ROAD STANDARDS

The existing guidelines used by the County for upgrading local roads are as follows:

- Minor local roads 7m gravel surface with 3:1 sideslopes
- Major local roads 8m to 9m gravel surface with 3:1 sideslopes with improved horizontal and vertical alignments for sight distances.

In the future, some of the higher standard key local roads may be paved. In order to accommodate an 8m to 9m pavement surface the road subgrade will have to be constructed to a 11m to 12m top width. The key local roads are as follows:

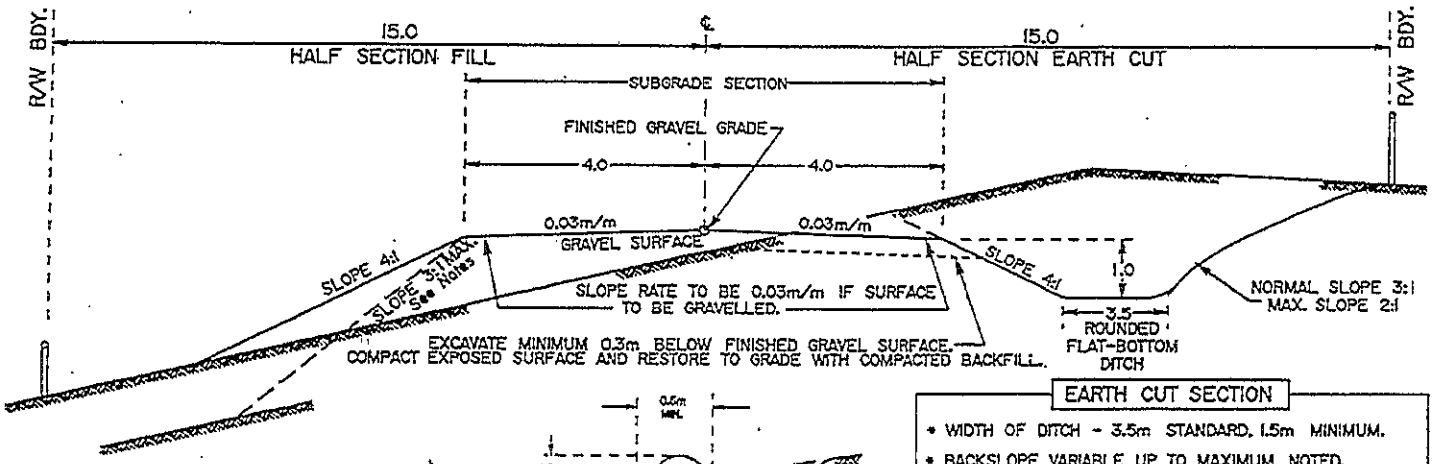
1. The land/farm access serves either a small number of residences, or farmland. The surface width can vary (6m to 7m) depending on the use of the road, and the accommodation of larger trucks/farm equipment.

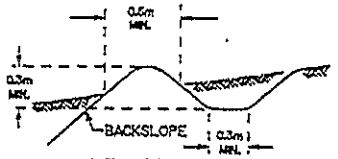
2. Minor collector roads would carry lower traffic volumes, generally less than 100 vehicles per day, and would have a surface width of slightly over 7m.

3. Main collector roads would carry vehicles in excess of 100 vehicles per day, and as well may have a significant truck component. The surface with would be 8m to 9m.

4. A resource road standard would be considered where oversized loads/heavy truck traffic is using the road. This standard would be either a 9m or 10m graveled surface (determined at the time of proposed construction) or a 12m subgrade if the roadway were to be paved in the near future.

5. Undeveloped road allowances or trails are graded, graveled and maintained only as required for access to farmland and the oil/gas industry.





CATCH WATER DITCHES TO BE CONSTRUCTED WHEN NECESSARY

NOTE:

SERVICE ROADS ARE GENERALLY GRAVEL SURFACED AND 8m WIDE AS SHOWN HERE UNLESS CARRYING HIGH TRAFFIC VOLUMES. HIGHER VOLUMES MAY DICTATE THE NEED FOR A PAVED SURFACE AND/OR A WIDER ROADWAY AS PER NORMAL DESIGN PRACTICE. LOWER DESIGN SPEED MAY BE USED WHERE APPROPRIATE AS PER GUIDELINES IN CHAPTER H (LOCAL ROADS).

EARTH CUT SECTION

- WIDTH OF DITCH - 3.5m STANDARD, 1.5m MINIMUM.
- BACKSLOPE VARIABLE UP TO MAXIMUM NOTED. 1.5m TO BE LEFT BETWEEN TOP OF BACKSLOPE AND RIGHT-OF-WAY LIMIT AS SHOWN.
- DITCH WIDTH AND ROUNDING AT TOP OF BACKSLOPE TO BE INCREASED AT BEGINNING AND END OF CUT SECTIONS FOR AESTHETICS.

FILL SECTION

- 4:1 SLOPES FOR AVERAGE FILLS LESS THAN 4.0m.
  - 4:1 SLOPES CAN BE USED ON SHORT SECTIONS OF FILL UP TO 14m IN HEIGHT (TO ELIMINATE THE NEED FOR GUARDRAIL), PROVIDING THERE ARE NO OBSTRUCTIONS WITHIN OR NEAR THE RIGHT-OF-WAY LIMITS.
- 3:1 SLOPES MAY BE USED UPON APPROVAL IN AREAS WHERE GUARDRAIL IS TO BE INSTALLED.
- THE CHOICE BETWEEN 4:1 SLOPE AND GUARDRAIL INSTALLATION ON HIGH EMBANKMENTS IS GENERALLY MADE BASED ON LIFE-CYCLE COST-EFFECTIVENESS.
- 3:1 SLOPES ARE TO BE USED ON ALL FILLS ADJACENT TO DRAINAGE STRUCTURES OVER 1200mm IN DIAMETER, CATTLE PASSES, OPEN WATER, ETC. WHERE GUARDRAIL INSTALLATION IS NECESSARY FOR HIGHWAY SAFETY.
- TRANSITION BETWEEN SLOPES SHALL BE ATTAINED BY USING UNIFORMLY VARYING SLOPES. GENERALLY THE MINIMUM LENGTH OF TRANSITION SHALL NOT BE LESS THAN 30m.
- BERM SHOULD BE CONSTRUCTED ADJACENT TO OPEN WATER.

No.	REVISIONS	BY	DATE
2			
1			

Alberta INFRASTRUCTURE

Date: [redacted]

STANDARD CROSS-SECTION FOR SERVICE ROADS RLU-208G-90

Prepared By: L.T.	Checked By: B.K	Scale: N.T.S.	