

Notice

This is to advise that effective October 23, 2017 Alberta Transportation has in place a new policy regarding the pre-approval process for the transportation of modular construction

Purpose

The purpose of this policy is to detail the process to be followed by a Project Owner in obtaining pre-approval from Transport Engineering for the transportation of divisible and non-divisible loads in Alberta that do not meet regulated limits from manufacturing/ assembly facilities to project sites.

Principles

Transport Engineering is responsible for managing commercial vehicle dimensions, weights and configurations for Alberta highways.

All vehicles/loads exceeding regulated limits specified in the [Commercial Vehicle Dimension and Weight \(CVDW\) Regulation](#) under the [Traffic Safety Act \(TSA\)](#) must obtain a permit issued in accordance with section 62 of the TSA prior to travel.

The Registrar has the authority to attach any term(s) or condition(s) to a permit to reduce any risk the transportation may impose on the travelling public and the infrastructure.

The decision of the Registrar to issue a permit is on the basis of the Department's new Service Model Mandate "to ensure the transportation system supports Alberta's economic, social and environmental vitality".

Travel on highways under the direction, control and management of a Road Authority, other than the Minister of Transportation, must be approved by the Road Authority prior to travel.

All fees associated with the review and approval of the move are specified in the CVDW Regulation.

Unless otherwise specified, the move must comply with all conditions as specified in the CVDW Regulation and the permit.

All pre-approvals and permits are subject to Seasonal Weight policies and bridge/pavement restrictions/bans.

Where pre-approval has not been obtained in accordance with this policy, the Registrar may refuse to issue a permit.

Where a risk to the public or infrastructure arises that was neither contemplated nor reasonably foreseeable at the time the pre-approval was issued, the Registrar may revoke or impose additional conditions on the pre-approval before the permit is issued.

This policy applies to the design/upgrade of all new and existing facility projects including refineries, upgraders, power plants, and other facilities that will be constructed off-site and transported to site in modular format along a designated High Load Corridor route for final assembly.

As part of the pre-approval process, the Registrar has the authority to require inspections of any infrastructure as deemed necessary at the sole costs of the owner.

Criteria

Prior to commencing fabrication, a Project Owner or agent acting on behalf of the owner must submit in writing at least six months prior to tentative travel dates to the [Director of Transport Engineering](#), Alberta Transportation, a request to transport divisible loads/modules meeting the criteria detailed below and non-divisible loads that will require a permit to transport.

The request must include at least the following detailed information:

- overview of the project including the type of facility
- facility location
- proposed preliminary project schedule
- For modules/buildings consisting of all components that do not exceed 7.32 metres wide and 9.0 meters high loaded with trailer track width exceeding 5.0 metres up to a maximum of 5.5 metres
 - Total number of loads
 - Proposed trailer configuration and weights for each load
 - Proposed manufacturing/assembly locations for all components of the facility
 - Proposed transportation route for all components of the facility from manufacturing/assembly location to site
- For non-divisible components that may require travel under the controlled permit category (PC), the above noted information is required, along with a detailed justification as to why the loads qualify as non-divisible

Upon receipt and review of the request, an Alberta Transportation representative will contact the Project Owner within 14 days and, if required, arrange for a meeting between Alberta Transportation representatives and Project Owner representatives to discuss transportation details.

Note: Pre-approval is not required for modules/buildings transported on a trailer with track width up to 5.0 metres. Any exceptions to the dimensions for modules/buildings must be noted and justified, and will require pre-approval.

It is expected that the Project Owner will ensure that all attendees at the meeting will be able to respond to any technical questions posed by Alberta Transportation in relation to transportation details including, but not limited to: routes, weights, dimensions, construction and transportation specifics, technical analysis, fabrication, anticipated risks, pavement/bridge concerns, permitting specifics/details, and justification for non-divisible loads.

Alberta Transportation will provide a written response to the Project Owner within 30 days of the formal meeting if pre-approval has been granted, or with justification and necessary corrective measures if pre-approval has been denied.

In the case of denial, opportunity to amend the request will be permitted. Any new submission will be required in writing for consideration by Alberta Transportation.

Once pre-approval is granted, Alberta Transportation will issue a Pre-approval Reference Number for the project which must be submitted to the Permit Office upon permit request.

The pre-approval will include specifics in relation to the move or particular components of the move which may include but are not limited to: season, routes, infrastructure inspections, third party analysis, trailer configuration, and special permit conditions.

Notice - continued

The width of all new structures including modules/buildings must not exceed 7.32 metres. Loaded height must not exceed 9.0 metres. Alberta Transportation reserves the right to review and approve any request for approval of dimensions exceeding the specified limits on a case by case basis.

Alberta Transportation may require the submission of a detailed Transportation Safety Plan for all loads exceeding the specified limits.

Non-divisible loads may be authorized to travel under controlled permit conditions (PC) when crossing bridges.

Divisible loads will not be permitted to cross bridges under controlled permitting conditions unless otherwise specified by the Registrar. Divisible loads will only be authorized to travel under single trip permit condition (PS).

Third party bridge capacity analysis, when required by Alberta Transportation, must be conducted in accordance with *Alberta Transportation Bridge Load Evaluation Manual* and *Canadian Highway Bridge Design Code*.

All costs associated with a move that requires third-party analysis are the full responsibility of the Project Owner.

Definitions

Project Owner – the primary owner/entity and operator of the proposed project (facility) that initiates a project, finances it, contracts it out, and benefits from its output

Divisible Load – for this policy only, divisible loads refer to modules and buildings

Non-divisible Load – for this policy only, non-divisible load refers to vessels, heating units, reactors, transformers, generators, that exceed regulated weight and dimension limits and must be manufactured in a controlled facility as a single unit.

Module – an assembly of multiple components into a single unit. The size and weight can be adjusted during the design stage to meet route limitations.

Track Width – longest distance between outer tires for the widest axle in the load carrying configuration.

Vessel – a single unit capable of withstanding high pressures and temperatures while processing chemical reactions. The welds are stress relieved, which requires special conditions in an environmentally controlled facility. An assembly with multiple pieces is not a vessel.

Reference

[Traffic Safety Act](#), 62(1), 62(2), 62(3)

[Commercial Vehicle Dimension and Weight Regulation](#)
Policy TSS-TEG-502

For more information contact:

Alberta Transportation
Central Permit Office
1-800-662-7138