

SCDOT Pavement Preservation

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Agency Preservation Decisions

- Preservation Budget
 - Determined by Director of Maintenance
 - Limited by total budget
- Treatment Type
 - Selected by District
 - Based on Treatment Selection Guide
 - Influenced by constructability issues
 - Specification written by OMAR



Challenges

- Funding
- Public Perception
 - So many bad roads, but spending money on good roads
- Constructability
 - Right treatment, right road, at right time, but must be quantities attractive to contract industry



What's new at SCDOT?

- Interstate Preservation Program

Interstate Preservation Program



- OGFC (Open Graded Friction Course)
 - Raveling problem in roadway

Interstate Preservation Program



- Severe raveling problem at joints





OGFC Replacement

- Micro-mill the existing OGFC completely off and replace it
 - Preserve the roadway by replacing the wear course
 - Improve the wet weather performance
 - Eliminate the broken window damage claims from loose stone



Opportunities

- OGFC Replacement Program – Test Initiatives
 1. Section placed with Trackless Tack
 2. Section placed with Evotherm Warm Mix Asphalt (SBS Modified PG 76-22 without stabilizing fibers)
 3. Section placed with Ground Tire Rubber Asphalt Binder (GTR modified PG 76-22)

Questions?



Special Provision for
GTR and Evothem



Special Provision for
Trackless Tack



Spec for Micro
Milling