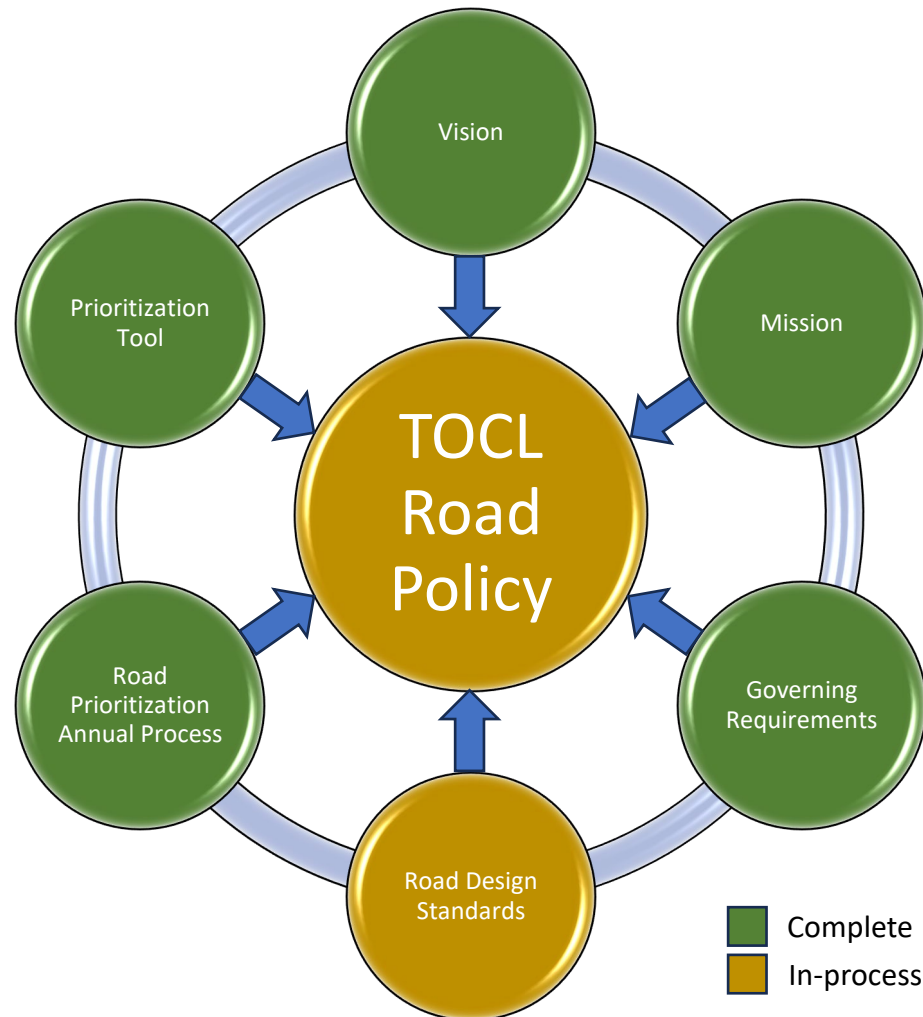


# TOCL Road Committee

Road Vision & Mission Statements  
Road Governing Requirements

Initial Release

# TOCL Road Policy: Overall Development Approach



Status as of 7/13/23

- ✓ Road Vision Statement: Overarching objectives for our roads
- ✓ Road Mission Statement: Roadmap to achieve the vision's objectives
- ✓ Road Governing Requirements: Detailed features, specifications, and constraints that a road engineer must consider when creating a design
  - Road Design Standards: Specifications for determining compliance to the Governing Requirements
- ✓ Road Prioritization Annual Process: Series of actions taken annually to achieve the road objectives
- ✓ Road Prioritization Tool: Analytic model used to determine the order of road projects based on a common set of criteria
- TOCL Road Policy: A framework of guidelines used to achieve the objectives outlined in the road vision & mission statements

# Road Vision Statement

Overarching objectives for our roads (Released 3/23/23)

Establish and maintain a network of roads which enhance community lifestyle and safety at targeted cost

# Road Mission Statement

Roadmap to achieve the vision's objectives (Released 4/20/23)

**Perform annual assessments to identify and communicate to residents a fiscally responsible 5-10-15-year asphalt surface road improvement plan that maintains or establishes all road lifespans to 15-20-years while minimizing disruption and maximizing safety during construction**

# Road Governing Requirements

Detailed features, specifications, and constraints that a road engineer must consider when creating a design (Released 5/22/23)

- The road surface shall be asphalt.
- Project shall include all necessary design elements to establish a road segment lifespan of >15-Years.
  - Note: Lifespan is defined as the duration in which the road segment has a PASER rating between 10 & 3.
  - Note: Lifespan design estimates shall assume annual sealcoating of cracks.
- Design shall be adequate for Indiana temperature extremes and repeated winter freeze/thaw cycles.
- Road segments shall include a drainage system that shall have the following requirements.
  - a capacity to manage a 10-year storm (1.91 in/hr) event and dissipate water from roadway surface within 30-minutes.
  - be durable, easily maintained, retard sedimentation, and retard erosion.
  - maximize the use of passive swales alongside the road where sufficient Right-of-Way (ROW) exists and minimize use of drains in applications where design constraints leave no other cost-effective solution.
  - exist within the road ROW.
  - Include filtering elements (see examples below) on all drainage conveyed via pipe directly to the lake.
    - Grated storm drain covers.
    - Sump features to settle particulates.
    - Stone rip raft to slow flow velocities.
  - require a drainage easement for any portion located on private property.
  - ensure surface water falling on the roadway enters the drainage system in a manner to prevent water and/or sedimentation from flowing onto adjacent private property lots.
  - maintain roadway free of standing water following a storm event.
  - prevent ponding along roadway from seeping back onto road surface.
  - use roadbed structural components which dissipate moisture.
  - account for all pre-existing additional drainage loads.
- Road's structural components shall be designed for a maximum vehicular load of 80,000 lbs.
- Road finish asphalt layer shall be a thickness adequate for a mill and resurface maintenance operation.