3 **Strategic Planning for Pavement Preventive Maintenance: Michigan Department of Transportation’s “Mix of Fixes” Program**

*Larry Galehouse*

Michigan’s pavement maintenance program uses a “mix of fixes” approach, combining reconstruction, rehabilitation, and preventive maintenance—with the emphasis on preventive maintenance—to meet public expectations of safe, smooth, and well-maintained roads. By applying cost-effective treatments to correct minor pavement deficiencies before problems become major, the state is able to extend pavement service life and optimize available funds to meet network condition needs.

9 **Arkansas’ Interstate Rehabilitation Program: Research, Planning, and a Healthy Dose of Innovation**

*Farrell Wilson*

Faced with the task of repairing 60 percent of the state’s Interstate highways, the Arkansas State Highway and Transportation Department developed an innovative, comprehensive approach. Research, planning, and best practices have been hallmarks of the Interstate Rehabilitation Program, which has gained the necessary financing, improved rehabilitation methods, and launched an award-winning public information campaign.

13 **2002 TRB Annual Meeting Highlights**

With a program greatly expanded to include sessions spotlighting transportation security and featuring news-making presentations on policy developments and directions by the U.S. Department of Transportation Secretary and modal administration leaders, TRB’s 2002 Annual Meeting drew a record number of attendees to Washington, D.C. Photographs and brief reports offer a glimpse of the high-energy sessions and collegial interactions.

31 **New TRB Special Report**

**The Federal Role in Highway Research and Technology: Time for a Change of Direction**

*Walter J. Diewald*

The Federal Highway Administration’s research and technology program should focus on fundamental, long-term research aimed at achieving breakthroughs in understanding transportation-related phenomena, according to a TRB study. The Research and Technology Coordinating Committee examined the FHWA program’s focus and activities in the context of the needs of the nation’s highway system and of the roles and activities of other highway research programs.

35 **New TRB Special Report**

**A Process for Setting, Managing, and Monitoring Environmental Windows for Dredging Projects**

*Kris A. Hoellen*

Environmental windows are periods in which the adverse environmental impacts of dredging a waterway and disposing of the dredged materials can be reduced below critical thresholds. A joint study committee of the TRB–Marine Board and the National Research Council’s Ocean Studies Board has developed a template for a systematic process to achieve greater consistency, predictability, and reliability in decision making about setting, managing, and monitoring environmental windows for federal dredging projects.
features articles on innovative and timely research and development activities in all modes of transportation. Brief news items of interest to the transportation community are also included, along with profiles of transportation professionals, meeting announcements, summaries of new publications, and news of Transportation Research Board activities.

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CORRECTION

Jane E. Lappin of the John A. Volpe National Transportation Systems Center should have been credited specifically as a member of the task force that defined, secured, and produced the feature articles for the special issue on Intelligent Transportation Systems (TR News, January–February 2002), under a charge from the TRB Committee on Intelligent Transportation Systems. This task force included Steven Shladover, Partners for Advanced Transit and Highways, as Chair; and William Johnson, Consultant, Ottawa, Canada; and Jane Lappin, Volpe National Transportation Systems Center, as members. Richard J. Weiland, Weiland Consulting Co., is Chair of the TRB Committee on Intelligent Transportation Systems.

COMING NEXT ISSUE

What role does the public play in transportation decision making? In the next issue, transportation professionals will examine some of the ideas and techniques used by today's practitioners. The accounts of those using these techniques reinforce the critical importance of building an informed public consent—not designing and implementing projects in a vacuum—to deliver a transportation system for the 21st century.