

FP2 Inc.-What is it?

James S. Moulthrop, P.E.
Executive Director
FP² Inc.

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Presentation Outline

- **What is FP² Inc.?**
 - **Mission**
 - **Supporters**
- **Advocacy**
- **Research**
- **Communications**



What is FP²

- **What is FP² Inc?**
 - **An Industry supported trade association**
- **Purpose of FP² Inc?**
 - **Promoting the importance of protecting and preserving the huge investment in our nation's pavement infrastructure**



Supporters

- **Who supports FP² Inc?**
 - **Associations**
 - **Contractors**
 - **Material Suppliers**
 - **Chemical suppliers**
 - **Equipment manufactures**
 - **Consultants**

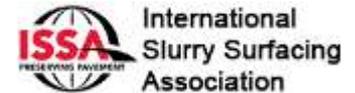


FP2 Contributors

Corporate Sponsors



Sponsoring Associations



What do we do?

- **FP² Inc. financially supports**
 - **The National Center for Pavement Preservation at Michigan State University**
- **FP² Inc. works closely with**
 - **Regional Preservation Centers in California & Texas**
 - **Regional Preservation Partnerships in the Northeast, Southeast, Midwest, and Rocky Mountain West**
 - **Federal Highway Administration**



What do we do?

- **Mission**

- Advocacy: educate public officials at all levels & involved with legislation.
- Research: Funding partner in NCAT 2012 PG study and 2015 NCAT/MN Road PG project
- Communication: sponsor key events, publish the Pavement Preservation Journal, distribute educational materials



ADVOCACY



Advocacy Effort

- **FP² has a contract with Williams & Jensen to represent the Pavement Preservation (PP) industry**
- **FP² advocated for PP language in MAP 21 and the FAST Act**
- **Have had many meetings with Transportation committees as well as key Congressmen and staff**



Fixing America's Surface Transportation (FAST) Act

FAST Act passed Congress on December 3

- 5 years
- Increases annual federal highway investments from \$40.3 billion to \$46.4 billion by 2020 --a \$20.2 billion increase over 5 years
- This equates to a 5.1% increase in formula funds to states in 2016 with annually increases ranging from 2.1-2.4% from 2017 to 2020



FAST ACT

FAST Act retains program structure and definitional changes enacted in MAP-21 with a few significant changes

- **Creation of National Freight Program (NFP) –new \$6.2 billion, formula-based funding for projects on the National Highway Freight Network (NHFN)**
- **Nationally Significant Freight & Highway Projects Program - \$900 million per year in large scale grants**
- **Converts STP into a new Surface Transportation Block Grant Program (STBGP)**
- **New Federal Permitting Improvement process**



RESEARCH



2012 Preservation Summary

- Crack sealing improves cracking performance
- Differences between route/fill and blow/band
- Scrub seals exhibit both crack & chip seal benefit
- Chip Seal slowed oxidation rate as compared to Control
- Treatments reduce subgrade moisture
- Life extending benefit curves developing nicely
- Extend data collection on Track & Lee Rd 159



NCAT/MN ROAD Research Partnership

To facilitate high value pavement research that addresses national needs using full-scale pavement testing facilities in both **warm** and **cold** climates on flexible, rigid, and composite pavement structures.



NCAT Preservation Group Study

- NCAT partnering with MN Road for the 2015/2016 PG study & FP² is a full funding partner
- Completed treatments on US 280 near Auburn for 2015 PP study
- MN DOT locating low & high traffic volume roadways for 2016 work



2015 Preservation Group ("PG15")



NCAT Sections

+

Alabama Offsite Sections
Lee Road 159 (Low Volume)

+

US-280 (High Volume)

MnROAD Cells
(Past and Future)

+

Minnesota Offsite Sections
(High and Low Volume)



2015 Track Research Sponsors



US 280

- 
1. Fog Seal
 2. Rejuvenating Fog Seal
 3. Crack Sealing
 4. Single Layer Chip Seal
 5. Single Layer Chip Seal with Crack Sealing
 6. Triple Layer Chip Seal
 7. Double Layer Chip Seal
 8. Cape Seal (Micro Surface over Single Chip Seal)
 9. Single Layer High Polymer Micro Surface
 10. Single Layer Highly Flexible Micro Surface
 11. Single Layer Micro Surface
 12. Single Layer Micro Surface with Tack
 13. Single Layer Micro Surface with Crack Sealing
 14. Double Layer Micro Surfacing
 15. FiberMat Cape Seal
 16. FiberMat Chip Seal
 17. Scrub Cape Seal
 18. Scrub Seal
 19. Scrub Cape on a Foamed CIR Base



US 280

- 
20. 4.75 NMAS Thin "Screenings" High ABR Mix on Foamed CIR
 21. 4.75 NMAS Thin "Screenings" High ABR Mix on Emulsion CIR
 22. 4.75 NMAS Thin "Screenings" High ABR Mix on Foamed CCPR
 23. 4.75 NMAS Thin "Screenings" High ABR Mix on Emulsion CCPR
 24. 4.75 NMAS Thin "Screenings" High ABR Mix on HIR
 25. HMA Cape Seal (4.75 NMAS Thin "Screenings" High ABR Mix over FiberMat Chip Seal)
 26. HMA Cape Seal (4.75 NMAS Thin "Screenings" High ABR Mix over Scrub Seal)
 27. HMA Cape Seal (4.75 NMAS Thin "Screenings" High ABR Mix over Chip Seal)
 28. 4.75 NMAS Thin "Screenings" High ABR Mix
 29. 4.75 NMAS Thin "Screenings" High ABR Mix on Crack Sealed Surface
 30. 4.75 NMAS Thin "Screenings" High ABR WMA on Crack Sealed Surface
 31. 4.75 NMAS Thin "Screenings" High ABR Mix Placed with a Spray Paver
 32. 4.75 NMAS Thin "Screenings" High ABR Mix with UltraFuse tack
 33. 4.75 NMAS Thin "Screenings" Virgin Mix
 34. OGFC on Crack Sealed Surface
 35. OGFC Overlay
 36. OGFC Overlay with UltraFuse Tack
 37. OGFC Overlay Placed with a Spray Paver
 38. OGFC Inlay after Micro-Milling



Crack Sealing



Verifying Aggregate Application Rate



Scrub Seal Equipment



Project Team



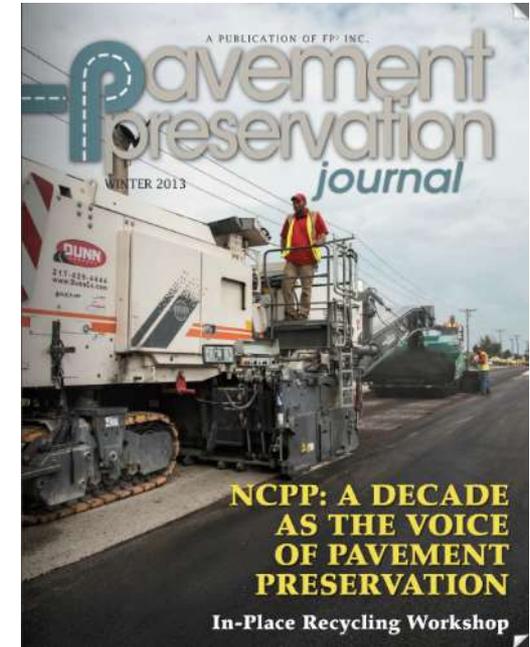
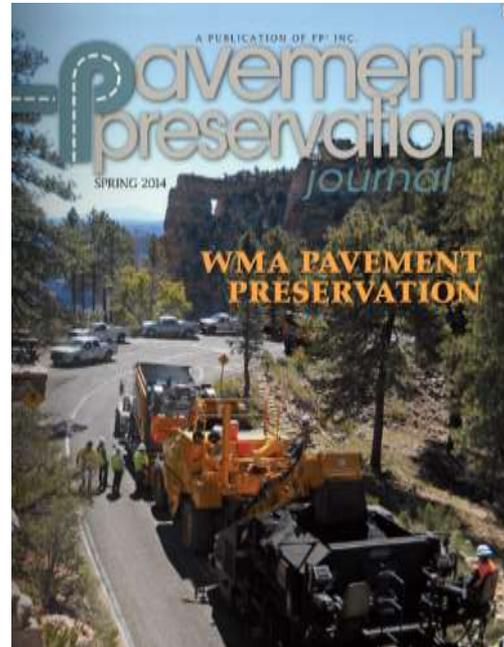
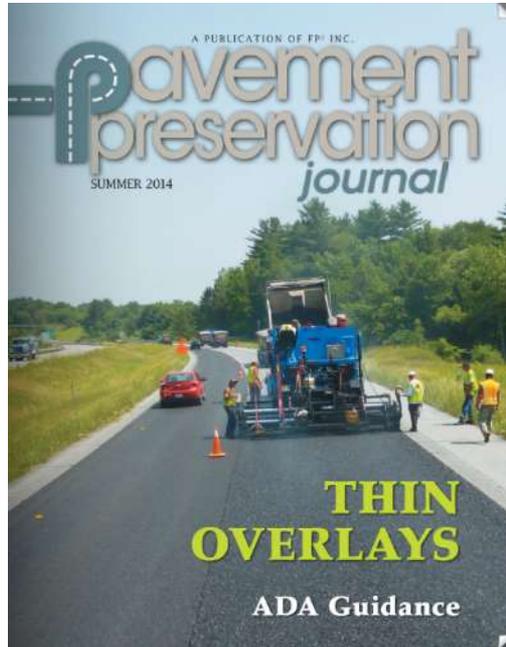
FP2 2015 NCAT Contributors



COMMUNICATION



Communication Efforts



- **FP2 Inc. Website – fp2.org**



James B. Sorenson Excellence in Preservation Award



Jim Sorenson



Past Sorenson Award Winners

- 2005-City of Los Angeles
- 2006-Fredrick County, MD
- 2007-City of Nashville, TN
- 2008-California Department of Transportation
- 2009-Putnam County, NY
- 2013-New Hampshire Department of Transportation
- 2014-Charleston County, SC



Contact Information



FOR PAVEMENT PRESERVATION

James S. Moulthrop, P.E. (PA, AZ)

Executive Director

FP², Inc.

8100 West Court

Austin, TX 78759

(512) 970-8865

(866) 862-4587

jimmoulthrop@gmail.com

