

1. SUBJECT: WIDENING DURING PAVEMENT REHABILITATION ON LOCAL ROADS**2. DEFINITIONS:**

Pavement rehabilitation of roads classified as local/residential traditionally occurs in the following scenarios:

- Mill and pave projects, including curb and gutter replacement.
- Pavement and sewer rehabilitation projects wherein the entire pavement surface is replaced, including curb and gutter replacement.

3. DRAWINGS:

AS-206D – Standard Utility Cross-section (20m Right-of-way)
AS-208 & AS-208A – Curb and Gutter for Asphalt and Concrete Pavements
AS-211 – Concrete Details for Residential Pavements
AS-213 – Pavement Widening Details
AS-214 – 8.6m (28ft) Wide Residential Asphalt Pavement
AS-224 – Tree Relocation
AS-228 – Various Street Alignments Permitting the Usage of 24' Wide Pavements
AS-301 & AS-546 – Standard Catchbasin Frame & Cover and Inlet Catchbasin
AS-401 & AS-402 – Residential Concrete Sidewalk and Wheelchair Ramp

4. BEST PRACTICE:

1. Pavements shall be widened to 8.6 metres (28 feet) where possible.
2. Where conflicts exist, the pavement shall be widened as close as possible to 8.6 metres and no less than the existing width.
3. Conflicts or obstructions having a material capital value, such as streetlight poles or trees, should not be removed for pavement widening purposes unless replacement is deemed necessary by the streetlight coordinator, City Forester, or designate responsible for maintenance of the obstruction.
4. Where widening is proposed, abutting residents shall be notified.
5. The minimum pavement width to be reinstated shall be 7.3 metres (24 feet), except for cases outlined in AS-228 or as specified by the City Engineer.
6. Consideration shall be given to the accommodation of cycling facilities.
7. Where cycling facilities have been identified in the Bicycle Use Master Plan, road pavement widths shall be designed to accommodate the recommended facility.
8. Parking bylaw 9023 shall be reviewed during pavement width design and shall be amended accordingly to reflect good parking practices based on available pavement width.
9. Widening may occur in the manner above, except where such widening conflicts with an approved traffic calming feature.
10. New developments and subdivision shall always follow the direction given in the Corporation's Development Manual.
11. Notwithstanding the above, where pavement width has been restricted by the City Planner or the City Engineer, no widening shall occur.
12. Determination of the appropriate pavement widths shall be at the sole discretion of the City Engineer.

5. RELATED BEST PRACTICES:

n/a

6. RELATED CITY SPECIFICATIONS:

- S-2: Manholes, Catchbasins and Adjustments
- S-3: Excavation and Backfill
- S-4: Selected Granular Base Courses
- S-5: Concrete Curbs and Combined Curbs and Gutters
- S-6: Concrete Sidewalks and Driveway Approaches
- S-7: Concrete Heavy Duty Pavement, Concrete Base, Concrete Residential Pavement and Alley Pavements
- S-9: Concrete
- S-10: Hot Mix, Hot Laid Asphaltic Concrete
- S-12: Dense Graded Thin Bituminous Hot Mix Surface
- S-14: Sodding
- S-15: Seeding Roadway Areas by Hydraulic Seeding and Mulch Cover Method
- S-16: Perforated Corrugated Polyethylene Pipe Sub-Drains
- S-34: Topsoil
- S-36: Preservation of Trees
- S-37: Dust Control
- S-38: Prevention of Debris from Entering the Existing Sewer Systems

Mario Sonego
City Engineer or Designate

February 12, 2013
Date