

NEW JERSEY TURNPIKE AUTHORITY

65th Annual New Jersey Asphalt Paving Conference

Roadway Resurfacing Program Forecast

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In 2021 the Turnpike Authority put forth four roadway resurfacing contracts placing 540,000 tons of asphalt surface course pavement.

In 2022 the Authority has put five roadway resurfacing contracts out expecting to place a total of 500,000 tons of asphalt surface course pavement on both the Parkway and Turnpike roadways.

In 2023 the Authority is planning another five contracts on both roadways with an estimated placement of approximately 650,000 tons.

Some things that will continue into the 2022 paving season are:

- the use of a 12.5L76 surface course mix

the mix was first specified in 2021 on the Garden State Parkway as a means of further reducing pavement cracking in the surface course mix.

- warm mix asphalt will once again be specified for use on all roadway resurfacing contracts.

A few changes made by the Authority for 2022 are as follows:

The Authority has issued a revision to its Standard Supplementary Specification that applies to **all Parkway and Turnpike construction contracts featuring asphalt pavement construction.**

Those revisions are as follows:

- Now specifying the use of Trackless Tack Coat
- tack coat bond strength requirements and testing methods to be used to determine bond strength.
- Also specifying tack coat application rate requirements and testing methods to determine the specified rates.

Specific to the Resurfacing Program, the Authority has begun requiring Contractors to prepare and submit a Longitudinal Pavement Joint Layout Plan prior to beginning production paving.

The goal is to have these joints laid out in a logical fashion that will allow for their construction to follow best industry practices resulting in the highest quality joint possible.

Beginning on all 2022 resurfacing contracts featuring Asphalt Rubber Open Graded Friction Course Pavement (otherwise referred to using the acronym AR-OGFC), will include seasonal placement limitations.

AR-OGFC placement is only specified at predetermined locations along the Parkway roadway and is predominantly used for roadway noise mitigation in areas with residential neighborhoods immediately adjacent to the roadway.

AR-OGFC is a weather sensitive pavement mix which the Authority would prefer to have placed during the summer months when nighttime temperatures are more favorable for placement.

Placement of AR-OGFC has proven to be an effective and less costly option for the Authority to mitigate roadway noise over the more costly option of constructing noise walls and its use will continue on the Parkway for the foreseeable future.

Beyond the Authority's Resurfacing Program there is a Capital Improvements Program underway that will feature a widening of the Turnpike roadway between Interchanges 1 and 4,

As well as a widening of the Parkway roadway between Interchanges 80 and 83.

In addition, the Capital Program will include numerous bridge deck replacement contracts.

All of the above proposed projects will include a significant amount of asphalt pavement construction.

Between the Resurfacing and Capital Programs there will certainly be an extensive amount of asphalt pavement placed well into the foreseeable future.