

# SEAUPG 2003 CONFERENCE

## PAVEMENT PRESERVATION

*"A NATIONAL PERSPECTIVE"*

## Pavement Preservation

Improves the Performance of the Network  
while Spending Less Program Dollars

### The Traditional Approach



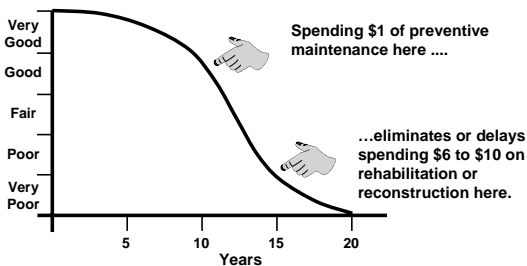
Worst First is Not the Best Policy

### 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

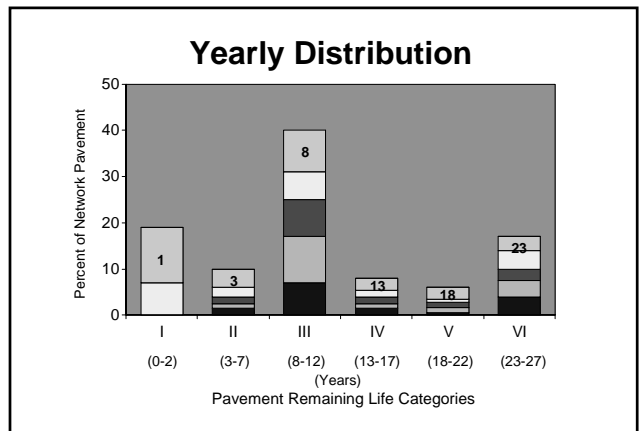
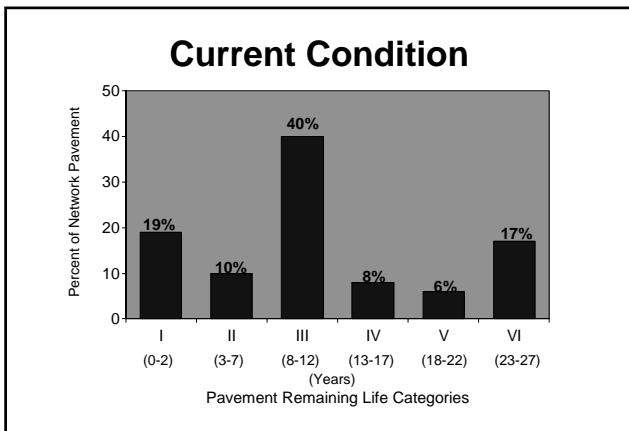
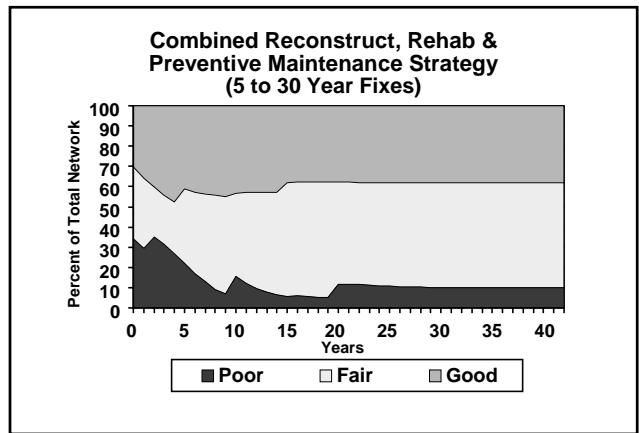
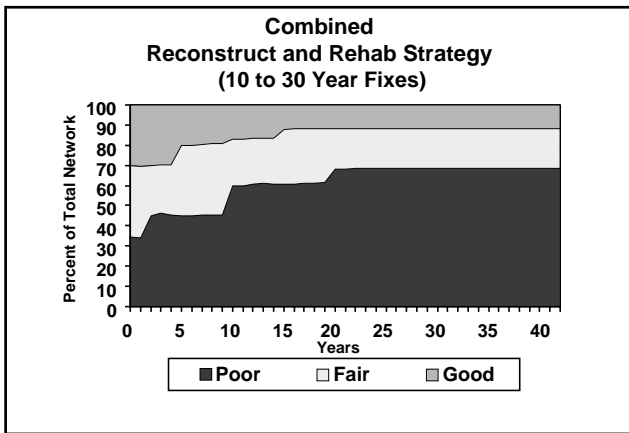
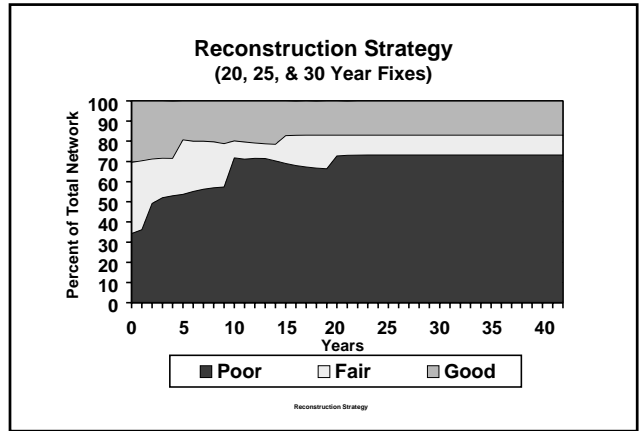
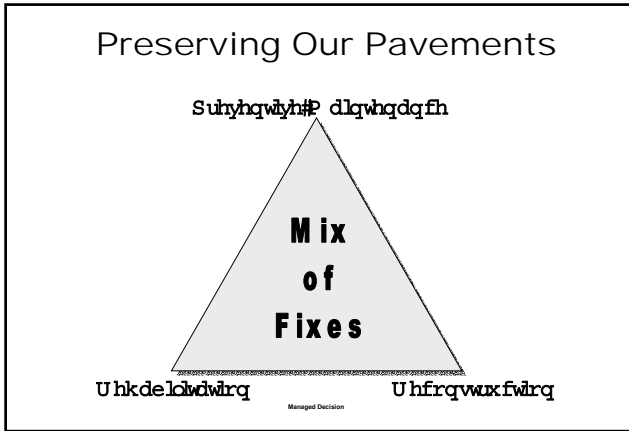


### The New Approach

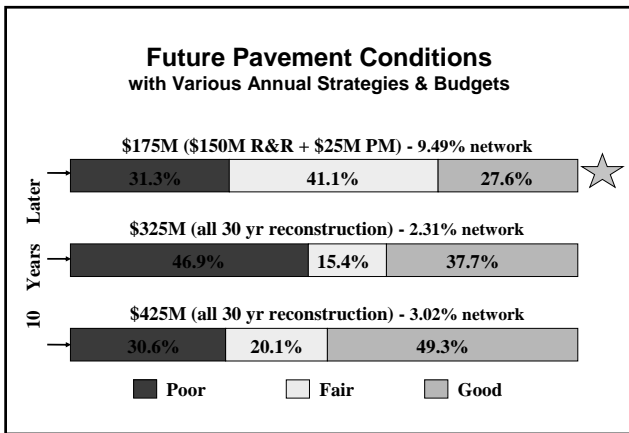
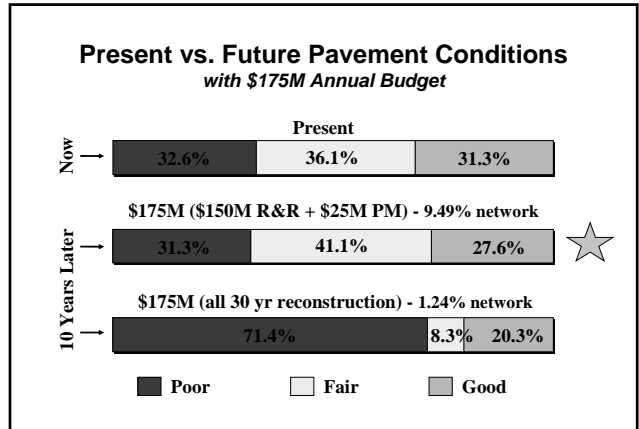
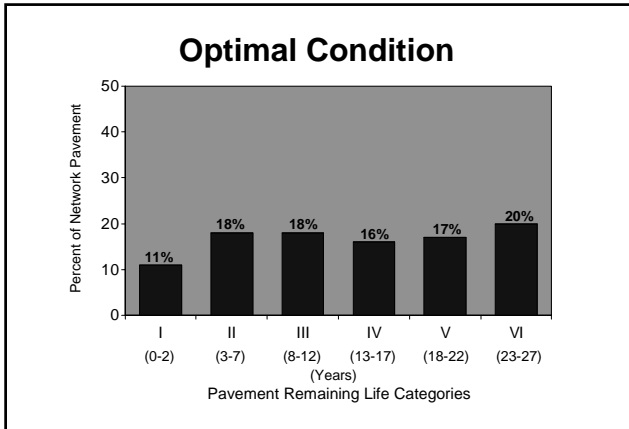


Preserving the Pavement Investment

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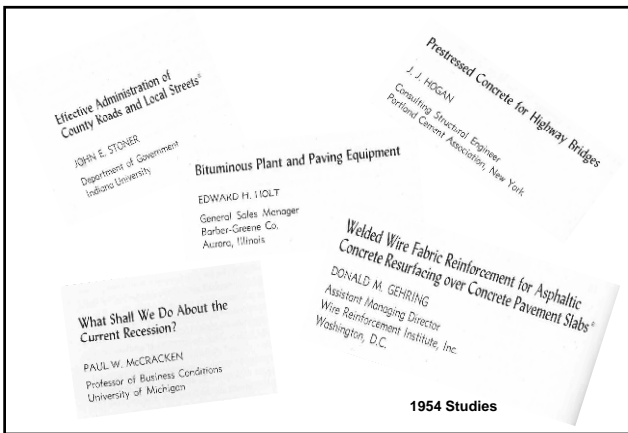
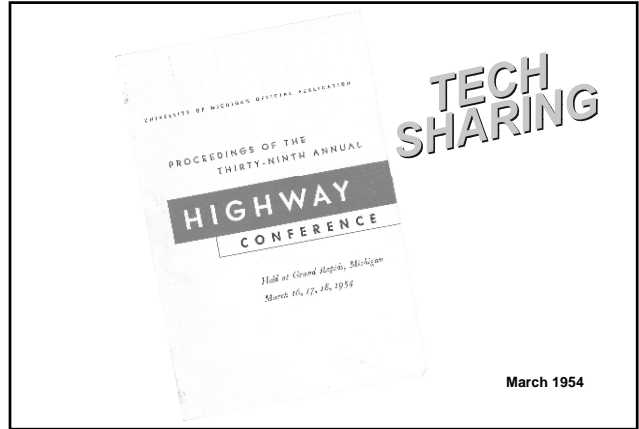


**Pavement Preservation  
is NOT about  
Maintenance as Usual**

***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
<b>Total</b>	<b>3,948</b>	<b>100.0</b>

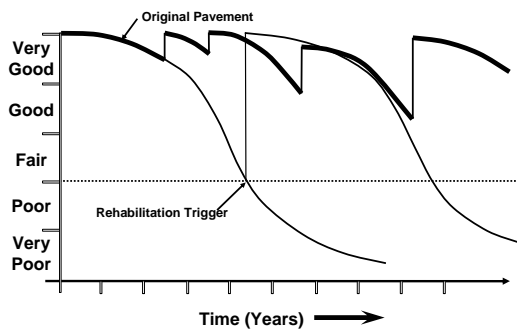
2002 Conditions and Performance Report, FHWA

## Getting Started in Pavement Preservation

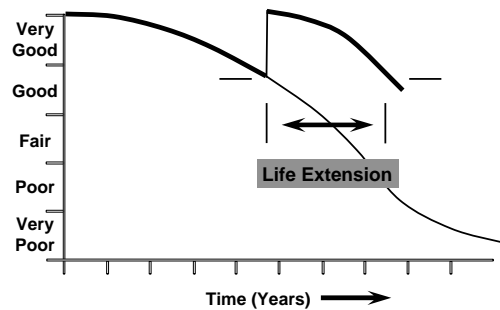
## What Are the Challenges ?

- 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

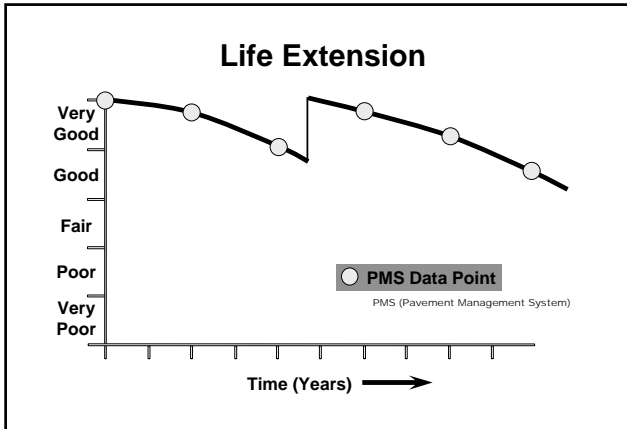
## The Pavement Preservation Concept



## 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

A formal agreement between -  
Foundation for Pavement Preservation & Michigan State University

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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

