



## **Northeastern Pavement Preservation Partnership**

### *Meeting Minutes*

Hilton Garden Inn  
Glastonbury, Connecticut  
April 11 & 12, 2007

#### **Introductions and Welcome**

The meeting began at 1:35 p.m. with the Moderator, Mr. Matt Turo, of the MassHighway, welcoming the participants to the 3<sup>rd</sup> meeting of the Northeastern Pavement Preservation Partnership (NEPPP). He thanked Connecticut for hosting the meeting and the attendees (Attachment A) for their participation.

#### **Setting the Stage**

##### **Keith Lane, Connecticut DOT**

In welcoming the group to Connecticut, Mr. Lane expressed a feeling that there were some misunderstandings about the nature of pavement preservation and that agencies would need to do more with less in the future. He felt that local acceptance of pavement preservation would be needed and that the NEPPP would provide an excellent forum.

##### **Ed Denehy, New York DOT**

Mr. Denehy briefly summarized the last meeting of the NEPPP held in January, 2006. He reminded the group that, although they had upper management support, they would still need to find the needed preservation funding. He told the attendees that the By-Laws had been discussed and edited at previous meetings and of the formation of an executive committee consisting of himself, Matt Turo, Colin Franco, and Rod Birdsall, to revise the By-Laws and make other group decisions. Mr. Denehy also promised to have the By-Laws edited and circulated for approval and adoption.

##### **Larry Galehouse, National Center for Pavement Preservation (NCP)**

Mr. Galehouse outlined the history of the Regional Partnership groups and funding mechanisms that had been considered. He told the group that the initial plan to fund the activities of the NEPPP using the Federal Highway Pooled Fund process was not feasible as the NCP's selection as the administrator of the group could not be based on a sole source solicitation. The AASHTO Subcommittee on Maintenance (SCOM) initiated a resolution (PR-10-05), approved in May 2005, to create a Transportation System Preservation Technical Services Program (TSP<sup>2</sup>) to be implemented in three phases. The first phase was for the NCP to act as a preservation clearinghouse by establishing a "Help Desk" to provide technical information, training, and outreach services. The

second phase was to establish and launch other regional preservation partnerships. The third phase was to establish a Bridge Preservation Partnership.

Mr. Galehouse told the group that the first phase had been implemented and state agencies were now encouraged to use the TSP<sup>2</sup>'s program services. This phase of the TSP<sup>2</sup> program had been funded by voluntary state contributions of \$6,000 annually through AASHTO.

#### **Patte Hahn, National Center for Pavement Preservation**

Mrs. Hahn described the TSP<sup>2</sup> program's second phase which includes the formation of regional partnerships such as the NEPPP. This phase is to be funded from additional voluntary state contributions of \$3,500 annually through AASHTO.

Mr. Denehy asked Mrs. Hahn to forward a copy of the letter from AASHTO requesting funds for the TSP<sup>2</sup> program. He also requested a list of the states that have already contributed to the TSP<sup>2</sup> program.

#### **Foundation for Pavement Preservation (FP<sup>2</sup>)**

The FP<sup>2</sup>'s Executive Director, Mr. Gerry Eller, presented a brief history of the Foundation. He reiterated the FP<sup>2</sup>'s belief in the Regional Partnerships concept and felt it was a positive step for the cause of pavement preservation. He told the attendees of the FP<sup>2</sup>'s current involvement in the Pavement Preservation Research Roadmap initiative and the inception of a new magazine, "*The Pavement Preservation Journal*", to be published this fall. The new magazine will solicit articles from the Regional Partnerships, the FHWA, NCPP, and other sources.

#### **New England Pooled Fund Pavement Preservation Research**

Dr. Walaa Mogawer, of the University of Massachusetts at Dartmouth, described the pavement preservation research he is performing for the New England Transportation Consortium.

#### **Roadmap for Pavement Preservation Research**

Mr. Chris Newman, of the Federal Highway Administration (FHWA) described the FHWA's efforts to develop a roadmap for Pavement and Bridge Preservation Research needs. He told the group that draft research problem statements had been developed and were being refined, with a target completion date of June for the final report. Mr. Denehy asked how the research would be funded once the list of problem statements had been defined. Mr. Newman responded that funding sources had not yet been identified, but that he expected refining and compiling the research needs would result in more focus from groups such as AASHTO, NCHRP, and TRB.

#### **Pavement Preservation Technical Appraisals**

Mr. Newman provided information on the Pavement Preservation Technical Assistance Review and Evaluations being performed by the FHWA and the NCPP for state highway agencies seeking to develop, expand, or improve their pavement preservation programs. The reviews, which are conducted in partnership with FHWA Divisions, FHWA Headquarters, the NCPP, and state DOTs, consist of a program review and interviews of

key personnel. Each review features a draft report, closeout meeting, and a final report highlighting strengths and identifying recommendations for improvement of the agency's preservation program.

Mr. Galehouse then presented some of the findings of the Technical Appraisals to the group. Mr. Rod Birdsall, All States Asphalt, inquired if the findings could be regionally summarized. He mentioned that he felt it would be helpful to this group to be able to see these results and may help stimulate ideas. Mr. Newman felt that this would be possible, either through the database or manually, and promised to work with the NCPP to generate such summaries.

### **Industry Presentations**

#### **Asphalt Supply Dynamics**

Mr. Luke Stango, Chevron, presented a brief description of the history of the oil markets and asphalt prices. He told the group that supply, demand, inventory fundamentals, and market psychology are the factors that determine prices. There is limited spare global refining capacity which is being stretched to the limit. Over 250 U.S. refineries have shut down in the last 25 years. Mr. Stango said that the refining industry views asphalt as a specialty rather than a waste product and he felt that, in view of market volatility and unpredictability, resiliency would be needed.

#### **Portland Cement Concrete Pavement Preservation**

Mr. Russ Thielke, New York Materials, made a presentation on concrete preservation treatments including diamond grinding and dowel bar repair.

### **Workforce Development in Pavement Preservation**

Mr. Newman updated the group on the activities of the Transportation Curriculum Coordination Council (TCCC) and their efforts to provide training tools for agencies. The National Highway Institute (NHI) has four pavement preservation courses with more being developed. A scope of work for a Maintenance Academy class is currently being developed and a request for proposals should be issued within a month. Several courses developed by the NCPP are being taught to agencies nationwide. A contractor training and qualification program is being planned with agency, FHWA, NCPP, and industry participation.

### **Next Steps**

Mr. Denehy thanked the Industry, FP<sup>2</sup>, NCPP, FHWA, and Executive group for their help in planning the meeting and organizing the agenda. He asked the attendees if anyone objected to the NEPPP Executive Committee as it now stands. There were no objections. He stated that the group would try to plan a meeting in the fall with a full two-day program, including a business meeting. He then asked if any state would volunteer to be the host for the next NEPPP meeting. Keith Lane of the Connecticut DOT volunteered as well as Rhode Island and Vermont.

Rod Birdsall Mentioned that the FP<sup>2</sup> would like to have its Annual Meeting in conjunction with the next NEPPP meeting and is currently soliciting nominations for the annual awards. The group was invited to submit nominations through Mr. Birdsall who

agreed to provide nomination forms. Mr. Denehy stated that he felt the group would certainly consider having the FP<sup>2</sup> annual meeting in conjunction with the next NEPPP meeting.

Mr. Denehy then informed the group that the agenda for the current meeting had been arranged by the Executive Committee and invited the group to e-mail their suggested agenda items for the next meeting. He also stated that the group's By-Laws had been edited by the Executive Committee. They had added a Vice-Chair position from Industry and made modifications to insure that the Chair would always be from a State or Province. The Executive Committee would like to finalize the By-Laws and mail them out for group approval this summer.

The floor was then opened for discussion. Mr. Colin Franco, RI DOT, suggested that the group try to get cities and towns represented. Mr. Denehy agreed and felt they should also try to include turnpikes and toll roads. He then asked that all state representatives contact these people and try to get them to participate in the NEPPP.

Mr. Denehy then made a motion to move forward with formally organizing the partnership, using the AASHTO funding process. The motion was carried by unanimous support. Mr. Denehy then promised to send the TSP<sup>2</sup> and funding information out to the states. Mr. Birdsall identified Patte Hahn of the NCPP as the main coordinator for the NEPPP and asked the attendees to help her compile an NEPPP mailing list by sending her the relevant information of people who should be included on the list.

### **Municipal Challenges in Pavement Preservation**

Mr. Chris Ahmadjian, Director of the Bay States Road Program then gave a presentation on local pavement preservation direction and needs.

### **State and Local Agency Presentations**

The attendees then described their current pavement preservation practices / programs. Presentations are available on the NCPP web site at <http://www.pavementpreservation.org/northeastern/>.

**Kim Johnson, Delaware DOT** – Delaware's pavement preservation program is contained in the Pavement Management Section. Delaware DOT first proposes lists of candidate projects and then uses five factors to rank them and generate a development list. Currently, the agency's PMS system only looks as the past rather than being able to predict.

**Colleen Kissane, Connecticut DOT** – Connecticut recently went through the Pavement Preservation Appraisal with the FHWA and the NCPP. Based on the review they formed a working group to define goals and responsibilities, and implement the appraisal's recommendations.

**Don Coleman, New Hampshire DOT** – New Hampshire has a Deighton Pavement Management System (PMS), but it has not been used or updated since 2001. The Department is now updating the system to provide more useful

information. Each of New Hampshire's highway districts spends \$2M / year on preservation treatments which include crack sealing, mill & fill, chip seals, Nova Chip, and overlays. The Department has not tested micro surfacing.

**Ed Denehy, New York State DOT** – New York State DOT has implemented many pavement preservation projects and developed specifications for their treatments. New York's preservation specifications are available at <http://www.nysdot.gov>. Each year, the Department spends \$120 M for pavement preservation from state and federal dedicated funds.

**Robert Blight, New Jersey DOT** – For the past few years, New Jersey has had an annual pavement preservation program funded at \$60M, spent mostly on resurfacing. The Department's Pavement Preservation Office has now taken over the PMS system and is using the data to show Metropolitan Planning Organizations (MPOs) and upper-management that the money could be spent more wisely. This has resulted in a budget of \$300 M for the current fiscal year. Mr. Blight told the group that his agency's PMS had been crucial in obtaining the required funding.

**Ed Naris, MassHighway** – Mr. Naris told the attendees that his agency had been frustrated by funding issues. The costs of current projects were being doubled due to the necessity to incorporate bridges and safety modifications.

**Mike Fowler, Vermont Agency of Transportation** – Vermont has had minimal experience with pavement preservation. In 2006, the agency tried mill and fill, slurry seal, micro-surfacing, and nova chip. They have had a crack sealing program in place for six or seven years. In 2008, the agency plans to use open-graded friction courses with fog sealing. Vermont, which uses the Deighton PMS system, is attempting to obtain more funding for their program.

**Colin Franco, Rhode Island DOT** – Rhode Island has been using pavement preservation treatments for some time. They have 1,100 NHS miles of road and have treated one third of them with a preservation treatment since 1999.

**Jim Chisholm – Nova Scotia Department of Transportation and Public Works** – Nova Scotia has 14,000 kilometers (8,700 miles) of paved roads, of which 4,000 kilometers (2,485 miles) perform an inter-provincial function. The Department is soliciting vendors for a new pavement management system and expects to have it in place soon. They are now using pavement preservation treatments such as crack filling, micro-surfacing, and thin overlays. They plan to try hot-in-place recycling and patching in the future. All projects must be warranted by contractors for one year.

The meeting was then adjourned.

**Attachment A**  
**Northeast Pavement Preservation Partnership Attendees**

Name		Organization	Email Address
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