



TOWN OF TEWKSBURY

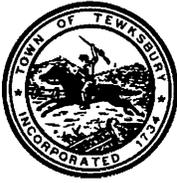
DEPARTMENT OF PUBLIC WORKS
999 WHIPPLE RD
TEWKSBURY, MASSACHUSETTS 01876

Permanent Trench Repair Specifications (For Roads Under a Moratorium)

The finished permanent repairs related to roadways under moratorium, in bituminous concrete pavements, shall be performed in a workmanlike manner and brought substantially to the original condition of the undisturbed pavement. Finished permanent repairs shall be completed in the following construction season, after one winter frost cycle has allowed settlement.

This restoration procedure shall be performed in the following general manner:

1. All temporary patches shall be removed; the outermost limits of the disturbed areas shall be cut back 1 foot on each side of the trench, curb to curb, to reveal undisturbed soils. Area cut back shall be thoroughly cleaned to eliminate all potential contaminants, to a depth at no less than 4 inches, or to the bottom of the existing cut adjacent pavement surface, whichever is greater. All seams of the perimeter shall be sealed with penetrating asphalt emulsion. Binder Course, conforming to the requirements of Massachusetts Highway Department, Standard Specifications for Highways and Bridges (MHD-SSHB), Sub-Section M3.11.03 shall be placed over the entire surface of disturbed and undisturbed soils. Binder Course shall be placed to achieve a compacted thickness of 2.5 inches, or to the thickness of the existing binder course, whichever is greater.
2. In addition, beyond the area described above, 10 feet on either side of the 1 foot cut back shall be milled to a depth of 1.5 inches, or to the bottom of the existing top course pavement surface, whichever is greater.
3. Prior to final paving, penetrating asphalt emulsion shall be applied over the entire surface of the milled area, the binder paved area, and all seams of the finished perimeter shall be sealed with penetrating asphalt emulsion. Modified Top Course, conforming to the requirements of MHD-SSHB, Sub-Section M3.11.03 shall be placed over the newly binder paved surface and milled surfaces. Modified Top Course shall be placed to achieve a compacted thickness of 1.5 inches.
4. Under no circumstances is any mix to be used that registers a temperature under 200°F.
5. An inspection of the milled trench by the DPW Superintendent or its Designee must be performed prior to placing Hot Mix Asphalt.
6. For the final paving the paver shall operate, at a speed which will produce a uniform surface texture free of any rippling or unevenness, while the bituminous mixture is being spread. After the paving mixture has been properly admixed and raked to grade, compaction shall be obtained by use of a steel wheeled roller of sufficient weight to establish a uniform density comparable to that to the surrounding pavement surface



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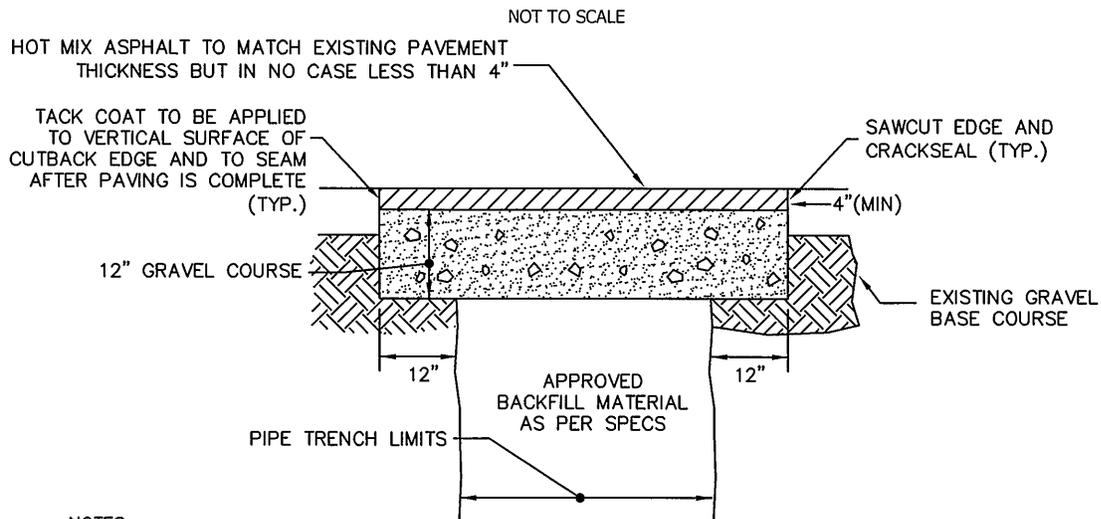
within the work area. The finished curb to curb repair shall be level having no depressions retaining water on any of the surface.

7. Mineral filler will then be spread over the entire newly patched area and opened to traffic when sufficiently cooled.
8. Upon completion, contact DPW for final inspection. The applicant will be responsible for trench maintenance for one year or to the time of road resurfacing by DPW, whichever is shortest.

Any item not revised by this specification shall be held to the Rules and Regulations for Street and Sidewalk Openings, adopted March 23, 2004, by the Town of Tewksbury Department of Public Works.

TEWKSBURY SUPPLEMENTAL TRENCH REPAIR INFORMATION (MORATORIUM ROADS)

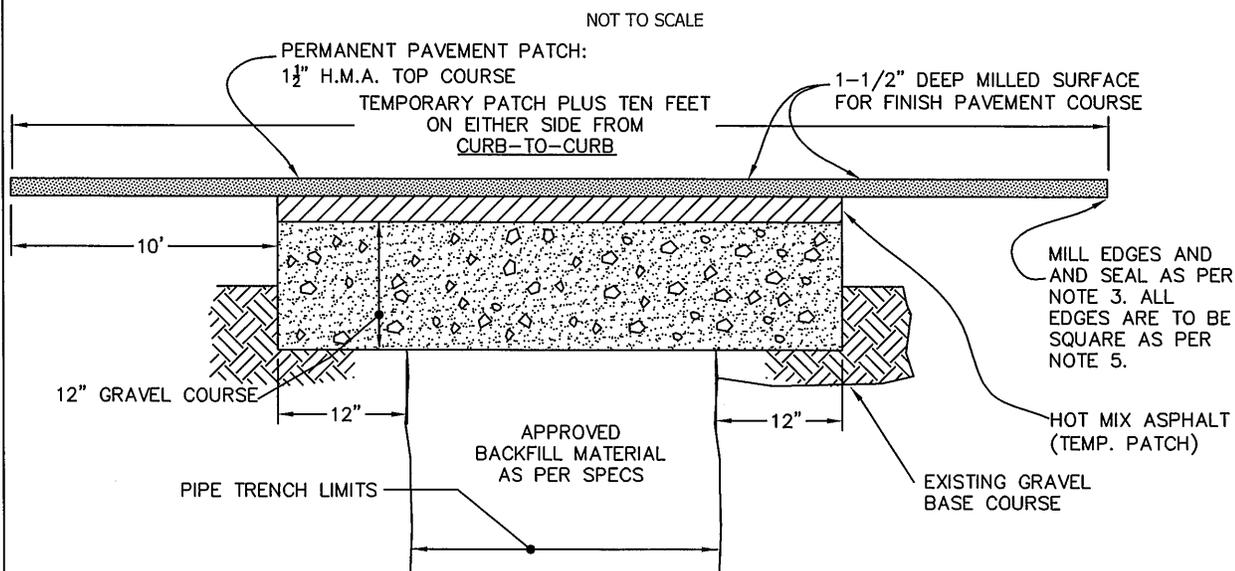
TEMPORARY TRENCH PAVEMENT PATCH DETAIL



NOTES

1. THE ROAD SURFACE SHALL BE SAWCUT TO A STRAIGHT AND VERTICAL EDGE. CARE SHALL BE TAKEN NOT TO DISTURB OR IN ANY WAY DAMAGE THE SURFACE BEYOND THE CUT EDGES.
2. EXCAVATE 1 FOOT BELOW GRADE AND 1 FOOT TO EITHER SIDE OVER THE TRENCH TO PREPARE FOR TEMPORARY TRENCH PATCH. USE GRAVEL BACKFILL TO BE PLACED IN MAXIMUM EIGHT INCH LIFTS AND COMPACTED WITH A SUITABLE MECHANICAL COMPACTOR. NO MATERIAL SHALL BE EXCAVATED FROM THE BANKS OF THE TRENCH TO BACKFILL OR FOR ANY OTHER PURPOSE. BACKFILL MATERIALS SHALL BE CLEAN, FREE OF DEBRIS AND NOT EXCESSIVELY WET OR SATURATED.
3. TEMPORARY TRENCH PAVEMENT SHALL BE PLACED WITHIN COMPLETED TRENCHES AT THE END OF EACH WORK WEEK (FRIDAY).
4. SEE SPECIFICATION SECTIONS 01063 AND 02500.

PERMANENT TRENCH PAVEMENT PATCH DETAIL



NOTES

1. THE MILLING IS TO TAKE PLACE FOR 10- FEET OF EITHER SIDE OF THE TRENCH, CURB-TO-CURB.
2. TACK COAT SHALL BE APPLIED SO AS TO COMPLETELY COVER ALL MILLED SURFACES PRIOR TO PLACING NEW PAVEMENT.
3. ALL JOINTS BETWEEN THE EXISTING AND NEW TOP COURSE PAVEMENT SHALL BE SEALED WITH HOT POURED RUBBERIZED ASPHALT JOINT SEALANT AS SPECIFIED.
4. PERMANENT PATCH TO BE INSTALLED AFTER THE TEMPORARY PATCH HAS SAT FOR ONE FREEZE/THAW SEASON CYCLE.
5. EDGES WHERE MILLER BEGINS AND ENDS SHALL BE CUT SQUARE WITH A JACKHAMMER, CHISEL OR BY OTHER MEANS AND CLEANED OF DEBRIS.