

City of Victorville

Department of Public Works

Trench Resurfacing and Repair

The following conditions are designed to preserve the integrity of new streets and forestall deterioration by preventing water intrusion, differential settlement and multiple cuts that are often associated with street patching. It is not the intention of this section to prohibit emergency improvements to the infrastructure.

Exceptions to the prohibition set forth are as follows:

1. Emergency that endangers life or property;
2. Repair or modification to prevent interruption of essential utility service;
3. Relocation work that is mandated by City, State or Federal legislation;
4. Service for buildings where no other reasonable means of providing service exists, as determined by the City Engineer or his/her designee;
5. For potholing to verify utility depth or location;
6. Trenchless excavations not requiring more than two significant surface incisions greater than industry bore pit standards; or
7. Other situations deemed by the City Council to be in the best interest of the general public.

Trench Resurfacing /Repair

- 1) Temporary AC Pavement – Temporary compacted to 2 inches thick shall be placed and maintained in a smooth and compacted condition at all locations where paving has been removed and before traffic is allowed to pass over areas of pavement removal. Temporary asphalt shall be removed for permanent repair. Permanent pavement shall be placed within seven (7) days of completion of the subsurface installation, or within the time frame as determined by the City.
- 2) Trench Pavement Repair-General – Damaged pavement adjacent to the trench edges shall be saw cut and removed in rectangular sections. No remnant strips 2 feet or less are allowed. Remnant strips of pavement 2 feet wide or less shall be removed and such area(s) shall be included in the pavement repair. Asphalt pavement shall be in accordance with Greenbook Section 203 and be a minimum of 95% Relative Compaction. The repaired section shall be 1" thicker than the existing pavement but the total thickness not less than 3". Pavement shall be placed within seven (7) days of completion of the subsurface installation, or within the time frame as determined by the City. Areas to be joined with asphalt pavement shall be cleaned of all soil and foreign material and tacked with 100% coverage of asphaltic emulsion. If the existing AC thickness is significantly thick, the Inspector shall seek the City's recommendation of whether or not the replacement thickness shall still be 1" thicker or not. The City's recommendation shall be considered as final. See cross section detail drawings for additional information.
- 3) Permanent AC Pavement Repair – Base pavement shall be placed in compacted lifts of a maximum of 3-inches in thickness. Asphalt mix types shall conform to PG 64-10 or PG 64-28 PM. The base course shall conform to a ¾" gradation. The finish course shall be 2" thick and conform to sections a ½ inch gradation and be flush with the finished surface. Trench section over 6-feet in width shall utilize a self propelled vibrating screed paving machine (Barber-Green or equivalent) and may be subject to additional requirements.
- 4) Trench Pavement Repair Options –

- T-Cut Trench (For asphalt thickness less than 4"): After trench backfill is completed, trench edges shall be ground to full asphalt depth, and to straight lines a minimum of 2.0 feet from the edge of the excavation or pavement removal. The edges shall be parallel and at right angles to the centerline of the road (see S-10).
 - T-Grind Trench – In cases where the existing pavement has a thickness of 4 inches and more, grinding a minimum of 2 foot from the edge of the excavation or pavement removal to a minimum depth of 2 inches may be allowed at the discretion of the City (see S-10).
 - Butt Trench – Trench Cut Butt-Joint Detail requires an overlay paving. It may also be used for roadways scheduled for reconstruction.
- 5) Pavement Treatments required:

Pavement Replacement Level	Years Since Last Surface Improvement by City	Street Pavement Resurfacing Requirements:
1	Up to 3 years* (36 months) After Roadway Reconstruction/Resurfacing (Trench Moratorium Applies)	Full-lane milling and resurfacing when existing AC pavement thickness is greater than or equal to 4".
		Full-depth and full lane replacement when existing AC pavement thickness is 4" or less.
	Up to 3 years* (36 months) After Chip or Slurry** (Trench Moratorium Applies)	Full Lane Slurry**, including all lanes affected by laterals. For Pavement Replacement Level 1, project length has no bearing in any of these three requirements. Limits of resurfacing will extend to nearest intersection in both directions, or as determined by the City. Also, see Section 6

2	<p>3-5 years (36-60 months) after Roadway Reconstruction/Resurfacing or 3-5 years after Chip or Slurry Seal** (Trench Moratorium Does not Apply)</p>	<p>For trenches equal to or greater than 300 linear feet: Full-lane milling and resurfacing when existing AC pavement thickness is greater than 4". Full-depth and full-lane replacement when existing AC pavement thickness is 4" or less. For trenches less than 300 linear feet, repair pavement utilizing appropriate T-Repair method AND full-width slurry Type III. Full lane slurry for linear cut. For lateral cut, use T-Repair. Also, see Section 6.</p>
3	5-10 years and road identified on CIP project list for reconstruction or resurfacing within the next fiscal year	Butt Joint
	5-10 years road not identified on CIP list for reconstruction or resurfacing within next fiscal year	T-Repair and full lane slurry**
4	Over 10 years	T-Repair or full lane slurry to be determined by City Inspector upon field review of road condition

* Trench Moratorium - only allowed in emergencies. New Developments may be conditioned otherwise by Engineering.

** Slurry Seal also includes all surface seal categories

- 6) Excessive Pavement Removal or Multiple Cuts – Regardless of the trench method used, removal of multiple separate area of pavement totaling six or more cuts, or removal of 5% or more of the roadway, or removal of 15%

of the total area of a lane or shoulder, by a Permittee within 300-foot length of street, shall be required to repair the road per section 5, above. Please see the attached detail Trench Overlay.

These conditions will apply where either single or multiple permits have been issued to the Permittee, or if multiple cuts have been made within the preceding 12 months, and the cumulative number of cuts or area removed meets or exceeds the limits stated in this section.

In the absence of any Conditions of Approval placed on the developer by the City, the developer of the project is responsible for excessive pavement removal or multiple cuts that cumulatively meet the conditions above.

All pavement repair work is to be performed within 30 days of the completion of installation or repair activities.

- 7) Pavement Surfacing – Where there are existing surface coatings on the existing pavement, such as open graded pavement, chip seal or any type of surfacing that has been removed, the surfacing and pavement shall be replaced in-kind.
- 8) Driveway Approaches – Driveway approaches constructed of asphalt concrete shall be repaired as required and shall also be overlaid 1-inch thick full width to the property line or slurry sealed per the Greenbook.
- 9) Portland Cement Concrete – Potholes of trenches in PCC shall be repaired by saw cutting or grinding and removal of full panels at the score lines or as directed by the City Inspector.
- 10) Trench Failure and Repair – When the Engineering Division notifies the Permittee of a failure of their trench (settlement, excessive cracking, etc.), the Permittee shall coordinate the proposed trench repair method and schedule of repairs with the Engineering within two working days or sooner depending upon the severity of the failure. This includes any failures of lateral lines.