



The purpose of this document is to establish clear and consistent requirements for utility boring activities conducted in the City of Tukwila. These guidelines ensure that all boring work is planned, reviewed, and executed in a manner that maintains public safety, protects existing infrastructure, meets engineering standards, and restores affected areas to City specifications.

**Prohibitions:** In the interest of public safety and protection of critical infrastructure, boring shall not be permitted within the boundaries of the Urban Center, as depicted on Attachment 1.

### Plan Submittal

- Submit a complete plan set detailing the full scope of work, including a Traffic Control Plan stamped by a certified Traffic Control Supervisor (TCS), along with any referenced documentation from an approved potholing permit. This plan must be submitted to the City for review and approval prior to any activity within the City right-of-way. The Traffic Control Plan must clearly identify the work location and address, describe how traffic will be managed during operations, and demonstrate compliance with MUTCD standards.
- Clearly depict the proposed bore route and identify all known utilities within the bore path.

### Potholing Permit

- Upon review, the City will issue a potholing permit for all identified and located utilities shown on the submitted plans, including their depth information.
- Restoration plan shall be included in accordance with Bulletin 6.

### Elevation Data and Engineering Approval

- Submit a detailed potholing report to the Project Inspector that includes a bore profile showing each exposed utility's location, depth, clearances, size, material, condition, and elevations for future reference and planning.
- A plan showing the proposed bore path must be stamped by a Washington State licensed engineer.

### Restoration Requirements

- All hard surface repairs must be completed in accordance with:
  - The City of Tukwila Bulletin 6
    - *Included in the document*
  - The 2012 WSDOT ADA Standards for Restoration
    - [WSDOT Field Guide for Accessible Public Rights of Way 2012 Edition](#)
      - See [Chapter 5](#) for compaction requirements
  - Utility / Contractor will do compaction testing during restoration and submit the report to the Inspector after completion and upload to the permit portal.
    - For publicly owned utilities backfill compaction shall achieve 95% maximum density in roadways and 85% maximum density in non-traffic areas.
    - For additional information see Tukwila Standard Detail G1 Utility Trench and [Chapter 5](#) Surface Treatments & Pavements of WSDOT's Standards Specifications Section SS 5-04.3(10) A HMA Compaction - General Compaction Requirements.

### Inspection Requirements

- The owner or contractor must retain a third-party special inspector during the boring operation.
- The inspector will verify the as-constructed bore path and confirm utility clearances as required by [WAC 296-32-23526](#). The contractor will submit to the City a copy of the As-Built drawings.

### Applicable Regulations:

- [TMC 11.04.050](#)
- [TMC 11.28](#)
- [Public Works IDCS](#)
- [Bulletin 6](#)

### Resources:

- [PW Alternate Method Request](#)
- [PW Special Inspection](#)
- [Traffic Control Guidelines](#)
- [Potholing Permit Guidelines](#)
- [City Maps](#)
- [Tukwila Urban Center Plan](#)
- [Construction Portal](#)
- [Permit Fees](#)