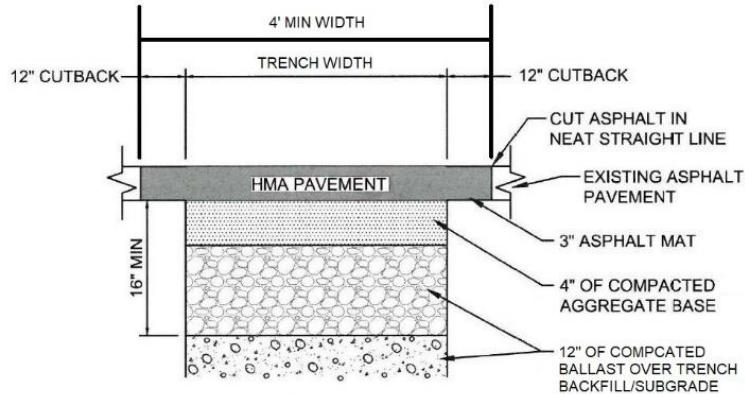


## PAVEMENT CUTTING AND PATCHING GENERAL REQUIREMENTS

1. Age of Pavement:
  - a. For pavements less than three (3) years old, pavement cuts will only be allowed on an emergency basis or explicit written exception by the process defined in Attachment A. If pavement cutting is necessary for emergencies, pavement restoration will be at the direction of the City, in conformance with requirements herein and provided in Attachment A, and may include a full width restoration.
  - b. For Pavements greater than three (3) years old, pavement cuts shall be allowed in conformance with requirements herein.
2. Patching:
  - a. No patching material will be allowed within an existing patch if the new patch exceeds seventy percent or more (70%+) of the existing patch. The entire existing patch shall be replaced.
  - b. The minimum length of the patch parallel to the road shall be six feet (6').
  - c. Pavement cuts must be full depth and extend twelve inches (12") beyond the nominal trench edge longitudinally and transversely and be a minimum of four feet (4') in width.
  - d. Pavement restoration must extend from:
    - Curb/edge of pavement (EOP) to fog or bike lane line (5-7' from curb/EOP);
    - Curb/EOP/fog line/bike lane line to center of traveled lane;
    - Center of traveled lane to center line;
    - Curb/EOP/fog line/bike lane line to centerline; or
    - Curb/EOP to curb/EOP (if past centerline).
  - e. Half lane improvements are on a case-by-case basis and as approved by the City.
  - f. New patches adjacent to any existing patch shall be installed at the existing patch line. When this is not feasible, no gap of four feet (4') or less shall exist.
  - g. When two or more patches are created within a given job that measure fifteen feet (15') or less longitudinally or transversely they will be incorporated into a single patch.
  - h. Only saw cutting or approved grinding device will be allowed. Only parallel and perpendicular pavement cuts will be allowed. No jagged, broken or rolled undermined edges.
    - i. Per City approval, grind and overlay outside of the full depth asphalt removal limits may be allowed to achieve full patch limits.

- ii. There may be times when a diamond shaped patch is the preferred method for the repair (i.e. man holes and valve boxes), since it will provide a smoother ride instead of a square patch.
  - i. A Tack Coat of asphalt (e.g. Joint Adhesive or Crack Sealant) shall be applied to all paved surfaces on which any course of hot mix asphalt (HMA) is to be placed or abutted. Tack coat shall be uniformly applied to cover the existing pavement with a thin film of residual asphalt free of streaks and bare spots at a rate between 0.02 and 0.08 gallons per square yard.
  - j. All pavement overcuts shall be sealed full depth, flush with the pavement surface. The contractor is required to use an approved crack sealant material (e.g. Joint Adhesive or Crack Sealant). The maximum length of overcut is equal to the depth of asphalt. Crack Sealant shall be applied according to manufacturer's recommendations. If any holes remain after application, the contractor is to repeat procedure.
  - k. A joint adhesive shall be used on all transverse and longitudinal joints of all lifts of asphalt that are not hot lapped or as designated by the City. The contractor is required to use an approved joint adhesive (e.g. Joint Adhesive or Crack Sealant). It is important to assure that the wearing course joint is sealed completely and can visually be seen upon inspection. Joint adhesive shall be applied according to manufacturer's recommendations or according to industry standard, where applicable.
  - l. The completed surface of all courses shall be of uniform texture; smooth, uniform as to crown and grade and free from defects. The completed surface of the wearing course shall not vary more than one quarter inch from the lower edge of a ten foot straightedge placed parallel to the centerline. Recognition and consideration will be made for existing roadway conditions. The City must approve corrective measures.
  - m. Prior to placement of asphalt and at the discretion of the City, compacted aggregate shall be sprayed with a non-selective herbicide in compliance with the manufacturer's label.
3. Keyholes. Can be used on streets, subject to City approval.
- a. Keyholes should be kept to vertical as close as possible.
  - b. Backfilling the keyhole should follow same method as open trenching, using crushed aggregate.
  - c. Core reinstatement shall be per manufacture specifications.
4. Materials. All patching materials and construction requirements not previously addressed in this document shall conform to the latest Idaho Standards for Public Works Construction (ISPWC).

5. Typical Road Section.



Note: For locations of existing asphalt mat thickness not equal to 3", match existing asphalt mat thickness.

6. Traffic Control:

- a. All existing traffic control markings will be replaced as soon as possible after permanent paving is completed.
- b. Temporary markings for lane lines and stop lines shall be in place prior to the roadway opening for traffic.
- c. All remaining temporary striping will be completed within seven days of new pavement completion and shall be maintained by permittee until permanently restored.
- d. All traffic markings will be replaced per normal work practices. All temporary traffic control for the work zone shall conform to the latest Manual of Uniform Traffic Control Devices (MUTCD). All traffic control is subject to the approval of the City or his/her designee.

7. Emergency Repairs. The permittee shall be allowed to make emergency repairs provided a more reasonable alternative does not exist. Every reasonable effort will be made to restore the roadway quickly. City will be notified of emergency repairs not later than the next business day.

8. Warranty. The permittee shall warranty the repair and guarantee to repair, replace and restore a portion of the pavement, if the pavement or portion thereof degrades due to defects within the warranty period. Should the permittee fail to repair, replace or restore the degraded patch, the City could cause the repair to be made and charge the amount of the repair to the permittee.

The warranty period on pavement repairs shall be for one (1) year after repair is acceptance by the City.

The following defects identified by the City shall be covered by warranty:

- a. Sunken pavement patches greater than or equal to one-quarter inch (Measured by a ten-foot straight edge).
- b. Failure to meet visual rating standard for patching and joints.
- c. Poor workmanship.

- d. Inadequate compaction.
  - e. Sunken or damaged curb and sidewalks in excavation work area.
  - f. Sunken or damaged drywells and catch basins in excavation work area.
9. Performance Bond. The permittee shall provide a Performance Bond in the amount One Thousand Dollars (\$1,000.00). The performance bond shall be in the form of a certified check or other surety satisfactory to the City (such as a Letter of Credit from a Bank acceptable to the City), payable to the order of the City of Kellogg.
- Said Performance Bond shall be returned after the warranty period or forfeited to the City as liquidated damages in case the permittee fails to repair, replace or restore the degraded patch.
- Utilities are exempt from performance bonding.
10. Penalties. Any person who violates any provisions of the regulations made under the authority thereof shall be guilty of a misdemeanor and subject to the fines prescribe in Idaho Code 39-4126.

ATTACHMENT A  
PAVEMENT CUT RESTRICTION EXCEPTION PROCESS

GENERAL STATEMENT

After any street has been constructed, reconstructed, paved or overlaid by the City, the pavement surface must not thereafter be cut or opened for a period of three (3) years or as directed by the City (Hereafter referred to as "Street Cutting Restriction"). It is understood that field conditions or emergencies may warrant an exception to this policy. However, the exception process in no way obligates the City to allow cutting or opening a paved street, and any such decisions are at the City's discretion.

UTILITIES

A utility desiring to perform work in Street Cut Restriction streets must schedule a meeting with City Public Works Director prior cutting or opening a paved street subject to the Street Cut Restriction to discuss an exception to the Street Cut Restriction. If an exception is granted, the City will make a concerted effort to protect the integrity of the pavement structure, and to ensure a high quality replacement patch or overlay. Additional restoration requirements and extended limits will apply.

When granting exceptions to this policy, the City may impose conditions determined appropriate to insure the rapid and complete restoration of the street and the surface paving.

EXEMPT ACTIVITIES

Valve and manhole repairs shall be exempt from the Street Cutting Restriction. Valve and manhole patching requirements must be in accordance with City standards.

Maintenance patching or pothole filling operations shall be exempt from the Street Cutting Restriction.

Potholing to find utilities shall be exempt from the Street Cutting Restriction. To be exempt, it is preferred that all potholes are cut with a core/hole saw. If a larger pot hole is required, the pavement cuts must be less than two (2) feet square with no joints in the wheel path and must be backfilled with controlled low-strength material (CLSM) or other City approved fill from twelve inches (12") above the utility to bottom of asphalt. Core coupons (removed asphalt circle) maybe grouted back into the existing pavement with an approved method and material.

An exception from the Street Cutting Restriction may be granted if the City Public Works Director determines that impacts to vehicle, bicycle, and/or pedestrian traffic would negate the public benefit of this standard.

EXCEPTION REQUESTS

Permittee may seek an exception of these the Street Cutting Restriction as follows.

1. Permittee must submit an exception request to the City identifying: the proposed project, the impact the project will have on the roadway, the timeline for completion and explaining how all alternative solutions including avoidance have been exhausted.
2. A meeting with the City Public Works Director to discuss the project may be required and the City may request additional information.
3. The City Public Works Director may accept or deny any such request. If a request is accepted, the City Public Works Director may attach conditions of approval that require additional restoration of the area affected and/or special inspections, the cost of which shall be borne by the Permittee.
4. At the discretion of the City Public Works Director, an exception request may be directed to the City Public Works Committee and/or City Council for approval or denial.