

August 29, 1994

To: All Headquarters Directors
All Regional Managers
All District Highways Managers
Professional Services, Planning and Major Projects

Subject: SINGLE POLE LINE POLICY

Reference: Utility Policy Manual

Background:

The Ministry is experiencing ever increasing demands for right of way use, both for highway construction and for other uses such as utility installations. That pressure is not confined to urban areas where right of way is limited and the cost of additional property can be extremely high. It is also being felt in areas where the Clear Zone standard will have a substantial impact on the availability and use of existing right of way.

The single pole or "shared support structure" policy is intended to support right of way management objectives through better joint planning of facilities, promote highway safety, and ensure a more efficient use of limited highway right of way. It is the Ministry's intention to continue to provide utility companies with access to highway right of way where feasible and desirable, and where the public interest is best served.

Procedure:

The policy contains the following elements.

- The single pole line policy will apply to all classes of highway where pole lines are permitted.

- No more than one pole line will generally be permitted on a section of highway right of way.
- Exceptions may be made in certain conditions. These generally include:
 - Where poles are required for service connections.
 - Where a second pole line is required to service adjacent property, and a limited number of poles is required over a short distance.
 - Where the Electrical Safety Act restricts the installation of utilities on a single pole.
 - Where the utility demonstrates that all options have been considered and it is in the public interest to construct a second pole line.
- Where a pole line already exists but is not used for electric power lines, a permit may be issued to a electric power utility to install a second pole line. All subsequent installations or replacements must make use of the electrical pole line. The Ministry will not compensate utility companies for relocations onto new pole lines.
- Pole permits may be issued by the Ministry on a limited, or interim bases for pole replacements that do not conform with this policy in anticipation of the utility relocating to a single pole line. Replacements will be considered on the basis of the physical condition of the plant.
- Single pole lines must be designed and constructed in such a manner that subsequent parties will be provided equitable access to the pole line.
- Joint venture or contact agreements must not subject other parties to unfair and uncompetitive conditions, nor should pole line providers reserve space unreasonably for possible future needs. The Ministry reserves the right to invoke a dispute resolution process of its choice to settle any disagreements which may arise as a result of this policy.
- All pole lines located within the area of a new highway construction project will be consolidated on a single pole line as part of the highway construction project.

This policy is to become effective immediately.

Ministry Contact:

**John Shaw
Highway Planning Branch**

Phone: 387-7526

A handwritten signature in black ink, appearing to read 'E. Lund', with a stylized flourish at the end.

**Earl A. Lund
Chief Highway Engineer**



Province of
British Columbia

Ministry of
Transportation
and Highways

MEMORANDUM

T-12/94

To: Earl Lund
Chief Highway Engineer

Highway Planning Branch
940 Blanshard Street
Victoria, B.C.

File: 36,590-00

August 29, 1994

Re: Single Pole Line Policy Technical Circular

As requested, please find attached the above noted technical circular for signature.

John Shaw
Policy Analyst

cc Jim Hester, Manager, Systems Planning

CHIEF HIGHWAY ENGINEER
RECEIVED
AUG 29 1994
4692-61
LOG _____
NOTED _____
TRANSPORTATION & HIGHWAYS