**TOWN OF MORINVILLE**
**PROVINCE OF ALBERTA**

**BYLAW 9/2005**

BEING AN ADDENDUM TO THE BYLAW FOR THE PURPOSE OF SETTING A STANDARD FOR MUNICIPAL INFRASTRUCTURE WITHIN THE TOWN OF MORINVILLE.

WHEREAS The Council of the Town of Morinville deems it appropriate to approve the Municipal Engineering Standards dated December, 2003,

WHEREAS The Addendum No. 1 to the Municipal Engineering Standards was prepared by UMA Engineering Ltd.,

WHEREAS The Administration of the Town of Morinville has reviewed said Addendum No. 1 and met with Developers to discuss this said standard,

NOW THEREFORE Under the authority of the Municipal Government Act, the Council of the Town of Morinville, in the Province of Alberta, duly assembled enacts as follows:

1. Schedule A (Addendum No. 1) attached hereto be adopted and form part of the Municipal Engineering Standards, being Bylaw 28/2003 and any amendments thereto.
2. That this Bylaw shall come into full force and effect on the third reading thereof.

READ a first time this 22nd day of February, 2005.

READ a second time this 8 day of March ,

READ a third time and finally passed this 8 day of March ,

Mayor

Town Manager

SECTION 1 SEVERABILITY

1.1 If any Section or Section of this Bylaw or parts thereof are found in any court of law to be illegal or beyond the power of Council to enact, such Section or Sections or parts thereof shall be deemed to be severable and all other Sections or parts of this Bylaw shall be deemed to be separate and independent therefrom and to be enacted as such.

23.3 Construction

23.3.1 Multiway development shall be constructed to conform fully with the standards and requirements as set out in Section 3.0 – Roadways.

23.3.2 Bollards shall be provided at all points of connection to the roadway system to prevent unauthorized vehicular entry. The bollards shall be designed to be both moveable and lockable. A rotatable bollard design is preferred."

3. Refer to Appendix B – Typical Details and amend Drawing No. 1.01 – 9 Metre Local Roadway, Drawing No. 1.02 – 8.5 Metre Short Cul-de-sac on 17 Metre Right-of-way, Drawing No. 1.03 – 8.5 Metre Long Cul-de-sac on 18 Metre Right-of-way, Drawing No. 1.04 – 11 Metre Minor Collector and Drawing No. 1.05 – 12 Metre Major Collector by changing the offset distance of the Sump Pump Collector Main from 2.0 metres from the property line into the easement to 0.3 metres from the property line into the easement.

The intent of this change is to reduce the possibility of the sump pump collector main being undermined during installation of service connections to the individual buildings.

End of Addendum No. 1

Prepared by

UMA Engineering Ltd.

Garry R. Maxwell, P. Eng.

Town of Morinville

R.Foster, Superintendent of Public Works

Approved by town Council this 8 day of March, 2005.

TOWN OF MORINVILLE - MUNICIPAL ENGINEERING STANDARDS – ADDENDUM NO. 1

February 15, 2005

File: F270-001-00

To: All holders of the Town of Morinville Municipal Engineering Standards dated December, 2003

Gentlemen:

The following additions, deletions and/or corrections are hereby made to the Town of Morinville Municipal Engineering Standards:

1. Refer to Section 7.0 – Water Distribution System and amend Article 7.5.5.2 to read:
".2 One (1) 100 mm Pumper connection."

   The intent is to delete any reference to a "Stortz" connection on the pumper outlet. All outlets (hose and pumper) shall have standard A.M.A. threads.

2. Add new Section 23.0 – Multiways as follows:

"23.0 Multiways

23.1 General

23.1.1 Multiways shall be constructed at locations as determined through discussions with the Town.

23.1.2 The Developer, or his Engineer, shall prepare an overall plan of the subdivision on which is shown proposed multiways and their connections to the Town's proposed overall multiway system. This plan shall be submitted to the Town for review with the detail design drawings.

23.2 Design

23.2.1 Multiways shall be designed to conform with the overall grading and landscaping plans for the subdivision.

23.2.2 Multiways shall have a minimum finished top width of 3.0 metres and shall be constructed to have the following minimum pavement structure:

150 mm depth of cement modified subgrade
150 mm depth of 20 mm minus crushed granular base
65 mm depth of asphaltic concrete surface course