

Breakout Session 3

Question 11



Question 11

- 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