2009 Pavement Preservation Program

Connecticut DOT
How we got here

- 2006 technical assessment visit
- Ad-hoc pavement-preservation group formed
- Maintenance, Asset Management, Pavement Management, Planning, Design, FHWA Division Office
How we got here

- Begin with one treatment
  - Thin HMA overlays
- Expand to other treatments
  - Rubberized chip seals
  - Crack sealing
- Developed process for project selection guidelines
  - Begin with distress data (cracking)
  - Photolog review
  - Field verification
How we got here

- Prioritization of projects
  - Oldest that met criteria
    - Better to worse condition

- Challenges
  - Project development timeline in order to let projects in time
  - Roles and responsibilities
  - Agency acceptance (dedicated funding source)
2009

- Mill-and-fill, 1.5 inches in depth
  - Interstates and Expressways
  - “Fine milling”
  - 1.5 inch SP 0.375” Design Level 3 inlay

- Ultra-thin HMA (Novachip)
  - “Fine milling”
  - Novachip inlay, 5/8-3/4”
2009

- 3 projects
- 2 mill-and-fill
- 1 UT HMA (Novachip)
Next Steps

- Crack Sealing
- Performance measures and reporting
- Dedicate a funding source
- Streamline and accelerate project delivery
- Training