management system (PMS) and is now trying to define pavement condition ratings. They see their next important task as performing a pavement analysis with an emphasis on pavement preservation and light rehabilitation. The Department would also like to obtain information on the performance of pavement preservation treatments.

From the NEPPP, Maine seeks help with training and communications.

Reid Kiniry, Vermont Agency of Transportation – Vermont, which has a 3,800 route-mile system, performs only crack sealing and overlays. The agency would like to try new preservation treatments.

From the NEPPP, Vermont seeks information on funding and resources.

Eric Thibodeau, New Hampshire DOT – New Hampshire has recently established a Pavement Management Section with responsibility for the PMS, design, and data collection. The agency is considering the use of chip seals, rubberized asphalt, NovaChip, and cold in-place recycling on a limited basis.

Although New Hampshire clearly needs to move in the direction of pavement preservation, funding will be the big problem.

From the NEPPP, New Hampshire seeks an information exchange between states and industry.

Chris Speese, Pennsylvania DOT – Mr. Speese reported that he had only recently joined the Pennsylvania DOT. The agency already has guidelines and dedicated funding for pavement preservation projects. Pennsylvania uses mill and fill, overlays, NovaChip, and Quick Set patches. There is no ranking system – districts submit their lists of proposed preservation projects and the Central Office determines if they fit the guidelines.

From the NEPPP, Pennsylvania seeks to brainstorm with other states to learn as much as possible.

Mike Loftus, New York Thruway Authority – The Authority has 3,000 lane-miles and 641 route-miles, but no formal pavement preservation program. Treatments used include crack sealing, mill and fill, and CPR (concrete). They have tried NovaChip and microsurfacing.

From the NEPPP, the New York Thruway Authority seeks assistance in getting formal recognition for pavement preservation.

Individual Comments

Ron Birdsall, All States Asphalt

Mr. Birdsall commented that there was a lot of industry experience represented at the meeting. This also meant that there were substantial resources available. Industry is concerned – it wants to create more opportunities for itself as well as make highways better. Industry is a resource for road agencies and could help to develop specifications, etc. Mr. Birdsall believed that the NEPPP could help to develop guidelines related to the optimal timing of preservation treatment applications and that the partnership had the required political and technical resources needed for success.

Jim Sorenson, FHWA, Washington, D.C.

In his presentation, Mr. Sorenson mentioned that while there was a history of research for pavement preservation treatments, the important conclusion was to apply the “... *right treatment on the right road at the right time*”.

Mr. Sorenson also provided a description and update of the State Reviews now under way.

Finally, Mr. Sorenson challenged the group to carefully examine the graph shown in his presentation. Unfortunately, the graph shows that we are falling behind – our systems are really not improving.

Colin Franco, Rhode Island DOT

Mr. Franco commented favorably on the recent review of his State's pavement preservation program conducted jointly by the FHWA and the NCPP. He felt that the recommendations regarding pavement preservation and his department's PMS were constructive and important. He also said that performance data proving the effectiveness of pavement preservation would be very helpful in the effort to promulgate the preservation message. In particular, Mr. Franco felt that the recommendations on Rhode Island's strategic and fiscal approaches were very helpful and he recommended the review to other states.

Robert Sauber, New Jersey DOT

Mr. Sauber also commented on the aftermath of his State's pavement preservation review conducted jointly by the FHWA and the NCPP. Following the review, the New Jersey DOT increased its annual preservation budget from \$60M to \$250M and hired 300 additional employees. For the past few years, the Department has dedicated \$3M annually to pavement preventive maintenance – there are now efforts to increase this amount to \$10M / year.

Organizational Matters

Mr. Denehy posed several organizational questions.

1. Is there any objection to the proposed way of joining the pooled fund? No objection was voiced.
2. Is there any opposition to using the administrative service of the NCPP? No opposition was voiced.

Delegates also approved a modification to Article 1, Section 3 of the Bye-Laws to allow Canadian Provinces to fully participate in the pooled fund.

Mr. Sorenson will work with Mr. Kevin Fitzgerald of Mass Highways to get the pooled fund ready. Mr. Denehy will advise potential pooled fund members by E-mail that the fund is now ready and that it is appropriate to go ahead and form an implementation committee.

The meeting was then adjourned.

Post Script: On 10 April 2006, the journal "*New England Construction*" published a paper by Paul Fournier entitled "*Pavement Preservation Urged*". The paper, which contains a news item account of this meeting is included with these minutes as Appendix B.

Appendix A – List of Participants

Name	Organization
Allegro, Lou	CT DOT
Bailey, Alaina	NH DOT
Barkevich, Bruce	NY Construction Materials Association
Beke, Joseph	NJ DOT
Bennett, Rick	NYSDOT
Birdsall, Ron	All States Asphalt, Inc.
Blight, Robert	NJ DOT
Block, Edgardo D.	CT DOT
Cavicchi, Peter J.	Massachusetts Turnpike Authority
Coleman, Donald	NH DOT
Cooper, Gary	Peckham Materials
Cooper, Stephen	FHWA CT
Corun, Ronald	Citgo Asphalt
D'Addario, David	Massachusetts Turnpike Authority
Denehy, Edward	NYSDOT
Destefano, Daniel	New Jersey Turnpike Authority
Dionne, Ronald E.	Massachusetts Turnpike Authority
Doyle, Greg	FHWA MA
Ecmecian, Mike	Massachusetts EOT
Edsall, Mark L.	Sult-Kote Corp.
Ellis, R Patrick	Sealcoating Inc
Emidy, Anne	Maine DOT
Fitzgerald, Kevin	Massachusetts EOT
Franco, Colin	RI DOT
Gabriel, Mark	Tri-Products
Galehouse, Larry	National Center for Pavement
Gorman, Tony	The Gorman Group
Gutierrez, William	Massachusetts EOT
Hahn, Patte	National Center for Pavement Preservation
Harder, Gregory	McConnaughay Technologies
House, Ed	The Gorman Group
Huerta, Joseph	FHWA MD
Jenkins, Michael	All States Asphalt, Inc.
Jennings, Michael J	Tri-Products / Hudson Liquid Asphalt
Jones, Doug	The Gorman Group
Kearney PE, Edward	Wirtgen America, Inc.
Kiniry, Reid	Vermont Agency of Transportation
Klotz, James	NYSDOT
Konifa, Todd	The Gorman Group
Lewis, Jeff	Brox Industries
Loftus, Michael J.	NY State Thruway Authority

Mahoney, Jim	CAP Lab / CT Transportation Institute
Maloy, Paul	Massachusetts Turnpike Authority
Mandell, Meryl	Massachusetts EOT
Marshall, James	NH DOT
McCarthy, Colin F.	FHWA RI
McInerney, John	Massachusetts Turnpike Authority
Mello, Fred	BASF Latex
Miller, Dick	All States Asphalt, Inc.
Mogawer, Walaa	University of Massachusetts - Dartmouth
Montenegro, Paul	Sasol Wax Americas
Montenegro, Peter	Consultant
Naras, Ed	Massachusetts EOT
Nichols, Kevin	The Gorman Group
Pepin, Steven	Massachusetts EOT
Pezeshki, Hadi	FHWA NJ
Piane, Robert	Dayton Associates
Picard, Leo P.	MAAPA
Reilly, Mike	Brox Industries
Sauber, Robert	NJ DOT
Schmitz, Brad	SemMaterials LP
Sikora, Jamie	FHWA NH
Simpson, Steve	The Gorman Group
Smadi, Omar	NHI Trainer
Smith, Jonathan	Massachusetts EOT
Sorenson, Jim	FHWA Washington DC
Speese, Chris	Penn DOT
Thibodeau, Eric	NH DOT
Thielke, Russ	NYSDOT
Turo, Matt	Massachusetts EOT
Varney, Gerald	FHWA ME
Weber, Ed	The Gorman Group
Worden, Michael	SemMaterials LP
Zimmerman, Kathryn	NHI Trainer

Appendix B – “Pavement Preservation Urged”

By Paul Fournier

April 10, 2006

New England Construction

Federal highway officials are changing their thinking about pavement management, leaning toward the preservation of existing structures rather than simply adding more integrity. And they'd like the state Departments of Transportation to take the lead in achieving this by forming regional pavement preservation partnerships.

This was the message presented at a meeting held earlier this year at the Holiday Inn in Marlborough, Mass., attended by more than 75 federal and state transportation officials, contractors, materials producers, equipment manufacturers, and academic representatives.

Hosted by the Massachusetts Highway Department and the Cambridge, Mass., office of the Federal Highway Administration, the meeting addressed the concept of pavement preservation and the formation and operating procedures of the new Northeast Pavement Preservation Partnership (NEPPP).

Ed Denehy of the New York State DOT, the lead agency for NEPPP, served as moderator for the meeting, with speakers from a variety of national organizations pointing out the need for a uniform approach to advancing pavement preservation. These included overviews of efforts to promote the concept by Bill O'Leary of the Foundation for Pavement Preservation, and Larry Galehouse and Patte Hahn of the National Center for Pavement Preservation. In addition, there were short presentations by representatives of various state agencies, including New England DOTs and the New Jersey DOT. The speakers discussed the status of individual states' pavement preservation practices, identification of state needs, and what help they would like from NEPPP in accomplishing their objectives.

With the Interstate System completed, the federal government is now interested in protecting the enormous investment the thousands of miles of highways represents. Moving away from the traditional concept of mill-and-fill, where highway surfaces are cold planed then covered with more pavement, the feds are now researching and promoting methods to preserve the existing pavements without adding integrity. Various surface treatments are being closely looked at to extend the service life of existing pavements.

Not having the resources available to assess current practices in individual states and provide them with one-on-one guidance in pavement preservation, the FHWA would like to see the formation of such partnerships as NEPPP to fill this need.

On a local level, the Massachusetts Highway Department has taken steps to review its own pavement preservation practices, develop a statewide program, and help municipalities to adopt the concept. In line with this, MHD recently hired Paul Montenegro, a consultant with more than 25 years experience in pavement management. Montenegro works with MHD's Matt Turo and Thomas Loughlin in helping cities and towns evaluate current practices and implement pavement preservation techniques.