
Road, Sidewalk, and Parking Lot Network Maintenance

Policy Statement

In order to ensure the traveling public has a functional network of roads, parking lots and sidewalks in a financially achievable, cost effective and efficient manner, a system of assigning labour, equipment and materials shall be adopted. Levels of service will vary based on the network category.

Purpose

The purpose of this policy is to classify the roadways, parking lots, and sidewalks within Strathcona County, and to set out the level of maintenance service that will be provided on each classification of roadway, parking lot, and sidewalk.

Definitions

As needed - A statement which means that the level of service is not set at a predetermined number of activity occurrences per season or per year.

Financially achievable - The standard of service is affected by the budget allocation available. It is intended that a minimum functional standard of condition – or better – will always be provided.

Functional: A term intended to mean that a reasonable standard of condition is maintained, based on the criteria of meeting design and safety objectives and meaning that the asset can be used for its intended purpose.

Hazard: Any abnormal feature or condition that poses a significant risk for conventional use of roads, parking lots or sidewalks. These may include but are not limited to:

- deep potholes
- severe washboard
- large debris
- abrupt tripping edge (>12.5 mm)
- significant settling

Marking - Make the hazard visible to the traveling public so that they can reasonably avoid it.

Repair - Remove a hazard and return the asset to, or close to, its as-built state.

Guidelines

Service Levels

1. Hazards

- a) Any hazard on any portion of the network is normally addressed by repair or marking within 24 hours of being observed or reported. The decision to repair or mark is based upon factors such as resource availability, hazard location and severity, shift cycles, weather conditions and third party responsibilities. If marking is chosen, the inspection process monitors that markings remain in place until the repairs are complete. An asset management system (IMS) is used to guide preventative maintenance practices.

2. Network Categories

- a) Urban Service Area
 - i. Arterial roadways
 - ii. Major industrial roadways
 - iii. Collector roadways
 - iv. Residential roadways
 - v. Sidewalks and trails
 - vi. Municipal parking lots
- b) Rural Service Area
 - i. Reconstruction (Asphalt) - major reconstruction, consisting Class I roadways
 - ii. Cold-mix - improved and unimproved grid roadways with coldmix surfaces
 - iii. Dust-suppressed gravel - dust-suppressed gravel roadways, consisting of gravel roads with dust suppression, at intersections and driveway approaches, and gravel roads with intersection-to-intersection dust suppression
 - iv. Hamlet roadways - roadways within Hamlets with cold-mix surfaces, asphalt surfaces and gravel surfaces
 - v. Country Residential roadway - asphalt roadways, cold-mix roadways and gravel roadways not included in the above.
 - vi. Municipal parking lots

3. Dust-suppressed Gravel Roadway Network

- a) Grading

Regular grading passes on graveled roads is necessary to keep the road in a safe condition for travel, with reasonable riding qualities for the posted speed limit. The frequency of surface maintenance depends on several factors such as traffic volumes, soil types, rainfall frequency, amount of gravel, etc.

The following may be used as a general guide for the frequency of grading:

0-50 vehicles per day = once per month

50-100 vehicles per day = twice per month

Service roads adjacent to a single resident = once per season

- b) Dust Suppressing

Roads in this network receive either intersection-to-intersection ('I-to-I') or spot dust control. The criteria is:

 - i. I-to-I
 - I. At least 100 vehicles per day, or

- II. between 65-100 vehicles per day with four or more occupied approaches per mile; or
 - ii. Spot Control
 - I. 153m in front of occupied residences
 - II. less than 100 vehicles per day with less than four occupied approaches per mile.
 - iii. The frequency of application varies from 0-3 times per year and is guided by the principle of keeping dust to a reasonable level as traffic and weather conditions dictate.
 - c) Re-graveling

All roads in the gravel network are re-graveled on a 5-year cycle or as conditions change.
- 4. Sidewalks and Trails
 - a) Maintenance of sidewalks and asphalt trails will be based on a deficiency rating system
 - b) Those sidewalks and trails which have the most severe rating will be repaired first.
- 5. Rural Drainage
 - a) This area includes culverts, ditches and easements. Beyond routine maintenance, problem areas are ranked and the most severe areas are addressed annually, as budget, staff, and equipment availabilities permit.
- 6. Railway Crossings
 - a) Where railways cross roadways, the maintenance responsibility is shared between Strathcona County and the railway companies. Conditions are monitored through inspections and problems are addressed as needed.
- 7. Parking Lots
 - a) Maintenance of parking lots will be based on a deficiency rating system.
 - b) Those parking lots which have the most severe rating will be repaired first.

Policy Record

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