



Department Public Works	Policy No. PW (1)	Page 1 of 4
Policy Title ROAD DESIGNATIONS AND STANDARDS		

Council Resolution No. C/355/07	Date: JUNE 14, 2007	Cross Reference C/76/04	Effective JUNE 14, 2007
---	-------------------------------	-----------------------------------	-----------------------------------

POLICY

In order to facilitate the orderly and effective management of roads under the jurisdiction of Lacombe County the following classification system and standards have been adopted. The classifications and standards may be varied to address specific need or unusual conditions.

REGULATION

1. Primary Local Main

Roads designated as Primary Local Main will normally be designed and constructed to a paved standard that will not require weight restrictions and/or bans. Specifications for the design and construction of a Primary Local Main are as identified in the Lacombe County Roads and Infrastructure Standards Manual. The purpose of Primary Local Main roads is to:

- facilitate the flow of commodities during all four seasons
- accommodate large volumes of traffic (more than 500 vehicles/day)
- provide connector route to trading centers within Lacombe County
- allow for year round movement of legal loads

Primary Local Main Roads are to be designated by resolution of Council and will be reviewed by Council at least every three years.

The following roads are designated as Primary Local Main:

Aspelund	Freedom Road	Prentiss
Clive North Access	Lakeside/Sargent	Rainy Creek Road
D & M Road	Lasthill	Rock Pine Road
Eckville North	Milton/Gadsby Lake Road	Spruceville
Eckville West	Nova North Access	Woody Nook

2. Secondary Local Main Road Asphalt

Roads designated as Secondary Local Main will normally be designed and constructed to a paved standard that may require weight restrictions and/or bans to be placed on the road during certain seasons. Specifications for the design and construction of a Secondary Local Main are as identified in the Lacombe County Road and Infrastructure Standards Manual. The purpose of Secondary Local Main roads is to:

- facilitate the flow of light vehicle traffic

Policy Title ROAD DESIGNATIONS AND STANDARDS	Policy No. PW (1)	Page 2 of 4
--	-----------------------------	-----------------------

- provide connector routes to urban areas and other paved roads
- provide for the limited flow of commodities on a seasonal basis
- minimize maintenance procedures (grading, graveling, dust control)

Secondary Local Main Roads are to be designated by resolution of Council and will be reviewed by Council at least every three years.

The following roads are designated as Secondary Local Main:

Alix North	Centerview	Lockhart Road
Barnett Road	Duckett Road	Otto Road
C & E Trail	Haynes Road	

3. Local Roads Type A

Roads designated as Local Roads Type A will normally be designed and constructed to an all season gravel standard that may require weight restrictions and/or bans to be placed on the road during certain seasons. Specifications for design and construction of a Local Roads – Type “A” are as identified in the Lacombe County Road and Infrastructure Standards Manual. The purpose of Local Roads Type A is to:

- facilitate the flow of all types of traffic
- provide connector routes between paved roads
- facilitate the flow of commodities during all four seasons
- accommodate moderate to low volumes of traffic (less than 500 vehicles/day)
- provide connector route to trading centers within Lacombe County
- allow for year round movement of legal loads

Local Roads Type “A” is to be designated by Council at the time the road is constructed or reconstructed.

4. Multi Lot Residential Area – Main Access Road

Roads designated as a Multi Lot Residential Area – Main Access Road will normally be designed and constructed to an all season paved standard that may require weight restrictions and/or bans to be placed on the road during certain seasons. Specifications for design and construction of a Multi Lot Residential – Main Access Road are as identified in the Lacombe County Road and Infrastructure Standards Manual under Country Residential or .

The purpose of a Multi Lot Residential – Main Access Road is to:

- provide access to a Country and/or Lakeshore residential development
- provide access from the residential area to a Primary Highway or Local Main road

Multi Lot Residential – Main Access Roads are to be designated by Council at any time but normally at the time the road is constructed or reconstructed.

Policy Title ROAD DESIGNATIONS AND STANDARDS	Policy No. PW (1)	Page 3 of 4
--	-----------------------------	-----------------------

Burbank Road
Meridian Road
Jarvis Bay Access

Birch Bay Drive
Wilson Beach Road
Sunbreaker Cove Road

5. Multi Lot Residential Subdivision Road

Roads designated as a Multi Lot Residential Subdivision Road will normally be designed and constructed to an all season paved standard that may require weight restrictions and/or bans to be placed on the road during certain seasons. Specifications for design and construction of a Multi Lot Residential Subdivision Road are as identified in the Lacombe County Road and Infrastructure Standards Manual.

The purpose of a Multi Lot Residential Subdivision Road is to:

- provide access to residential lots from the main access road
- accommodate low traffic volumes and low speed traffic within residential area

Multi Lot Residential Subdivision Roads are to be designated by Council at the time the road is constructed or reconstructed.

6. Industrial Subdivision Road

Roads designated as an Industrial Subdivision Road will normally be designed and constructed to an all season paved standard that may require weight restrictions and/or bans to be placed on the road during certain seasons. Specifications for design and construction of a Industrial Subdivision Road are as identified in the Lacombe County Road and Infrastructure Standards Manual.

The purpose of an Industrial Subdivision Road is to:

- provide access to industrial lots within the subdivision

Industrial Subdivision Roads are to be designated by Council at the time the road is constructed or reconstructed.

Burbank Industrial Road

7. Access Road

Roads designated as an Access Road will normally be designed and constructed to an all season gravel standard that may require weight restrictions and/or bans to be placed on the road during certain seasons. Specifications for design and construction of Access Roads are as identified in the Lacombe County Road and Infrastructure Standards Manual.

Policy Title ROAD DESIGNATIONS AND STANDARDS	Policy No. PW (1)	Page 4 of 4
--	-----------------------------	-----------------------

The purpose of an Access Road is to:

- accommodate low volumes of traffic from a single source or destination
- facilitate the flow of commodities from an agricultural operation, industrial facility or residence to a Local A or Local Main road
- provide limited access to residential, agricultural, industrial or commercial operations
- provide limited access to a recreational area

Access Roads are to be designated by Council at the time a road is constructed or reconstructed.

8. Farm Machinery Road

Improvements to roads designated as a Farm Machinery Road will normally be limited to brushing of trees and minor excavation that will allow for the limited movement of machinery in dry conditions. Specifications for design and construction of a Farm Machinery Road are as identified in the Lacombe County Road and Infrastructure Standards Manual.

The purpose of a Farm Machinery Road is to:

- facilitate the limited movement of farm machinery to fields where no other access is available
- facilitate the limited movement of farm produce during harvest time
- facilitate the limited movement of livestock to pastures

Farm Machinery Roads are to be designated by resolution of Council and are to be signed to advise travelers that use is at your own risk.

9. Unopened Road Allowance

Road allowances that are unnecessary or impossible to open for general public travel shall be designated as an Unopened Road Allowance. There will normally be no improvements made to an unopened road allowance and access is limited to walking, horseback or ATV. There is no planned use for an unopened road allowance.

C/151/81 C/414/88
C/223/83 C/378/97
C/352/83 C/390/00
C/50/86 C/76/04