Breakout Session 3

Question 11
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• When faced with a backlog of deferred maintenance and rehabilitation, what are approaches that a road owning agency can take to consider environmental impacts?
  – How much of a conflict is there?
• What are potential synergies?
Group 1

• Facilitator
  – I. Al-Qadi

• Members:
  – H. Dylla
  – B. Almaayoof
  – G. Elkins
  – H. Larsen

  – R. Henkensiefken
  – M. Nobakht
  – A. Farina
  – X. Xu
  – S. Pincelt
Q11: Approaches a road owning agency can take to consider environmental impacts when faced with a backlog of deferred maintenance and rehab

• Optimize sustainability and performance
  – Warm mix with RAP
  – Fly ash in concrete

• Evaluate the financial/environmental impact of an action: including doing nothing
Group 2

• Facilitators
  – H. Ozer
  – A. Saboori

• Members:
  – G. Ahlstrom
  – O. Hasan
  – A. Brown
  – T. Wilson
  – E. Coleri
  – F. Farshidi
  – J. Mack
  – M. Lanotte
  – R. Geisen
Q11

• Group generally thinks that this is a very difficult situation

• Several alternatives discussed as an approach:
  – To make options available for agencies
  – Performing network level assessment and multi criteria decision making process to prioritize needs and facilitate system wide planning
Q11

• Conflict between accessibility, mobility, and sustainability
  – Proper assessment tools are needed for an agency to make a decision to solve this dilemma

• Maintaining an average acceptable level of service becomes a critical question for the agency
  – Societal impacts can also be included in analysis and planning