UNSEALED ROADS FACT SHEET

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ROAD RESEALING

Resealing restores a worn road surface and protects the underlying road structure.
The resealing process does not overcome structural imperfections in the road, so the road will not exactly return to 'as new' condition.
Increasing the frequency with which we reseal roads leads to greater protection of the underlying pavement, and in turn prevents deterioration.

Resealing can only be undertaken if the underlying pavement is in a sound condition.
If not, repairs are conducted prior to the reseal, including repair to potholes and edge breaks, and for more extensive deterioration, heavy patching.

“Resealing involves spraying hot bitumen on to the surface of an existing sealed road and then spreading aggregate. The bitumen acts as a waterproofing membrane and the aggregate protects the bitumen and provides traction for vehicle tyres. Moisture ingress is the single most damaging element in the life of any road and resealing drastically reduces the amount of moisture that can penetrate the road surface,

“Resealing roads will extend the life of the road and result in less long term road maintenance.”

“The benefits the community can experience because of this resealing work is safer roads and money saved over the life of the road.”

Resurfacing or resealing roads is part of Council’s asset preservation program designed to improve and restore the road pavement. Prior to sealing Council and contractors carry out maintenance activities to assist with the longevity of the treatment, such as kerb and gutter repairs, asphalt patching, crack sealing and removal of weeds from gutters. A road is made up of three layers: the surface, pavement and formation or subgrade. The surface of the road is the layer you travel on that declines over time, being exposed to and impacted by a number of elements. Annually a number of local roads require resealing to preserve the lower foundations and extend their useful lifespan by approximately 15 years. Road resealing happens when the road pavement is in good condition, but the surface has deteriorated to a point where it requires intervention. It generally involves spraying hot bitumen over the existing surface, quickly tipping a layer of stone on top and rolling the stone into the bitumen. Council appreciates this can be temporarily inconvenient for residents, it is an asset preservation practice to prolong the lifespan of one of our most expensive and important assets - road pavements.

FREQUENTLY ASKED QUESTIONS

1. **Will Council seal my gravel road?**

No, Council will not seal any existing Council gravel roads unless the works have been identified within the 10 Year Strategic Plan and an external funding grant is received.

2. **Will Council seal my gravel road if I contribute?**

Yes, if the property owner is prepared to contribute 100% towards the cost of works.

3. **Do I need approval to seal my unsealed road?**

Yes, you will need to obtain approval under the Roads Act 1993 for the works.

4. **My street looks okay as it is. Why is it being resurfaced?**

When the surface of a road ages the bitumen becomes brittle and cracks. Cracks allow water to get in under the road and undermine the surface, leading to potholes and damaging the expensive pavement below the surface. Most resurfacing is preventative to stop water damage before it occurs and avoid the cost of extensive repairs to the pavement.

5. How often is resurfacing done?

Council has an annual program of road resurfacing to preserve the pavement asset in the most effective manner across the city within budget constraints. There are many surfacing treatments available. The three most common types of surfacing performed are:

- Asphalt – a bitumen-based concrete-like mixture of stone and bitumen laid at 30mm thickness or greater.
- Rejuvenation products – water-based bitumen rejuvenation agent is applied to the surface of the road by a pressure spray system.
- Sprayed seals – a film of bitumen sprayed on the road and covered with aggregate.

Treatments are selected depending on the condition of the existing pavement, the road function and the traffic volumes.

6. Why are some areas treated with asphalt and others with spray seal?

Spray seals are used on low volume streets over existing asphalt surfaces to extend their life. Where there is the presence of heavy vehicles or areas of high stress on the road pavement, such as in intersections, asphalt may be used as the resurfacing treatment. Asphalt treatments are expensive and only used where spray seal treatment may not be suitable. The most effective resurfacing treatment has been selected for your street to preserve the City's pavement assets.

7. Why are there loose stones on my street?

Your street has probably been spray sealed. This requires coverage of aggregate to be laid over a film of bitumen to provide a hard wearing, skid resistant surface. In order to ensure all the bitumen is covered, a little more aggregate is placed than may actually stick to the surface. This aggregate is left on the surface for up to three days before being swept off. The loose aggregate gets moved around during this time because of traffic and may collect on the road or in gutters giving the appearance of piles of aggregate. This aggregate is then removed and is recycled. Loose aggregate is a temporary issue only and will be swept from the roadway.