

# P O L I C Y



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| Policy Title<br><b>ROAD MAINTENANCE</b> |                              |                       |

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| Council Resolution No.<br><b>C/359/07</b> | Date:<br><b>June 14, 2007</b> | Cross Reference<br><b>C/368/04, C/18/05<br/>C/155/05, C/50/06</b> | Effective<br><b>June 14, 2007</b> |
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## **POLICY**

Subject to budgetary allocations, Lacombe County will endeavor to provide maintenance to all roads within the control and jurisdiction of the County, having regard for the respective road use and character.

## **REGULATION**

The goal of winter maintenance for paved roads is to remove snow and ice from the road surface as quickly as possible. Supervisory staff will determine the appropriate use of equipment and materials to achieve this result. Time frames will vary depending on the severity and duration of the storm.

The goal of winter maintenance for gravel roads is to remove snow from the road surface after accumulations reach approximately 5 cm or more. Gravel road snow removal will be undertaken under the direction of the supervisory staff with the goal of minimizing the amount of gravel that ends up in the ditch.

### **Winter Maintenance (Snowploughing)**

#### **A. Order of Priority for Snowploughing – Paved Roads**

1. County designated Primary Main roads.
2. County designated Secondary Main roads.
3. Hamlets and Subdivisions
4. Main Access roads to subdivisions.
5. Snowploughing will be undertaken in a manner that minimizes backtracking or excessive travel. This may have an affect on the actual priority of ploughing.

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**B. Order of Priority for Snowploughing – Gravel Roads**

1. Local Roads - Ploughing will commence in alternating locations. Snowploughing will be undertaken in a manner that minimizes motor grader backtracking or excessive travel.
2. Public Access roads and Machinery roads - Ploughing will only be undertaken to an established residence or to transport agricultural products, provided the road may be opened with a motor grader. This service will be subject to the availability of equipment.
3. Winging snow from shoulders and other maintenance will have secondary priority.
4. Snowploughing on private property will not be done.

The goal of summer maintenance of paved roads is to protect the public from pot holes and premature pavement failure.

**Summer Maintenance (Paved and Oil Roads)**

1. Pot holes on paved or oiled roads will be repaired as soon as possible considering the time of year and availability of crews and materials.
2. Yearly a program to seal cracks will be undertaken either by contract or by County forces. The crack sealing program is to prevent water from entering into the road bed and causing structural failure.
3. Spray patching of select areas will be undertaken to prevent premature failure of the surface of the road and to provide a better quality of ride for the public.
4. Drainage issues along paved or oiled roads will be given first priority for repair.
5. Line painting of paved roads will be done as needed but usually every two years for average traffic volume roads.

The goal of summer gravel road maintenance is to get and keep gravel roads in a reasonable safe driving condition relative to the character of the road and recent weather conditions.

The order in which roads are graded will depend on traffic volumes, structural condition of the road, and amount of gravel on the road.

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**Summer Maintenance (Grading)**

1. Gravel roads will be graded on average of every 2.5 weeks weather permitting.
2. High traffic volume roads will be graded more often while some lower traffic roads will be graded less often.
3. High traffic volume roads will be graded first, if necessary, after a rain.
4. Access roads and machinery roads will be graded a minimum of once a year if time allows and condition of the road allows.
5. Road will be graded in an orderly fashion to maximize efficiency.
6. Operators will rip up dust control sections if in their opinion it represents a risk to the driving public.
7. Repair of soft spots in gravel roads will be undertaken if funding is in place and when crews and materials are available. Repairs may include the use of road stabilizers, filter fabric, and granular material.