



Yarriambiack Shire Council

ROAD HIERARCHY



Yarriambiack
SHIRE COUNCIL



Yarriambiack
SHIRE COUNCIL

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1. INTRODUCTION

It is important that Council direct its limited road funding to where it will achieve best value. This road hierarchy is an essential tool in the management of the local roads for which the Council has responsibility.

This hierarchy provides direction in the following aspects of road management.

- Target specification for the physical characteristics of the road.
- Frequency of routine maintenance inspections to be carried out on a regular basis by Council staff.

The hierarchical classifications reflect the relative community importance of roads and enable Council to effectively define an appropriate level of service to all roads in the Council Road network.



2. ROAD CLASSIFICATIONS

The classifications included in this road hierarchy are considered to be the most appropriate for Yarriambiack Shire. The classifications have been developed after consideration of the following points:

- the function of the road/street
- the volume and type of traffic
- the availability of funds to maintain the road/street.

In assessing which roads fit into each category of this hierarchy, Council has endeavoured to achieve the following two objectives in rural areas:

- (a) Provide a satisfactory network (grid) of all weather roads to provide ready access to, and between, all sections of the Shire. This is generally provided by Link Roads and Collector Roads
- (b) Provide all weather access to all properties with residential occupancy. Where these properties are not serviced by Link or Collector Roads, access is by Rural Access (Primary) Roads.

Roads which are not deemed necessary for one of these two purposes are classed as either Rural Access (Secondary) or Rural Access (Minor). As such they are not required to provide all-weather access.

3. TARGET CONSTRUCTION STANDARDS

The titled “Classifications for Road Hierarchy” sets out the function, classification, existing surface type, target construction standard, and inspection frequency for each classification.

A brief summary of the target construction standards is as follows:

CATEGORY	CONSTRUCTION STANDARD
Rural Link Road	Sealed
Rural Collector Road	Sealed or other all-weather surface
Rural Access (Primary)	All weather surface or other surface
Rural Access (Secondary)	Gravel or Earth Formation
Rural Access (Minor)	No Construction
Special Purpose	All weather surface
Urban Collector Roads - Including Commercial Centre Roads	Sealed
Urban Access (Primary)	Sealed and Gravel surface
Urban Access (Secondary)	All weather surface or earth formation or no construction
Urban Access (Minor)	No construction
Parking Bays & Areas	Sealed
Parking Bays & Areas	Sealed

The listed “Target Construction Standard” represents the minimum standard to which a road will be provided should major rehabilitation or reconstruction be programmed. (For the purposes of this clause routine resealing or patching of sealed roads and gravel resheeting of gravel roads are not considered to be major rehabilitation or construction.)

For Rural Collector Roads and Urban Access (secondary) Roads, the road will continue to have the same surface type as currently exists unless an upgrade is included in the 5-year capital works program.

The standard of many existing roads differs from the ‘Target Construction Standard’ shown in this hierarchy. Details of the existing standards are recorded in the Council’s Asset Management System (AssetFinda).

Where the existing standard of a road differs from the desired standard, the road will be managed in one of the following ways.

• **Current standard sealed - Target standard sealed.**

(Categories RL 1, RC 1, UC 1 and UA 1)

Some of the sealed roads in these categories are of a width that is inconsistent with the requirements of the hierarchy. If this is the case the seal will be maintained in the usual manner (including periodic reseals) until such time as the underlying pavement fails. The road will then be reconstructed to the appropriate width.

• **Current standard sealed - Target standard unsealed.**

(Categories RA 1, and UA 3)

The sealed pavement will be maintained as usual (including normal reseals) until such time as the underlying pavement fails. The future of the road will then be considered under the Council’s Assets & Operations Guideline. If appropriate, the road will then be downgraded to either an all-weather road, or in some cases, an unpaved road.

• **Current standard unsealed - Target standard sealed.**

(Categories RC 2 or UA 2)

The road will be maintained at its current standard as a gravel road until funds are available for an upgrade. The work will then be programmed through future Capital Works Programs.

• **Current standard unpaved - Target standard all weather surface. (Categories RC 2 or UA 2)**

Where a road is currently unpaved and the target standard is all weather surface, the road will be firstly assessed to decide if the existing in-situ material will provide adequate all-weather access in the long term. If so, the road will not be altered. If the in-situ material will not provide adequate access in the long term the road will be maintained at its current standard until funds for upgrade can be made available in the five-year Capital Works Program.

Roads that are currently of a lower standard than the target standard will be maintained to the existing standard until major rehabilitation or construction works take place. However, when a road is upgraded, or fully reconstructed, the Council will endeavour to construct the new roads to the target specification. (Note: For the purposes of this clause Routine resealing or patching of sealed roads and gravel resheeting of gravel roads are not considered to be major rehabilitation or construction.)

In some instances, the existing road is of a higher standard than is now justified. These roads will be treated as follows:

1. For an existing sealed road where traffic volumes no longer justify a sealed road, the seal will be maintained in the usual manner (including periodic reseals) until such time as the underlying pavement fails. The future of the road will then be considered under Council's Road Asset Management Plan and Evaluation of Sealed Roads Guideline.

For an existing sealed road where the existing seal is wider than that indicated by the hierarchy, the seal will be maintained in the usual manner (including periodic reseals) until such time as the underlying pavement fails. If traffic volumes at that time provide justification, the road will be reconstructed to the width shown in the hierarchy. This clause excludes urban roads and streets.

2. For an existing gravel road where gravel is no longer justified, the existing gravel pavement will be maintained until the end of its life. The road will then be reformed as an unpaved road.

4. CAPITAL WORKS PROGRAM

Council endeavors to produce a five-year Capital Works Program for roads and streets. This program sets out the Capital Works that Council intends to carry out on local roads during the next 5 years.

Any roads that are to be upgraded to a higher standard in the next 5 years will be identified in the program.

The capital works program shall be reviewed and updated each year as part of the budget process.



5. ROADS MAINTAINED TO A HIGHER STANDARD FOR SPECIFIC PURPOSES

Council has agreed to maintain a limited number of Rural Access (Secondary) roads as all weather roads for one of the following two reasons:

(i) The road has been approved for use as a school bus route.

In such cases the Council will maintain the road at a suitable standard as a bus route until the current need for a bus on that route lapses. Roads which are used by parents to transport children from the residence to a school bus pick up point will be given similar consideration providing that no suitable alternative transport route is available.

If at any time the road is no longer a school bus route it will be maintained as a Rural Access (Secondary) Road.

(ii) The road provides access to the centre of a business enterprise on a property where there is no residential occupancy.

This access will be granted by a separate decision of Council in accordance with Council's "Guidelines for Access to Rural Properties- (including Quarries)"

If at any time the road no longer serves the centre of a business enterprise to the satisfaction of the Council, it will be maintained as a Rural Access (Secondary) Road.

Roads which are being maintained for either of these purposes will be classified as Rural Access (Secondary) in this Hierarchy and noted in the Road register. Those used for school bus purposes in this category will be inspected on a 12 monthly basis and/or upon request.

The council has also agreed to have a Classification called Special Purpose and in such cases the road will be maintained as an all-weather surface.

Special Purpose

In such cases Council will maintain the road to a suitable standard for firefighting purposes allowing access to fire tanks and hydrants.

The special purpose Road Classifications will only be granted by a separate decision of the Council on a case-by-case basis.

Council can decide to upgrade a road, based on other circumstances which doesn't meet the road hierarchy criteria, the road will be classified as a Special Purpose Road.



6. STATE HIGHWAYS AND ARTERIAL ROADS

Generally Regional Roads Victoria is responsible for management and funding of these roads. Construction standards are also determined by Regional Roads Victoria and therefore these roads do not appear in the Schedule of Classifications that forms part of this Hierarchy.

Where these roads pass through a 60km/hour zone in a built-up area responsibility for the road is shared between Regional Roads Victoria and Council.

Generally, Regional Roads Victoria accept responsibility for the central traffic lanes and shoulders from back of kerb to back of kerb, or, if there are no kerbs, between drainage lines. The council is responsible for the balance of the road reserve including footpaths. The council also accepts responsibility for some sections of road where there are areas designated for parking.

A detailed guideline for demarcation of these responsibilities is based on "ROAD MANAGEMENT ACT [2004]", and is in the "Code of Practice, OPERATIONAL RESPONSIBILITY FOR PUBLIC ROADS".

7. OTHER COUNCIL POLICIES

This road hierarchy is consistent with, and is supported by, the following Guidelines:

- Guidelines on School Bus routes
- Guidelines on Access to Rural Properties- including Quarries
- Guidelines on Evaluation of Sealed Roads

8. REVIEW

The classifications of individual roads under this road hierarchy are subject to change by resolution of Council at any time.

The whole road hierarchy shall be reviewed within four (4) years of its latest adoption or at an earlier time should the need arise.

9. MAPS

The classifications of all roads and streets in the municipality are shown on the following appendixes:

Appendix A: Classifications for Road Hierarchy

Appendix B: Rural & Urban Road Hierarchy Mapping

Appendix A.
Classifications for Road Hierarchy

YARRIAMBIACK SHIRE COUNCIL
CLASSIFICATIONS FOR ROAD HIERARCHY

TABLE A

HIERARCHY	FUNCTION	CLASSIFICATION CODE	EXISTING SURFACE	TARGET CONSTRUCTION STANDARD	INSPECTION FREQUENCY
Rural Link Road	A road that provides a strategic link between two towns, two districts or a combination thereof. A significant percentage of traffic is not local traffic. Also includes roads linking major industrial sites to towns or to roads of higher classification.	RL 1	Sealed	SEALED SURFACE Generally the road width will conform to one of two standard widths. Type A: Seal width 6.6 m, Pavement width 7.2 m and formation width 10.2 m. Type B: Seal width 4 m, Pavement width 5.7 m and formation width 8.7 m. Road width for each section of road will be decided on a case by case basis. All relevant factors will be considered including traffic volume and type, road alignment and available resources. <i>Note:</i> On selected roads with a large number of heavy vehicles Council may elect to provide a road with seal width greater than 6.2m. GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE Generally existing gravel collector roads will remain as a gravel surface and when resheeted will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Most roads will be constructed as Type A, but in some instances where traffic is known to be low, Type B construction may be used. The pavement width will be recorded in the Asset Register. In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be provided (width 6m). Roads to be upgraded from gravel to seal in the next five years will be identified in Council's capital works program. Any roads identified for seal widening will also be identified in the 10 year capital works program.	6 monthly
Rural Collector Road	A road that provides, or is part of a secondary link between two areas, two roads of a higher classification or a combination thereof. Collector roads also collect traffic from access roads and channel it to roads of higher classification. Many of these roads form a "grid" for all weather access across the shire. Traffic is usually a mix of local and non-local. This category can also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc.	RC 1	Sealed	SEALED SURFACE Generally existing sealed collector roads will remain at the current width until the pavement requires reconstruction. If the pavement is to be reconstructed the road will conform to one of two standard widths. Type A: Seal width 6.6 m, Pavement width 7.2 m and formation width 10.2 m. Type B: Seal width 4 m, Pavement width 5.7 m and formation width 8.7 m. Road width for each section of road will be decided on a case by case basis. All relevant factors will be considered including traffic volume and type, road alignment and available resources. Traffic volumes on some of these roads are small. In some cases, when the existing pavement reaches the end of its life, there may be no justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 3 of this hierarchy and Council's policy for evaluation of sealed roads. If Council decides that seal is not justified, the road will be "deconstructed" to unsealed collector road standard.	12 monthly
		RC 2	Gravel	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE Generally existing gravel collector roads will remain as a gravel surface and when resheeted will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Most roads will be constructed as Type A, but in some instances where traffic is known to be low, Type B construction may be used. The pavement width will be recorded in the Asset Register. In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be provided (width 6m). Roads to be upgraded from natural surface to gravel in the next 10 years will be identified in Council's 10 year capital works program.	
Rural Access Road (Primary).	A road that is designated primary all weather access to 1 or more <u>occupied</u> farm houses. (The house(s) must be the primary place of residence * of the occupant). This category may also include roads that are primary access to public facilities such as cemeteries, sports grounds, waste disposal sites etc. No significant through traffic.	RA 1 RA 2 RA3	Sealed Gravel Earth	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE. For gravel roads the width will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced. Traffic volumes on some of the <u>existing sealed</u> primary access roads are small. In some cases, when the existing pavement reaches the end of its life, there may be no justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 3 of this hierarchy and Council's policy for evaluation of sealed roads. If Council decides that seal is justified the road will be reconstructed to Type B specification, if Council decides that seal is not justified, the road will be "deconstructed" to unsealed primary access road standard. In some parts of the shire, the naturally occurring material, when formed up, provides a surface suitable for use in all weather. In these cases a formation of this material will be considered adequate. Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council. All roads in this category need to meet Council construction standards.	24 monthly Bus routes inspected 12 monthly and/or upon request.
Rural Access Road (Secondary).	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) Road but is used on a regular basis to provide access to the property for farming purposes or to a centre of business enterprise (E.g. Grain Receival/Major On Farm Storage facilities, Major Hay Storage Facilities or Transport Company). Also includes roads maintained to a higher standard in accord with clause 5 of this hierarchy. Such roads will assume the "Target Construction Standards" of Rural Access (Primary) Roads whilst they are being provided to the higher standard.	RA 4 RA 5	Gravel Earth	EARTH FORMATION. Formed from material existing on site. Traffic volumes on most of the <u>existing sealed</u> secondary access roads are small. When the existing pavement reaches the end of its life, it is unlikely there will be justification to reconstruct it as a sealed road. Roads at this point will be considered with regard to Clause 2 of this hierarchy and Council's policy for evaluation of sealed roads. A number of the roads will be "deconstructed" to "earth formation" standard. When the pavements of existing gravel roads in this classification reach the end of their life they will not be resheeted. The road will be reformed as an earth formation. Nominal width for an earth formation shall be 6.0 metres. Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council. All roads in this category need to meet Council construction standards.	Upon request Bus routes inspected 12 monthly and/or upon request.
Rural Access Road (Minor).	A road used occasionally (but not regularly) for farm access. Any other rural road with minimal use.	RA 6	Earth	NO CONSTRUCTION Unformed road on natural surface only. Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council. All roads in this category need to meet Council construction standards.	Upon request
Urban Commercial Centre and Collector Roads.	A road in the main commercial centre of a town providing access predominately to shops and offices. Also includes major arteries linking parts of town or feeding traffic to commercial centre.	UC 1	Sealed	SEALED SURFACE Width depends on usage and location of existing assets such as kerb and channel or trees.	6 monthly
Urban Access Road (Primary).	Local road providing primary access to residential, industrial or commercial properties or to recreational facilities.	UA 1 UA 2	Sealed Gravel	SEALED SURFACE Width depends on usage and location of existing assets such as kerb and channel or trees. Roads to be upgraded from gravel to seal in the next Ten years will be identified in Council's capital works program.	12 monthly
Urban Access Road (Secondary).	A road or laneway providing secondary access to occupied properties, or access to vacant land.	UA 3 UA 4	Sealed Gravel	Surface may be either GRAVEL or EARTH FORMATION or UNFORMED depending on usage and available resources. Roads to be upgraded from gravel to seal or from natural surface to gravel in the next five years will be identified in Council's capital works program. Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council. All roads in this category need to meet Council construction standards. .	Upon request Bus routes inspected 12 monthly and/or upon request.
Urban Access Road (Minor).	A road or laneway with minimal use.	UA 5	Earth	NO CONSTRUCTION Unformed road on natural surface only. Requests to extend, alter or upgrade an access road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council. All roads in this category need to meet Council construction standards.	Upon request
Special Purpose 2	A road that does not meet the criteria to be a Link Road, a Collector Road or a Rural Access (Primary) but provides an all weather surface or surfaced sections for a Special Purpose.	SP	Gravel	GRAVEL OR OTHER SUITABLE ALL WEATHER SURFACE For gravel roads the width will conform to one of two standard widths: Type A: Pavement width 5.0 m and formation width 8.5 m. Type B: Pavement width 4.0 m and formation width 7.2 m. Generally a 4.0 m pavement will be provided where the road serves one or two residences or properties and a 5.0 m pavement will be provided where more than two residences or properties are serviced. Requests to extend, alter or upgrade an Special Purpose road is at the cost or a percentage of cost nominated by Council for the landowner/ requestor and will need to be approved on a case by case basis by Council. All roads in this category need to meet Council construction standards.	24 monthly
Parking Bays or Areas	All parking bays or areas that have deemed to be a Council Asset for the sole purpose of parking	PB	Seal	SEALED SURFACE Width depends on usage and location of existing assets such as kerb and channel or trees. Roads to be upgraded from gravel to seal in the next Ten years will be identified in Council's capital works program.	12 monthly

- NOTES:**
- "Primary place of residence"** means a house that is the usual place of residence of the occupant.
It does not include houses that are occupied seasonally for farming purposes or houses that are otherwise occupied for short periods.
 - The widths shown in the **"Target Construction Standard"** column above for pavements and formations of unsealed roads are approximate only.
Actual widths may vary due to physical constraints including drainage lines and vegetation.
When the gravel pavements are resheeted and when maintenance grading of these pavements and formations is carried out no measurements of width are controlled.

Because these works are carried out without control measurement, minor variations in width are likely to occur.
 - The inspection frequencies shown in this table are current at the time of the latest review of the road hierarchy. The frequencies are also shown in Council's Road Management Plan which is reviewed annually. Should discrepancies arise between the frequencies shown in the road hierarchy and those shown in the Road Management Plan, those in the Road Management Plan shall be deemed to be correct.
 - The categories shown here agree with those shown in Council's Road Register and Road Asset Register.

Appendix B.

Rural & Urban Road Hierarchy Mapping

Mildura Rural City

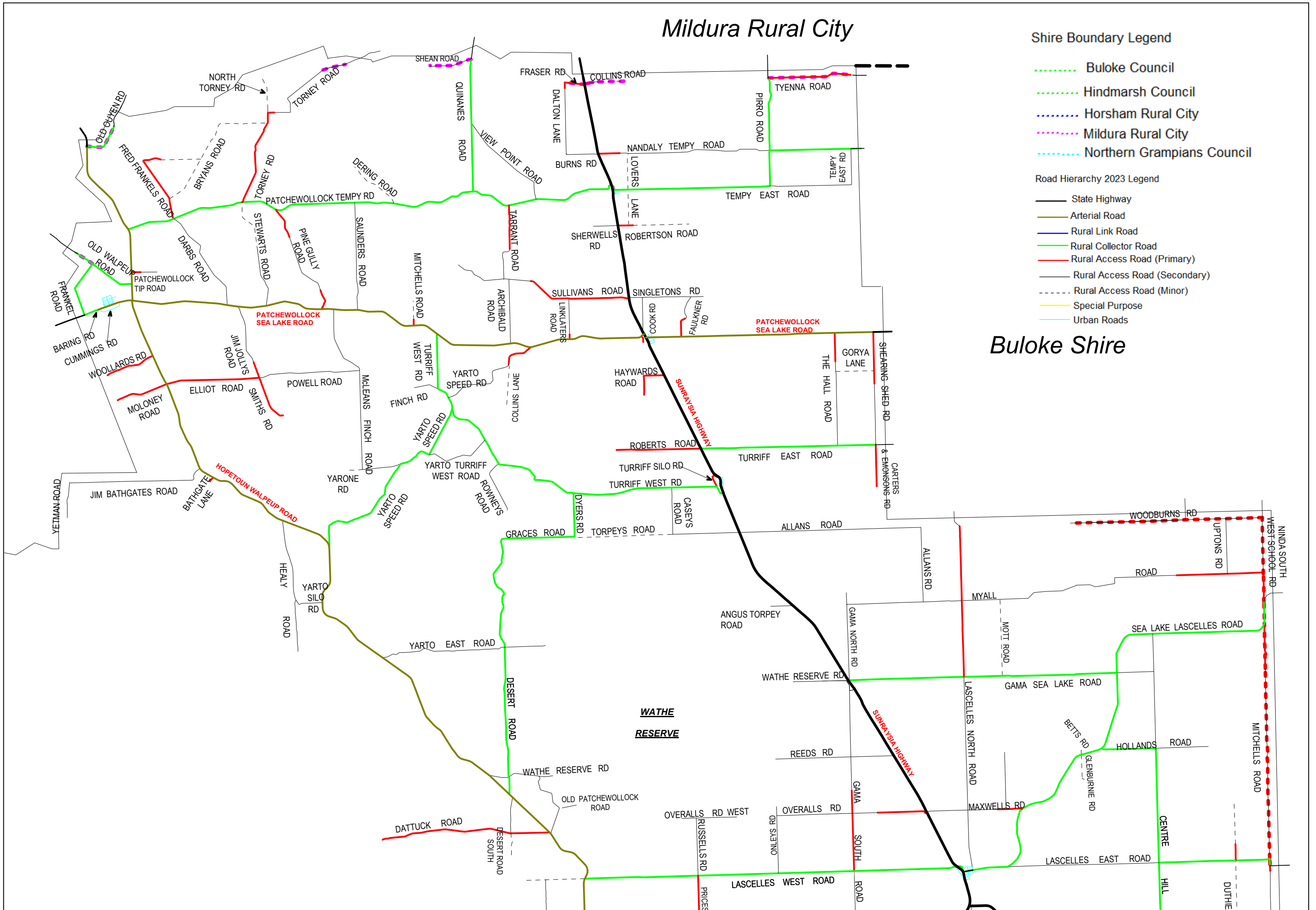
Shire Boundary Legend

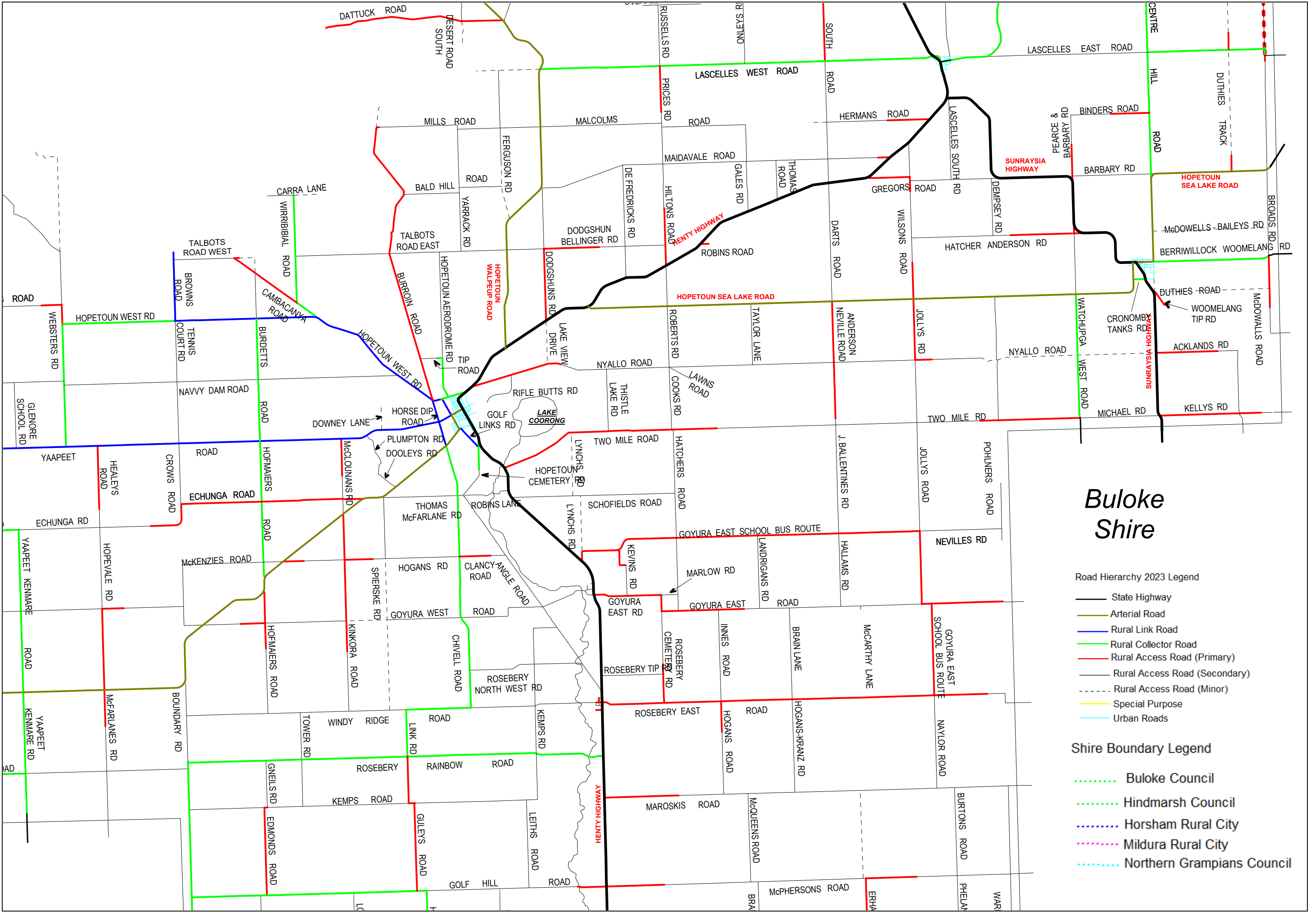
- Buloke Council
- Hindmarsh Council
- Horsham Rural City
- Mildura Rural City
- Northern Grampians Council

Road Hierarchy 2023 Legend

- State Highway
- Arterial Road
- Rural Link Road
- Rural Collector Road
- Rural Access Road (Primary)
- Rural Access Road (Secondary)
- - - - Rural Access Road (Minor)
- Special Purpose
- Urban Roads

Buloke Shire





Buloke Shire

- Road Hierarchy 2023 Legend
- State Highway
 - Arterial Road
 - Rural Link Road
 - Rural Collector Road
 - Rural Access Road (Primary)
 - Rural Access Road (Secondary)
 - Rural Access Road (Minor)
 - Special Purpose
 - Urban Roads

- Shire Boundary Legend
- Buloke Council
 - Hindmarsh Council
 - Horsham Rural City
 - Mildura Rural City
 - Northern Grampians Council

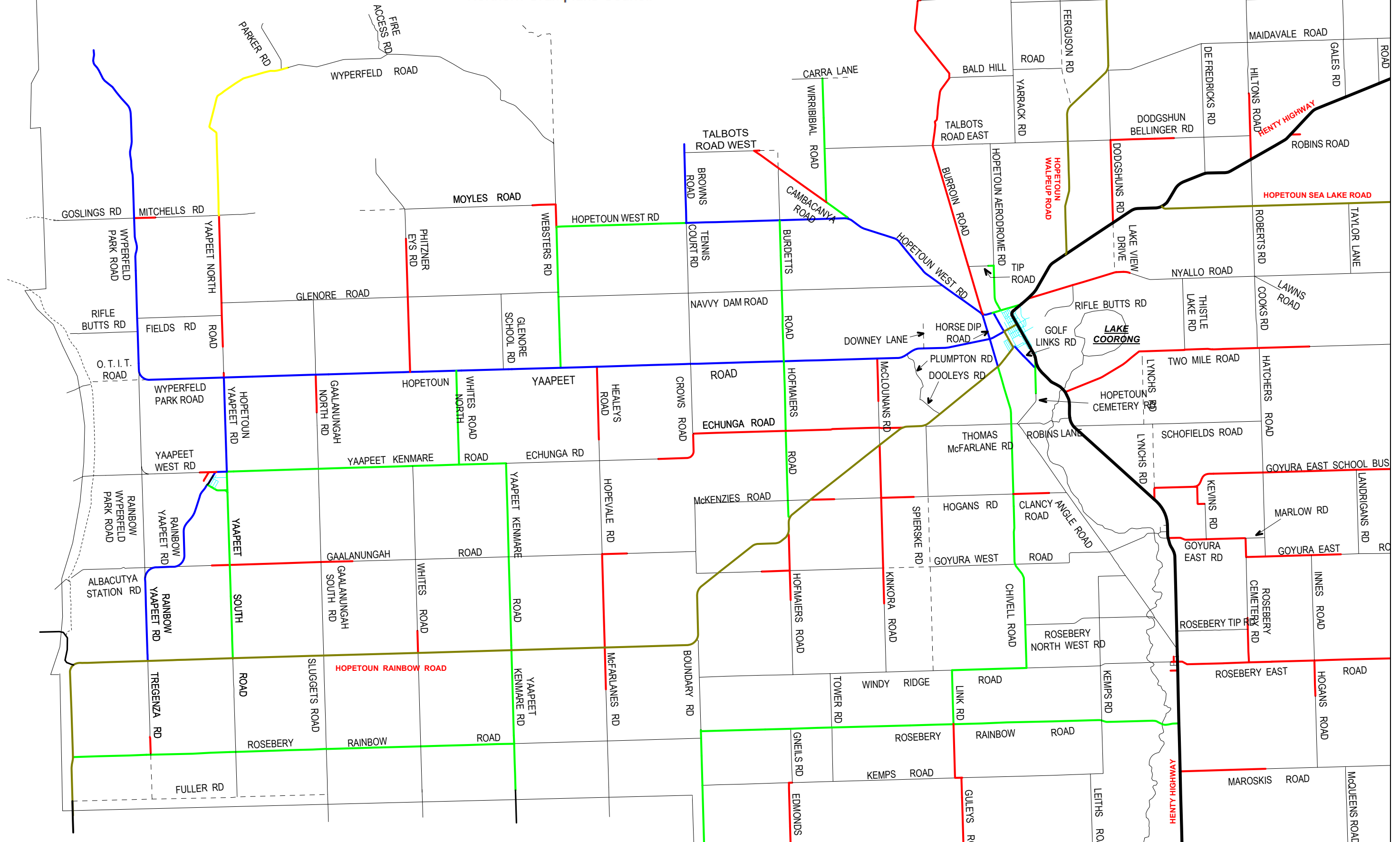
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Shire Boundary Legend

- Northern Grampians Council

Road Hierarchy 2023 Legend

- Urban Roads



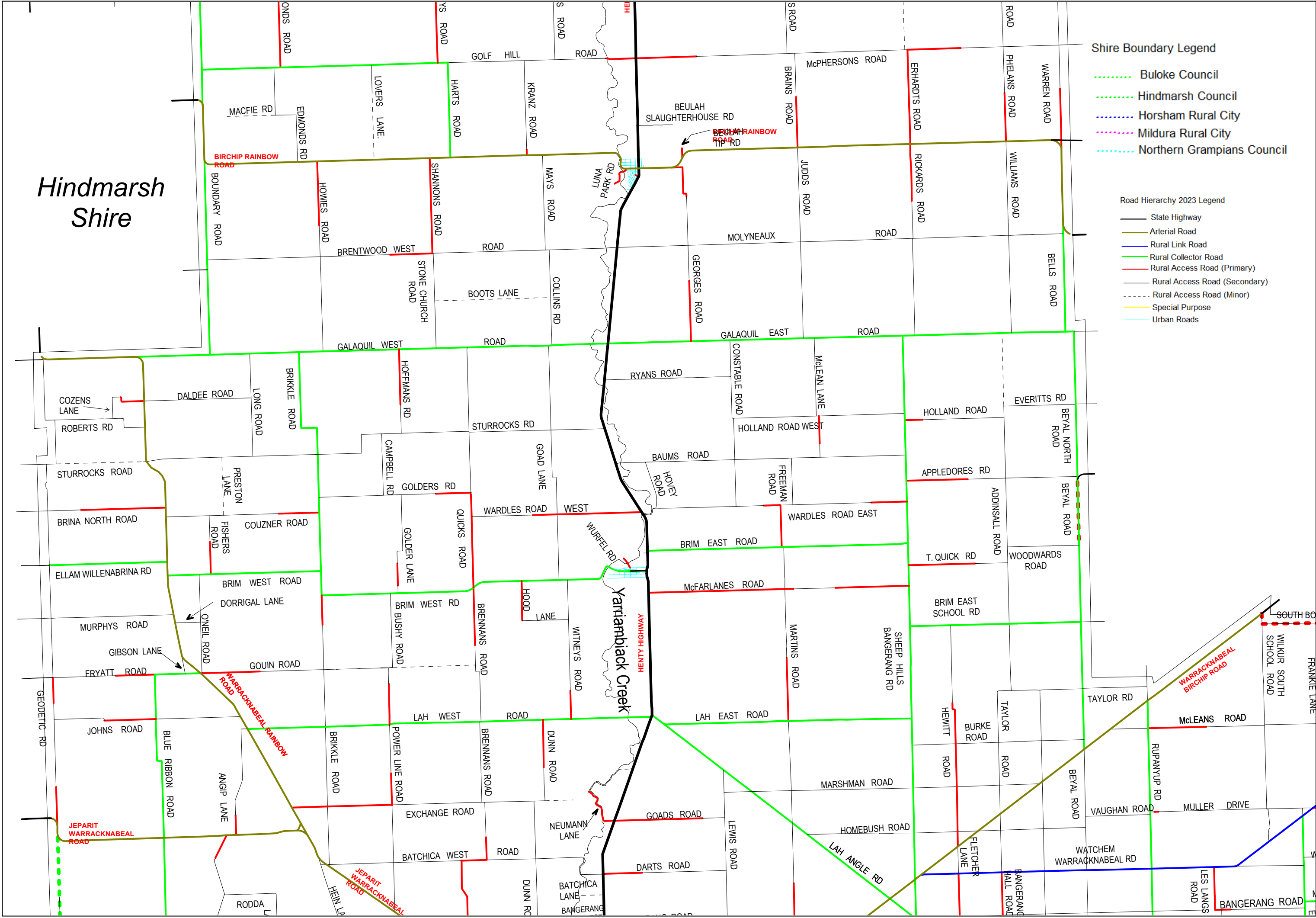
Hindmarsh Shire

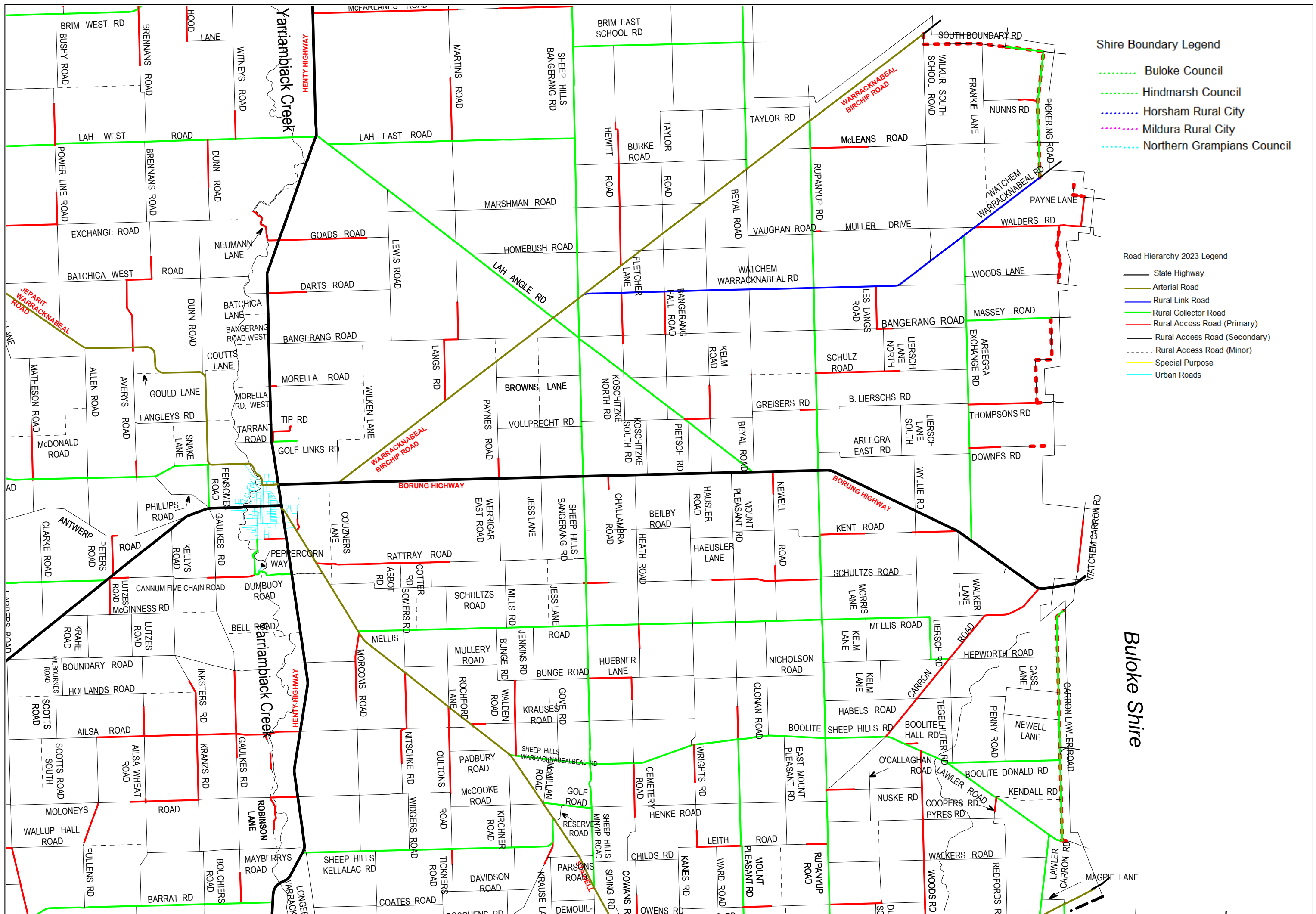
Shire Boundary Legend

- Buloke Council
- Hindmarsh Council
- Horsham Rural City
- Mildura Rural City
- Northern Grampians Council

Road Hierarchy 2023 Legend

- State Highway
- Arterial Road
- Rural Link Road
- Rural Collector Road
- Rural Access Road (Primary)
- Rural Access Road (Secondary)
- Rural Access Road (Minor)
- Special Purpose
- Urban Roads





Road Hierarchy 2023 Legend

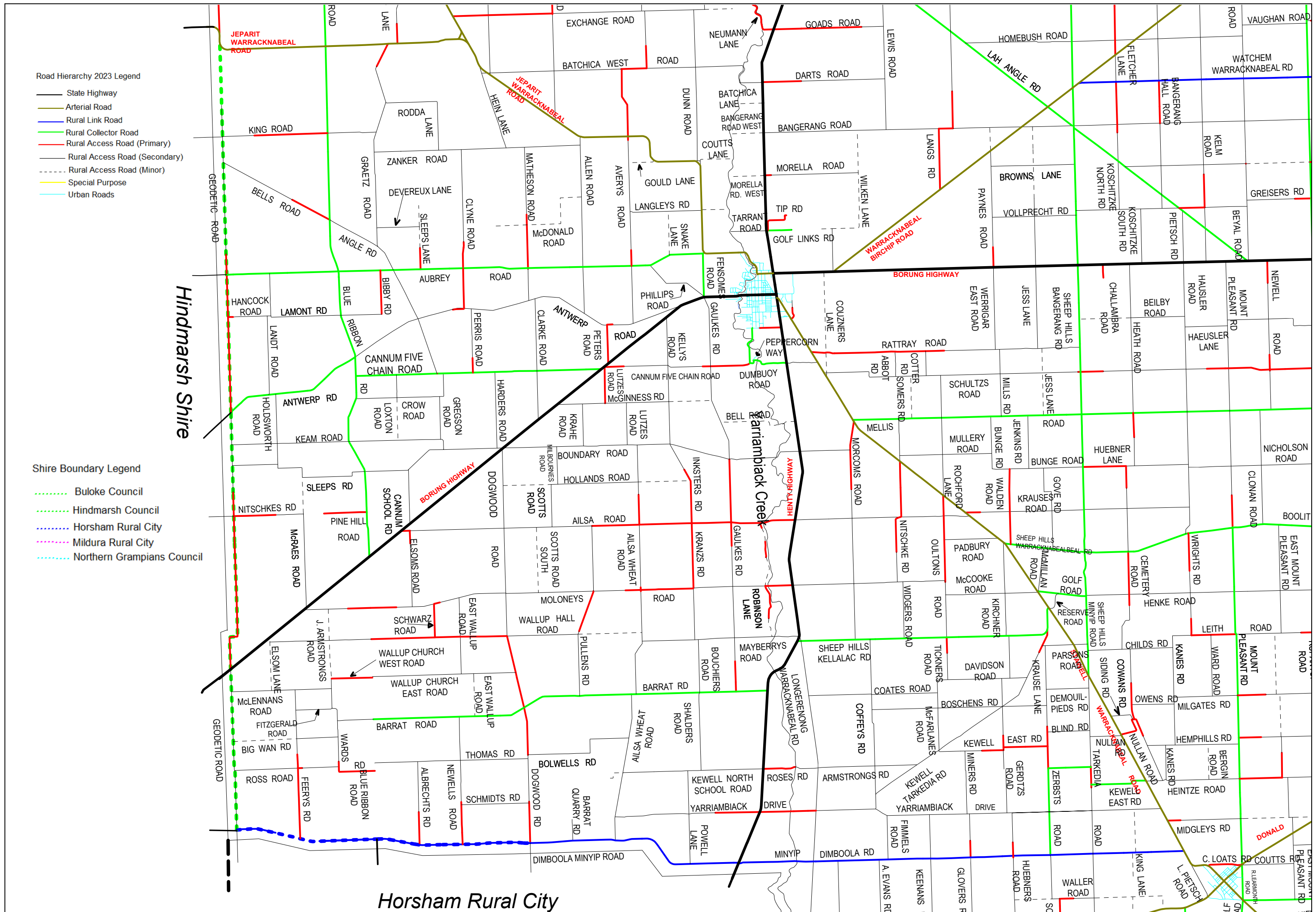
- State Highway
- Arterial Road
- Rural Link Road
- Rural Collector Road
- Rural Access Road (Primary)
- Rural Access Road (Secondary)
- Rural Access Road (Minor)
- Special Purpose
- Urban Roads

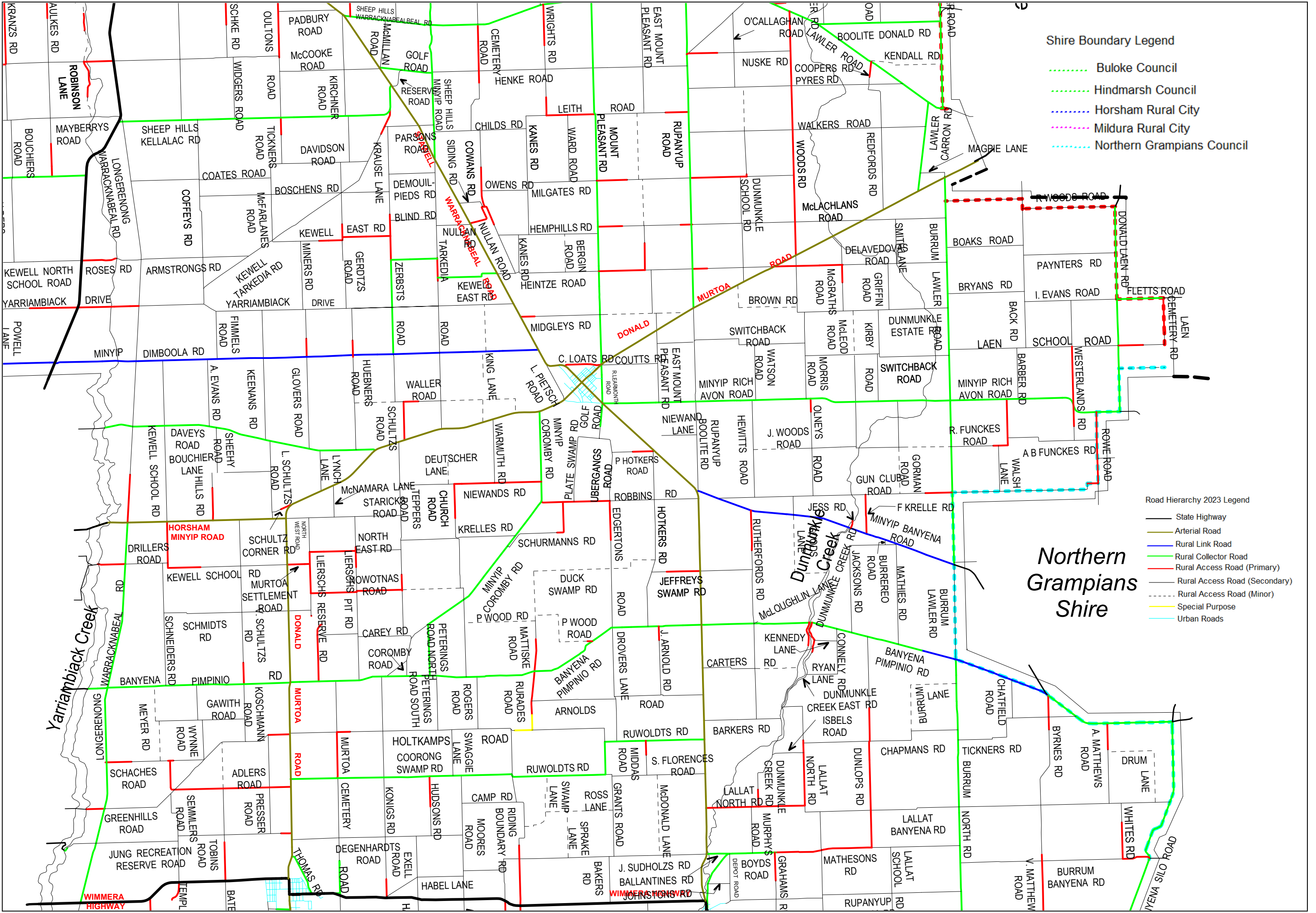
Shire Boundary Legend

- Buloke Council
- Hindmarsh Council
- Horsham Rural City
- Mildura Rural City
- Northern Grampians Council

Hindmarsh Shire

Horsham Rural City

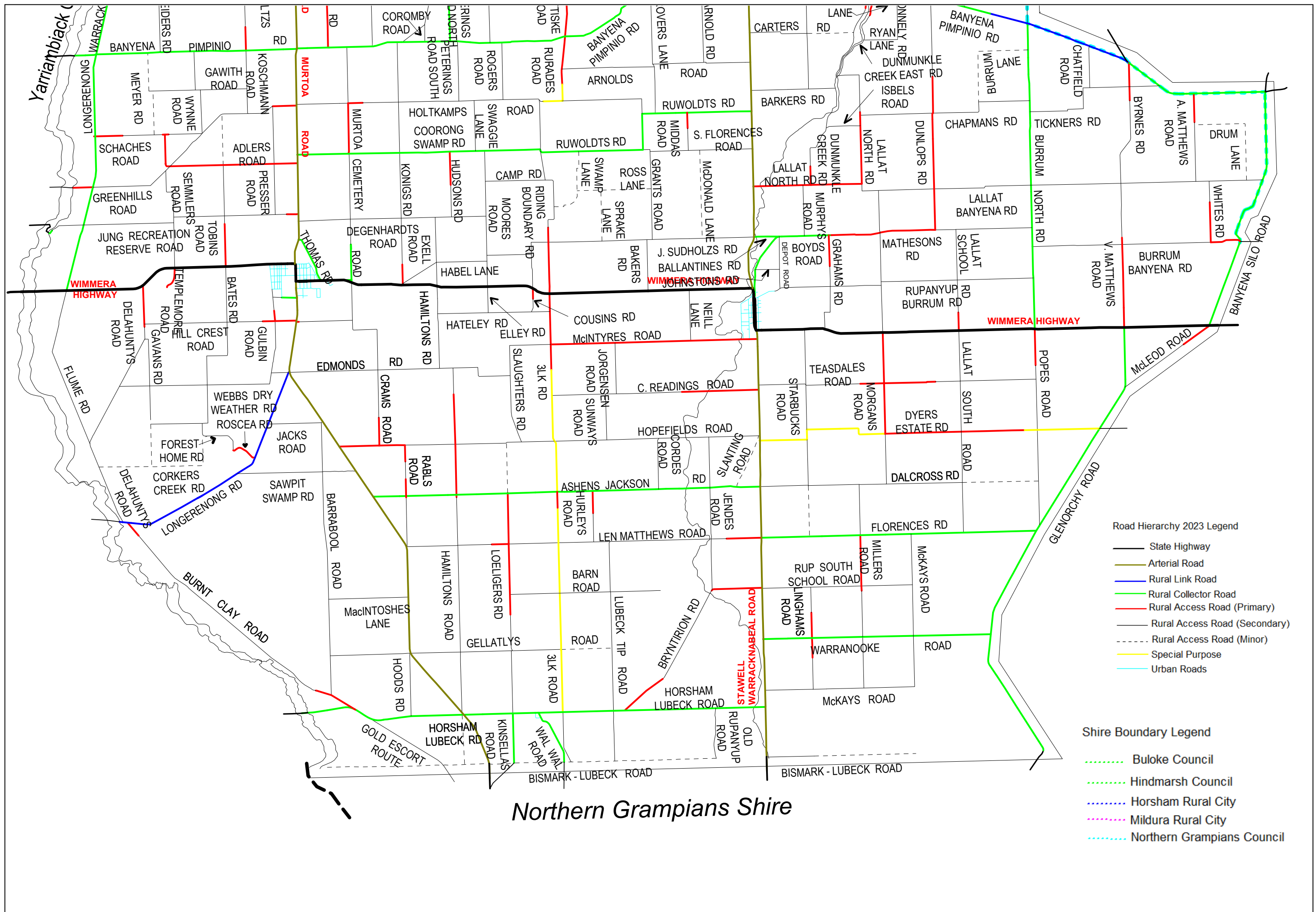




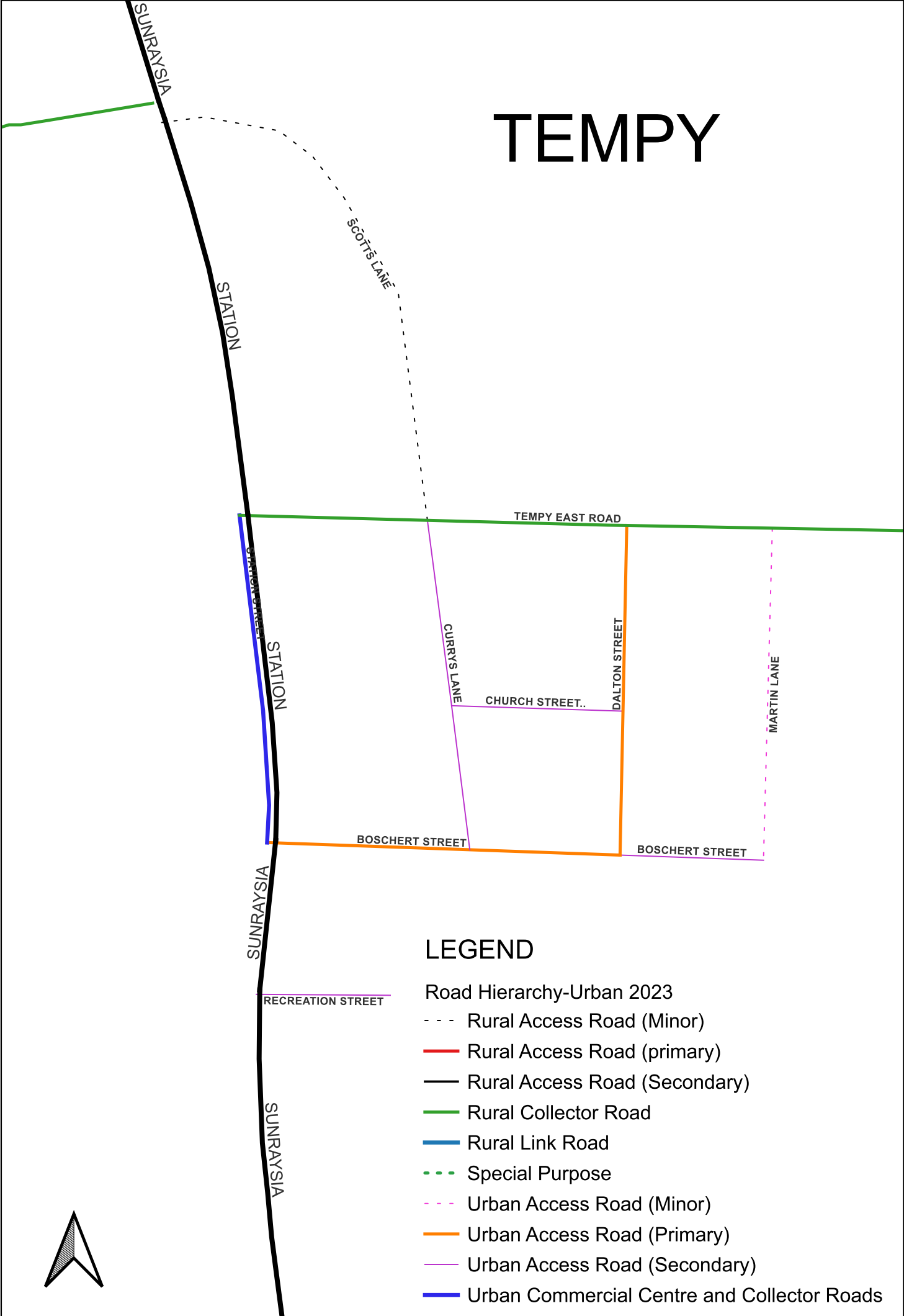
- Shire Boundary Legend
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- Road Hierarchy 2023 Legend
- State Highway
 - Arterial Road
 - Rural Link Road
 - Rural Collector Road
 - Rural Access Road (Primary)
 - Rural Access Road (Secondary)
 - Rural Access Road (Minor)
 - Special Purpose
 - Urban Roads

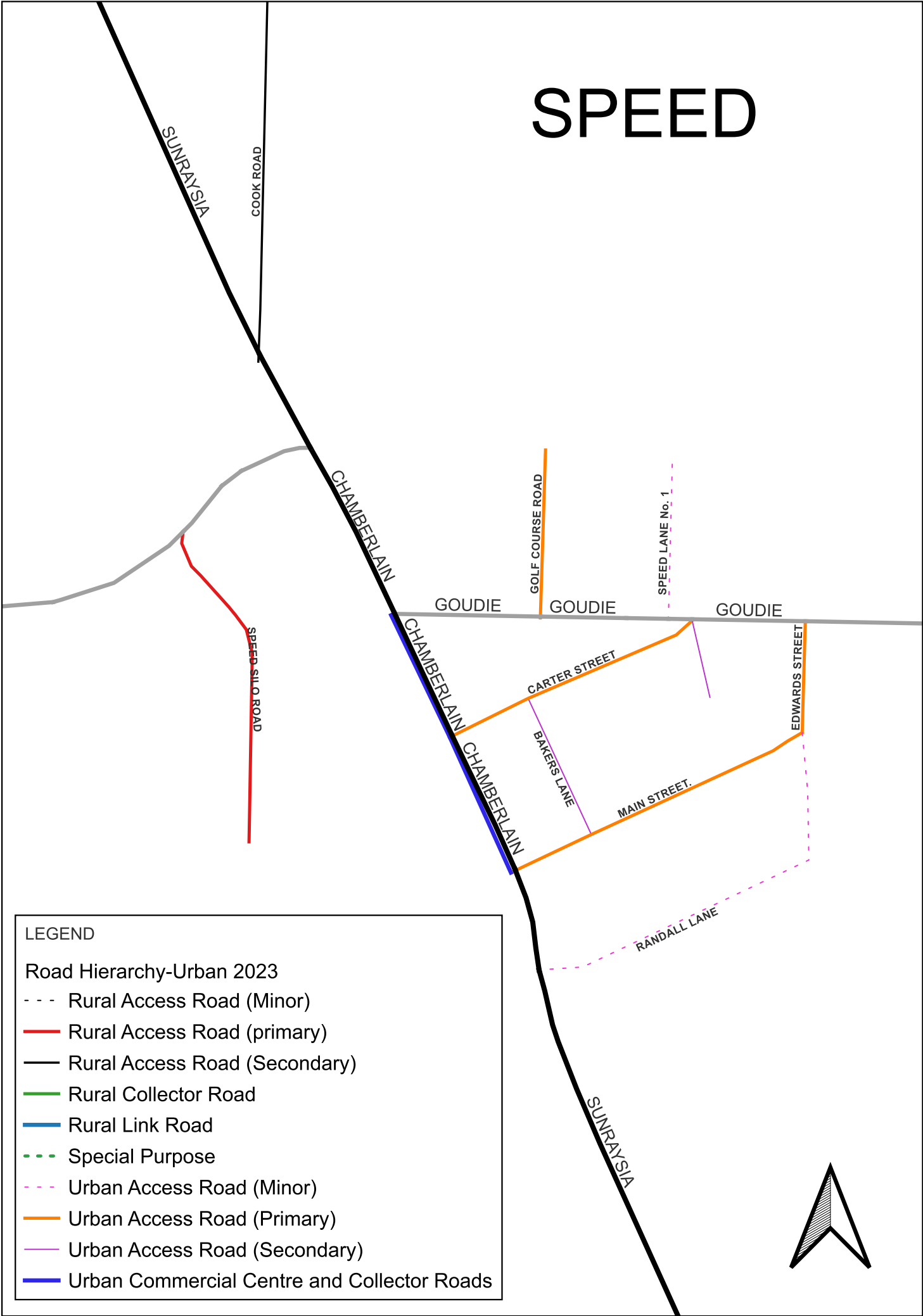
Northern
Grampians
Shire



TEMPY



SPEED

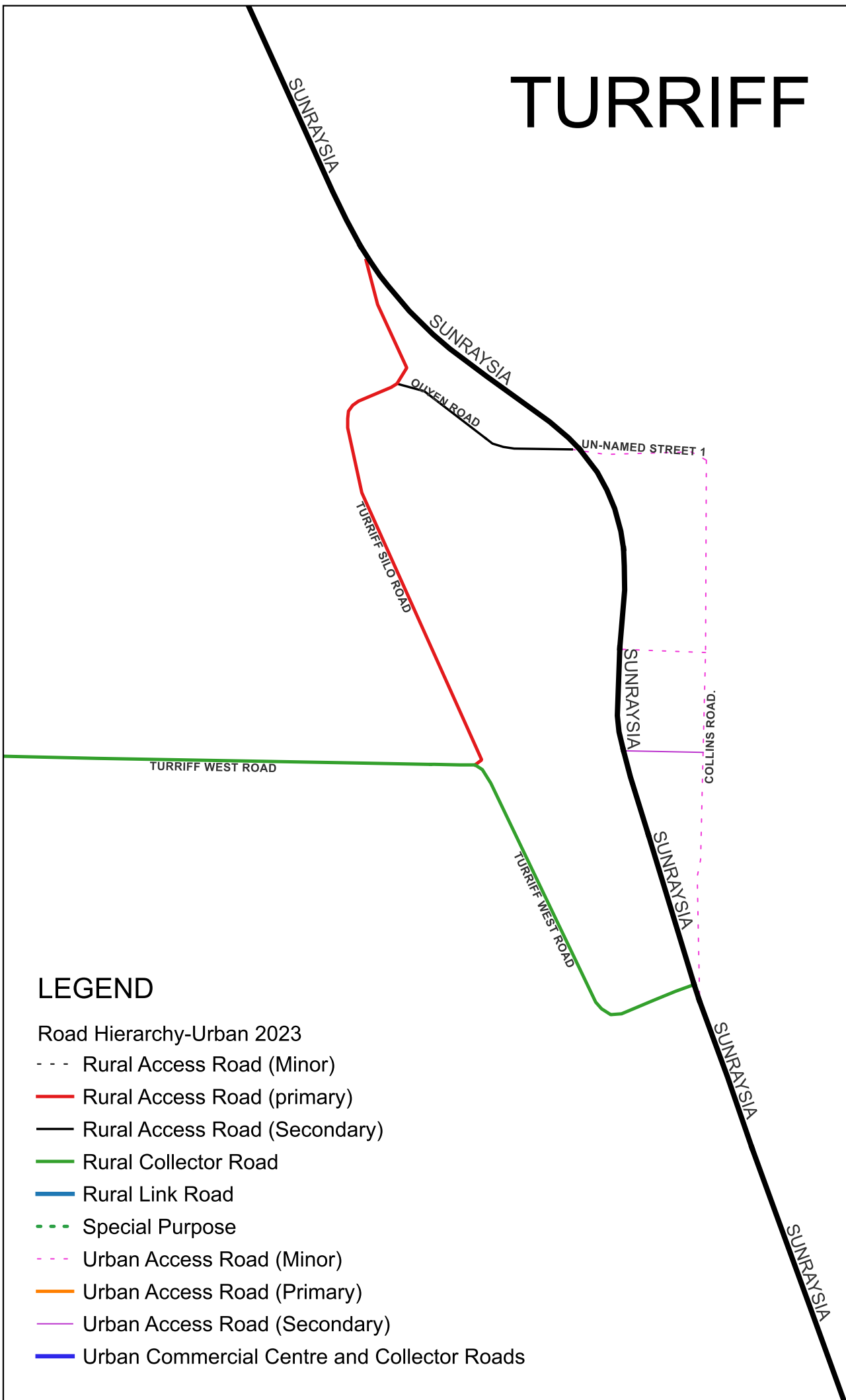


LEGEND

Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads

TURRIFF

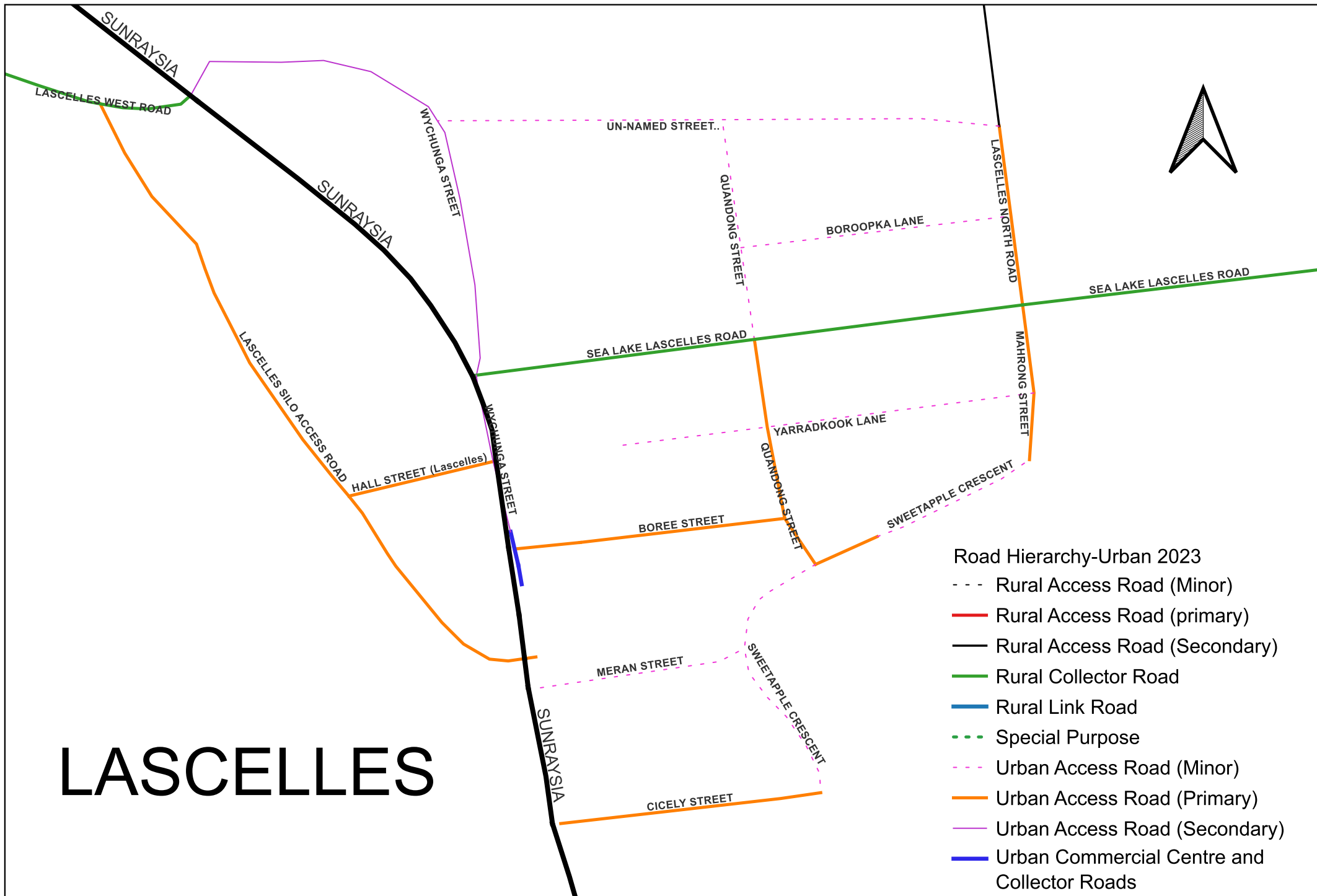


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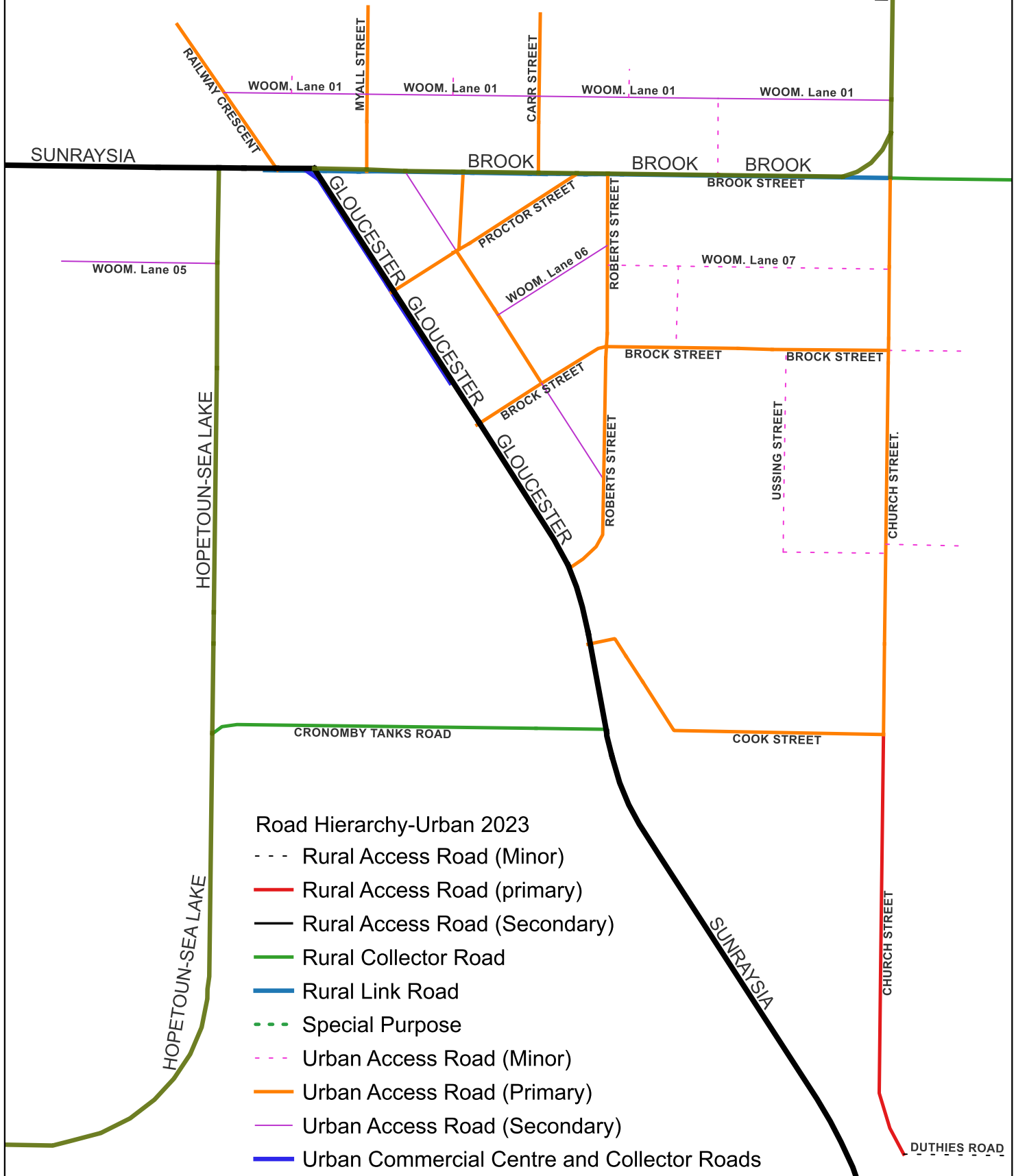
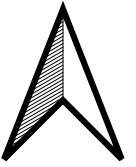
Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads





WOOMELANG



LEGEND

Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads



YAAPEET



LEGEND

Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads

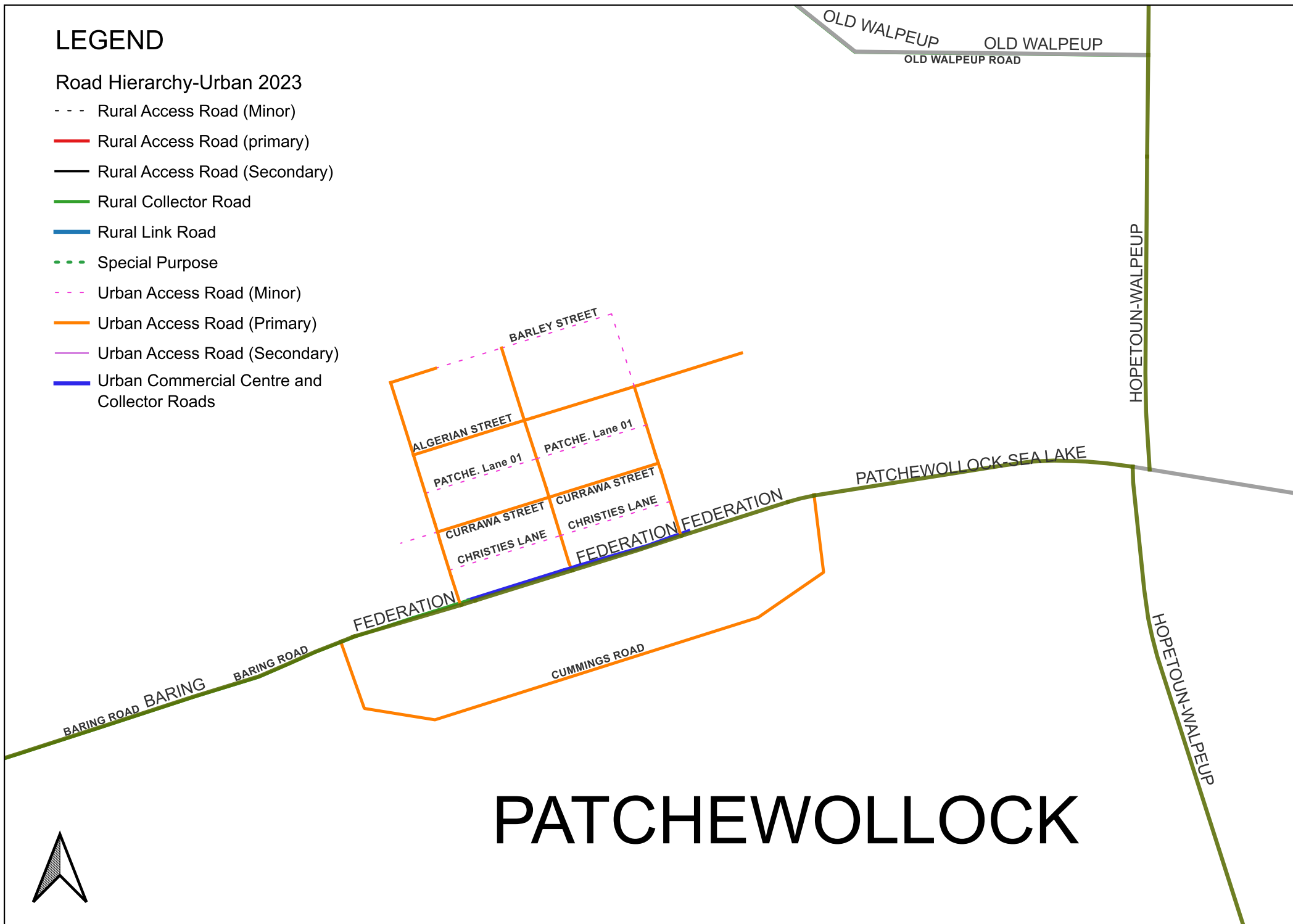
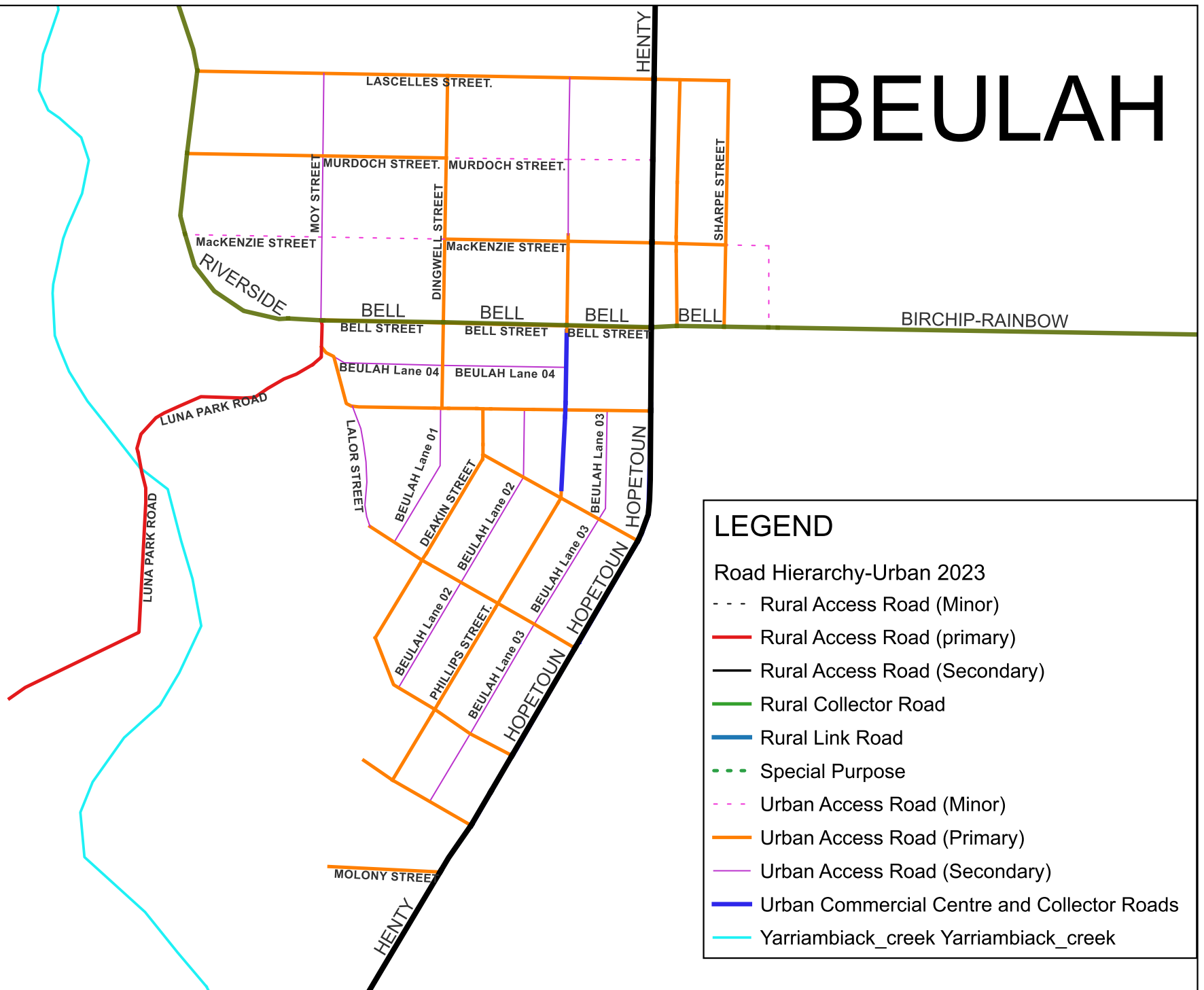




TABLE 1

KÖENIG STRÆFT

BEULAH

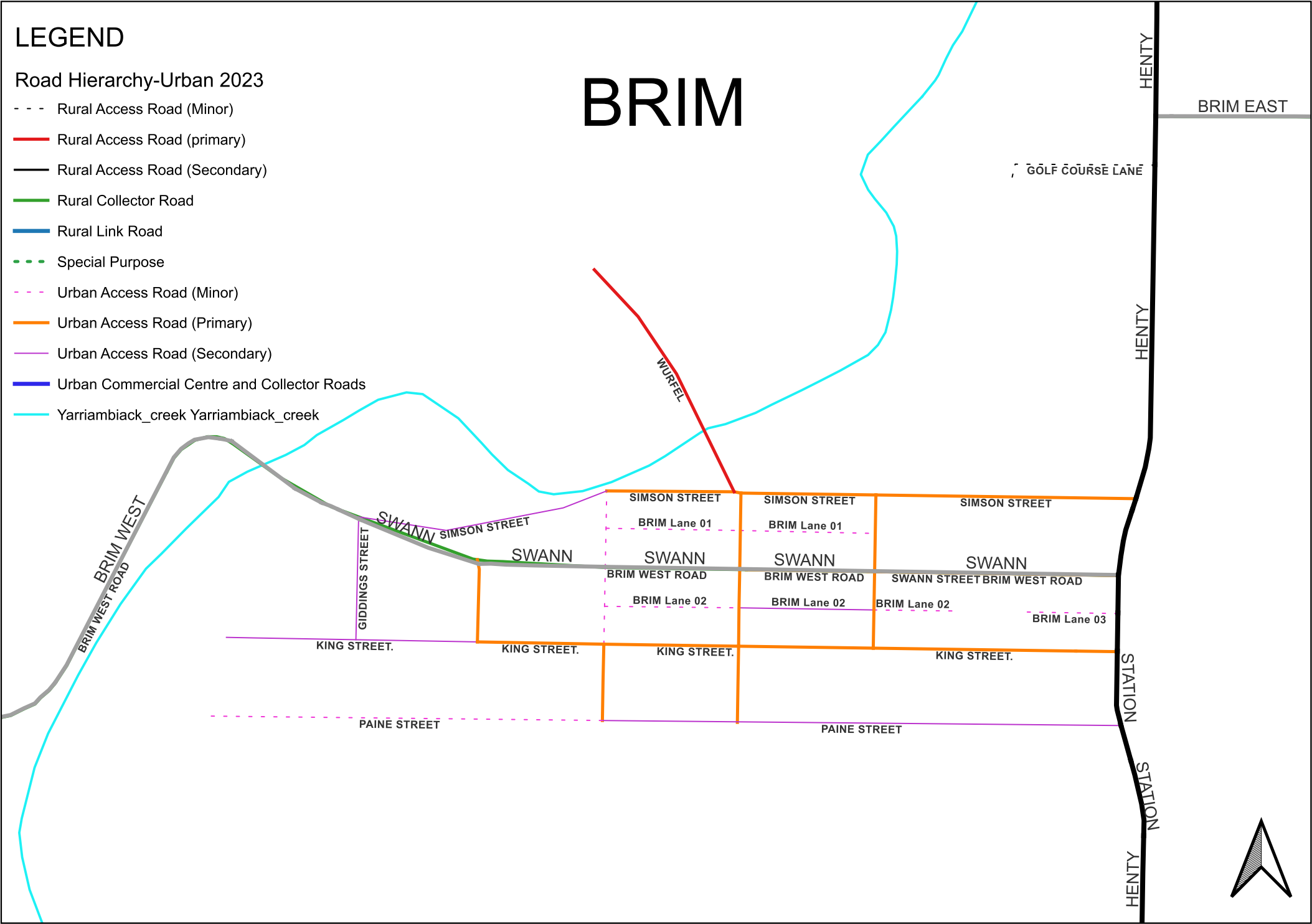


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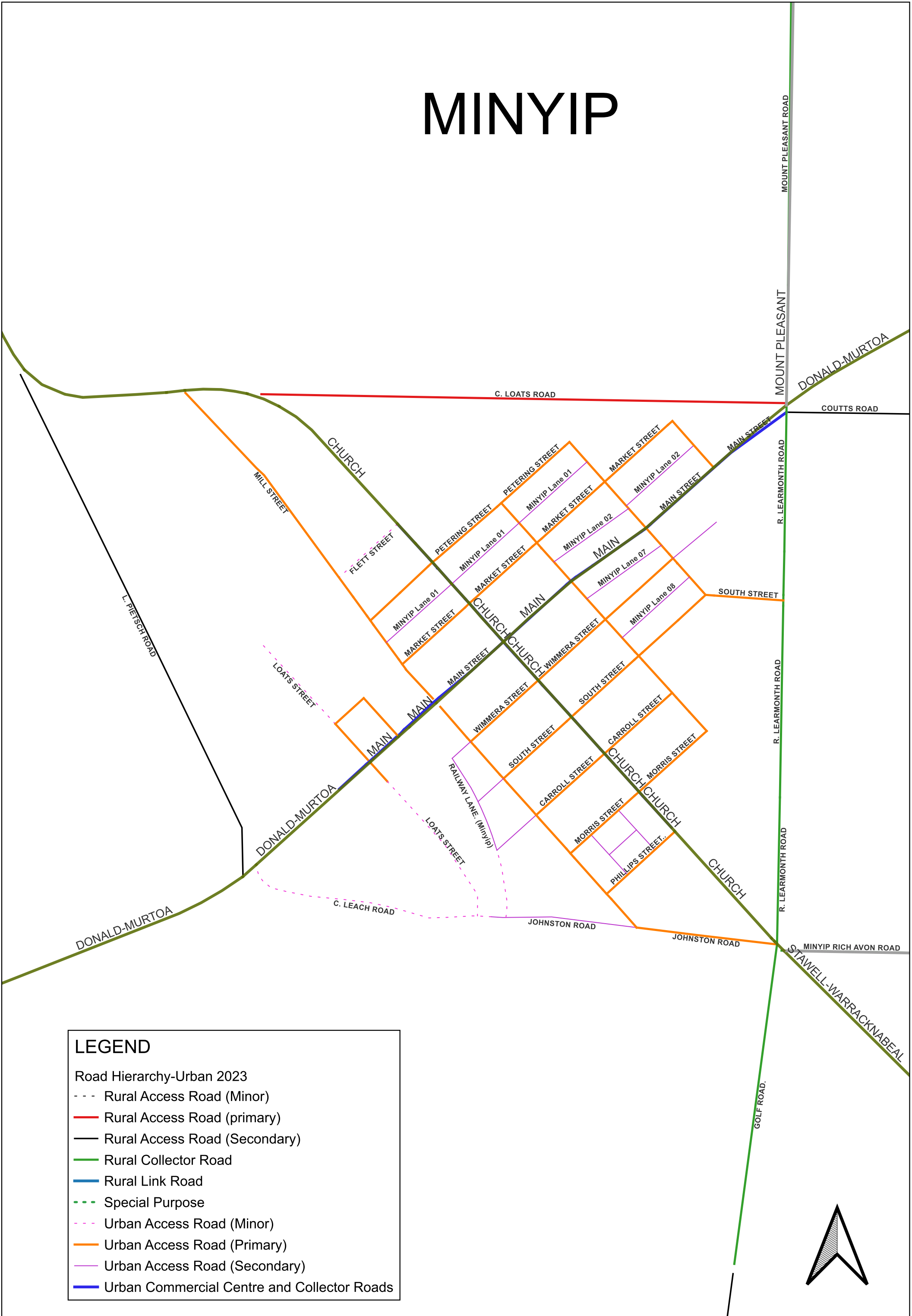
Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads
- Yarriambiack_creek Yarriambiack_creek

BRIM



MINYIP



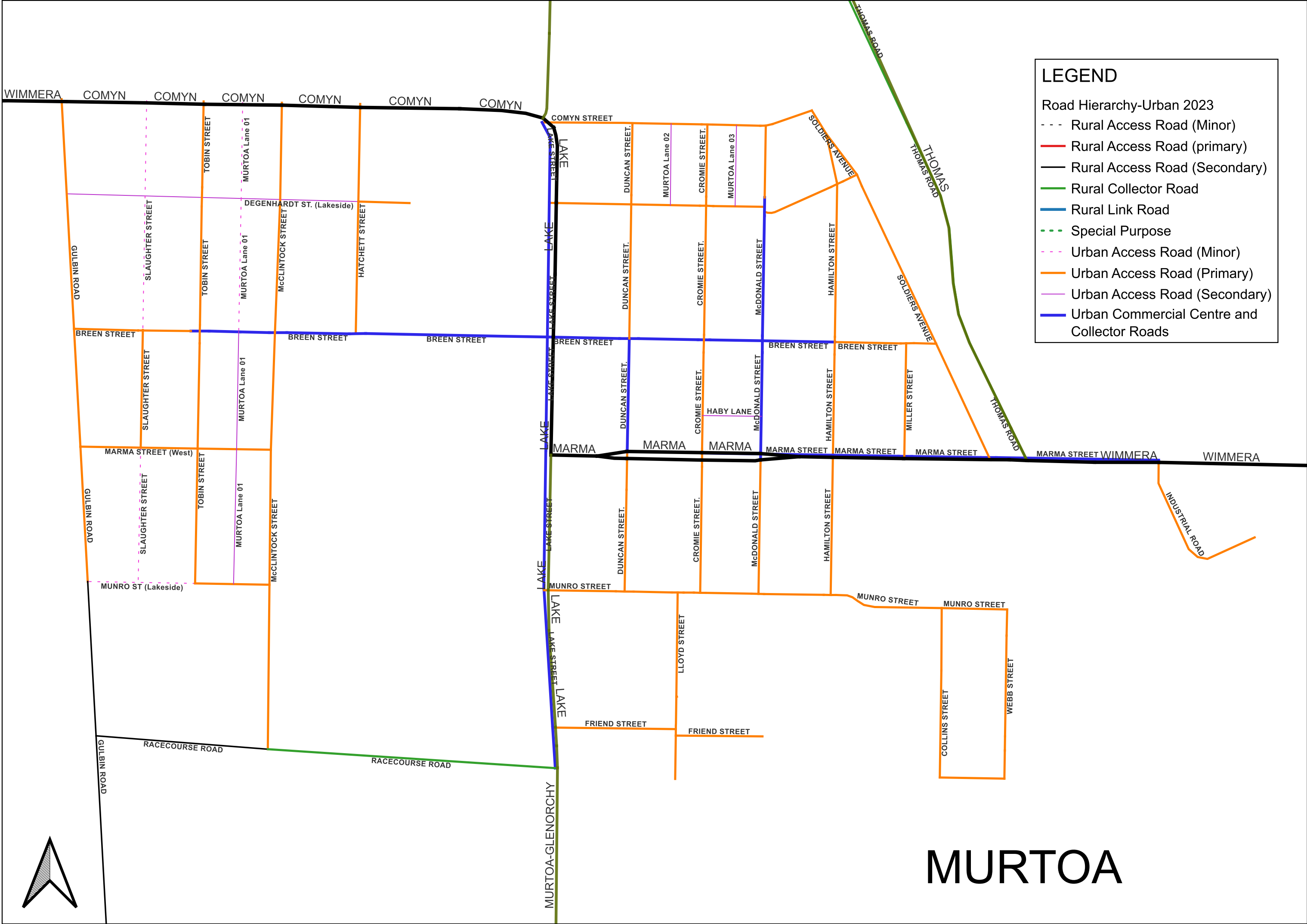
RUPANYUP

LEGEND

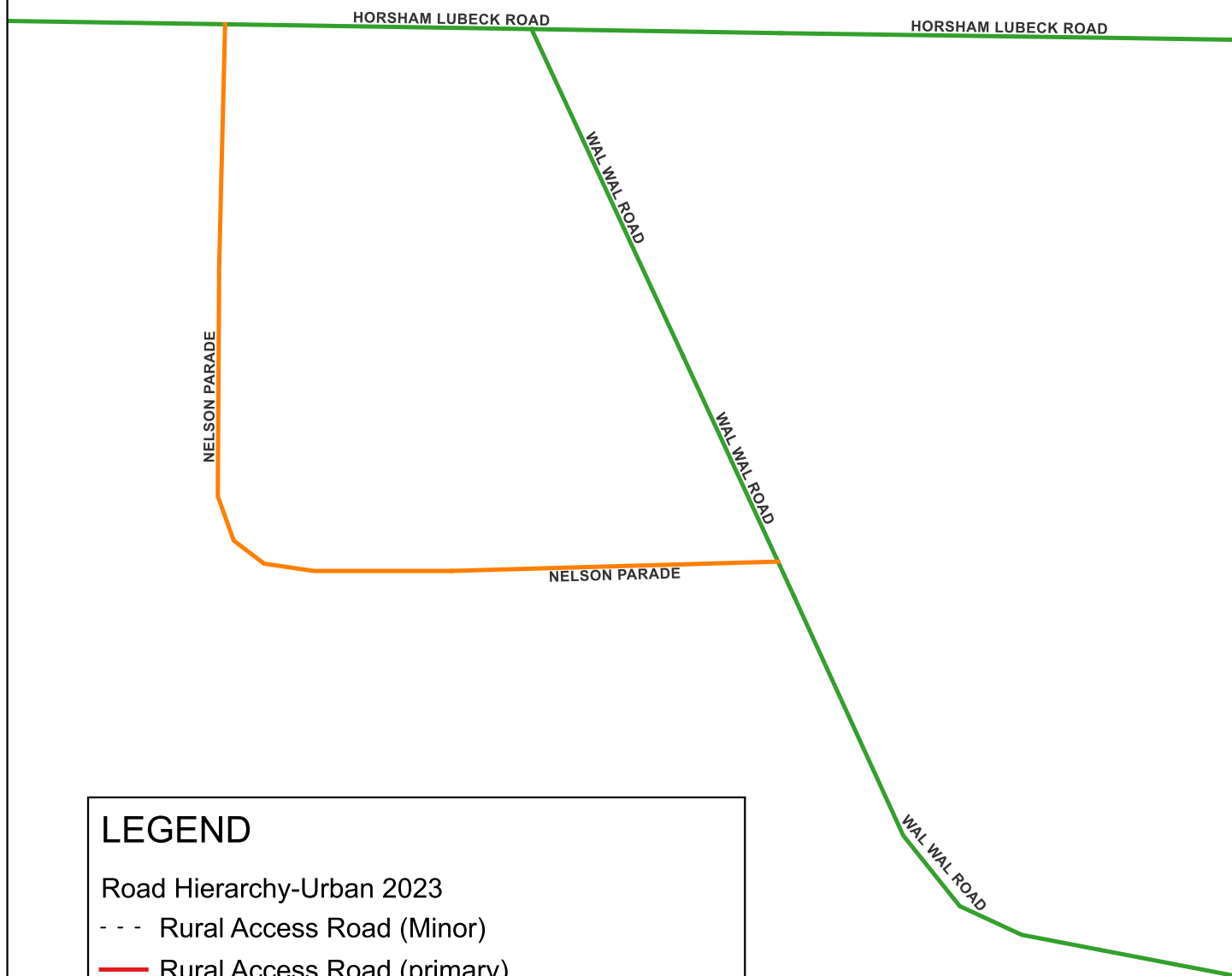
Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads





LUBECK



LEGEND

Road Hierarchy-Urban 2023

- - - Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- - - Special Purpose
- - - Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads

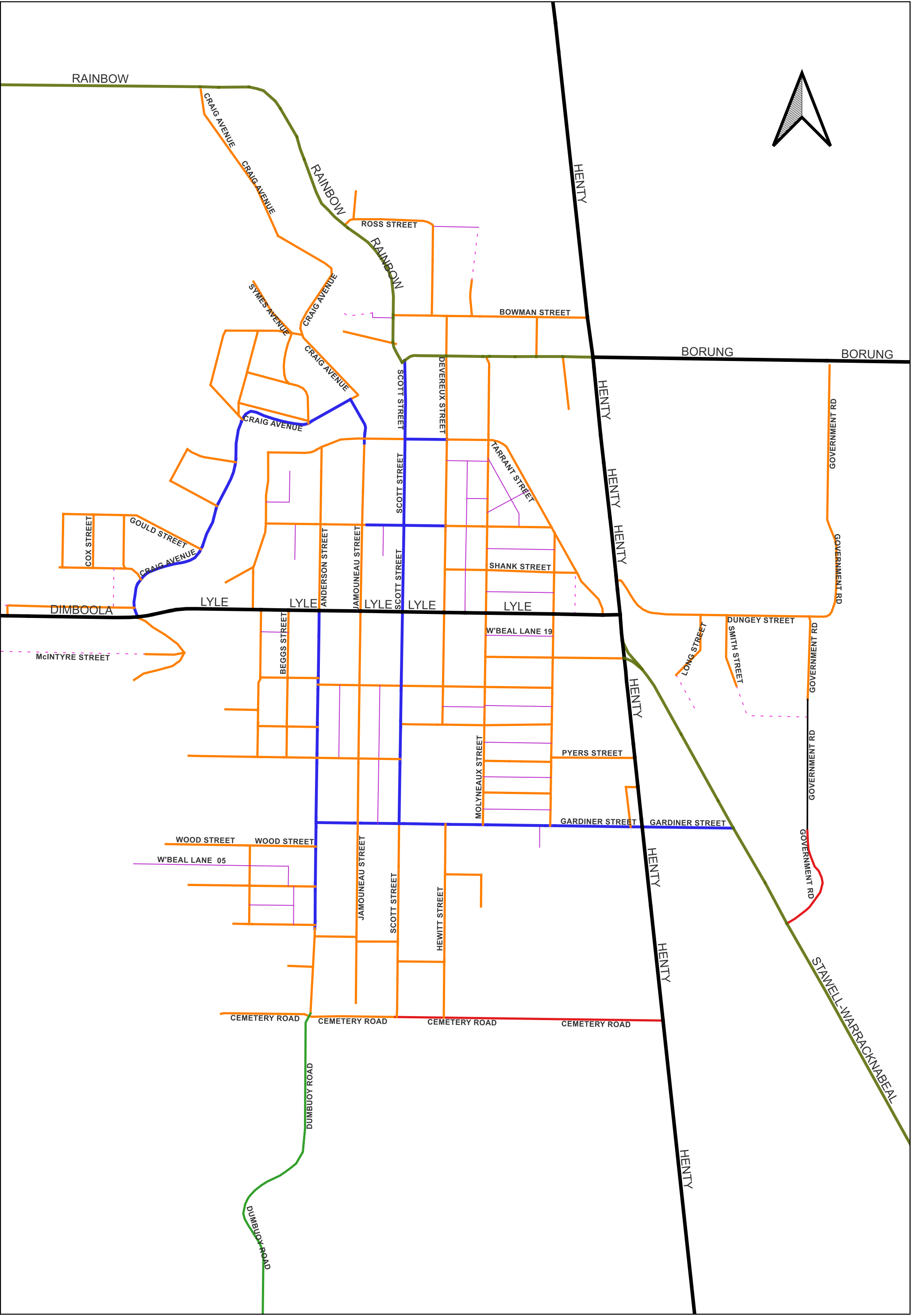


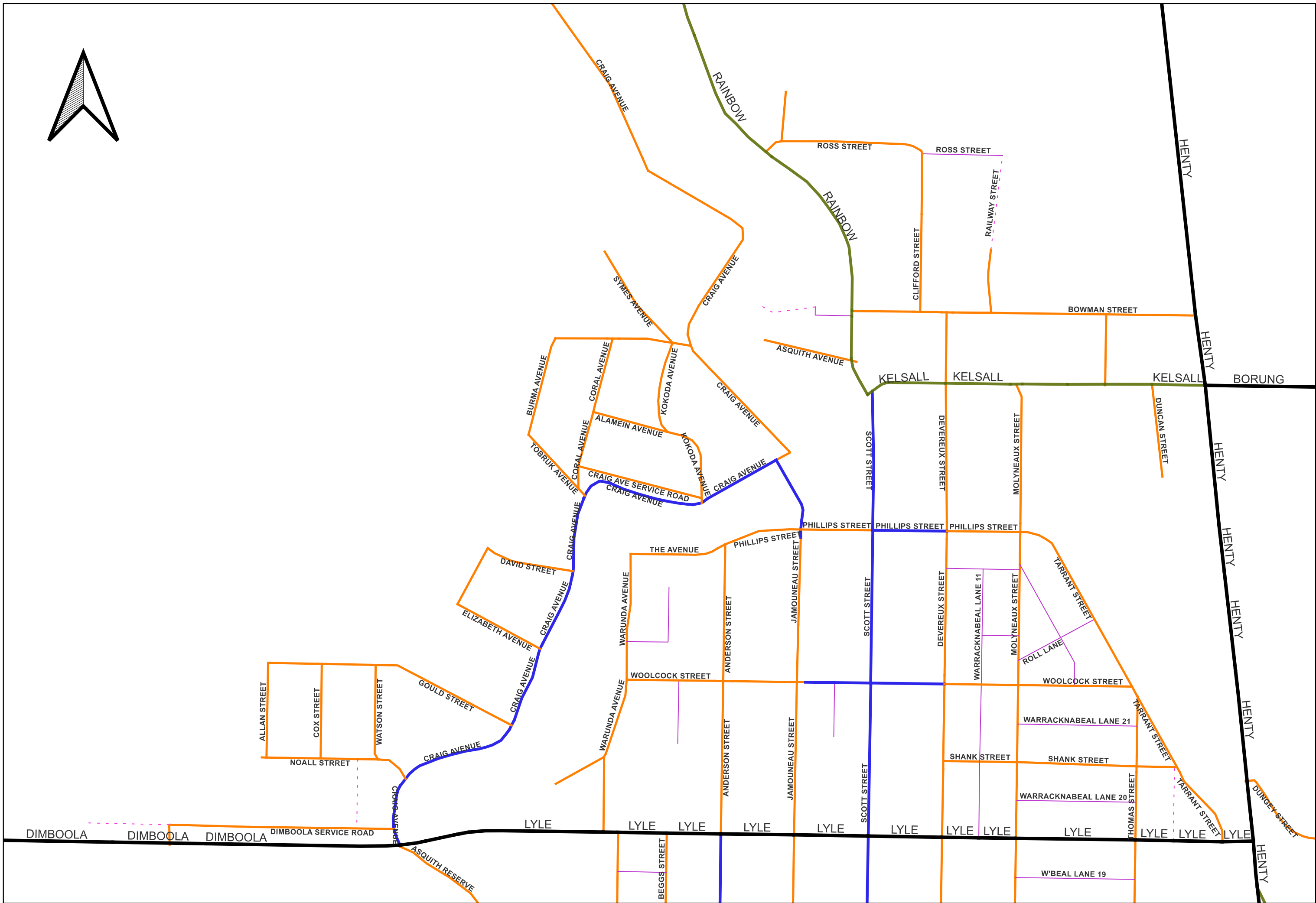
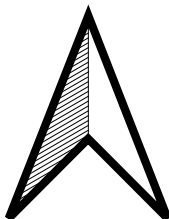
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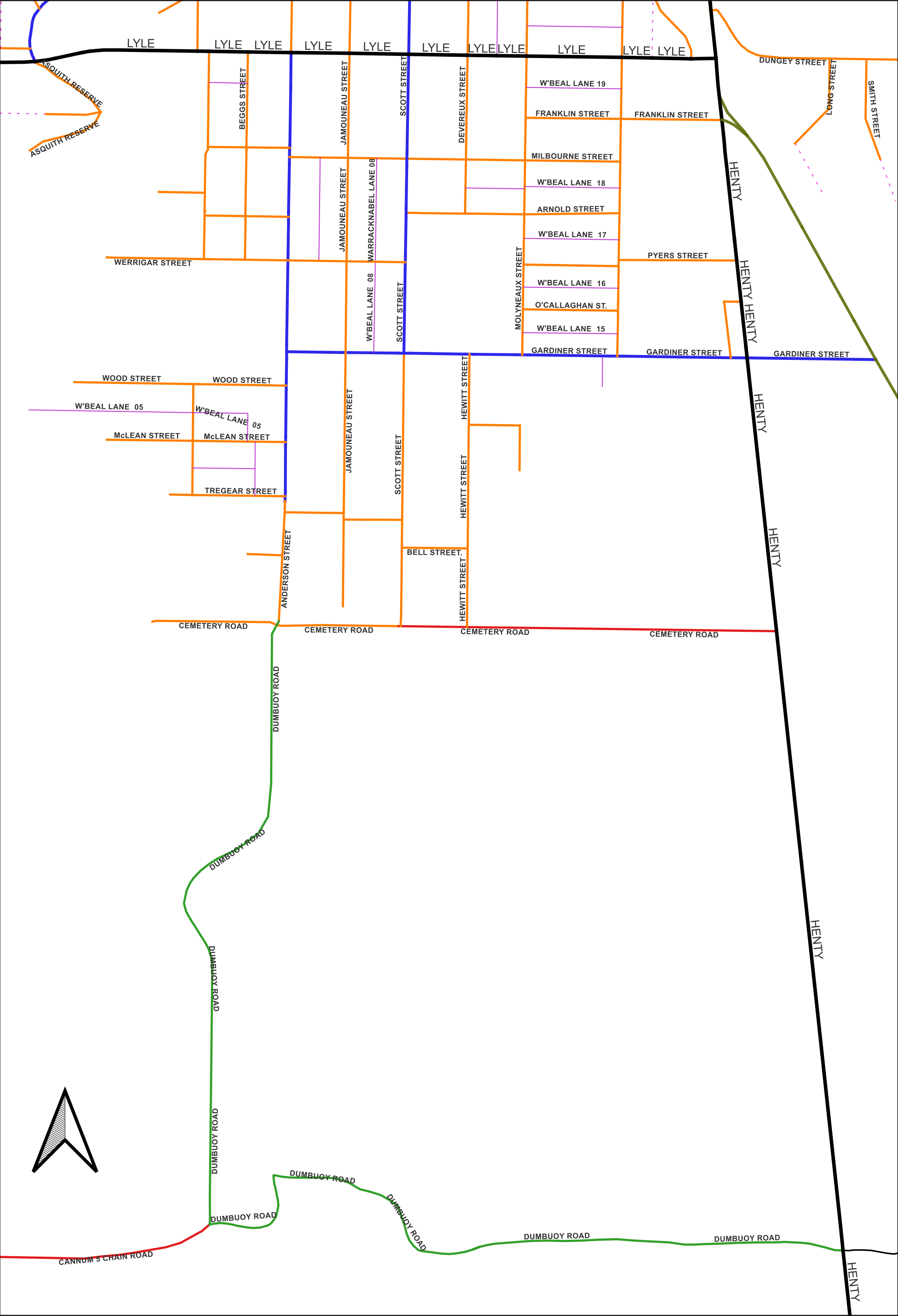
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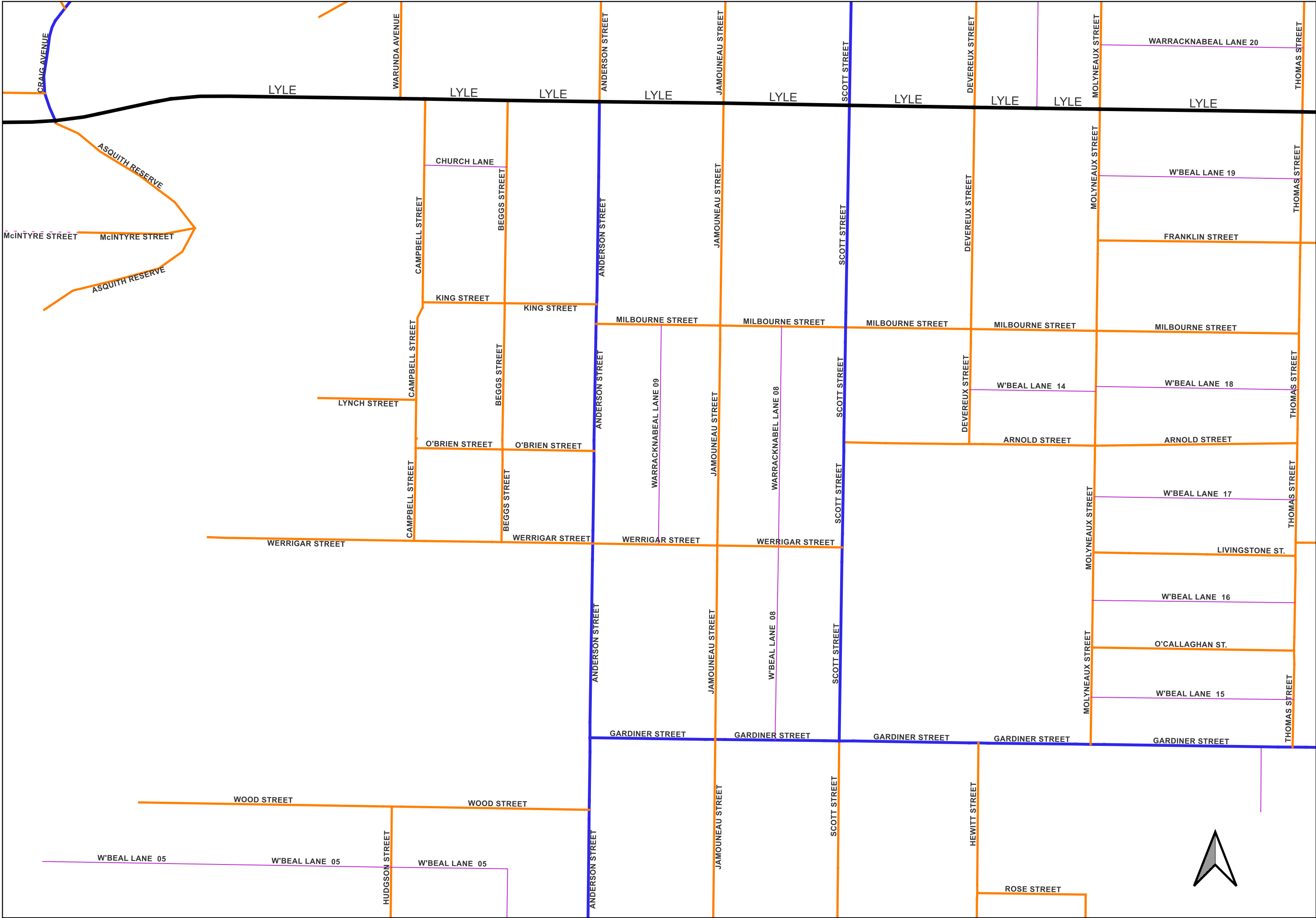
Road Hierarchy-Urban 2023

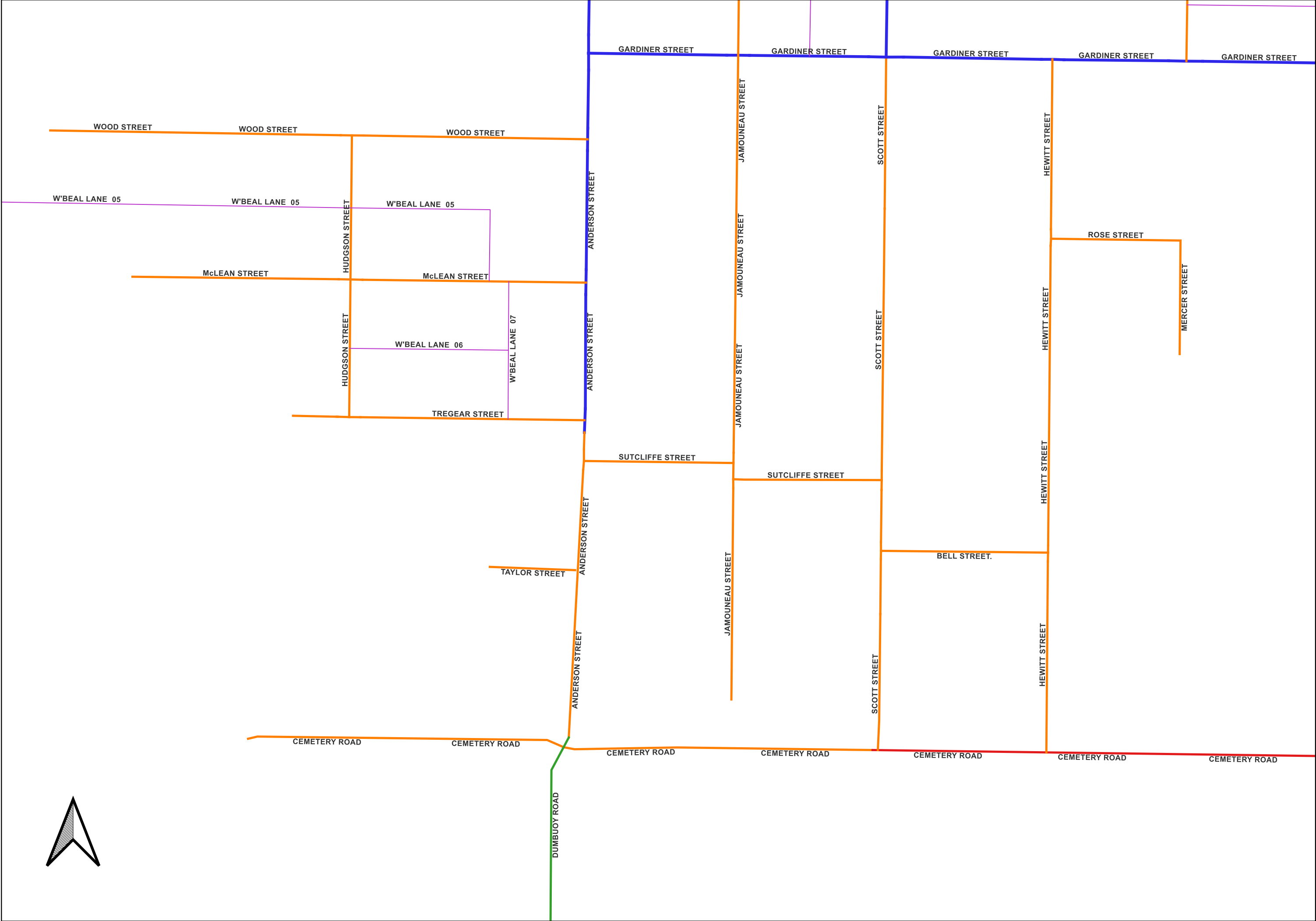
- Rural Access Road (Minor)
- Rural Access Road (primary)
- Rural Access Road (Secondary)
- Rural Collector Road
- Rural Link Road
- Special Purpose
- Urban Access Road (Minor)
- Urban Access Road (Primary)
- Urban Access Road (Secondary)
- Urban Commercial Centre and Collector Roads













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