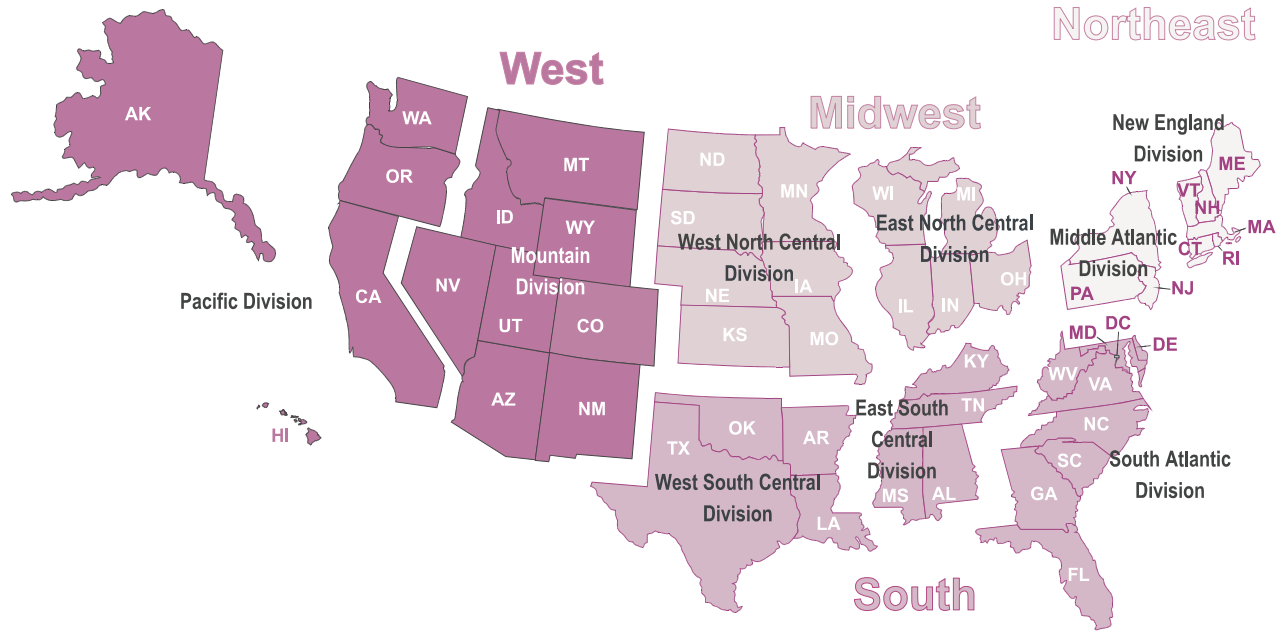


# AGA Right-of-Way Survey



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## **Introduction:**

AGA recently instigated a survey to capture data and comments relating to Rights-of-Way (RoW) and pavement restoration issues from member companies. This survey sprang from the concern that many local municipal agencies are attempting to impose fees and unusual restoration requirements for certain gas companies. These restrictions or additional requirements unfairly challenge current business practices and add to the cost of service for these companies. The intent of this survey was to capture information that could be analyzed and shared to AGA member companies to make them aware of national trends, and to learn what other companies may have done to respond to the same problem areas.  
(Appendix 1: Copy of AGA letter and Survey form.)

Glyn Hazelden of Hazelden Group was asked to review all the data responses to the AGA survey, and to organize it by categories so that it could eventually be posted in a database or similar document on the AGA website. Additional data was obtained in 2001 as an effort to add to the information.

There were 83 responses to the data from 72 different companies, comprising over 3,000 pages of information (Appendix 2: Company list)

## **Methodology:**

After reviewing the responses, the data was captured and presented in an Access database called "AGA-ROWproj". (the layout of the database is shown in Table 1).

The captured data from the responses is in a table called "DATA". In order to mirror the survey, some of the fields directly capture responses, but the different technical information responding to questions were categorized into main (field) subject areas. Responding companies were also categorized by the US government convention of four Regions (Northeast, South, Midwest and West). Each region is further broken into divisions, New England, and so on as a way to group areas within the broad region. Thus each company thus is categorized geographically by State, Region and Division. The database as delivered is already sorted by Region (Appendix 2 )

Once the database was designed and populated, forms were designed and produced within the database (FORMS section of database), that will capture subject areas separately. If the main interest is in different fees, scrolling through the form that shows fee responses, will show the way that fees are handled. Examples of these forms (included in Appendix 3) are:

(general) Comments: a form showing all the general comments made.

Asphalt Specs: this form shows all the asphalt paving requirements identified.

Backfill: types of backfill identified

Compaction & Lifts: compaction specs and size of lifts

Concrete Specs: shows all the concrete paving requirements identified.

Cutbacks: whether cutbacks are required and their size.

Fees: contains all the different fees identified for the respondents

Thus, each of these forms will allow a focused scroll through all the data. An experienced user who wishes a custom look at a particular topic, can also interrogate the main database as normal.

There were no firm geographic trends that showed in the responses, primarily because managing RoW is a local issue and approaches are fragmented, varying from state to state and town to town. The “heart” of the data assembled is the series of forms that examine the topics within the database. There is tremendous value in sharing the information, and being able to focus onto a topic of interest.

**TABLE 1 Structure of Database**

<b>Field Name</b>	<b>Description</b>
ID	Auto number generated by the software
Company	Name of the Company
City	City
State	State
Region	Grouping of Divisions by area
Division	Grouping of states by area
ContactName	Person familiar with the company response
Contactphone	Phone number of contact
Contactemail	Email of contact
?localregs	Yes/No survey question
Comments	Comments on previous question
?LocalFees	Yes/No on survey question
Comments1	Comments on previous question
PermitFees	Permit fees that were identified in the response
InspectionFees	Inspection fees that were identified in the response
OtherFees	Other fees that were mentioned in the response
Comments3	General Comments
?Cutbacks	Yes/No on whether cut-backs are required in that company
Dimensions	Dimensions of different required cutbacks
AsphaltPavingSpecs	Asphalt specifications identified in the response
ConcretePavingSpecs	Concrete specifications identified in the response
Fill#1	Fill type and dimensions identified in the response
Fill#2	Fill type and dimensions identified in the response
Fill#3	Fill type and dimensions identified in the response
Comments2	Comments on paving requirements
Liftsize	Sizes of lifts described in the response
Compaction	Compaction standard required as delineated in response
CompactionVerification	Method of verification mentioned
Bedding	Any bedding requirements around the pipe
Other	Other comments from the response.

## **Findings:**

In the initial Questions asked:

1. Is your local government jurisdiction changing or planning to change utility right of way (RoW) rules/policies in your area(s)?

Of the 83 respondents, 38 responded “YES”, and 45 responded “NO”, (people already operating under draconian ordinances answered that there were no changes).

With numerous (one respondent said over 300) municipalities and agencies to deal with, all of which are independently managing RoW within their geographic areas, gas companies are frustrated with the lack of uniformity. Municipalities have fragmented standards and requirements which make it very difficult for utilities and their staff to keep up. In recent years, Boston Gas challenged the legality of ordinances in its’ franchise area that required it to (1) obtain “permission” (a permit) to use the RoW in a municipality, and to pay fees associated with that permit. (2) to follow a specific prescribed method of restoring an excavated pavement. In appeals before the Massachusetts Supreme Court, Boston Gas obtained rulings that (1) it had the state statute authority to occupy a RoW and did not have to pay for a permit to do so (although the payment of administrative fees to cover the cost of processing permits was upheld), and (2) it should follow industry practices in restoring paved areas to existing condition (the municipality could not prescribe the method of re-paving).

There were two responses that indicated that their state allows local municipalities to create ordinances to regulate RoW in their jurisdiction, and to charge fees for its use. There were also comments to the effect that companies felt they had no choice but to comply with any ordinances. In line with this, there were companies who felt the standards they are expected to meet are too demanding. One company further stated that they are beholden to the inspector’s discretion, even when it exceeds local or acceptable standards. It was very apparent that respondents felt that they are being held accountable to ordinances designed to target telcom’s and their contractors who had caused problems in the past.

There seemed to be a consensus that if there was a “lead” agency to deal with (such as the state DOT), and if the standards or procedures developed would be an acceptable benchmark applied to the whole state, this would be a workable solution. In Minnesota, a model RoW management ordinance has been developed by the state association of city engineers, so at least there is potential for uniformity. Whether individual gas companies totally agree with its contents is still to be determined. Some companies feel that while uniformity is desirable, they do not want a uniformity that raises restoration to a level beyond that which may have already gained acceptance. State guidelines for restoration of excavations exist in Massachusetts and Minnesota.

2. Is your local government jurisdiction changing, or planning to change street opening or pavement cutting fees for your area(s)?

On this question ,41 respondents said YES and 41 said NO (there was 1 YES & NO answer). Again we must remember that higher fee structures have already been imposed in some jurisdictions; in fact, “ current higher pro-rated cost increases” was a comment made several times. Cities are looking for sources of revenue, and permit fees are one of their sources. The use of degradation fees is apparently spreading; it was mentioned by several respondents. Where franchise agreements prevent the imposition of permit fees, some municipalities are instead charging inspection fees, while some entities are still charging use fees for RoW space. There was comment that new restoration requirements will more than double the cost of restoration work for that utility. In Pennsylvania, the Penn Association of Township Supervisors developed a fee structure model that the responding Gas Company felt was a positive step. Many municipalities impose a graduated fee system depending on the period of time since the last street repaving in the specific area. A feeling of having no recourse to these fees was expressed. It is interesting to note that in the case of Boston Gas versus the city of Newton the presiding judge stated “.....*the logical corollary of the city’s argument is that it is all but impossible for the plaintiff to restore a street that has been the site of an excavation to its former condition and the plaintiff must therefore be made to pay for its diminished value. This assumption is contrary to that of the Legislature because the statute assumes that the street can and should be restored to its original condition.*”!!

Other fees mentioned in the responses were: Obstruction fees, Lane closure fees for blocking lanes, lost revenue fees for parking meters, application fees, processing fees, and annual fees for minor maintenance work.

Concern was also expressed about the requirement for Performance Bonds and filing certificates of insurance.

Actual permit fees varied from \$100,000 to excavate for the whole year anywhere in Chicago, to no-cost permits in several jurisdictions.

### **Restoration**

Warranty mandates guaranteeing excavation and restoration were typical. These periods varied from 1 to 3 years. In the case of at least one company, they stated that they provided a warranty for their work until the next repaving or roadwork. This has helped the communication problems and relationship with the city.

It was noted that some municipalities require utilities to embed a color-coded medallion at the edge of new paving restoration to identify the responsible party.

Cutbacks are still an active part of the required paving specifications. The most frequently mandated cutback was 12”, although 24” cutback also occurred regularly. Other sizes encountered were 6”, 8”, and 18”. Some jurisdictions allowed zero cutbacks where

Controlled Density Fill (CDF) {"slurry"} was used. Cutback of just the asphalt surface or both asphalt and base were seen. A related development has been the requirement to extend the area to be paved to the whole lane, or to the whole street, especially for longitudinal trenching. Some municipalities required paving to the edge of the surface when a strip of pavement (such as less than 3ft) would be left after the restoration. There was a feeling that cosmetic appearance and not technical structural strength drives the local requirements.

There was not as much mandated CDF backfill required as might have been expected, although definitely required in many areas. Concrete base was required more than had been expected, with traditional aggregate bases still an option in various locations. Suitable excavated material can frequently be used as backfill, although in some instances there is a requirement to remove all excavated material and replace with select fill, or equivalent. No company reported that they were screening excavated soil on-site for backfill, but several stated that they undertake centralized screening and re-use excavated material.

As anticipated, the use of specified compaction minimums was prevalent, usually 95% modified Proctor density, although some companies were following guidelines of 100% beneath any pavement. Other listed specifications were 90%, and 97% with specific depths and compaction being listed also. One company had a California Bearing Ratio compaction specification (20CBR). It is widely recognized that adequate compaction is the key factor affecting long term performance of restoration.

Specified measurement devices for compaction were not mentioned in many instances, but nuclear densiometer and Dynamic Cone Penetrometer were both listed. Testing at specific intervals (such as every 200ft) and also at a sampling of services was mentioned.

In relation to this, backfill lift sizes were often specified, normally from 6"-12". This sometimes depended upon the compaction equipment used. (vibrotamper, wackers etc) The New England Gas Association has issued a set of guidelines to members on backfill procedures, lifts and types of equipment, which from comments received, provided significant assistance.

## **Asphalt**

As previously reported, there are different fragmented requirements that Local Distribution Companies (LDC's) are expected to meet, however a typical asphalt paving would be up to 1" Asphalt Concrete (AC) wearing surface course on binder of approximately 4" AC and a base of up to 6" crushed stone.

One of the issues of concern to respondents was the requirement to use the local municipal paving contractor as a pre-requisite to obtaining a permit.

In colder winter climates there were special handling procedures for application of asphalt in lower temperatures. One company reported special truck mounted equipment used to keep smaller amounts of "hot mix" hot, so that bell-holes can be fully restored on the spot without the need for temporary paving and subsequent follow-up.

## **Concrete**

A typical concrete requirement would be a minimum of 8" concrete on a standard base, usually tied to existing pavement with dowels and sometimes using reinforcing mesh or bars. There were also occasions when asphalt was required as a surface on the concrete pavement.

## **Quality Assurance**

Although not specifically reported, some LDC's do run quality assurance testing of their paving contractors. In addition to running compaction testing (using a nuclear densiometer, Dynamic Cone Penetrometer, Clegg Impact Soil Tester, or other instruments) there are companies that take random 2" core samples to confirm installed asphalt, concrete and base materials and layer thickness.

One Ground Penetrating Radar company has an instrument that uses GPR techniques to confirm restoration thickness, although capital cost is obviously an issue.

LDC's are concerned about effective trench restoration practices, and fees and ordinances that are fair. More importantly they are interested in having a uniform restoration standard in their territory so that they can train personnel in relevant codes and practices and implement cost effective operations.

## **APPENDIX 1**





**Input requested by  
March 24, 2000  
(the 2001 update used the same forms)  
February 29, 2000**

AGA Member Gas Operations Executives

Subj: Status of Rights-of-Way and Paving Restoration Fees

Enclosed is a brief AGA member company survey to assess right-of-way (ROW) and/or pavement reinstatement issues related to your service area. As you are aware, many local jurisdictions and municipal agencies are attempting to impose fees and unusual restoration requirements for certain gas companies, related to this issue. These restrictions or additional requirements unfairly challenge current business practices and will unnecessarily increase the cost of providing our customers with safe and reliable gas service. We are asking that key member companies, like yourselves, provide us with the requested information so that AGA can best assist its members on this very critical issue.

The American Public Works Association (APWA) has a program for its members, which provides studies and other information for local jurisdictions to use in justifying the raising of permit costs and other fees related to pavement life and utility work in streets. This program has increasingly become a cause for concern by gas utilities.

#### AGA's Approach

The American Gas Association has established a "Steering Committee to Manage Public Rights-of-Way Issues" in order to meet the APWA challenge. First, we want to support our members in doing a professional job in restoring pavement cuts. Second, we want to Improve communications with the APWA and its municipal members, and third, we want to provide reliable information to challenge some of the findings in the studies being promoted by the APWA, which we think are technically unsupportable.

The AGA program has several facets as follows:

- 1) Establishment of the before mentioned Steering Committee.
- 2) Co-funding with others a "Finite Element Model for Utility Pavement Cuts."  
This should help validate the effect of various cuts and restorations on the pavements.

- 3) Co-funding of a broader project with the National Research Council (NRC) of Canada for impartial field tests on the effect of cuts on pavements. Results are to include guidelines for best re-instatement practices; and an easy to use performance prediction model software tool to support decision-makers in conducting life cycle cost analysis based on evaluation of alternative reinstatement options
- 4) AGA's Distribution Engineering Committee is also studying reinstatement practices and will provide technical input to the NRC study.

In order to assist the ROW Steering committee in development of appropriate strategies, please complete and return the attached survey form to Larry T. Ingels at **AGA not later than March 24, 2000**. Please also provide copies of your local requirements, company standards and or procedures related to ROW reinstatement. This should include such items as cutbacks, disposal handling, compaction, refill materials, repaving, etc.

Your participation is greatly appreciated.

Lori S. Traweek  
Sr. Vice President, Operations & Engineering



## **APPENDIX 2**

Company	City	State	Region	Division
ALAGASCO	Birmingham	AL	South	East South Central
Arkansas Oklahoma Gas Corp	Ft Smith	AR	South	West South Central
Arkansas Western Gas Co	Fayetteville	AR	South	West South Central
Atlanta Gas Light	Atlanta	GA	South	South Atlantic
Avista Utilities	Spokane	WA	West	Pacific
Baltimore Gas & Electric	Baltimore	MD	South	South Atlantic
Boston Gas	Boston	MA	Northeast	New England
Chesapeake Utilities	Salisbury	MD	South	South Atlantic
Cheyenne Light Fuel & Power	Cheyenne	WY	West	Mountain
Cinergy (Cincinnati Gas & Electric)	Cincinnati	OH	Midwest	East North Central
City Gas Company - NUI	Hialeah	FL	South	South Atlantic
City Public Service San Antonio	San Antonio	TX	South	West South Central
Clearwater Gas System	Clearwater	FL	South	South Atlantic
Columbia Gas -Pennsylvania	Rochester	PA	Northeast	Middle Atlantic
Columbia Gas Transmission	Charleston	WV	South	South Atlantic
ComGas	Southborough	MA	Northeast	New England
Connecticut Natural Gas	Hartford	CT	Northeast	New England
Consumers Energy	Jackson	MI	Midwest	East North Central
Dayton Power & Light	Centerville	OH	Midwest	East North Central
Dominion Energy Ohio	North Canton	OH	Midwest	East North Central
Energas	Lubbock	TX	South	West South Central
Equitable Gas	Pittsburgh	PA	Northeast	Middle Atlantic
Fairbanks Natural Gas	Fairbanks	AK	West	Pacific
Fort Pierce Utilities Authority	Fort Pierce	FL	South	South Atlantic
Indiana Gas	Indianapolis	IN	Midwest	East North Central
KeySpan Energy	Brooklyn	NY	Northeast	Middle Atlantic
KeySpan Energy	Hicksville	NY	Northeast	Middle Atlantic
Knoxville Utilities Board	Knoxville	TN	South	East South Central
Laclede Gas	St. Louis	MO	Midwest	West North Central
Madison Gas & Electric	Madison	WI	Midwest	East North Central
Metropolitan Utilities District	Omaha	NE	Midwest	West North Central
MichCon	Grand Rapids	MI	Midwest	East North Central
Minnegasco	Minneapolis	MN	Midwest	West North Central
Mobile Gas Service Corp	Mobile	AL	South	East South Central
Montana-Dakota Utilities		SD	Midwest	West North Central
Montana-Dakota Utilities	Billings	MT	West	Mountain
Montana-Dakota Utilities	Bismarck	ND	Midwest	West North Central
Nashville Gas Company	Nashville	TN	South	East South Central
National Fuel	Buffalo	NY	Northeast	Middle Atlantic
New Jersey Natural Gas	Wall	NJ	Northeast	Middle Atlantic
NIPSCO	Hammond	IN	Midwest	East North Central
North Shore Gas	Waukegan	IL	Midwest	East North Central
Northern Indiana Fuel & Light	Auburn	IN	Midwest	East North Central
NUI – Elizabethtown Gas	Union	NJ	Northeast	Middle Atlantic
New York State Electric & Gas	Binghamton	NY	Northeast	Middle Atlantic
Okaloosa Gas District	Valpariso	FL	South	South Atlantic
ONEOK (Oklahoma Natural Gas)	Tulsa	OK	South	West South Central

Orange & Rockland	West Nyack	NY	Northeast	Middle Atlantic
PECO	Plymouth Meeting	PA	Northeast	Middle Atlantic
Peoples Gas	Chicago	IL	Midwest	East North Central
Peoples Natural Gas	Wichita	KS	Midwest	West North Central
Piedmont Natural Gas	Anderson	SC	South	South Atlantic
Piedmont Natural Gas	Greensboro	NC	South	South Atlantic
Providence Gas Co	Providence	RI	Northeast	New England
Public Service Electric & Gas	Newark	NJ	Northeast	Middle Atlantic
Public Service New Mexico	Albuquerque	NM	West	Mountain
Questar Gas	Salt Lake City	UT	West	Mountain
Reliant Energy-Entex		LA	South	West South Central
Reliant Energy-Entex		MS	South	East South Central
Reliant Energy-Entex		TX	South	West South Central
Reliant Energy-Entex	Beaumont	TX	South	West South Central
Rochester Gas & Electric	Rochester	NY	Northeast	Middle Atlantic
SEMCO Energy	Battle Creek	MI	Midwest	East North Central
South Jersey Gas	Folsom	NJ	Northeast	Middle Atlantic
Southern Indiana Gas & Electric Co	Evansville	IN	Midwest	East North Central
Southwest Gas	Carson City	NV	West	Mountain
Southwest Gas	Las Vegas	NV	West	Mountain
Southwest Gas	Phoenix	AZ	West	Mountain
Southwest Gas	Tucson	AZ	West	Mountain
Southwest Gas	Victorville	CA	West	Pacific
TECO – Peoples Gas	Tampa	FL	South	South Atlantic
Trans LA Gas	Lafayette	LA	South	West South Central
TXU	Ft Worth	TX	South	West South Central
UGI Utilities	Reading	PA	Northeast	Middle Atlantic
United Cities Gas	Brebtwood	TN	South	East South Central
Utilicorp United	Rosemount	MN	Midwest	East North Central
Valley Gas Company	Cumberland	RI	Northeast	New England
Virginia Natural Gas	Norfolk	VA	South	South Atlantic
Western Kentucky Gas	Hopkinsville	KY	South	East South Central
Western Kentucky Gas	Owensboro	KY	South	East South Central
Wisconsin Public Service Corp.	Green Bay	WI	Midwest	East North Central

## **APPENDIX 3**

## General Response Comments

COMPANY	CITY	STATE	REGION	DIVISION
Dayton Power & Light	Centerville	OH	Midwest	East North Central
Contact Name Doug Petitt	Phone: 937-331-3757	email	douglas.petitt@dplinc.co	

Most municipalities are considering a RoW ordinance to manage fiber optic installations, but are including gas & electric utilities in those regulations. Our response is that we have a relationship via our franchise agreements, items they want can be done in that agreement, we should be excluded from the ordinances. (Kettering) Utilities wishing to use city RoW must apply for a RoW occupancy Certificate of Registration (lasts 5 years), no construction in RoW without certificate

Several communities are increasing fees. Our response is that we recognize our responsibility in restoring pavement, we recognize they have additional costs and their desire to pass them on, however they should understand those costs could ultimately be passed on to their constituents.

These are extremely hot topics in the Dayton and surrounding area. A number of communities are copying the City of Kettering OH document. (responses to specs and requirements in this record are based on the Kettering ordinance) (Kettering) Annually utility must file a Construction and Major Maintenance Plan, by geographical area of the city. Utility must provide maps of facilities to city "in the most advanced mapping format and in as much detail as available to the provider"



## Asphalt Paving Responses

COMPANY	CITY	STATE	REGION	DIVISION
Nashville Gas Company	Nashville	TN	South	East South Central
Contact Name James M Thweatt	Phone: 615-734-1760	email	jim.thweatt@piedmontng.com	

### Asphalt Paving Specs

Sawcut pavement. Full lane or road milling/paving may be required if road is checkerboarded. Limit is manhole centerline to manhole centerline. If excavation is within 300ft of intersection, limit will be radius of intersection. If segment is a cul-de-sac, then whole area of cul-de-sac will be restored. AC surface shall not be placed until mm of 42 days after binder. 2 AC surface, (9 AC binder for transverse or 6 AC base for parallel), mm 4ft width to allow for roller.

# Backfill

COMPANY	CITY	STATE	REGION	DIVISION
Cinergy (Cincinnati Gas & Electric)	Cincinnati	OH	Midwest	East North Central
Contact Name Roy Daines	Phone: 513-287-3529			email roydaines@cinergy.com

Backfill Lift size: (Cincinnati) 8" (Kentucky) 6" In Hamilton County if within 2ft of edge of pavement use 4" lifts or 12" if high capacity mechanical tamper is used (CDF is an alternative)

Fill Materials: Aggregate base course well tamped. (Kentucky) 12" crushed stone at top of trench.

Fill: CLSM (CDF) is required on all state RoW~s. and some municipalities. Most municipalities require excavated material to be hauled off-site, unless it is gravel or dry sand. Most commonly backfill material is bank run gravel or aggregate (Kentucky) clean earth fill.

Fill Materials bedding Bankrun gravel 3" mm below pipe on rock. 6" mm above pipe. Fine fill where placed on trench bottom. When using CLSM (CDF) some entities require bedding up to 6" or 12" above pipe.

Comments: Max trench widths 14" for <8" and 24" for 12" pipe.

## Compaction Procedures

COMPANY	CITY	STATE	REGION	DIVISION
ComGas	Southborough	MA	Northeast	New England

Contact Name John Dustin                      Phone: 508-481-7900                      email

Compaction Required: 95%

Compaction  
Verification Methods: Dynamic Cone Penetrometer

Backfill Lift Size: 6" if using pneumatic hammer or pavement beaker tamper foot:  
6"-12" when using percussive wacker rammer or vibratory compactor.

Bedding  
Requirements: 6" above pipe (if using CDF, need not be used) Co procedures describe use of CDF around pipe.

## Concrete Paving Responses

COMPANY	CITY	STATE	REGION	DIVISION
Baltimore Gas & Electric	Baltimore	MD	South	South Atlantic
Contact Name Mike Pometto	Phone: 410-291-4949	email michael.a.pometto@bge.com		

### Concrete Paving Specs:

10" Class 6 (7 if specified) concrete. 8" with #4 steel reinf on private property (Howard Cnty) 7" concrete/ #4 steel reinforcement. (Montgomery Cnty) min 6" with #4 steel reinf. (City of Baltimore) replace full slab if longitudinal trench; for transverse trenches full slab if surface <5 years old, or min 12 ft if >5 years. (Frederick Cnty) 8" concr. min 10ft width, with 6x12 wire mesh. (MDDOT) use #7 concrete. No reinforcement required for concrete cut up to 15 ft but restore to longitudinal joint and use dowels. Over 15 ft use reinforcement mesh and dowels. { In blanket permit this is further stated as min 10 ft length of reinforced patch to be used} If crossing a transverse joint, replace panel for min of 6ft into panel. If within 10ft of a joint, replace to joint. (State Hwy Auth) #7 concrete, min 10ft length repl., if within 6ft of joint, extend to joint. (Baltimore City) annual blanket emergency excav. permit limits excav. to 40 sq.ft per and shall be replaced in kind.

## Cutbacks

COMPANY	CITY	STATE	REGION	DIVISION
Southwest Gas	Las Vegas	NV	West	Mountain
Contact Name Jim Dufault	Phone: 702.365.2097		email	

Are Cut  
Backs  
Required

Y

Dimensions: 9" min (county) 12 (city) or 18 (NV.DOT) Moved back to edge of travel lane for longitudinal cuts

# Fees

COMPANY	CITY	STATE	REGION	DIVISION
Nashville Gas	Nashville	TN	South	East South Central
Contact Name	James M Thweatt	Phone: 615-734-1760	email: jim.thweatt@piedmontng.com	

Comments: Metro Nashville has instituted new permit fees where a normal street cut fee is increased significantly if paving is <5 years old, plus a sliding scale depending on age. A new fee is a lane closure permit.

Permit Fees: In Nashville a normal street cut fee is \$30, for up to six square yards, and up to 33 lineal feet. Then \$30 for each 33ft. If paving <5 years fee is \$500 plus 20% of the cost of restoring the excavation. The utility still pays for the repair cost.

Inspection Fees:

Other Fees: Lane closure permit fee. Obstruction fee. \$10/day Blocking parking meter \$7.50/day partial street closure \$15 for 3 days, then \$15 + \$10 for next 10 days and so on