

City of Post Falls Pavement Cut Policy

Purpose: The purpose of this policy is to establish time frames, methodology and construction practices for roadway cuts within the City of Post Falls to help preserve the long term integrity of the public roadways, thereby reducing future maintenance dollars spent on those facilities.

Moratorium Periods on Road Cuts:

Roadway cuts will not be allowed within the following time frames:

- a) Five (5) years following new roadway construction or reconstruction
- b) Three (3) years following asphalt overlays of existing roads
- c) Two (2) years following application of any wear surface (chip sealing, seal coats, etc.)

Exceptions:

- a) Emergency pavement cuts necessary to protect public health and safety (i.e. gas leaks, broken or leaking water or sewer mains, communication or power line breaks, etc.)
- b) Public Works projects initiated by the city.

Roadway Cut Patching:

1) Timing of Patches:

- a) Temporary patches should be completed within 24 hours of all road cuts.
Materials allowed for the temporary patch shall be determined by the City Engineer or Street's Maintenance Manager, on a case by case basis.
- b) Temporary patches are to be continually maintained to ensure safe conditions for the public.
- c) Permanent patches shall be completed within 7 calendar days of the initial road cut.

2) Patching Methodologies and Construction Practices:

- a) Asphalt patches shall be extended a minimum of two (2) feet beyond the excavated trench limits.
- b) Should trench sloughing extend beneath the original asphalt cut, the asphalt shall be re-cut to provide the two (2) foot extent.
- c) Cuts are not to terminate within the wheel path of a roadway. Cuts shall terminate within center or edge of lanes. If no clear lane is established or marked, the center of lanes shall be established by observed wear

patterns, as determined by the City Engineer or Street's Maintenance Manager.

- d) Road cut patching that extends into existing patches require the removal and replacement of the existing patch, unless approved by the City Engineer or Street's Maintenance Manager.
- e) Patches are to be saw cut in a straight line, perpendicular or parallel to roadways. Angle transitions shall be kept to a minimum.
- f) Patches located within 15 feet of each other shall be consolidated into one patch by removing and replacing the asphalt between patches.
- g) For areas that contain 4 patches within 200 feet, the areas shall be consolidated into one patch or the area chip sealed when the roadway contains a chip seal no older than five (5) years.
- h) For areas that have 5 or more patches within 350 feet, the City shall review and may require complete restoration or chip sealing.
- i) Longitudinal cuts along the length of a roadway shall be cut to a minimum of the trench width plus 2 feet on each side of the trench. Longitudinal cuts shall extend to either the center, edge of the travel lane, or curb line.
- j) Prior to paving patches, the saw cut edge's shall be clean of dirt and debris and tack coated per the current version of the Idaho Standards for Public Works Construction (ISPWC)

- k) Subgrade and base rock compaction shall be to a minimum of 95% Modified Proctor (ASTM- D1557). Test results shall be submitted to the City Engineer prior to paving.
- l) Patching material shall match the existing pavement thickness of the existing roadway, with the following exceptions:
 - 1. Chip sealed only roadways shall be replaced with 2 inches of asphalt over 4 inches of crushed rock
 - 2. Concrete roadways, with or without asphalt overlays, shall be replaced with a section of 6 inches of asphalt over 12 inches of crushed rock.
 - 3. The minimum pavement thickness of any patch shall be 2 inches of asphalt over 4 inches of rock.
- m) Asphalt compaction must conform to the current version of ISPWC.
- n) Temporary pavement markings shall be applied prior to opening the traffic to public, with permanent pavement markings completed within 7-14 calendar days from the permanent patch.
- o) Patches shall all be completed in a manner that provide for a smooth rideable surface at the posted speed limit.
- p) When metal trench plates are utilized, they shall be recessed to grade or provided with asphalt or rubberized taper transitions.

The utility company, contractor or owner shall acknowledge the pavement cut policy and shall provide a two year warranty to the City of Post Falls, as a condition of their permit.

Pavement Cut Policy Adopted by City Council on 2/7/17