



Preserving America's Transportation Infrastructure

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Associate Administrator for Infrastructure
Federal Highway Administration
Washington, D.C.

November 30, 2004

Midwest Pavement Preservation Partnership



Preserving America's Transportation Infrastructure

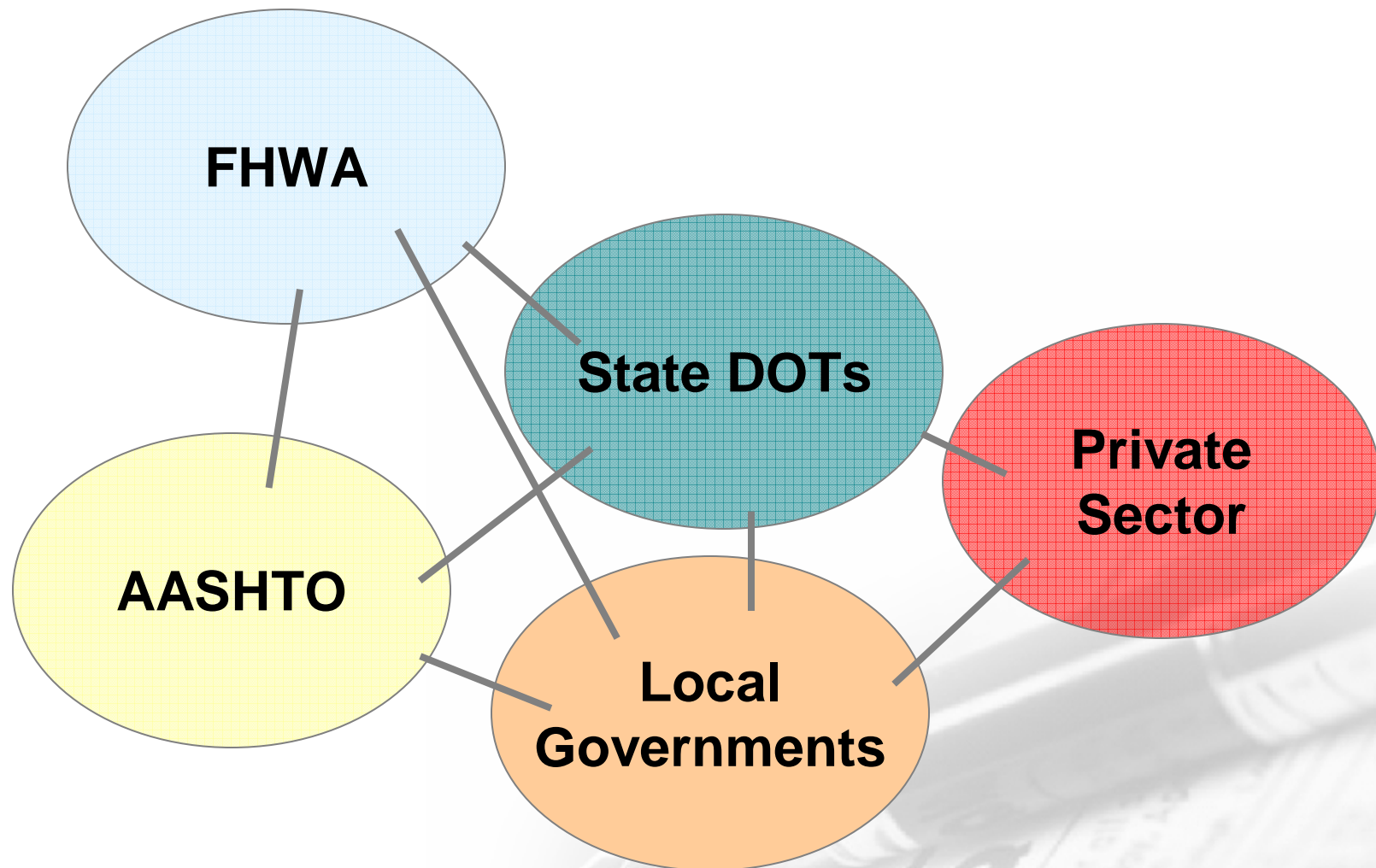
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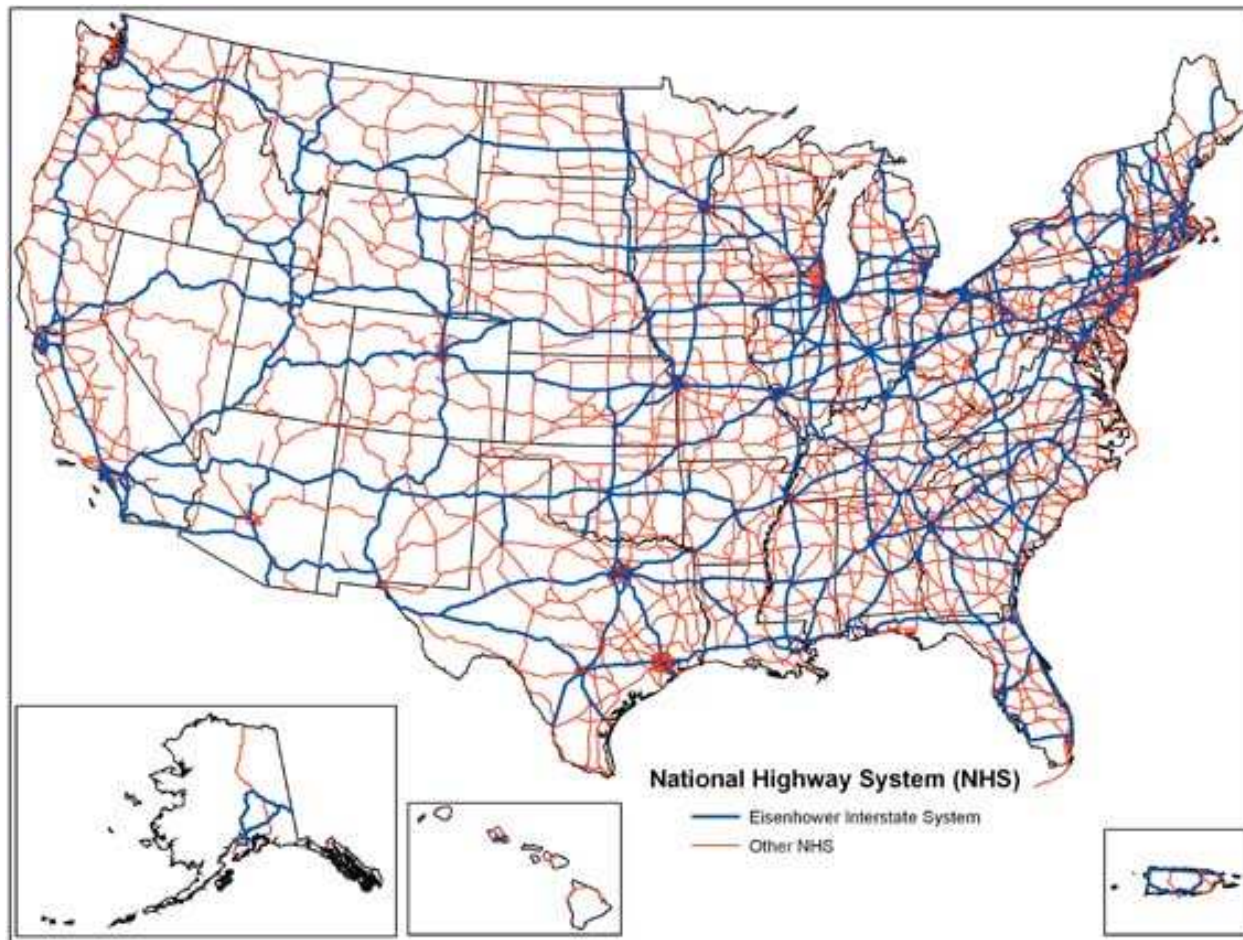
Midwest Pavement Preservation Partnership

Highway Agency Relationships



National Statistics:

3,963,262 miles of Roads
590,685 Bridges



Stay Out of the Mud!



Washington-Richmond road, 1919
NMAH, Archives Center, API Collection



U.S. Department of Transportation
Federal Highway Administration

Challenges

Congestion



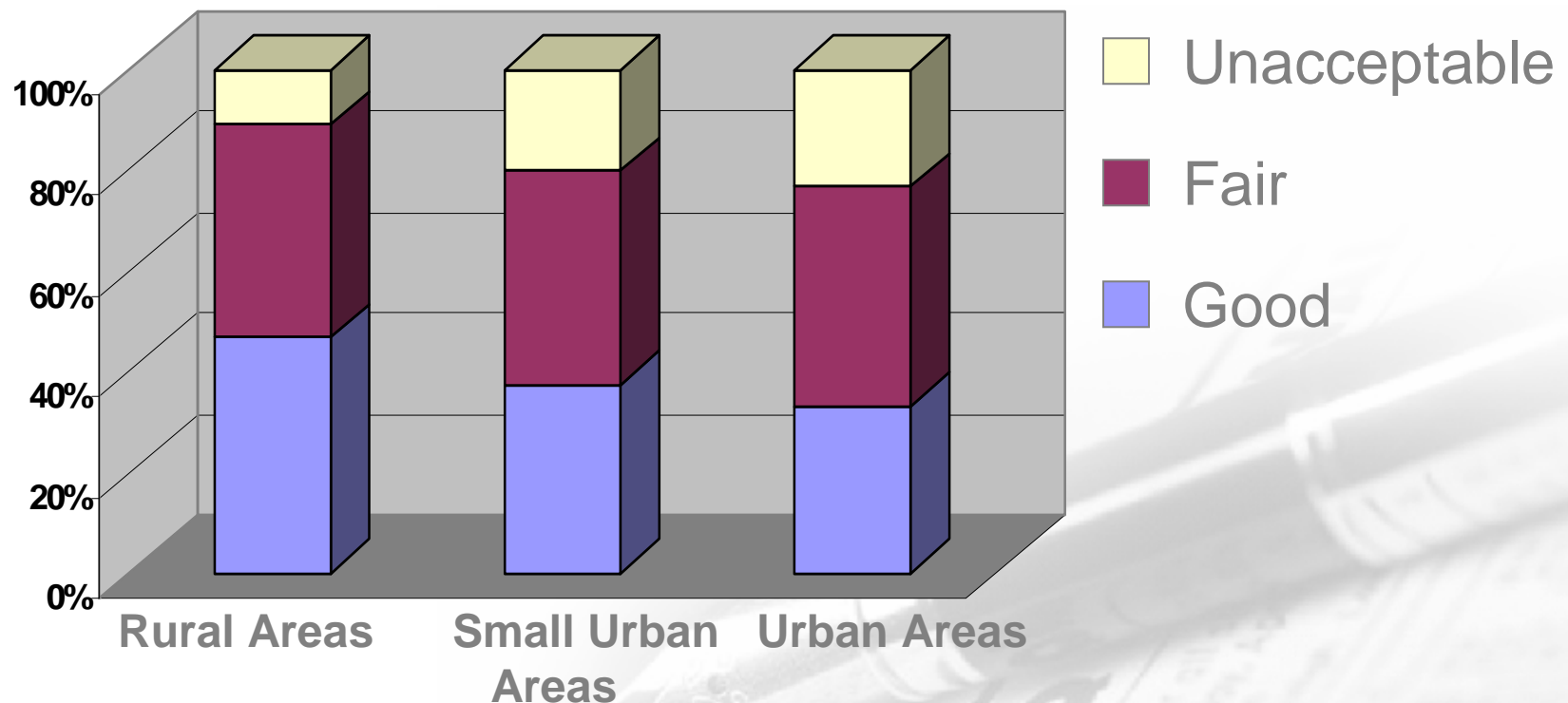
Aging
Infrastructure



Freight
Movement

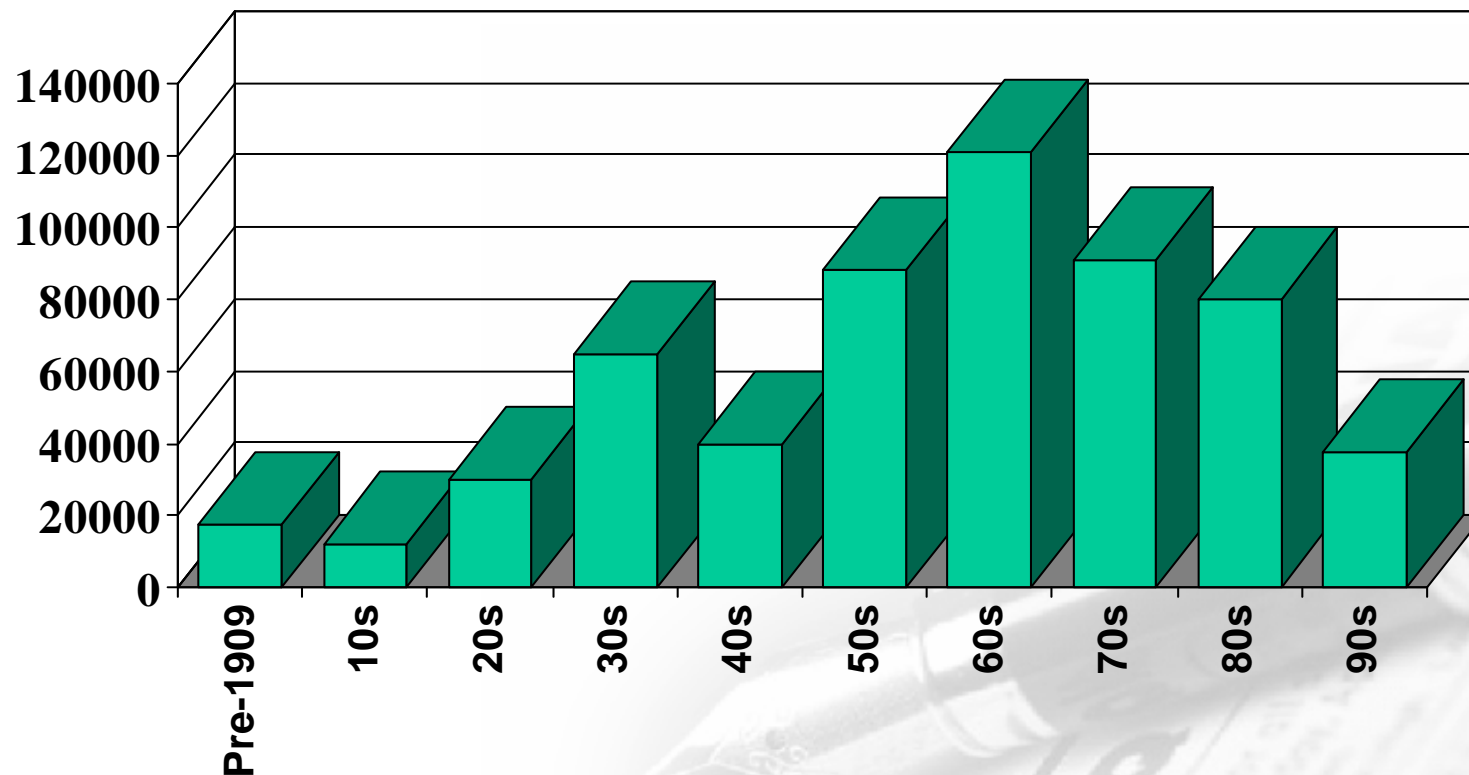
Pavements in the U.S.

2,523,468 miles of paved roads.
43.5% are in "good" condition
14% are in "unacceptable" condition



Bridges in the U.S.

590,685 Bridges in National Bridge Inventory
14.1% are structurally deficient
13.8% are functionally deficient



Bridge Construction by Decade



Lincoln Tunnel - New York, NY

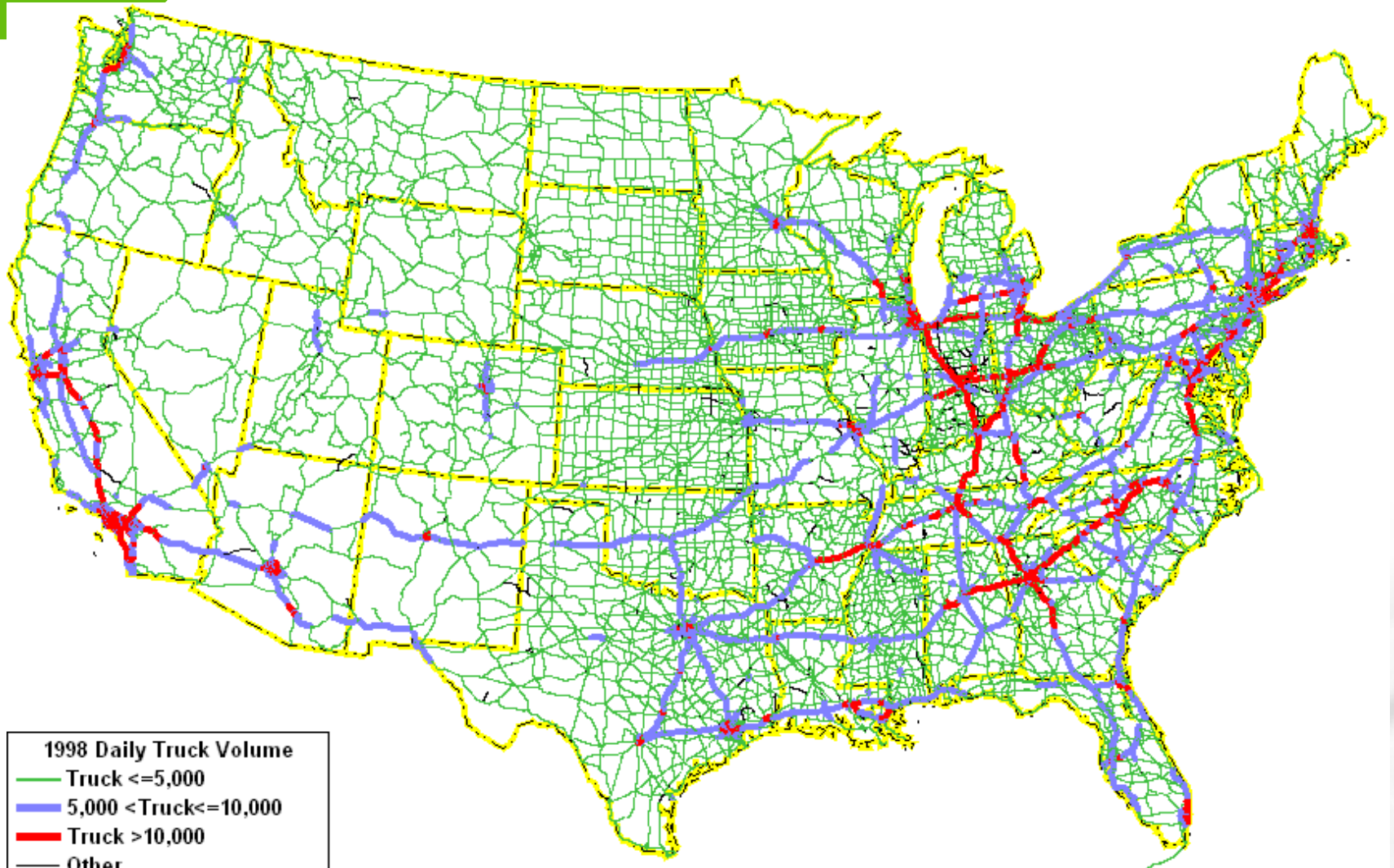
Congestion

78% Increase in Vehicle Travel
2% Increase in Lane Miles
1% Increase in Road Miles



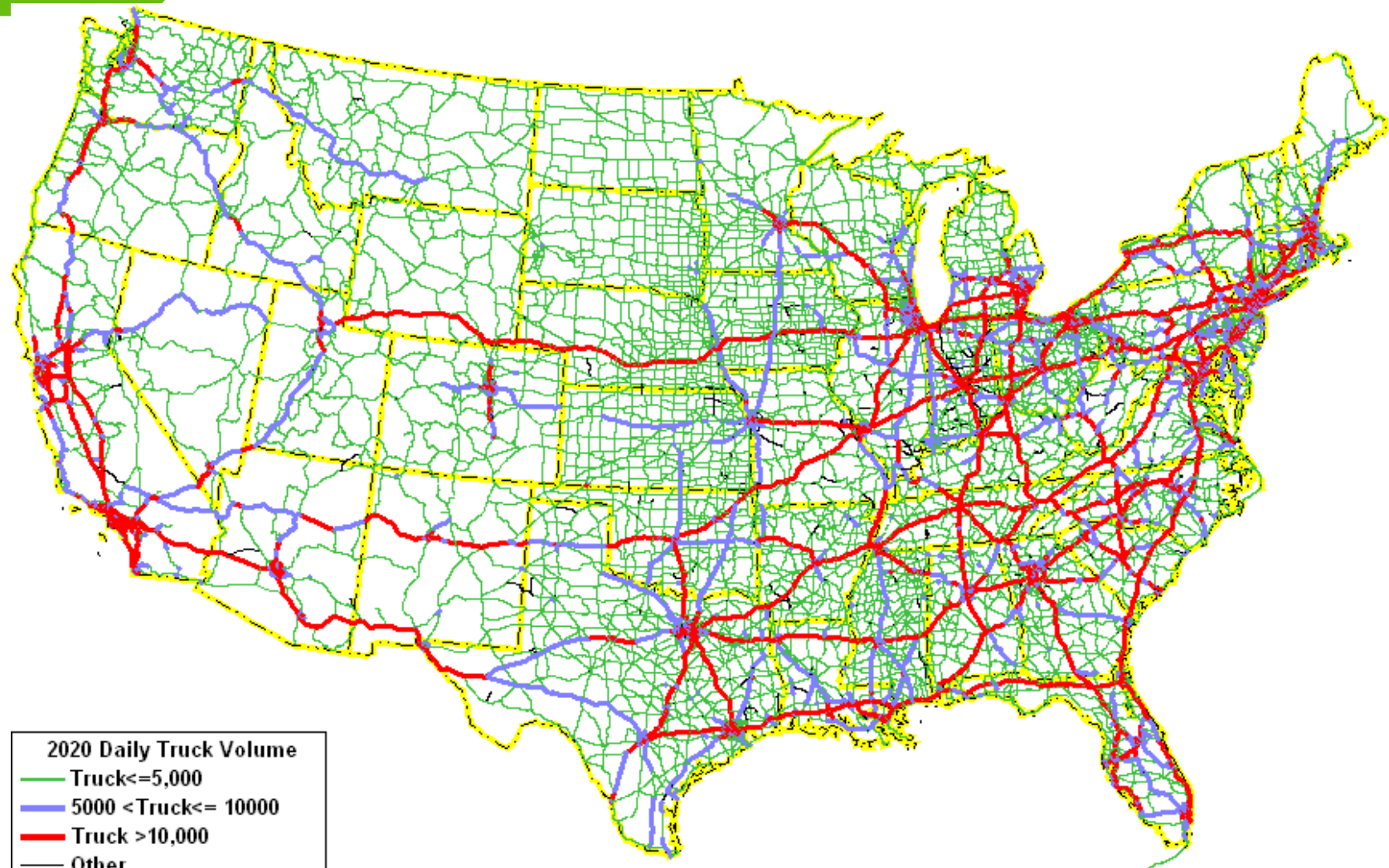
U.S. Department of Transportation
Federal Highway Administration

Truck Volumes - NHS - 2000



Battelle, February 25, 2002

Truck Volumes in 20 years



2020 Daily Truck Volume

- Truck $\leq 5,000$
- $5,000 < \text{Truck} \leq 10,000$
- Truck $> 10,000$
- Other

0 100 200 300

Miles

Battelle, February 25, 2002



U.S. Department of Transportation
Federal Highway Administration

Other Challenges

- Increased financial demands and down-sizing of public agencies
- Highway users - our customers - identified improved “pavement conditions” and reduction of traffic delay as top priorities

7 Biggest Cost Items:

Pavements
Structures
Corridor Projects
Interchanges
Widening
New Highways
Mega Projects



Old Approach

- **Limited Preservation**
- **Underestimated Traffic, Loads, Costs**
- **Use Locally Available Materials**
- **Repaired Worst First**
- **Design for Lowest Initial Cost**
- **Limited Design Life**
- **Limited Economic Analysis**
- **Insufficient Funds**

The Old Approach



Worst First is NOT the Best Policy

New Approach Asset Management



**Assuring the Infrastructure is there
for Mobility**

Asset Management

A strategic approach to maximizing the benefits from resources used to operate, expand, and preserve the transportation infrastructure.

Asset Management

- Network-wide
- Use Economic Principles
- ***Preservation First***
- Integrate Programs
- Concentrate on Corridors
- Define Design Life in terms of Traffic

Federal-aid Eligibility

- October 8, 2004 Memorandum on Preventive Maintenance Eligibility
- <http://www.fhwa.dot.gov/preservation/100804.htm>

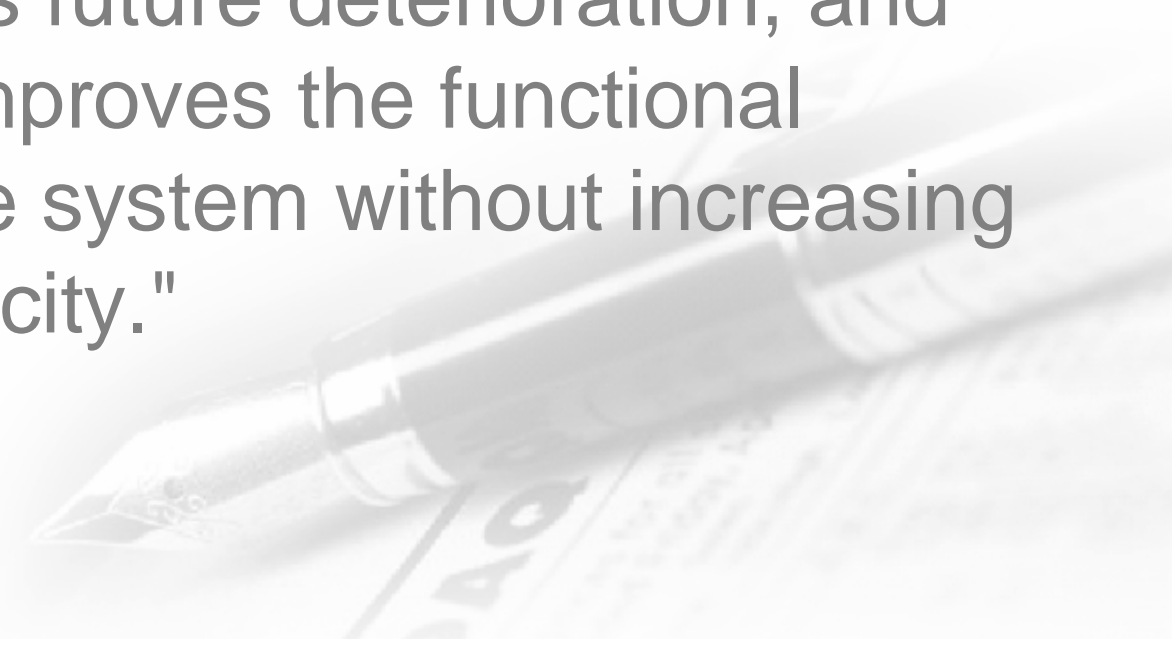




AASHTO Definition

Preventive Maintenance:

“A planned strategy of cost effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without increasing structural capacity.”



Eligible Activity Examples

- **Roadway Activities:**

- Crack Sealing and Joint Repairs
- Seal Coats (fog seals, slurry seals, chip seals)
- Pavement Patching and Thin Overlays
- Shoulder Repair
- Restoration of Drainage Systems,

- **Bridge Activities:**

- Seismic Retrofit
- Scour Countermeasures
- Painting.

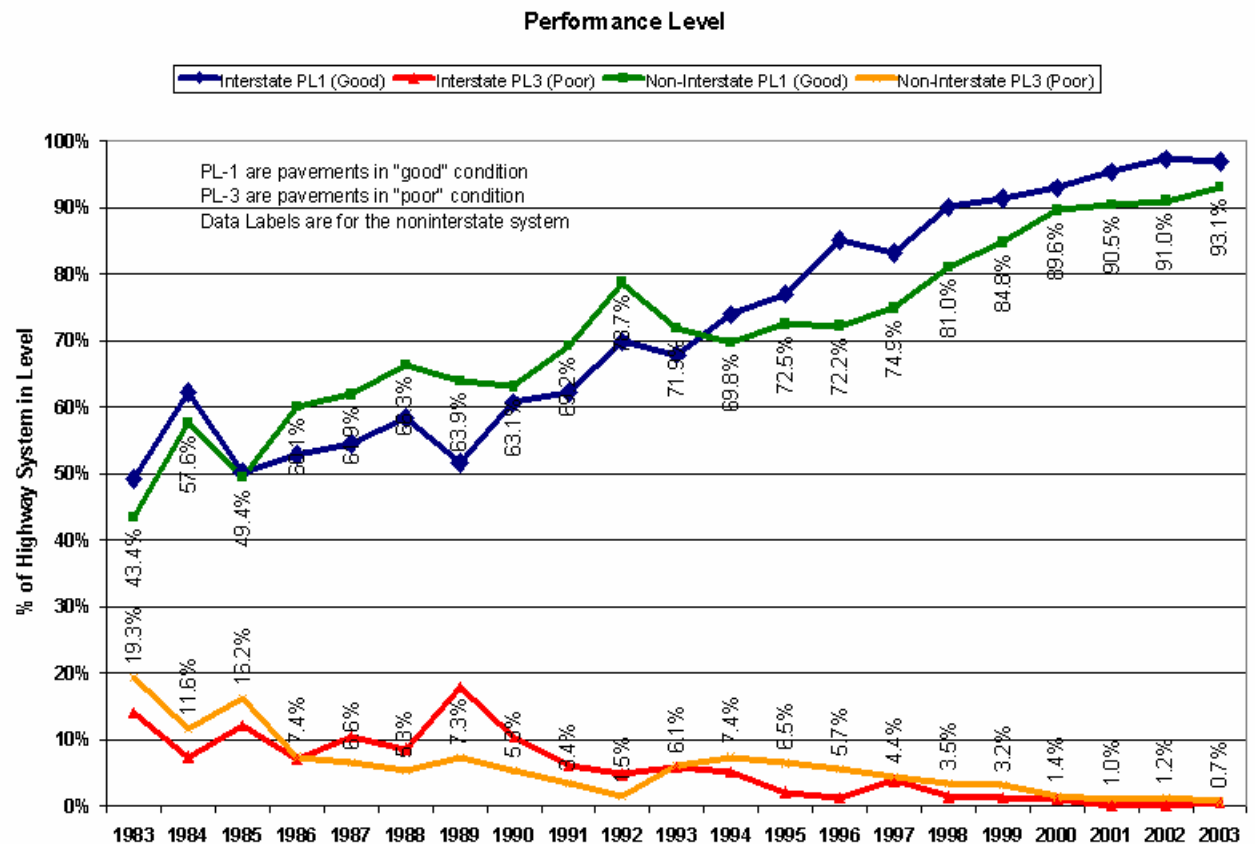


A Priority for Preservation

- Meet the customers' demands
- Make existing capital investments last longer
- Stretch available funding
- Reduce the frequency of costly, time consuming, traffic disrupting rehabilitation/reconstruction projects

Preservation and Asset Management

won't bring short-term glory,
but they *will* bring long-term satisfaction!



Questions?

The End

