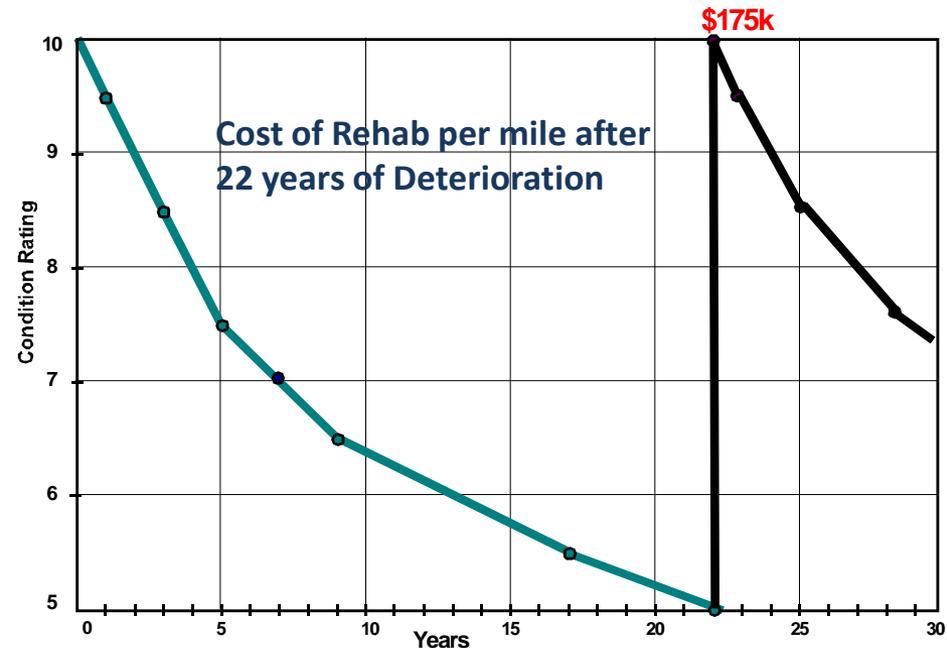
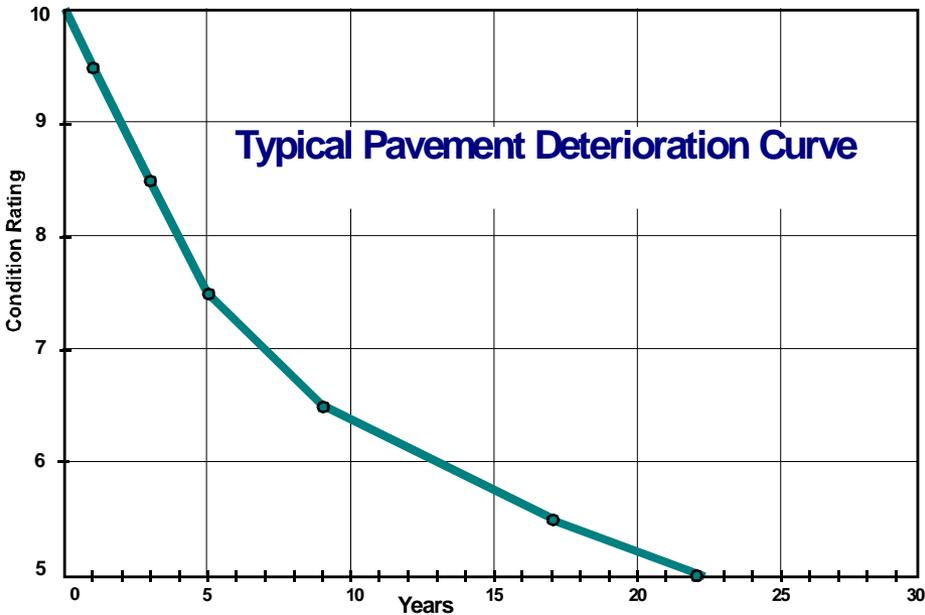


Annual Pavement Management Program

Comparative Costs of Pavement Management System vs Road Rehabilitation at End of Useful Life



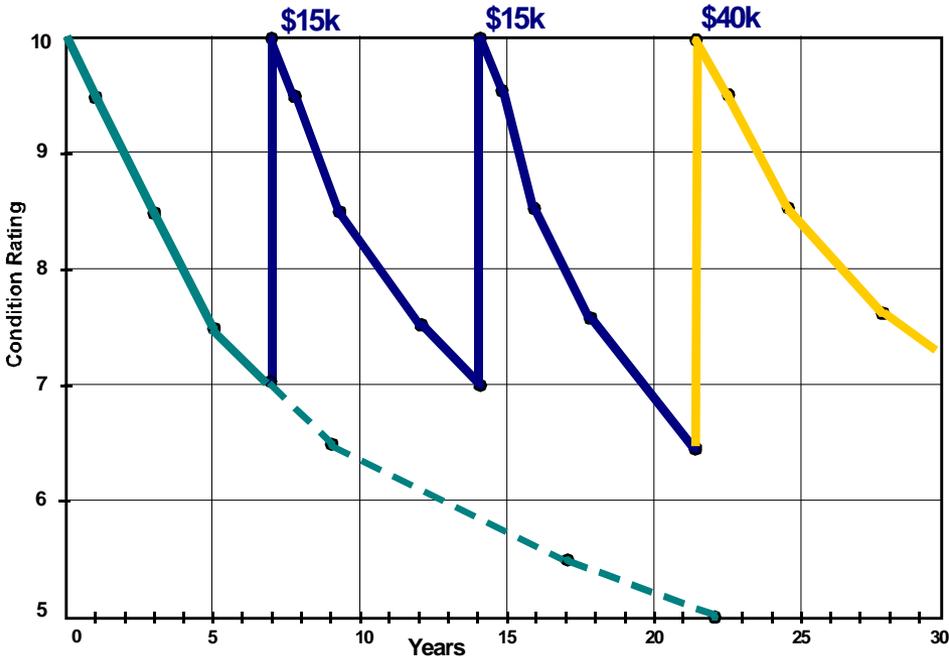
- This is a typical deterioration curve for a flexible or overlaid pavement.
- A pavement starts off in perfect condition at a rating of #10 and if no maintenance is done to the pavement, it will reach Poor condition (rating #5) in about 22 years.

- If we did nothing to that same pavement for 22 years and let it deteriorate to Poor condition (rating #5), we now must do a rehab project that conservatively will cost us \$175K a lane mile or approximately \$1M for a 2.86 mile stretch of two-lane road.
- This requires that the public drive on a road rated at below average (#7) for the last 15 years out of 22 years.

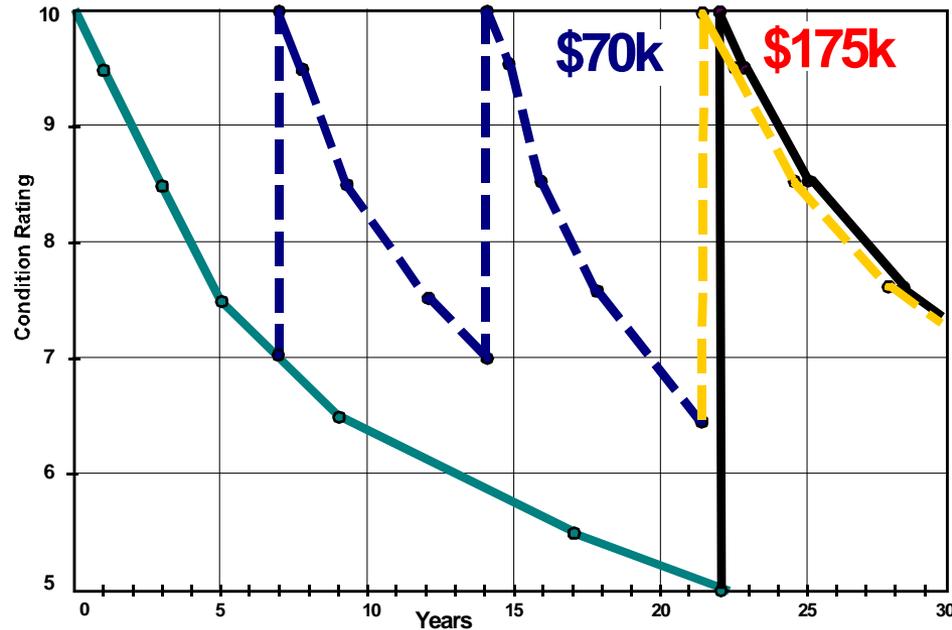
Annual Pavement Management System

Comparative Costs of Pavement Management System vs Road Rehabilitation at End of Useful Life

Cost Comparison between Three, 7-year Treatments and One, 22-year Treatment



- Cost of 3 Surface Treatments after @ 7 years Deterioration (in Years 7, 14, and 22) equals approximately \$70K per lane mile.
- Public has been driving on pavement that has been maintained in mostly good to very good condition and that has been performing well for all 22 years.
- Much less expensive to maintain, and get much better performance/condition.



- If we did nothing to that same pavement for 22 years and let it deteriorate to Poor condition, we now must do a rehab project that conservatively will cost us \$175K per lane mile.
- While three, 7-year treatments cost only \$70K per lane mile.
- The pavement that was maintained every 7 years spent most of its life in Good to Very Good condition, while for most years the deferred maintained pavement was rated Fair to Poor.
- More frequent Pavement Management work closes lane for only a week or two; total rehab closes road for months or even a season.