

**TOWN OF
LOGY BAY-MIDDLE COVE-OUTER COVE**



**DEVELOPMENT REGULATIONS
2005-2015**

SCHEDULE F



TOWN OF LOGY BAY-MIDDLE COVE-OUTER COVE SUBDIVISION STANDARDS

1.0 URBAN STANDARD DEVELOPMENT

.1 Construction Drawings

Construction drawings, in duplicate, shall be submitted to the Town for approval and shall include:

- .1 cover sheet
- .2 general plan at a scale of 1:2500
- .3 plan and profile sheets at a scale of 1:500 horizontal and 1:100 vertical
- .4 site grading plan to show design elevations of each lot and of the first floor, building line and lot frontage
- .5 construction detail sheets as required.

.2 Streets

- .1 All streets shall be designed in accordance with the "Manual of Geometric Design Standards for Canadian Roads" established by the Transportation Association of Canada (TAC) and constructed in accordance with the Government of Newfoundland and Labrador "Municipal Water, Sewer and Road Specifications".

Details of design and construction outlined below will take precedence over the above references.

- .2 The following criteria applies to "local" residential streets and cul-de-sacs. Collector and arterial roads shall be designed and constructed to satisfy the traffic volumes and wheel loading to which they will be subjected to.
 - .1 longitudinal grade - max. 12.0%, min. 0.5%.
 - .2 street right-of-way width - 15.0 m.
 - .3 minimum radius for horizontal curves is 35 m on a through street and 15 m on cul-de-sacs.
 - .4 maximum super-elevation - 0.02 m/m.
 - .5 minimum stopping sight distance - 45 m.
 - .6 Vertical curves K values
 - Crest - 7
 - Sag - 11the minimum length of vertical curve shall be 50 m preferably, 30 m absolute minimum.
 - .7 minimum distance between intersection - 60 m.
 - .8 minimum curb radius at intersections - 8 m.
 - .9 curb and gutter shall be provided.
 - .10 sidewalks shall be required on only one side of through streets and cul-de-sacs.
 - .11 cul-de-sacs shall have a maximum length of 200 m, right-of-way turning circle radius of 17 m, face of curb, turning circle radius of 15.25 m.

- .12 the maximum number of street approaches to any one intersection shall be four (4); intersections shall be of "T" type design with intersection angle between 75° - 90° ; secondary streets intersecting a main street shall have a vertical alignment within the intersection approach of not more than 2% grade for a minimum distance of 15 m from the roadway intersecting centre lines.
- .13 when two or more streets intersect, only one street shall have a curved horizontal alignment; all other streets at this intersection shall have a minimum tangent section of 30.5 m measured from the point of street line intersection to the first point of horizontal curvature (BC) on each approach street line.
- .14 tangent distances between horizontal reverse curves shall not be less than 50 m.
- .15 tangent distances between horizontal curves following the same direction shall not be less than four (4) times the design speed in KM/hr.
- .16 horizontal alignment of streets shall be such that the centre line and curb line shall be symmetrical with their street line.
- .17 all streets shall have a minimum 3% traverse grade or crown.
- .18 pavement structure shall consist of:
 - 150 mm Class B
 - 75 mm Class A
 - 80 mm Asphalt
 - 11.5 m width face to face of curb.(see typical cross-section)
- .19 Conduct compaction tests in accordance with the construction specifications outlined in 1.2.1 and submit certification compaction test results for subgrade, Class A and asphalt.

.3 Water Supply Systems, Sanitary Sewerage Systems and Storm Sewerage Systems

- .1 Water supply systems and sanitary sewerage systems shall be designed in accordance with the Government of Newfoundland and Labrador Department of Environment "Guidelines for Design, Construction and Operation of Water and Sewerage Systems".
- .2 Storm sewerage systems shall be designed to the standard recommended in the City of St. John's "Subdivision Design and Construction Procedures".
- .3 Water supply systems, sanitary sewerage systems and storm sewerage systems shall be constructed in accordance with the Government of Newfoundland and Labrador "Municipal Water, Sewer and Road Specifications".
- .4 The developer is to provide to the Town two copies of his design workings for water supply systems, sanitary sewerage systems and storm sewerage systems. The submissions for the latter two systems will include flow computations for each manhole section, or culvert with a drainage area plan preferably at a scale of 1:2500. If the plan exceeds 841 mm x 1189 mm in size then a scale of 1:12,500 may be used.

2.0 RURAL STANDARD DEVELOPMENT

.1 Constructions Drawings

Construction drawings, in duplicate, shall be submitted to the Town for approval and shall include:

- .1 cover sheet
- .2 general plan at a scale of 1:2500

- .3 plan and profile sheets at a scale of 1:500 horizontal and 1:100 vertical
- .4 site grading plan to show design elevations of each lot and of the first floor, building line and lot frontage
- .5 construction detail sheets as required.

.2 Roads

- .1 All roads shall be designed in accordance with the "Manual of Geometric Design Standards for Canadian Roads" established by the Transportation Association of Canada (TAC) and, constructed in accordance with the Government of Newfoundland & Labrador "Municipal Water Sewer and Road Specifications".

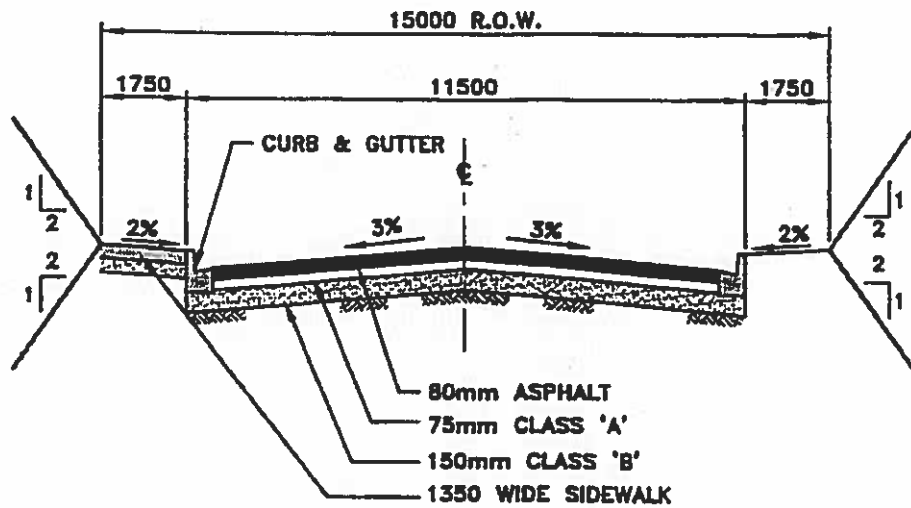
Details of design and construction outlined below will take precedence over the above references.

- .2 The following criteria applies to "local" residential roads and cul-de-sacs. Collector and arterial roads shall be designed and constructed to satisfy the traffic volumes and wheel loading to which they will be subjected to.
 - .1 longitudinal grade - max. 12.0%, min. 1.0%.
 - .2 road right-of-way width - 15.0 m or 20.0 m as specified by Council.
 - .3 minimum radius for horizontal curves shall be 35 m on a through road and 15 m on cul-de-sacs.
 - .4 maximum super-elevation - 0.02 m/m.
 - .5 minimum stopping sight distance - 45 m.

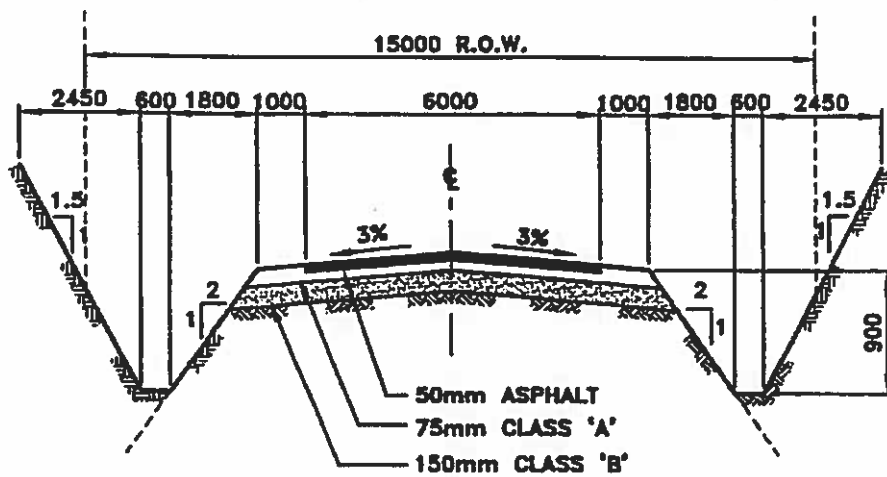
- .6 Vertical Curves:
K values crest - 7
sag - 11
the minimum length of vertical curve shall be 50 m preferably, 30 m absolute minimum
- .7 minimum distance between intersections - 60 m.
- .8 minimum turning radius at intersections - 8 m at edge of asphalt.
- .9 cul-de-sac shall have a maximum length of 300 m, and a right-of-way turning circle radius of 17.2 m, edge of asphalt turning circle radius of 12.0 m.
- .10 hammerhead turnaround is to be used for roads that are temporarily dead ended and will be extended in future. (see detail enclosed)
- .11 the maximum number of road approaches to any one intersection shall be four (4); intersections shall be of "T" type design with intersection angle between 75° - 90°. Secondary roads intersecting a main road shall have a vertical alignment within the intersection approach of not more than 2% grade for a minimum distance of 15 m from the roadway intersecting centre lines.
- .12 when two or more roads intersect, only one road shall have a curved horizontal alignment; all other roads at this intersection shall have a minimum tangent section of 30.5 m measured from the point of right-of-way intersection to the first point of horizontal curvature (BC) on each approach right-of-way line.
- .13 tangent distances between horizontal reverse curves shall not be less than 50 m.

- .14 tangent distance between horizontal curves following the same direction shall not be less than four (4) times the design speed in KM/hr.
- .15 horizontal alignment of roads shall be such that the centreline of the roads coincides with the right-of-way centre line.
- .16 all roads shall have a minimum 3% traverse grade or crown.
- .17 pavement structure shall consist of:
 - 150 mm Class B
 - 75 mm Class A
 - 50 mm Asphalt
 - 6.0 m or 7.3 m wide pavement surface, as specified by Council.
(see typical cross-section for 15.0 m and 20.0 m road)
- .18 Conduct compaction tests in accordance with the construction specifications outlined in 2.2.1 and submit certification compaction test results for subgrade Class A and asphalt.

NOTE: *These standards are subject to revision from time to time.*



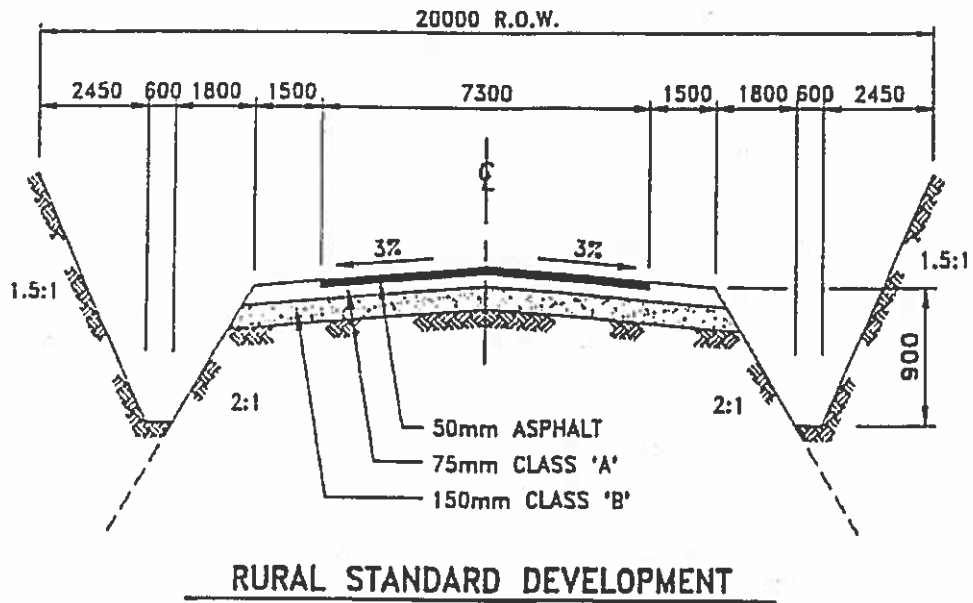
URBAN STANDARD DEVELOPMENT



RURAL STANDARD DEVELOPMENT

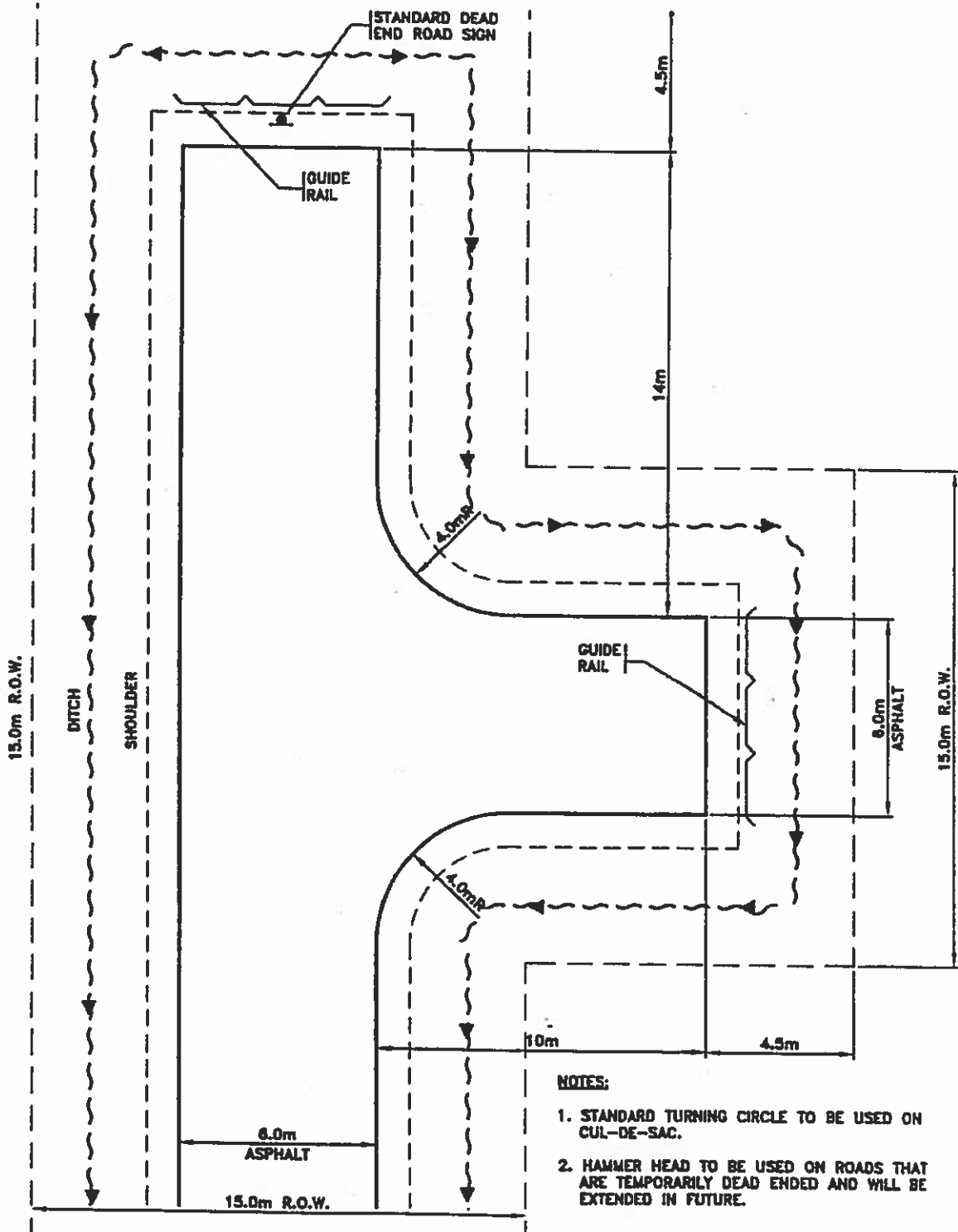
TYPICAL ROAD CROSS SECTION

HOR. 1:150 VERT. 1:50



TYPICAL ROAD CROSS-SECTION

SCALE: HOR. 1:150 VERT. 1:50



NOTES:

1. STANDARD TURNING CIRCLE TO BE USED ON CUL-DE-SAC.
2. HAMMER HEAD TO BE USED ON ROADS THAT ARE TEMPORARILY DEAD ENDED AND WILL BE EXTENDED IN FUTURE.

HAMMER HEAD TURN AROUND

HOR. 1:150