

# PROCEDURES

State of Florida Department of Transportation

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# January 1974

# **PROCEDURES**

State of Florida Department of Transportation

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# **UTILITY ACCOMMODATION GUIDE**

**FLORIDA DEPARTMENT OF TRANSPORTATION**

# PROCEDURES

State of Florida Department of Transportation

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## Florida Department of Transportation

Haydon Burns Building, 605 Suwannee Street, Tallahassee, Florida 32304, Telephone (904) 488-8772

REUBEN O. D. ASKEW  
GOVERNOR

WALTER L. REVELL  
SECRETARY

January 7, 1974

TO: All Users of the Utility Accommodation Guide

Gentlemen:

Re: **LETTER OF INTENT UTILITY ACCOMMODATION GUIDE**

The following statements on the intent of the guide are presented as an aid to interpretation of this guide.

1. Since it would be impossible to place in the guidelines all of the varied conditions which are found at various locations throughout the state, this must be used as a guide for the varied field conditions. Where a question exists, the permit should be referred to the Tallahassee office for the final decision.
2. Section 4A (7) It is the intent of this section to protect the integrity of the highway facility as well as those working on the right-of-way. The extra protection measures are required only in areas where there is a likelihood of future work such as maintenance or reconstruction. This intent is explained in the following quote from a March 1, 1973, letter from Mr. William Gartner, Deputy Director of Road Operations, Division of Road Operations to Larry Housel, Chairman, Florida Utilities Coordinating Committee.

“In response to industry complaints about the cost of casing, burying 48 inches or covering with a slab throughout the right-of-way, we have reworded Section 4A (7) to indicate that we are only concerned in urban areas with the portion of the right-of-way between the front of sidewalks. If the pipeline is in back of the sidewalk or under the sidewalk, we will not require the protection specified under this item. Neither will we require this protection if it is under the pavement.”

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“Secondly, we have added a paragraph to indicate we will consider allowing flammable fuel lines without this special protection when justification can be presented by the utility and when the location is in an area in which the Department does not anticipate doing any excavating or installing guard rails or sign posts. This exception covers any portion of the right-of-way, but is designed especially to cover exceptions that may be requested for installation in median areas.”

3. The third item and a quote from the above letter which deal with bridge attachments follows.

“The Utility Accommodation Guide already treats all bridge attachments as exceptions and requires each one to be dealt with on an individual basis at the Tallahassee level. We have agreed to consider allowing gas line attachments to structures without casing under some circumstances. Each attachment will have to be designed and justified individually.”

We are supplying one copy to each of the addresses and additional copies can be obtained from the Central Library, Haydon Burns Building, Tallahassee, Florida.

Sincerely,

Walter. L. Revell  
Secretary of Transportation

WLR/dn

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**SUBJECT:** Maintenance Traffic Services

**No. :** 592-400

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**UTILITY ACCOMMODATION GUIDE**

**Effective:** 1 Dec. 1973

**Distribution:**

**Approved:**

## **PURPOSE:**

### **1. INTENT OF UTILITY ACCOMMODATION GUIDE:**

This guide is established to regulate the location, manner, installation and adjustment of utility facilities on the State-maintained highway system and the issuance of permits for such work in the interest of safety and of protection, utilization, and future development of the highways with due consideration given to public service afforded by adequate and economical utility installations as authorized under Chapter 338 of the Florida Statutes. While this guide governs on matters concerning future location, manner and methods for the installation or adjustment and maintenance of utilities on highway right of way, it does not alter current regulations pertaining to authority for their installation nor determination of financial responsibilities for placement or adjustment thereof. Portions of this guide pertaining to controlled access highways conform to and supplement the American Association of State Highways Officials' policy entitled, ***A Policy on the Accommodation of Utilities on Freeway Rights of Way*** as adopted on February 15, 1969, and as subsequently modified.

Where the utility has a compensable interest in the land occupied by its facilities and such land is to be jointly owned and/or used for highway and utility purposes, the Department and utility shall agree in writing as to the obligations and responsibilities of each party. In any event, the interest to be acquired by or vested in the highway authority in any portion of the right of way of a highway project to be vacated, used or occupied by utilities or private lines shall be of a nature and extent adequate for the construction, safe operation and maintenance of the highway project. The procedure will be as outlined in the Department's Utility Policy and Procedure Manual.

### **2. UTILITY PERMIT:**

**A. Utility Permit:** A permit must be approved by the Department before any utility is installed on the right of way, whether it is for aerial or underground installations, except as noted in this guide. Permit Form 592-03 may be obtained by the applicant from the local Maintenance Engineer's Office or the District Office.

**B. Application:**

(1) The applicant will submit four (4) copies of the permit to the Maintenance Engineer in the area in which the work is to be performed, except in the case of installations on projects where permits will be submitted directly to the District Utility Engineer unless otherwise directed by the District Engineer. Five (5) copies of the permit are required for applications not in accordance with this guide.

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(2) A sketch not necessarily to scale, shall accompany each copy of the application reflecting a plan view of the proposed Utility installation. This should be a strip drawing folded to a size not to exceed 8 ½" x 14". It shall show the off-set from the centerline to the proposed utility installation, the road right of way and pavement width, distance from edge of pavement to utility, limited access line, and the roadway section and mile post numbers or the job and station numbers. The drawing must show information such as materials to be used, pipe or conduit size with wall thickness, use of line (power with voltage, gas with pressure, water, etc.) and other pertinent details. One or more typical cross sections as required to adequately reflect the location of the utility shall be shown. The location of other right of way users shall also be shown. The minimum vertical clearance above or below the pavement shall be shown. Additional information such as the location to the nearest town, major road intersections, bridges, railroad crossings and other physical features shall be indicated on the sketch. It is desirable that a simple key map showing the location of this proposed facility be included either on the sketch itself, or as a separate key map sketch to assist all concerned with the general location of the installation.

(3) The applicant shall notify, in writing, all other right of way users and involved municipalities in the immediate vicinity of the proposed installation stating his intentions to determine possible objections should the proposed installation affect them. Any objections voiced to the applicant's proposed construction by other right of way users or involved municipalities must be forwarded to both the applicant and to the applicable District Office within seven (7) days of the applicant's identification letter. The District Maintenance Engineer will normally hold a permit application for a period of seven (7) days only, awaiting possible objections to construction. For the purpose of expediting the handling of a permit application, this seven (7) day period may be shortened by including, with the permit application, signed letters of concurrence from the affected right of way users.

(4) When the applicant is a corporation or a municipality, then the permit must have a corporate seal and be attested by the corporation secretary or by the empowered city official, unless a waiver of corporate seal and attestation by the secretary or by the empowered city official is on file in the Tallahassee Office as so noted on the permit.

(5) When the applicant is the owner of the utility, which is not a corporation, then his signature must be witnessed by two persons whose signatures must likewise be on the permit. The names of all persons signing the permit application must be typed directly below their signature.

**C. Processing:** The application shall be processed in the following manner:

(1) The application shall be submitted directly to the local Maintenance Engineer for processing unless otherwise directed by the District Engineer. For construction projects, submission will be directly to the District Utility Engineer.

(2) Following field review and approval, the Maintenance Engineer forwards the application to the District Office.

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(3) Where roadway construction is proposed or in progress, the District Utility Engineer will review the permit and indicate his approval based on conformance with the **Utility Accommodation Guide** and the roadway construction requirements. The District Utility Engineer will notify the applicant of proposed construction if not so noted on the permit, and will indicate on the proposed sketch the planned improvements to the roadway. Any conflicts will be eliminated before the permit is processed further.

(4) For those permits approved by the District Office, one approved copy will be returned to the applicant, one to the Central Office, one to the Maintenance Engineer and one copy retained for the district file.

(5) All permit applications involving scenic enhancement areas and all permits involving attachments to structures will be forwarded to the Central Office for consideration.

(6) Where a permit involves the attachment of a volatile fuel line to a structure, the application will be referred to the Director of Road Operations for his approval by the State Maintenance Engineer.

(7) All permit applications involving deviations or exceptions to criteria established in these accommodation standards will be forwarded to the Central Office for consideration.

## 3. REQUIREMENTS FOR PERMITS:

### A. Installations Requiring Permits:

(1) A permit is required for all underground installations and all overhead wire lines and crossings except certain service connections as stated below.

(2) Permits are required for all wire lines crossing the right of way including those originating from poles outside the right of way. This applies to all wire crossings including service drops and head or span guys except as covered in 3.B.

(3) Permits are required for all wire service drops when it is necessary to place a pole on the right of way on the opposite side of the road where there is not an existing pole line; when it is necessary to place a pole adjacent to a buried cable where the existing permit does not include a pole line; when it is necessary to place a pole beyond the limits of an existing approved pole line; and for all service drops across limited access right of way.

(4) Permits are required for all above-ground facilities placed in connection with underground installations when not included in the original permit. This includes marker poles and riser poles for test or splice purposes.

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(5) Permits are required when installing a complete street or highway lighting system on existing poles on Department of Transportation right of way where existing poles are there by virtue of permit.

(6) A permit is required for the installation of a private or area light on an existing pole within the right of way where the light pattern is to be directed toward the pavement.

(7) If a new pole is to be set to accommodate a private or area light a permit must be obtained regardless of the direction of the light pattern.

(8) Where existing facilities are to be permanently relocated to another location within the right of way, whether caused by a betterment program of the right of way user, or by Department of Transportation construction, a permit is required to show the new position of the facility involved.

(9) Improvements to or betterment requiring a physical change of existing facilities will require a permit. This does not include routine maintenance or minor segments of an existing utility installation. This provision will allow changes in transformer capacity, wire size of secondary circuits and primary circuits where less than one (1) mile in length is involved, or other similar changes where there is no change in the basic structure. However, a permit will be required for any alteration or addition to the utility installation (other than routine service drops) which will cross a roadway either overhead or underground. Normally such alterations or additions will not be a basis for requiring relocation of the existing facility.

## **B. Installations Not Requiring Permits:**

(1) A permit is not required for an overhead service drop crossing a state road, except across limited access right of way, provided the service drop emanates from an existing pole line occupying the right of way by virtue of an approved permit and also provided it does not require a new pole as set forth in Item 3.A., Page 3. This rule applies even if a new pole is required to be set within an existing line to support the service drop. However, any new pole must be placed within the existing permitted pole line. Service drops emanating from and/or attached to joint-use poles properly covered by an existing permit, do not require a new permit.

(2) A permit is not required for underground service connection provided that it is not necessary to cut pavement, the service connection does not cross the roadway, and trenching is at right angle to the roadway.

## **4. ACCOMMODATION STANDARDS:**

### **A. Basic Requirements:**

(1) The basic requirements governing location of utility installations will be as shown in



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the location criteria (Section 6). The primary concern in the design and location of utility installation is protection of the highway facility and the safety of the highway user, and in all cases, full consideration shall be given to sound engineering principles and economic factors.

(2) For the installation of overhead utilities, one side of the right of way is usually reserved for communication lines while the other side is reserved for power lines in cases where more than one utility proposes an aerial installation on the same side of the highway, a joint-use arrangement must be agreed to by the companies. In cases where the utilities cannot agree, the dispute shall be referred to the Director of Road Operations whose determination shall be final.

(3) Only one pole line will be permitted on each side of the right of way. However, a second pole line to support roadway illumination may be allowed where the need for same is properly documented and provided traffic safety requirements are met.

(4) Scenic enhancement shall be considered on permit applications. The type and size of utility facilities and the manner and extent to which they are permitted along or within highway right of ways can materially alter the scenic quality, appearance, and view of highway roadsides and adjacent areas. For these reasons additional controls are applicable in certain areas that have been acquired or set aside for their scenic quality. Such areas include scenic strips, overlooks, rest areas, recreation areas, the right of ways of highways adjacent thereto, and the right of ways of sections of highways which pass through public parks and historic sites.

New underground utility installations may be permitted within such lands where they do not require extensive removal or alteration of trees or other natural features visible to the highway user or do not impair the visual quality of the lands being traversed.

New aerial installations are to be avoided at such locations where there is a feasible and prudent alternative to the use of such lands by the aerial facility. Where this is not the case, they will be considered only where:

(A) Other locations are unusually difficult and unreasonably costly, or are more undesirable from the standpoint of visual quality.

(B) Undergrounding is not technically feasible or is unreasonably costly, and

(C) The proposed installation can be made at a location and will employ suitable designs and materials which give adequate attention to the visual qualities of the area being traversed.

These controls shall also be followed in the location and design of utility installation that are needed for a highway purpose, such as for continuous highway lighting, or to serve a weigh station, rest, or recreational area.

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There may be cases of unusual hardship or other extenuating circumstances encountered, involving some degree of variance with the provisions of this section. Such cases shall be subject to prior review and concurrence by the Director of Road Operations, and in cases where the described lands were acquired or improved with Federal Highway or Federal Aid Highway Funds, by the Division Engineer, F.H.W.A.

This does not include areas such as national or state forests. etc., except where Federal Highway Funds were used to acquire or improve the above listed areas.

Where scenic enhancement areas involve Federal funds, an extra copy of the permit should be included for submission to the F.H.W.A.

(5) Only single poles will be permitted within the road right of ways. Any exception must be amply justified and approved by the Director of Road Operations. Any application for poles larger than twenty four (24) inches in diameter will be referred to the Central Office. When poles such as steel and concrete are used the base must be flush with or below ground. It may be necessary to restrict this type installation where the base is unusually large or the right of way is restricted.

(6) Where possible, all longitudinal underground utility facilities should be placed outside of the pavement of main traveled lanes.

(7) Where encasement is used, the encasement pipe will have strength equal to or exceeding the carrier pipe and be capable of supporting external loads of 2,200 minimum PSF at thirty (30) inches minimum depth. Where a flammable fuel line is between the back slopes or sidewalks without casing, the minimum requirement will be the standard as shown in 4.B (2) (C) Class 3 design. In addition to the above requirements, gas lines with an operating pressure equal or greater than 60 psi, and all other flammable fuel lines shall be covered by a four inch concrete slab where depth is less than forty-eight (48) inches. Where the traffic volume exceeds 1,750 vehicles per hour the Class 3 design will be changed to Class 4 design. The concrete slab will not be required in areas covered by pavement, sidewalk, ditch paving, etc. The Department will consider allowing flammable fuel lines for crossings as set forth in Section 6 (location criteria) where justification can be presented by the utility and the location is such that the Department will not anticipate installing guardrails, sign post or excavation work. These permits will be considered as exceptions and handled in accordance with Section 2.C. (7).

(8) All installations on freeways will be in accordance with the February 15, 1969, AASHTO POLICY ENTITLED ***A Policy on the Accommodation of Utilities on Freeway Right of Ways*** and as subsequently modified.

(9) When an emergency condition warrants immediate action by the utility such as for a break in a fluid line or a situation which will endanger the public, time may not permit the issuance of a normal permit. In these cases, the Department's Maintenance Engineer should be notified. He will analyze the situation and where warranted, will issue verbal permission for the utility to make necessary repairs. This procedure should be followed by a formal permit to confirm the work required.

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## B. Crossings:

(1) **GENERAL:** Crossings under existing pavement will usually be made without cutting the pavement. Closed-end jacking will be permitted for pipes up to three (3) inches, (OD). For depths of cover exceeding six (6) feet closed-end jacking will be permitted up to five (5) inches (OD). Larger pipes must be jacked with the end open for clean out of the core as the jacking progresses. If mechanical boring is utilized to place the pipe, the tip of the drill head shall not precede the end of the pipe by more than two (2) inches. The proposed means of placing the pipe shall be stated on the permit. Conditions which are generally unsuitable or undesirable for pipeline crossings should be avoided. These include locations in deep cuts, near footings of bridges and retaining walls, across intersections at grade or ramp terminals, at cross drains where flow of water, drift or stream bed may be obstructed, within the basins of an underpass drained by a pump if pipeline carries a liquid or liquefied gas, and in a wet or rocky terrain where it will be expensive to provide minimum bury. Clearance requirements for both aerial and underground are shown in location criteria.

(2) **LIMITED ACCESS:** In expanding areas along limited access freeways it is expected that utilities will normally install distribution or feeder line crossing of freeways, spaced as needed to serve consumers in a general area along either or both sides of a freeway, so as to minimize the need for crossings of a freeway by utility service connections. In areas where utility services are not available within reasonable distance along the side of the freeway where the utility service is needed, crossings of limited access freeways by utility service connections may be permitted. The construction and maintenance of utilities should be accomplished without violation of the limited access principles. This will normally require the following:

(A) Underground pipelines crossing between interchanges should be encased between toe of slopes and flammable gases and fluids will be vented outside limited access line. In lieu of encasement, a wall section of higher yield strength may be used. When this alternate is used, the design of the flammable gases and fluid pipelines must be at least in accordance with Class 3 requirements of the Federal Standards as listed in Section 4.B.(2)(C) and with four (4) inch concrete slab placed over the line between back slopes where depth is less than forty-eight (48) inches. The concrete slab will not be required in areas covered by pavement, sidewalk, ditch paving, etc. Areas where the concrete slab will be required will be determined by vulnerability to Department construction and maintenance operations and other possible work at this location. When utilities are placed on completed sections, the limited access fence may be replaced with temporary fencing extending into the toe of slope enclosing the whole area and the casing bored and jacked to the opposite toe of slope. All maintenance will be accomplished from outside fenced area; temporary fencing as above will be allowed with written approval. If facility cannot be maintained without violating limited access principal, then casing must be across the entire limited access right of way.

(B) Underground crossings in interchanges where access to the utility may be gained from the minor road without violation of limited access principles may be installed with only such casing as necessary to preserve the structural integrity of the paving and structures.

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(C) All piping must comply with the Federal Standards as listed in the Florida Public Service Commission Rule 25-12.05 as amended by Order No. 5221 issued by the Commission on September 17, 1971, with any subsequent modifications thereto.

(D) Aerial crossings usually may not be accomplished without work inside the limited access facility and therefore, such crossings between interchanges should be minimized. Where necessary to construct an aerial crossing between interchanges on an operational facility, careful planning of the work with regard to the safety of vehicular traffic is mandatory. A comprehensive plan for temporary supports and handling traffic must be presented as part of the application. No temporary supports will be permitted within thirty (30) feet of the main roadway unless placed behind existing guardrail or incorporated within a suitable barrier system. Such supports will be permitted only for the minimum time necessary for the performance of the work. Aerial crossings at interchanges where the work may be performed from the minor road will require a traffic handling plan as part of the permit when traffic on the major facility must be interrupted or diverted in order to perform the work. Any request for exception of the foregoing requirements must be fully justified in writing by the applicant.

(3) **OTHER SYSTEMS:** On all high type rural sections and most urban sections:

(A) When casing is used for crossings of flammable gases or fluids, the casing should extend to the toe of the slope and be vented at or outside of the right of way line. In all cases (with or without casing) the construction will be as specific by the Federal Standards as listed in the Florida Public Service Commission Rule 25-12.05 as amended by Order No. 5221 issued by the Commission on September 17, 1971, with any subsequent modifications thereto. Where the line is between the back slopes or sidewalks without casing, the minimum requirement will be the above standard Class 3 design. In addition to the above requirements, gas lines with an operating pressure equal or greater than 60 psi and, all other flammable fuel lines shall be covered by a four (4) inch concrete slab where depth is less than forty-eight (48) inches. The concrete slab will not be required in areas covered by pavement, sidewalk, ditch paving, etc.

(B) Casing will be required for crossings of underground utilities where the carrier conduit is of insufficient strength due to composition or depth of cover.

(C) Casing will be required for crossings under existing pavement where the carrier is of composition such that it cannot be jacked.

(D) Where it is necessary to place aerial crossings which will interfere with traffic, careful planning of work with regard to the safety of vehicular traffic is mandatory. No temporary supports will be allowed closer than the minimum clearance under Section 6, unless where incorporated within suitable barrier systems. Such temporary construction shall be completed in the minimum time possible as approved in the permit.

Any request for exception to the foregoing requirements must be fully justified in writing by the applicant.

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## **(4) PAVEMENT CUTTING:**

**(A)** Open cutting of existing pavement will generally not be allowed, but may be considered under one or more of the following conditions:

Subsurface obstructions

Extreme high water table

Limited space for jacking pits

Condition of roadway surface – including imminent resurfacing and rebuilding

Extreme economic hardship

In any analysis of a request for open cutting, primary consideration will be given to the safety and convenience of the public.

**(B)** Where open cutting has been permitted, replacement of fill, base, and surface will be in accordance with this guide, the latest State of Florida Department of Transportation specifications and/or special provisions of the permit. When traffic is to be placed on a cut area, a temporary patch with a smooth all-weather surface must be provided.

## **C. Attachments to Structures:**

**(1) CONDITIONS:** Attachments to structures will be generally discouraged but may be considered under one or more of the following conditions.

**(A)** Denial of attachment would cause an extreme hardship.

**(B)** Will not create a potential hazard to the public.

**(C)** Will not affect the integrity of the structure.

**(D)** Will not adversely affect aesthetics of the structure.

**(E)** Will not hinder state maintenance operations.

**(2) CRITERIA:** Where attachments are permitted, the following criteria must be adhered to:

**(A)** No maintenance will be accomplished from structure. Maintenance must be without hindrance to the public.

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(B) Utility must maintain clearance equal to that of the structure.

(C) Where possible, utility should be in conduit so that maintenance can be accomplished from ends of structures.

(D) Material used for casing and attachments shall be such that it will not require routine maintenance such as painting, etc. This will include cast iron, galvanized steel, stainless steel, aluminum, concrete, etc.

(E) No consideration will be given to approving pressure lines unless the lines are designed in accordance with and meet the requirements of the regulations promulgated by the Federal Standards as listed in the Florida Public Service Commission Rule 25-12.05 as amended by Order No. 5221 issued by the Commission on September 17, 1971, with any subsequent modifications thereto with Class 4 requirements.

(F) All lines carrying hazardous transmittants must be encased throughout the length of the structure with shutoff valves within several hundred feet of each end. The casing must be designed to contain the transmittant on the structure and be vented at each end of the bridge.

(G) All attachments to structures will be reviewed in respect to their contribution to any corrosive damage which would lessen the structural integrity of the structure. The attachment should be effectively isolated from the structure so as not to induce corrosion into the structure.

(H) Approval will be in the Central Office only.

### **(3) OTHER CONSIDERATIONS:**

(A) If other locations are reasonable, attachment to structure will not be allowed.

(B) Each attachment will be considered on its own merits.

(C) The Deputy Design Engineer of Structures will consider special handling of utilities on new structures such as extended caps or location in sidewalk.

### **5. SPECIAL REQUIREMENTS FOR INSTALLATION, RESTORATION OF RIGHT OF WAY AND MAINTENANCE OF UTILITY:**

All State of Florida Department of Transportation properties shall be restored to their original condition as far as practical, in keeping with the State of Florida Department of Transportation specifications, and in a manner satisfactory to the State of Florida Department of Transportation.

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The following guidelines are established for this purpose:

**A.** At any and all open cut crossings, a minimum of one-way traffic will be maintained during the daylight hours and two-way traffic at night. All traffic detours will be restricted to the limits of Department of Transportation right of way with necessary flagmen and marking devices. These detours will be approved by the Maintenance or Residence Engineer. Detour of traffic outside of Department of Transportation right of way will be considered with the approval of local governmental agencies involved.

**B.** All necessary signs, flagmen and other safety devices will be used in accordance with the Department's Safety Manual and the Manual on Uniform Traffic Control Devices.

**C.** All side drains, side ditches and storm sewers will be referenced as to grade and location prior to construction.

**D.** A minimum of two density tests shall be taken for each six (6) inch lift of subgrade and each lift of base material at each open cut crossing. When the specified compacted base is greater than six and one-half (6½) inches, the base shall be constructed in two or more courses. Proctors for materials used in backfilling shall be obtained by a certified laboratory. Density tests shall be conducted by a certified laboratory or the Permittee's Consultants. The percentage of maximum density required shall be in accordance with the latest edition of the Department of Transportation Standard Specifications at the time the permit is issued. All density tests shall be completed and accepted on each layer prior to additional backfilling. A copy of all completed and accepted density tests shall be furnished to the State of Florida Department of Transportation upon request.

**E.** Two drawings are included on page 12 and 13 which show proper replacement when open cut is allowed. In some instances, additional paving will be required.

**F.** Temporary patches will be maintained so as to provide a smooth, all-weather surface at all times. Permanent replacements of the temporary patch shall be made as soon as all other work on the installation is completed.

**G.** Shoring will be required where necessary to protect existing pavement.

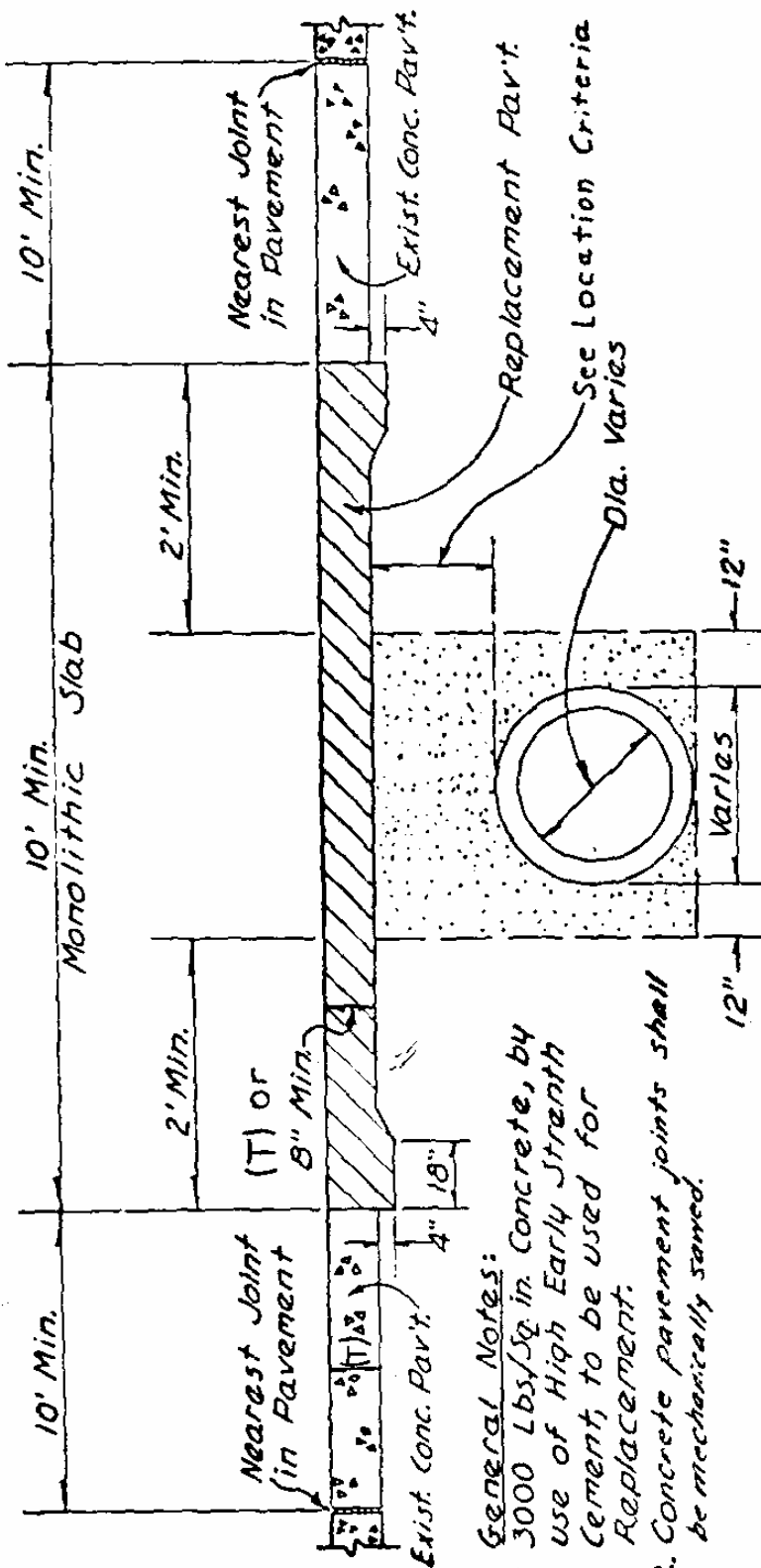
**H.** All excavated material in excess of the quantity required for backfill in Department of Transportation right of ways shall be hauled by the permittee at his cost and expense, a maximum distance of three (3) miles from the trench excavation and stockpiled in those areas as directed by the State of Florida Department of Transportation. All unusable material shall be disposed of at the permittee's expense and not placed within the limits of the State of Florida Department of Transportation Right of Way unless so directed by the State of Florida Department of Transportation Engineers.

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- General Notes:*
1. 3000 Lbs/Sq. in. Concrete, by use of High Early Strength Cement, to be used for Replacement.
  2. Concrete pavement joints shall be mechanically sawed.

SKETCH SHOWING  
REPLACEMENT OF CONCRETE PAVEMENT  
WHERE EXISTING CONCRETE PAVEMENT HAS BEEN CUT  
TO CONSTRUCT OR REPLACE UTILITY

DEPARTMENT OF TRANSPORTATION

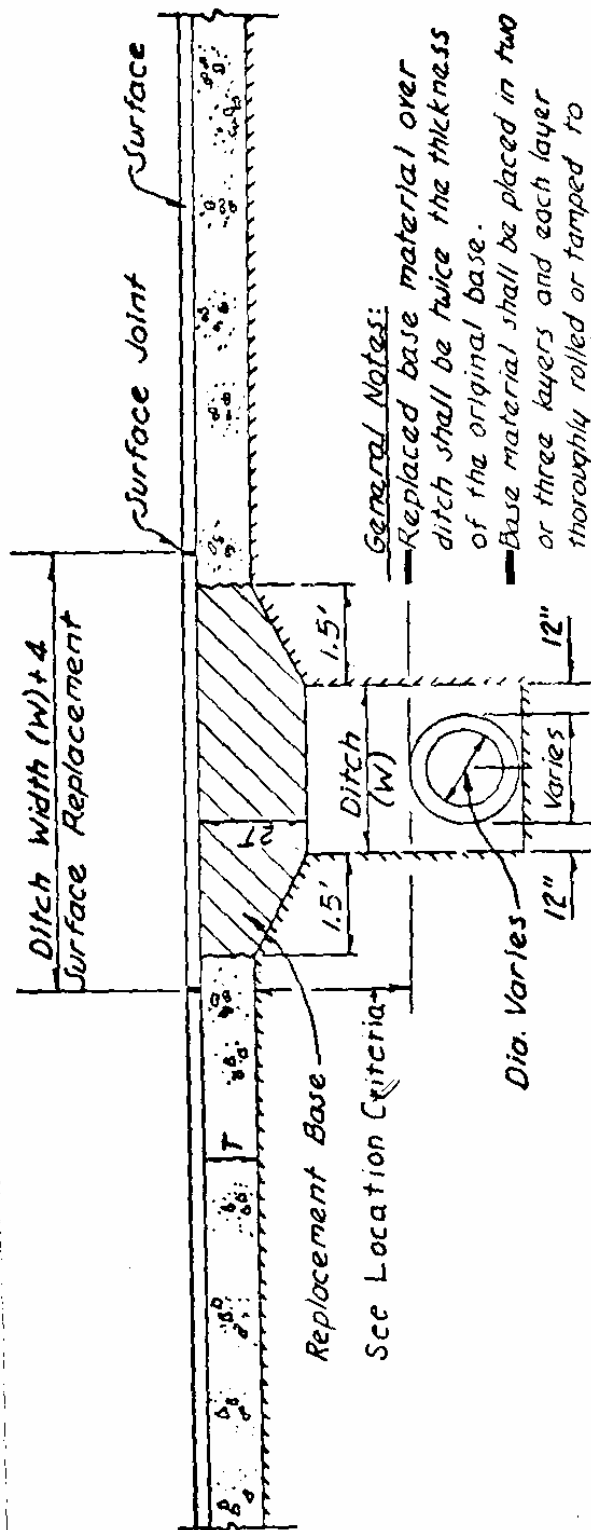


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### General Notes:

- Replaced base material over ditch shall be twice the thickness of the original base.
- Base material shall be placed in two or three layers and each layer thoroughly rolled or tamped to maximum density.
- Asphalt concrete pavement joints shall be mechanically sawed.
- Surfaced treated pavement joints shall be lapped and feathered.
- Surface material will be consistent with the existing surface.

SKETCH SHOWING  
REPLACEMENT OF FLEXIBLE PAVEMENT  
WHERE PERMISSION HAS BEEN GRANTED  
TO CUT PAVEMENT

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*I.* All correspondence regarding construction procedures will be handled directly with the permittee or their consultants and not through a contractor or subcontractor.

*J.* At such locations where Department of Transportation signs and reflectors will interfere with proposed construction, the permittee or his consultants will notify the Maintenance Engineer 24 hours in advance of starting work. All signs and reflectors will be removed or relocated only by Department of Transportation forces. Any signs or reflectors damaged, destroyed, removed, or relocated will be replaced by the State of Florida Department of Transportation at the expense of the permittee.

*K.* All trees and/or shrubbery damaged or disturbed during construction shall be replaced by the permittee at his expense as directed by the Maintenance or Resident Engineer. Any that have been planted by property owners shall be removed and replaced to the satisfaction of the Resident or Maintenance Engineer. All debris shall be removed by the permittee at his expense.

*L.* All jack and bore crossings will be a continuous operation at each location at the proper location and depth. Any deviation from the above will be sufficient grounds for work stoppage, plugging the line with concrete and replacement of a line at the proper location.

*M.* Grassing and mulching operations are to begin within a maximum of three (3) weeks after an installation or section of line has been installed. All requirements regarding grassing and mulching will be in accordance with the Department of Transportation specifications. Any yards or part of right of way in front of private property that has a grass mat will be resodded with like sod, or otherwise, to the satisfaction of the Maintenance or Resident Engineer.

*N.* The indiscriminate cutting of trees or disfiguring of any feature of scenic value shall not be permitted. This includes other methods such as the use of herbicides. The necessary trimming or cutting of trees by utility companies in the interest of public safety or continuity of utility service shall not be considered indiscriminate where such utilities cannot bypass the obstruction without violating the clear roadside policy.

## 6. LOCATION CRITERIA FOR UTILITIES

### **Interstate and Other Limited Access Facilities - All Speeds:**

**(1) LIGHT POLES:** At east thirty (30) feet from edge of through lanes, twenty (20) feet from edge of lane on ramps. Poles permitted to within fourteen (14) feet from edge of through lane or ramp provided frangible base is used or behind barrier. Not permitted in median except where incorporated within a barrier system.

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**(2) UTILITY POLES, FIRE HYDRANTS, ETC.**

**(3) UNDERGROUND (PARALLEL).**

**(4) CROSSINGS (AERIAL):** Twenty-four (24) foot minimum vertical clearance\*\*.no poles or structures will be permitted within the right of way of the main traveled ways. At interchanges, where possible, poles shall be placed with the projected right of way of the minor road provided that no poles are placed within twenty (20) feet of the shoulder of the ramp and further provided the clear roadside policy is met with respect to the crossroad.

**(5) CROSSINGS (UNDERGROUND):** Minimum clearance four (4) feet between top of conduit and top of pavement and thirty (30) inches below ground line including ditch grade. After the pavement has been constructed, no open cuts will be allowed. Where a high-pressure gas or volatile fuel line is located under a highway bridge, additional protection will be necessary. The type added protection will vary from encasement to a wall section of higher yield strength, depending upon the circumstances. Each individual case will be analyzed on its-own merits. See Section 4.B. (2). In instances where the utility line will have to be adjusted as a result of highway construction, Class 4 requirements as Listed in 4.B. (2)(A) should be used. If existing utility line would not have to be adjusted as a result of highway construction, no modification will be necessary in order to achieve .Class 4 requirements unless investigation by the Department shows that higher design is necessary.

**NOTE:** The installation, operation and maintenance of the proposed facility will be accomplished in accordance with the American Association of State Highway Officials **A Policy on the Accommodation of Utilities on Freeway Right of Ways** as adopted on February 15, 1969. In accordance, therewith, the applicant agrees that access for the installation and the servicing of its facilities will be limited to access via (a) frontage roads where provided, (b) nearby or adjacent public roads and streets or (c) trails along or near the highway right of way lines, connecting only to an intersecting road, from any one or all of which entry may be made to the outer portion of the highway right of way.

## **B. Primary and Secondary - Fifty (50) mph and Over:**

**(1) LIGHTPOLES:** \*\*\* At least thirty (30) feet from edge of through lane and twenty (20) feet from edge of ramp pavement or at right of way line. A minimum distance of six (6) feet will be required from the edge of pavement on deceleration and acceleration lanes. Where design permits, fourteen (14) foot clearance should be used. Poles permitted to within fourteen (14) feet from edge of through pavement provided frangible base is used or behind barrier. Poles permitted in median if thirty (30) feet clearance from pole to edge of pavement or where incorporated with an existing rigid barrier system.

**(2) UTILITY POLES, FIRE HYDRANTS, ETC.:** At right of way line\* poles may be located up to six and one-half (6½) feet from right of way line provided that they are at least thirty

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(30) feet from edge of through lane pavement and twenty (20) feet from edge of ramp pavement.\*\*\* Poles not permitted in median except for temporary construction purposes, where incorporated within a suitable barrier system. Such temporary construction shall be completed in the minimum time possible as approved by the permit.

**(3) UNDERGROUND (PARALLEL):** Minimum vertical clearance thirty-six (36) inches below top of pavement and thirty (30) inches minimum cover below existing ground. In rural areas normally not between edge of pavement and toe of slope, and as near right of way line as practicable.

**(4) CROSSINGS (UNDERGROUND):** Minimum vertical clearance thirty-six (36) inches below top of pavement and thirty (30) inches below ground line including ditch grade.

**(5) CROSSINGS (AERIAL):**\*<sup>3</sup> Eighteen (18) feet minimum clearance.

## C. Primary and Secondary - Under fifty (50) mph:

**(1) LIGHTPOLES:**\*\*\* At least eighteen (18) feet from edge of pavement or at right of way line. Poles permitted to within twelve (12) feet from edge of through pavement provided frangible base is used or behind barrier. A minimum distance of six (6) feet will be required from the edge of pavement on deceleration and acceleration lanes. Where design permits, fourteen (14) foot clearance shall be used. In curb and gutter section, at right of way line or four (4) foot minimum from face of non-mountable curb to front of pole. Median location will be approved only if the distance to the pole is eighteen (18) feet from edge of pavement or twelve (12) feet with frangible base or behind barrier. (Edge of pavement does not include shoulder pavement)

**(2) UTILITY POLES, FIRE HYDRANTS, ETC.:** At right of way line\* poles may be located up to six and one-half (6½) feet from right of way line provided that they are at least eighteen (18) feet from edge of pavement, and in curb and gutter section, at right of way line or four (4) feet minimum from face of non-mountable curb to front of pole.\*\*\* Poles not permitted in median (edge of pavement does not include shoulder pavement) except for temporary construction purposes, where incorporated within a suitable barrier system. Such temporary construction shall be completed in the minimum time possible as approved in the permit.

**(3) UNDERGROUND (PARALLEL):** Minimum vertical clearance thirty-six (36) inches below top of pavement and thirty (30) inches minimum cover below existing ground. In rural areas normally not between edge of pavement and toe of slope, and as near right of way line as practicable.

**(4) CROSSINGS (AERIAL):** Eighteen (18) feet minimum clearance.\*\*

**(5) CROSSINGS (UNDERGROUND):** Minimum vertical clearance thirty-six (36) inches below top of pavement and thirty (30) inches below ground line including ditch grade.

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\* Minor offsets for stand-off insulators, transformers, etc., will be allowed.

\*\* See Section 7.E.

\*\*\* See Section 7.H.

\*\*\*\* Except where applicable to an existing utility installation on active construction project where such installation complies with the applicable eighteen (18) feet or thirty (30) feet clear roadside dimension and is not in conflict with highway construction.

## 7. GENERAL REQUIREMENTS:

**A.** Devices such as signal-strain poles, fire hydrants, telephone load pedestals, and other items whose construction and size would cause extensive damage to a vehicle if struck are to be located according to the standards for utility poles.

**B.** For the purpose of this guide, frangible base poles will be accepted as bases in accordance with the Department Index Number 9623 (including later revisions) approved slip-type base, aluminum poles eight (8) inches outside diameter with 0.188 inch wall thickness and mounted on case aluminum flange bases, alloy 356-T6 and 356-F.

**C.** On projects where the four (4) foot minimum offset would place the utility or other obstruction in substantial conflict with the sidewalk and, in the case of power poles, would create an unreasonable conflict with requirements of the National Electrical Safety Code and other alternatives are deemed impractical, the minimum may be reduced to two and one-half (2½) feet from face of curb. Each case where this deviation is proposed must be supported on an individual basis and approved by the Central Office and by the F.H.W.A. if on-project constructed or improved with Federal Aid Funds.

**D.** Where possible, excavation will not be allowed within four (4) feet of the edge of the pavement. This will necessitate that the utility be placed a sufficient distance from the pavement to allow four (4) feet between pavement and excavation.

**E.** All utilities are to be installed in accordance with the latest editions of the Federal Standards as listed in the Florida Public Service Commission Rule 25-12.05 as amended by Order No. 5221 issued by the Commission on September 17, 1971, with any subsequent modifications thereto, the National Electrical Safety Code, the State of Florida Department of Transportation's Standard Specifications for Road and Bridge Construction, the State of Florida Department of Transportation's Safety Manual and the Department's Uniform Manual on Traffic Control Devices.

**F.** These criteria shall not be applied to a minor segment of an existing utility installation in such a manner as to result in misalignment of the installation or adjustment of the entire installation.

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**G.** The roadside clearances for above ground utility facilities shall be consistent with those clearances applicable to other roadside obstacles on the type of highway involved, reflecting good engineering and economic considerations.

**H.** In all exposed areas, separate light standards should be frangible or break-away to the extent practical regardless of the offset distance. Where location is not exposed, consideration can be given to other type standards. Where feasible and practical, luminaires may be attached to utility poles which otherwise meet the offset criteria.

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UTILITIES INSTALLATION OR ADJUSTMENT

CHAPTER 1446

## RULES OF STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION CHAPTER 14-46

### UTILITIES INSTALLATION OR ADJUSTMENT

#### 14-46.01 Utilities Installation or Adjustment

(1) **PURPOSE** -This policy is established to regulate the location and manner for installation and adjustment of utility facilities on the State Highway System in the interest of safety and of protection, utilization, and future development of the highways with due consideration given to public service afforded by adequate and economical utility installations and for the issuance of permits.

(2) **AUTHORIZATION BY THE DEPARTMENT REQUIRED** - No person shall enter upon the right-of-way of any state road to construct, alter, or relocate any utility Installation without prior authorization by the Department except as noted in the Department's *Utility Accommodation Guide*.

(3) **PERMITS TO BE ISSUED** - Permits for the construction, operation, and maintenance, of utilities upon the right-of-way of any road on a state maintained system will be issued in conformity with the Department's *Utility Accommodation Guide*.

#### (4) **REIMBURSEMENT CONDITIONS — (other than Interstate)**

(a) There will be no reimbursement for adjustment or removal of existing utilities where utilities are located on public rights-of-way or other areas dedicated for public use.

(b) The utilities will be reimbursed for relocating or adjusting their facilities where they are located on property in which they hold a compensable interest.

**General Authority** 20.06 F.S. Law Implemented 33S.17 F.S. **History**-New 5-13-70.

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FORM 392-03  
1-74

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

## UTILITY PERMIT

(In compliance with Chapter 330, Florida Statutes)

DATE \_\_\_\_\_ PERMIT NO. \_\_\_\_\_

SUBJECT: \_\_\_\_\_ State Road \_\_\_\_\_ County \_\_\_\_\_

PERMITTEE \_\_\_\_\_

Requesting permission to use the State of Florida Department of Transportation, hereinafter called the Department, to

construct, operate and maintain \_\_\_\_\_

from MP Station \_\_\_\_\_ to MP Station \_\_\_\_\_

1. Proposed work is within the corporate limits of a municipality. Yes ( ) No ( )  
Name of municipality \_\_\_\_\_
2. Applicant declares that prior to filing this application he has ascertained the location of all existing utilities, both aerial and underground.  
A letter of notification was mailed on \_\_\_\_\_ to the following utilities/municipalities:  
\_\_\_\_\_  
\_\_\_\_\_
3. Interstate right-of-way is involved. Yes ( ) No ( )
4. It is explicitly stipulated that this permit is a license for permissive use only and that the placing of facilities upon public property pursuant to this permit shall not operate to create or vest any property right in said holder.
5. Whenever necessary for the construction, repair, improvement, maintenance, safe and efficient operation, alteration or relocation of all or any portion of said highway as determined by the State Highway Engineer, any or all of said poles, wires, pipes, cables or other facilities and appurtenances authorized hereunder, shall be immediately removed from said highway for reset or re-located thereon as required by the State Highway Engineer, and at the expense of the permittee unless reimbursement is authorized.
6. All work shall meet Department standards and be performed under the supervision of \_\_\_\_\_  
Maintenance or Resident Engineer, located at \_\_\_\_\_ Florida.
7. All materials and equipment shall be subject to inspection by the Maintenance or Resident Engineer.
8. All Department property shall be restored to its original condition as far as practical, in keeping with Department specifications, and in a manner satisfactory to the Department.
9. All installations shall conform to the Department's Utility Accommodation Guide in effect the date permit is approved.
10. The attached sketch covering details of this installation shall be made a part of this permit.
11. The permittee shall commence actual construction in good faith within sixty (60) days from the date of said permit approval and shall be completed within \_\_\_\_\_ days.  
The construction and maintenance of such utility shall not interfere with the property and rights of a prior permittee.
12. Special conditions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
13. Special instructions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
14. It is understood and agreed that the rights and privileges herein set out are granted only to the extent of the State's right, title and interest in the land to be entered upon and used by the holder, and the holder will, at all times, assume all risk of and indemnify, defend, and save harmless the State of Florida and Department from and against any and all loss, damage, cost or expense arising in any manner on account of the exercise or attempted exercise by said holder of the aforesaid rights and privileges. During construction all safety regulations of the Department shall be observed and the holder must take measures, including placing and display of safety devices, and may be necessary in order to safely conduct the public through the project area in accordance with the Department's Manual on Traffic Controls and Safe Practices for street and highway construction, maintenance and utility operation.
15. The office of the Maintenance or Resident Engineer named in paragraph six (6) shall be notified twenty-four (24) hours in advance before starting work.
16. In the case of non-compliance with the Department's requirements this permit is void and the facility will have to be brought into compliance with the Department's requirements at no cost to the Department.
17. The Engineer designated in paragraph six (6) above shall be notified immediately upon completion of the authorized work.

Submitted by \_\_\_\_\_  
Permittee  
\_\_\_\_\_  
Signature and Title

Pisce  
Corporate  
Seal

Attested

Roadway construction is proposed or underway. Yes ( ) No ( )  
Proposed installation is in accordance with the Department's Accommodation Guide. Yes ( ) No ( )

Recommended for approval: \_\_\_\_\_  
Maintenance Engineer Date \_\_\_\_\_

Approved by: \_\_\_\_\_  
District Engineer or Assistant