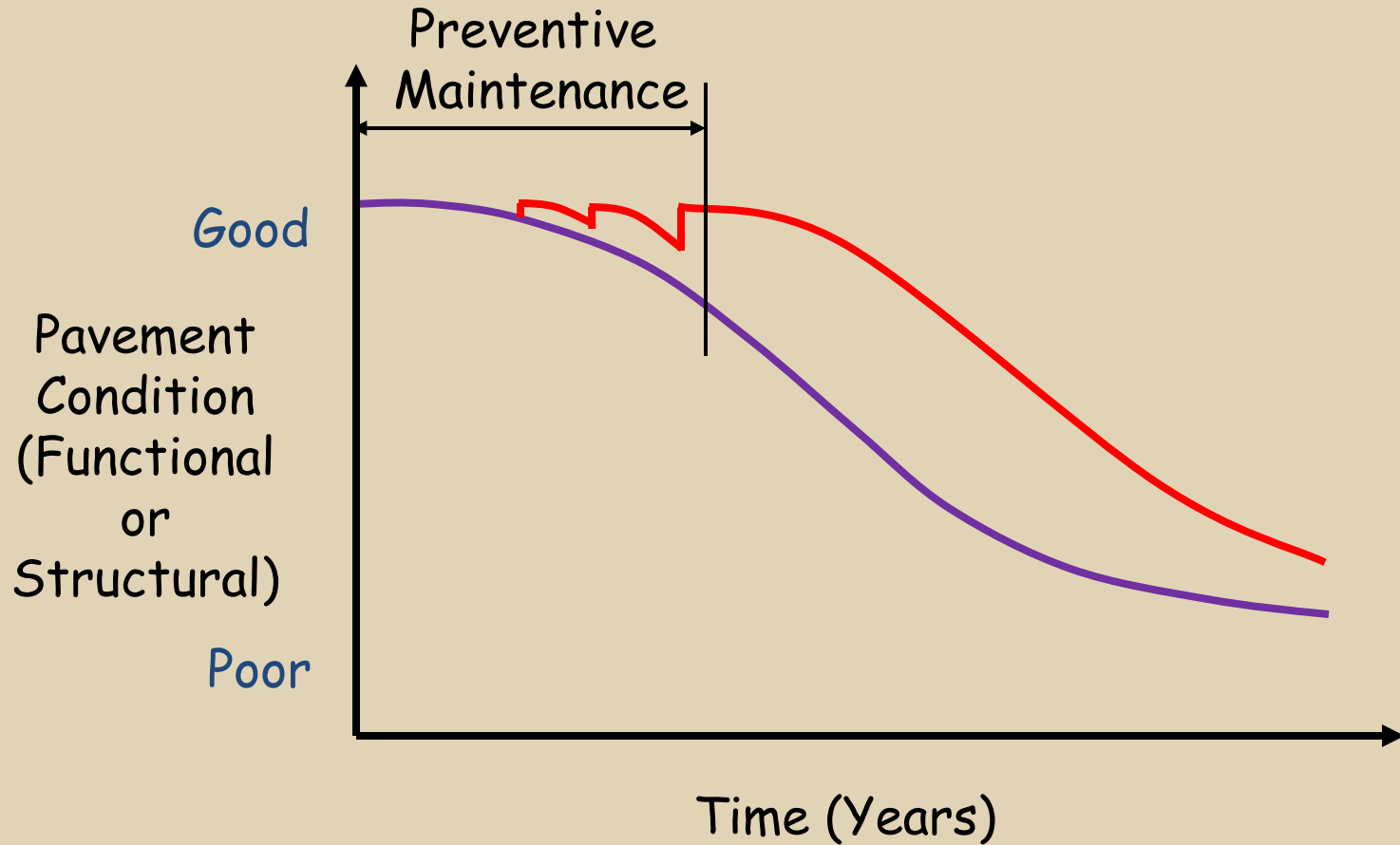
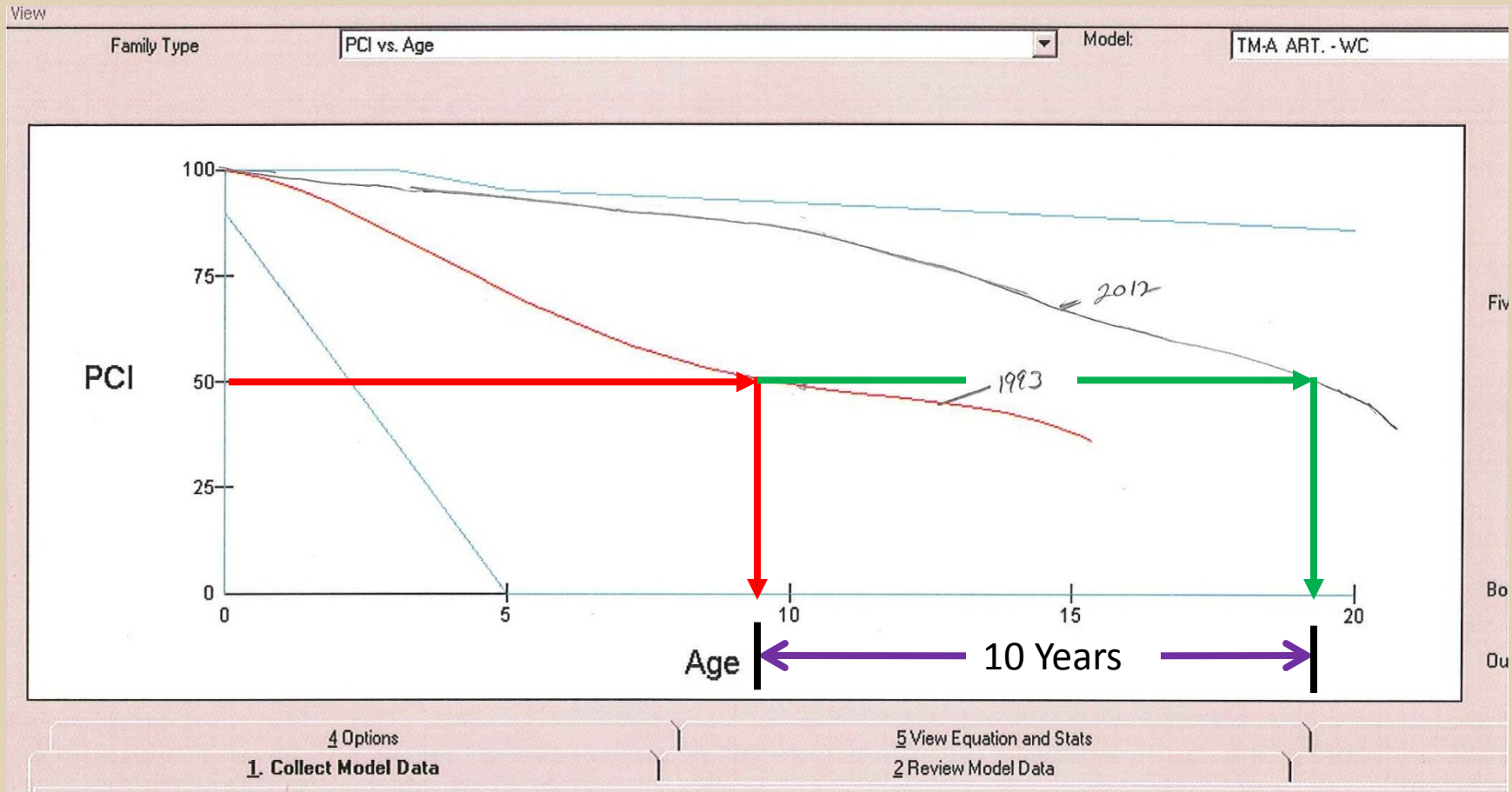


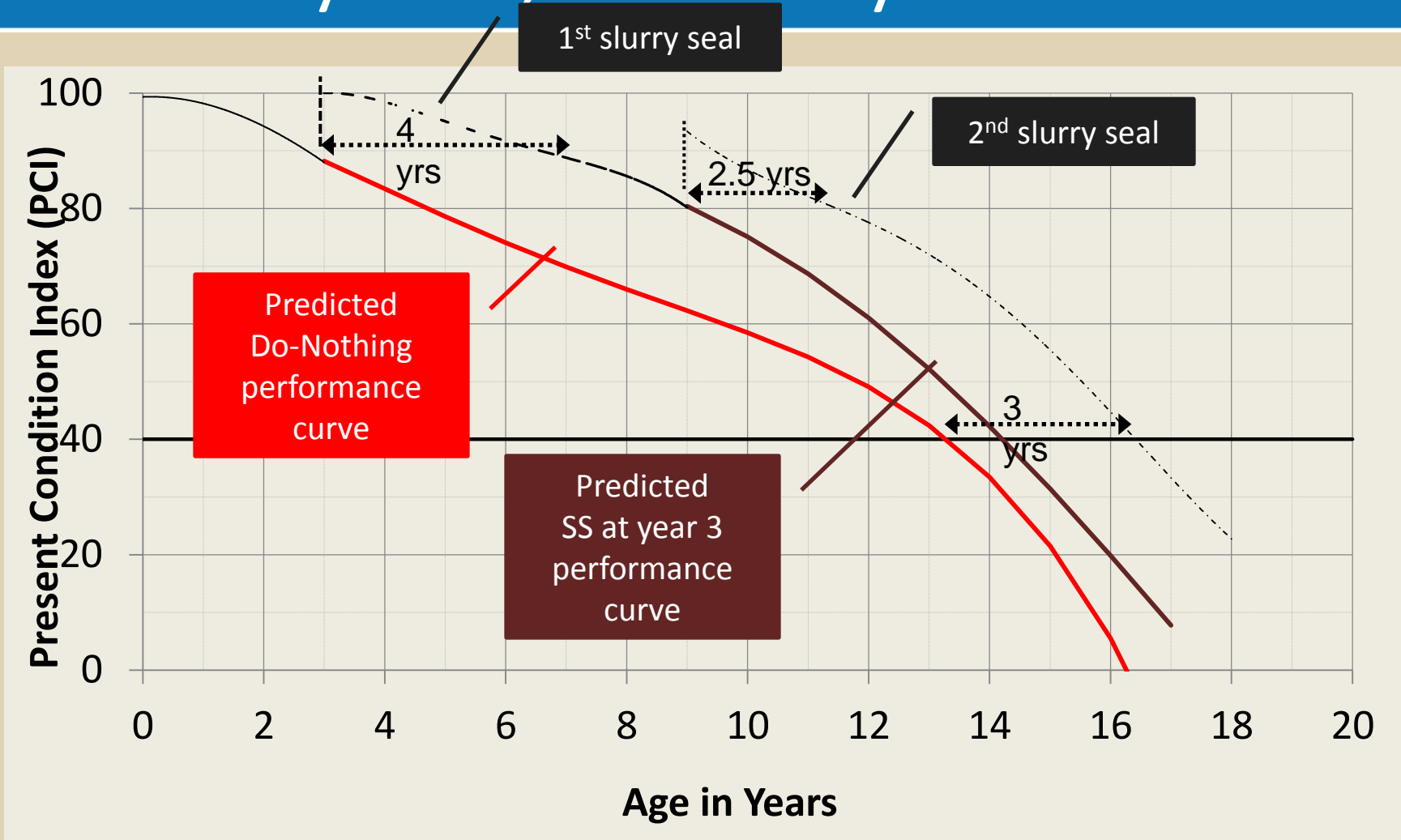
When should preventive maintenance be applied?



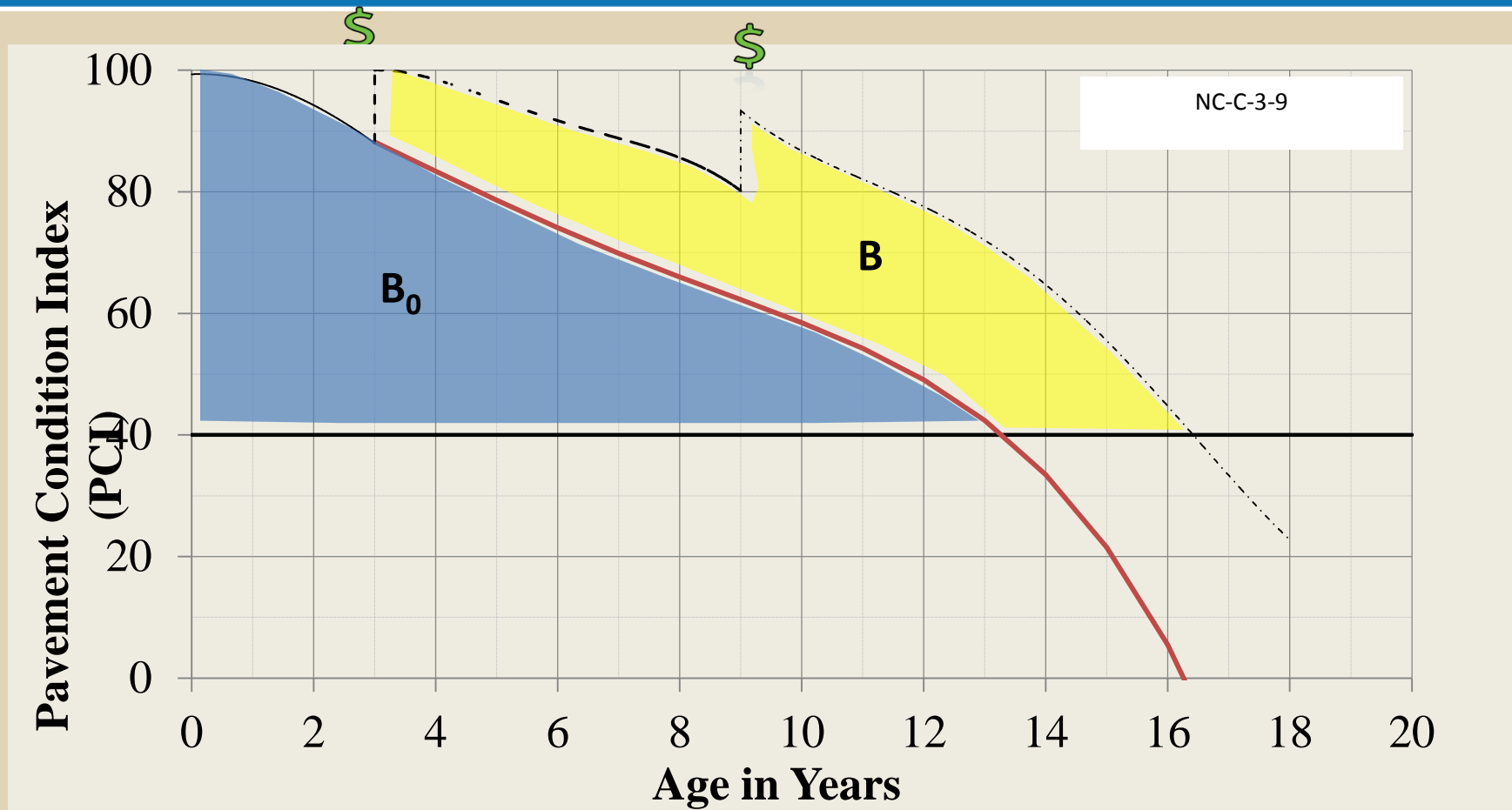
Network Performance Life after Preventive Maintenance



Newly Constructed Pavements: 1st SS at year 3, 2nd SS at year 9



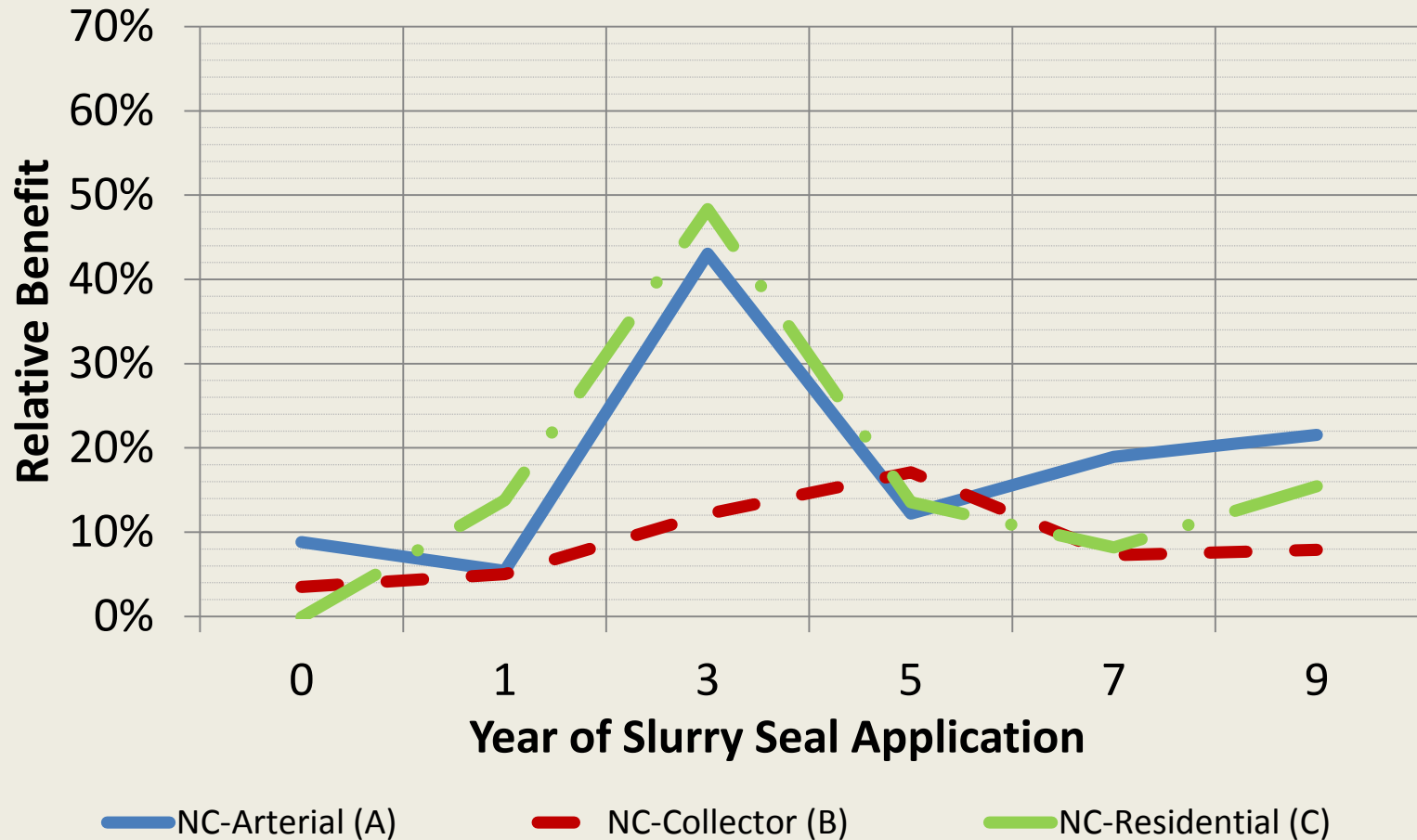
Phase II: Slurry Seal Effectiveness



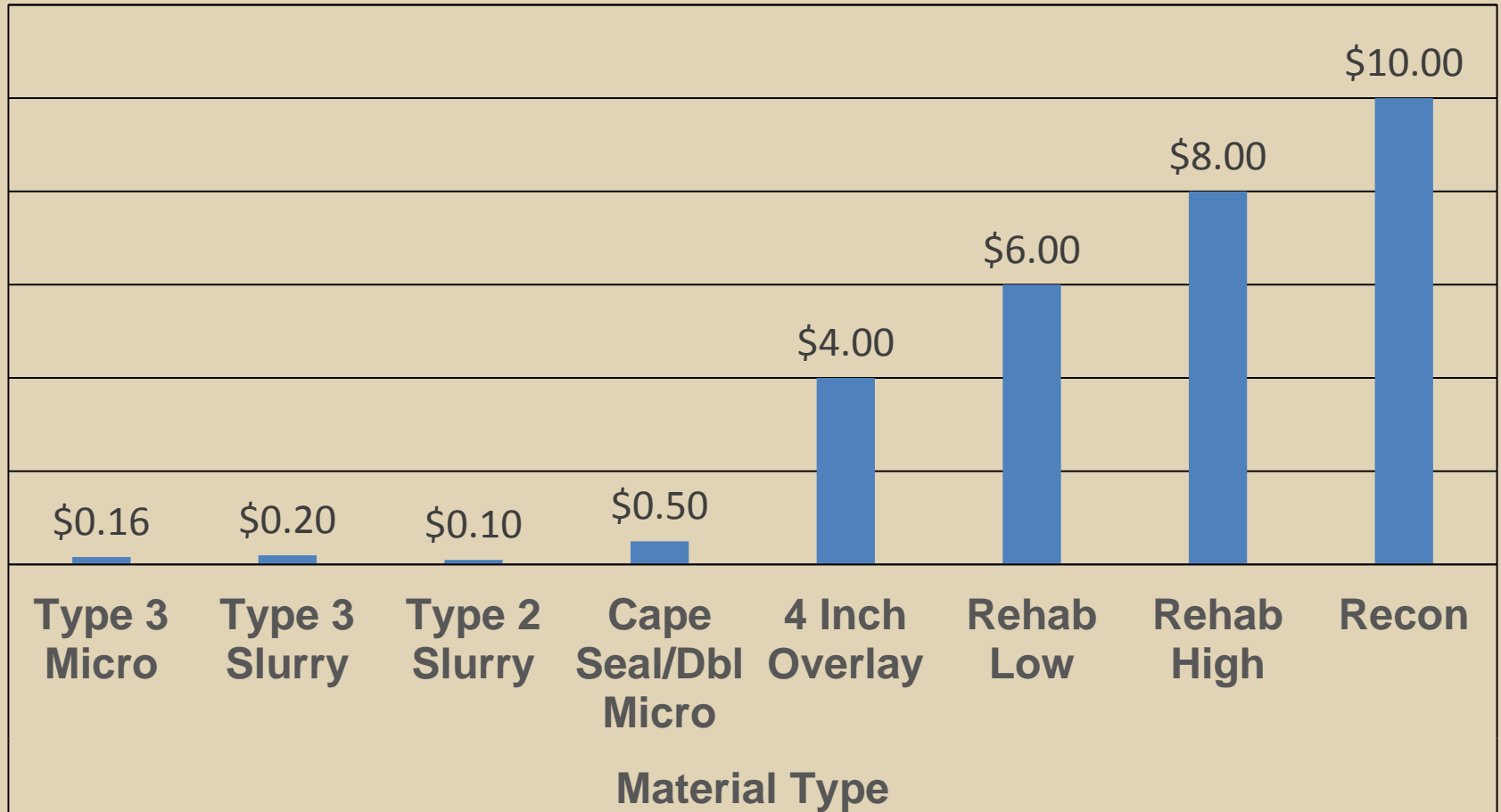
Relative Benefit = $100 \times B / B_0$

Benefit-Cost Ratio = B / C

Effectiveness Analysis – New Construction



Treatment Costs (\$/sf)



The Preservation Paradox



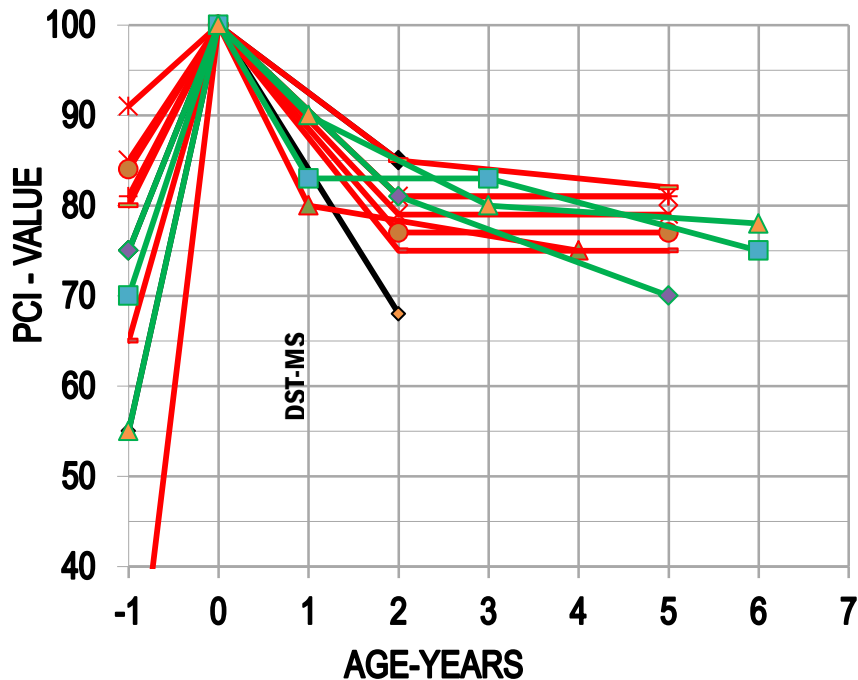
- You should NEVER be under budget
- Your budget needs should INCREASE

Current Projects: Overall Progress

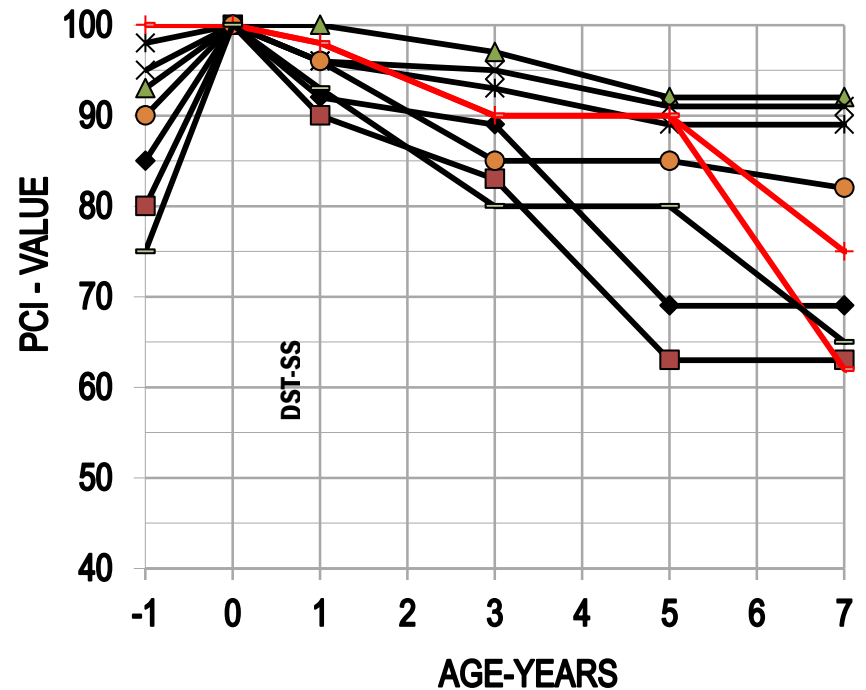
Effectiveness of Cape Seal Pavement Preservation

- Collected pavement information and performance data.
- Working on data processing and analysis.

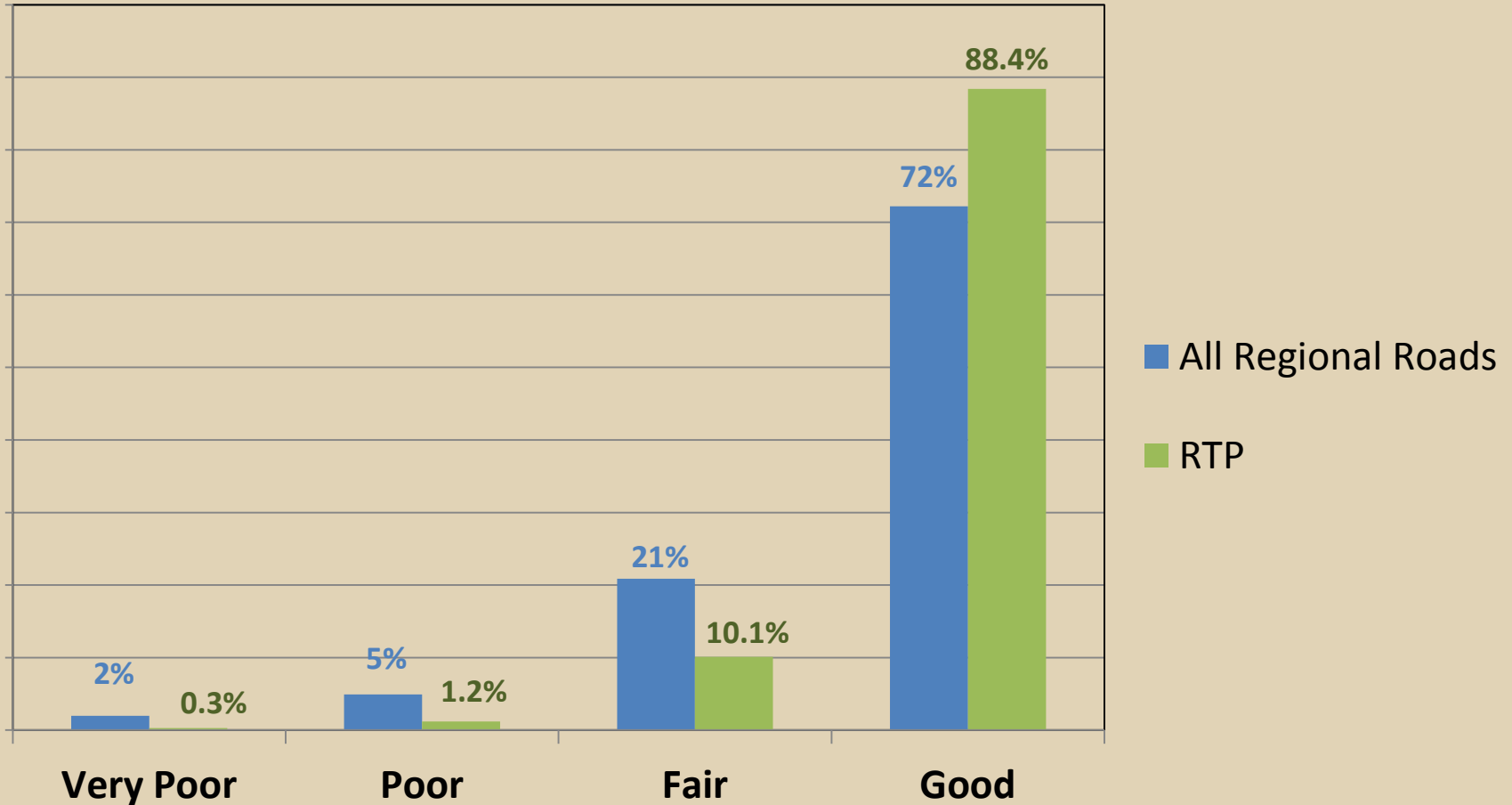
MICROSURFACING
5-5.5 INCH THICKNESS



SLURRY SEAL
5-5.5 INCH THICKNESS



Network Condition Comparison



System Equity Provides for Major Opportunity



4th Street/Prater Way RTC RAPID Transit Project

Located in Reno & Sparks, Nevada
Nevada's Second Congressional District

Type of Application: Capital Project
Applicant Organization: Regional Transportation Commission
of Washoe County (RTC)
Type of Applicant: Metropolitan Planning Organization (MPO)
TIGER Grant Amount Applied For: \$22.47 million
RTC has already committed \$30.1 million to this \$52.57 million project



BELIEVE, by artists Jeff Schemberg and Laura Rampton, was developed for Burning Man and is currently displayed on 4th Street in Reno, Nevada. It reflects the Iron working heritage of the corridor as well as its emerging industrial arts activities. BELIEVE is shown with a zero-emission RTC electric bus.



A community collaboration strengthening mobility between Reno and Sparks, Nevada.