PROJECT 56-316: QUIET PAVEMENT FACT SHEET

At the minimum, this project deserves Ultra-Thin Bonded Wearing Course (UTBWC):

- "CTDOT currently uses the Ultra-Thin treatment for pavement preservation projects on roadways in good structural condition, as a means of extending the service life of the underlying pavement," according to the DOT Project No. 56-316 Design Team DOT Project No. 56-316 Response dated 3/4/21;

- this type of quiet pavement is currently installed on I-91;

- the southern gateway into Connecticut deserves it, too.

Alternative quiet pavement solutions deserve significant investigation for this project as well, even though the CT DOT position is that "open-graded mixes have significant performance issues and the type of pavement failures observed created hazardous conditions for a heavily traveled corridor similar to this location of I-95":

- it's our understanding that it's been at least 40 years since CT DOT has used open-graded mixes, however quiet pavement technology has advanced both in Europe and across the United States, and CT needs to join this technological revolution;

- New Jersey has been using quiet pavement since 2007, including resurfaced route 95 in Mercer County with an eco-friendly quiet pavement that is a rubber/asphalt mix (NJDOT resurfaces Route 95 in Mercer County with eco-friendly, quiet pavement);

- a less-expensive solution that degrades slower than others and that would work in our northeast climate is used in California (Benefits: Rubberized Asphalt Concrete (RAC));

- recently, quiet pavement design and durability is thoroughly explored in:
  . *Technology for a Quieter America* (*Committee on Technology for a Quieter America*, esp. p. 107);

  . an approach to noise mitigation was adopted throughout the EU (Quiet Pavement Systems in Europe).