

## **Municipal District of Acadia #34**

### **Transmission Lines Regulation**

Date: May 1, 2000; (replaces; July 1, 1997 reg's)

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This regulation shall govern the approval of an installation and the minimum standards and procedures to be used in the installation, operation and maintenance of a transmission line. This regulation applies to existing lines, new lines and extensions to existing lines and/or integral parts thereof.

Federal and/or Provincial Regulations must be followed at all times, except were amended by this regulation.

#### **1.0 Definitions: *In this regulation;***

- 1.1 ***Council*** means the Municipal District of Acadia #34 or a Designated Officer of the Municipality.
- 1.2 ***Transmission Line*** means; any pipeline as set forth in the Pipeline Act and amendments thereto, any pipeline as set forth in the Rural Gas Act and amendments thereto, any works as set forth in the Rural Utilities Act and any amendments thereto and any system and/or cable as set forth in the Telecommunications Acts and amendments thereto. Henceforth; a ***Transmission Line*** in this regulation will be referred to as a ***Line***.
- 1.3 ***Buried Line*** means any line that is placed below the surface of the earth (soil or water).
- 1.4 ***Overhead Line*** means any line that is placed above the surface of the earth (soil or water).
- 1.5 ***Road Crossing*** means any line placed across a road (road & road allowance are synonymous), highway or street as referred to in the Pipeline Act and/or Public Highways Act and amendments thereto.
- 1.6 ***Road Alignment*** means any line that is placed parallel to the road within 100 feet of the center line of the road allowance.
- 1.7 ***Municipal Highway*** means all roads built to a higher standard, as the resource road program and/or decommissioned secondary highways.
- 1.8 ***Local Roads*** means all roads other than Sections 1.7; 1.10; and 1.11; or Primary & Secondary Highways (which are under Provincial Control).
- 1.9 ***Unimproved Roads*** means any road allowance to which no improvements have been made via road construction and which may or may not have vehicular traffic.

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- 1.10 ***Surfaced Roads*** means roads which have a light application of asphalt, oil, chip coat or calcium ligno on their surface.
- 1.11 ***Paved Roads*** means roads which have had a base course applied and an overlay of asphalt, oil or chip coat.
- 1.12 ***Approved or Otherwise Approved*** means written approval by Council and/or by a Designated Officer of the Municipality.
- 1.13 ***Owner*** means the owner and/or operator of the line or integral parts thereof.
- 1.14 ***Open Cut/Trench*** means open trenching a passageway through the road surface or other surface, down to the required depth of the line to be placed.
- 1.15 ***Punched/Bored*** means a procedure used to establish passageway through a road at the depth of burial of the line, using an auger or hydraulic or pneumatic device thus eliminating the need to open cut/trench. This does not include the use of devices using water / water pressure to create a hole or passage way.
- 1.16 ***Plough/Plow*** means a pull type or self propelled machine which is used in the placement or burying of a line in the ground in a one step, continuous operation.

**2.0 Procedures:**

- 2.1 An owner must apply to Council for an approval for the placement of any line across, within or adjacent to a road in the Municipality.
- 2.2 Council shall be supplied with a detailed map, plans and drawings for the approval of all proposed lines, extensions, and/or revisions thereto; ***prior*** to commencement of any construction. These drawings shall show the location(s) & alignment of the proposed line(s) and associated crossing(s).
- 2.3 A digital, georeferenced copy of the same project(s) shall also be submitted to the Municipality in a format suitable to Council. (Currently require ArcView Shapefile Format in NAD83 Geographic Projection; but may accept 10TM NAD83)
- 2.4 The owner and/or his representatives shall not proceed with any construction or disturbance until the plans have been approved.

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- 2.5 If there are any objections to the terms of this regulation and/or an approval, they must be presented in writing to the M.D. of Acadia #34 within 30 days from the date of an approval, or included with the application; otherwise they will not be considered and these regulations will be in force.

**3.0 Standards;**

**Crossings - General**

- 3.1 Where a line crosses a road, no bends shall be permitted in that portion of the line within the boundaries of the road allowance or within 25 ft. (7.6 m) of the boundary on either side of the road allowance unless otherwise approved(see 1.12).
- 3.2 All roads shall be punched from shoulder area to shoulder area unless otherwise approved(see 1.12). Shoulder punching shall take place in the ditch area, not closer than 6 ft.(1.8m) from the road shoulder.
- 3.3 The depth of all road crossings shall be a minimum of 3ft.- 8" (1.1 m) below existing ditch bottom and/or 4ft. - 6" (1.4 m) below the traveled surface unless a specified depth is required due to proposed road improvements. The depth of bury shall be maintained at the same elevation throughout the entire width of the road allowance and/or easement.
- 3.4 All crossings of Municipal Highways, Surfaced and/or Paved roads which have been constructed to carry a substantial amount of heavy traffic (to be determined by Council) shall be steel, steel cased or otherwise protected as set out in the latest edition of Related CSA Codes or by the Directives of the Energy Utilities Board of Alberta or its successors. These increased specifications shall extend throughout the entire width of the road allowance.
- 3.5 All other road crossings shall not be less than series 160 polyethylene plastic, or approved pipe as determined by the latest edition of the Related CSA Codes or by the Directives of the Energy Utilities Board, the Rural Gas Act or their successors. These specifications shall continue throughout the entire width of the road allowance.(see section 5.1)

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**Alignments - General**

- 3.6 All road alignments shall not at any point, be nearer than 100 ft.(30.5 m) from the road boundary unless otherwise approved (see 1.12).
- 3.7 Depth of bury shall be not less than 3ft. - 8" (1.1 m) from the lowest elevation in or adjacent to the road allowance of the proposed route.

**4.0 Safety**

- 4.1 Road crossings and alignments shall be placed and constructed in such a manner to maintain the safety and minimize the inconvenience to the traveling public.
- 4.2 Where traffic is to be detoured around an area, due to construction on the line or an integral part thereof, a detour shall be provided and properly maintained; with proper signage, flag persons and barricades being used throughout. During hours of darkness, all signage, personnel and work sites shall be illuminated in accordance with Safe Working Practices.
- 4.3 Open trenches that cross or parallel the traveled portion of a road shall not be left unattended unless a proper detour and/or barricades have been provided.

**5.0 Special Conditions / Options**

- 5.1 On local and/or unimproved roads, the same type and thickness of pipe and/or the same method of installation, may be used as is used off the road allowance (as on private lands) to cross; provided the crossing be upgraded and/or brought to Municipal standards, at the expense of the owner, should the road require improvements at a future date.
- 5.2 Road crossings under roads which are proposed for improvements, may be required to be placed at a greater depth and to higher specifications. The depth of these installations shall be determined individually and the expense of the deeper installation shall be borne by the owner. The depth will be a condition of the approval and may be binding on both parties; (otherwise Section 5.1 applies).
- 5.3 All roads approved for open cut / trenching shall be well tamped throughout the backfill operation and shall have adequate crushed gravel spread over the width of the traveled portion being cut. Similarly all roads approved for plowing shall be

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compacted & flattened and the surface returned to the original condition.

- 5.4 If a proposed road alignment is between the center line of the road allowance and the set back distance set out in section 3.6; the setback may be relaxed and the depths set out in section 3.7 may be maintained, if the owner agrees to indemnify the Municipality and accepts responsibility for all costs associated with moving said line; if road improvements are required at a future date.
- 5.5 Alignments, along roads which are proposed for improvements, may be required to be placed at a greater depth. The depth of these installations shall be determined individually and the expense of the greater depth shall be borne by the owner. The depth and alignment will be a condition of the approval and may be binding on both parties (otherwise section 5.4 applies).
- 5.6 All line rights-of-way (including working space) shall be restored and maintained to their original condition, or to the satisfaction of the Council.
- 5.7 Maintenance of all road crossings and/or alignments shall be the responsibility of and at the expense of the owner.

**6.0 General:**

The Council shall not be liable and shall be held harmless by the owner of any line, for any damage, injury or other costs or inconvenience arising from the placement, construction, operation and/or maintenance of any line or integral part thereof within the Municipality.

If there are any objections to the terms of this regulation and/or an approval, they must be presented in writing to the M.D. of Acadia #34 within 30 days from the date of an approval, or included with the application; otherwise they will not be considered and these regulations will be in force.

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-----THIS SECTION IS NOT A PART OF THE REGULATION-----

NOTE:

Just a note of possible clarification on the Municipal Transmission Line Regulations;

- 1)     a).If a company can live with the minimum depths of bury, alignments etc. as set out in the regulations and the company is willing to accept the costs of lowering and/or altering the alignment of the line in the future if required; then we simply approve your crossing plan as submitted.  
       b).If the company wants guarantee's on depth & alignment, that would have to go to a special meeting each time and I'm sure that a very safe (deep) depth would be required along with alignments being required to be @ 90 degrees without exception.
  
- 2)     a).We, being the Municipality can only suggest that it is very, very unlikely that a alignment problem would arise. There are no plans to build further roads within the Municipality and all other roads or trails are well established. The road finishes are basically set.  
       b).We, being the Municipality have always minimized any impact on lines or line row's when building or upgrading roads in the past. To date & as long as we have had regulations, and as long as I have been with the Municipality (some 20 years), we have never requested a high pressure and/or a metal/steel pipeline to be lowered or re-aligned.
  
- 3) With these items for reference, you may see why we try to keep our approval system in effect because of the simplicity and flexibility. If the companies you represent do not like the current approval system, formal agreements could be used, costs would escalate and fees would become necessary.