



Southeastern Pavement Preservation Partnership

Meeting Minutes

Sheraton Raleigh Hotel
Raleigh, North Carolina
April 25 & 26, 2007

Setting the State

Steve Varnedoe – North Carolina DOT

Mr. Varnedoe opened the proceedings by welcoming the participants to the inaugural meeting of the Southeastern Pavement Preservation Partnership (SEPPP) and to North Carolina. He thanked the attendees (Appendix A) for their participation, after which self introductions were made.

Mr. Varnedoe told the group that the concept of Pavement Preservation had been evolving for the past 15 years. Great strides had been made and he believed there were substantial opportunities and benefits to be gained from the regional partnerships. He felt that it was critical for the agency attendees to return to their agencies and sell the concept of the partnerships to their senior managements to insure adequate funding of the preservation initiatives.

James Sorenson – Federal Highway Administration (FHWA)

Mr. Sorenson posed the question “Why a Partnership”? Why not? He felt that no single agency could “do it alone” and that the best way to achieve success would be to get together on common ground, define agendas, and share issues. He felt that the partnerships were about the experiences of others and the sharing of those experiences.

Gerry Eller – Foundation for Pavement Preservation (FP²)

Mr. Gerry Eller, the Executive Director of the Foundation for Pavement Preservation (FP²), presented a brief account of the Foundation’s history. He told the group that the FP² believed in the concept of Regional Partnerships and he felt that these were a positive step for Pavement Preservation. He also informed the attendees about the FP²’s current involvement in the Pavement Preservation Research Roadmap and the inception of a new magazine, “*The Pavement Preservation Journal*”, which is to be published starting in the fall of 2007. Articles for the new magazine would be solicited from each of the Regional Partnerships, the FHWA, NCPP, and others.

Larry Galehouse – National Center for Pavement Preservation (NCPP)

Mr. Galehouse presented a brief history of the Regional Partnership groups and the funding mechanisms that had been explored. He stated that initially, the SEPPP had planned on using the Federal Highway Pooled Fund process to fund the group, but that the NCPP could not be used as the group's administrator due to sole source issues. In May 2005, AASHTO approved a resolution (PR-10-05) of its Subcommittee on Maintenance (SCOM) to create a Transportation System Preservation Technical Services Program (TSP)². The (TSP)² program was to be implemented in three phases.

The first phase was for the NCPP to provide a clearinghouse for comprehensive, up-to-date information on effective preservation technologies to enhance pavements and extend their useful service lives. Toward this end, the NCPP was to act as a "Help Desk" to provide technical information, training, and outreach services. The first phase had been implemented and State Highway Agencies were encouraged to use the (TSP)² services. This phase of the (TSP)² program was funded by an annual voluntary state contribution of \$6,000 to AASHTO.

Patte Hahn, National Center for Pavement Preservation

Mrs. Hahn described Phase II of the (TSP)² program which includes the formation of regional partnerships such as the SEPPP. To fund the regional partnerships, states would be invited to make additional annual contribution of \$3,500 through AASHTO.

Dennis Watson – Manitoba

Mr. Watson explained to the group that he was the current chair of the Midwestern Pavement Preservation Partnership (MPPP). He had been with the group for two years and believed it was the only forum of its kind. He felt that the biggest benefit to the partnership was the sharing of information with others in the geographic area. He informed the group that at the last MPPP meeting, they concentrated on two main issues: Contractor Certification and Pavement Preservation Research needs. They also sponsored two well received training sessions in conjunction with the meeting. Mr. Watson wished the Southeastern group good luck and offered his assistance.

Building a Pavement Preservation Regional Group

Ms. Jennifer Brandenburg of the North Carolina DOT facilitated an open discussion of the formation of the Southeastern Partnership. She posed several questions to the attendees:

1. Is the Southeastern Pavement Preservation Partnership something the states are interested in? The group responded yes, with no one opposed.
2. Are the proposed states appropriate for such a regional partnership? Tammy Sims from Texas DOT responded that her agency may want to join two groups.
3. Do the states want to include industry in the partnerships? The group responded yes, with no one opposed.
4. Do the delegates want to use the same vision, mission and goals as the MPPP and NEPPP? The group responded that they were leaning toward copying the NEPPP's Vision Statement, but had not made a final decision.

Then followed a general discussion of the focal areas of the other partnerships and the By-Laws. Several delegates noted that the SEPPP's focal areas may include construction, research, materials, specifications, innovative contracting, training / certification, and

project selection, but that more thought was needed. The group decided that an SEPPP working group would collect comments on the By-Laws and produce an edited draft version to be distributed for further comment.

Roadmap for Pavement Preservation Research

Mr. Jim Sorenson made a presentation on the current FHWA initiative 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 an expected final report completion date of June 2007.

Pavement Preservation Technical Appraisals

Messrs. Jim Sorenson and Larry Galehouse provided information on the Pavement Preservation Technical Assistance Review and Evaluations being performed by the FHWA and the NCPP for State Highway Agencies (SHAs) seeking to develop, expand, or improve their pavement preservation programs. In each state, the review is being conducted by the NCPP in partnership with the SHA, FHWA Division Office, and the FHWA Headquarters and consists of a program review with interviews of key personnel, a draft written report containing observations and recommendations, an oral closeout meeting, and a written final report highlighting strengths and identifying recommendations for improvement of the SHA's program.

Mr. Galehouse then presented the group with some of the findings of the Technical Appraisals.

State and Local Agency Presentations

Presentations were then made by attendees on their current pavement preservation practices / programs. Presentations are available on the NCPP web site at <http://www.pavementpreservation.org/southeastern/>.

Jim Fedra, South Carolina DOT – South Carolina has used pavement preservation treatments for years, but had not always used them in the right way and some treatments had been placed on the wrong roads at the wrong times for the wrong reasons. Mr. Fedra told the group that South Carolina had recently had the Pavement Preservation Appraisal discussed earlier by the FHWA and the NCPP, and he urged members to sign up for it if they had not already done so. He said that the review had given him the ammunition he needed to have his agency make a greater commitment to pavement preservation.

Mark McConnell, Mississippi DOT – Mr. McConnell reported that Mississippi was currently considering new specifications for their chip seals - one for low volume roads and one for high volume roads. The agency was working on the purchase of new software to improve the forecasting ability of its PMS system.

Mark Chenevert, Louisiana DOT – Mr. Chenevert reported that Louisiana's legislature was about to open its new session, from which his agency was hoping to obtain more funding. He asked how an agency knows if it is doing a good job? Mr. Sorenson responded that an agency should examine its system condition over time, turning condition trend lines upward. Mr. McConnell also asked how an agency should start a new Pavement Preservation program. Mr. Sorenson

responded that an agency should first make a commitment to dedicate 3% -5% of its road budget for pavement preservation. After a few years the agency should see an improvement in the system and commit to higher funding levels. .

Jon Wilcoxson, Kentucky DOT – Kentucky had recently published a field guide on preventive maintenance treatments. The agency was currently restricting its preservation treatments to HMA overlays. Mr. Wilcoxson told the group that Kentucky had not done chip seals for quite a few years. Although the agency would like to be able to apply chip seals again, the current political climate was not conducive to using this treatment. They have had one of the NHI classes on pavement preservation and also the FHWA state review and are enthusiastic about pavement preservation. They requested \$4M for preservation treatments, but their cabinet reduced the amount to \$2M which was later reduced to \$250,000 a year for preventive maintenance projects.

Joe Holt, Tennessee DOT – Mr. Holt described the Tennessee DOT as a customer service organization committed to saying “yes” to its customers, a policy which can occasionally pose problems.

Paul Montgomery, Texas DOT – Mr. Montgomery reported that Texas was successfully using chip seals on very high ADT roads. Texas DOT started a Pavement Preservation Center two years ago to assist the agency with their preservation training needs. They have also developed a detailed seal coat manual, a copy of which may be obtained by contacting Tammy Sims.

Tanveer Chowdhury, Virginia DOT – Mr. Chowdhury reported that the Virginia DOT has 60,000 miles (127,000 lane miles) of roadways. They collect pavement condition data every year and recently upgraded to automated condition data collection. The agency uses a customized version of the Stantec PMS software whose software limitations have inhibited a full implementation of pavement preservation in all of Virginia’s 9 districts. Consequently, Virginia is preparing an RFP to procure a new PMS system this summer. The agency uses complex decision matrices, but does not have a real pavement preservation program. They desire dedicated pavement preservation funding. The Virginia legislature has mandated that all interstate maintenance must be outsourced by 2009.

Scott Capps, North Carolina DOT – Mr. Capps stated that North Carolina has a comprehensive Pavement Preservation program. The agency has 14 divisions, each of which contains approximately three districts. They have also encouraged their maintenance workers with an innovative incentive program that has produced good results.

Polymer Modified Emulsion for Chip Seals and Improved Rolling

Andrew Jerome, North Carolina State University, made a presentation on polymer modified emulsions for chip seals and improved rolling techniques.

Next Steps

John Vance, Mississippi DOT, facilitated a discussion on the next steps for SEPPP. He stated he belief that there was a benefit to the partnership and would like to see it move forward.

After posing the question: “*Do we want a Southeastern Pavement Preservation Partnership?*”, he received the group’s unanimous affirmation.

He then posed the question: “*Do we want to call it a partnership or a regional group?*” The group unanimously voted to call the group a Partnership.

Then followed a general discussion in which the group articulated a need for a written document outlining the history and goals of the partnerships. They requested that the NCPP develop such a draft document which they could edit for their needs while maintaining a consistent message.

The need for a lead state was discussed and the group decided that the lead state would be the state represented by the chair of the partnership. The group then decided to elect certain executive officers. Mr. Scott Capps from the North Carolina DOT was unanimously elected as Chair. Mr. Mark Chenevert from the Louisiana DOT was unanimously elected as Vice-Chair, and Ms. Tammy Sims from the Texas DOT was unanimously elected as Secretary / Treasurer. The newly formed committee agreed to revise the draft By-Laws and send them to the group for approval. The committee also agreed to propose some tentative dates for the next meeting, pending AASHTO funding, and will solicit the group’s input.

Mr. John Vance then thanked North Carolina and the NCPP for hosting and facilitating the meeting which was then adjourned.

Appendix A
Southeastern Pavement Preservation Partnership Meeting Attendee List

Name		Organization	Email Address
Jennifer	Brandenburg	North Carolina DOT	
Terry	Canales	North Carolina DOT	
Scott	Capps	North Carolina DOT	scapps@dot.state.nc.us
Mark	Chenevert	Louisiana DOT	mchenevert@dotd.la.gov
Tanveer	Chowdhury	Virginia DOT	tanveer.chowdhury@VDOT.Virginia.gov
Aaron	Collins	Kentucky DOT	aaron.collins@ky.gov
David	Cook	South Carolina DOT	
Judy	Corley-Lay	North Carolina DOT	jlay@dot.state.nc.us
David	Crim	Georgia DOT	david.crim@dot.state.ga.us
Wiley	Cunagin	Florida DOT Representative	wcunagin@earthlink.net
Gerry	Eller	Foundation for Pavement Preservation	fppexdir@aol.com
John	Emerson	North Carolina DOT	
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Andrew	Jerome	North Carolina State University	kim@ncsu.edu
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Danny	Lane	Tennessee DOT	danny.lane@state.tn.us
Lacy	Love	North Carolina DOT	
Neil	Mastin	North Carolina DOT	
Mark	McConnell	Mississippi DOT	mmccconnell@mdot.state.ms.us
Emily	McGraw	North Carolina DOT	emcgraw@dot.state.nc.us
Vladimir	Mitchev	North Carolina DOT	
Paul	Montgomery	Texas DOT	pmontgo@dot.state.tx.us
Clark	Morrison	North Carolina DOT	
John	Rouse	North Carolina DOT	
Tammy	Sims	Texas DOT	tsims@dot.state.tx.us
Jim	Sorenson	Federal Highway Administration	james.sorenson@fhwa.dot.gov
Davis	Thomas	North Carolina DOT	
David	Thomas	North Carolina DOT	dlthomas@dot.state.nc.us
John	Vance	Mississippi DOT	jvance@mdot.state.ms.us
Steve	Varnedoe	North Carolina DOT	svarnedoe@dot.state.nc.us
Brad	Wall	North Carolina DOT	bwall@dot.state.nc.us
Dennis	Watson	Manitoba Transportation	dennis.watson@gov.mb.ca
Jon	Wilcoxson	Kentucky DOT	jon.wilcoxson@ky.gov