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| Council Policy No.: | CP2018-012 |
| Council Policy Name: | Roadway Level of Service Policy Maintenance Priority Classification System <u>Policy.</u> |
| Date Approved by Council: | November 29, 2005 |
| Date revision approved by Council: | July 17, 2018 |
| Related SOP, Management Directive, Council Policy, Forms | |

Policy Statement and Rationale:

The City of Kawartha Lakes adopts the methodology contained herein to objectively evaluate and define roadway classification based on Ontario regulation 239/02. priority for roadway maintenance activities. The objective of the policy is to ensure consistency of service delivery to all roads in the City.

Scope:

This policy applies to all roadways assumed and maintained as public roadways in the City of Kawartha Lakes.

Definitions:

AADT Average Annual Daily Traffic is a technical measurement of traffic volume on a road, in both directions. Conversion factors, which vary depending on time of year and week, extrapolate daily traffic counts into AADT. (See seasonal.)

Class in the context of these standards refers to the criteria for classifying roadways developed in the preamble to the standards.

Right Of Way (R.O.W.) describes the corridor of land reserved for roadway improvements and under the jurisdiction of the roadway authority. Certain rights of way infer a right of passage to the public. However, in the context of these standards, only

rights of way with assumed public roadways are considered. Rights of way solely for non-vehicular traffic are not addressed in these standards (e.g. Pedestrian, equestrian, bicycle).

Road refers specifically to the traveled road surface on a roadway assumed by a roadway authority, but not including on-street parking or stopping zones.

Roadside refers to all the features that make up the roadway, except for the road surface itself.

Roadway in the context of these standards means any public assumed road right of way, intended for vehicular traffic. It refers not only to the traveled road surface, but to all services relevant to the road, within the right of way.

Roadway = road + roadside

Roadway Authority indicates the public agency accountable for the status and condition of the roadway. This refers to the Corporation of the City of Kawartha Lakes and its designated officials or agents.

Section refers to a portion of roadway with a distinct classification, and homogeneous character.

Service in the context of these standards, “service” refers aspects of a roadway and their condition. Services are seen from the perspective of the user.

Service Level Matrix the chart in the standard that specifically defines the service level according to class of roadway.

Service Levels a range of values that quantify a particular service standard, by one or more parameters, across a range of roadway classifications. Service levels typically reflect a maximum, minimum or desirable.

Speed in the context of this policy refers to the legal speed limit for the roadway. The speed limit need not be posted with a sign to be valid.

Policy:

1.0 Maintenance Priority Classes

Priority for roadway maintenance services shall be according to roadway class as defined by Table 1 below. [This table is referenced from Ontario Regulation 239/02 Minimum Maintenance Standards for Municipal Highways.](#)

Table 1 – Roadway Classes

**TABLE
CLASSIFICATION OF HIGHWAYS**

| Column 1 Average Daily Traffic (number of motor vehicles) | Column 2 91 - 100 km/h speed limit | Column 3 81 - 90 km/h speed limit | Column 4 71 - 80 km/h speed limit | Column 5 61 - 70 km/h speed limit | Column 6 51 - 60 km/h speed limit | Column 7 41 - 50 km/h speed limit | Column 8 1 - 40 km/h speed limit |
|---|--|---|---|---|--|---|--|
| 53,000 or more | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 23,000 - 52,999 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |
| 15,000 - 22,999 | 1 | 1 | 2 | 2 | 2 | 3 | 3 |
| 12,000 - 14,999 | 1 | 1 | 2 | 2 | 2 | 3 | 3 |
| 10,000 - 11,999 | 1 | 1 | 2 | 2 | 3 | 3 | 3 |
| 8,000 - 9,999 | 1 | 1 | 2 | 3 | 3 | 3 | 3 |
| 6,000 - 7,999 | 1 | 2 | 2 | 3 | 3 | 4 | 4 |
| 5,000 - 5,999 | 1 | 2 | 2 | 3 | 3 | 4 | 4 |
| 4,000 - 4,999 | 1 | 2 | 3 | 3 | 3 | 4 | 4 |
| 3,000 - 3,999 | 1 | 2 | 3 | 3 | 3 | 4 | 4 |
| 2,000 - 2,999 | 1 | 2 | 3 | 3 | 4 | 5 | 5 |
| 1,000 - 1,999 | 1 | 3 | 3 | 3 | 4 | 5 | 5 |
| 500 - 999 | 1 | 3 | 4 | 4 | 4 | 5 | 5 |
| 200 - 499 | 1 | 3 | 4 | 4 | 5 | 5 | 6 |
| 50 - 199 | 1 | 3 | 4 | 5 | 5 | 6 | 6 |
| 0 - 49 | 1 | 3 | 6 | 6 | 6 | 6 | 6 |

O. Reg. 366/18, s. 1 (5).

| Speed AADT | 100 | 90 | 80 | 70 | 60 | 50 | 40 |
|---------------|-----|----|----|----|----|----|----|
| 15000 or more | 4 | 4 | 4 | 2 | 2 | 2 | 2 |
| 12000 - 14999 | 4 | 4 | 4 | 2 | 2 | 3 | 3 |
| 10000 - 11999 | 4 | 4 | 2 | 2 | 3 | 3 | 3 |
| 8000 - 9999 | 4 | 4 | 2 | 3 | 3 | 3 | 3 |
| 6000 - 7999 | 4 | 2 | 2 | 3 | 3 | 3 | 3 |
| 5000 - 5999 | 4 | 2 | 2 | 3 | 3 | 3 | 3 |
| 4000 - 4999 | 4 | 2 | 3 | 3 | 3 | 3 | 4 |
| 3000 - 3999 | 4 | 2 | 3 | 3 | 3 | 4 | 4 |
| 2000 - 2999 | 4 | 2 | 3 | 3 | 4 | 4 | 4 |
| 1000 - 1999 | 4 | 3 | 3 | 3 | 4 | 4 | 5 |
| 500 - 999 | 4 | 3 | 4 | 4 | 4 | 4 | 5 |
| 200 - 499 | 4 | 3 | 4 | 4 | 5 | 5 | 5 |
| 50 - 199 | 4 | 3 | 4 | 4 | 5 | 5 | 5 |
| 0 - 49 | 4 | 3 | 6 | 6 | 6 | 6 | 6 |

Roads classifications shall be based on Table 1 utilizing the AADD volumes collected within the City's current roads need study.

The Director of Public Works and The Director of Engineering & Corporate Assets may increase the classification of a road or portion thereof by one level where terrain or other localized circumstances have a significant affect of driving conditions and in his or her opinion the classification as defined above does not result in a level of service for any maintenance activity that is adequate to satisfy the requirements for public safety.

Revision History:

Proposed Date of Review:

| Revision | Date | Description of changes | Requested By |
|----------|-------------------|---|-----------------|
| 0.0 | November 29, 2005 | Initial Release as 123 EPW 009 | Kenneth Becking |
| 1.0 | July 17, 2018 | Updated and renumbered as per new Policy system | Juan Rojas |
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