

PAVEMENT MANAGEMENT PROGRAM: AN ABSOLUTELY NECESSARY TOOL TO ENGINEERS, AUTHORITIES AND INVESTORS

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ABSTRACT

Many countries have already constructed their road network while others are in the process of constructing it. The current economic situation forces even more the Authorities to transfer the roads from the state owner to a Public Private Partnership (PPP) concession system. Road networks soon or later need maintenance or even rehabilitation. The road networks and in particular the pavement is a National asset. This asset should be exploited and preserved in the best possible way. For doing so it is required to apply on-time and proper maintenance and/or rehabilitation works.

The tool the Engineer or the Authority has in hand is the Pavement Management System (PMS) which is also useful to a certain extent to the Investors. It determines the required interventions (maintenance/rehabilitation works) at a 'project' or 'network' level for a certain period of time.

The Pavement Management Program (PMP) it goes even further and is more integrated. It determines the required interventions normally over a longer period of time (30 or more years or for the whole concession period) but it takes also into consideration the cost of the interventions and forecasts budget needs. PMP is a more valuable tool to the Engineers, the Authorities and the Investors.

This paper outlines the principles of a PMS and a PMP, it describes in brief the equipment and techniques used to develop a PMS/PMP and finally, it presents results from PMS and PMP case studies carried out by the author in Greece.

KEY WORDS: Pavement Management, Equipment & Techniques for PMP or PMS