

NCDOT Proposed LCCA Process

NCDOT is currently reviewing our LCCA process and the new proposed process is being developed based on data and analysis prepared by an outside Consultant firm

- Utilize a Present Worth Analysis
- Analysis Period = 45 years
- Discount Rate = 4% (plan to use Rolling Average)
- 3 Asphalt alternatives and 1 Concrete alternative
- Salvage value used until end of analysis period
- Design Life = 34 years
- See chart with subsequent pavement treatments

NCDOT Proposed Pavement Treatments

| Time to Treatment | Asphalt Pavements | Concrete Pavements |
|-------------------|---|---|
| 0 Years | Initial Construction with 34 year design. | Initial Construction with 34 year design. |
| 12 Years | Cost to mill and replace 1.5" of surface course and fog seal shoulders. | |
| 17 Years | | Cost to saw and reseal joints and patch 1% of travel lanes pavement, and fog seal asphalt shoulders if present. |
| 23 years | Cost to mill and replace 1.5" of surface course, including shoulders. | |
| 34 years | Cost to mill 3.0" and add structure to achieve 20 more years of life. Assume this would mean milling and replacing with intermediate course (in the travel lanes only) and overlaying with 2 lifts of surface course. | Cost to construct unbonded overlay. 30 year life. |
| 45 Years | Salvage (remaining life) value of 45% (9/20) of Year 34 treatment. | Salvage (remaining life) value of 63.3% (19/30) of Year 34 treatment. |