Standard Development Construction Practices for Work on Regional Roads

1. Unless otherwise specified, Ontario Provincial Standards and Specifications shall be adhered to.

2. The Owner/Developer will ensure that the Regional road surfaces, ditches and boulevards are kept clear of dust, mud and building debris until the lands represented by this approval are fully developed. The Owner/Developer acknowledges that the Region will carry out any work deemed necessary at the Owner’s expense if such requirements are not carried out within 24 hours of notice being given to the applicant, consulting engineer, Owner or without any notice if, in the opinion of the Commissioner of Corporate Services Department or the designate, it is required immediately.

In the event that the Region must rectify any deficiencies, make any remedies or must carry out the cleanup of roads from mud, dust, refuse or debris, the Owner acknowledges that the Region shall charge the Owner, for each occurrence, a minimum of $1,000.00 or twice the actual cost to perform the work, whichever is greater.

3. Prior to starting any development construction work within the Regional Road allowance, please contact the following Development Construction Coordinator, 1-877-464-9675 or email to arrange for a pre-construction meeting prior to construction:

   - Bob Smith (extension 75759; email: bob.smith@york.ca)
     Municipality Area: City of Vaughan, Township of King
   - Frank Lombardi (extension 76088; email: frank.lombardi@york.ca)
     Municipality Area: Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Town of Georgina
   - Robert Bailey (extension 73114; email: robert.bailey@york.ca)
     Municipality Area: Town of Richmond Hill, City of Markham, Town of Whitchurch-Stouffville

4. All grassed areas disturbed during construction on the Regional Road rights-of-way shall be restored with 100 mm of topsoil and sod placed to the bottom of the granular ‘A’ shoulder rounding or as required by the Development Construction Coordinator.

5. Final restoration works are to be completed within 6 months of asphalt placement and non-compliance may result in work completed by York Region forces at the expense of the owner with the project application securities used or withheld to ensure payment and final work.
6. Granular road base shall be a minimum of 450 mm Granular B Type 1 and 150 mm Granular ‘A’ or as approved. All granular material placed under pavement shall be compacted to 100% of the maximum dry density. All other native materials shall be compacted to 95% of the maximum dry density. The results of the compaction tests and analysis shall be submitted to the York Region, Development Engineering Division, and attention: Development Construction Coordinator.

7. All new base asphalt is to be Binder Course SP-19.0 and top course asphalt is to be SP-12.5, FC-1 as directed, use PGAC 64-28, Ontario Traffic Category ‘C’ except for Yonge Street and Highway #7 use PGAC 70-28, Ontario Traffic Category ‘D’. All Asphalt shall be compacted to 96% of the mix design density. All new asphalt joints adjacent to existing asphalts are to be routed and sealed in accordance with construction specification OPSS-341 & material specification OPSS-1212. The results of the compaction tests and analysis shall be submitted to the York Region, Development Engineering Division, and attention: Development Construction Coordinator.

8. Thickness of road base, the base and top asphalt shall match the existing road structure thickness unless otherwise specified in the drawings.

9. Trenches proposed across Regional rights-of-way shall be backfilled with unshrinkable fill as per OPSS 1359 material specification for unshrinkable backfill up to road grade if the trench is less than 3m depth. Placement shall be at least 1.0 metre beyond the existing edge of pavement or back of curb. The trench with shall be covered for a minimum of 24 hours with steel plates of sufficient strength to support traffic 24 hours prior to placement of any granular ‘A’ backfill up to bottom of road pavement, and the plates shall be recessed into a 300mm wide by 50mm deep step joint provided in the existing pavement. If the trench is 2m or deeper unshrinkable fill backfill is to be placed to the bottom of asphalt pavement. The trench backfill is to be protected with steel road plates for a 24 hour period prior to paving. All asphalt joints to be rout and sealed as per material specification OPSS-1212 and construction specification OPSS-341. If the storm sewer is less than 2m depth insulation is required on top of the pipe with 50mm of SM insulation or approved equal then backfilled with proper compaction of granular ‘A’ to bottom of the existing asphalt pavement. No traffic is permitted on the granular backfill unless it is protected by approved road plates or asphalt pavement as specified.

10. All drainage works require sediment and erosion control satisfactory to the approval agencies during construction periods. Prior to construction, procedures need to be in place for the minimization of erosion and control of any erosion which might occur during construction. The Owner/Developer shall ensure routine inspections for the sediment and erosion control devices to maintain their efficiency as per design and field conditions. The Owner/Developer or his consultant responsible for inspections is to ensure the contractor adheres to best construction practices and the “Erosion & Sediment Control Guideline for Urban Construction.”
11. All pipes installed within the Regional rights-of-way require a pre-construction video inspection report and post construction video submitted to the Region, attention: Development Construction Coordinator prior to any security reduction.

12. Tunnel shafts and auger pits should be located at the bottom of the ditch line and back slope of the ditch, or beyond the toe of slope in a fill area. All open excavations shall be protected with barricades within the Regional road allowance. No torpedo is to be used under any of the Regional paved road at any time unless written approval is granted.

13. No landscaping, hoarding, fencing, signs, steps, stairs, canopy or temporary accesses are to be permitted within the Regional road allowance without written approval from York Region Development Engineering Division.

14. Construction access onto a Regional road is not permitted unless written approval is granted for by the Region, provided the Owner/Developer apply for approval to the York Region Development Engineering Division. Temporary "truck entrance" signs must be installed on the shoulder of the Regional right-of-way to be visible from all approaches. Reference shall be made to the Book 7, Ontario Traffic Manual: Temporary Conditions for details on the use and placement of signs. The Owner will be responsible for the costs of obtaining, erecting and maintaining these signs. Construction access shall be constructed as per York Region Drawing No. DS-217. The mud mat and truck route is to be monitored and cleaned as required and non-compliance will result in the work cleaned up by York Region and/or full closure at the expense of the Owner/Developer. After completion of the works, the access shall be removed and the road and boulevard restored to the satisfaction of the Development Construction Coordinator or designate.

15. Prior to any related development construction activity on the Region Road allowance, the Owner/Developer or designate shall apply to the Region to obtain a Road Occupancy Permit. The Road Occupancy Permit application can be obtained at www.york.ca under road permits. The completed permit is to be returned to the Traffic Management & ITS-permits section. Email the completed form to permits@york.ca. For general enquiries, please contact 1-877-464-9675, extension 75700.

16. Where the stability, safety or function of the existing roadway or underground facilities may be impaired due to the contractor's method of operations, the contractor shall provide such protection as may be required. This protection may include sheathing, shoring and the driving of piles where necessary, to prevent damage to existing services or proposed works. Construction for shoring, bracing and protection schemes shall conform to the specifications of OPSS 538 and OPSS 539. Additionally, all works shall be carried out in conformity with the Occupational Health and Safety Act and Regulations for Construction Projects. The Consulting Engineer responsible for inspections and/or York Region Development Engineering Division staff shall notify the Ministry of Labour, if in their opinion, unsafe conditions exist on site in accordance with Ontario Regulation for Construction Projects and the Owner fails to rectify said unsafe conditions.
17. All construction correspondence directed to the York Region Construction Coordinator, Development Engineering Division must reflect the appropriate Regional approval and file numbers.

18. One lane of traffic in each direction on Regional roads must be kept open between the hours of 9:30 a.m. and 3:30 p.m. or otherwise permitted by the ROP permit conditions. This is provided that the proper signage and flag persons are present to protect the workers and direct traffic safely through the work zone as per Occupational Health and Safety Act and Regulations for Construction Projects and Book 7 Ontario Traffic Manual Temporary Conditions. At all other times, all existing lanes of traffic shall be kept open. Loading and unloading of materials shall only take place between the hours of 9:30 a.m. and 3:30 p.m. provided that proper signage and warning signs are present to protect the workers and direct traffic safely.

19. Approved drawings, including engineering, underground, landscaping, electrical and detailed traffic management plans must be adhered to at all times unless directed otherwise by Development Construction Coordinator. All works on Regional rights-of-way shall be carried out as per the approved drawings and Regional standards/guidelines, OPSS & OPSD drawings & specifications, policies and/or as required by the Region’s Development Construction Coordinator or designate.

20. New intersections are not to be opened to public use until all control measures are installed, including all illumination, signalization, pavement markings, and signage. New intersections are to be barricaded to prevent access until specific permission has been given by the Regional Municipality of York.

21. Regulatory and hazard warnings signs as per the OTM Book 5 and Book 6 shall be shown on the approved drawings and/or as required by the Development Construction Coordinator.

22. The approach ends of a raised median on the Regional road shall have the typical “Keep Right” sign and object marker as per the Region specification E-7.01, installed immediately after the median construction. Right in/right out access controlled by a raised median requires a “one way” regulatory control sign as per Book 5, which must be installed prior to the opening of the access.

23. The Owner/Developer or his Consulting Engineer responsible for inspections shall advise the Contractor that the integrity of the above and below ground Regional road facilities shall be properly located and maintained. Any facility damaged during construction is to be reported to the appropriate Regional Development Construction Coordinator, and the repair may require the work to be completed by the Regional contractor at the Owner’s expense.

24. Approved emergency accesses to Regional roads are to be in place prior to any building permits issued for the subdivision. Temporary construction access shall be closed off permanently on the Regional road prior to the first residential occupancy or if the Owner/Developer can demonstrate to
the Region that there is no residential use. Temporary sales access use shall be for sales access only and be relocated to the new road once constructed and open to public traffic.

25. Prior to any security release or reduction of the development security deposit all applicable requirements listed in the “York Region Security Release and Reduction List of Requirements” shall be submitted to the attention of the appropriate Development Construction Coordinator for Regional clearance. The Applicant is advised to forward to the Development Construction Coordinator, Development Engineering Division the following requirements:

Reductions:

i. Letter of request from Owner/Developer or their designate to reduce the security.

ii. Letter of Certification from the Consultant certifying that the works are completed as per the approved “as built” drawings. Video DVD and inspection report of all sewers newly constructed within the Regional Road Allowance.

iii. Owner/Developer’s Soils Consultant final report including material testing, analysis and compaction results, if applicable.

iv. Owner’s signed Statutory Declaration.

v. Copy of the Certificate of Substantial Performance, if applicable.

vi. “As Built” drawings to be submitted from the Consultant.

vii. Ontario Land Surveyor’s certificate certifying that all survey monuments have been verified or replaced and no encroachments of features/signs/stairs/steps and other structures pertain to the development frontage.

viii. Landscape Architect certificate certifying all landscaping have been verified in the field and constructed as per the approved landscape drawings.

ix. A letter of certification is required from a certified professional engineer to certify that the noise attenuation features installed meet the approved noise study and in conformance with the most updated Ministry of Environment guidelines and Region Noise Policy, if applicable.

x. Require confirmation of a signed fully executed site plan agreement, if applicable.

Release of Holdback:

i. Letter of Request from the Owner/Developer or designate to release final security.
ii. Owner’s signed Statutory Declaration.

iii. Release of security may be subject to final clearance from other Regional Branches of Departments.

The above applicable information to be provided to the appropriate Development Construction Coordinator with reference to the York Region file numbers on all requests:

- Bob Smith’s Municipal Areas: City of Vaughan, and Township of King
- Frank Lombardi’s Municipal Areas: Town of Aurora, Town of Newmarket, Town of East Gwillimbury, and Town of Georgina
- Robert Bailey’s Municipal Areas: Town of Richmond Hill, City of Markham, Town of Whitchurch-Stouffville

26. All curb returns to Regional curb and gutter to be constructed in accordance with the Regional standard curb return drawing number DS-216 for all standard entrances unless otherwise stated.

27. All asphalt tapers and road widening(s) require a fully paved shoulder with full depth asphalt for all rural cross sections.

28. When relocating a new curb along the Regional road may result in a maintenance hole with a catch basin cover being relocated within the new travelled portion of the road. The catch basin lid on the maintenance hole shall be replaced with a maintenance hole cover OPSD-401.01 and the new catch basin with frame & grate OPSD- 400.110.

29. The Owner/Developer agrees to indemnify the Region, and its employees, elected officials, contractors and agents against any and all actions, causes of action, suites, claims and demands whatsoever which may arise either directly or indirectly by reason of undertaking any of the Owner/Developer’s work with respect to the development approvals and construction.

30. It is the responsibility of the Owner/Developer to protect all existing survey monumentation on or adjacent to the site that may be destroyed/ disturbed during construction. Should this monument be damaged in any way, the owner shall have the survey monuments replaced by an Ontario Land Surveyor prior to the reduction of any security.

31. All landscape features including: retaining walls, steps/stairs, footings and columns, fencing, and landscaping features to be located on the Private Property and/or behind 0.3m reserve, will require an Ontario Land Surveyor’s Certificate and copy of the survey submitted prior to reduction of any security.

32. It is the responsibility of the Owner/Developer or his Consultant responsible for inspections to ensure that an elevation detail of existing aerial plant is submitted when overhead cabling is
present. Cables shall not be less than 5.0m from the proposed finished grade to the lowest point of the aerial cable as per 3.2.5.6.- Access Route Design, Ontario Building Code Standards.

33. It is the responsibility of the Owner/ Developer or his Consultant responsible for inspections to ensure that the contractor’s locates are staked out prior to any construction and all utilities are relocated to the approved design grades and location.

34. Interlocking concrete paving stones must be supported on concrete 150mm base as per York Region standard DS-111.

35. All new curb drops to follow OPSD-600.040 concrete barrier curb and gutter standard. Concrete sidewalk ramps at intersections to be AODA compliant in accordance to standard drawing DS-120 for non-signalized intersections only. Approved electrical drawings for signalized intersections will be noted AODA compliant in accordance to standard drawings DS-119 & DS-121.

36. Any dewatering activity discharge requires an approved application. Applications are available online by completing the form at www.york.ca/seweruse or contacting 1-877-464-9675 extension 75067 at the Environmental Services Department.

37. The Owner/ Developer must retain a Consulting Engineer or Consultant to ensure compliance of all work within the Region’s Right-Of-Way. The Region at any time may request a copy of the daily construction reports.

38. All asphalt joints shall include a minimum 300mm wide by 50mm depth step joint into the existing top coarse asphalt. Depending on specific site conditions, the width of the step joint may be required to be increased at the Region’s discretion beyond 300mm to ensure proper cross-fall from the existing road cross-section and ensure a stable joint into the existing pavement. If the existing road pavement is in very good condition and the joint can be protected during construction, the Region’s representative can make a field decision to permit a straight saw cut butt joint. In any case, the Development Construction Coordinator shall be contacted in advance for an on-site field inspection and consultation prior to any paving. All joints will require rout and seal as per material specification OPSS-1212 and construction specification OPSS-341.

39. It is a condition of Regional Approval that the Owner/ Developer or his Consultant responsible for inspections and compliance is at risk with respect to all work done on Regional property. This risk shall extend to such time as the works have been granted final compliance, including all invoices paid land conveyances and listed Region requirements are completed to our satisfaction prior to reduction of any security.

40. Any existing driveways curb drops or ramps that are not proposed or not in use shall be removed and replaced with full curb as per OPSD-600.040.
41. No start up road construction projects will be permitted after November 15th without special
exemption and permission from the Region Road Authority or the Development Engineering Branch.
Placing of the Hot Mix Asphalt must adhere to OPSS-310.07.06.02 Operational Constraints.

It is the responsibility of the Owner/Developer or his Consultant responsible for administering the
contract to notify their Contractor(s) to be familiar with and understand the foregoing above conditions.