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SECTION 1: AMENDMENT “7-2-3 REGULATIONS AND REQUIREMENTS” of the Mona City Code is hereby *amended* as follows:

2022-27

AMENDMENT

7-2-3 REGULATIONS AND REQUIREMENTS

- A. City Responsibility: The city has the ultimate responsibility to ensure that utility cuts are properly made and road structures are properly, timely and safely restored and that all road impacts are properly mitigated.
- B. Blue Stakes: Before commencing excavation, the applicant shall call "Blue Stakes" at 1-800-662-4111.
- C. Existing Underground Facilities: The permittee is required to first determine what underground utility facilities are in the area where digging will be done and correlate and obtain permits or approvals as necessary prior to any digging.
- D. Signing of Work Site: Proper signing of the work site is the responsibility of the permittee and must be accomplished prior to any digging in accordance with the manual on uniform traffic control (MUTC) in order to ensure the safe flow of traffic. Signs and devices must not misinform and misguide motorists.
- E. Restoration of Pavement: All crossing of paved county roads must be accomplished by boring under the road unless specifically and expressly approved otherwise in writing by the Juab County road department by obtaining a digging permit. Any approved cutting of the pavement must be accomplished by sawing. A stable, sound, durable, smooth, prompt and safe asphalt restoration must be accomplished. The requirement is for the permittee to rebuild the disturbed portion of the road or street by replacing the subgrade, base course and pavement. The restored pavement should blend with the surrounding surface both in appearance and riding quality. The restored pavement should be broomed off, wiped up and hosed down. A detailed map must be provided.
- F. Maintenance Responsibilities: The applicant will maintain and be responsible for the place of the excavation for a period of one year from the date of completion. The applicant will be responsible to maintain all new approved accesses.
- G. Repairs: Notwithstanding any language detailing requirements for repairing trench cuts over pavement, permittee agrees that it will place the city in substantially the same position that it was in prior to the cutting of the pavement.
- H. Trenching; Backfill: Trenching is acceptable through gravel surface roads, providing the permittee accomplishes a durable, smooth prompt and safe restoration. The permittee is to rebuild the disturbed portion of the road or street by replacing the subgrade, base course and surface. The restored road surface should blend with the surrounding surface both in appearance and riding quality. A detailed map must be provided. The permittee utility cut backfill must be compacted to ninety six percent (96%) of maximum density, as determined by standard proctor tests. Proper compaction must be achieved and requires that each loose lift of backfill material be separately compacted as it is placed until the final lift reaches the elevation at the top of

DRAFT

the subgrade. Backfill material should match the subgrade material of the rest of the roadway (assuming that the latter is suitable) unless specifically approved otherwise in writing. Usable backfill include granular materials, clay, sand and cement stabilized sand. Large rocks, debris, cobblestones, bricks, railroad ties and other remnants of buildings, abandoned utilities, frozen lumps of earth, etc., are not acceptable backfill materials. Soil backfill is required to be placed in layers, or lifts, typically with a loose depth of about one hundred fifty millimeters (150 mm). Moisture content of the backfill material will affect compaction and density. It may be necessary to moisten the material before it is placed in the trench to accomplish the required compaction.

- I. **Compaction Operations:** The applicant may not commence backfilling until approved compaction equipment is on site. Approved compaction equipment shall be capable of providing specified compaction. Backhoes shall not be considered approved compaction equipment. Jetting will be used only if approved in writing by the city engineer. All backfill shall be thoroughly compacted in six inch (6") layers with approved compaction equipment to prevent future settlement (for approved backfill material, see development standards).
- J. **Traffic Control:** The manual on uniform traffic control devices (MUTC) part VI of the USDOT federal highway administration requires smooth and safe traffic control through utility work zones; protecting not only vehicles and their occupants, but also pedestrians, workers and the utility facilities. Required traffic control referred to above is the responsibility of the permittee.
- K. **Trench Location:** Trenching that runs parallel to an asphalt road must be a minimum of three feet (3') away from the edge of the asphalt or main gravel road base on the specified roads. Any surface disturbance must be restored as referred to above.
- L. **Burial of Utility:** The utility must be buried at least thirty six inches (36") deep. The utility must be routed at least eight feet (8') (in any direction) away from any culverts, cattle guards, bridges or other types of conduit and at least thirty six inches (36") below any culverts, cattle guards, bridges or any other type of conduit.
- M. **Damage:** Any damage to the asphalt or surface of the applicable city roads will be restored to former appearance and condition.
- N. **Settling:** If settling occurs after the boring or trenching, permittee agrees to repair or replace asphalt, road base, gravel or any other related road materials to a standard that equals or exceeds the condition that existed prior to the boring and/or trenching project.
- O. **Inspections:** All work in progress is subject to random inspection and approval of the city. A fee may be imposed for inspections.
- P. **Rework Order:** The city may order rework of an area or backfill if such is not or has not been accomplished according to city safety standards.
- Q. **Failure to Comply:** Failure of permittee to properly restore the road in a timely manner, as referred to above or as otherwise required by the city, will result in the city making or contracting such repairs and permittee agrees to pay all costs of mitigating such impacts.
- R. **Damage by City:** If the city accidentally damages the utility during the normal course of business, permittee agrees to hold the city harmless and to make any repairs at permittee's expense.

DRAFT

- S. Subcontractors: The permittee, if using a subcontractor to install the utility, shall fully inform and educate the subcontractor of the terms of this permit and require the subcontractor to follow such terms in fulfilling said contract.
- T. GPS Recording: Permittee shall provide the city with an electronic copy of global positioning survey recordings showing precise location of the utility.
- U. Bond Requirement: Applicant will be required to post a ten dollar (\$10.00) per square foot bond for replacement of existing asphalt surfaces and a ~~three-six~~ dollar (\$~~36~~.00) per square foot bond for ~~existing gravel surface~~ base and prep. The area of excavation and size of bond shall be calculated by the city. Mona City Code 11-8-3
- V. Tack Coat: The applicant will be required to place a tack coat along the exposed vertical edges of asphalt concrete with type RC or MC 70-250 bituminous tack coat when installing bituminous surfaces.
- W. Asphalt Replacement Requirements: Before replacing asphalt pavement, contractor shall "back cut" one foot (1') on each side of existing trench. The contractor shall seal all cold joints after asphalt installation. The pavement shall be restored by installing a minimum of eight inches (8") of untreated base course, compacted to ninety six percent (96%) of the laboratory density, in accordance with ASTM D1557. Asphalt surfacing shall be to the thickness of existing pavement, three inch (3") minimum or same thickness as asphalt. Asphalt mix design shall meet the requirements of the state standard specifications for road and bridge construction.
- X. Bituminous Material: Bituminous material shall comply to the requirements of UDOT section 402, the one-half inch (1/2") gradation is recommended for the surface course. The thickness of the bituminous courses shall be equal to the adjacent asphalt concrete thickness, but no less than three inches (3") unless otherwise specified by the city engineer.
- Y. Relocation of Utility: If future conditions warrant the city to require relocation of the utility, such as in the event of widening the city road right of way or some other safety factor, permittee agrees to relocate the utility and bear all costs of relocating the utility within a reasonable time period as required by the city.
- Z. Dust Control: The permittee shall provide a water truck and apply water to the road for dust control and safety purposes during construction.
- AA. Repair Damages: The permittee agrees to repair any damage to city roads, infrastructure and rights of way caused by or related to construction.
- AB. Suspension, Termination: Failure of the holder to comply with applicable law or any provision of this right of way grant or permit shall constitute grounds for suspension or termination thereof.
- AC. Notice of Start of Construction: Notice of intent to start construction shall be provided to the city at 435-623-4913 prior to beginning any excavation work.
- AD. Permit on Site: A copy of this permit shall be provided to contractors or subcontractors performing construction and shall be on site at all times during construction.
- AE. Saw Cutting: When pre-authorized by Mona City in writing, saw cutting is required on all existing asphalt surfaces before material is removed. The pavement shall be cut in neat, vertical straight lines, to allow for specified compaction densities along the face of the cut. Any pavement outside the trench, which is damaged, shall be removed in a neat straight line. All concrete surfaces shall be removed to the nearest control

DRAFT

joint (or score line). Some concrete surfaces may require saw cutting. Hydra hammers are not allowed. A stable, sound, durable, smooth, prompt, and safe asphalt restoration must be accomplished. The restored pavement shall blend with the surrounding surface both in appearance and riding quality. The restored pavement should be broomed off, wiped up, and hosed down.