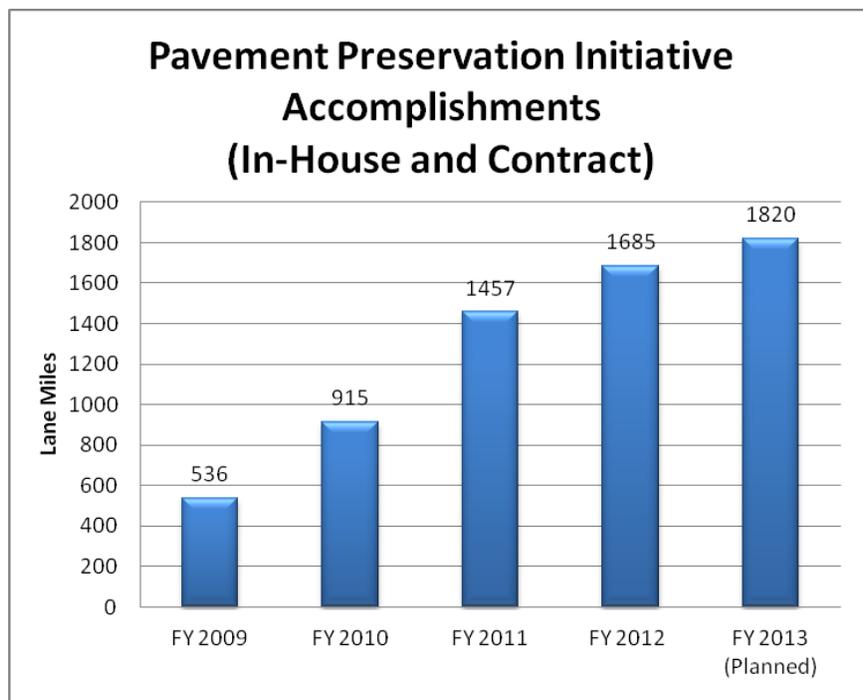


Pavement Preservation Program Continues To Climb

Along with typical construction and maintenance activities, INDOT’s summer months include increasingly more pavement preservation projects such as chip sealing, the most common technique. Chip sealing – performed exclusively by in-house crews – increases pavement friction, prevents surface aging, seals cracks and waterproofs the roadway.

Pavement preservation activity (in-house chip sealing plus contract work) increased 14 percent from fiscal year (FY) 2011 to FY 2012 as treatment jumped from 1,457 lane miles to 1,685 lane miles. In-house chip sealing alone increased from 1,160 lane miles in FY 2011 to 1,402 lane miles in FY 2012, a 23 percent growth. The FY 2013 forecast calls for an 8 percent increase in overall pavement preservation with 1,820 lane miles planned, 1,482 of which are to be chip sealed.



INDOT continues to invest chip seal project dollars on structurally sound asphalt roads that are between 8 and 12 years old and typically located on lower volume roads. The American Association of State Highway and Transportation Officials reports that for every dollar invested in extending the lifespan of roadways via pavement preservation, \$6-\$14 is saved in future roadway costs.

“In addition to chip seal work, thin overlay surface treatments have also been increasing since the pavement preservation initiative was established five years ago,” said Bill Tompkins, INDOT Pavement Preservation Engineer. “Contractors perform our overlay surface treatments, which can be on low-volume or high-volume roadways, such as interstates.”



A microsurface and the ultrathin bonded wearing course (UBWC) are two of the most common overlay treatments. Microsurface treatments are typically used for sealing and surface texturing; the UBWC method combines the strength of hot mix asphalt with the flexibility of an ultrathin maintenance treatment. A third thin overlay treatment option, the 4.75-mm thin hot mix asphalt overlay, provides similar benefits as the UBWC treatment.

Dust and airborne stones resulting from pavement preservation projects are common complaints among nearby residents and businesses. “New aggregate specifications have greatly improved the dust factor with these projects,” said Tompkins.

The Vincennes District Customer Service staff took a proactive measure in the spring to mitigate calls to their district when pavement preservation projects commenced.

“We created and distributed an informational flyer, giving citizens advanced notice of pavement preservation projects,” said Vincennes District Customer Service Manager Abby Mason. “The flyer explained what they could expect, and when. In the past we had approximately 50 calls during pavement preservation projects; after the flyer distribution this past spring, we only had one complaint and it wasn’t about the pavement preservation process itself. We’ll definitely do this again.”

The LaPorte District and Crawfordsville District created similar communications, resulting in fewer complaint calls to the district customer service staff regarding pavement preservation.

Costly repairs on roadways can be mitigated with proper and regular attention as needed. INDOT’s Pavement Preservation program is a cost-effective way to sustain our roadways for years to come.