

BORROWING FROM BEST PRACTICES

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Good road enhances the appearance or economic development of any nation and brings important social benefit through improved access to hospitals, schools and markets. It helps eliminate driving discomfort, and vehicle damage caused by deterioration hence, maintenance and rehabilitation of roads are very important in any society, not just to portray a good image but to provide a safe haven to road users and save the government some money.

It is also the most important public assets in many countries. According to the idiom 'A stitch in time saves nine', preventive maintenance is important to improve the condition of a road and slow down future deterioration by correcting small problems before they grow into big ones, thereby postponing major rehabilitation projects, reduce traffic congestion and improve the performance of the entire road. It is also essential to maintain the safety of a road and prolong its life.

In order to guarantee the safe and efficient movement of all modes of traffic, it is essential to maintain all aspect of the road and right of way at the highest reasonable level of safety. An effective Preventive maintenance has three components; identifying the most appropriate road for maintenance, doing



the maintenance before problems get out of hand and choosing the right maintenance technique.

Evaluating roads in order of severity and extent of deformation will help to establish which roads needs repair first and which one can wait for another year. This call for estab-

lishing priorities and establishing priorities should, to a large extent, be based on the objective of promoting highway safety where a high priority is given to the improvement or correction of situations that may result in fatal or serious crashes, leading to loss of lives or cause damage to vehicles.

Highway maintenance is not just taking care of the pavement alone but it comprises activities to keep pavement drainage structures, sidewalks and curb, traffic lights, traffic signals, signs and landscape within the road margins as near as possible to their constructed or renewed condition.

Evaluating the road condition requires a condition survey and this condition survey should not just tell which roads have problems that need to be fixed, it should tell us which roads need to be maintained today to avoid problems tomorrow.

Evaluation of road condition is very important so as to be able to properly utilize the yearly budget allocation given for maintenance, knowing which roads are to be repaired. It will be useless to start the repair of too many roads and at the end, unable to complete them. The road becomes worse than what it used to be. This is always the

