

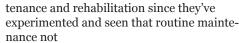


case with most African nations- not completing repair due to lack of evaluation and fund.

Choosing what roads need repair is one thing and being able to carry out the repair on time to prevent further deterioration of the road is another. This is very vital since little cracks that we see can get bigger into potholes. Blocked drainages can cause flood on the road which can cause small cracks to get bigger by absorbing water. Signs that are no longer readable and traffic lights which are not working can also cause road accident if not maintained.

Selecting the right maintenance technique for the pavement is important and it depends on the extent of damage and the type of roads. Bad roads are nightmare to road users, slowing down traffic, causing accident and giving robbers opportunity to launch attacks on road users. It also increases vehicle operating cost, and constrain mobility.

Statistics available shows that developing nations record the largest number of road accident, most likely due to lack of routine maintenance, which has resulted in obstruction and road hazards even on highways. The reasons most roads in developed nations are in good condition is due to routine maintenance and rehabilitation. In the United States, very often, during the summer you see road closures with orange cones and people wearing orange hats and vests everywhere, showing that road construction is going on and this goes on yearly. They are able to do this because the government always has a vearly budget set aside for routine main-



only help reduce accident, but also prolong the life of a road and reduce vehicle maintenance cost.

This measure taken by the US is a good one that African countries and other developing nations need to emulate.

Driving through route 100A/100B intersection in Westchester County, here in New York brings to mind the beauty and transformation a routine maintenance gives to a community or a nation. The drainages are cleaned, some replaced, traffic lights replaced, grasses and trees planted on the side to prevent erosion and stripping done.

If developed countries pay so much attention to road maintenance and rehabilitation and available statistics show how it helps preserve and improve life among other things, why is it not working in Africa? What could be responsible for the deplorable state of most roads in some African countries?

