

**M.D. of Opportunity No 17**  
**TRANSPORTATION POLICY**

**TITLE: ROAD CONSTRUCTION POLICY**

**EFFECTIVE DATE: APRIL 1, 1996**

**POLICY NUMBER: T.3**

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**Purpose of Policy:**

This policy is intended to allocate the responsibility for the provision of roads, to set out the general service levels for roads in the municipality, and to establish minimum design standards for roads in the municipality.

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**Policy Statements**

1. The provision of a legal right-of-way to titled land shall be as set out in provincial legislation.
2. The construction and maintenance of specified forestry roads is generally the responsibility of the municipality. Where individual industries or single users place extraordinary demands on the local road system, they may be asked to share in the cost of meeting those demands over and above whatever local taxes they may normally pay.
3. The construction of local roads is the responsibility of the sub-division developer in white zone lands, and of industry in green zone lands. Where it can be shown to be in the public interest, the municipality may share partly or totally in the cost of construction of a local road.
4. The maintenance of local roads is the responsibility of the local sub-division developer. Where it is shown to be in the public interest, or where the local road serves the general travelling public and it meets municipal design standards, the municipality may take on responsibility for the maintenance of all or part of the local road.
5. Permanent municipal roads generally shall be constructed to a minimum standard of an 8 meter finished travel surface centered within the road right-of-way. The grade must be of a minimum 0.9 meter thickness constructed of a suitable compactible material and the surface is to be gravelled. Sideslopes shall be 3:1 with a maximum of 2.5:1 for fills of greater than 2 meters in depth. Ditch width is to be 3.0 meters with a generally flat bottom designed to take water away from the road bed. Backslopes shall be a minimum of 2:1.
6. Permanent roads shall be built to a higher standard than required in Section 6 where anticipated traffic loads and other factors require it.

7. Temporary roads may be built to a lesser standard providing that the lesser standard shall be sufficient to handle the anticipated load and shall not endanger the general public, and providing that the road shall be upgraded to the necessary minimum or higher standard if it is to become permanent.
8. Road designs shall be in accordance with generally accepted engineered standards as set forth from time to time in Alberta transportation standards.
9. All reasonable precautions shall be undertaken during construction to protect and safeguard public safety and the property owners in accordance with Alberta transportation standards and the Municipal District of Opportunity Safety Manual.

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**APPROVED: APRIL 1, 1996**

**AMENDED: JULY 14, 2004** (to delete mention of secondary highways and to delete redundant clauses referring to matters already addressed in provincial legislation)