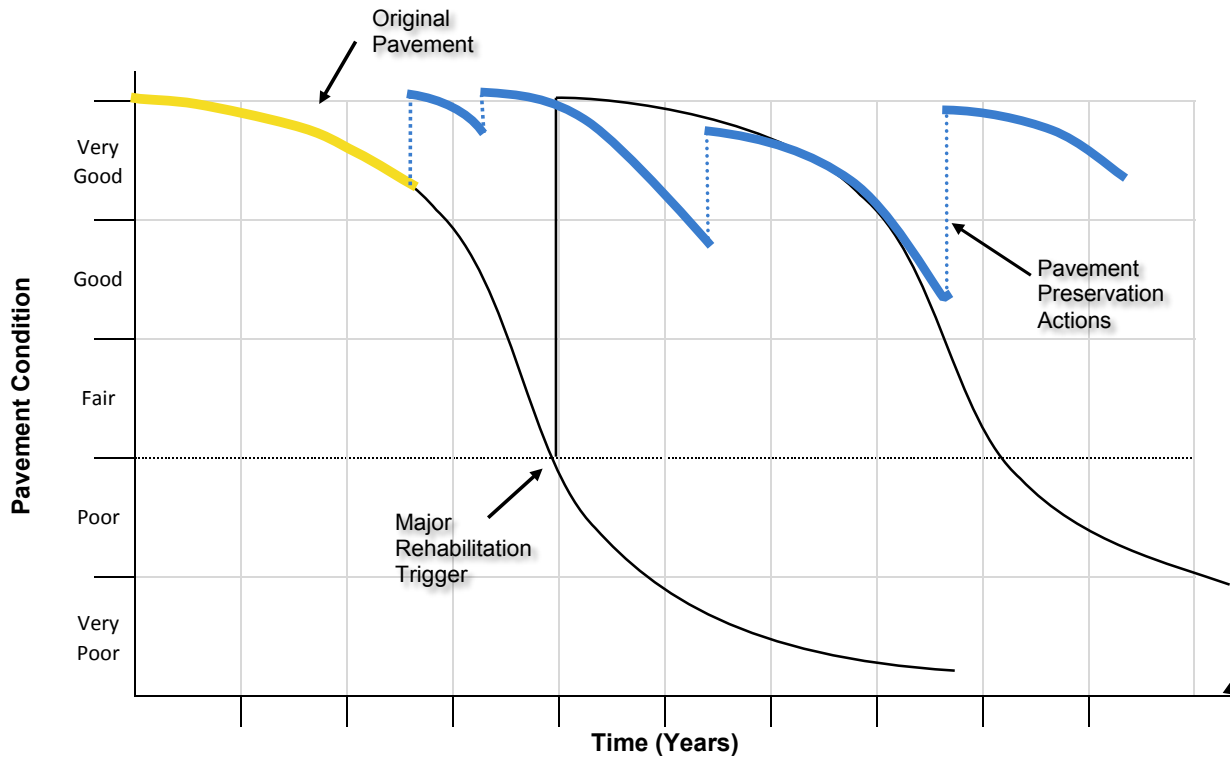




FIGURE 2. The Pavement Preservation Concept



Planning for the Future

“By adopting a preservation model that proactively corrects minor road deficiencies early, our roadway lives can be substantially extended at comparatively low cost. Figure 2 contrasts the traditional model with the pavement preservation model. The first descending curve on the left represents the traditional model, in which unchecked pavement deterioration eventually triggers the need for major road rehabilitation. The wave-like pattern of curves at the top of the figure represents the concept of preservation, in which pavement receives preventive maintenance regularly while still in good condition. Note that the cumulative effect of preservation treatments is to postpone the inevitable reconstruction. However, over the time period when a reactive policy would normally trigger a major rehabilitation, the sum of the present values of proactive preventive maintenance treatments is substantially less than the present value of the major rehabilitation. Moreover, by changing to a proactive, preventive mode of operation, road agencies would be able to predict planned budget expenditures with considerable certainty and avoid the randomness of road repair that now characterizes the system.”

Excerpt taken from: At the Crossroads, Preserving Our Highway Investment . Published by the National Center for Pavement Preservation, Okemos, MI., pgs 24-25. © 2007 by the Michigan State University Board of Trustees.