



COOL PAVEMENT STREET CUT GUIDANCE

GUIDANCE ON PAVEMENT CUTS IN COOL PAVEMENT PILOT PROGRAM LOCATIONS AND FUTURE INSTALLATIONS OF COOL PAVEMENT TECHNOLOGY

OCTOBER 2025

PURPOSE

This document summarizes the City's requirements for street pavement cuts for streets with cool pavement installations. This guidance applies only to locations where [cool pavement](#) installations are present.

In short, the pavement restoration for streets with cool pavement installations shall follow the existing pavement cut ordinance, substituting the appropriate cool pavement product for slurry seal, micro seal or other seal coatings.

DEFINITION

Per City Code (Chapter 31, Article III, Section 31-49.1), a person that causes damage to the public street while working in the public right-of-way must repair the street at the person's sole cost and expense in accordance with City standards and specifications.

Beginning August 1, 2020, all street pavement cuts in a cool pavement installation area will require asphalt restoration followed by replacement of the cool pavement installation regardless of pavement age. See the guidance below for specific details.

A cool pavement installation includes light-colored slurry seals and asphalt sealcoats installed for the purpose of the Cool Pavement Pilot Program and future implementation of cool pavement technologies, pending results of the pilot. Cool pavement installations are managed by the Street Transportation Department Pavement Management group. Cool pavement cut restoration shall be managed by any party overseeing a project that cuts the cool pavement.

GUIDANCE

CRACK FILL AND SEAL. Permittee must apply crack fill and seal at all pavement cut repair areas and between existing and new pavement areas prior to any pavement treatment.

PAVEMENT CUT TO NEW STREET. Except for a single pavement cut of two square feet or less made as part of a single permit, if a pavement cut is made to a new street (newly designed and built which is 24 months and younger), all the following requirements apply:

1. The permittee must apply an asphalt mill and overlay/inlay pavement treatment to the full width of all impacted lanes of an arterial, collector, or local street as a result of the cut(s). The treatment must extend a minimum of 25 feet in both directions from the pavement cut(s); and
2. The permittee must apply the **approved cool pavement treatment** to the half width of an arterial or collector street, or the full width of a local street. The treatment must extend a minimum of 25 feet in both directions from the pavement cut(s).
 - To determine which cool pavement product to use, the permittee **must receive direction from the City pavement management team** to install the correct product.
Email pavement.management@phoenix.gov

PAVEMENT CUT TO STREET OTHER THAN NEW STREET. If a pavement cut of any size is made to a street other than a new street, the permittee must apply the **approved cool pavement treatment** to the half width of an arterial or collector street, or the full width of a local street. The treatment must extend a minimum of 25 feet in both directions from the pavement cut(s).

CURE TIME AND APPLICATION RATE: For the application of cool pavement, the asphalt patch will be allowed to cure for a period of 30 days at least before the cool pavement product can be applied. The cool pavement product shall have a target application rate of specified in the Table 1. **Installation shall be done per supplier specifications.**

Table 1 - Cool Pavement Products

Cool Pavement Product	Supplier	Target Application Rate
CoolSeal	GuardTop	0.25 gal / sq. yd.
StreetBond / Durashield*	GAF	50 – 55 sq. ft. / gal

**Manufacturer requires a certified applicator be used*

PAVEMENT TREATMENT FOR EXCEPTIONS. A cool seal pavement treatment is NOT required for a new street or street other than a new street if the pavement cut is less than two square feet and the permit allows no more than one pavement cut.

POTHOLING. Standard potholing (more than one pothole per project) that requires backfill and compaction will be required to adhere to this guidance for asphalt repair and resurfacing treatments. The permit fee and bond will be calculated using the cut area. Keyhole coring and pinhole potholing (cathodic protection) will be an exception for required pavement treatments, provided the combined diameter of the pavement cores is

less than two feet.

PAYMENT IN LIEU OF PERFORMING WORK There shall be no option for payment to the city in lieu of performing the required cool pavement treatments.

PERMIT REQUIREMENT A new civil permit, Civil Pavement Restoration (CPR), will be created for the pavement cut. The associated fee is based on the pavement age and permit scope of work. For existing pavements (older than 24 months), a cool pavement treatment will be required. The fee will be determined based on the size of the area that will be cut with a minimum fee of \$300. A bond to complete this work will also be required. The bond will be calculated per cut area.

For pavement cuts in new pavement (24 months and younger), a mill & overlay, along with a cool pavement treatment, will be required. The fee will be determined based on the size of the area that will be cut with a minimum fee of \$300. A bond to complete both the mill & overlay and cool pavement treatment will be calculated based on the cut area.