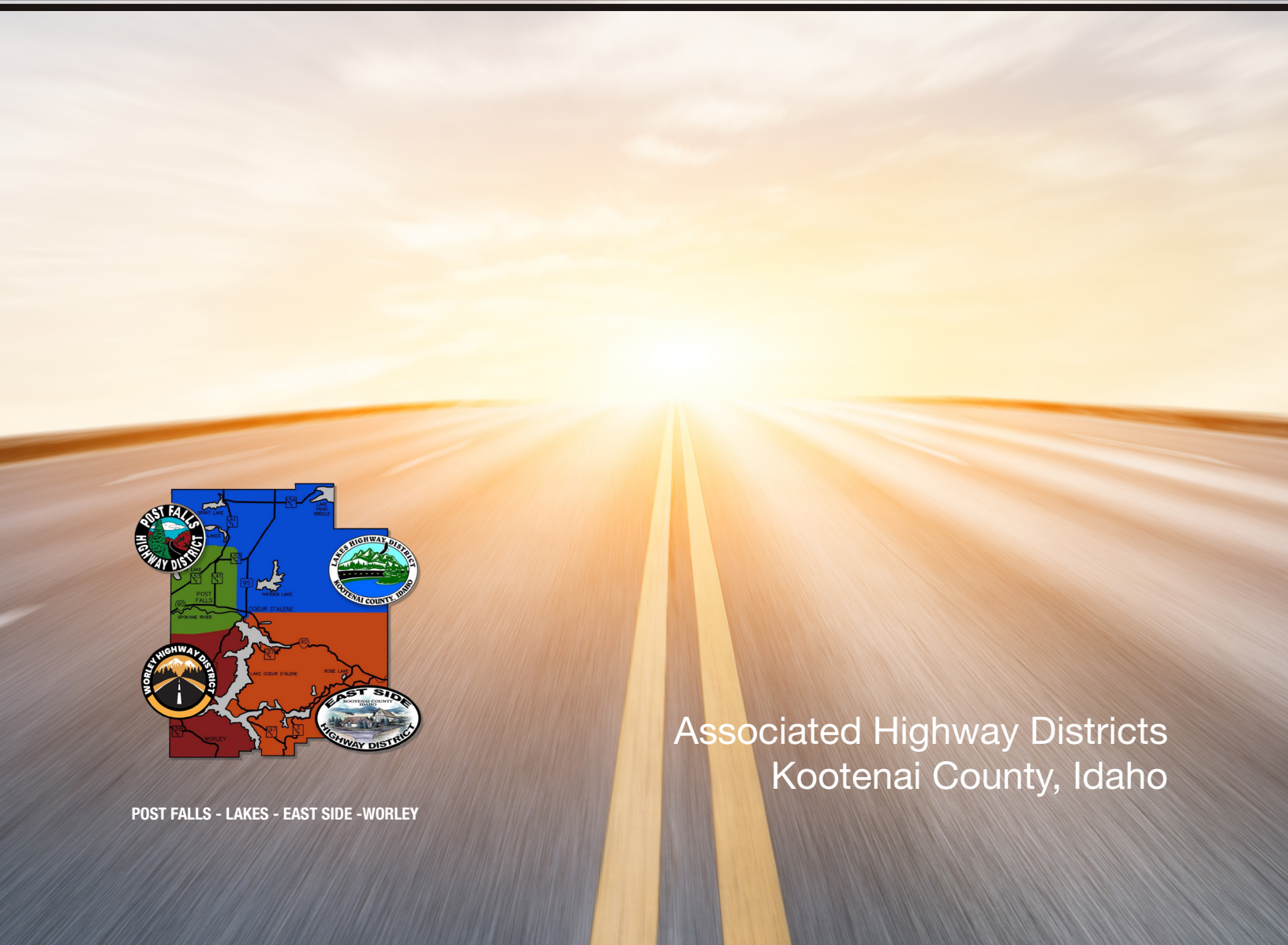
Pavement Cut Policy



POST FALLS - LAKES - EAST SIDE -WORLEY

Associated Highway Districts
Kootenai County, Idaho

PAVEMENT CUT POLICY

1. Purpose and Intent

This section establishes uniform requirements for roadway cuts, excavation, and pavement restoration performed within Associated Highway District rights-of-way (ROW). The intent is to preserve pavement integrity, reduce lifecycle maintenance, and maintain safe and functional roadways. Standards herein are based on the AHD Highway Standards and the Idaho Standards for Public Works Construction (ISPWC).

2. Applicability

These requirements apply to all utility owners and contractors installing, maintaining, or modifying facilities located within AHD ROW. All work must conform to the latest AHD Standards and the ISPWC, which govern trenching, backfill, and surface restoration.

3. Pavement Cut Moratorium Periods

To protect roadway investments, pavement cuts are prohibited between October 15 and April 15. Further, pavement cuts are prohibited for a defined period following surface treatments:

- 5 years after roadway construction or reconstruction.
- 3 years after asphalt overlay, chip seal, seal coat, or other wear surface applications.

Utility work may proceed only if it meets the exceptions outlined in Section 4. During permit review, AHD will determine whether the requested cut falls within an applicable moratorium period and will notify the applicant accordingly. Directors retain authority to approve exceptions when the public interest is served and no practical alternative exists.

4. Exceptions to Moratorium Periods

Pavement cuts may be allowed within the moratorium window only for:

1. Emergency repairs required to address risks to public health, safety, or service continuity (e.g., gas leaks, water/sewer main failures, power/communication outages).
2. Public agency utility projects where no feasible alternative exists.
3. Trenchless installations (boring, HDD) where surface disturbance is limited to approved bore/receiving pits outside the roadway prism.

5. Permitting and Submittal Requirements

Before any excavation or pavement disturbance, utility owners must obtain an AHD Right of Way Use Permit. Permit packages must include:

- Detailed plans showing utility location and cut limits;
- A Traffic Control Plan meeting MUTCD standards;
- A restoration plan demonstrating compliance with AHD and ISPWC details;
- Contractor licensing and insurance documentation;

- Bonding or security as required by the issuing AHD.

6. Work Notification and Coordination

- Notify AHD at least 48 hours before starting work.
- Notify affected utilities via 811 prior to excavation, consistent with Idaho Code requirements.
- Lane or road closures require advance approval per AHD procedures and must follow MUTCD guidelines.
- Work must maintain safe public access unless specifically approved otherwise.

7. Construction Requirements

7.1 Temporary and Permanent Patching

- Temporary patches must be placed within 24 hours of excavation and maintained in safe condition.
- Permanent pavement restoration must be completed within 7 calendar days, unless seasonal conditions prevent paving.

7.2 Pavement Cut Geometry and Limits

All pavement cuts must meet the following standards:

- Asphalt must be removed to a minimum of 3 ft beyond the trench limits.
- If subgrade sloughing extends beyond the original cut, edges must be re cut to re establish the required offset.
- Sawcut edges shall be straight, clean, and perpendicular/parallel to roadway alignment.
- Cuts shall not terminate in wheel paths; patches must extend to lane edge, lane center, or curb where appropriate.
- Patches within 15 ft of one another must be combined into a single patch.
- Areas containing four or more existing patches within 200 ft, or five or more existing within 350 ft, may require full width or lane width restoration.

7.3 Backfill and Compaction

- Backfill shall comply with ISPWC Sections 306 and 307, including material type, lift thickness, and compaction.
- Minimum compaction: 95% of AASHTO T99/T180.
- Flowable fill may be required in specific situations such as narrow trench zones or under high traffic roadways.

7.4 Asphalt Paving Standards

- Asphalt materials and placement must conform to ISPWC and AHD Standards.
- All joints must be tacked with approved emulsion prior to paving.
- Finished patches must meet these tolerances:

- ≤0.03 ft per 10 ft deviation in profile
- ≤0.05 ft per 10 ft deviation in cross-slope

- Restored surfaces must not pond water.

7.5 Trenchless Construction

Where feasible, trenchless methods (boring, jacking, HDD) are preferred and must comply with ISPWC Sections 308 and 309.

8. Inspection, Testing, and Acceptance

- AHD inspectors may require density tests, asphalt cores, or other quality verification testing.
- Work not meeting standards must be removed and replaced at the utility's expense.
- All restored areas carry a two-year warranty, during which the permittee must correct settlement, cracking, or performance issues.

9. Fees, Bonds, and Degradation Charges

- Permit fees, inspection fees, roadway closure fees, chip seal restoration fees, and other degradation charges shall be assessed in accordance with the adopted AHD fee schedule.
- Bonding, warranty security, and other financial assurances shall be governed by the applicable AHD utility permit general provisions.

10. Coordination With Future Roadway Improvements

Utilities must coordinate with AHD when planned overlays, reconstructions, or chip seals are scheduled. AHD may deny pavement cut applications that conflict with upcoming projects when feasible alternatives exist.