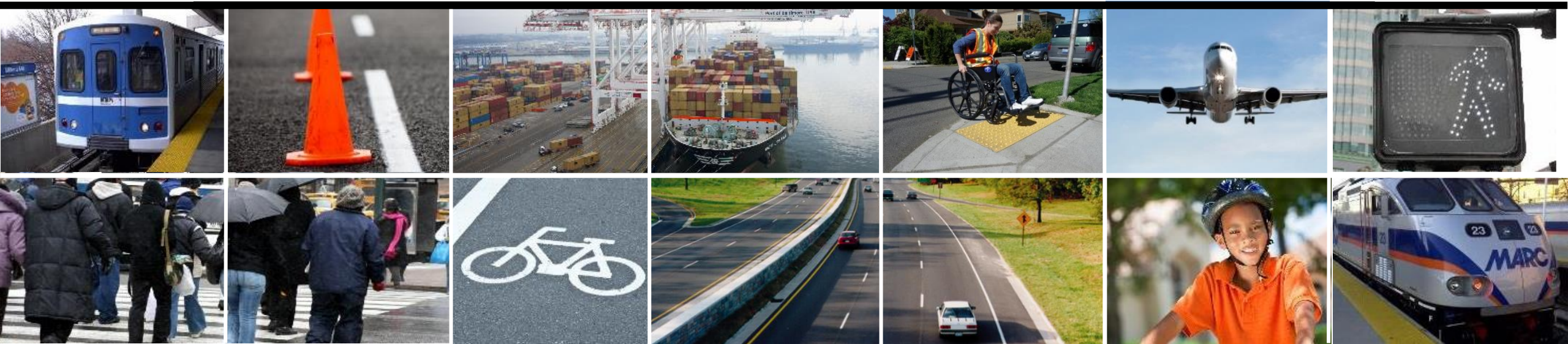


State Report – Maryland 2023 National Pavement Preservation Conference

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STATE HIGHWAY ADMINISTRATION



Topics

- **Paving and pavement preservation overview**
- **Common treatments**
 - What works
 - What doesn't work
 - Anything unique to share

Paving & Preservation Overview

Lane-Miles Done/Projected	2019	2020	2021	2022
Chip Seal	0	50	20	1
Crack Seal	535	840	390	215
Micro Surfacing	65	110	45	35
Patching	400	370	405	180
Thin Asphalt Resurfacing	55	25	20	2
“Normal” Asphalt Resurfacing	680	485	475	355

Common Pavement Preservation Techniques

- **Micro Surfacing**
- **Crack Seal**
- **Patch-Only**
- **Surface Abrasion**
- **Thin Overlays**

Common Pavement Preservation Techniques – **Micro Surfacing**

- **At first**, had MOT issues when used in congested areas and in front of schools. Districts assumed “standard” paving MOT would apply.
- **Now**, adjusted to the fact that it is fast-moving and contractors want long sections.
- **Now**, no longer considered innovative; it is a reliable tool in the toolbox.
- Successfully used on Interstate 70.

Common Pavement Preservation Techniques – Crack Seal

- **At first**, had issues with project selection:



- **Now**, appropriately applied and providing tremendous value. Proactively sealing construction joints. Gained momentum with the districts.

Common Pavement Preservation Techniques – Patch-Only

- **At first**, never patched without subsequently resurfacing.
- **Now**, we have patch-only areawide contracts, to surgically preserve roads that otherwise don't need resurfacing.

Common Pavement Preservation Techniques – Patch-Only

- **Unique use (to us, at least):** 2' wide continuous patches at failed construction joints.



Common Pavement Preservation Techniques – **Surface Abrasion**

- **What works:** This is a fast operation, with minimal MOT impacts.
 - Gaining momentum: Statewide Friction Contract
 - Used on I-95 Capital Beltway (Washington D.C.)
 - <https://www.nbcwashington.com/news/local/beltway-surface-abrasion-underway-to-prevent-accidents/2584285/>
- **What doesn't work:** Districts still have too-high expectations for life expectancy. It depends on the existing aggregate.

Common Pavement Preservation Techniques – **Thin Overlays**

- **What works:**

- **UTBWC** has great non-snow performance and still looks new after many years.
- **HPTO** showing promise. Districts want to use more.

- **What doesn't work:**

- **UTBWC** requires much more treatment during winter storms. But only in some locations. Treatment falling out of favor- requires specialized equipment. Increasing cost/bids.
- **OGFC** has a negative perception.
- **4.75mm Superpave** does not stay bonded.

Ancillary Work (bike/ped, stormwater, etc.)

- **Currently using preservation treatment only**
 - If pipes or traffic barrier needs to be upgraded, the road will be done as a resurfacing project instead.
- **Basically, ancillary work isn't done with preservation.**

Use of Technology

- **Fully integrated into Pavement Management System**
 - Optimization output provides specific treatment for specific roadway section.
- **Implementing Friction Demand**
 - Geometry collected from ARAN allows us to calculate friction demand at project-level

Questions?

