

WEST VIRGINIA  
SECRETARY OF STATE

KEN HECHLER

ADMINISTRATIVE LAW DIVISION

Form #1

FILED  
1987 JUL 20 PM 3:03  
SECRET

NOTICE OF PUBLIC HEARING ON A PROPOSED RULE

AGENCY: West Virginia Department of Highways TITLE NUMBER: 157  
RULE TYPE: Legislative; CITE AUTHORITY §17C-2,3,6,7,12,13,15,17& §17-2A-12  
AMENDMENT TO AN EXISTING RULE: YES  NO   
IF YES, SERIES NUMBER OF RULE BEING AMENDED: 5  
TITLE OF RULE BEING AMENDED: Traffic and Safety Rules  
and Regulations  
IF NO, SERIES NUMBER OF NEW RULE BEING PROPOSED: \_\_\_\_\_  
TITLE OF RULE BEING PROPOSED: \_\_\_\_\_

DATE OF PUBLIC HEARING: August 19, 1987 TIME: 2:00 P.M.  
LOCATION OF PUBLIC HEARING: Building 7, Conference Room B  
1900 Washington Street, East  
Charleston, WV 25305


COMMENTS LIMITED TO: ORAL , WRITTEN , BOTH

COMMENTS MAY ALSO BE MAILED TO THE FOLLOWING ADDRESS: Mr. Ed Keeling  
WV Dept. of Highways  
1900 Washington, St., E.  
Charleston, WV 25305

The Department requests that persons wishing to make comments at the hearing make an effort to submit written comments in order to facilitate the review of these comments.

The issues to be heard shall be limited to the proposed rule.

ATTACH A **BRIEF** SUMMARY OF YOUR PROPOSAL

  
W. S. Ritchie, Jr., Commissioner  
West Virginia Department of Highways



WEST VIRGINIA DEPARTMENT OF HIGHWAYS

1900 Washington Street, East  
Charleston, West Virginia  
25305

ARCH A. MOORE, JR.  
GOVERNOR

WILLIAM S. RITCHIE, JR.  
COMMISSIONER

July 20, 1987

Honorable Ken Hechler  
Secretary of State  
State Capitol Building  
Charleston, West Virginia 25305

Dear Secretary Hechler:

Re: Legislative Rules  
Highways Commissioner  
Public Hearing/  
Comment Period  
Series 5

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The attached Notice of Public Hearing on Proposed Rule and Notice of Comment Period on Proposed Rule are being submitted for the Emergency rules which were filed by the Department of Highways on June 30, 1987. These rules were filed in order to comply with West Virginia Code §17C-17-2, 4 and 11(b). Additionally, these rule changes are necessary to promote public safety through the establishment of travel time restrictions for mobile homes. Increased fees for Special Permits and for Blanket Permits for oversized loads are also established with this rule change to ensure public safety by providing adequate funding for the administration of these permits including the support of an adequate number of inspectors. Finally, the maximum over dimension permit limitations for mobile home length and combination length have been increased to coincide with neighboring states to prevent the hinderance of interstate transport of mobile homes.

Sincerely yours,

W. S. Ritchie, Jr.  
Commissioner

WSR:Cj  
Attachment

FISCAL NOTE FOR PROPOSED RULES

Rule Title: Series 5, Traffic and Safety Rules and Regulations

Type of Rule:  Legislative  Interpretive  Procedural

Agency Department of Highways Address 1900 Washington Street, East.  
Charleston, WV 25305

1. Effect of Proposed Rule	ANNUAL		FISCAL YEAR		
	Increase	Decrease	Current	Next	Thereafter
Personal Services			\$1,650,000.	\$1,732,500.	+5%/year
Current Expense			\$ 110,000.	\$ 112,200.	+2%/year
Repairs & Alterations			N/A	N/A	--
Equipment			\$ 187,000.	\$ 190,740.	+2%/year
Other			\$ 34,500.	\$ 35,190.	+2%/year
Estimated Total Cost			\$1,981,500.	\$2,070,630.	_____

2. Explanation of above estimates:

Personal services includes payroll additive rate. Current expense includes utilities, rent of buildings and ground expenses. Equipment costs includes automotive expenses, equipment repairs and equipment rental. Other expenses include uniforms and printing cost for traffic complaints, court orders, office supplies, etc. Costs following this fiscal year are expected to escalate at a rate of five percent for personal services and at a rate of two percent for other costs.

3. Objectives of this rule:

This Emergency Rule is being filed in order to comply with West Virginia Code §17C-17-2, 4 and 11(b). Additionally, these rule changes are necessary to promote public safety through the establishment of travel time restrictions for mobile homes. Increased fees for Special Permits and for Blanket Permits for oversized loads are also established with this rule change to ensure public safety by providing adequate funding for the administration of these permits including the support of an adequate number of inspectors. Finally, the maximum over dimension permit limitations for mobile home length and combination length have been increased to coincide with neighboring states to prevent the hinderance of interstate transport of mobile homes.

4. Explanation of Overall Economic Impact of Proposed Rule.

A. Economic Impact on State Government.

There will be no foreseeable increase to the budget as submitted for the enforcement of the program.

B. Economic Impact on Political Subdivisions; Specific Industries; Specific groups of citizens.

There will be no foreseeable economic impact.

C. Economic Impact on Citizens/Public at Large.

N/A

Date July 20, 1987



W. S. Ritchie, Jr. Commissioner

FILING OF LEGISLATIVE RULES  
BY THE  
DEPARTMENT OF HIGHWAYS

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Filing  
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Department of Highways  
Leg. Rule, 17C  
Series 5, Sec. 6.6

hearing not to be in compliance with provisions of Article 15, Chapter 17C, Code, or the requirements of these rules and regulations, and if such test discloses that any such equipment fails to comply with said provisions, or meet said requirements, he may refuse to renew the Certificate of Approval therefor. (Code, W.Va., Chapter 17C, Article 15, Section 30.)

Section 7 Special Permits.

7.1. General. -- Pursuant to authority vested in him by law, the Commissioner may, in his discretion, upon application in writing and good cause being shown therefore, issue a special permit authorizing the applicant to operate or move upon, along, over, or across the highways of this state, a vehicle or combination of vehicles of a size, weight, or load exceeding the maximums specified by law. (Reference, Chapter 17C, Article 17, Section 11, Code.)

7.2. Basis for Granting or Denying Special Permits. -- In considering applications for such special permits, primary consideration will be given to the protection and safety of the travelling public and the probable effects of the issuance of such permits will have upon the state road system. Permits will not be granted for extra dimensional vehicles which will endanger other vehicles, or are likely to cause damage to bridges, municipal facilities, utility facilities, traffic signals, signs, or devices, or roadway structures of whatsoever kind of nature, or for overweight vehicles or loads which are likely to cause damage to any roads or roadway structures or for any vehicle or load which can be reduced to legal limitations of size and weight.

7.3. Officials Authorized to Issue Special Permits. -- Special Permits may be issued by the Commissioner of the Department of Highways, the Maintenance Division, ~~the~~ Roadside/Services/Division, the District Engineers, the County Maintenance offices and such other personnel as may be authorized by the Commissioner.

(1) Permits Issued Soley by the Roadside Services Maintenance Division - Blanket permits, and special permits for house trailers and modular homes, and a special single/trip permits for single trip to be transmitted through telecommunications, will be issued only by the Roadside/Services Maintenance Division.

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Leg. Rule, 17C  
Series 5, Sec. 7.4

7.4. General Conditions for Issuance of Special Permits. -- Whenever a special permit is issued, the Commissioner of the Department of Highways, or his duly authorized representative, may impose any reasonable conditions or restrictions, which may be deemed proper or necessary, such as establishing seasonal or other time limitations within which the vehicles described in the permit may be operated on or across the highways specified, requiring the trip to be made over routes other than the route applied for, or otherwise limiting or prescribing conditions of operation of such vehicle or vehicles, when necessary to insure against damage to road foundations, surface, bridges, municipal or utility facilities, traffic signals, signs, or devices, or roadway structures of whatsoever kind or nature, and may require such condition, bond or security as may be deemed necessary to compensate for any injury to such foundation, surface, bridge, etc. The following conditions, however, shall be applicable to all special permits issued by the Commissioner of the Department of Highways.

(1) Permit must be Carried with Vehicle - Every such permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be available for inspection by any police officer or authorized agent of the Commissioner of the Department of Highways granting such permit, no person shall violate any of the terms or conditions of such special permit.

(2) Permits Nontransferable - A special permit is valid only for the vehicle or combination of vehicles described upon the face of the application and permit. No permit is transferable to another vehicle or combination of vehicles.

(3) Maximums not be Exceeded - The maximum size limitations and the maximum axle, axle combinations and vehicle weights authorized by a permit shall not be exceeded.

(4) Excesses to be Kept to a Minimum - Property transported under a permit shall be loaded to reduce to a minimum the excess over statutory size or gross weight limitations, and an oversize vehicle used for transporting loads under a permit shall be reduced to statutory size limitations if practicable when being operated without load. The load shall be properly secured and fastened to the transporting vehicle.

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Leg. Rule, 17C  
Series 5, Sec. 7.4

(5) Fleet Permits - When special permits are issued for single trip simultaneous fleet movements of two or more identical vehicles and loads, the fleet or convoy shall have a patrol vehicle carrying a single permit with all license numbers of the vehicles listed thereon. If the vehicles in the fleet differ as to weight or dimension, a separate permit may be required for each.

(6) Notice to Owners of Overhead Structures - When a vehicle or article under a permit is in excess of the statutory height limitation, the person granted such permit shall give adequate notice to owners of overhead wires, cables, or other facilities which may be affected by the transportation authorized by the permit

(7) Vertical Clearance; Effect of Permit - Nothing contained in these rules and regulations shall be construed to require the state, any agency thereof, any utility, or any municipality, to provide sufficient vertical clearance to permit the operation of any vehicle or vehicles or to make any changes in or about existing structures now crossing the streets, roads and other public thoroughfares of the State of West Virginia.

(8) Particular Regulations; Effect of Permit - No permit shall be considered to set aside any regulations limiting loads because of local conditions including bridges and highways posted for load limits, seasonal weight restrictions, or under construction.

(9) Permit not a Guarantee - The granting of a permit shall not be considered as a guarantee of the sufficiency of any highway or structure for vehicular movement thereupon.

(10) Statutes, Ordinances, Rules and Regulations; Effect of Permit - The holder of a permit shall not be relieved of compliance with the provisions of any statute, ordinance, or rule or regulation of any state agency or subdivision of the state, except to the extent that such statute, ordinance, or rule or regulation is modified by the conditions of the permit.

(11) Limitations on Movement Under Permit - As a general rule no movement of vehicles under special permit shall be allowed on Saturdays, Sundays, or legal holidays

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Series 5, Sec. 7.4

(except as otherwise herein provided in Section 7.13(4) (b), Series 5, of these rules and regulations as they relate to movement of mobile homes), or when road surfaces are hazardous due to ice or snow, or when driving conditions are rendered dangerous by reason of fog, snow, excessive rain, etc. Overweight permits shall not, as a general rule, be issued for routes upon which temporary loading restrictions have been imposed.

(12) Police Escort - All persons moving houses or other similar structures shall make arrangements with the appropriate law enforcement agency for police escort to accompany such movement and verification thereof shall be furnished the Commissioner, or his duly authorized representative, when application is made for a special permit for such movement, as provided in Section 7.6(3), Series 5, of these rules and regulations.

(13) False Information; Penalty - False information, or erroneous information, given in the application for the omission of information from the application, or failure to comply with the conditions of a permit, shall be just cause for the summary suspension of the permit, upon notice given orally or in writing, and for the suspension of the permit, upon notice in writing, of other permits held by the permittee. The length of the suspension and other matters pertaining to the suspension or revocation of a permit shall be determined by the issuing authority, which may conduct a hearing upon request of the person granted the permit subsequent to the suspension of a permit. Suspended and revoked permits shall be returned to the issuing authority.

7.5. Excessive Loads. - The District Engineer, after approval by the Maintenance Division, and the Structures Division of the Department of Highways, may issue a special single trip permit for the movement of exceptionally heavy equipment such as transformers or compressor station machinery which cannot be disassembled. Such permit may be issued only if the following requirements are fulfilled:

(1) Bridges must be reinforced at applicant's expense and in accordance with instructions of the District Engineer.

(2) A professional charge in order to determine the feasibility of any movement of extremely heavy equipment may be levied before analysis is undertaken.

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Department of Highways  
Leg. Rule, 17C  
Series 5, Sec. 7.5

(3) A bond may be required in an amount prescribed by the District Engineer, to cover the cost of repairing all possible damage to bridges and/or roads.

7.6. Procedure for Issuance of Special Permits.

(1) Applications; Forms - An application for a special permit shall be in writing. Such application shall be made on such form as the Commissioner of the Department of Highways may require and directed to any officer duly authorized by the Commissioner to issue special permits.

(2) Information Required - The application for a special permit shall specifically set forth the following information:

(a) A detailed description of the vehicle and its registration, a detailed description of the proposed load including the manufacturer's name and model number of any equipment being transported. For cargo bearing vehicles, permits shall show gross load and licensed gross vehicle weight.

(b) The particular portion of the highway or the specific point of crossing of the highway for which the permit to operate is requested.

(3) Applications for House Moving - Applications for house moving shall be made at least ten days in advance/ on the regular permit application form supplied by the Commissioner. Verification must be furnished to the Commissioner of the Department of Highways, or his duly authorized representative, that a law enforcement agency will provide a police escort to accompany the movement of the house, or other similar structure, by the applicant.

(4) Applications Made at County or District Offices - Applications made at County or District Offices for a special single trip hauling permit shall be made on the above denoted forms, setting forth the information therein required.

(5) Penalty for Erroneous Information - In the event of omissions or errors in the above described information, the permit may be considered invalid, thereby making the owner, lessee, or borrower subject to a fine for exceeding the legal size and weight limitation.

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Department of Highways  
Leg. Rule, 17C  
Series 5, Sec. 7.6

(6) Permit Cost - Special Permits for single trips will be issued at a basic fee of \$20.00 covering any oversize dimension. In addition to the basic fee, an overweight fee of \$.03 per ton mile will be assessed. Blanket Permits for continuous movement of oversized loads only will be issued at a basic fee of \$20.00 with an additional fee of \$5.00 per coupon per trip.

7.7. Other Application. -- Any person who applies for and receives and accepts a permit by any telecommunication device does upon acceptance agree that they are familiar with all Statutes and Rules and Regulations of the State relating to excess size and weight and agrees to be bound thereby.

7.8. License Requirements. -- As a general rule a special permit for excess size and weight will not be issued to a vehicle which is not registered and licensed as required by the laws of the State of West Virginia.

(1) Vehicles not Required to be Licensed - Vehicles which are not required to be registered and licensed by the laws of the State of West Virginia shall, nevertheless, obtain a special permit for all operations wherein the legal limitations for size and weight will be exceeded.

(2) Licensed and Unlicensed out of State Vehicles - If the state of domicile or origin does not require a vehicle used in interstate commerce to be registered or licensed, the vehicle shall not be required to be registered or licensed before issuance of a special permit by the Commissioner of the Department of Highways for movements through the state. Provided, however, that a special equipment (such as truck cranes, off-road trucks, well drills, etc.) is worked within the state, no permit shall be issued for the movement and removal of the same unless a license has been obtained.

### 7.9. Movement of Contractor's Equipment and Materials; Commercial Haulers.

(1) Contractor's Equipment - A special permit for excess size and weight shall be obtained by a contractor who moves equipment and materials to a West Virginia Department of Highways project or from one project to another project.

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Leg. Rule, 17C  
Series 5, Sec. 7.9

(2) Commercial Haulers on Road Projects - Commercial haulers transporting materials to projects under contract for the West Virginia Department of Highways, a political subdivision of the state, or the federal government shall obtain special permits for excess size and weight.

7.10. State and Federal Government Vehicle. -- A special permit for excess size and weight shall be obtained for the movement of overweight or overdimensional vehicles where both the vehicle and the load are wholly owned by the federal government, the state, or a political subdivision of the state.

7.11. Movement Involving More Than One District. -- In the event the movement of a vehicle involves more than one District, the permit shall not be issued until the District Engineer or the delegated representative of each District involved approves in advance each permit and such advance approval is received by the District Office in which the permit is being issued.

7.12. Single Trip Permits over Routes Designated for Loading Restrictions. -- Except in case of an emergency, overweight permits shall not be issued via routes where temporary loading restrictions, or embargoes/ have been designated by Commissioner's Order.

### 7.13. Movement of Mobile Homes in Excess of Legal Dimensions.

(1) Authority of the West Virginia Commissioner of Highways to Issue Permits for the Movement of Vehicles in Excess of the Statutory Limits - Pursuant to the provisions of Chapter 17C, Article 17, Section 11, Code of West Virginia, 1931, as amended, the West Virginia Commissioner of Highways may, in the exercise of his discretion and upon application duly made, issue a special permit authorizing the applicant to move or operate a licensed mobile home or house trailer which is overlength, overwidth, or overheight/ along, upon, over, and across the highways of this State.

(2) Legal Dimensions - A mobile home or house trailer, including its towing vehicle, whose overall dimensions do not exceed the statutory limits given below may be operated over West Virginia highways without a special permit (Reference, Chapter 17C, Article 17, Sections 2, 4; and 11(b), Code.)

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COMBINATION LENGTH: ~~8055~~ FEET  
                                  ~~8560~~ FEET (DESIGNATED  
                                  HIGHWAY)  
MOBILE HOME LENGTH: NO REGULATION  
WIDTH: 8 FEET  
                                  ~~8 FEET 6 INCHES~~  
                                  (DESIGNATED HIGHWAY)  
HEIGHT 13 FEET 6 INCHES  
                                  (DESIGNATED/HIGHWAY)

(3) Permit Information

(a) A permit to move a mobile home over legal dimensions may be obtained at the West Virginia Department of Highways, Vehicular Permit Section, ~~Roadside~~ Maintenance Division, 1900 Washington Street, East, Charleston, West Virginia, 25305, (Telephone 348-3736).

(b) Maximum over dimension permit limitations:

COMBINATION LENGTH: ~~8391~~ FEET  
MOBILE HOME LENGTH: ~~7076~~ FEET  
WIDTH: 14 FEET  
HEIGHT: 13 FEET 6 INCHES

(c) A permit may be obtained either by letter, in person, or by telephone or telecommunication. The following information must be furnished with permit application: name, address, and telephone number of applicant; driver's name and address; description of mobile home, including make, year, model, serial number, license number, overall length, width, and height; description of towing vehicle, including capacity, make, year, model, and license number; name and address of insurance company and expiration date of insurance; description of routes to be traveled. Upon expiration of insurance, all permits and coupons will be cancelled.

(d) The cost of all oversize mobile home permits shall be in accordance with existing West Virginia statutes.

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Department of Highways  
Leg. Rule, 17C  
Series 5, Sec. 7.13

(4) Travel Regulations

(a) Travel shall be only over routes designated in the permit. Proof of possession of permit in the form of coupons, facsimile, original permit, or telegram, whichever is used, shall be taped to the left rear of the Mobile Home approximately five (5) feet above the ground and shall not be protected by material; provided, however, that the master permit and the copy of the coupon must be carried in the tow truck at all times and shall be available for inspection by any duly authorized person.

(b) All movements by permit must be made between sunrise and sunset. The movement of mobile homes 14' wide will be restricted to travel Monday through Thursday and until 3:00 P. M. Friday. The movement of mobile homes 12' wide or less and subject to a permit will be restricted to travel Monday through Friday and until 12:00 Noon Saturday. Exceptions to the travel time restrictions may be considered on a per case basis. Approved exceptions will be noted on the permit.

~~(b)~~(c) All other limitations and restrictions on movements of said vehicles concerning the number of trips; the establishment of seasonal or other time limitations within which the vehicles may be operated on or across West Virginia State highways shall be prescribed by the Commissioner of Highways in accordance with the circumstances of each individual permit as authorized by the provisions of Chapter 17C, Article 17, Section 11(c) of the Code of West Virginia, 1931, as amended.

~~(c)~~(d) The movement of 14' wide mobile homes is restricted to 24' wide pavement on two-lane or multiple-lane highways with a minimum total clear roadway width of 34' or other routes as designated by Permit Section, Roadside/Services Maintenance Division, West Virginia Department of Highways.

~~(d)~~(e) Manufacturers and distribution and sales organizations of 14' wide mobile homes shall make application to the above-mentioned Permit Section to determine a possible route for delivery of mobile homes to the point of destination.

~~(e)~~(f) Permits in advance are legal for FIVE DAYS when valid.

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Series 5, Sec. 7.13

(f)(g) Notwithstanding the issuance of a permit, mobile homes of greater than legal dimension shall not be moved at any time when driving conditions are hazardous due to disturbance of road surfaces and/or visibility by natural phenomena such as snow, ice, fog, excessive rain, etc.

(5) Manufacturing Regulations

(a) 14' wide mobile homes will not be permitted except those which are manufactured with a 33" minimum overhang which extends from the outside of the wheels to the extreme outer limits of the mobile home. This will reduce the use of pavement width by extending the overhanging portion of the mobile home over the shoulder area.

(b) 14' wide mobile homes shall be constructed with a 3-axle undercarriage equipped with three (3) complete sets of brakes. 10-ply tires 8-14.5 minimum size are required. A spare wheel and tire must be carried at all times.

(c) All mobile homes shall be equipped with brakes adequate to control the movement of and to stop and hold the vehicle. Said brakes shall be so designed that they can be conveniently applied by the driver of the towing vehicle, and said brake shall be so designed and connected that in case of an accidental breakaway of the towed mobile home the brakes shall be automatically applied.

(d) Provided however, the regulations heretofore stated in this section shall not apply to any manufactured home so built as to conform to the H.U.D. Manufacturers Home Construction and Safety Standards and so placarded.

(6) Safety Regulations

(a) Permit applicant shall maintain and operate all equipment covered by permit in accordance with all applicable laws of the State of West Virginia.

(b) On all two-lane highways, mobile homes up to and including 12' wide shall have a pilot vehicle at the front of the towing vehicle. On expressways and/or Interstate highways, units in excess of 12' wide shall have an escort vehicle at the rear. All other highways will require a pilot vehicle at the front and an escort vehicle at the rear of mobile homes over 12' wide.

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Series 5, Sec. 7.13

(c) The pilot, towing, and escort vehicles must be marked at the appropriate location with a sign containing the message, "OVERSIZE LOAD". The sign must be at least 18" high; at least 6' but not over 8' long; the height of the black letters shall be 10" capital letters on yellow background. However, approved color combination or wording of other states will be permitted when the trip originates outside West Virginia. These signs shall also be placed to the rear of the mobile home and shall be so mounted that the bottom of the sign shall not be less than 6' above the roadway. The signs may be removable devices made of durable material. "OVERSIZE LOAD" signs shall be removed or covered when not required.

(d) The towing vehicle and mobile home shall be flagged both front and rear with six (6) red flags not less than 16" square and made of plastic or cloth which shall be placed as follows:

One at each end of front bumper of towing vehicle and one on each of the top corners of the mobile home.

(e) Pilot, towing, and escort vehicles shall be equipped with 4-way amber flashing lights spaced not less than 6' above the roadway. All running lights must be burning while on the highway.

(f) Pilot, towing, and escort vehicles shall have 2-way radio communications.

(g) When one-way or narrow bridges or restrictive structures are encountered, the driver of the pilot and/or escort vehicle shall, if oncoming traffic is present, act as a flagman at the end of the structure to insure the safe passage of mobile homes and traffic over or through the constricted area.

(h) The tow bar must be located in such a position that the center of the socket of the coupler shall not be less than 20" from the ground.

(i) The towing vehicle of all mobile homes must be of a capacity of at least 1-ton for mobile homes up to 12' wide and of 2-ton capacity for mobile homes 14' wide and must be equipped with 4-speed transmission and dual drive wheels.

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Leg. Rule, 17C  
Series 5, Sec. 7.13

(j) The driver of the towing vehicle shall not permit a buildup of traffic to the rear exceeding five (5) vehicles if roadway will permit pull-off of towing vehicle or passing.

(k) Driver of towing vehicles on 14' wide mobile homes must have a minimum of two (2) years experience in towing oversize mobile homes.

(l) Movers of all mobile homes which will require parking restrictions or impede the normal flow of traffic in any way through a municipality shall notify the local authorities prior to movement. Municipalities may require police escort.

(m) The towing vehicle on mobile homes shall be equipped with safety chains and brake load devices of sufficient strength to hold all weights being towed.

(n) All towing vehicles moving mobile homes of greater than legal dimensions shall stop at all truck weighing stations, either platform or portable, and submit the combination of vehicles to any inspection deemed to be necessary to determine if they are in compliance with these regulations and applicable highway laws.

(o) The maximum speed of vehicles towing mobile homes shall be 40 miles per hour, provided however that on multiple-lane highways it shall be 45 miles per hour.

(p) A multiple trip permit may be issued in at the discretion of the Commissioner for the operation of mobile homes with widths not exceeding 14' and not exceeding the gross weight limit as set forth in Chapter 17C, Article 17, Section 9 of the Official Code of West Virginia, 1931, as amended.

Said permits shall be issued subject to the following conditions:

A book of coupons containing no less than n five or more than twenty shall be attached to each permit. Each coupon shall be issued in the following form and manner:

EMERGENCY

Department of Highways  
Leg. Rule, 17C  
Series 5, Sec. 7.13

Date \_\_\_\_\_ Coupon No. \_\_\_\_\_, Applicant \_\_\_\_\_  
Is Hereby Granted Permit No. \_\_\_\_\_ Validation No. \_\_\_\_\_  
Overall Length \_\_\_\_\_ Width \_\_\_\_\_ Height \_\_\_\_\_  
Ser. \_\_\_\_\_ Lic. \_\_\_\_\_  
Tow Truck \_\_\_\_\_ Ton \_\_\_\_\_ Lic. \_\_\_\_\_  
From \_\_\_\_\_ To \_\_\_\_\_  
Rts. \_\_\_\_\_  
Dates to Travel \_\_\_\_\_

FORM MUST BE FILLED OUT IN INK. VOID IF ALTERED OR CHANGED

(q) Each coupon representing a trip must be validated by the Permit Section, Roadside/Services Maintenance Division, of the West Virginia Department of Highways. After validation, the original or blue copy of the coupon shall be mailed to the Permit Section, Roadside Services Maintenance Division, within 48 hours after the completion of each trip. Failure to mail the original or blue copy of the coupon within the specified 48 hour period will constitute grounds for immediate cancellation of this permit. The yellow carbon copies shall remain in the book of coupons attached to the permit and shall be subject to inspection at all times by authorized personnel of the West Virginia Department of Highways or any other West Virginia Law Enforcement Agency.

(r) Multiple trip permits are issued on a cash basis only, with no refunds.

(s) Insurance: No permit will be issued unless there is submitted with the application a certificate from any good reputable and solvent insurance company authorized/located/business/in/West/Virginia providing liability insurance in the amount of \$100,000 for each person, \$300,000 for each accident, and property damage insurance in the amount of \$50,000.

(t) Exemption from Liability for Damages: The applicant shall save harmless the Commissioner and any and all officers, agents, and employees of the West Virginia Department of Highways from any and all claims for damages that may arise as a result of operations upon the highways pursuant to any permit, and shall, as well, make full restitution to the West Virginia Department of Highways for any damage to its property as a result of such operations.

EMERGENCY

Department of Highways  
Leg. Rule, 17C  
Series 5, Sec. 7.13

(7) The West Virginia Department of Highways reserves the right to place such additional restrictions and exceptions on the movement of mobile homes of greater than legal dimensions as may be deemed necessary. Any such restrictions imposed by the issuing agency will be recorded on the face of the permit. The Department of Highways reserves the right to deny any permit within their exercise of this discretion and in the event of violation of State laws or any provisions of these regulations, the permit may be cancelled.

Section 8. Other Safety Regulations

8.1. Increase of Weight, Height, and Length Limitations Upon State Highways by West Virginia Department of Highways Commissioner. -- Pursuant to the provisions of Sections 11a and 11b, Article 17, Chapter 17C, Code, whenever in the opinion of the West Virginia Highways Commissioner, the design, construction and safety of any highway or portion thereof are such that the gross weight limitations prescribed by Section 4, Article 17, Chapter 17C, can be increased without undue damage to any such highway, or without undue risk of damage to any such highway, or to bridges, municipal or utility facilities, traffic signs and signals, or roadway structures of other kind of nature, the Commissioner may, by order, increase said gross weight, height or length limits of vehicles which may be operated upon such highway or portion thereof and may establish the limitations which shall be applicable thereto, subject, however, to the maximum limitations imposed by said Sections 11a and 11b, Article 17, Chapter 17C, Code.

(1) Commissioner's Order for Increase of Weight, Height and Length Limitations - Whenever the Commissioner increases the said limits as above provided he shall enter an order to such effect in the Commissioner's Order Book, as provided in Section 2, Series I, of these rules and regulations. Such order shall set forth the reasons for his decision and shall designate and accurately describe the highway or portion thereof to which such increase in weight, height or length limits is applicable.

8.2. Restrictions Upon Right to use Highways by West Virginia Highways Commissioner. -- Pursuant to the provisions of Section 12, Article 17, Chapter 17C, Code, and subject to the restrictions therein contained, the Highways Commissioner may prohibit the operation of vehicles, or any

Historical  
Replaced  
by  
12/89 manual

# ACCOMMODATION OF UTILITIES ON HIGHWAY RIGHT OF WAY

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FEBRUARY 1986

ARCH A. MOORE, Jr.  
GOVERNOR

WILLIAM S. RITCHIE, Jr.  
COMMISSIONER

ACCOMMODATION OF UTILITIES

ON

HIGHWAY RIGHT OF WAY

UTILITIES SECTION

RIGHT OF WAY DIVISION

WEST VIRGINIA DEPARTMENT OF HIGHWAYS

FEBRUARY 3, 1986



WEST VIRGINIA DEPARTMENT OF HIGHWAYS

1900 Washington Street, East  
Charleston, West Virginia  
25305

ARCH A. MOORE, JR.  
GOVERNOR

WILLIAM S. RITCHIE, JR.  
COMMISSIONER

February 3, 1986

TO WHOM IT MAY CONCERN:

This policy on the Accommodation of Utilities on Highway Right of Way, supersedes the policy adopted under Commissioner's Order dated February 4, 1982, and all revisions thereto, and becomes effective on February 3, 1986.

It is the objective of this policy to prescribe the means by which utility installations may be accommodated within the right-of-way of State highways.

A handwritten signature in cursive script, appearing to read "W. S. Ritchie, Jr.", written in dark ink.

W. S. Ritchie, Jr.  
Commissioner

THE WEST VIRGINIA DEPARTMENT OF HIGHWAYS  
CHARLESTON, WEST VIRGINIA

ABSTRACT  
FROM  
- THE RECORDS OF THE COMMISSIONER'S ORDERS  
DATED

February 3, 1986

Distribution.

WHEREAS, the West Virginia Department of Highways, acting by and through its Commissioner, has promulgated rules and regulations for accommodating utilities on State highway right-of-way under the authority of Chapter 17, Article 2A, and does at this time desire the adoption of said rules and regulations.

NOW, THEREFORE, the Commissioner, upon recommendation of the Director, Right of Way Division, hereby ORDERS the ADOPTION of the attached policy on the Accommodation of Utilities on Highway Right of Way as the official manual of the West Virginia Department of Highways.

The manual Accommodation of Utilities on Highway Right of Way, supersedes the Accommodation of Utilities on Highway Right of Way adopted by the Commissioner's Order dated February 4, 1982. This order amends the February 4, 1982, Commissioner's Order only in regard to the superseding of the manual.

The policy on the Accommodation of Utilities on Highway Right of Way is in compliance with the official Code of West Virginia of 1931, as amended, Chapter 17, Articles 1, 2A, .4 and 16 to establish rules pertaining to the use of State road right-of-way and adjacent areas.

THE WEST VIRGINIA DEPARTMENT OF HIGHWAYS  
CHARLESTON, WEST VIRGINIA

ABSTRACT  
FROM  
THE RECORDS OF THE COMMISSIONER'S ORDERS  
DATED

February 3, 1986

Page Two


Subject: Accommodation of Utilities  
on Highway Right of Way

Distribution.

DISTRIBUTION

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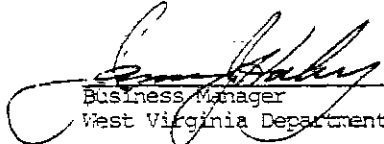
Entered this 3rd day of February, 1986.

  
\_\_\_\_\_  
W. S. Ritchie, Jr.  
West Virginia Commissioner of Highways

STATE OF WEST VIRGINIA,  
WEST VIRGINIA DEPARTMENT OF HIGHWAYS, to wit:

I, James J. Haley, Business Manager of the West Virginia Department  
of Highways, do hereby certify that the foregoing is a true abstract  
from the Orders of the West Virginia Commissioner of Highways entered  
of record on the 3rd day of February, 1986.

Given under my hand and seal of the West Virginia Department of  
Highways this 3rd day of February, 1986.

  
\_\_\_\_\_  
Business Manager  
West Virginia Department of Highways

ACCOMMODATION OF UTILITIES ON

HIGHWAY RIGHT OF WAY

SUMMARY OF REVISIONS

<u>Page</u>	<u>Topic</u>	<u>Paragraph</u>	<u>Revision</u>
6	Location	6th	Added detail on elevation of manhole covers
8	Conditions	#7	Added reference to traffic control cases which are now included in book.
10	Backfill	2nd & 3rd	Added detail on compaction testing
10	Length of Trench	6th	New paragraph
11	General	4th	Minor rewording and deleted reference to suitable base. Added "promptly" to last sentence
13	General	4th	Clarification of longitudinal trench restoration
13	General	3rd	New paragraph
13	General	6th	New sentence at end
22, 23	Repaving Trenches	Figure 3	Wire mesh deleted. #8 rebar changed to #3. Liquid Joint Filler specified.

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# ACCOMMODATION OF UTILITIES

ON

# STATE HIGHWAY RIGHT OF WAY

## INTRODUCTION

The West Virginia Department of Highways has the responsibility of maintaining the right-of-way of State highways to preserve the operational safety, integrity, and function of the highway facility. Since the manner in which utilities cross or otherwise occupy State highway right-of-way can materially affect the safe operation, maintenance, and appearance of the highway, it is necessary that such use and occupancy be authorized and reasonably regulated.

West Virginia Code, Chapter 17, Article 16, Section 6, provides that no opening shall be made in any State highway, nor shall any structure be placed therein or thereover, nor shall any structure which has been so placed, be changed or removed, except in accordance with a permit from the Department of Highways. No highway shall be dug up for laying or placing pipes, sewers, poles, or wires, or for other purposes, and no obstructions shall be placed thereon, without this written permit. The work shall be done under the supervision and to the satisfaction of the Department, and the entire expense of replacing the highway in as good condition as before shall be paid by the permittee.

The policy herein has been outlined in the interest of developing and preserving safe roadsides and of minimizing possible interference and impairment to the highway, its structures, appearance, operation and maintenance.

It is in the public interest for utility facilities to be accommodated on the right-of-way of State highways, when such use and occupancy does not interfere with the free and safe flow of traffic or otherwise impair the highway or its scenic appearance, and does not conflict with the provisions of Federal, State or Local laws or this accommodation policy.

## APPLICATION

This policy applies to all individually, publicly, and privately owned utilities, including, but not limited to electric, communication, gas, oil, petroleum products, chemical, water, steam, sewage, drainage, and similar facilities that are to be accommodated, adjusted or relocated within State highway right-of-way.

## SCOPE

This policy provides regulations for location, installation, adjustment, and maintenance of utilities on State highway right-of-way.

Where law or orders of public authority or industry codes prescribe a higher degree of protection than provided by this policy, the higher degree of protection should prevail.

This policy supplements, but does not alter the provisions of the AASHTO "A Policy on the Accommodation of Utilities within Freeway Right-of-Way".

## DEFINITIONS OF TERMS

For the purposes of this accommodation policy, the following definitions apply:

- AVERAGE DAILY TRAFFIC** - The average 24-hour volume, being the total volume during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year. The term is commonly abbreviated as ADT.
- BACKFILL** - Replacement of suitable material compacted as specified around and over a pipe, conduit, casing, or gallery.
- BEDDING** - Organization of soil or other suitable material to support a pipe, conduit, casing or gallery.
- BRIDGE** - A structure, including supports, erected over a depression or an obstruction, such as water, a highway or railway and having a length measured along the center or roadway of more than twenty (20) feet between abutments or the extreme ends of the opening for multiple boxes.
- CARRIER** - Pipe directly enclosing a transmitted fluid (liquid or gas).
- CASING** - A larger pipe enclosing a carrier.
- CLEAR ROADSIDE POLICY** - The policy employed to increase safety, improve traffic operation, and enhance the appearance of highways by designing, constructing, and maintaining highway roadsides as free as practical from physical obstructions above the ground such as trees, drainage structures, massive sign supports, utility poles, and other ground-mounted obstructions.
- CLEAR ZONE** - The roadside border area, starting at the edge of the traveled way, free of above ground obstructions, and available for use by errant vehicles, is referred to as the clear zone.
- COATING** - Material applied to or wrapped around a pipe.
- CONDUIT or DUCT** - An enclosed tubular runway for protecting wires or cables.
- CONTROLLED ACCESS** - The condition where the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully or partially controlled by the Department.
- COVER** - Depth of top of pipe, conduit, casing, or gallery below grade of roadway, ditch, or ground surface.
- CULVERT** - Any structure not classified as a bridge which provides an opening under the roadway.
- DIRECT BURIAL** - Installing a utility underground without encasement, by plowing.

DEPARTMENT - West Virginia Department of Highways.

ENCASEMENT - Structural element surrounding a pipe.

EXPRESSWAY - A divided arterial highway for through traffic which serves major intrastate and interstate travel.

FEEDER ROAD - Serves community to community travel and/or collects and feeds traffic to the higher systems.

FREEWAY - See expressway.

FRONTAGE ROAD - A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

GALLERY - An underpass for two or more utility lines.

GROUNDLED - Electrical conductor connected to earth or to some extended conducting body which serves instead of the earth.

GROUT - A cement mortar or a slurry of fine sand.

HIGHWAY, STREET or ROAD - A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

MANHOLE - An opening in an underground system which workmen or others may enter for the purpose of making installations, inspections, repairs, connections, and tests.

MEDIAN - The portion of a divided highway separating the traveled ways for traffic in opposite directions.

NORMAL - Crossing at a right angle.

PAVED ROAD - Road surface which is comprised of asphalt or concrete.

PERMIT - The document by which the Department regulates and/or gives approval of the use and occupancy of highway right-of-way by utility facilities or private lines.

PLOWING - Direct burial of utility lines by means of a "plow" type mechanism which breaks the ground, places the utility line and closes the break in the ground in a single operation.

PRESSURE - Relative internal pressure in psi (pounds per square inch).

RIGHT-OF-WAY - A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes, and under control of the Department.

RIGID PIPE - Pipe designed for diametric deflection of less than 1%.

ROADSIDE - A general term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

ROADWAY - The portion of a highway, including shoulders, for vehicular use. A divided highway has two or more roadways.

SCENIC OVERLOOK - A roadside area provided for motorists to stop their vehicles beyond the shoulder, primarily for safely viewing the scenery.

SLEEVE - Short casing through pier or abutment of highway structure.

STATE LOCAL SERVICE ROAD - Localized arterial and spur roads which provide land access and socio-economic benefits to abutting properties.

TRAVELED WAY - The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

TRENCHED --Installed in a narrow open excavation.

TRUNKLINE ROAD - Serves major city to city travel.

UNTRENCHED - Installed without breaking ground or pavement surface, such as by jacking or boring.

VENT - Appurtenance to discharge gaseous contaminants from casings.

## GENERAL CONSIDERATIONS

### LOCATION

Utility lines should be located to minimize later adjustments to accommodate planned future highway improvements and to permit servicing such lines with minimum interference to highway traffic.

In expanding areas along controlled access highways, it is expected that utilities will normally install distribution or feeder line crossings, spaced as needed to serve consumers in a general area along either or both sides of the highway, so as to minimize the need for crossings for service connections. In areas where utility services are not available within a reasonable distance along the side of a controlled access highway, crossings for utility service connections may be permitted.

Longitudinal installations should be located so as to provide a safe environment for traffic operations and preserve space for future highway improvements.

To the extent feasible and practicable, utility line crossings of the highway should be normal to the highway alignment.

Manholes are not to be located in the pavement or shoulder of any Expressway, Trunkline or Feeder highways. Exceptions may be made on streets at locations where manholes are essential parts of existing lines that are permitted to remain in place under existing and proposed highways.

Manholes may be retained or installed on State Local Service roads. However, such installations should avoid street intersections and be designed and located in a manner that will cause the least interference to other utilities and future highway expansion and are not to be placed in the wheel path of vehicles. Manholes located in the pavement or paved shoulders shall be placed so that the cover is flush with the pavement surface. Manholes placed in unpaved shoulders shall have the cover 6" below the finished shoulder elevation. Manholes placed in the ditch line shall have the cover 12" below the ditch flowline.

The horizontal and vertical location of utility lines within the highway right of way should conform with the clear roadside policies applicable for the type of highway and specific conditions for the particular highway section involved.

In all cases, full considerations shall be given to sound engineering principles, overall economic aspects, protection of the integrity and scenic appearance of the highway, maintenance operations, and the safety of highway traffic.

## DESIGN

The utility company or individual is responsible for the design of the utility facility to be installed within the highway right-of-way or attached to a highway structure. The Department will be responsible for review and approval of the proposal with respect to the location, construction materials, procedures, and the manner of attachment.

All utility installations should be of durable materials relatively free from routine servicing and maintenance, and as a minimum, meet the following current requirements:

1. Electric power and communication facilities should conform with the National Electrical Safety Code.
2. Water lines should conform with the specifications of the American Water Works Association and the State Department of Health.
3. Sewer lines should conform to regulations of the State Department of Health.
4. -Pressure pipelines should conform with the applicable sections of the American National Standards Institute; Title 49 CFR, Parts 192, 193, and 195 and applicable industry codes.
5. Liquid petroleum pipelines should conform with applicable recommended practice of the American Petroleum Institute for pipeline crossings under railroads and highways.

Any pipeline carrying hazardous materials shall conform to the rules and regulations of the U. S. Department of Transportation governing the transportation of such materials.

No sewage or other obnoxious drainage matter shall be run into any highway storm drainage structure or ditch.

Utility facilities should be of a design, subject to reasonable consideration of engineering and economic feasibility, compatible with the scenic appearance of the specific highway section.

New installations or adjustments of existing utility lines, particularly those located underground or attached to structures, should be planned so as to minimize hazards and interference with highway traffic when additional facilities are installed at some future date.

## CONDITIONS OF ACCOMMODATION

The following general conditions and stipulations are given concerning the use and occupancy of highway right of way by permit or utility relocation agreement:

1. Unless utility facilities are relocated or adjusted in conjunction with a utility relocation agreement, all requests to perform work within State highway right of way shall be made on Department Form SM 109 (see page 25), be signed by a duly authorized representative of the person, firm or corporation, and be submitted to the District Engineer in whose district the work is to be performed. (See map on page 32)
2. Full information, including a plan, shall be given as to the character of work to be done. A cross-section of the highway will be required for all crossings. (See Figures 1 and 2)
3. The applicant agrees to hold the State harmless on account of any damages to persons or property which may arise during the progress of or by reason of the work performed.
4. Facilities should be kept in a good state of repair both structurally and from the standpoint of appearance.
5. The Department assumes no liability for damage to the proposed installation by reason of construction or maintenance operations on the highway.
6. The installation shall be removed by the applicant, at no cost to the Department, when required for improvement of the highway, unless the provisions of West Virginia Code, Chapter 17, Article 4, Section 17b or c, apply.
7. Traffic must be protected at all times in accordance with the current edition of the manual, "Traffic Control for Street and Highway Construction and Maintenance Operations", published by the Department. Traffic control cases C1 through C5 (pages 27-31) are included for information. The road must be adequately maintained for the safe and convenient use of the traveling public. Erection and maintenance of all warning devices, barricades and danger signals, including keeping them clean, is the responsibility of the utility.

## PERMIT PROVISIONS

In addition to the conditions of accommodations listed above, the following provisions are given concerning the use and occupancy of the highway right of way by permit:

1. The applicant agrees to reimburse the Department for any inspection costs incurred.

2. No excavations shall be made within the highway right of way for the purpose of laying or placing pipes, sewers, poles, wires, conduits, etc., or for repairing or replacing the same, nor shall any tree be planted or removed, nor shall any obstruction be placed until the applicant has deposited with the Department a certified check, money order, or bond in an amount sufficient to cover any inspection charges or damage the Department may sustain by reason of the work performed.
3. The Department reserves the right at any time to cancel the permit, should the applicant fail to comply with the terms and conditions under which it was granted.

#### MAINTENANCE OF FACILITIES ON FREEWAY RIGHT-OF-WAY

Such facilities are to be maintained and serviced in accordance with paragraph 7 of the AASHTO "Policy on the Accommodation of Utilities on Freeway Right-of-Way", which is available from the Department upon request.

#### EMERGENCY SITUATIONS

In an emergency where immediate action is necessary for protection of the public, to minimize property damage, or to restore essential utility service, the utility may at its sole risk and responsibility repair its facilities provided appropriate safety methods and devices are used to provide adequate warning and protection to persons and property. The utility assumes full responsibility for its operations, and saves the Department harmless from liability in all respects. In all such cases, a confirming permit shall be prepared and processed in the regular manner, and shall contain complete information concerning the matter.

#### PRESERVATION, RESTORATION AND CLEANUP

Disturbed Areas. The size of the disturbed area shall be kept to a minimum. Construction methods, erosion control, and revegetation must be in accordance with Department specifications. Adequate measures shall be taken to prevent erosion and to restore vegetation along the length of the construction area. Unsatisfactory restoration work shall be promptly corrected by the utility. If necessary, unsatisfactory restoration work will be accomplished by the Department and billed to the utility.

Drainage. Care must be taken to avoid disturbing existing drainage facilities. Underdrains and outlets are to be provided where necessary for entrapped water.

Spraying, Cutting and Trimming Trees. Such activities are prohibited unless written permission is given by the District Engineer. In general, where permission is given, only light trimming will be permitted. When the removal of a tree is permitted, the stump shall be cut to the ground or removed, and the hole properly backfilled. All debris, refuse and waste shall be removed from the site.

## PIPELINES

### GENERAL

Backfill Requirements. The following backfilling specification is required in connection with any work performed within highway right of way.

After the conduit pipe or other underground facility is installed, it is to be backfilled as indicated in Figure 3. No jetting or puddling will be permitted under the roadway or shoulders. All backfill material shall be free from particles larger than three (3) inches and free from cinders, ashes, refuse, vegetable or other organic material. The backfill material shall be deposited in the trench for its full width, in layers not exceeding four (4) inches after compaction. This method shall be followed until the top of the trench is reached. The target percentage of dry density for the backfill material will be 95% or will be the density of the existing material as evidenced by testing (if existing is lower than 95%). In areas outside the construction and maintenance limits of the roadway, compaction to the density of the original ground is sufficient. Care shall be taken to compact the material under the haunches of the conduit pipe or other facility, to place the backfill evenly on each side, and to avoid displacement of conduit.

All material and compaction requirements shall be in accordance with Department Specifications and subject to Department approval. Evidence of proper compaction testing will be the responsibility of the applicant, who must obtain Department's approval of the frequency of testing.

Aggregate base course and/or aggregate shoulder stone is to be placed on the shoulder at a thickness equal to six (6) inches or its original thickness whichever is greater. Paved shoulders shall be repaved in kind.

Backfilling shall not be performed in inclement or freezing weather except by permission of the Engineer and backfilling with frozen or otherwise unsuitable material will not be permitted. No backfilling shall be made where the material already in the trench is frozen.

Length of Open Trench. The length of open trench shall not exceed that which must be properly backfilled by the end of the work day.

Blasting. Blasting will not be permitted within highway right of way unless it is established that there is no feasible alternate. Each case must include provisions for adequate protection of the highway facility, and the safety of the traveling public and nearby residents. The length and location must be approved individually by the District Engineer.

Restrictions Against Varied Use. Permits for pipeline installation shall, if applicable, specify the type of transmittant and the maximum working pressures.

When it is anticipated that there will be a change in the type of transmittant or an increase in the maximum working pressure specified in the permit, the utility must give the Department advance notice and obtain approval for such changes.

## CROSSINGS

General. The crossing should be located as near normal to the highway alignment as practical, based on economic consideration of alternates.

Locations which are generally unsuitable for pipeline crossings include deep cuts; near footings of bridges and retaining walls; at cross drains where flow of water or stream bed may be obstructed; or within basins of an underpass drained by a pump if the pipeline carries a liquid.

No pipe, conduit, or other facility shall be placed inside any drainage pipe or culvert or across the ends of any drainage pipe or culvert in a manner that will obstruct the free flow of water.

Under existing pavements, open cut methods will not be employed, except when approved by the Central Office Maintenance Division of the Department. For the purpose of this section, a paved road is one which has been treated with at least two (2) inches of hot-laid bituminous concrete or has been paved with portland cement concrete. Where crossings have been approved for open trench methods, pavement cuts and replacements shall be made promptly in accordance with "Repaving Pipe Trenches". (See Figure 3)

Cover. The minimum required depth of cover for a crossing is thirty-six (36) inches. For cover over pipes, commonly specified surfaces are the top of pavement, natural ground, or the flow line of drainage ditches. A protective coating is considered part of the pipe. When the carrier is encased, cover is measured from the top of the casing. The critical control for cover on a pipeline crossing is the low point in the highway cross-section, usually the bottom of the longitudinal ditch.

Encasement. It is recognized that a definite policy on the encasement of pipelines must take into account many inconclusive variables, not the least of which is the progressive improvements being made in the pipeline industry for strengthening and protecting carrier pipes. An arbitrary policy of requiring encasement for all highway crossings is too expensive for both the utility consumer and the highway user. However, considering past experience and current appraisal of future hazard, it is not considered prudent to waive all encasement requirements. Since the Department is responsible for the safety of traffic and the structural integrity of the roadway, the burden of proof is on the utility if it contends that, for any particular location, encasement is unnecessary.

Therefore, an intermediate policy, intended to insure reasonable protection to the highway and traveling public is established by the following:

1. All pipelines crossing under paved State highways must be placed in a casing of larger diameter for a length adequate to permit repair or replacement of the carrier pipe or facility. (See Figure 2)

Exceptions are as follows:

- a. Under municipal sections where not possible or practical.
  - b. Copper or steel pipe 1-1/4" or less nominal diameter.
  - c. Plastic pipe, meeting requirements of ASTM, D2513, Type 2306, 1-1/4" or less nominal diameter.
  - d. Cast or ductile iron gravity flow sewer pipe, mechanical, "push on", or flanged type joint meeting ANSI Specifications A21.6, A21.10, A21.11, A21.51, or Federal Specifications WW-P-421c, and AWWA Specifications C106, 110, 111 and 151, and of a thickness class capable of resisting the anticipated live and dead loads.
  - e. Rigid plastic gravity flow sewer pipe capable of resisting the anticipated live and dead loads.
  - f. Concrete sewer pipe.
2. Encasement may include complete or partial enclosure designed to protect the carrier, lighten its burden, facilitate its insertion and withdrawal, or guarantee integrity of the earth structure. Material for required casing shall be steel pipe of standard manufacture with joints welded around the entire circumference of the pipe, reinforced concrete pipe, rigid plastic pipe, or poured portland cement concrete, provided it is able to sustain the live and dead loads as currently used by the Department for highway design.
  3. Encasement should extend a minimum of five (5) feet beyond the toe of fill slopes projected as shown in Figure 2. Requirements for flat areas or sections with a ditch or curb are shown in sections B and C of Figure 2. The lateral distance between the surfaced area of the highway, including paved shoulders, and the portal limits of excavation should be a minimum of five (5) feet if the excavation is bulkheaded, and not less than the vertical difference in elevation between the surfaced area of the highway and the bottom' of the trench if the excavation is not bulkheaded. Where extenuating circumstances preclude the attainment of this requirement, consideration will be given to alternate proposals which insure the structural integrity of the highway and its operations.
  4. When boring or jacking casing pipe under the highway, care must be taken to minimize annular voids and overbreaks. Pressure grout backfill must be used for abandoned pipes, unused holes, overbreaks and voids when they exceed five (5%) percent of the diameter of the casing pipe.
  5. Encasement is not required under unpaved roads except in cases where directed by the Department in anticipation of improvement of the roadway.

Markers, Vents & Appurtenances. Markers, vents, drains, and shut-offs are appurtenances to pipeline installation. Major pipeline crossings shall be identified by permanent markers. These markers shall furnish sufficient information to enable identification and contact of the owner. Casing pipe over four (4) inches in diameter shall be sealed and if carrying combustibles, provided with a screened vent on each end. Vent standpipes and location markers should be located and constructed outside the clear zone, so as not to interfere with maintenance of the highway nor to be concealed by vegetation; preferably they should stand on a fence or right of way line, or in a protected location such as behind guardrail.

### LONGITUDINAL INSTALLATIONS

General. On longitudinal installations, other than in municipal sections, pipelines should be parallel to the pavement preferably at or adjacent to the right of way line. The nearest edge of trench should be a minimum of five (5) feet or more beyond the slope, ditch or curb line, when practical. Where possible to do so for any length of 500 feet, or more, a greater distance will be expected.

The trench should not be deeper than the distance from the edge of the pavement, curb, paved shoulder, toe of slope, or ditch, as may govern, to the nearest edge of the trench unless a bulkhead is used. (See Figure 2)

Longitudinal placing of pipelines under the traveled lanes is discouraged and will only be considered as a last resort. Restoration of such pipe trenches will be in accordance with Figure 3. Longitudinal trenches may require complete replacement of at least one lane of pavement.

All pavement damaged by equipment, blasting, or by the installation of pipe will promptly be repaired to the satisfaction of the Department; a full width pavement overlay may be required.

Municipal sections will be handled on an individual basis in a manner consistent with the prevailing limitations and conditions. Whenever practical, pipelines should be placed under the sidewalk. If the sidewalk location is not practical, pipelines should be placed under the parking lane.

High pressure pipelines (over 150 psi) will be considered individually to determine if the installation will present a danger to the public.

Excavated Material. Material excavated or plowed from the trench shall not be stockpiled or stored within two (2) feet of the pavement edge or in a highway ditch line.

Cover. The minimum depth of cover on all longitudinal lines shall be twenty-four (24) inches.

## ELECTRIC AND COMMUNICATION LINES

### OVERHEAD

General. A consideration for locating poles, guys and related facilities along the highway is the width of the space between the edge of shoulder or curb line and the right of way line and its availability and suitability for accommodating such facilities. The safety, maintenance, efficiency and appearance of the highway are enhanced by keeping this space as free as practical from encroachment by obstacles above the ground.

Poles, guys, or other facilities shall not be located in a highway median.

Where the road makes a curve and the conductor overhangs the road without crossing from one side to the other, all crossing and longitudinal clearance criteria must be met.

In all construction details not specifically covered herein, the current requirements of the National Electrical Safety Code shall govern.

Type of Construction. Longitudinal installations within highway right-of-way should be limited to single pole type of construction. Joint-use single pole construction is encouraged, as indicated by Rule 222 of Part 2 of the National Electrical Safety Code, at locations where more than one utility or type of facility is involved. This is of particular significance at locations where right of way widths approach the minimum needed for safe operations or maintenance requirements, or where separate installations may require extensive removal or alteration of trees.

Self-supporting poles or towers and/or dead-end construction should be employed at all highway crossings of overhead lines. The prime concern is the safety and appearance of the crossing. It is necessary to assure that structures will not fall or let conductors drop on the highway and become a hazard. The National Electrical Safety Code, Section 24 through 26, sets forth the strengths required for grades of construction for different situations. Construction that complies with this part of the Code will meet the Department's requirements.

No lines shall be attached to trees or any other items not specifically designed and constructed for carrying them.

Vertical Clearance. The minimum vertical clearance for overhead electric and communication lines should conform with the current National Electrical Safety Code. (See Figures 1 and 4)

Cable television lines and individual television lead wires shall not be placed above existing power lines.

Location. Poles and related facilities should be located as far as practical from the edge of pavement. As a minimum, the poles should be located outside the applicable clear zone for the highway section involved. This location is to be consistent with the standards applied to the elimination of other obstacles. On curbed sections in urban areas, the utilities should be located as far as practical behind the face of the curb and, where feasible, behind the sidewalk. Exception to these clearances may be made where poles and guys can be placed at locations behind guardrails, deep drainage ditches, toe or top of steep slopes, retaining walls and other similarly protected locations, or where they are of a breakaway type design.

The nature and extent of highway development and the ruggedness of the terrain being traversed are controlling factors for locating poles, guys and related facilities near the right of way line.

Location of overhead utility installations on highways with narrow right-of-way or on urban streets with abutting improvements are special cases which must be resolved in a manner consistent with the prevailing limitations and conditions. Before locating the utility at other than the right-of-way line, consideration should be given to designs employing self-supporting, armless, single pole construction, with vertical alignment of wires or cables, or other techniques permitted by government or industry codes that are conducive to a safe traffic environment.

Where irregular shaped portions of the right-of-way are involved, variances in location from the right of way line may be allowed as necessary to maintain a reasonably uniform alignment for longitudinal installations.

Service Drops and Guy Wires. Guy wires to ground anchors and stub poles should not be placed between a pole and the traveled way where they encroach upon the clear zone. No poles, stubs for guys, or anchors should be located in such a manner as to interfere with highway maintenance activities.

An installation made in accordance with an approved permit or utility agreement, covers future construction of service drops and guy wires where no poles or stubs are to be located within the highway right of way, and the installation conforms with this manual. The utility shall contact the Department's District office prior to making the installation.

## UNDERGROUND

General. All the regulations previously outlined for pipelines shall be applied to underground installations of electric and communication lines, except as indicated below.

Crossings. Buried cable crossing under paved roads will require conduit, having a minimum nominal diameter of two (2) inches. The conduit limits shall be the same as required for pipeline encasement. (See Figure 2)

Under unpaved roads, no casing will be required except in cases where a change in road type is anticipated. If the direct burial (plowing) method is used, the depth of bury shall be a minimum of thirty (30) inches.

Buried cable crossings shall be marked in conformance with the requirements for pipeline crossings.

Longitudinal Installations. The burying of cable along the edge of pavement may be by direct burial or trenching methods, maintaining a minimum offset of five (5) feet, when practical, and a minimum depth of twenty-four (24) inches.

The burying of cable along unpaved roads must be outside the traveled way. If rock or hard shale is encountered, and upon the approval of the District Engineer, the depth of direct bury may be reduced to sixteen (16) inches.

Backfill Requirements. Backfilling of the direct burial furrow shall be done with suitable random material free from rock or large lumps which could create a void during compaction. Unless otherwise specified by the District Engineer, the spoil removed by the plow will be placed over the furrow and tracked down by the plow, this operation being repeated until the area of the furrow is thoroughly compacted. Where trenching methods are used, backfilling will be done in accordance with the requirements shown under pipelines.

## INSTALLATIONS ON HIGHWAY STRUCTURES

### GENERAL

Attaching utility lines to a highway structure can materially affect the safe operation of traffic, the structure, and the efficiency of maintenance. Where it is feasible and reasonable to locate utility lines elsewhere, attachments to highway structures will not be permitted.

However, where other locations prove to be extremely difficult and unreasonably costly, consideration will be given for attaching the utility line to a highway structure. The method should conform to logical engineering considerations for preserving the highway, its safe operation, maintenance and appearance. The following considerations apply:

1. Since highway structure designs and site conditions vary, the adoption of standardized methods to accommodate utility facilities on structures is not feasible. Each proposed attachment will be considered on its individual merits.
2. Attachment of a pipeline carrying a combustible transmittant will not be permitted.
3. Attachment of a utility will not be considered unless the structure in question is adequate to support the additional load and can accommodate the facility without compromising highway features, including reasonable ease of bridge maintenance.
4. Manholes will not be allowed in bridge decks.
5. Installations which would inhibit access to any structural part for painting or repair will not be allowed.
6. The installation must maintain minimum appropriate vertical clearances.
7. Support rollers, saddles and hangers, should be padded or coated to muffle vibration.
8. Electric and communication lines shall be insulated, grounded and carried in protective conduit from exit of ground to reentry.

### EXISTING BRIDGES

An application for the placement of any installation on an existing bridge shall be accompanied by a complete description and plans. This information must include the weight per lineal foot of each line and details of the proposed method of attachment. The following conditions apply:

1. As a general rule, welding to main steel members or anchoring to the concrete deck, parapet, or sidewalk will not be approved.
2. All installations shall be placed below the elevation of the bridge floor.
3. Trenching in the vicinity of piers or abutments shall be kept a sufficient distance from footings to prevent undercutting or sloughage of material from under the footing into the trench.
4. An application involving reduction of existing waterway area will not be approved.

### NEW BRIDGES

The placement of utility lines or other facilities on new bridges will be approved only in accordance with the following conditions:

1. The applicant is responsible for obtaining any desired information regarding the Department's proposed construction schedule.
2. The applicant shall submit complete plans and specifications of their proposed installation, including the weight per lineal foot and detail drawings, prior to Department's completion of plans and specifications for the proposed bridge or drainage structure.
3. The applicant shall bear all related engineering and construction costs incurred by the Department.

## SCENIC ENHANCEMENT

### GENERAL

The type and size of utility facilities and the manner and extent to which they are permitted along or within highway right-of-way can materially alter the scenic quality, appearance, and view of highway roadsides and adjacent areas. For these reasons additional controls are applicable in certain areas that have been acquired or set aside for their scenic quality. Such areas include scenic strips, overlooks, rest areas, recreation areas, and the right-of-way of highways adjacent thereto or which pass through public parks and historic sites.

### NEW INSTALLATIONS

Underground installations may be permitted within such lands where they do not require extensive removal or alteration of trees or other natural features visible to the highway user or impair the visual quality of the lands being traversed.

Aerial installations should be avoided at such locations where there is a feasible and prudent alternative. Such installations will be considered only when:

1. Other locations are unusually difficult, unreasonably costly, or more undesirable from the standpoint of visual quality.
2. Placing the facility underground is not technically feasible or is unreasonably costly.
3. The proposed installation can be made employing suitable designs and materials which will give adequate attention to the visual qualities of the area being traversed.

# PROFILE SHOWING AERIAL CROSSING

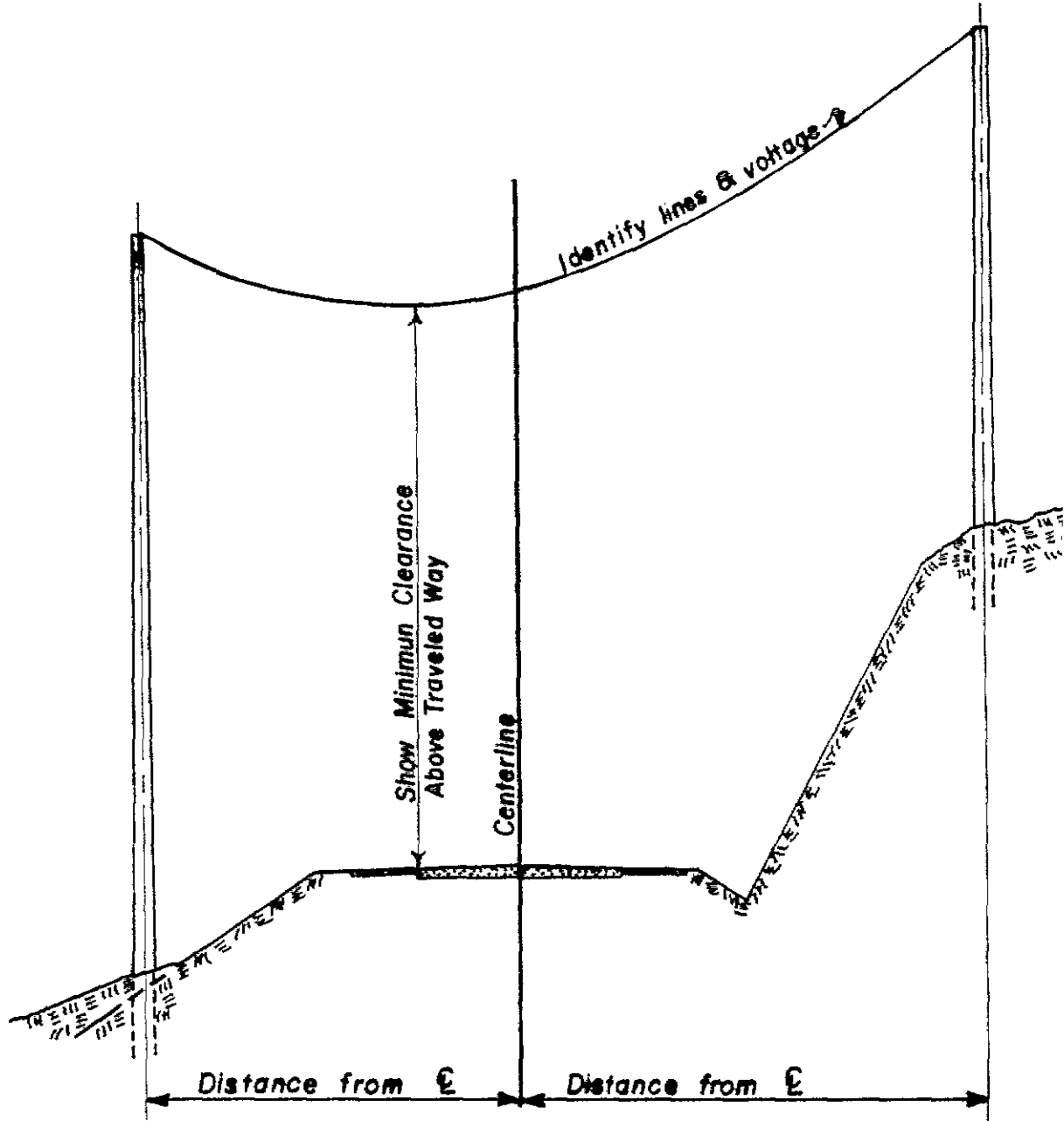
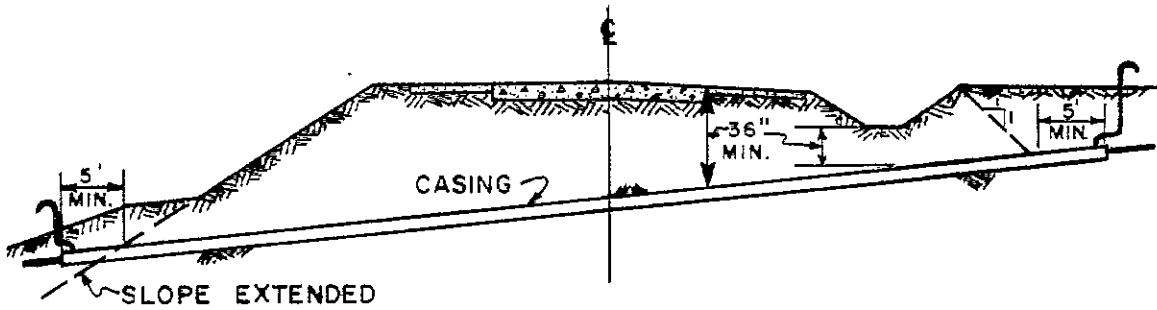
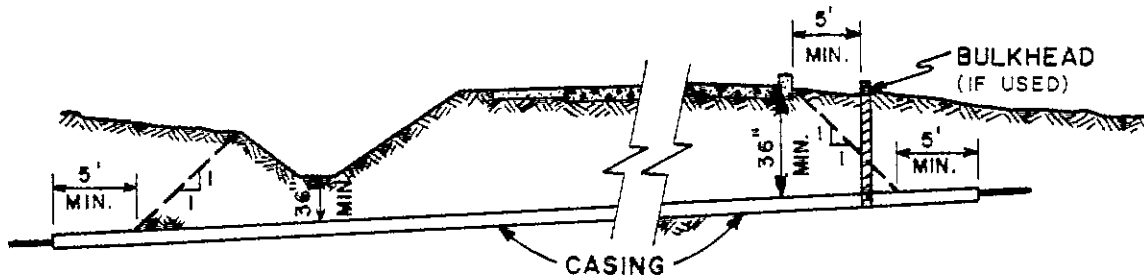


FIGURE 1

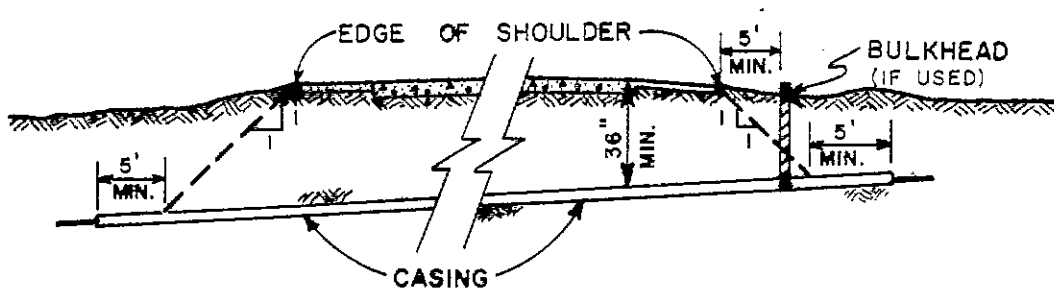
PROFILE SHOWING UNDERGROUND CROSSING  
REQUIREMENTS



A. NORMAL CUT OR FILL SECTION



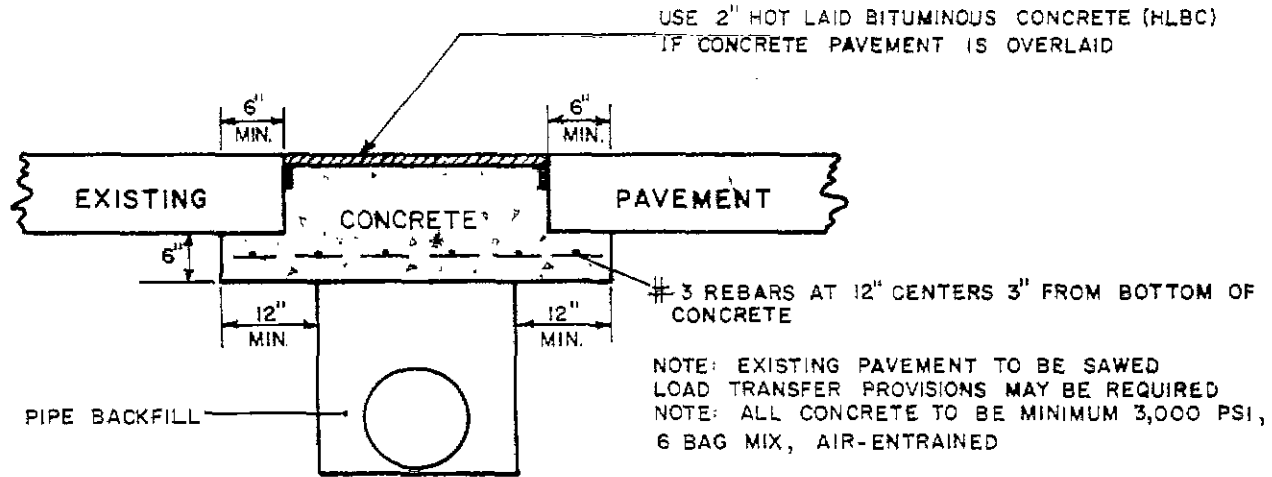
B. SECTION WITH DITCH OR CURB



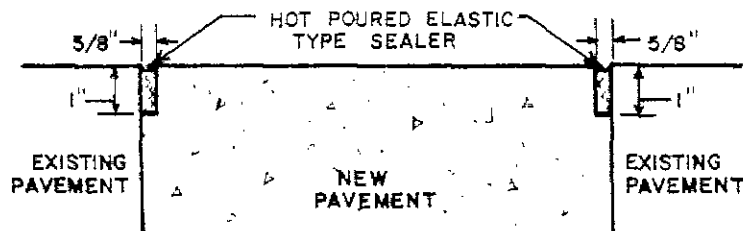
C. SECTION WITHOUT DITCH

FIGURE 2

# REPAVING PIPE TRENCHES



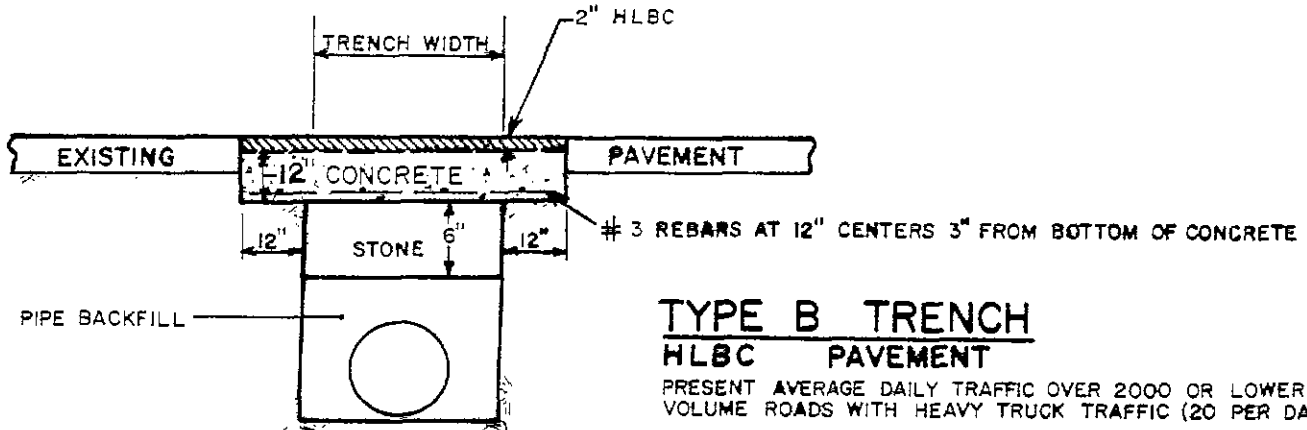
## TYPE A TRENCH CONCRETE PAVEMENT



JOINT DETAIL

# REPAVING PIPE TRENCHES

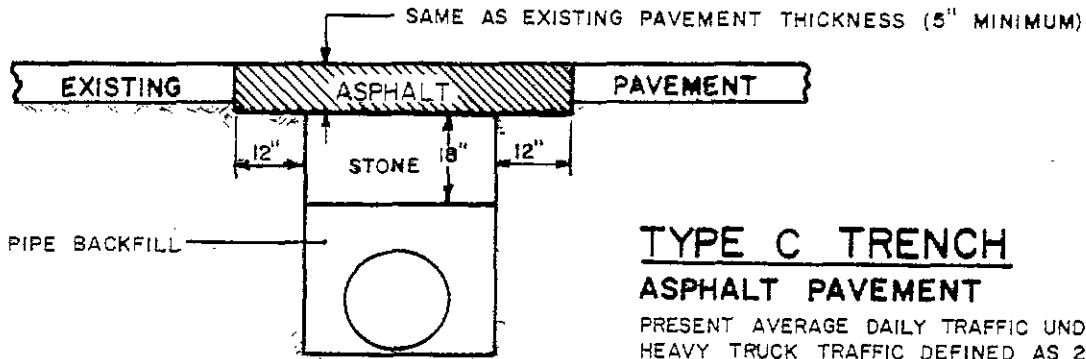
NOTE: CONCRETE TO BE ROUGH FOR BONDING OF HLBC



## TYPE B TRENCH HLBC PAVEMENT

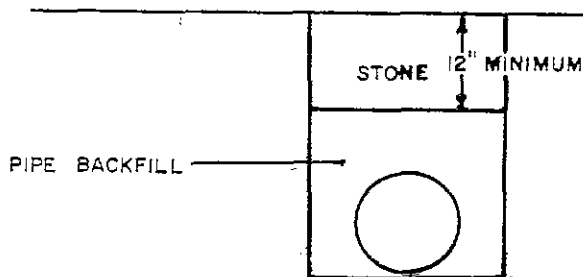
PRESENT AVERAGE DAILY TRAFFIC OVER 2000 OR LOWER  
VOLUME ROADS WITH HEAVY TRUCK TRAFFIC (20 PER DAY)

ALL CONCRETE TO BE MINIMUM 3,000 PSI, 6 BAG MIX,  
AIR-ENTRAINED.



## TYPE C TRENCH ASPHALT PAVEMENT

PRESENT AVERAGE DAILY TRAFFIC UNDER 2000 UNLESS  
HEAVY TRUCK TRAFFIC DEFINED AS 20 TANDEM-AXLE  
TRUCKS PER DAY IS EVIDENT



## TYPE D TRENCH UNPAVED ROADWAY

FIGURE 3

# MINIMUM VERTICAL CLEARANCE OF WIRE ABOVE GROUND

ACROSS AND ALONG ROADS  
 ( Rule 232 of National Electrical Safety Code )

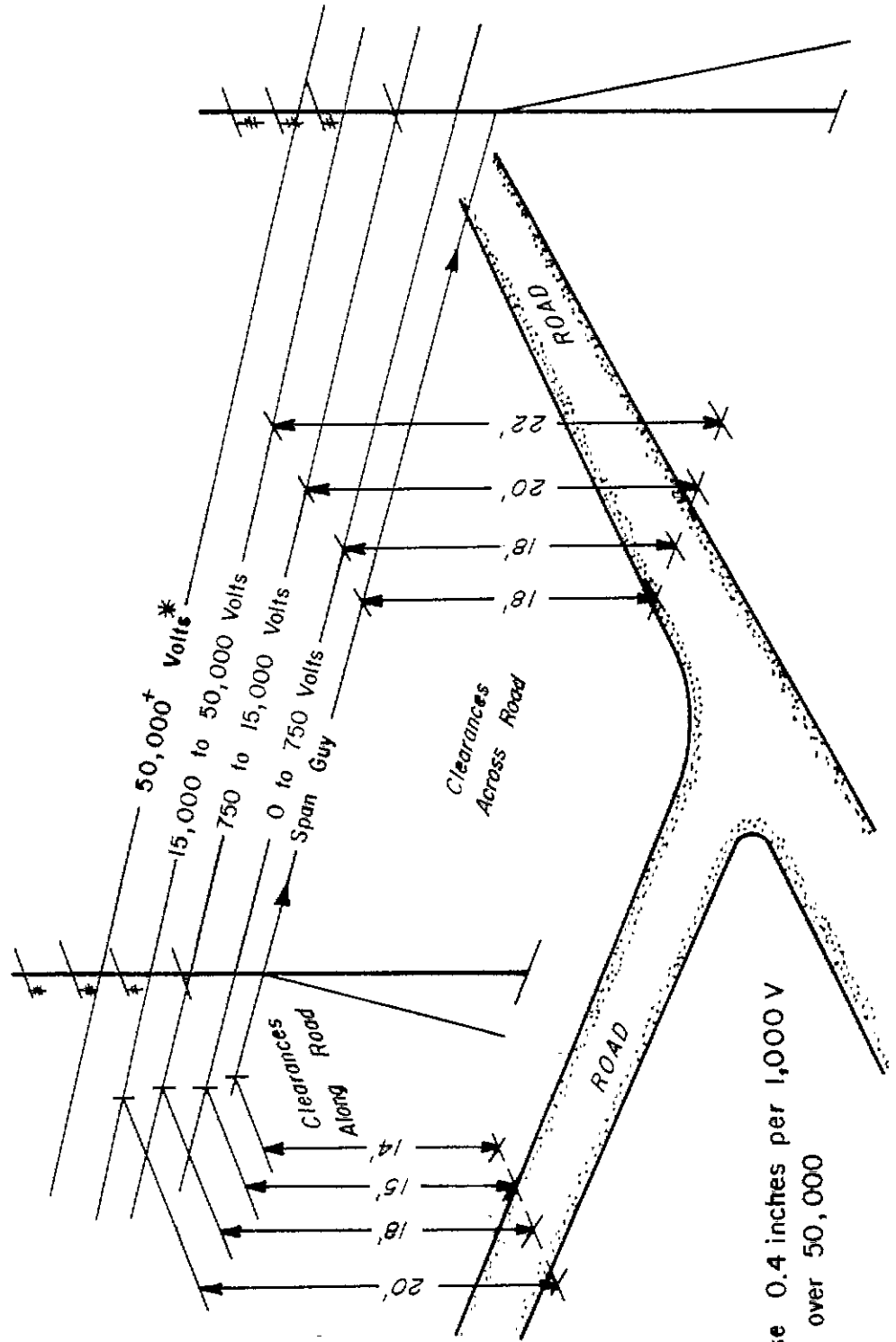


FIGURE 4

\* Raise 0.4 inches per 1,000 V over 50,000

PERMIT NO. \_\_\_\_\_

**PERMIT TO ENTER UPON, UNDER, OVER OR ACROSS THE STATE ROADS OF THE STATE OF WEST VIRGINIA, AS PROVIDED FOR IN SECTION 6, ARTICLE 16, CHAPTER 17, W. VA. CODE, 1931.**

THIS PERMIT Made this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, between the WEST VIRGINIA DEPARTMENT OF HIGHWAYS a corporation hereinafter called DEPARTMENT and

hereinafter called APPLICANT.

**WITNESSETH:**

In consideration of the hereinafter set out covenants and in accordance with Section 6, Article 16, Chapter 17, of the Official Code of West Virginia, 1931, as amended, and the rules and regulations promulgated thereunder, APPLICANT does hereby apply to enter \_\_\_\_\_ Route No. \_\_\_\_\_ Project No. \_\_\_\_\_;  
 Engineering  Active PS&E  Construction  Completed  
at \_\_\_\_\_, in \_\_\_\_\_ County,  
for the purposes hereinafter set forth and in accordance with the plans and specifications, which are attached hereto and made a part hereof:

APPLICANT further agrees to accept the conditions hereinafter set forth:

1. APPLICANT shall deposit with the DEPARTMENT the sum of \$ \_\_\_\_\_ in the form of a certified check, money order, or executed bond with surety satisfactory to the DEPARTMENT, to cover any damage the DEPARTMENT may sustain by reason of the granting of this permit, including any expense incurred in restoring said highway to its original condition, or the proper repair of any and all damages that may result within one (1) year from the date of the completion of said work.
2. APPLICANT agrees to reimburse DEPARTMENT for any inspection costs incurred under this permit.
3. APPLICANT shall notify DEPARTMENT at least 48 hours in advance of the date work will begin. Failure to comply, will be cause for cancellation of this permit.
4. APPLICANT agrees to protect traffic at all times in accordance with the current manual, "Traffic Control For Streets and Highway Construction and Maintenance Operations".
5. Supplementary conditions cited on the reverse side of this permit are understood and agreed to be a part hereof.
6. The work authorized by this permit shall be completed on or before the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

RECOMMENDED:

Title \_\_\_\_\_

\_\_\_\_\_  
*Signature and Title of Applicant*

**BOND REQUIREMENT**

Attached  On File

**INSPECTION REQUIREMENTS:**

Full Time  Part Time  Periodic   
Reimbursable  No Cost

**REIMBURSABLE AUTHORIZATION**

NO. \_\_\_\_\_

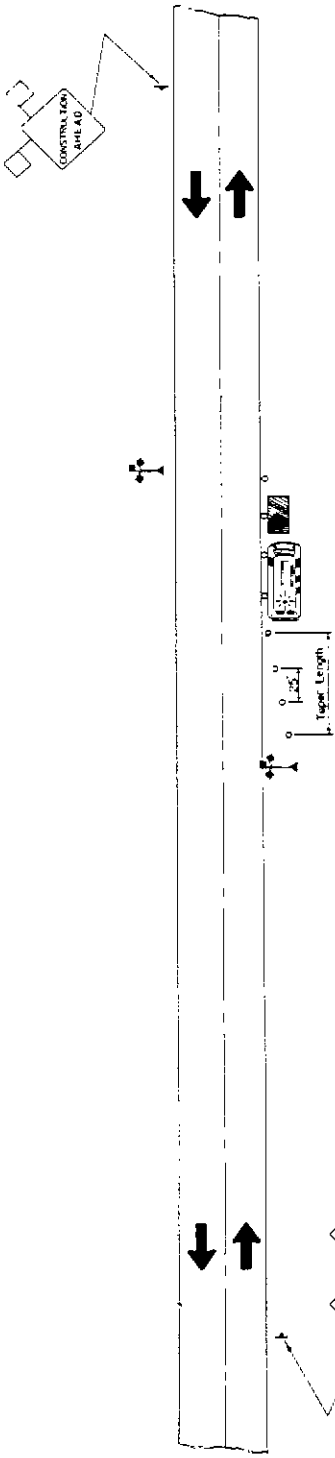
**APPROVED:**

\_\_\_\_\_  
Title \_\_\_\_\_  
WEST VIRGINIA DEPARTMENT OF HIGHWAYS

Sec. 6 Permit by Commission or County Court for Openings in, or Structures on, Public Roads. — No opening shall be made in any state or county-district road or highway, nor shall any structure be placed therein or thereover, nor shall any structure, which has been so placed, be changed or removed, except in accordance with a permit from the state road commission or county court, as the case may be. No road or highway shall be dug up for laying or placing pipes, sewers, poles, or wires, or for other purposes and no trees shall be planted or removed or obstructions placed thereon, without the written permit of the commission or county court, or its duly authorized agent, and then only in accordance with the regulations of the commission or court. The work shall be done under the supervision and to the satisfaction of the commission or court, and the entire expense of replacing the highway in as good condition as before shall be paid by the persons to whom the permit was given, or by whom the work was done. A violation of any provision of this section shall be a misdemeanor, and the person or corporation violating the same shall upon conviction thereof, be fined not less than twenty-five nor more than one hundred dollars for each offense.

### SUPPLEMENTARY CONDITIONS

1. The person, firm or corporation to whom a permit is issued agrees to hold the State harmless on account of any damages to person or property which may arise during the progress of the work authorized by this permit or by reason thereof.
2. Applications for permission to perform work within highway right of way shall be made on DEPARTMENT'S standard permit form and shall be legally signed by the person, firm or corporation applying.
3. The application shall give full information concerning the work to be done and be accompanied by a sketch.
4. The APPLICANT, his heirs or assigns, shall perform the work in a manner satisfactory to the DEPARTMENT. Damage to the road resulting at any time from work authorized under this permit shall be repaired by the APPLICANT. Unsatisfactory repairs may be corrected by the DEPARTMENT or its authorized agent and the cost thereof paid by the applicant.
5. The DEPARTMENT assumes no liability for damage to the proposed work by reason of construction or maintenance work on the road.
6. Permission is granted subject to removal of the installation by the APPLICANT at no cost to the DEPARTMENT when required for improvement of the road, and subject to all regulations now or hereafter adopted by the DEPARTMENT.
7. Utility installations shall be in accordance with the current manual, "Accommodation of Utilities on Highway Right of Way".
8. Driveways shall be in accordance with the current manual, "Rules and Regulations for Constructing Driveways on State Highway Rights-of-Way".
9. The DEPARTMENT reserves the right to cancel at any time this permit, should the APPLICANT fail to comply with the terms and conditions under which it is granted.



NORMAL POSTED SPEED M.P.H.	MINIMUM INITIAL WARNING DEVICE DISTANCE	SUPPLEMENTAL WARNING DEVICE DISTANCE	TAPER LENGTH
0-25	200ft	200ft	125 ft.
26-35	300ft	300ft	250ft
36-50	500ft	400ft	600ft
OVER 50	1000ft	500ft	600ft

NOTE: In rural and open highway conditions advance warning distance shall be 1500 ft. from work area. A W21A (WORKER SIGN) shall be added as a SUPPLEMENTAL WARNING DEVICE.

**SYMBOLS**

- ▨ — WORK AREA
- ◇ — SIGN WITH 18" BY 18" MINIMUM ORANGE FLAGS ATTACHED (2 FLAGS PER SIGN)
- † — SIGN ON PORTABLE OR PERMANENT SUPPORT
- † — HIGH LEVEL WARNING DEVICE
- ⋆ — FLASHING VEHICLE LIGHT
- — CONES

**TYPICAL APPLICATION UTILITY OPERATIONS ONLY**

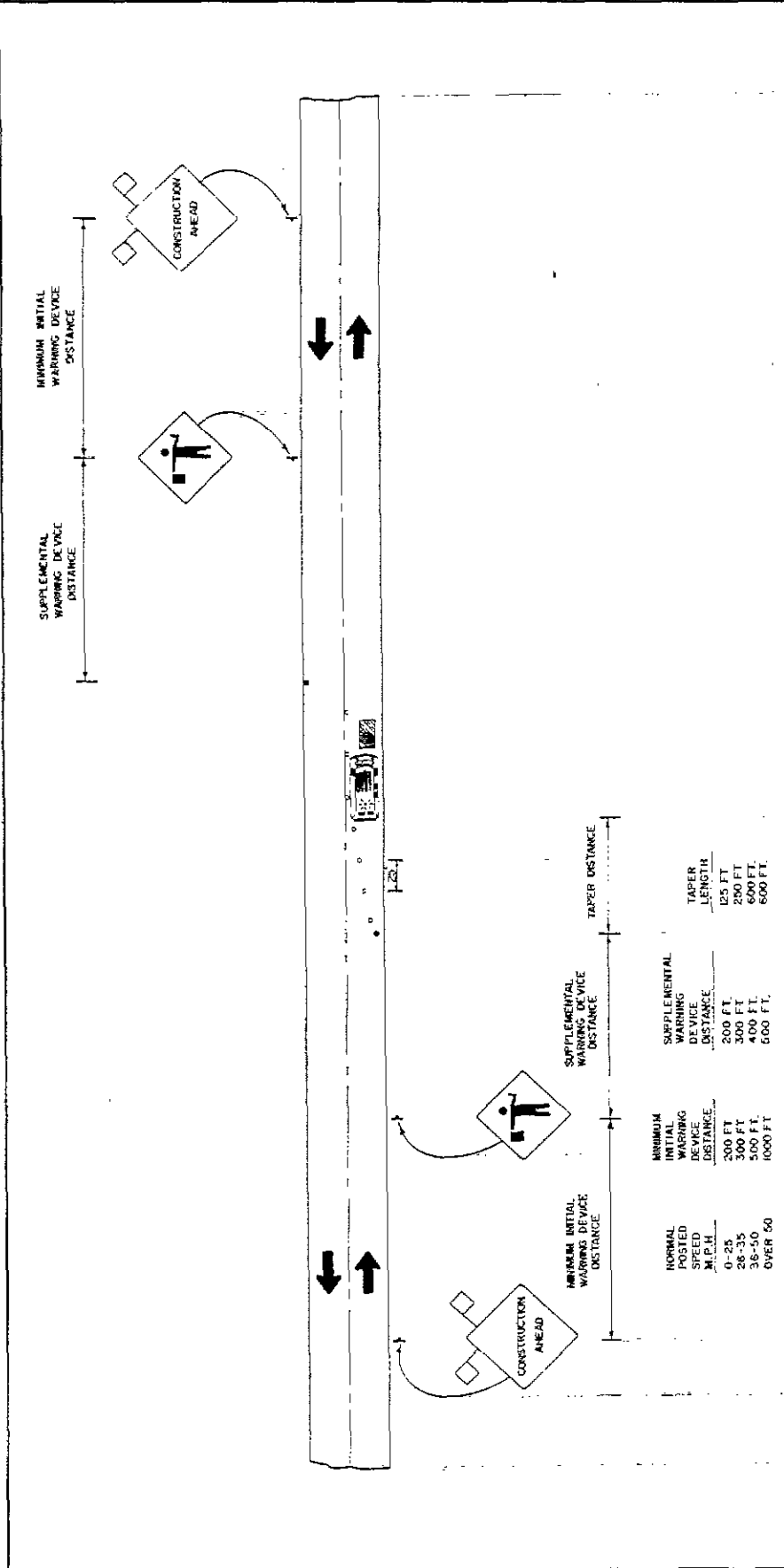
**GENERAL NOTES**

1. Construction Ahead signs are to be removed when no work is being performed. Any unattended obstacle or excavation in the work area shall be protected by Type I or Type II Barricades with flashing lights (Type A).
2. If the work operation requires that four or more work vehicles enter the through traffic lanes in a one-hour period a flagger shall be provided and the FLAGGER 500 FT. sign shall be substituted for the WORKER AHEAD sign.
3. Longitudinal dimensions may be adjusted slightly to fit field conditions.
4. All vehicles, equipment, workers and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the Engineer.

**CASE C1**

TWO-LANE, TWO WAY TRAFFIC  
DAYLIGHT OPERATION ONLY

When, at any time, any vehicle, equipment, workers or their activities will encroach in the area between 2ft and 3ft from the edge of pavement.



**GENERAL NOTES**

1. Construction operations shall be confined to one traffic lane, leaving the opposite lane open to traffic.
2. If the work operation does not exceed 60 minutes, traffic control will be in conformance with Data A 6.
3. The flaggers shall be in sight of each other or in direct communication at all times.
4. In light traffic when there is no work being performed, flagger and the flagger may not be required by the option of the Engineer. In the case ONE LANE ROAD signs shall be installed in place of the Flagger sign (TEXT 88-10).
5. All signs are to be removed at completion of the day's operations.
6. When a side road meets the highway on which work is being performed additional traffic control devices shall be erected as directed by the DOT.
7. Longitudinal delineation may be adjusted slightly to fit field conditions.
8. All vehicles, equipment, workers (except flagger) and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the DOT.

**SYMBOLS**

- WORK AREA
- o o SIGN WITH 16" X 16" (MINIMUM) ORANGE
- FLAG ATTACHED 12-FLAGS PER SIGN
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH PADDLE
- FLASHING VEHICLE LIGHT
- o CONES

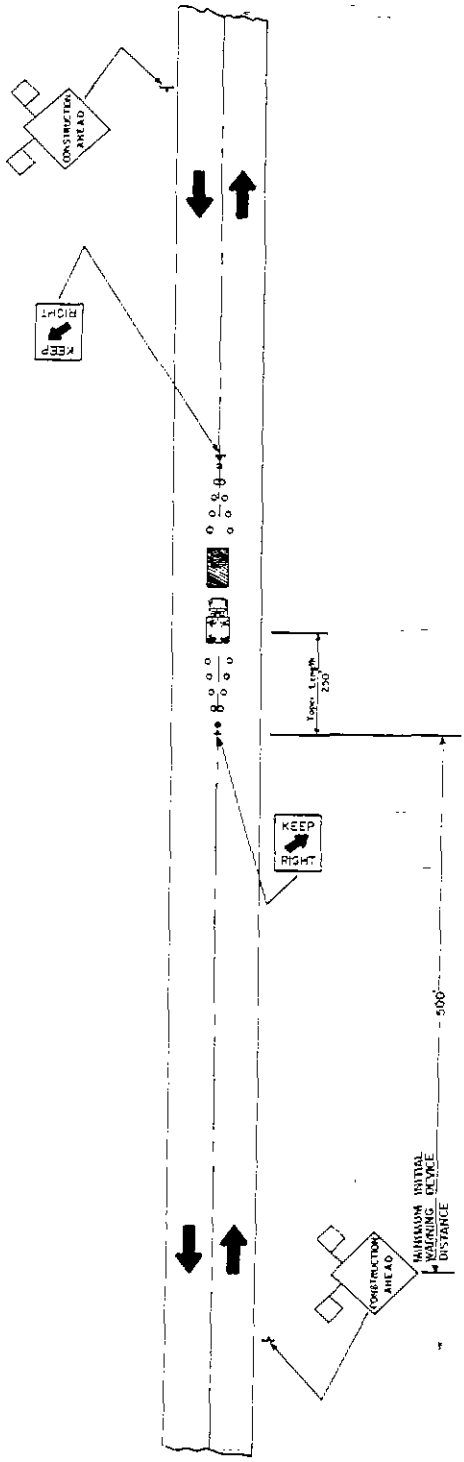
NOTE: IN RURAL AND OPEN HIGHWAY CONDITIONS ADVANCE WARNING DISTANCE SHALL BE 1000 FT. FROM WORK AREA.

NORMAL POSTED SPEED M.P.H.	MINIMUM INITIAL WARNING DEVICE DISTANCE	SUPPLEMENTAL WARNING DEVICE DISTANCE	TAPER LENGTH
0-25	200 FT.	200 FT.	125 FT.
26-35	300 FT.	300 FT.	250 FT.
36-50	500 FT.	400 FT.	600 FT.
OVER 50	1000 FT.	600 FT.	600 FT.

**CASE C 2**

**TWO-LANE, TWO-WAY TRAFFIC DAYLIGHT OPERATION ONLY**  
 Where, of any lane, city vehicle, equipment, workers, etc. are present, the 200 ft. distance between the center line and a lane 2 ft. outside the edge of pavement.

**TYPICAL APPLICATIONS  
 UTILITY OPERATIONS ONLY**



**SYMBOLS**

- ▨ WORK AREA
- ◊ SIGN WITH 18" BY 18" (MINIMUM) ORANGE FLAGS ATTACHED (2 FLAGS PER SIGN)
- ↑ SIGN ON PORTABLE OR PERMANENT SUPPORT
- COMES ON 25' CENTERS
- ⚡ FLASHING VEHICLE LIGHT

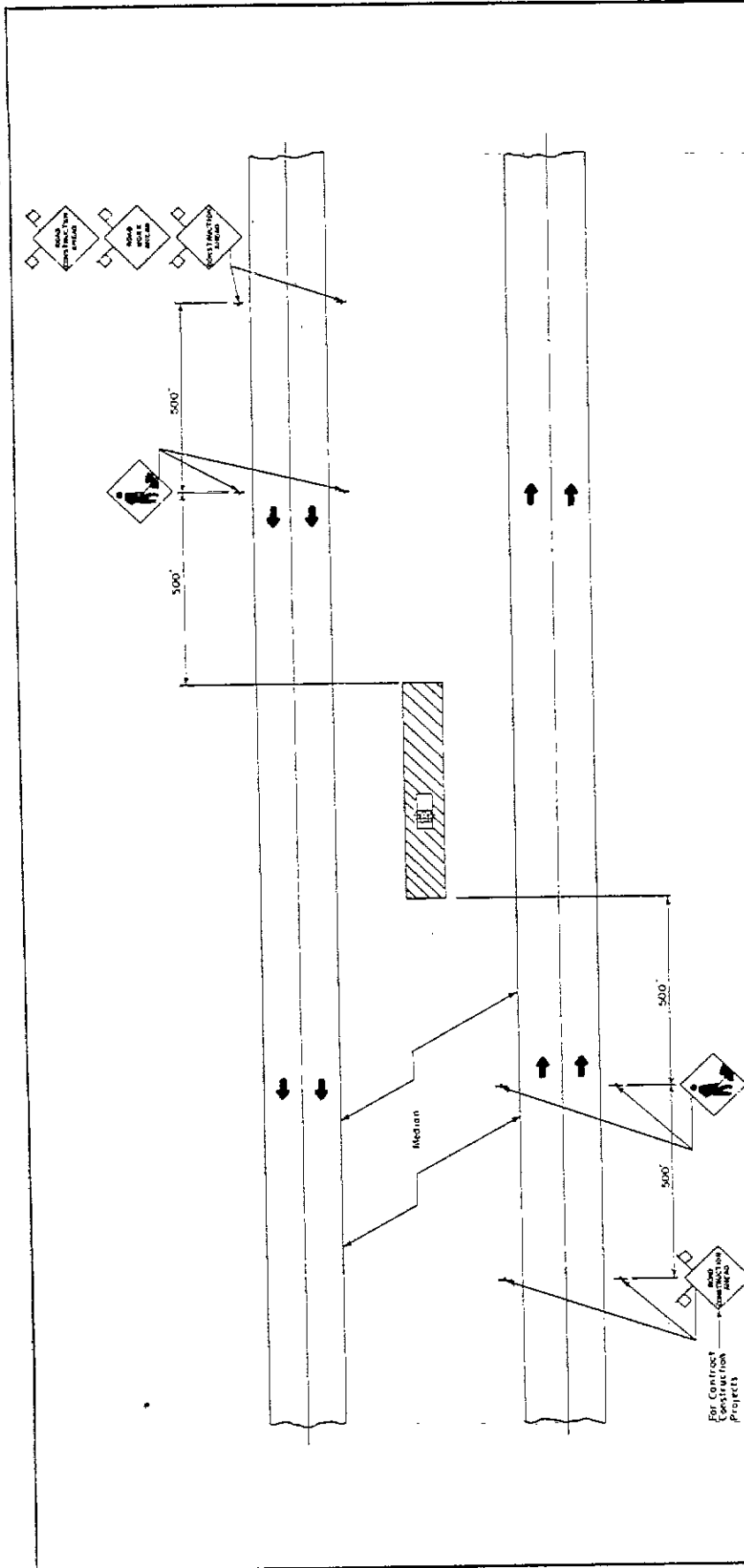
**GENERAL NOTES**

1. When no work is being performed, any unneeded obstacle or obstruction in the work area shall be protected by Type I or Type II Barricades with flashing lights (Type A).
2. Longitudinal dimensions may be adjusted slightly to fit field conditions.
3. If it becomes necessary to operate one lane traffic, Case 3A shall apply.
4. All vehicle, equipment, workers (except flogged) and their activities are restricted at all times to work area unless otherwise authorized by the D.O.H.

**TYPICAL APPLICATION  
UTILITY OPERATIONS ONLY**

**CASE C3**

TWO-LANE, TWO WAY OR MULTILANE,  
TWO WAY TRAFFIC UNDIVIDED,  
DAY OPERATIONS ONLY  
Where, at any time, any vehicle, equipment,  
workers or their activities will encroach in the  
centerline area



**GENERAL NOTES**

1. If the work operation requires that two or more work vehicles enter the through traffic lanes in a one-hour period a large sign shall be provided and the FLASHER sign shall be substituted for the MSA WORKING sign.
2. If the work operation does not exceed 60 minutes traffic control will be in accordance with Case A-6.
3. This case applies to work performed in the median roadway.
4. All signs are to be removed at completion of the day's operation.
5. Utility companies may need an ability to change on fully directed traffic flow.
6. All signs shall be placed in accordance with the West Virginia Department of Highways only. Longitudinal dimensions may be adjusted slightly to fit field conditions.
7. All warning sign shall have minimum dimensions of 48 in. by 48 in. and have black legend and border on an orange background.
8. All vehicles, equipment, workers and their activities are restricted to all times to one side of the pavement unless otherwise authorized by the Engineer.

**SYMBOLS**

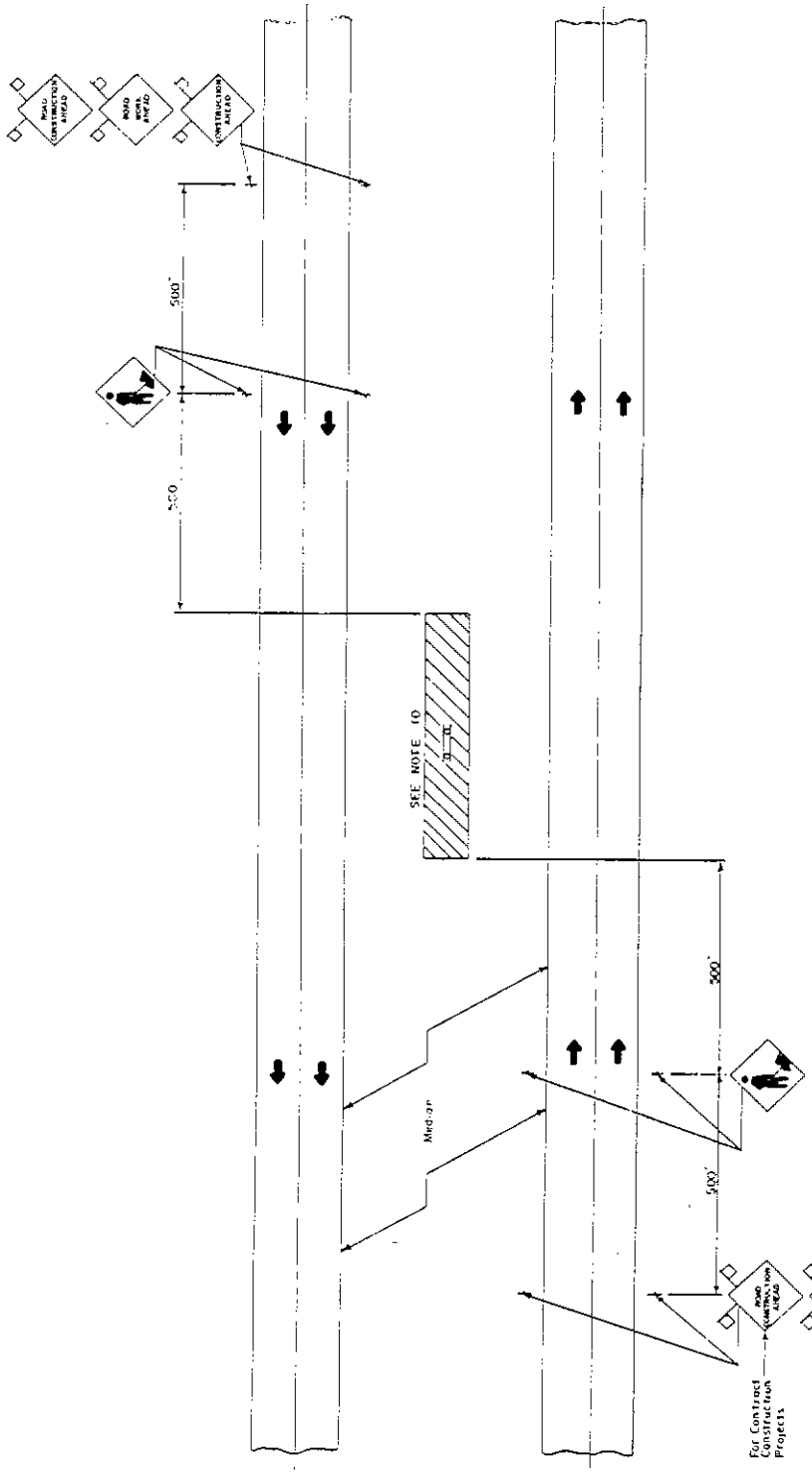
- Work Area
- Sign with 18 in. by 18 in. (minimum) orange flag attached (2 flags per sign)
- Sign on portable or permanent support
- Flashing Vehicle Light

**TYPICAL APPLICATIONS**

Utility Operations Only

**CASE C-4**

MULTILANE, DIVIDED  
SHORT TIME OPERATIONS DAYTIME ONLY  
Where at any time any vehicle, equipment, workers or their activities will encroach in the median area.



**CASE C 5**

**RAIL LANE, DIVIDED EXCEEDING ONE DAYTIME PERIOD OPERATIONS**  
 Where or one time day vehicles, equipment, workers or their activities will encroach in the median area

**GENERAL NOTES**

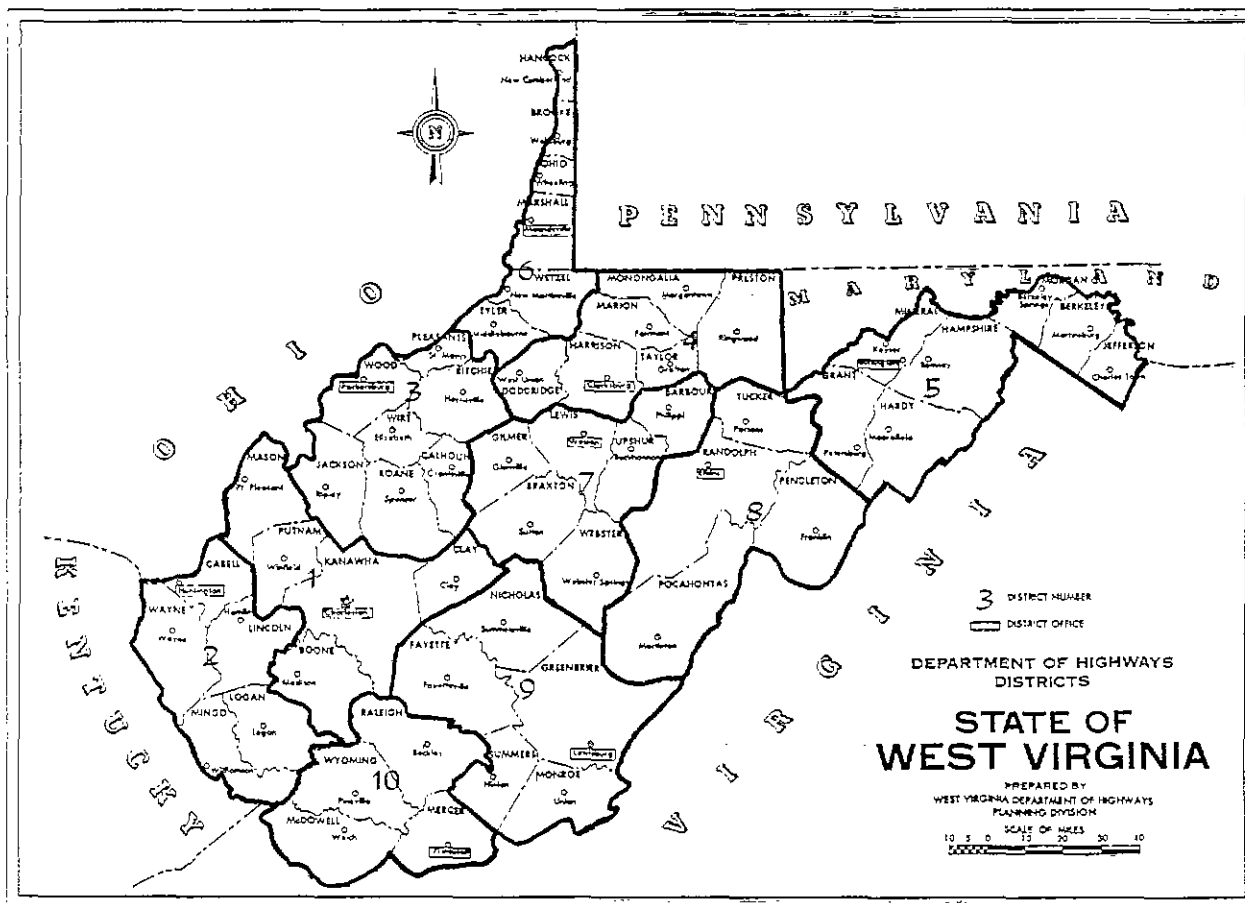
- 1 If the work operation requires that four or more work vehicles enter the through traffic lanes in a one-hour period a flagger shall be provided and the "LARGER 500 FT" sign shall be substituted for the "MEN WORKING" sign.
- 2 This case applies to work performed in the median and made more than 2 ft from the edge of either pavement.
- 3 "MEN WORKING" signs are to be removed when no work is being performed. Any unattended outside or excavation in the work area shall be protected by Type I or Type II Barricades with flashing lights (Type "A").
- 4 All signs are to be removed at completion of the days operation.
- 5 Utility companies may work on utility crossings on fully access controlled freeways under emergency conditions and by permission of the West Virginia Department of Highways only.
- 6 A minimum of four flashing lights shall be used at night in advance of the work area. Flashing lights shall be installed above the first four signs in the series or if less than four signs are present may be installed on barricades. If one or more lights are installed on barricades, the minimum distance between lights shall be 500 ft (Type "B").
- 7 Longitudinal dimensions may be adjusted slightly to fit field conditions.
- 8 All warning signs shall have minimum dimensions of 48 in. by 48 in. and shall be black legend and border on an orange reflective background.
- 9 All vehicles, equipment, workers and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the Engineer.
- 10 Temporary support structures shall be protected by either Temporary Guardrail Barrier in conformance with guardrail standards or Temporary Concrete Barrier with standard flare end treatment as shown on Detail "C" of this manual.

**SYMBOLS**

- Work Area
- ⊗ Sign with 18 in. by 18 in. (minimum) orange flags attached (2 flags per sign)
- ⊠ Sign on portable or permanent support
- ⊞ Temporary support structure

**TYPICAL APPLICATIONS**

Utility Operations Only



District One  
 1334 Smith Street  
 Charleston, WV 25301  
 Phone: 348-3001

District Two  
 224 5th Avenue  
 Post Office Box 880  
 Huntington, WV 25712  
 Phone: 526-9700

District Three  
 Post Office Box 308  
 Parkersburg, WV 26102  
 Phone: 485-6571

District Four  
 Post Office Box 2570  
 Clarksburg, WV 26301

District Five  
 Post Office Box 99  
 Burlington, WV 26710  
 Phone: 289-3521

District Six  
 3rd & Jefferson Streets  
 Post Office Box 280  
 Moundsville, WV 26041  
 Phone: 845-4155

District Seven  
 Drawer 1228  
 Weston, WV 26452  
 Phone: 269-2234

District Eight  
 Post Office Box 1516  
 Elkins, WV 26241  
 Phone: 636-1624

District Nine  
 210 Maple Street  
 Roncesverte, WV 24970

District Ten  
 120 Scott Street  
 Princeton, WV 24740  
 Phone: 425-2155

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