



Incorporated

# R.M. of Frenchman Butte No. 501

POLICY TITLE  Municipal Road Classifications Policy		ADOPTED BY RM Council Resolution No. 2021-02-10-015 EFFECTIVE DATE February 10, 2021	POLICY NO.  <b>300-10</b>
ORIGIN/AUTHORITY RM Council	JURISDICTION RM of Frenchman Butte No. 501	Amended: July 26, 2023 February 28, 2024  Rescinded:	Resolution No. 2023-07-26-008 2024-02-28-016  Resolution No.

**1. PURPOSE:**

Whereas the Council of the Rural Municipality of Frenchman Butte shall establish construction and maintenance standards for Municipal roadways.

**2.0 DEFINITIONS**

- 2.1 Council: Shall mean the council of the Rural Municipality of Frenchman Butte No. 501
- 2.2 RM: Shall mean the Rural Municipality of Frenchman Butte No 501

**3.0 POLICY:**

**3.1 MUNICIPAL ROAD CLASSIFICATIONS**

**1. HEAVY HAUL/HIGH VOLUME ROAD (HH/HV)**

Heavy Haul and High Volume Roads serve medium size Communities and Service Centers. These roads have a significant amount of commercial traffic because they provide inter- community links. The roads will normally be major arterial connector or collector roads linking with designated highways. These roads generally carry an average daily traffic (ADT) of 300 vehicles per day or higher.

**2. PRIMARY GRID ROAD (PG)**

Primary Grid Roads serve as an inter-municipal road network, which link small Communities with the higher-class roads. These roads can serve as the major haul routes or access for large industries and resources, which include: forestry, oil, grain and agricultural products, gravel, etc. This class can have a large amount of inter-municipal heavy truck traffic depending on the industry served. Average daily traffic (ADT) counts should exceed 10 heavy trucks or 100 vehicles.

**3. GRID ROAD (G)**

A grid road will be defined as a roadway which experiences light to moderate traffic loads. Grid roads may provide access to properties for residential, commercial or agricultural purposes.

**4. INTERNAL COMMERCIAL/INDUSTRIAL SUBDIVISION ROAD (ICS/IIS)**

A Commercial / Industrial Road shall be defined as a roadway that is within a multi-lot commercial or industrial subdivision or exists only to provide access to the multi-lot subdivision.

**5. INTERNAL RESIDENTIAL SUBDIVISION ROAD (IRS)**

A Residential Road shall be defined as a roadway that is within a multi-lot residential subdivision or exists only to provide access to a multi-lot residential subdivision.



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6. **RESIDENTIAL FARM ACCESS ROAD (RFA)**

A Farmland Access Road shall be defined as a road which experiences occasional seasonal traffic to access agricultural property. Such roads will be considered as adequate access for residential development permit purposes. These roads have a minimum right-of-way of 30 meters

7. **ALTERNATIVE FARM ACCESS ROAD (AFA)**

A Farmland Access Road shall be defined as a road which experiences occasional seasonal traffic to access agricultural property. Such roads will not be considered as adequate access for residential development permit purposes. These roads have a right-of-way width of 20 meters.

4.0 **RESPONSIBILITY/INTERPRETATION/REPEALING:**

This policy shall be administered and interpreted by the Administrator; however, this policy cannot be amended without Council approval.

This policy replaces all previous policies and resolutions that have been passed by the Council of the Rural Municipality of Frenchman Butte No. 501 with respect to the application of any and all parts of this policy and the terms and conditions contained herein.

This policy shall come into force and take effect on April 22, 2020 and shall continue in full force and effect until repealed or replaced by subsequent resolution of Council.