Pavement Preservation
“MULTILIFT TREATMENTS”
More Bang for the Buck

Presented By
Jim Ryan
Bakersfield Marketing
MULTI LIFT SYSTEMS

- Cape Seals • Double Chip Seals
- Micro/Chip/Slurry • Scrub/Chip/Slurry
- Chip over Fabric • Chip over CIR
- Thin Lift over Fabric • Thin Lift over CIR/Foam
  - Bonded Wearing Course
  - And more

Criteria:

Does the Technique chosen:
- markedly improve the PCI
- extend the useful pavement life
- Justify the expense incurred
How does the Multilayer Treatment Do its Job

- Provide new “cap” layer to:
  Seal the road preventing water incursion
  Protects the upper lift from oxidation, drying, cracking, and raveling

- Correct some pavement irregularities-
  Minor shoving and rutting

- Add stress bearing lifts
- Improve ride smoothness
CHIP SEALS
Emulsion
CRS, PMCRS, SCRUB
Hot Applied Asphalt
Terminal/Wet Process
Stress Bearing/Crack Filling/Flexible Asphalt Modified Chip Seal Covered by smoother Latex Modified Slurry Seal Giving Best performance and ride characteristics of both treatments
Finished Treatment Curing Note pavement condition of area not Cape Sealed Up to 2 inch cracks

Two years later
HOT ASPHALT INTERLAYER
FABRIC/MATT INTERLAYER
or COMBO
High Performance Seal (HPS)
“No Track Tac”
Cold or Foam In-place Recycling

- Asphalt Foam or Emulsion
- Grind to Depth for desired effect
- Stress Bearing lift after Stabilization of base material (optional)

Environmental and Safety Pluses:
- Minimal in and out haul and waste
- Less energy use by Hot Plants
- Less Truck Traffic and Emissions
BONDED WEARING COURSE

- Single Pass Process
- Polymer Modified Emulsion
- Thin Lift GAP Graded Hot Mix

BWC

Quick placement and release to traffic
Placement over Asphalt or PCC surfaces
Emulsion fills in cracks and acts as bonding agent
Process resists reflective cracking
THIN LIFT OVERLAYS

• .1 TO .2 FEET (1.25 TO 2.5 INCHES) LIFTS
• OPEN/DENSE GRADATIONS
• PG GRADED ASPHALT LIQUID MATERIALS, NEAT OR MODIFIED
• USUALLY GRIND OUT EDGES, RAISE UTILITIES
• REQUIRES STABLE BASE FOR BEST RESULTS