

Residential Road Renewal Program

The City of Regina’s residential road network comprised of 661 km of residential roads.

Strategy: The Residential Road Renewal Program (RRRP) is a preventative maintenance strategy that designed to reduce or decelerate the deterioration of local roads and sidewalks in ‘fair’ and ‘good’ condition from becoming ‘poor’ in poor condition and minimize the costly reconstruction of these roads.

Goal: The goal of this program is to bring improve the residential road network through a proactive strategy such that 85% of these roads will be in ‘fair’ condition or better within 25 years.

Criteria: Selection of project locations for residential road in ‘fair’ or ‘poor’ condition are based on:

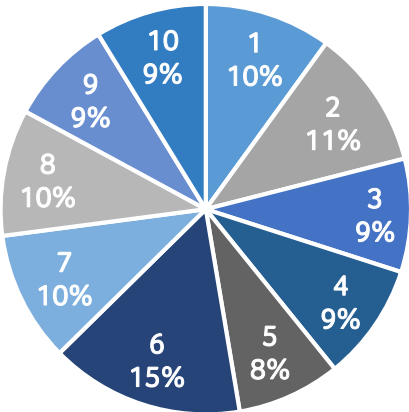
- Condition (worst first within the condition category)
- Age
- Required underground utilities work
- Other considerations, such as location of schools, churches and other public buildings

Funding Allocation:

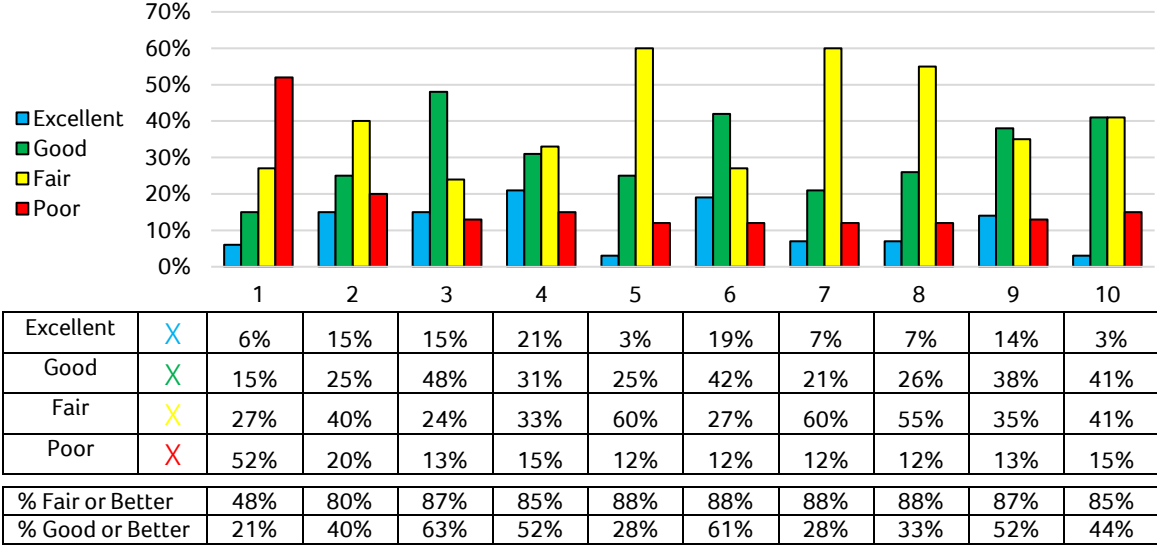
- 10% for roads in ‘good’ condition
- 65% for roads in ‘fair’ condition
- 25% for roads in ‘poor’ condition

Condition Category	Recommended Treatment Option	Result of Treatment	Estimated Cost [\$/m²]
A – ‘Excellent’	Maintenance Surface Seal and Crack sealing (new treatment)	Road stays longer (4-6 years) in ‘Excellent’ condition	5
B – ‘Good’	Thin-Lift Overlay	Road stays longer (10- 15 years) in ‘good’ condition	15
C – ‘Fair’	Mill & Pave (Rehabilitation)	Road returns back to ‘good’ condition (10-15 years)	60
D – ‘Poor’	Reconstruction/ Rebuild	Road returns back to ‘excellent’ condition (45 years life cycle)	200

% of Total Residential Road Network Length by Ward



Road Condition by Ward at the Start of Program
(Based on 2014 Condition Inspection Ratings)



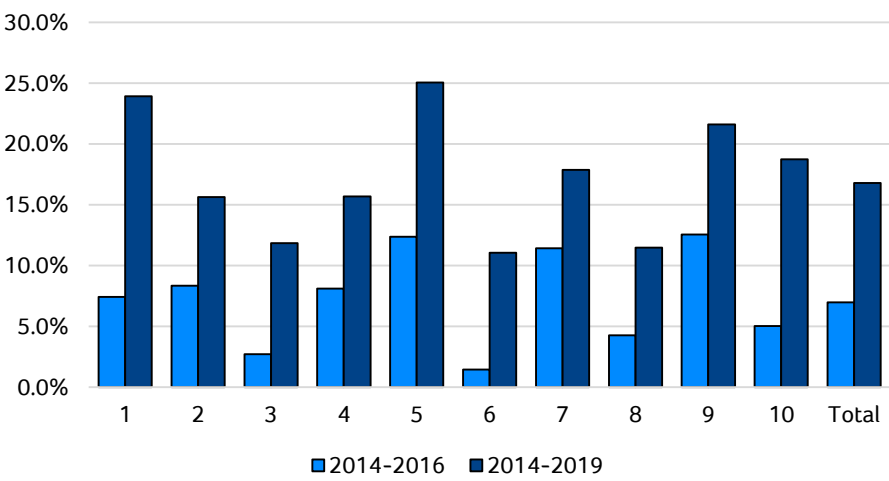
In reviewing the 2014 condition rating data, it is worth noting that only two wards currently to not meet the long-term goal of 85% of the residential roads being in ‘fair’ condition or better.

By the end of 2016, approximately 7.0% (46.1 km) of the residential road network has received treatment.

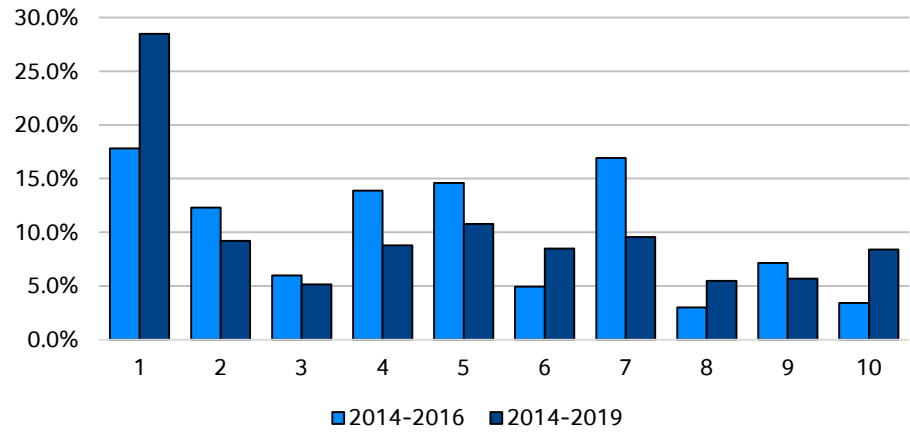
Wards 5, 7 and 9 have seen the highest percentage of the residential roads within their wards addressed to date.

Based on the proposed plan, by the end of 2019 (after 6 years of the program), it is estimated that 16.8% (110.9 km) of the residential road network will have received a treatment. At that time, Wards 1, 5 and 9 will have had the highest percentage of their residential roads treated.

% of Ward That Has Recieved Treatment



% of Investment Each Ward Has Recieved



RRRP is funded by a 1% dedicated mill-rate, plus an allocation of approximately 3.8 million from the Street Infrastructure Renewal capital budget.

By the end of 2016, approximately \$22.2 million has been invested into the residential road network.

Based on the proposed plan, by the end of 2019, \$61.2 million will have been invested into the residential road network.

Ward 1, 5 and 7 have received the highest percentage of the total investment into their residential road network to date. By the end of 2019, these same wards will still have received the highest percentage of the total investment. This is due to the high cost of reconstruction of ‘poor’ roads in Ward 1 and the highest percentages of ‘fair’ roads being in Wards 5 and 7 (‘fair’ road renewal treatments make up 65% of the funding allocation).