

# Pavement Management

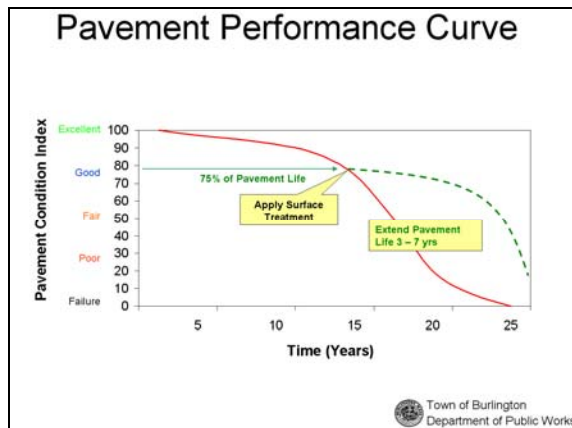
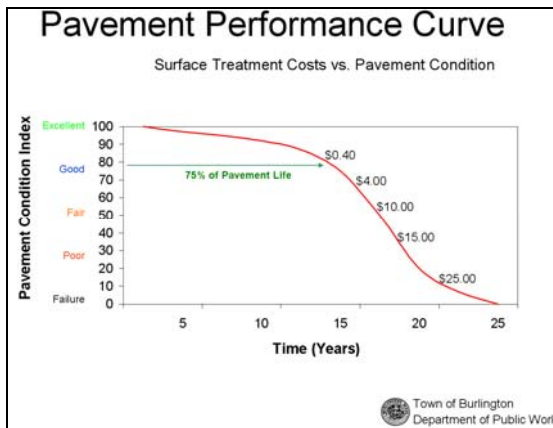
The Town of Burlington's Philosophy to Pavement Management is to apply the proper surface treatment at the appropriate time to maintain and extend the service life of street pavement.

For many years the Town followed a "Worst First" approach; prioritizing the streets based on condition and paving those that are in the worst condition. Typically those streets are beyond repair and must be pulverized, regraded, and paved with two layers of hot mix asphalt; a very expensive method of restoration. Aside from "Worst First" being an unsound management technique from a cost/benefit standpoint (see [FHA -Pavement Preservation Concepts & Techniques](#)), the construction cost of continuing such a program is prohibitive; asphalt that in 2003 was \$29/ton increased to as high as \$93/ton in 2008.

The Town's focus in maintaining & preserving pavements using various techniques, in addition to hot mix asphalt, the Town has adopted such methods as crack sealing, micro-surfacing, and patching. We have also optimized surface treatment strategies in order to extend pavement life using available funds as is listed in the table below:

Pavement Condition	Method	% Budget
Good	Crackseal	10%
Good to Fair	Micro-surfacing	20%
Fair	Overlay	35%
Fair to Poor	Coldplane Overlay	25%
Poor to Failure	Pulverize & pave	10%

Our goal is to preserve and maintain roads with pavements that are in good condition, main roads are given a higher priority since they are heavily used and more expensive to repair. Roads that have failed pavements do not get significantly worse from year to year and are therefore funded at a lower level (10% of the budget). Pavements in good or fair condition, can quickly degrade if not properly maintained, are given a higher priority and more funding. As depicted in the following Performance Curves a pavement's life can be extended at a low cost while it is still in good condition versus deferring surface treatment and allowing the pavement to fail, at which time a significant capital expenditure is required to repair that road.



The priority list is updated and reevaluated annually, and the pavement program developed with input from the Superintendent of Public Works, Highway Superintendent, and Town Engineer. We also try to "spread the wealth around", paving streets in various precincts, trying to be as equitable as possible.

Please visit our web page @ <http://www.burlington.org/engineering/engineering.htm> for more Pavement Management information including current year paving program, pavement priorities, and other useful data.