

P O L I C Y



Department Operations	Policy No. OP(45)	Page 1 of 2
Policy Title NEW PAVED ROAD CRITERIA	Date: February 28, 2019	Resolution No. C/75/19

Policy Statement

Lacombe County recognizes the value of long-range planning for infrastructure and therefore endorses the development and maintenance of a plan to identify roads that may be considered for hard surfacing and/or pavement.

Regulation

1. The needs of all areas of the County shall be given equal consideration when road paving programs are established.
2. Priorities for the paving of roads are to be based on the greatest need and most benefit using the following criteria:
 - a) Public safety – gravel roads that are excessively prone to washboard, soft spots, and other maintenance issues due to high traffic volumes can be very dangerous to the driving public.
 - b) Maintenance concerns – gravel roads with high traffic volumes can be very costly to maintain and in addition to that the service level to road users can be marginal.
 - c) Traffic volumes and type of traffic – the total amount of traffic combined with the type of traffic needs to be considered. Four hundred light vehicles a day may not require the road to be paved while 400 vehicles per day of large trucks and light vehicles will create a need for serious consideration for paving.
 - d) General condition of existing road – service levels for users of gravel roads can severely deteriorate when traffic volumes reach the 400 to 500 vehicles per day range.
 - e) Contribution from industry – on occasion the private sector will contribute to the paving of a road. The gravel industry is an example where a levy has been placed on the resource and the money can be used to facilitate the road surfacing.
 - f) Traffic patterns and alternative roads available – proximity of other paved roads needs to be considered along with the distance of gravel required to be driven.
 - g) Cost of paving – the availability of funding is a consideration as well as the estimated cost. Typically, roads a greater distance away from the gravel source will be more costly.
 - h) Continuity of paved road system – extending a current paved road to create a continuous road network will be a component of the evaluation process.

Policy Title <p style="text-align: center;">NEW PAVED ROAD CRITERIA</p>	Policy No. <p style="text-align: center;">OP(45)</p>	Page <p style="text-align: center;">2 of 2</p>
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- i) Service for new developments – new development may create a need for paving based on the above criteria and a condition of paving may be in the development agreement.
- j) When considering roads for paving the following criteria and weighting system will be used:
 - a) Public safety 20%
 - b) Maintenance concerns 15%
 - c) Traffic volumes and type of traffic 15%
 - d) General condition of existing road 10%
 - e) Contribution from Industry 10%
 - f) Traffic patterns and alternative roads available 10%
 - g) Cost of paving new roads 10%
 - h) Continuity of paved road system 5%
 - i) Service for new developments 5%
- 3. A list of roads to be considered for paving will be prepared for Council's review on an as needed basis. Generally, the review will be late in the year to allow for cost estimates, budgeting, and engineering design for the proposed projects.
- 4. The paving program will be coordinated with the construction program to ensure minimal inconvenience to ratepayers.
- 5. The County Manager or designate will review the proposed projects, complete an evaluation based on the above criteria and arrange for Council to tour the roads if they so desire.
- 6. Projects that are currently on the new paving schedule will normally be given a higher priority and completed prior to any new projects.
- 7. Notwithstanding this policy, Council retains the right to consider roads for paving which do not meet some or all of the requirements set out in this policy.
- 8. Roads that are identified as benefiting from hard surfacing and/or pavement may be funded from one or more of the following sources.
 - a) Federal Grants
 - b) Provincial Grants
 - c) Community Aggregate Levy
 - d) Lacombe County Reserves
 - e) Industry Contributions
 - f) General Taxes

Approved: March 27, 2014