

Road and Bridge Division

PAVEMANT MANAGEMENT PROGRAM



HOW ARE ROADS SELECTED FOR WORK?

Road and Bridge maintains approximately 2900 lane-miles of asphalt roadway. It would take 190 lane-miles of overlay each year to prevent overall deterioration of the road network.

Road and Bridge uses Cartegraph, a pavement management system to analyze its road network. The Pavement Condition Index (PCI) has a numerical value from 0 (failed) to 100 (excellent). Road segments are prioritized based on the numerical PCI as well as traffic volumes. Once roads are prioritized, the method of repair is determined and scheduled based on budget availability.

ASPHALT REPAIR

Patching: Remove and Replace (R&R) patching involves the complete removal of the existing asphalt in a localized area followed by full-depth placement of new asphalt. Potholes will be filled with asphalt, and larger areas are removed with a roto-mill machine.

Crack Sealing: An application of sealing material is placed directly in the cracks of the pavement surface to prevent moisture damage.

OVERLAY OPERATIONS

Overlay: The overlay process consists of roto-milling (grinding off) the existing failed surface and then placing a new layer of asphalt. In most cases, patching is required to repair damaged areas before asphalt overlay begins.

Notifying Residents: Notifications are sent out advising residents of upcoming concrete and paving operations. Residents are given as much notice as possible, typically between 12-48 hours to move vehicles off the roads. If residents do not comply, vehicles will be towed to a nearby location.

WHEN DO CREWS WORK?

During the Spring and Summer months, Road and Bridge crews work Monday – Thursday from 6:00 AM – 4:00 PM. Weekly work schedules available on our website.

CONTACT US

Road and Bridge Division

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