

The Town of Fairfield saves their network using micro surfacing as the primary backbone of a robust pavement preservation program.



\$2.5-\$3 million annual savings versus prior maintenance methods



15% increase in average network condition rating (Average Network PCI jumps from 60 to 78)

#### BACKSTORY:

Fairfield CT, in commuting distance to New York City, has a roadway network of nearly 290 centerline miles. In 2007, to better optimize their network, the city began experimenting with a pavement management toolbox that included micro surfacing.

#### PROBLEM:

As recently as the mid-1990's, Fairfield, a city with the equivalent of 288 centerline miles, was working with an annual pavement management budget of approximately \$750,000. This amount was inadequate to maintain the city's network; As hot mix asphalt prices escalated, the number of miles receiving treatment each year continued to gradually decline. Recognizing the worsening condition of their roads, town leaders knew they needed to take bold action. They needed to not only find options for increasing the pavement management budget, but also needed to search for innovative ways to optimize the resulting pavement conditions with these additional funds.

“ Micro surfacing has saved our network. ”

— Scott Bartlett, Superintendent of Public Works

#### SOLUTION:

Starting in about 2007, the town started aggressively experimenting with a variety of preservation treatments including crack seal, chip seals, micro surfacing, and cape seals. Each of these treatments was applied to a wide range of existing pavement conditions, with variety of emulsions and other material combinations. After 10 years of continuous and growing experience with this multitude of preservation treatments, today the town's average pavement condition rating is higher than it has been in recent years. This higher condition rating is earned thanks to an efficient and affordable spending strategy with micro surfacing as a primary management tool.

#### PHOTOS:

