



REGIONAL MUNICIPALITY
OF **WOOD BUFFALO**



Engineering Servicing Standards and Development Procedures

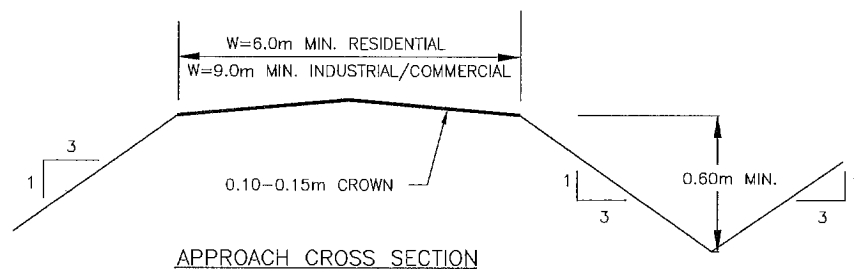
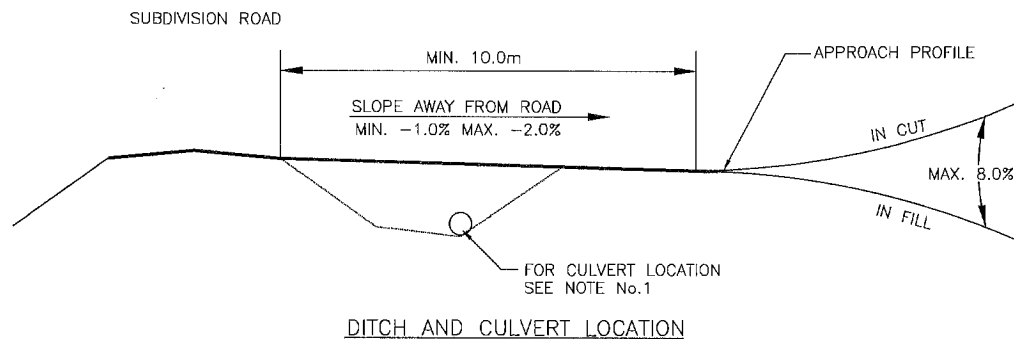
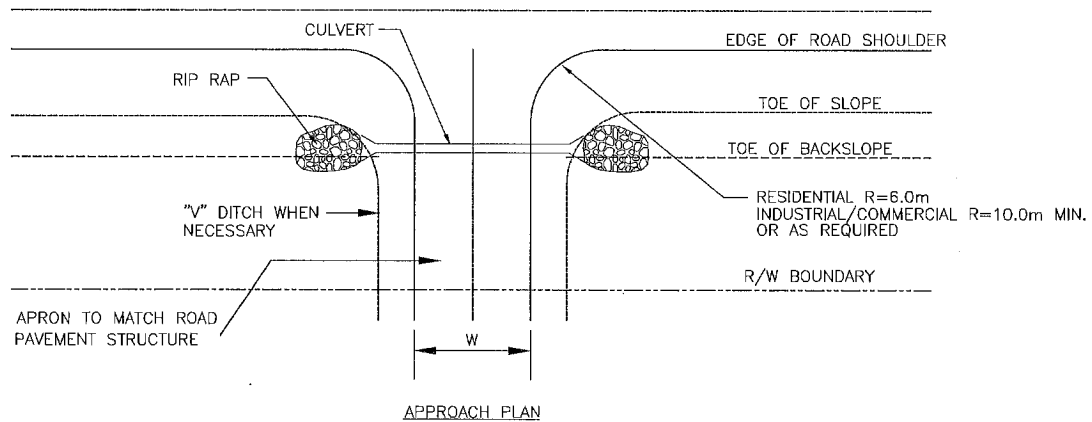
December 2016

Includes Addendum #1 June 9, 2017

Table 4.1B – Road Classifications and Geometric Guidelines - RURAL

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Classification	Rural Arterial / Municipal Highway		Collector (3)		Local (3)	
Sub-classification	Divided		Residential	Industrial / Commercial (1)	Residential	Industrial (1)
TAC Designation	RAD		RCU	RCU	RLU	RLU
Parking	No		No	No	No	No
Service	Through Traffic		Through & Access		Access Only	
Average Daily Volume	12000-30000		1000-5000	up to 1000		
No. of Housing Units	-	-	-	-	< 100	-
Flow Characteristic	Uninterrupted except traffic and pedestrian signals.		Interrupted Flow		Interrupted Flow	
ESALS (2)	Note 2		1.35 x 10 ⁶	2.7 x 10 ⁶	9.0 x 10 ⁴	8.6 x 10 ⁵
Design Speed (km/h)	90		80	80	60	60
Posted Speed (km/h)	70-80		70	70	50	50
Road Width (m)	26.0		8.0	9.0	7.0	8.0
Travel Lanes (m)	4 to 6 @3.7		N/A	N/A	N/A	N/A
Parking Lanes (parallel)	N/A		N/A	N/A	N/A	N/A
Transit Service	Restricted, unless part of BRT		Permitted	Permitted	Restricted	Restricted
Curb & Gutter (mm) (Median)	700 SF		N/A	N/A	N/A	N/A
Gutter Width (mm) (Median)	500		N/A	N/A	N/A	N/A
Cul-de-Sac Radius (m)	Restricted		14.0 to EOP		14.0 to EOP	
Sidewalk	Regional Trail on back slope, where specified		Sidewalk on Back-slope, one side only. Hybrid with mono sidewalk and 450 mm SF curb and gutter may be used where specified, c/w catch basins to drain to ditch.			
Sidewalk Width (m)	3.0 Conc. or 3.0 ACP		2.5 ACP	2.5 ACP	1.5	1.5
Min ROW Width (m)	44.0		30.0	30.0	30.0	30.0
Max/Min Gradient (%)	8.0/0.5		6.0/0.5	6.0/0.5	8.0/0.58	8.0/0.5
Min Stop Sight Dist (m)	170		139.4	139.4	84.6	84.6
K. Crest (m)	55		36	36	13	13
k. Sag (m)	40		16	16	9	9
Max super-elevation(m/m)	0.08		0.08	0.08	0.02	0.02

- Notes:
- 1) Industrial applies to light industrial. For heavy industrial application, provide suitable design
 - 2) Equivalent Single Axle Loads (ESALS) for arterial roadways are to be determined by engineering analysis by the Developer's engineer, and approved by the Municipality
 - 3) For emergency access roads use the Rural Local Standard. For Commercial Service Roads use Rural Collector Standard
 - 4) For commercial land uses with street frontage, consider hard-surfacing the entire boulevard space from curb to building face.
 - 5) Refer to Standard Detail Drawings 4-100 and 4-101
 - 6) If the Area Structure Plan or Outline Plan contemplates a wider (2.5 m) sidewalk in Urban Commercial Areas, then the overall right of way for the road may increase to accommodate the wider sidewalk.

NOTES:

- (1) WHEN CULVERTS ARE REQUIRED THEY MUST BE C.S.P. CULVERTS AND BE THE FOLLOWING MIN. DIAMETERS.
 - RESIDENTIAL - 0.40m
 - INDUSTRIAL - 0.50m
 - LENGTH WILL VARY WITH DEPTH OF FILL (MIN. 10.0m)
 - CULVERT TO BE PLACED AT TOE OF BACKSLOPE
- (2) ALL DIMENSIONS SHOWN ARE IN METERS.
- (3) MIN. APPROACH LENGTH - FROM EDGE OF ROAD SHOULDER TO R/W BOUNDARY.



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TYPICAL RURAL RESIDENTIAL AND
INDUSTRIAL/COMMERCIAL APPROACHES