

**THE RURAL MUNICIPALITY OF EAST ST. PAUL**

**POLICY, PROCEDURES & DIRECTIVES MANUAL**

<i>Reference</i> Public Works	<i>Classification</i> Policy
<i>Title</i> Street Classifications and Road Construction Standards Policy	<i>Pages</i> 10
<i>Authority</i> Council	<i>Effective Date</i> May 13, 2009
<i>Approved</i> Resolution No. 191/2009	<i>Index</i> PUB-115

PURPOSE

The purpose of this policy is to set out guidelines and conditions for street classifications and road construction standards within the boundaries of the Rural Municipality of East St. Paul.

POLICY

- 1) The Rural Municipality of East St. Paul (RMESP) reserves the right to request the completion of a Traffic Impact Statement (TIS) or a Traffic Impact Assessment (TIA) for each subdivision. The requirement for the TIS or TIA will be identified in the Development Agreement.
- 2) The TIS/TIA will identify the current and projected traffic volumes on adjacent roads, the required traffic control (i.e. stop signs, traffic signals, roundabouts), and the required intersection treatments to enhance traffic operations (i.e. deceleration lanes, four-laning divided, left-turn lanes). Any required improvements will be the responsibility of the developer.
- 3) All geometric road design standards will adhere to *The City of Winnipeg – Transportation Standards Manual* or *the Transportation Association of Canada – Geometric Design Guide for Canadian Roads*.
- 4) Minimum longitudinal grades for urban roads is suggested at 0.5%, with a suggested minimum grade of 1.0% at intersection roads and cul-de-sacs. The requirement for reducing the minimum grades must be demonstrated to the RMESP for consideration.
- 5) Minimum longitudinal grades for rural ditches is suggested at 0.1%. Minimum longitudinal grades for urban ditches and/or swales is suggested at 0.4%. The requirement for reducing in the minimum grades must be demonstrated to the RMESP for consideration.
- 6) All construction materials and methods of construction is to adhere to the most recent revisions to The City of Winnipeg Standard Construction Specifications. These standards can be found at the following web address:

[http://www.winnipeg.ca/finance/findata/matmgt/std\\_const\\_spec/current/standard\\_construction\\_specifications.pdf](http://www.winnipeg.ca/finance/findata/matmgt/std_const_spec/current/standard_construction_specifications.pdf).

- 7) The above mentioned standards do not supercede the requirements of the Development Agreement.

## STREET CLASSIFICATIONS AND ROAD CONSTRUCTION STANDARDS

### 1. Minor Arterial

**Function:** The function of a Minor Arterial is to carry traffic flow from major traffic originator such as shopping centres, residential subdivisions, commercial subdivisions and industrial subdivisions. Minor Arterials collect and distribute traffic between major thoroughfares, other arterials and collector streets.

**Right of way width:**

- Minimum 32 metres (Urban Cross-Section)
- Minimum 54 meters (Rural Cross-Section)

**Cross section:** see Figure 1.0

**Traffic lanes:** 4 or more

**Traffic Volumes:** up to 20,000 vehicles per day

**Access Conditions:** Only collectors (i.e.: residential and commercial) and local streets (i.e.: residential and commercial) may intersect roadway. Direct access by any adjacent property is not permitted. Minor arterials, as a minimum, have a four-lane divided cross section. Sidewalks are typically provided on both sides of the street.

### 2. Industrial Collector

**Function:** The function of an Industrial Collector is to carry and distribute traffic flow between local industrial streets and arterial streets. The secondary function is to provide access for fronting industrial development.

**Right of way width:**

- Minimum 20 metres (Urban Cross-Section)
- Minimum 30 meters (Rural Cross-Section)

**Cross section:** see Figure 2.0

**Traffic lanes:** 2 or more

**Traffic Volumes:** up to 20,000 vehicles per day

Access Conditions: Direct access to fronting property is permitted. Industrial Collectors may intersect with arterials, industrial collectors and local industrial streets. Industrial collectors, as a minimum, have a four-lane undivided cross section. Sidewalks are typically provided on one side of the street. Industrial Collectors may be transitioned into a median divided cross-section as they approach other collector or minor arterial streets.

### 3. Residential Collector

Function: The function of a Residential Collector is to collect and distribute traffic between local and arterial streets. The secondary function is to provide access to secondary traffic generators such as commercial developments, etc. Residential collector streets also carry traffic between bordering neighbourhoods.

Right of way width:

- Minimum 20 meters with 8.0 meter pavement as an Urban Cross-Section without parking lanes.
- Minimum 22 metres with 10-meter pavement as an Urban Cross-Section with one side parking permitted.
- Minimum 24 meters with 21.6m pavement as an Urban Cross-Section.
- Minimum 32 meters with 8.0 meter pavement c/w frontage roads as an Urban Cross-Section.
- Minimum 34 metres with 7.4 meter pavement as a Rural Cross-Section.

Cross section: see Figure 3.0 a) and 3.0 b)

Traffic lanes: 2 or more

Traffic Volumes: up to 4,000 vehicles per day

Access Conditions: No direct driveway access is permitted to this class of street. Sidewalks are typically provided on both sides of the street. Residential Collector streets may be transitioned into a median divided cross section as they approach other collector or arterial intersections.

### 4. Local Industrial

Function: The function of a Local Industrial Street is to provide direct access to abutting properties. Local industrial streets primarily serve traffic with an origin or destination along its length. Local Industrial Streets are not intended to carry traffic between two streets of a higher classification.

Right of way width: Minimum 22 metres (Urban Cross-Section)  
Minimum 30 meters (Rural Cross-Section)

Cross section: see Figure 2.0

Traffic Lanes: 2

Traffic Volumes: up to 4,000 vehicles per day

Access Conditions: Direct access to fronting property is permitted. Sidewalks may be provided on one side of the street if warranted. Local Industrial Streets are typically undivided, but may transition to a median divided cross section at intersecting streets.

#### 5. Local Residential

Function: The function of a Local Residential Street is to provide direct access to abutting properties. Local Residential Streets are not intended to carry high volumes of traffic. Local Residential Streets primarily serve traffic with an origin or destination along its route and is not intended to carry traffic between neighbourhoods or between streets of a higher classification.

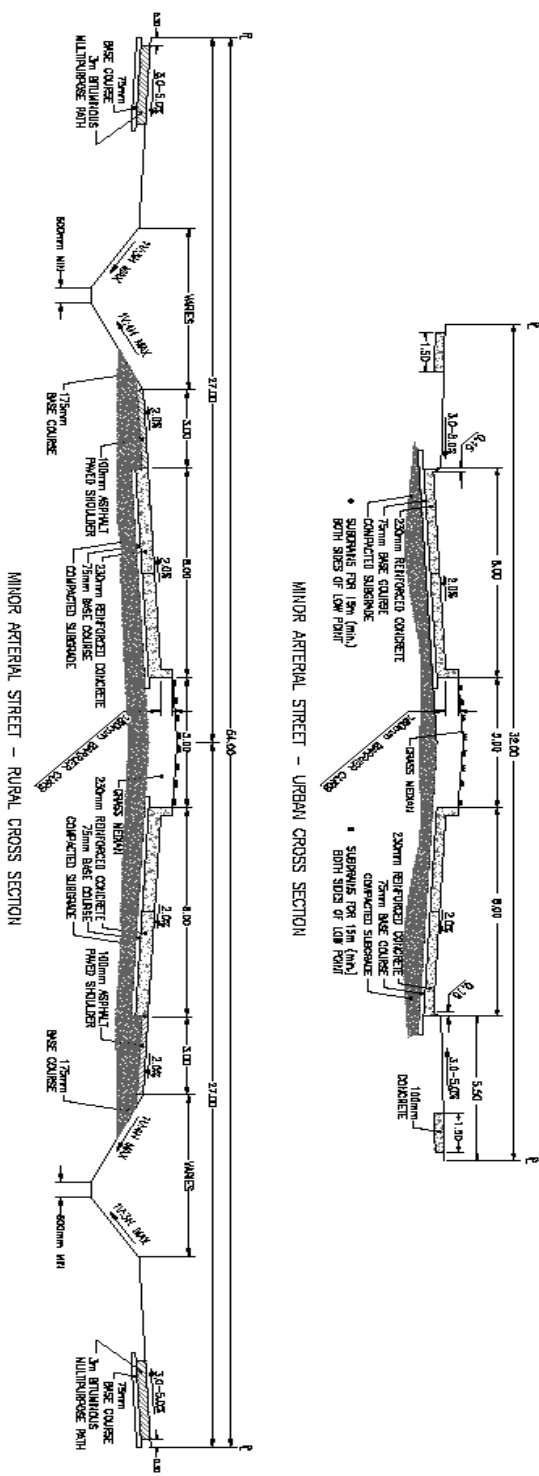
Right of way width: Minimum 20 metres (Urban Cross-Section)  
Minimum 30 metres (Rural Cross-Section)

Cross section: see Figure 4.0 a) and 4.0 b)

Traffic Volumes: up to 1,000 vehicles per day

Access Conditions: Direct access to fronting property is permitted. Sidewalks may be provided on one side of the street if warranted. Parking is restricted to 1 side. Minimum radii for inside radii on a local residential street is 9.0 meters.

Figure 1.0



ORIGINAL SHEET - ANSI B

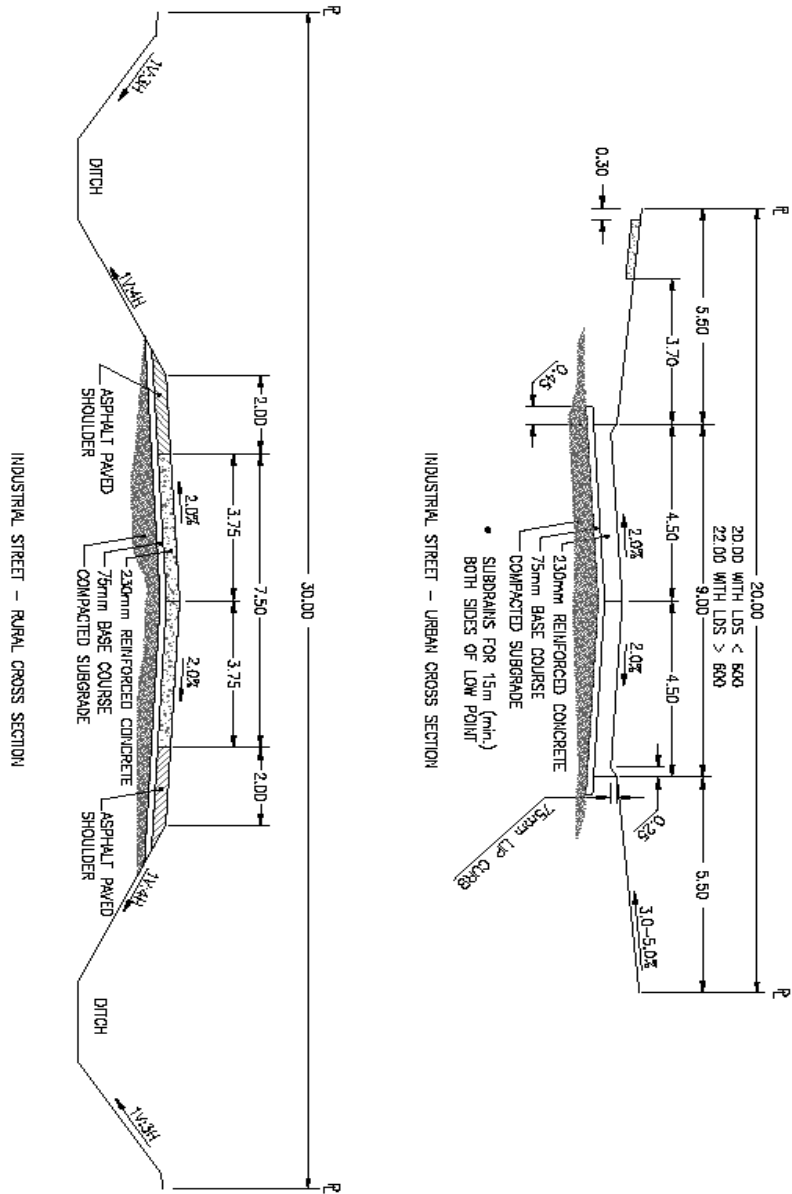


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Sheet/figure: **FILE OF BEST OR FINAL**  
 DRAWING DEVELOPER AND  
 DEVELOPMENT COMMENTS  
 figure no: **1.0**  
 title: **Minor Arterial Street**  
 Cross Section

January, 2008  
 11/13/2008

Figure 2.0



ORIGINAL SHEET - ANSI B

**Stattec**

Stattec Consulting Ltd.  
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 Winnipeg, MB Canada  
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Drawn by: PAUL OF ENRICH, PAUL  
 Sheet Consultant and  
 Development Director

Figure No. 2.0

Industrial Collector under Local Street  
 Cross Section

January, 2018  
 1117 (03/0)

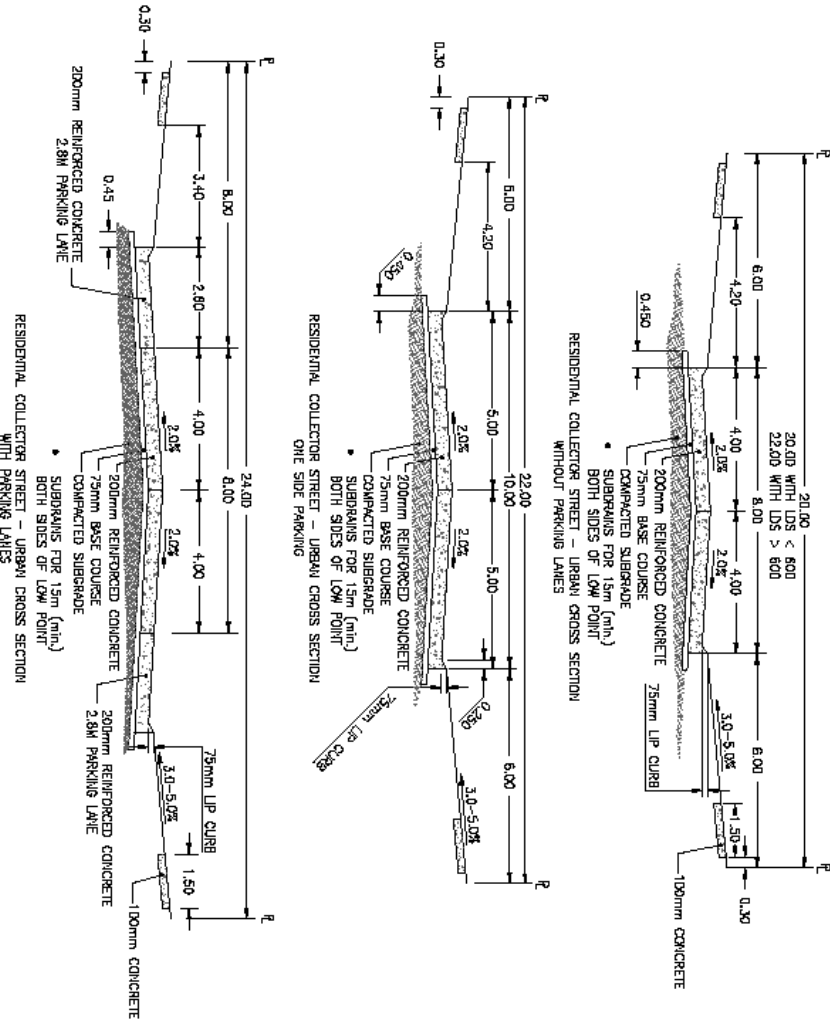
Figure 3.0 a)

ORIGINAL SHEET - AUSA B



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 2004-05-29 08:59:19  
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Drawn By: **MM of David St. Paul**  
 Street Classification and  
 Development Standards  
 Figure No: **8.0A**  
**Residential Collector Street**  
 Cross Section  
 January, 2004  
 11/20/2004





Figure 4.0 a)

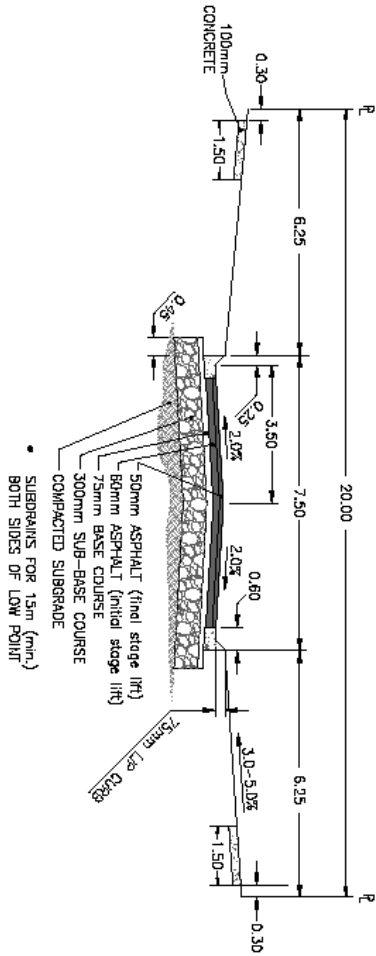
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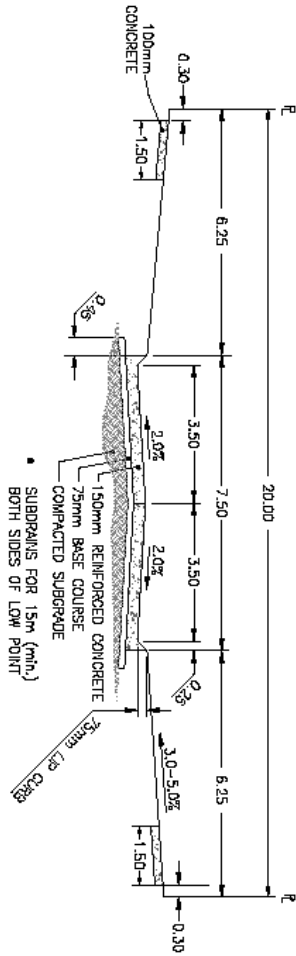
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 2004-02-25 08:37PM By: [redacted]  
 2004-02-25 08:37PM By: [redacted]

LOCAL RESIDENTIAL STREET - ASPHALT PAVEMENT SECTION



LOCAL RESIDENTIAL STREET - CONCRETE PAVEMENT SECTION



DATE/PROJECT: January, 2008  
 TITLE OF DRAWING: Full of Local Residential Street Cross-sections and Development Standards  
 DRAWING NUMBER: 4.0A  
 DRAWING TITLE: Local Residential Street Urban Cross Section

