

**LAMONT COUNTY  
POLICY**

**TITLE :** RURAL ROAD CLASSIFICATION DEFINITIONS

**AUTHORITY :** PUBLIC WORKS DEPARTMENT

**POLICY STATEMENT :** ESTABLISHING METHODOLOGY USED TO CLASSIFY ROADWAYS WITHIN LAMONT COUNTY.

**PURPOSE :** TO ESTABLISH CRITERIA FOR FUNCTIONAL CLASSIFICATION FOR RURAL ROADS

**POLICY RESOLUTION :** 05-78, 07-42,

**PROCEDURE :** RURAL ROADS ARE DEFINED IN THE FOLLOWING SECTIONS:

**1. Equivalent to Provincial Highways**

Equivalent to provincial highways are the main roads and generally have the highest traffic volumes within the County's subsystem of roads. They are designed to handle traffic that is going from a provincial highway to another provincial highway or going from a community, through other communities on the way to a provincial highway. They also handle traffic heading to and from numerous resource points in the area (petroleum, forestry, gravel and/or farming activities). The Equivalent to Provincial Highways provides an integrated network of connections to the provincial highway system. They serve both local and through traffic. They generally meet one or more of the following criteria:

Connects a rural area to another rural area

Connects a rural district to a provincial highway

Connects one provincial highway to another provincial highway

Has an approximate traffic volume of 150 vehicles per day or more

**2. Collector Road**

Collector roads serve the purpose the name suggests. They collect local traffic and funnel it to the primary and

provincial highways, equivalent to provincial highways or communities. A collector road generally meets one or more of the following criteria:

Connects an equivalent to provincial highway to another equivalent to provincial highway

Connects multi-lot residential areas, hamlets or other populated areas to the provincial highway system or an equivalent to provincial road

Has an approximate traffic volume of 150 vehicles per day or less

### **3. Commercial / Heavy Residential Road**

Commercial roads are those that either have a larger residential population or roads that have commercial activity.

Has approximate traffic volume of 75 vehicles per day or less.

Built to Local Road Standards, but due to consistently higher traffic volumes the road requires more maintenance than normal Local Road Classification.

### **4. Seasonal Roads**

Seasonal Roads are roads that normally experience Local Road traffic volumes, but experience seasonally higher volumes such as Silage hauls, and/or seeding and harvest.

Normal traffic volumes of 25 vehicles per day or less, however these roads will experience periodic vehicle volumes well in excess of the above mentioned number of vehicle movements.

Built to Local Road Standards

This classification of road is to help minimize the number of miles of road damaged by directing traffic through the appropriate routes. during these sporadic increases in traffic volumes.

### **5. Local Road**

Generally used for local traffic to access collector roads, equal to provincial highway, or provincial highways.

Has an approximate traffic volume of 25 vehicles per day or less

Serves a local function and provides access to long distance travel

Funnels traffic from low volume farm access areas to other local roads, collectors, equivalent to provincial highways, or provincial highways, etc.

### **6. Low Volume Farm Access**

Generally used to access one or more residences and not used for flow through traffic.

Less than 10 vehicles per day

Can often be a dead-end road

Only to the last residence on a dead-end road Serves a local function and not generally used for long distance travel

Lowest level of bussing route and emergency services access

Disclaimer:

Road designations are developed for long term goals of the county. Although a road may not appear to currently meet the guidelines and standards in the rural road specifications, a road may receive a certain classification because it is part of the long term planning by the Lamont County Council, Administration, and Road Construction Department.