

SMOKY LAKE COUNTY



Title: Road Maintenance	Policy No.: 51-02
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Legislation Reference:	<i>Municipal Government Act</i>
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Purpose:	To establish maintenance standards for municipally controlled roads to facilitate an orderly and effective management of roads under the jurisdiction of Smoky Lake County.
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Policy Statement and Guidelines:	
1. OBJECTIVES:	
1.1	The County is committed to maintaining every road subject to its control and management in a reasonable state of repair, having regard to the character of each road and the area of the municipality in which it is located.
1.2	Priorities will be established for road maintenance, taking into consideration factors such as safety, road conditions, connectivity to other roads, and the type, source, or volume of traffic, in accordance with <i>Policy Statement No. 03-15: Road Policy</i> .
2. GUIDELINES:	
2.1	County Council deems it appropriate to establish guidelines and standards to be used in maintaining various road category designations of County roadways and ensure the operation of a consistent road maintenance program.
2.2	Actual maintenance activities may vary due to changes in traffic patterns, weather patterns and other environmental influences.
2.3	The Public Works Manager shall maintain an inventory of all municipally-controlled roads.
2.4	The County roadway category system is classified in accordance with <i>Policy Statement No. 03-15: Road Policy</i> and further described as follows:

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Policy Statement and Guidelines:

2.4.1 EXCEPTIONAL ROADS:

Exceptional Roads serve large or oversize loads or heavy truck traffic, and often are related to the oil and gas service industry. Exceptional roads generally meet one or more of the following criteria:

- High volume of heavy truck traffic.
- Serve local commercial or industrial area.
- Generally (but not always) in excess of 30-75 vehicles per day.

2.4.2 CATEGORY #1: PRIMARY ROADS

Primary Roads are Main Collector Roads that are Paved, oiled and base stabilized roads. These roads serve as collectors of local traffic which funnel to the primary highways or to other major destinations and communities. A Primary Road will generally meet one or more of the following criteria:

- Interconnects Provincial Highways, other collector roads, or communities.
- Connects multi-lot rural residential areas, hamlets, or other populated areas to the Provincial Highway System or other Main or Minor Collector Roads.
- Connects recreational sites to a Provincial Highway or equivalent Main or Minor Collector Roads.
- Traffic Volumes generally (but not always) in excess of 50-75 vehicles per day.

2.4.3 CATEGORY #2: SECONDARY ROADS

Secondary Roads are Minor Collector Roads that are high usage arterial and feeder gravel roads. These roads carry lower traffic volumes, and have a surface width of slightly over 7 meters. A Secondary Road will generally meet one or more of the following criteria:

- Lower number a heavy vehicle traffic (usually local truck traffic only).
- May or may not be connected to other through roads.
- Traffic Volumes generally (but not always) less than 50-vehicles per day.

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2.4.4 CATEGORY #3: LOCAL ROADS

Local Roads are moderate usage collector gravel roads with through traffic and serving several residents and farmland. These roads have occasional truck traffic, usually related to agricultural production. A Local Road will generally meet one or more of the following criteria:

- Lower volume of truck traffic.
- Traffic Volumes less than 30-vehicles per day.

2.4.5 CATEGORY #4: ACCESS ROADS

Access Roads are low usage gravel roads or dead end roads. These roads serve few residents and oilfield accesses are used or to access farm land adjacent to the road allowance. Access Roads will generally meet one or more of the following criteria:

- Field access only (but are not driveways into fields or other properties).
- May or may not have been improved by the County or others in the past.
- These roads are maintained periodically as conditions warrant.

3. PROCEDURES:

Smoky Lake County will endeavour to maintain roads to a reasonable state of repair and generally in accordance with the specifications contained in the attached **Schedule "A": Levels of Service for County Roadway System.**

General Maintenance:

Smoky Lake County General Maintenance Operations Program consists of the following areas:

1. **Cold Mix and Asphalt Surfaces.**
2. **Grading (Blading).**
3. **Gravelling.**
4. **Railway Crossing.**
5. **Brush Control.**
6. **Roadside Mowing.**
7. **Culvert Draining System.**
8. **Traffic Control Devices.**

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Policy Statement and Guidelines:

3.1 Cold Mix and Asphalt Surfaces:

- 3.1.1 Crack sealing on cold mix and asphalt surfaces will be done on a yearly basis, or as otherwise deemed necessary by the Public Works Manager.
- 3.1.2 General patching will be undertaken on a yearly basis. The areas to be patched will be prioritized based on safety. Minor patching will be done as the budget allows.
- 3.1.3 Emergency patching will be undertaken on a case-by-case basis with an emphasis on preserving safety. A stockpile of patching material is to be kept available at all times.

3.2 Grading (Blading):

Summer:

- 3.2.1 Gravel surface maintenance is required to provide a reasonably smooth and safe roadway for the motoring public, taking into consideration weather and traffic conditions.
- 3.2.2 Regularly scheduled road inspections in accordance with *Policy Statement No. 14-A.01: Roadway Inspections* will be carried out to ensure that the required level of service is maintained, due to the changing traffic volumes or excessively wet conditions.
- 3.2.3 Roadway surfaces will be bladed to remove potholes, washboards and ruts. The roadway will be maintained to a uniform crown of 4-5% and all curves will be bladed to maintain the designed super elevation. The crown of the main roadway will be maintained through the intersection, while the crown on the intersecting roadway will be feathered back. The road surface will be kept free and clear of all large rocks that may appear after normal blading.
- 3.2.4 Abutments to bridge decks and railway crossings will be bladed to ensure that the bridge deck and railway crossing surface are kept clear of all excess material.

Winter:

- 3.2.5 Winter blading and snow removal shall be done in accordance with *Policy Statement No. 03-35: Snow Clearing*.

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3.3 Gravelling:

3.3.1 Roadways will be inspected in the late fall of each year for the purpose of condition rating. A roadway will be considered for re-gravelling when it exhibits any of the following characteristics, in the opinion of the Public Works Manager:

- Excessive loss of surface gravel.
- Numerous bald or shiny spots.
- Clay balls on the shoulders of the road after blading.
- Excessive rutting.

3.3.2 Ultimately, the condition, width, traffic type, and traffic volume of the roadway will dictate the application rate of gravel. The suggested rate of gravel application for all road category designations is specified in *Schedule "A": Levels of Service for County Roadway System* and in accordance with *Policy Statement No. 03-15: Road Policy*.

3.3.3 Prior to re-gravelling operations, the roadway will be shaped to the best reasonable crown rate and width.

3.4 Railway Crossing(s):

3.4.1 Crossing maintenance is required to ensure a safe crossing for the motoring public and the railway traffic. All crossings maintenance activity will be carried out in close proximity to the crossing.

3.4.2 All crossings will be kept clear of debris, gravel, snow, and ice. Visibility will be maintained as well as a smooth surface entering and exiting the Railway Crossing.

3.5 Brush Control:

3.5.1 Brush which has become established in the road right-of-way by suckering or seed drop should be removed where necessary, in the opinion of the Public Works Manager, to:

- Improve sight distance at intersections and curves.
- Restore proper drainage in ditches.
- Reduce snow drifting problems.
- Allow for dissipation of dust clouds created by traffic on the gravel roads.

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3.5.2 Brush control is best performed once the vegetation reaches 2 meters in height or before sight distance is reduced significantly.

3.5.3 Brush Control requirements will be reviewed and priorities created on an annual basis. A Brush Control list will be developed by the Public Works Manager early fall each year.

3.5.4 After brush control operations have been completed, all cuttings larger than 10 centimeters in diameter will be removed and properly disposed of. Mechanical brushing may produce debris small enough to leave in the right-of-way.

3.6 Roadside Mowing:

3.6.1 Roadside Mowing maintenance will be carried out in accordance with *Policy Statement No. 62-15: Vegetation Management Plan.* and *Policy Statement No. M62-03: Mowing Program.*

3.6.2 The Public Works Manager and the Agricultural Fieldman will coordinate mowing, weed control, and brushing operations with regard to regular maintenance operations to ensure efficient delivery of all programs.

3.7 Culvert Draining System:

3.7.1 In order to maintain a roadway in a reasonable condition, water must be kept from saturating the sub-grade and also from eroding the roadway. Culvert installation provides relief of natural drainage channels and also prevents undue accumulations and retention of water on and adjacent to the roadway.

3.7.2 Through proper maintenance, the capacity of culverts can be reduced dramatically when damaged or blocked by silt, debris or ice.

3.7.3 Culverts that are prone to freezing will be inspected in the early Spring.

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3.8	<p>Traffic Control Devices:</p> <p>3.8.1 A traffic control device means any sign, signal, marking, or device placed, marked or erected under the authority of the <i>Traffic Safety Act</i> for the purpose of regulating, warning or guiding traffic.</p> <p>3.8.2 The County has the authority under both the <i>Municipal Government Act</i> and the <i>Traffic Safety Act</i> to erect traffic control devices (signs) at any location that is considered necessary for safely controlling and managing its transportation and traffic system, in accordance with <i>Policy Statement No. 03-22: Request for Traffic Control Device</i>.</p> <p>3.8.3 All traffic signs shall be placed, marked, or erected in accordance with the “Government of Alberta Transportation Manual” latest revision thereof, distributed by Government of Alberta, latest revision thereof.</p>

	Date	Resolution Number
Approved	April 18, 1996	# 399 - Page # 5999
Amended	January 31, 2013	# 289-13 - Page # 10423
Amended		
Amended		

Schedule "A"

LEVEL OF SERVICE FOR COUNTY ROADWAY SYSTEM

Road Category	Grading		Gravelling	Brush Control	Roadside Mowing	Culvert Draining	Upgrading
	Summer	Winter					
Exceptional	Continuous rotations approximately every 10 day or as required.	Removal upon 4" – 6" of Snow fall.	187 tonnes/mile Annually	Maintain 20m– 30m Right-of-way.	Semi-annually	Maintain semi-annually: Spring and Fall Replaced as necessary	Shoulder Pulls or Re-construct as required.
Category #1: Primary	N/A Re-conditioning when necessary on Base-stabilized roads.	Snow removal and sanding as conditions warrant; minimum 2" of snow or icy conditions.	N/A	Maintain 20m– 30m Right-of-way.	3 times per year	Maintain semi-annually: Spring and Fall Replaced as necessary	N/A or Unless Council authorizes a specific Project.
Category #2: Secondary	Continuous rotations approximately every 10 days or as required.	Removal upon 4" – 6" of Snow fall.	187 tonnes/mile Every 2 years	Maintain 20m– 30m Right-of-way.	Semi-annually	Maintain semi-annually: Spring and Fall Replaced as necessary	Shoulder Pulls or Re-construct as required.
Category #3: Local	Continuous rotations approximately every 10 days or as required.	Removal upon 4" – 6" of Snow fall.	156 tonnes/mile Every 3 years	Maintain 20m– 25m Right-of-way.	Semi-annually	Maintain semi-annually: Spring and Fall Replaced as necessary	Shoulder Pulls or Re-construct as required.
Category #4: Access	Periodic: when deemed necessary.	Snow removal when required	125 tonnes/mile Every 4 years	Maintain 20m– 25m Right-of-way.	Annually	Maintain semi-annually: Spring and Fall Replaced as necessary	N/A or Unless Council authorizes a specific Project.

