TOWN UTILITY POLICY

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TOWN UTILITY POLICY

INTRODUCTION

A. OVERVIEW OF UTILITY ACCOMMODATION

The Town constructs, operates, and maintains the Town Highway System. Utility companies provide service to major centers of population as well as to individual users. Both the town and utility companies typically provide facilities that consider future as well as present needs. Cooperation between these two entities is essential if the public is to be served at the lowest costs consistent with the respective public service needs, obligations, and interests.

B. PRIMARY PURPOSE OF THE TOWN HIGHWAY SYSTEM

The primary purpose of the Town Highway System is to provide a safe and convenient means for the vehicular transportation of people and goods. Any permitted use and occupancy of highway right-of-way for non-highway purposes is subordinate to the primary interests of the traveling public.

C. PURPOSE OF THE UTILITY ACCOMMODATION POLICY

The purpose of this document is to prescribe the policies and procedures that shall be met by any utility whose facility currently occupies, or will occupy in the future, any Town Highway or bridge over which the town has maintenance jurisdiction.

D. UTILITY ACCOMMODATION

1. Permits

It is the policy of the town to permit utility facilities on Town Highways when:

a. Such use and occupancy does not adversely affect the primary functions of the highways or materially impair their safety, operational, or visual qualities,

b. There would be no conflict with the provisions of federal, state or local laws or regulations or the accommodation provisions stated herein, and

c. The occupancies would not significantly increase the difficulty or future cost of highway construction or maintenance.

2. **Additions**

Nothing in this policy shall be construed as limiting the rights of the town to impose restrictions or requirements in addition to and/or deviations from those stated herein in any permit where the town deems it advisable to do so. An appropriate explanation for such action should be provided to the utility.

3. **Alterations**

The permitted facilities shall, if necessary, be altered by the utility to facilitate alteration, improvement, safety control, or maintenance of the highway as may be ordered after permit approval. All costs for constructing, maintaining, altering, and relocating the permitted facilities shall be the obligation of the applicant, unless a specific town-executed utility parcel or agreement otherwise provides.

If the utility encounters a hardship during installation that prevents installation in accordance with the permit, the utility may (at the risk of having to move the installation) make changes to permitted installation. The town has final determination as to the validity of the hardship. If the town determines that the changes were made due to the installers preference, and not due to hardship, the utility will take action within 10 days to correct such alterations. For clarification purposes: hardships are solid rock, uncrossable swamps, cemeteries, or similar circumstances that make construction physically or economically unfeasible.

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PERMIT REQUIREMENTS

A. NEED FOR A PERMIT

A utility shall obtain a permit from the town before any use or occupancy of Town highways is allowed.

B. PERMIT AUTHORIZATION TO USE AND/OR OCCUPY RIGHT-OF-WAY

By issuance of a permit, the town formally indicates that, subject to all applicable permit conditions, a specified use and/or occupancy of right-of-way is not adverse to the highway interests at the time of the permit approval.

The town does not warrant that public title to the right-of-way is free and clear, does not certify that it has sole ownership, and does not indicate any intention to defend the utility in its peaceful use and occupancy of said lands.

The permit does not transfer any land; nor give, grant or convey any land right, right in land, or easement.

Written authorization from the town does not relieve the utility from compliance with all applicable federal and state laws and codes, and local laws and ordinances which affect the design, construction, materials, or performance of the work. The town's authorization shall not be constued as superseding any other governmental agency's more restrictive requirments.

Each permit shall require that the standard indemnification language is part of the overall document.

The utility should retain a copy of the permit in their files during the entire time the facility is located on, over, or under Town Highway right-of-way.

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REQUIRED INFORMATION

A. GENERAL POLICY

A utility's request to use and occupy the right-of-way cannot be considered until adequate information is provided. The amount of detail will vary with the complexity of the installation and highway involved, but must include the appropriate permit form, drawings or sketches, and installation information so that the effect on the highway operation, traffic safety, and visual qualities can be evaluated.

B. PERMIT APPLICATION FORMS

Utilities shall only use the single-page, triplicate permit application forms which are made by the Town and available from the Town. Alteration of the permit form by the applicant is prohibited and shall be cause for application rejection or permit revocation.

One original, with attached copies, of the permit form shall be submitted per application to the Town Clerk via regular mail, courier service, or delivered in person.

The telephone number of the applicant shall be included on each permit form.

The current permit form is shown in the appendix.

C. PERMIT DRAWINGS

Each permit application shall contain adequate drawings showing the existing and/or proposed location of all utility facilities within the right-of-way with respect to the existing highway or any planned highway improvement. The details shall include dimensions from the proposed utility installation to the commonly accepted right-of-way line and to the edge of the traveled way. For highway crossings, a cross-section detail showing depth of bury or overhead clearance is required along with the location of any bore pits (if needed). A distance reference from the crossing to the nearest public roadway intersection is also required. Land tes (e.g. approximate distance from the proposed facility to side road

intersection, county line, etc.) shall be submitted with all permit drawings.

D. INSTALLATION INFORMATION

The utility shall provide installation information:

1. This information shall include, but is not limited to, a general description of the location, size, type, nature, and extent of the utility facilities to be installed or to be adjusted, and the impact on the utility's existing facilties to remain in place within the right-of-way.

2. The town may require the utility to provide a description of proposed construction procedures, special traffic control and protection measures, proposed access points, coordination of activities with the highway contractor, and/or vegetation to be removed.

3. When an attachment to a structure is proposed, additional information is required. This information should include, but not be limited to, bridge number, weight of lines, hanger spacing, hanger details, and expansion/contraction details.

E. METRIC\ENGLISH UNITS

Although the town may be working with the Metric System in the future, english units or english units followed by metric equivalents in parenthesis should be used on all permit forms. After the town's formal conversion to the Metric System, this section may be changed to reflect new metric permit requirements.

F. FEES

Fees as described on the Town Resolution adopting this Policy.

LOCATION REQUIREMENTS

A. GENERAL LOCATION

Utility facilities shall be located in such a manner in order to minimize the need for later adjustment to:

1. Accommodate proposed highway improvements.

2. Permit servicing or expanding such lines without obstruction or interference to the free flow of highway traffic.

3. Provide adequate verti cal and horizontal clearance between an underground utility facility and a structure or other highway facility to allow maintenance of all facilities.

4. Be outside of the .45-degree cone of support for the footings of all highway structures.

B. CROSSING LOCATION

Utility facilities shall cross the highway on a line as nearly perpendicular to the highway alignment as possible.

Conditions which. are generally unsuitable or undesirable for underground crossings should be avoided. Crossing locations

to be avoided include:

1. Deep cuts.

2. Near footings of bridges and retaining walls.

3. Across highway intersections at grade or ramp terminals.

4. At cross drains where the flow of water may be obstructed.

5. Within basins of an underpass drained by a pump.

6. In wet or rocky terrain where it will be difficult to attain minimum bury.

C. UNDERGROUND LONGITUDINAL LOCATION

The longitudinal location of underground utility facilities within the right-of-way shall provide as much clearance from the traveled way as conditions will allow. Such lines shall be on uniform alignment and be located at or as near as practical to the right-of-way line.

To maintain a reasonable uniform utility alignment, location variances may be allowed when irregular-shaped portions of the right-of-way extend beyond the normal right-of-way limits. No utility lines are allowed in the ditch bottom or on the inslope.

D. ABOVE GROUND LONGITUDINAL LOCATION

The longitudinal location of above ground utility facilities shall be outside of the clear zone. Such lines shall be on a uniform alignment and be located at or as near as practical to the right-of-way line. Exceptions may be granted when no other location is feasible or when the clear zone extends to the right-of-way line.

If any above ground utility facility is within the clear zone or is determined to to be in a loction that has a higher than average accident potential, the town may require:

1. The utility facility to be approved yielding or breakaway construction, or

2. The utility facility to be protected by a town approved barrier such as beam guard, crash cushion, etc. To maintain a reasonably uniform utility alignment, location variances may be allowed when irregular-shaped portions of the right-of-way extend beyond the normal right-of-way limits.

E. EXISTING UTILITIES

When a utility facility exists within the right-of-way of an existing or proposed highway, it may remain provided it does not adversely affect highway safety based on sound engineering judgement and economic considerations. The existing facility shall be relocated if:

1. It conflicts with any construction or maintenance activies, or

2. It is located longitudinally under the pavement or shoulder for a reconditioning or reconstructed project.

3. Is found to not be within accepted standards for depth of bury, or overhead clearance or in locations not acceptable to the town.

Exceptions may be granted for 1 and 2 above based on sound engineering judgement and economic considerations.

GENERAL NOTES

1) Flashers on vehicles shall be activated at all times

2) All signs shall be 48" x 48" except as noted.

3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.

4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.

5) "UTILITY WORK AHEAD" may be substituted for the "ROAD WORK AHEAD" sign.

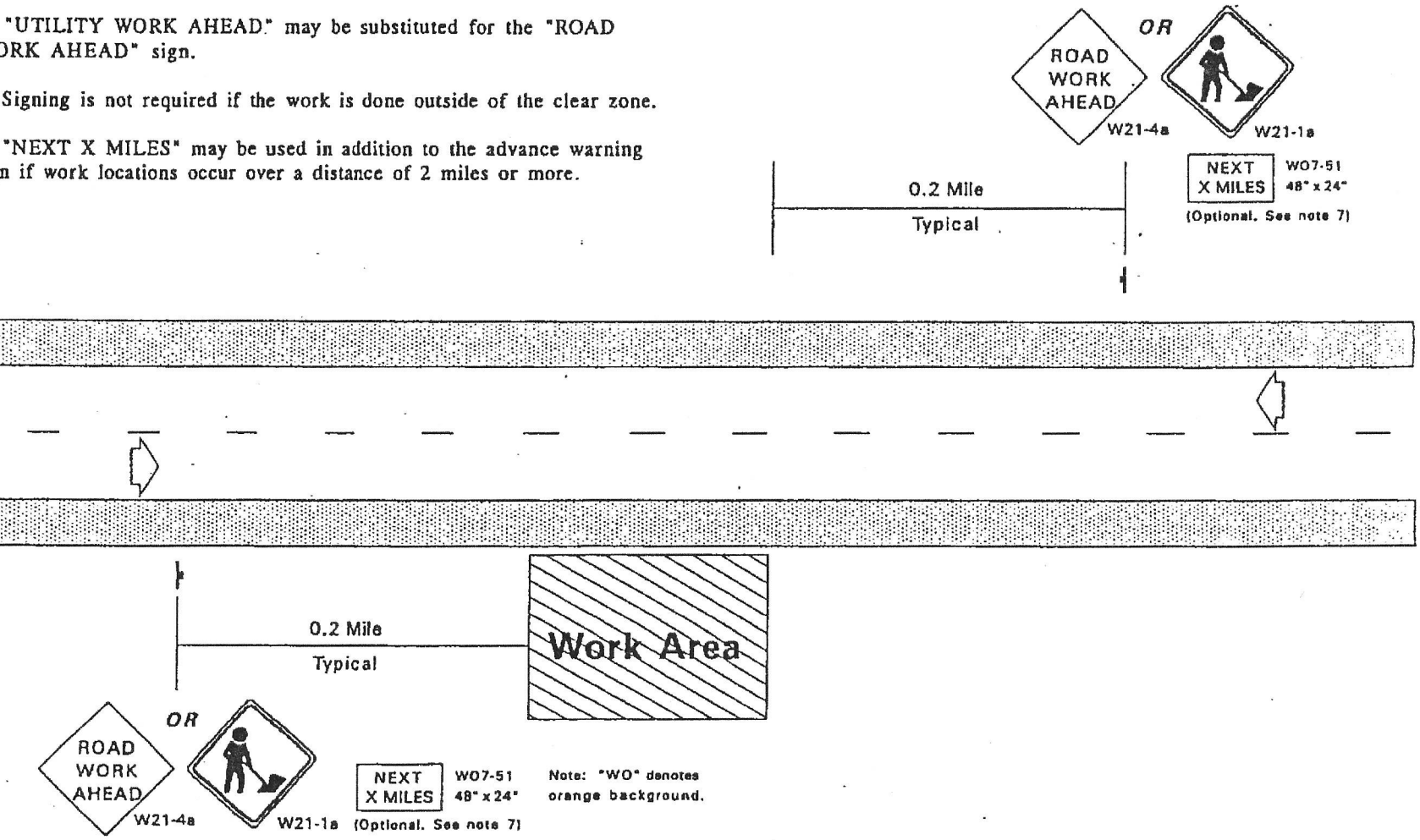
6) Signing is not required if the work is done outside of the clear zone.

7) "NEXT X MILES" may be used in addition to the advance warning sign if work locations occur over a distance of 2 miles or more.

TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL

Sheet 1 of 3

VOLUME: Any
ROADWAY: 2-lane
ACTIVITY: Vehicle off shoulder and work off shoulder
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI -1,2,&3 of MUTCD for spacing requirements.



GENERAL NOTES

1) Flashers on vehicles shall be activated at all times

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4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.

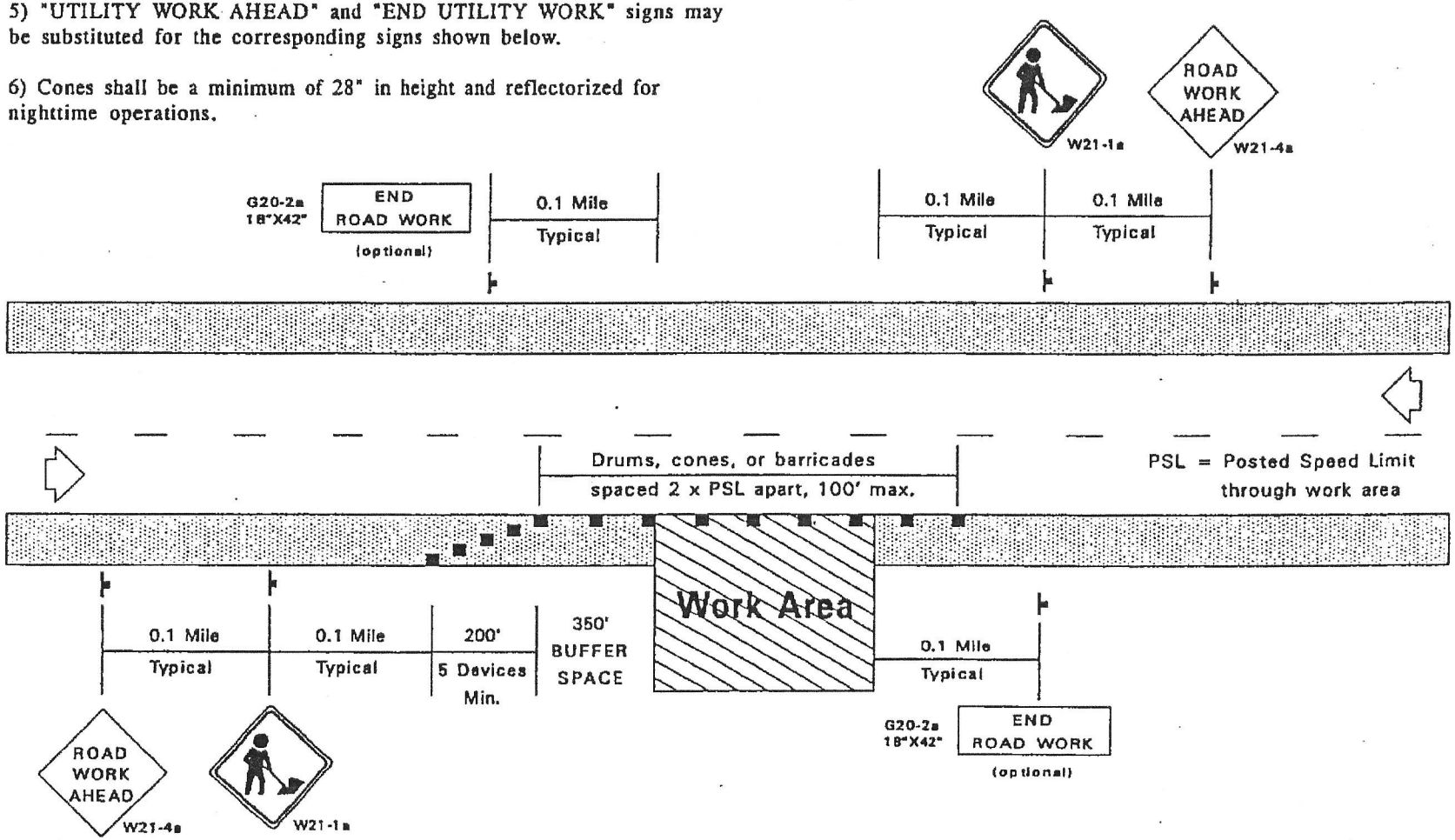
5) "UTILITY WORK AHEAD" and "END UTILITY WORK" signs may be substituted for the corresponding signs shown below.

6) Cones shall be a minimum of 28" in height and reflectorized for nighttime operations.

TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL

Sheet 2 of 3

VOLUME: Any
ROADWAY: 2-lane
ACTIVITY: Vehicle on shoulder and work off or on shoulder.
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI -1,2,&3 of MUTCD for spacing requirements.



GENERAL NOTES

1) Flashers on vehicles shall be activated at all times

2) All signs shall be 48" x 48" except as noted.

3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.

4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.

5) "UTILITY WORK AHEAD" and "END UTILITY WORK" signs may be substituted for the corresponding signs shown below.

6) Cones shall be a minimum of 28" in height and reflectorized for nighttime operations.

7) The taper should extend across the shoulder unless it conflicts with operations.

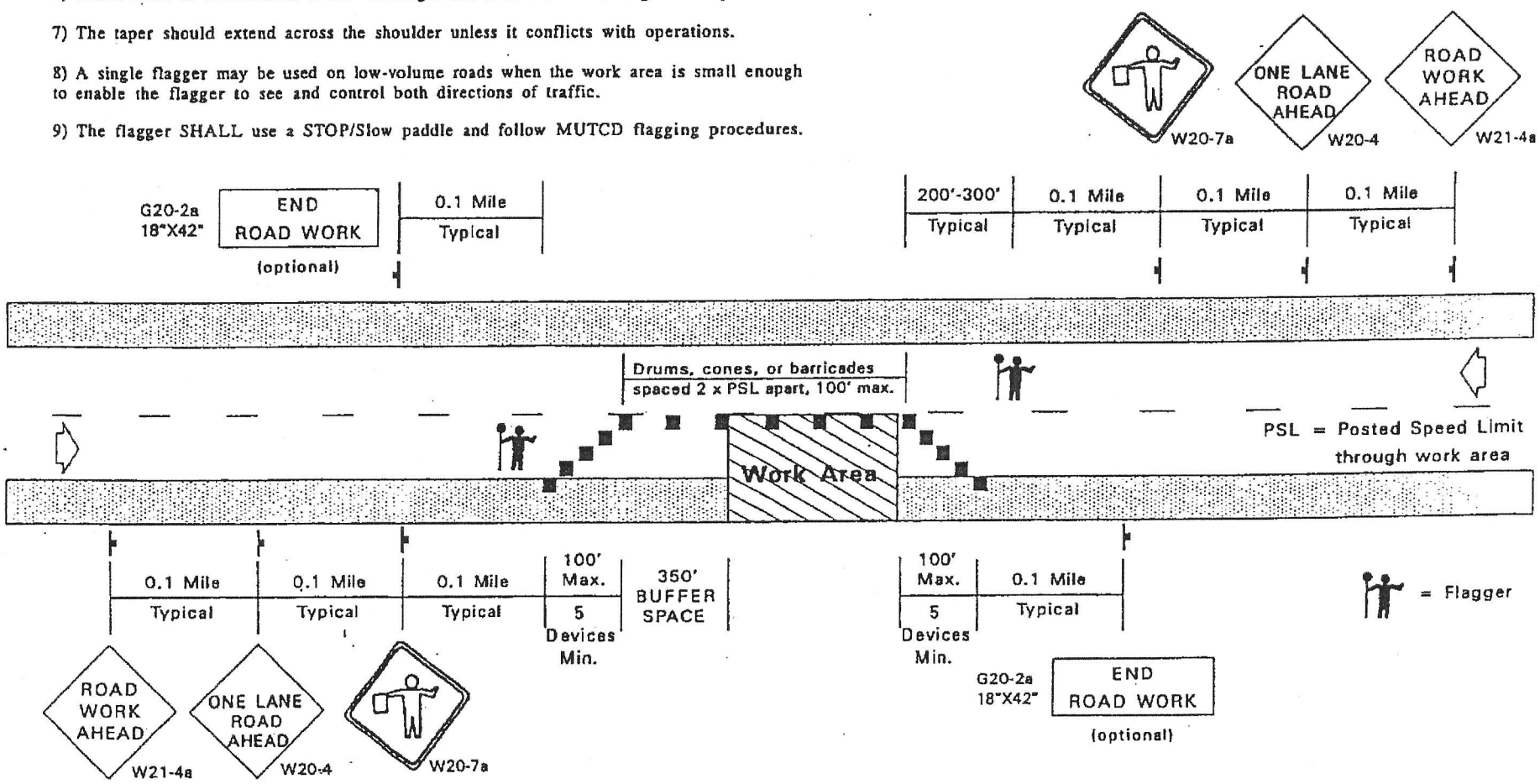
8) A single flagger may be used on low-volume roads when the work area is small enough to enable the flagger to see and control both directions of traffic.

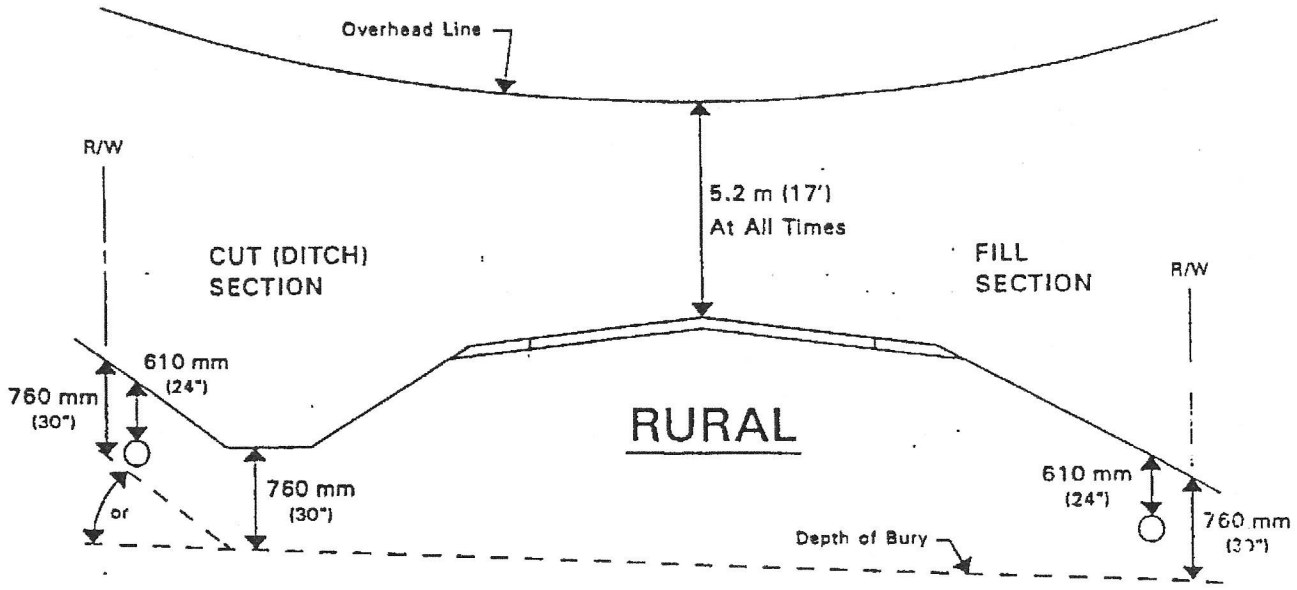
9) The flagger SHALL use a STOP/Slow paddle and follow MUTCD flagging procedures.

TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL

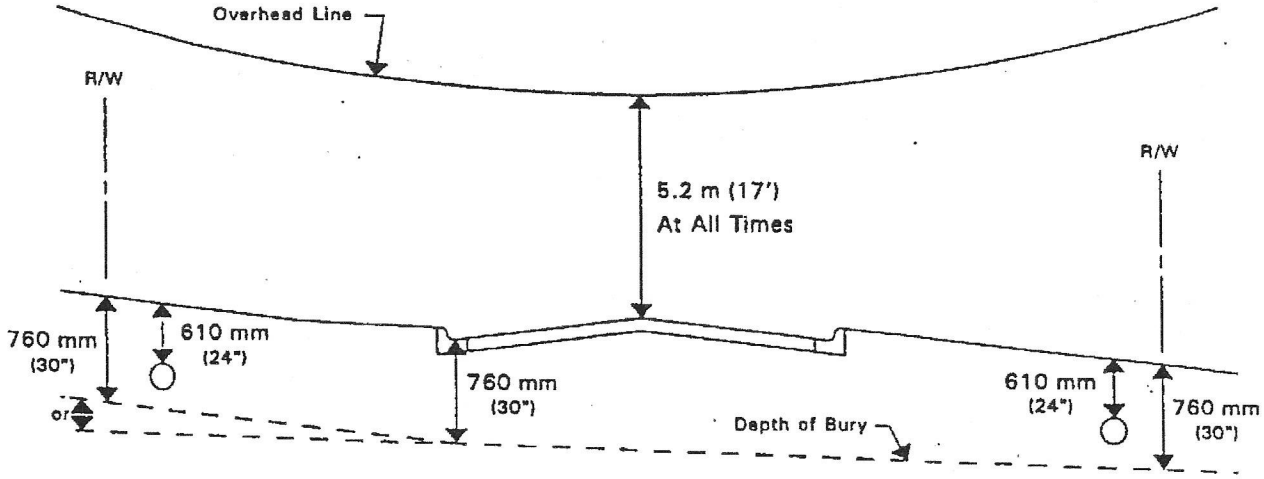
Sheet 3 of 3

VOLUME: Any
ROADWAY: 2-lane
ACTIVITY: Single-lane closure
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI -1,2,&3 of MUTCD for spacing requirements.



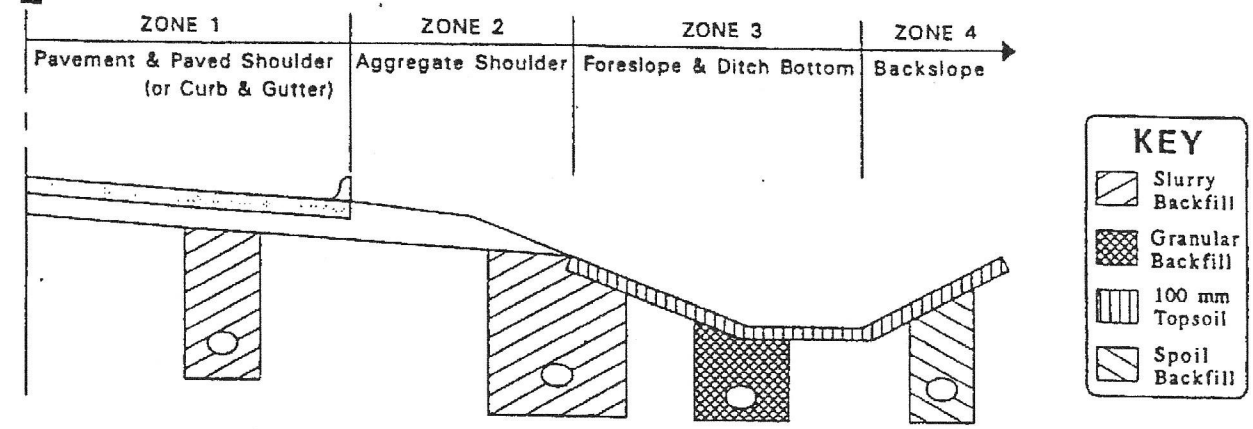


MINIMUM CLEARANCES



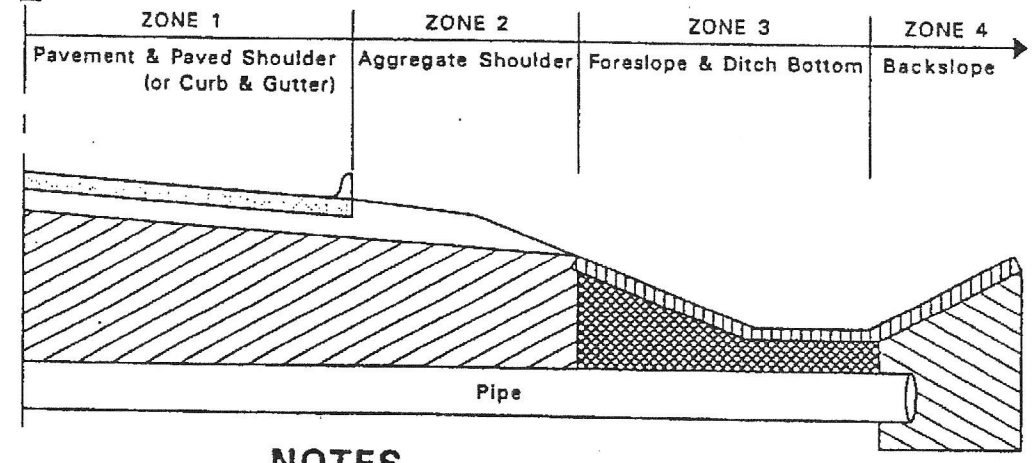
URBAN

LONGITUDINAL EXCAVATION



DETAIL DRAWINGS FOR BACKFILLING EXCAVATION

TRANSVERSE EXCAVATION



NOTES

1) Slurry backfill shall be used to replace the excavated material in ZONES 1 & 2.

2) If the work area covers BOTH ZONES 2 & 3, then slurry backfill shall be used to replace the excavated material.

3) Granular backfill shall be used to replace the excavated material in ZONE 3. Granular backfill placement and gradation shall conform to the Department's Standard Specifications for Road and Bridge Construction, current edition.

4) Backfill in ZONES 3 & 4 shall be placed to within 100 mm (4") of the finished grade to allow for the placement of topsoil.

5) Suitable spoil backfill may be used in ZONE 4 at the discretion of the Department.

SLURRY BACKFILL

The materials shall be placed in a clean concrete mixer truck and thoroughly mixed in the following quantities FOR EACH CUBIC YARD REQUIRED:

- 612 kg (1,350lbs) SAND
- 340 kg (750 lbs) #1 STONE
- 522 kg (1,150 lbs) #2 STONE
- 94.6 l (25 gals) WATER
  0 to -2 l (0 to -0.5 gal) variance

No additional water will be allowed. The above weights are damp weights. Just prior to placing the slurry backfill, the mixer shall be run at mixing speed for one full minute to assure an even mixture.