

Nevada Department of Transportation Utility Longitudinal Accommodation Policy

NDOT Utility Longitudinal Accommodation Policy

Longitudinal installation of utility facilities within the access controlled portion of freeways is not encouraged and will not generally be allowed. Exceptions will be considered on a case-by-case basis subject to meeting the following criteria:

1. In instances where placement of the utility facility outside the freeway control of access would damage or disrupt wetlands, or remove agricultural lands used for the production of crops from use, consideration will be given to allowing longitudinal encroachment within the access control so long as no practical alternative is available and the highway right-of-way upon which the utility is located is not expected to be needed for future expansion of the highway facility.
2. In other cases where private rights-of-way are not available or where right-of-way or construction costs would be prohibitively expensive, consideration will be given to allowing longitudinal encroachment within the freeway access control.
3. In order to qualify for consideration to place longitudinal utility facilities within the freeway access control, the utility owner must:
 - a. Present a written request and evaluation, including the alternatives considered along with supporting cost estimates, that clearly show the longitudinal encroachment is the most practicable and feasible of the available alternatives.
 - b. Show that allowing the longitudinal encroachment within the access control is in the public interest, both in terms of the utility consumer and the highway user, and that the occupancy will not compromise or degrade the use, operation, maintenance or expansion of the highway facility.
4. In order to be approved for longitudinal encroachment within freeway access controlled areas, utility facilities must meet the following standards regarding materials, maintenance and location:
 - a. The utility facilities must be located at or as near as is possible to the access control limits (as far from the roadway as is practicable), and the utility facilities shall not be placed within the clear recovery area without taking appropriate mitigative measures to protect the highway user as is established

in the American Association of State Highway and Transportation Officials publication "Guide for Selecting, Locating and Designing Traffic Barriers, 1977" and any subsequent revisions.

- b. The utility must be constructed and maintained without achieving access from the main-travelled way or connecting ramps of the freeway insofar as possible. The utility owner must prepare and present a detailed traffic control plan to show how construction and maintenance access will be achieved and how the freeway traffic will be protected during both construction and maintenance activities.
 - c. Only low-maintenance main trunk or transmission facilities will be approved for occupancy within freeway access controlled areas. No distribution lines or service connections will be allowed.
 - d. For reasons of safety and aesthetics, generally only underground facilities will be approved for longitudinal occupancy within controlled access freeways; however, in those limited cases where aerial facilities may be approved, such aerial facilities will be limited to single pole construction, preferably steel poles, with vertical configuration of conductors and cables.
5. Only utility facilities that would pose no threat to the motorist or the highway facility, in the event of a failure in the utility facility, will be considered for longitudinal occupancy within access controlled portions of freeways.