

# RM of WEST INTERLAKE

## Road Classification and Maintenance Policy

<b>Subject: Road Classifications and Maintenance</b>	<b>Policy No. 2-2020</b>
<b>Effective Date: August 18, 2020</b>	<b>Resolution No.: 2020-378</b>
<b>Replaces Policy: N/A</b>	<b>Resolution Date: August 18, 2020</b>
<b>Review Date: December 2022</b>	

### **PRINCIPLES:**

Establishing a Road Classifications and Maintenance Policy ensures that municipal resources are used in a fair and equitable manner. It also serves to enhance the overall accountability and transparency of the municipality.

The purpose of this policy is to outline Council's classifications of roads and the maintenance responsibilities of each road.

### **SCOPE:**

#### **1. Provincial Highways**

Provincial highways are the main roads and generally have the highest traffic volumes within the Municipality'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, gravel, livestock and/or farming activities). Provincial Highways 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

*These roads are maintained by the MB Department of Highways (eg. Highways 6, 68, 325)*

#### **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 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

*These roads are maintained by MB Department of Highways (eg. Main Street, Ashern, Vimy, Railway, Eriksdale)*

# RM of WEST INTERLAKE

## Road Classification and Maintenance Policy

<b>Subject: Road Classifications and Maintenance</b>	<b>Policy No. 2-2020</b>
<b>Effective Date: August 18, 2020</b>	<b>Resolution No.: 2020-378</b>
<b>Replaces Policy: N/A</b>	<b>Resolution Date: August 18, 2020</b>
<b>Review Date: December 2022</b>	

### 3. Commercial

Commercial roads are those that have mainly 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.

*These roads are maintained by the RM and will require more grading, dust control, gravel and other roadworks. (eg. Auction mart Rd, Silver Bay Rd, 28 Rd W (CEDWG) – have previously been evaluated and repaired every second year – unless otherwise required.*

### 4. Local/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. These roads are generally used for local traffic to access residences, collector roads, equal to provincial highway, or provincial highways

- 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 and will require more maintenance in busy seasons.
- 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.

*These roads are maintained by the RM and may require more grading, dust control, gravel and other roadworks – depending on actual traffic that season. They have previously been evaluated and repaired every second year – unless otherwise required.*

### 5. Low Volume Farm Access

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

- Less than 10 vehicles per day and can often be a dead-end road
- Mainly serves a local function and not generally used for long distance travel
- Could be a non-developed road allowance used for agriculture and equipment access.

*Some of these roads are maintained by the RM. If they fall under that criteria, it will be on a case-by-case, council approved, basis.*