

“Pavement Preservation and Local Agencies”

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National Association of County Engineers
“The Voice of County Road Officials”



What is NACE?

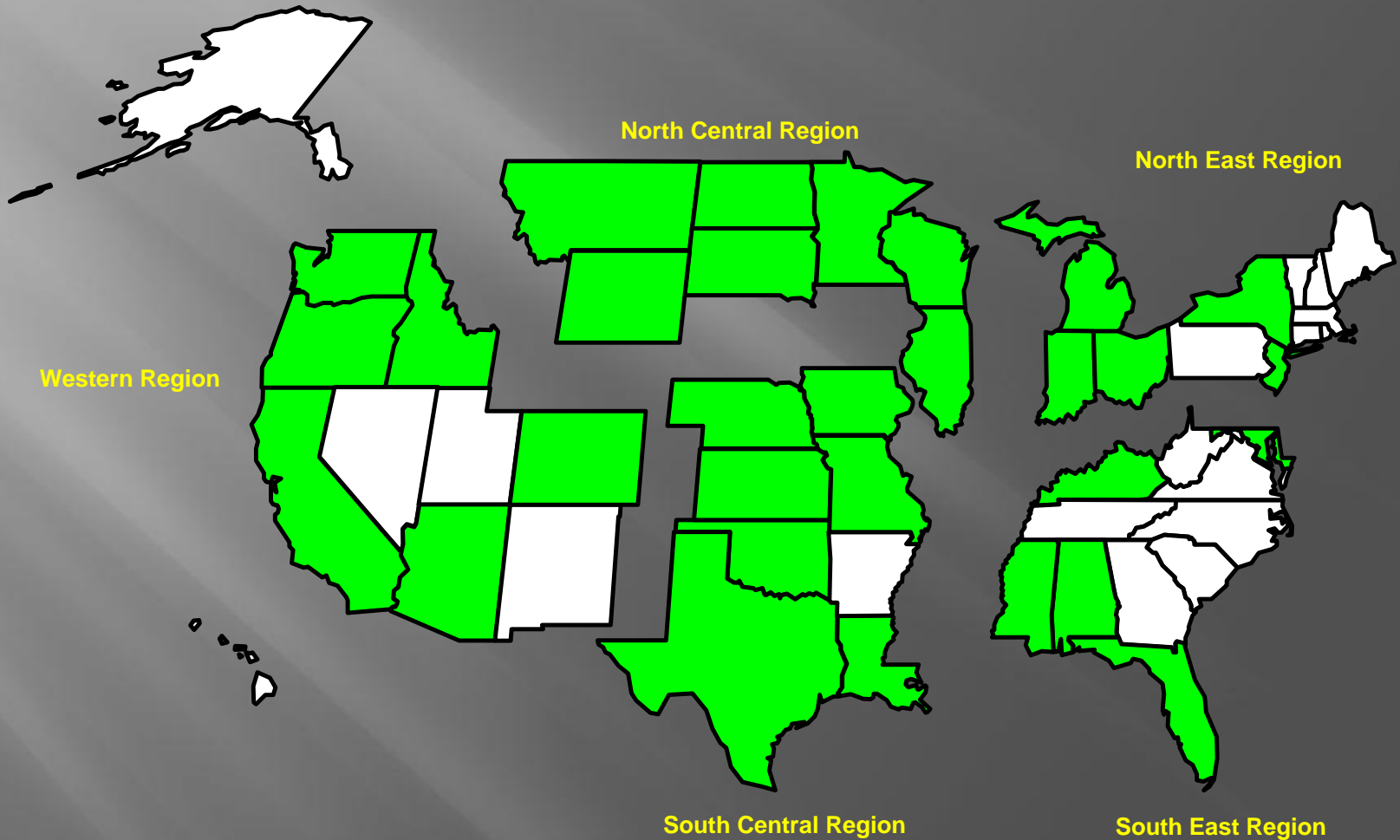
- Nonprofit, non-partisan professional association
- Representing over 1,900 members since 1956
- Roads - 1.79 million miles by counties (44% of nation's system)
- Bridges - counties also own over 228,000 bridges
- Counties operate 1/3 of the nation's transit systems.
- 3068 Counties nationwide

NACE – More Than Engineers, County Road Professionals Titles:

- * County Engineer * Highway Superintendent
 - * Road & Bridge Superintendent
- * Parish Engineer * Road Supervisor
 - * Commissioner of Public Works
- * Highway Administrator * Transportation Director
 - * Road Operations Manager
- * Public Works Director * Highway Commissioner
 - * Engineer-Manager Road Commission
 - * Road Master * Road Administrator

Regions & State Affiliates

(31 State Affiliates Shown in Green)



RRR

Right treatment, right road, right time



REALIZE

the need for pavement preservation

Pavement Preservation is a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations.

Source: FHWA Pavement Preservation Expert Task Group

 **Memorandum**

U.S. Department of Transportation
Federal Highway Administration

Subject: ACTION: Pavement Preservation Definitions **Date:** September 10, 2009

From: Original Report by David R. Singer, P.E.
David R. Culp, P.E., Director, Office of Asset Management **Applies to:** Area of: HMA-20

To: Associate Administrators
Directors of Field Services
Resource Center Director and Operations Manager
Division Administrators
Federal Lands Highway Division Engineers

As a follow-up to our Preventive Maintenance memorandum of October 8, 2004, it has come to our attention that there are differences about how pavement preservation terminology is being interpreted among local and State transportation agencies (STAs). This can cause inconsistency relating to how the preservation programs are applied and their effectiveness measured. Based on these questions and a review of literature, we are issuing this guidance to provide clarification to pavement preservation definitions.

Pavement preservation represents a proactive approach to maintaining our existing highways. It enables STAs to reduce costly, time consuming rehabilitation and reconstruction projects and the associated traffic disruptions. With timely preservation we can provide the traveling public with improved safety and mobility, reduced congestion, and smoother, longer lasting pavements. This is the true goal of pavement preservation, a goal in which the FHWA, through its partnership with States, local agencies, industry organizations, and other interested stakeholders, is committed to achieve.

A Pavement Preservation program consists primarily of three components: preventive maintenance, minor rehabilitation (non structural), and some routine maintenance activities as seen in Figure 1.

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graph TD; A[Preventive Maintenance] --- B[Minor Rehabilitation]; A --- C[Preventive Maintenance]; A --- D[Routine Maintenance];
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Figure 1: Components of Pavement Preservation





RESEARCH

the resources available to you

An effective pavement preservation program will address pavements while they are still in good condition and before the onset of serious damage. By applying a cost-effective treatment at the right time, the pavement is restored almost to its original condition.





RE-EDUCATE

the public



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