

Chapter 12

ACCOMMODATION OF UTILITIES ON LIMITED ACCESS R/W

12.1 Limited Access Policy

- 12.1.1 The **FDOT's** Limited Access Policy is established cognizant of **23 U.S.C., Parts 109 & 111**, and federal aid regulations governing use and points of access to any limited access R/W on the Federal Aid Highway System. This policy applies to all limited access R/W use on the State Transportation System except for utility facilities required for operating and providing service to facilities on limited access R/W.
- 12.1.2 The Limited Access Policy prohibits new utilities from locating longitudinally within limited access R/W.
- 12.1.3 All utility accommodations other than existing or new longitudinal encroachments approved by exception to the Limited Access Policy on limited access R/W shall comply with standards and criteria set forth in this Chapter.
- 12.1.4 The Limited Access Policy prohibits utility attachments to bridge structures on limited access R/W.
- 12.1.5 Rails, Trails, and Bikeways - These type facilities will be treated in the same manner as limited access facilities for purposes of accessibility. However, for criteria purposes, new construction standards will be applied and adjusted as appropriate.
- 12.1.6 For survey and as-built requirements see Section 11.2 of the **UAM**.
- 12.1.7 Any new longitudinal installations on limited access R/W are permitted only by exception and must be approved by the State Highway Chief Engineer or designee. For non-operating rail corridors the designee includes the respective District Secretary.

12.2 Permitted Utility Activities on Limited Access Facilities Posted Speed > 50 MPH

- 12.2.1 **Utility/Light Poles** - All new utility/light pole installation locations shall be in accordance with the UAM new construction criteria.
- 12.2.2 **Crossing (Aerial)** - Aerial crossings require twenty four (24) feet minimum vertical clearance over limited access facilities. Other governmental agencies, rail facilities, and state, local, and federal codes may require a greater clearance. The greater clearance required prevails. No poles or structures will be permitted within R/W of the main travel way.
- 12.2.3 **Crossing (Underground)**- Underground crossings require a minimum vertical clearance of forty eight (48) inches below the pavement surface of the limited access facility. For other connecting or crossing highways located within the limited access or controlled access zone, thirty six (36) inches below the pavement surface, or thirty (30) inches below unpaved ground, including ditch grade, is required. Other governmental agencies, rail facilities, and

state, local, and federal codes may require a greater clearance. After the pavement has been constructed, no open cuts will be allowed. Where a high- pressure gas or volatile fuel line is located under an **FDOT** bridge, attachments shall comply with Section 5.4 of the ***UAM***.

Refer to Chapter 10 of the ***UAM*** regarding alternative methods of underground installation.

12.3 TELECOMMUNICATIONS FACILITIES ON LIMITED ACCESS R/W

The Department will consider proposals to install facilities on its limited access highway rights of way.

The Department's actions in this area will be consistent with the provisions of the State's present and future traffic and transportation management communications requirements, contingent upon departmental safety and engineering determinations.

CRITERIA FOR PLACEMENT OF TELECOMMUNICATION FACILITIES ON LIMITED ACCESS RIGHTS OF WAY

The placement of wireless (communication towers) or wireline facilities on limited access rights of way (R/W) will be in accordance with the criteria below. This criteria applies to the physical construction of the towers, fiber placement, buildings, related appurtenances, routine service visits, and maintenance activities.

1. GENERAL CRITERIA FOR WIRELESS AND WIRELINE TELECOMMUNICATION FACILITIES

A. General Access

Integrity of access points and location of the R/W fence will be maintained. Access through the R/W fence for towers located off the R/W will not be allowed. Facilities located along the mainline will be enclosed by a fence tied into the existing R/W fence so as to not break the continuity of the R/W fence. Access to these areas will be through a locked gate.

B. Access for Construction of Facilities

1. Towers - access for construction will be the same as that allowed in the Criteria for Placement (refer to **Section 2**); no mainline access will be allowed without the permission of the Department and the Federal Highway Administration (FHWA).
2. Underground wireline/conduit and manholes/pullboxes - access for placement will be allowed from the mainline.
3. Buildings and above ground appurtenances - access for installing buildings and other above ground features will be the same as that allowed in the Criteria for Placement (refer to **Sections 2 or 3**).

C. Access to Facilities for Maintenance

Access to completed facilities for routine service visits and maintenance activities will be by the same method as that allowed in the Criteria for Placement (refer to **Sections 2 and 3**). Access to completed facilities from the mainline for expansion, routine servicing, or maintenance is allowed. However, maintenance of traffic (MOT) shall be in accordance with the Department's **Roadway and Traffic Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System, Standard Index 612 in Appendix C** (see work area insert for work not to exceed 60 minutes).

D. Construction Work Zone Maintenance of Traffic (MOT)

Industry providers, vendors, and their subcontractors will follow the same methods for MOT as that used by the **FDOT's** construction and maintenance personnel.

E. Clear Zone Preservation

In all cases, locating towers, buildings, and other types of above ground appurtenances will be located 50 feet from the edge of traveled way, when possible. No above ground appurtenances will be permitted within the clear zone. A minimum distance of 50 feet from the edge of traveled way should be the standard where possible. Above ground appurtenances will not be placed in locations that require new barriers to maintain a safe clear zone.

F. Power, Phone or Other Utilities to Serve Equipment Buildings or Related Facilities

Power to the equipment building/related facilities may be brought to a drop pole on **FDOT** R/W adjacent to the fence and then be run underground to the equipment building or related facility. All utility runs will not be allowed longitudinally inside the R/W.

2. CRITERIA FOR WIRELESS TELECOMMUNICATION PLACEMENT Towers, Buildings, and Other Above Ground Appurtenances

Towers, shelter buildings and other above ground appurtenances will be located as far as possible from the edge of traveled way, immediately adjacent to the tower, and immediately adjacent to the R/W fence; in no case shall any above ground appurtenances be built within the clear zone. The preferred locations listed below, in order of preference, will be considered for placement:

1. Along the mainline, as close as possible to the R/W fence, with access from outside the R/W for construction. Access for maintenance activities may be either outside or from the mainline. If access is from the mainline the Department's **STANDARD INDEX 612 in Appendix C** will be followed for MOT, see **Paragraph 1. C**.

2. Within weigh stations, with access from the parking lot or ramps.
3. Within interchange areas, with access from outside the limited access R/W and connecting ramps, e.g., access is from frontage roads or crossroads.
4. Within interchange areas, with access from the right side of the ramp. This does not include loop ramps (see **No. 6**).
5. Within interchange ramp infield areas, with access from left side of the ramp.
6. Within interchange areas, inside loop ramps, with access from the right side of the ramp.
7. Within aesthetic areas such as rest areas or welcome centers, with access from the parking lot or ramps.

3. CRITERIA FOR WIRELINE TELECOMMUNICATION PLACEMENT

A. Buried Fiber Optics Cable

The cable/conduit will be placed within a maximum 10 foot utility strip located immediately adjacent to the existing R/W line, only on one side in one direction of the roadway R/W. For aerial spanning of crossroads, utility poles/guide wires are allowed provided the poles/wires can be placed near the R/W limits/R/W fence, parallel to the mainline and outside the clear zone.

B. Equipment Buildings/Other Above Ground Appurtenances

Shelter buildings and other appurtenances will be located as close as practical to the utility strip but in no case within the clear zone. The preferred placement locations are listed below, in order of preference:

1. Along the mainline, as close as practical to the R/W fence, with access from outside the R/W for construction and from the mainline for maintenance. Department's **Standard Index 612** in Appendix C will be followed for MOT, see **Paragraph 1. C**.
2. Within weigh stations, with access from the parking lot or ramps.
3. Within Interchange areas, with access from outside the limited access R/W and connecting ramps, e.g., access is from frontage roads or crossroads.
4. Within interchange areas, with access from the right side of the ramp. This does not include loop ramps (see **No. 6**).
5. Within interchange ramp infield areas, with access from left side of the ramp.
6. Within interchange areas, inside loop ramps, with access from the right side of the ramp.
7. Within aesthetic areas such as rest areas or welcome centers, with access from the parking lot or ramps.

C. Underground Devices - Manholes, Pullboxes, etc

Underground devices requiring any type of routine service or site visit will not be allowed within the clear zone. In no case will underground devices be located within paved areas, including shoulders. The preferred placement locations are listed below, in order of preference:

1. Near R/W limits/fence.
2. Between fence and ditch back-slope.
3. Ditch back-slope.
4. Front-slope - between ditch and outside edge of shoulder.