

RESOLUTION NO. 2298

A RESOLUTION OF THE CITY OF SALISBURY, MARYLAND TO SUPERSEDE RESOLUTION NO. 1312 REGARDING REPAVEMENT OF CITY STREETS REQUIRED AS A RESULT OF PAVEMENT DISTURBANCES RESULTING FROM CONSTRUCTION ACTIVITIES.

WHEREAS, repair of City streets that is required by the Department of Public Works is currently governed by Resolution No. 1312; and

WHEREAS, the City recognizes that application of the provisions of Resolution No. 1312 may be overly restrictive and expensive in some instances; and

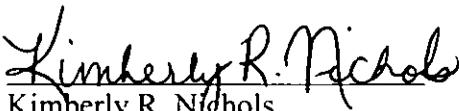
WHEREAS, the repavement provisions contained in Resolution No. 2298 impose consistent requirements on those who perform work within City streets without compromising public safety or the integrity of the City's streets; and

WHEREAS, the Director of Public Works provided the City Council a recommendation for the proposed paving policy at the July 1, 2013 City Council work sessions.

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

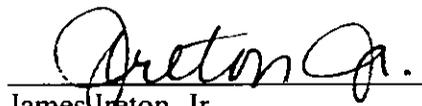
THE ABOVE RESOLUTION was introduced and read and passed at the regular meeting of the Council of the City of Salisbury held on this 8th day of July, 2013 and is to become effective immediately upon adoption.

ATTEST:


Kimberly R. Nichols
CITY CLERK


Jacob R. Day
PRESIDENT, City Council

APPROVED by me this 15th day of July, 2013


James Upton, Jr.
MAYOR, City of Salisbury

City of Salisbury



Salisbury



2010

JAMES IRETON, JR.
MAYOR

JOHN R. PICK
CITY ADMINISTRATOR

LORÉ L. CHAMBERS
ASSISTANT CITY ADMINISTRATOR

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AMANDA H. POLLACK, P.E.
ACTING DIRECTOR OF
PUBLIC WORKS

MARYLAND

To: Tom Stevenson, Acting City Administrator
From: Amanda Pollack, Acting Director of Public Works 
Date: July 2, 2013
Re: Paving Policy

Developers, contractors, utility companies and the general public have expressed concerns regarding the expense associated with the application of Resolution 1312, the City's Paving Policy. Resolution 1312 was developed in 2005 to address the poor condition that frequently resulted from multiple patches in City streets. Attached is a resolution and revised policy. Both a clean copy of the policy and a tracked changes version of the policy are attached.

The draft policy reduces the scope of required repaving without compromising public safety or the integrity of the City's streets. The major revisions to the revised policy are summarized below:

- Consolidates the requirements imposed on utility companies and developers into a consistent set of regulations that applies to all parties who perform construction activities in City streets.
- Replaces the full width road repaving requirement with a requirement that repaving extend to the edge of the nearest travel lane or parking lane.
- Specifically addresses repaving requirements associated with curb and gutter construction.
- Provides the Public Works Director discretion to make decisions on specific circumstances.

Additionally, per the July 1, 2013 work session, the following items have been revised:

- 5d: Test pits and soil boring language was clarified to apply to disturbances less than 10-inches in diameter.
- 7b: Repaving shall be completed within 60 days of starting construction
- 8a: Streets that have been repaved in the past five years can be disturbed for new construction activities.
- 8b: Any payments in lieu of paving shall be made at current prices.
- 9: The warranty period is 2 years.

Unless you or the Mayor has further questions, please forward this to the City Council.

City of Salisbury Policy for the Repair of 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. The policy establishes uniform requirements for all entities that perform work within City streets.
- 3. Definitions.**
 - a. The definition of “repave” is to remove and replace a minimum of 1.5 inches of hot mix asphalt surface portion of the roadway pavement section. If the existing surface pavement layer is 2.0 inches thick or greater, then “repave” shall be defined as to remove and replace a minimum 2.0 inches of hot mix asphalt.
 - b. The definition of “reconstruct” is to remove the existing pavement section and reconstruct the roadway in accordance 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. Reconstruction shall apply to circumstances where the existing street cross section does not meet current City Standards.
- 4. Extent of Required Repaving and Reconstruction.**
 - a. Intersection repaving and reconstruction shall extend to the points of tangency of the curb returns at the furthest limits of the intersection, at a minimum.
 - b. Edges of all street repavement and reconstruction shall be straight and shall be parallel or perpendicular to the street centerline.
 - c. Repavement and reconstruction that is parallel to the street centerline shall extend the full width of the affected travel lane or parking lane. The edge of a patch shall not be located in a wheel path. For streets with on-street parking that is not striped, the parking lane shall be assumed to be 8-foot wide.
 - d. Limits of repaving and reconstruction shall be as directed by the City. At the discretion of the Public Works Director, additional repaving or reconstruction may be required beyond the limits described herein if the additional work is necessary to restore the street surface to an acceptable condition, per the applicable City standards.
 - e. The Public Works Director can review specific situations and has the discretion to modify these requirements as necessary.

5. Policy for Street Repair.

- a. For utility cuts that are transverse to the roadway centerline:
 - (1) For one utility cut only or for two or more utility cuts more than 50 feet apart, the patch shall be based on City Standard 400.35 and repaved or reconstructed to the limits defined in Section 4.
 - (2) For two or more utility cuts within 50 feet of each other, the repaving or reconstruction shall be done in accordance with Section 4 for a distance from the furthest edge of the trenches. Trenches are to be restored per Standard No. 400.35 and in accordance with current City Standards.

- b. For one or more utility cuts that are parallel to the roadway centerline:
 - (1) Repave or reconstruct for the entire length of the cut in accordance with Section 4. Trenches are to be restored per Standard No. 400.35 and in accordance with current City Standards.

- c. For curb and gutter construction or reconstruction:
 - (1) Where grade changes are required or where the asphalt is disturbed, repaving associated with curb and gutter construction or reconstruction shall be performed in accordance with Section 4 and restored per Standard No. 400.35 and in accordance with current City Standards.
 - (2) Section 4 does not apply to curb and gutter construction or reconstruction where asphalt is not disturbed.

- d. For test pitting and soil boring.
 - (1) Repaving associated with test pits and soil borings with a disturbance less than 10-inches in diameter will be repaired per current City Standards.
 - (2) Section 4 does not apply to disturbances less than 10-inches in diameter, unless the minimum allowable distance between disturbances in the current City Standards is exceeded.

6. Policy for Roadway Widening. Repave and/or reconstruct the street for the entire length of the disturbance due to widening in accordance with Section 4 and using the applicable City Standard typical section.

7. Temporary and Permanent Patching Time Frame.

- a. All disturbances must be stabilized to have the roadway passable by the end of that current day's work per Standard No. 400.35 and in accordance with current City Standards.
- b. All permanent patches must be completed and accepted by Salisbury Public Works within a 60 day period from commencement of construction. Time may be extended with written approval from the Public Works Director.
- c. For any utility cut initiated late in the calendar year, the permanent repaving or reconstruction must be completed before the hot mix asphalt plants close for the winter.

8. Timing of Street Repaving.

- a. Streets that have been paved in the past five years shall not be cut unless approval has been granted by the Public Works Director for situations such as an emergency or new construction/ development. The Public Works Director shall review each situation when a street has been paved in the past five years.
- b. Repaving or reconstruction in streets that are identified as ones to be paved in the Capital Improvements Plan within a two year period can seek a waiver for the full repaving or reconstruction requirements. The waiver will be at the discretion of the Public Works Director. The Public Works Director can consider payment in lieu of repaving or reconstruction to the extent required by this policy. The criteria for waiver considerations will be based on the certainty of proceeding with the street repaving project in the Capital Improvements Plan within a two year time frame. Payment in lieu of paving will be made at current paving prices in the year that the waiver was granted. Roadway pricing shall be based on the current version of the Public Works Cost Estimate for Surety Submittals.

9. Warranty. All roadway work shall have a warranty period of two (2) years.

10. Approval Reference. The City Council approved this policy on July 8, 2013 through Resolution 2298.