

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