

COUNCIL PRESENT:

Reeve	Tom S. Hougham
Division 1	Leonard Larre
Division 2	Carri Zeller
Division 3	Owen Fischer
Division 4	Ronald Gory
Division 5	Gay Noeth
Division 6	Evan Priest

STAFF PRESENT:

Allison Roschker, Chief Administrative Officer
Crystal Schaan, Finance Officer
Dan Fedirko, Public Works @ 9:12 a.m.
Aaron Neilly, Infrastructure Manager @ 9:12 a.m.

CALLED TO ORDER:

9:07 a.m. The Regular Meeting was called to order by Reeve Hougham.

1-1 JULY 26, 2023 AGENDA ADDITIONS:

2023-07-26-001 LARRE: That the R.M. of Frenchman Butte No. 501 Council approves adding the following to the July 26, 2023 Agenda:

- Guest: Staff Sergeant Ken Burnouf @ 11:00 a.m.

Carried

1-1 JULY 26, 2023 AGENDA:

2023-07-26-002 FISCHER: That the R.M. of Frenchman Butte No. 501 Council approves the July 26, 2023 Agenda to be used as a guideline.

Carried

2-1 JULY 12, 2023 MINUTES:

2023-07-26-003 NOETH: That the R.M. of Frenchman Butte No. 501 Council approves the July 12, 2023 minutes as presented.

Carried

9:12 a.m. Aaron Neilly and Dan Fedirko entered Council Chambers to discuss Public Works Report.

13-7 ROAD CLOSURE TOWNSHIP ROAD 540 (GRID 797):

2023-07-26-004 FISCHER: That the R.M. of Frenchman Butte No. 501 Council acknowledges the following road closure issued June 20, 2023:

- Township Road 540 (Grid 797) from the Range Road 3254 to Range Road 3260

Carried

13-7 ROAD CLOSURE TOWNSHIP ROAD 540 (GRID 797):

2023-07-26-005 ZELLER: That the R.M. of Frenchman Butte No. 501 Council acknowledges the following road closure issued July 20, 2023:

- Township Road 540 (Grid 797) from the Range Road 3261 to Range Road 3264

Carried

13-7 ROAD CLOSURE CANCELLATION:

2023-07-26-006 PRIEST: That the R.M. of Frenchman Butte No. 501 Council acknowledges the cancellation of the following road closure issued June 20, 2023:

- Township Road 540 (Grid 797) from the Range Road 3254 to Range Road 3260

Carried

13-7 ROAD CLOSURE CANCELLATION:

2023-07-26-007 NOETH: That the R.M. of Frenchman Butte No. 501 Council acknowledges the cancellation of the following road closure issued July 20, 2023:

- Township Road 540 (Grid 797) from the Range Road 3261 to Range Road 3264

Carried



Reeve



CAO

13-1 MUNICIPAL ROAD CLASSIFICATIONS POLICY 300-10:

2023-07-26-008 NOETH: That the R.M. of Frenchman Butte No. 501 Council approves the amended 300-10 Municipal Road Classifications Policy and a copy is attached to and forms part of these minutes.

Carried

13-2 MUNICIPAL ROAD MAINTENANCE POLICY 300-19:

2023-07-26-009 ZELLER: That the R.M. of Frenchman Butte No. 501 Council approves the amended 300-19 Municipal Road Maintenance Policy and a copy is attached to and forms part of these minutes.

Carried

13-3 UNDEVELOPED OR SUB-STANDARD ROAD ALLOWANCE CONSTRUCTION POLICY 300-20:

2023-07-26-010 FISCHER: That the R.M. of Frenchman Butte No. 501 Council approves the amended 300-20 Undeveloped or Sub-Standard Road Allowance Construction Policy and a copy is attached to and forms part of these minutes.

Carried

10:20 a.m. Aaron Neilly and Dan Fedirko left Council Chambers.

RECESS MEETING:

2023-07-26-011 NOETH: That the R.M. of Frenchman Butte No. 501 Council recess for a 10 minute break.

Carried

RECONVENED MEETING:

10:34 a.m. The Regular Meeting of Council was reconvened by Reeve Hougham.

6-1 OFFICE DESIGN REQUEST FOR QUOTE:

2023-07-26-012 PRIEST: That the R.M. of Frenchman Butte No. 501 Council directs office staff to proceed with request for quote for an office design, engineering and construction supervision for a new stand-alone office.

Carried

6-1 HEALTH INSPECTION ON CURRENT OFFICE:

2023-07-26-013 ZELLER: That the R.M. of Frenchman Butte directs office staff to proceed with a Health Inspection on current office.

Carried

5-2 ACCOUNTS – JULY 26, 2023:

2023-07-26-014 GORY: That the R.M. of Frenchman Butte No. 501 Council approves the following payments dated July 26, 2023.

•	31611 to 31642	Totaling	\$ 144,512.19
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Carried

RECESS MEETING:

2023-07-26-015 NOETH: That the R.M. of Frenchman Butte No. 501 Council recess for a 60 minute break.

Carried

RECONVENED MEETING:

1:04 p.m. The Regular Meeting of Council was reconvened by Reeve Hougham.

6-1 STAFF/COMMITTEE REPORTS:

2023-07-26-016 LARRE: That the R.M. of Frenchman Butte No. 501 Council acknowledges written and verbal reports by Infrastructure Manager, Aaron Neilly, Chief Administrative Officer, Allison Roschker, and Public Works Foreman, Dan Fedirko.

Carried



Reeve



CAO

5-1 PAYROLL- PP2023-15:

2023-07-26-017 NOETH: That the R.M. of Frenchman Butte No. 501 Council approves the payroll accounts for the pay period **July 2 – July 15, 2023 and Council Remuneration for June 2023. Authorization #413 direct deposit dated July 21, 2023, totaling \$53,113.70**

Further, that a schedule of these payments be annexed to and form part of these minutes as **Appendix A Salaries and Wages July 2 – July 15, 2023.**

Carried

13-4 TAX CANCELLATION POLICY 100-17:

2023-07-26-018 LARRE: That the R.M. of Frenchman Butte No. 501 Council approves the 100-17 Tax Cancellation Policy and a copy is attached to and forms part of these minutes.

Carried

13-5 REDUCED RESIDENTIAL SPEED POLICY 300-21:

2023-07-26-019 ZELLER: That the R.M. of Frenchman Butte No. 501 Council approves the 300-21 Reduced Residential Speed Policy and a copy is attached to and forms part of these minutes.

Carried

2:41 p.m. Councillor Gory left Council Chambers.

2:49 p.m. Councillor Gory entered Council Chambers.

13-8 BYLAW 2023-11 A BYLAW TO REGULATE THE SPEED OF MOTOR VEHICLES:

2023-07-26-020 NOETH: That the R.M. of Frenchman Butte No. 501 Bylaw 2023-11 A Bylaw to Regulate the Speed of Motor Vehicles, be read a first time.

Carried

2023-07-26-021 FISCHER: That the R.M. of Frenchman Butte No. 501 Bylaw 2023-11 A Bylaw to Regulate the Speed of Motor Vehicles, be read a second time.

Carried

2023-07-26-022 LARRE: That the R.M. of Frenchman Butte No. 501 Bylaw 2023-11 A Bylaw to Regulate the Speed of Motor Vehicles, be given three readings at this meeting.

Carried Unanimously

2023-07-26-023 GORY: That the R.M. of Frenchman Butte No. 501 Bylaw 2023-11 A Bylaw to Regulate the Speed of Motor Vehicles, be read a third time and passed.

Carried

13-6 TAX ABATEMENT ROLL # 3461 400:

2023-07-26-024 LARRE: That the R.M. of Frenchman Butte No. 501 Council; pursuant to *The Municipalities Act* Sub-Section 274(2)(a) as this property is deemed to be exempt from taxation; approve the tax abatement of Municipal Tax \$6,982.88; School Tax \$1,492.15 for a total of \$8,475.03 in regards to Roll # 3461 400; R/W1 501 CN W3, which is owned by the Town of St Walburg.

Carried

14-1 CORRESPONDENCE – JULY 26, 2023:

2023-07-26-025 LARRE: That the R.M. of Frenchman Butte No. 501 Council accepts the July 26, 2023 correspondence as information to be filed as presented to Council, outlined in Appendix B.

Carried

15-1 ADJOURNMENT:

2023-07-26-026 NOETH: That the R.M. of Frenchman Butte No. 501 Council adjourns this Regular Meeting of Council at 3:20 p.m.

Carried


Reeve


Chief Administrative Officer


Reeve


CAO

RURAL MUNICIPALITY OF FRENCHMAN BUTTE NO. 501

BYLAW NO. 2023-11

A BYLAW TO REGULATE THE SPEED OF MOTOR VEHICLES

The Council of the Rural Municipality of Frenchman Butte No. 501 in the Province of Saskatchewan enacts as follows:

1. In this bylaw "road" means any public highway within the municipality as defined in The Highways and Transportation Act, 1997, other than a Provincial Highway as designated to such Act.
2. "Vehicle" shall mean a vehicle, trailer or semi-trailer or a motor vehicle as ascribed to by The Traffic Safety Act.
3. Signs indicating the maximum speed allowed shall be erected at the commencement of the speed zone area and signs shall be erected showing the end of the speed zone area.
4. The maximum speed allowed on a particular road are as follows:
 - i) No person shall operate a vehicle at a greater speed than **30 kilometers** per hour on the following roads:
 - Road West of NW-15-53-24-W3
 - Road within Laketop Subdivision, Perch Lake
 - Road within Perch Lake North Subdivision, Perch Lake
 - ii) No person shall operate a vehicle at a greater speed than **40 kilometers** per hour on the following roads:
 - Roads within the Hamlet of Onion Lake
 - Roads within the Hamlet of Frenchman Butte
 - Road within Echo Bay Developments Subdivision, Perch Lake
 - Road within the SW-15-53-24-W3 commencing at the intersection of 139 Strokes Road and West thereof through the Paradise Developments Inc. and Echo Bay Developments Subdivisions, Perch Lake
 - Road West of SE 15-53-24-W3, Perch Lake South
 - Road South of SW 15-53-24-W3
 - iii) No person shall operate a vehicle at a greater speed than **60 kilometers** per hour on the following roads:
 - Road South of SE 15-53-24-W3 and West of SE 15-53-24-W3 until the intersection of 139 Strokes Road.
 - Road West of NW 24 and West of Sections 25 & 36-52-25-W3
 - Road West of 24-52-22-W3
 - Road South of Section-27-53-27-W3 and South of SE-28-53-27-W3
 - Road South of SW 04-53-22-W3 and SE 05-53-22-W3
 - Road South of SE 26-52-24-W3
5. Any person who violates any provision of this Bylaw shall be guilty of an offence and shall be liable on summary conviction to the penalties in the General Penalty Bylaw of the municipality.
6. Bylaw 2022-09 is hereby repealed.



Read a third time and adopted
this 26th day of July, 2023


Reeve


Chief Administrative Officer



Incorporated

R.M. of Frenchman Butte No. 501

POLICY TITLE <u>Cancellation of Taxes</u>		ADOPTED BY RM Council Resolution No. 2023-07-26-018	POLICY NO. 100-17
ORIGIN/AUTHORITY RM Council	JURISDICTION RM of Frenchman Butte No. 501	EFFECTIVE DATE: Nov. 21/13 Replaces: 8A	PAGE # 1 of 1

That the R.M. of Frenchman Butte No. 501 Council implements Policy 100-17 to establish when property taxes may, by the authorization of R.M. of Frenchman Butte Council, be abated.

Where, in the opinion of the RM of Frenchman Butte Council, the reason for the tax abatement could have been determined, and thus corrected, during the period of appeal that is available to all ratepayers yearly the taxes in question will not be abated.

Notwithstanding, if an exemption is available due to a Saskatchewan Assessment Management Agency error, or a permit, lease or ownership change reflects that a tax abatement should be made, the R.M. of Frenchman Butte Council will determine the tax abatement amount.

Tax abatements may only be considered during the year of levy.

ftc *ak*



R.M. of Frenchman Butte No. 501

POLICY TITLE Municipal Road Classifications Policy		ADOPTED BY RM Council Resolution No. 2021-02-10-015 EFFECTIVE DATE February 10, 2021	POLICY NO. 300-10
ORIGIN/AUTHORITY RM Council	JURISDICTION RM of Frenchman Butte No. 501	Amended: July 26, 2023 Rescinded:	Resolution No. No. 2023-07-26-008 Resolution No.

1. PURPOSE:

Whereas the Council of the Rural Municipality of Frenchman Butte shall establish construction and maintenance standards for Municipal roadways.

2.0 DEFINITIONS

2.1 Council: Shall mean the council of the Rural Municipality of Frenchman Butte No. 501

2.2 RM: Shall mean the Rural Municipality of Frenchman Butte No 501

3.0 POLICY:

3.1 MUNICIPAL ROAD CLASSIFICATIONS

1. HEAVY HAUL/HIGH VOLUME ROAD (HH/HV)

Heavy Haul and High Volume Roads serve medium size Communities and Service Centers. These roads have a significant amount of commercial traffic because they provide inter- community links. The roads will normally be major arterial connector or collector roads linking with designated highways. These roads generally carry an average daily traffic (ADT) of 300 vehicles per day or higher.

2. PRIMARY GRID ROAD (PG)

Primary Grid Roads serve as an inter-municipal road network, which link small Communities with the higher-class roads. These roads can serve as the major haul routes or access for large industries and resources, which include: forestry, oil, grain and agricultural products, gravel, etc. This class can have a large amount of inter-municipal heavy truck traffic depending on the industry served. Average daily traffic (ADT) counts should exceed 10 heavy trucks or 100 vehicles.

3. GRID ROAD (G)

A grid road will be defined as a roadway which experiences light to moderate traffic loads. Grid roads may provide access to properties for residential, commercial or agricultural purposes.

4. INTERNAL COMMERCIAL/INDUSTRIAL SUBDIVISION ROAD (ICS/IIS)

A Commercial / Industrial Road shall be defined as a roadway that is within a multi-lot commercial or industrial subdivision or exists only to provide access to the multi-lot subdivision.

5. INTERNAL RESIDENTIAL SUBDIVISION ROAD (IRS)

A Residential Road shall be defined as a roadway that is within a multi-lot residential subdivision or exists only to provide access to a multi-lot residential subdivision.

POLICY TITLEMunicipal Roads Classifications Policy**6. RESIDENTIAL FARM ACCESS ROAD (RFA)**

A Farmland Access Road shall be defined as a road which experiences occasional seasonal traffic to access agricultural property. Such roads will not be considered as adequate access for residential development permit purposes. These roads have a minimum right-of-way of 30 meters

7. ALTERNATIVE FARM ACCESS ROAD (AFA)

A Farmland Access Road shall be defined as a road which experiences occasional seasonal traffic to access agricultural property. Such roads will not be considered as adequate access for residential development permit purposes. These roads have a right-of-way width of 20 meters.

4.0 RESPONSIBILITY/INTERPRETATION/REPEALING:

This policy shall be administered and interpreted by the Administrator; however, this policy cannot be amended without Council approval.

This policy replaces all previous policies and resolutions that have been passed by the Council of the Rural Municipality of Frenchman Butte No. 501 with respect to the application of any and all parts of this policy and the terms and conditions contained herein.

This policy shall come into force and take effect on April 22, 2020 and shall continue in full force and effect until repealed or replaced by subsequent resolution of Council.



POLICY TITLE Municipal Road Maintenance Policy		ADOPTED BY RM Council Resolution No. 2021-02-24-011 EFFECTIVE DATE February 24, 2021	POLICY NO. 300-19
ORIGIN/AUTHORITY RM Council	JURISDICTION RM of Frenchman Butte No. 501	Amended: December 14, 2022 July 26, 2023 Rescinded:	Resolution No. 2022-12-14-024 2023-07-26-009 Resolution No.

1.0 PURPOSE:
Whereas the Council of the Rural Municipality of Frenchman Butte shall establish guidelines and standards to be used in maintaining various classifications of Roadways. Actual maintenance activities may vary due to changes in traffic patterns, weather patterns and other environmental influences.

2.0 DEFINITIONS:
2.1. Council: Shall mean the council of the Rural Municipality of Frenchman Butte No. 501
2.2. RM: Shall mean the Rural Municipality of Frenchman Butte No 501

3.0 POLICY:

3.1. HEAVY HAUL/HIGH VOLUME ROAD (HH/HV)

- 3.1.1. Regravelling**
- On average, each mile of road should be regravelled annually, at a rate of 250 cubic yards per mile.
 - An additional 50 cubic yards per mile shall be allocated each year to provide for spot repairs and patch gravelling.
 - Actual rates and frequencies of gravel applications may vary due to traffic loads and weather conditions.
- 3.1.2. Grading**
- The frequency and rate for Heavy Haul/High Volume Road winter and summer blading shall be on average one to two times a week.
 - Actual frequency and rate will be dictated by weather, traffic volumes and general road conditions.

3.2. PRIMARY GRID ROAD (PG)

- 3.2.1. Regravelling**
- On average, each mile of Primary Grid Road should be regravelled annually, at a rate of 200 cubic yards per mile.
 - An additional 20 cubic yards per mile shall be allocated each year to provide for spot repairs and patch gravelling.
- 3.2.2. Grading**
- The frequency rate for Primary Grid Road winter and summer blading shall be on average once weekly to once every two weeks.



POLICY TITLE**Municipal Road Maintenance Policy****3.3. GRID ROAD (G)****3.3.1. Regravelling**

- On average, each mile of Grid Road should be regravelled annually, at a rate of 100 cubic yards per mile.
- An additional 10 cubic yards per mile shall be allocated each year to provide for spot repairs and patch gravelling.

3.3.2. Grading

- The frequency rate for Grid Road winter and summer blading shall be on average once every two weeks.
- Actual frequency and rate will be dictated by weather, traffic volumes and general road conditions.

3.4. INTERNAL COMMERCIAL/INDUSTRIAL SUBDIVISION ROAD (ICS/IIS)**3.4.1. Regravelling**

- Where no calcium chloride or other hard surfacing treatment has been applied, each mile of road should be regravelled annually at the rate of 75 cubic yards per mile.

3.4.2. Hard Surface Refurbishment

- Additional gravel and/or calcium chloride shall be applied on an annual basis as required to keep a dust free and smooth road surface in place.

3.4.3. Grading

- The winter and summer blading frequency rate for Commercial/Industrial Roads without surfacing treatment shall be approximately once weekly to once every two weeks.
- Actual frequency and rate will be dictated by weather, traffic volumes and general road conditions.

3.5. INTERNAL RESIDENTIAL SUBDIVISION ROAD (IRS)**3.5.1. Regravelling**

- Where no calcium chloride or other hard surfacing treatment has been applied, each mile of road should be regravelled annually at the rate of 75 cubic yards per mile.

3.5.2. Hard Surface Refurbishment

- Additional gravel and/or calcium chloride shall be applied on an annual basis as required to keep a dust free and smooth road surface in place.

3.5.3. Grading

- The winter and summer blading frequency rate for Residential Roads without surfacing treatment shall be approximately once weekly to once every two weeks.
- Actual frequency and rate will be dictated by weather, traffic volumes and general road conditions.

3.6. RESIDENTIAL FARM ACCESS ROAD (RFA)**3.6.1. Regravelling**

- Residential Farm Access Roads will receive minimal amounts of gravel where it is deemed necessary.
- Elimination material, minus 2" pit run or other substandard gravel may be used to minimize costs while providing a useable road surface.

POLICY TITLE

Municipal Road Maintenance Policy**3.6.2. Grading**

- The frequency and rate for Farmland Access Roads for winter and summer blading shall be on average once monthly to once every two months or on an as-needed basis.
- Actual frequency and rate will be dictated by weather, traffic volumes and general road conditions.

3.7. ALTERNATIVE FARM ACCESS ROAD (AFA)**3.7.1. Regravelling**

- The RM will provide gravel or other substandard material on a custom work basis if required and requested by landowners/ratepayers. The work will be undertaken when time and scheduling permits and custom work rates will be charged from the time the equipment leaves the shop until it comes back to the shop. These types of requests will not be undertaken as priority during routine gravelling on municipal roads. In all instances regular gravelling will be undertaken prior to any custom work requests. The custom work rate will be cost shared 50/50 between the rate payer and the RM. A cost sharing agreement must be signed before any snow ploughing will take place.

3.7.2. Grading

- The RM will provide grading on a custom work basis if required and requested by landowners/ratepayers. The work will be undertaken when time and scheduling permits and custom work rates will be charged from the time the equipment leaves the shop until it comes back to the shop. These types of requests will not be undertaken as priority during routine grading on municipal roads. In all instances regular grading will be undertaken prior to any custom work requests. The custom work rate will be cost shared 50/50 between the rate payer and the RM. A cost sharing agreement must be signed before any snow ploughing will take place.

3.8. SEASONAL ROADS (SR)**3.8.1. Regravelling**

- Seasonal Roads would receive minimal amounts of gravel where it is deemed necessary by the Public Works Supervisor.
- Elimination material, minus 2" pit run or other substandard gravel may be used to minimize costs while providing a useable road surface.

3.8.2. Grading

- The frequency and rate for Seasonal Roads for May 1st to November 30th blading shall be on average once monthly to once every two months or on an as-needed basis determined by the Public Works Supervisor.
- Actual frequency and rate will be dictated by weather, traffic volumes and general road conditions.

3.9. PAVED ROADWAYS

3.9.1. Paved Roadways may be types of roadways as defined in clauses 3.1, 3.2, 3.4, or 3.5 above.

3.9.2. The objective for Paved Winter Maintenance is to remove snow and ice from the road surface as quickly as possible, with the appropriate equipment and materials to achieve this





POLICY TITLE

Municipal Road Maintenance Policy

result. Time frames for removal will vary depending on the severity and duration of the storm.

- 3.9.3. The objective of Paved Summer Maintenance is to preserve the paved roads, to minimize pot holes, and premature pavement failures. Summer maintenance shall include pot hole repair, as soon as possible, considering the time of year; yearly Crack Sealing Program, to prevent water from entering into the road and causing structural failure; surface and/or spray patching repairs to the roadway, to prevent premature failure to the surface and provide a better quality of ride for the public; and painting of which includes the centerlines and alternating shoulder lines on an as-needed basis.

3.10. GRAVELLING PROGRAM

- 3.10.1. Annual gravelling operations are to be carried out under the direction of the Public Works Forman in consultation with the Civil Engineer Technologist.
- 3.10.2. Gravelling requirements for each road classification defined in clauses 3.1 to 3.7 are subject to changes following an inspection completed by the Public Works Forman and Civil Engineer Technologist.
- 3.10.3. Inspections will be required prior to the annual gravelling operation.

3.11. GRADING PROGRAM

- 3.11.1. As early as possible every year and prior to the annual spread of gravel, all roads must be graded with the main purpose of bringing all gravel from the sides and spreading on the driving surface. Shaping and preparing gravel roads shall follow the below procedure.
- Scarify surface to the depth and width necessary to reshape the surface and remove all surface defects.
 - Pull material up from the outside shoulder edge of the road surface using care not to contaminate the gravel material with sod or mud. If necessary, ensure that vegetation on or near shoulders is cut short. (Gravel pushed off during winter operations may be retrievable.)
 - Add new traffic gravel, as required.
 - Shape the surface to provide a crowned roadway surface with a 4% crossfall (1/2 inch drop per foot of shoulder width).
 - Once properly shaped, compact and tight blade the road surface.
 - Maintain the surface with routine grading.
- 3.11.2. Routine grading of gravel roads shall follow the below procedure.
- Lightly scarify surface to the depth and width necessary.
 - Spread material uniformly across the travelling surface.
 - Maintain a crowned roadway surface with a 4% cross slope (1/2 inch drop per foot of width).
 - Ensure that all material is distributed uniformly across the roadway. Do not leave small windrows of surplus material at the shoulder edge.
- 3.11.3. Roadway should be crowned to provide proper drainage. The surface should be relatively free of potholes and washboard. The traffic gravel should be well mixed with little segregation of coarse material.

POLICY TITLE**Municipal Road Maintenance Policy**

- 3.11.4. Additional traffic gravel will be required when there is insufficient good granular material to properly reshape the surface or if the existing surface material contains in excess of 25% fines. (Fines is defined as the % by mass of material passing the 2.0mm sieve.)
- 3.11.5. Grading must be carried right up to freeze up to ensure the roadway is in the best condition possible for the winter.

3.12. ROADSIDE MOWING PROGRAM

- 3.12.1. Once a year, each roadway (approximately 450 km) will be the subject of a full cut right-of-way mowing.
- 3.12.2. In the interest of fairness, and consistency, the priority for mowing shall be rotated on a yearly basis between divisions.

3.13. SNOW REMOVAL PROGRAM**3.13.1. Arterial Roads/Hard Surfaced Roads**

- Snowplowing is to commence when accumulations of snow reach 3 – 4 centimeters and conditions are safe to do so. Curves and hills and other safety factors may need earlier attention.
- Salt and sand are to be utilized when weather and snow/ice conditions make it practical. The priority shall be intersections and curves on roads.

3.13.2. Arterial Roads/Gravel Surfaced and Local Gravel Roads/Gravel Surfaced

- It is beneficial to have a snow/gravel mix packed onto the roads after the first snowfall to reduce gravel loss.
- Snow and ice control will be scheduled throughout the maintenance area when accumulations reach 10 – 15 centimeters.
- Ice problems on gravel roads will generally be rectified by ice blading with motor graders. Icy hills, intersections and curves may be sanded if approved by the Public Works Supervisor and/or the Infrastructure Manager. In special circumstances, other locations may be sanded, if authorized.
- The Municipality shall make reasonable effort to ensure a maintenance area is cleared of snow within five days following a snow fall.

3.13.3. Private Drives and Lane

- Upon approval as per policy 300-11.

3.13.4. Subdivision Roads

- Snow removal within Subdivisions will commence when snow accumulations reach 10 – 15 centimeters on the roadway.
- After a single snow event the Municipality will endeavor to complete snow removal from the subdivisions on a 5-day cycle, multiple snow events may alter the 5-day cycle and require extended hours or days to complete the cycle.
- Major collectors within the subdivisions will be given priority for snow removal. It is beneficial to have a snow/gravel mix packed onto the roads after the first snowfall to reduce gravel loss.





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3.13.5. Seasonal Roads

- Snow removal during May 1st to November 30th will be as needed determined by the Public Works Supervisor.
- The RM will snow plough seasonal roads during December 1st to April 30th on a custom work basis if required and requested by landowners/ratepayers. The work will be undertaken when time and scheduling permits and custom work rates will be charged from the time the equipment leaves the shop until it comes back to the shop. These types of requests will not be undertaken as priority during routine snow removal on municipal roads. In all instances regular snow removal will be undertaken prior to any custom work requests. The custom work rate will be cost shared 50/50 between the rate payer and the RM. A cost sharing agreement must be signed before any snow ploughing will take place.

3.13.6. Excess Snow

- Shall generally be stockpiled alongside the road in the road allowance and on other available public property. Snow will not be hauled to other stockpile locations unless public safety is at risk, e.g., when visibility at an intersection is obstructed.
- Municipal grader operators will take all reasonable measures to minimize the size of the snow berm left across approaches into private property.
- In the case of a Severe Snow Event, the Municipality is committed to providing the necessary resources and response in order to mitigate the impact to municipal residents and to reduce the potential damage to Municipal-controlled infrastructure. As well, in case of a severe snow event it may be necessary to return to plowing of arterial gravel roads before the plowing of all local gravel surfaced roads has been completed. The Public Works Supervisor, in consultation with the CAO, will be authorized to utilize Municipal equipment and staff for extended hours or full 24 hours of operations. External resources may be hired in these circumstances subject to approval by the CAO.
- The Public Works Supervisor, in consultation with the CAO, will discontinue winter road maintenance operations if the safety of the employees becomes a concern. Operations will resume when it is safe to do so.

4.0 DEFINITIONS RESPONSIBILITY/INTERPRETATION/REPEALING:

This policy shall be administered and interpreted by the Administrator; however, this policy cannot be amended without Council approval.

This policy replaces all previous policies and resolutions that have been passed by the Council of the Rural Municipality of Frenchman Butte No. 501 with respect to the application of any and all parts of this policy and the terms and conditions contained herein.

This policy shall come into force and take effect on February 24, 2021 and shall continue in full force and effect until repealed or replaced by subsequent resolution of Council.

POLICY TITLE		ADOPTED BY	POLICY NO.
Undeveloped or Sub-Standard Road Allowance Construction Policy		RM Council Resolution No. 2023-04-12-022 EFFECTIVE DATE April 12, 2023	300-20
ORIGIN/AUTHORITY	JURISDICTION	Amended:	Resolution No.
RM Council	RM of Frenchman Butte No. 501	July 26, 2023	No. 2023-07-26-010
		Rescinded:	

1.0 PURPOSE:

The Rural Municipality of Frenchman Butte No. 501 maintains many road allowances within the municipality and from time to time there may be requests for new road construction where previously no roadway has been constructed or maintained.

The purpose of this policy is to set clear and consistent guidelines for current and future staff and Council for development of undeveloped or sub-standard road allowances within the R.M

2.0 DEFINITIONS:

- 2.1.Road Allowance:** Means the government road allowance
- 2.2.RM:** Means the Rural Municipality of Frenchman Butte No. 501
- 2.3.Applicant:** Means the individual, company or developer requesting the work.

3.0 RESPONSIBILITIES:

The Chief Administrative Officer in consultation with planning, development, Council and the operations manager shall be responsible for maintaining, administering, and updating this policy.

4.0 : POLICY:

Although it is the municipality’s interest to see further development of undeveloped or sub-standard road allowances within its boundaries, it is not the R.M.’s responsibility to further develop all road allowances within the R.M.

It is however, the responsibility of the R.M. to see that all roads constructed within the R.M. road allowances are constructed to municipal standards.

Given the responsibility, it is felt that the following five municipal standards and cost sharing agreements should apply unless otherwise specified by resolution of Council.



POLICY TITLE
Undeveloped or Sub-Standard Road Allowance Construction Policy

Municipal Road Standards:

Design Specification	Primary Grid	Grid Road	Residential Farm Access	Internal Subdivision	Alternative Farm Access
Design Speed	90 - 100 km/hr	80 km/hr	60 - 80 km/hr	60 km/hr	N/A
Surface Type	Oil Surfaced	Gravel	Gravel	Gravel	Variable
Right of Way	42m – 46m	42m - 46m	30m – 42m	30m – 42m	20m
Side Slopes (Dependent on Ditch Depth)	3:1 – 4:1	3:1 – 4:1	3:1 – 4:1	3:1 – 4:1	N/A
Back Slopes	2:1 – 5:1	2:1 – 5:1	2:1 – 5:1	2:1 – 5:1	N/A
Ditch Width	4.0m – 8.0m	4.0m - 6.0m	2.0m – 6.0m	2.0m – 6.0m	N/A
Road Top (Dependent on Fills)	8.6m -10.0m	7.6m - 8.6m	7.0m -8.0m	7.0m -8.0m	N/A
Cross Slope	4.0%	4.0%	4.0%	4.0%	N/A
Ditch Slope	5.0%	5.0%	5.0%	5.0%	N/A
Surface Gravel	400m ³ /km	330m ³ /km	230m ³ /km	230m ³ /km	N/A
Min. Radius of Curvature	300m	300m	250m	250m	N/A
Max. Gradient	7.0%	9.0%	9.0%	9.0%	N/A
Stopping Sight Distance	140m	140m	85m	85m	N/A
Road Use	Commercial/ Industrial High Density Development	Residential, Commercial, or Agriculture Access Light to Moderate Traffic Loads	Agricultural / Residential Access	Internal Subdivision Road Allowance for Residential/ Commercial use	Farmland Access
Culvert	Min. 500 mm diameter	Min. 500 mm diameter	Min. 400 mm diameter	Min. 400 mm diameter	Min. 400 mm diameter

All Road standards except Alternative Farm Access require an engineered design and construction inspection/certification following construction of the road.

Topsoil and other substandard soils are not to be used within the road construction prism.

Council may make adjustments by resolution to the above standards in cases that might include unique types of topography, soil conditions or other differences of a structural nature.



POLICY TITLE**Undeveloped or Sub-Standard Road Allowance Construction Policy****Cost Sharing Agreements:****1. Acreage or Agricultural Development on Existing Road Allowances**

It is the responsibility of the applicant to obtain engineering when requested by the R.M. The R.M. will assist with coordination of engineering.

The RM will purchase the Right of Way required as determined by the RM.

All other road construction costs including permits, fencing, culverts, earthwork, and gravel will be borne by the applicant.

2. Farmland Access Development on Existing Road Allowances

All road construction costs including permits, fencing, culverts, earthwork, and gravel will be borne by the applicant.

After construction completion any maintenance requested by the applicant will be provided at a 50/50 cost share. Including but not limited to; grading, snowplowing, mulching and graveling.

3. Internal Subdivision Road Development (New Road Allowances)

It is the responsibility of the applicant to obtain engineering when requested by the R.M. The R.M. will assist with coordination of engineering.

The RM will purchase the Right of Way as determined by the RM.

All other road construction costs including permits, fencing, culverts, earthwork, and gravel will be borne by the applicant.

4. Commercial/Industrial Development

It is the responsibility of the applicant to obtain engineering when requested by the R.M. The R.M. will assist with coordination of engineering.

The RM will purchase the Right of Way as determined by the RM.

All other road construction costs including permits, fencing, culverts, earthwork, and gravel will be borne by the applicant.

Temporary access may be granted for drilling and developing a well site.

If Council/Municipal staff decide after careful consideration that safety or other factors are being compromised, the RM may construct the road to the above standards at the applicants' expense.



POLICY TITLEUndeveloped or Sub-Standard Road Allowance Construction Policy**5.0 DEFINITIONS RESPONSIBILITY/INTERPRETATION/REPEALING:**

This policy shall be administered and interpreted by the Administrator; however, this policy cannot be amended without Council approval.

This policy replaces all previous policies and resolutions that have been passed by the Council of the Rural Municipality of Frenchman Butte No. 501 with respect to the application of any and all parts of this policy and the terms and conditions contained herein.

This policy shall come into force and take effect on April 12, 2023 and shall continue in full force and effect until repealed or replaced by subsequent resolution of Council.

