



# Clear Hills County

Effective Date: <b>March 25, 2003</b>	Policy Number: <b>3201</b>
Title: <b>ROAD CONSTRUCTION</b>	

## **1. POLICY STATEMENT**

- 1.1 Clear Hills County will develop and enhance the vital road network system within the County for the safe transportation of passengers, tourists, industry and goods.
- 1.2 The County will implement guidelines for evaluation and prioritisation of road construction.

## **2. ROAD CONSTRUCTION AND ROAD RECONSTRUCTION EVALUATION**

- 2.1. Road Construction and reconstruction evaluation will be based on the following:
  - 2.1.1. Ranking in the 3 to 5 year Road Construction Plan
  - 2.1.2. Ranking in the Road Scoring Grid
  - 2.1.3. Ongoing maintenance costs:
    - gravel frequency;
    - grading frequency; and
    - upgrading via shoulder pulls.
  - 2.1.4. Condition of substructure - culvert placement.
  - 2.1.5. Council and staff Road Tours/Inspections
  - 2.1.6. Road reconstruction requests
  - 2.1.7. Traffic counts - summer and winter.
  - 2.1.8. Projections for long term use of the roads.
  - 2.1.9. Road destination - access to another community, province, major development, etc.
  - 2.1.10. Road users - local traffic, commercial, industrial.

### **3. ROAD REQUEST APPLICATION EVALUATION**

**3.1 Road Scoring Grid:** The following Road Scoring Grid will be used to evaluate road construction requests.

Priority	Scoring Criteria	Points
1a	No Access – To a Quarter Section with Residence	95
1b	No Access – To a Quarter Section with a Residence on a School Bus Route	90
1c	No Access – To a Quarter Section of Farm land	85
2	Miles school bus route is reduced	5/mile
	Anticipated school bus years	Years
3	Reduced distance by existing roads	5/mile
	Miles reduced	
4	Number of groups/households served	5/group
	Basic access	minus 20
	Limited Access	minus 10
	Wet Years -No Access	50
	Wet Years- Limited Access	25
	Water Crossing Required: Bridge File	minus 50
	Water Crossing Required: 36-48"	minus 25
	Muskeg/Coulee	minus 20
	Distance	minus 5 per ½ mile over 1 mile
	Total Points	
Minimum Points to qualify		75

\*Applicants for roads that do not achieve minimum points will be notified in writing that the requested project is denied.

\*\* Alternate routes will be investigated and scored when terrain conditions indicate high construction costs in excess of \$45,000 per ½ mile.

### **3.2 ROAD SCORING GRID DEFINITIONS**

No Access: no existing roads access to a quarter section with a residential site and/or farmed or farmable land of which the applicant does not own any adjacent quarter

sections.

To qualify for scoring as a Residential access a residence must be in place or under construction on the quarter section OR an approved Development permit application in place AND Power applied for or \$1,000 paid in lieu of power. If these conditions are not met the request will be treated as a farm access. If the road is built and the residence is constructed within one year of completion of the road the applicant will be refunded the \$1,000 in lieu of power fee.

Limited Access: applicant has adjacent land that has road access to one side, minimum

Basic Access: road access to corner of the quarter section

Wet Years - No Access: applicant has adjacent land that has road access to one side, minimum, but cannot access quarter section on wet years.

Wet Years - Limited Access: applicant has adjacent land that has road access to one side, minimum and has difficulty accessing quarter section on wet years.

Reduced distance by existing roads: based on location of nearest property owned, miles applicant has to transport equipment, etc.

Numbers of families serviced: number of families easily recognizable as being served by new road (i.e.: own land that would be serviced by new road).

Adjacent Land: a quarter section that is located along the side of the adjoining quarter section NOT corner to corner.

Water refers to major water crossings (creeks, drainage ditches, etc.)

Distance or Road Required: the intent of this policy is to construct roads of up to 1 mile in length. Every ½ mile over 1 mile will be deducted 5 points due to construction cost and ongoing maintenance needs.

### **3.3 ROAD RECONSTRUCTION REQUESTS**

3.3.1 RECONSTRUCTION REQUESTS shall be evaluated based on Section 2 of this policy (Road Construction and Reconstruction Evaluation)

- Existing road that requires substantial repairs to be brought up to an acceptable standard;
- Existing road requiring upgrading to a higher standard of road.

### **3.4 ROAD REQUEST APPLICATION RANKING**

3.4.1 The Road Scoring Grid ranks road based on the following Priority list:

1. NO ACCESS roads shall be constructed first.
2. All other roads shall be assessed for construction, incorporating the

following criteria:

- a. Miles a school bus route is reduced 1<sup>st</sup> priority
- b. Reduced distance travelled by existing roads 2<sup>nd</sup> priority
- c. Number of groups/households served 3<sup>rd</sup> priority
- d. Number of parcels of land served (information only)

#### **4. ROAD CONSTRUCTION PRIORITIZATION**

- 4.1. The CAO shall present for Council's review the list of evaluated road construction requests prior to November of each year and they shall further prioritize roads to be constructed for budgetary purposes using the processes in this policy:
  - Road Construction Evaluation;
  - Road Request Application Evaluation
- 4.2. The list will include estimated costs to construct the requests that are presented for prioritisation.
- 4.3. The list shall contain the legal description(s) of the land adjacent to the road requests, the name of the person(s) requesting, the total number of kilometres requested built, and the estimated cost of the road –construction.

#### **5. END OF POLICY**

**Related Policies:** 3202 Road Construction Specifications  
3203 Approach Construction  
3205 Land Need and Acquisition

ADOPTED

Resolution #C190-03

Date: March 25, 2003

AMENDED

Resolution #C876-03

Date: November 25, 2003

AMENDED

Resolution #C153(03/13/07)

Date: March 13, 2007