

EXHIBITS

TO:^(a) _____

DATE: _____

SUBJECT: UTILITY EXCEPTION

Financial Project ID: _____ State Road Number: _____

Fed Aid No: _____

Project Description: _____

Check Applicable Construction Type: ()New ()RRR ()Resurfacing Only

Check which exception element/s is affected:

()Vertical Clearance ()Horizontal Clearance ()Limited Access R/W Use ()Control Zone Use

()Clear Zone ()MSE Walls

Describe the specific nature of the exception^(b) below:

Recommended (Utility)^(c): _____
Name, Title, Company

Approval / Recommended (FDOT)^(d): _____
District Design Engineer or Designee

Approval^{(e), (g)} : _____
State Highway Chief Engineer or Designee FHWA Division Administrator

Approval / Concurrence^{(f) (h)}: _____
State Structures Design Engineer or Designee State Roadway Design Engineer or Designee

- (a) Exceptions on projects having full Federal oversight and involvement are addressed to the FHWA Division Administrator but sent to the District Design Engineer. All other exceptions are addressed and sent to the District Design Engineer.
- (b) Include a brief statement concerning the project and elements of concern. Indicate the reason/s the exception is being requested in accordance with Chapter 13 of the UAM. Attach all supporting documentation to this exhibit.
- (c) Exceptions are recommended by the Utility when designed by Utility forces, otherwise a responsible professional engineer must recommend the exception for the Utility.
- (d) Exceptions are approved by the District Design Engineer or Designee except on projects having full Federal oversight and involvement or projects that involve design speed or limited access R/W use. Projects having full federal oversight require a recommendation by the District Design Engineer or Designee in addition to the Utility.
- (e) Exceptions on projects having full Federal oversight and involvement are approved by the FHWA Division Administrator. All other exceptions are approved by the District Design Engineer or Designee, except for design speed or for limited access R/W use (see note (g)).
- (f) All exceptions require the concurrence of the State Roadway Design Engineer or Designee. Exceptions impacting the geometry, vertical clearance, layout of structures, or superstructure cross-slope require concurrence from the State Structures Design Engineer or Designee.
- (g) Exceptions for limited access R/W use require approval by the State Highway Chief Engineer or Designee in addition to any approvals required by the FHWA.
- (h) Exceptions for Utility accommodation within the vicinity of MSE walls require approval of the State Structures Design Engineer or Designee.

GENERAL EXCEPTION CONSIDERATIONS:

The following considerations are for guidance and do not reflect every scenario. They are for the purposes of establishing consistency in application and decision making. The FDOT engineer and the Utility should look beyond what is provided herein as the specific site conditions warrant with a view to providing or improving safety where practical. Both the Utility and the FDOT are encouraged to discuss and mutually agree upon the basis of decisions which exceed those contained herein.

In the design and permitting process, many considerations are appropriate to evaluate the reasonableness of approving an exception. Designers and Utilities should be familiar with all exhibits describing decision processes and control zones to improve safety and establish uniformity of application. Exhibits are provided for general and specific cases and types of construction. Caution is advised since some conditions are acceptable for existing infrastructure but would not be approved for new construction. Some typical concerns that must be addressed to properly understand the pros and cons of making a decision include criteria, safety, function, and benefit to cost ratio. These are generalizations. Every site under consideration has a unique environment and set of conditions to evaluate. It is impossible to address all scenarios that may exist. For this reason it is not appropriate to say under certain conditions an exception will always be given. Similarly it cannot be said under certain circumstances an exception will always be denied. With that in mind, both the Utility and the designer must look at the precepts contained herein and apply them accordingly.

The Utility is a statutorily authorized partner in the use of the R/W that the FDOT manages. The Utility shares the responsibility to maintain a safe user environment. The actions of either party can affect safety negatively or positively. Each party must begin its evaluations by first establishing what is the safest thing to do. If that proves too costly, alter the proposal until an acceptable balance is reached between benefit and cost. A description of exhibits for exceptions follows: Exhibit C describes what must be considered by the roadway engineer before denying or approving a utility exception. Exhibit D describes what a Utility must consider in justifying and requesting an exception. Exhibit E provides guidance by identifying scenarios in which an exception would normally be given to a Utility except in site-specific cases where extreme conditions exist or where control is beyond the authority of the FDOT. Exhibit F is provided to ensure issues are addressed in the proper order in making a decision about approval or denial of an exception. Exhibit G provides guidance on determining the appropriate location of any utility facility within the R/W. Exhibit H is a series of three (3) project type location and relocation decision flowcharts. Exhibit I shows areas called control zones that require exceptions before an above ground fixed object may be placed in them.

EXCEPTION CONSIDERATIONS FOR THE DESIGNER:

Some pertinent questions which are required to be considered before the roadway designer or utility engineer recommends relocation of an existing utility facility and in granting an exception are:

CRITERIA:

- (1) What is the applicable FDOT criteria, new construction or RRR?
- (2) Is the FDOT standard criteria appropriate for the site condition?
- (3) Does the standard criteria provide for the optimum safety, function and benefit/cost ratio?
- (4) Is the ultimate project typical section being developed or an interim fix, and if so which controls, and has the Utility been told which? (The Utility should not be required to relocate or address the same issue again in the near future.)
- (5) Existing permitted facilities are to be evaluated against the criteria in place when they were installed and considered for relocation on RRR projects only when determined to be in a control zone as defined in this RRR section.

SAFETY:

- (1) Has a safety study been prepared covering the most recent five (5) years identifying crash history and any roadway element deficiencies?
- (2) Is there a significant number of recorded crashes for the corridor?
- (3) Even if unrecorded, is there visible evidence of crashes (scraped poles, bent signs, etc.) or are they highly predictable?
- (4) Are historical crashes related to any specific roadway element such as alignment (curve or kink), signing (lack of, confusing, blocked view), roadway intersection, lane add or drop, major driveway entrance or exit, roadway surface condition, and posted speed or sight distance?
- (5) Are there other features along the corridor in question that do not meet horizontal clearance criteria such as signal or light poles, landscaping, controllers, or other similar features?
- (6) Can an above ground fixed object (e.g., pole) be relocated in compliance with horizontal clearance criteria within the R/W and not impact other utilities or roadway features?
- (7) Can minimum horizontal clearance criteria be exceeded (e.g., new construction criteria) without significant utility impact?
- (8) Are there roadway typical section features such as on street parking (not to be removed) or bike lanes that provide additional pole separation from the through lane?
- (9) If a geometric revision will eliminate the problem, is it practical and cost effective to include it in the project?
- (10) Will the proposed pole relocation prevent compliance with ADA horizontal clearances?
- (11) Will pedestrian traffic benefits be reduced by utility relocation?

- (12) Will the desired relocation violate any national utility code, State law or local ordinance?
- (13) Are there existing clearance conflicts, or can future overhead clearance conflicts be foreseen such as canopy overhangs or construction problems?
- (14) Are pole(s) located in an area where an exception is acceptable and allowed to remain or are they located in a designated control zone in which case they should be removed as appropriate?

FUNCTION:

- (1) Is there sufficient R/W to relocate within the R/W without violating codes or criteria whether FDOT or Utility (state, federal or local)?
- (2) Will the utility relocation require more than one move?
- (3) Can the number of poles to be relocated be limited to one?
- (4) Will relocating a pole(s) longitudinally solve the problem as opposed to changing the horizontal offset?
- (5) Will the relocation force the Utility to be inaccessible (behind a ditch or canal) or placed in an area of high maintenance (fast growing trees or underground and susceptible to increased lighting damage)?

BENEFIT/COST:

- (1) What is the estimated cost to the utility company to relocate?
- (2) Does the utility company have future plans in place to relocate or replace the pole(s)?
- (3) Are there underground utility conflicts that will result from relocating a pole(s) to a new location and if so, can the underground utility be physically or cost effectively relocated?
- (4) What is a reasonable benefit (anticipated reduction in societal costs)/cost (utility relocation costs) ratio for this particular corridor for a utility to be relocated? (e.g., Does the relocation cost exceed damage estimates by a factor of 2, using the Roadside Design Guide Program?)
- (5) Will the available distance a pole(s) can be moved provide a reasonable benefit? (e.g., normally four (4) feet or more, or behind a fixed barrier, this does not apply where there is an ADA non-compliance issue).
- (6) Consider the following scenario. There is room to relocate the pole(s) without conflicts and there is no physical reason the Utility cannot move. There is no substantial crash evidence (written or visible), therefore, the benefit to cost ratio is not high. Is there a basis other than clearance criteria to require the Utility to move?

Any one of the following conditions are examples of when an exception may be appropriate, assuming the utility facility is not located in a control zone:

- (A) When the desired relocation area would force a Utility to violate other state or federal codes whether electrical, gas, environmental, or ADA requirements. In instances where a significant crash history exists, an exception probably is not warranted.

- (B) When the FDOT's criteria was not formulated to address the specific site conditions being observed on a project.
- (C) When the facility is or would be in violation of criteria but the intent can best be served using other values.
- (D) When the FDOT project scope is an interim fix rather than the ultimate section.
- (E) When compliance cannot be accomplished within the desired project time frame.
- (F) When the required offset measured from the curb is not met if the offset from the travel lane is mitigated by a clearly marked (striped) bike lane or on street parking. (Care should be taken to ensure these mitigating elements are permanent features. If these elements are to be removed, the above ground fixed object must be evaluated for relocation and scheduled accordingly. It is important to identify proposed locations and not allow other utilities to use this area.)
- (G) When there is an established hardship or the tangible benefit of relocation is not supported by benefit to cost ratios.
- (H) When significant safety improvements would not be attained by forcing a relocation offset of less than four (4) feet. (This does not apply where there is an ADA non-compliance issue).
- (I) When the utility facility is not located in a control zone and crash data or field analysis does not indicate the presence of a significant hazard.
- (J) When adjustment or relocation of the facility would conflict with other acceptably located facilities.
- (K) When insufficient R/W to comply.
- (L) Other reasons will be considered on a case-by-case basis.

Scenarios for which Exceptions would typically be approved, when the existing utility facility is located within a control zone:

- When there is no crash history and the location meets the horizontal requirements based on the posted speed;
- When there is an established hardship;
- When there is no practical alternative (e.g., the utility facility cannot be moved more than four (4) feet); or
- Other reasons will be considered on a case-by-case basis.

EXCEPTION CONSIDERATIONS FOR THE UTILITY: Justification Process and Documentation of Utility Exceptions

The objective of the Utility should be to demonstrate to FDOT that the cost of relocating is greater than the benefit. This is a benefit / cost assessment. This includes any added benefits of meeting the criteria. All exception requests shall include documentation sufficient to justify the request and independently evaluate the operational and safety impacts. It will be advantageous to the Utility to review and give attention to the considerations of the design engineer. In this way both parties are not only addressing the minimums but also considering all issues together.

The assessment documentation is not required to contain, and rarely entails, a full blown analysis. Most of the issues that must be addressed can be done in one-line statements. In many cases the conclusions are obvious. For example, if there were no alternative locations, a simple statement to the effect "moving back four (4) feet would require a violation of ADA or National Electric Codes", or "moving back four (4) feet requires acquisition of an easement or r/w or removal of a building". It is also acceptable to provide costs based on tax assessor front foot values and adding overhead costs without extensive details. All statements must be logical and within reason. Of significance is that each of the listed considerations be addressed and documented because the limiting condition for which an exception is being sought may not exist ten (10) years later when a claim is brought forth.

To meet state and federal requirements, any exception request must include documentation addressing the following issues:

! **Description**

- (a) Project description (general project information, typical section, etc.)
- (b) Description of the exception (specific project conditions related to the exception, critical design element, acceptable AASHTO value, and proposed value for project)

! **Safety Impacts**

- (a) Crash history and analysis (location, type, severity, and relation to the exception element for the most recent five (5) years of accident data). Note: Upon request of the Utility, the FDOT will furnish the accident history for the area and the Utility will analyze it identifying accidents, locations, severity, etc.
- (b) Impacts associated with proposed criteria (this could be annualized value of expected economic loss associated with crashes or present worth where a detailed analysis is used, or if obvious, a one line statement of cost based on property acquisition and overhead)

! **Benefit / Cost Analysis**

Calculate a benefit/cost analysis which estimates the cost effectiveness of correcting or mitigating a substandard design feature. The benefit is the expected reduction in societal costs (future accident costs, insurance, workers compensation, etc. The cost is the direct construction and maintenance costs associated with the design and relocation. These costs may be calculated and annualized or made present worth so that a direct comparison of alternate designs can be made. Chapter 2 of the Roadside Design Guide and the FHWA Technical Advisory titled "Motor Vehicle Accident Costs" dated October 31, 1994, provides guidance on performing a benefit / cost analysis. For actual cost data the Utility should seek the latest available data published for this purpose.

Achieving a benefit/cost ratio of less than or equal to 2.0 would mean the FDOT would not require relocation except in the most extreme cases or conditions beyond its control. This is a conservative value for the Utility and allows for many unknowns in the equation. The final decision is a management decision that considers all factors important to the successful implementation of the FDOT's mission.

The key factors in the analysis are:

- (a) Evaluation of crashes by type and cause,
- (b) Estimate of crash costs (based on property damage and severity of injuries),
- (c) Selection of a crash reduction factor,
- (d) Selection of a discount rate,
- (e) Estimate of construction and maintenance costs,
- (f) Selection of life of the improvements,
- (g) Period of time over which the benefits will be realized.

! **Conclusion and Recommendation**

- (a) The cumulative effect of other deviations from design criteria,
- (b) Safety mitigating measures considered and provided,
- (c) Summarize specific course of action. (Include conditional requirements such as projects in the Five Year Work Program that will fix a deficiency).

SCENARIOS FOR APPROVING EXCEPTIONS ON RRR TYPE PROJECTS

FOR PLACEMENT OF ABOVE GROUND FIXED OBJECTS: The probability of approving exceptions to above ground fixed object relocation decreases with increases in crash history and directly observable impact evidence. This exhibit describes scenarios and conditions that must exist for an exception to be approved. It also gives general conditions and probable recommendations for typical situations where extreme or unforeseen conditions do not exist. Where extreme or atypical circumstances exist, the District recommendation may not follow this example.

Scenarios for which exceptions would typically be approved, with and without crash history or impact evidence, follow:

If there is no documented crash history in the most recent five (5) years nor direct observable impact evidence, given the following four conditions exist simultaneously:

1. Curb or flush shoulder alignment does not change horizontally.
2. The object is not located in a Control Zone or LA R/W.
3. The posted speed limit does not exceed forty five (45) mph.
4. Utility location causes no slowing or redirecting of traffic.

An exception would normally be approved if any one of the following conditions exist.

- Insufficient room to relocate in the R/W.
- One Utility would have to relocate in order to put another in its position.
- The object cannot be relocated more than four (4) feet. (This does not apply where there is an ADA non-compliance issue).
- Relocation would cause a conflict with other state or national safety codes.
- A minimum of six (6) feet horizontal offset exists between the traveled way and the above ground fixed object.
- The relocation benefit/cost ratio is less than or equal to two (2).

If there is documented crash history in the most recent five (5) years or direct observable impact evidence, and given the above four numbered conditions exist simultaneously:

An exception would normally be approved if any one of the following conditions exists.

- No practical design alternative.
- The relocation benefit/cost ratio is less than or equal to two (2).

Scenarios for which Exceptions would typically be approved, when the existing utility facility is located within a control zone:

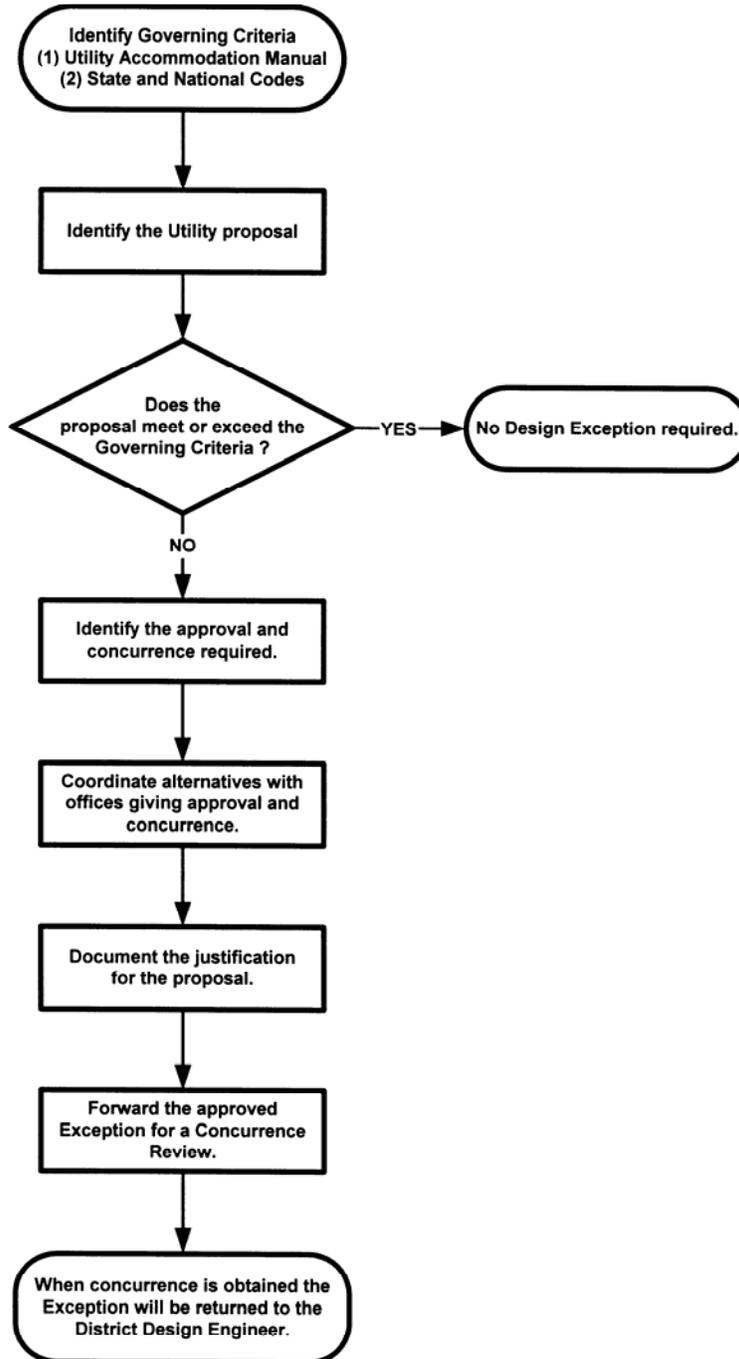
- When there is no crash history and the location meets the horizontal requirements based on the posted speed;
- When there is an established hardship;
- When there is no practical alternative (e.g., the utility facility cannot be moved more

- than four (4) feet); or
- Other reasons will be considered on a case-by-case basis.

FOR PLACEMENT OF BELOW GROUND OBJECTS, MATERIALS, OR METHODS:

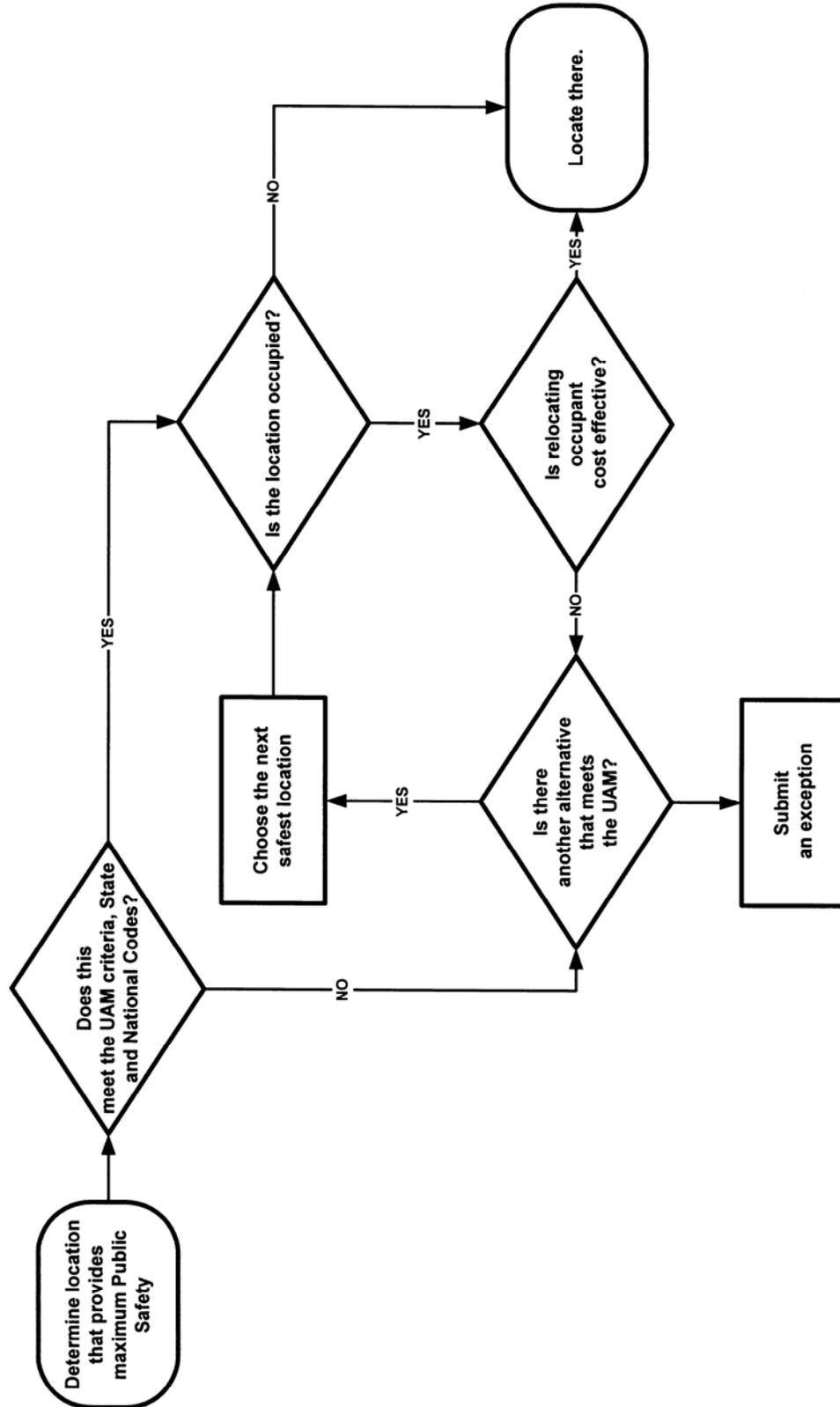
Exceptions are approved only by demonstration of a hardship. The hardship must be demonstrated by showing the FDOT policies, standards or criteria are inappropriate and supported by a benefit/ cost ratio of less than or equal to one (1). For purpose of computation, benefit is the expected reduction in societal costs. Cost is dollar value of impacts and implementation for all affected parties.

Utility Exception Flow Chart



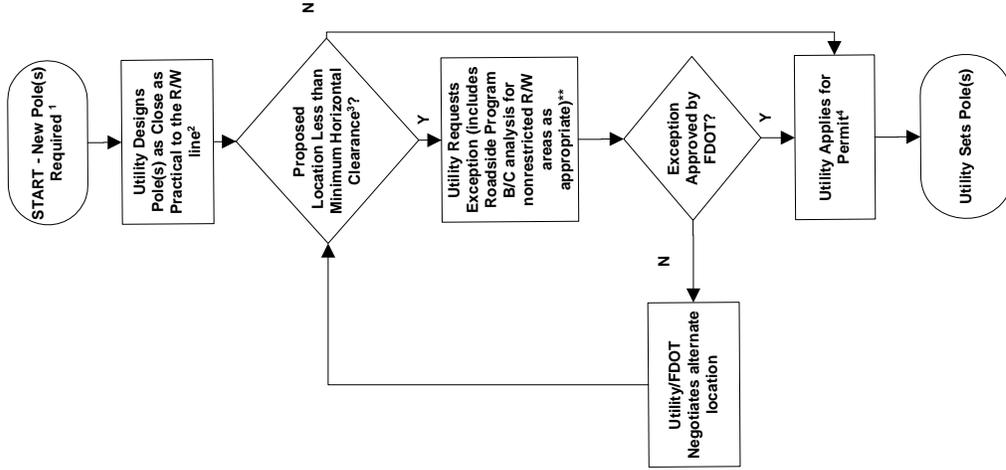
Generalized Location Decision Flow Chart

for Locating Utilities within FDOT R/W (Above or Below Ground or as an attachment)



NEW POLE LOCATION - DECISION FLOW CHART

Note: while "Pole" is used in the flow chart, it is also intended to apply to any above ground fixed object.



LEGEND

- ◇ - Decision
- - Action
- - Start/End

New Poles must be evaluated against New Construction criteria: "As close as practical to the R/W line."
 Anything less than Minimum Horizontal Clearance³ requires an exception.

¹ If New pole set in conjunction with FDOT Road Project, see first the FDOT Road Project (Major Reconstruction) or RRR - Pole Relocation Decision Flow Chart, as appropriate.

² As close to the R/W line as practical determined by conditions such as, but not limited to:

- Aerial encroachment.
- NESC, ADA, or other State or Federal applicable codes/regulations,
- conflicts with other existing facilities, both overhead and underground,
- trees on adjacent private property (where adequate future trimming would require encroachment on private property),
- down guying requirements.

³ For non-restricted R/W areas, Clear Zone Widths are found in Table 5.1.2.3.

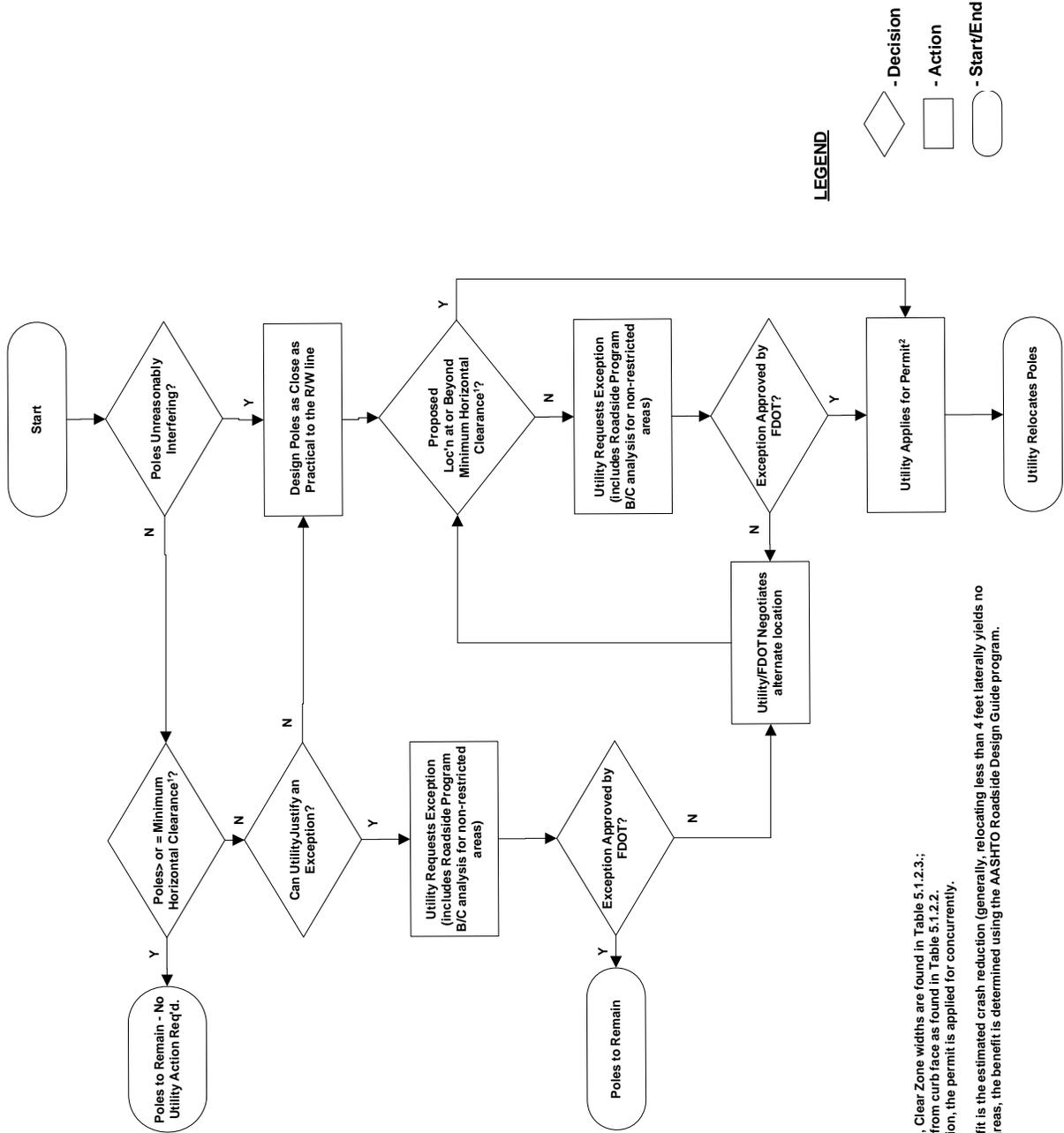
- For restricted **R/W areas, 4 feet from curb face as found in Table 5.1.2.2.
- For new midspan poles, use minimum RRR dimensions
- For new light poles use Table 5.1.2.1.

⁴ When applying for an exception, the permit is applied for concurrently.

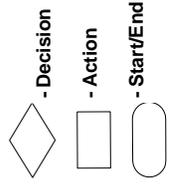
** In Restricted areas benefit is estimated crash reduction (generally, relocation less than 4 feet is no reduction). In Non-Restricted areas, benefit is determined using the AASHTO Roadside Design Guide program.

FDOT ROAD PROJECT (MAJOR RECONSTRUCTION) - POLERELOCATION DECISION FLOW CHART

Note: While "pole" is used in Flow Chart, it is also intended to apply to any above ground fixed object.



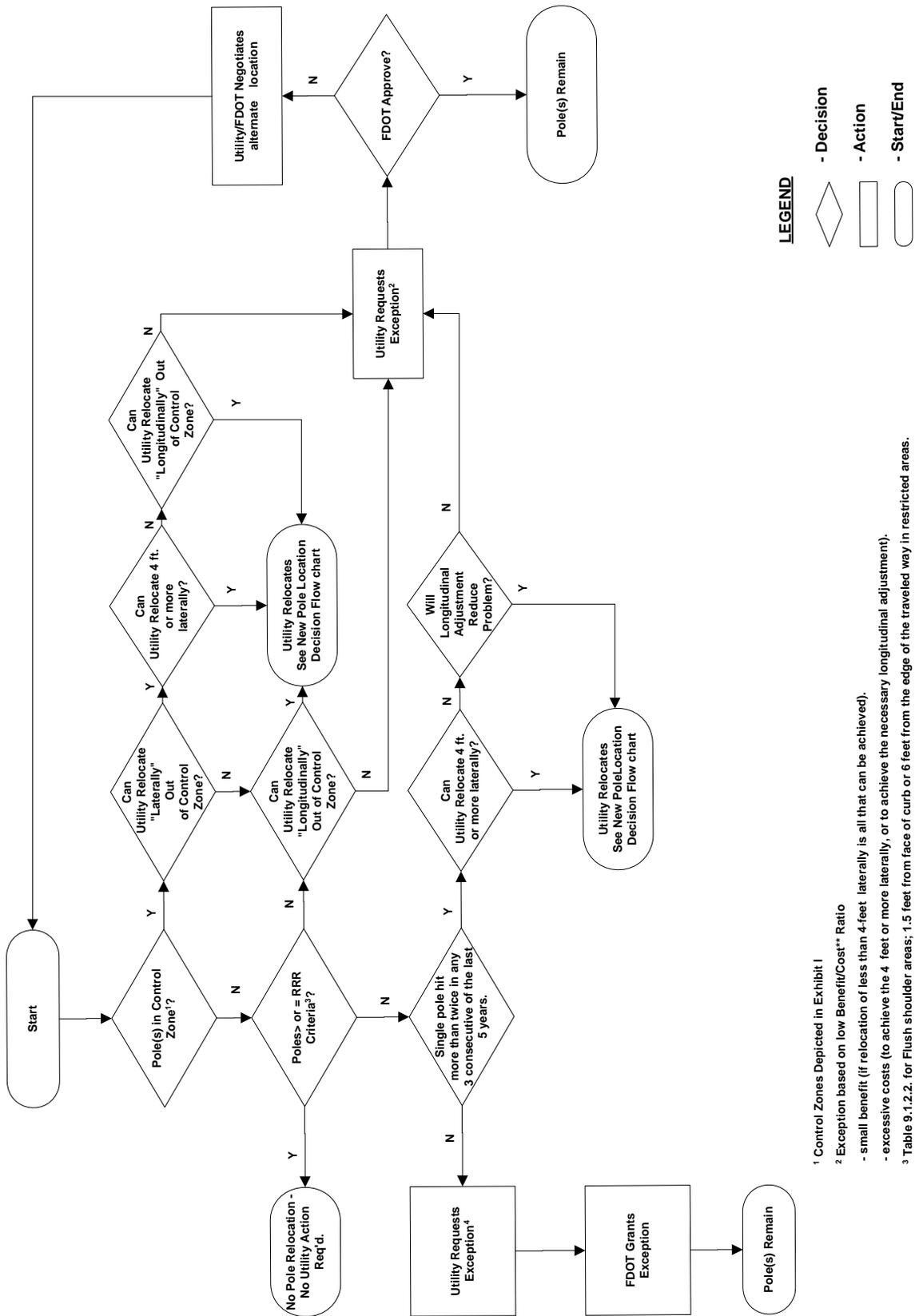
LEGEND



1 For non-restricted R/W areas, Clear Zone widths are found in Table 5.1.2.3;
 - For restricted ** areas 4 feet from curb face as found in Table 5.1.2.2.
 2 When applying for an exception, the permit is applied for concurrently.
 ** In Restricted areas the benefit is the estimated crash reduction (generally, relocating less than 4 feet laterally yields no reduction). In Non-Restricted areas, the benefit is determined using the AASHTO Roadside Design Guide program.

FDOT ROAD PROJECT (RRR) - POLE RELOCATION DECISION FLOW CHART

Note: While "pole" is used in Flow Chart, it is also intended to apply to any above ground fixed object.



¹ Control Zones Depicted in Exhibit I

² Exception based on low Benefit/Cost** Ratio

- small benefit (if relocation of less than 4-feet laterally is all that can be achieved).

- excessive costs (to achieve the 4 feet or more laterally, or to achieve the necessary longitudinal adjustment).

³ Table 9.1.2.2. for Flush shoulder areas; 1.5 feet from face of curb or 6 feet from the edge of the traveled way in restricted areas.

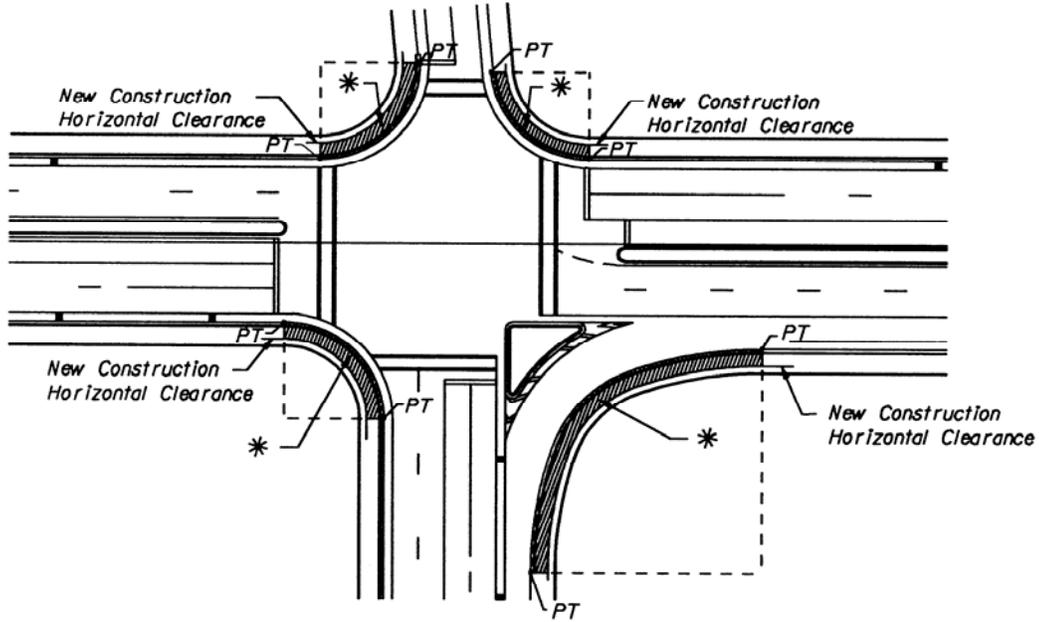
⁴ Exception justified on basis that pole(s) not hit more than twice during any 3 consecutive years in the last 5 years.

** In Restricted areas benefit is estimated crash reduction (generally, relocation less than 4 ft. is no reduction). In Non-Restricted areas, benefit is determined using the AASHTO Roadside Design Guide program.

CONTROL ZONES

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS

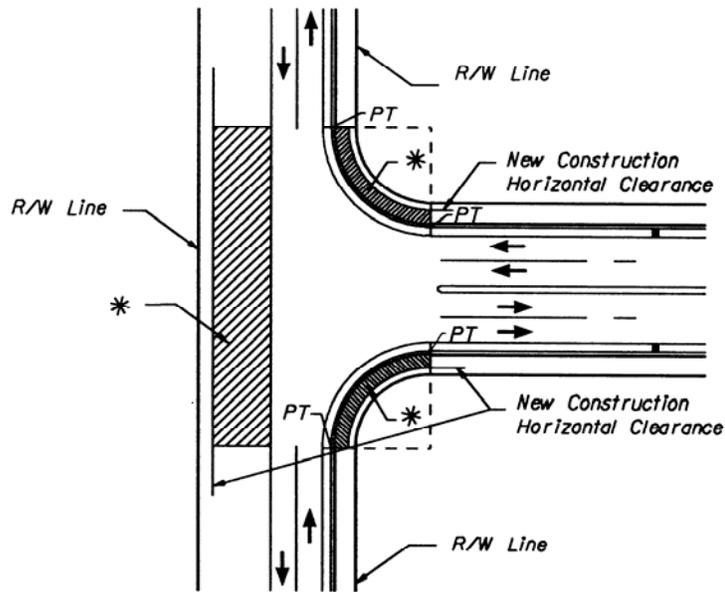
* No above ground fixed objects may be installed in shaded area unless behind barriers allowing for impact offset. No barriers shall be constructed solely for allowing above ground fixed objects to be located in the shaded areas.



Intersecting Streets

"Not To Scale"

* No above ground fixed objects may be installed in shaded area unless behind barriers allowing for impact offset. No barriers shall be constructed solely for allowing above ground fixed objects to be located in the shaded areas.



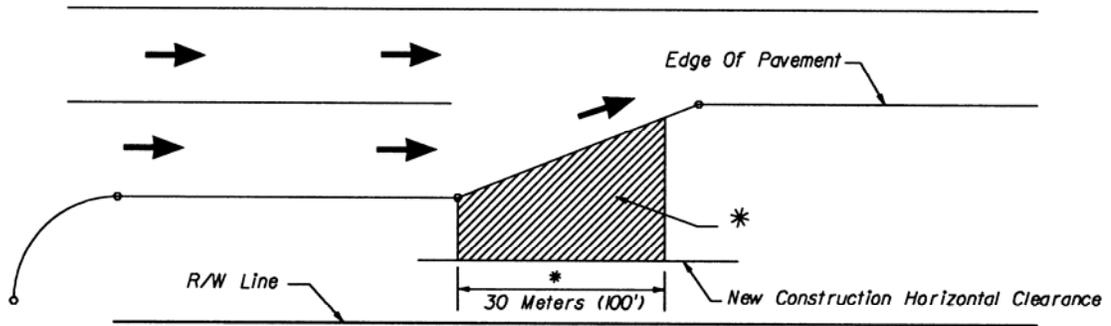
"T" Intersections

"Not To Scale"

CONTROL ZONES

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS

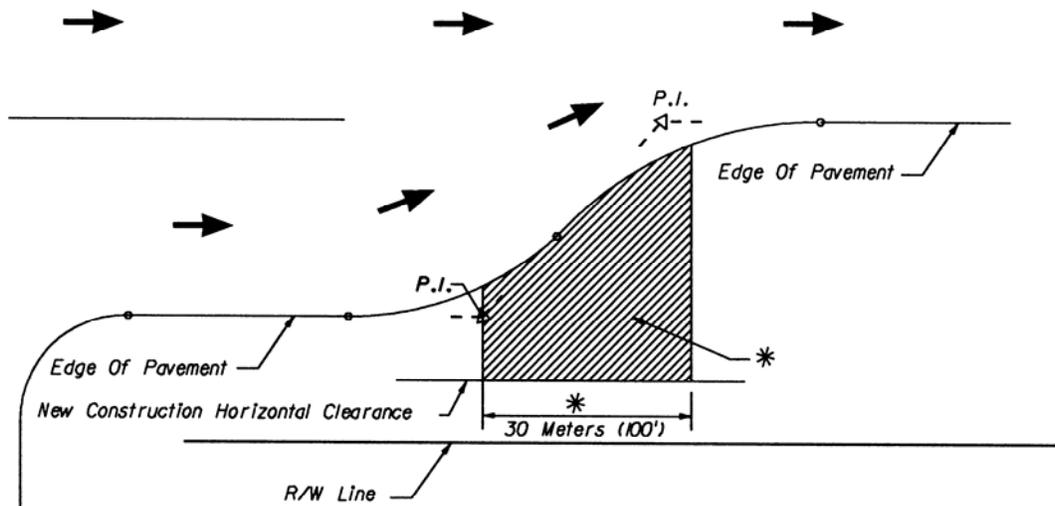
* No above ground fixed objects may be installed in shaded area unless behind barriers allowing for impact offset. No barriers shall be constructed solely for allowing above ground fixed objects to be located in the shaded areas.



Lane Termination Using A Skewed Merge Section

"Not To Scale"

* No above ground fixed objects may be installed in shaded area unless behind barriers allowing for impact offset. No barriers shall be constructed solely for allowing above ground fixed objects to be located in the shaded areas.

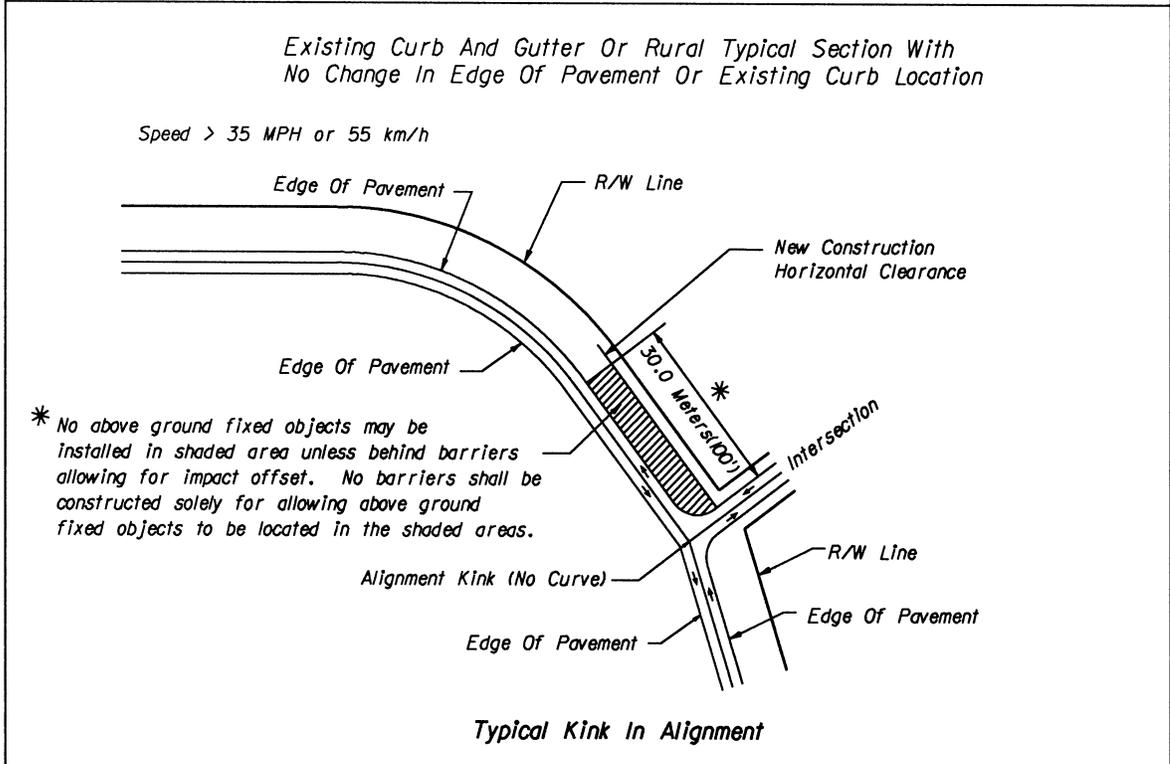
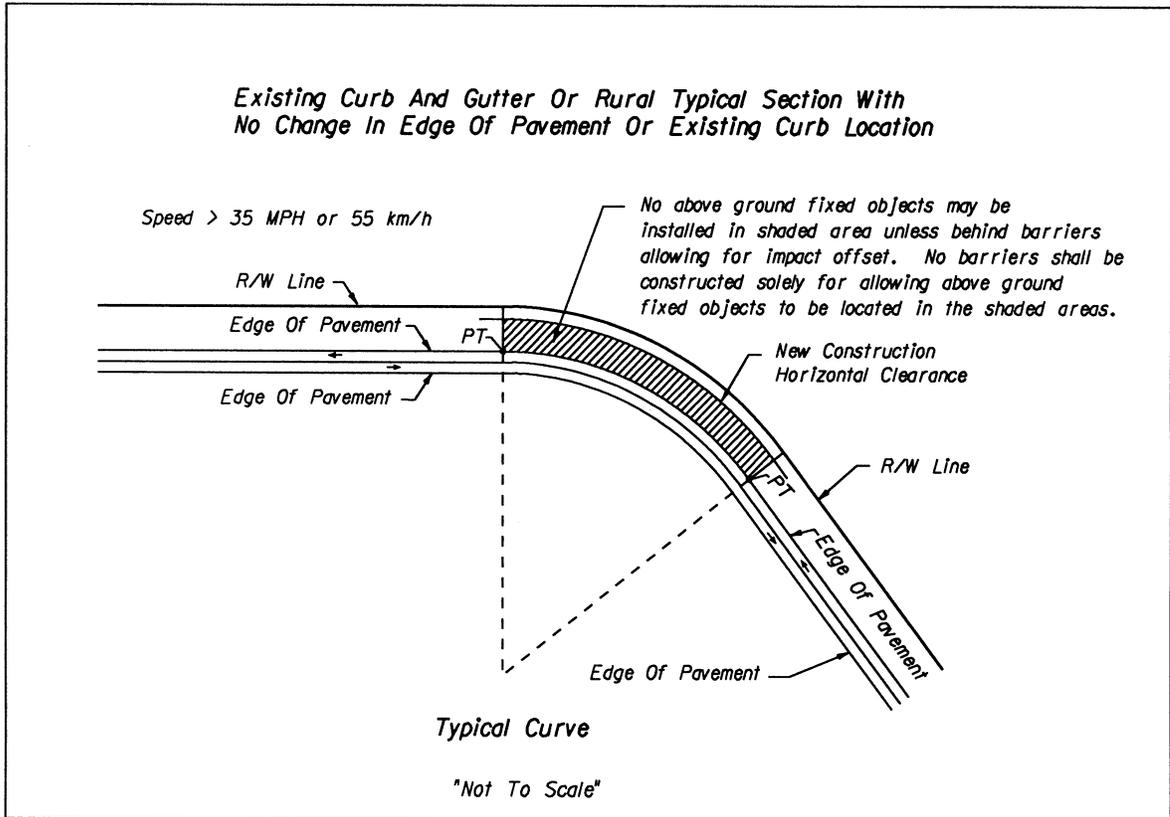


Lane Termination Using A Reverse Curve

"Not To Scale"

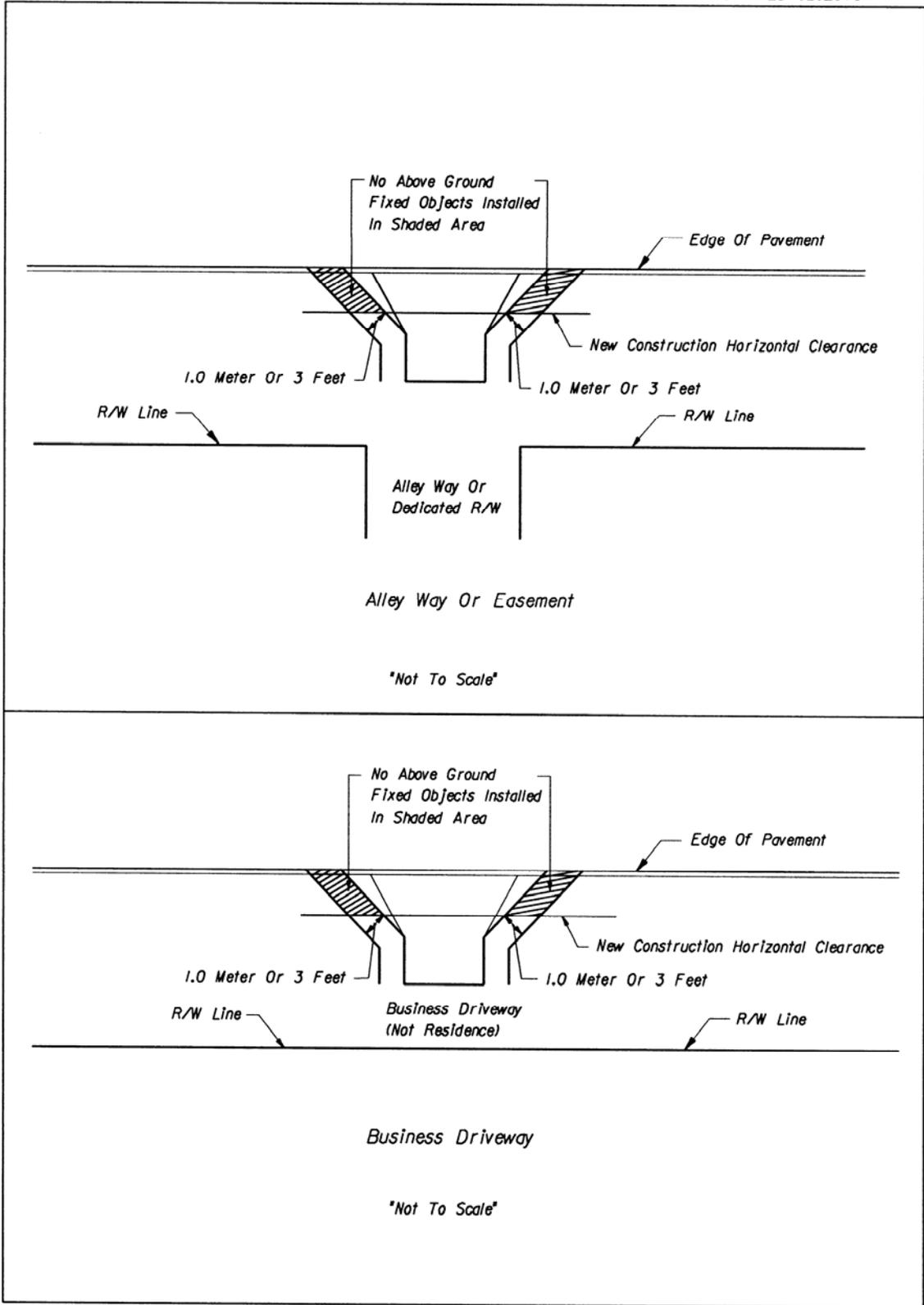
CONTROL ZONES

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS



CONTROL ZONES

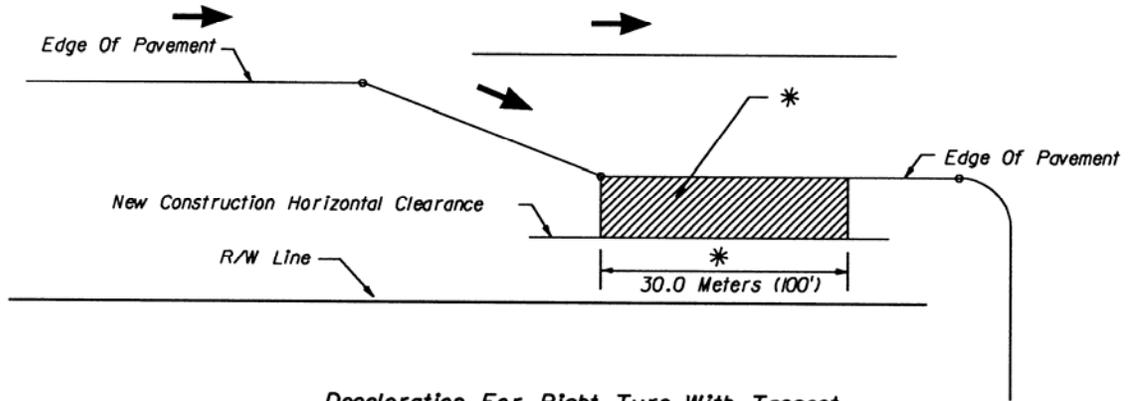
RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS



CONTROL ZONE

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS

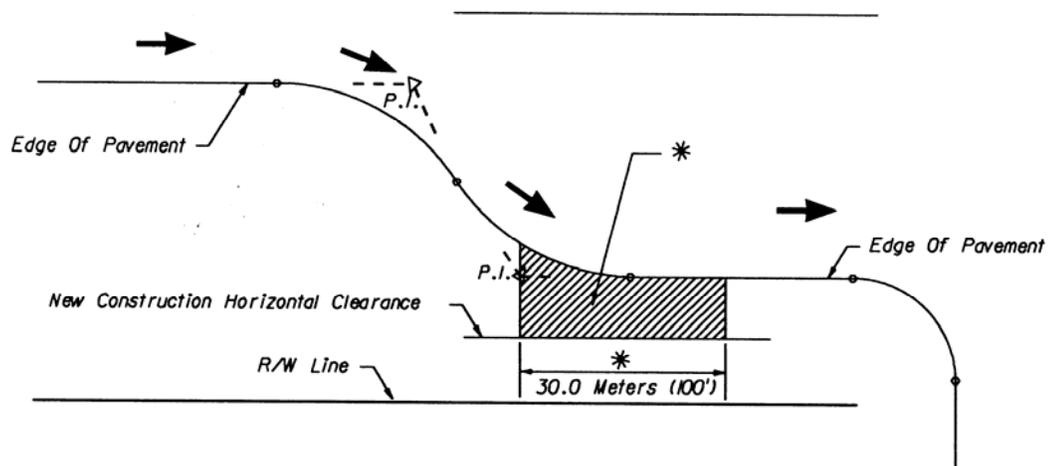
* No above ground fixed objects may be installed in shaded area unless behind barriers allowing for impact offset. No barriers shall be constructed solely for allowing above ground fixed objects to be located in the shaded areas.



Deceleration For Right Turn With Tangent

"Not To Scale"

* No above ground fixed objects may be installed in shaded area unless behind barriers allowing for impact offset. No barriers shall be constructed solely for allowing above ground fixed objects to be located in the shaded areas.



Deceleration For Right Turn With Reverse Curves

"Not To Scale"

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
UTILITY PERMIT

FORM 710-010-85
 UTILITIES
 OGC - 10/07

PERMIT NO.:		SECTION NO.:		STATE ROAD		COUNTY	
FDOT construction is proposed or underway.				<input type="checkbox"/> Yes		<input type="checkbox"/> No	
Is this work related to an approved Utility Work Schedule?				<input type="checkbox"/> Yes		<input type="checkbox"/> No	
PERMITTEE:						Financial Project ID:	
ADDRESS:				TELEPHONE NUMBER: () -			
CITY/STATE/ZIP:							
The above PERMITTEE requests permission from the State of Florida Department of Transportation, hereinafter called the FDOT, to construct, operate and maintain the following:							
FROM:				TO:			
Submitted for the PERMITTEE by:		Contact Information		Signature		Date	
Name and Company (Typed or Printed Legibly)		Address/Telephone/E-Mail (If Applicable)					
		Name and Title (Typed or Printed Legibly)		Signature		Date	

- The Permittee declares that prior to filing this application, the location of all existing utilities that it owns or has an interest in, both aerial and underground, are accurately shown on the plans and a letter of notification was mailed on _____ to the following utilities known to be involved or potentially impacted in the area of the proposed installation: _____.
- The local Maintenance or Resident Engineer, hereafter referred to as the FDOT Engineer, shall be notified a minimum of forty eight (48) hours in advance prior to starting work and again immediately upon completion of work. The FDOT's Engineer is _____, located at _____, Telephone Number _____. The Permittee's employee responsible for MOT is _____, Telephone Number _____. (This name may be provided at the time of the forty eight (48) hour advance notice prior to starting work).
- All work, materials, and equipment shall be subject to inspection and approval by the FDOT Engineer.
- All plans and installations shall conform to the requirements of the FDOT's UAM in effect as of the date this permit is approved by FDOT, and shall be made a part of this permit. This provision shall not limit the authority of the FDOT under Paragraph 8 of this Permit.
- This Permittee shall commence actual construction in good faith within _____ days after issuance of permit, and shall be completed within _____ days after the permitted work has begun. If the beginning date is more than sixty (60) days from the date of permit approval, the Permittee must review the permit with the FDOT Engineer to make sure no changes have occurred to the Transportation Facility that would affect the permitted construction.
- The construction and maintenance of such utility shall not interfere with the property and rights of a prior Permittee.
- It is expressly stipulated that this permit is a license for permissive use only and that the placing of utilities upon public property pursuant to this permit shall not operate to create or vest any property right in said holder, except as provided in executed subordination and Railroad Utility Agreements.
- Pursuant to Section 337.403(1), Florida Statutes, any utility placed upon, under, over, or along any public road or publicly owned rail corridor that is found by FDOT to be unreasonably interfering in any way with the convenient, safe, or continuous use, or maintenance, improvement, extension, or expansion, of such public road or publicly owned rail corridor shall, upon thirty (30) days written notice to the utility or its agent by FDOT, be removed or relocated by such utility at its own expense except as provided in paragraphs (a) and (b), and except for reimbursement rights set forth in previously executed subordination and Railroad Utility Agreements, and shall apply to all successors and assigns for the permitted facility.
- It is agreed that in the event the relocation of said utilities are scheduled to be done simultaneously with the FDOT's construction work, the Permittee will coordinate with the FDOT before proceeding and shall cooperate with the FDOT's contractor to arrange the sequence of work so as not to delay the work of the FDOT's contractor, defend any legal claims of the FDOT's contractor due to delays caused by the Permittee's failure to comply with the approved schedule, and shall comply with all provisions of the law and the FDOT's current UAM. The Permittee shall not be responsible for delay beyond its control.
- In the case of non-compliance with the FDOT's requirements in effect as of the date this permit is approved, this permit is void and the facility will have to be brought into compliance or removed from the R/W at no cost to the FDOT, except for reimbursement rights set forth in previously executed subordination and Railroad Utility Agreements. This provision shall not limit the authority of the FDOT under Paragraph 8 of this Permit.
- 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 Permittee, and the Permittee will, at all times, and to the extent permitted by law, assume all risk of and indemnify, defend, and save harmless the State of Florida and the FDOT from and against any and all loss, damage, cost or expense arising in any manner on account of the exercise or attempted exercises by said Permittee of the aforesaid rights and privileges
- During construction, all safety regulations of the FDOT shall be observed and the Permittee must take measures, including placing and the display of safety devices that may be necessary in order to safely conduct the public through the project area in accordance with the Federal MUTCD, as amended for highways, the requirements of the Standard Application Package for railways, including flagging services and Railroad Protective Insurance or acceptable alternative, when applicable, and the FDOT's Design Standards, Indexes 600-670 and Standard Specifications for Road and Bridge Construction, Section 102, as amended by the UAM. When a Utility deems it necessary to conduct Traffic Control activities and methods significantly different from those addressed in the above references, the Utility must submit an alternative plan signed and sealed by a licensed Florida professional engineer qualified to develop TCP in accordance with the provisions of Chapter 8 of the UAM.
- Should the Permittee be desirous of keeping its utilities in place and out of service, the Permittee, by execution of this permit acknowledges its present and continuing ownership of its utilities located between _____ and _____ within the FDOT's R/W as set forth above. Whenever the Permittee removes its facilities, it shall be at the Permittee's sole cost and expense. The Permittee, at its sole expense, shall promptly remove said out of service utilities whenever the FDOT determines said removal is in the public interest.
- In the event contaminated soil is encountered by the Utility or anyone within the permitted construction limits, the Utility shall immediately cease work and notify the FDOT. The FDOT shall coordinate with the appropriate agencies and notify the Permittee of any suspension or revocation of the permit until contamination assessment and remediation, as appropriate under Rule Chapters 62-770 and 62-730 Florida Administrative Code, has progressed to a state that all environmental regulatory agencies having jurisdiction have approved the site of the contamination for resumption of work.
- For any excavation, construction, maintenance, or support activities performed by or on behalf of the FDOT, within its R/W, the Permittee may be required by the FDOT or its agents to perform the following activities with respect to a Permittee's facilities: physically expose or direct the exposure of underground facilities, provide any necessary support to facilities and/or cover, de-energize or alter aerial facilities as deemed necessary for protection and safety.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
UTILITY PERMIT

16. Pursuant to Section 337.401(2), Florida Statutes, the permit shall require the permit holder to be responsible for damage resulting from the issuance of the permit. The FDOT may initiate injunctive proceedings as provided in s.120.69 to enforce provisions of this subsection or any rule or order issued or entered into pursuant thereto.
17. Pursuant to Section 337.402, Florida Statutes, when any public road or publicly owned rail corridor is damaged or impaired in any way because of the installation, inspection, or repair of a utility located on such road or publicly owned rail corridor, the owner of the utility shall, at his or her own expense, restore the road or publicly owned rail corridor to its original condition before such damage. If the owner fails to make such restoration, the authority is authorized to do so and charge the cost thereof against the owner under the provisions of s.337.404.
18. The Permittee shall comply with all provisions of Chapter 556, Florida Statutes, Underground Facilities Damage Prevention and Safety Act except where modified by this permit, the UAM, or FDOT Agreement.
19. Special FDOT instructions: _____
 It is understood and agreed that commencement by the Permittee is acknowledgment and acceptance of the binding nature of all the above listed per conditions and special instructions.
20. Receipt of this permit acknowledges responsibility to comply with Section 119.07(3), Florida Statutes, and UAM Chapter 4.5.2, regarding Exempt Documents a Security System Plans Requests.
21. By the below signature, the Permittee hereby represents that no change to the FDOT's standard Utility Permit form, as incorporated by reference into Rule 14-46.001, for this Utility Permit has been made which has not been previously called to the attention of the FDOT (and signified to by checking the appropriate box below) by a separate attached written document showing all changes and the written and dated approval of the FDOT Engineer. Are there attachments reflecting change/s to the standard form? NO YES If Yes, _____ pages are attached.

PERMITTEE		SIGNATURE		DATE:	
Name & Title of Authorized Permittee or Agent (Typed or Printed Legibly)					
APPROVED BY:				ISSUE DATE:	
District Maintenance Engineer or Designee					

UTILITY PERMIT FINAL INSPECTION CERTIFICATION

DATE:	
DATE WORK STARTED:	
DATE WORK COMPLETED:	
INSPECTED BY:	
(Permittee or Agent)	
CHANGE APPROVED BY:	DATE:
District Maintenance Engineer or Designee	

I the undersigned Permittee do hereby CERTIFY that the utility construction approved by the above numbered permit was inspected and installed in accordance with the approved plans made a part of this permit and in accordance with the FDOT's current UAM. All plan changes have been approved by the FDOT's Engineer and are attached to this permit. I also certify that the work area has been left in as good or better condition than when the work was begun.

PERMITTEE:	SIGNATURE:	DATE:
Name & Title of Authorized Permittee or Agent (Typed or Printed Legibly)		

CC: District Permit Office
 Permittee

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
 UTILITY WORK SCHEDULE

Financial Project ID:	Federal Project ID:
County:	State Road No.:
District Document No:	
Utility Agency/Owner (UAO):	

A. Summary of Utility Work And Execution

NON-CONSTRUCTION ITEMS	ESTIMATED *CALENDAR DAYS	CONSTRUCTION ITEMS	ESTIMATED *CALENDAR DAYS
Total Preliminary	_____	Total Prior to FDOT Project Construction	_____
Total Material Procurement	_____	Total During FDOT Project Construction	_____
Total Right-of-Way Acquisition	_____	*Calendar Days=UAO Work Days X 7/5 and takes into consideration simultaneous activities listed on Part "C" of this Schedule.	
Total Other	_____		

This document has been developed as the method for a Utility Agency/Owner (UAO) to transmit to the Florida Department of Transportation (FDOT), the FDOT's Contractor, and other right-of-way users, the location, relocation, adjustment, installation, and/or protection of their facilities, on this FDOT project. The following data is based on FDOT preliminary construction plans dated _____. Any deviation by the FDOT or its contractor from the plans, as provided, may render this work schedule null and void. Upon notification by FDOT of such change, this utility may require additional days for assessment and negotiation of a new work schedule. This UAO is not responsible for events beyond the control of the UAO that could not reasonably be anticipated by the UAO and which could not be avoided by the UAO with the exercise of due diligence at the time of the occurrence. The UAO agrees to notify the Department in writing prior to starting, stopping, resuming, or completing work.

~~In accordance with Rule 14-46.001 Utility Accommodation Manual and the Utility Permit, for any excavation, construction, maintenance, or support activities performed by or on the behalf of the FDOT, within its RAW, the Permittee may be required by the FDOT or its agents to perform the following activities with respect to a Permittee's facilities: physically expose or direct the exposure of underground facilities, provide any necessary support to facilities and/or cover aerial facilities as deemed necessary.~~

UAO Project Representative: _____	Telephone Number: _____
UAO Field Representative: _____	Telephone Number: _____

This document is a printout of an FDOT form maintained in an electronic format and all revisions thereto by the UAO in the form of additions, deletions or substitutions are reflected only in an Appendix entitled "Changes to Form Document" and no change is made in the text of the document itself. Hand notations on affected portions of this document may refer to changes reflected in the above-named Appendix but are for reference purposes only and do not change the terms of the document. By signing this document, the UAO hereby represents that no change has been made to the text of this document except through the terms of the appendix entitled "Changes to Form Document".

You MUST signify by selecting or checking which of the following applies:

- No changes to forms document.
- Appendix "Changes to Forms Document" is attached. ____ Number of Attachment Pages.

Authorized Utility Agent:	**Engineer of Record (EOR):	Acceptance by District Utilities:
_____ (Signature)	_____ (Signature)	_____ (Signature)
_____ (Printed Name)	_____ (Printed Name)	_____ (Printed Name)
_____ (Title)	_____ (Title)	_____ (Title)
_____ (Date)	_____ (Date)	_____ (Date)

(**When requested by the District, the EOR will attest to compatibility of plans, specifications and Utility Work Schedule)

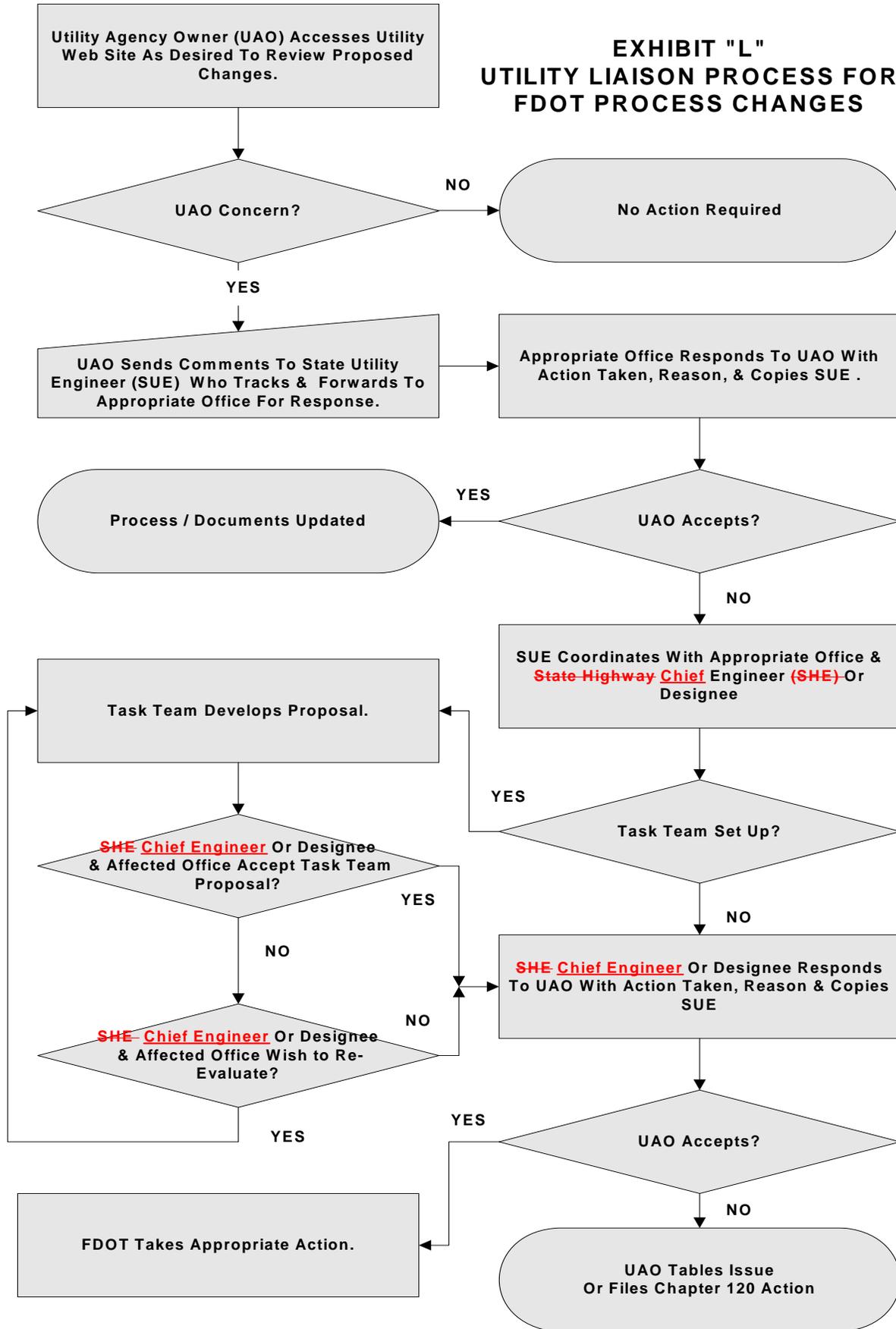
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
UTILITY WORK SCHEDULE

Financial Project ID:		Federal Project ID:	
County:		State Road No.:	
District Document No:			
Utility Agency/Owner (UAO):			
B.	Special Conditions / Constraints		

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
UTILITY WORK SCHEDULE

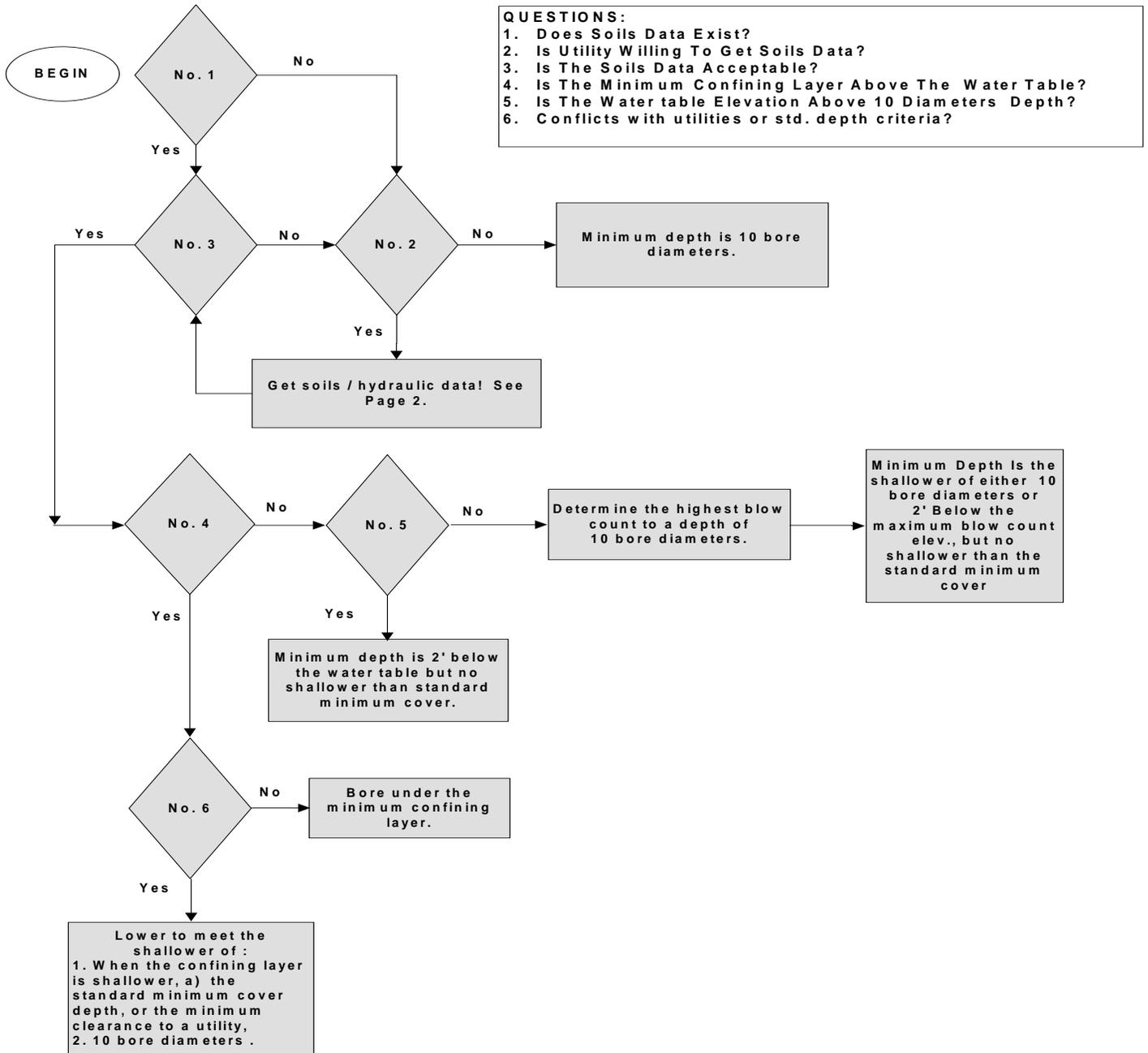
Financial Project ID:		Federal Project ID:		
County:		State Road No.:		
District Document No:				
Utility Agency/Owner (UAO):				
C.	Disposition of Facilities (List All Existing & Proposed) on Project:			
UTILITY FACILITIES BY STATUS/TYPE/SIZE/MATERIAL/OFFSET TO BASELINE FROM STA TO STA	DESCRIPTION OF UTILITY WORK	DEPENDENT ACTIVITIES	M.O.T. PHASE NUMBER	CONSECUTIVE CALENDAR DAYS

**EXHIBIT "L"
 UTILITY LIAISON PROCESS FOR
 FDOT PROCESS CHANGES**

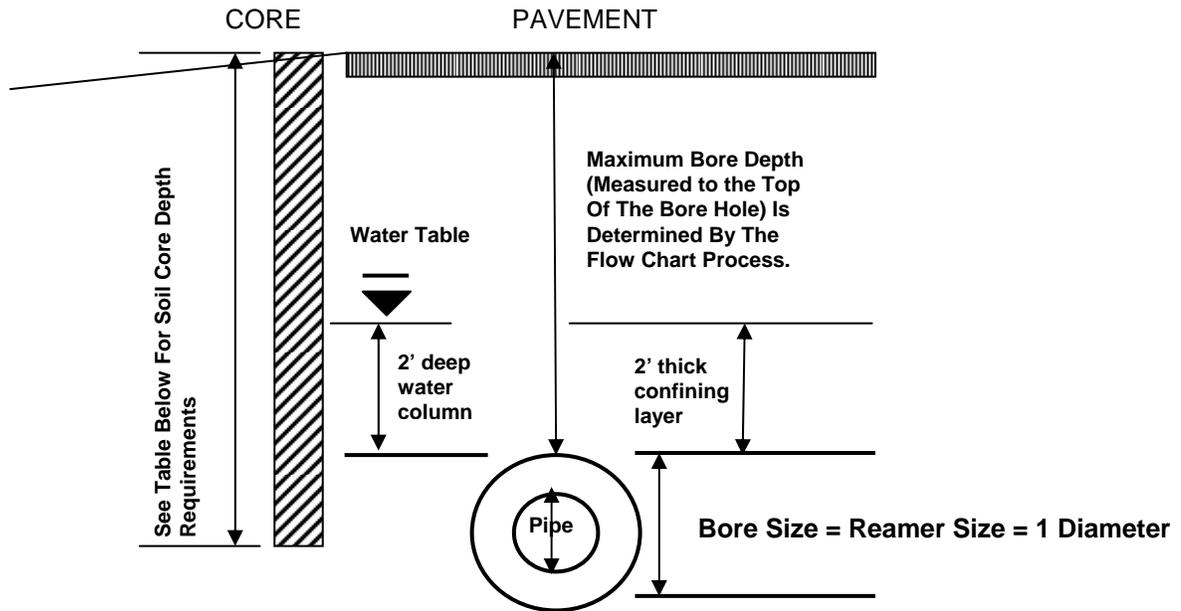


Determining The Minimum Depth For HDD Bores Greater Than 6" (Reamer Size)

Note: The minimum bore depth is never less than the standard minimum cover for utilities as defined in the UAM for the type of roadway the work is being performed on. (I. E., 36" standard, 48" Limited Access).



Determining The Minimum Depth For HDD Bores Greater Than 6" (Reamer Size)



Soils / Water Table Data Requirements & Definitions

Minimum Required Content of Soils Data

- Blow Count Using Std. Penetration Test
- Normal Water Table Depth*
- Soils Classification

* A water Table higher than the Normal Water Table may be used if it exists at the actual time of the bore.

Definition of Minimum Acceptable Water Table

- A 2' water column must exist above the top of the bore. NOTE: This is not the same as a 4" water column being two feet above the top of the bore if it is perched.

Minimum Soil Core Depth Shall Be The Lesser Of:

- Not less than 8 feet
- 2' Below The Normal Water Table
- 10 Bore Diameters If Reached Before Water Table Or Confining Layer Depth.
- 2' Below Confining Layer Depth.

Definition of Acceptable Soil Confining Layer

- Minimum 2' thick layer that sustains 30 blows/ft using standard penetration test

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**EXEMPT DOCUMENTS / SECURITY SYSTEM PLAN
DISTRIBUTION FORM**

Exempt Documents being requested or received are included in those exempt from public disclosure as provided by Section 119.07(3), Florida Statutes (Attached). **Security System Plans** being requested are confidential and exempt as provided by Section 119.071, Florida Statutes (Attached). The Exempt Documents relate to work being performed for or required by the Florida Department of Transportation, or work related to the Department's structures. The following information is being provided as a record of this request or receipt, and distribution of the Exempt Documents or Security System Plans.

Completion of this form and a signature is required before information will be released (* Means Required To Obtain Security System Plans):

A. Entity Requesting/Receiving Documents: (Check All That Apply and Provide Full Name of Entity.)

- State Agency* _____
- Federal Agency* _____
- Governmental _____
- Architect _____
- Engineer: _____
- Contractor _____
- Other: _____

B. Entity address & phone number:

Address: _____
Phone: _____

C. Federal ID of Organization requesting/receiving (If applicable): _____

D. Exempt Documents / Security Systems Plans requested or provided: (Be specific on what is requested or provided, and include description, project numbers, FIN, contract numbers, etc.)

E. Reason for Request/Intended Use: _____

F. RECIPIENT CERTIFICATION: I, personally, and/or as representative of the above entity, fully understand (check the applicable certification block)

- the exempt nature of the Exempt Documents I am receiving and agree to maintain the exempt status of this information in accordance with Florida law
- the confidential and exempt nature of the Security System Plans I am receiving and Agree to maintain the confidential and exempt status of these Security System Plans in accordance with Florida law.

G. Name of person receiving Exempt Documents / Security Plans: (Printed): _____ Date: _____
Signature: _____

H. Driver license or photo identification number of recipient: _____
(Recipient must provide verification of employment with the above entity and verify identity with photo ID)

I. FDOT Employee Or Other Individual Providing Exempt Documents Or Security Plans:

FDOT Office: _____ Employee Name: _____
Other Individual Name: _____
Name and Office Address of Employer: _____

Exempt Documents / Security Systems Plans provided if different than requested: (Be specific on what is provided, and include description, project numbers, FIN, contract numbers, etc.)

Signature of Person Authorizing Distribution: _____ Date: _____

Provider's Signature (if different than person authorizing distribution): _____

J. Method of delivery: _____ Pick-up by requestor _____ other (specify other method of delivery)
Date Provided: _____

EXEMPT DOCUMENTS - Section 119.07(3), Florida Statutes, provides:

119.07 Inspection, examination, and duplication of records; exemptions.-- (3)(ee) Building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building, arena, stadium, water treatment facility, or other structure owned or operated by an agency as defined in s. 119.011 are exempt from the provisions of subsection (1) and s. 24(a), Art. I of the State Constitution. This exemption applies to building plans, blueprints, schematic drawings, and diagrams, including draft, preliminary, and final formats, which depict the internal layout and structural elements of a building, arena, stadium, water treatment facility, or other structure owned or operated by an agency before, on, or after the effective date of this act. Information made exempt by this paragraph may be disclosed to another governmental entity if disclosure is necessary for the receiving entity to perform its duties and responsibilities; to a licensed architect, engineer, or contractor who is performing work on or related to the building, arena, stadium, water treatment facility, or other structure owned or operated by an agency; or upon a showing of good cause before a court of competent jurisdiction. The entities or persons receiving such information shall maintain the exempt status of the information.

SECURITY SYSTEM PLAN - Section 119.071, Florida Statutes, provides:

119.071 General exemptions from inspection or copying of public records. -- A security system plan or portion thereof for:

- (1) Any property owned by or leased to the state or any of its political subdivisions; or***
- (2) Any privately owned or leased property***

which plan or portion thereof is in the possession of any agency, as defined in s. 119.011, is confidential and exempt from the provisions of s. 119.07(1) and s. 24(a), Art. I of the State Constitution. As used in this section, the term a "security system plan" includes all records, information, photographs, audio and visual presentations, schematic diagrams, surveys, recommendations, or consultations or portions thereof relating directly to the physical security of the facility or revealing security systems; threat assessments conducted by any agency as defined in s. 119.011 or any private entity; threat response plans; emergency evacuation plans; sheltering arrangements; or manuals for security personnel, emergency equipment, or security training. This exemption is remedial in nature and it is the intent of the Legislature that this exemption be applied to security system plans received by an agency before, on, or after the effective date of this section. Information made confidential and exempt by this section may be disclosed by the custodial agency to another state or federal agency to prevent, detect, guard against, respond to, investigate, or manage the consequences of any attempted or actual act of terrorism, or to prosecute those persons who are responsible for such attempts or acts, and the confidential and exempt status of such information shall be retained while in the possession of the receiving agency. This section is subject to the Open Government Sunset Review Act of 1995, in accordance with s. 119.15, and shall stand repealed on October 2, 2006, unless reviewed and saved from repeal through reenactment by the Legislature.



District Office Phone Numbers

- District 1 (863) 519-2300
- District 2 (386) 758-3700
- District 3 (850) 638-0250
- District 4 (954) 486-1400
- District 5 (386) 943-5000
- District 6 (305) 470-5197
- District 7 (813) 975-6000
- Turnpike (407) 532-3999

FDOT DISTRICT BOUNDARIES