

ROAD CUT PERMIT

Date:	Owner:	Owner Phone:
Contractor:	Physical Address:	Contractor Phone:

TRENCHING, BORING AND PAVEMENT REPAIRS

1. Prior to scheduled cutting or boring operations, plans for the proposed construction must be submitted to the District for approval.
2. All water and sewer mains must be located in advance of construction.
3. Trenching or boring shall be made in such a manner that will minimize interference with vehicular traffic and shall not weaken or damage the existing street.
 - a. The location of the boring pits shall be of sufficient distance from the roadway to prevent undermining of the curb, gutter or shoulder section (normally 5 feet).
 - b. The pit shall be dug to a depth sufficient to maintain a minimum boring depth of 24 inches below the traffic surface. Jetting types of boring equipment will not be allowed.
 - c. Over cutting in excess of approximately two (2) inches shall be remedied by pressure grouting the entire length of the installation.
 - d. Cuts shall be 12 to 15 inches in width and no more than _____ in depth. See Pavement Cut and Repair Diagram.
4. Pavement repairs are to be made as rapidly as is consistent with high quality workmanship and materials. Use of fast setting concrete and similar techniques is encouraged in so far as possible without sacrifice of the quality of the repair. Unless otherwise allowed by the director, excavations on thoroughfares must be filled and compacted or properly plated within 24 hours.

Pavement and ribbon curbing is to be repaired as follows:

 - a. Excavations for potholing to expose underground utilities shall be backfilled with HS Four F flow-able fill.
 - b. On asphalt streets, hot mix fine graded surface course asphaltic concrete tamped in place shall be used.
 - c. The surface of the completed repair shall have no indentions, pockets or recesses that may trap and hold water, nor have bumps or high places but the completed surface shall match the grade of the existing pavement surface.
 - d. All excavations considered destructive or disturbing to the surrounding pavement such as the use of a backhoe to break the pavement will be subject to the repair extent standards no matter the reason for the excavation.
 - e. Cutting ribbon curbing shall be avoided if possible. In the event the curbing must be cut, Class "Hand Finish" concrete shall be used to repair/replace cut ribbon curbing to its original surface.
5. After placement of temporary repairs is completed, the utility/contractor shall clean and remove all debris and barricades from the area, and maintain the pavement cut until permanent repairs are made. Final pavement repairs shall be made by the utility/contractor within a 14 calendar day period after temporary repairs are made.

A road use fee of \$500.00 and a refundable deposit of \$500.00 must be paid before beginning construction.

Owner / Contractor agrees to abide and conform to the current trenching, boring and pavement repair standards as stated in this document.

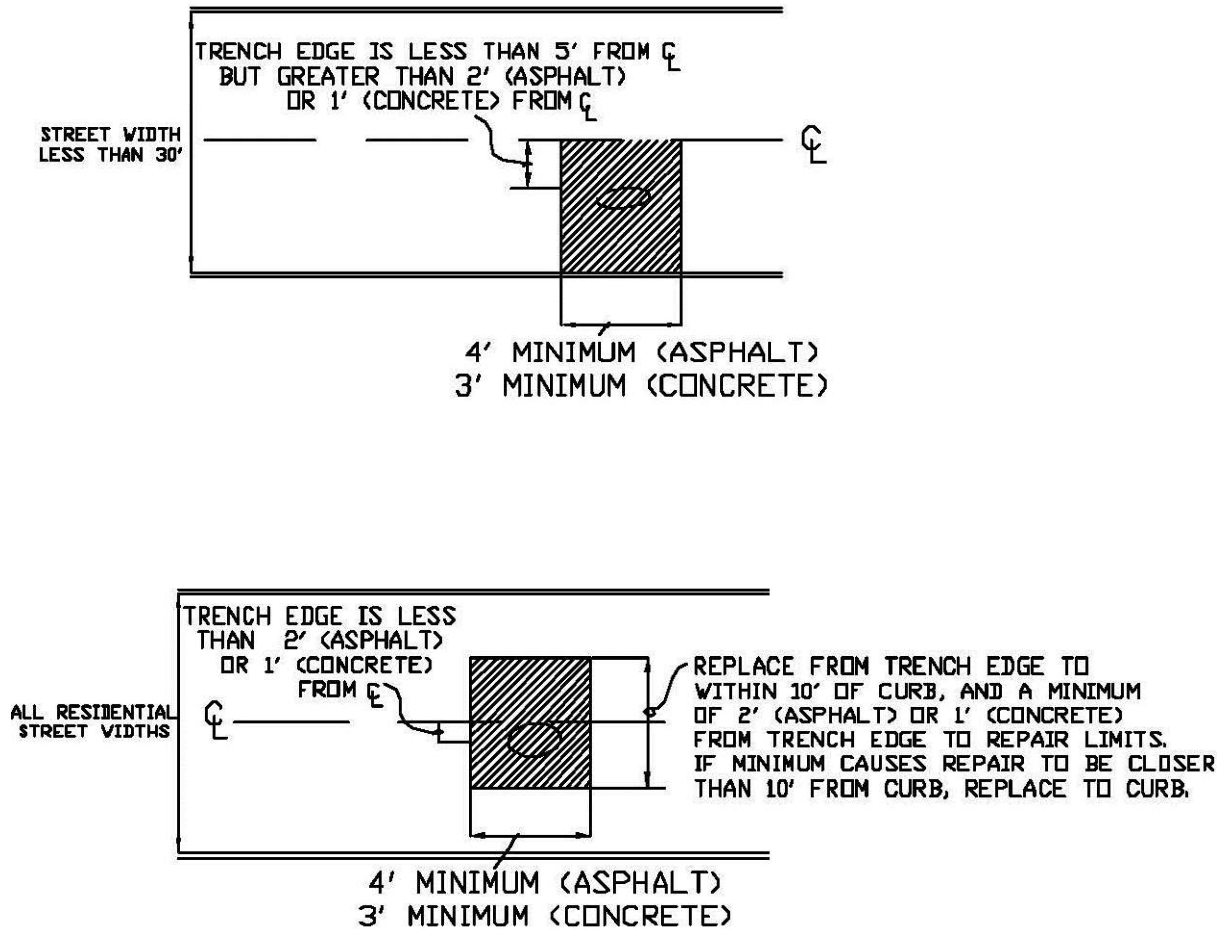
Owner/Contractor Signature

LCMUD#1 Representative

RESIDENTIAL PAVEMENT CUT AND REPAIR DIAGRAM

General Notes

1. Remove and replace a minimum of 4' (Asphalt) or 3' (Concrete) longitudinal or 2' (Asphalt) 1' (Concrete) from the edge of the trench. Whichever is greater.
2. If within 3' of an existing joint, then remove to the existing joint.
3. Multiple locations are to be a minimum of 10' apart from edge of repair to edge of repair. If less than 10' apart, a continuous section must be replaced.
4. A gutter of at least 12' may remain, provided that the curb and gutter is not damaged by the construction activity.
5. Width of cut must be 12 to 15 inches.
6. Exact pavement removal locations to be approved by MUD prior to construction.



VARIABLE WIDTH
RESIDENTIAL STREET