Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS
SECRETARY

Utilities Bulletin 3/16/2010

Date: March 16, 2010

To: Utility Accommodation Manual Users

From: Brian Blanchard P.E., FDOT Chief Engineer

Copies to:

Lora Hollingsworth P.E.,	Director of Design
David Sadler P.E.,	Director of Construction
Tim Lattner P.E.,	State Maintenance Engineer
David O'Hagan P.E.,	State Roadway Design Engineer
Thomas Bane P.E.,	State Utilities Engineer

Attached: ARRA Project Utility Accommodation Requirements (Dated 3/16/2010)

Subject: Utility Accommodation requirements for Florida Department of Transportation projects whose schedules have been advanced by the ***American Recovery and Reinvestment Act (ARRA)***.

As a result of negotiations with the utility industry and review by FHWA, the attached "ARRA Project Utility Accommodation Requirements" have been developed to expedite utility accommodation for FDOT projects whose schedules have been advanced by the ***American Recovery and Reinvestment Act (ARRA)***. These requirements are effective immediately and will remaining in effect until further notice.

ARRA Project
Utility Accommodation Requirements

1 GENERAL

These requirements have been established for Florida Department of Transportation projects whose schedules have been advanced by the ***American Recovery and Reinvestment Act (ARRA)***. It is intended that the below requirements supersede the requirement of the ***2007 UTILITY ACCOMMODATION MANUAL (2007 UAM).*** It is also intended that any requirement in the ***2007 UAM*** that is not modified by these requirements are still in effect. When a section of these requirements is referenced, it is intended that all subsections and all other references contained within the referenced section are included.

These requirements are effective immediately and will remaining in effect until further notice.

When a section of these requirements is referenced, it is intended that all subsections and all other references contained within the referenced section are included.

1.1 Application of Standard Drawings and Specifications

When an agreement exists between the UAO and FDOT, the UAO's work shall conform to the requirements within the agreement. Otherwise, when within FDOT's ***ARRA*** projects, the UAO's work shall comply with the following standard drawings and specifications:

1.1.1 FDOT Design Standard Drawings

The UAO shall use any standard drawings necessary to restore the FDOT R/W to the condition existing prior to the utility work and, while working within the FDOT R/W, the UAO shall maintain their worksite in compliance with the indexes listed below from the ***DESIGN STANDARDS FOR DESIGN, CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS ON THE STATE HIGHWAY SYSTEM 2010, ENGLISH UNITS*.**

102 Temporary Erosion and Sediment Control
103 Turbidity Barriers
307 Miscellaneous Utility Details
600 General Information for Traffic Control Through Work Zones

Additionally, the below indexes 601 through 660 apply to most traffic control situations. When conditions in the field are such that these indexes are sufficient to control traffic, the UAO shall either use these or comply with ***2007 UTILITY ACCOMMODATION MANUAL*.**

601 Two-Lane, Two-Way, Work Outside Shoulder
602 Two-Lane, Two-Way, Work On Shoulder
603 Two-Lane, Two-Way, Work Within the Travel Lane
604 Two-Lane, Two-Way, Work In Intersection
605 Two-Lane, Two-Way, Work Near Intersection
611 Multilane, Work Outside Shoulder

612 Multilane, Work On Shoulder
613 Multilane, Work Within the Travel Lane - Median or Outside Lane
615 Multilane, Work In Intersections
616 Multilane, Work Near Intersection - Median or Outside Lane
625 Temporary Road Closure 5 Minutes or Less
635 Work In Vicinity of Rail Crossings
660 Pedestrian Control for Closure of Sidewalk

1.1.2 FDOT Standard Specifications

The UAO's work shall comply with the following sections of the ***STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2010*** as listed below:

When working on FDOT ***ARRA*** projects the UAO and FDOT contractor shall coordinate their activities in accordance with the all of the following sections:

4-3.8 Changes Affecting Utilities.
7-11.6 Utilities.

When constructing and maintaining detours, the UAO shall provide pavement markings in accordance with the following sections:

102-1 Description (Maintenance of Traffic).
102-2.1 Traffic Control Devises.
102-7 Traffic Control Officer.
102-8 Driveway Maintenance.
102-9.1 Installation and Maintenance. (of temporary traffic control devices)(paragraphs 1, 2,&5)
102-9.2 Work Zone Signs

For other various types of work, the UAO shall comply with the following sections:

Flowable Fill	121-1 through 121-6.
Excavation for Structures and Pipe	125-6 through 125-8.
Stabilizing	160-1 through 160-6.
Concrete Sidewalk	522-1 through 522-8.
Directional Bore	555-1 through 555-2, 555-3.2, and 555-4 through 555-6.
Jack and Bore	556-1 through 556-2, 556-3.2 through 556-3.3, 556-3.4.1, and 556-4 through 556-6
Vibratory Plowing	557-1, 557-2.1, 557-2.2.1, and 557-3 through 557-4.
Highway Signing	700-2.5, and 700-3.8
Retroreflective and nonreflective Sheeting for Traffic Control Devices	994-1.1, and 994-3.3

2 ABOVEGROUND OR AERIAL ACCOMMODATIONS

2.1 Aboveground Fixed Utilities (AFUs) Installation and Relocation Requirements

Aboveground Fixed Utilities (AFU) are utility objects more than four (4) inches above the grade and are not accepted by FDOT as crash worthy (such as strain poles, down guys, telephone load pedestals, temporary supports, etc). The UAO shall, where practical, install AFUs behind

existing barriers (such as guardrail, or concrete barriers). The UAO shall not place AFUs within the barrier's deflection area. The UAO shall not place AFUs in the median.

The UAO shall relocate to as close to the R/W line as practical existing AFUs unreasonably interfering with the construction of FDOT projects.

The UAO shall install all new AFUs as close to the R/W line as practical, and outside the offset as described in ***Section 2***. The UAO shall obtain a utility exception in accordance with ***Section 3*** when proposing to place AFUs within the offsets described in ***Section 2***. However, these requirements do not apply to: mid-span poles, poles within FDOT resurfacing projects, or AFUs in projects not correcting or otherwise addressing all other roadside hazards. When installing, relocating, or replacing mid-span poles within and as part of existing pole lines, the UAO shall install these within the existing alignment and where practical shall be installed outside the lateral offset in ***Section 2***. The UAO shall also remove all unnecessary poles.

When within FDOT resurfacing projects (defined for these purposes as any FDOT project whose purpose is to resurface existing lanes without adding additional travel lanes), the UAO shall relocate as close to the R/W line as practical existing AFUs which have three (3) or more crashes within most recent five (5) year period. However, when the only practical location is less than four (4) lateral feet from the existing location or the FDOT resurfacing project does not include mitigating all roadside hazards the UAO shall not be required to relocate. The UAO shall obtain a utility exception in accordance with ***Section 3*** when proposing to leave AFUs in place which do not meet these requirements.

When determining whether any AFU is as close to the R/W line as practical, FDOT shall consider factors such as:

1) Aboveground encroachments onto private property.
2) National Electrical Safety Code (***NESC***), ***UAM Section 4.1.4***, or other State or Federal applicable codes/regulations.
3) Conflicts with other existing overhead or underground facilities.
4) Trees on adjacent private property (where adequate future trimming would require encroachment on private property).
5) Down guying requirements.
6) Alignment of existing pole line.

2.2 AFU Offsets

AFU offsets are dependent upon the roadside being restricted or non-restricted. Restricted roadsides are roadsides along predominantly curbed urban roadways with design speeds of 45 mph or less and narrower than the offsets in ***Table 2.2***. Non-Restricted Roadsides are all other roadsides. The AFU offset for restricted roadsides is four (4) feet from the face of curb. Where sections of curbs are missing, the offset is five and one-half (5.5) feet from the edge of the lane. The AFU offset within non-restricted roadsides is the distance obtained from ***Table 2.2***. This offset is measured, perpendicular to the edge of lane, away from the roadway, and along slopes no steeper than 1v:4h.

To determine the appropriate AFU offset, select the distance from the table below based on lane type, traffic volume, and design speed. When FDOT cannot provide the design speed or

traffic volume, the posted speed or traffic volume > 1500 AADT shall be used respectively. When applying these distances in the field, slopes steeper than 1v:4h are sometimes present within a portion of the AFU offset. In those cases, the remaining portion of the AFU offset, or ten (10) feet whichever is greater, is extended beyond the toe of the steeper than 1v:4h slopes. In no case does the AFU offset extend beyond the R/W line.

Table 2.2 AFU Offsets for Non-Restricted Roadsides (feet)

	Design Speed(mph)				
	<45	*45*	*50*	*55*	*>55*
Travel Lanes or Multiple-Lane Ramps with Traffic Volumes ≥ 1500 AADT	18	24	24	30	36
Travel Lanes or Multiple-Lane Ramps with Traffic Volumes < 1500 AADT	16	20	20	24	30
Auxiliary Lanes or Single Lane Ramps with Traffic Volumes ≥ 1500 AADT	10	14	14	18	24
Auxiliary Lanes or Single Lane Ramps with Traffic Volumes < 1500 AADT	10	14	14	14	18

3 UTILITY EXCEPTIONS

Some conditions in the field make it impractical or cost prohibitive to comply with the above requirements. In such cases, the UAO may request a utility exception. When requesting these utility exceptions, the UAO shall comply with the requirements described in this section and use the ***FDOT Utility Exception Form***. The UAO shall provide any services required to substantiate the request. FDOT may elect to prepare any utility exception request for the UAO. The UAO shall not be required to request utility exceptions for a pole or support which violates ***Section 2.1*** when FDOT desires the pole to remain.

When necessary to evaluate a request, FDOT shall request UAO to provide benefits and/or relocation costs. For utility exception requests for AFUs within non-restricted roadsides, the UAO shall use the Roadside Safety Analysis Program (*RSAP)* to develop the potential benefit of relocating the object. The benefit shall be the difference in societal costs at the AFU existing location and the most practical alternate location. The UAO shall use only costs directly attributable to relocating to the alternate location as the cost "C". For all other utility exception requests, the UAO only needs to provide the relocation costs.

ERRATA TO UTILITIES BULLETIN DATED 3-16-2010

Section 2.1 Paragraph 4 Item 2

The reference to UAM Section 4.1.4 is incorrect and replaced with reference to 2007 UAM Section 5.1.2