

## **Meeting Notes**

### **FHWA Expert Task Group on Pavement Preservation October 29-30, 2007 Sheraton Seattle Seattle, Washington**

#### **Introductions and Welcome**

The meeting was called to order at 8:00 am on Monday, October 29, 2007 by Mr. Jim Sorenson (FHWA Co-Chair). He welcomed all attendees and provided an overview of the agenda (**Attachment**). Mr. Sorenson briefly discussed how the preservation industry is evolving and that agencies are recognizing that as individual groups, their funding is limited. He noted that the National Center for Pavement Preservation (NCP) in Lansing, Michigan, is centralized, but in a northern tier environment, and that other agencies, in different parts of the country, could benefit by incorporating the efforts of and funding from a broader group of participants.

The PPETG roster was circulated and attendees were asked to update their contact information. (**Attachment**) Invited guests were asked to signed-in and include their contact information. (**Attachment**)

Next Mr. Denny Jackson (Industry Co-Chair) welcomed the attendees to the 16<sup>th</sup> Annual meeting. He also introduced the invited guests: Ms. Linda Pierce and Mr. Jeff Uhlmeier (WA DOT), Mr. Bruce Johnson (OR DOT), Ms. Cindy Estakhri (Texas Transportation Institute), Mr. Paul Montgomery (TX DOT), Mr. Howe Crockett (FHWA Federal Lands) and Mr. Nick Burmas (Caltrans). He also introduced Mr. Scott Capps (NC DOT), who was attending in place of Ms. Emily McGraw (NC DOT). Mr. Capps discussed North Carolina's challenge to incorporate asset inventory and management. Mr. Johnson pointed out that Oregon's bridge preservation program is using experience from pavement preservation as a road map. Oregon's Bridge Division is working closely with pavement preservation management and is striving to combine both asset management systems into a comprehensive decision approach. They are also striving to use language that is consistent between the two programs. Mr. Sorenson noted that Mr. Johnson is chair of the T-9 SCOB and is on the oversight panel for the AASHTO TSP2 Program. Mr. Jackson reflected over the past 10 years of pavement preservation and the activities undertaken, and stressed the importance of preservation, especially as infrastructure gets older. He noted that the benefits of pavement preservation will become more apparent and obvious. Mr. Sorenson noted that the volunteer efforts in the preservation industry are necessary to keep the national initiatives on target and moving forward. This ETG serves as an excellent sounding board providing varied experience and expertise to the FHWA.

Mr. Jackson sought approval of the July 30, 2006 PPETG meeting minutes. With no revisions, the minutes were approved.

## **Subcommittee Updates – Short and Long Term Goals**

### **Research Subcommittee:**

Mr. Todd Thomas (SemMaterials) presented a letter, dated November 15, 2006, that was sent by Mr. Phil Stolarski of Caltrans to Mr. Dan Dawood, Chair of the Joint Technical Committee on Pavements, AASHTO Subcommittee on Design. It discussed the importance of including information about concepts and extended-life benefits of pavement preservation in the final version of the NCHRP *Guide for Mechanistic-Empirical Design of New and Rehabilitated Pavement Structures* (MEPDG). It also addressed inconsistencies in the NCHRP Guide. (Attachment 1)

Ms. Pierce, MEPDG Panel Member, stated that the MEPDG is a design process guide for new construction and pavement preservation is not incorporated in the guide. She reiterated that the guide will contain disclaimers that it is only intended for new construction. She pointed out that NCHRP Project 1-46, Development of an AASHTO Pavement Handbook, will be an official AASHTO document and will address pavement preservation. Mr. Sorenson recommended that Mr. Joe Gregory (FHWA) contact Ms. Kathy Petros (FHWA) and offer to work with the NCHRP Project 1-46 panel. Ms. Pierce anticipates that the pavement handbook will address pavement preservation in conjunction with the MEPDG guide.

Mr. Thomas stated that Mr. Russell Thielke (NYSDOT) assisted in locating research databases from the internet and organized the results into ten different areas of research. He compiled the results into an Excel file which was forwarded to Mr. Larry Orcutt (Caltrans). Mr. Orcutt is working with the California Pavement Preservation Center (CP2) to organize the database, which Mr. Thomas anticipates will be completed at the end of November 2007.

Mr. Sorenson asked that Mr. Thomas, Mr. Orcutt, and Mr. Burmas contact Mr. Chris Newman (FHWA) to ensure that the Pavement Preservation Roadmap has the research information from the database spreadsheet. Mr. Sorenson would like the spreadsheet to include the researchers' names, an overview of the research, a notation if the research is completed or ongoing, along with current contact information. Mr. Sorenson would like Mr. Larry Galehouse (NCP) to review the database and determine if it should be available on the NCP's website and is continually updated. Mr. Thomas will send the spreadsheet to the state and regional pavement preservation centers. Mr. Sorenson stressed the importance of continually maintaining the database.

### **Pavement Preservation: Acceptance and Implementation**

Mr. Jeff Forster (FHWA) reported that Mr. Kirk Fredrichs (FHWA) has been working with Kansas and, Mr. Mike Voth (Federal Lands Highway Division) is working with Federal Lands Highway Division to produce informational documents. North Dakota has completed four training courses. Mr. Forster has been on NHI panels, and has worked with Mr. David Peshkin (Applied Pavement Technology) on the development of NHI

Courses #131114 and #131115. Mr. Newman has been working with TCCC on QA, and working with Mr. Galehouse on the state reviews of the pavement preservation practices.

## **PP Centers and Regional and State Organization**

Mr. Steve Mueller (FHWA) presented an update on the Pavement Preservation Centers and Regional and State Organization committee accomplishments since the July 30, 2006 meeting in San Juan. (Attachment 2) He noted the ongoing contributions of Ms. Lita Davis, who unfortunately was unable to attend the meeting because of the ongoing fires in southern California.

The PP Centers and Regional and State Organization committee continues to monitor various websites and look for consistency. Mr. Sorenson would like the committee to review the Pavement Preservation Centers' websites. Mr. Mueller reported that in most cases, recommended changes to the websites are completed almost immediately. Mr. Sorenson asked Mr. Mueller to prepare a fold-over brochure with the Pavement Preservation websites and make the brochures available at conferences.

The PP Centers and Regional and State Organization committee has also prepared the LTAP Center Survey on Pavement Preservation Training (Attachment 2A). The purpose of the survey is to seek opinions regarding the preservation training that is offered to local agencies through the LTAP centers. The LTAP Centers work directly with local agencies, and provide FHWA and FP2 fact sheets. Ms. Janice Williams (LA DOTD) will have the Louisiana LTAP center review the survey and will provide feedback to Ms. Lita Davis. There was some discussion regarding making the survey web-based. Mr. Jackson will provide the committee with the details regarding a no-cost web-based survey. (Mr. Jackson provided the free web-based survey site [www.surveymshare.com](http://www.surveymshare.com)) The priority is to survey the LTAP centers and encourage the centers to contact their local agencies. Mr. Sorenson noted that NACE and APWA continue to encourage their membership to work with their local LTAP Centers, but since NACE represents only one-third of the counties, two-thirds still aren't being reached. Mr. Jon Rice, NACE Representative, stressed the importance of the LTAP centers to extend their reach to their local agencies. Mr. Sorenson stated that the LTAP centers are aware that pavement preservation training can be modified to fit a one-day or two-day program.

## **PP Training and Certification**

Mr. Peshkin discussed NHI #131114, web-based training on optimal timing. The training has been piloted and participants can sign up for the actual course at [www.nhi.fhwa.gov](http://www.nhi.fhwa.gov). The 4-hour seminar helps to determine the optimal time to apply a preventive maintenance treatment, and is based on NCHRP 523. Another available web-based training program is NHI #131110, which is a self directed, 6.5-hour course, targeted at participants that are unfamiliar with pavement preservation. NHI #131115 is a combination of PM1 and PM2; it is under development and will be completed in the next month. Mr. Newman reported that NHI #131103 (PM3) and NHI #131104 (PM4) are

also still available. He reiterated that all the training courses are an opportunity to get the same knowledge to management and workers.

Mr. Newman reported that in order to help state and local transportation agencies address their need for skilled and knowledgeable maintenance supervisors, the FHWA is developing a Maintenance Leadership Academy, NHI #134063. This course will provide approximately 4 weeks of instruction, making use of a blend of classroom time, web-based training, and self-study. It will cover a broad range of topics, with an emphasis on application and problem solving in the technical areas of pavement preservation, maintenance management, roadside vegetation, work zones, and so on. Course development through the National Highway Institute began in September, 2007. The course is expected to be available for delivery late in 2008.

Mr. Newman discussed that NHI uses Indefinite Delivery Indefinite Quantity (IDIQ) contracts to develop and deliver training courses and the IDIQ contracts are all expiring. He expects that some contracts will be extended and that NHI is scheduling into 2008 without contracts. He reported that some of the larger DOT's and local agencies are some of the best resources available and that they could make NHI materials available to local and state agencies to present a one-day course. Mr. Sorenson addressed the problem that they must understand the matrix of the training courses that are offered and being developed. [Mr. Peshkin will prepare a 1-page flyer that will market the courses and will customize it towards a contractor, a state agency, and a local agency.](#)

Mr. Galehouse brought up contractor certification, which was followed by a lengthy discussion. It was noted that once a bad contractor is detected by a state agency, the contractor then works with local agencies. Mr. Sorenson stated that ARRA, AEMA, ISSA, are working with Jim Feda (South Carolina DOT) on contractor certification. They are enthusiastic about it and Mr. Newman works with the group. There is a Federal regulation (23 CFR 637) that states anyone who works on a federal aid project must be trained and qualified; prequalification generally only addresses financial responsibility, not work certification. Mr. Jackson noted that prequalification is only a bond issue not a performance issue. Mr. Newman suggested looking at qualification programs that can be used as a model. Mr. Francois Chaignon (Colas Inc.) stated that it is very difficult to certify individuals, since they continually switch employment. His preference is the performance side, where visual inspections after one year determine performance. [Mr. Chaignon will provide European Contractor Specifications.](#) Additional comments included the need for trained internal and external inspectors, and that a specific road can be warranted but not the contractor. Mr. O'Leary stated that there are three levels of contractor certification at TX DOT, and he prefers performance as the end result. Mr. Rice noted that the local agencies don't have the staff or personnel to certify contractors and it should be the responsibility of the contractors to seek certification. Mr. Sorenson stated that FHWA won't certify contractors and that there are regional groups that certify contractors. The general consensus was that more effort is needed in getting certification developed.

Mr. O’Leary and Mr. Gerry Eller (FP2) extended an invitation to the ETG attendees to participate in the Foundation for Pavement Preservation meeting. It is being held in conjunction the Northeast Pavement Preservation Partnership meeting in Providence, Rhode Island, December 10-12. The Foundation’s portion will begin at noon on Tuesday, December 11 and Gayle King will make a presentation of the findings of the “Spray Applied Polymer Surface Seals”. The awards banquet is scheduled for Tuesday evening and the Board of Directors meeting will be from 8:00am – 12:00pm on Wednesday. Mr. Eller’s message included a brief overview of the Midwestern Pavement Preservation Partnership, which was held on October 23-25, 2007, in Missoula, MT. He wrote that there was good dialogue and interaction among the 60+ attendees, and they hope to have more industry and participation in the future.

Mr. Forster reported that Katie Zimmerman (Applied Pavement Technology) is developing NHI #131116, Pavement Management Systems. It will be piloted on December 10-12, but no location had been selected [this is now scheduled for Arkansas]. This is a free course and could be piloted through a preservation center.

### **Identify and Address Customers Needs**

Nothing to report.

Progress on Task Force Items from July 2006 Meeting ([Attachment 3](#))

Item #3: Mr. Newman reported that a memo was issued regarding FHWA’s Oversight role in accessibility. ([Attachment](#))

Item #14: Mr. O’Leary reported that the brochure containing a list of Pavement Preservation Training classes throughout the United States has been developed and printed. It was printed on Microsoft Desktop Publishing and was done by Fugro. There are several selected NHI courses spotlighted on the brochure and it includes NHI links. ([Attachment](#))

Item #17: Caltrans’ *Maintenance Technical Advisory Guide of Rigid Pavement* (MTAG) has been reviewed by ACPA, according to Mr. Sorenson. It would be beneficial if it covered nationwide conditions and not just California. We will look at giving it a peer review and see about developing a web-based training module similar to what was done with the asphalt MTAG.

### **Research Subcommittee**

#### **Federal Lands Emulsion Study**

Mr. Galehouse reported that Federal Lands is developing a guide for field staff on polymers in emulsions. One of the observations is that there isn’t substantial research available. Much is proprietary in nature and highlights that there needs to be a larger scale effort. There was some discussion regarding performance testing and that the

percentage of polymer depends on the crude source. The final findings will be published in a manual primarily for Federal Lands and FHWA Field Engineers. This should have similar applications for other agency staff.

### **University of Minnesota- Study on aging of HMA**

Mr. Jerry Geib (MN DOT) discussed issues that MN DOT is having with the aging of HMA ([Attachment 4](#)). He sent a paper to TRB regarding optimal timing, but their comments weren't beneficial. There is a need to find a performance-based model that works.

### **FHWA Highway Performance Monitoring System**

Mr. Sorenson discussed the Highway Performance Monitoring System (HPMS) and stated that there is a movement underway trying to put design data into the database. There is no consensus that the pavement designers will get all their needs met. It is uncertain where pavement preservation and HPMS integrate. Mr. Sorenson stated that there should be interest to gather and manage the data ([Attachment](#)).

### **TSP Research and Development Needs Report**

Mr. Newman reported that pavement preservation research has struggled to get funding versus pavement performance. Bridge preservation is growing within the states. He's working with an AASHTO subcommittee, TRB, and FHWA to determine what has been done and what work remains. ([Attachment 5](#)) Mr. Newman briefly discussed the National Bridge Preservation Workshop that was held in St. Louis, MO on April 17-18, 2007. ([Attachment](#)) Mr. Sorenson noted that the after the roadmap for Transportation System Preservation is endorsed by AASHTO, states should use the roadmap as a guide and use pooled funding to start research projects. Mr. Colin Franco (Rhode Island DOT) noted that there are many resources for funding. In addition to pooled funds, other options are NCHRP and FHWA funding that has been earmarked for the HMA and concrete industry. Another option could possibly be University Centers.

### **AASHTO Highway Subcommittee on Maintenance Newsletter**

Mr. Mueller presented AASHTO's quarterly newsletter. ([Attachment 6](#)) He pointed out the article on the TSP2 update. Mr. Sorenson stated that the newsletter is an e-based newsletter and is sent to Chief Maintenance Engineers. It is published quarterly. If you want to receive the newsletter, please e-mail Celso Gatchalian at [celso.gatchalian@dot.gov](mailto:celso.gatchalian@dot.gov).

### **Crack Sealant Pooled Fund Study**

Mr. Franco reported on the Crack Sealant Pooled Fund Study, TPF-5(045). ([PPT Attachment](#)). This study is a collaboration among several State DOT's, Canadian provincial transportation agencies, and the private sector. The objective of the study is to develop specifications to ensure that bitumen-based hot poured sealants (BBHPS) with



superior performance and greater durability can be selected for crack sealing. The BBHPS specifications will be similar in principle to the Superpave binder PG specifications and will follow the same format to account for sealant aging, field temperature ranges, and aggregate type in the pavement. Mr. Mueller and Mr. Franco are on the panel.

## **Pavement Preservation: Acceptance and Implementation**

### **DOT Performance-Based Specification for HMA**

Mr. Geib started the discussion on “Which road to treat first”. (Attachment 7) Mr. Geib stated the highest standard of construction was based off of density. Mr. Sorenson referenced NCHRP 523. The general consensus is the best road should be treated first. Ms. Pierce added that Washington State follows the same scenario.

### **MN DOT Novachip Experience**

Mr. Geib made a PowerPoint presentation. (PPT Attachment) He reported that the ultra thin wearing course has greatly reduced the amount of reflective cracking. Mr. O’Leary addressed reflective cracking. He added that Texas has a lot of open-graded friction courses and a sequence of polymer-modified overlay. He noted that road spray and skid resistance have improved and accidents are down 40%. The most important characteristic is the heavy film thickness of the asphalt binder. Mr. Sorenson added that transverse cracking is thermal-related. Ms. Williams stated that in the past, the standard Louisiana base course was cement-stabilized with an asphalt surface, which resulted in reflection cracking. In the past eight years, they use a 12–inch cement-treated base covered with two layers of hot-mix asphalt, and the cracking has reduced. Mr. Gary Hicks (CP2 Center), added that thin asphalt rubber mixes often reduces reflective cracking.

### **GASB 34**

Mr. Mueller presented Ken Orski’s article, *Highway Tolling Has Entered the Mainstream*. (Attachment 8) There was much discussion regarding getting dedicated funding, and Mr. Mueller pointed to GASB 34. Mr. Sorenson noted that GASB 34 is not a federal requirement and that it is an accounting standard. (PPT Attachment) Mr. Galehouse commented that most agencies are doing standard depreciation and are aware, for example, that the cost to build a bridge in 1950 is less than the cost to repaint it today. Mr. Sorenson added it is likely that some preservation treatments could sustain a roadway indefinitely.

### **Status Report on TXDOT Chip Seal over Geotextile Fabric Demo Project**

Dr. Yetkin Yildirim (TX Pavement Preservation Center) reported that they did not win the RFP. Mr. Sorenson commented that San Diego has some good performance with fabric being put down with rubber seal because they are in a semi-perpetual dry state. He

added that in most cases, an extra inch of hot mix is cheaper than putting down fabric. Geotextile fabric introduces construction concerns and can reduce the recyclability. Mr. Hicks added that the PPTG has been focusing on chip seals over fabric and they will include the performance information in the chapter.

#### **Discussion item: Consideration of mill and fill as an approved pavement preservation technique**

Mr. Ed Denehy (NYS DOT) wanted the issue of mill and fill as an approved pavement preservation technique discussed amongst the PP ETG panel. After much discussion, most attendees felt that mill and fill is a legitimate pavement preservation technique. All the members felt that FHWA should participate in the funding of this work. It was noted that some states don't use federal funds for pavement preservation work since allocations are spent on other programs. It was also pointed out that the Division offices have the final say regarding the eligibility of funding and what qualifies as a pavement preservation activity. [Mr. Jackson will contact Mr. Denehy and Mr. Sorenson will follow up with NYSDOT. \(Attachment 9\)](#) Mr. Sorenson stated preservation techniques are functional (not structural) treatments that are shown to be cost effective treatments extending the pavement service life.

#### **PP Center and Regional and State Organizations**

##### **ETG Speakers Bureau**

There was some discussion regarding the need to retain the Speakers Bureau. [\(Attachment\)](#) The general consensus is that the committee needs to retain a list of available speakers and that it should be posted on a website. Ms. Williams suggested that the list be focused with regional people that are available to speak in a regional area. Mr. Bill O'Leary (FP2) suggested that more speakers might be willing to join the bureau if the process to be listed was streamlined and involved less paperwork. There was also some discussion that the most effective speakers aren't listed, but could be solicited as a speaker with an invitational phone call. Mr. Mueller added that speakers' PowerPoint presentations are posted on the NCPP website and with good notes, are also a valuable resource. Mr. Sorenson stressed the importance of being consistent with the message that is sent, and that the information should be peer reviewed before being posted on the website. Mr. Sorenson speculated that the panel members must give over 200 presentations a year and the presentations are invaluable. [Mr. Sorenson asked Mr. Mark Ishee \(Ergon\) to recruit industry speakers and add them to the speaker list. Debbie Risselman will update the list and include preservation contacts, suppliers, and so on. It will be posted on the NCPP website. Ms. Williams volunteered to help come up with a strategy.](#)

##### **Pavement Preservation Center Meeting**

Mr. Sorenson discussed the importance of having University Centers, Technical Centers, and National Centers meet every couple of years to share information. Both academia



and industry can benefit from sharing information. It was announced that there will be a Centers meeting immediately following the ETG meeting, and all are welcome to attend.

### **Pavement Preservation Training and Certification**

Mr. Newman discussed FHWA-NHI-131110, a web-based training course on pavement preservation. (Attachment 10) The course is available at no cost, and he added that the pass rate is determined by the individual agencies. Mr. Ishee will have his staff participate in the course and will advise Mr. Newman of any problems. Ms. Williams noted that the participant's native language and literacy rate can be an issue when participating in the course. Mr. Sorenson acknowledged that both points are a concern, but it is expensive to transcribe a course.

Mr. Sorenson presented an email, dated October 4, 2007 where he introduced NHI Web-based Training for Pavement Preservation. (Attachment)

### **Preservation and Workforce Development**

Mr. Newman briefly discussed the Transportation Curriculum Coordination Council (TCCC) (Attachment 11) Mr. Howe Crockett (Federal Lands) stated that the participants are volunteers and asked for support when Mr. Newman requests assistance on a technical panel. Mr. Sorenson noted that the council was successful in getting AASHTO senior management to focus on workforce development. Mr. O'Leary suggested that Mr. Newman review the AEMA Workshop content, stating that the material is fresh and was presented in Dallas for 300 people. He noted that the emulsion training is on the NCPP website.

### **Identify and Address Customers Needs**

#### **Update on AASHTO task to develop software for MEPDG**

Ms. Pierce did a presentation of the MEPDG AASHTO software. (PPT Attachment) She stated that the AASHTO standing committee will approve it in December, and they are soliciting names for the guide. Licenses will cost \$25K. Ms. Pierce estimates that the guide will be used on 80-100 states' projects per year. She also stated that there are 15 different enhancements in the new version, making the software more commercial. She also noted that there are five NCHRP programs to support this program, and that the program is ahead of schedule.

### **Pavement Preservation Journal**

Mr. O'Leary reported that the first issue has been distributed and the second issue will be released the first part of December. The first magazine contained 12-13 pages of advertising and the second issue will have slightly more. Technical papers that are submitted for publication are peer reviewed. Mr. O'Leary stated that advertisers are asked to submit a list of 200 recipients, and they are added to the database. Mr. Rice will

provide Mr. O'Leary with a list of county engineers, and Ms. Williams will provide a list of regional partnerships contact information. Mr. Galehouse suggested that Metropolitan Transportation committee (MTC) write an article for the next issue. Mr. Mueller asked Mr. O'Leary to contact him and he will provide Theresa Romell contact information (Contact information: Metropolitan Transportation Commission, (510) 817-5772, tromell@mtc.ca.gov), and Mr. Sorenson suggested contacting the CA Maintenance Superintendents. Mr. Mueller provided Ms. Romell's May 2007 presentation on Preserving the Region's Local Street and Road Network. (Attachment) Mr. O'Leary added that Mr. Tom Kuennen is acting editor, and that Mr. Kuennen and Mr. O'Leary approve the advertisements. Mr. Galehouse also suggested that the Metropolitan and Regional Planning Organizations might also provide additional contact information. Mr. O'Leary offered to provide additional copies of the Pavement Preservation Journal for any special events and he also noted that he would like to see the sealer-binder study in the poly bag of the Pavement Preservation Journal. (Attachment 13) The winter issue is complete and will ship on November 23, 2007 (Attachment). He provided the tentative editorial plan for future issues. (Attachment)

#### **Discussion Item: Change Agent Challenge**

(Attachment 14) Mr. Mueller presented the October 3, 2007 article *A Change Agent Failure*. He posed the question of how we can improve communication with our agents to best advance the preservation movement. Mr. Mueller stated that dedicated funding is necessary to start the funding "snowball" and believes that the preservation movement starts with accounting. Mr. Delmar Salomon (AEMA) added that there needs to be a culture change, between planning and materials. He also noted that new technology spawns new ideas. Mr. Sorenson stated that the preservation movement must have proponents in all agency levels. Mr. Capps added that in North Carolina training was the first step. Then they went to the legislature for funding in lieu of the DOT. He added that the new supervisors are regional champions. He also noted that County maintenance determines the roads for maintenance, but they haven't had training. There were additional comments stating that there are benefits when industry and agency work together for public gain, and that marketing is also a part of the equation. Mr. Ishee added that contractor acceptance is important. Mr. Sorenson pointed out that when the transportation network is aging faster than it can be replaced, contractors will acknowledge the preservation movement. Mr. Sorenson discussed how the Hawaii DOT benefited from the scanning tour which was covered in the September 2007 issue of Focus. (Attachment) The discussion continued and comments included that legislature looks for the economic benefit of preservation versus new construction. Additional comments included that the industry needs to market the preservation benefits to their political contacts, (FHWA cannot lobby or encourage others to lobby.), and a good GIS database will provide the hard facts necessary to ensure funding. In summary, the following points are necessary to support to support pavement preservation:

- Quality Product – Quality Performance
- Dedicated Funding
- Collegiality between contractor and agency

- Longevity of proponents of the preservation movement
- Support by decision makers
- Accurate reporting of the benefits

The meeting adjourned at 5:15 pm on October 29, 2007 and reconvened at 8:00 am on October 30, 2007.

There was some discussion regarding the next PPETG meeting. A location would be determined by Thanksgiving, and firm details will be available during TRB. [Mr. Peshkin, Mr. Jackson, and Mr. Gregory will work to finalize the next PPETG meeting location.](#)

The ETG broke out into subcommittees, to update their strategic plans.

Ms. Lita Davis was unable to attend the PPETG meeting, but submitted a summary of what steps the PPETG needs to take to make the most impact. [\(Attachment\)](#)

After much discussion, the overwhelming message is that pavement preservation needs consistent and dedicated funding. Mr. Sorenson stated that the biggest hurdle is that there isn't a national platform. NACA and APWA have strong allies and their messages are being heard. There is a new highway bill coming up next year and the ETG needs to keep promoting preservation and keep industry involved and informed. Mr. Sorenson suggested asking industry to match funds to publish the NCPP *At the Crossroads*. Mr. Sorenson suggested a rewrite before another publishing.

The discussion continued and Mr. Sorenson asked states that are making progress to contact their Chief Engineer and share their success stories. The PPETG can identify the cases that worked and used Highway *Focus* to publicize their success. This is in addition to another five or six different publications. He praised the California Center for reaching out to local governments to share success stories.

Additional discussion revolved around the importance of getting the term "pavement preservation" as a line item in the next national legislation. Once it has been validated on a Federal level, individual states will have validity of the process. Mr. Sorenson suggested gaining support in the preservation movement by having FHWA field technical staff participate in the web-based training. Mr. Mueller suggested that Mr. Newman do a workshop at the next Division Administrator meeting. [Mr. Chaignon will provide Mr. Mueller with the Canadian report on environmental energy benefits, \*Road Rehabilitation Energy Reduction Guide for Canadian Road Builders\*.](#)

Mr. Franco will contact Fred Hejl (TRB), Frank Lisle (TRB) and Imad Al-Qadi (University of Illinois) regarding the possibility of TRB forming a pavement preservation committee. He will suggest that they consider FHWA ETG members for inclusion in the committee. [\(Attachment\)](#)

The FHWA Pavement and Materials Strategic Plan Focus Areas were distributed.  
(Attachment)

In conclusion, the general consensus was that the PPETG members need to continue to meet, and work on the items noted in the updated Strategic Plan. (Attachment) The panel will meet over the course of 1 ½ days in the future.

The meeting was adjourned at 12:00 pm, on October 30, 2007.