

# Fog Seals and Rejuvenating Seals



A PPTG Partnering Effort

*Industry*



## Subtask Group Progress Report

Feb.7th 2007, Lodi Calif.

CO-Chairs:

John Fox P.E. - Caltrans

Bob McCrea P.E.- Industry

# Draft Work Plan



## **WORK PLAN FOR THE DEVELOPMENT OF GENERIC SPECIFICATIONS FOR REJUVENATING SEALS USING PERFORMANCE BASED PROPERTIES (DRAFT)**

*Prepared Jointly by*

**California Department of Transportation**

Office of Pavement Preservation  
Division of Maintenance  
5900 Folsom Blvd  
Sacramento, California 95819

and

**PPTG Subtask Group on Fog/Rejuvenating Seals**

**Updated December 22, 2006**

# Dynamic Work Plan Process

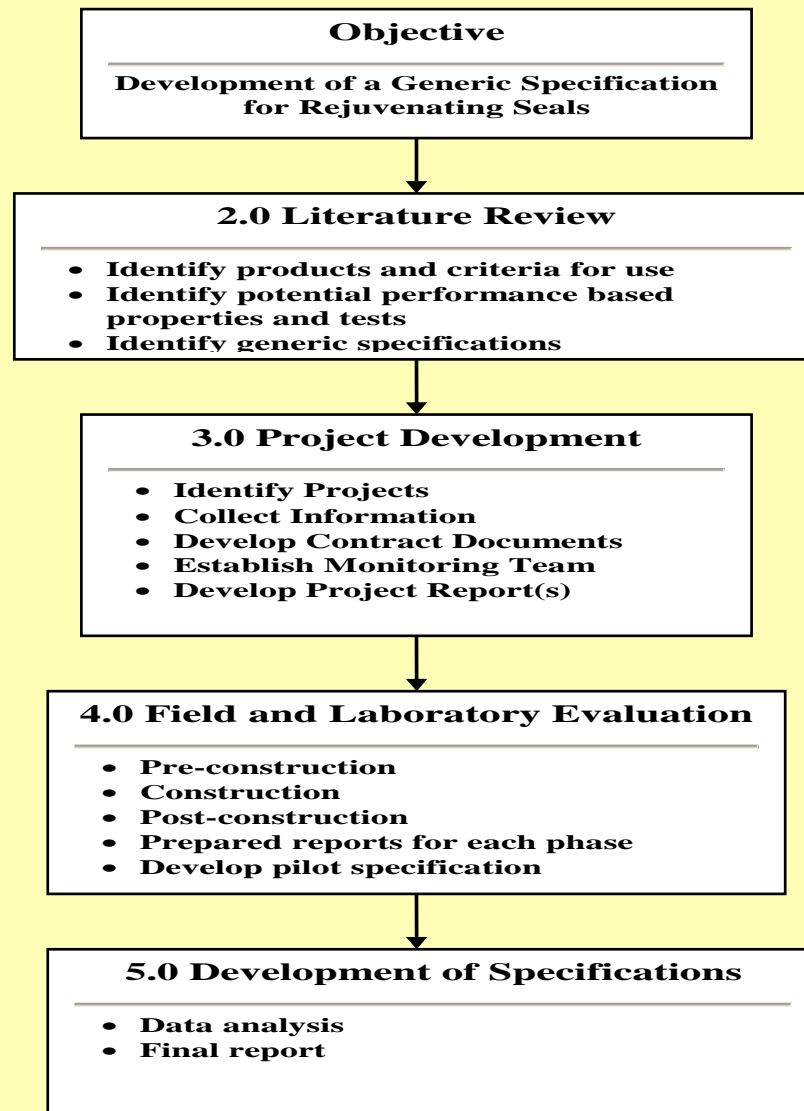


Figure 1 Proposed Process for the Development of Generic Specifications

# Work plan Highlights

## Background

- Presently there are a variety of rejuvenating seals.
- NSSP 37-600 and NSSP 37-050 (A-G)
- These products have different effects on pavements with different ages, climatic settings and traffic conditions.
- The rejuvenating specification has undergone the Caltrans resolution process through the Pavement Preservation Task Group (PPTG) Chair and was sent to the Pavement Program Steering Committee (PPSC) for review. A special PPSC meeting took place and discussed the proposed specification in detail.
- Caltrans is looking into these products with a goal to develop generic specifications that use performance based properties.

# Expectations :

Develop a generic specification that uses performance based properties by conducting pilot studies using the various products

- Assess the effectiveness of the various seals in reducing surface stiffness and long term aging
- Determine the engineering properties that relate to the effectiveness of the rejuvenation treatment
- Assess the penetration abilities of the rejuvenation seals into the pavement surface
- Ensure the friction requirement in the new specification can be met within a reasonable time
- Evaluate the effect of sanding in increasing pavement friction

# Proposed Test Sites (to-date)

## Field test sites for the fog/rejuvenating seal study

District	Project ID	Lane Miles	Description	Contact	Phone	Comments
1	01-LAK-29-PM 0.0/20.3	40.6	Existing 3/8" OGAC placed 3/4" thick in 1999(CAPM)	Mike Stapleton Royal McCarthy	707.445.6335 707.445.6382	Un-shaded cells indicate selected project sites
	01-LAK -29 PM 23.9/27.9	8.0	Existing 3/8" OGAC placed 3/4" thick in 1995			
	01-LAK-29 PM 31.5/34.4	5.8	Existing 1/2" OGAC placed 1" thick in 1999			
	01-Lak-29 PM 34.8/40.0	10.4	Existing 3/8" OGAC placed 0.8" thick in 1999			
	01-Lak-29 PM 40.0/ 52.5 (Lakeport Freeway)	50.0	Existing 1/2" OGAC placed 1" thick in 1999(CAPM)			
	01-Hum-299 PM 22.4/29.1 (3 lanes)	20.1	Existing 1/2" OGAC placed 1" thick in 1999(CAPM)			
6	Fresno I-5, PM 0-20		DGAC	Bill Moses	559.445.6514 559.260.6207	Courtney said D6 volunteered a project
9	Kern-58 PM 118-129 Eastbound	11	3/4 " max DGAC, AR-8000	John Fox	760.872.5207	For products A, B, C, D, F, SS1H, and Control.
	Project to be determined					For products E, G

1) Fog Seal Pilot Projects (SSP 37-050): We need to locate projects for both DGAC and OGAC. We should locate pilot projects throughout the state. These are not test sections but real projects. SSP 37-50 is in the Office Engineer for processing but we can use it now as a NSSP on pilot projects. The projects will be tracked as pilots until we complete the correlation for friction testing.

2) Rejuvenating Seal Test Sections (NSSP 37-600): These are test sections with various products that will be placed side-by-side. We should have test sites for both DGAC and OGAC. The proposed performance tests (DSR and BBR) cannot be used on OGAC slices but we will have to use other tests. Suggested tests include a surface abrasion and sweep tests.

After one year, the specifications will be revised and will be used on pilot projects statewide.

# In Addition: Current Activities:

- **Continue to Monitor Plan**
- **MTAG Update**
- **Criteria for Using Fog and Rejuvenating Seals**
- **Skid Testing and correlation of CT342, BP and Dynamic Friction Tester .**