

Application for Road Opening Permit

**TOWN OF AGAWAM
DEPARTMENT of PUBLIC WORKS
1000 SUFFIELD STREET
AGAWAM, MA 01001**

FEE: \$20.00

DATE: _____

TO: Christopher J. Golba
Supt. of Public Works
1000 Suffield Street
Agawam, MA 01001

HAVE YOU CALLED DIG SAFE? _____
1-888-344-7233

DID YOU GIVE 72 HOURS NOTICE? _____

TICKET NO. _____

Dear Sir:

The undersigned _____

of _____, hereby makes

application for permission to open the roadway on _____

for the purpose of _____

as shown on the attached plan.

Signature

Printed Name

Mailing Address

Town, State, Zip

Phone Number

ATTACHMENT A

ROAD OPENING PERMIT Revised: May 2011

1. Repair Requirements:

(a) Excavation in Paved Areas

i. Areas **NOT SUBJECT** to a Road Opening Moratorium (see Attachment B):

The open trench, if over five feet in depth shall be sheeted or shored and comply with the MGL C.82 S.1 and 520 CMR 7.00, et seq. (as amended) and the excavation may require a Trench Permit. The roadway surface shall be cut with a jack hammer or saw in a straight line a minimum of one foot beyond the limits of excavation. The trench shall be backfilled with granular material and compacted in one foot (1') lifts (clay salt, hardpan, peat, if encountered shall not be returned to the excavation). The trench shall be backfilled for the final twelve inches (12") of material immediately below the Hot Mix Asphalt (HMA) pavement shall be two inches (2") of processed gravel (M1.03.1) and compacted in six inch (6") lifts. A temporary three inch (3") HMA patch shall be installed immediately after the trench is backfilled. The cold mix known as "QPR" or equivalent may be utilized for this temporary patch when HMA pavement is not available.

The temporary patch shall be monitored and maintained to conform to the existing grade until the permanent repair has been completed. After a minimum period of sixty (60) days but not later than November 15th or as soon as the HMA plants open after winter, the temporary patch and a minimum of one and one-half inches (1.5") of gravel shall be removed and a permanent patch consisting of four and one-half inches (4.5") of HMA pavement, or greater depth to meet existing consisting, shall be installed. The edges of the permanent patch shall be saw-cut square. The permanent patch shall consist of one and one-half inches (1.5") of top course and a minimum of three inches (3") of binder course. Edges of existing pavement shall be treated with tack coat prior to placement of the permanent patch. Each course of HMA pavement shall be compacted with a vibratory plate or minimum of a three ton roller, as the excavation size allows. The patch shall be neat, uniform, and conform to the existing grade and in particular the existing gutter grade shall not be changed.

Controlled Density Fill (CDF), also know as flowable fill, may be required by the Superintendent of Public Works. The excavation shall be filled with CDF to a level equal to the sub-grade level, generally sixteen and one half inches (16.5") from the finished pavement grade. That will permit the installation of twelve inches (12") of processed gravel (M1.03.01) and four and one half inches of HMA pavement (or thicker depending on the existing pavement depth, the greater thickness controlling). CDF is to comply with MassDOT Highway Standard Specification M4.08.0.

Any disturbed or cracked sidewalks, curbing or berms shall be replaced in kind. All of said work shall be done as directed by and to the satisfaction of the Superintendent of Public Works or their representative. The Department of Public works shall be notified when pavement repair work is underway and reserves the right to require that its inspector observe the work. Work and materials used shall conform to MassDOT Highway Standard Specifications sections: 401, 402, 405, 460, 470, 501, and 701 or as required by the Superintendent of Public works or their representative.

ii. Areas **SUBJECT** to a Road Opening Moratorium (see Appendix B):

The Agawam Department of Public Works establishes a five (5) year moratorium after a roadway has been repaved to road opening permits. We understand the need from time to time that emergencies occur (e.g. utility failures) or an applicant requests permission to cut into a roadway that is still under moratorium. Under those circumstances, the excavation or trench shall receive final repair beyond the repair specified in 1(a)i above and shall be as follows:

The open trench, if over five feet in depth shall be sheeted or shored and comply with the MGL C.82 S.1 and 520 CMR 7.00, et seq. (as amended) and the excavation may require a Trench Permit. The roadway surface shall be cut with a jack hammer or saw in a straight line a minimum of one foot beyond the limits of excavation. The trench shall be backfilled with granular material and compacted in one foot (1') lifts (clay salt, hardpan, peat, if encountered shall not be returned to the excavation). The trench shall be backfilled for the final twelve inches (12") of material immediately below the HMA pavement shall be two inch (2") processed gravel (M1.03.1) and compacted in six inch (6") lifts. A temporary patch consisting of four and one-half inches (4.5") of HMA pavement, or greater depth to meet existing conditions, shall be installed immediately after the trench is backfilled. The cold mix known as "QPR" or equivalent may be utilized for the temporary patch with a thickness of three inches (3") when HMA pavement is not available. The temporary patch shall be monitored and maintained to conform to the existing grade until the permanent repair has been completed. Each course of HMA pavement shall be compacted with a vibratory plate or minimum of a three ton roller, as the excavation size allows. The patch shall be neat, uniform, and conform to the existing grade and in particular the existing gutter grade shall not be changed. After a minimum period of sixty (60) days but not later than November 15th or as soon as the HMA plants open after winter, the permanent patch shall be installed.

Controlled Density Fill (CDF), also know as flowable fill, may be required by the Superintendent of Public Works. The excavation shall be filled with CDF to a level equal to the sub-grade level, generally sixteen and one half inches (16.5") from the finished pavement grade. That will permit the installation of twelve inches (12") of processed gravel (M1.03.01) and four and one half inches of HMA pavement (or thicker depending on the existing pavement depth, the greater thickness controlling. CDF is to comply with MassDOT Highway Standard Specification M4.08.0.

If QPR was used for the temporary patch, as soon as HMA pavement is available, an intermediate patch shall be installed consisting of four and one-half inches (4.5") of HMA pavement, or greater depth to meet existing conditions, shall be installed. The edges of the intermediate patch shall be saw-cut square. The intermediate patch shall consist of one and one-half inches (1.5") of top course and a minimum of three inches (3") of binder course. Each course of HMA pavement shall be compacted with a vibratory plate or minimum of a three ton roller as the excavation size allows. The patch shall be neat, uniform, and conform to the existing grade and in particular the existing gutter grade shall not be changed.

The permanent repair shall consist of the roadway shall be cold planed at a depth of one-half (1.5") inches for the full width of the road. The milled area shall extend beyond the edge of the temporary/intermediate trench repair and/or of related settlement for a minimum of two feet (2'). The extents of the cold planed area will be agreed upon in the field by the Grantee and the Superintendent of Public Works or their representative. Tack coat will be applied to the cold planed

surface at a rate of one gallon per twenty square yards (1/20 gal/SY). Additionally, the edges of the milled area shall have an additional bead of tack applied to them.

Any disturbed or cracked sidewalks, curbing or berms shall be replaced in kind. All of said work shall be done as directed by and to the satisfaction of the Superintendent of Public Works or their representative. The Department of Public works shall be notified when pavement repair work is underway and reserves the right to require that its inspector observe the work. Work and materials used shall conform to MassDOT Highway Standard Specifications sections: 120.66, 401, 402, 405, 460, 470, 501, and 701 or as required by the Superintendent of Public works or their representative.

(b) Excavation in Non-Paved Areas:

In non-paved, areas the disturbed areas shall be replaced in kind. In grassed areas a minimum of six inches (6") of loam shall be installed and the area shall be fertilized, limed, and seeded. Materials used shall conform to MassDOT Highway Standard Specifications: M6.01.0; M6.02.0 and M6.03.0. If sod is required, it shall conform to section M6.05.0. Loam shall conform to section M1.05.0. The Grantee shall be responsible for the establishment of a stand of grass satisfactory to the Superintendent of Public Works or their representative and shall return to top dress and reseed as may be necessary to correct settlement and to establish adequate growth.

2. General Information:

CHECK WITH THE POLICE DEPARTMENT BEFORE STARTING WORK TO SEE IF OFFICERS ARE NEEDED. All expenses for police are to be paid by Grantee. Traffic shall be maintained at all times, and if one-way traffic prevails, uniformed police shall be in attendance. Adequate lights, signs and barriers shall be provided by the Grantee.

The Agawam Department of Public Works as well as all utility companies whose services are located within or adjacent to the installation areas shall be notified as to the date of the commencement of work under this permit at least 48 hours prior to the beginning of the work.

The Superintendent of Public Works may require a bond be established for the repairs specified above. If this is the case, the Engineering Division will prepare a cost estimate for the repairs. This estimate will serve as basis for the bond setting in accordance with Town Code (§155-4) and which may include a Bond holding time of one-year beyond the accepted final repair, serving as a Warranty by the Applicant.

From time to time this Appendix may be updated because of available construction techniques, improved materials technology, or best engineering practices. However, this Appendix is current as of the date noted above.

The Superintendent of Public Works may attach additional requirements to the road opening permit depending on the nature and location of the proposed work.