

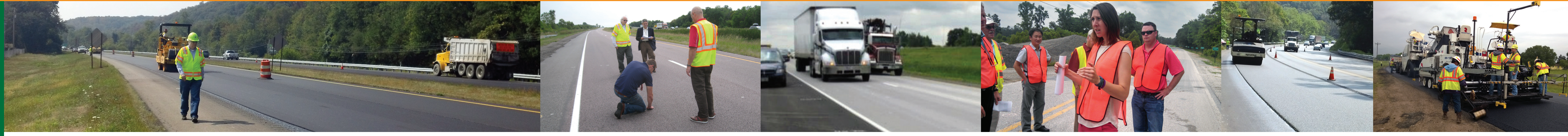
## A Vital Resource for Informed Decisions

Transportation departments in 13 states and the District of Columbia are testing, implementing, and sharing their options for extending the life of heavily traveled roads using the *Guidelines for the Preservation of High-Traffic Volume Roadways*. Collectively, 13 different preservation treatments are being tested on more than 30 roads with average daily traffic (ADT) ranging from 5,000 to more than 50,000 vehicles. The guidelines:

- Provide a portfolio of vital information on more than 20 treatments that have proven cost-effective.
- Consider diverse environmental and traffic conditions.
- Consolidate useful information in one place to save time on research and cost comparisons.
- Help engineers move quickly and confidently to select the right treatments at the right time.
- Make it easier to invest in preservation strategies on high-volume roads based on information that is tried and tested.
- Are useful to states with considerable experience in pavement preservation that are eager for new approaches to use on their higher-traffic roads as well as those states that are new to pavement preservation.

“The long-term financial impact of investing in pavement preservation is very exciting. The guidelines provide useful information that motivated the state to move toward newer approaches to extend the life of our roads.”

—Greg Garner, Kentucky Transportation Cabinet



U.S. Department of Transportation  
Federal Highway Administration

THE VOICE OF TRANSPORTATION

State	Projects	Roads	Traffic	Climate Zone	Contacts
Washington (WA)	3 chip seals, 1 hot-applied seal	2-lane rural major collector, 2-lane rural principal arterial, 2-lane rural minor arterial, and 2-lane minor arterial	8,000 ADT with 21 percent truck traffic on the rural collector and 4,700 to 5,800 ADT on the rural arterials	Wet/no freeze	Jeff Uhlmeier: <a href="mailto:uhlmeij@wsdot.wa.gov">uhlmeij@wsdot.wa.gov</a>
Minnesota (MN)	Sponsorship of national workshop highlighting preservation treatments at the MnRoad facility	One 4-lane rural interstate where a range of preservation treatments have been constructed, including microsurfacing, high-polymer microsurfacing, ultra-thin bonded wearing course, thin bonded and unbonded concrete overlays, and chip seals	26,500 ADT	Wet/freeze	Jerry Geib: <a href="mailto:jerry.geib@state.mn.us">jerry.geib@state.mn.us</a>
Wisconsin (WI)	1 mill and thin Hot Mix Asphalt (HMA) overlay	4-lane divided urban primary arterial	19,000 ADT with 7.3 percent truck traffic	Wet/freeze	Jed Peters: <a href="mailto:jed.peters@dot.wi.gov">jed.peters@dot.wi.gov</a>
Massachusetts (MA)	1 project with multiple treatments using ultra-thin bonded wearing course and fog seal	A 6- to 8-lane urban principal arterial with multiple test sections, including both primary road and low-speed breakdown, and high-speed shoulders	94,100 to 108,500 ADT on test sections with 5 percent truck traffic	Wet/freeze	Ed Naras: <a href="mailto:edmund.naras@state.ma.us">edmund.naras@state.ma.us</a>
Maine (ME)	1 project with multiple treatments using hot-in-place recycling and thin Hot Mix Asphalt (HMA) overlay	A multi-treatment, 2-lane rural principal arterial test site	11,200 ADT with 8 percent truck traffic	Wet/freeze	Wade McClay: <a href="mailto:wade.mcclay@maine.gov">wade.mcclay@maine.gov</a>
Missouri (MO)	1 unbonded Portland Cement Concrete (PCC) overlay, 1 ultra-thin bonded asphalt wearing surface	One 4- to 5-lane urban arterial, 2-lane rural minor arterial, 4-lane rural arterial	9,000 ADT on the urban arterial, and 7,000 to 9,000 ADT on the rural arterials	Wet/freeze	Jennifer Harper: <a href="mailto:jennifer.harper@modot.mo.gov">jennifer.harper@modot.mo.gov</a> William Stone: <a href="mailto:william.stone@modot.mo.gov">william.stone@modot.mo.gov</a> Steve Engelbrecht: <a href="mailto:steven.engelbrecht@modot.mo.gov">steven.engelbrecht@modot.mo.gov</a>
Pennsylvania (PA)	2 thin Hot Mix Asphalt (HMA) overlays, 1 microsurfacing	4-lane rural collectors, 2-lane rural minor arterial	11,300 to 11,600 ADT on the rural collectors with 8 to 9 percent truck traffic, 1,350 ADT and 9 percent truck traffic on the rural minor arterial	Wet/freeze	Steven Koser: <a href="mailto:skoser@pa.gov">skoser@pa.gov</a> Larry Ligon: <a href="mailto:laligon@pa.gov">laligon@pa.gov</a>
Arizona (AZ)	2 crack seals, 2 microsurfacing	4-lane rural interstates, 4-lane urban principal arterial with a paved median	5,575 two-way average annual daily traffic with 15 percent truck traffic and 36,000 ADT with 25 percent truck traffic for the crack sealing projects; 13,100 ADT with 19 percent truck traffic and 41,800 ADT with 19 percent truck traffic for the microsurfacing projects	Dry/no freeze	Kevin Robertson: <a href="mailto:krobertson2@azdot.gov">krobertson2@azdot.gov</a> Bill Hurguy: <a href="mailto:whurguy@azdot.gov">whurguy@azdot.gov</a>
Kentucky (KY)	1 project with multiple treatments, including crack sealing, ultra-thin bonded wearing course, microsurfacing and double microsurfacing, cape seal, joint bond, and reclaimer asphalt rejuvenator	A multi-treatment, 4-lane rural principal arterial test site	12,800 ADT	Wet/freeze	Greg Garner: <a href="mailto:greg.garner@ky.gov">greg.garner@ky.gov</a>
Tennessee (TN)	3 mill and thin Hot Mix Asphalt (HMA) overlays	2-lane rural collector with occasional third lane and 2-lane rural minor arterials	5,600 ADT with 9 percent truck traffic on the rural collector, and 6,100 to 6,500 ADT on rural minor arterials with 3 to 5 percent truck traffic	Wet/no freeze	Mark Woods: <a href="mailto:mark.woods@tn.gov">mark.woods@tn.gov</a>
Georgia (GA)	1 cold-in-place recycling, 1 fog seal, 1 thin Hot Mix Asphalt (HMA) overlay	Interstate, 2-lane rural minor arterial, 2-lane rural major collector	7,500 to 8,400 ADT	Wet/no freeze	Georgene Geary: <a href="mailto:ggeary@dot.ga.gov">ggeary@dot.ga.gov</a> Binh Bui: <a href="mailto:bbui@dot.ga.gov">bbui@dot.ga.gov</a>
District of Columbia (DC)	2 microsurfacing	2-lane urban collectors, 4-lane urban collector	10,500 ADT	Wet/freeze	Aaron Horton: <a href="mailto:aaron.horton@dc.gov">aaron.horton@dc.gov</a> Wolde Makonnen: <a href="mailto:wolde.makonnen@dc.gov">wolde.makonnen@dc.gov</a>
Rhode Island (RI)	1 crack seal, 1 chip seal, 1 stress-absorbing membrane interlayer (SAMI) chip seal, and 1 thin Hot Mix Asphalt (HMA) overlay	4-lane rural interstate, 2-lane rural collector, 5-lane rural collector, 4-lane urban arterial	23,100 ADT with 4.9 percent truck traffic on the interstate; 10,200 ADT with 2.8 percent truck traffic on the 2-lane rural collector; 16,200 ADT with 2.8 percent truck traffic on the 5-lane rural collector; and 10,900 with 4.8 percent truck traffic on the urban arterial	Wet/freeze	Colin Franco: <a href="mailto:cfranco@dot.ri.gov">cfranco@dot.ri.gov</a> Jose Lima: <a href="mailto:jlima@dot.ri.gov">jlima@dot.ri.gov</a>
Delaware (DE)	2 thin Hot Mix Asphalt (HMA) overlays using highly polymer-modified asphalt	4-lane urban minor arterial, 2-lane rural minor arterial adjoining a major collector	21,000 ADT on the urban arterial and 6,600 ADT on the rural road	Wet/freeze	Jennifer Pinkerton: <a href="mailto:jennifer.pinkerton@state.de.us">jennifer.pinkerton@state.de.us</a>

Photos courtesy of PennDOT, MnDOT, and Applied Pavement (David Peshkin)

For more information on these and any other SHRP2 Solution, contact Pam Hutton, AASHTO's SHRP2 Implementation Manager, [hutton@aaashto.org](mailto:hutton@aaashto.org), 303-263-1212.

<http://www.fhwa.dot.gov/goshrp2/> or <http://SHRP2.transportation.org>