

# FHWA Moves Forward with Management Road Map

Through a variety of initiatives, the Federal Highway Administration is moving forward with implementing its 2010 pavement management road map.

In 2010, FHWA published the *Pavement Management Roadmap* (Google FHWA-HIF-11-011). As described in these pages, the PM road map is a long-term vision for pavement management and the research, development, and technology transfer initiatives needed to help transportation agencies achieve that vision.

Asset management provides a coordinated approach to managing infrastructure assets over the course of their life cycle, thereby improving performance, increasing safety, and providing greater value to the community, FHWA says. A new emphasis on asset management in

recent years has also meant a new role for pavement management.

"Today asset management managers rely on pavement management data to develop a strategic program of projects that will make progress toward achieving the state's targets for asset condition and performance of the National Highway System," says FHWA's Nastaran Saadatmand.

To help agencies more fully utilize their pavement management systems (PMS), the road map identifies the steps needed to address current gaps in pavement management and establish research and development initiatives and priorities.

FHWA developed its road map through three regional workshops held in Phoenix, Dallas and McLean, Va., in 2010. Stakeholders participating in the workshops included representatives

from state and local highway agencies, Canadian government agencies, metropolitan planning organizations, academia, and private industry.

## ROAD MAP IMPLEMENTATION

Implementation activities include setting up a network of road map research sponsors, which held an initial meeting in October 2012. Participants included representatives from state transportation agencies, academia, and FHWA. This network will share information, pool resources to advance the needs and projects outlined in the road map, and prevent duplication of effort.

FHWA has also launched a *Pavement Management Roadmap* web site. Visitors



## CLEVELAND ASPHALT PRODUCTS

Emulsions & Cutback Asphalt • RAP Recyclers



### PLANT & FLEET

**"COUNTIES ARE OUR #1 PRIORITY"**

P.O. Box 1449  
US 59 North  
Shepherd, TX 77371



936-628-6200  
1-800-334-0177  
Fax 936-628-6602

mcmcpcapco@msn.com

The advertisement for Biorestor features a green header with the company name and a stylized 'B' logo. Below the header, it says "From our fields" and "To your ROADS". A list of benefits includes "Prevents and can reverse harmful oxidation factors from your asphalt pavements", "USDA Bio Preferred, agricultural oils", "Cures in less than 1 hour", and "Asphalt Rejuvenator". At the bottom, it provides contact information for BioBased Spray Systems LLC: 2506 Fair Rd., Sidney, OH 45365, info@biorestor.com, Ph 888.743.7319, and the website www.biorestor.com.

to the site can download the road map and related documents, including project reports and a marketing plan. Also featured are updates on road map goals and activities, information on how states are implementing PMS, and links to related publications and web sites.

Visitors have the opportunity to submit questions and comments about the road map and how they can be involved in implementing its goals. To start using the site's many resources, visit [www.fhwa.dot.gov/pavement/management/roadmap](http://www.fhwa.dot.gov/pavement/management/roadmap).

Research projects being conducted across the country are helping to achieve the road map's vision and advance pavement management. Results from these initiatives are being shared nationwide through the road map network and web site.

Projects include the *Development of Cost-Effective Pavement Treatment Selection and Treatment Performance Models*, sponsored by the Louisiana Department of Transportation and Development (LADOTD) and

Louisiana Transportation Research Center. Conducted by researchers at the University of Louisiana at Lafayette and funded at \$267,395, the study's goal is to develop pavement treatment performance models to support the cost-effective selection of pavement rehabilitation and maintenance treatments. These treatments include chip seals, crack seals, micro surfacing, and both thin and thick overlays.

"Pavement performance models for each distress type have been developed based on each pavement type and for each pavement treatment. Pavement treatment trigger values are also being calibrated based on the optimum time for treatment application," said Mohammad Jamal Khattak of the University of Louisiana at Lafayette. Once these analyses are completed, a comprehensive software package will be developed and integrated into LADOTD's existing PMS. This new software will assist highway engineers in determining the optimum treatment type and timing based on life-cycle cost analyses.

Advancing the road map's goal of showcasing best practices for pavement management, a new *Pavement Management Guide* was developed under NCHRP Project 20-07, replacing a 2001 version of the guide. Updates include an increased emphasis on using preventive maintenance treatments as part of a pavement preservation program. Advances in technology that have improved data quality and integration are also featured in the guide, as well as information on performance management and asset management principles.

More information on these and other research projects is available at [www.fhwa.dot.gov/pavement/management/roadmap](http://www.fhwa.dot.gov/pavement/management/roadmap). As additional project results are available, they will be added to the road map web site at [www.fhwa.dot.gov/pavement/management/roadmap/activities.cfm](http://www.fhwa.dot.gov/pavement/management/roadmap/activities.cfm). □

*Adapted by Pavement Preservation Journal from an article in FHWA's FOCUS newsletter*

**GO GREEN AND SAVE SOME GREEN**  
WITH **GSB-88 Emulsified Sealer Binder**

With GSB-88 Emulsified Sealer Binder from Asphalt Systems, Inc., you can preserve your pavement assets, protect the environment, and save money all at once. GSB-88's unique formulation rejuvenates and preserves asphalt pavements by reintroducing the oils and resins lost through oxidation and normal use – all without harming the environment. GSB-88 is non-flammable and contains no coal tar making it one of the most environmentally friendly choices on the market. Avoid costly repairs and replacements the green way with GSB-88.

**CALL US TODAY**  
for our full line of products

**asi**  
asphalt systems inc.  
ASPHALT PRESERVATION MATERIALS

GSB® Preservation Products  
GREEN CIRCLE CERTIFIED  
SUSTAINABLE SOLUTION  
GREEN CIRCLE  
LIFE CYCLE ASSESSMENT

AS GREEN AS IT GETS.

P.O. Box 25511 • Salt Lake City, UT 84125 • Phone: 801.972.2757 • Fax: 801.972.6433 • [www.asphaltsystemsinc.com](http://www.asphaltsystemsinc.com)