

# COUNTY OF BARRHEAD NO. 11

<b>Section:</b>	<b>Public Works</b>		
<b>Title:</b>	<b>Road Construction Standards</b>	<b>Policy No:</b>	<b>32.04</b>
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## Purpose

To allocate responsibility for the provisions of roads in the municipality and to set out general design standards for the construction of roads under the authority of the municipality.

## Policy Statement and Guidelines

The municipality is responsible for the construction standard of roads. Construction of roads to service new developments shall be the responsibility of the developer. Where it is shown to be in the public interest, the municipality may share partly or totally in the construction cost of roads to new developments, or in other cases, as may be set out from time to time by Council in policy.

### 1. Definitions

In this policy,

#### 1.1 “Road” or “Right-of-Way” means land

- i) shown as a road on a plan of survey that has been filed or registered in a land titles office, or
- ii) used as a public road

under the direct control of the municipality.

#### 1.2 “Main Arterial and Industrial Roads” means highest traffic volume corridors as monitored and determined by from time to time by the municipality.

#### 1.3. “Local Road” means an improved road within a public right-of-way that generally provides access to residential properties and/or properties that are used for farming purposes and that such road connects to a main arterial or industrial roads.

#### 1.4 “Farm Access/Machinery Road” means a road that generally only provides access to properties that are used for farming or temporary industrial purposes.

#### 1.5 “Approach” means the access from any road to gain access to private property.

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## 2. Standards

The standards for construction of roads set out in this policy shall be used as ‘general guidelines only’ which may be adjusted from time to time as required to meet unusual topography, construction conditions and municipal financial restrictions. The standards may also be adjusted from time to time to a higher standard where anticipated traffic loads or other factors require it.

### 2.1 Main Arterial and Industrial Roads

Main arterial and industrial roads will be generally constructed to the following standards:

- minimum 26 foot (7.9 m) graveled travel surface centered within a 100 foot (30.5 m) right-of-way,
- minimum grade of one metre,
- maximum gradient of 6%,
- minimum sideslope of 3:1
- minimum backslope of 3:1
- 10 foot (3 m) flat bottom ditch

### 2.2 Local Roads

Local roads will be generally constructed to the following standards:

- minimum 22 foot (6.7 m) graveled travel surface centered within a 66 foot right-of-way,
- minimum grade of one metre,
- maximum gradient of 6%,
- minimum sideslope of 3:1
- minimum backslope of 3:1
- 10 foot (3 m) flat bottom ditch

### 2.3 Farm Access/Machinery Road

Farm Access/Machinery roads will generally be constructed to a minimum standard of a 20 foot (6.1 m) unfinished travel surface centered within a 66 foot (20.1 m) original road allowance right-of-way.

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### 2.4 Approaches

- 2.4.1** The municipality will supply one approach per existing parcel of land. In the case of subdivision of a parcel of land, the owner or developer must provide approaches to the municipality's standards to any new parcel being created.
- 2.4.2** The construction of all approaches must receive prior approval from the Public Works Superintendent and shall only be constructed at locations to provide for the safety of the traveling public.
- 2.4.3** In the case where more than one approach to a parcel of land is requested it shall be constructed to County specifications at no cost to the municipality.
- 2.4.4** Approaches are to be constructed with a minimum 20 foot (6.1 m) wide travel surface with a minimum of 10 cubic yards of gravel and, if required for proper drainage, the placement of a minimum 16 inch (400 mm) diameter culvert 36 feet (11 m) in length.
- 2.4.5** Approaches may be constructed to lesser standards for a temporary time period as specified and approved by the Public Works Superintendent providing that the lesser standards are sufficient to handle the anticipated load and do not endanger the general public and that the approach will be upgraded to the minimum or higher standards if it is to become permanent, requiring additional approval from the municipality for permanent approach status.
- 2.4.6** The municipality reserves the right to remove or upgrade any unauthorized approach and such work shall be at the expense of the landowner whose parcel of land abuts the approach.

The municipality shall notify landowners where there is an unauthorized approach abutting their parcel of land.

In the case of an unauthorized approach being in a location that in the opinion of the Public Works Superintendent endangers the general public, the municipality shall as soon as possible remove the approach.

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In the case of an unauthorized approach being in a location that in the opinion of the Public Works Superintendent does not necessarily endanger the general public, the municipality shall in writing order the landowner whose parcel of land abuts the approach to upgrade the approach to standards approved by the municipality. This sixty day provision will apply during the period April 1 to October 31 in any year. If the landowner fails to comply with the order from the municipality, the municipality shall either remove the approach or upgrade the approach to standards approved by the municipality with the costs in either case to be a debt owed by the landowner to the municipality.

3. Existing roads and approaches that do not meet the minimum standards upon this policy coming into force will be assessed for compliance and, where appropriate, the infrastructure will be considered for an upgrade.

	<b>Date</b>
<b>Approved</b>	April 17, 1991
<b>Amended</b>	February 2, 1999
<b>Amended</b>	February 19, 2002 – Resolution #2002-077
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