

Road Resurfacing

Where: Council undertakes road resurfacing works throughout the Shire, such as the reseal work at Ruddocks Road, Lakesland scheduled for 12 September 2018.

When: In the 2018-19 Financial Year, Council is investing \$2.86M on road resurfacing and heavy patching. Resurfacing will ensure the life of the Shire's road network is extended so that funds can be redirected towards roads that require immediate attention and more expensive repairs or reconstruction.

Why: This is part of preventative-maintenance program to resurface the road before it actually starts to significantly deteriorate. As the upper layers of road pavement are exposed to weather and wear from traffic, the surface deteriorates and small cracks form in the surface. These small cracks can allow water to penetrate the lower levels of the road surface and if left untreated, potholes can result.

Resurfacing is a cost effective way of protecting and extending the life of roads in our Shire, ensuring value for money and substantially improving the condition of a greater portion of our roads.

Methodology: Road resurfacing is the process of spraying a bitumen product onto a road pavement with the optional addition of a layer of uniformly sized stones to create a new waterproof surface.

It is similar in concept to painting a weatherboard house before the paint starts to peel, rather than waiting for the paint to peel off and exposing the weatherboards to rotting, cracking and structural damage.

Frequently Asked Questions

Why did Council choose to resurface a road instead of placing an asphalt surface and complete reconstruction?

It is far more cost effective. Resurfacing works are 20% to 30% the cost of asphaltting a street, which means Council can

ensure a greater portion of the Shire's 740km of sealed roads are resurfaced with the available budget. Any savings can be better utilised on roads requiring immediate and more complex reconstruction.

When is road resurfacing not a preferred option?

Asphaltic concrete is used in certain circumstances where the cost can be justified. This is predominantly in areas of very high traffic volumes or where the cost of treatment (such as heavy patching) is equivalent to or less than similar treatments.

Asphaltic concrete is the preferred treatment for cul-de-sacs. The increased stresses due to turning vehicles, particularly garbage trucks often causes premature failure of resurfaced surfaces. Road resurfacing is not the preferred treatment for areas where a high friction surface is required, such as on bends or in areas with a significant crash history.

Why does Council choose to reconstruct a road and not another road?

Many of the Shire's roads are not in the condition that the community or Council would prefer. Since 2015, Council has committed more funding towards asset maintenance, however addressing the road condition backlog will take some time to achieve. The five year construction program considers multiple factors including the condition of the road, traffic safety issues, the most suitable time to intervene, the best methods to use, future development and traffic levels on the road. <http://bit.ly/2M6C91E>

It may appear that Council is undertaking works on "good" roads when there are nearby streets that are in worse condition. Council allocates funds for the construction of these roads as well, but it is recognised that Council does not have the resources to repair every failed pavement. Preventative maintenance activities such as resurfacing will reduce the backlog of reconstruction works in the future. Less roads will deteriorate to the point where resealing is no longer a viable option.