

TOWN OF EASTON

Procedure for Restoring Trench Excavations within the Public Right of Way

The intent of this policy shall be to give guidance to those Contractors and Utilities working within the public rights-of-way in the Town of Easton.

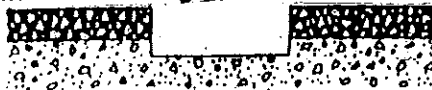
The requirements set forth below shall be enforced by the Director of Public Works or his representatives, open only to interpretation by the Director.

All roads shall be restored to their original condition or better.

Contractor shall give the Easton Public Works Department at (203) 268-0714, advance written notice not less than forty-eight (48) hours prior to actual work FAX (203) 261-7915. Such repair work will be subject to the same conditions as the original work performed, and will require an authorized person from the Department to be present throughout the process.

Procedures for Restoration of Road Surface are as follows:

1. Make straight vertical cuts with a pavement saw.
2. Remove all material from the upper section of excavation to a firm support depth of four (4) inches or 1 inch deeper than the existing pavement whichever is deeper.



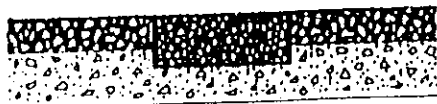
3. If the Town Inspector believes that poor quality process has been used for backfill, then the excavation shall be sixteen (16) inches deep. The excavation is to be back-filled with twelve (12) inches of 1 1/4" Road Process meeting State DOT Spec. M.02.06 Grading C compacted to 95% density, in four (4) inch lifts by means of a pneumatic tamper, vibrating roller or vibrating plate compactor.

4. All vertical edges of the patch shall be tack coated with SS-1 emulsified Asphalt.



5. Two, 2 inch layers or 1 inch thicker than the existing pavement or whichever is greater, of Class II asphalt mix is to be placed each individually compacted to level of surrounding pavement.

6. The finished surface shall be to the level of the pavement. The finish joint shall be sealed with the tack coat.



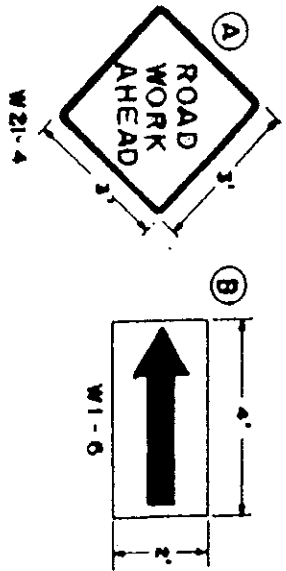
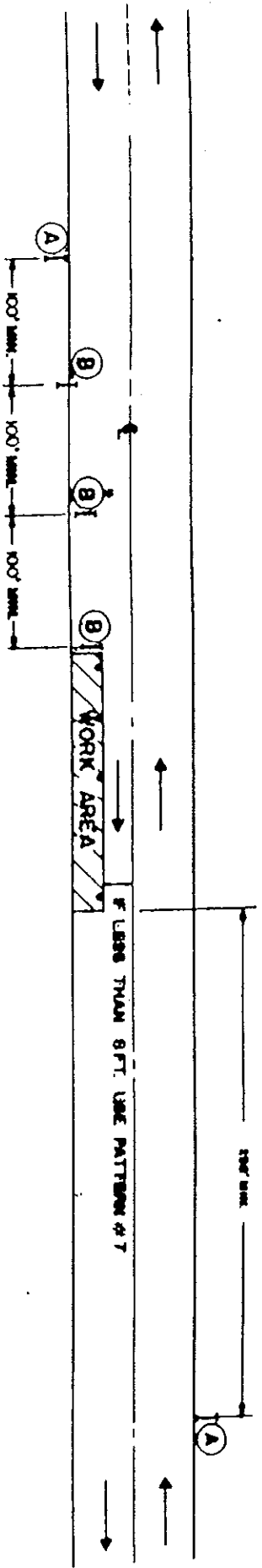
7. The Contractor is responsible for barricades and traffic control signs throughout construction in accordance with the signing pattern in compliance with the 2003 Manual on Uniform Traffic Control Devices (MUTCD).
8. The Town ordinances requires Permittee to maintain the condition of the patch until the bond is released after its first winter season. The Permittee is responsible for the condition of the patch and any damage that may occur to the motoring public due to defective work.
9. Failure to fulfill said obligations by the Permittee will result in forfeiture of the bond and any further issuance of Road Opening Permits.
10. The contractor shall put in a written request for the return of the bond after all above conditions have been met.

Received and understood by - Signature: _____

_____ Date

Print Name: _____

WORK IN TRAVEL LANE OR SHOULDER - TWO LANE HIGHWAY - RURAL OR URBAN



NOTES:
 * ON NOTES TRAFFIC CONES
 ADJUSTMENTS CAN BE MADE IN THE FIELD DEPENDING ON LOCAL REQUIREMENTS AS
 THEY PERTAIN TO PORTALS, BUS STOPS, LOADING ZONES, STREET WIDTHS, ETC.
 FOR SIGN COLOR, MATERIAL, AND SUPPORT, SEE STANDARD SHEET 23 B 23 A

SUGGESTED SIGN SPACING

POSTED SPEED	DISTANCE
25	100' MIN
30	100' MIN
35	150'
40	200'
45	250'

REMOTE SIGNS REQUIRED AT POSTED SPEEDS OF 40 & 45 MPH OR THEREAFTER

CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 DIV. OF TRAFFIC

PATTERN - P 0-6

APPR. *[Signature]*
 APPR. *[Signature]*
 CHIEF OF TRAFFIC ENG.

DATE 5-5-83