

BYLAW NO. 2022-15

A BYLAW OF THE COUNTY OF ST. PAUL NO. 19 IN THE PROVINCE OF ALBERTA TO AMEND BYLAW 2021-17, GENERAL MUNICIPAL SERVICING STANDARDS.

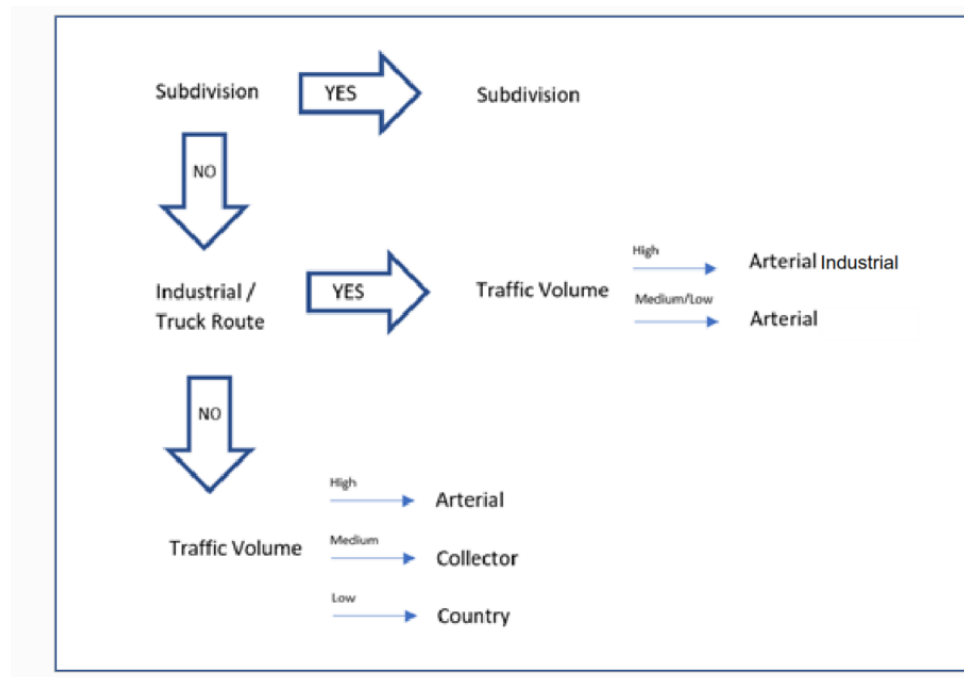
Whereas the Municipal Government Act, R.S.A. 2000, as amended authorizes a municipality to pass bylaws; and

Whereas the General Municipal Servicing Standards have been prepared under the direction of Council;

And Whereas Council of the County of St. Paul No. 19 wishes to amend the Road Classifications in the General Municipal Servicing Standards Bylaw 2021-17.

Now Therefore the Council of the County of St. Paul No.19, duly assembled, amends the General Municipal Servicing Standards as follows:

Road Classification Diagram



The following section describes the road classification systems and details the different road elements. A summary can be found in Table 1.

Class 1 - Arterial Industrial– This category of roadway is to transport vehicles larger than a WB-20 with a **high traffic count**. The surface for this class of roadways will be constructed using a hot asphalt mix. This class of road can be a part of the Regional

Transportation Network of Roads and will carry the majority of heavy industrial vehicles.

Class 2 – Arterial– This category of roadway will be constructed to transport vehicles larger than a WB-20 with the **medium or low traffic count**. The surface for this class will be constructed using a hot asphalt mix. This category also applies to **high traffic volume** roadways, even if the vehicles are smaller than WB-20.

If the road is not used by large vehicles (WB-20), the traffic volume will be the governing factor to determine the road class:

Class 3 – Collector – This type of road will have an approximate capacity of **medium traffic count**. This class of roadway will not be used when heavy vehicles are the primary vehicle of the corridor. The surface of the gravel road that is treated with dust suppressing agent (i.e.: oil). While the trigger for dust abated gravel roadways is traffic volume, access density will also contribute to the need of dust abatement. Corridors containing more than four intersections per 2.0 km, with medium or low traffic volume also require dust abatement.

Class 4 Country – This class of roadway has a gravel surface with no treatment for dust suppression. The Class 4 corridor will not be used when heavy vehicles are the main class using the corridor. The type of road has a typical capacity for **low traffic volume**.

Class 5 –Subdivision This category of roadways will be implemented for subdivision class corridors. This class of roadway will not be used to connect to the regional network. The developer will be required to forecast the vpd and where required, the cross section may require a design exception.

Road Classes - Minimum Design Standards

	Class 1 Arterial Industrial	Class 2 Arterial	Class 3 Collector	Class 4 Country	Class 5 Subdivision
Surface Type	Hot Asphaltic	Hot Asphaltic	Oil Gravel	Gravel	Hot Asphaltic
Right of Way (m)	30	20	20	20	30
Foreslope	04:01	04:01	03:01	03:01	05:01
Backslope	03:01	03:01	03:01	03:01	05:01
Ditch Depth (m)	1	1	1	1	0.75
Ditch Width (m)	3.5	2.5	2.5	2.5	1
Subgrade (mm)	150mm	150mm	150mm	150mm	200mm
Granular Base (mm)	200mm	150mm	100mm	100mm	100mm

Asphalt (mm)	100mm	50mm			80mm
Clear Zones (m)	9 to 10	6.75 to 8.25	6.75 to 8.25	6.75 to 8.25	
Lane widths (m)	3.7	3.7	3.5	3.5	3.3
Shoulder (m)	2.7	1.5	1.25	1.25	0.75

Read a first time this 13th day of September, A.D. 2022.

Read a second this 13th day of September A.D. 2022.

Read a third time and finally passed this 13th day of September A.D., 2022.

(original signed by Reeve G. Ockerman)

Reeve

(original signed by CAO S. Kitz)

Chief Administrative Officer