

Explanation of Grading cycles

To ensure that all roads get their rightful blading as part of the roads budget and capacity, the blading of roads is determined as follows:

- Traffic counts are done on a regular basis on all roads. It is obvious that Roads with a higher traffic count must be scrapped more frequently.
- The amount of heavy vehicles, tourists and types of products transported by road is also taken into account.
- Roads are also divided into nodes. A road of say 30 km long with a large industry within the first few km that causes high traffic volumes will cause traffic to decrease to the rear where there are only one or two road users. The node point will then be where a real difference in traffic is brought about by circumstances. The first node will then logically get more attention than the back part. Other roads that join a road and cause more traffic necessarily also have an effect.
- From the above, it is determined how many times a road or part of a road should be bladed. (All data is put into a computer and the information is obtained. It is done provincially). The information is also verified by local staff to ensure that it makes sense.
- As a point of departure for the blading cycles it is assumed that there should be 11 cycles per year. (Roads staff work 11 out of 12 months)
- If it is determined that a road should be bladed every month, it will appear on each cycle. If only twice a year it will only be distributed on 2 of the 11 cycles. A road that has to be bladed 6 times a year will therefore appear every second cycle.
- The blading are then done per cycle. One cycle must be completed before going to the next one.

The following realities must also be taken into account:

- The demand for blading in a year is much larger than can be done with existing capacity. By working on and staying with the cycles, it ensures that all roads and road users have an equally beneficial advantage for blading capacity.
 - Sometimes things like rain damage occur. As soon as we become aware of damages that are dangerous to the road user, the grader will repair those places. Note that only the damages are repaired and the whole road are not bladed. As soon as damages have been repaired, we return to normal cycles at the same place where we last stopped.
 - It may happen that traffic on a road increases significantly due to, for example, a quarry opens where large trucks transport gravel or sand for a period of time. When we become aware of such a thing, that section road will be placed more often on the blading cycle. Such an arrangement may be temporary or permanent. (If permanent, traffic counts will prove that)
 - Graders are monitored monthly in terms of productivity and quality of work. Training of operators and adjustments are being made continuously.
 - Minor roads are not part of the blading cycles and are only done once a year and only on request by road users
- This practice has been used since 2009 and complaints about roads have since decreased remarkably. In the past, road users who complained most received the most attention. Now the capacity is divided fairly, and the blading program of graders can be defended as it is determined according to actual figures and in a scientific manner.