

GUIDELINES ROADS AND DEPENDENCIES

ing. Ordre
des ingénieurs
du Québec



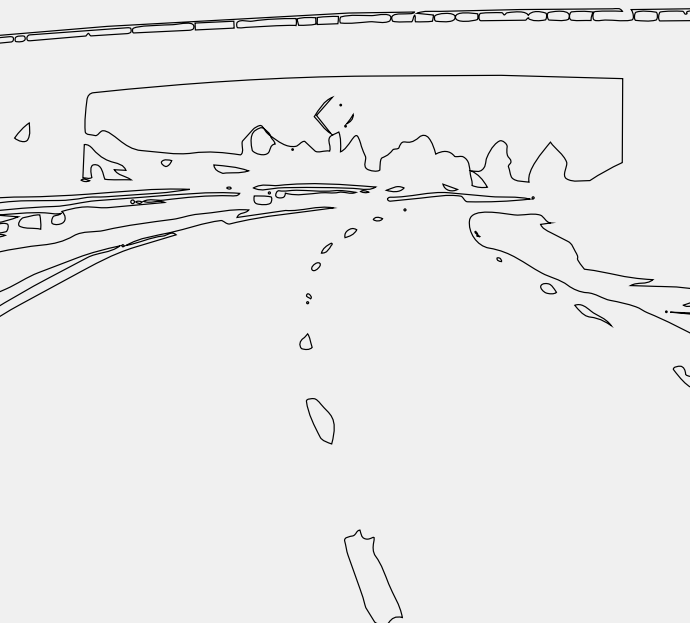
WHY THIS GUIDE?

It is important to clarify which professionals can prepare the documents necessary for the execution of construction and maintenance works on roads and highways. Is an engineer's sign-off always mandatory?

This document summarizes the relevant provisions of the Engineers Act governing these activities. It applies to both municipal and highway environments.

ROADS AND THOROUGHFARE

A road is a land transportation route that allows people and goods to travel from one place to another.



GENERAL RULE

A road is considered a structure under the Engineers Act. Whether temporary or permanent, roadwork requires studies of the materials composing or supporting the structure.

When designing, altering, or conducting maintenance on this type of work, the following risks must be taken into account:

- Dangerous traffic conditions due to, namely, deficient drainage or water accumulation;
- Inadequate sizing of the foundation, pavement structure, and roadway geometry for the intended use, vehicle types, and traffic volume;
- Reduced service life, financial impacts for owners due to damage;
- Poor prioritization of interventions;
- Compromised user safety.

ENGINEER'S CONTRIBUTION

From design to complete rehabilitation, road infrastructure is subject to work of varying scope throughout its life cycle.

The following questions will help determine whether an engineer is required:

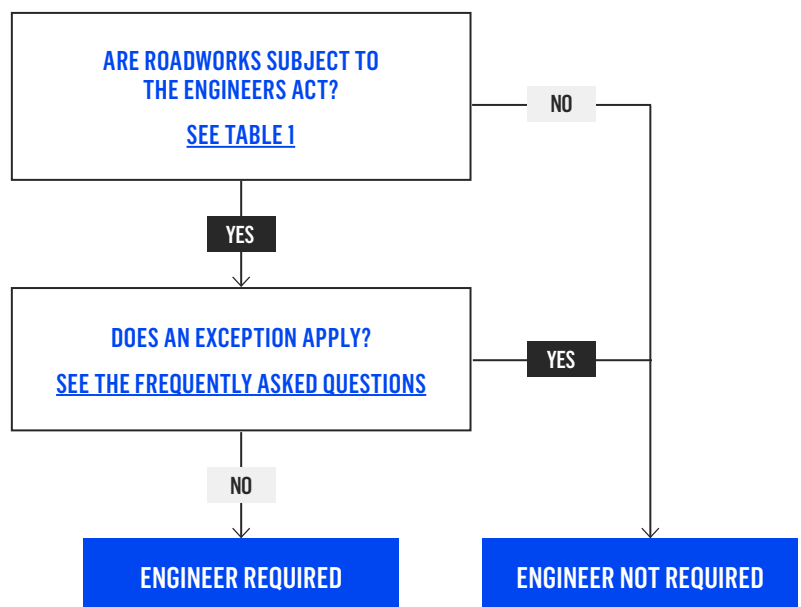


TABLE 1— ROADWORK

The list of examples provided is not exhaustive.

TYPE OF WORK	DESCRIPTIONS AND EXAMPLES	SUBJECT TO THE ENGINEERS ACT?
NEW ROAD	Preliminary studies (e.g., geotechnical, hydraulic [drainage], materials, compaction), plans and specifications, supervision of work, certifications of compliance, etc.	YES
ALTERATION OR RECONSTRUCTION OF AN EXISTING ROAD Objective: correct, rebuild, relocate or reconfigure the roadway	Major work on an existing road. EXAMPLES: paving (covering an unpaved road with a layer of asphalt or other surface treatment), profile correction or adjustment, reconstruction of sidewalks and curbs, correction of an infrastructure problem, granular resurfacing with profile change or adjustment, change of materials.	YES
REHABILITATION WORK (MAJOR MAINTENANCE) OF AN EXISTING ROAD Objective: to rehabilitate the roadway	Maintenance work carried out on the full width of the road or on a large proportion of the road surface, in accordance with the original plans and existing profile. EXAMPLES: application of a wearing surface, paving, milling, pulverization, resurfacing, crack repair. NOTE : A municipality could ask an engineer to prepare procedures or methods of intervention to carry out certain maintenance work (e.g., filling/sealing cracks). Works could then be carried out by municipal resources following these procedures and methods, without additional engineering support.	YES
MINOR MAINTENANCE WORK ON AN EXISTING ROAD Objective: to extend the service life	Maintenance work carried out on a limited surface of the road or with little impact on bearing capacity or drainage. Existing profile maintained, localized adjustments only. EXAMPLES: application of a dust suppressant on a gravel road, pothole repair, patching, granular resurfacing (with no change/adjustment to longitudinal or cross-sectional profiles and no change of materials).	NO

DEPENDENCIES

Dependencies of roadworks include structures located within the public road domain that are functionally dependent on the roadway or accessory to it.

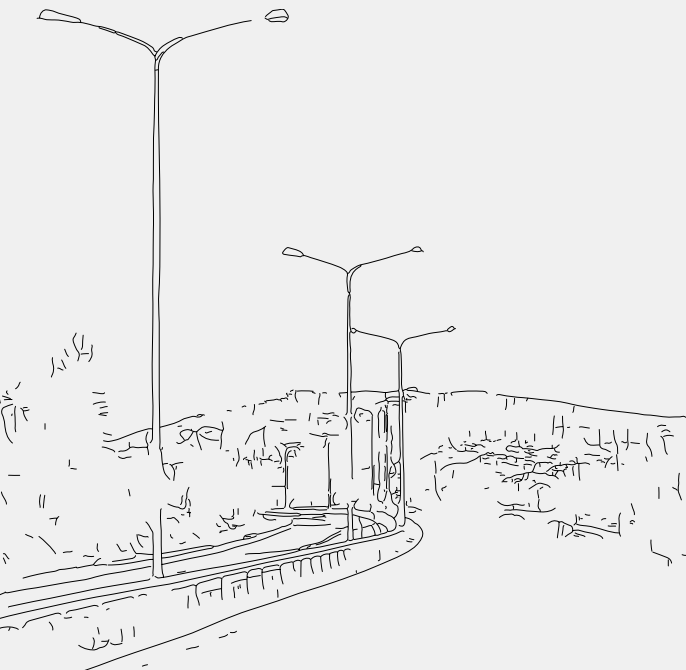
In other words, everything that contributes to the maintenance of the roadwork, to the protection of road users and, more generally, that allows the road to play its role is incorporated into the notion of dependencies of roadwork.

EXAMPLES OF DEPENDENCIES:

shoulders, embankments, ditches, markings and signage, lighting, guardrails, traffic lights.

THE FOLLOWING ARE NOT DEPENDENCIES:

power lines, gas, water or electricity lines, parking signs, electric vehicle charging stations, parking meters



GENERAL RULE

Dependencies of roadworks are classified as engineering works because they can significantly impact user safety. The engineer's role will vary depending on what work needs to be carried out and the risk to users.

When designing, altering, or maintaining this type of work, certain risks must be taken into account, particularly with respect to the following:

- security (collisions, traffic conflicts, loss of control, etc.)
- visibility and legibility of the road environment (obstructed or inconsistent signage, poor road markings, inadequate lighting, etc.)
- consistency and integration of roadway features (breaks in route continuity, insufficient clear zones, user confusion, etc.)
- construction and life cycle considerations (temporary disruptions to the environment, inadequate maintenance, premature deterioration, etc.)

ENGINEER'S CONTRIBUTION

The following questions will help determine whether an engineer is required:

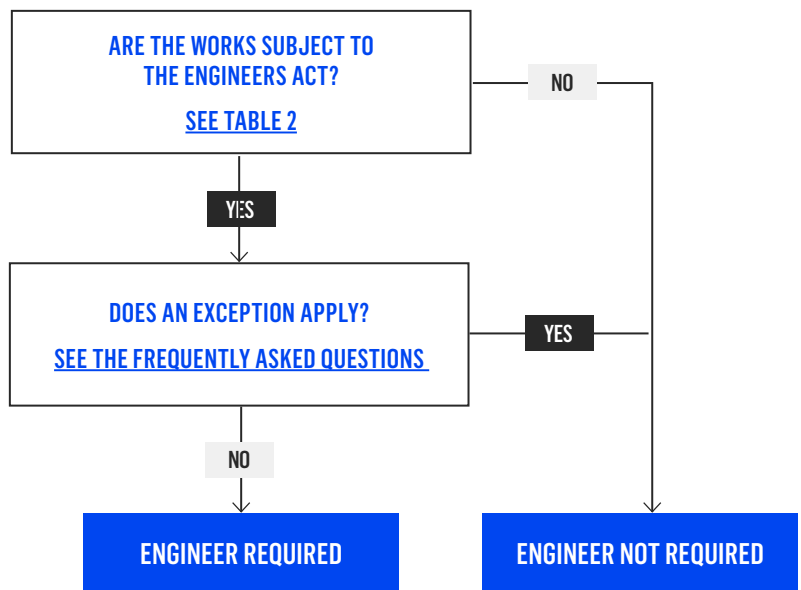


TABLE 2 — DEPENDENCY WORKS

The list of examples provided is not exhaustive.

TYPE OF WORK	DESCRIPTIONS AND EXAMPLES	SUBJECT TO THE ENGINEERS ACT?
NEW DEPENDENCY	• New signage • Roadway improvements designed to accommodate a new category of users on an existing street (e.g., the addition of a new bike lane on an existing street) • Excavation of a new ditch along an existing road NOTE: Refer to the applicable signalling standards, particularly Volume V, Traffic Control Devices published by the Ministère des Transports et de la Mobilité durable (MTMD).	YES¹
ALTERATION OF AN EXISTING DEPENDENCY	• Reshaping, alteration or channeling of a ditch • Changes to road signage (with potential risk to public safety) • Additional signage for construction projects causing major traffic disruptions	YES
MAINTENANCE OF EXISTING DEPENDENCIES	• Maintenance of existing markings (e.g., application of a new coat of paint) • Replacement of road signs with identical signs • Clean-up, clearing, cleaning and reshaping of ditches (to restore original profile)	NO
TEMPORARY SIGNAGE INSTALLATION	• Planned maintenance work; ad hoc maintenance work (e.g., maintenance work performed by utility services companies on their infrastructure); emergency work; installation of temporary signage for an event (citizen celebrations, festivals, parades, etc.) The personnel carrying out this work can choose the MTMD standard drawing that applies to the given situation.	NO

^{1.} The engineer's role is to analyze and select the new signage. The signage (e.g., a stop sign) can be installed by public works crews using standard procedures.

KEEP IN MIND:

Municipal, provincial, and federal regulatory provisions may apply to work carried out on dependencies. Exemption from one law or regulation does not affect the applicability of other laws and regulations. If a project includes a dependency, it is important to ensure that all applicable provisions are followed.

FREQUENTLY ASKED QUESTIONS

WHO CAN PREPARE PLANS AND ESTIMATES?

As a general rule, engineers.

However, non-engineering staff may assist in preparing or modifying plans, estimates, reports, and calculations under the supervision of an engineer. The engineer must then authenticate the document by affixing their seal and/or signature. In all cases, the engineer assumes responsibility for the document.

Some activities may be carried out by professional technologists, subject to certain conditions. For more information, see the [Regulation respecting the professional activities that may be engaged in by a professional technologist whose competency is in an engineering technology](#) or the OIQ [Implementation Guide](#) (in French).

WHO CAN SUPERVISE WORKS?

- While supervision is not mandatory for roadwork, the OIQ strongly recommends that such work be supervised. Any supervision provided must be carried out by an engineer (or a professional technologist in accordance with the [Regulation](#)).
 - A person who is not an engineer may carry out certain supervisory activities, such as photography, readings and measurements, and recording observations.
 - An engineer must authenticate any certificate, certification of compliance, or supervisory report that may be required.
 - Exception: A municipality may supervise work it carries out itself without engineering supervision if the work consists of minor repairs that do not alter the original design.
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WHEN IS AN ENGINEER REQUIRED FOR PROJECTS USING THE STANDARD DRAWINGS IN VOLUME V, TRAFFIC CONTROL DEVICES PUBLISHED BY THE MTMD?

- Minor work (minor obstruction, or mobile work): When a standard drawing is selected from Volume V and applied as is, or the work does not require the preparation of a plan, an engineer is not required.
 - Major work: The selection of a standard drawing from Volume V must be made by an engineer, as the parameters must be determined according to the conditions (speed, visibility, road geometry, private access, etc.).
 - At all times, if the standard drawing in Volume V is not followed to the letter, a signage plan must be signed and sealed by an engineer.
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WHO CAN CARRY OUT MAINTENANCE WORK?

If the work consists of minor maintenance intended to restore the road to its original condition without altering its structure, design, or materials, it may be planned and carried out by any competent person. However, if the work alters the road, or if no plans describing its original state are available, an engineer must prepare the plans.

Municipalities can ask an engineer to establish practices and procedures for certain types of maintenance work (e.g., filling or sealing cracks), allowing municipal employees to carry out the work without consulting an engineer each time.

APPENDIX: ROAD SIGNAGE ON AND AROUND CONSTRUCTION SITES

Worker safety on and around construction sites depends first and foremost on minimizing their exposure to traffic-related risks. While the use of traffic control personnel can be useful, it carries a high risk of injury or death. It is essential that supervisors (engineers, managers, employers, and decision-makers alike) take the time to assess work site conditions and select the safest possible solution. The emphasis should always be on prevention. Traffic control plans must be prepared by an engineer.

HIERARCHY OF CONTROL MEASURES

There are several types of control measures that can eliminate the need for traffic control personnel. To minimize risk, they should be considered in the following order of priority. Depending on the context, a combination of measures may be necessary.

LEVEL OF CONTROL	OBJECTIVE	EXAMPLES
1. ELIMINATION CONTROLS	Eliminate public traffic in the work zone	Detours, alternate routes, or barriers to isolate the work zone
2. ENGINEERING CONTROLS	Keep users away from the work site without the use of traffic control personnel	Temporary signage plans, traffic management plans, automated traffic lights and barriers
3. ADMINISTRATIVE CONTROLS	Minimize exposure through careful planning of roadwork	Scheduling work during off-peak hours
4. TRAFFIC CONTROL PERSONNEL	Use only as a last resort, with justification in accordance with standards	Human presence only if other measures are insufficient

BEST PRACTICES

- Evaluate and document all options in traffic management specifications.
- When traffic control personnel is deemed necessary:
 - Construction site signaling and traffic control are two distinct tasks. The same person cannot perform both roles!
 - Ensure that the traffic controller manages traffic in only one direction at a time and is positioned safely.
 - Install remote assistance or monitoring devices (cameras, temporary traffic lights, controlled barriers).
- Provide regular on-site supervision to ensure that all traffic control measures installed on the work site remain compliant with the traffic control plans.
- Ensure close coordination between the project manager, the engineer, and the employer of the person responsible for signage so that planning complies with Volume V, Traffic Control Devices (MTMD).

References:

- Volume V, Traffic Control Devices, Ministère des Transports et de la Mobilité durable (MTMD)
- Guide de prévention: Intervention sécuritaire et planifiée du signaleur routier, CNESST

WE THANK THE FOLLOWING ASSOCIATIONS FOR PARTICIPATING IN THE PREPARATION OF THIS DOCUMENT:



ADMQ

Association des
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du Québec



ASSOCIATION DES
GESTIONNAIRES
RÉGIONAUX DES
COURS D'EAU
DU QUÉBEC



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