



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois/62764

March 31, 1993

County Engineers/Superintendent of Highways
Municipal Engineers
Mayors and Village Presidents

#93-8

To satisfy the requirements of the Intermodal Surface Transportation Act (ISTEA) of 1991 it was necessary for us to revise the Utility Accommodation Policy for Local Agency Highway and Street Systems. This revision has been completed and approved by the FHWA.

Attached is a copy of this revised policy dated February, 1993 which supersedes the policy dated May, 1987. The superseded policy is included in Attachment 5-6c on page 5-6-19 of the Bureau of Local Roads and Streets Administrative Policies and Attachment 5-8i on page 5-8-70 of the Federal Aid Procedures for Local Highway Improvements.

Also attached is a list showing the differences between the May, 1987 policy and the February, 1993 policy.

Very truly yours,

A handwritten signature in cursive script that reads "Bill Sunley".

William T. Sunley, P.E.
Engineer of Local Roads and Streets

cc-
District Engineers

Utility Accommodations Policy For Local Agency Highway and Street Systems

Current Policy Changes from Previous Policy:

Purpose

All three paragraphs were changed to eliminate the word "construction" so the policy would be applicable to all projects.

Application

The word "construction" was deleted for the same reason .

Policies & Procedure

I. General

Paragraph "B" was expanded for clarity.

II. Installation, Adjustments, Relocation or Maintenance

The first paragraph was changed to include a requirement that the utility company have a traffic control plan on file for work areas. Also, the word "current" was added preceding "Illinois Manual on Uniform Traffic Control Devices."

A. Above-ground Utilities

The first paragraph was extended to include references to clear zone requirements contained in Chapter 5, Section 8 of the Federal-aid Procedures for Local Highway Improvement Manual.

This paragraph was further changed to include typical countermeasures that should be used when installations must be located in the clear zone. In addition a sentence was added stating that consideration shall be given to sound engineering principles and economic factors.

B. Underground Utilities

The first sentence of the first paragraph was eliminated and the new first sentence was modified for clarity. The fifth paragraph was revised for clarity.

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C. Utility Attachments to Structures

In the last paragraph the attachment page number was eliminated and "used" was substituted for "observed".

D. Visual Quality

The second paragraph reference was changed to 23 CFR 645.209(h) from the previous reference to the suspended FHPM Manual.

The last paragraph was eliminated as unnecessary since the whole policy is written around highway projects.

III. Use and Occupancy Agreement

Reference to 23 CFR 645.213 has been added to the first paragraph.

The last paragraph has been changed to eliminate references to the Federal Aid Highway Manual and further revised for clarity.

UTILITY ACCOMMODATION POLICY
FOR
LOCAL AGENCY HIGHWAY AND STREET SYSTEMS

February, 1993

Purpose

The purpose of this document is to prescribe policies and procedures for accommodating utility facilities on the rights-of-way of county and township highway and municipal street projects in Illinois.

It is in the public interest for utility facilities to be accommodated within rights-of-way of county and township highways and municipal streets when such use and occupancy of the highway right-of-way is subservient to and does not interfere with the free and safe flow of traffic or otherwise impair the highway or its visual quality.

This policy concerns the location and manner in which utility installations are to be made within the rights-of-way of county and township highway and municipal street projects and the measures to be taken by the local governmental agencies to preserve and protect the integrity and visual qualities of the highway and the safety of highway traffic.

Application

The regulation of new utility installations, and existing utility installations which are to be retained, relocated or adjusted within the rights-of-way, will be required on a continuing basis on all county and township highway and municipal street projects authorized after the effective date of this policy.

Policies & Procedures

I. General

- A. The accommodation and maintenance of utilities are to be regulated by the local governmental agencies in a manner which will not impair the highway or interfere with the safe and free flow of traffic.
- B. When locating the utility installation, consideration shall be given as to the effect the location will have on providing a safe traveling environment, the preservation of the aesthetic quality and the cost or difficulty of highway/utility construction and maintenance.
- C. Every effort is to be made to avoid conflict between utility installations and existing or planned uses of highway rights-of-way for highway purposes. Proposed utility installations and future highway projects shall be coordinated to avoid, to the fullest extent possible, any conflict in location, construction, or method of installation.

II. Installation, Adjustments, Relocation or Maintenance

The Utility Company shall have on file a Traffic Control Plan for the work areas involved in the installation, maintenance, relocation or adjustment of the utility facility within the right-of-way. The plan shall provide for the proper placement of traffic control devices required for protection of workers, the traveling public and the work area. The traffic control devices shall be utilized in accordance with the current "Illinois Manual on Uniform Traffic Control Devices".

A. Above-ground Utilities

Above-ground utility installations present a hazard and are to be located as far from the traveled way as practical, preferably within a distance of one (1) foot from the right-of-way line. In urban areas with curb and gutter, the installation should not be located closer than two (2) feet back from the face of curb. On rural/urban highways and streets utility installations should be located to provide a clear roadside recovery area (clear zone) as provided for in Chapter 5 Section 8 of the Federal-aid Procedures for Local Highway Improvement Manual. When it is necessary to locate installations within the clear zone, consideration should be given to countermeasures such as placing the installation at locations which protect out-of-control vehicles, providing breakaway features and erecting shielding devices. In all cases full consideration shall be given to sound engineering principles and economic factors.

Care should be taken to avoid the installation of utilities that will create obstacles within the sidewalk area. A minimum three foot obstacle free sidewalk area must be provided when feasible.

The vertical clearances of overhead utility lines shall conform to current National, State or local code regulation or policy but in no event shall such clearance be less than 18 feet above the pavement.

B. Underground Utilities

Crossings are to be as near perpendicular to the highway alignment as practical. Underground utilities may be installed by trenching except under paved roads where they shall be placed by boring or jacking, if practical. If it is in the public interest, trenching may be permitted only if justification and provision for restoration of paved surfaces meet the approval of the proper highway authorities.

Longitudinal installations should be located on a uniform alignment outside of the normal maintenance operating area (beyond ditch or curb line) and as near the right-of-way line as terrain and existing utilities will reasonably allow. New facilities to be installed longitudinally may be located under proposed pavement and shoulder areas only when there is no other practicable location available.

Any new facility placed under the pavement or shoulder area must be constructed of long life materials which are expected to be maintenance free with all possible provisions made to minimize the likelihood of having to cut the pavement or interfering with traffic in the future.

The minimum bury and encasement requirements under the roadway and at other locations within the right-of-way shall conform to the applicable portions of the following parts of The Illinois Administrative Code(IAC): 83 IAC Part 305 and 92 IAC Part 1800. Casings, when installed, shall be provided with at least one vent located on the high side and extended to the right-of-way line. Vents shall be placed above the pipeline and may serve as markers for the crossing. Any high pressure gas or liquid fuel line which crosses a roadway shall be identified by a suitable marker placed at the right-of-way line.

All trenches shall be backfilled in accordance with current Standard Specifications for Road and Bridge Construction.

Manholes may be permitted in city streets (preferably not at intersections) where existing utilities have been permitted to remain in place under existing or proposed roadways.

C. Utility Attachments to Structures

Utilities will not normally be attached to structures.

Utility attachments to main structural members, or to the decks, will be allowed when there are no reasonable alternative means of attachment available without undue hardship to the utility. If this Department determines there is no reasonable alternative means of attachment, the following attachment locations will be considered in their listed order of preference: 1) diaphragms, 2) beams and 3) deck.

However, in any case, attachment to main structural members, or to the deck will only be allowed when the structural integrity of the structure is not impaired.

The general principles of utility attachments to structures as discussed in Chapter 8 of "Policy on the Accommodation of Utilities on Rights-of-Way of The Illinois State Highway System" (Attachment 5-9f) will be used on all Federal-aid projects regardless of system.

D. Visual Quality

The type and size of utility facilities and the manner and extent to which they are permitted within areas of scenic enhancement and natural beauty can materially alter the visual quality and view of highway roadsides and adjacent areas. Such areas include scenic strips, overlooks, rest areas, recreation areas, the rights-of-way of highways adjacent thereto, and the rights-of-way of highways which pass through public parks and historic sites.

New utility installations are not to be permitted within the foregoing described lands except as covered under 23 CFR 645.209(h).

III. Use and Occupancy Agreement

The Use and Occupancy Agreement as provided for in 23 CFR 645.213 sets forth the terms under which the utility is to cross or occupy the highway rights-of-way. Utility permits may serve as Use and Occupancy Agreements provided that they contain a general description of the size, type, nature and extent of the utility facilities being located within the highway rights-of-way.

Permits for sanitary sewers and storm sewers other than those installed for highway and street drainage shall indicate that the land and water pollution requirements of the Illinois Environmental Protection Agency, Division of Water Pollution have been satisfied. The installation of privately owned drainage facilities to drain adjacent wetlands is prohibited on Federal-aid Highways.

The installation of private longitudinal utility lines on Federal-aid Highways are subject to review by the Federal Highway Administration.

Before denial of a permit based on this policy, an evaluation of the economic and environmental effects on agricultural land together with the possible traffic impacts and effects of highway safety that would result from denial must be done.

Formal Agreements Required for Federal-aid Highways

The State will, by formal agreement with appropriate officials of a county or municipality, regulate, or cause to be regulated by highway authorities on a continuing basis, in a manner satisfactory to the State and the Federal Highway Administration, the use of highway rights-of-way by utilities.