

FRANKLIN COUNTY RESOLUTION NO. 2000-330

BEFORE THE BOARD OF COUNTY COMMISSIONERS, FRANKLIN COUNTY,
WASHINGTON

**RE: UPDATING THE POLICY OF ACCOMMODATION OF UTILITIES ON
COUNTY ROAD RIGHT-OF-WAY FOR FRANKLIN COUNTY**

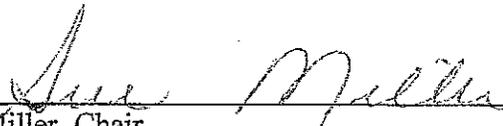
WHEREAS, the Board of County Commissioners of Franklin County adopted by resolution on March 13, 1978 the Franklin County Policy for the Accommodation of Utilities Resolution No. 78-28 and:

WHEREAS, it was brought to the attention of the Board of County Commissioners of Franklin County that there is a need to update and amend the Franklin County Policy for the Accommodation of Utilities.

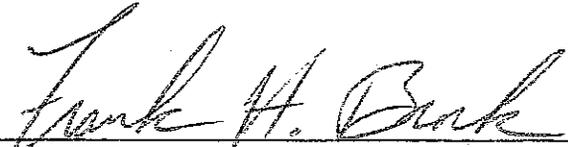
NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners of Franklin County that the attached Accommodation Of Utilities On County Road Right-Of-Way For Franklin County Policy shall be adopted by this resolution and that this resolution shall rescind Resolution No. 78-28.

APPROVED this 7 day of August, 2000

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON

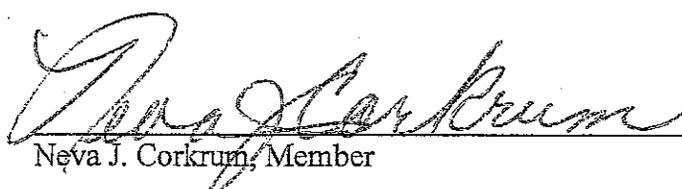


Sue Miller, Chair

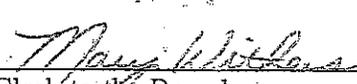


Frank H. Brock, Member

Attest:



Neva J. Corkrum, Member



Clerk to the Board

**ACCOMMODATION OF UTILITIES ON COUNTY ROAD
RIGHT-OF-WAY
FOR FRANKLIN COUNTY**

(Adopted by Resolution No. 2000-330, effective 8-7-2000)

1. PURPOSE

The purpose of this resolution is to establish a county policy to provide administrative, procedural, and technical guidance for the installation, replacement, adjustment, relocation and maintenance of all above and below ground utilities which are located within the county road right-of-way.

Such accommodation of utilities shall place primary emphasis on traffic operation and safety, with utilities accommodated in such a manner as not to materially degrade or adversely affect roadway operations, traffic safety and structural integrity. It is not the intention of this policy to force utilities to relocate outside the county's public road right-of-way. Utility services are in the public interest and every effort should be made to accommodate utilities as cost-effective as possible while maintaining public safety, operational efficiency and structural integrity of the road system.

2. APPLICATION

This policy shall apply to all new franchises and permits issued pursuant to RCW 80.32.010, RCW 80.36.040 and RCW 36.55, to all public and private utilities, and to all installation and relocation of utilities within the county road right-of-way, including but not limited to electric power, telephone, television, telegraph, communication, water, gas, all petroleum products, steam, chemicals, sewage, drainage, irrigation and similar pipes, lines or cables.

This policy cannot address all situations and conditions that may be encountered. Specific provisions contained herein may not be appropriate for all locations and existing conditions. The policy is intended to assist, but not substitute for, competent work by policy is not intended to limit any innovative or creative effort which could result in better quality, better cost savings or improved safety characteristics. All requests for deviations from this policy shall be in accordance with Section 11 of this policy.

It shall be the responsibility of any utility installing or relocating any of its facilities to ascertain and abide by the requirements and conditions of this policy.

This policy shall be administered by the County Engineer of Franklin County.

3. DEFINITION OF TERMS

Unless otherwise stated, words and phrases used herein shall have the following meanings:

Access – All county roads that are not functionally classified as arterials.

Appurtenance – Equipment and/or accessories which are a necessary part of an operating utility system or subsystem.

Arterial – All county roads that are functionally classified as urban arterials, urban collectors, rural arterials or rural collectors. All other county roads are access roads.

Backfill – replacement of excavated material with suitable material compacted as specified.

Bedding – Material placed to provide protection and structural support for pipe, conduit, casing or gallery.

Boring – Grade and alignment-controlled mechanical or other method of installing a pipe or casing under a road without disturbing the surrounding medium.

Carrier – pipe directly enclosing a transmitted fluid gas.

Casing – a larger pipe enclosing a carrier for the purpose of providing structural or other protection to the carrier and/or to allow for carrier replacement without re-excavation, jacking, or boring.

Coating – protective material applied to the exterior of a pipe or conduit to prevent or reduce abrasion and/or corrosion damage.

Conduit – an enclosed tubular runway for protecting wires or cables

Cover – depth to top of pipe, conduit, casing, or gallery below the grade of a road or ditch.

Drain – appurtenances to discharge accumulated liquids from casings or other enclosures.

Emergency – Any condition constituting a clear and present danger to life and property of the general public or a customer, subscriber service interruption, or pollution of the environment.

Encasement – structural element surrounding a pipe or conduit for the purpose of preventing future physical damage to the pipe or conduit.

Franchise – occupancy and use document granted by the county required for occupancy of road rights-of-way in accordance with RCW 36.55 and RCW 80.32.

Gallery – underpass for two or more utility lines.

Jacking – installing a utility crossing by pushing a casing laterally underground and placing a carrier through the casing.

Jetting – the use of an uncontrolled water stream to remove material prior to the insertion of a pipe, conduit or casing.

Manhole – an opening in an underground utility system into which workers or others may enter for the purpose of making installations, inspections, repairs, connections, cleaning, and testing.

Pavement – the combination of subbase, base course, and surfacing placed on a subgrade to support the traffic load and distribute it to the subgrade.

MUTCD – Manual of Uniform Traffic Control Devices

Permit – a document issued under the authority of the County Engineer (or Public Works Director) providing specific requirements and conditions for specific utility work at specific locations within the county road right-of-way.

Pipe – a structural tubular product designed, tested, and produced for the transmittance of specific liquids and gases under specific conditions.

Plowing – direct burial of utility lines by means of a ‘plow’ type mechanism that breaks the ground, places the utility line at a predetermined depth, and closes the break in the ground.

Pothole – an excavation in a roadway surface to locate existing utilities.

Pressure – internal gage pressure in a pipe in pounds per square inches, gage (psig).

- Private Lines** – privately owned, operated, and maintained utility facilities devoted exclusively to the use of the owner.
- Relocation** – change of location of an existing facility without changing the character or general physical nature of the facility.
- Replacement** – installation of a like element of a utility system or subsystem in the same or near-same physical location normally due to damage, wear, or obsolescence of the element.
- Restoration** – all work necessary to replace, repair, or otherwise restore the right-of-way and all features contained within the same or equal condition as before any change or construction thereto.
- Right-of-Way** – a general term denoting public land, property, or interest therein, usually in a strip, acquired for or devoted to transportation or secondary purposes.
- Road (or Roadway)** – a general term denoting a street, road or other public way, including shoulders, sidewalks, curb and gutters, and auxiliary lanes, designated for the purpose of vehicular traffic.
- Roadway Prism** – that portion of a constructed road between the toes of the cut and/or fill slopes including the road.
- Sleeve** – short casing through a pier, wall, or abutment of a highway structure.
- Standard Specifications** – the most current version of the Standard Specification for Road, Bridge and Municipal Construction issued by the Washington State Department of Transportation and the Washington State Chapter of the American Public Works Association (WSDOT/APWA).
- Traffic control** – those activities necessary to safeguard the general public, as well as all workers, during the construction and maintenance of utility facilities within the right-of-way.
- Traveled Way** – the portion of the roadway prism designed for the movement of through traffic, exclusive of shoulders, auxiliary lanes, and detour routes.
- Trenched** – installation of a utility in an open excavation.
- Untrenched** – installation of a utility without breaking the ground or pavement surface such as by jacking or boring.

Vent – appurtenance to discharge gaseous contaminants from casings or other enclosures.

Window – an opening, typically rectangular in shape, cut in the pavement to allow potholing.

4. GENERAL CONDITIONS AND REQUIREMENTS

A. LOCATION

- (1) Utility installations shall be located to minimize need for later adjustment to accommodate future roadway improvements and to permit access to servicing such installations with minimum interference to roadway traffic. The County Engineer shall annually make available to utilities a copy of their six-year transportation improvement program (or capital facilities and transportation plan where required) in order to minimize both utility customer and road user inconvenience should future road improvements (on existing or new alignment) require adjustment or relocating of the utility facilities. As such six-year transportation program (or capital facilities and transportation plan where required) are subject to change during the year, it is incumbent upon any utility proposing to do work to make specific inquiry to the County Engineer's office regarding any change in such program. Said utilities shall, within the limits of standard business practice, make available appropriate short and long range development plans to the county.
- (2) Unless otherwise approved by the county, all above-ground utilities that may constitute a roadside obstacle for traffic using the road shall be located as close as practicable to the edge of the right-of-way line. If an appurtenance within the right-of-way would constitute an unacceptable roadside obstacle, said obstacle may be
 - a. relocated to another place within the right-of-way,
 - b. converted to a break-away design,
 - c. crash-protected, or
 - d. relocated to another location off the road right-of-way.
- (3) Longitudinal installations shall be located as near as practical to the right-of-way line and on uniform alignment. Deviations for geologic, topographic or other reasons shall be reviewed on a case by case basis
- (4) Above ground utilities and their appurtenances shall be set as near as practical to the right-of-way line.

- (5) Utility crossings of a road shall be at right angles to the road centerline to the extent practical and feasible. Crossing shall be made on a true line and grade.
- (6) Within the limitations of State or Federal regulations pertinent to any utility, the county reserves the right to restrict the number of utility service connections and require the placement of one or more distribution lines.
- (7) Installations that are required for a road purpose, such as street lighting or traffic signals, are to be located and designed in accordance with this policy.
- (8) Gravity systems shall have precedence over other systems in planning and installation except where a non-gravity system has already been installed under a previously approved permit.
- (9) Where existing facilities are in place, new facilities shall be compatible with the existing installations and conform to this policy as nearly as practicable.

B. DESIGN – GENERAL

- (1) The utility shall be responsible for the design of the utility facility being proposed. This responsibility shall include, in addition to the integrity of the proposed utility facility, provisions for public safety during the course of construction, as well as consideration of traffic safety and accident potential for the life of the installation.
- (2) For work requiring application to the county, the county may review and approve the utility's plans with respect to:
 - a. location of the utilities to be installed,
 - b. the manner in which the utility facility is to be installed,
 - c. measures to be taken to preserve safe and free flow of traffic,
 - d. structural integrity of the roadway, bridge, or other structure,
 - e. ease of future road maintenance and appearance of the roadway
 - f. agreement to all pertinent provisions of this policy and to such special conditions as the county may deem appropriate.
- (3) Provisions shall be made for known or planned expansion of the utility facilities; particularly those located underground or attached to bridges or other structures within the right-of-way.

- (4) Granting of a franchise or permit shall not imply or be construed to mean the county shall be responsible for the design, construction, or operation of the facility or for public safety during the facility's installation, operation, or maintenance.
- (5) Unless there is an exemption to the requirement for a permit, no work may commence until the county's review is complete, all differences and questions resolved, and a written permit is issued to the utility owner.

C. STANDARDS AND CODES

All utility installations shall be designed in accordance with the standards, codes, and regulations applicable to the type of utility. The methods of installation and materials used shall conform to the codes and standards promulgated by government and by the industry. This shall also include any road design standards which the county shall deem necessary to provide adequate protection to the road, its safe operation, appearance, and maintenance.

D. ADJUSTMENT AND RELOCATION OF EXISTING FACILITIES

- (1) Existing underground utilities on county road right-of-way may be required to be removed, relocated or adjusted when road work performed by the county or its contractor would disturb the existing underground utility and/or result in less than the minimum cover after completion of the road work. All such removal, relocation or adjustment shall be at the sole expense of the owning utility and all work must be accomplished by the same permitting process as for new installations. The county will coordinate with the utility(s) during the planning of the road project and provide an expedited permit review and approval of utility permits initiated by county road projects.
- (2) Existing above ground utilities on county road right-of-way may be required to be removed or relocated when road work funded by the county would result in the utility support poles or guy wires, and any other above ground appurtenances such as distribution boxes constituting a roadside obstacle. All such removal, relocation or adjustment shall be at the sole expense of the owning utility and all work must be accomplished by the same permitting process as for new installations.
- (3) In all cases, the utility, the county and the county's contractor (when applicable) shall mutually coordinate the removal, relocation or adjustment to minimize the inconvenience to the utility, the county and the county's contractor. The county will provide a minimum of 90 calendar

days advance notification to the utility(s) that must relocate or remove facilities and provide an opportunity to participate in the design phase of the proposed project to minimize conflict between the county work and the required utility work. Failure of a utility to accomplish the removal, relocation and/or adjustment as required by the county's road work within 90 calendar days and which subsequently delays the completion of the road work by the county or its contractor may be cause for damages.

- (4) Notwithstanding reinforcement or protection otherwise provided, a permittee shall be responsible for the security of each existing pipeline and utility within a road construction zone. Where there are unusual utility hazards or where heavy construction equipment will be used, the county or its contractor will coordinate with the affected utility prior to the work and identify any necessary temporary protection required. The permittee shall be required to provide adequate temporary protection or otherwise make appropriate arrangements with the county or its contractor at the utility's expense. In replacing the roadway, the design should give due consideration to the protection of previously existing utilities in the roadway section without sacrificing the geometrics of roadway design.

5. PERMITS

A. GENERAL REQUIREMENTS

- (1) Unless exempted, a written permit is required for occupancy of road right-of-way by all utility facilities, including private lines. No facility shall be used for other than the purpose stated, unless written approval is granted by the county.
- (2) The permittee shall have a copy of the permit at the construction site while constructing or maintaining the utility.
- (3) Access to private driveways shall be provided except during working hours when construction operations prohibit such access. Free access must be provided at all times to fire hydrants.
- (4) Monuments of concrete, iron, or other lasting material set for the purpose of locating or preserving the lines of any street or property subdivision, precise survey reference points or permanent survey bench markers shall not be removed, disturbed, or caused to be replaced without the written permission of the County Engineer. Permission shall be granted only upon condition that the permittee shall pay all cost for the proper replacement of the monument.

B. EXEMPTIONS

- (1) Written permits will not be required for the following utility work:
 - a. Work done under the provisions of the "Agreement With County of Franklin As To Crossings" between Franklin County and the United States Department of the Interior, Bureau of Reclamation dated January 17, 1949 and any amendments hereto;
 - b. Installation, repair, replacement or relocation of overhead utility support poles or guy wires.
 - c. Routine maintenance such as making or adjusting service connections for overhead utilities, servicing of telephone or cable television pedestals, replacement of defective parts and adjustment of components unless such routine maintenance involves the breaking of pavement, shoulders or sidewalks.
- (2) In all cases, the utility shall comply with all other provisions of this policy such as proper traffic control and prompt repairing of any disturbance to the right-of-way.
- (3) These exemptions, except for work done under the "Agreement With County of Franklin As To Crossings" between Franklin County and the United States Department of the Interior, Bureau of Reclamation dated January 17, 1949 and any amendments hereto, will be cancelled and normal utility permits required for any utility or its contractors that fail to use proper traffic control, adequately and promptly restore any disturbances to the right-of-way, performs work in any manner that may endanger the public, or damages any other utility's installation or the county road improvements.

C. SPECIFIC REQUIREMENTS

When required, permit applications shall be submitted in a standard format as prescribed by the county. The permit application shall include the following information:

- (1) Agreement to all pertinent provisions of this policy and to such special conditions as the county may deem appropriate.

- (2) Description of the facilities to be installed.
- (3) Adequate exhibits depicting existing or proposed location of the facility in relation to the road, including right-of-way or easement lines; relationship to currently planned road revisions, if applicable; and all locations and situations for which deviations in depth or cover (including the proposed method of protection) or other locational standards are anticipated.
- (4) A traffic control plan meeting the requirements of the MUTCD. Typical traffic control plans for routine lane and shoulder closings are available at the Franklin County Public Works Department any may be used where and when deemed appropriate by the County. This does not relieve the utility from preparing modifications to a typical plan or the creation of a custom traffic control plan for approval where non-typical situations occur.

D. PERMIT DEPOSIT

Franklin County reserves the right to require a deposit to insure that the roadway surface is repaired correctly and to the satisfaction of the County Engineer. Permittees who are not franchised utilities, public utilities or city, county, state or federal governmental agencies will be required to make a deposit. In special cases when a permittee, including all utilities and governmental agencies, will be opening pavement on a section of road that is closed to utility construction, as stated in Section 6F, the County Engineer can require a deposit. The amount of the deposit shall be determined by the County Engineer and it will be based on the existing roadway surface, the amount of roadway surface to be affected, and current costs of labor, equipment and material to effect a complete roadway surface repair.

When a permit deposit is required, a check, payable to Franklin County Public Works Department or cash must accompany the application for a permit.

6. SPECIFIC REQUIREMENTS – UNDERGROUND UTILITIES

A. UNDERGROUND UTILITIES – LOCATION AND ALIGNMENT

- (1) For all crossings, the angle of crossing should be as near a right angle to the road centerline as practicable. However, lesser angles may be permitted based upon economic considerations of practical alternatives.
- (2) Crossings should avoid deep cuts, footings, or bridges and retaining walls, or locations where highway drainage would be affected.

- (3) Longitudinal installations should run parallel to the roadway and lie as near as practicable to the right-of-way line. Any longitudinal installation which will fall within the roadway prism shall be considered a deviation from this policy requiring specific written approval. Any request for such a deviation must demonstrate that:
 - a. The installation will not adversely affect the design, construction, stability, structural integrity, traffic safety, or operation of the road facility; or
 - b. Failure to allow such installation will create an undue hardship or financial burden upon the utility.
- (4) Where irregularly shaped portions of the right-of-way extend beyond the normal right-of-way limits, a uniform alignment of facilities shall be allowed.

B. UNDERGROUND UTILITIES – COVER

- (1) The grade of and resulting cover for an underground utility shall be in compliance with applicable federal, state, and county requirements unless otherwise specified, however, the minimum cover shall be as shown in Appendix A, Figure 1.
- (2) Where less than the minimum cover is necessary to avoid obstacles, the utility shall either be rerouted or protected with a casing, concrete slab, or other method approved by the county.
- (3) Sanitary sewers and water lines shall be separated in accordance with Department of Ecology guidelines.
- (4) Cover for utilities carrying flammable, corrosive, expansive, energized or unstable transmittants shall not be reduced below the safety limits specified in the appropriate industry standards and specifications.

C. UNDERGROUND UTILITIES – ENCASEMENT

- (1) Casings shall be required for roadway crossing where local features, embankment materials, construction methods, or other conditions indicate any possible damage could occur to the protective coating during

installation. Casings shall be installed for roadway crossings when required by appropriate industry code or by the County Engineer.

- (2) Casings may be required for the following conditions:
 - a. To expedite the insertion, removal, replacement, or maintenance of a carrier line crossing or other locations where it is necessary in order to avoid open trench construction.
 - b. As protection for carrier lines from external loads or shock either during or after construction of a road.
 - c. As a means of conveying leaking fluids or gases away from the area directly beneath the traveled way to a suitable point of discharge.
 - d. For jacked or bored installations or coated carrier lines unless assurance is provided to the county that there will be no damage to the protective coating.
- (3) Within the road right-of-way, where practicable, casing pipes shall extend a minimum of six feet beyond the toe of fill slopes, back of roadway ditch, or outside of curb.
- (4) Other than for necessary vents and/or drains, casing pipes shall be sealed at both ends.
- (5) Casing pipes shall be designed to support the load of the road and superimposed loads thereon and, as minimum, shall equal the structural requirements for road drainage facilities. Casings shall be composed of materials of sufficient durability to withstand conditions to which they may normally be exposed.
- (6) Casings will not normally be required for individual service lines.

D. UNDERGROUND UTILITIES - UNCASSED CARRIERS

- (1) The carrier pipe shall conform to the material and design requirements of the appropriate utility industry and governmental codes and specifications or as required by the County Engineer.

- (2) The carrier pipe shall be designed to support the load of the road, plus superimposed loads thereon, when the pipe is operated under all ranges of pressure from maximum internal to zero pressure.
- (3) Suitable bridging, concrete slabs, or other appropriate measures as approved by the county shall be used to protect existing carriers when shallow bury or location makes them vulnerable to damage from road construction or maintenance operations.
- (4) Existing carriers may remain in place without further protective measures if they are of adequate depth and do not conflict with road construction or maintenance, and provided that the utility owner and the county mutually agree that the lines are, and will likely remain, structurally sound and operationally safe.

E. UNDERGROUND UTILITIES – APPURTENANCES

- (1) Vents shall be required for casings, tunnels, and galleries enclosing carriers of fuel where required by federal safety standards or by the County Engineer. Vent standpipes shall be located and constructed so as neither to interfere with maintenance of the road nor to be concealed by vegetation. Preferably, standpipes should stand by a fence or on the right-of-way line.
- (2) Drains shall be required for casings, tunnels, or galleries enclosing carriers of liquid, liquefied gas, or heavy gas. Drains for carriers of hazardous materials shall be directed to natural or artificial holding areas to prevent the potential for surface or ground water contamination. Drains for which only water or other non-hazardous liquids may discharge may be directed into the roadway ditch of natural watercourse at locations approved by the county. The drain outfall shall not be used as a wasteway for routine purging of the carrier unless specifically authorized by the county.
- (3) Location markers and emergency information shall be used when required by applicable state and federal standards.
- (4) Manholes should be designed and located in a manner that will cause the least interference to other utilities or future road expansion. Where practicable, installations in the pavement or shoulders should be avoided.
- (5) Unless otherwise approved by the county, all aboveground appurtenances that may constitute a roadside obstacle for vehicular traffic shall be:

- a. Relocated to another place within the right-of-way,
- b. Converted to a break-away design,
- c. Crash-protected, or
- d. Relocated off the road right-of-way.

Actions (a), (b) and (c) must be approved by the county as a condition of permit approval

F. UNDERGROUND UTILITIES – INSTALLATION

Installations shall ensure safety of traffic and preservation of the roadway structure, and required construction shall, unless otherwise provided in the approved permit, be in accordance with the following controls:

(1) Trenched Construction and Backfill:

- a. Where the pavement must be removed, it first shall be saw or spade cut in vertical (or undercut) continuous straight lines. The saw or spade cut edge shall be at least one foot outside the edge of the excavation.
- b. Trenches shall be cut to have vertical faces, where soil and depth conditions permit, with a maximum width of outside diameter of pipe plus 2 feet. Shoring shall comply with the Washington State Department of Labor and Industries Safety Code.
- c. The pipe or carrier shall be installed and the trench backfilled in a manner assuring no deformation of the pipe likely to cause leakage and restoration of the structural integrity of the roadway structure. This shall include providing bedding to a depth of six inches or half the diameter of the pipe, whichever is least plus additional pipe bedding to cover the pipe to a depth of one foot maximum. Pipe bedding shall be granular material meeting sections 9-03.9(3), 9-03.15, or 9-03.16 of the Standard Specifications and be approved by the County. It shall be graded to a firm but yielding surface without abrupt change in bearing value. Unstable soils and rock ledges shall be subexcavated from the bedding zone and replaced with suitable material. Pipe bedding shall be compacted to a 95 percent maximum density as determined by AASHTO Method T-99.

- d. Unless otherwise required by the County, native material may be used as trench backfill. All backfilling within the trench zone shall be by Method C as set forth in Section 2-03.3(14) C of the Standard Specifications. If the County deems the native material to be unsuitable for trench backfill, gravel base backfill meeting the requirements of section 9-03.14(1) of the Standard Specifications shall be used. Consolidation by saturation or ponding is not permitted. The gravel base backfill shall be placed to a depth below the existing road surface as follows:
1. For all gravel roads, four inches. The final four inches shall be Crushed Surface Top Course meeting or exceeding section 9.03.9(3) of the Standard Specifications and shall be compacted to 95 percent maximum density as determined by AASHTO Method T-99.
 2. For paved local access roads, ten inches.
 3. For paved arterials, 16 inches.
- e. When trenching is approved on paved roads, the pavement shall be restored as shown in Appendix A, Figure 2.
- f. No cuts will be permitted in new street surfaces within five years of paving. All road surfaces that have been sealcoated shall not be cut within two years after surfacing. Maximum longitudinal length of trench that can be open at any time within the traveled way is three-hundred (300) feet. Maximum longitudinal length of trench that can be open at any time outside the traveled way but within ten feet of the traveled way is three-hundred (300) feet unless continuously protected by a vehicle barrier such as a New Jersey barrier. There is no limit on the maximum longitudinal length of trench that can be open at any time outside of the ten-foot strip adjacent to the traveled way. No trench can remain open at the end of a working day. Exceptions can be authorized by the County Engineer in special cases.
- g. Excavated materials shall be laid compactly along the sides of the trench and kept trimmed up so as to cause as little inconvenience as possible to the public. Any excavated material that flows, rolls, washes or is blown on to a portion of the roadway that is outside the limits of the project shall be removed by the permittee within

twenty-four (24) hours. If the material has not been removed after that time, the County reserves the right to remove said material and the utility shall pay all costs and expenses.

- (2) Untrenched construction by means of jacking or boring is the preferred method for utility crossings and may be required for pipelines crossing roads paved with asphalt, concrete, or cement concrete and for roads paved with bituminous surface treatment when directed by the county.
 - a. If sufficient right-of-way exists, the length of untrenched construction shall extend a minimum of 4 feet from edge of pavement, except that the County Engineer may permit a lesser distance when conditions warrant.
 - b. Overbreaks, unused holes, or abandoned casings shall be backfilled as directed by the County Engineer.
 - c. Jetting under roadways as defined by this policy shall not be permitted.
 - d. Existing carriers and conduit installed under a roadway may be physically located prior to pipeline installation.

- (3) Plowing of communication and electrical lines on or adjacent to existing roads by means of a vibratory plow may be allowed by the county under the following conditions:
 - a. Plowing will not be permitted when conditions are such that surface water will enter the area disturbed by the plow. Surface water may be streams, ponds or other standing water as well as precipitation runoff.
 - b. Plowing will normally be restricted to those areas outside the roadway prism unless there is insufficient right-of-way or topographic features that make the use of plows not feasible. The preferred location of all plowing is between the back of ditch and the right-of-way line in cut sections and at the base of the fill slope in fill sections.
 - c. Plowing within the roadway prism shall be performed as far from the traveled way as practical irrespective of the road surfacing. In no case shall plowing be permitted within the paved portion of any paved road. If the wheels or tracks of the plow damage any of the

paved portions of the road, repairs must be made as directed by the County Engineer.

- d. In all cases, the utility or its contractor shall immediately apply suitable compactive effort to the area disturbed by the plow to seal the disturbed area and prevent surface water from penetration.

(4) Preservation, restoration and Cleanup

- a. The size of disturbed area necessary to install a utility shall be kept to a minimum.
- b. Restoration methods shall be in accordance with the specifications of the county and/or special provisions permit.
- c. Unsatisfactory restoration work shall be promptly corrected by the utility. If necessary, unsatisfactory restoration work may be corrected by the county and billed to the utility.
- d. Where windowing of an existing pavement is necessary to precisely locate underground utilities prior to performing untrenched construction, all windows shall have clean cut edges and shall be restored in the same manner as any trenched section as described in (1) of this section except (1) f. shall not apply.

(5) Traffic Control and Public Safety

- a. The County Engineer or his agent may at any time inspect the traffic control on any utility construction or maintenance project to see that it complies to the traffic controls included in the traffic control plan, including detours for all utility work. If the traffic control does not conform, all construction or maintenance work shall cease until the deficiency is corrected. If the permittee or his contractor cannot correct the deficiency before dark, all open trenches and excavation shall be temporarily backfilled at the expense of the utility.
- b. All utility construction and maintenance operations shall be planned to keep interference with traffic to a minimum. On heavily traveled roads, construction operations interfering with traffic should not be scheduled during periods of peak traffic flow. Work shall be planned so that closure of intersecting streets, road approaches, or other access points is held to a minimum. One lane of traffic shall remain open at all times and shall be attended by

flaggers with appropriate construction signing provided. The road shall be restored to two-way traffic at the end of each work day.

- c. When road closures and detours cannot be avoided, the applicant shall make application to the County Engineer a minimum of 14 days in advance of the requested road closure. The application for closure shall include a road closure plan that must be submitted and approved prior to closing any portion of a County roadway. The road closure plan, as a minimum, shall include a detour route with the location and type of signs to be used, as per the MUTCD. A written statement describing the detour route, length of detour and proposed dates and times of road closure shall also be submitted. In most cases, the County Engineer may approve requests for road closures. For simultaneous multiple road closures or closure of an arterial road for an extensive period of time, the County Engineer may require a formal closure approval by the Board of County Commissioners.
- d. Adequate provision shall be made to safeguard any open excavation, and shall include barricades, lights, flaggers, or other protective devices as may be necessary.
- e. Where walkways exist along County roads, every precaution shall be taken to ensure that construction work does not interfere with pedestrian traffic. A temporary walkway around construction sites shall be constructed if required by the County Engineer. The surface shall be an all-weather surface and lighted during the dark hours. At no time shall the pedestrians be directed to walk on the traveled portion of the roadway.

(6) Inspection

Franklin County will at any time inspect all construction work to see that it conforms to the provisions of the permit, the Accommodation of Utilities policy and any additional supplements.

When in the opinion of the County Engineer, the contemplated work will require a part-time or full-time inspector. The permittee shall pay to the County all costs of and expenses incurred in the examination, inspection, and supervision of such work. All open trench work on paved county arterials that disturb the paved portion of the arterial will require the permittee to provide an inspector during backfilling of the trench to insure adequate compaction is provided.

(7) Work Day

Work authorized by a permit shall be performed between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, except legal holidays. The permittee can obtain written consent from the County Engineer for different hours when the work will be in traffic-congested areas.

(8) Unsuitable Weather

No utility construction or maintenance work can be performed during times when the weather is unsuitable. Unsuitable weather is defined as those conditions that may result in traffic or utility safety problems or conditions that prevent proper restoration of a work area. These weather conditions are typically conditions of severe wind and dust, snow, sleet, and freezing rainstorms or when the ground is soft, muddy, frozen, or covered with snow.

(9) Storage of Material

The storage of materials on through roadways shall not be allowed, and parking of vehicles on through roadways shall be kept to a minimum. All materials stored along County right-of-way must be placed a minimum of ten feet from the edge of the traveled roadway and adequate provisions shall be made to warn the public of such stored materials including barricades, lights, flaggers and other protective devices as necessary.

G. UNDERGROUND UTILITIES – ONE CALL SYSTEM

Utility facilities shall be located and identified in accordance with Title 19 RCW, Chapter 19.122, Sections 19.122.010 through 19.122.900 (Washington State One Call System).

7. SPECIFIC REQUIREMENTS – OVERHEAD UTILITIES

A. POWER AND COMMUNICATION LINES

- (1) Single-pole construction and joint use of the pole is desirable and should be used whenever feasible.

- (2) The minimum vertical clearance for overhead power and communication lines above the road and the minimum lateral and vertical clearance from bridges shall be in compliance with the National Electrical Safety Code as adopted by the Washington State Department of Labor and Industries
- (3) Where irregularly shaped portions of the right-of-way extend beyond the normal right-of-way limits, a uniform alignment of facilities shall be allowed.
- (4) Unless otherwise approved by the county, all aboveground appurtenances that may constitute a roadside obstacle for vehicular traffic shall be:
 - a. Relocated to another place within the right-of-way,
 - b. Converted to a break-away design,
 - c. Crash-protected, or
 - d. Relocated off the road right-of-way.

Actions (a), (b) and (c) must be approved by the county as a condition of permit approval

- (5) Guy wires to ground anchors and stub poles shall not be placed between a pole and the traveled way unless approved by the county.
- (6) Locations of poles shall be compatible with driveways, intersections and other roadway features and shall not interfere with sight distance, roadway signing, traffic signals, culverts and structures. To the extent possible, utilities shall share facilities so that the minimum numbers of poles are needed.
- (7) No utility pole or appurtenance with a width in any dimension greater than 24 inches will be allowed within the vision triangle at any intersection of a county road and any other road, either public or private. The dimensions of the vision triangle are those set forth in Franklin County Development Regulations "Zoning", Ordinance #2-99, adopted March 1, 1999 or as hereinafter amended.

8. AESTHETIC/SCENIC CONSIDERATIONS

- A. Utility installations shall be designed and constructed to minimize the adverse affect on existing roadside man-made or natural amenities. Special efforts shall be taken to minimize any potential negative impact on areas of scenic beauty (i.e., scenic strips, viewpoints, rest areas, recreation areas, public parks or historic sites, etc.).
- B. Overhead utility installations shall be permitted in areas of scenic beauty when other utility locations are not available, are not technically feasible, are unreasonably costly, or are less desirable from the standpoint of visual quality.
- C. If the utility intends to use chemical sprays to control or kill weeds and brush in scenic areas, prior approval must be granted by the County at least annually. All chemicals must be approved by both State and Federal regulatory agencies and all applicators must be licensed with the State of Washington and abide by all state regulations. The county may limit or restrict the types, amounts, and timing of applications if a significant negative impact no the aesthetics of the area is anticipated, provided such limitations or restrictions are not in conflict with State law governing utility right-of-way maintenance.
- D. Refuse and debris resulting from the installation or maintenance of the utility facilities shall be promptly removed once work is completed.

9. INSTALLATIONS ON ROADWAY BRIDGES AND STRUCTURES

Attachment of utility lines to a roadway structure (including bridges) may be allowed where such attachment conforms to sound engineering considerations for preserving the roadway structure and its safe operation, maintenance and appearance. The attachment shall be in accordance with the following:

- A. Attachment of a utility shall not be considered unless the structure in question is of a design that is adequate to support the additional load and can accommodate the utility facility without compromise of highway features, including reasonable ease of maintenance.
- B. Manholes and other utility access panels should be avoided within the roadway portion of the structure.
- C. Attachment on a structure of a pipeline carrying a hazardous transmittant shall be avoided where practicable.

- D. The utility attachment shall not reduce any clearances of a structure where such clearances are critical. Attachment to the outside of a structure should be avoided where there are reasonable alternatives.
- E. Utility mountings shall be of a type that shall not create noise resulting from vibration.
- F. Any hole created in a structure abutment shall be sleeved, shall be of the minimum size necessary to accommodate the utility line, and shall be sealed to prevent any leakage of water or backfill material.
- G. The utility line back of the abutment shall curve or angle out to align outside the roadbed area in as short a distance as is operationally practicable.
- H. Communication and electrical power line attachments shall be suitably insulated, grounded, and preferably carried in protective conduit or pipe from point of exit from the ground to re-entry. Carrier pipe and casing pipe shall be properly isolated from electric power line attachments.

10. MISCELLANEOUS PROVISIONS

A. Preservation, Restoration, and Cleanup

- (1) The size of disturbed area necessary to install a utility shall be kept to a minimum.
- (2) Restoration methods shall be in accordance with the specifications of the county and/or special provisions of the permit.
- (3) Unsatisfactory restoration work shall be promptly corrected by the utility. If necessary, unsatisfactory restoration work may be corrected by the county and billed to the utility.
- (4) The permittee shall be responsible for correcting any defects in workmanship such as settlements or failed pavement repairs for a period of one year from completion of work. The county will periodically examine the completed work during the one year period and will notify the permittee of any defects. Failure of the permittee to correct any defects within 30 days of notification will result in the county making the necessary repairs and the cost billed to the permittee.

B. Emergency Repairs

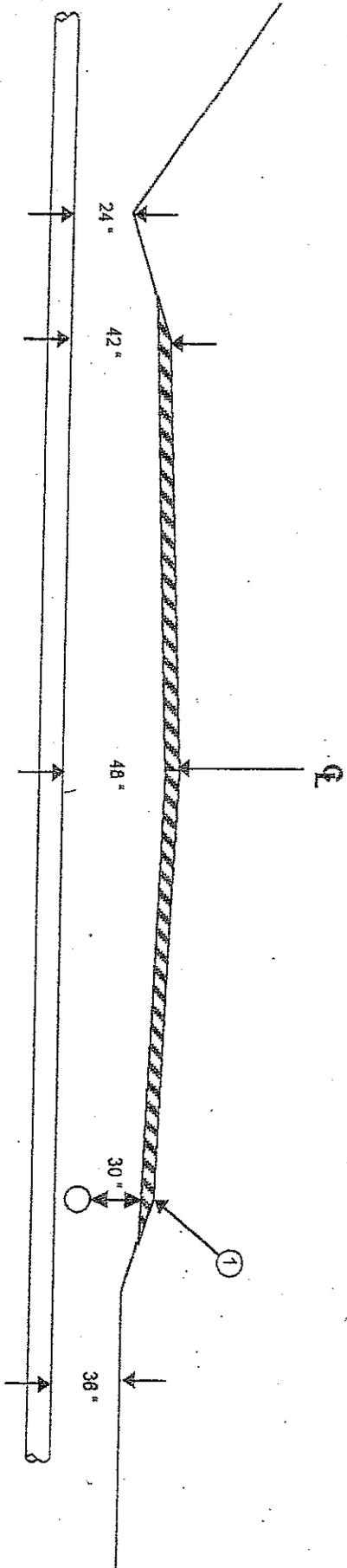
- (1) All utility facilities shall be kept in a good state of repair. Emergency repairs shall be undertaken in a timely manner.
- (2) If emergency repairs disturb the right-of-way, such repairs may be immediately undertaken and the right-of-way restored. Approval as to the manner of final restoration of the right-of-way shall be secured from the county in a timely fashion.

C. Striping Replacement

All traffic striping and walkway delineation disturbed during construction shall be replaced. Temporary striping shall be used on a limited basis and replaced with permanent striping upon completion of the project.

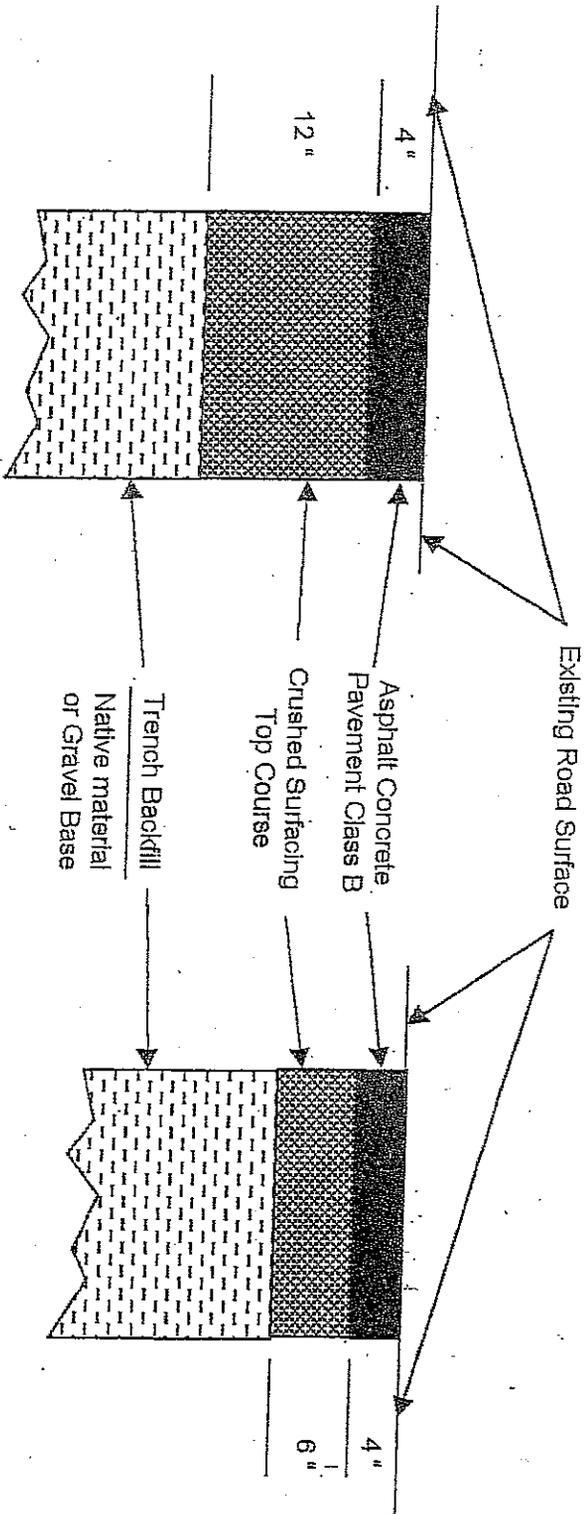
11. DEVIATIONS FROM POLICY

- A. Except as provided for elsewhere in this policy, deviations from this policy may only be granted by the County Engineer. The decision to grant, deny or modify the proposed deviation shall consider the following criteria:
- (1) The deviation will achieve the intended results with a comparable or superior design and a better quality of finished product;
 - (2) The deviation will not adversely affect safety and/or operation; and
 - (3) The deviation will not adversely affect maintainability.
- B. Those proposing such deviations will be required to complete a request for deviation which identifies the project for which the deviation is requested, the section or sections of this policy affected, and provide supporting information that would justify the request for deviation.
- C. Deviations must be approved prior to issuing the permit. When the need for a deviation arises during construction, construction shall be delayed until the proposed deviation and supporting information is reviewed and evaluated by the County Engineer.



Minimum cover requirements for longitudinal and transverse underground utility construction
 (See Section 6.B.1 of the Accommodation of Utilities Policy)

PAVEMENT RESTORATION DETAIL FOR UTILITY CUTS



ARTERIAL

ACCESS

All materials shall be placed in accordance with the latest edition of the WSDOT Standard Specifications for Road, Bridge and Municipal Construction

Crushed Surfacing Top Course shall be compacted to 95% of maximum density and be brought up in maximum lifts of 4 inches.

FRANKLIN COUNTY DEPARTMENT OF PUBLIC WORKS
2/25/2000

APPENDIX A
FIGURE 2