

Clearwater County

APPROACH CONSTRUCTION GUIDELINES

EFFECTIVE DATE: October 15, 2009

Revised: March 26, 2013, September 10, 2013

SECTION: Public Works

POLICY STATEMENT:

The County is responsible to provide reasonable approach from any developed County roadway to each existing adjacent property. With the approval from the County, property owners are responsible for the development of additional approaches beyond those provided for by this policy. The purpose of this policy is therefore to provide direction regarding the responsibility for the construction of approaches from adjacent County roadways and specifications for same.

DEFINITIONS

- Approach – Any entrance located within a municipal road allowance or right-of-way that provides ingress and/or egress to a field, resident(s), commercial use, or industrial use.
- Intersection – Any junction where two government road allowances or right-of-ways connect.
- Grandfathered – Any approach constructed prior to July 1, 2007, will be accepted by the County in its present condition and location; with the exception of new bare land subdivisions.

GENERAL

General Provisions:

1. The Public Works Department has the responsibility to administer this policy.
2. All approaches constructed prior to July 1, 2007 shall be grandfathered; therefore the following policy pertains to only the approaches constructed from July 1, 2007 to the present; unless otherwise specifically stated (i.e. – bare land subdivision).
3. If a development wishes to utilize an existing approach, which would alter or intensify its use, the approach must meet all applicable Municipal Standards.
4. If an industrial lease is proposed in the corner of a property adjacent to an intersection, the approach shall be setback from an intersection a minimum of 100m provided it meets all other Municipal Standards.

Procedure Provisions:

1. Where a parcel of land has no approach, the County will supply one approach only, to each existing parcel of land from an adjacent developed roadway. The location of the approach will be determined through consultation with the landowner and all reasonable attempts will be made to place it in a convenient and safe location for the benefit of the landowner and the travelling public. To provide additional clarification, an existing approach will include any approach currently providing access to an existing parcel of land that was constructed by the Road Authority, Industry or landowner.
2. In the event a parcel is severed by a developed County roadway, or a major drainage course, and providing the severed parcel has no approach and is adjacent to a developed County roadway; the County will furnish one additional approach for each severed parcel of land. The landowner shall provide reasonable need or justification for the approach, and it will only be installed if it can be done at a safe location and at reasonable cost.
3. During municipal road construction/rehabilitation conducted by the County, a landowner may request an approach to be widened to accommodate large pieces of equipment. The widening of said approach will not be free of charge (if widening extends beyond a total surface width of 7.3m or 24 feet) to the landowner but can be done in exchange for borrow material or a negotiated exchange approved by the Director of Public Works. If the landowner wishes he could also pay the County an approved amount to widen the approach.
4. During the annual construction program all approaches located adjacent to a rehabilitation project will be evaluated as to how the approach meets both municipal construction standards and municipal safety standards. Any field approaches that are deemed to be located in an unsafe location will be removed or re-located by the construction crew after consultation with the effected landowner. Approaches that are not grandfathered and are found to be constructed to a lower standard than the municipal standard or are deemed to be a safety hazard will be upgraded, relocated or removed at the cost of the municipality. All residential approaches are considered to be grandfathered.

STANDARDS

Construction Guideline Provisions

1. Standard approaches will be constructed with a minimum 7.3m (24 feet) finished driving surface. Further approach specifications are outlined on Schedule "A" attached to this policy. Approach specifications may be varied, at the discretion of the County, based on local circumstances and limitations.
2. The following unobstructed sight distance requirements must be obtained for any approach approved under this policy and to be constructed on municipal road allowance:
 - a) 150 m for a roadway with less than 1,000 vehicles per day.
 - b) 200 m for a roadway with a 1,000 vehicles per day or greater
3. The County will determine if a culvert is required and the appropriate size. The size of the culvert must accommodate normal drainage requirements.
4. Approaches will be constructed in a manner that will not restrict or alter drainage patterns, unless specifically approved by the County. Prior to restricting or altering drainage patterns, the County will consult with Alberta Environmental Protection.

5. The County will, at the request of the landowner, upgrade substandard approaches, when an existing parcel, or severed parcel, is not currently serviced by one standard approach. This will only be done where costs are reasonable, and as budget limitations permit.
6. Should the landowner require an approach with the finished driving surface exceeding 7.3m (24 feet), the additional cost shall be borne by the landowner.
7. Upon receipt of a request to construct an approach, the County reserves the discretion to either approve or not approve the approach and to determine the varying approach specifications based on physical characteristics.
8. Access roads or approaches entering a county road shall be setback from an intersection a minimum of 150m, unless they fall under the grandfather clause or are specifically identifies elsewhere in this policy.
9. During the municipality's annual rehabilitation program all approaches adjacent to the roadway under construction will be evaluated, upgraded, re-located, or removed (unless it is grandfathered or specifically identified exempted) in accordance with this policy.
10. A minimum spacing of 50 meters is required between individual approaches.
11. A railway crossing does not constitute as an intersection, therefore the required setback for rail crossings will be a minimum of 35 meters or as determined by the rail authority.
12. No more than four (4) approaches per half (1/2) mile or eight (8) per quarter section are permitted, unless more existed prior to July 1, 2007.
13. In the event a landowner wishes to appeal a decision of the Public Works Department regarding the construction beyond that permitted in this policy, that landowner will have to submit in writing an outline for his/her rational behind the appeal and will be invited to attend a meeting of Council to discuss his/her concerns or needs.

SUBDIVISION

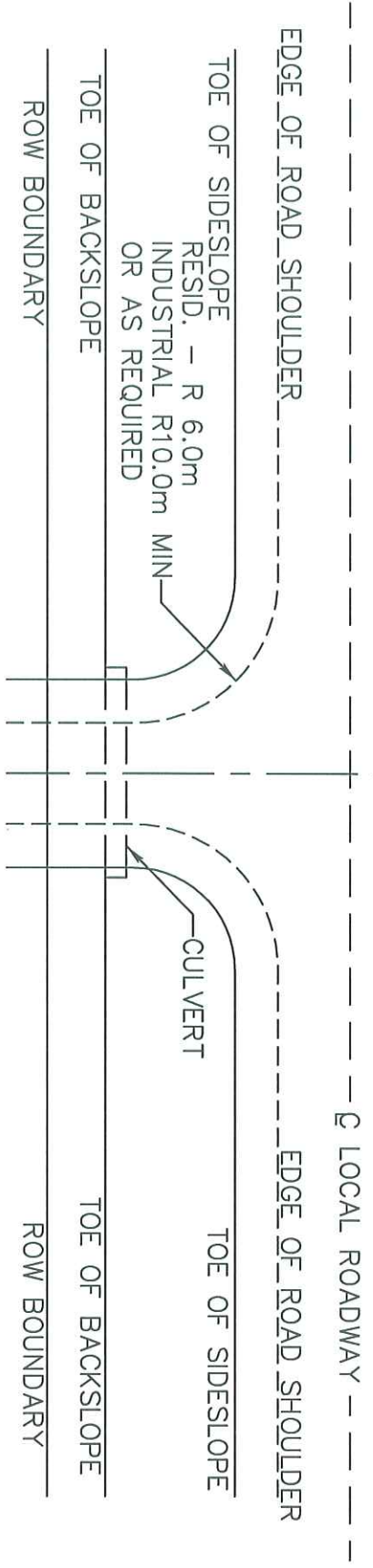
Subdivision Provisions:

1. The County will not supply approaches to parcels of land to accommodate the subdivision of land.
2. During the subdivision approval process, the subdivision approving authority shall ensure that each new parcel created and each remaining parcel has a developed approach, constructed in accordance with this policy.
3. The Public Works Department will inspect existing approaches to any proposed bare land subdivision (i.e. new parcel) and the remaining parcel(s) to ensure one approach to municipal standard exists on each parcel(s).
4. The developer is required to supply; at their cost, one approach to the subdivision and one approach to the remaining parcel that meet municipal standards. If by the creation of the

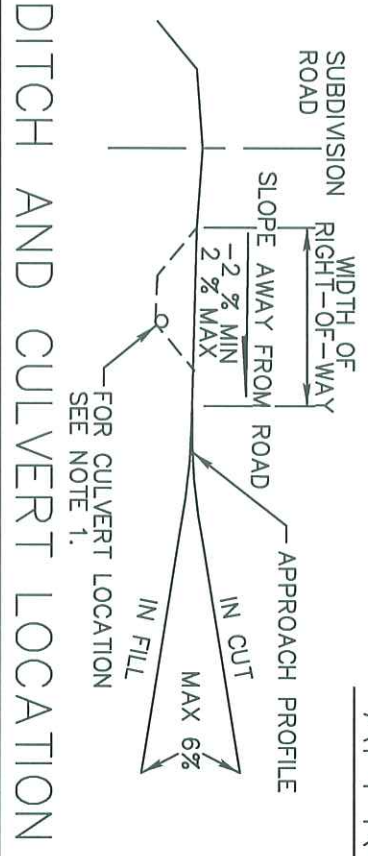
subdivision the number of approaches exceed the permitted amount, the developer will be required to remove the number of approaches on a one to one basis; for example: if the landowner has 6 approaches within the half mile and requires an additional approach to facilitate a new subdivision, one other approach of the landowner's choice must be removed.

5. The subdivision approving authority will identify all approaches that are deemed unsafe and to be removed as a condition of subdivision. Any existing approach accessing an established residence shall not be required to be removed or re-located, unless consent from the landowner is obtained. The cost of removal will generally be the developers.
6. Generally, more than one approach to a subdivided residential parcel will not be considered unless a significant need can be demonstrated by the developer. If two existing approaches are accessing a proposed residential parcel and do not present a safety concern, consideration will be given to allow both approaches to remain. If both approaches are to remain the developer will be required to upgrade both approaches to municipal standard.
7. During the development approval process, the Development Officer, shall ensure, as a condition of development, that the developer provides (at his cost), an approach to suit the approach needs of the development. The Development Officer shall consult with the Public Works Department regarding appropriate standards.

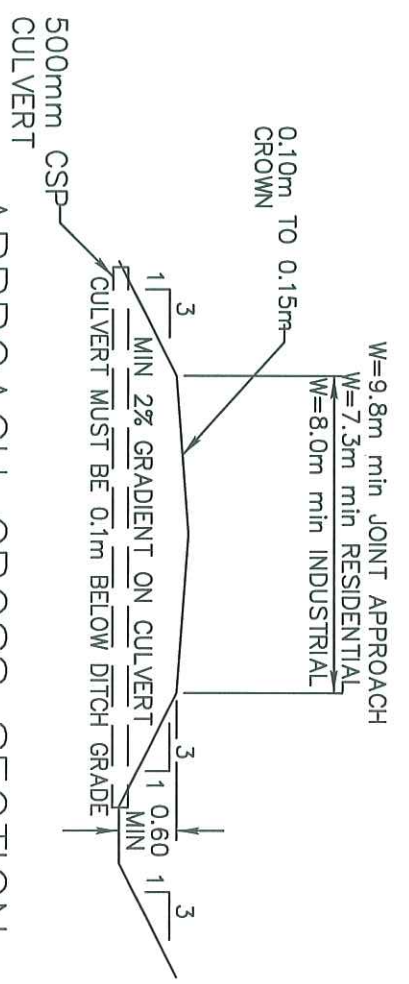
150m FOR A ROADWAY WITH LESS THAN 1,000 VEHICLES PER DAY
 200m FOR A ROADWAY WITH 1,000 VEHICLES PER DAY OR GREATER



APPROACH PLAN



DITCH AND CULVERT LOCATION



APPROACH CROSS SECTION

CLEARWATER COUNTY

TYPICAL RESIDENTIAL & INDUSTRIAL APPROACHES

- NOTES:
- 1.) WHEN CULVERTS ARE REQUIRED THEY MUST BE NEW C.S.P. CULVERTS AND THE FOLLOWING MINIMUM DIAMETERS.
 RESIDENTIAL – 0.500m
 INDUSTRIAL – 0.500m
 – CULVERT LENGTH WILL VARY WITH DEPTH OF FILL.
 – CULVERT TO BE PLACED AT TOE OF BACKSLOPE.
 - 2.) ALL DIMENSIONS SHOWN ARE IN METERS
 - 3.) MINIMUM APPROACH LENGTH IS FROM EDGE OF ROAD SHOULDER TO ROW BOUNDARY.
 - 4.) GRAVEL MUST BE APPLIED AT A RATE OF 300 TONNES PER KILOMETER (12 TONNES PER SINGLE APPROACH)

Date:	00-10-27	Scale:	N.T.S.	Drawn By:	CL	Page	1 OF 1
Checked By:		Approved:		Drawing No.			