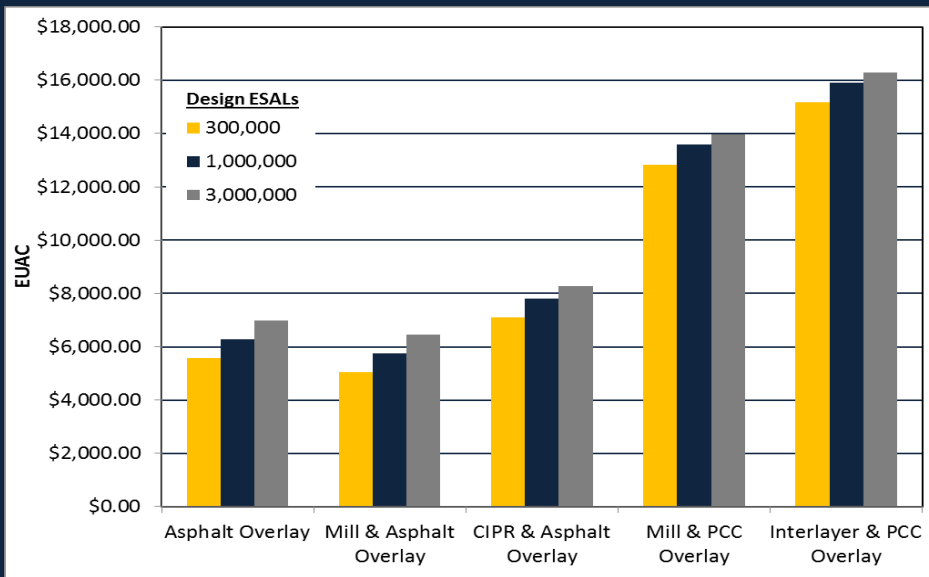




THE ECONOMIC VALUE OF PAVEMENT OVERLAY ALTERNATIVES

Equivalent Uniform Annual Cost



ESALs	Asphalt Overlay	Mill & Asphalt Overlay	CIPR & Asphalt Overlay	Mill & PCC Overlay	Interlayer & PCC Overlay
300,000	\$5,588	\$5,044	\$7,099	\$12,834	\$15,163
1,000,000	\$6,293	\$5,749	\$7,800	\$13,583	\$15,912
3,000,000	\$6,998	\$6,454	\$8,270	\$13,957	\$16,287

Findings

Rehabilitation of asphalt pavements is one of the dominant pavement construction practices and will continue as highway facilities mature. The current socio-economic environment is demanding use of public monies to be more efficient with sound environmental practices. The use of life-cycle cost analysis is considered the best method for evaluating competing pavement rehabilitation methods. The ranking of the best economic value for the methods studied were:

- mill with an asphalt overlay,
- asphalt pavement overlay,
- cold in-place recycling with an asphalt overlay,
- mill with a PCC overlay, and
- an asphalt interlayer with a PCC overlay.

The current FHWA method of conducting life-cycle cost analysis through end of life value (salvage value) does consider the social and environmental stewardship associated with recycling materials; in addition, this study leads to the conclusion that the **best method for rehabilitating asphalt pavements is by using ASPHALT materials to rehabilitate these roadways.**