

COUNCIL POLICY

Policy Title: Spring/Summer/Fall Road Maintenance Policy	Policy Number: RD-1801
Approved by: Council RM of Fisher	Date of Most Recent Approval: September 2, 2020
Date of Original Approval: September 6, 2017	Resolution Number: 233/20
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Purpose

The Rural Municipality of Fisher wants to set standards for ratepayers and direction for employees for summer maintenance of roads in the municipality.

The Rural Municipality of Fisher is committed to providing maintenance, when monies have been appropriated, to public rural roads in a fair, equitable and cost-effective manner.

Scope

This policy applies to roads in the Rural Municipality of Fisher.

Definitions

High Priority Roads includes roads such as bus routes.

High Use Roads is to be determined by Council annually.

Access Roads include low volume use roads.

The level of maintenance provided for rural roads will normally range from one to four "dry bladings" per year in summer. This level will vary depending upon a number of factors including road construction standards, user density, public service requirements (i.e. school bus etc.) and, in some cases, user preference. Low volume access roads will be maintained on an as needed basis. Maintenance of secondary roads will normally be undertaken after high priority and/or high use roads.

1. Regular road maintenance will commence as early in the spring as weather permits. Priority will be given to high priority and high use roads and those roads adversely affected during winter.
2. Gravel road rehabilitation, in the form of ridge and shoulder pulls, are performed annually to recover gravel thrown from the motoring public and lost in the ditch from winter plowing operations.

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3. Roads will be maintained in an orderly fashion in order to maximize efficiency.
4. Roads will be graded to a minimum of 2% crown.
5. A space of about .3 meters from the edge of the gravel to the edge of the road will be left when spreading gravel.
6. Washboards at intersections and other areas of high traffic will be repaired - may require numerous passes to cut it out.
7. Intersection profiles will be kept reasonably flat.
8. High priority and high use roads will be maintained as soon as possible after a rain.
9. Where required, roadways may receive an application of traffic gravel once provincial road restrictions have been lifted. Ward Councillors will determine road gravelling program on a yearly basis.
10. Roads are graded prior to having dust control materials applied. Dust control will be available on a cost recovery basis once per year.
11. Grading of roadways following the distribution of dust control is counterproductive. As a result, grading will only take place on those areas of the road if it is in major disrepair following the application of dust control.
12. Bridge decks will be kept clean of gravel.
13. A concerted effort will be made to ensure all roads are graded smooth prior to freeze up in the fall.
14. Road grading may need to be postponed due to weather conditions. If the road is too dry or too wet, grading has little effect other than to re-arrange dust or mud.
15. Early Fall – preparation for Winter starts in September. Roads will have no windrows. Packers are to be attached to graders.