



OFFICE OF THE DIRECTOR

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2481
Fax 401-222-2086
www.dot.ri.gov

December 19, 2019

Attached, please find the Minimum Standards for State and Municipal Road Repair for Utility Work Document that we have prepared. The recently enacted, “THE RHODE ISLAND UTILITY FAIR SHARE ROADWAY REPAIR ACT,” (R.I. General Laws 1956 § 39-2.2 *et seq.*) includes a provision that requires “any repaving and repair of a municipal road required by § 39-2.2-2 shall be in accordance with standards promulgated by the director of the department of transportation.” RIDOT’s requirements under the §39-2.2-4, Municipal Road Repair, Section of the act is limited to the promulgation of those standards.

This document sets the minimum roadway restoration requirements that must be met when utility excavation or alteration work is performed in a public roadway. These standards apply to both temporary and permanent restorations.

Please note that this document establishes only the minimum standards for roadway repair on both state and municipal owned roads following utility work. Municipalities, through their own respective permitting processes, are free to impose requirements that meet or exceed those stated herein. This document does not bear on a Municipality’s authority to oversee or enforce roadway repair standards within its jurisdiction.

RIDOT’s requirements under the §39-2.2-4, Municipal Road Repair, Section of the act is limited to the promulgation of these standards. Many other sections of this Act are specific to State Roadways only.

Sincerely,

Peter Alviti Jr., P.E.
Director



**State of Rhode Island and
Providence Plantations
Department of Transportation**

**Minimum Standards
for State and Municipal Road Repair
for Utility Work**

**Peter Alviti, Jr., P.E.
Director of Transportation**

December 18, 2019

Introduction

This document contains the Rhode Island Department of Transportation (RIDOT) standards for state and municipal roadway repair by public utilities. The standards are produced herein in conformance with Rhode Island General Laws 1956 § 39-2.2-4.

Applicability

These standards reflect the minimum standards of road repair and repaving which must be complied with on any state or municipal owned road which is disturbed for the purposes of performing utility work, in accordance with Rhode Island General Laws 1956 § 39-2.2-4. Road-owning entities may establish stricter standards via their own permitting process.

Definitions

Final pavement restoration - Last phase of the utility work consisting of returning the impacted/disturbed portions of the roadway to the same or better condition that existed prior to the utility work.

Permanent pavement structure trench - Areas/cross sections of the roadway impacted or disturbed by the utility work that require to be rebuilt and restored to full depth from the bottom up, inclusive of backfill, gravel subbase, pavement layers.

Permittee - The party performing the construction work, whether the party named in the permit or its contractor.

Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction (RIDOT Standard Specifications) - The most recent available document of that same name, published by the Rhode Island Department of Transportation, including all revisions and addendums.

Rhode Island Standard Details – The most recent available document of that same name, published by the Rhode Island Department of Transportation, including all revisions and addendums.

A. General Provisions

1. Where this document or the specifications associated with the utility permit are silent, the road repair and repaving process shall be governed by the RIDOT Standard Specifications.
2. Any property damage caused by construction associated with this process shall be repaired and/or replaced to the satisfaction of the municipality.
3. Restoration of any altered roadway shall commence immediately after the completion of the alteration, and shall include, if necessary, temporary or intermediate restoration on an ongoing basis to keep the roadway smooth and bump free until the permanent restoration can be completed.
4. Spot checks for conformance with the utility permit may include compaction testing, pavement coring, ground penetrating radar, etc. If the permit-issuing entity deems any of the utility work non-conforming, insufficient, defective or incomplete, it is the responsibility of the Permittee to complete the repairs to the satisfaction of the permit issuer.
5. The Permittee will be held responsible for maintaining the final restoration work required under the utility permit for a minimum period of five (5) years starting from the date of acceptance of all work.
6. The RIDOT Hot Mix Asphalt Matrix is incorporated into this document by reference, and shall be applicable to utility permits.
7. The Rhode Island Standard Details is incorporated into this document by reference, and shall be applicable to utility permits.
8. In accordance with the RIDOT Standard Specifications, when the Permittee mills and overlays or otherwise resurfaces an existing roadway that will be open to traffic, and such operations damage existing traffic signal loop detectors, thereby rendering such to be non-functional, the Permittee shall restore properly operating detection within seven (7) calendar days. When existing detection is rendered non-functional by the Permittee's operations for any other reason, the Permittee shall restore properly operating detection within seventy-two (72) hours.

B. In all instances of roadway opening for the purpose of performing utility work, for transverse utility trenches or for longitudinal trenches that are deemed by the permitting agency not to require full width curb to curb restoration in accordance with the state or municipal utility permit requirements, Permittee shall

1. Saw-cut the pavement in straight parallel lines and rectangular in shape with an abrasive wheel power saw, unless otherwise specified. Under no circumstances shall the pavement cut be made using a hammer or drop weight. All pavement cuts shall be full depth through the pavement; and,

2. Backfill in maximum one (1) foot lifts and place at minimum twelve (12) inches of gravel subbase, compacted to RIDOT Standard Specifications.
- C. When installing temporary patching on all excavations which will not be permanently restored within the same working day, Permittee shall place a minimum two (2) inch temporary hot mix asphalt pavement patch each day after completion of work in a roadway segment.
- D. When performing permanent pavement structure trench restoration in accordance with the state or municipal utility permit requirements, Permittee shall
1. Re-sawcut, full depth through the pavement, one (1) foot cutbacks at minimum from all vertical edges of the initial utility work trench(es) prior to installing permanent pavement.
 2. Apply asphalt emulsion tack coat to all vertical and horizontal pavement surfaces prior to permanent pavement structure trench restoration.
 3. At a minimum, the restored pavement thickness shall match the existing depth of the roadway, or equal four (4) inches, whichever is greater.
 4. Class(es) of hot mix asphalt for permanent pavement shall be in accordance with the RIDOT Hot Mix Asphalt Matrix.
 5. If concrete base is present in the roadway, restoration shall include Class XX concrete and dowels, in accordance with the RIDOT Standard Specifications.
 6. The full depth permanent pavement structure trench shall be in place for a minimum thirty (30) calendar days, and for a maximum one (1) year or sooner in accordance with the municipal permit, prior to final pavement restoration.
 7. Permittee shall restore:
 - a. Full panels of impacted concrete sidewalk in accordance with RI Standard 43.1.0;
 - b. Full panels of impacted concrete driveways in accordance with RI Standard 43.5.0;
 - c. Impacted asphalt sidewalk full width in accordance with RI Standard 43.2.0 using Class 4.75 or 9.5 hot mix asphalt;
 - d. Impacted asphalt driveways full width using Class 9.5 hot mix asphalt;
 - e. Impacted curbing (replace) in kind and reset to original grade; and
 - f. Impacted plantable areas with loam and seed.
- E. Final pavement restoration shall include:
1. Two (2) inches of micro-milling and resurfacing all impacted travel lanes and/or shoulders for their full width using Class 9.5 or 12.5 hot mix asphalt. Impacted travel lanes and/or shoulders are the roadway pavement areas that the utility work trench(es) are located within. In addition to the roadway pavement areas impacted by the utility work trenches, this final pavement restoration shall also apply to all travel lanes and/or shoulders impacted by either lateral or

longitudinal utility work trenches when the trenches are less than or equal to one hundred (100) feet longitudinal from one another, including the sections between trenches, so that no section(s) of roadway pavement less than or equal to one hundred (100) feet shall remain unpaved. This will provide a continuous final pavement between the utility work trenches.

2. Permittee shall apply asphalt emulsion tack coat to all vertical and horizontal pavement surfaces prior to final resurfacing.
3. Restoring permanent pavement markings in the same locations as originally located with epoxy resin paint, as per the RIDOT Standard Specifications.
4. Permanent epoxy resin pavement markings shall be placed no sooner than two (2) weeks but no later than four (4) weeks from the completion of the paving operation.
5. After final paving, as well as before permanent pavement markings are installed, Permittee shall install temporary waterborne reflectorized pavement markings, placed in the same locations as original markings, on any roadways opened to traffic at the completion of any day's paving operation.