Maryland State Report - Best Practices or Examples of Positive Experiences

October 21, 2008
Success Stories:

- Increased use of modified slurry seal (aka microsurfacing)
- Patch-only projects
- Increased use of crack seal
- Thinner overlays
- Beginning implementation of program
Latex Modified Slurry Seal:

- Virtually unused 5 years ago
- Significant use in 2 of 7 Districts
Latex Modified Slurry Seal:

- Friction Number (FN) trends, with increased use:
  - Dist. 3: FN increased from 2002 to 2007, from 70% to 75% acceptable
  - Dist. 7: FN held steady from 2002 to 2007, around 90% acceptable
  - Other urban districts: Limited to no use of LMSS – decline in FN
Latex Modified Slurry Seal:

FN - Normalized 0 to 100%

- Statewide
- District 3
- District 4
- District 5
- District 7

Latex Modified Slurry Seal:

- Cracking Index (CI) trends, with increased use:
  - Dist. 3: CI increased 85% to 94% acceptable
  - Dist. 7: CI increased 78% to 83% acceptable
Latex Modified Slurry Seal:

Crack Index

Statewide
District 1
District 2
District 3
District 4
District 5
District 6
District 7

Graph showing the crack index from 2002 to 2008 for different districts, with the Statewide trend line showing a slight increase over time.
Patch-Only projects:

- In District 3, decreased $ spent per Lane-mile from 2005 to 2008 by 30%
- In District 5, decreased $ spent per Lane-mile from 2006 to 2008 by 25%
Crack Seal:

• Significant use in District 2
• Increased use in District 5
• Many Districts still wary – causes future grinding or W/L prior to OL
• No documented benefit as of yet
Thinner OL:

- Past several years, significant use in Districts 1 & 2
- % acceptable ride in these Districts: 10% to 15% higher than rest of State
- Service life per dollar spent better than other Districts
Thinner OL:

IRI - Normalized 0 to 100%

Statewide
District 1
District 2
District 3
District 4
District 5
District 6
District 7
Preservation Program
Implementation:

- We now know where we are
  - Interviews with each District
  - We know what current challenges are
- Team created to identify more treatments, and their associated specs
- Must work to overcome objections to using Chip Seal
- Must “prove” that worst-first does not work
  - Data collection quality
  - Service life
Preservation Program Implementation:

- Slight increase in network condition despite decline in overlay lane-miles
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