Memorandum

To: ROWS – Construction Engineering Transportation

From: Michael C. Holm, PE

Date: August 12, 2022

RE: Street Cut Pavement Repair Markers

It is an important function of Construction Engineering to be able to quickly identify the maintenance responsibility of street cut patch repairs. These types of repairs are subject to DOTI Rules & Regulations, and the Permittee of record is liable for all maintenance for a three-year warranty period. There are many causes for a street cut patch repair to fail: incomplete compaction of backfill materials, use of unsuitable subgrade materials, careless placement of the final patch pavement, etc. The appearance to the public of a failing street cut patch portrays the image that the City is indifferent or wastefully spending public funds (even when the repair is performed by a private contractor). Thus, quick and timely communication of the need for a warranty repair for a failing street cut cannot be understated.

Contractors who are issued a Street Cut Permit record shall be required to adhere to the following set of rules:

All street patch repairs (including those located in public alleys) restored with asphalt pavement (both temporary and final patches) or concrete pavement are required to be marked with Street Cut Pavement Repair Markers by the Permittee.

1. Street Cut Pavement Repair Markers shall be installed during the final lift of asphalt paving, top lift of temporary patch material, or before the concrete pavement cures after placement. The markers shall be imbedded at a grade that is 1/8 of an inch lower than the finished surface and must be of one-piece construction. The use of nails to secure markers is not allowed.
2. Markers shall clearly display the year the final patch was completed, the Permittee’s customer ID number (or an assigned identifier ID when applicable)
and must be of the color assigned to the contractor. The color of the markers shall follow the Colorado 811 code for utility locates:

a. RED – electrical
b. YELLOW – natural gas, oil, steam, petroleum or gaseous materials
c. ORANGE – communications, alarms or signals
d. BLUE – potable water
e. PURPLE – reclaimed or irrigation water
f. GREEN – sewers or storm drains

3. Street cuts that are less than 50 feet in length shall have one marker placed at the approximate center of the patch. An additional marker shall be placed at the center of every lateral connection that branches off the main patch area.

4. Street cuts that are more than 50 feet long but less than 100 feet shall have a marker placed at either end of the patch approximately 12 to 24 inches from the edge. An additional marker must be placed at the center of every lateral connection that branches off the main patch area.

5. Street cuts that are greater than 100 feet long shall have a marker placed at either end of the patch approximately 12 to 24 inches from the edge, and at the center of the patch at approximate intervals of 200 feet. An additional marker must be placed in the center of every lateral connection patch that branches off the main patch area.

6. Markers shall not be placed less than 12 inches from any edge of the patch unless space or shape does not allow.

7. Markers shall be located out of a wheel path whenever possible.

8. Street cuts that are partially or fully within a parking lane shall be placed on the center-line side of the patch, 12 to 24 inches from the edge of the patch area.

The Permittee’s failure to use the required Street Cut Pavement Repair Markers may result in the delay of processing of new ROW permit requests, the revoking of any current ROW permits, the shutdown of all active jobs in the ROW city-wide, or the temporary suspension of the Permittee’s ROW Contractor License for up to 6 months.