

**INGHAM COUNTY ROAD COMMISSION
SUPPLEMENTARY PERMIT SPECIFICATIONS
FOR UTILITY INSTALLATIONS**

As referred to herein:

“Board” shall denote the Board of Ingham County Road Commissioners or its duly appointed agents.

“Utility” shall denote any cable, conduit, pipe, structure, or similar facility installed within the road right-of-way.

“Contractor” shall denote an individual or legal entity contracted to perform a proposed utility’s installation.

1. GENERAL

- a. All proposed utility installations within county road right-of-way shall be reviewed and approved by means of a permit issued by the Board, regardless of the type, size, location, or installation method. The Board shall have absolute authority over any work to be performed within the county road right-of-way and shall exercise said authority at its discretion. The Board reserves the right to impose, at its discretion, cash bond requirements for any permit granted. The cash bond may be used to reimburse the Board for work not performed by the Contractor, restoration of roadways caused by Contractor activities, costs associated with detour signing, and other reasonable expenses incurred by the road commission.
- b. The Board shall have the authority to direct any work or stop any work, permitted or not permitted, that in its opinion is not being performed to the Board’s satisfaction. All costs for corrective work or work stoppages shall be the responsibility of the Contractor.
- c. To issue a utility installation permit, the applicant must provide drawings that illustrate all the work to be performed, the method of installation, and materials to be used. If road or lane closures are proposed, along with the information required below, the approximate start and completion date shall be provided on the permit application.

2. ROAD CROSSINGS

- a. All proposed utility crossings of county roads shall be performed using methods other than open cut methods unless otherwise permitted by the Board. The following are general specifications or provisions to be followed when installing utilities using methods other than open cut methods.
 1. The methods of utility installation described in this section include, but are not limited to, tunneling, bore and jacking, and directional boring. These methods represent preferred installation methods and are employed to allow installation of utility road crossings without closing the road to through traffic or damaging the existing road pavement. The Board, at its discretion, may require that a particular installation method be employed by the Contractor.
 2. When a utility is to be installed by tunneling methods, the tunnel shall be adequately sheeted and shored to prevent the tunnel walls from collapsing and the road pavement from settling or cracking.
 3. When a utility is to be installed by bore and jacking methods, a casing pipe will be required with the utility to be installed inside the casing pipe. The annular space between the utility and the casing pipe shall be filled and sealed using pressure grouting or other approved methods.
 4. All shafts or pits not sheeted and shored shall be located, at least, 10 feet off the edge of road pavement in rural sections and 6 feet behind the back of curb in urban sections.

5. If any settlement or other changes in grade occur in the vicinity of the utility crossing within one year of the work, upon notification the road shall be immediately reconstructed to the proper grade at the Contractor's expense. In addition, damage to the roadway embankment, shoulder, and pavement shall also be immediately repaired to the Board's satisfaction.
 6. Unless otherwise approved by the Board, all utilities shall have a minimum cover of 4 feet below the road surface. Where approved construction plans indicate cover greater than 4 feet, the plan depth shall govern.
 7. All costs for maintaining traffic, including flagging operations, shall be the responsibility of the permitted party. Traffic control shall be erected in accordance with the current edition of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) or as directed by the Board. Modifications to traffic control measures may be ordered by the Board, at its discretion, and the cost of any modifications shall be the responsibility of the Contractor. Once work is completed for the day, traffic control signs which are not appropriate shall be covered or removed so that the motoring public is made aware of the road's condition and how to safely traverse through the work zone.
 8. If, in the opinion of the Board, traffic conditions warrant suspension of utility installation operations and restoration of a road's full capacity, the Contractor shall comply immediately. All costs associated with such an action shall be borne by the Contractor.
- b. If the Board permits a proposed utility crossing of a county road using open cut methods, the following general specifications or provisions shall be followed:
1. Large projects that involve many utility crossings and or may extend for several months shall be completed in "sections". The intent being, that once a particular crossing, of many, is completed or a 1/4 mile "section" of a multi-mile utility has been installed, the Contractor shall restore the road and right-of-way to the satisfaction of the Board before moving on to the next crossing or section of utility installation.
 2. In general, open cut utility crossings will not be allowed during winter months.
 3. Open cut utility crossings shall be performed during off-peak traffic hours unless specifically permitted by the Board. Off-peak hours vary, but they are typically between the hours of 9:00 am to 3:00 pm.
 4. Unless otherwise approved by the Board, all utilities shall have a minimum cover of 4 feet between the utility and the road surface. Where approved construction plans indicate cover greater than 4 feet, the plan depth shall govern.
 5. All costs for maintaining traffic, including flagging operations, shall be the responsibility of the permitted party. For road closures intended to last one or two days, the contractor will submit a deposit with the permit application, the Ingham County Road Commission will set up, maintain, and dismantle the road closure, the actual costs incurred will be subtracted from the deposit and the remainder returned to the contractor. If incurred costs exceed the deposit, the contractor will be billed for the overage. For road closures intended to last an extended period of time, the Contractor shall set up, maintain, and dismantle the closure per the approved detour plan. Regardless, traffic control shall be erected in accordance with the current edition of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) or as directed by the Board. All traffic control schemes are to be approved prior to the beginning of work. Modifications to traffic control measures may be ordered by the Board, at its sole discretion, and the cost of any modifications shall be the responsibility of the Contractor.

6. If a proposed road closure is not permitted, at least one lane of traffic shall be maintained with proper flagging operations in effect throughout the work day. Road cuts shall be backfilled, flush with the driving surface at the end of each working day, appropriately signed, and opened for overnight traffic. Depending on traffic volumes and other conditions, the Board may require the permit applicant to provide by-pass lanes (either paved or unpaved) to maintain traffic.
7. Maintenance of open cut work zones is the responsibility of the Contractor and shall be in effect 24 hours a day for the duration of the work.

3. PAVEMENT AND GRAVEL SURFACE REMOVAL AND REPLACEMENT

- a. All proposed open cut utility installations or existing utility installations needing corrective reconstruction shall conform to the following specifications or provisions:
 1. All pavement to be removed shall be saw cut, full depth, to its removal limit and carefully removed as to not damage the saw cut edge. All damaged edges shall be subsequently saw cut and removed back to sound pavement. The pavement removal limit shall extend, at least, 1 foot beyond both sides of the open cut trench.
 2. Both bituminous and concrete pavement removal shall have a minimum width of 6 feet, be perpendicular to the centerline of the road, and extend the full width of existing lanes. Diagonal pavement removal and replacements will not be allowed unless approved by the Board.
 3. Concrete pavement removal limits are to utilize existing joints whenever possible. The minimum distance between a concrete replacement slab and an existing pavement joint shall be 5.5 feet unless approved by the Board. The Contractor shall verify concrete pavement removal limits with the Board prior to pavement replacement.
- b. Pavement replacement and gravel road surface restoration shall conform to the following specifications or provisions:
 1. Aggregate base material under pavement shall be a minimum of 8-inches thick and meet MDOT 21AA or 22A aggregate specifications, as determined by the Board. The proposed aggregate base material shall conform to the characteristics of the insitu aggregate base material as much as possible. Bituminous pavement replacement shall either match the existing pavement thickness or be 4-inches thick, whichever is greater, and utilize hot mix asphalt materials that meet or exceed MDOT 13A bituminous mix specifications. Concrete pavement replacement shall either match the existing pavement thickness or be 7-inches thick, whichever is greater, and utilize high early strength concrete that meets or exceeds MDOT specifications. Concrete pavement patch size and geometry shall be determined by the Board and shall be doweled into the existing concrete pavement. Aggregate surfaced roads and shoulder material shall be a minimum of 6-inches thick and meet MDOT 22A or 23A aggregate specifications. Aggregate base shall be compacted to 95% of its maximum density, hot mix asphalt is to be compacted to 97% of its maximum density, and aggregate shoulder material shall be sufficiently graded and compacted to prevent standing water and erosion problems.
 2. The finished driving surface shall be installed to conform to the vertical profile of the existing roadway and not exhibit “dips” or “humps” that are noticeable to the motoring public. “Mounding” over excavations to allow for future settlement will not be permitted. If settling or upheavals occur at pavement replacement locations, the Contractor may be required to remedy the situation. Failure to do so may result in a stoppage of subsequent work or denial of subsequent permits.

3. Bituminous pavements shall not be replaced using lifts that exceed 250 lbs/syd (2 1/4 inches thick). A tack coat emulsion shall be applied between successive lifts of bituminous paving.
4. Replacement concrete pavement shall be doweled into adjacent pavement using 18-inch long by #9 and #5 epoxy coated deformed bars. The dowels shall be drilled, inserted 9-inches, and grouted in accordance with current MDOT specifications. Dowels installed along the pavement edge, parallel to the lane lines (#9), shall be spaced at 18-inches on center. Dowels installed along the pavement edge, perpendicular to the lane lines (#5), shall be spaced at 24-inches on center.
5. Composite pavements, such as asphalt overlaying concrete pavement shall be replaced to match the existing pavement structure using the same provisions described above. If approved by the Board, composite pavements may be replaced with full depth asphalt equal in thickness to the existing pavement structure.

4. BACKFILLING AND COMPACTION

- a. All utility trenches, holes, bore pits, and other excavations within the county road right-of-way shall be backfilled with granular material that meets or exceeds MDOT class III material. Excavation backfill shall be placed and compacted to 95% of its maximum density in successive layers that are no more than 12-inches thick. In-place backfill density shall be verified and reported to the Board by an independent testing laboratory. The cost of said verification and reporting shall be the responsibility of the Contractor. The above backfilling and compaction provisions shall apply to that portion of the subgrade that is within the influence of the roadway pavement structure, including the shoulder. Refer to MDOT Trench Detail "B". Failure to meet said backfill and compaction requirements may result in a stoppage of subsequent work, replacement of deficient backfill, and denial of subsequent permits.
- b. All under drain systems and similar facilities destroyed or disturbed due to the utility installation shall be rebuilt using similar materials and in a manner that completely restores their function.

5. RESTORATION AND MAINTENANCE OF RIGHT-OF-WAY

- a. All drainage courses shall be restored with topsoil, seed, and mulch immediately after completion of utility installations. The Contractor shall employ and maintain soil erosion and sedimentation measures to stabilize all disturbed grounds per the Ingham County Drain Commissioner's (ICDC) standards. Disturbed drainage courses or backslopes that have steep grades, as determined by the Board, shall be stabilized with mulch blanket, rock check dams, or both. The Contractor shall follow ICDC and Michigan Department of Environmental Quality (MDEQ) Best Management Practices (BMS) for soil erosion and sedimentation control.
- b. All existing storm sewer, drainage structures, culverts, and similar facilities shall be protected during utility installation. If permitted by the Board and the structure owner, the Contractor may remove and replace said facilities if needed for utility installation. All replacement facilities shall be in accordance with current agency (owner) requirements for materials and construction standards, regardless of existing condition. Any damaged facilities left in place during utility installation shall be fully repaired to the satisfaction of the Board, or be replaced in accordance with current agency (owner) requirements. It is the responsibility of the contractor to research and obtain permission from the appropriate "owner" for the proposed work.
- c. All traffic signs requiring replacement or that need to be relocated due to utility installation shall be replaced or relocated by Ingham County Road Commission personnel and their costs reimbursed by the Contractor.

- d. Encroachments (private installations) within the road right-of-way, such as fences, mailboxes, and hedges that must be removed due to utility installation may be replaced or re-installed, within the right-of-way, upon approval of the Board. In general, removed objects, other than mailboxes, cannot be re-installed within the road right-of-way. Please be aware that the Ingham County Road Commission will not become involved with negotiations between the utility owner and property owners relative to encroachment removal and replacement, but the Board will ultimately approve or disapprove whether replacements are allowed, and their subsequent locations.
- e. The Contractor shall maintain a safe work area, free from dust and free from dirt and mud being tracked onto the adjacent roadway. The Contractor shall make arrangements to have paved roads swept and gravel roads treated with dust palliative for the duration of installation activities. If requested by the Board, the Contractor shall sweep roads or apply dust palliative within 4 hours of the request. Failure to do so may result in a stoppage of work.

6. MANHOLE CASTING, VALVE, AND FIRE HYDRANT LOCATIONS

- a. Permitted utility manhole structures and vaults shall conform to the following specifications or provisions:
 - 1. In general, proposed manhole castings and valve boxes shall be located outside the paved road surface and somewhere other than in the roadside ditch. If approved by the Board, manhole castings and valve boxes installed within a paved surface or parkway shall be located flush with the existing surface, manhole castings and valve boxes installed within the traveled portion of a gravel road shall be located 6-inches below the road's surface, and manhole castings and valve boxes installed in a ditch bottom shall be located, at least 12-inches below the ditch bottom. The contractor may be required to re-route the ditch around manhole castings and valve boxes, at the discretion of the Board.
 - 2. Manhole castings and valve boxes shall not protrude from the backslope of the road or above the normal ground contour by more than 6-inches. The contractor may be required to adjust a manhole casting or regrade the area, to the Board's satisfaction, at their expense.
 - 3. Proposed manhole casting and valve box type shall be approved by the Board prior to the start of installation. If at any future time it is determined that the type of casting or valve box must be changed due to road reconstruction, widening, resurfacing, etc., the utility owner agrees, by performing under permit, to bear all costs for the change
 - 4. Proposed fire hydrant installations shall be approved by the Board prior to the start of installation. If at any future time it is determined that the fire hydrant must be moved due to road reconstruction, widening, resurfacing, etc., the utility owner agrees, by performing under permit, to bear all costs for moving the fire hydrant.

7. TREE REMOVAL, TRIMMING, AND TUNNELING

- a. All tree removals, trimming, and tunneling within county road right-of-way shall be reviewed and approved by means of permit by the Board of Ingham County Road Commissioners. Any trees, regardless of their location, that cannot be protected due to utility installation or are in eminent danger of dying as a result of utility installation shall be removed by the Contractor. All stumps shall either be removed or ground flush with the average ground surface in the vicinity of the stump.
- b. Proposed tree removals, trimming, and tunneling shall be sufficiently illustrated on construction plans along with the tree's species and size so that a proper review and site visit can be performed.

- c. Trees that are located close to proposed utility installations, in the county road right-of-way, and reside within maintained lawn areas shall be protected from above ground and below ground damage. Any trees, as described above, that are to be removed due to utility installation, shall only be removed after the Contractor has given notice to the adjacent property of the intent to remove the tree(s) and offered replacement trees. In general, the Board will require the Contractor to replace “lawn” trees removed due to utility installation. Replacement trees shall be planted outside the road right-of-way or at locations approved by the Board.
- d. All stumps, logs, limbs, and litter shall become the property of the utility installation contractor and be properly disposed of. The adjacent property owners have the right of ownership of wood felled within the right-of-way, therefore the Contractor shall offer to leave the felled wood for the property owners use. Wood requested by the property owner shall be left outside of the county road right-of-way.

8. CONDUCT OF OPERATIONS

- a. The Contractor shall control and ensure that trucking operations related to utility installations adhere to the current Michigan Vehicle Code and restrictions imposed by the Board, including spring weight restrictions. Failure to do so will result in the truck operator being ticketed and may also result in a stoppage of work.
- b. Contractors, permitted or not permitted, who conduct utility installation operations in a manner detrimental to the Board’s statutory obligation to maintain county roads reasonably safe for the public will be required to cease utility installation activities and correct all detrimental conditions immediately. If deemed necessary by the Board, cash deposits to cover the cost of a full-time ICRC inspector to ensure proper operations may have to be submitted to the Board before utility installation continues.
- d. Dewatering water disposed of by the Contractor within the county road right-of-way must be approved by the Board in advance of any discharge and conform to Michigan Department of Environmental Quality (MDEQ) Best Management Practices (BMS) for soil erosion and sedimentation control. In general, discharge of water into roadside ditches for more than a couple of hours will not be allowed. If the Board deems it necessary that dewatering activities be modified or discontinued altogether, the Contractor shall comply and devise another method to complete their work. The Contractor, by performing under permit, accepts the responsibility of restoring the road right-of-way and affected drainage system to the satisfaction of the Board and the Ingham County Drain Commissioner after dewatering system removal.
- e. The Contractor shall store construction materials as far off the road so that the materials do not pose a hazard nor block the vision of the traveling public and those seeking egress and ingress to private property. Only materials to be installed immediately can be stored within the right-of-way. All other materials and equipment shall be stored outside of the right-of-way.
- e. For location of underground utilities, the Contractor shall call Miss Dig at 1-800-482-7171 a minimum of three working days prior to utility installation.

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