



WESTPORT, CONNECTICUT

DEPARTMENT OF PUBLIC WORKS
TOWN HALL, 110 MYRTLE AVE.
WESTPORT, CONNECTICUT 06880
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Westport Department of Public Works

Policy for Restoring Trench Excavations within Public Rights-of-Way

Effective October 1, 2012

The intent of this policy shall be to give guidance to Owners, Developers, Utility Companies and Contractors working within the public rights-of-way in the Town of Westport.

The requirements set forth below shall be enforced by the Director of Public Works or his representatives, open only to interpretation by the Director.

Town roadways shall be restored in accordance with the requirements set forth below.

1. **General** - All roads shall be restored to their original condition or better.
2. **Temporary Patch** - A temporary patch shall be installed at the conclusion of each days' work and shall consist of the placement and compaction of HMA S0.5", level 2, in 2 – 2" lifts for a final thickness of 4" minimum or to match the existing pavement thickness, whichever is greater. Edges of existing pavements in excavation shall be coated w/ RS-1 tack oil prior to placing temporary patch.
3. **Permanent Repair** - In all Repair Categories, all temporary asphalt shall be removed and the trench must be excavated to a depth no less than 12" plus the thickness of the original asphalted layers from the top of the trench, or 4", whichever is greater. The trench area shall then be prepared in compacted 4" lifts, the first two lifts shall be made up of 1-1/2" gravel, free from loam, clay, or other deleterious materials, for a total of 8", the third lift shall be made up of 4" of 1-1/2" processed stone. The trench area shall then be paved with HMA-S0.375 asphalt in compacted 2" lifts to the level of the adjacent milled surface. The asphalt depth shall match the thickness of the existing road or the minimum of 4" whichever is greater. Should the existing road consist of 6" of asphalt or greater, or be made of concrete, the first lift(s) of asphalt shall be HMA-S1.0 asphalt placed to the depth of the existing asphalt or concrete, and topped with a 2" lift of HMA-S0.375. The final mat shall match the asphalt or concrete thickness of the existing road. All layers shall be compacted to their optimum percent compaction by appropriate equipment. All joints shall be sealed with RS-1 tack oil. Bituminous concrete milling and/or overlay will be required within the area affected by the Trench excavation unless otherwise approved by the Director. The type and extent of the permanent repair will depend on the location of the excavation, the age of the road segment, and whether or not the excavation crosses the centerline. Permanent Pavement Repair Categories and specific treatments are listed at the end of this document
4. **Saw Cuts** - For all pavement repairs, neat straight longitudinal saw cuts shall be made for the full depth of the mat a minimum of 12" outside of the excavated area. In addition, when the roadway is to be milled, saw cuts of 2" in depth shall be made along the center line, or nearest adjacent longitudinal joint parallel to the excavation, or in the case of a full width overlay the cut shall be made at the face of curb if

curb exists. 2” saw cuts shall also be made transverse to the repair, in the location dictated by the Repair Category. Prior to paving all saw cut joints shall be painted with an RS-1 tack material.

5. **Roadway Milling** - Milling a minimum of 2” will generally be required for the full extent of the repair area. Specific milling requirements are dictated by the Repair Category listed at the end of this document.
6. **Utility Main Line Extensions** - In cases where a utility main line is extended or replaced repairs shall follow the procedures in item #3 above, in accordance with the appropriate Repair Category listed at the end of this document.
7. **Multiple Patches** - Where multiple road openings are performed on the same property, and the road is less than ten years old, **the property owner shall post a \$10,000 Permit Bond** covering all the patches. Once all patches are complete, the property owner shall overlay the road for at least the entire frontage of the property, consistent with the category 1 and 2 permanent pavement repair categories below. If the multiple patches occur on both sides of the road, the entire road shall be overlaid from gutter to gutter, and for the entire frontage.
8. **Warranty** - All work shall be warranted for compaction and pavement performance for the life of the overlay. The contractor, or in the case of #7 above, the property owner, will be held responsible for the permanent patch until such time that the roadway is either overlaid and or reconstructed by the Town. The Director of Public Works may from time to time vary these requirements as necessary due to project location, magnitude, traffic pattern and/or volume, public safety, road closure requirements, age or rideability of existing roadway surfaces.
9. **Timeframe** – All final patchwork, (permanent patch), must be completed within 2 months of the excavation, unless the asphalt plants are shut down for the winter. If the plants are closed, the patch shall be maintained as dictated by the Director of Public Works until the plants open again. As soon as the plants open, all temporary patches shall be permanently patched, within 1 month of the plant opening.

PERMANENT PAVEMENT REPAIR CATEGORIES

October 1, 2012

Category #1

Description:

Asphalt wear surface that **is five years old or less.**

All excavations perpendicular to the lane of traffic or,

All excavations parallel with the lane of traffic

Requirements:

Gutter to gutter full width 2" mill and resurfacing for the length of the affected area plus an additional ten feet (10') at the beginning and end of the trench limits.

Gutter to gutter requirement may be reduced by the Director to gutter to centerline joint if the entire excavation is in one lane of the roadway.

Temporary patch and preparation for final paving operations are as previously outlined depending on field conditions.

Category #2

Description:

Asphalt wear surface that **ten years old or less, but greater than 5 years old.**

All excavations parallel with the lane of traffic.

Excludes excavations within or crossing the center line of the travel way.

Excavations which cross the center line receive treatment outlined in Category #1.

Requirements:

Center line to gutter edge 2" mill and resurfacing for the length of the affected area plus an additional ten feet (10') at the beginning and end of the trench limits.

Temporary patch and preparation for final paving operations are as previously outlined depending on field conditions.

Category #3

Description:

Asphalt wear surface **greater than 10 years old**

All excavations perpendicular to the lane of traffic.

All excavations parallel with the lane of traffic in a roadway.

Requirements:

Trench repair only.

Temporary patch and preparation for final paving operations are as previously outlined depending on field conditions.