



Policy Title: Road Approach

Policy Area: Transportation Services	Effective Date: April 26 2023
Policy Section: Approaches	Updated: June 10, 2026
Supersedes Policy: 086/26, 330/25, 220/23, Bylaw 30-2017, 330/25, 086/26	Approved on: June 10, 2026 Resolution: 419/26 Next Review Date: 3 years from the date of the most recent update.

Policy Statement:

The Rural Municipality of Britannia No. 502 must ensure the safety of municipal roads and the protection of municipal drainage systems by regulating access approaches from private property to municipal roads (“private approach”) within the Municipality, including the Lloydminster Planning District.

Purpose:

- 1) To list specific guidelines when an applicant requests to construct road approaches.

Definitions:

All Weather Road means a road operated and administered by the Municipality, which can be used for public access at all times, subject to required maintenance and municipal works, and does not include trails, pathways, sub-standard roads or undeveloped road allowances.

Applicant means a developer or person applying for an approach approval permit under this policy.

Approach means an improved surface that serves as a private crossing of a municipal right-of-way including any material on the structure located in the right-of-way for the purpose of entering and exiting of any road within the municipal jurisdiction.

Agricultural Operation means an agricultural operation:

- (i) that is carried out on a farm, in the expectation of gain or reward, including:
 - a. cultivating land;
 - b. producing agricultural crops, including hay and forage;
 - c. producing horticultural crops, including vegetables, fruit, mushrooms, sod, trees, shrubs, flowers, greenhouse crops and specialty crops;
 - d. raising all classes of livestock, horses, poultry, fur-bearing animals, game birds and game animals, bees and fish;
 - e. carrying on an intensive livestock operation;
 - f. producing eggs, milk, honey and other animal products;
 - g. operating agricultural machinery and equipment, including irrigation pumps and noise-scare devices;
 - h. conducting any process necessary to prepare a farm product for distribution from the farm gate;
 - i. storing, handling and applying fertilizer, manure, organic wastes, soil amendments and pesticides, including both ground and aerial application;
 - j. any other prescribed agricultural activity or process; or
- (ii) that is prescribed as an agricultural operation for the purposes of this Act.

Agricultural Equipment means equipment that is used for the purpose of agricultural operations (ie. tractors, combines, tilling equipment, seeders, sprayers, manure spreaders, or similar equipment)

Agricultural Use Approach means an approach that is used to access an agricultural operation as defined in the Zoning Bylaw.



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Beveled End means when the culvert end is formed with a certain degree of an angle as per appendix “F” of this policy.

Commercial Use Approach means an approach that is used for the purpose of accessing a commercial development as defined in the Zoning Bylaw.

Conforming Approach means an approach that is compliant with the municipal standards as defined in this policy.

Culvert means a sub-surface pipe of CSA municipal approved corrugated steel, or any other such material with a beveled end approved by the Operations Director or designate, which acts as a conduit for water.

Development Services Officer means an individual appointed to oversee the Planning and Development Department.

Ditch means for the purpose of this policy a wholly or partly open or covered ditch or drain, whether or not in the channel of a natural stream, creek or watercourse, that is constructed or improved at the expense of the municipality, and includes all works and materials necessary for any bridge, culvert, catch basin or guards in or adjacent to the ditch or drain.

Hard Surface Road means a road operated and administered by the Municipality, which includes a hard surface layer such as asphalt, concrete, chipseal or similar materials, but which does not include roads surfaced with gravel.

Hamlet Residential Use Approach means an approach that will be used for residential development within the *H1-Hamlet District* and *H2 – High Density Hamlet District* in the zoning bylaw as defined in the zoning bylaw.

Industrial Use Approach means an approach that is used for the purpose of accessing an industrial development as defined in the Zoning Bylaw.

Intersection means the area within the projection or connection of the lateral boundary lines of two or more roads that meet one another at an angle whether or not one road crosses the other.

Land-owner means the owner of the property to which the approach would or does grant access.

Non-Conforming Approach means an approach constructed on or after the date on which this policy comes into force that does not comply with the conditions and/ or standards contained within this policy.

Operations Director means an individual appointed to oversee all functions within the Operations Department.

Provincial Highway means a public highway or a proposed public highway that:

- (i) is the subject of a plan prepared by the ministry; or
- (ii) is prescribed as a provincial highway;

and includes a weighing and inspection facility. Provincial Highways are maintained by the Government of Saskatchewan.

Public highway means a road allowance or a road, street or lane vested in the Crown in right of Saskatchewan or set aside for the purposes of the Crown in right of Saskatchewan pursuant to The North-West Territories Act or any Act, and includes anything erected on or in connection with the public highway. Public Highways are maintained by the municipality.

Residential Use Approach means an approach that is used to access residential developed parcel located within the *AR - Agricultural Resource District* as defined within the Zoning Bylaw.

Municipality means Rural Municipality of Britannia No. 502.

Multi-Lot Subdivision Use Approach means any approach that is used to access residential development that is located within the *CR1 - Medium Country Residential District*, *CR2 - High-Density Country District* or *RR - Resort Residential District* as defined with the Zoning Bylaw.

Road Allowance means a road allowance laid out pursuant to the authority of an Act or an Act of the Parliament of Canada.

Road Right-Of-Way means the portion of the road allowance from the edge of the road surface to the property line of the adjacent property, including shoulder and ditch.



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Shoulders means that part of a highway that is immediately adjacent to the road and having a surface of asphalt, concrete, or gravel, for the use of vehicles.

Sightline means an unobstructed visual line from one point to another. For the purposes of sightline or line of sight distances, this is considered to be from the location of the driver's head of a normal vehicle (car, half-ton truck etc.) to the top of the roof of a normal vehicle.

Side Slope means the area outside of the ditch or road shoulder that is graded to a uniform slope in order to stabilize the soil between the ditch or shoulder.

Zoning Bylaw means the Rural Municipality of Britannia No. 502 Zoning Bylaw.

Responsibilities:

- 1) The Development Services Officer and Operations Director are responsible for administering, maintaining, and updating this policy.
- 2) Council is responsible for approving this policy.

Policy:

- 1) No person shall utilize an existing approach to access new development, construct a new approach, widen or upgrade an existing approach, or reclaim an approach without first obtaining an approved permit.
 - a. All approaches adjacent to a public highway or road allowance require the approval of the municipality.
 - b. All approaches adjacent to a provincial highway require approval from the Ministry of Highways and Infrastructure.

The municipality reserves the right to remove any approaches which have not been approved.
- 2) An Approach Permit cannot be issued in contravention of any of the provisions of this policy.
- 3) The Development Services Officer, in consultation with the Operations Director, shall review all approach applications and, based on location, drainage, traffic flow, sight lines, road standards, and safety considerations, may approve or refuse an application for an approach.
 - a. As part of the pre-construction inspection, the municipality will take photographs of the proposed location and/or existing approach.
 - b. As part of the post-construction inspection, the municipality will take photographs of the completed approach.

(1) Application for Approach Approval:

- (a) The applicant shall pay an application fee of \$100.00 plus applicable taxes.
- (b) The applicant shall pay the following deposit prior to the issuance of the approach permit:
 - (I.) Agricultural and Residential Use Approach: \$500.00;
 - (II.) Commercial and Industrial Use Approach: \$1000.00.
- (c) Where it is determined under section 1)(5) that hidden approach signage is required, the applicant will pay a fee of \$350.00 plus applicable taxes per required sign.
- (d) The deposit will be approved for refund at the time the approach construction, upgrade, or removal is deemed complete and compliant by the Operations Director.
 - I. Payment will be processed at the following council meeting.
- (e) The applicant shall have the location of the approach staked prior to the municipality completing a site visit.
- (f) Should an applicant provide all information required within the approach application attached as Schedule "A", in a clear format (such as letters or plans), the municipality may not require the applicant to also complete the application form unless deemed necessary.
- (g) The applicant will be responsible for providing the municipality with a surveyed plan showing the location of the proposed approach if the approach is located within 30 metres of a side yard property line, and if the municipality deems it necessary.



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- (h) The applicant is responsible for ensuring that all portions of any proposed or constructed approach are contained within their property and/or the municipal road right-of-way adjacent to their property.
- (i) All work and costs associated with the construction or reclamation of the approach will be the responsibility of the applicant or contractor, as approved by the municipality prior to the commencement of the construction.
 - I. The applicant shall choose how the approach will be constructed:
 - i) All work and cost associated with construction of the approach is to be performed by the applicant, as approved by the Development Services Officer, or;
 - ii) The applicant requests to receive an estimate of the cost to construct the approach to be paid by the applicant, and construction to be performed by the municipality.
 - a. The Operations Director shall approve the municipality completing the work prior to a permit issued.
 - b. Council shall approve the estimate for the construction of the approach prior to a permit being issued.
- (j) An applicant choosing to have the construction of their approach performed by the municipality pursuant to section 1)(1)(i)(I)(ii) will be charged fairly for the work done. Costs may vary from the estimate provided due to the following:
 - I. The presence of underground facilities – this may increase costs due to required locates, relocation costs or additional construction/mitigation requirements.
 - II. Additional construction costs to align approach to existing infrastructure (RM approaches will be constructed to RM standards up to the right-of-way/property line boundary, which may not align with existing driveways or development in height, width, etc.).
 - III. Other difficulties unforeseen or not present at the time of the estimate.
- (k) The approach approval permit is valid for 12 months from the date of approval.
 - I. One 6 month extension will be granted, if written notice is given prior to the expiry of the approach approval permit.
 - II. If the permit expires and no work has been completed, the municipality will refund the deposit less a \$100.00 administration fee.
 - III. If the approach approval permit is canceled prior to the expiry of the approach permit, the applicant will receive 100% refund of the deposit.

(2) General Regulations

- (a) All approaches shall be built at a 90-degree angle to the municipal road allowance.
- (b) Only one approach is permitted per titled parcel of land.
 - i) Two approaches may be permitted for agricultural, commercial, industrial or oilfield purposes only, where suitable locations exist.
 - a. As deemed appropriate by council, additional approaches may be permitted for agricultural or oilfield purposes upon review of the Operations Director.
- (c) All parcels of land requiring access to an all-weather registered road shall be required to have individual access from the parcel to a municipal roadway provided by an approach meeting the standards of this policy and which is approved by the municipality.
- (d) Notwithstanding section (2)(c), where two existing, developed parcels of land are accessed by an existing approach; and where significant topographic or safety constraints exist that restrict individual approach locations, the Operations Director, at their discretion, may allow the existing approach to continue to be used, subject to:
 - i) The owners of the two parcels signing a mutual easement agreement over the shared driveway;
 - ii) The mutual easement agreement described in section (2)(d)i) being registered to the title of both parcels; and
 - iii) This allowance not restricting the municipality from removing, upgrading or otherwise modifying or requiring the moving, upgrading or otherwise modifying of this approach.



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- (e) No approach shall be constructed in such a manner that restricts the sight lines or in any way adversely affect traffic safety.
- (f) All costs that have been deemed necessary by the municipality (for example, engineering, surveying costs, etc.) shall be the responsibility of the applicant.
- (g) All costs to maintain and utilize the approach are to be borne by the proponent, as well as the costs to provide gravel crushed to a size no larger than 1.5 inches and to provide a culvert if deemed necessary by the municipality.
 - i) Any damage made to an approach by a 3rd party will be repaired and paid for by the municipality as deemed appropriate by the Operations Director.
 - ii) If an approach is adjacent to a hard surfaced road, maintenance of existing approaches includes maintaining adequate gravel elevations to match hard surfaced road elevations across the entire approach width.
- (h) Material from within the municipal road allowance shall not be used for the construction of the approach.
- (i) The approach shall be constructed with no resulting damage to the road shoulder, road surface side slopes, and/or ditches.
- (j) All approaches shall be located adjacent to an all-weather road.
- (k) The applicant shall be responsible for locating all utilities and pipelines within the right-of-way and ensuring that construction does not result in any damage or interference.
- (l) The storage of vehicles and development, such as bus shelters are prohibited on approaches.
- (m) All Texas Gates shall be located on private property.
- (n) The applicant is responsible for ensuring that any engineered drainage design is not compromised by the development or removal of the approach or driveway which may include the following:
 - (i) Drainage enhancements, such as a swale, culvert, or grate, are required as part of the driveway or approach at any location in the municipality;
 - (ii) The Development Services Officer shall indicate on the approach permit any required drainage enhancements and if they need to be installed at a specific elevation.
- (o) The removal and reclamation of an approach may not negatively impact the adjacent roadway or drainage patterns. Reclamation shall include:
 - i) Grading the adjacent RM roadway slope to align with the existing roadway, or as otherwise directed by the Operations Director;
 - ii) Grading of the ditch to align with the existing ditch and drainage patterns, or as otherwise directed by the Operations Director;
 - iii) Remediation of all lands between the road surface and the right-of-way boundary through placement of black dirt and seeding for grass, unless otherwise approved by the Operations Director;
 - iv) Removal of all debris, structures, and materials from the site prior to requesting an RM inspection.
 - 1. Should any debris, structures or materials remain at time of inspection, the applicant will have 30 days to remove them.
 - 2. Should the debris, structures or materials remain after 30 days, the RM may remove them, dispose of them as the RM deems fit and charge the applicant for the costs of removal.
- (p) At no time during the construction of the approach shall the adjacent road be closed to traffic. If temporary traffic control is required for safe construction, the applicant must contact the municipality to arrange for adequate public notice and ensure proper signage.
 - i) The applicant must provide a traffic safety plan completed by certified persons to the municipality at the cost of the applicant.
- (q) When the municipality becomes aware of a non-conforming approach, written notice shall be provided to the landowner of the approach specifying the remedial work that must be completed and the timeframe for completion.
 - (i) If the owner has not completed the remedial work to the satisfaction of the municipality or has not completed it within the specified time frame, council may



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require that the remedial work be completed by the municipality at the landowner's expense.

- (o) Any approach approval is deemed a temporary approval as overtime usage or circumstances surrounding the approval of the approach may change. Council may require upgrades to the approach corresponding with greater use or they may require the approach to be removed due to alternate access or because the approach is no longer required.
- (p) The applicant shall indemnify the Rural Municipality of Britannia No. 502, the elected officials, employees, and agents from all claims, liabilities, losses, damages, costs (including legal fees), and expenses from causes or actions arising out of any breach or failure to perform by the applicant, loss of property caused by negligence or willful misconduct on the part of the applicant or their employees, contractors, subcontractors, officers, and/or agents.

(3) Approach Design:

(a) Residential Approaches:

All approaches used to access a residence located within the *AG - Agricultural District* as per the Zoning Bylaw requires approval from the municipality or the Ministry of Highways and Infrastructure.

- (I.) All approaches shall be constructed to the *Approach Construction Specifications* as per *Schedule "B"* of this policy.
- (II.) All approaches shall be constructed to the *Sightline Requirements* as per *Schedule "E"* of this policy.
- (III.) All approaches must have a minimum top width of 4 metres and a maximum top width of 7.5 metres with a 3:1 - 5:1 side slope construction unless otherwise indicated on the Approach Permit.
- (IV.) All approaches shall be a minimum of 30 metres from the nearest existing approach on the same side of the road. A greater distance may be required at the discretion of the Operations Director.
- (V.) All approaches shall be a minimum of 30 metres from an intersection, bridge, railway, or crest of a hill. A greater distance may be required at the discretion of the Operations Director.
- (VI.) The installation of a culvert within the approach may be required following the site inspection completed by a municipal employee. All culverts shall be a minimum size of 500mm diameter to ensure proper drainage. A larger diameter culvert may be required at the discretion of the Operations Director.
- (VII.) Culverts shall be installed with beveled ends as per *Schedule "F"* of this policy, unless otherwise approved by the Operations Director.
- (VIII.) Culvert inlet and outlet aprons are to be constructed with rip-rap and/or end sections at the discretion of the Operation Director.
- (IX.) Culvert markers must be installed by the municipality at the top of both ends of the culvert.
- (X.) The ditch shall be free of excess material and rock upon completion of the approach.

(b) Agricultural, Commercial, Industrial and Oilfield Approaches:

All approaches used to access agricultural, commercial, industrial, or oilfield development located within the; *AG - Agricultural Resource District, H1 - Hamlet District, CRMU – Country Residential Mixed Use District, C1 –Commercial/Industrial District, C2 – Restricted Commercial District, M1 –Industrial District and CON – Conservation District* as per the Zoning Bylaw shall require approval from the municipality or the Ministry of Highways and Infrastructure prior to construction.

- (I.) All approaches shall be constructed to the *Approach Construction Specifications* as per *Schedule "C"* of this policy.
- (II.) All approaches shall be constructed to the *Sightline Requirements* as per *Schedule "E"* of this policy.



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- (III.) All approaches shall be located a minimum of 30 metres from the nearest existing approach on the same side of the road. A greater distance may be required at the discretion of the Operations Director.
- (IV.) All approaches must have a minimum top width of 8.5 metres with 3:1 - 5:1 side slopes, as per the approval of the Operations Director.
- (V.) A larger minimum top width may be required to accommodate large vehicles or a higher intensity of use.
- (VI.) All approaches be 30 metres from the nearest existing approach on the same side of the road. A greater distance may be required at the discretion of the Operations Director.
- (VII.) All approaches shall be a minimum of 75 metres from an intersection, bridge, or railway.
- (VIII.) The installation of a culvert within the approach may be required following the site inspection completed by a municipal employee. All culverts shall be a minimum size of 500mm in diameter to ensure proper drainage. A larger diameter culvert may be required at the discretion of the Operations Director.
- (IX.) Culverts shall be installed with a beveled end as per Schedule “F” of this policy, unless otherwise approved by the Operations Director.
- (X.) Culvert inlet and outlet aprons are to be constructed with rip-rap and/or end sections at the discretion of the Operation Director.
- (XI.) Culvert markers must be installed by the municipality at the top of both ends of the culvert.
- (XII.) The ditch shall be free of excess material and rock upon completion of the approach.
- (XIII.) Approaches proposed across a municipal grid road from an existing approach shall be aligned with the existing approach where possible.

(c) Hamlet and Multi-Lot Subdivision Residential Approaches:

All approaches used to access a residence located within the *H1 - Hamlet District*, *H2 - Hamlet Residential District*, *CRMU – Country Residential Mixed Use District*, *C1 – Medium Density Country Residential District*, and *C2 –High Density Country Residential District* shall require approval from the municipality or the Ministry of Highways and Infrastructure prior to construction.

- (I.) All approaches shall be constructed to the *Approach Construction Specifications* as per Schedule “D” of this policy.
- (II.) All approaches shall be constructed to the *Sightline Requirements* as per Schedule “E” of this policy.
- (III.) Landowners shall not alter the elevations of a previously constructed driveway in a way that obstructs or in any way affects the drainage in the area.
- (IV.) The installation of a culvert may be required at the discretion of the Operations Director. For approaches that have no ditch depth, no culvert will be required to be installed, at the approval of the Operations Director.
- (V.) Culverts shall be installed with beveled ends, unless otherwise approved by the Operations Director.
- (VI.) Culvert inlet and outlet aprons are to be constructed with rip-rap and/or end sections at the discretion of the Operations Director.
- (VII.) Culvert markers must be installed by the municipality at the top of both ends of the culvert.
- (VIII.) Landowners are expected to keep culverts, swales, and grates free and unobstructed at all times.
- (IX.) Urban residential approaches must have a minimum top width of 4.0 metres with a 3:1 - 5:1 side slope construction, unless otherwise indicated on the approach approval, as per the approval of the Operations Director.



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- (X.) Approaches accessing an urban development or internal residential subdivision road shall be located 1.5 metres from the side property boundary line.
- (XI.) The ditch shall be free of excess material and rock upon completion of the approach.

(4) Exceptions to Design Standards

- (a)** Where, in the opinion of the Operations Director, it may be suitable to exempt an approach from any standard included in this policy, they may do so at their own discretion, with statements regarding the following included in their site review.
 - (I.) Exemption to certain standard will not have a negative impact on the safety of the user of the approach or the adjoining road; and
 - (II.) Exemption to a certain standard is being made to accommodate a certain unique or non-standard feature of a road that does not affect the functionality of the road.



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(5) Exceptions to Schedule “E” – Sightline Requirements

- (a) The municipality may allow an approach to be constructed, upgraded, or continue to be used at a location not compliant with the sightlines in Schedule “E” where:
 - (I.) In the opinion of the Operations Director, there is no reasonable location to construct a new approach that meets the sightline requirements of Schedule “E”, or where, in the opinion of the Operations Director, an existing approach being utilized does not meet the sightline requirements of Schedule “E”; and
 - (II.) In the opinion of the Operations Director, a proposed or existing approach location with a reduced sightline, accompanied by one or more warning signs, will provide members of the public, using reasonable care, with sufficient information to prevent a collision.
- (b) Where an exception to Schedule “E” is approved as per section 1)(5)(a):
 - (I.) The applicant shall provides a \$350 fee per required sign prior to commencing construction or continuing the use of an existing approach with sightlines not compliant with Schedule “E”; and
 - (II.) The municipality shall install sign(s) as required containing a warning of a hidden approach.

Attached Schedules:

- (a) Schedule “A” – *Approach Application form and municipal inspection form.*
- (b) Schedule “B”- *Residential Approach Construction Specifications.*
- (c) Schedule “C” - *Agricultural, Commercial, Industrial, and Oilfield Approach Construction Specifications.*
- (d) Schedule “D” - *Hamlet and Multi-lot Subdivision Approach Construction Specifications.*
- (e) Schedule “E” - *Sightline Requirements.*
- (f) Schedule “F” - *Beveled Edge Cutting Chart.*



Policy Title: Road Approach

Schedule “A” of Policy TS-013
RURAL MUNICIPALITY OF BRITANNIA NO. 502
APPROACH APPLICATION

If you are planning on constructing an approach to access your property across a municipal road allowance, you will need to receive approach approval from the municipality prior to the construction of the approach. The proposed location will be inspected by the municipality to ensure proper drainage and safety. All proposed approaches must be staked prior to inspection.

FEES:

APPLICATION FEE	
Application Fee	\$100.00 (+ gst)
HIDDEN APPROACH SIGN FEE (WHERE REQUIRED)	
Sign Fee (per required sign)	\$350.00 (+ gst)
DEPOSIT FEE	
Agricultural and Residential Use Approaches	\$500.00
Commercial and Industrial Use Approaches	\$1000.00

Permit and Deposit Information:

- The deposit will be refunded to the applicant at the time the approach has been deemed completed by the Municipal Operations Director.
- If the permit expires and no work has been completed, the municipality will refund the deposit less a \$100.00 administration fee.
- If the approach approval permit is canceled prior to the expiry of the approach permit, the applicant will receive 100% refund of the deposit.
- The approach approval permit is valid for 12 months from the date of approval. One 6 month extension will be granted if written notice is given prior to the expiry of the approach approval permit.

A survey plan may be required at the expense of the applicant if the approach is located within 30 metres of a side yard property line.

The applicant is 100% responsible for the work and cost associated with the construction of the approach including the purchase of a culvert, as approved by the municipality prior to the commencement of construction.

- I. The applicant shall choose how the approach will be constructed:
- i) All work and cost associated with construction of the approach is to be performed by the applicant, as approved by the Development Services Officer, or;
 - ii) The applicant requests to receive an estimate of the cost to construct the approach to be paid by the applicant, and construction to be performed by the municipality.
- a. The Operations Director shall approve the municipality completing the work prior to a permit issued.
 - b. Council shall approved the estimate for the construction of the approach prior to a permit being issued.



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Schedule “A” of Policy TS-013 *continued*

CONSTRUCTION STANDARDS:

Approach Type	Residential	Agricultural Commercial, Industrial and Oilfield	Hamlet and Multi – Lot Subdivisions
Minimum Top Width	4 metres	8.5 metres	4.0 metres
Maximum Top Width	7.5 metres	N/A	N/A
Side Slope	3:1 - 5:1	3:1 - 5:1	3:1 - 5:1 (if required)
Distance from Nearest Approach	30 metres	30 metres	1.5 metres from the property side yard
Distance from Nearest Intersection, Bridge and Railway	30 metres	30 metres	30 metres
Minimum Culvert Size	500mm	500mm	500mm (if required)

The applicant is responsible for meeting the standards of policy TS-013

APPROACH SIGHTLINES:

Generally, sightlines for any proposed or existing approach must comply with Schedule “E” of Policy TS-013. Where it is not possible for an approach to be constructed with sufficient sightlines, the Operations Director may allow an approach to be constructed with lesser sightlines, subject to “Hidden Approach” signs being installed by the municipality as required. In this case, the applicant will be responsible for paying a fee for each required sign. Allowable sightlines may be impacted by on the designated speed for the roadway providing access to the approach.

Where a reduced approach sightline is approved by the Operations Director, an applicant must pay the above sign fee for each required sign prior to a permit being approved.



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Schedule “A” of Policy TS-013 *continued*

Approval to construct a driveway or approach will be granted by the municipality provided the following conditions are met:

1. I, _____, agree to comply with the **Policy TS-013** of the Rural Municipality of Britannia no. 502 in respect to approach development and acknowledge that it is my responsibility to ensure compliance with the policy and bylaws of the municipality and applicable acts and regulations regardless of any review of drawings or inspections that may or may not be carried out by a municipal authority.
2. I, _____, agree to indemnify and save harmless the Rural Municipality of Britannia No. 502 from and against all loss, costs, charges, damages (including damages to the Rural Municipality of Britannia No. 502), and expenses which Rural Municipality of Britannia may suffer or sustain as a result of operations by developing an approach on the subject land.
3. The applicant will absorb the cost to ensure the proper drainage structure (ie. grates, swales, culverts etc.) is put in place as part of this application in order not to alter or impede the natural flow of water. The culvert will be of _____ mm diameter size to ensure proper drainage. The drainage structure required will be sufficient in size and material to ensure proper drainage and must be approved by the municipal engineer and/or Operations Director.
4. I, _____ understand that all work and cost associated with the construction of the approach will be performed by me, as approved by the municipality prior to commencement of construction.
5. The municipality shall be informed by the applicant upon completion of the approach and shall be subject to inspection by the municipality. Any deficiencies identified by the municipality in the construction of the approach shall be corrected by the applicant. If the approach does not meet the municipalities standards, the municipality will have cause to take the necessary actions to ensure the applicants approach meets the standard with all costs being assigned to the applicant.
6. That any engineered designed drainage is not compromised.
7. The storage of all vehicles and development is prohibited on approaches.
8. Texas Gates must be located on private property.
9. The ditch shall be free of excess material and rock upon completion of approach construction.

The above terms are hereby agreed to by _____
Applicant Signature Date

A completed application form and \$100 + gst application fee along with the specified deposit must be submitted to the Municipal Office, Pt. NE 23-50-28 W3M, BEFORE the application can be processed.



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Schedule “A” of Policy TS-013 continued

OFFICE USE:

PERMIT: _____

- ☐ New Approach
- ☐ Existing Approach
- ☐ Widening Approach
- ☐ Reclaiming Approach

Location: _____

Access From: _____

Approximate Coordinates: _____

- ☐ Residential
- ☐ Ag. / Com. / Ind. / Oilfield
- ☐ Hamlet/Multi-lot Subdivision

Site Inspection Prior to Construction:

Existing Approach: ☐ Complies with Policy TS-013 ☐ Does not comply with Policy TS-013, additional work required: _____ _____ _____ _____	Proposed Approach: ☐ Location Approved ☐ Location not suitable: _____ _____ _____ _____ _____
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Culvert Required:

☐ Yes Size: _____

☐ No

Ditch Slope: _____

“Hidden Approach” sign(s) are required due to reduced sightlines

☐ Yes ☐ No

If yes, direction of sign(s) from approach:

☐ North ☐ East ☐ South ☐ West

Other Comments: _____

- ☐ Road standard of adjacent road is sufficient for proposed use.
- ☐ Photos Taken as Required by Policy TS-013 Policy 3)a.

Site Inspected by Municipal Authority

Date (dd/mm/yy)

Site Inspection after Completion:

Compliance:

- ☐ No further work is required – Approach complies with Policy TS-013.
- ☐ Does not comply with Policy TS-013. Alterations Required:

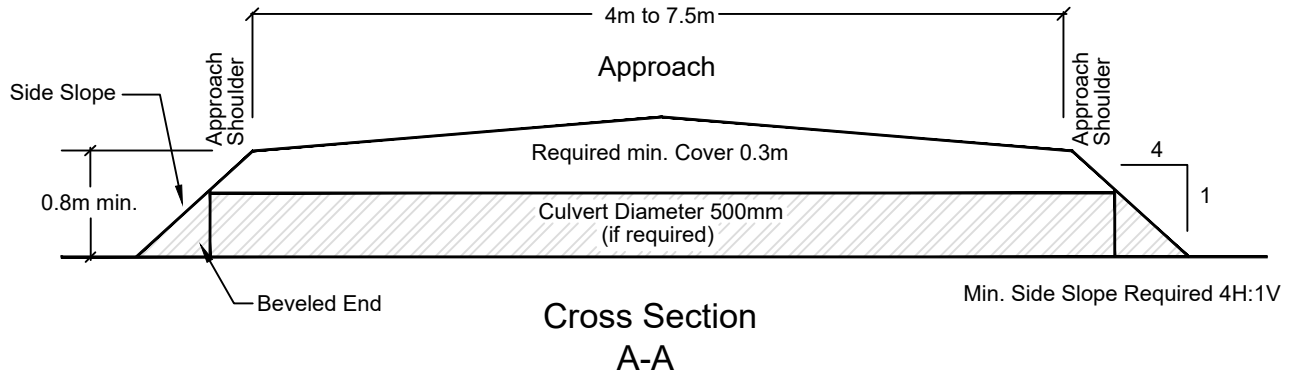
- ☐ Photos Taken as Required by Policy TS-013 Policy 3)b.

Site Inspected by Municipal Authority

Date (dd/mm/yy)

Schedule "B"

RESIDENTIAL APPROACH CONSTRUCTION SPECIFICATIONS



Sample Culvert Length Calculation

W = Width of Approach

H = Height of Approach

D = Diameter of CSP Culvert

L = Length of Culvert Required

$$L = W + 8(H - D)$$

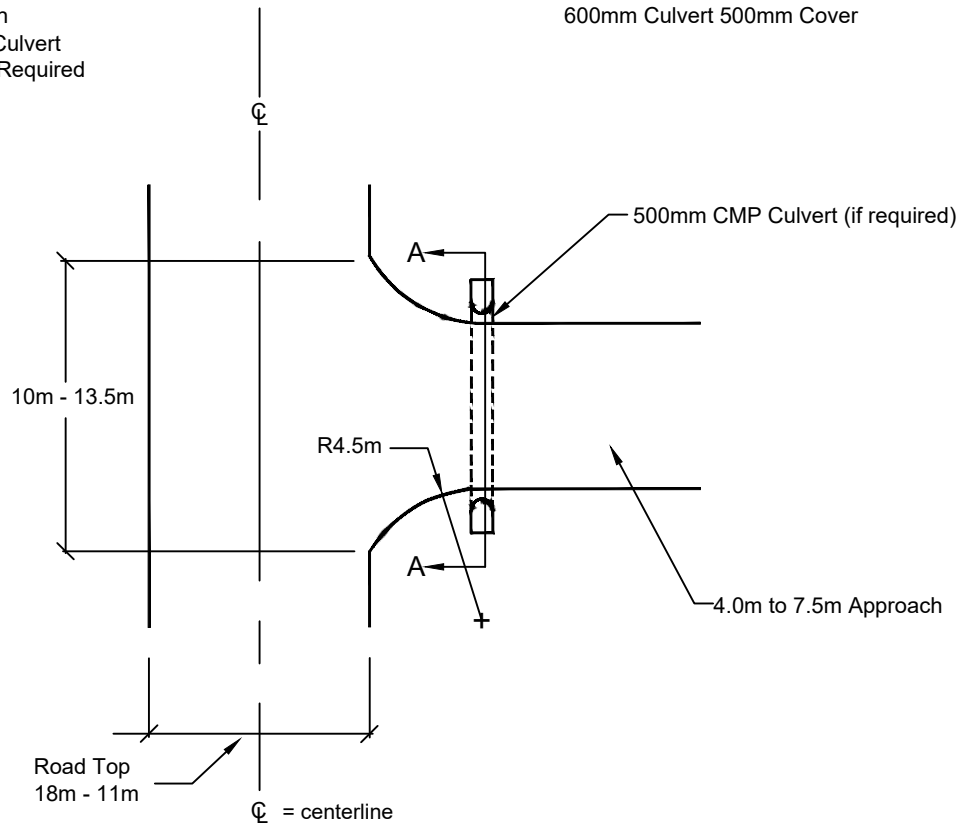
$$L = 4 + 8(0.8 - 0.5)$$

$$L = 6.4\text{m}$$

Min. Ground Cover for Culverts Size

500mm Culvert 300mm Cover

600mm Culvert 500mm Cover



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Residential Approach

3 of 4

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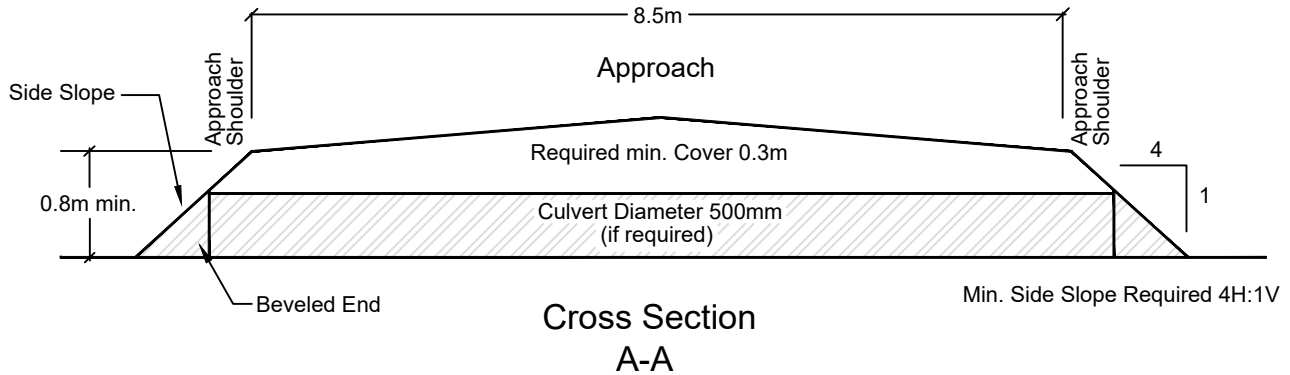
N.T.S

DATE

January 2023

Schedule "C"

AGRICULTURAL, COMMERCIAL, INDUSTRIAL and OILFIELD APPROACH CONSTRUCTION SPECIFICATIONS



Sample Culvert Length Calculation

W = Width of Approach

H = Height of Approach

D = Diameter of CSP Culvert

L = Length of Culvert Required

$$L = W + 8(H - D)$$

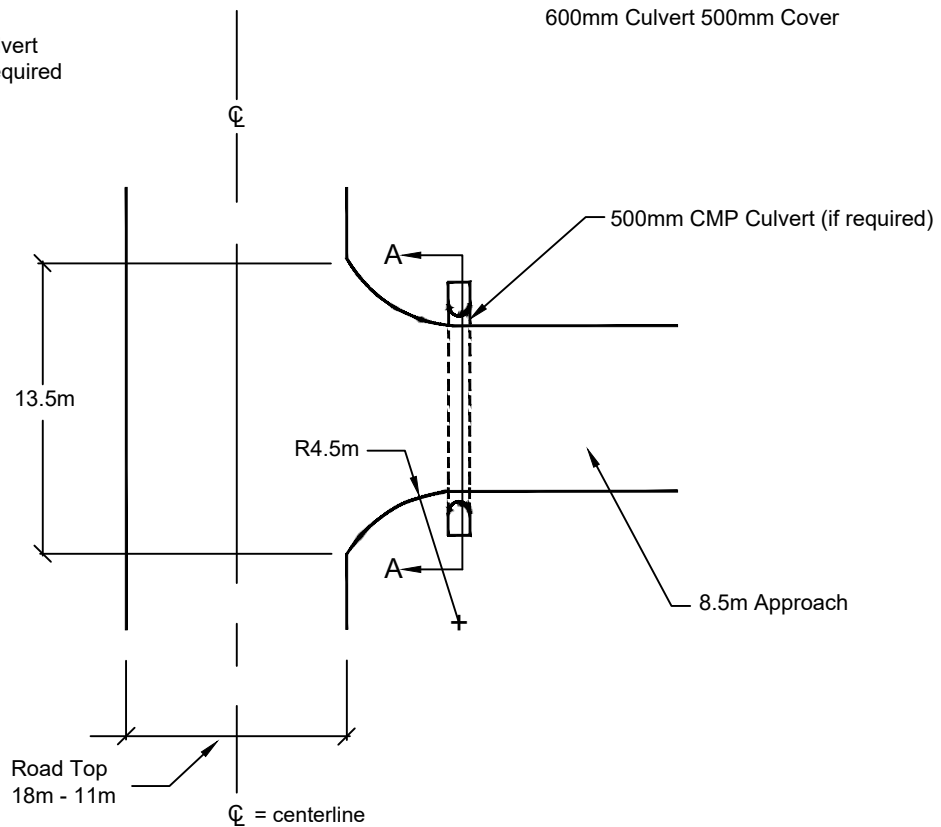
$$L = 8.5 + 8(0.8 - 0.5)$$

$$L = 10.9\text{m}$$

Min. Ground Cover for Culverts Size

500mm Culvert 300mm Cover

600mm Culvert 500mm Cover



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Agricultural, Commercial, Industrial
and
Oilfield Approach

2 of 4

DRAWN

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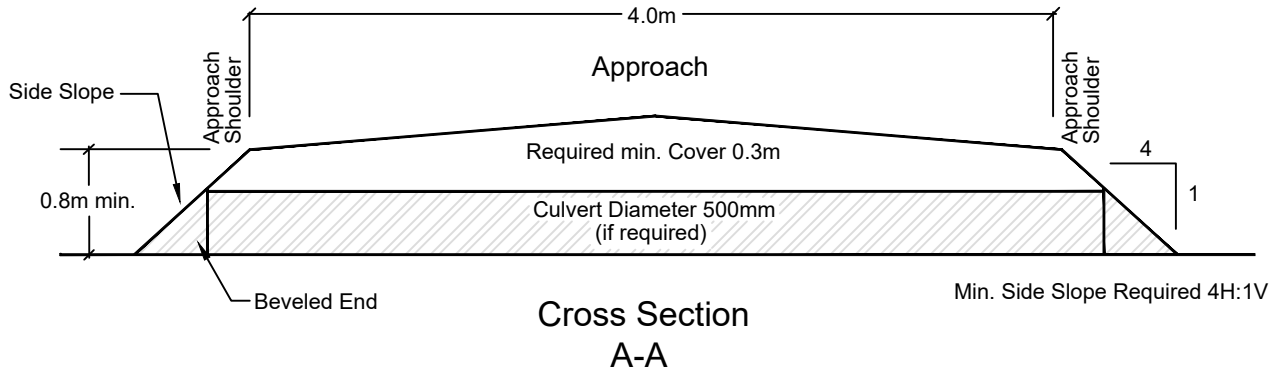
SCALE

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DATE

January 2023

Schedule "D" **HAMLET and MULTI-LOT SUBDIVISIONS** **APPROACH CONSTRUCTION SPECIFICATIONS**



Sample Culvert Length Calculation

W = Width of Approach
H = Height of Approach
D = Diameter of CSP Culvert
L = Length of Culvert Required

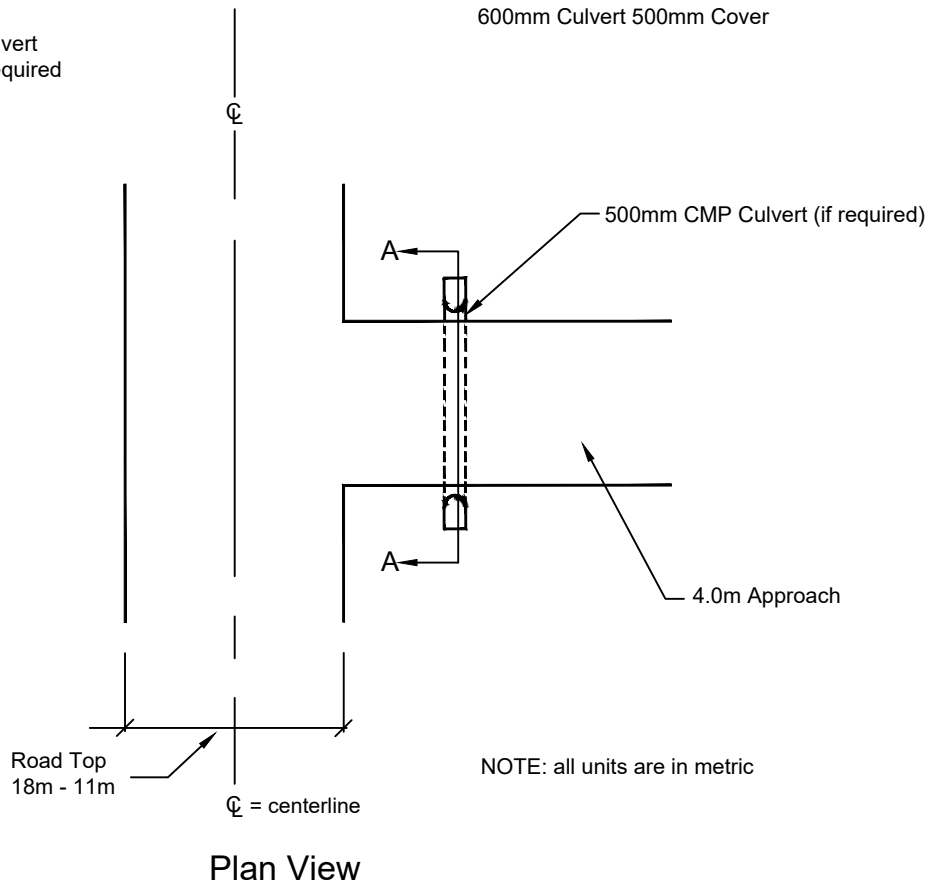
$$L = W + 8(H - D)$$

$$L = 4.0 + 8(0.8 - 0.5)$$

$$L = 6.4\text{m}$$

Min. Ground Cover for Culverts Size

500mm Culvert 300mm Cover
600mm Culvert 500mm Cover



NOTE: all units are in metric



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**Hamlet, and Multi-Lot Subdivision
Approach**

1 of 4

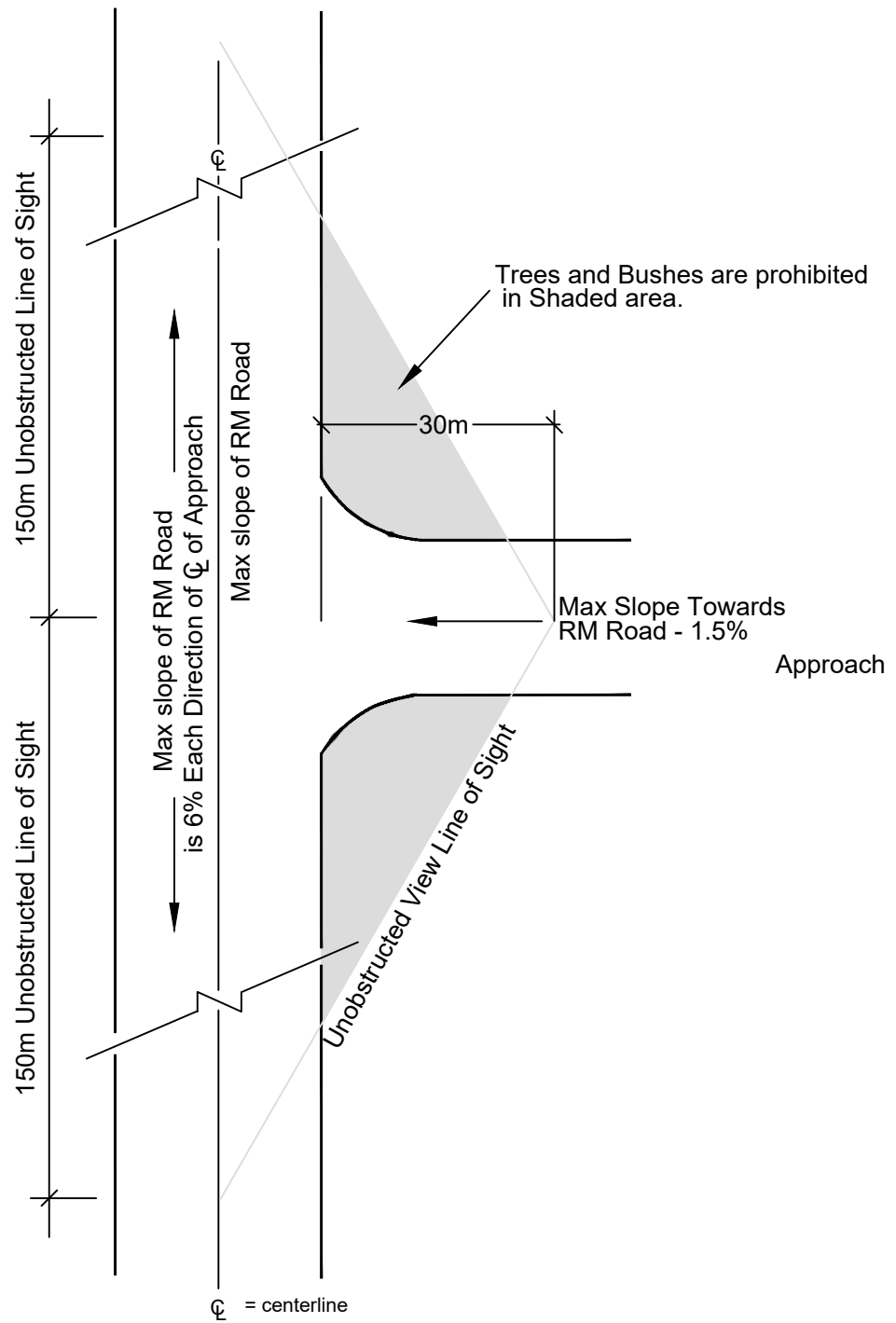
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Schedule "E"

SIGHTLINE REQUIREMENTS



Plan View



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Site Lines

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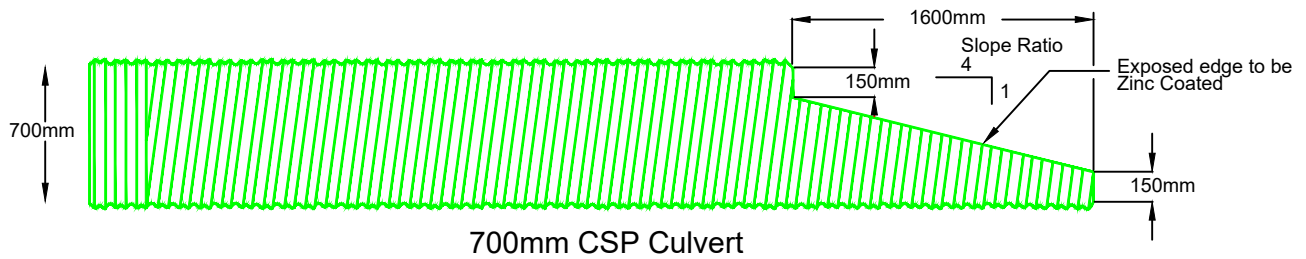
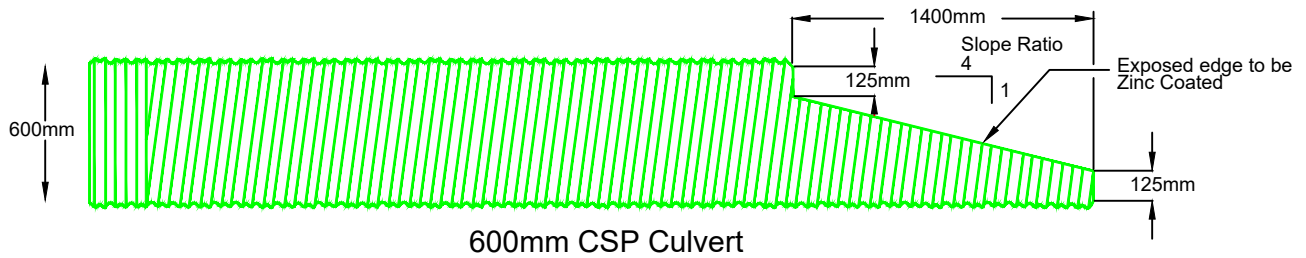
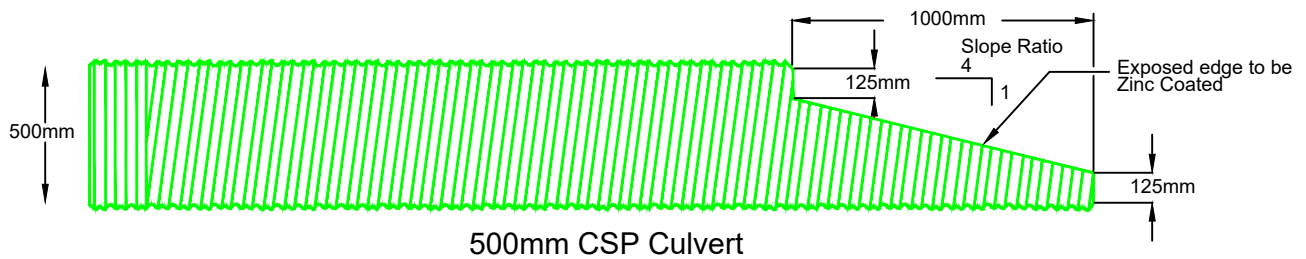
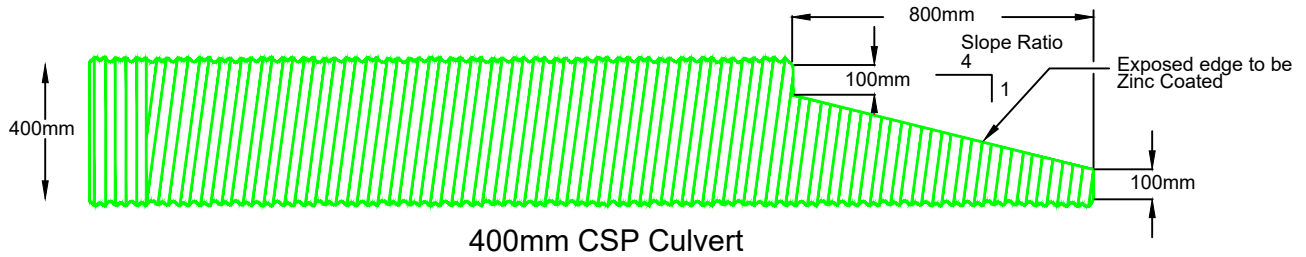
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Schedule "F"

BEVELED EDGE CUTTING CHART FOR C.S.P ROUND CULVERTS

4H:1V



Profile View



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Culvert Beveled End

DRAWN

MDG

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