

**SUPERSEDED BY EB 01-010
EFFECTIVE 2/6/01**

ENGINEERING INSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

SUBJECT: RELOCATION OF UTILITY POLES ON R&P PROJECTS

Subject Code: 7.29

PRELIMINARY POLES ON REVIEW

JUL 8 1980

Distribution:

Main Office

Regions

Special

ROOM 408 BLDG. 3
Code: 80-98

Date: July 7, 1980

APPROVED:

Supersedes:

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The purpose of this Engineering Instruction is to clarify the following statement in E. I. 74-67: "When poles are moved, they should be moved as far back from the pavement as practical within the right-of-way."

We cannot insist that poles be relocated so close to the right-of-way line that the overhead elements encroach on private property. However, we do have an obligation to provide a roadside clear area as discussed in Chapter 2 of the Design Manual to the extent practical. Therefore, when poles have to be moved in accordance with E.I. 74-67, please use the following guidelines in determining an acceptable location for the relocated pole.-

Poles may be placed far enough inside the right-of-way line so that the standard cross arms and wires do not overhang private property as long as this does not result in the pole encroaching on what would otherwise be an obstacle free roadside clear zone. If this is not possible, the utility company should be required to make modifications (such as substituting an armless type pole top for the cross arm type) or acquire air rights easements so that the pole can be located within three feet of the right-of-way line. Exceptions may be made only where the utility company can demonstrate that these alternatives are prohibitively expensive and/or there is insufficient lead time to secure easements.

In any event, whenever poles are permitted more than three feet inside the right-of-way line within what would otherwise be an obstacle free roadside clear zone, a guide rail barrier should be provided at the expense of the utility company if such a barrier is warranted in accordance with Section III-A-2 of AASHTO's Guide for Selecting, Locating and Designing Traffic Barriers. When poles are permitted behind guide rail required by other roadside hazards, they should be placed beyond the guide rail deflection distance. If a pole is permitted within the deflection distance of an existing or proposed guide rail, the utility company must be required to pay for any modifications necessary to achieve the proper deflection distance. These commitments should be covered in the utility agreement.

Of course, if a utility company is unable or unwilling to meet these requirements for an above ground installation, they still have the option of placing their facilities underground within the right-of-way.

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