



Policy Title Road Maintenance and Repair Policy	Date March 5, 2019	Resolution No. 1531/19
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Purpose and Scope:

The purpose of this policy is to establish guidelines for maintenance and repair of roadways.

Policy Statement and Guidelines:

All highway surfaces must be kept in a condition suitable for safe travel at the posted speed limit. Keeping the surface of all roads in a safe condition is the number one priority maintenance item. All roads will be inspected yearly to allow for effective maintenance planning that will allow the Summer Village to minimize the overall cost of road maintenance by being proactive.

Specific Procedures:


Crack sealing will be done on an annual basis. The purpose of crack sealing is to prevent moisture from penetrating the base and subgrade, thereby weakening the roadway structure. It also prevents material spalling from the edges of the cracks.

Pavement patching will be done on an annual basis as needed. Deep patching is used when base and surface pavement repair is required (i.e. structural failures). It helps to minimize the spread of damage and replaces the portion of pavement that has been damaged.

Pavement overlay will be undertaken when roadways are showing signs of significant fatigue, specific signs of fatigue are Alligator Cracking, subgrade failures and longitudinal cracking. Areas that need consistent patching repairs and show obvious signs of road deterioration will be scheduled in the Capital plans for overlay. These areas will be identified during an annual inspection by Public Works along with a paving contractor.

Pavement Distresses that may require patching, filling or overlay would include:

- Pot Holes
- Alligator Cracking
- Longitudinal Cracking (Wheel Path Cracking)
- Depressed Transverse Cracking
- Subgrade Failures
- Settlements/Distortions (i.e. culvert dips)
- Spalling and Raveling
- Rutting



When a pavement overlay takes place, the contractor will ensure that there is a relatively smooth transition into private driveways. When tying into gravel or asphalt driveways the contractor will slope the asphalt from the edge of the pavement gradually into the driveway.

When tying into a concrete driveway or a driveway with paving stones Administration will give residents the following options:

1. Have the contractor leave a bump going into the driveway.
2. Have a portion of their driveway adjacent to the road removed so the contractor can slope the asphalt from the main road into the driveway. (At the home owners' expense)
3. Have the contractor mill away a portion of the main road so that when the overlay is applied it will be even with the existing driveway. (At the home owners' expense)

All residents in the Summer Village will be notified about overlay projects at least one month before the work takes place. Residents with concrete or paving stone driveways will be given their options and Administration will provide them a cost for option 3.

The contractor will also avoid causing any drainage issues by insuring all driveway approaches slope away from the center of the driveway and into the ditches. Any water pooling on driveways caused by the overlay will be repaired at the discretion of Administration.

Road Bans are set at 75% G.V.W from March 15 – May 31 to help preserve road conditions during spring thaw. They are set at 90% G.V.W for the rest of the year. Overweight permits are managed through a third party (Road Data).

Mayor

Administrator