

COA Street and Infrastructure Repair Guidelines

Plans:

Plans shall include sufficient information such as the location of curb and gutters, edge of pavement, lane lines, sidewalks, curb ramps, non-standard or special materials such as pavers, etc. so that the proposed work location can be adequately identified and the affected pavements and/or infrastructure materials can be easily determined.

The proposed method of construction should be adequately described. Differentiate open trenching from directional boring.

Pavement Repair Guidelines:

When city streets are cut, use the appropriate City of Austin 1100S series details for trench repairs. For repairs in streets constructed with flexible base and an asphalt surface, use detail 1100S-2. Use detail 1100S-3 (using 360S concrete) for concrete or asphalt overlaid concrete streets and use detail 1100S-5 for full depth asphalt streets. We recommend including the above 3 details in all plans at a minimum since pavement structure is not always apparent from the surface. If details 1100S-8A, 8B, 1100S-6B, or 6D are used, we recommend substituting CLSM in the detail where Class J PC concrete is shown. In all cases, we recommend using CLSM for backfill.

In addition, when the cuts occur within the Downtown Austin Project Coordination Zone (DAPCZ), within "Protected" street segments, or when the cuts are over 300 linear feet, a Pavement Restoration Plan is required detailing an enhanced pavement restoration strategy. This strategy requires, in addition to the trench repair, the removal and replacement of the existing asphaltic concrete surfacing within an area consistent with the requirements of detail 1100S-7 (i.e., full traffic lane width in lanes affected by the cut for the total length of the repair project). Note that a lane can be a parking lane, bike lane, or travel lane. The estimated areas of surface asphalt restoration shall be shown in the plans by cross hatching the areas.

The replacement asphaltic concrete surface layer shall be of the type and thickness based on the street's functional classification. For local or residential streets, replace a minimum 2 inches HMAC Type D. For collector or arterial streets, replace a minimum 3 inches HMAC Type C (see Item 340S, Section 340S.4).

For concrete pavements, concrete restoration limits are determined by joint locations. In composite streets (concrete pavement with an asphaltic concrete surface), use 1100S-3 for trench repair (using class 360S concrete) followed by asphalt surface replacement per 1100S-7.

Sidewalks, Curb Ramps, Curb and Gutter, Driveways, etc. Repair Guidelines:

Avoid placing vaults, hand holes, bore pits, etc. in existing sidewalks, handicap ramps, curb & gutter, and driveways. If such elements are damaged due to the proposed work, an adequate repair plan is required and the appropriate city details for replacement must be included in the plans. In some circumstances, it may be necessary to prepare a replacement sidewalk/ramp plan conforming to ADA requirements which details the repairs necessary including proposed transitions from compliant new walk to non-compliant existing walk.

Web links:

Standard Details:

https://library.municode.com/tx/austin/codes/standards_manual

The 1100S series are for trench/pavement repairs.

The 400 series contains details for sidewalks, curb and gutter, curb ramps, etc.

Standard Specifications:

https://library.municode.com/tx/austin/codes/standard_specifications_manual

Protected Streets (see link at bottom of page):

<http://www.austintexas.gov/streetandbridge>

Street Classifications (from the City's Development Map Viewer):

<http://www.austintexas.gov/GIS/DevelopmentWebMap/Viewer.aspx>

(Layer: select Roads then Street Centerline; Map Tools: select Identify then click on actual road centerline in map)

Downtown Austin Project Coordination Zone (DAPCZ) map:

http://www.austintexas.gov/sites/default/files/files/Transportation/Parking/DAPCZ_Map.pdf

Utilities Criteria Manual, Section 5 – Working in Public Rights-of-Way – 5.9.0 Pavement and Surface Structure Repairs:

https://library.municode.com/tx/austin/codes/utilities_criteria_manual?nodeId=S5WOPURI-W_5.9.OPASUSTRE

MINIMUM PLAN REQUIREMENTS

- Clearly show the limits of utility work that will result in damage to the street pavement.
- Include a table listing all affected streets showing their functional classification, surface pavement type, and whether or not they are “protected”.
- Include the appropriate trench repair details for all pavements likely encountered in the project. Including details 1100S-2, 1100S-3, and 1100S-5 is usually sufficient.
- Include appropriate details for repairs to sidewalks, driveways, curb and gutter, curb ramps, etc.
- If a pavement restoration plan is required, include detail 1100S-7 and show the area requiring surface asphalt restoration on the plans by cross hatching the areas along with applicable pavement repair/restoration notes as appropriate to clarify the intent. Show the trench line within the restoration area.

Include the following notes on the plans:

STREET REPAIR NOTES

TRENCH REPAIR: USE THE APPROPRIATE 1100S SERIES DETAILS FOR TRENCH REPAIRS: 1100S-2 (FLEXIBLE BASE AND AN ASPHALT SURFACE), 1100S-3 (CONCRETE OR ASPHALT OVERLAID CONCRETE), AND 1100S-5 (FULL DEPTH ASPHALT STREETS). CLSM SHALL BE SUBSTITUTED FOR BACKFILL AND FLEXIBLE BASE REPLACEMENT PER THE DETAIL NOTES.

SURFACE RESTORATION: SURFACE PAVEMENT RESTORATION IS REQUIRED WHEN CUTS 1) ARE OVER 300 LINEAR FEET IN LENGTH, 2) OCCUR WITH THE DAPCZ AREA, OR 3) OCCUR WITHIN PROTECTED STREET SEGMENTS. USE DETAIL 1100S-7 FOR DETERMINING AREAS REQUIRING SURFACE REMOVAL AND REPLACEMENT. THE REPLACEMENT ASPHALTIC CONCRETE SURFACE LAYER THICKNESS SHALL BE A MINIMUM 2 INCHES HMAC TYPE D FOR LOCAL OR RESIDENTIAL STREETS AND A MINIMUM 3 INCHES HMAC TYPE C FOR COLLECTOR OR ARTERIAL STREETS (SEE ITEM 340S, SECTION 340S.4).

CONCRETE AND COMPOSITE PAVEMENTS: IN CONCRETE STREETS, ACTUAL RESTORATION LIMITS ARE DETERMINED BY JOINT LOCATIONS. FOR COMPOSITE PAVEMENTS CONSTRUCTED OF CONCRETE WITH A HMAC OVERLAY, USE 1100S-3 FOR TRENCH REPAIR (USING CLASS 360S CONCRETE) AND 1100S-7 FOR DETERMINATION OF ASPHALT SURFACE RESTORATION AREAS.

