



GILA COUNTY BOARD OF SUPERVISORS

Gila County, AZ

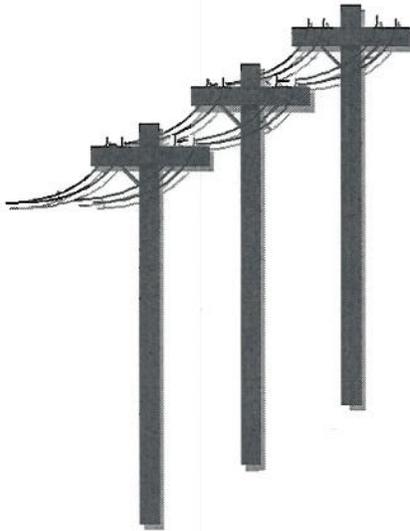
ORD

When recorded, please return to Marian Sheppard, BOS

Gila County

RIGHT-OF-WAY ORDINANCE

#02-01



Approved by:

Cruz Salas
Chairman, Gila County
Board of Supervisors

8-29-02
Date

Approved as to form:

[Signature]
Gila County Attorney

8/7/02
Date

August, 2002



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1. GENERAL

A. Purpose

The purposes of this Ordinance are to:

- Instruct public utilities agencies and Contractors on how to prepare and submit plans and other documentation for Right-of-Way Permits;
- Describe processes, policies and requirements; and
- Define roles and responsibilities of all parties.

B. Introduction

Any person, Contractor, firm, utility company, public service corporation, or entity that has a franchise from the Gila County Board of Supervisors must obtain a Right-of-Way Permit for any work performed within the public rights-of-way of Gila County. The storage of materials and equipment within the public rights-of-way also requires a Permit.

To preserve the original investment of the street and roadway systems within Gila County, minimize the disruption and maximize the safety to the traveling public caused by construction, and reduce future maintenance problems, it is the policy of Gila County to require the installation of new utilities across existing streets be done by boring or tunneling if the pavement or chip seal is three years old or less. For these roads that are three years old or less open cutting of existing streets for the installation of new utilities will be permitted only when it can be proven it is not possible to use boring or tunneling techniques or if there is a pavement preservation project forthcoming.

Applicants for Right-of-Way Permits must plan for adequate time for review and approval. Generally, the greater the scope of work, the longer the permit review and approval process will take.

C. Applicability

This Ordinance shall apply within the unincorporated area of Gila County and supercedes any other ordinance previously adopted by the Gila County Board of Supervisors.



6. Penalty

Any person, Contractor, firm, utility company, or corporation who does not obtain written permission to work in County Right-of-Way in the form of a Permit, is in violation of the Gila County Ordinance and subject to criminal penalties as provided under Arizona Revised Statute.

E. Revocation of Permits.

1. Substantial Breach

The County reserves its right, as provided herein, to revoke any right of way permit, without a fee refund, if there is a substantial breach of the terms and conditions of any statute, ordinance, rule or regulation, or any material condition of the permit including a threat to the safety of workers, or the right of way user or the utility users. A substantial breach by permittee shall include, but shall not be limited to, the following:

- (a) The violation of any material provision of the right of way permit;
- (b) An evasion or attempt to evade any material provision of the right of way permit, or the perpetration or attempt to perpetrate any fraud or deceit upon the County or its citizens;
- (c) Any material misrepresentation of fact in the application for a right of way permit;
- (d) The failure to complete the work in a timely manner as stated in the permit; unless a permit extension is obtained, or unless the failure to complete work is due to reasons beyond the permittee's control, or failure to relocate existing facilities;
- (f) The failure to correct, in a timely manner, work that does not conform to a condition indicated on an order issued.

Failure of the utility to pay any required costs, fees, or charges billed by the County.

Failure to provide traffic control that conforms to the provisions of the current Manual on Uniform Traffic Control Devices.



6. Reimbursement of County Costs

If a permit is revoked, the permittee shall also reimburse the County for the County's reasonable costs, including restoration costs and the costs of collection and reasonable attorneys' fees incurred in connection with such revocation.

7. Revoked Permit

If the County revokes a utility's permit for breach of this ordinance, the utility will not be allowed to install any utility or to obstruct or excavate within the county right of way until the breach situation is corrected to the satisfaction of the Director and the permit is reissued.

F. Definitions and Abbreviations

Wherever the following words, phrases, or abbreviations appear in these standards, they shall have the following meanings:

AS-BUILT CONSTRUCTED DRAWINGS - a set of construction drawings that has been red-penciled or otherwise marked to record all changes, which have occurred during the construction.

ADOT - Arizona Department of Transportation.

APPLICANT - means any Person requesting permission to install any utility or to excavate or obstruct a right of way.

BLUE STAKE - Statewide clearinghouse for coordinating and scheduling utility locates. Toll-free phone number for Blue Stake is 1-800-Stake-it.

CODE - shall mean the latest official adopted ordinances, policies codes and/or regulations of Gila County.

CONTRACTOR - shall mean a person, partnership or corporation duly bonded, licensed by the Arizona Board of Contractors and insured to perform work within public rights-of-way.

DAYS - intended as calendar days and not normal working days unless stipulated as working days in the Right-Of-Way permit.

ENGINEERING DEPARTMENT - Gila County Engineering Department



PERSON – any individual or entity subject to the laws and rules of this state, however organized, whether public or private, whether domestic or foreign, whether for profit or nonprofit, and whether natural, corporate, or political.

RIGHT-OF-WAY (ROW.) - any strip or area of land, including surface, overhead, or underground, established, granted by deed, easement, dedication, prescription or lease, for construction and maintenance according to designated use, such as for streets and highways, drainage ditches, irrigation canals, etc.

ROW PERMIT - An official document authorizing the performance of a specified activity or work within public rights-of-way and public easements by a person, Contractor, company, firm, corporation, or public utility.

SHALL or Must - a mandatory condition. Where certain requirements in the design or application are described with the "shall or must" stipulation, it is mandatory that these requirements be met.

SHOULD - an advisory condition. Where the word "should" is used, it is considered to be advisable usage, recommended but not mandatory. Deviations may be allowed when reasons are given which show intent of the standard is met.

STREET - a general term denoting a public way for purposes of vehicular, pedestrian and bicycle travel ways, including the entire area within the right-of-way (includes alleyways).

TEMPORARY SURFACE – the compaction of subbase and aggregate base and replacement, in kind, of existing pavement only to the edges of the excavation. It is temporary in nature except when the replacement is of pavement included in the county's two-year project plan, in which case it is considered full restoration.

TRAFFIC CONTROL SUPERVISOR (TCS) - a well-trained and knowledgeable individual assigned the responsibility for traffic control devices at worksites. The TCS must be ATSSA (American Traffic Safety Services Association) certified or equivalent.

TRENCH – an excavation in the pavement, with the excavation having a length equal to or greater than the width of the pavement.

VARIANCE – A grant of relief from the requirements of these Guidelines, which permits construction or other uses of property in a manner that would otherwise be prohibited or restricted by these Guidelines.



barricaded including lights, except when the county allows an alternate temporary surface at its sole discretion.

4. Inspection Requests

It shall be the responsibility of the person performing the work authorized by the permit to notify the Engineering Department or his authorized representatives that such work is ready for inspection. The Department requires that every request for inspection be received at least twenty-four (24) hours before such inspection is desired. Such requests may be in writing or by telephoning or faxing the Engineering Department.

5. Minimum Concrete Removals/Replacements

Saw cuts will be allowed if new joints are properly sealed and if not removal and replacement shall be to existing joints.

6. Road Closures

Main Arterial Streets and Collector Streets will not be closed unless written approval from the Public Works Director or his designee.

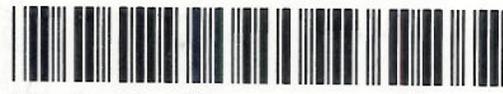
7. Normal Working Hours

Work in the Gila County Right-Of-Way will occur only during normal business hours (M- F, 6-6 except legal holidays) or as approved by the Engineering Department.

H. Permit Fees

A complete fee schedule approved by the Board of Supervisors can be found in Appendix B. The Engineering Department permit fees are established under appropriate enabling resolutions and/or ordinances and are subject to change periodically and may not be reflected in Appendix B. For current fee information please contact the Engineering Department.

Additional fees may be charged for any excavation work that may affect the accuracy of the Local Entities' Survey Monumentation System, **or for any work requiring county staff to work during time outside normal working hours (M-F, 8-5).**



2. PERMIT APPLICATION PROCESS

A. Obtaining and Submitting Application

A blank permit application can be obtained from the Gila County Engineering Department as shown in Appendix A. The applicant must fill out the application completely and accurately. When completed submit application together with all required documentation to the Engineering Department and a permit will be issued within 10 working days of receipt of a complete application.

B. Submission of Plans

Drawings or plans that clearly indicate the proposed work must be attached to the permit application. These drawings must be to a working scale and must show position and location of work, street/road names/numbers, widths of streets, property lines, topographic and man-made features, existing drainage patterns, etc. Plans shall show the relative position of proposed work to existing utilities and existing improvements and shall be drawn to a scale of one (1) inch = fifty (50) feet or larger and shall include a north reference.

C. Submission of Traffic Control Plans

Traffic Control Plans shall show in detail the proposed work area location and the traffic control devices being proposed to meet the requirements of the current MUTCD manual. Such plan shall be on paper at least 8 1/2 inches by 11 inches and may be faxed, mailed or brought to the Engineering Department with the permit application. Traffic Control Plans may require more detail than normal at the discretion of the Engineering Department due to unique or unusual conditions. Traffic control shall also include construction traffic routing requirements.

D. Payment of Fee

Acceptable methods of payment have been established, as identified in Appendix B.



3. CONSTRUCTION DETAILS

A. General Conditions

The following general conditions apply to all work done within the County rights-of-way such as utility line installation or repairs performed by any Contractor or utility department, public or private.

1. Protection of Existing Improvements

- a. The Applicant/Contractor shall at all times take proper precautions and be responsible for the protection of existing street and alley surfaces, driveway culverts, street intersection culverts or aprons, irrigation systems, mail boxes, driveway approaches, curb, gutter and sidewalks and all other identifiable installations that may be encountered during construction.
- b. The Applicant/Contractor shall at all times take proper precautions for the protection of existing utilities, the presence of which are known or can be determined by field locations of the utility companies. The Applicant/Contractor shall contact **BLUE STAKE AT 1-800-STAKE-IT** for utility locates a minimum of three (3) working days prior to his proposed start of work.
- c. Existing improvements to adjacent property such as landscaping, fencing, utility services, driveway surfaces, etc., that are not to be removed shall be protected from injury or damage resulting from the Applicant/Contractor operations.
- d. The Applicant/Contractor shall at all times take proper precautions for the protection of property pins/corners and survey control monuments encountered during construction. A registered land surveyor contracted by the contractor and at the Applicant/Contractor expense shall replace any damaged or disturbed survey markers.
- e. The repair of any damaged improvements as described above shall be the responsibility of the applicant/permit holder or their bond will not be released.
- f. The Applicant/Contractor shall make adequate provisions to assure that traffic and adjacent property owners experience a minimum of inconvenience.



with help from the County Attorneys office will take action upon the Applicant/Contractor bond to cover all related costs, unless an agreement for an extension is granted by the Engineering Department.

B. Excavation

1. Excavation shall consist of removal of all material necessary for the construction of the roadway section to the subgrade elevation, line, and grade shown on the plans or as specified in the contract documents. Unacceptable material defined as any earthen material containing vegetable or organic silt, topsoil, frozen material, trees, stumps, certain man-made deposits, or industrial waste, sludge or landfill, or other undesirable materials will be categorized as "unclassified excavation" and removed from the site and disposed of in accordance with applicable County, State and Federal requirements. All tree stumps and roots shall be removed to a minimum of two (2) feet below subgrade. Unclassified excavation includes any and all earthen materials encountered, including rocks and boulders measuring less than one-half cubic yard in volume, during construction.

2. Excavation shall be performed in a careful and orderly manner with due consideration given to protection of adjoining property, the public and workmen. Any damage to streets, parking lots, utilities, irrigation systems, plants, trees, building or structures or private property, or the bench marks and construction staking due to the negligence of the Contractor, shall be repaired and restored to its original conditions by the Contractor at his expense. Those areas that are to be saved will be clearly fenced off by the Contractor according to the Engineering Department's instructions and it will be the Contractor responsibility to ensure that these areas are not damaged during the construction process. Following completion of construction, should any of these trees, shrubs or irrigation facilities, etc. require replacement, it shall be done at the Contractor expense.

3. All materials determined acceptable by the Engineering Department acquired from roadway excavations may be used for embankment fill and backfill as needed. The entire area in the vicinity of the construction where excavation and filling has been performed shall be raked clean of all trash, wood forms, and debris, after completion of the work with no additional cost to the County. The Contractor shall dispose of material removed in excavation and not acceptable or not required for embankment fill of backfill. It shall not be wasted on private property without written



remove a portion of the sidewalk or curb, the applicable standards shall be followed.

11. Grading shall be done as necessary to prevent surface water from entering the excavation; any other water accumulation therein shall be promptly removed. Surface drainage, driveways, fire hydrants, manholes, water valves, etc. of adjoining areas shall be unobstructed.

12. When soft or unstable material or rock is encountered in the trench subgrade that will not uniformly support the pipe, such material shall be excavated to additional depths directed by the Engineering Department and backfilled with Type B material, as described in Subsection G, Part 2.

C. Blasting

1. The Contractor blasting procedures shall conform to Federal, State, and local ordinances. The Contractor shall acquire all required permits prior to the start of blasting.

2. Blasting for excavation will be permitted only after securing the approval of the Engineering Department. The Engineering Department will set the hours of blasting. The Contractor shall use the utmost care to protect life and property. All explosives shall be safely and securely stored in compliance with all federal, state, and local laws and ordinances, and all storage places shall be clearly marker "Dangerous Explosives". No explosives shall be left unprotected where they could endanger life or property

3. When blasting in trenches, the Contractor shall cover the area to be shot with earth backfill or approved blasting mats. Prior to blasting, the Contractor shall station flaggers and provide signals of danger in suitable places to warn people and stop vehicles. The Contractor shall be responsible for all damage to property and injury to persons resulting from blasting or accidental explosions that may occur in connection with the use of explosives.



ADOT Class 5 or Class 6 aggregate base course. Gravel replacement shall be one (1) inch greater in depth to that which originally existed, but not less than eight (8) inches. The surface shall conform to the original street grade. Where the completed surface settles, additional gravel base shall be placed and compacted by the Contractor immediately after being notified by the Engineering Department, to restore the roadbed surface to finished grade.

- b. Some streets may have been treated with a special surface treatment to control dust and/or bind the aggregates together. In these cases the Contractor is responsible for installing the gravel surface in the same manner as what existed. Such surface treatments shall be of the same chemical composition as what existed prior to the excavation work. The Engineering Department shall note on the permit the surface treatment that will be required.

3. Concrete Curb, Gutter and Sidewalk

- a. Concrete shall be removed to neatly sawed edges to full depth for sidewalks and curb and gutter and shall be saw cut in straight lines either parallel to the curb or perpendicular to the alignment of the sidewalk or curb. Any removal shall be done to the nearest joint. Replaced sections may require doweling connections if required by the Engineering Department.

G. Backfill

1. FLOWABLE-FILL may BE REQUIRED AS UTILITY TRENCH BACKFILL. Refer to Section 5 for compaction requirements. This requirement applies to all pavement and gravel locations. Flowable-fill vibration may be required.

- a. The recommended mix for flowable-fill is shown below. Flash-fill may be used if approved by the Engineering Department. Refer to ADOT specification 206.02.



be used in the intermediate layer provided that it is deemed suitable by the Engineering Department.

- c. The FINAL LIFT includes both road base and asphalt surfacing. Road base material shall be ADOT Class 2 aggregate base course or as specified by the Engineering Department.

Maximum dry density of all soil types used will be determined in accordance with AASHTO T 99 or AASHTO T 180. These densities will be determined prior to placement of backfill.

The maximum layer for compaction shall be 12-18 inches as approved by the Engineering Department.

3. Compaction Testing Requirements

See testing section.

4. Embankment and Slopes

- a. The Engineering Department shall approve all fill material.
- b. All trenching shall conform to OSHA standards.

H. Restoration

1. Bore Holes - Vertical and Horizontal

- a. For openings less than or equal to 6" in diameter, boreholes shall be filled with patching material approved by the Engineering Department(**cold mix is not acceptable**) to prevent entry of moisture. Patching material used shall be in all cases compatible with the existing surface. Subgrade shall be replaced with flowable fill to provide necessary support to the surface. The sealing of boreholes is the responsibility of the Contractor or persons making the bore.
- b. For openings greater than 6" in diameter, the limits of repair shall be identified in the permit.



bucket marks, etc. A slurry seal type covering will be considered the minimum repair. Patching may be required, at the discretion of the Engineering Department.

- a. The depth of asphalt patches in asphalt streets shall typically be the depth of the existing asphalt surface plus two (2) inches or as specified by the Engineering Department.
- b. The asphalt patch area for street excavations that fall within the wheel path of the vehicular travel lane shall be increased in size to the center of the lane or adjacent lane. In no circumstance will the edge of a patch area be allowed to fall within the wheel path.
- c. All street cuts shall be patched as per the guidelines of Section 4 below.
- d. Warranty period for all materials and workmanship shall be for one year from completion.

EXCEPTIONS - There may be situations where the patching standards are considered inappropriate. For example, rebuilding half of a road today when the county knows the road is due for reconstruction at a different profile within 1 year. In these cases, the Permit Holder can provide a more modest patch adequate to accommodate traffic for the 1-year period. In addition, the Permit Holder may be required to make a financial contribution to the street maintenance, rehabilitation or reconstruction program to support the more permanent improvements that are anticipated. The Engineering Department shall make this determination.

DISPUTE RESOLUTION - Mutual acceptance of these guidelines is expected to evolve over time with experience in the field. Disagreements over requirements and cost sharing are inevitable. In cases where agreement cannot be reached, the dispute shall not prevent the Contractor from compliance to the specific Permit or guidelines provided by this document unless approved by the Engineering Department.

4. Concrete Surfacing and Patching

- a. The concrete pavement shall be replaced with 4,000 psi concrete to match the finish and thickness of the existing pavement, but not less than eight (8) inches thick. All concrete construction shall be protected from vehicular traffic, including Contractor vehicles, until the concrete has achieved eighty (80) percent of its ultimate strength. Concrete shall be coated and sealed with a

Consequently, when strictly applied, they will provide the minimum acceptable product. Therefore, this criterion has been developed to maintain the same integrity of the street pavement and subsurface condition prior to its being cut for utility installations.

To achieve the goal of "Quality" or "Excellence" in street repairs, these criteria shall be viewed as guidelines when used in conjunction with good planning and judgment. This will restore the street to an acceptable condition with minimal patching failures. In most cases, it will be necessary to exceed the minimum standards to achieve a quality repair.

Issues that shall be considered in a quality approach to street repairs are as follows (these criteria must all be balanced against the long-term maintenance needs of the applicant).

B. Appearance

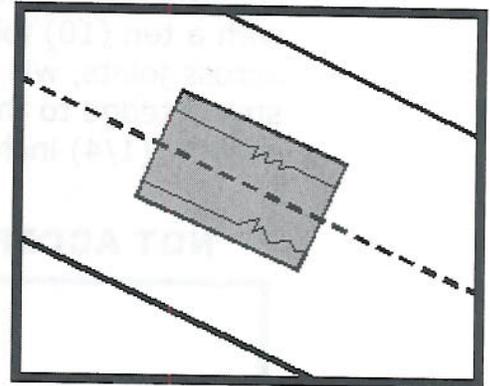
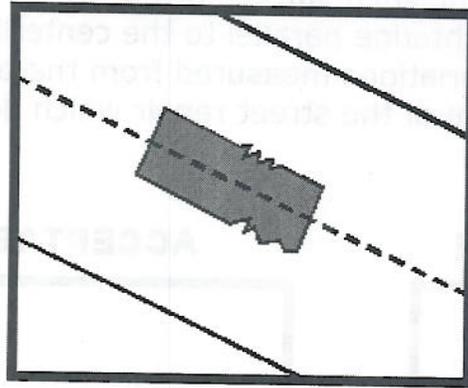
Does the final appearance of the street suggest the repairs were planned, or that they happened by accident?

- i. Consciously or not, the driving public "rates" the appearance of the street system, including street repairs, every day. Street repairs, which are satisfactory from a functional point of view, may produce a negative reaction from the public if they give the appearance of being poorly planned or executed.
- ii. The public's perception of street repairs is based primarily on shape, size, and orientation -- the geometry of a patch. Here are some guidelines for the geometry of a quality patch:
 1. Existing pavements should be removed to clean, straight lines parallel and perpendicular to the flow of traffic. Do not construct patches with angled sides and irregular shapes.



NOT ACCEPTABLE

ACCEPTABLE



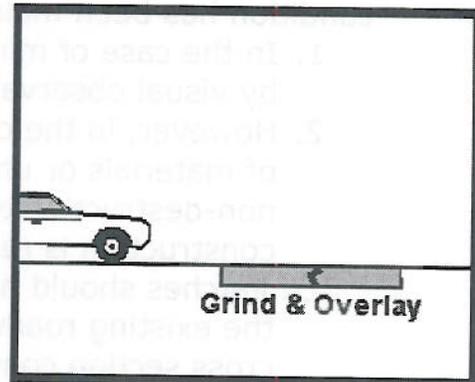
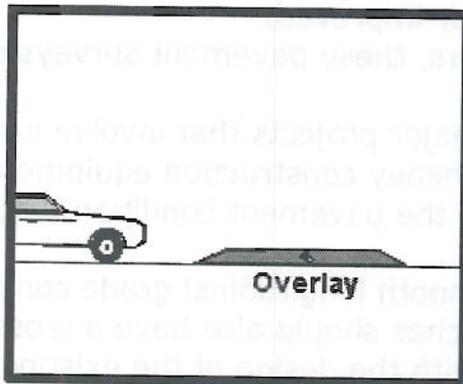
C. Rideability

Are the transitions on and off of the repair smooth? Does the patch itself offer a smooth ride? Are the joints located outside of the normal wheel path?

- i. Completed street repairs should have rideability at least as good as, if not better than, the pavement prior to the repairs. A driver may be able to see a street repair, but in the case of a quality repair, he/she should not be able to "feel" it in driving normally down the street.
- ii. Do not place overlays with feathered edges on streets of any classification. Overlays should be placed by first removing the existing pavement to the desired depth by grinding, and then placing the pavement flush with the adjacent surfaces.

NOT ACCEPTABLE

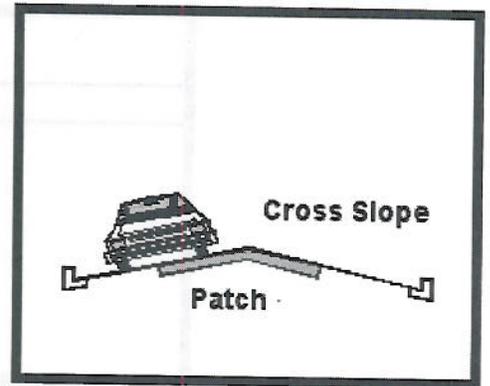
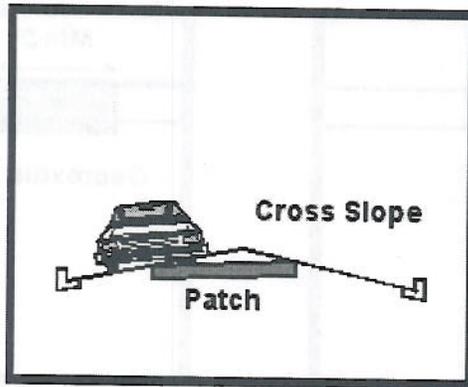
ACCEPTABLE





NOT ACCEPTABLE

ACCEPTABLE



E. Future Maintenance

Will the repair pose any future maintenance problems or make future maintenance more difficult?

- i. Excavations and street repairs, even well constructed street repairs, shorten a pavement's life. Several types of street distress, settlement, alligator cracking, and potholes, often show up around patches.
- ii. Quality street repairs should attempt to reduce the occurrence of these types of distress.
- iii. Avoid weakening or destroying the existing pavement around an excavation with heavy construction equipment, stockpiling or delivery of materials, etc. When damage does occur, remove the damaged pavement, extending the limits of the street repair, before replacing the pavement. Remember, no stockpiling of backfill or road building materials is permitted on the pavement.

1. In the case of older pavement where the likelihood of cracking and potholes next to the patch is greater, it may be necessary to extend the "shoulders" of the pavement beyond the two-foot minimum, and reinforce this area with a geotextile. "T" cutting is required for all repairs.



- ii. Following are the minimum number of tests required for each construction activity. These tests must be submitted to the Engineering Department on a daily basis as acquired and shall be hand delivered or faxed to the County.
 1. Native or imported backfill - One (1) test for every two (2) vertical feet and every one hundred (100) feet horizontally, or some fraction thereof with at least one (1) test per each lift.
 2. Flowable-fill - Testing may be required at the discretion of the Engineering Department.
 3. Concrete pavement, curbs, gutters and sidewalks - Testing to be conducted for every 100 cubic yards or portion thereof, with a minimum of one. The types of testing required shall be as prescribed by each County.
 4. Asphalt Pavement
 - a. Asphalt content - One test per 500 tons or fraction thereof of mix produced, minimum of one test per job.
 - b. Gradation - Aggregate: one test per 500 tons or fraction thereof of mix produced, minimum of one test per job.
 - c. In-place density - One test per 500 tons or fraction thereof of mix placed, minimum of one test per job.
 5. Aggregate base course materials -One test per 400 lane feet. No less than two (2) tests per excavation.

6. INSPECTION

All construction work within the public rights-of-way shall be subject to inspection by the Engineering Department and certain types of work may have continuous inspection. It shall be the responsibility of the Contractor to provide safe access for the inspector to perform the required inspections.

It shall be the responsibility of the person performing the work authorized by the Permit to notify the Engineering Department or his authorized representatives that such work is ready for inspection. The Engineering Department requires that every request for inspection is to be received at least twenty-four (24) hours before such inspection is desired. Such requests may be in writing or by telephoning or faxing the Engineering Department.

The Engineering Department may make or require other inspections of any work as deemed necessary to ascertain compliance with the provisions of these Guidelines or the Engineering Department's Roadway Standards. Any work performed without the required inspections shall be subject to removal and replacement at the Contractor expense, regardless of the quality of the work.



Gila County, AZ

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Appendix A

Permit Application



Gila County Engineering

1400 East Ash Street Globe, Arizona 85501
Phone: (928) 425-3231 Fax: (928) 425-8104

APPLICATION FOR RIGHT OF WAY PERMIT

OFFICE USE ONLY

Permit No. _____

County Road _____

Permit Fee \$ _____

Name of Applicant	Address	
Name of Owner	Address	
Name of Contractor	Address	
Contact Person		

Nature of Work		
Work to Start On (date)		Completion Date
Attach Detailed Site Drawing Showing All Dimensions from Right of Way and Existing Improvements.		

TYPE OF SURFACE where the cut is to be made is _____
PURPOSE OF OPENING: _____

CHARGE: Enclosed please find my certified check for _____ (\$ _____ Dollars).

ESTIMATED COST OF LABOR AND MATERIAL TO RESTORE THE COUNTY PROPERTY CUT INTO OR DAMAGED BY THE APPLICANT TO CONDITIONS AS SPECIFIED BY CURRENT RIGHT OF WAY ORDINANCE.
\$(_____) DOLLARS.

MAINTENANCE BOND: A maintenance bond will be required on each permit which will be one hundred percent (100%) of the estimated cost of labor and materials to restore the county property cut into or damaged by the applicant to its conditions as stated above which is to remain in effect for a period of one year from the date of completion of the proposed work, said date being established by the Gila County Engineering Department upon notification of completion of said work.

I agree:

To furnish a drawing showing size, type, controlling dimensions, etc., of the proposed improvement relative to existing pavements, existing structures, existing right of way, and existing utilities;

To erect and maintain all necessary barricades, detour signs and warning lights in accordance with the manual on Uniform Traffic Control Devices for Streets and Highways required to safely direct traffic over or around the part of the street where the above described work is to be done so long as the work in any way interferes with traffic;

To move or remove any structures installed under this permit, should future traffic conditions or street improvements necessitate and when requested to do so by the Engineering Department.

Final restoration of county property cut into or damaged, including said street and lateral cuts by applicant must be restored to conditions as specified by Right of Way Ordinance within five (5) days after backfilling of cut unless prior approval is acquired from the Engineering Department.



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Appendix B

Fee Schedule



GILA COUNTY ENGINEERING DEPARTMENT

RIGHT OF WAY PERMIT FEE SCHEDULE

1. Public Right-of-Way Improvement Permit Fee

a. Base permit fee for work in the public right of way: \$45.00

b. Fees for general right-of-way improvements. The permit fees for all utility work, sidewalk installation, street excavation, improvements to unimproved portions of public right of way, curb cuts, driveway installations, and repairs, are as follows:

200 lineal feet or less: \$45.00

201 to 300 lineal feet: \$60.00

301 to 500 lineal feet: \$80.00

501 to 2500 lineal feet: \$80.00, plus \$14.00 for each additional 100 ln. ft. or fraction thereof above 500 lineal feet.

2501 lineal feet and above: \$360.00, plus \$80.00 for each additional 1000 lineal feet or fraction thereof above 2501 lineal feet.

d. All other work: The permit fee for all other type of work in the public right-of-way , such as concrete structures, guard rail, slope protection, drainage channel work, roadway upgrading, etc: \$45.00

E. Obstruction Fee: \$15.00 per day