continued from page 1

- Providing citizens and state agencies with accurate information in town reports (Two-fifths included information in their reports and at least one town had it available to the public in the Town Office).

One Road Agent gave copies of the report to his crew. "They know the roads. I need their input, too." A Public Works Director applied the analytical tools in RSMS: "I could try various repair scenarios." Other town officials expressed their reactions to the results.

"It raised a lot of red flags. Opened our eyes."
"It showed me the state of our disrepair and a plan to bring roads back into shape."
"It documents improvements; we have a history."
"The priority system helps deal with citizens. Can show them where their road is on the list."
"Handy tool for strategic planning."
"Helps set developer impact fees."
"Having students survey the roads allowed objectivity in evaluating the roads."

These findings confirmed the need for continuing UNH T^2 Center support for RSMS. They also showed

1. That towns and cities who have not applied a pavement management system to their roads would be well advised to do so, and

2. That towns who have applied a pavement management system could make even greater use of the information.

For information about how your town might use or better use the Road Surface Management System, call Kathy or Dave at the UNH T^2 Center.

ALSO IN THIS ISSUE

Routine and Preventive Maintenance Again Shown Cost Effective

A key concept in the Road Surface Management System is that routine and preventive maintenance treatments are more cost effective than rehabilitation and reconstruction. A team of researchers recently confirmed this concept for flexible pavements. Their project, a continuation of the Strategic Highway Research Program, included chip sealing, slurry sealing, crack sealing, and thin overlays on flexible pavement in test sections spread across the United States and Canada. The engineers and researchers, also from across the continent, are analyzing the data to determine the factors that influence the quality of the maintenance treatments. One early conclusion is that **it is more cost effective to apply preventive maintenance treatments throughout the life of a pavement than to allow the pavement to deteriorate until major rehabilitation is needed.**

The conceptual diagram in Figure 1 shows, in the heavy line, the decay of a typical pavement from initial construction and then its restoration through a major

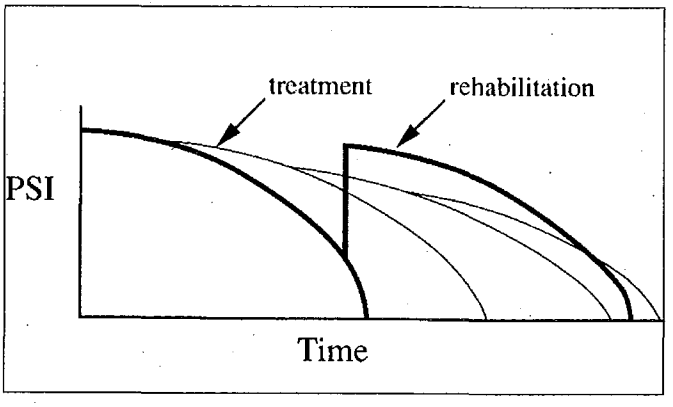

Figure 1

rehabilitation to a near-original service life. The light lines in Figure 1 illustrate that **applying modest-cost surface treatment early in the decay cycle can delay the need for future major rehabilitation.** Also, pavement service life can be extended longer if a particular maintenance treatment is applied before significant deterioration has set in, rather than waiting until the pavement has deteriorated badly.

In practical terms, early treatments will save money in the paving budget. It will also save the expense of longer traffic delays and accidents that major reconstruction work zones often produce.

Source

SHRP-H-380. 1994. *Making Pavement Maintenance More Effective.* Washington DC: National Research Council