M.D. of Opportunity No 17
TRANSPORTATION POLICY

TITLE: **PRIVATE USE OF ROAD ALLOWANCES**

EFFECTIVE DATE: **APRIL 1, 1996**

POLICY NUMBER: **T.10**

Purpose of Policy:

This policy is intended to provide for the control and administration of the private use road allowances and theoretical road allowances in the M.D.

Policy Statements

1. The Manager is authorized to approve the private use of road allowances where such usage meets with conditions approved by Council under this policy.

2. Private use of road allowances for pipelines must meet the following conditions:

Construction Guidelines for Placement of Underground Pipelines in the Vicinity of Municipal Road Infrastructures

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GENERAL CONSTRUCTION GUIDELINES

1.01 The Applicant shall contact the Municipal Manager or the Road Foreman at least two working days prior to commencement of construction to review the project.

The Applicant shall contact the Municipal Manager or the Road Foreman at least two working days prior to construction completion to allow for site inspection if required.

1.02 No pipeline shall be placed within a road right-of-way such that the pipeline lies parallel to the right-of-way, unless extenuating circumstances exist and special approval of the Municipality is obtained.

1.03 The **open cut** method for pipeline installation **at any developed public roadway** is **not permitted**. The crossing of any municipal road surface shall be constructed by boring or jacking methods in such a manner that the road grade is not disturbed.

The proposed method of installation shall be shown on the plan of the crossing attached to the application.

1.04 The minimum depth of cover over the pipeline where it crosses the right-of-way of a highway or road shall be 1.4 meters under the lowest point in the cross-section.

1.05 The desirable angle of crossing is between 70 and 90 degrees but other angles may also be accepted in special circumstances.

1.06 Heavy wall pipe meeting CSA standards or pipe enclosed in approved casing shall be installed at all crossings. Where casing is used, it shall be continuous and inserted by boring or driving or other approved methods.

1.07 The diameter of the casing shall be at least 5 centimeters (2") greater than the diameter of the carrier pipe. An exception to this is steel casing of polyethylene pipe, where the next size diameter of pipe may be used.

1:08 The casing shall extend across the full width of the right-of-way and at least 8 meters beyond the boundaries of the right-of-way.

1.09 Casing shall be sloped from one end to the other with a minimum gradient of 1 in 120. The casing shall be satisfactorily sealed to the carrier pipe at both ends.

1.10 All cased crossings shall be provided with sufficient spacer insulators to prevent the carrier pipe from touching the casing pipe and to prevent transmission of electric currents between the carrier pipe and the casing pipe. Where cathodic protection is planned, the test leads shall be outside the outer boundaries of the right-of-way of the highway or road.

1.11 Vents shall not be placed with the right-of-way of the highway or road.

1.12 No cables of any kind shall be placed within the casing of any pipeline.

1.13 Casing shall be fitted into a bored or augered hole of such diameter as to provide a snug fit for the casing.

1.14 The bore size for heavy wall pipe shall be no more than one pipe size larger than the installed pipe.

1.15 Closed boring method shall be used in non-cohesive soil conditions.

1.16 A pipeline shall not run through a culvert or drainage structure.

1.17 No pipeline shall be attached to a bridge structure without the written consent of the Municipality. The Applicant shall be required to pay for any engineering costs incurred by an engineer of the the Municipality's choosing in the Municipality's determining whether the proposed installation is appropriate.

1.18 No horizontal and/or vertical pipe bends are permitted throughout the right-of-way and within 30 meters of the right-of-way boundaries of a highway or road unless approval is obtained from the Municipality.

1.19 No open excavation shall be constructed, nor shall any material or equipment be deposited or stored any closer than 6 meters of a bridge or earth retaining structure, or within 4 meters of the shoulder break of the road or toe of a sideslope, whichever is farther from the road.

1.20 The backfilling of all trenches in the highway or road right-of-way or within 6 meters of a bridge or earth retaining structure shall be undertaken immediately after the installation has been placed and passed any necessary inspection. Backfill material shall be thoroughly compacted in 15 centimeter layers with mechanical compactors and the owner of the pipeline will be held responsible for any settling in backfill for a period of three years after the completion of the work.

1.21 All waste material shall be removed and all disturbed areas shall be leveled and trimmed in an approved manner and re-seeded where necessary to restore the right-of-way to at least as good as the original condition.

1.22 All reasonable precautions shall be undertaken during construction to protect and safeguard public safety and the property owners. This includes barricading, signing and flagmen as required to protect and safeguard the lives and property of the traveling public and adjacent property owners. At no time shall the highway or public roadway be closed to traffic. Where normal traffic patterns are to be interrupted due to ditching or other operations, approval must be obtained prior to the construction. Suitable signs shall be erected and, if required, flag persons shall be used to direct traffic through the disruption area as approved by the Road Foreman. No work is to be conducted in darkness or reduced visibility.

1.23 Construction signage shall be removed immediately following completion of the construction.

1.24 No work shall be undertaken in the median of a divided highway unless approved by the Municipality.

1.25 The Municipality retains the right to suspend or halt construction if municipally required construction conditions are not being met.

CROSSINGS OF SURVEYED/UNDEVELOPED AND/OR THEORETICAL ROAD ALLOWANCES

2.01 The standard depth of cover shall be a minimum 2.0 meters in the right-of-way unless a design for the future roadway shows less cover will be suitable. In any event, if future roadway construction dictates that the pipeline subsequently must be lowered, the cost of such lowering shall be borne by the Applicant.

2.02 The open cut method for pipeline construction in undeveloped or theoretical road rights-of-way is acceptable.

2.03 No horizontal and/or vertical pipe bends are permitted throughout the right-of-way and within 30 meters of an undeveloped or theoretical road allowance.

2.04 Heavy wall pipe meeting CSA standards shall be installed at all crossings and extend at least 8 meters beyond the surveyed or theoretical road right-of-way boundaries.

2.05 All waste material shall be removed and all disturbed areas shall be leveled and restored as required by Environmental Protection, Alberta Forest Service.

3. Where it is apparent that a road will not be built in the near future, standards governing the quality of pipe used and/or the depth and alignment of the pipe may be temporarily relaxed by the Manager on the condition that the pipeline operator accepts responsibility to bring the pipeline up to standard should such a road be built.

4. Private use of road allowances for roads or road accesses must meet the following conditions:

Construction Guidelines for the Utilization of Municipal Road Rights-of-Way

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1. GENERAL CONSTRUCTION GUIDELINES FOR UNDEVELOPED ROAD RIGHTS-OF-WAY

1.01 The undeveloped right-of-way may be used as is providing that any damage caused by such usage shall be repaired and the right-of-way returned to at least the original condition. If construction across or along the right-of-way is required then the following conditions apply.

1.02 All trees, brush or other debris removed in the clearing operation must be disposed of to the satisfaction of ENVIRONMENTAL PROTECTION, ALBERTA FOREST SERVICES. No brush shall be buried within the right-of-way. All disturbed areas in the road right-of-way shall be leveled and reseeded.

1.03 Roads constructed along the right-of-way must have an 8 meter finished travel surface, centered within the road allowance. The grade must be a minimum 0.9 meter thickness constructed of suitable, compactible material and the surface is to be graveled. Sideslopes shall be 3:1, with a maximum of 2.5:1 for fills of greater than 2 meters in depth. Ditch width is to be 3.0 meters minimum with a generally flat bottom.

1.04 Permanent approaches to roads identified in Section 1.03 must meet the standards for approaches to developed road rights-of-way as set out in Section 3 below. Temporary approaches to developed road rights-of-way must take into account local drainage requirements in their design and shall be removed immediately following completion of the project or upgraded to permanent standards if a permanent road is constructed. Temporary snowfill approaches are acceptable providing they are removed prior to spring break-up.

1.05 Approaches to undeveloped road rights-of-way must be oriented at right angles to the right-of-way and take into account drainage needs in their design.

1.06 All reasonable precautions shall be undertaken during construction to protect and safeguard public safety and the property owners. This includes barricading, signing and flagmen as required to protect and safeguard the lives and property of the traveling public and adjacent property owners. At no time shall the highway or public roadway be closed to traffic. Where normal traffic patterns are to be interrupted due to ditching or other operations, approval must be obtained prior to the construction. Suitable signs shall be erected and, if required, flag persons shall be used to direct traffic through the disruption area as approved by the Road Foreman. No work is to be conducted in darkness or reduced visibility.

1.07 The Municipality retains the right to suspend or halt construction if municipally required construction conditions are not being met.

1.08 The applicant shall contact the Municipal Manager or the Road Foreman at least two working days prior to construction completion to allow for site inspection if required.

2. TEMPORARY APPROACHES TO DEVELOPED ROAD RIGHTS-OF-WAY

2.01 Temporary approaches to developed road rights-of-way may be constructed providing that any damage to the surrounding right-of-way caused by such usage shall be repaired and the road right-of-way returned to at least the original condition. All waste

material shall be removed and all disturbed areas in the road right-of-way shall be leveled and reseeded.

2:02 Approaches will be constructed with suitable compactible material and a minimum 600 mm (or larger if necessary) drainage structure with sloped ends shall be installed if required.

2.03 All temporary approaches shall be removed immediately on completion of the project for which they were constructed, or upgraded to permanent standards as set out in Section 3 if the project becomes a continuous operation.

2.04 For winter use only, a snowfill approach is acceptable on the condition that it is removed prior to spring break-up.

2.05 A stop sign shall be installed for traffic entering any municipal road.

2.06 Where temporary approaches are used for log hauls or gravel hauls, adequate signage warning of the turning of log or gravel trucks will be installed on the municipal road 300 meters in both directions in advance of the approach.

3. PERMANENT APPROACHES TO DEVELOPED ROAD ALLOWANCES

3.01 Permanent approaches to developed road allowances may be constructed providing that any damage to the surrounding right-of-way caused by such usage shall be repaired and the road right-of-way returned to at least the original condition. All waste material shall be removed and all disturbed areas shall be leveled and reseeded.

3:02 Approaches will be constructed with suitable compactible material and shall be a minimum 8 meters wide with a gravel or asphalt surface matching the road being entered. A minimum 600 mm (or larger if necessary) drainage structure with sloped ends shall be installed if required. The shoulders shall be seeded to grass. Sideslopes shall be a minimum of 3:1 ratio. The approach shall be crowned in the middle and the degree of inclination along the length of its grade shall be no greater than 2% above or below the horizontal.

3.03 The approach shall be oriented at right angles to the road being entered and the shoulders shall be belled to provide adequate turning space for traffic. Where traffic conditions warrant, the developer of the approach may be ordered to install a deceleration lane serving the approach.

2.05 A stop sign shall be installed for traffic entering the municipal road.

3.06 Where permanent approaches are used for log hauls or where other large tractor/trailer units will be using the approach on a similarly continuous basis, adequate signage warning of the turning of log trucks or large trucks will be installed on the

municipal road 300 meters in both directions in advance of the approach.

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APPROVED: APRIL 1, 1996