



## **MORGAN COUNTY BOARD OF COUNTY COMMISSIONERS**

### **MORGAN COUNTY POLICY PAVED ROADS**

Morgan County has identified certain roads in the County Road System to be “high impact roads” that should be maintained as paved roads. These roads are those that are important to link communities to state highways, to services, and to markets. Because of their importance, these paved roads are usually the first to be cleared in inclement weather. The County is continually monitoring the usage of all roads and will consider paving roads that have become difficult to maintain as gravel roads, because of the volume and type of traffic using those roads.


The preferred method of constructing paved roads is a double-layer of asphalt on top of a structurally sound engineered base. In some cases, a triple-layer of chip-seal over a good base has been adequate for new construction of paved roads. The chip-seal provides a good base that may receive an asphalt overlay at some time in the future. When resurfacing an existing paved road, a single layer of asphalt should be adequate.

Because of the high cost of constructing paved roads, maintaining the integrity and longevity of paved roads is of great importance. Within one or two years of laying asphalt, whether a new road or an overlay on an existing road, a chip-seal will be performed on the road to maintain the asphalt. The paved roads will be monitored for deterioration and a second chip-seal will probably be necessary in five to seven years, depending on wear and tear of the road. Continued chip sealing can be continued approximately every five years as long as the asphalt is in good condition. It is hoped to get at least fifteen years of use on the paved roads before a new asphalt overlay is needed.

Along with the above practices, continual maintenance will include sealing cracks, fixing breakouts, and painting stripes. Monitoring the weight and speed of loads on the asphalt will also extend the life of the paved roads. Maintaining approaches to the asphalt will reduce the deterioration as traffic merges onto the paved roads.

In many cases, a paved road can be less expensive to maintain, over many years, than a gravel road that may need daily or weekly maintenance. It is important that Morgan County maintains a reserve to cover the significant cost of maintenance on these paved roads when it becomes necessary after several years.

BOARD OF COUNTY COMMISSIONERS  
MORGAN COUNTY, COLORADO

  
\_\_\_\_\_  
Jon Becker, Chairman

(SEAL)

  
\_\_\_\_\_  
Tony L. Carlson, Commissioner

ATTEST:

  
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Brian McCracken, Commissioner

  
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Connie Ingmire, Clerk to the Board

January 27, 2009