

<b>POLICY NO:</b>	PD 002
<b>POLICY TITLE:</b>	ACCESS MANAGEMENT (APPROACHES) PLANNING & DEVELOPMENT
<b>DEPARTMENT:</b>	
<b>APPROVAL DATE:</b>	20-08-97 (August 1997)
<b>REVISION DATE:</b>	24-09-99; 15-12-01 (December 2001) ; 92-09-15 (September 2015)
<b>REVIEW DATE:</b>	

**Policy Statement:**

The County of Vermilion River regularly receives requests for approaches accessing roadways under its jurisdiction from landowners, developers and industry. In recognizing the importance of maintaining a safe and effective road system within its boundaries, the County has established standards for such approaches. This policy provides the County procedure relating to the application and placement of approaches accessing County roadways in a location to a standard considered safe and practical for that use, as well as the process for removal.

Access management and land use management are inextricably bound. The goals of proper access management for any roadway design classification or projected classification cannot be achieved without paralleling rural land use goals which support and protect the function of classified road network throughout the County of Vermilion River. Therefore, all accesses are to be considered temporary. No compensation shall be payable to the applicant or his assigns or successors when the County removes or relocates the temporary access or if road access is removed and access provided by means of a service road.

**Definitions:**

“Approach”, “Access”, or “Access Approach” means any material or structure located within the road right-of-way used for the purpose of entering or exiting any road under the County’s jurisdiction

“Council” means the Council of the County of Vermilion River

“County” means County of Vermilion River

“Industry” means Company(s) or Corporation(s) requiring access from a Municipal Road to their designated lease or right-of-way for the purpose of extracting or transportation of a Natural Resource.

“Parcel of land” as defined by the current Land Use Bylaw of the County of Vermilion River

“Road” or “Roadway” means any public road under the County’s jurisdiction

**Policy:**

1. The construction of an approach located within a road right-of-way requires the prior approval of the County of Vermilion River. An approval for the construction of an approach will only be granted where the requested location is considered practical and safe by the County.
2. Existing approaches may be grandfathered unless they do not meet the requirements held to County Standards and/or are deemed unsafe by the County.
3. The maximum allowable number of approaches per Agricultural is one (1) per half mile and one (1) to a building site; however;
  - a. An approach shall not create a negative impact to the maintenance of the public roadway or roadway drainage; or
  - b. The approach is not considered to be an acceptably demonstrated operational need to reasonably facilitate use and enjoyment of the lands accessed.
  - c. With the exception of subdivision approvals, more than one approach shall be considered for parcels of land at the discretion of the County as follows;
    - i. The applicant shall justify the need for the approaches through a layout plan that shows for example; the location of the building, parking lot, loading and storage areas, and sightlines for the access points; or
    - ii. Special circumstances such as natural geographical barriers exist, or where warranted by the scale and magnitude of the proposed development and/or land use; or
  - d. Where a water course passes from a developed roadway and fragments a parcel of land, thereby obstructing access from one area to another, the applicant may apply for a second approach.
4. The maximum allowable number of approaches per residential, commercial or industrial parcels of land is one (1) at the discretion of the County.
5. Industry wishing to access lands from County Road to their leased area (well site) or right-of-way, will be required to make every effort to use existing approaches and is required to make an application to the County for any approach to accommodate industry’s needs.
6. Construction, modification or relocation of approaches accessing County roads must comply with the standards provided in the current version of the County’s General Municipal Servicing Standards and this policy and requires application to the Planning and Development Department. The applicant shall submit a completed application form (as approved by the County) with the appropriate fee provided for in the current County Fee Bylaw prior to completing any work.

- a. An application for an approach to be located within 800 metres of a provincial highway shall be referred directly to Alberta Transportation for consideration and approval. Also, proposed locations within this area require written approval from the County prior to installation, except for locations within the highway road allowance, which only requires approval from Alberta Transportation.
  - b. All other approaches accessing lands or parcel of land not identified in part 3,4 & 5 of this policy shall comply with the current version of the County's General Municipal Servicing Standards.
  - c. Any damage to municipal property, including utilities, shall be repaired at the sole expense of the applicant, including the reclamation of any disturbed areas or damages that resulted from siltation.
7. Minimum sight distance from where the approach ties onto a Municipal road shall be in accordance with Table 1, or as stipulated in the General Municipal Servicing Standards;
  - a. No approach shall be located less than 150 m (492 ft.) from a bridge, unless approved by the Director of Planning & Development or Director of Public Works.
  - b. No approach shall be located less than 150 m (492 ft.) from an at-grade railway crossing, unless approved by the Director of Planning & Development or Director of Public Works.
8. Intersections on curves are undesirable and shall be avoided whenever possible. If the approach cannot be located outside the curve, the Director of Planning & Development or Director of Public Works may approve a location that is considered safe. Furthermore, the location of the approach is required to comply with the County's minimum safety standards for sightlines (Table 1).
9. Upon approval of the location and plan for construction of an approach, the County shall provide the applicant with written approval. The responsibility for the construction of the approved approach and all costs associated with such, are the applicants in their entirety.
10. Upon completion of the construction of an approach approved by the County, the applicant shall submit a completed request for inspection sheet (as approved by the Director of Planning & Development) to the County. This inspection shall be completed by the Public Works Department to ensure the approach meets the County standards and complies with the approval given.
11. The construction, modification or relocation of an approach(s) that, for whatever reason, have been constructed without County approval, the landowner will be notified of the required remedial measures which, at the discretion of the County, may include immediate correction and/or removal at the sole cost(s) of the landowner.

## TABLE 1

### MINIMUM SIGHT DISTANCE ROAD APPROACHES AND INTERSECTIONS

POSTED SPEED ON MAIN ROAD (km/hr)	MINIMU SIGHT DISTANCE REQUIREMENT FROM INTERSECTING ROAD/APPROACH (meters)
40	120
50	150
60	175
80	300
100	300

DISTANCE SHALL BE MEASURE USING AN OBJECT HEIGHT OF 1.3m ON THE MAIN ROAD IN ALL CASES. THE EYE HEIGHT TO BE USED AT THE INTERSECTION IS 1.05m FOR PASSENGER VEHICLES AND 1.08m FOR SINGLE TRUCKS & BUSES.

TO DETERMINE SIGHT DISTANCE REQUIREMENTS FOR AN APPROACH/INTERSECTION ALL TYPES OF VHEICLES THAT ARE EXPECTED TO USE THE INTERSECTION ON A REGULAR BASIS MUST BE CONSIDERED. THE ABOVE TABLE SHOWS MINMUM SIGHT DISTANCES. A VARIANCE MAY BE APPLIED FOR AND SHALL BE AT THE DISCRETION OF THE COUNTY FOR APPROVAL.