

The criteria used to confirm the role and function of the existing County roads are based on criteria utilized in the 2009 TMP prepared by AECOM¹.

Table A1 summarized the weighting applied to each of the eleven criteria.

TABLE A1: ROAD RATIONALIZATION CRITERIA WEIGHTS

Criteria	Weighting
1. Urban Centre Connector	3
2. King's Highway/Upper Tier Connector	3
3. Heavy Industry Service	2
4. Barrier Service	1
5. Resort Criterion	1
6. Urban Arterial Extension	3
7. Traffic Speed	1
8. Road Surface	0.5
9. Traffic Volume	0.5
10. Road Right-of-Way	1

Criterion 1 Urban Centre Connector

Connect Urban Centres to each other or to an Urban Centre to a Kings Highway unless such a service is now provided by a Kings Highway. The connection of the roadway to urban centres does not have to only include direct connections to urban centres within the County. An urban centre connections can also be defined as a roadway that forms part of a through connection with higher order, more populated urban centres that are external to the County.

Criterion 1 (Urban Centre Connector) is considered the most important criteria, as upper tier roads should serve as inter-municipal corridors to connect the small urban centres within the County.

This criterion is intended to identify roads which provide service to and from centres having commercial and possibly industrial development. The County of Oxford Official Plan map entitled Settlement Strategy was utilized to complete this criterion assignment.

Urban centres are areas of concentrated development, not “ribbon” development.

The criterion is not intended to be applied to residential subdivisions which are developing in rural areas. When the residential development grows to a sufficient size, upper tier road service may be considered through the application of all of the criteria.

Weighting Applied = 3

¹ Oxford County Transportation Master Plan, Chapter 2.4. Prepared by AECOM. 19 May 2009.

Criterion 2 King's Highway/Upper Tier Connector

Connect major commercial and industrial areas, universities, hospitals, international border crossings and provincial boundaries, etc. to a King's Highway or Upper Tier road.

The road section can also provide service on those roads which are extensions of roads designated as County (upper tier) roads in neighbouring counties and thence to a County road or a Provincial Highway.

The intent of this criterion is to extend the Kings Highway or upper tier road to connect to the facilities mentioned and not to provide for lateral connections between highways/upper tier roads. Where a municipal road appears as a connector and parallels an existing County or provincial upper tier connector, these roads did not receive points.

Major institutional/commercial/industrial complexes are areas generating more than 1000 vehicle trips per day. The County of Oxford Official Plan map entitled Settlement Strategy was utilized to complete this criterion assignment.

Weighting Applied = 3

Criterion 3 Heavy Industry Service

Provide service within 4 kilometres of consistent major attractors or generators of heavy vehicles.

It is not intended that it be an upper tier responsibility to provide service to the entrance of every attractor or generator of heavy commercial vehicles in an area. Rather, it is intended that upper tier service be provided close to the industry and that the distribution within the area of the industry be a lower tier responsibility.

"Consistent major attractor or generator", in the case of gravel pits and quarries, is defined as approximately 9 months or more of operation per year.

Landfill sites serving the upper tier municipality may also be considered attractors of heavy vehicles and may be serviced by upper tier roads. The County of Oxford Official Plan maps entitled Aggregate Licences and Mineral and Petroleum Resources were utilized to complete this criterion assessment.

Weighting Applied = 2

Criterion 4 Barrier Service

Provide service parallel to and across major barriers to free traffic movement such as freeways, railways, watercourses or congested areas. Service is provided "parallel to" only if there is no other upper tier or provincial road providing that service within a 4 kilometre distance and only along roadways which are used to reach barrier crossings.

The intent of this criterion is to alleviate traffic on local roads by providing service parallel to or across barriers to traffic movement where upper tier service is justified. The barrier must be an obstacle to traffic wishing to cross it and must be feasible to cross (i.e. freeways by interchanges and rivers by bridges).

The County of Oxford Official Plan maps entitled Environmental Features, Environmental Constraints and the Transportation Network Plan were utilized to aid with the completion of this criterion assessment.

Weighting Applied = 1

Criterion 5 Resort Criterion

Provide service within 4 kilometre of a major resort and/or recreational areas. A major resort/recreational area is an area generating a minimum of 700 vehicle trips per day during normal season operation.

The intent of this criterion is to provide upper tier service close to resort/recreational areas or to a lower tier road system that distributes the traffic.

Criterion 6 Urban Arterial Extension

Provide service on those roads which are extensions of urban arterial streets, from the urban limits to the first intersection where the AADT is below 700 vehicles per day, then connect to an upper tier road or a Kings Highway by the shortest route.

The intent of this criterion is to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or a Kings Highway. Traffic counts should be taken on both sides of the intersection with the upper tier, and the extension continued through the intersection only if both AADT's equal or exceed 700 vehicles per day.

Weighting Applied = 3

Criterion 7 Traffic Speed

Provide service on roads where the speed limit is generally 80 km/hr.

This criterion is intended to identify those roads which have a speed limit of 80 km/h over the majority of their length. This is deemed to be a desirable speed limit allowing roads which predominantly serve as inter-municipal links in a road network to do so efficiently.

Weighting Applied = 1

Criterion 8 Road Surface

Provide service on roads with an asphalt or hard surface.

This criterion is intended to identify those roads with asphalt or hard surface and generally good vertical and horizontal geomatics. These roads were deemed to be more appropriate to serve as upper tier roads, as these conditions would be more able to accommodate greater traffic volumes, heavier vehicles and higher speeds as anticipated on upper tier roads.

Weighting Applied = 0.5

Criterion 9 Traffic Volume

Provide service on roads with current traffic volumes greater than 1500 vehicles per day. This criterion was intended to identify roads with current traffic volumes greater than 1500 vehicles per day.

Weighting Applied = 0.5

Criterion 10 Road Right-of-Way

Provide service on roads with at least a 20 metre (66 ft) wide right of way.

The intent of this criterion is to identify roads with a right of way width of 20 metres (66 ft). It is appropriate to be considered for an upper tier road designation that the road have at least a standard right of way.

Weighting Applied = 1

Provide service on roadways with at least a 20-metre (66 foot) right-of-way. The intent of this criterion is to identify roadways with a right-of-way equal to 20 metres (66 feet).