

<p style="text-align: center;">OTTAWA COUNTY ROAD COMMISSION</p> <p style="text-align: center;">OPERATIONAL POLICY CONSTRUCTION & MAINTENANCE</p>	<p style="text-align: center;">NUMBER: 3</p> <p style="text-align: center;">EFFECTIVE DATE: 08/19/14</p> <p style="text-align: center;">REVISION NUMBER:</p>
<p>SUBJECT: COUNTY ROAD IMPROVEMENTS</p>	

This statement of general policy is intended to provide guidance for improvements which will maintain the integrity of the County road system in a cost-effective manner.

Annually, the Road Commission will evaluate the transportation assets and maintain inventories to determine current resources and develop potential needs. The annual review of these assets helps identify replacement, repair, and maintenance items to be incorporated into a Strategic Improvement Plan.

Once the inventory reviews are compiled, the Road Commission will gather input from local governmental officials, Metropolitan Planning Organizations (MPO), and other agencies within Ottawa County to determine improvement needs. Project lists will be developed with cost estimates and any available or anticipated funding sources noted. The priority for the proposed projects is based on the evaluation of data such as:

- PASER Road Ratings
- Traffic Volumes
- Capacity and Congestion Issues
- Accident History
- Maintenance Problems
- Funding Sources

Preventative Maintenance

A more economical way of maintaining the road network is to lengthen the time between construction and reconstruction. The preventative maintenance improvement program was developed to add surface life to the roads in “good” or “fair” condition, while the “poor” condition roads could be managed.

The Road Commission will incorporate some of the following preventative maintenance treatments for the road system. These treatments can provide roads in “good to fair” shape an extra 5-10 years of life.

- Seal Coat: A three step process with a layer of asphalt emulsion, a layer of chip aggregates, and a fog sealant. Not recommended for subdivision roads
- Crack Seal: The crack or joint is cleaned and an overband layer of rubberized asphalt is placed to fill the area.
- Micro Surfacing: A cold laid bituminous mixture produced using a high performance polymer modified asphalt emulsion, select aggregates, water, and mineral filler. (¼” to ½” thick)
- Cape Seal: A combination of a layer of seal coat without a fog sealant that is covered by a layer of micro surfacing.
- Skip Paving: A single layer bituminous overlay for a small segment of roadway usually only a couple hundred feet in length.

Resurfacing

Resurfacing is the placement of hot mix asphalt (HMA) over the existing roadway. The type of HMA material, width, and thickness shall be determined by an analysis of the existing conditions and traffic data for each project.

Shoulders shall be improved as needed to meet the grade of the new pavement and will generally be constructed as a gravel shoulder of a width best suited to the existing shoulder condition.

Sometimes it is determined to widen the roadway as part of a resurfacing project. Widening can consist of standardizing lane widths or constructing paved shoulders. Since widening and resurfacing work of this type will be done generally within the existing grade width, the resultant shoulder will be reduced by the amount of pavement widening and ideally should be 6 feet or more in width.

Reconstruction

Reconstruction projects will generally be needed to correct significant deficiencies in one or more of the following; vertical or horizontal alignment, pavement condition or width, shoulder width, drainage, base or subbase, or traffic capacity.

These projects will be designed and constructed to meet current Road Commission standards and specifications.

Adopted by the Board of County Road Commissioners: August 19, 2014

This policy supersedes and rescinds the previous County Road Construction Policy of March 19, 1981.