

Councils Policy is ... Public Safety at All times

Why does the Council spend money on the resealing of roads? The roads appear to be in good condition!

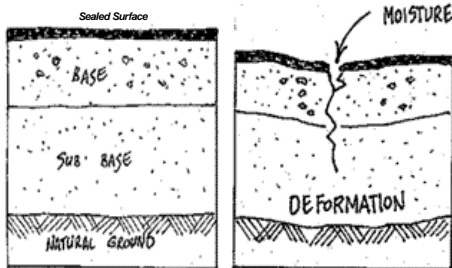
Road Maintenance & Rehabilitation

Road pavements have a life expectancy of between 10-30 years and these deteriorate over time due to the impact of traffic, particularly heavy vehicles, and environmental factors.

As the road surface wears and ages, small cracks develop in the pavement which permit water to enter the underlying surface of the pavement.

Water infiltration, combined with continual stress imposed by the flow of traffic, will considerably weaken the pavement.

If this happens potholes, major cracks, pavement deformation and ultimately road failure will result, eg



good condition

poor condition

Achievement of the design life and beyond of the pavement is dependent on resealing the surface of the pavement before water infiltrates into the underlying pavement materials, ie the base and sub-base. An analogy is repainting a roof every few years to prevent corrosion and leaks

Preventative resealing of the pavement is the most cost-effective method of maintaining good road condition.

Once a pavement has reached failure condition, or the end of its functional life, resurfacing and remedial maintenance, eg filling potholes becomes less and less effective. At this stage alternative options for rehabilitation or reconstruction of the underlying road layers are considered. An analogy is reaching a point where repainting the roof is no longer an option and the roof needs to be replaced.



- strengthening the pavement by asphalt overlay;
- reconstruction of the pavement by in place by recycling which involves breaking down (pulverising) existing pavement material, adding stabilising material, re-compaction and resurfacing; and
- total pavement reconstruction, which involves the removal of existing pavement materials and subsequent rebuilding of the pavement.

At this stage of road reconstruction, safety and road enhancement improvements are also considered. Safety improvements that overcome deficiencies in road geometry and road width are normally justifiable on the basis of reduced accidents and reduced road user costs, ie wear and tear to your vehicle. Road enhancement such as alignment improvements, are implemented if appropriate and effective.



Driveways

Are re-sealed at the discretion of the engineer at the time of sealing of the road. This work is usually only up to 3 metres from the edge of seal of the formed road.

The maintenance of the driveway is the property owner's responsibility under Bylaws NZS 9201 Part 2 1999 (adopted by Council on 12 June 2000),

Please refer to pamphlet on **Driveways** for more information.

Road Resealing

In summary, resealing of roads is a bit like the repainting of your roof—there is a point at which if you do not take action worse problems can occur with the underlying structure, ie pot holes, ruts, edge break etc.

There is also an issue with ensuring roads maintain sufficient skid resistance for safe stopping.

Money spent on reseals is not a waste; it is preventative maintenance to prevent more significant and costly problems occurring to roads in the future.

Council has about 350km of sealed roads and about 10% of this total network is re-sealed each year.

This is recognised good practice throughout New Zealand.

Council has to weigh up each year the priorities for spending.

Details of costs are in the Council's annual plans, long term plans and monthly reports, which are available at the Council office or the library.



Road Maintenance & Rehabilitation Re-sealing of Roads



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