



City of Mobile
Consolidated Standard ROW Notes
Engineering Permitting Department

Right of Way (ROW)

1. The contractor shall notify the City of Mobile ROW Section via e-mail at rightofway.inspect@cityofmobile.org a minimum of 24 hours prior to beginning any work within the ROW or Public Easement for assignment of the City of Mobile ROW inspector. Prior notice applies to all activity within the ROW including mobilization, trenching, boring, concrete placement, etc. Failure to contact the City of Mobile ROW Section prior to beginning any work is a violation of the City of Mobile ROW Ordinance and may invoke enforcement action in the form of a Municipal Offense Ticket.
2. The ROW Permit shall expire upon the completion of the work or if there is any suspension in the progression of work greater than or equal to six (6) months from the date of permit approval. The City may require a submission of a schedule/deadline for completion of work. Permitted work in the ROW not completed in a timely manner is a violation of the City of Mobile ROW Ordinance and may invoke enforcement action in the form of a Municipal Offense Ticket.
3. The contractor shall schedule and obtain an approved formwork inspection from the assigned City of Mobile ROW inspector prior to placement of concrete to confirm minimum dimensional standards are met.
4. The permittee shall schedule and obtain an approved pipe inspection from the City of Mobile ROW inspector prior to placement of fill to confirm pipe joints are wrapped and no lifting holes are present.
5. The contractor shall immediately notify the City of Mobile ROW section via e-mail at rightofway.inspect@cityofmobile.org of any incidental damage to any City of Mobile facilities in the ROW or Public Easements including sidewalks, driveways, ADA ramps, curb and gutter, drainage structures and pipes, etc. The contractor shall be responsible for the repair of any damaged facilities to the City of Mobile standards, in a timely manner, and at no cost to the City of Mobile.
6. All work within the City of Mobile ROW or Public Easements must comply with the “Mobile Rights of Way Construction and Administration Ordinance”. A copy of the ordinance may be found at the Municode website for the [City of Mobile Ordinance Chapter 57, Article VIII](#).
7. All work in the ROW shall comply with the Stormwater Management and Flood Control Ordinance and Flood Plain Management Plan of the City of Mobile, Alabama, including but not limited to:
 - a. Do not alter the natural drainage flow pattern in the area of work.
 - b. Do not divert storm water onto adjacent property or increase the amount of natural drainage flow onto an adjacent property owner or prevent the natural flow of water in the area of work.
 - c. Do not fill wetlands without a permit from the US Army Corps of Engineers.
 - d. Do not fill within or alter a Special Flood Hazard Area (floodplain) without an engineered flood study or violate any of the requirements in Division 2 of the Stormwater Management and Flood Control Ordinance specifically.
8. With the exception of major roadway rehabilitations/improvements, all restoration work associated with excavations within a public roadway including the placement and compaction of sub-base, base, and bituminous or concrete pavement shall comply with City of Mobile Standard Drawings 11 (Sheets 1-3) (whichever is applicable). Refer to the standard drawing details included in this plan set.
9. The final resurfacing limits of any roadway restoration shall be at the discretion of the City Engineer, to be determined by a field inspection/site visit upon completion of the installation of all permitted infrastructure/facilities, prior to the contractor beginning paving.
10. All sidewalk construction in the ROW shall comply with City of Mobile Standard Drawing 12. Refer to the standard drawing details included in this plan set.



11. Sidewalks in the ROW shall not be obstructed, parked upon, or driven upon without explicit approval documented in writing or on the permitted plans. Failure to comply with this requirement may invoke enforcement action in the form of a Municipal Offense Ticket.
12. On substantial development/redevelopment projects, any sidewalk panels in the ROW which are cracked, have been shoved creating a tripping hazard, or those which have been worn to the extent that they create a slipping hazard, shall be replaced. The determination of this condition is ultimately the decision of the City.
13. All driveway apron construction in the ROW shall comply with City of Mobile Standard Drawings 3 (Sheets 1 and 2), 5/5 SW (Sheets 1 and 2), 6, or 10 (whichever is applicable). Refer to the standard drawing details included in this plan set.
14. All ADA ramps and landing construction in the ROW shall comply with City of Mobile Standard Drawings 7 (Sheets 1 and 2), 8 (Sheets 1 and 2), 9 (Sheets 1 and 2) (whichever is applicable). Refer to the standard drawing details included in this plan set. ADA compliant truncated dome panels shall be anchored and cast in place, not bolted down and retrofitted.
15. All control and expansion jointing in the ROW shall comply with the material and dimensional requirements on City of Mobile Standard Drawing 12. Wood shall not be used as expansion joint material. Expansion joints shall be required where any concrete structure abuts another concrete structure or non-yielding material. The spacing of control and expansion joints for various concrete structures shall be as follows:
 - a. Sidewalks – Control joints shall be placed every 4 feet or equivalent with the width of the sidewalk (maximum 10 feet). Expansion joints shall be placed every 30 feet to 32 feet.
 - b. Driveways and Curb and Gutter – Control joints shall be placed every 8 feet to 10 feet. Expansion joints shall be placed every 32 feet to 40 feet.
16. All storm drain pipe installed in the City of Mobile ROW, Public Easement, or carrying City of Mobile system stormwater shall have the joints wrapped with filter fabric, shall have no lifting holes (filling lifting holes is not allowed without explicit approval), shall be a minimum of 15 inch in diameter, and shall be Class III or stronger reinforced concrete pipe (RCP). The contractor needs to notify the pipe manufacturer ahead of time that the project is within the City of Mobile ROW to obtain pipe without lifting holes.
17. Storm drainage connections shall occur at the junction box or inlet. If there is not an existing inlet or junction box to connect to, then one shall be constructed in accordance with relevant ALDOT Standard and Special Drawings.
18. Any excess soil produced as a result from any excavation in the ROW shall be removed from the ROW.
19. No excavations in the ROW shall be left open overnight unless the excavation has been properly secured with appropriate safety equipment (e.g. steel plates, barricades, safety fencing/screening). Excavations in the ROW shall not be left open for excessive amounts of time regardless of safety equipment.
20. No excavations or jetting shall be done under the curbs and gutters, sidewalk, or driveways, or other hardscapes within the ROW without removal and replacement of the overlying structure. Boring, using a missile, or other methods which do not excavate and undermine the compaction of the underlying soil shall be permissible.
21. All disturbed areas in the neutral ground of the ROW shall be solid sodded or stabilized according to an approved landscaping plan. The sod shall be flush with the top of the sidewalk. If landscaping is present, the ROW shall be restored in kind. In some instances, at the discretion of the City, existing vegetation may require removal and restoration of existing bare areas may require placement of sod.
22. Installation of irrigation systems within the ROW shall require a separate ROW permit or shall be permitted by inclusion of an irrigation plan (including locations of meters, valves, sprinkler heads and spray direction/length) in the approved plans. The City reserves the right to remove irrigation in the ROW and assumes no liability for damages associated with irrigation systems.
23. All utility pipes, conduits, and facilities and associated excavation shall maintain a minimum 36 inches of separation (vertically, horizontally, or combination thereof) from City of Mobile storm drainage pipes and structures. If a minimum of 36 inches of separation cannot be maintained due to dimensional constraints in the field, as a condition of approval, the City of Mobile may require additional precautionary measures to be taken



such as limiting excavation efforts to hand trenching, presence of a ROW inspector while probing, locating, and excavating within 36 inches of the pipe/structure, or the provision of post construction storm drainage videos. Please refer to any site-specific notes on the plan/profile sheets and/or cross-sections details as well as any conditions printed on the permit for any required work restrictions.

24. All utilities in the City of Mobile ROW shall be placed at a minimum depth of 36 inches and 48 inches outside and inside of roadways respectively.

Right of Way – Special Notes (Only include if relevant to project)

Public Roadway and Subdivision Development

1. Upon project completion, an as-built acceptance package shall be submitted to the City of Mobile including:
 - a. Engineer’s As-Built Certification for Public Roadway and Subdivision Development
 - b. Two (2) hardcopies and PDF of the **AS-BUILT** plans
 - c. CAD (DXF, DWG, or DGN) or GIS (SHP) file of the **AS-BUILT** plans showing all drainage and/or utility installations constructed correctly referenced to NAD83 Alabama State Plane Coordinate System (West Zone) in U.S. Survey feet OR in a format approved by the Engineering and GIS department compatible with the City of Mobile GIS system
 - d. Two (2) hardcopies and PDF of the required materials testing reports
 - e. Storm drainage video files and a written report for all drainage pipes utilized for private underground detention, connecting to or placed within the ROW or Public Easements (e.g. outfall to City drainage system connection), or existing drainage pipes carrying City of Mobile system stormwater through private property. The video shall pan left and right at all joints and provide adequate video-graphic documentation of any deficiencies. The report shall include pipe layout plan with nomenclature matching the videos/as-built drainage plans and, for each pipe videoed, a sheet detailing the pipe properties (e.g. name, size, material, etc.) with a diagram showing the stations and video time stamps of the beginning, end, and any deficiencies noted. The video and report shall be reviewed by the Engineer of Record prior to submission with any necessary comments provided on the engineer’s as-built certification.
2. All testing shall be performed in accordance with the most current version of the ALDOT Standard Specifications for Highway Construction. The following materials testing schedule shall be required by City Policy for Street Acceptance:
 - a. Roadbed Processing Testing:
 - i. A Proctor Density Test Reports (ALDOT BMT-58 or equivalent) shall be provided for all sub-base and base material placed establishing the optimum moisture content and maximum dry density.
 - ii. In-Place Density Test Reports (ALDOT BMT-113 or equivalent) shall be provided for:
 1. Storm Drainage Excavation/Backfill in Roadway (Min. 95% compaction required)
 - a. Trunk Lines – At 200-foot intervals per six (6) inch lift. Minimum of two (2) tests.
 - b. Cross-drains – At each per six (6) inch lift. Minimum one (1) test.
 2. Utility Line Excavation/Backfill in Roadway (Min. 95% compaction required)
 - a. Main Lines – At 200-foot intervals per six (6) inch lift. Minimum of two (2) tests.
 - b. Laterals – At each per six (6) inch lift. Minimum one (1) test.
 3. Sub-base – At 200-foot intervals per lane being constructed per six (6) inch lift of fill material. Minimum two (2) tests. Minimum compaction shall be 95% of maximum dry density.
 4. Base – At 200-foot intervals per lane being constructed. Minimum two (2) tests. Minimum compaction shall be 100% of maximum dry density.



- iii. Prior to the placement of base material, the contractor shall forward all excavation and sub-base compaction test reports to the Engineer of Record and the City of Mobile at rightofway.inspect@cityofmobile.org and obtain an approved compaction inspection from the Engineer of Record and the assigned City of Mobile ROW inspector.
 - iv. Prior to placement of curb and gutter and asphalt, the contractor shall forward all base compaction test reports to the Engineer of Record and the City of Mobile at rightofway.inspect@cityofmobile.org to obtain an approved roadbed processing inspection from the Engineer of Record and the assigned City of Mobile ROW inspector. If the project includes widening, addition, or extension of lanes on public roadways, survey data verifying correct grades shall be forwarded for approval as well.
 - b. Asphalt Testing:
 - i. Asphalt Plant Mixture Test Reports (ALDOT BMT-20 or equivalent) shall be provided by the asphalt manufacturer for each asphalt mix used
 - ii. Outside of a cul-de-sac, a core samples shall be taken and tested (ALDOT BMT-193 or equivalent) every 200 ft in a center, right, center, left pattern. There shall be a minimum of three (3) core samples taken per street, not including any cul-de-sac area.
 - iii. Within a cul-de-sac, two (2) core samples shall be taken and tested (ALDOT BMT-193 or equivalent): one in the center (just outside of island if present) and one along the edge.
 - iv. When a core sample fails due to compaction or density, one (1) additional sample shall be taken on each side of the failed sample per geotechnical recommendations. Failure of one or both of these additional cores shall require additional cores every ten (10) feet in the direction of the failure(s) until an approved core is obtained. The failed areas shall require removal and reconstruction according to the current City of Mobile ROW Ordinance.
 - c. Concrete Compressive Strength Testing: Three (3) cylinders shall be pulled and tested on any structural concrete or concrete potentially subject to traffic loading (such as driveways, curbing, and gutters) per 50 CY lot per day of placement. Minimum compressive strength shall be 3000 psi or as specified by the plans and/or Engineer of Record if a higher strength mix denoted.
3. The placement of sub-base and base material as well as the roadbed processing shall extend a minimum of one (1) foot behind the back of curb and gutter.

Historic and Downtown Districts

1. Sidewalks in Historic Districts or in locations where sidewalk currently has a historic finish shall be constructed according to the *City of Mobile Downtown Infrastructure Repair & Replacement Details – Section E (Section I where flagstone pavers are present)*.
2. Any flagstone pavers not reused or broken during removal shall be delivered and stockpiled at the contractor's expense to the City's Public Buildings Department located at 850 Owens Street. Contact Jimmy Henderson (251-208-2810, james.henderson@cityofmobile.org) with any questions.
3. Curbing in Historic Districts or in locations where granite curbing is currently present shall be constructed according to the *City of Mobile Downtown Infrastructure Repair & Replacement Details – Section G*.
4. Any granite curbing that is not reused or is broken during removal shall be delivered and stockpiled at the contractor's expense to the City's Public Buildings Department located at 850 Owens Street. Contact Jimmy Henderson (251-208-2810, james.henderson@cityofmobile.org) with any questions.
5. Brick Pavers Near Fort Conde:
 - a. Vehicles with a maximum gross weight of forty thousand (40,000) pounds and ninety-pound tire pressure shall be limited to five (5) miles per hour on the brick streets surrounding the project. In the event these vehicles must enter driveways, the sidewalk area will be covered with a minimum of two inch thick planks or equivalent material to protect the brick.



- b. Turns made by trucks with tandem axles on any brick street should be made with the largest radius possible. No U-turns will be permitted on a brick street.
- c. Materials spilled on the brick surfaces shall be thoroughly cleaned without using strong acids and the area washed with clean water to ensure removal of the cleaning material and other extraneous matter.
- d. Any broken or unused bricks will be delivered and stockpiled at the City's Public Buildings Department located at 850 Owens Street at the contractor's expense. Contact Jimmy Henderson (251-208-2810, james.henderson@cityofmobile.org) prior to delivery and stockpiling.

Traffic Engineering

1. Contractor shall coordinate with the City of Mobile Traffic Engineering Department (251-208-2960) prior to any work that may impact street signs, traffic signals, streetlights and pavement markings in the City right-of-way.
2. Any existing street signs removed or replaced are the property of the City of Mobile Traffic Engineering Department and shall be delivered to 852 Gayle Street at no cost to the City. Any street sign to be reset shall be coordinated with the City of Mobile Traffic Engineering Department (251-208-2960) prior to removal and replacement to ensure sign is located in compliance with the federal requirements.
3. Contractor shall submit a traffic control plan for approval before any lane closure. Traffic control plan should also have estimated time frame for lane closure. Typical times allowed are 9 am to 3 pm, or if other times are needed to better suit the traffic flow of the area.
4. Contractor shall contact City of Mobile Traffic Engineering, (251) 208-2960, a minimum of 2 business days prior to any lane closure.
5. All traffic control shall be in accordance with Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) latest edition.
6. All striping, markings, and legends shall be ALDOT Type A, Class 2 Standard Thermoplastic Material. Preformed heat applied thermoplastic material is permitted.
7. Where lane lines are required, raised pavement markers shall be installed in accordance with ALDOT standard drawing PM-705.
8. If the road surface within 100' of signalized intersection is disturbed, contractor is responsible for ensuring in-road traffic loop detection is operational. If detection is damaged the entire loop must be replaced by the contractor.
9. The contractor shall have available adequate personnel and equipment for traffic control and shall not perform any work within the City Right of Way when adequate personnel and equipment are not available.
10. All traffic control devices that are not applicable at any specific time shall be covered or removed.
11. All construction signs shall meet Alabama Department of Transportation Standard Specifications, latest edition.
12. The contractor is required to maintain one lane of traffic and temporary access to residences and businesses at all times.
13. Contractor shall make provisions for the safety of pedestrian traffic crossing the work zones during construction.

Traffic Engineering – Special Notes (Only include if relevant to project)

1. Any work performed on Traffic Signals should be coordinated, and approved by, the City of Mobile Traffic Engineering Department (251) 208-2960
2. Any work performed on street lighting within COM Rights of way should be coordinated, and approved by, City of Mobile Traffic Engineering (251) 208-2960 and Greg Hurn of City of Mobile Electrical Department.



Urban Forestry

1. A permit from the Urban Forester is required for removing, trimming, or relocating heritage trees, including 24 inch or larger live oaks, on private property.
2. All work being done behind the curb and under the drip line of the trees shall be hand dug to a depth of 24 inches before the mechanical equipment can be used.
3. No tree roots 3 inches in diameter or larger will be cut prior to approval by the City of Mobile Certified Arborist.
4. All roots on trees in the project area that require cutting shall be clean cut with a sharp cutting tool.
5. No limbs shall be removed on existing trees without authorization by City of Mobile Certified Arborist.
6. No chemicals or waste shall be disposed of on City right-of-way or within critical root zone.
7. At locations where trees are on the city right-of-way, no vehicles, heavy equipment, or construction materials shall be stored or parked next to or beneath the trees.
8. Work inside the critical root zone will be hand dug and roots will be avoided for service connections. The critical root zone is the diameter of the tree measured in inches at 4 ½ feet above the ground. The measurement is changed into feet. Divided in half and measured from the trunk of the tree in all directions. The CRZ does not extend into the road. Please call Peter Toler at 208-1522 with any questions regarding the critical root zone.
9. Temporary fencing shall be installed during construction around all trees that are scheduled to remain to prevent damage to the tree. Fencing shall be placed at the dripline of the tree. If it is not possible to locate fencing at the dripline then fencing shall be located outside the critical root zone. Tree fencing shall be placed at a radius of ten feet (10) from the tree base. Where this conflicts with proposed structures (including but not limited to curb, pavement, and sidewalk) the fence area shall be placed at the maximum radius to allow construction and not less than 5 feet (5) from the tree base. For grading, seeding, or paving work that must be performed and completed next to/near the tree. The fencing may be removed at the time the work is started in this area and replaced immediately following completion of work in this area. This is to protect the trunk of the tree and the base of the tree from damage during construction as required in Chapter 64 Section H Tree Protection of the City Code.
10. Bore pits and splice pits shall be located outside of the drip line of existing trees when possible. If not possible to locate bore pits and splice pits outside of the drip line, then bore pits and splice pits shall be located outside the critical root zone of existing tree on right-of-way. The critical root zone is the diameter of the tree measured in inches at 4 ½ feet above the ground. The measurement is changed into feet. Divided in half and measured from the trunk of the tree in all directions. The CRZ does not extend into the road. Please call Peter Toler at 208-1522 with any questions regarding the critical root zone.