

## HFR Road Advisory Committee Report for April 2021

The HFR Road Committee is attempting to make the best use of repair funds for this spring.

Two types of ongoing road damage will get top priority:

1. Those areas of alligating where the surface is depressed. *Most of these require complete removal of the old pavement material, often further excavation, followed by filling and packing new base, and overfilling with full-depth asphalt.*
2. Larger and/or open cracks where moisture can easily flow underneath the pavement. *Some smaller cracks can be filled with a slurry mix, but the worst will be completely removed in about a 24" width and a new pavement segment filled in.*

The road condition is slightly worse than what was observed last year. We note that some of the crack sealing that was planned and scheduled for last fall did not get completed, and that unfinished work will also be at a high priority this spring. In addition, some of the previous larger (<1.5" wide) cracks have depressed fill material, and those also will be 'topped off' this spring.

Meanwhile, several new cracks have appeared in the continually shrinking but otherwise solid road sections. Most of these, at least those larger than ¼" will be filled with crack seal to slow water intrusion.

The fundamental problem with our roads is that after nearly 20 years, much of the elastic binder material has evaporated, dried out, or migrated away, and the resulting pavement has become more brittle and is shrinking in all directions. The increased brittleness and loss of strength allows surface alligating and depression where the sub-surface is weak. The shrinking is causing formation and widening of cracks. Because of these two aging effects, the road committee has established the above two two priorities in order to extend the date of major road surface replacement.

Because our roads are now older than ever, the amount and costs of annual road repairs are increasing each year.

As further cost-saving measures, the committee will be soliciting bids from other companies for our routine repair work, and is actively researching other techniques for major surface overlays and protective coatings. Plus, we hope to engage RMG to evaluate our road conditions and provide guidance for maintenance in the next decade shortly after our round of spring and summer road repairs.

The fundamental goal of the road committee's repair plan is to keep the HFR roads in decent driving condition while both delaying and minimizing the ultimate cost of surface replacement. A huge challenge to meeting a reduced budget is the fact that asphalt costs have risen significantly over the last 1—2 years, and if this trend continues our future repair/replacement costs might grow substantially.