

# ROAD RESURFACING

## MY ROAD IS IN BAD CONDITION – HOW OFTEN DOES THE COUNTY RESURFACE ROADS?

Paved roads should be resurfaced every 15-20 years in order to maintain a good quality riding surface. Unfortunately, the Transportation Department has very limited funds to spend on resurfacing County owned roads. Under currently funding levels, roads are being resurfaced every 40-60 years. This situation will not change unless additional funding becomes available.

## HOW MANY MILES OF ROAD ARE RESURFACED EACH YEAR?

There are over 500 miles within the County Maintained Road System. Each year, over the past 10 years, approximately 16 miles of roads have been resurfaced. It is anticipated in the future that only five to ten miles of roads will be resurfaced per year depending on the level of future funding provided by federal and state revenue sources.

## HOW DOES THE COUNTY DECIDE WHICH ROAD SHOULD BE RESURFACED FIRST?

The County Pavement Rehabilitation Plan is based on field condition evaluations of pavement conditions utilizing the Metropolitan Transportation Commission (MTC) pavement management system.

Pavement management systems (PMS) are sets of tools or methods that can assist decision-makers in finding cost-effective strategies for providing, evaluating, and maintaining pavement in serviceable condition. The PMS consists of two basic components:

- 1) A comprehensive database, which contains current and historical information on pavement condition, pavement structure, and traffic;
- 2) A set of tools that allows the County to determine existing and future pavement conditions, predict financial needs, and identify and prioritize pavement preservation projects. Based on field inspection data, Pavement Condition Indices (PCI) are calculated by the MTC computer model. This establishes a baseline for evaluating the pavement condition of one roadway over another.

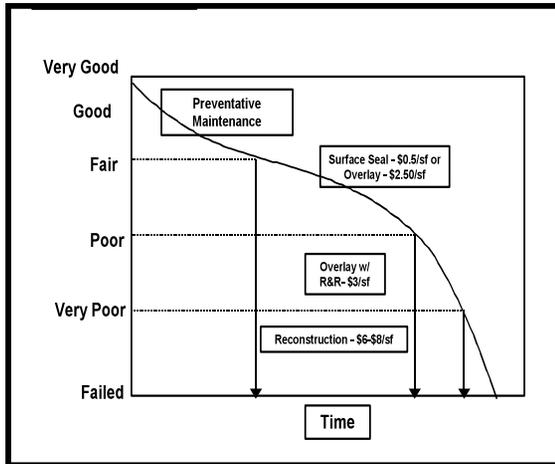
The goal of the Objective Rating process is to produce index values that represent pavement conditions based on distresses observed in the field. The condition index values are a function of distress type, distress severity, and distress quantity present in the pavement surface.

The index values have been established to range from zero to ten. Larger index values indicate better pavement conditions. For example, a new pavement with no distress is assigned an index value of ten. The following table illustrates the numerical ratings and descriptions of pavement condition corresponding to the numerical ratings.

CATEGORY		DEFINITION
Condition	Rating Index	
Very Good	8 - 10	Stable, no cracking, no patching, and no deformation. Excellent riding qualities.
Good	5.5 - 8	Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Very good riding qualities. Rutting less than 1/2".
Fair	4.5 - 5.5	Generally stable, minor areas of structural weakness evident. Cracking is easier to detect, patched but not excessively. Deformation more pronounced and easily noticed. Ride qualities are good to acceptable.
Poor	2.5 - 4.5	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligating), heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor.
Very Poor	1 - 2.5	Pavement in extremely deteriorated condition. Numerous areas of instability. Majority of section showing structural deficiency. Ride quality is poor.
Failed	0 - 1	Pavement structure failed. All of section showing severe structural deficiency.

Monitoring pavement life cycles indicates that the cost of pavement rehabilitation for every one mile of road in very poor condition is roughly the same as the cost for renovation/rehabilitation of four miles of road in fair or better condition. Simply stated, it is more cost effective to rehabilitate/repair a

road before the rating index drops too far below 7.0 as illustrated in following figure:



### HOW IS THE PROGRAM FUNDED?

The gasoline taxes you pay at the pump are sent to the Federal and State Governments. A portion of these tax funds is allocated to fund a variety of improvements to the national highway system and mass transit. Another smaller portion is returned to agencies to fund road-resurfacing programs.

The level of funding fluctuates with the economy. The Transportation Department does not receive any General Fund (property tax) money for road maintenance. Additionally, federal funds may only be used on federal aid eligible designated streets, which comprise less than 40 percent of the County's road inventory.

### WHY WERE NEARBY STREETS RECENTLY RESURFACED, BUT MY ROAD WAS NOT INCLUDED?

The Transportation Department makes every effort to resurface all roads with low PCI values in a given area of the County. However, because of funding limitations, it is

sometimes only possible to include only a portion of the roads in a resurfacing project. The remaining roads are typically scheduled for resurfacing as soon as possible.

### CAN I CONTACT MY BOARD OF SUPERVISORS REPRESENTATIVE OR SUBMIT A PETITION TO HAVE MY ROAD RESURFACED SOONER?

You have the right to contact the member of the Board of Supervisors representing your District. However, the Board approves the road-resurfacing program annually.

Submitting a petition signed by all your neighbors will also not normally result in a change in the priority order of the road-resurfacing program. To do otherwise would be unfair to other County residents and negate the value of the County Pavement Rehabilitation Plan.

### HOW DO I FIND OUT WHEN MY STREET IS SCHEDULED FOR RESURFACING?

To find out when your street is scheduled for resurfacing, please to go to following link on the County web site:  
[http://publicworks.county.org/transportation/tans\\_planning.htm](http://publicworks.county.org/transportation/tans_planning.htm) However, be aware that due to funding limitations, changes in the plan may be necessary now or in the future.

If you have questions, requests, or suggestions, please call Department at: or through the "Contact Us" link at: Rev. 2/21/08

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