



# Commonage Road Safety

Presentation to Predator Ridge Residents  
October 3, 2018

# + Tonight's Purpose

- Share Concerns regarding Commonage Road
  - Winter maintenance
  - Summer maintenance
  - Future Improvements
- Information sharing
  - Current ownership and responsibilities
  - Current maintenance contract and future
- Discuss Path Forward
  - Immediate Actions
  - Commonage Road Committee



# Road Maintenance Concerns

- Winter maintenance (Bench Row Rd to Predator)
  - Lack of timely snow removal
  - Lack of timely ice remediation
  
- Summer maintenance (Bailey Road to Predator)
  - Lack of clearly painted road lines (including Bench Row to Predator)
  - Lack of pothole maintenance
  - Poorly maintained asphalt on edges
  
- Future Improvements
  - What is the plan?

# + Current Ownership & Responsibilities

- Commonage Road is not within the City of Vernon area, the city boundary ends just past Bench Row Road.
  - At the present time it is considered a rural road
- Standards and maintenance of rural roads within British Columbia in the Regional District of North Okanagan (RDNO) Electoral Areas falls under the jurisdiction of the Ministry of Transportation and Infrastructure. (MTI)
  - MTI is responsible for all aspects of the road, including design, speed limits, maintenance, classification and upgrades
  - MTI contracts out all road maintenance services
  - JPW Road and Bridge are the current providers of road maintenance services on behalf of the Ministry of Transportation.
- Municipality of Vernon is responsible for the maintenance of most roads within Predator, the maintenance is contracted back to Predator Ridge.

[Display Map](#)

# + Existing Road Maintenance Contract

- There are 2 different spec's for road maintenance:
  - Winter specifications and Summer specifications
- JPW Road and Bridge are the contractors & current providers for both summer and winter maintenance.
- Their contract is finished at the end of March 2019.
- New contractor will be announced at the end of October.
- Up until the end of March any issues with road maintenance will still go directly to JPW office.

# + Road Classification for Winter Maintenance

- **Class A :**
  - High Volume
  - highway (5,000 vehicles per day)
  
- **Class B:**
  - All truck and main routes (1,000 vehicles per day), ski hills, commuter routes
  
- **Class C:**
  - All bus and industrial traffic routes
  
- **Class D:**
  - All other regularly maintained winter routes including residential and back roads
  
- **Class E:**
  - other irregularly maintained routes

# + Current Situation

- We are considered a Class C/D road for Winter Maintenance
- Desirable to be reclassified to Class B for Winter Maintenance.
  - Standards for winter maintenance dramatically increase (*see Winter Highway Spec Information Sheet*)
  - Threshold volume required of 1000 cars a day travelling between Predator and Vernon
    - Traffic Volume Counter in place mid October; in 2 location
    - If we are successful the move to Class B ([Spec](#))
- MTI conducted a road audit last week, from Junction of Bailey Rd to Predator. i.e. review pot holes and shoulder edges
  - Contractor was notified and instructed to repair the major potholes.
  - Contractor did cold fill some of the potholes, they are to redo with hot fill once the weather clears
- MTI engineers are evaluating speed limits.



# Path Forward

## ■ Immediate Actions

- Traffic volume study October
- Phone in your concerns to Contractor and document issues

## ■ Commonage Road Committee

- Focal Point for Predator Ridge Residents in dealing with the MTI and RDNO on improvements to Commonage Road;
- Objectives are:
  1. Continue to influence as required to help ensure proper level of Winter Road Maintenance from Bench Row Road to Predator
  2. Work with proper government representatives to improve paved road portion between Bailey Road and Predator
  3. Work with MOT on the Reclassification of Commonage Road
  4. Develop further recommendations for over all year round safety of Commonage Road. (summer & winter)
  5. Develop understanding of and provide input into the Long Term Plan for the Commonage Road



Winter Maintenance Specific Items	Response Times				
	A	B	C	D	E
<b>Highway Classifications</b>					
<b>During Event Specifications</b>					
<b>Maximum Accumulation</b>					
One Lane Each Direction	4 cm	6 cm	10 cm	15 cm	25 cm
Second Lanes	8 cm	10 cm	n/a	n/a	n/a
<b>Restore Traction</b>					
During Snowfall Hills > 5%	60 min	90 min	2 h	4 h	n/a
Curves Under 60 km/hr	60 min	90 min	2 h	4 h	n/a
School Zones & Intersections	90 min	2 h	3 h	6 h	n/a
Other Locations	2 h	3 h	4 h	8 h	n/a
Freezing Rain (all locations)	2 h	3 h	5 h	6 h	n/a
Black Ice (all locations)	2 h	3 h	5 h	6 h	n/a

Post Event Specifications					
Plowing of Travelled Lanes to be Completed for Accumulation > 5 cm After Last Measurable Snowfall	2 d	2 d	2 d	2 d	n/a
Removal of Snow Beyond Shoulders After Last Measurable Snowfall	4 d	6 d	10 d	24 d	n/a
<b>Restore Traction</b>					
After Snowfall - All Hills	5 h	8 h	24 h	48 h	n/a
After Snowfall - All Curves	5 h	8 h	24 h	48 h	n/a
After Snowfall - All Locations	24 h	36 h	3 d	n/a	n/a
<b>Clear Snow and Restore Traction</b>					
Bridge Sidewalks	24 h	24 h	24 h	3 d	n/a
Pedestrian Overpass	24 h	24 h	24 h	n/a	n/a
Approaches to Structures	36 h	36 h	36 h	3 d	n/a
Intersections & Medians	2 d	3 d	8 d	12 d	20 d
Site Distance Obstructions	3 d	5 d	8 d	12 d	20 d
Remove Snow from Cattleguards	8 h	8 h	8 h	8 h	8 h

Weather Event = Any meteorological condition that permits the development of hazardous slippery surface conditions.

Class A: High volume highway (5,000 vehicles per day)

Class B: All trunk and main routes (1,000 vehicles per day), ski hills, commuter routes

Class C: All bus and industrial traffic routes

Class D: All other regularly maintained winter routes including residential and back roads

Class E: All other irregularly maintained routes



Road Classifications

Figure 1

