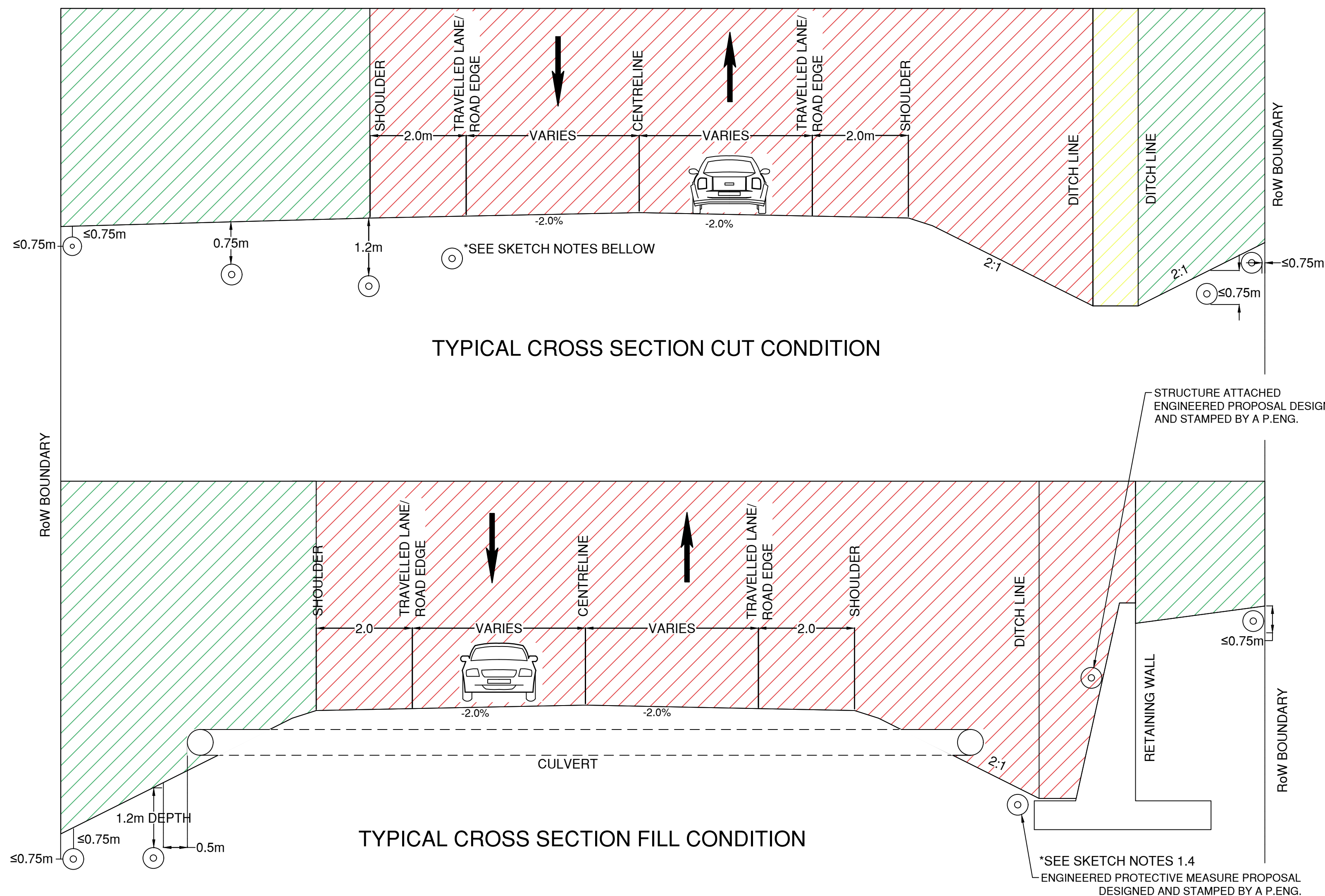


BURIED FIBRE OPTICS GUIDELINES

MoTI PAVED/GRAVELED ROAD



SKETCH NOTES

- 1.1 Utilities causing disturbance of the right of way shall follow the *Ministry Standard Specifications for Highway Construction - Section 165 - Protection of the Environment*. All shoulders, ditches and disturbances within the right of way must be returned to their previous condition or better and to the full satisfaction of the Ministry.
- 1.2 Minimum depth of fiber optics is 1.2 meters in road shoulders and below ditch bottoms (only when pre-approved) and elsewhere in the right of way. Depth of cover can reduce the closer the install is to edge of right away and to a minimum depth of 0.75m under new ditch construction.
- 1.3 A 0.5m minimum offset from culverts is required for all culverts that are <3 metres in diameter.
- 1.4 Depth of cover can be less through rock cut sections and/or where other utility infrastructure is present when fiber optics are protected with protective measures. These installations are considered to be an **exception request**. Protective measures can often include: ducts, conduit, reinforced concrete caps or other materials resistant to unintended strikes from maintenance or highway work.

SPECIAL NOTE

Be advised that our Ministry does not charge administrative, general use or utility fees for our authorizations. Compliance with the *Utility Policy Manual* will accelerate applications and is advantageous for both the utility company and the ministry in the long term

LEGEND

- RED - EXCEPTION REQUEST
- YELLOW - REQUIRES ADDITIONAL REVIEW
- GREEN - FOLLOW GUIDELINE
- FIBRE OPTICS CABLE

CONDITIONS FOR TYPICAL SECTIONS

1. By accommodating utilities in the right of way, the Ministry is accepting a certain level of risk. Utilities operating outside of the *Utility Policy Manual* may face additional costs of professional engineering designs/solutions, costs of financial securities (Irrevocable Letter of Credit or Bonds), delays for review and cost associated to remove infrastructure.
2. The Ministry does not accept responsibility for loss of any service or damage to the utility infrastructure and equipment within the highway right of way or for any third-party liability related to such infrastructure or equipment.
3. Utility placement within the highway right of way is accommodated on a first come, first serve basis and does not translate into placing infrastructure into the road prism.
4. Utilities will not be permitted if the safety of the highway user is compromised, the infrastructure will interfere with highway maintenance activities, places existing highway infrastructure at risk of damage, located in an environmentally sensitive area or restricts future highway expansion.
5. Telecommunications organizations are required to coordinate and share overhead poles and support structures in accordance with the Ministry *Single Pole Line Policy*.
6. Work must be coordinated with the Ministry and its highway contractors with the latter having priority.
7. Utility organizations are responsible for ensuring the contractors and subcontractors adhere to Ministry *Utility Policy Manual*.
8. All utilities/contractors must follow the Ministry *Traffic Management Manual for Work on Roadways* when working within the right of way including submitting a *Work Notification/Lane Closure Request*.
9. Any engineering performed by a professional engineer will be considered the engineer of record under the *Professional Governance Act* and will be required to provide the sign off.
10. The Ministry does not compensate utility companies for relocating telecommunications infrastructure for any reason including; natural environmental occurrences, actions by a third party or our highway operations. The utility is responsible for all costs associated with designs, installations and any ongoing operations.
11. Problematic locations within the highway right of way may be: installations in close proximity to bridge footings, structures and retaining walls, working around culverts, within ditches and rock cut areas, irregular ditch slopes/widths, sharp shoulder drop offs and road shoulders.
12. Crossing of the highway must be at angles between 70 and 90 degrees. Anything else is considered an **exception request**.
13. All manholes, pedestals, or other infrastructure must be at ground level, and if not, set back a minimum of 4 meters from the outside edge of the travelled lane. In the absence of a paint line demarcating the travelled lane, the road edge will be considered the outside edge.
14. Highway crossings must be made using trenchless technology or overhead lines. If proposing traditional trench excavations, the Ministry generally only approves trenching on low volume unpaved roads, on highway sections that may be repaved in a year or less, on sections where pavement has significantly deteriorated and the patch won't detract from the quality of the road surface or where the applicant has demonstrated with reasonable effort that it is impossible/impractical to install using trenchless technology.
15. Proposed installations onto Ministry structures; bridges, tunnels, retaining walls will be reviewed on a case by case basis by the Ministry structural engineering group. Detailed drawings that are prepared, signed and sealed by a professional engineer experienced in structural engineering and licensed to practice in BC shall be provided with the application. See Section 26 of the *Utility Policy Manual* for structural considerations.
16. An **exception request** process. Should an applicant not wish to follow or meet a Ministry policy or standard, the proponent must identify how or why the installation cannot meet the Ministry policy or standard. The proponent must provide details and/or documentation for any potential alternative solution. Information provided that is overly general, vague or incomplete may cause delays or result in rejection of the application.
17. Ideal locations for installation are within two meters of the outside boundary of the highway right of way boundary. It is the applicant's responsibility to determine where the highway right of way boundary is.

BRITISH COLUMBIA		MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE		TYPICAL CROSS SECTIONS BURIED FIBRE OPTICS GUIDELINES			
CAD FILENAME: BURIED_FO	DESIGNED: H. EBERLE	DATE: 2024-01-16	QUALITY CONTROL: _____	DATE: _____	SCALE: 0 1 1:100 5m	PROJECT NUMBER: -	REG: -
FILE NUMBER: _____	QUALITY ASSURANCE: _____	DATE: _____	DRAWN: M. OLIVARES	DATE: 2024-01-16	DRAWING NUMBER: -	REV: -	
PLOT DATE: 2024-01-16							