

RESOLUTION NO. 1312

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SALISBURY, MARYLAND ADOPTING A POLICY ON
STREET REPAVING AND UTILITY CUTS.

WHEREAS, the installation and maintenance of utilities located within the City's streets and highways and corresponding rights-of ways result in the replacement of the roadway pavement section of a City street; and

WHEREAS, the City Council wants to ensure public safety on the City's streets and rights of way resulting from modification of the City's streets and highways; and

WHEREAS, the Department of Public Works' policy on repaving streets and rights of way implement the intent of the City Council.

NOW, THEREFORE, BE IT RESOLVED that the Salisbury City Council approves the Department of Public Works repaving and utility cut policy on the attached enclosure.

THE ABOVE RESOLUTION was introduced and duly passed at a meeting of the Council of the City of Salisbury, Maryland held on October 10, 2005 and is to become effective immediately upon adoption.

ATTEST:

Brenda J. Colegrove
CITY CLERK

Michael P. Dunn
PRESIDENT, City Council

APPROVED by me this _____ day of _____ 2005

Barrie P. Tilghman
MAYOR, City of Salisbury

City of Salisbury Policy of Repaving City Streets and Rights of Way

- 1. Purpose.** This policy establishes the standards and policy on the repaving of City streets and rights of way.
- 2. Applicability.** This policy applies to all entities (City, County, State, Public Utility, Developer and Private Contractor) that work in a City right-of-way.
- 3. Definition.** The definition of "repave" is to remove and replace a minimum of 1.5 to 2.0 inches of hot mix asphalt surface portion of the roadway pavement section. In the event of an existing tar-and-chip pavement section, remove sufficient amount of the existing pavement section to accommodate replacing same with the pavement section shown in the appropriate City standard street typical section except at the trench location where Standard 400.35 shall be applied.
- 4. Policy Overview.** The City policy establishes three organizational categories of street breakage permit holders. These categories are:
 - a. City of Salisbury.**
 - b. Underground Utility Companies.** Examples of underground utility companies are Chesapeake Gas, Comcast, Verizon and Delmarva Power.
 - c. All other street breakage permit holders.** These include developers, developer's private contractors, County, and any State agency.
- 5. Policy for Utility Cuts.**
 - a. City of Salisbury:** City Standard 400.35.
 - b. Underground Utility Companies:**
 - (1)** For utility cuts that are transverse to the roadway centerline:
 - (a)** For one utility cut only or for two or more utility cuts more than 50 feet apart, underground utility companies shall patch based on City Standard 400.35.
 - (b)** For two or more utility cuts within 50 feet of each other, but that do not cross the centerline, the underground utility company shall repave half the road for a distance from the furthest edge of the trench repavement of both trenches using 1 ½-inch hot mix asphalt surface course as specified in the current City Standard. Hot mix asphalt base course as specified in the current City Standard and compacted graded aggregate

subbase in accordance with the current City Standard shall be placed over each trench per Standard No. 400.35.

- (c) For two or more utility cuts within 50 feet of each other that cross the centerline, the underground utility company shall repave the entire road width for a distance from the furthest edge of trench repavement of both trenches using 1 ½-inch hot mix asphalt surface course in accordance with the current City Standard. Hot mix asphalt base course as specified in the current City Standard and compacted graded aggregate subbase in accordance with the current City Standard shall be placed over each trench per Standard No. 400.35.
- (d) At the discretion of Salisbury Public Works (SPW), additional patching or repaving may be required beyond the limits described above if, in the opinion of SPW, the additional patching or repaving is necessary to restore the street surface to an acceptable condition.

(2) For one or more utility cuts that are parallel to the roadway centerline:

- (a) That do not cross the centerline - repave half the road width for the entire length of the cut using 1 ½-inch hot mix asphalt surface course as specified in the current City Standard. Hot mix asphalt base course in accordance with the current City Standard and compacted graded aggregate subbase as specified in the current City Standard shall be placed over each trench per Standard No. 400.35.
- (b) That cross the centerline of the road - repave the entire road for the length of the cut using 1 ½-inch hot mix asphalt surface course in accordance with the current City Standard. Hot mix asphalt base course in accordance with the current City Standard and compacted graded aggregate subbase in accordance with the current City Standard shall be placed over each trench per Standard No. 400.35

c. Developers and all others: Developers and all other parties who perform utility cuts will repave the entire width of the roadway for the length of the disturbance, regardless of the number of cuts using 1 ½-inch hot mix asphalt surface course in accordance with the current City Standard. Hot mix asphalt base course in accordance with the current City Standard and compacted graded aggregate subbase in accordance with the current City Standard shall be placed over each trench per Standard No. 400.35.

6. Policy for Roadway Widening. Where roadway widening is done in conjunction with utility and/or developer-project work, developers shall repave the entire roadway width for the length of the widening based on the applicable City standard typical section.

- 7. Road Closure Period.** All utility cuts must be temporarily patched with the roadway passable by the end of that current day's work. All permanent patches must be completed and accepted by SPW within a 90-day period from first day of construction. The only exception is that, for any utility cuts initiated late in the calendar year, the permanent patch must be completed before December 15th due to the lack of hot mix asphalt paving availability during the winter.
- 8. Warranty.** All roadway work shall have a minimum warranty period of five years.
- 9. Approval Reference.** The City Council approved this policy on October 10, 2005 through Resolution 1312.