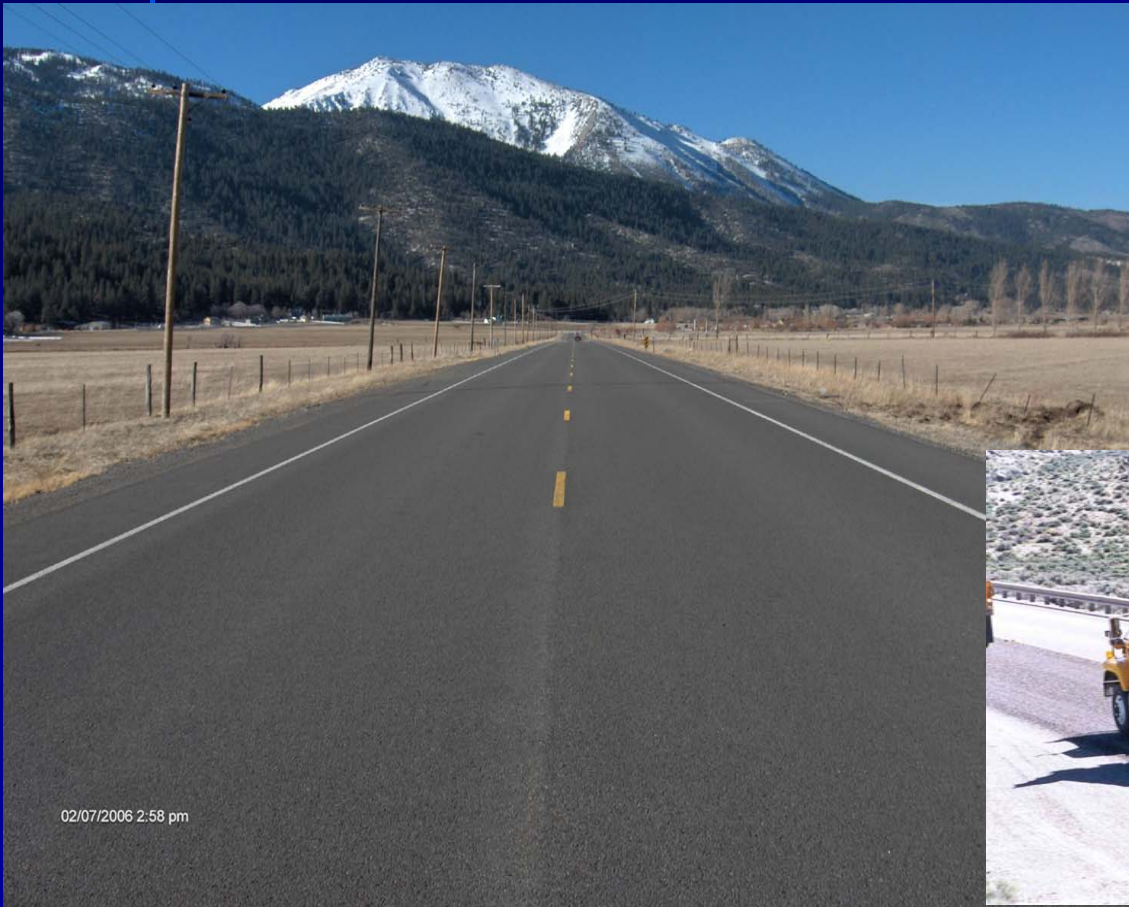


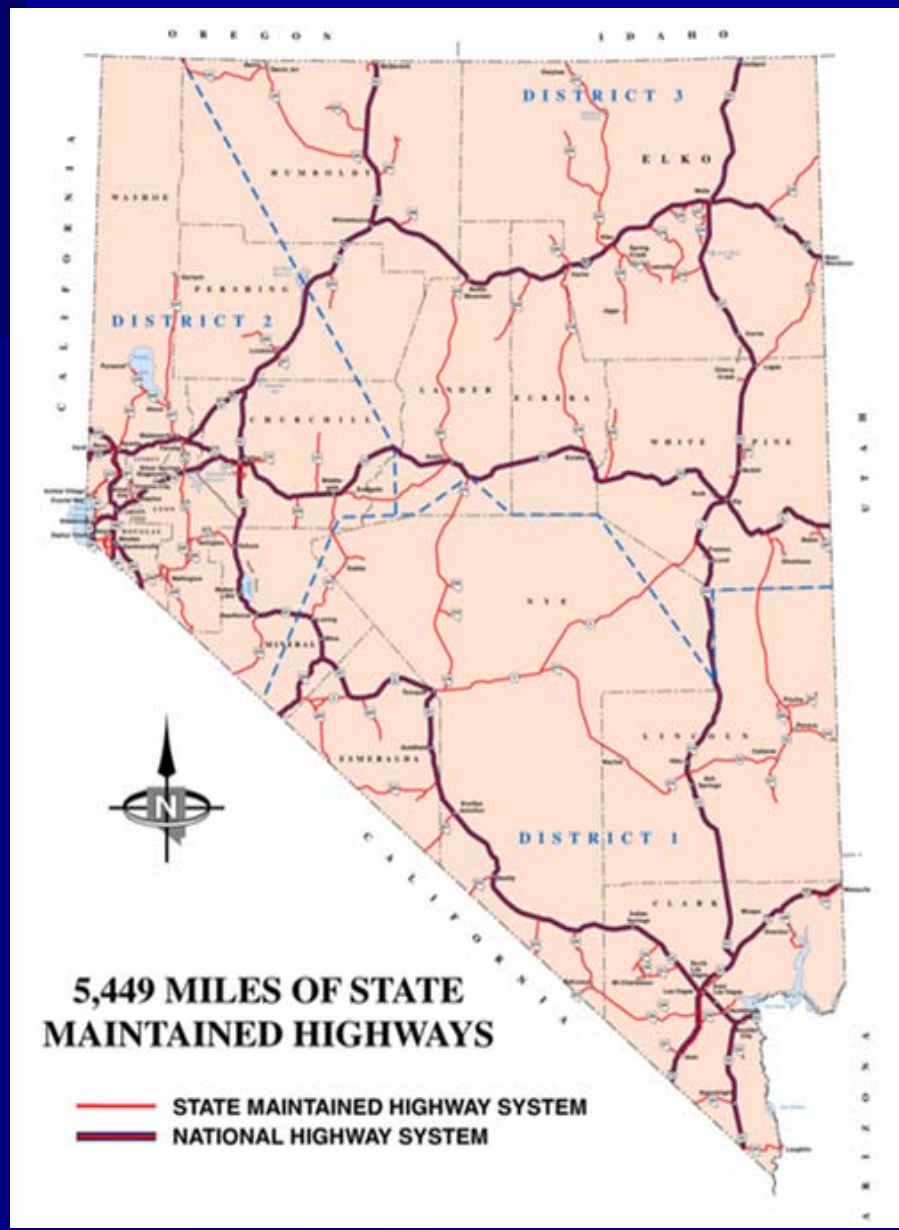
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# Preservation Programs

## \$114 Million / Year

- 3R - \$25M  
Construction Contracts
- Interstate Maintenance – \$40-50M  
Construction Contracts
- District Contracts - \$11  
Smaller Rdwy & Bridge Preservation Projects
- Betterments - \$11-13M  
State Maintenance Forces / Chip Seals , e.g.
- Statewide Maintenance Contracts - \$14M  
Microsurfacing / Cold-In-Place-Recycling

# Rehabilitation Schedule & Costs

Prioritization Category	Two-Directional Traffic	Frequency of Rehabilitation In Years	System Percentage	Annual Reactive Cost	Annual Proactive Cost	Cost Difference
1	CONTROLLED ACCESS asphalt concrete	8 18	19	\$50M	\$30M	\$20M
2	ESAL > 540 OR ADT > 10,000	10	19	\$42M	\$37M	\$5M
3	540 >= ESAL >405 OR 1600 < ADT <= 10,000 + NHS	12	21	\$30M	\$17M	\$13M
4	405 >= ESAL > 270 OR 400 < ADT <= 1600	15	15	\$14M	\$10M	\$4M
5A	280 < ADT <=400	20	6	\$5M	\$5M	\$0M
5B	120 < ADT <= 280	20	10			
5C	ADT <= 120	20	9			
<b>TOTAL</b>				<b>\$141M</b>	<b>\$99M</b>	<b>\$42M</b>

**Cost of Maintenance Pavement Preservation Treatments**

Treatment	July 1, 2004- June 30, 2005	July 1, 2005- June 30, 2006	July 1, 2006- June 30, 2007	July 1, 2007- April 28, 2008
Chip Seals	\$5,200,581.02	\$5,480,175.51	\$6,152,372.46	\$6,228,827.10
Flush/Fog Seals	\$695,158.54	\$524,863.61	\$245,203.20	\$262,374.88
Scrub Seals	\$160,064.02	\$162,780.21	\$344,948.51	\$328,345.60
Hand Patching	\$232,515.11	\$197,441.41	\$206,262.80	\$174,071.70
Machine Patching	\$351,957.43	\$529,970.45	\$654,440.26	\$499,078.23
Maint. Overlays	\$1,693,563.77	\$2,845,901.44	\$1,834,035.85	\$806,227.00
Crackfilling	\$290,745.03	\$337,089.90	\$533,771.70	\$720,579.36
Micro-surfacing	\$385,646.00	\$551,636.16	\$3,345,345.00	\$3,279,849.50
Cold in place Recycling (Maintenance places Double chip seal)	\$525,427.00	\$965,966.10	\$3,155,147.60	\$3,286,407.32
CIR Awarded for July 2008-June 2009			\$8,697,442.00	
Micro-surfacing Advertised July 2008-June 2009			\$5,765,881.54	

# Areas of Improvement (Lack of Funding Inferred)

- Need to Merge MMS & PMS Data
- Need to Track Rate of Deterioration
- Evaluate Extended Life of Treatments
- No Established PCCP Program
- Inability to Run Tradeoff or Risk Analysis of Multiple Rdwy Segments
- More Emphasis on Preventive Maint.
- Disjointed System – Too Many Players

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