

ROW Permit Review Planning Conditions

1. The aerial photo/site photo shows street trees in the vicinity of the proposed work. Chapter 60 of the City Code requires that underground utilities be tunneled, rather than trenched, in the root zones of existing trees (excluding palms). Please add this note to the plans, and contact Andy Kittsley in the Parks Division about the potential need for a Tree Encroachment Permit or Tree Removal Permit.
2. Any sidewalks or curbing disturbed by the work must be restored to the condition of the original structure. Sidewalk panels must be restored to full panel widths and lengths (defined by edges of the sidewalk and the nearest control joints or expansion joints). Partial patching of sidewalks will not be acceptable. Pavement finishes, thicknesses, and grades must match the existing sidewalk.
3. Adjacent existing pavement panels and curbs must be pressure-washed upon completion of the new construction.
4. Any underground locate marking paint associated with this project must be removed prior to the end of the project.
5. 3/4" plywood must be utilized underneath the directional boring machine/equipment to act as a barrier between the ROW sidewalk surface treatment and the machinery/equipment.
6. Utility poles, including any guy wires, may not be placed within the pedestrian path/sidewalk.
7. Hand hold boxes must not be located in a pedestrian ramp and must provide 3-feet of clearance from the top of the ramp to meet ADA clearance requirements.
8. Handhold boxes must be installed perpendicular or parallel for the curb [no angled installations].
9. Handholds may not be placed partially in the sidewalk and partially outside of the sidewalk; the box must be located completely in either field. If located in the sidewalk a minimum 3 in. of remaining concrete from the edge of the handhold to the edge of the sidewalk must be retained.
10. All new hand hold boxes and lids must be traffic bearing grade.
11. Hand hold box lid must be painted to match the surrounding streetscape color.
12. Repair and replacement work inside the ROW must be constructed to meet the requirements of the Downtown Streetscape Design Guidelines. We do have a list of experienced contractors who have successfully worked in Downtown Streetscape areas. This list can be made available if needed.
13. Pavers that are removed during installation must be repaired or replaced to existing or better condition.
14. Please add notes and/or details to the drawings to show compliance with these requirements.
15. Contact Bob Fish at Robert.fish@cityoforlando.net to discuss schedule and nature of the work, Guidelines for protecting the streetscape systems during construction phase and for inspections in the downtown core area.

NOTE: This section of sidewalk contains alternate paving materials (bricks and hexagonal pavers). These materials must be removed with care and stored safely so that they can be reinstalled after the construction is complete. Where any material is damaged, include major chipping of edges, new pavers, bricks, etc. must be provided to replace the ROW to the original condition. Damaged pavers will need to be replaced with matching pavers. The contractor may have to fund replacement pavers (at their cost) to replace any damaged pavers. Poured concrete and pavement are not acceptable finished materials.

Conditions 10-15 apply to permits in Downtown CRA ROW's

For Fiber that I know is in relation to Small Cell I also add the following

Fiber Only Review – Review of this fiber plan does not constitute approval of the proposed node locations. Separate approval is required for each node, any changes to the location of the node may need to be reflected in this permit as well.

Site Engineering Notes

The placement of utilities within the public rights-of-way and public easements shall be in accordance with all applicable codes and current industry standards.

General notes:

1. A minimum 1' clear distance between all sides of existing inlet structures and proposed underground utility is required. Underground utilities shall not be placed under inlet structures.
2. All disturbed areas shall be restored to its original or better condition.
3. Any sidewalk or curbing disturbed shall be restored to full widths and lengths (defined by edges of the sidewalk and/or the nearest control joints or expansion joints). Partial patching of sidewalks or curbing shall not be acceptable. Pavement finishes, thicknesses, and grades shall match the existing sidewalk.
4. If sidewalk is to be removed and replaced, the sidewalk shall be constructed in Class 1 concrete, 3,000 psi, 4 in. thick and match the width of the existing sidewalk. Sidewalk located at the apron shall be constructed in Class 1 concrete, 3,000 psi, 6 in. thick and match the width of the existing sidewalk. Requirements are per ESM detail sheet 2. Rebar is not allowed.
5. Trenching or missile boring shall not take place within the root zone of trees. Underground utilities must be installed via horizontal directional drill or directional bore rather than trenched or missile bored in the root zones of existing trees.
6. Locate all utilities/facilities prior to start of construction by contacting Sunshine 811.
7. The contractor must locate and protect all the utilities and repair any damage caused by the work at no cost to the City.
8. All utility locate markings must be completely cleaned around the area of the permitted project at the contractor's expense.
9. Current A.D.A standards shall be upheld at all times.
10. All casings (HDPE)/directional bores shall extend a minimum of six feet (6') beyond each edge of pavement. (Commercial driveways, sidewalks included)
11. Casing will be required for underground utilities crossing under existing pavement with the exception of gas lines.
12. Utility poles and guy wires for anchoring utility poles may not be placed within the pedestrian path/sidewalk.
13. The Contractor shall abide by the City of Orlando's Guidelines for Erosion and Sedimentation Control for Construction Sites sheet. A copy of this sheet shall be reviewed/followed by said Contractor and can be obtained by going to <http://www.cityoforlando.net/permits/wp-content/uploads/sites/29/2016/01/Erosion-Sedimentation-Control-Blue-Sheet.pdf>

Installation Requirements

All restoration work shall be done in accordance with the City's Engineering Standards Manual, and any other applicable standards, guidelines, or City Code provisions.

Underground Work

1. Crossings shall be at a minimum vertical clearance thirty-six (36) inches below top of roadway pavement or top of ground, whichever is lower, including ditch grade.
2. Subterranean crossings may be made by boring, jacking, pushing, pulling, driving or some combination of these having a positive horizontal and vertical control. Jetting, except for hydraulic compaction or tunneling is prohibited within City of Orlando right-of-way.
3. Pits required for underground crossings must be constructed no closer than six feet from the edge of the traveled way.
4. All pipe must be jacked with the end open or bored-and-jacked and extended a minimum of six feet beyond the edge of the traveled way or as directed by the City Engineer.

5. Casings will be required for underground utilities crossing under existing pavement.
6. Missile bore is not allowed when crossing under roadways. Missile bore is allowed for perpendicular placement under existing sidewalks and residential driveways only.

Overhead Work

1. The point of maximum design sag of the lowest attachment shall be a minimum of seventeen and a half (17.5) feet over roadways and driveway crossings and shall not interfere with existing or planned signal installation.

Temporary Traffic Control Notes

1. Maintenance of traffic shall be in accordance with the Manual on Uniform Traffic Control Devices (latest edition and revisions) and the Florida Department Of Transportation Roadway Design Standards (latest edition and revisions)
2. The contractor shall call (407) 246-3704 one (1) week prior to the start of any phase of work to request Street, Lane or Sidewalk Closure Authorization. E-mail request can be sent to closurerequest@cityoforlando.net
3. Local residential/business access shall be maintained at all times.
4. **No lane closures will occur between the hours of 6 a.m. and 9 a.m. or between the hours of 3:30 p.m. and 6:30 p.m. Monday through Friday. Times may be adjusted based on actual work location and may be adjusted as needed.**
5. The use of Traffic Cones will be restricted to active work periods only. Channelizing devices (Type I, II, Drums) shall be used during inactive work periods unless otherwise specified.
6. The City of Orlando reserves the right to require additional devices and/or changes to the traffic control plan based upon changing traffic conditions.
7. Pedestrian control shall be maintained on one side of the road at all times. If unable to do so, the contractor shall provide temporary walkways, boardwalks and/or temporary concrete sidewalks.
8. Existing regulatory and warning signs are to be maintained at all times unless otherwise noted. Any existing signage required to be removed during construction shall be returned to the City of Orlando, Transportation Engineering Sign Shop located at 1214 S Westmoreland Drive. Any signs damaged by the contractor or subcontractors shall be replaced at the contractors expense. For additional information, contact the Sign Shop Supervisor at 407.246.2100.
9. The contractor shall be responsible for insuring each employee supervising the selection and placement of Maintenance of Traffic (MOT) Control Devices shall be properly trained by attending and successfully completing a Florida Department of Transportation (FDOT) approved MOT course. The training shall be at a level applicable to the employee's level of involvement. Copies of certifications shall be provided to the City Transportation Engineering Division prior to implementing any phase of MOT.
10. The contractor shall provide a Traffic Control Supervisor (TCS) who is responsible for initiating, installing and maintaining all Traffic Control Devices.
11. The TCS shall be available on a 24-hour per day basis, participate in all changes to traffic control and review the project on a day-to-day basis.

12. The TCS shall be present during the initial setup of the traffic control plan and all subsequent phases or changes to the traffic control.
13. The TCS shall immediately correct all deficiencies.
14. The contractor shall ensure the TCS be available on site within 45 minutes of notification of an emergency situation and is prepared to respond to and correct the traffic control or provide alternate arrangements for corrective actions.
15. The TCS shall be responsible for performing weekly, daytime and nighttime inspections of all traffic control devices, traffic flow, and pedestrian, bicyclist movement through the work area and business accommodations.
16. The city may disqualify and remove from the project a traffic control supervisor that fails to comply with these provisions. The city may also suspend all work activities until corrective actions have been completed.