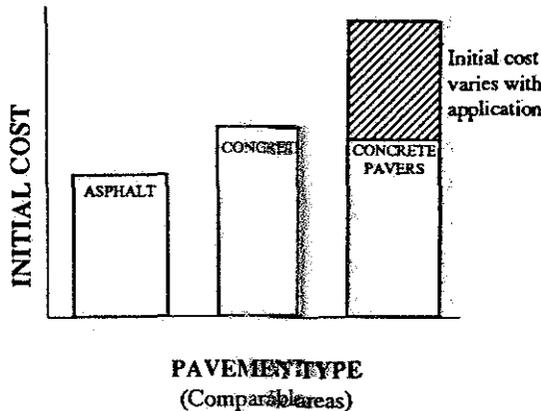


## Cost

Although concrete pavers can be more expensive initially than asphalt or reinforced concrete, it is important to consider the cost relative to the life cycle of the pavement as well. The initial costs for materials and installation and the life cycle costs are considered direct costs and are easily quantifiable. There are however, external costs that are not as easily quantifiable but must be considered when determining pavement options. These costs include environmental impact, road user costs during repairs, integration of other requirements, redesign, pavement rehabilitation and aesthetics. The segmental and precast nature of the concrete paving units capitalize on several of these aspects while reducing lifecycle costs as well.



### DIRECT COSTS

#### INITIAL

Depending on the type and pattern design of concrete pavers the initial cost can range from very competitive and comparable to somewhat higher than other pavement systems.

#### LIFE CYCLE

When compared to other systems, particularly monolithic asphalt, life cycle costs for concrete pavers are extremely low. The high strength and segmental nature of concrete pavers allows them to be reused for repair or rehabilitation cycles which greatly reduces cost.

#### RECYCLE/REPLACEMENT

At the end of normal service life of a paved surface most pavement systems can be fully recycled. Asphalt can be removed and reprocessed for repavement and concrete can be crushed, removed and used as solid fill or serve as a base for new pavement. The recycle/replacement costs of concrete pavers are considerably lower due to the simple removal and reuse of the individual units.

### EXTERNAL COSTS

Although they are very difficult to quantify, the external costs to be considered include; aesthetic quality, runoff reduction therefore potential reduction in storm water control systems, access to subsurface services and flexibility in redesign efforts.

