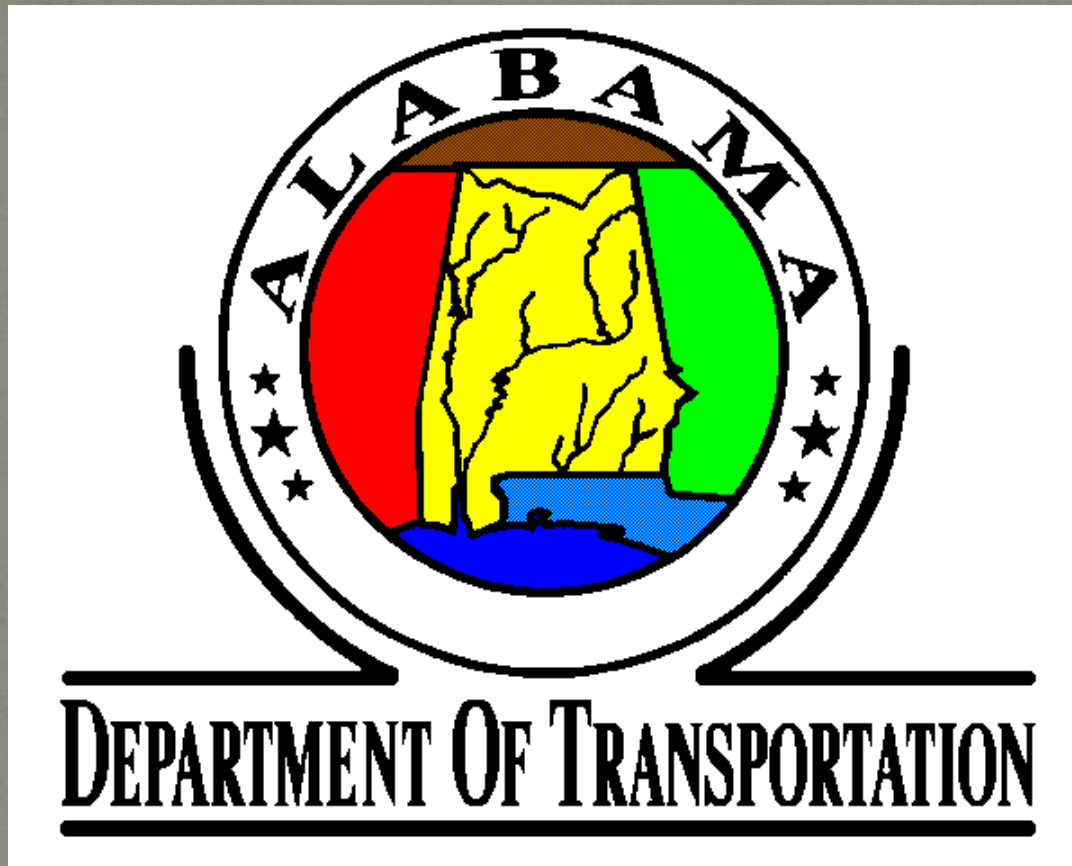


# Pavement Preservation



# TOPICS

- Successes
- Strengths
- Weaknesses
- Challenges

# SUCSESSES

- New Specifications & QC Procedures
- Pavement Preservation Policy
- Increased Routine Maintenance Budget
- RoadMAP
  - ALDOT MMS
- Increased Resurfacing funding in FY2014
  - \$241 million vs. \$230 million in FY 2013

# STRENGTHS

- Access to NCAT / Lee Road 159 Test Sections
- Maintenance Engineers becoming increasingly enthusiastic about Pavement Preservation
  - Able to address more lane miles of pavement
  - Actually seeing their annual resurfacing program address more of their needs

# WEAKNESSES

- Retirement
  - Everybody is getting old ... fast
- Workforce Reduction
  - Not shrinking now, but workforce size is capped
  - Approximately 1,100 fewer employees than 3 years ago
- Training and Disseminating Information
- Current State of Selection Guides
- Application of Pavement Preservation Policy

# CHALLENGES

- Reduced Funding for 2015
  - State funds diverted to non-transportation uses
  - Federal funds increasingly used to repay GARVEE bonds
  - General reductions in federal aid program
- Uncertainty about Highway Trust Fund availability
  - Making changes now in case worst case comes to pass
- Preservation work has often been “held hostage” within larger capacity-oriented projects

# CHALLENGES

- Preservation Awareness / Misconceptions
  - Inside ALDOT
  - Outside interests
- Interpretation and Application

# PAVEMENT PRESERVATION

- THE RIGHT TREATMENT
- THE RIGHT ROAD
- THE RIGHT TIME

THE END