

## 2025 OPEN PAVEMENT CUT EXCAVATION AND RESTORATION POLICY

The following provisions will be complied with in connection with the “open cut and trench” of pavement. Item numbers refer to September 1, 2025, NYSDOT (New York State Department of Transportation) Standard Specifications.

1. TRAFFIC WILL BE MAINTAINED AT ALL TIMES DURING THE WORK OPERATIONS. For Highway Work Zone Traffic Control, refer to 17 NYCRR (New York Codes, Rules & Regulations) Chapter V, Part 6; NYSDOT 619 Standard Sheets and Specifications; and the MUTCD (Manual of Uniform Traffic Control Devices) with the NYS Supplement. Flaggers together with appropriate signs and control and warning devices shall be used to protect the motorists and pedestrians.
2. All work operations (unless otherwise specified and approved) will be conducted between the hours of 9:00 a.m. and 3:00 p.m. If for any reason the work operation is not completed by 3:00 p.m. the trench shall be backfilled with a minimum 4” depth cold patch. The application of cold patch material shall be over-filled no more than 1” to allow settlement to the existing road surface. This patch may be used for a period of 2 weeks, or as authorized by the County Engineer, before the final asphalt patch is installed. It will be the responsibility of the utility company to inspect and shim the patched area as necessary in order to provide a safe highway at all times until the final patch has been placed and the project accepted by the County Engineer. The County is to be informed, by email or phone, prior to any activity of the utility on this repair. Traffic shall be restored no later than 3:30 p.m. on each workday unless prior approval is granted by this Department.
3. Trenching shall begin with saw cutting of pavement to a minimal point of need in neat rectangular lines and corners, proceeding with vertically excavated walls without introducing undercut areas. If significant undercut areas appear beneath the existing pavement section, the pavement shall be removed in neat lines and backfilled as described above prior to final surface restoration. Any underdrain material, including tubing, surrounding filter and geotextile drainage, as well as any geotextile separation material and geogrid disturbed by trenching shall be repaired and replaced according to NYSDOT Standard Details and Specifications.

After the underground installation has been completed, the trench within the pavement and shoulder area shall be backfilled with a suitable “run of crusher material”, specific Item 304.12 (Subbase Course Type 2) or approved equivalent with sufficient moisture content for proper compaction. It shall be thoroughly compacted according to NYSDOT Standard Specification 203-3.12, which states to 95% of Standard Proctor Maximum Density. This compaction shall be in individual 6” layers through the use of mechanical tampers to the depth of which ever is greater, full depth replacement of existing pavement or 10” below the surface of existing pavement.

## OPEN PAVEMENT CUTS SPECIAL CONDITIONS (CON'T.)

Listed below are two alternatives to the procedures outlined above:

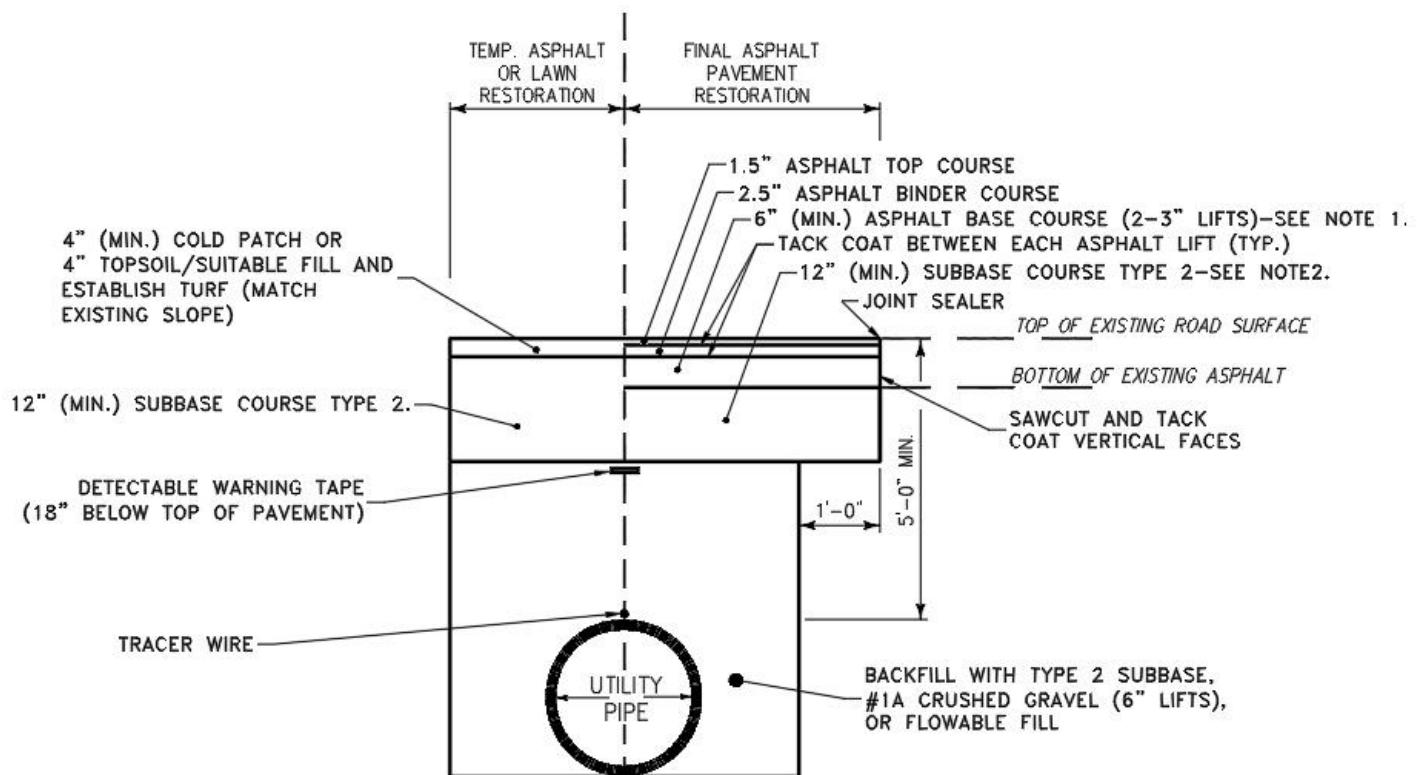
- A. Item 623.02 (Crushed Gravel), #1A Crushed Gravel, as per Section 703-02 Coarse Aggregate (1/8" to 5/16" in size) may be used as an optional fill material to be installed up to 24" below existing asphalt. The 1A Crushed Gravel may be used with thicker compaction layers, as allowed by the engineer, when time limits and construction conditions require faster backfill completion. If used, 12" minimum of Item 304.12 (Subbase Course Type 2) up to the full existing asphalt depth or 10" pavement, whichever greater, must be placed in two 6" compacted layers.
- B. Controlled Density Fill (C.D.F.), a.k.a. Flowable Fill or self-compacting cementitious slurry material, may be used as an optional fill material to be installed up to 24" below existing asphalt, particularly for filling irregular voids and under and around pipes. Onondaga County Department of Transportation will require C.D.F. to be no more than 100psi and no less than 50psi, meet NYSDOT specifications and on a case-by-case basis, may require C.D.F. to be colored. Properly compacted subbase material, as described above, shall be applied over the thoroughly consolidated C.D.F.

4. After the trench has been backfilled in accordance with #3 above, the trench pavement area will be expanded, with new saw cuts, a total of one foot in all directions from the trench edge. The trench shall be excavated to the new width and depth of the new pavement section. A 12" minimum of Item 304.12 (Subbase Course Type 2) shall be placed and compacted in 6" lifts to the depth of which ever is greater, full depth replacement of existing pavement or 10" below the surface of existing pavement. Diluted tack coat Item 407.0102 shall be applied to the vertical existing pavement surfaces as well as between all lifts of asphalt and between a milled surface and binder course. The highway pavement shall be restored to its original thickness unless prior approval is granted. In any event a minimum of 6" of Item 404.3789 (37.5 F9 Base Course Asphalt, 80 Series Compaction) will then be placed in two or more separate minimum 3" courses and thoroughly compacted within the pavement replacement area. This area shall then receive a thoroughly compacted application of 2 1/2" of Item 404.1989 (19 F9 Binder Course Asphalt, 80 Series Compaction) and then 1 1/2" of Item 404.0982 (9.5 F2 Top Course Asphalt, 80 Series Compaction) bituminous material up to the level of the existing pavement on all sides of the saw cuts.

Joints shall be keyed in and sealed with ASTM D6690 Type II or approved equivalent.

5. IN COLD WEATHER, USE TEMPORARY REPAIR CONSISTING OF COMPACTED MATERIAL, AS DESCIBED IN #3 ABOVE, TO THE DEPTH OF 6" BELOW THE SURFACE OF EXISTING PAVEMENT THEN BACKFILL WITH FIBER REINFORCED HIGH EARLY STRENGTH CONCRETE (i.e. achieving 400 psi in 4 hrs. and 2500-3500 psi compressive strength in 24 hours). It will be the responsibility of the contractor to inspect and shim the patched area as necessary in order to provide a safe highway at all times until the final patch has been placed and the project accepted by the County Engineer.
6. After the final consolidation of the trench area described in #4 above has been achieved, which determination will be made by the County Engineer, any final settlement will be corrected within the patch area by milling to a uniform 1" minimum depth and applying a 1" minimum compacted thickness of Item 404.0982 (9.5 F2 Top Course Asphalt, 80 Series Compaction). Utility Companies are responsible for maintaining integrity of patch until such time the highway is resurfaced or reconstructed by the Onondaga County Department of Transportation.

7. A certified check for deposit as per the fee schedule made payable to the Commissioner of Transportation of the County of Onondaga at the time an "Application for Permit" is made by the Contractor, and such certified check will be retained for a minimum period of 1 year following the final acceptance of said project.
8. Requirements of the "Onondaga County Department of Transportation Policy for New & Relocated Utilities" (attached to this policy) shall be adhered to.
9. It is Onondaga County's requirement preference that any utility lines/pipes that are being retired by a utility company/owner be removed within the County's Right-of-Way. If any lines/pipes 8" or larger in diameter are to be abandoned in place, they shall be filled with grout and capped.



NOTES:

1. IF THE EXISTING PAVEMENT THICKNESS IS GREATER THAN 10", THE DEPTH OF THE BASE COURSE SHALL VARY, (MAXIMUM 3" LIFTS) TO MEET THE EXISTING PAVEMENT THICKNESS.
2. THE TOP OF THE SUBBASE SHALL BE THE DEPTH OF THE EXISTING PAVEMENT OR 10", WHICHEVER IS GREATER.

TYPICAL OPEN CUT SECTION  
NOT TO SCALE

# Onondaga County Department of Transportation

## Policy for New & Relocated Utilities

**The criteria used to determine the acceptability of a new or relocated above ground utility location are as follows:**

1. A minimum of 10' (3.0m) from the edge of pavement or 4' (1.2m) from the edge of the shoulder, to the roadside face of the appurtenance, whichever is greater.
2. If in an open ditch section, the entire appurtenance shall be located in the back slope of the ditch.
3. If in a fill section, the appurtenance may be located in the fill slope, but must meet any other applicable offset required.
4. If in an area having guide rail, the appurtenance shall be located a minimum of 8' (2.4m) behind corrugated beam guide rail or 6' (1.8m) behind box beam guide rail.
5. If in a curbed area, the roadside face of the appurtenance shall be a minimum of 2' (0.6m) behind the curbing.
6. If in an area with a sidewalk, the roadside face of the appurtenance shall be a minimum of 1' (0.3m) behind the sidewalk.

**The following apply to new or relocated underground utilities:**

1. Utility lines running along the road shall be relocated beyond the shoulder, or curbing, if applicable. In closed drainage system areas, the utility shall be relocated beyond the pipes and structures. In open ditch sections, the utility shall be relocated in the backslope of the ditch, or beyond.
2. Utility lines crossing the road shall be driven in such a manner as to not disturb the pavement and shall be enclosed in sleeves whenever possible.
3. It is a requirement of Onondaga County DOT that all utilities installed within the Right of Way are to be located 5' (60") minimum below the surface of the road and 3' (36") minimum below all drainage structures, storm pipes, and ditches.

These policies are subject to change on a project-by-project, or case by case, basis.

### **Definitions:**

- Edge of Pavement = edge of travel lane, fog line, white pavement stripe
- Edge of Shoulder = outside edge of the asphalt pavement
- Existing utility or facility = any new wire, conduit, cable, utility pole, guy wire, pullbox or appurtenances, etc. currently installed.
- New utility or facility = any new wire, conduit, cable, utility pole, guy wire, pullbox or appurtenances, etc. placed/installed, even if it is replacing an existing utility or facility.
- Maintenance = any repair to an existing utility or facility that does not require a new installation.