When the paving is done the restoration work (which includes reseeding the right-of-way and grading the shoulders) is completed to help keep the water (potential ice in winter) off the road.

Through continued innovation, asphalt provides a reliable and durable weather resistant surface available in no other medium, fulfilling the needs of both large and small projects.

This brochure is meant to give the reader an overall understanding of road reconstruction and/or rehabilitation. Each project may not include all the work described in this brochure. If you have questions regarding the project being performed in your area, please call our office.
The Monroe County Road Commission (MCRC) is committed to improving and maintaining the county roads for the safety of the traveling motorist. The MCRC takes seriously our responsibility to be good stewards of the funds provided to our agency from the State fuel taxes and licenses fees. The funds are never enough to handle all the projects that need to be done, however we do our best to stretch the available monies to preserve, maintain and upgrade the existing surfaces and road drainage.

One method of reaching this goal is paving. Since we began this operation we have increased the number of miles of new and refurbished road surfaces throughout Monroe County.

The operation is expensive, however using MCRC crews has proven to be a cost effective and competitive method of making good use of the available funds.

The MCRC has developed Road Improvement Guidelines with minimum pavement and grade widths for Routine, Preventative and Heavy Maintenance. These guidelines are used in conjunction with the Capital Preventative Maintenance program and Asset Management.

Rehabilitation applies structural enhancements to improve a pavement's load-carrying capability and extend the service life at least 10-20 years. This process still involves a prohibitive level of investment. Rehabilitation can provide a marginal increase in pavement performance, the results are not optimal.

Preventative maintenance applies low-cost treatments to retard a road's deterioration, maintain or improve the functional condition, and extend the pavement's service life. With various short-term treatments, preventative maintenance can extend pavement life an average of 5 to 10 years.

Combining these three programs into a comprehensive strategy achieves the most manageable road system network. The challenge is to ascertain the right time to apply a treatment to achieve the maximum benefit or return on the investment.

Surface treatments for flexible pavement surfaces include microsurfacing, chip seals, slurry seals, crack sealing, and overlays of ultrathin hot-mix asphalt. Treatments for rigid pavements include full-depth concrete pavement repairs, joint sealing, dowel-bar retrofits, minor small repair, crack sealing, and diamond grinding.

Road rating is based on standard criteria such as distress, ride quality, friction and rutting. Detailed data are collected for the pavement management system and translated into ratings of "good" or "poor" for easier understanding by other agencies and the public.