



Adopted by Council: July 8, 2010

Road Cut Policy

Effective immediately, the Town of Paradise is implementing a revised policy regarding the repair of road cuts. This policy will replace all previous Road Cut Policies.

Street Excavation Permit

Any person wanting to perform excavation in the Town's road right-of-way will be required to obtain a Street Excavation Permit. The cost of this permit will be as per the Town's fee structure for the current year. Only bona fide contractors presenting proof of \$2 Million liability insurance, WHSCC certificate of good standing, and being COR certified are permitted to obtain road excavation permits. Road cuts are not permitted during the winter season between November 1st to May 1st of the following year.

In addition to the permit fee, the Town will require a security deposit to be supplied to the Town in accordance with the Town's fee structure for the current year. For newly paved roads less than ten (10) years old, this deposit will be held by the Town for a period of 24 months from the date of the work being completed. This period will cover two full winter seasons. At the end of the 24 months, the security deposit will be refunded to the payee provided the road cut does not require any repairs.

For roads that are older than ten (10) years or where the condition of the road is such that the Town deems it unreasonable to hold a deposit for an extended period, the deposit will be held for twelve (12) months from date the work is completed. The Town will then determine if it is okay to release.

In all cases, if repairs are required, the payee must perform the necessary work to complete such repairs to the satisfaction of the Town. The repairs will be inspected by the Town and if satisfactory, the security deposit will be returned to the payee. If the payee does not complete the necessary repairs in the time as stated by the Town, the payee will forfeit the security deposit and the Town will complete the necessary repairs.

Asphalt Removal Procedure

The permit holder shall ensure all required traffic control signage, personnel and standards are in place as per the Occupational Health and Safety Act and Regulations of the province of Newfoundland and Labrador.

Asphalt shall be saw cut in clean straight lines a minimum of 1 meter beyond the top of the slope of the service trench.

A minimum of 300 mm of compacted granular material (38 mm diameter maximum) shall be placed over the top of water and sewer pipes.

Backfilling Procedure (See Attached Diagram)

Option A All remaining trench depth will be backfilled using unshrinkable fill (i.e. low strength concrete) having a maximum compressive strength of 0.4 MPa. Traffic shall be kept off the newly placed unshrinkable fill until the material has set. This may require the trench being backfilled ½ the road width at one time to permit a minimum of one lane traffic flow at all times. If traffic has to pass over the newly placed unshrinkable fill, steel plates shall be used to cover the area for a minimum of 24 hours.

Option B All remaining trench shall be backfilled and compacted in layers with suitable fill material in accordance with the Department of Municipal Affairs Master Specification for trench excavation. A professional geotechnical company registered in the Province of Newfoundland shall be required to inspect and certify the backfilling and compaction of the trench material. An Engineer's report certifying the compaction and backfilling procedure shall be forwarded to the Town.

In all cases, Town Inspectors are to be onsite during backfilling procedures.

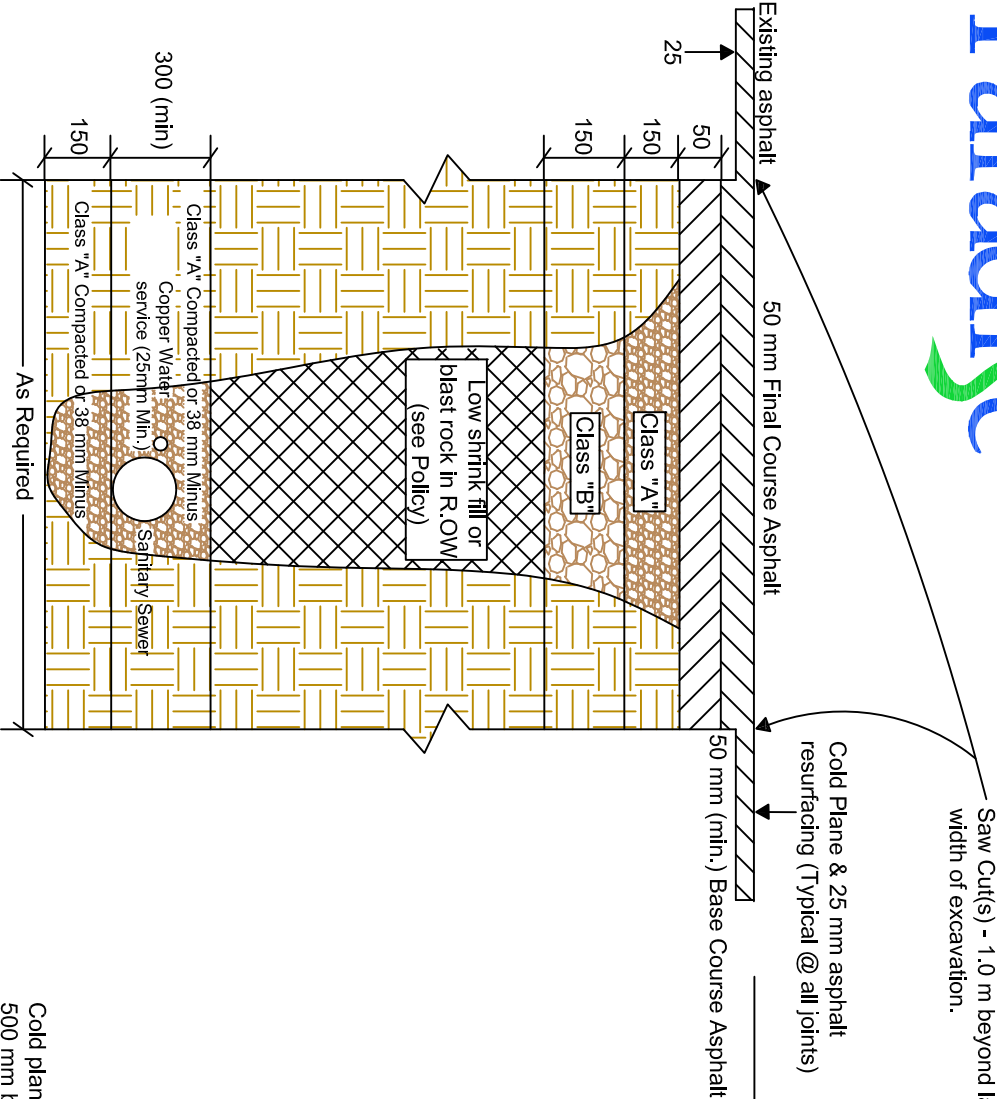
Asphalt Repair Procedure (See Attached Diagram)

Existing asphalt adjacent to the street cut shall be cold planed a minimum depth of 38 mm and a minimum of 0.5 meters in width for the entire length of the asphalt cut. This shall be done on both sides of the excavation. The cold planed area and cut edge of the asphalt shall be tack coated.

A minimum of 76 mm of asphalt (compacted thickness) will be placed in the excavated area and overlapped onto the cold planed area. The compacted asphalt shall blend into the existing asphalt such that no depression or hump exists. The new asphalt shall be compacted to a minimum 95% standard proctor.

Unshrinkable Fill Specification

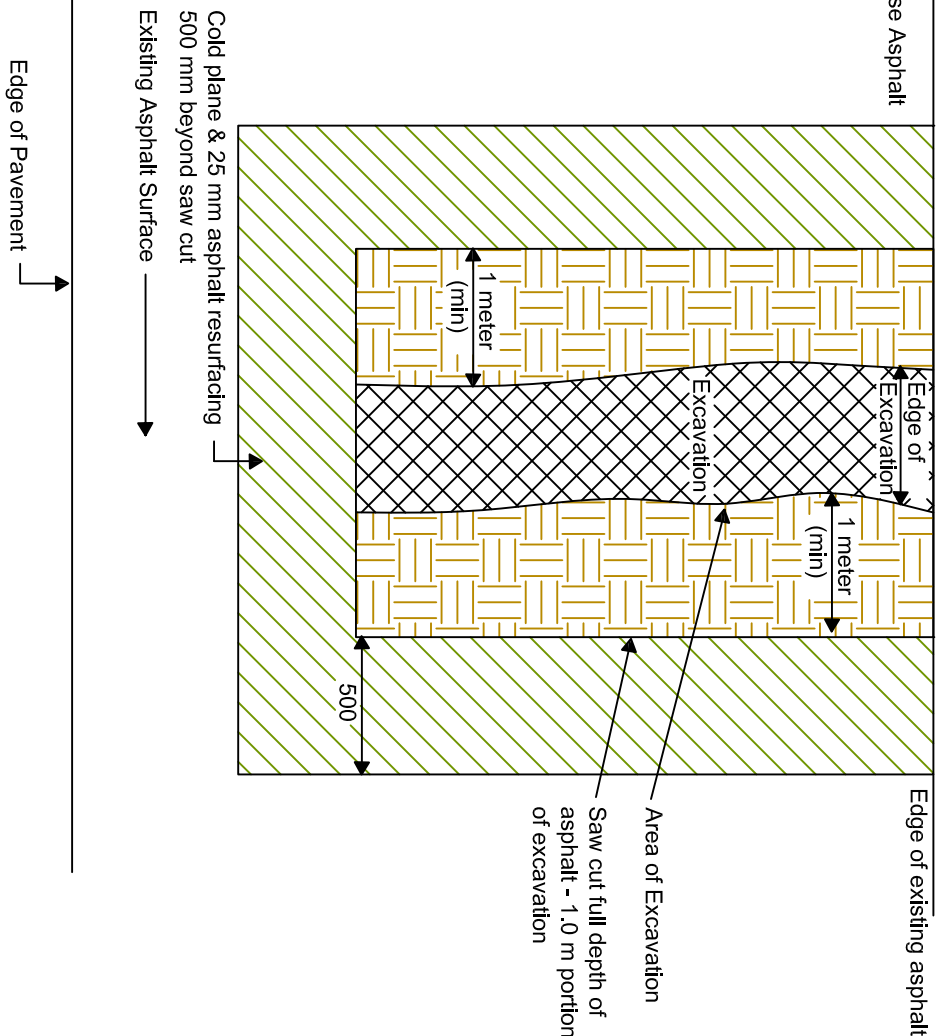
Cement Type	Type 10 or 30 Portland
Maximum 28-day compressive strength	0.4 MPa
Maximum size of aggregate	37.5 mm
Slump at point of discharge	180 +/- 40 mm



Saw Cut(s) - 1.0 m beyond largest width of excavation.

Cold Plane & 25 mm asphalt resurfacing (Typical @ all joints)

Plan View (Typical Road Cut)



1. Do not scale from drawing.
2. All dimensions are in mm.
3. All road gravel to be compacted as per Municipal Spec. (95% density). Compaction tests to be submitted to the Town's Building Dept. prior to securities being released.
4. All materials are to conform to the latest of the Government of Newfoundland & Labrador Municipal Master Specifications.
5. Tack coat to be applied everywhere new asphalt is to be placed against existing asphalt (vert. & horiz. joints)
6. See policy for additional information.

Road Cut Specifications