CITY OF PROVIDENCE

Effective: November 20, 2017

# STANDARDS TO BE EMPLOYED BY LICENSED SIDEWALK CONTRACTORS FOR ROAD AND SIDEWALK OPENINGS

## I. Introduction

The public safety and convenience require both the installation and maintenance of utility services and the maintenance and restoration of safe and aesthetically pleasing roadways and sidewalks. These requirements unfortunately are sometimes in tension. Safe streets and sidewalks are unquestionably necessary and aesthetically pleasing highways are highly desirable. The public, though, has the right to expect the availability and delivery of both existing and improved or new utility services, to be provided in a safe and efficient manner.

The city seeks to allow the delivery of the expected services yet ensure public safety and the quality of life to which the city's citizenry is entitled. That goal requires the balancing of two (2) important dynamics. The city seeks to promote the prompt and safe delivery of old and new services without sacrificing the peoples' safety and convenience.

These Rules and Regulations are promulgated to assist contractors on the proper standards to be employed for public roadway and sidewalk opening. The authority for such promulgation is found in the City of Providence Code of Ordinances, Section 23-6 (Opening, excavating, etc., on, in, across or under public roadway or sidewalk) and specifically Section 23-6 (d) which states, "***The director shall promulgate such rules and regulation as may be necessary to effect the purpose of this article…***"

## II. Applicability

These regulations apply to all applications for excavation or construction which fall within the parameters described below. Other applications continue to be governed by State law, such as R.I.G.L. § 24-7-1 (Sidewalks.) Failure to comply with these rules and regulations will result in a $250-$500 fine for each occurance.

Excavation or construction in the Public Right-of-Way require the issuance of road opening permits. Road opening permits are only issued to Providence Sidewalk Contractors. Providence sidewalk contractor licences are issued to those who fill out an application, submit an application fee and provide proof of insurance and performance bond.

Sidewalk repair and/or curb alterations require the issuance of a Physical Alteration Permit. Physical Alteration Permits may be issued to a Providence Sidewalk Contractor, or Limited Providence Sidewalk Contractors. Limited sidewalk contractors have the same requirements as a full sidewalk contractor, with a lesser performance bond amount. Limited Providence Sidewalk Contractors may only be issued Physical Alteration Permits. Providence Sidewalk Contractors may be issued road opening permits and physical alteration permits.

A Geotech/Boring Sidewalk Contractor license will be issued to business seeking to perform vertical drill borings in the public right of way.

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### 1.0 Purpose and Scope

1.1 All aspects of rendering utility service – new installations, repair/maintenance and upgrading – are critical to the public welfare. The purpose of these standards are to ensure that a Permittee, after excavating City of Providence, any street, lane, highway ("public ways"), and sidewalk restores such street, lane, highway and sidewalk to the new restored condition. This includes restoring bituminous asphalt paving, decorative paving in streets, sidewalks and crosswalks, restoring epoxy resin traffic pavement markings and traffic loop detectors with in –kind materials.

1.2 These standards are developed and enforceable under the Providence Code of Ordinances, Part II, Section 23-6 – *Opening, excavating, etc., on, in, across or under public roadway or Sidewalk* and Article III – *Construction and Repair of Sidewalks*

1.3 Hundreds of complaints are received each year regarding failed road/sidewalk openings and road/sidewalk openings that have not been restored to the new restored condition including pavement/sidewalk condition, pavement markings, traffic detection loops and specialty paving. All efforts shall be taken to expedite the work and final restoration.

1.4 The Standards set forth herein, including specific performance requirements for excavation, backfilling, resurfacing and restriping of roads are intended to establish uniform requirements for street opening work in the City. These Standards shall apply to excavations within streets, sidewalks and the Public Right of Way.

1.5 The Permittee is responsible for ensuring compliance, for itself and its contractors, with these standards. However, work may be inspected by the City to assure that proper procedures are being followed. In the event a Permittee fails to comply with these standards a Permittee shall, at its own expense, correct such failures. Failure to comply may result in revocation of existing permits, refusal to issue new permits, revocation of Sidewalk Contractor License or monetary fine, completion of work

through the Contractor's bond, or the City to correct the failures with the cost passed to the Sidewalk Contractor.

1.6 The Permittee shall work with the City to minimize the impact of street openings and specifically, to reduce the incidence of non-emergency excavations in newly-paved streets.

1.7 The Standards may be amended at any time and shall become effective immediately.

**2.0 Definitions**

AASHTO means The American Association of State Highway and Transportation Officials.

ADA means The Americans with Disabilities Act, which prohibits discrimination against individuals with disabilities. The ADA provides standards and regulations for State/local governments, in providing equal opportunity and access to all public facilities, including sidewalks, wheelchair curb ramps and public spaces. https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines

City means the jurisdiction of the City of Providence, having subordinate and local powers of legislation

Clay means very finely textured soil which, when moist, forms a cast which can be handled freely without crumbling/breaking; that exhibits plasticity; and when dried, breaks into very hard lumps (*i.e.*, high dry strength) and is difficult to pulverize into a soft, flour-like powder.

Cold Patch means a bituminous concrete made with slow curing asphalts and used primarily as a temporary patching material when hot mix plants are closed.

Compaction means compressing of suitable material and gravel that has been used to backfill an excavation by means of mechanical tamping to within 95% of maximum dry density as determined by the modified Proctor test in accordance with AASHTO, T180.

Controlled Density Fill ("CDF), also called flowable fill, means a mixture of portland cement, fly ash, sand and water. High air (25% plus) may be used instead of fly ash with an adjustment in sand content. CDF is hand-tool excavatable.

Curb Cut means the installation of a break in the curb to allow vehicles access from a roadway to private property.

Decorative Paving means street and sidewalk treatments that deviate from the traditional asphalt and concrete surfaces, such as bricks, pavers, cobblestones, stamped concrete, stamped synthetic paving, exposed aggregate, etc.

DPW means the City of Providence Department of Public Works

Emergency Repair Work means street opening work which must be commenced immediately to correct a hazardous condition whose continuation would unreasonably risk injury, loss of life or property damage.

Gravel means coarse to very coarse-grained soil ranging from approximately 0.1 inch to 3.0 inches. Gravel exhibits no plasticity.

Guaranteed Road means a road whose pavement surface is less than five years old.

Infrared Process means a restorative procedure whereby an infrared heater plasticizes the surface of an asphalt pavement, preparatory to the introduction of additional compatible paving materials uniformly re-worked and compacted to achieve a density and profile consistent and thoroughly integrated with the adjacent pavement.

MUTCD means the Manual on Uniform Traffic Control Devices. The MUTCD is the standard for signs, signals and pavement markings in the United States. https://mutcd.fhwa.dot.gov/

Organic Soil means soil high in organic content, usually dark (brown or black) in color. When considerable fibrous material is the principal, constituent, it is generally classified as “peat." Plant remains or woody structures may be recognized and the soil usually has a distinct odor. Organic soil may exhibit little (or a trace of) plasticity.

Permanent Patch means a final repair of street opening work to be performed in accordance with these standards and intended to permanently return the opened portion of the roadway to as good a condition as it was prior to the performance of the street opening work.

Permit means a permit granted by the City to a Licensed Sidewalk Contractor for permission to work in the public right-of-way.

Permitee means a Licensed Sidewalk Contractor with the City of Providence, who has submitted an application, proof of general liability insurance and bond and maintains such as a condition of the license.

Physical Alteration Permit means a permit issued for performing sidewalk and driveway repairs and curb alterations. A Physical Alteration Permit may also be issued for installation of signs, or other permanent objects in sidewalks, medians or other features in the Public Right of Way. A Physical Alteration Permit is not issued for utility work.

Plasticity means that property of soil that allows it to be deformed or molded without crumbling (*e.g.*, like dough or soft rubber). This property reflects the capacity of soil to absorb moisture.

Poorly Graded Soil means soil that contains a large percentage of its constituent particles within a relatively narrow range; also referred to as "uniform" soil.

Protected Street means a road or street whose pavement surface is less than 5 years old.

Providence Standard Details means construction details specific to the City of Providence. Standard details may be found on the following webpage under “Reports + Publications.” https://www.providenceri.gov/wp-content/uploads/2017/04/Providence-DPW-Standard-Details.pdf

RI Highway Standards means the "Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, including all revisions, addenda and updates." http://www.dot.ri.gov/business/bluebook.php

RIDOT means the Rhode Island Department of Transportation.

Same Day Hot Patching means the installation of a permanent patch ("same day patch" on an excavation within one (1) business day of completion of the utility work.

Sand means coarse grained soil in which the individual grains can be visually detected. When moist it forms a cast which will crumble when lightly touched; when dry, it will not form a cast and will fall apart when confining pressure is released. Sand exhibits no plasticity.

Silt means finely-textured soil. When moist, it forms a cast which can be freely handled; when wet, it readily puddles; when dry, it may be cloddy and readily pulverizes into powder with a soft flour-like feel (*i.e.*, low dry strength). Silt exhibits little or no plasticity.

Street Opening Work means any cutting excavating, compacting, construction, repair or other disturbance in or under a public way together with restoration of the public way in accordance with these standards, municipal ordinances, and any other applicable law following such disturbance.

Temporary Patch means the interim application of either cold patch or Class 9.5mm bituminous concrete compacted to achieve a density equal to that of the surrounding pavement.

Well Graded Soil means soil having its constituent particles within a wide range, also referred to as "non-uniform" soil.

## 3.0 Permit and Notice Requirements

3.1 The issuance of a permit by the City shall be subject to these Standards. A permit shall be issued with the stipulation that it may be modified or revoked with just cause at any time at the discretion of the City without rendering the City liable in any way. The City shall have the authority to inspect work in progress and the permittee shall correct any deficiencies identified during said inspections. The following are the requirements that the City requires when granting permits.

3.2 The work shall be performed in accordance with plans on file with the City.

3.3 The Permittee shall notify Dig Safe, in accordance with R.I.G.L. §39-1.2 *et seq.*, at least 72 hours prior to the start of work for the purpose of identifying the location of underground utilities. The Permittee shall be responsible to obtain the field location of any underground traffic control devices and sewer locations from the City. The City does not provide Dig Safe services for these facilities. The Permittee may contact the Traffic Engineer for locations of underground traffic control device locations the Engineering Department for sewer location information.

3.4 A copy of the Permit must be on the job site at all times for inspection (except for emergency repair work). Failure to have the Permit available could result in suspension of the rights granted by the Permit, suspension of Sidewalk Contractor license and/or a monetary fine. Traffic Engineering Permits must be obtained prior the start of work, including but not limited to road closures, lane closures, parking restrictions, sidewalk closures and detours. In the event of emergency repair work, a permit shall be requested within twenty-four (24) hours of the work being performed.

3.5 Work, day, and time constraints shall be conditions of the Permit. As stated in Providence Code of Ordinances, Part II, Chapter 16, Article III – *Noise Control*, it is unlawful to operate machinery or equipment exceeding fifty-five (55) dBA between the hours of 8:00PM and 7:00AM. Requests to work

during the restricted hours shall be formally requested to the Director of Public Works, with an explanation of the work to be performed, equipment to be used and a reason for requesting night work.

3.6 If it becomes necessary to open the roadway surface in a larger area than specified in the Permit, the permittee shall amend the Permit to cover the project.

3.7 No portion of the work shall be sublet to any subcontractor without first giving the City due notice in writing of such intention. No subcontractor shall be employed who is unsatisfactory to the City.

3.8 The Permittee shall employ only competent and efficient laborers, operators and artisans for every kind of work, and whenever, in the opinion of the City, any person is unfit to perform their task, or does their work contrary to directions, or conducts themselves improperly, the permittee shall remove that person from the job site.

3.9 The Permittee shall notify the Engineering Division when the temporary restoration AND final restoration has been completed, including all specialty paving, roadway striping and traffic detection loop restoration by the permit end date. If more time is required, the Contractor shall request the permit be amended and charged an additional permit fee. The five year restoration warranty period begins on the date of final restoration and lasts five years from said date. Physical Alteration Permits require notification when all work is complete. The Contractor may request an inspection prior to pouring concrete to ensure the proposed facility complies with the Standards.

## 4.0 Work Standards

4.1 All work shall be in compliance with these *Standards to Be Employed by Licensed Sidewalk Contractors for Road and Sidewalk Openings*, Providence Standard Details and RI Highway Standards as it pertains to utility street excavations and repairs unless modified by these standards. Where any two standards are similar, the City Standard shall prevail.

4.2 The Permittee shall be responsible for any failure or settlement that may occur as a result of the work done in accordance with the Permit. The Permittee is responsible for the settlement of a patch (0.25" vertical difference or greater) for five (5) years from the completion of the final restoration.

4.3 The Permittee shall be responsible for the ponding of water that may develop within the roadway which was caused by this work.

4.4 In the event a street opening failure presents a nuisance or a public safety issue, the Permittee shall respond to protect the opening from all modes of traffic within one hour of notification. Repairs shall begin within 24 hours or sooner if specified by the City.

Street opening failures that do not present a nuisance or a public safety issue shall be repaired within thirty (30) calendar days, including striping and traffic detector loops.

Non-response within the specified time may result in the required restoration work being done by the City, with all expenses to be paid by the Permittee. The Permittee shall reimburse the City for the invoiced amount within thirty (30) days. Failure to reimburse the City will result in refusal to issue permits or the revocation of the sidewalk contractor's license. Additionally, the City may seek to have the work performed through the Permittee's performance bond.

If a failure develops within the Permittee's excavation or the vicinity of the excavation, within five years of the final restoration date, the Permittee will be responsible for repairing the failure.

## 5.0 Safety

5.1 Provisions shall be made for the safety and protection of pedestrian, bicycle and motorized traffic during the construction period. All required Traffic Engineering permits, including but not limited to road closures, lane closures, parking restrictions, sidewalk closures and detours shall be obtained prior to work starting and shall be maintained on site.

5.1.1 In most instances, work on the sidewalks reduces the path of travel to less than the American's with Disabilities Act (ADA) minimum width of four feet, resulting in the temporary closure of the sidewalk.

5.1.2 When it is necessary to close access to a sidewalk, the Permittee must notify all pedestrians that the sidewalk is closed by placing appropriate MUTCD compliant signage at the closest pedestrian access ramps at either end of the sidewalk being worked on. Signs must only be placed where there is both a crosswalk and a corresponding pedestrian access ramp across the street allowing individuals requiring mobility assistance to safely and successfully cross the street. Temporary, ADA compliant plywood or asphalt ramps may be suitable where no existing pedestrian access ramp is present.

5.2 The Permittee shall be responsible to furnish and erect all required signs and traffic safety devices.

5.3 Cones and non-reflecting warning devices shall not be left in operating position when the daytime operations have ceased. If it becomes necessary for the City to remove any construction warning devices or the appurtenances from the project due to negligence by the Permittee, all cost for this work will be charged to the Permittee.

5.4 Flashing arrow boards will be used as indicated in the Traffic Engineering permit when operations occupy the roadway and shall be available for use at all times.

5.5 All signs and devices shall conform to the current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

5.6 Efforts shall be made to maintain normal traffic flow, but interruptions or obstructions to traffic shall be defined by conditions of the Permit.

5.7 When, in the opinion of the City, the work constitutes a hazard to traffic in any area the Permittee may be required to suspend operations during certain hours and to remove any equipment from the roadway.

5.8 When a snow or ice condition exists during the progress of this work, the Permittee shall keep the area affected by the work safe for travel. The City may restrict work during snow, sleet, or ice storms and subsequent snow removal operations.

5.9 The road and sidewalk surface shall be kept clean of debris at all times and shall be thoroughly cleaned at the end of each work day.

5.10 At the completion of the work done in accordance with the Permit, all disturbed areas shall be restored.

5.11 Blasting, if necessary, shall be done in accordance with state law and local ordinance.

5.12 All federal, state, and local safety regulations shall be followed.

5.13 In connection with the Permit, the Permittee shall assume no greater responsibility for risks and casualties of every description, for loss or injury to persons and property arising out of the nature of the work, from the action of the elements or from any unforeseen or unusual difficulty, than is otherwise imposed by law.

5.14 If, in the exercise of its discretion pursuant to Section 3.0, the City should determine on the basis of factors affecting safety and health that a street opening failure presents a nuisance or a public safety problem, the Permittee shall respond to a request by the City within one hour to secure, stabilize and protect the site. The permittee shall begin emergency repairs within twenty four (24) hours of the request. Non-response within the specified time may result in the required restoration work being done by the City, with all expenses to be invoiced to the Permittee. The Permittee shall reimburse the City for the invoiced amount within thirty (30) days.

5.15 Failure to respond to trench restoration requests shall result in denial of future permit requests and/or revocation of the Sidewalk Contractor's License.

5.16 No vehicles, equipment, stockpiles, materials or other incidental items are permitted in the Public Right of Way outside of working hours. The site must be cleaned and restored at the end of each work day. Patches may be plated with appropriate signage if work will resume the next day. Plates must be secured to prevent movement and edges ramped with bituminous material. All other excavations shall be patched with bituminous concrete, with no exposed gravel. Fines may range from $250-$500 for failure to comply.

## 6.0 Protection of Adjoining Facilities

6.1 Care must be taken to not interfere with underground structures that exist in the area. The Permittee shall be responsible to obtain the field location of sewer locations and underground traffic control devices from the Department of Public Works.

6.2 Care shall be exercised not to disturb any subsurface traffic duct system. Any such system, if disturbed, shall be restored immediately to its original condition. Any traffic loop detector, if disturbed, shall be replaced immediately. The Permittee shall be responsible to obtain the field location of any underground traffic control devices from the Traffic Engineering Department.

6.3 The Permittee shall be responsible to replace all pavement markings in kind which have been disturbed as a result of work done in accordance with the Permit. These pavement markings shall be temporarily replaced at the end of each work day by use of appropriate signage, lighted safety barrels and asphalt markings approved by the City. These pavement markings shall be permanently restored; utilizing epoxy resin 15-30 days after the final restoration has been completed, or as deemed necessary by the City

6.4 Existing guardrail that may be removed or damaged shall be replaced to current RI Highway Standards.

6.5 The Permittee will be responsible for any damage caused by its operation to curbing, structures, roadway, trees, private property, etc.

6.6 Tree pruning should occur prior to any roadwork to accommodate the height of machinery. For any pruning, the contractor needs to hire an arborist with a RI Arborist license to perform the pruning. The forestry division should review the work prior to pruning. All pruning shall conform to the American National Standards Institute standard for Tree Care Operations – Pruning (ANSI A300), to the satisfaction of the City Forester. If damage occurs, branches of any size should be pruned by a licensed arborist back to a larger lateral branch or the trunk, as per ANSI A300 standards.

6.7 Hand digging shall be required around roots of trees. No mechanized or pneumatic equipment shall be permitted to be used around tree roots.

6.8 Tree Removal

6.8.1 The Permittee shall obtain written permission from the City Forester if it becomes necessary to remove any tree. Replacement trees must be obtained from an established nursery in accordance with "USA Standard for Nursery Stock". The trees will be replaced in size and species as directed by the City Forester.

6.8.2 The tree stump shall be removed a minimum of six inches below the surrounding surface and all debris shall be disposed of outside the right-of-way line.

6.8.3 The tree shall be removed under the supervision of a qualified tree surgeon.

6.9 Every effort shall be made to protect bound markers. However, if it becomes necessary to remove and reset any bound marker, the Permittee shall hire a Rhode Island Registered Professional Land Surveyor to perform this work. It shall be the responsibility of this land surveyor to submit to the City a statement in writing and a plan containing his stamp and signature showing that said work has been performed.

6.10 Sediment and Erosion controls (i.e. Silt sacks and hay waddles) should be installed and maintained at all adjacent and downstream inlets and catch basins. Failure to install and maintain may result in the City ordering the Permittee to clean effected drainage structures, or the City may clean the structures and invoice the Permittee. Failure to adhere may result in revocation of permit, refusal to issue future permits, monetary penalties and/or revocation of the Sidewalk Contractor's License. If, for any reason, the work on the project is delayed or interrupted, all sediment and erosion controls shall be removed and the work stabilized until such time as the work commences again.

## 7.0 Excavations

7.1 The surface of a roadway and/or sidewalk to be excavated for utility work shall be cut in straight and parallel/perpendicular lines using a saw to insure the least amount of damage to the roadway surface. The pavement, including reinforcing steel on concrete roadways, shall be cut full depth. The excavation shall only be between these lines. The cutting operation shall not be done with a backhoe, gradall or any type of ripping equipment. If necessary to extend the excavation beyond the original limits, the excavation shall be sawcut.

7.2 If steel plates are used by a Permittee to protect an excavation, they shall be of sufficient thickness to resist bending, vibration, etc., under traffic loads and shall be anchored securely to prevent movement. If these conditions are not met, the Permittee will be required to backfill and pave the excavations daily. No open trench shall be left unattended overnight. MUTCD compliant signs shall be installed warning motorists, bicyclists and pedestrians of the plate.

7.3 Sheeting, shoring or bracing, if employed, shall be left in place and cut off three (3) feet below the surface at the discretion of the City.

7.4 Excavations shall be signed in accordance with the applicable MUTCD standards.

7.5 If it is necessary to dewater any excavation, the Permittee must obtain the necessary authorization for the discharge of the groundwater. The City reserves the right to require whatever means necessary so as not to impact the sewer system.

7.6 Excavations in sidewalks shall be protected from pedestrian traffic by means of barrels and safety tape.

## 8.0 Backfill And Compaction

The following provisions set forth general guidelines and criteria to determine whether a soil is suitable as backfill for street work excavations in restoring municipal streets, lanes and highways and sidewalks. Permittees may utilize approved backfill material compacted to achieve soil density values of 95% modified Proctor density (as described in AASHTO T180), which may include, as the conditions warrant and in the discretion of the City, the use of Controlled Density Fill. The objective is to obtain a finished road repair which will settle within acceptable performance limits (no more than 0.25 inches) as defined within these standards for the functional life of the existing road. The guidelines are based on good engineering practice and testing of both materials and equipment. Compliance with these Standards will promote satisfactory backfill compaction.

8.1 In restoring City streets, the permittee shall use appropriate fill for excavations, in compliance with the Standards set forth below with respect to backfill suitability, and shall compact all fill to achieve soil density values of ninety-five percent (95%) modified Proctor density (as described in AASHTO T180). The use of the existing soil for backfilling is preferred provided it meets the suitability requirements and is able to be properly compacted.

8.2 Compliance with these standards will insure satisfactory compaction. These standards are to be used in the field when there is an absence of sieve analysis of materials, Proctor values of the soils and the corresponding inability to utilize a nuclear density gauge or sand cone field density test. The Permittee shall have the right, at its own expense, to verify compaction through an independent, qualified engineering consulting firm. In the event of test failure, the Permittee shall be responsible for re-compacting the excavation to meet the required standards.

8.3 Suitability of Backfill Material

8.3.1 Suitable backfill material is free of stones larger than half the size of the compacted lift as provided for in RI Highway Standards, construction debris, trash, frozen soil and other foreign material. It consists of the following:

a. Well graded gravel and sand;
b. Poorly graded gravel and sand;

c. Gravel-sand mixtures with a small amount of silt;
d. Gravel-sand mixtures with a small amount of silt and trace amounts of clay.

8.3.2 Unsuitable backfill materials consist of the following:

a. Inorganic silts and clays;
b. Organic silts;
c. Organic soils including peat, humus, topsoil, swamp soils, mulch, and soils containing leaves, grass, branches, and other fibrous vegetable matter.

8.4 Evaluation of Excavated Soil

8.4.1 The soil excavated from a trench may be evaluated by the City to determine whether or not it is suitable as a backfill in accordance with Subsection 8.3.

8.4.2 An excavated soil that has been evaluated as suitable for backfill shall be reused upon completion of the work.

8.4.3 The Permittee shall have the right, at its own expense, to verify backfill suitability through an independent, qualified engineering consulting firm.

8.4.4 An excavated soil that has been evaluated as unsuitable for backfill shall be removed from the site and disposed of properly. New material, which meets the requirements of Subsection 8.3, shall be brought in to replace excavated soil found to be unsuitable.

8.5 Backfill And Compaction Of Excavations

8.5.1 Backfill and compaction shall be performed in accordance with RI Highway Standards, Section 301.03.2. Granular backfill shall be placed in lifts not exceeding six (6) inches.

8.5.2 All leak detection holes (*i.e.*, bar holes) shall be filled in lifts with an appropriate mineral filler and compacted to the bottom of the pavement.

8.6 A color coded marking tape shall be placed in an appropriate location below final grade above all underground utility installations, except sewers and drains running in straight lines between surface catch basins, manholes, or posts identifying the underground installation. Tape shall be durable, non-degradable plastic, not less than two (2) inches wide and in the following colors for the particular underground utility:

| | | |
|---|---|---|
| Blue | - | Water |
| Red | - | Electric Cable |
| Yellow | - | Gas |
| Orange | - | Telephone |
| Green | - | Sewer |

## 9.0 Permanent Restoration

9.1 The Permittee shall be responsible to replace all pavement, sidewalks, pavers, grass and decorative paving disturbed by work under the Permit with homogeneous and in-kind pavement, unless otherwise stipulated. The Permittee shall be responsible to replace all pavement disturbed by work under the permit using (i) same day hot patching, (ii) grind and inlay, or (iii) temporary patch followed by

permanent patch, all as specified to at least the original strength and condition unless otherwise agreed. All repairs shall comply with Providence Standard Details.

9.2 Restoration Preparation - After performance of the procedures prescribed by the Standards relating to backfilling and compaction, the adjacent pavement shall be cut back a minimum of twelve inches (12"), full depth to encompass all disturbed pavement areas and underlying cavities associated with the excavation. All cutbacks shall be done in straight, continuous lines. Existing pavement surfaces shall be swept clean of dirt, dust, and debris prior to patching. The existing vertical pavement surfaces and all interfaces where layers of bituminous concrete are installed shall be coated with an appropriate asphalt tacking material (tack coat) prior to patching and subsequent to cleaning.

9.3 Permittees shall comply with the following standards in restoring pavement:

9.3.1 Pavement repair depths shall equal or exceed adjoining pavement depth, with a minimum asphalt depth of three inches. When existing pavement depths including penetrated stone base are greater than 3 inches, pavement repairs shall be made utilizing Class 9.5mm base course or Class 12.5 base course, and Class 9.5 surface course. All courses should be compacted to 95% prior to the next course being installed.

Class 9.5 Bituminous Concrete – 1.5" minimum compacted thickness
2.0" maximum compacted thickness
Class 12.5 Bituminous Concrete – 2.0" minimum compacted thickness
2.5" maximum compacted thickness

9.3.2 Mill and Inlay - Single gradation Class 9.5 bituminous concrete shall be used where grind/mill and inlay method is a condition of the Permit. This method is typically preceded by a temporary restoration, where the granular base is fully compacted or the concrete base has been fully restored with a temporary bituminous concrete patch.

The surface of the pavement shall be uniformly ground and removed to a minimum depth of 1.5 inches with a 3 inch keyway for subsequent pavement replacement. The grinding shall provide a 12 inch cutback into existing undisturbed pavement and shall encompass all disturbed pavement areas of the excavation. All work shall be done in straight lines. The existing pavement surface, all pavement layer interfaces and vertical faces shall have tack coat applied.

9.3.3 Concrete Roadway and Concrete Base - All excavations made within concrete roadways and roadways with concrete base shall be repaired with concrete in depths equal to the existing concrete, or a minimum of eight (8) inches. Concrete used for repairs shall conform to the requirements of RI Highway Standards for concrete roadway construction. 5/8", 24" long epoxy coated #5 dowels shall be embedded into the existing concrete 12", spaced every 18" on center. See City Roadway Restoration detail.

9.4 After backfilling and compaction, the Permittee shall either install a permanent patch (same day hot patching) or a temporary patch. If a temporary patch is installed, the Permittee may, subject to the provisions of this section, allow up to forty-five (45) days for settling before final patching.

9.4.1 Any temporary patch installed prior to November 1 in any year shall be replaced with a permanent patch no later than December 15 of that year. Temporary patches made between

September 1 and March 30 shall be maintained by the Permittee until a permanent patch can be installed, no later than June 15.

9.4.2 All excavation, backfilling and compaction work associated with temporary patches shall be performed in accordance with these Standards.

9.4.3 Temporary patches shall be made with Class 9.5 bituminous concrete to a minimum depth of 3 inches.

9.4.4 The Permittee shall be responsible to maintain temporary patches in a safe condition for all modes of travel until a permanent repair has been made. To ensure proper maintenance, the Permittee shall perform periodic inspection, at reasonable intervals of each temporary patch until it is replaced with a permanent patch.

9.4.5 All concrete sidewalk restorations shall take place between April 15 and November 15. If a permit is issued outside of this period, a hot bituminous asphalt patch shall be installed until the winter shutdown ends.

9.4.6 High performance bituminous cold patch is only permitted when hot mix asphalt is unavailable due to seasonal shutdowns.

9.5 Permanent patches on streets that are not Protected Streets shall be sealed with hot asphalt crack sealer.

9.6 Permanent patches on Protected Streets shall be the grind/mill and inlay method. The grinding/milling shall be a minimum of 10’ in length (parallel to the curb) and shall extend from the curb to the nearest marked travel lane.

9.7 When the patch is less than two feet from the nearest curb, the permanent restoration shall extend to the curb.

9.8 If the length of the trench for any Permit exceeds the width of the roadway of that area, 1-1/2” asphalt repaving of the traffic lane impacted will be required. This may include cold planing of the existing pavement if it is deemed necessary by the permitting authority. Appropriate keyways shall be used where new pavement joins with existing pavement. Joints shall be treated with an infrared restoration process approved by the permitting authority for pavement less than 5 years old. Joints shall be treated with a joint sealant approved by the permitting authority for pavement greater than 5 years old.

9.9 The Permittee shall make every effort to limit excavations conducted under the aforementioned conditions.

9.10 All excavation, back fill, and compaction work associated with temporary and permanent patches shall be performed in accordance with these standards.

9.11 Completed pavement repairs shall not deviate more than 0.25 inches from the existing street surface. Deviation equal to or greater than 0.25 inches is cause for reconstruction of the restoration. Surface or joint cracking 0.125 (1/8) inches wide or greater shall be repaired utilizing a modified asphalt pavement sealant.

9.12 No less than thirty (30) days and no more than sixty (60) days from the completion of the permanent pavement repair, the Permittee shall inspect the excavation for settlements, cracking and other pavement defects. Any such excavation which has required repair shall then be reinspected no less than thirty (30) days and no more than sixty (60) days from the completion of the subsequent repair. The Permittee shall further inspect all excavations after a one-year time period and inform DPW Engineering of any failed restorations and the schedule for restoration.

9.13 Temporary and Permanent Restoration Failures

**9.13.1 If a failure develops within the Permittee's excavation or the immediate vicinity of the excavation that is less than 5 years old, the Permittee will be responsible for repairing the failure.**

**9.13.2 Failures that are a threat to public safety (failure greater than two inches depth, shifted plate, etc.) shall be protected from traffic within one hour of notification, with crews mobilized for repair within four hours.**

**9.13.3 Failures that have settled a quarter inch to one inch shall be repaired within fifteen calendar days of notification**

Failure to restore within the times stipulated may result in the DPW performing the repairs and invoicing the Contractor. Failure to pay for DPW performed work will result in revocation of License and refusal to issue permits.

9.14 When restoring roadways, special attention should be given to drainage structures. Inlet and apron stones (without frames and grates) shall be exposed to the full opening of the stone, despite the height of reveal prior to excavation. No inlets or drainage structures shall be paved over.

## 10.0 Striping and Traffic Detection Loop Restoration

10.1 Roadway striping and traffic detections loops are traffic control devices, which are used in part to apply and enforce traffic laws. It is imperative to restore striping and traffic detector loops as soon as possible.

10.2 Temporary Striping - Temporary waterborne paint, or adhesive roadway tape shall be installed prior to permanent restoration, and immediately after permanent restoration, until permanent striping is installed, matching the color and thickness of the existing striping.

Permanent Striping - Epoxy resin pavement markings shall be installed no later than 15 days after the final patch has been installed. The time after the installations allows the surface oils to dissipate from the roadway and ensure a satisfactory bond.

10.3 Traffic Detection Loops shall be restored within five (5) days of disruption. This may include restoration during the temporary patch, and restoration again after the permanent patch.

10.4 If the time from temporary patch to permanent patch is more than 30 days, with DPW permission, the permittee shall install, and re-apply, as needed, temporary waterborne pavement markings or temporary adhesive markings until the project is complete and prepared for epoxy resin pavement markings.

## 11.0 Sidewalks and Driveways

11.1 All work shall be performed in accordance the Americans with Disabilities Act (ADA), and RI Highway Standards, Section 904, and the Providence Standard Details. All sidewalk repairs greater than twenty five (25) feet in length shall conform to the ADA Standards (https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines) and Providence Standard Details https://www.providenceri.gov/wp-content/uploads/2017/04/Providence-DPW-Standard-Details.pdf

11.2 Grass sidewalks and grass strips shall be restored fully, including a full stand of grass, free of weeds.

11.3 Driveways shall be so graded that no water shall enter the layout, pond or collect thereon, including the roadway and shall conform to the ADA Standards and Providence Standard Details

11.4 Sidewalks at intersections shall be restored to include an ADA compliant wheelchair ramp. See Providence Standard Details

## 12.0 Physical Alteration Permits

12.1 All work shall comply with all sections of these Standards.

12.2 Unless otherwise permitted, all sidewalk and driveway materials shall be Portland cement concrete.

12.3 All curbing shall be seven inch (7”) width granite, Providence Standard. All curb cuts shall install two foot (2’) radius granite returns.

12.4 Excess curbing shall be cleaned of debris and delivered to the Department of Public Works. Curbing shall be unloaded with a machine provided by the Sidewalk Contractor and not dumped.

12.4 New or modified curb cuts require review of the Traffic Engineering Department and the Engineering Department. Curb cuts shall comply with Article 14, Section 1407 of the Providence Zoning Ordinance.

## 13.0 Other Permits

13.1 Sewer permits are required when installing a new sewer service or repairing an existing sewer service. Sewer permits are issued to Rhode Island Master Plumbers or Rhode Island Underground Utility Contractors. When a new sewer service or repair is performed in the City Right-of-Way, a road opening permit is required. Sewer permits are issued by the Engineering Division.

13.2 Narragansett Bay Commission permits are required when establishing new sewer service to a property, adjusting Narragansett Bay Commission structures, or connecting directly to a Narragansett Bay Commission sewer main. Narragansett Bay Commission permits are required prior to issuing a City Sewer Permit for a new service connection.

13.3 Providence Traffic Engineering permits are required anytime work is performed in the Public Right-of-way, including but not limited to sidewalk closure, lane closure, road closure, detour or posting of emergency no parking signs. More information is provided on the following webpage, under "Traffic Engineering Forms" http://www.providenceri.gov/public-works/forms/

## 14.0 Clean-Up

14.1 The work area and the adjacent areas affected by the progress of the work shall be kept clean. All rubbish, surplus materials and unneeded construction equipment shall be removed. All damage to adjacent areas shall be repaired immediately so as to minimize inconvenience to the general public and the property owners.

14.2 All damage repairs shall be the sole responsibility of the contractor.

14.3 Material or debris from the contractor's operations which have washed into, flowed into, or been placed in water courses, ditches, gutters, sanitary sewers, drains, catch basins, or elsewhere, shall be removed entirely and properly disposed of during the progress of the work. The water courses, ditches, gutters, sanitary sewers, drains, catch basins, and other repositories of material or debris shall be kept in a clean and neat condition thereafter. The contractor shall restore or replace, at the direction of the City, any public or private property damaged by the work, equipment, or employees to a condition at least equal to the condition existing immediately prior to the beginning of operations. To this end, the contractor shall complete all required driveway, highway, front walk and landscaping work. Suitable materials, equipment and methods shall be used for such restoration. The contractor shall save harmless the City from any damage claims caused by the operations.

Director of Public Works

20 NOV 2017

Date