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PAVEMENT PRESERVATION

"A NATIONAL PERSPECTIVE"

Pavement Preservation

Improves the Performance of the Network
while Spending Less Program Dollars

The Traditional Approach



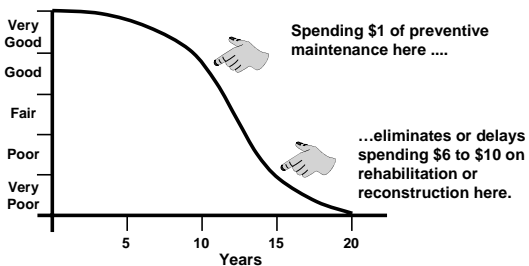
Worst First is Not the Best Policy

Driving on Poor Roads Cost

- \$49 billion per year in extra vehicle repairs and operation costs
- \$255 per motorist

Source: The Road Information Program

Preventive Maintenance Cost Effectiveness

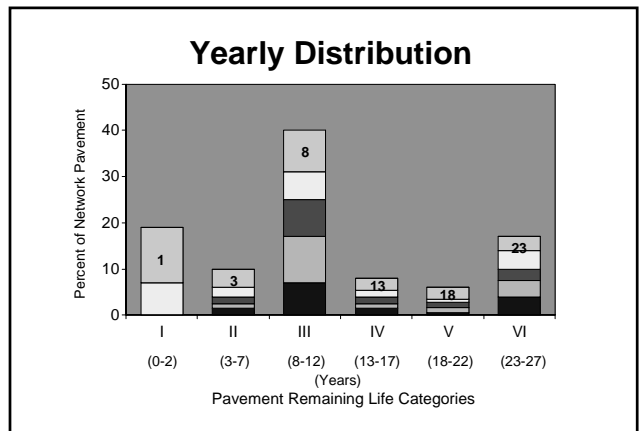
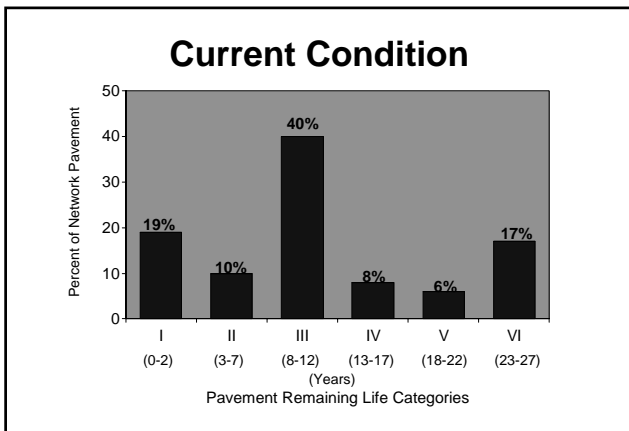
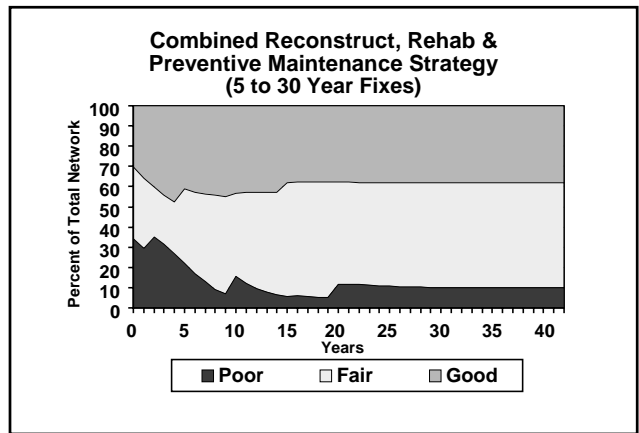
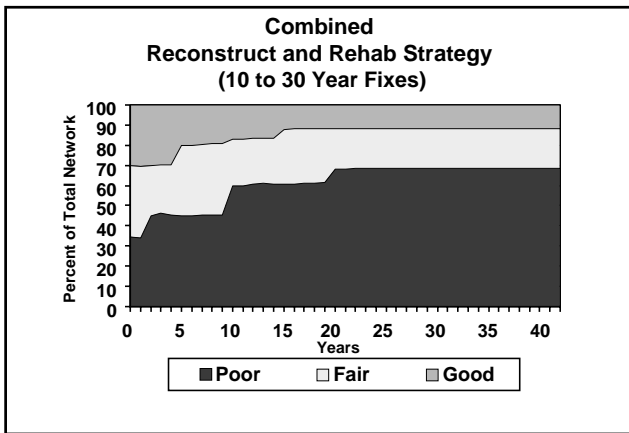
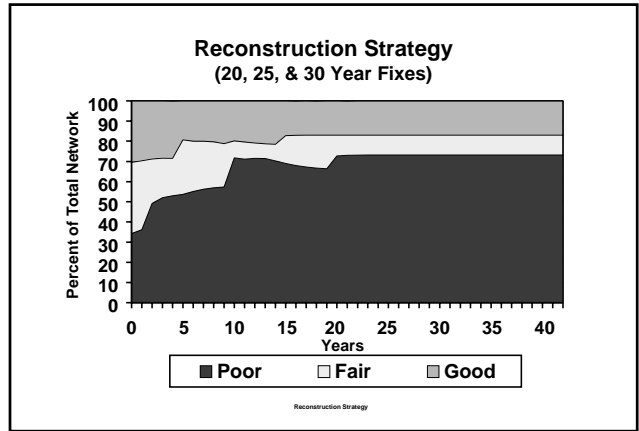
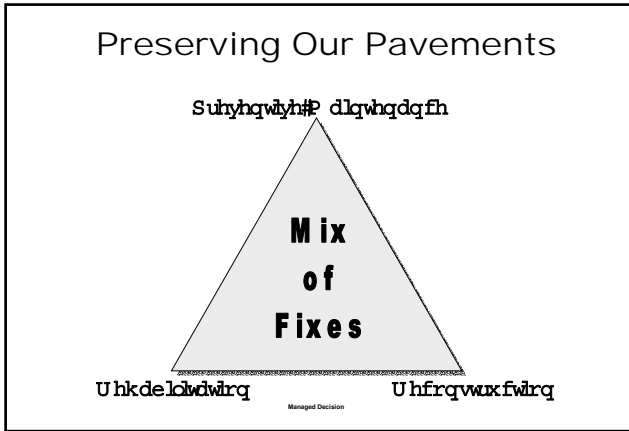


The New Approach

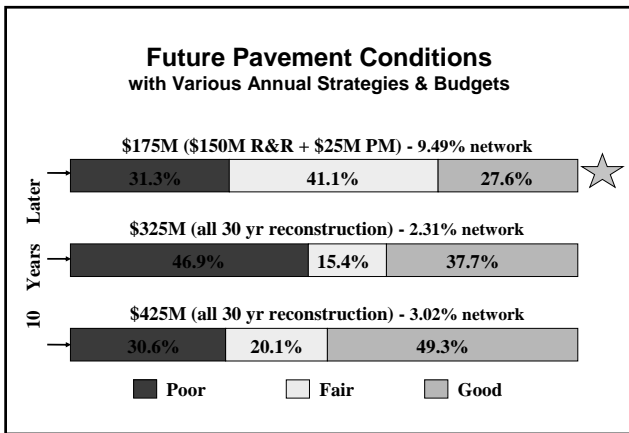
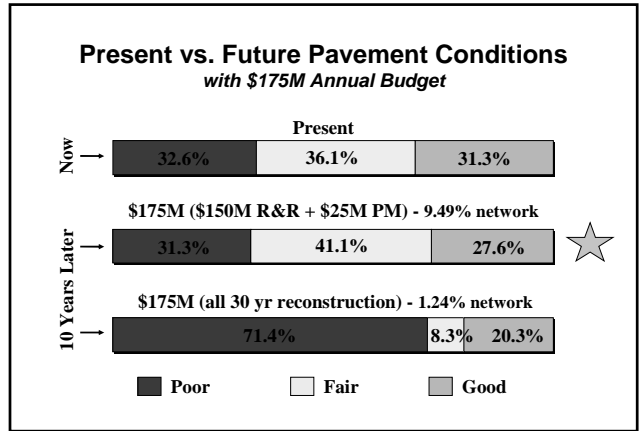
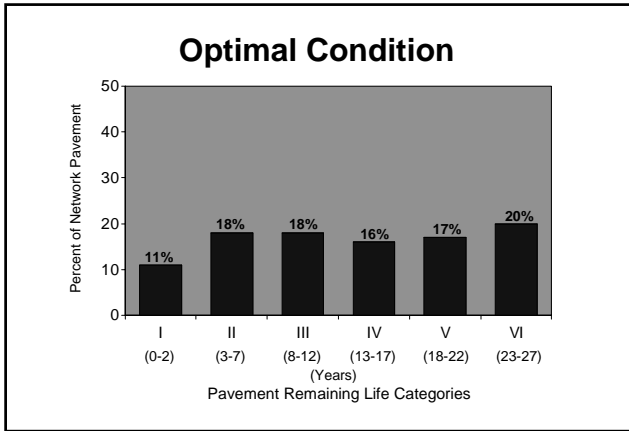


Preserving the Pavement Investment

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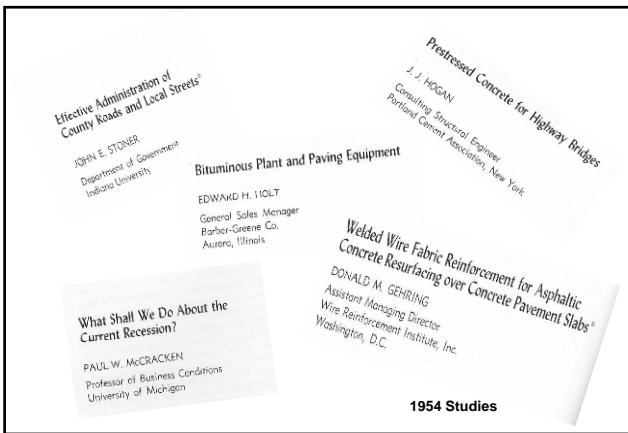
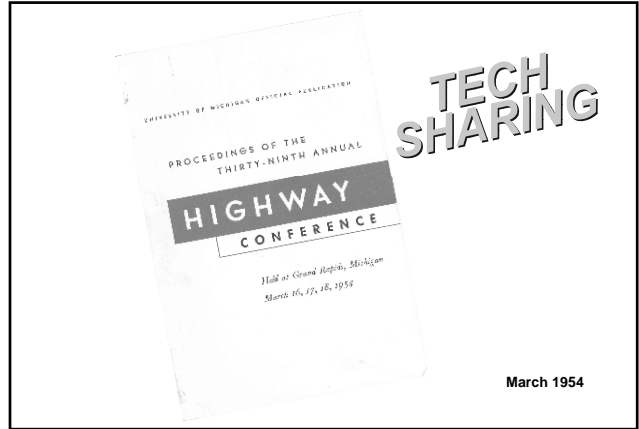


**Pavement Preservation
is NOT about
Maintenance as Usual**

***Pavement Preservation
is about
the Right Treatment on
the Right Road at
the Right Time***

- #### TOOL BOX EXAMPLES Flexible Pavements
- HMA overlays
 - Chip seals
 - Micro-surfacing
 - Crack treatment
 - Ultra-thin overlays
 - Hot In-Place HMA Recycling
 - Various Proprietary Treatments

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**Tech Sharing & Tech Support
Is Needed For
Pavement Preservation**

**Pavement Preservation
Research & Development Initiative**
February 11, 2003

Participants:

AASHTO	FHWA
State DOT's	Industry Groups
FP2	TRB
Universities	Consultants

**Pavement Preservation
Research & Development Initiative**
February 11, 2003

Noteworthy Conclusions:

- Clarify eligibility of federal aid funds for pavement preservation use
- Pavement engineering has changed
- Research is needed for Pavement Preservation
- Create Partnerships

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Where are the Assets & Investments ?

Public Highway Ownership

Jurisdiction	Miles (Thousand)	Percentage
Federal	118	3.0
States	775	19.6
Locals	3,055	77.4
Total	3,948	100.0

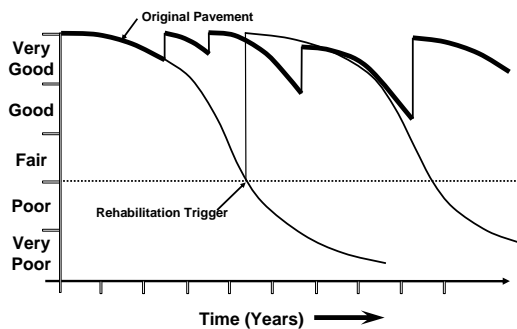
2002 Conditions and Performance Report, FHWA

Getting Started in Pavement Preservation

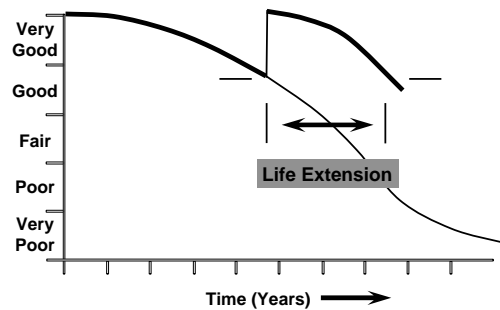
What Are the Challenges ?

- Consequences of Status Quo (delay)
- Selling the Concept
 - Overcoming desire to do "Worst First"
 - Customer complaints
 - Suspicion of the outsider
- Developing the Right Strategy
 - The pavement condition is moving target
 - Split funding among PM, Rehab, Reconstruct
- Implementing Asset Management

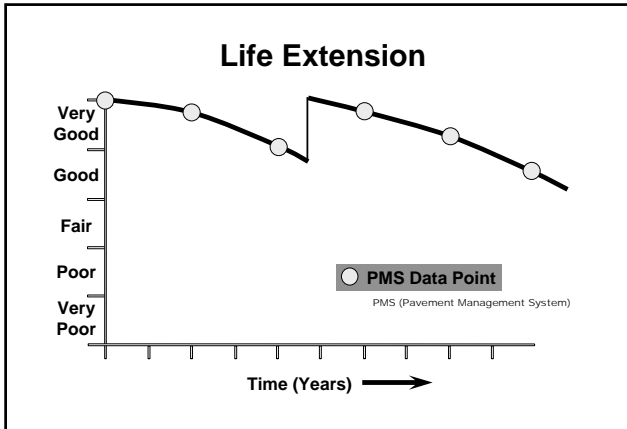
The Pavement Preservation Concept



Pavement Condition



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- ### Meeting the Challenge
- **Training/Education**
 - *Preservation Concepts*
 - *Strategy Development & Optimization*
 - **Designate a Champion**
 - **Dedicate Funding Categories**
 - **Use Available FHWA Funding Support**

- ### Pavement Preservation Benefits
- **User Satisfaction Increases**
 - Better Road Conditions
 - Reduced Frequency of Major Construction
 - Rapid Completion of Preservation Projects

- ### Pavement Preservation Benefits
- **Improved System Level Safety**
 - Improved Friction
 - Fewer Accidents
 - Less Work Zones

- ### Pavement Preservation Benefits
- **Reduced Overall Operating Costs**
 - Leveling Revenue Needs
 - Reduced Cost per Mile Expenditure



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Services

- Outreach
- Training
- Research Management

Center Personnel



Advantage

- Knowledgeable staff who are experienced with pavement preservation at the state and local level
- Pavement preservation experience and exposure at the national and international level



Advantage

- Understanding of agency challenges and decision practices
- Solid working relationships with the preservation industry
- Affiliation with a respected major university

