



1 HOUSE RESOLUTION

2 WHEREAS, Proper pavement preservation & maintenance has
3 recently gained national attention as a critical part of any
4 comprehensive plan to maintain highway systems; and

5 WHEREAS, The American Association of State Highway and
6 Transportation Officials (AASHTO) defines preventive
7 maintenance as "the planned strategy of cost effective
8 treatments to an existing roadway system that preserves the
9 system, retards future deterioration, and maintains or
10 improves the functional condition of the system"; and

11 WHEREAS, The National Center for Pavement Preservation
12 (NCP) was opened in October of 2003, with the mission of
13 promoting sensible pavement preservation strategies
14 nationwide; and

15 WHEREAS, On October 8, 2004, the Federal Highway
16 Administration put out a policy memorandum titled Preventive
17 Maintenance Eligibility that stated the following: "Timely
18 preventive maintenance and preservation activities are
19 necessary to ensure proper performance of the transportation
20 infrastructure. Experience has shown that when properly
21 applied, preventive maintenance is a cost effective way of
22 extending the service life of highway assets and therefore is
23 eligible for Federal-Aid funding. By using lower-cost system
24 preservation methods, States can improve system conditions,
25 minimize road construction impacts on traveling public, and
26 better manage their resources. Preventive maintenance offers
27 State DOT's a way of increasing the return on their
28 infrastructure investment"; and

29 WHEREAS, The treatments and activities commonly defined as
30 preventive maintenance include: joint repairs, crack seals,
31 pavement patching, and thin surface treatments such as

1 chip-seals, ultra-thin hot-mix, and micro-surfacing; and

2 WHEREAS, The NCPP along with AASHTO have published studies
3 showing that every dollar spent on preventive maintenance saves
4 the user agency six dollars down the line in rehabilitation and
5 reconstruction costs; and

6 WHEREAS, The Foundation for Pavement Preservation, a
7 non-profit consortium of industry and government groups,
8 conducted a study that showed the State of Michigan, by
9 implementing a comprehensive preventive maintenance program
10 just seven years ago, was able to spend approximately \$800
11 million less to achieve current pavement conditions;
12 therefore, be it

13 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE
14 NINETY-FOURTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, that
15 we encourage furthering the effort to create a comprehensive
16 pavement preservation and maintenance plan in Illinois; and be
17 it further

18 RESOLVED, That we commend the Illinois Department of
19 Transportation and the Illinois State Toll Highway Authority
20 for initiating Illinois' first full-scale pavement
21 preservation plan; and be it further

22 RESOLVED, That suitable copies of this resolution be
23 delivered to the Secretary of Transportation and the Chairman
24 of the Illinois State Toll Highway Authority.