

The Road System 2012



Icelandic Road Administration, ICERA

Categories of roads

According to the Road Act (from 2007), Iceland's road system is categorised into national roads, municipal roads, public paths and private roads, where national and municipal roads make up a coherent and continuous road system that connects the country's urban and rural areas.

On pages 6-7 is a map that shows how the public road system is divided into categories: primary roads, primary highland roads, secondary roads, local access roads and highland roads.

National roads

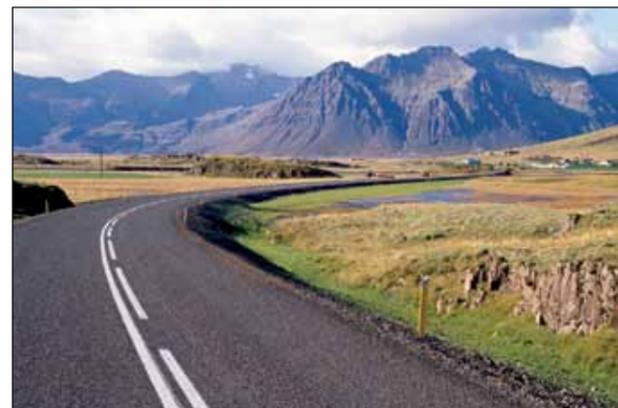
National roads are for the free travel of the general public. They are categorised as follows:



Nesbraut (49) in Reykjavík (Hringbraut), primary road.



Vestfjardavegur (60) in Dynjandisvogur, primary road.



Hringvegur, Ring Road (1) in Sudursveit, primary road.



Kjalvegur (35), primary highland road.

Primary roads

Primary roads are a part of the basic transport system and connect the country's urban areas. These, in turn, are connected to villages with a population of 100 inhabitants or more. Roads with substantial traffic connecting municipalities in the metropolitan area are also primary roads. In cases where a primary road ends in a municipality, it stretches as far as the first intersection with a street that belongs to the municipality. In some cases, a primary road connects an airport or a harbour, that is important for cargo transport or tourism.

Primary highland roads

A part of Iceland's basic transport system runs through its highlands. Because of the nature of these roads, however, services are limited and they are closed in the winter. Highland roads are usually narrow gravel roads or tracks and most rivers are unbridged.

Secondary roads

Secondary roads are roads outside populated areas that connect primary roads or highland roads to a primary road. They can also be roads connecting a village with less than 100 inhabitants to the primary road system or roads to airports and harbours, which are important to cargo transport and tourism, as well as roads to ferry harbours, national parks and their interiors, and popular tourist destinations in rural areas.



Mjóafjardarvegur (953), secondary road.



Klofningsvegur (590), secondary road.



Eyjafjardarbraut vestri (821), secondary road.



Road to Grænahlid in Lón, local access road.



Ingjaldssandsvegur (624), local access road.



Skardsvegur (793) Siglufjardarskard, highland road.



Stadarbraut (854), local access road.



Brúarvegur (907), highland road.



Jökulhálsleid (570), highland road.

Local access roads

Local access roads are roads to places such as farms, factories, churches, public schools and other public places located outside populated areas. They are officially planned and listed in the Road Register. A road can also qualify as a local access road if it connects a group of 30 summer houses or more to a primary or a secondary road.

Highland roads

These are state roads that do not belong to any of the road categories listed above. This category covers roads across mountains and moors. These roads are usually with seasonal traffic and limited services. Highland roads are usually narrow gravel roads or tracks and most rivers are unbridged.

Public and private roads and public paths

The owners of public and private roads are the keepers of these roads.

Public roads are owned by public authorities and can be used freely by the general public.

Public paths can be for walking, cycling or riding and are kept by public authorities. Funds for these paths are allocated in the state road budget.



Path for horses by Kaldadalsvegur (550) at Bolabás.



Herjólfur, the ferry to Vestmannaeyjar

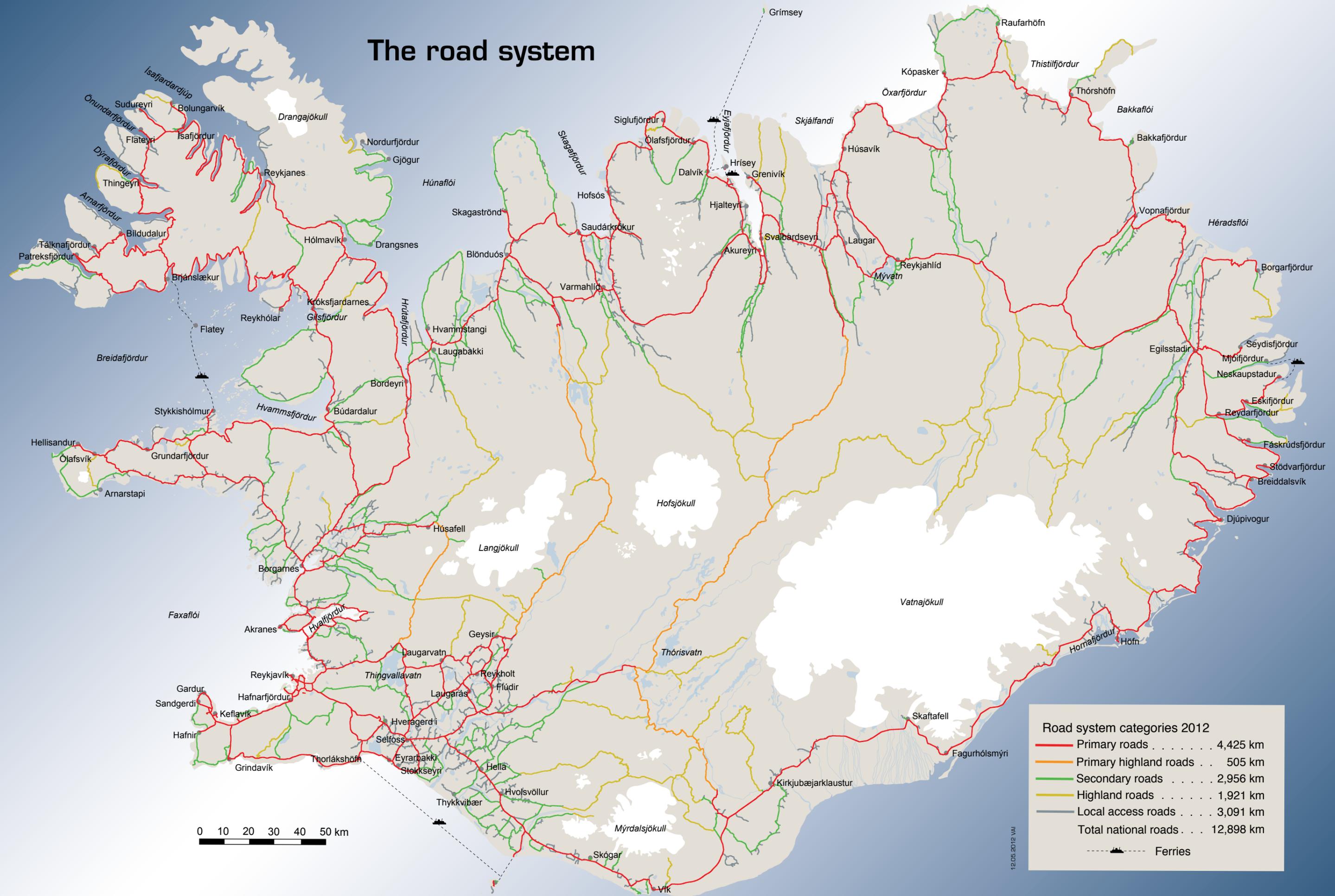
Ferries

The state road budget is authorised to allocate funds to ferries involved in the transport of people and vehicles across straits and fjords, if the ferry substitutes a primary road or link road connection for at least part of the year.



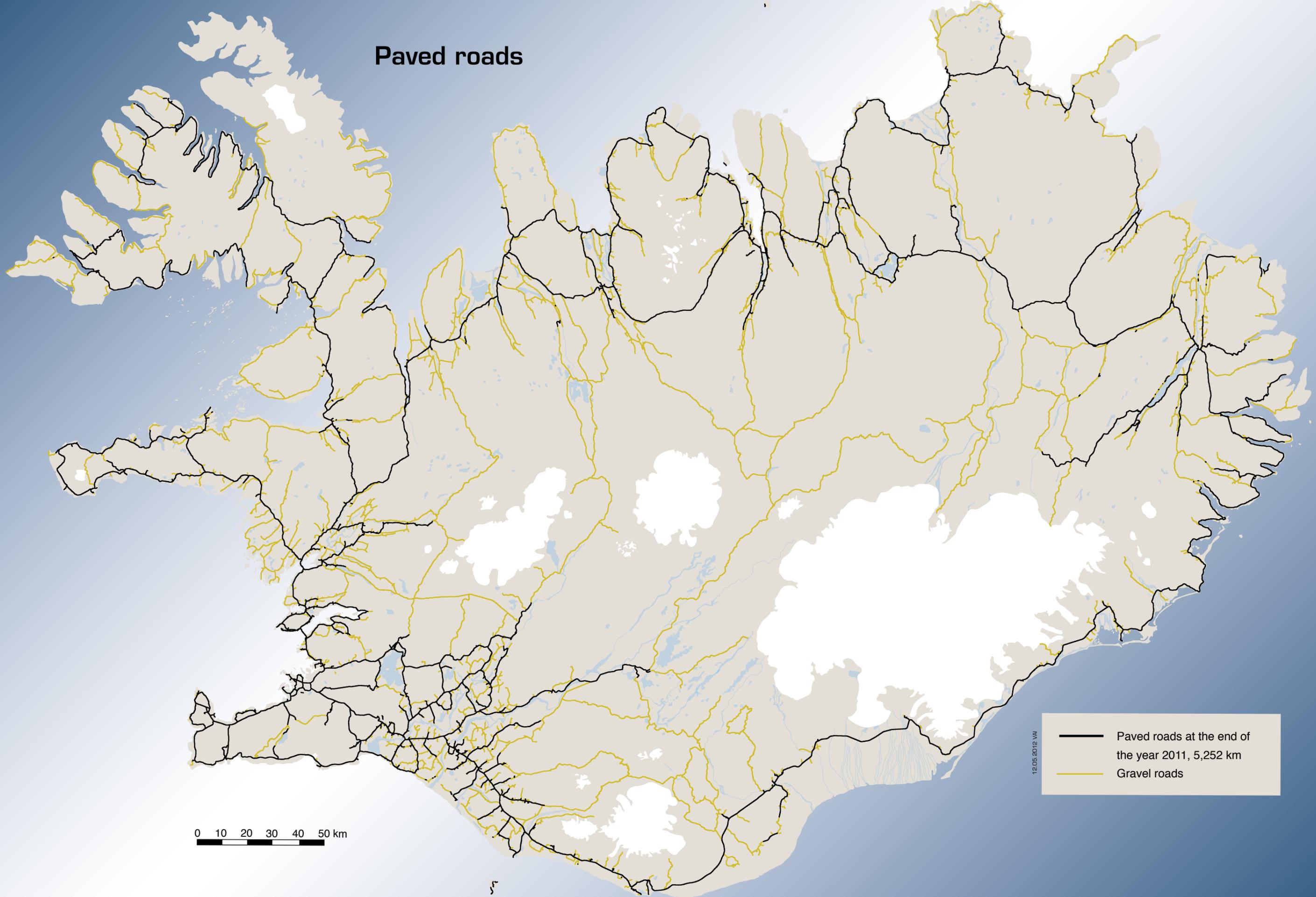
Footbridge over Nesbraut (49) in Reykjavík (Hringbraut).

The road system



Road system categories 2012	
— Primary roads	4,425 km
— Primary highland roads	505 km
— Secondary roads	2,956 km
— Highland roads	1,921 km
— Local access roads	3,091 km
Total national roads	
----- Ferries	

Paved roads



0 10 20 30 40 50 km

12.05.2012 VAI
— Paved roads at the end of the year 2011, 5,252 km
— Gravel roads

Road tunnels, largest bridges and mountain roads

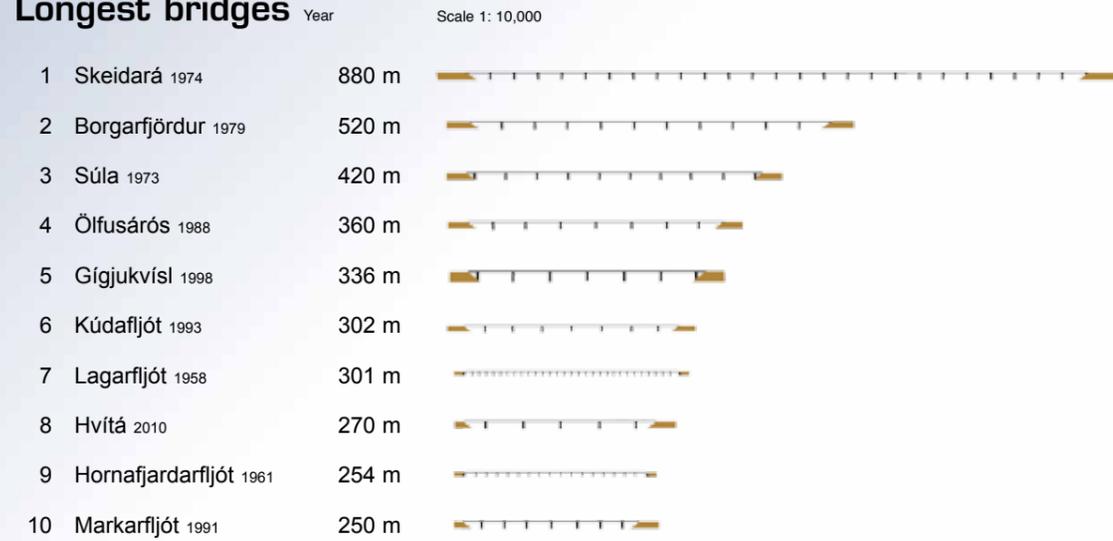
These pages show an overview of the road tunnels, largest bridges on state roads and some mountain roads. Their size is represented with symbols that are to scale.

Bridges are listed according to length and the surface area. Iceland's longest bridge, across Skeidará, is mostly single-laned, whereas the bridge across Borgarfjörður is double-laned and therefore larger in terms of surface area.

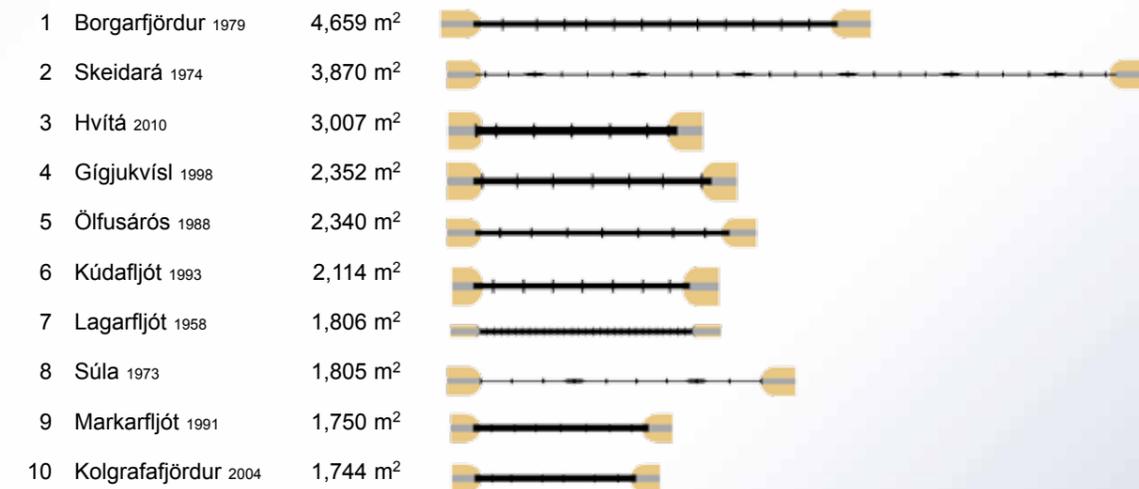
Combined, the two legs of the Hédinsfjörður tunnel make up the longest road tunnel in Iceland. It cuts through the isolated fjord of Hédinsfjörður, connecting the towns of Siglufjörður and Ólafsfjörður. The sub-sea road tunnel under Hvalfjörður is privately owned by Spölur ehf. and operates on a toll basis.

The road over Reynisfjall, close to Vík í Mýrdal, is only 119 meters above sea level, but is still the most elevated road between Hveragerði and Höfn. The highest road elevation is to be found in the interior of Iceland on a road through Sprengisandur, which is 940 meters above sea level.

Longest bridges



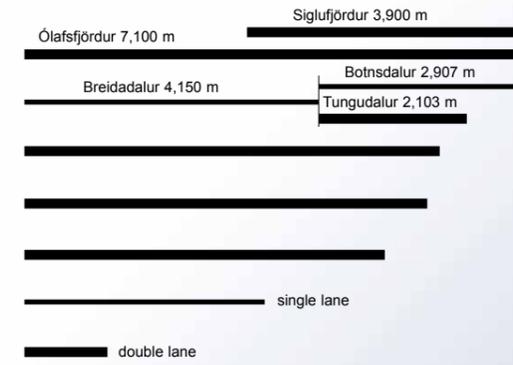
Largest lane area of bridges



Road tunnels

- | Rank | Tunnel Name | Year | Length (m) |
|------|--------------------------|------|------------|
| 1 | Hédinsfjarðargöng | 2010 | 11,000 |
| 2 | Breidadal- og Botnsheiði | 1996 | 9,160 |
| 3 | Fáskrúdsfjardargöng | 2005 | 5,900 |
| 4 | Hvalfjörður | 1998 | 5,770 |
| 5 | Bolungarvíkurgöng | 2010 | 5,400 |
| 6 | Ólafsfjardarmúli | 1991 | 3,400 |
| 7 | Almannaskard | 2005 | 1,300 |
| 8 | Strákagöng | 1967 | 800 |
| 9 | Oddsskard | 1977 | 640 |
| 10 | Arnarneshamar | 1948 | 30 |

Scale 1: 100,000





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