

Kent County Road Commission  
**Pavement Preservation**  
for the  
**County Road System**

**Midwestern Pavement  
Preservation Partnership**

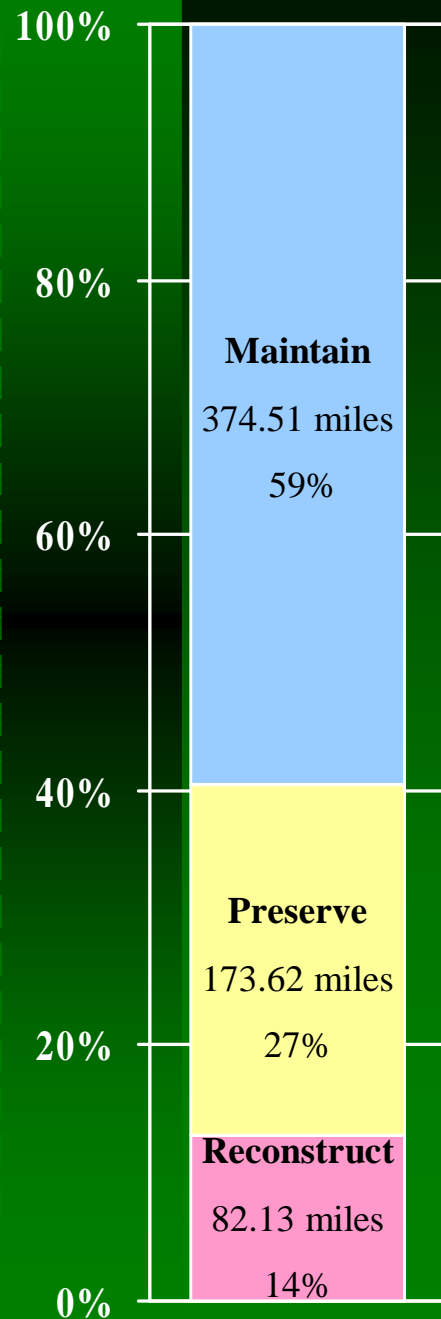
**November 30, 2004**

**Jon Rice, P.E.- Managing Director**

# KCRC's approach . . .

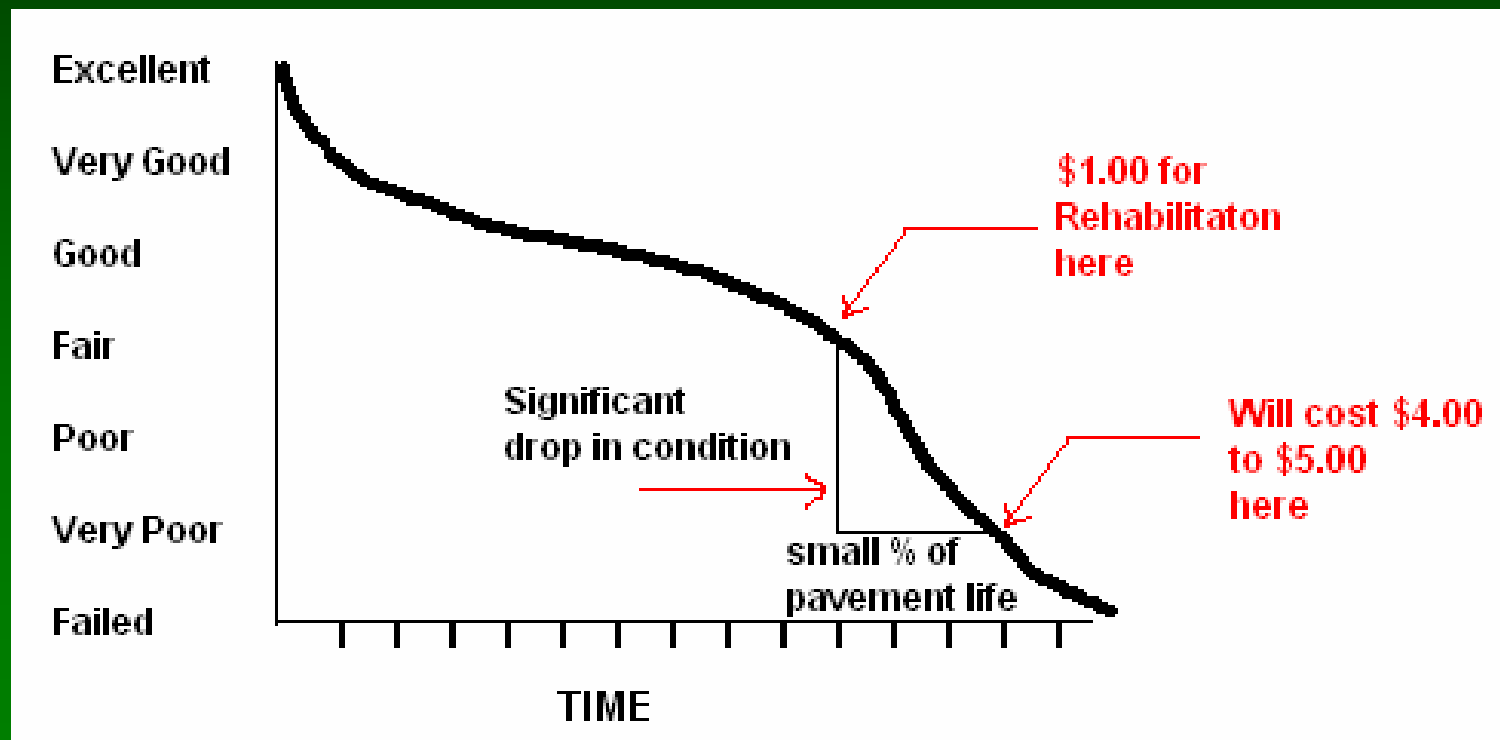
- As major expansion, construction and reconstruction projects are being considered, we need to insure that adequate investments are being made to preserve the overall system at an acceptable level.
- At KCRC this means . . . . .
  - ✓ Assess annually existing and projected conditions
  - ✓ Forecast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

2003

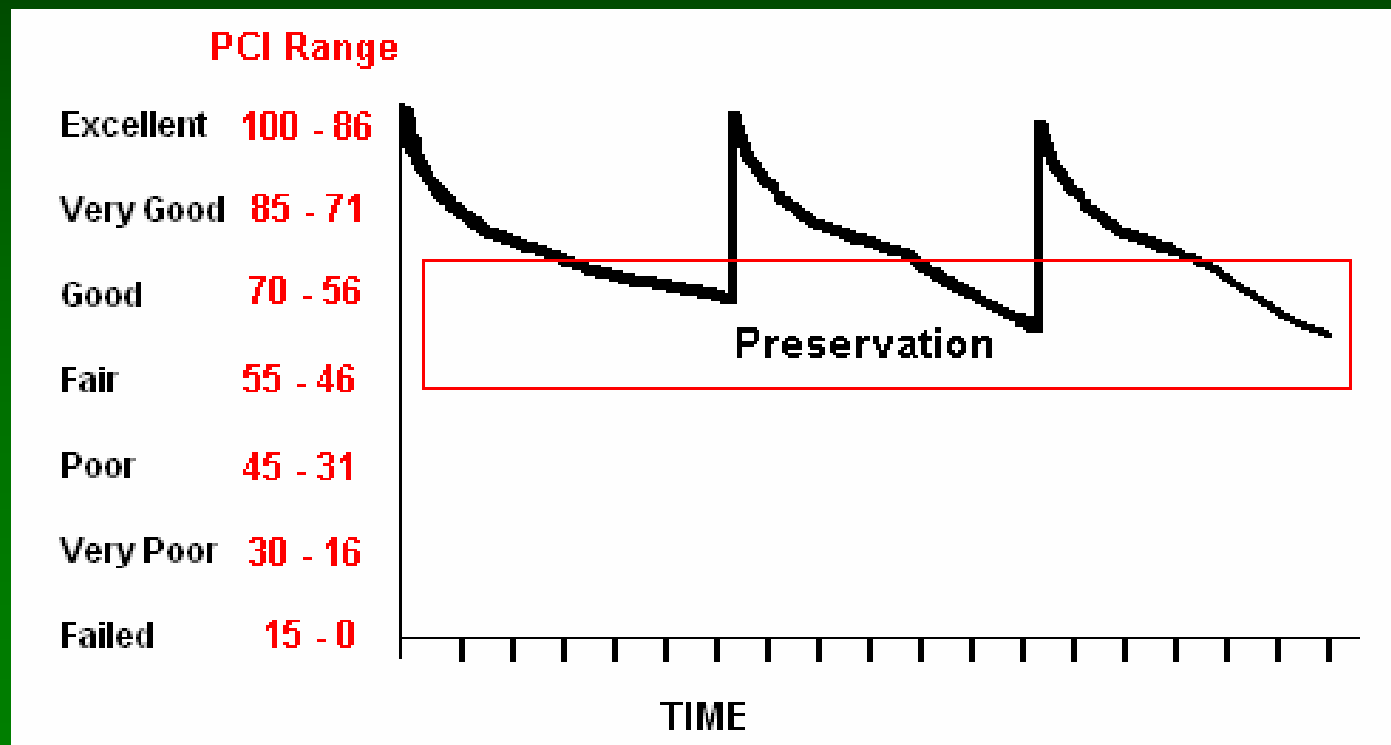


- Are we satisfied?
- Are conditions getting worse or better?
- What is our vision for the future?
- What levels do we want conditions to be.
- What will it cost to sustain or improve condition levels in the future?
- What are the trade-offs with other improvement types?

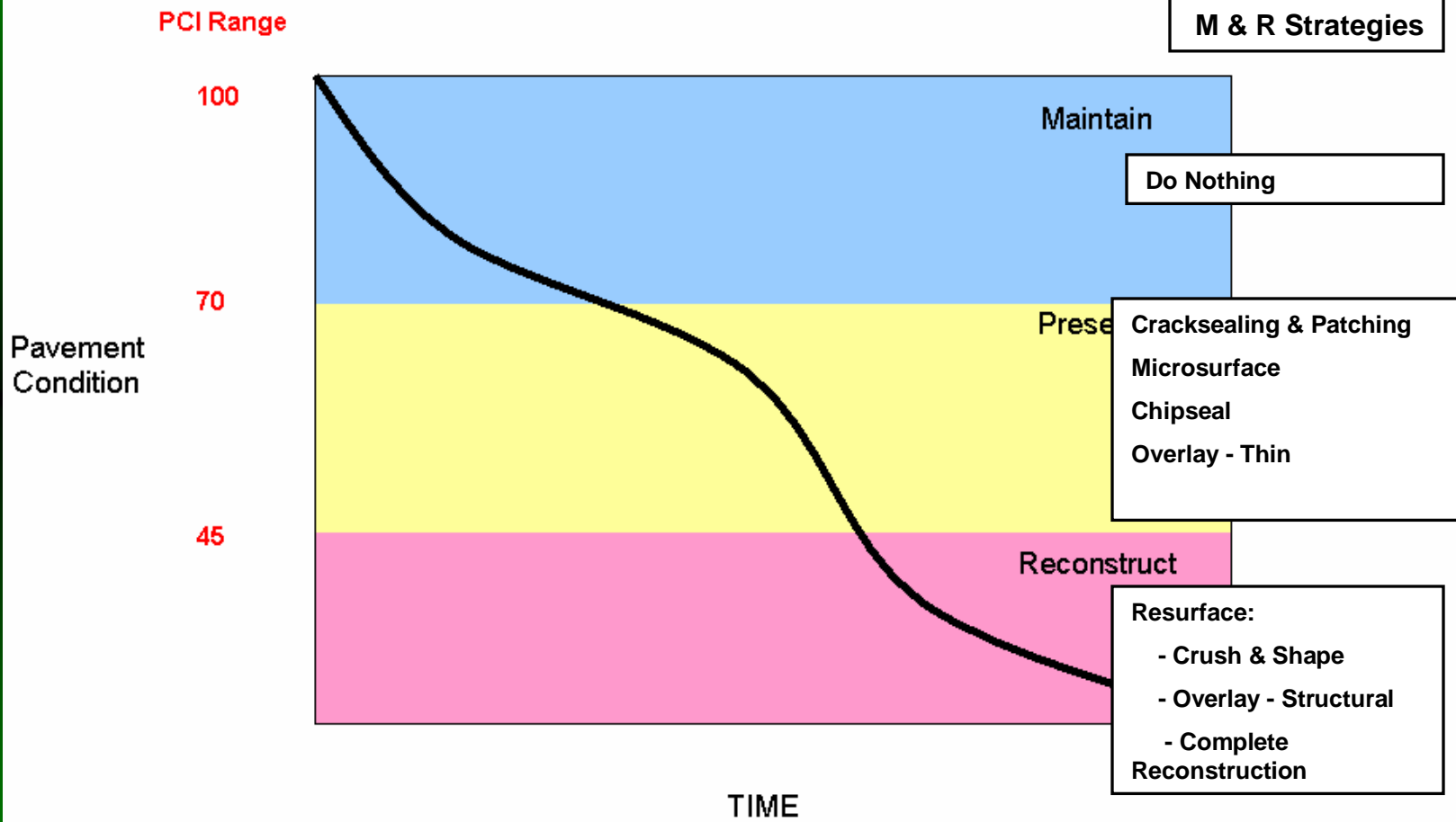
# Pavement Condition Life Cycle

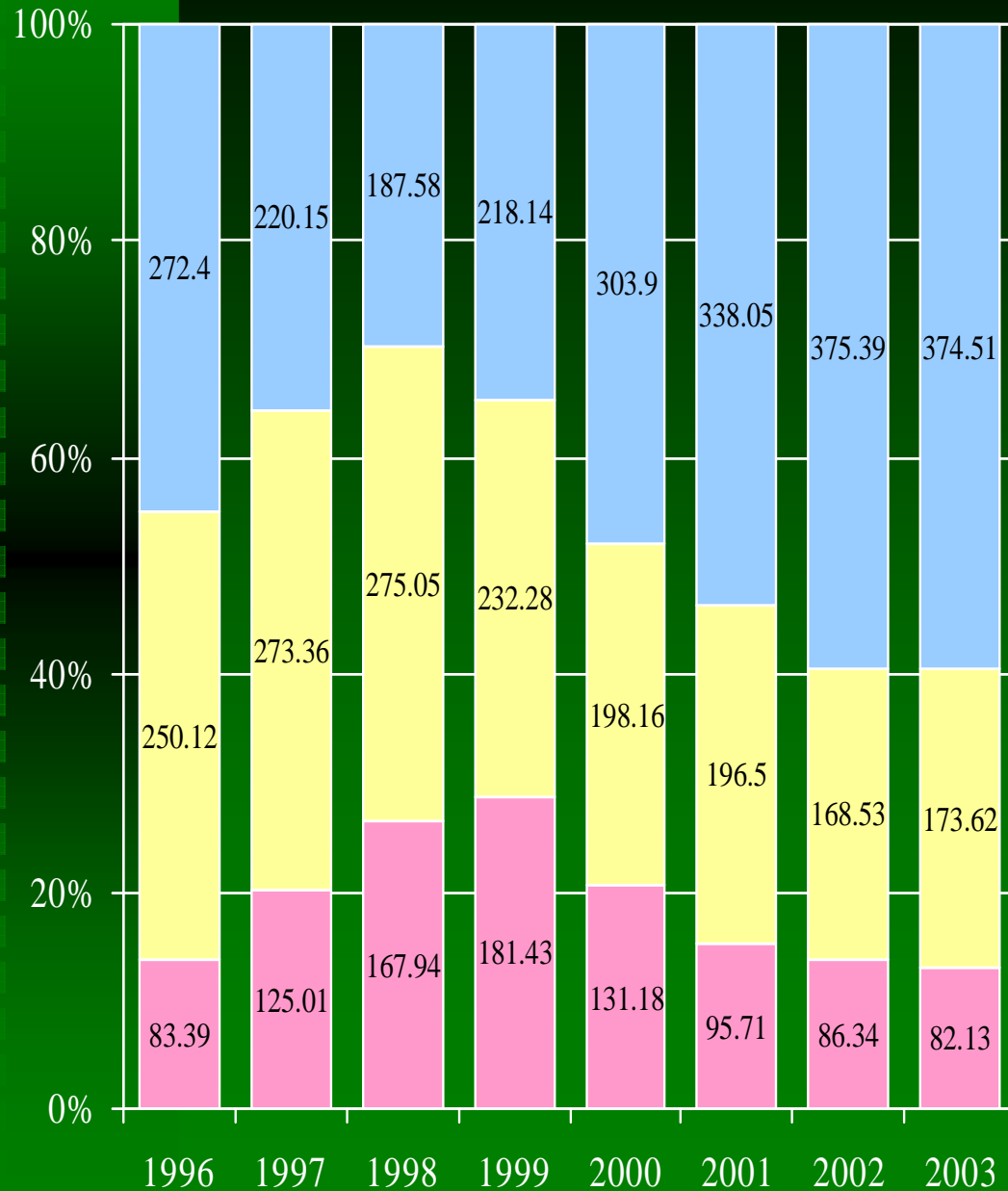


# Pavement Management Theory



# Pavement Condition Lifecycle

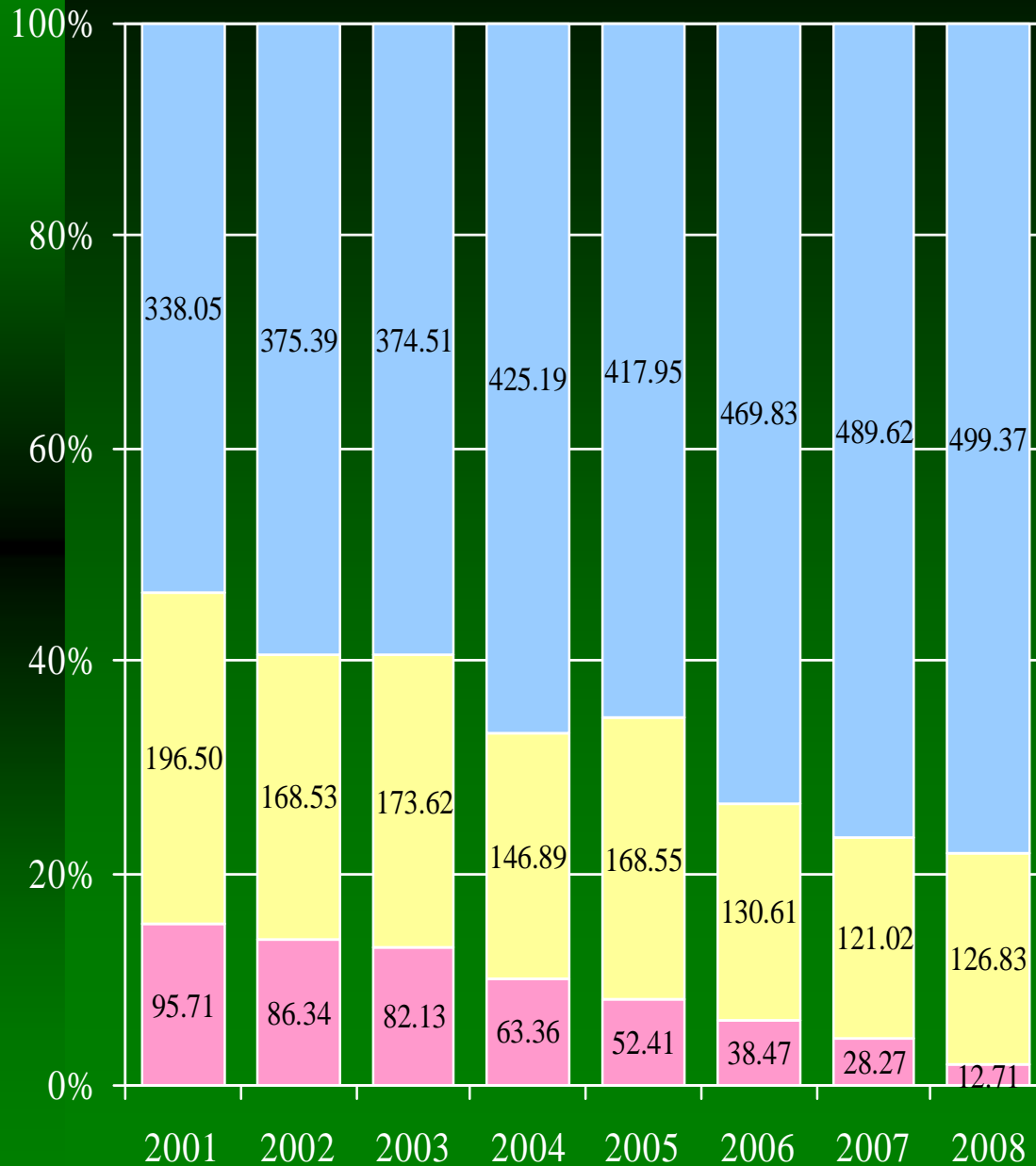




Since 1999, road conditions have improved with increased levels of investment in preservation.

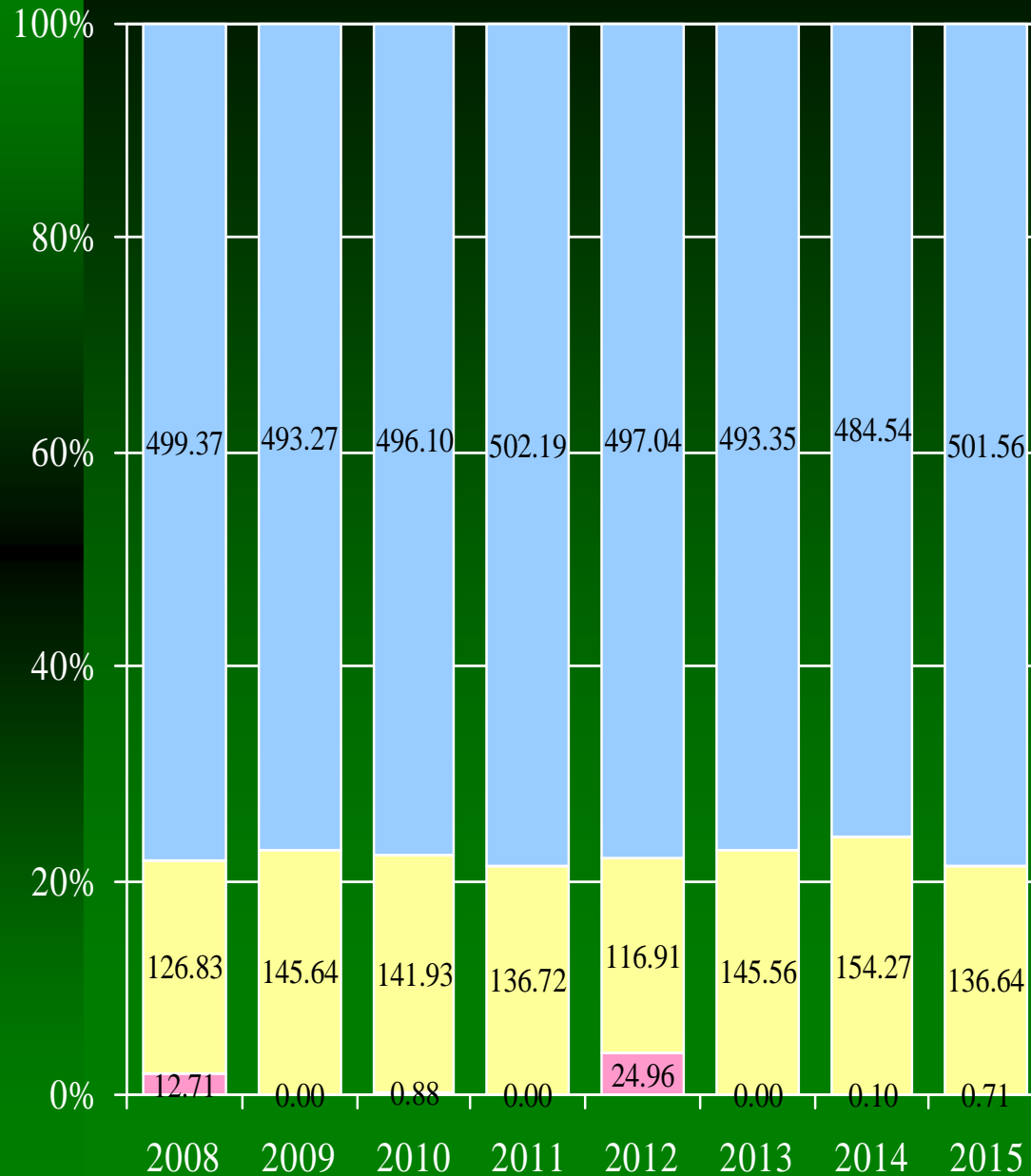
**Average Annual Investment  
Primary Roads  
1995 - 2003**

	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