

Underground utilities should normally be located outside of the travel lanes and desirably beyond the pavement. However, if the governing body has established adequate requirements for the design, location, and construction of underground utilities within the right-of-way of subdivision streets, including provisions that ensure adequate testing and inspection is performed to minimize future settlement, those requirements shall become the Department's requirements and govern unless those requirements conflict with a requirement of the Department.

When location of the utilities outside of the pavement area is not practical such as in high density developments incorporating the principles of new urbanism as described in 15.2-2223.1 of the Code of Virginia, such installations:*

- (1) Are acceptable within the parking area and the shoulders along the street.
- (2) May be acceptable beneath the travel lanes of the street when provisions are made to ensure adequate inspection and compaction tests and
 - (a) Longitudinal installations and manholes are located outside of the normal travel lanes, or
 - (b) Longitudinal installations and manholes are placed in the center of an undivided roadway out of the wheel path.

However, manholes shall not be placed in sidewalk, multiuse trail, or shared use path facilities within five feet of curb ramps or within driveway entrances.

- (3) Open-cutting of hard-surfaced roadways

The Department usually prohibits the open-cutting of hard-surfaced roads except in extenuating circumstances. Therefore, all underground utilities within the right-of-way, as determined necessary by good engineering practice to serve the complete development of adjacent properties, shall be installed during the street's initial construction and prior to the application of its final pavement surface course. This shall include extensions of all necessary cross-street connections or service lines to an appropriate location beyond the pavement and preferably the right of way line.

In the event it is necessary to open the street pavement to work on utilities after the surface has been placed, additional compaction tests and paving as necessary to restore the integrity and appearance of the roadway may be required at the discretion of the District Administrator's Designee.

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