
PAVEMENT CUT POLICY

Kiwanda Shores Management Association

October, 2018

EXECUTIVE SUMMARY

This document outlines the Kiwanda Shores Maintenance Association administrative policy regarding pavement cuts. It addresses excavation problems, construction requirements, and other related aspects. Any street will remain available to cut provided that all provisions within this policy are adhered to.

DEFINITIONS

Assignee: The contractor who is taking out the permit.

KSMA: Kiwanda Shores Maintenance Association

Length of Patch: For this document, the length of all patches is the patch dimension parallel to the street. This is also known as the longitudinal direction.

New Street: Any new street, or any street that has had a rehabilitation in the permitted excavation location that is less than or equal to three years.

Patch: Cut in the pavement as part of the current permitted job.

Permittees: The utility company or contractor who submits a request to obstruct and/or conduct construction operations in the KSMA right-of-way.

Project Completion: Date when the final permanent restoration of street is complete and approved by the KSMA inspector/designee.

Standard Specifications: Most current version of the ODOT/APWA Standard Specifications.

Utility: Owner of a utility.

Width of Patch: For this document, the width of all patches is the patch dimension perpendicular to the street. This is also known as the transverse direction.

CONSTRUCTION REQUIREMENTS

1. No patching material will be allowed within an existing patch if the new patch exceeds seventy percent or more of the existing patch. In this case, the entire existing patch must be replaced.
2. All patching materials and construction requirements shall conform to the ODOT Standards.
3. Asphalt shall be removed and replaced at full depth to the limits shown in Exhibit B. The goal is that the tee section will not arbitrarily force patch into adjacent lanes, dependant on quality and care of trenching. The minimum length of the patch parallel to the street shall be per Exhibit B. If any part of the excavation, patch or damaged area intrudes into an adjacent lane, that lane shall also be replaced per the tiered chart. All new patch edges shall extend to the nearest edge of an existing patch. For new patches adjacent to any existing patch, all attempts will be made to install the utility at the existing patch line. When this is not feasible, no gap of 4 feet or less shall exist.
4. The permittee shall be allowed to make emergency repairs to a utility provided a more reasonable alternative does not exist. Every reasonable effort will be made to restore the street quickly. All requirements of this policy shall be adhered to.
5. Reserved.
6. Only saw cutting, jack hammering, or approved grinding device will be allowed. Only parallel and perpendicular pavement cuts will be allowed without prior approval. No jagged, broken or undermined edges.
7. Bicycle/pedestrian/parking/travel lanes to be repaired per Exhibit B.
8. When 2 or more patches are created within a given job that measure 15 feet or less longitudinally or transversely they will be incorporated into a single patch.
9. Potholing to find utilities shall be allowed. The use of innovative technologies, such as small-diameter vacuum excavation and non-destructive methods are encouraged. To be exempt from the gap and patching policy, cuts shall be a maximum of two square feet with no longitudinal joints in the wheel patch and shall be backfilled with controlled density or other approved fill from six inches above the utility to existing asphalt depth or 3 inches, whichever is greater. Round vs. square cuts are preferred.
10. Chip sealed streets shall be rehabilitated according to construction requirements for asphalt streets as outlined in this document.
11. All temporary traffic control for the work zone shall conform to the MUTCD. .
12. All pavement shall be constructed at the existing depth of asphalt or three inches, whichever is greater.
13. All concrete street cuts shall be pre-approved before beginning work (except in the case of an emergency situation).
14. All areas outside of the street that are affected by the work shall be restored to their original condition. All shoulders shall be restored to their original condition

SURFACE SMOOTHNESS REQUIREMENTS

The completed surface of all courses shall be of uniform texture: smooth, uniform as to crown and grade and free from defects.

TEMPORARY PATCHING

The temporary patch shall consist, at a minimum, of two inches of hot or cold-mix asphalt pavement over the required backfill material. Steel plates may be used but for a period not to exceed seventy-two hours. The permittee shall maintain the temporary patch until the patch can be permanently restored.

During winter asphalt concrete paving plant closures or outside of allowable temperature specifications, the permittee shall install and maintain the temporary patch until it can construct a permanent patch. A temporary patch will be required if the street must be opened to traffic before a permanent patch can be made.

RESPONSIBLE PARTY

The permittee shall be responsible for all construction requirements for this policy.

**PAVEMENT CUT POLICY
EXHIBIT B**

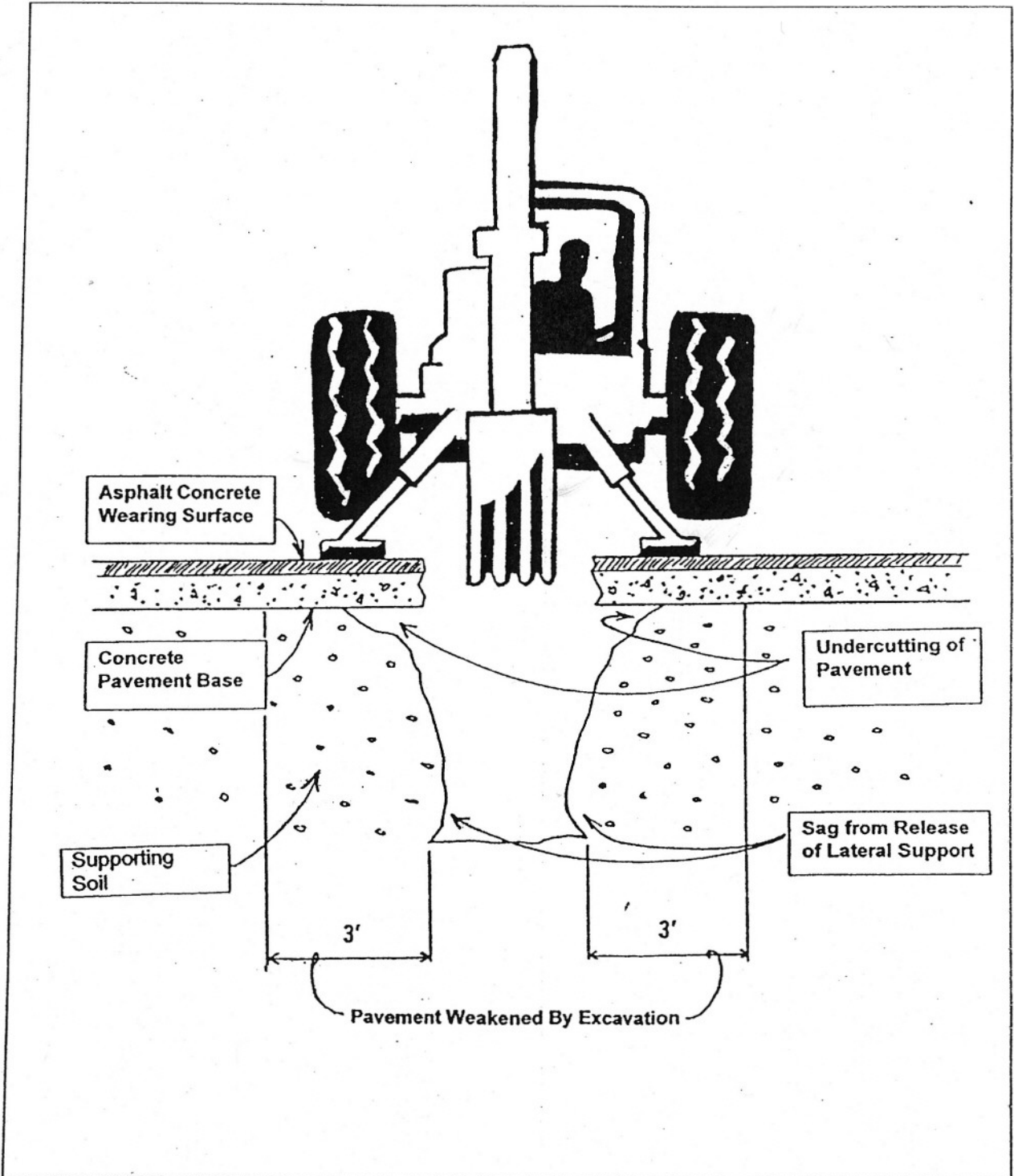
EXHIBIT B NOTES

If street pavement is less than 3 years old, half street or full street replacement for longitudinal cuts in new streets.

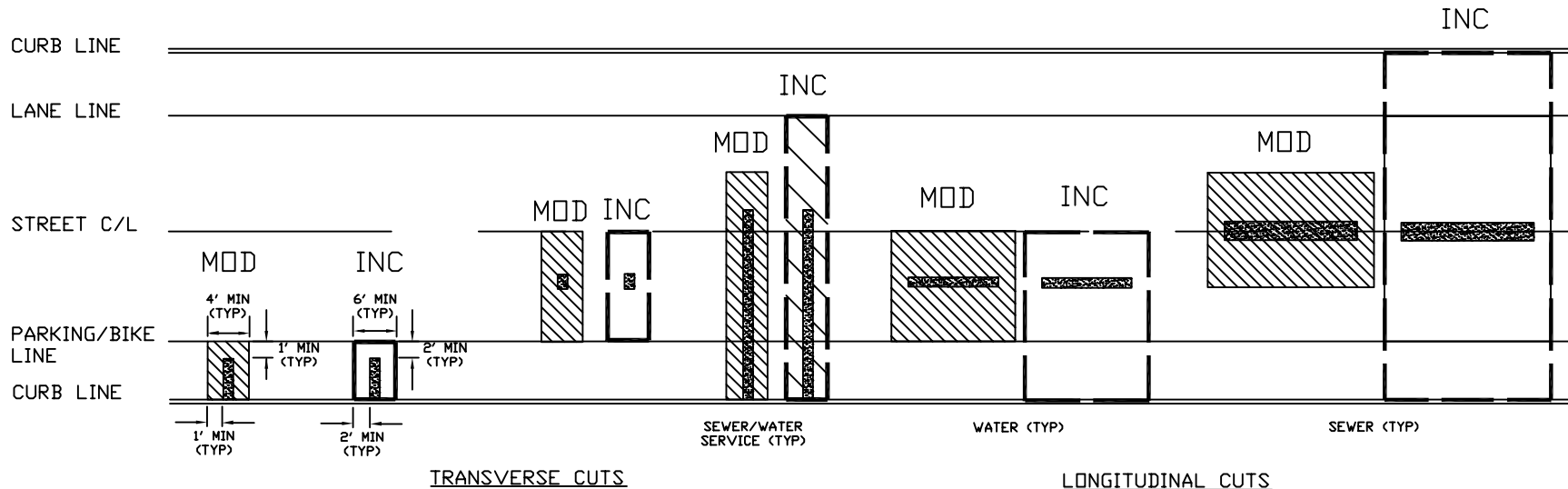
If street pavement is older than 3 years, patches shall extend to the middle of the lane so that there is no joint in the wheel path. These patches shall saw cut 1' beyond the edge of excavation.

Note: KSMA will provide the date of construction of major rehabilitation for age determination.

TYPICAL TRENCH EXCAVATION
EXHIBIT A




PAVEMENT CUT POLICY - LOCAL ACCESS STREETS





LEGEND:

INC INCLUSIVE POLICY EXAMPLE

MOD MODIFIED POLICY EXAMPLE.

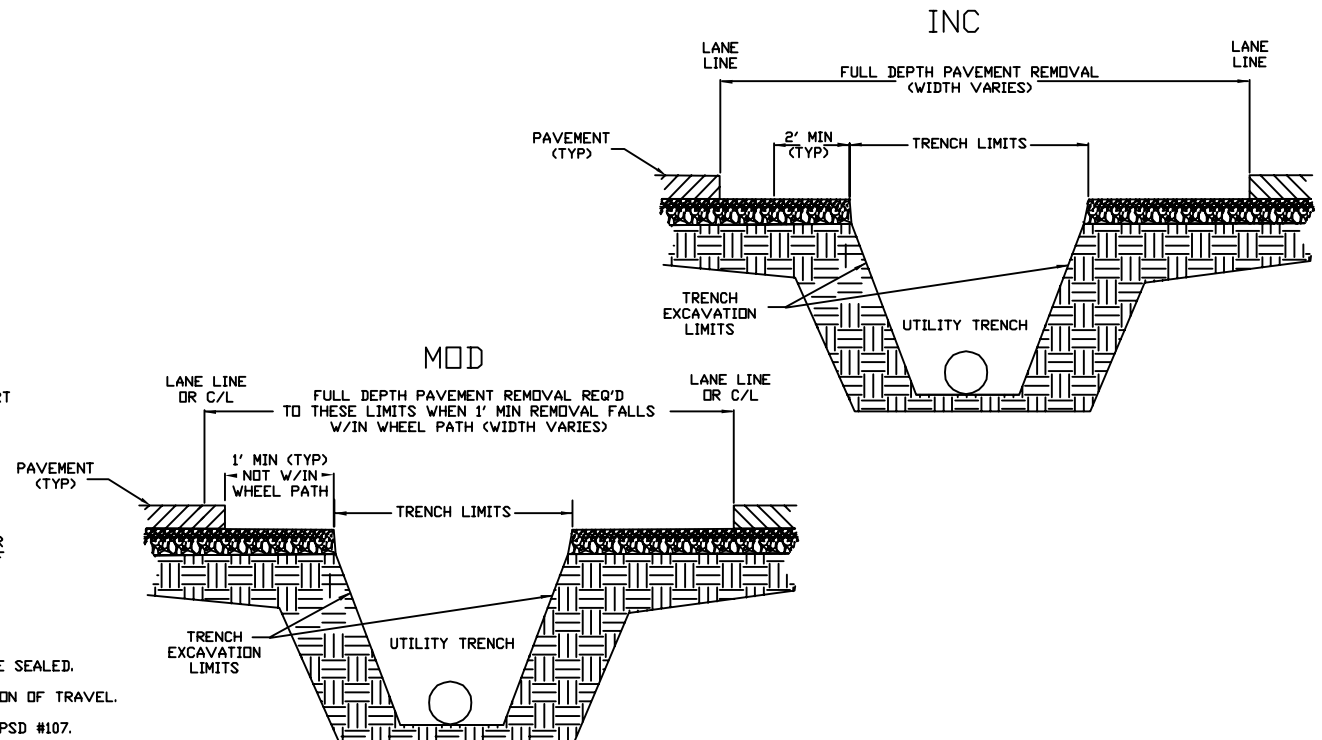
 TRENCH LIMITS AT TOP OF PAVEMENT

 **INCLUSIVE POLICY - UP TO 3 YEARS**
 WHEN PAVEMENT IS 3 YEARS OLD OR LESS, A PAVEMENT PATCH IS REQ'D TO THESE LIMITS. NO JOINTS OR REDUCTION IN AREA ARE ALLOWED. PAVEMENT REPLACEMENT IS REQ'D TO THE NEXT ADJACENT CURB, PARKING OR LANE LINE WHENEVER A TRENCH OR DISTURBANCE OF ASPHALT OR SUPPORT MATERIAL EXTENDS BEYOND SUCH LINE.

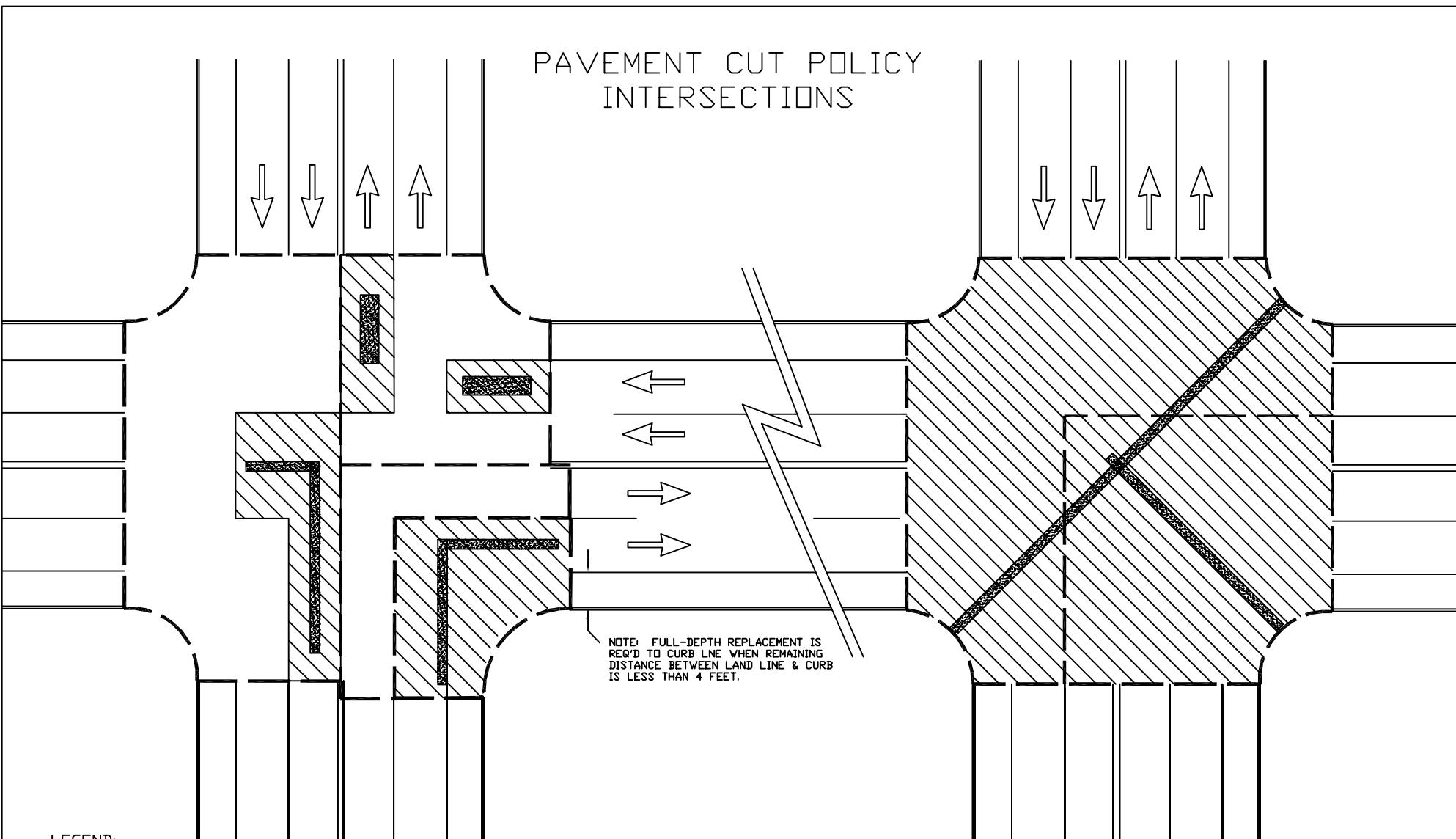
 **MODIFIED POLICY - 4 TO 12 YEARS**
 WHEN PAVEMENT IS 4 TO 12 YEARS OLD, PAVEMENT PATCH IS REQ'D TO THESE LIMITS. NO JOINTS OR REDUCTION IN AREA ARE ALLOWED. PAVEMENT REPLACEMENT IS REQ'D TO LANE LINE OR LANE C/L WHENEVER A TRENCH OR DISTURBANCE OF ASPHALT OR SUPPORT MATERIAL EXTENDS INTO WHEEL PATH.

NOTE:


1. FULL-DEPTH PAVEMENT PATCH JOINTS SHALL BE SEALED.
2. ALL CUTS SHALL BE PERPENDICULAR TO DIRECTION OF TRAVEL.
3. FOR STREETS OVER 12 YEARS OLD REFER TO GPSD #107.





PAVEMENT CUT POLICY INTERSECTIONS



LEGEND:

 TRENCH LIMITS AT TOP OF PAVEMENT

 **INCLUSIVE POLICY - UP TO 3 YEARS**
WHEN PAVEMENT IS 3 YEARS OLD OR LESS, A PAVEMENT PATCH IS REQ'D TO THESE LIMITS. NO JOINTS OR REDUCTION IN AREA ARE ALLOWED.

 **FULL POLICY - OVER 3 YEARS**
WHEN PAVEMENT IS GREATER THAN 3-YRS OLD, PAVEMENT PATCH IS REQ'D TO THESE LIMITS. *NO JOINTS OR REDUCTION IN AREA ARE ALLOWED.

NOTE:

1. FULL-DEPTH PAVEMENT PATCH JOINTS SHALL BE SEALED.
2. ALL CUTS SHALL BE PERPNDICULAR TO DIRECTION OF TRAVEL.
3. REPLACEMENT IS REQ'D TO THE NEXT ADJACENT CURB, PARKING, OR LANE LINE WHENEVER A TRENCH OR DISTURBANCE OF ASPHALT OR SUPPORT MATERIAL EXTENDS BEYOND SUCH LINE.