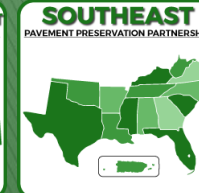


Rhode Island Department of Transportation 2023 Pavement Preservation Program



2023 Pavement Preservation Program

Crack Seal

- 265 lane miles
- Budget: \$4.5 million

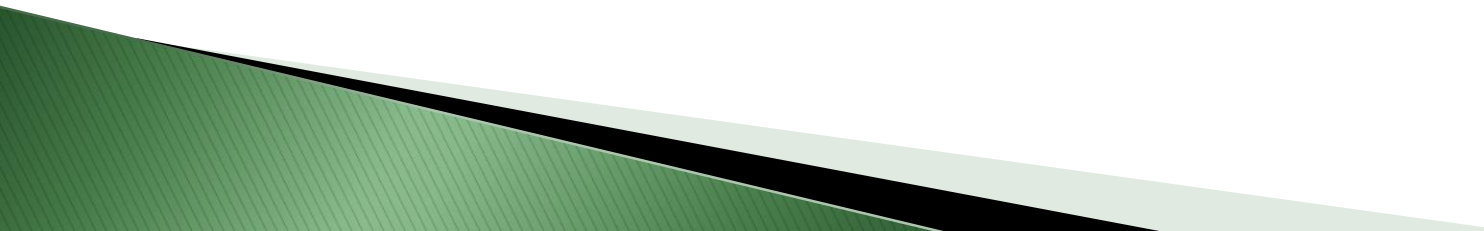
Rubberized Chip Seal

- 17 lane miles
- Budget: \$1.9 million

Thin Overlay

- 35 lane miles
- Budget: \$8.2 million

Design & Bidding

- Preservation road lists are developed in house
 - Design is completed by consulting engineers under a design task order contract
 - RIDOT uses a traditional DBB approach to preservation projects
- 

Construction – Crack Seal

- All cracks are blown clean, heated and sealed with banding
 - “Black Beauty” is used to prevent the crack seal from being picked up
- Crack seal is typically placed late spring, early summer to allow the sealant to bond well prior to the winter plowing season
 - Early season placement allows for better adhesion from high summer pavement temperatures and traffic loading
 - Early season placement also tends to help with ride quality by smoothing out the banding, making it more flush with the pavement surface
 - Crack seal that is placed in the fall has a tendency to de-bond and come loose during early winter snow plowing operations

Construction – Rubberized Asphalt Chip Seal

- Rutted areas and areas of limited failure may be shimmed with 4.75mm HMA to restore desired pavement profile
 - Adds structural capacity
 - Can help improve finished ride quality
- Rubberized asphalt (18% crumb rubber) is placed at 0.6 gals/ yd^2
Proper application (thickness) is critical to prevent shoving on significant down gradients
- Aggregate chips placed to restore pavement friction characteristics
 - 2 sweepings
 - One sweep following chip placement
 - Second sweep in the spring after over-wintering

Construction – Thin Overlay

- ▶ Typically max 2” placement
 - Two types
 - Simple mill & fill with single lift surface course placement
 - 12.5mm or 9.5mm
 - Simple mill & fill with two lift placement
 - Leveling course –4.75mm
 - Surface course – typically PPEST in a two lift placement scenario
 - Better rideability v. single lift placement