

## **Guidelines for Service Roads along Provincial Highways**

This technical bulletin is being issued to summarize the department's current practices and or/guidelines with respect to the ownership and maintenance as well as the surfacing standards for service roads.

There is a need to provide access to every individual parcel of land either directly or indirectly from the public road network. This access may be provided by frontage service roads, back service roads or other means. A "frontage service road" is a road that runs parallel to a main road where the service road right-of-way is adjacent to the highway right-of-way. A "back service road" is the same as a frontage service road but it is not necessarily contiguous or parallel to a main road.

The subjects covered by this bulletin are as follows:

1. Private Access Roads
2. Public Service Roads
3. Surfacing Standards
4. Service Roads within Indian Reserves

### **1. Private Access Roads**

A private access road is constructed within one parcel of land and provides access to only that parcel of land. The department normally funds the construction of a private road if it is required as part of a highway improvement. However, the department would not normally purchase the right-of-way. The maintenance and future improvements would be the responsibility of the landowner.

### **2. Public Service Roads**

A public service road is constructed through two or more parcels of land providing access to those parcels. The department would purchase the right-of-way (typically 30 metres) and fund the construction. The road would then be turned over to the local municipality, which will then be responsible for ongoing maintenance, rehabilitation and improvements.

### **3. Surfacing Standards**

In general, the service roads provided by the department will be constructed to a gravel surface standard. For a service road to be considered for asphalt surfacing, it must meet one of the following criteria:

- The anticipated initial, not future, traffic volumes must exceed 400 vehicles per day.
- At least 50 % of the frontage along the service road is existing commercial development.
- The surfacing standards of a service road can only be up to the existing standards of the connecting roads.

- Within a municipality where the connecting roads are all paved. In cases where this criterion is used, the cost of any improvements beyond the surfacing standard of the connecting road will be borne 100% by the municipality.

#### **4. Service Roads within Indian Reserves**

Within Indian Reserves, the surfacing, ownership and maintenance of service roads is all subject to negotiations.