

P O L I C Y



Department Operations	Policy No. OP(45)	Page 1 of 4
Policy Title NEW PAVED ROAD CRITERIA	Date: June 27, 2024	Resolution No. C/318/24

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 – This factor is used to rate the road segment on identified safety issues. Safety issues can be identified through identifying trends in the collision data or from public comments and may relate to collision data or presence of unsatisfactory geometric or surface conditions. Roads with identified safety issues are given a higher priority.
 - b) Maintenance concerns – This factor is used to rate the amount of maintenance that the road requires to maintain an acceptable level of service. Gravel roads have high maintenance requirements, and some segments may require additional maintenance due to geotechnical conditions, deficient geometrics, or drainage issues. Roads with higher maintenance costs indicate a higher priority.
 - c) Traffic volumes– This factor is used to rate the volume of traffic on a road segment. Traffic volume is an important determinant in the classification, geometric design, and structural design of a road. Road segments that carry higher traffic volumes are given a higher priority.
 - d) Type of Traffic - This factor is used to rate the volume of truck traffic on a road segment. High volumes of truck traffic impact the operation and the structural requirements of the roadway. Roads with higher volumes of truck traffic are given a higher priority.
 - e) General condition of existing road – This factor is used to rate how the existing geometry compares to the design standards. This would include road width, horizontal geometry, vertical geometry, and side slopes. Deficient geometry can impact sightlines, safety, driving comfort and the ability of a vehicle to recover if it were to leave the roadway. Roads with a higher number of deficient elements that do not meet design standards are given higher priority. Service levels for users of gravel roads can severely deteriorate when traffic volumes reach the 400 to 500 vehicles per day range.

- f) Contribution from industry – This factor is used to rate the road segment if additional funding is available from industry or alternative sources. Alternative sources could include the aggregate industry where a levy has been placed on the resource and the funds can be used to facilitate road surfacing. Roads with the availability of industry funding are given a higher priority.
 - g) Traffic patterns and alternative roads available – This factor is used to rate where a road is spatially located in relation to other roads within the network. If there is a paved road or provincial highway in close proximity, it is desirable that traffic should be channeled and encouraged to use the existing road as it would be more economical to use the existing infrastructure. The closer the road segment is to a parallel road of higher classification, the lower the priority.
 - h) Cost of paving – This factor is used to rate the road segment on the overall cost of the anticipated project as the availability of funding is a major consideration. There are various factors that impact the cost of surfacing and that can include distance from aggregate source, geometric improvements, and length of project. Roads with lower costs are given a higher priority.
 - i) Continuity of paved road system – This factor is used to rate the importance of the road segment within the overall network and if it serves a role in extending or completing a segment within the paved road network. This is a subjective rating, with roads providing a connection between communities, given the higher priority, and roads providing limited access to properties given a lower priority.
 - j) Number of residences per kilometre – This factor is used to evaluate the number of impacted residences on a road. The number of residences on a segment of road is important as it will increase the maintenance costs for dust control and there is an impact on the quality of life of residents if they are exposed to high volumes of road dust. Service for new developments – This factor is used to rate the importance of connecting a new development to the paved road network. New industrial, commercial, intensive agricultural or residential developments may have a need or desirability to have a paved connection. Paving may be a requirement of the development agreement. This is a subjective rating, with roads requiring a paved road as part of the development agreement given higher priority. A prioritization matrix will be used to evaluate roads for potential paving using the matrix in Schedule A which considers the criteria outlined in Section 2.
- 3. A list of roads to be considered for paving will be prepared for Council's review on an annual 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.

POLICY

Policy Title	Policy No.	Page
NEW PAVED ROAD CRITERIA	OP(45)	3 of 4

Projects that are currently on the paving schedule will be given priority over any new paving projects identified.

6. 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.
7. 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) Lacombe County Reserves
 - d) Industry Contributions
 - e) General Taxes
 - f) Local Improvement Taxes
 - g) Offsite Levies

Schedule A

	Rating					
Priority Factors	5	4	3	2	1	Weighting
Public Safety	Major Safety Issues	Significant Safety Issues	Minor Safety Issues	Some Safety Issues	No Safety Issues	1
Maintenance Concerns	High Maintenance Cost	Above Average Maintenance Cost	Average Maintenance Cost	Below Average Maintenance Cost	Low Maintenance Cost	1
Traffic Volume (vpd)	>1000	500-1000	400-500	200-400	<200	4
% Truck	>20%	10-20%	5-10%	2-5%	<2%	3
General Condition of Existing Road	>3 Locations/km Below Design Standards	3 Locations/km Below Design Standards	2 Locations/km Below Design Standards	1 Locations/km Below Design Standards	Meets Design Standards	1
Contribution from Industry	High	Above Average	Average	Low	None	2
Traffic Patterns and Alternative Roads Available	>4 Miles (6.4km)	<4 Miles (4.8-6.4km)	<3 Miles (3.2-6.4km)	<2 Miles (3.2-6.4km)	<1 Miles (3.2km)	2

POLICY

Policy Title	Policy No.	Page
NEW PAVED ROAD CRITERIA	OP(45)	4 of 4

Cost Of Paving	High	Above Average	Average	Below Average	Low	1
Continuity of Paved Road System	Provincial	Regional	Municipal	Local	None	2
Number of Residences	4 or more/km	3/km	2/km	1/km	0	2
Service for New Developments	High Importance to Multiple Developments	High Importance to Single Development	Low Importance to Multiple Developments	Low Importance to Single Development	No Developments	1

Approved: March 27, 2014
 Revised: June 27, 2024 February 28, 2019