



REGULATIONS

Department of Streets Regulations For Opening and Restoring Street Openings

OPENINGS

Before proceeding with the opening of a street, the area immediately adjacent to the work site shall be made safe with lights, barricades or other devices approved by the Streets Department to insure the safety of the motoring public, pedestrians, and individuals doing the work.

The equipment being used, whether stationary, such as a compressor, or active, such as a backhoe, shall be located and operated in a manner such that it may effectively be used to accomplish its designated work but at the same time its location and operation should offer a minimum of interference with vehicular and pedestrian traffic.

The material removed from the ditch shall be piled in a location adjacent to the ditch so that it does not interfere with vehicular and pedestrian traffic. Excavated materials in excess of the amount needed for backfill shall be removed and the street cleaned.

The top of a tunnel in a paved street shall not be less than five feet from the surface of the street and the tunnel shall not extend more than five feet from the curb.

No trenches or excavations shall be left open overnight unless approved by the Chief Highway Engineer. Open excavations shall be protected with concrete jersey barriers, steel plates, or other methods approved by the Chief Highway Engineer. Steel plates shall be pinned in each corner with a smooth headed pin that does not protrude above the plate more than 0.5 inches. The pins must extend into the street surface at least 3 inches. The plate must extend at least 12 inches beyond the edge of the excavation in all directions. The plate must be ramped with asphalt at least 6 inches wide. The plate must be removed immediately upon completion of permanent restoration.

BACKFILLING

Ditches and other street openings shall not be backfilled until all tests required by the various utility companies and/or the Water Department have been completed.

Trenches and other street openings shall be carefully backfilled with materials approved by the Streets Department and shall be equivalent to clean excavated soil, loam, sandy clay, sand and gravel.

The backfill shall be thoroughly compacted in layers not exceeding six inches by rolling tamping with mechanical rammers or by hand tamping with heavy iron tampers.

Upon completion of the backfill the street opening shall be made safe by topping the dirt backfill with an asphaltic cold mix paving material in a level plane with the surrounding roadway surface and not creating a hump or depression in the restoration area.

The refilling of all tunnels shall be thoroughly compacted by ramming. The surface over tunnel shall be broken down if required by the Streets Department, the opening shall be refilled and the refilling thoroughly compacted by ramming.

RESTORATION

Before restoration of the pavement, the base course shall be cut back six inches wider than the original opening on all sides. If the edge of the base course adjacent to and paralleling the curb is within two (2) feet of the edge of the paving or curb, after cut back, the paving shall be removed between the edge of the cut back and edge of paving or curb. The surface course shall be cut back six inches from the outer edge of the original opening. The thickness of the base course restoration shall equal the thickness of the existing pavement but shall not be less than eight inches in depth. This same depth applies to streets with stone black base or other types of temporary paving base. The concrete shall be brought up to the same level as the existing base course.

Just prior to the application of the asphalt top to the ditch, all exposed vertical surfaces of existing binder and surface course shall be painted with hot asphaltic cement. The surface of the concrete base shall be thoroughly cleaned and the application of a tack coat of bituminous material E-1 (AASHO Equivalent RS-1) in the amount of 1/15 of a gallon per square yard shall be applied.

Asphaltic binder shall be then installed up to one inch from the existing roadway surface and compacted, using either an approved mechanical roller or hot iron tampers weighing not less than 25 pounds.

The finished or wearing surface of the restored ditch shall match in kind the existing roadway surface pavement. It shall be installed and compacted in the same manner as the asphaltic binder. The topped-off ditch shall have a smooth surface showing no evidence of honeycomb, roller or iron marks.

After topping is completed the seam between the existing surface course and the newly restored top shall be neatly sealed with asphaltic cement. If the ditch is to be immediately opened to traffic, dry sand, or Portland cement shall be evenly spread over the newly installed seal to prevent it being picked up or spread by automobile tires.

If restoration is to be in finished concrete roadway paving, the dimensions shall be the same as for base restoration. The finished edge of restoration in concrete pavement shall be made with a concrete saw just prior to the paving operation. The minimum depth of cut shall be 1½ inches.

TIMING OF RESTORATION

Between July 1 and November 30 of each year, permanent restoration of all street openings less than twenty-five square yards in size shall be preformed within thirty (30) days after backfilling. Between December 1 and March 31 of the following year, if inclement weather does not allow permanent restoration, street openings may be temporarily restored with cold patch and maintained until permanent restoration is preformed.

SPECIAL SITUATIONS

There will be no cut back required for a ditch with a surface area one-half square yard or less.

If the ditch restoration occurs in a black base street or stone base country road, the concrete base restoration may be brought up to within one inch of the roadway surface.

Unless approved in writing by the Chief Highway Engineer, restorations in streets that have granite block, brick, or other special surfaces must be restored in kind.

The use of asphaltic or black base will be permitted only where a ditch has to be restored because the street must immediately be opened to traffic. Such cases would include ditches in track areas and streets with only one lane available for traffic. Black base may also be used to patch ditches in inclement weather or where the use of concrete would be impossible or impractical due to future construction. In all cases the permission of the Highway District engineer must be obtained in writing before black base can be used for ditch restorations.

PLUMBERS' DITCHES

Plumbers shall comply with regulations governing the opening and backfilling of ditches. If they comply with said regulations, plumbers shall be responsible for their ditch openings for a period of thirty (30) days after receipt by the Streets Department of notice by the plumber that the opening has been backfilled. Such notice shall be filed electronically or as otherwise specified by the Streets Department. If the backfilling and temporary topping is inadequate, or was performed improperly, the plumber's responsibility for the opening shall continue beyond thirty (30) days until such time as the ditch is permanently restored. Additionally, if the Streets Department responds to a complaint for an unsafe location caused by the plumber's failure to properly backfill or top, the plumber will be billed for the Streets Department's time and material expense in restoring the ditch to a safe condition.

Failure by the plumber to notify the City that an opening was made and backfilled will not relieve the plumber of responsibility and may be cause for the City to deny him any future permits.

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