CITY OF PORT ARANSAS
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PORT ARANSAS, TEXAS 78373-4128
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STREET CUT & BORING PERMIT APPLICATION

Applicant's Name:_____ Date: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone #: _____

Property Address: _____

Legal Description of Property:

Lot: _____ Block: _____ Sub-Division: _____

Location of Cut: _____

Purpose of Cut: _____

_____

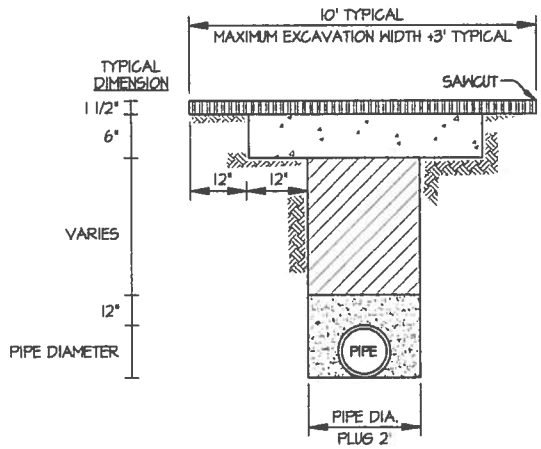
Size of Cut: _____

Approved By:_____ Date: _____

All street cuts and subsequent repairs must adhere to the following specifications.
An inspection of the excavation must be completed prior to installation of pavement.

FINAL BACKFILL

- ALTERNATIVE A: COMPACTED, CLEAN, SELECT GRANULAR MATERIAL (NATIVE SAND)
  - STANDARD METHOD TYPICALLY USED IN THE PAST.
  - SETTLEMENT QUICKLY DEVELOPS WHEN NOT PROPERLY COMPACTED.
  - ALLOWS QUICK AND EASY ACCESS TO UNDERLYING UTILITIES.
- ALTERNATIVE B: CEMENT STABILIZED SAND (8%)
  - SHOULD BE LIMITED TO STREET CROSSINGS AND CEMENT STABILIZED ROADS.
  - LIMITS FUTURE ACCESS TO BURIED UTILITIES AND INCREASES MAINTENANCE COSTS.
  - SETTLEMENT DOES NOT USUALLY OCCUR.
  - DIFFICULT TO APPLY IN THIN TRENCHES OR IN SMALL AREAS.
  - MAY CAUSE A BUMP IN A ROAD WHICH IS NOT CEMENT STABILIZED, OVER A LONG PERIOD OF TIME DUE TO THE UNEQUAL SETTLEMENT BETWEEN THE ROAD AND PAVEMENT REPAIR.
- ALTERNATIVE C: BLACK BASE
  - GENERALLY MUCH MORE EXPENSIVE THAN THE OTHER ALTERNATIVES.
  - IS A FLEXIBLE MATERIAL THAT IS SUSCEPTABLE TO MINOR SETTLEMENT AND CAN MOLD OVER A LONG PERIOD OF TIME UNDER HEAVY TRAFFIC.



COMPONENT
- PAVEMENT
- BASE
- FINAL BACKFILL
- INITIAL BACKFILL

PAVEMENT

- ALTERNATIVE A: HMAC
  - USED IN LARGE AREAS OR WIDE REPAIR SECTIONS (TYPICALLY > 25ft^2 OR GREATER THAN 5' WIDE).
  - SHALL BE MACHINED LAID.
- ALTERNATIVE B: TXDOT APPROVED COLD MIX
  - USED IN SMALLER AREAS OR THINNER REPAIR SECTIONS (TYPICALLY ≤ 25ft^2 OR LESS THAN 5' WIDE).
  - SHALL BE MACHINED LAID WHEN PRACTICAL.

BASE

- ALTERNATIVE A: CEMENT STABILIZED BASE (11%) WITH 2" CRUSHED CONCRETE OR EQUIVILANT
  - THE STANDARD BASE THAT IS TYPICALLY USED IN PORT ARANSAS.
- ALTERNATIVE B: BLACK BASE
  - USED WHEN THICKNESS IS LIMITED TO LESS THAN 6".
- ALTERNATIVE C: LIMESTONE (GRADE A, TYPE I)
  - USED IN SMALL AREAS WHERE CEMENT STABILIZATION CANNOT BE PRACTICALLY ACHIEVED.

INITIAL BACKFILL

- ALTERNATIVE A: COMPACTED, CLEAN, SELECT GRANULAR MATERIAL (NATIVE SAND)
  - THE STANDARD BACKFILL THAT IS TYPICALLY USED IN PORT ARANSAS.
- ALTERNATIVE B: SELECT FILL
  - USED WHEN THE NATIVE MATERIAL IS UNACCEPTABLE OR WHEN HIGH PI CLAYS ARE ENCOUNTERED.

RECOMMENDED ADDITIONS TO THE PAVEMENT REPAIR PROCESS

1. CONTRACTOR/OWNER SHALL APPLY FOR A PERMIT, ISSUED BY THE BUILDING DEPARTMENT, WHENEVER A REPAIR IS REQUIRED.
2. IN THIS PERMIT, IT SHALL STATE THAT REGARDLESS OF THE METHOD UTILIZED TO REPAIR THE STREET, THAT AFTER ONE YEAR THE CONTRACTOR/OWNER SHALL RETURN TO THE SITE AND IF NECESSARY, LEVEL UP THE PATCH BY MILLING THE SURFACE SMOOTH, SAW CUTTING, AND APPLYING AN HMAC FINAL PATCH THAT MATCHES THE EXISTING ELEVATION DIRECTLY ADJACENT TO THE REPAIR.
3. THE CITY SHALL ALSO REQUIRE THAT THE CONTRACTOR/OWNER IMMEDIATELY REPAIR A PATCH ONCE IT HAS SETTLED EQUAL TO OR GREATER THAN 3/4" BEFORE THE ONE YEAR PERIOD IS UP. THIS DOES NOT ELIMINATE THE NEED FOR THE ONE YEAR CHECK UP.
4. INSPECTION OF THE WORK SHALL BE REQUIRED DURING THE INITIAL REPAIR AND SHALL BE ACCOMPLISHED BY A REPRESENTATIVE OF THE PUBLIC WORKS DEPARTMENT.
5. THE PUBLIC WORKS DEPARTMENT SHALL ALSO LOG AND MONITOR THESE PATCHES AND BE RESPONSIBLE FOR CONTACTING THE CONTRACTOR/OWNER WHEN REPAIRS ARE NEEDED.
6. IN NO CASE SHALL A PATCH BE LEFT OPEN OR WITHOUT A WEARING SURFACE FOR MORE THAN 72 HOURS. CONTRACTOR/OWNER SHALL APPLY A TEMPORARY PATCH BEFORE THIS TIME PERIOD IS EXCEEDED.

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