

Ramsey County Right of Way Management Ordinance Permits and Fees

1. Registration Fee

Background:

This is an annual fee for each registrant. It is to cover administrative costs of reviewing and recording user registration, insurance, bonds, and work plans. Work Plans must be provided in hard copy and digitally in a format compatible with Ramsey County Department of Land Survey. If compatible digital plans are not provided an hourly conversion charge will apply. The conversion charge will be billed separately.

Conversion Charge: # of Hours x \$50

Cost Estimate:

	Time (Hours)	x	\$/Hr	=	Cost
Review	0.25	x	50	=	\$12.50
Recording	0.25	x	50	=	<u>\$12.50</u>
Total Cost					\$25.00
Proposed Fee					\$25.00

2. Excavation Permit

Background:

Ramsey County has developed a Permit Timetable for excavation in the right-of-way. The allowed time should be sufficient to complete the proposed work and allows for "down time" due to normal weather conditions and other similar delays. If the applicant requires additional time to complete the proposed work in the right-of-way, a delay penalty will be assessed on a per day basis. Please refer to Item 4 "**Delay Penalty**" for a break down of this fee and the Permit Timetable.

There are two types of excavation permits, Hole and Trench. Following is a brief description and proposed fees for each type.

**Right-of-Way Management Ordinance
Permit Fees**

- **Hole** Excavation that has a length that is less than the width of the right-of-way for the section of roadway where the work is occurring. If the length of the excavation is in excess of the width of the right-of-way, the excavation will be considered as a trench rather than a hole.

Cost Estimate:

	Time (hours)	x	\$/Hr	=	Cost
Administration	0.25	x	50	=	\$12.50
Plan Review	0.25	x	50	=	\$12.50
Inspection					
□ Before work	0.50	x	50	=	\$25.00
□ During work	0.50	x	50	=	\$25.00
□ After work	0.50	x	50	=	\$25.00
□ Reinspection	0.25	x	50	=	\$12.50
Mapping					
□ Review Data	0.25	x	50	=	\$12.50
□ Transfer to Utility Overlay	0.50	x	50	=	<u>\$25.00</u>
Total Cost					\$150.00
Proposed Fee					<u>\$150.00</u>

- **Trench** Excavation that has a length that is in excess of the width of the right-of-way for the section of roadway where the work is occurring. Trench excavation fees shall be the sum of the hole permit fee plus an amount be 100 lineal feet (or part thereof) beyond the length of the hole. The maximum length of a trench permit is 5,000 lineal feet. If the work continues beyond 5,000 lineal feet, additional permits shall be required.

Cost Estimate:

	Time (hours)	x	\$/Hr	=	Cost
Administration	0.25	x	50	=	\$12.50
Plan Review	0.25	x	50	=	\$12.50
Inspection					
□ Before work	0.50	x	50	=	\$25.00
□ During work	0.75	x	50	=	\$37.50
□ After work	0.50	x	50	=	\$25.00
□ Reinspection	0.50	x	50	=	\$25.00
Mapping					
□ Review Data	0.25	x	50	=	\$12.50
□ Transfer to Utility Overlay	0.50	x	50	=	<u>\$25.00</u>
Total Cost					\$175.00

The average trench is 330 LF more than the width of a hole.
Therefore, the number of 100 LF (or portion thereof) units is 4
The cost per 100 LF unit is \$175.00 / 4 = \$43.75 / 100 LF unit.

Proposed Fee (hole fee) plus \$40 / 100LF

3. Obstruction Permit

Background:

- a) This permit will be required for the following activities: installing or maintaining overhead lines, maintaining or replacing utility poles or supports, and installing underground facilities in existing conduit. the permit is not intended for minor maintenance work of short duration that has a minimal impact on the public use of the right-of-way.
- b) The permit will be required on work that obstructs a traffic lane or continues for a period in excess of 8 hours. Such time period is measured either as a single day or as a continuance of the same work over more than one day. The fee will be a lump sum plus a set amount per foot of length of work. The maximum length of a single permit shall be 5,000 feet.
- c) Ramsey County has developed a Permit Timetable for obstruction of the right-of-way. The allowed time should be sufficient to complete the proposed work and allows for "down time" due to normal weather conditions and other similar delays. If the applicant requires additional time to complete the proposed work in the right-of-way, a delay penalty will be assessed on a per day basis. Please refer to Item 4 "Delay Penalty" for a break down of this fee in the Permit Timetable.

Cost Estimate:

Base Fee:

	Time		\$/Hr	=	Cost
	(hours)	x			
Administration	0.25	x	50	=	\$12.50
Plan Review	0.50	x	50	=	\$25.00
Recording	0.25	x	50	=	\$12.50
Total Cost					\$50.00
Base Fee					\$50.00

Length Fee: (assuming a 1000 ft obstruction)

	Time		\$/Hr	=	Cost
	(hours)	x			
Inspection					
<input type="checkbox"/> During work	0.75	x	50	=	\$37.50
<input type="checkbox"/> After work	0.50	x	50	=	\$25.00
Additional Fee					\$62.50
Cost per Lineal foot					\$00.625
Proposed Fee =					\$50 plus \$0.06 per LF

4. Delay Penalty

Background:

In addition to excavation and obstruction fees, a delay penalty will also be assessed for work done in the right-of-way. This charge applies when the applicant requests additional time over and above the allowed time as shown in the following Permit Timetable. The allowed time should be sufficient to complete the proposed work and allows for "down time" due to normal weather conditions and other similar delays. If the applicant requires additional time to complete the proposed work in the right-of-way, a delay penalty will be assessed with a base fee plus an inspection fee charged at a per week basis.

The focus of the delay penalty is to seek to minimize the disruption and inconvenience caused to both vehicular and pedestrian traffic, as well as address any additional staff time required to follow-up on the permit. There will be no delay penalties for utility work in areas closed for Public Improvement Projects.

Right-of-Way Permit Timetable

	Street Type	Depth	Residential	Collector/ Arterial
			Days	Days
Excavation Permit (Hole)	Concrete	< 5 ft	5	5
		> 5 ft	7	7
	Asphalt	<5 ft	3	4
		> 5 ft	4	4
Excavation Permit (Trench)	Concrete	<5 ft	5 + 1 day / 100 LF	5 = 1 day / 100 LF
		> 5 ft	7 + 1 day / 100 LF	7 + 1 day / 100 LF
	Asphalt	< 5 ft	3 + 1 day / 100 LF	4 + 1 day / 100 LF
		> 5 ft	4 + 1 day / 100 LF	4 + 1 day / 100 LF
Obstruction Permit	N/A	N/A	1 + 1 day / 1000 LF	1 + 1 day / 1000 LF

Cost Estimate:

Base Fee:

	Time (hours)	x	\$/Hr	=	Cost
Administration	0.125	x	50	=	\$6.25
Plan Review	0.125	x	50	=	\$6.25
Recording	0.25	x	50	=	<u>\$12.50</u>

Total Base Cost \$25.00
(Plus an additional fee based on the length of delay)

	Time (hours)	x	\$/Hr	=	Cost
Inspection	0.50	x	50	=	<u>\$25.00</u>
Total					\$50.00

Proposed Fee	\$50 + \$25 / Week Or portion thereof
---------------------	--

5. Permit Extension

Background:

When the work is not going to be completed by the assigned completion date, the permittee is required to notify the county and request a "Permit Extension". The permittee must request the extension at least 24 hours prior to the completion deadline. A delay penalty will be assigned based on the additional time, work involved, and the new established completion date. This fee is based on the staff time required to process the extension application and additional inspections. (see Item 4 "Delay Penalty")

If the work is not completed by the permit expiration date, and a permit extension is not applied for, the permit will be considered invalid. If the permittee continues to work without a permit, the County can issue a new permit and charge a double fee.

6. Degradation Fee

Background:

If the permittee elects NOT to repair the street as shown in the appropriate detail, a degradation fee applies. This will be collected up front with the other permit fees.

Fee is based on the cost to repair the street as shown in the appropriate detail. The reconstruction is based on the type, age, and location of the excavation and will be assigned when the permittee elects not to reconstruct the street as shown in the appropriate detail. Below is a break down of cost per square foot as shown on the restoration details. (MDOT Standard Plates 7819.9900 thru 7819.9950 plates 1 thru 13)

Cost Estimate: (bituminous street)

	Hole (max. length = r/w width)	Trench (max. length = 5000' per permit)
New Street 0 to 5 years old	$(\$1.50 \times \text{street width} \times \text{length}) + (\$2.50 \times \text{lane width} \times \text{hole width})$	$(\$1.50 \times \text{street width} \times \text{length}) + (\$2.50 \times \# \text{ of lanes} \times \text{lane width} \times \text{length})$
Existing Street 5 yrs old to/in 5 yr plan	$(\$1.50 \times \text{lane width} \times \text{length}) + (\$2.50 \times \text{lane width} \times \text{hole width})$	$\$2.50 \times \# \text{ of lanes} \times \text{lane width} \times \text{length}$
Street to be reconstructed In the next 5 years	$\$2.50 \times (\text{hole width} + 4 \text{ feet}) \times (\text{hole length} + 4 \text{ feet})$	$\$2.50 \times (\text{trench width} + 4 \text{ feet}) \times \text{length}$
Street to be reconstructed In the next 1 year	$\$2.50 \times (\text{hole width}) \times (\text{hole length})$	$\$2.50 \times \text{trench width} \times \text{length}$

Cost Estimate: (concrete street)

	Hole (max. length = r/w width)	Trench (max. length = 5000' per permit)
New Street 0 to 5 years old	Full panel replacement $\$40. \times \text{hole width} \times \text{hole length}$	Full panel replacement $\$40. \times \text{trench width} \times \text{trench length}$
Existing Street 5 yrs old to/in 5 yr plan	Full panel replacement $\$40. \times \text{hole width} \times \text{hole length}$	Full panel replacement $\$40. \times \text{trench width} \times \text{trench length}$
Street to be reconstructed In the next 5 years	$\$40. \times (\text{hole width} + 4 \text{ feet}) \times (\text{hole length} + 4 \text{ feet})$	$\$40. \times (\text{trench width} + 4 \text{ feet}) \times (\text{trench length} + 4 \text{ feet})$
Street to be reconstructed In the next 1 year	$\$40. \times (\text{hole width}) \times (\text{hole length})$	$\$40. \times (\text{trench width}) \times (\text{trench length})$

Note: Panel replacement shall be performed per Mn/DOT concrete pavement rehabilitation standards for "Type D1" or "Type D2" replacement. Or as directed by the County.