

Southeast Pavement Preservation Partnership
Meeting Minutes
Westin Atlanta Airport Hotel
Atlanta, Georgia
May 6th through May 8th, 2008

Setting the Stage

Scott Capps - North Carolina DOT

The Southeast Pavement Preservation Partnership (SEPPP) Chair, Scott Capps, called to order the 1st official meeting of the SEPPP. A summary of the SEPPP Inaugural Meeting was presented and self introductions followed.

Steve Henry – Georgia DOT

Mr. Henry presented an overview of the Georgia Department of Transportation and explained that Georgia's current operational focus was on capacity rather than maintaining existing roads. This tended to portray Georgia's roads less favorably than those of bordering states.

Bill Parr – Georgia ADA, Federal Highway Administration (FHWA)

Mr. Parr welcomed the attendees to Georgia on behalf of the FHWA's Georgia Division. He reiterated Mr. Henry's comments by observing that Georgia's limited DOT budget prevented the state from implementing a comprehensive preservation program.

Mr. Parr saw the conference's major benefit as the opportunity to network, i.e., making new contacts and strengthening old ones.

James Sorenson – Federal Highway Administration (FHWA)

Mr. Sorenson's presentation entitled "Managing our Assets Effectively" provided attendees with a brief history of the Transportation System Preservation Technical Services Program (TSP2) initiative. He noted that Transportation System Preservation had been successfully promoted since 1991, resulting in a consensus that continually rebuilding roads is a poor public policy.

Mr. Sorenson stressed the need for more FHWA involvement in the Partnership meetings. He then polled the audience to determine the participation from the various divisions within the agencies. Of those responding, 16 were from Maintenance, 3 from Materials, 5 from Pavement Management Systems, and 3 from Research.

Mr. Sorenson then challenged members to return to their respective agencies and champion the preservation cause by selling the concept to ensure adequate funding of preservation initiatives. He then informed the group of several pavement preservation websites they may find useful, such as:

- fhwa.dot.gov/preservation.
- fhwa.dot.gov/construction, and
- specs.fhwa.dot.gov.

Mr. Sorenson encouraged Partnership members to contact the National Center for Pavement Preservation (NCP) for additional information, materials, or assistance. He emphasized that FHWA is willing to partner and that the members needed assistance.

Environmental Sustainability: The Green Revolution

Arlis Kadrmas, Sem Group LP, made a presentation highlighting the “green” advantage of preservation treatments and products. Mr. Kadrmas discussed cut backs, ozone factors, and temperature differences. Mr. Sorenson told the members that the lay-down process is more of an environmental issue than production, i.e., the highest releases of volatile organic compounds (VOCs) occur in the field rather than at the plants.

AASHTO’s TSP@ Program and the NCP

Larry Galehouse, NCP, provided the group with a presentation that included a brief history of the regional partnership groups and funding mechanisms that have been explored. He explained that the partnerships had planned to use the Federal Highway Pooled Fund process, but the “sole source” issue prohibited NCP from serving as the group administrator. Subsequently, in 2005, AASHTO created the Transportation System Preservation Technical Services Program (TSP@) to be implemented in three phases:

Phase I - Established NCP as the pavement preservation clearinghouse for agencies providing comprehensive, up-to-date information on effective preservation technologies and strategies developed to enhance and extend the useful service life of pavements. This phase is funded by voluntary annual state contributions to AASHTO.

Phase II – Incorporated the formation of regional partnerships such as SEPPP.

Phase III - This phase will incorporate Bridge Preservation.

FHWA Initiatives

Joe Gregory, FHWA, Mr. Gregory gave a presentation on various recent FHWA Initiatives. He highlighted the Research Roadmap and informed the group that the Pavement Preservation Research problem statements that had been developed through a partnership with FHWA, Agencies, Academia and Industry, were available on the NCP’s web site.

Industry Perspective

Gerry Eller, FP², gave an overview of the Foundation for Pavement Preservation’s (FP²) history and objectives. ARRA/AEMA/ISSA founded the non-profit Foundation in 1991 and remain strong supporters of its activities. The Foundation, which is supported by industry, has major objectives to serve as a neutral interface between industry and agencies while providing NHI training classes and pavement preservation education and promotion. Since its establishment, the Foundation has sponsored two national forums.

Mr. Eller promoted FP²’s “Pavement Preservation Journal” and invited Partnership members to submit technical articles for publication. Mr. Eller reported the Foundation’s current initiatives as:

- Sealer Binder Study,

- Establishment of a Managing Group,
- Development of the Research Roadmap, and
- Preparations for 2010 International Conference.

Mr. Eller made additional comments on a variety of issues, including the wide range of treatment options, the number of contractors not affiliated with an association, quality issues, reauthorization and funding considerations, and the NCPP’s publication “At The Crossroads.” He emphasized regional partnerships as the key to moving pavement preservation forward and noted that those involved in bridge preservation were also attempting to duplicate the Partnership initiative.

Forming a Partnership: The NEPPP Experience

Ed Denehy, NEPPP Chair (New York State DOT), presented a brief history of the Regional Partnership groups and the funding mechanisms that had been explored. He told the group that initially, the NEPPP had planned to use the Federal Highway Pooled Fund process, but the “sole source” issue prohibited NCPP from serving as the partnership’s administrator. Subsequently, AASHTO created a Transportation System Preservation Technical Services Program (TSP@) in 2005 to be implemented in phases with the second phase allowing for the formal establishment of the partnerships.

Business Meeting

Judith Corley-Lay, North Carolina DOT, served as moderator of the SEPPP business meeting.

By-Law Approval

The Committee decided that the SEPPP’s directors and officers would consist of the following:

- 4 members from state agencies,
- 2 members from industry,
- 1 member from the FHWA,
- 1 member from a local agency,
- 1 member at-large, and
- 1 member from academia.

Terms will be as follows:

- The Chairperson and Agency Vice-Chair will serve one-year terms,
- The Vice-Chair will be promoted to Chair at term’s end,
- The Industry Vice-Chair’s term will be a single three-year term, and
- The Administrator will serve for one year and will be eligible for re-election.

The group unanimously voted to approve the By-Laws.

Election of Directors and Officers

After the close of nominations, voting resulted in the following representatives being elected.

Chair	Mark Chenevert
Vice-Chair Agency	Judith Corley-Lay

Vice Chair Industry	Chad Gemberling
Administrator	Tammy Sims
Agency Director	Melinda McGrath
Industry Director	Joe Vale
At Large Director	Raja Shekhara
FHWA	Louis Rodriguez
Local Agency	Eddie Tate
Academic	Open

Select Next Meeting Date/Location

The attendees discussed dates and locations for future meetings, after which Mr. Chenevert suggested Baton Rouge, Louisiana, while Mr. Rodriguez promoted Columbia, South Carolina, and encouraged the possibility of combining the SEPPP and the SEUPG conferences.

The Committee considered sites for future SEPPP conferences in Baton Rouge, LA, Nashville, TN, and Louisville or Lexington, KY. Ms. Tammy Sims moved to schedule the event either for April or May in Louisiana and to have the 2010 meeting in Nashville, Tennessee. The motion was seconded by Simone Ardoin and approved. The SEPPP's 2009 conference will be held May 5-7, 2009 in Baton Rouge, Louisiana.

Task Force Teams

The delegates formed teams dedicated to developing strategies to address specific issues. The teams determined to meet intermittently between the annual events. The following Task Forces were identified:

Public Relations

**Chair: Chad Gemberling Members: Charles Malone
Jon Wilcoxson
Dennis Wofford**

Chair, Chad Gemberling, provided the Committee with a well-reasoned strategy for promoting the Pavement Preservation Program with a focus on marketing and identifying target groups such as legislatures, contractors, and segments of the public. In summary, his comments urged the delegates to:

- Educate state legislatures, contractors, and the public.
 - Funding – conduct letter writing campaigns and meet with central offices and chief engineers, promoting appropriation of pavement preservation funding,
 - Marketing/Public Awareness – articulate issues, submit articles to trade magazines, and news releases to major publications, and
 - Debate the issues and confront critics.
- Facilitate meetings with MPOs and regional planning committees.
 - Present the pavement preservation concept,
 - Validate financial and environmental advantages of pavement preservation,

- Promote SEPPP membership by detailing benefits and opportunities the Partnership provides, and
- Distribute the publication “At the Crossroads.”

Workforce Development - Training, Education, and Certification

Chairs: Jim Feda

**Members: Simone Ardoin
Colin Durante
Joe Holt
Judith Corley-Lay**

Chair, Jim Feda, South Carolina DOT encouraged participants to engage in a round table discussion regarding training programs currently being used by agencies and the industry; to share strengths and weaknesses of their respective programs; to utilize what they learn; and to use Mr. Feda as a resource person. (Mr. Feda chairs AASHTO’s training subcommittee and serves as a Transportation Curriculum Coordination Council (TCCC) liaison for the organization.) Mr. Feda also queried participants on their respective states’ support of preservation contractor certification.

Performance, Monitoring, Standards, Specifications, Warrantees

Chair: John Calvert	Members:	Gene Arnold David Cook Tammy Sims David Sumner Eddie Tate	James Turner Joe Vail John Vance Mark Woods
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John Calvert, Pavement Technology, Inc., recommended that the SEPPP conduct a survey to gain necessary information on treatments, monitoring, testing, and specifications being used by agencies. He suggested that displaying the survey on the SEPPP’s website would provide a useful tool for evaluation and could result in a regional consensus on specifications.

Integrating Pavement Preservation into Pavement Management Systems

Chair, Louis Rodriguez, presentation included promoting NCPP as a valuable research tool. He encouraged SEPPP members to consider the Center a critical resource when seeking facts (state review results) on which to base determinations.

Mr. Rodriguez highlighted the need to research current practices throughout the southeastern states to determine circumstances that trigger pavement preservation integration into pavement management systems. In summary, he posed the following questions:

- What prompts states to evaluate conditions?
- What methods are used to measure conditions?
- What methods are used to collect data?
- What factors justify implementation of pavement management systems? and
- What are the costs of integration?

Mr. Rodriguez sought suggestions on the most efficient manner to disseminate this information to the other task forces, industry, and states for the purpose of coordinating efforts.

Research, Innovation, and Best Practices

Chair, William Gardner, announced the Task Force would research and compile information on matters within the Task Force's responsibility, publishing its results in an annual report to include innovation (what works, what does not work), research (ongoing and potential developments), and academic involvement in research and development.

Morning Session's Closing Remarks

Ms. Judith Corley-Lay appealed to the group to become active members of SEPPP. She stressed the need for all members to participate in surveys and other information gathering efforts, telling the audience that this year's [SEPPP] objective was to gather information on the status of the Southeastern region's pavement preservation programs and pavement management systems. She added that the next year's goals would include the preparation of reports based upon Task Force's research and determining how best to proceed.

FHWA Sealer Binder Study Results

Gayle and Helen King, FP², made a presentation on the Seal-Binder Study that was recently completed. The complete study is available on the NCPP website at www.pavementpreservation.org.

State and Local Agency Presentation

Each agency was allotted 15 minutes to share their agency's information with the partnership.

Mark Chenevert, Louisiana DOT, moderated the session. He asked the group to for their assistance in obtaining manuals used by industry or agencies such as standard operating procedural manuals and pavement preservation design standards manuals. He reported that Louisiana DOT was using the NCPP/FHWA's "A Quick Check of Your Highway Network Health" and was rating its divisions separately.

Jim Feda, South Carolina DOT, reported the following highlights of South Carolina's Pavement Preservation Program:

- SCDOT's highway preservation budget is \$82M,
- 20% is spent on construction,
- 66% is spent on reconstruction,
- 14% is spent on pavement preservation, and
- SCDOT's Commission and upper management had researched further preservation efforts and projected a needed budget of \$1.6 Billion to implement a comprehensive system.

Judith Corley-Lay, North Carolina DOT, reported North Carolina goal was to establish a Pavement Preservation Program that provides treatment for 10% of the state's roads on a ten-year cycle.

Tammy Sims, Texas DOT, reported that Texas dedicated 10% of available funds toward some type of application, either a hot-mix treatment or pavement preservation.

Joe Holt, Tennessee DOT, noted that Tennessee planned to use the Remaining Service Life (RSL) concept and implement NCPP's training in the near future. According to Mr. Holt, lack of qualified-committed contractors had created problems yet to be resolved. Currently, pavement rating information was being reviewed and updated to allow the agency to move toward a "Remaining Service Life" program.

Eddie Tate, City of Chattanooga, gave a brief description of his City's effort to maintain its 1,200 miles of roads using chip seals as a prominent treatment.

Chad Shive / Jon Wilcoxson, Kentucky Transportation Cabinet, informed members that Kentucky's had 1,400 Interstate and parkway combined miles, of which 95% were asphalt, 4 ½% concrete, and ½% gravel. The state had used overlays for the past fifteen years, and prior to that, hot-mix overlays and chip-seals had been the standard treatments.

They mentioned that Kentucky's policy only allows the use of in-state contractors. While there had been no reported micro-projects this year, the Cabinet anticipated that they would be authorized next year.

Kevin McGhee, Virginia DOT, made a presentation highlighting Virginia's Pavement Preservation efforts.

John Vance, Mississippi DOT, informed the group that Mississippi used chip seals, micro-surfacing, overlays, and dowel bar retrofits as part of its Pavement Preservation Program. They planned to test fog and sand seals this year.

Ron Newsome, Alabama DOT, focused his comments on his state's implementation of a resurfacing program with an annual budget of \$200M.

Eric Pitts, Georgia DOT, informed participants that Georgia had developed a comprehensive program incorporating the use of its Pavement Management System. In the development of the program, which includes a yearly rating and evaluation of all roads, the PMS processes the data and proposes treatments based on road conditions and usage for urban and rural facilities. He reported that 80% of the state's roads were in excellent condition.

Mr. Pitts expressed concerns about future funding. Previously, Georgia had budgeted \$200M per year for preservation, but in the past two years, the resurfacing budget had been reduced to \$90M - \$100M. He predicted that pavement preservation would predominate as funding becomes more limited. The DOT is relying upon its PMS to provide valuable information to allow the maximum use of its limited resources.

General Discussion

The partnership then had an open discussion on various issues.

Judith Corley-Lay announced an Asset Management meeting scheduled for September in North Carolina (<http://www.itre.ncsu.edu/NCassetMgmtConf/index.html>).

Ms. Corley-Lay then posed the question “Do we want state presentations again next year”? The general consensus of the group was that yes they want the state presentations and may also want industry presentations.

Gene Arnold, Ergon Asphalt & Emulsions, Inc., talked about the difficulty of implementing the concepts being presented at this annual meeting in the members’ states without the interest and support of contractors. Mr. Arnold urged the members to return to their states and promote pavement preservation.

Larry Galehouse, NCPP, noted the need for efforts to be made with congressional members to promote the concept of pavement preservation, educate them on the tools available to implement programs, inform them of the growing amount of support and interest of those involved in transportation at the state level as well as leaders in the industry. Mr. Galehouse challenged industry leaders in the audience to take on the responsibility of meeting with officials at the state, county, and local level and establishing relationships to promote the concepts. He cautioned that state and federal government employees are prohibited from political lobbying.

Technical Presentations

Presentations are available on the Partnership’s web-site
<http://www.pavementpreservation.org/southeastern/>

Emulsion 101 – Fred Mellow, BASF

Crack Sealing and Filling – Tom Kelly, Crafc

Micro-Surfacing / Slurry Seals – Pierre Peltier, SemMaterials LP

Chip Seal Best Practices – Gaylan Baumgardner, Ergon

Hot-in-Place Recycling (HIR) – Brian Hanson, Dustrol

Concrete Preservation Treatments – Wouter Gulden, ACPA

Cold-in-Place Recycling (CIR) – Stephan Damp, Miller Paving

New Treatment Technologies – Martin, Thompson, Colas

Rejuvenators and Fog Seals – John Calvert, Pavement Technology, Inc.

The meeting was then adjourned.

Recording Secretary: Patte Hahn.