State of Vermont

Department of Fish and Wildlife
Department of Forests, Parks and Recreation
Department of Environmental Conservation
State Geologist
Natural Resources Conservation Council

AGENCY OF NATURAL RESOURCES
Department of Environmental Conservation

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

PROCEDURE FOR DETERMINING THE ELIGIBILITY OF PAVEMENT RESTORATION ON WATER AND SEWER PROJECTS FUNDED PURSUANT TO 10 VSA, CHAPTER 55 AND 24 VSA, CHAPTER 120

for Jack Long, Acting Commissioner
Department of Environmental Conservation

19th day of April, 1993

I. PURPOSE

The purpose of this policy is to define the pavement restoration that will be eligible for grant and/or loan funding on projects that are funded through programs administered by the Vermont Department of Environmental Conservation.

II. APPLICABILITY

This policy applies to water supply and pollution control projects funded under the following statutes administered by this department:

- 10 VSA, Chapter 55 Aid to Municipalities for Water Supply, Pollution Abatement and Sewer Separation. This includes water supply projects pursuant to section 1624; combined sewer overflow abatement projects pursuant to section 1624a; and dry weather pollution abatement projects pursuant to section 1625.

- 24 VSA, Chapter 120 Special Environmental Revolving Fund. This includes pollution control projects pursuant to section 4753(a)(1) and (2); and water supply projects pursuant to section 4753(a)(3).

III. DISCUSSION

In the past, the eligibility for pavement restoration was limited to the restoration of the pavement over the water or sewer pipeline trench. This policy expands the eligibility of pavement restoration to include travelled lane pavement restoration as detailed below and depicted in the attached figures.

This department feels that correctly done trench paving restores the life and structural integrity of the disturbed section, and it is anticipated that in many cases this will still be the restoration alternative selected by the municipality. This policy is intended to give municipalities more flexibility in tailoring the pavement work done in connection with water and sewer work to their overall paving planning and goals.

IV. LIMITATIONS

A. This policy does not apply to projects where the final grant or loan payment has been made to the municipality and the grant or loan has been closed. Municipalities with open grants or loans under the above-noted statutes may request consideration for eligibility of completed or ongoing project work in accordance with this policy.

B. Only the cost of work actually done in accordance with this policy will be considered eligible for grant and/or loan funding. Municipalities are encouraged to bid more than one pavement restoration alternative (further discussed below), and then select the preferred alternative based on the available funding and the relative benefit to the community. If a less cost alternative is selected, the community may not apply the cost difference to other non-eligible portions of the project.

V. ELIGIBLE PAVEMENT RESTORATION - CROSSINGS

Where a pipe crosses a roadway, the maximum eligible length of travelled lane pavement restoration as measured from the pipe centerline will be one half the trench width as defined in Figure 'A' plus 10 (ten) feet measured along the edge of the travelled lane. These points (one on each side of the crossing) will be projected across the roadway width perpendicular to the centerline of the roadway. This will be the means of determining the maximum length of eligible travelled lane restoration regardless of the width of the roadway or the number of lanes. See Figure D1

VI. ELIGIBLE PAVEMENT RESTORATION - PARALLEL INSTALLATIONS

LENGTH

Where a pipeline enters and runs with the roadway, the limits of eligible roadway pavement restoration measured along the roadway centerline will be determined by the same method as set forth in 'V', using the point where the pipeline enters the travelled lane(s). Where the new pipeline ends (starts) in the roadway, the eligible pavement limit will be ten (10) feet beyond the end of the newly installed section measured along the roadway centerline. See Figure D2.

WIDTH

Eligibility will be limited to trench paving where less than 15% of a travelled lane would be affected by trench restoration. Maximum eligible roadway width restoration is defined by the existing roadway. There will be no increase over the existing width.

Maximum eligible width will be:

1. Curb to curb - where roadway curbing is predominent and existing curbs have a minimum reveal of 5 (five) inches.

2. Two travel lanes plus one parking lane. Maximum width 30 (thirty) feet.

3. Two travel lanes. Maximum width 24 (twenty four) feet.

VII. FILL - IN

Where less than 50 (fifty) linear feet of undisturbed pavement (as measured along the roadway centerline) would result from the above limits determination, that area may be included in the eligible work. See Figure D3.

VIII. RESTORATION METHODS

A. TRENCH RESTORATION

Eligibility for this alternative is defined by Figure A.

B. SHIM AND OVERLAY

Shown in Figure 'B'. This includes the installation of a maximum of 1 3/4 (one and three-quarters) inches of overlay and necessary shimming, with the first course over the trench to be installed as an overlay base course with a maximum thickness of 2½ (two and one-half) inches. This first course will not be included in the overlay price.

Structure adjustments outside the eligible trench width but within the eligible defined roadway restoration limits will be an eligible cost, except for adjustment of catch basins and curb reveal which will not be eligible.

C. FULL WIDTH REPLACEMENT

This consists of a maximum of 3½ (three and one-half) inches of paving material, installed.

The cost of upgrading the sub-base beyond the trench limits, structure or valve box adjustment, curb reveal adjustment, or removal of the existing pavement beyond the trench will not be eligible. See Figure C.

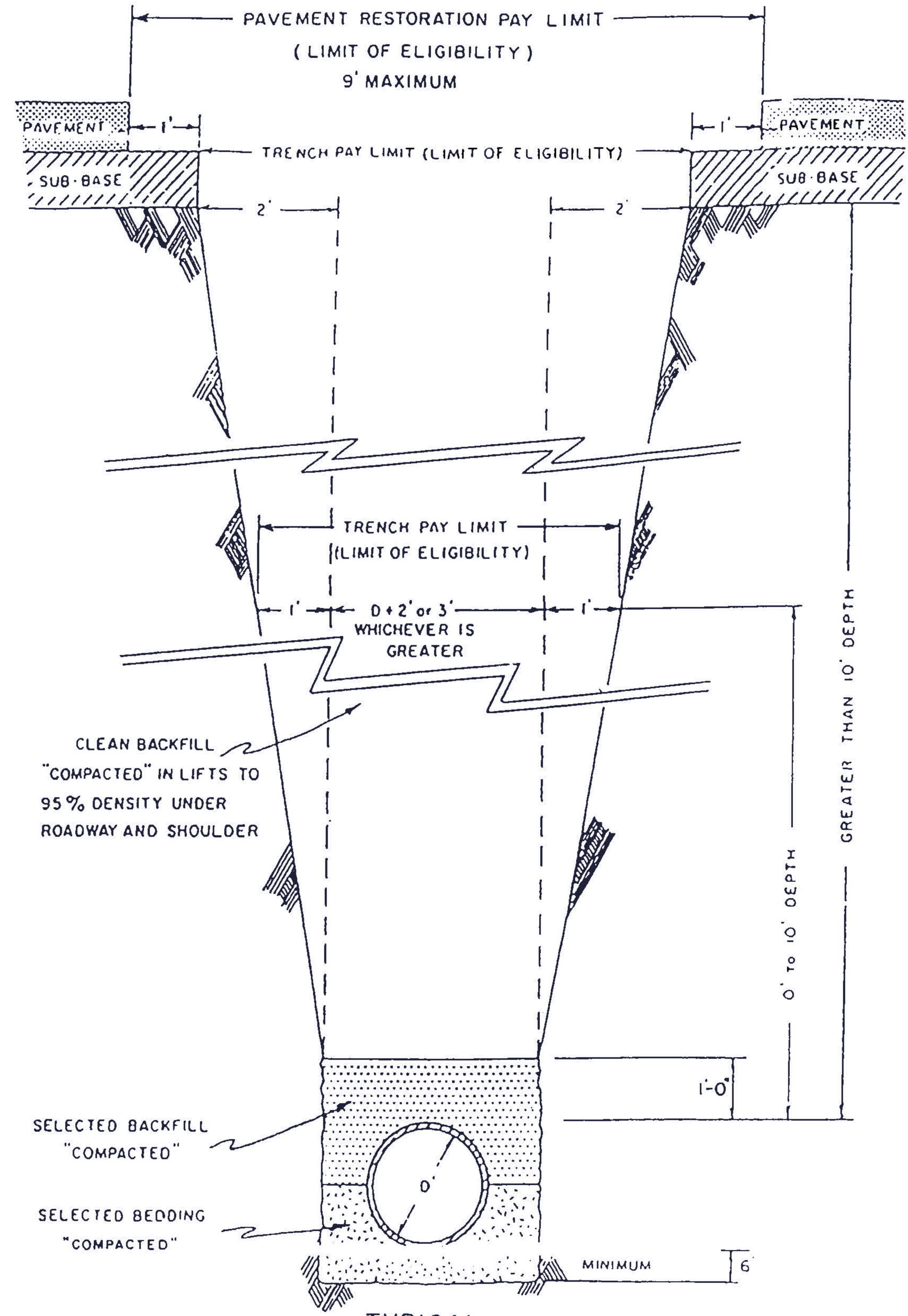
IX. BIDDING

The municipality may bid the trench restoration alternative (VIII.A.) alone.

If the shim and overlay alternative (VIII.B) is selected, the trench alternative (VIII.A.) must also be bid as an alternate.

If the pavement replacement alternative (VIII.C) is selected, the shim and overlay alternative (VIII.B) must also be bid as an alternate.

Trench Restoration



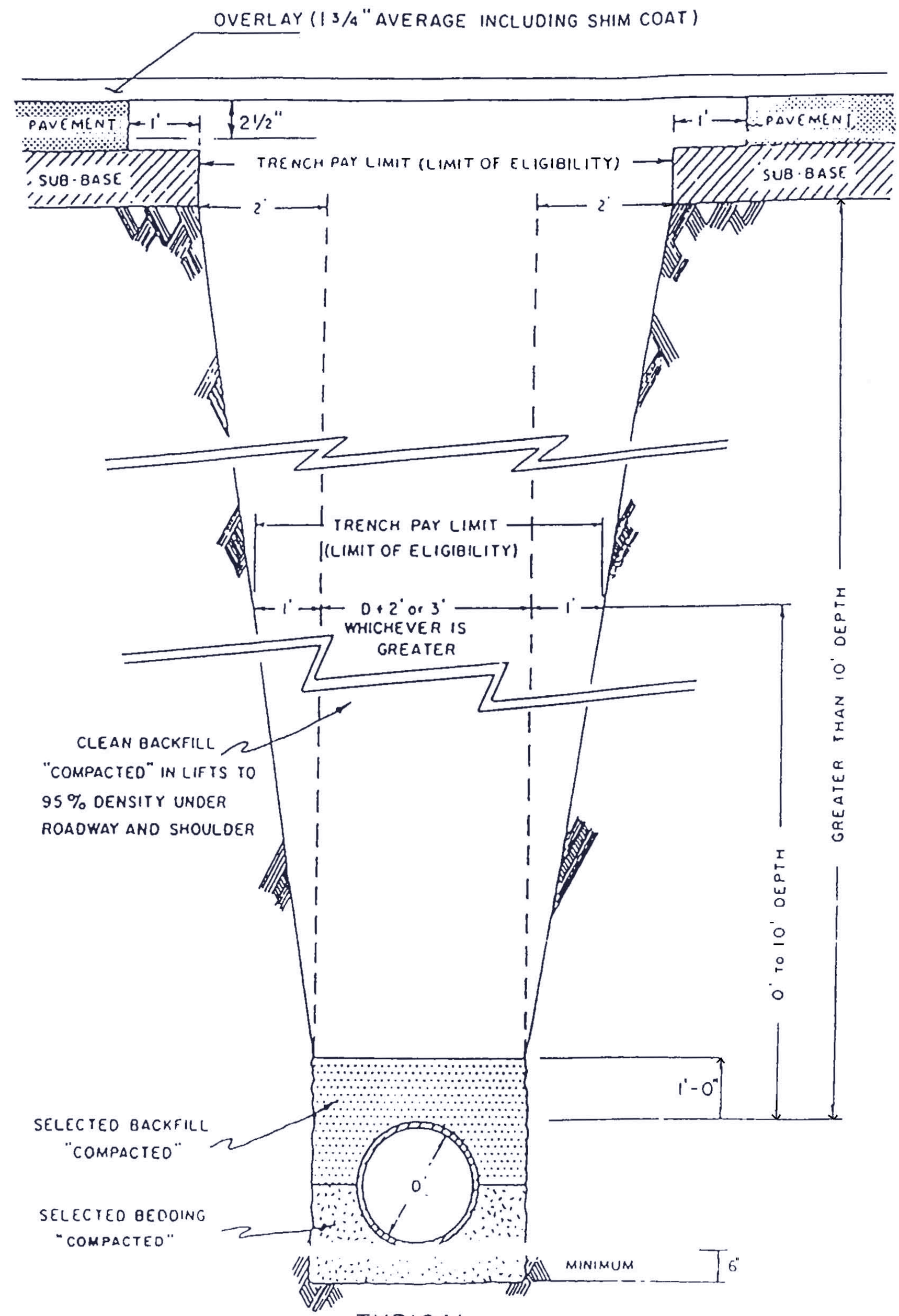
TYPICAL

WATER AND SEWER PIPE
PAY LIMITS AND LIMITS OF
STATE ELIGIBILITY

(NOT TO SCALE)

FIGURE A

Shim and Overlay



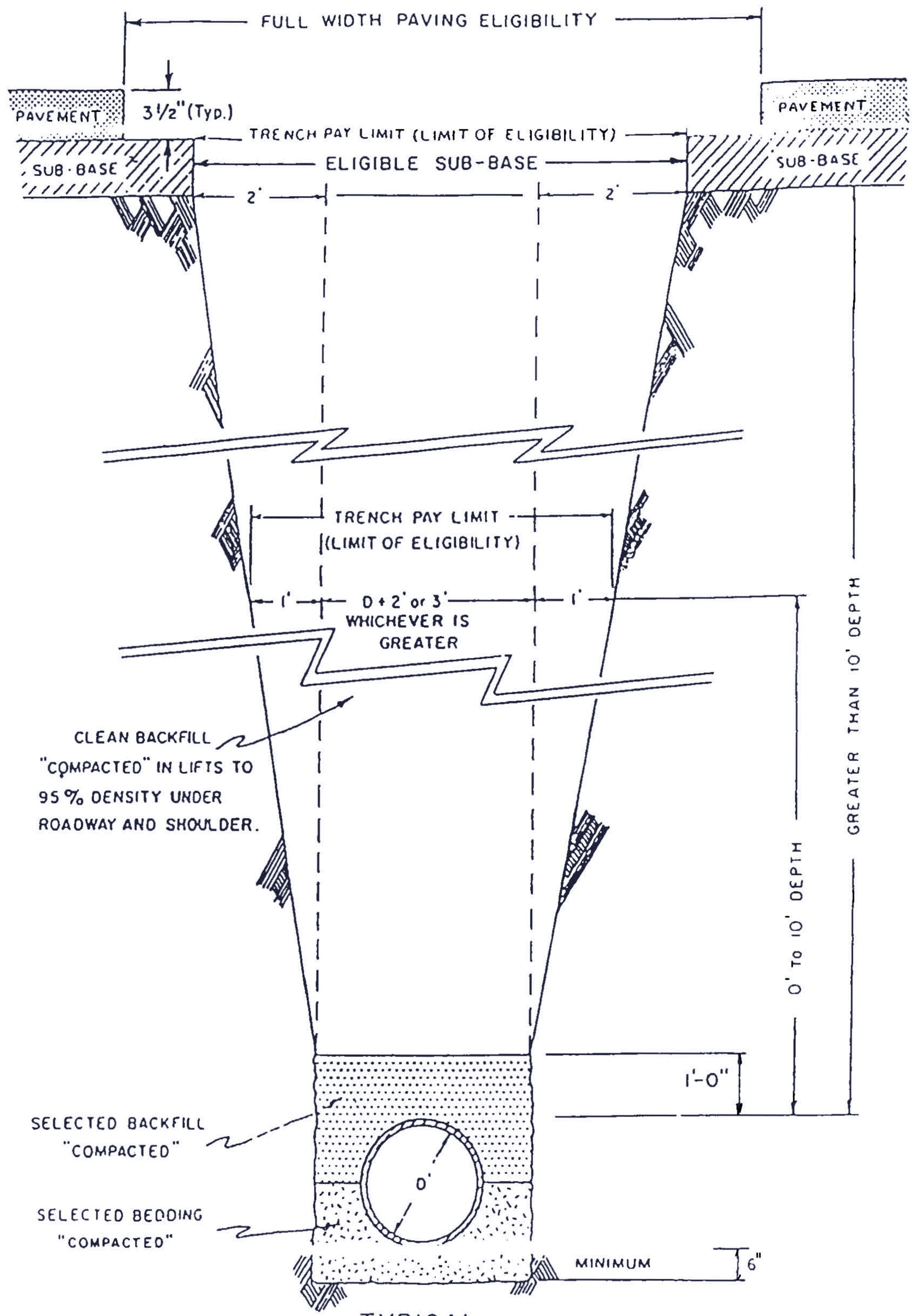
TYPICAL

WATER AND SEWER PIPE
PAY LIMITS AND LIMITS OF
STATE ELIGIBILITY

(NOT TO SCALE)

FIGURE B

Full Width Pavement Replacement



TYPICAL

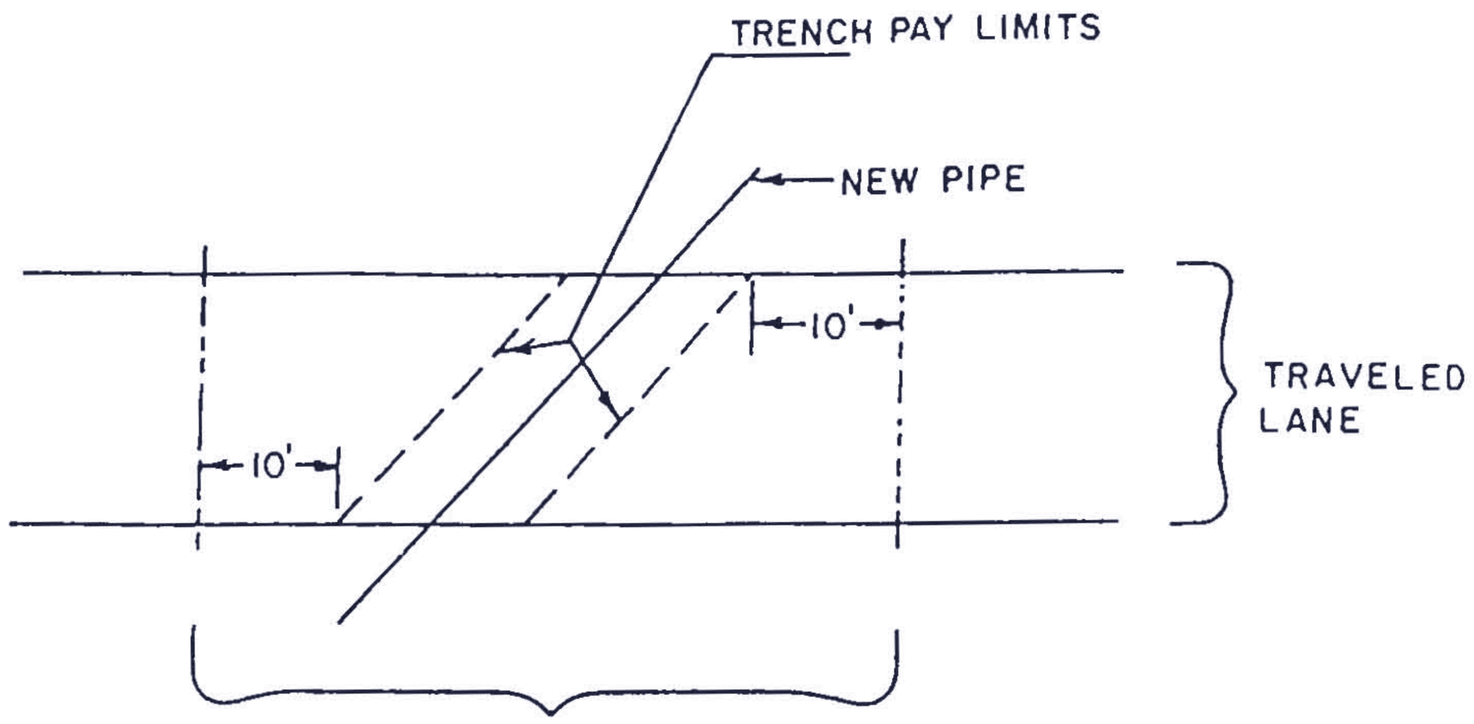
WATER AND SEWER PIPE
PAY LIMITS AND LIMITS OF
STATE ELIGIBILITY

(NOT TO SCALE)

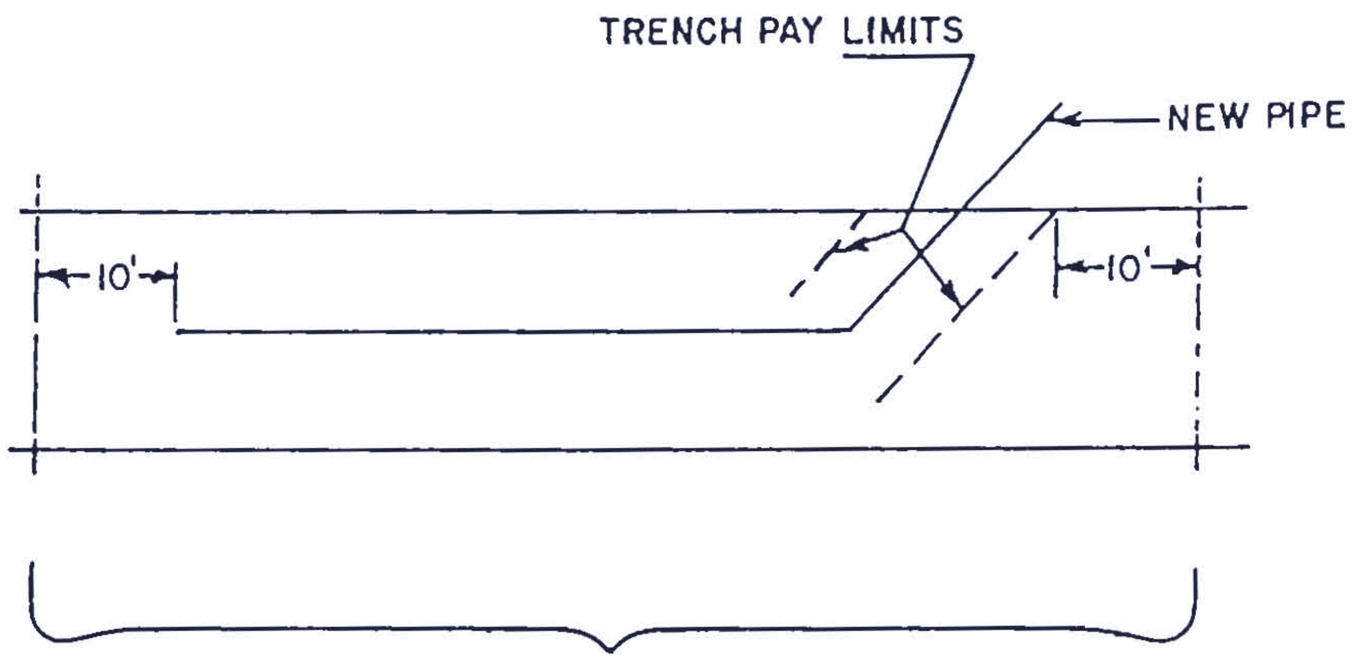
FIGURE C

Eligible Pavement Restoration

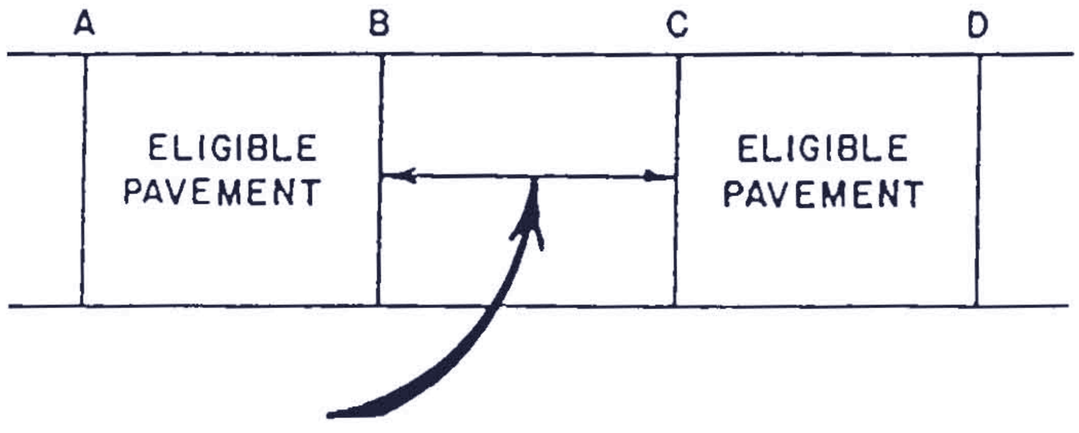
1.



2.



3.



(NOT TO SCALE)

- IF LESS THAN 50 LINEAR FEET AS MEASURED ALONG ROADWAY CENTERLINE – A TO D IS ELIGIBLE.
- IF MORE THAN 50 LINEAR FEET AS MEASURED ALONG ROADWAY CENTERLINE – SECTION B – C IS INELIGIBLE.

FIGURE D