

**CALHOUN COUNTY
BOARD OF COMMISSIONERS
POLICY STATEMENT**

SUBJECT: UTILITY CONSTRUCTION REQUIREMENTS	DATE APPROVED:	EFFECTIVE: Immediately	POLICY NO. 315
	3/15/2020	REPLACES: New	

- I. **POLICY STATEMENT:** Calhoun County’s Road Department is faced with the same challenges as many other municipalities throughout the country. Pavement cuts are a necessary operation and cannot be avoided. Utilities need to service new customers and repair existing facilities. There is a common good for utilities to be placed in the Public Right of Way. All parties shall strive to reduce the burden to the property owner, and damage to all roadways.
- II. **PURPOSE:** This document outlines the Calhoun County Road Department’s policy regarding pavement cuts. It addresses excavation problems, construction requirements, warranties, and other related aspects. Any road/street will remain available to cut provided that all provisions within this policy are adhered to. The utility shall attempt to use other innovative ideas for servicing customers other than cutting in the public right of way, while not diminishing safety standards.
- III. **POLICY:**

PERMIT REQUIRED

No permittee shall make an excavation or opening in or under a road right of way without first obtaining a written permit from the Calhoun County Road Department. A person who violates this policy shall be subject to the fines outlined below:

- First Offense: \$200
- Second Offense: \$400
- Third & Subsequent Repeat Offenses Within 1 Year: \$800

CROSSING EXISTING STRUCTURES

During construction, it may be necessary to cross under existing sewers, drains, culverts, and/or other underground structures. The contractor shall protect such structures from damage or disturbance. In the event construction cannot proceed without damaging or disturbing existing structures, the contractor shall contact the owner of said structures and make arrangements to minimize the impact of disrupting said structure. The contractor shall be responsible for repairing or replacing all damaged structures at his own expense.

OPTIONAL CULVERT REPAIR

If the contractor encounters a deteriorated culvert which extends outside of a construction influence area and if he may elect to replace the entire structure, including complete restoration rather than repairing only the disturbed section, the Calhoun County Road Department, at its

option, may elect to furnish all or a part of the deteriorated culvert replacement at no cost to the Contractor.

ROADSIDE DITCHES AND CULVERTS

All roadside ditches and driveway culverts shall be cleaned, repaired and/or replaced to the same or better condition as existed before trenching operations commenced using approved materials, bands, etc. All culvert or waterway openings will be replaced to original dimensions and to the satisfaction of the Calhoun County Road Department at the expense of the contractor.

PAVEMENT RESTORATION

GENERAL - All paved surfaces and shoulders shall be restored to original dimensions, except that no lanes shall be paved less than 9' in width per lane or 18' in total width.

LONGITUDINAL OR TRANSVERSE PAVEMENT RESTORATION

When pavement surfaces are damaged by either facility location necessity, or by construction operations, restoration shall be performed in full lane increments, no fractional lane width patching shall be permitted.

For example:

1. On a 22-ft wide road:
 - If a 6' width of surface is disturbed, one lane or 11' wide shall be restored.
2. On a 20-ft wide road:
 - If a 12' width of surface is disturbed, the entire 20' width shall be restored.
3. On a 10-ft wide parking lane:
 - If an 8' width of surface is disturbed, the entire 10' width shall be restored.
4. For spot repairs such as a utility service connection cut perpendicular to the road centerline:
 - The patch shall be long enough to accommodate the trench width as specified and shall be in full lane increments in width.
 - All edges are to be saw-cut either on a pavement joint or perpendicular to the direction of traffic unless otherwise approved by the county engineer.
 - In the case of multiple road crossings, if less than 100' of existing pavement remains between patches, the trench area and the entire existing pavement between those patches shall be restored or overlaid as directed by the county highway engineer.
5. All pavement thicknesses shall be approved by the Director of Engineering or Designee.

CONSTRUCTION METHODS

When a trench must be cut through paved areas (concrete or asphalt) such as roadways, driveways, sidewalks or parking lots, particular care shall be taken not to unnecessarily damage the adjoining areas of pavement, driveways or sidewalks. All cuts through existing surfaces shall be made with a concrete saw, sawing deep enough to allow a straight cut parallel with longitudinal and traverse construction or contraction joints.

All trenches in paved streets, roadways, parking areas, and driveways shall be backfilled with select backfill from a minimum of 8" below the finished grade of the pavement. The select backfill shall be placed in not more than 6" layers and thoroughly and uniformly compacted by machine tamping to not less than 98% of the maximum unit weight.

The Permittee shall supply material sampling and testing reports conducted by an approved independent testing company to assure that compaction and granular gradation requirements are conforming with CCRD requirements.

Material excavated from the trench may be used as select backfill when approved in writing by the county highway engineer. The material to be used for select backfill shall meet the following granular material class II gradation:

<u>Sieve Size</u>	<u>Percent Passing</u>
2"	100
1"	60-100
No. 100	0-30
Loss by washing	0-7

Trenches not in paved streets, roadways, parking areas or driveways shall be backfilled from a level of one foot above the pipe to the ground surface with existing material. Topsoil, seed, fertilizer and mulch will be required to restore areas disturbed outside of the pavement limits.

A bond may be required.

MATERIALS - per current MDOT specifications

Bituminous surfaces

ITEM	MINIMUM FOR ALL PAVED SURFACES	FOR ALL SEASON PAVED ROADS
Sand Base	12" Cl. II	12' Cl. II or match existing
Agg. Base	8" 21AA	8" 21AA
Leveling Course	220#/sy., LVSP or approved equivalent 58-28 PG Asphalt	220#/sy., LVSP or approved equivalent 58-28 PG Asphalt
Top Course	165#/sy., LVSP 58-28 PG Asphalt	220#/sy., LVSP 58-28 PG Asphalt

Concrete surfaces as approved by the Director of Engineering or Designee.

CONSTRUCTION SIGNING

All work within Calhoun County Road Department right-of-way shall be signed according to the latest edition of the Michigan Manual of Uniform Traffic Control Devices.

CONSTRUCTION DETOURS

No detour of traffic will be permitted unless provided for in advance of a construction permit being issued and outlined in contract documents.

WARRANTY REQUIREMENTS

Pavement cuts on roads with pavement that is ten years old or older shall have a warranty period of one year. All other roads shall have a warranty period of 2 years. The patch in the road shall be repaired as necessary until the warranty has passed. All warranties shall become void if rehabilitation work is performed to the street within the patching limits.

All warranty work shall meet the following criteria and the end of the two-year warranty period:

- Sunken pavement patches equal to or less than one-quarter inch
- Visual rating of patch = patch is in good condition and is satisfactory. Ride quality is rated as low severity or better.
- Construction joint = non-filled crack width is equal to or less than 3/8 of an inch or filled crack of any width (filler in satisfactory condition).
- Good workmanship with little or no deterioration (to be determined by the Director of Engineering or Designee)
- Compaction requirements

REPAIRS OF FAILED PAVEMENT CUTS

If emergency repairs are needed due to safety concerns, the permittee shall have twenty-four hours in which to make necessary repairs from the time of verbal notice by the Director of Engineering or Designee. For non-emergency repairs on local roads, the permittee shall have seventy-two hours to make necessary repairs. Alternatively, upon approval of the Director of Engineering or Designee, crushed surfacing top course may be used for local roads/streets, for a period not to exceed 2 weeks. When a temporary patch is required for more than two months on primary roads, 21AA aggregate shall be placed. The permittee is responsible for maintaining the road cut until a permanent patch can be made.

During winter, asphalt plant closures or outside of the allowable specification temperature, the permittee shall install and maintain the temporary patch until a permanent patch can be placed.

CLEANUP

Final acceptance of the work will not be obtained until all cleanup operations are completed. This may include areas outside of the project limits which were disturbed by the contractor.

WAIVERS AND EXEMPTIONS

It is to be understood that unexpected situations may arise that warrant a waiver or an exemption from these regulations.