



Policy Title	Date:	Resolution No.
Road Maintenance and Repair Policy	March 29, 2019	1853/19

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 and as the road maintenance budget will allow. 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

Spring road bans are set at 50% G.V.W from March 15 until May 31 to help preserve road conditions. For the remainder of the year they are set at 90% G.V.W. Overweight permits are managed through a third party (Road Data).

Mayor

Administrator