

Kent County Road Commission
Pavement Preservation
for the
County Road System

**Midwestern Pavement
Preservation Partnership**

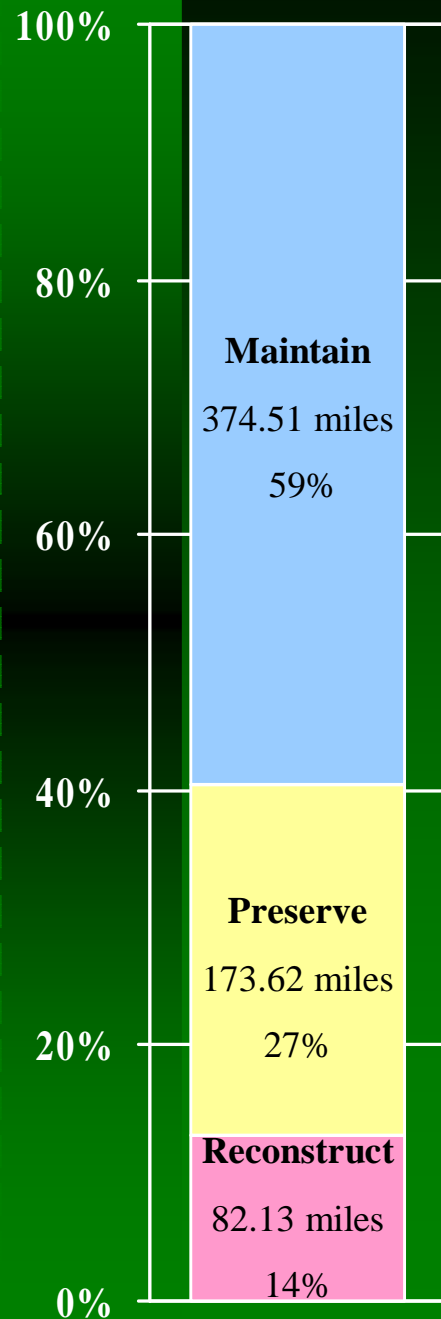
November 30, 2004

Jon Rice, P.E.- Managing Director

KCRC's approach . . .

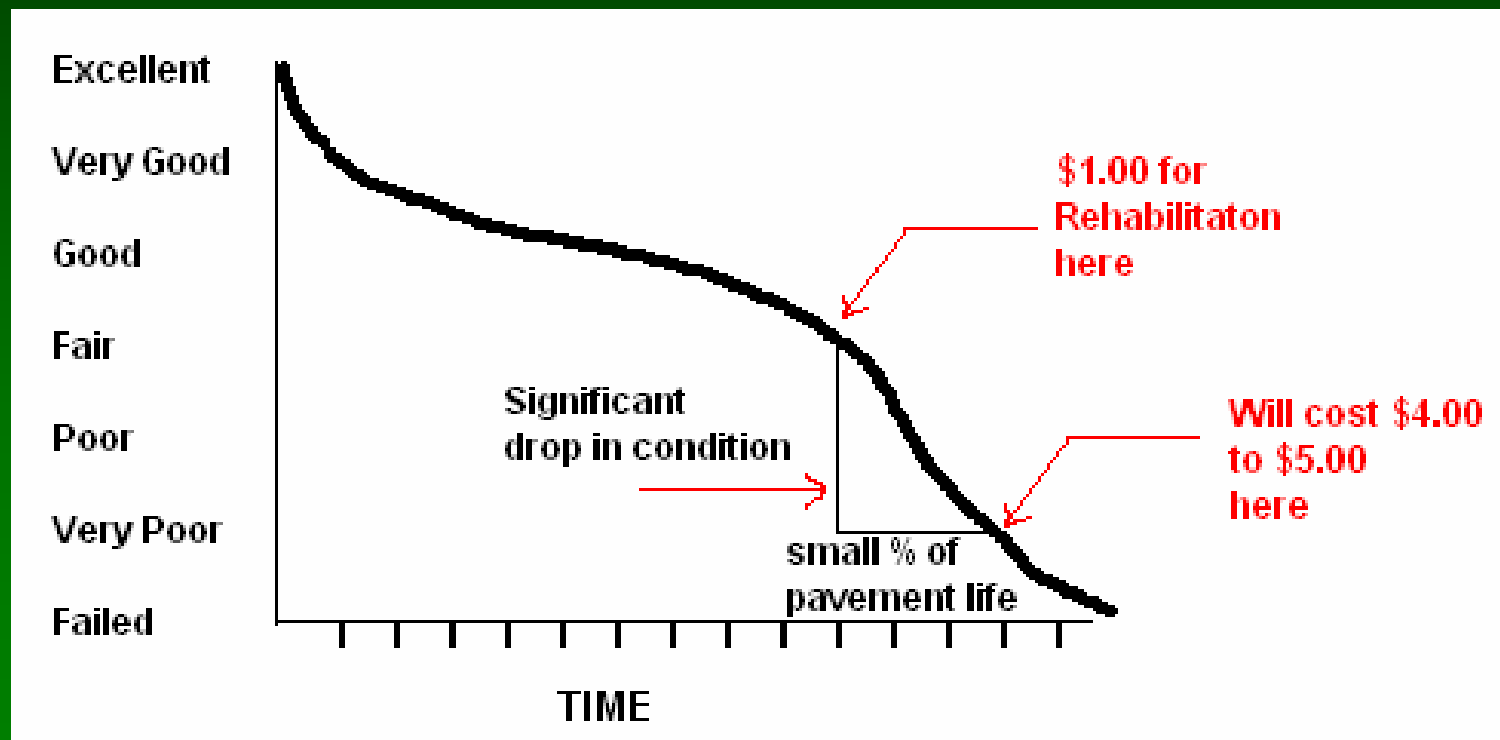
- As major expansion, construction and reconstruction projects are being considered, we need to insure that adequate investments are being made to preserve the overall system at an acceptable level.
- At KCRC this means
 - ✓ Assess annually existing and projected conditions
 - ✓ Forecast the systems level impact of alternative investment scenarios

2003

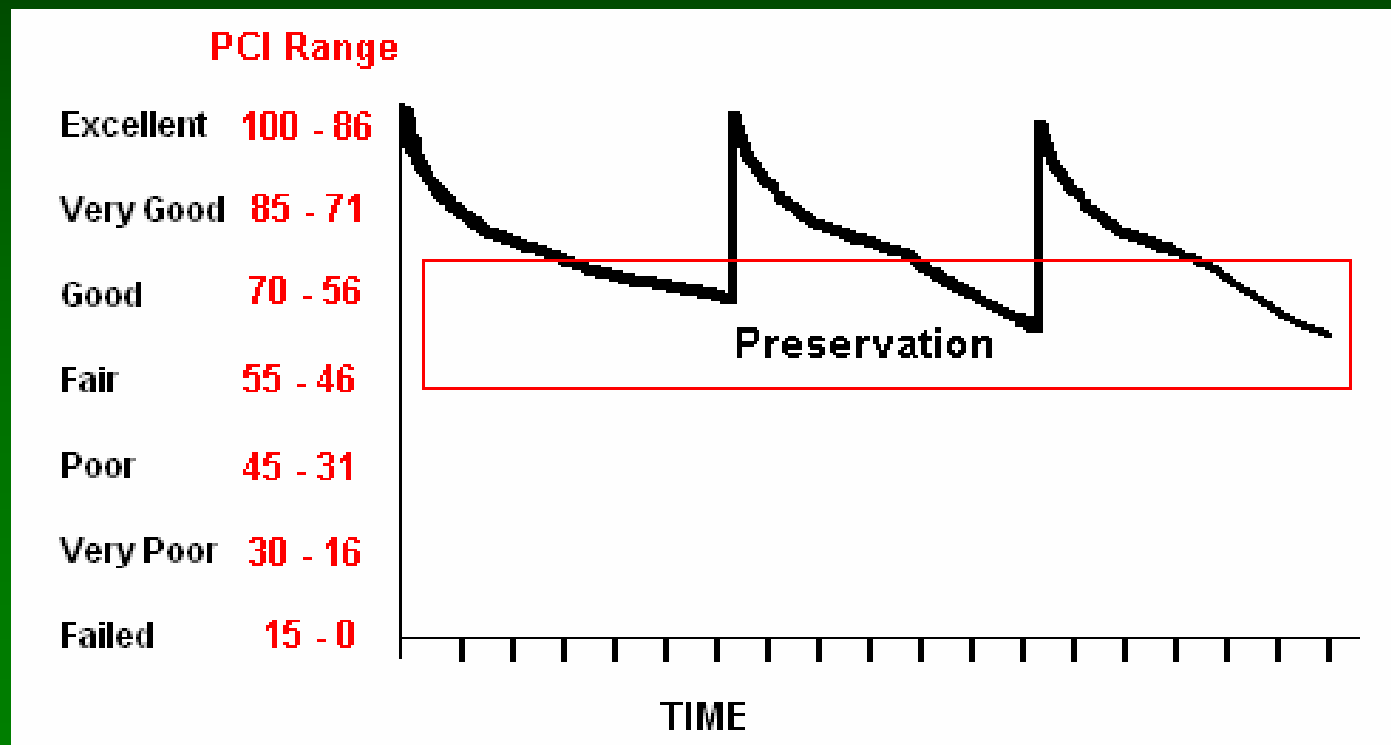


- Are we satisfied?
- Are conditions getting worse or better?
- What is our vision for the future?
- What levels do we want conditions to be.
- What will it cost to sustain or improve condition levels in the future?
- What are the trade-offs with other improvement types?

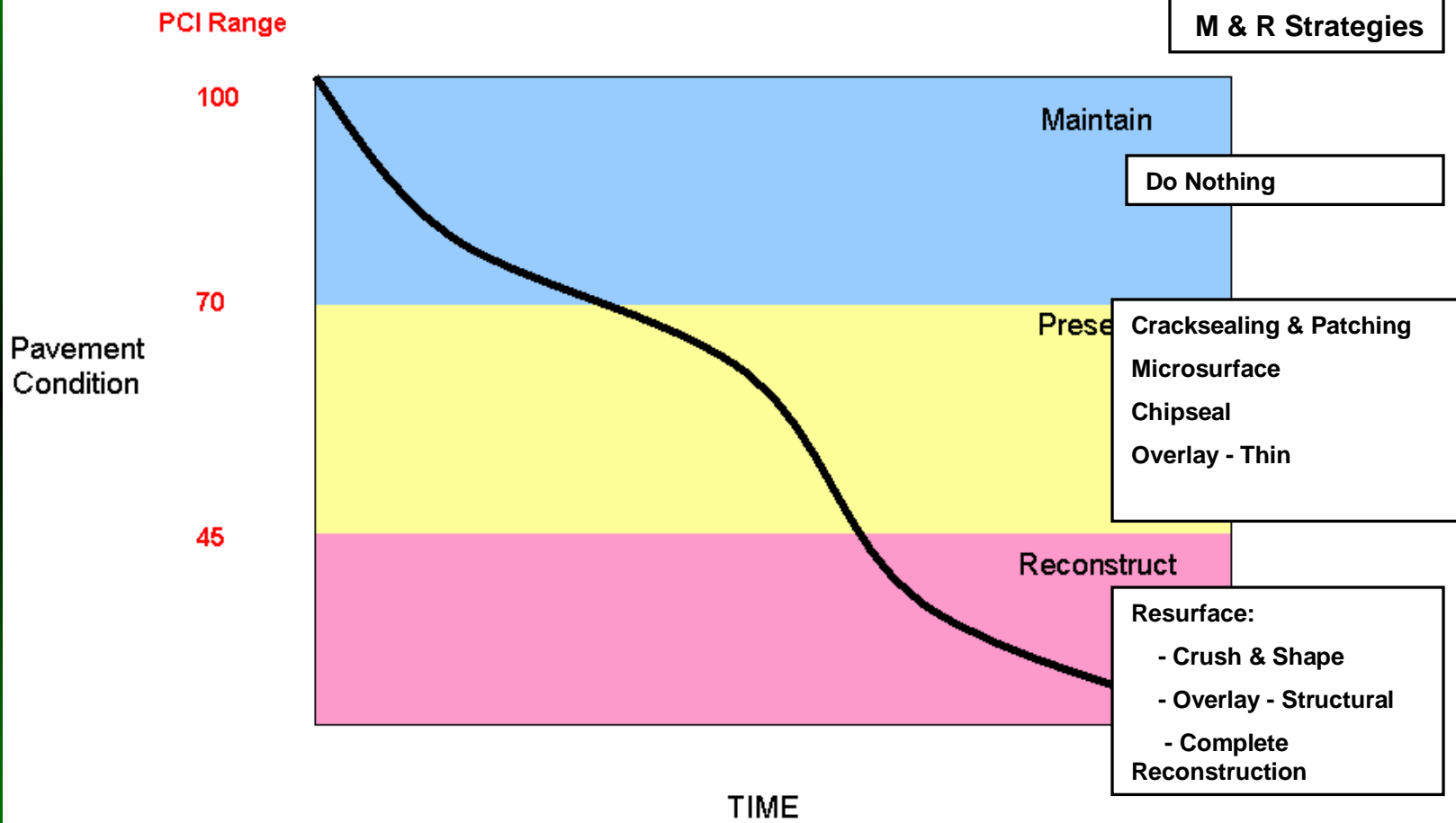
Pavement Condition Life Cycle

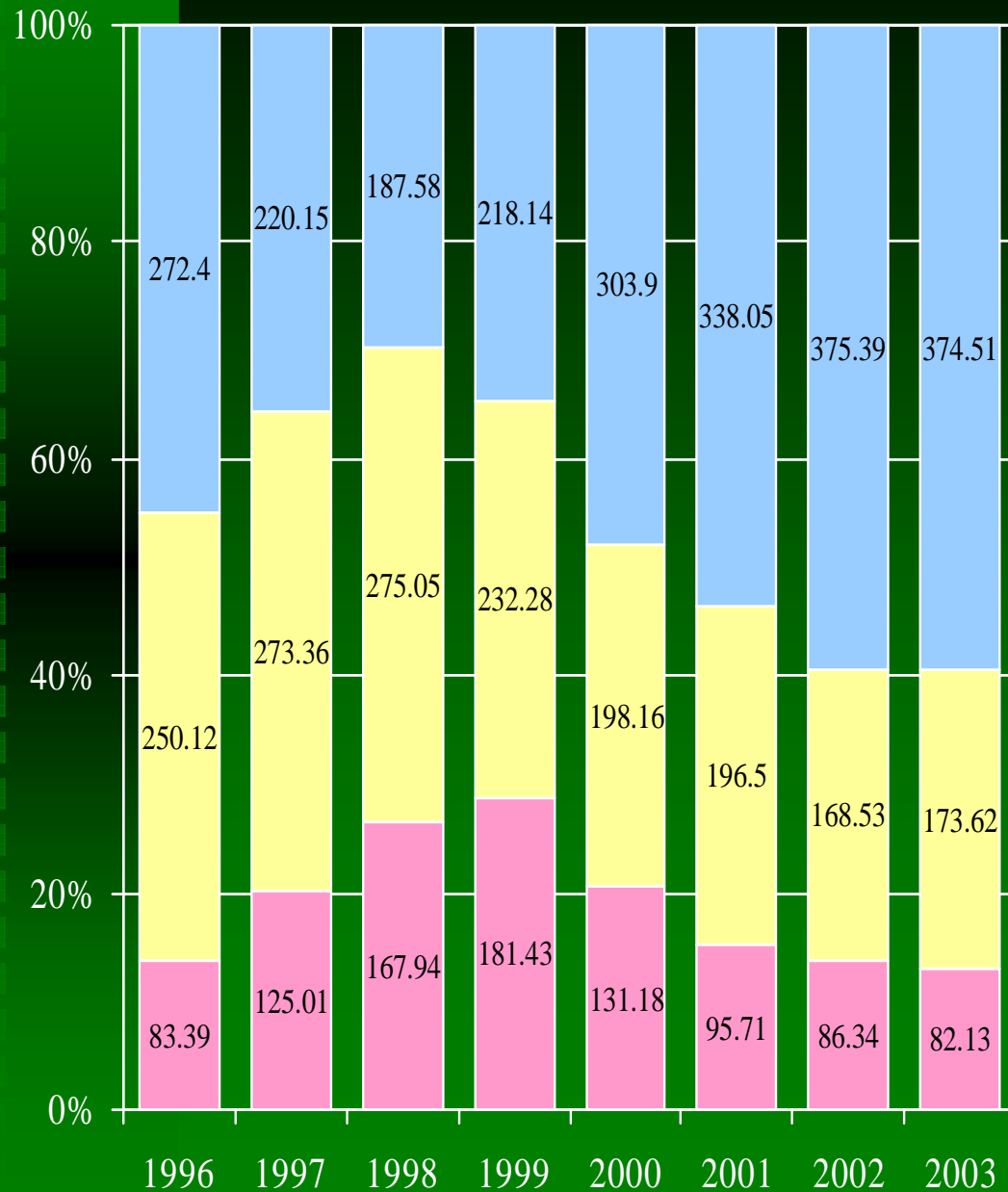


Pavement Management Theory



Pavement Condition Lifecycle

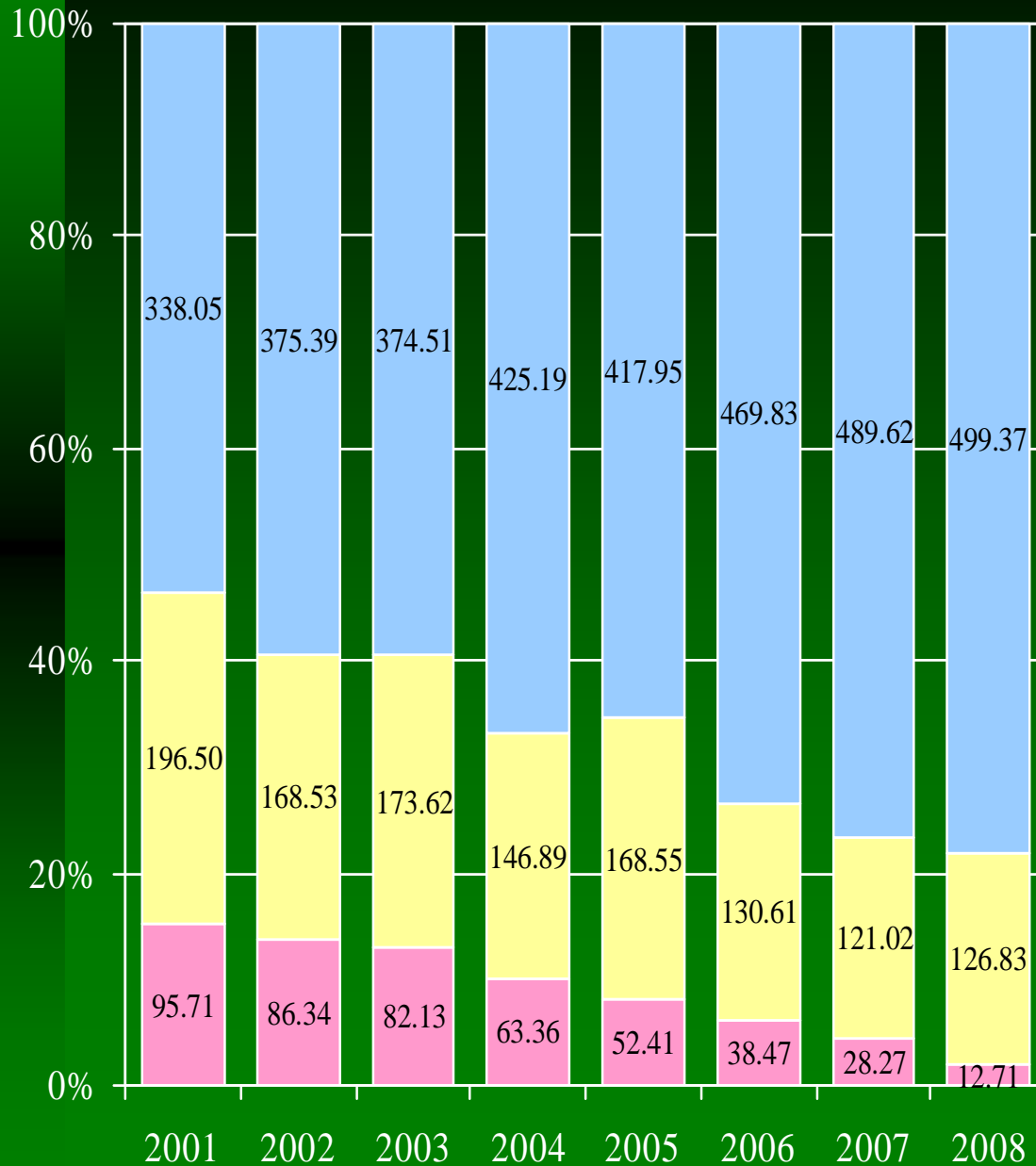




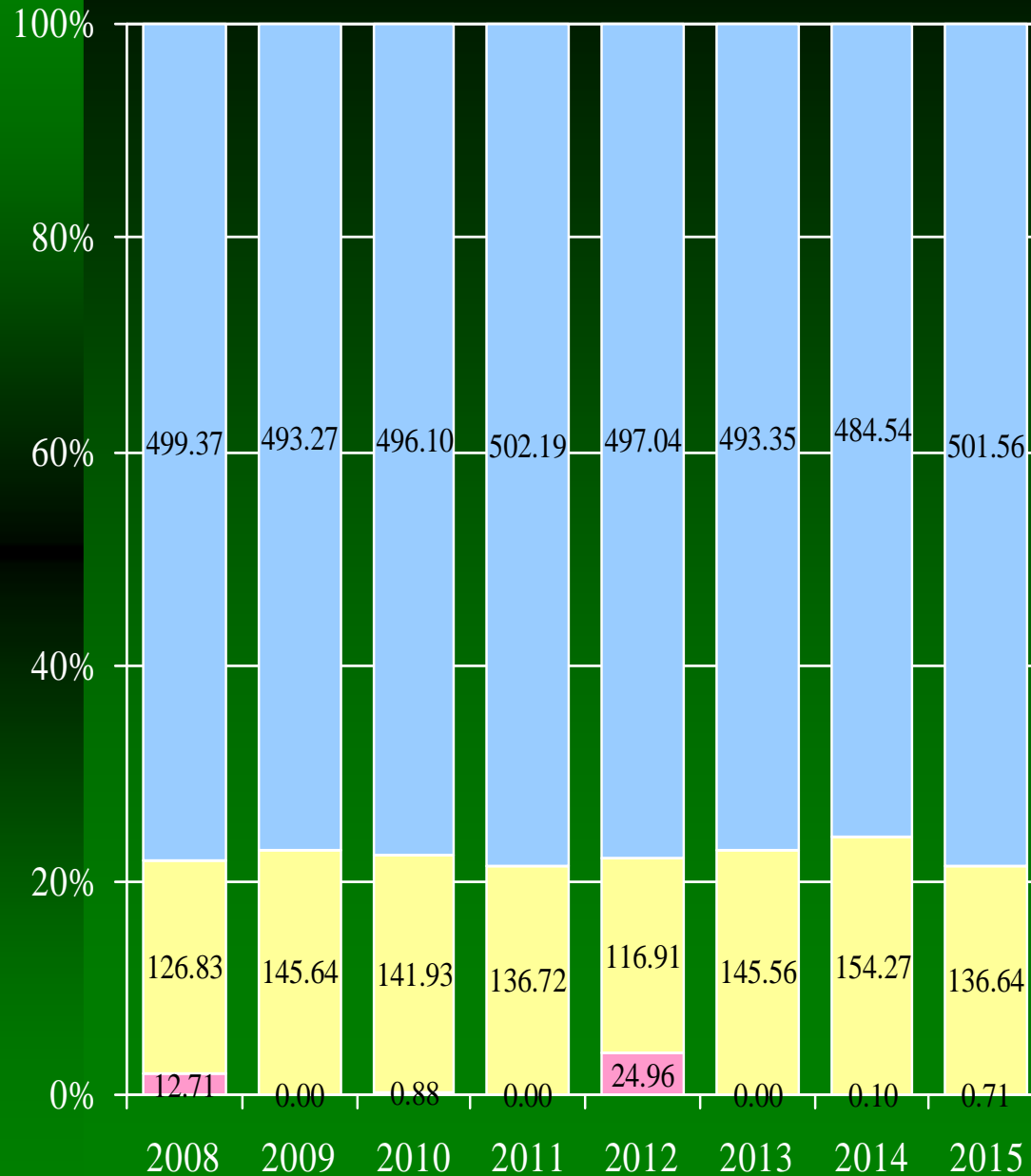
Since 1999, road conditions have improved with increased levels of investment in preservation.

**Average Annual Investment
Primary Roads
1995 - 2003**

	95 - 98	99 - 03
	(millions)	
Construction, Expansion, & Safety	\$6.2	\$3.8
Preservation	\$1.8	\$3.7



Road conditions will continue to improve with increased investment in preservation.



To achieve higher levels of system condition within 10 years, greater levels of investment in preservation work are needed.

Surface Condition

2015 Investment Requirements

Percent Maintain/Preserve	Overlays	Surface Treatments	Total Investment
79/21 (status-quo)	158 miles	596 miles	\$39.8 million
85/15	200	621	\$44.9
90/10	216	665	\$48.5
95/05	232	710	\$51.4